

# Minto Logistics Hub Modification 1

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Layout and Staging Changes  
State Significant Development Modification Assessment  
(SSD-7500-Mod-1)

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*Cover image: Minto Logistics Hub (Watch This Space Design)*

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# Glossary

Abbreviation	Definition
<b>Applicant</b>	Charter Hall Holdings Pty Ltd
<b>BDAR</b>	Biodiversity Development Assessment Report
<b>Council</b>	Campbelltown City Council
<b>Department</b>	Department of Planning, Industry and Environment (DPIE)
<b>DCP 2015</b>	Campbelltown (Sustainable City) Development Control Plan 2015
<b>EES</b>	Environment, Energy and Science, DPIE
<b>EP&amp;A Act</b>	<i>Environmental Planning and Assessment Act 1979</i>
<b>EPBC Act</b>	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
<b>GFA</b>	Gross Floor Area
<b>Minister</b>	Minister for Planning and Public Spaces
<b>NIA</b>	Noise Impact Assessment
<b>Planning Secretary</b>	Secretary of the Department
<b>SSD</b>	State Significant Development
<b>TIA</b>	Traffic Impact Assessment
<b>TfNSW</b>	Transport for NSW
<b>vtph</b>	Vehicle Trips Per Hour
<b>VIA</b>	Visual Impact Assessment

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# 1 Introduction

This report provides the NSW Department of Planning, Industry and Environment's (the Department's) assessment of an application to modify the State significant development (SSD) consent for the Minto Logistics Hub (SSD-7500). The modification application seeks consent to modify the layout of the four approved warehouses, which will result in further external storage area, as well as changes to the development's staging.

The application was lodged on 5 November 2021 Charter Hall Holdings Pty Ltd (the Applicant) pursuant to section 4.55(1A) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

## 1.1 Background

The Applicant is set to start construction on a warehouse and logistics hub at 5 and 9 Culverston Road in the suburb of Minto in the Campbelltown local government area (see **Figure 1**). The development involves the construction and operation of four warehouse buildings, demolition of existing structures and hardstand, remediation, bulk and detailed earthworks, access roads, infrastructure services, parking and landscaping.

The Applicant is seeking to change the layout of three of the four warehouse buildings to meet tenant needs for smaller warehouses and more external storage space, with the changes to staging proposed to align with market demand.

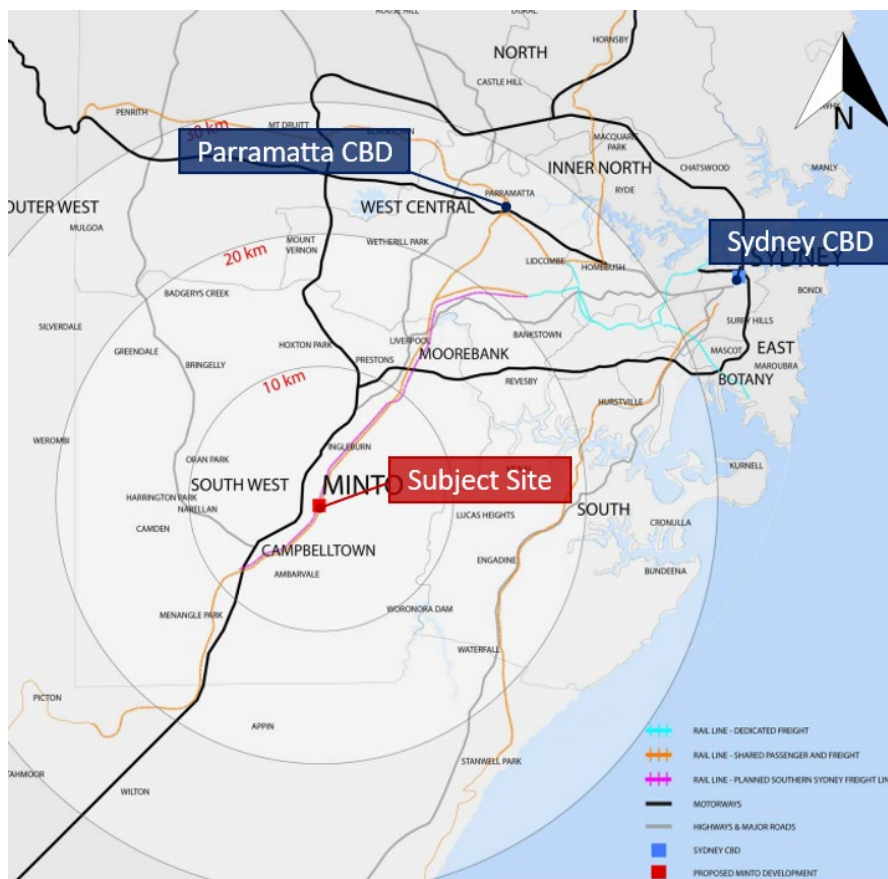


Figure 1 | Regional Context Map

## 1.2 Subject Site

The site is 29.36 hectares (ha) in area and is zoned IN1 - General Industrial under the Campbelltown Local Environmental Plan 2015. The site consists of two lots, legally described as Lot 3 DP 817793 and Lot 400 DP 875711. The site has street frontages with Airds Road to the north and Rose Payten Road to the south (see **Figure 2**). Airds Road also runs parallel to the site's western boundary, separated from the site through Bow Bowing Creek. The Main Southern Railway runs along the eastern frontage of the site. Culverston Road extends south into the site from a three-way roundabout with Airds Road.

The site is surrounded by existing waterways. Bow Bowing Creek (a constructed channel) runs along the western boundary of the site and McBarron Creek (a constructed drainage canal) to the site's north. Drainage systems to the east service smaller external catchments and the Main Southern Railway. The site is a brownfield industrial site currently occupied by Prixcar Services Limited under lease, which provides services for pre-delivery inspection, storage, processing and washing of vehicles.

The current operation has been in place since at least 2005. The site has been extensively altered, and is generally clear of vegetation, with the exception of planting along the site boundaries and Culverston Road. The site is largely impervious consisting of hardstand, asphalt seal spray, shade structures and warehouse and office buildings

## 1.3 Approval History

On 23 June 2017, development consent was granted by the then Executive Director, Key Sites and Industry Assessments, as delegate for the then Minister for Planning for the development of the Minto Logistics Hub SSD-7500. The development consent permits the construction and operation of four warehouse buildings (13.7 metres (m) at highest point), demolition of existing structures and hardstand, remediation, bulk and detailed earthworks, access roads, infrastructure services, parking, an external storage area and landscaping.

The consent also saw a certain number of provisional car parking spaces be conditioned under Condition B4. This allowed Council to request further car parking spaces, should the need for them be demonstrated.

The development has not previously been modified.



Figure 2 | Local Context Map

## 2 Proposed modification

### 2.1 Proposed Modification

The Applicant has lodged a modification application under section 4.55(1A) of the EP&A Act to modify the development consent SSD-7500. The modification is described in full in the Applicant’s modification report included in **Appendix A** and is illustrated on **Figure 3** to **Figure 6** and summarised in **Table 1**.

#### Staging and Naming Convention

Under the modified development, the Applicant proposes four warehouses over four stages, instead of the original consent allowing four warehouses over three stages. This results in a single warehouse being delivered in each stage. As part of the staging changes, the naming convention of the warehouses has been updated to reflect the stage names. This is demonstrated in **Figure 3** and **Figure 4**. To avoid confusion, this report will refer to the warehouses by the proposed staging names.

#### Physical Changes

The modification application involves:

- reduction in the gross floor area (GFA) of warehouses in Stages 1 and 2
- increase in the GFA of warehouse in Stage 3
- overall reduction in development’s GFA to now be 93,378 square metres (m<sup>2</sup>)
- no changes to warehouse in Stage 4
- an increase in external storage area to 8.8 ha, with this increase occurring in Stages 1 and 2
- changes to design and location of docks and offices in Stages 1 and 2
- additional permanent car parking spaces and associated revisions to site access and internal road layouts in Stages 1, 2 and 3.

**Table 1** | Summary of Modifications

Modification Aspect	Approved	Proposed
GFA	<b>Stage 1 (then Warehouse 1C)</b>	<b>Stage 1</b>
	Warehouse: 22,000 m <sup>2</sup>	Warehouse: 9,078 m <sup>2</sup>
	Office: 1,000 m <sup>2</sup>	Office: 300 m <sup>2</sup>
	<b>Stage 2 (then Warehouse 1B)</b>	<b>Stage 2</b>
	Warehouse: 22,000 m <sup>2</sup>	Warehouse: 9,500 m <sup>2</sup>
	Office: 1,000 m <sup>2</sup>	Office: 500 m <sup>2</sup>
	<b>Stage 3 (then Warehouse 1D)</b>	<b>Stage 3</b>
	Warehouse: 23,000 m <sup>2</sup>	Warehouse: 31,000 m <sup>2</sup>

	Office: 1,000 m <sup>2</sup>	Office: 1,000 m <sup>2</sup>
	<b>Stage 4 (then Warehouse 1A)</b>	<b>Stage 4</b>
	Warehouse: 40,000 m <sup>2</sup>	Warehouse: 40,000 m <sup>2</sup>
	Office: 2,000 m <sup>2</sup>	Office: 2,000 m <sup>2</sup>
	<b>Total GFA: 112,000 m<sup>2</sup></b>	<b>Total GFA: 93,378 m<sup>2</sup></b>
<b>External Storage Area</b>	6.9 ha	8.8 ha
<b>External Storage Area Heights</b>	Eastern External Storage Area: 2 containers	Eastern External Storage Area: 2 containers  Stage 1: 7.5 m  Stage 2: 2 containers
<b>Car Parking</b>	Stage 1 (then Warehouse 1C): 98  Stage 2 (then Warehouse 1B): 98  Stage 3 (then Warehouse 1D): 102  Stage 4 (then Warehouse 1A): 183  Total Parking: 481  Provisional Parking: 147	Stage 1: 77  Stage 2: 117  Stage 3: 128  Stage 4: 183  Total Parking: 505  Provisional Parking: 80

## Amendments to Conditions of Consent

The Applicant is also seeking to amend some conditions of consent. The majority of these are administrative in nature to update the consent to reflect the abovementioned changes, however, two proposed amendments will result in further material changes.

### *Condition A6 – External Storage*

Condition A6 requires the Applicant to ensure storage of goods in the external areas are no higher than two containers. The Applicant proposes a change to this condition to reflect the new external storage areas. Given the type of materials being stored, the Applicant proposes a maximum height of 7.5 m in Stage 1, with Stage 2 and the already approved external storage area remaining at two containers high.

### *Condition B16 – Rainwater Harvesting*

Condition B16 requires the Applicant to provide a rainwater harvesting capacity of 100,000 litres per warehouse. The Applicant proposes a change to this condition to align with Campbelltown City Council's development control plan which determines the harvesting capacity using a sliding scale based on roof area.

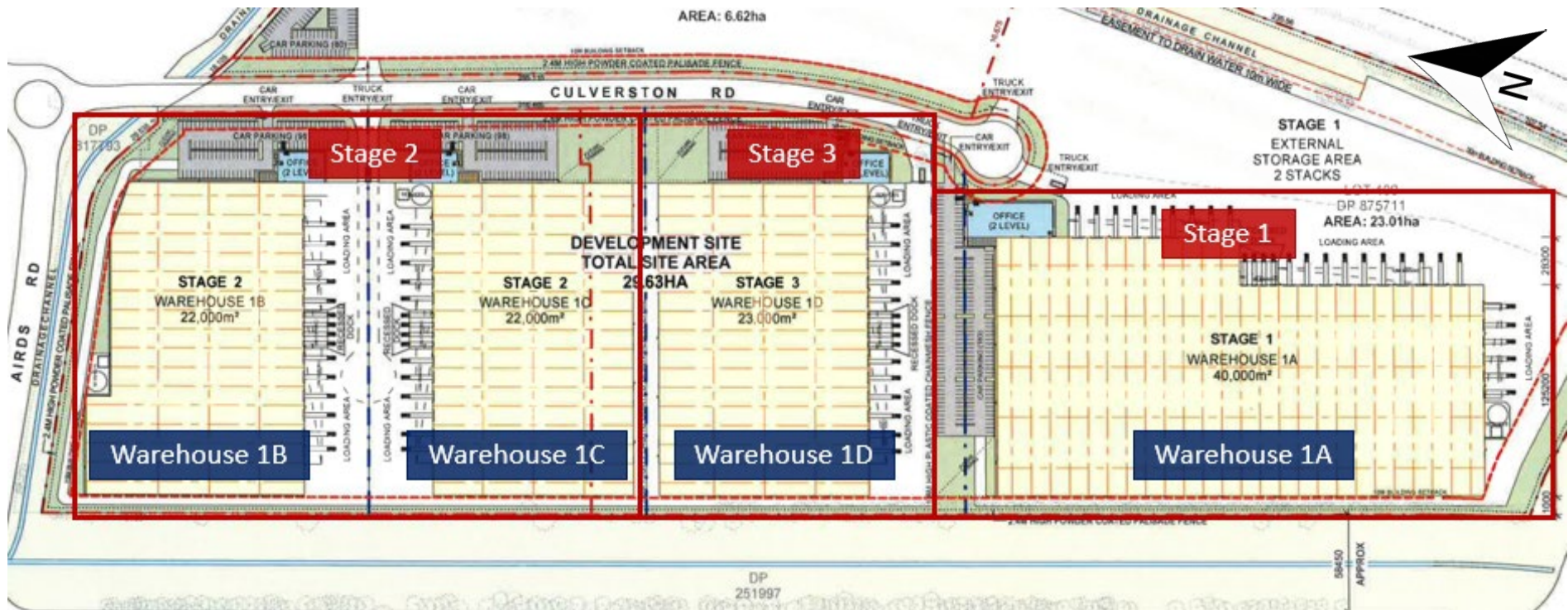
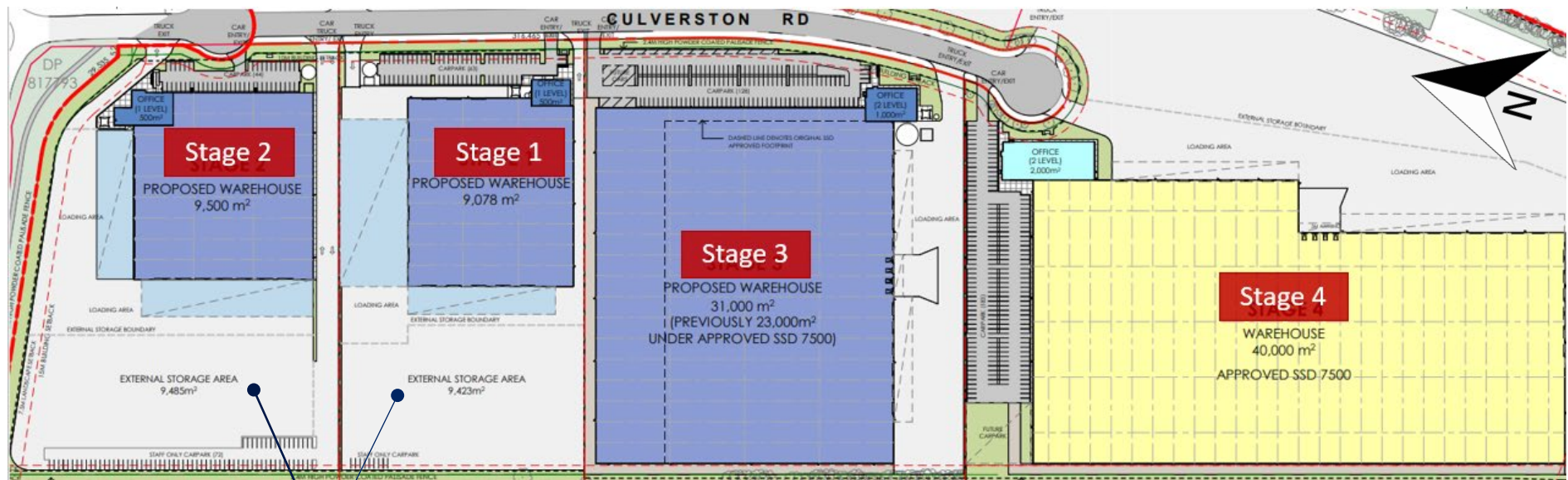
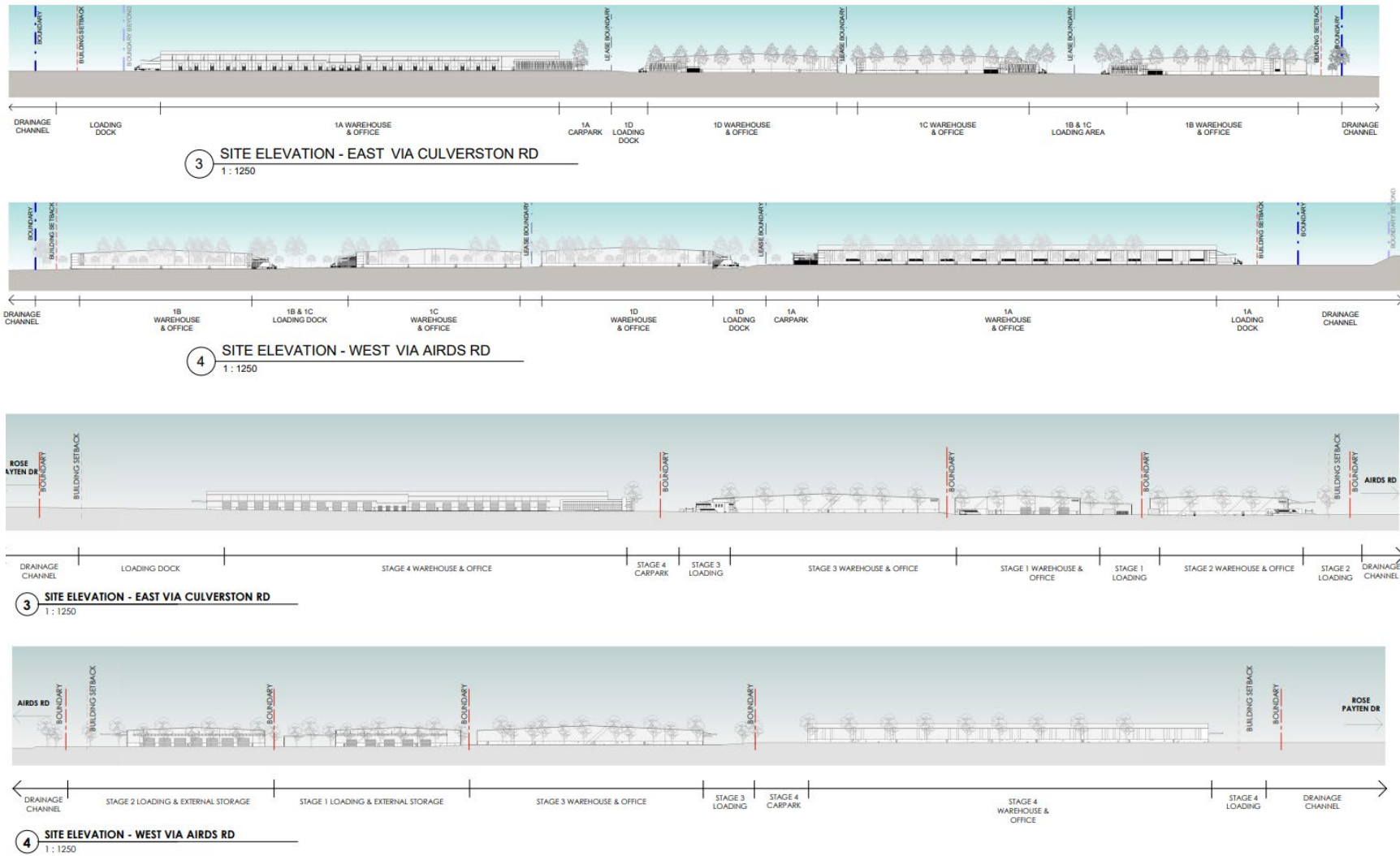


Figure 3 | Approved Layout, Staging and Warehouse Names

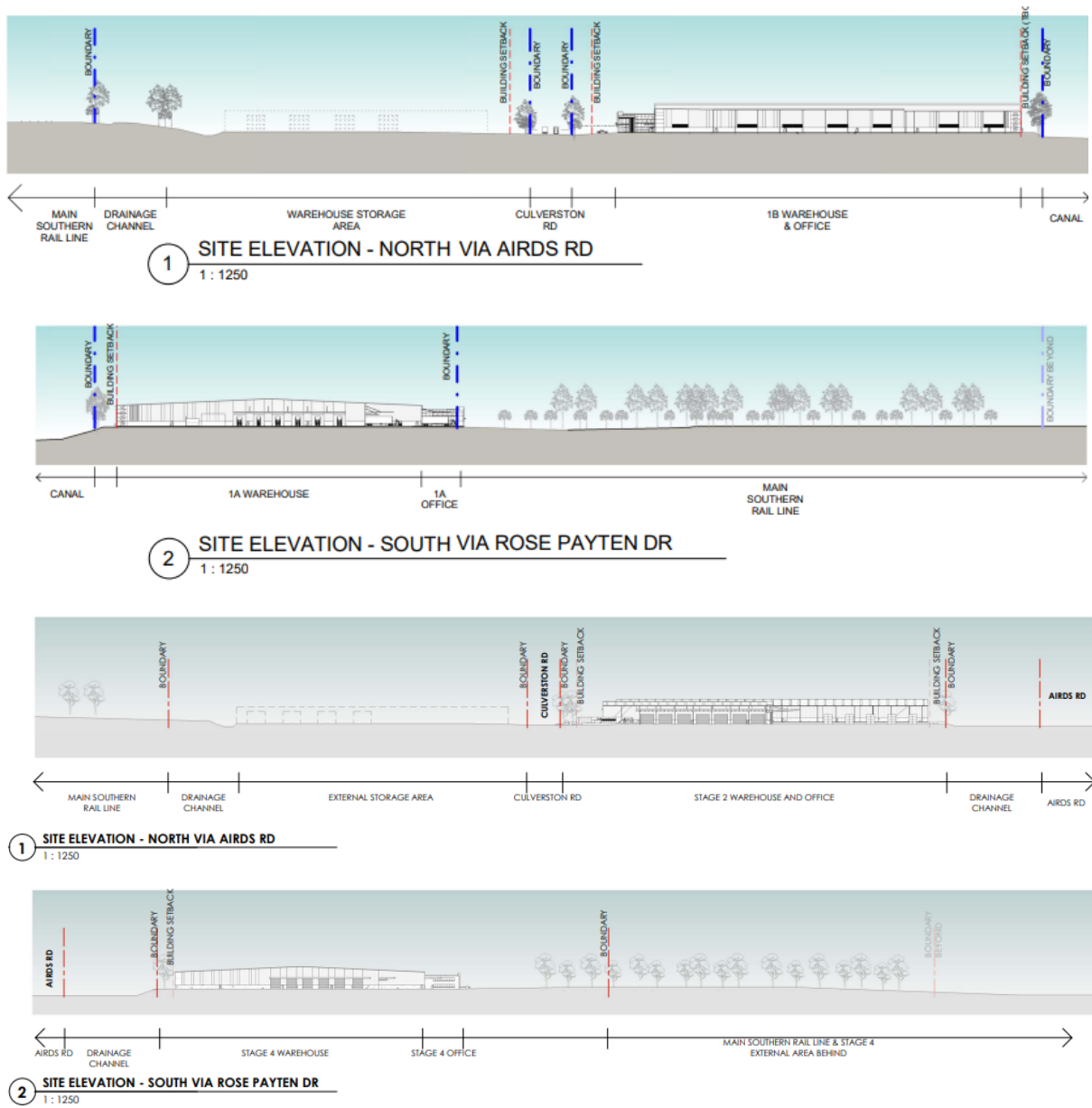


New External Storage Areas

Figure 4 | Proposed Layout and Staging



**Figure 5 | East & West Elevation Comparison (top two approved, bottom two proposed)**



**Figure 6 | North & South Elevation Comparison (top two approved, bottom two proposed)**

## 3 Statutory context

### 3.1 Scope of Modifications

The Department has reviewed the scope of the modification application and considers the application can be characterised as a modification involving minimal environmental impacts as the proposal:

- would not significantly increase the environmental impacts of the development as approved
- 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.
- is substantially the same development as originally approved
- would not involve any further disturbance outside the already approved disturbance areas for the project.

Therefore, 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.

### 3.2 Consent Authority

The Minister for Planning and Public Spaces (Minister) is the consent authority for the application under section 4.5(a) of the EP&A Act. Under the Minister's delegation of 26 April 2021, 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
- 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.

### 3.3 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-7500 (under section 79C of the EP&A Act, as in force at the time). 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.

### **3.4 Biodiversity Conservation Act 2016**

Clause 30A(2)(c) of the Biodiversity Conservation (Savings and Transitional) Regulation 2017 specifies that if the determining authority is satisfied a modification will not increase the impact on biodiversity values, a biodiversity development assessment report (BDAR) is not required.

Given the site is largely cleared of vegetation, and the modification does not seek an increase in footprint, the Department is satisfied that there will be no additional clearing of native vegetation or habitat loss beyond that previous assessed and considered under the original consent.

For the reasons discussed above, the Department's assessment concludes a BDAR is not necessary for the proposed modification.

## 4 Engagement

### 4.1 Department's Engagement

Clause 117(4) of the Environmental Planning and Assessment Regulation 2000 requires a section 4.55(1A) modification application to be notified or advertised if specified by a community participation plan. The Department's Community Participation Plan notes the exhibition requirements for such modifications are discretionary, and based on the urgency, scale and nature of the proposal.

Given the proposed changes would result in minimal environmental impacts (see **Section 3**), the application was not notified or advertised. However, it was made publicly available on the Department's website on 5 November 2021 and was referred to Campbelltown City Council (Council) and the Department's Environment, Energy and Science group (EES) for comment.

### 4.2 Government Advice

Advice was received from one State government authority, and from the local council. A summary of this advice is provided below.

**Council** recommended that consideration be given to the proposed access to the Stage 2 warehouse, as the driveways appear to be within close proximity to the existing Culverston Road and Airds Road intersection. Council also requested that consideration be given to the screening and visibility of the new external storage areas and the height of any structure.

**EES** advised the changes do not alter or increase flood or biodiversity impacts.

### 4.3 Further Response

On 3 December 2021, the Applicant responded to the issues raised by Council. The Applicant advised the new driveway locations are designed in accordance with Australian Standards and located a significant distance (over 60 m) from the Culverston Road / Airds Road intersection, achieving sight distance requirements. The Applicant also noted its swept path analysis submitted as part of the application demonstrated vehicles up to a 26 m B-Double could safely use the subject driveway.

It is noted during the assessment process, the Applicant identified inconsistencies in its modification report relating to the types of materials stored in the proposed external storage areas. To provide clarity, the Applicant confirmed that Stage 1 is proposed to store timber framing up to 7.5 m in height, with Stage 2 proposed to store containers.

## 5 Assessment

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

- modification report provided to support the proposed modification (see **Appendix A**)
- documentation and Department's assessment report for the original DA (see **Appendix A**)
- advice from the 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 visual amenity as the key assessment issue and this is discussed in **Section 5.1**.

### 5.1 Visual Amenity Impacts

While the warehouse building sizes are proposed to be reduced, the introduction of additional external storage areas has the potential to increase the visual impacts of the development.

The changes also result in external storage areas in Stages 1 and 2, with the Applicant stating these areas will be used to store shipping containers in Stage 2 and timber framing in Stage 1. Stage 2 is proposed to store containers at the same height as the approved external storage area on the eastern side of the site, limited to two containers high, which can equate to up to 5.8 m in height. Stage 1 is proposed to use a racking system to store timber up to 7.5 m in height.

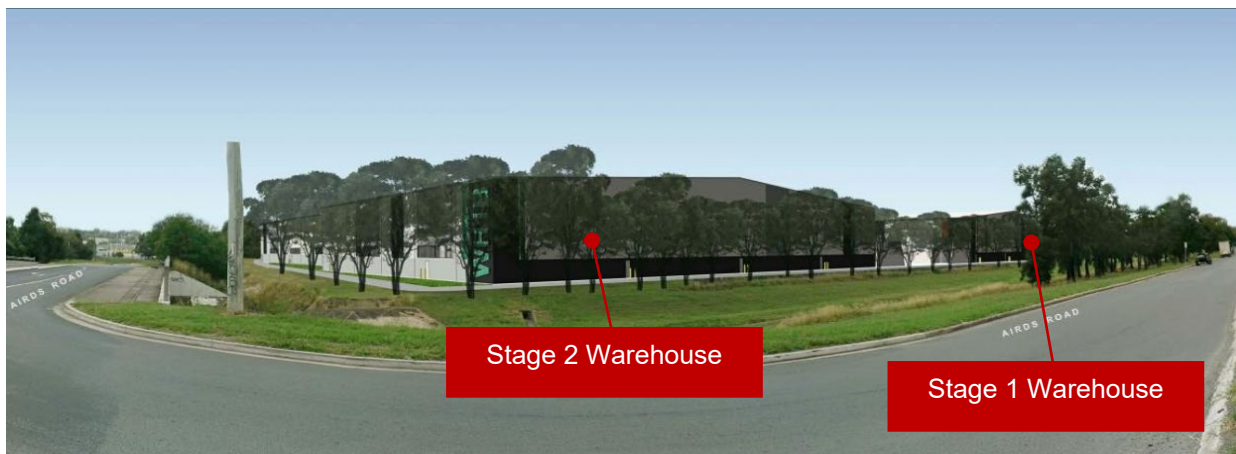
To assess this potential impact, the Applicant supplied a Visual Impact Assessment (VIA) as part of its Modification Report. The VIA assessed the impact the new external storage areas would have from key vantage points, including from Airds Road (see **Figure 7**). For comparison, a similar view of the approved development is seen in **Figure 8**.

The VIA found that although the proposal would introduce new external storage areas on the north western side of the site, these would be in place of existing built form (approved as 13.7 m in height), at a lesser height and bulk and adequately screened by significant existing and proposed vegetation. As such, the VIA concluded that the visible impacts of the development would be negligible and comparable to the approved development.

Council reviewed the proposed modification and requested consideration be given to the visibility of the new external storage areas and recommended a limit be placed on its height.



**Figure 7 |** View of Stage 1 and 2 Warehouse, as proposed from Airds Road



**Figure 8 |** View of Stage 1 and 2 Warehouse, as approved from Airds Road

The Department has reviewed the proposed visual changes and the Applicant's VIA and notes the visual changes will be most notable along Airds Road (to the north and west of the site), with significant reductions in built form in Stages 1 and 2. A review of the proposed and approved photomontages from Airds Road (**Figure 7** and **Figure 8**) demonstrates the reduction in warehouse size has significantly reduced the building bulk, reducing the visual prominence of the development.

The Stage 1 external storage area proposes a height higher than what was consented to in the approved external storage area. However, Stage 1 external storage area is in the middle of the site, screened from the public realm to the north, south and east by Stages 2, 3 and the Stage 1 warehouse, respectively. To the west, the warehouse is setback from Airds Road by a 75 m wide drainage canal and screened by a significant 5 m landscape buffer and a 2.4 m high fence, reducing the dominance of the greater external storage height. The Department also notes the 7.5 m height is significantly less than the approved height of the warehouse structure (13.7 m).

The Stage 2 external storage area also contains a significant vegetation buffer (5 m to 7.5 m) to the boundaries and is setback from Airds Road with a 15m canal reserve to the north, a 75 m canal reserve to the west and a 2.4 m high fence on all boundaries.

The Department considers the significant roadway setbacks, large buffers of planned and existing vegetation and the approved fence will adequately screen the external storage area from the public realm. This combined with the significant reduction in bulk and height in proximity to the northern and western boundaries from the reduction in warehouse sizes, will ensure that the visual impacts associated with the modified development are in line with those considered in the original assessment.

The Department recommends Condition A6 be modified to ensure heights in the external storage areas of Stages 1 and 2 are in line with what was assessed in the VIA, limiting Stage 1 to 7.5 m in height and Stage 2 to two containers high.

The Department’s assessment concludes the visual impacts of the modified development would not increase over that considered under the original assessment, subject to existing and recommended conditions.

## 5.2 Other Issues

The Department’s assessment of other issues is provided in **Table 2** Error! Reference source not found..

**Table 2 | Assessment of Other Issues**

Findings	Recommendations
<b>Traffic, Access and Parking</b>	
<ul style="list-style-type: none"> <li>Changes to car parking arrangements and the size of the development have potential to impact on the traffic generation and parking impacts of the development.</li> </ul> <p><u>Traffic Generation</u></p> <ul style="list-style-type: none"> <li>As part of the Applicant’s modification report, a Traffic Impact Assessment (TIA) was prepared to compare and assess the traffic generation of the modified development to that approved. Given the proposal sees a net reduction in GFA over the approved development, the TIA found that there would be a decrease in daily traffic movements by approximately 11%.</li> <li>The TIA noted that as more details on operations were now known, a more accurate traffic generation forecast was achievable. Whilst the development would likely still see an 11% reduction in overall traffic, there would be an increase in morning and afternoon peak trips. The morning peak would see an increase of 23 vtph to a total of 198 vtph and the afternoon peak would see a 46 vtph increase to a total of 222 vtph.</li> <li>The TIA concluded the additional trips would have no impact on the level of service of the Airds Road / Culverston Road intersection, which is currently operating at an A level of service in peak hours.</li> <li>Council raised no concerns relating to trip generation.</li> <li>The Department considers the calculation used to be conservative and in line with Transport for NSW’s (TfNSW) Guide for Traffic Generating Developments and the original assessment of traffic impacts and agrees with the conclusions of the TIA. The small increase in peak hour traffic is not expected to impact on the efficiency of the local road network. Further, the Department notes that existing conditions of consent require the Applicant to ensure operations do not</li> </ul>	<p>Require the Applicant to:</p> <ul style="list-style-type: none"> <li>adhere to revised car parking numbers.</li> </ul>

impact on the public road network, including ensuring queuing does not occur.

- The Department concludes the modification will not adversely impact the efficiency or safety of the local road network, subject to the conditions of the original consent.

#### Parking

- The modified development will see an additional 24 permanent car parking spaces over that of the approved development.
- The Applicant also proposes to reduce the amount of provisional car parking from 147 car parking spaces to 80. It is noted these spaces were proposed in the original development to meet Council's Campbelltown (Sustainable City) Development Control Plan 2015 (DCP 2015) requirements.
- The TIA found the modified development would still provide permanent parking in line with TfNSW's parking requirements for each project stage, with the provisional parking supplementing this to meet DCP 2015 requirements if needed, in line with the approach taken in the original assessment.
- Council did not comment on parking provisions of the modification proposal.
- The Department considers the proposed additional permanent car parking to be acceptable in terms of providing car parking to the development. Although the modified development sees a reduction in provisional car parking spaces, overall, total car parking spaces will continue to meet Council's DCP 2015 requirements, noting there is a decrease in total GFA (and subsequently, the number of spaces required to be provided) and there is an increase in permanent car parking spaces.
- The Department has reviewed the existing conditions of consent and notes that Conditions B3 and B4 will need to be updated to reflect the updated permanent and provisional car parking numbers.
- The Department's assessment concludes the modified development retains an acceptable amount of parking capacity on site and recommends updating existing conditions of consent to include the revised parking numbers.

#### Access

- The modified development will see access arrangement changes to Stages 1 and 2, given the change in layout of these two buildings.
- In its TIA, the Applicant provided a swept path analysis to demonstrate the changes would retain sufficient access and manoeuvrability for a 26 m B-double vehicle and confirmed that driveways would remain in accordance with Australian Standards.
- Council reviewed the proposal and did not raise any objections, however, noted the Department should give consideration to the proximity of the Stage 2 warehouse's driveway to the Culverston Road / Airds Road intersection to the north.
- The Department notes the exit driveway for the Stage 2 warehouse is located approximately 60 m away from the intersection of Culverston Road / Airds Road and existing conditions of consent require all access points to be designed to Australian Standards and Austroads requirements. Further, Culverston Road is a cul-de-sac which will be used primarily by

## Findings

## Recommendations

the subject development, with the exception of one other industrial building gaining access from the road.

- Given the straight and near exclusive use of Culverston Road, the Applicant's swept path analysis findings, the substantial distance of the Stage 2 driveway to the Culverston Road / Airds Road intersection and the driveway being used only for egress traffic, the Department considers the traffic impacts caused to be minimal and in line with the original assessment.
- The Department's assessment concludes that the modified development layout would provide adequate access to, from and within the site, without creating vehicle conflicts along Culverston Road, subject to existing conditions of consent.

## Noise

- Changes to operations of the site, including further external storage areas, have potential to impact on the noise generated by the development.
- As part of its modification report, the Applicant carried out a Noise Impact Assessment (NIA). The NIA assessed the impacts the modification, including additional external storage areas, may have on continuous noise levels and sleep disturbance of nearby sensitive residential receivers. The NIA concluded that the modified development would continue to meet noise levels considered in the original assessment and meet the EPA's Noise Policy for Industry guidelines on sleep disturbance noise impacts.
- Council raised no concerns regarding noise impacts.
- The Department has reviewed the original conditions of consent and notes the Applicant is required to meet operational noise limits, as well as implementing a complaint and non-compliance handling system under its Operational Environmental Management Plan.
- The Department considers the findings of the Applicant's NIA to align with the noise levels considered and conditioned as part of the original consent and as such will not increase noise impacts over that of the original development.
- The Department's assessment concludes the development will have similar noise impacts to the original development and acoustic matters can continue to be managed through existing conditions of consent.

No changes to conditions required.

## Changes to Condition B16 – Rainwater Harvesting

- As part of the original conditions of consent, the Applicant was required to install a 100,000 L water tank for each warehouse building.
- The condition was recommended by Council to ensure the development aligned with rainwater requirements of its DCP 2015, which uses a sliding scale based on roof area of the development.
- As each warehouse was originally over 20,000 m<sup>2</sup> in size, this triggered the need for a 100,000 L water tank for each warehouse.
- In its modification report, the Applicant has recommended changing the flat 100,000 L requirement to now refer to the

Require the Applicant to:

- provide adequate rainwater storage in accordance with Council's DCP 2015.

## Findings

## Recommendations

sliding scale in Council's DCP 2015 as two warehouses are now less than 20,000 m<sup>2</sup> in size.

- Council reviewed the modification application and raised no comments in relation to the proposed change.
- The Department considers the request acceptable as it remains in accordance with the intent behind the original condition.
- The Department recommends Condition B16 be updated to refer to the sliding scale in Council's DCP 2015.
- The Department's assessment concludes rainwater will continue to be harvested in accordance with Council's DCP 2015.

## 6 Evaluation

The Department has assessed the proposed modification in accordance with the relevant requirements of the EP&A Act.

The Applicant is proposing to modify the development consent to alter three of the four warehouses' size and layout and change the staging plan to respond to tenancy requirements and market demand.

The Department has found the key issue of the modification to relate to potential visual impacts the built form changes may have, including additional external storage areas. The Department is satisfied identified visual amenity concerns can be appropriately managed through the recommended modifying conditions, requiring the Applicant to limit the height of goods stored in the external storage areas.

The Department considers the proposed modification is appropriate on the basis that:

- the proposed modification will result in minimal environmental impacts beyond the approved facility
- the works and operations proposed under the modification are such that it remains substantially the same development as that originally approved
- the development would continue to provide employment and capital investment in Western Sydney
- changes in built form and operation would not result in further visual amenity or noise impacts
- the increase in permanent parking on site would ensure that the developments will not impact on parking availability in the area.

Overall, the Department is satisfied the impacts from the proposed modification can be appropriately managed through the existing and recommended modified conditions of consent

Consequently, the Department is satisfied that the modification should be approved, subject to conditions.

## 7 Recommendation

It is recommended that the Team Leader, Industry Assessments, as delegate of the Minister for Planning and Public Spaces:

- **considers** the findings and recommendations of this report
- **determines** that the application SSD-7500-Mod-1 falls within the scope of section 4.55(1A) of the EP&A Act
- **forms the opinion** under clause 30A(2)(c) of the Biodiversity Conservation (Savings and Transitional) Regulation 2017 that a BDAR is not required to be submitted with this application as the application will not increase the impact on biodiversity values on the site
- **accepts and adopts** all of the findings and recommendations in this report as the reasons for making the decision to approve the modification
- **modifies** the consent SSD-7500
- **signs** the attached approval of the modification (**Appendix B**).

**Recommended by:**



15 December 2021

**Thomas Bertwistle**

Environmental Assessment Officer

Industry Assessments

## 8 Determination

The recommendation is **Adopted** by:

 16 December 2021

**Joanna Bakopanos**

Team Leader

Industry Assessments

as delegate of the Minister for Planning and Public Spaces

# Appendices

## Appendix A – List of Documents

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

### Modification Application

- '5 & 9 Culverston Road, Minto Modification Report' prepared by Urbis Pty Ltd, dated 29 October 2021 - <https://www.planningportal.nsw.gov.au/major-projects/project/43151>
- Letter prepared by Urbis Pty Ltd, dated 3 December 2021 - <https://www.planningportal.nsw.gov.au/major-projects/project/43151>

### Submissions and Advice

- <https://www.planningportal.nsw.gov.au/major-projects/project/43151>

### Department's Assessment Report for SSD-7500-Mod-1

- <https://www.planningportal.nsw.gov.au/major-projects/project/43151>

## **Appendix B – Notice of Modification**

The recommended modification instrument for SSD-7500-Mod-1 can be found on the Department's website at <https://www.planningportal.nsw.gov.au/major-projects/project/43151>.

## **Appendix C – Consolidated Consent**

The Consolidated Consent for SSD-7500-Mod-1 can be found on the Department's website at <https://www.planningportal.nsw.gov.au/major-projects/project/43151>.