WORKPLACE TRAVEL PLAN – ADDENDUM

Moorebank Intermodal Precinct – Precinct West South

SEPTEMBER 2026

Moorebank Intermodal Precinct – Precinct West South

EPBC 2011/6086 Approval, SSD 5066 Development Consent, SSD 7709 Development Consent and Complying Development Consent 230736/01, 230736/01(MOD), 230736/07, 250077/01 and 250077/06

Workplace Travel Plan – Addendum

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04	14/09/2026	Updated for annual review, Warehouse S4, and the storage and transport of dangerous goods within Warehouse S4	[redacted]	[redacted]

DECLARATIONS OF ACCURACY

[redacted]

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Signed [redacted]

Full name [redacted]

Organisation [redacted]

Date 16 September 2026

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Signed [redacted]

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Date 8 October 2026

ACRONYMS AND DEFINITIONS

Acronym/Term	Meaning
Addendum	Workplace Travel Plan – Addendum
CDC	Complying Development Consent
CoA	Condition(s) of Approval as detailed in the EPBC Act Approval EPBC 2011/6086
CoC	Condition(s) of Consent
DCCEEW	Department of Climate Change, Energy, Environment and Water (formerly DotEE, now NEPA)
Development, the	The three warehouses and associated landscaping and infrastructure on the MPW South Site.
Development site	All operational areas of the MPW South Development
DG	Dangerous Goods
DPIE	Department of Planning, Industry and Environment
EIS	Environmental Impact Statement
EPBC Act 2011/6086 Approval	Commonwealth Approval (No. 2011/6086) granted in September 2016 under the Environment Protection and Biodiversity Conservation Act 1999, for the impact of the MPW Development on listed threatened species and communities (sections 18 and 18A of the EPBC Act) and Commonwealth action (sections 28 of the EPBC Act).
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
ESR	ESR Australia & New Zealand
HSE	Health Safety and Environment
MAAI	Moorebank Avenue/Anzac Road intersection
MIP	Moorebank Intermodal Precinct
MPE	Moorebank Precinct East
MPW	Moorebank Precinct West
MPW Concept Development Consent	MPW Concept Development Consent (SSD 5066), granted by (the now) DPHI on 29 September 2014 for the development of an intermodal terminal facility including a rail link connecting the site to the Southern Sydney Freight Line, an intermodal terminal, warehousing and distribution facilities and a freight village.
NEPA	National Environmental Protection Agency
OEMP	Operational Environmental Management Plan
OTAMP	Operational Traffic and Access Management Plan
REMM	Revised Environmental Management Measures. These are the management and mitigation measures presented in the MPW Concept Plan Supplementary RtS (August 2017).
RtS	Response to Submissions
SSD	State significant development
TAG	Transport Access Guide
TfNSW	Transport for New South Wales
The Guide	Traffic Generating Development, Roads and Maritime, 2002

Acronym/Term	Meaning
TISEPP	State Environmental Planning Policy (Transport and Infrastructure) 2021
UDDR	Urban Design Development Report
WTP	Workplace Travel Plan

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1 INTRODUCTION

1.1 Development Ownership

In 2022, LOGOS joined the ESR group of companies and since August 2024, the LOGOS and ESR operations have been integrated to now operate under the name ESR Australia & NZ (ESR). The applicant/ approval holder entity remains unchanged at this stage until further notice and references to LOGOS and LOGOS authored documents and/or plans may continue and remains relevant where LOGOS and ESR are used interchangeably.

1.2 Moorebank Intermodal Precinct Overview

The Moorebank Intermodal Precinct (MIP), operated by ESR (formerly LOGOS), is an integral component of the freight, ports and transport strategies of both the Commonwealth and NSW governments and is located approximately 27km south-west of the Sydney Central Business District and 26km west of Port Botany within the Liverpool Local Government Area.

The MIP aims to streamline the freight logistics supply chain from port to store, deliver savings to businesses and consumers, and help service the rapidly growing demand for imported goods in south-west Sydney. On completion, MIP will move 1.55 million shipping containers annually by rail instead of road. It will also feature Australia's largest purpose-built warehouse and distribution precinct serviced by the latest automated technology which will see driverless shuttle carriers collect and transport containers around the precinct to be processed, unpacked and stored on site prior to distribution.

The MIP is divided into the Moorebank Precinct West (MPW) and Moorebank Precinct East (MPE) developments.

MPW Stage 2 is located to the north of MPW South (the Development) and includes operation of a multi-purpose Intermodal (freight) Terminal facility, rail link connection, warehousing and a freight village. The MPW Stage 2 Operational Environmental Management Plan (OEMP) and sub-plans were approved by:

- the Commonwealth Department of Climate Change, Energy, Environment and Water (DCCEEW) (National Environmental Protection Agency (NEPA)) in accordance with Condition of Approval (CoA) 4 of the EPBC 2011/6086 Approval
- the NSW Department of Planning, Industry and Environment (DPIE) in accordance with Condition of Consent (CoC) C7 of the MPW Stage 2 (SSD 7709) Development Consent.

Operations on MPW Stage 2 commenced after these plans were approved.

1.3 Addendum Purpose

This Workplace Travel Plan – Addendum (this Addendum) has been prepared to apply environmental management measures, where relevant, consistently for the operation of the Development and meet the relevant conditions of the applicable development approvals and consents. This Addendum is an addendum to the MPW Stage 2 Workplace Travel Plan (WTP) and forms a sub-plan to the MPW South OEMP – Addendum that has been prepared for the operation of the Development.

This Addendum addresses:

- the relevant conditions of the EPBC 2011/6086 Approval issued under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act)
- the relevant conditions of the MPW – Concept and Stage 1 (State Significant Development (SSD) 5066) Development Consent
- the relevant conditions of the MPW Stage 2 (SSD 7709) Development Consent
- the relevant conditions of the following Complying Development Consent (CDC) instruments issued under the *State Environmental Planning Policy (Transport and Infrastructure) 2021* (TISEPP):
    - CDC 230736/01 (27 February 2024) for the construction and use of Warehouses S1, S2, S3, S5 and S6
    - CDC 230736/01 (MOD) (25 June 2025) modification for the storage of dangerous goods (DG) at Warehouse S5
    - CDC 230736/07 (14 July 2025) modification for the storage of DG at Warehouse S2A
    - CDC 250077/01 (29 May 2025) for the construction and operation of Warehouse S4
    - CDC 250077/06 (5 August 2026) modification to Warehouse S4 for the transport, storage and use of liquid petroleum gas onsite, designation of DG and commodity protected areas within the warehouse and onsite diesel refuelling via mini-tanker.

This Addendum has been prepared for submission to NEPA for information under CoA 21 of the EPBC 2011/6086 Approval.

This Addendum aims to demonstrate how to inform and encourage the use of sustainable transport options for travel to and from the Development and provides recommendations for the use of active transport modes such as walking and cycling, as well as public transport options that service the area by ESR and the warehouse tenants during the operation of the Development, including all Development personnel.

It is noted that the use of active and public transport options is largely determined by the location of residence of staff and proximity and accessibility to an efficient and connective public transport network.

Construction is currently continuing in the MIP concurrently with operations. Operational employees will therefore interact with both construction and operational traffic when travelling to and from their workplace. This WTP Addendum has been prepared within this context. Construction traffic associated with the Development will continue to be managed under the MPW South Construction Traffic and Access Management Plan – Addendum and operational traffic will be managed under the MPW Stage 2 Operational Traffic and Access Management Plan – Addendum (OTAMP).

This Addendum was developed in reference to the following documents:

- Moorebank Intermodal Terminal Project Environmental Impact Statement (Parsons Brinkerhoff, October 2014) Chapter 11 – Traffic, Transport and Access

- Moorebank Intermodal Terminal Response to Submissions Report (Parsons Brinkerhoff, May 2015) Appendix E – Traffic and Transport Impact Assessment
- Moorebank Intermodal Terminal Supplementary Response to Submissions Report (Parsons Brinkerhoff, August 2015), and Chapter 7 Revised environmental management measures
- MPW Stage 2 OEMP
- MPW Stage 2 WTP
- MPW South OTAMP – Addendum
- MPW South OEMP – Addendum.

1.4 Objectives and Targets

The objectives and targets for this Addendum are consistent with those detailed in Table 1-2 of the MPW Stage 2 WTP.

1.5 Consultation

The MPW Stage 2 WTP was prepared in consultation with stakeholders as detailed in Table 1-3 of the MPW Stage 2 WTP.

No stakeholder consultation was required for the preparation of this Addendum.

1.6 Progressive Implementation of this Addendum

This Addendum is applicable to the operation of the Development. Operation of the Development will not commence until this Addendum has been submitted to the Minister responsible for the EPBC Act (or delegate) under CoA 21 of the EPBC 2011/6086 Approval. The most recently approved version of this WTP – Addendum will be implemented for the duration of the Development to guide and inform employees' travel to and from the Development during operations.

Operational areas will come online progressively as warehouses are constructed, commissioned, and tenanted. As areas become operational, any adjacent construction areas will continue to be managed in accordance with the relevant approved Construction Environmental Management Plan and sub-plans, while operational areas will be managed in accordance with the MPW South OEMP – Addendum and sub-plan addenda.

Until the entire Development is operational, all construction areas will be appropriately identified and demarcated to enable effective management of the interface between any construction areas and operations.

1.6.1 Distribution and Availability

A copy of the approved MPW South OEMP – Addendum and sub-plan addenda will be kept at the Development Office and will be made available to relevant regulatory officers, the Certifying Authority and operational staff upon request.

In accordance with CoA 27 of the EPBC 2011/6086 Approval, each management plan must be published on the website of the person taking the action within one month of

being approved or being submitted under CoA 21. This Addendum will be published on the Development's website (https://moorebankintermodalprecinct.com.au/).

1.6.2 Submission, Review and Update

This Addendum will be submitted to NEPA as required by CoA 21 of the EPBC 2011/6086 Approval prior to the commencement of operation of the Development.

This Addendum will be reviewed annually, as a minimum (until all areas are operational), which may lead to revision of the document.

Under CoA 21 of the EPBC 2011/6086 Approval, the revised document can be submitted to NEPA for information if implementing the plan would not be likely to have a new or increased impact, and approval of the plan under Section 143A of the EPBC Act is not required. CoA 21 to 25 of the EPBC 2011/6086 Approval detail the process for review and implementation of the revised documents following submission to NEPA.

In addition to the triggers above, this Addendum may be revised more regularly as a result of:

- Inspection outcomes (either by internal or external parties)
- Changes to the precinct-wide environmental management requirements (Section 3.4.2)
- Changes to procedures and/or scope of works after an incident or potential incident
- Design or operational changes
- Opportunities for improvement identified as part of an investigation or non-compliance report
- Material complaints.

1.7 Document Structure

The structure of this Addendum is:

- **Section 1** provides a brief overview of the MIP and the purpose, objectives and targets, and application of this Addendum.
- **Section 2** provides a summary of the activities being undertaken during operation of the Development.
- **Section 3** outlines the statutory requirements and obligations which need to be fulfilled during operation of the Development in relation to the management of traffic and access.
- **Section 4** describes the environmental management requirements for the Development, relevant to traffic and access.
- **Section 5** describes the existing environment, identifies the aspect, impacts and risks for traffic and access and details the management measures that will be implemented to manage these risks.
- **Section 6** provides details for monitoring and review of the implementation of this Addendum, and how environmental non-compliance and non-conformance will be managed during operations

This Addendum has been structured to be consistent with the other MPW South sub-plan addenda, as appropriate.

2 DEVELOPMENT DESCRIPTION

The Development comprises Warehouses S1, S2 (A and B), S4 and S5, located within the southern portion of the MPW footprint. The operation of the Development also includes ancillary infrastructure, namely car parking, landscaping, signage and lighting. Bushmaster Avenue provides truck and car access to the Development site.

The warehouses have been approved to operate 24 hours per day, 365 days per year. Heavy and light vehicles would access the warehouses via the main site access off Moorebank Avenue and Bushmaster Avenue, light vehicles would park in the allocated parking area adjacent to each warehouse and heavy vehicles would progress to the truck loading/unloading areas alongside each warehouse. Containers would be transferred directly to the warehouses from the rail terminals located to the east of the Development site.

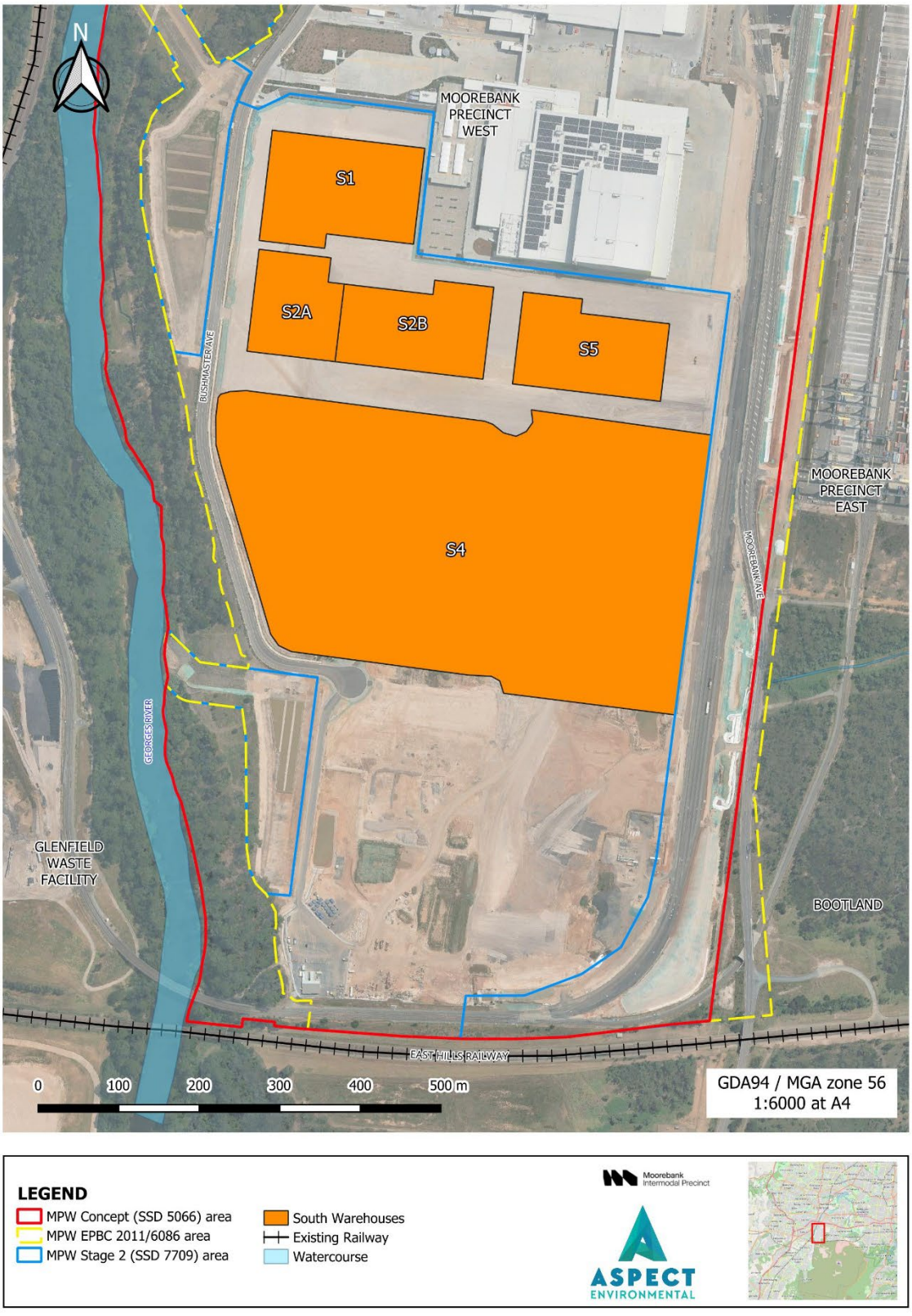
Known tenant details at the time of reporting are provided in Table 2-1. Where warehouses are untenanted, this is identified as NA.

Table 2-1 MPW South Tenant Details

Warehouse	Tenant
S1	NA
S2A	Bracknells Warehousing and Distribution
S2B	Signify
S4	Kmart
S5	Opal Packaging Plus

The Development site is shown in Figure 2-1.

Figure 2-1 MPW South Development site (Aspect Environmental, January 2026)



3 IMPLEMENTATION

3.1 Existing Transport Provisions

This section of the Addendum describes the existing transport provisions associated with the operation of the Development and the workplace travel controls established that facilitate implementation of the WTP.

Figure 3-1 shows the current public (bus and train) and active transport (pedestrian and cyclist) facilities and routes in the general vicinity of the Development.

3.1.1 Bus and Train

The MPW Site can be accessed via a feeder public bus service (route no. 901) to the train stations located at Liverpool and Holsworthy. The existing service arrangements suggest poor service frequencies for the feeder bus service outside peak times and only one service during peak periods servicing Moorebank Avenue to the south of Anzac Road.

The train services provide good transit connectivity to and from major destinations in the south-west Sydney area and the wider Sydney metropolitan region via the south-western and East Hills/Macarthur passenger lines. However, direct access to the ‘full-time’ bus stops located on Moorebank Avenue and Anzac Road to the Development warehouses from Moorebank Avenue is not possible due to the location of the rail link connection.

A summary of the service details for each public transport service operating in the general vicinity of the Development (bus and train) is provided in Table 2-1 of the MPW Stage 2 WTP.

3.1.2 Cyclist and Pedestrian Infrastructure

On-road cycle facilities are currently available along Moorebank Avenue and are suitable to continue to service the Development.

Existing pedestrian infrastructure is provided on the western side of Moorebank Avenue with pedestrian crossing facilities located at the signalised T-intersections along Moorebank Avenue. A direct connection to the surrounding pedestrian paths on Moorebank Avenue and Anzac Road from the Development is also provided at Moorebank Avenue and Anzac Road Intersection (MAAI).

Pedestrian access directly to the interstate terminal is restricted for operational safety and security. Internal pedestrian access is provided, however, via the internal perimeter road.

Figure 3-1 identifies pedestrian access and movement within the Development.

Figure 3-1 Local public transport and pedestrian/cyclist network (Source: Chapter 11 of the EIS)

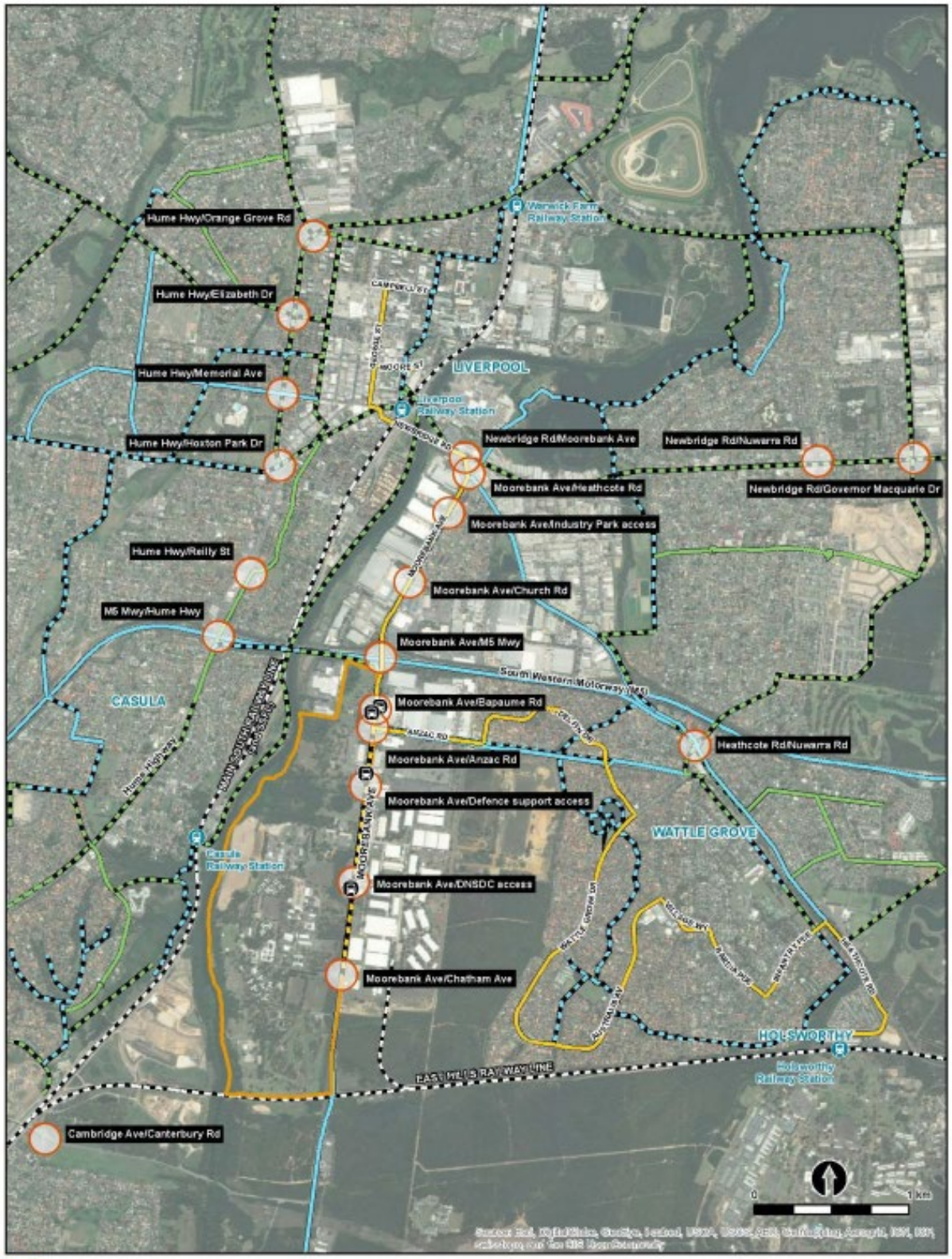


Figure 11.1 Intersection survey locations, local public transport and pedestrian/cycleway network

3.2 MPW Transport Provision

3.2.1 Car Parking Provisions

The TfNSW key reference document for guidance on traffic generation and parking provision is the Guide to Traffic Generating Development (Roads and Traffic Authority, 2002) (The Guide). For warehouses, it states that "all new warehouses on undeveloped sites must provide on-site parking for all vehicles used by employees. In the case of wholly redeveloped sites each site is treated on its merit."

For warehouse and office land uses, TfNSW recommends the following car parking provision:

- One car space per 300m^2 GFA for warehouses
- One car space per 40m^2 GFA for offices/ commercial
- One car space per 20m^2 GFA for retail.

Parking has been provided in line with these recommendations within operational areas of the Development.

3.2.2 Bicycle Facilities

The end of trip facilities available for the warehouses include under cover bike storage, showers and change facilities. The layout, design and security of bike facilities complies with Australian Standard AS2890.3 – 1993 *Parking Facilities Part 3: Bicycle Parking Facilities*.

The Liverpool Development Control Plan 2008, *Part 1 – General controls for all developments*, specifies onsite bicycle provisions for each land use type. The guidelines stipulate the following on-site bike parking rates for Industry or Warehouse/Distribution Centres:

- 1 bicycle parking space (class 1 or 2) per 10 staff
- 1 bicycle parking space (class 1 or 2) per 10 car spaces if staff numbers are undetermined
- 1 end-of-trip facilities (showers and change rooms) per 10 employee bicycle spaces
- Unisex facilities, where less than 4 facilities are proposed
- At least 1 personal locker for each class 1 or 2 bicycle parking spaces.

Note: Bicycle parking facilities have the same classification as Cycling Aspects of Austroads Guidelines and are classified as:

- Class 2. Medium security facilities are appropriate for all-day parking in many areas. These facilities include a lockable shelter/enclosure fitted with Class 3 facilities. Refer to AS 2890.
- Class 3: Low security facilities are appropriate for short-medium stay parking in highly visible areas. This includes bicycle rails/racks where the wheels and frame can be locked to the rack (traditional 'toaster' racks where the front wheel only is secured is not an appropriate facility).

The design, layout, provisions and security is all consistent with the MPW Stage 2 WTP.

As part of the CDC Application for the Development, an MPW South Urban Detailed Design Report (UDDR) (LDA-001 – 402, Ground ink, September 2023) was prepared.

Allocated bicycle parking areas for the Development are shown in Figure 3-2.

3.2.3 Pedestrian and Cyclist Access

The MPW South UDDR, (LDA-001 – 402, Ground ink, September 2023) also identifies pedestrian pathways integrate with existing footpaths and provide connection to Bushmaster Avenue and between warehouses as shown in Figure 3-2 and Figure 3-3. Bushmaster Avenue provides direct connection with Moorebank Avenue. Note the footprint for future Warehouse S4 is shown as indicative only and subject to future updates to this plan.

3.2.4 Bus and Trains

Direct access to the ‘full-time’ bus stops located on Moorebank Avenue and Anzac Road to the warehouses from Moorebank Avenue is not possible due to the location of the rail link connection. Therefore, additional bus stops are provided on the internal road network to maintain a 400m walking distance (“as the crow flies”) to all proposed warehouses and offices.

Figure 3-2 Car access, bicycle and footpath connection at the Development

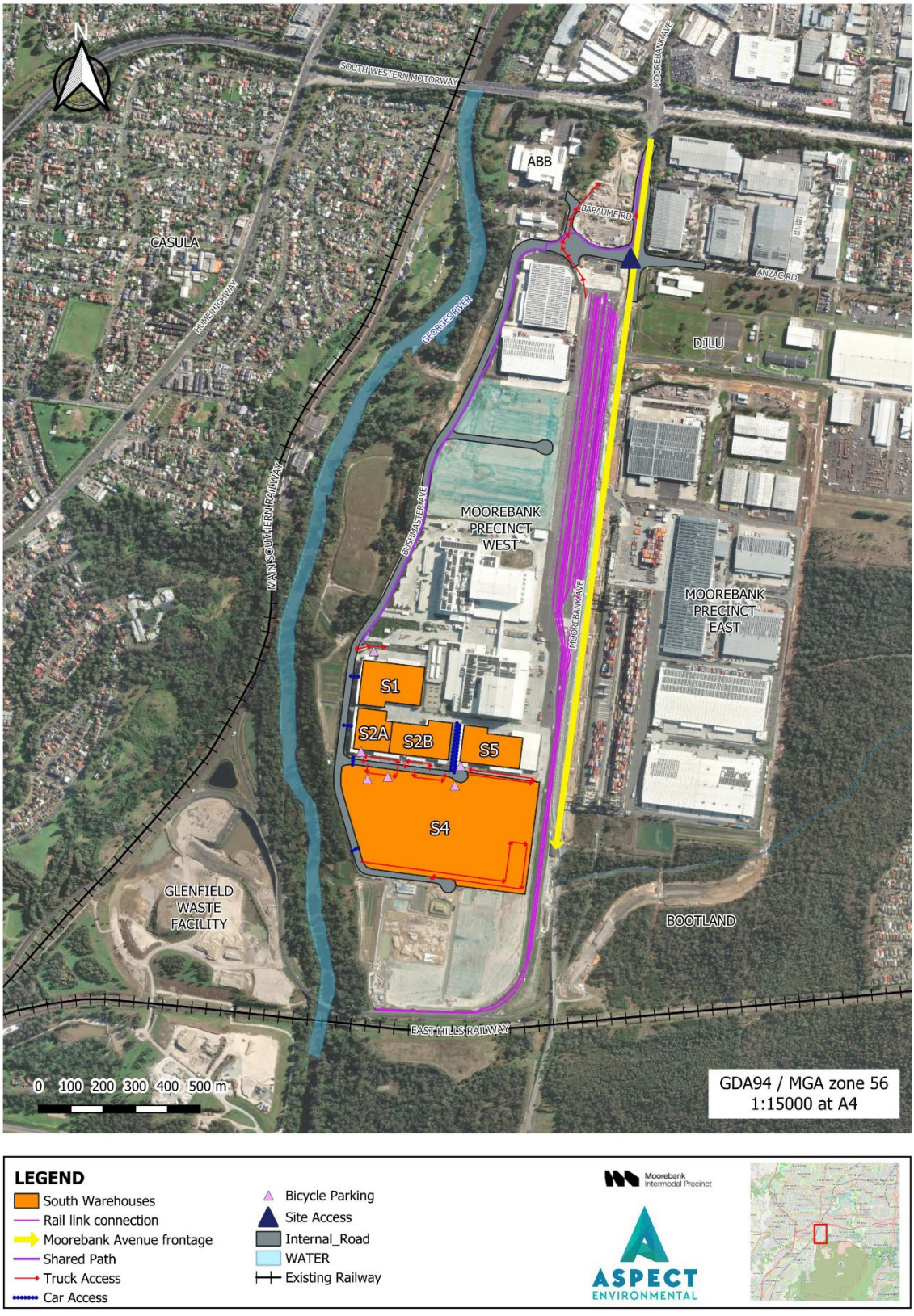


Figure 3-3 Provision of public transport and pedestrian/cyclist network during operation



3.2.5 Traffic Generation

Traffic volume for the Development is approved under Traffic Certificates issued by the Planning Secretary under Chapter 6 of the TISEPP, which supported the CDC approval for the Development. This traffic volume is capped by the approved cumulative traffic volume for the MIP under the respective MPW and MPE Concept Approvals.

The current approved traffic loads for MPW South are summarised in Table 3-1.

Table 3-1 MPW South approved traffic volumes

Warehouse	Approved Traffic Volume (HV/LV)	Approval
Warehouse S1	40 / 216	SEPP Traffic Certificate TCMO – 8
Warehouse S2	50 / 274	SEPP Traffic Certificate TCMO – 9
Warehouse S4	848/1,562	SEPP Traffic Certificate TCMO – 16
Warehouse S5	44 / 230	SEPP Traffic Certificate TCMO – 11

3.2.6 MAAI Operational Access

There are two points of operations access and egress for the MPW South during operational conditions:

- The upgraded MAAI (access and egress)
- The Moorebank Avenue/Bapaume Road intersection (egress left out only onto Moorebank Avenue).

Access conditions into the MPW Site (including the Development) will be via MAAI as detailed within Section 3 of the MPW Stage 2 OTAMP. Warehouse destined vehicles will continue along Bushmaster Avenue to their designated warehouse entry gate for receipt and subsequent dispatch.

Signage along Moorebank Avenue will be utilised to inform the community of any current and/or upcoming changed traffic conditions including:

- Road and access closures
- Access openings
- Lane closures
- Active road construction works duration and timing (hours).

This signage (including project identification signs, traffic management signs, information signs and regulatory signs) will be established and maintained during operations.

3.3 Roles and Responsibilities

Key roles and responsibilities associated with the implementation of this Addendum are consistent with those detailed in Table 2-3 of the MPW Stage 2 WTP.

3.4 Management and Maintenance Measures

Based on the existing transport network, this section identifies the potential travel patterns that might be anticipated for the Development during operations and identifies opportunities to promote public transport usage by staff and visitors.

This section also provides a summary of the travel behaviour change program measures that will be implemented to encourage the use of sustainable transport modes for staff throughout operations.

3.4.1 Transport Access Guide (TAG)

The example TAG prepared for this MPW South WTP – Addendum, in Appendix B, will be used by warehouse tenants as the basis for the preparation of warehouse-specific TAGs in compliance with the example TAG prepared for MPW Stage 2 WTP.

The example TAG in Appendix B of this Addendum describes ways to access the Development by walking, cycling or public transport. It simplifies the process of trip planning for both staff and visitors; and will assist in facilitating the proportion of trips made to the Development through public and active transport modes.

The example TAG provides information on:

- The location of bicycle parking and end-of-trip facilities and how to access these facilities
- Nearest public transport stops and stations
- Bus routes and train services to the precinct and the frequency of these services
- Useful applications and travel information websites
- Car share pods near the precinct.

TAGs will be included in site inductions and will be updated annually to verify information is accurate and up-to-date.

3.4.2 Management Measures

Management actions prescribed by this Addendum aim to minimise and, where possible, avoid impacts on travel to and from the Development. Management measures to be implemented during operations are detailed in Table 3-2. These measures have been sourced from the MPW Stage 2 WTP and amended to be relevant for the operation of the Development.

Table 3-2 Management Measures

ID	Management Measure	Timing	Responsibility	Reference
General				
WT1	Staff will be inducted on the WTP and the sustainable transport options and facilities that are available to them.	Operations	Facilities Manager Warehouse Tenants	REMM 4E EPBC CoA 5
WT2	Staff travel surveys will be undertaken annually. Example staff travel survey questions are included in Appendix C.	Operations	Facilities Manager Warehouse Tenants	EPBC CoA 5
Pedestrian and Cyclist Access and Safety				
WT3	End of trip facilities will be clearly marked across MPW South Site.	Prior to the commencement of operations	Facilities Manager Warehouse Tenants	REMM 4E
WT4	Effective internal wayfinding signage to direct staff to bicycle parking and end of trip facilities will be installed and maintained across the Development.	Operations	HSE Manager Warehouse Tenants	REMM 4D and REMM 4E MPW Stage 2 SSD 7709 CoC 93
WT5	Appropriate warning signage and traffic control will be installed and maintained to ensure that vehicles enter and exit the Development in a manner that does not impact on the safety of pedestrians and cyclists.	Operations	HSE Manager Warehouse Tenants	EPBC CoA 5 REMM 4D MPW Stage 2 SSD 7709 CoC 93

ID	Management Measure	Timing	Responsibility	Reference
WT6	Secure bicycle parking and end-of-trip facilities will be provided in accordance with the following rates: • 1 bicycle parking space (class 1 or 2) per 10 staff • 1 bicycle parking space (class 1 or 2) per 10 car spaces if staff numbers are undetermined) • 1 end-of-trip facilities (showers and change rooms) per 10 employee bicycle spaces • Unisex facilities, where less than 4 facilities are proposed • At least 1 personal locker for each class 1 or 2 bicycle parking spaces The design and security of bicycle facilities will comply with the minimum requirements of *Australian Standard AS 2890.3 – 1993 Parking Facilities Part 3: Bicycle Parking Facilities*	Operations	HSE Manager Warehouse Tenants	REMM 4E MPW Stage 2 SSD 7709 CoC 93
Shared Transport Initiatives				
WT7	Consider extension of the 901bus service and new bus stop locations, if required. The demand associated with rationalising the bus stops for route 901 and providing an additional regular bus service near the Development access points are dependent on the origin of employees and will be assessed as the Development becomes progressively operational.	Annually	Asset Manager	REMM 4K MPW Stage 2 SSD 7709 CoC 93
WT8	Utilise staff notice boards, newsletters and social media opportunities to inform staff of available sustainable transport options and facilities and allow them to sign onto initiatives such as carpooling/car share schemes.	Annually	HSE Manager Warehouse Tenants	REMM 4E
WT9	Maintain a TAG that effectively informs staff of the following: • Safe and accessible cycling routes as well as end-of-trip facilities provided within the facility • Public transport modes and routes • Surrounding facilities nearby, including food, entertainment and shopping	Annually	HSE Manager Warehouse Tenants	REMM 4E and REMM 4D MPW Stage 2 SSD 7709 CoC 93

ID	Management Measure	Timing	Responsibility	Reference
	• Promote the cost savings of car share over commuting via private vehicle to staff of the Development The TAG will be updated annually at a minimum, or as required, to keep the information accurate and up-to-date.			
WT10	The community will be given notice of future changes to road and intersection configurations, and site access conditions. This notice will be provided via local signage (Section 3.2.6) and via the development's website. Neighbouring landowners will be kept informed of upcoming changed traffic conditions either through letterbox drops or as part of regular consultation activities. Section 4.8 of the MPW South OEMP – Addendum provides further details on the community consultation strategy	During Operations	Asset Manager	REMM 4K
Monitoring				
WT11	Monitoring will be undertaken as detailed in Section 4.1 of this Plan	Operations	Asset Manager	EPBC CoA 5

4 MONITORING, AUDITING AND REVIEW

4.1 Environmental Monitoring and Reporting

Monitoring and reporting requirements applicable to this WTP will be undertaken consistently with the monitoring and reporting detailed in Table 3-1 of the MPW Stage 2 WTP. Table 4-1 provides reporting requirements applicable to the Development.

Table 4-1 Reporting requirements

Requirement	Responsibility	Frequency
Annual reporting of employee numbers to the Precinct Operator and the site Environmental Manager	Facilities Manager	Commencing one year after commencement of operation of the IMT facility and for up to 5 years from occupation of the final warehouse building

4.2 Non-compliance and Non-conformance and Corrective Actions

It is the responsibility of all personnel to report non-conformances to ESR. The HSE Manager and/or Asset Manager will investigate non-conformances, log corrective and/or preventative actions, and delegate responsibility for corrective and/or preventative actions within assigned timeframes.

Non-compliances and non-conformances will be managed in accordance with Section 6.4 of the MPW South OEMP – Addendum.

APPENDIX A– APPROVALS AND CONSENT COMPLIANCE MATRIX

CoA/CoC	Requirement	Section	How Addressed
EPBC 2011/6086 Approval			
5	Sections of the CEMP and OEMP relating to traffic must be prepared by a suitably qualified expert and must:	This Addendum	This Addendum was prepared by suitably qualified experts Aspect Environmental.
	a) be consistent with the Traffic, Transport and Access Provisional Environmental Management Framework (2 July 2014), provided at Appendix O to the finalised EIS	This Addendum	This Addendum is consistent with Section 6.3 of the Traffic, Transport and Access Provisional Environmental Management Framework that requires that traffic management plans would be implemented as part of the MPW South OEMP – Addendum.
	b) incorporate all measures 4A to 4Q from Table 7.1 of the finalised EIS that are described as 'mandatory'	Section 3.4.2	Revised Environmental Mitigation Measures (REMM) 4K has been addressed below. REMM 4A-4B, 4H, 4J and 4L-4P do not apply to operations
	c) explain how all measures 4A to 4Q from Table 7.1 of the finalised EIS that are described as 'subject to review' have been addressed	Section 3.4.2	REMM 4E and 4D have been addressed below. REMM 4A-4B, 4H, 4J and 4L-4P do not apply to operations
	d) be approved by the Minister or a relevant New South Wales regulator.	N/A	This Addendum will be submitted to NEPA under CoA 21.
REMM			
4D	Consider the provision of pedestrian and cyclist connections from Moorebank Avenue into the Project site.	Sections 3.2.3 and 3.4.2	During operations, pedestrian access will be provided and managed as detailed in Sections 3.2.3 and 3.4.2.

CoA/CoC	Requirement	Section	How Addressed
			Management measures WT4, WT5 and WT9 (in Table 3-2) address the requirements for pedestrian and cyclist connections.
4E	Consider the provision of staff storage and shower areas to promote cycling, jogging and walking as modes of transport.	Section 3.4.2	Management measures WT1, WT3, WT4, WT6. WT8 and WT9 (in Table 3-2) address requirements for end-of-trip facilities at the Development.
4K	In addition to the Community Engagement Plan (or equivalent) (Refer to 2A), a communication plan will be developed to provide information to the relevant authorities and bus operators in addition to the local community. The communication plan will need to incorporate a contact list with the chain of command.	Section 3.4.2	Management measures WT7 and WT10 (in Table 3-2) address the location of bus stops on Moorebank Avenue. These have been agreed with operators following.
SSD 5066 Development Consent			
E14	All future Development Applications shall consider the need for a bus stop on Moorebank Avenue (including direct pedestrian access from the warehousing to the bus stop), and associated turnaround facility suitable for a 14.5-metre-long non-rear steer bus.	Section 3.4.2	Direct pedestrian access from warehousing to the bus stop on Moorebank Avenue has been considered in Section 3.4.2.
SSD 7709 Development Consent			
B93	The development is to be designed and operated so that:		
	(a) all vehicles are wholly contained on site before being required to stop;	OTMAP – Addendum	N/A
	(b) adequate parking for heavy vehicles is provided on-site to accommodate any potential delays in schedule time;	OTMAP – Addendum	N/A
	(c) heavy vehicles and bins associated with the development are not parked on local roads or footpaths in the vicinity of the site;	OTMAP – Addendum	N/A

CoA/CoC	Requirement	Section	How Addressed
	(d) all loading and unloading of materials are carried out on-site; and	OTMAP – Addendum	N/A
	(e) site roads accommodate buses, bus infrastructure and cyclist use for employees.	Sections 3.2.3, 3.2.4 and 3.4.2	Management measures WT4, WT5, WT6, WT7 and WT9 (in Table 3-2) of the WTP – Addendum addresses the requirements for buses and cyclists for the Development.
CDC 230736/01			
	The CDC did not include conditions relevant to sustainable transport provision during the operation of the Development.		
CDC 230736/01 (MOD)			
	The CDC did not include conditions relevant to sustainable transport provision during the operation of the Development.		
CDC 230736/07			
	The CDC did not include conditions relevant to sustainable transport provision during the operation of the Development.		
CDC 250077/01			
	The CDC did not include conditions relevant to sustainable transport provision during the operation of the Development.		
CDC 250077/06			
	The CDC did not include conditions relevant to sustainable transport provision during the operation of the Development.		

APPENDIX B – EXAMPLE TRANSPORT ACCESS GUIDE

MPW South Precinct Transport Access Guide

Your guide to accessing MIP West by active and public transport

MPW South is located within the MIP West which is located close to a number of bus, rail and cycling services that provides staff and visitors with access to public and active transport – see the maps below. This Transport Access Guide (TAG) provides basic information for getting to and from the precinct by public transport, walking, cycling and driving. The Development comprises Warehouses S1, S2 (A and B), S4 and S5 located within the southern portion of the MPW footprint. Moorebank Avenue and Bushmaster Avenue provides truck and car access to the Development site.

Travel by train

MIP West is a 3.7km walk from Liverpool Station, which provides services to Central, Richmond, Bankstown and Leppington, and to all stations across the Sydney Trains Network.

Hop on a bus

The regular 901 bus service is accessible from the bus stop near the corner of the Moorebank Avenue and Anzac Road intersection, 250 metres walk to/from the MIP West entrance. The limited 901 bus service is accessible from a bus stop just outside the MIP East warehousing entrance. See sydneybuses.info.

Walking

Include walking in your trip to MIP East and increase your daily physical activity. Walk from home, work, bus stop or train station.

Car-pooling

There is only a limited number of parking spaces available. Car-pooling or ride-sharing to work can help to reduce your travel costs, carbon footprint and improve workplace culture by getting you to know your colleagues better.

Get on your bike

Improve your health and reduce greenhouse gas emissions by cycling from home or combine cycling with public transport for part of your journey. Secure bicycle parking, showers and lockers are available within the MIP West for your use.

Trip planning

Visit transportnsw.info or call 131500 to plan your trip and access up-to-date timetables and route maps or use the Tripview app to select a public transport service.

Tickets and passes

Opal cards make travelling on multiple public transport types easy. Keep your Opal card topped up and tap on and off as you start and end your trip. You can purchase single trip Opal cards from train station ticket machines and bus drivers.

Visit opal.com.au for more information.

APPENDIX C – EXAMPLE STAFF TRAVEL SURVEY QUESTIONS

First a bit about you

1. What is your age in years?
17 and under | 18-24 | 25- 34 | 35-44 | 45-54 | 55-64 | Over 65

2. What postcode do you live in?
(Free text)

Your journey to and from work

3. In an average week, how many days do you commute for work?
One | Two | Three | Four | Five | More than five | I predominantly work from home or remotely

4. Which warehouse/facility do normally work at?
(Free text)

5. Which department / business unit do you work for?
We ask this to identify travel trends within your organisation. If you do not wish to answer, please choose "Other".
(Drop down list)

6. What time do you typically arrive at work?
(Adjust as needed to include relevant shifts)
Before 06:00 | 06:00-06:29 | 06:30-06:59 | 07:00-07:29 | 07:30-07:59 | 08:00-08:29 | 08:30-08:59 | 09:00-09:29 | 09:30-09:59 | 10:00 or later

7. What time do you usually travel home?
(Adjust as needed to include relevant shifts)
Before 15:00 | 15:00-15:29 | 15:30-15:59 | 16:00-16:29 | 16:30-16:59 | 17:00-17:29 | 17:30-17:59 | 18:00-18:29 | 18:30-18:59 | 19:00 or later

8. What is your main mode of transport when travelling to and from work? Please choose the mode that you use for the greatest distance.
Bicycle | Bus | Car (as driver/sole occupancy) | Car (as driver with passengers) | Car (as passenger) | Car pool | Motorbike or Moped | Taxi or Rideshare (e.g. Uber) | Train | Walk or run

9. Do you ever work from home?
Yes | No

10. On average, how many times do you work from home in one month?
(Free Text)

11. Do you have a disability or impairment that has an impact on how you travel?
Yes | No

12. Do you have childcare commitments that have an impact on how you travel?
Yes | No

13. Are you entitled to a free parking space at your place of work?
Yes | No

Your potential for behaviour change

Significant improvements are being made across the transport network in Sydney. These changes may have an impact on your journey to work. To improve your journey, how likely is it that you will do the following to make your journey more comfortable and reliable?

14. Choose another mode to travel to work, e.g. switching from driving to public transport or from public transport to walking or cycling.
Very likely | Likely | Neutral | Unlikely | Very unlikely | Not possible

15. Change the timing of the journeys you make to avoid the busiest periods if possible, given your work conditions.
Very likely | Likely | Neutral | Unlikely | Very unlikely | Not possible

16. Reduce the number of times you travel to the office, e.g. by working from home if possible given your work conditions.
Very likely | Likely | Neutral | Unlikely | Very unlikely | Not possible

17. Reroute the way you take to and from work to avoid the busiest areas.
Very likely | Likely | Neutral | Unlikely | Very unlikely | Not possible

Your comments and interest in updates

18. Do you have any general comments on how you currently travel or how you would like to travel?
(Free text)

19. Would you like to receive updates from the Travel Plan team bringing you relevant travel advice (e.g. information on new services)?
Yes | No

20. If yes, please enter your email address to receive the updates you requested.
(Free text)