Appendix D
Consultation information, materials and outcomes

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D.1 Meetings with government and agency groups and information disseminated

Moorebank Intermodal Terminal – list of meetings and workshops with government agencies			
Meeting purpose	**Date & time**	**Venue**	**Attendees**
Meeting with Sydney Ports Corporation The purpose of this meeting was for the Moorebank Project Office (MPO) (and advisers) to discuss high level issues with the Sydney Ports Corporation (SPC) relating to development of the Moorebank Intermodal Terminal Project.	15 June 2011	SPC (Sydney, NSW)	MPO and SPC
Meeting with Infrastructure NSW The purpose of this meeting was for the Moorebank Project Office (MPO) (and advisers) to provide an initial briefing to Infrastructure NSW on the Moorebank Intermodal Terminal Project.	2 August 2011	KPMG (Sydney, NSW)	MPO and Infrastructure NSW
Meeting with the Department of Defence The Department of Defence (Defence) provided an update to the Moorebank Project Office (MPO) (and advisers) on the relocation of the School of Military Engineering (Moorebank Units Relocation Project).	3 August 2011	PB (Sydney, NSW)	MPO and Defence
Meeting with Transport for NSW The purpose of this meeting was for the Moorebank Project Office (MPO) (and advisers) to confirm with Les Wielinga (the then Director-General for Transport for NSW (TfNSW)).	9 August 2011	Transport for NSW (Sydney, NSW)	MPO and TfNSW
Meeting with the Australian Rail Track Corporation The purpose of this meeting was for the Moorebank Project Office (MPO) (and advisers) to discuss with Australian Rail Track Corporation (ARTC), technical issues related to the rail connection point from the Moorebank Intermodal Terminal Project site to the Southern Sydney Freight Line, the proposed river crossing, rail signalling and rail accreditation.	10 August 2011	PB (Sydney, NSW)	MPO and ARTC
Meeting with the Commonwealth Department of Infrastructure and Regional Development (formerly the Department of Infrastructure and Transport) The purpose of this meeting was for the Moorebank Project Office (MPO) (and advisers) to discuss with the Department of Infrastructure and Regional Development (DoIRD) the current NSW Engagement Issues Register.	15 August 2011	DoIRD (Canberra, ACT)	MPO and DoIRD
Meeting with the Commonwealth Department of Infrastructure and Regional Development (formerly the Department of Infrastructure and Transport) and Infrastructure Australia. The purpose of this meeting was for the Moorebank Project Office (MPO) (and advisers) to discuss with the Department of Infrastructure and Regional Development (DoIRD) and Infrastructure Australia, the current NSW Engagement Issues Register and to develop an overarching strategy for the Commonwealth's engagement with the NSW Government on the Moorebank Intermodal Terminal Project and other infrastructure projects.	15 August 2011	DoIRD (Canberra, ACT)	MPO, DoIRD and Infrastrucrure Australia

Moorebank Intermodal Terminal – list of meetings and workshops with government agencies			
Meeting purpose	**Date & time**	**Venue**	**Attendees**
Meeting with the Australian Federal Police (AFP) The purpose of this meeting was for the Moorebank Project Office (MPO) (and advisers) to discuss possible security risks associated with an intermodal terminal at Moorebank.	17 August 2011	AFP Headquarters (Canberra, ACT)	MPO,AFP, PB and KPMG
Meeting with Australian Rail Track Corporation The purpose of this meeting was for the Moorebank Project Office (MPO) (and advisers) to discuss high level technical and rail connection issues with the Australian Rail Track Corporation (ARTC) relating to the development of the Moorebank Intermodal Terminal Project.	23 August 2011	MPO (Canberra, ACT)	MPO and ARTC
Meeting with the Commonwealth Department of Infrastructure and Regional Development (formerly the Department of Infrastructure and Transport) The purpose of this meeting was for the Moorebank Project Office (MPO) (and advisers) to provide a briefing to the Department of Infrastructure and Regional Development (DoIRD) virtual team on the current status of the Moorebank Intermodal Terminal Project.	2 September 2011	DoIRD (Canberra, ACT)	MPO and DoIRD
Meeting with the Department of Defence The purpose of this meeting was for the Moorebank Project Office (MPO) (and advisers) to provide the Department of Defence (Defence) with an update on the Moorebank Intermodal Terminal Reference Design, traffic impacts, warehousing and utilities.	5 September 2011	PB Office (Sydney, NSW)	MPO and Defence
Meeting with Infrastructure NSW The meeting with Infrastructure NSW was for the Moorebank Project Office (MPO) (and advisers) to provide Infrastructure NSW with information on the 'Terms of Reference' for the feasibility study into the Moorebank Intermodal Terminal. Infrastructure NSW expressed interest in understanding the basis of the traffic studies and analysis undertaken as part of the Moorebank IMT Project and if that research could be used to inform the Port Botany precinct work going forward rather than doing alternate or additional studies.	6 September 2011	Infrastructure NSW (Sydney, NSW)	MPO and Infratrucure NSW
Meeting with Transport for NSW The purpose of this meeting was for the Moorebank Project Office (MPO) (and advisers) to discuss Transport for NSW (TfNSW) information requirements in relation to Port Botany containerised freight movements and the information currently held by MPO which may be of assistance to TfNSW.	7 September 2011	KPMG (Sydney, NSW)	MPO and TfNSW

Moorebank Intermodal Terminal – list of meetings and workshops with government agencies			
Meeting purpose	**Date & time**	**Venue**	**Attendees**
Meeting with Australian Rail Track Corporation The purpose of this meeting was for the Moorebank Project Office (MPO) (and advisers) and the Department of Infrastructure and Regional Development (DoIRD) to discuss the Australian Rail Track Corporation's (ARTC) proposed process for allocation of train paths and pricing for the Southern Sydney Freight Line (SSFL). The meeting also discussed ARTC's Interstate demand assumptions and projections, current anticipated number of paths on the SSFL for IMEX operations.	21 September 2011	KPMG (Sydney, NSW)	MPO, DoIRD and ARTC
Moorebank Intermodal Terminal Project site visit with Transport for NSW Transport for NSW site visit to the Project site.	5 October 2011	Moorebank Project Site (Moorebank, NSW)	MPO and TfNSW
Meeting with Infrastructure NSW/Transport for NSW The meeting with Infrastructure NSW and Transport for NSW (TfNSW) was for the Moorebank Project Office (MPO) (and advisers) to provide the methodologies and assumptions used to complete IMEX demand modelling for the proposed Moorebank Intermodal Terminal Project and road traffic modelling.	11 October 2011	Infrastructure NSW (Sydney, NSW)	MPO, Infrastructure NSW and TfNSW
Meeting with the Australian Rail Track Corporation The purpose of this meeting was for the Moorebank Project Office (MPO) (and advisers) to provide the Australian Rail Track Corporation (ARTC) with an opportunity to better understand the assumptions and methodology employed by Deloitte in their demand modelling for the proposed Moorebank Intermodal Terminal Project.	24 October 2011	KPMG (Sydney, NSW)	MPO, ARTC and DoIRD
Meeting with the Commonwealth Department of Infrastructure and Regional Development (formerly the Department of Infrastructure and Transport). The purpose of this meeting was for the Moorebank Project Office (MPO) (and advisers) to provide a briefing to Department of Infrastructure and Regional Development (DoIRD) virtual team on the current status of the Moorebank Intermodal Terminal Project.	4 November 2011	DoIRD (Canberra, ACT)	MPO and DoIRD
Meeting with the Australian Rail Track Corporation The purpose of this meeting was for the Moorebank Project Office (MPO) (and advisers) to provide the Australian Rail Track Corporation (ARTC) with an opportunity to better understand the technical aspects of the proposed connection point with the Southern Sydney Freight Line (including entrance and exit speeds).	10 November 2011	KPMG (Sydney, NSW)	MPO and ARTC
Meeting with NSW Department of Premier and Cabinet The purpose of this meeting with the Department of Premier and Cabinet (DPC) was for the Moorebank Project Office (MPO) (and advisers) to discuss the Moorebank Intermodal Terminal Project and the alignment with NSW objectives, including to support the long-term lease of Port Botany, efficient and effective freight distribution throughout Sydney and assisting with congestion and environmental management.	December 2011	DoIRD (Canberra, ACT)	MPO and DPC

Moorebank Intermodal Terminal – list of meetings and workshops with government agencies			
Meeting purpose	**Date & time**	**Venue**	**Attendees**
Meeting with NSW Health The purpose of the meeting was to discuss the approach and methodology for the health impact assessment. Details in terms of available data were also discussed.	10 February 2021	Sydney, NSW	MPO and NSW Health
Meeting with NSW Treasury The purpose of this meeting was for the Moorebank Project Office (MPO) (and advisers) to engage with NSW Treasury departmental officials and advisers on the: long-term lease of Port Botany, overview of the Moorebank Intermodal Terminal Project and its relationship to the Port Botany lease, the port cap, increased volumes of freight through Port Botany, efficient and effective freight distribution throughout Sydney, congestion and environment management, and supporting infrastructure funding.	May 2012	NSW Treasury (Sydney, NSW)	MPO and NSW Treasury
Meeting with NSW Department of Planning and Environment (formerly the Department of Planning and Infrastructure) The purpose of the meeting is a regular catch up between the Moorebank Project Office (MPO) (and advisers) and NSW Department of Planning and Environment (NSW P&E) regarding the EIS.	7 June 2012	DP&E (Sydney, NSW)	MPO and NSW P&E
Meeting with the Commonwealth Department of Environment (formerly the Department of Sustainability, Environment, Water, Population and Communities) The purpose of the meeting was for the Moorebank Project Office (MPO) (and advisers) and the Department of the Environment (DoE) to provide an updated regarding the Environmental Impact Statement for the Moorebank Intermodal Project.	15 June 2012	DoE (Canberra, ACT)	MPO and DoE
Meeting with Australian Trucking Association The purpose of the meeting was for the Moorebank Project Office (MPO) to provide an update and briefing on the Moorebank Intermodal Terminal Project.	28 June 2012	Canberra, ACT	MPO and Australian Trucking Association
Meeting with NSW Department of Planning and Environment (formerly the Department of Planning and Infrastructure) The purpose of the meeting was for the Moorebank Project Office (MPO) (and advisers) and NSW Department of Planning and Environment (NSW P&E) to discuss the rezoning process for the Moorebank Intermodal Terminal Project.	3 July 2012	NSW P&E (Sydney, NSW)	MPO and NSW P&E.
Meeting with NSW Department of Planning and Environment (formerly the Department of Planning and Infrastructure) The purpose of the meeting was for the Moorebank Project Office (MPO) (and advisers) and NSW Department of Planning and Environment (NSW P&E) to discuss the rezoning process for the Moorebank Intermodal Terminal Project.	3 July 2012	NSW P&E (Sydney, NSW)	MPO and NSW P&E

Moorebank Intermodal Terminal – list of meetings and workshops with government agencies			
Meeting purpose	**Date & time**	**Venue**	**Attendees**
Meeting with Western Sydney Region Organisation of Councils The purpose of the meeting with the Western Sydney Regional Organisation of Councils (WSROC) was for the Moorebank Project Office (MPO) (and advisers) to provide a Moorebank Intermodal Terminal Project update briefing.	10 July 2012	Sydney, NSW	MPO and WSROC
Meeting with NSW Department of Planning and Environment (formerly the Department of Planning and Infrastructure) The purpose of the meeting with NSW Department of Planning and Environment (NSW P&E) was for the Moorebank Project Office (MPO) (and advisers) to discuss the Moorebank Intermodal Terminal Project Environmental Impact Statement and rezoning matters.	11 July 2012	NSW P&E (Sydney, NSW)	MPO and NSW P&E
Moorebank Intermodal Terminal Project site visit with NSW Department of Planning and Environment (formerly the Department of Planning and Infrastructure) The purpose of the site visit was for the Moorebank Project Office (MPO) (and advisers) to familiarise NSW Department of Planning and Environment (NSW P&E) Regional Planning team with the Moorebank Intermodal Project site for the rezoning process.	25 July 2012	School of Military Engineering (Sydney, NSW)	MPO and NSW P&E
Health Impact Assessment Reference Group The purpose of this workshop was to discuss the scoping phase of the Health Impact Assessment (HIA) for the Moorebank Intermodal Terminal Project with the reference group established for the HIA.	26 July 2012	Sydeny, NSW	MPO, NSW EPA, NSW Health and LCC
Meeting with NSW Department of Planning and Infrastructure (formerly the Department of Planning and Infrastructure) The purpose of the meeting with NSW Department of Planning and Environment (NSW P&E) was for the Moorebank Project Office (MPO) (and advisers) to discuss the rezoning process for the Moorebank Intermodal Terminal Project.	8 August 2012	NSW P&E (Sydney, NSW)	MPO and NSW P&E
Moorebank Units Relocation Parliamentary Standing Committee on Public Works Hearing The purpose of the meeting was for the Moorebank Project Office (MPO) (and advisers), Department of Defence (Defence) and the Commonwealth Department of Infrastructure and Regional Development (DoIRD) to consider the Moorebank Units Relocation Project by the Parliamentary Standing Committee on Public Works during 2012.	9 August 2012	Comfort Inn, (Liverpool, NSW)	Defence and MPO
Meeting with Transport for NSW The purpose of the meeting with Transport for NSW (TfNSW) was for the Moorebank Project Office (MPO) (and advisers) to discuss initial data sets, and forecasting assumptions and methods relating to traffic modelling for the Moorebank Intermodal Terminal Project.	28 August 2012	TfNSW (Sydney, NSW)	MPO, DoIRD and TfNSW

Moorebank Intermodal Terminal – list of meetings and workshops with government agencies			
Meeting purpose	**Date & time**	**Venue**	**Attendees**
Meeting with NSW Department of Planning and Infrastructure (formerly the Department of Planning and Infrastructure) The purpose of this meeting with NSW Department of Planning and Environment (NSW P&E) was for the Moorebank Project Office (MPO) (and advisers) to review the draft methodology for the sub-surface testing program for the Moorebank Intermodal Terminal Project.	29 August 2012	NSW P&E (Sydney, NSW)	MPO and NSW P&E
Meeting with the Australian Rail Track Corporation The purpose of this meeting was for the Moorebank Project Office (MPO) (and advisers) to further discuss the technical aspects of connection to the Southern Sydney Freight Line (e.g. slip road, land required, road access to the Power House site, etc.).	11 September 2012	KPMG (Sydney, NSW)	MPO and ARTC
Meeting with NSW Department of Planning and Infrastructure (formerly the Department of Planning and Infrastructure) The purpose of the meeting with NSW Department of Planning and Environment (NSW P&E) was for the Moorebank Project Office (MPO) (and advisers) to discuss the progress of the Moorebank Intermodal Terminal Project Environmental Impact Statement.	12 September 2012	NSW P&E (Sydney)	MPO and NSW P&E
Meeting with Sydney Business Chamber and NSW Business Chamber The purpose of this meeting with the Sydney and NSW Business Chambers (SBC and NSWBC) was for the Moorebank Project Office (MPO) (and advisers) to provide an update on the Moorebank Intermodal Terminal Project.	20 September 2012	Sydney, NSW	MPO, SBC and NSWBC
Meeting with the Commonwealth Department of Infrastructure and Regional Development (formerly the Department of Infrastructure and Transport) The purpose of this meeting with the Department of Infrastructure and Regional Development (DoIRD) was for the Moorebank Project Office (MPO) (and advisers) to discuss the Transport for NSW road network enhancement options near the Moorebank Intermodal Terminal Project site.	3 October 2012	Sydney, NSW	DoIRD and MPO
Meeting with NSW Department of Planning and Infrastructure (formerly the Department of Planning and Infrastructure) The purpose of the meeting with NSW Department of Planning and Environment (NSW P&E) was for the Moorebank Project Office (MPO) (and advisers) to discuss the progress of the Moorebank Intermodal Terminal Project Environmental Impact Statement.	10 October 2012	Sydney, NSW	MPO and NSW P&E
Meeting with Commonwealth Department of Environment (formerly the Department of Sustainability, Environment, Water, Population and Communities) The purpose of the meeting with the Commonwealth Department of the Environment (DoE) was for the Moorebank Project Office (MPO) (and advisers) to discuss environmental offset assessments.	11 October 2012	Canberra, ACT	MPO and DoE

Moorebank Intermodal Terminal – list of meetings and workshops with government agencies			
Meeting purpose	**Date & time**	**Venue**	**Attendees**
Meeting with Transport for NSW The purpose of the meeting with Transport for NSW (TfNSW) was for the Moorebank Project Office (MPO) (and advisers) to discuss and workshop traffic and demand modelling assumptions for the Moorebank Intermodal Terminal Project.	8 November 2012	KPMG (Sydney, NSW)	MPO, DoIRD and TfNSW
Meeting with NSW Department of Planning and Infrastructure (formerly the Department of Planning and Infrastructure) The purpose of the meeting with NSW Department of Planning and Environment (NSW P&E) was for the Moorebank Project Office (MPO) (and advisers) to discuss the progress of the Environmental Impact Statement for the Moorebank Intermodal Terminal Project.	12 November 2012	Sydney, NSW	MPO and NSW P&E
Meeting with Commonwealth Department of Environment (formerly the Department of Sustainability, Environment, Water, Population and Communities) The purpose of the meeting with the Department of the Environment (DoE) was for the Moorebank Project Office (MPO) (and advisers) to discuss the progress of the Environmental Impact Statement for the Moorebank Intermodal Terminal Project.	15 November 2012	Canberra, ACT	MPO and DoE
Meeting with the NSW Office of Environment and Heritage The purpose of the meeting with the NSW Office of Environment and Heritage (OEH) (Heritage Branch), was for the Moorebank Project Office (MPO) (and advisers) to discuss the methodology for the subsurface testing program for the Moorebank Intermodal Terminal Project.	December 2012	OEH (Sydney, NSW)	MPO and OEH
Health Impact Assessment Reference Group workshop The purpose of this workshop was for the Moorebank Project Office (MPO) (and advisers) to discuss the Interim Draft Health Impact Assessment (HIA) for the Moorebank Intermodal Terminal Project with the reference group established for the HIA.	13 December 2012	PB (Sydney, NSW)	MPO, NSW EPA, NSW Health and LCC
Meeting with Commonwealth Department of Environment (formerly the Department of Sustainability, Environment, Water, Population and Communities) The purpose of the meeting with the Commonwealth Department of the Environment (DoE) was for the Moorebank Project Office (MPO) (and advisers) to discuss Commonwealth environment assessment requirements for the Moorebank Intermodal Terminal Project.	6 February 2013	DoE (Canberra, ACT)	DoE and MPO
Meeting with NSW Department of Planning and Environment (formerly the Department of Planning and Infrastructure) The purpose of the meeting with NSW Department of Planning and Environment (NSW P&E) was for the Moorebank Project Office (MPO) (and advisers) to discuss key issues related to the development and submission of the draft Moorebank Intermodal Terminal Project Environmental Impact Statement.	13 February 2013	NSW P&E (Sydney, NSW)	NSW P&E and MPO

Moorebank Intermodal Terminal – list of meetings and workshops with government agencies			
Meeting purpose	**Date & time**	**Venue**	**Attendees**
Meeting with NSW Environment Protection Authority The purpose of the meeting with the NSW Environment Protection Authority (NSW EPA) was for the Moorebank Project Office (MPO) (and advisers) to discuss NSW EPA's role as the Appropriate Regulatory Authority for the Moorebank Intermodal Terminal Project.	20 February 2013	Teleconference	NSW EPA and MPO
Meeting with Roads and Maritime Services The purpose of the meeting with NSW Roads and Maritime Services (RMS) was for the Moorebank Project Office (MPO) (and advisers) to provide a brief overview of project development and an overview of the traffic impact assessment work undertaken to date on the Moorebank Intermodal Terminal Project.	28 February 2013	RMS Office (Parramatta, NSW)	MPO and RMS
Meeting with NSW Department of Planning and Environment (formerly the Department of Planning and Infrastructure) The purpose of the meeting with NSW Department of Planning and Environment (NSW P&E) was for the Moorebank Project Office (MPO) (and advisers) to discuss traffic and transport impact assessment matters for the Moorebank Intermodal Terminal Project.	6 March 2013	NSW P&E (Sydney, NSW)	MPO and NSW P&E
Transport for NSW The purpose of the meeting between the Moorebank Intermodal Company (MIC), Moorebank Project Office (MPO) and TfNSW was to discuss MIC's warehousing strategy for the Moorebank IMT Project.	March 2013	Sydney, NSW	MIC, MPO and TfNSW
Meeting with NSW Department of Planning and Environment (formerly the Department of Planning and Infrastructure) The purpose of the meeting was to discuss preparation of the EIS for adequacy review and public exhibition.	10 April 2013	NSW P&E (Sydney, NSW)	MPO and NSW P&E
Meeting with Liverpool City Council The purpose of the meeting was to provide an update of the status of the Project.	19 April 2013	Sydney, NSW	MIC and LCC
Meeting with Liverpool City Council The purpose of the meeting was to discuss Liverpool City Council's concerns regarding air quality, traffic and access.	14 May 2013	Sydney, NSW	MIC and LCC
Meeting with Roads and Maritime Services The purpose of the meeting between the Moorebank Intermodal Company (MIC) (and advisers), Commonwealth Department of Finance (DoF) and NSW Roads and Maritime Services (RMS) was to provide a briefing on the draft Environmental Impact Statement with RMS for review, along with the traffic impact assessment undertaken to date for the Moorebank Intermodal Terminal Project.	20 May 2013	RMS Office (Parramatta, NSW)	MIC, DoF and RMS

Moorebank Intermodal Terminal – list of meetings and workshops with government agencies			
Meeting purpose	**Date & time**	**Venue**	**Attendees**
Meeting with Transport for NSW The purpose of the meeting between the Moorebank Intermodal Company (MIC) (and advisers), Commonwealth Department of Finance (DoF) and Transport for NSW (TfNSW) was to provide a briefing on the draft Environmental Impact Statement with TfNSW for review. Various issues were highlighted particularly around noise and traffic and the associated impacts.	22 May 2013	TfNSW (Sydney, NSW)	MIC, DoF and TfNSW
Meeting with NSW Department of Primary Industries (Catchment and Lands) The purpose of the meeting between Moorebank Intermodal Company (MIC) and NSW Department of Primary Industry (Catchment and Lands) (DPI) was to discuss the issue of NSW State Government granting a construction license and easement on the land over the bed of the Georges River for the operation and maintenance of the rail spur from the Moorebank Intermodal Terminal Project site to the Southern Sydney Freight Line.	1 July 2013	NSW DPI (Sydney, NSW)	MIC and NSW DPI
Meeting with Western Sydney Regional Organisation of Councils The purpose of the meeting between the Moorebank Intermodal Company (MIC) and Western Sydney Regional Organisation of Councils (WSROC) was to provide an update of the Project.	12 June 2013	Sydney, NSW	MIC and WSROC
Meeting with NSW Department of Planning and Environment (formerly the Department of Planning and Infrastructure) The purpose of the meeting between Moorebank Intermodal Company (MIC) (and advisers) and NSW Department of Planning and Environment (P&E) was to discuss comments raised by NSW P&E during the review of the draft Moorebank Intermodal Terminal Project Environmental Impact Statement.	24 June 2013	NSW DP&E (Sydney, NSW)	MIC, DoF and NSW P&E
Meeting with Commonwealth Department of Environment (formerly the Department of Sustainability, Environment, Water, Population and Communities) The purpose of the meeting between Moorebank Intermodal Company (MIC) (and advisers) and the Commonwealth Department of the Environment (DoE) was to discuss any issues raised during the review of the draft Moorebank Intermodal Terminal Project Environmental Impact Statement.	25 June 2013	DoE (Canberra, ACT)	DoF and DoE
Meeting with Transport for NSW The purpose of the meeting between Moorebank Intermodal Company (MIC) and Transport for NSW (TfNSW) was to discuss any issues related to rail access to the Moorebank Intermodal Terminal Project site.	26 June 2013	Sydney, NSW	MIC and TfNSW
Meeting with Transport for NSW The purpose of the meeting between Moorebank Intermodal Company (MIC) and Transport for NSW (TfNSW) was to discuss any issues related to rail access to the Moorebank Intermodal Terminal Project site.	26 July 2013	Sydney, NSW	MIC and TfNSW

Moorebank Intermodal Terminal – list of meetings and workshops with government agencies			
Meeting purpose	**Date & time**	**Venue**	**Attendees**
Planning Approvals and Connections Enabling (PACE) committee The purpose of this monthly meeting was to provide a forum between key NSW (Transport for NSW (TfNSW), NSW Department of Planning and Environment (NSW P&E) and Infrastructure NSW and Commonwealth Government (Department of Finance (DoF), Department of Infrastructure and Regional Development (DoIRD) and Department of Defence (Defence)) agencies to resolve any inter-agency issues affecting the Moorebank Intermodal Terminal Project.	The first meeting was held on the 1 June 2012 and the most recent was held on the 26 June 2013	NSW P&E (Sydney, NSW)	TfNSW, NSW P&E, Infrastructure NSW, DoF, Defence, DoIRD (Chair) and MIC.
Meeting with NSW Roads and Maritime Services The purpose of this meeting between the Moorebank Intermodal Company (MIC) (and advisers) and Roads and Maritime Services (RMS) was to discuss the Moorebank Intermodal Terminal Environmental Impact Statement on adequacy review and the traffic impact assessment undertaken by Parsons Brinckerhoff (PB).	1 August 2013	RMS (Parramatta, NSW)	MIC, RMS and TfNSW
Meeting with Australian Rail Track Corporation The purpose of the meeting between Moorebank Intermodal Company (MIC) (and advisers) and the Australian Rail Track Corporation (ARTC) was to discuss rail connection access into the proposed Moorebank Intermodal Terminal Project.	24 September 2013	ARTC (Sydney, NSW)	MIC and ARTC
Meeting with Australian Rail Track Corporation The purpose of the meeting between the Moorebank Intermodal Company (MIC) and the Australian Rail Track Corporation (ARTC) was to discuss the proposed Interstate Terminal.	2 October 2013	Sydney, NSW	MIC and ARTC
Meeting with Roads and Maritime Services The purpose of the meeting between Moorebank Intermodal Company (MIC) and the Roads and Maritime Services (RMS) was to discuss road upgrade requirements in the Moorebank area.	16 October 2013	Sydney, NSW	MIC and RMS
Meeting with Australian Rail Track Corporation The purpose of the meeting between Moorebank Intermodal Company (MIC) (and advisers) and the A (ARTC) was to discuss train path modelling and section occupation times in relation to the rail connection access to the Moorebank Intermodal Terminal Project.	1 November 2013	ARTC, (Sydney, NSW)	MIC and ARTC
Meeting with NSW Department of Planning and Environment and NSW Office of Environment and Heritage The purpose of the meeting was to discuss the policies and requirements of NSW Office of Environment and Heritage (OEH) in relation to biodiversity.	14 November 2013	Teleconference	MIC, NSW P&E and OEH
Meeting with Moorebank Precinct Traffic Working Group (Roads and Maritime Services and Transport for NSW The purpose of the meeting was to discuss the road network impacts of the Project.	26 November 2013	Sydney, NSW	MIC, RMS and TfNSW

Moorebank Intermodal Terminal – list of meetings and workshops with government agencies			
Meeting purpose	**Date & time**	**Venue**	**Attendees**
Meeting with Commonwealth Department of the Environment The purpose of this meeting with the Commonwealth Department of the Environment (DoE) was for Moorebank Intermodal Company (MIC) to provide an update on the Moorebank Intermodal Terminal Project.	17 December 2013	Teleconference	MIC and DoE
Meeting with NSW Department of Planning and Environment (formerly the Department of Planning and Infrastructure) The purpose of this meeting with the NSW Department of Planning and Infrastructure was for Moorebank Intermodal Company (MIC) to provide an update on the Moorebank Intermodal Terminal Project.	19 December 2013	Sydney, NSW	MIC and NSW P&E
Meeting with NSW Department of Planning and Infrastructure (formerly the Department of Planning and Infrastructure) The purpose of this meeting with the NSW Department of Planning and Infrastructure was for Moorebank Intermodal Company (MIC) to provide an update on the Moorebank Intermodal Terminal Project environmental and planning approvals process.	21 January 2014	Sydney, NSW	MIC and NSW P&E
Site visit of Moorebank Intermodal Terminal site The site visit was organised by Moorebank Intermodal Company (MIC) (and advisers) to provide the opportunity for representatives from: Transport for NSW (TfNSW), Infrastructure Australia, Infrastructure NSW and the Office for NSW Minister for Roads and Ports to visit the site of the Moorebank Intermodal Terminal Project.	23 January 2014	Moorebank, NSW	MIC, TfNSW, Infrastructure Australia, Infrastructure NSW and the Office for NSW Minister for Roads and Ports
Meeting with Liverpool City Council The purpose of the meeting was to discuss the traffic impacts of the Project.	30 January 2014	Sydney, NSW	MIC and LCC
Meeting with Commonwealth Department of the Environment The purpose of this meeting with the Commonwealth Department of the Environment (DoE) was for Moorebank Intermodal Company (MIC) (and advisers) to provide an update on the Moorebank Intermodal Terminal Project Environmental Impact Statement.	12 February 2014	Canberra, ACT	MIC and DoE
Meeting with NSW Department of Planning and Infrastructure (formerly the Department of Planning and Infrastructure) The purpose of this meeting with NSW Department of Planning and Environment was for Moorebank Intermodal Company (MIC) (and advisers) to provide an update on the Moorebank Intermodal Terminal Project environmental and planning approvals process.	14 February 2014	Sydney, NSW	MIC and NSW P&E

Moorebank Intermodal Terminal – list of meetings and workshops with government agencies			
Meeting purpose	**Date & time**	**Venue**	**Attendees**
Meeting with Commonwealth Department of the Environment The purpose of this meeting with the Commonwealth Department of the Environment (DoE) was for Moorebank Intermodal Company (MIC) (and advisers) to provide an update on the Moorebank Intermodal Terminal Project Environmental Impact Statement.	18 February 2014	Canberra, ACT	MIC and DoE
Meeting with NSW Department of Planning and Infrastructure (formerly the Department of Planning and Infrastructure) The purpose of this meeting with NSW Department of Planning and Environment was for Moorebank Intermodal Company (MIC) (and advisers) to provide an update on the Moorebank Intermodal Terminal Project environmental and planning approvals process.	24 February 2014	Sydney, NSW	MIC and NSW P&E
Meeting with Moorebank Precinct Traffic Working Group (Roads and Maritime Services and Transport for NSW Second meeting with the Traffic Working Group to discuss the road network impacts.	25 February 2014	Sydney, NSW	MIC, RMS and TfNSW
Meeting with Commonwealth Department of the Environment The purpose of this meeting with the Commonwealth Department of the Environment (DoE) was for Moorebank Intermodal Company (MIC) (and advisers) to provide an update on the Moorebank Intermodal Terminal Project Environmental Impact Statement.	28 February 2014	Canberra, ACT	MIC and DoE
Meeting with NSW Department of Planning and Infrastructure The purpose of this meeting with NSW Department of Planning and Environment was for Moorebank Intermodal Company (MIC) (and advisers) to provide an update on the Moorebank Intermodal Terminal Project environmental and planning approvals process.	5 March 2014	Sydney, NSW	MIC and NSW P&E
Meeting with Liverpool City Council The purpose of the meeting with Liverpool City Council was to provide an update of the Project.	18 March 2014	Sydney, NSW	MIC and LCC
Meeting with Roads and Maritime Services and Transport for NSW Workshop held with the Moorebank Intermodal Company, Roads and Maritime Services (RMS) and Transport for NSW (TfNSW) to discuss traffic generation.	19 March 2014	Sydney, NSW	MIC, TfNSW and RMS
Meeting with Campbelltown City Council The purpose of the meeting with Campbelltown Council was to provide an update of the Project.	24 March 2014	Sydney, NSW	MIC and CCC
Meeting with Roads and Maritime Services and Transport for NSW The purpose of the meeting was to follow up from the workshop held in March 2014 to further discuss traffic generation.	16 April 2014	Sydney, NSW	MIC, TfNSW and RMS

Moorebank Intermodal Terminal – list of meetings and workshops with government agencies			
Meeting purpose	**Date & time**	**Venue**	**Attendees**
Meeting with Australian Rail Track Corporation The purpose of the meeting with the Australian Rail Track Corporation (ARTC) was to provide an update of the Project.	16 April 2014	Sydney, NSW	MIC and ARTC
Briefing to Bankstown City Council Moorebank Intermodal Company (MIC) provided a project briefing to Bankstown City Council (BCC).	13 May 2014	Sydney, NSW	MIC and BCC
Briefing to Liverpool City Council Moorebank Intermodal Company (MIC) provided a project briefing to Liverpool City Council (LCC).	13 May 2014	Sydney, NSW	MIC and LCC
Meeting with NSW Department of Planning and Infrastructure The purpose of this meeting with NSW Department of Planning and Environment was to discuss the potential biodiversity offset strategy.	30 May 2014	Sydney, NSW	MIC and NSW P&E
Meeting with APA Group Moorebank Intermodal Company (MIC) provided a project briefing to APA Group.	6 June 2014	Sydney, NSW	MIC and APA Group
Meeting with Sydney Water Corporation The purpose of this meeting with Sydney Water Corporation (SWC) was to provide an update of the Project progress.	16 June 2014	Sydney, NSW	MIC and SWC
Health Impact Assessment Reference Group workshop The purpose of this workshop was for the Moorebank Intermodal Company (MIC) to discuss the Draft Health Impact Assessment (HIA) for the Moorebank Intermodal Terminal Project with the reference group established for the HIA.	24 June 2014	Sydney, NSW	MIC, LCC, CCC, NSW Health, PB
Meeting with Office of Environment and Heritage The purpose of this meeting was to discuss the biodiversity offset strategy for the Project.	25 June 2014	Sydney, NSW	MIC, OEH, DP&I and PB
Presentation to the 'No Intermodal Terminal' committee of Liverpool Moorebank Intermodal Company (MIC) provided a presentation to the No Intermodal Terminal' committee outlining the Project.	1 July 2014	Sydney, NSW	MIC and the 'No Intermodal Terminal' committee
Meeting with NSW Environment Protection Authority The purpose of this meeting was to provide an update of the Project and to discuss key issues.	24 July 2014	Sydney	MIC and EPA

D.2 Correspondence with NSW Rural Fire Service

All communications to be addressed to:

Headquarters
15 Carter Street
Lidcombe NSW 2141

Headquarters
Locked Bag 17
Granville NSW 2142

Telephone: 1300 NSW RFS
e-mail: csc@rfs.nsw.gov.au

Parsons Brinckerhoff
GPO Box 331
CANBERRRA ACT 2601

Your Ref: 2103829A-DMS-MEM-001 RevA
Our Ref:

11 February 2013

Attention: Selga Harrington

Dear Sir/Madam,

Moorebank Intermodal – Preliminary bushfire risk assessment

I refer to your email dated 22 January 2013 seeking advice regarding the abovementioned topic.

The NSW Rural Fire Service (RFS) has reviewed your assessment and has found that a thorough undertaking has been completed for the proposal in accordance with *Planning for Bush Fire Protection 2006.*

The RFS notes that the subject site has been identified and mapped as bush fire prone land and the proposed land use is for industrial purposes. You are advised that the aims and objectives of *Planning for Bush Fire Protection* 2006 apply to classes of buildings such as factories and warehouses.

Accordingly you should seek the advice of a bush fire consultant to assist in the design of the proposed development in order to meet the aim and objectives of *Planning for Bush Fire Protection 2006*.

For any enquiries regarding this correspondence please contact Matthew Apps on 8741 5175.

Yours sincerely

Mark Hawkins

Mark Hawkins
Acting Team Leader Development Assessment and Planning

D.3 Government, agency and council response table to DGRs

The following table summarises issues raised in letters from government agencies to NSW Department of Planning and Environment (NSW P&E) (formerly the Department of Planning and Infrastructure) that were provided the opportunity to comment on the draft NSW State Director General's requirements (now known as Secretary's environmental assessment requirements (SEARs) – including where the issues are addressed in the EIS, where applicable. NB: Not all of the issues identified were included in the finalised SEARs, so not all are specifically addressed in this EIS.

Agency	Consultation activity/ date	Issues/concerns raised	Where/how addressed in EIS/Project design
(NSW) Environment Protection Authority	Letter to NSW Department of Planning and Environment, 02/06/2012	**Key concerns:** *Noise and vibration* • Assessment of noise and vibration during construction and operation, including that generated: > through the use of access roads > cumulatively, particularly with regard to nearby existing and proposed freight distribution facilities. • Outline of management measures to minimise impacts. • Recommendation for inclusion of traffic noise impact assessment (based on traffic routes and volume modelling). • Assessments should reference: > Environmental assessment requirements for rail traffic-generating developments > Interim Construction Noise Guideline (DECC, 2009) > Assessing Vibration: A technical guideline (DEC 2006) > NSW Road Noise Policy (DECCW 2011) > Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects (DECC 2007)[1].	Section 12.3 (Chapter 12 – *Noise and vibration*) provides an assessment of noise and vibration during construction and operation Management and mitigation measures are covered in section 12.4 (Chapter 12 – *Noise and vibration*) The Noise and vibration assessment includes those guidelines and are summarised in section 12.1 (Chapter 12 – *Noise and vibration*)

[1] Note that this Guideline is currently under review. Once approved, the Rail Infrastructure Noise Guideline will replace the Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects - the appropriate guideline must be used when preparing the environmental assessment.

Agency	Consultation activity/ date	Issues/concerns raised	Where/how addressed in EIS/Project design
		Biodiversity • Impact assessment using either BioBanking Assessment or a detailed biodiversity assessment. • Assessment should: > Identify the study area, survey methods and staff qualifications > Identify and describe terrestrial and aquatic biodiversity, native vegetation and habitat within the study site and adjacent areas > Identify and evaluate impacts (direct and indirect) and significance, and > Describe impact avoidance, mitigation or management strategies (e.g. conservation mechanisms and an appropriate management plan), residual impacts, and/or offsets > Outline and assess Matters of National Environmental Significance identified under the (Commonwealth) *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). • Where relevant, assessments should reference: > BioBanking Assessment Method (DECC, 2008) > BioBanking Assessment Method and Credit Calculator Operational Manual (DECCW, 2008) > Threatened Species Survey and Assessment Guidelines Methods: Field Survey Methods for Fauna – Amphibians (DECCW, 2009) > Threatened Species Assessment Guideline – The Assessment of Significance (DECCW, 2007) > Guidelines for Threatened Species Assessment (Department of Planning, 2005) > Threatened Biodiversity Survey and Assessment: Guidelines for Developments and Activities – Working Draft (DEC 2004) > DEH website, including Threatened Species register, Atlas of NSW Wildlife, BioBanking database, and Vegetation Types databases > Online Zoological Collections of Australian Museums > Principles for the use of biodiversity offsets in NSW.	A detailed biodiversity assessment is included in the EIS in Volume 4. The study area, survey methods and existing environment are covered in sections 13.1 (Chapter 13 – *Biodiversity*) and 13.2. The impacts to biodiversity are covered in section 13.3 (Chapter 13 – *Biodiversity*) and the mitigation strategies are covered in section 13.4 (Chapter 13 – *Biodiversity*).

Agency	Consultation activity/ date	Issues/concerns raised	Where/how addressed in EIS/Project design
		Air quality • Recommendation for an air quality assessment of construction and operation activities. • In addition to relevant DGR requirements, assessment of: > Dust emissions generated by construction (e.g. earthmoving and excavation) > Wind erosion from exposed surfaces and stockpiles > Vehicular and other motorised equipment exhaust emissions. • Recommendation for consideration of cumulative air quality impacts (particularly in consideration of existing and proposed freight distribution facilities). • Recommendation for development of an air quality management plan (including minimisation and mitigation strategies, controls and safeguards). • Assessments should reference: > Targets adopted by the NSW State Plan. **Additional matters that should be addressed:** *Contamination* • Recommendation that first two bullet points of DGRs for contamination be replaced with: > '*Include a preliminary site contamination investigation in accordance with the guidelines made or approved by OEH under s. 105 of the (NSW) Contaminated Land Management Act 1997. The investigation should include an assessment of land and groundwater contamination in all areas where project-associated construction works are to be undertaken, having regard for potential contamination sources both on- and off-site;* > *Discuss the need for further work required to fully assess site contamination and to remediate any identified soil or groundwater contamination. Any ongoing site management requirements with regard to contamination should also be discussed. Information regarding contaminated land from local councils, the NSW Office of Water, and the EPA's public record should be considered; and* > *Outline how contaminated soils/ groundwater will be managed, if they were to be encountered. The EA should also address how the project may impact groundwater flow and the fate of contaminants in groundwater, should groundwater be contaminated.'*	A local and regional air quality assessment is included in Volume 6. Assessment of dust and vehicle emissions is covered in section 17.3 (Chapter 17 – *Local air quality*). Management and mitigation measures are covered in section 17.4 (Chapter 17 – *Local air quality*). Change not incorporated into finalised DGRs; however assessment covers points outlined. Preliminary environmental site investigation included in Volume 5a and 5b. Discussion of further work and remediation as well as management of contaminated soils/groundwater is covered in section 15.4 (Chapter 15 – *Contamination and soils).*

Agency	Consultation activity/ date	Issues/concerns raised	Where/how addressed in EIS/Project design
		• Recommendation for inclusion of management strategies for any natural soil constraints identified on-site. • Assessments should reference: > State Environmental Planning Policy No. 55 – Remediation of Land > Waste Classification Guidelines (DECCW 2008). *Stormwater and flooding* • In addition to the DGRs, the EPA recommends: > Assessment of potential groundwater impacts, including any changes to water quality, flow paths and quantity during construction and operation, as well as information about any dewatering activities (including treatment and/or disposal of groundwater). > Assessment of options for the collection, treatment and re-use of surface runoff during construction and operations, with a view to avoid any pollutants leaving the site and maximise on-site water retainment and reuse. > A description of management methods for surface water and stormwater quality, erosion, spill and sedimentation impacts, on and off site (in addition to assessment of the following factors). • Recommendation that DGRs for flooding be amended to include the following specific requirements: > *'Require a detailed investigation of overland flow and main stream flooding of the site. The investigation must address the different types of flood behaviour, impacts and associated management strategies that may be encountered within the proposed development.* > *Require the EA to address any flooding impacts on both people and property for the full range of flood events up to the probable maximum flood (PMF), including the impact of flooding on the proposed development; the impact of the development on flood behaviour including any management measures to mitigate adverse flood impacts; and the impact of flooding on the safety of people/users of the development including isolation and evacuation. Consideration must also be given to the cumulative impact of the proposed development on flood behaviour for both upstream and downstream areas.* > *Require that flood storage structures be designed to limit peak design flows to pre-development conditions. Consideration should also be given to management of the impacts of storage flows on flood behaviour for downstream development, evacuation*	Local, regional surface water and groundwater impacts are covered in section 16.3.6 (Chapter 16 – *Hydrology, groundwater and water quality*). Management and mitigation measures in section 16.4 (Chapter16). Flooding impacts covered in section 16.3.2 (Chapter 16 – *Hydrology, groundwater and water quality*). Sea level rise not applicable to this Project (adjacent Georges River is not tidal).

Agency	Consultation activity/ date	Issues/concerns raised	Where/how addressed in EIS/Project design
		routes and infrastructure within the subject site and adjacent areas.' • Recommendation that sea level rise is considered in addition to rainfall frequency and intensity associated with climate change. • Assessments should reference: > State Government's Flood Prone Land Policy as outlined in the NSW Government's Floodplain Development Manual (2005) > Section 117 Direction, Planning Circular and Guideline (4 3 Flood Prone Land). *Aboriginal Cultural Heritage* • Recommendation that DGRs for flooding be amended to include the following specific requirements: > *'The status of the scarred trees must be verified by an arborist, to establish that the scars are of Aboriginal origin and therefore provide a more conclusive identification of their status as an Aboriginal site.* > *Test excavations must be undertaken to test the landscape and placed systematically across the study area within each of the landform units (to be defined) present. These will include but not be limited to the different terraces associated with the Georges River, any elevated land areas that exist between the River and the area of swamp or other features which may be typical of areas of land not previously cleared that could include relatively undisturbed deposits.* > *The final assessment must clearly support any ranking and assessment of significance. Management must include consideration of specific conservation outcomes.'*	Chapter 20 – *Aboriginal heritage*; and associated technical paper 10 in Volume 7. Change not incorporated into DGRs; however assessment and mitigation section (20.3 and 20.4 (Chapter 20)) cover main points.
(NSW) Office of Environment and Heritage	Letter to NSW Department of Planning and Environment, 01/02/2012	DGRs should address: • Heritage significance of the site (and surrounding areas) and any potential impacts on this significance, including natural areas and places of Aboriginal and non-Aboriginal historic or archaeological significance • Relevant community consultation processes • Proposed management/mitigation strategies	Chapter 20 – *Aboriginal heritage* and Chapter 21 – *European heritage*; and associated technical papers in Volumes 7 and 8. See section 20.1. Chapter 5 – *Stakeholder and community consultation*. See section 5.4. Mitigation addressed within each impact

Agency	Consultation activity/ date	Issues/concerns raised	Where/how addressed in EIS/Project design
			assessment chapter (Chapters 11 to 27).
Transport for NSW	Letter to NSW Department of Planning and Environment, 07/02/12	General concerns: • Clarification of financial imposts on the State Government (Transport for NSW (TfNSW)) to supply necessary rail/road links. • Proposal needs to address issues associated with zoning, land tenure, potential road-based servicing of the warehousing proposed on-site and cumulative impacts (in consideration of the SIMTA site). • Consultation with TfNSW, RailCorp, RMS and ARTC during preparation of Environmental Assessment. DGRs should address: • TIA should indicate forecasted employee movements to/from site, including time and measures proposed to ensure mode split between private and public transport. • Containers leaving/entering site (and 40 foot containers), including time and transport vehicle matching (as well as vehicle utilisation factors). • Containers (stuffed or unstuffed) to indicate associated freight commercial vehicle movements and times. • Impacts on surrounding road network, initially 10 years after site reaches full operating capacity, particularly the M5 Motorway, M5 Motorway/Moorebank Avenue interchange, M5 Motorway/Hume Highway interchange, Hume Highway, Moorebank Avenue, Anzac/Wattle Grove Road, Nuwarra Road, Macquarie Street/Terminus Street/Newbridge Road, and Cambridge Avenue/Glenfield Road. • Cumulative impacts (particularly in consideration of SIMTA site). • Rail access, particularly: > Forecasted train movements for port/interstate traffic. > Demonstrating train pathing capacity on SSFL matches staging capacity for on-site containers. > Demonstrate plans/capacity of empty container handling facility, including transport of empty containers for regional areas. > Forecasted number of container movements off-site (boxes directly loaded onto trucks for transport to warehouses and nearby logistics centres and on-site boxes transported to the warehouse and distribution facilities within the SIMTA site, along with other	Rail/road links issue discussed as part of consultations with TfNSW. Chapter 23 – *Property and infrastructure*. See section 23.2 and Chapter 27 – *Cumulative impacts.* Consultation undertaken as outlined in Chapter 5 – *Stakeholder and community consultation* (section 5.2) and Appendix D (this appendix). Chapter 11 – *Traffic, transport and access*; and associated Technical Paper 1 in Volume 3; and Chapter 27 – *Cumulative impacts.*

Agency	Consultation activity/ date	Issues/concerns raised	Where/how addressed in EIS/Project design
		potential intermodal container movement).	
Department of Primary Industries	Letter to NSW Department of Planning and Environment, 30/01/2012	General concerns: • Maintenance of key fish habitat values of the Georges River to ensure continuance of recreational fishing. • Request that pylons for Georges River are not placed within main channel of the River. • Recommendation to avoid degradation of native riparian vegetation along the River. DGRs concerns: • Removal of the point on complying with Department of Primary Industries Fisheries Fish Passage Guidelines in DGRs (should be moved to biodiversity section). • Inclusion of requirement to consider riparian buffer zone impacts from any developments in this zone, not just vegetation clearance. • Description and consideration of impacts associated with dredging and reclamation activities, activities that block fish passages and the aquatic environment generally, including development of appropriate management/mitigation measures.	Chapter 13 – *Biodiversity*, section 13.3 for impacts on aquatic ecology; and associated Technical Paper 3 in Volume 4. Pylons are likely to be required in the river (and impact assessment assumed this), but this will not be confirmed till detailed design (refer Chapter 7 – *Project built form and operation*). Degradation of native riparian vegetation is mostly avoided through design, except where directly impacted by rail link works. No dredging or reclamation is proposed and the bridge would not block fish passage.

Agency	Consultation activity/ date	Issues/concerns raised	Where/how addressed in EIS/Project design
NSW Office of Water	Letter to NSW Department of Planning and Environment, 16/12/2012	General concerns: • Protection and enhancement of a regional corridor along the Georges River. • Protection and enhancement of watercourses as natural systems and riparian corridors. • Protection of groundwater and groundwater dependent ecosystems. DGRs should address: • Details of all watercourses and existing riparian corridors on/near to site, proposed impacts and management/mitigation measures, including monitoring strategies. • Details of local surface/groundwater resources and potential impacts and management/mitigation strategies, to assess any licensing requirements: > Assessment should be field based rather than desk top based > Include consideration of acid sulfate soils as relevant > Demonstrate consistency with State groundwater policies. • Details of local groundwater dependent ecosystems, potential impacts and management/mitigation strategies. • Recommendations: > Riparian corridors be established in line with Guideline for Controlled Activities > Wider widths for riparian corridors (wider than provision of 50 m) > Identification of whether Anzac Creek flows intermittently or permanently to determine appropriate riparian zone width (minimum width of 30 m recommended) > Rehabilitation of existing riparian areas, vegetation and the regional corridor.	Discussion of the conservation area covered in section 7.6.6 (Chapter 7- *Project built form and operation*). Groundwater impacts discussed in section 13.2.8 with mitigation measures covered in section 13.4 (Chapter 13 - *Biodiversity*).

Agency	Consultation activity/ date	Issues/concerns raised	Where/how addressed in EIS/Project design
South Western Sydney Local Health Network	Letter to NSW Department of Planning and Environment, 31/01/2012	• Concern specifically raised in relation to: > Impacts most likely to affect the health of local populations, notably those from air, noise, light, changes in road traffic and land contamination remediation. > Cumulative impacts of the Project and SIMTA (particularly background air emissions). > Regional health effects of the development. • DGRs should address: > Impacts on fatal and non-fatal traffic accidents. > Impacts of air pollutants on human health, including cumulative impacts from background air pollutions. • Suggestion that the EPA could be the Appropriate Regulatory Authority over the Liverpool City Council.	Chapter 25 – *Human health risks and impacts*; and associated Technical Papers 15 and 16 in Volume 9; Chapter 27 – *Cumulative impacts.*
Sydney Ports Corporation	Email to NSW Department of Planning and Environment, 01/02/2012	• DGRs/EIS should include: > Breakdown of split of import/export container movements by rail, including the proportion of empty container movements. > Proportion of port shuttle services v regional v interstate rail being services by the IMT, including predicted daily shuttle movements > Capacity for empty container storage within the site – not just associated with the rail siding area but also as an employ container park.	Import/export container movements are discussed in Chapter 3 – *Strategic context and need for Project* (section 3.1) and.
Australian Rail Track Corporation	Letter to NSW Department of Planning and Environment, 07/02/2012	• ARTC believes DGRs are appropriate, particularly the requirement for the EIS to address access to the SSFL and existing rail capacity to handle predicted increases in traffic.	Access to the SSFL and existing rail capacity covered in Chapter 3 – *Strategic context and need for Project* (section 3.1) and Chapter 11 – *Traffic, transport and access* (section 11.4.6).
Liverpool City Council	Letter to NSW Department of Planning and Environment, 02/02/2012	• DGRs should include: > Traffic and transport: – Identification of truck routes (design should minimise impacts on local/collector streets).	Chapter 11 – *Traffic, transport and access* (sections 11.2 and

Agency	Consultation activity/ date	Issues/concerns raised	Where/how addressed in EIS/Project design
		– Identification of required road upgrades (e.g. of Cambridge Avenue/Georges River crossing). – Clarification as to whether Moorebank Avenue/Cambridge Avenue will remain in Government control or will be transferred to the developer or a local/State road authority. – Identification of upgrades to SSFL (in consideration of cumulative impacts with SIMTA proposal). > European heritage – Concern expressed regarding potential loss of the heritage listed Australian Army Engineers Group (School of Military Engineering). > Aboriginal heritage – Recommendation that identified remaining aboriginal sites having a moderate or high significance should be conserved (many sites removed from previous land uses). – Recommendation that all heritage assessments be reviewed and a comprehensive report prepared for community consultation. – Development of a 'Care Plan' where significant sites/artefacts are found. > Heritage generally – Development of an interpretation strategy to convey history and significance of the place to future users (based on existing studies). > Environment – Recommendation that the scope of assessment outlined in the 'Biodiversity Key Issues' section is increased to include all areas within the extent of possible impacts, including indirect impacts. – Compliance with relevant plans is outlined, including the Georges River REP and any other relevant SEPPs. > Flooding – Recommendation that construction of railway bridges over the Georges River allows for sufficient clearance for watercrafts in accordance with requirements of relevant authorities. – Incorporation of following documentation into guidelines for undertaking the	11.3); and associated Technical Paper 1 in Volume 3. Chapter 21 – *European Heritage*. See section 21.4.1. Chapter 20 – *Aboriginal heritage*. See section 20.4. Chapter 21- *European heritage*. See section 21.4. Chapter 13 – *Biodiversity*. Chapter 4 – *Planning and statutory requirements*. See section 4.3 (Chapter 4 – *Planning and statutory requirements*) for relevant SEPPs. Chapter 24 – *Social and economic impacts* (discusses recreational impacts in

Agency	Consultation activity/ date	Issues/concerns raised	Where/how addressed in EIS/Project design
		stormwater flood assessment: Georges River and Anzac Creek Floodplain Risk Management Studies and Plans and the Liverpool Development Control Plan 2008.	section 24.3). Chapter 16 – *Hydrology, groundwater and water quality*.
NSW Roads and Maritime Services	Letter to NSW Department of Planning and Environment, 07/02/2012	• DGRs should include: > An assessment of traffic generation, associated trip assignments and mode shift targets based on analysis to TfNSW satisfaction. > Requirement to submit strategic and micro-simulation models, in addition to undertaking consultation with RMS to define study area and an independent audit of models by a qualified modeller, endorsement of models by RMS, and assessment of cumulative traffic impacts. – A meeting between TfNSW and the independent modeller is also recommended.	Chapter 11 – *Traffic, transport and access* (section 11.4); and Chapter 27 – *Cumulative impacts.* Consultation has been undertaken with RMS as outlined above.
Campbelltown City Council	Email to NSW Department of Planning and Environment, 09/02/2012	• DGRs should include: > Extension of cumulative transport impact assessment to include wider areas (particularly Campbelltown LGA) and existing/approved developments within this LGA (such as multiple major car storage facilities, an existing intermodal facility and a recently approved rail-siding with the potential to be used as a second intermodal facility). • Concern expressed regarding: > Need for rigorous study of sensitive nearby infrastructure that may require improvements/upgrades to respond to changes in vehicle travel patterns/volumes. > Impacts of the development on Cambridge Avenue, particularly the need for upgrades. > Need for Glenfield to be considered in the noise and flooding impact assessments, as well as areas surrounding Cambridge Avenue and Canterbury Road. > Lack of consideration of Project staging within DGRs and need for this to be reflected in the EIS (e.g. in relation to traffic impacts).	Chapter 27 – *Cumulative impacts* – outlines scope and outcomes of cumulative assessment undertaken. Only Moorebank Avenue would require upgrade as part of Project which is discussed in Chapter 11 – *Traffic, transport and access* (section 11.4) and Chapter 23 – *Property and infrastructure.* Glenfield was considered in noise and flooding assessments in Chapters 12 – *Noise and vibration* (section 12.3) and Chapter 16 – *Hydrology, groundwater*

Agency	Consultation activity/ date	Issues/concerns raised	Where/how addressed in EIS/Project design
			and water quality. Project staging is detailed in EIS and impact assessments.
Commonwealth Department of the Environment (formerly the Department of Sustainability, Environment, Water, Population and Communities)	Email to NSW Department of Planning and Environment, 09/02/2012	• Comment that DGRs appear to be consistent with the draft EIS Guidelines and do not appear to go beyond the requirements of the Department of Environment. • Department is considering imposing a requirement that the Moorebank Project Office prepare a Health Impact Assessment (HIA) as part of the EIS. > HIA would need to be independently reviewed prior to lodgement of the EIS. > Recommended for inclusion in DGRs.	Human health risks and impacts are discussed in section 25.4 (Chapter 25- *Human health risks and impacts*) and associated *Health Impact Assessment* in Volume 9.

D.4 Community Update newsletters

Australian Government
Department of Finance and Deregulation

August 2011

Moorebank Intermodal Terminal Project

Community Update

Background

A feasibility study is being conducted into the potential development at Moorebank in south western Sydney of an Intermodal Terminal (IMT), planned to handle container traffic from Port Botany and interstate. It is forecast that Australia's freight container requirements in 2020 will be double what they were in 2006.

More than 90 per cent of containers passing through Port Botany have their origin and destination within the Sydney Greater Metropolitan Area. The Western Sydney area is an important point of origin and destination for port freight. Currently this freight largely travels by road, adding to congestion on important routes such as the M5/Hume Highway.

The Australian Government is studying what can be done to better manage this situation. An IMT at Moorebank would enable more container freight to travel by rail instead of road. For each 600 metre train that uses the proposed IMT, an estimated 68 trucks can be taken off Liverpool and Sydney's road networks.

Feasibility study

In 2010 the Moorebank Project Office (MPO) was established within the Department of Finance and Deregulation to conduct a feasibility study into a new IMT at Moorebank, south of the M5.

The study is considering technical, economic, environmental and community factors. Subject to environmental assessment and Government approval of the proposed Moorebank IMT the staged development of the facility could commence in 2013.

IMT location

The IMT study site is Commonwealth-owned land currently occupied by the School of Military Engineering (SME) and a number of other Defence units west of Moorebank Avenue. A map is provided overleaf. The proposed site is being considered because:

- It is close to key transport corridors including the Southern Sydney Freight Line, main interstate rail line, and the M5 and M7 motorways;
- It is close to the industrial centres in Sydney's west and south west including Moorebank, Bankstown, Preston and Ingleburn; and
- Its size (approximately 220 hectares), topography and length (over 2 kilometres) would enable more cost effective and environmentally sustainable trains.

Project assessment process

As the MPO progresses the feasibility investigation, there are a number of assessment processes undertaken.

Under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act), any project that could significantly impact Commonwealth land is referred to the Commonwealth Minister for Sustainability, Environment, Water, Population and Communities. The Minister determines what assessment processes apply.

In line with these requirements the MPO has submitted a referral which indicates that it considers that further and detailed environmental assessment will be required.

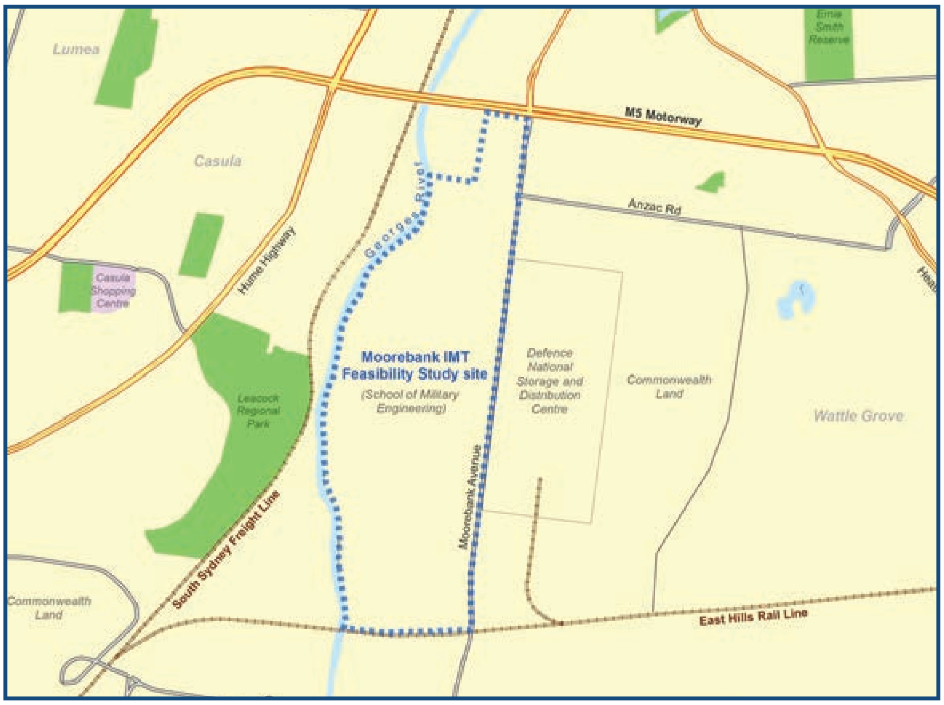
Every phase of the EPBC Act assessment has community comment processes. At this stage in the process, members of the public can comment direct to the Department of Sustainability, Environment, Water, Population and Communities (SEWPaC) on what they think should be the appropriate assessment process in accordance with the EPBC Act. A two week period for comment has commenced.

CONTINUED OVER PAGE...

FROM FRONT PAGE...

Comment on the project itself will be sought in future stages once the assessment process is determined.

The referral is displayed on the SEWPaC website. Members of the public can comment on the referral document. Details on how to comment on the referral are available on the SEWPaC website: http://www.environment.gov.au/epbc/notices/epbc-help.html#referrals



Moorebank IMT Feasibility Study site

Environmental impact assessment

The environmental impact assessment process can be expected to include a number of specialist technical studies. These studies would cover:

- Traffic and transport
- Noise and vibration
- Biodiversity
- Heritage – including both Aboriginal heritage and European heritage
- Air quality
- Visual impacts
- Social and economic impacts
- Stormwater and flooding
- Contamination

Community Involvement

MPO will continue to consult with local residents, businesses and organisations.

There will be opportunities in the future for consultation as environmental impact assessments are undertaken.

Contact us

You can contact the **Moorebank Project Office** by calling the project information line on:

1300 382 239

during business hours, or by visiting the project website at:

www.finance.gov.au/moorebank

If you would like to receive emailed updates, join the subscription list on the website.

moorebank@finance.gov.au

Translation Service

Moorebank Project Office offers the following translation services.

عربي
إذا كنت بحاجة إلى مترجم، يرجى الاتصال بخدمة الترجمة الخطية والشفهية على الرقم 131 450

中文
如果你需要口译员，请致电131 450联系翻译和口译服务署

Hrvatski
Ako Vam je potreban tumač, nazovite Službu prevodilaca i tumača (Nacionalna služba TIS) na broj 131 450.

Filipino
Kung kailangan ninyo ng tagapagpaliwanag, tumawag po lamang sa Serbisyo sa Pagsasalin at Pagpapaliwanag (Pambansang TIS) sa 131 450.

Ελληνικά
Αν χρειάζεστε διερμηνέα, παρακαλείστε να τηλεφωνήσετε στην Υπηρεσία Μετάφρασης και Διερμηνείας (Εθνική Υπηρεσία TIS) στο 131 450.

हिन्दी
यदि आपको एक दुभाषिए की आवश्यकता है, तो कृपया अनुवाद व दुभाषिया सेवा (टी.आई.एस नैशनल) को 131 450 पर फ़ोन करें।

Italiano
Se avete bisogno di un interprete, chiamate il Servizio di Traduzione ed Interpretariato (TIS Nazionale) al numero 131 450.

ខ្មែរ
ប្រសិនបើលោកអ្នកត្រូវការអ្នកបកប្រែភាសា សូមទូរស័ព្ទកិច្ចបំរើបកប្រែភាសាសរសេរ និងនិយាយ តាមទូរស័ព្ទលេខ 131 450។

Македонски
Ако ви треба преведувач, ве молиме телефонирајте во Службата за писмено и усмено преведување (TIS National) на 131 450.

Samoan
Afai ete manaomia se faamatalaupu, faamolemole valaau i le Auaunaga o Faaliliuupu ma Faamatalaupu (TIS National) i le 131 450.

Српски
Ако вам је потребан тумач, молимо вас да позовете Службу преводилаца и тумача на 131 450.

Español
Si necesita intérprete, llame al Servicio de Traducción e Interpretación al 131 450.

Tiếng việt
Nếu cần thông ngôn viên, xin quý vị gọi cho Dịch Vụ Thông Phiên Dịch (TIS Toàn Quốc) qua số 131 450.

Türkçe
Tercümana ihtiyacınız varsa, 131 450 numaralı telefondan Yazılı ve Sözlü Tercüme Servisini (TIS National).

This update has been produced by the Moorebank Project Office to provide the community with an update on the Australian Government's Feasibility Study of the Moorebank Intermodal Terminal Project.

Produced by the Moorebank Project Office, Department of Finance and Deregulation.

Australian Government
Department of Finance and Deregulation

October 2011

Moorebank Intermodal Terminal Project

Community Update

Community Information Sessions – October 2011

This is the second Community Update produced by the Department of Finance and Deregulation's Moorebank Project Office to provide public information about the feasibility study for the Moorebank Intermodal Terminal Project.

This update contains information about:

- two upcoming community information sessions; and
- an update on the planning process.

A copy of the first Community Update can be found on the project website at:

www.finance.gov.au/moorebank

Community Information Sessions

As the feasibility study process continues, the Moorebank Project Office will conduct two drop-in information sessions for local residents.

The purpose of the sessions is to provide the community with an opportunity to:

- View information about the project including maps, site displays and brochures.
- Talk with project team members about the study. Members of the project team including representatives from the Moorebank Project Office and technical specialists from Parsons Brinckerhoff will be on hand to answer questions.

About the Project

The Moorebank Intermodal Terminal Project feasibility study was commenced in 2010 to assess the feasibility of constructing an intermodal terminal on Department of Defence land at Moorebank. The study is being conducted by the Moorebank Project Office, which has been established within the Department of Finance and Deregulation. The study is considering all aspects of the project, including technical, economic, financial, legal, environmental and social issues. You can read about the study at the project website at www.finance.gov.au/moorebank

Information Session 1

When:

Friday 28th October 2011

Where:

The Wattle Grove Community Centre - Village Way, Wattle Grove

Time: 3:30pm – 8:00pm

Information Session 2

When:

Saturday 29th October 2011

Where:

Hunts Comfort Inn Casula – Corner of York St and Hume Highway, Casula

Time: 10:00am – 2:00pm

Moorebank Intermodal Terminal Feasibility Study site

Update – Environmental Assessment

Project referral

In August 2011, the Moorebank Project Office submitted a project referral to the Department of Sustainability, Environment, Water, Population and Communities (SEWPaC), as is required under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act).

Following a period of public comment, SEWPaC has determined that:

- The Moorebank Intermodal Terminal Project will require the approval of the Minister for Sustainability, Environment, Water, Population and Communities before it can proceed.
- An Environmental Impact Statement (EIS) will be required.

What happens next?

SEWPaC will develop guidelines for the details to be included in the EIS. Submissions from the public on the referral will be taken into consideration by SEWPaC when determining the guidelines for the EIS. The Moorebank Project Office will then prepare an EIS in accordance with SEWPaC's guidelines.

The EPBC Act assessment provides for community comment processes. Future steps in the process of assessment will include public display of the EIS once it has been drafted and there will be opportunities for public comment on the EIS.

More information

SEWPaC has uploaded information about its decision on its website at www.environment.gov.au/epbc

Further information regarding this process can be viewed at

www.environment.gov.au/epbc/notices/index.html

This update has been produced by the Moorebank Project Office to provide the community with an update on the Australian Government's Feasibility Study of the Moorebank Intermodal Terminal Project.

Contact us

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1300 382 239

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Produced by the Moorebank Project Office, Department of Finance and Deregulation.

Australian Government
Department of Finance and Deregulation

November 2011

Moorebank Intermodal Terminal Project

Community Update

Community Information Sessions

The Moorebank Project Office (MPO) recently held two well attended Community Information Sessions for the Moorebank Intermodal Terminal Project.

The information sessions, which were previewed in the last Community Update, were held at the Wattle Grove Community Centre on 28th October and Hunts Welcome Inn Casula on 29th October 2011. A total of 150 people attended.

The purpose of the sessions was to provide the community with an opportunity to view information about the project. This included maps, site displays, an Informatiopn Paper and the opportunity to talk with members of the project team, including representatives from the Moorebank Project Office and technical specialists from Parsons Brinckerhoff.

Photos from the Information Sessions at Wattle Grove and Casula.

The MPO welcomed the opportunity to hear from attendees who raised a range of different issues. Issues most frequently raised included the following:

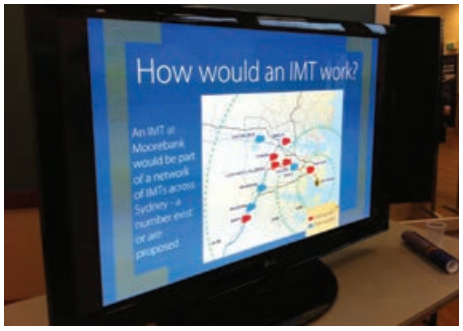
- suitability of the site due to nearby residential areas,
- traffic congestion,
- air quality and health, and
- noise.

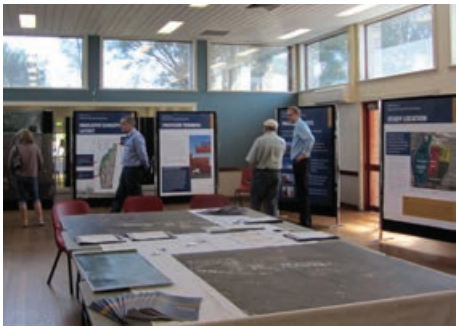
Other issues raised included light spill, visual impact and the expected extent of rail and road operations. Questions were also asked about the process for preparing the Environmental Impact Statement (EIS), including the types of studies being conducted locally in relation to noise, air quality and traffic movements.

The MPO also collected around 40 feedback forms from attendees. The forms identified similar issues to those raised at the sessions. They also indicated that most people found the sessions useful and wanted more information in future.

The MPO has noted people's comments and will take them into account as the Feasibility Study progresses and the EIS is prepared.

A 16-page Information Paper produced for the Information Sessions has been placed on the project website.
This can be found at:
www.finance.gov.au/moorebank





More photos from the Information Sessions at Wattle Grove and Casula.

Environmental Impact Statement (EIS) Draft Guidelines

The Department of Sustainability, Environment, Water, Population and Communities (SEWPaC) released the draft guidelines of the Environmental Impact Statement (EIS). The draft guidelines outline what information is to be included in the EIS.

The draft guidelines recommend that the following studies be undertaken in the EIS:

- Noise and vibration
- Air quality
- Light impacts
- Traffic impacts
- Visual impacts
- Biodiversity including flora and fauna
- Aboriginal and European heritage
- Hydrology
- Social and economic impacts

SEWPaC has advised there is a period for public comment on the guidelines until 15 December 2011, after which time the guidelines will be finalised.

Anyone wishing to view the guidelines or provide comment on them should visit the SEWPaC website at www.environment.gov.au/epbc/notices/index.html

Comments on the draft guidelines should be made directly to SEWPaC which oversees the environmental assessment process.

Next Steps

Once the guidelines have been finalised by SEWPaC, the MPO will prepare the EIS. The EIS will then be displayed for public comment, at which time another series of community information sessions will be held.

The MPO will continue to update the community on the progress of the project through the website, email subscription list and letterbox drops.

This update has been produced by the Moorebank Project Office to provide the community with an update on the Australian Government's Feasibility Study of the Moorebank Intermodal Terminal Project.

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Produced by the Moorebank Project Office, Department of Finance and Deregulation.

Australian Government
Department of Finance and Deregulation

June 2012

Moorebank Intermodal Terminal Project

Community Update

Government commits to Moorebank Intermodal

The Australian Government has committed to delivering the Moorebank Intermodal Terminal (IMT) Project at Moorebank, with the facility opening on the School of Military Engineering (SME) site mid 2017. The project is still subject to planning approval.

The decision follows Government consideration of the Project's Detailed Business Case, which reviewed the freight capacity and road congestion issues facing Sydney and recommended a response to these challenges. It identified economic and social benefits including reduced traffic congestion, reduced freight costs, greater productivity throughout the national supply chain, improved environmental outcomes and local employment. For more information visit: **www.finance.gov.au/moorebank**

INSIDE:
Environmental Impact Statement scope and studies announced

Key benefits from the Detailed Business Case can be found inside

Artist's impression of the Moorebank IMT layout looking down an upgraded Moorebank Avenue

Moorebank Intermodal Terminal Project

Why build the Moorebank Intermodal?

The Detailed Business Case

In May 2010 the Australian Government asked the Department of Finance and Deregulation to conduct a study into the potential development of an intermodal terminal (IMT) at Moorebank.

The School of Military Engineering (SME) was identified as an IMT site in 2004. The 220ha site was selected because it is close to key road and rail links and can enable interstate trains to load and unload.

The study has included the development of a Detailed Business Case and concept plan for the site. A draft Environmental Impact Statement is also being prepared.

The following six objectives have guided the development of the Detailed Business Case:

1. Boost national productivity over the long-term through improved freight network capacity and rail utilisation.
2. Create a flexible and commercially viable facility and enable open access for rail operators and other terminal users.
3. Minimise impact on Defence's operational capability during the relocation of Defence facilities from the Moorebank site.
4. Attract employment and investment to south west Sydney.
5. Achieve sound environmental and social outcomes that are considerate of community views.
6. Optimise value for money for taxpayers having regard to other stated project objectives.

What is proposed

The Moorebank IMT project is still subject to planning approval. The Government will enable development of an import/export (IMEX) terminal, linked to Port Botany by a freight-only rail line, by mid 2017. An interstate rail terminal will be developed by 2029 subject to demand. This will help make competitively priced rail freight a real option for rural and regional businesses who currently rely heavily on road freight.

A Government Business Enterprise (GBE) will be established to act as landlord and manage a tender process for funding, design, construction and operation of the facility to optimise private sector involvement and investment.

The 2012-13 Federal Budget has allocated funds to move the SME to a new purpose built home at Holsworthy Barracks. The SME will move by the end of 2014.

Key benefits of the Moorebank Intermodal Terminal

- ✓ **$10 billion in economic benefits**
- ✓ **1,650 construction jobs** building the IMEX terminal and **975 construction jobs** building the interstate terminal
- ✓ **1,700 additional jobs** through operating both terminals and warehousing
- ✓ **Environmental benefits** - fewer emissions are released when containers are transported by train rather than truck
- ✓ **Save an estimated 9,500 tonnes of C02 greenhouse gas emissions** for every 1 million import /export containers that are transported by rail instead of road

The Detailed Business Case is available on the project website:

www.finance.gov.au/moorebank

Community Update

Environmental Impact Statement (EIS)

What is an EIS?

The Moorebank Intermodal Terminal will require an Environmental Impact Statement (EIS) to be prepared. The EIS will consider a range of impacts that are related to the project and explain how these impacts will be addressed.

What will be in the EIS?

Guidelines for the EIS have been issued by the Commonwealth Department of Sustainability, Environment, Water, Population and Communities (SEWPaC) following a period of public comment. Director-General's Requirements have also been issued by the NSW Department of Planning & Infrastructure (DoPI).

The SEWPaC guidelines and DoPI requirements specify a range of issues that will need to be included. A number of specialist environmental studies will also need to be undertaken as part of the EIS process, including health and air quality studies.

A web link to the Guidelines and DGRs is on the Moorebank IMT project website at: **www.finance.gov.au/moorebank**

Studies include key issues raised with the project team at Community Information Sessions in October 2011 at Wattle Grove and Casula.

Community Consultation

The EIS, incorporating the findings of the specialist studies, is expected to be ready to go on public display late in 2012 or early 2013.

The community will have an opportunity to comment on the EIS then. There will be a second round of Community Information Sessions to enable the community to discuss the EIS with the project's technical and environmental staff.

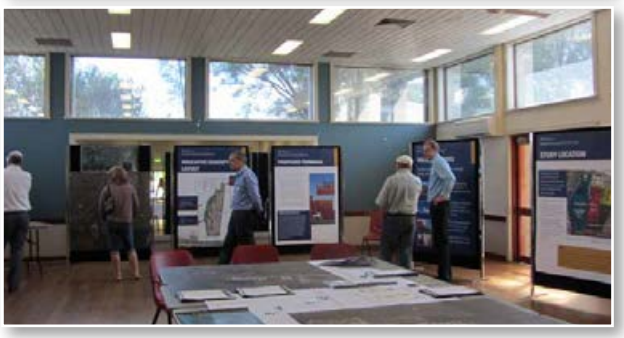
The studies for the Moorebank Intermodal Terminal include:

- Air Quality Impact Assessment
- Traffic, Transport and Access
- Noise and Vibration
- Biodiversity
- Greenhouse Gas Emissions
- Human Health Risk Assessment
- Health Impact Assessment
- Visual Impact
- Light Spill
- Water Quality and Hydrology
- Heritage and Cultural
- Social
- Soils and Contamination
- Hazards and Risks

See the project website for more information on the EIS studies: www.finance.gov.au/moorebank

Moorebank Intermodal Terminal location

Community Information Sessions



Residents meeting the project team at the Community Information Sessions held in October 2011. More sessions are proposed in late 2012 when the EIS goes on public display.

Planning Timeline

The table below outlines where the project is up to in the environmental assessment planning process.

August 2011	Project referred to the Department of Sustainability, Environment, Water, Population and Communities (SEWPaC)
October 2011	SEWPaC determines IMT project is a 'controlled action' and Environmental Impact Statement (EIS) is required
October 2011	Community Information Sessions held at Wattle Grove and Casula
December 2011	SEWPaC issue draft EIS guidelines for comment
December 2011	Part 4 submission to NSW Department of Planning and Infrastructure (DoPI)
February 2012	DoPI issues Director-General's Requirements (DGRs)
April 2012	SEWPaC EIS guidelines finalised
May - Late 2012	EIS is prepared with SEWPaC guidelines and DGRs
WE ARE HERE	
Late 2012 - early 2013	Draft EIS displayed for public comment online and in local venues
Late 2012 - early 2013	Second round of Community Information Sessions - opportunity for the community to ask technical experts questions about the project
1st half of 2013	Submissions report on EIS addressing comments on EIS
2nd half of 2013	Ministerial consideration of EIS Reject / Approve / Approve with conditions

Indicative Project Timeline

The following key dates have been proposed for the project:

January 2013	GBE established
July 2013	Procurement process for design, construction and operation of the port shuttle
December 2014	Defence vacates IMT site
January 2015	Port shuttle construction begins
Mid 2017	Port shuttle operations begin
July 2027	Interstate construction begins
January 2030	Interstate operations begin

See the project website for more information **www.finance.gov.au/moorebank**

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MOOREBANK INTERMODAL COMPANY

Moorebank Intermodal Terminal NEWS

Q3 2014

SELECTION OF AN OPERATOR PROGRESSES

Moorebank Intermodal Company (MIC) has begun direct negotiations with the Sydney Intermodal Terminal Alliance (SIMTA) about development and operation of the Moorebank Intermodal Terminal. This decision followed an expression of interest (EOI) process that found SIMTA may be best placed to meet the objectives for the terminal.

Two other respondents to the EOI were asked to remain on standby while the negotiations proceed. A final decision on the preferred proponent is expected to be announced by December 2014.

The negotiations will explore opportunities to combine MIC's land with adjacent land owned by SIMTA to provide more space for warehousing.

Combining the sites would not change the number of containers using the terminal. The terminal's ultimate capacity would remain at around 1.2 million containers of import-export (IMEX freight) and 0.5 million containers of interstate freight each year.

The railway line from Port Botany constrains the volume of IMEX freight that can be handled at Moorebank – due to the limited capacity of the railway line (even with future upgrades) and use by other train operators.

ENVIRONMENTAL IMPACT STATEMENT COMING SOON

The Environmental Impact Statement (EIS) for the Moorebank Intermodal Terminal will be publicly released in the coming months.

Community members will be able to review and comment on the EIS, which will detail the terminal concept proposal and potential impacts.

MIC will hold information sessions to explain the EIS and how to make a submission to the regulators. These sessions will be advertised widely closer to the time.

The EIS is based on studies of the terminal's impact on air quality, noise, traffic, human health and other environmental factors. It also presents ways to reduce the impacts to meet government guidelines.

MIC released the results of initial studies in late 2013. Since then, the studies have been updated to assess:

- an increase in the space for warehousing from 100,000m² to ~300,000m²
- the inclusion of traffic created by the extra warehousing and new data on the destination of trucks leaving the terminal (discussed inside)
- the impact of two new options for rail access to the site (discussed inside).

The EIS will seek approval of:

- the 'concept' for the terminal under NSW planning laws
- development of the terminal under Commonwealth environmental laws.

Another EIS will be required under NSW planning laws before construction can begin. That EIS will be based on the final detailed design for the terminal and how its impacts will be addressed.

HAVE YOUR SAY

A randomly-selected group of residents will develop a package of measures to increase the benefits of the Moorebank Intermodal Terminal for the local community.

Any interested person can make a written submission to the group to help it choose the package. More information is on page 3.

MONITORING DATA AVAILABLE TO VIEW

Data on air quality, noise and water quality near the terminal is now available on MIC's website.

MIC has been collecting this data since August 2012. The data provides a baseline against which the terminal's development and operation is being assessed for the EIS. The data will also be used to monitor the impact of the terminal once it is operating.

Noise: The noise data on the website shows the current background noise and peak noise levels.

Air: The air quality data shows current levels of nitrogen dioxide (NO_2) and particulate matter PM_{10} and $PM_{2.5}$ (particles less than 10 and 25 micrometres in diameter).

Water: The water quality data includes turbidity levels (i.e. the amount of muddiness) in the Georges River and local rainfall data.

This data is updated monthly on MIC's website at *www.micl.com.au*

MORE TRAFFIC STUDIES UNDERWAY

The traffic impact assessment for the terminal is being revised to include additional data.

MIC released an initial traffic impact study in late 2013. Since then, MIC has conducted more studies of the impact of terminal traffic on local roads.

Most recently, MIC expanded its analysis to 13 local intersections that were not included in earlier studies. These intersections were recommended by NSW Roads and Maritime Services (RMS), Liverpool City Council and community members.

MIC is also working with RMS and Transport for NSW to make sure the studies reflect the expected nature and destination of traffic from the terminal. This recognises that some shipping containers will be removed directly from the terminal by truck, and others will be unpacked onsite before the contents are taken away in smaller trucks.

MIC is also investigating possible road upgrades to make sure the terminal operates efficiently. A thorough traffic impact assessment will help MIC to identify the most effective road upgrades.

REVIEW OF THE HEALTH IMPACT ASSESSMENT

An independent peer review has found that the initial health impact assessment (HIA) of the terminal was well-developed and comprehensive.

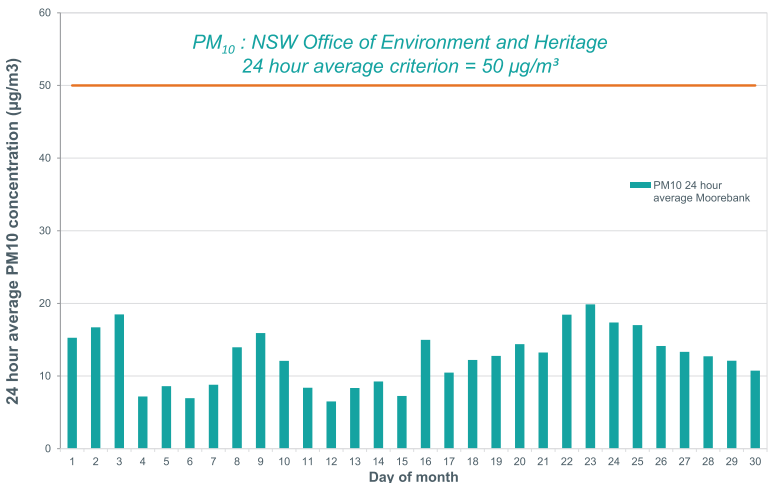
The initial HIA found the terminal's impact can be managed to prevent adverse health impacts. The assessment was based on the available science, including reports and data from the World Health Organization and Australian government bodies.

The initial HIA will be released as part of the EIS in the coming months. It will also be updated once the terminal's detailed design is complete. The data used will be agreed with NSW Health to ensure the assessment is thorough and appropriate.

Baltimore Intermodal: In response to a request by some local residents, MIC reviewed a report on an American intermodal terminal – located in Baltimore – to see if its findings or methods could be used to strengthen the HIA for Moorebank.

The review – completed by a technical specialist – found that the Baltimore HIA contains a general assessment of the types of impacts that may be caused by an intermodal, but it is not based on technical studies specific to the development so would not meet the requirements for HIAs in Australia.

The HIA for Moorebank is based on the terminal's concept design and a scientific study of the impacts specific to the terminal, based on local conditions (e.g. local air quality).



Monitoring data: *Example of MIC's monthly air quality graph for PM_{10} collected from the terminal site in April 2014.*

HOW NOISE IMPACTS ARE ASSESSED

Step 1 – collect data on current noise levels.

Step 2 – identify sites nearby that are sensitive to noise (e.g. homes, schools and nursing homes).

Step 3 – model future noise at the sites nearby using:

- current noise levels
- construction noise database
- 3D model of operational noise from specialist software
- noise impact assessment of the freight rail line
- road noise forecast based on current noise and a noise predication methodology
- temperature and wind data (which impact how noise travels).

Step 4 – establish noise goals for the sites nearby using regulatory guidelines.

Moorebank Intermodal Terminal
NEWS

MESSAGE FROM THE CEO

Ian Hunt

Dear resident,

MIC is overseeing development of an intermodal terminal at Moorebank. Plans for the terminal have developed well since we invited you to some information sessions late last year. This newsletter provides an update on our progress since then.

One of our highest priorities is to understand your concerns about the terminal and to work with our technical specialists to reduce its impacts. We are conducting extensive air, noise and water quality monitoring, and traffic modelling to help us develop measures to reduce these impacts.

MIC welcomes community input to the plans for the terminal. We encourage you to contact us for more information.

Yours sincerely

Ian Hunt
CEO

SITE REHABILITATION GETS THE GREEN LIGHT

Rehabilitation of the Moorebank Intermodal Terminal site will commence in mid-2015, as soon as the Department of Defence vacates the site.

The work will include:

- planting native vegetation in an area to be conserved beside the Georges River
- removal of some buildings containing asbestos
- other decontamination, including removing underground storage tanks.

The rehabilitation work will reduce the environmental, health and safety risks relating to Defence's move from the site.

The work will also allow construction to begin as soon as possible after the terminal receives environmental and planning approvals.

RAIL ACCESS TO THE TERMINAL

MIC is investigating two additional options for trains to access the Moorebank terminal from the Southern Sydney Freight Line.

The EIS, that will be released in the near future, will include the new options as well as the original proposal for trains to access the terminal via a bridge at the north of the site. The new options are at the south and centre of the western boundary.

Some local residents asked MIC to consider alternatives to the northern option.

Technical and operational needs have a significant influence on the best location for the rail access. The access point should maximise use of the land and permit trains to exit and enter the terminal at safe speeds.

The terminal operator will choose its preferred option. However, final approval is needed from the NSW and Commonwealth governments. The operator will need to show that the impacts of the preferred option meet government guidelines.

RESIDENTS TO DEVELOP BENEFITS PACKAGE

A group of local residents will decide what MIC should do to share more of the benefits of the intermodal terminal with the local area.

The terminal must meet government environmental guidelines (e.g. on air quality, noise and traffic) so the terminal will include a variety of measures to reduce its environmental impacts.

But MIC recognises that the terminal's benefits (e.g. for the economy and traffic in parts of Sydney) are shared beyond the local area. A 'local benefits package' will increase the benefits for locals.

Local residents are best placed to choose what the package includes so a 'citizens' jury' will be asked to do this. Some ideas that have already been suggested to MIC include walking trails next to the Georges River and funding for a local arts program.

The citizens' jury will be asked to judge the evidence – including the advice of any 'witnesses' they call, and the views of other community members – before deciding what MIC should deliver.

The jury members will be randomly selected from suburbs near the terminal by the independent group, newDemocracy Foundation.

If you would like to make a submission, please send it by 9 August 2014 to the Moorebank Citizens' Jury at:

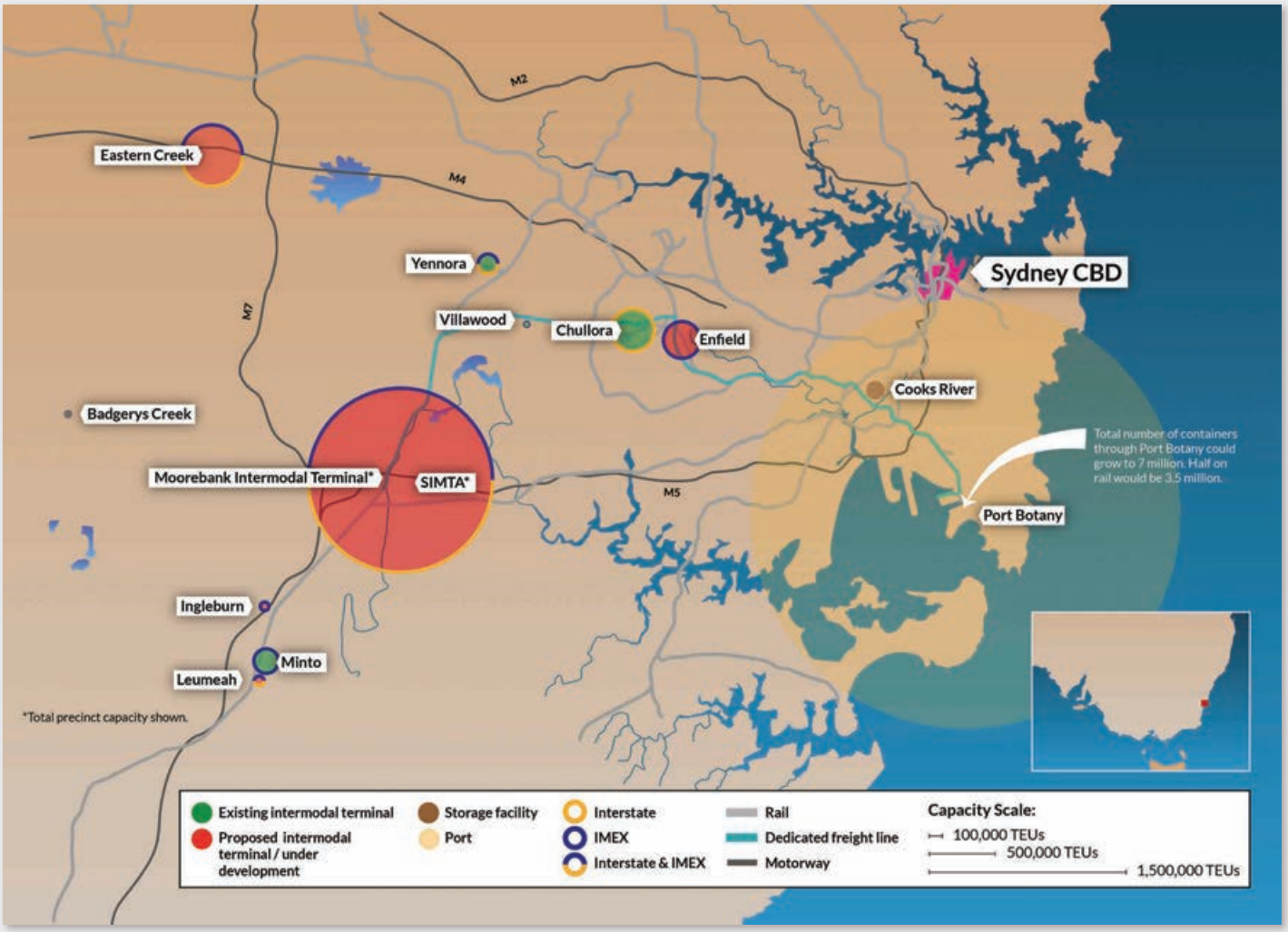
- PO Box R418, Royal Exchange, NSW, 1225
- or via email at moorebankcitizensjury@newdemocracy.com.au

The jury will meet between late July and September 2014. More information about the citizens' jury is available on MIC's website.

SYDNEY'S INTERMODAL SHORTFALL

This map shows the freight capacity of Sydney's existing and planned intermodal terminals and the size of the freight task at Port Botany. The freight capacity is expressed as the number of twenty-foot shipping containers, or 'TEU', that can be handled each year.

Port Botany's throughput is expected to grow to as many as 7 million TEU per year. The map shows that, if half of these TEU travel to and from Port Botany by rail, the Moorebank Intermodal Terminal will handle a large share of this freight but more intermodal terminals would also be needed.



WHAT HAPPENS NEXT?

1. **Negotiate with potential proponent 'WE ARE HERE'**
2. **Refine impact assessment for concept approval EIS**
3. **Community comment period on EIS (late 2014)**
4. **Select preferred proponent (end 2014)**
5. **Develop detailed designs and update impact assessment for project approval EIS (first half 2015)**
6. **Start site rehabilitation works (mid 2015)**
7. **Start terminal development works (early 2016) and operation of first stage (early 2018)**

WANT TO KNOW MORE?

WWW.MICL.COM.AU
1300 382 239

MIC welcomes your feedback, ideas and suggestions. Please call us or submit an email via our website.

If you would like to receive updates about the terminal please register your email address on MIC's website.

If you would like this newsletter interpreted please call the Translating and Interpreting Service (TIS National) on 131 450.

D.5 Community information session material (displays boards, information sheets of the Project and presentations)

Australian Government
Department of Finance and Deregulation

Information Paper

Moorebank Intermodal Terminal Project

October 2011
Moorebank Project Office

Contents

Introduction

This paper provides information on a feasibility study, which is considering economic and financial analysis and technical feasibility for a proposed intermodal terminal at Moorebank in south western Sydney.

This information paper provides general information on the feasibility study, particularly:

- The background;
- The rationale for a proposed intermodal terminal; and
- The feasibility study process currently underway.

This information paper has been prepared by the Moorebank Project Office which has been established within the Department of Finance and Deregulation to conduct the intermodal terminal feasibility study process.

Background

What is an Intermodal Terminal?

An intermodal terminal is a facility set aside for freight to be transferred between road and rail. It includes a yard and potentially warehouses linked to the rail network. Sometimes these are referred to as "inland ports" as they function in a similar fashion to a port, bringing together two modes of transport to transfer goods on to the next step in the supply chain.

Shipping containers are brought to the intermodal terminal by rail and stored for short periods, with goods being taken away by truck or continuing on by rail for distribution to other locations. Intermodal terminals are common throughout the world, including Australia.

Australia's competitiveness relies on our ability to move goods and services from their source to our cities and transport hubs and then on to world markets in Asia, Europe and North America. Key to this is the ability to move these products as efficiently as possible by moving more freight off our roads and on to trains.

An intermodal terminal at Moorebank would build on the Australian Government's $3.4 billion investment in the interstate rail network.[1]

Boosting rail freight's role in moving goods through the Sydney region has the potential to improve Australia's national productivity and better manage the rate of growth of traffic on our roads.

Establishment of Intermodal Terminal Study

The Australian Government allocated $35.5 million over two years in the 2010-11 Federal Budget (May 2010)[2] to undertake a feasibility study for a proposed intermodal terminal at Moorebank.

The feasibility study is exploring a variety of issues relating to the proposed Moorebank site, including technical, financial, economic, legal, social and environmental feasibility. The study includes community engagement to ensure all relevant issues are considered. The Moorebank Project Office will report to the Government with the findings of the study to enable Government consideration of the project.

Governance

To undertake the feasibility study process, the Moorebank Project Office has been established within the Federal Department of Finance and Deregulation. The Moorebank Project Office has overall responsibility for managing the study with representation from the Department of Defence and the Department of Infrastructure and Transport.

Overseeing the study's tri-departmental team is a Steering Committee comprising the three Departments. The Moorebank Project Office provides administrative support to the Steering Committee. The Special Minister of State, the Honourable Gary Gray MP is the responsible Minister.

Sydney has the second largest container port in Australia, serving the largest market nationally. Some 99% of Australia's international trade is transported by sea.

1,2 Federal Budget 2011-12 www.budget.gov.au/2011-12

Objectives

The feasibility study takes into account the following long-term objectives:

1. Boost national productivity over the long term through improved freight network capacity and rail utilisation.
2. Create a flexible and commercially viable facility and enable open access for rail operators and other terminal users.
3. Minimise impact on Defence's operational capability during the relocation of Defence facilities from the Moorebank site.
4. Attract employment and investment to south western Sydney.
5. Achieve sound environmental and social outcomes that are considerate of community views.
6. Optimise value for money.

Environmental Assessment

As part of the study, the Moorebank Project Office is carrying out an environmental assessment of the site and potential environmental impacts. More information about this process appears in the section of this paper regarding environmental assessment.

Reporting Timeframe

Work on the study began in mid-2010 following the allocation of Budget funding for the establishment of the Moorebank Project Office.

It is expected that the Australian Government will consider the outcomes of the study in 2012 and, subject to planning outcomes and Government approval, the staged development of an intermodal terminal could commence in 2013.

Policy Context

The proposed Moorebank intermodal terminal project is one part of an overall commitment by the Australian Government to investing in rail in order to make our transport systems more efficient and better integrated.

Significant funding has been invested in the Australian Rail Track Corporation (ARTC) towards rail projects to boost national productivity.

The Australian Government has set aside some $3.4 billion over six years for development of the interstate rail freight network, which the Australian Rail Track Corporation is using to build 235 kilometres of new track and upgrade a further 3,771 kilometres of existing track. [3]

The Australian Rail Track Corporation has identified a range of benefits, including fewer trucks on interstate routes for each freight train, reduced consumption of fuel and non-renewable energy and improved road safety. [4]

The Moorebank study will consider the potential for the intermodal terminal to address national policy solutions in relation to both a rail shuttle connecting Port Botany and Moorebank, and an interstate rail freight facility that would become part of a national rail freight network.

3 Federal Budget 2011-12 www.budget.gov.au/2011-12
4 Australian Rail Track Corporation statement (14/9/10)

Historical Development

Addressing Sydney's lack of freight capacity has been under consideration for some years, having been recognised as a barrier to the future development of the city and NSW more generally. An intermodal terminal at Moorebank was first proposed by the Australian Government in 2004. Citing the location as ideal for a 'vital road and rail freight hub'[5] the Government described the proposed new freight terminal as a 'critical element in the national transport network …[that] will create thousands of jobs and act as an incubator for new transport-related industry in Sydney.'[6]

In 2005, the NSW Government's Freight Infrastructure Advisory Board stated that an intermodal terminal facility at Moorebank was a 'key component in meeting Sydney's intermodal capacity needs.'[7]

There have since been a number of NSW State Government publications, including the NSW Premier's Department freight review and the Metropolitan Plan for Sydney 2036[8] that have acknowledged the need for intermodal terminals in the Sydney Basin and identified Moorebank as a potential location for such a development.

In 2010 and 2011, Infrastructure Australia, the national advisory organisation for infrastructure development, identified the Moorebank intermodal precinct as part of its national infrastructure priority list.[9]

In February 2011, Infrastructure Australia released the National Land Freight Strategy Discussion Paper[10] that identifies the need to integrate freight and land use planning. A new intermodal terminal capacity at Moorebank was identified in the paper as a key priority.

Industry has contributed to the discussion regarding freight capacity in Sydney. Recently the Property Council of Australia commissioned a study by the Centre for International Economics, which concluded that resolving the port freight capacity issues was the most important infrastructure project for Sydney in terms of economic benefits delivered.[11]

The Property Council of Australia rated Sydney port intermodal freight link developments including the 'development of Moorebank, Ingleburn, Minto and Eastern Creek and the associated road and rail infrastructure' as Sydney's top transport priority.[12]

"The Government's [funding] investment is addressing the increasing freight task in our urban centres. The Government established the Moorebank Project Office in 2010, to work through the issues and options for the development of an intermodal terminal at Moorebank on Commonwealth owned land. Moorebank represents a significant opportunity to shift freight from Botany Bay onto rail — equal to the capacity of more than one million trucks that may otherwise use Sydney's roads each year from 2020. This project is important for Sydney and will, subject to environmental and other approvals processes, provide a nationally significant freight movement improvement at our second largest container port."

Source: Our Cities, Our Future: A National Urban Policy for a Productive, Sustainable and Liveable Future, Statement by the Honourable Anthony Albanese MP, Minister for Infrastructure and Transport, 10 May 2011.

5 "Planned Expansion for Puckapunyal Military Area", Media Release, Senator The Hon Robert Hill, Minister for Defence, Leader of the Government in the Senate, 27/09/2004++
6"Railing Port Botany's Containers: Proposals to Ease Pressure on Sydney's Roads", Report for Freight Infrastructure Advisory Board, NSW Government, page 4, July 2005
7 "Railing Port Botany's Containers: Proposals to Ease Pressure on Sydney's Roads", Report for Freight Infrastructure Advisory Board, NSW Government, page 4, July 2005
8 "Metropolitan Plan for Sydney 2036 Strategic Direction C. Transport for a Connected City" December 2010; Infrastructure Implementation Group review of the report of the NSW Freight Advisory Board, May 2007
9 http://www.infrastructureaustralia.gov.au/2011_coag/files/Moorebank_Intermodal_Terminal_Appraisal2010.pdf
10 National Land Freight Strategy, Discussion Paper, Infrastructure Australia, February 2011
11 'Investment in transport in New South Wales - Economic impacts', Centre for International Economics, Prepared for Property Council of Australia, January 2011
12 A New Era in Infrastructure Investment, Property Council of Australia (NSW Division), February 2011

Rationale for an Intermodal Terminal

The Australian Government is committed to investing in Australia's infrastructure as a key enabler to productivity, economic growth and national prosperity. Federal investment in this respect is targeted to economic infrastructure including port facilities and freight networks.

Freight Growth

It is forecast that Australia's freight container requirements in 2020 would be double what they were in 2006.[13]

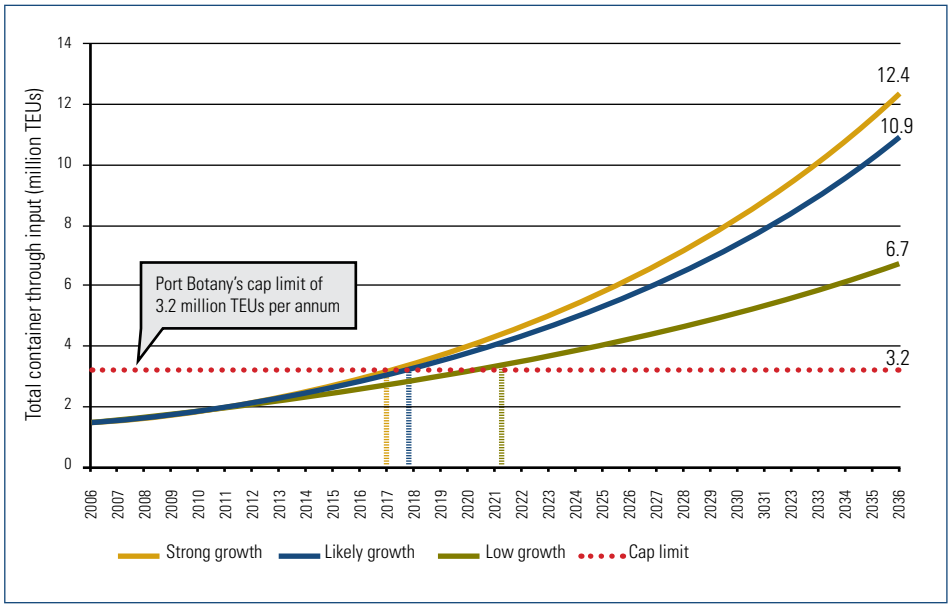
This growth means Sydney, like many major cities, faces a major challenge to manage its container freight traffic including addressing the critical shortage in freight capacity.

Port Botany is Australia's second largest container port and is experiencing considerable growth in freight volumes. For the first time ever in 2010-11, container traffic through Port Botany exceeded two million containers (known as Twenty-Foot Equivalents or TEUs). Sydney Ports Corporation recorded its tenth annual container throughput record.[14]

The importance of Port Botany to Sydney and to NSW's economy is considerable. Based on available data, it is estimated that the total annual value of Port Botany to the economy is of the order of $3.3 billion.[15]

Forecasting conducted for the Commonwealth indicates that the number of containers passing through Port Botany would at least double and could even treble depending on the strength of future demand. It is estimated that by 2030, container traffic would reach 7 million containers.[16] The following graph, which shows three growth scenarios for containerised freight in NSW to 2036, indicates the extent of potential growth depending on economic conditions.

Graph 1 - Predicted freight container growth 2006-2036 [17]



Forecasting indicates that the number of containers passing through Port Botany would grow from approximately 2 million today to as many as 7 million containers by 2030.[18]

Nearly-two thirds of Port Botany's container freight is travelling to or from western Sydney, the majority by road.[19]

13 Deloitte modelling using Sydney Ports Corporation data
14 Sydney Ports media release, 9 August 2011
15 Economic Impact Study of Sydney's Ports 2001/02, a report prepared for Sydney Ports Corporation by EconSearch Pty Ltd, June 2003
16, 17,18 Deloitte modelling using Sydney Ports Corporation data
19 Deloitte analysis

The Current Supply Chain

Sydney is Australia's largest and most densely populated city and is therefore a major goods importer and consumption point for the country. Goods are transported by road and rail, particularly from Melbourne and Brisbane, and by sea and air through Port Botany and distributed to the greater Sydney region.

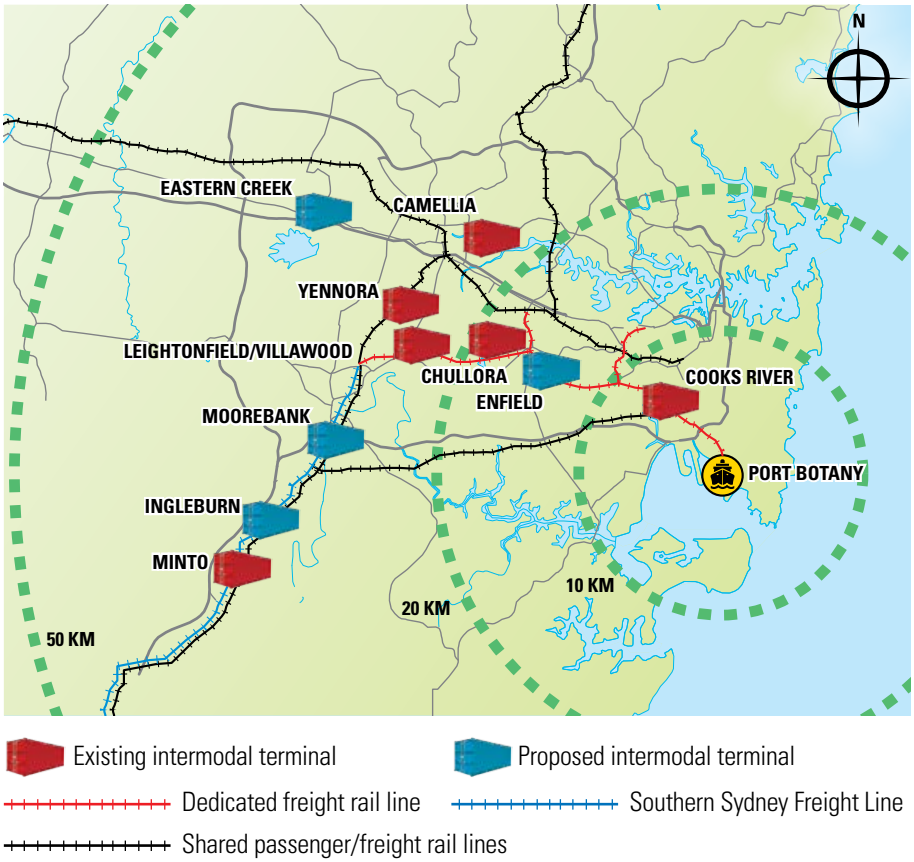
At present, the freight distribution system operates radially from the busy Port Botany area. More than 90% of containers passing through Port Botany have their origin and destination within the Sydney Greater Metropolitan Area. Currently the vast majority of this freight travels by road, adding to congestion on important routes such as the M5/Hume Highway.

Analysis conducted for the Moorebank Project Office indicates that nearly two thirds of this container freight (64%) travels to and from western Sydney to local Government areas including Liverpool, Fairfield, Blacktown, Holroyd, Auburn, Parramatta, Campbelltown, Penrith and Bankstown. This has been forecast to grow to 70% by 2030.[20]

From Road to Rail

The majority of this freight now travels by road through Sydney to its destinations around the city and beyond. Approximately 16% of port freight travels by rail.[21] The NSW Government plans to double the proportion of container freight movement by rail through NSW ports by 2020, particularly through Port Botany. [22]

Diagram 1 - NSW Intermodal Terminal Network[23]



Trucks carrying freight have a considerable impact on Sydney's roads and contribute to bottlenecks, urban congestion, increased air pollution, lost productivity and additional freight costs. Trucks comprise a significant proportion of traffic on major routes from Port Botany to western Sydney, such as the M5, which have seen average peak speeds decline in recent years. Further growth in freight traffic would therefore put Sydney's road network under additional pressure.

The morning peak period on the M5 and M5 East Motorways now officially begins at 5.15am and lasts three hours, a recent NSW Government report on urban roads found.[24]

20 Deloitte analysis
21 Port Botany Landside Improvement Strategy Rail Update, 16 August 2011
22 NSW State Plan 2021 http://2021.nsw.gov.au/
23 "Towards Co-modalism: Capacity Constraints & Supply Chain Performance – Intermodal (Working Paper 1, Appendix 2) Report", by Booz and Co for the National Transport Commission, 2009
24 "Key Roads Performance Report", Roads & Traffic Authority, September 2011, p. 7

Drivers for Additional Intermodal Terminal Infrastructure

The Moorebank Project Office has identified a number of key drivers in considering the need for additional intermodal terminal infrastructure in Sydney:

- **The continued strong growth in freight volumes** - Port Botany has seen 7% per annum growth over the past five years and is expected to grow at 6.7% per annum over the next 25 years. Interstate freight is expected to grow at approximately 3% per annum between 2010 and 2030.[25]

- **Destination of import containers** - an estimated 90% of import container cargo traded through Port Botany is destined for locations within the Sydney Greater Metropolitan Area.

- **Port Botany's planning cap** (container volumes) - Port Botany is currently subject to a cap on throughput of 3.2 million containers per annum which, at current rates of growth, is expected to be reached between 2017 and 2021.[26] The cap is imposed through planning restrictions on the current expansion works and does not reflect the physical capacity of the port.

- **Limited capacity within the existing intermodal terminal network** - the current intermodal terminal network is fragmented and its capacity and effectiveness is constrained due to a number of issues including space limitations, accessibility to rail paths shared with passenger rail and vertical integration at existing terminals.

- **Road congestion** - heavy congestion is already being experienced at Port Botany and on the motorway network and would be aggravated by future growth in port volumes and associated truck movements.

Managing Bottlenecks

The study is examining ways to manage this growing source of pressure on Sydney and to enable Port Botany to function more effectively. The transfer of freight from road to rail would help relieve traffic bottlenecks and urban congestion, reducing freight costs and delays.

While roads will always play a pivotal role in managing freight, increased use of rail could considerably relieve the growing pressure on our roads. There is a range of potential benefits from this that relate to efficiency, productivity and general quality of life. More efficient freight distribution would mean reduced costs and greater productivity. For motorists, it would mean urban congestion is better managed, less time spent in traffic and road safety is enhanced. The Moorebank intermodal terminal study is considering these issues within the context of assessing overall feasibility.

25 Deloitte modelling using data provided by ARTC
26 Deloitte modelling using Sydney Ports Corporation data

Why Moorebank?

Location

The Moorebank intermodal terminal site is Commonwealth owned land occupied by the Department of Defence. It is approximately 220 hectares in size and 2 kilometres in length.

Located south of the M5 South West Motorway and west of Moorebank Avenue, it is bordered by the Georges River to the west with the Southern Sydney Freight Line route directly opposite on the other bank of the river.

To the east of the proposed site is a mixture of private industrial and Defence land. To the south is the Holsworthy army base. The site is approximately 30 kilometres from Port Botany by road.

The site currently houses the School of Military Engineering and other Defence units. It forms parts of the Liverpool Military Area, which includes a range of Defence facilities.

The Department of Defence is developing complementary plans to relocate the School of Military Engineering and the other Defence units to enable an intermodal project to proceed, should the Australian Government so decide.

Potential Advantages

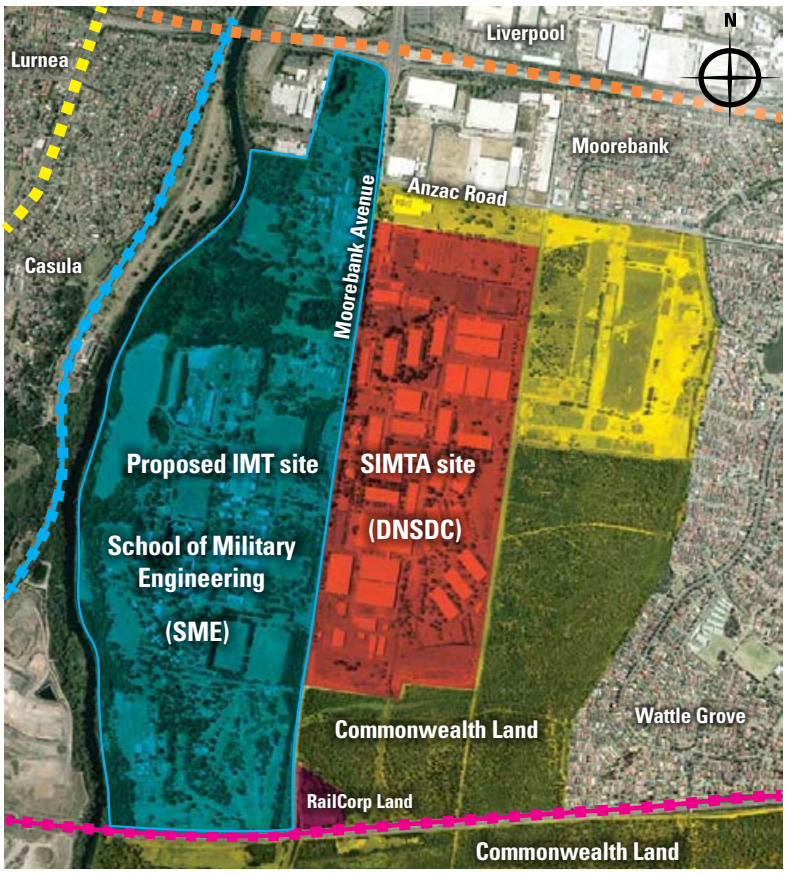
Potential advantages of this site currently under consideration by the Moorebank Project Office include:

- Size and topography.
- Proximity to key transport corridors including the Southern Sydney Freight Line, main interstate rail line and the M5 and M7 motorways.
- Proximity to major container destinations and origins and industrial centres in Sydney's west and south west including Moorebank, Bankstown, Prestons and Ingleburn.

The site is located at a sufficient distance from Port Botany to make rail a commercially viable alternative to road. It is of sufficient size to handle both import-export (IMEX) services operating as a shuttle to and from the port and interstate rail demand.

The site offers the ability to "future proof" by reserving space for development of facilities over the longer term as demand requires it.

Diagram 2 – Proposed Intermodal Terminal site



SIMTA

Directly adjacent on the eastern side of Moorebank Avenue, is the Defence National Storage and Distribution Centre (DNSDC), which is leased to Defence but owned by Stockland. For clarity, this site is the subject of a separate, private sector proposal by the Sydney Intermodal Terminal Alliance (SIMTA) to the NSW Government to develop an intermodal terminal.

Potential Benefits

Economic Benefits

There are a number of potential economic benefits that may result from an intermodal terminal at Moorebank that are being considered as part of the feasibility process. They include the following:

- Employment – an intermodal terminal would attract significant employment to south western Sydney, including direct employment at the terminal and associated on-site activity once it is fully operational. [27]
- Operating cost reductions – these benefits reflect price differentials between direct road costs and direct rail costs for the distance transported, inclusive of additional handling costs. Significant freight operating costs could be saved each year by moving more freight through an intermodal terminal at Moorebank. [28]
- Reduced road accident costs and road congestion compared with what would otherwise have been the case.
- Reduced environmental costs associated with road transport – in particular, a reduction in greenhouse gas emissions and other air pollution.
- Deferred infrastructure – this benefit reflects the saving achieved by deferring motorway investment as a result of reduced rate of growth in road freight trips between Port Botany and south western Sydney.
- Improved freight service reliability and availability – these benefits relate to the improved quality of service for consumers of rail services relative to road services.

Significant freight operating costs could be saved each year by moving more freight through an intermodal terminal at Moorebank.[29]

27 KPMG analysis
28, 29 Deloitte analysis

Environmental and Social Benefits

Studies are being undertaken as part of the feasibility process in relation to environmental and social benefits that would result from an intermodal terminal.

Heavy congestion is already being experienced at Port Botany and on the M5 route, impacts that will be aggravated by predicted future growth in port volumes and associated truck movements.

Road freight produces higher externality costs on a per tonne basis relative to rail and sea, including greater air pollution and greenhouse gas emissions, fuel consumption and waste generation, noise and vibration, time delays, injuries and fatalities from road accidents, infrastructure maintenance and other congestion costs. Therefore, any transition of freight from road to rail will improve these environmental and social outcomes.

Indicatively, each freight train could replace 110 interstate trucks and up to 45 trucks travelling to and from Port Botany.[30]

Road and rail: some environmental comparisons[31]

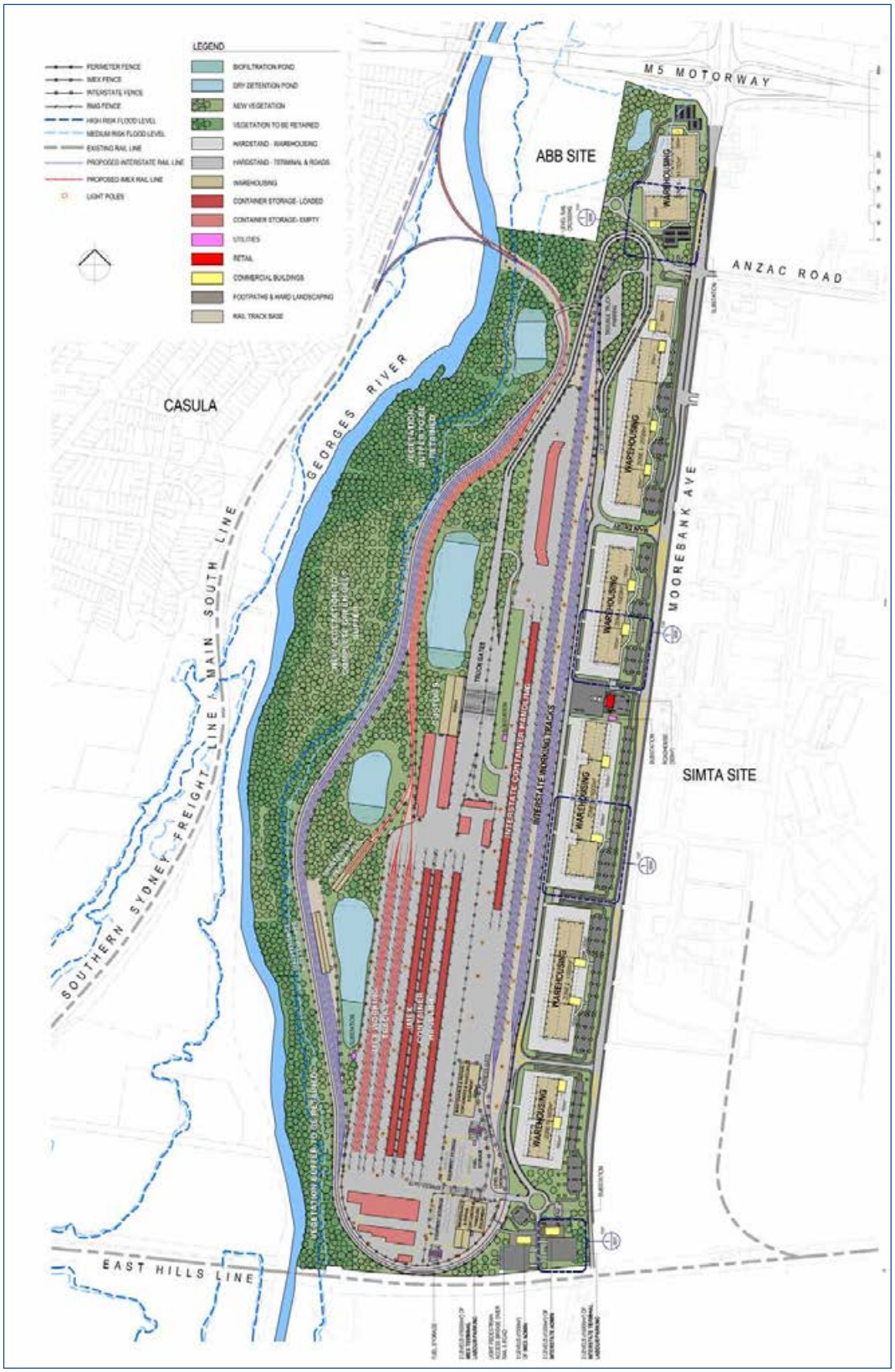
- Using rail to transfer freight has the potential to reduce diesel fuel use. It has been estimated that between Port Botany and Moorebank, trucks use an average of 8 litres of diesel for each container, compared with 4 litres for each container transported by train.
- Increasing the use of rail to transfer freight has the potential to reduce greenhouse gases associated with diesel fuel. Between Port Botany and Moorebank, trucks generate more kilograms of carbon dioxide (CO_2) equivalent greenhouse gases for each container compared with each container transported by train.
- For every 100,000 containers switching from road to rail from Port Botany to Moorebank, an estimated 350,000 litres of diesel fuel can be saved and 950 fewer tonnes of CO_2 equivalent greenhouse gases generated. In 2030 alone, savings in total diesel usage have been estimated at 4 million litres and reduced carbon emissions at 11,000 tonnes.

30, 31 Deloitte analysis

Indicative Site Layout

This diagram is an indicative concept layout. Concept designs were developed by the Moorebank Project Office to determine what an intermodal terminal at Moorebank could look like if the project was to be approved. This concept layout maps out key components that are likely to be included in an intermodal terminal including vegetation green belts, warehousing, container storage and commercial buildings.

This diagram is purely a concept, and the final layout would be expected to evolve during design development.



Environmental Considerations

Environment Protection and Biodiversity Conservation (EPBC) Act Assessment Process

Under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999, any project that could significantly impact Commonwealth land is referred to the Minister for Sustainability, Environment, Water, Population and Communities.

In August 2011, the intermodal terminal project was referred by the Moorebank Project Office to the Department of Sustainability, Environment, Water, Population and Communities (SEWPaC). The referral documentation explained the initial assessment of environmental issues and indicated what future assessment may be required.

The Minister was required to consider the project referral and determine the appropriate assessment process. Following a period of public comment, it was determined that:

- The Moorebank Intermodal Terminal Project is a Controlled Action under the Act and will require the approval of the Minister for Sustainability, Environment, Water, Population and Communities before it can proceed.
- An Environmental Impact Statement (EIS) will be required.

SEWPaC will develop guidelines for the details to be included in the EIS. Submissions from the public on the referral will be taken into consideration by SEWPaC when drafting the guidelines for the EIS. The Moorebank Project Office will then prepare an EIS in accordance with SEWPaC's guidelines. Every phase of the SEWPaC assessment process has community comment processes.

Questions about the referral process should be referred to SEWPaC, which has responsibility for managing this process.

Initial environmental studies have been undertaken to date that have been included in the project referral. The referral document is available on the SEWPaC website at www.environment.gov.au

Relevant Issues

Studies will consider the impact assessment and proposed mitigation measures for the following:

- **Traffic and transport** – an assessment of the impact of traffic generated by the construction and operation of the Moorebank intermodal terminal on the surrounding road network.
- **Noise and vibration** – an assessment of impacts of the noise and vibration generated by the construction and operation of the Moorebank intermodal terminal.
- **Biodiversity** – an assessment of the impact on flora and fauna including the clearing of on-site vegetation, and associated offset or compensatory habitat requirements, as well as an assessment of the benefits of restoration and rehabilitation of any on-site conservation area.
- **Heritage** – including an assessment of the impacts of the project on both Aboriginal and European heritage.
- **Air quality** – an assessment of the impacts of the project, including emissions from freight trains, terminal equipment and trucks using the Moorebank intermodal terminal site. The assessment will also consider the net air quality benefit of reductions in overall truck travel.
- **Visual impacts** – an assessment of the impacts of the project on the viewshed for the surrounding communities.
- **Social and economic impacts** – including the impacts on the local community cohesion and functioning and impacts to the local and regional economy.
- **Stormwater and flooding** - including an assessment of any impacts associated with development of the site on flooding of the Georges River.
- **Contamination** – an assessment of potential contamination within the site and if found, proposed measures to mitigate and remediate the site to ensure construction and operation of the site may be undertaken safely.

Feedback received from the community is an important input to these studies and will be considered in the development of the environmental assessment and the broader feasibility process.

Site Investigations

A range of site investigations are being conducted in relation to the intermodal terminal project including air quality monitoring, meteorological recording, ambient noise monitoring, heritage and ecological surveys, traffic counts and other activities to gather data. Air quality and ambient noise monitoring will gather "baseline" data on current conditions.

Future Steps

At a future time the environmental assessment documentation will be placed on public exhibition and on the SEWPaC website. At that time members of the community may make formal submissions to SEWPaC presenting their issues and views on the project.

Further community information sessions are proposed during the public exhibition period, to provide the community with an opportunity to meet members of the project team, and to ask questions and obtain information about the Environmental Impact Statement, the specialist studies and other project information.

Following the closure of the public comment period, the Moorebank Project Office would finalise the assessment and submit it to SEWPaC for consideration of project approval, and if so, with what conditions.

Importantly, should the project be approved, before any construction can occur further detailed assessments and approvals would be required as part of a comprehensive design process undertaken by the future developer and operator of the intermodal terminal.

Further Information

Website

To learn more about the Moorebank intermodal terminal feasibility study, visit the project's website at:

www.finance.gov.au/moorebank

It contains a range of information including project background, frequently asked questions, information about site investigations, copies of community updates and other material. The website also provides details of how to join the subscription email service for project updates.

Feedback

A communications and consultation team has been established to assist the community and to respond to questions. The team provides a telephone and email information service.

For further information please contact the Moorebank Project Office communications and consultation team on:

1300 382 239 during business hours

or via email:

moorebank@finance.gov.au


CARGO
CONTAINER
CARGO
CARGO

Factsheet: Local air quality

Existing air quality conditions and assessed local locations

- For local air quality impacts, 35 locations within the local area and four boundary locations (selected monitoring locations north, south, east and west of the project boundary) were selected as representative local sensitive receivers that could be impacted by the project. These locations include residential properties, schools, and aged care facilities near the project site.
- A number of industrial and non-industrial sources close to the project site have the potential to influence the local airshed, including existing industries to the east and north-east, the Glenfield Landfill to the south-west, traffic emissions from the surrounding road network, including the M5 Motorway, and diesel trains on the Southern Sydney Freight Line to the west.
- Existing local air quality generally complies with relevant air quality guidelines – although occasional exceedances of criteria for certain airborne particle concentrations have been recorded during hazard reduction burning in the greater Sydney area, relative to average 24 hour PM_{10} and maximum 24 hour $PM_{2.5}$ advisory standards or criteria.
- An ongoing local air quality monitoring program has been established for the project, which has been in place since August 2012, to better understand existing local air quality conditions.

Potential impacts of the terminal

- During construction of the project, emissions of particulate matter (PM) — including PM_{10}, $PM_{2.5}$, total suspended particulates (TSPs) and deposited dust — and other pollutants associated with combustion engines from heavy vehicles, plant and machinery, represent the greatest potential for local air quality impacts, particularly during the peak period of construction of Project Stage 1A which is expected in 2015.
- During operation of the project, combustion engine emissions — including oxides of nitrogen (NOx), carbon monoxide (CO), sulphur dioxide (SO_2), $PM_{2.5}$, PM_{10}, volatile organic compounds (VOCs) and poly-cyclic aromatic hydrocarbons (PAHs) — from locomotives, heavy vehicles and in-terminal mobile equipment fuelled by liquefied natural gas, present the greatest potential for local air quality impacts.
- A summary of the total emissions that are predicted to be released at different times in the terminal's development is provided in Table 1 below. The results show that over time the total emissions of TSP and PM_{10} would substantially decrease. This decrease is associated with the expected reduction in construction emissions, with construction of the proposed project stages currently scheduled to be finalised during 2029. Conversely, the proposed ramp up in operations in the later years is seen in the relative increase in total emissions of the remaining, combustion-related pollutants ($PM_{2.5}$, NOx, SO_2, CO, PAHs and VOCs).

PM definition

PM_{10} Particulate matter less than or equal to 10 micrometre in aerodynamic diameter – or 'dust particles'.

$PM_{2.5}$ Particulate matter less than or equal to 2.5 micrometre in aerodynamic diameter – or 'fine particles'.

Table 1 Summary of total pollutant emissions for each scenario (tonnes/yr)

Year	TSP	PM_{10}	$PM_{2.5}$	NO_x	SO_2	CO	PAHs	VOCs
2015	80.3	25.6	3.2	14	0.015	6.1	0.007	0.9
2028	20.8	10.6	4.7	124.1	0.088	200.7	0.010	74.5
2030	5.9	5.9	5.8	184.2	0.133	292.6	0.015	107.7

- The cumulative impact of the terminal plus existing pollution sources for maximum 24 hour PM_{10} and $PM_{2.5}$ concentrations were predicted to be above the Office of Environmental and Heritage assessment criterion of 50 µg/m3 at all sensitive receivers investigated on one day during the year, coinciding with the day when measured background concentrations already exceeded the criterion as a result of local hazard reduction burning. There were no additional exceedances predicted across all scenarios and sensitive receivers.
- Cumulative maximum 24 hour average PM2.5 concentrations were predicted to be above the National Environment Protection Measure (NEPM) goal of 25 µg/m3 at all sensitive receivers investigated under all development scenarios. On two days of the year the NEPM goal of a 24 hour average PM 2.5 concentration of 25 µg/m3 is already exceeded under background conditions, while no additional PM 2.5 exceedances are predicted to occur as a result of the construction and operation of the Project.
- The VOC formaldehyde concentration was predicted to be above the Environment Protection Authority (EPA) criterion of 20 µg/m3 at up to four of the assessment locations in the local area during partial development (in 2028) and under project full build operations in 2030. However predicted concentrations were below relative exposure levels of 55 µg/m3 for human health risks.

Proposed air quality mitigation measures

- A suite of management and mitigation measures could be required to manage local air quality impacts to keep them within guideline levels during project construction and operation.

Key measures could include:

- Development and implementation of regulator-approved air quality management plans for construction and operation of the project
- Operational plant and equipment on site to be gas or electric powered to minimise emissions
- Undertaking ambient air quality monitoring through construction and operation to ensure compliance with environmental limits
- Regulator-approved measures for dust management, screening and watering processes (for example, of stockpiles)
- Covering of loads and stockpiles
- Avoidance of pollutant generating activities during impact - enhancing weather conditions such as high winds
- Use of vehicles compliant with relevant emission standards
- Avoidance of motor idling, and use of cleaner fuel technology as available and feasible
- A dust management plan as part of construction environmental management plan.

Factsheet: Human health

Existing human health conditions and assessed local locations

- The suburbs of Moorebank, Wattle Grove, Glenfield, Casula, Lurnea and Liverpool contain populations that have the potential to be affected by the construction and operation of the terminal. These populations were therefore included in the assessment of potential off-site human health risks and impacts.
- Based on a review of health data for the community of south-west Sydney, life expectancy at birth and death rates are comparable to the average for the State of NSW. However, local residents have poorer outcomes for a range of other measures, including chronic disease, such as cardiovascular and respiratory diseases, cancer, and other conditions considered to contribute considerably to morbidity and mortality in later life (South West Sydney Local Health Network, 2012).
- In terms of the youth population, incidences of asthma in south-west Sydney and Liverpool local government area are lower than that of NSW as a whole. However, there is a higher rate of reliever medication use and a lower rate of preventer medication use, indicating that asthma may be less well managed in these areas compared to the rest of the State.

Potential impacts of the terminal

- Congested traffic has the potential to contribute to health impacts such as stress and anxiety, reduced air quality, increased noise, and poor perceptions of an area due to safety concerns. In this regard, the project may have minor human health impacts during construction, particularly for users of Moorebank Avenue; however, the project is predicted to have net positive health outcomes in relation to traffic congestion and road safety once operational.
- Noise can have a range of health impacts, including annoyance, sleep disturbance, performance issues (such as reduced concentration), cardiovascular health problems, hearing problems, mental health effects, and general health impacts (e.g. on the immune system). Provided that proposed or recommended mitigation measures are implemented, noise levels should remain within the acceptable levels specified by regulatory guidelines, with the likelihood and significance of any health impacts being negligible.
- Exposure to air pollution, notably particulate matter (PM) or dust is linked to various health effects, particularly on respiratory and cardiovascular systems. A comprehensive assessment of the project's incremental and cumulative local air quality impacts, that is the combined effect of existing air pollution plus the impacts of the project, indicated that the terminal would not result in significant increases in the cumulative levels of PM_{10}. This means the cumulative local concentrations of PM_{10} would still meet regulatory guidelines. The project would also not result in substantial changes in existing local $PM_{2.5}$ levels, with cumulative impacts expected to be within accepted guidelines once mitigation measures are implemented.
- Air quality-related health risks or impacts of the project are considered to be negligible considering the proposed mitigation controls. Community-wide changes in hospitalisations for pre-existing respiratory and cardiovascular disease are not expected.

Proposed human health mitigation measures

- Various measures are proposed to avoid, remedy and mitigate impacts of the project on traffic, noise and air quality, as described in the factsheets for these issues. These measures are expected to ensure that significant impacts on human health are avoided.
- Data for air quality, noise and traffic would be regularly reviewed against the current guidelines developed in the technical assessments.

PM definition

PM_{10} Particulate matter less than or equal to 10 micrometre in aerodynamic diameter.

$PM_{2.5}$ Particulate matter less than or equal to 2.5 micrometre in aerodynamic diameter.

Factsheet: Noise and vibration

Existing noise conditions and assessed local locations

- The residential suburbs of Casula, Wattle Grove and North Glenfield are the closest to the terminal site. In these communities, locations potentially sensitive to noise and vibration include residences, education institutions, places of worship, hospitals, child care facilities, and aged care facilities.
- The project site is located at a ground level of approximately 15 metres (m) Australian height datum (AHD). As the majority of sensitive locations in Casula are higher (located above 30m AHD), these receivers would be expected to be the most susceptible to noise impacts from the project.
- An extensive program of noise monitoring in the local area is currently being undertaken for the project, to ensure the best available information on existing noise conditions. Noise monitoring data, which has been collected since August 2012, has been included in our technical assessments for noise.

Potential impacts of the terminal

The noise and vibration impact assessment considered the periods when the terminal will have its maximum noise and vibration impacts. Predicted noise and vibration levels focused on proposed maximum/peak operating conditions on the project site.

Our technical assessment approach and results provide an assessment of a 'worst case' situation, whereby no measures such as noise walls or other noise-reducing measures have been applied. Consequently, the assessment results indicate exceedances of noise guidelines in a number of cases. However, the project would incorporate mitigation measures during detailed design to ensure that noise levels are reduced to acceptable levels.

Construction noise impacts

- At the nearest sensitive residences in Wattle Grove, North Glenfield and Casula, predicted maximum construction noise levels mostly complied with the relevant construction noise criteria, known as noise management levels (NMLs).
- During standard daytime construction hours, some exceedances of the NMLs (up to 14dBA LAeq) were predicted at the nearest residences in Casula during short-term and localised construction of the proposed rail link across the Georges River to the Southern Sydney Freight Line (SSFL).
- On occasion, some construction works may be required to be undertaken outside standard hours, for example when a rail shutdown is required to connect the proposed rail link to the SSFL. During these times, other exceedances of the NMLs were predicted for residences in Wattle Grove, Casula and North Glenfield for evening and night-time periods. However the duration of construction within the live rail corridor, and the consequential evening or night work close to Casula, is anticipated to be short.
- During these works, noise management and mitigation measures would be implemented to reduce predicted noise levels, and when implemented, it is likely the potential noise levels at assessed locations in Wattle Grove, Casula and North Glenfield would be controlled to generally achieve the adopted NMLs.

Operational noise impacts

- Maximum noise levels during project operations have been identified based on an “unmitigated” project concept (i.e. with no operational noise mitigation measures such as noise walls in place).
- As a result, a number of exceedances of the identified noise goals were predicted for potentially affected locations in Wattle Grove, Casula and North Glenfield – mainly during the evening and night-time periods when the most stringent noise criteria apply (Refer to Table 1 below).
- Recognising these predicted exceedances, a range of operational noise mitigation measures would need to be implemented (see below). With these mitigation measures in place, and on the basis that they achieve their full potential reduction, the predicted maximum noise levels are expected to comply with the applicable noise goals. This would be confirmed as part of the detailed design stage of project development and during future planing approvals.

Table 1. Noise reductions potentially required during operations

Scenario	Noise reduction
Project Stage 1A IMEX and Project Stage 1B warehousing operations	• 3 dB(A) LAeq neutral conditions • 7 dB(A) LAeq noise enhancing conditions
Project Stages 1A, 1B and 2 full build operations	• 10dB (A) LAeq neutral conditions • 12dB (A) LAeq noise enhancing conditions

Note: All noise levels in dB(A) to nearest decibel. LAeq = equivalent continuous (energy average) A-weighted sound pressure level.

Vibration impacts

- No exceedances of construction or operational vibration criteria were predicted and vibration impacts are expected to be minor and manageable through standard mitigation measures.

Proposed noise mitigation measures

A suite of mitigation measures is proposed to manage construction and operation noise and vibration impacts. Mitigation measures would be developed to ensure long term compliance with operational noise goals. Some of these measures are subject to further detailed assessment as part of the detailed design stage of project development.

Key measures may include:

- Restricting construction works to standard construction hours unless essential and approved, for example when required for safety reasons.
- Developing the project design and equipment to minimise noise. This could include using noise reduction barriers such as noise walls and earth mounds, silencers on plant and equipment, equipment covers, and tonal reversing alarms, amongst others.
- Undertaking noisy construction work during the less sensitive evening period when works are required outside of the standard daytime hours, where practical.
- Ongoing community consultation and complaints management process.
- Ongoing monitoring of noise levels.

Factsheet: Traffic, transport and access

Existing conditions

- The road network near the project site comprises local roads — notably Moorebank Avenue, Anzac Road, Bapaume Road and Cambridge Avenue - as well as strategic roads, including the Hume Highway (a National road) and the M5 Motorway.
- At present, a number of these roads are known to experience congestion, particularly the M5 Motorway over the Georges River between Moorebank Avenue and the Hume Highway, and various intersections along Moorebank Avenue.
- Transport modelling has shown that without the project, the performance of the intersections between Moorebank Avenue and Anzac Road and Bapaume Road would progressively deteriorate over time due to growth in background traffic. In particular, the Moorebank Avenue and Bapaume Road intersection is forecast to continue to operate at a Level of Service of F, which is a classification defined as unsatisfactory and involves extensive traffic delays.
- The Southern Sydney Freight Line (SSFL) – the main southbound rail freight line in Sydney and the proposed rail line for trains between Port Botany and the terminal – runs parallel to the western border of the project site, within the Main South Rail Line corridor. The East Hills (passenger) Rail Line runs west to east, to the south of the project site, but would not be affected by the Moorebank Intermodal Terminal.

Potential impacts of the terminal

During construction:

- The project has the potential to increase traffic and congestion on key local roads and to consequently increase journey times during construction of the terminal. However, under the preliminary concept design, impacts would be minimised by design and mitigation measures that include early construction of an upgrade to Moorebank Avenue.
- Construction traffic access would largely be via Moorebank Avenue (north of the East Hills Railway Line) and the M5 Motorway; however, some access, including access by construction staff cars, is also likely to be required through local streets in Casula for the purpose of constructing the rail link to the SSFL including access via Shepherd Street to the north of the site.
- Some short-term partial and full road closures may be required during construction (most likely at night).

During operation:

- The terminal would reduce the growth in road-based freight trips in Sydney, leading to significant benefits for the regional road network, including a reduction of approximately 67,000 truck vehicle kilometres travelled per day in the Sydney region by 2031.
- If the terminal is developed according to the preliminary concept design, once it is operating at capacity, which is assumed to be from around 2025 - 2030, it will generate around 5,100 heavy vehicle movements per day. This will involve 2,550 vehicles inbound and 2,550 outbound from the site, with another 5,200 light vehicle movements associated with warehousing and staff access, such as light trucks and passenger vehicles, which is made up of 2,600 inbound and 2,600 outbound from the site.

Potential impacts of the terminal during operation continued...

- Under the preliminary concept design, most of these vehicles, including all trucks associated with container movements, are expected to travel along Moorebank Avenue, the M5 Motorway and local road intersections in the vicinity of site; however, impacts would be minimised by the proposed upgrade to Moorebank Avenue.
- Overall, the upgraded intersections on Moorebank Avenue would operate slightly better than the existing road network, with a good Level of Service and acceptable delay times. The Hume Highway/ M5 Motorway intersection was the only intersection in the vicinity of the terminal predicted to experience a reduction in Level of Service due to the project (from E to F by 2030).
- As the M5 Motorway is located between Port Botany and the terminal, it has greater potential to be affected by the project than most of the other road corridors. Development of the project is likely to have a small impact on vehicle speeds on the M7 Motorway and other roads surrounding the project site. However, on the whole, the Sydney road network would experience road speed benefits, equating to reduced growth in traffic congestion, particularly on the M5 Motorway (east of Moorebank Avenue), the M2 Motorway and in the inner western suburbs. Overall, impacts on surrounding road infrastructure are predicted to be negligible.
- The terminal will be designed so that there would be no need for heavy vehicle parking on Moorebank Avenue.
- Additional rail trips would be generated by the import-export freight terminal and ultimately there would be up to 42 train movements per day. These additional movements would be within the approved capacity of the SSFL and would not impact on passenger rail services.
- Trains for the interstate freight terminal, which will ultimately involve up to 42 train movements per week, would also travel on the SSFL and the wider metropolitan freight network and beyond.

Proposed mitigation measures

The NSW government has committed to working with the Australian government and the project proponent to minimise impacts of the project on the surrounding road network, including upgrading of the surrounding road network in some cases.

Additionally, a large suite of construction and operational mitigation measures is also proposed to minimise traffic, transport and access impacts of the project. Key measures in the preliminary concept deign include:

- Widening of Moorebank Avenue to a dual carriageway (four lanes), redevelopment of the Moorebank Avenue/Anzac Road intersection, and development of new intersections for the access points along Moorebank Avenue – these intersection improvements would occur early, prior to the commencement of operations
- Provision of car parking on site for both construction and operation to avoid the need for workers to park on local streets
- ‘Trouble truck’ parking on site for trucks that arrive outside of their allotted time so they don’t have to park on Moorebank Avenue
- Scheduling of truck arrivals to avoid congestion
- Preparation of detailed traffic management plans as part of the construction environmental management plans and an operational environmental management plan for the terminal
- Ongoing community consultation.

MOOREBANK INTERMODAL COMPANY

No Intermodal Committee briefing

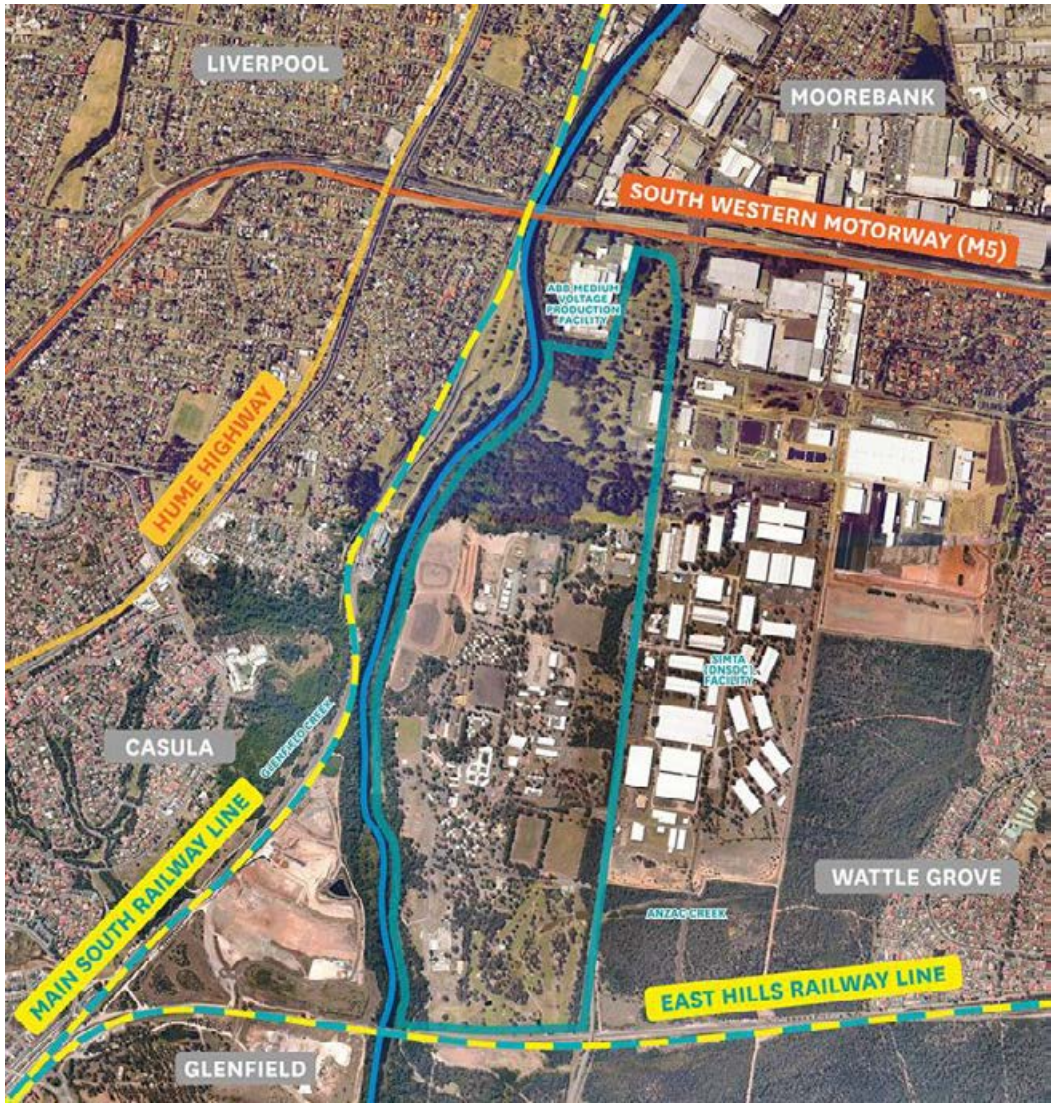
1 July 2014

Presentation overview

- Project status – Ian Hunt, CEO Moorebank Intermodal Company
  - questions
- Community consultation – Lucy Cole-Edelstein, Straight Talk
  - questions
- Impacts and mitigation – Ian Hunt, CEO Moorebank Intermodal Company
  - community benefits
  - Citizens' Jury (Lucy Cole-Edelstein)
  - questions

Location benefits

- Link to port - MFN and SSFL
- Proximity to road links - M5 and M7
- Import-export capacity ~ 1.2 million containers (TEUs)
- 0.5 million interstate freight containers (TEUs)
- Long interstate trains: up to 1.8km
- Owned by Commonwealth
- Adjacent to the Sydney Intermodal Terminal Alliance (SIMTA) site
- Nearby warehousing land



Project status

- Procurement
  - request for EOI closed February 2014
  - direct negotiation with Sydney Intermodal Terminal Alliance (SIMTA) for up to six months
  - two other respondents on standby
  - select preferred operator/builder – end 2014
- If Moorebank intermodal and SIMTA intermodal combine
  - One terminal handling 1.1 to 1.2 million TEU of IMEX freight and 0.5 million TEU of interstate freight p/a at full capacity (no change in capacity)
  - capacity limited by railway line from Port Botany
  - 'whole of precinct' approach – more efficient, more space for onsite warehousing

Project status

- Environmental Impact Statement (EIS)
  - NSW and Commonwealth approvals
  - initial technical studies complete – impacts on air, water, traffic, health etc.
  - further studies underway
  - EIS will be publicly exhibited – Q3 2014

- EIS further studies
  - two additional options for trains to access the terminal – at south and centre of western boundary
  - additional warehousing and associated traffic
  - peer review of technical studies – air, noise, health, traffic
  - additional traffic modelling

Project status

- Delivery
  - Defence vacates site – Q2 2015
  - site rehabilitation commences – Q3 2015
  - terminal development work commences – Q1 2016
  - terminal operations commence – Q1 2018

Project status

»Questions

Community consultation

- Information sessions held late 2013
  - feedback report on MIC website
- Regular updates
  - register on website
  - newsletters – quarterly
  - small group meetings
- EIS exhibition
  - concept approval – Q2 2015
  - project approval – Q1 2016

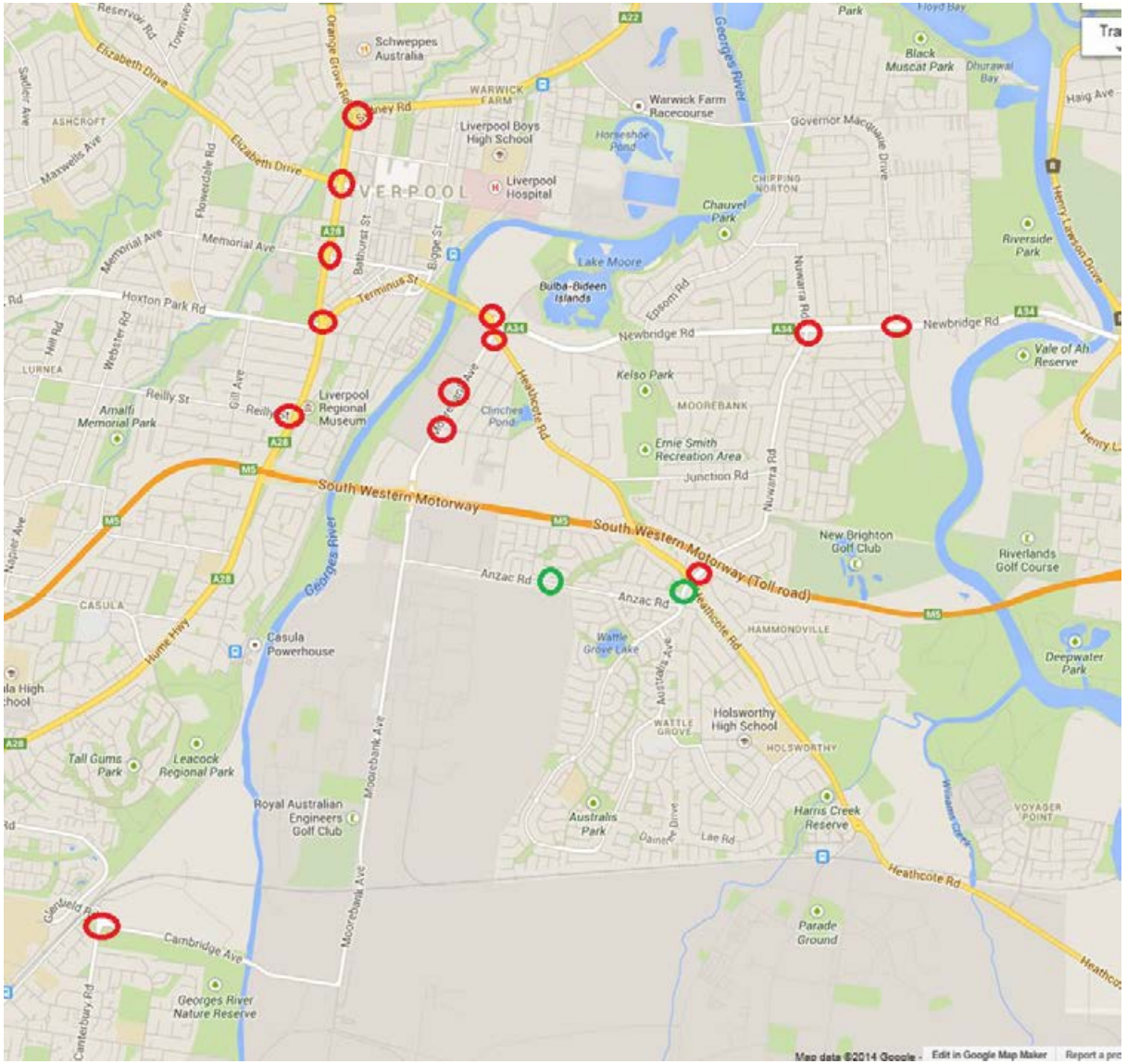
Community consultation

»Questions

Traffic impacts and mitigation

- Overall impacts
  - adds almost 4% (417 vehicles) to M5 Motorway traffic at Moorebank during peak periods
- Moorebank Avenue
  - upgrade to two lanes each way
  - expand the Moorebank Avenue/Anzac Road intersection
  - road access points to terminal
- Further studies
  - analysis of traffic impact at 13 local intersections, M5 and Hume Hwy
  - trip generation rates – updated origin destination information, extra warehousing
  - possible solutions to M5 weave
  - possible southern access route via Cambridge Avenue

Traffic impacts and mitigation



Project impacts

- Air quality
  - monitoring underway, available on MIC website
  - existing air quality generally well within guidelines – this will continue
  - Human Health Risk Assessment and Health Impact Assessment consider the impact of air pollution on the local community using the most current studies by the WHO, US Environmental Protection Agency and Australian Government
- Water quality
  - monitoring underway, available on MIC website
  - technical studies show current water quality would be maintained or improved
  - studies show no significant impact to any threatened species or ecological community
- Noise trends
  - monitoring underway, available on MIC website
  - mitigation will be implemented to reduce noise to within regulatory guidelines

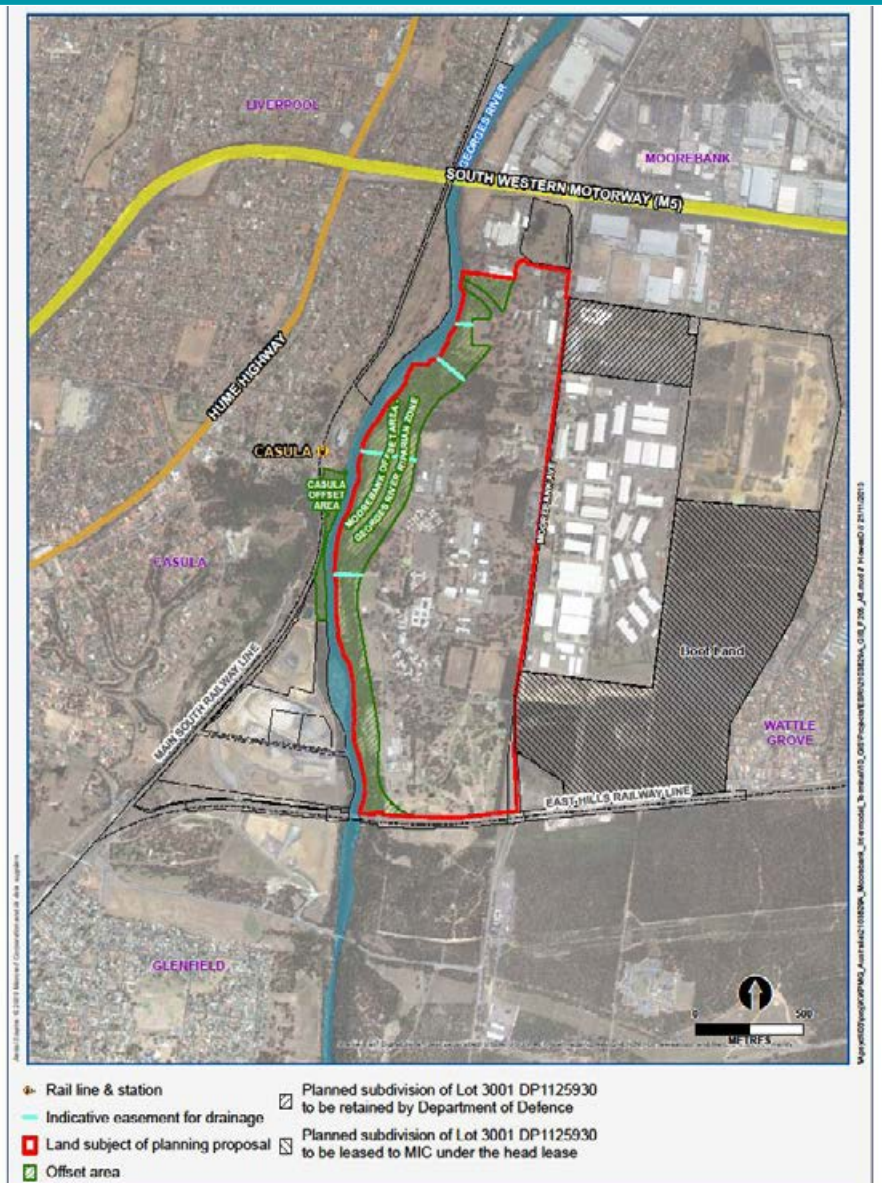
Project impacts continued

- Human health
  - study considered 24 potential environmental, socio-economic and sustainability impacts with detailed evaluation of air, traffic and noise
  - terminal not expected to have adverse health impacts
- Visual amenity
  - can be offset through building set-backs, height controls, landscaping
- Light spill
  - minimised using lower, more frequent light poles, ‘cut-off’ style lighting

Environmental matters

- Managing waste
  - waste minimised and managed sustainably through waste management plan
  - no significant impacts identified
- Biodiversity
  - up to 40 hectares of vegetation to be cleared
  - technical assessments show no significant impact to any threatened species or ecological community
  - long-term weed removal and restoration of vegetation along the Georges River
  - provision of biodiversity offset land to compensate for on-site vegetation clearing

Offset land

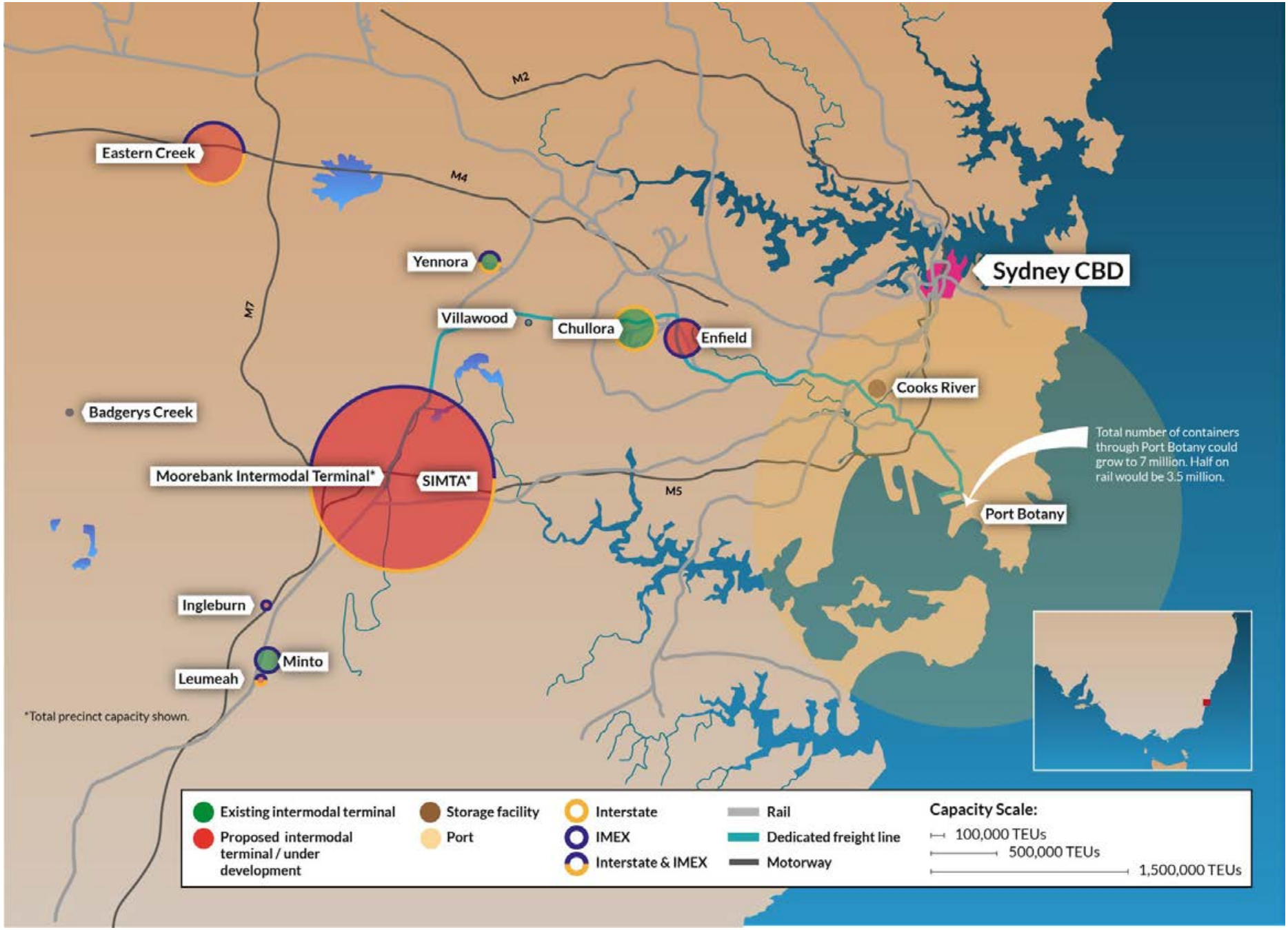

LIVERPOOL
GEORGES RIVER
MOOREBANK
SOUTH WESTERN MOTORWAY (M5)
HUME HIGHWAY
CASULA
CASULA OFFSET AREA
MOOREBANK OFFSET AREA, GEORGES RIVER RIPARIAN ZONE
CASULA
MAIN SOUTH RAILWAY LINE
Flood Land
WATTLE GROVE
EAST HILLS RAILWAY LINE
GLENFIELD
0
500
METRES
Rail line & station
Indicative easement for drainage
Land subject of planning proposal
Offset area
Planned subdivision of Lot 3001 DP1125930 to be retained by Department of Defence
Planned subdivision of Lot 3001 DP1125930 to be leased to MIC under the head lease

Community benefits

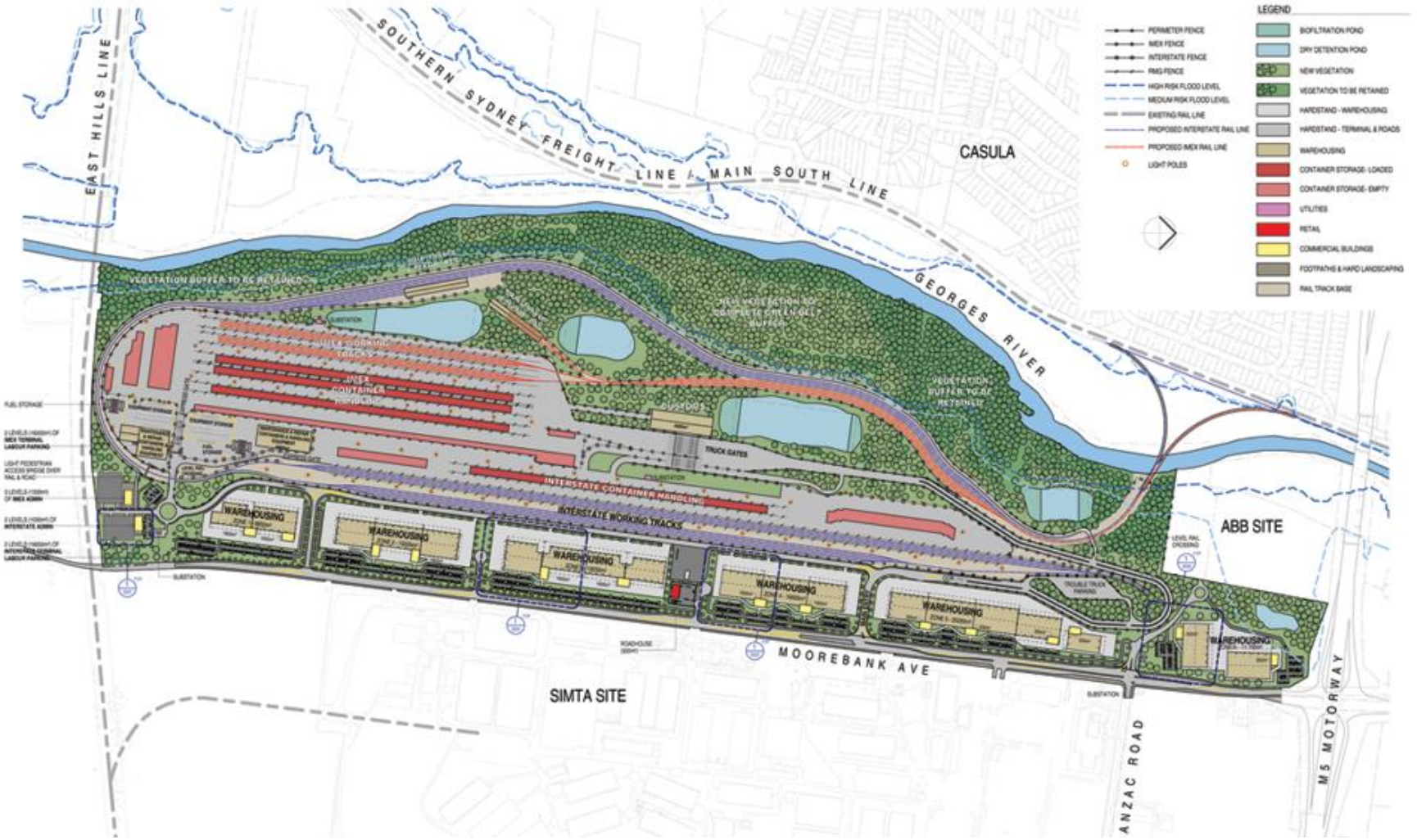
- Possible public benefit measures
  - local projects (consult with Liverpool City Council)
  - measures chosen by Citizens' Jury
  - other measures e.g. public access to conservation land
- Citizens' jury
  - to develop a $1 million program to benefit local residents
  - newDemocracy – an independent, non-partisan research foundation – will oversee the jury
  - 30 participants are being randomly selected from near terminal and M5
  - jury will meet between late July and September 2014
  - community members can submit ideas by 9 August 2014

Impacts and community benefits

»Questions


M2
M4
M7
M5
Eastern Creek
Yennora
Villawood
Chullora
Enfield
Sydney CBD
Cooks River
Badgerys Creek
Moorebank Intermodal Terminal*
SIMTA*
Total number of containers through Port Botany could grow to 7 million. Half on rail would be 3.5 million.
Port Botany
Ingleburn
Minto
Leumeah
*Total precinct capacity shown.
Existing intermodal terminal
Proposed intermodal terminal / under development
Storage facility
Port
Interstate
IMEX
Interstate & IMEX
Rail
Dedicated freight line
Motorway
Capacity Scale:
100,000 TEUs
500,000 TEUs
1,500,000 TEUs

Concept design



Actual design to be determined by private sector operator proponent

D.6 Community information session outcomes

Summary Report – Community Information Sessions
31 October 2011

PURPOSE

This report has been prepared by Kreab Gavin Anderson (KGA) to provide the Moorebank Information Office (MPO) with a summary of the Community Information Sessions held on 28 and 29 October 2011.

BACKGROUND

Two information sessions were organised by KGA following advice from Parsons Brinckerhoff (PB) that the sessions would be required as part of the process of community engagement for the Environmental Impact Statement (EIS) process.

Based on geography and past community interactions, two venues were secured in Wattle Grove and Casula where it was felt the maximum number of people could attend. A Friday afternoon/evening and Saturday morning/afternoon were selected based on venue availability and past consultation practice. The session team providing consisted of MPO, Parsons Brinckerhoff, KGA and GHD. Session materials included information display panels, large-scale maps, a 16-page booklet and feedback forms.

Publicity for the sessions was achieved through:

- A Community Update mailed to 10,000 households.
- Display advertising in the *Liverpool Leader* (two rounds), *Liverpool City Champion* (two rounds) and *Daily Telegraph*.
- Interviews with the *Leader* and *Champion*.
- Two email blasts to project email subscribers.
- The project website.
- Calls or emails to selected stakeholders including NSW Government, councils and peak bodies.

SUMMARY

Attendance

- The sessions were well attended with 150 local residents and stakeholder participating. Most came to the Wattle Grove session (112) on the Friday. For this type of event numbers should be considered a good result.
- Attendees included residents who have been in contact with the project from the outset and residents who have not previously contacted MPO. Two thirds of those who attended agreed to provide their details in an attendance register to enable MPO to add additional people to the subscription email list. The attendance record suggests most attendees came from Wattle Grove.
- The only identified MP in attendance was the State Member for Menai, Melanie Gibbons MP. A former Greens State Election candidate who has previously approached MPO, Signe Westerberg, also attended. Transport for NSW also sent a representative.
- No media identified themselves. A small protest was held outside and signatures collected for a petition.

Issues

- Many attendees expressed concerns about the impact of the project on the area and wanted it known that they opposed it. A number expressed the view that the project was a 'done deal'.

- The majority of those expressing an opposition to the project felt that the area was residential and that an IMT was consequently incompatible. Most people did not dispute the rationale for the project itself, only the location. They believed other sites, such as Eastern Creek, were more appropriate.

- Attendees raised questions about how an IMT could be made to work from one point of view or another. The key issues they raised in this regard were traffic, as they felt the area was already very congested, air quality/human health and noise.

- The management of the M5 Motorway/Moorebank Avenue intersection and rat running on Anzac Road by trucks were raised as specific traffic issues.

- A number of people expressed the opinion that health standards in Liverpool were poor and that an IMT would make the situation worse.

- In some cases they based their concerns on past experience of other projects, such as the Southern Sydney Freight Line, particularly in relation to noise.

- Many people were confused about the difference between SIMTA and the IMT project and raised cumulative impact as an issue.

- Many people were unclear about the planning process and where the project was up to in terms of the environmental assessment and approval steps.

- A number of people raised issues of around inconsistency about future use of the land. They reported having been told in the past by one source or another, including developers and Liverpool Council, that the land would be sold for housing or as a business park.

- Feedback forms were used to gather on the spot information about issues, the quality of the sessions themselves and future interest in the project. Around one in five attendees filled in a form on the day. While not statistically valid, the forms broadly reflect the verbal feedback received in terms of issues raised, namely inappropriate location, traffic, air quality, noise and adequacy of government consultation.

- Despite the strong turnout, a few residents raised concerns about the adequacy of the publicity for the sessions. Some said they had not received the Information Update and knew of other who had not received it. KGA has undertaken to look into this with the distribution provider. We note that many people reported having received the flyer in the Feedback Form.

CONCLUSION

KGA considers the sessions succeeded in widening public awareness of project information and enabling people to raise key concerns.

Few people came and left quickly. Most stayed for a considerable period viewing the displays and maps and asking questions. This suggests they were seeking information and taking in what had been presented. We expect there will be strong demand for more information at the time that the EIS is displayed. A summary of the attendance and feedback forms is attached overleaf.

STATISTICAL SUMMARY

Community Information Session 1:	**Community Information Session 2:**
Wattle Grove Community Centre Friday, 28 October 2011 3.30pm - 8pm	Hunts Comfort Inn Saturday, 29 October 2011 10am - 2pm

Numbers at a glance

	Info Session 1	Info Session 2	TOTAL
Attendees	112	38	150
Attendees who registered details	72	28	100
Feedback forms received	28	8	36
Information Papers issued	45	27	72
Known political representatives in attendance	2	-	2

Registered Attendees Summary

Out of the total 100 attendees that registered their details upon entering the sessions, 56 (56%) were from Wattle Grove, 7 (7%) were from Holsworthy, 12 (12%) resided in Casula, while 5 (5%) live in Moorebank and 4 (4%) were from Chipping Norton.

	Info Session 1	Info Session 2	TOTAL
Wattle Grove	43	13	56
Holsworthy	7	-	7
Casula	-	12	12
Macquarie Fields	1	-	1
Chipping Norton	4	-	4
Moorebank	3	2	5
Potts Point	1	-	1
Sutherland	1	-	1
Parramatta	1	-	1
Port Kembla	1	-	1
Liverpool	3	-	3
Hammondville	1	-	1
Menai	1	-	1
Padstow	1	-	1
Glenfield	2	-	2
Leppington	-	1	1
No suburb provided	2	-	2
TOTAL	**72**	**28**	**100**

Feedback Form Summary

The following section summarise raw data from feedback forms. While the information gathered is interesting to read and provided people with a direct opportunity for comment, it is not a representative sample of the community opinion gathered through social and market research methodology and not statistically valid. If further forms are received, KGA will update data attached.

Question 1. Personal details (optional)

In total 36 feedback forms were submitted. A summary of the feedback forms can be found below. This data has also been entered in Consultation Manager. Please note some community members provided more than one response to each question, while others did not answer every question.

Question 2. How did you hear about this information session?

Most people heard about the information session through the newspaper, MPO's direct mail to local homes or word of mouth.

	Info Session 1	Info Session 2	TOTAL
Community Update mailed to my home	7	3	**10**
Project website	1	2	**3**
Local newspaper	10	6	**16**
Word of mouth	6	4	**10**
SEWPaC website	1	-	**1**
Email subscription	5	2	**7**

Question 3. Did you find this information session useful?

Most people who responded to the survey said they found the session useful.

	Info Session 1	Info Session 2	TOTAL
Yes	10	6	**16**
No	7	2	**9**

If no, why not?

A total of 11 people expressed dissatisfaction with the sessions. The key reasons were either that they wanted more information or that the project itself was unacceptable.

	Info Session 1	Info Session 2	TOTAL
Did not provide information on traffic management and congestion	2	-	**2**
Did not provide information on future of SIMTA site and Commonwealth land	1	-	**1**
Project not being explained clearly/could not get information	2	-	**2**
Bad project for our community	2	-	**2**
No new information	1	1	**2**
Authorities not listening to local concerns	1	-	**1**
Information old and therefore accurate	-	1	**1**

Question 4. What topics would you like more information about in the future?

The top three topics that the community would like more information on are the likely impacts that they believe will directly affect them – noise, air quality/pollution/health and traffic. Among traffic issues, the M5 Motorway/Moorebank Avenue intersection and rat running on Anzac Road were specifically mentioned.

	Info Session 1	Info Session 2	TOTAL
Noise	5	5	**10**
Pollution – Air Quality	4	4	**8**
Traffic congestion	4	2	**6**
Rail volume projections/container volumes	2	4	**6**
Moorebank Avenue/M5 Motorway intersection traffic management	4	-	**4**
Environmental impact	3	-	**3**
General project update	1	2	**3**
Light spill	1	2	**3**
SIMTA vs. Moorebank Project Office (MPO) project – what will happen?	2	-	**2**
Anzac Road traffic management	2	-	**2**
Accuracy of air quality and noise studies based on assumptions	2	-	**2**
What public health mitigation measures are proposed?	2	-	**2**
Alternative locations to Moorebank site	2	-	**2**
Effect on property values	1	-	**1**
East Hills line used for freight	1	-	**1**
Future use of Defence land between Wattle Grove and SIMTA	1	-	**1**
Future of SME site if IMT does not go ahead	-	1	**1**
Different options for rail bridge	-	1	**1**
Benefits for local area	-	1	**1**

Question 5. What is the main way you receive information about the study?

Again the local newspapers and direct mail were the main ways people stay in touch with the study.

	Info Session 1	Info Session 2	TOTAL
Community Update mailed to my home	10	5	15
Project website	5	3	8
Local newspaper	13	6	19
Internet	1	-	1
Email subscription	1	1	2

Question 6. Which of the project's information channels have you used?

The website was reportedly the main channel used by people proactively looking for information. A number of people had never used the project's information channels.

	Info Session 1	Info Session 2	TOTAL
1300 information line	1	-	**1**
Project website	12	6	**18**
Email enquiry	3	2	**5**
None	9	1	**10**

Question 7. Will you attend future information sessions?

All those who filled in a form said they intend to come to future sessions.

	Info Session 1	Info Session 2	TOTAL
Yes	23	8	**31**
No	0	0	**0**

Any other comments?

	Session 1	Session 2
Traffic	• Traffic is unbearable already. • Don't want the project to proceed because of traffic increases. • Will create more traffic problems. • Strongly oppose the project in a condensed population with already congested traffic. > How will trucks move onto the M7 if an additional bridge over Georges River is added? > This project should be stopped. We don't need more trucks going through the area. Roads will be damaged. > Concerned about the level of traffic and pollution in our local area that will be created. > Southwest Sydney already experiences traffic congestion (stand still) and air pollution – why is this being considered when I bought in the area. > Extend Moorebank Avenue (give us more lanes) if you are going to use the M5 Motorway for your profit. > Traffic is currently ridiculous, especially with residential growth.	• Improvement to M5/Moorebank Avenue intersection is a must do if the proposal is to even be considered.
Noise	• Noise concerns. • Pollution concerns. • Don't want the project to proceed because of noise.	• I would like noise monitoring at my home – please call me as I've been told my area (White Way Casula) has had no testing done.
Air quality	• Don't want the project to proceed because of air quality. • We don't need more trucks and fumes in the area.	
Better site elsewhere	• Right idea – wrong site. • Look at other options. > It's necessary but locating it in Moorebank is wrong and inhumane. Please consider other alternatives. > I don't think it's a feasible site. Infrastructure doesn't support it. > Project should be relocated away from residential areas. > Why it is necessary in the middle of a residential area – many other sites (suggested Bankstown, Moorebank, Ingleburn etc.).	• Not good for the area, should go to Bringelly. • I still feel this is the wrong area for such a project. A better site should be found.
Positive about the information session	• Thanks, useful conversation • Session was informative and representatives were well informed and courteous	• Thank you David French for assistance.

	Session 1	Session 2
SIMTA/MPO	• MPO and SIMTA are not in sustainable locations. If M4 is completed, this site will eventually be made redundant.	
Design	• I can't believe this project will go ahead with the way the assessments are currently being carried out. • A business park should be put here to create more jobs – much better idea than an intermodal. > Warehousing shouldn't be included in this project – it's not an intermodal.	• ARTC, RTA and MPO should discuss noise issues. Why is the flyover designed before the site layout? > Project is being designed to be cheap, not meet community requirements. Truck and train access should be underground.
Quality of life	• Don't want the project to proceed because of quality of life deterioration. • Concerned about the quality of life at Wattle Grove if it goes ahead.	• I don't believe residents' quality of life matters to the project.
Health	• Concerned for the health of local people. • My family have made this area our home and are distressed by the intermodal. • Result in toxicity, cancer and other diseases. > More dust and people's health will be affected. > Impact on health a major concern as the area is full of young families. > Health risks to the community are great. > The Government originally sold the area as healthy, friendly family environment.	
Project already approved	• Fearful that the project has already been approved. > Have impression that the decision has already been made and this is a process to justify it going ahead.	• Would like a copy of the customer research results. • Listen to the feedback.
Government role	• See press release submitted by community member.	
General objection to project	• Against the intermodal. • It's the last thing we need in the area. • We don't want this in our area. > I don't believe any government with any conscience would inflict this on a community. > If it's so logical, then perhaps the other project Mr Albanese should consider is the third runway in Botany Bay.	
Property values	> Our property values will be affected. Wattle Grove is a family suburb – please take notice of our comments	

D7 Community information session outcomes

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Introduction

Moorebank Intermodal Company (MIC) held three community information sessions about the Moorebank Intermodal Terminal in October and November 2013. This report outlines the issues raised at the sessions, MIC's response and the next steps for developing the terminal and consulting the community on controlling its impacts.

The information sessions were held in Casula on the evenings of Wednesday 30 October and Thursday 7 November 2013, and on the afternoon of Saturday 2 November, 2013. In total, around 85 community members attended the sessions, which gave them the opportunity to:

- view 12 different information boards about various aspects of the project and the results of technical studies, including the potential impacts of the intermodal terminal;
- hear a short presentation about the terminal by the Chief Executive Officer of MIC, Ian Hunt;
- ask questions about the project during an open question and answer session;
- discuss the project with members of the technical team and ask questions about the the terminal and any potential impacts; and
- take away fact sheets on some of the technical studies and the potential impacts of the terminal.

The fact sheets and the information boards can be viewed on MIC's website: www.micl.com.au.

During the information sessions, details were provided on:

- the intermodal terminal and what it will do;
- why Moorebank is the most suitable site for the next intermodal terminal in Sydney;
- the preliminary concept design and the technical studies undertaken;
- potential impacts of the terminal and how these can be managed, including:
  - traffic;
  - visual impacts and light spill;
  - air quality and human health;
  - noise and vibration;
  - riverside amenity and the Casula Powerhouse Arts Centre; and
  - other environmental matters;
- cumulative impacts of the terminal and the proposed SIMTA (Sydney Intermodal Terminal Alliance) development;
- economic and social impacts and benefits; and
- next steps in development of the terminal.

The community information sessions *included a presentation by MIC CEO, Ian Hunt, and a question and answer session.*

During the open question and answer sessions and the one-on-one discussions, MIC team members took note of questions that were raised about the terminal and its potential impacts. Also noted were the suggestions community members made for how

the impacts could be reduced and the matters that were of most concern to attendees. This report sets out MIC's response to these questions and suggestions.

What was raised and how does MIC respond?

MIC has reviewed the questions and comments that were raised during the information sessions. Below are the details of its response to the main issues that attendees raised and the commitments it is making in relation to those matters.

Traffic

The impact of the intermodal terminal on traffic in the local area was the main issue of concern to most community members who attended the information sessions. This concern centred on the congestion that is currently experienced in the area, particularly on the M5 Motorway, and the current use of local roads by heavy trucks, and the belief that these issues will increase as a result of the terminal.

MIC's Response

MIC acknowledges the concerns about the traffic impacts of the terminal. MIC is doing more work to better understand these impacts and how they can be addressed. The initial analysis of the traffic impacts is outlined below, along with the work that is being done to better understand and manage the impacts.

Initial traffic impact studies

The initial traffic impact studies found:

- the terminal will allow more freight to make part of its journey by train, which will reduce the growth in the number of trucks on Sydney's road network, including on the M5 Motorway to the east of Moorebank, the M2 Motorway and in the inner western suburbs;
- once the import-export terminal and the interstate terminal are both fully operational, which could occur around 2030, there would be about 2,550 heavy vehicles (semi-trailers and B-doubles) and 2,600 light vehicles (cars and light trucks) entering the terminal each day, and the same number leaving;
- even without the intermodal, congestion at intersections around the terminal will get worse over time as general traffic volumes grow;
- if there are no new road upgrades, the terminal will contribute to this growth in congestion around the terminal;
- the preliminary concept design includes some upgrades, including widening Moorebank Avenue to four lanes and some intersection upgrades. With these upgrades:
  - the intersections on Moorebank Avenue would operate slightly better than the existing road network; but
  - there would still be a reduction in the performance of the Hume Highway/M5 Motorway intersection; and
  - the terminal would increase traffic on the M5 Motorway heading west from Moorebank – during the busy peak periods, traffic from the terminal would add a little under 4 per cent to traffic already on the M5 Motorway.

Next steps

More traffic modelling: MIC will carry out some further traffic modelling to determine the potential impacts of the terminal on a broader set of intersections that could be affected by the terminal. This will be done in the first quarter of 2014 and the results will be made public when it is completed.

The traffic impact studies will also be updated when detailed designs for the terminal are prepared. The terminal developer (who is being selected through MIC's procurement process) will be responsible for preparing detailed designs for the terminal.

The revised traffic impact studies will be included in the Environmental Impact Statement (EIS) for the terminal which will be placed on public display when it is complete. This is likely to happen after the selection of the terminal developer.

Road upgrade investigations: MIC is also working with NSW Roads and Maritime Services (RMS) and Transport for NSW (TfNSW) to investigate solutions to the traffic impacts of the terminal. MIC will also work with the owners of the M5 and M7 Motorways to identify solutions to some of the impacts.

The work being done by MIC includes investigating:

- a possible southern road access route to the terminal via Cambridge Avenue and an associated upgrade of Cambridge Avenue;
- a possible new road in the corridor to the M5 and M7 Motorways (an initiative recommended by some community participants at the information sessions);
- measures to address the 'weave' issue on the M5 Motorway section where traffic entering the motorway from Moorebank Avenue crosses paths with traffic exiting to the Hume Highway; and
- measures to prevent other traffic impacts, like 'rat running'.

Rail access

A number of comments and questions were raised at the community information sessions about the rail access to the Moorebank intermodal site and whether a northern rail access point is the better option. The concerns raised related to noise impacts from freight trains passing residential areas and 'wheel squeal' associated with trains on tight radius curves on the access bridges.

MIC's Response

The preliminary concept design for the intermodal terminal includes rail access at the northern end of the site. This location was chosen on the basis of the site's physical features. However, the final rail access point to the site will be dependent on:

- the design prepared by the proponent who wins the right to develop and operate the terminal; and
- environmental and planning approvals being granted for that design.

Regardless of the location of the rail entry proposed by the terminal developer, environmental and planning regulators from the NSW and Commonwealth Governments will need to be satisfied that the impacts of the rail access can be controlled before they will grant approval for it to be built - in particular, that noise levels meet the relevant guidelines.

MIC has begun a process to select a private sector operator and developer of the terminal. The first step is an Expression of Interest (EOI), responses to which are due to MIC in late February 2014.

MIC has asked potential EOI respondents to indicate if they have a preference for the location of the rail entry to the terminal. The response to this question will determine the next steps taken by MIC to assess the impacts of the rail access to the terminal.

MIC is also investigating ways to reduce wheel squeal, such as rail lubrication and rolling stock selection, drawing on local and international research.

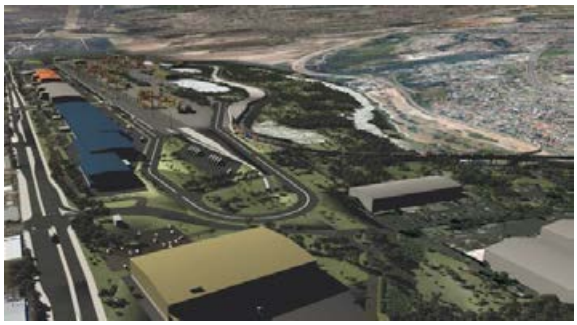

Figure 1. *An artist's impression of the preliminary concept design for the terminal, including the northern rail link option from the Southern Sydney Freight Line.*

Air quality and human health

Attendees at the information sessions were concerned about the terminal's impact on local air quality and human health. A key concern about air quality related to the particulate matter contained in diesel emissions from the trucks and trains that will use the terminal.

The concerns centred on a belief that the area already has poorer air quality and higher levels of asthma and other respiratory illnesses than other parts of Sydney.

Community members also referred to a study about the health impacts of an intermodal terminal in the United States. This study caused scepticism about the results of MIC's studies of the terminal's impact on air quality and human health in the local area.

At the information sessions, *community members had an opportunity to view information on the project and discuss the potential impacts with the technical team.*

MIC's Response

MIC's initial studies found that air quality in the Liverpool area has been improving over time (as it has in Sydney generally) and meets Government air quality goals. The studies also found the terminal will have a small incremental impact on local air quality, but this will not affect performance against air quality goals or negatively affect human health.

Further information on the initial air quality and health impact studies is in the fact sheets on MIC's website. Given that particulate matter (PM) is of particular concern to community members, the results of the PM studies are explained below.

PM are small airborne particles derived from natural processes (e.g. bush fires) and human activities (e.g. fuel combustion). PM_{10} comprises particles with a diameter less than 10 micrometres and $PM_{2.5}$ particles have a diameter less than 2.5 micrometres.

Government goals apply to PM levels as exposure to PM is linked to various health effects, particularly on respiratory and cardiovascular systems.

Current PM levels

The study began by gathering baseline data on current air quality in the local area.

The baseline data was mainly taken from the NSW EPA (Environment Protection Authority) monitoring station at Liverpool. Some data from the Prospect station was used when Liverpool data was not available (as the data sets were found to be similar).

The baseline data showed:

- PM_{10} levels in Liverpool have been fairly steady in recent years, while $PM_{2.5}$ has remained at similar levels with a greater number of peaks when there have been fires or drought;
- the government goals for daily average volumes of PM_{10} and $PM_{2.5}$ are met most of the time and only exceeded occasionally (i.e. around 0-3 days per year) due to events such as hazard reduction burning;
    - the goals allow for up to five exceedances a year to take account of events such as bushfires and dust storms;
- when the daily PM goals are exceeded, the exceedance is generally not large, however an unusual event in September 2009 (the dust storm across much of eastern NSW) caused a reading over 30-times the PM_{10} limit; and
- the annual average PM_{10} and $PM_{2.5}$ levels are consistently well below the government goals.

Table 1 shows the PM levels in Liverpool for the five years to 2012 including the annual average and

maximum daily averages and the number of days government goals were exceeded.

Table 1. *Particulate Matter in Liverpool, 2008-2012*

	PM_{10} annual avg[a]	PM_{10} max daily avg[a]	PM_{10} days over goal	$PM_{2.5}$ annual avg[a]	$PM_{2.5}$ max daily avg[a]	$PM_{2.5}$ days over goal
Goal	*30*	*50*	*5*	*8*	*25*	*n/a*
2008	18	54	1	6	32	1
2009	26	1580	8	8	268	3
2010	17	41	0	6	22	0
2011	18	69	1	6	38	2
2012[b]	19	43	0	8	25	0

[a] all averages are in µg/m³ (micrograms per cubic metre); [b] Data for January 2012-November 2012

Future PM levels

To predict future PM levels, the assessment added:

- the forecast volume of emissions from the Moorebank Intermodal Terminal at 35 sites near the terminal (Figure 2);
- forecast emissions from other approved developments in the area; and
- actual PM levels in the area in 2011.

Data from 2011 was used as the baseline year for the initial air quality study. Both the PM_{10} and the $PM_{2.5}$ goals were exceeded in 2011 (once for PM_{10} and twice for $PM_{2.5}$), which influenced the predicted impacts of the terminal on PM levels.

The assessment included the impact of the local climate based on historical observed climate conditions, including:

- local wind patterns and the temperature inversion that can be caused by the local terrain – which can affect the rate of dispersion and dilution of air pollutants; and
- rainfall patterns – rain reduces dust and helps to remove airborne pollutants.

The study found that:

- the terminal's contribution to PM levels is small compared to the government goals;
- when the terminal is operating at capacity, the average *annual* PM levels would remain well below government goals;
- almost all of the time, the average *daily* PM levels would be well below government goals;
- the *daily* PM goals would only be exceeded on the few occasions when the goals are already exceeded due to other reasons (e.g. hazard reduction burning); and
- the terminal would not cause the goals to be exceeded any more times than they are at present.

These impacts could be overstated because the terminal's contribution to PM levels assumes no future improvements in emissions from diesel trucks and locomotives. If EURO 6 standards are introduced in Australia for heavy vehicles, PM emissions from compliant trucks could be reduced by as much as 50 per cent.

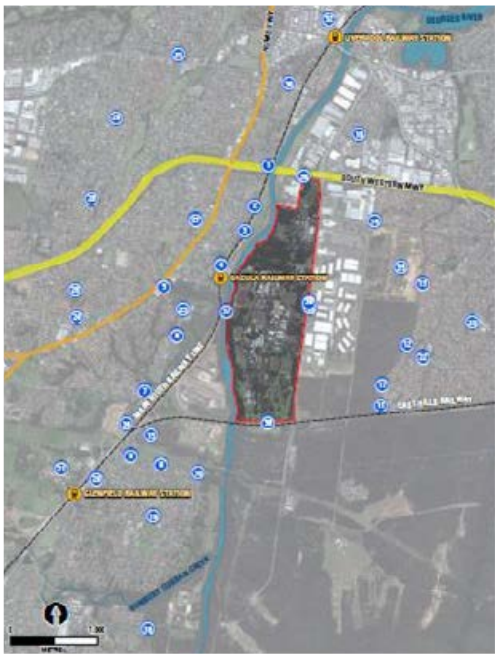

Figure 2. *The 35 sites (indicated by blue dots) where the local air quality impacts of the terminal were estimated.*

The results of the initial air quality impact study are in Table 2, which outlines:

- the baseline PM levels from 2011;
- the highest daily volume of PM produced by the terminal, and the highest daily total PM level (i.e. from all sources) – both expressed as the range of maximums experienced across the 35 sites studied; and
- the number of days the daily goals would be exceeded.

Table 2. *Particulate Matter levels when the terminal is operating at capacity (~2030)*

	Goal[a]	Base-line PM	PM from terminal[a] (range[b])	Total PM[a] (range[b])	Days over goal	Extra days over goal
Highest Daily PM_{10}	50	68.8	0.4-4.1	69-70	1	0
Annual PM_{10}	30	16.8	0.0-1.6	17-18	na	na
Highest Daily $PM_{2.5}$	25	38	0.3-4.1	38-39	2	0
Annual $PM_{2.5}$	8	5.9	0.02-1.6	6-7.5	na	na

[a]figures expressed in $\mu g/m^3$; [b]range of outcomes at the 35 sites where local air quality impacts were modelled.

Note that the daily PM levels in Table 2 are the highest daily average levels that would be experienced over the course of a year. The annual PM level is the average daily level over a year.

The above impacts relate to when the terminal is operating. Impacts will be higher but temporary while the terminal is being built due to the dust created during construction works.

Next steps

Other studies: At the information sessions, some community members referred to a US study of potential health impacts from the proposed Baltimore-Washington rail intermodal in the United States. MIC will review this study to ensure that all relevant factors have been considered in the health and air quality impact studies for the Moorebank terminal.

However, care should be taken in applying the Baltimore-Washington study's findings to Moorebank as there are differences between the two projects. For example, the baseline air quality conditions and the future emissions from the terminals are different.

Further, Australian goals for PM levels are different from those set by the US Environment Protection Agency (EPA) and the World Health Organisation (WHO). For example, the annual goals for $PM_{2.5}$ are 8 $\mu g/m^3$ in Australian, 12 $\mu g/m^3$ for the US EPA and 10 $\mu g/m^3$ for the WHO. The Annual PM_{10} goal in Australia (30 $\mu g/m^3$) is higher than the WHO goal (20 $\mu g/m^3$)

Data and modelling: MIC is collecting data from a new air quality monitoring station on the intermodal site. This data will provide better baseline information on current air quality conditions.

This data will be made available on MIC's website from early in 2014. It will be updated regularly as new data is collected.

This data will be used when the air quality and human health impact studies are updated. The studies will be updated when the detailed designs for the terminal are prepared by the terminal developer.

The revised studies will be included in the Environmental Impact Statement (EIS) for the terminal which will be placed on public display when it is complete.

Cumulative impacts of other proposals

At the information sessions, some confusion was expressed about there being two proposals for intermodal terminals in the Moorebank area – the government's Moorebank Intermodal Terminal on the west side of Moorebank Avenue and the SIMTA (Sydney Intermodal Terminal Alliance) proposal on the eastern side of Moorebank Avenue.

There was concern that there would end up being two intermodal terminals developed, which would result in even more impact on the local community.

Figure 3. *The Moorebank Intermodal Terminal site (green), the SIMTA site (pink) and the new site of the Defence National Storage and Distribution Centre (orange).*

MIC's Response

The NSW Government has advised MIC that the freight rail line between Port Botany and Moorebank, even with future upgrades, can only support an intermodal with a capacity of around 1.2 million import-export (IMEX) containers per year.

This places a limit on the number of IMEX containers that can be taken to and from Moorebank by rail, and means that there would not be a 1.2 million container Moorebank IMEX Terminal developed alongside a 1 million container SIMTA terminal.

However, there could be a single terminal developed across the two sites with a maximum capacity of 1.2 million IMEX containers and additional warehousing, or just one of the two projects might proceed.

The final development depends on the outcome of MIC's procurement process, which is an open and competitive process that recently began with a call for EOIs.

The Moorebank Intermodal Terminal will also include an interstate freight terminal, which is separate from the IMEX terminal and not limited by the Port Botany-Moorebank freight rail line. The interstate terminal is proposed to have a capacity of 0.5 million containers per year.

Other impacts

Attendees at the information sessions also expressed some concerns about potential impacts of the terminal on noise levels, biodiversity, water quality in the Georges River and the Casula Powerhouse Arts Centre and parklands.

MIC's Response

MIC's initial technical studies predict that the terminal's impact on these matters can be managed so that they meet relevant state and federal guidelines.

This doesn't mean that people living in the areas surrounding the terminal will not be affected by its construction and/or operation but that the impacts will be within approved limits.

For example, a key principle is that the terminal should maintain or improve current water quality in the Georges River. The preliminary concept design for the terminal includes a number of measures to comply with this principle. This includes stormwater detention and treatment basins on the terminal site and other water sensitive urban design features.

MIC is also conducting water quality monitoring in the Georges River near the terminal. This will establish a baseline dataset against which future water quality can be compared. This data will be made available on the MIC website.

Once the final design of the terminal has been developed, an EIS will be prepared, which will:

- look at how the design will impact on the local community;
- assess the measures that will be taken to limit the impacts; and
- confirm the design can be built and operated within guidelines.

Once completed, the EIS will be released for comment by the community.

Information and consultation

Attendees at the information sessions expressed concerns about the transparency and accuracy of data used to support development of the terminal.

Attendees also expressed concerns about the level of consultation about the decision to proceed with the terminal and its impacts. Concerns were also raised about the extent to which MIC is consulting with all relevant groups, including those from non-English speaking backgrounds.

MIC's Response

Data accuracy and transparency: The technical studies have been prepared by subject-matter specialists using data collected through accredited methods. Key studies will also be subject to peer review.

The studies will underpin the EIS which, before exhibition, will be reviewed by the NSW Department of Planning and Infrastructure and the Commonwealth Department of Environment to ensure it deals with all relevant matters comprehensively and appropriately.

The technical studies will be updated and released publicly along with the EIS once the detailed designs for the terminal are prepared.

In the meantime, MIC will regularly publish the results of air quality, water quality and noise level monitoring. The first report will be available on the MIC website from early 2014.

Consultation: MIC was established to oversee development of the Moorebank Intermodal Terminal and is committed to consulting with the community about the way it does this.

MIC has a better understanding of the main issues concerning community members as a result of the issues raised at the information sessions, and in community submissions made on the SIMTA proposal and correspondence to MIC.

Community members at the information sessions also made a number of suggestions about ways to control and offset the impacts of the terminal. These suggestions ranged from installing hanging gardens on the walls of warehousing; to developing new roads to accommodate additional truck traffic; to creating a public recreation zone in the conservation land on the eastern bank of the Georges River.

These suggestions and the concerns raised by the local community will all be carefully considered as MIC works with the terminal developer to ensure the terminal has the smallest impact.

MIC will also work with the terminal developer and the community to identify ways to enhance the local benefits of the terminal, such as through supporting local jobs and youth training opportunities.

MIC will also continue to consult directly with the community as it develops the terminal, including by:

- giving regular progress updates to the community;
- inviting public comment on the EIS; and
- consulting on how to control the impacts of the terminal and enhance the local benefits.

Finally, MIC is providing a translation service so community members who don't have English as their first language can learn about and understand the project. MIC will also develop a strategy to ensure all interested community groups are involved in future community consultation.

Next steps

①	②	③	④	⑤	⑥	⑦
Community comment period on technical assessments	MIC to consider feedback from community information sessions	Select operator and developer for the terminal WE ARE HERE	Prepare detailed designs for the terminal	Refine environmental and social impact assessments	Community comment period on EIS and seek environmental planning approvals	Start construction (mid 2015) and operation of first stage (end 2017)

Summary of commitments from MIC

As a result of the issues that were raised at the information sessions, MIC is making a number of commitments to the community about how it will manage this project and keep the community informed about it.

	Commitment	Timeframe
a)	MIC will carry out further traffic modelling on key intersections that could be affected by the terminal.	This modelling will be done in the first quarter of 2014 and the results will be made public when it is completed.
b)	MIC is working with RMS and TfNSW and will work with the owners of the M5 and M7 Motorways to investigate solutions to the traffic impacts of the terminal.	MIC will report on this work as part of regular progress reports to the community.
c)	MIC has asked potential EOI respondents to indicate if they have a preference for the location of the rail entry to the terminal. The response to this will influence the assessment of the impacts of the rail access.	MIC will report on this issue as part of regular progress reports to the community.
d)	MIC will review the study on potential health impacts from the proposed Baltimore-Washington rail intermodal to ensure that all relevant factors have been considered in the health and air quality impact studies for the Moorebank terminal.	This review will be completed in early 2014 and will MIC will report on it as part of regular progress reports to the community.
e)	MIC will publish the results of air quality, water quality and noise level monitoring in the area.	This data will be on MIC's website from early 2014 and will be updated regularly.
f)	All of the technical studies (on traffic, noise, air quality, human health etc.) will be updated when the detailed designs for the terminal are prepared by the terminal developer and key studies will be peer reviewed. The studies will underpin the EIS for the terminal which will be exhibited publicly for community comment.	The EIS is likely to be publicly displayed after the selection of the terminal developer.
g)	MIC will consider the suggestions on ways to reduce the impact of the terminal and other issues raised by the community while working with the chosen proponent to ensure the construction and operation of the terminal has the possible impact.	The preferred proponent will be selected in late 2014.

h)	Regular project status updates will be posted on the Moorebank intermodal terminal website (www.micl.com.au)	Throughout project development.
i)	MIC is providing a translation service so community members who do not have English as their first language can learn about and understand the project, and developing a strategy to ensure all interested community groups are involved in future community consultation	Quarter 1 2014
j)	MIC will explore how the project can support local jobs and, particularly youth training opportunities	Throughout project development.
k)	MIC will consult with the community on community benefits to balance the social and environmental impacts of the terminal	Throughout project development.

Want to know more? www.micl.com.au • 1300 382 239

D.8 Summary of issues raised by government, utility and agency groups during consultation

Organisation	Consultation undertaken to date	Key issues for consultation	Where addressed in EIS/Project design	Further consultation required?	Format of consultation	Point of contact
NSW Roads and Maritime Services	• Meeting held 21 February 2011 to brief the Roads and Traffic Authority (RTA) on project options, in particular the preliminary traffic assessment findings and the merge/weave section of the M5 Motorway (between Hume Highway and Moorebank Avenue) as a significant constraint of the adjacent road network. PB requested the RTA undertake review of the PB AM and PM peak models (allowing the Moorebank Intermodal Terminal traffic impacts to be assessed). • Attended Planning Focus Meeting (PFM) - 20 November 2011. • Environmental Impact Statement (EIS) briefing with Roads and Maritime Services (RMS) held on 28 February 2013 to discuss the Traffic Impact Assessment. • EIS adequacy meeting attended on 20 May 2013 to discuss adequacy comments. • EIS adequacy meeting attended on 1 August 2013 to discuss adequacy comments on Traffic Impact Assessment. • Attend at Traffic working group meetings to discuss Project road network impacts (26 November 2013, 25 February 2014). • Attended workshop on traffic generation on 19 March 2014 and follow up meeting on 16 April 2014.	• Construction impacts and timing of road works. • Moorebank Avenue upgrade. • Impacts to M5 Motorway/Hume Highway. • Road operation.	The preliminary traffic assessment findings which include the Moorebank Avenue upgrades and impacts to the M5 Motorway are discussed in section 11.3 (Chapter 11 – *Traffic, transport and access*) of the EIS. A general description of road access and layout is discussed in section 7.6.2 (Chapter 7- *Project built form and operations*).	Yes, consultation would be ongoing during the EIS process.	Face to face meeting and briefings	Ian Neuhaus (TNSW) Andrew Popoff (RTA) Marwan Daizil (RTA) Catherine Barlow (TNSW) Chris Nguyen (TNSW) Stella Qu (RMS) Peter Crosby, Regional Manager (Sydney)

Organisation	Consultation undertaken to date	Key issues for consultation	Where addressed in EIS/Project design	Further consultation required?	Format of consultation	Point of contact
Transport for NSW	• Environmental Impact Statement (EIS) briefing with Transport for NSW (TfNSW) (Freight and Regional Development Division) to discuss current and future rail capacity and impacts on the wider rail network as a result of the Moorebank Intermodal Terminal Project. • Meetings were held with TfNSW between September 2011 and up to exhibition to discuss impacts of the Project on current and future rail capacity, freight movements. • Attendance at Traffic working group meetings to discuss Project road network impacts (26 November 2013, 25 February 2014). • In January 2014 TfNSW attended a site visit (organised by MIC) to the Moorebank IMT Project site. • Attended workshop on traffic generation on 19 March 2014 and follow up meeting on 16 April 2014.	• Freight demand • SSFL operation • rail spur into the IMT • impacts on rail network capacity.	Section3.1.1 (Chapter 3 – *Strategic context and need for the Project*) provides a discussion of the freight demand trends; A discussion of rail transport impacts is covered in Chapter 11 – *Traffic, transport and access*.	Yes, consultation would be ongoing during the EIS process.	Briefing update	Chris O' Brien (via (02) 8202 2620)

Organisation	Consultation undertaken to date	Key issues for consultation	Where addressed in EIS/Project design	Further consultation required?	Format of consultation	Point of contact
Sydney Trains (formerly RailCorp)	• As part of Transport for NSW, Sydney Trains attended Planning Focus Meeting (PFM). • Additional briefing provided on 20 November 2011 to the Freight and Regional Development area of Sydney Trains. • Letter sent to Sydney Trains in May 2014 providing an update on the Project and inviting further discussion with MIC.	• Freight demand • SSFL operation • rail spur into the IMT • impacts on rail network capacity	Section 3.1.1 (Chapter 3 – *Strategic context and need for the Project*) provides a discussion of the freight demand trends. A discussion of rail transport impacts is covered in Chapter 11 (Chapter 11 – *Traffic, transport and access).*	Yes, consultation would be ongoing during the EIS process.	Briefing update, letter	Howard Collins Chief Executive Officer PO Box K659 Haymarket NSW 1240 Stephen Scott (General Manager Operations Planning)
NSW Department of Primary Industries (Fisheries & Office of Water)	• Department of Primary Industries (DPI) attended Planning Focus Meeting (PFM) and provided guidelines covering fish passage and fish-friendly culvert design. • Further consultation occurred via phone call on 17 January 2013. No further request for project information by DPI. • Letter sent in May 2014 providing an update on the Project and inviting further discussion with MIC.	• Water Quality issues • Surface water and drainage • fish passage • construction impacts on Georges River • Impacts on recreational use of Georges River	Water quality issues are discussed in section 16.3 (Chapter 16 – *Hydrology, groundwater and water quality*). Construction impacts over the Georges River concerning aquatic ecosystems are covered in section 13.3.1 (Chapter 13 – *Biodiversity*). The recreational impacts are discussed in section 24.3.1 (Chapter 24 – *Social and economic impacts*).	No further consultation to be undertaken.	Email and phone correspondence	Carla Ganassin Fisheries Conservation Manager, Aquatic Habitat Protection Unit (02) 4254 5527
NSW Office of Environment and Heritage	• Attended Planning Focus Meeting (PFM) and initial HIA Reference Group scoping workshop. • Office of Environment and Heritage (OEH) has been involved in Aboriginal Heritage methodology (December 2012). • Heritage Branch met with the Environmental Impact Statement (EIS)	OEH has responsibilities for Heritage (Aboriginal and European) and Biodiversity (including National Parks) Issues included: • Assessment if heritage items to	A biodiversity offsets strategy is included in Appendix F of the Ecological Impact Assessment, Volume 4 and is summarised in Section 13.4.2 (Chapter 13 – *Biodiversity*). For Aboriginal heritage, an assessment of impacted items has been undertaken and the	Yes, consultation would be ongoing during the EIS process.	Email, phone, site visit and face to face meeting, letter	Katrina Stankowski and Vince Sicari (Heritage Branch) Ms Susan Harrison - Planning

Organisation	Consultation undertaken to date	Key issues for consultation	Where addressed in EIS/Project design	Further consultation required?	Format of consultation	Point of contact
	project team and Moorebank Project Office (MPO) on 12 December 2012 to discuss European Heritage assessment methodology, inclusion of the Moorebank Units Relocation Project (MUR) project. • Meeting held on 14 November 2013 to discuss the policies and requirements in relation to biodiversity offsets. • Site visit included NSW Office of Environment and Heritage (OEH) representative on the 10 January 2013, with further discussion around European heritage items. • Phone call and email correspondence occurred on 22 January 2013 to OEH to discuss ecological impact assessment, biodiversity offset strategy and Aboriginal Heritage Assessment. • Letter sent in June 2014 providing an update on the Project and inviting further discussion with MIC.	be relocated. • Adaptive reuse of heritage buildings onsite. • Biodiversity and offsets. • Methodology for Aboriginal Heritage surveys and predictive modelling.	option of relocation considered in section 20.3 (Chapter 20 – *Aboriginal heritage*). For European heritage, an assessment of items to be relocated was not undertaken for this EIS (but assessed in the Moorebank Relocation Project). However, section 21.3 (Chapter 21 – *European heritage*) provides an impact assessment for all remaining items on-site affected by the Project. The methodology for Aboriginal Heritage survey is briefly summarised in section 20.2 (Chapter 20 – *Aboriginal heritage*).			Manager, Conservation and Regulation (Biodiversity) (02) 9995 6864 (note : Susan Harrison is relieving Lou Ewins 9995 6802 whilst on leave) Most recent letter sent to Senior Team Leader Metro Regional Operations
NSW Environment Protection Agency (EPA)	• Attended Planning Focus Meeting (PFM). • Attendance at HIA Reference Group workshops. • Briefing and presentation provided on 10 January 2013 to discuss the project (methodologies for the air and noise technical papers). • Follow-up meeting to occur to respond to further issues raised on noise and air quality impacts. • Letter sent in May 2014 providing an	• Construction impacts. • Operational impacts (plant). • Train noise/ locomotive diesel emissions. • Road traffic noise generated by IMT. • Light spill (elevated lights.	The construction and operational noise impacts are summarised in section 12.3 (Chapter 12 – *Noise and vibration)*. Noise mitigation measures are covered in section 12.4 (Chapter 12). Section 17.2 provides ambient air background levels (Chapter 17 – *Local air quality*). Light spill impacts are discussed in section 22.5 (Chapter 22 –	Yes, consultation would be ongoing during the EIS process.	Briefing, telephone and email correspondence Meeting held 27 July 2014	Sarah Deards (Regional Operations Officer EPA (02) 9995 6816; sarah.deards@epa.nsw.gov.au Frank Garofalow (Regional Operations

Organisation	Consultation undertaken to date	Key issues for consultation	Where addressed in EIS/Project design	Further consultation required?	Format of consultation	Point of contact
	update on the Project and inviting further discussion with MIC. • Meeting held 27 July 2014	• Noise barriers, using warehousing as a noise barrier and spatial arrangement of buildings. • Noise prediction methodology. • Ambient air background levels and project impact on already high levels.	*Visual and urban design*).			Officer) Larry Clarke (EPA Noise Technical Specialist), Andrew Mattes (EPA Air Quality Technical Specialist)
(Cwlth) Department for the Environment	• One-on-one meetings undertaken between June 2012 up to exhibition of the EIS to address matters including the approvals process, preliminary and formal advice on the adequacy for exhibition of the technical studies undertaken, approach to biodiversity offsets and methods of interfacing between the EPBC Act and the NSW process. • Meetings were held in June 2013 following submission of the draft EIS for adequacy review, to discuss the detail of the EIS. • Meetings were held in February and April 2014 providing DoE with an update of the Project.	• SEWPaC and DoE provided a number of comments through the adequacy review process and through ongoing meetings through the development of the EIS. Matters discussed included: noise and vibration, air quality, visual amenity, heritage biodiversity, hazards and risks, contamination, environmental offsets and community	Parsons Brinckerhoff has worked through the comments provided by SEWPaC and DoE and has addressed these as suitable throughout the EIS chapters.	Yes, consultation would be ongoing during the EIS process.	Meetings	Contact up till May 2014 were with Mark Hall and Dougal McFarlane Contact since May 2014 with Scott Laidlaw and Mahani Taylor

Organisation	Consultation undertaken to date	Key issues for consultation	Where addressed in EIS/Project design	Further consultation required?	Format of consultation	Point of contact
		consultation.				
NSW Health	• Attended the Planning Focus Meeting on 14 December 2011. • Meeting held on the 10 February 2021 with NSW Health to discuss the approach and methodology for the health impact assessment. • NSW Health attended the reference group for the health impact assessment undertaken for the Project (26 July and 13 December 2012 and 24 June 2014).	• Available census and health data. • Approach to health impact assessment, NSW Health advised that there is no 'hard and fast' methodology, but generally the assessment looks at a range of factors. • Health impact assessment takes a broad definition of human health – basically the 'community wellbeing' and looks at the positive and negative factors.	A health impact assessment Reference Group was set up for the Project and was attended by NSW Health. The Reference Group met on 26 July 2012 to discuss the scoping phase of the assessment. An interim draft assessment was prepared in December 2012 and provided to the Reference Group for discussion at a meeting on the 13 December 2012. All feedback received was incorporated into the health impact assessment. Refer to Chapter 25 – *Human health.*	Yes, consultation would be ongoing during the EIS process, as required.	Meetings	Mark Thornell Mark.Thornell@sswahs.nsw.gov.au Peter Sainsbury sainsburyp@email.cs.nsw.gov.au

Organisation	Consultation undertaken to date	Key issues for consultation	Where addressed in EIS/Project design	Further consultation required?	Format of consultation	Point of contact
NSW Rural Fire Service	• Contact made via phone call in December 2012. • Bushfire hazard assessment and management provided December 2012. • Request for further project information requested January 2012. • High-level review of bushfire hazard assessment is to be undertaken in January 2013 and anticipated review comments and generic advice to be provided. • Letter sent in May 2014 providing an update on the Project and inviting further discussion with MIC. Follow up email sent June 2014 to see if Project briefing is required.	• Bushfire risk management. • Fire clearance and separation from vegetation. • concept design site layout.	A bushfire risk assessment was undertaken for the project and summarised in section 14.5 (Chapter 14 – *Hazards and risks*). Bushfire management measures are provided in section 14.6.2 (Chapter 14).	No	Phone call followed with written correspondence and Bushfire Management Plan	Matthew Apps (02) 8741 5555 csc@rfs.nsw.gov.au

Organisation	Consultation undertaken to date	Key issues for consultation	Where addressed in EIS/Project design	Further consultation required?	Format of consultation	Point of contact
Sydney Water Corporation	• Informal communication during the Reference design and consulted with Dennis Cumerlato, and Richard Wajzerom Sydney Water in 2011. Sydney Water's SCAMP model was adopted as part of the assessment for water and sewer requirements during the design. • Consultation has included water supply issues, waste and waste water treatment, design requirements and construction impacts. Dial before you dig plans were obtained 2011 and January 2013. Preliminary assessments of the water and sewer infrastructure have been provided. Considerations of the sewer catchment model including the Holsworthy wastewater transfer and typical industrial and commercial flow patterns were analysed within the SCAMP model to determine infrastructure capacity. • MIC met with Sydney Water Corporation on 16 June 2014 to provide a Project update.	• Reference design. • construction impacts. • water supply. • wastewater and sewage treatment.	Construction impacts on water utilities is discussed in section 23.2.2 (Chapter 23 – *Property and Infrastructure*). Water supply, wastewater and sewage treatment has been incorporated into the Project layout and design and is covered in section 7.6.5 (Chapter 7 – *Project built form and operations*) and section 26.2.2 (Chapter 26 – *Waste and resource management*).	Further consultation would be undertaken regarding the detailed design	Telephone and email correspondence, letter	Dennis Cumeralato and Richard Wajzer John McKeon john.mckeon@sydneywater.com.au'
Endeavour Energy	• Consultation with Endeavour Energy has been ongoing over the reference design completion through to the completion of the Environmental Impact Statement (EIS) in January 2013. Key issues have been electricity demand and supply, as well as construction impacts. • Letter sent in May 2014 providing an update on the Project and inviting further discussion with MIC.	• Reference design. • construction impacts. • demand calculations and electricity supply arrangements.	Electricity supply to the Project has been incorporated into the Project layout and design which is discussed in section 7.6.5 (Chapter 7 – *Project built form and operations*). Construction and operation impacts on electricity supply is discussed in section 23.2.2 (Chapter 23 – *Property and infrastructure*).	Further consultation would be undertaken regarding the detailed design.	Telephone and email correspondence, letter	Brian Holdsworth (Contestable Projects Manager – Strategic Projects Network Connections Branch) 9853 7929

Organisation	Consultation undertaken to date	Key issues for consultation	Where addressed in EIS/Project design	Further consultation required?	Format of consultation	Point of contact
Telstra and Optus	• Consultation with both Telstra and Optus in January and February 2013 included relocation of existing fibre optic cables or assets running along (both underground and above ground) Moorebank Avenue and the process for undertaking with work with both Telstra and Optus. • Email correspondence sent in June 2014 providing an update on the Project and inviting further discussion with MIC.	• Reference design. • Construction impacts.	Communication utilities for the Project have been incorporated into the Project layout and design which is covered in 7.6.5 (Chapter 7 – *Project built form and operations*).	Further consultation would be undertaken regarding the detailed design.	Telephone and email correspondence	Jim Boland Project Specialist Network Integrity, (02) 8842 5178
Jemena	• Consultation with Jemena has been ongoing over the reference design completion through to the completion of the Environmental Impact Statement (EIS).A Request for Information was sent to Scott Martin in June 2011 to better understand the Jemena' s assets at the Moorebank site including residual gas services on-site. Key issues have been gas demand and supply requirements, as well as construction impacts, hazard and risk and general gas pipeline protection measures during construction. • Letter sent in May 2014 providing an update on the Project and inviting further discussion with MIC. • Teleconference meeting held 22 May 2014 to provide an update on the Project and discuss details on gas supply for the site.	• Reference design. • construction impacts. • gas supply. • hazard and risk.	Gas supply to the Project has been incorporated into the Project layout and design, discussed in section 7.6.5 (Chapter 7 – *Project built form and operations*). A hazard and risk assessment summarised in section 14.2 (Chapter 14 – *Hazards and risks*) has also been undertaken with proposed gas pipeline protection measures added to section 14.6.1 (Chapter 14). Section 23.2.2 (Chapter 23 – *Property and infrastructure*) also discusses construction and operation impacts on gas supply.	Further consultation would be undertaken regarding the detailed design	Telephone and email correspondence	Scott Martin Commercial Operations Manager, North Sydney (02) 9455 1552 Scott.martin@jemena.com.au Brad Gee

Organisation	Consultation undertaken to date	Key issues for consultation	Where addressed in EIS/Project design	Further consultation required?	Format of consultation	Point of contact
AGL	• Letter sent to AGL in April 2014 providing details of the project and an opportunity for AGL to provide comment/meet with MIC if required.	• No response received to date.	No response received to date	Further consultation would be undertaken regarding the detailed design	Letter correspondence	Brad Gee (Tariff Business Sales Manager) (02) 9455 1513
APA Group (APA)	• Letter sent to APA in May 2014 providing details of the project and an opportunity for APA to provide comment/meet with MIC if required. • Meeting held 6 June 2014	• Ethane pipeline running east/west of site on south side of East Hills Line	Would be considered in detailed design process	Further consultation would be undertaken regarding the detailed design	Letter, meeting	Mark Walker, General Manager, 0418522326
AAPT	• Letter sent to AAPT in May 2014 providing details of the project and an opportunity for AAPT to provide comment/meet with MIC if required	• Impact on utilities in Moorebank precinct (map provided)	Communication utilities for the Project have been incorporated into the Project layout and design which is covered in 7.6.5 (Chapter 7 – *Project built form and operations*).	Further consultation would be undertaken regarding the detailed design	Letter	Amalan Kumar An Cheung Vu, Project Manager, (02) 9009 1442 ex 61442
VisionStream	• Email sent 26 June 2014. Follow up email 15 July 2014	• No response received to date.				http://www.visionstream.com.au/contact/enquiries/
Liverpool City Council	• A range of meetings were held with elected members and officers of LCC prior to and during preparation of the EIS. • LCC attended the health impact assessment reference group workshop held on 26 July 2012, 13 December 2012 and 24 June 2014. • Meetings held with LCC on a number of occasions to discuss the Project,	• Air quality. • Traffic and access.	LCC raised concerns regarding air quality, traffic and access to Casula Powerhouse. The air quality impacts of the Project are discussed in Chapter 17 – *Local air quality.* The traffic impacts of the Project are discussed in Chapter 11 – *Traffic, transport and access.* As a result of discussions, MIC agreed to model the impact of	Yes, consultation would be ongoing during the EIS process.	Meetings and workshops	Karl Wulf, Chief Executive Officer

Organisation	Consultation undertaken to date	Key issues for consultation	Where addressed in EIS/Project design	Further consultation required?	Format of consultation	Point of contact
	including in April 2013, May 2013 and January 2014.		the Project on local intersections. Access to the Casula Powerhouse will be maintained during construction and operation of the Project, as discussed in Chapter 23 – *Property and infrastructure*.			
Campbelltown City Council	• A range of meetings were held with elected members and officers of CCC prior to and during preparation of the EIS. CCC and was invited to attend the health impact assessment reference group workshop held on 26 July 2012 and 13 December 2012 (however, did not attend). • CCC provided a letter to NSW P&E, providing input into the draft NSW State DGRs (refer Table D3). • LCC attended the health impact assessment reference group workshop held on 24 June 2014.	• Comments provided to NSW P&E on the draft NSW DGRs (refer to Table D3 above).	Refer to response provided in Table D3 above.	No further consultation to be undertaken.	Meetings and email	Paul Tosi General Manager
Sydney Ports Corporation	• SPC attended the PFM on 14 December 2011. • Subsequent meeting was held with SPC on 15 June 2011 to discuss the development of the Project. • SPC also provided a letter to NSW P&E, providing input into the draft NSW State DGRs (refer Table D3).	• Comments provided to NSW P&E on the draft NSW DGRs (refer to Table D3 above).	Refer to response provided in Table D3 above.	No further consultation to be undertaken.	Meetings and email	
Australian Rail Track Corporation	• A number of meetings held since August 2011 prior to and during the preparation of the EIS. • ARTC also provided a letter to NSW P&E, providing input into the draft NSW State DGRs.	• Rail track rail connection between the Project site and the Southern Sydney Freight Line (SSFL), and	Access to the SSFL and existing rail capacity covered in Chapter 3 – *Strategic context and need for Project* (section 3.1) and Chapter 11 – *Traffic, transport and access* (section 11.4.6).	If required.	Meetings	

Organisation	Consultation undertaken to date	Key issues for consultation	Where addressed in EIS/Project design	Further consultation required?	Format of consultation	Point of contact
		the likely demand for track capacity for freight movements in and out of the IMT using the SSFL and Metropolitan Freight Network.				
Western Sydney Regional Organisation of Councils	• Letter send June 2014	• No response received to date	No response received to date	If required	Letter	Karin Bishop, CEO, (02) 9671 4333