



SIMTA

SYDNEY INTERMODAL TERMINAL ALLIANCE

## Submissions Report

December 2013

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# Executive Summary

This Submissions Report has been prepared on behalf of the Sydney Intermodal Terminal Alliance (**SIMTA**), a consortium of Qube Logistics and Aurizon (formerly QR National), being the proponents of Concept Plan Application No. 10\_0193 (**Concept Plan Application**) which seeks concept approval in respect of the SIMTA Moorebank Intermodal Terminal Facility (**SIMTA proposal**).

The site of the SIMTA proposal comprises 83 hectares of land at Moorebank Avenue, Moorebank which is currently owned by SIMTA (**SIMTA site**). The Concept Plan application also nominates a rail corridor traversing land owned by third parties.

The Concept Plan Application seeks approval for the construction and operation of an Intermodal Terminal Facility, providing a port-shuttle freight rail service between Port Botany and the SIMTA site, as well as warehouse and distribution facilities and a freight village. The Intermodal Terminal Facility will provide capacity for up to approximately one million containers (twenty-foot equivalent units or TEU) throughput per annum, accommodating the forecast catchment demand for Western and South Western Sydney. The Concept Plan Application also includes a nominated rail corridor to connect the SIMTA site with the Southern Sydney Freight line

An earlier Environmental Assessment (**EA**) for the SIMTA proposal was lodged with the Department of Planning and Infrastructure (**Department**) and publicly exhibited from 28 March 2012 to 28 May 2012. An amended Environmental Assessment (**Amended EA**) was subsequently prepared and lodged with the Department in August 2013:

- Following the Director-General's designation of the SIMTA proposal under clause 8F(1)(e) of the Environmental Planning and Assessment Regulation 2000 (NSW) (Clause 8F Designation). The designation of the SIMTA proposal as a project on land with multiple owners has the effect that the consent of the owner of land on which the project is to be carried out is not required in respect of the making of the Concept Plan Application.
- To incorporate responses to issues raised by the Department of Planning and Infrastructure and other key stakeholders in their assessment of the earlier Environmental.
- To reflect and incorporate changes proposed by SIMTA to minimise potential impacts of the proposal, including:
  - Reduction in the width of the rail corridor.
  - Relocation of the rail link within the East Hills railway corridor.
  - Introduction of a temporary rail siding.
  - Rationalisation of the proposed rail infrastructure by including additional land parcels to the Concept Plan Application to accommodate the proposed rail corridor and rail link.

In addition to consultation activities undertaken by SIMTA both prior to lodgement and during the assessment of the earlier EA, the Amended EA was placed on formal public exhibition undertaken from 4 September 2013 to 21 October 2013. A total of 33 individual submissions and a petition containing 1,299 signatures were received from the public, including local land owners, residents and community groups. Stakeholders were also consulted by the Department during the public exhibition period, with submissions received from 11 Commonwealth, State and local government authorities and agencies.

This Submissions Report has been prepared to outline the proponent's response to the key issues raised in the public and stakeholder submissions in respect of the Amended EA. The report is supported by comprehensive tables that respond to each of the detailed matters raised in the submissions outlined above and additional information to address the issues raised. A revised Statements of Commitments provides for additional management and/or mitigation measures to reduce the potential environmental impacts associated with the SIMTA proposal.

Overall, it is considered that the proposed development will result in a number of significant public benefits, including:

- Reduction in congestion and heavy vehicle movements along the M5 Motorway between Port Botany and Moorebank by approximately 2,700 vehicles per day.
- Restoration and regeneration of degraded areas of vegetation to improve the overall biodiversity quality of the rail corridor land.
- Improvements to the water quality of surrounding riparian corridors, including the Anzac Creek and Georges River through the introduction of more rigorous on-site water management and water quality control measures.
- A net positive impact on regional air quality, having regard to the increased use of rail based freight transport and greenhouse gas reduction.
- Creation of approximately 2,840 direct and 4,260 indirect operational jobs that are aligned with the skills of the local workforce, allowing for more jobs closer to home and reduced journey to work distances, in addition to 850 direct and indirect jobs per annum over the six year construction period.
- Reduction in truck vehicle kilometres travelled of approximately 13 million kilometres per annum and net travel time savings of approximately 530,400 hours per annum.

The potential direct, indirect and cumulative impacts of the SIMTA proposal have been identified and thoroughly assessed. It is considered that any other impacts can be appropriately managed through the proposed management and mitigations measures, with additional modelling to enable compliance throughout the staged redevelopment of the site.

It is concluded that the development proposed in the Concept Plan Application is in the public interest and approval is recommended

# 1 Introduction

This Submissions Report has been prepared on behalf of the Sydney Intermodal Terminal Alliance (**SIMTA**), a consortium of Qube Logistics and Aurizon (formerly QR National), being the proponents of Concept Plan Application No. 10\_0193 (**Concept Plan Application**) which seeks concept approval in respect of the SIMTA Moorebank Intermodal Terminal Facility (**SIMTA proposal**).

This report has been prepared in accordance with the Part 3A transitional provisions in Schedule 6A of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**). Section 3(1) in Schedule 6A states that Part 3A continues to apply to and in respect of transitional Part 3A projects. Accordingly, this report has been prepared in accordance with the provisions of Section 75H(6) of the EP&A Act (now repealed) which states:

*The Director-General may require the proponent to submit to the Director-General:*

- (a) a response to the issues raised in those submissions, and*
- (b) a preferred project report that outlines any proposed changes to the project to minimise its environmental impact, and*
- (c) any revised statement of commitments*

This report provides a brief history of the SIMTA proposal to date, including the details of the preparation, lodgement and assessment of the Concept Plan Application. The document outlines the proponent's response to the issues raised by the stakeholders and the public following the public exhibition of the Amended EA for , including changes to the original Statements of Commitments. The report is structured as follows:

- **Section 2** – Overview of the project history and key milestones.
- **Section 3** – Responses to issues raised by the Department of Planning and Infrastructure.
- **Section 4** - Responses to issues raised by government authorities and agencies.
- **Section 5** -Responses to issues raised by land owners, residents, businesses and community groups.
- **Section 6** – Revised Statements of Commitments to respond to the issues raised in the submissions.
- **Section 7** – Summary and conclusion.

The report is supported by submissions response tables prepared by Hyder Consulting which are attached as **Appendix A** and **Appendix B**.

## 2 Project Overview

On 9 November 2010, the Minister for Planning formed the opinion under clause 6(1) of the *State Environmental Planning Policy (Major Development) 2005* declaring the SIMTA Intermodal Terminal Facility to be a Major Project to which Part 3A of the EP&A Act applies. The Minister also issued a separate declaration on 9 November 2010 authorising the submission of a Concept Plan Application for the project under section 75M(1) of the EP&A Act. The Director-General's Environmental Assessment Requirements (**DGRs**) for the Concept Plan Application were subsequently issued by the Department of Planning on 24 December 2010.

The EA was prepared in accordance with Part 3A of the EP&A Act and the provisions of the DGRs. The EA was initially lodged for a 'test of adequacy' on 7 October 2011, with formal lodgement on 15 March 2012. The Concept Plan Application was publicly exhibited at the Department of Planning and Infrastructure (**Department**) and Liverpool City Council from 28 March 2012 to 28 May 2012. Advertisements were placed in metropolitan and local newspapers and individual letters were sent to nearby land owners and residents advising the relevant details of the public exhibition of the EA.

SIMTA also undertook extensive consultation prior to the lodgement of the Preliminary Environmental Assessment (**PEA**), including a variety of activities:

- Opening a Community Information Centre within the Liverpool CBD to engage with the community and provide a place where people could come and view information, ask questions and provide feedback on the proposal at several points throughout the planning process
- Establishing a project website to provide information and promote consultation channels
- Providing a dedicated email and free call information line
- Meeting with Liverpool Council, local Members of Parliament, community members and community groups
- Distributing five newsletters / project updates to over 8,000 local residences. The information featured in the project updates and newsletters is based on technical studies and fact-based planning documents prepared by foremost experts on behalf of SIMTA.

In respect of the original EA lodged in March 2012, a total of 123 submissions were received from the public, including local land owners and residents (nb the total figure includes multiple submissions from the same people). Stakeholders were also consulted by the Department during the public exhibition period. Written submissions were received from the following authorities:

- Department of Planning and Infrastructure
- Liverpool City Council
- Bankstown City Council
- Campbelltown City Council
- Department of Defence
- Department of Finance and Deregulation (Moorebank Project Office (**MPO**))
- NSW Department of Primary Industries
- NSW Office of Water
- NSW Environment Protection Authority
- NSW Heritage Council



- NSW Office of Environment and Heritage
- NSW Health
- Transport for New South Wales
- Australian Rail Track Corporation
- Sydney Ports Corporation

The public and stakeholder submissions in respect of the original EA were made available to the proponent for review following the conclusion of the public exhibition period. The issues were addressed in SIMTA's Amended EA lodged in August 2013 which incorporated the following changes to the SIMTA proposal to minimise the potential impacts:

- **Reduction in the width of the rail corridor** – it was proposed to reduce the width of the straight-line section of the rail corridor to the south of the Defence National Storage and Distribution Centre (DNSDC) land from 30 metres to 20 metres. This would reduce the potential impacts on *Persoonia nutans*, as less clearing of vegetation would be required on the Commonwealth owned land to accommodate the rail link.
- **Relocation of the rail link within the East Hills railway corridor** – it was proposed to relocate the rail link further south so that it was accommodated within the existing East Hills railway corridor (already being used for railway purposes as reflected in its SP2 – Special Infrastructure zoning). The rail link would extend further south to enter the railway corridor and extend north from the Glenfield Waste Disposal Centre to provide a safe and functional connection to the SSFL.
- **Introduction of temporary rail siding** – it was proposed to provide an additional temporary rail siding within the SIMTA site to provide a total of five rail sidings, including four permanent and one temporary siding. The fifth rail siding would minimise the potential impact on the DNSDC operations and allow for the continued use of the eastern part of the site during the staged redevelopment of the site. It would be decommissioned as further stages of the SIMTA proposal are constructed.
- **Reduction in the maximum height of the light poles** - a reduction of the height of the light poles around the SIMTA site was proposed to minimise the potential for light spill impacts on the surrounding residential areas. The final height of the poles would be subject to final design and confirmation of addressing any occupational health and safety requirements. However, a Revised Statement of Commitments included a provision that the height of the permanent lighting poles would be less than the proposed height of the warehouses.

Seven additional land parcels required to accommodate the rail corridor and rail link that forms part of the SIMTA proposal were also identified with the Amended EA.

The Amended EA also included reference to the Director-General's designation of the SIMTA proposal under clause 8F(1)(e) of the Environmental Planning and Assessment Regulation 2000 (NSW) (Clause 8F Designation). The designation of the SIMTA proposal as a project on land with multiple owners has the effect that the consent of the owner of land on which the project is to be carried out is not required in respect of the Concept Plan Application. Following the Clause 8F Designation, and in accordance with clause 8F(3)(a) of the Environmental Planning and Assessment Regulations 2000 (NSW), SIMTA gave notice of the Amended EA and Concept Plan Application to the public by advertisement in the Daily Telegraph, Liverpool Champion and Liverpool Leader on 14 August 2013.

The Amended EA was prepared in accordance with the transitional Part 3A provisions of the EP&A Act and the provisions of the DGRs. The Amended EA was initially lodged for a 'test of adequacy' on 24 June 2013, with formal lodgement on 19 August 2013. The Concept Plan Application (including the Amended EA) was publicly exhibited at the Department and Liverpool City Council from 4 September 2013 to 21 October 2013. Advertisements were placed in metropolitan and local newspapers and individual letters were sent to nearby land owners and residents advising the relevant details of the public exhibition of the EA.

A total of 33 individual submissions and a petition containing 1,299 signatures were received from the public, including local land owners, residents and community groups. Stakeholders were also consulted by the Department of Planning and Infrastructure (**Department**) during the public exhibition period, with 11 submissions received from the following government authorities and agencies.

- Australian Rail Track Corporation
- Bankstown City Council
- Campbelltown City Council
- Department of Defence
- Liverpool City Council
- Moorebank Intermodal Company Limited (**MICL**) - Department of Finance and Deregulation
- NSW Department of Primary Industries (including NSW Office of Water, Agriculture NSW, NSW Fisheries and Crown Lands)
- NSW Environment Protection Authority
- NSW Heritage Council
- NSW Office of Environment and Heritage
- Transport for New South Wales (including Roads and Maritime Services, Sydney Trains and Railcorp)

The public and stakeholder submissions were made available to the proponent for review following the conclusion of the public exhibition period. The issues and the proponent's responses are outlined in detail within **Section 3**, **Section 4** and **Section 5** of this report. Response tables which summarise and respond to each of the submissions are provided at **Appendix A** and **Appendix B**.

## 3 Department of Planning and Infrastructure

### 3.1 ISSUES RAISED

The Department issued correspondence to SIMTA dated 31 October 2013 confirming that the public exhibition of the Amended EA had concluded on 21 October 2013 and advising that the submissions received were available on the Department's website, with two additional submissions pending receipt.

The correspondence also advised that the Director-General of the Department required the proponent to respond to the issues raised in the submissions within a Submissions Report, however, if there are any proposed changes to minimise the environmental impact of the proposal, a Preferred Project Report and a revised Statement of Commitments may be required. The Department also noted an independent review of the traffic and transport impact assessment was being undertaken, with further advice to be notified by 7 November 2013.

The submission from Liverpool City Council was subsequently issued on 5 November 2013 to be incorporated into this Submissions Response. The independent traffic review was issued on 15 November 2013 will be addressed by way of a separate response. The final submission from Transport for NSW was received on 27 November 2013.

Further correspondence was issued by the Department to the proponent on 28 November 2013 confirming, pursuant to clause 3E of Schedule 6A of the EP&A Act, the requirement to lodge the Submissions Report and updated Statement of Commitments by Friday 24 January 2014.

A submission made by Campbelltown City Council was referred by the Department to SIMTA on 10 December 2013.

### 3.2 SIMTA RESPONSE

Each of the government authority/agency submissions and the public submissions received by the Department following the public exhibition of the Amended EA and Concept Plan Application has been comprehensively reviewed by SIMTA.

This Submissions Report includes a comprehensive response to each of the issues raised in the submissions. The main body of the report provides an overview of the key issues and responses to the matters raised within both the government authority/agency and public submissions.

Response tables which list each of the issues raised and the responses to those issues are provided at **Appendix A** and **Appendix B**.

## 4 Authority and Agency Submissions

This section of the report outlines the responses to the key issues raised in the government authority and agency submissions received during and following the public exhibition of the amended Environmental Assessment and Concept Plan Application, including:

- Australian Rail Track Corporation (**ARTC**)
- Bankstown City Council
- Department of Defence
- Heritage Council of NSW
- Liverpool City Council
- Moorebank Intermodal Company Limited (**MICL**) - Department of Finance and Deregulation
- NSW Department of Primary Industries (including NSW Office of Water, Agriculture NSW, NSW Fisheries and Crown Lands)
- NSW Environment Protection Authority
- NSW Office of Environment and Heritage
- Transport for New South Wales (including Roads and Maritime Services, Sydney Trains and Railcorp)

The following sections of the report provide a detailed response to the key issues raised by the authorities and agencies which include:

- Project justification and staging
- Rail corridor and land ownership
- Cumulative impacts
- Transport and access
- Noise and vibration
- Air quality
- Greenhouse gas emissions
- Biodiversity
- Hazards and risk
- Stormwater and flooding
- Heritage
- Visual impacts
- Waste management
- Community consultation

Hyder Consulting has also prepared tables that provide a comprehensive response to each of the submissions by the government authorities and agencies. These tables are held at **Appendix A**. These tables list each of the detailed issues raised in the authority/agency submissions, with responses to each of those issues provided by the SIMTA project team.

## 4.1 PROJECT JUSTIFICATION AND STAGING

### 4.1.1 ISSUES RAISED

The key issues within the submissions received regarding the justification for the SIMTA proposal are summarised below:

- Further assessment required to justify demand for SIMTA proposal, having regard to MICL and Eastern Creek proposals.
- Clarification required regarding proposed inclusion (or exclusion) of interstate rail movements at SIMTA site.
- Need to clarify the staging of the SIMTA proposal and its anticipated impacts with regard to construction and staging, also having regard to the MICL proposal.
- Relocation of the DNSDC site will not occur until the DLTP project has been completed and the site is vacated which may conflict with the proposed staging of the SIMTA intermodal terminal.

### 4.1.2 SIMTA RESPONSE

Each of the issues raised in the submissions with regard to the justification for the SIMTA proposal has already been justified in detail within the EA submitted with the Concept Plan application.

The *Freight Demand Modelling* report prepared by Hyder provided a comprehensive assessment of the freight catchment demand based on the Port Botany operations, including total container trade movements, full container imports and export of empty containers. It is acknowledged that if additional intermodal capacity is delivered by way of the MICL proposal, both terminals would operate below their maximum capacity.

The SIMTA proposal has been designed to accommodate local freight trains (shuttles) to and from Port Botany. The freight demand modelling undertaken by Hyder indicated that the MICL proposal was being designed to accommodate longer trains and would be more suited to interstate freight. Further, the preliminary information provided regarding the MICL proposal in the *MPO Detailed Business Case* indicated that interstate freight infrastructure would only be developed once the market demand could justify its commencement. This was estimated to be in 2030, which is beyond the scope of the current proposal.

The appropriateness of the SIMTA site to accommodate an intermodal terminal facility has been reinforced by the *NSW Freight and Ports Strategy* which was released by Transport for NSW on 7 December 2013. The Strategy provides clear support for the development of intermodal terminal facilities in Enfield, Moorebank and Western Sydney (Task 2E-1). Further, the case study (p122) recognises the planned development of both the SIMTA and MICL proposals and the road network upgrades that will be required.

The staging of the proposal has been further refined by Hyder Consulting, taking into account the assessment process for the Concept Plan application and the anticipated future assessments of the detailed applications. **Figure 1** on the following page shows a summary of the proposed construction (yellow) and the proposed operation (blue) of the SIMTA intermodal terminal facility.

It is envisaged that the first stage of work would comprise of the construction of the rail link between the SSFL and the SIMTA terminal in late 2014, taking approximately 12 months to complete. The next phase would comprise the construction of the rail sidings and hardstand area, running partly concurrently with the construction of the rail link. Upon completion, the first stage of works would enable the terminal to operate with 250,000 TEU throughput. Future stages would enable this to be increased as shown in

**Figure 1**, with progressive development of the proposed warehouses to support the terminal operations. The final stage would include the potential extension of the rail link and the ancillary elements to support the terminal operation.

**FIGURE 1 – STAGING OF SIMTA PROPOSAL – CONSTRUCTION AND OPERATION (HYDER: 2013)**

Stage	2014				2015				2016	2017	2018	2019	2020	2021	2022
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4							
1A Construction of Rail Link				■	■	■	■								
1A Construction of Stage 1 Terminal					■	■	■								
1A Operation of 250,000 TEU								■	■	■	■	■			
2 Construction of Stage 2 Terminal											■	■	■		
2 Operation of 750,000 TEU												■	■	■	■
3 Construction of Stage 3 Terminal														■	■
3 Operation of 1 million TEU															■

The potential impacts arising from the construction and operations of the SIMTA proposal have been considered within the EA, including the specialist reports (eg noise, air quality, etc). The recommended management and mitigation measures have been incorporated into the Statement of Commitments.

The Defence Logistics Transport Programme (DLTP) has been considered with regard to the SIMTA proposal. The DLTP proposed to relocate the DNSDC from the SIMTA site to a Defence owned property to the north, known as West Wattle Grove. Construction works for the site commenced in December 2012 and are scheduled for completion in late 2014<sup>1</sup>. As the SIMTA proposal is anticipated to be operational in mid-2015, it is unlikely that there would be significant operational impacts upon the DNSDC. However, any potential issues associated with the existing and proposed future land use will be resolved between the two parties in accordance with existing commercial leases and any other agreements.

## 4.2 RAIL CORRIDOR AND LAND OWNERSHIP

### 4.2.1 ISSUES RAISED

The ARTC stated its support for development proposals which seek to facilitate a mode shift from road to rail. Their submission also acknowledged the ongoing liaison between SIMTA and the ARTC to ensure the proposed rail corridor complied with their requirements.

However, the Department of Defence and Liverpool City Council have raised issues with regard to the proposed siting and design of the proposed rail link, including the level of detail provided with the Concept Plan application and the required acquisition of land that is not currently owned by SIMTA.

Issues have also been raised regarding the two separate connections for the SIMTA and MICL proposals and the opportunity to utilise the existing spur line on the SIMTA site. Transport for NSW has also raised a number of issues regarding the capacity of the East Hills railway corridor to accommodate the proposed link, having regard to the opportunity to accommodate both the future quadruplication of this line and the future Moorebank railway station.

The Department of Defence has also raised issues with regard to the proposed use of the Greenhills Road easement corridor to connect water, sewerage and electricity services to the SIMTA site.

### 4.2.2 SIMTA RESPONSE

Each of the issues raised by the ARTC has been addressed and their requirements will continue to be complied with throughout the project. SIMTA has already commenced negotiations with all land owners, with in-principle support being provided by both the ARTC and Glenfield Waste Services. It is anticipated that there will be ongoing liaison with other affected land owners as the Concept Plan application is progressed.

<sup>1</sup> <http://www.defence.gov.au/jlc/infrastructure/sites/moorebank.html> - Accessed 17 September 2013

The precise alignment of the 'rail link' will be determined during the detailed design phase. The Concept Plan application has indicated that a 20 metre wide corridor will be required for the majority of the 3.5 kilometre link, increasing in width as the link enters the SIMTA site. The 'rail link' footprint has been determined taking into account current design specifications and requirements prescribed by ARTC and best practice rail design. Assessment of the potential impacts has been assessed based on the total 'rail corridor', having regard to the potential for the 'rail link' or 'rail alignment' to shift slightly as a result of the detailed design process.

SIMTA have no objection 'in principle' to the concept of precinct planning and development on a 'whole of precinct basis'. However, it must be recognised that the two projects are at vastly different stages of the planning approval process, with the SIMTA proposal much further advanced than the MICL proposal. Regardless, SIMTA understands the project efficiencies can be achieved through working with MICL, and are committed to discussions with the MICL as part of subsequent stages of planning approval and progression of detailed design.

Further to the above, it is our view that the SIMTA proposal offers a whole-of-precinct access arrangement, with opportunity for the MICL proposal to also utilise the southern connection. As noted in the EA (Section 3.4), it is considered that the SIMTA river crossing is considered to be the most appropriate location having regard to the opportunities to reduce the potential cumulative impacts, including:

- *The piers of the Georges River rail bridge will be aligned to the existing rail bridge and similarly orientated to minimise afflux.*
- *The sizing for the culverts under Anzac Creek will allow for the 100 year average recurrence interval (ARI) surface water flows.*
- *Design of onsite detention (OSD) structures to prevent flooding on adjacent lands during peak surface water flows.*

It is also important to note that the proposed location of the bridge associated with the SIMTA proposal is consistent with the location previously proposed by the State Government and the immediately proximate use of the land (i.e. East Hills railway corridor). It would also prevent the requirement for either a level crossing or overhead crossing of Moorebank Avenue. The latter two options would increase visual and noise impacts and would be detrimental to the continuous flow of existing and future traffic through the Moorebank precinct along Moorebank Avenue. The use of the existing spur line on the SIMTA site is not considered appropriate as it would result in the intermodal terminal operations being located closer to the residential areas of Wattle Grove and Moorebank. It would reduce the opportunities for warehouses to mitigate potential noise impacts and provide visual screening of the terminal.

The concerns raised by Transport for NSW with regard to the capacity of the East Hills railway corridor to accommodate the proposed rail link has been addressed in detail within the submissions response table held at **Appendix A**. Overall, it is considered that the proposed link can be accommodated as demonstrated within the *Rail Access Report* and the 'in-principle' support provided by the ARTC. SIMTA will continue to consult with all relevant landowners and stakeholders with regard to the construction of the rail link, including land ownership and utility servicing issues.

The SIMTA site is already serviced by utility services located within the Greenhills Road easement corridor. Any future upgrades would be addressed within the detailed planning applications for the relevant stage, including consultation with affected land owners. Should it be considered inappropriate to gain access under the Greenhills Road easement corridor, alternative access would be sought to meet the project requirements.

## 4.3 CUMULATIVE IMPACTS

### 4.3.1 ISSUES RAISED

A number of the government authority and agency submissions have raised issues with regard to the MICL proposal to develop an intermodal terminal on the opposite side of Moorebank Avenue and the potential cumulative impacts of the two proposals, including:

- Transport and traffic
- Rail access and movements
- Noise and vibration
- Air quality and greenhouse gas emissions
- Biodiversity, including clearing of native vegetation, riparian areas and fish passage
- Stormwater and flooding
- Visual impacts and light spill
- Hazards and risk

#### 4.3.2 SIMTA RESPONSE

The Freight Demand Modelling Report lodged with the EA clearly justifies the total freight catchment demand that would be shared between the two proposed intermodals. TfNSW's submission to the Concept Plan EA (CD 13/21056) notes that TfNSW is satisfied that SIMTA has adequately addressed the intermodal and capacity demands, including the identification of the freight catchment area and freight catchment split. Section 3.3.2 of the EA addresses the relationship between the MICL proposal and the SIMTA proposal and notes that the intrastate freight catchment identified in the *Freight Demand Modelling report* would be shared between the two proposals.

The cumulative impact has been assessed, taking into account the freight catchment demand, which could be accommodated entirely by SIMTA or shared between the SIMTA and MICL proposals. The submissions response tables held at **Appendix A** provide a comprehensive assessment to the issues raised with regard to the cumulative impact assessment, including section/report references to readily identify where the potential cumulative impacts have been addressed within the EA and the supporting specialist studies. These are summarised below:

- **Transport and traffic** – the rail and road movements are based on the total freight catchment demand outlined in detail within the *Freight Demand Modelling* report prepared by Hyder and submitted with the EA. If the SIMTA and MICL proposals are both proceeded with, the catchment demand would remain unchanged, however, the freight needs would be shared between the two facilities.
- **Noise and vibration** – the cumulative impact assessment within the EA concluded that the predicted cumulative noise levels would comply with the Industrial Noise Policy requirements. Further, the table depicting the cumulative noise levels at the receivers (Table 7-1) has been updated within **Section 4.5** of this report to clearly differentiate between the noise levels generated by the SIMTA proposal and the noise levels arising from the cumulative impacts of the SIMTA and MICL proposals.
- **Air quality and greenhouse gas emissions** – the cumulative impact assessment based on the total catchment demand, whether this is wholly located on the SIMTA site or shared between the two facilities, is considered entirely appropriate with regard to the potential air quality impacts and greenhouse gas emissions.
- **Biodiversity** - the *Flora and Fauna Impact Assessment* lodged with the EA included a review of the MICL proposal and the proposed relocation of the DNSDC operations to the north of the site. The *Preliminary Biodiversity Offset Strategy* prepared by Hyder will be updated, including a detailed assessment of the proposed offsets based on the final location of the rail link and additional information regarding the adjoining proposals.
- **Stormwater and flooding** – the cumulative impact assessment within the EA was prepared based on the information available at the time. The Community Information Boards for the MICL proposal that were released subsequent to the preparation of the EA have since been reviewed and it was concluded that there is still insufficient details of the proposal bridge to the MICL proposal available to quantify the potential flood impacts associated with the proposal.



- **Visual impacts and light spill** - a high level cumulative impact assessment of the addition of the MICL and relocated DNSDC proposals was considered within the EA. The level of assessment was based on the available information at the time of assessment and has since been reviewed against the Community Information Boards for the MICL proposal. The cumulative impact of the MICL and DLTP proposals could be significant to the communities adjacent to or overlooking these proposals, however, these developments would potentially provide a 'visual shield' to the bulk of the SIMTA proposal.
- **Hazards and risk** – the EA included consideration of the potential cumulative impacts of the MICL proposal, however, it was acknowledged that each facility would need to have its own risk assessment and implementation of risk management procedures having specific regard to the types of goods to be transported, handled and stored. A Statement of Commitment has been provided for the preparation of a Preliminary Hazard Assessment should it be required to comply with the requirements of State Environmental Planning Policy No. 33. This is considered appropriate for a Concept Plan application, noting that a detailed assessment will be undertaken once the final layout and operational details have been further resolved.

Further to the cumulative impact assessment based on the total freight catchment demand modelling, the assessment of the SIMTA proposal also considered a number of development proposals in the surrounding locality, including:

- **Southern Sydney Freight Line** – a rail link connection from the SSFL to the SIMTA site is essential to the operation of the proposed intermodal terminal facility.
- **South West Rail Link** – the proposed design of the rail link has allowed for the quadruplication of the East Hills Railway Line, which will ultimately tie into the South West Rail Link .
- **Edmondson Park Residential Development** – the potential increase in traffic on the M5 Motorway will be ameliorated through the M5 Motorway widening.
- **Hoxton Park Warehouse and Distribution Facilities** – the proposed reduction in heavy vehicles travelling on the M5 Motorway between Port Botany and Moorebank Avenue may have a positive impact on the operation of these facilities.
- **Widening of the M5 Southwest Motorway between King Georges Road and Camden Valley Way** – the SIMTA proposal would result in a reduction in vehicles travelling on the M5 Motorway between Port Botany and Moorebank Avenue. The SIMTA proposal will contribute additional vehicle movements along Moorebank Avenue to the M5 Motorway. The proposed upgrade of the M5 has been designed with sufficient capacity to accommodate existing and future traffic volumes. The freight traffic attributable to the SIMTA proposal forms part of the existing traffic volume and would therefore be accommodated within the upgrade.
- **Moorebank Units Relocation Project, Holsworthy Training Area** – construction of the facilities at Holsworthy and relocation of the units could occur concurrently with construction of the SIMTA proposal. The construction traffic associated with the SIMTA proposal is not expected to conflict with or compound any construction traffic associated with the MUR Project given the different site access routes (Moorebank Avenue and Heathcote Road). Most impacts of the MUR are anticipated to occur on Defence property ([http://www.defence.gov.au/id/moorebank/project\\_scope.htm](http://www.defence.gov.au/id/moorebank/project_scope.htm) June 2012). Other general construction impacts (eg dust, noise) will be localised and are not expected to result in a notable cumulative impact given the separation between the two project sites.

Traffic impacts from additional developments within the locality have been incorporated using an average growth rate on the targeted roads in and around Moorebank of approximately 1.6-1.8% per annum. This rate of growth would account for potential traffic generated as a result of these planned new developments.

## 4.4 TRANSPORT AND ACCESS

### 4.4.1 ISSUES RAISED

A substantial number of the issues raised in the submissions with regard to the transport and access have already been satisfactorily addressed within the *Transport and Accessibility Impact Assessment* prepared by Hyder and lodged with the EA. The responses to each of these matters are provided in the tables held at **Appendix A**. The key issues warranting further clarification and/or a more comprehensive response within the main body of this Submissions Response report include:

- Estimation of the 2031 traffic flows is unclear and requires further clarification to justify the potential impacts of the SIMTA proposal and the cumulative impacts.
- Lack of information regarding the potential traffic impacts and required infrastructure upgrades outside of the core area.
- Higher trip generation rates are predicted in the Aurecon report compared to the SIMTA proposal.
- Additional traffic modelling is required to demonstrate the potential impact of the proposal during the intervening years.
- Confirmation is required with regard to the likely cost of the mitigation measures and the funding commitments from the proponent.
- Clarity is required with regard to the potential impacts on the traffic and access arrangements for the SME site operation, particularly during the Stage 1 construction.

### 4.4.2 SIMTA RESPONSE

The *Transport and Accessibility Impact Assessment* prepared by Hyder assumed 2031 as the future horizon year for its assessment. The 2031 traffic flows are based on population and employment forecasts from NSW Government's prediction sourced from Bureau of Transport Statistics (BTS). The BTS forecast included growth projections based on the Sydney Airport Master Plan and Port Botany. Truck forecasts for Port Botany were aligned with the NSW Ports forecast. The traffic model analysis took into account the total freight catchment demand of one million TEU and the higher order network changes proposed by the RMS (e.g. M5 Motorway widening).

The traffic model outputs reaffirmed that the road network impact from the SIMTA proposal declines with greater distance from the site. The 13 intersections modelled within the report were those within the 'core' and 'inner' areas of close proximity to the site. On most key roads outside the core area, the potential impacts of the SIMTA proposal are minor relative to existing traffic. Additional truck activity generated by the SIMTA proposal would be concentrated on key arterial roads such as M5 Motorway, Hume Highway and M7 Motorway. It is not considered likely that intersections outside the core area will be significantly impacted by the SIMTA proposal.

The higher trip rates in the Aurecon report are discussed in detail within the *Transport and Accessibility Impact Assessment*. It is recognised that the Aurecon report has assumed a mix of domestic and maritime rail, while the SIMTA proposal will provide a port-shuttle freight rail service.

The expected changes in population growth rates in 2016, 2026 and 2031 have been addressed within the traffic assessment (Section 5.1). The proposed improvements of critical intersections would depend on a number of factors, primarily being the rate of development within the SIMTA site. As such, intersection upgrades will be carried out by way of a staged approach determined by the level and rate of development.

The staged approach to the proposed upgrade of the intersections has been raised in a number of the government authority/agency submissions, including Transport for NSW. Table 8-5 in the *Transport and Accessibility Impact Assessment* includes an indicative staging programme based on the TEU thresholds. This programme has been included within the updated Statement of Commitments in Section 6 of this Submissions Response, which now includes timeframes for the implementation of each of the actions/measures associated with the SIMTA proposal. The funding of each of these measures would be

determined at a later stage, taking into account a range of matters, including the contribution of the SIMTA proposal to the existing and proposed traffic conditions.

The potential impacts on the traffic and access arrangements for the SME site operation during the construction of the SIMTA proposal would be addressed in the detailed planning applications for each of the relevant stages. This approach would enable an assessment based on the current uses at the anticipated time of construction (noting that the MUR Project includes relocation of the SME to the Holsworthy Barracks) and the detailed works proposed within each stage of the proposed development.

## 4.5 NOISE AND VIBRATION

### 4.5.1 ISSUES RAISED

Similar to transport and traffic, many of the issues raised in the submissions with regard to the potential noise impacts of the proposal have already been satisfactorily addressed within the *Noise Impact Assessment* prepared by Wilkinson Murray and lodged with the EA. The matters which have already been satisfactorily addressed are responded to in the tables held at **Appendix A**.

The key issues warranting further clarification and/or a more comprehensive response within the main body of this Submissions Response report include:

- Need to assess the potential impacts of the rail operations along the Southern Sydney Freight Line (**SSFL**) and the potential impacts of the construction of the rail link on nearby residents and other noise sensitive receivers.
- The noise impact assessment should be undertaken taking into account the staged construction and operation of the SIMTA project.
- Assessment does not clarify if the proposed increase in train lengths would involve additional noise contributions.
- Variance in traffic numbers in the *Noise Impact Assessment* and the *Transport and Accessibility Impact Assessment* need to be clarified.
- Cumulative noise impacts should address temperature inversions and distinguish between operational noise impacts and cumulative/combined noise impacts.
- The assessment does not address the proposed standard hours of construction, the predicted sleep disturbance impacts in relation to any night-time construction or intra-day curfews on high noise impact activities.
- Consideration should be given to requiring the proponent to implement a range of intermodal terminal operational best practice noise mitigation and measurement measures, with validation assessment and reporting against predicted noise levels.

### 4.5.2 SIMTA RESPONSE

The potential impacts of rail movements along the SSFL were addressed within the approvals process for the construction of the freight line. The potential impacts arising from the construction of the rail link have been considered in the *Noise Impact Assessment* lodged with the Concept Plan application. The assessment included the predicted noise impacts at both the SME/MICL site and the relocated DNSDC site, taking into account both the existing and proposed site activities.

The noise impacts associated with the staged construction of the SIMTA development were considered having regard to a 'worst case' scenario, including concurrent construction of all aspects of the proposal. The operational noise impact assessment was based on the site operating at full capacity. The variance in traffic numbers in the *Noise Impact Assessment* and the *Transport and Accessibility Impact Assessment* is considered to be insignificant. The minor difference arose from differences in assessment methodology and is considered negligible having regard to the total traffic volumes, with no impact on the results presented in the *Noise Impact Assessment*.

Table 6-2 and Table 7-1 have been updated to address the issues raised with regard to the cumulative impact assessment for the SIMTA proposal. Table 6-2 has been updated reflect the potential meteorological conditions. Table 7-1 has been updated to separate the impact of the SIMTA proposal and the cumulative impacts. The updated tables are provided at **Figure 2** and **Figure 3**.

**FIGURE 2 – PREDICTED OPERATIONAL NOISE LEVELS AT RESIDENTIAL RECEIVERS (WILKINSON MURRAY: 2013)**

Receiver	Intrusiveness			Amenity		Exceedances
	Predicted Level (dBA) L <sub>Aeq, 15min</sub>			Predicted Level (dBA) L <sub>Aeq, period</sub>	Night Time Criteria	
	Calm Meteorological Conditions	Adverse Meteorological Conditions (3°C/100 m Inversion Strength)	Night Time Criteria			
R1	34	39	42	36	40	0
R2	35	39	41	36	45	0
R3	38	43	39	40	40	<b>4</b> <b>(Exceedance of intrusive noise criterion)</b>
R4	25	31	42	28	40	0

**FIGURE 3 – CUMULATIVE NOISE LEVELS AT RECEIVERS (WILKINSON MURRAY: 2013)**

Receiver	Predicted Level (dBA) L <sub>Aeq, night</sub>		Criteria (dBA) L <sub>Aeq, night</sub>	Exceedance (dBA)
	SIMTA Only	Cumulative		
R1	32	33	40	0
R2	32	34	45	0
R3	34	37	40	0
R4	22	25	40	0
S1	33	36	45	0
S2	34	37	45	0
DSNDC	49	49	70	0

The recommended mitigation measures to minimise the potential noise impacts were incorporated in the Draft Statement of Commitments lodged with the EA. It is proposed to provide additional commitments (in **Section 6**) to respond to the issues with regard to the potential construction noise impacts, including:

*All construction activities will have regard to the standard hours of 7:00am to 6:00pm Monday to Friday, and 8:00am to 1:00pm Saturday. Any works undertaken outside of these hours will be undertaken in consultation with relevant authorities. Works outside these hours that may be permitted will include:*

- *Any works which do not cause noise emissions to be audible at any nearby sensitive receptors.*
- *The delivery of materials which is required outside of these hours as requested by Police or other authorities for safety reasons. Local residents, commercial and industrial premises will be informed of the timing and duration of approved works in accordance with the notification provisions outlined in the CNMP.*
- *Emergency work to avoid the loss of lives, property and/or to prevent environmental harm.*
- *Any other work as approved through the CNMP Process.*

*The Proponent commits to undertaking a review of national and international 'best practice' for the design and operation of intermodal facilities to identify reasonable and feasible management strategies to reduce air quality and noise impacts associated with construction and operation of the intermodal terminal development stages of the proposal.*

## 4.6 AIR QUALITY

### 4.6.1 ISSUES RAISED

The key issues within the submissions received regarding air quality are summarised below:

- Assessment has not addressed redistribution of heavy diesel vehicles, background air pollutants from rail movements, increases in road freight, emissions of fine particulate matter and specific operational details.
- Information has not been provided regarding the inputs for the dispersion model, several of the pollutants, including ozone and VOCs, and whether refrigerated or frozen materials will be handled or stored on site.
- Air quality impacts will be greater if the traffic movements have been underestimated and may reduce opportunity for additional industrial development having regard to potential cumulative impacts.
- Air quality monitoring should be undertaken during the site preparation, demolition, construction and operational phases of the development with measureable and enforceable performance indicators.
- SIMTA should be benchmarking against best practice process design and emission controls (including reduction of long duration idling), with stage specific and cumulative air impact assessments.

### 4.6.2 SIMTA RESPONSE

The *Air Quality Impact Assessment* prepared by Pacific Environment was prepared taking into account the existing environment, the key project components and operation of the SIMTA proposal and the relevant guidelines for the assessment of air quality impacts. The assessment is based on the outcomes of the specialist studies lodged with the Concept Plan application, including the traffic projections forecast within the *Transport and Accessibility Impact Assessment* prepared by Hyder.

The report includes analysis of the meteorological data (Appendix A) and the emission sources and characteristics (Sections 5.2 and 5.3). The report concludes that there would be a decrease in ozone precursors at the regional level (Section 8). Further, VOCs were considered in the assessment (Section 3.5), concluding that it would be unlikely that there would be any significant impacts due to the buffer distances between the SIMTA proposal and the surrounding development. It is unclear at the Concept Plan application stage as to whether or not the future tenants will require refrigerated or frozen storage. This matter can be appropriately addressed at the detailed planning application stage.

The assessment concludes that the potential impact of the SIMTA proposal on regional air quality will be negligible and accordingly, will not result in any significant impact on the opportunity for additional industrial development. The Statement of Commitments includes a requirement for air quality monitoring, including nuisance dust and air emissions. A Construction Environmental Management Plan is also required to provide air quality and dust management mitigation measures. All management procedures will be measurable and enforceable and reported against key performance indicators.

Best practice process design and emission controls (including reduction in long duration idling) is proposed to be addressed by way of adding the following Statement of Commitment (refer **Section 6** of this report):

*The Proponent commits to undertaking a review of national and international 'best practice' for the design and operation of intermodal facilities to identify reasonable and feasible management strategies to reduce air quality and noise impacts associated with construction and operation of the intermodal terminal development stages of the proposal.*

## 4.7 GREENHOUSE GAS EMISSIONS

The key issues within the submissions received regarding greenhouse gas emissions are summarised below:

- Greenhouse gas emissions in the rail corridor have not been given any substantial consideration.
- Calculations of greenhouse gas emissions should be provided in a spreadsheet and made public.
- Consideration has not been given to long term land use change, the use of renewable energy or the potential for offsetting emissions.

### 4.7.1 SIMTA RESPONSE

Overall, it is considered that each of the matters raised with regard to greenhouse gas emissions has been adequately assessed within the EA lodged with the Concept Plan application. The *Greenhouse Gas Assessment* prepared by Hyder was prepared based on the DGRs and relevant government guidelines. Operational greenhouse gas emissions were assessed, including freight transport emissions, ie 'use of rail to transport freight from Port Botany through the intermodal terminal to the Moorebank freight catchment'. The data used for the calculations in the *Greenhouse Gas Assessment* prepared by Hyder are provided throughout the report.

Further, it is considered that the existing use of the SIMTA site will not substantially change as a result of the proposal and the proposed mitigation of the loss of vegetation arising from the construction of the rail link is adequately addressed in the *Flora and Fauna Assessment* prepared by Hyder. The feasibility of on-site renewable energy generation and offsetting of emissions will be considered as part of the detailed design phase for the future planning applications.

## 4.8 BIODIVERSITY

### 4.8.1 ISSUES RAISED

The key issues within the submissions received regarding the potential biodiversity impacts are summarised below:

- The rail corridor link should be relocated to avoid or minimise impacts on threatened species.

- The study area should be extended beyond the eastern boundaries of the SIMTA site to adequately assess potential impacts.
- The study area should identify areas that have not been surveyed due to restricted access.
- The Biodiversity Offset Strategy should utilise the Biodiversity Certification Assessment Methodology, allow for edge effects in offset calculations and identify offset sites.
- Groundwater quality and quantity should be considered with regard to potential impacts of the SIMTA proposal on the Castlereagh Swampland Community.
- The Assessment of Significance for the *Grevillea parviflora* subsp *parviflora* should conclude that the proposed works will result in a significant impact.
- A map should be provided of the potential habitat for threatened species to qualify the calculations in Table 24 of the *Flora and Fauna Assessment*.
- Potential impacts on the Cumberland Plain Land Snail and Green and Golden Bell Frogs should have been assessed and further assessment should be provided with regard to the Eastern Bent-wing Bat, Southern Myotis and Eastern Freetail-bat.
- The proposed development should have no adverse impact on the natural and cultural values of Leacock Regional Park.
- The proposed riparian corridor to Georges River should be increased.

#### 4.8.2 SIMTA RESPONSE

Each of the key issues with regard to the potential biodiversity impacts is addressed below:

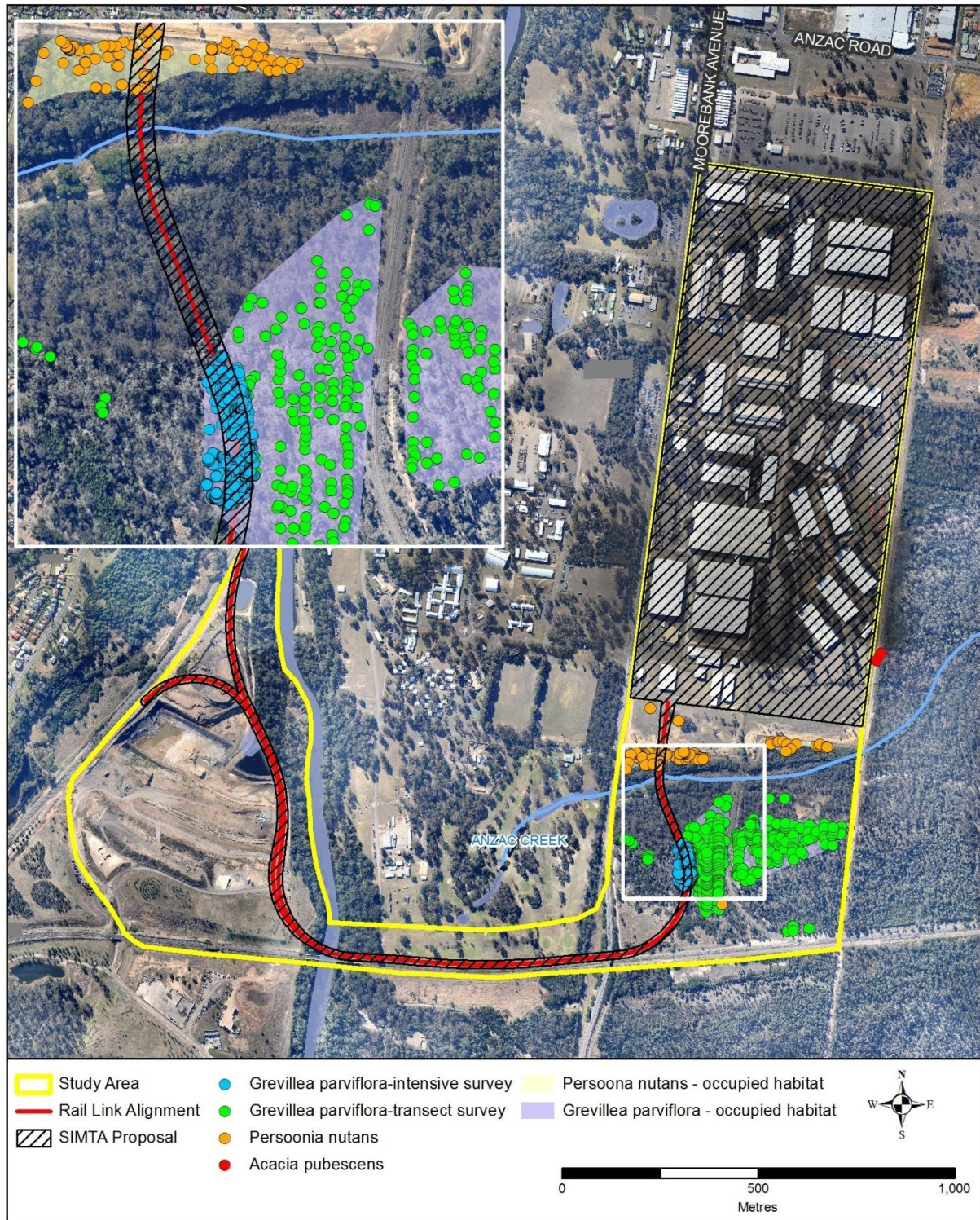
- The proposed rail link has been located to meet the specifications and requirements of the ARTC. As noted previously, the use of the existing spur line on the SIMTA site is not considered appropriate as it would result in the intermodal terminal operations being located closer to the residential areas of Wattle Grove and Moorebank. It would also reduce the opportunities for warehouses to mitigate potential noise impacts.
- A 20-25 metre wide cleared powerline easement is located immediately east of the SIMTA site. This area was inspected during the field surveys and it was considered that the area further east of the powerline easement may support high conservation values, comprising an open forest of *Eucalyptus crebra* (Narrow-leaved Ironbark), *E. fibrosa* (Red Ironbark), *Corymbia maculata* and *E. tereticornis* with a midlayer of *Acacia decurrens* (Black Wattle), *Allocasuarina littoralis* and *Melaleuca decora* (White Cloud Tree). Common species observed in the shrub layer included *Bursaria spinosa* (Boxthorn), *Daviesia ulicifolia* (Gorse Bitter-pea) and *Exocarpos cupressiformis* (Cherry Ballart). The ground layer was grassy and herbaceous with *Themeda australis*, *Austrostipa pubescens* (Speargrass), and *Aristida vagans* (Threeawn Speargrass) frequently observed. However, the edges of this vegetation were disturbed by the cleared easement, with incursions of *Eragrostis curvula* in some areas. Two individuals of *Acacia pubescens* were recorded at the edge of the bushland, however, these two individuals are separated from the SIMTA site by the powerline easement and it is considered unlikely that the proposal would impact on the *Acacia pubescens*.
- Access was restricted to the areas of the Glenfield Waste Disposal site where sand and gravel extraction is currently occurring, as well as the disturbed Railcorp land in the south-west of the rail corridor east of Moorebank Avenue. These areas were assessed based on site observations from outside the areas as well as current and historical aerial photograph interpretation, regional vegetation mapping and database records.
- The *Preliminary Biodiversity Offset Strategy* prepared by Hyder and submitted with the EA sets out measures and priorities for the identification of offsets. It was prepared in accordance with relevant guidelines and the Draft Statement of Commitments already includes ongoing actions to progress the Strategy, including a detailed assessment of the proposed offsets based on the final location of the

proposed rail link. It is proposed to update this Commitment to include ongoing consultation with the NSW Office of Environment and Heritage.

- The SIMTA proposal is not expected to have any impacts on groundwater quality and quantity. Surface water flows are not expected to significantly change as a result of the proposal.
- The population of the *Grevillea parviflora* subsp *parviflora* is considered significant within the study area. However, the SIMTA proposal is considered unlikely to have a significant impact having regard to the estimated population and the proposed loss of stems. Further, the proposed rail link will not fragment a large area of known habitat from other areas of known or potential habitat. Consideration of offsets will be included within the updated Strategy in consultation with the OEH (and as updated within the Statement of Commitments).
- A map of the potential habitat for threatened species that was used in the calculations in Table 24 of the *Flora and Fauna Assessment* is provided in the following Figure.



FIGURE 4 – THREATENED FLORA SPECIES TO BE CLEARED FROM THE STUDY AREA (HYDER: 2013)



- The Cumberland Plain Land Snail has not been recorded within the study area and the field surveys of suitable habitat did not identify any species within the study area. Only marginal habitat was found for the Green and Golden Bell Frog and the probability of this species occurring in the study area was considered to be low. Further no roosts were identified for the Eastern Bent-wing Bat and given the large areas of foraging habitat, the proposal is unlikely to modify the extent of habitat for this species. The potential impacts on the Southern Myotis and Eastern Freetail-bat were also considered to be minor, having regard to the existing environment and activities.

- The proposed rail connection is proposed to be located on land adjacent to Leacock Regional Park - it would not encroach upon the parkland. It is considered that adverse impacts on the parkland would be avoided by way of the mitigation measures proposed within the Statement of Commitments and as outlined in detail within the OEH response table held at **Appendix A**.
- SIMTA acknowledges the comments made by NOW regarding the riparian setback to Georges River and has amended the Statement of Commitments as follows:

*The Proponent will implement the following measures to protect aquatic flora and fauna as part of the applications for the detailed planning applications (where relevant and applicable):*

*Riparian*

- *The riparian setback for Anzac Creek, as specified by NOW, is 30 metres (20 metre CRZ and 10 metre VB), while for Georges River the riparian setback is likely to be a minimum of 50 metres (40 metre CRZ and 10 metre VB).*

## 4.9 HAZARDS AND RISK

### 4.9.1 ISSUES RAISED

The key issues in the submissions with regard to hazards and risk are summarised below:

- Further consideration should be given to risks and hazards associated with additional freight movements on the commuter rail network.
- An unexpected finds protocol should be developed to manage potential contamination finds during construction.
- Bonded asbestos may be disturbed during proposed work within the existing rail corridor, warranting consultation with Workcover NSW.

### 4.9.2 SIMTA RESPONSE

It is considered that each of the matters with regard to hazards and risk have been adequately addressed within the EA lodged in association with the Concept Plan application.

The *Preliminary Hazards and Risk Assessment* prepared by Hyder considered the types of goods that may be transported to the SIMTA site via rail and identified the standards for design and operational management to mitigate risk associated with handling goods at the SIMTA site. Further, SIMTA has committed to the development of a Contamination Management Plan for managing contaminated materials encountered during the construction phase of the proposal. An asbestos management plan will also be developed to manage and control asbestos during the demolition and construction phases of the project and in accordance with relevant guidelines.

## 4.10 CONTAMINATION

### 4.10.1 ISSUES RAISED

The key issues within the submissions received regarding contamination are summarised below:

- The proposed rail connection across the Glenfield Waste Facility cannot be supported until it can be demonstrated that it will not compromise pollution control and monitoring.
- Further detailed investigations should be undertaken with regard to potential contaminants, including fuel spills and leaks associated with the underground fuel tanks, PCBs, hydrocarbons, etc.

## 4.10.2 SIMTA RESPONSE

Overall, it is considered that the contamination issues have been adequately addressed for the purposes of the Concept Plan application, with appropriate Statements of Commitments to address the future remediation of the SIMTA site and the associated rail corridor.

The *Phase 1 Environmental Site Assessment* prepared by Golder Associates concluded that the contamination risk posed by the Glenfield Waste Facility could be managed by way of commercially available and well established remediation methods. The conditions proposed by the EPA to manage and/or mitigate the potential contamination matters can be addressed by way of the contamination management plan to be provided in association with the detailed application for the rail link.

The *Preliminary Environmental Site Assessment* prepared by Golder Associates demonstrated that the SIMTA site is suitable for commercial/industrial use, subject to the implementation of the recommended actions. Assessment of the rail corridor lands concluded that the potential for subsurface contamination would need to be further investigated as part of the detailed planning approval application for that component of work. An appropriate Statement of Commitment has been included to facilitate this additional work.

## 4.11 STORMWATER AND FLOODING

### 4.11.1 ISSUES RAISED

The key issues within the submissions received regarding stormwater and flooding are summarised below:

- Concern regarding potential water quality and sediment impacts to Anzac Creek due to altered flow regimes, including increased hardstand.
- Potential impacts of filling on Probable Maximum Flood, including emergency response planning and safety, and need for additional downstream assessment.
- Potential flood impacts of railway link, including rail safety, access and ecological values.
- Lack of detail regarding proposed stormwater management system and mitigation measures.
- Low resolution of flood maps does not allow for a thorough assessment.
- Lack of consultation and negotiation with affected landowners.

### 4.11.2 SIMTA RESPONSE

Each of the matters with regard to stormwater and flooding is comprehensively addressed in the EA lodged with the Concept Plan application and the submissions response tables held at **Appendix A**.

The *Riparian Assessment* prepared by Hyder included a comprehensive assessment of the Anzac Creek and Georges River. This assessment found the existing environment to be of poor quality with dense infestations of weeds. Regardless, a range of water quality measures are proposed to mitigate the potential impacts of the SIMTA proposal, including both the construction and operational phases.

The *Flood Study and Stormwater Management* report prepared by Hyder and lodged with the EA addressed each of the matters raised with regard to the potential impacts of filling on flood levels. The detailed applications for the future stages will include additional information regarding the mitigation measures proposed, such as the on-site stormwater detention to control downstream flows, as well as a flood emergency response plan. The report also addressed the potential flood impacts of the rail link. The model results indicated that the rail and associated culvert would result in a negligible flood impact within the Anzac Creek catchment area during a 1:100 year ARI event. Further, Section 6.2 of the report concludes that the proposed link alignment along the western floodplain of the Georges River does not impact on the 100 year ARI Georges River flooding levels.

The *Stormwater and Flooding Environmental Assessment and Flood Study and Stormwater Management* report include a comprehensive list of the management and mitigation measures to be employed during the construction and operational phases of the development. Further detail will be provided in the planning applications for the future stages of development, as outlined in the updated Statement of Commitments in **Section 6**. Consultation has already been undertaken with relevant stakeholders, including the Department of the Environment (**DotE**) (formerly Department of Sustainability, Environment, Water, Population and Communities), Office of Environment and Heritage, Australian Rail Track Corporation and Liverpool City Council, as well as local landowners and residents. Consultation and negotiation with affected landowners will continue during the design development process for the detailed applications.

Finally, the file size of the flood maps was compressed to enable the public exhibition of the EA on the Department's website. It is acknowledged that the low resolution of the flood maps compromised their legibility. The relevant appendices, including the mapping and modelling results, are attached to this Submissions Response at **Appendix C**.

## 4.12 HERITAGE

### 4.12.1 ISSUES RAISED

The Office of Environment and Heritage has expressed their support for the mitigation measures proposed by SIMTA and incorporated into the Statement of Commitments.

However, a number of issues have been raised by various stakeholders regarding the potential non-indigenous and indigenous heritage impacts of the proposal. These include:

- Level of assessment for non-indigenous heritage does not adequately address the DGR requirements.
- The AHCA needs to be updated to assess the relocation of the rail corridor in the most recent EA, provide more detailed information regarding the three PAD sites and include details of Aboriginal consultation.
- Additional sites of Aboriginal significance have been recorded which need to be considered in a revised Aboriginal Cultural Heritage Assessment (**ACHA**).
- Prior to any historical archaeological investigations taking place, the proposed Excavation Director must submit a statement to the Heritage Council detailing their suitability to undertake the works.
- A Statement of Heritage Impact (**SoHI**) should be submitted prior to any works being approved or taking place which could impact on Glenfield Farm.
- Consultation should be undertaken with the Commonwealth, including the submission of an EIS.

### 4.12.2 SIMTA RESPONSE

Overall, it is considered that each of the issues has been adequately addressed for the purpose of a Concept Plan application. The EA has responded to each of the matters in the DGRs, including a comprehensive assessment of the potential impacts on non-indigenous and indigenous heritage. Consultation was undertaken with the Tharawal Local Aboriginal Land Council, Cubbitch Barta Native Title Claimants, Darug Tribal Aboriginal Corporation, Darug Aboriginal Cultural Heritage Assessments, Tocomwall and Darug Land Observations. Consultation will continue throughout the future design and construction phases of the development.

The Statement of Commitments includes the adoption of the recommendations of the *Non-Indigenous Heritage Assessment* and the *Aboriginal Cultural Heritage Assessment*. This includes the preparation of a SoHI for Glenfield Farm, as well as test pit excavations in Area 1 (which incorporates the riparian area of the Georges River) and PADs 1-3. SIMTA is committed to undertaking further archaeological assessment and investigation of monitoring in areas designated as having archaeological potential that would be impacted by the proposal. These works would be undertaken in accordance with the requirements of the

Heritage Council, including the Excavation Directors Criteria. The Statement of Commitments has been updated to reflect the additional area for assessment, namely:

*Where the detailed design of the rail link would result in disturbance to a potential archaeological deposit or an area of potential archaeological value the detailed application for that stage of works shall include test excavations in those areas that may be disturbed in accordance with current archaeological practice and any relevant guidelines to determine the nature, extent and significance of any Aboriginal archaeological deposit. Such testing would be undertaken under Section 75U of the Environmental Planning and Assessment Act 1979, and be used to inform the assessment of these areas prior to lodgement of the subsequent staged application.*

The additional sites of Aboriginal significance identified are outside of the area affected by the SIMTA proposal and are unlikely to be affected by the proposal. Regardless, Hyder undertook an updated search of the Aboriginal Heritage Information Management System (AHIMS) database on 19 November 2013. The search identified a total of 24 Aboriginal sites within a one kilometre area of the SIMTA site. A copy of the search results are held as **Appendix D**.

The sites within the vicinity include 13 artefact scatters, six modified trees and five potential archaeological deposits (PADs). Of these, sites 45-5-4273 to 45-5-4283 are located within the site affected by the MICL proposal, i.e. outside the footprint of the SIMTA proposal. The following Figure shows the locations of the sites that have been added to the AHIMS since the Aboriginal Cultural Heritage Report was completed. None of these sites would be impacted by the SIMTA proposal and the conclusions and recommendations from the Aboriginal Cultural Heritage Report remain valid.

FIGURE 5 – AHIMS SITES – EXTENSIVE SEARCH RESULTS (HYDER: 2013)



- LEGEND**
- SIMTA Site Boundary
  - SIMTA Rail Corridor
  - 2013 EAAHIMS Sites
  - Additional AHIMS Sites
  - Rail Link Alignment
  - Railway
  - Motorway
  - Main Road
  - Major Local Road
  - Watercourses
  - Property Parcels

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## 4.13 VISUAL IMPACTS

### 4.13.1 ISSUES RAISED

The key issues within the submissions received regarding visual impacts of the proposal are summarised below:

- Height of structures exceed local planning controls and should be reduced to minimise visual dominance of proposed development.
- Visual impact assessment is based on high level concept and should include massing diagrams and building envelopes.
- Proposal is not a like-for-like infrastructure replacement due to intermodal component.
- Need to restrict container stacking heights and provide visual screening to reduce potential visual impacts.
- Compliance with relevant standards for lighting, light spill and sky glow.

### 4.13.2 SIMTA RESPONSE

It is acknowledged that the height of the proposed structures exceed the local planning controls. Section 75O(3) of the now repealed Part 3A provisions state that the Minister may (but is not required to) take into account the provisions of any environmental planning instruments (other than state environmental planning policies).

The visual impact assessment was undertaken based on the potential future development that could be accommodated in accordance with the provisions of the Urban Design and Landscape Report. It was acknowledged that some structures/equipment may increase the visibility of the site beyond its current levels. However the pattern of the adjoining development, including the heavily vegetated Commonwealth land to the east, the existing SME site and the future MICL proposal to the west and the DNSDC relocation to the north, will screen the development from much of the surrounding area. Further, the Amended EA includes mitigation measures to screen the potential visual impacts of the development, including landscaping throughout the site, an 18 metre wide corridor of screening vegetation with a bio-retention swale, boundary treatments/buffer zones along other boundaries and supplementary tree planting.

SIMTA has committed to the use of lighting which is in accordance with Australian Standard AS4282-1997 'Control of Obtrusive Effect of Outdoor Lighting'.

## 4.14 WASTE MANAGEMENT

### 4.14.1 ISSUES RAISED

Liverpool City Council raised a number of issues regarding waste management and in particular, the management, classification and disposal of hazardous waste during the demolition, construction and operational phases of the SIMTA proposal.

### 4.14.2 SIMTA RESPONSE

It is acknowledged that the site contamination assessment identified the potential for potentially hazardous materials to be located on site, which if detected, would need to be disposed of in an appropriate manner. Table 2 of the *Waste Management Strategy* prepared by Hyder and submitted with the EA included contaminated soils within the list of potential demolition waste materials. Further, the *Hazards and Risk Assessment* prepared by Hyder included a comprehensive response to the potential management of asbestos materials.

Appropriate Statements of Commitment have already been included for the development and implementation of an asbestos management plan and a contamination management plan, which would appropriately address these matters.

## 4.15 COMMUNITY CONSULTATION

### 4.15.1 ISSUES RAISED

Liverpool City Council raised a number of issues regarding the community consultation process undertaken in association with the SIMTA proposal, including:

- Location of the Community Information Centre.
- Difficulty in ascertaining the level of community support for or against the proposal and geographic location of concerns.
- Lack of hierarchy of issues raised by residents and evidence of community input being captured in the final Concept Plan application.
- Recommendation for further community consultation to be undertaken prior to determination.

### 4.15.2 SIMTA RESPONSE

Overall, it is considered that the community consultation undertaken by SIMTA has exceeded standard requirements and allowed for extensive input from the local community from the early stages of the project and through to the formal public exhibition of the Concept Plan application.

The Community Information Centre (**CIC**) was located in the Liverpool CBD, adjacent to the shopping centre and in close proximity of public transport and car parking, maximising the opportunity for local residents to visit the CIC.

It is evident by the ongoing level of interest in the Concept Plan application, including the individual submissions and petition, that there is a high degree of awareness of the SIMTA proposal and local community participation in the planning process. This was also demonstrated by way of the *Community and Stakeholder Consultation Outcomes* report prepared by Elton Consulting and lodged with the EA, which included a comprehensive response to the issues raised by the community.

Further, it should be acknowledged that there will be ongoing community consultation through the planning process. The following Statement of Commitment was included within the Concept Plan application:

*The Proponent will continue to engage and consult with the community during the future detailed planning applications. Depending on the scale of the proposed, development, SIMTA may undertake the following activities either prior to lodgement or during the public exhibition of the application:*

- *Open the Community Information Centre to provide stakeholders with information and to receive feedback on the proposal*
- *Update the existing project website and maintain access*
- *Continued operation of the email feedback system and free-call information line.*

Overall, it is considered that the previous and ongoing community consultation exceeds the standard requirements. The media interest and number of submissions, including the petition clearly demonstrate that the SIMTA proposal is widely known among the community and the matters raised have been comprehensively addressed within this Submissions Report.



## 5 Public Submissions

This section of the report outlines the issues raised within the submissions received from the public during the exhibition of the Concept Plan Application, including:

- 31 submissions prepared by local land owners and residents objecting to the proposal (nb some street addresses blanked out).
- A submission prepared by the Cumberland Conservation Network objecting to the proposal.
- A submission prepared by Glenfield Waste Services in support of the proposal.
- A petition signed by 1,699 individuals objecting to the proposal (nb street addresses blanked out).

The submissions from the public in response to the public exhibition of the Concept Plan Application have been reviewed in detail. The key issues raised include:

- Location and land use conflicts
- Cumulative impacts
- Transport and access
- Noise and vibration impacts
- Air quality and greenhouse gas impacts
- Biodiversity
- Health impacts
- Hazards and risk
- Stormwater and flooding
- Heritage impacts
- Visual impacts and urban design
- Economic impacts
- Social impacts and community consultation

A comprehensive table that includes responses to each of the issues raised by the public is attached at **Appendix B**. The following sections of the report provide a summary of the key issues and responses.

## 5.1 LOCATION AND LAND USE CONFLICTS

### 5.1.1 ISSUES RAISED

The key issues within the submissions received regarding location of the proposed intermodal terminal and potential land use conflicts are summarised below:

- No need for a private intermodal terminal in addition to the adjoining government proposal.
- Site selection has been based on economic cost rather than the suitability of the site for the proposal.
- Eastern Creek would be a more appropriate site for an intermodal terminal facility.
- Proposal should not be located near residential areas, environmentally sensitive areas, schools pre-schools and shops.

### 5.1.2 SIMTA RESPONSE

The SIMTA proposal has been designed to be independent from the MICL proposal and service the needs of port related freight. The SIMTA proposal is considered to be well advanced, having regard to the current status of the Concept Plan application under the Transitional Part 3A provisions and the Environmental Impact Statement under the provisions of the Environment Protection Biodiversity Conservation Act 1999. It is considered entirely appropriate to advance the assessment of the SIMTA proposal and facilitate the planned provision of intermodal terminal facilities at Moorebank.

The selection of the SIMTA site for the development of an intermodal terminal facility was based on a number of factors, including:

- Consistency with State and Commonwealth policies which support the expansion of the freight rail network, including *NSW 2021*, the *Draft Metropolitan Strategy for Sydney*, *NSW Long Term Master Plan* and *State Infrastructure Strategy*, as well as a broad range of strategic policies and plans regarding freight logistics, as outlined in the EA.
- The SIMTA site is appropriately zoned for the proposed use under the provisions of *Liverpool Local Environmental Plan 2008*. The IN1 Industrial zone aims to provide for a wide range of industrial and warehouse land uses and encourage employment opportunities.
- The site is well located in close proximity of existing rail and road links with the opportunity for direct connections to the SSFL and M5 Motorway, subject to upgrades of existing infrastructure.

The appropriateness of the SIMTA site to accommodate an intermodal terminal facility has been reinforced by the *NSW Freight and Ports Strategy* which was released by Transport for NSW on 7 December 2013. The Strategy provides clear support for the development of intermodal terminal facilities in Enfield, Moorebank and Western Sydney (Task 2E-1). Further, the case study (p122) recognises the planned development of both the SIMTA and MICL proposals and the road network upgrades that will be required.

Unlike the SIMTA site, the proposed future Eastern Creek intermodal terminal facility will require significant infrastructure works to accommodate rail freight access, comprising an 18 kilometre rail line construction<sup>2</sup>.

The SIMTA proposal has been assessed having regard to the sensitive land uses in the locality and a range of management and mitigation measures are proposed to avoid or reduce the potential construction and operational impacts of the proposed development. Each of these management and mitigation measures has been incorporated into the Statement of Commitments.

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<sup>2</sup> [www.aph.gov.au-house-committee-trs-networks-report-chapter6.pdf](http://www.aph.gov.au-house-committee-trs-networks-report-chapter6.pdf) – Accessed 28 November 2013

## 5.2 CUMULATIVE IMPACTS

### 5.2.1 ISSUES RAISED

The key issues within the submissions received regarding cumulative impacts are summarised below:

- Cumulative impacts should be based on the total peak output of both the SIMTA and MICL proposals.
- The cumulative impact assessment should include other recently completed industrial and residential developments and infrastructure upgrades within the local area.

### 5.2.2 SIMTA RESPONSE

As discussed previously within the EA and this Submissions Report, the cumulative impact assessment is based on the total freight catchment demand. TfNSW's submission to the Concept Plan EA (CD 13/21056) notes that TfNSW is satisfied that SIMTA has adequately addressed the intermodal and capacity demands, including the identification of the freight catchment area and freight catchment split. Section 3.3.2 of the EA addresses the relationship between the MICL proposal and the SIMTA proposal and notes that the intrastate freight catchment identified in the *Freight Demand Modelling report* would be shared between the two proposals.

The cumulative impact assessment was based on a range of inputs, including background growth to 2031 and various infrastructure upgrades within the local area, as outlined in detail within the *Transport Accessibility Impact Assessment* prepared by Hyder. These projections were considered within the assessment of the amenity impacts (eg air quality, greenhouse gas emissions and noise).

## 5.3 TRANSPORT AND ACCESS

### 5.3.1 ISSUES RAISED

Each of the issues relating to transport and access are addressed within the public submissions response table attached as **Appendix B**. A significant number of the issues have already been addressed in the *Transport and Accessibility Impact Assessment* and/or within the response to the government authority/agency submissions in **Section 4.4** of this report. The following sections of the report address the additional key issues regarding transport and access that require further information and/or clarification, including:

- Containers entering Port Botany may have multiple consignments, impacting on the estimates of heavy vehicle movements.
- The proposed intersection and infrastructure upgrades should not be deferred until the intermodal terminal facility is operating at full capacity, with appropriate funding arrangements for the required upgrades.
- Monetary incentives within the trucking industry will result in illegal behaviour, including speeding and use of non-heavy vehicle routes.
- Proposed 30% public transport modal share for terminal employees is considered unrealistic based on public transport capacity, potential traffic delays and oversupply of on-site car parking.
- Statistics regarding travel assumptions, demand input data and resulting network performance indicators should be provided.
- Absence of a dedicated freight line from Botany to Macarthur will make it unlikely that the predicted 40% movement of containers by rail will be achieved.

### 5.3.2 SIMTA RESPONSE

Each of the issues listed in Section 5.3.1 regarding transport and traffic is address below:

- The *Freight Demand Modelling* report includes the methodology used to determine the freight demand and subsequent traffic movements. The report includes the latest freight data available from Port Botany, which demonstrates that the trade throughput at the Port would reach 4.7 million TEU by 2025. The *Transport and Accessibility Impact Assessment* includes a comprehensive breakdown of the method of calculation used to derive the estimated truck movements generated by the site operations. SIMTA has worked with TfNSW and the RMS to confirm and validate the predicted traffic volumes and the report reflects the outcomes of this negotiation.
- The indicative staging programme for the infrastructure upgrades has been included within the updated Statement of Commitments. The funding of each of these measures would be determined at a later stage, taking into account a range of matters, including the contribution of the SIMTA proposal to the existing and proposed traffic conditions.
- The Statement of Commitments includes a range of management and mitigation measures to minimise the potential impact of heavy vehicles, particularly with regard to the residential areas. Load limits and road treatments would be implemented to restrict/prevent use of residential roads by trucks. Heavy vehicles would not be permitted to access the site via Anzac Road (or other RAV roads, including residential streets). On-site facilities for heavy vehicles, including sleeping facilities for drivers, will minimise the likelihood of drivers using local streets during rest stops.
- The 30% mode share shift is considered feasible, taking into account the range of infrastructure and non-infrastructure measures proposed to influence and change travel behaviour over the life of the development. A reduction in the number of car spaces, by 680 spaces, has also been proposed as a means of promoting public transport use.
- Information has been provided within the *Transport and Accessibility Impact Assessment*, including modelling, sketch diagrams and the staged delivery of the proposed upgrades, including AM/PM peak model data. Assumptions and data used in the modelling have been provided in Appendix D and Appendix F of the report.
- Further capacity reviews will be required by ARTC as the SIMTA proposal progresses as additional infrastructure on the main line may be required. This would be staged depending on ARTC's corridor capacity strategy development that would take into account all users between Port Botany and Moorebank.

## 5.4 NOISE AND VIBRATION IMPACTS

### 5.4.1 ISSUES RAISED

The key issues within the submissions received regarding noise and vibration are addressed within the public submissions response table attached as **Appendix B**.

A significant number of the issues raised have already been addressed in the *Noise Impact Assessment* or within the response to the government authority/agency submissions in **Section 4.5** of this report. The following sections of the report address the additional key issues relating to noise and vibration which have been raised in the public submissions and require further information and/or clarification, including:

- Potential noise impacts arising from the intermodal terminal in Stage 1 (ie prior to the construction of warehouses in Stages 2 and 3).
- Potential noise impacts arising from site maintenance activities between 3.00am and 5.00am.
- Existing noise and vibration impacts from the SSFL will be exacerbated by additional rail freight movements.

## 5.4.2 SIMTA RESPONSE

Each of the issues listed above regarding potential noise and vibration impacts of the SIMTA proposal are addressed below:

- Wilkinson Murray has undertaken noise modelling for Stage 1 of the SIMTA proposal, when the intermodal terminal would be handling up to 250,000 TEU throughput per annum. The assessment was undertaken in accordance with the *NSW Industrial Noise Policy 2000* (INP).

For the purposes of the assessment, it was assumed that no warehousing was present on the SIMTA site to the east of Stage 1 operations. However, it should be noted that the existing warehousing associated with the current DNSDC operations are anticipated to remain on the site, until construction of Stage 2 or Stage 3 commence. As such, the modelled outputs (assuming there will be no warehouse buildings) represent a conservative approach.

The same noise impact assessment criteria would be applicable to Stage 1 of the SIMTA proposal as for the Concept Plan, and these are set out below (note that the receiver catchments identified are those identified on page 12 of the *Noise Impact Assessment*).

As can be seen in the table above and the noise contours provided as **Appendix E**, the operation of Stage 1 of the SIMTA proposal at 250,000 TEU throughput per annum (and in the absence of any warehousing to the east) would not result in any exceedence of the noise criteria established in accordance with the Industrial Noise Policy.

- For the purposes of the assessment, it was assumed that no warehousing was present on the SIMTA site to the east of Stage 1 operations. However, it should be realised that the existing warehousing associated with the current DNSDC operations would remain on the site until construction of Stage 2 or Stage 3 commence and accordingly, the modelled outputs represent a conservative approach.

**TABLE 1 – INTRUSIVENESS CRITERIA (WILKINSON MURRAY: 2013)**

RECEIVER CATCHMENT	INTRUSIVENESS CRITERIA		
	DAYTIME (7AM-6PM)	EVENING (6PM-10PM)	NIGHT-TIME (10PM-6AM)
R1 (Wattle Grove)	47	42	42
R2 (Wattle Grove, north of relocated DNSDC)	41	41	41
R3 (Casula)	46	42	39

**TABLE 2 – PROJECT SPECIFIC AMENITY CRITERIA (WILKINSON MURRAY: 2013)**

RECEIVER	INDICATIVE NOISE AMENITY CRITERIA	TIME PERIOD	NOISE LEVEL, LAEQ PERIOD (DBA)
R1, R3	Residential suburban	Daytime (7am-6pm)	55
		Evening (6pm-10pm)	45
		Night time (10pm-6am)	40
R2	Residential urban	Daytime (7am-6pm)	60
		Evening (6pm-10pm)	50
		Night time (10pm-6am)	40

**TABLE 3 – PREDICTED OPERATIONAL NOISE LEVELS (WILKINSON MURRAY: 2013)**

RECEIVER CATCHMENT	CALM METEOROLOGICAL CONDITIONS	ADVERSE METEOROLOGICAL CONDITIONS		CRITERIA (DBA) NIGHT-TIME (10PM-7AM)		EXCEEDANCE (DBA)
	PREDICTED LEVEL (DBA) LAEQ, 15 MIN	PREDICTED LEVEL (DBA) LAEQ, 15 MIN	PREDICTED LEVEL (DBA) LAEQ, PERIOD	INTRUSIVENESS LAEQ, 15 MIN	AMENITY LAEQ PERIOD	
R1	36	41	38	42	40	0
R2	30	35	33	41	15	0
R3	36	42	39	42	45	0

- The same noise impact assessment criteria would be applicable to Stage 1 of the SIMTA proposal as for the Concept Plan (nb the receiver catchments identified are those identified on page 12 of the *Noise Impact Assessment*). All maintenance activities carried out on site would have to comply with operational noise limits for the night-time period (ie 10.00pm to 6.00am) and would be subject to ongoing monitoring as outlined in the Statement of Commitments in **Section 6**. Maintenance activities are not expected to exceed INP trigger levels, however, should any issues be identified, activities would either need to be rescheduled (subject to operational requirements) and/or mitigation measures employed to minimise noise and facilitate compliance.
- The noise impact assessments for the SSFL included sufficient train paths to cater for the intermodal demand of the SIMTA proposal. Rail traffic noise assessments for SSFL were conducted in accordance with relevant NSW EPA noise guidelines and where required, suitable mitigation measures have been identified as part of the SSFL construction. Accordingly, there is no further requirement to assess the potential impacts of rail movements along the SSFL. Noise impact assessment has been undertaken with regard to the proposed rail link that forms part of the SIMTA proposal.

## 5.5 AIR QUALITY AND GREENHOUSE GAS IMPACTS

### 5.5.1 ISSUES RAISED

The *Air Quality Impact Assessment* prepared by Pacific Environment and lodged with the EA has provided a comprehensive assessment of the potential air quality impacts of the SIMTA proposal. However, a number of issues have been raised in the public submissions with regard to air quality which require further clarification and/or information, including:

- Validity of findings based on accuracy of source data and local air quality context, including wind flows and pollution dispersal.
- Potential increases in particulate matter arising from SIMTA proposal compared to an alternative location in Sydney.
- Exacerbation of existing local air quality issues by heavy vehicle and train movements, even if regional air quality improvements are achieved.
- Use of older locomotives with high level of emissions and underestimation of traffic estimates in air quality impact assessment.
- Reduction in greenhouse gas emissions is questionable as local traffic will not be reduced and the efficiency of rail is yet to be seen.

## 5.5.2 SIMTA RESPONSE

The *Air Quality Impact Assessment* provides a comprehensive description of the source data, including the anomalies arising from particular events (eg dust storms). The results are based on the incremental and cumulative concentrations of pollutants, having regard to existing concentrations.

The potential incremental and cumulative increase in particulate matter were addressed for 16 receptor locations in the locality and demonstrated that the proposal would not result in any additional exceedances of the impact assessment criteria for PM<sub>10</sub> or advisory reporting standards for PM<sub>2.5</sub>. Moorebank is one of the nominated locations for an intermodal terminal facility to meet Sydney's intermodal capacity needs and as such, it was not considered necessary nor appropriate to assess the potential impacts of the proposal at an alternative location. The regional benefits arising from the proposal are acknowledged.

The locomotives used to transport freight to the SIMTA site are expected to meet and improve on the US EPA Tier 2 and 3 emissions standards. Unlike traditional locomotives, which have a long shutdown/restart process that provides a disincentive to turn off the locomotive, the proposed locomotives will be able to be restarted quickly, reducing idling impacts. As a result, diesel emissions from locomotives on site will occur only for brief periods of time and are expected to be below emissions standards.

Further, an additional Statement of Commitment has been included within Section 6 of the Submissions Report to address the concerns raised with regard to the selection of site infrastructure to minimise the potential noise and air quality impacts –

*The Proponent commits to undertaking a review of national and international 'best practice' for the design and operation of intermodal facilities to identify reasonable and feasible management strategies to reduce air quality and noise impacts associated with construction and operation of the intermodal terminal development stages of the proposal.*

The modelling of the potential traffic impacts and rail freight movements have been based on a range of real life data and will be verified throughout the staged development of the project.

## 5.6 BIODIVERSITY

### 5.6.1 ISSUES RAISED

A number of the issues raised in the public submissions are addressed within the *Flora and Fauna Assessment* lodged with the Concept Plan application, as noted in the public submissions response table held as **Appendix B**. The issues that require further information and/or clarification are listed below and responded to in the main body of the report (**Section 5.6.2**).

- Assessment methodology and timing of field surveys may impact on full identification of listed species.
- Opportunity to use existing rail spur to minimise loss of native vegetation and edge effects.
- Potential impacts of contaminated containers and/or diesel emissions on threatened and vulnerable species.
- Failure to provide concrete offsets or demonstrate that suitable offsets are available for the proposed actions.
- Impact on Priority Conservation Lands would not be necessary if a more suitable site (such as the MICL) were selected.

### 5.6.2 SIMTA RESPONSE

Each of the issues listed in **Section 5.6.1** regarding the potential biodiversity impacts of the proposal is addressed below:

- The assessment methodology and timing of field surveys was clearly articulated within the *Flora and Fauna Assessment*. The potential limitations have been addressed by considering potential habitats for flora species and assessing the potential for targeted species to occur on the site based on previous records, the type and condition of habitats present, the land use throughout the study area and surrounds, and the landscape context.
- The proposed rail link has been located to meet the specifications and requirements of the ARTC. As noted previously, the use of the existing spur line on the SIMTA site is not considered appropriate as it would result in the intermodal terminal operations being located closer to the residential areas of Wattle Grove and Moorebank. It would reduce the opportunities for warehouses to mitigate potential noise impacts.
- The transport of hazardous materials will be addressed in the detailed application stages, having regard to the type and quantity of goods to be transported and the relevant provisions of SEPP 33 and other legislative guidelines. The potential impact of diesel emissions on threatened and vulnerable species is considered in detail within the response table held as **Appendix B**.
- As noted previously within the response to the government authority and agency submissions, the *Preliminary Biodiversity Offset Strategy* sets out measures and priorities for the identification of offsets. It was prepared in accordance with relevant guidelines and the Draft Statement of Commitments already includes ongoing actions to progress the Strategy, including a detailed assessment of the proposed offsets based on the final location of the proposed rail link. It is proposed to update this Commitment to include ongoing consultation with the NSW Office of Environment and Heritage.
- The proposed rail corridor has the potential to affect approximately nine hectares or 0.4% of the total area of the Holsworthy Priority Conservation Lands. The area affected is located in the fragmented north-western corner and is considered minor. However, mitigation measures have been proposed and incorporated into the Statement of Commitments to reduce the potential impact.

## 5.7 HEALTH IMPACTS

### 5.7.1 ISSUES RAISED

The key issues within the submissions received regarding health impacts are summarised below:

- Potential health impacts and associated economic impacts arising from air pollution, including diesel emissions.
- Potential sleep deprivation and associated health impacts arising from the proposal, including noise and air pollution.

### 5.7.2 SIMTA RESPONSE

The *Preliminary Screening Health Risk Assessment and Literature Review* prepared by Toxicos and submitted with the EA addressed the potential health impacts of the proposal, including a toxicology assessment on particulate matter, particularly considering diesel emissions. The assessment included a review of the broader potential health impacts of the SIMTA proposal, including air quality, noise and social determinants of health.

Overall, it was concluded that acute or chronic direct health effects are unlikely and the SIMTA proposal will have a negligible impact on the surrounding area. Further, the assessment concluded that the proposed intermodal terminal facility would reduce heavy vehicle movements and achieve an overall reduction in diesel related particulate emissions at the regional level, leading to improved health outcomes.

The Statement of Commitments includes a requirement for the proponent to undertake further health impact assessment for lodgement with the detailed planning applications. Further, an air quality monitoring programme will be undertaken during the construction and operational phases of the development to address both nuisance dust and air emissions. Ongoing noise impact assessments will



also be undertaken, including noise monitoring to validate the noise models and the ongoing compliance of the development.

## 5.8 HAZARDS AND RISK

### 5.8.1 ISSUES RAISED

The key issues within the submissions received regarding hazards and risk are summarised below:

- Impacts of potential explosions and accidental spills or leaks on Georges River, local watertables, soil and/or air.
- Potential for unexploded devices on the SIMTA site and within the Holsworthy army reserve.
- Potential threat of terrorist attacks due to concentration of freight movements.

### 5.8.2 SIMTA RESPONSE

Each of the matters raised with regard to hazards and risk have been thoroughly addressed within the specialist studies lodged with the Concept Plan application. A range of mitigation measures are included within the Statement of Commitments to provide for the ongoing review and assessment of these matters, including the preparation of further detailed assessment reports, including:

- A Preliminary Hazard Assessment will be prepared prior to the occupation of a tenancy, as required by the provisions of SEPP 33, taking into account the type and amount of goods to be stored or transported by that particular tenant.
- A| Construction and Operational Management Plan will be prepared prior to the commencement of site operations for control/mitigation and management of any spillage/leaks etc.
- A Phase 2 Environmental Site Assessment will be undertaken prior to the commencement of construction of the rail link and terminal, taking into account the potential contaminants of concern (which include unexploded ordnance).

The SIMTA proposal will include appropriate security measures to control access to the site and comply with relevant statutory requirements, standards and guidelines for freight movements.

## 5.9 STORMWATER AND FLOODING

### 5.9.1 ISSUES RAISED

The key issues within the submissions received regarding stormwater and flooding are summarised below:

- Concern regarding flooding of the Georges River and along Newbridge Road.
- Potential pollution of the Georges River and Anzac Creek.

### 5.9.2 SIMTA RESPONSE

Mapping of the extent of flood impacts to the south of the SIMTA site is provided in the *Flood Study and Stormwater Management* report lodged with the Amended EA. The civil design drawings show the proposed location of on-site detention and the report sets out the methodology used for sizing and siting the onsite detention and stormwater conveyance measures to minimise flood impacts as a result of the SIMTA proposal.

The assessment found that the proposed flood impacts of the site operations would be negligible for local developments in anything up to a 100 year ARI, at which point it would be part of a larger systemic issue where the sites' surface water flow is not the primary contributing factor to flood heights. On-site

stormwater detention will be used to match post-development flows from the site with pre-development flow rates for a range of storm occurrence intervals and durations. The future SSD application for the bridge crossing will include a detailed assessment of potential flood impacts, including any cumulative impacts arising from the proposed design of the MICL crossing (which is yet to be released at the time of preparing this Submissions Report).

Overall, it is concluded that the potential flooding impacts can be appropriately mitigated. Mitigation measures and design principles are included within the Draft Statement of Commitments to facilitate their delivery as part of the detailed applications for future stages. With the application of these mitigation measures and principles, the assessments undertaken by Hyder indicate that the SIMTA proposal will have an acceptable environmental impact with regards to flooding.

Further, Section 10.3 of the EA included a comprehensive assessment of the potential impacts of the proposal on water quality, including both the construction and operational phases of the development. A range of management and mitigation measures are proposed to avoid any detrimental impacts on the existing water quality of Georges River and Anzac Creek, including erosion and sediment control measures, a baseline monitoring programme, stormwater runoff quality objectives and treatment targets in accordance with relevant requirements and spill management systems within each operational section and building.

Mitigation measures and design principles are included within the Draft Statement of Commitments to facilitate their delivery as part of the detailed applications for future stages. With the application of these mitigation measures and principles, the assessments undertaken by Hyder indicate that the SIMTA proposal will have an acceptable environmental impact with regards to water quality.

## 5.10 HERITAGE IMPACTS

### 5.10.1 ISSUES RAISED

The key issues within the submissions received regarding heritage are summarised below:

- The Holsworthy army reserve has over 1000 Aboriginal historical sites which would be impacted by the Moorebank Intermodals, including diesel emissions.
- Archaeological field studies and digs should be completed before a final EIS is prepared.

### 5.10.2 SIMTA RESPONSE

An Aboriginal Cultural Heritage Assessment was based on a range of research and analysis, including:

- A search of the Aboriginal Heritage Information Management System (AHIMS) database, which identified 30 sites in the local area composed of 21 artefact scatters, six culturally modified trees, three potential archaeological deposits and a rock shelter.
- A site inspection, which revealed little evidence of a natural environment, with numerous structures, roads, hard-stands and cultural plantings being present on the site.
- Consultation with relevant Registered Aboriginal Parties, which will be maintained throughout the design and construction of the SIMTA proposal.

Overall, it was concluded that there is unlikely to be any intact or significant Aboriginal objects on the SIMTA site due to the extensive historical disturbance. Further, it is considered that with the exception of PADs 1-3, it is unlikely that there will be any intact or significant Aboriginal objects within the rail corridor.

Consultation was undertaken with the Tharawal Local Aboriginal Land Council, Cubbitch Barta Native Title Claimants, Darug Tribal Aboriginal Corporation, Darug Aboriginal Cultural Heritage Assessments, Tocomwall and Darug Land Observations. The outcomes of this consultation concluded that the SIMTA proposal is not considered likely to impact any Aboriginal cultural heritage values.

A range of mitigation measures have been included to avoid any significant impacts to the heritage values of the PADs, including test excavations to determine the nature, extent and significance of any Aboriginal archaeological deposit. The Draft Statement of Commitments includes a requirement for these works to be undertaken as part of the SSD application for the rail corridor (ie Stage 1).

## 5.11 VISUAL AND LOCATIONAL IMPACTS

### 5.11.1 ISSUES RAISED

A number of issues have been raised regarding visual and general amenity impacts, including:

- Visual impacts of increased numbers of heavy vehicles in the locality.
- The rail crossing over the Georges River will have a detrimental impact on the adjoining parklands and the Casula Powerhouse.

### 5.11.2 SIMTA RESPONSE

Load limits and road treatments will be implemented to restrict/prevent use of residential roads by trucks, minimising the potential visual impacts of heavy vehicles within residential areas.

The proposed rail crossing over Georges River has been proposed to minimise its potential visual impact as the piers of the rail bridge will be aligned to the existing rail bridge. The rail link will be located on land adjacent to Leacock Regional Park and is not proposed to encroach upon the parkland.

The potential impacts arising from the SIMTA proposal on the Casula Powerhouse were considered in the *Visual Impact Report* lodged with the Amended EA. View 03 was located to the west of the SIMTA site, adjacent to Casula Powerhouse. Assessment of the potential visual impact of the SIMTA proposal, including the rail link, concluded that there would be no visibility of the proposed development from this location.

## 5.12 ECONOMIC IMPACTS

### 5.12.1 ISSUES RAISED

A range of issues relating to economic impacts have been raised within the public submissions, many of which have been addressed in the documentation lodged with the Concept Plan application. Each of these matters is identified in the response table held as **Appendix B**. Responses to the following key issues are included within the main body of the report (**Section 5.12.2**):

- Economic costs to government of creating two intermodal terminal.
- Alternate uses of the site would create more jobs.
- Operators considered more likely to go directly to Port Botany to avoid double handling of goods.

### 5.12.2 SIMTA RESPONSE

The SIMTA site is privately owned and the proponent will bear the estimated cost of \$490 million for the construction and operation of the SIMTA intermodal terminal. The road network upgrades would be negotiated with the RMS, having regard to the proportionate contribution of the SIMTA proposal to the need and funding for the proposed upgrades.

The employment generating potential of the SIMTA proposal has been determined to be a total of 7,100 direct and indirect jobs in the operational phase of the development. There is no evidence to suggest that the employment generating potential of the site for other uses permitted in the IN1 Industrial zone (eg warehouses) would be greater than the range of uses proposed within the intermodal terminal facility (ie rail terminal, warehouses and support facilities).

The *Freight Demand Modelling* report lodged with the EA provided a comprehensive description and analysis of the import/export supply chain within the Sydney metropolitan area, including the commercial viability of the proposed intermodal terminal facility based on the freight catchment demand.

## 5.13 SOCIAL IMPACTS AND COMMUNITY CONSULTATION

### 5.13.1 ISSUES RAISED

The key issues within the submissions received regarding the potential social impacts of the proposal and the community consultation process are summarised below:

- Community consultation has not facilitated awareness of rail issues or included community forums.
- Crime statistics have only included Moorebank data, however, the site is closer to the residential areas of Wattle Grove and Casula.
- Potential impacts on the community, including increased accidents, travel delays, inaccessibility to Liverpool CBD (loss of business), inaccessibility to hospital and schools, increased health care due to increased cancers from pollution and environmental costs. "

### 5.13.2 SIMTA RESPONSE

SIMTA undertook extensive consultation with the local community and stakeholders prior to the lodgement of the Amended EA and its formal public exhibition by the Department. Community consultation was undertaken by Elton Consulting and included:

- Establishing a Community Information Centre (CIC) which has been made available as a space for stakeholder and project team meetings and for open invitation community sessions since May 2011.
- One-on-one Stakeholder Meetings with the first round of meetings on 10 February 2011 and upon request prior to the opening of the CIC.
- On-going consultation and communication methods including:
  - Stand-alone project website.
  - Email feedback system.
  - Free-call information line.
  - Community information newsletters and letters.

Overall, it is considered that the consultation process was appropriate and provided the opportunity for the community to understand the proposal and provide feedback regarding their issues of concern. There would appear to be a high level of community awareness of the proposal, as evidenced by the large number of public submissions, including a petition with approximately 1,700 signatories.

The crime trends were assessed for the Liverpool Local Government Area (LGA), including Moorebank, Wattle Grove and Casula, using the most current NSW Bureau of Crime Statistics and Research (BOCSAR) data, in order to address this concern. The BOCSAR crime statistics are only available at LGA level. The 'Hotspot' maps in Section 4.3 of the Social Impact Commentary illustrate areas of high crime density relative to crime concentrations in the locality, including Moorebank, Wattle Grove and Casula.

The potential impacts of the SIMTA proposal on the community have been assessed in detail within the EA and the range of specialist studies submitted with the Concept Plan application including the *Transport and Accessibility Impact Assessment*, *Noise Impact Assessment*, *Air Quality Impact Assessment* and *Screening Level Health Risk Assessment*.

## 6 Revised Statement of Commitments

The following table outlines the Revised Statement of Commitments proposed by SIMTA, as the proponent of the Concept Plan Application, pursuant to s75H(6) of the EP&A Act.

The Revised Statement of Commitments includes the recommendations provided in the specialist consultant reports comprising the Concept Plan Application to mitigate the environmental impacts, monitor the environmental performance and/or achieve a positive environmentally sustainable outcome in respect of the SIMTA proposal. It also incorporates:

- Additional commitments, over and above those included within the Amended EA, so as to respond to the issues raised in the submissions lodged in respect of the Amended EA.
- A new column to identify the timing for the satisfaction of each commitment.

For ease of reference, the changes that have been made by SIMTA to the original Draft Statement of Commitments provided in the Amended EA are highlighted in red in the table below.

**TABLE 4 – STATEMENT OF COMMITMENTS**

SUBJECT	COMMITMENT	TIMING
<b>Development and Staging</b>	<p>The Proponent commits to carrying out the development of the SIMTA Intermodal <b>Terminal Facility</b> generally in accordance with the following plans and documents:</p> <ul style="list-style-type: none"> <li>▪ Land Use Plan, prepared by Reid Campbell.</li> <li>▪ Indicative Staging Plan, prepared by Reid Campbell.</li> </ul>	<p><b>Throughout the construction and operation of the SIMTA proposal</b></p>
	<p>The Proponent commits to <b>seeking planning approval</b> for the delivery of the rail link between the SIMTA site and the Southern Sydney Freight Line <b>as part of</b> the detailed <b>planning</b> application for the first stage of works. The <b>planning</b> application shall include the following information:</p> <ul style="list-style-type: none"> <li>▪ Clear and comprehensive description of the proposed infrastructure and operational details associated with the intermodal terminal.</li> <li>▪ Detailed assessment of all environmental issues, including geotechnical, ecological, stormwater/flooding and contamination.</li> <li>▪ Clear demonstration that the proposed new siding will be compatible with the current and future track alignment, including the proposed quadruplication of the East Hills railway corridor.</li> </ul> <p>Details of consultation with the relevant agencies, including Transport for NSW, Railcorp/<b>Sydney Trains</b>, ARTC, Crown Lands Office, NSW Office of Water, NSW Fisheries and others, as required.</p>	<p><b>Provide with the planning application for the first stage of works (including the rail link)</b></p>

SUBJECT	COMMITMENT	TIMING
	<p>The Proponent commits to including the following information with the detailed planning application(s) for the warehouse buildings:</p> <ul style="list-style-type: none"> <li>▪ Details of the building massing and internal layouts.</li> <li>▪ Siting and design of buildings in consideration of potential noise impacts from the intermodal terminal facility.</li> <li>▪ Perspective images that clearly show the proposed building treatments.</li> </ul>	<p>Provide with the planning application(s) for the warehouse buildings</p>
	<p>The Proponent will consider the inclusion of facilities within the Freight Village that meet the needs of employees.</p>	<p>Provide with the planning application(s) for the freight village</p>
	<p>The principles of Crime Prevention Through Environmental Design are to be considered and incorporated into the design.</p>	<p>Provide with the planning applications for the three major stages of the Concept Plan and as required throughout the construction and operation of the SIMTA proposal</p>
<p><b>Transport and Access</b></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 Accessibility Impact Assessment:</p> <ul style="list-style-type: none"> <li>▪ Provide a new traffic signal at SIMTA's northern access with Moorebank Avenue.</li> <li>▪ Provide a new traffic signal approximately 750 metres south of SIMTA Central access.</li> <li>▪ Widen Moorebank Avenue to four lanes between the M5 Motorway/Moorebank Avenue grade separated interchange and the southern SIMTA site access. Some localised improvements will be required around central access and</li> </ul>	<p>Address in consultation with DNSDC and prior to the planning application for the third stage of works (warehousing)</p> <p>Address in the planning application for the first stage of works (including the rail link)</p> <p>Address within 24 months of operating at 300,000 TEU throughput per</p>

SUBJECT	COMMITMENT	TIMING
	<p>southern access points.</p> <ul style="list-style-type: none"> <li>▪ Concurrent with four lane widening on Moorebank Avenue, the Moorebank Avenue/Anzac Road signal will require some form of widening at the approach roads.</li> </ul>	annum
	<ul style="list-style-type: none"> <li>▪ Potential upgrading works at the M5 Motorway/Moorebank Avenue grade separated interchange to cater for both background and additional SIMTA traffic growth as outlined in Table 9-1 of the Transport Accessibility Impact Assessment (and Table 6 of the Environmental Assessment report).</li> </ul>	Address within 24 months of operating at 500,000 TEU throughput per annum
	<p>The Proponent commits to negotiating with the relevant agencies/authorities as required to facilitate the staged delivery of the public transport infrastructure in accordance with the Transport Accessibility Impact Assessment:</p> <ul style="list-style-type: none"> <li>▪ Designing and constructing the central spine road and other site roads to accommodate buses, bus infrastructure and cyclist use for employees.</li> <li>▪ Construction of a covered bus drop off/pick up facility within the site to encourage the use of buses for employees.</li> <li>▪ Review and rationalisation of the locations of Route 901 bus stops in the vicinity of the site to match the proposed northern terminal entry location and enhance accessibility.</li> <li>▪ Providing peak period and SIMTA shift work responsive express buses to/from the site and Liverpool Station via Moorebank Avenue and Newbridge Roads with frequency dependant on the development of the site.</li> <li>▪ Providing peak period express buses to/from the site and Holsworthy rail station via Anzac Road, Wattle Grove Drive and Heathcote Road with frequency dependant on the development of the site.</li> <li>▪ Consulting with relevant bus provider(s) regarding the potential to extend the Route 901 bus through the site via the light vehicle road and increasing peak period bus service frequencies to better match the needs of existing and future employees of the locality with frequency dependent on the development of the site.</li> <li>▪ Consulting with relevant bus providers regarding changes to existing bus stop location and the identification of new bus stop locations if required.</li> </ul>	Throughout the detailed planning, construction and operation stages of the SIMTA proposal

SUBJECT	COMMITMENT	TIMING
	The Proponent shall encourage walking and cycling by the inclusion of appropriate facilities including under cover bike storage, showers and change facilities.	Address in the planning applications for the three major stages of the Concept Plan, where relevant, taking into account employee numbers
	The Proponent commits to undertaking an actual truck trip generation survey after 24 months of operation and then progressively as the SIMTA site is developed.	Address within 24 months of commencing operation and within 24 months of operating at an annual throughput of 500,000 TEU and 1,000,000 TEU
	<p>The Proponent commits to developing a Construction Traffic Management Plan to minimise the potential impacts of the construction stage(s), including:</p> <ul style="list-style-type: none"> <li>▪ Heavy vehicle access routes</li> <li>▪ Location of construction worker parking</li> <li>▪ Mitigation measures to avoid any unacceptable impacts on the surrounding land uses.</li> <li>▪ Mitigation measures to avoid any unacceptable impacts on regular bus services and school bus services operating on roads within the vicinity of the site and pedestrian and cyclist access.</li> </ul>	Prior to construction
	<p>The Proponent commits to developing a Traffic Site Management Plan prior to the commencement of operations at the site to minimise the potential impacts, including:</p> <ul style="list-style-type: none"> <li>▪ Management measures to avoid trucks parking and idling either within or outside of the site boundaries</li> <li>▪ Provision of adequate parking for heavy vehicles to accommodate any potential delays in schedule times</li> </ul>	Address prior to commencement of operation for each of the three major stages of the Concept Plan
<b>Noise and Vibration</b>	The Proponent will undertake further detailed assessments at each application stage after the Concept Plan Approval to provide input to planning and confirm the need for and degree of noise mitigation if required. This should be undertaken based on the most detailed information available at that stage of works. These subsequent assessments should address the	Provide with the planning applications for the three major stages of the Concept Plan



SUBJECT	COMMITMENT	TIMING
	DGR requirements for the SIMTA proposal as a minimum.	
	The Proponent will carry out detailed assessments when the SIMTA proposal is operational, including monitoring of operational noise levels at nearby receivers. The monitoring data should be used to validate noise models used in these assessments.	Address within 12 months of commencing operation and within 12 months of operating at an annual throughput of 500,000 TEU and 1,000,000 TEU
	The Proponent shall consider locating buildings at or near the north-eastern and south-eastern boundaries of the site to provide beneficial acoustic shielding to the nearest residences.	Address in the planning applications for the warehouse buildings and/or freight village
	The Proponent shall consider locating less noise-intensive activities and operations at the north-eastern and south-eastern corners of the site where residences are closest.	Address in the planning applications for the three major stages of the Concept Plan
	The Proponent should make provision for a noise barrier along the western boundary of the SIMTA site. The requirement for the barrier will be determined <b>having regard to the outcomes of the operational noise monitoring.</b>	Address in the planning applications for the three major stages of the Concept Plan
	The Proponent will carry out detailed assessments for the subsequent application stages and when the SIMTA proposal is operational, including monitoring of <b>background</b> noise levels at nearby receivers. The monitoring data should be used to validate noise models used in these assessments. The subsequent assessments should address the environmental assessment requirements, as determined by the approval authority, as a minimum.	Provide with the planning applications for the three major stages of the Concept Plan and within 12 months of the commencement of operation for each stage
	<b>The Proponent commits to undertaking a review of national and international 'best practice' for the design and operation of intermodal facilities to identify reasonable and feasible management strategies to reduce air quality and noise impacts associated with construction and operation of the intermodal terminal development stages of the proposal.</b>	Provide with the planning application for the first stage of works (including the rail link)
	Prior to undertaking demolition and construction on site, a Construction Noise and Vibration Management Plan should be prepared based on details of the proposed construction	Prior to demolition and/or construction

SUBJECT	COMMITMENT	TIMING
	<p>methodology, activities and equipment. This should identify potential noise and vibration impacts and reasonable and feasible noise mitigation measures (such as those identified in this report) that may be implemented to minimise any potential impacts, including engineering and management controls.</p> <p>All construction activities will have regard to the standard hours of 7:00am to 6:00pm Monday to Friday and 8:00am to 1:00pm Saturday (with approval from relevant authorities). Any works undertaken outside of these hours will be undertaken in consultation with relevant authorities. Works outside these hours that may be permitted will include:</p> <ul style="list-style-type: none"> <li>▪ Any works which do not cause noise emissions to be audible at any nearby sensitive receptors.</li> <li>▪ The delivery of materials which is required outside of these hours as requested by Police or other authorities for safety reasons. Local residents, commercial and industrial premises will be informed of the timing and duration of approved works in accordance with the notification provisions outlined in the CNMP.</li> <li>▪ Emergency work to avoid the loss of lives, property and/or to prevent environmental harm.</li> <li>▪ Any other work as approved through the CNMP Process.</li> </ul>	<p>During construction</p>
<p><b>Health</b></p>	<p>The Proponent will undertake further health impact assessments for lodgement with each of the detailed planning applications for the three major stages of the development, including:</p> <ul style="list-style-type: none"> <li>▪ Discussion of the known and potential developments in the local region</li> <li>▪ Assessment of the impact on the environmental values of public health.</li> <li>▪ Assessment of local and regional impacts including health risks</li> </ul> <p>Health impact assessments will be undertaken with reference to the Centre for Health Equity Training, Research, and Evaluations' practical guide to impact assessment (August 2007).</p>	<p>Provide with the planning applications for the three major stages of the Concept Plan</p>
<p><b>Biodiversity</b></p>	<p>The Proponent will undertake further detailed assessment to establish the potential biodiversity impacts of the proposed rail link and measures to mitigate its potential impacts. The investigations shall incorporate the mitigation measures listed within Section 5 of the Flora and Fauna Assessment and as</p>	<p>Provide with the planning application for the first stage of works (including the</p>

SUBJECT	COMMITMENT	TIMING
	<p>summarised below:</p> <p><u>Avoid Impacts</u></p> <ul style="list-style-type: none"> <li>▪ Site establishment, earthworks and rail construction</li> </ul> <p><u>Mitigate Impacts</u></p> <ul style="list-style-type: none"> <li>▪ Soil disturbance related to site establishment, earthworks and rail construction</li> <li>▪ Vegetation clearance for rail construction, access and maintenance tracks</li> <li>▪ Construction in riparian areas/in proximity to watercourse</li> <li>▪ Construction of pavement, slabs and building structures</li> <li>▪ Hot works (including vegetation clearing requiring heat producing equipment)</li> <li>▪ Alteration to air quality and noise environments</li> <li>▪ Operation of the SIMTA proposal</li> </ul>	<p>rail link)</p>
	<p><u>Management of Threatened Plant Species</u></p> <p>The Proponent shall prepare and implement a Threatened Species Management Plan for the <i>P. nutans</i> and <i>G. parviflora</i> populations within the rail corridor that would be affected by the rail link</p>	<p>Provide with the planning application for the first stage of works (including the rail link)</p>
	<p><u>Off-Set Impacts</u></p> <p>The Proponent will update the <i>Preliminary Biodiversity Offset Strategy</i> (Hyder Consulting 2013) and continue to consult with the Department of the Environment (DOTE) and the NSW Office of Environment and Heritage (OEH) through the project approval processes.</p>	<p>Address within 12 months of the approval of the planning application for the first stage of works (including the rail link)</p>
	<p><u>Aquatic Flora and Fauna</u></p> <p>The Proponent will implement the following measures to protect the aquatic flora and fauna as part of the applications for the detailed planning applications (where relevant and applicable):</p> <ul style="list-style-type: none"> <li>▪ Implementation of design principles for friendly fish passage.</li> </ul>	<p>Provide with the planning application for the first stage of works (including the</p>

SUBJECT	COMMITMENT	TIMING
		rail link)
	<ul style="list-style-type: none"> <li>▪ Implementation of Construction and Operation Management Plans for maintenance of structures in riparian and aquatic zones.</li> <li>▪ Minimise siltation of the Georges River during construction through implementing the water quality mitigation measures detailed within the Stormwater and Flooding section of the Statement of Commitments.</li> </ul>	During construction
	<ul style="list-style-type: none"> <li>▪ Thorough assessment of any development within the Anzac Creek CSWL community, including potential impacts on groundwater quality and quantity.</li> </ul>	Provide with the planning applications for the three major stages of the Concept Plan that impact on Anzac Creek
	<ul style="list-style-type: none"> <li>▪ Lantana removal within nominated construction zones to reduce degradation of streamside vegetation and offset any potential impacts to aquatic biodiversity.</li> </ul>	During construction
	<p><u>Riparian</u></p> <ul style="list-style-type: none"> <li>▪ The proposed rail link (located within the rail corridor) is exempt from the requirement for an a WM Act controlled activity approval from NOW as a transitional Part 3A project; however the detailed design of the rail link will seek to conform to the objects of the WM Act and its associated guidelines.</li> </ul>	Provide with the planning application for the first stage of works (including the rail link)
	<ul style="list-style-type: none"> <li>▪ The riparian setback for Anzac Creek, as specified by NOW, is 30 metres (20 metre CRZ and 10 metre VB), while for Georges River the riparian setback is likely to be a <b>minimum of 50 metres (40 metre CRZ and 10 metre VB)</b>.</li> </ul>	Provide with the planning applications for the three major stages of the Concept Plan
	<ul style="list-style-type: none"> <li>▪ Riparian corridors will be appropriately revegetated to restore and/or maintain ecological, functional and habitat values and impede surface flows and drop sediment before it reaches the waterways.</li> </ul>	During construction
	<ul style="list-style-type: none"> <li>▪ Water quality and quantity issues will be managed during the construction phase through the implementation, inspection and maintenance of best practice soil and water management techniques which will be defined in the CEMP for sedimentation and erosion control during construction.</li> </ul>	During construction
	<ul style="list-style-type: none"> <li>▪ Water quality and quantity issues will be managed during the operation phase through the implementation, inspection</li> </ul>	During operation

SUBJECT	COMMITMENT	TIMING
	and maintenance of Water Sensitive Urban Design (WSUD) measures such as rainwater tanks, grass filter strips, swales and bio retention.	
Hazards and Risks	<p><u>Asbestos</u></p> <ul style="list-style-type: none"> <li>▪ The Proponent will develop an asbestos management plan for the SIMTA proposal containing a risk assessment undertaken in accordance with Code of Practice for the Management and Control of Asbestos in the Workplace (NOHSC, 2005).</li> <li>▪ Where the management plan recommends the removal of asbestos from site all works will be undertaken in accordance with the Code of Practice for the Safe Removal of Asbestos (NOHSC, 2005), including the development of an asbestos removal control plan and an emergency plan.</li> </ul>	Prior to demolition and/or construction
	<p><u>Dangerous Goods</u></p> <ul style="list-style-type: none"> <li>▪ The Proponent commits to undertaking a preliminary hazard assessment either during the preparation of the subsequent detailed planning applications (where tenants and purposes have been defined) or by tenants during the operational phase of development, as required by State Environmental Planning Policy No. 33 Hazardous and Offensive Development (SEPP No. 33).</li> <li>▪ Once the level of risk has been identified the aim will be to reduce the risk to 'as low as reasonably possible' (ALARP) through the application of specific operational management procedures that would form part of a framework for managing risks, captured within the facility's Hazard and Risk Management Plan and Emergency Response Plan.</li> <li>▪ Should unacceptable levels of risk be identified during the Preliminary Hazard Assessment (PHA), SIMTA will require potential tenants to demonstrate measures to reduce the risk to an acceptable level prior to acceptance of tenancy.</li> <li>▪ The Proponent will require all tenants to disclose the anticipated type and quantity of goods entering the SIMTA site prior to award of tenancy. Prior to commencement of a lease on the SIMTA site, all tenants that would handle dangerous goods would be required to sign on to SIMTA's Hazard and Risk Management Plan and the Emergency Response Plan for the site.</li> </ul>	Prior to occupation of buildings by tenants proposing to store, handle or transport dangerous goods
	<ul style="list-style-type: none"> <li>▪ These plans will be reviewed regularly and updated as goods entering the site may change with the tenancies. The requirements in the Code of Practice for storage and</li> </ul>	During operation

SUBJECT	COMMITMENT	TIMING
	<p>handling of dangerous goods (Work Cover NSW, 2005) would be adopted in these plans as a minimum.</p>	
	<p><u>Spills</u></p> <p>The Proponent commits to the preparation of a Construction and Operational Management Plan prior to the commencement of site operations for control/mitigation and management of any spillage/leaks etc.</p>	<p>Prior to commencement of operation for the first stage of works (including the rail link)</p>
	<p><u>Unexploded Ordnance</u></p> <p>The Proponent commits to undertaking and remediation (where necessary) prior to the commencement of construction.</p>	<p>Prior to construction on land potentially affected by UXO</p>
	<p><u>Bushfire Management</u></p> <ul style="list-style-type: none"> <li>▪ The Proponent commits to incorporating the key objectives identified by the Rural Fire Service (RFS) into relevant future design stages, in accordance with the following principles: <ul style="list-style-type: none"> <li>– Afford occupants of any building adequate protection from exposure to a bush fire.</li> <li>– Ensure safe operational access and egress for emergency service personnel and residents</li> <li>– Provide for ongoing management and maintenance of bush fire protection measures, including fuel loads in asset protection zones (APZs)</li> <li>– Ensure that utility services are adequate to meet the needs of fire fighters</li> </ul> </li> </ul>	<p>Address in the planning applications for the three major stages of the Concept Plan</p>
	<ul style="list-style-type: none"> <li>▪ The Proponent commits to the development of a Bushfire Management Plan for both the construction and operational phases of the SIMTA proposal that aligns with the requirements of the local RFS Bushfire Management Committee operational plans of management.</li> </ul>	<p>Prior to construction of the three major stages of the Concept Plan</p>
<p><b>Contamination</b></p>	<p>The following tasks <b>will be undertaken</b> in association with the detailed planning applications for the staged redevelopment of the SIMTA site:</p> <ul style="list-style-type: none"> <li>▪ Confirming what, if any, actions were taken in regards to the Milsearch (2002) recommendations and the associated low risk ordnance issues.</li> </ul>	<p>Provide with the planning applications for the three major stages of the Concept Plan</p>

SUBJECT	COMMITMENT	TIMING
	<ul style="list-style-type: none"> <li>▪ Undertaking further investigations in the areas of environmental concern likely to be impacted upon by the proposed development. These investigations will be based on the detailed design of the proposed development to identify the extent of contamination, and what, if any, remediation activities are needed. The remediation of areas of the site (if any) would be best matched to the development of the site and considered as part of the future design.</li> </ul>	
	<ul style="list-style-type: none"> <li>▪ Developing a Contamination Management Plan with detailed procedures on:               <ul style="list-style-type: none"> <li>– Handling, stockpiling and assessing potentially contaminated materials encountered during the development works;</li> <li>– Landfill gas management during the excavation, handling, and stockpiling of waste materials, if excavation is required during the development, in the area of the Glenfield Quarry and Landfill;</li> <li>– Assessment, classification and disposal of waste in accordance with relevant legislation; and</li> <li>– A contingency plan for unexpected contaminated materials, such as materials that is odorous, stained or containing anthropogenic materials, that may be encountered during site works.</li> </ul> </li> </ul>	<p>Prior to construction of the three major stages of the Concept Plan</p>
	<p>The Proponent will undertake the following tasks in association with the detailed planning applications for the rail link:</p> <ul style="list-style-type: none"> <li>▪ Undertaking a Phase 2 intrusive environmental site assessment of the proposed rail corridor lands, with an objective to assess the risk posed to the detailed design and construction of the rail corridor by the areas of environmental concern identified within this report. The Phase 2 intrusive investigation would include a program of soil and groundwater sampling completed in accordance with the guidelines made or approved by the EPA under s 105 of the Contaminated Land Management Act 1997;</li> </ul>	<p>Provide with the planning application for the first stage of works (including the rail link)</p>
	<ul style="list-style-type: none"> <li>▪ Developing and implementing a contamination management plan as part of the project construction environmental management plan for managing contaminated materials either expected or unexpectedly encountered during the construction of the rail corridor. The contamination management plan would include detailed procedures on:</li> </ul>	<p>Prior to construction of the rail link</p>

SUBJECT	COMMITMENT	TIMING
	<ul style="list-style-type: none"> <li>– Handling, stockpiling and assessing potentially contaminated materials encountered during the development works;</li> <li>– Assessment, classification and disposal of waste in accordance with relevant legislation; and</li> <li>▪ A contingencies plan for unexpected contaminated materials, such as materials that is odorous, stained or containing anthropogenic materials that may be encountered during site works.</li> </ul>	
<b>Stormwater and Flooding</b>	<p>The Proponent will incorporate stormwater quantity and quality management measures into the detailed applications in accordance with the objectives and performance standards outlined in the <i>Stormwater and Flooding Environmental Assessment</i> report and including:</p> <ul style="list-style-type: none"> <li>▪ Preparation of a Soil and Water Management Plan (SWMP) and Erosion and Sediment Control Plan (ESCP) for both the construction and operation phases.</li> <li>▪ Implementation of management plan strategies prior to commencement of the staged construction phase.</li> <li>▪ Monitoring and review performance of sediment and water control structures during construction and operation phases.</li> </ul> <p>With respect to fish passage and fish habitat, all design associated with flood and stormwater management and mitigation of pollution and waterway crossings will be in accordance with the requirements specified in Witheridge (2003) and Part 7 (Division 3) of the Fisheries Management Act 1994 (FM Act).</p> <p>The Proponent will prepare and update a flood emergency response plan as necessary to address the staged development of the site. Details are to be provided prior to the construction of each of the three major stages of the development.</p>	<p>Provide with the planning applications for the three major stages of the Concept Plan</p> <p>Prior to construction</p> <p>Throughout construction and operation</p> <p>Provide with the planning application for the first stage of works (including the rail link)</p> <p>Prior to construction of the three major stages</p>
<b>Air Quality</b>	<p>The Proponent commits to undertaking a review of national and international 'best practice' for the design and operation of intermodal facilities to identify reasonable and feasible management strategies to reduce air quality and noise impacts associated with construction and operation of the intermodal terminal development stages of the proposal.</p>	<p>Provide with the planning application for the first stage of works (including the rail link)</p>



SUBJECT	COMMITMENT	TIMING
	<p>The Proponent will undertake an air quality monitoring programme during the initial phases of both construction and operation of the SIMTA site in accordance with the <i>Air Quality Impact Assessment</i> and including:</p> <ul style="list-style-type: none"> <li>▪ Nuisance Dust</li> <li>▪ Air Emissions – PM<sub>10</sub> and Nitrogen Dioxide</li> </ul>	<p>Within 12 months of commencing operation and within 12 months of operating at an annual throughput of 500,000 TEU and 1,000,000 TEU</p>
	<p>The Proponent shall consider the need to develop a vehicle efficiency and emissions reduction program for the facility to encourage good maintenance and efficient vehicle selection, taking into account the results of the air quality monitoring programme.</p>	<p>Within 12 months of commencing operation and within 12 months of operating at an annual throughput of 500,000 TEU and 1,000,000 TEU</p>
	<p>The Proponent commits to the preparation of a Construction Environmental Management Plan prior to the construction of each stage to provide air quality and dust management/ mitigation procedures to be adopted during each of the construction phases of the development.</p>	<p>Prior to construction</p>
	<p>The Proponent commits to the preparation of a Greenhouse Gas Management Plan for the three major stages of the development in accordance with the provisions of the <i>Greenhouse Gas Assessment</i>.</p>	<p>Provide with the planning applications for the three major stages of the Concept Plan</p>
<p><b>Heritage</b></p>	<p>The Proponent commits to the implementation of the following General Mitigation Measures in the <i>Aboriginal Cultural Heritage Assessment</i> and including:</p> <ul style="list-style-type: none"> <li>▪ Consultation between SIMTA and relevant Registered Aboriginal Parties (RAPs) throughout the design and construction of the SIMTA proposal.</li> <li>▪ Where possible, SIMTA should aim to avoid impacting any known Aboriginal heritage objects, sites or places and places that have potential Aboriginal heritage or cultural values, throughout the life of the SIMTA proposal.</li> <li>▪ Where impact cannot be avoided, SIMTA should choose partial impact rather than complete impact wherever possible and ensure that appropriate measures to mitigate impacts are developed and implemented as required and as appropriate during design, construction and operation of the various stages of the SIMTA proposal.</li> </ul>	<p>Provide with the planning application for the first stage of works (including the rail link)</p>

SUBJECT	COMMITMENT	TIMING
	<ul style="list-style-type: none"> <li>▪ If relocation of any element of the SIMTA proposal outside area assessed in this study is proposed, further assessment of the additional area(s) should be undertaken to identify and appropriately manage Aboriginal objects/sites/places that may be in this additional area(s).</li> <li>▪ In the event that previously undiscovered Aboriginal objects, sites or places (or potential Aboriginal objects, sites or places) are discovered during construction, all works in the vicinity of the find should cease and SIMTA should determine the subsequent course of action in consultation with a heritage professional, relevant Registered Aboriginal Parties and/or the relevant State government agency as appropriate.</li> <li>▪ Should suspected human skeletal material be identified, all works should cease and the NSW Police and the NSW Coroner's office contacted. Should the burial prove to be archaeological of Aboriginal origin, consultation with a heritage professional, relevant RAPs and/or the relevant State government agency, should be undertaken by SIMTA.</li> <li>▪ SIMTA should ensure that any reports or documents for the SIMTA proposal concerning Aboriginal heritage comply with applicable statutory requirements (those currently applicable are outlined in this report), are prepared in accordance with best practice professional standards and, where appropriate, ensure findings are provided to OEH AHIMS Registrar and the relevant RAPs.</li> </ul>	
	<p>The Proponent commits to the implementation of the following Site Specific Mitigation Measures:</p> <ul style="list-style-type: none"> <li>▪ To ensure cultural values of land affected by the rail link are appropriately characterised and assessed, Aboriginal consultation should continue to be undertaken in accordance with applicable guidelines and requirements.</li> <li>▪ Where potentially impacted by the proposed rail link footprint, the artefacts identified in Transect 1 on the SIMTA site, and Transect 7 immediately south of the SIMTA site, should be collected by RAPs in conjunction with a heritage professional before construction commences. A Care and Control Agreement should be completed between SIMTA and the RAPs regarding the future of the artefacts (it is usually preferred that they be reburied nearby).</li> <li>▪ Given the extensive historical disturbance within the remainder of the SIMTA site, it is considered that the likelihood of the presence of intact or significant Aboriginal</li> </ul>	<p>During construction of the first stage of works (including the rail link)</p>

SUBJECT	COMMITMENT	TIMING
	<p>objects and/or sites is low and no further archaeological investigations are warranted in these remaining areas.</p> <ul style="list-style-type: none"> <li>▪ In relation to the proposed rail link footprint, with the exception of PADs 1 - 3 (Figure 33), it is considered that the likelihood of the presence of intact or significant Aboriginal objects and/or sites is low and no further archaeological investigations are warranted in the remaining areas.</li> <li>▪ Areas within 50 metres of the eastern and western banks of the Georges River, should not be impacted without further assessment.</li> <li>▪ The detailed application for the first stage of works shall include test excavations in each of PADs 1 - 3 in accordance with current archaeological practice and any relevant guidelines to determine the nature, extent and significance of any Aboriginal archaeological deposit. Such testing would be undertaken under Section 75U of the Environmental Planning and Assessment Act 1979, and be used to inform the assessment of these areas prior to lodgement of the subsequent staged application.</li> </ul>	
	<p>Where the detailed design of the rail link would result in disturbance to a potential archaeological deposit or an area of potential archaeological value the detailed application for that stage of works shall include test excavations in those areas that may be disturbed in accordance with current archaeological practice and any relevant guidelines to determine the nature, extent and significance of any Aboriginal archaeological deposit. Such testing would be undertaken under Section 75U of the Environmental Planning and Assessment Act 1979, and be used to inform the assessment of these areas prior to lodgement of the subsequent staged application.</p>	<p>Provide with the planning application for the first stage of works (including the rail link)</p>
	<p><u>Non-Indigenous Heritage</u></p> <p>The Proponent commits to undertaking the recommendations within the Non-Indigenous Heritage report and including:</p> <ul style="list-style-type: none"> <li>▪ Preparing a Statement of Heritage Impact (SoHI) for submission to the Minister for Planning and Infrastructure as part of staged planning applications at State level.</li> <li>▪ Commencing discussions with the appropriate heritage bodies regarding the potential listing of the DNSDC site on the National Heritage List or the State Heritage Register.</li> </ul>	<p>Provide with the planning applications for the three major stages of the Concept Plan</p>

SUBJECT	COMMITMENT	TIMING
	<ul style="list-style-type: none"> <li>▪ Preparing a Statement of Heritage Impact for each stage, including the legal status of the site and advice on required actions depending on whether the site is listed or unlisted at the time that approval is sought.</li> <li>▪ Development of an overall mitigation strategy for the DNSDC site, which may be based on Table 3 of the <b>Non-Indigenous Heritage report</b>.</li> <li>▪ Undertaking further archaeological assessment and investigation or monitoring, where required in areas designated as having archaeological potential that would be impacted by the proposal. The SoHIs for each stage should address the archaeological potential within the development area for each stage.</li> <li>▪ If any archaeological deposit or item of heritage significance is located within the study area and is at risk of being impacted, the NSW Heritage Council should be notified and a heritage consultant/archaeologist should be engaged to assess the item to determine its heritage significance.</li> </ul>	
	<p>The potential visual impact of the proposed rail corridor shall be mitigated by the use of screening vegetation and terracing or earth mounding to soften the impact of the flyover.</p>	<p>Provide with the <b>planning application for the first stage of works (including the rail link)</b></p>
<p><b>Visual and Urban Design</b></p>	<p>The Proponent commits to the preparation and submission of a Landscape Management Plan with the detailed applications for the for the three major stages of the development that address each of the objectives and design principles contained within the Urban Design and Landscape report and the following mitigation measures:</p> <ul style="list-style-type: none"> <li>▪ High quality landscaping throughout the site, which will reinforce and extend the surrounding natural context and ecological qualities into the site.</li> <li>▪ Inclusion of an 18 metre wide corridor of screening vegetation and a bio-retention swale along the Moorebank Avenue frontage, which will utilise a selection of native tree species with dense tree canopy and low screen planting.</li> <li>▪ Landscape punctuation of nodal points along Moorebank Avenue.</li> <li>▪ A 'boundary treatment' or 'buffer zone' along the other site boundaries, consisting of existing local species in the area and providing an essential scale of planting to complement</li> </ul>	<p>Provide with the <b>planning applications for the three major stages of the Concept Plan</b></p>

SUBJECT	COMMITMENT	TIMING
	<p>the built form, including:</p> <ul style="list-style-type: none"> <li>▪ Southern boundary: combination of 10 metre and 20 metre wide landscape corridors and a bio-retention swale adjacent to the warehouse and distribution facilities and Intermodal Terminal.</li> <li>▪ Eastern boundary: total buffer zone of 13.5 metres consisting of 2.5 metre landscape corridor, a 6 metre internal light vehicle access road and a five metre wide bio-retention swale.</li> <li>▪ Land cleared for the railway alignment will be include planting consisting of tall trees with a height of 20 metres at Maturity, interspersed with medium height trees.</li> </ul> <p>The Proponent will use lighting which is in accordance with Australian Standard AS4282-1997 ‘Control of Obtrusive Effect of Outdoor Lighting’. The height of the permanent light poles will be a maximum of 40 metres and reduced in height, where possible, to minimise potential light spill while maintaining appropriate safety standards.</p>	<p>Provide with the planning applications for the three major stages of the Concept Plan</p>
<b>Utilities</b>	<p>The Proponent will protect and relocate (where required) the existing services passing through the site, including stormwater, sewer, water, telecommunications and electricity.</p> <p>The Proponent will undertake further investigations, as required, and provide details that adequate services are available to the site and/or provide details regarding the proposed servicing upgrades. Details are to be provided with the applications for each of the future stages of the development.</p> <p>The Proponent will undertake to source all water supplies for the project from an authorised and reliable source.</p> <p>The Proponent will obtain authorisation for the taking of water for purposes other than water supply, including for dewatering during construction.</p>	<p>Prior to construction</p> <p>Provide with the planning applications for the three major stages of the Concept Plan</p> <p>Prior to construction and operation</p> <p>Prior to construction</p>
<b>Climate Change Risk</b>	<p>The Proponent will where applicable implement the controls and mitigation measures summarised in the <i>Climate Risk Assessment</i> report and including:</p> <ul style="list-style-type: none"> <li>▪ Incorporate climate change sensitivity analyses for 20 per cent increase in peak rainfall and storm volumes into flood modelling assessment to determine system performance</li> <li>▪ Incorporate appropriate flood mitigation measures, where practical within the design to limit the risk to acceptable</li> </ul>	<p>Address within the planning applications for the three major stages</p>

SUBJECT	COMMITMENT	TIMING
	<p>levels</p> <ul style="list-style-type: none"> <li>▪ Consider the impacts of climate change on system performance, and where practical incorporate adaptive capacity measures within the design to limit the risk to acceptable levels</li> <li>▪ Use of appropriate materials and engineering design capable of withstanding potential impacts posed by storm damage</li> <li>▪ Incorporate appropriate strategic protection zones, including asset protection zones into design to limit bushfire risk to acceptable levels, where required</li> <li>▪ Control of performance of hotworks on total fire ban days during construction and operation, particularly within any defined asset protection zones.</li> <li>▪ Maintain track stability through regular maintenance, use concrete sleepers in place of wooden ones and use preventative measures in the event of heatwaves (e.g. speed restrictions, warehouse ventilation for improved heat removal)</li> <li>▪ Consider further assessment of Marginal Abatement Cost Curves to assess commercial opportunities of reducing reliance on single energy source</li> </ul>	
<p><b>Ecological Sustainable Development</b></p>	<p>Where applicable the Proponent will implement the <b>Ecological Sustainable Development</b> initiatives across the construction, operation and decommissioning stages of the SIMTA proposal including:</p> <ul style="list-style-type: none"> <li>▪ Site management policies and strategies.</li> <li>▪ Materials selection and energy and water demand management.</li> <li>▪ On-site renewable energy generation.</li> </ul> <p>The following principles will be achieved during the design development and construction phase of the proposal:</p> <ul style="list-style-type: none"> <li>▪ Precautionary principles.</li> <li>▪ Inter-generational equality.</li> <li>▪ Conservation of biological and ecological integrity.</li> <li>▪ Improved valuation, pricing and incentive mechanisms.</li> </ul>	<p><b>Provide with the planning applications for the three major stages of the Concept Plan and throughout the project, as required</b></p> <p><b>During construction</b></p>

SUBJECT	COMMITMENT	TIMING
<b>Waste Management</b>	<p>The Proponent commits to undertaking waste management in the demolition, construction and operational phases of the development as listed below:</p> <p><u>Demolition</u></p> <ul style="list-style-type: none"> <li>▪ Re-use of material will have priority over recycling</li> <li>▪ Recycling will have priority over disposal</li> <li>▪ Selection of reputable waste removal contractors who will guarantee that recyclable material will be recycled and will provide any relevant certificates</li> <li>▪ Vegetation removed shall be either preserved for use in the new development, or mulched for inclusion in landscaping activities. The remainder will be sent to a composting facility</li> <li>▪ Excavated earth will be used for infill and landscaping where feasible, the remainder will be sent to a recycling facility</li> <li>▪ Asphalt will be re-used by transferring it to a batching plant or using it as a base layer for access roads</li> <li>▪ Concrete components will where possible be crushed and reused on site, the remainder will be sent to a recycling facility</li> <li>▪ Fuel and oil storage from demolition machinery will be secured and managed responsibly within compound sites during works, and removed upon completion of works</li> <li>▪ Sewage waste shall be disposed of by a licensed waste contractor in accordance with Sydney Water and OEH requirements.</li> </ul>	<p>Prior to and during demolition</p>
	<p><u>Construction</u></p> <ul style="list-style-type: none"> <li>▪ Reduce potential waste by ordering the correct quantities of materials</li> <li>▪ Coordinate and sequence trades people to minimise waste</li> <li>▪ Prefabricate materials where possible</li> <li>▪ Use modular construction and basic designs to reduce the need for off-cuts</li> <li>▪ Reuse formwork</li> <li>▪ Reuse or recycle materials from the demolition phase</li> </ul>	<p>Prior to and during construction</p>

SUBJECT	COMMITMENT	TIMING
	<ul style="list-style-type: none"> <li>▪ Separate off-cuts to facilitate reuse, resale or efficient recycling</li> <li>▪ Minimise site disturbance and limit unnecessary excavation</li> <li>▪ Select landscaping which reduces green waste</li> <li>▪ Select waste removal contractors to guarantee that recyclable waste are recycled</li> <li>▪ Engage with the supply chain to supply products and materials that use minimal packaging</li> <li>▪ Set up schemes with suppliers to take back packaging materials</li> <li>▪ Sewage waste shall be disposed of by a licensed waste contractor in accordance with Sydney Water and OEH requirements.</li> </ul>	
	<p><u>Operations</u></p> <ul style="list-style-type: none"> <li>▪ Appropriate areas shall be provided for the storage of waste and recyclable material</li> <li>▪ Standard signage on how to use the waste management system and what materials are acceptable in the recycling will be posted in all waste collection and storage areas</li> <li>▪ All domestic waste shall be collected regularly and disposed of at licensed facilities.</li> <li>▪ Waste collection vehicles will be able to service the development efficiently and effectively.</li> <li>▪ An education programme and on-going monitoring will to be implemented for training personnel to properly sort and transport waste into the right components and destinations.</li> <li>▪ Sewage waste will be disposed of by a licensed waste contractor in accordance with Sydney Water and OEH requirements.</li> <li>▪ Trade waste will be discharged to the sewer through a trade waste agreement with Sydney Water</li> </ul>	<p>Throughout the operation of the SIMTA proposal</p>
<p><b>Consultation</b></p>	<p>The Proponent will continue to consult with relevant government authorities and bodies during the design development process for the detailed applications for the three major stages of the development. Depending on the development proposed, these may include:</p>	<p>Provide with the planning applications for the three major stages of the Concept Plan</p>



SUBJECT	COMMITMENT	TIMING
	<ul style="list-style-type: none"> <li>▪ Liverpool City Council</li> <li>▪ Transport for NSW</li> <li>▪ Railcorp</li> <li>▪ Australian Rail Track Corporation Ltd (ARTC)</li> <li>▪ NSW Department of Primary Industries (including NSW Office of Water, NSW Fisheries and Crown Lands)</li> <li>▪ NSW Office of Environment and Heritage</li> <li>▪ Heritage Council of NSW</li> <li>▪ NSW Environment Protection Authority</li> <li>▪ Department of Defence</li> <li>▪ Department of Finance and Deregulation</li> </ul>	
	<p>The Proponent will continue to engage and consult with the community during the future detailed planning applications. Depending on the scale of the proposed, development, SIMTA may undertake the following activities either prior to lodgement or during the public exhibition of the application:</p> <ul style="list-style-type: none"> <li>▪ Open the Community Information Centre to provide stakeholders with information and to receive feedback on the proposal</li> <li>▪ Update the existing project website and maintain access</li> <li>▪ Continued operation of the email feedback system and free-call information line.</li> </ul>	<p>Provide with the planning applications for the three major stages of the Concept Plan</p>
	<p>The Proponent shall:</p> <ul style="list-style-type: none"> <li>▪ Obtain the consent of the ARTC with respect to the connection to the Southern Sydney Freight Line (noting that the granting of consent by ARTC is subject to the provision of ARTC Interstate Access Undertaking).</li> <li>▪ Work with ARTC to identify the timing, scope and staging of any required capacity enhancement to the ARTC Network.</li> </ul>	<p>Provide with the planning application for the first stage of works (including the rail link)</p>

## 7 Summary and Conclusion

This Submissions Report outlines the Proponent's response to the key issues raised in the public and stakeholder submissions lodged in respect of the Amended EA and Concept Plan Application. The report is supported by comprehensive tables that respond to each of the detailed matters raised in the submissions and additional information to address the issues raised. A revised Statements of Commitments provides for additional management and/or mitigation measures to reduce the potential environmental impacts associated with the SIMTA proposal.

Overall, it is considered that the SIMTA proposal will result in a number of significant public benefits, including:

- Reduction in congestion and heavy vehicle movements along the M5 Motorway between Port Botany and Moorebank by approximately 2,700 vehicles per day.
- Restoration and regeneration of degraded areas of vegetation to improve the overall biodiversity quality of the rail corridor land.
- Improvements to the water quality of surrounding riparian corridors, including the Anzac Creek and Georges River through the introduction of more rigorous on-site water management and water quality control measures.
- A net positive impact on regional air quality, having regard to the increased use of rail based freight transport and greenhouse gas reduction.
- Creation of approximately 2,840 direct and 4,260 indirect operational jobs that are aligned with the skills of the local workforce, allowing for more jobs closer to home and reduced journey to work distances, in addition to 850 direct and indirect jobs per annum over the six year construction period.
- Reduction in truck vehicle kilometres travelled of approximately 13 million kilometres per annum and net travel time savings of approximately 530,400 hours

The potential direct, indirect and cumulative impacts of the SIMTA proposal have been identified and thoroughly assessed. It is considered that any other potential impacts can be appropriately managed through the proposed management and mitigations measures, with additional modelling to enable compliance throughout the staged redevelopment of the site.

It is concluded that the development proposed in the Concept Plan Application is in the public interest and approval is recommended

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## Appendix A

## Response to Authority and Agency Submissions



## Appendix B

## Response to Public Submissions





## Appendix C

## Flood Maps and Modelling Results



## Appendix D

## AHIMS Extensive Search – Site List Report

Appendix E

Operational Noise Contours



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