Chapter 7
Proposed amendments to the development

7. Proposed amendments to the development

This chapter documents and assesses proposed amendments to the development as a result of the recent agreement between the Moorebank Intermodal Company (MIC) and SIMTA to develop an integrated precinct, issues raised during the public exhibition of the EIS and outcomes of further technical investigations.

7.1 Introduction

Section 89F (4) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) states that a development application for State Significant Development (SSD) may be amended, substituted, or withdrawn and later replaced before it has been determined by the Minister. Where this occurs, it may require further public consultation under the provisions of section 89F(1) of the Act where it is determined by the NSW Secretary of the Department of Planning and Environment (NSW DP&E)) to be substantially different from the original application and where the environmental impact of the development concerned has not been reduced by the changes proposed.

Since the EIS was exhibited between October and December 2014, a number of amendments are proposed, both to the layout of the Project and to its delivery staging. The NSW DP&E has advised that the proposed amendments to the development should be presented as part of the Response to Submissions report and placed on public exhibition for further consideration. This chapter of the document presents the proposed amendments.

7.2 Scope and approach

The purpose of this chapter is to:

- document the proposed amendments to the development as a comparison against what was presented in the EIS (section 7.4);
- assess the environmental impacts of the amendments with a focus on the change in impacts relative to the EIS predictions (section 7.8) and present updated mitigation measures; and
- provide an updated discussion and assessment of the cumulative impacts of the amendments in relation to the SIMTA IMT proposal section 7.10 provides a more detailed discussion of the relationship with SIMTA and the proposed intermodal precinct solution.

7.2.1 Terminology explained

There are a number of terms used throughout this chapter that are explained below:

Project phasing

Project *phasing* is the term used to describe the physical development of the Moorebank IMT over time. The Project will be developed progressively in line with demand, and for ease of reference the overall development of the Project has been divided into a series of phases. These are described further in section 7.5 below.

Project scenarios

Project *scenarios* are specific points in time throughout the development of the Moorebank IMT, on which impact assessments are based. They are a series of snapshots of the level of activity (and associated impacts) occurring at that time. Multiple scenarios have been considered to ensure the impacts are fully understood for the key project issues (traffic, local air quality, noise and human health) and a 'worst case' scenario can be captured. The application of scenarios is described further in section 7.8.2.

Project stages

Project *stages* refer to the development application process under the NSW EP&A Act. As indicated above the development is subject of a staged development application process. This sets out concepts for the development for which detailed proposals for separate stages will be the subject of subsequent development applications. The future *stages* (from an approvals perspective) may not necessarily be aligned with the Project phases as described herein.

7.3 Relationship with the SIMTA Project

Chapter 2 *Assessment of the issues raised by the NSW Planning Assessment Commission* of this report provides an outline of the relationship between this Project and the SIMTA project, in terms of explaining the potential for development of an overall Moorebank precinct across both sites. In addition, the chapter presents an outline of a number of potential cumulative scenarios that provide a basis for undertaking precinct-wide impact assessments. The cumulative scenarios are described and assessed in section 7.10.

7.3.1 SIMTA EIS for project approval

SIMTA has received approval under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC) Act for the construction and operation of an intermodal terminal comprising a 1 million TEU IMEX facility and 300,000 sq. m of warehousing.

SIMTA has also received concept approval under Part 3A of the NSW EP&A Act from the Planning Assessment Commission (PAC) for the development of an intermodal terminal. In approving the development, the PAC granted concept approval only for a 250,000 TEU IMEX facility, until the local road infrastructure can be upgraded to support increased capacity. The PAC stipulated that subject to more detailed traffic assessment an ultimate 500,000 TEU capacity could be provided and that this should be adequate to 'meet the Government's objectives for rail freight from Port Botany well into the future'. This is less than the 1 million TEU that was sought by SIMTA (refer to section 2.3 of this report for

a discussion on MIC response to the PAC capacity cap). The PAC approved the 300,000 sq. m of warehousing proposed.

SIMTA is now in the process of obtaining development consent to construct and operate Stage 1 of its development being:

- a 250,000 TEU IMEX facility; and
- a rail connection to the Southern Sydney Freight Line (SSFL) at the southern end of the Moorebank site.

SIMTA has submitted a Preliminary Environmental Assessment (PEA) in support of its SSD application under Part 4.1 of the EP&A Act. The 250,000 IMEX capacity proposed reflects the current cap placed on SIMTA's concept plan approval by the PAC.

The application was lodged in October 2014 and the NSW Secretary's Environmental Assessment Requirements (SEARs) were issued in December 2014 (Application Number SSD 14-6766).

The NSW SEARs require consideration of the following cumulative impacts by SIMTA:

- The development's relationship to and interaction with adjoining development, including the proposed intermodal on the School of Military Engineering (SME) site and consideration of cumulative impacts of the two intermodals; and
- Cumulative air impacts at a local and regional level (including from contemporaneous operations such as those of the proposed Australian Government MIT).

Moorebank EIS concept approval

The agreement between MIC and SIMTA is subject to certain contractual conditions between the two parties. These conditions include that:

- project approval be obtained by SIMTA for the IMEX terminal on the SIMTA site; and
- staged development consent be obtained for terminal development on the Moorebank site.

It is critical to MIC that the IMT development at Moorebank is for a total precinct capacity of 1.55million TEU to meet the Australian Government's objectives. MIC is therefore requesting staged development consent for a capacity of 1.55 million TEU, subject to the condition that only one IMEX terminal is built, on either the MIC site or the SIMTA site, but not on both.

MIC is also seeking consent for the southern rail connection as the only rail access point to the terminal. Once again, if SIMTA builds this connection (which it has concept approval for and is subject of a current development application), MIC will also use this connection to provide rail access to the Moorebank site and will not build a separate rail connection.

7.3.2 Future alignment of Moorebank Avenue

The full development of the Moorebank precinct may involve the Commonwealth-owned Moorebank Avenue being relocated, most likely to the northern and eastern boundary of the SIMTA site. This would create a fully integrated and contiguous intermodal precinct; however, any relocation of Moorebank Avenue is outside the scope of MIC and SIMTA's current plans and is therefore outside the scope of this development application. Any future decision to move Moorebank Avenue would be subject to a separate planning approvals process – yet to be determined. Public use of the realigned road would be maintained.

7.3.3 Future warehousing

The full development of the Moorebank precinct may also involve the development of additional warehousing on the Moorebank site to replace the area occupied by the IMEX terminal (if it is built on the SIMTA site). This area would yield an additional 200,000 to 250,000 sq. m of warehousing. Consideration of additional warehousing over and above the 300,000 sq. m is outside the scope of this EIS. Any future decision to include additional warehousing would be subject to demonstration of demand and a further environmental and planning approval.

7.3.4 Future planning pathway

The agreement between MIC and SIMTA considers the planning pathway if the conditions of the agreement are met. The planning pathway would incorporate the current approval that has already been obtained by SIMTA, and would include the following milestones:

- SIMTA obtains Stage 1 DA development consent for its site (current).
- MIC obtains staged development consent - including Stage 1 early works for its site (current).
- SIMTA obtains all subsequent development consents for each stage of the precinct development, including any modifications to the concept/stage development approvals referred to above.

7.4 Amendments to the IMT Terminal layout since the exhibition of the EIS

7.4.1 Elements of the Project layout and built form that have changed

Amendments to the Project layout and built form comprise:

- changes to the layout and operation of the IMT terminal, including the location of the warehousing, working tracks and storage tracks, IMT freight village precinct, IMEX and interstate equipment storage and repair area and detention ponds;
- confirmation that the southern rail access into the site will be required (the EIS sought flexibility to build either a southern, central or northern rail access into the site from the SSFL), a minor amendments to the alignment and a reduction in the southern rail access corridor;
- changes to the upgrade of Moorebank Avenue including changes in the extent and timing of the upgrade works;

- changes to access and circulation including heavy and light vehicle access to the facility via the Moorebank Avenue and Anzac Road intersection along a dedicated road at the north and along the western boundary of the Project site; and

- an increase in the size of the conservation area.

In terms of warehousing, the site built form controls associated with heights, setbacks and floor space ratio remain unchanged (refer section 7.7.2 of the EIS); however the setback control on Moorebank Avenue is no longer required as warehouses are no longer proposed on the eastern boundary of the site. To supplement the setback controls, asset protection zones will be established between the conservation area and the proposed warehouse buildings to safeguard against bushfire risk.

Figure 7.1 shows the comparison between the key components of the EIS and the proposed amendments to the development and how they have changed. Figure 7.2 shows the revised IMT layout.

KEY PROJECT COMPONENTS	EIS	REVISED PROJECT
IMEX FREIGHT TERMINAL	Designed to handle 1.05 million TEU per year of IMEX containerised freight. Located in the centre of the Project site.	Designed to handle 1.05 million TEU per year of IMEX containerised freight. Located in the southern section of the Project site, adjacent to Moorebank Avenue.
INTERSTATE TERMINAL	Designed to handle up to 500,000 TEU per year of interstate containerised freight. Located in the centre of the Project site.	Designed to handle up to 500,000 TEU per year of interstate containerised freight. Located along the eastern section of the Project site, adjacent to Moorebank Avenue.
WAREHOUSE FACILITIES	Capacity of up to 300,000 sq m. Located on the eastern boundary of the Project site, adjacent to Moorebank Avenue.	Capacity of up to 300,000 sq m. Located along the western boundary of the Project site, adjacent to a dedicated access road.
RAIL ACCESS AND LAYOUTS	Project connected to the Sydney Southern Freight Line (SSFL) via a new rail access. Three rail access options assessed in EIS (northern, central and southern rail access).	Project connected to the Sydney Southern Freight Line (SSFL) via a new southern access from the SSFL. Northern and central rail access options not considered further.
VEHICLE ACCESS	Vehicles to access the Project site from Moorebank Avenue via the M5 Motorway. Modification to the M5 Motorway intersection, widening and upgrade of Moorebank Avenue to East Hills Railway Line. Upgrade of Anzac Road and relocation and upgrade of Bapaume Road.	Vehicles to access the Project site from a new Moorebank Avenue/Anzac Road intersection via the M5 Motorway. Modification to the M5 Motorway intersection, widening and upgrade of Moorebank Avenue to the new intersection only.
INTERNAL ROAD LAYOUT	Vehicles to access IMEX, IMT terminals and warehouses via access points off the upgraded Moorebank Avenue.	Vehicles to access IMEX, IMT terminals and warehouses via a dedicated access road (open to the public), leading from the new Moorebank Avenue/Anzac Road intersection, located on the western boundary of the site adjacent to the conservation area.
CONSERVATION AREA	Located along Georges River on the western boundary of the Project site.	Located along Georges River on the western boundary of the Project site.
ON-SITE STORMWATER DETENTION BASIN	Multiple detention basins along western edge of development area. Detention basin locations differ for each rail access option.	Multiple detention basins along western edge of development area. Currently four detention basins proposed; two adjacent (western site) to dedicated access road, one in northern corner (adjacent to ABB land) and one in the southern end of the site. Final locations will be determined during detailed design.

Figure 7.1 Comparison of the key project components of the EIS and revised Project

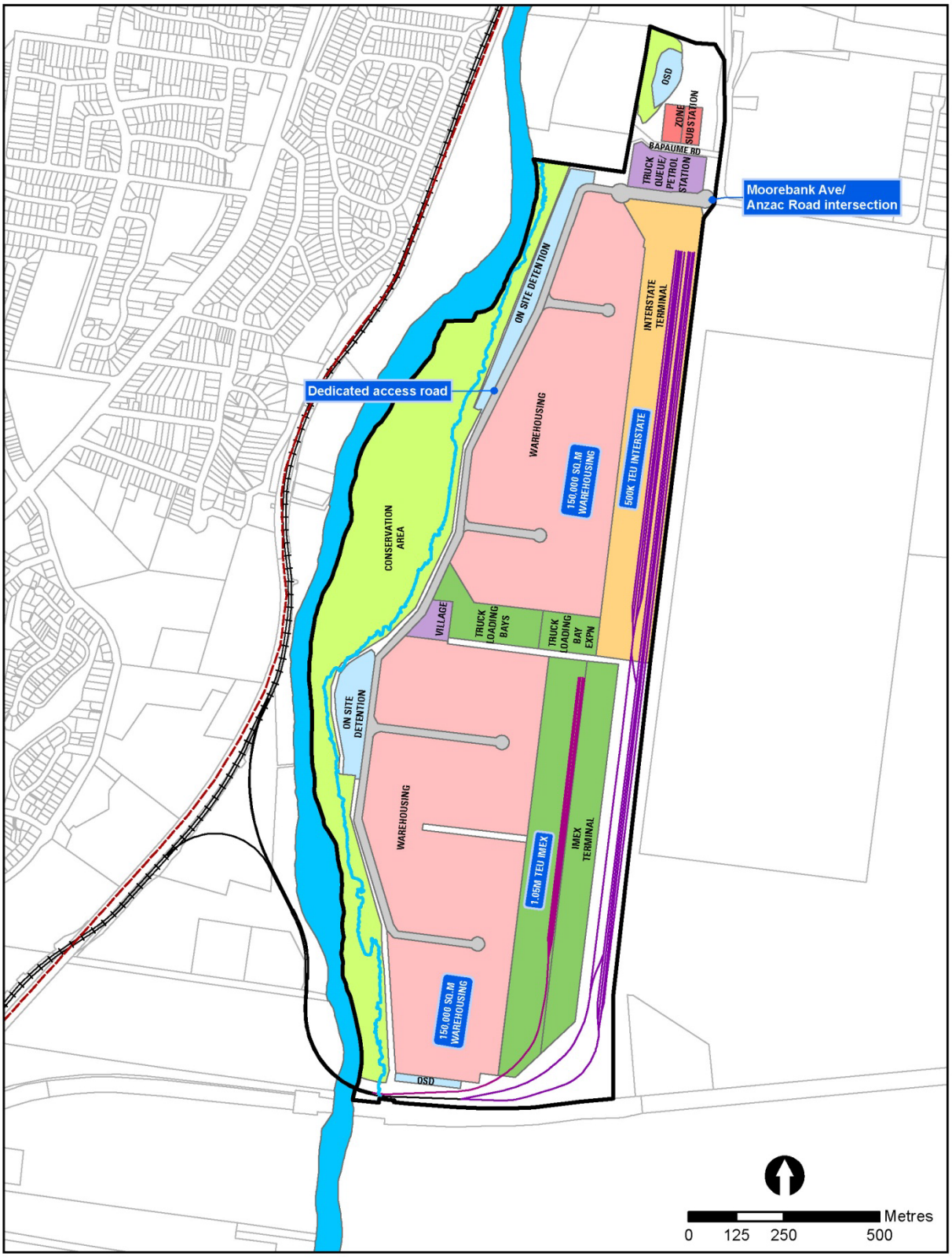

Figure 7.2 Revised Project layout at Full Build (2030)

7.4.2 Rail access

The Project is no longer seeking consent to construct a northern or central rail connection. Staged development consent is sought for a southern rail access only.

The southern rail access location and configuration has not changed since the EIS and remains as per the description presented in section 7.5.3 and Figure 7.6 in Chapter 7 – *Project built form and operations* of the EIS. However the construction staging has changed, with the entire rail connection (northbound and southbound rail spur) to be built during Phase A in 2016.

7.4.3 Internal rail layout

Description of the EIS design

The IMEX freight terminal tracks, as described in section 7.6.1 of the EIS included eight terminal tracks capable of accommodating 650 m trains and required the working tracks to be arranged parallel to each other in groups of four tracks with sufficient space in between to allow for the installation of rail mounted gantry (RMG) crane footings.

The interstate rail yard, as described in section 7.8.1 of the EIS comprises four interstate arrival and departure tracks designed to accommodate 1,800 m trains, four working tracks suitable for 900 m trains, a separate grouping of combined storage and classification tracks, and a rail configuration at either the northern or southern end of the interstate terminal working tracks, allowing for locomotives to be detached from one end of the train and re-positioned at the other end.

Description of the proposed change

The revised Project allows for four IMEX terminal tracks (three working tracks and locomotive release) which are arranged in parallel in one group along the eastern boundary of the Project site set back from Moorebank Avenue.

The interstate rail layout is also located on the eastern boundary to the north of the IMEX terminal tracks and still comprises two groupings of approximately four interstate arrival and departure tracks, one group for 1800 m trains and the other for 900 m long trains. The revised proposal, however, does not include a separate grouping of combined storage and classification tracks.

7.4.4 Road layout and access

Moorebank Avenue upgrade

Description of the EIS design

The upgrades to Moorebank Avenue, as described in section 7.9.2 of the EIS, included:

- modification of the M5 Motorway intersection to connect to the widened Moorebank Avenue;
- widening of Moorebank Avenue to a four-lane carriageway between the M5 Motorway and the East Hills Railway Line;

- an upgrade of the Anzac Road intersection;
- relocation of and upgrade of Bapaume Road and its intersection with Moorebank Avenue;
- installation of traffic control devices such as a median strip, traffic lights and additional road safety signage; and
- indicative vehicle entry/exit points into the Project site along Moorebank Avenue associated with the three rail access options (refer to Figure 7.7 to Figure 7.9 in Chapter 7 – *Project built form and operations* of the EIS).

Description of the proposed change

All traffic entering and exiting the Project site will utilise the Moorebank Avenue and Anzac Road intersection, with traffic restrictions in place to force all exiting traffic to turn left onto Moorebank Avenue. As such, upgrading of Moorebank Avenue between Anzac Road and the East Hills Railway line is no longer required:

- widening of Moorebank Avenue to a four-lane carriageway between the M5 Motorway and Anzac Road only;
- an upgrade of the Anzac Road intersection and relocation of and upgrade of Bapaume Road and its intersection with Moorebank Avenue (to be determined as part of the detailed design); and
- only one access point to the IMT Project site.

Design for these upgrades will be undertaken as part of the detailed design of the Project.

Internal road layout and access

Description of the EIS design

The indicative internal road layout and access, as described in section 7.6.1 and illustrated in Figure 7.4 to Figure 7.6 *in Chapter 7 – Project built form and operations* of the EIS included:

- a main entrance (main IMT entrance) for heavy vehicles associated with IMEX, interstate and warehouse traffic;
- a separate entrance for light vehicles (primarily administrative and maintenance staff vehicles) and for emergency vehicle access and movement of heavy vehicles as a secondary access;
- trouble parking – a truck parking and holding area;
- access and egress for emergency service vehicles; and
- warehouse access roads – an internal road system (layout dependent on rail option) adjacent to the warehouse precinct for heavy vehicles (separate from light vehicles) and in-terminal (ITVs). The internal road also provides additional layover areas for over the road (OTR) vehicles in addition to the trouble truck parking area.