Chapter 7
Proposed amendments to the development

For the EIS heavy vehicle movements were segregated from light vehicles past the main entrance. The approach road to the main IMT access gate and movement through the terminal area also segregated OTR vehicles from IMT plant and equipment (as much as possible).

A grade separated crossing over the IMEX and interstate rail track was also proposed for the southern and central rail access option to allow access to the warehousing precinct in the south-west corner of the Project site.

Description of the proposed change

The internal road layout and access, as illustrated on Figure 7.3, will include:

- a vehicle entry point (for all vehicles) from Moorebank Avenue at a proposed new intersection at the junction of Moorebank Avenue and Anzac Road;
- a dedicated access road for heavy and light vehicles and emergency vehicles (constructed from the Moorebank Avenue and Anzac Road intersection);
- right-turn lanes at the Moorebank Avenue and Anzac Road intersection for safe entry for vehicles turning into the Project site and the dedicated access road. The dedicated access road will be a dead end road, also open to the public, located adjacent to the warehouse precinct on the western boundary of the Project site;
- when exiting the Project site from the dedicated access road, all heavy vehicles will turn left only at the Moorebank Avenue and Anzac Road intersection for travel towards the M5 Motorway. There will be no restrictions on light vehicle movements at this intersection;
- two IMT access gates, one for the interstate terminal and one for the IMEX terminal as follows:
    - the interstate IMT gate will provide access for heavy vehicles and will be located at the northern end of the interstate terminal with direct access from the dedicated access road. This gate will be located a sufficient distance from the access road to allow inbound trucks to queue within the IMT boundary without impeding the flow of traffic on the access road, Moorebank Avenue or the functioning of the intersection with Anzac Road or the M5 Motorway. Outbound traffic will still be able to queue within the IMT boundary along the approach to the interstate IMT gate; and
    - the IMEX gate will provide access for heavy vehicles to a dedicated IMEX truck loading area. This area processes the trucks which then park in a designated bay and wait for their container to be delivered by a straddle crane or transfer vehicle. The truck then secures the load and leaves the area via the exit gate.
- internal warehouse access roads that interface with the warehouse precinct, on the western side of the Project site, providing direct internal access for the ITVs to the warehouses from the IMEX and interstate terminal; and
- no grade separated crossing over the IMEX and interstate rail track is proposed in the south-west corner of the Project site for the southern rail access option.

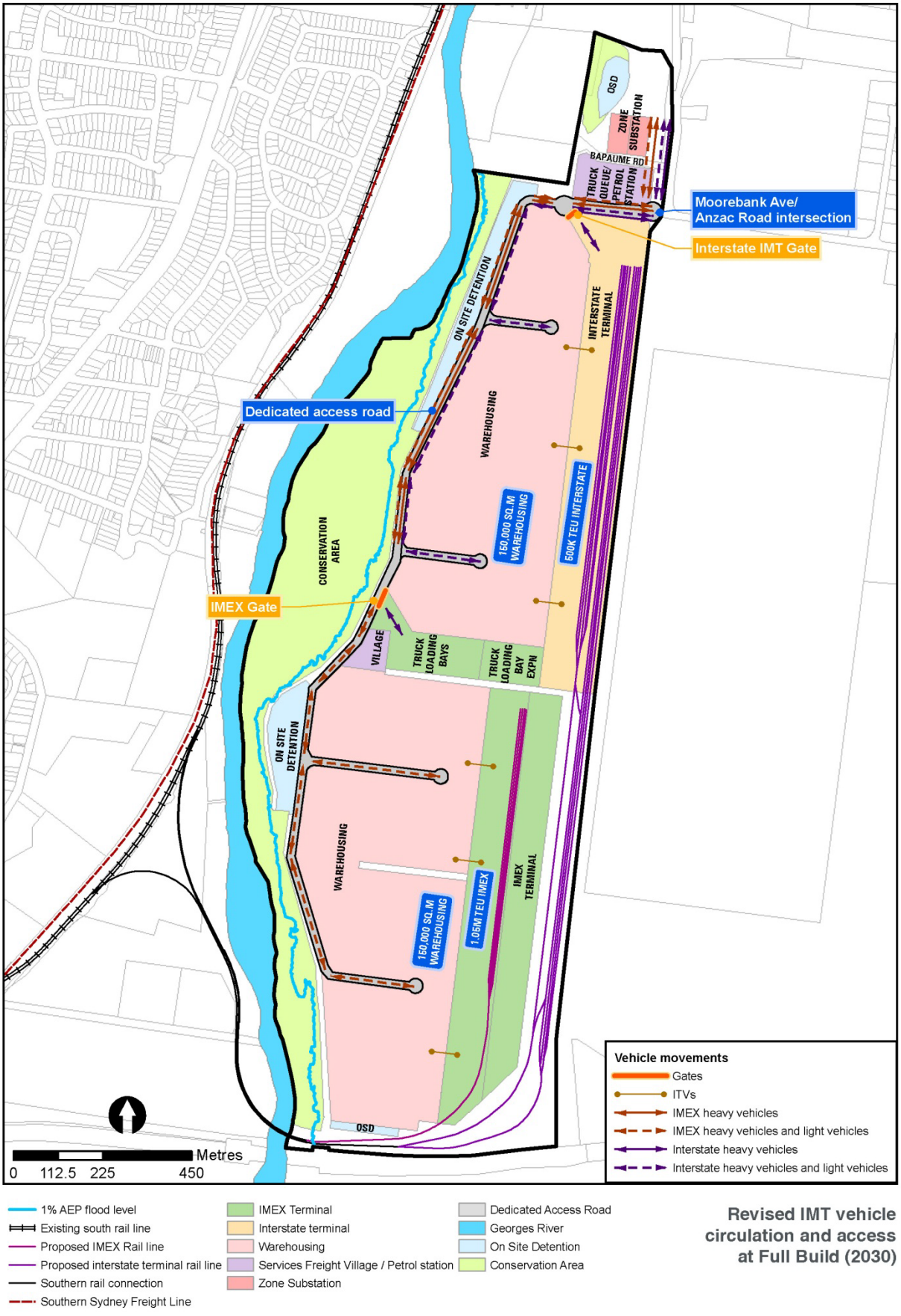

Figure 7.3 Revised IMT vehicle circulation and access at Full Build (2030)

Realignment of Powerhouse Road

Description of the EIS design

As described in section 7.9.3 of the EIS, the existing layout for the northern and central rail access options required realignment of the existing access road to the Casula Powerhouse Arts Centre on Liverpool City Council land to the west of the Georges River. The realignment was required to allow for construction and operation of the proposed rail access links to the SSFL, while also retaining access to the Arts Centre.

Description of the proposed change

Under the revised Project, the realignment of Powerhouse Road is not required as the southern rail access has been confirmed as the preferred option.

7.5 Amendment to the Early Works phase

Section 8.3 of Chapter 8 – *Project development phasing and construction* of the EIS describes the Early Works phase of the Project. These works excluded Rehabilitation Works which were described in Section 8.1.2 of the EIS, where it was stated that these works were outside the scope of the EIS but were subject to a separate Commonwealth *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act) referral to the Department of Environment (DoE) (EPBC referral - EPBC 2014/152).

The works were subsequently determined by DoE not to be a Controlled Action under the EPBC Act, meaning that no further assessment or approval would be required from the Commonwealth. Additionally, as the works constituted an Action by the Commonwealth (MIC) entirely on Commonwealth land, it was further determined by MIC that approval under the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act) would also not be required.

The Early Works component of the Project, as described in the EIS will not change, and includes:

- establishment of construction facilities, which may include a construction laydown area, site offices, hygiene units, kitchen facilities and wheel wash;
- demolition of existing buildings, structures and contaminated buildings not being removed as part of the MUR Project or the site rehabilitation works;
- some contaminated land remediation including removal of unexploded ordnance (UXO) and explosive ordnance waste (EOW) if found, removal of asbestos contaminated buildings and remediation of an area known to contain asbestos;
- relocation of trees, including hollow bearing trees (i.e. those that provide ecologically important roosting habitats);
- service utility terminations and diversions;
- establishment of the conservation area within the plant and equipment operation training area (known as the 'dust bowl') including seed banking and planting; and
- heritage impact mitigation works including archaeological salvage of Aboriginal and European potential archaeological deposit (PAD) sites.

However, since the agreement has been made with SIMTA to build and operate the Moorebank IMT, SIMTA will now be responsible for delivering the Early Works phase of the project, which includes the Rehabilitation works. Therefore, MIC now seeks to include the previously excluded Rehabilitation Works into the Stage 1 SSD concept approval for the Project, in other words to subject the rehabilitation works to approval under the NSW EP&A Act, to remove any uncertainty over the fact that the works may be delivered by SIMTA (not a Commonwealth entity).

The areas of proposed Rehabilitation Works are presented in Figure 7.4 overleaf and include the following:

- decontamination and demolition of buildings identified with asbestos containing material (ACM) (B001, B032, B035, B039, B040, B041, B042, S128);
- remediation of contamination hotspots including underground storage tanks (USTs) as identified in the Remediation Action Plan presented in Appendix F of Technical Paper 5 – Environmental Site Assessment (Phase 2) of the EIS (EIS Volume 5);
- site stabilisation and establishment of the proposed conservation area on the site of the plant and equipment operator training area (known as the 'dust bowl') on the western side of the site;
- construction of secure perimeter fencing; and
- ancillary operations including establishment of construction facilities and amenities on existing areas of hardstand. This will include staff parking, site offices, hygiene units and kitchen facilities, plant laydown areas and wheel wash.

7.6 Changes to the Project development phasing and timing

This section provides a description of those aspects of the Project development phasing and timing which are likely to change as a result of the revised IMT layout. Figure 7.1 shows a comparison of the EIS and revised Project development phasing and timing.

Description of the EIS development phasing and timing

As discussed in Chapter 8 – *Project development phasing and construction* of the EIS, the construction and operation of the Project will be undertaken in a phased manner. The EIS used the following five development phases to describe the likely construction and operation activities as the Project develops:

1. Early Works (2015);
2. Phase A – construction of 500,000 TEU IMEX terminal and 100,000 sq. m warehousing (2015–2018);
3. Phase B – operation of 500,000 TEU IMEX terminal and 100,000 sq. m warehousing, construction of additional 550,000 million TEU and construction of additional 150,000 sq. m (2018–2025);
4. Phase C – operation of 1.05 million TEU IMEX terminal and 250,000 sq. m warehousing, construction of 500,000 million TEU interstate terminal and 50,000 sq. m warehousing (2025–2030) (Phase C); and

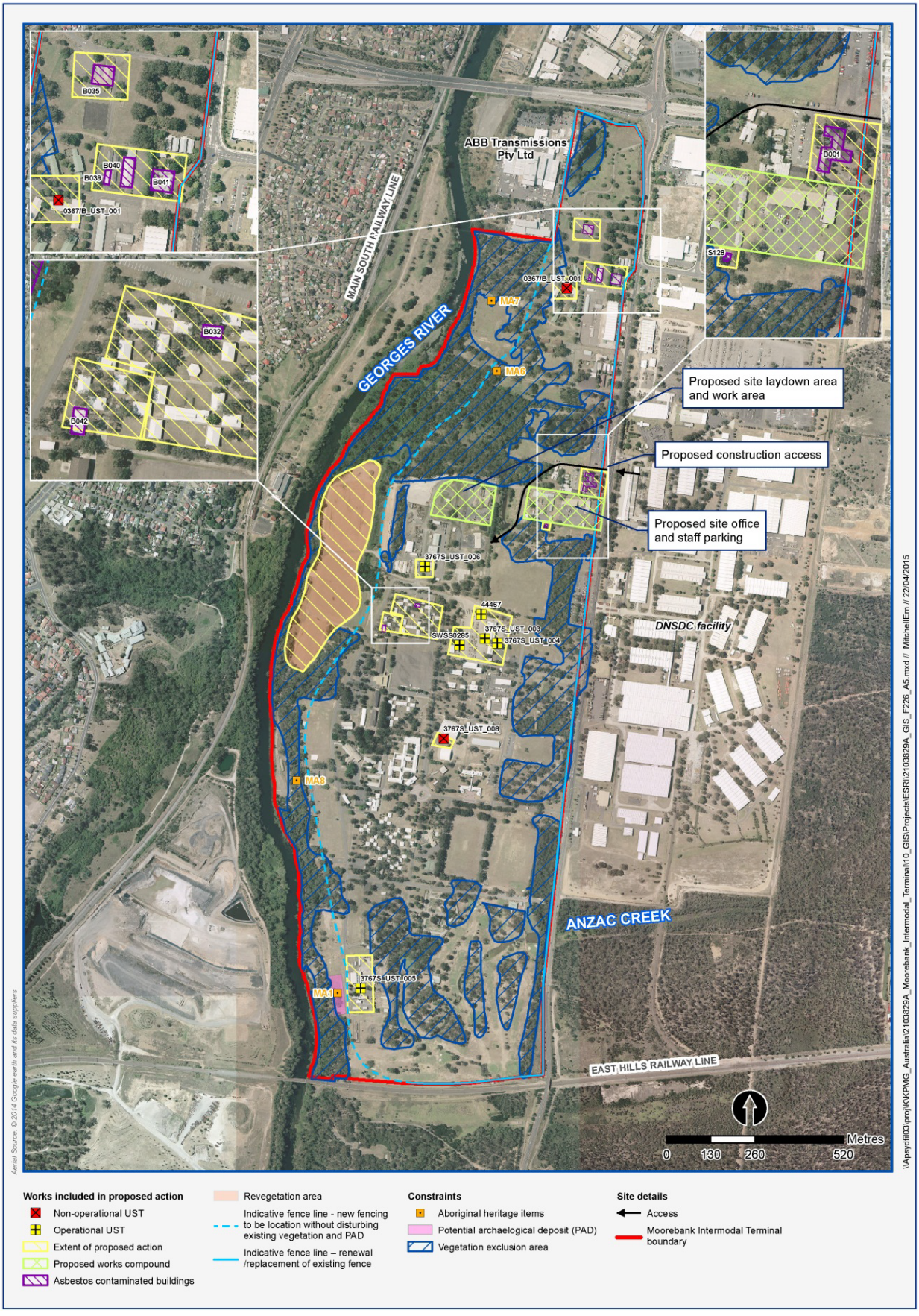

Figure 7.4 Layout of the proposed Rehabilitation Works

5. Full Build – operation of 1.05 million TEU IMEX terminal and 500,000 TEU interstate terminal, 300,000 sq. m of warehousing (2030).

Description of the revised development phasing and timing

The development phases anticipated for the revised Project have changed based on revised projections of the future demand, and may be subject to further change in light of changing economic conditions in future years. As such the phasing is a best estimate for the purposes of assessing environmental impacts at key stages of development. Each stage of development (with the exception of Early Works) will be subject to its own detailed EIS (Stage 2 SSD approval applications) which will provide an opportunity for the Project stages and timing to be determined in detail. A summary of the revised phasing comprises:

1. Early Works (2015), including Rehabilitation Works – subject to the current concept approval application.

2. Phase A – construction of 250,000 TEU IMEX terminal, 100,000 sq. m of warehousing and construction of the southern rail link (2015–2016)..

3. Phase B – the phase would commence with the operation of a 250,000 TEU IMEX terminal and 100,000 sq. m of warehousing, as well as the construction of a 250,000 TEU interstate rail terminal, which becomes operational in mid-2019. Construction of an additional 250,000 TEU IMEX terminal occurs in mid-late 2020.

4. Phase C – the phase would commence with operation of a 500,000 TEU IMEX terminal, 100,000 TEU warehousing and a 250,000 TEU interstate terminal. Additional construction activities during Phase C (which become operational once completed) comprise the construction of 150,000 sq. m warehousing and a 250,000 TEU IMEX (mid 2022 to end 2023 approx.); construction of an additional 255,000 TEU IMEX (2027); and construction of an additional 250,000 TEU interstate capacity and 50,000 sq. m warehousing (2029).

5. Full Build – operation of 1.05 million TEU IMEX terminal and a 500,000 TEU interstate terminal and, 300,000 sq. m of warehousing (2030).

Figure 7.5 below shows the comparison between the EIS and revised Project development phasing and timing.

Figure 7.6 to Figure 7.9 show the progressive development of the revised Project from 2016 to the Full Build at 2030.