



Oakdale West Estate Modification 9

Changes to Buildings 2A, 2C, and 2D in the approved Oakdale West Estate

State Significant Development Modification Assessment (SSD-7348-MOD-9)

December 2021



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Cover image: Aerial view of the Oakdale West Estate (Source: Goodman Property Services (Aust) Pty Limited)

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Glossary

Abbreviation	Definition
Council	Penrith City Council
Department	Department of Planning, Industry and Environment (DPIE)
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
GFA	Gross floor area
GLA	Gross lettable area
Minister	Minister for Planning and Public Spaces
OWE	Oakdale West Estate approved under SSD-7348
Planning Secretary	Secretary of the Department
SEARs	Planning Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SLR	Southern Link Road
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
SSD	State Significant Development
TfNSW	Transport for NSW
WNSLR	West-North-South Link Road, now known as Compass Drive
WSEA	Western Sydney Employment Area
WSEA SEPP	State Environmental Planning Policy (Western Sydney Employment Area) 2009

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1 Introduction

This report provides the Department of Planning, Industry and Environment's (the Department's) assessment of an application to modify the State significant development (SSD-7348) consent for the Oakdale West Estate (OWE).

The modification application seeks consent to modify Buildings 2A, 2C, and 2D of the approved OWE Concept Plan, including changes to the layout of the three buildings and an increase to the maximum height of Building 2C from 15 metres (m) to 22.2 m.

The application was lodged on 25 November 2021 by Goodman Property Services (Aust) Pty Ltd (the Applicant) pursuant to section 4.55(1A) of the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act).

1.1 Background

Buildings 2A, 2C and 2D are located within the Concept Plan of the OWE, which was approved by a delegate of the Minister for Planning and Public Spaces on 13 September 2019 (SSD-7348). The OWE is located at Kemps Creek in the Penrith City local government area (see **Figure 1**).



Figure 1 | Regional Location

The approved OWE includes:

- a Concept Plan for a warehouse and distribution centre including 22 warehouses, offices and associated infrastructure, to be constructed over 5 stages
- Stage 1 development including 3 warehouses and the main site access road being the Western North-South Link Road (WNSLR), now known as Compass Drive
- requirements for future development applications for the remaining stages 2 to 5.

Construction works commenced in late 2019, including bulk earthworks across the whole site, installation of service infrastructure and construction of Compass Drive, which is now complete.

Warehouse buildings are currently under construction in Stages 1 and 2 and detailed design has commenced for warehouses in Stages 4 and 5.

The Applicant has modified the Concept Plan and Stage 1 development eight times (see Section 1.3) to meet the needs of individual warehouse tenants. This has included changes to development stages, warehouse layouts and sizes and corresponding changes to bulk earthworks, infrastructure and estate roads.

1.2 Site Description

The OWE covers 154 hectares (ha) of industrial zoned land located at 2 Aldington Road, Kemps Creek, see **Figure 2** | OWE and Surrounding Land Uses

. The site is located within the Western Sydney Employment Area (WSEA), which is strategically zoned to support employment generating developments in western Sydney.

The land has historically been used for grazing and is currently being developed under the OWE consent. The Applicant has also developed other land immediately to the east for warehouses and distribution centres.

Road access to the OWE is provided by Compass Drive from Lenore Drive, which forms part of the strategic road network designed to service the WSEA. Emmaus Retirement Village, Emmaus Catholic College, Trinity Catholic Primary School, and Mamre Anglican School are located immediately to the west of the OWE. To the south is the Mamre Road Precinct, which has been zoned for industrial development as an extension of the WSEA. One rural-residential dwelling and native vegetation are located to the immediate south of the OWE. Water NSW drinking water supply pipelines are located along the northern boundary. TransGrid power lines run through the eastern part of the site and Ropes Creek runs along the eastern boundary.

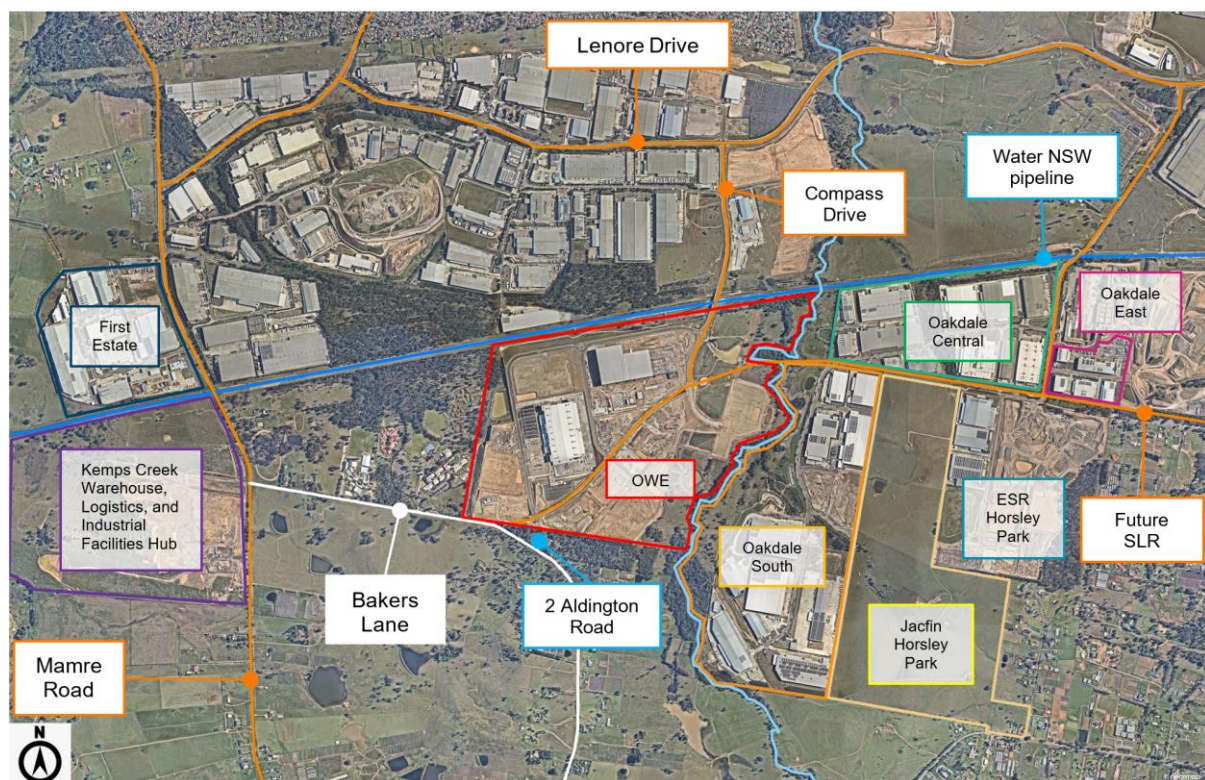


Figure 2 | OWE and Surrounding Land Uses

1.3 Approval History

The OWE consent has been modified eight times, see **Table 1**.

Table 1 | Summary of Modifications to SSD-7348

Mod No	Summary of Modifications	Approval Authority	Type	Approval Date
MOD 1	Changes to pad levels across the Concept Plan, amendments to bio-retention basins and changes to the biodiversity offset strategy	Department	4.55(1A)	27 March 2020
MOD 2	Changes to Stage 1 pad levels, building layouts and the height of building 1A	Department	4.55(2)	21 April 2020
MOD 3	Changes to the Concept Plan layout, Stage 2 area and height of building 2B	Department	4.55(1A)	3 April 2020
MOD 4	Include an additional lot for construction works for the WNSLR (now Compass Drive)	Department	4.55(1A)	24 March 2020
MOD 5	Increase in Southern Link Road (SLR) road reserve and associated reduction in building and landscape setbacks, amendments to Precinct 1A layout and car parking, quantities of dangerous goods stored in building 1A, setting up an alternative biodiversity offset site, and extending the completion date for the noise barrier	Department	4.55(1A)	5 November 2020
MOD 6	Amend building form and layouts in Precincts 1 and 2, height increase of building 2A, reduced gross lettable area for buildings 1B and 1C, removing estate road speed limits and increasing the vegetation management area adjacent to Ropes Creek	Department	4.55(1A)	10 March 2021
MOD 7	Changes to earthworks levels and building layouts in Precinct 4, earthworks pad and lot boundary in Precinct 3 and layout of estate road 7, bulk earthworks and construction of retaining walls in Precincts 3 and 4, and construction of a lot boundary fence in Precinct 1	Department	4.55(1A)	8 October 2021
MOD 8	Minor changes to layout, facades and signage on buildings 1A, 1B and 1C	Department	4.55(1A)	10 September 2021

2 Proposed Modification

2.1 Description of Modification

The Applicant proposes to modify the approved Buildings 2A, 2C, and 2D of the OWE Concept Plan. The modification is described in full in the Modification Report in **Appendix A** and summarised in **Table 2**. **Figure 3** shows the approved Masterplan under the latest approved modification (MOD 7) and Error! Reference source not found. shows the proposed OWE Masterplan.

Table 2 | Components of the Modification

Aspect	Description
Building 2A	<ul style="list-style-type: none"> amend the building layout to accommodate Australia Post, including a narrower and longer warehouse building with changes to loading docks and site access points
Buildings 2C & 2D	<ul style="list-style-type: none"> amend the layout of Buildings 2C and 2D to include a separate light vehicle access and driveway along the Southern Link Road boundary increase the maximum height of Building 2C from 13.7 m to 22.2 m (not including rooftop solar panels)

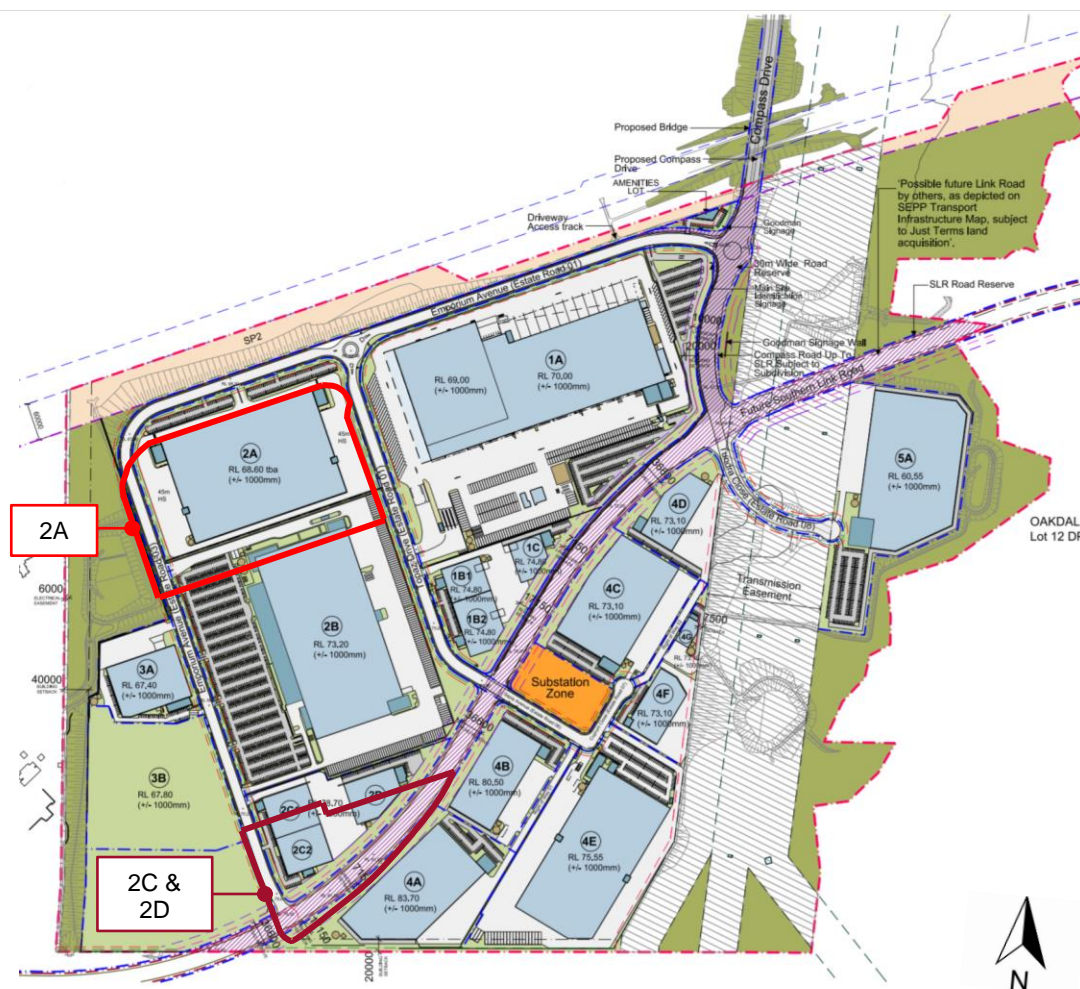


Figure 3 | Approved Estate Masterplan – Modification 7



Figure 4 | Proposed Estate Masterplan – Modification 9

2.2 Applicant's Justification for the Proposed Modification

The Applicant proposes to modify the Concept Plan to facilitate development in Stage 3 of the OWE. Specifically, the Applicant has secured Australia Post to operate in warehouse 2A. To meet the tenant's requirements, the Applicant has amended the design of warehouse 2A including changes to building layouts and the location of loading docks, hardstands, car parking, and accesses. The proposed layout changes necessitate modifications to the approved OWE Concept Plan. The modification is also required to address issues raised by the Department, Penrith City Council, and Transport for NSW (TfNSW) on warehouses 2C and 2D relating to building heights and vehicle access (see **Section 4**).

3 Statutory Context

3.1 Scope of Modifications

The Department has reviewed the scope of the modification application and is satisfied the modification would result in minimal environmental impacts, and relates to substantially the same development as the original development consent on the basis that:

- the primary function and purpose of the approved development would not change as a result of the modification; and
- any potential environmental impacts would be minimal and appropriately managed through the existing or modified conditions of consent.

Therefore, the Department is satisfied the 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 Director, 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 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 for the OWE (SSD-7348). 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.

The modification does not require any vegetation clearing and would not impact on any threatened species or ecological communities. All vegetation clearing has been completed under the approved Stage 1 SSD application and the biodiversity offset requirements have been met. For the reasons discussed above, the Department's assessment concludes a BDAR is not necessary for the proposed modification.

4 Engagement

Clause 117(4) of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation) 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 modification.

Given the proposed changes would result in minimal environmental impacts (see **Section 5**), the application was not notified or advertised. However, it was made publicly available on the Department's website on 25 November 2021, and was referred to Penrith City Council (Council) for comment.

Council did not object to the modification but noted the following (referring to its comments on the SSD application for the Stage 3 development (SSD-9794683):

- supports the layout and setbacks of Building 2A but requested the Applicant consider relocating the driveway access to avoid an existing stormwater pit
- noted the amended access for Buildings 2C and 2D resolves the safety issues but does not support the reduction in landscape setback to achieve it
- considers the height increase to Building 2C would result in poor streetscape outcomes such as bulk and overbearing impacts.

The Applicant responded to these issues in an RTS submitted on 6 December 2021.

The Department has considered Council's comments and the Applicant's RTS in its assessment of the modification.

5 Assessment

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

- the modification assessment report (see **Appendix A**)
- the Department's assessment report for the original development application and subsequent modifications (see **Appendix A**)
- advice from Council (see **Appendix A**)
- relevant environmental planning instruments, policies and guidelines
- requirements of the EP&A Act, including the objects of the EP&A Act.

The Department considers the key assessment issues are visual impacts and traffic and access. The Department's consideration of other issues is provided in **Table 3**.

5.1 Visual Impact

The proposed modifications to building layouts and heights have the potential to alter visual impacts at sensitive receivers to the west and south of the site.

Approved OWE

The Department's assessment of the OWE Concept Plan noted the development would change the landscape from previously undeveloped rural land to warehousing and distribution centres, consistent with the industrial zoning and development across the WSEA.

The Department's assessment of the OWE concluded the visual impacts would be moderate-low at Emmaus Retirement Village and moderate-high at Emmaus Catholic College and the nearest residence to the south. The development consent required the Applicant to implement a range of measures to minimise the visual impacts, with the key measure being a 40 m setback from the western boundary including a landscaped bund and noise wall and retention of mature native vegetation in the north-western corner of the site. No screening was proposed near the residence on the southern boundary as views from this property are elevated above the rooflines of the development and any screening would interrupt the existing long-range views of the Blue Mountains. The development consent also required an urban design assessment for buildings immediately adjacent to the western boundary to ensure an optimal design outcome is achieved for the buildings nearest to Emmaus Catholic College.

Subsequent modifications to the OWE Concept Plan have included changes to earthworks pad levels and increases in building heights, for Buildings 1A (39 m) and Building 2B (28 m). The Department assessed the visual impacts of these modifications, concluding the visual impacts would slightly increase, but remain consistent with the industrial zoning of the site under the WSEA SEPP. The Department concluded that the landscaped bund is critical for minimising the visual impacts over the long term. The Applicant completed planting of the landscaped bund in mid-2020 and there are conditions in place to ensure it is maintained for the life of the development, see **Figure 5**.



Figure 5 | Western Landscape Bund

Proposed Modification

The Applicant proposes to modify the OWE Concept Plan to increase the height of Building 2C from the approved 13.7 m to 22.2 m. The effective building height is still only 13.7 m as the building sits on sloping land that drops around 10 m from the south to the north, see **Figure 6** and **Figure 7**. A retaining wall would be constructed along the west, east and northern sides and would be integrated into the building structure, making the height appear as 22.2 m when measured from the lowest point on the site. Importantly, there is no change to the finished roof level compared with previously approved modifications. The Applicant noted this design would provide a better visual outcome than filling up to the approved pad level, which would then require retaining walls along the road frontage.

The modification also seeks minor changes to the layout of the buildings to provide separate access points for light and heavy vehicles. The proposed changes were considered in a visual impact assessment (VIA) prepared for the OWE Stage 3 SSD application.

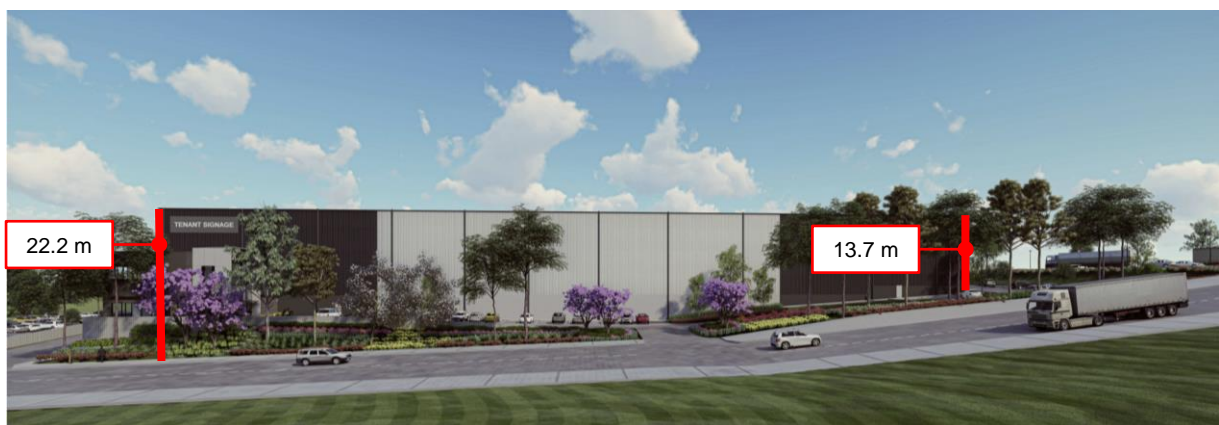


Figure 6 | Building 2C – 13.7 m high at southern elevation increasing to 22.2 m high at northern elevation

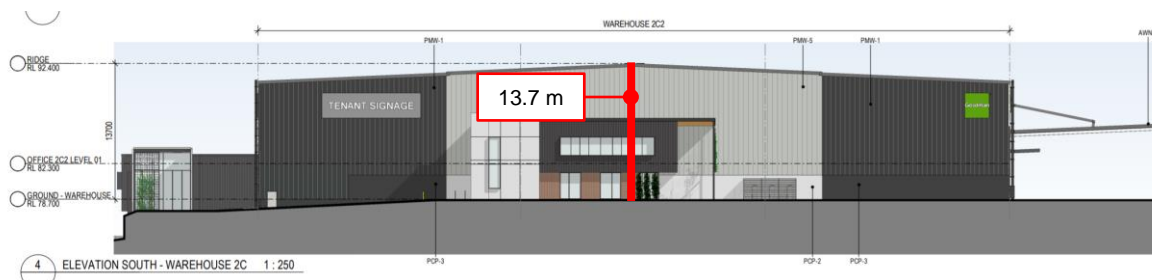


Figure 7 | Building 2C Southern Elevation

The modification does not seek to change the approved height of Building 2A. This building was originally approved at 13.7 m and later modified to 18 m as part of MOD 6. The Applicant has now secured a tenant for Building 2A which has resulted in a modified building layout and the height reducing back to 13.7 m. As the height limits in the consent are a maximum, Building 2A will comply with the 18 m limit and no further modification is required. However, the layout change would result in the western side of the building moving closer to residences at Emmaus Retirement Village, but still 180 m away.

The Applicant's VIA included a photomontage of the view from Emmaus Retirement Village with the building height at 18 m (as approved by MOD 6), see **Figure 8**. The building is now proposed to be 4.3 m lower, but would be slightly closer to the Retirement Village



Figure 8 | Building 2A (approved by MOD 6) when viewed from Emmaus Retirement Village

Assessment and Recommendation

The Department has reviewed the VIA and consulted Council on the proposed modifications to building layouts and heights. Council did not raise any concerns with the height of Building 2A but noted the 22.2 m height of Building 2C would result in a poor streetscape outcome.

The Department notes the visual impacts on Emmaus Retirement Village would be slightly reduced with Building 2A reducing in height by 4.3 m, however the overall impact rating is considered to remain at moderate-low. The retained native vegetation in the north-western corner of the site provides partial screening of the development.

The 22.2 m height of Building 2C has already been considered as part of MOD 6 (as the roof height is unchanged). This assessment concluded the building would be largely screened from view by buildings that would be constructed between Building 2C and the residences and school to the west. The 40 m wide landscaped bund would minimise visual impacts on Emmaus Catholic College once the landscaping matures. The Applicant's proposed landscaping includes a minimum 7 m wide landscaped verge along the western boundary, which would soften the views of the building over time, see **Figure 10**.

Visual impacts on the single residence to the south would remain high as originally assessed in the OWE Concept Plan and previous modifications. The landowner has indicated a preference for no landscape screening as it would interrupt the long-range views of the Blue Mountains. The Department notes there is limited opportunity to reduce the visual impacts from this location, but notes the office for Building 2C is located on the southern elevation, which would provide some architectural features to break up the façade of the building when viewed from the residence to the south, see **Figure 9**. A minimum 7 m width of landscaping along the southern boundary would assist in reducing the visual impacts of the building once the landscaping matures, see **Figure 10**.



Figure 9 | Building 2C – Southern elevation and office

The Department's assessment concludes the modification would result in minimal changes to visual impacts. The modification would not increase the approved pad levels, the visual impacts of Building 2A would marginally reduce, and the visual impacts of Buildings 2C and 2D would remain the same as approved. The existing mitigation measures and the proposed landscaping would sufficiently mitigate the visual impacts of the modification.

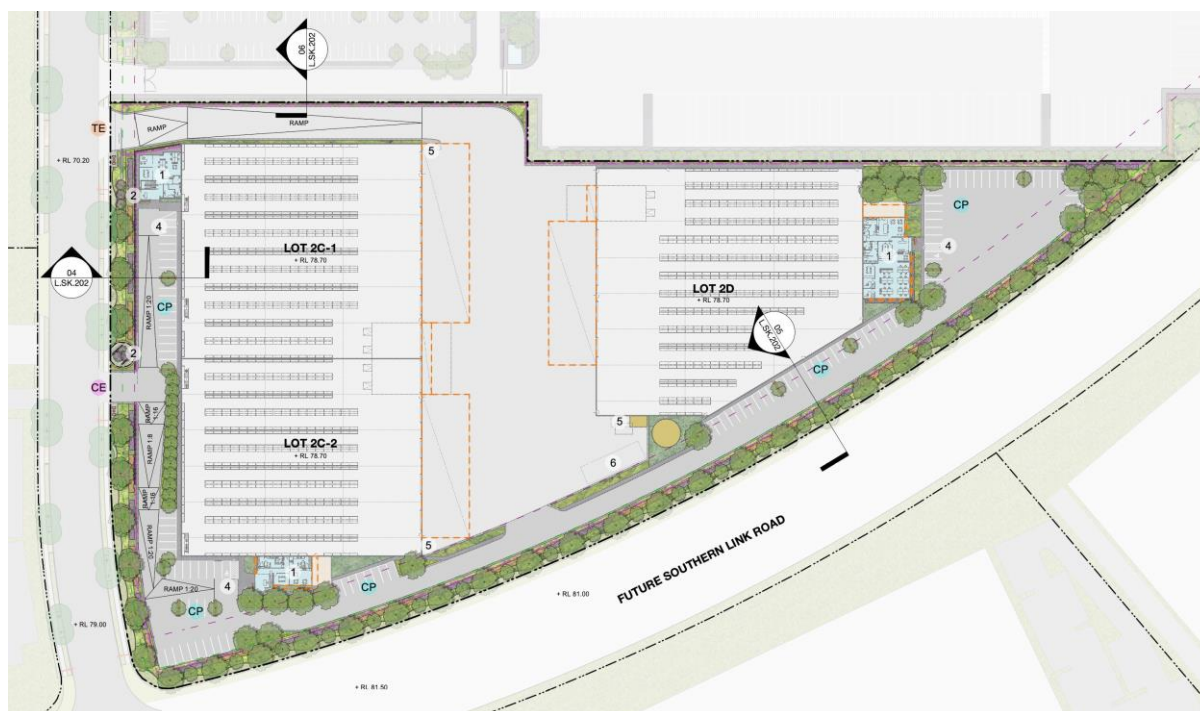


Figure 10 | Building 2C and 2D – Landscape Plan

5.2 Traffic and Access

The modification would increase traffic movements from Building 2A and alter vehicle access to Buildings 2C and 2D. A Traffic Assessment (TA) was prepared for OWE Stage 3 SSD application, assessing the impacts of these modifications.

The TA used trip generation rates provided by the tenants of Buildings 1A, 2A, 2B, 3B1 and 4E and generic rates from RMS data for other warehouses in the OWE. The TA stated the modification to Building 2A would increase the approved total daily traffic by 552 vehicles to 11,946 vehicles per day. Due to the operational activities of tenant 2A (Australia Post), its peak hour traffic would occur outside the road network peak hours, with the majority of deliveries occurring between 5 – 7 am and 9 – 11 pm. This results in a minor reduction of traffic during the standard AM peak (7 – 8 am) of 103 vehicles per hour and during the PM peak (5 – 6 pm) of 44 vehicles per hour. The TA noted the road network surrounding the site, including the estate roads and Compass Drive, were designed to accommodate peak traffic volumes and the modification would not increase peak hour traffic volumes. The TA concluded the modification would be adequately accommodated on the road network without the need for upgrades.

The modification also involves changes to internal driveways for Buildings 2C and 2D. The approved development showed a shared driveway for light and heavy vehicles accessing Building 2D, which sits behind Building 2C. During the assessment of the OWE Stage 3 SSD application, Council, TfNSW and the Department raised concerns about traffic safety caused by the shared driveway. To address these concerns, the Applicant revised the building and carpark layouts to provide separate light and heavy vehicle access points. All light vehicles would access Buildings 2C and 2D parking areas through a dedicated light vehicle access point, with a driveway extending along the southern perimeter to the parking areas at the rear of Building 2D. All heavy vehicles would access the loading docks for both buildings via a dedicated access to the north. TfNSW noted its support for the separate accesses but recommended the Applicant consider relocating the carpark access for Buildings 2C/2D further away

from the future Southern Link Road intersection, or demonstrate the proposed location would not cause queuing or delays at the intersection. Council supported the resolution of the safety issues but noted it did not support the corresponding reduction in landscaping along the SLR frontage.

The Department notes the modified vehicle access points for Buildings 2C and 2D addresses the traffic safety concerns associated with the approved layout. The access points are designed in accordance with relevant Australian Standards and parking rates are consistent with the approved OWE Concept Plan. The building setbacks are unchanged and the minor reduction in landscaping would ensure optimal traffic safety during operation. The separate accesses necessitate a reduction in landscaping and the Department considers the resolution of the safety issues outweigh the reduced landscape width. The modified development still includes substantial landscaping along the SLR frontage and there is no change to the building setbacks. The Department also notes the width of landscaping was reduced in an earlier modification at the request of TfNSW to widen the SLR road reserve.

The Applicant's RTS provided updated landscaping plans, including additional planting along the driveway and inclusion of a landscaped roundabout within the carpark of Building 2D to address Council's concerns. The Applicant considered relocating the carpark access further north, but indicated this would require 2.5 m of cutting and lowering the office ground floor level, creating a greater height difference between the office and warehouse building. The Applicant confirmed the TA had considered the queue length between the future SLR and the carpark access and noted there is adequate capacity for queuing during peak hour traffic in the 2036 scenario. The car park access is approximately 100 m from the SLR intersection and the maximum queuing length is estimated to be 61 m.

The Department's assessment concludes the modification would slightly increase total daily traffic movements and these would be adequately accommodated on the road network. The proposed access amendments would improve traffic safety and adequate parking is provided. The existing conditions require all access points to be designed in accordance with Australian Standards and to accommodate the largest vehicles entering the site. The Department does not recommend any modifications to the existing traffic conditions.

5.3 Other Issues

The Department's assessment of other issues is provided in **Table 3**.

Table 3 | Assessment of Other Issues

Issue	Findings	Recommendations
Noise	<ul style="list-style-type: none"> The Applicant prepared a noise and vibration assessment (NVA) for the OWE Stage 3 SSD application to predict the noise impacts from the modified building layouts and increased traffic generation. The NVA predicted the modified buildings would comply with the noise limits for the OWE at all receivers during the day, evening and night-time periods. The development would also comply with sleep disturbance criteria at all receivers. The assessment considered worst-case noise levels during peak operations from the whole OWE, predicting noise levels would be between 0 – 7 dB below the limits at Emmaus Retirement Village, 	<ul style="list-style-type: none"> No change to noise conditions.

Issue	Findings	Recommendations
	<p>between 3 – 12 dB below the limits at the nearest receivers to the south and 2 dB below the limits at Emmaus Catholic College.</p> <ul style="list-style-type: none"> The Department's assessment concluded the modified building layouts and increased traffic generation would result in negligible noise impacts and the modified development would comply with the noise limits. No modified noise conditions are required. 	
Bushfire Safety	<ul style="list-style-type: none"> A Bushfire Risk Assessment (BRA) was prepared for the OWE Stage 3 SSD application, considering the modified building layouts. The BRA concluded the development would meet the aims and objectives of Planning for Bushfire Protection 2019 (PBP) with the implementation of bushfire protection measures, including asset protection zones around the building and construction in accordance with relevant Australian Standards. The OWE consent includes conditions for the development to comply with PBP, the BRA and Australian Standards. No modified conditions are required to address bushfire safety. The Department's assessment concludes the development would comply with relevant criteria for buildings in bushfire prone areas. 	<ul style="list-style-type: none"> No change to bushfire safety conditions.
Development Contributions	<ul style="list-style-type: none"> A Planning Agreement for the OWE Concept Plan was executed between the Minister for Planning and Public Spaces and the Applicant on 5 August 2019. On 25 June 2021, the Department issues a Satisfactory Arrangements Certificate (SAC) under Clause 29 of the WSEA SEPP for the Stage 3 development. No additional contributions are required for the modification. 	<ul style="list-style-type: none"> No change to conditions relating to the Planning Agreement.

6 Evaluation

The Department has assessed the modification in accordance with the relevant requirements of the EP&A Act and in consultation with Penrith City Council.

The Applicant proposes to modify the OWE Concept Plan (SSD-7348) to facilitate development of Buildings 2A, 2C and 2D in the estate. The modification includes amended layouts of Buildings 2A, 2C and 2D, an increase to the maximum height of Building 2C and separate light and heavy vehicle accesses for Buildings 2C and 2D.

The key assessment issues for the modification are visual impacts and traffic and access.

The modification would not change the visual impacts of the approved development with Building 2A visible to residences on the western boundary through intervening mature vegetation. The building height would reduce from the approved maximum of 18 m down to 13.7 m, and this would provide a slight reduction in visual impact. The height increase of Building 2C from 13.7 m to 22.2 m would not change the visual impacts of the development, as the maximum building height was previously assessed and approved, noting the ground level has reduced, rather than the actual building height increasing. The existing conditions require implementation and maintenance of a landscape bund along the western boundary and this will ultimately screen the development from residential areas once the landscaping matures. No further conditions are required to address visual impacts.

The modification would slightly increase total daily traffic movements and these would be adequately accommodated on the road network. The proposed access amendments would improve traffic safety and adequate parking is provided. The existing conditions require all access points to be designed in accordance with Australian Standards and to accommodate the largest vehicles entering the site. The Department does not recommend any modifications to the existing traffic conditions.

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

- the modification would result in minimal environmental impacts beyond the approved development
- it would provide warehouses suited to the specific needs of each tenant and would assist in delivering employment generating development in western Sydney.

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-7348 MOD 9 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
- **agrees** with the key reasons for approval listed in the draft notice of decision
- **modifies** the consent SSD-7348
- **signs** the attached approval of the modification (**Appendix B**).

Recommended by:



8 December 2021

Deana Burn

Specialist Planner

Industry Assessments

8 Determination

The recommendation is **Adopted** by:



8 December 2021

Chris Ritchie

Director

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 modification:

Modification Application

Oakdale West Industrial Estate SSD 7348 – Modification Application 9 Report prepared by Keylan Consulting Pty Ltd, dated 11 November 2021, <http://mpweb.planningportal.nsw.gov.au/major-projects/project/43381>

Government Agency Advice for SSD-9794683

<http://mpweb.planningportal.nsw.gov.au/major-projects/project/40341>

Amended Development Reports for SSD-9794683

<http://mpweb.planningportal.nsw.gov.au/major-projects/project/40341>

Department's Assessment Report for SSD-7348

<http://mpweb.planningportal.nsw.gov.au/major-projects/project/11656>

Appendix B – Modifying Instrument

The Instrument is available on the Department's website at

<http://mpweb.planningportal.nsw.gov.au/major-projects/project/43381>

Appendix C – Consolidated Consent

The consolidated consent is available on the Department's website at

<http://mpweb.planningportal.nsw.gov.au/major-projects/project/43381>