

Modification Report

Milperra Road Warehouse, Revesby

SSD-63664708 (MOD 1)

April 2026

Prepared for: Gateway Capital



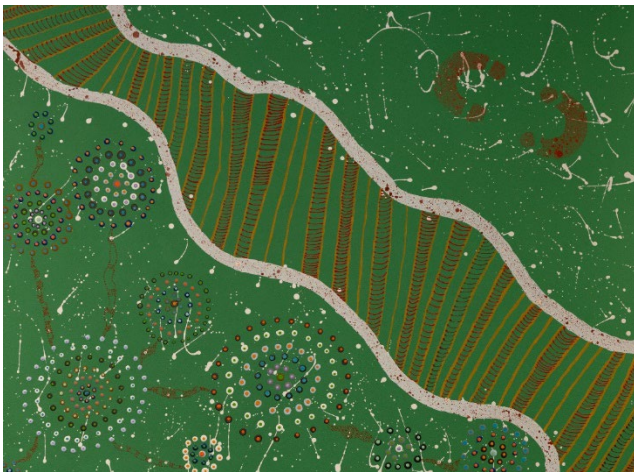
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Report Number	FINAL

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The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

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Executive Summary

This Modification Report has been prepared for Buildcorp on behalf of Gincop Nominees 1 Pty Ltd (**the Applicant**) pursuant to Section 4.55(1A) of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**). The application seeks to modify Development Consent SSD-63664708 for the construction of a multi-storey warehouse and distribution centre at 61 Milperra Road, Revesby.

Since the approval of SSD-63664708, the Applicant has identified a tenant for the ground floor of the development. The tenant will utilise the warehouse solely for general storage and distribution purposes, consistent with the existing approved use of the site, however minor design changes are proposed to suit the tenant's operations. Additional modifications are also proposed in response to detailed design and resolution of structural, BCA and access matters.

Broadly, the modification seeks consent for the following works:

- Extension of the northern side of the development at ground level.
- Minor internal and external alterations to the approved development to accommodate the needs of the identified tenant.
- Reduction in roof level of the western portion of the development.
- Minor refinements to the car parking layout across the site, including the reduction in the number of spaces.
- Minor external alterations to respond to various structural, BCA, access and fire engineering matters identified during the detailed design phase.
- Minor changes to landscaping and civil design to reflect the revised architectural design.

This report describes the site and the proposed modifications, provides relevant background information, and assesses the modified proposal against the relevant legislation, environmental planning instruments and planning policies. The specialist technical studies provided in support of SSD-63664708 have been updated where relevant to facilitate a detailed assessment of the potential environmental impacts of the modified proposal as outlined within this report.

The project as modified represents a positive development outcome for the site and surrounding area for the following reasons:

- **The proposal is consistent with State and local strategic planning policies:**
 - Greater Sydney Region Plan: A Metropolis of Three Cities
 - South City District Plan
 - Canterbury-Bankstown Local Strategic Planning Statement
 - Canterbury-Bankstown Employment Lands Strategy
- **The proposal satisfies the applicable local and State development controls:**
 - *State Environmental Planning Policy (Planning Systems) 2021*
 - *State Environmental Planning Policy (Transport and Infrastructure) 2021*
 - *State Environmental Planning Policy (Industry and Employment) 2021*
 - *State Environmental Planning Policy (Resilience and Hazards) 2021*
 - *Canterbury-Bankstown Local Environment Plan 2023*
- **The proposal responds appropriately to the opportunities and constraints presented by the site:**

This application has been lodged in accordance with Section 4.55(1A) of the EP&A Act as the proposed modifications will have minimal environmental impact beyond those assessed under SSD-63664708.

- **The proposal is highly suitable for the site:**

The proposed land use remains permissible with consent in the E4 General Industrial zone, while also remaining consistent with relevant State and local strategic and statutory policy. The site is well connected to the wider regional and State road network via Milperra Road. As discussed in greater detail within this Modification Report, the proposal as modified remains substantially the same as the development for which consent has previously been granted and therefore remains highly suitable for the site.

- **The proposal is in the public interest:**

The proposal as modified supports the requirements of a confirmed tenant and facilitates design changes to the development to suit the identified operational needs. This will ensure the efficient and effective operation of the development, thereby stimulating local investment in the Milperra Industrial Area and contributing significant economic output and value add to the economy each year.

Having considered all relevant matters, the development as modified has significant merit and should be approved.

1 Introduction

This Modification Report has been prepared for Buildcorp on behalf of Gincop Nominees Pty Ltd (**the Applicant**) pursuant to Section 4.55(1A) of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**).

The application seeks to modified Development Consent SSD-63664708, which was approved by the Department of Planning, Housing and Infrastructure (**DPHI**) and relates to the site at 61 Milperra Road, Revesby. This modification constitutes the first modification of SSD-63664708.

1.1 Applicant Details

The applicant details for the proposed modification are listed in the **Table 1**.

Table 1 Applicant Details.

Descriptor	Proponent Details
Company	Gincop Nominees 1 Pty Ltd (C/- Buildcorp)
Postal Address	Level 48, Australia Square, 264 George Street, Sydney NSW 2000
ABN	89 658 475 113
Nominated Contact	Samantha Giuliano Design Manager, Buildcorp

1.2 Project Background

On 25 June 2025, Development Consent SSD-63664708 was approved by the Director of Industry Assessments, under delegation from the Minister for Planning in relation to:

The demolition of existing buildings, site remediation, and the construction and 24-hour operation of a two-storey warehouse and distribution centre, including ancillary office space, car parking, loading areas, landscaping site infrastructure and signage.

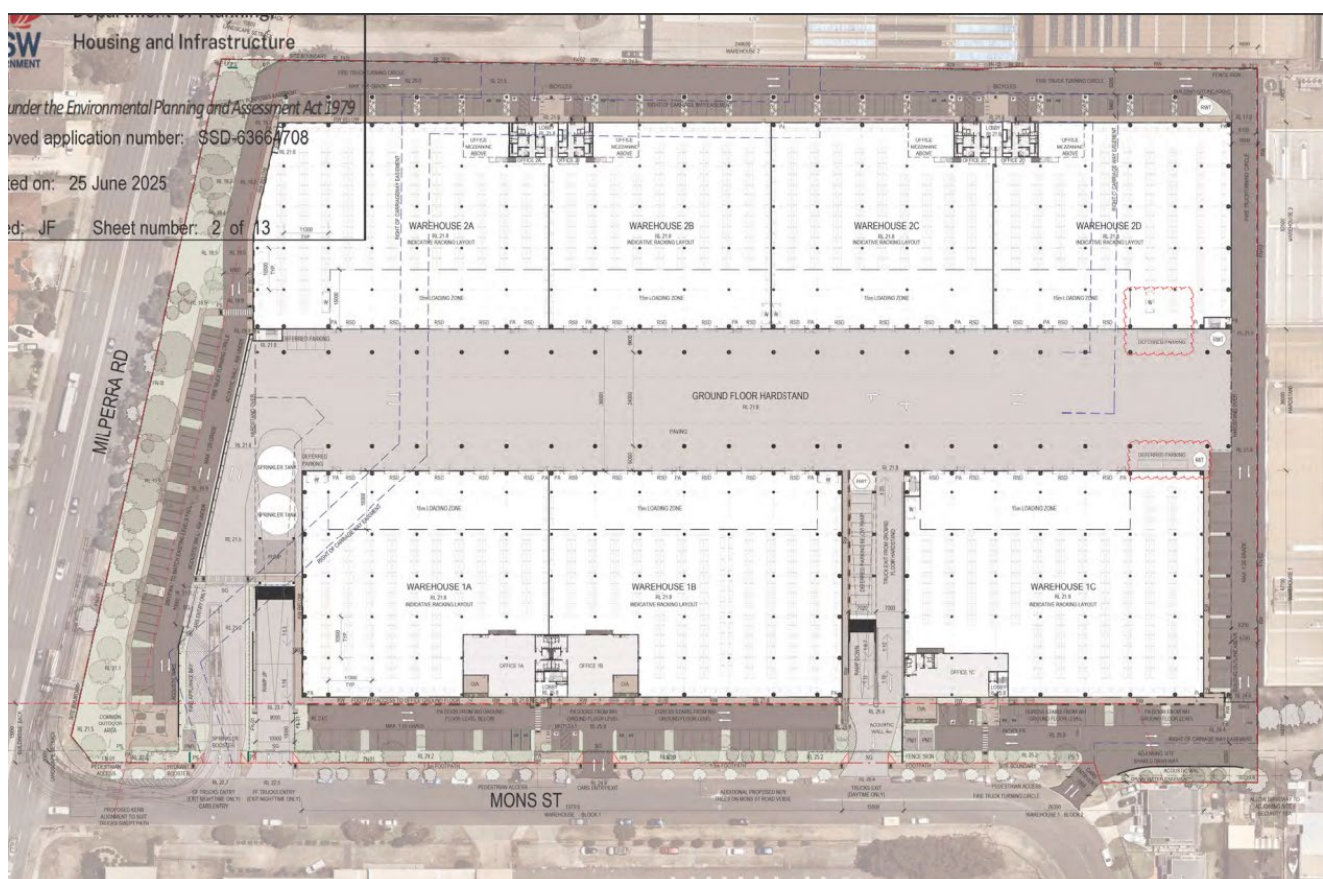
In summary, the approved development included:

- Demolition of all existing structures and buildings on site.
- Removal of 63 trees on site.
- Site remediation works.
- Bulk earthworks including 'cut and fill' to level the site.
- Construction and operation of a two-storey warehouse and distribution centre including:
 - Approximately 44,025m² of total gross floor area (**GFA**) comprising:
 - 38,613m² of warehouse and distribution GFA;
 - 4,944m² GFA of ancillary office space; and
 - 468m² GFA of lobby space.
 - Maximum building height of 22.93m.
 - Operation 24 hours per day seven days per week.

- Provision of internal vehicle access routes, two-level central breezeway and loading docks.
- New access driveways to Mons Street for truck and car access.
- Provision of 222 car parking spaces and 32 bicycle parking spaces in an at grade car park around the perimeter of the site. Provision of end-of-trip facilities including showers, lockers and change rooms.
- Site landscaping works totalling approximately 3,657m² (or 7.26% of the site), including a 10m landscaped setback to the Milperra Road and a 3m landscaped setback to the Mons Street frontage, and the following provisions.
 - 3,214m² or 6.4% deep soil landscaping; and
 - 3,517.5m² or 6.9% tree canopy coverage.
- Provision and augmentation of infrastructure and services.
- Provision of building/business identification signage.

An extract of the approved site plan is contained in **Figure 1**.

Figure 1 Approved Site Plan



Source: Watson Young (2025)

1.3 Supporting Documentation

This Modification Report should be read in conjunction with the supporting documentation in **Table 2**.

Table 2 Supporting Documentation

Appendix	Report Name	Consultant
A	Amended Architectural Plans	Watson Young
B	Amended Landscape Plan	Geoscapes
C	Amended Civil Package	SCP
D	Section 4.55 Civil Statement	SCP
E	Section 4.55 Transport Impact Assessment	Stantec
F	Acoustic Compliance Statement	Renzo Tonin
G	Updated Statutory Compliance Table	Urbis

2 Key Features of Site and Surrounds

2.1 Site Description

The site is located at 61 Milperra Road, Revesby within the Canterbury-Bankstown local government area (LGA). The site is legally described as Lot 12 in Deposited Plan 734453. The location of the site is illustrated in Figure 2.

Figure 2 Local Context



Source: Urbis (2024)

The key features of the site which have the potential to impact or be impacted by the proposed development are summarised in the table below.

Table 3 Key Features of Site and Locality

Descriptor	Site Details
Land Configuration	- Site Area: 50,339sqm or 5.03ha (approximate) - Site dimensions: 180m x 264m (approximate) - Topography: the site has a fall from north-east to south-west with existing levels ranging between approximately RL 26 AHD to RL 18 AHD.
Land Ownership	The site is owned by Gincop Nominees 1 Pty Ltd.
Existing Development	The site is currently occupied by an existing single-storey warehouse building. A secondary warehouse building runs along the northern boundary. The main warehouse building is surrounded by a ring road for large vehicle

Descriptor	Site Details
	access and a large hardstand area is situated in the eastern portion of the site for storage of steel materials. A large hardstand area for car parking is within the front setback to Milperra Road with some lawn space. An ancillary administration building is located in the south-east corner of the site with a hardstand parking area for staff situated to the north.
Local Context	The surrounding locality is described below: ▪ North: immediately north of the site is an industrial site used for steel manufacturing and other general industrial uses. A low-density residential area is situated further to the north which wraps around the industrial area and abuts the north-east corner of the site. ▪ East: immediately east of the site is Mons Street. Industrial developments are situated on the eastern side of Mons Street with a low-density residential area approximately 500m further east. ▪ South: immediately south of the site is Milperra Road. Further to the south of Milperra Road is a low-density residential area and the South Western Motorway. ▪ West: existing industrial land uses and buildings are situated to the immediate west of the site. Further west is the Bankstown City Paceway (RE1 zoned land), Deverall Park (RE1 zoned land), the Bankstown Airport (SP2 zoned land) and Revesby industrial area.
Regional Context	The site is located in the northern portion of Revesby, approximately 13km south of the Parramatta CBD and 19km south-west of the Sydney CBD.
Infrastructure	Sydney Airport is located approximately 15km to the east and Bankstown Airport is located approximately 2.5km to the north-west. Specifically, the east-west runway of the Bankstown Airport is located approximately 1.5km to the north-west. The site is located within the Obstacle Limitation Surfaces (OLS) of Bankstown Airport, and is subject to height controls ranging from 46m-51m AHD from west to east across the site. Milperra Road (A34) is located to the immediate south and the South Western Motorway (M5) is situated further to the south.
Existing Site Access	Primary vehicle access to the site is located at the south-east corner of the site off Mons Street for car parking and truck movements into/out of the site. There are two other secondary access points including one slightly further north of the primary driveway which provides access to a staff car park, and one servicing the smaller warehouse building along the northern boundary which is located in the north-east corner of the site off Mons Street. Bankstown Station is situated approximately 2.7km to the north-east. Regional bus services are available along Milperra Road to the south and Edgar Street to the west.
Easements and Covenants	▪ 2 metre wide drainage easement in north-east corner of site. ▪ 4.57 metre wide drainage easement in north-west corner of site. ▪ 10 metre wide right of carriageway easement in the north-east corner of site allowing access to the neighbouring lot to the north (19 Willfox Street, Condell Park).

Descriptor	Site Details
	- Leases to Ausgrid for substations, including rights of way and easements for electricity purposes (lease to be surrendered and associated easements terminated). - Lease to Onesteel Reinforcing Pty Ltd of whole site excluding land in leases to Ausgrid (lease to be surrendered and associated easements terminated). Applications for the decommission of the substations will be made during the detailed design phase.
Services	The site is within an established industrial area with availability to existing infrastructure and utility services.
Acid Sulphate Soils	The site is not located in any class of land under the Acid Sulfate Soils Map.
Stormwater and Flooding	The site is mapped as being flood affected within Canterbury-Bankstown Council's Stormwater System Report. However, the site is not identified as being impacted by mainstream flooding and is instead affected by localised ponding during the 1% Annual Exceedance Probability (AEP) flood event. This ponding is noted to have a maximum depth of 400mm and a velocity of less than 0.05m/s.
Bushfire Prone Land	The site is not bushfire-prone land.
Flora and Fauna	Large canopy tree planting runs along the southern boundary of the site fronting Milperra Road. Other tree planting exists along the eastern property boundary with scattered tree planting throughout the site. The site is not identified as "riparian land" or "watercourse" under the Canterbury-Bankstown LEP 2023. The site is not identified as containing any "terrestrial biodiversity" under the Canterbury-Bankstown LEP 2023.
Aboriginal Heritage	An Aboriginal Cultural Heritage Assessment Report (ACHAR) was prepared for the site as part of the original SSDA, which concluded that no Aboriginal objects or Aboriginal places are registered within the site. Due to a high level of historical ground disturbance associated with the industrial use of the site, there is nil to low potential for Aboriginal objects or places to be found within the site.
European Heritage	The site is not located on or within the vicinity of any land mapped as a heritage item or a heritage conservation area. The nearest heritage item is the Bankstown Aerodrome (item I18) which is substantially distanced from the site approximately 1.5km to the north-west.

3 Strategic Context

Table 4 provides an overview of the consistency of the proposed modifications with the relevant strategic plans. As outlined below, the proposed development (as modified) remains consistent with the strategic planning framework applicable to the site.

Table 4 Strategic Context

Document	Comment
Greater Sydney Region Plan – A Metropolis of Three Cities	The Greater Sydney Region Plan provides the overarching strategic plan for growth and change in Sydney. It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities. It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities. The proposal remains consistent with the relevant objectives of the Region Plan: ▪ Objective 16 – Freight and logistics network is competitive and efficient ▪ Objectives 23 – Industrial and urban services land is planned, retained and managed The modified proposal continues to deliver additional industrial floor space that will continue to support and manage industrial land within Greater Sydney.
South City District Plan	The South City District Plan sets out the planning priorities and actions to manage growth and change in the South City District. The proposal remains consistent with the relevant planning priorities of the District Plan: ▪ Planning Priority S8 – Growing and investing in health and education precincts and Bankstown Airport trade gateway as economic catalysts for the District ▪ Planning Priority S10 – Retaining and managing industrial and urban services land The proposed development is located within the Bankstown Airport and Milperra Industrial Area which is a key trade gateway and employment centre in the South District. The modified proposal continues to deliver additional floor space for warehouse and distribution centres that will assist the growth and economic activity of this area, as well as support and manage industrial land within Greater Sydney.
Canterbury-Bankstown Local Strategic Planning Statement	The Canterbury-Bankstown Local Strategic Planning Statement (LSPS) is a 20-year vision and framework to guide land use planning and decision making for the future of Canterbury-Bankstown LGA. One of the key directions within the LSPS is to focus on the development of the 'Bankstown Aviation and Technology Precinct' which encompasses the industrial area surrounding the airport, including the subject site. The intention for this area in the LSPS is to retain and manage existing industrial lands and support the evolution of the area into an advanced manufacturing and freight and logistics hub. The proposed development as modified will renew the site, retaining the existing industrial land but more closely aligning the development with the desired evolution of the area into a freight and logistics hub through delivering a high-quality warehouse and distribution centre catered to the needs of an

Document	Comment
	identified primary tenant, allowing them to operate efficiently within the logistics precinct. Additionally, the LSPS identifies ten evolutions to support the key directions of the document which centre around a variety of areas including industry, liveability and environment. Each evolution includes planning priorities, with the following priority being relevant to the proposed development: ▪ Planning Priority E3.6: Protect and enhance employment lands. The development as modified continues to protect and enhance industrial land within the Milperra Industrial area, and will also deliver higher quality development outcomes and stimulate economic activity which aligns with the vision for Bankstown Airport and surrounds as a freight and logistics hub.
Canterbury-Bankstown Employment Lands Strategy	The Canterbury-Bankstown Employment Lands Strategy aims to guide future growth and support the delivery of employment in Canterbury-Bankstown LGA. The vision for the Milperra Industrial Area is to retain and manage the existing industrial land as well as respond to market drivers, such as the shift from industrial floorspace used primarily for business related storage to 'high throughput distribution' space used for the rapid transferral of goods. The proposed modification remains consistent with the strategy as it will facilitate the development of the site for industrial purposes to meet the needs of an identified tenant and meet current market demands. The proposal will deliver high throughput storage and distribution floor space that will enable future transfer and delivery of goods to contribute to the development of a modern warehousing and logistics precinct.

4 Description of Modification

This section of the report describes the proposed modifications, including the project description and relevant conditions. It includes a comparative analysis of the original development and the proposed modifications, justifying the lodgement of the application in accordance with Section 4.55(1A) of the EP&A Act.

4.1 Overview of Amendments to Plans

Since the approval of SSD-63664708, the Applicant has identified a tenant for the ground floor of the development. The tenant will utilise the warehouse solely for general storage and distribution purposes, consistent with the existing approved use of the site. Activities will be limited to the receipt, storage and dispatch of finished, non-perishable ambient goods.

Operations will be undertaken using typical warehousing systems and handling methods commonly associated with modern logistics facilities, together with routine goods vehicle movements consistent with those previously assessed and approved under the existing SSD consent. The use will not involve hazardous materials, refrigeration or waste-generating industrial processes, and will not impact the approved operating hours, traffic volumes, servicing arrangements or environmental impacts.

Accordingly, the proposed use represents no change to the approved land use or operational assumptions for the site and remains entirely consistent with the storage and distribution warehouse use previously approved.

Nevertheless, design changes are required to the development to suit the requirements of this tenant, as summarised in the following table. The below table outlines the amendments to the Architectural, Landscape and Civil packages.

Table 5 Proposed Amendments to Approved Development

Proposed Amendments to Approved Development	Rationale
Extension to the northern side of the approved warehouse at ground level, specifically to the Warehouse 1C footprint.	Internal and external alterations to the layout of the approved warehouse are required to cater to the operational requirements of the identified tenant. The main change involves adapting the warehouse and office spaces to reflect that the entire ground floor will be operated by a single tenant, rather than multiple tenants as originally envisaged.
Removal of internal walls dividing Warehouses 1A and 1B, and Warehouses 2A, 2B, 2C and 2D on the ground floor of the building. This will reduce the number of separate warehouse spaces on the ground floor from seven to three.	
Rationalisation of office and amenities spaces associated with the ground floor warehouses. Specifically, this involves the following: - Deletion of all ground floor and ground floor mezzanine offices, apart from the mezzanine office associated with the approved Warehouse 1C. - Removal of all amenities associated with the approved Warehouses 1B, 2A, 2B & 2C at both ground floor and ground floor mezzanine level, as well as 1C and 2D (at mezzanine level only). - Reduction in the size of the amenities associated with Warehouses 1A, 1C and 2D at ground level.	
Minor increase to the size of the first floor offices associated with Warehouses 2E and 2F.	

Amendment to the internal building layout to create a new ground floor and ground floor mezzanine office adjacent to warehouse 2A.	
Minor external façade amendments associated with the internal alterations and additions, including the provision of additional glazing on the southern facade associated with the new office space, and the removal of glazing on the eastern and western façades associated with the removed ground floor offices.	
Removal of 48 car parking spaces associated with the extension of the northern side of the warehouse and removal of deferred parking spaces located within the loading dock.	The identified tenant for the ground floor warehouses has an anticipated workforce of 60 employees. The total number of operational jobs has therefore reduced significantly from 724 to 440 staff, meaning that fewer parking spaces are required.
Increase in the width of the northernmost down ramp providing egress for trucks from the first floor.	Following the detailed design stage, the ramp has been widened to allow for appropriate clearance for trucks and the required structures, such as crash barriers.
Minor refinements to the car parking layout across the site (excluding the removal of parking spaces described above).	Changes to the layout of parking spaces have been made to reflect detailed design amendments to the location of structures and columns within the car parking areas (as a result of consultation with Sydney Water regarding a Sydney Water asset located within the site), as well as to ensure compliance with BCA and access matters.
Relocation of approved substation on the Mons Street frontage from the south-east corner of the site to adjacent to the northernmost egress ramp and associated crossover.	Substation relocated to be closer to switchroom.
Addition of gate house on the southern portion of the site adjacent to the primary site access point.	Gate house required for security purposes during the operation of the development.
Provision of an additional booster assembly and fire engine staging area in the south-east corner of the site.	Sydney Water has identified that the nearest water main has insufficient pressure in the event of a fire on the site, with the provision of an additional booster assembly and staging area sufficiently addressing this lack of pressure for the purposes of fire fighting.
Reduction in the roof level of the western portion of the development by approximately 1.53m (to RL43.45).	Roof level reduced to provide a 2m clearance to the Bankstown Airport OLS to allow maintenance access with no encroachment into the OLS.
Redesign of the grades of pedestrian access ramp on the Mons Street frontage.	To resolve BCA and access non-compliances identified during the detailed design stage.

Increase in the RLs of the finished floor level of the ground floor of the warehouse by 250mm.	To support the remediation strategy involving a cap and contain approach outlined in the Remediation Action Plan for the original SSSDA. The original SSDA stamped civil plans provided a variance of +/- 500mm to the RLs of the ground floor level, meaning the proposed RLs are within the approved range.
Minor changes to the landscape design throughout the site. to reflect the changes to the footprint of the warehouse and to address BCA compliance matters.	Landscape design has been adjusted to reflect revised architectural design, including changes to the footprint of the warehouse, and to address BCA compliance matters.
Removal of one additional existing tree on the site.	As described above, this modification includes the relocation of a substation within the site. The new proposed location necessitates the removal of one tree which is of low quality. This will be offset by the planting of two additional trees.
Minor changes to civil design and updates to civil plans.	Landscape design has been adjusted to reflect revised architectural design, including changes to the footprint and internal layout of the warehouse.
Minor relocation of a building identification and wayfinding sign at the main entrance to the site on Mons Street.	This sign has been shifted southwards slightly to avoid encroaching on the proposed additional fire engine staging area in the south-east corner of the site.
Conversion of one approved identification and wayfinding sign in the north-east corner of the development from being a freestanding pylon sign to a wall mounted sign. The style and design of the proposed wall mounted sign was already approved under the original SSDA and is used elsewhere within the development.	A freestanding pylon sign was originally proposed adjacent to the north-east corner of the warehouse. As a result of the proposed ground floor extension to the northern portion of the warehouse in this location, it is now proposed that the sign is wall mounted on the ground floor façade rather than needing to be freestanding.

4.2 Comparative Analysis

The modifications will result in minor quantitative changes in order to facilitate the proposed works. A comparative analysis has been undertaken of the proposed changes to the approved development in **Table 6**.

Table 6 Comparative Analysis

Element	Approved Development	Modified Development
Development Summary	The demolition of existing buildings, site remediation, and the construction and 24-hour operation of a two-storey warehouse and distribution centre, including ancillary office space, car parking, loading areas, landscaping site infrastructure and signage.	No change
Building Height	22.93m	Reduction in height of the western portion of the development by approximately 1.53m to 21.40m.
Gross Floor Area (GFA)	44,168sqm	43,088sqm (1,080sqm reduction associated with removal of offices)
Traffic	- Construction traffic (peak) – 50 heavy vehicles and 100 light vehicles per day - Total site operational traffic – 1,410 vehicle trips per day	- Construction traffic (peak) – No change - Total site operational traffic – No change
Car Parking	222 spaces	174 spaces (48 space)
Access	- Heavy vehicle access to the site will be provided via two adjacent crossovers on Mons Street on the south-east corner of the site. - Light vehicle access is provided across three crossovers on Mons Street, located at the south-east, centre and north-east areas of the site.	No change
Landscape and Planting	3,657sqm (7.3%) of total landscaping area, including 3,214sqm of deep soil area (6.4%) 3,517.5sqm (6.9%) tree canopy coverage	3,152sqm (6.3%) of total landscaped area, including: 3,152sqm of deep soil area (6.3%) 3,551.3sqm (7%) tree canopy coverage
Tree Removal	63 trees removed	64 trees removed – one additional tree removed (low retention value) to accommodate relocated substation
Proposed Tree Planting	192 trees planted	194 trees planted
Jobs	- Construction: 523 jobs - Operation: 724 jobs	Construction: no change

Element	Approved Development	Modified Development
		Operation: 440 jobs (280 job reduction)
Construction hours	Standard hours of construction: - Monday to Friday: 7.00am to 6.00pm - Saturday: 8.00am to 1.00pm - Sunday & Public Holidays: No work	No change
Hours of operation	24 hours, 7 days a week	No change
Construction timeframe	18 months	No change

4.3 Proposed Amendments to Conditions of Consent

This section outlines the proposed modification to the description of the approved development and conditions of consent included in SSD-17352813. The proposed modifications are shown by a strike through of the deleted text and **red** text for new text.

4.3.1 Approved Plans

Proposed amendments to the approved development plans listed in Appendix 1 of the consent are outlined below in red and strike-through text.

Appendix 1 Development Plans

Job No.	Drawing Number	Drawing Title	Drawing Issue	Date
Architectural Drawings prepared by Watson Young				
22283	DA02	Existing Conditions & Demolition	A	15/03/2024
22283	DA06	Site Plan	E D	04/04/2025 31/03/2026
22283	DA09	Warehouse Level 1	B C	10/12/2024 31/03/2026
22283	DA11	Roof Plan	E D	02/06/2025 31/03/2026
22283	DA12	Elevations	B C	10/12/2024 31/03/2026
22283	DA13	Office GF Type A	A	15/03/2024
22283	DA14	Office GF Type B	A	15/03/2024
22283	DA15	Office GF Type C	A B	15/03/2024 31/03/2026
22283	DA16	Office LI Type D	A B	15/03/2024 31/03/2026
22283	DA17	Office LI Type E	A	15/03/2024

22283	DA18	Office L1 Type F	A	15/03/2024
22283	DA21	Wayfinding & Signage	B C	05/12/2024 31/03/2026
22283	DA24	Materials and Finishes	A B	15/03/2024 31/03/2026
22283	DA29	Office GF Type G	A	31/03/2026
22283	DA30	Office L1 Type H	A	31/03/2026
22283	DA31	Office L1 Type I	A	31/03/2026
Civil Drawings prepared by Costin Roe Consulting				
CO14702.01	SSDA30	Bulk Earthworks Plan	C	05/12/2024
CO14702.01	SSDA40	Stormwater Drainage Plan Ground Floor	D	05/12/2024
CO14702.01	SSDA50	Finished Levels Plan	D	05/12/2024
Civil Drawings prepared by SCP				
S240143	02-1001	Siteworks and Grading Plan Sheet 1	A	30/03/2026
S240143	02-1002	Siteworks and Grading Plan Sheet 2	A	30/03/2026
S240143	02-1003	Siteworks and Grading Plan Sheet 3	A	30/03/2026
S240143	02-1004	Siteworks and Grading Plan Sheet 4	A	30/03/2026
S240143	03-0001	Ground Floor Stormwater Drainage Plan Sheet 1	A	30/03/2026
S240143	03-0002	Ground Floor Stormwater Drainage Plan Sheet 2	A	30/03/2026
S240143	03-0003	Ground Floor Stormwater Drainage Plan Sheet 3	A	30/03/2026
S240143	03-0004	Ground Floor Stormwater Drainage Plan Sheet 4	A	30/03/2026
S240143	03-0100	GF Loading Dock Stormwater Drainage Plan	A	30/03/2026
Landscape Plans prepared by Geoscapes				
230405	SSD-01	Landscape Masterplan	H J	05/12/2024 27/03/2026
230405	SSD-02	Tree Canopy Plan	H J	05/12/2024 27/03/2026
230405	SSD-03	Landscape GF Detail Plan – Sheet 1	H J	05/12/2024 27/03/2026

230405	SSD-04	Landscape GF Detail Plan – Sheet 2	H J	05/12/2024 27/03/2026
230405	SSD-05	Landscape GF Detail Plan – Sheet 3	H J	05/12/2024 27/03/2026
230405	SSD-06	Landscape GF Detail Plan – Sheet 4	H J	05/12/2024 27/03/2026
230405	SSD-07	Landscape GF MEZZ & Mons Street Tree Detail	H J	05/12/2024 27/03/2026
230405	SSD-08	Landscape Section	H J	05/12/2024 27/03/2026
230405	SSD-09	Specifications & Details	H J	05/12/2024 27/03/2026
230405	SSD-10	Plant Schedule & Imagery	H J	05/12/2024 27/03/2026

4.3.2 Condition B47

Condition B47 of the consent for SSD-63664708 makes reference to the number of warehouse tenancies within the development which is proposed to be amended to reference the amended number of tenancies within the development:

*B47. The quantities of dangerous goods stored and handled at each of the ~~14 warehouse tenancy~~ **10 warehouse tenancies** within the development must be below the placard quantities listed in Work Health and Safety Regulation 2017 (NSW) Schedule 11 at all times.*

4.3.3 Condition B60

Condition B60 currently contains a reference to the previously approved landscape plans which is proposed to be amended to reference the amended landscape plans:

B60. Prior to the commencement of operation of the development, the Applicant must prepare a Landscape Management Plan to manage the development's landscaping works, to the satisfaction of the Planning Secretary. The plan must:

- (a) detail the species to be planted on-site;*
- (b) be consistent with the tree replacement planting schedule, species, pot size and diversity/number of replacements as described within the Landscape Plans prepared by Geoscapes dated ~~5 December 2024~~ **27 March 2026** (see ~~Appendix C of the Submissions Report~~ **Appendix B of the Modification Report**);*
- (c) be consistent with conditions B57 to B59, inclusive;*
- (d) describe the monitoring and maintenance measures to manage revegetation and landscaping works; and*
- (e) be consistent with the Applicant's Management and Mitigation Measures at Appendix 2 of this consent.*

4.4 Substantially the Same Development

The proposal is substantially the same development as that to which consent was originally granted, as is required by Section 4.55(1A)(b) of the EP&A Act. The proposed modifications do not substantially change the development for which consent was originally granted given:

- The key principles of the approved development remain unchanged, as the proposal will continue to facilitate the development of a warehouse and distribution centre. The modifications do not alter the fundamental nature of the proposal, which was deemed to be consistent with the relevant environmental planning instruments and applicable regulations.
- The proposed modifications to key development metrics, such as overall GFA, building height, landscaped area and car parking are minor in nature and remain substantially the same as that for which consent was previously granted.
- The proposed extension to the northern side of the warehouse at ground level sits entirely within the approved building envelope, as this area was approved as undercroft parking, and will not affect the overall design, visual appearance, or perceived bulk and scale when considered within the context of the entire development.
- The proposed development as modified will not result in substantial environmental impacts beyond those considered in the original application.

Overall, it is concluded the proposal demonstrates clear consistency with the development for which consent has been granted and is therefore substantially the same. Accordingly, the proposal can be lodged under the provisions of Section 4.55(1A) of the EP&A Act.

4.5 Minimal Environmental Impact

This application has been lodged in accordance with Section 4.55(1A) of the EP&A Act as the proposed modifications will have minimal environmental impact as outlined in detail in **Section 6** and as summarised below:

- The proposed extension to the approved warehouse at ground level is located entirely within the approved building envelope and will align with the approved eastern and northern extents of the upper levels of the building, replacing a portion of undercroft car parking. Additionally, this proposed extension is located in a discrete area to the north of the site and will not be readily visible from the public domain. As such, the proposed modification will not result in additional visual or amenity impacts beyond those assessed under SSD-63664708 and will not fundamentally alter the design, bulk or scale of the approved development.
- The proposed modification will result in a minor reduction in the provision of on-site car parking. However, the proposed car parking provision remains compliant with the requirements of the *Canterbury-Bankstown Development Control Plan 2023 (CBDCP 2023)*. It is also reflective of the decrease in operational jobs (724 to 440 staff) associated with the identified tenant, meaning that fewer parking spaces are required on-site. As such, the development will continue to provide adequate on-site car parking to meet the needs of the future tenants and the reduction in car parking will not result in any adverse impacts to on-street parking in the vicinity of the site.
- As outlined in the S4.55 Traffic Impact Assessment (refer **Appendix E**), the proposed modification does not involve any changes to the approved heavy vehicle and light vehicle access arrangements from Mons Street. This includes the restricted access arrangements for heavy vehicles during the evening/early morning periods (10PM to 7AM) to address acoustic constraints. In addition, the modified development does not change the heavy vehicle trip generation assessed as part of the original development.
- The proposed modification involves minor amendments to the landscape design of the development, including the removal of one additional existing tree associated with the relocation of the substation. This tree, referred to as Tree 11, was identified as being of low retention value in the Arboricultural Impact Assessment prepared by Arbor Express and accompanying the original SSDA. The removal of this tree will be appropriately offset by the planting of an additional two trees as part of this modification application. Overall, the modification will result in an increase in the total tree canopy coverage on the site from 3,517.5sqm to 3,551.3sqm, positively contributing to addressing issues of urban heat. The

development will also continue to provide sufficient landscaping throughout the site to create amenity for future tenants.

- As outlined in the Acoustic Compliance Statement prepared by Renzo Tonin (refer **Appendix F**), the proposed development, as modified, is not anticipated to result in any additional acoustic impacts and will comply with noise limits set out in Condition B16 of the SSD-63664708 consent. As a result, no additional mitigation measures are required for the modified development.
- The proposed modification involves the lowering of the roof level of the western portion of the development to provide additional clearance to the Bankstown Airport OLS. This additional clearance will further minimise any potential impacts on aviation activities associated with the development.
- The proposed modification involves minor amendments to the civil and stormwater design of the development to reflect the revised architectural design. Despite this, the development as a whole remains consistent with the Civil Engineering Report & Water Management Strategy approved under SSD-63664708 and no additional impacts or mitigation measures have been recommended by SPC (refer **Appendix D**).
- The proposed development, as modified, will not involve hazardous materials, refrigeration or waste-generating industrial processes.

Overall, it is concluded the proposal generates only a minimal environmental impact beyond that approved as part of the original consent. Accordingly, the proposal can be lodged under the provisions of Section 4.55(1A) of the EP&A Act.

5 Statutory Context

This section of the report provides an overview of the key statutory requirements relevant to the site and the project as proposed to be modified.

5.1 Statutory Requirements

Table 7 categorises and summarises the relevant requirements in accordance with the DPHI *State Significant Development Guidelines*. A revised statutory compliance table for the modified project has been provided at **Appendix G**, noting that the majority of the assessment remains unchanged by the proposed modification.

Table 7 Identification of Statutory Requirements for the Project

Statutory Relevance	Action	Consistency with Approved Development
Power to grant approval	SSD-63664708 was appropriately categorised as SSD under Clause 12 of Schedule 1 of <i>State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)</i> .	The proposal as modified will remain consistent with the requirements of this SEPP and is appropriately characterised as SSD.
Permissibility	The development is best defined as 'warehouse or distribution centre' and the site is zoned E4 General Industrial. In accordance with the <i>Canterbury-Bankstown Local Environmental Plan 2023 (CBLEP 2023)</i>, the development is permissible with consent in the E4 zone.	The modification does not alter the proposed use of the site. The proposal as modified therefore remains permissible.
Other Approvals		
Roads Act 1993	Section 138 of the <i>Roads Act 1993</i> requires the consent of the relevant Road Authority for work in, on, under or over a public road.	The modification does not alter the approved access arrangements for the site.
Biodiversity Conservation Act 2016	Clause 7.9 of the <i>Biodiversity Conservation Act 2016</i> applies to SSD applications and requires SSD applications to be accompanied by a BDAR unless it is determined that the proposal is not likely to have any significant impact on biodiversity values.	A BDAR waiver was undertaken as part of the original SSD application and no works are proposed that would affect the outcomes of that assessment.

5.2 Pre-Conditions

The relevant pre-conditions to exercising the power to grant approval were outlined in the EIS for the original SSDA. The pre-conditions which are relevant to the project as modified and the section where these matters are addressed within the report are summarised in **Table 8**.

Table 8 Pre-Conditions

Statutory Reference	Pre-Condition	Consistency with Approved Development	Section in Report
<i>State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP)</i> – section 2.119	A consent authority must not provide development consent on land fronting a classified road unless it is demonstrated that access, safety and efficiency of the development will not impact this classified road, and that the type of development is not sensitive to traffic noise or vehicle emissions.	The proposed modification does not involve any changes to the approved vehicle access arrangements for the site. As outlined in the original application, the approved development will not adversely impact on the access, safety and efficiency of Milperra Road, a classified road. Given the proposal relates to a warehouse and distribution centre, the development will not be affected by traffic noise or vehicle emissions.	N/A
<i>T&I SEPP</i> – section 2.122	A public authority, or a person acting on behalf of a public authority, must not approve traffic-generating development without written notice of the intention to carry out the development to TfNSW in relation to the development, and taken into consideration any response to the notice that is received from TfNSW within 21 days after the notice is given.	The proposed development as modified continues to be classified as traffic-generating development. The modified proposal does not involve an increase in heavy vehicle trip generation and the reduced car parking reflects the reduction in GFA and operational jobs.	N/A
<i>State Environmental Planning Policy (Resilience and Hazards) 2021 (R&H SEPP)</i> – section 4.6(1)	A consent authority must be satisfied that the land is suitable in its contaminated state – or will be suitable, after remediation – for the purpose for which the development is proposed to be carried out	The modified development does not change the previous assessment of the development against the R&H SEPP as outlined in the original EIS. The site remains suitable for the proposed development as modified.	N/A
<i>State Environmental Planning Policy (Industry and Employment) 2021 (I&E SEPP)</i> – section 3.6	A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied— (a) that the signage is consistent with the objectives of this Chapter as set out in section 3.1(1)(a), and (b) that the signage the subject of the application satisfies the assessment criteria specified in Schedule 5.	The proposed modification does not seek to make any changes to the approved signage.	N/A

5.3 Mandatory Considerations

Table 9 outlines the relevant mandatory considerations to exercising the power to grant approval which were considered in the original SSDA.

Table 9 Mandatory Considerations

Statutory Reference	Mandatory Considerations	Section in Modification Report
Considerations under the EP&A Act and Regulation		
Section 1.3	Relevant objects of the EP&A Act	Appendix G
Section 4.15	Relevant Environmental Planning Instruments	
	Resilience and Hazards SEPP	Addressed as part of original SSDA – no change resulting from modification
	Transport and Infrastructure SEPP	Appendix G
	Biodiversity and Conservation SEPP	Addressed as part of original SSDA – no change resulting from modification
	CBLEP 2023	Appendix G
	Relevant draft environmental planning instruments	
	State Environmental Planning Policy (Climate Change and Hazards)	Appendix G
	Relevant planning agreement or draft planning agreement	N/A
	<i>Canterbury-Bankstown Development Control Plan 2023</i>	Appendix G
	Clause 2.10 of the <i>State Environmental Planning Policy (Planning Systems) 2021</i> states that development control plans (whether made before or after the commencement of this Policy) do not apply to SSD. As such, there is no requirement for assessment of the proposal against the CBDCP 2023 for this modification. Regardless of the above, relevant provisions are addressed in Appendix G .	
	The likely impacts of that development, including environmental impacts on both the natural and built environment, and social and economic impacts in the locality.	Section 6
	The suitability of the site for the development.	Section 7.6
	The public interest.	Section 7.7
Section 4.55	The proposed development is substantially the same development as that development for which the consent was originally granted and before that consent as originally granted was modified (if at all).	Section 4
	The proposed development results in minimal environmental impact.	

6 Assessment of Impacts

This section provides a comprehensive summary of the updated technical studies undertaken to assess the potential impacts of the proposed modifications and the updated mitigation and management measures recommended to avoid unacceptable impacts.

Having regard to the nature of the modifications and as outlined in **Section 4.5**, the proposed modifications will have minimal environmental impact. Notwithstanding this, the following subsections address the following key considerations for the modified proposal:

- Operational car parking; and
- Operational noise.

6.1 Operational Parking

A review of the car parking requirements for the modified proposal has been undertaken by Stantec as part of the Section 4.55 Transport Impact Assessment (refer **Appendix E**) and having regard to the parking rates specified in the CBDCP 2023. This review is summarised in the following table based on the reduced floor area detailed in the amended architectural plans.

Table 10 Car Parking Requirements

Use	Yield	Statutory Parking Rate	Statutory Parking Requirement
Warehouse	39,793 m ² GFA	1 space per 300 m ² GFA	133 spaces
Office	3021 m ² GFA	1 space per 100 m ² GFA	31 spaces
Total Car Parking Requirement			164 spaces
Accessible Parking	164 car parking spaces	1 accessible space per 50 car spaces	4 accessible spaces
Bicycle Parking	264 staff ¹	1 per 20 staff	13 Bicycle Spaces
Storage Lockers	13 Bicycle Spaces	1 per 10 bicycle parking space (for more than 10)	None – individual tenancies require less than 10 spaces
Change Rooms	13 Bicycle Spaces	1 per 10 bicycle parking space	None – individual tenancies require less than 10 spaces
Showers	13 Bicycle Spaces	1 per 10 bicycle parking space	None – individual tenancies require less than 10 spaces

[1] 60% of staff are assumed to be on site at any given time, with a total of 440 estimated occupational jobs

Source: Stantec (April 2026)

Having regard to **Table 10**, the modified development requires a total of 164 spaces. The development proposes a total of 174 parking spaces and therefore complies with the minimum parking requirements under the CBDCP 2023.

Whilst the minimum statutory parking requirements have been met, an empirical assessment of the parking requirement has been undertaken by Stantec to consider the revised workforce and proposed shift-times. This assessment was informed by the private vehicle mode share for Revesby sourced from the 2016 journey-to work data. It is noted that the 2021 date was heavily influenced by the effects of Covid and work from home practices which is not appropriate for a development of this nature.

The journey to work data indicates that the Canterbury Bankstown LGA has a private vehicle mode share of approximately 55%. Applying this mode share of 55% to the assumed number of employees likely to be on-site at any one time (264 staff) and applying a conservative vehicle occupancy of 1 person per vehicle, indicates that the modified development, would have a parking demand of 146 parking spaces. The proposed

supply of 174 parking spaces on-site is therefore considered appropriate to meet the demands of the proposal.

6.2 Operational Noise

An Acoustic Compliance Statement prepared by Renzo Tonin has been provided at **Appendix F** and considers the acoustic impacts of the proposed modification.

The Acoustic Compliance Statement assesses the various modifications to determine whether they may result in additional noise impacts beyond those assessed under the original SSDA. The Statement notes the following:

- The proposed reduction in roof level of the western portion of the building has the potential to result in increased noise impacts by decreasing the distance between noise-generating rooftop plant with surrounding sensitive receivers.
- There is no anticipated increase in noise emissions associated with traffic movements as there will be no increase in the number of heavy vehicles accessing and departing the site as a result of the proposed modifications.
- The reduction in car parking provided on site will result in a minor positive impact in terms of noise generation by reducing the number of vehicles on site.
- All other modifications, including the increase to the extent of the building footprint, are not expected to result in any significant impact on the noise emissions associated with the development.

In light of the potential noise impacts associated with the reduction in roof level, noise modelling was undertaken to determine if the proposed modification would result in any variation to the predicted noise levels associated with the development as approved. The modelling found that operational noise levels will remain generally consistent with what was approved and there are no modelled exceedances of the noise limits set out in Condition B16 of the conditions of consent for SSD-63664708. The proposed modifications are therefore acceptable from an acoustic perspective.

7 Justification of Modified Project

This section of the report provides a comprehensive evaluation of the modified proposal having regard to its economic, environmental and social impacts, including the principles of ecologically sustainable development.

It assesses the potential benefits and impacts of the proposed modifications, considering the interaction between the findings in the detailed assessments and the compliance of the proposal within the relevant controls and policies.

7.1 Project Design

The proposed modifications will ensure that the development can accommodate the needs of the identified tenant for the ground floor. This will allow for the efficient operation of their business, which consists of general storage and distribution purposes, including the receipt, storage and dispatch of finished, non-perishable ambient goods.

The alterations and additions to the approved development have been driven by the operational requirements of the identified tenant together with the resolution of various structural, BCA and access matters. The proposed modifications are largely located internal to the approved built form, with the proposed extension of the warehouse to the north being minor and consistent with the approved northern and eastern extents of the development. These changes will have minimal impact on the overall appearance of the development from the public domain.

7.2 Strategic Context

The proposal as modified continues to align with the direction and objectives established within the broader strategic context established by the Greater Sydney Region Plan and District Plan as demonstrated in **Section 3**.

The proposed development will facilitate the development of a contemporary best-in-class asset distribution facility which responds to the shortfall in market demand for this typology within an industrial precinct which has been strategically identified for this type of development. The proposal will deliver high quality development outcomes and stimulate economic activity which aligns with the vision for Bankstown Airport and surrounds as a freight and logistics hub.

7.3 Statutory Context

The relevant State and local environmental planning instruments are outlined in **Section 5** and assessed within **Appendix G**. The assessment concludes that the modified proposal complies with the relevant provisions within the relevant instruments as summarised below:

- The proposed development has been assessed and designed in respect to the relevant objects of the EP&A Act as defined in Section 1.3 of the Act.
- Consideration is given to the relevant matters for consideration as required under the BC Act. A BDAR waiver was undertaken as part of the original SSDA and no works are proposed that would affect the outcomes of that assessment.
- The proposed development has been assessed in accordance with the Resilience and Hazards SEPP, Transport and Infrastructure SEPP and the Industry and Employment SEPP. The modified development continues to comply with the relevant clauses of the SEPPs.
- The proposal continues to comply with the relevant provisions under the CBLEP 2023 as detailed in **Appendix G**. The proposed development remains consistent with the objectives of the E4 General Industrial zone.
- The modified proposal maintains compliance with the relevant provisions of the CBDCP 2023.

7.4 Community Views

No formal pre-lodgement engagement has been undertaken in relation to this application given the consistency with the approved development.

Given the minor nature of the proposed modifications, public exhibition of the application is not anticipated.

7.5 Likely Impacts of The Modified Proposal

The modified proposal has been assessed considering the potential environmental, economic and social impacts as outlined below:

- **Natural Environment:** the proposed modifications address the principles of ecologically sustainable development (**ESD**) in accordance with the requirements of the Environmental Planning and Assessment Regulation 2021 (**the Regulations**) and as outlined below:
 - Precautionary Principle: The precautionary principle relates to uncertainty around potential environmental impacts and where a threat of serious or irreversible environmental damage exists, lack of scientific certainty should not be a reason for preventing measures to prevent environmental degradation. The proposal benefits from an existing SSDA approval which has demonstrated the proposed use of the site will not result in serious or irreversible environmental damage. The proposed modification is minor and will not result in any significant environmental impacts that would cause serious or irreversible damage.
 - Intergeneration equity: The needs of future generations are considered in decision making and that environmental values are maintained or improved for the benefit of future generations. The proposed development as modified represents a sustainable development, maximising the capacity and efficiency of an existing brownfield site in a widely accessible location.
 - Conservation of biological diversity and ecological integrity: Biodiversity and ecological values have been resolved under the approved SSD. The impacts associated with the reduction in landscaped area and tree removal have been assessed and are acceptable as discussed in this report, especially considering this tree removal will be offset by the planting of additional trees.
 - Improved valuation, pricing and incentive mechanisms: This requires the holistic consideration of environmental resources that may be affected as a result of the development including air, water and the biological realm. It places a high importance on the economic cost to environmental impacts and places a value on waste generation and environmental degradation. The proposal will not result in additional environmental impacts beyond those considered in the original SSDA. The effects of the development will be acceptable and managed accordingly by the proposed mitigation measures as required.
- **Built Environment:** There will be minimal impacts on the built environment as a result of the modification.
- **Social:** The modified development will facilitate local employment opportunities both in the construction and operational phases.
- **Economic:** The development as modified will continue to deliver employment generating industrial floorspace which will result in investment and economic benefits for the local and wider area. The proposed modifications respond specifically to the needs of an identified tenant, ensuring the development can enable the efficient and effective operations of this tenant.

7.6 Suitability of the Site

The proposed land use remains permissible with consent in the E4 General Industrial zone, while also remaining consistent with relevant State and local strategic and statutory policy. The site is well connected to the wider regional and State road network via Milperra Road. As discussed in greater detail within this Modification Report, the proposal as modified remains substantially the same as the development for which consent has previously been granted and therefore remains highly suitable for the site.

7.7 Public Interest

The proposal as modified supports the operational requirements of an identified tenant. This will ensure the efficient and effective operation of the development, thereby stimulating local investment in the Milperra Industrial Area and contributing significant economic output and value add to the economy each year.

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