

# Director-General's Requirements

## Section 75F of the *Environmental Planning and Assessment Act 1979*

<b>Application</b>	MP 10_0193
<b>Project</b>	<p><b>Concept Plan – SIMTA Moorebank Intermodal Terminal Facility</b>            Development of former defence land at Moorebank in three stages and ultimately comprising the following components:</p> <ol style="list-style-type: none"> <li>a rail link connecting the site to the Southern Sydney Freight Line;</li> <li>an intermodal terminal with a capacity to handle up to 1 million twenty foot equivalent units per annum;</li> <li>warehousing and distribution facilities comprising approximately 300,000m<sup>2</sup> of warehouses with ancillary offices; and</li> <li>a freight village of approximately 8,000m<sup>2</sup> of support services such as site management, security offices, driver facilities, and convenience retail and business services.</li> </ol>
<b>Location</b>	Moorebank Avenue, Moorebank.
<b>Proponent</b>	Sydney Intermodal Terminal Alliance (SIMTA)
<b>Date issued</b>	24 December 2010
<b>Expiry date</b>	24 December 2012
<b>General requirements</b>	<p>The Environmental Assessment (EA) must include the following:</p> <ol style="list-style-type: none"> <li>an <b>executive summary</b>.</li> <li>a <b>detailed description</b> of the project including (but not limited to):           <ul style="list-style-type: none"> <li>location, site description and planning context (including previous, existing, future and surrounding land uses and operations); and</li> <li>project components, operations and design elements (including site layout, land uses, site-specific built form controls and staging).</li> </ul> </li> <li>a <b>strategic and project justification</b> describing the strategic need, justification and objectives for the project, including:           <ul style="list-style-type: none"> <li>the suitability of the site taking into consideration the objects of the <i>Environmental Planning and Assessment Act 1979</i>;</li> <li>alternatives considered to the preferred project (including site layouts) and impacts arising from the relocation of current uses;</li> <li>the need for and the objectives of the project, taking into consideration container trade numbers (import and export) at the international, national and state levels; future trends in container origin/destination in Sydney; intermodal capacity and demand; and identification of the terminal's freight catchment area and freight split;</li> <li>its relationship to and interaction with adjoining development, including the proposed intermodal on the Steele Barracks/School of Military Engineering site and the investigations being undertaken by the Moorebank Project Office; and</li> <li>its consistency with the aims and objectives of relevant State policies and plans including the <i>NSW State Plan, Metropolitan Transport Plan, State Infrastructure Strategy, Metropolitan Plan, Draft Subregional Strategy for the South West Subregion, Railing Port Botany's Containers, Action for Air</i>, the Commonwealth's <i>draft National Ports Strategy and National Freight Strategy</i>, and project objectives.</li> </ul> </li> <li>an <b>assessment of the key issues</b> for all components of the project (including the rail link connection to the Southern Sydney Freight Line), with the following aspects addressed for each key issue (where relevant):           <ul style="list-style-type: none"> <li>describe the existing environment;</li> <li>assess the potential impacts of the proposal, in accordance with relevant policies and guidelines. Direct, indirect and cumulative impacts must be considered (including regard to other existing and proposed development and activities in the locality);</li> <li>identify how relevant planning, land use and development matters (including relevant strategic and statutory matters) have been considered in the impact assessment and/or in developing management/mitigation measures;</li> <li>document the types of activities that will require licensing and how licensing will be applied under relevant legislation; and</li> <li>describe measures to be implemented to avoid, minimise, manage, mitigate, offset</li> </ul> </li> </ol>

	<p>and/or monitor the impacts of the project and any residual impacts.</p> <p>5. a <b>draft Statement of Commitments (SoC)</b>. The SoC must incorporate or otherwise capture measures to avoid, minimise, manage, mitigate, offset and/or monitor impacts identified in the impact assessment sections of the EA and ensure that the wording of the SoC clearly articulates the desired environmental outcome of the commitment. The SoC must be achievable, measurable (with respect to compliance) and time specific, where relevant.</p> <p>6. <b>certification</b> by the author of the EA that the information contained in the Assessment is neither false nor misleading.</p>
<p><b>Key issues</b></p>	<p><b>Transport and Access</b> – including but not limited to:</p> <ul style="list-style-type: none"> <li>• a Transport and Accessibility Impact Assessment demonstrating how the project will facilitate freight transport objectives, meet freight infrastructure requirements and address impacts to local and regional transport networks;</li> <li>• access to and from the project (including rail access to the Southern Sydney Freight Line), and interaction and integration with existing and planned transport infrastructure and services; and details of internal transport and logistic requirements to minimise external transport impacts and access to public transport for employees;</li> <li>• the number of train and truck movements, origin and destination, types of road transport likely to be used (for example B-Doubles) and the capacity of existing and proposed road and rail routes to handle predicted increases in traffic, based on appropriate empirical analysis and strategic and project modelling; and identification of whether any road and rail infrastructure upgrades are required;</li> <li>• cumulative impacts, particularly with regard to existing and proposed freight distribution facilities in the locality and potential cumulative mitigation measures; and</li> <li>• taking into account of the <i>Guide to Traffic Generating Developments (RTA)</i> and the <i>Integrating Land Use and Transport Package</i>.</li> </ul> <p><b>Noise and Vibration</b> – including but not limited to:</p> <ul style="list-style-type: none"> <li>• noise and vibration from all activities and sources (on and offsite), and impacts to adjoining receivers (including nearby residential areas of Moorebank, Wattle Grove and Casula and sensitive land uses); and</li> <li>• taking into account the <i>NSW Industrial Noise Policy (DEC)</i>, <i>Assessing Vibration: A Technical guidelines (DECC)</i>, <i>Environmental Criteria for Road Traffic Noise (DEC)</i>, and <i>the Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects (DEC and DoP)</i>.</li> </ul> <p><b>Biodiversity</b> – including but not limited to:</p> <ul style="list-style-type: none"> <li>• assessment of threatened terrestrial and aquatic (including groundwater dependent) species, populations and endangered ecological communities and/or critical habitat, including the Cumberland Plain Woodland;</li> <li>• ecological surveys commensurate with the biology/ecology of species and extent of habitat within and adjacent to the project site;</li> <li>• vegetation clearing (including riparian areas and resultant foraging, nesting, roosting and habitat loss and fragmentation, and edge effects) and operational impacts; and</li> <li>• taking into account the <i>Draft Guidelines for Threatened Species Assessment (DEC &amp; DPI)</i>, <i>Threatened Biodiversity and Assessment: Guidelines for Developments and Activities (DEC)</i> and <i>Principles for the Use of Biodiversity Offsets in NSW (DECCW)</i>.</li> </ul> <p><b>Hazards and Risks</b> – including but not limited to:</p> <ul style="list-style-type: none"> <li>• potential hazards and risks associated with the site as a whole and offsite, taking into account activities that have the potential to cause harm to people and/or the environment, including potential impacts associated with storing and handling dangerous goods on-site and transporting such goods to and from the site consistent with the Department's guideline <i>Applying SEPP 33</i> and taking into account the <i>Hazardous Industry Planning Advisory Paper No 10: Land Use Safety Planning (Department of Planning)</i>;</li> <li>• a Preliminary Hazard Analysis, if relevant, in accordance with the Department's <i>Hazardous Industry Planning Advisory Paper No. 6 Guidelines Hazard Analysis</i>; and</li> <li>• bushfire protection, taking into account <i>Planning for Bushfire Protection (RFS)</i>.</li> </ul> <p><b>Contamination</b> – including but not limited to:</p> <ul style="list-style-type: none"> <li>• potential land contamination, and identification of the need for remediation having</li> </ul>

	<p>regard to the ecological and human health risks posed by past land uses;</p> <ul style="list-style-type: none"> <li>• where remediation is required, presentation of remediation options;</li> <li>• natural soil constraints, including potential for acid sulphate soils; and</li> <li>• taking into account the <i>Acid Sulfate Soils Manual</i> (ASSMAC), <i>Contaminated Land Management Act 1997</i>, and associated guidelines.</li> </ul> <p><b>Stormwater and flooding</b> – including but not limited to:</p> <ul style="list-style-type: none"> <li>• changes to the site’s hydrology and an assessment of the hydrological impacts of the project and the project effects on flood characteristics on and off the site;</li> <li>• surface water and stormwater quality, erosion and sedimentation impacts, on and off site; and</li> <li>• taking into account the <i>Managing Urban Stormwater Soils and Construction</i>, Vol. 1, 2A and 2D (DECC), <i>National Water Quality Management Strategy Australian and New Zealand Guidelines for Fresh and Marine Water Quality</i> (AZECC) and the <i>Fish Passage Requirements for Waterway Crossings and Policy and Guidelines for Fish Friendly Waterway Crossings</i> (DPI).</li> </ul> <p><b>Air Quality</b> – including but not limited to:</p> <ul style="list-style-type: none"> <li>• air pollutants, including an assessment of potential air pollution sources and atmospheric pollutants of concern for local and regional air quality;</li> <li>• direct and indirect greenhouse gas emissions; and</li> <li>• taking into account <i>Approved Methods for the Modelling and Assessment of Air Pollutants in NSW</i> (DEC).</li> </ul> <p><b>Heritage</b> – including but not limited to:</p> <ul style="list-style-type: none"> <li>• identify areas and items of indigenous and non-indigenous heritage significance and natural areas that could be impacted directly or indirectly, including potential archaeological deposits and the Australian Army Engineers Group and Kitchener House (formerly Arpafeelie) and an appropriate assessment of potential impacts (including site surveys);</li> <li>• detail how any impacts on items of indigenous and non-indigenous heritage would be addressed and managed as part of the subsequent project stages; and</li> <li>• taking into consideration of <i>NSW Heritage Manual, Draft Guidelines for Aboriginal Cultural Heritage Impact Assessment and Community Consultation</i> (DEC).</li> </ul> <p><b>Visual and Urban Design</b> – including but not limited to:</p> <ul style="list-style-type: none"> <li>• identify and evaluate the visual impacts of the project including an analysis of views from key vantage points and proposed management/mitigation measures to address the visual impact of the proposal; and</li> <li>• a design analysis and justification of the key built form elements of the proposal.</li> </ul> <p><b>Utilities</b> – including but not limited to:</p> <ul style="list-style-type: none"> <li>• service demand, capacity and augmentation of existing and proposed utilities and infrastructure as a result of the project.</li> </ul>
<p><b>Environmental Risk Analysis</b></p>	<p>Notwithstanding the above key assessment requirements, the EA must include an environmental risk analysis to identify potential environmental impacts associated with the project, environmental performance criteria and development standards and other mitigation measures, and any significant residual environmental impacts. Where additional key environmental impacts are identified through this environmental risk analysis, an appropriately detailed assessment of this key environmental impact must be included.</p>
<p><b>Consultation</b></p>	<p>You should undertake an appropriate level of consultation with relevant parties during preparation of the EA, including but not limited to:</p> <ul style="list-style-type: none"> <li>• local, State or Commonwealth government authorities such as: <ul style="list-style-type: none"> <li>○ Department of Sustainability, Environment, Water, Population and Communities;</li> <li>○ Department of Finance and Deregulation;</li> <li>○ NSW Department of Environment, Climate Change and Water;</li> <li>○ NSW Roads and Traffic Authority;</li> <li>○ Transport NSW;</li> <li>○ NSW Rural Fire Service;</li> <li>○ NSW Industry and Investment;</li> <li>○ RailCorp;</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Australian Rail Track Corporation;</li> <li>○ Sydney Ports Corporation; and</li> <li>○ Liverpool City Council.</li> <li>● service and infrastructure providers such as: <ul style="list-style-type: none"> <li>○ Sydney Water Corporation;</li> <li>○ Integral Energy;</li> <li>○ Jemena;</li> <li>○ Telstra; and</li> <li>○ AGL Upstream Investments Pty Ltd.</li> </ul> </li> <li>● specialist interest groups and the public, including adjoining and affected landowners.</li> </ul>
<b>Deemed Refusal</b>	Under clause 8E of the <i>Environmental Planning and Assessment Regulation 2000</i> , the applicable deemed refusal period is 120 days from the end of the Proponent's environmental assessment period for the project.