

29 May 2026

TfNSW Reference: SYD24-00642/6
DPHI Reference: SSD-23480429



Ms. Kirsten Fishburn
Secretary
Department of Planning, Housing, and Infrastructure
Locked Bag 5022
Parramatta NSW 2124

Attention: Penny White

**MODIFICATION APPLICATION FOR ALDINGTON ROAD INDUSTRIAL ESTATE - (WESTGATE)
253-267 ALDINGTON ROAD - KEMPS CREEK**

Dear Ms. Fishburn,

Thank you for providing Transport for NSW (TfNSW) an opportunity to provide advice in accordance with clause 2.35 of the *State Environmental Planning Policy (Industry & Employment) 2021*, and clause 2.122 of the *State Environment Planning Policy (Transport and Infrastructure) 2021*, on the modification application of the approved state significant development application (**SSD 23480429**) for the development of an industrial estate, known as 'Westgate', at 253-267 Aldington Road, Kemps Creek.

TfNSW has reviewed the submitted information and amendments to the proposal notes that the Applicant seeks modification of the approved Warehouse 1B and 1C on Lot 1 which includes:

- Introduction of an additional inter-tenancy wall so that the approved Warehouse 1B/1C building can accommodate three (3) tenancies.
- Re-distribution of ancillary office space to support three (3) warehouse tenancies, resulting in:
 - a reduction of warehouse GFA from 13,540m² to 12,962m²; and
 - a minor increase in ancillary office GFA from 614m² to 717m².
- Consolidated communal area servicing the warehouse building
- Modified parking provision of 62 spaces.
- Relocation of the driveway location to the undercroft carparking to the west end of the lot, accessible via road 2.

It is understood that the following aspects of the development approved under Modification 2 remain unchanged:

- Lot 2 being used to provide onsite detention for stormwater and the future warehouse will be subject to a future development application,
- roadworks to service the development including a new half road construction that will remain in private ownership until the full width road can be constructed,
- interim stormwater infrastructure to manage on site stormwater,
- trunk drainage stormwater channel in accordance with Sydney Water requirements and
- utilities installation to support the development.

It is also noted the future signalised intersection of Aldington Road / New access road (known as intersection 2 in the LOG East package of road works) does not form of this application as it is conditioned on LOG East to deliver the intersection.

Given that the overall GFA will be slightly reduced which may result in an overall reduced traffic generation of the site, TfNSW provides concurrence in accordance clause 2.35 of the *State Environmental Planning Policy (Industry & Employment) 2021* for SSD 23480429 subject to the Department's approval and TfNSW conditions provided in **TAB A** being included in any Development Consent issued.

Should you have any further enquiries in relation to this matter, please do not hesitate to contact Navin Prasad, Land Use Planner via email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read "B. Pegg".

Brendan Pegg
Senior Manager Land Use Assessment Central and Western
Transport Planning, Planning Integration and Passenger Division

TAB A – TfNSW conditions

Road Works

Comment:

This site will obtain access from the future signalised intersection of Aldington Road/New access road (known as intersection 2 in the LOG East package of road works). LOG East are conditioned to deliver supporting infrastructure for the Mamre Road Precinct as shown in the image below.

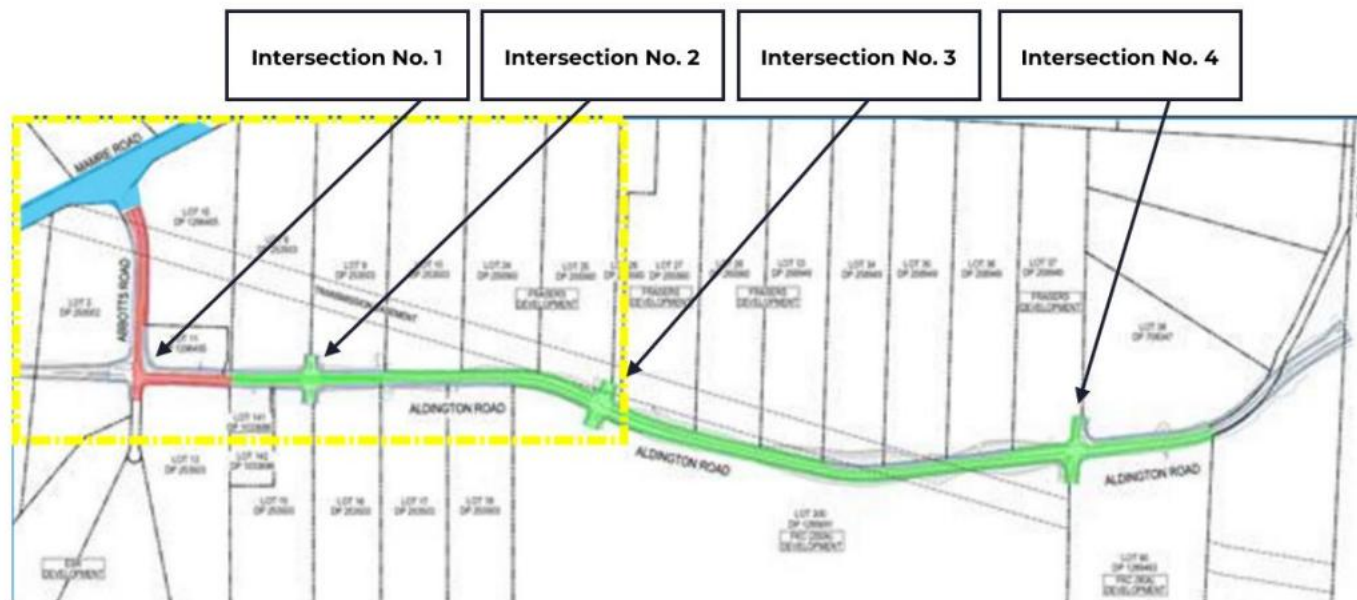


Figure 8 – Portion of the upgrades works to be undertaken by LOG-East required to be completed to support the operation of the first building within the approved 200 Aldington Road Industrial Estate

Source: AT&L

TfNSW condition:

TfNSW requires that prior to occupation of any warehouse within the 'Westgate' industrial estate, the following road works shall be completed:

- The intersection of Mamre Road and Abbots Road.
- Abbots Road widening between Mamre Road and Aldington Road.
- Aldington Road widening between Abbots Road to intersection 3.
- The traffic signal-controlled intersection of Aldington Road and intersection 2.

Onsite Stormwater Management

Comment:

The ultimate stormwater management plan proposes an onsite stormwater detention prior to discharge into the Sydney Water trunk drain that connects via a culvert under Mamre Road to the future water recycling facility. As the culvert and water recycling facility is not yet constructed, an interim plan has been prepared to that manages the stormwater with infrastructure including an interim evaporation and reuse pond on lot 2 which will be used to irrigate the residual lot 2, and 50% of the adjacent trunk drainage channel.

TfNSW condition:

TfNSW requires that the interim onsite stormwater detention constructed on Lot 2 be of sufficient capacity to ensure that the post development discharge of the site does not exceed the pre-development discharge of the site i.e. there is to be no increase stormwater discharge into the Mamre Road corridor.

Construction Pedestrian and Traffic Management Plan (CPTMP)

Comment:

The development site is located within the Mamre Road Precinct where several construction projects, including major road upgrades and other private developments, are likely to occur at the same time as this development. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and reduce road safety for road users including vulnerable users' groups such as pedestrians and cyclists particularly during commuter peak periods.

TfNSW condition:

Prior to the issue of any construction certificate, the applicant shall prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW. The CPTMP needs to specify matters including, but not limited to, the following:

- To mitigate the impact of construction traffic and reduce interaction with other projects, until the traffic signals at Mamre Road & Abbots Road are operational all access to the site in Aldington Road shall be provided via a left in and left out movement at Mamre Road and Abbots Road.
- Proposed haulage routes and construction vehicle access arrangements.
- Predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can be accommodated within the context of road changes in the surrounding area.
- Identify any potential impacts to general traffic, cyclists, pedestrians, and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works.;
- Identify the cumulative construction activities of the development and other projects within or around the development site.
- Proposed measures to minimise the cumulative impacts on the surrounding road network should be clearly identified and included in the CPTMP.
- Construction program and construction methodology, including any construction staging.
- Consultation strategy for liaison with surrounding stakeholders, including Sydney Metro and other developments under construction.
- Details of crane arrangements including location of any crane(s) and crane movement plan.
- Proposed construction hours.
- A detailed plan of any proposed hoarding and/or scaffolding.
- Provide the direct contact details to businesses and residents impacted by the construction work and TfNSW via development.ctmp.cjp@transport.nsw.gov.au to resolve issues during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction; and

Submit a copy of the final plan to TfNSW for endorsement via development.ctmp.cjp@transport.nsw.gov.au.