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 Norwest Business Park
 Baulkham Hills
 NSW 2153
 ABN: 50 160 157 666

8 October 2020

REQUEST FOR ADDITIONAL INFORMATION (RFI)
Issued by Department of Planning, Industry & Environment

RFI issued to: Aspect Environmental Pty Limited
Relevant Application: SSD 10431 (Moorebank Precinct West Stage 3) – under assessment
Date of RFI: 7 September 2020
Due Date for Response: 25 September 2020 (revised to 8 October 2020, per agreement DPIE)

DPIE has requested additional information (RFI) in relation to the Response to Submissions prepared for the MPW Stage 3 (SSD 10431) application (7 September 2020), regarding:

- *Importation of fill material, and*
- *Subdivision layout of proposed Lots 6 and 7.*

A summary of the RFI matters raised by DPIE, and our responses are provided in the table below and attached letter (Costin Roe; 8 October 2020).

DPIE RFI Matter	Response to RFI Matter
<i>Importation of fill material</i>	Costin Roe has provided a response to the <i>Importation of fill material</i> matter, please refer to attached letter of response.
<i>Subdivision layout of proposed lots 6 and 7</i>	<i>Clarify whether the proposed subdivision configuration of lots 6 and 7 are proposed to be amended to reflect the proposed changes to the existing MPW Stage 2 warehouse configuration and operational boundary, as outlined in proposed SSD 50660 MOD2 and SSD 7709 MOD1.</i>
	The MPW S3 SSD 10431 application was submitted to DPIE in advance of the modification application (SSD 50660 MOD2 and SSD 7709 MOD1) for building height and MPW Stage 2 operational boundary adjustment and is able to be implemented irrespective of the modification. Neither the SSD 10431 or the modification applications propose future use including hardstand or infrastructure within the areas of proposed Lots 6 and 7 which are located outside of the adjusted MPW Stage 2 operational boundary (other than use for access, services and/or utilities).

DPIE RFI Matter	Response to RFI Matter
	<p>Section 4.1 of MOD 1 (SSD 7709) <i>Modification Application Planning Report</i> (Willow Tree Planning, 2020) for a proposed height increase advised that <i>"the proposed [height] modifications would not alter the quantity of configuration of land currently zoned for industrial-related development on the Subject Site."</i> The proposed modification (SSD 7709 MOD 1) to provide high density warehouse storage as required by the tenant and therefore maximise the overall capacity of the lot will enable the remaining lot areas outside of the MPW Stage 2 operational boundary to be utilised for additional industrial-related development, consistent with the intent and nature of the site.</p> <p>Areas on proposed Lots 6 and 7 outside of the adjusted MPW Stage 2 operational boundary and to the west of the warehouse footprint are of sufficient space to be utilised for additional warehousing or ancillary warehousing facilities such as car parking, offices, hardstand, storage areas, or other uses, subject to future application(s). Further, these areas may facilitate provision of adequate setbacks, building separation, deep-soil landscaping, or screening of the Precinct to sensitive receivers.</p> <p>Site landscaping and road infrastructure will be configured to enable fluid access and continuity for pedestrian and vehicular movements both within and outside of MPW Stage 2 operational boundaries.</p> <p>Environmental assessments for MPW Stage 2 generally considered potential impacts within the MPW Site boundaries, and so no further impacts in relation to the more conservative MPW Stage 2 operational boundaries are anticipated.</p> <p>The operational boundary identified within the modification documentation does not represent a subdivision boundary, nor is the operational boundary inconsistent with the proposed subdivision boundary. Partial coverage of a lot by warehousing aligns with MPE, where multiple tenants and common areas are located on a single lot. The proposed subdivision of the site will not compromise the efficient operational use of the land and the functionality of proposed warehouse and distribution facilities. All the property rights proposed as part of the proposed subdivision remain relevant.</p>

We trust that the responses provided sufficiently clarifies these matters.

Please don't hesitate to contact me if you have any questions.

Kind regards,



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Appendix A – Costin Roe Response *Importation of Fill Material* (8 October 2020) to Moorebank Intermodal Precinct West – Stage 3 (SSD 10431) – Request for Additional information (DPIE correspondence, 7 September 2020)

8 October 2020

Aspect Environmental
Attention: Ms Carolyn Stanley
Suite 117, 25 Solent Circuit
Norwest Business Park
Baulkham Hills NSW 2153

Dear Madam

Re: MPW3 Soil and Water Management Plan- SSD 10431

We provide this letter with the purpose of providing supplementary advice to accompany Aspect's responses to the Department of Planning, Industry & Environment's (DPIE) Request for Additional Information letter dated 7 September 2020. The advice provided in the letter pertains to the request for importation of fill material which is in addition to the volumes approved under *SSD 5066 MOD1*.

Earthworks (including filling works) are required through the site to facilitate the construction of the new industrial warehouse precinct in accordance with the engineering objectives. The proposed earthworks levels and filling structure are a function of:

- access to proposed roads and interaction with surrounding road network, including Moorebank Avenue and the M5 Motorway, Anzac Avenue, Moorebank Precinct East roadways and the future Moorebank Avenue realignment.
- drainage of site by gravity, considering new in-ground drainage infrastructure will follow an east-to-west grade towards onsite detention storage basins (OSDs) which treat water prior to discharge into the Georges River.
- Ground improvement; and
- Pavements which require suitable founding material proposed industrial land use and interstate terminals.

The current *SSD 5066 MOD1* approval allows for 1,600,000m³ of uncompacted (or unconsolidated/bulked) clean fill to be imported onto the site to achieve the engineering objectives and functions noted above. When compacted, the imported material will have an in-situ volume approximately 15-20% lower compared to its uncompacted volume. Thus, compaction activities generate a shortfall in the import required to fill the site.

It is proposed to import an additional 280,000m³ of clean fill material to compensate for the shortfall noted.

In addition, it is proposed to import up to an additional 540,000m³ of clean structural fill to provide suitable support to the proposed interstate terminal and rail lines, warehouse pads and associated external pavements and container movement areas. This is necessary to enable efficient and durable pavements within the precinct.

We confirm that the importation of additional clean general fill conforms to the requirement of *Condition 19B of SSD 5066 Mod1*, that the compacted volume of soil will remain at approximately 1,600,000m³.

We also confirm that the additional structural fill generally meets the requirements of *Condition 19B of SSD 5066 Mod1*, when considering subsequent approvals contained in *SSD 7709* on the land.

Yours faithfully,

COSTIN ROE CONSULTING PTY LTD

A handwritten signature in black ink, appearing to read 'M. Wilson', with a stylized flourish at the end.

MARK WILSON MIEAust CPEng NER

Director