

113-153 ALDINGTON ROAD (SSD-32722834)

Response to Request for Information – March 2025

Dexus has received additional Request for Information (RFIs) from a number of State authorities and Penrith City Council in response to the Dexus Aldington Road SSDA (SSD-32722834) RFI response package issued to the Department of Planning, Housing & Infrastructure (DPHI) in on 16 December 2024. The submissions received include:

- Department of Planning, Housing and Infrastructure (DPHI) – 19 February 2025 (refer to **Table 1**).
- Penrith City Council (PCC) – 28 January 2025 (refer to **Table 2**).
- Transport for NSW (TfNSW) – 28 January 2025 (refer to **Table 3**).
- Sydney Water – 30 January 2025 (refer to **Table 4**).
- Department of Climate Change, Energy, the Environment and Water (DCCEEW) (CPHR, formerly BCS) – 12 February 2025 (refer to **Table 5**).
- Department of Climate Change, Energy, the Environment and Water (DCCEEW) (Heritage NSW) – 18 December 2024 (refer to **Table 6**).

Dexus and the project team have provided responses to the submissions in the tables provided within this document.

This Response to RFI is supported by the following updated technical reports:

- **Appendix A** – Updated Water and Stormwater Management Plan (WSMP) – Rev 5
- **Appendix B** – Updated MUSIC Model and Flow Distribution Curve
- **Appendix C** – Updated Civil Drawings
- **Appendix D** – Civil Engineering Response Letter
- **Appendix E** – Executed NABERS Agreement to Rate for Energy and Water
- **Appendix F** – Updated Subdivision Plan
- **Appendix G** – Updated Landowner Consent Letter
- **Appendix H** – Section 37 Amendment Letter

1. DPHI

Table 1 DPHI Comments

Comment	Response	Section
Attachment 1		
As noted in the Department’s letter of 25 September 2024, given the development as described is reliant on the road upgrade works proposed as part of the proposed Summit at Kemps Creek development (SSD-30628110), it is considered that consent for these works would need to be granted prior to determining your application. It is emphasised that the Department must have certainty in its consideration of the impacts of a development and cannot defer the resolution of such matters to conditions of consent to be satisfied post-determination.	<p>It is understood the requirement for the Dexus Aldington Road SSDA determination to take place is largely due to the certainty required for the LOG-N road upgrade works through the Summit SSDA.</p> <p>Given there is now more certainty for the LOG-N road upgrade works, reinforced by TfNSW’s support for the Interim Access from Aldington Road dot point 4 (as per the below), Dexus believe a condition for deferred commencement of construction and operation of the warehouses should be accepted.</p> <p>TfNSW RFI point 4: <i>Construction and operational traffic shall not travel via Bakers Lane. All access shall be restricted to left-in and right-out until Southern Link Road, between Mare Road and Aldington Road, is constructed and operational.</i></p> <p>Dexus, Ason and Urbis met with DPHI Industry Assessments team on 5 March 2025 to discuss this condition and it was acknowledged given the changing environment for infrastructure funding and recent announcement for Mamre Road upgrades, the Dexus Aldington Road SSDA is no longer reliant on the LOG-N road upgrades for operation.</p> <p>Urbis has prepared a Section 37 Amendment Letter to amend the project description which is supported by a Transport Addendum from Ason Group. This Section 37 Amendment Letter was submitted to DPHI on 24 March 2025.</p>	N/A
The Department and BCS had previously requested clarification on landowners’ consent for stormwater works on adjoining sites. It is noted that the landowner’s consent at Appendix M of the additional information submitted refers to civil works specifically relating to the construction of retaining walls. It should be confirmed that consent is also granted to works relating to stormwater infrastructure.	<p>Dexus has undertaken additional consultation with GPT (to the east) and Frasers to the north and south to ensure landowner consent covers stormwater infrastructure also.</p> <p>The updated landowner consent letters are provided in Appendix X of this RFI table.</p>	Updated Landowner Consent Letters in Appendix G of this RFI Table
Clarify how the access road to the dedicated freight corridor will be delivered and whether further development approval would be sought for these works within the site.	Dexus do not intend to deliver the access road to the dedicated freight road (DFR). These works are intended to occur by others when the DFR is	N/A

Comment	Response	Section
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constructed and is subject to access being required at that time.

The design of the corridor has considered the future access road, and the interface works with the DFR. Significant time has been invested by AT&L developing the reference design of the DFR, in collaboration with Lee Farrell from TfNSW.

TfNSW have previously provided in-principle approval of the reference design.

Section 10 on the updated civil drawing 21-846-C1018 indicates there will be fill required in future to accommodate the freight access road (see below). Confirm how this will impact on the landscaping/tree canopy proposed in this area.

The design of the access road will be subject to the ultimate level of the DFR. The cross section is indicative only and is intended to only provide guidance on how the access road maybe constructed in the future.

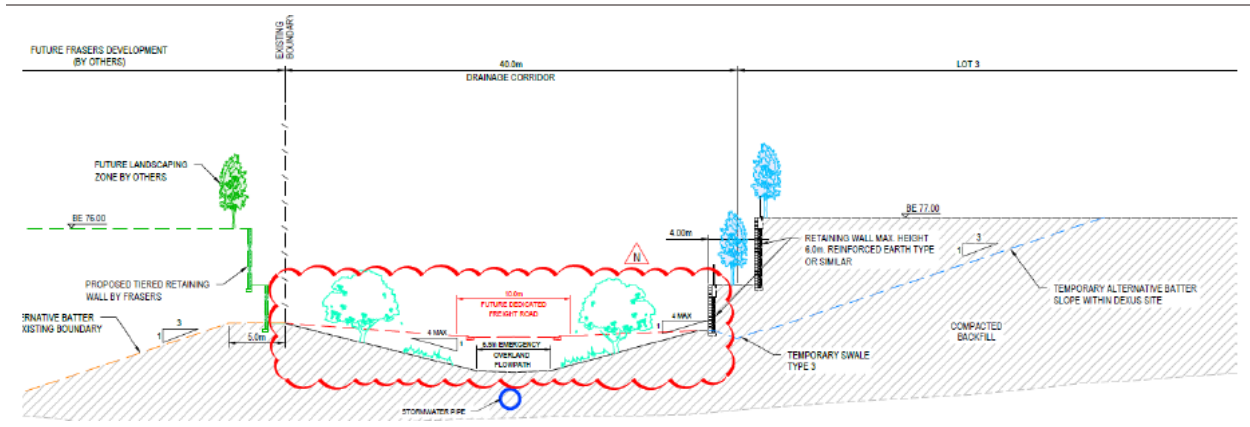
Updated Civil Engineering Drawings in **Appendix D** of the December 2024 RFI submission

Referring to 21-846-C1130 provides further explanation of the potential design of the access road and the impacts to the proposed landscape. If and when the access road is constructed, the design and approvals would need to consider the impacts on the existing landscape and as required, the landscape would need to be replaced.

Drawing 21-846-C1130

Subject to the future design, the impact to the vegetation could be minimised with lowering the design levels.

As noted on P6 of the Landscape report canopy cover to this area is only relied upon for Stage 1 works. While future design will endeavour to retain vegetation regrading will likely require removal and replacement. A landscape outcome with battered vegetation is considered preferable to retaining walls which may support the drainage and road schemes.



Comment	Response	Section
Clarify why the subdivision plan is now staged. It is noted that Road No. 2, which is not shown on the Stage 1 plan, is required for vehicle access for Lot 2.	<p>The Subdivision Plan is now staged to depict the scope of the current SSDA which seeks detailed approval for the construction of warehouses 1 and 2 in Lots 1 and 2 only. Stage 2 reflect the subdivision of the remainder of the estate, which will form part of a subsequent application.</p> <p>Road No. 1 provides vehicular access to Lot 2. This is achieved through an easement notation within the Subdivision Plan (A – Right of Way), which provides access off Aldington Road for the initial stage of development. Further easement (A) notation exists in the future road 2 corridor to allow connection from a future road corridor from the adjoining lot to the north.</p>	Updated Subdivision Plan in Appendix E of this RFI Table
Note 3 on the Stage 1 subdivision plan refers to Proposed Road No. 2, while the plan only shows Proposed Road No. 1.	The subdivision plan has been updated to refer to Road No. 1 rather than 2. The intention is road no 1 be dedicated as a public road	Updated Subdivision Plan in Appendix E of this RFI Table
Note 3 on the Stage 2 subdivision plan refers to dedication of Lot 4. It is assumed that this is the Aldington Road widening area that is shown as Lot 4 on the Stage 1 plan. Lot 4 on the Stage 2 plan is one of the future development lots.	<p>Stage 2 of the Subdivision Plan assumes Lot 4 and the Aldington Road widening area is dedicated, forming part of the Aldington Road corridor. Hence it would not exist as a lot when Stage 2 is undertaken.</p> <p>Dexus is currently in negotiations with Penrith Council for the dedication of via a WIKA.</p>	Updated Subdivision Plan in Appendix E of this RFI Table
It is noted that the RFI response and updated Transport Assessment Addendum propose that trucks from Warehouse 1 exit via the Warehouse 2 western driveway until the temporary access to Aldington Road is removed. Confirm whether this arrangement requires an easement on Lot 2 to ensure access for Lot 1.	<p>An easement is not considered necessary.</p> <p>Both warehouses have been designed for the same tenant and movement between the two via an internal connection has also been envisaged. The internal connection as shown on the plans has been proposed since the original submission of the application.</p>	N/A
As requested previously, provide an executed NABERS Agreement to Rate for Energy and Water to address section 3.3 of State Environmental Planning Policy (Sustainable Buildings) 2022.	Dexus has obtained an executed NABERS Agreement to Rate which is provided in Appendix X of this Response Table.	Appendix E of this RFI Table.

2. PENRITH COUNCIL SUBMISSION

Table 2 Penrith Council Comments

Comment	Response	Section
Planning Considerations		
a) The applicant's Response Table identifies that the Development Assessment Planning Considerations are 'noted'. The items raised in this, and previous Council responses remain a matter for the Department to consider during the assessment of the proposed application.	Noted.	N/A
City Planning Considerations		
a) The upgrade, widening and associated acquisition of Aldington Road is to be carried out by Council as a high priority, as per the contribution plan background report.	Noted.	N/A
b) It is acknowledged that the proponent is reliant on the development of adjoining sites to facilitate the ultimate transport connections into the subject site. It is understood that the access off Aldington Road in a temporary measure until such time as ultimate through roads are delivered.	Noted.	N/A
c) Council would request assurance regarding the decommission of the temporary driveway/access and the completion of the ultimate works for Aldington Road on this section (where the temporary access is proposed).	To provide greater certainty to Council, Dexus is willing to pay a bond to Council which can be linked as a condition of a S138 approval or accompany a S138 lodgement. The bond can only be returned to Dexus once the temporary driveway is decommissioned. It is critical for Dexus that there is flexibility in terms of timeframe.	N/A
d) To provide this assurance it is requested that if the development is to be approved that a condition of consent is applied to the following effect: <i>Prior to the issue of any Occupation Certificate for the third warehouse on the site, the temporary driveway must be decommissioned, and the ultimate design is completed across the entire site frontage (subject to relevant approvals being obtained), to the satisfaction of Council.</i>	Noted.	N/A
Development Engineering Considerations		
a) Construction and operational vehicles cannot use Bakers Lane for access to the subject development site until such time the Aldington Road is upgraded.	Noted.	N/A
b) It is Council's understanding that the Aldington Road upgrade will be carried out by LOG-N however delivery of the Dexus site frontage including the section occupied by the temporary access off Aldington Road must be considered. Should the application be	This is noted and agreed.	N/A

Comment	Response	Section
approved, it should include appropriate condition/s of consent to ensure the ultimate Aldington Road upgrade is delivered.		
c) The proposed temporary access off Aldington Road shall be decommissioned and the verge reinstated to its ultimate design once alternative vehicular access is available to the development site. Should the application be approved, appropriate consent condition/s must be included to address this.	This is noted and agreed.	N/A
d) Council will not accept the dedication of the proposed internal industrial roads until such time Road 2 is connected to the roads within the adjoining properties and have legal access off dedicated public roads. In addition, the temporary access off Aldington Road is to be decommissioned prior to the dedication of under private ownership and maintained privately. It is advised to include appropriate condition/s of consent to capture the above, should the application be approved. This is particularly relevant to the proposed subdivision plan.	This is noted and agreed. As per the December 2024 RFI Response, the proposed draft plan of subdivision has been updated to reflect this change. AT&L's civil drawings have been updated to reflect the adjusted draft plan of subdivision.	Refer to AT&L drawings in Appendix E of this RFI Table.
e) Works are proposed on neighbouring properties as such, landowner's consent shall be required to the satisfaction of DPHI.	Landowner consent for neighbouring properties has been provided as part of the December 2024 RFI submission.	Refer Appendix M of RFI Response (Dec 2024)
f) The future road connections to internal road networks to neighbouring properties in the north and south shall be assessed, and suitable provision/condition shall be included.	Dexus is willing to prepare required documentation post approval for the construction of the local industrial road and its connections to the adjoining lots to the north and south. Dexus can work through a condition of this nature with DPHI as part of the assessment process.	N/A
g) Future Council infrastructure shall be designed and constructed in accordance with Council's design guidelines and construction specifications.	Noted.	N/A
Traffic Considerations		
a) Construction and operational vehicles cannot use Bakers Lane for access to the subject development site.	Noted and agreed.	N/A
b) The number of parking spaces required for warehouses 1 and 2 is 280. The applicant is proposing 297 car parking spaces, which is 17 spaces more than the required number of parking spaces. The applicant should provide reasons to the Department's satisfaction for the provision of additional spaces.	As per the previous RFI submission (Dec 2024), the justification still stands – As per the previous response detailed in the TMAP Addendum, the MRP DCP does not outline specific requirements for parking but provides for minimum requirements. The proposed parking provision is therefore in full compliance with the DCP. Nevertheless, it is noted that the additional 17 spaces over the minimum amount required represents an	Updated Transport Assessment Addendum in Appendix I of RFI Response (Dec 2024)

Comment	Response	Section
	increase of 6%, which is not considered excessive.	
Biodiversity Considerations		
a) From a review of the documentation, there is no additional biodiversity documentation provided for comment.	Noted.	N/A
b) The response in the RFI Response Table to Council's previous point regarding retaining existing trees states 'Based on the locations of existing trees and the extent of cut and fill works required to appropriately level the site to enable the requisite industrial development in accordance with the land zoning, retention of trees within the site is not feasible. It is also noted that the site is located within the 8km wildlife hazard buffer zone for the airport and therefore landscaped areas should include species that are low attractants to reduce the risk of wildlife hazards. The existing trees on site comprise Myrtaceae species (Eucalyptus, Angophora) which are listed as high attractant species in the Western Sydney Aerotropolis Draft Wildlife Management Assessment Report and therefore should be avoided within the 8km buffer zone. Therefore, existing trees are not proposed to be retained for landscaping purposes.	Noted. No further comment provided from Council.	N/A
c) In addition, the Canopy Coverage Plan will need to be updated to show the breakdown in calculations and will exclude canopy to Public Roads.	The Canopy Coverage Plan submitted as part of the Updated Landscape Estate Master Plan in Appendix Q of the RTS already excludes Public Roads. As noted in response above the canopy to the drainage/future road area is only depended on in the interim scenario.	Updated Landscape Estate Master Plan in Appendix Q of the RTS Report.
d) The Department as the consent authority will need to determine if this is satisfactory.	Noted.	N/A
Post Consent Condition Consultation Limitations		
Because of the state significant development classification of the development, Council is not empowered as either the assessment authority or the consent authority. It must then also be recognised that Council is not responsible for the assessment or consideration of any post determination matters, unless otherwise expressly required by legislation, such as a Section 138 Roads Act Application or a Section 68 application under the Local Government Act 1993. If the proposal is given a favourable determination by the consent authority, Council requests that no condition of consent is imposed that requires an Applicant to consult with Council where the need for an assessment of suitability, or a determination of condition compliance, is specifically the responsibility of the consent authority. This is because the SSD policy framework has specifically removed Council from an assessment or determination function and by doing so, all assessment functions must be undertaken by the	Noted and understood.	N/A

Comment	Response	Section
<p>empowered assessment and consent authority being the State Government.</p> <p>The only exception to this request is where consultation relates specifically to the design and location of infrastructure or works that are intended to be dedicated to or transferred into Council's ownership. This also includes the use of public roads for construction traffic and the need for a CTMP.</p>		

3. SYDNEY WATER SUBMISSION

Table 3 Sydney Water Comments

Comment	Response	Section
Stormwater		
<p>Sydney Water has no objections with SSD-32722834 on matters relating to stormwater under the provision that the following conditions are included in the development consent.</p> <p>The private trunk drainage infrastructure must:</p> <ul style="list-style-type: none"> include appropriate connections from the private trunk drainage channel on site (discharge point W1) to the existing downstream flow paths, until such time as the regional trunk drainage channel within the GPT Estate downstream of the site is constructed. Evidence of consultation and permission for works within the GPT Estate must be provided to Sydney Water during the detailed design stage, along with the DRAINS model. 	<p>It should be noted the landowner consent letter from GPT to the east has been updated to incorporate stormwater infrastructure. The access agreement with GPT contemplates this arrangement in relation to trunk drainage infrastructure.</p> <p>It is understood further opportunities and documentation can be provided to Sydney Water for their review post approval.</p>	<p>Updated Landowner Consent Letters in Appendix G of this RFI Table</p>
Next Steps		
<p>The proponent should continue liaising with Sydney Water via their Section 73 cases 215546 and 215863.</p>	<p>Noted.</p>	<p>N/A</p>

4. TRANSPORT FOR NSW SUBMISSION

Table 4 TfNSW Requirements

Comment	Response	Section
TAB A – TfNSW suggested conditions of consent		
Interim Access from Aldington Road		
1. The proposed interim access layout is to be designed to maintain single travelling lane in each direction on Aldington Road in the vicinity of the access point.	Noted and agreed.	N/A
2. Plans showing the access arrangements, before and after Aldington Road upgrade, shall be submitted to Council for approval.	Noted and agreed.	N/A
3. The developer shall be responsible for all the works associated with the interim access including the removal of the access when alternative access is available. The works shall be carried out to the satisfaction of Council.	Noted and agreed.	N/A
4. Construction and operational traffic shall not travel via Bakers Lane. All access shall be restricted to left-in and right-out until Southern Link Road, between Mare Road and Aldington Road, is constructed and operational.	Noted and agreed.	N/A
Construction Pedestrian and Traffic Management		
5. Prior to the issue of any construction certificate, the applicant shall prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW. The CPTMP needs to specify matters including, but not limited to, the following: <ul style="list-style-type: none"> – Proposed haulage routes and construction vehicle access arrangements. – Predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can be accommodated within the context of road changes in the surrounding area. – Identify any potential impacts to general traffic, cyclists, pedestrians, and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works. – Identify the cumulative construction activities of the development and other projects within or around the development site. – Proposed measures to minimise the cumulative impacts on the surrounding road network should be clearly identified and included in the CPTMP. – Construction program and construction methodology, including any construction staging. 	Noted and agreed.	N/A

Comment	Response	Section
<ul style="list-style-type: none"> - Consultation strategy for liaison with surrounding stakeholders and other developments under construction in proximity to the site. - Details of crane arrangements including location of any crane(s) and crane movement plan. - Proposed construction hours. - A detailed plan of any proposed hoarding and/or scaffolding. - Include the direct contact details to businesses and residents impacted by the construction work to resolve issues during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction; and - The applicant is to submit a copy of the final plan to TfNSW for endorsement via development.ctmp.cjp@transport.nsw.gov.au 		

5. DCCEEW #2 (HERITAGE NSW)

Table 5 DCCEEW (HNSW) Comments

Comment	Response	Reference
Aboriginal Heritage		
1. All reasonable steps must be taken to avoid harm, modification, or other impact to Aboriginal objects except as authorised by this approval.	Noted and agreed.	N/A
2. The Registered Aboriginal Parties must be kept informed about the SSD. The Registered Aboriginal Parties must continue to be provided with the opportunity to be consulted about the Aboriginal cultural heritage management requirements of the SSD.	Noted and agreed.	N/A
3. Prior to carrying out any development, the Applicant must ensure Aboriginal heritage management procedures are prepared for the development and included in the Project's Construction Environmental Management Plan (CEMP). The Aboriginal heritage management procedures must: <ul style="list-style-type: none"> (a) be prepared by suitably qualified and experienced persons; (b) be prepared in consultation with Registered Aboriginal Parties and be reviewed by Heritage NSW; 	Noted and agreed.	N/A
(c) include a description of the measures that would be implemented for: <ul style="list-style-type: none"> (i) ongoing consultation with Registered Aboriginal Parties, including consultation regarding changes to the management of Aboriginal cultural heritage. (ii) the long-term management of Aboriginal objects recovered from previous test excavations within the project area. (iii) a contingency plan and reporting procedure for the management of Unexpected Heritage Finds and Human Remains that is prepared by suitably qualified and experienced heritage specialist, in consultation with the Registered Aboriginal Parties and in accordance with the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (2010). The Unexpected Heritage Finds and Human Remains Procedure, as submitted to the Planning Secretary, must be implemented for the duration of construction. ensuring workers on site receive suitable heritage inductions prior to carrying out any development on site, and that records are kept of these inductions. 	Noted and agreed.	N/A

6. DCCEEW #3 (CPHR)

Table 6 DCCEEW (CPHR) Comments

Comment	Response	Reference
1. Discharge Locations		
<p>The following issues have not been adequately addressed:</p> <p><i>The proposal involves significant changes in the catchment area draining to some discharge locations and requires substantial coordination with adjacent properties, including provision of temporary outlets. Coordination/approval from adjoining landowners needs to be demonstrated and it needs to be shown that the worst-case interim situation has been allowed for in the design.</i></p> <p><u>Comment:</u> The post-developed catchment drawing C1063 is different from Figure 12 in the updated WSMP.</p> <p><u>Recommended action:</u> Confirm the actual catchment boundaries and include updated contours to show where catchments are draining.</p>	<p>The post development Catchment plan C1063 has been updated to better illustrate the discharge points, existing catchment comparisons and better relate the Figure 12 within the report.</p> <p>Further details to clarify where catchments are draining is presented on drawing C1060. Arrows are shown to clarify the general direction of stormwater flows within Lots 1 and 2. Contours are shown within the roadways. It is noted that the earthworks pads for Lots 3, 4 and 5 are flat, and as such, contours cannot be shown, however the location of the stormwater stubs are shown for these lots. On lot design and grading for Lots 3, 4 and 5 are subject to future development applications.</p>	<p>Updated Water and Stormwater Management Plan (WSMP) in Appendix A of this Response Table</p> <p>Civil Drawing C1063 in Appendix C of this RFI Table</p>
<p>Table 1 of the 113-153 Aldington Road, Kemps Creek Water and Stormwater Management Plan SSD-32722834 Rev 03 (AT&L, July 2024) (Water and Stormwater Management Plan) attempts to show how catchments will change following development, however the discharge points are incorrectly labelled in this Table and Points 1 and 3 are lumped together which masks the fact that there is a large increase in catchment area draining into Yiribana Logistics Estate (and smaller increases to Frasers). This table is therefore confusing/misleading and needs to be corrected with the correct labels and to separate discharge points 1 and 3.</p> <p><u>Comment:</u> Catchments W1 and W3 are still combined which masks the fact that there is a significant increase in catchment area draining to Yiribana Logistics Estate.</p> <p><u>Recommended action:</u> Table 2 in the WSMP needs to be updated to show the pre and post development discharge points, each as separate points to clearly show the changes in catchment area.</p>	<p>DCCEEW referencing superseded version of the WSMP report in this RFI. Please refer to the updated report, which is available on the portal for the corrected information that was presented within the RTS submission in December 2024.</p> <p>Table 2 has been updated in the revised WSMP report to clarify the change in catchment area at each discharge point under post-development conditions. It is noted that the total area of the catchments draining towards the western cluster of treatment nodes in Sydney Water's regional stormwater scheme is within the +/- 10% change that Sydney Water has previously advised was acceptable.</p>	<p>Updated Water and Stormwater Management Plan (WSMP) in Appendix A of this RFI Table</p>
<p><i>To what extent does the non-worsening of flows to discharge points (particularly Point 1) rely on the OSD proposed for Lots 3-5, given these OSD basins will not be built until future development of these lots? An assessment of the interim situation should be presented, where the catchments are altered as per the proposed bulk earthworks and civil infrastructure arrangements, but Lots 3-5</i></p>	<p>AT&L has setup and run a DRAINS model that estimates peak flows based on lots 3, 4 and 5 remaining as benched pads without OSD tanks. Refer to Attachment A of Appendix D for a summary of the model setup and results.</p>	<p>Civil Engineering Response Letter in Appendix D of this RFI Table.</p>

Comment	Response	Reference
<p><i>remain undeveloped and without OSD, that is what is being applied for.</i></p> <p><u>Comment:</u> The use of enlarged Type-D sediment basins in lieu of OSD is not recommended. Best practice is to assume sediment basins are full before a storm event, so cannot be relied upon for water storage.</p> <p><u>Recommended action:</u> Provide an interim solution where the catchments are altered as per the proposed bulk earthworks and civil infrastructure arrangements, but Lots 3-5 remain undeveloped and without OSD.</p> <p>Extent and Timing – Pre-determination</p>	<p>In summary, the post-development peak flows under the Stage 1 arrangement (being benched pads without OSD on lots 3, 4 and 5) are less than pre-development flows at all discharge points, with the exception of Point W1 (in the north-western corner of the site), where the post-development flow exceeds the pre-development flow in the 50% AEP, 20% AEP and 10% AEP only. This increase in peak flow under this interim arrangement will not generate an adverse flood impact on downstream properties, primarily on the basis that the trunk drainage channel through the GPT Yiribana Logistics Estate will be in place (noting it is currently under construction) and will have sufficient conveyance capacity to convey peak flows up to and beyond the 1% AEP design event.</p>	

Engineering Design Drawings and MUSIC Model

<p>The following issues have not been addressed:</p> <p><i>Care must be taken when modelling proprietary devices in series, as the removal rates published through SQIDEP are based on untreated stormwater (i.e. the removal achieved by the second device in series in MUSIC will be overstated). A conservative approach for modelling such generic nodes should be adopted which excludes one of the devices in series.</i></p> <p><u>Comment:</u> The civil drawings still show GPTs in series, that is on lot and then one on the road. Sydney Water only require on lot GPTs, so the GPT on the road should be removed. As previously highlighted, it cannot be assumed that a second GPT in series has the same removal efficiency as the first, as any subsequent GPT would be treating pre-treated stormwater.</p>	<p>AT&L has run a scenario in MUSIC with the GPT at the northern end of Road 02 removed from the model. The model results of this scenario indicate that the percentage reduction and mean annual load of TSS would not comply with the DCP controls under this arrangement. Alternatively, a scenario has been run with the GPTs removed from Lot 2 and the western portion of Lot 1. Under this arrangement, the GPT at the northern end of Road 02 would treat runoff from the western portion of Lot 1, all of Lot 2, the western portion of Road 01 and the majority of Road 02.</p> <p>The MUSIC model results indicate the water quality controls would be satisfied under DCP Option 2 (allowable mean annual load). On this basis, the stormwater management strategy and the civil works drawings have been updated to delete the proposed GPTs on Lot 2 and the western outlet from Lot 1 towards Road 01.</p> <p>The proposed GPT at the northern end of Road 02 will be located within Lot 3 and will be owned and maintained by Dexu (or their representative).</p>	<p>Updated MUSIC Model in Appendix B of this RFI Table</p>
<p><i>Ensure the engineering plans and Water and Stormwater Management Plan accurately reflect the MUSIC model and include all components. For example, different numbers of stormfilter cartridges are specified in the model and in the Water and Stormwater Management Plan and not mentioned in the engineering plans.</i></p>	<p>As above.</p> <p>The WSMP and Civil Drawings have also been updated accordingly.</p>	<p>Updated MUSIC Model in Appendix B of this RFI Table</p>

Comment	Response	Reference
<p><u>Comment:</u> There are still many discrepancies between the civil drawings, MUSIC model and WSMP, including, but not limited to:</p> <ul style="list-style-type: none"> ▪ Pond A and Pond B are mixed up between the civil drawings and MUSIC model 	<p>The civil drawings and MUSIC model have been updated to ensure consistency in terminology.</p>	
<ul style="list-style-type: none"> ▪ the MUSIC model assumes all NW road runoff goes into Pond B and it is unclear how this will work the MUSIC model assumes warehouses 3 and 4 do not flow into Pond B and it is unclear how this will work 	<p>Refer to drawing 21-846-C1041 showing the temporary drainage arrangement into the interim Pond B. This shows a temporary diversion of the drainage into Pond B by means of a plate across the downstream face of pit B-11. This diversion would be removed once the interim stormwater management measure is no longer required.</p>	<p>Civil Drawing C1041 in Appendix C of this RFI Table</p>
<ul style="list-style-type: none"> ▪ the SWMP states there will be harvesting for irrigation from both Ponds A and B, but on the civil drawings there is only irrigation shown from Pond B. Pond A is not connected to an irrigation system. 	<p>Drawing 21-846-C1068 has been updated to clarify the extent of irrigation areas required for both Pond A and Pond B.</p>	<p>Civil Drawing C1068 in Appendix C of this RFI Table</p>
<p>Provide updated engineering design drawings which include details for all interim stormwater management and drainage features. It is acknowledged that some details have now been provided however this is still very preliminary. As an example, for the north-western system how do the GPT, stormfilter and pond connect and then discharge to the site release point? Other details such as drain details (how water gets to basins), spillway sizes and details and how discharges connect to the underground stormwater network are all required.</p> <p><u>Comment:</u> Detail requested previously has not been provided in the civil drawings. Please provide the following details:</p> <ul style="list-style-type: none"> ▪ for the north-western system clarify how the GPT, stormfilter and pond connect and then discharge to the site release point ▪ drain details (how water gets to basins), spillway sizes and details and how discharges connect to the underground stormwater network are all required. <p><u>Recommended action:</u> Provide information to address the above issues.</p>	<p>The StormFilter cartridges that were previously incorporated into the interim arrangement have been deleted from the stormwater management strategy. These were removed as part of amendments made to the Water Stormwater Management Plan in December 2024.</p> <p>In relation to the North West Basin, Drawing C1031 in the Updated Civil Engineering Drawing package illustrates the location of the Stormwater harvesting and reuse basin. This basin captures the overland flows from the lower pad level of Lot 3. It is intended this water is to be reused on site as part of the interim MARV requirements. Drawing C1031 is to be read in conjunction with 21-846-C2012. The level of documentation provided is typically more than sufficient to describe the intended outcome. Further details will be developed at the SWC stage. It is unusual for further detailed design documents to be progressed at this stage.</p>	<p>Updated Civil Drawings in Appendix C of this RFI Table</p>
<p>Extent and Timing – Pre-determination</p>	<p>In relation to the GPT, stormfilter and pond, Drawing C1031 shows these are connected to pipes.</p> <p>Drawing C2012 demonstrates that the water flows into the basin.</p> <p>Typically, the spillway sizes, weir levels etc, for the temporary basins are developed at SWC stage and it not required for the SSDA phase.</p>	

**APPENDIX A – UPDATED WATER AND STORMWATER
MANAGEMENT PLAN (WSMP) – REV 5**

APPENDIX B – UPDATED MUSIC MODEL AND FLOW DISTRIBUTION CURVE

APPENDIX C – UPDATED CIVIL DRAWINGS

APPENDIX D – CIVIL ENGINEERING RESPONSE LETTER

APPENDIX E – EXECUTED NABERS AGREEMENT TO RATE FOR ENERGY AND WATER

APPENDIX F – UPDATED SUBDIVISION PLAN

APPENDIX G – UPDATED LANDOWNER CONSENT LETTERS

APPENDIX H – SECTION 37 AMENDMENT LETTER