

CYCLING AND PEDESTRIAN ACCESS AND FACILITIES SUB PLAN

Moorebank Precinct East Stage 2

13 OCTOBER 2022

SYDNEY INTERMODAL TERMINAL ALLIANCE

Cycling and Pedestrian Access and Facilities Sub Plan

Author	[Redacted]	_____
Checker	[Redacted]	_____
Approver	[Redacted]	_____
Report No	SSS2-QPMS-EN-APP-00037	
Date	13/10/2022	
Revision Text	008	

Author Details

This Cycling and Pedestrian Access and Facilities Sub Plan (CPAFSP) was originally prepared by Arcadis in consultation with Reid Campbell (Architects) and nettletontribe.

This consolidated version of the CPAFSP has been prepared by Aspect Environmental.

Author Details	Qualifications and Experience
[Redacted]	[Redacted]
[Redacted]	[Redacted]
[Redacted]	[Redacted]

Area 2 Contributor Details	Qualifications and Experiences
[Redacted]	[Redacted]
[Redacted]	[Redacted]

Area 2 Contributor Details	Qualifications and Experiences
	[Redacted]
[Redacted]	[Redacted]

Consolidated Plan Contributor Details	Qualifications and Experiences
[Redacted]	[Redacted]

REVISIONS

Revision	Date	Description	Prepared by	Approved by
001	24/07/2018	Initial draft to Tactical	█	█
002	14/08/2018	Updated for submission to Liverpool City Council (also submitted to DP&E on 09/05/2018)	█	█
003	18/04/2019	Updated with DP&E and GANSW comments	█	█
004	06/06/2019	Updated to reflect change in OSD 9 design layout	█	█
005	26/02/2020	Updated to include Area 2 and any updates relating to Mod 2	█	█
005B	14/05/2020	Updated to include LCC's consultation regarding Area 2	█	█
005C	12/08/2020	Updated to include DPE's consultation regarding Area 2	█	█
006	26/06/2020	Updated to include all Areas (consolidated plan)	█	█
007	3/11/2020	Updated to include DPE/GANSW and LCC's consultation regarding the Consolidated UDLP, and to reflect updates to Area 2	█	█
008	13/10/2022	Updated to reflect design change to Area 3	█	█

ACRONYMS AND DEFINITIONS

Term	Meaning
Area 1	Warehouse 1 and immediate surrounding area (not including the freight village)
Area 2	Area incorporating Warehouses 3, 4 and 5 between IMEX terminal and eastern boundary of MPE Site.
Area 3	Area incorporating Warehouses 6 and 7 including OSD 2, between IMEX terminal and eastern boundary of MPE Site
Area 4	Area incorporating the freight village, within the northern portion of Area 1
Area 5	Area incorporating Warehouse 2, in the north eastern corner of the MPE Site
Area 6	Area incorporating Moorebank Avenue
CBD	Central Business District
CoCs	Conditions of Consent
CPAFSP	Cycling and Pedestrian Access and Facilities Sub Plan
DJLU	Defence Joint Logistics Unit
DPE	Department of Planning and Environment (formerly Department of Planning, Industry and Environment (DPIE))
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
FCMMs	Final Compilation of Mitigation Measures
GANSW	Government Architect NSW
GFA	Gross floor area
IMT	Intermodal terminal
LCC	Liverpool City Council
LGA	Local Government Area
LOGOS	LOGOS Property Group
MPE	Moorebank Precinct East
OSD	On-site detention basin
PCA	Property Council of Australia
Project (the)	The construction and operational areas identified within the MPE Stage 2 RtS (previously referred to as the Amended Proposal Site within the MPE S2 RtS) and approved under SSD 7628.
Project Site (the)	The construction and operational areas identified within the MPE Stage 2 RtS (previously referred to as the Amended Proposal Site within the MPE S2 RtS) and approved under



Term	Meaning
	SSD 7628. The MPE Project Site includes Areas 1 to 6, as described in the UDLP and sub plans.
RtS	Response to Submissions
SIMTA	Sydney Intermodal Terminal Alliance
SSD	State significant development
UDLP	Urban Design and Landscape Plan

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1 BACKGROUND

The Project has been assessed by the Department of Planning and Environment (DPE) (formerly Department of Planning, Industry and Environment) under Part 4, Division 4.1 (now Division 4.7 as of 1 March 2018) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) as State significant development (SSD). The Planning Assessment Commission (PAC) (now the Independent Planning Commission) granted approval to the Sydney Intermodal Terminal Alliance (SIMTA) for the Moorebank Precinct East (MPE) Stage 2 Project on 31 January 2018 subject to Conditions of Consent (CoC (SSD 7628)) which comprises the second stage of development under the MPE Concept Approval (MP10_0193). DPE subsequently approved Modification 1 (MOD 1) in March 2022, MOD 2 on 31 January 2020, MOD 3 on 8 December 2020 and MOD 4 on 19 January 2021 under Section 4.55(1) of the EP&A Act.

This Cycling and Pedestrian Access and Facilities Sub Plan (CPAFSP) has been developed to contribute to the quality and safety of the pedestrian and cyclist environment associated with Stage 2 of the MPE Project (hereafter, the Project).

This CPAFSP addresses the relevant requirements of the consolidated SSD 7628 development consent, including the Environmental Impact Statement (EIS), Response to Submissions (RtS) and CoC, and all applicable guidelines and standards specific to the management of cyclists and pedestrian access into and around the Project Site. This CPAFSP forms part of the Urban Design and Landscape Plan (UDLP).

1.1 Introduction

The MPE Site, including the Project Site, is located approximately 27 km south-west of the Sydney Central Business District (CBD) and approximately 26 km west of Port Botany and includes the former Defence National Storage and Distribution Centre site. The MPE Site is situated within the Liverpool Local Government Area (LGA), in Sydney's South-West subregion, approximately 2.5 km from the Liverpool City Centre.

The MPE Project involves the development of an intermodal facility including warehouse and distribution facilities, freight village (ancillary site and operational services), stormwater, landscaping, servicing and associated works on the eastern side of Moorebank Avenue, Moorebank.

Stage 2 of the MPE Project (the Project) involves the construction and operation of warehousing and distribution facilities on the MPE Site and upgrades to approximately 1.5 km of Moorebank Avenue from approximately 35 m south of the northern boundary of the MPE Site to approximately 185 m south of the southern MPE Site boundary. The Project has been assessed by DPE under Part 4, Division 4.1 (now Division 4.7 as of 1 March 2018) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) as State significant development (SSD).

Key components of the Project include:

- approximately 300,000 m² gross floor area (GFA) of warehousing and ancillary offices
- freight village, 8,000 m² GFA of ancillary retail, commercial and light industrial land uses
- internal road network and hardstand across the site
- ancillary supporting infrastructure within the site, including:
 - stormwater, drainage and flooding infrastructure
 - fencing, signage, lighting, remediation and landscaping
- Moorebank Avenue upgrade including:
 - raising by about 2 m and some widening
 - embankments and tie-ins to existing Moorebank Avenue road levels
 - signalling and intersection works.

1.2 Purpose and Application

This consolidated CPAFSP has been developed to address CoC B141(d) and the Final Compilation of Mitigation Measures (FCMMs) 1E. The CPAFSP has been prepared by a suitably qualified and experienced

person(s), and approved by the Secretary (DPE) prior to commencement of construction of permanent built surface works and/or landscaping.

This CPSFSP aims to assist in safe cycling and pedestrian connectivity throughout the MPE Site. The most recent, approved version of this CPSFSP must be implemented prior to occupation of the warehouses and freight village, unless otherwise agreed by the Secretary.

This CPAFSP has been prepared for the entire Project Site. Area specific information is included as per the staging detailed in Section 1.3.

1.3 Staging of this Plan

Delivery of this CPAFSP will be staged (in accordance with CoC A14 and A15) to allow for the commencement of warehouse construction. The proposed staging of the CPAFSP is shown on Figure 1-1 and detailed within Table 1-1. This CPAFSP must be implemented prior to occupation of warehouses and/or the freight village, once approved by the Secretary in consultation with the Government Architect New South Wales (GANSW). Plan staging has been undertaken as per Table 1-1.

Table 1-1: Staged submission of the CPAFSP.

Works Area	Approximate Dates Plan Submission	Operational Area	Approximate Occupation Date
Area 1	Q2 2019	Warehouse 1 including area north of freight village	Interim OC 31/01/18
Area 2	Q2 2020	Warehouse 3, 4 and 5	Warehouse 3: Interim OC 20/03/20 Warehouse 4: Interim OC 22/05/20 Warehouse 5: Q4 2020
Area 3	Q2 2022	Warehouse 6 and 7	Q2 2023
Areas 4 – 6	TBC	Warehouse 2, the freight village, Moorebank Avenue Upgrade	TBC ¹

Note:

¹ Construction and occupational timing for Areas 4 – 6 is subject to market demand and future approvals.

1.3.1 Activities for the Stages

The activities associated with the stages include, but are not limited to:

- all ground preparation activities such as earthworks, services, on-site detention (OSD) construction across the warehouses (managed through the Construction Environmental Management Plan and sub-plans and Stormwater Management Plans)
- upgrade works to Moorebank Avenue
- construction and operation of the warehouses and freight village including:
 - construction and operation of parking facilities
 - construction and operation of internal road network and shared paths
 - installation of temporary solar lighting towers to illuminate roads and shared paths
 - landscaping
 - construction and operation of cycling and pedestrian facilities
 - installation of signage
 - construction and operation of end of trip facilities
 - construction and operation of employee outdoor meal break areas.

The activities for the stages include construction activities such as bulk earthworks, landscaping, roads, pavements and car parks, and warehouse construction and fit-out.

Approval from DPE for staging of development activities has already been granted as a separate process aside from this plan. Construction of each development stage will only commence once approval of stage has been obtained from the department.

1.3.2 Relationship of Stages

Area 1 was the first stage of this CPAFSP and included Warehouse 1 and the immediate area surrounding Warehouse 1 (excluding the freight village).

Area 2 was the second stage of this CPAFSP and included Warehouses 3, 4 and 5 and surrounds.

The final stage of the CPAFSP consolidated all areas into a final UDLP document, in order to demonstrate that the scheme and specific requirements of SSD 7628 have been achieved across the MPE Stage 2 Site. At the time of preparing the consolidated document, the detailed design and tenancing requirements for Areas 3 to 6 were not finalised. However, typical plans and drawings for these areas were developed based on what was approved for Area 1 and Area 2, and the requirements of the UDLP and this subplan (Appendix 3). They are therefore considered typical and representative of the urban design and landscape scheme that will be implemented across the site.

This CPAFSP has been delivered as followed:

- Area 1 details were prepared and approved by DPE prior to commencement of permanent built surface works and landscaping of Warehouse 1. This allowed the Project to commence construction of Warehouse 1, prior to the finalisation of the design for the remainder of the Project and did not restrict or constrain delivery of a complaint final detailed design across the remainder of the MPE Stage 2 Site.
- Area 2 was prepared and approved by DPE prior to commencement of landscaping of Warehouses 3, 4 and 5. Similarly, this allowed the Project to commence construction of warehousing in this Area, prior to the finalisation of the design for the remainder of the Project.
- The consolidated CPAFSP included details for Areas 3 to 6. It was approved by DPE on 5 February 2021, prior to the commencement of permanent built surface works and/or landscaping of Warehouses 2, 6 and 7, the freight village (Area 4) and upgrade of Moorebank Avenue (Area 6).
- The consolidated UDLP, including this CPAFSP, has been updated to reflect the amended layout for Area 3, reconfiguring Warehouses 6, 7 and 8 to two warehouses (Warehouses 6 and 7). The amended consolidated UDLP includes detailed design plans for Area 3 that are consistent with approved landscape plans for Areas 1 and 2. This updated UDLP, and including the updated CPAFSP, has been submitted to DPE for information.

1.3.3 Triggers

The trigger for submission of the future stages of this CPAFSP will be one month prior to permanent built surface works and/or landscaping of the next works area.

Urban Design and Landscape Plan



GDA94 / MGA zone 56
1:10000 at A4

LEGEND

- | | | |
|---------------------------------------|----------------------|--------|
| Current MPE Stage 2 construction area | UDLP Staging: Area 1 | Area 4 |
| OSD | Area 2 | Area 5 |
| Road | Area 3 | Area 6 |
| Warehouse | Terminal hardstand | |
| Watercourse | | |

LOGOS



Figure 1-2: UDLP Staging

Figure 1-1 UDLP Staging

1.4 Relevant Policies, Guidelines and Plans

The relevant policies, guideline and planning instruments considered during development of this CPAFSP include:

- Liverpool City Council Development Control Plan 2008, Part 1, General Controls for All Developments
- City of Sydney Section 3 - General Provisions
- *Australian Standard AS 2890.3 – 1993 Parking Facilities Part 3: Bicycle Parking Facilities*
- DIPNR (referred to currently as DPE) Planning Guidelines for Walking and Cycling 2004.

The City of Sydney Section 3 – General Provisions was considered a suitable guideline in that it specified bicycle provisions for individual land uses, similar types of development and providing a standard which is mid-range (i.e. did not over or under provide).

1.5 Compliance Matrices

The Project is being delivered under Part 4, Division 4.7 (previously Division 4.1 prior to 1 March 2018) of the EP&A Act. The CoC include requirements to be addressed in this plan and delivered during the Project. These requirements and how they are addressed is provided within Table 1-2. Note that there are no specific CoC from approved modifications relating to this plan.

In Table 1-2, Primary Conditions are specific to the development of the management plans, while Secondary Conditions are conditions which are related to the environmental aspects associated with the plan.

Table 1-2 Conditions of Consent (CoC)

CoC	Requirement	Document Reference	How Addressed
Primary Condition			
B140	The UDLP must be prepared by a suitably qualified and experienced person(s), in consultation with the relevant council(s). The UDLP must be approved by the Secretary, in consultation with the NSW Government Architect.	Author Details (page ii and iii) Section 1.2 Section 1.6 Appendix 0A\	This CPAFSP has been prepared by a suitably qualified professional and in consultation with LCC, DPE and GANSW, as detailed in Section 1.5 and Appendix 0A. The consolidated UDLP, including this subplan, was approved by DPE on 5 February 2021.
B141 (d)	Cycling and Pedestrian Access and Facilities Sub Plan to assist in safe cycling and pedestrian connectivity through the MPE precinct by providing dedicated linkages between the warehouses, the freight village and Moorebank Avenue that will contribute to the quality and safety of the pedestrian and cyclist environment associated with the development.	This plan	This CPAFSP has been prepared to assist in safe cycling and pedestrian connectivity by providing shared paths and footpaths throughout the Project. The CPAFSP will incorporate safe cycling and pedestrian connectivity between Areas 1 and 2 and the warehouses in Areas 3 and 5 as well as the freight village (Area 4) and Moorebank Avenue (Area 6).
	The Plan must be prepared by a suitably qualified and experienced person(s) and approved by the Secretary within twelve months of the date of this approval, unless otherwise agreed by the Secretary.	Title page Section 1.2	This CPAFSP has been prepared by a suitably experienced and qualified person, as shown on the cover page of this plan.

CoC	Requirement	Document Reference	How Addressed
			<p>The plan was initially submitted to the Secretary on 05/09/2018 for Area 1.</p>
	<p>The Plan must be prepared by a suitably experienced and qualified person(s) in the design and provision of Cycling and Pedestrian Access and Facilities.</p>	<p>Title page</p>	<p>Area 1 of this CPAFSP has been prepared by [redacted] who has over [redacted] in traffic modelling and engineering, including active transport assessments. [redacted] has previously been submitted to the Secretary.</p> <p>Area 2 of this CPAFSP has been prepared by [redacted]. A brief description of their experience and qualifications is included on the 2nd page of this plan.</p> <p>The consolidated CPAFSP has been prepared by [redacted]. A brief description of their experience and qualifications is included on the 2nd page of this plan.</p>
	<p>The Plan must detail the construction, timing and responsibility for the delivery of Cycling and Pedestrian Access and Facilities and take into account the following considerations:</p>	<p>Section 2.1</p>	<p>The relevant Construction Contractor will be responsible for the construction of the designed access and facilities. The design of the access was undertaken by the Principal's designers in liaison with the Principal's Representative and authors of this plan.</p>
	<p>(i) all relevant policies, guidelines and plans;</p>	<p>Section 1.4 Section 2.2 Section 2.5</p>	<p>Relevant policies, guidelines and plans are identified in Section 1.4.</p> <p>Section 2.2 confirms that this plan has been prepared in consultation with DPE, who have noted relevant policies/guidelines to be considered.</p> <p>Section 2.5 confirms CPAFSP has been prepared in accordance with the 2015 update of AS 2890.3.</p>
	<p>(ii) provide details for the provision of safe and efficient pedestrian and cyclist access connectivity within the development and include integration with the existing and future pedestrian and cycling access in the locality;</p>	<p>Section 2.2 Section 2.3</p>	<p>Pedestrian and cycle access is provided through the use of shared paths located throughout the site.</p> <p>The shared paths will ultimately connect to all areas of the MPE Site as the development progresses.</p>

CoC	Requirement	Document Reference	How Addressed
			<p>Section 2.2 provides an overview of the cycle access and connectivity across the MPE Site, and more specific details for each Area.</p> <p>Section 2.3 provides an overview of the pedestrian access and connectivity across the MPE Site, and more specific details for each Area.</p>
	(iii) provide details of end of trip facilities available on-site at each warehouse which are to include under cover bike storage, showers and change facilities sufficient to accommodate the needs of the forecast number of employee; and	Section 2.4	Section 2.4 provides details of the end of trip facilities include toilets, lockers, sinks and showers (male, female and ambulant) and bicycle parking facilities available in each Area.
	(iv) the layout, design and security of bicycle facilities must comply with the minimum requirements of Australian Standard AS 2890.3 – 1993 Parking Facilities Part 3: Bicycle Parking Facilities.	Section 2.4 Section 2.5	<p>Section 2.4 provides details on the amount and design of bicycle facilities at each Warehouse.</p> <p>Section 2.5 confirms that the design of bicycle facilities at the MLP East Precinct complies with the minimum standard requirements of <i>AS 2890.3 – 1993 Parking Facilities Part 3: Bicycle Parking Facilities</i>.</p>
	The approved plan must be implemented prior to occupation of the warehouse and freight village.	Section 1.2	The approved plan will be implemented prior to occupation of the warehouses and freight village.
Secondary Condition			
A14	With the approval of the Secretary, the Applicant may submit any strategy, plan or program required by this consent on a staged basis.	Section 1.3	The Secretary's approval for staging of this plan has already been obtained.
A15	If the submission of any strategy, plan or program is to be staged, then the relevant strategy, plan or program must clearly describe the specific stage of the development to which the strategy, plan or program applies, the relationship of the stage to any future stages and the trigger for updating the strategy, plan or program	Section 1.3	<p>This CPAFSP has been completed in stages as described in Section 1.3.</p> <p>This final consolidated version of the CPAFSP defines safe cycling and pedestrian connectivity for each Area within the MPE Site.</p> <p>As outlined in Section 1.3.3, this CPAFSP will be submitted to DPE one month prior to permanent built surface works and/or landscaping of the next stage.</p>

The Final Compilation of Mitigation Measures (FCMMs) were prepared as part of the Consolidated Assessment Clarification Responses issued to DP&E on 10 November 2017 (Arcadis 2017). A list of the FCMMs as relevant to the Project and how they have been complied with in this plan is provided in Table 1-3.

Table 1-3: Final Compilation of Mitigation Measures (FCMMs)

FCMM	Requirement	Document Reference
1E	Bicycle and end of trip facilities would be provided in accordance with the City of Sydney Section 3 – General Provisions.	Section 1.4

1.6 Consultation

This CPAFSP has been prepared in consultation with LCC, DPE and the GANSW.as outlined in Table 1-4. Supplementary information to support the consultation undertaken is included in Appendix 0A of this CPAFSP, and Appendix 0F of the UDLP document.

Table 1-4 Consultation summary

Agency	Date	Person Contacted	Comment	Status
	AREA 1			
	14/08/2018	LCC Representative	Draft UDLP and UDLP sub-plans emailed for review and comment	Closed
	14/08/2018	LCC Representative	Email requesting a meeting	Closed
	17/09/2018	LCC Representative	Email requesting a phone call	Closed
	21/09/2018	SIMTA	Email requesting a phone call regarding clarification on CoC A22, A23 and A24, as they relate to the above management plans	Closed
	02/10/2018	LCC Representative	Email requesting an update on progress of review	Closed
	03/10/2018	SIMTA	Email with reviewed plan, requesting feedback before finalisation	Closed
LCC	26/11/2018	LCC Representative	Email with updated UDLP and response to comments	Closed
	30/11/2018	SIMTA	Email confirming UDLP has been received for review	Closed
	23/01/2019	LCC Representative	Email requesting an update on progress of review	Closed
	23/01/2019	SIMTA	Email confirming review to occur within next week	Closed
	19/02/2019	SIMTA	Meeting request for 05/03/2019	Closed
	04/03/2019	LCC Representative	Meeting minutes sent via email	Closed
	06/03/2019	LCC Representative	Email with meeting minutes from 05/03/2019 meeting	Closed
	AREA 2			

Agency	Date	Person Contacted	Comment	Status
	7/02/2020	LCC Representative	Email (from Aspect Environmental) requesting meeting	Closed
	13/02/2020	LCC Representative	LCC phone call requesting a meeting	Closed
	13/02/2020	LCC Representative	LCC provided UDLP documentation, advised that a meeting may not be required	Closed
	3/03/2020	LCC Representative	Aspect Environmental hand-delivered USB containing Area 2 UDLP documents to LCC. Phone call from LCC to confirm receipt of the USB, and to clarify request for comments in relation to Area 2	Closed
	4/03/2020	LCC Representative	Phone call and follow up email requesting an update on progress of review	Closed
	10/03/2020	LCC Representative	Phone call requesting an update on progress of review, meeting suggested	Closed
	18/03/2020	LCC Representative	Phone call requesting an update on progress of review	Closed
	25/03/2020	LCC Representative	Phone call requesting an update on progress of review	Closed
	1/04/2020	LCC Representative	Phone call requesting an update on progress of review	Closed
	2/04/2020	LCC Representative	Council contacted Aspect Environmental to advise that LCC were preparing a compliance matrix table to communicate their concerns or issues, and which would be provided as soon as possible	Closed
	16/04/2020	LCC Representative	LCC provided compliance matrix table to Aspect Environmental regarding concerns and comments	Closed
	1/05/2020	LCC Representative	Aspect Environmental provided response to LCC comments and concerns	Closed
	13/05/2020	LCC Representative	LCC provided email confirmation that Council has assessed all conditions in relation to Area 2 and deem the UDLP to be satisfactory	Closed
CONSOLIDATED (including AREAS 3 to 6)				
	26/06/2020	LCC Representative	Consolidated UDLP documentation for MPE Site provided to LCC for review and comment in relation to Areas 3 to 6	Closed
	6/07/2020	LCC Representative	LCC email confirming that Consolidated UDLP documentation received for comment	Closed

Agency	Date	Person Contacted	Comment	Status
	7/07/2020	LCC Representative	Follow up email and phone call, to brief on Consolidated UDLP documentation	Closed
	6/08/2020	LCC Representative	Email requesting an update on progress of review	Closed
	7/08/2020	LCC Representative	Email confirmation from LCC that review is in progress	Closed
	27/08/2020	LCC Representative	Phone call and email requesting an update on progress of review	Closed
	9/09/2020	LCC Representative	Phone call and email requesting an update on progress of review	Closed
	11/09/2020	LCC Representative	Email confirmation from LCC that review is in progress	Closed
	28/09/2020	LCC Representative	LCC provided comments regarding the Consolidated UDLP	Closed
	16/10/2020	LCC Representative	Aspect provided response to Council comments	Closed
AREA 1				
	28/08/2018	DP&E (on behalf of GANSW)	Presentation on UHIMS and UDLP at DP&E office	Closed
	05/09/2018	DP&E (on behalf of GANSW)	Draft plan emailed for review and comment	Closed
	18/10/2018	SIMTA	Email with table of review comments	Closed
	Various	Various	DP&E fortnightly meetings and emails discussing comments	Closed
	6/12/2018	DP&E (on behalf of GANSW)	Email with updated drawings and figures	Closed
GANSW	22/01/2019	DP&E (on behalf of GANSW)	Presentation on UDLP	Closed
	18/04/2019	DP&E (on behalf of GANSW)	Email updated UDLP and UDLP sub plans	Closed
	31/03/2020	DPE (on behalf of GANSW)	Updated UDLP provided to DPE as a result of amendments to the design of OSD 9 and resulting revisions to landscape design	Closed
	5/06/2020	DPE (on behalf of GANSW)	DPE – approval of updated Area 1 UDLP, excluding SSD 7628 CoC B140(e)(vi)	Closed
	20/08/2020	DPE (on behalf of GANSW)	Show Cause letter received by Qube regarding compliance with SSD 7628 CoC B140(e)(vi) for Area 1	Closed

Agency	Date	Person Contacted	Comment	Status
	8/09/2020	DPE (on behalf of GANSW)	Aspect lodged SSD 7628 MOD 4 application with DPE regarding Area 1 exception to CoC B140(e)(vi) – car parking landscaping	Waiting response from DPE/GANSW
	28/10/2020	DPE (on behalf of GANSW)	Teams meeting with DPE to discuss SSD 7628 MOD 4 application	Closed
AREA 2				
	6/08/2018	DPE (on behalf of GANSW)	Meeting with DPE, Aspect Environmental, Arcadis and Tactical Group to discuss issues to progress MPE UDLP	Closed
	27/02/2020	DPE (on behalf of GANSW)	Meeting between DPE and Aspect Environmental to update UDLP progress	Closed
	14/05/2020	DPE (on behalf of GANSW)	UDLP documentation for Area 2 provided to DPE (on behalf of GANSW)	Closed
	19/06/2020	DPE (on behalf of GANSW)	DPE sent RFI providing GANSW/DPE comments for LVMSF and LSP for Area 2.	Closed
	25/06/2020	DPE (on behalf of GANSW)	DPE sent RFI providing GANSW/DPE comments for SSP for Area 2.	Closed
	7/07/2020	DPE (on behalf of GANSW)	Email requesting an update on provision of remainder of comments; advised by DPE that comments forthcoming	Closed
	9/07/2020	DPE (on behalf of GANSW)	DPE sent RFI providing GANSW/DPE comments for UDLP, CPAFSP and EOMBASP for Area 2.	Closed
	31/07/2020	DPE (on behalf of GANSW)	UDLP documentation for Area 2 updated and/or response provided to address DPE/GANSW comments	Closed
	3/08/2020	DPE (on behalf of GANSW)	Follow up phone call to confirm receipt of updated UDLP documentation	Closed
	3/08/2020	DPE (on behalf of GANSW)	Additional access to UDLP documentation requested by DPE and provided by Aspect, for DPE staff	Closed
	12/08/2020	DPE (on behalf of GANSW)	UDLP, EOMBA and CPAFSP documentation for Area 2 updated and response provided to address DPE/GANSW comments	Closed
	4/09/2020	DPE (on behalf of GANSW)	DPE – approval of updated Area 1 and Area 2 UDLP, excluding SSD 7628 CoC B140(e)(vi) for Area 1	Closed

Agency	Date	Person Contacted	Comment	Status
CONSOLIDATED (including AREAS 3 to 6)				
	26/06/2020	DPE (on behalf of GANSW)	Consolidated UDLP documentation for MPE Site provided DPE (on behalf of GANSW)	Waiting response from DPE/GANSW
	30/06/2020	DPE (on behalf of GANSW)	DPE confirmed by email that Consolidated UDLP documentation received for consultation and comment	Closed
	7/07/2020	DPE (on behalf of GANSW)	As requested by DPE, link to documentation sent to GANSW independent reviewer	Closed
	8/07/2020	DPE (on behalf of GANSW)	Follow up phone call and briefing with GANSW independent reviewer	Closed
	8/10/2020	DPE (on behalf of GANSW)	Phone call and email requesting an update on progress of review; DPE advised review process underway	Closed
	21/10/2020	DPE (on behalf of GANSW)	Phone call and email requesting an update on progress of review	Closed
	21/10/2020	DPE (on behalf of GANSW)	Comments regarding Consolidated UDLP documentation provided by DPE/GANSW	Closed
	4/11/2020	DPE (on behalf of GANSW)	Updated Consolidated UDLP documentation provided to DPE/GANSW for assessment	Closed
	5/02/2021	DPE (on behalf of GANSW)	Consolidated UDLP approved	Closed
	13/10/2022 (TBC)	DPE (on behalf of GANSW)	Consolidated UDLP, amended for the revised layout of Area 3, provided to DPE (on behalf of GANSW) for information	Waiting DPE response

2 DESIGN OF CYCLING AND PEDESTRIAN ACCESS AND FACILITIES

This CPAFSP provides details for the provision of safe and efficient pedestrian and cyclist access connectivity throughout the site. This CPAFSP also provides details of end of trip facilities available including bicycle storage, toilets, showers and change facilities sufficient to accommodate the needs of the forecast number of employees.

2.1 Construction, Timing and Responsibility

On-site facilities such as bicycle storage and end of trip facilities will be provided for each warehouse and within the freight village prior to the warehouse/freight village being considered operational, thereby ensuring that these facilities are available upon occupation. The undercover bicycle storage and end of trip facilities will be available at the time of the issue of an occupation certificate. A warehouse would not be considered operational until shared path (cycle way and pedestrian) access have been provided.

Typical undercover bicycle storage and end of trip facilities to be provided across the MPE Site are provided in Appendix 3.

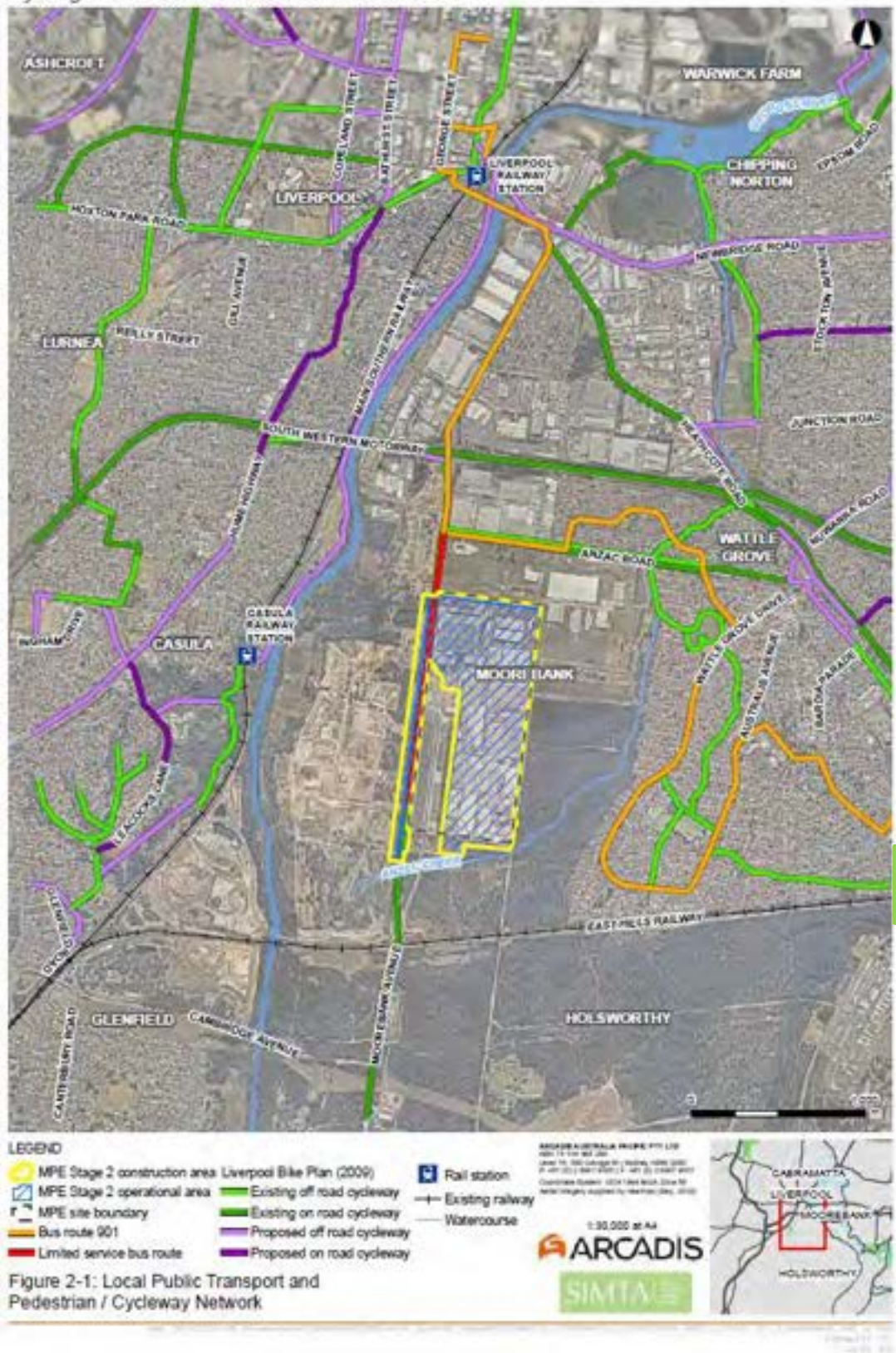
The relevant Construction Contractor will be responsible for the construction of the designed access and facilities. The design of the access was undertaken by the Principal Representative's designers in liaison with the Principal's Representative and authors of this plan.

2.2 Cycle Access and Connectivity

Despite there being no existing cycleway along Moorebank Avenue, on-street cycling is accommodated within lane-marked shoulders of 1.5 to 2.5 m width. In addition, Moorebank Avenue connects to a series of cycle routes in the surrounding area, as shown in Figure 2-1, in the form of either on-street cycle lanes, shared pedestrian-cycle paths or along local roads.

A cycle route from the Project Site to Holsworthy train station is possible, for example, via a connection of shared paths and local streets in the Wattle Grove residential area (cycling distance of approximately 5.6 km).

Cycling and Pedestrian Access and Facilities Plan



Holsworthy Train Station (250 m)

Figure 2-1 Local Public Transport and Pedestrian / Cycleway Network

A number of publications also exist that outline plans to improve the region’s cycle-connectivity, including:

- The *NSW Bike Plan* (June 2010) has identified bike routes to be constructed around Liverpool on Moorebank Avenue, Heathcote Road and Newbridge Road.



Figure 2-2: Liverpool Subregional Bike Network. (NSW Bike Plan, 2010).

Approximate MPE Site location

- *Sydney’s Cycling Future* (Transport for NSW, 2013) commits to completing missing links in the existing bicycle network to the Liverpool CBD. This would include improving bicycle access to the Liverpool city centre from the south by completing the missing sections of the off-road walking and cycling corridor along Glenfield Creek, between Casula and Liverpool. This improved access would integrate with the cycling routes proposed in the *Liverpool Bike Plan* (Liverpool Council, 2009). Moorebank Avenue is also considered a strategic bicycle corridor (Figure 2-3).

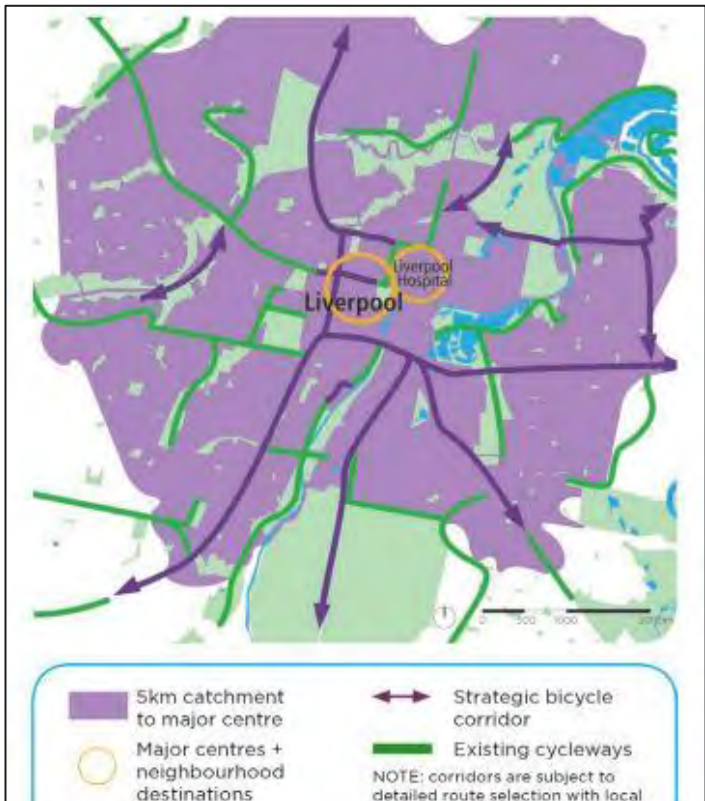


Figure 2-3: Sydney’s Cycling Future – connecting Liverpool (TfNSW, 2013)

The shared path extends along the northern boundary of the MPE Site, north of the freight village and north of the carpark of Warehouse 2, then continues south along the eastern boundary of the MPE Site. This shared pathway is situated on the east side of the multi-tenant user road and extends along the internal roads between Warehouses 1 and 2, Warehouses 3 and 4, and Warehouses 6 and 7. Internal shared pathways are outlined in Appendix 0A of the UDLP.

2.2.1 Area 1

Cyclists will be able to access Warehouse 1 through the provision of shared paths from Moorebank Avenue on the northern boundary of the freight village. This shared path will provide direct access to the bicycle parking facilities located on the north-east section of Warehouse 1. This shared path runs through the garden beds consisting of canopy trees such as *Acacia sp.*, *Corymbia sp.*, *Eucalyptus sp.* and *Melaleuca sp.* with low level native planting e.g. *Callistemon sp.*, *Crocea sp.*, *Dianella sp.* and *Myoporum sp.*.

Access from the eastern boundary road will be from either the shared path to the north of Area 5 (Warehouse 2), or via the internal road network to the south and west of Area 5 (Warehouse 2).

Figure 2-4 and Appendix 1 provide details on the shared paths located throughout Area 1. The shared path will provide a dedicated safe cycling route into Area 1 from the north, Moorebank Avenue and the site’s eastern boundary, and will allow connectivity throughout the entire MPE Stage 2 Site. Appendix 0A of the UDLP demonstrates the shared paths for the entire MPE Stage 2 Site.

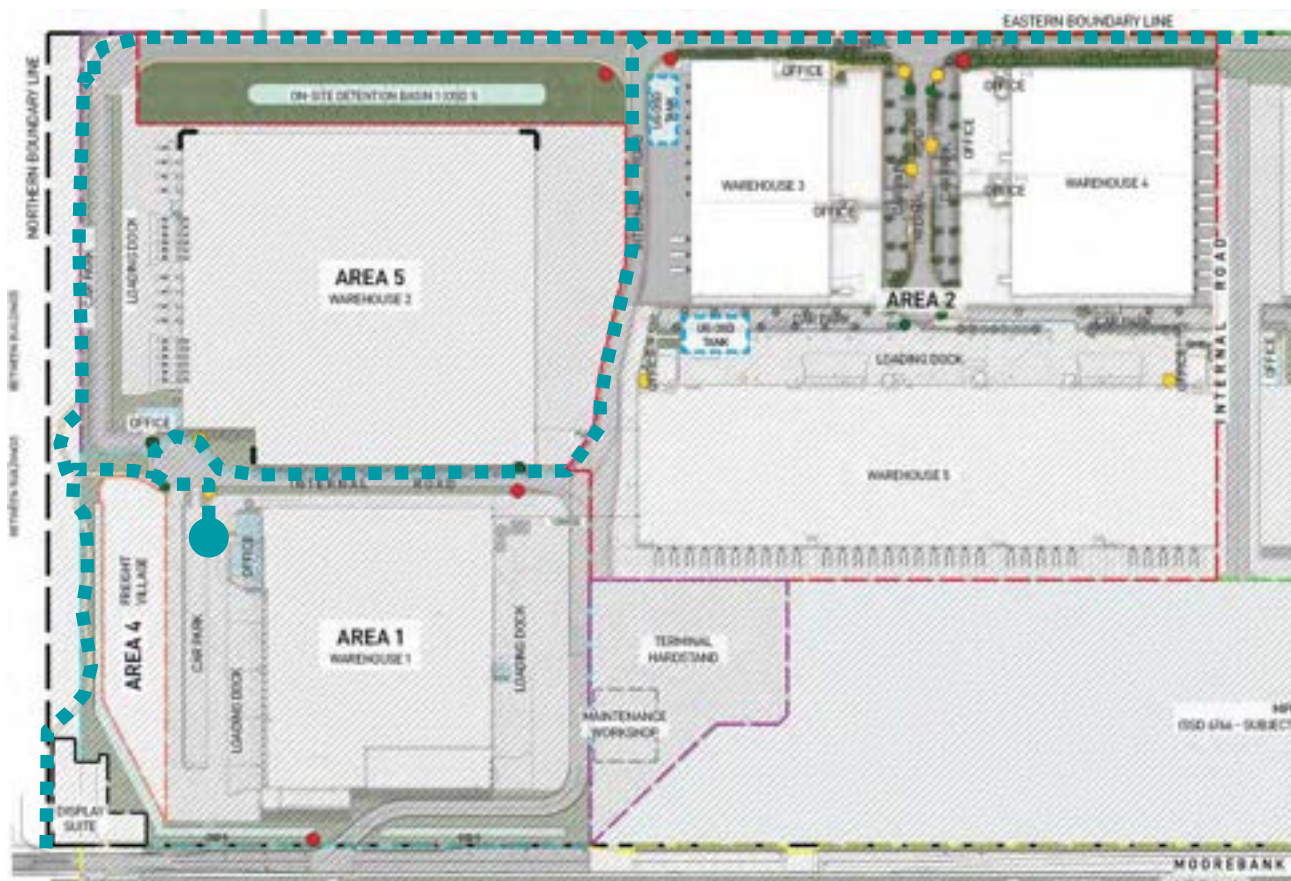


Figure 2-4: Potential cycling routes to bicycle parking facilities at Warehouse 1 (Ground Ink, 2020).

2.2.2 Area 2, Area 3, Area 4 and Area 5

Cyclists will be able to access warehouses through the provision of shared paths along the internal roads as outlined below (refer to Figure 2-5).

2.2.2.1 Warehouse 3 and Warehouse 6

To access the bicycle parking facilities for Warehouse 3 (Area 2), cyclists will be required to cross at the pedestrian crossing to Warehouse 3 where the shared path continues to the bicycle parking facilities located at Office 3B (Appendix 2). Similar to Warehouse 3, Warehouse 6 cyclists will cross at the pedestrian crossing to Warehouse 6 and bicycle parking facilities.

Typical bicycle parking facilities design is provided in Appendix 3.

2.2.2.2 Warehouse 4 and Warehouse 7

To access the bicycle parking facilities for Warehouse 4 (Area 2); cyclists will be required to cross at the pedestrian crossing to Warehouse 4 and continue west along the shared path along the internal access road between Warehouses 3 and 4 to the bicycle parking facilities located at Warehouse 4 (Appendix 2). Similar to Warehouse 4, Warehouse 7 cyclists will cross at the pedestrian crossing to Warehouse 7 and continue west along the shared path along the internal access road between Warehouses 6 and 7.

Typical bicycle parking facilities design is provided in Appendix 3.

2.2.2.3 Warehouse 5

To access the bicycle parking facilities for Warehouse 5 (Area 2), cyclists will travel west along the shared path from Warehouse 4 on the internal access road. Once within the Warehouse 5 precinct, cyclists must travel along the pedestrian pathways to access the bicycle parking facilities located adjacent to each office (Appendix 2).

2.2.2.4 Freight Village

A shared path located near the northern boundary of Area 1 will provide direct access to the indicative undercover bicycle parking facilities located within the central area of the freight village (Area 4). Details for bicycle parking and end of trip facilities for Area 4 are subject to detailed design and tenancing requirements. Facilities will be consistent with Area 1 and Area 2 and the requirements of this subplan. Typical bicycle parking and end of trip facilities are provided in Appendix 3.

2.2.2.5 Warehouse 2

To access the bicycle parking facilities for Warehouse 2 (Area 5), cyclists will utilise the shared path along the northern boundary of the MPE Site and running south between Area 1 and Area 5 (see UDLP Appendix 0A).

Details for bicycle parking and end of trip facilities for Area 5 are subject to the detailed design and tenancing requirements of Warehouse 2. Facilities will be consistent with Area 1 and Area 2 and the requirements of this subplan. Typical bicycle parking and end of trip facilities are provided in Appendix 3.

2.2.3 Area 6

No dedicated cycle access is to be provided along Moorebank Avenue. A shared pathway has been provided, as shown in the plans provided in the UDLP (Appendix 0A and Appendix 6). On-street cycling will continue to be accommodated within lane-marked shoulders of 1.5 to 2.5 m width. No dedicated bicycle parking will be provided within this Area.



Figure 2-5: Potential cycling routes within the Precinct, and to bicycle parking facilities at Areas 2, 3, 4 and 5 (Ground Ink, 2022).

2.3 Pedestrian Access and Connectivity

As shown in Figure 2-6, the MPE Site is in close proximity to several train stations (Glenfield, Holsworthy and Casula Stations).

Although pedestrian access is available to the Site from each of these train stations, the distance to travel is not practical. It is more likely that pedestrians accessing the Site from a train station would first utilise local bus services to get closer. Direct bus services to stops along Moorebank Avenue (shown on Figure 2-6 in red) are available from Holsworthy Station via Route 901 during the AM and PM peaks. Indirect bus services via other train stations and nearby city centres (such as Glenfield and Liverpool) are also available. Pedestrian access to the MPE Site from Moorebank Avenue is then available in a number of locations, as discussed below.

Pedestrian access will be via the off-road shared path from Moorebank Avenue, adjacent to the Defence Joint Logistics Unit (DJLU) intersection. Several signalised T-intersections spaced approximately 250 m to 600 m apart featuring signalised pedestrian crossings on Moorebank Avenue provide safe crossing access to the Project Site as shown in Figure 2-7.

Sightlines along Moorebank Avenue are generally clear, providing motorists suitable opportunity to see pedestrians. Overall pedestrian connectivity is considered good for the area, given the relatively low pedestrian volumes.

Pedestrians will access the MPE Site through the shared path extending along the northern boundary of the MPE Site, north of the freight village and north of the carpark of Warehouse 2. The shared path continues south along the eastern boundary of the MPE Site. This shared pathway is situated on the east side of the multi-tenant user road and extends along the internal roads between Warehouse 1 and 2, Warehouse 3 and 4, and Warehouse 6 and 7.

Internal shared pathways are outlined in Appendix 0A of the UDLP. In addition to showing potential cycling routes within the Precinct, the nominated routes on Figure 2-5 also indicate shared paths as pedestrian access pathways within the Precinct.



Figure 2-6: Locations of Existing Train Stations in close proximity to MPE and bus stops along Moorebank Avenue.

2.3.1 Area 1

Pedestrians will be able to access Warehouse 1 through the provision of shared paths from Moorebank Avenue. A shared path provides access to Warehouse 1 and is located on the northern boundary of the freight village. This shared path will provide direct access to the site office located on the north-east section of Warehouse 1. This shared path runs through the garden beds consisting of canopy trees such as *Acacia sp.*, *Corymbia sp.*, *Eucalyptus sp.* and *Melaleuca sp.* with low level native planting e.g. *Callistemon sp.*, *Crowea sp.*, *Dianella sp.* and *Myoporum sp.* Landscaping in this area is to include potential seating benches located adjacent to the shared pathway providing opportunities for staff meal breaks. Appendix 1 (Area 1 Masterplan) demonstrates the shared path throughout Area 1.

The pedestrian crossing at Moorebank Avenue and DJLU Access provides safe and direct pedestrian access to Area 1. This crossing links to the off-road shared path located on the northern border of Area 1 which connects directly to the eastern section of Area 1 where the office is located. Appendix 1 shows the shared path location through to Area 1.

2.3.2 Area 2 and Area 3

Pedestrians will be able to access Warehouses 3 to 7 via the shared paths along the internal road network. As discussed in Section 2.2.2, from the eastern boundary, the shared path continues west along the internal road between Warehouses 3 and 4, providing direct access for pedestrians into the warehouse offices and ultimately to Warehouse 5. Pedestrian crossings are provided to enable safe crossing points for pedestrians where required. Similarly, pedestrian access to Warehouses 6 and 7 from the eastern boundary will be from the shared path along the internal road between the two warehouses.

Appendix 2 and Appendix 3 provide details on the pedestrian paths through Area 2 and Area 3 respectively. Appendix 0A of the UDLP demonstrates the shared paths and pedestrian paths for the entire MPE Site.

2.3.3 Area 4

Pedestrians will be able to access the freight village via the shared paths running north along the northern boundary of Area 1. Pedestrian crossings will be provided within Area 4 to enable safe crossing points for pedestrians where required.

Further details regarding pedestrian shared pathways for Area 4 are subject to detailed design and tenancing requirements. Shared pathway elements will be consistent with Area 1 and Area 2 and the requirements of this subplan.

Appendix 3 provides details on the pedestrian paths through Area 2. Appendix 0A of the UDLP demonstrates the shared paths and pedestrian paths for the entire MPE Site.

2.3.4 Area 5

Pedestrian access will be designed to provide access to Warehouse 2 via shared paths along the internal road network. Direct access for pedestrians will be provided into the warehouse office and ultimately to warehouses, utilising pedestrian crossings to enable safe crossing points for pedestrians where required.

Final design of shared path and pedestrian paths for Area 5 is subject to detailed design and tenancing requirements. At the development application stage, pedestrian access is to be confirmed, and designed to be consistent with the requirements of this subplan.

Appendix 5 provides details on the pedestrian paths through Area 5. Appendix 0A of the UDLP demonstrates the shared paths and pedestrian paths for the entire MPE Site.

2.3.5 Area 6

Sightlines along Moorebank Avenue are generally clear, providing motorists suitable opportunity to see pedestrians. As discussed in Section 2.3, several signalised T-intersections featuring signalised pedestrian crossings on Moorebank Avenue will provide safe crossing access to the MPE Site and Warehouses (Figure 2-7). A shared path is to be provided along Moorebank Avenue for pedestrian and cyclist access. The path will be appropriately signposted with pedestrian crossings where required.

Appendix 3 provides details on the shared paths through Area 6. Detailed design of Area 6 may be subject to a separate approval from Transport for NSW (TfNSW).

Cycling and Pedestrian Access and Facilities Plan



Figure 2-2: Locations of Existing Pedestrian Crossing Facilities on Moorebank Avenue

Figure 2-7 Locations of existing pedestrian crossing facilities on Moorebank Avenue

2.4 End of Trip Facilities

The City of Sydney Section 3 – General Provisions stipulates the following on-site bicycle parking rates for Industry or Warehouse/Distribution Centres:

- one bicycle rack per 10 staff/employees
- one personal locker for each bike parking space
- one shower and change cubicle for up to 10 bicycle parking spaces
- two showers and change cubicles for 11 to 20 or more bicycle parking spaces are provided
- two additional showers and cubicles for each additional 20 bicycle parking spaces or part thereof.

End of trip facilities across the MPW Site are to be designed in accordance with the above.

The bicycle parking facilities will be designed to satisfy the minimum standard requirements of *AS 2890.3 – 1993 Parking Facilities Part 3: Bicycle Parking Facilities* including quantity, functionality, convenience and security.

2.4.1 Area 1

2.4.1.1 Bicycle Facilities

Staff numbers are approximately 100 people per day over a 10 hour shift for Warehouse 1. The proposed staff numbers have been supplied by the warehouse tenant. In accordance with The City of Sydney Section 3 – General Provisions, a total of 10 bicycle parking spaces, 10 lockers and 1 shower/change cubicle will be included for the 100 staff employees at Warehouse 1.

The secure bicycle facilities are located immediately north of the smoker's designated area located north of the entrance of Warehouse 1 and are undercover as shown in Figure 2-8; design details are presented in Appendix 1.



Figure 2-8 Undercover Bicycle Facilities for Warehouse 1

2.4.1.2 End of Trip Amenities

The female and male amenities for Warehouse 1 are sufficient to accommodate the needs of the estimated 100 people per day over a 10 hour shift for Warehouse 1. In addition to the male and female facilities, an accessible toilet and shower will also be provided. The male and female amenities are located near the entrance of the Warehouse 1 office. An indicative drawing of the end of trip facilities for Warehouse 1 is shown in Appendix 1.

Warehouse 1 will provide the following female amenities:

- 5 toilets (including one ambulant)
- 20 x 3 tier lockers
- 3 sinks
- 2 showers.

Warehouse 1 will provide the following male amenities:

- 6 toilets (including one ambulant)
- 4 urinals
- 35 x 3 tier lockers
- 5 sinks
- 3 showers.

2.4.2 Area 2

2.4.2.1 Bicycle Facilities

Warehouse 3

Staff numbers are approximately 83, and this is split between the two warehouse tenants: Tenant A will have approximately 54 staff and Tenant B will have approximately 29 staff. In accordance with The City of Sydney Section 3 – General Provisions, a total of 11 bicycle parking spaces, two showers and eight lockers will be provided for the 83 employees at Warehouse 3.

The secure bicycle facilities are located adjacent to Office B and are undercover as shown in Figure 2-9.



Figure 2-9 Typical Undercover Bicycle Facilities for Warehouse 3

Warehouse 4

Staff numbers are approximately 75, and this is split between the two warehouse tenants: approximately 36 staff will be working for Tenant A and approximately 39 staff will be working for Tenant B. In accordance with The City of Sydney Section 3 – General Provisions, a total of nine bicycle parking spaces, two showers and seven lockers will be provided for the 75 employees at Warehouse 4.

The secure bicycle facilities are located adjacent to office B and are undercover as shown in Figure 2-10.



Figure 2-10 Typical Undercover Bicycle Facilities for Warehouse 4

Warehouse 5

Staff numbers are approximately 285, and this is split between the two warehouse tenants: Tenant A will have approximately 152 staff and Tenant B will have approximately 133 staff. In accordance with The City of Sydney Section 3 – General Provisions, a total of 26 bicycle parking spaces, 12 showers and 52 lockers split evenly between the two tenants will be provided for the 285 employees at Warehouse 5.

The secure bicycle facilities are located adjacent to the two site offices and are undercover as shown in Figure 2-11. Design details of the undercover bicycle parking areas are provided in Appendix 2 (Drawing No. WHP5-RCG-AR-DWG-UDLP8-B).



Figure 2-11 Typical Undercover Bicycle Facilities for Warehouse 5

2.4.2.2 End of Trip Amenities

Warehouse 3

The end of trip facilities for Warehouse 3 are sufficient to accommodate the needs of the expected bicycle users.

The male and female amenities for Warehouse 3 are sufficient to accommodate the needs of the approximate 83 staff for Warehouse 3. In addition, to the male and female toilets, two accessible toilets and one accessible shower will be provided. The male and female end of trip facilities are located within the two offices of Warehouse 3. Architectural drawings of the end of trip facilities for Warehouse 3 are shown in Appendix 2.

Warehouse 3 will provide the following female amenities:

- 9 toilets
- 12 lockers
- 9 sinks
- 4 showers.

Warehouse 3 will provide the following male amenities

- 8 toilets
- 7 urinals
- 12 lockers
- 8 sinks
- 4 showers.

Warehouse 4

The male and female amenities for Warehouse 4 are sufficient to accommodate the needs of the approximate 75 staff for Warehouse 4. In addition, to the male and female toilets, two accessible toilets and one accessible shower will be provided. The male and female end of trip facilities are located within the two offices of Warehouse 4. An indicative architectural drawing of the end of trip facilities for Warehouse 4 is shown in Appendix 2.

Warehouse 4 will provide the following female amenities:

- 10 toilets
- 12 lockers
- 8 sinks
- 6 showers.

Warehouse 4 will provide the following male amenities

- 8 toilets
- 6 urinals
- 11 lockers
- 8 sinks
- 6 showers.

Warehouse 5

The male and female amenities for Warehouse 5 are sufficient to accommodate the needs of the approximate 285 staff for Warehouse 5. In addition to the male and female facilities, 10 accessible toilets will be provided. The male and female amenities are located near the two offices of Warehouse 5. Architectural drawings for the end of trip facilities of Warehouse 5 are shown in Appendix 2.

Warehouse 5 will provide the following female amenities:

- 12 toilets
- 26 lockers
- 12 sinks
- 6 showers.

Warehouse 5 will provide the following male amenities:

- 14 toilets
- 14 urinals
- 26 lockers
- 16 sinks
- 6 showers.

2.4.3 Area 3

2.4.3.1 Bicycle Facilities

Bicycle parking spaces have been provided for Warehouses 6 and 7 based on anticipated staff numbers (to be confirmed) and the City of Sydney Section 3 – General Provisions. A total of 28 bicycle parking spaces have been provided for each warehouse. The secure undercover bicycle facilities, as shown in Figure 2-12, will be located adjacent to both of the office areas, for each warehouse. Detailed designs are provided in Appendix 3.



Figure 2-12: Typical bicycle parking facilities for Warehouses 6 and 7 (Watson Young, 2022)

2.4.3.2 End of Trip Amenities

The end of trip amenities for Warehouses 6 and 7 are sufficient to accommodate the needs of the estimated staff numbers. The male and female amenities are located near each of the office and dock areas of Warehouse 6 and of Warehouse 7. Sixteen accessible toilets and 2 accessible showers will be provided within Warehouse 6 and 12 accessible toilets and 2 accessible showers within Warehouse 7. Architectural drawings for the office layout and end of trip facilities for Warehouses 6 and 7 are provided in Appendix 3.

Warehouse 6 will provide the following female amenities:

- 16 toilets

- 58 lockers
- 10 sinks
- 4 showers.

Warehouse 6 will provide the following male amenities:

- 10 toilets
- 10 urinals
- 58 lockers
- 10 sinks
- 4 showers.

Warehouse 7 will provide the following female amenities:

- 13 toilets
- 40 lockers
- 8 sinks
- 4 showers.

Warehouse 7 will provide the following male amenities:

- 11 toilets
- 8 urinals
- 64 lockers
- 11 sinks
- 6 showers.

2.4.4 Area 4 and Area 5

2.4.4.1 Bicycle Facilities

Staff numbers are currently not confirmed for these Areas of the MPE Site. Nevertheless, and consistent with Section 2.4.1 and 2.4.2, bicycle parking spaces, shower facilities and lockers shall be provided based on anticipated staff numbers and in accordance with The City of Sydney Section 3 – General Provisions. This shall be confirmed at the development application stage for each Area.

Secure bicycle facilities shall be located adjacent to warehouse offices within Area 5. They shall be undercover and will be designed to be consistent with those in Area 1 and Area 2 (see Figure 2.8 – 2.11 and Appendix OC) and the requirements of this subplan. Indicative undercover bicycle facilities are located near the central forecourt area of the freight village.

Typical bicycle facilities design for the MPE Site is provided in Appendix OC.

2.4.4.2 Male and Female Amenities

The end of trip facilities for Areas 4 and 5 shall be sufficient to accommodate the needs of the expected bicycle users, once these details become available.

The male and female amenities shall be sufficient to accommodate the needs of the anticipated staff and visitor population. In addition to the male and female toilets, accessible toilets and accessible shower facilities will be provided.

The male and female end of trip facilities will be located within the warehouse offices in Area 5, and indicative amenities are located near the central forecourt area of the freight village. Typical drawings of end of trip facilities in Areas 4 and 5 are provided in Appendix OC.

2.4.5 Area 6

End of trip facilities and amenities are not required for Area 6.

2.5 Compliance with AS 2890.3 – 1993

The layout, design and security of bicycle facilities across the MPE Site will align with the minimum requirements of *Australian Standard AS 2890.3-1997 Parking Facilities Part 3: Bicycle Parking Facilities*. The bicycle parking facilities will meet the following minimum requirements:

- Safety – the bicycle parking will allow a bicycle frame and wheels to be locked using cyclists own locking device
- Space per bicycle – a minimum "bicycle spacing envelope" of 1800 mm x 1200 mm x 500 mm will be provided
- Aisle access – a minimum of 1500 mm passageway free of obstacles will be provided
- Sturdy construction – the bicycle parking will have sufficient support, be resistant to cutting, bending and breaking and include tamper resistant fixings.

AS 2890.3-1997 was updated in 2015 and the end of trip facilities have been designed to meet the relevant updated standard. Separate certificates have been provided to the Property Council of Australia (PCA) for the construction certificate for Warehouse 1 (Area 1) and for Warehouses 3, 4 and 5 (Area 2).

Similarly, required certificates will be provided to the PCA for Areas 3 to 5 prior construction of warehouses in these areas. This is not required for Area 6.

Appendix 0A – Evidence Of Consultation



[REDACTED]
Qube Property Development Management Services
Level 27, 45 Clarence Street
Sydney NSW 2000

05/02/2021

Dear [REDACTED]

**Moorebank Precinct East Stage 2 (SSD 7628)
Urban Design and Landscape Plan**

I refer to your submission dated 4 November 2020 requesting approval of the consolidated Urban Design and Landscape Plan (UDLP), Revision 12, dated 18 December 2020, and associated Sub Plans required under condition B140 of SSI 7628. This plan has been staged with the approval of the Planning Secretary under condition A14 and A15 SSD 7628.

I acknowledge your response to the Department's review comments and requests for additional information. I note that these plans:

- have been reviewed by SMITA and no issues have been raised;
- have been prepared in consultation with Liverpool City Council; and
- have been reviewed by the Government Architect NSW.

I understand that the drawings accompanying the consolidated UDLP for the stages known as Areas 3 to 6 are indicative only and are subject to final detailed design. The consolidated UDLP and drawings for Areas 1 and 2 reflect the approved permanent built surface works and landscaping for these areas only.

I note that Liverpool City Council, and Government Architect NSW have been consulted on the indicative designs for Areas 3 to 6, and have provided comment, noting that these plans will need to be updated as the development of the site progresses. Further, I note your commitments to update the UDLP drawings and Sub Plans following detailed design.

Further, the consolidated UDLP and Sub Plans have satisfactorily demonstrated how Ecological Sustainable Development and Stormwater Management requirements have been incorporated into the overall design for MPE Stage 2, meeting the requirements for condition B140 (l) and (n).

I note that the UDLP has detailed how recommendations from the Heritage Interpretation Plan, required under condition B101, will be incorporated into the detailed design of the stage known as Area 4.

As nominee of the Planning Secretary, I approve the following documents under Condition B140 of SSD 7628 subject to you updating and resubmitting the UDLP and Sub-Plans for information with the detailed design for each future stage (Areas 3, 4, 5 and 6):

Document	Revision and date
Consolidated Urban Design and Landscape Plan	Rev 12, dated 18 December 2020
Cycling and Pedestrian Access and Facilities Sub Plan	Rev 7, dated 3 November 2020
Landscape Vegetation Management Sub Plan	Rev 8, dated 3 November 2020
Lighting Sub Plan	Rev 8, dated 3 November 2020
Employee Outdoor Meal Break Area Sub Plan	Rev 7, dated 3 November 2020
Signage Sub Plan	Rev 7, dated 3 November 2020

You must resubmit the updated UDLP and Sub-Plans, reflecting detailed design for each future stage, prior to commencement of permanent built surface works and/or landscaping for each stage, or as otherwise agreed by the Planning Secretary. The Department may request that you seek the Planning Secretary's approval of the UDLP and relevant sub-plans following detailed design for each stage if the 'for information' submission does not meet the requirements of the conditions of consent.

Further, I refer to the Planning Secretary nominee's letters dated 24 April 2020 and 4 September 2020 regarding the conditional approval for the MPE Stage 1 UDLP. These letters refer to the requirement for additional compensatory landscaping on MPE Stage 2. I note that the consolidated UDLP for MPE Stage 2 commits to delivering a minimum 14.2% of soft landscaping on the MPE Stage 2 site. When you have confirmed this following detailed design then the conditional approval of the UDLP for MPE Stage 1 will be resolved.

Please note, if there are any inconsistencies between the approved documents and the conditions of consent, then the requirements of the conditions of consent prevail.

Please ensure that the approved plans and drawing are placed on the project website at the earliest convenience.

If you wish to discuss the matter further, please contact [REDACTED] [REDACTED] [REDACTED]
[REDACTED]

Yours sincerely

[REDACTED]

[REDACTED]

As nominee of the Planning Secretary



[REDACTED]
Qube Property Development Management Services
Level 27, 45 Clarence Street
Sydney NSW 2000

04/09/2020

Dear [REDACTED]

**Moorebank Precinct East – Stage 2 (condition B140, SSI 7628)
Urban Design and Landscape Plan**

I refer to your submission dated 14 May 2020 requesting approval of the Urban Design and Landscape Plan (UDLP), Rev 9B dated 12 August 2020, and Sub Plans for Area 1 and Area 2 only in accordance with condition B140 of SSI 7628. I also acknowledge your response to the Department's review comments and requests for additional information. I note that these plans have been staged under condition A14 of SSD 7628.

The UDLP for Area 1 and Area 2 and associated Sub Plans have been reviewed and I note that these plans:

- have been reviewed by SIMTA and no issues have been raised
- have been prepared in consultation with Liverpool City Council
- have been reviewed by the Government Architect of NSW.

As nominee of the Planning Secretary, I approve the following documents under condition B140 and B141 for Area 1 and Area 2 only:

Document	Revision
Urban Design and Landscape Plan	Rev 9C, dated 12 August 2020
Landscape and Vegetation Management Sub Plan	Rev 6C, dated 31 July 2020
Lighting Sub Plan	Rev 6C, dated 31 July 2020
Cycling and Pedestrian Access and Facilities Sub Plan	Rev 5C, dated 12 August 2020
Employee Outdoor Meal Break Area Sub Plan	Rev 5C, dated 12 August 2020
Signage Sub Plan	Rev 5C, dated 31 July 2020

Please note that this approval does not extend to condition B140 (e)(vi) for Area 1, as this matter is still outstanding and has been referred to DPIE Compliance for review. I note that Area 2 meets the requirements of condition B140 (e)(vi).

I also note that the approved development layout plan has been amended (Reference: SSS2-RCG-AR-SKC-159, dated 11-08-2020). I approve the amended development layout under condition A22. I remind you that you must seek approval for any future changes made to the development layout of the site under condition A22.

You are also reminded that in my letter dated 24 April 2020, I approved the UDLP for MPE Stage 1 subject to you providing additional compensatory landscaping on MPE Stage 2. You must detail how this will be achieved in future stages of the MPE Stage 2 UDLP.

Further, in the subsequent consolidated UDLP and Sub Plans for the MPE Stage 2 site, you must satisfy all the requirements of condition B140 for the site overall, and must demonstrate that requirements not achieved in Areas 1 and 2 have been achieved overall. A copy of the review table containing outstanding matters will be provided to you for your reference.

Please note, if there are any inconsistencies between the approved documents and the conditions of consent, then the requirements of the conditions of consent prevail.

Please ensure that the approved plan is placed on the project website at the earliest convenience. If you wish to discuss the matter further, please contact [REDACTED]

Yours sincerely

[REDACTED]

[REDACTED]

As nominee of the Planning Secretary

From: [REDACTED]
Subject: [REDACTED] RE: [REDACTED]
Date: Thursday, 13 August 2020 12:08:00 PM
Attachments: [REDACTED]

Hi [REDACTED]

Thank you for confirming. Please let me know if you need any further information.

Kind regards,

[REDACTED]
[REDACTED]

[REDACTED]



Suite 117,
25 Solent Circuit
Baulkham Hills
NSW 2153

www.aspectenvironmental.com.au



From: [REDACTED]
Sent: Thursday, 13 August 2020 12:06 PM
To: [REDACTED]
Subject: [REDACTED]

Hi [REDACTED]

Dropbox link received and I believe the items have been received in the portal.

Kind regards

[REDACTED]
[REDACTED]

Planning and Assessment | Department of Planning, Industry and Environment
T 02 8275 1168 | [REDACTED]
4 Parramatta Square, 12 Darcy Street, Parramatta NSW 2150

From: [REDACTED]
Sent: Wednesday, 12 August 2020 7:42 PM
To: [REDACTED]
Subject: [REDACTED]



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DPE review comments - Condition B141 (d) UDLP Cycling and Pedestrian Access and Facilities Sub Plan (CPAFSP)

ROW	Condition No.	Section	DPE Comment Rev 2 dated 8/8/18	Proponent Response DPE comment (Rev 3, dated 18/04/2019)	DPIE Comment Rev 5B dated 08/05/20	Proponent Response 11/08/20
1	<p>A14 With the approval of the Secretary, the Applicant may submit any strategy, plan or program required by this consent on a staged basis.</p>	Section 1.3	<p>The Cycling and Pedestrian Access and Facility (CPASFSB) Warehouse 1 Precinct (W1P) has been submitted on a staged basis (excluding the built surface works for the freight village). Satisfactory, noting comments listed under A15.</p>	<p>This plan has been updated in Section 1.3 to include the different stages associated with this plan. The stages of this plan include:</p> <ul style="list-style-type: none"> • Area 1 – Warehouse 1 including area north of freight village • Area 2 – Warehouse 3, 4 and 5 • Area 3 – Warehouse 6, 7 and 8 • Area 4 – Freight village • Area 5 – Warehouse 2 • Area 6 – Moorebank Avenue Works <p>Section 1.3.2 outlines the following:</p> <p>“Area 1 is the first stage of this EOMBASP and includes Warehouse 1 and the immediate area surrounding Warehouse 1 (excluding the freight village). The detailed plans for future stages, i.e. Areas 2 - 6, of this EOMASP are anticipated to be provided in multiple submissions as described in Table 1. Each future staged submission will be incremental and present the detailed present the cycling and pedestrian connectivity requirements for that stage.”</p> <p>Reference to W1P has also been removed throughout the entire document.</p>	<p>Section 1.3 states that this CPAFSP will be staged (in accordance with CoC A14 and A15) to allow for the commencement of warehouse construction, is shown on Figure 1-1 and detailed within Table 1. Table 1 states operational dates as follows: Area 1 (WH1 including area north of the freight village)– Q2 2019 Area 2 (WH3, WH4 & WH5) – Q2 2020 Areas 3-6 (WH2, WH6, WH7, WH8, freight village & upgrade Moorebank Ave) – TBC</p> <p>ROW 1 DPIE: Please update Table 1 to include the following columns; area/warehouses, stage submission date, targeted occupancy date and perhaps build duration. This will enable applicant/DPIE to anticipate when the stages of plan will be submitted and when construction will need to commence.</p>	<p>Table 1 has been updated to be consistent with other subplan updates and provide:</p> <ul style="list-style-type: none"> • Area • Approx date of plan submission • Operational area (warehouses) • Approximate occupation date (where known) <p>Build duration cannot be forecasted and is dependent on market demands, tenant needs and other approvals. The CPAFSP does require, however that submission of the subplan is required prior to permanent built surface works and/or landscaping of the next area.</p> <p>Implementation is required prior to occupation.</p>

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				<p>As outlined in Section 1.3.3, the trigger for updating this plan will be submitted one month prior to permanent built surface works and/or landscaping of the next stage.</p> <p>Satisfactory.</p>		
2	<p>A15 If the submission of any strategy, plan or program is to be staged, then the relevant strategy, plan or program must clearly describe the specific stage of the development to which the strategy, plan or program applies, the relationship of the stage to any future stages and the trigger for updating the strategy, plan or program</p>	Section 1.3	<p>The specific stage of the plan is the Warehouse 1 and the area inside W1P (excluding the freight village). The trigger for updating the CPAFSB is prior to the installation of cycling and pedestrian facilities and access arrangements for the freight village. The trigger for submission of the second stage (CPAFSP – Remainder of Site) will be prior to the commencement of permanent built surface works for the remainder of site. Works will only progress beyond bulk earthworks for the remainder of the site upon approval of the CPAFSP – Remainder of Site.</p> <p>Further action required.</p> <p>1. Please ensure that the trigger for updating the CPASFSB is</p>	<p>1. Section 1.3 has been updated to include the different stages applicable to this plan, as described above.</p> <p>Figure 1-1 has been included in this plan and includes the different stages in relation to the whole of site.</p> <p>Satisfactory.</p>	<p>ROW 2 Comment: Please refer to ROW 1 comments.</p> <p>Please also update the triggers in section 1.3.1 to reflect the following; The staging strategy is shown in Table 1. Future stages of the CPAFSP will be submitted to the department with adequate time for assessment and approval. Construction of each stage will only commence once approval of stage has been obtained from the department. Triggers for updating the strategy will occur if delivery program significantly changes. 2</p>	<p>Noted – updates made to Table 1</p> <p>Triggers are detailed in Section 1.3.3 This Section has been updated to reflect this comment.</p> <p>The CPAFSP has been clarified to reflect that approval from DPIE for staging of development activities has already been granted as a separate process aside from this plan. Construction of each development stage will only commence once approval of stage has been obtained from the department. The trigger for submission of the future stages of this CPAFSP will be one month prior to permanent built surface works and / or landscaping of the next area.</p>

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			consistent with the overarching UDLP i.e. prior to the commencement of built surface works for the freight village.			
3	B140 The UDLP must be prepared by a suitably qualified and experienced person(s), in consultation with the relevant council(s), in consultation with the Secretary, in consultation with the NSW Government Architect.		<p>The UDLP Appendix A states that the plan was submitted to Liverpool City Council on 14/8/2018, with comments received back on 3 October 2018.</p> <p>The Sub-plan was submitted (along with the overarching UDLP) to the Department for the Government Architect's consultation on 31/08/2018, prior to Liverpool City Council's comments being received. Consultation with the Government Architect concluded on 22/1/2019, with DPE commencing review of the Plan on 22/1/2019.</p> <p>GA comments on the plan were gathered during the consultation process. LCC did not provide specific direction on the sub-plan regarding cycling and pedestrian access but did review the UDLP against the conditions of consent. These</p>	<p>2. Section 1.5 and Appendix A1 has been updated with the consultation from GANSW and LCC. The UDLP sub-plans were submitted along with the UDLP on 03/10/2018.</p>	<p>The Compliance Table (Section 1.5, Table 2) does not reference this condition.</p> <p>However, Section 1.2 states that the plan (CPAFSP) has been prepared by a suitably qualified and experienced person(s) who requires approval by the Secretary within twelve months of the date of Development Consent..... It is noted that this plan requires approval as opposed to the approval of the person preparing the plan.</p> <p>Consultation</p> <p>Section 1.6 and Table 3 provides a summary of consultation on Areas 1 and 2 for consultation with LCC and GANSW and states that consultation evidence is included in Appendix A1 and Appendix A1 of the UDLP. It is noted that consultation for Area 2:</p> <ul style="list-style-type: none"> - LCC provided a compliance matrix on concerns and comments on 16/04/20 and the Proponent provided a response on 01/05/20 and consultation is noted as closed. - UDLP documentation for Area 2 provided to DPIE (on behalf of GANSW) on 11/05/20 and consultation is noted as waiting on a response. <p>ROW 3 DPIE Comment: Please update the following sections - Update Table 2 Section 1.5 (compliance matrix) to include this condition and the means to comply with this requirement in the and where it can be found in the plan.</p> <ul style="list-style-type: none"> - Update Appendix B1 to include Area 2 consultation. 	<p>Table 2 has been updated to include Condition B140 and relevant references to where this is addressed in the document. Appendix B1 has been updated to include this most recent consultation. LCC provided confirmation deeming the UDLP for Area 2 as satisfactory.</p>

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			<p>comments were received by the Proponent on 3/10/2018.</p> <p>Further action required</p> <p>2. Update the revision table to include the correct date of when the sub-plan was submitted to LCC consistent with the evidence of engagement in Appendix A of the UDLP.</p>			
4	B141(d) Cycling and Pedestrian Access and Facilities Sub Plan to assist in the safe cycling and pedestrian connectivity and through the MPE precinct by providing dedicated linkages between the warehouses, the freight village and Moorebank Avenue that will contribute to the quality and safety of the pedestrian and cyclist environment associated with the development. The Plan must	This plan	<p>The UDLP Cycling and Pedestrian Access Plan was submitted to the Department for the Government Architect's consultation on 31/08/2018. This consultation was finalised on 22/01/2019, with DPE review period commencing on 22/1/2019.</p> <p>As the plan is staged for W1P (excluding built surface works for the freight village), the safe cycling and pedestrian connectivity through the MPE precinct is limited to the W1P precinct. An update to the plan will be provided for the freight village prior to built surface works for the freight village. The next stage of the plan is the Remainder of the MPE</p>	<p>3. Figure 1-1 has been included in this plan and includes the different stages in relation to the whole of site. This plan does not include details on the freight village (Area 4), and will be updated at a later stage (refer to Section 1.3 for staging).</p>	<p>Please refer ROWs 5 & 8 DPIE Comments as effectively these are equivalent condition requirements as 141(b) (ii) and paragraph 2 of 141(d) (qualifications and experience of designer/s)</p> <p>It is noted that the quality/amenity of the share path, bordering the MPE site to the north and east, is enhanced by landscaping (garden beds with canopy trees such as Acacia sp., Corymbia sp., Eucalyptus sp. and Melaleuca sp. with low level native planting e.g. Callistemon sp., Crowea sp., Dianella sp. and Myoporum sp. Landscaping in this area is to include potential seating benches located adjacent to the shared pathway providing opportunities for staff meal breaks. Appendix A2 (UDLA-02 Area 1 Masterplan) demonstrates the shared path throughout Area 1.</p> <p>It is noted that landscaping for Area 2 is shown in UDLP Appendix B.</p> <p>ROW 4 DPIE Comment: Please refer UDLP comments for Area 2 noting advice from Council and GANSW.</p>	<p>Please refer to responses Rows 5 and 8.</p> <p>Noted – UDLP document has also been updated to incorporate GANSW comments</p>

ROW	Condition No.	Section	DPE Comment Rev 2 dated 8/8/18	Proponent Response DPE comment (Rev 3, dated 18/04/2019)	DPIE Comment Rev 5B dated 08/05/20	Proponent Response 11/08/20
	<p>be prepared by a suitably qualified and experienced person(s) and approved by the Secretary within twelve months of the date of this approval, unless otherwise agreed by the Secretary.</p>		<p>site. Due to the extended consultation process with the GA, DPE has asked the Proponent to request an extension to the timeframe to the submission of the plan, as the 12 months from the date of the approval timeframe has lapsed. DPE notes that due to the staging of the plan, the WIP contains limited connectivity to the remaining site, with these aspects to be addressed in subsequent stages of the plan. DPE also notes that changes to the share-path designs along with other material changes to the UDLP have been made during the consultation with the GA.</p> <p>Further action required. 3.Please update the plan to include the up-to-date design drawings (at appropriate scale), demonstrating the relationship to the future stages, and the MPE precinct overall. The updated drawings should also contain the correct construction</p>			

ROW	Condition No.	Section	DPE Comment Rev 2 dated 8/8/18	Proponent Response DPE comment (Rev 3, dated 18/04/2019)	DPIE Comment Rev 5B dated 08/05/20	Proponent Response 11/08/20																
			<p>boundaries and should contain a boundary denoting construction (bulk-earthworks) activities for the freight village.</p>																			
5	<p>The Plan must be prepared by a suitably experienced and qualified person(s) in the design and provision of Cycling and Pedestrian Access and Facilities.</p>	<p>Title page Section 1.2</p>	<p>The plan has been prepared by Arcadis in consultation with Reid Campbell (Architects), and Ground Ink (Landscape Architects). The authors of the Plan are Arcadis consultants ().</p> <p>Further action required. 4. Please update the plan to demonstrate that the architect and landscape architect have suitable experience in the design and provision of Cycling and Pedestrian Access and Facilities.</p>	<p>4. This plan has been prepared by () who has experience in the traffic engineering and modelling fields. Further detail on ()</p> <p>()</p> <p>This plan has not been prepared in consultation with Reid Campbell and Ground Ink.</p>	<p>Pages ii, iii and the compliance Table (Table 2) detail the experience and qualifications of the main authors () as follows:</p> <table border="1" data-bbox="1211 560 1816 1425"> <thead> <tr> <th>Area</th> <th>Author Name</th> <th>Qualification</th> <th>Experience</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>()</td> <td>()</td> <td>()</td> </tr> <tr> <td>2</td> <td>()</td> <td>()</td> <td>()</td> </tr> <tr> <td>2</td> <td>()</td> <td>()</td> <td>()</td> </tr> </tbody> </table>	Area	Author Name	Qualification	Experience	1	()	()	()	2	()	()	()	2	()	()	()	
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					<div data-bbox="1211 284 1816 395" style="border: 1px solid black; width: 100%; height: 100%; background-color: black; display: flex; align-items: center; justify-content: center; font-size: 2em; font-weight: bold; margin-bottom: 10px;">F</div> <p data-bbox="1211 400 1816 424">Note: Other co-authors are also detailed on pages ii & iii.</p> <p data-bbox="1211 456 1816 639">While it is noted that designers of Area 2 are qualified registered architects with a range of experience across a range of large scale developments, including master planning, and across various jurisdictions there is no specific statement addressing direct experience in the design and provision of Cycling and Pedestrian Access and Facilities.</p> <p data-bbox="1211 671 1816 783">ROW 5 DPIE Comment: Please update pages ii & iii to confirm that [REDACTED] have specific experience in the design and provision of Cycling and Pedestrian Access and Facilities.</p>	<p data-bbox="1839 647 2186 751">Pages ii and iii have been updated to reflect relevant cycling and pedestrian access and facilities experience for [REDACTED]</p>
6	The Plan must detail the construction, timing and responsibility for the delivery of Cycling and Pedestrian Access and Facilities and take into account the following considerations:	Section 2.1	The plan commits to providing on-site facilities such as bicycle storage and end of trip facilities that will be provided for each warehouse prior to the warehouse being considered operational. Warehouses would be considered operational until cycle way/pedestrian access have been provided. Construction of cycling and pedestrian access for W1P is expected to occur between Quarter 3 and Quarter 1 of 2019. DPE notes that this schedule is likely to have changed due to	5. The undercover bicycle storage and end of trip facilities will be available for the time of occupation certificate of Warehouse 1, likewise with other warehouses. Refer to Section 2.1 for further detail.	<p data-bbox="1211 815 1816 1007">The Compliance Table (Section 1.5, Table 2) references Section 2.1 and states that the relevant Construction Contractor will be responsible for the construction of the designed access and facilities. It also states that the access design of the access was a collaboration between the Principal's designers and Representatives and the plan's authors.</p> <p data-bbox="1211 1038 1816 1230">Section 2.1 states that on-site facilities (bicycle storage and end of trip facilities, cycle way and pedestrian access) will be provided for each warehouse prior to the warehouse being considered operational and occupation and available at the time of the issue of an occupation certificate. Responsibility for construction of access and these facilities is the relevant Construction Contractor.</p> <p data-bbox="1211 1262 1816 1286">CLOSED.</p> <p data-bbox="1211 1318 1816 1342">OS#5 – CLOSED.</p>	

ROW	Condition No.	Section	DPE Comment Rev 2 dated 8/8/18	Proponent Response DPE comment (Rev 3, dated 18/04/2019)	DPIE Comment Rev 5B dated 08/05/20	Proponent Response 11/08/20
			the consultation with the GA. Further action required 5. Please update the plan with the current construction timing for the cycling, and pedestrian, and end-of trip facilities etc.			
7	(i) all relevant policies, guidelines and plans	Section 1.5 Section 2.2.1	<p>The relevant policies, guidelines and plans considered during the development of the plan are:</p> <p><i>Liverpool City Council Development Control Plan 2008, Part 1, General Controls for All Developments</i></p> <p><i>City of Sydney Section 3 – General Provisions</i></p> <p><i>Australian Standard AS 2890.3 – 1993 Parking Facilities Part 3: Bicycle Parking Facilities</i></p> <p><i>Planning Guidelines for Walking and Cycling (DIPNR) 2004</i></p> <p>The plan also considers the:</p> <p><i>NSW Bike Plan (June 2010); and</i></p> <p><i>Sydney's Cycling Future (Transport for NSW, 2013)</i></p>	Noted.	<p>The Compliance Table (Section 1.5, Table 2) references Section 1.4.</p> <p>Section 1.4 reiterates the policies and guideline contained in previous DPIE comments.</p> <p>Section 2.2 reiterates consideration of previous DPIE comments and</p> <p>Section 2.5 notes that it has been designed in accordance with the 2015 update of <i>AS 20890.3-1997 Parking Facilities Part 3: Bicycle Parking Facilities</i>.</p> <p>It is suggested that the compliance table (Table 2) is updated to also reference Sections 2.2 and 2.5.</p> <p>ROW 7 DPIE Comment: Please clarify if the Guide to Road Design Part 6A: Pedestrian and Cyclist Paths (AUSTROADS, 2009) has been considered in the design and if not please explain why.</p>	<p>Referencing updates to Table 2 completed as suggested.</p> <p>Requirement to reference the 2009 Austroads guideline has not been previously raised by DPIE, LCC or GANSW. Similarly, the Conditions of Consent do not require the CPAFSP be prepared in consideration of these guidelines.</p> <p>The 2015 version of AS 2890.3 – 1993 has been considered during preparation of this subplan (as per previous DPIE comments and as required by the Consent) and this is referenced within the subplan (Section 1.4 and 2.5). The most recent version of this Australian Standard outdates the</p>

ROW	Condition No.	Section	DPE Comment Rev 2 dated 8/8/18	Proponent Response DPE comment (Rev 3, dated 18/04/2019)	DPIE Comment Rev 5B dated 08/05/20	Proponent Response 11/08/20
						Austrroads guide and so has been used preferentially.
8	(ii) provide details for the provision of safe and efficient pedestrian and cyclist access connectivity within the development and include integration with the existing and future pedestrian and cycling access in the locality;	Section 2.2 Section 2.3	Section 2.2.1 details the external cycle connectivity for the site. Moorebank avenue does not have a dedicated cycleway, however on-street cycling is accommodated within lane-marked shoulder of 1.5 to 2.5 m width. Figure 2.1 demonstrates the cycle routes in the surrounding area. The <i>NSW Bike Plan</i> and <i>Sydney's Cycling Future</i> has identified bike routes to be constructed around Liverpool on Moorebank Avenue, and designated Moorebank avenue as a strategic bicycle corridor. Section 2.2.2 details the W1P Cycle Connectivity. Access is via an off-road share-path facility on the northern border of W1P, providing access to the bicycle parking facilities located in the car park area. DPE notes that this shared path has been updated during UDLP consultation.	6. The shared path for Warehouse 1 is shown in Appendix A2 which includes the meandering path located north of the freight village. The shared path for the entire site is shown in Appendix G. The drawings in Appendix A2 and Appendix G are also included in the UDLP, and have been developed in consultation with GANSW.	<p>The Compliance Table (Section 1.5, Table 2) references Sections 2.2, 2.2.1, 2.2.2, 2.3, 2.3.1, 2.3.2 and states that pedestrian and cycle access is provided via shared paths throughout the site that connect Areas 1 and 2 and will progressively connect all areas with details in updates to this CPAFSP.</p> <p>Cycle access and connectivity across the site is provided in Section 2.2 (overview) and Sections 2.2.1 and 2.2.2.(details for Areas 1 & 2) which reiterates details provided in previous DPIE comments.</p> <p>Pedestrian access and connectivity across the site is provided in Section 2.3 (overview) and Sections 2.3.1 and 2.3.2.(details for Areas 1 & 2)</p> <p>CYCLING ACCESS & CONNECTIVITY Section 2.2 advises that:</p> <p>External to MPE site</p> <ul style="list-style-type: none"> - no existing cycleway along Moorebank Ave, although there are lane-marked shoulders (1.5 to 2.5 m width). - Moorebank Avenue connects to a series of cycle routes in the surrounding area, as shown in Figure 2-1, in the form of either on-street cycle lanes or along local roads. An example is a cycle route from the site to Holsworthy train station is possible via a connection of shared paths and local streets in the Wattle Grove residential area (cycling distance of approximately 5.6 km) however this is not shown on Figure 1-1. - cycleway improvements are outlined in: <ul style="list-style-type: none"> * <i>The NSW Bike Plan</i> (June 2010) – identifies bike routes to be constructed around Liverpool on Moorebank Avenue, Heathcote Road and Newbridge Road, and * <i>Sydney's Cycling Future</i> (Transport for NSW, 2013) - commits to completing missing links in the existing network to the Liverpool CBD. This would include improving bicycle access to the Liverpool City Centre from the south by completing the missing sections of the 	Holsworthy train station is now identified on Figure 2-1, along with local cycleway networks including a route from the site to Holsworthy train station through the Wattle Grove residential area.

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			<p>Pedestrian access to W1P will be via the share path. Several intersections along Moorebank Avenue provide safe crossings. Pedestrian access to the Office is via the off-road share path located on the northern border of W1P.</p> <p>Further action required. 6. Please update the plan with the most up-to-date drawings developed during the consultation with the GA. Specifically, the meandering share-path should be the same as the one depicted during consultation.</p>		<p>off-road walking and cycling corridor along Glenfield Creek, between Casula and Liverpool. This improved access would integrate with the cycling routes proposed in the Liverpool Bike Plan (Liverpool Council, 2009). Moorebank Avenue is also considered a strategic bicycle corridor.</p> <p>Internal to MPE site – Overview of Areas 1 & 2</p> <p>- the shared path extends along the northern boundary of the MPE Site, north of the freight village and north of the WH2 carpark, then continues south along the eastern boundary of the MPE Site. This shared pathway is situated on the east side of the multi-tenant user road and extends along the internal roads between WH1 and WH2, WH3 and WH4, and WH6 and WH7. Internal shared pathways are outlined in Appendix G of the UDLP.</p> <p>Area 1 - Overview</p> <p>Section 2.2.1 states that cyclist access to WH1 is via the shared paths from Moorebank Avenue, along the northern landscaped boundary of the freight village with direct access to the bicycle parking facilities (north-east section of WH1). This shared path is referenced as shown in Appendix A2 for Area 1 only and Appendix G of the UDLP for the entire site.</p> <p>Area 2 - Overview</p> <p>Section 2.2.2 states that cyclist access to WH3, WH4 and WH5 is also via the shared path, extends south along the internal road between Warehouses 1 and 2, then continues east between 'Warehouse' and Area 2 on the northern side of the internal road.</p> <p>WH3 Cyclists need to cross the pedestrian crossing to WH3 where the shared path continues to the bicycle parking facilities located at Office 3B, (Appendix B2 – Dwg # W3W4-NTT-AR-DWG-0101).</p> <p>WH4</p>	

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					<p>Cyclists need to cross the pedestrian crossing to WH4, then continue west along the internal road shared path between WH3 and W4 to the bicycle parking facilities located at Warehouse 4 (Appendix B2 drawing no. W3W4-NTT-AR-DWG-0105).</p> <p>WH5 Cyclists need to travel west on the shared path from WH4 on the internal access road to WH 5, then along the pedestrian pathways to access the bicycle parking facilities located adjacent to Office 5A or Office 5B (Appendix B2 drawing no. WHP5-RCG-AR-DWG-UDLP1-C and WHP5-RCG-AR-DWGUDLP2-C).</p> <p>PEDESTRIAN ACCESS & CONNECTIVITY</p> <p>Section 2.3 advises that: External to MPE site Pedestrian access will be via the shared path from Moorebank Avenue, adjacent to the Defence Joint Logistics Unit (DJLU) intersection. Pedestrian safety and connectivity to MPE is considered good due to several signalised pedestrian crossings (spaced 250m-600m apart), clear motorist sightlines and relatively low pedestrians volumes.</p> <p>Internal to MPE site Pedestrians will access through the shared path extending along the northern boundary of the MPE Site, north of the freight village and north of the carpark of Warehouse 2. The shared path continues south along the eastern boundary of the MPE Site. This shared pathway is situated on the east side of the multi-tenant user road and</p> <p>As previously noted, the shared path is sited along the northern and eastern MPE site boundaries and extends along the internal roads between Warehouse 1 and 2, Warehouse 3 and 4, and Warehouse 6 and 7. (Refer UDLP Appendix G). Areas 1 and 2 are connected via a</p>	

ROW	Condition No.	Section	DPE Comment Rev 2 dated 8/8/18	Proponent Response DPE comment (Rev 3, dated 18/04/2019)	DPIE Comment Rev 5B dated 08/05/20	Proponent Response 11/08/20
					<p>north-south shared path between WH1 and WH2 which continues east along the internal road between WH2 and Area 2.</p> <p>Sections 2.3.1 and 2.3.2 provide area specific pedestrian access details to warehouses in Areas 1 and 2.</p> <p>ROW 8 DPIE Comment: Please update plan to: Update figure 2.2 to show existing pedestrian paths from key transport nodes that provide pedestrian access to the site such as local bus stops, Glenfield, Holsworthy and Casula train stations.</p> <ul style="list-style-type: none"> - clarify cycling routes to bicycle parking facilities at each warehouse by providing figures at the base of each paragraph from the shared pathway along the eastern boundary of the site (via extracts from the Appendices). - identify on Figure 2-1 cycling route between the site and Holsworthy train station and potential linking cyclepaths per <i>NSW Bike Plan</i> (June 2010) and <i>Sydney's Cycling Future</i> (Transport for NSW, 2013). - Please demonstrate how feedback obtained from Council and GANSW has been incorporated into this plan. 	<p>A new figure has been included in Section 2.3 (Figure 2-6) to show the site location in relation to local train stations, and provide further information regarding existing pedestrian paths from key transport nodes including local bus stops, and Glenfield, Holsworthy and Casula train stations. As outlined in the report, although pedestrian access is available from each of these stations to the MPE Site, the distance to travel (between 3.5 and 10.5 km) would make this impractical. The report therefore provides details on the connectivity of these stations to local bus services that travel to Moorebank Avenue. Pedestrian access from these bus stops to the MPE Site is then available and more easily accessible.</p> <p>Figures showing the cycling routes to bicycle parking facilities in Area 1 and Area 2 via the eastern shared pathway are now included as requested in Section 2.2.</p> <p>Further details on cycling routes and potential linking with cycle</p>

ROW	Condition No.	Section	DPE Comment Rev 2 dated 8/8/18	Proponent Response DPE comment (Rev 3, dated 18/04/2019)	DPIE Comment Rev 5B dated 08/05/20	Proponent Response 11/08/20
						<p>paths as outlined in the NSW Bike Plan (2020) and Sydney's Cycling Future (2013) have been provided in Section 2.2.</p> <p>Council has deemed UDLP documentation for Area 2 as satisfactory and has provided no further feedback in relation to pedestrian movement throughout the site and surrounding areas, with regards to Area 2 (refer to Appendix B1). DPIE/GANSW comments and advice have been incorporated into the UDLP and subplans; please refer to responses to comments in relation to the UDLP and subplans, including this subplan, for relevant updates to the UDLP documentation.</p>
9	(iii) provide details of end of trip facilities available on-site at each warehouse which are to include under cover bike storage, showers and change facilities sufficient to accommodate the needs of the forecast number of employee; and	Section 2.4	<p>The plan contains detail of the end of trip facilities, such as amenities, showers and lockers, based on the needs of an estimated 100 people per day over a 10-hour shift for Warehouse 1.</p> <p>7. The UDLP and Cycling and Pedestrian Access Management Plan drawings should both clearly contain the location of the undercover bike storage. Please note, the condition requires that an under-cover</p>	<p>7. The location of the undercover bicycle parking spaces is shown in Appendix A2. Figure 2-3 has been added to Section 2.4.1 and shows the details of the undercover bicycle facilities.</p> <p>8. The amenity block containing the showers, toilets and lockers in relation to Warehouse 1 is shown in Appendix A2. The male and female amenities are, 2.4.2 located near the entrance of the Warehouse 1 office.</p>	<p>The Compliance Table (Section 1.5, Table 2) references Sections 2.4.1, 2.4.2 and states that the end of trip facilities include toilets, lockers, sinks and showers (male, female and ambulant) and bicycle parking facilities available at WH1, WH3, WH4 and WH5.</p> <p>Section 2.4 states that the end of trip facilities for warehouses in Areas 1 & 2 have been designed to align with <i>City of Sydney Section 3 – General Provisions</i> (for Industry or Warehouse/ Distribution Centres). Facility quantams for each warehouse are itemised in Sections 2.4.1, 2.4.2.</p> <p>The plan states, in Section 2.5, that all the end of trip cycling facilities for Areas 1 & 2 warehouses are aligned with the latest version of <i>AS 2890.3 – 1993 Parking Facilities Part 3: Bicycle Parking Facilities</i> with design meeting standard design requirements (quantity, functionality, convenience, security) with these facilities</p>	

ROW	Condition No.	Section	DPE Comment Rev 2 dated 8/8/18	Proponent Response DPE comment (Rev 3, dated 18/04/2019)	DPIE Comment Rev 5B dated 08/05/20	Proponent Response 11/08/20
			<p>parking space be provided, and it is unclear in the plan as to whether this has been included. Update plan.</p> <p>8. It is unclear in the plan exactly where the amenity block containing the showers/toilet/lockers will be located. Please update the drawing in the plan to demonstrate where this is in relation to the W1P / share path / Office and include this in the updated UDLP drawings.</p>		<p>covered and adjoining offices. Renders of the bike parking facilities (refer Figures 2-3-2-6) and certificates provided to the Property Council of Australia (PCA) for all warehouses in Areas 1 & 2. 1. The plan also states that end of trip facilities cater for the quantum of staff members per warehouse – which are consistent with the EOMBASP.</p> <p>Previous DPIE comments apply re Areas 1 WH1 as provided in Section 2.4.1.</p> <p>End of trip facilities design details are shown in the following Appendices and drawings:</p> <p>Bike parking WH 1- Appendix A2 WH3 – not referenced WH4 – not referenced WH3 – in Appendix B2 (Drawing No. WHP5-RCG-AR-DWG-UDLP8-B).</p> <p>Amenity facilities WH 1- Appendix A2 WH3 – Appendix B2 (Drawing No. WHP3-NTT-AR-DWG-0501 and WHP3-NTT-AR-DWG-0503). WH4 – in Appendix B2 (Drawing No. WHP4-NTT-AR-DWG-0501, WHP4-NTT-AR-DWG-0502 and WHP4-NTT-AR-DWG-0503). WH5 –Appendix B2 (Drawing No. WHP4-NTT-AR-DWG-0501, WHP4-NTT-AR-DWG-0502 and WHP4-NTT-AR-DWG-0503).</p> <p>ROW 9 DPIE Comment: Drawings to be updated as follows;</p> <ul style="list-style-type: none"> • Title blocks and identification labels to be included • Show floor plan and design details of end of trip and bike parking facilities for each individual warehouse on site plans. 	<p>Due to scale and sizing, a single masterplan for Area 2 was considered impractical, and so landscape masterplans for WH3 & 4 (W3W4-GNK-LN-DWG-2001) and WH5 (WHP5-GNK-LN-DWG-1001) have been prepared to provide further details regarding locations of bicycle parking and</p>

ROW	Condition No.	Section	DPE Comment Rev 2 dated 8/8/18	Proponent Response DPE comment (Rev 3, dated 18/04/2019)	DPIE Comment Rev 5B dated 08/05/20	Proponent Response 11/08/20
						<p>end of trip facilities, as well as EOMBAs.</p> <p>Undercover bicycle parking locations, floor plans and perspective views for Warehouses 3 and 4 are provided in Appendix B2 on drawings W3W4-GNK-LN-DWG-2001, W3W4-NTT-AR-DWG-0101, W3W4-NTT-AR-DWG-0105, W3W4-NTT-AR-DWG-0122 and W3W4-NTT-AR-DWG-0126.</p> <p>Undercover bicycle parking locations, floor plans and perspective views for Warehouse 5 are provided in Appendix B2 on drawings WHP5-GNK-LN-DWG-1001 and WHP5-RCG-AR-DWG-UDLP8.</p> <p>Plans for bicycle parking and amenity facilities are provided in Appendices A2 and B2 as noted in DPIE/GANSW comments for Warehouses 1, 3, 4 and 5 in Areas 1 and 2.</p> <p>SBA Architects drawing 17189 GA201-AA has been included in Appendix A2 to provide context to the Arcadis inset drawings for Area 1. The Arcadis drawings are consistent with the design information provided in UDLA-02 for Area 1. We note that while design detail requirements as per SSD 7628 CoC have been</p>

ROW	Condition No.	Section	DPE Comment Rev 2 dated 8/8/18	Proponent Response DPE comment (Rev 3, dated 18/04/2019)	DPIE Comment Rev 5B dated 08/05/20	Proponent Response 11/08/20
						included in the UDLP documentation, there is no specific CoC which requires title blocks on all plans/drawings.
10	(iv) the layout, design and security of bicycle facilities must comply with the minimum requirements of <i>Australian Standards AS 2890.3 – 1993 Parking Facilities Part 3: Bicycle Parking Facilities.</i>	Section 2.5	DPE notes that AS 2890.3 1993 was updated in 2015, and that compliance with the Standard can help the project achieve the desired Green Star rating. DPE notes that the layout, design and security of bicycle facilities aligns with the minimum requirements of AS 20890.3 1993 and 2015. 9. Please correct the date in Section 2.5 to demonstrate compliance with 1993, noting that the Standard has been updated in 2015, and that safety, space-per bicycle, aisle access and sturdy construction are compliant with the Standards. Update this section after reviewing the 2015 update and include any material changes relating to the design concepts within the Standard.	9. Section 2.5 has been updated to include the following: “AS 2890.3 has been updated in 2015 and the end of trip facilities have been designed to meet the relevant AS. A certificate has been provided to the Property Council of Australia (PCA) for the construction certificate.”	CLOSED. Please note ROW 9 DPIE Comments above.	

ROW	Condition No.	Section	DPE Comment Rev 2 dated 8/8/18	Proponent Response DPE comment (Rev 3, dated 18/04/2019)	DPIE Comment Rev 5B dated 08/05/20	Proponent Response 11/08/20
11	The approved plan must be implemented prior to occupation of the warehouse and freight village.	Section 1.2	The approved plan will be implemented prior to occupation of Warehouse 1. DPE notes that an updated plan will be submitted prior to permanent built service works for the freight village and will be implemented prior to the occupation of the freight village (once this plan is approved). Satisfactory.	Noted.	CLOSED. Please refer ROW 1 DPIE Comments.	
12	FCCM 1E Bicycle and end of trip facilities would be provided in accordance with the <i>City of Sydney Section 3 – General Provisions.</i>	Section 1.5	The plan states that End of Trip facilities are to be provided in accordance with The City of Sydney Section 3 – General Provisions. Satisfactory.	Noted.	CLOSED. Please refer ROWs 7 & 8 DPIE Comments.	



[REDACTED]
[REDACTED]
Qube Property Management Services
Level 25, 45 Clarence Street
SYDNEY, NSW, 2000
BY EMAIL ONLY: [REDACTED]

05/06/2020

Dear [REDACTED]

Approval of Urban Design and Landscape Plan – Moorebank Logistics Park East (SSD 7628)

I refer to your correspondence requesting the Planning Secretary's approval for the staged Urban Design and Landscape Plan (UDLP) for Area 1 only under condition B140 of SSD 7628. This plan has been staged with the approval of the Planning Secretary in accordance with the requirements of conditions A14 and A15.

The UDLP for Area 1 has been carefully reviewed and I note that the plan:

- has been reviewed by SIMTA and no issues have been raised
- has been prepared in consultation with Liverpool City Council
- has been reviewed by the Government Architect of NSW.

As nominee of the Planning Secretary, I approve the UDLP for Area 1 (Revision 8, dated 11 March 2020) only pursuant to condition B140, excluding condition B140 (e)(vi).

I also approve the amended development layout plan (Reference: SSS2-RCG-AR-SKC-161A), including the amended layout of OSD 9 pursuant to condition A22 of SSD 7628.

I note that the landscaping for the as-constructed car park within Area 1 does not satisfy the requirements of condition B140(e)(iv) and has therefore not been approved. This matter has been referred to the Department's Compliance team for review.

I note that Area 1 does not achieve all the minimum landscaping requirements of condition B140. However, I note your commitment that future stages will achieve the minimum landscaping requirements of condition B140 for the MPE Stage 2 overall. You are also reminded that in my letter dated 24 April 2020, I approved the changes to the UDLP for MPE Stage 1 subject to you providing additional compensatory landscaping on MPE Stage 2. You must detail how this will be achieved in future stages of the MPE Stage 2 UDLP.

You are reminded that if there is any inconsistency between the approved documents and the conditions of consent, then the requirements of the conditions of consent will prevail.

If you require any further information please contact

[Redacted]

[Redacted]

Yours sincerely

[Redacted]

[Redacted]

As nominee of the Planning Secretary

DPE review comments - Condition B141 (d) UDLP Cycling and Pedestrian Access and Facilities Sub Plan, Rev 2 dated 8/8/18

Condition No.	Section	DPE Comment	Proponent Response
<p>A14 With the approval of the Secretary, the Applicant may submit any strategy, plan or program required by this consent on a staged basis.</p>	Section 1.3	<p>The Cycling and Pedestrian Access and Facility (CPASFSB) Warehouse 1 Precinct (W1P) has been submitted on a staged basis (excluding the built surface works for the freight village). Satisfactory, noting comments listed under A15.</p>	<p>This plan has been updated in Section 1.3 to include the different stages associated with this plan. The stages of this plan include:</p> <ul style="list-style-type: none"> • Area 1 – Warehouse 1 including area north of freight village • Area 2 – Warehouse 3, 4 and 5 • Area 3 – Warehouse 6, 7 and 8 • Area 4 – Freight village • Area 5 – Warehouse 2 • Area 6 – Moorebank Avenue Works <p>Section 1.3.2.outlines the following:</p> <p>“Area 1 is the first stage of this EOMBASP and includes Warehouse 1 and the immediate area surrounding Warehouse 1 (excluding the freight village). The detailed plans for future stages, i.e. Areas 2 - 6, of this EOMASP are anticipated to be provided in multiple submissions as described in Table 1. Each future staged submission will be incremental and present the detailed present the cycling and pedestrian connectivity requirements for that stage.”</p> <p>Reference to W1P has also been removed throughout the entire document.</p> <p>As outlined in Section 1.3.3, the trigger for updating this plan will be submitted one month prior to permanent built surface works and/or landscaping of the next stage.</p>
<p>A15 If the submission of any strategy, plan or program is to be staged, then the relevant strategy, plan or program must clearly describe the specific stage of the development to which the strategy, plan or program applies, the relationship of the stage to any future stages and the trigger for updating the strategy, plan or program</p>	Section 1.3	<p>The specific stage of the plan is the Warehouse 1 and the area inside W1P (excluding the freight village). The trigger for updating the CPAFSB is prior to the installation of cycling and pedestrian facilities and access arrangements for the freight village. The trigger for submission of the second stage (CPAFSP – Remainder of Site) will be prior to the commencement of permanent built surface works for the remainder of site. Works will only progress beyond bulk earthworks for the remainder of the site upon approval of the CPAFSP – Remainder of Site. Further action required. 1. Please ensure that the trigger for updating the CPASFSB is consistent with the overarching UDLP i.e. prior to the commencement of built surface works for the freight village.</p>	<p>1. Section 1.3 has been updated to include the different stages applicable to this plan, as described above.</p> <p>Figure 1-1 has been included in this plan and includes the different stages in relation to the whole of site.</p>

Condition No.	Section	DPE Comment	Proponent Response
<p>B140 The UDLP must be prepared by a suitably qualified and experienced person(s), in consultation with the relevant council(s). The UDLP must be approved by the Secretary, in consultation with the NSW Government Architect.</p>		<p>The UDLP Appendix A states that the plan was submitted to Liverpool City Council on 14/8/2018, with comments received back on 3 October 2018.</p> <p>The Sub-plan was submitted (along with the overarching UDLP) to the Department for the Government Architect's consultation on 31/08/2018, prior to Liverpool City Council's comments being received. Consultation with the Government Architect concluded on 22/1/2019, with DPE commencing review of the Plan on 22/1/2019.</p> <p>GA comments on the plan were gathered during the consultation process. LCC did not provide specific direction on the sub-plan regarding cycling and pedestrian access but did review the UDLP against the conditions of consent. These comments were received by the Proponent on 3/10/2018.</p> <p>Further action required</p> <p>2. Update the revision table to include the correct date of when the sub-plan was submitted to LCC consistent with the evidence of engagement in Appendix A of the UDLP.</p>	<p>2. Section 1.5 and Appendix A1 has been updated with the consultation from GANSW and LCC. The UDLP sub-plans were submitted along with the UDLP on 03/10/2018.</p>
<p>B141(d) Cycling and Pedestrian Access and Facilities Sub Plan to assist in the safe cycling and pedestrian connectivity and through the MPE precinct by providing dedicated linkages between the warehouses, the freight village and Moorebank Avenue that will contribute to the quality and safety of the pedestrian and cyclist environment associated with the development. The Plan must be prepared by a suitably qualified and experienced person(s) and approved by the Secretary within twelve months of the date of this approval, unless otherwise agreed by the Secretary.</p>	<p>This plan</p>	<p>The UDLP Cycling and Pedestrian Access Plan was submitted to the Department for the Government Architect's consultation on 31/08/2018. This consultation was finalised on 22/01/2019, with DPE review period commencing on 22/1/2019.</p> <p>As the plan is staged for W1P (excluding built surface works for the freight village), the safe cycling and pedestrian connectivity through the MPE precinct is limited to the W1P precinct. An update to the plan will be provided for the freight village prior to built surface works for the freight village. The next stage of the plan is the Remainder of the MPE site. Due to the extended consultation process with the GA, DPE has asked the Proponent to request an extension to the timeframe to the submission of the plan, as the 12 months from the date of the approval timeframe has lapsed. DPE notes that due to the staging of the plan, the WIP contains limited connectivity to the remaining site, with these aspects to be addressed in subsequent stages of the plan. DPE also notes that changes to the share-path designs along with other material changes to the UDLP have been made during the consultation with the GA.</p> <p>Further action required.</p>	<p>3. Figure 1-1 has been included in this plan and includes the different stages in relation to the whole of site. This plan does not include details on the freight village (Area 4), and will be updated at a later stage (refer to Section 1.3 for staging).</p>

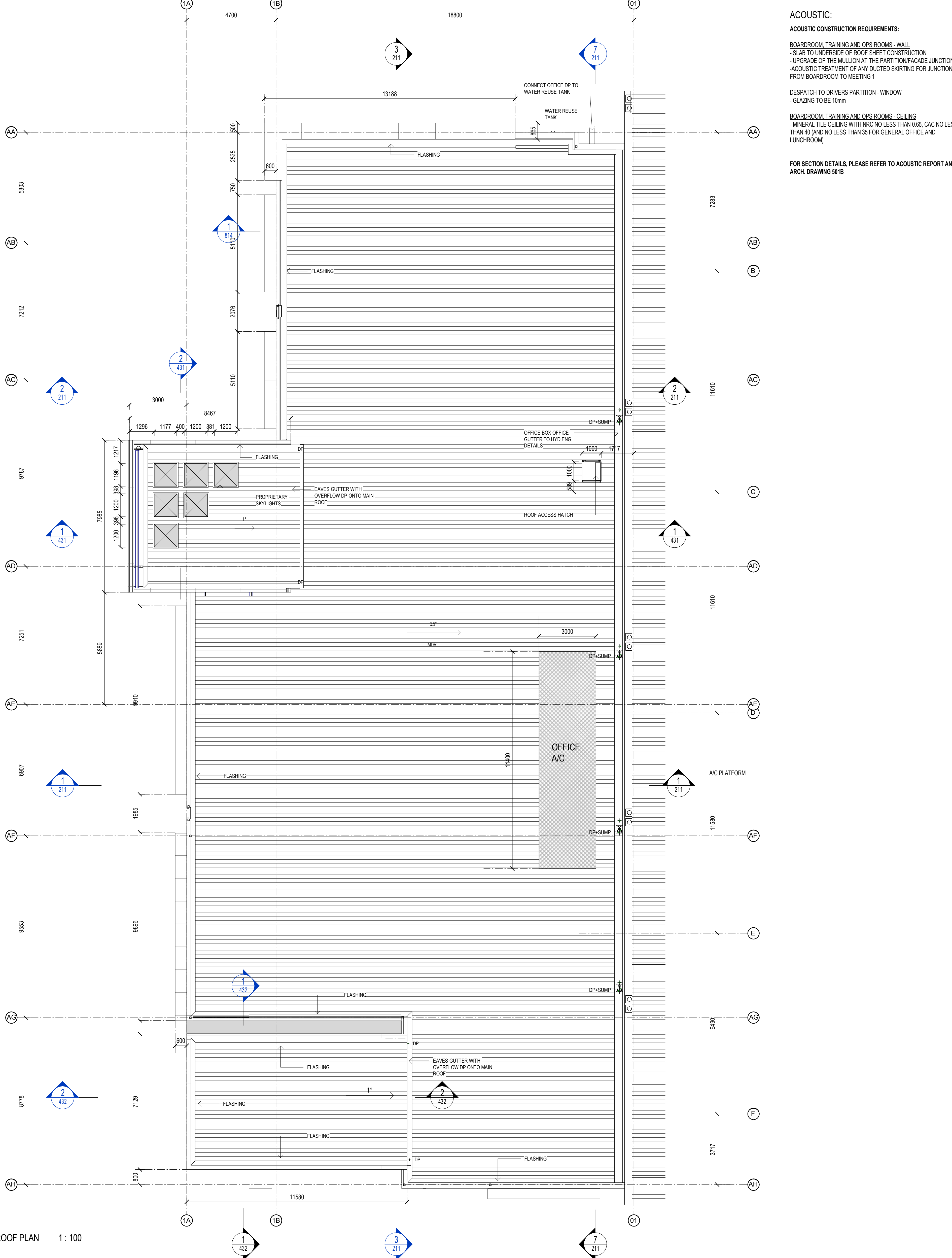
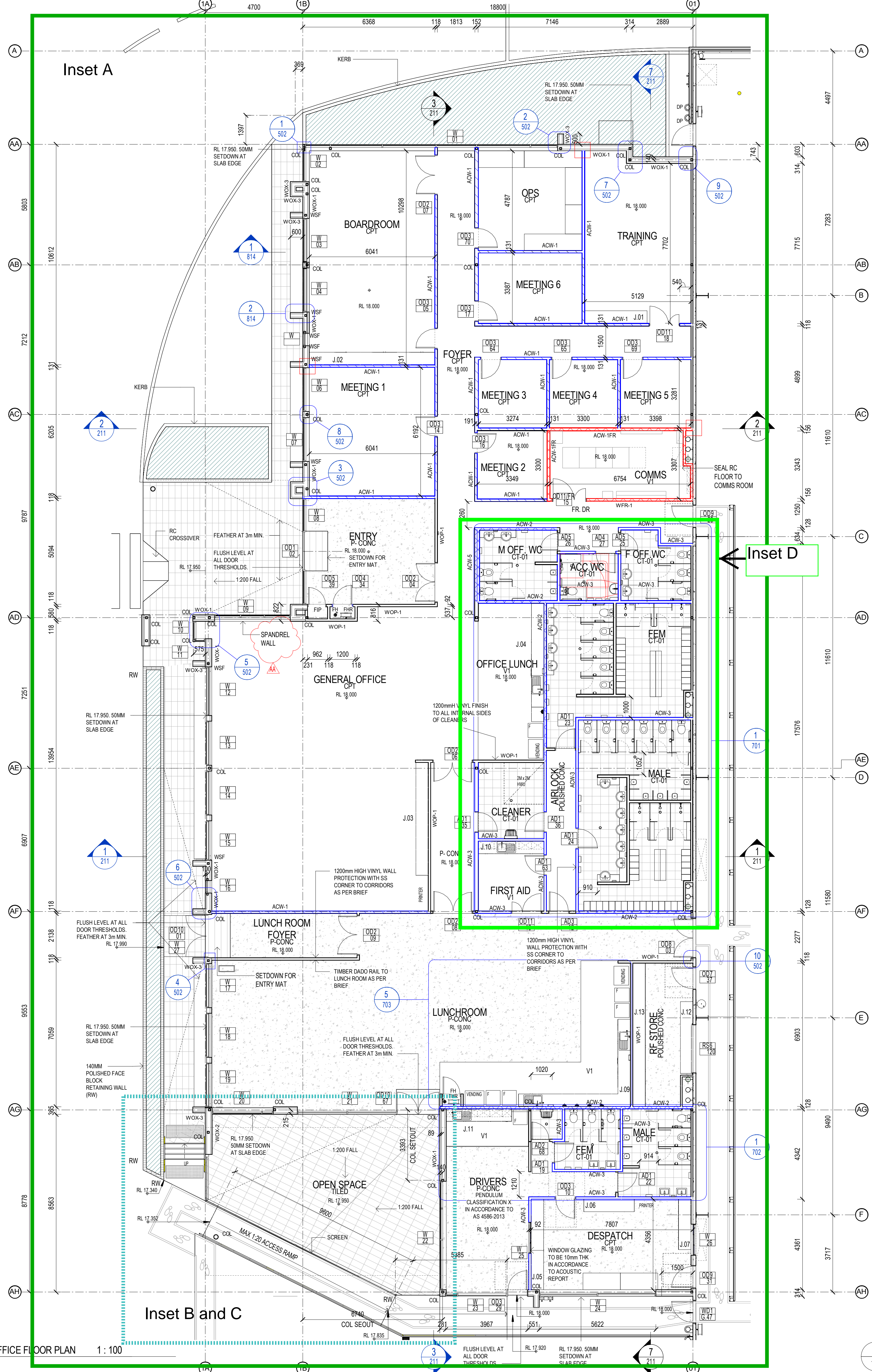
Condition No.	Section	DPE Comment	Proponent Response
		<p>3. Please update the plan to include the up-to-date design drawings (at appropriate scale), demonstrating the relationship to the future stages, and the MPE precinct overall. The updated drawings should also contain the correct construction boundaries and should contain a boundary denoting construction (bulk-earthworks) activities for the freight village.</p>	
<p>The Plan must be prepared by a suitably experienced and qualified person(s) in the design and provision of Cycling and Pedestrian Access and Facilities.</p>	<p>Title page Section 1.2</p>	<p>The plan has been prepared by Arcadis in consultation with Reid Campbell (Architects) (), and Ground Ink (Landscape Architects). The authors of the Plan are Arcadis consultants (). Further action required. 4. Please update the plan to demonstrate that the architect and landscape architect have suitable experience in the design and provision of Cycling and Pedestrian Access and Facilities.</p>	<p>4. This plan has been prepared by [REDACTED] who has experience in the traffic engineering and modelling fields. Further detail on [REDACTED]</p> <p>This plan has not been prepared in consultation with Reid Campbell and Ground Ink.</p>
<p>The Plan must detail the construction, timing and responsibility for the delivery of Cycling and Pedestrian Access and Facilities and take into account the following considerations:</p>	<p>Section 2.1</p>	<p>The plan commits to providing on-site facilities such as bicycle storage and end of trip facilities that will be provided for each warehouse prior to the warehouse being considered operational. Warehouses would be considered operational until cycle way/pedestrian access have been provided. Construction of cycling and pedestrian access for W1P is expected to occur between Quarter 3 and Quarter 1 of 2019. DPE notes that this schedule is likely to have changed due to the consultation with the GA. Further action required 5. Please update the plan with the current construction timing for the cycling, and pedestrian, and end-of trip facilities etc.</p>	<p>5. The undercover bicycle storage and end of trip facilities will be available for the time of occupation certificate of Warehouse 1, likewise with other warehouses. Refer to Section 2.1 for further detail.</p>
<p>(i) all relevant policies, guidelines and plans</p>	<p>Section 1.5 Section 2.2.1</p>	<p>The relevant policies, guidelines and plans considered during the development of the plan are:</p> <ul style="list-style-type: none"> - <i>Liverpool City Council Development Control Plan 2008, Part 1, General Controls for All Developments</i> - <i>City of Sydney Section 3 – General Provisions</i> - <i>Australian Standard AS 2890.3 – 1993 Parking Facilities Part 3: Bicycle Parking Facilities</i> 	<p>Noted.</p>

Condition No.	Section	DPE Comment	Proponent Response
		<ul style="list-style-type: none"> - <i>Planning Guidelines for Walking and Cycling (DIPNR) 2004</i> <p>The plan also considers the:</p> <ul style="list-style-type: none"> - <i>NSW Bike Plan (June 2010); and</i> - <i>Sydney's Cycling Future (Transport for NSW, 2013)</i> 	
(ii) provide details for the provision of safe and efficient pedestrian and cyclist access connectivity within the development and include integration with the existing and future pedestrian and cycling access in the locality;	Section 2.2 Section 2.3	<p>Section 2.2.1 details the external cycle connectivity for the site. Moorebank avenue does not have a dedicated cycleway, however on-street cycling is accommodated within lane-marked shoulder of 1.5 to 2.5 m width. Figure 2.1 demonstrates the cycle routes in the surrounding area. The <i>NSW Bike Plan</i> and <i>Sydney's Cycling Future</i> has identified bike routes to be constructed around Liverpool on Moorebank Avenue, and designated Moorebank avenue as a strategic bicycle corridor. Section 2.2.2 details the W1P Cycle Connectivity. Access is via an off-road share-path facility on the northern border of W1P, providing access to the bicycle parking facilities located in the car park area. DPE notes that this shared path has been updated during UDLP consultation.</p> <p>Pedestrian access to W1P will be via the share path. Several intersections along Moorebank Avenue provide safe crossings. Pedestrian access to the Office is via the off-road share path located on the northern border of W1P.</p> <p>Further action required.</p> <p>6. Please update the plan with the most up-to-date drawings developed during the consultation with the GA. Specifically, the meandering share-path should be the same as the one depicted during consultation.</p>	6. The shared path for Warehouse 1 is shown in Appendix A2 which includes the meandering path located north of the freight village. The shared path for the entire site is shown in Appendix G. The drawings in Appendix A2 and Appendix G are also included in the UDLP, and have been developed in consultation with GANSW.
(iii) provide details of end of trip facilities available on-site at each warehouse which are to include under cover bike storage, showers and change facilities sufficient to accommodate the needs of the forecast number of employee; and	Section 2.4	<p>The plan contains detail of the end of trip facilities, such as amenities, showers and lockers, based on the needs of an estimated 100 people per day over a 10-hour shift for Warehouse 1.</p> <p>7. The UDLP and Cycling and Pedestrian Access Management Plan drawings should both clearly contain the location of the undercover bike storage. Please note, the condition requires that an under-cover parking space be provided, and it is unclear in the plan as to whether this has been included. Update plan.</p> <p>8. It is unclear in the plan exactly where the amenity block containing the showers/toilet/lockers will be located. Please update the drawing in the plan to demonstrate</p>	<p>7. The location of the undercover bicycle parking spaces is shown in Appendix A2. Figure 2-3 has been added to Section 2.4.1 and shows the details of the undercover bicycle facilities.</p> <p>8. The amenity block containing the showers, toilets and lockers in relation to Warehouse 1 is shown in Appendix A2. The male and female amenities are located near the entrance of the Warehouse 1 office.</p>

Condition No.	Section	DPE Comment	Proponent Response
		where this is in relation to the W1P / share path / Office and include this in the updated UDLP drawings.	
(iv) the layout, design and security of bicycle facilities must comply with the minimum requirements of <i>Australian Standards AS 2890.3 – 1993 Parking Facilities Part 3: Bicycle Parking Facilities.</i>	Section 2.5	DPE notes that AS 2890.3 1993 was updated in 2015, and that compliance with the Standard can help the project achieve the desired Green Star rating. DPE notes that the layout, design and security of bicycle facilities aligns with the minimum requirements of AS 20890.3 1993 and 2015. 9. Please correct the date in Section 2.5 to demonstrate compliance with 1993, noting that the Standard has been updated in 2015, and that safety, space-per bicycle, aisle access and sturdy construction are compliant with the Standards. Update this section after reviewing the 2015 update and include any material changes relating to the design concepts within the Standard.	9. Section 2.5 has been updated to include the following: "AS 2890.3 has been updated in 2015 and the end of trip facilities have been designed to meet the relevant AS. A certificate has been provided to the Property Council of Australia (PCA) for the construction certificate."
The approved plan must be implemented prior to occupation of the warehouse and freight village.	Section 1.2	The approved plan will be implemented prior to occupation of Warehouse 1. DPE notes that an updated plan will be submitted prior to permanent built service works for the freight village and will be implemented prior to the occupation of the freight village (once this plan is approved). Satisfactory.	Noted.
FCCM 1E Bicycle and end of trip facilities would be provided in accordance with the <i>City of Sydney Section 3 – General Provisions.</i>	Section 1.5	The plan states that End of Trip facilities are to be provided in accordance with The City of Sydney Section 3 – General Provisions. Satisfactory.	Noted.



Appendix 1 – Area 1 Cycle and Pedestrian Access and Facilities Drawings and Figures



ACOUSTIC:
ACOUSTIC CONSTRUCTION REQUIREMENTS:
 BOARDROOM, TRAINING AND OPS ROOMS - WALL
 - SLAB TO UNDERSIDE OF ROOF SHEET CONSTRUCTION
 - UPGRADE OF THE MULLION AT THE PARTITION/FACADE JUNCTION
 - ACOUSTIC TREATMENT OF ANY DUCTED SKIRTING FOR JUNCTION FROM BOARDROOM TO MEETING 1
 DESPATCH TO DRIVERS PARTITION - WINDOW
 - GLAZING TO BE 10mm
 BOARDROOM, TRAINING AND OPS ROOMS - CEILING
 - MINERAL TILE CEILING WITH NRC NO LESS THAN 0.65, CAC NO LESS THAN 40 (AND NO LESS THAN 35 FOR GENERAL OFFICE AND LUNCHROOM)
 FOR SECTION DETAILS, PLEASE REFER TO ACOUSTIC REPORT AND ARCH. DRAWING 501B

NO.	DESCRIPTION	DATE
1	Issue for approval	26.02.19
2	Issue for construction	13.02.19
3	Issue for construction	13.02.19
4	Issue for construction	13.02.19
5	Issue for construction	13.02.19
6	Issue for construction	13.02.19
7	Issue for construction	13.02.19
8	Issue for construction	13.02.19
9	Issue for construction	13.02.19
10	Issue for construction	13.02.19

NOTE:
 1. All dimensions to be used in construction unless otherwise stated.
 2. All dimensions to be used in construction unless otherwise stated.
 3. All dimensions to be used in construction unless otherwise stated.
 4. All dimensions to be used in construction unless otherwise stated.
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 9. All dimensions to be used in construction unless otherwise stated.
 10. All dimensions to be used in construction unless otherwise stated.

1 OFFICE FLOOR PLAN 1:100

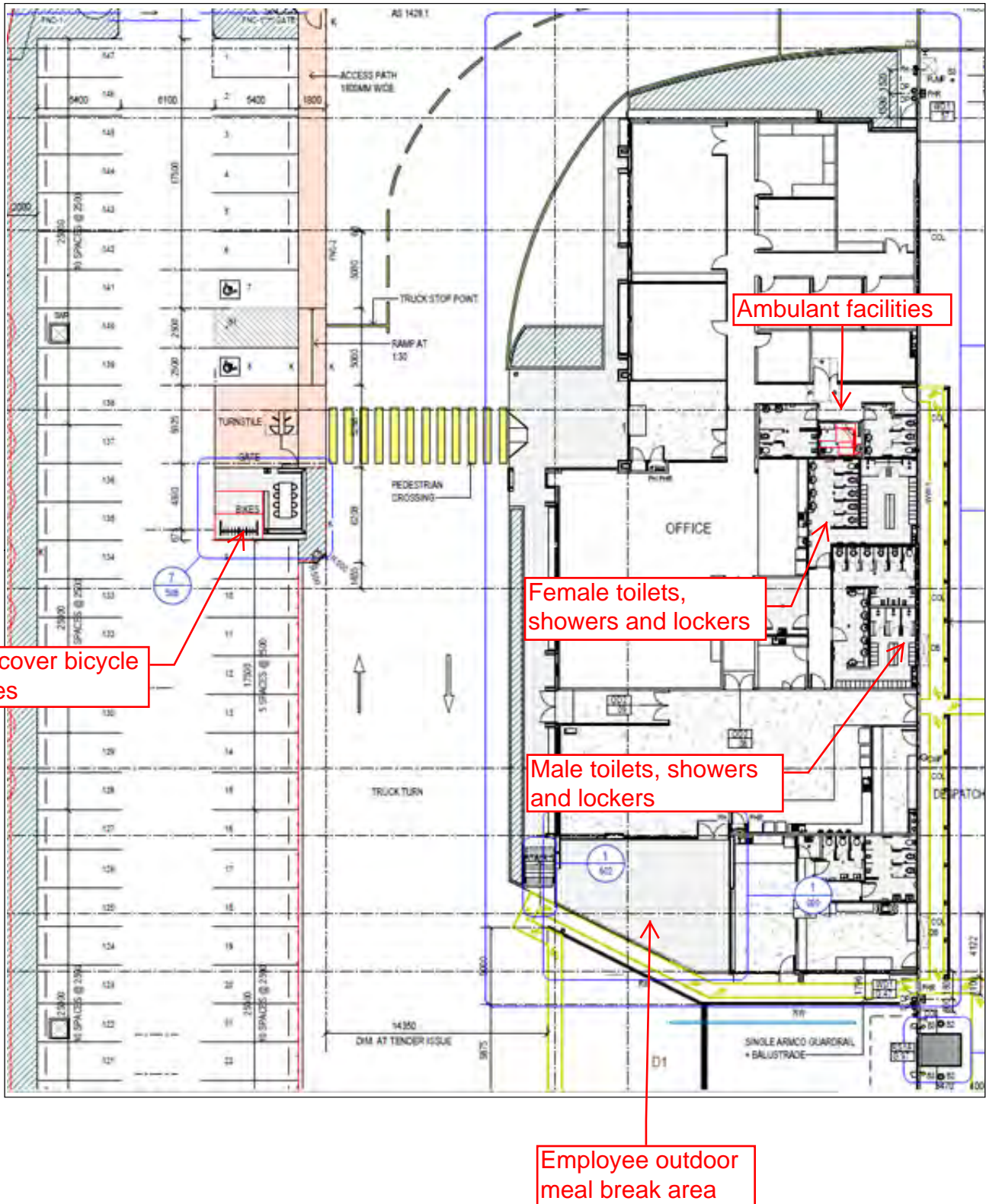
2 OFFICE ROOF PLAN 1:100

THIS DOCUMENT NOT TO BE USED FOR CONSTRUCTION UNLESS SIGNED & ISSUED FOR CONSTRUCTION

					PROJECT MANAGER TARGET OFFICE-WAREHOUSE FACILITY	DATE: 30.05.19 SCALE: 1:100 (PH)	PROJECT NO.: 17189
					CLIENT MOOREBANK	CHECKED: DC APPROVED: DC	DRAWN: DC ISSUE: GA201 AA

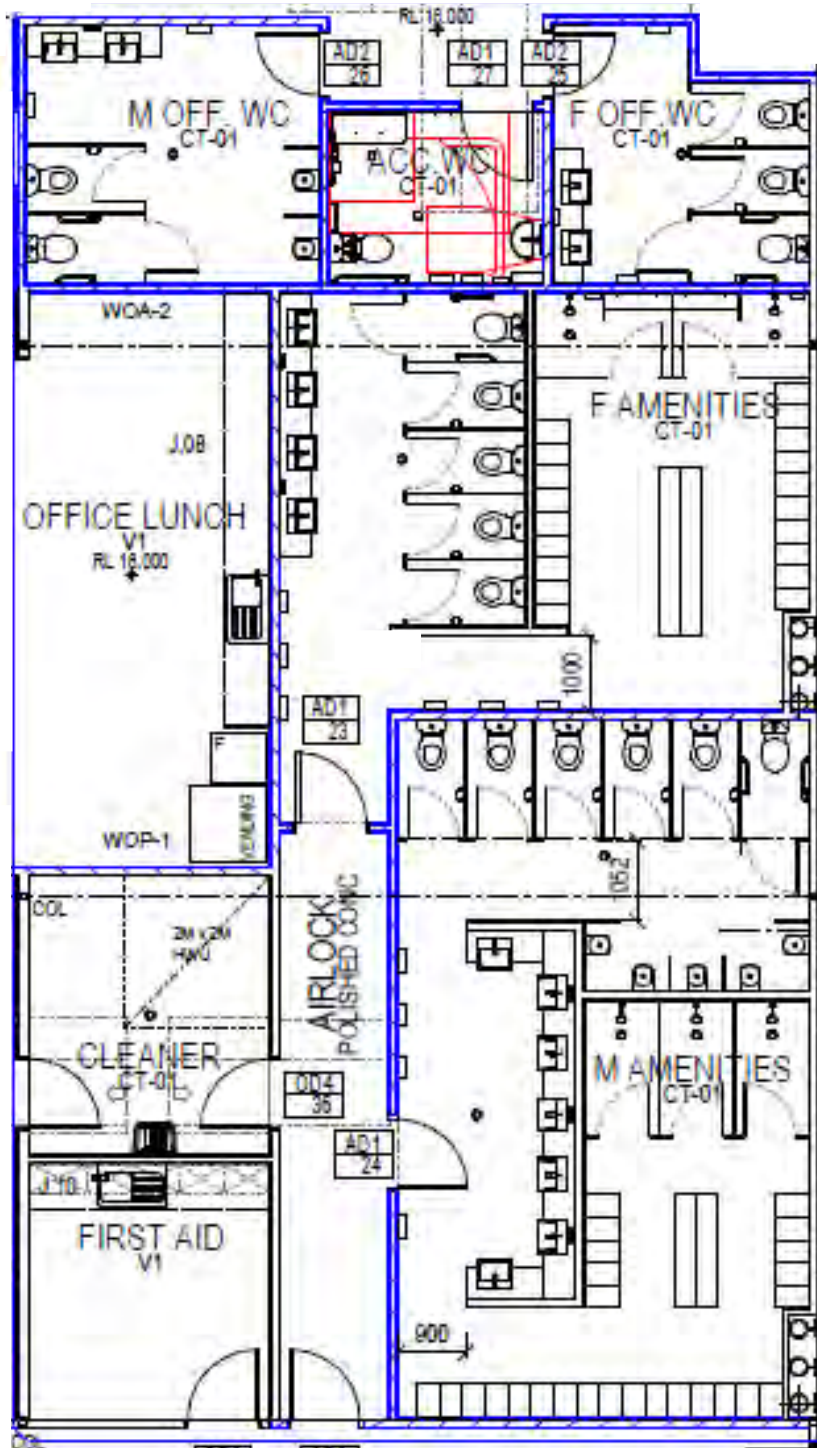
Employee Outdoor Meal Break Area Sub Plan

Refer SBA Architects 17189 GA201-AA - Inset A



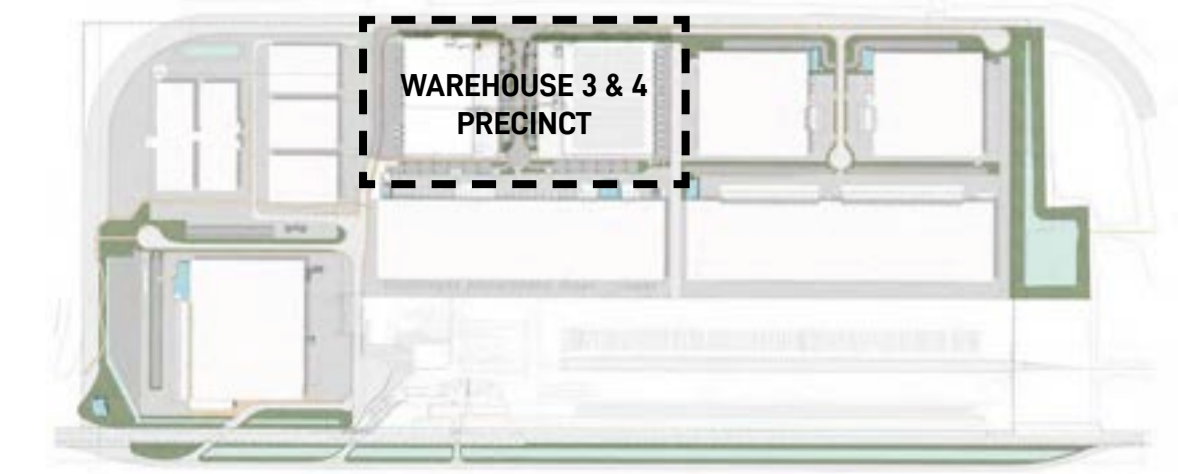
Cycling and Pedestrian Access and Facilities Sub Plan

Refer SBA Architects 17189 GA201-AA - Inset D

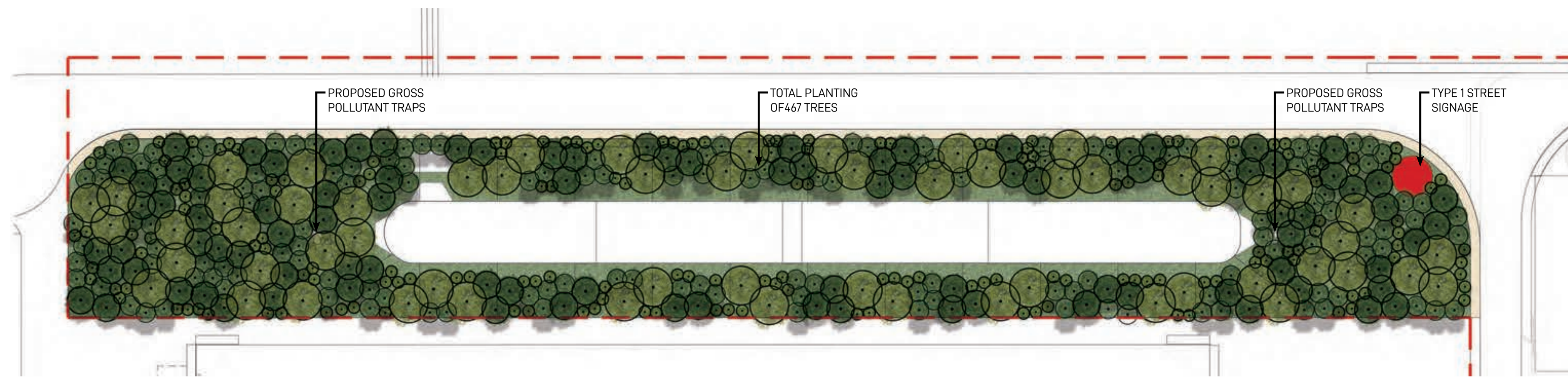


Appendix 2 – Area 2 Cycle and Pedestrian Access and Facilities Drawings and Figures

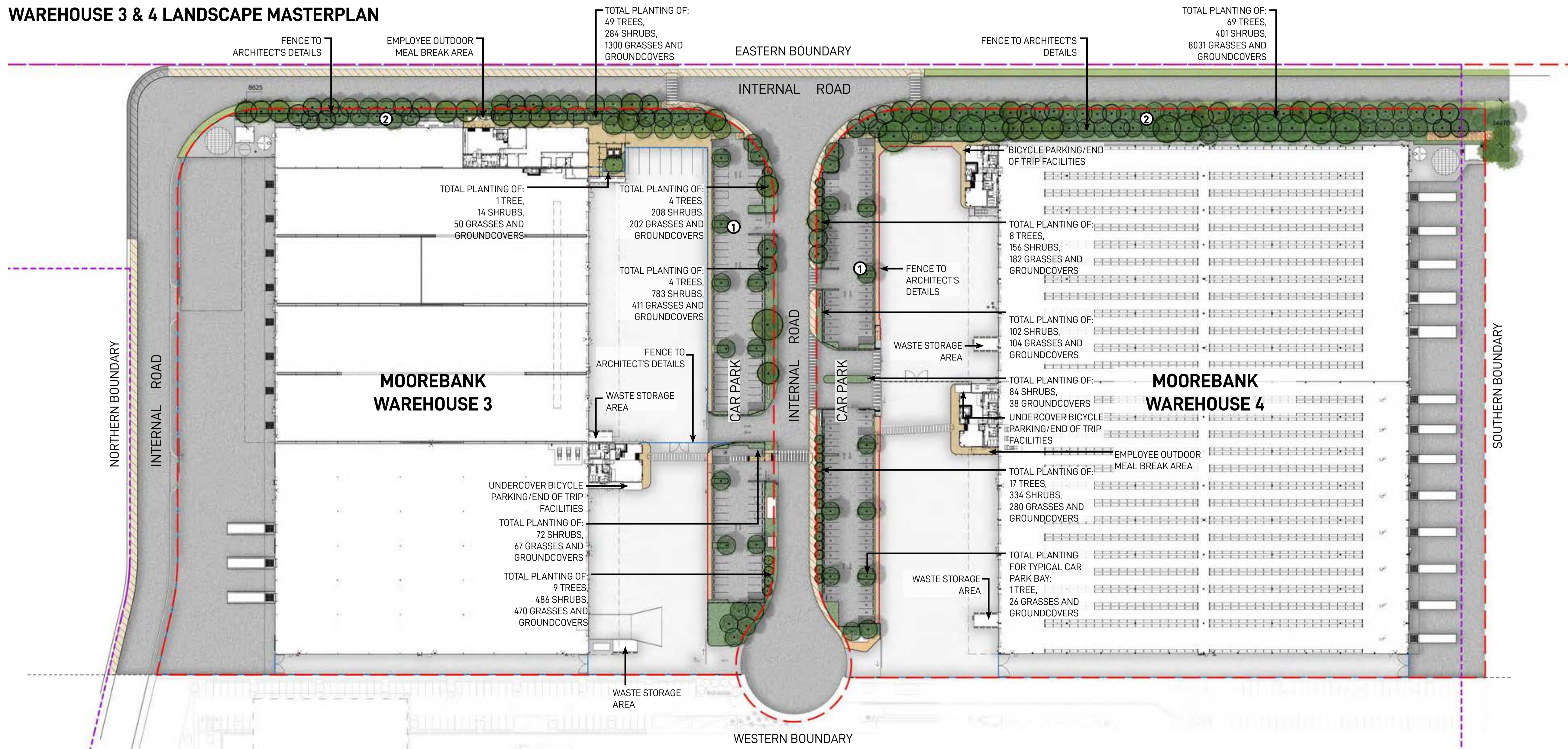
KEY PLAN



ON-SITE DETENTION BASIN 1 (OSD 1) LANDSCAPE MASTERPLAN



WAREHOUSE 3 & 4 LANDSCAPE MASTERPLAN



LEGEND

- Warehouse 3 & 4 Precinct Boundary
- Area boundary
- Fence line
- Canopy trees
- Garden bed
- Turf
- Shared path
- Pedestrian path
- Canopy tree planting in 2.5M carpark bays spaced at every 6-8 car spaces providing amenity and visual screening of warehousing in accordance with condition b140(e)(iii) & b140(e)(vi)
- Mix of native canopy trees and shrubs providing visual mitigation of proposed warehouses

648 trees in 18,114m² = 1 tree/27m²

Landscape Architect
GROUND INK
 Suite 201, 75 Archer St, Chatswood NSW 2067 Ph. (02) 9411 3279
 www.groundink.com.au ABN 55 163 025 456 ACN 163 025 456
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Client
QUBE
MOOREBANK LOGISTICS PARK

Architect
nettleontribe
 117 Willoughby Rd, Crows Nest NSW 2045
 Ph. (02) 9431 6431
 http://www.nettleontribe.com.au/

Project Manager
HANSENYUNCKEN
 Sydney Corporate Park (SCP)
 Building 1, Level 3
 75-85 O'Riordan Street
 Alexandria NSW 2015 Ph. (02) 9770 7600
 http://www.hansenyuncken.com.au/

Note
 Verify all dimensions on site before commencing work. Report all discrepancies to Landscape Architect prior to construction. Figured dimensions to be taken in preference to scaled drawings.
 All work is to conform to relevant Australian standards and other codes as applicable.
 Location of underground services to be proven on site and protected if necessary prior to construction. Dial before you dig.
 Plant species and quantities shown are indicative only and are subject to change based on future project requirements.

Issue	Date	Description	Drawn	Checked
6	26.11.19	Issue for coordination	█	█
7	10.12.19	Issue for coordination	█	█
8	14.01.20	Issue for coordination	█	█
9	13.02.20	Issue for coordination	█	█
10	21.02.20	Issue for coordination	█	█
11	28.02.20	Issue for coordination	█	█
12	05.08.20	Issue for coordination	█	█
13	16.12.20	Issue for coordination	█	█

Drawing Title
WAREHOUSE 3 & 4 PRECINCT LANDSCAPE MASTERPLAN

FOR COORDINATION

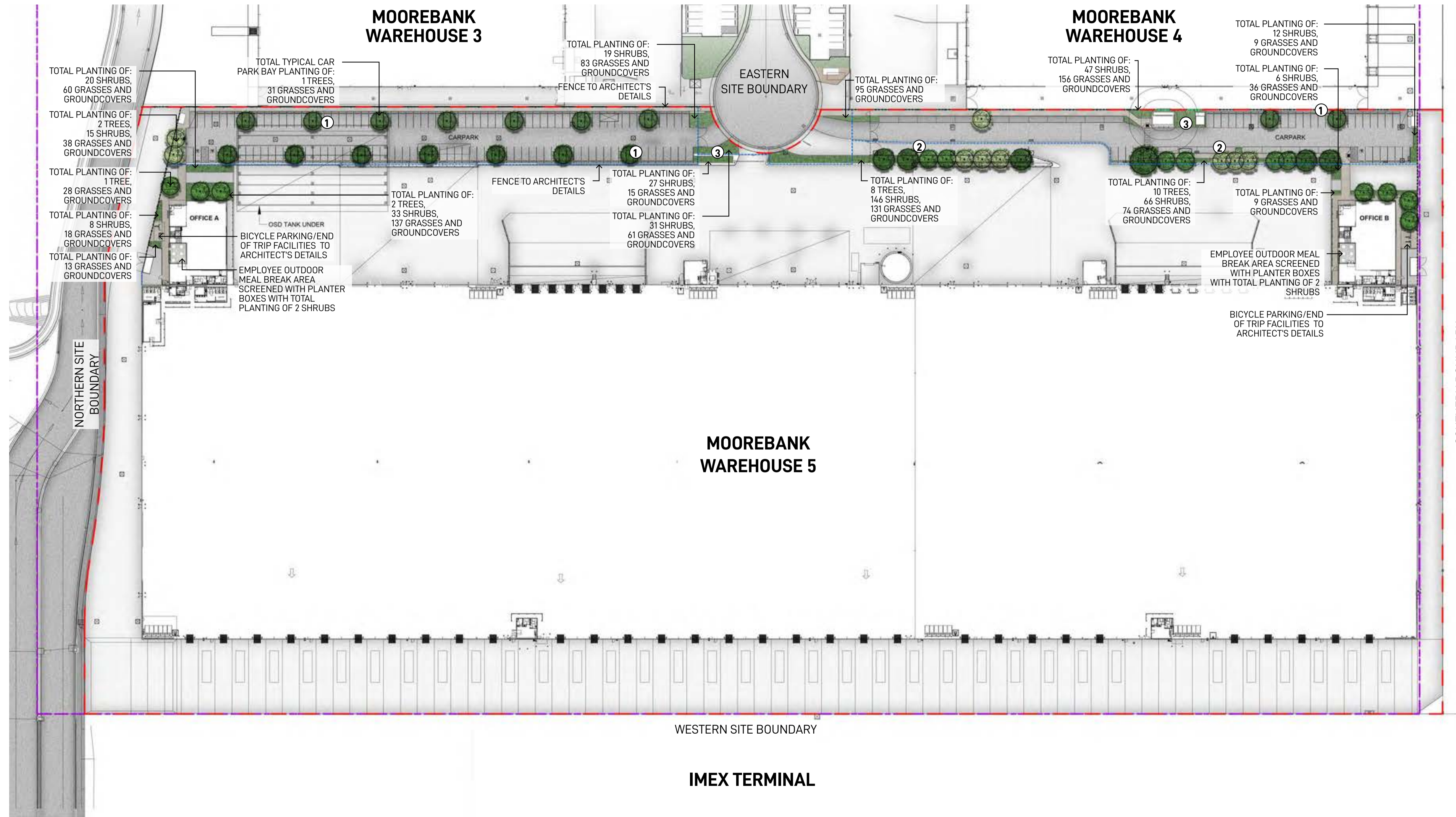
Date	Job Number	Drawn	Checked	Drawing Number
16-12-20	20190408	KF	RL	W3W4-GNK-LN-DWG-2001

Project
Warehouses 3 & 4 UDLP
 Moorebank Logistics Park, Moorebank NSW

Scale: 1:750 @ A1
 0 5 10 15 20m

Rev
 13

KEY PLAN



LEGEND

- Warehouse 5 Precinct Boundary
 - - - Area boundary
 - - - Fence line
 - Proposed canopy trees
 - Proposed garden bed
 - Hard landscaping
- 1 Proposed canopy tree planting in 2.5M carpark bays spaced at every 6-8 car spaces providing amenity and visual screening of proposed warehouse in accordance with condition b140(e)(iii) & b140(e)(vi)
 - 2 Proposed mix of native canopy trees and shrubs providing visual mitigation of proposed warehouses
 - 3 Proposed mix of native shrubs and groundcovers providing visual mitigation and screening of proposed warehouses

48 trees in 1,018m² = 1 tree/21m²

Landscape Architect
GROUND INK
 Suite 201, 75 Archer St, Chatswood NSW 2067 Ph. (02) 9411 3279
 www.groundink.com.au ABN 55 163 025 456 ACN 163 025 456
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Client

Architect
REIDCAMPBELL
 Level 15, 124 Walker Street
 North Sydney NSW 2060, Australia
 (02) 9954 5011
 https://www.reidcampbell.com/

Project Manager

 304/147 King St Sydney NSW 2000
 Phone: +61 402 006 400
 https://www.archile.com.au/

Note
 Verify all dimensions on site before commencing work. Report all discrepancies to Landscape Architect prior to construction. Figured dimensions to be taken in preference to scaled drawings.
 All work is to conform to relevant Australian standards and other codes as applicable.
 Location of underground services to be proven on site and protected if necessary prior to construction. Dial before you dig.
 Plant species and quantities shown are indicative only and are subject to change based on future project requirements.

Issue	Date	Description	Drawn	Checked
B	15.11.19	Preliminary issue for coordination	█	█
C	26.11.19	Preliminary issue for coordination	█	█
D	29.01.20	Preliminary issue for coordination	█	█
E	13.02.20	Preliminary issue for coordination	█	█
F	19.02.20	Preliminary issue for coordination	█	█
G	24.02.20	Preliminary issue for coordination	█	█
H	28.02.20	Preliminary issue for coordination	█	█
I	05.08.20	Preliminary issue for coordination	█	█

Drawing Title
WAREHOUSE 5 LANDSCAPE MASTERPLAN

PRELIMINARY FOR COORDINATION

Date	Job Number	Drawn	Checked	Drawing Number
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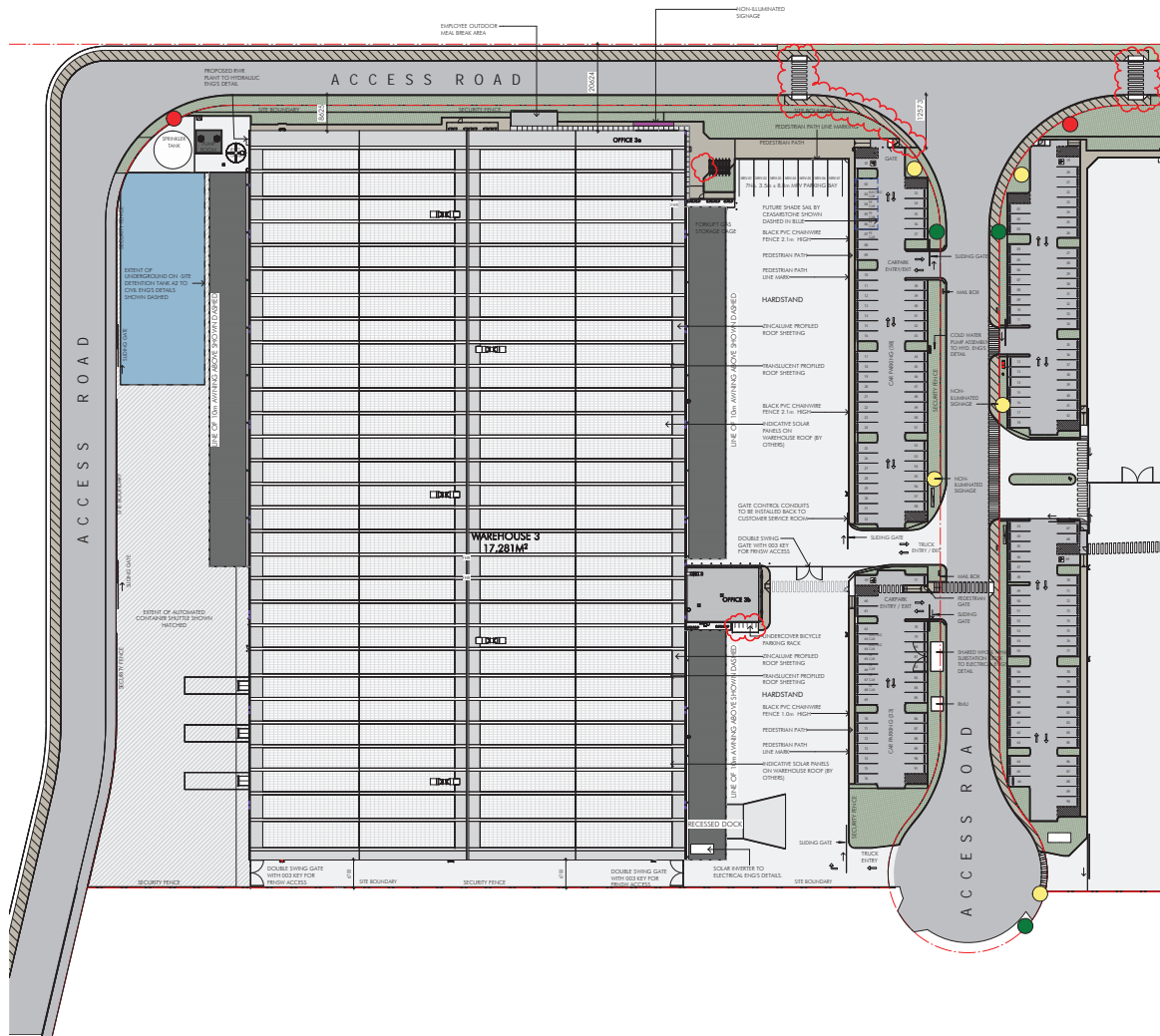
Project
Warehouses 5 UDLP
 Moorebank Logistics Park, Moorebank NSW

Scale 1:750 @ A1
 0 5 10 15 20m

North

 Rev
 1

AREA SCHEDULE (GVA)	
WAREHOUSE 3A	10,143 m ²
WAREHOUSE 3B	7,136 m ²
TOTAL	17,281 m²
OFFICE 3A GROUND	539 m ²
OFFICE 3A MEZZANINE	539 m ²
TOTAL	1,078 m²
OFFICE 3B GROUND	227 m ²
OFFICE 3B MEZZANINE	227 m ²
TOTAL	454 m²
TOTAL	18,813 m²



1 Site Plan - WH3
1:500

Rev	Description	Date
1	Issue for Information	28.05.2024
2	Issue for Information	28.05.2024
3	Issue for Information	28.05.2024
4	Issue for Information	28.05.2024

SIGNAGE:

- TYPE 1 STREET SIGNAGE
- TYPE 2 TENANT IDENTIFICATION SIGNAGE
- TYPE 3 DIRECTION SIGNAGE
- TYPE 4 CORPORATE SIGNAGE

LEGEND:

- SOFT LANDSCAPE AREA
- SHARED FOOTPATH

HANSENYUNCKEN

Architects & Engineers

111 West Street, Sydney, NSW 2000

Phone: +61 (0)2 9230 8000

Website: www.hansenyuncken.com.au

Moonbank Logistics Park Warehouse 3
 Project Address:
 Moonbank Logistics Park, 400 Moonbank Avenue,
 Moonbank NSW 2170 Australia.

Rev	Checked	Drawn	Date
HL05	HL	HL	28/05/2024

W5W4-NIT-AR-DWG-0101
 E

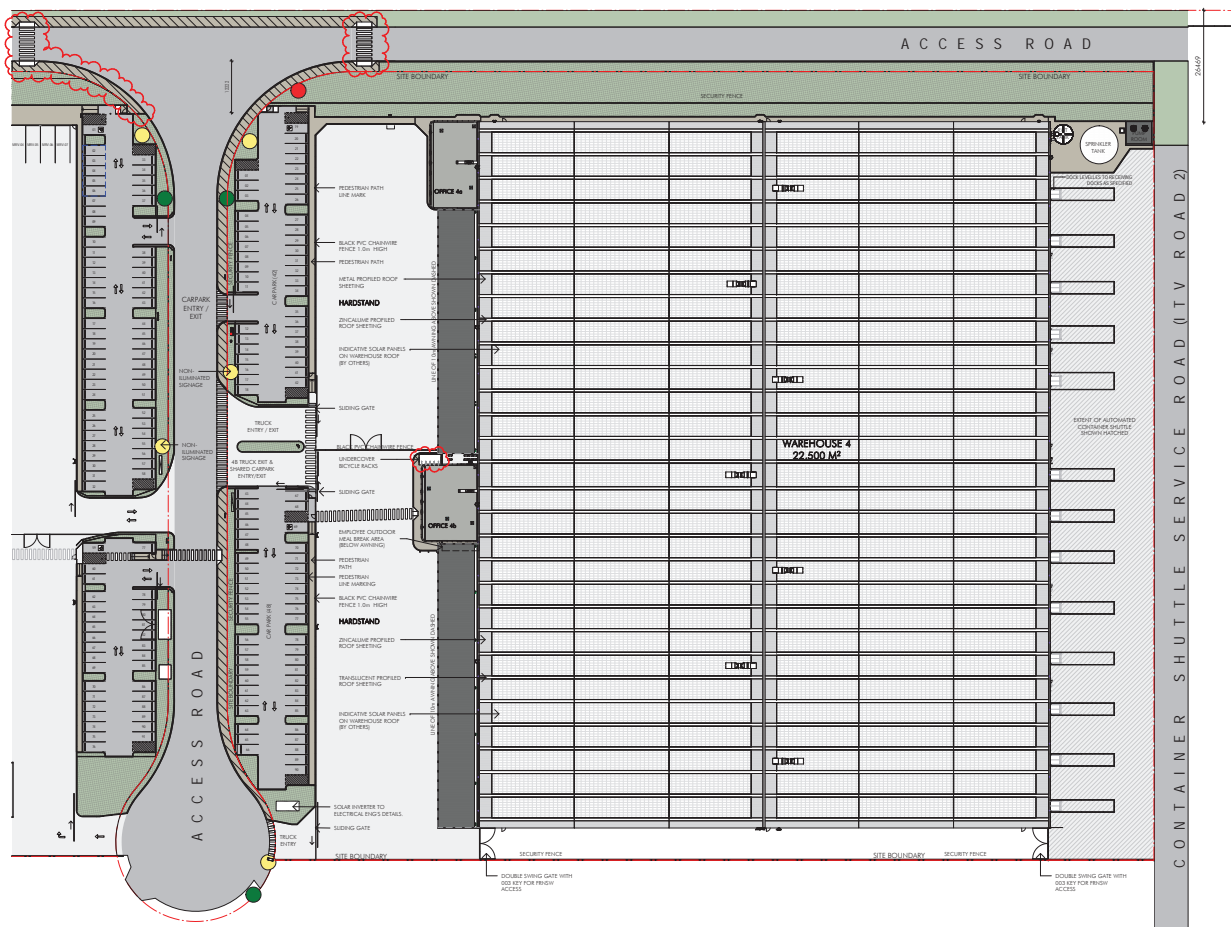
Architects & Engineers
 111 West Street, Sydney, NSW 2000
 Phone: +61 (0)2 9230 8000
 Website: www.hansenyuncken.com.au

FOR APPROVAL



88136617-CTE170-moonbank-wh3-24-land-information-02/05/2024-04-14

AREA SCHEDULE (GFA)	
WAREHOUSE 4A	19,400 m ²
WAREHOUSE 4B	12,040 m ²
22,500 m²	
OFFICE 4A GROUND	221 m ²
OFFICE 4A MEZZANINE	224 m ²
445 m²	
OFFICE 4B GROUND	229 m ²
OFFICE 4B MEZZANINE	222 m ²
451 m²	
TOTAL	23,405 m²



1 Site Plan - WH4
1:1,500

Rev	Description	Date
01	Issue for Information	12/12/18
02	Issue for Information	20/01/19
03	Issue for Information	07/02/19
04	Issue for Information	21/02/19

- SIGNAGE:**
- TYPE 1 STREET SIGNAGE
 - TYPE 2 TENANT IDENTIFICATION SIGNAGE
 - TYPE 3 DIRECTION SIGNAGE
 - TYPE 4 CORPORATE SIGNAGE

- LEGEND:**
- SOFT LANDSCAPE AREA
 - SHARED FOOTPATH

Client
DUBE

Author
HANSEN YUNCKEN

Project
Lot 1, 1st Street & Sydney Street, Sydney NSW 2000

Site
Lot 1, 1st Street & Sydney Street, Sydney NSW 2000

Design
Lot 1, 1st Street & Sydney Street, Sydney NSW 2000

Drawn
Lot 1, 1st Street & Sydney Street, Sydney NSW 2000

Checked
Lot 1, 1st Street & Sydney Street, Sydney NSW 2000

Approved
Lot 1, 1st Street & Sydney Street, Sydney NSW 2000

Scale
Lot 1, 1st Street & Sydney Street, Sydney NSW 2000

Project
Lot 1, 1st Street & Sydney Street, Sydney NSW 2000

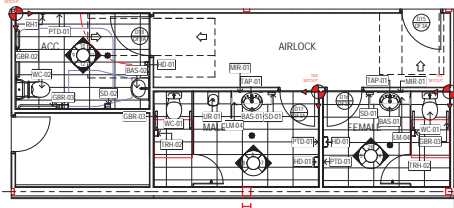
Moorebank Logistics Park Warehouse 4
Project Address
Moorebank Logistics Park, 400 Moorebank Avenue,
Moorebank NSW 2170 Australia

Rev	Checked	Drawn	Date
HLS	BY	ET	12/12/18
V3W4-NT-AR-DWG-0105			E

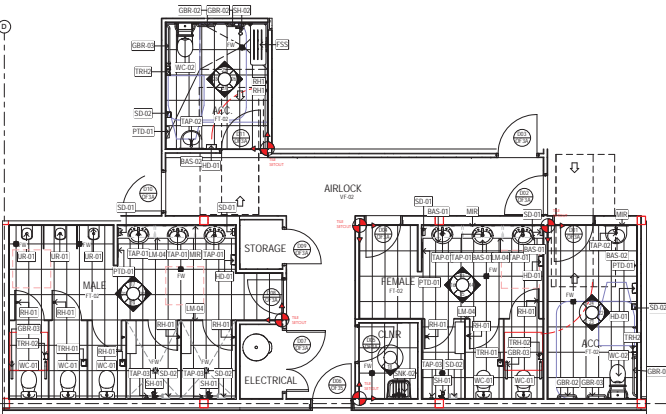
Author
Hansen Yuncken
117 Willoughby Road, Crows Nest, NSW 2058
+61 2 9439 0333
h.yuncken@hansenyuncken.com.au | www.hansenyuncken.com.au

nt
nettletontribe

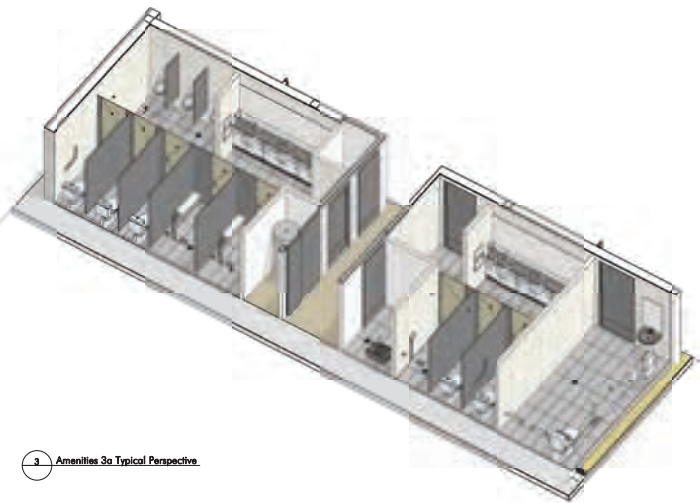
FOR APPROVAL



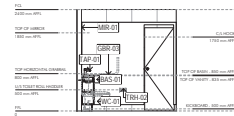
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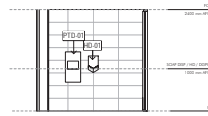
2 Office 3a - Ground Level Plan - Amenities Layout
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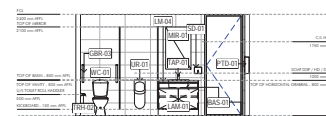
3 Amenities 3a Typical Perspective
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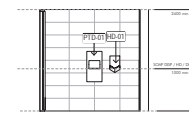
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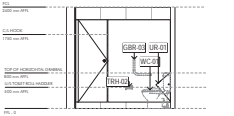
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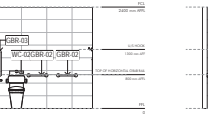
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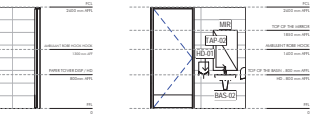
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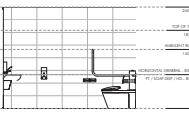
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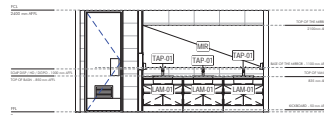
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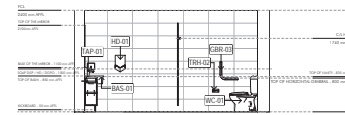
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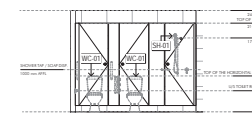
11 ELEVATION H - LEVEL 1 ACCESSIBLE
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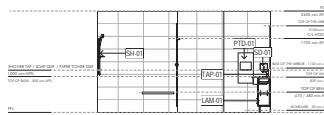
12 ELEVATION J - GROUND FEMALE
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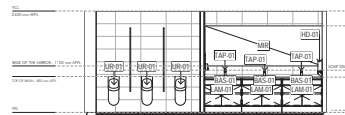
14 ELEVATION K - GROUND FEMALE
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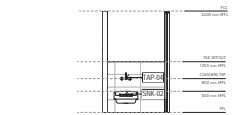
15 ELEVATION L - GROUND FEMALE
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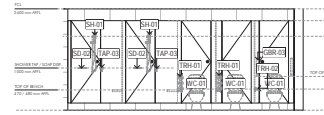
16 ELEVATION M - GROUND FEMALE
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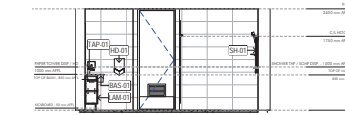
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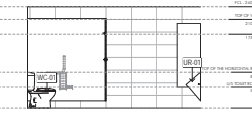
18 ELEVATION O - GROUND CLEANER
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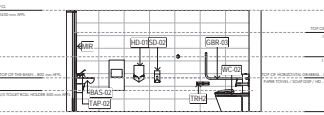
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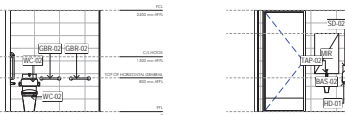
20 ELEVATION Q - GROUND MALE
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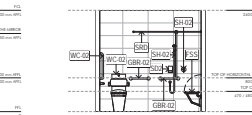
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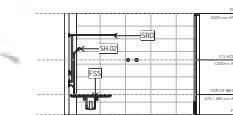
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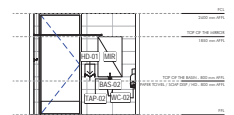
23 ELEVATION S - GROUND ACCESSIBLE 1
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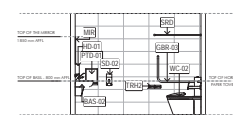
24 ELEVATION T - GROUND ACCESSIBLE 1
1:50



25 ELEVATION U - GROUND ACCESSIBLE 2
1:50



26 ELEVATION V - GROUND ACCESSIBLE 2
1:50



27 ELEVATION W - GROUND ACCESSIBLE 2
1:50



28 ELEVATION X - GROUND ACCESSIBLE 2
1:50

Rev	Description	Date
1	Issue for Construction	2024
2	Issue for Construction	2024
3	Issue for Construction	2024
4	Issue for Construction	2024

Client: **cube**

Architect: **HANSENYUNCKEN**

Project: Microbank Logistics Park Warehouse 3

Location: 400 Microbank Avenue, Microbank NSW 2172 Australia

Office 3a - Amenities layout

Rev	Number	Date
HL05	01	1:50

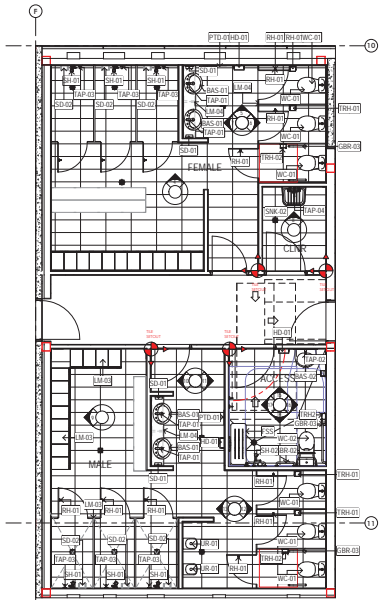
WHP3-VT-AB-DWG-0201

Issue for Construction

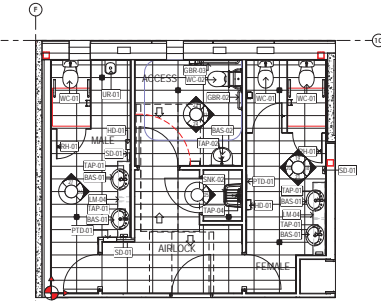
117 Willoughby Road, Crows Nest, NSW 2058
+61 2 9201 0333
www.hansenyuncken.com.au

nettletontribe

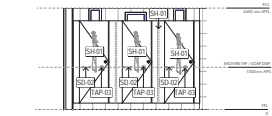
FOR CONSTRUCTION



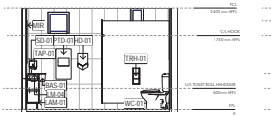
1 Office 3b - Ground Level Plan - Amenities Layout
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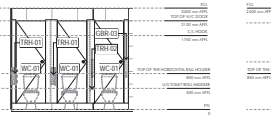
2 Office 3b - Level 1 Plan - Amenities Layout
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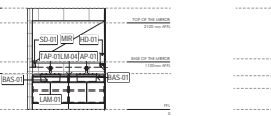
4 ELEVATION 4 - GROUND FEMALE
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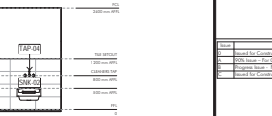
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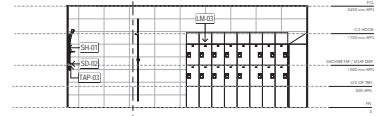
6 ELEVATION 6 - GROUND FEMALE
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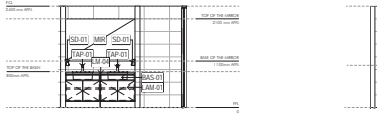
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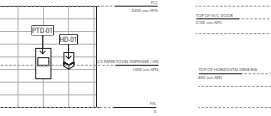
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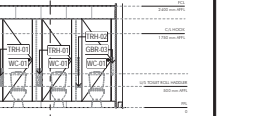
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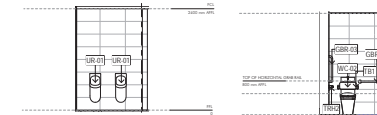
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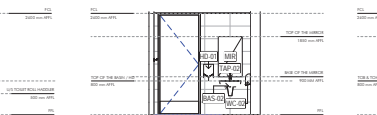
11 ELEVATION 11 - GROUND MALE
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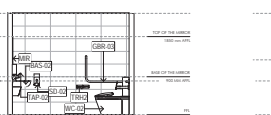
12 ELEVATION 12 - GROUND MALE
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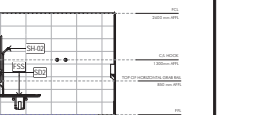
13 ELEVATION 13 - GROUND MALE
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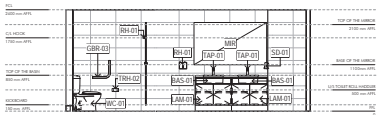
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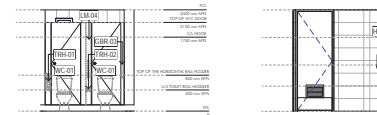
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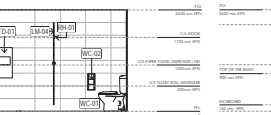
16 ELEVATION 16 - GROUND ACC.
1:50



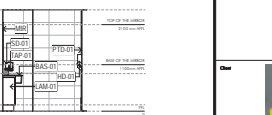
18 ELEVATION 18 - LEVEL 1 FEMALE
1:50



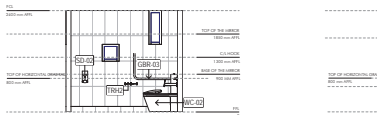
19 ELEVATION 19 - LEVEL 1 FEMALE
1:50



20 ELEVATION 20 - LEVEL 1 FEMALE
1:50



21 ELEVATION 21 - LEVEL 1 FEMALE
1:50



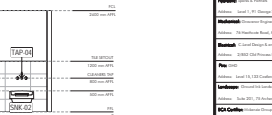
22 ELEVATION 22 - LEVEL 1 ACC.
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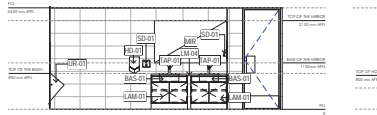
23 ELEVATION 23 - LEVEL 1 ACC.
1:50



24 ELEVATION 24 - LEVEL 1 ACC.
1:50



25 ELEVATION 25 - LEVEL 1 ACC.
1:50



26 ELEVATION 26 - LEVEL 1 MALE
1:50



27 ELEVATION 7 - LEVEL 1 MALE
1:50



3 Amenities 3b Typical Perspective.

HANSEN YUNCKEN

Architects

117 Willoughby Road, Suite 1000, Melbourne, VIC 3006, Australia

Phone: +61 3 9493 6333

Fax: +61 3 9493 6334

www.hansenyuncken.com.au

Client: Microbank Logistics Park Warehouse 3

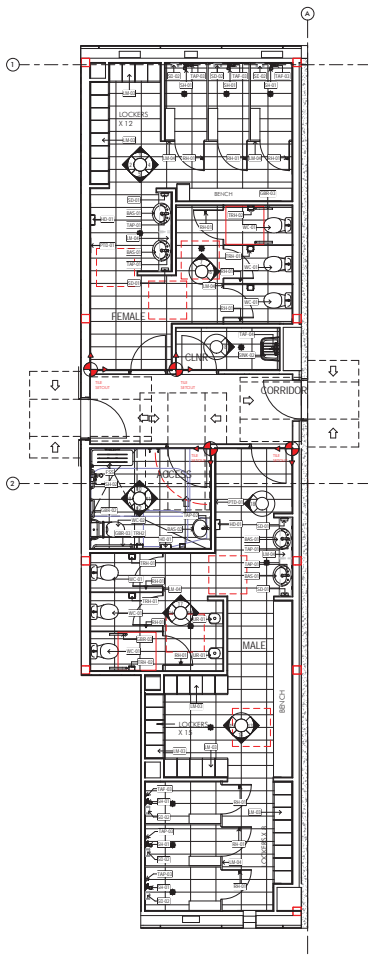
Project Address: Microbank Logistics Park, 400 Microbank Avenue, Moorabbin, VIC 3170, Australia

Office 3b - Amenities layout

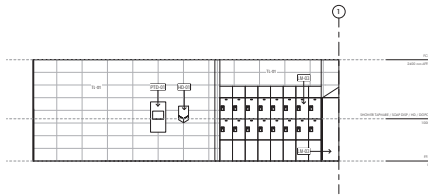
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WHP3-VHT-AB-DWG-0303			0

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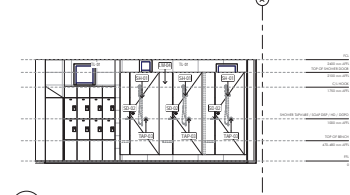
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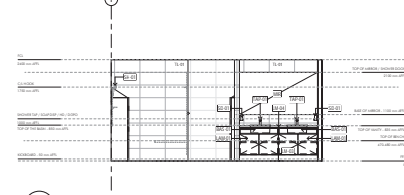
1 Office 4a - Ground Floor Plan - Amenities
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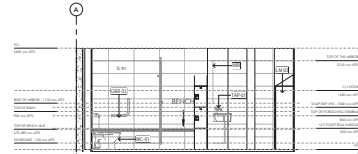
2 ELEVATION A - GROUND FEMALE
1:50



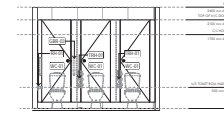
3 ELEVATION B - GROUND FEMALE
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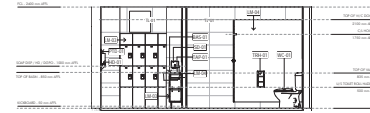
4 ELEVATION C - GROUND FEMALE
1:50



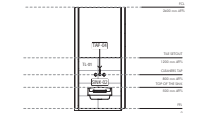
5 ELEVATION D - GROUND FEMALE
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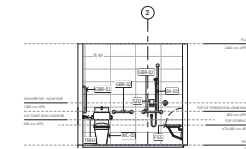
6 ELEVATION E - GROUND FEMALE
1:50



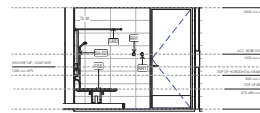
7 ELEVATION F - GROUND FEMALE
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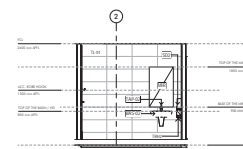
8 ELEVATION G - GROUND CLEANER
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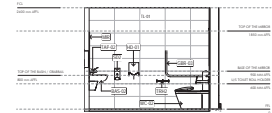
9 ELEVATION H - GROUND ACCESSIBLE
1:50



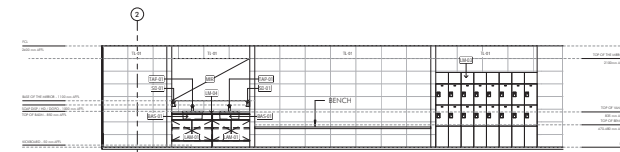
10 ELEVATION I - GROUND ACCESSIBLE
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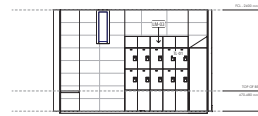
11 ELEVATION J - GROUND ACCESSIBLE
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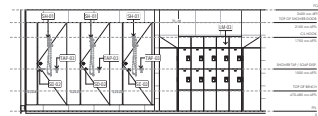
12 ELEVATION K - GROUND ACCESSIBLE
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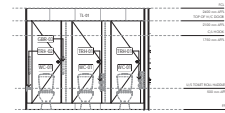
13 ELEVATION L - GROUND MALE
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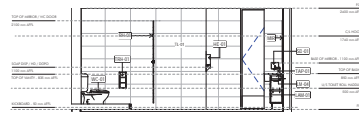
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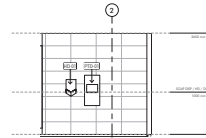
15 ELEVATION N - GROUND MALE
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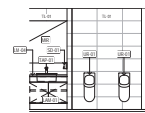
16 ELEVATION O - GROUND MALE
1:50



17 ELEVATION P - GROUND MALE
1:50



18 ELEVATION Q - GROUND MALE
1:50



19 ELEVATION R - GROUND MALE
1:50

Client	Microbank	Designer	Hansen Yuncken
Project No.	117 Wiggly Bay Road, Cooma NSW 2630	Date	21/02/20
Project Name	Office 4a - Amenities	Scale	1:50
Project Location	117 Wiggly Bay Road, Cooma NSW 2630	Sheet No.	0

CUBE

HANSEN YUNCKEN

Architects

117 Wiggly Bay Road, Cooma NSW 2630

Phone: +61 2 9421 0321

www.hansenyuncken.com.au

Microbank Logistics Park Warehouse 4

Project Address: Microbank Logistics Park, 400 Microbank Avenue, Microbank NSW 2170 Australia

Office 4a - Amenities layout - Sheet 1 - W94

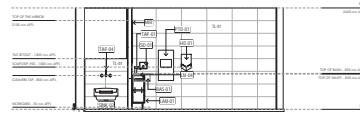
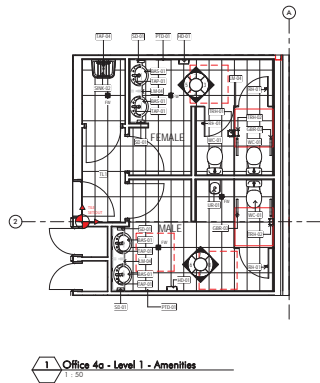
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HL05	BL	EL	1:50

WHP4-NIT-AB-DWG-0201

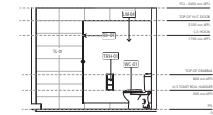
Architects/Consultants: Hansen Yuncken Architects Pty Ltd, 117 Wiggly Bay Road, Cooma NSW 2630, Australia
 +61 2 9421 0321
 www.hansenyuncken.com.au

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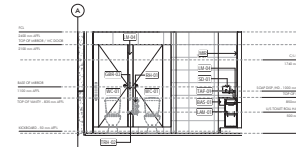
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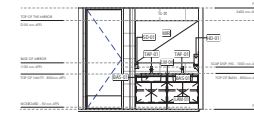
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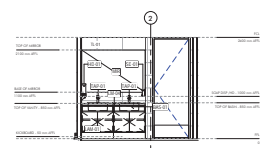
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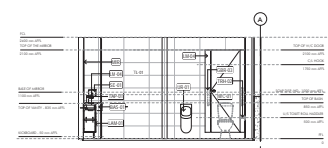
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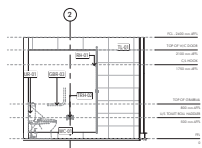
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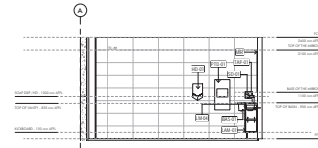
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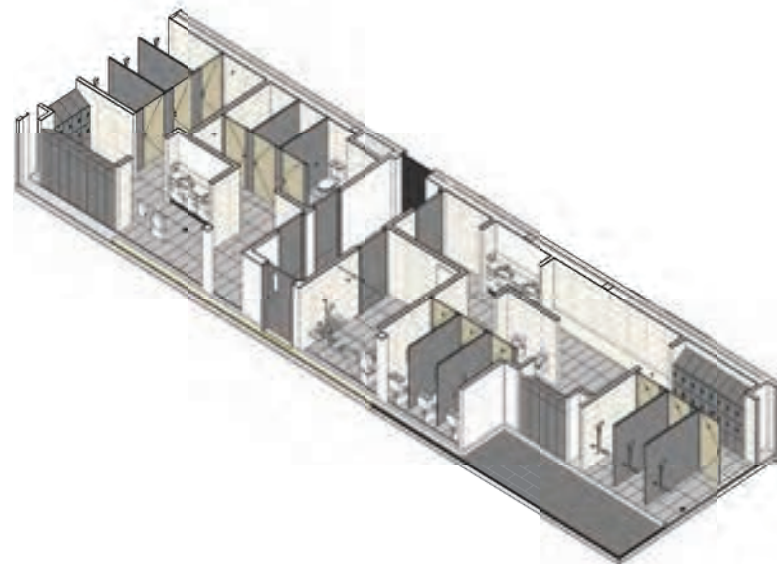
7 ELEVATION F - LEVEL 1 MALE
1:50



8 ELEVATION G - LEVEL 1 MALE
1:50



9 ELEVATION H - LEVEL 1 MALE
1:50



10 Amenities 4a Typical Perspective - Ground Floor



11 Amenities 4a Typical Perspective - Level 1

Client	Microbank	Designer	nettleontribe
Architect	Hansen Yuncken	Contractor	WSP Partners
Location	400 Microbank Park, Moorebank NSW 2170	Project No.	WSP4-NIT-AB-DWG-0302
Scale	1:50	Revision	0

Client
CUBE

Architect
HANSEN YUNKEN
Level 10, 80 Chancery & Riverside 1000 001 1

Contractor
WSP | Partners
Level 10, 80 Chancery & Riverside 1000 001 1

Designer
nettleontribe
Level 10, 80 Chancery & Riverside 1000 001 1

Project Name
Microbank Logistics Park Warehouse 4

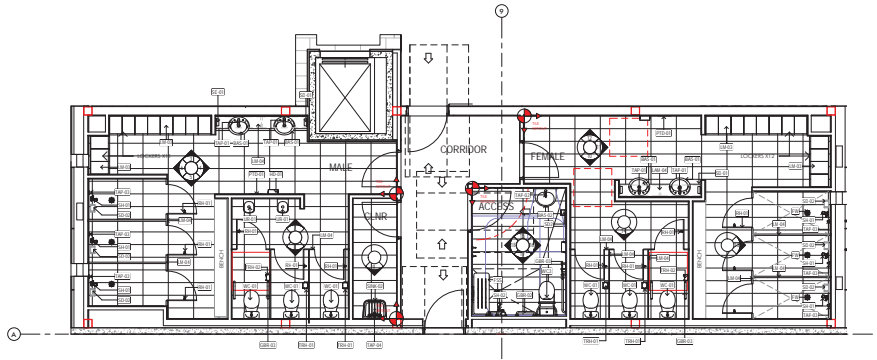
Project Address
Microbank Logistics Park, 400 Microbank Avenue,
Moorebank NSW 2170 Australia

Sheet
Office 4a - Amenities layout - Sheet 2 - WSP4

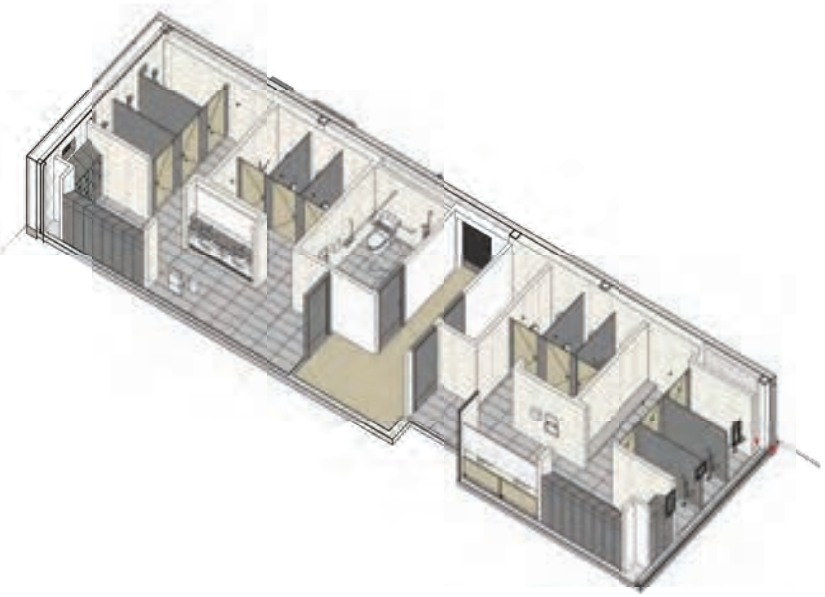
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Microbank	WSP4-NIT-AB-DWG-0302	01	1:50
Project Name	Revision	Author	Date
Microbank Logistics Park Warehouse 4	0	nettleontribe	11/08/2023

nettleontribe

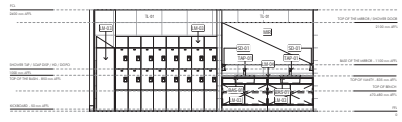
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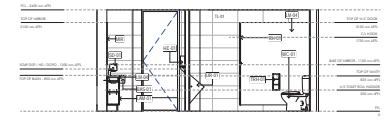
1 Office 4b - Ground Floor Plan - Amenities
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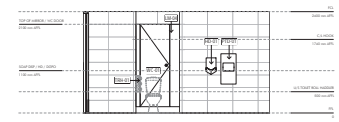
2 Amenities 4b Typical Perspective - Ground Floor



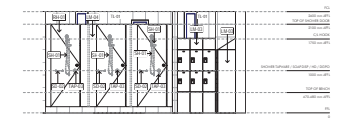
3 ELEVATION A - GROUND FEMALE
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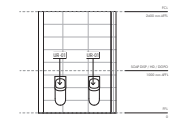
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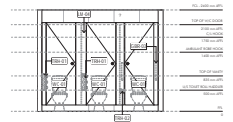
5 ELEVATION C - GROUND MALE
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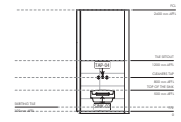
6 ELEVATION D - GROUND MALE
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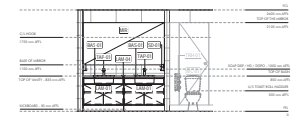
7 ELEVATION E - GROUND MALE
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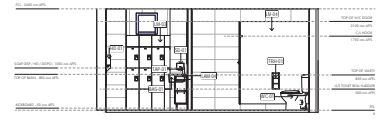
8 ELEVATION F - GROUND MALE
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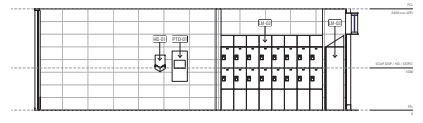
9 ELEVATION G - GROUND CLEANER
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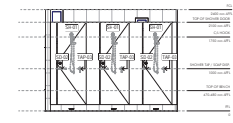
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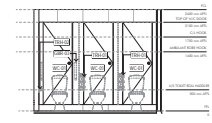
11 ELEVATION I - GROUND FEMALE
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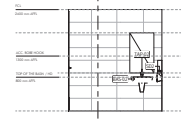
12 ELEVATION J - GROUND FEMALE
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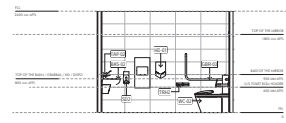
13 ELEVATION K - GROUND FEMALE
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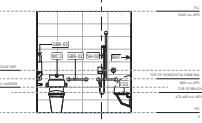
14 ELEVATION L - GROUND FEMALE
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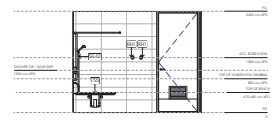
15 ELEVATION M - GROUND ACCESSIBLE
1:50



16 ELEVATION N - GROUND ACCESSIBLE
1:50



17 ELEVATION O - GROUND ACCESSIBLE
1:50



18 ELEVATION P - GROUND ACCESSIBLE
1:50

Rev	Description	Date
01	Issue for Construction	23/12/21
02	Revise to include Construction	23/01/22
03	Revise to include Construction	23/01/22
04	Revise to include Construction	23/01/22

Client: **CUBE**

Architect: **HANSENYUNCKEN**

Project: Microbank Logistics Park Warehouse 4

Project Address: Microbank Logistics Park, 400 Microbank Avenue, Microbank NSW 2170 Australia

Office 4b - Amenities layout - Sheet 1 - W944

Rev	Change	Date	Scale
HL05	B6	B1	1:50

WHP4-NIT-AB-DWG-0303

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FOR CONSTRUCTION

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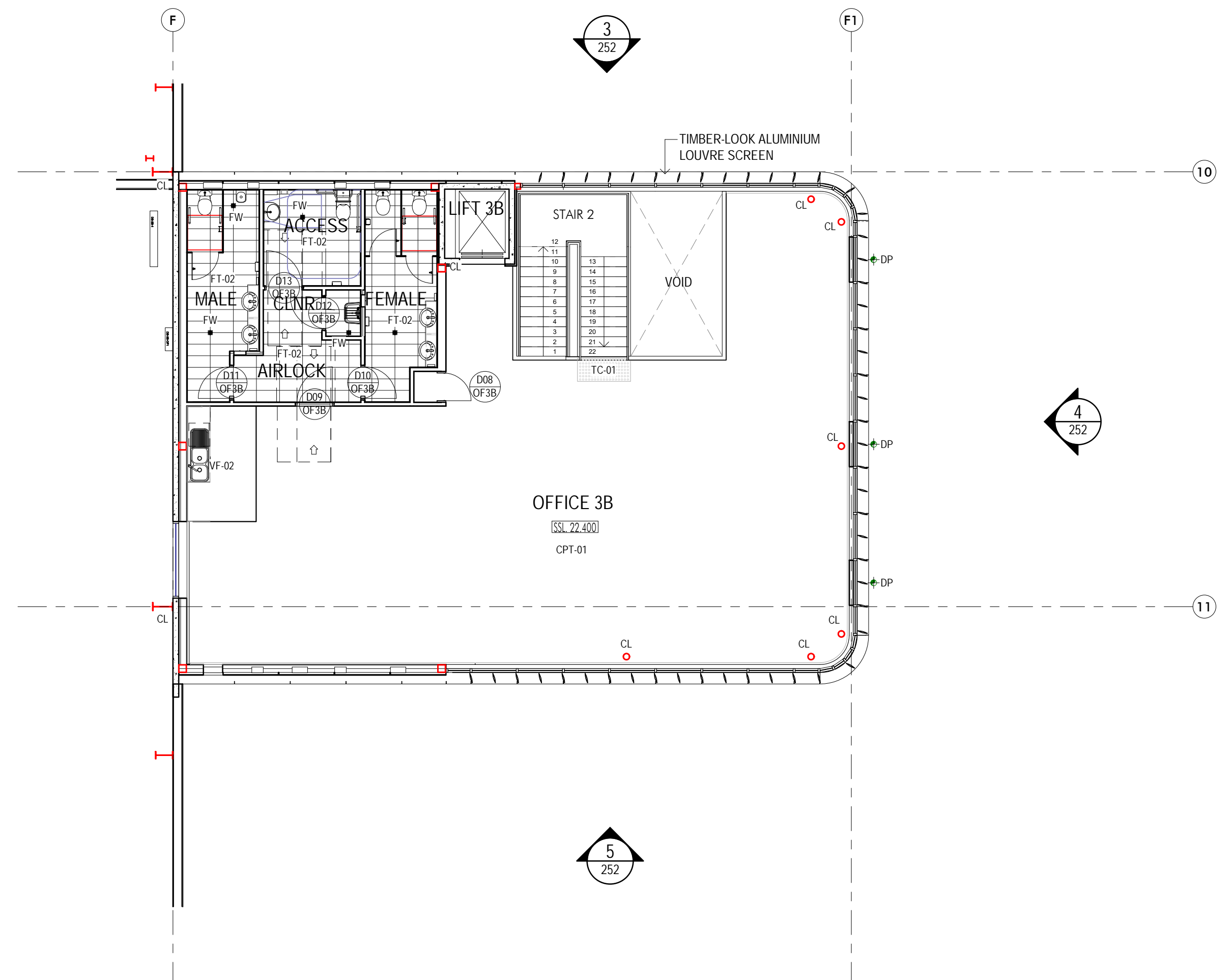
Issue	Description	Date
A	Issued for Information	06.01.2020
B	Issued for Information	17.01.2020
C	Issued for Information	06.08.2020

Key Plan/Room

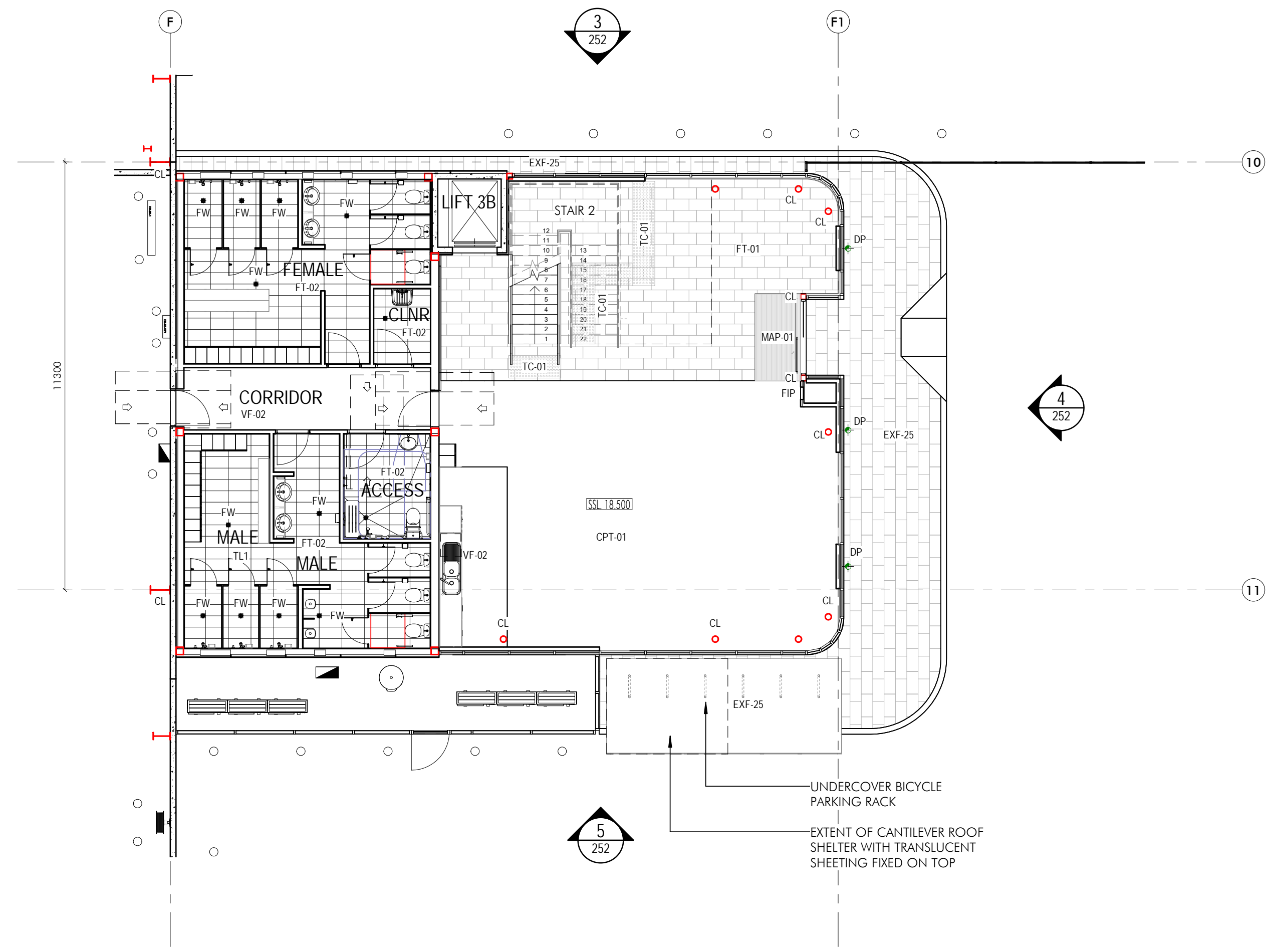
Issue	Description	Date
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B	Issued for Information	17.01.2020
C	Issued for Information	06.08.2020



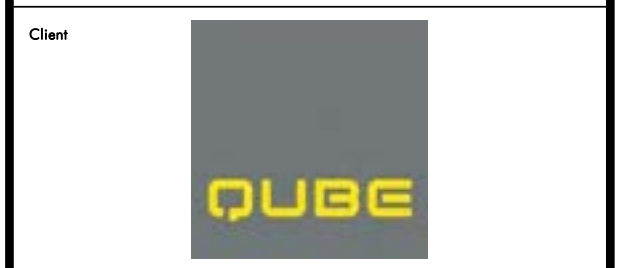
4 Office 3b Bicycle Racks Perspective



2 Office 3b - Level 1 Plan Copy 1
1:100



1 Office 3b - Ground Level.
1:100



Building Contractor
HANSENYUNCKEN
Address: 75-85 Oxley St, Newcastle NSW 2315

Structural: Hordrup
Address: 11 / 345 George St, Sydney NSW 2000

Civil: Cooks Bay Consulting
Address: Level 1, 8 Windmill Street, Wollahilly NSW 2300

Hydraulic: Sports & Parks
Address: Level 1, 91 George Street, Parramatta NSW 2150

Mechanical: Greenstar Engineering Group
Address: 78 Macquarie Road, Moorebank, NSW 2170

Electrical: C Level Design & Engineering
Address: 218/2 Old Princes Hwy, Sutherland, NSW 2232

Fire: GFD
Address: Level 15, 133 Cumberland Street, Sydney, NSW 2000

Landscaping: Ground 360 Landscape Architects
Address: Suite 201, 21 Archer Street, Chesham NSW 2857

SCA Centre: Melbourn Group
Address: Level 6, 189 Kent Street, Sydney, NSW 2000

Project:
Moorebank Logistics Park Warehouse 3
Project Address:
Moorebank Logistics Park, 400 Moorebank Avenue,
Moorebank NSW 2170 Australia

Title:
Offices 3b Ground Floor Plan - WH3

Drawn	Checked	Sheet Size	Scale
HU/DS	BN	B1	1:100

Revision:
W3W4-NTT-AR-DWG-0122
Rev: C

Architectural Consultant:
nettletontribe partnership pty ltd ABN 58 161 683 122
117 Willoughby Road, Crows Nest, NSW 2065
+61 2 9431 6131
info@nettletontribe.com.au www.nettletontribe.com.au



FOR INFORMATION

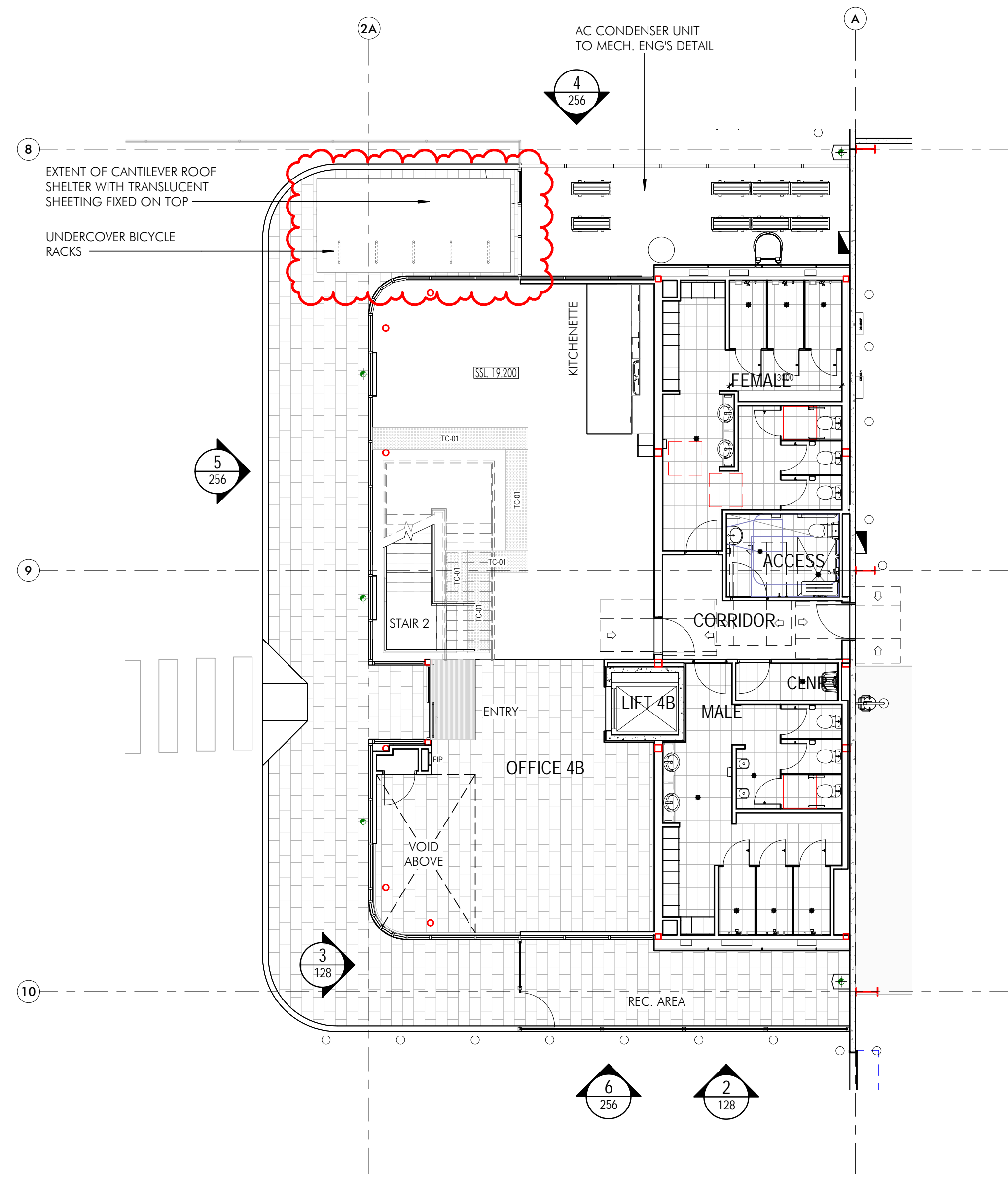
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Key Plan/Room

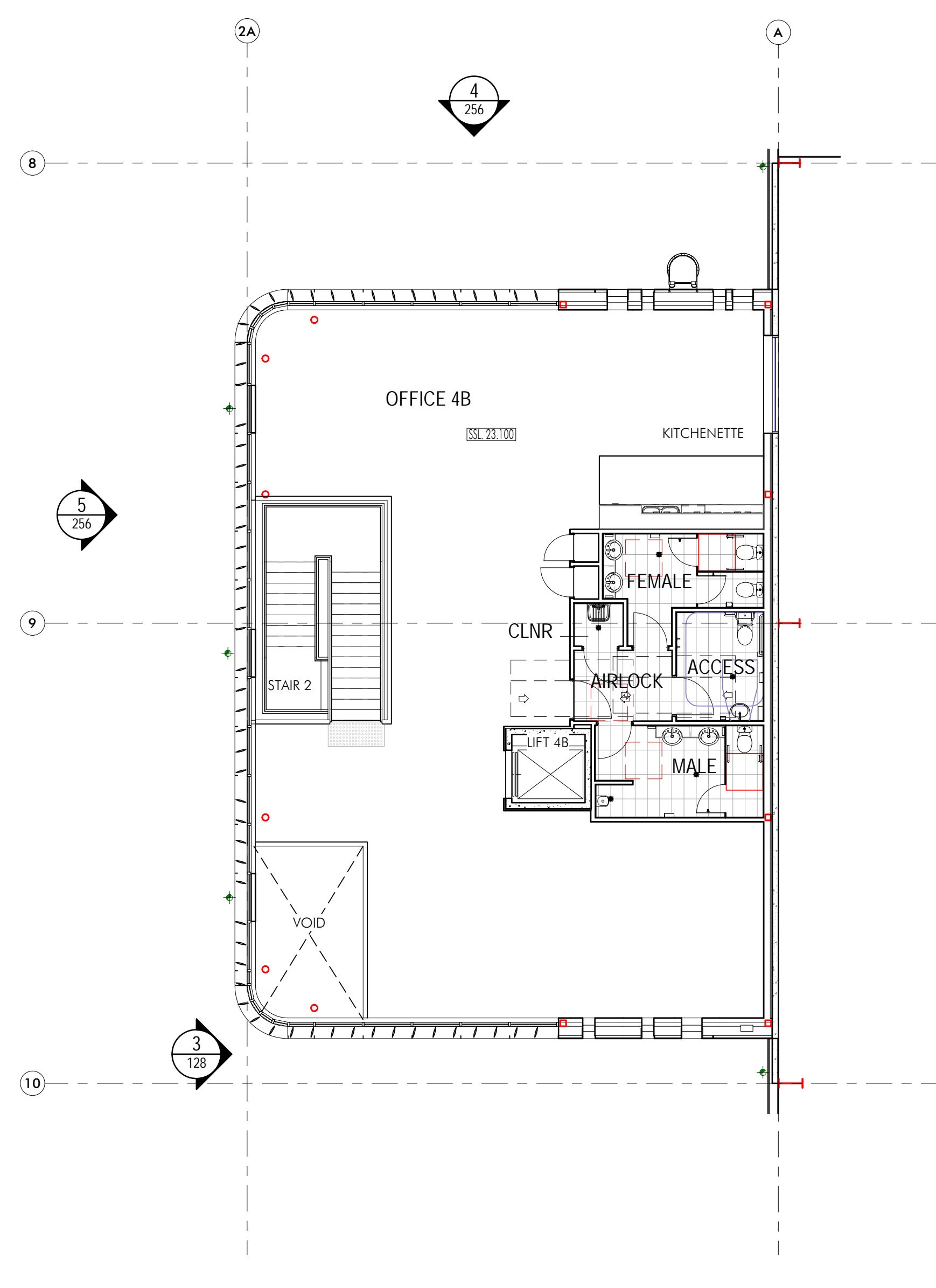
Issue	Description	Date
A	Issued for Information	06.01.20
B	Issued for Information	17.01.20
C	Issued for Information	10.02.20



4 Office 4b Bicycle Racks Perspective



2 Office 4b - Ground Level Plan.
1 : 100



1 Office 4b - Level 1.
1 : 100

QUBE

Building Customer:
HANSEN YUNCKEN
Address: 75 Oldfather St, Newcastle NSW 2315

Structural: Hordrup
Address: 11 / 245 George St, Sydney NSW 2000

CLB: Clark Bar Consulting
Address: Level 1, 8 Winkfield Street, Winkfield NSW 2000

Hydraulic: Sports & Parkers
Address: Level 1, 91 George Street Parramatta NSW 2150

Mechanical: Giverson Engineering Group
Address: 78 Macquarie Road, Hornsby, NSW 2150

Electrical: C Level Design & Engineering
Address: 2/802 Old Princes Hwy, Sutherland, NSW 2222

Fire: GFD
Address: Level 15, 133 Cumberland Street Sydney, NSW 2000

Landscaping: Ground 184 Landscape Architects
Address: Suite 201, 71 Archer Street, Chesham NSW 2887

SCA Centre: Nelsonson Group
Address: Level 6, 189 Kent Street, Sydney, NSW, 2000

Project:
Moorebank Logistics Park Warehouse 4
Project Address:
Moorebank Logistics Park, 400 Moorebank Avenue,
Moorebank NSW 2170 Australia

Title:
Office 4b - Ground Floor & Level 1 Plans - WH4

Drawn	Checked	Sheet No.	Scale
HS/DS	BN	81	1 : 100

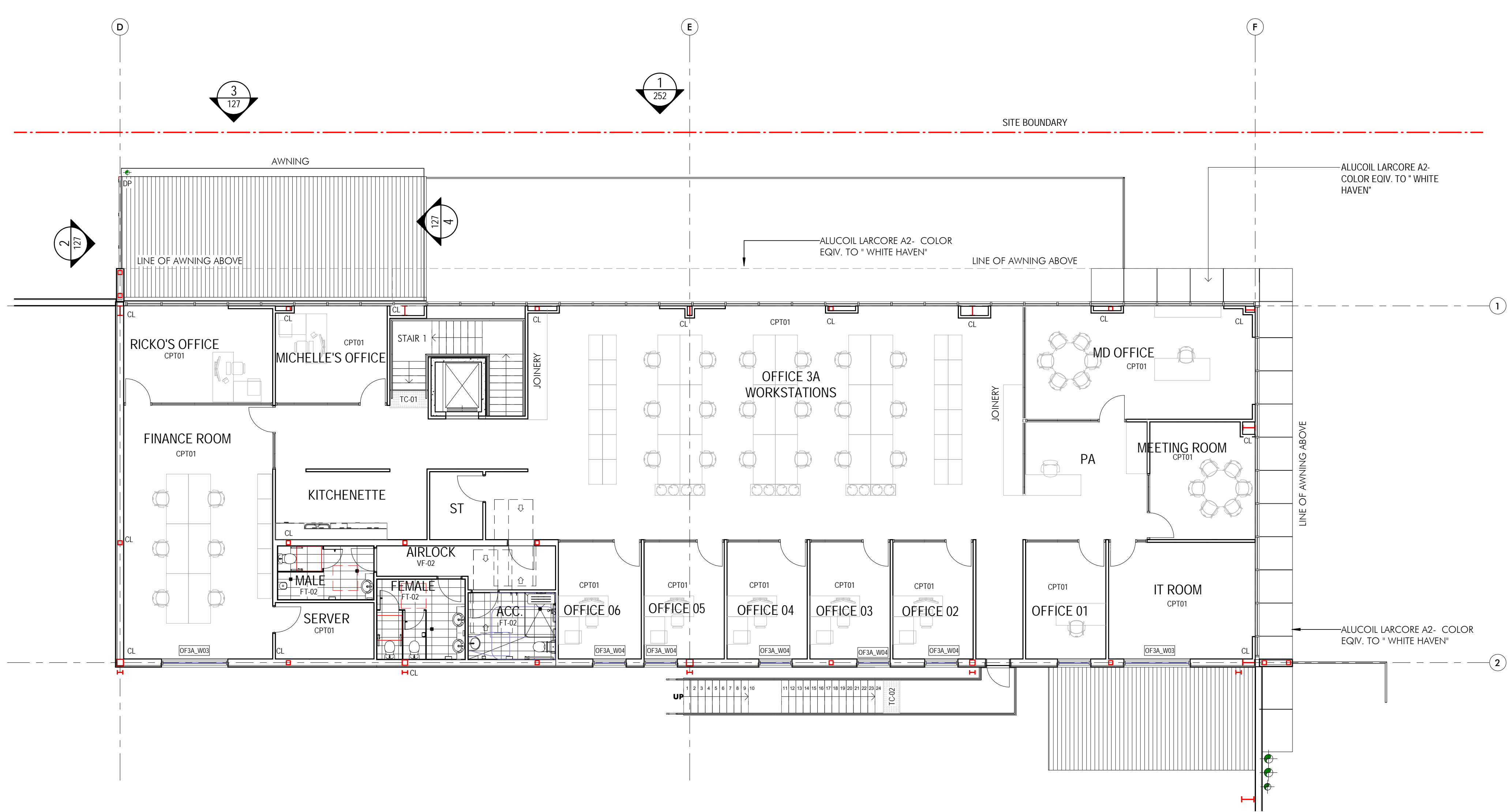
Revision:
W3W4-NTT-AR-DWG-0126
C

Architectural Consultant:
nettletontribe partnership pty ltd ABN 58 161 683 122
117 Willsborough Road, Crows Nest, NSW 2065
+61 2 9431 6131
info@nettletontribe.com.au www.nettletontribe.com.au

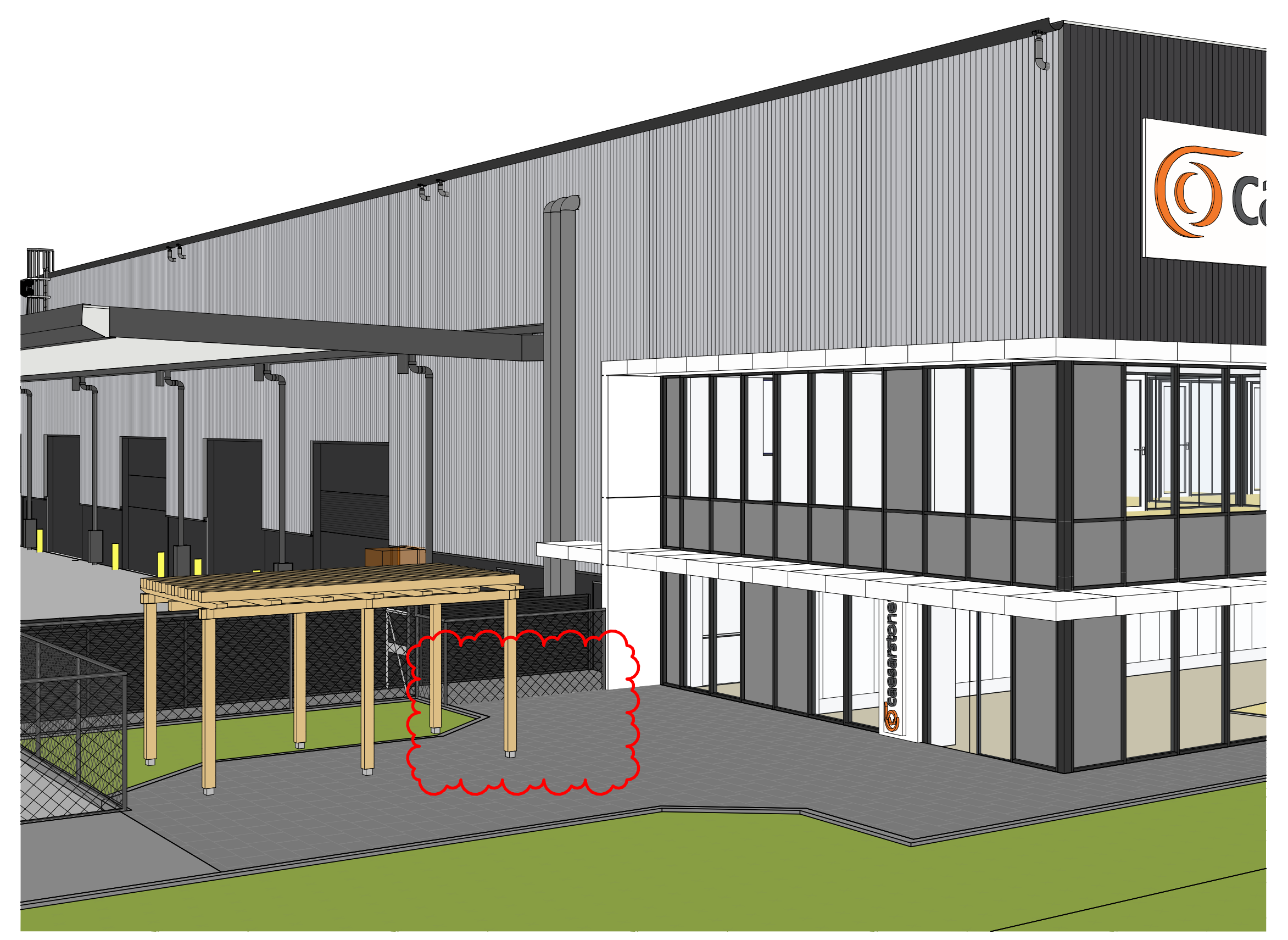
FOR APPROVAL



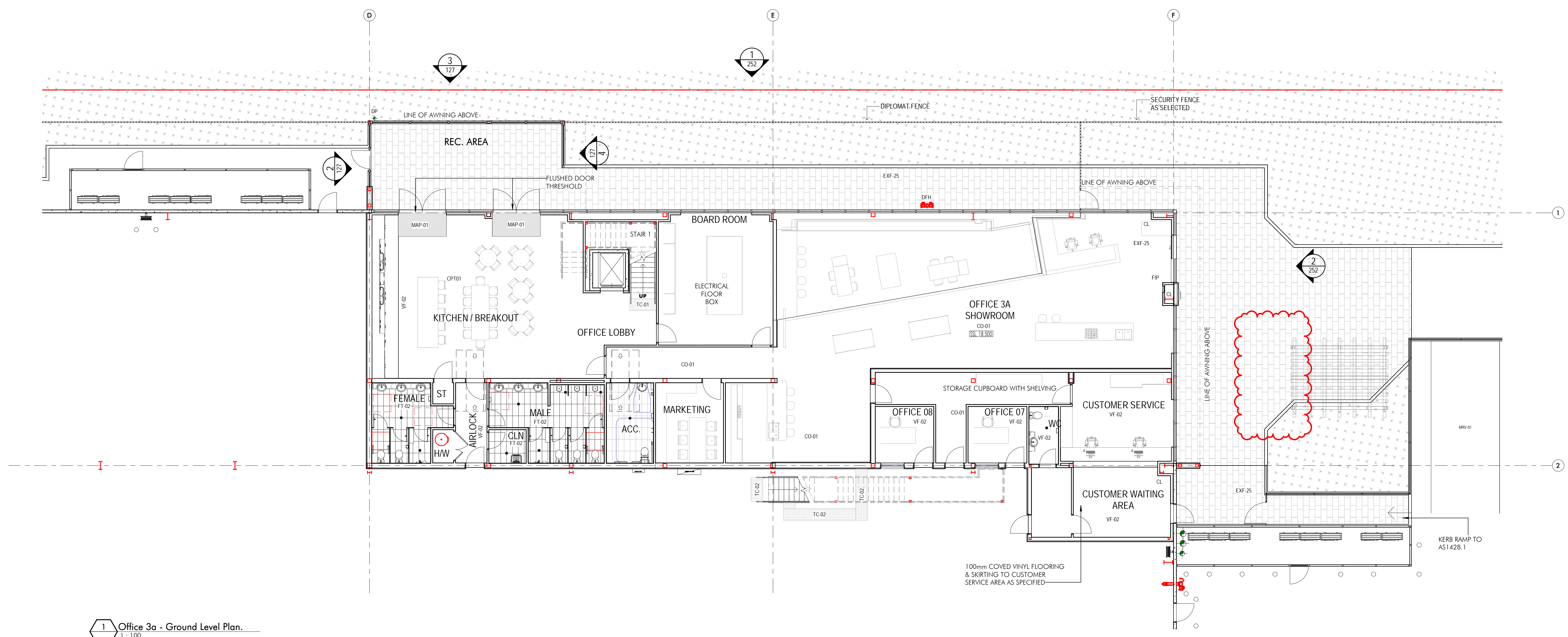
B:\360\SC125 Moorebank WH 3.4 and Infrastructure\QW-04-AR.rvt



2 Office 3a - Level 1 Plan.
1:100



4 Office 3a Bicycle Racks Perspective



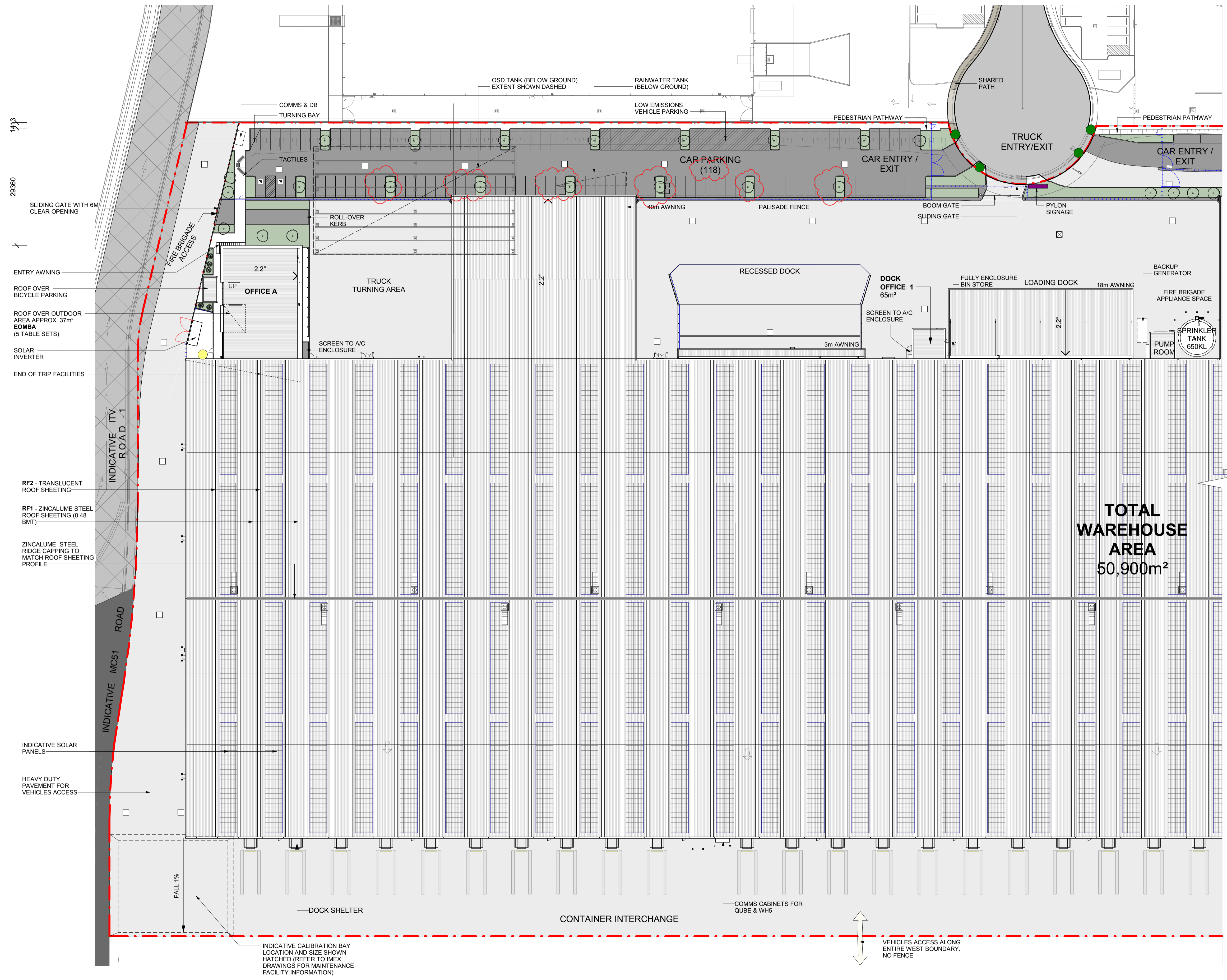
1 Office 3a - Ground Level Plan.
1:100

Building Customer: **HANSEN YUNCKEN**
 Address: 75-85 O'Rourke St, Newcastle NSW 2315
 Structural: Hordrup
 Address: 11 / 245 George St, Sydney NSW 2000
 Civil: Civils Rec Consulting
 Address: Level 1, 8 Winkfield Street, Winkfield NSW 2000
 Hydraulic: Sports & Parks
 Address: Level 1, 91 George Street Parramatta NSW 2150
 Mechanical: Greenway Engineering Group
 Address: 78 Macquarie Road, Hornsby, NSW 2150
 Electrical: C Level Design & Engineering
 Address: 21802 Old Princes Hwy, Sutherland, NSW 2222
 Fire: GFD
 Address: Level 15, 133 Cumberland Street, Sydney, NSW 2000
 Landscape: Ground 100 Landscape Architects
 Address: Suite 201, 21 Archer Street, Chesham NSW 2887
 BCA Certifier: Melbourn Group
 Address: Level 6, 189 Kent Street, Sydney, NSW 2000
 Project:
 Moorebank Logistics Park Warehouse 3
 Project Address:
 Moorebank Logistics Park, 400 Moorebank Avenue,
 Moorebank NSW 2170 Australia
 Title:
 Office 3a - Ground Floor & Level 1 Plans - WH3
 Date:
 Author:
 W3W4-NTT-AR-DWG-0121
 Scale:
 1:100
 Revision:
 C
 Building Customer:
 nettletontribe partnership pty ltd ABN 58 161 683 122
 117 Willsborough Road, Crows Nest, NSW 2065
 t +61 2 9431 6131
 e info@nettletontribe.com.au w nettletontribe.com.au

FOR APPROVAL



B:\360\SC125 Moorebank WH 3.4 and Infrastructure\QW4-03-AR.rvt



DEVELOPMENT SCHEDULE

SITE AREA (APPROX.)	90,782 m ²			
WAREHOUSE AREA - GROSS FLOOR AREA	(INCLUDING DOCK OFFICE 3 & 4) 50,900 m ²			
DOCK OFFICE 1	65 m ²			
DOCK OFFICE 2	65 m ²			
OFFICE AREA - GROSS FLOOR AREA	(AS PER LIVERPOOL COUNCIL LEF)			
OFFICE A	972 m ²			
OFFICE B	972 m ²			
CAR PARKING PROVIDED	174 SPACES			
LOW EMISSIONS CAR PARKING (15%)	27 SPACES			
BICYCLE PARKING PROVIDED	26 SPACES			
SHOWERS (PER TENANT)	6			
LOCKERS (PER TENANT)	26			
LANDSCAPE :				
SOFT	1.12%	1017 m ²		
HARD	1.32%	1197 m ²		
TOTAL POPULATION	(APPROX.) 285			
TENANT A	(APPROX.) 152			
TENANT B	(APPROX.) 133			
AMENITIES:	CLOSET	BASIN	URNAL	ACC. WC
OFFICE A	2	2	2	2
WAREHOUSE A	4	3	5	3
DOCK OFFICE 1	1	1	1	1
OFFICE B	2	2	2	2
WAREHOUSE B	4	3	5	3
DOCK OFFICE 2	1	1	1	1

LEGEND

- SITE BOUNDARY
- HEAVY DUTY PAVEMENT
- LIGHT DUTY PAVEMENT
- ITV ROAD
- PEDESTRIAN PATHWAY HARD LANDSCAPE
- SOFT LANDSCAPE
- TYPE 2 - TENANT IDENTIFICATION SIGNAGE
- TYPE 3 - DIRECTION SIGNAGE
- TYPE 4 - CORPORATE SIGNAGE

ABBREVIATION

SI	SOLAR INVERTER
EK	ELECTRICAL KIOSK SUBSTATION
RMU	RING MAIN UNIT
RF1	METAL PROFILED ROOF SHEETING ZINCALUME BCA CLASSIFICATION : MEDIUM
RF2	TRANSLUCENT ROOF SHEETING
EOMBA	EMPLOYEE OUTDOOR MEAL BREAK AREA

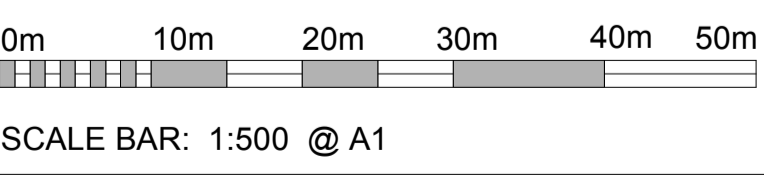
GENERAL NOTES:

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9. ALL LANDSCAPING TO LANDSCAPE ARCHITECT'S DETAILS.
10. ALL SIGNAGE SUBJECT TO CONDITIONS OF CONSNT.

REVISION NOTE:
- ADJUSTED CAR PARKING SPACE & LANDSCAPE

LEGEND:

- BLACK POWDER COATED DIPLOMAT STYLE PRESSED METAL FENCING 2.1M WITH CRIMPED SPEAR TOP.
- BLACK VINYL COATED CHAINWIRE MESH WITH 3 ROWS OF BARBED WIRE. OVERALL HEIGHT OF 3M.
- TIMBER FENCE



Issue	Description	Date	By	QA
A	DRAFT UDLP ISSUE	01/11/19	SL	MR
B	UDLP ISSUE	20/12/19	KM	MR
C	REVISED UDLP ISSUE	13/02/2020	RM	MR
D	REVISED UDLP ISSUE	25/02/2020	RM	MR
E	ISSUE FOR COORDINATION	16/04/2020	SL	MR

REIDCAMPBELL
Architecture, Interiors, Project Management
ACN 002 033 901 ABN 28 317 605 675
Level 15, 124 Walker Street
North Sydney NSW 2060 Australia
Tel: 61 02 9954 5011 Email: sydney@reidcampbell.com
Fax: 61 02 9954 4946 Web: www.reidcampbell.com

ISSUED FOR COORDINATION

CLIENT
MOOREBANK LOGISTICS PARK QUBE

PROJECT MANAGER
ARCHILE PROJECTS

PROJECT
MOOREBANK LOGISTICS PARK - WAREHOUSE 5
400 MOOREBANK AVE, MOOREBANK NSW

NORTH POINT

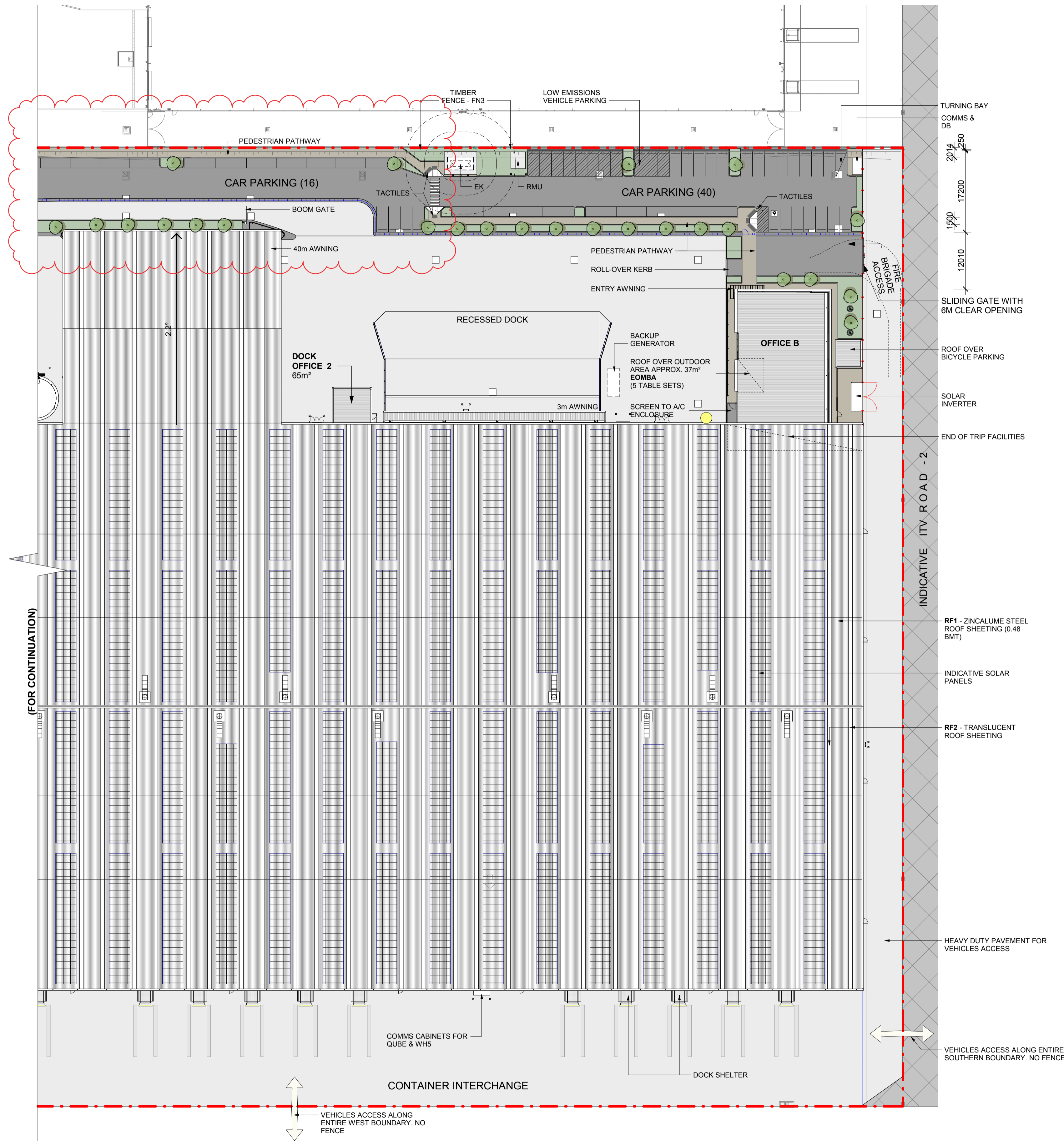
DRAWING NAME
SITE PLAN PART 01

RCG PROJECT NO: **118124** STATUS CODE

SHEET NUMBER
WHP5-RCG-AR-DWG-UDLP1 ISSUE

BIM 360://Qube - Warehouse 5/118124_MB LOGISTICS_QUBE WH5_V1.rvt

Notes
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NSW Registered Architect Mark David Roach, 10332
NSW Registered Architect James Webb, 10187



LEGEND

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- LIGHT DUTY PAVEMENT
- ITV ROAD
- PEDESTRIAN PATHWAY HARD LANDSCAPE
- SOFT LANDSCAPE
- TYPE 2 - TENANT IDENTIFICATION SIGNAGE
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ABBREVIATION

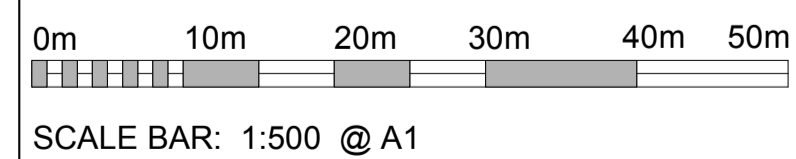
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 - ALL SIGNAGE SUBJECT TO CONDITIONS OF CONSENT.

REVISION NOTE:
 - MAIN ENTRY AND PARKING ADJUSTED
 - DRAFT ISSUE DELETED
 - LANDSCAPE AREA AMENDED

LEGEND:

- BLACK POWDER COATED DIPLOMAT STYLE PRESSED METAL FENCING 2.1M WITH CRIMPED SPEAR TOP.
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- TIMBER FENCE



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C	REVISED UDLP ISSUE	13/02/2020	RM	MR
D	REVISED UDLP ISSUE	25/02/2020	RM	MR

REIDCAMPBELL
 Architecture, Interiors, Project Management
 ACN 002 033 801 ABN 28 317 805 875
 Level 15, 124 Walker Street
 North Sydney NSW 2060 Australia
 Tel: 61 02 9954 5011 Email: sydney@reidcampbell.com
 Fax: 61 02 9954 4946 Web: www.reidcampbell.com

UDLP ISSUE

CLIENT

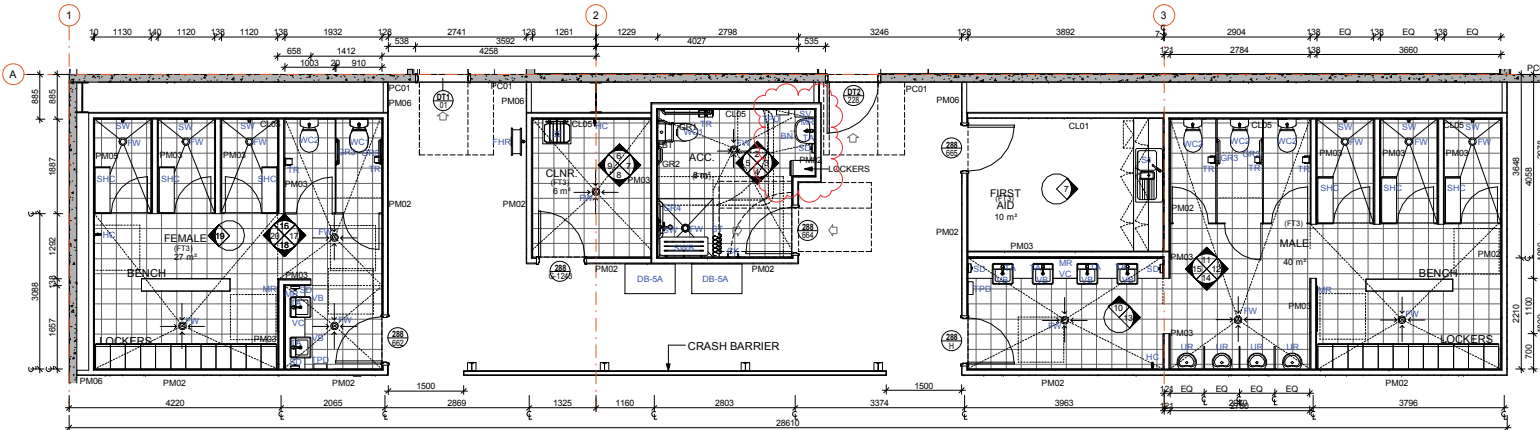
PROJECT MANAGER

PROJECT
 MOOREBANK LOGISTICS PARK - WAREHOUSE 5
 400 MOOREBANK AVE, MOOREBANK NSW

Drawn: RM Checked: MR PRINT DATE: 25/02/2020 4:47:42 PM

NORTH POINT

DRAWING NAME: SITE PLAN PART 02
 RCG PROJECT NO: 118124 STATUS CODE:
 SHEET NUMBER: WHP5-RCG-AR-DWG-UDLP2 ISSUE: D



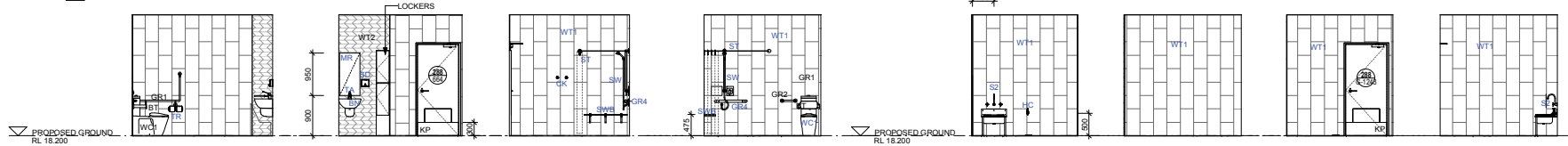
AMENITIES NUMBERS ARE BASED ON CLIENT INFORMATION

REVISION NOTES:
- ACC. WC UPDATE

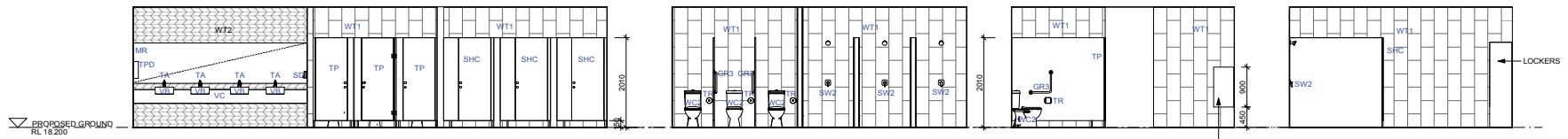
ABBREVIATION:

AMB	AMBULANT
BCH	BENCH
BD	BLINDS
BT	BACKREST
BWN	BOILING WATER UNIT WITH MIXER TAP ON BENCHTOP
CB	CUPBOARD
CK	COAT HOOK
CS1	KITCHEN STONE BENCH TOP
DRW	DRAWER
DW	DISHWASHER
GR	GRABRAIL
L	LIGHT FIXTURE
LF1	PARTICLE BOARD
LF2	LAMINATE
MR	MIRROR
MW	MICROWAVE
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UR	URINAL
VB	VANITY BASIN
VC	VANITY BENCH
WC	WATER CLOSET
WT1	WALL TILE
WT2	FEATURE WALL TILE

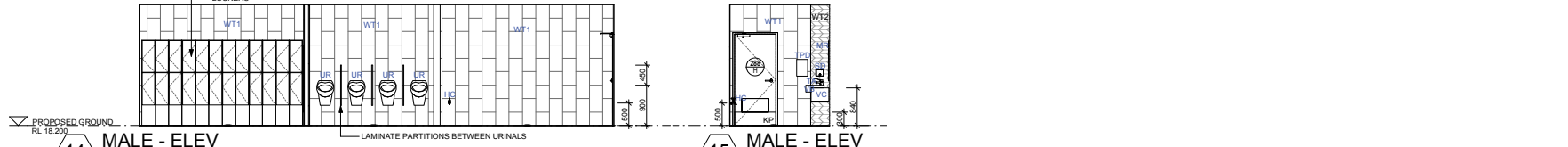
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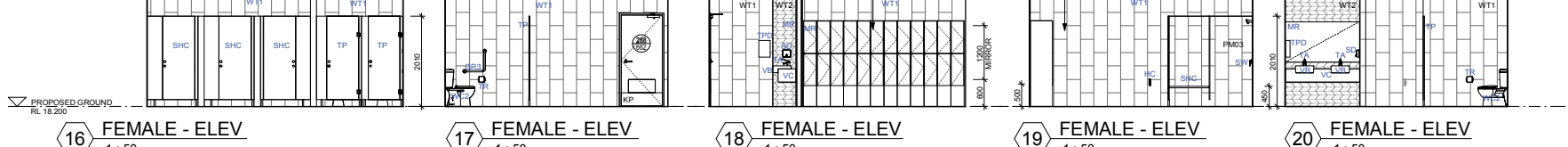
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10 MALE - ELEV 1 : 50 **11 MALE - ELEV** 1 : 50 **12 MALE - ELEV** 1 : 50 **13 MALE - ELEV** 1 : 50



14 MALE - ELEV 1 : 50 **15 MALE - ELEV** 1 : 50



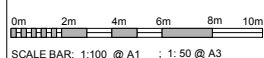
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NOTES:

- ACCESSIBLE AMENITIES TO COMPLY WITH ALL ASPECTS OF AS-1428.1.
- WHERE SHOWERS ARE PROVIDED WITH GLASS SCREENS, ENSURE SCREENS ARE GRADE 'A' SAFETY GLASS IN ACCORDANCE WITH AS-1288.
- ALL DOORS TO FULLY ENCLOSED SANITARY COMPARTMENTS, DOORS MUST BE PROVIDED WITH LIFT-OFF HINGES TO BE READILY REMOVABLE FROM THE OUTSIDE OF THE COMPARTMENT IF THEY OPEN INWARDS AND IF THE NEAREST PART OF THE DOORWAY IS WITHIN 1200mm OF THE PAN.
- PROVIDE MOISTURE RESISTANT PLASTERBOARD TO ALL WET AREAS.
- SILICONE SEAL VANITY/TILE JUNCTIONS, FLOOR/WALL JUNCTIONS AND TILE/CEILING JUNCTIONS.
- TYPICALLY PROVIDE ACOUSTIC INSULATION TO ALL AMENITY WALLS.
- ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO FABRICATION.
- SILICONE SEAL ALL WALL / JOINERY JUNCTIONS IN COLOUR AS SELECTED.
- CONTRACTOR TO INSTALL DOOR STOPS AND COAT HOOKS TO ALL CUBICLE DOORS. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT STANDARDS.
- ENSURE 92mm STUD WALL BEHIND PAPER TOWEL DISPENSERS.
- CONTRACTOR TO CO-ORDINATE LOCATION OF TIMBER NOGGINGS & STUDS WITH PLUMBER & ELECTRICIAN TO ENABLE FIXING OF WALL MOUNTED FIXTURES & FITTINGS.
- PROVIDE NATURAL ANODISED ALUMINIUM ANGLE TRIMS TO ALL EXTERNAL TILED CORNERS. TILER TO USE THICK BED MORTAR SO THAT TRIMS ALIGN WITH TILE EDGE.
- WET SEAL ALL FLOORS TO AMENITIES.
- ALL DIMENSIONS TAKEN FROM FINISHED FLOOR LEVEL (FFL).

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Issue	Date	By	OK
1	03/10/2019	MM	MR
2	20/12/19	MM	MR

REID CAMPBELL
Architecture, Interiors, Project Management
ACN 602 030 801 ABN 317 026 873
Level 15, 124 Walker Street
North Sydney NSW 1585 Australia
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UDLP ISSUE

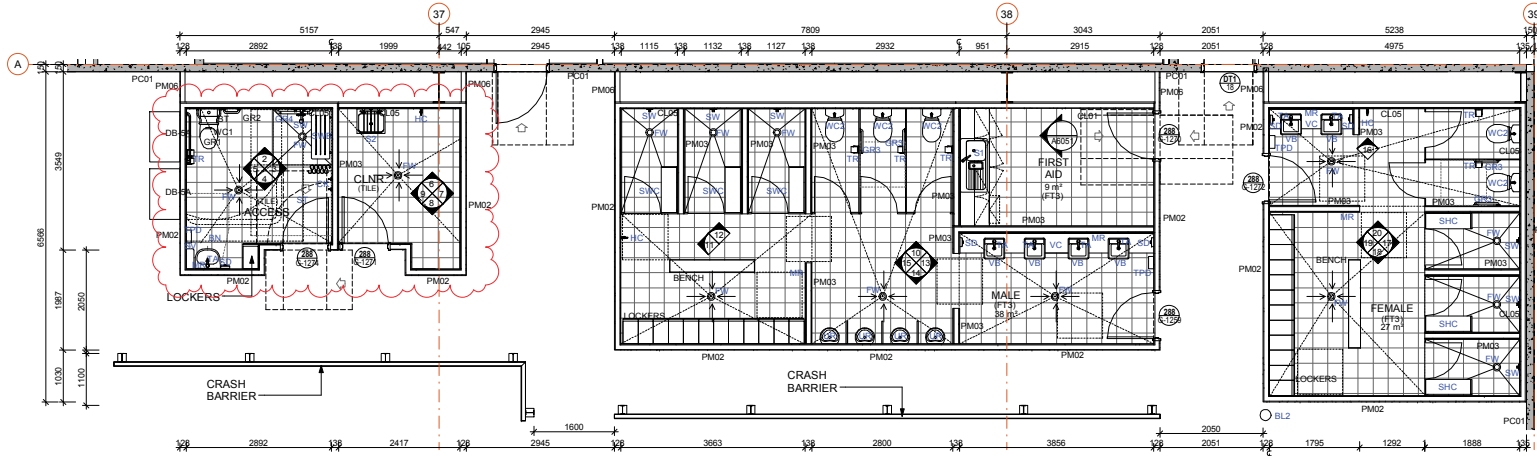
CLIENT
MOOREBANK DUBE

PROJECT MANAGER
ARCHILE PROJECTS

PROJECT
MOOREBANK LOGISTICS PARK - WAREHOUSE 5
400 MOOREBANK AVE, MOOREBANK NSW
Drawn Checked PRINT DATE
KM MR 20/12/2019 4:48:39 PM

ORIGINATOR
END OF TRIP FACILITIES - A
RDC PROJECT NO: **118124** STATUS CODE
SHEET NUMBER
WHP5-RCG-AR-DWG-UDLP5 ISSUE
B

BM 300 (cube) - Warehouse 5/118124_ML LOGISTICS_DUBE WHP5



AMENITIES NUMBERS ARE BASED ON CLIENT INFORMATION

REVISION NOTES:
ACC. WC UPDATE

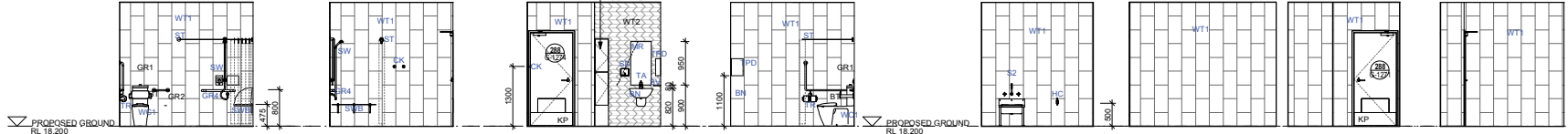
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BWN	BOWING WATER UNIT WITH MIXER TAP ON BENCHTOP
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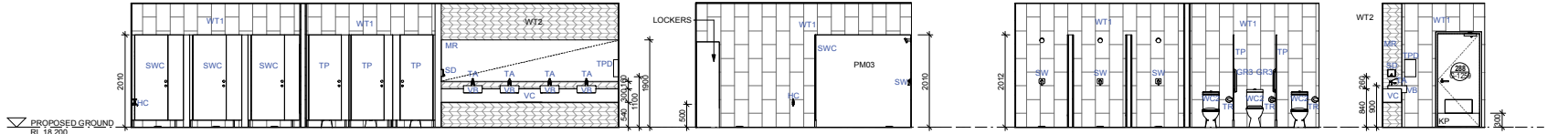
1 UDLP TENANT B - WAREHOUSE AMENITIES PLAN

1 : 50



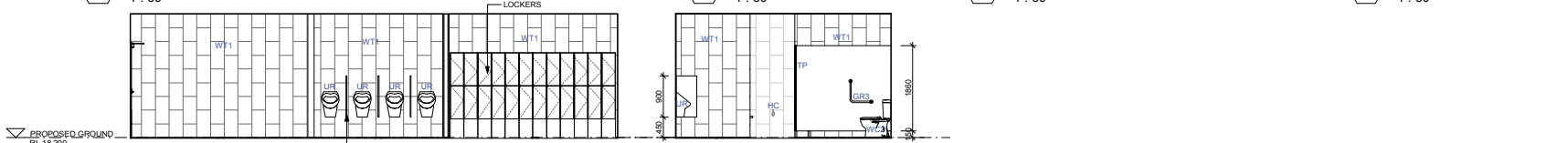
2 ACC.WC - ELEV 3 ACC.WC - ELEV 4 ACC.WC - ELEV 5 ACC.WC - ELEV 6 CL3 - ELEV 7 CL3 - ELEV 8 CL3 - ELEV 9 CL3 - ELEV

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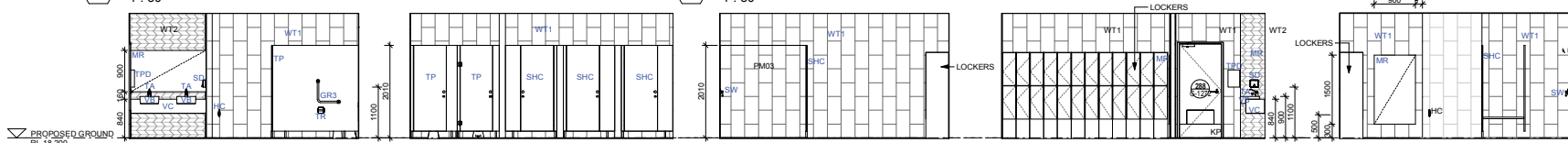
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1 : 50 1 : 50 1 : 50 1 : 50



14 MALE - ELEV 15 MALE - ELEV

1 : 50 1 : 50



16 FEMALE - ELEV 17 FEMALE - ELEV 18 FEMALE - ELEV 19 FEMALE - ELEV 20 FEMALE - ELEV

1 : 50 1 : 50 1 : 50 1 : 50 1 : 50

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NSW Registered Architect Mark David Roach, 10332
NSW Registered Architect James Webb, 10187

Issue	Description	Date	By	CHK
A	UDLP ISSUE	25/11/19	KM	LR
B	UDLP ISSUE	20/12/19	KM	LR

REID CAMPBELL
Architecture, Interiors, Project Management

ACN 602 030 801 ABN 29 611 651 875
Level 15, 124 Walker Street
North Sydney NSW 1585 Australia
Tel: 61 02 9554 9011 Email: sydney@reidcampbell.com
Fax: 61 02 9554 4340 Web: www.reidcampbell.com

UDLP ISSUE

CLIENT

PROJECT MANAGER

PROJECT
MOOREBANK LOGISTICS
PARK - WAREHOUSE 5
400 MOOREBANK AVE, MOOREBANK
NSW

Drawn Checked PRINT DATE
KM MR 20/12/2019 4:49:29 PM

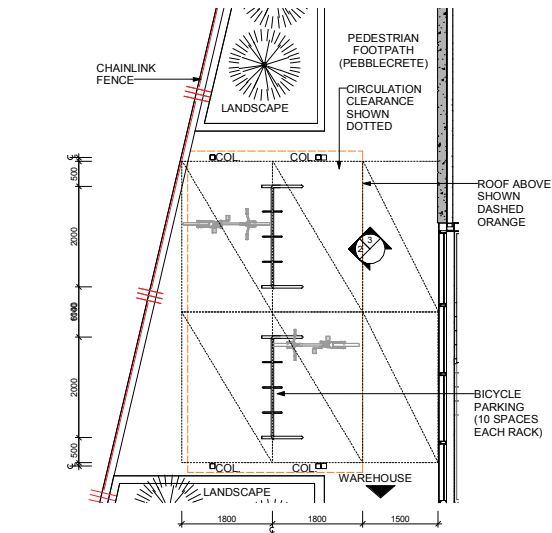
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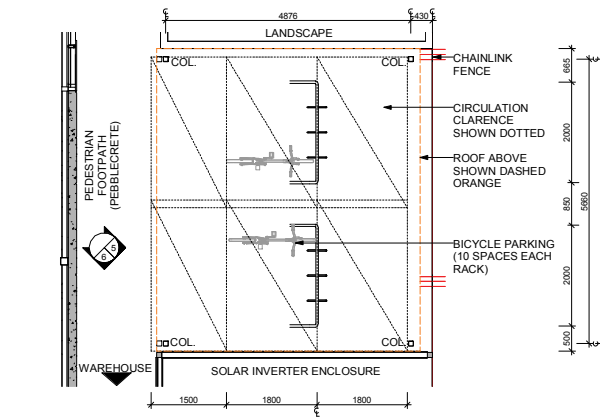
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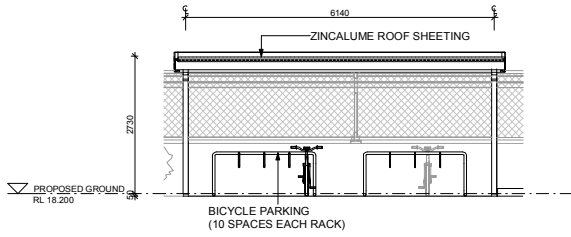
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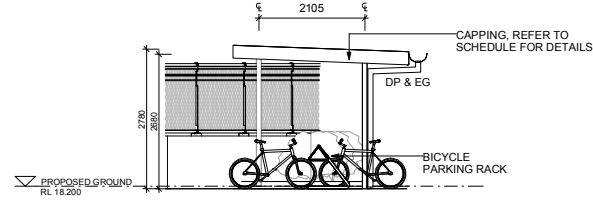
1 OFFICE A - BICYCLE PARKING PLAN
1 : 50



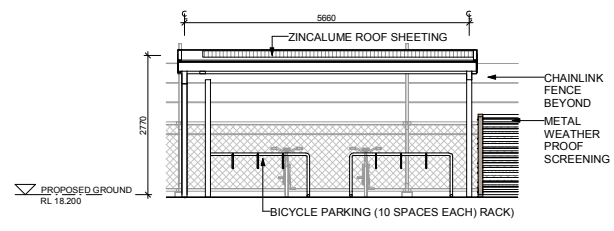
4 OFFICE BE - BICYCLE PARKING PLAN
1 : 50



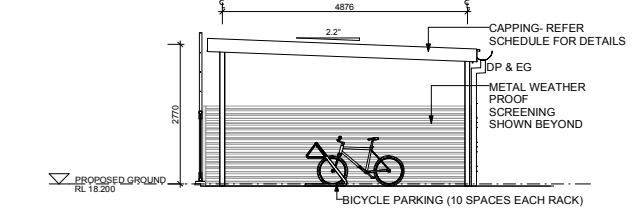
2 OFFICE A - BICYCLE PARKING ELEV
1 : 50



3 OFFICE A - BICYCLE PARKING ELEV
1 : 50



5 OFFICE B - BICYCLE PARKING ELEV
1 : 50



6 OFFICE B - BICYCLE PARKING ELEV
1 : 50

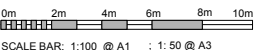


BICYCLE PARKING OFFICE A



BICYCLE PARKING OFFICE B

- GENERAL NOTES:**
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL CONSULTANTS' DOCUMENTATION
 2. ALL WORKS SHALL COMPLY WITH THE REQUIREMENTS OF THE NCC (BCA), AUSTRALIAN STANDARDS, RELEVANT CODES AND LOCAL AUTHORITIES REGULATIONS
 3. PROVIDE ALL CONCRETE AND STRUCTURAL STEEL IN ACCORDANCE WITH STRUCTURAL ENGINEERS DOCUMENTATION
 4. PROVIDE ALL DRAINAGE IN ACCORDANCE WITH HYDRAULIC ENGINEER'S DOCUMENTATION
 5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CO-ORDINATE CONNECTIONS, LOCATIONS AND DETAILS BETWEEN STRUCTURAL STEEL, PRECAST PANELS AND IN-SITU CONCRETE
 6. ALL LEVELS AND EXTENTS ARE INDICATIVE & SHOULD BE READ IN CONJUNCTION WITH CIVIL ENG. DWGS FOR FINAL LEVELS.
 7. ALL FFL LEVELS ±500mm.
 8. ALL LEVELS AND EXTENTS ARE INDICATIVE & SHOULD BE READ IN CONJUNCTION WITH CIVIL ENG. DWGS FOR FINAL LEVELS OF ALL EARTH WORKS AND EXCAVATION.
 9. ALL LANDSCAPING TO LANDSCAPE ARCHITECT'S DETAILS.
 10. INTERIOR LAYOUT SUBJECT TO FURTHER DETAIL DESIGN DEVELOPMENT
 11. ALL SIGNAGE SUBJECT TO CONDITIONS OF CONSENT.



SCALE BAR: 1:100 @ A1 ; 1:50 @ A3

Issue	Date	By	Of
A	25/11/19	KM	DM
B	20/12/19	KM	MR

REID CAMPBELL
Architecture, Interiors, Project Management
ACN 602 030 881 ABN 93 917 055 875
Level 15, 124 Walker Street
North Sydney NSW 1585 Australia
Tel: 61 02 9554 5011 Email: sydney@reidcampbell.com
Fax: 61 02 9554 4940 Web: www.reidcampbell.com

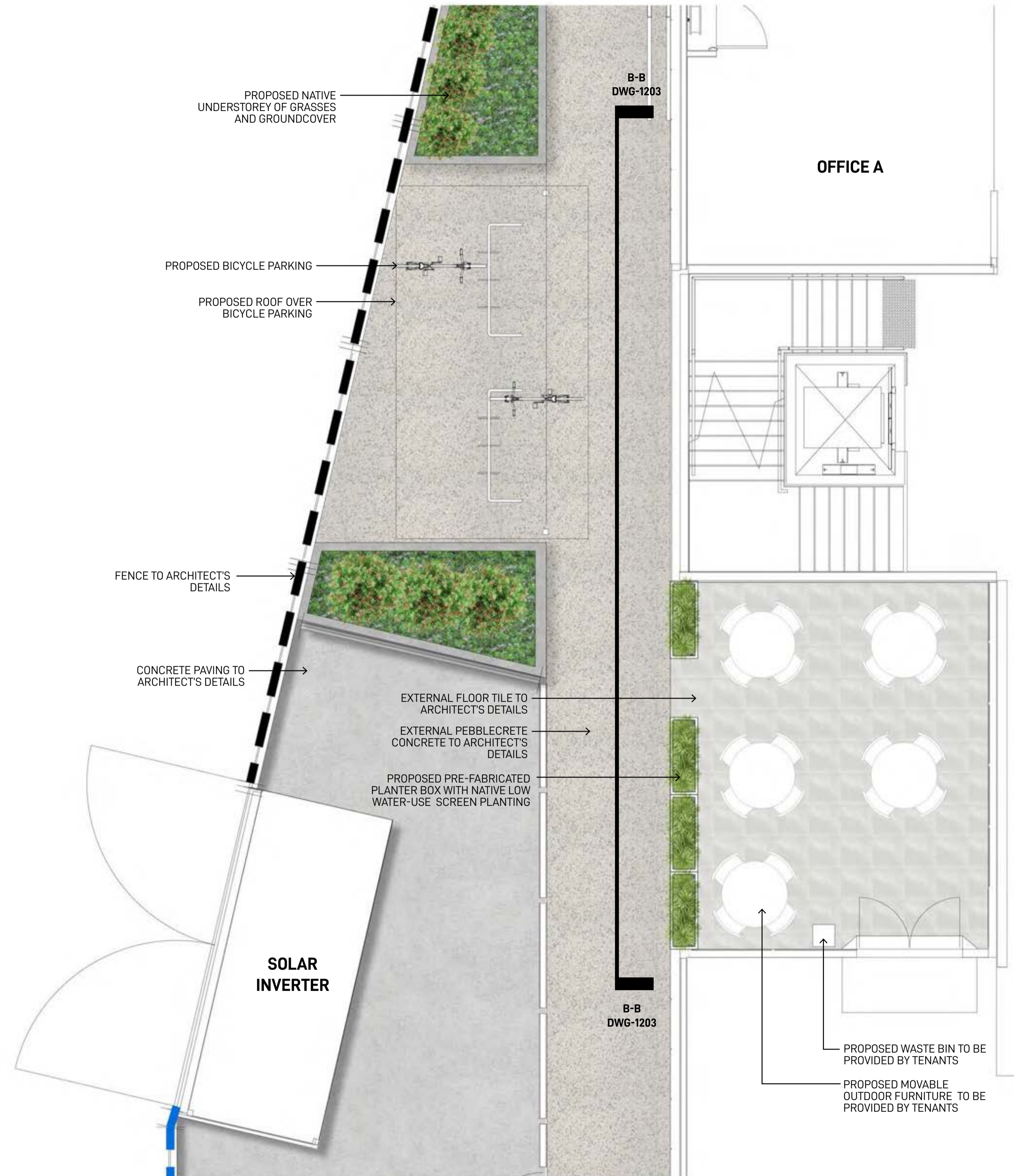
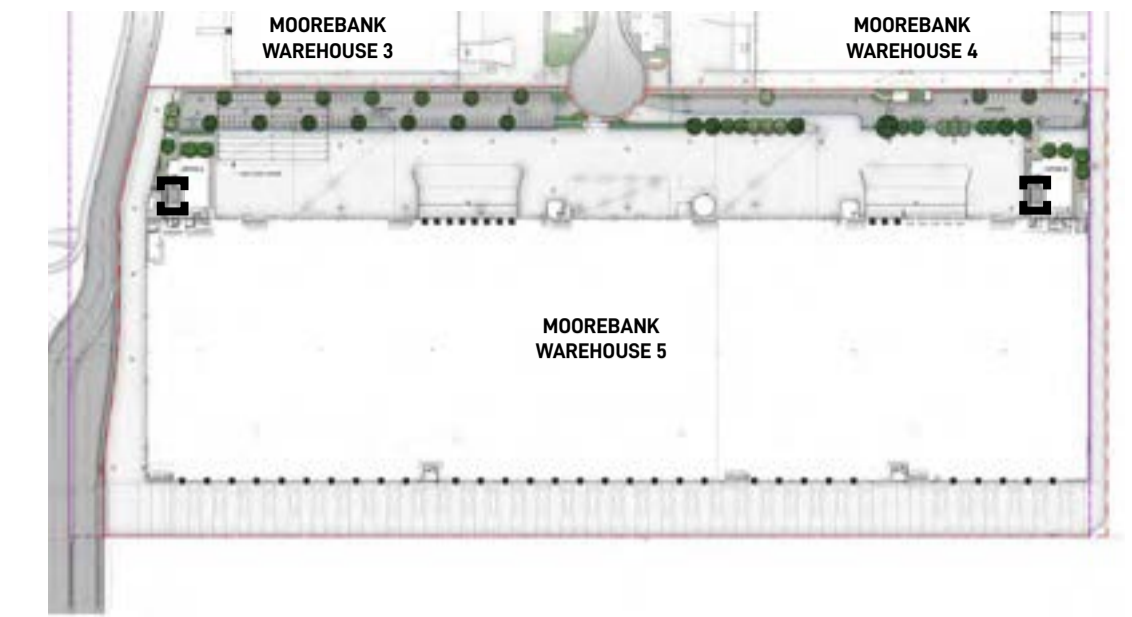
UDLP ISSUE



CLIENT: MOOREBANK LOGISTICS PARK - WAREHOUSE 5
PROJECT: MOOREBANK LOGISTICS PARK - WAREHOUSE 5
400 MOOREBANK AVE, MOOREBANK NSW
ARCHILE PROJECTS
Drawn: KM Checked: MR PRINT DATE: 20/12/2019 4:50:40 PM

NORTH POINT
DRAWING NAME: BICYCLE PARKING
RDC PROJECT NO: 118124 STATUS CODE:
SHEET NUMBER: WHP5-RCG-AR-DWG-UDLP8 ISSUE: B

KEY PLAN



PRELIMINARY FOR COORDINATION

Landscape Architect
GROUND INK
 Suite 201, 75 Archer St, Chatswood NSW 2067 Ph. (02) 9411 3279
 www.groundink.com.au ABN 55 163 025 456 ACN 163 025 456
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Client

Architect
REIDCAMPBELL
 Level 15, 124 Walker Street
 North Sydney NSW 2060, Australia
 (02) 9954 5011
 https://www.reidcampbell.com/

Project Manager
ARCHILE PROJECTS
 304/147 King St Sydney NSW 2000
 Phone: +61 402 006 400
 https://www.archile.com.au/

Note
 Verify all dimensions on site before commencing work. Report all discrepancies to Landscape Architect prior to construction. Figured dimensions to be taken in preference to scaled drawings.
 All work is to conform to relevant Australian standards and other codes as applicable.
 Location of underground services to be proven on site and protected if necessary prior to construction. Dial before you dig.
 Plant species and quantities shown are indicative only and are subject to change based on future project requirements.

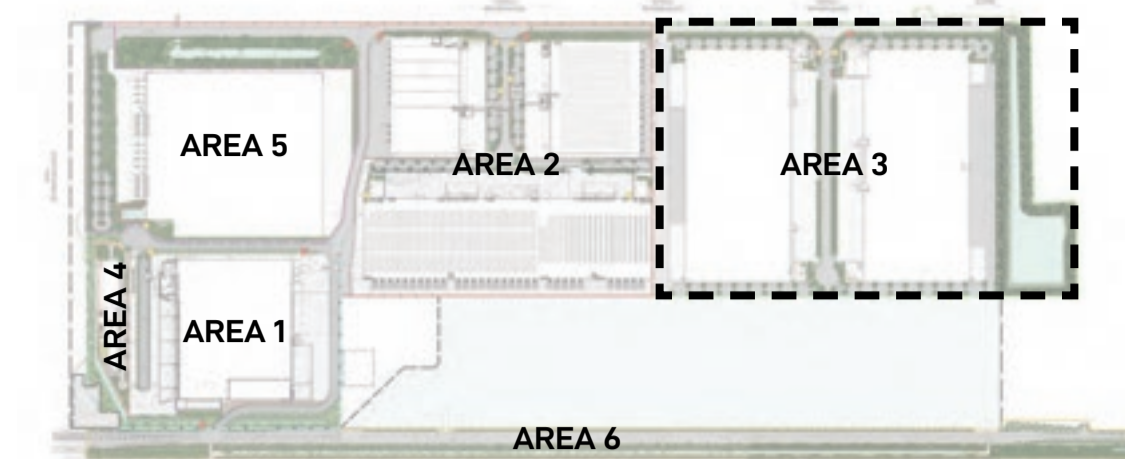
Issue	Date	Description	Drawn	Checked
A	05.08.20	Preliminary for coordination	KF	RL

Drawing Title
**WAREHOUSE 5 TYPICAL
 EOMBA PLAN**

Date	Job Number	Drawn	Checked	Drawing Number
05-08-20	20190511	KF	RL	WHP5-GNK-LN-DWG-1206
Project				North
Warehouses 5 UDLP				Rev
Moorebank Logistics Park, Moorebank NSW				A
Scale 1:50 @ A1				
0 2.5 5 7.5 1m				

Appendix 3 – Area 3 Cycle and Pedestrian Access and Facilities Drawings and Figures

KEY PLAN

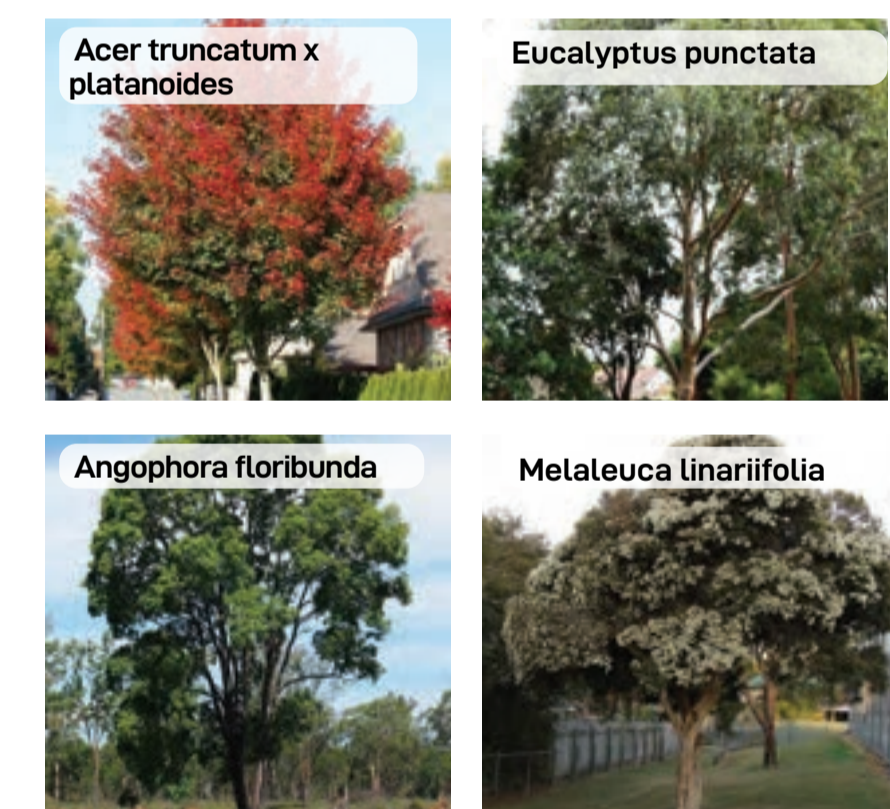


LEGEND

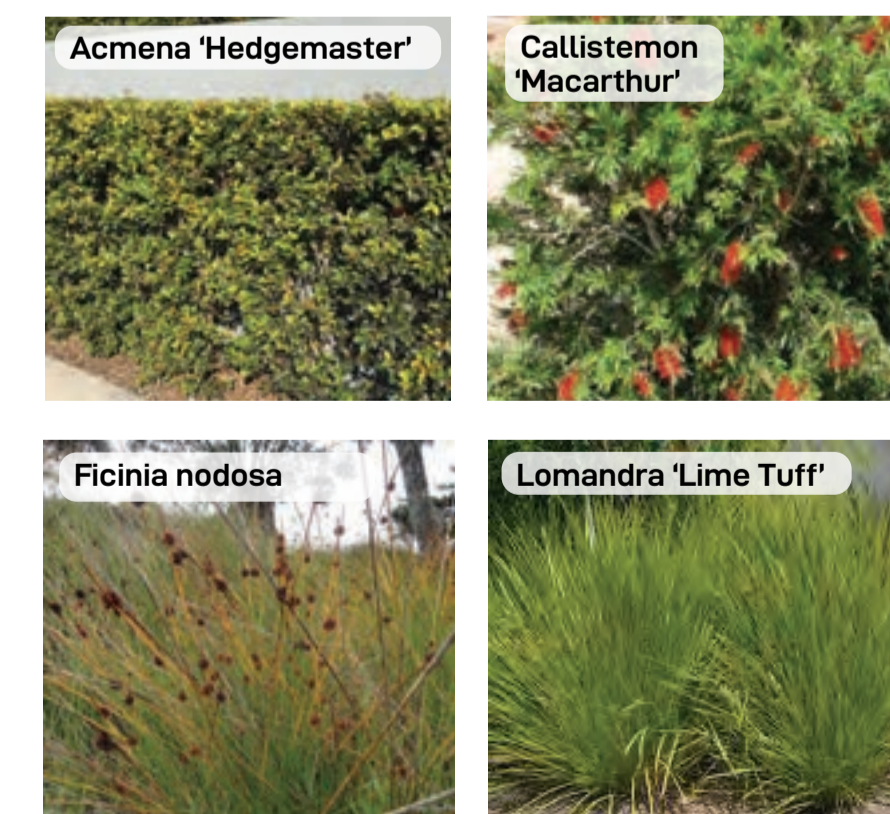
- Area 3 Boundary
 - Hard Landscaping
 - Proposed Garden Bed
 - Proposed Canopy Trees
 - Proposed OSD
 - Type 1 Street Signage
 - Type 2 Tenant Identification Signage
 - Type 3 Direction Signage
 - Type 4 Corporate Signage
- 1 Proposed canopy tree planting in 2.5M carpark bays spaced at every 6-8 car spaces providing amenity and visual screening of proposed warehousing in accordance with condition b140(e)(iii) & b140(e)(vi)
- 2 Proposed enlarged parking bays
- 3 Proposed mix of native canopy trees and shrubs providing visual mitigation of proposed warehouses

NOTE
Elements shown in plans are indicative and are subject to final design

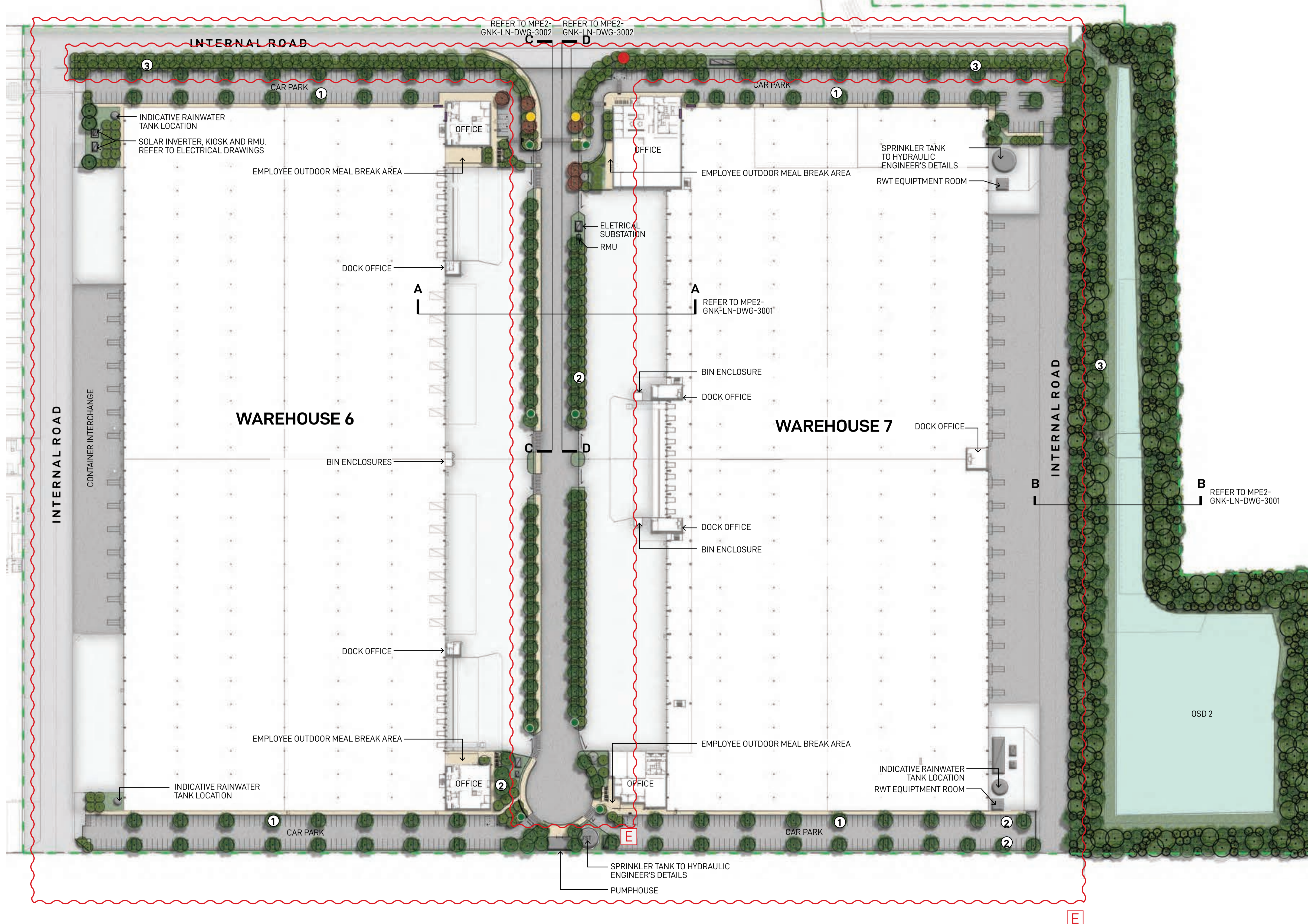
INDICATIVE TREE IMAGES



INDICATIVE SHRUB IMAGES



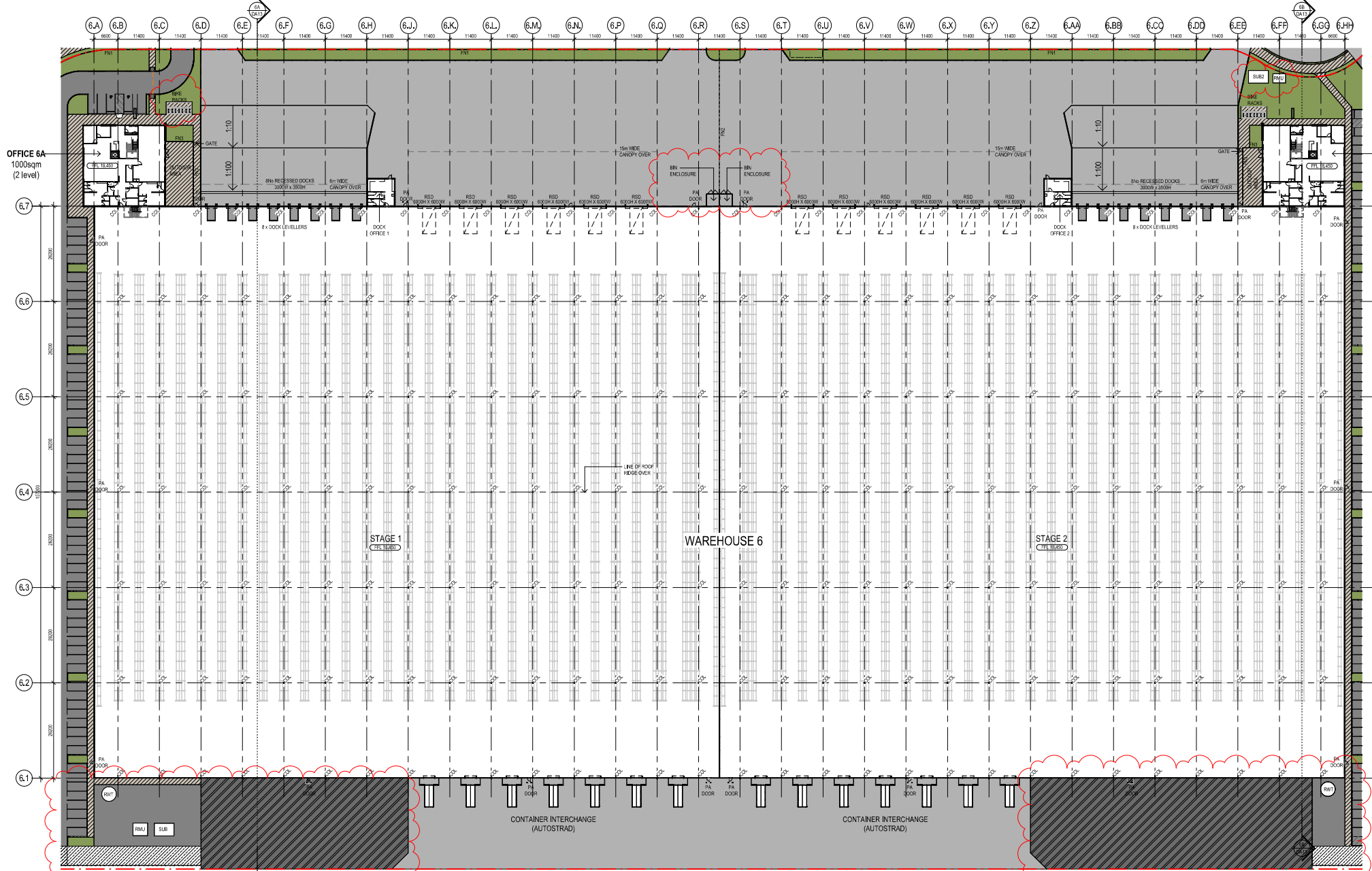
FOR COORDINATION



<p>Landscape Architect</p> <p>GROUND INK</p> <p>Suite 201, 75 Archer St, Chatswood NSW 2067 Ph. (02) 9411 3279 www.groundink.com.au ABN 55 163 025 456 ACN 163 025 456 © Ground Ink Pty Ltd This design and drawing is protected by copyright.</p>	<p>Client</p> <p>LOGOS</p> <p>29/88 Phillip Street, Sydney, NSW 2060 Ph. (02) 81973900 www.logosproperty.com.au</p>	<p>Architect</p> <p>watson young</p> <p>15 Blue Street, North Sydney NSW 2060 Ph. (02) 83290730 www.watsonyoung.com.au</p>	<p>Project Manager</p> <p>ASPECT</p> <p>Suite 117 / 25 Solent Circuit Baulkham Hills NSW 2153 Ph. 0409 515 535 http://aspectenvironmental.com.au/</p>	<p>Note</p> <p>Verify all dimensions on site before commencing work. Report all discrepancies to Landscape Architect prior to construction. Figured dimensions to be taken in preference to scaled drawings.</p> <p>All work is to conform to relevant Australian standards and other codes as applicable.</p> <p>Location of underground services to be proven on site and protected if necessary prior to construction. Dial before you dig.</p> <p>Plant species and quantities shown are indicative only and are subject to change based on future project requirements.</p>	<table border="1"> <thead> <tr> <th>Issue</th> <th>Date</th> <th>Description</th> <th>Drawn</th> <th>Checked</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>04.04.20</td> <td>Issue for Coordination</td> <td>KF</td> <td>RL</td> </tr> <tr> <td>B</td> <td>28.10.20</td> <td>Issue for Coordination</td> <td>KF</td> <td>RL</td> </tr> <tr> <td>C</td> <td>28.10.20</td> <td>Issue for Coordination</td> <td>KF</td> <td>RL</td> </tr> <tr> <td>D</td> <td>16.12.20</td> <td>Issue for Coordination</td> <td>KF</td> <td>RL</td> </tr> <tr> <td>E</td> <td>21.07.22</td> <td>Issue for Coordination</td> <td>WL</td> <td>RL</td> </tr> </tbody> </table>	Issue	Date	Description	Drawn	Checked	A	04.04.20	Issue for Coordination	KF	RL	B	28.10.20	Issue for Coordination	KF	RL	C	28.10.20	Issue for Coordination	KF	RL	D	16.12.20	Issue for Coordination	KF	RL	E	21.07.22	Issue for Coordination	WL	RL	<p>Drawing Title</p> <p>AREA 3 LANDSCAPE MASTERPLAN</p>	<table border="1"> <thead> <tr> <th>Date</th> <th>Job Number</th> <th>Drawn</th> <th>Checked</th> <th>Drawing Number</th> </tr> </thead> <tbody> <tr> <td>21.07.22</td> <td>20200421</td> <td>WL</td> <td>RL</td> <td>MPE2-GNK-LN-DWG-3000</td> </tr> </tbody> </table>	Date	Job Number	Drawn	Checked	Drawing Number	21.07.22	20200421	WL	RL	MPE2-GNK-LN-DWG-3000
					Issue	Date	Description	Drawn	Checked																																						
A	04.04.20	Issue for Coordination	KF	RL																																											
B	28.10.20	Issue for Coordination	KF	RL																																											
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E	21.07.22	Issue for Coordination	WL	RL																																											
Date	Job Number	Drawn	Checked	Drawing Number																																											
21.07.22	20200421	WL	RL	MPE2-GNK-LN-DWG-3000																																											
<p>Project: Moorebank Precinct East Moorebank Logistics Park, Moorebank NSW</p> <p>Scale: 1:1000 @ A1</p> <p>0 5 10 15 20 25m</p> <p>North</p> <p>Rev E</p>																																															

OFFICE 6A
1000sqm
(2 level)

OFFICE 6B
1000sqm
(2 level)



NO.	DATE	REVISION	BY	CHK.
PI	06/07/2021	PRELIMINARY ISSUE	TH	RU
TI	14/07/2021	TENDER ISSUE	TH	RU
TC	20/07/2022	USER ISSUE	MR	RU

All areas indicated are indicative for design purposes only and should not be used for any contractual purposes. It is recommended that all areas are verified by site inspection prior to any construction commencement.
 Watson Young Architects Pty. Ltd. (Australia) Pty. Ltd. (Vic) (NSW) (Qld) (WA) (NT) (ACT) (Tas) (SA) (NT) (ACT) (Tas) (SA)
 10 Water Street, Sydney NSW 2000, Australia. www.watsonyoung.com.au
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PROJECT:
MPE LOGOS WAREHOUSE DEVELOPMENT
 MOOREBANK AVENUE, MOOREBANK, NSW

TITLE:
WAREHOUSE 6 - GROUND FLOOR PLAN

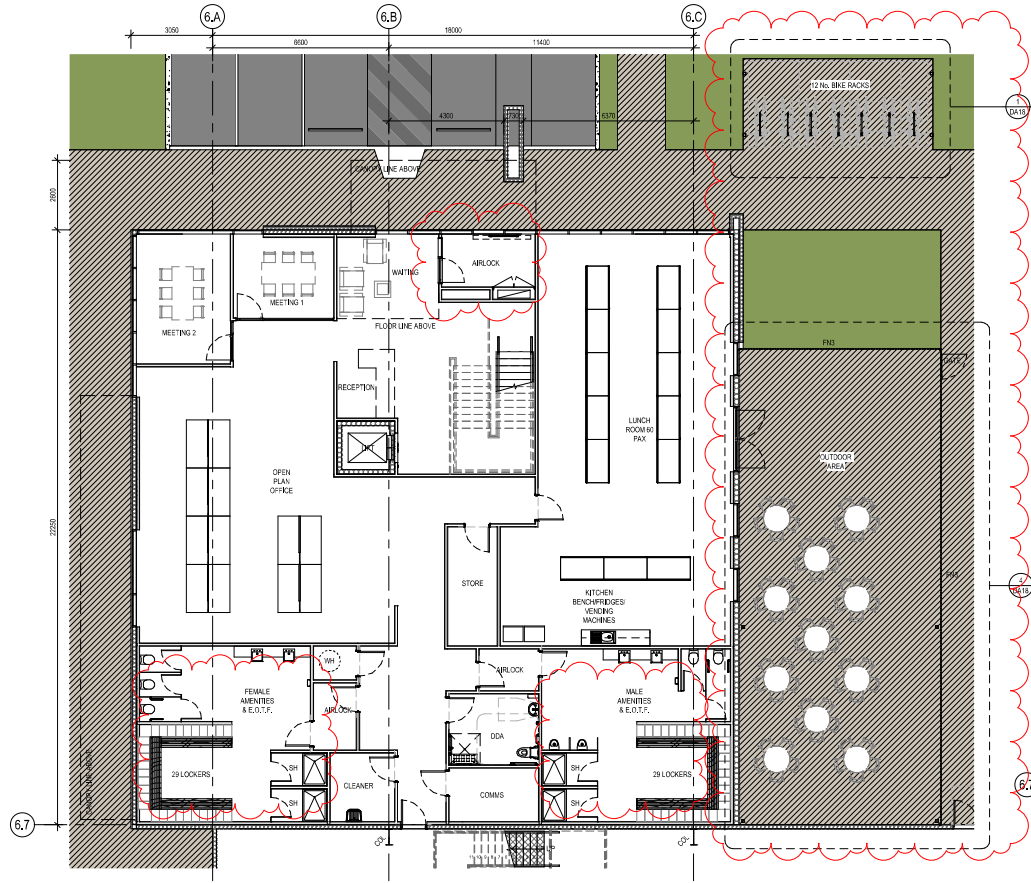


CLIENT:
LOGOS

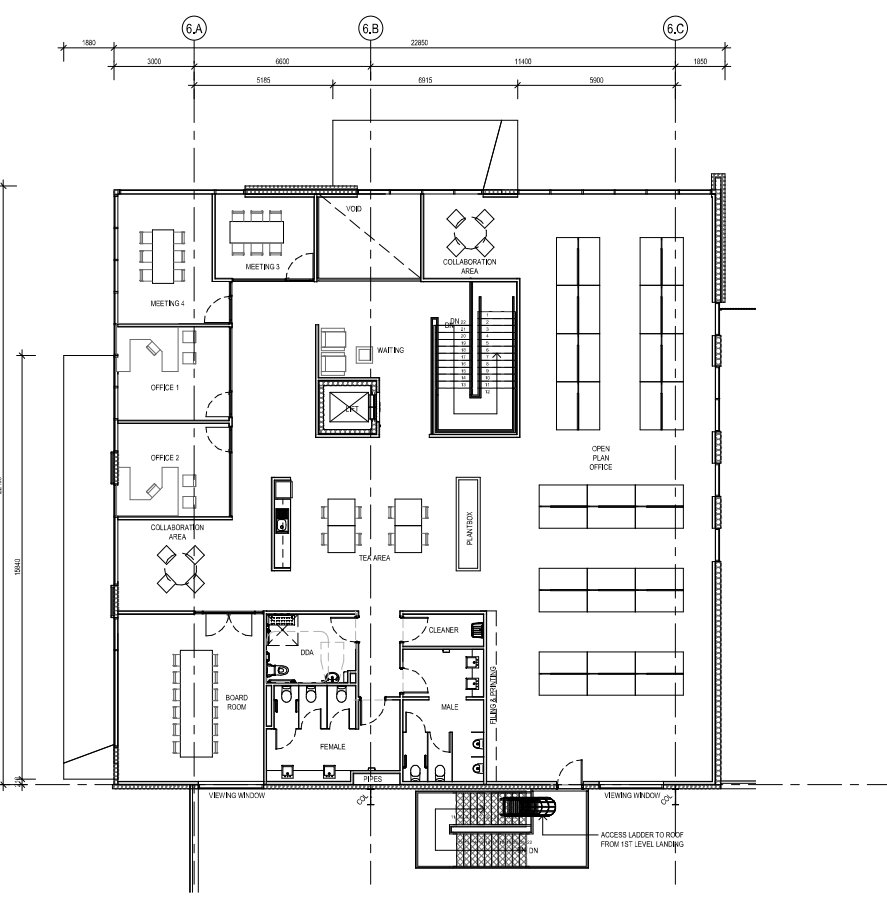
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JOB NO: 21232
 DRAWING NO: DA02
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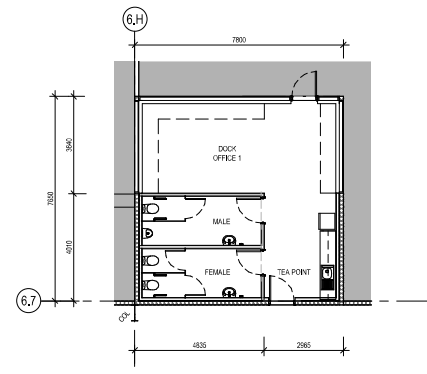




WH6 STAGE 1 - OFFICE GF
SCALE: 1:100



WH6 STAGE 1 - OFFICE FF
SCALE: 1:100



WH6 DOCK OFFICE 1
SCALE: 1:100

NO.	DATE	REVISION	BY	CHK.
P1	08.07.2021	PRELIMINARY ISSUE	TH	RJ
T1	14.07.2021	TENDER ISSUE	TH	RJ
T2	20.07.2021	LOEP ISSUE	MR	RJ

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 10 Market Street, Adelaide SA 5000 | 08 8332 2222 | www.watsonyoung.com.au
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PROJECT:
MPE LOGOS WAREHOUSE DEVELOPMENT
 MOOREBANK AVENUE, MOOREBANK, NSW

TITLE:
WAREHOUSE 6 STAGE 1 -
OFFICE & E.O.T.F. FLOOR
PLANS

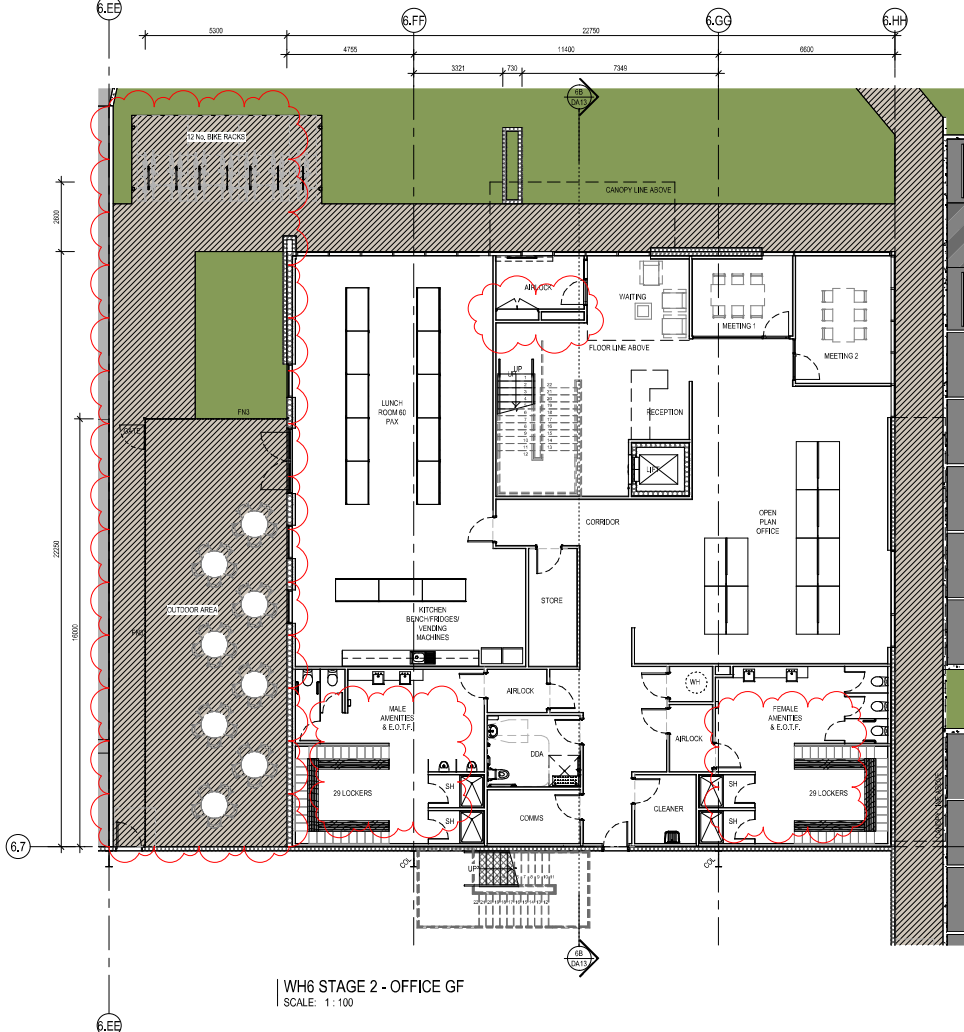


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LOGOS

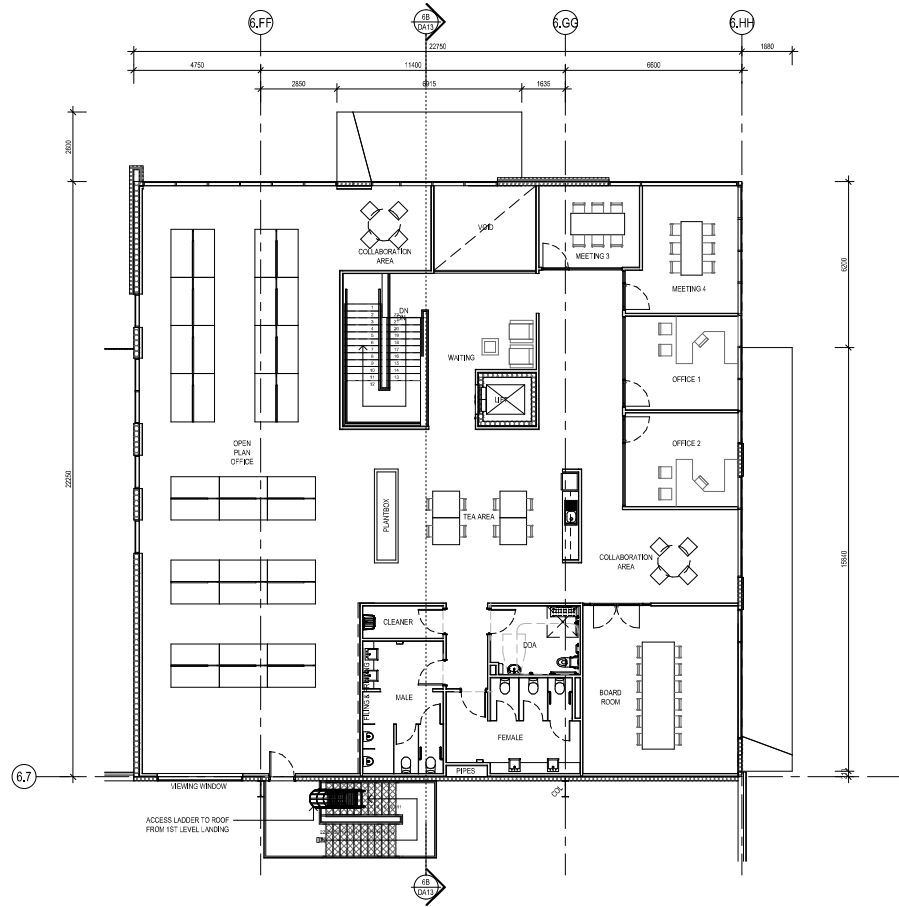
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JOINT: 21232
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 REVISED: T2

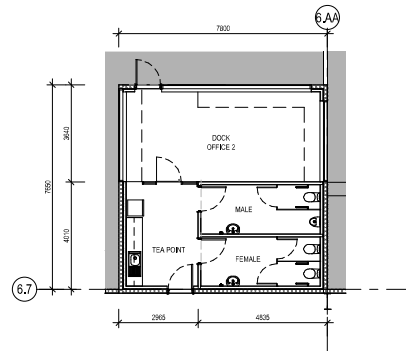




WH6 STAGE 2 - OFFICE GF
SCALE: 1:100



WH6 STAGE 2 - OFFICE FF
SCALE: 1:100



WH6 DOCK OFFICE 2
SCALE: 1:100

NO.	DATE	REVISION	BY	CHK.
PT	08.07.2021	PRELIMINARY ISSUE	TH	RJ
T1	14.07.2021	TENDER ISSUE	TH	RJ
T2	20.07.2022	LOU ISSUE	MR	RJ

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MPE LOGOS WAREHOUSE DEVELOPMENT
 MOOREBANK AVENUE, MOOREBANK, NSW

TITLE:
WAREHOUSE 6 STAGE 2 -
OFFICE & E.O.T.F. FLOOR
PLANS

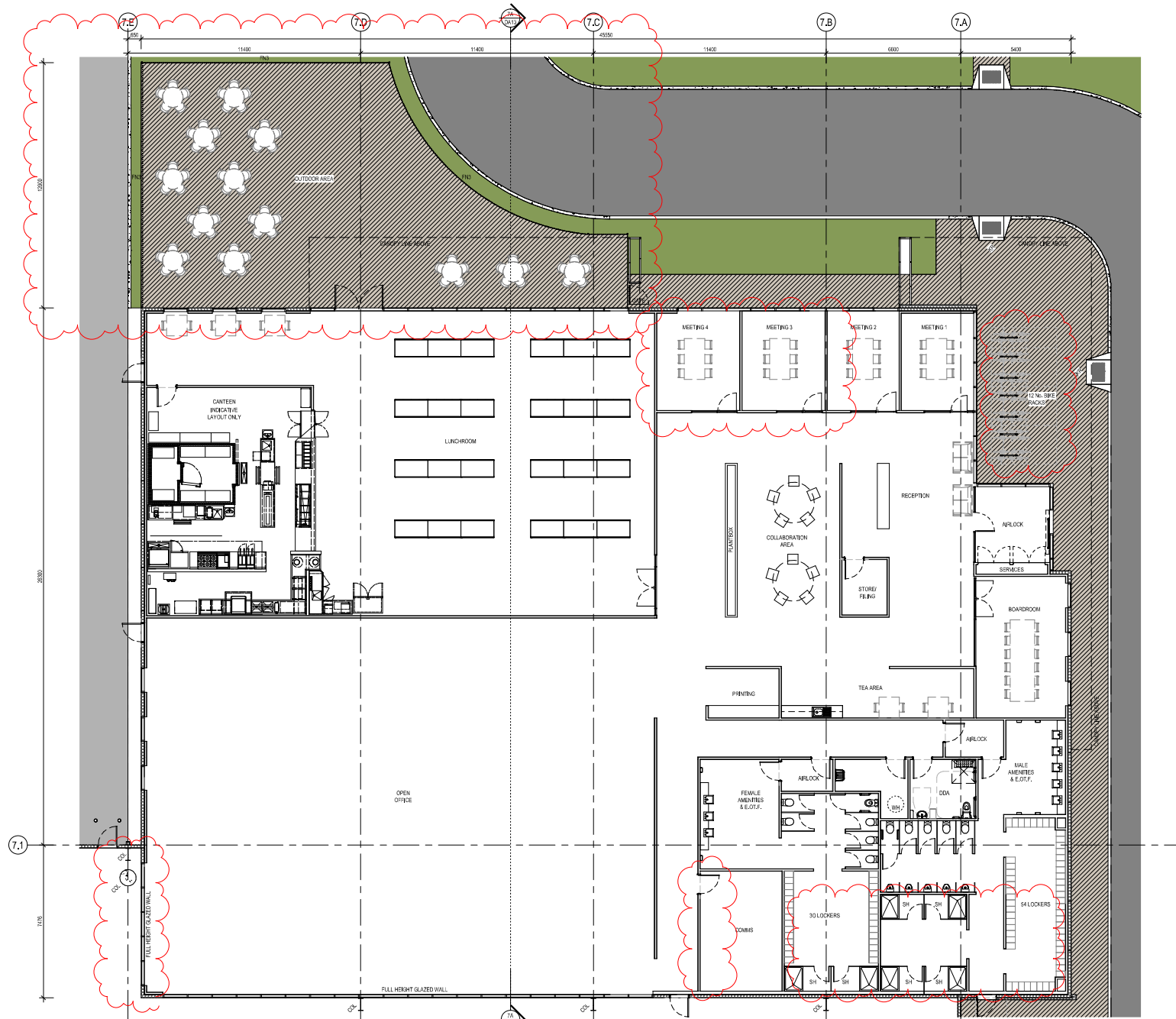


CLIENT:
LOGOS

DATE: JUNE, 2021
 DRAWN BY: RM
 SCALE: 1:100 @A1
 SCALE: 1:200 @A3

JOINT NO.	21232
DRAWING NO.	DA06
REV. NO.	T2

watson young



WH7 STAGE 1 - OFFICE GF
SCALE: 1:100

NO.	DATE	REVISION	BY	CHK.
P1	08.07.2021	PRELIMINARY ISSUE	TH	RJ
T1	14.07.2021	TENDER ISSUE	TH	RJ
T2	19.09.2021	CLIENT APPROVAL ISSUE	TH	RJ
T3	20.07.2022	LOA-P ISSUE	MM	RJ

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PROJECT:
MPE LOGOS WAREHOUSE DEVELOPMENT
MOOREBANK AVENUE, MOOREBANK, NSW

TITLE:
WAREHOUSE 7 STAGE 1 -
OFFICE & E.O.T.F. FLOOR
PLAN



CLIENT:
LOGOS

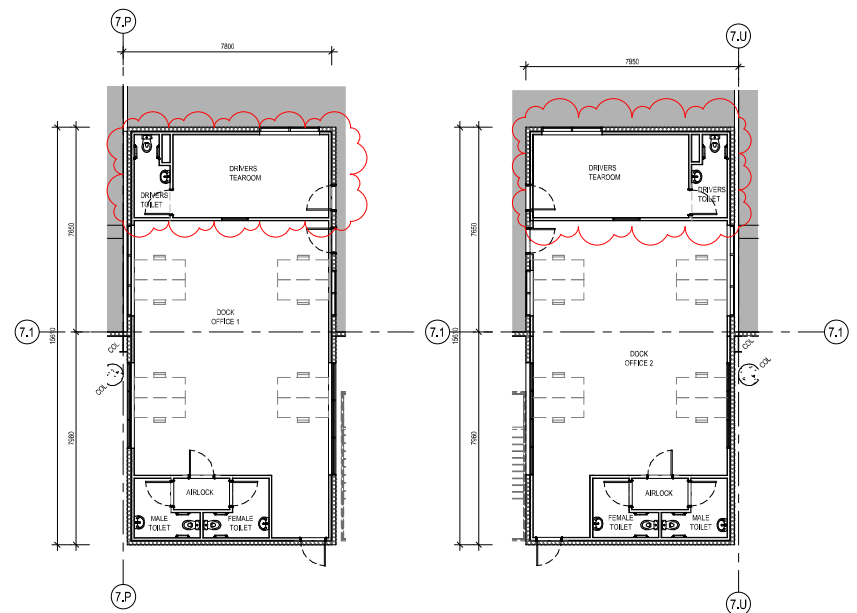
DATE: JUNE, 2021
DRAWN BY: RM
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JOINT NO.	21232
DESIGN NO.	DA07
REV. NO.	T3



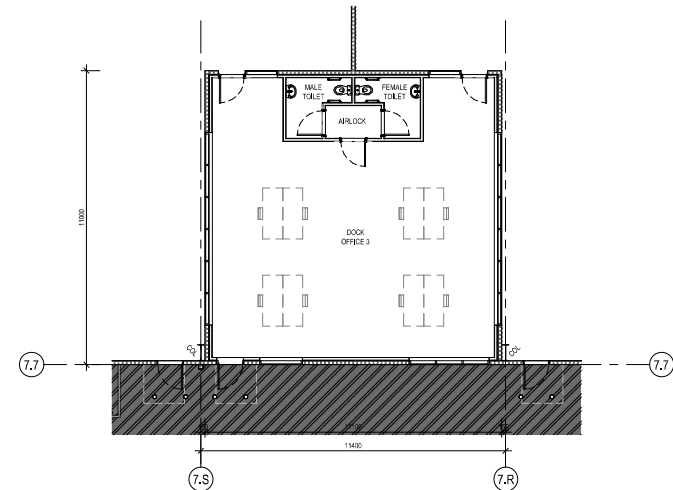


WH7 STAGE 2 - OFFICE GF
SCALE: 1:100



WH7 DOCK OFFICE 1
SCALE: 1:100

WH7 DOCK OFFICE 2
SCALE: 1:100



NO.	DATE	REVISION	BY	CHK.
P1	08.07.2021	PRELIMINARY ISSUE	TH	RJ
T1	14.07.2021	TENDER ISSUE	TH	RJ
T2	19.09.2021	CLIENT APPROVAL ISSUE	TH	RJ
T3	20.07.2022	LOSP ISSUE	MM	RJ

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MPE LOGOS WAREHOUSE DEVELOPMENT
 MOOREBANK AVENUE, MOOREBANK, NSW

TITLE:
**WAREHOUSE 7 STAGE 2 -
 OFFICE & E.O.T.F. FLOOR
 PLANS**



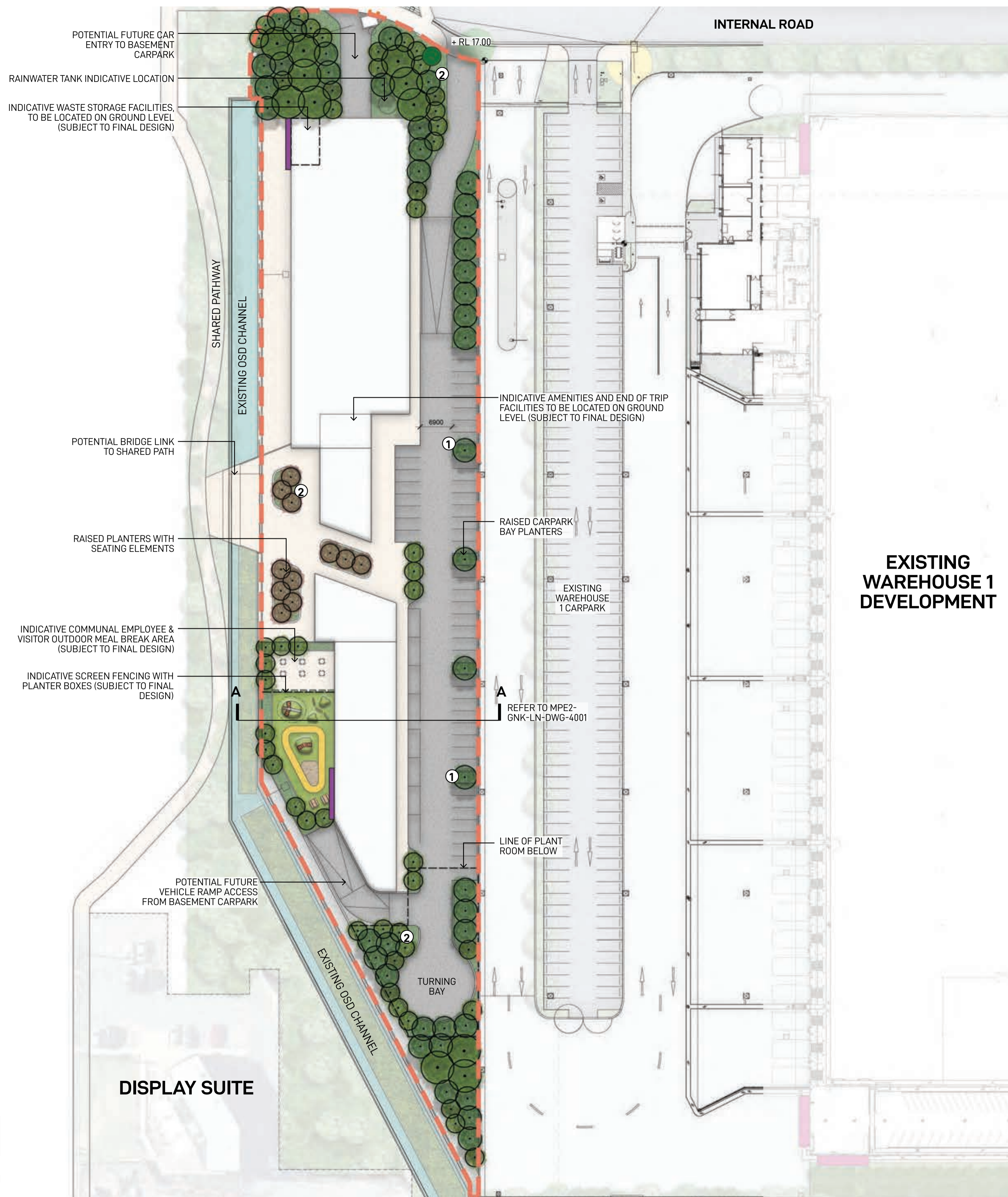
CLIENT:
LOGOS

DATE: JUNE, 2021
 DRAWN BY: RM
 SCALE: 1:100 @A1
 SCALE: 1:200 @A3

JOB NO:
21232
 DRAWING NO:
DA08 REVISED TO:
T3

**watson
 young**

Appendix 4 – Areas 4 and 5 Typical Cycle and Pedestrian Access and Facilities Drawings and Figures



EXISTING WAREHOUSE 1 DEVELOPMENT

KEY PLAN



LEGEND

- Area 4 Boundary
- Pedestrian Path
- Proposed Garden Bed
- Proposed Canopy Trees
- Type 3 Direction Signage
- Type 4 Corporate Signage
- 1 Proposed canopy tree planting in 2.5M carpark bays spaced at every 6-8 car spaces providing amenity and visual screening of proposed warehousing in accordance with condition b140(e)(iii) & b140(e)(vi)
- 2 Proposed mix of native canopy trees and shrubs providing visual amenity

NOTE

- Indicative building footprints are representative of approximately 8,000m² GFA (Subject to future building design)
- Elements shown in plans are indicative and are subject to final design

Landscape Architect
GROUND INK
 Suite 201, 75 Archer St, Chatswood NSW 2067 Ph. (02) 9411 3279
 www.groundink.com.au ABN 55 163 025 456 ACN 163 025 456
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Client
LOGOS
 29/88 Phillip Street, Sydney, NSW 2060
 Ph. (02) 81973900
 www.logosproperty.com.au

Architect
watson young
 15 Blue Street, North Sydney NSW 2060
 Ph. (02) 83290730
 www.watsonyoung.com.au

Project Manager
ASPECT
 Suite 117 / 25 Solent Circuit
 Baulkham Hills NSW 2153
 Ph. 0409 515 535
 http://aspectenvironmental.com.au/

Note
 Verify all dimensions on site before commencing work. Report all discrepancies to Landscape Architect prior to construction. Figured dimensions to be taken in preference to scaled drawings.
 All work is to conform to relevant Australian standards and other codes as applicable.
 Location of underground services to be proven on site and protected if necessary prior to construction. Dial before you dig.
 Plant species and quantities shown are indicative only and are subject to change based on future project requirements.

Issue	Date	Description	Drawn	Checked
A	04.04.20	Issue for Coordination	KF	RL
B	28.10.20	Issue for Coordination	KF	RL
C	28.10.20	Issue for Coordination	KF	RL
D	16.12.20	Issue for Coordination	KF	RL
E	21.07.22	Issue for Coordination	WL	RL

Drawing Title
AREA 4 LANDSCAPE MASTERPLAN

FOR COORDINATION

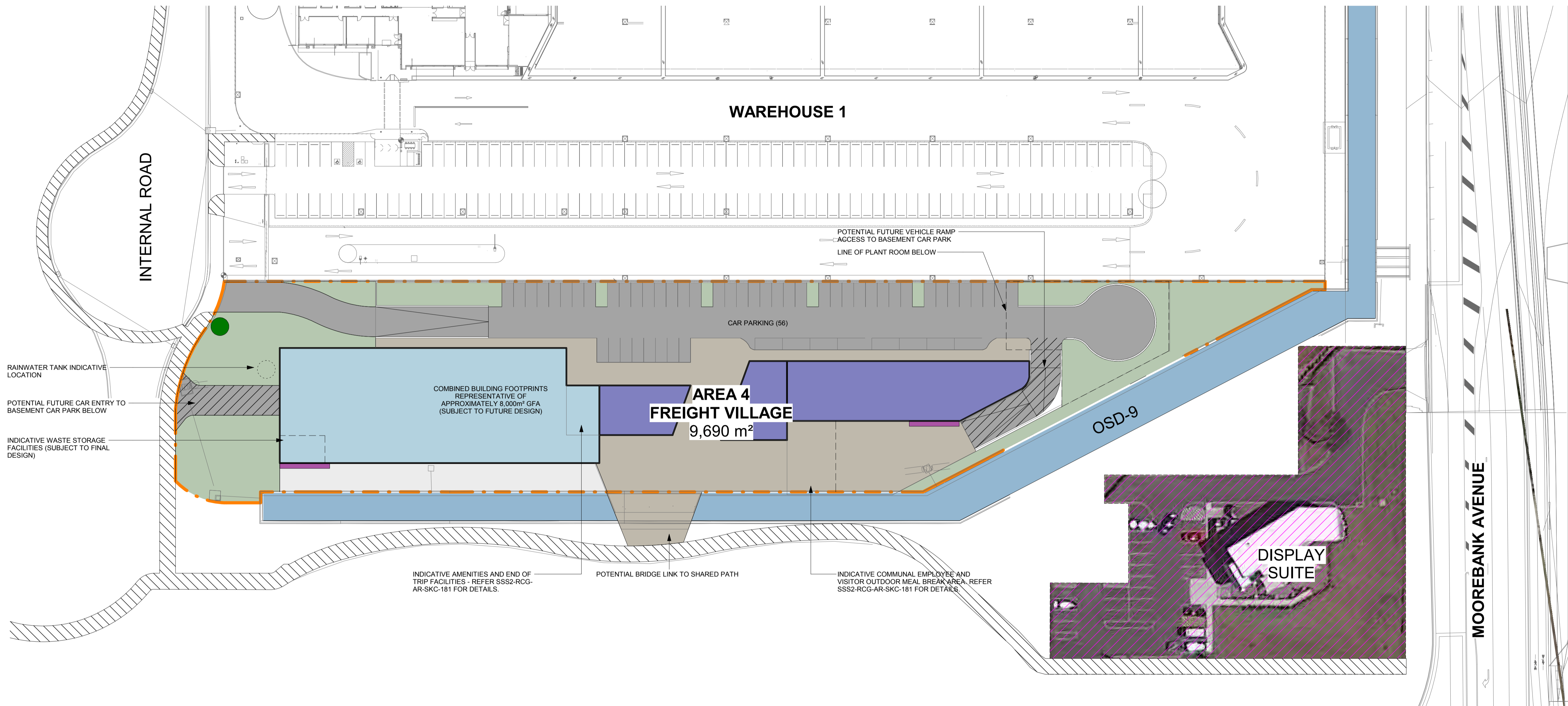
Date	Job Number	Drawn	Checked	Drawing Number
21.07.22	20200421	WL	RL	MPE2-GNK-LN-DWG-4000

Project
Moorebank Precinct East
 Moorebank Logistics Park, Moorebank NSW

Scale 1:500 @ A1

0 2.5 5 7.5 10 12.5m

North
 Rev
 E



SIGNAGE:

●	TYPE 1 STREET SIGNAGE
●	TYPE 2 TENANT IDENTIFICATION SIGNAGE
●	TYPE 3 DIRECTION SIGNAGE
●	TYPE 4 CORPORATE SIGNAGE

LEGEND:

- - -	UDLP AREA 4 (FREIGHT VILLAGE)
	MIXED USE
	COMMERCIAL
	SHARED PATHWAY
	LANDSCAPE
	OSD
	DISPLAY SUITE

- NOTES:**
- FREIGHT VILLAGE DESIGN IS BASED ON NETTLETON TRIBE: 11283_SK(5)503; DATED 22/05/2020 AND SUBJECT TO DETAILED DESIGN.
 - UNLESS REFERENCED TO A SITE PLAN, AREAS ARE INDICATIVE ONLY AND SUBJECT TO CHANGE AND DETAIL DESIGN. REFER TO AREA SPECIFIC SITE PLANS FOR DETAILS WHERE AVAILABLE.
 - LANDSCAPE CALCULATIONS ARE SUBJECT TO LANDSCAPE ARCHITECTS INPUT.
 - LANDSCAPE CALCULATIONS SUBJECT TO WORKS AND MEASUREMENTS ON SITE.

NOTES:

- ALL LEVELS ARE INDICATIVE & SHOULD BE READ IN CONJUNCTION WITH CIVIL ENG. DWGS FOR FINAL LEVELS OF ALL EARTH WORKS
- ALL SERVICES RELOCATION TO BE CONFIRMED BY ENG.
- ALL DESIGNS ARE INDICATIVE AND SUBJECT TO DETAILED DESIGN
- LANDSCAPE IS SHOWN INDICATIVELY AND IS SUBJECT TO LANDSCAPE ARCHITECTS INPUT.

Notes

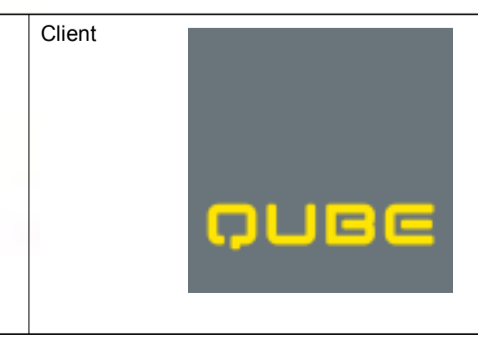
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- Report all discrepancies to project manager prior to construction.
- Figured dimensions to be taken in preference to scaled drawings.
- All work is to conform to relevant Australian Standards and other Codes as applicable, together with other Authorities' requirements and regulations.

NSW Registered Architect Mark David Roach, 10332
NSW Registered Architect James Webb, 10187

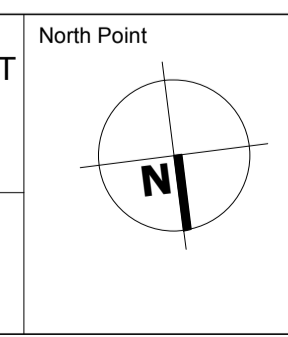
Issue	Description	Date	DR	CH
A	Area 4 updated, for review	01.06.2020	AM	MF
B	For Submission	09.06.2020	AM	MF

REID CAMPBELL
Architecture, Interiors, Project Management
ACN 002 033 891 ABN 28 517 955 875
Level 15, 124 Walker Street
North Sydney NSW 2060 Australia
Tel: 61 02 9954 5011 Email: sydney@reidcampbell.com
Fax: 61 02 9954 4946 Web: www.reidcampbell.com

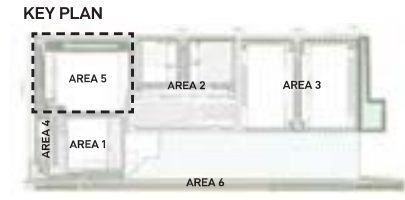
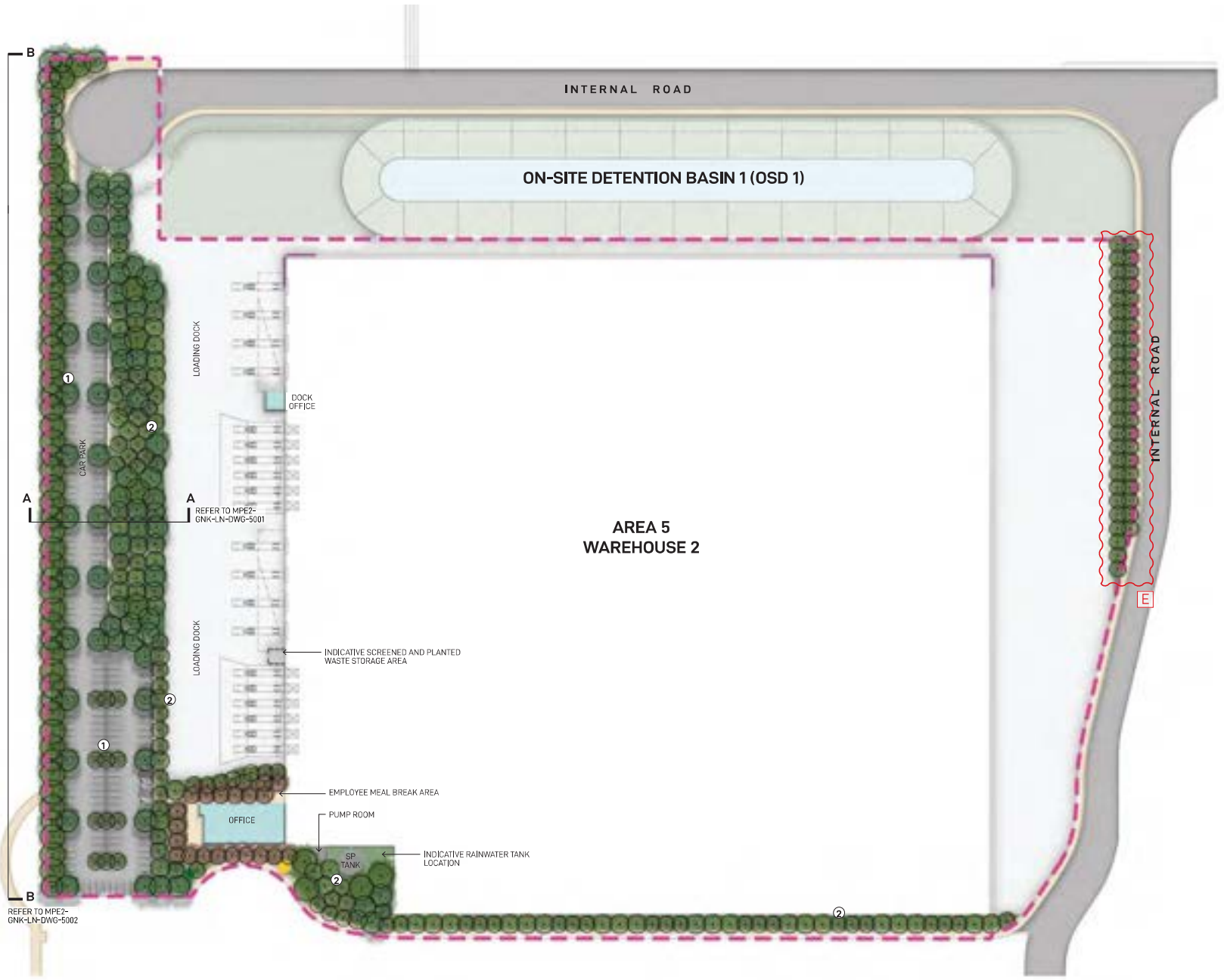
**MOOREBANK
PRECINCT
EAST - STAGE 2**



Client
Managing Consultant
Project
MOOREBANK PRECINCT EAST
MOOREBANK AVENUE,
MOOREBANK, NSW
Drawn Checked Print Date
AM MF 9/06/2020 9:39:30 AM



Drawing Title
MPE UDLP - AREA 4
Drawing Number
SSS2-RCG-AR- SKC-176
Issue
B



- LEGEND**
- Area 5 Boundary
 - Hard Landscaping
 - Proposed Garden Bed
 - Proposed Canopy Trees
 - Type 1 Street Signage
 - Type 2 Tenant Identification Signage
 - Type 3 Direction Signage
 - Type 4 Corporate Signage
- 1 Proposed canopy tree planting in 2.5M carpark bays spaced at every 6-8 car spaces providing amenity and visual screening of proposed warehousing in accordance with condition b140(e)(iii) & b140(e)(iv)
- 2 Proposed mix of native canopy trees and shrubs providing visual mitigation of proposed warehouses
- NOTE**
Elements shown in plans are indicative and are subject to final design

INDICATIVE TREES



INDICATIVE SHRUB & GRASSES



Landscape Architect

GROUND INK

Suite 201, 75 Archer St, Chatswood NSW 2067 Ph: (02) 9411 3279
www.groundink.com.au ABN 55 163 025 456 ACN 163 025 456
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Client

LOGOS

79/88 Phillips Street, Sydney NSW 2000
Ph: (02) 81973990
www.logosproperty.com.au

Architect

watson young

15 Blue Street, North Sydney NSW 2060
Ph: (02) 83290700
www.watsonyoung.com.au

Project Manager

ASPECT

Suite 117 / 25 Selent Circuit
Baulkham Hills NSW 2153
Ph: 049 315 515
http://aspectenvironmental.com.au/

Note

Verify all dimensions on site before commencing work. Report all discrepancies to Landscape Architect prior to construction. Figure dimensions to be taken in preference to scaled drawings.

All works to conform to relevant Australian standards and other codes as applicable.

Location of landscape services to be proven on site and protected if necessary prior to construction. Dig before you dig.

Plant species and quantities shown are indicative only and are subject to change based on future project requirements.

Issue	Date	Description	Drawn	Checked
A	04/06/20	Issue for Coordination	KF	RL
B	25/06/20	Issue for Coordination	KF	RL
C	25/06/20	Issue for Coordination	KF	RL
D	04/07/20	Issue for Coordination	KF	RL
E	23/07/20	Issue for Coordination	WL	RL

Drawing Title

**AREA 5
LANDSCAPE MASTERPLAN**

FOR COORDINATION

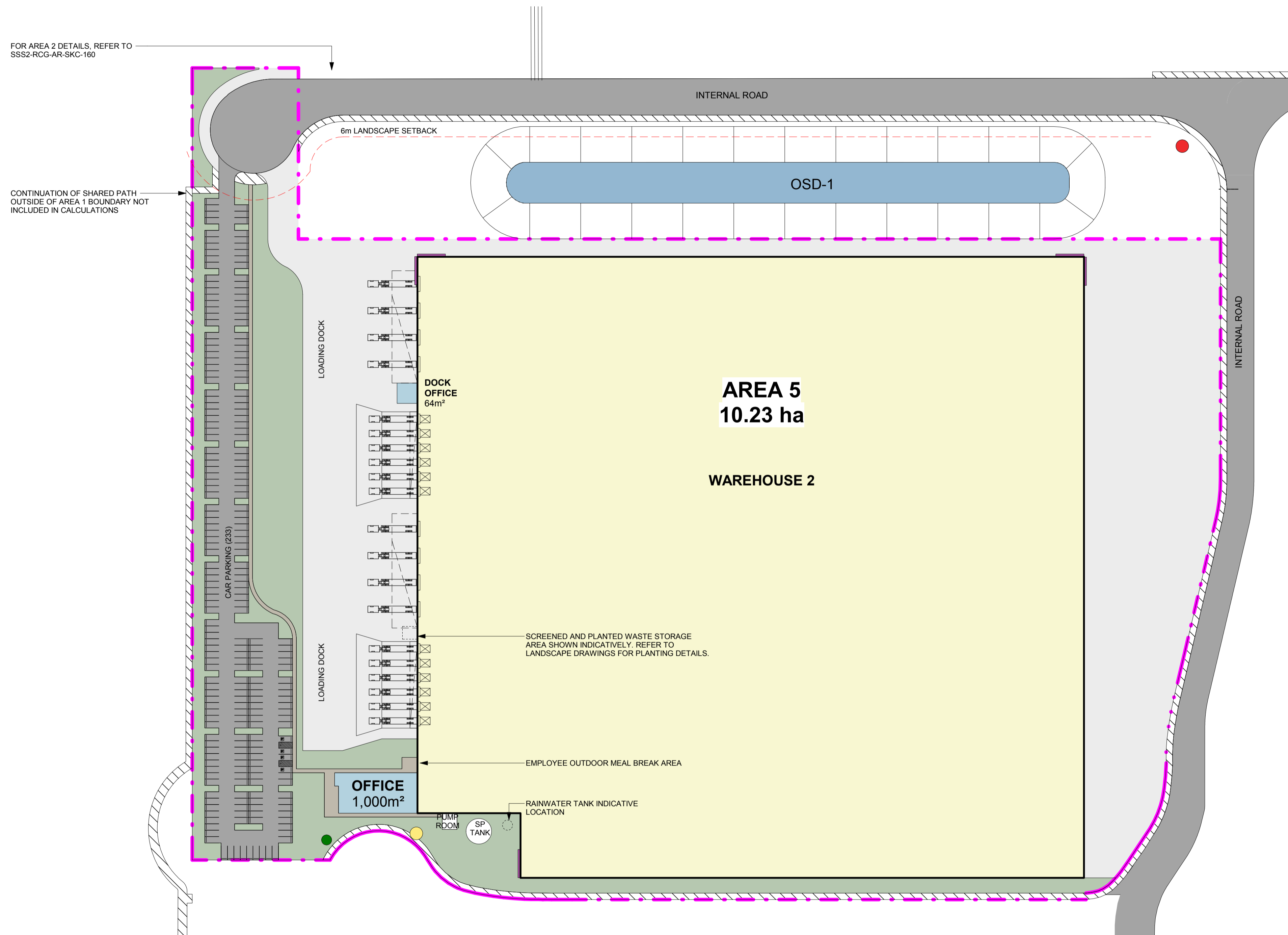
Date	Job Number	Drawn	Checked	Drawing Number
21/07/22	20200421	WL	RL	MPE2-GNK-LN-DWG-5000

Project: **Moorebank Precinct East**
Moorebank Logistics Park, Moorebank NSW

Scale: 1:50 @ A1

North

Rev: E



SIGNAGE:

	TYPE 1 STREET SIGNAGE
	TYPE 2 TENANT IDENTIFICATION SIGNAGE
	TYPE 3 DIRECTION SIGNAGE
	TYPE 4 CORPORATE SIGNAGE

LEGEND:

	UDLP AREA 2
	WAREHOUSE
	OFFICE
	SHARED PATHWAY
	LANDSCAPE
	OSD

- NOTES:**
- UNLESS REFERENCED TO A SITE PLAN, AREAS ARE INDICATIVE ONLY AND SUBJECT TO CHANGE AND DETAIL DESIGN. REFER TO AREA SPECIFIC SITE PLANS FOR DETAILS WHERE AVAILABLE.
 - LANDSCAPE CALCULATIONS ARE SUBJECT TO LANDSCAPE ARCHITECTS INPUT.
 - LANDSCAPE CALCULATIONS SUBJECT TO WORKS AND MEASUREMENTS ON SITE.

- NOTES:**
- ALL LEVELS ARE INDICATIVE & SHOULD BE READ IN CONJUNCTION WITH CIVIL ENG. DWGS FOR FINAL LEVELS OF ALL EARTH WORKS.
 - ALL SERVICES RELOCATION TO BE CONFIRMED BY ENG.
 - ALL DESIGNS ARE INDICATIVE AND SUBJECT TO DETAILED DESIGN.
 - LANDSCAPE IS SHOWN INDICATIVELY AND IS SUBJECT TO LANDSCAPE ARCHITECTS INPUT.

Notes

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NSW Registered Architect James Webb, 10187

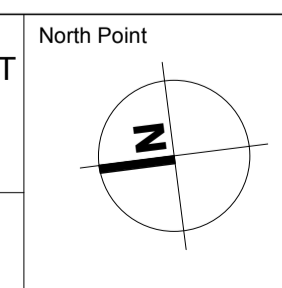
Issue	Description	Date	DR	CH
A	Issue for Information	22.04.2020	AM	MF
B	For Submission	09.06.2020	AM	MF
C	For Submission	19.06.2020	AM	MF

REID CAMPBELL
Architecture, Interiors, Project Management
ACN 002 033 891 ABN 28 517 959 875
Level 15, 124 Walker Street
North Sydney NSW 2060 Australia
Tel: 61 02 9954 5011 Email: sydney@reidcampbell.com
Fax: 61 02 9954 4946 Web: www.reidcampbell.com

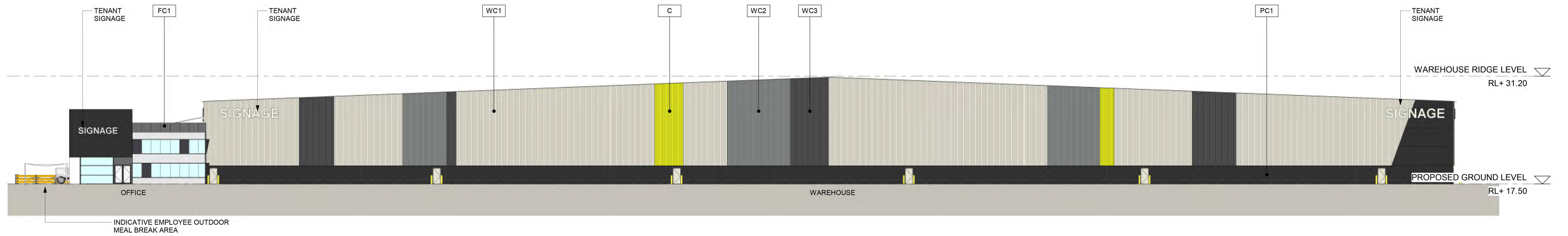
**MOOREBANK
PRECINCT
EAST - STAGE 2**



Client	Managing Consultant	Project	North Point
		MOOREBANK PRECINCT EAST MOOREBANK AVENUE, MOOREBANK, NSW	
Drawn	Checked	Print Date	
AM	MF	19/06/2020 9:40:12 AM	

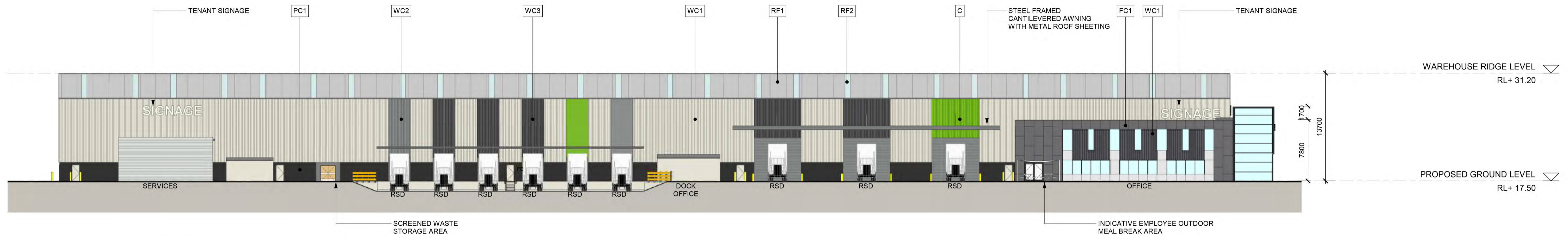


Drawing Title	Issue
MPE UDLP - AREA 5	C
Drawing Number	
SSS2-RCG-AR- SKC-177	



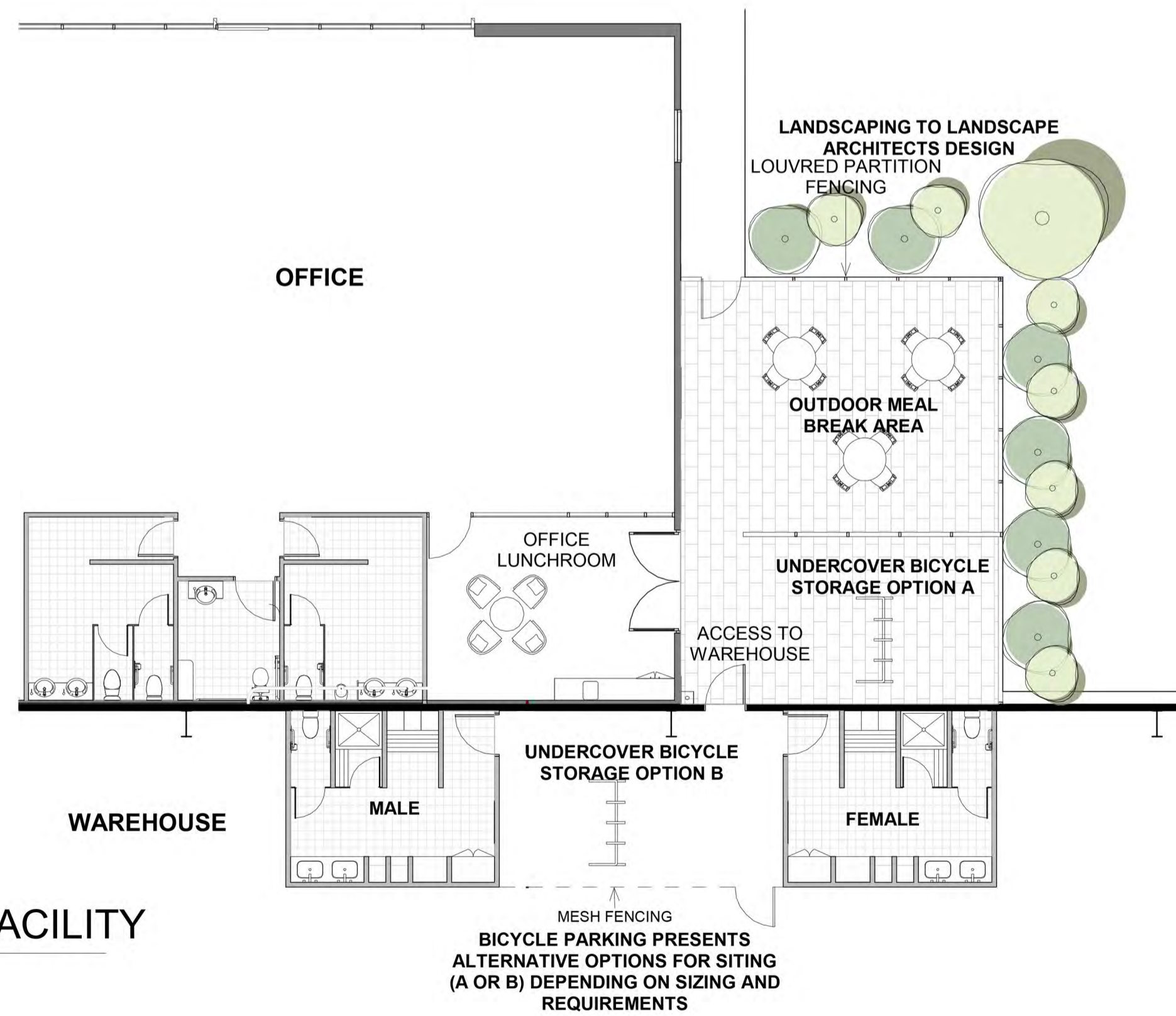
1 WAREHOUSE TYPICAL STREET ELEVATION

SKC-181 1 : 250



2 WAREHOUSE TYPICAL LOADING DOCK ELEVATION

SKC-181 1 : 250



3 TYPICAL OUTDOOR MEAL BREAK AREA AND END OF TRIP FACILITY

0190 NTS

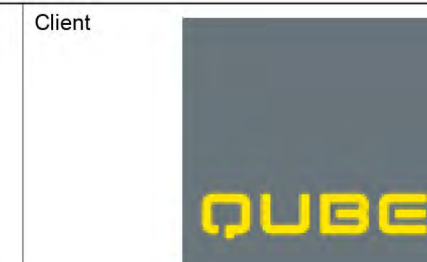
INDICATIVE TENANT COLOURS	VERTICAL METAL SHEETING "LIGHT GREY", OR SIMILAR
VERTICAL METAL SHEETING "WINDSPRAY", OR SIMILAR	VERTICAL METAL SHEETING "DARK GREY", OR SIMILAR
METAL PROFILED ROOF SHEETING "SHALE GREY", OR SIMILAR	TRANSLUCENT SHEETING, OR SIMILAR
PRECAST PANEL "MONUMENT", OR SIMILAR	FIBRE CEMENT / ALUMINIUM CLADDING TO OFFICE (VARIOUS COLOURS), OR SIMILAR

NOTES:
 1. ALL LEVELS AND EXTENTS ARE INDICATIVE & SHOULD BE READ IN CONJUNCTION WITH CIVIL ENG. DWGS FOR FINAL LEVELS OF ALL EARTH WORKS AND EXCAVATION.
 2. ALL SERVICES RELOCATION TO BE CONFIRMED BY ENG.
 3. ALL SPECIFIED MATERIALS/COLOURS ARE INDICATIVE ONLY, AND SUBJECT TO DETAILED DESIGN.
 4. ALL SIGNAGE IS INDICATIVE AND SUBJECT TO TENANT REQUIREMENTS AND CONDITIONS OF CONSENT.
 5. DESIGNS ARE INDICATIVE ONLY, AND SUBJECT TO DETAILED DESIGN AND TENANT REQUIREMENTS.

Issue	Description	Date	DR	CH
A	Updated for Consolidated UDLP	28.04.2020	AM	MF

REIDCAMPBELL
 Architecture, Interiors, Project Management
 ACN 002 033 801 ABN 28 317 605 875
 Level 15, 124 Walker Street
 North Sydney NSW 2060 Australia
 Tel: 61 02 9954 5011 Email: sydney@reidcampbell.com
 Fax: 61 02 9954 4946 Web: www.reidcampbell.com

**MOOREBANK
 PRECINCT
 EAST - STAGE 2**



Project
MOOREBANK PRECINCT EAST
 MOOREBANK AVENUE,
 MOOREBANK, NSW

North Point
N/A

Drawing Title
UDLP TYPICAL DETAILS

Drawn AM MF
 Checked MF
 Print Date 28/04/2020 2:52:29 PM

Drawing Number
SSS2-RCG-AR- SKC-181

Issue
A

NSW Registered Architect Mark David Roach, 10332
 NSW Registered Architect James Webb, 10187