

SIMTA

SYDNEY
INTERMODAL
TERMINAL
ALLIANCE

Moorebank Precinct West (MPW)
Stage 3 SSD Application
(SSD 10431)

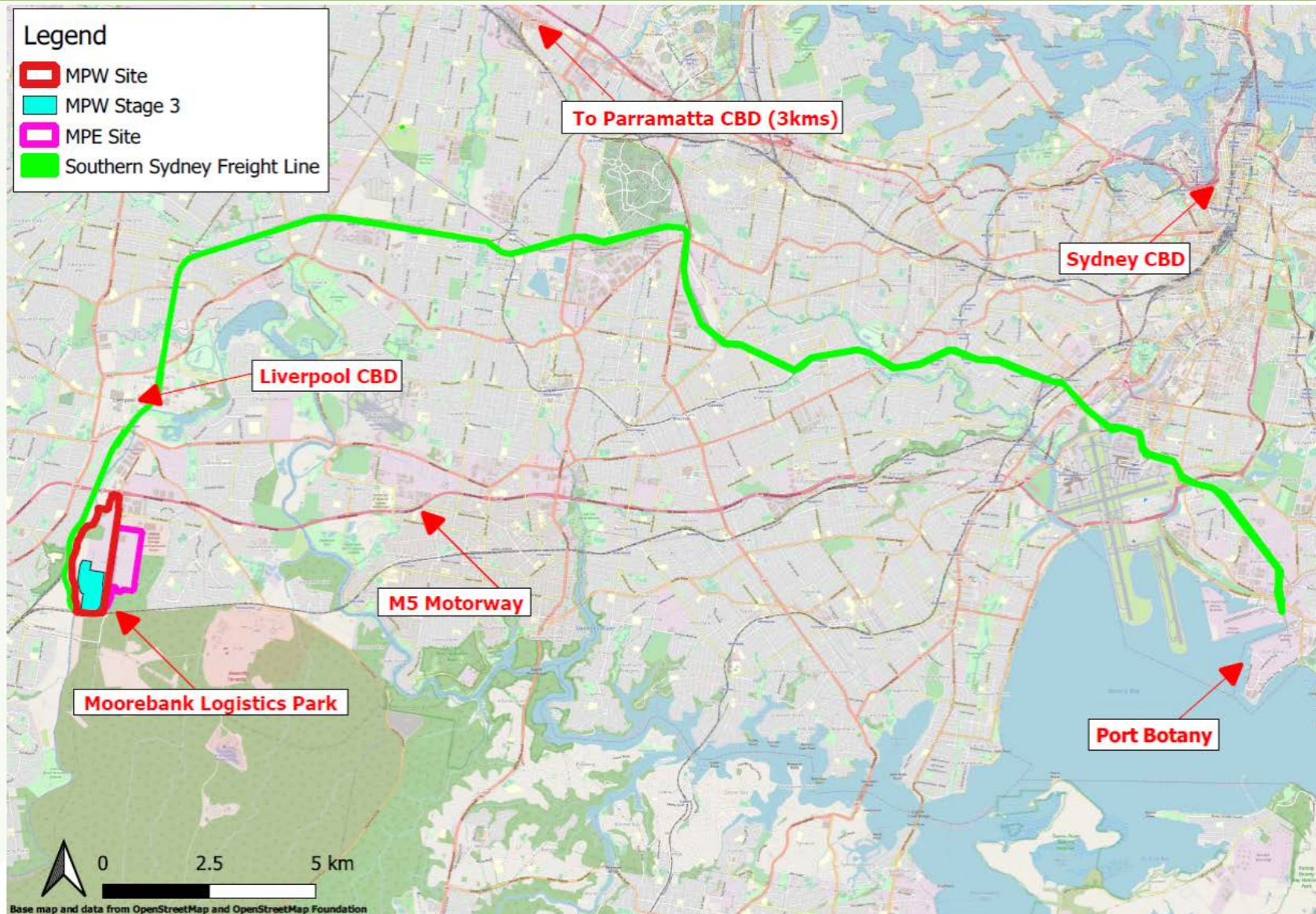
Presentation to IPC



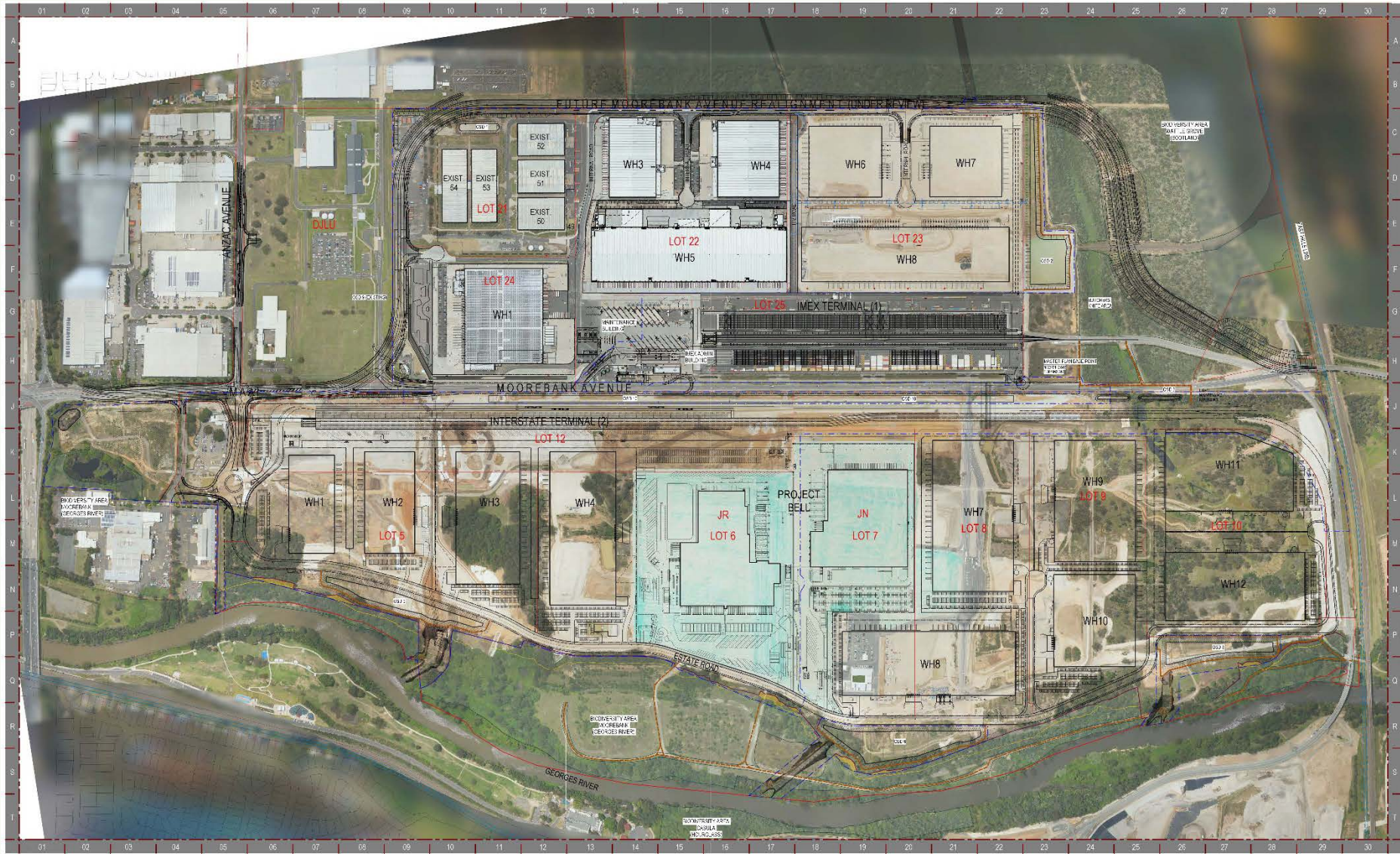
INTRODUCTION and OVERVIEW

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SITE LOCATION



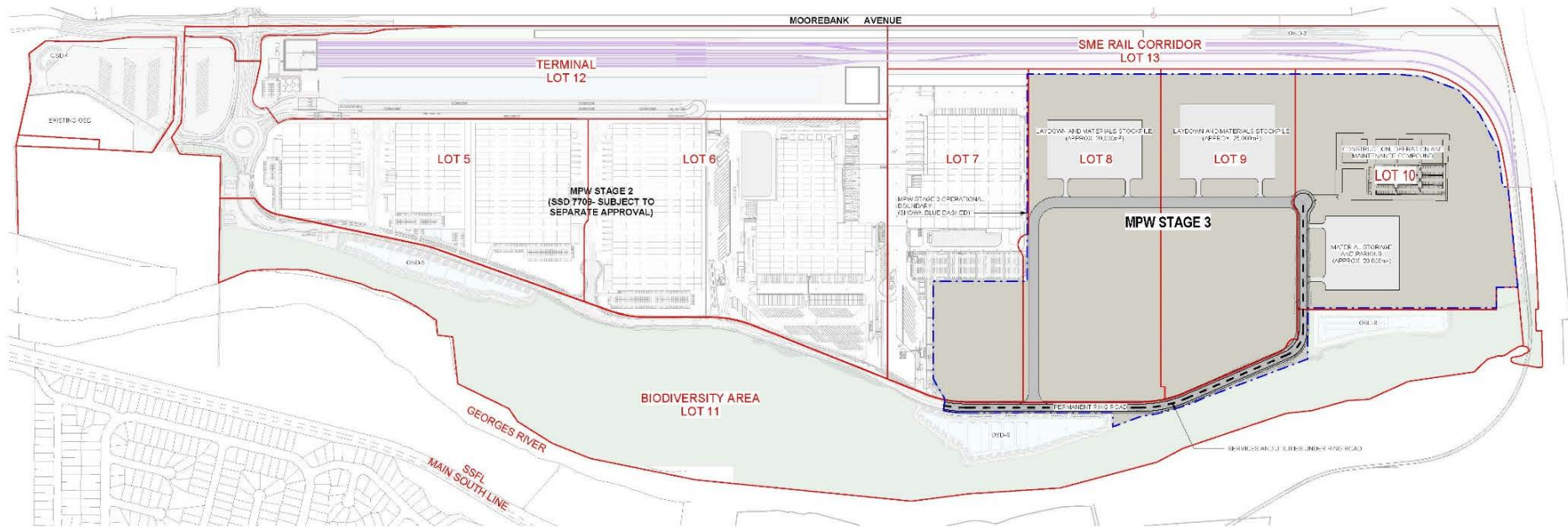
MOOREBANK LOGISTICS PARK PRECINCT



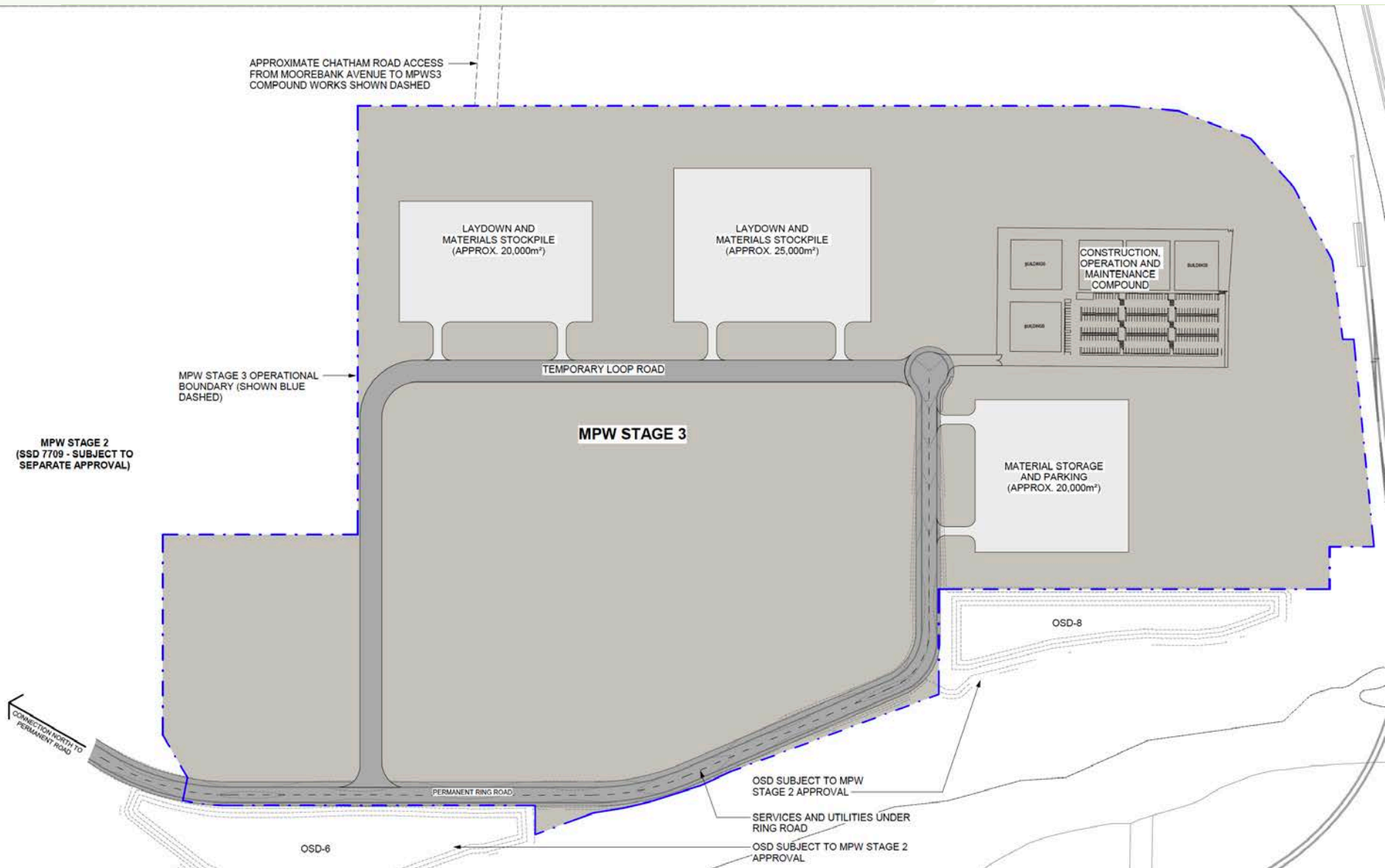
SSD 10431 MPW STAGE 3 PROPOSAL OVERVIEW

SSD 10431	Description of Proposed Works
Progressive subdivision into nine allotments across MPW Site	<ul style="list-style-type: none">a) warehousing and distribution facilitiesb) interstate/intrastate freight terminalc) rail corridord) biodiversity conservation allotment
Establishment of a works compound	<ul style="list-style-type: none">a) hardstand, laydown and material stockpile areasb) staff amenitiesc) offices and training roomsd) staff kitchen and café facilities
Ancillary works	<ul style="list-style-type: none">a) temporary and permanent access roadsb) utilities and servicesc) fencingd) stormwater and drainage infrastructuree) signagef) landscaping
Importation of material (approximately)	<ul style="list-style-type: none">a) 280,000 m³ clean unconsolidated fill for compaction up to final land levelb) 540,000 m³ structural fill for warehouse pad completion

MPW STAGE 2 and STAGE 3



MPW STAGE 3 WORKS COMPOUND AREA



MPW STAGE 3 WORKS COMPOUND AREA



SCOPE OF KEY ELEMENTS

Scope	Key Elements
Non-tangible	Progressive subdivision across the MPW Site and registration of title
Temporary	Establishment of works compound: <ul style="list-style-type: none">a) including access loop road to hardstand, laydown and materials stockpile areasb) to be used for construction only, no operational elementsc) to be decommissioned at the end of 2022, to allow for construction of warehouse and distribution facilities in the southern portion of the MPW Site, subject to future planning approvals
Permanent	<ul style="list-style-type: none">a) Western perimeter ring road – an extension of the perimeter access road approved under MPW Stage 2b) installation of services including utilities, lighting, some stormwater, signage – underneath and adjacent to permanent road
Operational	<ul style="list-style-type: none">a) services associated with subdivision of the siteb) permanent perimeter road

1. Progressive subdivision of the MPW Site:
 - a) consistent with MPW Concept Plan
 - b) Clause 4.6 Variation submitted to vary the minimum subdivision lot size
 - c) separates the functional areas
 - conservation area
 - freight terminal
 - warehousing and distribution activities
 - d) facilitates long term leasing of buildings and tenancing
 - e) includes trenching, establishment of easements, power and utilities
2. The proposed works compound would support already approved and future MPW development works, including any future application(s) for additional warehousing

DPIE Assessment

1. Implementation of a Construction Noise and Vibration Management Plan
2. Under MPW Stage 2 CoC B135, certain construction activities permissible under an out of hours works protocol
3. Approval can be given to out of hours works, if further justification is provided
4. The OOHWP to consult with Community Consultative Committee

Comment:

1. Construction noise impacts, including construction traffic, already assessed under MPW Stage 2, no additional impacts
2. OOHWP to avoid traffic am and pm peak periods for site materials, and services and utilities
3. Minimises interference with MPW Stage 2 and MPE construction/operational activities
4. OOHWP to be approved by DPIE, and include detailed assessment and clear justification

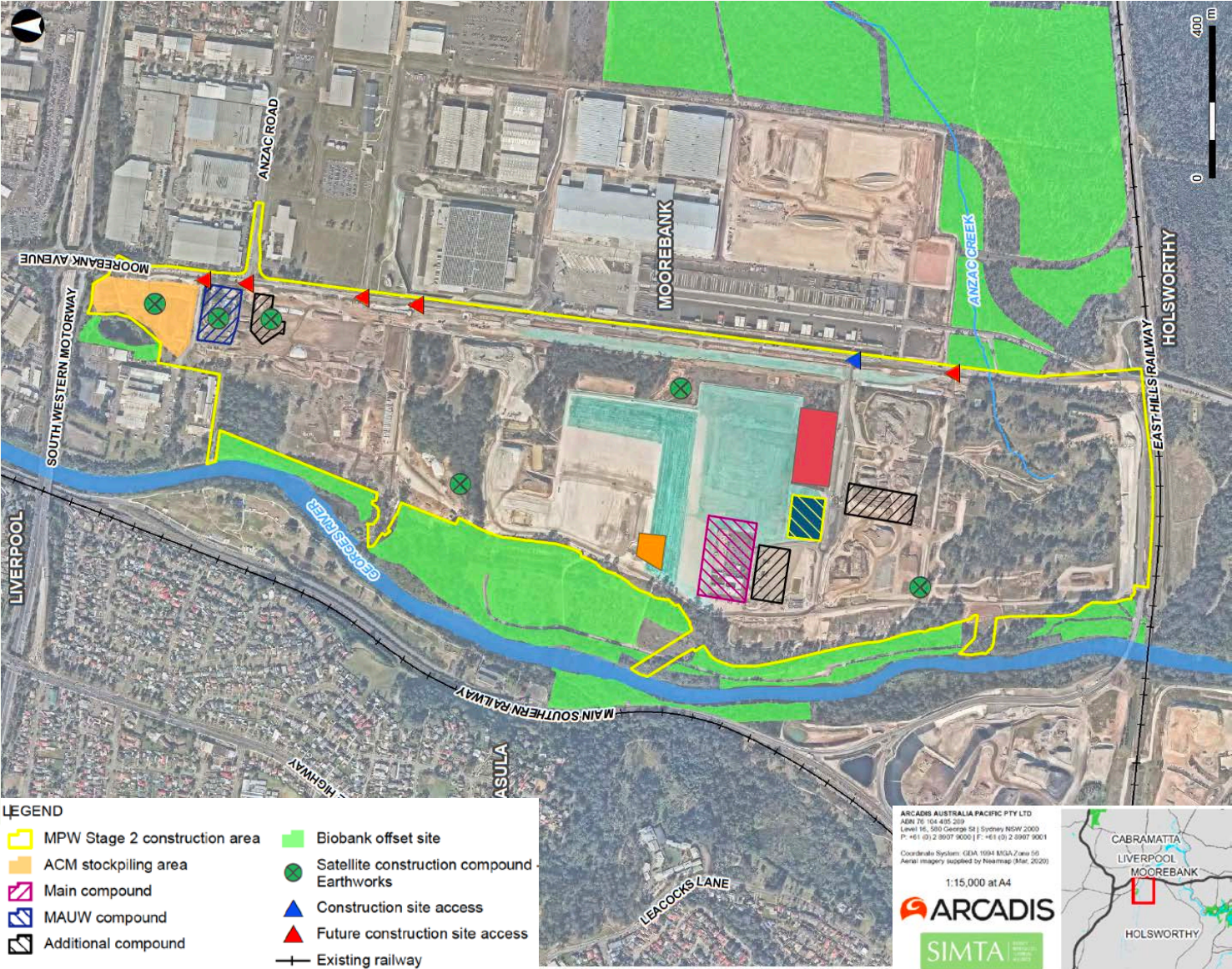
DPIE Assessment

1. Accepts additional fill is critical to the proposed finished surface levels for site drainage
2. Supports importation of clean general fill material (VENM/ENM)
3. Limit of 1 crushing plant operational across MPW at any one time

Comment:

1. SSD 5066 MOD 1 approved importation of 1,600,000 m³ unconsolidated fill
2. SSD 10431 additional importation of approximately:
 - 280,000 m³ clean unconsolidated fill for compaction up to final land level and
 - 540,000 m³ of structural fill
3. Import Precinct daily cap of 22,000 m³ imported fill material
4. MPW Stage 2 fill importation management requirements CoC B40 to B44 replicated

MPW 2 Construction



DPIE Assessment

1. Conclusions:
 - Construction traffic can be managed
 - Construction noise impacts can be managed
 - Soil and water impacts can be managed
2. The proposal is generally consistent with the works set out under the MPW Concept Plan

Comment:

1. No additional works or activities to those already assessed and approved for MPW Stage 2, no significant additional environmental impacts anticipated
2. No staging of construction activities
3. Relevant MPW Stage 2 Construction Environmental Management Plan (CEMP) and sub-plans will be updated to apply
4. Mitigation measures will be consistent with MPW Stage 2

Condition No	Proposed Wording
A2(e): Terms of Consent	<p><i>The development may only be carried out:</i></p> <ul style="list-style-type: none"> <i>(a) in compliance with the conditions of this consent;</i> <i>(b) in accordance with all written directions of the Planning Secretary;</i> <i>(c) generally in accordance with the EIS and Response to Submissions;</i> <i>(d) <u>generally</u> in accordance with the Development Layout in Appendix 1;</i> <i>(e) <u>generally</u> in accordance with the management and mitigation measures in Appendix 3; and</i> <i>(f) <u>generally</u> in accordance with the approved subdivision plans listed in Table 1 below.</i>

Justification:

- a) 'generally' in accordance with subdivision plans, provides flexibility in final design and as-built delivery, while retaining the intent of the condition
- b) Avoids requirement for modification for minor adjustments
- c) All structures under MPW Stage 3 are temporary in nature – with the exception of subdivision works, the perimeter road, and some lighting and signage

Condition No	Proposed Wording
B20(i) and C4(e): Out of Hours Works Protocol (OOHWP)	<p><i>B20(i): an Out-of-hours Work Protocol for the assessment, management and approval of works <u>associated with the importation and placement of fill</u>, outside of the hours identified in condition C3. The Out-of-hours Work Protocol must:</i></p> <ul style="list-style-type: none"> <i>(i) provide evidence of how feedback from the CCC has been incorporated to develop the Out-of-hours Work Protocol;</i> <i>(ii) specify what works are proposed out-of-hours;</i> <i>(iii) provide details and clear justification for why the works must be done out-of-hours (reasons other than convenience must be provided);</i> <i>(iv) detail an assessment of out-of-hours works against the relevant NMLs and vibration criteria;</i> <i>(v) provide detailed mitigation measures for any residual impacts (that is, additional to general mitigation measures), including extent of at-receiver treatments; and</i> <i>(vi) include proposed notification arrangements.</i>

Justification:

- a) Out-of-Hours (OOH) activities outside of this identified works package would require prior written approval from the Planning Secretary
- b) likely to be impractical, inefficient, and adversely impact on the progression of construction works associated with MPW Stage 3 and the greater MPW Project
- c) OOHWP may have beneficial impacts on traffic, safety and the overall construction program, and may contribute to the operational integrity of the local road network
- d) revised wording of CoC B20(i) would be more consistent with what is currently required under the MPE Stage 2 consent, and standardises management of OOH works across the Precinct

Condition No	Proposed Wording
C36, C37 and C38: Site Audit Statement (SAS)	<p>C36: The Applicant must ensure that the Site Audit Report and Section A Site Audit Statement prepared under condition B169 of MPW Stage 2 (SSD 7709) are implemented for the duration of construction and operation of the development.</p> <p>C37: Upon completion of importation and placement of fill on any part of the site (inclusive of all fill imported and/or placed under the conditions of this consent, as well as under SSD 7709), and prior to construction of permanent built surface works on that part of the site under any planning approval, the Applicant must submit to the Planning Secretary a Site Audit Report/s and Section A Site Audit Statement/s submitted in accordance with condition B171 of MPW Stage 2 (SSD 7709).</p> <p>C38: The requirements of condition C37 may be satisfied by the submission of a Site Audit Report/s and Section A Site Audit Statement/s in accordance with condition B171 of MPW Stage 2 (SSD 7709).</p>

Justification:

- a) MPW Stage 2 SAS confirms whole site is suitable for intended intermodal use
- b) Only ENM, VENM or other approved material to be imported
- c) Requirement for MPW Stage 3 duplicates MPW Stage 2 CoC B171 requirement
- d) Approved Contamination Management Plan and Long Term Environmental Management Plan to be implemented under MPW Stage 2
- e) Imposes a SAS requirement for what is a waste classification activity

SUMMARY AND CONCLUSIONS

1. Proposal consistent with works already approved under MPW Stage 2, no additional significant environmental impacts anticipated
2. MPW Stage 2 CEMP and sub-plans to be updated as required to accommodate MPW Stage 3 conditions
3. Mitigation measures would be consistently implemented to manage environmental impacts
4. DPIE has considered the merits of the proposed variation to the minimum subdivision lot size to be reasonable and justified
5. Proposal is in the public interest, would provide a range of public benefits including a Capital Investment Value (CIV) of more than \$38M and 60 construction jobs
6. DPIE has assessed the proposed development, including consistency with relevant environmental planning instruments, and provided support for the Project

Close and Questions
