

Moorebank Precinct East - Stage 2 Proposal

Community and Stakeholder
Consultation Outcomes Report



SIMTA

SYDNEY INTERMODAL TERMINAL ALLIANCE

Part 4, Division 4.1, State Significant
Development

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Client

Sydney Intermodal Terminal Alliance

Project

Moorebank Precinct East Proposal - Stage 2
Community and Stakeholder Consultation
Outcomes Report

Date



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Consultation Outcomes Report**

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1 Introduction

1.1 Background

Concept Plan Approval (MP 10_0193) for an intermodal terminal (IMT) facility at Moorebank, NSW (the Moorebank Precinct East Project (MPE Project) (formerly the SIMTA Project)) was received on 29 September 2014 from the NSW Department of Planning and Environment (DP&E). The Concept Plan for the MPE Project involves the development of an IMT, including a rail link to the Southern Sydney Freight Line (SSFL) within the Rail Corridor, warehouse and distribution facilities with ancillary offices, a freight village (ancillary site and operational services), stormwater, landscaping, servicing, associated works on the eastern side of Moorebank Avenue, Moorebank, and construction or operation of any part of the project, which is subject to separate approval(s) under the Environmental Planning and Assessment Act 1979 (EP&A Act).

This Environmental Impact Statement (EIS) is seeking approval, under Part 4, Division 4.1 of the EP&A Act, for the construction and operation of Stage 2 of the MPE Project (herein referred to as the Proposal) under the Concept Plan Approval for the MPE Project, being the construction and operation of warehouse and distribution facilities.

This EIS has been prepared to address:

- The Secretary's Environmental Assessment Requirements (SEARs) (SSD 16-7628) for the Proposal, issued by NSW DP&E on 27 May 2016 (Appendix A).
- The relevant requirements of the Concept Plan Approval MP 10_0913 dated 29 September 2014 (as modified) (Appendix A).
- The relevant requirements of the approval under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) (No. 2011/6229, granted in March 2014 by the Commonwealth Department of the Environment (DoE)) (as relevant) (Appendix A).

This EIS also gives consideration to the MPE Stage 1 Project (SSD 14-6766) including the mitigation measures and conditions of consent as relevant to this Proposal.

This EIS has been prepared to provide a complete assessment of the potential environmental impacts associated with the construction and operation of the

Proposal. This EIS proposes measures to mitigate these issues and reduce any unreasonable impacts on the environment and surrounding community.

1.2 Site description

The Proposal site is located approximately 2.5 km south of the Liverpool City Centre, 800 m south of the Moorebank Avenue/M5 Motorway interchange and one kilometre to the east of the SSFL providing convenient access to and from the site for rail freight (via a dedicated freight rail line) and for trucks via the Sydney Motorway Network.

The land surrounding the Proposal site comprises:

- The MPW site, formerly the School of Military Engineering (SME), on the western side of Moorebank Avenue directly adjacent to the MPE site (subject to the MPW Concept Plan Approval), which is owned by the Commonwealth;
- The East Hills Rail Corridor to the south of the MPE site, which is owned and operated by Sydney Trains;
- The Holsworthy Military Reserve, to the south of the East Hills Rail Corridor, which is owned by the Commonwealth; The Boot Land, to the immediate east of the MPE site between the eastern site boundary and the Wattle Grove residential area, which is owned by the Commonwealth.
- The southern Boot Land, to the immediate south of the MPE site between the southern site boundary and the East Hills Rail Corridor, which is owned by the Commonwealth.

Glenfield Waste Services, south-west of the Proposal is proposing to develop a Materials Recycling Facility on land owned by the Glenfield Waste Services Group within the boundary of the current landfill site at Glenfield. The facility is proposed to recycle a maximum of 450,000 tonnes of material per year. The Glenfield Waste Services Proposal is the subject of a DA (SSD_6249) under Part 4, Division 4.1 of the EP&A Act.

A number of residential suburbs are located in proximity to the Proposal site. The approximate distances of these suburbs to the MPE Stage 2 site and the Moorebank Avenue site are:

- Wattle Grove - approximately 640 m west of the MPE Stage 2 site and 865 m to the north-east of the Moorebank Avenue Site.

- Moorebank - approximately 1300 m north of the MPE Stage 2 site and 1430 m to the north of the Moorebank Avenue Site.
- Casula - approximately 820 m west of the MPE Stage 2 site and 760 m to the west of the Moorebank Avenue Site.
- Glenfield – approximately 1830 m to the south-west of the MPE Stage 2 site and 1540 m to the south-west of the Moorebank Avenue Site.

The closest industrial precinct to the Proposal is at Moorebank, comprising around 200 hectares of industrial development. This area includes (but is not limited to) the Yulong and ABB sites to the south of the M5 Motorway and the Goodman MFive Business Park and Miscellaneous industrial and commercial development to the north of the M5 Motorway. The majority of this development is located to the north of the M5 Motorway between Newbridge Road, the Georges River and Anzac Creek. The Moorebank Industrial Area supports a range of industrial and commercial uses, including freight and logistics, heavy and light manufacturing, offices and business park developments.

There are other areas of industrial development near the Proposal at Warwick Farm to the north, Chipping Norton to the north-east, Prestons to the west and Glenfield and Ingleburn to the south-west.

1.3 MPE Stage 2 Proposal overview

The Proposal involves the construction and operation of Stage 2 of the MPE Project, comprising warehousing and distribution facilities on the MPE site and upgrades to approximately 1.4 kilometres of Moorebank Avenue between the northern MPE site boundary and 120 metres south of the southern MPE site boundary.

Key components of the Proposal include:

- Warehousing comprising approximately 300,000m² GFA, additional ancillary offices and the ancillary freight village
- Establishment of an internal road network, and connection of the Proposal to the surrounding public road network
- Ancillary supporting infrastructure within the Proposal site, including:
 - Stormwater, drainage and flooding infrastructure
 - Utilities relocation and installation
 - Vegetation clearing, remediation, earthworks, signage and landscaping
- Subdivision of the MPE Stage 2 site

- The Moorebank Avenue upgrade would be comprised of the following key components:
 - Modifications to the existing lane configuration, including some widening
 - Earthworks, including construction of embankments and tie-ins to existing Moorebank Avenue road level at the Proposal's southern and northern extents
 - Raking of the existing pavement and installation of new road pavement
 - Establishment of temporary drainage infrastructure, including temporary basins and / or swales
 - Raising the vertical alignment by about two metres from the existing levels, including kerbs, gutters and a sealed shoulder
 - Signalling and intersection works
- Upgrading existing intersections along Moorebank Avenue, including:
 - Moorebank Avenue / MPE Stage 2 access
 - Moorebank Avenue / MPE Stage 1 northern access
 - Moorebank Avenue / MPE Stage 2 central access
 - MPW Northern Access / MPE Stage 2 southern emergency access

The Proposal would interact with the MPE Stage 1 Project (SSD_6766) via the transfer of containers between the MPE Stage 1 IMT and the Proposal's warehousing and distribution facilities. This transfer of freight would be via a fleet of heavy vehicles capable of being loaded with containers and owned by SIMTA. The fleet of vehicles would be stored and used on the MPE Stage 2 site, but registered and suitable for on-road use. The Proposal is expected to operate 24 hours a day, seven days per week. An overview of the Proposal is shown in **Error! Reference source not found.** To facilitate operation of the Proposal, the following construction activities would be carried out across and surrounding the Proposal site (area on which the Proposal is to be developed):

- Vegetation clearance
- Remediation works
- Demolition of existing buildings and infrastructure on the Proposal site
- Earthworks and levelling of the Proposal site, including within the terminal hardstand
- Drainage and utilities installation
- Establishment of hardstand across the Proposal site, including the terminal hardstand
- Construction of a temporary diversion road to allow for traffic management along the Moorebank Avenue site during construction

(including temporary signalised intersections adjacent to the existing intersections) (the Moorebank Avenue Diversion Road)

- Construction of warehouses and distribution facilities, ancillary offices and the ancillary freight village
- Construction works associated with signage, landscaping, stormwater and drainage works.

The Proposal would operate 24 hours a day, 7 days a week.

The footprint and operational layout of the Proposal are shown in Chapter 4 of the MPE Stage 2 EIS.

1.4 Community and Stakeholder Consultation

This report outlines the consultation activities and feedback received during the preparation period for the Environmental Impact Statement (EIS) for the Proposal and general informal comments provided in between these periods via the SIMTA website, free phone number, and other interaction with the community. In addition, extensive engagement has been undertaken throughout previous phases of the project, both by SIMTA and MIC.

The initial phase of SIMTA's community and stakeholder liaison focused on providing basic information about the proposal to the community and stakeholders, before conducting a deep stakeholder engagement process that wrapped around the planning process – providing stakeholders with detailed information, a range of opportunities for feedback and contact with the project team.

The pre-EIS consultation process for the Proposal has been tailored to the relative lack of engagement by the community in previous phases, and as a result has been conducted with flexibility in mind to respond to the community's desire for information and opportunities to engage.

1.5 Purpose of this Report

This report supports the Environmental Impact Statement (EIS) for the Proposal (refer to Section 1.2

for an overview of the Proposal) and has been prepared as part of a State Significant Development (SSD) Application for which approval is sought under Part 4, Division 4.1 of the EP&A Act.

This report has been prepared to address:

- The Secretary's Environmental Assessment Requirements (SEARs) (SSD 16-7628) for the Proposal, issued by NSW DP&E on 27 May 2016.
- The relevant requirements of Concept Plan Approval MP 10_0913 dated 29 September 2014 (as modified).
- The relevant requirements of the approval under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) (No. 2011/6229, granted in March 2014 by the Commonwealth Department of the Environment (DoE)) (as relevant).

This report:

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

SIMTA has undertaken a consultation process with the community and stakeholders in line with the interest level demonstrated by these audiences. This report specifically relates to the community and stakeholder consultation process.

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

- Is indicative of the opinion within the local community, but reflects only the views of those who have proactively engaged.
- Includes voluntary processes together with the statutory requirements for public exhibitions.
- Informs the process undertaken by the SIMTA project team as they refine plans to construct Moorebank Precinct.
- Is consistent with DPE's Major Project Community Consultation Guidelines 2007. The consultation was designed to provide those who will potentially be 'directly impacted by the project' an opportunity to receive information and provide feedback.

2 Consultation Approach

2.1 Guiding Principles

SIMTA's approach to consultation for the Proposal, both through this and previous applications, is guided by best practice principles. By adopting a rigorous and ethical approach, SIMTA aims to engage with the local community and stakeholders in a professional, respectful and constructive way.

The best practice principles adopted for the Proposal are:

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

- **Develop effective, two-way communication with the community** – SIMTA aims to create robust, constructive and respectful communication with community members affected by the proposal. SIMTA will provide opportunities for the community to have their feedback considered and their concerns addressed throughout the planning process.

2.2 Purpose of Consultation Process

The purpose of the consultation process is to inform the community and stakeholders about the Proposal, including the construction of warehousing, establishment of an internal road network, and connection of the Proposal to the surrounding public road network.

2.3 Objectives

The key objectives of the consultation activities were to:

- Identify key community stakeholders with an interest in the Proposal.
- Provide accurate and relevant information about the Proposal to local residents and community stakeholders to create awareness about the Proposal.
- Provide a means by which stakeholders could comment on the Proposal prior to it being finalised.
- Provide the SIMTA project team with the opportunity to incorporate stakeholder feedback into the planning and development process.

3 Consultation Overview

3.1 Summary of Consultation Issues

In line with recent community engagement with the project, no issues were raised during the consultation phase. Issues raised in the SEARS, issued on 27 May 2016 have been addressed by technical studies that have been carried out as part of the preparation of the EIS.

A summary of these issues includes:

- Air quality
- Traffic impacts and road upgrades
- Noise and vibration
- Geology and soils
- Stormwater and flooding;
- Aboriginal and non-Aboriginal Heritage; and
- Other Environmental impacts

3.2 Consultation and Engagement Activities

Since in-depth consultation was undertaken on the MPE Concept Plan, regular contact has been maintained with the community.

This has included a regularly updated website, email address, 24 hour phone number, and postal address. Incidences of the community expressing interest or concern about the MPE Project have fallen to almost zero in the past year.

Despite this continued contact, no correspondence was received through the website, email address, 24 hour phone number, or postal address.

This consistent lack of activity has shaped the approach to consultation on this proposal.

Activities have included:

- Updates to the SIMTA website to include information on the Environmental Impact Statement (EIS) exhibition period.
- Project newsletters provided to approximately 10,000 households in the suburbs surrounding the MPE site (see Appendix).
- Newsletters distributed to email lists collated by SIMTA and MIC, and to local politicians, business leaders, and government departments.
- Resources available for one-to-one meetings or community information sessions if feedback received meant it would be appropriate to hold them.

3.2.1 Newsletters and letters

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

SIMTA distributed a newsletter to approximately 10,000 households in the suburbs surrounding the MPE site in September 2016, to inform them about the Proposal, and detail how they could submit feedback or request more information.

Previous communications in relation to the MPE Project have included:

- Letter to Residents 14 July 2010
- News Update October 2010
- Newsletter to residents in March 2012 to coincide with the public exhibition of the MPE Concept Plan EIS
- Newsletter in September 2013, to inform them about the MPE Concept Plan application and EA and drop-in sessions at the Community Information Centre
- Newsletter in June 2015, to inform them of the submission of the Development Application for MPE Stage 1
- Newsletter in August 2016 to update residents of the latest developments on the project

NB: For distribution map, see Appendix.

3.2.2 MPE Stage 2 EIS activities

The following techniques have been used throughout consultation for the Proposal and have continued to be used to inform and invite feedback from the community:

- **A stand-alone project website**
www.simta.com.au which has been redesigned and comprehensively updated to provide detailed, quality information to the community about the Proposal and planning process. The website provides information about the different ways to contact the project team with feedback or questions (see Appendix).

The new website was launched on 4 August 2016 and saw 35 unique visits to 29 August 2016. It also received an additional 3 subscribers. Subscribers to the website receive email prompts when updates go live on the website. Subscribers to the website come from a diverse range of groups and backgrounds, including:

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

See appendix for website update for the Proposal EIS.

- **An Email feedback system**
SIMTA@elton.com.au - A convenient online feedback system for stakeholders, and an efficient way for people to obtain responses from the project team within 48hours.
- **A free-call information line** (1800 986 465), available 24 hours a day.
- **A community information newsletter** to residents, providing updates throughout the planning process and advising community stakeholders of up-coming and on-going consultation activities. SIMTA is planning to distribute newsletters every 4-8 weeks.

3.3 Media Coverage

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

In line with the commitment to inform and engage with the community, SIMTA has taken an open approach to engagement with local journalists with an aim to ensure information is factual and coverage is balanced.

3.4 Consultation Feedback and Submissions

In line with recent engagement from the local community, no submissions were received.

This shows that, whilst the community have not demonstrated explicit support for the Proposal, neither have they objected to it directly to SIMTA.

Our communications have aimed to inform and engage the local community, while providing an opportunity to contribute to the application process. A lack of vocal objection or support directly to SIMTA has been a consistent feature of the project.

4 Next Steps

4.1 This report

This consultation outcomes report will be lodged with the DP&E as part of the MPE Stage 2 Proposal EIS.

4.2 Ongoing consultation

SIMTA will continue to communicate its plans with the local community, providing opportunities for formal and informal feedback on all applications. SIMTA will respond to any issues raised in submissions.

Feedback can also be provided at any time via:

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

SIMTA is committed to consulting the community throughout the planning and construction of the Proposal.

5 Appendix

- 6.1 SIMTA website
- 6.2 Newsletter to residents September 2016
- 6.3 Distribution area for newsletter

5.1 Website

SIMTA Home About News Information Newsletter Contact Us

MPE Stage 2 Consultation

September 6, 2016 - Open for Consultation

SIMTA is preparing a State Significant Development Application for Stage 2 (SSD 7628) of the MPE Concept Plan Approval (SSD 6766). MPE Stage 2 is located on the eastern side of Moorebank Avenue. This is the next step in the construction and operation of the Moorebank Intermodal Terminal Precinct.

The Proposal involves:

- Warehousing comprising approximately 300,000m² Gross Floor Area (GFA) with ancillary offices and car parking
- Establishment of internal site roads, and connection of the Proposal to the surrounding road network via Moorebank Avenue
- A freight village including food and retail space
- Ancillary supporting infrastructure, including utility services, roadworks, signage, and onsite detention basins

As laid out in the planning process overleaf, we have lodged a Preliminary Environmental Assessment (PEA) with DP&E followed by the Secretary's Environmental Assessment Requirements (SEARs). We are currently preparing an Environmental Impact Statement (EIS), including detailed technical studies responding to the SEARs, expected to be lodged with DP&E in late October 2016.

The PEA covers the anticipated impacts, and mitigation measures, of the project across the following areas:

- Traffic and transport
- Noise and vibration
- Air quality
- Biodiversity
- Stormwater and flooding
- Soil and contamination
- Aboriginal heritage
- Non-Indigenous heritage
- Visual amenity, urban design, and landscaping
- Hazards and risk
- Green House Gas emissions
- Human Health
- Other environmental issues

You can review the PEA on the DP&E website here. We want to hear your comments on MPE Stage 2 SSD Application before submitting the EIS to the DP&E so your views can be considered in the planning process. The deadline for submissions is the **21st September 2016**.

To provide feedback:

- Email your submission to simta@elton.com.au
- Complete the form at the bottom of this page
- Request a meeting with the project team to discuss your feedback in person
- Phone the free information line on **1800 986 465**.

The full, updated website can be viewed at simta.com.au

Newsletter to residents August 2016



As construction of the Moorebank Intermodal Terminal Precinct now commences under the approvals that have been granted, there are a number of other planning processes also underway about which we want to keep you updated.

The precinct will be developed over a number of stages and each of those will require additional applications under the already approved Concept plan. For those not familiar with these processes, it can be difficult to follow. We will be staying in touch to explain each step along the way and how you can provide your feedback to us or make submissions to the NSW Department of Planning and Environment (DP&E).

As part of that consultation, regular newsletters will be distributed. This edition offers an update on early works, details on how to respond to our Moorebank Precinct East (MPE) Stage 2 proposal, and information on the progress of other applications related to the project.

For more information on any of these matters, you can take a look at our regularly updated website at simta.com.au.

In addition to keeping the community informed and responding to your concerns, we are also engaging with other stakeholders. We've recently held meetings with officers of the Liverpool Council and are looking forward to working closely with them and understanding issues of local importance as the development progresses.

We are now finalising details in readiness to mobilise on site and are preparing to undertake the early works component of the MPW Concept Plan approval. Details of upcoming activities are available in the box opposite, and updated information will be available on our website.

We are also currently preparing a SSD Application for Stage 2 of the MPE Concept Plan Approval (SSD 6766). MPE Stage 2 (the Proposal) is located on the eastern side of Moorebank Avenue. This is the next step in the construction and operation of the Moorebank Intermodal Terminal Precinct. More information is available overleaf, including how to submit your feedback on the Proposal.

If you have any questions about anything in this newsletter, or the project more widely, you can contact us using the details provided on the back of this document. We look forward to working with the community to deliver this important project.

EARLY WORKS

Early works will focus on the preparation of the site for future stages of development and we are in the final stages of preparation for these works, with site mobilisation anticipated mid-September. We are also currently consulting with stakeholders on our construction environment management plan (CEMP) to support the early works activities and expect these plans to be finalised next month.

The early works will include:

- » Establishment of construction facilities and access, including site security
- » Demolition and removal of existing buildings, structures, services, hardstands/roads/pavements and associated infrastructure
- » Remediation of contaminated land and hotspots
- » Archaeological salvage of Aboriginal and European sites

KEY BENEFITS

The Moorebank Intermodal Terminal will:

- » Help respond to the large increase in freight on the NSW transport network forecast for the coming years
- » Create around 7000 jobs
- » Inject millions of investment dollars into South-West Sydney
- » Reduce heavy truck movements on Sydney's roads by transferring freight from road to rail
- » Simplify freight logistics to deliver savings to businesses and consumers

Moorebank intermodal terminal precinct

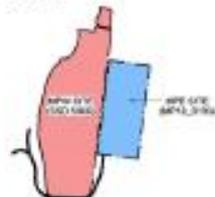


- MPW SITE (2012-2016)**
- MPW SITE 1 - BULKY GOODS AND FREIGHT STORAGE (2012-2016)
 - MPW SITE 2 - BULKY GOODS AND FREIGHT STORAGE (2012-2016)
 - MPW SITE 3 - BULKY GOODS AND FREIGHT STORAGE (2012-2016)
 - MPW SITE 4 - BULKY GOODS AND FREIGHT STORAGE (2012-2016)

- MPE SITE (MPW SITE 1)**
- MPE SITE 1 - BULKY GOODS
 - MPE SITE 2 - BULKY GOODS

OSD - ON SITE DETENTION

KEY PLAN



COMMUNITY NEWS UPDATE SEPTEMBER 2016

MPE Stage 2 Consultation

SIMTA is preparing a State Significant Development Application for Stage 2 (SSD 7628) of the MPE Concept Plan Approval (SSD 6768). MPE Stage 2 is located on the eastern side of Moorebank Avenue. This is the next step in the construction and operation of the Moorebank Intermodal Terminal Precinct.

The Proposal involves:

- › Warehousing comprising approximately 300,000m² Gross Floor Area (GFA) with ancillary offices and car parking
- › Establishment of internal site roads, and connection of the Proposal to the surrounding road network via Moorebank Avenue
- › A freight village including food and retail space
- › Ancillary supporting infrastructure, including utility services, roadworks, signage, and onsite detention basins

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The PEA covers the anticipated impacts, and mitigation measures, of the project across the following areas:

- › Traffic and transport
- › Noise and vibration
- › Air quality
- › Biodiversity
- › Stormwater and flooding
- › Soil and contamination
- › Aboriginal heritage
- › Non-Indigenous heritage
- › Visual amenity, urban design, and landscaping
- › Hazards and risk
- › Green House Gas emissions
- › Human Health
- › Other environmental issues

You can review the PEA on the DP&E website or on our own website, detail of which are below. We want to hear your comments on MPE Stage 2 SSD Application before submitting the EIS to the DP&E so your views can be considered in the planning process. The deadline for submissions is the 21st of September 2016.

To provide feedback on MPE Stage 2 SSD:

- › Find more information and submit feedback on simta.com.au
- › Email your submission to simta@elton.com.au
- › Request a meeting with the project team to discuss your feedback in person
- › Phone the free information line on 1800 968 485.

OVERVIEW OF PROJECT PROGRESS

APPLICATIONS BEING ASSESSED

- › MPE Stage 1 (awaiting final PAC determination)
 - 250,000 TEU Import Export Intermodal Terminal
 - Rail link connection to the SSFL
- › MPW Modification Application (DP&E reviewing following public exhibition)
 - Site clearing
 - Import, place, and stockpile of fill materials
- › MPW Stage 2 (undergoing final stakeholder consultation with lodgement imminent)
 - Site clearing and preparation
 - 500,000 TEU Interstate Intermodal Terminal
 - Rail link to the MPE Stage 1 rail
 - 215,000m² GFA warehousing
 - New site access from Moorebank Avenue

APPLICATIONS OPEN FOR CONSULTATION

- › MPE Stage 2 (SEARs issued by DP&E and EIS being finalised by SIMTA)

Planning process

Step 1	Lodgement of request for SEARs	Request for Secretary's Environmental Assessment Requirements (SEARs) lodged with the NSW Department of Planning and Environment (DP&E)
Step 2	SEARs Issued	DP&E issues SEARs for the Proposal
Step 3	Preparation of Environmental Impact Statement (EIS)	SIMTA prepares EIS including detailed environmental studies for the Proposal WE ARE HERE <small>MPE STAGE 2 MPW STAGE 2</small>
Step 4	Lodge State Significant Development (SSD) EIS / Modification Report	SIMTA lodges the SSD EIS / Modification Report with DP&E
Step 5	DP&E Review	DP&E makes a decision on whether the Proposal's EIS / Modification Report can be placed on public exhibition
Step 6	Public exhibition	Public exhibition of the Proposal's EIS / Modification Report for public submission
Step 7	Response to submissions	SIMTA responds to submissions received during public exhibition and lodges a Submissions Report with DP&E WE ARE HERE <small>MPW MOD</small>
Step 8	Assessment by NSW DP&E	Assessment of the Proposal's EIS / Modification Report by DP&E
Step 9	Determination of SSD / Modification	Determination is placed on the DP&E website and SIMTA, as well as all people who lodged written submissions, are notified of the determination
Step 10	Preparation of a Modification Report of the approved SSD	SIMTA prepares a Modification Report to the approved SSD as required



Contact Us

Please visit our website

 www.simta.com.au for more information.

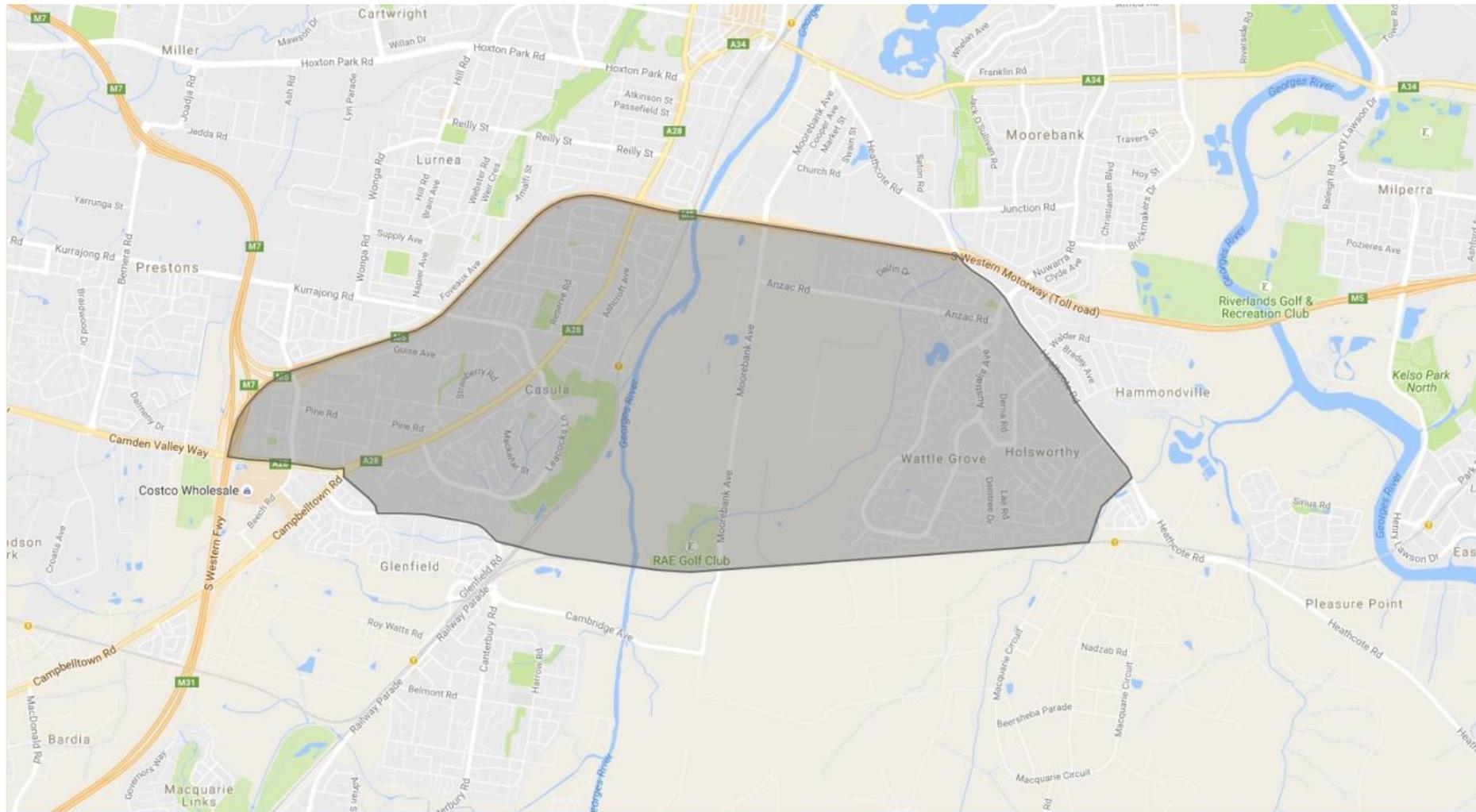
For specific questions, please

 call 1800 986 465

 or send written enquiries or feedback to simta@elton.com.au

 PO Box 1468 Bondi Junction NSW 2022

5.3 Distribution area for newsletter



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