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23 February 2022

Mirvac Projects Pty Ltd
Level 28
200 George St
Sydney, NSW 2000

Your Ref: SSD-10448
Our Ref: LTR003-01-18-596-SSDA BEW Changes Statement
Direct phone: 02 9439 1777

Attention: Russell Hogan
Email: Russell.Hogan@mirvac.com

Dear Russell,

RE: ASPECT INDUSTRIAL ESTATE – STATE SIGNIFICANT DEVELOPMENT APPLICATION 10448 – SSDA CHANGES STATEMENT

This letter is to provide a summary of changes made to the civil infrastructure design drawings prepared by AT&L for the State Significant Development Application for Mirvac's Aspect Industrial Estate, SSDA-10448.

AT&L's applicable drawings are generally those drawings within AT&L's 18-596-C1000 series drawings.

1. Changes to Bulk Earthworks

At the request of Mirvac, AT&L has undertaken a review of the bulk earthworks levels associated with the Aspect Industrial Estate. The adjustments made to bulk earthworks levels were targeted to achieve a balanced cut to fill across the site, while also taking into consideration potential future bulk earthworks levels for modifications being planned for by Mirvac. Consideration was also given to proposed bulk earthworks levels proposed by the development to the south of the Aspect Industrial Estate.

The resultant review and changes made are summarised below. All lots not listed were not affected by this change.

Lot	Original SSDA Bulk Earthworks Level	Proposed Revised SSDA Bulk Earthworks Level
7	56.0 +/-1m	52.6 +/-1m
9	49.0 +/-1m	51.6 +/-1m
10	54.0 +/-1m	52.3 +/-1m
11	56.0 +/-1m	52.6 +/-1m

The subsequent changes to bulk earthworks quantities due to the above changes are as follows:

Earthworks	Original SSDA Bulk Earthworks (m3)	Proposed Revised SSDA Bulk (m3)
Cut	711,670	1,136,085
Fill	982,152	1,130,471
Balance	270,485 (IMPORT required)	5,614 (EXCESS spoil)

The above changes highlight that a near net balance cut to fill bulk earthworks operation has been achieved for the revised SSDA bulk earthworks design.

The changes to the bulk earthworks design are better described by the following revised drawings:

Drawing Number	Drawing Title	Revision	Date
18-596-C1003	General Arrangement Plan	L	21-02-22
18-596-C1020	Bulk Earthworks Contour Plan	F	10-02-22
18-596-C1021	Bulk Earthworks Sections Sheet 1	H	16-02-22
18-596-C1022	Bulk Earthworks Sections Sheet 2	H	16-02-22
18-596-C1025	Bulk Earthworks Cut/Fill Plan	F	10-02-22

AT&L note that the adjusted bulk earthworks levels provide the following key outcomes:

- Cut to Fill Balanced Site
    - With respect to the Mamre Road DCP, and in accordance with Section 3.1 – Control 3, subdivision design shall balance cut and fill as far as practical. The proposed changes to bulk earthworks achieve a near balanced bulk earthworks operation with respect to cut and fill.
    - The reduction to the original proposed importation of fill, means the associated truck and trailer movements to import the previous ~270,000m3 is no longer required.
- Coordination with Neighbouring Southern Development
    - The revisions to the bulk earthworks levels, with particular reference to Lot 7 and 11, bring the proposed bulk earthworks levels more in line with the proposed bulk earthworks levels of the adjoining development to the south of Aspect Industrial Estate.

AT&L note that while bulk earthworks levels have changed, there are no proposed changes to the boundary retaining walls or the road levels to accommodate these bulk earthworks level changes.

2. Mamre Road Intersection and Road 1 Slip Lane to Lot 1

In response to ongoing consultation with TfNSW, it has been agreed with TfNSW that a slip lane will be provided to Lot 1 for left turn entry movements into Lot 1's western most carpark entrance.

Further to the above, in response to ongoing consultation with TfNSW and further design development of the proposed Mamre Road signalised intersection, AT&L's proposed civil works have been adjusted to suit the revised intersection design prepared by Orion Consulting.

The included slip lane and updated civil works to reflect the current Mamre Road signalised intersection design are best described by the following drawings:

Drawing Number	Drawing Title	Revision	Date
18-596-C1003	General Arrangement Plan	L	21-02-22

3. Road 1 and Road 3 Roundabout

At the time of the original SSDA design, the Mamre Road Precinct DCP was not available (the draft DCP was dated November 2020). Furthermore, precinct wide traffic modelling had not been finalised, although commenced.

In the absence of the draft DCP, it is understood that the traffic modelling completed for the precinct at the time of the SSDA lodgement, modelled Roads 1 and Road 3 as having a single through lane in both directions, with the kerb side lane being for parking only. Ason confirmed this approach within their Transport Assessment dated 26-10-2020, refer Table 3 within the Ason report, in which the following is stated:

"Based on the most recent information, the internal industrial roads shall comprise a 23.0 metre road reserve to include a 15.5m carriageway, comprising 9.5m for travel lanes (two-way) and 3.0m parking lanes on each side of the road."

As a result of the above, the intersection of Road 1 and Road 3 was designed and modelled as a single lane roundabout, to algin with the above lane configurations (i.e. single through lane on both Roads 1 and 3).

It is now understood that the precinct wide traffic modelling has been updated to reflect the final DCP, which now specially denotes that the kerb side lanes on Collector Roads (being Roads 1 and Roads 3) are to have no parking. As such, Roads 1 and Road 3 have been updated to account for 2 lanes of through traffic. The affect of the kerb side lane change generally has only affected the proposed roundabout at the connection of Road 1 and Road 3.

In addition to the above, the draft DCP nominated that the internal road network was to be designed to cater for 26m long B-doubles. The final DCP now requires that road design must cater for 30m PBS Level 2 Type B vehicles. As a result of this change, the geometry of the roundabout has been affected, generally increasing the size of any through lane due to the length of the larger design vehicle.

As a result of the above, the proposed roundabout at Road 1 and Road 3 has been re-designed to cater for 2-lane traffic and to cater for the larger 30m PBS Level 2 Type B design vehicle.

The updated civil works to reflect the revisions to the proposed roundabout at the connection of Road 1 and Road 3 is best described by the following drawings:

Drawing Number	Drawing Title	Revision	Date
18-596-C1003	General Arrangement Plan	L	21-02-22

Should you have any questions, please don't hesitate to contact the undersigned.

Yours sincerely,

Dane Segail
Associate – Civil Engineer (PM)

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