Department of Planning, Housing and Infrastructure

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Modification 2 of Augusta Street Warehouse and Distribution Centre

State Significant Development Modification Assessment Report (SSD-36138263-Mod-2)

November 2026





Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land and show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

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Published: November 2026

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Preface

This assessment report provides a record of the Department of Planning, Housing and Infrastructure's (the Department) assessment and evaluation of The Trustee for Huntingwood Property Trust's application to modify the State significant development (SSD) consent for the Augusta Street Warehouse and Distribution Centre, located in the Blacktown City Council local government area. The report includes:

- a description of the proposed modification
- an assessment of the modification against government policy and statutory requirements, including mandatory considerations
- an assessment of the likely environmental, social and economic impacts of the modification
- an evaluation which weighs up the likely impacts and benefits of the modification, having regard to the proposed mitigation measures and government advice, and provides a view on whether the impacts are, on balance, acceptable
- a recommendation to the decision-maker, along with the reasons for the recommendation, to assist them in making an informed decision about whether the consent should be modified and any conditions that should be imposed.

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1 Introduction

The modification application seeks to modify the Augusta Street Warehouse and Distribution Centre (SSD-36138263) consent to change the approved layouts and façades of Warehouses 1 to 4, construction of a pedestrian skybridge between Warehouses 3 and 4, and additional vegetation clearing associated with amended road infrastructure works

The application was lodged on 21 July 2026 by The Trustee for Huntingwood Property Trust pursuant to section 4.55(1A) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

A more detailed overview of the proposed modification is provided in **Section 2.**

1.1 Background

The Applicant has consent to construct a warehouse and distribution centre in the Blacktown local government area (see **Figure 1** and **Error! Reference source not found.**). The development was approved on 17 December 2024 for the construction and operation of a warehouse and distribution centre comprising five warehouse buildings, warehouse tenancies, subdivision, car parking, landscaping and associated road upgrades.

Site preparation, demolition, clearing and bulk earthworks have commenced in accordance with the approved consent.

1.2 Subject Site

The site is located at Augusta Street, Blacktown and comprises:

- Lots 11, 12 and 14 DP1321460;
- Lot 164 DP8716; and
- Lots 22 and 23 DP1321597.

The site is approved for an industrial warehouse and distribution centre development and is bounded by the Great Western Highway, Prospect Highway, the M4 Motorway and surrounding industrial land uses. The site also contains areas of vegetation and riparian corridors associated with Blacktown Creek.

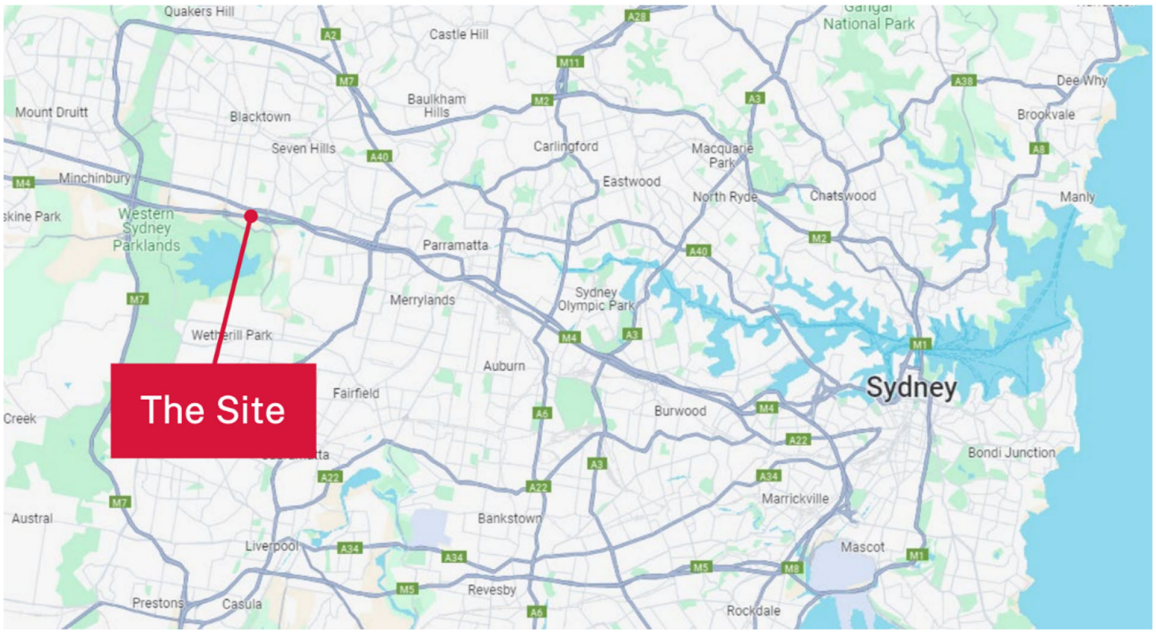


Figure 1 | Regional Context



Figure 2 | Local Context

The nearest sensitive receivers to the site include the residential areas of Prospect located directly north, adjacent to the Great Western Highway.

Other surrounding land uses include QLS Logistics, located west of the site adjacent to Flushcombe Road, Bunnings Blacktown and several industrial estates located further west along the Great Western Highway, Sydney Action Park (a water-themed park), the Altura Hotel, and a drive-in cinema

located south of the site adjacent to the M4 Motorway and St Bartholomew's Church located to the east across the Prospect Highway.

1.3 Approval History

On 17 December 2024, development consent was granted by the Acting Director for Industry Assessments for the development of the Augusta Street Warehouse and Distribution Centre (SSD-36138263). The development consent permits the construction and operation of a warehouse and distribution centre comprising:

- four warehouses including one multi-level building
- fifteen warehouse tenancies
- site consolidation of 45 Lots into 3 Lots
- car parking
- landscaping
- local road upgrades to Flushcombe Road and Augusta Street
- intersection upgrades to Great Western Highway / Flushcombe Road and new slip lane access from the Great Western Highway.

The development consent includes the following conditions relevant to the application:

- Condition B52 and Appendix 3 – set the number of ecosystem and species credits required to offset the removal/disturbance of ecosystems and species by the development.
- Appendix 1 – Site Development Plans including architectural, landscaping and civil plans.

The consent has been modified on one occasion (see **Table 1**).

Table 1 | Summary of Modifications

Modification	Description	Decision-maker	Type	Date
MOD 1	Separate Warehouses 3 and 4 into two buildings with associated amendments to building design and landscaping.	Minister	4.55(1A)	23 October 2025

2 Proposed Modification

2.1 Modification Overview

The modification is described in full in the Modification Report included in **Appendix A,** summarised in Error! Reference source not found. and is illustrated in **Figures 3 – 7**.

The modification seeks to permit changes to the built form of Warehouses 1–4 only (no changes to Warehouse 5) and comprise minor changes to internal warehouse and office configurations, updates to the warehouse and office façade designs, awnings, external lighting, and the construction of a skybridge access between Warehouses 3 and 4.

The modification seeks to permit vegetation removal and earth works along the northern boundary of the site opposite Warehouses 1 to 4 and within the road reserve of the Great Western Highway to facilitate approved upgrade works for the Flushcombe Road / Great Western Highway intersection.

Table 2 | Key Aspects of the modification

Project Element	Approved Development	MOD 1	Proposed Modification (MOD 2)	Overall Variance
Gross floor area (GFA)	**Warehouse 1** Warehouse: 5,536sqm Office: 399sqm	**Warehouse 1** Warehouse: 5,536sqm Office: 399sqm	**Warehouse 1** Warehouse: 4,460sqm Office: 436sqm	**Warehouse 1** Warehouse: -1,076sqm Office: +37sqm
	Warehouse 2 Warehouse: 11,668sqm Office: 363sqm	**Warehouse 2** Warehouse: 11,668sqm Office: 363sqm	**Warehouse 2** Warehouse: 9,509sqm Office: 502sqm	**Warehouse 2** Warehouse: -2,159sqm Office: +139sqm
	Warehouse 3 Warehouse: 21,436sqm Office: 964sqm	**Warehouse 3** Warehouse: 28,230sqm Office: 1,856sqm	**Warehouse 3** Warehouse: 28,074sqm Office: 1,540sqm	**Warehouse 3** Warehouse: +6,638sqm Office: +576sqm
	Warehouse 4 Warehouse: 28,019sqm Office: 1,447sqm	**Warehouse 4** Warehouse: 20,725sqm Office: 1,246sqm	**Warehouse 4** Warehouse: 20,051sqm Office: 1,225sqm	**Warehouse 4** Warehouse: -7,968sqm Office: -222sqm
Total GFA	134,565sqm	133,217sqm	128,991sqm	-5,574sqm
Parking Spaces	Warehouse 1: 67 Warehouse 2: 106 Warehouse 3 and 4: 346	Warehouse 1: 67 Warehouse 2: 106 Warehouse 3 and 4: 393	Warehouse 1: 57 Warehouse 2: 100 Warehouse 3/4: 357	-10 spaces -6 spaces +11 spaces

Project Element	Approved Development	MOD 1	Proposed Modification (MOD 2)	Overall Variance
Site Access	Access to Warehouses 3 and 4 from Augusta Street.	No change to site access, minor adjustments to access ramp design.	No change.	No change.
Landscaped Area	35.28%	35.47%	34.42%	-0.86%
Tree Canopy Coverage	16.23%	14.87%	16.37%	+0.14%
Ecosystem Credits	28	No change	31	+3
Species Credits	4	No change	5	+1
Operational Hours	24/7	No change	No change	No change

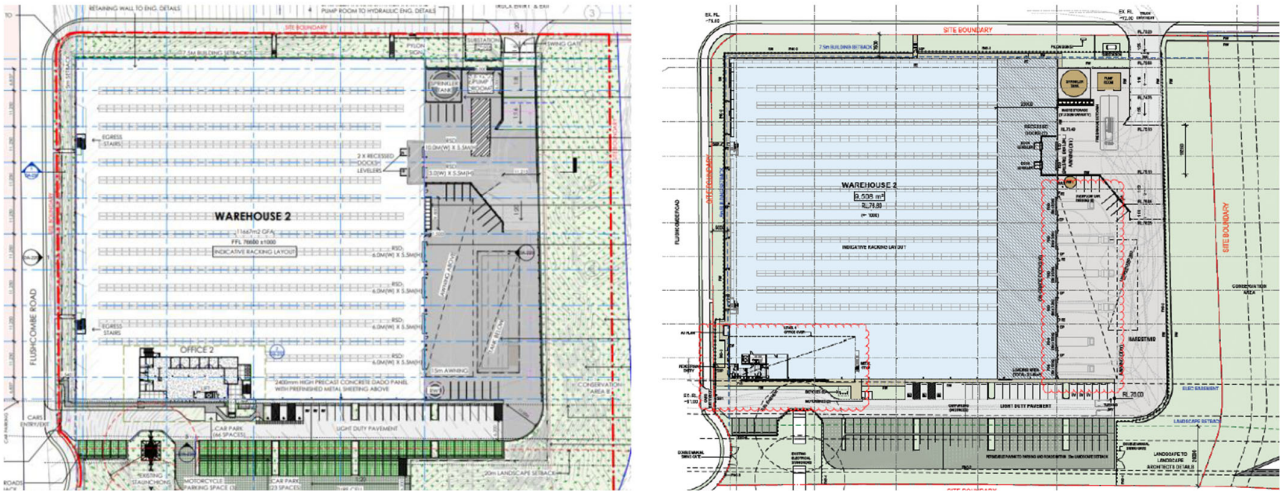


Figure 3 | Proposed Skybridge Connecting Warehouses 3 and 4



Figure 4 | Proposed Skybridge Connecting Warehouses 3 and 4

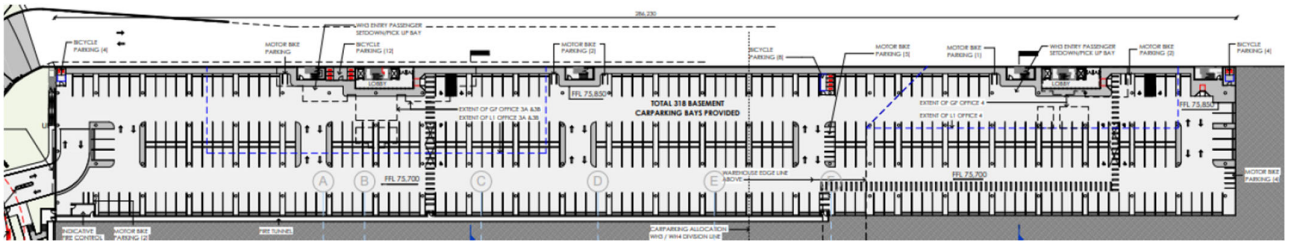


Figure 5 | Approved Undercroft Car Parking Design

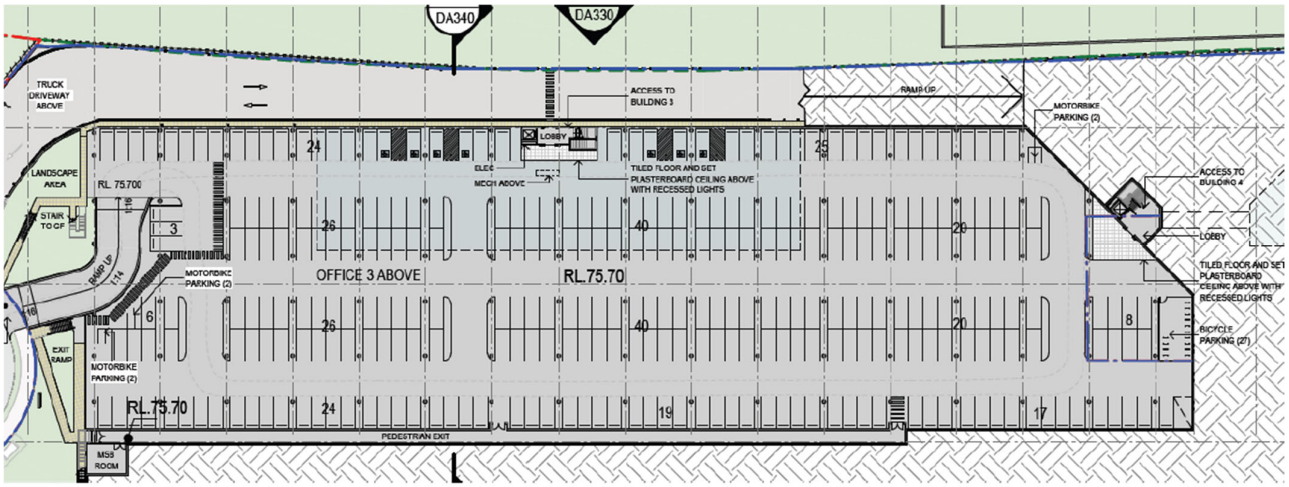


Figure 6 | Proposed Undercroft Car Parking Design



Figure 7 | Modification Ground Disturbance Area and Impacted Vegetation

2.2 Applicant's Justification for the Proposed Modification

The Applicant has advised that following the original approval, the Applicant has progressed the detailed design of the facility. This process has resulted in several design refinements to the built form and layout.

The Applicant's proposed tree removal and earthworks for the Flushcombe Road / Great Western Highway intersection were identified following further roadworks design refinement by Transport for NSW. These works include a shared pedestrian pathway (and resultant change in embankment location and extent) and slip lane associated with access road connection to the highway.

3 Statutory Context

3.1 Scope of Modification and Assessment Pathway

Details of the assessment pathway under which the modification is sought are provided in **Table 3** below.

Table 3 | Assessment Pathway

Consideration	Description
Scope of modification	**Modification involving minimal environmental impact** The Department has reviewed the scope of the modification and considers that it can be characterised as a modification involving minimal environmental impact as: • the primary function and purpose of the approved development would not change as a result of the proposed modification • any potential environmental impacts would be minimal and appropriately managed through the existing or modified conditions of consent • the Modification is of a scale that warrants the use of section 4.55(1A) of the EP&A Act • the proposed modification is substantially the same development as originally approved. The Department is satisfied the proposed modification is within the scope of section 4.55(1A) of the EP&A Act and does not constitute a new development application. Accordingly, the Department considers that the application should be assessed and determined under section 4.55(1A) of the EP&A Act rather than requiring a new development application to be lodged.
Consent Authority	**Minister for Planning and Public Spaces** The Minister is the consent authority under section 4.5(a) of the EP&A Act.
Decision-maker	**Delegate position** Under the Minister's delegation of 9 March 2022, the Team Leader, Industry Assessments, may determine the application under delegation as: • the application has not been made by a person who has disclosed a reportable political donation under section 10.4 of the EP&A Act • there are no public submissions (other than a council) in the nature of objections, and

Consideration	Description
	• Council has not made a submission by way of objection under the mandatory requirements for community participation listed under Schedule 1 of the EP&A Act.

3.2 Mandatory Matters for Consideration

The Department undertook a comprehensive assessment of the application against the mandatory matters for consideration as part of the original assessment of SSD-36138263 (under section 4.15 of the EP&A Act). This modification application does not result in significant changes that would alter the Department's consideration of the mandatory matters for consideration under section 4.15(1) of the EP&A Act and conclusions made as part of the original assessment.

3.3 Biodiversity Development Assessment Report

Section 7.17(2) of the *Biodiversity Conservation Act 2016* (BC Act) requires all SSD modifications to be accompanied by a Biodiversity Development Assessment Report (BDAR) unless the authority or person determining the application is satisfied that the modification will not increase the impact on biodiversity values (as identified in the BC Act and in the Biodiversity Conservation Regulation 2017).

A BDAR was submitted to the Department with the Modification application documents. The Department has taken the BDAR into account as part of its assessment (see **Section 5**).

4 Engagement

4.1 Department's Engagement

In accordance with the Environmental Planning and Assessment Regulation 2021 (EP&A Regulation) the Department made the modification application publicly available on the Department's website and forwarded the application to Blacktown City Council (Council), the NSW Development Coordination Authority – Environment, Biodiversity and Heritage Advisory (DCA), Fire and Rescue NSW (FRNSW) and Transport for NSW (TfNSW) for comment.

4.2 Summary of Advice Received

The Department received advice from 3 government authorities and Council on the modification application. A summary of the advice is provided in **A link** to the full copy of the advice is provided in **Appendix A**.

Table 4. A link to the full copy of the advice is provided in **Appendix A**.

Table 4 | Summary of Government Authority Advice

Authority	Advice Summary
Transport for NSW	TfNSW advised the proposed modifications are minor and are not expected to adversely affect the classified road network. TfNSW noted that the proposal would generate lesser traffic impacts than the approved development and raised no objection to the modification. TfNSW advised Conditions B6 to B12 of the consent should continue to apply.
Fire and Rescue NSW	FRNSW reviewed the modification application and advised it had no additional comments, recommendations or requirements beyond those already imposed through applicable legislation and the existing development consent.
DCA	The DCA advised that the proposal would not impact heritage values and raised no heritage concerns. However, it requested further information regarding biodiversity impacts, including clarification of whether vegetation adjacent to Flushcombe Road would be impacted by the proposed works and additional information regarding the proposed expansion of conservation areas intended to mitigate impacts to Swift Parrot habitat.
Council	Requested additional information regarding the proposed tree removal to enable assessment of environmental impact.

4.3 Additional Information

On 26 August 2026, the Department requested the Applicant provide additional information to address the matters raised by Council and the DCA.

On 11 September 2026, the Applicant provided a response to the Department's request, including:

- additional information regarding biodiversity impacts and offset calculations;
- additional information regarding the proposed expansion of Conservation Area A and habitat enhancement measures for Swift Parrot habitat; and
- updated architectural plans incorporating a proposed building height variance for Warehouses 1 to 4.

The Applicant's additional information was provided to DCA and Council. Both DCA and Council subsequently confirmed that the biodiversity and vegetation issues raised had been adequately addressed by the Applicant. Council advised it did not object to the proposal and recommended conditions of consent.

5 Assessment

The Department has assessed the merits of the proposed modification. During this assessment, the Department has considered the:

- Modification Report and Additional Information provided to support the proposed modification (see **Appendix A**)
- documentation and Department's assessment report for the original DA and subsequent modification application(s) (see **Appendix AA**)
- advice from State government authorities and Council (**Appendix A**)
- relevant environmental planning instruments, policies and guidelines
- requirements of the EP&A Act, including the objects of the EP&A Act.

The Department considers the key assessment issue to be Biodiversity.

The Department's assessment of other issues is provided in **Section 5.2.**

5.1 Biodiversity

The modification seeks approval for additional vegetation clearing associated with detailed design refinements to the approved Flushcombe Road / Great Western Highway intersection upgrade. The works will enable the construction of a sliplane and shared pedestrian pathway. Under the conditions of consent, the Applicant is required to enter into a Works Authorisation Deed (WAD) with TfNSW for all civil works associated with the access road connection to the highway. The proposed works would require approximately 1.32 hectares of disturbance to highly degraded, fragmented native vegetation adjoining the six lane Great Western Highway, including impacts to approximately 0.15 hectares of Cumberland Shale Hills Woodland and 0.06 hectares of mapped Swift Parrot habitat. Opportunities to avoid and minimise impacts on Conservation Area A have been adopted in the proposal, with the reduction of the existing steep batter slopes (to 1 in 3 and 1 in 4 slopes). No clearing is required for the proposed modifications to Warehouse 1 to 4.

A BDAR prepared by Anne Clements & Associates Pty Ltd was submitted to the Department with the modification application documents. The BDAR concluded that the proposal would not result in serious and irreversible impacts, however, would require the retirement of additional biodiversity credits, including 3 additional ecosystem credits and 1 new species credit for the Swift Parrot (see **Table 2**) to compensate for the biodiversity impacts. In addition to the biodiversity credits, the Applicant also proposes a 0.5 hectare expansion of Conservation Area A and habitat enhancement works to improve long-term foraging resources for the Swift Parrot (see **Figure 8**).

The DCA requested further information regarding vegetation impacts and the proposed habitat enhancement measures. Council also initially objected to the proposal and sought additional information regarding tree removal to support its assessment of environmental impacts.

The Applicant provided additional information which included a letter report prepared by Anne Clements & Associates Pty Ltd that clarified the ground disturbance area and provided further details of the proposed conservation area expansion and how this will mitigate impacts to Swift Parrot habitat. The Applicant advised that the proposed expansion of Conservation Area A will ideally connect with Conservation Area C (subject to design finalisation by TfNSW). Plantings of large stands of local native canopy trees *Eucalyptus tereticornis* and *E. moluccana* within this area will provide Swift Parrot food resources and so improve foraging efficiency.

Following review of the Applicant's additional information, both the DCA and Council confirmed that the biodiversity and vegetation issues raised had been adequately addressed.



Figure 8 | Proposed Extension to Conservation Area A

The Department has reviewed the BDAR, supporting figures, the Applicant's additional information and agency advice and is satisfied that:

- the biodiversity impacts of the proposal have been appropriately quantified in accordance with the Biodiversity Assessment Method (BAM);

- opportunities to avoid and minimise impacts have been implemented in accordance with the BAM;
- additional ecosystem and species credits have been identified to offset the impacts of the proposal; and that
- the habitat enhancement measures proposed through expansion of Conservation Area A to provide Swift Parrot food resources are appropriate and ensure that the development continues to achieve its intended environmental outcomes.

Council recommended any works within the road reserve, including tree removal associated with the approved Flushcombe Road/Great Western Highway intersection upgrade, be undertaken in accordance with the approvals and requirements of TfNSW. Accordingly, the Department has recommended conditions requiring:

- the retirement of additional biodiversity credits, as determined by the BDAR, to compensate for the biodiversity impacts prior to the commencement of the WAD works for the development; and
- the Applicant to update the Biodiversity Management Plan that includes the mitigation and management measures recommended in the BDAR for the proposal.

The Department considers the biodiversity impacts associated with the modification have been appropriately assessed, can be adequately offset and are acceptable, subject to implementation of the recommended conditions.

5.2 Other Issues

Table 5 | Assessment of other issues

Findings and conclusions	Recommended conditions
Built Form and Visual Impact	
• The modification includes amendments to the layouts and façades of Warehouses 1 to 4 and the construction of a pedestrian skybridge between Warehouses 3 and 4. • The modification application was supported with updated architectural plans that demonstrate that the overall building envelopes, warehouse form and approved use remain substantially consistent with the approved development.	No additional conditions are recommended other than updating references to new architectural plans.

Findings and conclusions	Recommended conditions
• The proposed skybridge provides an operational and safety benefit by facilitating internal movement between the buildings while remaining wholly within the approved development footprint. • Council raised no concerns in relation to the built form or potential visual impacts of the proposal. • The Applicant's additional information included revised architectural plans with the proposed final building height to be reduced from 16.8 metres (m) to 14.6 m. • The Department considers that the proposed building height of 14.6 m would not result in additional visual impacts. • The Department notes that the proposed pedestrian skybridge between Warehouses 3 and 4 is contained within the visual envelope of the development and considers it would have a negligible impact on the visual amenity of nearby residential areas and would not alter the visual impact of the development as approved. • The Department is satisfied that the modified development will not have a significant impact on approved visual amenity levels given the minor changes in building height and design, and the site's separation from residential areas by major arterial roads. • The Department's assessment concludes that built form and layout amendments are minor, improve operational functionality and would not result in additional visual impacts beyond those approved.	
Operational Noise	
• The modification proposes changes to the design of Warehouses 1 to 4 within the Augusta Industrial Estate that may alter the outcomes of the noise impact assessment as previously assessed and approved for the development. • The modification application was supported by an Operational Noise Impact Assessment (ONIA) prepared by SLR Consulting Australia which considered the approved 24-hour operation and compared the modified layout with the approved development. • The main sources of operational noise at the development are expected to include, on-site light and heavy vehicle movements,	No additional conditions required.

Findings and conclusions	Recommended conditions
loading dock activities in hardstands, mechanical plant and off-site vehicle movements. • The ONIA's predicted noise levels are generally consistent with the approved noise levels, with some minor differences at the nominated receivers due to the revised layout of the development associated with this modification and the approved MOD 1 layout. • Of the residential receivers, up to eight receivers (R01, R02, R03, R04, R05, R06, R09 andR10) are predicted to experience minor reduction in noise levels with a maximum decrease of 3dB, R07 no change, with receivers R08 and R11 experiencing minor increase in noise levels with a maximum increase of 2dB compared to the original approval Nonetheless, the ONIA demonstrated the development as modified would not result in any exceedances to existing noise limits of the consent. • The ONIA predicts that one residential receiver, R06, would experience an increase of 1dBA higher than the sleep disturbance screening level from that assessed for the original development. The assessment concludes that maximum noise events from truck movements during the night-time period would be unlikely to result in an adverse acoustic impact on R06 as the predicted sleep disturbance exceedances would be infrequent. • The Department considers the minor increases in noise levels predicted at two residential receivers are acceptable in this context, particularly as several receivers are predicted to experience reduced noise levels. The assessment predicts that the modified development will continue to comply with the development consent noise limits at all receivers, during all periods. • Overall, the ONIA predicted that noise impacts from the proposed modification would comply with the operational noise limits specified in Condition B25 of the development consent, at all residential receivers. • The Department concludes that the operational noise impacts of the modified development can be satisfactorily managed through the continued implementation of existing conditions of consent.	
Traffic and Parking	

Findings and conclusions	Recommended conditions

• The modification includes amendments to the design of Warehouses 1 to 4 that will reduce the approved warehouse gross floor area (GFA) and potentially reduce traffic generation of the approved development.
• The modification application was accompanied by a Traffic and Transport Statement prepared by Colston Budd Rogers & Kafes Pty Ltd that assessed the potential traffic and parking impacts of the proposal against those approved and the potential impacts on the surrounding road network.
• The Traffic and Transport Statement indicates that:
  ○ the proposed modified development would result in a reduction in traffic generation of around 85 vehicle movements per day two-way, and 9 vehicles per hour two-way during the weekday AM and PM peak periods, from the approved development;
  ○ access arrangements onto Flushcombe Road and Augusta Street remain unchanged from the approved development;
  ○ car parking has been provided in accordance with the Huntingwood Precinct DCP, which sets specific rates for office and warehouse GFA; and that
  ○ appropriate disabled parking, motorcycle parking and bicycle parking has been provided consistent with the approved development.
• Transport for NSW advised it has no objection to the proposal and does not anticipate adverse impacts on the classified road network.
• Council recommended conditions including that all accessible parking spaces, bicycle parking facilities and end-of-trip facilities shall be provided and maintained in accordance with the updated plans.
• The Department considers that Condition B13 of the existing consent addresses Council's recommendations as it requires the Applicant to provide sufficient parking facilities on-site, including for heavy vehicles and for site personnel, to ensure that traffic associated with the development does not utilise public and residential streets or public parking facilities.
	No additional conditions are recommended other than updating references to new architectural plans.

Findings and conclusions	Recommended conditions
• The Department also notes that Condition B14 of the existing consent requires the Applicant to prepare an Operational Traffic Management Plan (OTMP) prior to the commencement of operations. The OTMP must detail vehicle numbers and frequency, vehicle routes and measures to minimise impacts on the safety and efficiency of the road network. • The Department is satisfied that adequate parking has been provided to accommodate occupants and visitors and that the proposal will result in an overall reduction of traffic movements during the peak AM and PM traffic periods when compared to the original approval. • The Department's assessment concludes that any traffic impacts of the modified development can be satisfactorily managed through the continued implementation of existing conditions of consent, subject to inclusion of the updated site plans.	
Landscaping	
• The modification results in a reduction in the landscaped site area by 1.05%, from 35.47% (as approved under Modification 1) to 34.42%. • The modification report was supported by updated landscape plans which indicate that the reduction in landscaped site area is 0.25 ha which primarily driven by the removal of 0.13 ha of planting along the Endeavour Energy access track south of Warehouses 2, 3, and 4 which had previously been incorrectly included in the landscaped area total. This has resulted in the loss of 456 trees from this area with the impact is proposed to be offset through the inclusion of larger canopy trees in other landscaped zones within the development site. • The Department notes that biodiversity matters associated with additional vegetation clearing have been separately assessed in Section 5.1. • Council initially objected to the modification and requested additional information regarding the proposed tree removal and provision of an Arborist Report to enable assessment of environmental impact. • The Applicant provided further information regarding the native vegetation impacts and proposed expansion of the Augusta Estate Conservation Area A as part of the modification.	No additional conditions are recommended other than updating references to new architectural landscaping plans.

Findings and conclusions	Recommended conditions
• Following its review of the Applicant's further information, Council advised it did not object to the modification. • The Department is satisfied that the reduction in site landscaping is primarily due to planting along the Endeavour Energy access track required to be removed and that the proposed inclusion of larger canopy trees in other landscaped zones will maintain the overall landscape function and visual amenity of the site. • The Department's assessment concludes that the proposed reduction in landscaping is acceptable and can be managed through the existing conditions of consent, subject to inclusion of the updated landscape plans.	
Stormwater	
• The proposed modification includes amendments to warehouse design that have the potential to impact stormwater quality and quantity associated with the development. • The modification report indicates the proposed changes have a negligible impact on the overall stormwater management strategy for the site. • Updated MUSIC (stormwater quality) model results were included in the modification application which predict that the stormwater quality outcomes will continue to meet the minimum pollution reduction targets in the Huntingwood Precinct DCP. • Council raised no concerns in relation to stormwater quality or quantity for the proposal. • The Department considers the proposed stormwater amendments to be minor and would not alter the approved estate-wide stormwater management strategy. • The Department's assessment concludes that the stormwater quality and quantity can be managed under the existing conditions of consent.	No additional conditions required.
Fire Safety	

Findings and conclusions	Recommended conditions
• The modification includes amendments to warehouse design that have the potential to increase the fire safety risks associated with the development. • The modification application was accompanied by an assessment report prepared by BMG that reviewed the proposed modifications to Warehouses 1 to 4 against the relevant provisions of the Building Code of Australia 2022 (BCA) and a Statement prepared by Affinity Fire Engineering which reviewed the proposed modifications against the fire safety performance requirements of the BCA. • The statement by Affinity Fire Engineering indicates that the modification design will not compromise the expected fire safety strategy, fire brigade intervention or conformance with the building regulations. • FRNSW reviewed the modification application and supporting information and advised it had no additional comments, beyond those specified by applicable legislation and the existing conditions of consent. • The Department's assessment concludes that the fire safety risks of the modified development can be satisfactorily managed in accordance with the existing conditions of consent.	No additional conditions required.

6 Evaluation

The Department's assessment has considered the relevant matters and objects of the EP&A Act and considers the Modification is appropriate on the basis that:

- the Modification will result in minimal environmental impacts beyond the approved facility;
- the proposed design changes are of a minor nature and will provide warehouse tenancies suitable for the market;
- the proposed development will result in an overall reduction of traffic movements during the peak traffic periods when compared to the original approval; and
- the proposed development is substantially the same development as that for which the original consent was granted.

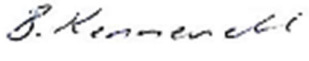
The Department is satisfied the Modification should be approved subject to the recommended modifying conditions of consent.

7 Recommendation

It is recommended that the **A/Team Leader**, as delegate of the Minister:

- **considers** the findings and recommendations of this report
- **determines** that the application SSD-36138263-Mod-2 falls within the scope of section 4.55(1A) of the EP&A Act
- **accepts and adopts** the findings and recommendations in this report as the reasons for making the decision to approve the modification
- **modifies the consent** for the Augusta Street Warehouse and Distribution Centre (SSD-36138263 as modified), subject to the conditions in the attached instrument of modification.
- signs the attached instrument of modification (**Appendix B**).

Recommended by:



27 October 2026

Belinda Kennewell
Senior Environmental Assessment Officer
Industry Assessments

8 Determination

The recommendation is **adopted** by:



2 November 2026

Shaun Williams
Principal Planning Officer
Industry Assessments

Glossary

Abbreviation	Definition
Additional Information	Response to Submissions, prepared by Urbis Ltd, dated 11 September 2026
Applicant	The Trustee for Huntingwood Property Trust
Council	Blacktown City Council
Department	Department of Planning, Housing and Infrastructure
EIS	Environmental Impact Statement
EP&A Act	*Environmental Planning and Assessment Act 1979*
EP&A Regulation	Environmental Planning and Assessment Regulation 2021
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
FRNSW	Fire and Rescue NSW
LGA	Local Government Area
LEP	Local Environmental Plan
Minister	Minister for Planning and Public Spaces
Planning Secretary	Secretary of the Department of Planning, Housing and Infrastructure
Planning Systems SEPP	State Environmental Planning Policy (Planning Systems) 2021
SEPP	State Environmental Planning Policy
SSD	State Significant Development
TfNSW	Transport for NSW

Appendices

Appendix A – List of Referenced Documents

The Department has relied upon the following key documents during its assessment of the proposed development:

Modification Application

- 'SSD-36138263-Mod-2, Modification Application, Augusta Street Warehouse and Distribution Centre Mod 2' prepared by Urbis Ltd, dated July 2026 – https://www.planningportal.nsw.gov.au/major-projects/projects/augusta-street-warehouse-mod-2-warehouse-layout-amendment

Agency Advice

- https://www.planningportal.nsw.gov.au/major-projects/projects/augusta-street-warehouse-mod-2-warehouse-layout-amendment

Submissions Report

- 'Response to Submissions, prepared by Urbis Ltd, dated 11 September 2026 – https://www.planningportal.nsw.gov.au/major-projects/projects/augusta-street-warehouse-mod-2-warehouse-layout-amendment

Department's Assessment Report for SSD-36138263

- https://www.planningportal.nsw.gov.au/major-projects/projects/augusta-street-warehouse-and-distribution-centre

Appendix B – Recommended Instrument of Modification

- Recommended Instrument of Modification can be accessed via the major projects portal – Augusta Street Warehouse MOD-2 - Warehouse layout amendment | Planning Portal - Department of Planning and Environment