

# SIMTA Intermodal Terminal Facility- Stage 1

Response to Submissions -Utilities  
Strategy and Enabling Works Addendum



**SIMTA**

SYDNEY INTERMODAL TERMINAL ALLIANCE

Part 4, Division 4.1, State Significant  
Development

# MEMORANDUM

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**Date** 4 September 2015  
**To** Westley Owers (Hyder)  
**From** Greg Ives (Hyder)  
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Greg Huzij (Hyder)  
**Subject** **SIMTA Stage 1- Utilities and Enabling Works Addendum**

## 1.0 Introduction

### 1.2 Report purpose

This addendum report has been prepared to provide further information on, and environmental assessment of, a proposed amendment to the Rail link as part of the SIMTA Stage 1 Proposal (the Proposal). This report has been prepared to support a Response to Submissions to be prepared as part of the approval process of the Proposal for State Significant Development (SSD) under Part 4, Division 4.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

This report provides an addendum to the Utilities Strategy Report and Utilities Enabling Works<sup>1</sup> prepared by AECOM both dated 23 March 2015 included within Appendix H of the Environmental Impact Statement (EIS) (dated May 2015) prepared for the Proposal.

## 2.0 Proposal description

### 2.1 Proposal amendment overview

The Rail link is to be realigned within Commonwealth Land (including MIC Site, Moorebank Avenue and the Southern Boot Land) to respond to submissions (received during the exhibition of the EIS (28 May 2015 and 26 June 2015)) and also to reduce the overall environmental impacts of the Proposal (refer to Figure 1).

This realignment would alter the Rail link alignment to the south of the Anzac Creek Crossing, at the intersection with Moorebank Avenue and also on the MIC site (to the immediate west of Moorebank Avenue). The rail alignment would retain the 20 metre width of the Rail Link Corridor within environmentally sensitive areas, as per the Concept Plan Approval (MP 10\_0193) and the EIS.

There would be no alteration to the Rail link to north of this realignment including at the crossing of Anzac Creek, connection to, or within the Stage 1 site. There would also be no alteration to the Rail link to the west along the MIC site, the Georges River bridge crossing, within the Glenfield Waste Facility or at the southern and northern connections to the SSFL.

This alteration in the rail alignment would result in Moorebank Avenue being intersected by Rail link further north of that previously identified within the EIS. An alteration would be undertaken to the existing Moorebank Avenue road embankment to create an overbridge to accommodate the realigned Rail link.

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<sup>1</sup> This was included within Appendix D of the Utilities Strategy Report.



### 3.0 Utilities and enabling works impact assessment

#### 3.1 Utilities demand

The amended Rail link would not result in an alteration to the demand requirements for the Proposal as identified within the Utilities Strategy Report (Appendix H of the EIS). In particular, there would be a negligible change to the demand for potable water, sewer, communications, electricity or natural gas<sup>2</sup>. Therefore, the identification, and potential protection, of alterations or replacements identified within the Utilities Strategy Report is considered suitable for the Proposal (as amended).

#### 3.2 Utilities impact

There would be no alteration to the Rail link to north of the realignment including at the crossing of Anzac Creek, connection to, or within the Stage 1 site. There would also be no alteration to the Rail link to the west along the MIC site, the Georges River bridge crossing, the Glenfield Waste Facility or at the southern and northern connections to the SSFL. The amended Rail link would still require enabling works for the connection to the SSFL. The information provided within Section 7.2 of the Utilities Strategy Report (Appendix H of the EIS) therefore remains unchanged.

The amended Rail link would be located outside of the East Hills Rail Corridor (EHRC) and therefore utilities would not be impacted and enabling works would not be required within this corridor. The relocation of the amended Rail link outside of the EHRC results in Section 7.1 of the Utilities Strategy Report no longer being relevant.

The amendment to the Rail link would result in an overall reduction to the impact on existing utilities by the Proposal, as many of the existing utilities identified to be impacted by the Proposal are located within the EHRC. In particular the Proposal would no longer impact on the High Pressure Ethane Pipeline which runs parallel and located to the north of the EHRC. As a result Section 7.3 of the Utilities Strategy Report is no longer relevant.

Notwithstanding this, a number of utilities which are located on both the eastern (Southern Boot Land) and west (MIC site) of Moorebank Avenue are likely to be impacted by the Proposal (as amended). As a result Section 7.4 and 7.3 of the Utilities Strategy Report contained within the EIS remain relevant.

The Utilities Enabling Works (report) (Appendix H of the EIS) is considered as still relevant, with the exception of references to the EHRC. The main section of this report which requires updating is contained within Tables 3 (pg 4) and 9 (pg 8) which provides a summary of the utilities to be impacted adjacent to the EHRC. Table 1 (below) has been prepared to replace these tables, and summarises the utilities which are likely to be impacted by the amended Rail link.

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<sup>2</sup> As identified within the Utilities Strategy Report, natural gas is not anticipated to be required for the Proposal.

**Table 1 Utility impacts and relocations adjacent to Moorebank Avenue and immediate surrounds**

Area / Utility	Owner / Operator	Potential Works Identified	Next Steps / Stakeholder Engagement
(222U) Other (Unknown) / Utility is believed to be Defence 50mm Electrical Conduit.	TBC	Confirm utility type and cover to amended Rail Link. If cover is not adequate, replace or protect section of utility.	Establish ownership, type and cover to amended rail crossing. Relocation of existing utility to be further investigated with owner / during the detailed design phase.
(220U) Water (External Agency) / Utility is believed to be Defence 375mm dia Water Main	TBC	The existing water main located to the east of Moorebank Avenue would be crossed by the amended Rail link and may require protection, modification or replacement.	Establish ownership and type. If required protection, modification or relocation of existing water main to be further investigated with owner / operator during the detailed design phase.
(222U) Other Service (External Agency) (direct Bury) / Utility is thought to be Defence 375mm dia Water Main.	TBC	The existing water main will be crossed by the amended Rail link and may require protection, modification or replacement. The course of action will be defined by the pipe type and existing cover to the proposed rail line. If the existing pipe is steel cement liner (SCL) and cover adequate, concrete encase pipe section at rail crossing in accordance with Sydney Water Deemed to Comply (DTC) drawings. If pipe is ductile iron cement lined (DICL) at crossing or cover is not adequate, replace pipe with concrete encased SCL at new crossing.	Establish ownership, pipe type and cover to proposed rail crossing. If required protection, modification or relocation of existing water main to be further investigated with owner / operator during the detailed design phase.
(222U) Other Service (External Agency) (Direct Bury) / Utility is believed to be Defence 250mm water supply main.	TBC	The existing water main will be crossed by the amended Rail link and may require protection, modification or replacement. The course of action will be defined by the pipe type and existing cover to the proposed rail line. If the existing pipe is SCL and cover adequate, concrete encase pipe section at rail crossing in accordance with Sydney Water DTC drawings. If pipe is DICL at crossing or cover is not adequate, replace pipe with concrete encased SCL at new crossing.	Establish ownership, pipe type and cover to proposed rail crossing. If required protection, modification or relocation of existing water main to be further investigated with owner / operator during the detailed design phase.

Area / Utility	Owner / Operator	Potential Works Identified	Next Steps / Stakeholder Engagement
(221U) Sewer (750mm dia SCL Rising Main)	Sydney Water	The existing sewer rising main will be crossed by the amended Rail link and may require protection. If cover is not adequate at proposed crossing the pipe may require protection via concrete encasement or a protection slab or similar.	Confirm pipe type and cover is adequate at proposed transverse crossing. AECOM has undertaken preliminary meeting with Sydney Water and have discussed the potential works vicinity of this rising main. If required protection of existing rising main to be further investigated with Sydney Water during the detailed design phase.
(222U) Other Service (External Agency) (Direct Bury) / Utility is thought to be Defence 100mm water main.	TBC	The existing water main will be crossed by the amended Rail link and may require protection, modification or replacement. The course of action will be defined by the pipe type and existing cover to the proposed rail line. If the existing pipe is SCL and cover adequate, concrete encase pipe section at rail crossing in accordance with Sydney Water DTC drawings. If pipe is DICL at crossing or cover is not adequate, replace pipe with concrete encased SCL at new crossing.	Establish ownership, pipe type and cover to proposed rail crossing. If required protection, modification or relocation of existing water main to be further investigated with owner / operator during the detailed design phase.
(233U) Power <33Kv (Aerial)	TBC	The High voltage aerial cable will cross the amended Rail link on the western side of Moorebank Avenue. This utility may require relocation if the adequate clearances are not adequate.	Establish ownership, confirm clearances are adequate. If clearances are not adequate relocation of the existing utility to be further investigated with owner / operator during the detailed design phase.
(202U) Low Pressure Gas (Jemena 210 KPa)	Jemena	The low pressure gas main will be crossed by the amended Rail link on western side of Moorebank Avenue. This main may require protection, modification or replacement.	Establish pipe type, cover and any existing protection to the gas main at the existing rail crossing. If required protection, modification or relocation of existing utility at the new crossing to be further investigated with Jemena during the detailed design phase.
(207R) Telstra (Ducted Pipe)	Telstra	The existing Telstra conduits are located within the proposed work areas and will therefore require relocation. It is anticipated the utility would need to be moved adjacent to proposed contiguous pile wall at the Moorebank Avenue overbridge.	Confirm if utility is redundant or live. Relocation or removal of existing utility is to be further investigated with Telstra during the detailed design phase.

Area / Utility	Owner / Operator	Potential Works Identified	Next Steps / Stakeholder Engagement
Various electrical utilities	AAPT Powertel	Utilities are present adjacent to Moorebank Avenue and would likely require relocation or protection.	Detailed information not yet determined. This information is based on a 'Dial Before You Dig' information. Relocation of ducts is to be further investigated with AAPT Powertel during the detailed design phase.
PIPE Networks	PIPE	Utilities are present adjacent to Moorebank Avenue within the Telstra ducts and would likely require relocation or protection.	PIPE would need to be consulted prior to impacting on these utilities. They would be contacted during the detailed design phase.

Overall, the amended Rail link would result in a reduction of the existing utilities impacted by the Proposal. All of the utilities that remain impacted have previously been identified within the Utilities Strategy Report and/or Utilities Enabling Works (report) (Appendix H of the EIS). Consultation was undertaken with relevant utilities owners (where identified) as part of this previous reporting. Further consultation would be undertaken during the detailed design of the Proposal, prior to construction. Therefore, no further mitigation measures are required.

#### 4.0 Summary

The amended Rail link would not result in a change to the demand requirements identified within the Utilities Strategy Report (Appendix H of the EIS). The amended Rail link would be located outside of the EHRC and therefore not impact on existing utilities located within this corridor. The amended Rail link would still result in the impact on a number of existing utilities located on either side of Moorebank Avenue however consultation would be undertaken with the relevant service providers (during detailed design) to manage this impact.

Overall, the amended Rail link would result in a reduced impact on existing utilities and enabling works required to be undertaken for the Proposal. No further mitigation measures are considered necessary.