

6 March 2012



Mr Glenn Snow
A/Director
Infrastructure Projects
Department of Planning and Infrastructure
GPO Box 39
Sydney NSW 2001

Attention: Diane Sarkies



Dear Sir

Re: Proposed Modification of Project Approval – Early Contractor Involvement Detailed Design Adjustments - Intermodal Logistics Centre at Enfield (Application No 05_0147)

The purpose of this letter is to inform the Department of Planning and Infrastructure of Sydney Ports' intention to submit an application (MOD 6) to modify the Project Approval granted by the Minister for Planning under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act) for the development of an Intermodal Logistic Centre (ILC) at Enfield.

Proposed Modification Application

The proposed Modification Application, to be submitted under Section 75W of the EP&A Act (in accordance with Section 3 of Schedule 6A of the EP&A Act), would apply to the following items:

- Incorporation of the former Toll Site into the ILC Part 3A project approval.

The former Toll Site area has been subject to a long term lease as a container storage depot and transport logistic centre until mid 2008 when Toll terminated the lease with Sydney Ports. The former Toll site (generally shown as area G in the attached drawing SEDP181A), is currently paved and has a warehouse and service infrastructure in place. The former Toll site was originally excluded from the Part 3A project approval as it was subject to the long term lease until 2021. Note that the former Toll area is within the same lot number (Lot 14 DP1007302) as the majority of the ILC site. Subject to market demands, it is proposed to use the former Toll area either as part of the Intermodal Terminal Area or as Warehousing. The ILC maximum throughput will remain as 300,000 TEU per annum in accordance with the project approval.

- Site Layout Design Adjustments (refer to attached drawing SEDP181A) including

- Changes in the layout of the Light Industrial Commercial (LIC) Area and their buildings, including an approximate 5% increase in the maximum gross floor area and a reduction of the setback distance of LIC area W from 10m to 8m
 - Relocation of Stormwater Detention Basins B and D to allow a more efficient use of the existing site topography conditions and reduce cut and fill requirements during construction.
 - Adjustments in the layout of the Service Area, Intermodal Terminal and Empty containers Storage Area A
 - Adjustments to the layout of the noise walls to take into account the precinct layout changes and operational conditions
- Subdivision of the site precincts
 - Changes in the wording of conditions 2.4(b) and 2.20/3.1 to provide flexibility with the requirement to close of the median strip on the Hume Highway at Como Road, Greenacre, and in the use of the project's meteorological station.

The currently approved ILC site layout is shown in drawing No. SEDP150A (attached) and the proposed site layout is shown in drawing No. SEDP181A.

The proposed adjustments in the ILC site layout bring a number benefits to the project, including:

- Integration into the ILC site of an existing developed area (former Toll area) which historically has been used as a container depot and transport logistic centre. The integration of the former Toll area into the ILC does not involve additional potential operation environmental impacts as the previous container depot use of the Toll site was considered in the EA (SKM, 2005) as part of the existing operational background conditions in the area
- More efficient use of the land within the ILC site
- Improved vehicular access to the service area
- A reduction of cut and fill requirements, particularly associated with stormwater detention basin D, and consequently potential environmental benefits during construction. Note that this benefit may be partially offset by potential construction related impacts at the former Toll site if works in this area are required once the tenant's infrastructure needs are determined (eg. potentially demolition of existing infrastructure, ground treatment, and pavement resurfacing; see below)

Documentation to be submitted with the Modification Application submission

Construction activities associated with the proposed layout adjustments are not anticipated to result in additional environmental impacts from those assessed during the EA. The potential

reduction of construction related impacts associated with reduced cut and fill requirements at and around Stormwater Detention Basin D, may be offset by potential construction activities at the former Toll site (which is located in the middle of the ILC site and therefore further away from residential areas than Basin D) should they be required. Subject to market demands, the former Toll site may remain as it is (no changes in existing site infrastructure), or it may require demolition of existing infrastructure, ground treatment, pavement resurfacing or the construction of a new building. Should the construction of a new building be proposed in the future, then a modification of the project approval will be submitted by the developer. The current application covers the possibilities of using the former Toll site as Intermodal Terminal Area (which may require demolition of existing infrastructure, ground treatment and resurfacing) or use of the existing infrastructure within the former Toll site (ie. existing building and services as they are) for ILC related activities. Overall, construction related impacts are not anticipated to be larger than those predicted in the EA.

In terms of operational impacts, the addition of the former Toll site into the ILC will be justified in terms of land use integration and consistency with the Inner West Subregion Draft Subregional Strategy & Metropolitan Plan for Sydney 2036. The environmental impacts of the ILC were assessed in the EA (SKM, 2005) with consideration of existing background conditions in the area (which included the operation of the Toll site as a container depot and transport logistics centre). Consequently, no additional traffic or noise studies will be prepared to assess the inclusion of the former Toll site in the ILC as the operation of the Toll site as a container depot was already considered in the EA (SKM, 2005) and the proposed landuses in the former Toll area (container terminal depot or warehousing) are of a similar nature of those occurring at the time of the EA (SKM, 2005). As indicated above, the ILC (including the former Toll site) will operate within the maximum throughput of 300,000 TEU per annum (condition 1.5).

Operational issues that Sydney Ports will consider in the Modification Application include drainage, setback distances in the LIC area and compliance with Council's DCP, and a noise memo confirming that the adjustment does not change the noise profile of the site.

We look forward to receiving any feedback on the proposed modification. Please do not hesitate to contact the undersigned or Ricardo Prieto-Curiel (0488 220 642) should you wish to discuss this matter further.

Yours faithfully



Stephen Zaczekiewicz

Senior Development Manager

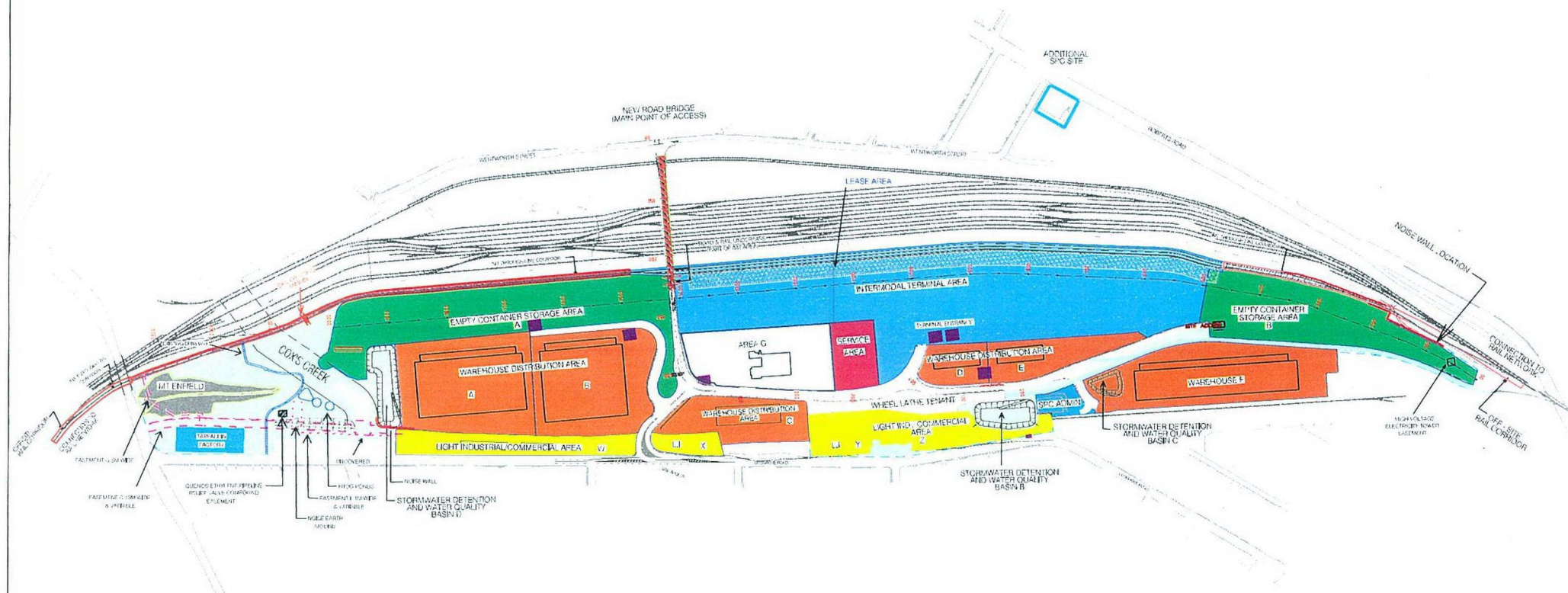
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■ Indicative Sub Station Location - number & location subject to change

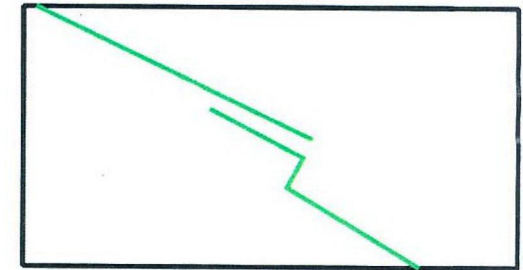


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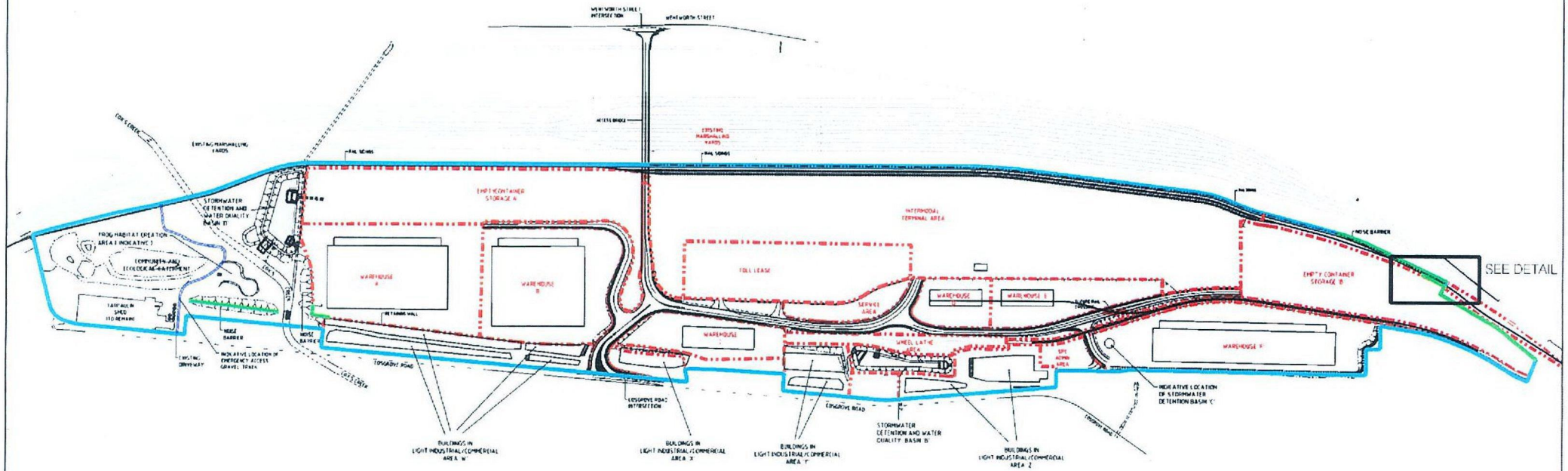
**ILC AT ENFIELD
 SITE LAYOUT**

DRAFTED BY: JT, AK	DATE: 05/03/2012	PLAN SCALE: AS SHOWN SCALE BAR
PROJECT CODE: ILC-E-G-MOD 6 SITE LAYOUT	DWG NO: SEDP181A	

PLAN PRODUCED ON MGA GRID



DETAIL



SEE DETAIL

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ILC Boundary
Location of Noise Walls/Barriers



SYDNEY
FIGURE 2: ILC ENFIELD
SITE LAYOUT

DRAWN BY: J.T.A.K.	DATE: 24/02/2010	PLAN SCALE: AS PER SCALE BAR
PROJECT CODE: ILC EFG2 MDD 4 DDP RESPONSE	DWG NO: SEDP150A	