

# Community and Stakeholder Consultation Outcomes Report



SIMTA

SYDNEY INTERMODAL TERMINAL ALLIANCE

Stage 1 State Significant Development  
Application

**Sydney**  
t (02) 9387 2600

PO Box 1488  
Level 6, 332-342 Oxford St  
Bondi Junction NSW 1355  
f (02) 9387 2557  
consulting@elton.com.au  
www.elton.com.au  
ABN 56 003 853 101

---

Prepared by Llew Gartrell

---

Reviewed by

Alec Brown

---

Date April 2015

---

Job number 08/1021

---

Document name Consultation Outcomes Report

---

Version 1

---

This document is  
printed on paper produced  
using sustainable forestry  
practices and chlorine  
free pulp

# Contents

---

<b>1</b>	<b>Introduction</b>	<b>1</b>
1.1	Background	1
1.2	Proposal overview	1
1.3	Site description	1
1.4	Planning Process	2
1.5	Community and Stakeholder Consultation	3
1.6	Purpose of this Report	3
<hr/>		
<b>2</b>	<b>Consultation Approach</b>	<b>5</b>
2.1	Guiding Principles	5
2.2	Purpose of Consultation Process	5
2.3	Objectives	5
<hr/>		
<b>3</b>	<b>Consultation Overview</b>	<b>6</b>
3.1	Summary of Consultation Issues	6
3.2	Consultation and Engagement Activities	6
3.3	Level of community participation in consultation activities	8
3.4	Media Coverage	8
<hr/>		
<b>4</b>	<b>Issues and Responses</b>	<b>9</b>
<hr/>		
<b>5</b>	<b>Next Steps</b>	<b>39</b>
5.1	This report	39
5.2	Ongoing consultation	39
<hr/>		
<b>6</b>	<b>Appendix</b>	<b>40</b>
6.1	Website: <a href="http://www.simta.com.au">www.simta.com.au</a>	
6.2	Newsletter to residents September 2013	
6.3	Distribution area for newsletter	
6.4	Information Boards for Community Information Centre	
6.5	Newspaper advertisements	

# 1 Introduction

## 1.1 Background

The Sydney Intermodal Terminal Alliance (SIMTA) is a consortium of Qube Logistics and Aurizon (formerly QR National).

The SIMTA Project involves the development of an intermodal facility, including warehouse and distribution facilities, freight village (ancillary site and operational services), stormwater, landscaping, servicing and associated works on the eastern side of Moorebank Avenue, Moorebank (the SIMTA site). The SIMTA Project also includes a rail link, within an identified rail corridor (the Rail Corridor), which connects from the southern part of the SIMTA site to the Southern Sydney Freight Line (SSFL) (the entire area, SIMTA site and Rail Corridor referred to as the Project site). The SIMTA Project is to be developed in three key stages:

- Stage 1- Construction of the Intermodal Terminal Facility and rail link
- Stage 2- Construction of warehouse and Distribution Facilities
- Stage 3- Extension of the Intermodal Terminal Facility and completion of Warehouse and Distribution Facilities.

A summary of the approvals undertaken to date for the SIMTA site, relating to the SIMTA Project, includes:

- **EPBC Approval (No. 2011/6229)** granted in March 2014 for the impact of the SIMTA Project on listed threatened species and communities (sections 18 and 18A of the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)) and Commonwealth land (sections 26 and 27A of the EPBC Act).
- **Concept Approval (No. 10\_0193)** granted by the Planning Assessment Commission (PAC) on the 29 September 2014 for the 'Concept Approval' of the SIMTA Project under Part 3A of the EP&A Act.

Both of these approvals involved the preparation of design and environmental assessment documentation.

## 1.2 Proposal overview

The Proposal involves the construction and operation of the necessary infrastructure to support a container freight volume of 250,000 TEU (twenty-foot equivalent units) throughput per annum. Specifically, Stage 1 includes the following key components, which together comprise the intermodal terminal facility (IMT):

- Truck processing, holding and loading areas- entrance and exit from Moorebank Avenue.
- Rail loading and container storage areas – installation of four rail sidings with adjacent container storage area serviced by manual handling equipment initially and overhead gantry cranes progressively.
- Administration facility and associated car parking- light vehicle access from Moorebank Avenue.
- The rail link – located within the Rail Corridor, including a connection to the intermodal terminal facility, traversing of Moorebank Avenue, Anzac Creek and Georges River and connection to the SSFL.
- Ancillary works- vegetation clearing, remediation, earth works, utilities installation/connection, signage and landscaping.

## 1.3 Site description

The SIMTA site, including the Stage 1 site, is located approximately 27 kilometres south-west of the Sydney Central Business District (CBD) and approximately 26 kilometres west of Port Botany. The SIMTA site is situated within the Liverpool Local Government Area (LGA), in **Sydney's South West Sub-Region**, approximately 2.5 kilometres from the Liverpool City Centre.

The SIMTA site is located approximately 800 metres south of the intersection of Moorebank Avenue and the M5 Motorway. The M5 Motorway provides the main road link between the SIMTA site and the key employment and industrial areas within the West and South Western Sydney Sub-Regions. The M5 Motorway connects with the M7 Motorway to the west, providing access to the Greater Sydney Metropolitan Region and NSW road network. Similarly the M5 Motorway is the **principal connection to Sydney's north and north-east** via the Hume Highway.

The Southern Sydney Freight Line (SSFL) is located one kilometre to the west of the proposed SIMTA site. The SSFL is a 36 kilometre dedicated freight line between Macarthur and Chullora.

The SIMTA site was recently operating as the Defence National Storage and Distribution Centre (DNSDC) however Defence has recently relocated this operation and vacated the SIMTA site. The majority of land immediately surrounding the SIMTA site is owned and operated by the Commonwealth and comprises:

- School of Military Engineering (SME), on the western side of Moorebank Avenue directly adjacent to the SIMTA site.
- Holsworthy Military Reserve, to the south of the site on the southern side of the East Hills Passenger Railway Line.
- Commonwealth Residual Land, to the east between the SIMTA site and the Wattle Grove residential area.
- Defence National Storage and Distribution Centre (DNSDC), to the north and north east of the SIMTA site.

The site to immediate west of the SIMTA site which currently includes the SME is the subject of a Development Application (DA) (SSD-5066), under Part 4, Division 4.1 of the EP&A Act, for the development of an intermodal facility known as the Moorebank Intermodal Terminal Project (MIC Proposal). The EIS for the MIC Proposal has recently been prepared and publically exhibited on 8 October 2014 to 8 December 2014. A Preferred Project Report (PPR) is currently under preparation to respond to submissions received during public exhibition. The MIC Proposal has yet to be determined by the Department of Planning and Environment (DP&E).

A number of residential suburbs are located in proximity to the Stage 1 site, including:

- Wattle Grove, located approximately 600 metres from the Stage 1 site and 750 metres from the rail link to the east.
- Moorebank, located approximately 1,700 metres from the Stage 1 site and more than 2,700 metres from the rail link to the north.
- Casula, located approximately 1,100 metres from the Stage 1 site and 250 metres from the rail link to the west.
- Glenfield, located over 1,700 metres from the Stage 1 site and 750 metres from the rail link to the south-west.

## 1.4 Planning Process

The planning process for the SIMTA Project started in October 2010, when SIMTA lodged the Preliminary Environmental Assessment (PEA).

**The Director General's Requirements (DGRs) were issued in December 2010.** The DGRs set out the following requirements for consultation:

- Appropriate level of consultation with relevant parties to be undertaken during the preparation of the Environmental Assessment (EA).

In December 2011, SIMTA lodged the referral of the proposal with the Federal Government under the Environment Protection and Biodiversity Conservation Act 1999.

In January 2012 SIMTA lodged the Concept Plan, along with Environmental Assessment and environmental reports, with the then NSW Department of Planning and Infrastructure (DP&I).

In March 2012 the DP&I commenced a public exhibition process. The community was invited to view the proposal and make submissions.

In late 2012, SIMTA prepared responses to the submissions received and lodged a report detailing those responses with the DP&I.

In June 2013, SIMTA commenced a national public exhibition process for the draft Environmental Impact Statement under section 103 of the Federal **Government's** Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act). The finalised EIS was placed on public exhibition in October 2013.

In August 2013, SIMTA lodged an Environmental Assessment and Concept Plan with DP&I under the NSW Environmental Planning and Assessment Act 1979.

The Concept Plan and Environmental Assessment was on exhibition a second time from 4 September to 21 October 2013 after the SIMTA site was **declared as having 'multiple landowners'**. This status meant the concept plan could be approved without consent from landowners. The second exhibition period provided a further opportunity for the community to comment and examine how SIMTA responded to submissions received during the previous exhibition period in 2012. In October 2014, the **PAC approved SIMTA's** Concept Plan application for the development of a port shuttle intermodal terminal and associated warehousing on its site at Moorebank.

SIMTA submitted a request to the NSW Department of Planning and Environment in October 2014 to

obtain Environmental Assessment Requirements for the construction of Stage 1 of the SIMTA Concept Plan Approval, which includes the rail link and intermodal terminal.

**The Secretary's Environmental Assessment Requirements (SEARS)**, were issued by the NSW Department of Planning and Environment in December 2014. These requirements set out a number of conditions SIMTA must meet in the preparation of an Environmental Impact Statement for Stage 1 of the project.

A State Significant Development application will be lodged in 2015 with the NSW Department of Planning and Environment for Stage 1 of the SIMTA Intermodal Terminal Facility, including the Rail Link.

## 1.5 Community and Stakeholder Consultation

This report outlines consultation activities and feedback received during the following periods:

- Concept Plan Approval
  - Lodgement of the Preliminary Environmental Assessment in 2010
  - Preparation period for the Environmental Assessment (EA) in 2011
  - EA exhibition period from 28 March – 28 May 2012
  - EA exhibition period from 4 September to 21 October 2013
- EPBC Approval
  - Environmental Impact Statement (EIS) exhibition period from 9 June 2013 to 13 August 2013 (draft) and October 2013 to 5 December 2013 (final).
- General informal comments provided in between these periods via the SIMTA website, including during the preparation of the EIS.

**The initial phase of SIMTA's community and stakeholder liaison** focused on providing basic information about the proposal to the community and providing briefings to high level government, business and community stakeholders.

The following phases of consultation extended to the broader community, including a deep stakeholder engagement process that wrapped around the planning process – providing stakeholders with

detailed information, a range of opportunities for feedback and contact with the project team.

The consultation process has included voluntary consultation activities over and above the statutory consultation periods. **SIMTA's on-going commitment** to consultation will continue during the next stages of the project.

## 1.6 Purpose of this Report

This report has been prepared for approval of the initial stage of the SIMTA Project, known as the Stage 1 Proposal. A summary of the works included in the Stage 1 Proposal is provided above. This report has been prepared to support a State Significant Development (SSD) Application for which approval is sought under Part 4, Division 4.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

This report has been prepared in accordance with **the Secretary's Environmental Assessment Requirements (SEARs)** (ref: SSD 14-6766 and dated December 2014). Table 1 provides a summary of the SEARs and the section where they have been addressed in this report.

This report:

- Describes the community and stakeholder consultation activities that have been undertaken up to the date of this report.
- Reports on issues raised during community and stakeholder consultation and how SIMTA has responded to issues.
- Provides relevant data, such as website visits and attendances at the Community Information Centre.

SIMTA has undertaken an extensive consultation process with the community and stakeholders, as well as agency level consultation – as outlined in the Concept Plan EA and Stage 1 EIS. This report specifically relates to the community and stakeholder consultation process.

It is important to note that feedback contained in this report:

- Cannot be construed as being statistically representative of opinion within the local community.
- Includes voluntary processes together with the statutory requirements for public exhibitions.
- Informs the process undertaken by the SIMTA project team as they refine plans to construct and operate an intermodal terminal in Moorebank.
- **Is consistent with DPE's Major Project Community Consultation Guidelines 2007.** The consultation was designed to provide those who will potentially be 'directly impacted by the project' an

opportunity to receive information and provide feedback.

Table 1 **SEARs (SSD 14-6766) compliance table**

Section/ Number	SEARS	Where addressed in this report
Consultation	<p>During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners.</p> <p>In particular you must consult with:</p> <ul style="list-style-type: none"> <li>• local, State or Commonwealth government authorities, including the: <ul style="list-style-type: none"> <li>- Commonwealth Department of the Environment;</li> <li>- Environment Protection Authority;</li> <li>- Office of Environment and Heritage;</li> <li>- Transport for NSW;</li> <li>- Department of Primary Industries (Fisheries &amp; Office of Water);</li> </ul> </li> <li>- NSW Rural Fire Service;</li> <li>- NSW Health;</li> <li>- Sydney Ports Corporation;</li> <li>- Liverpool City Council; and</li> <li>- Campbelltown City Council.</li> <li>• <b>service and infrastructure providers:</b> <ul style="list-style-type: none"> <li>- Roads and Maritime Services;</li> <li>- Australian Rail Track Corporation;</li> <li>- Sydney Trains;</li> <li>- Sydney Water Corporation;</li> <li>- Endeavour Energy;</li> <li>- Jemena;</li> <li>- Telstra; and</li> <li>- AGL Upstream Investments Pty Ltd.</li> </ul> </li> <li>• <b>specialist interest groups, including Local Aboriginal Land Councils; and</b></li> <li>• the public, including community groups and adjoining and affected landowners.</li> </ul>	Section 3: Consultation Overview

## 2 Consultation Approach

### 2.1 Guiding Principles

SIMTA's approach to consultation for the Moorebank intermodal terminal proposal (including Concept Plan approval, EPBC approval and the Stage 1 Proposal) is guided by best practice principles. By adopting a rigorous and ethical approach, SIMTA aims to engage with the local community and stakeholders in a professional, respectful and constructive way.

The best practice principles for the project are:

- **The project team is a 'guest' within the community** – SIMTA's project team acknowledges they are a guest within the community for the duration of the project – and will respect local residents, businesses and other stakeholders during this time.
- **Aim for 'no surprises'** – A 'no surprises' approach during the planning process requires close community and stakeholder interaction to be maintained. This will build trust within the community.
- **Delivering on promises** – SIMTA will deliver on its promises and, importantly, be seen to be delivering. This is crucial to building and maintaining stakeholder trust in the context of this proposal.
- **Understanding diverse stakeholder interests and values** – SIMTA is committed to identifying and understanding the range of stakeholder issues, values and concerns related to the project.
- **Quality, timely information to all affected stakeholders** – SIMTA will provide relevant, up-to-date and accessible information to all affected stakeholders at planning milestones.
- **Develop effective, two-way communication with the community** – SIMTA aims to create robust, constructive and respectful communication with community members affected by the proposal. SIMTA will provide opportunities for the community to have their feedback considered and their concerns addressed throughout the planning process.

### 2.2 Purpose of Consultation Process

The purpose of the consultation process is to inform the community and **stakeholders about SIMTA's** proposal for an intermodal at Moorebank and to identify key issues of concern to the community. These issues have been addressed during the preparation of technical studies included within the Concept Plan Environmental Assessment, the EPBC EIS and the Stage 1 EIS.

### 2.3 Objectives

The key objectives of the consultation activities were to:

- Identify key community stakeholders with an interest in the project.
- Provide accurate and relevant information about the proposal to local residents and community stakeholders to create awareness about the proposal.
- Provide a means by which stakeholders could comment on the proposed plans prior to their finalisation.
- Provide the Project Team with the opportunity to incorporate stakeholder feedback into the planning and development process.



## 3 Consultation Overview

### 3.1 Summary of Consultation Issues

The issues raised during the consultation process on **SIMTA's proposal** to build an intermodal terminal at Moorebank were consistent with the topics listed in **the Director General's Requirements (DGRs)** provided to SIMTA in December 2010 and the SEARS issued in December 2014. Most of these issues have been addressed by technical studies that have been carried out as part of the Environmental Assessment (EA) process.

A summary of these issues includes:

- Air quality
- Traffic impacts and road upgrades
- Cumulative impacts of the potential for two adjacent terminals
- Noise
- Light spill
- Environmental impacts
- Job opportunities
- The difference between the EA process (NSW legislation) and the EIS process (Federal legislation).

In the public debate, there was a degree of misinformation about the issues listed. The Community Information Centre (see below) provided an opportunity for the SIMTA team to deliver accurate information directly to members of the community.

Some participants in the consultation said that the information received reduced their concerns about the proposal.

For those participants who supported the proposal, the issues that were most important to them were:

- The job opportunities created by the proposal
- The investment in the local area.

For a number of participants the fact that the area had been identified for an intermodal terminal for a significant period created an acceptance of the

proposal. Some community members have supported the proposal on the understanding that the proponent would deliver community benefits.

### 3.2 Consultation and Engagement Activities

A range of consultation activities have been undertaken to provide the local community and key stakeholders with information about the SIMTA Project for an intermodal at Moorebank and to give the community the opportunity to provide feedback.

Consultation activities included a combination of on-going communications and community consultation channels, as well as targeted consultation and engagement activities.

Activities have included:

- Updates to the SIMTA website to include information on the Environmental Assessment (EA) exhibition period.
- Project newsletters provided to approximately 10,000 households in the suburbs surrounding the SIMTA site (see Appendix).
- Drop in sessions at the Community Information Centre located at 7 Secant Street, Liverpool.
- One-on-one meetings with community members.

#### 3.2.1 Community Information Centre

The Community Information Centre (CIC) was aimed at facilitating face-to-face conversations about the proposal with members of the community, and providing a forum to communicate detailed and quality information about the proposal to the public. Furthermore, it provides a platform to record informed stakeholder feedback.

The CIC was opened for exhibition periods 2012 and 2013 and also in 2011. Members of the Project Team were made available to speak to community members at the Information Centre and take questions.

In addition, the following communication materials and information were made available to the public (see Appendix):

- Information boards
- Factsheet (take home project brochure).

The opening hours of the CIC were advertised on the website, in a newsletter distributed to residents, and in local media including the Liverpool Champion, Liverpool Leader and Daily Telegraph (see Appendix).

The CIC was open for five weeks between 11 February 2011 and 19 March 2011 on Thursdays 3pm – 6pm, Fridays 12noon – 3pm and Saturdays 11am – 2pm.

Starting from 29 March 2012, the CIC was opened on for the public exhibition of the EA on Thursdays from 4-7pm and on Saturdays from 11am-2pm. Small group meetings were also held with community stakeholders during this period.

Community sessions were again scheduled at the CIC in September 2013, for the public exhibition of the EA. Sessions took place on:

- Wednesday 11 September 2013
- Saturday 14 September 2013
- Wednesday 18 September 2013
- Saturday 21 September 2013.

The CIC remained open, by appointment, until November 2014.

Visitors to the information centre were found to be most interested in:

- Finding out more information about the project
- The location of the rail link
- Project timing
- The difference between the EA and the Federal **Government's** EIS process
- Traffic impacts
- Air quality impacts
- Noise impacts
- Visual impacts.

### 3.2.2 Newsletters and letters

Newsletters have been distributed to mark key milestones on the project and keep local residents informed.

SIMTA distributed one newsletter to approximately 10,000 households in the suburbs surrounding the SIMTA site in September 2013, to inform them about the Concept Plan application and EA and drop-in sessions at the Community Information Centre (see Appendix).

Previous communications have included:

- Letter to Residents 14 July 2010
- News Update October 2010
- Letter to Wattle Grove and Casula Residents 4 February 2011
- Newsletter to residents in March 2012 to coincide with the public exhibition of the Concept Plan

NB: For distribution map, see Appendix.

### 3.2.3 Stage 1 EIS activities:

The following techniques have been used throughout consultation for the SIMTA Project and have continued to be used to inform and gain feedback from the community, including consultation for the Stage 1 EIS:

- **A stand-alone project website** [www.simta.com.au](http://www.simta.com.au) which is regularly updated to provide detailed, quality information to the community about the Proposal and planning process. The website provides information about the different ways to contact the Project Team with feedback or questions (see Appendix).

From December 2014- April 2015 the website was updated on four occasions, saw more than 1200 unique visits, and received an additional 11 subscribers. Subscribers to the website receive email prompts when updates go live on the website. Subscribers to the website come from a diverse range of groups and backgrounds, including:

- Members of the local community (including adjacent landowners)
- Business owners
- Interest groups
- Employment seekers

See appendix for website update for Stage 1 EIS.

- **An Email feedback system** [consulting@elton.com.au](mailto:consulting@elton.com.au) - A convenient online feedback system for stakeholders, and an efficient way for people to obtain responses from the Project Team within 48hours. From December 2014-April 2015 nine email enquiries were received on the project. Issued raised in these emails are covered in section 4.
- **A free-call information line** (1800 986 465) available between 8:30am and 5:00pm weekdays. A message-bank is provided outside of these times, and phone messages are returned within 48 hours.

- **Community information newsletters** to residents, providing updates throughout the planning process and advising community stakeholders of up-coming and on-going consultation activities. SIMTA anticipates that the next newsletter-update will be distributed to coincide with public exhibition.

### 3.3 Level of community participation in consultation activities

<b>Jul 2010</b> Distribution of newsletter to local residents	11,000
<b>Oct 2010</b> Distribution of newsletter to local residents	8,600
<b>Feb 2011</b> Distribution of letter to residents	8,600
<b>Feb - April 2011</b> Visitors to the Community Information Centre	70
<b>Feb - April 2011</b> One on one stakeholder meetings	10
<b>Jul 2010 - Nov 2012</b> Email enquiries received	80
<b>Jul 2010 - Nov 2012</b> Phone enquiries received	40
<b>Mar 2012</b> Distribution of newsletter to local residents	10,000
<b>Sep 2013</b> Distribution of newsletter to local residents	10,000
<b>Sep 2013</b> Email enquiries received	28
<b>Sep 2013</b> Visitors to the Community Information Centre	14
<b>December 2014- April 2015</b> Email enquiries received	9
<b>December 2014- April 2015</b> Website updates/unique visits/new subscribers	4/1200/11

### 3.4 Media Coverage

Elton Consulting has monitored local, regional, metropolitan and online media coverage relating to **SIMTA's proposal in parallel to the consultation** process. By maintaining an awareness of local media coverage and community vocalists SIMTA is provided with the opportunity to respond to emerging community concerns and remind stakeholders about the consultation channels available.

Local media coverage has shown the community has a consistent interest in the project, with 73 news items published in 2013 about plans for an intermodal terminal at Moorebank and almost 200 published in 2014. The increased activity in 2014 can be attributed to increasing interest in the **Federal Government's proposal for the Moorebank Intermodal Terminal** on land adjacent to the SIMTA site.

It is not the role of this report to comment on media coverage but it is important to note that some claims reported in the media have been factually incorrect. SIMTA has been monitoring the level of this misinformation, and has worked to provide the community with clear and factual information through consultation to correct this.

# 4 Issues and Responses

## Project Background

---

### Strategic Overview

- The SIMTA Project is closely aligned to achieving the effective delivery of Stage government commitments and policy objectives including:
  - NSW Freight and Ports Strategy
  - A Plan for Growing Sydney
  - Subregional Strategy for the South West Subregion
  - Metropolitan Transport Plan 2010
  - NSW 2021: A plan to make NSW number one.
- The NSW Freight and Ports Strategy provides a framework for industry, all levels of government and stakeholders to guide investment and other decisions to enhance freight logistics in NSW. The strategy supports the goals identified in *NSW 2021* to:
  - Rebuild the economy
  - Return quality services
  - Renovate infrastructure
  - Restore accountability to Government.
- A strategic network of intermodal terminals, including the proposed Moorebank facility, is in-line with this strategy and **would mitigate Sydney's growing traffic congestion** by taking trucks off the road.
- Sydney Ports Corporation anticipates that the existing throughput of two million Twenty Foot Equivalent Units (TEU) per annum at Port Botany will increase to a total of seven million TEU by 2031.
- The reason for this is two-fold: 1. Population growth in NSW. The south-west subregion of Sydney is expected to experience the **city's** highest level of growth, increasing the 2006 population by 113 per cent by 2036. 2. Consumption of imported goods continues to increase.

- The NSW Government has initiated the expansion of the Port Botany facilities to accommodate the efficient movement of the growing number of TEUs (a measurement of containers).
- An increase in the number of TEUs being processed through Port Botany will result in a significant increase in the number of truck movements to and from Port Botany. These truck movements will access the industrial and warehouse hubs in west, south-west and north-west Sydney.
- These industrial and warehouse precincts will be accessed via the M5 because it has a direct connection to Port Botany and the M7.
- The Commonwealth Government delivered a dedicated freight rail line as part of their National Freight Strategy, the Southern Sydney Freight Line (SSFL).
- Expanding the network of intermodal freight terminals is integral to achieving NSW **Government's 28 per cent target** for the share of freight from Port Botany moved by rail and reducing the level of traffic congestion within the Sydney **region. SIMTA's proposed** Moorebank intermodal would be part of this strategic network of freight terminals.
- As part of the Environmental Assessment (EA) process, SIMTA commissioned a study into the strategic freight demand **in South West Sydney. The study revealed that SIMTA's proposal would have a clear impact on container movements in** Sydney. By 2025, the demand for containers in the South West would exceed the current capacity of Minto intermodal terminal.
- The study found that without increased intermodal capacity in South West Sydney, trucks would move 70 per cent of freight from Port Botany in 2016. With SIMTA in operation, it has the capacity to attract a significant proportion of the TEU market destined for South-West Sydney. This could reduce the trucking demand from Port Botany to as little as 40 per cent of the total import market.
- SIMTA will receive rail freight from Port Botany for distribution within the general catchment of the facility. The containers (TEUs) are unloaded from the trains and either:
  - Loaded onto a semi-trailer and trucked to a local warehouse or industrial facility, where the container is unpacked.
  - Unpacked within warehouses proposed to be constructed at the Moorebank facility. From these warehouses, the goods are locally distributed using smaller trucks.
- Intermodals need to be strategically located to ensure access to major rail and road transport infrastructure.
- The Moorebank site for the SIMTA Project can be accessed by both the SSFL (rail) and the M5 and M7 motorways

(road).

- A number of intermodal facilities already exist within the Sydney Metropolitan area including Yennora, Villawood and Minto. A new intermodal is currently under development at Enfield.
  - The Moorebank site will complement the existing and proposed regional intermodal network.
-

## 4.2 Issue / Response Matrix

The following issues were raised and responses issued across all SIMTA consultation activities, including:

- Concept Plan Approval
  - Lodgement of the Preliminary Environmental Assessment in 2010
  - Preparation period for the Environmental Assessment (EA) in 2011
  - EA exhibition period from 28 March – 28 May 2012
  - EA exhibition period from 4 September to 21 October 2013
- EPBC Approval
  - Environmental Impact Statement (EIS) exhibition period from 9 June 2013 to 13 August 2013 (draft) and October 2013 to 5 December 2013 (final).
- General informal comments provided in between these periods via the SIMTA website.

The Planning Assessment Commission Hearing undertaken on 31 July 2014 was part of the planning approval process. Some of the issues raised by the public to the PAC, at the hearing, are similar to the issues provided below. We note that no comments were made directly to SIMTA via email or phone during this period.

These inquiries were received directly by SIMTA via email and through the Community Information Centre. **SIMTA's website and newsletter encouraged people to provide a formal submission via the (then) NSW Department of Planning and Infrastructure for the EA, and via the Federal Department of the Environment for the EIS.**

The SIMTA Project has progressed since consultation activities commenced in 2010 as detailed studies and environmental investigations were undertaken. To best demonstrate the time elapsed between consultation activities the matrix below has been separated into issues/responses in 2013, and issues/responses prior to this date.

### 2013 Issues/Response Matrix

Issue	Response
<b>Traffic and transport</b>	
<ul style="list-style-type: none"><li>• Traffic on Nuwarra and Heathcote Roads</li></ul>	<p>A Transport and Accessibility Impact Assessment has assessed the impact of the SIMTA Project on Nuwarra Road and Heathcote Road.</p> <p>The Assessment provides a comparison of traffic impacts with and without the SIMTA intermodal terminal in 2031. The study shows that if the intermodal terminal proceeds, there will be a minor impact on traffic at the Nuwarra Road and Heathcote Road intersection.</p> <p>However continued traffic growth is expected at this intersection, particularly during the morning and evening peak times even if the intermodal terminal is not approved.</p> <p>More information about the results of the assessment can be located on the following pages of the Transport and Accessibility Impact Assessment:</p> <ul style="list-style-type: none"><li>- Table 3-4 – page 43</li><li>- Table 3-10 – page 60</li></ul>

- Table 5-7 – page 79
- Table 6-10 – page 108
- Table 6-11 – page 109

<ul style="list-style-type: none"> <li>● Traffic on Anzac Road</li> </ul>	<p>Heavy vehicles (referred to as restricted access vehicles, or RAVs) are restricted under the Roads Transport (Mass Loading and Access) Regulation 2005 and the Road Transport (Vehicle Registration) Regulation 2007 from using roads outside of the routes identified on Roads and Maritime Services' RAV maps.</p> <p><b>Trucks accessing the SIMTA site would be bound to follow this legislation, preventing 'rat running' and restricting them from using roads that have not been prescribed as heavy vehicle access routes.</b> Anzac Road is not mapped as an RAV route and trucks would not be permitted to access the SIMTA site via Anzac Road.</p> <p>Traffic modelling shows traffic impacts would be concentrated along a small section of Moorebank Avenue, connecting to the M5. The analysis suggests Moorebank Avenue would need upgrading to four lanes when the SIMTA site is fully developed – and this upgrade would take place before traffic reaches threshold levels.</p>
<ul style="list-style-type: none"> <li>● Road network improvements</li> </ul>	<p>Road network improvements required to maintain or improve the level of service at intersections impacted by the SIMTA Project are outlined in Section 8 of the Traffic and Accessibility Impact Assessment (Appendix F). Details and schematic drawings of the required upgrades are provided in the revised impact assessment report. It is a Statement of Commitment within the EIS that:</p> <p>The proponent commits to negotiating with the relevant agencies/authorities as required to facilitate the staged delivery of the following road infrastructure upgrades in accordance with the Transport <b>Accessibility Impact Assessment...</b></p> <p>Section 6.12 of the Transport and Accessibility Impact Assessment presents an assessment of the impact on traffic accidents from the SIMTA Project. The assessment concludes that the SIMTA Project would not substantially increase the likelihood of crashes/accidents in the longer term.</p> <p>Sections 3.3.5 and 3.3.6 of the Transport and Accessibility Impact Assessment present the results of weaving analysis undertaken for eastbound and westbound traffic on the M5. The outcomes of this analysis were incorporated into the recommendations for infrastructure upgrades that have been included within the EIS.</p>
<ul style="list-style-type: none"> <li>● Prevention of accidents on the M5</li> </ul>	<p>Section 6.12 of the Transport and Accessibility Impact Assessment (Appendix F) presents an assessment of the impact on traffic accidents from the SIMTA Project. The assessment concludes that the SIMTA Project would not substantially increase the likelihood of crashes/accidents in the longer term.</p>
<ul style="list-style-type: none"> <li>● Heavy vehicle use of local roads</li> </ul>	<p>Load limits and road treatments can be implemented to restrict/prevent use of residential roads by trucks. Heavy vehicles (referred to as restricted access vehicles (RAVs) are restricted under the Roads Transport (Mass Loading and Access) Regulation 2005 and the Road Transport (Vehicle Registration) Regulation</p>



2007 from using roads outside of the routes identified on RMS RAV maps. Trucks accessing the SIMTA site would be bound to follow this legislation, preventing 'rat running' and restricting them from using roads that have not been prescribed as heavy vehicle access routes.

Anzac Road is not mapped as a RAV route; therefore, heavy trucks will not access the site via Anzac Road. The modelling has accounted for use of Cambridge Avenue by light vehicles and small distribution vehicles only.

Cambridge Avenue bridge south to the SIMTA site has weight limitations, which would prevent the use of this road by heavy trucks.

<ul style="list-style-type: none"> <li>• Heavy vehicles on the M5</li> </ul>	<p>The Transport and Accessibility Impact Assessment (Appendix F) states that the reduction in traffic on the M5 is between Port Botany and Moorebank Avenue. The assessment showed that SIMTA traffic contributions were between 2% and 3% to M5 Motorway/ Hume Highway, Moorebank Avenue/ Heathcote Road and Moorebank Avenue/Newbridge Road intersections (section 6.10.2).</p>
<ul style="list-style-type: none"> <li>• Upgrade to Moorebank Avenue</li> </ul>	<p><b>Intersection performance would be measured against the 'level of service' criteria, set out in Table 3-4</b> of the Transport and Accessibility Impact Assessment, which is from RMS Guide to Traffic Generating Developments. As the Level of Service at the intersections is observed to decline, this would trigger the need for upgrades, as discussed in Section 8.1.1. of the report.</p>
<ul style="list-style-type: none"> <li>• Moorebank Avenue/Anzac Road intersection</li> </ul>	<p>As stated in Section 6.8 of the Transport and Accessibility Impact Statement: Anzac Road will not carry trucks generated by the SIMTA Project but is expected to carry small employee related traffic to SIMTA. Heavy vehicles (referred to as restricted access vehicles (RAVs) are restricted under the Roads Transport (Mass Loading and Access) Regulation 2005 and the Road Transport (Vehicle Registration) Regulation 2007 from using roads outside of the routes identified on RMS RAV maps. Trucks accessing the SIMTA site would be bound to follow this legislation, preventing 'rat running' and restricting them from using roads that have not been prescribed as heavy vehicle access routes. Anzac Road is not mapped as a RAV route; therefore, heavy trucks will not access the site via Anzac Road.</p> <p><b>The proposed updated to the intersection of Moorebank Ave/ Anzac Road is to accommodate the widening of Moorebank Avenue.</b></p>
<ul style="list-style-type: none"> <li>• Truck arrival scheduling</li> </ul>	<p>Freight would be transported from Port Botany to the SIMTA site by rail. SIMTA operations would therefore not be impacted by delays on the M5 between Port Botany and Moorebank Avenue.</p>
<ul style="list-style-type: none"> <li>• Risk of accidents/spillage</li> </ul>	<p>Section 6.12 of the Transport and Accessibility Impact Assessment presents an assessment of the impact on traffic accidents from the SIMTA Project. The assessment concludes that the SIMTA Project would not substantially increase the likelihood of crashes/accidents in the longer term.</p> <p>The Hazards and Risk Assessment Report (Appendix L) details the Australian standards that would be employed to develop handling procedures to minimise the risk of mishandling of containers. In the report it is stated:</p> <p><i>Certain classes of dangerous goods, such as Class 1 – Explosives and Class 7 – Radioactive Materials, will not be handled or stored at the site as their transport is not permissible along the SSFL. ...</i></p>

*Regardless of the quantities of goods handled a Dangerous Goods Management Plan would be developed for the SIMTA site and workers at the intermodal terminal would be inducted on the management of containers carrying dangerous goods, their identification and separation requirements in accordance with the relevant Australian standards and NSW WorkCover guidelines*

- Capacity and demand

The capacity of the catchment area represents a maximum demand of one million TEU per year. A TEU is a twenty-foot equivalent unit, the measurement used when talking about capacity in container transportation.

In the event that both the SIMTA and Federal Government's proposal on the adjacent site are developed, the catchment demand would remain unchanged and the anticipated freight needs would be shared between the two facilities. Both facilities would (based on current modelling) process a combined total of one million TEU of port-related freight once the demand for goods in the area reaches this level.

This means the cumulative impact of the SIMTA Project and the Federal Government proposal would result in substantially the same impacts.

The Environmental Assessment currently on exhibition addresses the cumulative impacts of the SIMTA Project and any other potential intermodal terminals within the Moorebank catchment, including the **Federal Government's proposal**.

Information on cumulative impacts is addressed in the following sections of the Environmental Assessment:

3.3.3 Cumulative Impacts (Strategic and Project Justification)

5.3.4 Cumulative Impacts and Mitigation Measures (Transport and Access)

6.3.2 Potential Cumulative Impacts (Noise and Vibration)

7.3.3 Potential Cumulative Impacts (Biodiversity)

8.3.4 Potential Cumulative Impacts (Hazard and Risks)

9.3.3 Potential Cumulative Impacts (Contamination)

10.3.2 Potential Cumulative Impacts (Storm water and Flooding)

11.3.3 Potential Cumulative Impacts (Air Quality)

12.2.2 Potential Cumulative Impacts (Heritage)

13.4 Potential Cumulative Impacts (Visual and Urban Design)

14.3.4 Potential Construction impacts and Cumulative Impacts (Utility Servicing).

## Air Quality

- Air quality

Impacts on Air Quality are presented in the Air Quality Impact Assessment (Pacific Environment, 2013) (Appendix Q). The assessment concluded that predicted levels of NO<sub>2</sub> and PM concentrations were lower than the relevant impact assessment criteria for all averaging periods at all residential receptors.

---

The Transport and Accessibility Impact Assessment (Appendix F) acknowledges the low level of service at some intersections on the M5. The strategic modelling undertaken predicted peak hour growth in the core study area between 1.7% and 1.9% per annum until 2031. The report also acknowledges that with the proposed M5 West widening the growth on M5 Motorway is forecast to increase between 2.7% and 3% per annum. The Environmental Assessment Report for the proposed M5 West Widening Project indicated that with proposed widening, the growth on M5 Motorway is forecast to increase between 2.5% and 3.1% per annum in the peak directions.

The traffic growth predicted by the strategic model in the SIMTA project is in line with growth rates predicted in M5 West Widening project and these figures have been accepted by RMS. The proposed upgrades have accounted for the increase in back ground traffic.

- Cumulative effects on air quality, noise and traffic from two adjacent intermodal sites.

The Freight Demand Modelling Report (Hyder Consulting, 2013) (Appendix G) has been prepared to clarify **SIMTA's position with regard to the total freight catchment demand that would be shared between the two proposed intermodals**. This approach has been endorsed by TfNSW, after an investigation which concluded that the total catchment for the total Moorebank Precinct container throughput, including provision for interstate freight, is 1.2 million TEU combined. 2031 was adopted as the future horizon year for assessment of the SIMTA Project in agreement with the RMS and other government agencies. The Detailed Business Case presented by the MICL (the MPO) states that the provision for interstate freight **would be developed 'when justified by market conditions, but estimated to commence operations in 2030'** (MPO Detailed Business Case, 2011). Assessment of the potential interstate capacity of the MICL proposal was therefore not included in the assessments for the SIMTA Project as, should interstate capacity be developed on the MICL proposal site, this would not be until after the future horizon year for SIMTA. The specialist assessment reports assessed the impacts of the 1 million intrastate catchment when assessing the cumulative impacts of both proposals.

The Air Quality Impact Assessment (Pacific Environment, 2013) assessed the cumulative impacts of the combined operations of the SIMTA Project and the adjacent Moorebank Intermodal Company Ltd (MICL) proposal. The assessment found that the cumulative impact of the full SIMTA site operations or combined operations with the proposed MICL intermodal proposal has been assessed, taking into account the freight catchment demand of one million TEU. The locations of the sources of emissions would change if the demand was shared between the two sites, however, the overall scale of impact would be the same.

Section 7.0 of the Noise Impact Assessment includes an assessment of cumulative impacts of the operation of the SIMTA Project and the MICL proposal. The assessment concludes that operation of the two proposals, with the freight catchment equally shared, would achieve the Industrial Noise Policy at receivers.

Section 6.9 of the Transport and Accessibility Impact Assessment provides further information on the cumulative scenario. The report states: The traffic impact from SIMTA Project has been assessed based on the forecast demand of one million TEU. Any future proposal by the Moorebank Intermodal Company Limited (MICL), formerly known as the Moorebank Project Office (MPO) is expected to service the similar catchment area reducing the ability for the SIMTA to achieve full operational capacity.

- Health effects of changes to air quality

The EIS identifies the measures that would be employed to minimise impacts on air quality as a result of the SIMTA Project, including the use of electrically powered container handling equipment in lieu of diesel equipment, minimising truck queuing and idling on site and use of locomotives with automatic shut-down/restart when idling for extended periods.

A *Health Risk Assessment* (Appendix W) was conducted to assess the impacts of health from the SIMTA Project and is presented as Appendix W to the EIS. Section 6.3 of the Health Risk Assessment states: *The assessment undertaken for emissions from the IMT facility indicate that acute or chronic direct health effects are unlikely.*

Particulate Matter (PM) modelling was undertaken as part of the Air Quality Impact Assessment. PM modelling predictions were made for operation of the SIMTA site, and compared against air quality indicators for PM10 and PM2.5. The modelling indicates that maximum predicted incremental 24-hour PM concentrations are lower than the relevant impact assessment criteria for all averaging periods and size fractions at all residential receptors.

The modelling also indicates that the SIMTA Project would not result in any additional exceedances of the impact assessment criteria for PM10 or advisory reporting standards for PM2.5.

The Health Risk Assessment (Appendix W) concluded that ***'individual concentrations of NO2 and PM10 and for the most part PM2.5 are individually below their respective health guidelines.'*** (Section 6.3). As health impacts are not predicted as a result of the proposal, no economic cost is attributable.

Operation of the terminal in another location would result in the same impacts on PM10 and PM2.5 levels.

The Health Risk Assessment (Appendix W) concluded that ***'individual concentrations of NO2 and PM10 and for the most part PM2.5 are individually below their respective health guidelines.'*** (Section 6.3).

The Health Risk Assessment and Air Quality Impact Assessment modelled and assessed the impacts of the SIMTA Project against the NSW EPA Guidelines, which are health based guidelines: *The health based guidelines for these emission components are based on epidemiological studies that measure the association between at least one specific pollutant (i.e. PM, NOx, CO or O3) and health outcomes.*

These studies concluded that the SIMTA Project would not have an adverse impact on human health.

The Noise Impact Assessment concluded that operation of the SIMTA Project would be below the levels prescribed in the Industrial Noise Policy, IGANRIP and RING. Construction noise levels are predicted to **exceed the noise management levels at nearby receivers, however these levels are below the 'highly affected' criteria levels. Noise guideline levels have been derived** from reviews of the environmental noise and health literature, below which health effects would not be expected. The mitigation measures identified in the Statement of Commitments would be implemented to minimise noise impacts during construction and operation of the proposal.

Clarification on construction timeframes:

The first phase of construction would be the rail link between the current SSFL and the SIMTA terminal. This would be constructed as a stand-alone portion of works, undertaken through a Design and Construct

process. Early indications see this work commencing in late 2014, taking approximately 12 months to complete. These works would include a significant amount of earthworks, a rail bridge structure crossing the Georges River and works within the existing East Hills Line rail corridor.

The next phase of work would be the construction of the intermodal terminal within the SIMTA site.

These works would include the construction of rail sidings within the terminal to support the rail link, allowing the terminal to operate as an intermodal. Construction of the intermodal terminal would run concurrently with construction of the rail link. Vehicle access to and from Moorebank Avenue will be necessary and require the construction of two new access points into the terminal. The terminal hardstand area will require a significant amount of concrete pavement to be constructed, allowing the stacking and transfer of the initial 250,000 TEU annual throughput. Stage 1A of works is the most significant stage in terms of construction impacts.

The second stage of construction would be the warehousing to support the intermodal operation and to allow the capacity of the terminal to increase from the initial 250,000 TEUs to approximately 750,000 TEU. It is envisaged that the warehouse construction would not have a significant impact on the surrounding environment, given that the warehouse construction and associated infrastructure works will be undertaken within regulated working construction hours, whilst the terminal would be operational 24 hours a day. The anticipated period of construction for this stage of works is currently 9 months based on the whole precinct being let as one contract, or several concurrent contracts to meet demand.

---

- Air quality modelling

As part of the planning process, detailed environmental studies have been undertaken to evaluate potential impacts of the proposal. These studies were carried out in accordance with strict Australian Government guidelines.

A modelling scenario for the operation of the site was developed, based on a conceptual busiest hour of operations at the site. The conceptual busiest hour of operations was taken and applied over a constant **24-hour period, to measure a 'worst case scenario'**. **Pollutant emissions from various sources were** estimated and used to model impacts from the operation of the site.

From an air quality perspective, the potential emissions during operation of the SIMTA Project are primarily from diesel vehicle exhaust (locomotives, trucks and container handling equipment).

During construction, fugitive dust emissions can also be expected from the site; however, construction impacts would be staged, temporary and of relatively short duration. Additionally, mitigation measures would be adapted to suppress dust generated on site and prevent its migration off-site.

The air quality impact assessment provides a clear set of recommendations to minimise or mitigate potential air quality impacts. Control measures would be adapted to suit treatment requirements on a case-by-case basis. Control measures may include:

- Advances in rolling stock servicing the proposed intermodal.
- Using electrically powered container handling equipment instead of diesel powered equipment wherever possible.
- Use of LPG forklifts instead of diesel forklifts where possible.

- Reduce truck queuing and idling times.

The air quality impact assessment showed that there would be fewer emissions of pollutants due to the reduction of freight transport by truck.

The proposal will reduce greenhouse gas emissions by up to 40,000 tonnes of CO<sub>2</sub> per year. This is equivalent to taking in excess of 10,000 cars off Sydney roads. Freight moved by one train produces 40 times fewer emissions than the equivalent by truck.

The proposed intermodal terminal is a vital step towards meeting the demand for freight in Sydney, removing trucks from the road network and increasing capacity at Port Botany.

## Other environmental

- Noise impacts

As part of the planning process, detailed environmental studies have been undertaken to evaluate potential impacts of the proposal. These studies were carried out in accordance with strict Australian Government guidelines.

The noise impact assessment found that at full capacity operations, with the appropriate noise mitigation measures applied, the intermodal terminal is predicted to comply with all relevant noise and vibration criteria during both the daytime and night time periods of operation.

Approximately 400 metres separates the nearest house in Wattle Grove from the north-eastern boundary of the site. The proposed intermodal terminal itself would be located in the south-western corner of **SIMTA's land, about 990 metres** from the nearest house.

Warehouses, vegetation and ancillary services would provide a buffer between residents and the intermodal terminal, to reduce noise and vibrations.

If the proposal is approved, SIMTA will monitor noise and vibrations – improvements will be implemented as needed, on an ongoing basis.

The revised Noise Impact Assessment (Appendix I) provides further detail on the potential noise and vibration impacts associated with the SIMTA Project. The updated report found that predicted levels of operational, road traffic and rail traffic noise are all within the established criteria at nearby receivers (with the exception of residents at R3). To mitigate this impact SIMTA would make provision for a noise barrier along the western boundary of the SIMTA site. The requirement for the barrier will be confirmed during the detailed assessments at each development application stage for approval under the subsequent, staged development approvals.

- Lighting

SIMTA proposes to use custom designed light fittings that direct light downwards rather than across the facility. The lighting design combined with the latest technology would direct light away from residential areas. Lighting around the border of site would be similar to street lights. A visual impact assessment shows that light spill is contained to within 150 metres of the immediate vicinity of the site and will not impact upon nearby residents located 400 metres away. Warehouses, landscaping and vegetation would also help to minimise impacts.

- Flooding of Georges River

The flood impacts associated with the SIMTA Project are discussed in the Flood Study and Stormwater Management Report (Appendix P). Flood mapping is provided in the appendices to this report and shows that the site would only be impacted by flooding during the 100 year average recurrence interval (ARI) flood event. Measures to mitigate the flood impact on the site and the impact of the site on downstream properties are presented within the report and the Statement of Commitments in the EIS

## Employment opportunities

- Requests regarding employment opportunities

Thank you for your email and for your interest in the SIMTA project. We are still in the early stages of planning for the project.  
When the facility is operational, there may be potential employment opportunities. Information and relevant contact details would be made available closer to this time.  
You are now subscribed to our mailing list and you will receive regular project updates.

## Planning process

- Difference between the Environmental Impact Statement and the Environmental Assessment for SIMTA

In 2013 we have undertaken two separate public consultation processes for the intermodal terminal project, providing further information and analysis in response to submissions received during the public comment process in 2012:

1. **EPBC EIS public consultation process:** a requirement of the Federal Government, under the Environmental Protection and Biodiversity Conservation Act.

The Environmental Impact Statement was released for public exhibition from 19 June to 13 August 2013. The finalised Environmental Impact Statement provides a summary of the comments received during this consultation period and how these comments have been addressed. This is now available for public viewing on our website from 10 October to 5 December 2013.

2. **Concept Plan:** a requirement under the NSW Government planning legislation. This public exhibition was on until 21 October 2013 and submissions made through the [NSW Department of Planning and Infrastructure](#) website.

Previously, both the Federal Government and NSW Government requirements for this project have been exhibited together. This is the first time on this project that the two processes have been separated.

- Details on the differences between the Moorebank Intermodal Company and SIMTA projects.

The best place for information explaining each of the projects is online.  
The link to the Federal Government Moorebank Intermodal Company website is:  
<http://www.finance.gov.au/property/property/moorebank-intermodal-freight-terminal/index.html>

The link to the SIMTA Environmental Assessment is:  
[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=4400](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=4400)

- Why was the concept plan exhibited again in 2013?

SIMTA updated the Concept Plan, Environmental Assessment and supporting technical studies, as part of the NSW planning process. The proposal was updated to reflect the land on which the rail link is proposed now includes land owned by RailCorp and private landowners.

## General

<ul style="list-style-type: none"><li>• Where the rail link will be located?</li></ul>	<p>The proposed rail link would go under Moorebank Avenue, as the existing rail line does. The SIMTA Project would not use the existing East Hills passenger railway line. The rail link is proposed to be located on land within the Southern Sydney Freight Line corridor, existing RailCorp land adjacent the East Hills Passenger Line, and private land which is part of a waste disposal facility.</p> <p>The best place to find maps and diagrams is in the Environmental Assessment for the project, currently on exhibition on the Department of Planning &amp; Infrastructure website. The direct link is: <a href="http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&amp;job_id=4400">http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&amp;job_id=4400</a></p> <p>Go to: Environmental Assessment_ Exhibition between 4 September and 21 October 2013, and look for Main EA Part 1. Between pages 14 and 22 there are a number of maps and diagrams of the site and site context.</p> <p>You can find general information about the proposal on our website <a href="http://www.simta.com.au">www.simta.com.au</a>.</p>
<ul style="list-style-type: none"><li>• Real estate values</li></ul>	<p>Impact on value as a result of a project that does not result in any compulsory acquisition of land and does not result in a head of claim for compensation. The EIS document sets out management and mitigation measures to preclude the proposal from having a significant impact on the amenity of the residential areas.</p>
<ul style="list-style-type: none"><li>• Consideration of Casula and Wattle Grove, as well as Moorebank</li></ul>	<p>The residents of Wattle Grove, Casula and Moorebank have been considered in the specialist impact assessment reports, including air quality and noise.</p>
<ul style="list-style-type: none"><li>• Security</li></ul>	<p>The proposal includes security facilities within the freight village which will manage the site. Further, it has been demonstrated that crime has largely remained stable in the Liverpool local government area (LGA) and that crime rates in Moorebank are generally lower than the wider LGA.</p>
<ul style="list-style-type: none"><li>• Names of companies/consultants/ individuals involved in the studies</li></ul>	<p>The list of consultants used for the project can be found in the Environmental Assessment currently on exhibition on the NSW Department of Planning and Infrastructure website. Go to the Main EA Part 1, and the list is in Section 1.5, page 12.</p>



## Pre 2013 Issues/Response Matrix

Issue	Response
<p><b>Capacity</b></p> <ul style="list-style-type: none"> <li>• <b>SIMTA’s proposal is for an intermodal with the capacity to process one million TEUs. When will capacity be reached?</b></li> </ul>	<ul style="list-style-type: none"> <li>• The SIMTA proposal is for an intermodal with the capacity to process one million twenty-foot equivalent units (TEU) each year. However, the demand for containers and goods from receivers within the Moorebank catchment area will determine when the facility operates at full capacity.</li> </ul>
<p><b>Capacity – cumulative</b></p> <ul style="list-style-type: none"> <li>• <b>If SIMTA’s proposal and the Federal Government’s proposal for an intermodal on adjacent land both go ahead, does this mean two million TEUs will be processed in Moorebank?</b></li> </ul>	<ul style="list-style-type: none"> <li>• The Federal Government is exploring the possibility of developing an intermodal on the adjacent School of Military Engineering (SME) site. Technical studies and analysis show that the capacity of the catchment area is one million TEU’s per year, the same as the maximum capacity of the proposed SIMTA development.</li> <li>• In the event that both the SIMTA and Federal Government’s proposal on the adjacent site are developed, both facilities would (based on current modelling) process a combined total of one million, not two million, TEU of port related freight.</li> <li>• At full capacity, the traffic models have found the SIMTA proposal would generate approximately 2,600 truck movements daily. The traffic models also found the SIMTA proposal would generate approximately 3,600 employee car movements each day.</li> </ul>
<p><b>Traffic</b></p> <ul style="list-style-type: none"> <li>• <b>The M5 and Moorebank Avenue are already congested and increased truck movements will make the congestion worse</b></li> </ul>	<ul style="list-style-type: none"> <li>• The SIMTA proposal would generate B-double, semi-trailer and rigid truck traffic related to freight movement along with car trips related to employee trips to and from the site.</li> <li>• The number of car and truck movements around Moorebank is expected to grow, with or without the SIMTA proposal.</li> <li>• Traffic along Moorebank Avenue, without the SIMTA proposal, is expected to increase by somewhere between 1.6 and 1.8 per cent per year until 2031 as a result of population and employment growth in the region.</li> <li>• The traffic along Moorebank Avenue, with the SIMTA proposal, is expected to increase by up to 3.1 per cent per year.</li> <li>• Moorebank Avenue would experience the greatest traffic impact from the SIMTA proposal because it would connect the facility with the M5 motorway. Six hundred metres of Moorebank Avenue may be</li> </ul>

upgraded in future to increase capacity between SIMTA and the M5 interchange.

- The intersection between Moorebank Avenue and the M5 motorway would operate more efficiently as a result of upgrades SIMTA is proposing to deliver in partnership with the relevant Government agency.

---

## Traffic

- Truck traffic increases along Anzac Road and other local roads will create issues for residents

## Impacts on the local roads including Anzac Road

- Current RTA restrictions on B-double trucks will be maintained in all residential areas, including on Anzac Road. SIMTA does not seek any changes to existing B-double truck routes.
- Truck traffic destined for the proposed SIMTA facility will not need to travel along Anzac Road.
- The most direct route for trucks to access the SIMTA site is via Moorebank Avenue and onto the M5. SIMTA does not anticipate any need for trucks to use Anzac Road.
- SIMTA is committed to working closely with the Wattle Grove community and Liverpool City Council to agree and implement, where appropriate, effective traffic management measures.

These traffic management measures may include or be a combination of:

- Physical restrictions to movement of large trucks through Anzac Road.
- Establishing and signposting a weight restriction on Anzac Road.
- Instruction and education of the truck drivers by SIMTA, with support from Liverpool City Council. SIMTA will seek support from police to fine truck drivers who break the rules.
- SIMTA will be consulting with the RTA and Liverpool City Council throughout the planning process. The SIMTA proposal must meet RTA and Liverpool City Council standards and incorporate mitigation measures, if required, to reduce the impact on local roads
- Modelling future growth in the Moorebank area without the SIMTA proposal shows that the amount of traffic using Anzac Road will increase because of the increase in development in south-west Sydney. The Draft Subregional Strategy, released by the department of Planning in 2007 anticipates *"The South West Subregion is expected to experience the highest level of population growth of all of Sydney's subregions over the next 25 years, accommodating 25 per cent of future housing*

*development.”*

---

### Traffic

- Will the number of trucks using the M5 be reduced?

### Potential reduction of trucks using M5

- **SIMTA’s core** business is to move freight from Port Botany on trains, not trucks, to meet the growing demand for imported goods in south-west Sydney.
- Each freight train from Port Botany to the SIMTA site could carry the equivalent of 81 TEUs. Each freight train will replace up to 40 freight truck movements along the M5 between Port Botany and Moorebank Avenue.
- There will be an increase in truck movements on the M5, not as a result of the SIMTA proposal but due to:
  - Development within the west and south-west Sydney regions.
  - An increase in the number of containers expected to be processed through Port Botany (Port Botany is set to reach its planning cap of 3.2 million TEUs).
- Future traffic growth is demonstrated through the base case traffic model in the Transport and Accessibility Impact Assessment outlined within the Environment Assessment (EA).
- The capacity of SIMTA and the maximum capacity for the catchment area is one million TEU’s, or containers. It is anticipated that up to 40 per cent of these containers will be handled and unpacked on-site, thereby reducing the number of containers moved by B-double and semi-trailers in and out of the SIMTA facility to 600 000 TEU’s per annum.

---

### Traffic

- How many trucks will go to and from the intermodal on a daily basis?

- At full capacity, the traffic models have found the SIMTA proposal would generate approximately 2,600 truck movements daily. The traffic models also found the SIMTA proposal would generate approximately 3,600 employee car movements each day.

---

### Trains

- How many trains will go to and from the intermodal on a daily basis?

### Southern Sydney Freight Line

- All rail movements to and from the site will be via the Southern Sydney Freight Line (SSFL).
- The SSFL is a dedicated freight only line. The SSFL is currently undergoing upgrades to increase the

capacity of the rail line to move freight from Port Botany to south-west Sydney.

- Rail movements to the SIMTA site will not use any passenger lines, including the East Hills Line.
- The number of trains accessing the SIMTA site will depend on the throughput of containers from Port Botany, and this demand will determine if and when the facility operates at full capacity.
- At full capacity the number of trains predicted to access the SIMTA site is 22 train movements, that is, 11 trains in and 11 trains out of the facility, per day. This figure reflects train movements occurring for up to 24 hours a day, 365 days a year.

---

## Traffic

- Will trucks use the suburban road network within Wattle Grove and surrounding residential areas?
  - The results of traffic impact studies show that on most key roads outside the immediate area surrounding the site, peak hour traffic growth as a result of the proposed intermodal terminal would be small.
  - The road network surrounding the SIMTA proposal was closely studied, with special attention given to intersections within the area. The traffic studies revealed a number of intersections are already experiencing congestion and delays. Future background growth in the area will further increase delays at these major intersections.
  - A comparison between the future growth case and future traffic generated by the SIMTA proposal identifies where the SIMTA proposal would impact the road network, and identifies where improvements to the existing road network need to be implemented.
  - SIMTA is proposing a range of upgrades and mitigation measures to reduce waiting times and congestion at major intersections, including the junction between Moorebank Avenue and the M5 motorway, **to address direct traffic impacts of SIMTA's proposal**. The traffic modelling identified potential impacts the SIMTA proposal may have on local traffic. The Traffic Assessment made the following recommendations, however any recommended upgrades will not be required for a number of years, and if considered, would be undertaken in close consultation with relevant Government agencies:
    - Upgrading Moorebank Avenue to four lanes between the intersection with the M5 and the **northern access to SIMTA's site. This would reduce the potential for congestion north and south on Moorebank Avenue.**
    - Together with the Moorebank Avenue widening, roads approaching the traffic lights at

Moorebank Avenue/Anzac Road may also need to be widened.

- New traffic signals will be installed on Moorebank Avenue at the northern access point to SIMTA site.
- Increasing the capacity of the interchange between the M5 and Moorebank Avenue by widening the following ramps:
  - M5 westbound on ramp
  - M5 westbound off ramp
  - M5 eastbound off ramp.

These possible mitigation measures are outlined in detail in the traffic reports included within the Environmental Assessment (EA).

- **Although many improvements to the road network are outside of SIMTA's reach, SIMTA is committed to working with the Government agencies responsible to develop effective solutions.**
- Road capacity issues are identified in the current base case and future growth case traffic models. This result indicates that the current road infrastructure requires improvements to cater for future growth traffic demands, whether the SIMTA proposal is developed or not.
- It is proposed that an international best practice traffic management system for the management of truck arrivals and departures will be implemented to manage truck movements and avoid trucks queuing on Moorebank Avenue.
- SIMTA has proposed a range of traffic mitigation measures and will continue to work closely with relevant agencies to devise solutions for local traffic management, as outlined in future Traffic Management Plans. A Travel Demand Management Plan also explores local needs for an integrated and effective public transport network.

---

### Traffic – About the study

- How was the traffic impact assessment conducted?

### Impacts on local traffic network

- Comprehensive traffic studies and traffic modelling have been conducted as a central component of

the Environmental Assessment (EA).

- The Transport and Accessibility Impact Assessment has been undertaken in close consultation with Transport for NSW and the RTA.

The Transport and Accessibility Impact Assessment identifies:

- The existing traffic conditions and road networks surrounding the site, including the M5 and Moorebank Avenue. The analysis uses historical traffic growth and crash data obtained from the RTA and actual traffic counts for the surrounding roads to establish a base case for comparison.
  - The base case was reviewed by an independent traffic engineer to confirm the validity of the model.
  - SIDRA (traffic volume) and Paramic (intersection queue length) models has been used to evaluate the capacity of the existing road network and the current level of service at all major intersections surrounding the proposed SIMTA site for present day scenarios without the SIMTA proposal. The base case is included as part of the SIMTA Concept Plan Application.
  - The base case was used to determine road network effects from predicted future traffic growth based on NSW Bureau of Transport Statistics (BTS) data. The model compared current network operational capacities with future operational capacities based on growth around the SIMTA site, without the development of SIMTA.
  - The base case was again used to determine road network effects from predicted future traffic growth based on NSW Bureau of Transport Statistics (BTS) data and traffic generated **from SIMTA's** proposal. The two future models were compared to determine the effects to the surrounding road network as a result of the SIMTA proposal.
- The traffic studies and modelling assumes that the proposed facility is operating at maximum capacity.

### **How traffic modelling works**

- The traffic studies underpinning the Environmental Assessment (EA) are complex, and have taken a

number of months to complete using various modelling programs to provide the results.

- SIMTA engaged leading international engineering consultants, Hyder Consulting, to undertake a comprehensive traffic analysis of Moorebank, and the broader south-west Sydney region.
- Engineers at Hyder Consulting created a traffic modelling system that has been independently peer reviewed by The Halcrow Group. Hyder's traffic modelling approach is considered world-class and has been rigorously tested on a number of Australian and overseas projects.
- The process of collecting traffic information includes a range of traffic counts at key locations, including intersections. The data collected during these counts, includes manual clicker counts, mid-block video counts, intersection turning counts, and mid-block tube counts. This built model is calibrated against the traffic count data to ensure correctness of the base case model.
- **Traffic data collection was undertaken between May and August 2010. The RTA's historical traffic growth data was obtained for the period between 2002 and 2009, with the RTA's crash data supplied for the period between 2005 and 2009.**

---

### **Cumulative impacts of the two adjacent freight terminals in Moorebank**

- How are the cumulative impacts of both the SIMTA and the Moorebank Project Office (MPO) proposals being assessed?
- The cumulative impacts of the adjacent intermodals underpin all the technical studies.
- **As a part of the Director General's Requirements (DGRs) for the Environmental Assessment (EA),** SIMTA has considered the cumulative impacts of the redevelopment of the adjacent Commonwealth owned School of Military Engineering (SME) site.
- The technical studies, including the traffic assessment, consider maximum-scale scenarios. Although it will be a number of years before one or both of the intermodal terminals are operating at full capacity, the studies assume the **"worst case scenario"**.
- The proposed SIMTA site will have the capacity to process one million TEUs per year. However, the demand for goods in the catchment area is not expected to exceed one million TEUs by 2031. In the event that both proposed intermodals are developed, the number of containers processed will be determined by the demand for goods in south-west Sydney. Local demand is not expected to reach one million TEUs by 2031.
- The technical studies are based on the maximum throughput assumption of one million TEUs in the precinct each year to service the proposed catchment area.

- Recommendations and mitigation strategies are based on the reported cumulative impacts.
- A feasibility study is currently underway to determine if the SME site can be used as an intermodal. This study is Federally funded and is being carried out through the Moorebank Project Office (MPO).
- The MPO has lodged a referral to the Federal Minister for the Environment under the Environment Protection and Biodiversity Conservation (EPBC) Act 1999.
- A study into the cumulative impacts of the adjacent proposals has been conducted using demand forecasts for containers and goods from receivers within the Moorebank catchment area. The level of demand will ultimately dictate the number of truck and rail movements accessing the proposed facilities. The strategic freight demand study outlines container demand and forms part of the Environmental Assessment (EA) related to port activities.

---

#### **Air quality and health impacts**

- Is the background pollution in the local area worse than other areas of Sydney?

- The air quality impact assessment showed that existing air pollutant levels in and around the localised area of Moorebank are largely within the nationally accepted criteria. In a few instances, the levels exceeded recommended amounts but never for prolonged periods. High readings were almost always the result of spikes caused by seasonal activities, such as lightning or dust storms.

---

#### **Air quality and health impacts**

- Will the air quality study address health impacts of diesel pollution and reduced air quality?

- In terms of impacts on regional air quality, the operation of the SIMTA proposal is expected to have a net positive impact by reducing freight transport by truck and reducing the overall emissions into the air.
- The proposal will have a positive impact on the air quality through reducing greenhouse gas emissions by up to 40,000 tonnes of CO<sub>2</sub> per year. This is equivalent to taking in excess of 10,000 cars off Sydney roads. Freight moved by one train produces 40 times fewer emissions than the equivalent by truck.
- SIMTA also commissioned a Health Risk Assessment, in addition to the air quality impact assessment. The Health Risk Assessment was undertaken by a team of toxicologists in accordance with NSW Department of Health Guidelines to assess the health implications of the construction and operation of the intermodal.
- The Health Risk Assessment (HRA) was undertaken based on the findings of the Air Quality Impact



Assessment. The HRA also discusses community concerns about an asthma zone in Western Sydney.

- The Health Risk Assessment concluded that the proposed intermodal terminal would be unlikely to have acute or chronic direct health effects on local residents.
- The air quality impact assessment and the health risk assessment show that the proposed intermodal can be constructed and operated in a manner that achieves Australian and international air quality standards at both a local and regional scale. According to these assessments, the proposed intermodal would not pose a health risk to the community.
- From an air quality perspective, the potential emissions during operation of the SIMTA proposal are primarily from diesel vehicle exhaust (locomotives, trucks and container handling equipment). During construction, fugitive dust emissions can also be expected from the site; however, construction impacts would be staged, temporary and of relatively short duration. Additionally, mitigation measures would be adopted to suppress dust generated on site and prevent its migration off-site.

---

#### **Air quality and health impacts**

- What is the impact on air quality of queuing and idling trucks?

- SIMTA is committed to implementing an international best practice system for the management of truck arrivals and departures. This will reduce the likelihood of trucks queuing and idling in and around the proposed intermodal.
- Studies show that **SIMTA's** proposal can be operated in such a way that achieves Australian and international air quality standards at both a local and regional scale. According to these assessments, the proposed intermodal would not pose a health risk to the community.

---

#### **Air quality and health impacts**

- What is the methodology being used to assess air quality, at present and once the intermodal is in action?

- SIMTA has undertaken an Air Quality Impact Assessment and a Health Risk Assessment as part of the Environmental Assessment (EA) process for the SIMTA proposal.
- An Air Quality Impact Assessment was carried out in accordance with NSW and Australian government policies and standards, including *Approved Methods for the Modelling and Assessment of Air*.
- The approach adopted by this assessment was to use the operational details for a similar intermodal facility located at Enfield, which was scaled to account for the larger scale of operation at the Moorebank Intermodal Terminal Facility.
- A modelling scenario for the concept plan operation of the site was developed, based on a conceptual busiest hour of operations at the site. The conceptual busiest hour of operations was

taken and applied over a constant 24-hour period, **to measure a 'worst case scenario'**. Pollutant emissions from various sources (including locomotives idling during loading/unloading, container handling equipment, forklifts) were estimated and used to model impacts from the operation of the site.

- The graphs and findings within the air quality assessment refer to unmitigated air quality impacts. The air quality impact assessment provides a clear set of recommendations to minimise or mitigate potential air quality impacts. Control measures would be adapted to suit treatment requirements on a case-by-case basis. Control measures may include:
  - Advances in rolling stock servicing the proposed intermodal.
  - Using electrically powered container handling equipment instead of diesel powered equipment wherever possible.
  - Use of LPG forklifts instead of diesel forklifts where possible.
  - Reduce truck queuing and idling times.

---

**Light spill**

- How bright will the project be during the evening?

- SIMTA has undertaken a visual impact assessment as part of the Environmental Assessment (EA) process, including an analysis of light spill from the SIMTA site.
- SIMTA proposes to use a lighting concept that is designed specifically to minimise light spill. The lights are used for down lighting in open industrial or sporting fixtures specifically to control spill-light and limit glare and upward light leakage. Luminaires which spread light will not be used.

---

**Light spill**

- What will be the extent of light spill?

- The results of the visual impact assessment show that light spill is contained to within 120 metres of the immediate vicinity of the site and will not impact upon nearby residents 400 metres away.

---

**Light spill**

- What methodology is being used to forecast light spill, and is it being assessed cumulatively with the MPO proposal?

- The assessment uses internationally recognised light standards, and is based upon the actual performance data of commonly used lights within Australia.
- The proposed lighting and assessment process complies with the Australian Standard AS4282- 1997 – Control of Obtrusive Effects of Outdoor Lighting.
- At this early stage, SIMTA is unaware of the proposed intermodal layout for the adjacent School of Military Engineering site. Without this information from the Moorebank Project Office (MPO) SIMTA is unable to determine what the lighting plan for their site will be.

- It would be envisaged that the MPO will be required to comply with the same high Australian standards relating to outdoor lighting as SIMTA has complied with.

---

### Noise

- What will the impact of the intermodal be on existing noise levels – including shunting and the noise of stacking containers, truck idling, braking and gantry operations?

- The noise modelling found that the site for the proposed intermodal is acoustically appropriate and relatively well located.
- The noise impact assessment found that the potential for noise impacts at surrounding residences would be relatively low and all relevant criteria are likely to be met during the operation of the facility.
- Control measures will be considered as needed on a case-by-case basis to minimise construction noise and vibration impacts for local residents. SIMTA is committed to implementing appropriate measures and these measures will be detailed in the construction noise management plan prepared in the planning phases after the Environmental Assessment (EA).

---

### Noise

- What is the methodology being used to assess noise levels, at present and after the intermodal is in action?

- SIMTA has undertaken a noise and vibration impact assessment as part of the Environmental Assessment (EA) process, including an analysis of noise and vibration impacts on surrounding residences.
- The methodology used for noise and vibration impact assessment for the Environmental Assessment (EA) complies with the requirements of *NSW Industrial Noise Policy* (DECCW 2000), *Environmental Criteria for Road Traffic Noise* (DECCW, 1999), *Environmental Noise Management Manual* (RTA, 2000) and the *Interim Construction Noise Guideline* (DECCW, 2009).

---

### Noise

- Do noise impact studies and possible mitigation measures address the noise levels generated from the Southern Sydney Freight Line (SSFL)?

- Modelling indicated that on-site activities would generate less noise than rail line activities related to the rail link. Train noise levels at potentially affected residences near the rail link are expected to comply with the Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects (IGANRIP) criteria for a new rail line. Vibration levels at potentially affected residences, resulting from rail line activity are expected to be well within vibration criteria.
- **The noise and vibration impact assessment for SIMTA's** proposed intermodal addressed the noise levels that would be generated by a future rail link from the SSFL to the site. The rail link would be located within the rail corridor as indicated within the land-use plan contained within the Environmental Assessment. The noise impact assessment for the intermodal did not address noise levels generated from the entire SSFL because these impacts have been addressed as a part of the

---

**Noise**

- Will noise levels be monitored at different times, because the intermodal will operate for 24 hours a day, 7 days a week?

- At this stage of the planning process, details about how SIMTA will continue to monitor noise impacts during construction and operation phases has not been finalised (this will be reflected within future management plans). The extent of the on-going noise monitoring would be subject to on-going consultation with nearby residents. This will be outlined within respective Project Applications, following this Concept Plan Application.

---

**Noise**

- Is there evidence that structures, such as warehouses, provide effective noise buffering?

- SIMTA is committed to planning the layout of the site to minimise noise and vibration impacts. The noise impact assessment recommends that the north-east corner of the site, closest to residences, is dedicated to quieter activities, including administrative buildings and staff parking (this is currently where the proposed freight village is intended).
- The warehouse buildings would be located to provide a buffer between the intermodal terminal and the Wattle Grove residential area. The warehousing would act to mitigate the noise generated from the rail siding area. There would be over 400 metres between warehousing and the nearest residence.

---

**Location and operation of the SIMTA's proposal**

- What is the distance between the intermodal and the nearest residences?

- There is approximately 400 metres between the nearest house and warehouses proposed along the eastern boundary of the SIMTA site. There is approximately 900 metres between the nearest house and the proposed intermodal terminal within the site.

---

**Location and Operation of the intermodal**

- How will the proposal impact the amenity of the local area?
- What visual impacts will be experienced by local residents?

- A visual impact assessment has been undertaken as part of the Environmental Assessment (EA), assessing the visual impact on nearby residents as well as visual impacts at public locations, including nearby parks.
- The visual impact assessment concluded that the proposed development was in keeping with the existing character of the area. It also concluded that residential areas would experience minimal visual impacts during daylight hours and light spill impacts would be well within the required Australian Standard guidelines.

### **Location and Operation of the intermodal**

- Why is Moorebank a suitable location for an intermodal terminal?
- Has **Badgery's Creek** been considered as an alternative location for the intermodal?
- Moorebank is located near existing major road and rail transport corridors with direct access to Port Botany, as well as being located near major industrial and warehousing precincts and having existing utility services infrastructure which can be used for the development.
- **Alternative sites such as Badgery's Creek and Eastern Creek** are currently not located near any existing rail or road infrastructure and would require significant capital investment of utility services and key infrastructure lacking within the area.
- In the event **of an intermodal being developed in the Badgery's Creek and/or Eastern Creek** area, it **would form part of Sydney's overall freight strategy and would service areas around** north and north-west Sydney, whereas **SIMTA's proposal would service** south-west Sydney.

---

### **Consultation process**

- How has the community been notified and **kept informed about SIMTA's proposal** throughout the planning process?
- SIMTA is committed to consulting with the community at an early stage and throughout the entire planning process for its proposal at Moorebank.
- Since July 2010, SIMTA has carried out consultation to provide information and seek feedback on its plans from the local community. Consultation activities began a full six months before lodgement of the Preliminary Environmental Assessment (PEA) and are continuing throughout the Environmental Assessment (EA) process.
- **SIMTA's consultation has and continues to provide** a range of entry points for the community to find out information and provide their feedback, including electronic and face-to face methods.
- On-going consultation and communication methods include:
  - A stand-alone project website ([www.simta.com.au](http://www.simta.com.au)) which is regularly updated to provide detailed, quality information to the community about the proposal and planning process. The website provides information about the different ways to contact the project team with feedback or questions.
  - An Email feedback system ([consulting@elton.com.au](mailto:consulting@elton.com.au)). A convenient online feedback system for stakeholders, and an efficient way for people to obtain responses from the Project Team

within 48hours.

- A free-call information line (1800 986 465) available between 8:30am and 5:00pm weekdays. A message-bank is provided outside of these times, and phone messages are returned within 48 hours.
- Community information newsletters and letters to residents, providing updates throughout the planning process and advising community stakeholders of up-coming and on-going consultation activities.
- SIMTA has not waited until the formal, statutory public exhibition period to consult and has consistently provided consultation opportunities over the past nine months. This consultation is beyond compliance with and in addition to the statutory requirements under the NSW planning system.
- Community consultation specialists and authors of this consultation outcomes report, Elton Consulting, believe the approach SIMTA is taking is in line with best practice community consultation.

---

### **Consultation process**

- **Why hasn't SIMTA held a public meeting to consult with the local community?**

- SIMTA wants to ensure this consultation process gives every person an opportunity to express their views. While some people feel confident speaking at a public meeting, others do not. We want everyone to feel able to contribute their feedback in a forum in which they feel comfortable.

---

### **Biodiversity**

- **What impacts will SIMTA's proposal have on native flora and fauna on the site?**

- The SIMTA site is considered to be of limited conservation significance and ecological impacts within the site are likely to be low.
- The majority of potential impacts upon threatened species and populations would likely occur as a result of construction of the rail link within the rail corridor area. As the extent and scale of impacts from the rail link have not yet been quantified, outcomes for these species and populations are yet to be confirmed.
- A total of 269 plant species and 59 animal species were recorded in the SIMTA proposal area during the field investigations undertaken as part of the Flora and Fauna Assessment.
- Large populations of two threatened plants were found in the study area: Nodding Geebung (*Persoonia nutans*) and Small-flower Grevillea (*Grevillea parviflora subsp. Parviflora*). These populations are likely to be of significant conservation value.

- Five threatened ecological communities were identified within the rail corridor area. An ecological community is a group of mainly plant, but also animal species that occur together in a particular area of the landscape.
- Three threatened species of bat were recorded in the study area; Eastern Bent-wing Bat (*Miniopterus schreibersii oceanensis*), Southern Myotis (*Myotis macropus*) and Grey-headed Flying Fox (*Pteropus poliocephalus*).

---

### Greenhouse Gas

- What investigations have been undertaken to determine the greenhouse gas (GHG) emissions generated from the construction and operation of the proposed intermodal?

- SIMTA commissioned a Greenhouse Gas Assessment of the construction and operation of the SIMTA proposal.
- Operations of the facility will result in an overall net reduction in greenhouse gas emissions as a result of the transfer of freight movements from road to rail.
- The proposal will have a positive impact on the air quality through reducing greenhouse gas emissions by up to 40,000 tonnes of CO<sub>2</sub> per year. This is equivalent to taking in excess of 10,000 cars off Sydney roads. Freight moved by one train produces 40 times fewer emissions than the equivalent by truck.
- Whilst there is an increase in greenhouse gas emissions during construction, these emissions are considered to be one-off and will cease when construction is completed.
- The net reduction in greenhouse gas emissions in operating the SIMTA Moorebank Intermodal **Terminal Facility will result in the construction emissions being 'repaid' within five years of full-scale operation.**
- Overall, freight movements via rail, when compared to freight movements via road result in less greenhouse gas emissions per tonne of freight transported.
- The assessment provides recommendations to reduce the level of GHG emissions during the construction and operation stages of the SIMTA proposal. These include a focus on minimising energy related emissions from operating the facility as well as replacing some construction materials with environmentally sustainable alternatives. SIMTA is committed to considering these recommendations.

---

### Heritage Impacts

- Will SIMTA prepare an Indigenous heritage assessment in addition to the Non-Indigenous heritage assessment?

- SIMTA commissioned both an Indigenous and a Non-Indigenous heritage assessment.
- **Indigenous Heritage Assessment**
- The Indigenous Heritage Assessment was undertaken in accordance with the Guidelines for Aboriginal Cultural Heritage Impact Assessment and Community Consultation, July 2005, and the Director General's Requirements under Part 75F of the *Environmental Planning and Assessment Act*

(NSW) 1979. The Indigenous Heritage Assessment also mirrors many of the requirements of DECCW (2010) Code of Practice for Archaeological Investigations of Aboriginal Objects in New South Wales, and DECCW (2010) Aboriginal Cultural Heritage Community Consultation Requirements for Proponents as specific best practice standards and processes for Aboriginal heritage assessment in NSW.

- The assessment identified that most of the SIMTA site and parts of the proposed rail corridor were heavily disturbed and/or previously developed areas, and the potential for preservation of archaeological materials was low.
- Artefacts were identified in three areas, and three areas of potential archaeological deposit (PAD) were identified.
- The assessment identified general recommendations for minimising impacts upon Aboriginal cultural heritage and recommended that if the PADs could not be avoided, that artefacts be collected by Registered Aboriginal Parties (RAPs) along with a heritage professional prior to commencement of construction.
- SIMTA is committed to consulting with the relevant parties about the future of these artefacts.

---

### Heritage Impacts

- **Have Local Aboriginal Land Council's been consulted on the SIMTA proposal?**

- Aboriginal consultation was undertaken and included the Tharawal LALC, Cubbitch Barta Native Title Claimants, Darug Tribal Aboriginal Corporation, Darug Aboriginal Cultural Heritage Assessments, Tocomwall and Darug Land Observations.

---

### Heritage Impacts

- Does SIMTA plan to preserve the rare examples of a WWII military complex on the site?

---

### Non-Indigenous Heritage Assessment

- The Non-Indigenous heritage assessment found that the SIMTA site includes a number of intact store buildings dating to WWII and is significant as an example of a WWII military complex. The report recommends consultation between Defence, SIMTA and the Australian Heritage Council be undertaken to maintain the heritage listing of the site on either the State Heritage Register or the Liverpool Local Environment Plan. SIMTA is committed to consulting with Defence and the Australian Heritage Council about possible conservation options.
- The report also recommends archaeological investigations on an area of the site where the WWII military complex once stood, because of the possibility of finding intact archaeological deposits. SIMTA is committed to working with the relevant agency to investigate ways to locate and extract



significant archaeological deposits.

- The sections of the rail corridor that include the School of Military Engineering and the Glenfield waste depot are heavily disturbed and modified and as such, these areas would contain limited heritage constraints.

---

### **Heritage Impacts**

- **What impact will SIMTA's proposal have on Glenfield Farm, a state significant site located next to the proposed rail link?**
  - A Statement of Heritage Impacts will be undertaken for Glenfield Farm, a state significant site which is located adjacent to the proposed rail link.
-

# 5 Next Steps

## 5.1 This report

This consultation outcomes report will be lodged with the NSW Department of Planning and Environment as part of the State Significant Development application for Stage 1 of the SIMTA Moorebank Intermodal Terminal Facility.

## 5.2 Ongoing consultation

SIMTA will advertise and exhibit its plans, notifying relevant public authorities, local Councils and residents. The community will have opportunities to provide formal feedback on the planning proposal during public exhibition periods, as part of the statutory planning process. SIMTA will respond to any issues raised in submissions.

Feedback can also be provided at any time via:

- The project website will be updated and continue to be accessible
- The email feedback system will continue to be available.
- The free-call information line will remain in operation.

SIMTA is committed to consulting the community throughout the planning of the project. If approved, SIMTA will engage with the community during the construction to identify local concerns during the construction phase – particularly around construction impacts. SIMTA would continue this engagement approach throughout the operation of the Stage 1 Proposal.

## 6 Appendix

- 6.1 - SIMTA website
- 6.2 – Newsletter to residents September 2013
- 6.3 – Distribution area for newsletter
- 6.4 – Information Boards (for Community Information Centre)
- 6.5 – Newspaper Advertisements



6.1 Website: [www.simta.com.au](http://www.simta.com.au)



Search the Site...

Search

# SIMTA

SYDNEY INTERMODAL TERMINAL ALLIANCE


[Home](#)
[About the SIMTA proposal ▾](#)
[Planning process](#)
[Connecting with the community](#)
[FAQ](#)
[Contact us](#)


## Stage 1 – Intermodal Terminal Facility and Rail Link

SIMTA is currently preparing an environmental impact statement (EIS) for the first stage of the SIMTA Project, including the intermodal terminal facility and rail connection.



Stage 1 seeks development consent for the construction and operation of the necessary infrastructure to support a container freight volume of 250,000 TEU (twenty-foot equivalent units) throughput per annum. Specifically, Stage 1 includes the following key components, which together comprise the intermodal terminal facility:

- Truck processing, holding and loading areas- entrance and exit from Moorebank Avenue.
- Rail loading and container storage areas – installation of four rail sidings with adjacent container storage area serviced by manual handling equipment initially and overhead gantry cranes progressively.
- Administration facility and associated car parking- light vehicle access from Moorebank Avenue.
- The rail link – located within the Rail Corridor, including a connection to the intermodal terminal facility, traversing of Moorebank Avenue, Anzac Creek and Georges River and connection to the SSFL.

[Register Your Interest](#)

### Key facts

The Environmental Assessment studies have shown SIMTA's proposal will:

- Reduce heavy vehicle movements between Port Botany and Moorebank by up to 2,700 movements per day
- Have a positive impact on air quality by reducing the number of freight truck movements and reducing overall emissions to the local area
- Have an insignificant traffic impact on roads outside the immediate area of the terminal
- Reduce greenhouse gas emissions by up to 40,000 tonnes of CO2 per year – equivalent to taking more than 10,000 cars off Sydney roads
- Meet all Australian noise and light spill guidelines.
- Create nearly 5,000 jobs – 2,840 during the operation of the intermodal terminal and 2,040 during construction

[^ Back to Top](#)

- Ancillary works- vegetation clearing, remediation, earth works, utilities installation/connection, signage and landscaping.

Click [here](#) for further information on the planning process for the Stage 1 proposal.

### Community Consultation

Please [register your interest](#) for more information or [contact us](#) if you have a query relating to the Stage 1 proposal.

The SIMTA proposal has been the subject of more than four years community consultation and exhaustive planning assessment to ensure compliance with all environmental issues.

Further community consultation will take place when the Environmental Impact Statement for Stage 1 of the Concept Plan Approval is placed on public exhibition in 2015.

This is part of SIMTA's ongoing commitment to consult with the community throughout the planning process for its development at Moorebank.



Search the Site... **Search**

# SIMTA

SYDNEY INTERMODAL TERMINAL ALLIANCE



Home    About the SIMTA proposal ▾    **Planning process**    Connecting with the community    FAQ    Contact us



## Planning process

In 2014 the NSW Planning Assessment Commission (PAC) approved SIMTA's Concept Plan application for the development of an intermodal terminal and associated warehousing on its site at Moorebank.

Stage 1 of the SIMTA Project will now progress through an extensive planning process. The Project has been declared a 'state significant development' and is being assessed under Part 4, Division 4.1 of the *Environmental Planning and Assessment Act 1979 (NSW)*.

Step <b>1</b>	<b>Lodge Preliminary Environmental Assessment</b>	Preliminary Environmental Assessment lodged with the NSW Department of Planning and Environment (DPE), requesting Secretary's Environmental Assessment Requirements (SEARs) for Stage 1 of Concept Plan Approval.
Step <b>2</b>	<b>SEARS issued</b>	DPE issues SEARS for Stage 1 of the intermodal terminal, the rail terminal and rail connection.
Step <b>3</b>	<b>Preparation of Environmental Impact Statement (EIS)</b>	SIMTA prepares EIS, responding to the SEARS. EIS includes detailed environmental studies for the proposed development.
Step <b>4</b>	<b>Lodge State Significant Development EIS</b>	SIMTA lodges Stage 1 State Significant Development EIS with DPE. The State Significant Development process is the NSW Government's planning process for major projects, including warehousing and transport facilities.
Step <b>5</b>	<b>DPE decision</b>	DPE makes a decision on whether Stage 1 of SIMTA can be placed on public exhibition.
Step <b>6</b>	<b>Public exhibition</b>	Public exhibition of SIMTA Stage 1 State Significant Development application.
Step <b>7</b>	<b>Response to submissions</b>	SIMTA responds to submissions received during public exhibition and lodges Submission Report with DPE.
Step		Assessment of Stage 1 State Significant Development application by DPE.

**Register Your Interest**

## Key facts

The Environmental Assessment studies have shown SIMTA's proposal will:

- Reduce heavy vehicle movements between Port Botany and Moorebank by up to 2,700 movements per day
- Have a positive impact on air quality by reducing the number of freight truck movements and reducing overall emissions to the local area
- Have an insignificant traffic impact on roads outside the immediate area of the terminal
- Reduce greenhouse gas emissions by up to 40,000 tonnes of CO2 per year – equivalent to taking more than 10,000 cars off Sydney roads
- Meet all Australian noise and light spill guidelines.
- Create nearly 5,000 jobs – 2,840 during the operation of the intermodal terminal and 2,040 during construction

**8** Assessment by  
NSW Planning &  
Environment

---

---

---

Aurizon Qube Logistics

© 2015 SIMTA

# SIMTA

SYDNEY INTERMODAL TERMINAL ALLIANCE



- Home
- About the SIMTA proposal
- Planning process
- Connecting with the community
- FAQ
- Contact us



## Vital freight infrastructure for South West Sydney

### Project Background

The Sydney Intermodal Terminal Alliance (SIMTA) is proposing to develop much needed infrastructure to service the growing demand for freight in South West Sydney.

SIMTA's intermodal terminal would support efficient rail freight movement between Port Botany, Australia's most important port, and Moorebank.

It would enable freight to be moved by rail along the Southern Sydney Freight Line between Port Botany and Moorebank.

This would remove freight trucks from the M5 between Port Botany and Moorebank, easing congestion on this arterial road and increase capacity at Port Botany.

As a result, the number of trucks on Sydney's roads related to Port Botany would be reduced by more than 2,700 vehicles per day.

SIMTA is also examining the opportunity to create an integrated precinct at Moorebank, following the Moorebank Intermodal Company (MIC) decision to negotiate with SIMTA

Register Your Interest

### Latest News

**Next step in planning process for SIMTA intermodal terminal**  
December 23rd, 2014

Environmental Assessment requirements have been issued for the first stage of the SIMTA intermodal terminal.

**Qube reaches agreement with Moorebank Intermodal Company on freight precinct**  
December 5th, 2014

Qube today announced that, through its SIMTA consortium, the company had reached an agreement to develop the precinct.

[Planning Assessment Commission](#)



### Connecting with the community

SIMTA has actively sought out opportunities for consultation with stakeholders and the community throughout the planning process. SIMTA has not waited until the formal, statutory public exhibition period to consult. This consultation is beyond compliance with and in addition to the statutory requirements under the NSW planning system.

To date, SIMTA has:

- Held one on one meetings with stakeholders to discuss their issues with the proposal
- Provided a dedicated telephone hotline and email address for enquiries
- Shared information through its dedicated project website
- Sent letters about the project and advising about the community information centre to nearby residents.

We will continue to talk to the community as the planning process progresses for the SIMTA site and as negotiations continue in relation to an integrated precinct involving the Federal Government site.

SIMTA has received approval from the NSW Planning and Assessment Commission (PAC) for the concept plan application for the development of a port shuttle intermodal terminal and

### Register Your Interest

#### Key facts

The Environmental Assessment studies have shown SIMTA's proposal will:

- Reduce heavy vehicle movements between Port Botany and Moorebank by up to 2,700 movements per day
- Have a positive impact on air quality by reducing the number of freight truck movements and reducing overall emissions to the local area
- Have an insignificant traffic impact on roads outside the immediate area of the terminal
- Reduce greenhouse gas emissions by up to 40,000 tonnes of CO2 per year - equivalent

## 6.2 Newsletter to residents September 2013





**SIMTA**

SYDNEY  
INTERMODAL  
TERMINAL  
ALLIANCE

## COMMUNITY NEWS UPDATE

SEPTEMBER 2013

# Dear Resident

I would like to provide you with an update about the proposed intermodal terminal in Moorebank, NSW. Keeping the community informed throughout key stages of the project is one of our key priorities.

SIMTA has updated its Concept Plan Application, Environmental Assessment and supporting technical studies to provide further information and analysis, in response to submissions received during the public comment process in 2012.

The demand modelling analysis carried out for the Environmental Assessment indicates that as a result of the SIMTA project, the number of trucks on Sydney's roads related to Port Botany would be reduced by approximately 2,700 vehicles per day.

By reducing truck movements on local arterial roads and the M5 in particular, our facility would have a positive impact on air quality.

SIMTA supports all measures to stop trucks driving through local streets – no truck access is needed along Anzac Road.

The proposal will meet all Australian noise and light spill guidelines. The design of the site, including location of buildings and vegetation, is specifically aimed at minimising or preventing any impact.

You are invited to view the proposal during the exhibition period and provide a formal submission. The Environmental Assessment is available at [www.planning.nsw.gov.au](http://www.planning.nsw.gov.au).

The proposal remains substantially the same. SIMTA was required to re-exhibit its Concept Plan and studies as a result of the NSW Department of Planning and Infrastructure designating the proposal as a 'project on land with multiple owners'.

If you would like further information on the proposed intermodal terminal, please visit [www.simta.com.au](http://www.simta.com.au) or email [simta@elton.com.au](mailto:simta@elton.com.au).

Yours sincerely

**Michael Yiend**

Development Manager  
Qube Holdings  
On behalf of SIMTA

## Community and stakeholder consultation

SIMTA is committed to ongoing community consultation, above and beyond statutory requirements. To make a formal submission please visit [www.planning.nsw.gov.au](http://www.planning.nsw.gov.au)

To find out more information:

- » Visit [www.simta.com.au](http://www.simta.com.au)
- » Email [simta@elton.com.au](mailto:simta@elton.com.au) or call 1800 986 465 (toll free)

The Community Information Centre will display information about the proposal and members of the project team will be available to answer questions.

### Location:

7 Secant Street, Liverpool NSW

### Opening hours:

- » Wednesday,  
11 September, 2pm-4pm
- » Saturday,  
14 September, 10am-12pm
- » Wednesday,  
18 September, 2pm-4pm
- » Saturday,  
21 September, 10am-12pm

If you are unable to attend any of these sessions, please call or email to make an appointment.

# What it means for the community – outcomes of the studies

Detailed studies have been carried out to evaluate environmental outcomes of the proposal. These studies were carried out in accordance with standards set by NSW and Federal Government policies.

## Air quality

SIMTA's core business is to move freight from Port Botany on trains, not trucks, to meet the growing demand for imported goods in South West Sydney.

As a result of SIMTA's intermodal terminal, greenhouse gas emissions will be reduced by up to 40,000 tonnes of CO<sub>2</sub> per year – equivalent to taking more than 10,000 cars off Sydney roads.

The air quality impact assessment showed that there would be fewer emissions of pollutants due to the reduction of freight transported by truck. A health risk assessment was also conducted - both assessments showed the proposed intermodal would not pose a health risk to the community.

The Air Quality Impact Assessment shows that the proposed intermodal can be constructed and operated in a manner that achieves Australian and international air quality standards at both a local and regional scale.

## Traffic

The technical studies found that the impact of traffic from the terminal on roads outside the immediate area of the terminal will be insignificant. Traffic modelling shows traffic impacts will be concentrated along a small section of Moorebank Avenue, connecting the M5. Moorebank Avenue will be upgraded before traffic reaches threshold levels.

Moorebank is part of a growing South West Sydney, with an increasing demand for goods and services and a need to deliver those goods and services to the local area. Without our intermodal terminal, there will be significant and growing numbers of truck movements in and around Moorebank, Liverpool and other local areas.



SYDNEY INTERMODAL TERMINAL ALLIANCE

## Noise and vibrations

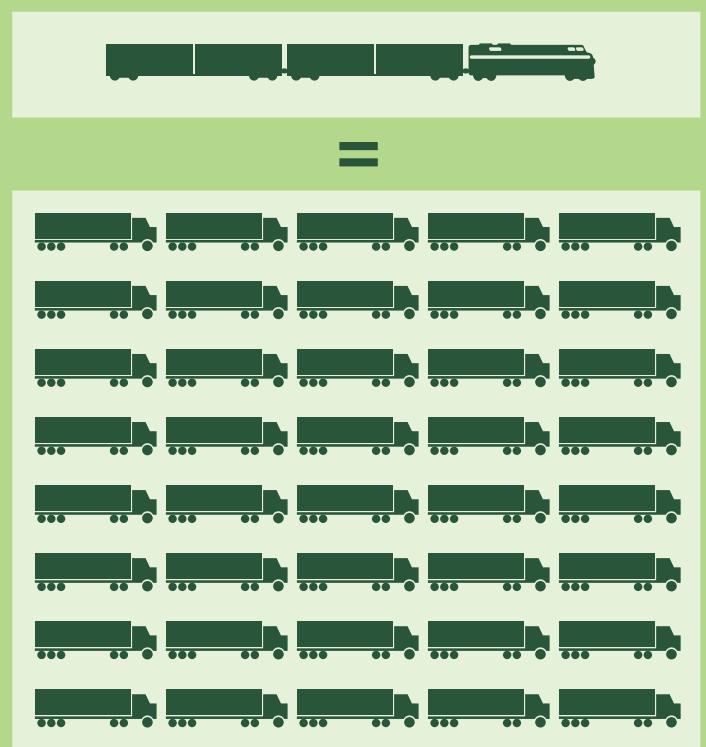
Intermodal terminals operate within strict guidelines around noise impacts. Noise levels will be constantly monitored.

The noise impact assessment found that at full capacity operations, with the appropriate noise mitigation measures applied, the intermodal terminal is predicted to comply with all relevant noise and vibration criteria. Forecast noise levels are within NSW Government standards, during both the daytime and night time periods of operation.

The lay out of the site will be designed to optimise noise buffers, such as warehousing along the eastern boundary of the site. Thick vegetation and distance will also buffer sound.

## Taking the pressure off the M5

The intermodal terminal will be part of the solution – taking trucks off the road and delivering freight more efficiently and in a more environmentally sustainable way. Each freight train will replace up to 40 freight truck movements along the M5 between Port Botany and Moorebank Avenue.







## Light spill

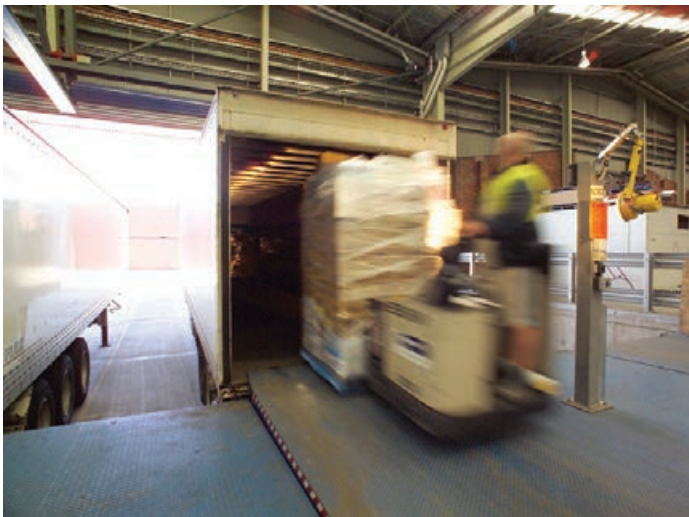
SIMTA's proposal includes advanced lighting technology that will direct light downwards and away from nearby homes.

Technical studies have shown that SIMTA's lighting design will contain light spill within the immediate vicinity of the site and properties outside of SIMTA's site will not be impacted.

## Visual impacts

In most cases there will be little or no visual impact from SIMTA's proposal.

The technical studies reveal the visual impacts of SIMTA's proposal to residential areas are limited because of distance, existing visual barriers and the shape of the land.



## Distance from residents

Approximately 400 metres separates the nearest house in Wattle Grove from the north-eastern boundary of SIMTA's site.

The proposed intermodal terminal would be located in the south-western corner of SIMTA's land, about 990 metres from the nearest house.

Casula residents are about 1.2 kilometres west of SIMTA's site.

## Investing in the future of South West Sydney

This \$1 billion project will be fully funded by the private sector. The proposal will boost the local economy, making Sydney's supply chain logistics more efficient and connecting South West Sydney with the growth and expansion of Port Botany. An estimated 2,800 ongoing jobs will be directly created and sustained by the operation of the intermodal terminal.



# The Planning Process – where are we up to?

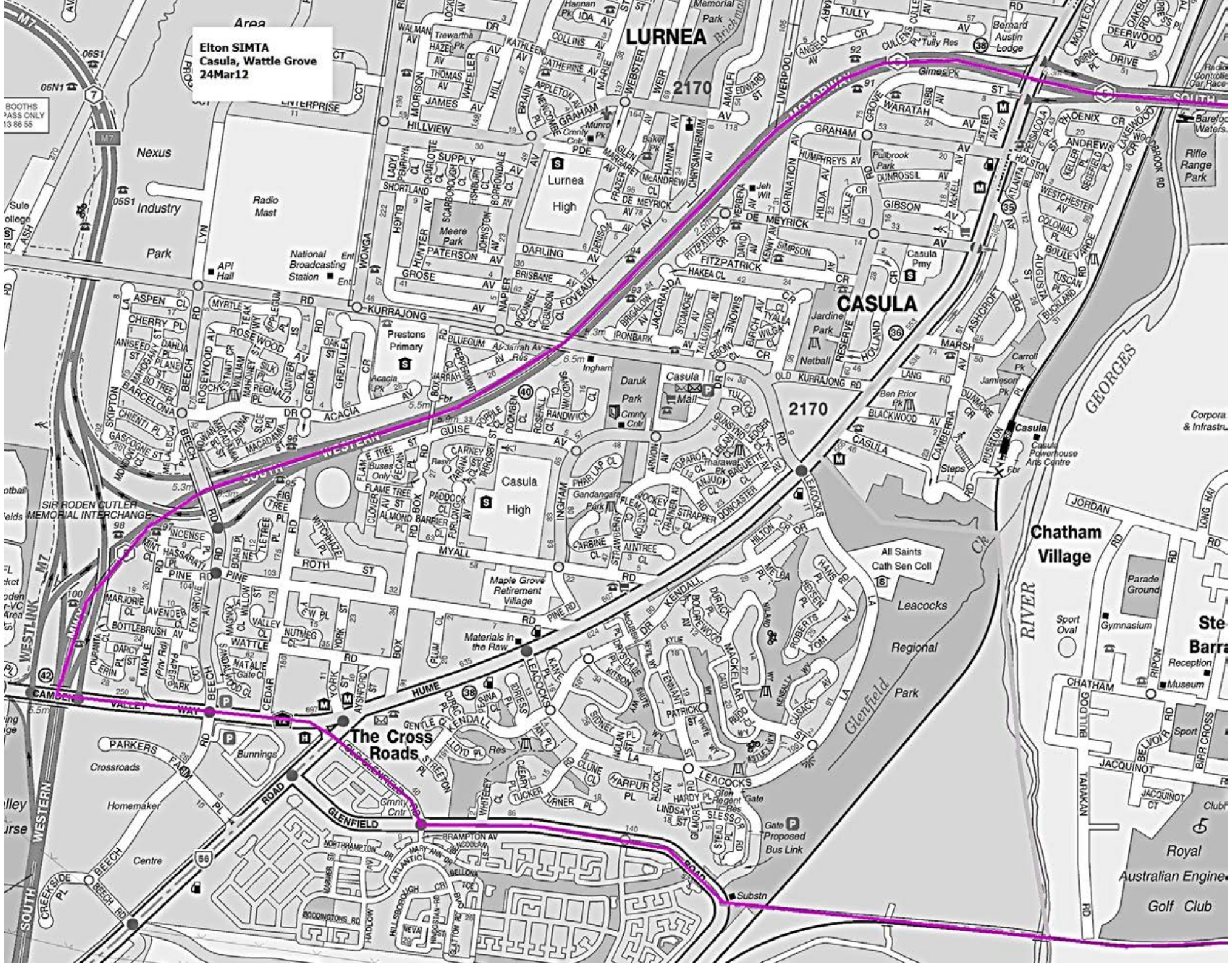
<b>Step 1</b>	<b>Lodgement of Preliminary Environmental Assessment</b>	In 2010, SIMTA lodged the Preliminary Environmental Assessment, which starts the planning process by asking the Minister for Planning to declare the proposal as a major project.
<b>Step 2</b>	<b>Declaration as major project</b>	The Minister for Planning declares the proposal to be a major project. This means the project application will be determined by the Minister for Planning, under Part 3A of the NSW Environmental Planning and Assessment Act 1979.
<b>Step 3</b>	<b>Environmental Assessment requirements issued</b>	In December 2010, the Director General's Requirements were issued, which established key issues SIMTA must respond to in the Environmental Assessment.
<b>Step 4</b>	<b>Preparation of Environmental Assessment and Concept Plan</b>	During 2011 SIMTA completed detailed environmental studies for the proposed development, which were included in the Environmental Assessment report.
<b>Step 5</b>	<b>Lodgement of the referral with the Federal Government</b>	In December 2011, SIMTA lodged the referral of the proposal with the Federal Government under the Environment Protection and Biodiversity Conservation Act 1999.
<b>Step 6</b>	<b>Lodgement of Concept Plan with Environmental Assessment (EA)</b>	In January 2012, SIMTA lodged the Concept Plan, the Environmental Assessment and environmental studies, with the NSW Department of Planning and Infrastructure (DP&I).
<b>Step 7</b>	<b>Public exhibition of Concept Plan</b>	In March 2012, the DP&I commenced a public exhibition process. The community was invited to view the proposal and make submissions.
<b>Step 8</b>	<b>Consideration of submissions and assessment report</b>	In late 2012, SIMTA prepared responses to the submissions received and lodged a report detailing those responses with the DP&I.
<b>Step 9</b>	<b>Public exhibition of Environmental Impact Assessment</b>	In June 2013, SIMTA commenced a national public exhibition process for the draft Environmental Impact Statement under section 103 of the Environmental Protection and Biodiversity Conservation Act 1999.
<b>Step 10</b>	<b>Lodgement of Concept Plan with Environmental Assessment</b>	In August 2013, SIMTA lodged an Environmental Assessment and Concept Plan with the DP&I.
<b>Step 11</b>	<b>Public exhibition of Concept Plan</b>	The Concept Plan and Environmental Assessment is on exhibition until 21 October 2013. This provides a further opportunity for the community to comment and examine how SIMTA has responded to submissions received during the previous exhibition period in 2012.
<b>Step 12</b>	<b>Consideration of submissions and assessment report</b>	SIMTA will be asked to respond to any issues raised in the written submissions during the Environmental Impact Assessment exhibition and the Concept plan/Environmental Assessment exhibition.  If changes to the proposal are required, SIMTA will prepare a Preferred Project Report outlining these changes.
<b>Step 13</b>	<b>Director General's Assessment report</b>	The Director-General prepares an Environmental Assessment report to the Minister for Planning. If the Director-General recommends approval, draft conditions of approval are also prepared.
<b>Step 14</b>	<b>Determination of Concept Plan</b>	The Minister for Planning decides whether to approve or reject the concept. SIMTA and people who provided submissions would be notified of the determination.  Determination notice would be placed on the DP&I website.

**We are here**

6.3 Distribution area for newsletter



Elton SIMTA  
Casula, Wattle Grove  
24Mar12



LURNEA

2170

CASULA

2170

The Cross Roads

Chatham Village

Ste Barra

Royal Australian Engine Golf Club



Elton SIMTA  
Casula, Wattle Grove  
24Mar12

Liverpool  
Industrial Area

Anzac  
Village

WATTLE  
GROVE  
2173

Steele  
Barracks

Royal  
Australian Engineers  
Golf Club

Military Reserve

Liverpool

Holsworthy

New Brighton  
Golf Club

SOUTH

Hammondville

Holsworthy Primary

Holsworthy High

Holsworthy Sports Club

Holsworthy Reserve

Holsworthy Cricket

Holsworthy Park

Holsworthy Golf Club

Holsworthy Tennis

Holsworthy Soccer

Holsworthy Basketball

Holsworthy Badminton

Holsworthy Table Tennis

Holsworthy Chess

## 6.4 Information Boards for Community Information Centre



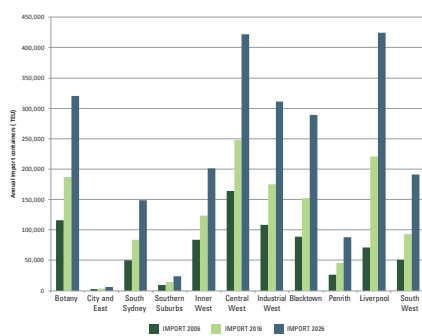


# Why does south-west Sydney need an intermodal terminal?

Moving more goods by rail will reduce the environmental impacts of trucks on Sydney's roads.

## Why Moorebank?

SIMTA's site is strategically located, with access to the M5 and M7 motorways and the Southern Sydney Freight Line (SSFL).



Import container forecasts by reporting region

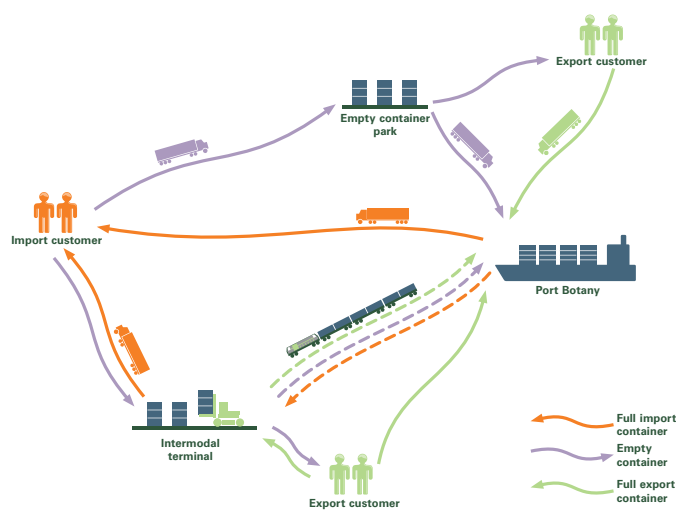
## The problem

The demand for freight – the goods that people buy every day – is becoming one of south-west Sydney's biggest challenges.

- Port Botany is set to reach capacity in 2017
- By 2025, Port Botany will need to handle more than three million containers per year
- A large proportion of these containers will be destined for south-west Sydney
- Sydney's roads cannot support the future increases in freight vehicle movements between Port Botany and south-west Sydney.

## The solution

- It is time to look at rail as the solution to Sydney's freight problem
- The State Government maintains the commitment to move more freight by rail to reduce congestion on major road and reduce diesel emissions
- To increase Port Botany's capacity, it is critical more goods are moved by rail than road – closer to where the goods are needed
- SIMTA's intermodal terminal will be an integral part of a wider network of intermodal terminals, servicing the growing population of Sydney, and New South Wales.



Container supply chain diagram

## What is being proposed?

SIMTA is seeking approval to develop an intermodal freight terminal in Moorebank, comprising the following:

- A new rail link with five rail tracks
- An intermodal terminal, including on-site rail sidings
- Storage containers and associated equipment
- About 300,000 square metres of warehouse and distribution facilities, located to the east of the intermodal terminal
- A freight village, providing 8,000 square metres of on-site support services.

# A world class facility

SIMTA is proposing to develop a world class intermodal terminal in Moorebank to support the freight needs of south-west Sydney into the future.

## Innovation and operation

SIMTA is well placed to deliver this project – SIMTA members already own or operate eight intermodals across Australia.

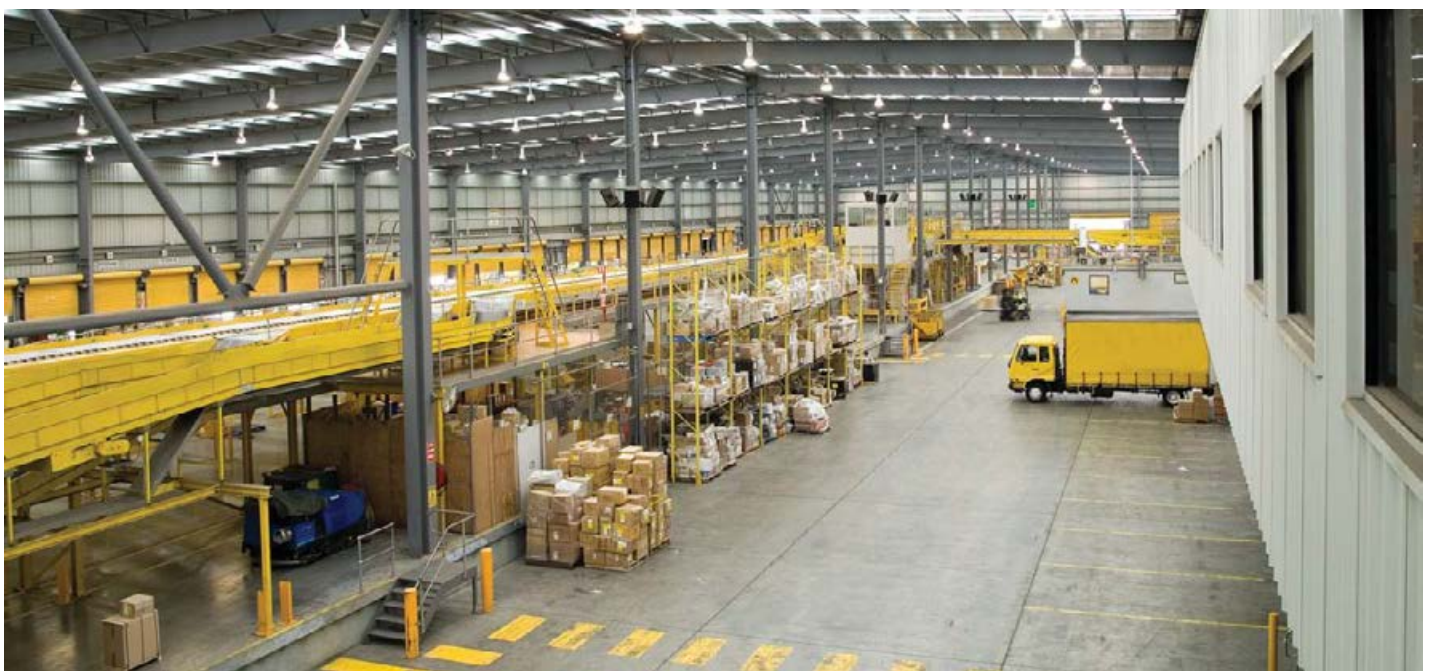
The scale of SIMTA's proposal will require the use of best practice intermodal facilities, including:

- Automatic, state-of-the-art gantry systems, to lift containers from trains to the container stands
- Automatic handling equipment, to move containers between trains and trucks
- Modern control tower and support facilities
- Best practice scheduling and freight stacking systems.

These world class design features will combine to make the operation of SIMTA's intermodal terminal more efficient, quieter, safer and more environmentally friendly.

## A day in the life of SIMTA's intermodal terminal

- The terminal will operate 24 hours a day, seven days a week
- The peak times for activity are 7am-8am and 2pm-3pm
- Goods will arrive in containers from Port Botany by rail. Some containers will be unpacked onsite, and either stored in warehouses or distributed on smaller trucks. Some containers will be transferred directly from train to truck
- Intermodal operations are highly regulated, with strict guidelines around noise and light impacts. Noise and light spill levels will be constantly monitored
- Issues raised by the community will be handled promptly
- Truck arrivals will be scheduled to prevent trucks queuing and waiting on local road networks.



# What does the proposal mean for local roads?

The impact of traffic from the terminal on roads outside the immediate area of the terminal will be insignificant.

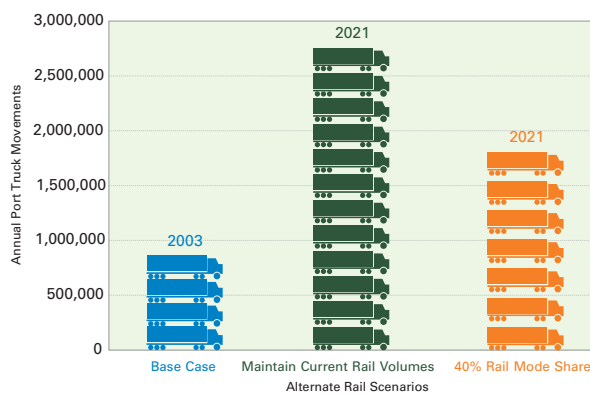
## Moorebank Avenue

The extensive traffic studies show that:

- Traffic impacts are concentrated along a small section of Moorebank Avenue, connecting the M5 with SIMTA's site
- Traffic along Moorebank Avenue will increase by at least 1.6 per cent per year until 2031 as a result of population and employment growth in the region
- Traffic along Moorebank Avenue, with the proposed intermodal terminal, is expected to increase 3.1 per cent per year
- Moorebank Avenue will be upgraded before traffic reaches threshold levels.



Looking south along Moorebank Avenue at Terminal Site, July, 2011.



Projected truck numbers with or without intermodal terminals

## Anzac Road

Trucks will not be allowed to use Anzac Road or other local roads. Moorebank Avenue is the most direct route for trucks arriving at and leaving the site. Our proposal supports current Roads and Maritime Services (RMS) restrictions on heavy vehicles in all residential areas, including on Anzac Road.

## Daily vehicle movements in 2031

Truck movements	
Container trucks	1,600
Smaller trucks	1,000
Total	2,600
Employee car movements	3,600

**Peak vehicle movements will occur between 7am – 8am and 2pm – 3pm**

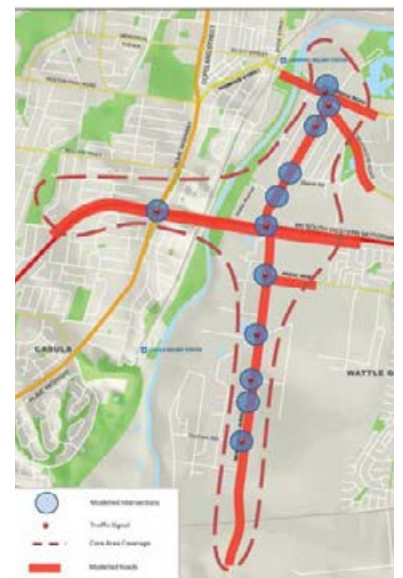
**Truck movements on weekends will account for only 10-15 per cent of total weekly movements.**

## Intersections

The traffic studies focused on key intersections near the Moorebank site:

- Moorebank Avenue and Anzac Road
- M5 and Moorebank Avenue
- M5 and Hume Highway
- Newbridge Road and Moorebank Avenue.

While these intersections are already operating at or near capacity, SIMTA is proposing a range of upgrades and mitigation measures to reduce waiting times at major intersections.



"Core" area of detailed road and intersection assessments

# Taking pressure off the M5

We are working with Government agencies to explore options to improve the M5.

01

The core business of SIMTA's proposal is to move freight from Port Botany to south-west Sydney by train, reducing truck numbers on the M5 and cutting carbon emissions from truck exhausts.

02

At full capacity in 2031, 11 trains, totalling 22 movements, will move through the intermodal terminal each day, carrying freight for distribution to south-west Sydney.

03

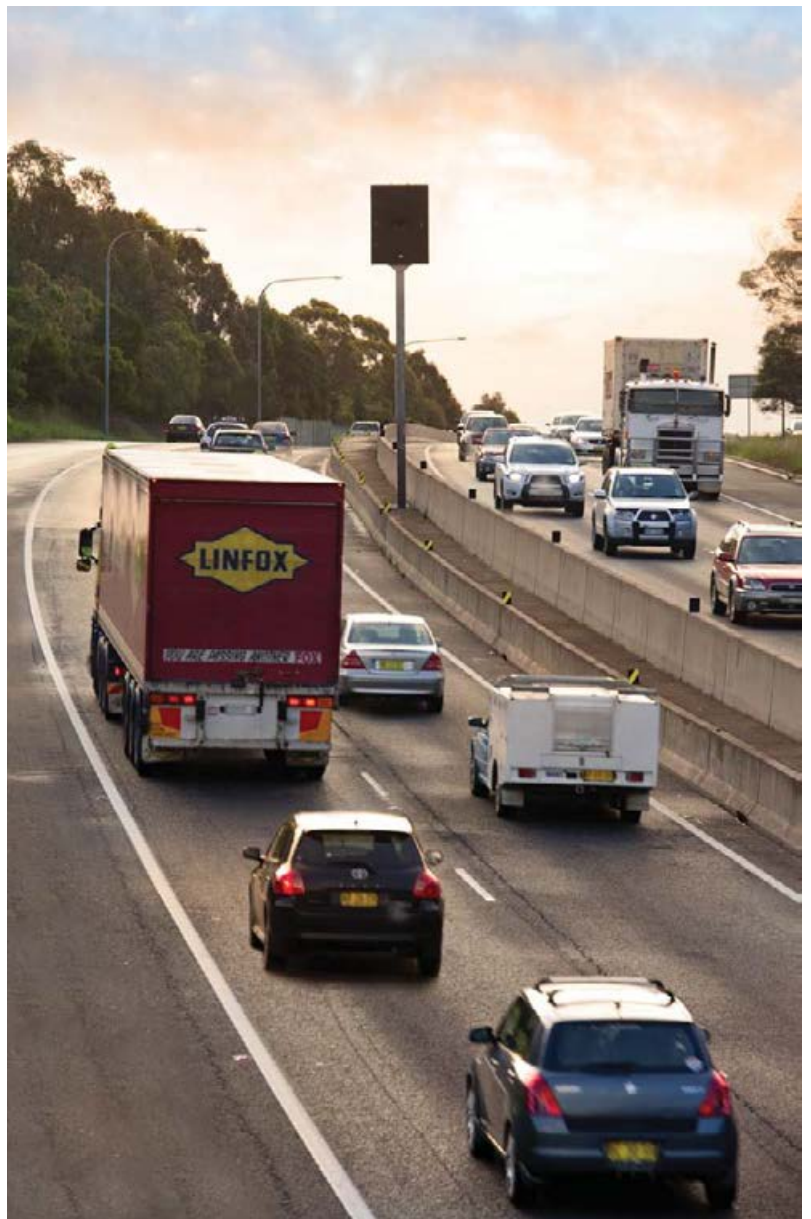
Traffic impacts will be concentrated along a small section of the main road connecting the site to the M5 motorway, Moorebank Avenue. Freight is currently moved along Moorebank Avenue.

04

**SIMTA's proposal will reduce heavy vehicle movements between Port Botany and Moorebank by up to 2,700 movements per day.**

05

Our commitment: we will work alongside the relevant Government agencies to explore options to mitigate any impacts on the M5, such as road upgrades.



# Size and capacity

The amount of freight needed in south-west Sydney will be the same regardless of the number of terminals in the precinct.

SIMTA's proposal is for an intermodal terminal with the capacity to process 500,000 TEUs\* per year by 2021 and one million TEUs per year by 2031. This is enough to meet forecast demand. Demand is not expected to reach one million TEUs before 2031.

YEAR	TEU's* per year	Trains per day
2016	250,000	5
2021	500,000	11
2026	800,000	17
2031	1,000,000	21

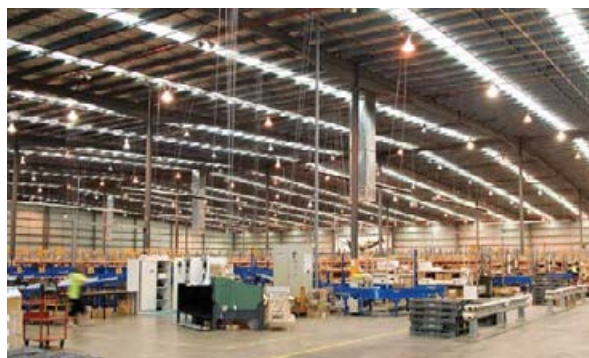
## \*What is a TEU?

TEU stands for a twenty-foot equivalent unit. TEU is the measurement used when talking about capacity in container transportation.



1 20 foot container = 1 TEU

1 40 foot container = 2 TEUs



## Study results

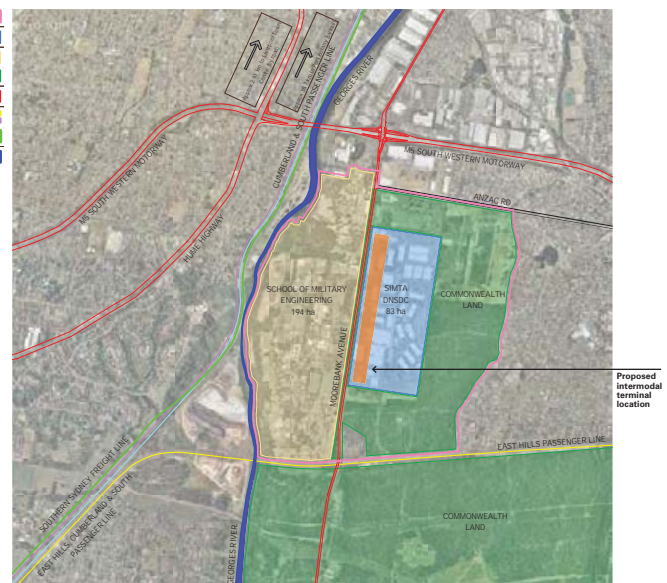
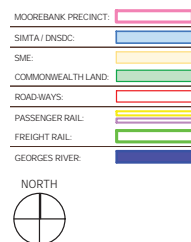
Freight volume will be the same regardless of the number of terminals in the broader precinct.

SIMTA was asked to study the combined impacts of their own proposal and the Commonwealth proposal. The studies are based on one million TEUs, as the demand for freight in south-west Sydney is not expected to exceed one million TEUs by 2031.

The Federal Government is proposing a facility on Defence land west of Moorebank Avenue. We will work with the Government to achieve a strategic, whole-of-precinct approach that allows the best solution across the sits.

## About the site

The proposed intermodal terminal does not occupy much of SIMTA's 83 hectare site. The proposed terminal itself would be located in the south-western corner of SIMTA's land. The terminal would be located approximately 990 metres from the nearest residence.



# Light and noise

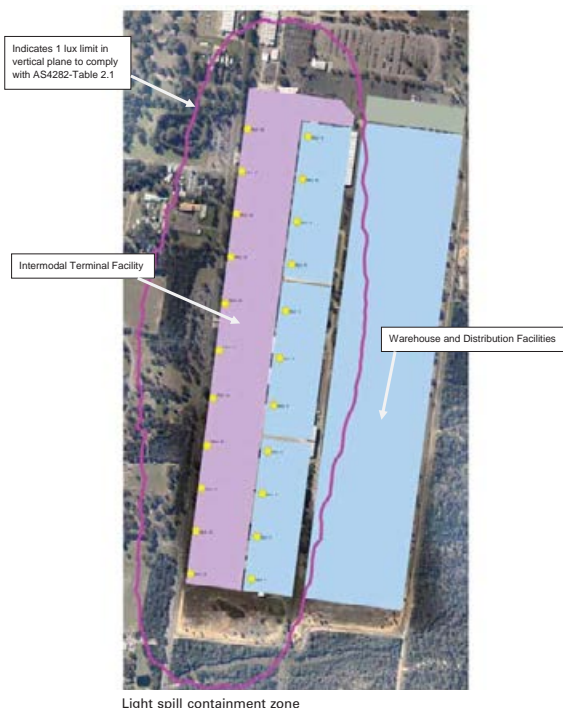
SIMTA's proposal will meet all Australian noise and light spill guidelines.

## Light spill

SIMTA's proposal includes advanced lighting technology that will direct light downwards and away from nearby homes.

Technical studies have shown that SIMTA's lighting design will contain light spill and properties outside of SIMTA's site will not be impacted.

The impact of light spill on residential properties will be well within Australian standards.



## Noise and vibration

Extensive at SIMTA's proposed intermodal terminal show that there will be minimal noise and vibration impact on nearby homes.

The noise and vibration impact study also assessed current background noise levels and the impact to residences along the M5 and Moorebank Avenue. Forecast noise levels are within NSW Government standards, during both the daytime and night time periods of operation.

The lay out of the site will be designed to optimise natural noise buffers, such as thick vegetation and distance. Warehouses along the eastern boundary of the site will also buffer sound.

SIMTA's proposal will not exceed the criteria shown below.

### Noise level criteria

This table shows the proposal is within standard noise level criteria, measured in decibels (dB) at locations surrounding the site during differently times of operation. The maximum levels are set at background levels plus 5dB.

Period	Daytime	Evening	Night-time
Army Barracks	54	51	42
Casula	46	52	46
Holsworthy	46	52	46
Wattle Grove	40	42	39

# Sustainability and environment

Environmental sustainability is one of the driving forces behind the strategy to move more freight by rail.

**SIMTA's proposal will reduce heavy vehicle movements between Port Botany and Moorebank by up to 2,700 movements per day.**

**This will reduce traffic congestion and greenhouse gas emissions, because trucks use 200 per cent more fuel per tonne of freight hauled.**

## Our commitments:

- We will reduce the construction footprint to minimise impacts
- We will introduce construction safeguards to mitigate impacts on flora and fauna
- We will offset biodiversity impacts by restoring degraded areas of SIMTA's site.

As part of the Environmental Assessment (EA), SIMTA engaged leading environmental consultants to undertake a biodiversity impact assessment and a range of ecological surveys.

The flora and fauna assessment concludes that the ecological impacts on the SIMTA site will be relatively low.

The construction of the rail link may have some impact on plant populations in the area, however the extent of the impact cannot be assessed until the rail alignment is finalised. SIMTA is committed to offsetting environmental impacts beyond what is required.

A Biodiversity Offset Strategy will be developed and revised throughout the planning approval process, to achieve a long-term conservation gain for the protected species.

Stormwater overflows on the site will be maintained, but the quality of the flows will be improved.

**The proposal will reduce greenhouse gas emissions by up to 40,000 tonnes of CO<sub>2</sub> per year. This is equivalent to taking in excess of 10,000 cars off Sydney's roads.**

The environmental impact assessments were undertaken using a mix of data collection techniques, including desktop research and field surveys. Data will be assessed against the following biodiversity policies and guidelines:

- Commonwealth Environmental Protection and Biodiversity Conservation Act 1999
- NSW Environment Planning and Assessment Act 1979
- NSW Threatened Species Conservation Act 1995
- NSW Fisheries Management Act 1994.



# Visual impacts

In most cases there will be little or no visual impact from SIMTA's proposal.

The technical studies reveal the visual impacts of SIMTA's proposal to residential areas are limited because of distance, existing visual barriers and the shape of the land. In most cases, there are little or no visual impacts.

The visual amenity at locations near the site is generally unchanged.

Some locations at the boundary of the site currently experience some visual impact; however impacts will be mitigated with intensive landscaping, screening and architecture to shield operations.

## View 1

East of site,  
Martindale Court,  
Wattle Grove



Existing view



Simulated view

## View 2

North East of site,  
Castlerock Court,  
Wattle Grove



Existing view



Simulated view

## View 3

East of site,  
Corner of  
Woodlake Court  
and Wattle  
Grove Drive,  
Wattle Grove



Existing view



Simulated view

These images are key views from Wattle Grove. The visual impact assessment, undertaken as part of the Environmental Assessment, contains simulated views from a range of locations around SIMTA's site.



# Jobs and boosting the local economy

SIMTA's proposal will create nearly 5,000 jobs – 2,840 during the operation of the intermodal terminal and 2,040 during construction.

SIMTA's proposal will boost the local economy – by better connecting local businesses with Port Botany.

The proposal will deliver economic benefits for the Liverpool Local Government Area, the South West subregion and the Sydney Metropolitan Area. A comprehensive economic impact assessment was completed as part of the Environmental Assessment (EA).

SIMTA's proposal is for a \$1 billion project, with a \$490 million capital investment value that will deliver much needed direct and indirect employment opportunities to the local area.

## Job Generation

Phase	Direct Employment	Indirect Employment	Total Jobs
Construction (6 years)	2,040	3,060	5,100
Operation (fully operational)	2,840	4,260	7,100



# The Planning Process

<b>Step 1</b>	<b>Lodgement of Preliminary Environmental Assessment</b>	In 2010, SIMTA lodged the Preliminary Environmental Assessment, which starts the planning process by asking the Minister for Planning to declare the proposal as a major project.
<b>Step 2</b>	<b>Declaration as major project</b>	The Minister for Planning declares the proposal to be a major project. This means the project application will be determined by the Minister for Planning, under Part 3A of the NSW Environmental Planning and Assessment Act 1979.
<b>Step 3</b>	<b>Environmental Assessment requirements issued</b>	In December 2010, the Director General's Requirements were issued, which established key issues SIMTA must respond to in the Environmental Assessment.
<b>Step 4</b>	<b>Preparation of Environmental Assessment and Concept Plan</b>	During 2011 SIMTA completed detailed environmental studies for the proposed development, which were included in the Environmental Assessment report.
<b>Step 5</b>	<b>Lodgement of the referral with the Federal Government</b>	In December 2011, SIMTA lodged the referral of the proposal with the Federal Government under the Environment Protection and Biodiversity Conservation Act 1999.
<b>Step 6</b>	<b>Lodgement of Concept Plan with Environmental Assessment (EA)</b>	In January 2012, SIMTA lodged the Concept Plan, the Environmental Assessment and environmental studies, with the NSW Department of Planning and Infrastructure (DP&I).
<b>Step 7</b>	<b>Public exhibition of Concept Plan</b>	In March 2012, the DP&I commenced a public exhibition process. The community was invited to view the proposal and make submissions.
<b>Step 8</b>	<b>Consideration of submissions and assessment report</b>	In late 2012, SIMTA prepared responses to the submissions received and lodged a report detailing those responses with the DP&I.
<b>Step 9</b>	<b>Public exhibition of Environmental Impact Assessment</b>	In June 2013, SIMTA commenced a national public exhibition process for the draft Environmental Impact Statement under section 103 of the Environmental Protection and Biodiversity Conservation Act 1999.
<b>Step 10</b>	<b>Lodgement of Concept Plan with Environmental Assessment</b>	In August 2013, SIMTA lodged an Environmental Assessment and Concept Plan with the DP&I.
<b>Step 11</b>	<b>Public exhibition of Concept Plan</b>	The Concept Plan and Environmental Assessment is on exhibition from 4 September to 21 October 2013. This provides a further opportunity for the community to comment and examine how SIMTA has responded to submissions received during the previous exhibition period in 2012. <b>We are here</b>
<b>Step 12</b>	<b>Consideration of submissions and assessment report</b>	SIMTA will be asked to respond to any issues raised in the written submissions during the Environmental Impact Assessment exhibition and the Concept plan/ Environmental Assessment exhibition.  If changes to the proposal are required, SIMTA will prepare a Preferred Project Report outlining these changes.
<b>Step 13</b>	<b>Director General's Assessment report</b>	The Director-General prepares an Environmental Assessment report to the Minister for Planning. If the Director-General recommends approval, draft conditions of approval are also prepared.
<b>Step 14</b>	<b>Determination of Concept Plan</b>	The Minister for Planning decides whether to approve or reject the concept. SIMTA and people who provided submissions would be notified of the determination. Determination notice would be placed on the DP&I website.

# Air Quality

SIMTA engaged leading international experts to conduct an Air Quality Impact Assessment, which showed the proposed intermodal terminal would not pose a health risk to the community.

Potential impacts on local air quality, including impacts from exhaust fumes, have been investigated extensively by technical experts. The air quality environmental studies covered:

- air pollutants, including an assessment of potential air pollution sources and atmospheric pollutants of concern for local and regional air quality
- direct and indirect greenhouse gas emissions.

The Air Quality Impact Assessment showed that there would be fewer emissions of pollutants due to the reduction of freight transported by truck. SIMTA also commissioned a Health Risk Assessment (HRA), which was based on the findings of the Air Quality Impact Assessment.

Both assessments showed that the proposed intermodal can be constructed and operated in a manner that achieves Australian and international air quality standards at both a local and regional scale.

SIMTA's proposal will reduce heavy vehicles on the M5, having a positive impact on overall air quality.

As a result of SIMTA's intermodal terminal, greenhouse gas emissions will be reduced by up to 40,000 tonnes of CO<sub>2</sub> per year – equivalent to taking more than 10,000 cars off Sydney's roads.

The demand modelling analysis indicates that as a result of the SIMTA project, the number of trucks on Sydney's roads related to Port Botany would be reduced by approximately 2,700 vehicles per day.

Even during the busiest hours of operation, the SIMTA proposal will contribute to accepted air quality criteria levels.

In line with recommendations, SIMTA will implement a range of mitigation measures, as identified in the Environmental Assessment:

- Minimise truck movements through efficient management of deliveries and dispatches
- Minimise truck idling and queuing on-site
- Advanced low impact trains to service SIMTA's proposal
- Electrically powered container handling equipment – instead of diesel powered, where possible.

## What standards did SIMTA assess the air quality reports against?

- Approved Methods for Modelling and Assessment of Air Pollutants in NSW, December 2005
- National Environmental Protection Measure, Advisory Reporting Standards, NEPC 2003
- Policy Assessment for the Review of Particulate Matter National Ambient Air Quality Standards – Second External Review Draft, June 2010, US EPA, 2010

# Community and stakeholder consultation

We are committed to ongoing consultation with the community.

SIMTA has actively sought opportunities for consultation with the community and local residents throughout the planning process and is committed to ongoing consultation, above and beyond statutory requirements.

SIMTA has updated its Concept Plan Application, Environmental Assessment and supporting technical studies to provide further information and analysis, in response to submissions received during the public comment process in 2012.

The proposal remains substantially the same. We will keep working towards an outcome that reduces heavy vehicle movements between Port Botany and Moorebank, creates jobs and reduces greenhouse gas emissions in the area.

The new exhibition provides a further opportunity for the community to have their say on the proposed plans.

## Making a submission

Submissions can be made directly to the NSW Department of Planning and Infrastructure. Your submission should include:

- Your name and address
- The name and number of the application (Application MP 10\_1093)
- A statement on whether you support or object to the proposal and the reasons why

Visit [www.planning.nsw.gov.au](http://www.planning.nsw.gov.au) to view the proposal documentation and follow the instructions to make a submission.

## More information or inquiries

There is a range of ways the community can find out more information or ask a question:

- Visit [www.simta.com.au](http://www.simta.com.au)
- Email [simta@elton.com.au](mailto:simta@elton.com.au) or call 1800 986 465 (toll free)
- Subscribe online to receive community newsletters



## 6.5 Newspaper advertisements:

- EA advertisement August 2013
- EIS advertisement October 2013





## Community Information Centre – Now Open

The NSW Department of Planning and Infrastructure has placed SIMTA's Environmental Assessment and Concept Plan on public exhibition, providing a further opportunity for the community to have their say on the proposed plans.

SIMTA is keen to hear from the community directly and has reopened the information centre. Please visit us at 7 Secant Street, Liverpool NSW.

Opening hours:

- » Wednesdays 11 and 18 September, 2pm – 4pm
- » Saturdays 14 and 21 September, 10am – 12pm

Meetings with members of the project team are available outside of these times by appointment.

For more information:

- » Visit [www.simta.com.au](http://www.simta.com.au)
- » Phone 1800 986 465 (toll free)
- » Email [simta@elton.com.au](mailto:simta@elton.com.au)
- » To make a submission visit [www.planning.nsw.gov.au](http://www.planning.nsw.gov.au) (application MP10\_0193).



## **Publication of finalised Environmental Impact Statement under section 104 of the *Environment Protection and Biodiversity Conservation Act 1999***

The following notice is published pursuant to Section 104(4) of the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act). Sydney Intermodal Terminal Alliance (SIMTA) proposes to develop the Sydney Intermodal Freight Terminal and warehouse distribution facility at Moorebank, NSW (2011/6229). The proposed action is a controlled action under the EPBC Act – the controlling provisions include:

- » Listed threatened species and communities (sections 18 and 18A)
- » Commonwealth land (sections 26 and 27A).

In accordance with section 103(c) of the EPBC Act, the draft EIS was made available for public comment between the 19 June and 13 August 2013. The finalised EIS (now available for viewing) provides a summary of the comments received during this consultation period and how such comments have been addressed. The finalised EIS will be permanently available on request, and will be on display (free of charge) in electronic and hard copy format from 10 October 2013 to 5 December 2013, at the following locations:

**Liverpool City Library**  
Library Plaza  
170 George Street  
Liverpool NSW 2170

**NSW Office of Environment  
and Heritage**  
Level 14, 59 – 61 Goulburn Street  
Sydney, NSW 2000

---

An electronic version of the documentation can also be viewed at:  
**[www.simta.com.au](http://www.simta.com.au)**

If you have special needs or require assistance accessing the documents,  
please call **1800 986 465**.