



# Request for Clause 6 Declaration and Concept Plan Authorisation and Preliminary Environmental Assessment



SIMTA

SYDNEY INTERMODAL TERMINAL ALLIANCE

Part 3A Concept Application

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## Executive Summary

This report has been prepared on behalf of the Sydney Intermodal Terminal Alliance (SIMTA), a consortium of Stockland, Qube Logistics and QR National, and in respect of a proposal for an intermodal terminal at Moorebank Avenue, Moorebank. The report has been prepared to request:

- The Minister for Planning to form an opinion that the proposal is of strategic State or regional significance and is of a kind described in Group 4 Class 23 in Schedule 1 of *State Environmental Planning Policy (Major Development) 2005* (Major Development SEPP), as an Intermodal Terminal and Railway Infrastructure with a Capital Investment Value of greater than \$30 million.
- The Minister for Planning to authorise the preparation of a Concept Plan in accordance with the requirements of Section 75M of the *Environmental Planning and Assessment Act 1979* (the Act).
- The Director-General to issue the relevant Environmental Assessment Requirements to inform the preparation of an Environmental Assessment to accompany the Concept Plan.

The SIMTA site comprises 83 hectares of land which is currently occupied by the Defence National Storage and Distribution Centre (DNSDC). The Concept Plan also nominates a rail link to the south and south-west of the SIMTA site connecting to the Southern Sydney Freight Line. The SIMTA site is surrounded by Commonwealth owned land, including the School of Military Engineering to the west and undeveloped land held by the Department of Finance to the east.

The Concept Plan will seek approval for the redevelopment of the SIMTA site as an intermodal terminal with warehouse and distribution facilities. The proposal comprises the following key components:

- **Rail Link** – the Concept Plan includes land nominated for a rail link that will connect the SIMTA site with the Southern Sydney Freight Line. The detailed design of the rail infrastructure comprising the rail link will be subject to a further application and approval process.
- **Intermodal Terminal** – the terminal is proposed to include on-site freight rail sidings of up to 1,200 metres in length to accommodate local freight trains to Port Botany. Freight will arrive by rail and be transported to the warehouse and distribution facilities within the SIMTA site, or be directly loaded on to trucks for transport to warehouses and nearby logistics centres. Exports and empty freight containers will be transported to the facility by truck and then loaded onto rail for transport back to Port Botany. The terminal is expected to contain four rail sidings, with areas for container handling and storage, and is anticipated to have the capacity to handle up to 1 million containers (twenty foot equivalent units or TEUs) per annum.
- **Warehouse and Distribution Facilities** - approximately 300,000m<sup>2</sup> of warehouses with ancillary offices will be constructed to the east of the intermodal terminal. These buildings are proposed to be constructed in stages in response to site servicing availability and market demands. It is expected that warehouses will range in size, depending on tenant needs.
- **Freight Village** – approximately 8,000m<sup>2</sup> of support services will be provided on site. These may include site management and security offices, meeting rooms, driver facilities and convenience retail and business services.

It is proposed to lodge a Concept Plan application for the redevelopment of the SIMTA site to enable the timely and efficient delivery of an intermodal terminal facility at Moorebank. The proposed development at the SIMTA site will be an important first step in realising the NSW State Plan objective to increase rail freight movements to/from Port Botany. The project is vital to ensuring an efficient freight rail network that has the capability to manage future growth in container movement to/from Port Botany, both across the Sydney metropolitan area and interstate.

The development proposed in the Concept Plan application will not restrict the assessment options that are currently being investigated by the Moorebank Project Office. As such, there is no reason to further delay the redevelopment of the SIMTA site while the relocation of the School of Military Engineering and future development of the Commonwealth owned land is resolved by the Moorebank Project Office.

Ongoing liaison between SIMTA and the Moorebank Project Office will ensure that the SIMTA site and the Commonwealth owned land are developed in a complementary manner.

The SIMTA proposal is entirely consistent with State and subregional strategic planning and transport policies, which seek to increase the proportion of container freight movements occurring by rail. Further, it is permitted with consent by way of State and local planning controls.

It is anticipated that the scale of the project will require comprehensive documentation to accompany the Concept Plan application, addressing the potential benefits and impacts of the proposal, including management and mitigation measures to address the identified impacts.

# 1 Introduction

## 1.1 Purpose of Report

This report has been prepared on behalf of the Sydney Intermodal Terminal Alliance (SIMTA), a consortium of Stockland, Qube Logistics and QR National, in respect of a proposal for an intermodal terminal at Moorebank Avenue, Moorebank. The report has been prepared to request:

- The Minister for Planning to form an opinion that the proposal is of strategic State or regional significance and is of a kind described in Group 4 Class 23 in Schedule 1 of the Major Development SEPP, as an Intermodal Terminal and Railway Infrastructure with a Capital Investment Value of greater than \$30 million.
- The Minister for Planning to authorise the preparation of a Concept Plan in accordance with the requirements of Section 75M of the Act.
- The Director-General to issue the relevant Environmental Assessment Requirements to inform the preparation of an Environmental Assessment to accompany the Concept Plan.

If the Minister for Planning forms an opinion that the project is a project to which Part 3A applies and authorises an application for the preparation of a Concept Plan, SIMTA intend to submit a Concept Plan application for an Intermodal Terminal Facility. This will then support the preparation and submission of a series of Project Applications for the intermodal terminal facility to be developed over a number of stages, responding to tenant/market demands and financial feasibility.

## 1.2 Strategic Need of the Proposal

The NSW Government and Sydney Ports aim to double the proportion of container movements to/from Port Botany by rail from the current 20% to 40%, as outlined in the *NSW State Plan* and *Sydney Metropolitan Strategy*.

This modal shift is required to alleviate increasing road congestion around Port Botany and the M5 Motorway and increase the capacity and efficiency of the freight network. In order to realise this objective, it will be critical to deliver additional intermodal terminal capacity within Sydney, with appropriate connections to Port Botany by way of dedicated freight rail lines.

Moorebank has long been considered as a key component in realising Sydney's intermodal capacity needs. In 2004, the Federal Government identified the broader Department of Defence land at Moorebank (which included the land currently owned by the Commonwealth and the land currently owned by SIMTA) as a suitable site for an intermodal terminal facility. This nomination was based on its proximity to major motorways, the Southern Sydney Freight Line and the industrial heartland of Western Sydney.

The Freight Infrastructure Advisory Board's recommendation to locate a major intermodal terminal at Moorebank was subsequently adopted by the NSW government in 2005. The report of the Freight Infrastructure Advisory Board *Railing Port Botany's Containers: Proposals to Ease Pressure on Sydney's Roads* included the following recommendations specific to Moorebank:

### *Recommendation 4*

*It is recommended that the NSW Government:*

- *Regard Moorebank as a key component in meeting Sydney's intermodal capacity needs;*
- *Ensure that the Moorebank site is secured for intermodal terminal development by the private sector and be prepared if necessary, on a transitional basis, to use funds from the Freight Infrastructure Charge for this purpose;*
- *Work with the Commonwealth to see the School of Military Engineering moved from the site as soon as possible;*

- *Commence planning for the site's development by the private sector as an intermodal terminal with the capacity to handle at least 500,000 TEUs annually;*
- *Develop a business model for the acquisition and development of the site in a way that allows the private sector to bring forward the terminal's development;*
- *Pursue negotiations with the Commonwealth for AusLink funding for an Australian Rail Track Corporation rail connection into the Moorebank site;*
- *Ensure that access to the Moorebank site is delivered in a way that does not compromise the future expansion of the East Hills passenger line; and*
- *Ensure planning for Moorebank includes design buffers to reinforce the site's separation from residential development and provide public recreation facilities along both sides of the Georges River.*

In 2007, the Federal Coalition Government and the then Labour Opposition pledged substantial funding to the project and Infrastructure Australia identified the intermodal terminal as part of its priority pipeline in 2009. The recent 2010-11 Federal Budget reinforced the Government's ongoing commitment to the project, with \$70.7 million allocated over two years to:

- Develop comprehensive business cases, designs, approvals and an implementation strategy for an intermodal transport hub at Moorebank. The Moorebank Project Office within the Department has been established to facilitate this study.
- Relocate the School of Military Engineering to Holsworthy.

While the recent funding is relevant to the development of the surrounding Commonwealth owned land, it should be realised that there is an established strategic direction to involve the private sector in delivering the development of the terminal in a timely manner. This is evident in the:

- The recommendation of the Freight Infrastructure Advisory Board as stated above.
- Sale of the SIMTA site (former DNSDC land) to the private sector.
- Inclusion of the SIMTA site as an intermodal terminal within the *Sydney Metropolitan Strategy, Draft Subregional Strategy for the South West Subregion, the Metropolitan Transport Plan* and other strategic planning and policy documents.

The SIMTA site will play an important role in realising the development of an intermodal terminal facility at Moorebank and achieving the objective to increase rail freight movements to/from Port Botany. Given Port Botany's likely growth in container movement in the future, the SIMTA proposal would contribute to improving freight rail capacity in alleviating congestion across the Sydney metropolitan area and interstate. As such, the project is vital to ensuring an efficient freight rail network that has the capacity to manage future growth

### 1.3 Project Objectives and Need

The proposed Moorebank Intermodal Terminal Facility is a vital platform for Sydney's future economic and productivity growth. It will allow efficient rail freight transport along the Southern Sydney Freight Line to and from Port Botany. This will not only increase freight rail capacity throughout the freight rail network as a whole, but contribute to easing medium and long term road congestion on the M5 east of Moorebank.

The predicted increase in freight container movement from Port Botany will exacerbate freight rail congestion and affect the required capacity of the Sydney Metropolitan and Australia wide freight rail network. This project seeks to provide appropriate infrastructure to account for some of the increase in freight container movement at Port Botany, providing for the efficient processing of this freight movement prior to further transportation. Further, the completed project will assist in the alleviation of freight rail network congestion, thereby contributing to the efficiency of freight transport in Australia.



The principal objective of the Concept Plan application is to enable SIMTA to achieve planning certainty on the future development of the SIMTA site while retaining the necessary flexibility for the refinement of future design options. It will enable early engagement with the community regarding the planned development at the site and enable an assessment of the potential environmental, social and economic impacts of the proposed terminal facility.

Overall, the SIMTA proposal to establish an intermodal and rail link through a Concept Plan approval process will ensure better integration of land use and transport planning with the surrounding area.

## 1.4 Relationship of Proposal to Commonwealth Government Investigations

SIMTA has been an active contributor in the broader planning process for the intermodal facility at Moorebank since their purchase of the Defence National Storage and Distribution Centre (DNSDC) site. The Department of Defence currently leases the site for the operation of the DNSDC. There is an immediate imperative to secure greater certainty regarding the future of the SIMTA land should the Department of Defence vacate the site at expiration of their lease. As noted in **Section 1.2**, both State and Commonwealth Governments have clearly indicated that the best future use for the site is as an intermodal facility.

Accordingly, a Concept Plan is to be prepared to outline the plans for the SIMTA land and enable an assessment of the environmental, social and economic impacts of the proposal. The development that is to be proposed in the Concept Plan application will not restrict the assessment options that are currently being investigated by the Moorebank Project Office (MPO).

The intermodal operation envisaged on the SIMTA site is intended to primarily service the needs of port related freight. The MPO site and the SIMTA sites are not interdependent and the proposed SIMTA development will in no way compromise or restrict any subsequent development on the broader Moorebank precinct. As the SIMTA site is privately owned, it would assist the Commonwealth's planning to have some certainty of future use over the SIMTA site, as they can then plan more broadly with consideration to this land use.

In terms of operational efficiencies, there are advantages to have the SIMTA proposal developed ahead of the Commonwealth proposal to assist with timing and operational efficiency. It would also be unreasonable to subject the community to a further extended period of uncertainty spanning several years when this important component of the Government's transport strategy can be achieved now.

Increasing the amount of goods transported by rail is a critical step in reducing Sydney's traffic congestion and dealing with the adverse environmental effects of having too many vehicles on the road. It is in the public interest to evaluate the SIMTA intermodal as soon as possible as part of an environmentally responsible redevelopment of the SIMTA site that is zoned for industrial use.

Ongoing liaison between SIMTA and the MPO will ensure that the SIMTA site and the Commonwealth owned land are developed in a complementary manner. As such, there is no reason to further delay the consideration of the redevelopment of the SIMTA site while the relocation of the School of Military Engineering and future development of the Commonwealth owned land is resolved by the MPO.

## 1.5 Anticipated Timing and Delivery

It is recognised that this request for Ministerial declaration under Clause 6 of the Major Development SEPP and authorisation for the preparation of a Concept Plan application and Preliminary Environmental Assessment is only the first step in the planning process.

The Environmental Assessment (including the comprehensive planning report and supporting specialist documentation) will be lodged once the Director-General's Environmental Assessment Requirements have been obtained and a comprehensive assessment of all identified issues has been completed by the project team.

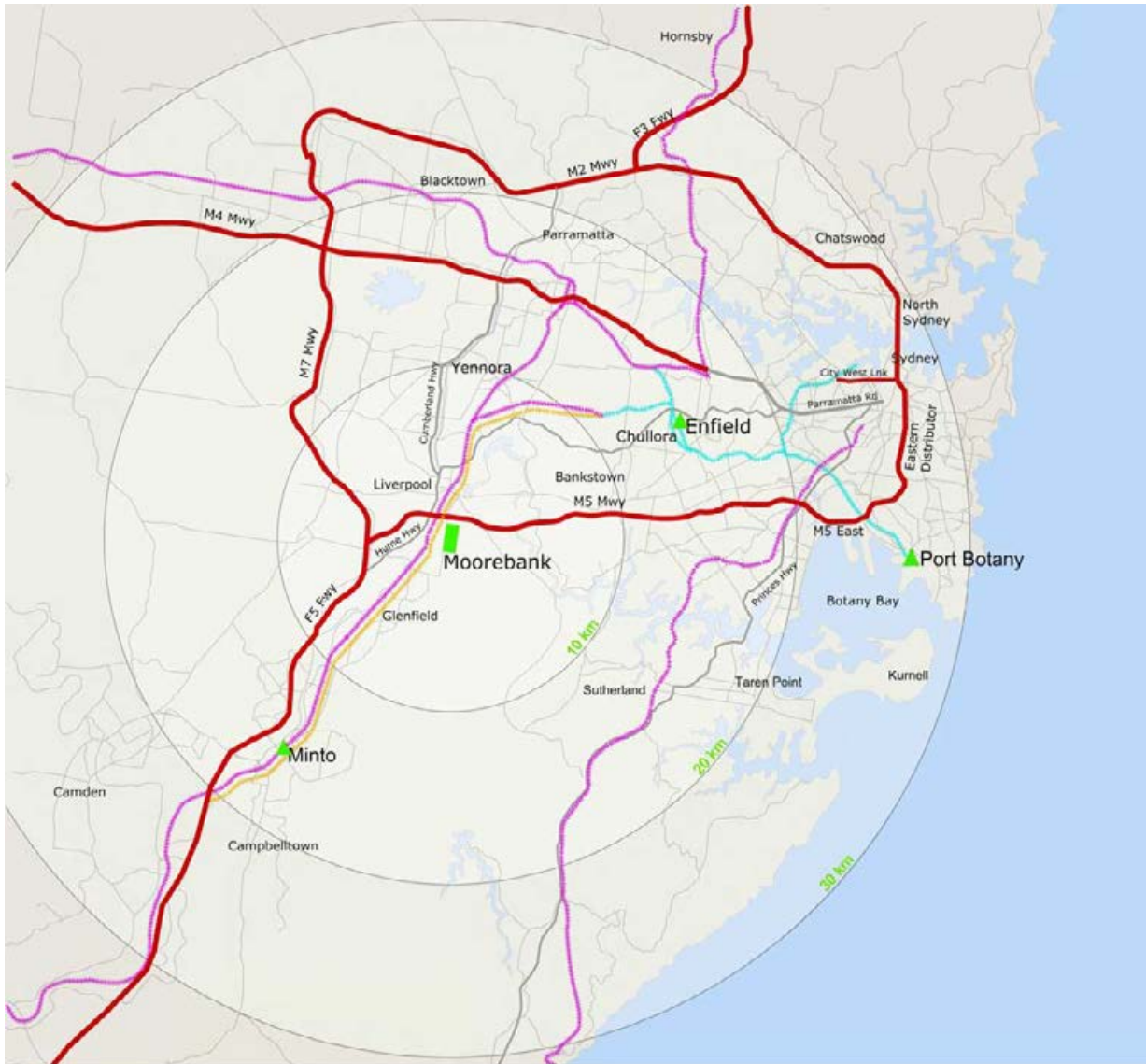
In the meantime, SIMTA is proposing to undertake ongoing consultation with the local community and key stakeholders, including Liverpool Council. The consultation undertaken by SIMTA will be in addition to the formal public notification of the Concept Plan application by the Department of Planning.

## 2 Site Context

### 2.1 Regional Context

The SIMTA site is located approximately 26 kilometres south west of the Sydney Central Business District (CBD) and approximately 26 kilometres west of Port Botany. The site is approximately 2.5 kilometres to the south of Liverpool City Centre.

Figure 1 – Regional Context Plan (Reid Campbell)



**LEGEND**

- RAIL LINE - DEDICATED FREIGHT
- RAIL LINE - SOUTHERN SYDNEY FREIGHT LINE (UNDER CONSTRUCTION)
- RAIL LINE - SHARED PASSENGER & FREIGHT
- HIGHWAYS & MAJOR ROADS
- MOTORWAYS & FREEWAYS
- PROPOSED MOOREBANK INTERMODAL TERMINALS
- EXISTING INTERMODAL TERMINALS

The site is located within close proximity of the M5 Motorway and its intersection with the Westlink M7 Motorway, providing excellent access to both the state and regional road network. The M5 Motorway provides both on and off ramps from Moorebank Avenue, approximately 800 metres to the north of the SIMTA site. The intersection of the M5 and Westlink M7 Motorways is approximately six kilometres to the west. This provides a major connection to key employment and industrial lands, the anticipated destination of the majority of the freight moving through the SIMTA facility.

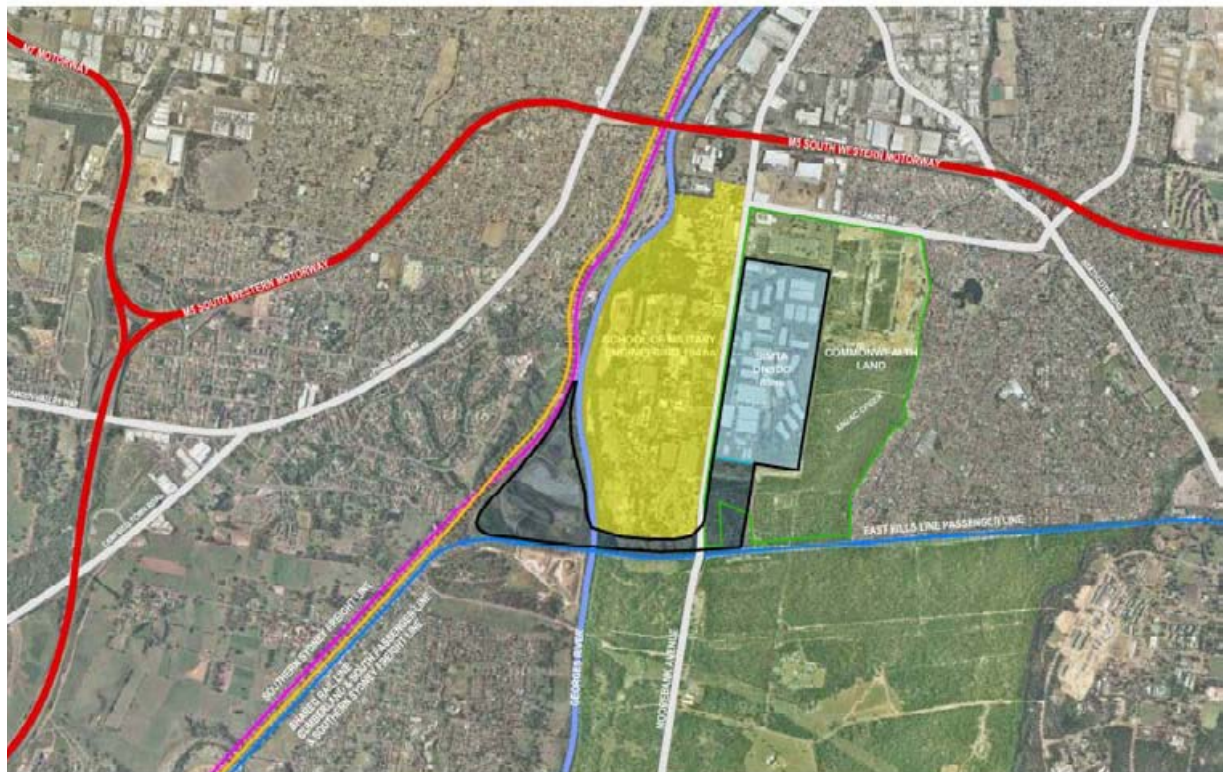
While the SIMTA land has a disused rail siding from the East Hills Passenger Line to the south, all freight rail movements associated with the proposed intermodal terminal are proposed to be undertaken via the Southern Sydney Freight Line. This dedicated freight line (which is currently being constructed to accommodate dedicated freight movements) is located approximately one kilometre to the west and provides a direct link to Port Botany.

## 2.2 Local Context

The SIMTA site is approximately 2.5 kilometres to the south of Liverpool City Centre. The site is also located near a number of significant industrial areas, including Moorebank (Yulong and Amiens) and Warwick Farm to the north, Chipping Norton to the north east, Prestons to the west and Glenfield and Ingleburn to the south west. The Holsworthy Military Reserve is located to the south on the opposite side of East Hills Passenger Line.

Nearby residential areas include Wattle Grove, Moorebank and Holsworthy, which are located to the east and north east. Wattle Grove is within the closest proximity, located approximately 450 metres east of the SIMTA site, while the Casula residential areas is approximately 1km west of the SIMTA site, and approximately 400m west of land on which the rail link is proposed to be constructed.

Figure 2 – Local Context Plan (Reid Campbell)



**LEGEND**

RAIL LINE - SOUTHERN SYDNEY FREIGHT LINE (UNDER CONSTRUCTION)	SME	SIMTA / DNSDC
RAIL LINE - DEDICATED PASSENGER	GEORGES RIVER	RAIL LINK
RAIL LINE - SHARED PASSENGER & FREIGHT	MOTORWAYS	COMBINED SIMTA / DNSDC & RAIL LINK
	MAJOR ROADS & HIGHWAYS	COMMONWEALTH LAND



As previously outlined in **Section 2.1**, the site is within close proximity of the M5 Motorway, which intersects with Moorebank Avenue approximately 800 metres to the north. Moorebank Avenue runs in a north-south direction and provides a direct connection between the Liverpool City Centre and M5 Motorway on/off ramps to the north and the Glenfield/Macquarie Fields residential areas to the south.

The closest passenger railway stations are Liverpool (approximately 2.5 kilometres to the north) and Casula (approximately 1 kilometre to the west). However, the Casula railway station is separated from the SIMTA site by the adjoining Commonwealth owned land to west and the Georges River.

The Georges River runs along the western boundary of the School of Military Engineering. Anzac Creek runs along the eastern boundary of the Commonwealth owned land, linking to Chipping Norton Lake and the Georges River to the north.

## 2.3 Site Description

The Concept Plan application includes both the SIMTA site and a rail link connecting the SIMTA site to the Southern Sydney Freight Line.

The SIMTA site is located on Moorebank Avenue, Moorebank. The legal description of the property is Lot 1 in Deposited Plan 1048263. The key existing features of the site are described as follows:

- The total site area is approximately 83 hectares.
- The allotment is regular in shape, with a length of 1,382 metres and a width of 600 metres.
- Relatively flat topography with a low hill on the eastern part of the site.
- Direct frontage to Moorebank Avenue, which is a publicly used private road. The site also has access to the southern extension of Greenhills Avenue, which is an unformed gazetted crown road reserve.
- The site has been developed and comprises approximately 238,000m<sup>2</sup> of low-rise buildings, including warehouses and administrative offices.
- The site is in private ownership and is currently owned by The Trust Company Limited. The site is currently occupied by the Department of Defence and is commonly known as the Defence National Storage and Distribution Centre.

**Figure 3** – Aerial Photograph (Urbis)



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The Concept Plan will also include a rail link to the south and south-west of the SIMTA land to provide a rail connection from the intermodal terminal and associated warehouse and distribution facilities to the Southern Sydney Freight Line. The extent of the land affected by the Concept Plan is described in greater detail in **Section 3**. A future Project Application will establish the precise dimensions and alignment of the rail link.

## 3 Development Description

### 3.1 Overview

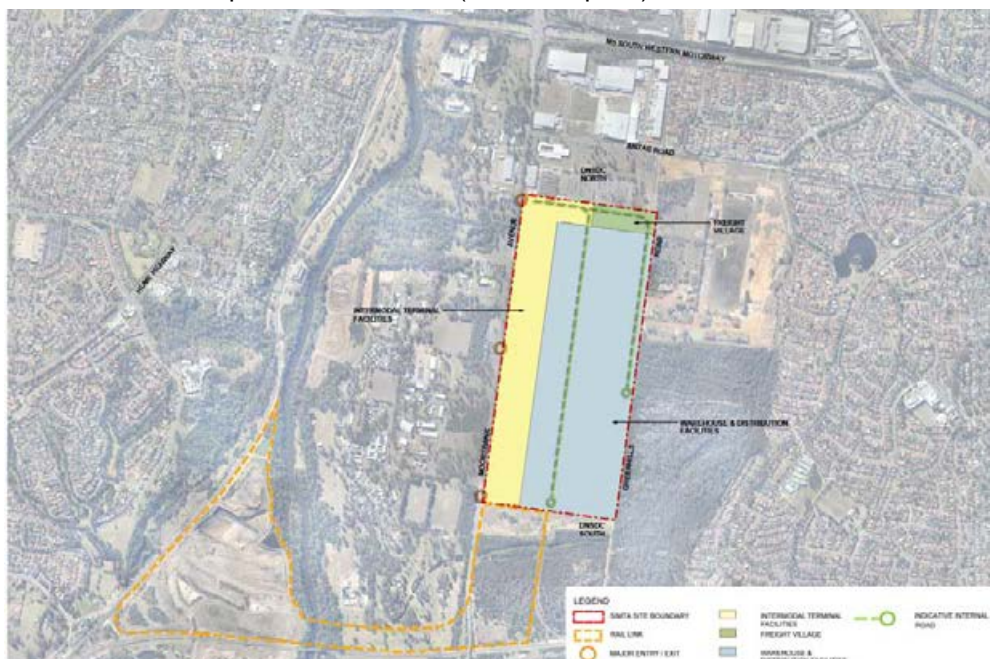
The proposed intermodal terminal facility will provide container freight distribution and warehousing to service Western and South Western Sydney industrial areas. The SIMTA site will be linked to the Southern Sydney Freight Line. The Concept Plan proposal comprises the following key components:

- **Rail Link** – the Concept Plan includes a rail link that will connect the SIMTA site with the Southern Sydney Freight Line. The detailed design of the rail infrastructure comprising the rail link will be subject to a further Project Application.
- **Intermodal Terminal** – the on-site terminal facilities include 1,200 metres of rail. Freight will arrive by rail and be transported to the warehouse and distribution facilities within the SIMTA site, or be directly loaded on to trucks for transport to warehouses and nearby logistics centres. Exports and empty freight containers will be transported to the facility by truck and then loaded onto rail for transport. The terminal will have capacity for four rail sidings, with areas for container handling and storage and anticipated to have the capacity to handle up to 1 million TEUs per annum.
- **Warehouse and Distribution Facilities** - approximately 300,000m<sup>2</sup> of warehouses with ancillary offices will be constructed to the east of the intermodal terminal. These buildings are proposed to be constructed in stages in response to site servicing availability and market demands. It is expected that warehouses will range in size, depending on tenant needs.
- **Freight Village** – approximately 8,000m<sup>2</sup> of support services will be provided on site. These may include site management and security offices, meeting rooms, driver facilities and convenience retail and business services.

The proposed development will be staged to respond to demand for infrastructure and warehousing facilities. The Environmental Assessment will include indicative floor space yields for each stage and built form controls to provide certainty regarding the siting and design of the future development. It is expected that this will enable efficient determination of Planning Applications for the future buildings.

An Indicative Concept Plan that identifies the land to be included within the Concept Plan application, including the SIMTA land and the land through which the proposed rail link will be constructed, is provided as **Figure 4** (also attached as **Appendix A**).

**Figure 4** – Indicative Concept Plan - Land Use (Reid Campbell)



## 3.2 Rail Link

Fundamental to the operation of the SIMTA Moorebank Intermodal Terminal Facility is a rail connection. The Concept Plan includes a rail link to the south of the site running west to connect to the Southern Sydney Freight Line. The exact corridor dimensions and location of the rail spur will be determined in consultation with relevant stakeholders, including the Commonwealth Government and Moorebank Project Office, and through the detailed design process for the Stage 1 Project Application.

The Environmental Assessment for the Concept Plan will consider the potential environmental impacts of a rail link within the identified land. Further consideration of this matter is provided in **Section 5** of this report.

## 3.3 Intermodal Terminal

The intermodal terminal will be located on the western part of the site, adjacent to Moorebank Avenue. Key elements of the proposed intermodal terminal are:

- Total terminal area of approximately 244,000m<sup>2</sup>.
- Four rail sidings of up to approximately 1,200 metres in length within the SIMTA site, which will connect to the existing Southern Sydney Freight Line.
- Container hardstand to be used for container sorting and storage.
- Administration offices and ancillary operational facilities.

The intermodal terminal is anticipated to operate 24 hours a day, 7 days a week, enabling it to receive and dispatch freight to accommodate a wide range of servicing demands. The terminal will seek to use best practice intermodal facility equipment, wherever possible, which could include:

- Automated and remote operated gantry systems.
- Modern container and secondary freight handling equipment.
- Operations and control centre.
- Ancillary terminal facilities.
- Unified train control systems.
- Sustainable management practices/technology.

## 3.4 Warehouse and Distribution Facilities

Warehouse and distribution facilities with ancillary offices are to be located on the balance of the SIMTA site to the east of the intermodal terminal. The Concept Plan application is expected to include approximately 300,000m<sup>2</sup> warehouse and office space.

The buildings located immediately adjacent to the rail sidings may benefit from direct access to the rail terminal and container storage areas and will operate as the terminal handling facilities. These warehouses have the potential to accommodate cross-dock operations for occupation by large logistics operators dispatching goods in short turn-around times and with limited freight break-down. The other buildings will generally service larger tenants which may benefit from access to import/export goods and have high turnover of goods. Tenants could include logistics operators who require larger areas for operations, hold stock for longer periods, or undertake larger amounts of freight-breakdown before dispatching. These buildings will generally have perimeter loading docks.

Each of the warehouses will be serviced by an internal road system. It is expected that staff services and parking will be located along the eastern boundary of the site to separate staff movements from heavy vehicles.



Built form controls addressing issues such as building height, massing, and setbacks will form part of the Concept Plan application. This will enable the core visual impacts of the proposal to be assessed and provide an agreed set of criteria to obtain future Project Application approvals for these buildings.

### 3.5 Freight Village

A range of support facilities are proposed within the SIMTA site to meet the needs of employees and visitors to the site. The ancillary facilities are anticipated to have a GFA of approximately 8,100m<sup>2</sup> and could include:

- Site management, security offices and communal meeting rooms.
- Convenience based retail and business services.
- Driver facilities.

The composition of these facilities will be based on future demand and will be privately operated by individual tenants. Full details would be provided with the future Project Application.

### 3.6 Project Staging

The SIMTA Moorebank Intermodal Terminal Facility is proposed to be constructed in three stages. The indicative yield and programme for each of the stages is anticipated to be as follows:

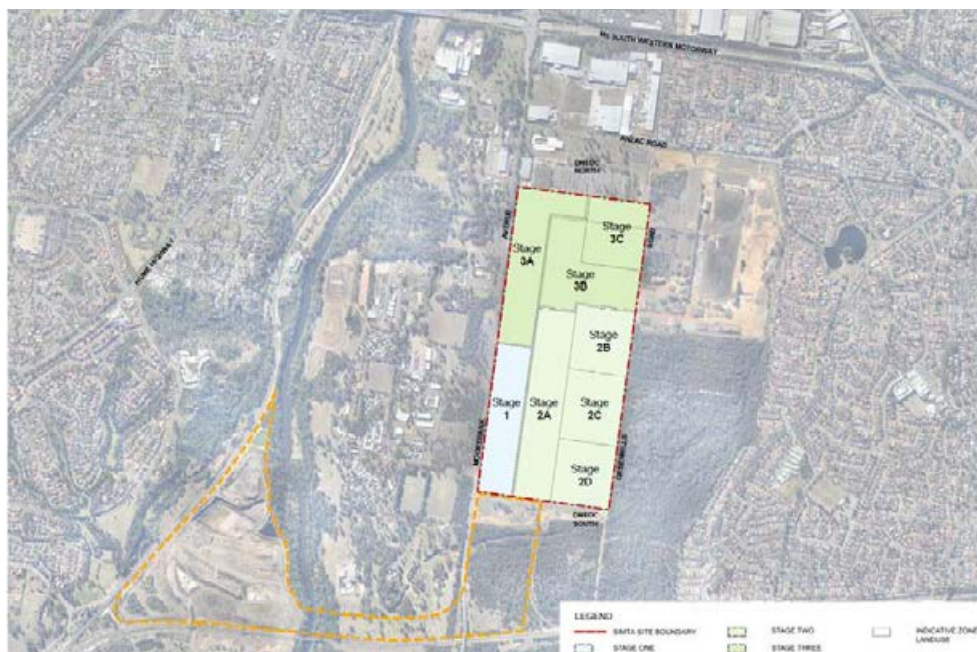
**Stage 1** – Construction of the first 600 metres of the rail siding and rail connection.

**Stage 2** – Construction of warehouse and distribution facilities with ancillary offices (approximately 190,000m<sup>2</sup> GLA) with associated access, car parking, and landscaping works.

**Stage 3** – Construction of the remaining 600 metres of the rail siding and the remaining warehouse and distribution facilities with ancillary offices (approximately 110,000m<sup>2</sup> GLA) with associated access, car parking, landscaping and works.

The indicative staging plan is provided as **Figure 5** (and as **Appendix A**). This may be further refined during the preparation of the Environmental Assessment, taking into account the outcomes of the stakeholder engagement and impact assessment, as well as market drivers and tenant demand.

**Figure 5** – Indicative Staging Plan (Reid Campbell)





## 4 Planning Context

### 4.1 Strategic Planning Policies

#### 4.1.1 NSW State Plan

The key freight objective of the *NSW State Plan* is to increase the proportion of container freight being moved by rail from Port Botany to 40% by 2016. It is clear that the development of an intermodal freight terminal at Moorebank is an essential part of achieving this objective, as outlined in **Section 1.2**.

A NSW Freight Strategy is currently being developed by the NSW Government. The *NSW State Plan* recognises the importance of the construction of the Southern Sydney Freight Line to achieve this target. This State Plan objective has also been supported by the Federal Government since 2004. This is most recently evident through the 2010/2011 Federal Government budget announcement of \$70.7 million funding over the next 2 years for the planning of a new intermodal facility in Moorebank facilitated through the establishment of the Moorebank Project Office.

The SIMTA Moorebank Intermodal Terminal Facility will contribute to achieving the State Plan aims, including:

- Increasing rail freight movements to 40% of freight containers moving from Port Botany.
- Generating additional jobs to contribute to the 165,000 new jobs to be generated each year in NSW.
- Achieving the objectives of the Metropolitan Transport Plan 2020, which identified Moorebank as an investigation area for a new Intermodal Terminal.

#### 4.1.2 Sydney Metropolitan Strategy

The SIMTA Intermodal Terminal Facility will contribute towards achieving a number of key aims outlined in the *Sydney Metropolitan Strategy* (Metro Strategy), including:

- *Strengthening the five existing major cities of Sydney* – the proposal is likely to result in significant local economic benefits for Liverpool, which is one of the nominated cities.
- *Generating more jobs in Western Sydney* – it is expected that the SIMTA proposal will generate a significant number of jobs.
- *Containing Sydney's urban footprint* – the development of the SIMTA site will enable direct access to the Western Sydney and South Western Sydney industrial areas and avoid impacts on non-urban land.
- *Providing fair access to housing, jobs, services and open space* – the proposal will increase the number of jobs close to home, which is also a key component of the NSW State Plan.
- *Establishing better connected and stronger regions* – the rail connection between the SIMTA site and the Southern Sydney Freight Line will enable greater connection between the South West Subregion and the other regions, including Port Botany.

The Metro Strategy identifies the SIMTA site as 'employment lands', whereas the surrounding Commonwealth owned lands are indicated as 'planned employment lands', potentially indicating an intention to stage the release and development of land within the Moorebank Defence Lands precinct.

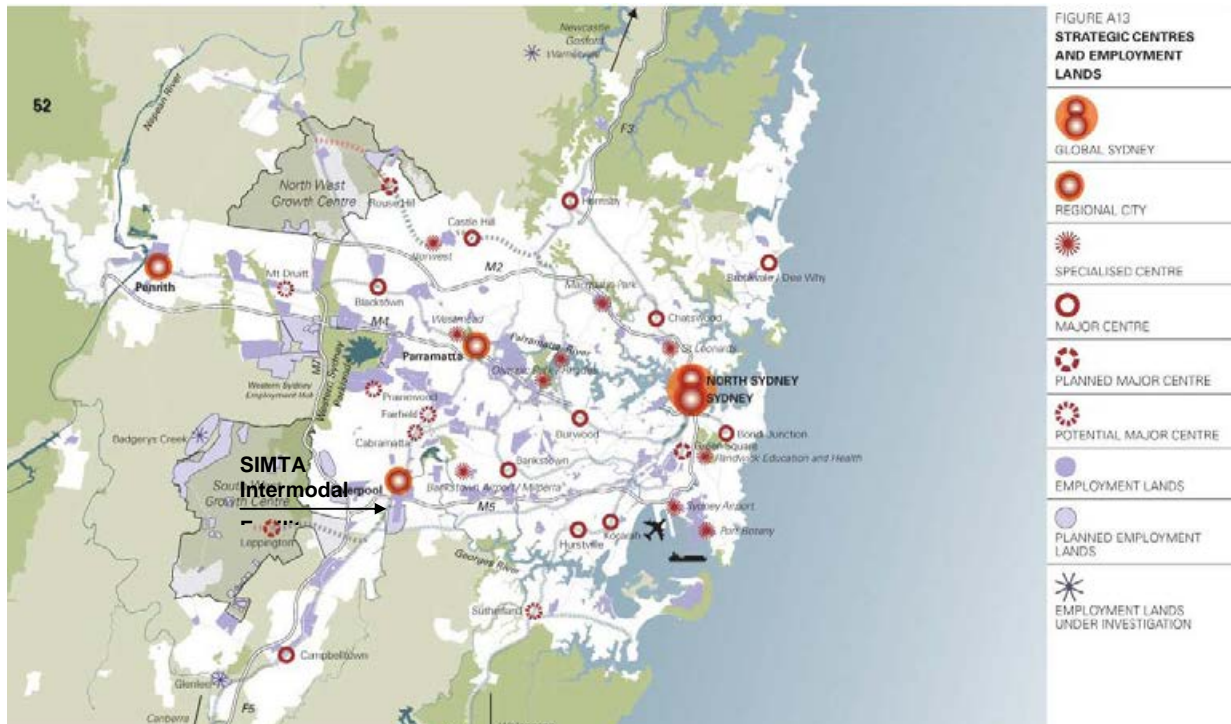
The SIMTA site is located in the South-West Subregion, which aims to deliver 80,000 new jobs by 2031. The Metro Strategy identifies Moorebank as part of the major strategic areas along the M5 Motorway Corridor which should be '*protected and enhanced for employment lands*' (Action A1.5.3). The proposed Intermodal Facility is anticipated to generate a significant number of both direct and indirect jobs that will strongly contribute to the Metro Strategy's target for new jobs in the South-West Subregion.

Action A1.5.3 includes the following action for the employment lands within the M5 Corridor:

To protect these areas from residential development, the Government will:

- ensure Ministerial level consent is required for all major economic, industrial and retail developments around the M5;
- review major landholdings with potential for industrial zoning; and
- develop an infrastructure and services delivery plan for employment lands in the corridor.

Figure 6 – Strategic Centres and Employment Lands Extract (Sydney Metropolitan Strategy 2005, p.52)



The proposed intermodal terminal facility will deliver freight rail services to the wider employment lands which surround the M5 Motorway, while also reducing freight traffic demands on the M5 between Moorebank and Port Botany.

Action D5.2 seeks to increase the proportion of freight movements from Port Botany which are undertaken by rail. Approximately 20% of freight from Port Botany is currently moved by rail. The SIMTA Moorebank Intermodal Terminal Facility will enable this share to be increased due to the use of rail, its strategic location and capacity to handle up to 1 million TEUs per annum.

### 4.1.3 Metropolitan Transport Plan

The *Metropolitan Transport Plan* (Transport Plan) was prepared in February 2010 and includes a number of key freight support objectives, acknowledging the efficient management of freight movements as being *‘vital to our economy’*. The Transport Plan identifies Moorebank as an investigation area for a new intermodal facility, which is noted on the Transport Plan extracted in **Figure 7**.

The Transport Plan identifies the need to improve planning for freight infrastructure across Sydney to create efficient transport connections to complement industry and commercial premises. Particular consideration is given to Western Sydney, being Sydney’s industrial heartland and principal region of population growth. The Transport Plan will be supported by a NSW Freight Strategy. This is currently being developed by the NSW government, and will specifically address the management of freight movements across NSW.

Figure 7 – Metropolitan Transport Plan, 2010



#### 4.1.4 Draft Subregional Strategy for the South West Subregion

The *Draft Subregional Strategy for the South West Subregion* (Subregional Strategy) was prepared by the State Government in 2007. While it has not yet been formally adopted, it provides subregional actions and details to deliver the objectives of the Metro Strategy. The Draft Strategy recognised Moorebank Defence Lands as being appropriate to accommodate an intermodal freight terminal with high accessibility to the M5 and M7 corridors and the major growth areas of Sydney, being the South-West and Western Regions.

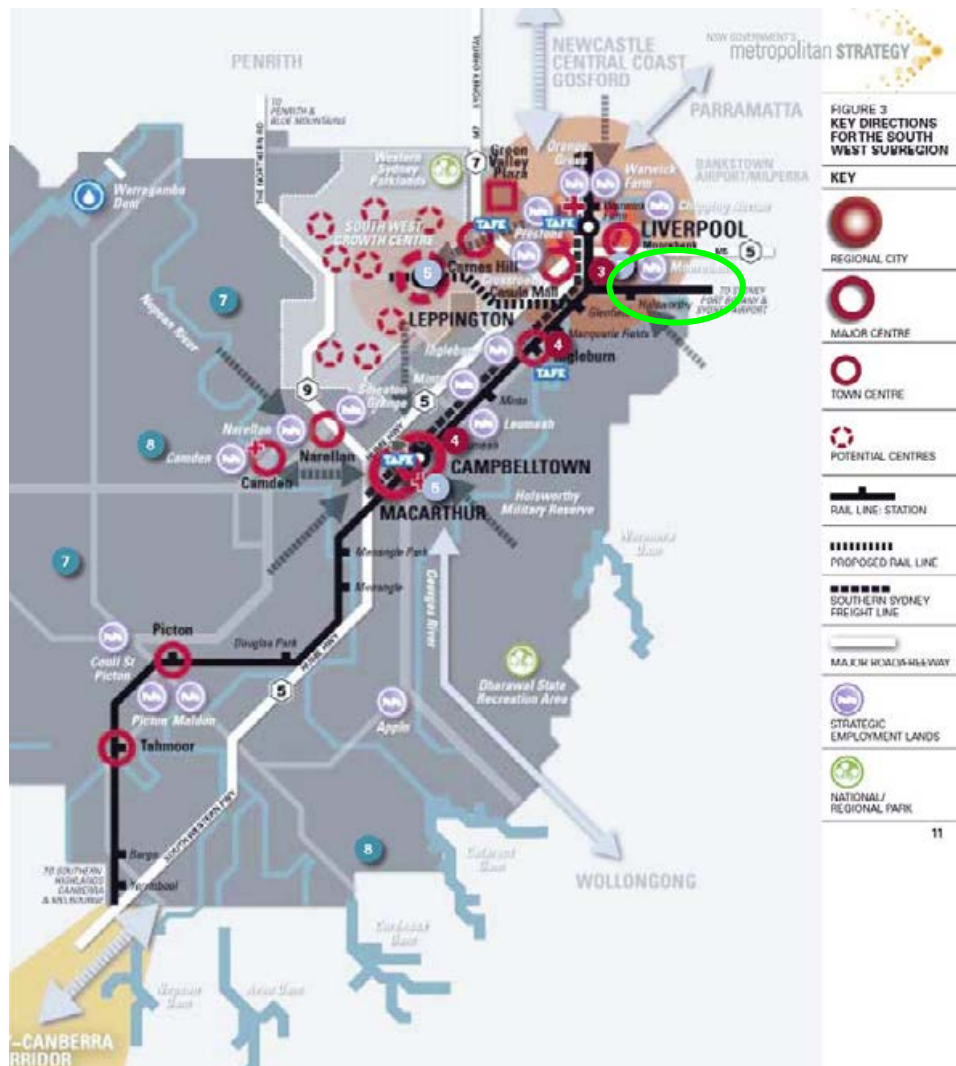
The Subregional Strategy acknowledges the strategic importance of locating an Intermodal Freight Terminal within Moorebank that connects to the Southern Sydney Freight Line and meets the growing demands of freight movements in the West of Sydney.

*The State Government regards the proposal for a transport terminal at Moorebank as a key component in meeting Sydney's intermodal capacity needs. The terminal will require the construction of a rail siding and rail bridge across the Georges River. Access to the M5 Motorway will be via Moorebank Avenue. [p.30]*

The Subregional Strategy sets out the need for 200 hectares of land to be retained specifically for industrial purposes including freight and logistics. Further, it recognises the opportunity that Moorebank offers to improve freight rail movements between ports, cities, suburbs and other destinations across the State.



**Figure 8** – Key Directions for the South West Subregion, Extract which identifies Moorebank as ‘Strategic Employment Lands’ (South-West Subregion Draft Subregional Strategy, p.11)



## 4.2 Commonwealth Planning Controls

The proposal may require approval under the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

The approval of the Commonwealth Minister for the Environment is required for an action which has, will have, or is likely to have a significant impact on "Matters of National Environmental Significance" (NES matters). It will need to be determined whether the proposal will require a referral, taking into account its potential impact (if any) on:

- National Heritage places – the heritage consultant will need to assess the potential impact of the proposal on the heritage significance of the SIMTA site, having regard to the listing on the Commonwealth heritage list and the existing occupation of the site by the Department of Defence.
- Listed threatened species and ecological communities, listed migratory species and the environment, where actions proposed are on, or will affect Commonwealth land – the ecological consultant will need to assess the potential impacts of the proposal on the SIMTA site and the rail link.

A referral will need to be submitted to the Commonwealth Department of Sustainability, Environment, Water, Population and Communities (DSEWPC) to determine whether the project is likely to have a significant impact on a NES matter. If this is the case, then the project becomes a controlled action and approval of the Minister will be required before construction of the future staged works can commence.

## 4.3 State and Regional Planning Controls

### 4.3.1 Environmental Planning and Assessment Act 1979

This report has been prepared in accordance with the provisions of Part 3A of the *Environmental Planning and Assessment Act 1979* (the Act) as outlined below:

- Declaration is sought from the Minister for Planning that the proposal is a project to which Part 3A of the Act applies, taking into account the provisions of Clause 6 and Schedule 1 of the Major Development SEPP and Section 75B of the Act.
- Authorisation is sought from the Minister for Planning for the preparation of an application for Concept Plan approval in accordance with Section 75M of the Act.
- The Director-General is requested to issue the relevant Environmental Assessment Requirements to inform the preparation of an Environmental Assessment to accompany the Concept Plan application in accordance with Section 75F of the Act.

If the Minister declares the proposal to be a Part 3A Project and authorises the preparation of an application for a Concept Plan, the Minister then has the ability to approve the proposed development, taking into account the Part 3A provisions as outlined below:

- The proposed development on the SIMTA site is permitted under the provisions of *State Environmental Planning Policy (Infrastructure) 2007* (the Infrastructure SEPP) and *Liverpool Local Environmental Plan 2008* (refer to **Section 4.2.3** and **Section 4.2.6**).
- The proposed rail link on land zoned SP2 Infrastructure (Defence) is permitted in accordance with the provisions of the Infrastructure SEPP (refer to **Section 4.2.3**).
- The proposed works within the land zoned RE1 Recreation is permitted in accordance with the provisions of Section 75O(3) and Section 75R of the Act. These Part 3A provisions enable environmental planning instruments, other than State environmental planning policies, to be set aside by the Minister in determining a Concept Plan. The land is not considered to be an 'environmentally sensitive area of State significance' having regard to the significant disturbance of the site during its use for extractive industry and landfill. The site is also not appropriately defined as a 'sensitive coastal location'. Accordingly, the Minister may approve the proposed works, irrespective of the provisions of the Liverpool LEP.

The following additional provisions in Part 3A of the Act are relevant to the proposal:

- Section 75U provides that certain authorisations are not required for a Concept Plan (or Project) Application, including (but not limited to):
  - A permit under section 201, 205 or 219 of the Fisheries Management Act 1994.
  - An approval under Part 4, or an excavation permit under section 139, of the Heritage Act 1977.
  - A permit under section 87 or a consent under section 90 of the National Parks and Wildlife Act 1974.
  - An authorisation referred to in section 12 of the Native Vegetation Act 2003 (or under any Act to be repealed by that Act) to clear native vegetation or State protected land.
  - A permit under Part 3A of the Rivers and Foreshores Improvement Act 1948.
  - A bush fire safety authority under section 100B of the Rural Fires Act 1997.

Further, Division 8 of Part 6 of the Heritage Act 1977 does not apply to prevent or interfere with the carrying out of an approved project.

- Section 75V states that certain authorisations cannot be refused if it is necessary for carrying out an approved project and is to be substantially consistent with the approval under this Part. These include (but are not limited to):
  - An aquaculture permit under section 144 of the Fisheries Management Act 1994.
  - An environment protection licence under Chapter 3 of the Protection of the Environment Operations Act 1997 (for any of the purposes referred to in section 43 of that Act).
  - A consent under section 138 of the Roads Act 1993.
  - A licence under the Pipelines Act 1967.
- If the Minister approves the Concept Plan and delegates assessment of future stages to be under Part 4, the authorisations listed in Section 75U cannot be refused if it is necessary for carrying out the project or that stage of the project and substantially consistent with the development consent.

Regardless of the above, SIMTA propose to consult with the relevant agencies to ensure the intent of the Acts are appropriately observed in the detailed design of the future Project Applications.

#### 4.3.2 State Environmental Planning Policy (Major Development) 2005

Schedule 1 of the Major Development SEPP lists the types and classes of development that may be considered as Part 3A projects. The SIMTA Intermodal Facility is listed in 'Group 8 – Transport, communications, energy and water infrastructure':

##### **23 Rail and related transport facilities**

- (1) *Development that has a capital investment value of more than \$30 million for the purpose of:*
  - (a) *heavy railway lines associated with mining, extractive industries or other industry, or*
  - (b) *railway freight facilities or inter-modal terminals.*
- (2) *Development within a railway corridor or associated with railway infrastructure that has a capital investment value of more than \$30 million and that the Minister determines is of strategic State or regional planning significance, and is for the purpose of:*
  - (a) *commercial, residential or retail development, or*
  - (b) *container packing, storage or examination facility, or*
  - (c) *bus interchange development.*

The total capital investment value of the proposal is approximately \$490 million. The proposed works will significantly exceed the minimum thresholds prescribed within the Major Development SEPP.

The proposal is of strategic State and regional planning significance as it achieves key objectives of the NSW State Plan and subregional plan, including:

- Increase rail freight movements from Port Botany.
- Generate additional jobs to meet NSW new job targets.
- Reduce freight demand on road network between Port Botany and Western Sydney.
- Expand the freight rail capacity of Sydney.



### 4.3.3 State Environmental Planning Policy (Infrastructure) 2007

Division 15 of the Infrastructure SEPP relates to railways and rail infrastructure developments. Clause 81 permits rail freight intermodal facilities with development consent in 'prescribed zones', which include IN1 General Industrial, SP1 Special Activities, and SP2 Infrastructure zones.

The SIMTA site is zoned IN1 Industrial, while the rail link will be located within the SP2 Infrastructure and RE1 Recreation zones. The development within the IN1 and SP2 zones is permitted under the provisions of the ISEPP, while the rail link across the RE1 zone is permitted by way of Part 3A of the Environmental Planning and Assessment Act 1979 (Section 72O(3)).

### 4.3.4 State Environmental Planning Policy No.55 – Remediation of Land

*State Environmental Planning Policy No.55 – Remediation of Land* (SEPP 55) seeks to ensure remediation of contaminated land is undertaken to minimise the risk of harm to human health. Clause 7 of SEPP 55 requires that a consent authority must consider whether land is contaminated prior to issuing development consent.

The Environmental Assessment will include an appropriate assessment to identify the existence of any soil contamination on the site and address the requirements of SEPP 55.

### 4.3.5 Greater Metropolitan Regional Environmental Plan No.2 – Georges River Catchment

*Greater Metropolitan Regional Environmental Plan No.2 – Georges River Catchment* became a deemed State Environmental Planning Policy (deemed SEPP) under Division 2, Part 3 of the Act on 1 July 2009, and applies to the Concept Plan.

The deemed SEPP is likely to apply to the proposed Concept Plan, under one or more of the following categories within the Planning Control Table:

- 9 – Industry
- 16 – Public Utility Undertaking
- 21 – Development in Vegetated Buffer Areas

The Environmental Assessment will have regard to the Planning Principles contained within Part 2 of the deemed SEPP.

## 4.4 Local Planning Controls

### 4.4.1 Liverpool Local Environmental Plan 2008

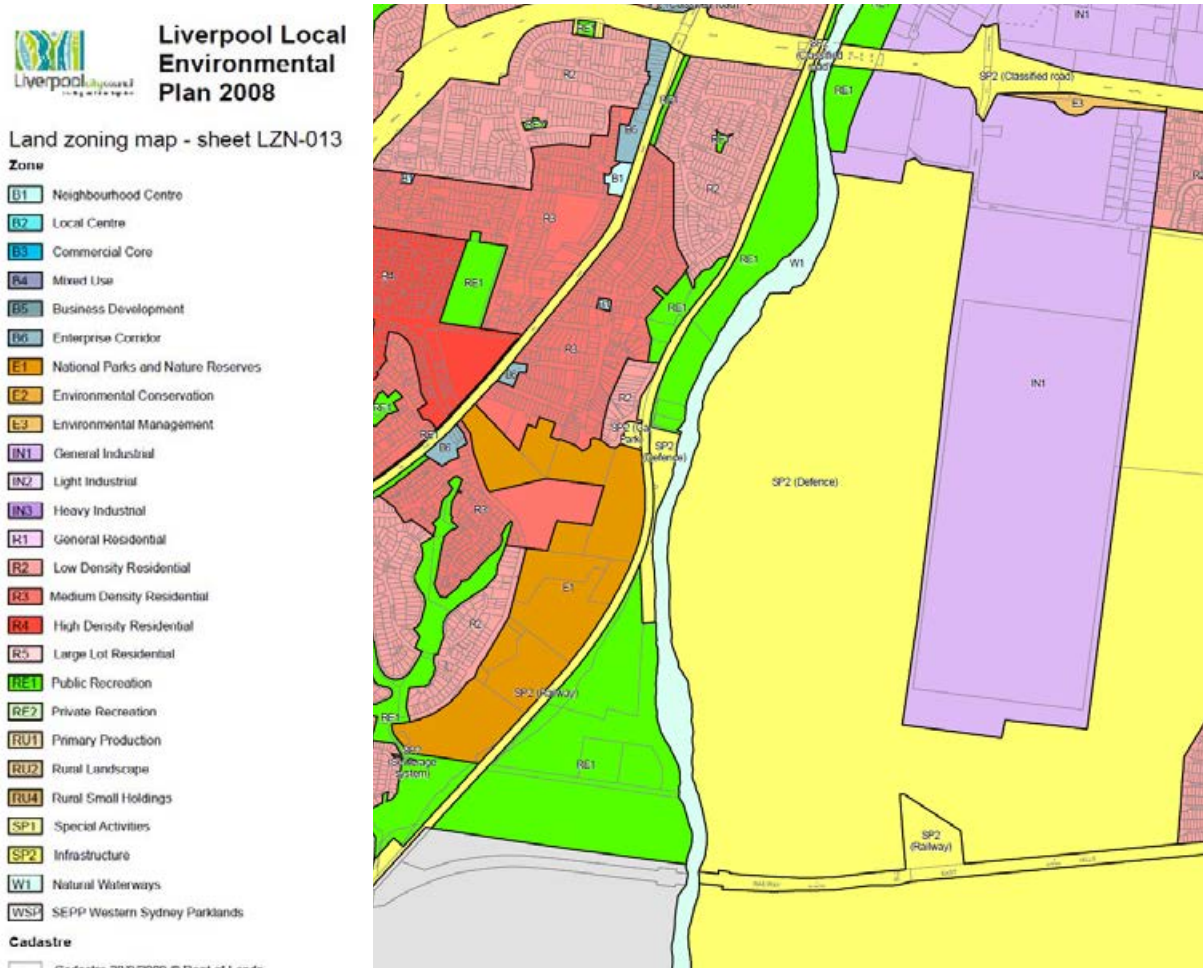
The principal local planning instrument is *Liverpool Local Environmental Plan 2008* (LEP). The LEP zones the whole of the SIMTA site as IN1 – General Industrial. The rail link is zoned partly SP2 Infrastructure (Defence) and partly RE1 Recreation. The surrounding Commonwealth owned lands are zoned SP2 Infrastructure (Defence).

The Land Use Table contained in Part 2 provides the IN1 zone objectives and permissible uses, which permits the following land uses with development consent:

*Boat sheds; Building identification signs; Business identification signs; Car parks; Cemeteries; Child care centres; Community facilities; Crematoria; Depots; Drainage; Earthworks; Environmental facilities; Environmental protection works; Flood mitigation works; Freight transport facilities; Helipads; Heliports; Hotel or motel accommodation; Industries (other than heavy industries); Industrial retail outlets; Information and education facilities; Kiosks; Light industries; Mortuaries; Neighbourhood shops; Passenger transport facilities; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Restaurants; Roads; Sex services premises; Storage premises (other than offensive storage establishments or hazardous storage establishments); Swimming pools; Take away food and drink premises; Tank-based aquaculture; Transport depots; Warehouse or distribution centres.*

Each of the proposed activities on the SIMTA site is captured within the permissible land uses defined in the LEP. It is also permitted by way of the provisions of the Infrastructure SEPP. The proposed rail alignment across the SP2 zone is permitted under the provisions of the Infrastructure SEPP, while the rail connection across the RE1 zone is permitted by way of Section 72O(3) in Part 3A of the Act.

**Figure 9** – Liverpool LEP 2008 Extract (Liverpool LEP Zoning Map, NSW Legislation website <http://www.legislation.nsw.gov.au/>)



The Environmental Assessment will have regard to the relevant LEP provisions, which include:

- **Clause 4.3 Height of Buildings** – the LEP provides a maximum building height of 15 metres.
- **Clause 5.9 Preservation of Trees or Vegetation** – requires the consent authority make an assessment of the importance of the trees on the site prior to removal.
- **Clause 5.10 Heritage Conservation** – the site is not identified as a ‘Heritage Item’ or ‘Heritage Conservation Area’ under the LEP. The Concept Plan Environmental Assessment will consider the impacts on the surrounding defence lands which are noted as a ‘heritage item’ on the LEP heritage map.
- **Clause 7.6 Environmentally Significant Lands** – outlines the considerations the consent authority must have regard to before granting consent for development on environmentally significant lands. The SIMTA site is not identified as environmentally significant on the LEP Map, however, the rail link is likely to cross land which is identified as environmentally significant.
- **Clause 7.8 Flood Planning** – the south-eastern portion of the SIMTA site is identified as flood prone. Clause 7.8 outlines the considerations the consent authority must have regard to before granting development consent for development on land that is identified as flood prone.

- **Clause 7.27 Development of Certain Land at Moorebank** – The SIMTA site is situated within the Moorebank South Industrial Precinct. The objective of Clause 7.27 is to ensure development is supportive of the future provision of appropriate regional public transport measures to reduce the demand for travel by private car and commercial vehicle.

#### 4.4.2 Liverpool Development Control Plan 2008

Part 2.4 of the *Liverpool Development Control Plan 2008* (DCP) applies to the Moorebank Defence Lands which includes the SIMTA site. The DCP provides specific controls for the former defence lands which have been zoned for employment uses.

The provisions of the DCP will be considered through the design development process and will be addressed in the Environmental Assessment Report.

**Figure 10** – Land to which the Part 2.4 of the Liverpool DCP 2008 applies (Liverpool Development Control Plan 2008, Part 2.4, page 6).



#### 4.4.3 Liverpool Contributions Plan 2007 (Liverpool City Centre)

*Liverpool Contributions Plan 2007 (Liverpool City Centre)* (Contribution Plan) is the applicable Section 94 contribution plan for the SIMTA site.

The Environmental Assessment for the Concept Plan will consider the contributions called for by the Contribution Plan, and it is likely that contributions for the proposal will be made by way of a Voluntary Planning Agreement (VPA) and/or monetary contributions.



## 5 Key Issues

### 5.1 Built Form, Urban Design and Landscaping

The Concept Plan application will include a Land Use Plan that provides a conceptual layout of the SIMTA Moorebank Intermodal Terminal Facility, including the general location of the proposed rail infrastructure and future warehouse and distribution buildings. A Staging Plan will also be prepared that includes an indicative yield (GFA) for each stage of building works.

The detailed design of the buildings will be deferred until the Project Application documentation is prepared for each stage of development, enabling final design to respond to tenancy needs. However, a set of site-specific built form controls are proposed to be developed and form part of the Concept Plan approval to provide certainty regarding the future development and enable assessment of the likely impacts. These controls are likely to include:

- Land use activities.
- Building setbacks.
- Building heights.
- Building design/materials.
- Landscaping and fencing.
- Access and car parking.
- Rail operations.
- Loading areas.
- Stormwater management.
- Acoustic treatment.
- Environmentally sustainable development.
- Site services.
- Safety and security.
- Waste management.
- Light Spill.

The final agreed set of controls would be used to assess the Project Applications for the future stages.

### 5.2 Visual Impacts

A visual impact assessment will assess the external and internal impacts of the Concept Plan application. This will include the visual experience of the proposal from the perspective of local residents and passers-by, as well as on-site visitors and employees.

The visual impact assessment will be based on the proposed Land Use Plan and built form controls, including building setbacks, building heights, landscape treatments and lighting controls. The proposed assessment will be based on:

- Desktop and site analysis of the potential view catchment and view locations to identify potential impacts.
- Visual analysis of the key natural, cultural and visual/aesthetic features within the site and surrounding land that could be impacted by the proposal.

- Assessment of the visual resources of the area, including the characteristics of the existing landscape and its values and the viewpoint sensitivity and magnitude of visual effects.

The recommended measures to mitigate the potential visual impacts will inform the built form and urban design controls to be included as part of the Concept Plan.

### 5.3 Traffic and Accessibility

A Transport and Accessibility Study will be prepared with reference to the *Metropolitan Transport Plan – Connecting the City of Cities*, the *NSW State Plan*, the *NSW Planning Guidelines for Walking and Cycling*, the *Integrated Land Use and Transport* policy package and the Roads and Traffic Authority's *Guide to Traffic Generating Development*.

The Environmental Assessment will include consideration of the following:

- Measures to be employed to achieve the relevant State Plan travel choice targets.
- Support for existing and future public transport, pedestrian and cycle access.
- Impacts of construction on traffic flows for surrounding sites.
- Accommodating and justifying proposed car parking rates and location.
- Loading vehicle access and movements paths.

The assessment will have regard to existing and future road and rail network conditions, and identify where road and rail infrastructure upgrades are required. Preliminary consultation has been undertaken with the Roads and Traffic Authority (RTA) and is likely to be ongoing during the preparation of the Environmental Assessment. Any identified issues will be integrated into the Traffic and Accessibility Study.

### 5.4 Biodiversity

A Flora and Fauna Assessment will assess the potential impacts of the proposal, both within the SIMTA site and the proposed rail link. The provisions of any associated bushfire management works will need to be considered as part of the ecological assessment.

The assessment will have regard to the relevant provisions of the following legislation:

- *NSW Threatened Species Conservation Act 1995*.
- *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).
- *Water Management Act 2000* (ie previously Rivers and Foreshores Improvement Act).

Consultation will be required with the NSW Department of Climate Change and Water and the Commonwealth Department of Sustainability, Environment, Water, Population and Communities regarding the proposal.

### 5.5 Bushfire

A Bushfire Protection Assessment will be prepared as part of the Environmental Assessment in accordance with the *Planning for Bushfire Protection (PBP) 2006*. This report will have regard to both the proposed SIMTA Moorebank Intermodal Terminal Facility and the nominated land for a rail link.

Preliminary consultation has been undertaken with Corey Shackleton at the NSW Rural Fire Service (RFS). It is understood that while the PBP guidelines do not provide specific considerations for developments of the nature proposed, the bushfire management strategy is likely to include:

- Access roads are to provide safe operational access to structures and water supply for emergency services.

- Adequate water is required for the protection of buildings during and after the passage of a bush fire.
- Buildings should be constructed in a way to reduce the risk of ember attack. This may include constructing buildings of non-combustible materials, installation of screen over any windows, gutter guards on roofs.
- Asset Protection Zones (APZ) are typically 10-20 metres wide however, clarification of the APZs will be required through further consultation with the RFS.

## 5.6 Heritage and Archaeological Impacts

A Heritage Impact Assessment will need to be prepared to assess the potential impacts of the proposal. Based on the outcomes of earlier heritage impact assessments undertaken during the due diligence investigations, it is assumed that this is unlikely to raise any significant concerns, taking into account the limited heritage fabric and the private ownership of the SIMTA site.

The proposed rail link traverses largely undeveloped land owned by the Commonwealth. As such, an Aboriginal cultural heritage assessment will be undertaken in accordance with the EPBC Act and the DECCW guidelines. A referral to the Commonwealth Department of the Environment, Water, Heritage and the Arts regarding the proposal may be required under the provisions of the EPBC Act.

## 5.7 Acoustic Amenity

An acoustic impact assessment will form part of the Environmental Assessment to assess the potential impacts of the construction and operations of the SIMTA Moorebank Intermodal Terminal Facility.

The Environmental Assessment will include consideration of the following:

- On-site activities, including container handling, heavy vehicle movements, rail movements and any associated operational noise (eg internal/external warehouse activities, such as forklift movements, internal machinery and the like).
- Off-site rail movements, including along the proposed rail link.
- Off-site heavy vehicle movements, including along Moorebank Avenue to the M5 Motorway.

The acoustic assessment will identify the potentially affected noise receivers. This is likely to include the nearby residential areas of Wattle Grove and Casula and may also potentially include other sensitive land uses such as schools or the like. The acoustic impact assessment will be prepared in accordance with the NSW Department of Environment Climate Change and Water (DECCW) *Industrial Noise Policy* (INP) and *Environmental Criteria for Road Traffic Noise* (ECRTN).

## 5.8 Air Quality and Greenhouse Gas Emissions

An air quality study will assess the potential impacts of the SIMTA Intermodal Facility on the surrounding area. The study will address the requirements of the Department of Planning and DECCW, including the NSW DECCW *Approved Methods for the assessment of Air Pollutants in NSW*. The air quality assessment will:

- Characterise the existing environment, including meteorology and existing ambient air quality.
- Estimate the emissions to air resulting from construction and operation of the proposed rail intermodal terminal.
- Undertake dispersion modelling to predict the Air Quality Impacts from the construction and operation of the intermodal terminal at surrounding sensitive receptor locations.

A greenhouse gas emissions study will assess the proposal from a broader context, taking into account the overall benefits and impacts of the proposal. The greenhouse gas assessment will be based on:

- Scoping exercise to determine data availability and set emissions accounting boundaries for greenhouse gas inventory
- Assessment of both the construction and operational phases, addressing emissions in accordance with the following current requirements and best practice guidelines:
  - *NSW Guidelines for energy and greenhouse guidelines in environmental impact assessment* (DIPNR and DEUS 2002).
  - *The Greenhouse Gas Protocol* (WBCSD and WRI 2004).
  - *The National Greenhouse Accounts methods and factors and technical guidelines* (DCC 2009).
- Regional estimates of greenhouse gas savings or increases from improved freight logistics due to the development.
- Identification of emissions mitigation options for construction and operational phases.

## 5.9 Climate Change Adaptation

The potential long term implications of the proposed development will need to be considered with regard to climate change. It is anticipated that the Environmental Assessment will include a climate change adaptation assessment that includes:

- Research and consolidation of historical climate data and best available climate change projections for the site.
- Consultation with relevant stakeholders through workshops to determine the likely impacts and associated risks to the development based on the best available climate change projections.
- Analyse the vulnerability of the development through qualitative risk assessment (QRA). The QRA will determine risk levels and prioritise risks.
- Identify adaptation actions to manage priority climate change risks.

The above work may inform other elements of the project, including stormwater and flooding risk and the environmentally sustainable development measures to be adopted in the future building design.

## 5.10 Environmentally Sustainable Development (ESD)

An Environmentally Sustainable Development (ESD) study will be conducted and include recommendations on design and built form elements which can be employed to achieve best practice in sustainability.

The proposed methodology for the preparation of the ESD assessment includes:

- Review of relevant indicators/criteria, corporate responsibility and sustainability reporting indicators to identify key ESD indicators relevant to the proposed development.
- Review the existing and continuing environmental values on and adjacent to the site.
- Categorise ESD opportunity by type (eg generation, water reuse, materials reuse, emissions reduction, biodiversity, social, materials selection and handling, suppliers).
- Review, identify and confirm known facility or site constraints that would limit application of certain technologies.
- Identify opportunities for further evaluation and resolution with the design team.



The Environmental Assessment will be accompanied by an ESD Report which details the findings of the study and recommended measures to be adopted within the built form controls (as outlined in **Section 5.2**).

### 5.11 Hazards Analysis

It is acknowledged that an assessment against *State Environmental Planning Policy No 33 – Hazardous and Offensive Development* may be required to facilitate occupation of the future buildings.

Such an assessment would rely upon a description of the proposed storage, use and management of any hazardous material and measures to be implemented to manage hazards and risks associated with the storage.

This information will not be known until specific tenants are identified for the future buildings. As such, it is anticipated that assessment of potential hazards can be deferred until the Project Applications are lodged for the future buildings.

### 5.12 Contamination and Geotechnical Investigations

A preliminary environmental investigation of contamination will be undertaken and accompany the Environmental Assessment. The environmental investigations across the site will include an assessment of existing site conditions and review of available historical site information, to develop an intrusive investigation program for soil and ground conditions (where deemed necessary). The objective of the intrusive investigation will be to assess the suitability of the site for the proposed project.

Geotechnical investigations will be undertaken at the appropriate time during the project design phase. It is anticipated that the geotechnical investigations on the SIMTA site will include drilling of boreholes, excavation of test pits and CPT tests in accessible areas of the site. The test locations will target new structures and general hardstand areas.

### 5.13 Stormwater and Flooding

A stormwater management system will be prepared, having regard to the flooding affectation in the south-eastern corner of the site. Flood and stormwater management will include assessment of:

- Hydrological impacts of the Intermodal Terminal Facility and rail link.
- Flood management and mitigation measures, including impacts on flood storage capacity.
- Erosion and sediment control measures.
- Water quality management.
- Accident spill management measures.
- Water cycle management.

It is anticipated that more detailed stormwater and flooding investigations of the rail link will be undertaken when the Project Application is being prepared.

### 5.14 Utility Servicing

It is proposed to consult with each of the relevant utility/service providers and relevant emergency services to ensure that any potential requirements arising from the development can be met, as outlined below:

- Water: consultation will be undertaken with Sydney Water to determine whether the likely water demands can be met by the current infrastructure. This assessment will factor in any initiatives to reduce water demand (eg on-site potable cold water storage tanks, on-site rainwater harvesting).

- Sewer and Trade Waste: consultation will also be undertaken with Sydney Water to determine whether the current sewer and waste water systems are adequate.
- Power and Telecommunications: consultation will be undertaken with the relevant authorities to ensure that adequate services are available through the existing services and/or proposed upgrades.
- Gas: calculations will be carried out to confirm the existing gas supply will be adequate and/or if any upgrades will be required to enable the staged development of the proposed facility.

## 5.15 Waste Management

A waste management statement will be prepared outlining the waste management systems which will be in place and applied throughout the development process. This statement will address the demolition of existing structures and construction of each stage of the proposal.

Details of the operational waste management will be provided with each subsequent Project Application for the stage of development.

## 5.16 Social and Economic Impacts

The Environmental Assessment will identify and assess the potential social and economic impacts deriving from the SIMTA Moorebank Intermodal Terminal Facility.

The social impacts of the proposal at a local level will be identified and assessed as part of the comprehensive public consultation process (which will be undertaken as outlined below in **Section 5.19**). This assessment will need to factor in the identified environmental impacts and any mitigation and management measures proposed to off-set those impacts.

The economic impacts will consider the generation of direct employment opportunities during the construction and operating phases of the proposal and the multiplier effect of these direct jobs on the wider community and services providers. This assessment is likely to consider both the local and wider community, having regard to the potential economic benefits of the proposal facility.

## 5.17 Consultation

A preliminary briefing has been held with Department of Planning officers to discuss the proposal and the format of the Concept Plan application. The proponent has also had discussions with the Commonwealth and Defence bodies that operate on the site and the surrounding lands, since purchasing the SIMTA site in 2007.

It is proposed that a comprehensive consultation process will commence once the Clause 6 declaration has been made by the Minister and the Environmental Assessment documentation has been advanced. This process is anticipated to include:

- Public consultation workshops for residents of nearby areas including Wattle Grove and Casula.
- Discussions with surrounding land owners, being the Department of Defence and Department of Finance.
- Federal, State and local government authorities, including:
  - Commonwealth Department of the Environment, Water, Heritage and the Arts.
  - NSW Department of Planning.
  - NSW Department of Climate Change and Water.
  - NSW Rural Fire Service.

- Australian Rail Track Corporation (ARTC).
- Railcorp.
- Transport NSW.
- NSW Roads and Traffic Authority.
- Liverpool City Council.
- Servicing authorities, including Sydney Water, Integral Energy, Jemena, Telstra and the like.



## 6 Summary

This request under Clause 6 of the Major Development SEPP and Preliminary Environmental Assessment has been prepared on behalf of the Sydney Intermodal Terminal Alliance (SIMTA), a consortium of Stockland, Qube Logistics and QR National, and is submitted to the Minister of Planning pursuant to Part 3A of the Act and the Major Development SEPP.

The report has clearly demonstrated that the project is appropriately categorised as development described in Group 8 Class 23 in Schedule 1 of the Major Development SEPP, being an Intermodal Terminal and Railway Infrastructure with a capital investment value in excess of \$30 million.

Accordingly, SIMTA formally request that:

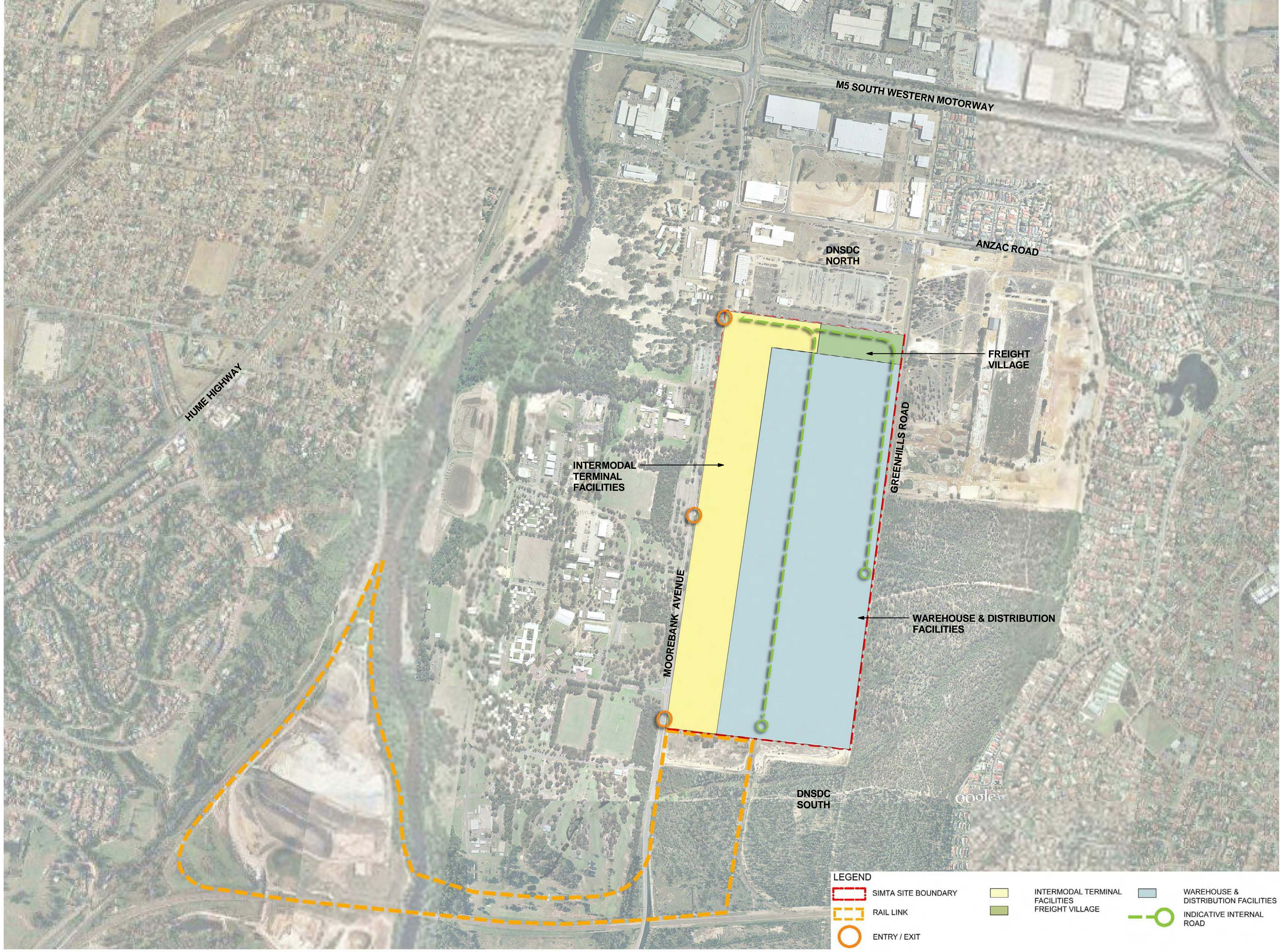
- The Minister for Planning declare; under the provisions of Clause 6, that the proposed development is a type of development to which the provisions of Part 3A of the Act applies.
- The Minister for Planning authorise the preparation of a Concept Plan application in accordance with the requirements of Section 75M of the Act.
- The Director-General of the Department of Planning issue the relevant Environmental Assessment Requirements for the Concept Plan application in accordance with Section 75F of the Act.



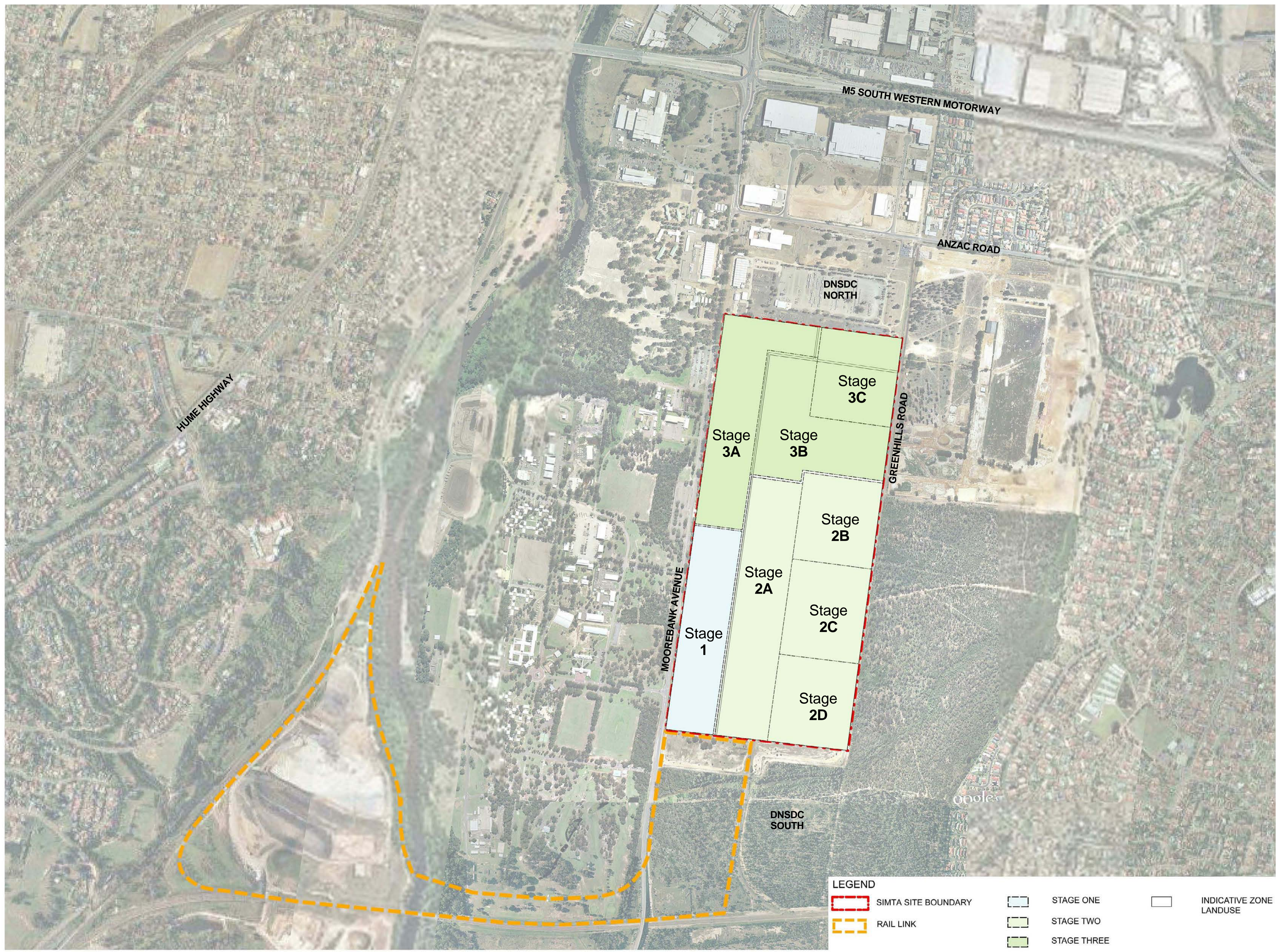
# Appendix A      Indicative Concept Plans – Land Use and Staging











**LEGEND**

SIMTA SITE BOUNDARY	STAGE ONE	INDICATIVE ZONE LANDUSE
RAIL LINK	STAGE TWO	
	STAGE THREE	



Sydney  
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