



18 July 2011

Our ref: 211.067

Ms Karen Rae  
Environmental Planning Officer,  
Major Projects Infrastructure  
NSW Department of Planning and Infrastructure,  
Bridge Street Office,  
GPO Box 39,  
Sydney, NSW 2001



TOWN PLANNING  
AND URBAN DESIGN

Dear Ms Rae,

**RE: MODIFICATION OF PART 3A PROJECT APPLICATION APPROVAL FOR  
THE PARKES INTERMODAL HUB (MP\_05\_0072) TO ALLOW AN EXTENSION  
OF THE APPROVAL PERIOD**

I refer to your E Mail of 13 July 2011 regarding the proposed modification of the Parkes Intermodal Hub.

I note that you have reviewed the submitted information with the application and now require six hard copies and one electronic copy of the Environmental Assessment documentation.

Please find the required copies attached with this letter.

I further note that the modification is unlikely to be publicly exhibited but that the additional copies are required for consultation with public agencies and for uploading onto the Department's website.

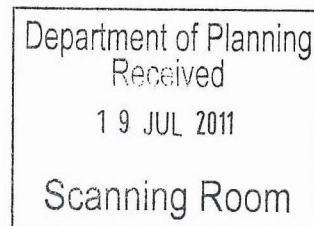
I look forward to your further advice on this matter.

Should you have any queries or require clarification on any matters please do not hesitate to contact the undersigned on 02 9925 0444.

Yours sincerely

THE PLANNING GROUP NSW PTY LTD

Steve Hills  
(Director)





## Planning & Infrastructure

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Steve Hills  
TPG  
Suite 102, 8 West St  
North Sydney NSW 2060

Our ref: Information Centre

18 July 2011

Dear Mr Hills,

**Re: Request to modify a major project**  
MP 05\_0072, extension of approval period, Parkes Intermodal Hub

I write acknowledging receipt of the above application on 18 July 2011.

Yours sincerely,

Amber Wilson  
**Information Centre**  
**Department of Planning and Infrastructure**

**COPY**



TOWN PLANNING  
AND URBAN DESIGN

# MODIFICATION OF PART 3A PROJECT APPLICATION APPROVAL FOR PARKES INTERMODAL HUB (MP\_05\_0072)

for **Asciano Ltd**

30 June 2011

PROJECT NO: 211.067

ACN 100 209 265 / ABN 90 100 209 265

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## **APPENDICES**

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Table 1: Major Components of the Proposal

Table 2: Environmental Impacts

Table 3: Summary of Environmental Impacts (Future DA work)

## 1. INTRODUCTION

This application seeks to modify a Concept Plan approval under the provisions of Section 75Y of the *Environmental Planning and Assessment Act, 1979 (EP & A Act 1979)*.

The Planning Group NSW Pty Ltd (TPG NSW) has prepared this application at the request of Asciano Ltd (AL), to modify the Concept Plan approval issued by the Minister for Planning (05\_0072) for the Parkes Intermodal Hub.

Asciano Ltd is the parent company of Terminals Australia Pty Ltd, and the Concept Plan approval was issued to Terminals Australia Pty Ltd.

### ***Parkes Intermodal hub***

The approval granted on 1 March 2007 by the Minister, in Consent No. 05\_0072 is for “*Construction and use of an inter modal freight terminal and associated infrastructure*” subject to modifications and development application requirements.

The Intermodal terminal is described on the DPI Website as follows:

*Intermodal terminal on a 365 hectare site approximately 5 kilometres west of Parkes, providing a facility for the large scale transport and warehousing/storage of freight and the transfer of freight containers between trucks and trains. The proposed terminal would be located at the confluence of the Main Western and Parkes - Narromine railway lines, and developed in two stages, with the initial stage (Years 1-5 ) being capable of handling up to 240,000 Twenty Foot Equivalent Units (TEUs) of freight, and the ultimate stage up to 530,000 TEUs.*

### ***Asciano Letter to DPI of 3 August 2010***

Asciano Ltd wishes to amend Clause 7 of the approval which states that:

*“This approval shall lapse if the Proponent does not physically commence the proposed development associated with this concept plan within 5 years of the date of this approval”.*

In the Asciano letter of 3 August 2010 to the Department of Planning (now Department of Planning and Infrastructure – DPI) seeking the modification it was stated:

*“In order to avoid this outcome, we request that the Approval is modified under section 75Y of the Environmental Planning and Assessment Act 1979 through the deletion of clause 7.*

*In the alternative, we request that clause 7 of the Approval be amended so that the lapsing period is extended for a further period of 5 years from February 2012. This would take account of anticipated delays and allow for proper and responsible evaluation, study and design to enable final approvals and commencement of works”.*

### **Section 75Y of the EP&A Act 1979 - Lapsing of approvals**

The changes sought are capable of consideration by the Minister for Planning under Section 75Y of the *Environmental Planning and Assessment Act, 1979*, where Section 75Y states:

- (1) *An approval under this Part may be subject to a condition that it lapses on a specified date unless specified action with respect to the approval has been taken (such as the commencement of work on the project or the submission of an application for approval to carry out a project for which concept approval has been given).*
- (2) *Any such condition may be modified under this Part to extend the lapsing period. The Minister is to review the approval before extending the lapsing period and may make other modifications to the approval (whether or not requested by the proponent).*

### **DPI Letter of Response of 25 August 2010**

In the Department of Planning and Infrastructure's letter of reply dated 25 August 2010 the following advice was provided:

- "The Department has reviewed your request and requires the following information in order to progress the matter:*
- 1. A completed Modification Application form, available at [www.planning.nsw.gov.au](http://www.planning.nsw.gov.au).*
  - 2. Further justification for the request, noting that the approval lapses on 1 March 2012, effectively 19 months from the date of your request.*
  - 3. Consideration of any environmental changes including land use changes in the vicinity of the project, and an assessment of changes that may affect the environmental outcomes of the project.*
  - 4. An outline of other changes to the approval and an assessment of these, if required."*

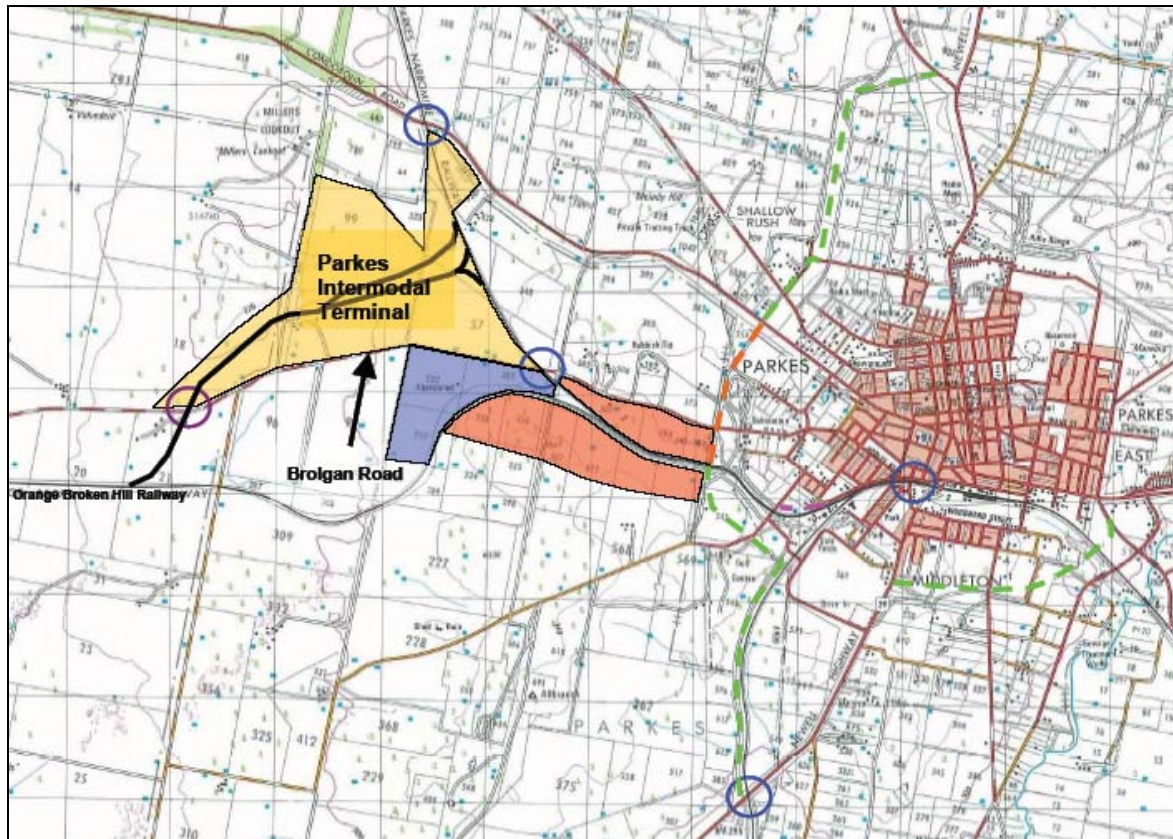
This report has been prepared to provide the above information to the DPI so that they can progress the matter as soon as possible. The information has been provided as follows:

- (1) A completed Modification Application Form – see **Appendix A**
- (2) Further justification of the request – see **Section 2**
- (3) Consideration of any environmental changes – see **Section 3**, and
- (4) An outline of other changes required – See **Section 4**.

**Figures 1 to 5** provide location plans and further details to assist in the response to the DPI requirements.



**Figure 1: Location: Parkes Intermodal Facility**



Source: Fig 1 \_ PPR GHD February 2007

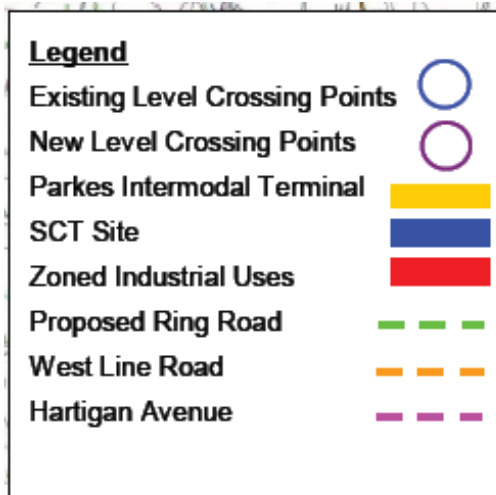




Figure 2: Parkes Intermodal Terminal – Air Photo

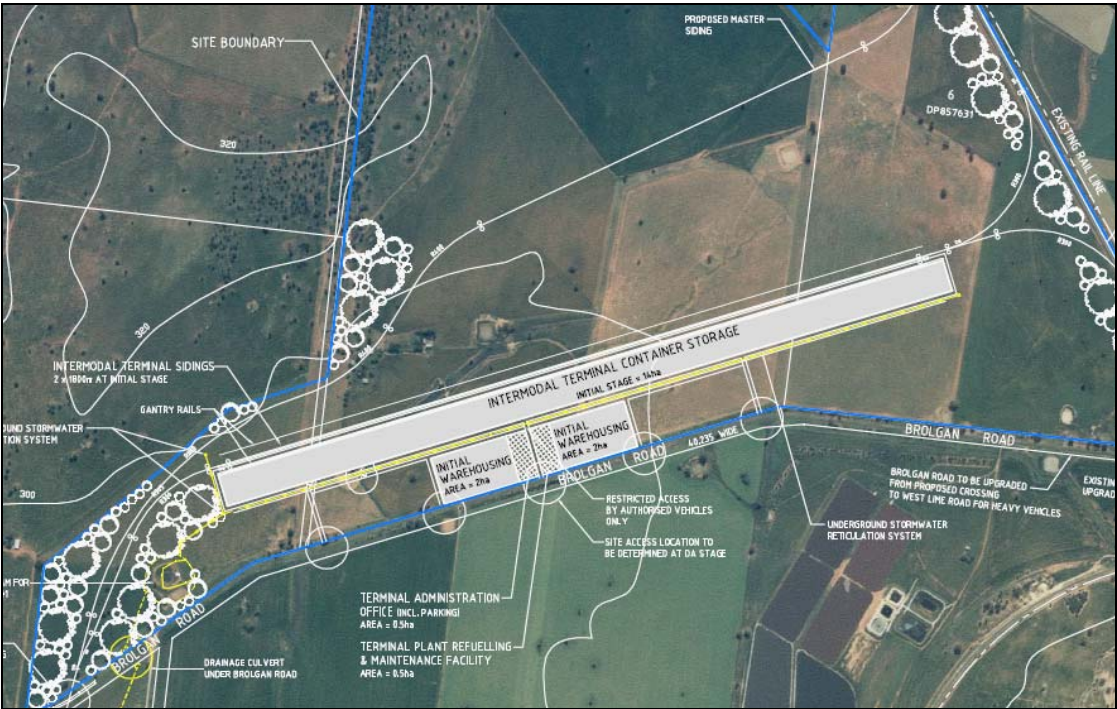
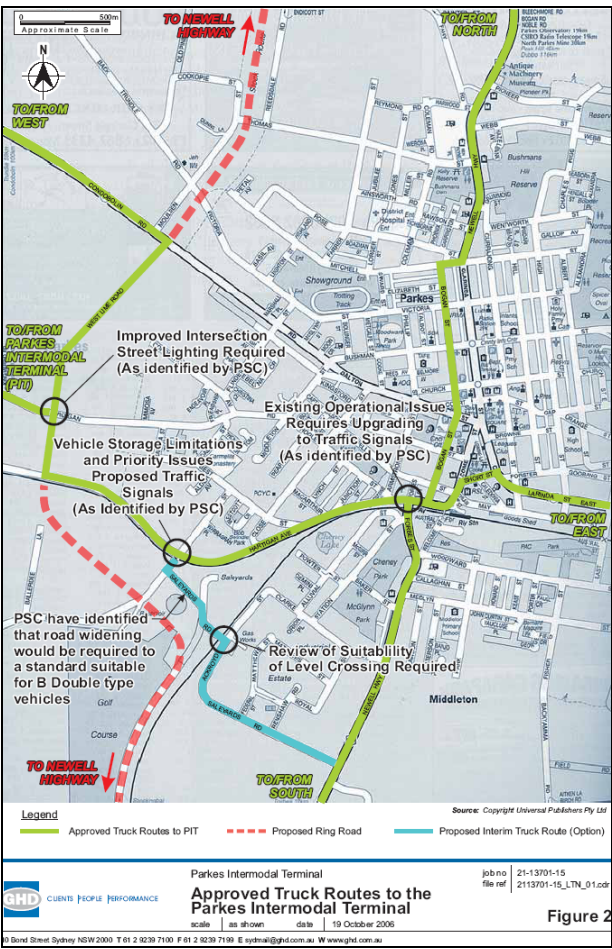


Figure 3: Truck Routes



## 2. FURTHER JUSTIFICATION OF THE REQUEST

DPI have requested,

*“Further justification of the request, noting that the approval lapses on 1 March 2012, effectively 19 months from the date of your request*

The current Concept approval does not allow AL to commence the development and this therefore has been the trigger for the prolongation of the Approval beyond 1 March 2012.

AL approach to NSW Planning was made in August 2010 to coincide with the date (working back from 1 March 2012) where AL would need to commit further resources to ensure that the Concept Plan could be converted to a Construction Approval (Development Application (DA) approved by Parkes Council) so that works could begin if a time extension was not received.

The main justification for the request of a time extension is in relation to the potential interaction of the agreed project with the proposed Inland Railway.

### 2.1 INLAND RAILWAY

#### 2.1.1 North-South Rail Corridor Study 2006

The 2006 North–South Rail Corridor Study (NSRCS) provided a foundation to develop the current Inland Railway Study. A number of promoters and developers provided route options as inputs to the NSRCS. The Lead Technical Consultant (LTC) used Geographic Information System (GIS) electronic files from NSRCS for engineering reviews and has used the information from the NSRCS as the basis of its reviews of relevant sections of the route.

Since the completion of this study in 2006, in developing the detailed alignment for the route, the Australian Rail Track Corporation (ARTC) has generally following the **“far western sub-corridor”** identified by the North-South Rail Corridor Study.

#### 2.1.2 The Melbourne-Brisbane Inland Rail Alignment Study 2008

In March 2008 the Australian Government asked the Australian Rail Track Corporation (ARTC) to undertake a study of the proposed Melbourne to Brisbane inland railway, to determine an optimum alignment and to assess the financial and economic prospects of the project.

ARTC managed the study in accordance with the agreed Terms of Reference, including commissioning consultants to undertake a range of tasks.

ARTC and the consultants met a wide range of stakeholders during the study, including state and local governments, train operating companies, potential end customers and many others. The results of successive stages of the study, in the form of detailed working papers, were published on ARTC’s website and stakeholders were invited to comment on the study as it progressed.

The inland rail alignment considered the upgrading of existing lines, and construction of new sections to develop a high volume interstate inland railway line between Melbourne

and Brisbane. The study has identified the corridor through Parkes for a potential future inland railway between Melbourne and Brisbane.

In developing the detailed alignment for the route, ARTC is generally following the “*far western sub-corridor*” identified by the 2006 North-South Rail Corridor Study.

The final report of the study was presented to the Government in July 2010 and published 5 August 2010. The findings of the report recommended

***“it would be appropriate to re-examine the project between about 2015 and 2020, or when tonnage approaches the level identified (and after results of initial coastal railway upgrades can be assessed in terms of actual levels of capacity, reliability and demand growth achieved)”<sup>1</sup>.***

Whilst the study was conclusive in relation to the alignment of the rail corridor, no formal commitment is given except to revisit the study in 5 years or when the success of recent coastal route upgrades can be determined (and their effect on the feasibility of the inland route upgrade).

Terminals Australia is concerned that without a more conclusive commitment to the project than to revisit it in the future, it is premature for detailed site layout plans to be prepared when the risk of even minor change to the ARTC corridor might significantly change the project development approval.

### **Staging**

The study has been carried out in 3 stages, with a review of progress and direction at the end of each stage. The stages were as follows:

- Stage 1 Determination of the route for further analysis,
- Stage 2 Engineering, environmental and land baseline analysis;
- Stage 3 Development of the preferred alignment

ARTC has now completed all stages and the ***Melbourne–Brisbane Inland Rail Alignment Study Final Report***, was presented in July 2010. The proposed route is approximately 1,690 kms in length. The route put forward uses:

- Existing rail lines from Melbourne via Albury to Cootamundra, Parkes and Narromine;
- Then a generally direct route with a substantial new connection, from Narromine to Narrabri;
- Existing lines from Narrabri to Moree and North Star near Goondwindi, and
- New construction from North Star to Brisbane via Toowoomba.

### **Stage 2 Options**

Stage 2 identified two potential alignments at Parkes. One alignment would run on the existing railway tracks through the centre of Parkes. Another possible alternative would bypass Parkes to the west and join the existing tracks near the Parkes Intermodal Hub

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<sup>1</sup> ARTC □ Melbourne–Brisbane Inland Rail Alignment Study – Final Report, Executive Summary

precinct. Both alignments would service the Parkes Intermodal Terminal (PIT) Precinct. However Asciano was concerned that the selection of the alignment would have implications for the road and rail access to the precinct, including the PIT.

### **Stage 3 Report**

As previously advised to DPI, ARTC were running behind on their expected delivery of the Stage 3 report (originally intended to be released in early 2010). Asciano were understandably reluctant to proceed with final planning and design and commencement of works on the PIT until the alignment of the railway was finalised. A revised rail corridor alignment could have implications for the project.

Given the necessary lead times required for further designs, approvals and commencement of works on the PIT, Asciano were understandably concerned that the remaining time period will not be sufficient to satisfactorily complete these processes before the approval lapses.

Following the presentation of the Final Report, as described above, further work is required to fully confirm the proposed alignment of the railway.

### **Melbourne–Brisbane Inland Rail Alignment Study Final Report, July 2010**

Relevant extracts from the Final Report, in relation to the Parkes Intermodal terminal are included below.

#### **▪ (a) Final Report Section 2.2 Future land use**

The Report recognises that there are a number of proposed and committed major infrastructure projects within the vicinity of the project alignment, which are either currently under investigation by various parties or have recently been approved. A number of these projects/studies were identified through a review of the Queensland Department of Infrastructure and the NSW Department of Planning's Major Project Register and relevant local council planning and development systems. The PIT project is summarised in Table 2-2 of the Report, along with a description of the potential constraints and opportunities that it poses to the delivery of the project.

#### **Major projects in the vicinity of the project Inland Rail**

<b>Project</b>	<b>Description</b>	<b>Relevance to Inland Rail</b>
Parkes Intermodal Terminal (NSW) (approved)	<p>An Intermodal terminal facility for large-scale transport and storage of freight containers between the national road and rail networks. The project involves building a best-practice complex in Parkes which is being promoted as a significant interchange point in the movement of freight within Australia.</p> <p>The Terminal will be located approximately 5 km west of Parkes on a 365 hectare site at the junction of the Main Western and Parkes – Narromine railway lines.</p> <p>The project is part of an overall strategic plan prepared by Parkes Shire Council to develop a multi-modal freight logistics hub in Parkes. The plan also includes:</p> <ul style="list-style-type: none"> <li>Industrial precincts located in proximity to existing rail infrastructure</li> <li>Development of a ring road around Parkes to service the hub and divert heavy vehicle traffic.</li> </ul>	<p>The Terminal site will be located immediately adjacent to the existing railway line. Whilst the Terminal does not pose any direct land use conflicts with the project, new access roads, grade separations and upgrades to level crossings are proposed to the existing railway line. Once completed and operational, the Terminal will play a valuable support role to the project and opportunities for integration between the Terminal and the project should be encouraged.</p>

	<p>The project is a joint initiative between Parkes Shire Council and the RTA. It is being planned in two stages:</p> <p>the first stage (1-5 years) aims to achieve freight handling capacity of up to 240,000 twenty foot equivalent units;</p> <p>the second stage aims to raise this to 530,000 twenty foot equivalent units.</p> <p>The Parkes Intermodal Terminal project was approved under Part 3A of the Environmental Planning</p>	
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Source: Section 2.2, Appendix I, ARTC

▪ **(b) Page 97 – Appendix E, “Parkes bypass”**

Appendix E of the ARTC Report deals with Route Development and page 97 considers options for the Parkes Bypass. Page 97 states as follows:

*“The existing railway touches the edge of Parkes and passes through Goobang Junction where the railways from Melbourne, Sydney, Adelaide and Narromine converge. The deviation bypasses both Goobang Junction to the west and the town of Parkes.*

*The existing Goobang Junction includes a 1,870 m loop which is used for crossing East- West services. The junction to / from Melbourne is at the eastern end of this loop, and the junction towards Narromine is part way along it.*

*A deviation to bypass Goobang Junction would require an alignment to either:*

- Join the Parkes line to Broken Hill line before passing over two crossings in the middle of the Main Western line passing loop to access the line towards Narromine or*
- Cross the Parkes to Broken Hill Line, potentially with a grade separated crossing, to the west of (or over) the existing loop before joining the existing line to Narromine. Passing over the existing tracks in the middle of the loop imposes a major operational constraint for both East-West and Melbourne-Brisbane traffic, therefore this option was not further considered. The cost of a grade separation to avoid these constraints significantly adds to the capital cost of the deviation making it unfavourable.*

*A west-north triangle is proposed to provide a connection between the Broken Hill line and the line to Narromine for Brisbane to Perth/Adelaide traffic.”*

The option of joining the Parkes and Broken Hill lines has been addressed as part of Terminals Australia development proposal. The terminal design includes a notional main line track that delivers this significant and necessary option to the ARTC. The final design and layout of this track, which forms part of Terminal Australia development proposal, cannot be resolved without commitment from the ARTC. In the event that the ARTC did not wish to utilise Terminals Australia land to achieve this connecting track, the development approval would be affected to the extent that might require rework of the development approval design and supporting information.

**Figure 4** provides extracts from MAP 9 / Appendix F of the Inland Rail Alignment Study. The extracts indicate the alignment of the inland rail line to the south and west of Parkes.

▪ **(c) Section 13 Conclusions**

Section 13 of the Final Report concludes as follows:

### 13. Conclusions

*This report presents an optimum alignment for an inland railway from Melbourne to Brisbane, encompassing both upgraded sections of existing line and substantial new construction. It also presents an analysis of the proposed railway, considering expected market take up and access revenue, and construction and operating costs to assess the project's financial and economic viability.*

*This analysis has indicated that there is demand for the railway. An alignment has been developed that can achieve an average Melbourne–Brisbane transit time (terminal-to-terminal) of 20 hours and 30 minutes on a route more than 100 km shorter than the current coastal route on which the transit time, with improvements now under way, will be about 27 hours and 30 minutes. Construction of the railway will result in a freeing of rail capacity through Sydney.*

*The financial assessment suggests Inland Rail is not commercially viable on a standalone basis for the opening dates considered—i.e. without some form of government or external financial support. From a broader economic point of view, however, analysis suggests that, as a result of growth in demand for freight movement along the corridor, the railway will achieve a positive economic NPV when operations commence between 2030 and 2035. If demand volumes grow more strongly than forecast, viability could be reached sooner, when the total tonnage to be carried on the inland railway is 25–26 mtpa (inclusive of containers, coal and other freight).*

*Factors for consideration in the study have been the capacity of the Melbourne–Brisbane coastal railway through Sydney and the capital cost of upgrade options for this railway. The coastal railway would compete with Inland Rail for Melbourne–Brisbane freight volumes. The Southern Sydney Freight Line, giving independent access to the main Sydney freight terminals at Chullora for freight trains from the south, is now under construction. An initial package of improvements to the line north of Sydney has been identified and \$840 million in funding has been allocated. This is expected to increase capacity for freight, primarily for Sydney–Brisbane trains but also for Melbourne–Brisbane services. However, an inland railway would reduce general freight volumes on the coastal railway by about one third, expected to enable the deferral of some capital expenditure on the coastal railway.*

*Consequently, given that Inland Rail will be approaching economic viability in the medium term, the project should be considered again as new details become available of the cost of coastal railway upgrade proposals, the capacity and reliability improvements they provide, and demand achieved.*

*For instance, if Stage 1 of the Northern Sydney Freight Corridor program does not achieve its targeted capacity of four freight train paths per hour per direction for 20 hours per day, the differential in transit time and reliability outcomes would increase, providing a significant boost in Inland Rail's economic viability.*

*An appropriate time to re-examine the project would be between about 2015 and 2020, or when tonnage approaches the level identified. At that time the inland railway should be considered in parallel with plans for enhancement of the coastal route and proposals to increase rail freight capacity north of Sydney, on the basis that the north-south rail system is a network.*

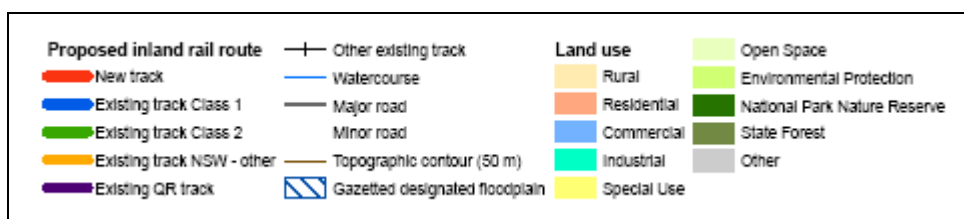
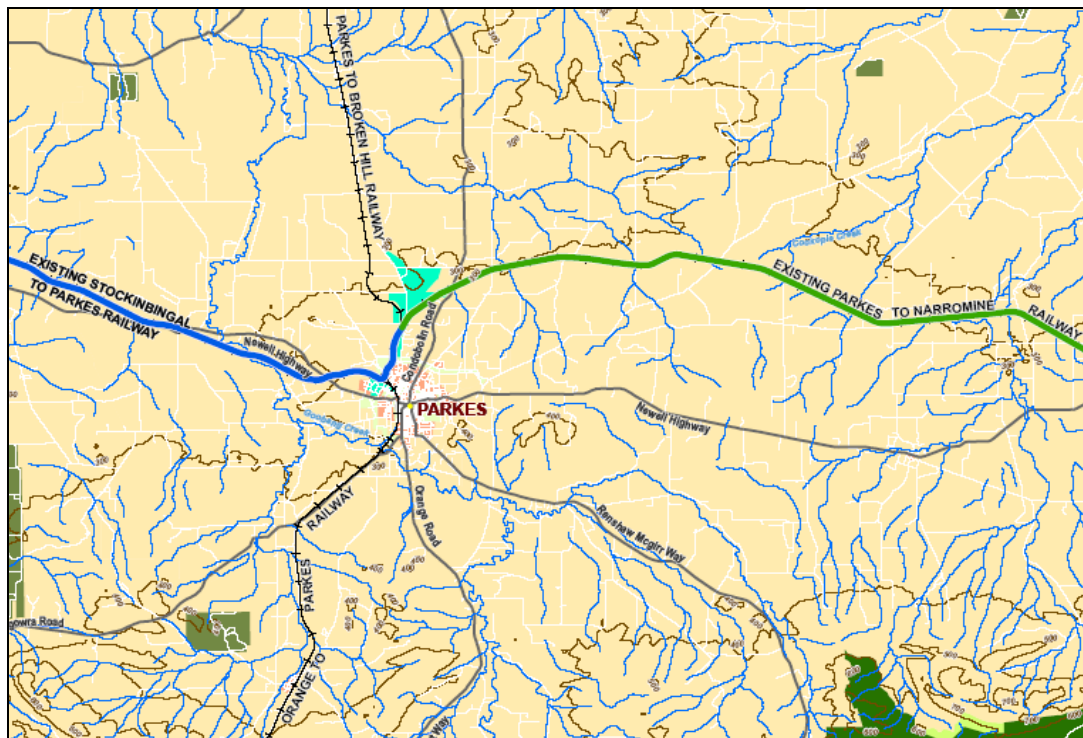
*Policies related to maximum coal tonnages from Toowoomba to Brisbane are also relevant and these should be taken into account when Inland Rail is reassessed. Also in the meantime, given the prospect that Inland Rail will in time be economically viable, consideration should be given to whether steps need to be taken by governments to reserve and protect the alignment so that it is available if the railway is eventually built.*

*Melbourne–Brisbane Inland Rail Alignment Study, Final Report, July 2010 - Conclusions*

On the basis of the ARTC report, primarily the lack of formal commitment by ARTC to the project before 2015, Terminals Australia believes that commencement of development approval documentation beyond the current Concept Design is premature. The development of significant intermodal terminal development at Parkes is contingent on the development of the inland route.



Figure 4: Extract from MAP 9 / Appendix F: Inland Rail Alignment Study





### 3. CONSIDERATION OF ANY ENVIRONMENTAL CHANGES.

DPI have requested,

*“Consideration of any environmental changes including land use changes in the vicinity of the project, and an assessment of changes that may affect the environmental outcomes of the project”.*

#### 3.1 INTRODUCTION

The Parkes Shire Council continues to be a very strong supporters for prolongation of this project approval. Parkes has built a land use strategy **“Parkes National Logistics Hub”** around development of land west of Parkes for this purpose. Further details of the land use strategy can be viewed in <http://www.parkeshub.com.au/>

Parkes Shire Council has also prepared a Development Control Plan (DCP) specifically to guide development within the precinct.

Asciano’s land is at the centre of this zoned land proposal. At the time of its assessment and approval in 2007, the project had a positive environmental outcome that has only intensified with the passage of time.

The planning for Parkes Multi-Modal Transport Logistics HUB has been undertaken for many years. This included rezoning of approximately 516 hectares of land previous used for agricultural and industrial purposes from 1(a) Rural “A” to 4(a) Industrial Hub. The *Rationale for the Parkes Multi-Modal Transport Logistics HUB, 2002* forms part of the strategic need for the proposal

#### 3.2 LAND USE CHANGES IN THE VICINITY OF THE PROJECT

We are not aware of any material changes to land uses and any related environmental changes in the vicinity of the project, save for the following:

##### 3.2.1 Residential Building or Renovation on adjoining land

A letter dated 17 June 2011 was sent to Parkes Shire Council seeking their advice on any developments that may have occurred within the area of the approved development. A letter in reply dated 21 June 2011 was provided by the General Manager of Parkes Shire Council (see **Appendix B**). The main elements of Council’s advice state as follows:

*“On 32 May 2010, Council approved DA10043 to permit the erection of a dwelling on Lot 14 DP 1144121, Condobolin Road Parkes (see **Figure 5**). This dwelling is approximately 800 metres from the Terminals Australia Development.*

*In this case the assessment of the application conditioned that a tree buffer be established to ensure that impacts of the proposed terminal development would have a minimal impact on the subject dwelling. It was also determined that topography would also impact upon the proposed dwelling. The dwelling is now constructed and occupied.....*

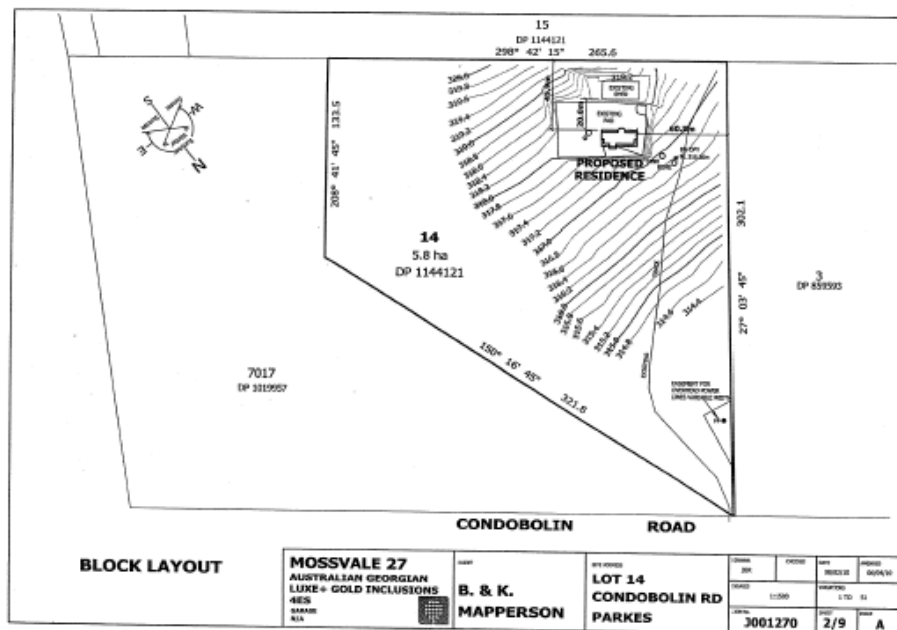
*DPI were of the opinion that in the event that noise became an issue for the subject dwelling that physical controls, like double glazed windows, could be retrospectively applied. It should be noted that two other dwellings exist closer to the terminal development than the new dwelling and these*

dwelling was considered in the Local Environmental Study that was prepared in support of the 2004 rezoning.

**Other than the abovementioned changes, the land use in the vicinity of the proposed development has not changed.**

Council strongly supports Asciano in its vision and trusts the Department will be able to extend the approval period of the development."

**Figure 5: DA10043 approved dwelling house south of Condobolin Road**



### 3.2.2 Railway Alignment

As described earlier, there has been consideration of alternative alignments for the Inland Railway through Parkes, but to date there has been no detailed railway alignment that will create a change in land use in the vicinity of the proposal.

### 3.3 CHANGES THAT MAY AFFECT THE ENVIRONMENTAL OUTCOMES OF THE PROJECT

In relation to the environmental impacts, the proposed rail terminal and associated rail track is expected to take significant market share from road transport. Parkes is on the Newell Highway, it boasts approximately 1 heavy truck movement per minute through town on the north south route. The improved rail travel times achieved by this project are expected to make rail more competitive against road with a corresponding growth in market share for rail from the approx. 8-10% of containerised freight currently on rail.

The previously assessed environmental outcomes of the project were described in:

- The Environmental Assessment Report June 2006,
- The Preferred Project Report February 2007, and
- Director-General's (DG's) Environmental Assessment Report under Section 75I of the Environmental Planning and Assessment Act 1979 February 2007

The project had, and maintains, a positive environmental outcome that has only intensified with the passage of time. The previously assessed environmental outcomes of the project are described below.

### The Proposed Development

The components of the proposed development granted approval by the DG in his February 2007 Report are itemised in **Table 1** and described as follows:

*"The Proponent is currently seeking concept plan approval for a road and rail freight intermodal terminal with associated warehouse and business facilities. The intermodal terminal would operate 24 hours a day, and would be used to transfer freight between trucks and trains and for long term storage. The Proponent contends that the strategic location of the intermodal terminal would facilitate a significant shift in the transportation of freight from road to rail and thereby improve the efficiency of freight movements nationally, reducing congestion in the vicinity of key ports and other transport hubs in the major centres.*

*The concept plan would be developed in stages, with an initial stage of the proposal being developed within 5 years. It would handle an estimated throughput of 240,000 Twenty Foot Equivalent Units (TEU) of bulk (containerised) goods and materials and be serviced by 2 trains and approximately 852 vehicles per day. Subsequent stages would be developed based on demand over a 10-15 year period. At its ultimate stage, the facility would handle an estimated throughput of 530,000 TEUs and be serviced by 4 trains and approximately 2148 vehicles per day.*

*Terminals Australia submitted an environmental assessment (EA) for the Concept Plan in June 2006 (see Appendix D), and a preferred project report (PPR) in February 2007 (see Appendix B). The concept plan has a capital investment value of \$135 million and would generate a total of 600 positions during construction and up to 600 positions during operation. The major components of the proposal are described in Table 1, and outlined in Figure 2."*

**Table 1: Major Components of the Proposal**

Component	Initial Stage	Ultimate Stage
Rail Sidings	<ul style="list-style-type: none"> <li>Master siding linking the Main Western Rail Line and the Parkes-Narromine Rail Line</li> <li>Mainline siding to provide a passing loop on the Parkes-Narromine Rail Line</li> <li>Intermodal sidings (2 x 1000m)</li> </ul>	<ul style="list-style-type: none"> <li>Intermodal sidings (2 x 1000m)</li> </ul>
Container Storage Areas	<ul style="list-style-type: none"> <li>Hardstand (14 ha)</li> </ul>	<ul style="list-style-type: none"> <li>Hardstand (10 ha)</li> </ul>
Warehousing	<ul style="list-style-type: none"> <li>Warehouse and offices (4 ha)</li> </ul>	<ul style="list-style-type: none"> <li>Warehouse and offices (22 ha)</li> </ul>
Rail Services Facility	<ul style="list-style-type: none"> <li>Plant maintenance facility</li> </ul>	<ul style="list-style-type: none"> <li>Locomotive servicing centre (0.5 ha)</li> <li>Containerised fuel storage facility (3.5 ha) accessed via rail sidings (2 x 800m)</li> <li>Heavy engineering facility (2.5 ha) access via rail sidings (4 x 600m)</li> <li>Wagon storage rail sidings (4 x 500-800m)</li> </ul>
Associated Infrastructure	<ul style="list-style-type: none"> <li>Administration building</li> <li>Internal roads and parking</li> <li>Access onto Brolgan Road</li> <li>Electricity, water and ISDN connection</li> <li>Bio-cycle wastewater system</li> <li>Stormwater management including underground storage and on-site detention basins</li> <li>Water harvesting and reuse</li> </ul>	<ul style="list-style-type: none"> <li>On-site roads and parking</li> <li>Access onto Condobolin Road</li> <li>Stormwater facilities including an off-site detention basin</li> <li>Town sewer system connection</li> <li>Water harvesting and reuse</li> <li>Gas connection</li> <li>Fibre optic cable connection</li> </ul>
Capacity	<ul style="list-style-type: none"> <li>240,000 TEUs</li> </ul>	<ul style="list-style-type: none"> <li>530,000 TEUs</li> </ul>
Traffic movements/Day	<ul style="list-style-type: none"> <li>850/day</li> </ul>	<ul style="list-style-type: none"> <li>2150/day</li> </ul>
Train Movements/Day	<ul style="list-style-type: none"> <li>4</li> </ul>	<ul style="list-style-type: none"> <li>8</li> </ul>
Operation	<ul style="list-style-type: none"> <li>24 hours/day</li> </ul>	<ul style="list-style-type: none"> <li>24 hours/day</li> </ul>

Source: DG's EA Report February 2007

The main environmental issues resulting from the implementation of this proposed development were described in the DG' s EA Report, and summarised in **Table 2** and **Table 3** below. These tables demonstrate that little or no change will result from the extension of the proposed period of demolition and construction. All conditions of consent relate to additional work to be undertaken within the future

Table 2: ENVIRONMENTAL IMPACTS (DG's EA Report February 2007)					TPG COMMENT (re implementation & environmental changes)
<b>5.1) TRAFFIC</b>					
<b>(a)Traffic Generation</b>	Table 2: Total traffic Generation of the Intermodal Facility				<p>The DG concluded as follows:</p> <p><i>“For the purpose of the assessment and identification of road upgrade requirements; however, the Department has used the estimated traffic levels for the initial and ultimate stages contained in the EA. The RTA has indicated that if traffic movements exceed the estimated number for the ultimate stage, further road upgrades may be required. The Department has therefore recommended <b>that the concept plan be modified to restrict the number of vehicle movements generated by the proposal to 2200.</b> Subsequent development applications would be required to include a traffic assessment, demonstrating that project related traffic would be safely accommodated by the surrounding road and rail network.”</i></p> <p>This situation has not changed since 2007. Vehicle movements will be restricted to 2,200 and future DAs will be supported by a traffic assessment</p>
	Peak Hour	Daily	Peak Hour	Daily	
Intermodal Terminal Throughput (HV)	48	472 111	1110		
Additional Warehouse Movements (HV)	3 30		7	68	
Workers and deliveries	120	350 340	970		
Total	171	852 458	2148		
<b>(b)Road Performance</b>	<p><i>“The majority of heavy vehicles would access the site from the Newell Highway via an approved truck route along Hartigan Avenue, West Lime Avenue and Brolgan Road, as outlined in Figure 3. A small number of heavy vehicles would also access the site via Condobolin Road.”</i></p>				<p><i>“The Department therefore considers that the proposed roads along the truck route would adequately support traffic generated by the site, provided that Brolgan Road is appropriately upgraded to support heavy vehicles. As the Proponent and PS Marine Pty Ltd have already entered into agreement with Parkes Shire</i></p>

Table 2: ENVIRONMENTAL IMPACTS (DG's EA Report February 2007)		TPG COMMENT (re implementation & environmental changes)
		<p><i>Council to upgrade Brolgan Road under the Auslink program, <b>no further requirements are recommended by the Department.</b></i></p> <p>This situation has not changed since 2007.</p>
<b>(c) Intersections</b>	<p><i>"The Department considers that the impact of the proposal on traffic flow at intersections would be adequately managed provided that the two intersections of Hartigan Avenue with the Hewell Highway are integrated and upgraded with traffic lights prior to commencing the initial stage of the concept plan".</i></p>	<p><i>"The Department has therefore recommended that the concept plan be modified to require that the Hartigan Avenue/Forbes Street/Bogan Street intersection be upgraded, to the satisfaction of the RTA, prior to any operations occurring on the site. As the Proponent and PS Marine Pty Ltd have already entered into agreement with Parkes Shire Council to modify and light the intersections of Hartigan Avenue with Blaxland Street, and the intersections of Brolgan Road, Westlimb Road and Hartigan Avenue, as part of the Auslink program, <b>no further requirements are recommended by the Department.</b>"</i></p> <p>This situation has not changed since 2007. The concept plan will be modified to require that the Hartigan Avenue/Forbes Street/Bogan Street intersection is upgraded, to the satisfaction of the RTA, prior to any operations occurring on the site as part of a future DA.</p>
<b>(d) Site Access</b>	<p>The concept plan includes five site access points onto Brolgan Road, each separated by approximately 300 to 400 metres.</p>	<p><i>"The Department agrees that a reduction in the posted speed limit along Brolgan Road would not, by itself, achieve adequate sight distances at each of the access points. The Department is concerned that the provision of five access points onto Brolgan Road would be sub-standard with respect to road safety and traffic</i></p>

Table 2: ENVIRONMENTAL IMPACTS (DG's EA Report February 2007)		TPG COMMENT (re implementation & environmental changes)
		<p><i>flow movements. The Department, therefore, recommends that the concept plan be modified, with the number and location of site access points revised at the development application stage, to ensure that adequate sight distances are achieved at the current posted speed limit."</i></p> <p>This situation has not changed since 2007. <b>The concept plan will be modified with the number and location of site access points revised at the development application stage.</b></p>
<b>(e) Rail Crossings</b>	<p>The concept plan includes the construction of the following new rail crossings:</p> <ul style="list-style-type: none"> <li>▪ Brolgan Road West crossing resulting from the construction of a new mainline siding linking the site with the Great Western Railway during the initial stage; and</li> <li>▪ Northern Access Road crossing resulting from the construction of a new Northern Access Road over the Parkes to Narromine Rail Line during the ultimate stage.</li> </ul>	<p><i>As there is still some level of uncertainty about design requirements for the existing and proposed rail crossings, the Department recommends that design matters be resolved at the more detailed development application phase. The Department therefore recommends that specific measures not be approved at this stage, but be determined at the development application stage. These specific measures, prepared in consultation with the RTA and Council are proposed for:</i></p> <ul style="list-style-type: none"> <li>▪ <i>the upgrade of the existing Brolgan Road/Parkes Narromine Railway Crossing and</i></li> <li>▪ <i>the existing Condobolin Road/Main Western Railway Crossing, and</i></li> <li>▪ <i>the proposed treatments of the new Brolgan Road/Main Western Railway Crossing and</i></li> </ul>



Table 2: ENVIRONMENTAL IMPACTS (DG's EA Report February 2007)		TPG COMMENT (re implementation & environmental changes)
		<ul style="list-style-type: none"> <li>the Northern Access Road/Parkes Narro mine Railway Crossing.</li> </ul> <p>This situation has not changed since 2007. <b>The proponent would undertake a traffic assessment as part of future DAs, to demonstrate that project related traffic would be safely accommodated by the proposed road/rail works.</b></p>
<b>(f) Traffic Noise and Amenity</b>	<p>The concept plan should comply with road traffic noise criteria outlined in the DECCW's <i>Environmental Criteria for Road Traffic Noise (ECRTN)</i>.</p> <p>Traffic noise associated with the project was estimated by the Proponent based on a noise model. The assessment indicated that noise from project traffic utilising Brolgan Road and Hartigan Avenue would be above the ECRTN</p>	<p><i>The Department considers that it is important that traffic noise generated by the proposal, does not adversely impact the amenity of sensitive receivers along the defined transport routes. The Department agrees that the setbacks and provision of walls and fences at residences along Brolgan Road and Hartigan Avenue, mean that noise levels would be considerably less than predicted in the EA. Insufficient evidence has been provided, however, to demonstrate that these noise levels would meet the ECRTN criteria.</i></p> <p><i>The Department therefore recommends that all subsequent development applications include a noise assessment that demonstrates that traffic noise generated by the project complies with the ECRTN criteria at the sensitive receivers. In the event that the ECRTN criteria is exceeded, the Proponent would be required to implement all reasonable and feasible noise mitigation measures at the impacted property, to ensure compliance with the criteria.</i></p>

Table 2: ENVIRONMENTAL IMPACTS (DG's EA Report February 2007)		TPG COMMENT (re implementation & environmental changes)
		The Proponent still commits to undertake a noise assessment of the sensitive receivers as part of each relevant development application, demonstrating that the ECRTN criteria would be met. In the event that predicted noise levels exceed the criteria, the Proponent still commits to provide noise mitigation measures at the impacted property.
5.2 Other Issues		
Operational Noise	<p>Concern was raised in submissions from residences located to the north and south of the site, that the proposal would result in adverse noise impacts;</p> <p>Predictions contained in the EA indicate that the proposal would meet the relevant noise criteria outlined in the <i>New South Wales Industrial Noise Policy</i> (INP) at the three sensitive receivers surrounding the site.</p>	<ul style="list-style-type: none"> <li>▪ The proposal would be required to meet the relevant noise criteria outlined in the NSW INP;</li> <li>▪ The Proponent would be required to demonstrate that each subsequent development application (DA) complies with the noise criteria;</li> <li>▪ The Proponent would be required to investigate and respond to noise complaints.</li> </ul> <p>Expected operational noise issues have not changed since 2007 and will be dealt with via a subsequent development application (DA), compliance with the noise criteria and noise monitoring.</p>
Construction Noise	The EA indicates that the construction noise criterion for over 26 weeks outlined in the DEC's <i>Environmental Noise Control Manual</i> applies.	The Proponent will continue to meet the relevant <b>construction noise criteria</b> .
Air Quality	Submissions from residents located north of the site raised concern about the generation of dust during construction;	A <b>Construction Dust Management Plan</b> will be prepared as

Table 2: ENVIRONMENTAL IMPACTS (DG's EA Report February 2007)		TPG COMMENT (re implementation & environmental changes)
	<ul style="list-style-type: none"> <li>• The Proponent has committed to implement a Construction Air Quality Management Plan outlining methods to minimise dust generation during construction;</li> <li>• During operation, air emissions are anticipated to minimal and limited to train and vehicle emissions and fugitive emissions from the proposed fuel storage and distribution facility and maintenance activities.</li> </ul>	required for each future DA outlining dust mitigation measures during construction.
<b>Water</b>	<p>The Proponent has committed to implement a Construction Soil and Water Management Plan during construction;</p> <ul style="list-style-type: none"> <li>▪ During operation, the proposal would impact the on-site water balance and on and off-site flood risks, due to an increase in impermeable areas;</li> <li>▪ The Proponent has committed to limit discharge from the site to the existing discharge rate of 21.0m<sup>3</sup>/s in a 1 in 100 Average Recurrence Interval (ARI) event;</li> <li>▪ To achieve this, the Proponent would provide on and off-site detention basins, sub surface stormwater storage areas and other stormwater retention facilities;</li> <li>▪ Stormwater pollution would be minimised through installation and monitoring of bunding, drainage and other pollution control facilities;</li> <li>▪ Floor levels would be located above local flood levels;</li> <li>▪ The proposal would use town water supply and investigate options for water harvesting and reuse of stormwater.</li> </ul>	<p><b>A Construction Soil and Water Management Plan</b> will be prepared as required for each future DA outlining soil and water management measures during construction;</p> <p><b>A detailed stormwater management scheme</b> will be prepared as required to be submitted in each future DA</p>
<b>Flora and Fauna</b>	<p>The site is largely cleared, however, the north west corner supports a highly degraded remnant of the endangered ecological community (EEC) White Box Yellow Box Blakely's Red Gum Woodland.</p> <p>The identified EEC would not be impacted by the proposal.</p>	<p>Future DAs will include a <b>detailed landscape management plan</b>. The identified EEC will not be impacted by the proposal.</p>

Table 2: ENVIRONMENTAL IMPACTS (DG's EA Report February 2007)		TPG COMMENT (re implementation & environmental changes)
<b>Heritage</b>	<p>No non-indigenous heritage items are located on the site;</p> <ul style="list-style-type: none"> <li>▪ <input type="checkbox"/> The original farm house, built in the late 19<sup>th</sup> century, would be demolished, however it is not considered to have heritage significance;</li> <li>▪ The surveys did not identify any aboriginal items on the site.</li> </ul>	<p>Although the farmhouse is not listed as a heritage item, the Proponent has committed to prepare <b>an archival record</b> of it before it is demolished.</p>
<b>Risks / Hazards</b>	<p>Fuel based storage and refuelling facilities would be provided on site for trucks and trains utilising the facility;</p> <ul style="list-style-type: none"> <li>▪ As the quantity of fuel to be stored and transported to the site does not exceed the thresholds in SEPP 33, the proposal is not considered hazardous;</li> <li>▪ Fuel storage would be appropriately bunded and stored in accordance with Australian Standards;</li> <li>▪ Future DAs, however, may outline other dangerous goods to be stored on-site.</li> </ul>	<p>There are no significant off-site risks.</p> <p>Future DAs will be prepared as required to include <b>an assessment of the hazardous or potentially hazardous impacts</b> of the proposed development in accordance with the provisions of SEPP 33 and its associated guidelines, and a detailed description of measures to minimise these potential impacts.</p>
<b>Visual</b>	<p>Concern was raised in submissions about the visual impact of the proposal and its lighting on surrounding properties;</p> <ul style="list-style-type: none"> <li>▪ The development would be designed and screened to minimise the visual impacts on surrounding residences and the public domain;</li> <li>▪ Night time lighting would contribute to the night time glare and increase the prominence of the site;</li> <li>▪ External lighting, however, would be designed to minimise any obtrusive effects on surrounding residences and limit the impact of upward light and glare on observatories in the region.</li> </ul>	<p>Future DAs will be prepared as required to include a detailed <b>landscaping plan</b> demonstrating that the proposed development would be suitably screened to protect or enhance the visual amenity of surrounding residences;</p> <p>Future DAs will be prepared as required to include an <b>external lighting plan</b> demonstrating that lights have been designed to minimise the obtrusive effects on surrounding residences and significant observatories in the region</p>

**Table 3: Summary of Environmental Impacts (Future DA work)**

<b>Environmental Impacts</b>	<b>Comment</b>
<b>5.1 Traffic</b>	
<b>(a) Traffic Generation</b>	This situation has not changed since 2007. Vehicle movements will be restricted to 2,200 and future DAs will be supported by a traffic assessment
<b>(b) Road Performance</b>	<i>As the Proponent and PS Marine Pty Ltd have already entered into agreement with Parkes Shire Council to upgrade Brolgan Road under the Auslink program, <b>no further requirements are recommended by the Department.</b></i> This situation has not changed since 2007.
<b>(c) Intersections</b>	<i>As the Proponent and PS Marine Pty Ltd have already entered into a agreement with Parkes Shire Council to modify and light the intersections of Hartigan Avenue with Blaxland Street, and the intersections of Brolgan Road, Westlime Road and Hartigan Avenue, as part of the Auslink program, <b>no further requirements are recommended by the Department.</b></i>
<b>(d) Site Access</b>	This situation has not changed since 2007. <b>The concept plan will be modified with the number and location of site access points revised at the development application stage.</b>
<b>(e) Rail Crossings</b>	This situation has not changed since 2007. <b>The proponent would undertake a traffic assessment as part of future DAs, to demonstrate that project related traffic would be safely accommodated by the proposed road/rail works.</b>
<b>(f) Traffic Noise and Amenity</b>	<b>The Proponent still commits to undertake a noise assessment of the sensitive receivers as part of each relevant development application,</b> demonstrating that the ECRTN criteria would be met. In the event that predicted noise levels exceed the criteria, the Proponent still commits to provide noise mitigation measures at the impacted property.
<b>Other Issues</b>	
<b>Operational Noise</b>	<b>Expected operational noise issues have not changed since 2007 and will be dealt with via subsequent development application (DA), compliance with the noise criteria and noise monitoring.</b>
<b>Construction Noise</b>	The Proponent will continue to meet the relevant <b>construction noise criteria.</b>
<b>Air Quality</b>	A <b>Construction Dust Management Plan</b> will be prepared as required for each future DA outlining dust mitigation measures during construction.
<b>Water</b>	A <b>Construction Soil and Water Management Plan</b> will be prepared as required for each future DA outlining soil and water management measures during construction. A <b>detailed stormwater management scheme</b> will be prepared as required to be submitted in each future DA
<b>Flora &amp; Fauna</b>	Future DAs will include a <b>detailed landscape management plan.</b> The identified EEC will not be impacted by the proposal.
<b>Heritage</b>	Although the farmhouse is not listed as a heritage item, the Proponent has committed to prepare <b>an archival record</b> of it before it is demolished.
<b>Risks / Hazards</b>	There are no significant off-site risks. Future DAs will be prepared as required to include <b>an assessment of the hazardous or potentially hazardous impacts</b> of the proposed development in accordance with the provisions of SEPP 33 and its associated guidelines, and a detailed description of measures to minimise these potential impacts.
<b>Visual</b>	Future DAs will be prepared as required to include a detailed <b>landscaping plan</b> demonstrating that the proposed development would be suitably screened to protect or enhance the visual amenity of surrounding residences; Future DAs will be prepared as required to include an <b>external lighting plan</b> demonstrating that lights have been designed to minimise the obtrusive effects on surrounding residences and significant observatories in the region

The environmental impacts identified in the assessments undertaken in 2007 as part of the Part 3A process were addressed in the Environmental Assessment (EA), and the

Preferred Project Report (PPR), and summarised in the DG's Report summarised in **Tables 2 and 3**. The mitigation of all of the issues identified will take place as part of the preparation of subsequent DAs as part of the implementation programme. Whilst the overall programme has been delayed, the concept plan (as already agreed by the DG), remains the same as described in **Table 1**. No additional environmental issues are therefore expected to occur as a result of the delayed project.

#### **4. AN OUTLINE OF OTHER REQUIRED CHANGES**

DPI have requested,

*"An outline of other changes to the approval and an assessment of these, if required."*

At this stage extension of time is all that is sought, however at a later stage and after the ARTC plans are better known AL expects that there will be some minor adjustments of the Concept Plan or perhaps only in the subsequent DA approvals with Parkes Shire Council (ie substantially in accordance with the Concept Plan).

A completed copy of the application form is attached as **Appendix A**.

## **APPENDIX A**

### **Modification Application Form**



# Request to modify a major project



NSW GOVERNMENT  
Department of Planning

Date duly made: \_\_\_\_/\_\_\_\_/\_\_\_\_

Modification No. \_\_\_\_\_

## 1. Before you lodge

This form is required under section 75W of the *Environmental Planning and Assessment Act 1979* (the Act) in order to request the Minister to modify the Minister's approval to carry out a project or concept plan to which Part 3A of the Act applies.

Before making this request, it is recommended that you first consult with the Department of Planning (the Department) concerning your modification. The Director-General may issue environmental assessment requirements that must be complied with before your request will be considered by the Minister. If the changes proposed by the modification will result in a project that is consistent with the existing approval, the Minister's approval for a modification is not required.

### Disclosure Statement

Persons making a request to modify a project or concept plan are required to declare reportable political donations (including donations of or more than \$1,000) made in the previous two years.

Note: For more details about political donations disclosure requirements, including a disclosure form, go to [www.planning.nsw.gov.au/donations](http://www.planning.nsw.gov.au/donations).

### Lodgement

All modification requests must be lodged with the Director-General of the Department of Planning, by courier or mail. An electronic copy should also be e-mailed to the assessment contact officer assigned to the project.

NSW Department of Planning  
Ground floor, 23-33 Bridge Street, SYDNEY NSW 2000  
GPO Box 39 SYDNEY NSW 2001  
Phone 1300 305 695

## 2. Details of the proponent

Company/organisation/agency

Terminals Australia Pty Ltd

ABN

50 105 300 767

☒ Mr ☐ Ms ☐ Mrs ☐ Dr. ☐ Other

First name

Tom

Family name

Angliss

Position

Director Property - Asciano Limited

STREET ADDRESS

Unit/street no.

Level 6 / 380

Street name

St Kilda Road

Suburb or town

Melbourne

State

Vic

Postcode

3004

POSTAL ADDRESS (or mark 'as above')

As Above

Suburb or town

State

Postcode

Daytime telephone

03 9284 4007

Fax

Mobile

0417 345 941

Email

tom\_angliss@asciano.com.au

Your modification request may need to be accompanied by an Environmental Assessment, including plans. An electronic and hard copy of this document will be required.

(see attached Environmental Assessment).

Modification under the provisions of section 75Y of the Environmental Planning and Assessment Act 1979, through the deletion of clause 7 of the approval of MP\_05\_0072.

Describe the proposed modification

### 5. Describe the modification you propose to make to the approval

Note: Clause 245K of the *Environmental Planning and Assessment Regulation 2000* provides information on calculating the maximum fee for a request for modification.

What was the original project application no.?

05\_0072

What was the date of the approval?

1 March 2007

What was the original application fee?

TBA

Concept Plan: Construction and use of an intermodal freight terminal and associated infrastructure

Briefly describe what the original approval allows

### 4. Details of the original major project or concept plan

MAP: A map of the site and locality should also be submitted with this request.

Note: The real property description is found on a map of the land or on the title documents for the land. If you are unsure of the real property description, you should contact the Department of Lands.

Please ensure that you place a slash (/) to distinguish between the lot, section, DP and strata numbers. If the proposed modification applies to more than one piece of land, please use a comma to distinguish between each real property description.

OR: detailed description of land attached: ☒

Attached description

REAL PROPERTY DESCRIPTION

Shire of Parkes

Local government area(s)

Dubbo

State Electorate(s)

Parkes

Suburb, town or locality

Postcode

Unit/street no.

Street or property name

### 3. Identify the land

STREET ADDRESS (where relevant)

#### ESTIMATED CAPITAL INVESTMENT VALUE

Please indicate the estimated capital investment value (CIV) of the modification to the project approval or concept plan (excluding GST).

\$ nil change

#### FULL TIME EQUIVALENT JOBS

Please indicate the number of jobs created by the proposed modification. This should be expressed as a proportion of full time equivalent (FTE) jobs over a full year.

Construction jobs (FTE)

circa 250+

Operational jobs (FTE)

circa 30

### 6. Landowner's consent (where required)

As the owner(s) of the above property, I/we consent to this request being made by the proponent:

Land

Signature

Name

Date

Land

Signature

Name

Date

Note: Under Clause 8F of the *Environmental Planning and Assessment Regulation 2000* (the Regulation), certain applications for approval under Part 3A of the Act do not require consent of the landowner, however, the proponent is required to give notice of the application (e.g. linear infrastructure, mining & petroleum projects, and critical infrastructure).

### 7. Political donation disclosure statement

Persons making a request to modify a project or concept plan are required to declare reportable political donations (including donations of or more than \$1,000) made in the previous two years.

Have you attached a disclosure statement to this request?

☐ Yes

☒ No


Note: For more details about political donations disclosure requirements, including a disclosure form, go to [www.planning.nsw.gov.au/donations](http://www.planning.nsw.gov.au/donations).

### 8. Proponent's signature

As the proponent(s) of the project and in signing below, I/we hereby:

- provide a description of the modification to the project approval or concept plan and address all matters required by the Director-General pursuant to Section 75W of the Act, and
- declare that all information contained within this form is accurate at the time of signing.

Signature



In what capacity are you signing if you are not the proponent

Director Property Asciano Limited  
Terminals Australia Pty Ltd is a  
wholly owned subsidiary company

12 April 2011

Date

Tom Angliss

Name

of Asciano Limited

Name, if you are not the proponent



