Chapter 1
Introduction

1. Introduction

An intermodal terminal, or IMT, is a location for the interchange of freight between one mode of transport and another. The Moorebank IMT Project (the Project) is intended to provide an inland road/rail terminal to service freight movements to and from Sydney's west and south-west.

This chapter provides an overview of the Project as presented in the Environmental Impact Statement (EIS) and describes the purpose and structure of this report.

1.1 Background and purpose of this report

The EIS for the Project was placed on public exhibition between 8 October and 8 December 2014. During this time the community, key stakeholders and interest groups were invited to make a submission either using the online submission tool on NSW Department of Planning and Environment (NSW DP&E)'s website or by providing a written submission. An electronic copy of the EIS is available on NSW DP&E's website http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=5066

This document comprises the Response to Submissions Report (incorporating a proposed amendment to the development and associated impact assessment) (this report) which is required under Division 6 and clause 85A(2) of the NSW *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation). Clause 85A(2) specifies that:

> 'The Director-General may, by notice in writing, require the applicant to provide a written response to such issues raised in those submissions as the Director-General considers necessary'.

This report documents and considers the issues raised in the community and agency submissions received during the public exhibition of the EIS. In particular, this report provides:

- an overview of the Project and EIS;
- an assessment of the issues raised by the NSW Planning Assessment Commission in its assessment of the Sydney Intermodal Terminal Alliance concept plan EIS with a specific focus on matters with direct implications for the Project;
- details of consultation activities undertaken prior to, and during, the public exhibition of the EIS, as well as future consultation to be undertaken during the pre-construction, construction and commissioning phases;
- responses to issues raised in community and agency submissions;
- details of the proposed amendments and additional investigations that have been undertaken since the public exhibition of the EIS; and
- a revised list of environmental management measures proposed for the Project (including revisions made through design changes and additional investigations).

1.2 Project background

Forecast growth in international and interstate freight movements through Sydney's Port Botany and increased industrial and commercial development in west and south-west Sydney have prompted government and industry to consider new strategies for alleviating constraints on the road freight network. Insufficient intermodal rail freight capacity is recognised as a key barrier to the future development of Sydney and improvements in national productivity.

The Project involves the development of intermodal freight terminal facilities at Moorebank, in south-west Sydney that facilitates the reduction of road traffic along key road freight corridors supporting the movement of freight by train. This is consistent with NSW Government objectives towards increasing the mode share from trucks to trains

In September 2004 the Australian Government announced it would consider the development of an IMT at Moorebank (Department of Transport and Regional Services 2006). In September 2010, the Commonwealth Department of Finance (DoF) (formerly the Commonwealth Department of Finance and Deregulation (DoFD)) commenced the Moorebank Intermodal Terminal Feasibility Study (the feasibility Study) which included economic and financial analysis, technical feasibility and master planning for the facility. A scoping study undertaken as part of the Feasibility Study found that an IMT at Moorebank would have a positive impact on national productivity and long-term public benefits associated with reducing road congestion from heavy vehicle freight transport, and the associated environmental and social impacts of this congestion.

Following this study, a business case was prepared for the Project by KPMG, and in April 2012 after reviewing the findings of the business case, the Australian Government committed to proceeding with the Project, subject to planning and environmental approval.

1.2.1 Approval pathway

The planning and assessment process for the Project is summarised in Figure 1.1. MIC is currently seeking approval for the proposal 'concept' (i.e. the broad parameters of the Project to operate at maximum capacity of 1.55 million twenty-foot equivalent units (TEU)) to satisfy both:

- a staged State significant development (SSD) consent under the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act) (including a Stage 1 development consent for Early Works); and
- the requirements of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) in relation to impacts of the proposed action on matters protected under the Act (which, in the case of this Project, comprise listed threatened species and communities and impacts on the environment by a Commonwealth agency).

The approval processes under the EPBC Act and the EP&A Act are being undertaken in parallel and the EIS addressed both the Commonwealth's EIS guidelines as well as the Secretary for NSW DP&E's Environmental Assessment Requirements (SEARs) for the Project.

In addition, a planning proposal is seeking Commonwealth and State environmental and planning approvals to facilitate the development of the IMT by rezoning the Project site and introducing relevant provisions into the *Liverpool Local Environmental Plan 2008* (LLEP). More specifically, the planning proposal seeks to:

- amend the land use zoning of the Project site to provide for, with consent, the development of the IMT and access to the freight network;

- introduce the requirement to provide for satisfactory arrangements for contributions to be made towards regional transport infrastructure reasonably required by the Project; and
- introduce planning controls that are consistent with the development controls for other industrial land uses.

The planning proposal was exhibited at the same time as the EIS so that the rezoning of the Project site can be considered in conjunction with the Commonwealth and NSW approvals.

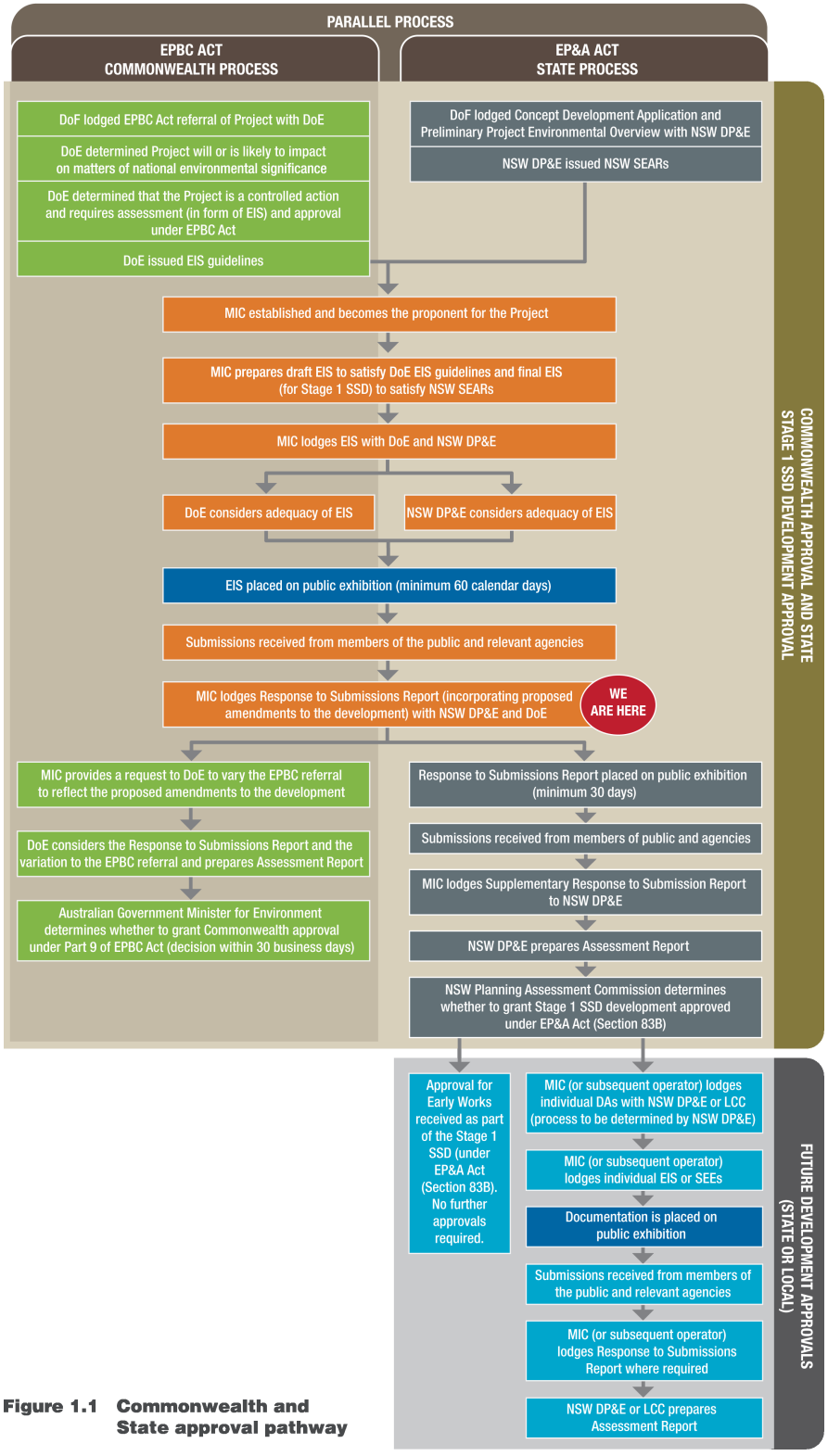

Figure 1.1 Commonwealth and State approval pathway

1.3 Overview of Project as presented in the EIS

The Project, as presented in the EIS, involves the development of IMT facilities at Moorebank in south-west Sydney, linked to Port Botany and the interstate rail network. The Project includes associated commercial infrastructure (warehousing), a rail link connecting the Project site to the Southern Sydney Freight Line (SSFL) and road entry and exit points along Moorebank Avenue. The following sections briefly describe the key features, staging and timing, strategic context and benefits of the Project. Further details are provided in the EIS which can be accessed at http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=5066.

1.3.1 Key features of the Project

The key features of the Moorebank IMT as presented in the EIS include the following:

- *An import/export (IMEX) freight terminal* designed with a maximum capacity of 1.05 million twenty-foot equivalent units (TEU) a year (525,000 TEU inbound and 525,000 TEU outbound) servicing international IMEX freight movement between Port Botany and the Project site.
- *An interstate freight terminal* designed to handle up to 500,000 TEU a year (250,000 TEU inbound and 250,000 TEU outbound) of interstate freight, servicing trains travelling to, from and between Sydney and regional and interstate destinations.
- *Warehousing facilities* with capacity for up to 300,000 square metres (sq. m) of gross floor area to provide an interface between the IMEX and interstate terminals and commercial users of the facilities such as freight forwarders, logistics facilities and retail distribution centres.
- *Establishment of a conservation area* to maintain and enhance the riparian vegetation between the Georges River and the 1% annual exceedance probability (AEP) flood level.
- *An upgrade of Moorebank Avenue* including widening of the road to a four-lane carriageway between the M5 Motorway and the East Hills Railway Line, upgrades to intersections to accommodate the widening and additional traffic, and traffic control measures.
- *A rail access connection (rail link) between the main IMT site and the SSFL* via a bridge crossing the Georges River to the west of the main IMT site at either the northern, southern or central part of the Project site's western boundary.

1.3.2 Staging and timing

The Project would involve the phased delivery of the IMEX and interstate terminals and warehousing capacity in line with the market demand for processing of containers through the IMT. Construction is proposed to commence in 2015 with the Early Works development phase. Development would then progress with construction and later simultaneous operation activities until the Project reaches Full Build in 2030.

For the purpose of assessing the impacts of the Project, the EIS used five development phases to describe the likely construction and operational activities. A summary of the phasing presented in the EIS include:

1. Early Works (2015);
2. Phase A – construction of initial IMEX terminal and warehousing (2015–2018);

3. Phase B – operation of initial IMEX terminal and warehousing, construction of additional capacity (2018–2025);

4. Phase C – operation of IMEX terminal and warehousing, construction of interstate terminal and additional warehousing (2025–2030); and

5. Full Build – operation of IMEX terminal, warehousing and interstate terminal (2030).

Future Stage 2 SSD approval applications will be linked to the proposed development phases presented above and may be subject to further change in light of changing economic conditions in future years. As such, the proposed phasing is a best estimate for the purpose of assessing environmental impacts at key stages of development. Each SSD stage of development will be subject to its own detailed EIS which will provide an opportunity for the (slightly revised compared to the EIS) Project stages and timing to be determined in detail.

1.3.3 Need for the Project

Sydney's need for additional IMEX and interstate IMT infrastructure is driven by the following factors.

- Continued strong growth in containerised IMEX freight, with growth averaging 7% annually over the last 15 years (NSW Government 2013), and forecast (by the Australian Government's Bureau of Infrastructure, Transport and Regional Economics (BITRE 2010)) to be a compound annual growth rate of 4.25% to 2030.

- The need to ease the bottleneck for containerised freight at Port Botany, which is a critical gateway for the movement of national freight – i.e. to cope with future growth in containerised freight, more freight needs to be moved to and from Port Botany by rail.

- The expected growth in containerised interstate freight moving through Sydney, which is forecast to grow at 3.6% a year over the next 20 years (BITRE 2010).

- Capacity constraints within the current and planned IMT network in Sydney.

- Increasing containerised freight demand in Sydney and interstate, with a significant amount of this demand focused on west and south-west Sydney, and strategic planning in the freight sector placing increasing emphasis on interstate rail transportation.

- Heavy road congestion around Port Botany and on the M5 Motorway, which is predicted to worsen with the anticipated growth in freight.

- The high social and environmental costs of road freight relative to rail and shipping.

If these issues are not addressed, they are predicted to add substantial costs to the national and regional freight supply chain, and would have wider economic and environmental impacts associated with road congestion in Sydney.

An IMT at Moorebank would respond to Sydney's need for more freight handling capacity as the Project would enable more containerised freight to be moved by rail. The Project is one of a number of IMTs required to manage the increased number of containers expected to come through Port Botany in the long term.

1.3.4 Strategic context

Improving freight infrastructure and performance has been a key focus for both the Australian and NSW Governments. The need for additional intermodal capacity at Moorebank has been identified in a number of strategic policy documents (refer to Table 1.1). In addition, analysis of market demand undertaken by KPMG has determined that there is a shortfall in IMEX capacity of more than one million TEU a year, at 2025 (even when taking into account the existing capacity at Yennora, Minto, Villawood and Enfield). KPMG also forecast there would also be shortfall in interstate capacity, of approximately of 328,000 TEU a year at 2030 growing to 363,000 by 2040. Chapter 2 – *Assessment of the issues raised by the NSW Planning Assessment Commission* of this report provides a detailed discussion of market demand.

Overall, the Moorebank IMT is intended to satisfy the strategic need for the intermodal capacity in the Sydney region and is consistent with the national and state policy framework.

Table 1.1 Summary of modifications to the proposal

Australian Government policies and publications	
Policy/publication	**Relevant to the Project**
National Building Program	The Australian Government is investing $36 billion in road and rail infrastructure through the National Building Program over the period from 2009–09 to 2013–2014. An IMT at Moorebank is identified as a NSW project that will receive funding under the National Building Program.
National Land Freight Network Strategy	The *National Land Freight Strategy Discussion Paper* (Infrastructure Australia 2011) identifies the need to integrate freight and land use planning in developing a national and freight network. New IMT capacity at Moorebank is identified in the discussion paper as a key priority.
National Ports Strategy	The *National Ports Strategy* (Infrastructure Australia 2010) identifies the need to improve the efficiency of port-elated freight movements across the infrastructure network.
National Infrastructure Priorities	An IMT located at Moorebank has been identified in the *National Infrastructure Priorities – Infrastructure for an economically, socially and environmentally sustainable future* (Infrastructure Australia 2009) as a priority infrastructure project. The Project is listed as a 'priority infrastructure pipeline project with real potential'.
NSW policies and publications	
NSW 2021	*NSW 2021: A plan to make NSW number one* (NSW Government 2011) is a 10-year plan to guide strategic policy making and infrastructure delivery in NSW. The plan includes a target of enhancing rail freight movement in NSW, by doubling the proportion of container freight movement by rail through NSW ports by 2020. The NSW Government has indicated that shifting freight movements to rail is a priority action to maximise capacity at Port Botany and reduce truck movements on the NSW road network.
State Infrastructure Strategy 2012–2032	The *State Infrastructure Strategy 2012–2032* (Infrastructure NSW 2012) identifies transport access to and from Sydney's international gateways as a short term infrastructure priority. Development of an IMT at Moorebank in the next four years, and supporting infrastructure in five to ten years' time, are principal recommendations of the strategy, particularly should there be growth in demand for IMEX intermodal freight handling in NSW.

NSW policies and publications	
NSW Long Term Transport Master Plan	The *NSW Long Term Transport Master Plan* (NSW Government 2012) identifies intermodal terminals as a key part of the NSW freight network system, critical to increasing the share of container freight moved by rail and to manage growing import container trade particularly in Sydney. The Moorebank IMT is identified within the Master Plan as having the potential to generate new jobs in the transport and logistics sector and supporting commercial activity across south west Sydney and the broader city.
Metropolitan Plan for Sydney 2036	The *Metropolitan Plan for Sydney 2036* (NSW Government 2010) identifies intermodal terminals as an essential component of an efficient freight and logistics sector and identifies ongoing collaboration with the Australian Government towards facilitating development of intermodal facilities. The Moorebank IMT is noted for its potential to generate employment in the Liverpool LGA and support commercial land use across the metropolitan area.
Draft Sydney Metropolitan Strategy for Sydney to 2031	The *Draft Metropolitan Strategy for Sydney to 2031* (NSW Government 2010) identifies the need for more efficient transport and infrastructure delivery to ensure that Sydney's freight transport and intermodal terminal network will be more efficient and have greater capacity. The Strategy identifies that industrial lands close to rail, motorways, other major roads, or ports, airports and intermodal terminals have high strategic value and recognises the need to plan for the Moorebank IMT Project in the medium to long term.
Railing Port Botany's Containers	The NSW State Government identified the Moorebank IMT as a critical component in meeting Sydney's freight rail targets in the *Railing Port Botany's containers: Proposals to ease pressure on Sydney's roads* (Freight Infrastructure Advisory Board 2005). The Moorebank site is identified as strategically important given its proximity to the SSFL, M5 Motorway and M7 Motorway.
Sydney Metropolitan Strategy	Contained within the *Metropolitan Strategy – City of Cities: A Plan for Sydney's Future* (Department of Planning 2005) objectives is an action to 'Plan an intermodal terminal network in Sydney', noting that the plan would examine the need to locate new major terminal to service western and south0western Sydney. The Metropolitan Strategy has since been superseded by the *Metropolitan Plan for Sydney 2036,* but is still instructive in detailing the strategic need for the Project.
South West Subregion: Subregional Strategy	The *South West Subregion: Draft Subregional Strategy* (Department of Planning 2007) identifies a transport terminal at Moorebank as a key component in meeting Sydney's intermodal capacity needs.
NSW Ports and Freight Strategy	The *NSW Freight and Ports Strategy* (NSW Government 2013) strategy expressly supports the development of an IMT at Moorebank as it is 'supported by dedicated rail freight lines and adequate road connections' (p121).
Action for Air 2009	*Action for Air 2009* (Department of the Environment, Climate Change and Water 2009) discusses future directions and strategies for air quality management and notes that increasing the use of the rail network for transport freight improves air quality.

1.3.5 Project benefits

The development of the Project is intended to increase intermodal capacity in Sydney, and would have a number of flow-on benefits across the freight sector and the NSW economy. By providing increased intermodal capacity in Sydney, it is envisaged the unit costs of transporting containers by rail for IMEX and interstate markets would be reduced, and this would lead to an increase in the share of freight movements by rail.

The Project is expected to generate a number of economic, social and environmental benefits for the community and economy, as outlined below:

- *Economic benefits*: close to $9 billion in economic benefits (before costs and in present value terms), over a 30-year operational period for the Project, including $120 million a year for the south-western Sydney economy, through improved productivity; reduced operating costs; reduced costs associated with road damage, congestion and accidents; and better environmental outcomes;

- *Job creation*: 1250 jobs (typical workforce) during construction of the IMEX terminal and warehousing and 300 jobs (typical workforce) during the construction of the interstate terminal, with operation of the Project expected to generate approximately 2200 jobs;

- *Better environment through reduced road congestion*: up to 3,000 fewer truck journeys every day (1,500 to and 1,500 from Port Botany) once the terminal is operating at capacity, equating to 1.05 million fewer truck journeys per year. As a result fewer greenhouse emissions will be released, saving an estimated 7,300 tonnes of $C0_2$ per year once the terminal is fully operational in 2030;

- *Social benefits of reducing road traffic and associated noise* along key road freight routes between Moorebank and Port Botany and interstate;

- *Easing the Port Botany bottleneck* to enable the Port to cope with future growth and provide large-scale freight capacity; and

- *Enabling the movement of freight around Australia*, considering interstate freight is expected to grow by 3.6% a year over the next 20 years.

The Project is in the public's best interest as its residual environmental impacts will be localised and managed; however its benefits will be significant and widespread for the entire community. The local community will receive a share of these benefits as well as a local benefits program. The public interest is also served by the IMT in terms of its contribution to government policy, the lack of suitable alternative sites; and the unique characteristics of the site which are not needed for other land uses but make it ideal for an IMT. While some local community members oppose the Project, the broader community interest is reflected by strong support from government and industry stakeholders.

1.3.6 Why Moorebank?

The site at Moorebank has been identified by the Australian and NSW Governments as the preferred location for additional intermodal capacity in Sydney because of its proximity to major freight corridors ((SSFL, M5 Motorway, near the M7 Motorway and Hume Highway) and its central location relative to major freight markets in the west and south west of Sydney. Other reasons why the Project site has been selected include:

- It is located a sufficient distance from Port Botany to make rail a commercially viable alternative to road for movements to and from Port Botany.

- It is adjacent to existing industrial areas, and centrally located relative to major freight markets, considering almost two-thirds of port container freight are transported to or from markets in western Sydney.

- It is long enough to handle interstate freight trains, which can be 1,500 to 1,800 m long.

- It is large enough to handle the number of containers expected (up to 1.05 million TEU a year of IMEX freight and another 500,000 TEU a year of interstate freight) and has the space required for the associated warehousing, This will increases the efficiency of the freight service offered and therefore increases the attractiveness of the terminal and its potential to get more freight onto the rail network.

- It is located near to the South West Growth Centre.

- It is owned by the Australian Government and available for an alternative use, as the current occupant of the site, the Department of Defence's School of Military Engineering (SME), is moving to new, purpose-built facilities in mid-2015.

No other known site in Sydney has the same unique characteristics to efficiently accommodate the type of activities being proposed. The availability of the site for development represents a once-in-a-generation opportunity for a transformational freight infrastructure project. Alternative IMTs would be significantly less economically efficient than the Moorebank IMT and not practically achievable in the timeframes required. In particular:

- There is no land set aside for an IMT at Eastern Creek and a new freight rail line to the area would be needed with substantial investment implications.

- Land would also be required for an IMT at Badgerys Creek as the new airport site is unlikely to have spare space for this purpose. A new freight rail line would also need to be constructed in addition to the planned passenger line. It would not be practical for freight trains to share the planned passenger line to the new airport since passenger trains receive priority on the passenger network, which would undermine the efficiency and reliability of a rail freight service via Badgerys Creek.

- Even if land was available at Eastern Creek or Badgerys Creek, the planning and environmental approval process to assess the sites' suitability from an environment, social and economic perspective can take years. Given the demand for intermodal facilities in western Sydney the Moorebank IMT site is considered the most appropriate to service the current demand.

The comprehensive site assessment undertaken in the EIS conclusively demonstrated the suitability of the proposed site for the proposed intermodal activities - the essential requirement for decision making.

1.4 Key findings of the EIS

1.4.1 Key impacts identified in the EIS

The EIS prepared for the Project identifies the key environmental and social impacts (positive and negative) during the construction and operation of the Moorebank IMT. Due to the proposed phased development of the Project over a relatively long period of time, the EIS adopted a 'multiple scenario' approach and impacts were assessed at certain points in time during which there would be concurrent construction and operation. This approach was used for assessing the traffic and transport, noise and vibration, local air quality and human health impacts as these were identified as the most significant for the Project.

For other impacts (including biodiversity, hazards, contamination, hydrology and water quality, heritage, visual, property and infrastructure and waste and resource use) the EIS assessed the Early Works development phase as well as one typical construction scenario and one worst case operational scenario (Full Build). Chapter 10 – *Impact assessment approach* of the EIS provides further details on the impact assessments for the Project.

Chapters 11 to 29 of the EIS presented the findings of the impact assessments. In summary, the Project is anticipated to have a number of environmental and social impacts, however, the majority of the identified impacts are not considered significant, assuming effective implementation of the proposed mitigation and management measures outlined in the EIS.

Chapter 28 – *Environmental management framework* of the EIS provided a consolidated list of management and mitigation measures to be implemented during the detailed design or pre-construction, Early Works, construction and/or operation phases of the Project. These management and mitigation measures have been further reviewed in light of the submissions received following exhibition of the EIS. The revised management and mitigation measures are presented in Chapter 9 – *Revised environmental management measures* of this report.

Assuming implementation of the proposed mitigation measures, the residual impacts of the Project on key issues — such as traffic, transport and access; local air quality; heritage; socio economics; hazard and risk; soils and contamination; local stormwater catchment flooding and water quality; property and infrastructure; greenhouse gases; and human health — are predicted to be either 'low' or 'low to moderate' in significance.

The following issues were predicted to have a residual impact of 'moderate':

- increase in ambient noise levels at sensitive receivers;
- loss or disturbance of threatened flora and fauna species;
- potential for increase in flood levels (afflux) upstream of the Georges River bridge; and
- adverse impact on visual amenity.

In each case, the residual risk rating of 'moderate' was reflective of the need for a relatively complex set of mitigation measures to as far as feasible mitigate residual impacts consistent with established practice and regulation. The ratings do not indicate that these issues cannot be mitigated effectively through the measures proposed.

Key mitigation measures proposed for the impacts with a residual rating of 'moderate' are as follows:

- Noise mitigations:
    - > Limiting of construction works to standard daytime construction hours, unless essential and approved (e.g. required for safety) or where not above acceptable levels.
    - > Provision of specific noise mitigation where noise-generating construction works are outside standard hours, additional (e.g. localised acoustic screens, restricting simultaneous use of noisy plant).
    - > Development of Project design/layout to minimise noise (e.g. procurement of mechanical plant with lowest available noise emissions, use of noise reduction barriers, restricting track turn radii).
    - > Ongoing community consultation / complaints management system.
    - > Ongoing monitoring to continually evaluate Project noise emissions and, as required, implement additional noise mitigation.

- Biodiversity mitigation:
  - > Retention (as a conservation area) of substantial areas of vegetation along the Georges River.
  - > Identification of vegetation clearing exclusion zones for sensitive areas.
  - > Presence of a trained ecologist to accompany clearing crews to ensure disturbance is minimised and any native fauna are relocated.
  - > Long-term weed removal/riparian vegetation restoration within conservation area.
  - > Pre-clearing surveys and clearing of hollow-bearing trees prior to vegetation clearing.
  - > Development of a biodiversity offset strategy in accordance with regulatory requirements.
- Flood mitigation:
  - > Construction phase mitigation measures include locating site compounds, stockpiles and storage areas above the design flood level; and implementing a staged construction plan for the Georges River bridges that minimises temporary obstruction of flow in the main channel and floodplain.
  - > Operation phase mitigation measures include designing bridge piers to minimise obstruction to flow and associated afflux; and further design of the central rail access bridge structures and their alignment and/or consideration of compensatory measures to reduce the impact.
  - > No major construction would be undertaken in the 1 in 100 year flood zone (excluding rail access connection and stormwater drainage channels).
- Visual mitigation:
  - > Incorporation of urban design principles into Project design, including height controls that limit building heights to 21 metres.
  - > Visual mitigation measures such as landscaping, screening/ buffering of less attractive activities/infrastructure.
  - > Designing lighting to minimise light spill.
  - > Monitoring of light spill.
  - > A full list of all proposed mitigations is provided in Chapter 28 – *Environmental management framework* of the EIS.

1.4.2 Conclusions of the EIS

As discussed in Chapter 30 – *Project justifications and conclusions* of the EIS, there is a strong justification for the Moorebank IMT in relation to its need, the anticipated benefits and costs/impacts, the objectives of the EP&A Act and matters of ecologically sustainable development. The EIS also concluded that provided the mitigation measures specified in the EIS are applied and effectively implemented during the design, construction and operational phases, the residual environmental impacts on the environment and community would be acceptable with established practice and regulation. In addition, the Project would result in benefits that would be in the public interest and it is considered that the benefits outweigh the residential impacts.

1.4.3 Structure of the EIS

Given the size of the EIS, the EIS comprised nine volumes:

- Volumes 1A and 1B consist of the main EIS document;
- Volume 2 consists of the appendices to the main EIS document; and
- Volumes 3 to 9 consist of the technical reports that support the EIS prepared by specialists and the wider Project Team.

The contents of this EIS are shown in Figure 1.2 below.

Contents of the EIS

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Appendix A – EIS Project team
Appendix B – EIS guidelines and requirements
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Appendix D – Consultation information, materials and outcomes
Appendix E – MCA criteria relating to Project objectives
Appendix F – Layouts of shortlisted Project alternatives
Appendix G – Peer review endorsement letters
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TECHNICAL PAPERS

EIS Volume 3
1 – Traffic and Transport Impact Assessment
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EIS Volume 4
3 – Ecological Impact Assessment (with associated Biodiversity Offset Strategy)
4 – Preliminary Risk Assessment

EIS Volume 5a
5 – Environmental Site Assessment (Phase 2)

EIS Volume 5b
5 – Environmental Site Assessment (Phase 2) Appendices C to F

EIS Volume 6
6 – Surface Water Assessment
7 – Local Air Quality Impact Assessment
8 – Regional Air Quality Impact Assessment
9 – Greenhouse Gas Assessment

EIS Volume 7
10 – Aboriginal Heritage Impact Assessment

EIS Volume 8
11 – European Heritage Impact Assessment
12 – Visual Impact Assessment

EIS Volume 9
13 – Light Spill Impact Assessment
14 – Social Impact Assessment
15 – Human Health Risk Assessment
16 – Health Impact Assessment

Figure 1.2 Structure and contents of the EIS

1.5 Proposed amendments to the development

Section 89F(4) of the EP&A Act provides for a SSD application to be amended, substituted or withdrawn before it has been determined by the Minister. In this case where NSW DP&E determines that the amendments to the project are substantially different from that of the original application, then the proposal may require further public consultation under the EP&E Act.

Prior to the EIS exhibition, MIC developed the Moorebank IMT proposal as a stand-alone project. The Sydney Intermodal Terminal Alliance (SIMTA) proposal for an intermodal terminal on the site immediately east of the Project site was also being pursued separately, with its own planning and environmental approvals being sought. However, since the exhibition of the EIS, an agreement has been reached between MIC and SIMTA for an integrated precinct-wide intermodal facility and associated warehousing across both the MIC and SIMTA sites. This has resulted in a change in concept layout on the Moorebank intermodal site and the selection of the southern rail access option as the preferred rail connection from the SSFL to the site.

Under this agreement MIC will continue with its existing application for Stage 1 SSD concept approval (incorporating early works) for the Moorebank IMT site and SIMTA will be responsible for obtaining all other approvals required under the EP&A Act, to build all stages of the Project.

Therefore, a number of amendments have been made to the Project to reflect this precinct approach and to address issues raised through the submission process. This report incorporates proposed amendments to the development (refer to Chapters 7 to 9), and provides justification for the proposed changes. This includes a revised IMT layout, details of the proposed rail and road access, and revised project schedule. The impacts of the changes have been assessed and are discussed in section 7.6 of this report.

NSW DP&E has determined that the amendments proposed warrant further public consultation under the EP&A Act. As such, the report will be made publicly available for a minimum of 30 calendar days during which time the community and stakeholders will be invited to make written submissions on the Response to Submission Report (including the proposal amendments to the development) to NSW DP&E.

1.6 Structure of this report

The structure of this report is as follows:

- *Executive summary:* Provides a brief summary of the information presented in this report.
- *Chapter 1 – Introduction:* Provides an introduction to this report; an overview of the key features of the Project; a summary of the key conclusions of the EIS; and the structure of this report. Chapter 1 also introduces the need for amendments to the development, which is further discussed in Chapter 7.
- *Chapter 2 – Assessment of the issues raised by the NSW Planning Assessment Commission* – provides a discussion on the matters raised by the NSW Planning Assessment Commission in its assessment of the SIMTA Concept EIS in late 2014, with focus on matters with direct implication for this Project.
- *Chapter 3 – Consultation:* Provides an overview of consultation activities undertaken prior to, and during, the public exhibition of the EIS. Chapter 3 also includes a summary of ongoing consultation and communication.

- *Chapter 4 – Overview of submissions:* Provides an overview of the process that was used to analyse the issues raised in submissions, as well as an overview of the key issues raised by the community, government agencies and key stakeholders.

- *Chapter 5 – Response to Government agency submissions:* Summarises the issues raised in government agency and key stakeholder submissions. Due to the complexity of these submissions, MIC's detailed response to these issues is provided in Appendix B of this this report.

- *Chapter 6 – Response to community submissions:* Details the key issues raised in community submissions and MIC's response to these issues.

- *Chapter 7 – Proposed amendments to the development:* Documents and assesses the proposed changes that have been made to the Project since the exhibition of the EIS. This includes a description of the proposed conceptual site layout and revised construction staging and assessment approach (including cumulative assessments to include the SIMTA project). An overall statement of the changes in environmental and social impacts relevant to those documented in the EIS is also provided.

- *Chapter 8 – Additional technical investigations since the EIS* documents additional investigations that have been undertaken since the exhibition of the EIS.

- *Chapter 9 – Revised environmental management measures:* Provides the revised set of environmental management measures for the Project, which have been amended in response to the changes to the Project, additional investigations undertaken since the public exhibition of the EIS, and issues raised in submissions received during the public exhibition period.

- *Chapter 10 – Conclusion:* Provides key conclusions for this report.

The structure of this report including the technical appendices is presented on Figure 1.3 below:

Contents of the Response to Submissions Report

Figure 1.3 Contents of the Response to Submissions Report