

## ATTACHMENT A

Aspect	Issue	Response	Reference
Truck-to-truck/ warehouse movements	<p>The Department seeks to confirm whether any truck-to-truck/warehouse movements have been included in:</p> <ul style="list-style-type: none"> <li>the modelling provided for traffic assessments for the Stage 2 approvals</li> <li>the modelling provided to Transport for NSW to support the ongoing establishment of satisfactory arrangements for MPW Stage 2.</li> </ul> <p>The Department would like to establish compliance with:</p> <ul style="list-style-type: none"> <li>the strategic justification for the proposals</li> <li>the requirements of the concept approvals are with (see eg. MP10_0193, condition 1.12), which establish a direct nexus between warehousing and terminal operations.</li> </ul> <p>The response should encompass how these rail-to-rail/warehouse movements would be maintained throughout future operations of the warehousing, eg. where warehousing is operated by other entities.</p>	<p>The traffic modelling for the MPW Stage 2 and MPE Stage 2 Proposals assumed the two following key traffic movement sequences, relating to truck-to-warehouse movements, which have been included in the operational traffic modelling for the both proposals:</p> <p><u>Import movement</u></p> <ol style="list-style-type: none"> <li>Freight is received at rail terminal (IMEX or interstate) and transported to warehouses via the internal road network where the freight is unpacked from the container and stored in the warehouse.</li> <li>An empty heavy vehicle enters the MPW Stage 2 or MPE Stage 2 site from the external road network to access a warehouse to receive freight. This freight is then packed into the heavy vehicle and transported off-site.</li> </ol> <p><u>Export movement</u></p> <ol style="list-style-type: none"> <li>A heavy vehicle accesses the MPW Stage 2 or MPE Stage 2 site from the external road network, and unloads freight to a warehouse. This freight is then transferred into an empty container (this container becomes loaded).</li> <li>The loaded container is transported to the IMEX terminal via the internal road network on the MPE site, or via Moorebank Avenue from the MPW site (until such time that the MPW Stage 2 Intermodal terminal is constructed and operational, as included in the MPW Concept Modification 1), loaded onto a train and transferred to Port Botany for export.</li> </ol> <p>Truck to truck movements have not been accounted for as part of the traffic modelling for the MPW Stage 2 and MPE Stage 2 Proposals Traffic modelling relevant to the environmental assessment of the MPW Stage 2 and MPE Stage 2 Proposals (EIS) was been provided to Roads and Maritime in mid-March 2017 Additional operational traffic modelling was also discussed in the MPW Stage 2 and MPE Stage 2 RtS, with modelling provided to Roads and Maritime in early September 2017.</p> <p>With regards to satisfactory arrangements for the MPW Stage 2 Proposal, it is acknowledged that discussions between the Proponent, Transport for NSW and NSW Roads and Maritime Services, relating to whole-of-precinct traffic modelling and an agreed mitigation framework relating to broader road network impacts are ongoing.</p> <p>The staged development of the MPW Project may result in a scenario whereby an operating warehouse on the MPW Project is supported by the operating IMEX Terminal on neighbouring land (i.e. the MPE Stage 1 Proposal) in an interim</p>	<p>MPW Concept Modification 1</p> <p>MPW Concept Conditions of Approval</p> <p>MPE Concept Plan Conditions of Approval</p>

Aspect	Issue	Response	Reference
		<p>arrangement until such time that the MPW Stage 2 Intermodal terminal is constructed and operational.</p> <p>MPW Concept Modification 1 proposes to modify the MPW Concept Condition of Approval E12 to allow (in principle) interaction between the MPW and MPE sites, enabling vehicle movement between two sites via Moorebank Avenue to limit traffic impacts on the wider regional road network.</p> <p>The original MPW Condition of Approval E12 (prevention of movements using Moorebank Avenue south) was originally prepared to limit heavy vehicles accessing Cambridge Avenue, due to the condition of the Cambridge Avenue causeway, rather than limiting right turns out of the MPW site by A and B-doubles to access the MPE site and vice versa. The proposed modified condition is worded such that it would permit right turn movements out of the MPW site onto Moorebank Avenue to continue south <u>only</u> until the MPE Stage 1 IMEX site entrance. No movements further south onto Cambridge Avenue would be undertaken or permitted. Therefore, the proposed modification, is considered to be consistent with the purpose of the original MPW CoA E12. This modification is currently with DP&amp;E for assessment and determination.</p> <p>The proposed amendment to MPW CoA 15, to enable warehousing on the MPW site to be used for activities associated with freight using the IMEX and Interstate terminals within the MPW site or the MPE site, would enable and encourage operational efficiencies across both sites. In addition, traffic that would otherwise enter the local road network, resulting in external traffic network impacts, would be reduced as the vehicle movements would instead remain within the local proximity of the MPW Project on the stretch of Moorebank Avenue that links the MPE and MPW sites.</p> <p><b>Compliance with the strategic justification of the Proposal</b></p> <p>Based on the above information relating to truck movements, the MPE Sage 2 and MPW Stage 2 Proposals would continue to be consistent with both National and State strategic planning and policy, as detailed in section 3 of the MPE stage 2 EIS and Section 3 of the MPW Stage 2 EIS.</p> <p><b>Compliance with the concept approvals</b></p> <p><u>MPE Stage 2</u></p> <p>Based on the above information relating to the flow of traffic movements adopted in the traffic modelling, the MPE Stage 2 Proposal is considered to be consistent with the MPE Concept Plan Approval, particularly condition 1.12, which states that ‘<i>The warehousing and distribution facilities must only be used for activities associated with freight using the rail intermodal</i>’.</p> <p><u>MPW Stage 2</u></p> <p>Based on the above information relating to truck movements, and further supported by the proposed MPW Concept modifications to enable the neighbouring MPE intermodal terminal to deliver freight to and from the MPW warehousing, the MPW</p>	

Aspect	Issue	Response	Reference
		<p>Stage 2 Proposal is considered to be consistent with the MPW Concept Approval conditions which relate to container movements, specifically:</p> <ul style="list-style-type: none"> <li>• Concept Approval condition 13, which states that ‘<i>Containers must be transferred from Port Botany to the site and from the site to Port Botany by rail, unless there is planned track maintenance or where unforeseen circumstances have occurred...</i>’</li> <li>• Concept Approval condition 15 (as proposed to be amended by the MPW Concept Modification) which states that ‘<i>The warehousing must only be used for activities associated with freight using the IMEX and interstate terminals <u>within the site, or on the neighbouring MPE site</u>, unless otherwise approved in a subsequent Development Application</i>’</li> </ul>	
Staging	<p>The Department seeks indicative arrangements for the staging of the MPW Stage 2 and MPE Stage 2 (should it be intended to be staged) applications.</p> <p>It is understood that you may seek to construct and operate the Stage 2 warehouses in stages, for example based on commercial arrangements.</p> <p>It is therefore important that sufficient information is provided to the Planning Assessment Commission to support any staging requests to be made post-determination.</p> <p>The Department requests that you provide an indicative scheme for staging buildings and infrastructure to illustrate how staging could be implemented in the Stage 2 applications.</p> <p>This scheme should outline:</p> <ol style="list-style-type: none"> <li>3. an indicative program for what project elements would be constructed and staged in what order</li> <li>4. how the environmental, social and economic impacts of staging would be the same as assessed in the development application and supporting documentation</li> <li>5. which of the proposed mitigation measures would be implemented at what stage of the program.</li> </ol>	<p><b><u>Indicative construction phasing</u></b></p> <p>Indicative phasing plans for the MPW Stage 2 (SSD 7709) and 628) MPE Stage 2 (SSD 7628) Proposal have been prepared, and are provided in Attachment B of this letter. The phasing plans provide indicative phases of development for construction of the key permanent, built infrastructure across the MPW Stage 2 and MPE Stage 2 sites, as detailed below.</p> <p>All construction phases of the MPE Stage 2 and MPW Stage 2 Proposals include progressive establishment of operational services connections, landscaping and all stormwater drainage necessary to support these elements.</p> <p>It should be noted that these phases are subject to change, based on the preferred construction contractors preferred construction methodology, and the market demands for warehouses within the Moorebank Precinct. Warehouse construction within phases may be constructed in sub-phases, if individual warehouse tenants are signed earlier. The final staging plan for both MPE Stage 2 and MPW Stage 2 will be provided for the Secretary’s Approval prior to commencement of construction of any given stage as proposed by the mitigation measure 0D in the MPE Stage 2 and MPW Stage 2 Final compilation of mitigation measures.</p> <p>The construction program, included in Table 4-5 of the MPW Stage 2 consolidated project description (Appendix O of the MPW Stage 2 RtS), and Table 4-8 of the MPE Stage 2 consolidated project (Appendix I of the MPE Stage 2 RtS) includes pre-construction activities (construction works period A) and site preparation activities (construction works period B). These works would be considered phase 0 (pre-construction) of the indicative phasing, and would require works across the entire site footprint of the MPW Stage 2 and MPE Stage 2 sites in line with the Environmental Work Method Statements as included in Appendix M of the MPW Stage 2 Response to Submissions Report, and Appendix H of the MPE Stage 2 RtS.</p>	<p>Attachment B</p> <p><i>Response to Transport for NSW Submissions on Moorebank Precinct West (MPW) Stage 2 (SSD 7099), MPW Concept Plan Mod 1 (SSD 5066_MOD 1), Moorebank Precinct East (MPE) Stage 2 (SSD 16_7628) and MPE Concept Plan Mod 2 (MP 10_0193 MOD 2)’ letter</i></p> <p>Table 4-5 of the MPW Stage 2 consolidated project description, and Table 4-8 of the MPE Stage 2 consolidated project description</p>

Aspect	Issue	Response	Reference
		<p>As the works to be undertaken in phase 0 are for the purpose of facilitating construction of the permanent built operational infrastructure, would be across the entire site footprint and are largely enabling works, these are not included in the phasing below; however, for completeness have been shown in the matrices provided at Attachment B of this letter to detail how this phase of works would align with the works periods included in the MPW Stage 2 and MPE Stage 2 consolidated project descriptions.</p> <p><u>MPE Stage 2</u></p> <ul style="list-style-type: none"> <li>Phase 1: construction works relating to the Moorebank Avenue upgrade, basin 10 part of basin 1, warehouses 1, 3, 4 and 5, internal roads and drainage channels. More detailed indicative staging specific to the Moorebank Avenue Upgrade within this phase of construction of the MPE Stage 2 Proposal has been provided to DP&amp;E previously as Attachment C of the <i>'Response to Transport for NSW Submissions on Moorebank Precinct West (MPW) Stage 2 (SSD 7099), MPW Concept Plan Mod 1 (SSD 5066_MOD 1), Moorebank Precinct East (MPE) Stage 2 (SSD 16_7628) and MPE Concept Plan Mod 2 (MP 10_0193 MOD 2)'</i> letter, issued to DP&amp;E from SIMTA on 29 August 2017.</li> <li>Phase 2: construction works relating to warehouses 6, 7 and 8, basin 2, internal roads and drainage channels.</li> <li>Phase 3: construction works relating to warehouse 2, part of basin 1, basin 2, and the northern internal access road.</li> </ul> <p><u>MPW Stage 2</u></p> <ul style="list-style-type: none"> <li>Phase 1: construction works relating to the Moorebank Avenue/ Anzac Road intersection upgrade, basin 3, basin 4 and basin 10, truck emergency parking north of the main entry,, upgrade to part of the east-west drainage channel (including the works immediately north of basin 10), intermodal terminal and rail access. More detailed indicative staging specific to the Moorebank Avenue/ Anzac Road intersection upgrade within this stage of construction of the MPW Stage 2 Proposal has been provided to DP&amp;E previously as Attachment D of the <i>'Response to Transport for NSW Submissions on Moorebank Precinct West (MPW) Stage 2 (SSD 7099), MPW Concept Plan Mod 1 (SSD 5066_MOD 1), Moorebank Precinct East (MPE) Stage 2 (SSD 16_7628) and MPE Concept Plan Mod 2 (MP 10_0193 MOD 2)'</i> letter, issued to DP&amp;E from SIMTA on 29 August 2017.</li> <li>Phase 2: construction works relating to the remainder of the east-west drainage channel upgrade, warehousing, basin 5 and internal roadworks.</li> <li>Phase 3: construction works relating to warehousing, basin 6 and internal roadworks.</li> </ul>	

Aspect	Issue	Response	Reference
		<ul style="list-style-type: none"> <li>Phase 4: construction works relating to warehousing and basin 8.</li> </ul> <p><b>Environmental impacts during construction</b></p> <p>Attachment B also includes a matrix, which describes how the indicative phasing aligns with the construction works periods included in the consolidated project descriptions, issued to DP&amp;E on 18/09/2017. As evidenced by Attachment B, the construction phases include a combination of simultaneous construction works across works periods C to F for MPW Stage 2 and C to F for MPE Stage 2.</p> <p>The MPW Stage 2 construction impact assessment considered a worst case construction scenario, whereby construction works periods C to G would be undertaken simultaneously.</p> <p>Similarly, the MPE Stage 2 construction impact assessment considered a worst case construction scenario, whereby construction works periods B to E would be undertaken simultaneously.</p> <p>For both MPW Stage 2 and MPE Stage 2, all phases for the progressive construction of permanent operational infrastructure would represent construction works across less construction works periods than considered in the worst case construction scenarios presented in the MPE Stage 2 EIS and MPW Stage 2 EIS; therefore, the environmental, social and economic impacts of the abovementioned indicative phases would be consistent with, or less than the predicted construction impacts presented in the MPW Stage 2 and MPE Stage 2 EIS's and RtS's. As discussed below mitigation measures would also be implemented relevant to each stage to ensure that construction impacts are appropriately managed.</p> <p><b>Implementation of mitigation measures throughout construction stages</b></p> <p>The construction program included as Table 4-5 of the MPW Stage 2 consolidated project description (Appendix O of the MPW Stage 2 RtS), and Table 4-8 of the MPE Stage 2 consolidated project (Appendix I of the MPE Stage 2 RtS) description include pre-construction (Works period A) and site preparation works (Works period B) periods. These works periods would include works across the entire construction area of the respective MPW Stage 2 and MPE Stage 2 sites, and would be completed prior to the abovementioned indicative phasing for the construction of permanent, built operational infrastructure (i.e. Stage 0).</p> <p>Phase 0 works would be completed in accordance with the relevant Environmental Work Method Statement as included in Appendix M of the MPW Stage 2 Response to Submissions Report, and Appendix H of the MPE Stage 2 RtS. Construction mitigation measures would be implemented in accordance with the final compilation of mitigation measures and reflected in the Construction Environmental Management Plan, which would be approved by DP&amp;E prior to the commencement of construction.</p>	

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		<p><b>Implementation of mitigation measures to support operation</b></p> <p>As the construction of permanent, built infrastructure on the site is completed, temporary construction mitigation measures would be removed, and operational mitigation measures implemented, where possible and in accordance with the completion of the above-mentioned stages.</p> <p>As included as mitigation measures OC in the MPW Stage 2 and MPE Stage 2 final compilation of mitigation measures, an Operational Environmental Management Plan (OEMP) would be prepared to provide the overarching framework for the management of all potential environmental impacts resulting from the operation of the MPE Stage 2 and MPW Stage 2 Proposal.</p>	
Stormwater/ water sensitive urban design	<p>Can you confirm the availability of your team to meet the Department's stormwater consultants this week (Wed - Fri) to discuss:</p> <ul style="list-style-type: none"> <li>information needed to complete this assessment</li> <li>general principles for detailed design?</li> </ul> <p>At that meeting, we can update you on the outcomes of the Department's meeting with Council (tomorrow).</p>	<p>A meeting between DP&amp;E's stormwater consultant and Arcadis stormwater consultants was held on 19 October 2017. The items included in the '<i>WSUD Discussion Points</i>_' document attached to the '<i>Discussion items for Moorebank stormwater/ WSUD meeting</i>' email, issued by DP&amp;E to Nathan Cairney (Tactical Group) were discussed as part of this meeting.</p> <p>A number of items discussed are to be responded to in a separate document in response to this meeting.</p>	' <i>Discussion items for Moorebank stormwater/ WSUD meeting</i> ' email
Noise	<p>The Department seeks an update on the timing for your response to the MPE Stage 2 noise queries forwarded by email on 22 September 2017.</p> <p>This response is required as soon as possible to inform the final independent noise</p>	<p>A response to the issues raised by the independent noise consultant, as included in the '<i>MPE Stage 2 - Noise assessment - reviewer comments</i>' email, issued from DP&amp;E to Nathan Cairney (Tactical Group), have been responded to in the '<i>Moorebank Precinct East (MPE) Stage 2 (SSD 7628) - response to independent noise review comments</i>' letter, issued to DP&amp;E from SIMTA on 17 October 2017.</p>	<i>Moorebank Precinct East (MPE) Stage 2 (SSD 7628) - response to independent noise review comments' letter</i>
Biodiversity	<p>The Department seeks specific advice from a qualified ecologist that bushfire mitigation would not affect biodiversity values to be protected/not to be impacted under the MPW Stage 2 and MPE Stage 2 applications.</p> <p>This response is required for the Department to finalise its assessment of bushfire and biodiversity matters.</p>	<p><b>MPE Stage 2 Proposal</b></p> <p>Section 3.4 of the MPE Stage 2 Bushfire Assessment (ABPP, 2016) (refer to Appendix U of the MPE Stage 2 EIS) stated that</p> <p><i>'the continued management of the 60m defendable space within the Proposal site and the 50m cleared area to the south of the site boundary being maintained (refer to Attachment A). This area south of the Proposal boundary includes overhead powerlines and a fire trail, indicating that clearing practices in this area are likely to continue. However, should this activity cease, the hazard will increase to high. It is noted there are no EECs or threatened species within the defendable space to the east or south of the Proposal'.</i></p>	<p>Section 3.4 of the MPE Stage 2 Bushfire Assessment at Appendix U of the MPE Stage 2 EIS</p> <p>Section 3.4 of the MPW Stage 2 Bushfire Assessment at Appendix W of the MPW Stage 2 EIS</p>

Aspect	Issue	Response	Reference
		<p>Since the preparation of this report in December 2016, further surveys of the area to the south of the MPE Stage 2 site detected plants of the endangered species <i>Persoonia nutans</i> and <i>Hibbertia puberula</i> subsp. <i>puberula</i> adjoining the northern side of the fire trail referred to above, within the area identified as defensible space in Appendix A of ABPP (2016). <i>Persoonia nutans</i> is a shrub and <i>Hibbertia puberula</i> subsp. <i>puberula</i> is a subshrub; it is anticipated that maintenance of these areas to reduce bushfire risk can be done without harming the recorded individuals, provided that they are considered when planning maintenance and that appropriate protection measures are implemented. Measures to protect these plants should be included in management plans for the area.</p> <p>Defensible space to be managed in the east of the MPE Stage 2 site is within the Proposal site; no threatened flora or TECs have been recorded within this area, and all management would be undertaken within the MPE site. No areas of mapped native vegetation within the Boot land would be subject to management for bushfire mitigation.</p> <p><b>MPW Stage 2 Proposal</b></p> <p>Section 3.4 of the MPW Stage 2 Bushfire Assessment (ABPP, 2016) (refer to Appendix W of the MPW Stage 2 EIS) assessed the bushfire threat to the MPW site as high, based on the presence of vegetation within the proposed conservation zone. The bushfire threat to the proposed warehouses is reduced by the location of warehousing approximately 25 metres from the eastern edge of the proposed Conservation Area. The defensible space located between the warehousing area and the Conservation Area will be managed as an Inner Protection Area, and the remainder of the Proposal site will be maintained as an Outer Protection Area.</p> <p>All bushfire management measures would be undertaken within the MPW Stage 2 Proposal site. No areas of mapped native vegetation within the proposed Conservation Area would be subject to management for bushfire mitigation as part of the MPW Stage 2 Proposal.</p>	



Aspect	Issue	Response	Reference
Land Owner's Consent	The Department seeks an update on your timing for obtaining land owner's consent for all proposals. A recommendation to the Commission on these proposals cannot be made until all relevant land owners' consent is granted.	<p>SIMTA has consulted with all relevant landowners to obtain consent for the MPW Stage 2 Proposal and the MPE Stage 2 Proposal respectively. A summary of the status of these discussions is as follows:</p> <ul style="list-style-type: none"> <li>• MPE Stage 2 Proposal: <ul style="list-style-type: none"> <li>– MIC/Defence – Received and issued to DPE</li> <li>– All remaining land owner consents expected to be available by 30 October.2017.</li> </ul> </li> <li>• MPW Stage 2: <ul style="list-style-type: none"> <li>– MIC/Defence - Received and issued to DPE</li> <li>– All remaining land owner consents expected to be available by 30 October.2017.</li> </ul> </li> </ul>	N/A
Developer contributions	<p>The Department seeks an update about your ongoing consultation with Council regarding contributions.</p> <p>It is understood Qube met with Council on 25 September.</p> <p>The Department would appreciate your advice on any outcomes, and any outstanding follow up actions.</p>	<p>SIMTA intends to meet with Liverpool City Council on 26 October, following the postponement of an earlier meeting in September, and a further postponement of a meeting that was scheduled for 19 October.</p> <p>SIMTA has prepared a letter to Liverpool Council outlining our proposed approach to contributions and is seeking to discuss and confirm the contributions when we meet on 26 October.</p> <p>SIMTA has previously prepared and issued requests for land owner's consent and has been informed verbally that these are progressing within Liverpool Council. If not received before we meet on 26 October SIMTA will be seeking to confirm the exact timing during the 26 October meeting.</p>	N/A

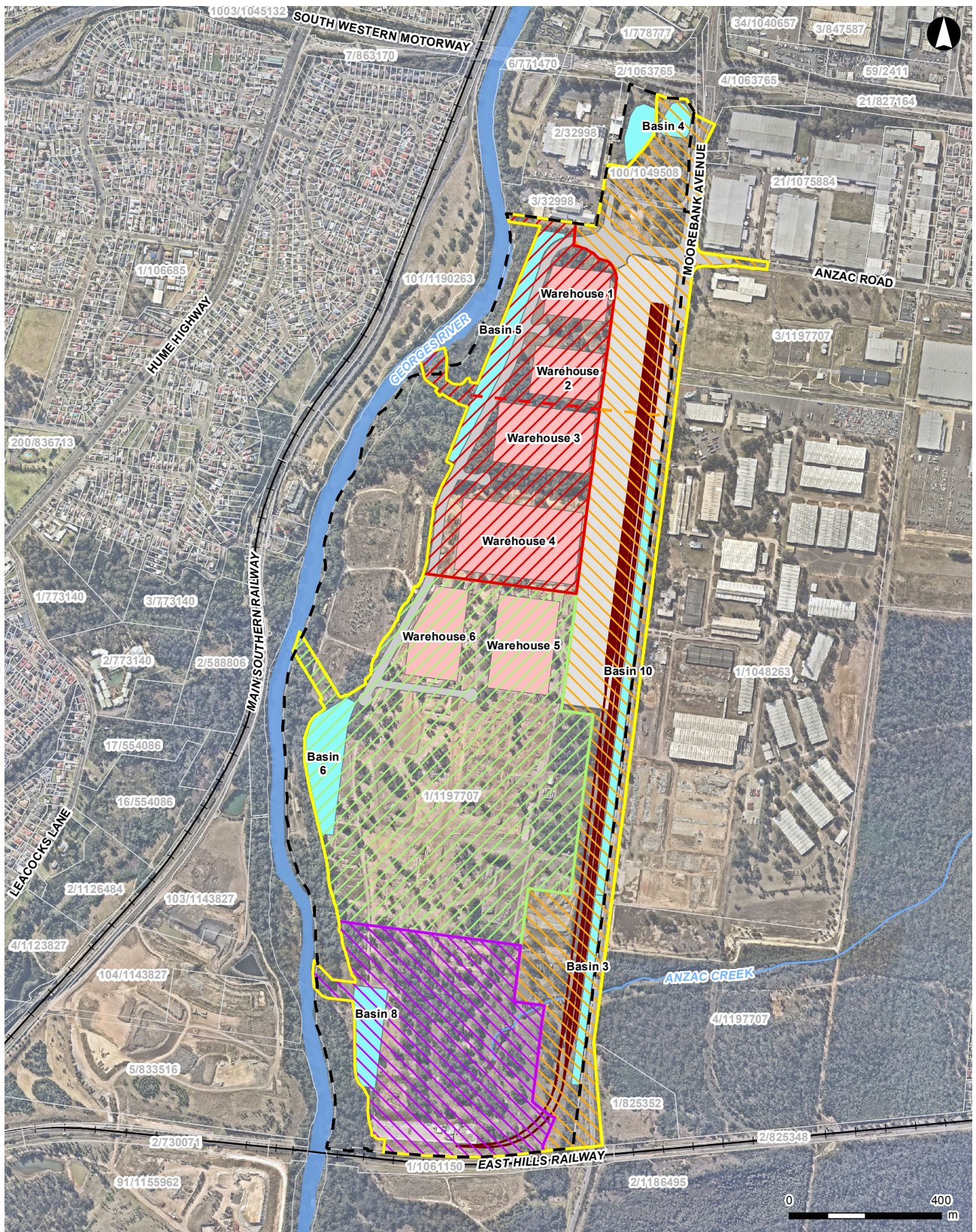


## ATTACHMENT B

### Moorebank Precinct West Stage 2

Phase	Phase Description	Works period A – Pre-construction stockpiling	Works period B – Site Preparation Activities	Works period C – Bulk earthworks, drainage and utilities	Works period D – Moorebank Avenue intersection works and internal road network	Works period E – IMT facility and Rail link connection construction	Works period F – Construction and fit-out of warehousing and freight village	Works period G – Miscellaneous structural construction and finishing works
0	<ul style="list-style-type: none"> <li>Pre-construction activities, including: establishment of temporary erosion and sediment controls, minor clearing and grubbing of temporary stockpiling area, establishment of a temporary stockpiling pad and associated temporary access roads, installation of temporary construction compound, including amenities and office for bulk earthworks and the importation and placement of approximately 400,000 cubic metres (m³) of clean fill.</li> <li>Site preparation activities, including: establishment of construction compound fencing and hoardings, installation of temporary sediment and erosion control measures, vegetation clearance, installation of temporary site offices and amenities, construction of hardstands for staff parking and laydown areas, establishment of temporary batch plant sites and installation of batch plant, construction of access roads, site entry and exit points and security, set up of construction monitoring equipment</li> </ul>	✓	✓	x	x	x	x	x
1	Construction works relating to the Moorebank Avenue/ Anzac Road intersection upgrade, basin 3, basin 4 and basin 10, truck emergency parking north of the main entry,, upgrade to part of the east-west drainage channel (including the works immediately north of basin 10), intermodal terminal and rail access.	x	x	✓	✓	✓	✓	✓
2	Construction works relating to the remainder of the east-west drainage channel upgrade, warehousing, basin 5 and internal roadworks.	x	x	✓	x	x	✓	✓
3	Construction works relating to warehousing, basin 6 and internal roadworks	x	x	✓	x	x	✓	✓
4	Construction works relating to warehousing and basin 8.	x	x	✓	x	x	✓	✓





#### LEGEND

- |                            |                               |           |         |
|----------------------------|-------------------------------|-----------|---------|
| Watercourse                | MPW site                      | OSD       | Phase 1 |
| Existing railway           | MPW Stage 2 construction area | Road      | Phase 2 |
| Rail link connection       | IMT facility area             | Warehouse | Phase 3 |
| East-west drainage channel | Cadastre (NSW DFSI, 2017)     |           | Phase 4 |
| Phase 1                    |                               |           |         |
| Phase 2                    |                               |           |         |

ARCADIS AUSTRALIA PACIFIC PTY LTD  
 ABN 76 104 485 289  
 Level 16, 560 George St | Sydney NSW 2000  
 P: +61 (0) 2 8907 9000 | F: +61 (0) 2 8907 9001  
 Coordinate System: GDA 1994 MGA Zone 56  
 Aerial imagery supplied by nearmap (Aug, 2017)



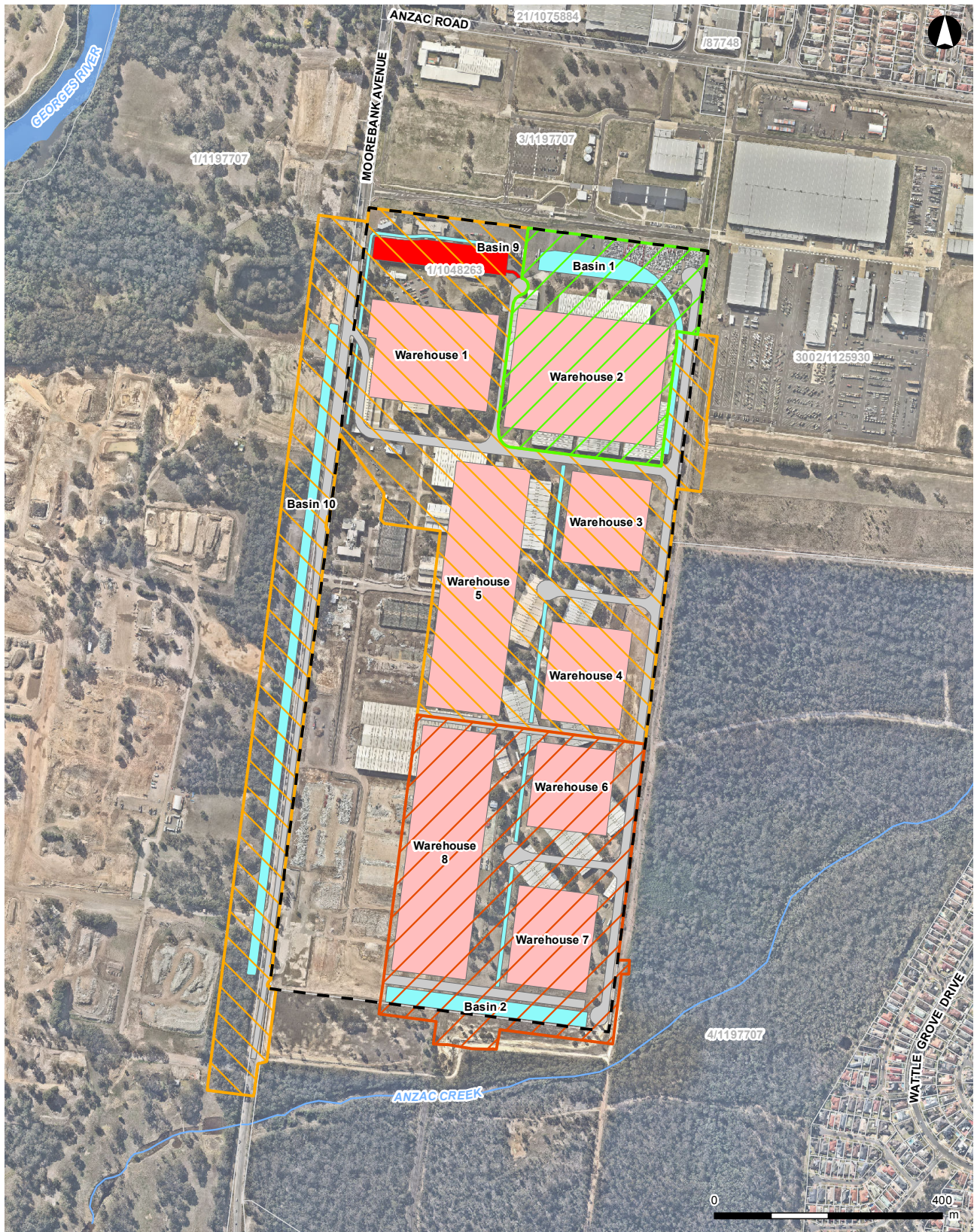
#### MPW Stage 2 indicative phasing plan (SSD-7709)



## Moorebank Precinct East Stage 2

Phase	Phase Description	Works period A – Pre-construction activities	Works period B – Site preparation activities	Works period C – Construction of the Moorebank Avenue diversion road	Works period D – Bulk earthworks, drainage and utilities	Works period E – Pavement works along Moorebank Avenue	Works period F – Warehouse construction and internal fit-out
0	<ul style="list-style-type: none"> <li>Pre-construction activities; including but not limited to Importation, stockpiling and placement of clean general fill for site preparation activities, installation of site fencing and remediation, where required, including unexploded ordnance (UXO), exploded ordnance (EO) and exploded ordnance waste (EOW) management.</li> <li>Site preparation activities, including demolition of structures, vegetation clearance, adjusting the building formation of the site, temporary works including installation of construction environmental management measures, establishment of construction compound fencing and hoardings, installation of site offices and amenities, construction of hardstand for staff parking and laydown areas, establishment of the temporary batch plant and materials crushing plant, construction of access roads site entry and exit points and security, establishment of site construction haulage roads and construction compound(s).</li> </ul>	✓	✓	x	x	x	x
1	Construction works relating to the Moorebank Avenue upgrade, basin 10 part of basin 1, warehouses 1, 3, 4 and 5, internal roads and drainage channels.	x	x	✓	✓	✓	✓
2	Construction works relating to warehouses 6, 7 and 8, basin 2, internal roads and drainage channels.	x	x	x	✓	x	✓
3	Construction works relating to warehouse 2, part of basin 1, basin 2, and the majority of the northern internal access road	x	x	x	✓	x	✓

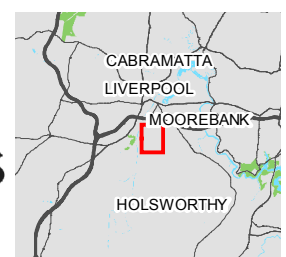




#### LEGEND

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|---------------------------|---------|-----------------|
| Watercourse               | Phase 1 | Freight Village |
| MPE Site                  | Phase 2 | OSD             |
| Cadastre (NSW DFSI, 2017) | Phase 3 | Road            |
|                           |         | Warehouse       |

ARCADIS AUSTRALIA PACIFIC PTY LTD  
 ABN 76 104 485 289  
 Level 16, 560 George St | Sydney NSW 2000  
 P: +61 (0) 2 8907 9000 | F: +61 (0) 2 8907 9001  
 Coordinate System: GDA 1994 MGA Zone 56  
 Aerial Imagery supplied by nearmap (Aug, 2017)



#### MPE Stage 2 indicative phasing plan (SSD-7628)