

Community and Stakeholder Consultation Outcomes Report



SIMTA

SYDNEY INTERMODAL TERMINAL ALLIANCE

Part 3A Concept Application

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1 Introduction

1.1 Background

The Sydney Intermodal Terminal Alliance (SIMTA) is a joint venture between Stockland, Qube Logistics and QR National. The SIMTA Moorebank Intermodal Terminal Facility (SIMTA proposal) is proposed to be located on the land parcel currently occupied by the Defence National Storage and Distribution Centre (DNSDC) on Moorebank Avenue, Moorebank, south-west of Sydney. SIMTA proposes to develop the DNSDC occupied site into an intermodal terminal facility and warehouse/distribution facility, which will offer container storage and warehousing solutions with direct rail access.

The SIMTA site is located in the Liverpool Local Government Area. It is 27 kilometres west of the Sydney CBD, 16 kilometres south of the Parramatta CBD, five kilometres east of the M5/M7 Interchange, two kilometres from the main north-south rail line and future Southern Sydney Freight Line, and 0.6 kilometres from the M5 motorway.

The SIMTA site, approximately 82 hectares in area, is currently operating as a Defence storage and distribution centre. The SIMTA site is legally identified as Lot 1 in DP1048263 and zoned as General Industrial under Liverpool City Council LEP 2008. The parcels of land to the south and south-west that would be utilised for the proposed rail corridor are referred to as the rail corridor. The proposed rail corridor covers approximately 65 hectares and adjoins the Main Southern Railway to the north. Existing land use includes vacant land, a golf course, extractive industries, and a waste disposal depot. Native vegetation includes woodland, forest and wetland communities in varying condition. Georges River and Anzac Creek intersect the proposed rail corridor. The supplementary lands area to the south of the SIMTA site to the north of the existing East Hills Rail Line are part of Lot 3001 DP1125930 and Lot 1 DP1125930. To the west of the Georges River, the Glenfield Waste Disposal site comprises several lots that are currently used for the purposes of the waste facility.

The project will be undertaken as a staged development and it is intended that an overall Master Plan, for the entire site, be undertaken for the purpose of applying for Concept Plan approval under Part 3A of the *Environmental Planning and Assessment Act 1979*.

1.2 Planning Process

The project is being assessed under Part 3A of the *Environmental Planning and Assessment Act (1979)*.

SIMTA lodged the Preliminary Environmental Assessment (PEA) in October 2010. This report outlines the consultation process to date, in the lead up to and following the lodgement of the PEA.

The Director General's Requirements (DGRs) were issued in December 2010. The DGRs set out the following requirements for consultation:

- *Appropriate level of consultation with relevant parties to be undertaken during the preparation of the Environmental Assessment (EA).*

SIMTA commenced consultation in July 2010, before the lodgement of the PEA and the issuing of the DGRs. SIMTA has demonstrated a sustained commitment to consultation.

The consultation process implemented to date can be described as 'beyond compliance'. SIMTA's on-going commitment to consultation will continue during and after the formal consultation period surrounding the public exhibition of the Environmental Assessment (EA).

1.3 Community and Stakeholder Consultation

This report outlines consultation activities and feedback received during consultation in the period between July 2010 and August 2011. This period marks the critical shift from providing the community and stakeholders with information about the proposal in 2010, to community consultation and seeking feedback from a wide range of stakeholders in 2011. The feedback received through community consultation has been included in this report.

The initial phase of SIMTA's community and stakeholder liaison focussed on providing basic information about the proposal to the community and providing briefings to high level government, business and community stakeholders.

Following the lodgement of the Preliminary Environmental Assessment (PEA) with the NSW Department of Planning and Infrastructure, the next stage of consultation extended to the broader community. The second stage of consultation included a deep stakeholder engagement process that wrapped around the planning process – providing stakeholders with detailed information, a range of opportunities for feedback and contact with the project team.

Overall, the communications and stakeholder engagement approach throughout the planning process has been and will continue to be closely informed by issues raised at the local level by the community. Community feedback was also collated and used to test the scope of the technical assessments contained within the Environmental Assessment (EA).

1.4 This Report

This report:

- Describes the community and stakeholder consultation activities that have been undertaken up to the date of this report.
- Reports on issues raised during community and stakeholder consultation and how SIMTA has responded to issues.
- Provides relevant data, such as website visits and attendances at the Community Information Centre (CIC).

SIMTA has undertaken an extensive consultation process with the community and stakeholders, as well as agency level consultation – as outlined in the Environmental Assessment (EA). This report specifically relates to the community and stakeholder consultation process.

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

- Cannot be construed as being statistically representative of opinion within the local community.
- Is part of a predominantly voluntary consultation process held outside of statutory requirements (prior to the release of the DGRs on 24 December 2010).
- Are some of the many inputs considered by the SIMTA project team as they refine plans to construct and operate an intermodal in Moorebank.
- Is consistent with the Department of Planning and Infrastructure's Major Project Community Consultation Guidelines 2007. The consultation was designed to provide those with the potential to be 'directly impacted by the project' an opportunity to receive information and provide feedback.

2 Consultation Approach

2.1 Guiding Principles

SIMTA's approach to consultation for the Moorebank intermodal terminal proposal is guided by best practice principles. By adopting a rigorous and ethical approach, SIMTA aimed to engage with the local community and stakeholders in a professional, respectful and constructive way.

The best practice principles for the project are:

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

2.2 Purpose of Consultation Process

The purpose of the consultation process to date was to inform community stakeholders about SIMTA's proposal for an intermodal at Moorebank. The consultation process so far has provided the opportunity for the Project Team to listen to, inform and seek feedback from key stakeholders to ensure relevant issues are considered during the development of the proposal and scope identification for the preparation of technical assessments included within the EA. Consultations were also designed to allow SIMTA to gauge the level of community stakeholder support and acceptance for the proposal.

2.3 Objectives

The key objectives of the consultation activities were to:

- Identify key community stakeholders with an interest in the project.
- Provide accurate and relevant information about the proposal to local residents and community stakeholders to create awareness about the proposal.
- Provide a means by which stakeholders could comment on the proposed plans prior to their finalisation.
- Provide the Project Team with the opportunity to incorporate stakeholder feedback into the planning and development process.

3 Consultation Overview

3.1 Summary of Consultation Issues

The issues raised during the consultation process on SIMTA's proposal to build an intermodal terminal at Moorebank were consistent with the topics listed in the Director General's Requirements (DGR) provided to SIMTA in December 2010. Most of these issues are subject to technical studies that have been carried out as part of the Environmental Assessment (EA) process.

A summary of these issues includes:

- Air quality
- Traffic
- Cumulative impacts of the potential for two adjacent terminals
- Noise
- Light spill
- Proximity to residential areas
- Character of local area
- Environmental impacts

Most participants in the consultation were concerned with one or more of these issues.

In the public debate, there was a degree of misinformation about these issues. The Community Information Centre (CIC) provided an opportunity for the SIMTA team to provide accurate information on these issues to members of the community.

Some participants in the consultation said that the information received reduced their concerns about the proposal.

For those participants who supported the proposal, the issues that were most important to them were:

- The job opportunities created by the proposal.
- The investment in the local area.

For a number of participants the fact that the area had been identified for an intermodal terminal for a

significant period created an acceptance of the proposal. Some community members have said that the community should accept the proposal on the understanding that the proponent would deliver community benefits.

3.2 Consultation and Engagement Activities

A range of consultation activities were undertaken to provide the local community and key stakeholders with information about SIMTA's proposal for an intermodal at Moorebank and to give the community the opportunity to provide feedback.

Consultation activities included a combination of on-going communications and community consultation channels, as well as targeted consultation and engagement activities.

3.2.1 Community Information Centre (CIC)

The CIC is aimed at facilitating face-to-face conversations about the proposal with members of the community, and providing a forum to communicate detailed and quality information about the proposal to the public. Furthermore, it provides a platform to record informed stakeholder feedback.

Members of the Project Team are available to speak to community members at the Information Centre. In addition, the following communication materials and information are available to the public at the CIC:

- Information boards (13) (see Appendix)
- Factsheet (take home project brochure (see Appendix)
- Contact cards to foster on-going conversations between stakeholders and the project team (see Appendix)
- Feedback form (see Appendix)
- Sign-in sheet (see Appendix)

The information centre was open for five weeks between 11 February 2011 and 19 March 2011 on Thursdays 3pm – 6pm, Fridays 12noon – 3pm and Saturdays 11am – 2pm.

In response to community feedback, and very low attendance levels on weekdays, the CIC opened for extended hours on Saturdays, effective 26 March 2011. The CIC opened between 10am and 3pm on Saturdays, instead of 11am and 2pm. The extended Saturday hours replaced the weekday opening times. The information centre has remained open, by appointment, since May 2011. No appointments were requested between May 2011 and the time of writing this report.

The information centre will open at regular times during the public exhibition of the Environmental Assessment (EA).

The opening hours of the Information Centre were advertised on the website, in the letter to residents distributed 4 February 2011 and in local media, including the Liverpool Champion and the Liverpool Leader (see Appendix).

The change of opening hours was communicated in a media release sent to the Liverpool Leader and the Liverpool Champion newspapers, an email sent to the database of stakeholders (including people who had signed in at the CIC), and on the website. The signage at the CIC was also updated. See Appendix for Liverpool Leader and Liverpool Champion coverage.

Seventy (70) people attended the CIC since it opened on 11 February 2011 to the time of writing this report.

- One-on-one Stakeholder Meetings, with key community stakeholders. The first round of meetings took place on 10 February 2011. One-on-one meetings are held between members of the Project Team and members of the community who express on-going interest in the proposal.

These meetings are also offered to members of the community who express a need to meet with the project team outside of the opening hours of the CIC.

3.2.2 On-going consultation and communication methods include:

- **A stand-alone project website** (www.simta.com.au) which is regularly updated to provide detailed, quality information to the community about the proposal and planning process. The website provides information about the different ways to contact the project team with feedback or questions (see Appendix)
- **An Email feedback system** (consulting@elton.com.au). A convenient online feedback system for stakeholders, and an efficient way for people to obtain responses from the Project Team within 48 hours
- **A free-call information line** (1800 986 465) available between 8:30am and 5:00pm weekdays. A message-bank is provided outside of these times, and phone messages are returned within 48 hours
- **Community information newsletters and letters** to residents, providing updates throughout the planning process and advising community stakeholders of up-coming and on-going consultation activities

- Letter to Residents (see Appendix) 14 July 2010
- News Update (see Appendix) October 2010
- Letter to Wattle Grove and Casula Residents (see Appendix) 4 February 2011

NB: For distribution maps, see Appendix.

3.3 Level of Community Participation in Consultation Activities

Visitors to the Information Centre between 11 February and 8 April 2011.	70
One-on-one stakeholder meetings with Project Team	8
Stakeholders who sent emails between July 2010 and August 2011	70
Phone enquiries between July 2010 and August 2011	35
Distribution of letter to residents, July 2010	11,000
Distribution of news update, October 2010	8,600
Distribution of letter to residents, Wattle Grove and Casula combined, February 2011	8,600

3.4 Community Action

Since SIMTA announced it would seek approval for an intermodal terminal on its site, a local action group known as the Liverpool Action Group, have become more active. In August 2010 some 500 people attended a rally organised in part by Liverpool City Council.

On Saturday 19 March 2011, up to 80 members of the community held a protest outside SIMTA's Community Information Centre. The protest was set up by South Ward Liverpool Councillor, Jim McGoldrick. At the time of the protest, McGoldrick was standing as an Independent in the March State election. His election campaign was based on an anti-intermodal platform. The protest was peaceful and protesters entered the information centre to speak to members of the project team about their concerns, and to complete feedback forms. See Appendix for media coverage of the protest. The Liverpool Action Group has also conducted its own meetings in the community which have been attended largely by residents of Wattle Grove.

3.5 Media Coverage

Elton Consulting has monitored local, regional, metropolitan and online media coverage relating to SIMTA's proposal in parallel to the consultation process. This allows SIMTA to respond to emerging

community concerns through regular communication and remind stakeholders about the consultation channels available.

Local media coverage has shown the community has a consistent interest in the project, and at times this interest has been negative. In the context of the NSW election, there was a heightened amount of media scrutiny.

It is not the role of this report to comment on media coverage but it is important to note that some claims reported in the media have been factually incorrect. SIMTA has been monitoring the level of this misinformation, and is working to provide the community with clear and factual information through consultation to correct this.

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4.2 Strategic Overview

Project Background

Strategic Overview

Background

- The NSW Government's Sydney Metropolitan Strategy: Sydney Towards 2036 outlines the need to reduce Sydney's traffic congestion by increasing the proportion of freight delivered by rail.
- A strategic network of intermodal terminals, including the proposed Moorebank facility, is in-line with this strategy and would mitigate Sydney's growing traffic congestion by taking trucks off the road.
- Sydney Ports Corporation anticipates the number of containers being processed through Port Botany is predicted to reach its planning cap of 3.2 million Twenty-foot Equivalent Units (TEUs) by 2017.
- The reason for this is two-fold: 1. Population growth in NSW. The south-west subregion of Sydney is expected to experience the city's highest level of growth, increasing the 2006 population by 113 per cent by 2036. 2. Consumption of imported goods continues to increase.
- The NSW Government has initiated the expansion of the Port Botany facilities to accommodate the efficient movement of the growing number of TEUs (a measurement of containers).
- An increase in the number of TEUs being processed through Port Botany will result in a significant increase in the number of truck movements to and from Port Botany. These truck movements will access the industrial and warehouse hubs in west, south-west and north-west Sydney.
- These industrial and warehouse precincts will be accessed via the M5 because it has a direct connection to Port Botany and the M7.
- In December 2004 the Minister for Infrastructure and Planning established a Freight Infrastructure Advisory Board to guide the development of Sydney's Port Freight Strategy. It announced its target of increasing the share of freight that is transported from Port Botany to Sydney's intermodal facilities by rail to 40 per cent. The policy was introduced to mitigate traffic impacts on major roads, and meet the freight task for Sydney.
- In a step towards realising the 40 per cent target, the Commonwealth Government delivered a dedicated freight rail line as part of their National Freight Strategy, the Southern Sydney Freight Line (SSFL). Work is continuing on the SSFL to increase the capacity and the efficiency of the rail line.
- Expanding the network of intermodal freight terminals is integral to achieving the 40 per cent freight movement target and reducing the level of traffic congestion within the Sydney region. SIMTA's proposed Moorebank intermodal would be part of this strategic network of freight terminals.
- As part of the Environmental Assessment (EA) process, SIMTA

commissioned a study into the strategic freight demand in South West Sydney. The study revealed that SIMTA's proposal would have a clear impact on container movements in Sydney. By 2025, the demand for containers in the South West would exceed the current capacity of Minto intermodal terminal.

- The study found that without increased intermodal capacity in South West Sydney, trucks would move 70 per cent of freight from Port Botany in 2016. With SIMTA in operation, it has the capacity to attract a significant proportion of the TEU market destined for South-West Sydney. This could reduce the trucking demand from Port Botany to as little as 40 per cent of the total import market.
- SIMTA will receive rail freight from Port Botany for distribution within the general catchment of the facility.

The containers (TEU's) are unloaded from the trains and either:

- Loaded onto a semi-trailer and trucked to a local warehouse or industrial facility, where the container is unpacked.
- Unpacked within warehouses proposed to be constructed at the Moorebank facility. From these warehouses, the goods are locally distributed using smaller trucks.
- Intermodals need to be strategically located to ensure access to major rail and road transport infrastructure.

The Moorebank site for the SIMTA proposal can be accessed by both the SSFL (rail) and the M5 and M7 motorways (road).

- A number of intermodal facilities already exist within the Sydney Metropolitan area including Yennora, Villawood and Minto. A new intermodal is currently under development at Enfield.
- The Moorebank site will complement the existing and proposed regional intermodal network.
- The strategic approach to increasing the proportion of freight moved by trains from Port Botany has been endorsed by the Federal Government in the recent National Land Freight Strategy Discussion Paper.

4.3 Issue / Response Matrix

Issue	Response
Capacity <ul style="list-style-type: none"> • SIMTA's proposal is for an intermodal with the capacity to process one million TEUs. When will capacity be reached? 	<ul style="list-style-type: none"> • The SIMTA proposal is for an intermodal with the capacity to process one million twenty-foot equivalent units (TEU) each year. However, the demand for containers and goods from receivers within the Moorebank catchment area will determine when the facility operates at full capacity.
Capacity – cumulative <ul style="list-style-type: none"> • If SIMTA's proposal and 	<ul style="list-style-type: none"> • The Federal Government is exploring the possibility of developing an intermodal on the adjacent School of Military Engineering (SME) site.

the Federal Government's proposal for an intermodal on adjacent land both go ahead, does this mean two million TEUs will be processed in Moorebank?

Technical studies and analysis show that the capacity of the catchment area is one million TEU's per year, the same as the maximum capacity of the proposed SIMTA development.

- In the event that both the SIMTA and Federal Government's proposal on the adjacent site are developed, both facilities would (based on current modelling) process a combined total of one million, not two million, TEU of port related freight.
- At full capacity, the traffic models have found the SIMTA proposal would generate approximately 2,600 truck movements daily. The traffic models also found the SIMTA proposal would generate approximately 3,600 employee car movements each day.

Traffic

- The M5 and Moorebank Avenue are already congested and increased truck movements will make the congestion worse
- The SIMTA proposal would generate B-double, semi-trailer and rigid truck traffic related to freight movement along with car trips related to employee trips to and from the site.
- The number of car and truck movements around Moorebank is expected to grow, with or without the SIMTA proposal.
- Traffic along Moorebank Avenue, without the SIMTA proposal, is expected to increase by somewhere between 1.6 and 1.8 per cent per year until 2031 as a result of population and employment growth in the region.
- The traffic along Moorebank Avenue, with the SIMTA proposal, is expected to increase by up to 3.1 per cent per year.
- Moorebank Avenue would experience the greatest traffic impact from the SIMTA proposal because it would connect the facility with the M5 motorway. Six hundred metres of Moorebank Avenue may be upgraded in future to increase capacity between SIMTA and the M5 interchange.
- The intersection between Moorebank Avenue and the M5 motorway would operate more efficiently as a result of upgrades SIMTA is proposing to deliver in partnership with the relevant Government agency.

Traffic

- Truck traffic increases along Anzac Road and other local roads will create issues for residents

Impacts on the local roads including Anzac Road

- Current RTA restrictions on B-double trucks will be maintained in all residential areas, including on Anzac Road. SIMTA does not seek any changes to existing B-double truck routes.
- Truck traffic destined for the proposed SIMTA facility will not need to travel along Anzac Road.
- The most direct route for trucks to access the SIMTA site is via Moorebank Avenue and onto the M5. SIMTA does not anticipate any need for trucks to use Anzac Road.
- SIMTA is committed to working closely with the Wattle Grove community and Liverpool City Council to agree and implement, where appropriate, effective traffic management measures.

These traffic management measures may include or be a combination of:

- Physical restrictions to movement of large trucks through Anzac

Road.

- Establishing and signposting a weight restriction on Anzac Road.
- Instruction and education of the truck drivers by SIMTA, with support from Liverpool City Council. SIMTA will seek support from police to fine truck drivers who break the rules.
- SIMTA will be consulting with the RTA and Liverpool City Council throughout the planning process. The SIMTA proposal must meet RTA and Liverpool City Council standards and incorporate mitigation measures, if required, to reduce the impact on local roads
- Modelling future growth in the Moorebank area without the SIMTA proposal shows that the amount of traffic using Anzac Road will increase because of the increase in development in south-west Sydney. The Draft Subregional Strategy, released by the department of Planning in 2007 anticipates *"The South West Subregion is expected to experience the highest level of population growth of all of Sydney's subregions over the next 25 years, accommodating 25 per cent of future housing development."*

Traffic

- Will the number of trucks using the M5 be reduced?

Potential reduction of trucks using M5

- SIMTA's core business is to move freight from Port Botany on trains, not trucks, to meet the growing demand for imported goods in south-west Sydney.
- Each freight train from Port Botany to the SIMTA site could carry the equivalent of 81 TEUs. Each freight train will replace up to 40 freight truck movements along the M5 between Port Botany and Moorebank Avenue.
- There will be an increase in truck movements on the M5, not as a result of the SIMTA proposal but due to:
 - Development within the west and south-west Sydney regions.
 - An increase in the number of containers expected to be processed through Port Botany (Port Botany is set to reach its planning cap of 3.2 million TEUs).
- Future traffic growth is demonstrated through the base case traffic model in the Transport and Accessibility Impact Assessment outlined within the Environment Assessment (EA).
- The capacity of SIMTA and the maximum capacity for the catchment area is one million TEU's, or containers. It is anticipated that up to 40 per cent of these containers will be handled and unpacked on-site, thereby reducing the number of containers moved by B-double and semi-trailers in and out of the SIMTA facility to 600 000 TEU's per annum.

Traffic

- How many trucks will go to and from the intermodal on a daily basis?

- At full capacity, the traffic models have found the SIMTA proposal would generate approximately 2,600 truck movements daily. The traffic models also found the SIMTA proposal would generate approximately 3,600 employee car movements each day.

Trains

- How many trains will go to and from the intermodal on a daily basis?

Southern Sydney Freight Line

- All rail movements to and from the site will be via the Southern Sydney Freight Line (SSFL).
- The SSFL is a dedicated freight only line. The SSFL is currently undergoing upgrades to increase the capacity of the rail line to move freight from Port Botany to south-west Sydney.
- Rail movements to the SIMTA site will not use any passenger lines, including the East Hills Line.
- The number of trains accessing the SIMTA site will depend on the throughput of containers from Port Botany, and this demand will determine if and when the facility operates at full capacity.
- At full capacity the number of trains predicted to access the SIMTA site is 22 train movements, that is, 11 trains in and 11 trains out of the facility, per day. This figure reflects train movements occurring for up to 24 hours a day, 365 days a year.

Traffic

- Will trucks use the suburban road network within Wattle Grove and surrounding residential areas?

- The results of traffic impact studies show that on most key roads outside the immediate area surrounding the site, peak hour traffic growth as a result of the proposed intermodal terminal would be small.
- The road network surrounding the SIMTA proposal was closely studied, with special attention given to intersections within the area. The traffic studies revealed a number of intersections are already experiencing congestion and delays. Future background growth in the area will further increase delays at these major intersections.
- A comparison between the future growth case and future traffic generated by the SIMTA proposal identifies where the SIMTA proposal would impact the road network, and identifies where improvements to the existing road network need to be implemented.
- SIMTA is proposing a range of upgrades and mitigation measures to reduce waiting times and congestion at major intersections, including the junction between Moorebank Avenue and the M5 motorway, to address direct traffic impacts of SIMTA's proposal. The traffic modelling identified potential impacts the SIMTA proposal may have on local traffic. The Traffic Assessment made the following recommendations, however any recommended upgrades will not be required for a number of years, and if considered, would be undertaken in close consultation with relevant Government agencies:
 - Upgrading Moorebank Avenue to four lanes between the intersection with the M5 and the northern access to SIMTA's site. This would reduce the potential for congestion north and south on Moorebank Avenue.
 - Together with the Moorebank Avenue widening, roads approaching the traffic lights at Moorebank Avenue/Anzac Road may also need to be widened.
 - New traffic signals will be installed on Moorebank Avenue at the northern access point to SIMTA site.

- Increasing the capacity of the interchange between the M5 and Moorebank Avenue by widening the following ramps:
 - M5 westbound on ramp
 - M5 westbound off ramp
 - M5 eastbound off ramp.

These possible mitigation measures are outlined in detail in the traffic reports included within the Environmental Assessment (EA).

- Although many improvements to the road network are outside of SIMTA's reach, SIMTA is committed to working with the Government agencies responsible to develop effective solutions.
- Road capacity issues are identified in the current base case and future growth case traffic models. This result indicates that the current road infrastructure requires improvements to cater for future growth traffic demands, whether the SIMTA proposal is developed or not.
- It is proposed that an international best practice traffic management system for the management of truck arrivals and departures will be implemented to manage truck movements and avoid trucks queuing on Moorebank Avenue.
- SIMTA has proposed a range of traffic mitigation measures and will continue to work closely with relevant agencies to devise solutions for local traffic management, as outlined in future Traffic Management Plans. A Travel Demand Management Plan also explores local needs for an integrated and effective public transport network.

Traffic – About the study

- How was the traffic impact assessment conducted?

Impacts on local traffic network

- Comprehensive traffic studies and traffic modelling have been conducted as a central component of the Environmental Assessment (EA).
- The Transport and Accessibility Impact Assessment has been undertaken in close consultation with Transport for NSW and the RTA.

The Transport and Accessibility Impact Assessment identifies:

- The existing traffic conditions and road networks surrounding the site, including the M5 and Moorebank Avenue. The analysis uses historical traffic growth and crash data obtained from the RTA and actual traffic counts for the surrounding roads to establish a base case for comparison.
- The base case was reviewed by an independent traffic engineer to confirm the validity of the model.
- SIDRA (traffic volume) and Paramic (intersection queue length) models has been used to evaluate the capacity of the existing road network and the current level of service at all major intersections surrounding the proposed SIMTA site for present day scenarios without the SIMTA proposal. The base case is included as part of the SIMTA Concept Plan Application.

- The base case was used to determine road network effects from predicted future traffic growth based on NSW Bureau of Transport Statistics (BTS) data. The model compared current network operational capacities with future operational capacities based on growth around the SIMTA site, without the development of SIMTA.
- The base case was again used to determine road network effects from predicted future traffic growth based on NSW Bureau of Transport Statistics (BTS) data and traffic generated from SIMTA's proposal. The two future models were compared to determine the effects to the surrounding road network as a result of the SIMTA proposal.
- The traffic studies and modelling assumes that the proposed facility is operating at maximum capacity.

How traffic modelling works

- The traffic studies underpinning the Environmental Assessment (EA) are complex, and have taken a number of months to complete using various modelling programs to provide the results.
- SIMTA engaged leading international engineering consultants, Hyder Consulting, to undertake a comprehensive traffic analysis of Moorebank, and the broader south-west Sydney region.
- Engineers at Hyder Consulting created a traffic modelling system that has been independently peer reviewed by The Halcrow Group. Hyder's traffic modelling approach is considered world-class and has been rigorously tested on a number of Australian and overseas projects.
- The process of collecting traffic information includes a range of traffic counts at key locations, including intersections. The data collected during these counts, includes manual clicker counts, mid-block video counts, intersection turning counts, and mid-block tube counts. This built model is calibrated against the traffic count data to ensure correctness of the base case model.
- Traffic data collection was undertaken between May and August 2010. The RTA's historical traffic growth data was obtained for the period between 2002 and 2009, with the RTA's crash data supplied for the period between 2005 and 2009.

Cumulative impacts of the two adjacent freight terminals in Moorebank

- How are the cumulative impacts of both the SIMTA and the Moorebank Project Office (MPO) proposals being assessed?

- The cumulative impacts of the adjacent intermodals underpin all the technical studies.
- As a part of the Director General's Requirements (DGRs) for the Environmental Assessment (EA), SIMTA has considered the cumulative impacts of the redevelopment of the adjacent Commonwealth owned School of Military Engineering (SME) site.
- The technical studies, including the traffic assessment, consider maximum-scale scenarios. Although it will be a number of years before one or both of the intermodal terminals are operating at full capacity, the studies assume the "worst case scenario".

- The proposed SIMTA site will have the capacity to process one million TEUs per year. However, the demand for goods in the catchment area is not expected to exceed one million TEUs by 2031. In the event that both proposed intermodals are developed, the number of containers processed will be determined by the demand for goods in south-west Sydney. Local demand is not expected to reach one million TEUs by 2031.
- The technical studies are based on the maximum throughput assumption of one million TEUs in the precinct each year to service the proposed catchment area.
- Recommendations and mitigation strategies are based on the reported cumulative impacts.
- A feasibility study is currently underway to determine if the SME site can be used as an intermodal. This study is Federally funded and is being carried out through the Moorebank Project Office (MPO).
- The MPO has lodged a referral to the Federal Minister for the Environment under the Environment Protection and Biodiversity Conservation (EPBC) Act 1999.
- A study into the cumulative impacts of the adjacent proposals has been conducted using demand forecasts for containers and goods from receivers within the Moorebank catchment area. The level of demand will ultimately dictate the number of truck and rail movements accessing the proposed facilities. The strategic freight demand study outlines container demand and forms part of the Environmental Assessment (EA) related to port activities.

Air quality and health impacts

- Is the background pollution in the local area worse than other areas of Sydney?

- The air quality impact assessment showed that existing air pollutant levels in and around the localised area of Moorebank are largely within the nationally accepted criteria. In a few instances, the levels exceeded recommended amounts but never for prolonged periods. High readings were almost always the result of spikes caused by seasonal activities, such as lightning or dust storms.

Air quality and health impacts

- Will the air quality study address health impacts of diesel pollution and reduced air quality?

- In terms of impacts on regional air quality, the operation of the SIMTA proposal is expected to have a net positive impact by reducing freight transport by truck and reducing the overall emissions into the air.
- The proposal will have a positive impact on the air quality through reducing greenhouse gas emissions by up to 40,000 tonnes of CO₂ per year. This is equivalent to taking in excess of 10,000 cars off Sydney roads. Freight moved by one train produces 40 times fewer emissions than the equivalent by truck.
- SIMTA also commissioned a Health Risk Assessment, in addition to the air quality impact assessment. The Health Risk Assessment was undertaken by a team of toxicologists in accordance with NSW Department of Health Guidelines to assess the health implications of the construction and operation of the intermodal.
- The Health Risk Assessment (HRA) was undertaken based on the findings of the Air Quality Impact Assessment. The HRA also discusses community

concerns about an asthma zone in Western Sydney.

- The Health Risk Assessment concluded that the proposed intermodal terminal would be unlikely to have acute or chronic direct health effects on local residents.
- The air quality impact assessment and the health risk assessment show that the proposed intermodal can be constructed and operated in a manner that achieves Australian and international air quality standards at both a local and regional scale. According to these assessments, the proposed intermodal would not pose a health risk to the community.
- From an air quality perspective, the potential emissions during operation of the SIMTA proposal are primarily from diesel vehicle exhaust (locomotives, trucks and container handling equipment). During construction, fugitive dust emissions can also be expected from the site; however, construction impacts would be staged, temporary and of relatively short duration. Additionally, mitigation measures would be adopted to suppress dust generated on site and prevent its migration off-site.

Air quality and health impacts

- What is the impact on air quality of queuing and idling trucks?

- SIMTA is committed to implementing an international best practice system for the management of truck arrivals and departures. This will reduce the likelihood of trucks queuing and idling in and around the proposed intermodal.
- Studies show that SIMTA's proposal can be operated in such a way that achieves Australian and international air quality standards at both a local and regional scale. According to these assessments, the proposed intermodal would not pose a health risk to the community.

Air quality and health impacts

- What is the methodology being used to assess air quality, at present and once the intermodal is in action?

- SIMTA has undertaken an Air Quality Impact Assessment and a Health Risk Assessment as part of the Environmental Assessment (EA) process for the SIMTA proposal.
- An Air Quality Impact Assessment was carried out in accordance with NSW and Australian government policies and standards, including *Approved Methods for the Modelling and Assessment of Air*.
- The approach adopted by this assessment was to use the operational details for a similar intermodal facility located at Enfield, which was scaled to account for the larger scale of operation at the Moorebank Intermodal Terminal Facility.
- A modelling scenario for the concept plan operation of the site was developed, based on a conceptual busiest hour of operations at the site. The conceptual busiest hour of operations was taken and applied over a constant 24-hour period, to measure a 'worst case scenario'. Pollutant emissions from various sources (including locomotives idling during loading/unloading, container handling equipment, forklifts) were estimated and used to model impacts from the operation of the site.
- The graphs and findings within the air quality assessment refer to unmitigated air quality impacts. The air quality impact assessment provides a clear set of recommendations to minimise or mitigate potential air quality impacts. Control measures would be adapted to suit treatment

requirements on a case-by-case basis. Control measures may include:

- Advances in rolling stock servicing the proposed intermodal.
- Using electrically powered container handling equipment instead of diesel powered equipment wherever possible.
- Use of LPG forklifts instead of diesel forklifts where possible.
- Reduce truck queuing and idling times.

<p>Light spill</p> <ul style="list-style-type: none"> How bright will the project be during the evening? 	<ul style="list-style-type: none"> SIMTA has undertaken a visual impact assessment as part of the Environmental Assessment (EA) process, including an analysis of light spill from the SIMTA site. SIMTA proposes to use a lighting concept that is designed specifically to minimise light spill. The lights are used for down lighting in open industrial or sporting fixtures specifically to control spill-light and limit glare and upward light leakage. Luminaires which spread light will not be used.
<p>Light spill</p> <ul style="list-style-type: none"> What will be the extent of light spill? 	<ul style="list-style-type: none"> The results of the visual impact assessment show that light spill is contained to within 120 metres of the immediate vicinity of the site and will not impact upon nearby residents 400 metres away.
<p>Light spill</p> <ul style="list-style-type: none"> What methodology is being used to forecast light spill, and is it being assessed cumulatively with the MPO proposal? 	<ul style="list-style-type: none"> The assessment uses internationally recognised light standards, and is based upon the actual performance data of commonly used lights within Australia. The proposed lighting and assessment process complies with the Australian Standard AS4282- 1997 – Control of Obtrusive Effects of Outdoor Lighting. At this early stage, SIMTA is unaware of the proposed intermodal layout for the adjacent School of Military Engineering site. Without this information from the Moorebank Project Office (MPO) SIMTA is unable to determine what the lighting plan for their site will be. It would be envisaged that the MPO will be required to comply with the same high Australian standards relating to outdoor lighting as SIMTA has complied with.
<p>Noise</p> <ul style="list-style-type: none"> What will the impact of the intermodal be on existing noise levels – including shunting and the noise of stacking containers, truck idling, braking and gantry operations? 	<ul style="list-style-type: none"> The noise modelling found that the site for the proposed intermodal is acoustically appropriate and relatively well located. The noise impact assessment found that the potential for noise impacts at surrounding residences would be relatively low and all relevant criteria are likely to be met during the operation of the facility. Control measures will be considered as needed on a case-by-case basis to minimise construction noise and vibration impacts for local residents. SIMTA is committed to implementing appropriate measures and these measures will be detailed in the construction noise management plan prepared in the planning phases after the Environmental Assessment (EA).
<p>Noise</p> <ul style="list-style-type: none"> What is the methodology being used to assess noise levels, at present and 	<ul style="list-style-type: none"> SIMTA has undertaken a noise and vibration impact assessment as part of the Environmental Assessment (EA) process, including an analysis of noise and vibration impacts on surrounding residences. The methodology used for noise and vibration impact assessment for the Environmental Assessment (EA) complies with the requirements of <i>NSW</i>

after the intermodal is in action?

Industrial Noise Policy (DECCW 2000), *Environmental Criteria for Road Traffic Noise* (DECCW, 1999), *Environmental Noise Management Manual* (RTA, 2000) and the *Interim Construction Noise Guideline* (DECCW, 2009).

Noise

- Do noise impact studies and possible mitigation measures address the noise levels generated from the Southern Sydney Freight Line (SSFL)?
- Modelling indicated that on-site activities would generate less noise than rail line activities related to the rail link. Train noise levels at potentially affected residences near the rail link are expected to comply with the Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects (IGANRIP) criteria for a new rail line. Vibration levels at potentially affected residences, resulting from rail line activity are expected to be well within vibration criteria.
- The noise and vibration impact assessment for SIMTA's proposed intermodal addressed the noise levels that would be generated by a future rail link from the SSFL to the site. The rail link would be located within the rail corridor as indicated within the land-use plan contained within the Environmental Assessment. The noise impact assessment for the intermodal did not address noise levels generated from the entire SSFL because these impacts have been addressed as a part of the Environmental Assessment (EA) for the SSFL.

Noise

- Will noise levels be monitored at different times, because the intermodal will operate for 24 hours a day, 7 days a week?
- At this stage of the planning process, details about how SIMTA will continue to monitor noise impacts during construction and operation phases has not been finalised (this will be reflected within future management plans). The extent of the on-going noise monitoring would be subject to on-going consultation with nearby residents. This will be outlined within respective Project Applications, following this Concept Plan Application.

Noise

- Is there evidence that structures, such as warehouses, provide effective noise buffering?
- SIMTA is committed to planning the layout of the site to minimise noise and vibration impacts. The noise impact assessment recommends that the north-east corner of the site, closest to residences, is dedicated to quieter activities, including administrative buildings and staff parking (this is currently where the proposed freight village is intended).
- The warehouse buildings would be located to provide a buffer between the intermodal terminal and the Wattle Grove residential area. The warehousing would act to mitigate the noise generated from the rail siding area. There would be over 400 metres between warehousing and the nearest residence.

Location and operation of the SIMTA's proposal

- What is the distance between the intermodal and the nearest residences?
- There is approximately 400 metres between the nearest house and warehouses proposed along the eastern boundary of the SIMTA site. There is approximately 900 metres between the nearest house and the proposed intermodal terminal within the site.

Location and Operation of the intermodal

- How will the proposal impact the amenity of the local area?
- A visual impact assessment has been undertaken as part of the Environmental Assessment (EA), assessing the visual impact on nearby residents as well as visual impacts at public locations, including nearby parks.
- What visual impacts will be experienced by local
- The visual impact assessment concluded that the proposed development was in keeping with the existing character of the area. It also concluded that residential areas would experience minimal visual impacts during

residents?

daylight hours and light spill impacts would be well within the required Australian Standard guidelines.

Location and Operation of the intermodal

- Why is Moorebank a suitable location for an intermodal terminal?
- Has Badgery's Creek been considered as an alternative location for the intermodal?
- Moorebank is located near existing major road and rail transport corridors with direct access to Port Botany, as well as being located near major industrial and warehousing precincts and having existing utility services infrastructure which can be used for the development.
- Alternative sites such as Badgery's Creek and Eastern Creek are currently not located near any existing rail or road infrastructure and would require significant capital investment of utility services and key infrastructure lacking within the area.
- In the event of an intermodal being developed in the Badgery's Creek and/or Eastern Creek area, it would form part of Sydney's overall freight strategy and would service areas around north and north-west Sydney, whereas SIMTA's proposal would service south-west Sydney.

Consultation process

- How has the community been notified and kept informed about SIMTA's proposal throughout the planning process?
- SIMTA is committed to consulting with the community at an early stage and throughout the entire planning process for its proposal at Moorebank.
- Since July 2010, SIMTA has carried out consultation to provide information and seek feedback on its plans from the local community. Consultation activities began a full six months before lodgement of the Preliminary Environmental Assessment (PEA) and are continuing throughout the Environmental Assessment (EA) process.
- SIMTA's consultation has and continues to provide a range of entry points for the community to find out information and provide their feedback, including electronic and face-to face methods.
- On-going consultation and communication methods include:
 - A stand-alone project website (www.simta.com.au) which is regularly updated to provide detailed, quality information to the community about the proposal and planning process. The website provides information about the different ways to contact the project team with feedback or questions.
 - An Email feedback system (consulting@elton.com.au). A convenient online feedback system for stakeholders, and an efficient way for people to obtain responses from the Project Team within 48 hours.
 - A free-call information line (1800 986 465) available between 8:30am and 5:00pm weekdays. A message-bank is provided outside of these times, and phone messages are returned within 48 hours.
 - Community information newsletters and letters to residents, providing updates throughout the planning process and advising community stakeholders of up-coming and on-going consultation activities.
- SIMTA has not waited until the formal, statutory public exhibition period to consult and has consistently provided consultation opportunities over the

past nine months. This consultation is beyond compliance with and in addition to the statutory requirements under the NSW planning system.

- Community consultation specialists and authors of this consultation outcomes report, Elton Consulting, believe the approach SIMTA is taking is in line with best practice community consultation.

Consultation process

- Why hasn't SIMTA held a public meeting to consult with the local community?

- SIMTA wants to ensure this consultation process gives every person an opportunity to express their views. While some people feel confident speaking at a public meeting, others do not. We want everyone to feel able to contribute their feedback in a forum in which they feel comfortable.

Biodiversity

- What impacts will SIMTA's proposal have on native flora and fauna on the site?

- The SIMTA site is considered to be of limited conservation significance and ecological impacts within the site are likely to be low.
- The majority of potential impacts upon threatened species and populations would likely occur as a result of construction of the rail link within the rail corridor area. As the extent and scale of impacts from the rail link have not yet been quantified, outcomes for these species and populations are yet to be confirmed.
- A total of 269 plant species and 59 animal species were recorded in the SIMTA proposal area during the field investigations undertaken as part of the Flora and Fauna Assessment.
- Large populations of two threatened plants were found in the study area: Nodding Geebung (*Persoonia nutans*) and Small-flower Grevillea (*Grevillea parviflora* subsp. *parviflora*). These populations are likely to be of significant conservation value.
- Five threatened ecological communities were identified within the rail corridor area. An ecological community is a group of mainly plant, but also animal species that occur together in a particular area of the landscape.
- Three threatened species of bat were recorded in the study area; Eastern Bent-wing Bat (*Miniopterus schreibersii oceanensis*), Southern Myotis (*Myotis macropus*) and Grey-headed Flying Fox (*Pteropus poliocephalus*).

Greenhouse Gas

- What investigations have been undertaken to determine the greenhouse gas (GHG) emissions generated from the construction and operation of the proposed intermodal?

- SIMTA commissioned a Greenhouse Gas Assessment of the construction and operation of the SIMTA proposal.
- Operations of the facility will result in an overall net reduction in greenhouse gas emissions as a result of the transfer of freight movements from road to rail.
- The proposal will have a positive impact on the air quality through reducing greenhouse gas emissions by up to 40,000 tonnes of CO₂ per year. This is equivalent to taking in excess of 10,000 cars off Sydney roads. Freight moved by one train produces 40 times fewer emissions than the equivalent by truck.
- Whilst there is an increase in greenhouse gas emissions during construction, these emissions are considered to be one-off and will cease when construction is completed.
- The net reduction in greenhouse gas emissions in operating the SIMTA Moorebank Intermodal Terminal Facility will result in the construction emissions being 'repaid' within five years of full-scale operation.
- Overall, freight movements via rail, when compared to freight movements via road result in less greenhouse gas emissions per tonne of freight

transported.

- The assessment provides recommendations to reduce the level of GHG emissions during the construction and operation stages of the SIMTA proposal. These include a focus on minimising energy related emissions from operating the facility as well as replacing some construction materials with environmentally sustainable alternatives. SIMTA is committed to considering these recommendations.

Heritage Impacts

- Will SIMTA prepare an indigenous heritage assessment in addition to the non-indigenous heritage assessment?

- SIMTA commissioned both an Indigenous and a Non-Indigenous heritage assessment.

Indigenous Heritage Assessment

- The Indigenous Heritage Assessment was undertaken in accordance with the Guidelines for Aboriginal Cultural Heritage Impact Assessment and Community Consultation, July 2005, and the Director General's Requirements under Part 75F of the *Environmental Planning and Assessment Act (NSW) 1979*. The Indigenous Heritage Assessment also mirrors many of the requirements of DECCW (2010) Code of Practice for Archaeological Investigations of Aboriginal Objects in New South Wales, and DECCW (2010) Aboriginal Cultural Heritage Community Consultation Requirements for Proponents as specific best practice standards and processes for Aboriginal heritage assessment in NSW.
- The assessment identified that most of the SIMTA site and parts of the proposed rail corridor were heavily disturbed and/or previously developed areas, and the potential for preservation of archaeological materials was low.
- Artefacts were identified in three areas, and three areas of potential archaeological deposit (PAD) were identified.
- The assessment identified general recommendations for minimising impacts upon Aboriginal cultural heritage and recommended that if the PADs could not be avoided, that artefacts be collected by Registered Aboriginal Parties (RAPs) along with a heritage professional prior to commencement of construction.
- SIMTA is committed to consulting with the relevant parties about the future of these artefacts.

Heritage Impacts

- Have Local Aboriginal Land Council's been consulted on the SIMTA proposal?

- Aboriginal consultation was undertaken and included the Tharawal LALC, Cubbitch Barta Native Title Claimants, Darug Tribal Aboriginal Corporation, Darug Aboriginal Cultural Heritage Assessments, Tocomwall and Darug Land Observations.

Heritage Impacts

- Does SIMTA plan to preserve the rare examples of a WWII military complex on the site?

Non-indigenous Heritage Assessment

- The non-indigenous heritage assessment found that the SIMTA site includes a number of intact store buildings dating to WWII and is significant as an example of a WWII military complex. The report recommends consultation between Defence, SIMTA and the Australian Heritage Council be undertaken to maintain the heritage listing of the site on either the State Heritage Register or the Liverpool Local Environment Plan. SIMTA is committed to consulting with Defence and the Australian

Heritage Council about possible conservation options.

- The report also recommends archaeological investigations on an area of the site where the WWII military complex once stood, because of the possibility of finding intact archaeological deposits. SIMTA is committed to working with the relevant agency to investigate ways to locate and extract significant archaeological deposits.
- The sections of the rail corridor that include the School of Military Engineering and the Glenfield waste depot are heavily disturbed and modified and as such, these areas would contain limited heritage constraints.

Heritage Impacts

- What impact will SIMTA's proposal have on Glenfield Farm, a state significant site located next to the proposed rail link?

- A Statement of Heritage Impacts will be undertaken for Glenfield Farm, a state significant site which is located adjacent to the proposed rail link.
-

5 Next Steps

5.1 This report

This consultation outcomes report will be lodged with the NSW Department of Planning as part of the revised Concept Plan and Environmental Assessment (EA).

5.2 On-going consultation

The Department will then advertise and exhibit the plans, notifying relevant public authorities, local Councils and residents. The community will have opportunities to provide formal feedback on the planning proposal during the public exhibition period. SIMTA will then be required to respond to any issues raised in submissions to the Department of Planning.

During the exhibition:

- The Community Information Centre will be open, to provide stakeholders with information and to receive feedback on the proposal.
- The stand-alone project website will be updated and continue to be accessible
- The email feedback system will continue to be available.
- The free-call information line will remain in operation.

SIMTA is committed to consulting the community throughout the planning of the project. If approved, SIMTA will engage with the community during the construction to identify local concerns during the construction phase – particularly around construction impacts.

6 Appendix

- **Appendix 6.1:** Protesters' spirits weren't dampened, Liverpool Champion 23 March 2011
- **Appendix 6.2:** Website www.simta.com.au
- **Appendix 6.3:** Letter to residents 4 February 2011
- **Appendix 6.4:** Newspaper coverage Liverpool Leader 30 March 2011
- **Appendix 6.5:** Newspaper advertisements Liverpool Leader and Liverpool Champion 9 March 2011
- **Appendix 6.6:** Newspaper coverage Liverpool Champion 9 March 2011
- **Appendix 6.7:** Information Boards
- **Appendix 6.8:** Fact Sheet
- **Appendix 6.9:** Feedback Form
- **Appendix 6.10:** Sign-in sheet
- **Appendix 6.11:** Distribution area for letter box drops
- **Appendix 6.12:** Letter to residents and corresponding fact sheet 14 July 2010
- **Appendix 6.13:** Contact Card
- **Appendix 6.14:** Community News Update October 2010

6.1 Appendix 6.1: Protesters' spirits weren't dampened, Liverpool Champion 23 March 2011



Liverpool Champion
Wednesday 23/3/2011
Page: 8
Section: General News
Region: Sydney Circulation: 54,396
Type: Suburban
Size: 64.80 sq.cms.
Frequency: --W----

Brief: ELTON CON

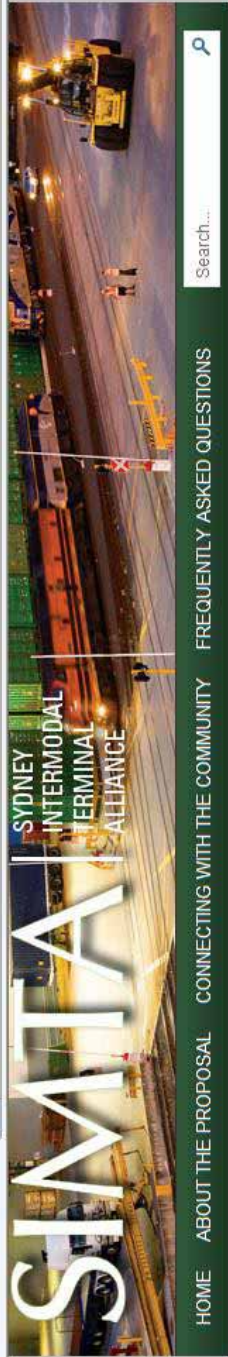
Protesters' spirits weren't dampened



People power: About 24 people risked the downpour of rain last Saturday to join a protest rally co-ordinated by Christian Democratic Party candidate for Liverpool Matt Attia. The rally started just after lunch at Bigge Park in Liverpool. Residents protested the proposed carbon tax, the sale of NSW electricity assets, the influx of Islamic schools and the intermodal terminal. Around noon, about 80 people made their way from the Liverpool mall to the SIMTA office in Secant Street, to protest the private Moorebank Intermodal Terminal. Menai Independent candidate Jim McGoldrick led the rally.

Picture: Chris De Jong

6.2 Appendix 6.2: Website www.simta.com.au



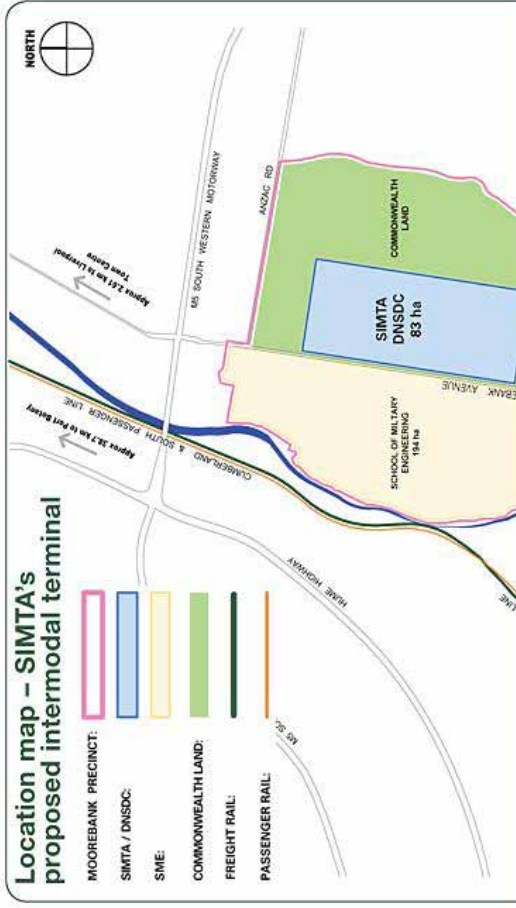
Welcome

Welcome to this website about the Sydney Intermodal Terminal Alliance's (SIMTA) proposed intermodal terminal facility at Moorebank. SIMTA is a joint venture comprising Stockland, Qube Logistics and QR National.

SIMTA has now lodged its Preliminary Environmental Assessment (PEA) with the NSW Department of Planning

The intermodal concept proposed in the PEA includes a rail corridor, the intermodal terminal, terminal warehouses and distribution facilities, ancillary services, staff parking and vegetation to be planted along the site boundaries.

The PEA is in respect to the SIMTA owned land – which is distinct from the adjacent School of Military Engineering site, controlled by the Federal Government. The two different sites are shown on the map below.

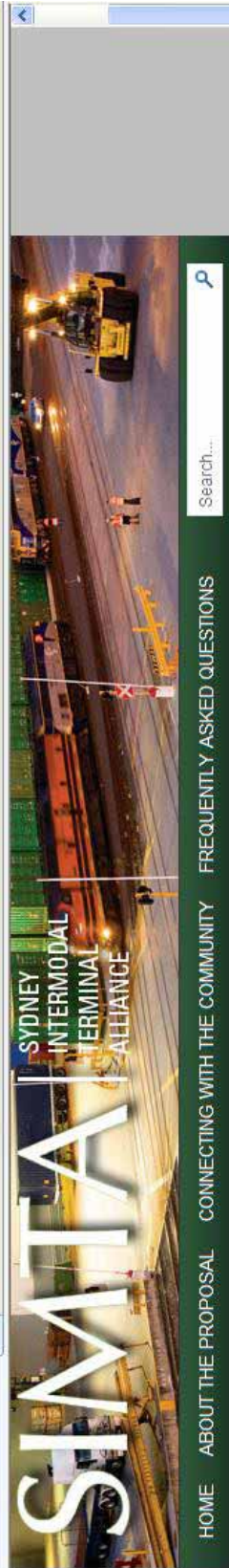


Latest News

- Community information centre to open on 11 February
- Director-General's Requirements now issued
- Community news update October 2010
- SIMTA fact sheet: From road to rail
- Federal Government announcement

Did You Know?

- Freight movements in NSW are expected to more than double by 2026
- The vast majority of freight is currently moved by road
- The proposed SIMTA intermodal terminal would not use the East Hills passenger line
- Extensive studies will be undertaken to address community concerns on the SIMTA site, including environment, noise and



Search...

HOME ABOUT THE PROPOSAL CONNECTING WITH THE COMMUNITY FREQUENTLY ASKED QUESTIONS

Contact us

If you wish to register your contact details with us we can notify you of future community liaison opportunities and updates to this website.

Please email SIMTA with your name, contact details and email address.

For specific project questions, please call 1800 986 465, or send written enquiries or feedback to: consulting@elton.com.au.

All information you provide will be held in accordance with Elton Consulting's privacy policy. To view this policy, please [click here](#).



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6.3 Appendix 6.3: Letter to residents 4 February 2011

4 February 2011

Dear Resident,

Re: Planning process and consultation update for SIMTA's Moorebank intermodal terminal proposal

I am writing to update you about the Sydney Intermodal Terminal Alliance's (SIMTA) proposed intermodal terminal facility at Moorebank, in particular:

- » The opening of the information centre in Liverpool
- » The issuing of the Director General's Requirements
- » The preparation of the Environmental Assessment.

SIMTA INFORMATION CENTRE OPENING

I am pleased to announce the **SIMTA information centre will be opening Friday 11 February, from 12noon**. The information centre will display up-to-date information about SIMTA's intermodal terminal proposal and members of the project team will be on hand to answer your questions.

The information centre is an important part of our commitment to keeping the community informed and hearing feedback about the proposal.

The information centre is located at 7 Secant Street, Liverpool and will be open at the following times (starting Friday 11 February):

- » Thursdays 3pm – 6pm
- » Friday 12pm – 3pm
- » Saturdays 11am – 2pm.

DIRECTOR GENERAL'S REQUIREMENTS ISSUED

On 24 December 2010, the NSW Department of Planning publicly released the Preliminary Environmental Assessment and Director-General's Requirements for SIMTA's proposed intermodal terminal at Moorebank. This means:

- » SIMTA's proposal has been declared a major project to be assessed by the Planning Minister under Part 3A of the Environmental Planning and Assessment Act 1979 (NSW)
- » A range of extensive environmental studies must be carried out so the NSW Department of Planning can accurately assess the proposal.

These documents are available at the Department of Planning's website, <http://majorprojects.planning.nsw.gov.au> or via the SIMTA website, www.simta.com.au.

PREPARING THE ENVIRONMENTAL ASSESSMENT

The Director General's Requirements set out a list of detailed environmental studies SIMTA must complete. SIMTA has engaged a team of experts who are currently carrying out comprehensive environmental studies. These studies include:

- » Air quality
- » Transport and accessibility
- » Noise and vibration
- » Biodiversity
- » Storm water and flooding.

The outcomes of the environmental studies will be available during the public exhibition period.

SIMTA will continue to consult with the community and the relevant local, State and Commonwealth government authorities during the preparation of the Environmental Assessment.

NEXT STEPS

Once all studies are complete, the Environmental Assessment will be lodged with the NSW Department of Planning. If the Concept Plan and the Environmental Assessment satisfy the Director General's Requirements, they will be placed on public exhibition for comment.

The public exhibition marks the formal consultation period for the proposal. SIMTA is committed to consulting with local residents throughout the planning process.

I encourage you to visit the information centre when it opens. If you are unable to attend the information centre in person, you can get information about the proposal from:

- » The website, www.simta.com.au
- » The dedicated information line, 1800 986 465
- » An email to consulting@elton.com.au.

Yours sincerely



Stephen Bull

*General Manager – Commercial Property, Stockland
On behalf of SIMTA*

6.4 Appendix 6.4: Newspaper coverage Liverpool Leader 30 March 2011



HOW YOU VOTED 

Election 2011

Gibbons misses her call

SIMONE ROBERTS

THE result for the seat of Menai was in early on Saturday night – so early that Melanie Gibbons hadn't even arrived at her election party when the seat was called.

"We were the first seat called, not too long after polling closed," Ms Gibbons said.

"That was exciting, but I wish they had held off. I wanted to be there for the announcement."

It was a resounding victory for Ms Gibbons, who recorded a swing of more than 27 per cent to the Coalition – one of the largest in the state.

The seat was held by Labor by a margin of just 2.7 per cent.

Ms Gibbons, 32, visited every polling booth in the electorate on

Saturday. After she spoke to voters, she felt very optimistic about her chances.

It was another story entirely for Labor candidate Peter Scaysbrook.

Mr Scaysbrook said he received a lot of "passive aggression" from voters at local polling booths.

"A lot of voters aren't happy with the performance of the State Government.

"We're not blind to that," he told the *Leader* on Saturday afternoon.

Independent candidate Jim McGoldrick, who ran on a platform opposing the Moorebank Intermodal Terminal, registered 6.7 per cent of the vote.

Mr McGoldrick said he didn't expect to win but wanted to offer the people of Moorebank a "protest vote".

"A vote for me was a vote against the Moorebank Intermodal. It's a message to whoever gets in that they had better do something about this," he said. Ms Gibbons said she had received the message loud and clear and was keen to start delivering on her promises. "We promised the widening of Deadman's Creek bridge and the M5, we promised to increase the number of nurses and hospital beds, and have a greater police presence. All of these things will have a positive impact on the local community," she said.



Independent candidate Jim McGoldrick ran on a platform opposing the Moorebank Intermodal Terminal.

Picture: ARMEN DEUSHIAN 11008262



SLIM JIM: Did you expect Independent Jim McGoldrick to pick up more votes in the poll? Tell us at liverpoolleader.com.au



Liverpool Leader
Wednesday 30/3/2011
Page: 14
Section: General News
Region: Sydney Circulation: 58,271
Type: Suburban
Size: 23.37 sq.cms.
Frequency: --W----

Brief: ELTON CON

No intermodal meeting

MOOREBANK: THE South West Sydney Community Alliance is holding a No Intermodal meeting at Moorebank this evening. A spokeswoman for the alliance called on the community to "support this movement against the Federal Government's steamroller tactics against the residents of Sydney's southwest region." The meeting will be held at Moorebank Community Centre at 7pm tonight.



Liverpool Leader
Wednesday 30/3/2011
Page: 27
Section: General News
Region: Sydney Circulation: 58,271
Type: Suburban
Size: 25.77 sq.cms.
Frequency: --W----

Brief: ELTON CON

Operating hour change

LIVERPOOL: THE Sydney Intermodal Terminal Alliance's community information centre has made some changes to its operating hours in response to community feedback. The centre will extend its hours of opening on Saturdays to 10am to 3pm. This will replace the Thursday and Friday opening hours. "The community has requested more hours on a Saturday and we are happy to provide them," a spokeswoman said. The centre is at 7 Secant St, Liverpool.



Liverpool Leader
Wednesday 30/3/2011
Page: 2
Section: General News
Region: Sydney Circulation: 58,271
Type: Suburban
Size: 145.02 sq.cms.
Frequency: --W----

Brief: ELTON CON

Time to shelve the intermodal

LIBERALS CELEBRATE WIN IN MENAI

"Congratulations to Melanie Gibbons. I hope because of the size of the swing she gets the support of the party machine we in the Menai electorate deserve. I hope and pray we are not going to be taken for granted because of the size of the swing, and get steamrolled with the intermodals."

– Ray Van

"No Moorebank intermodal. It's within 2km of 19 childcare centres, 10 schools and 39,000 voters and kids."

– Dominic Scutella

TERMINAL DECISION

"I don't know how Tony Abbott now strongly supports the intermodal when he has previously said pre-Federal Election that he is not for moving trucks from one area into another. Someone needs to re-question him on his stance."

– Dara

"While it's great that all of the candidates for the Menai election are officially against the intermodal, there have been a few of them that haven't been particularly vocal until the last couple of weeks. Show



The Intermodal debate

yourselves and speak out loud against the intermodal if you are serious."

– Jane Desmond

"The SIMTA Moorebank Intermodal Freight Terminal proposal needs to get its approval from the State Government and Tony Kelly has already given this project Plan 3A status, meaning it will get little scrutiny. Maroubra Labor MP and Police Minister Michael Daley has already signalled in local papers in his area that he will ensure that the Moorebank facility is built."

– Peter Langsam



TALKING POINT: Have your say on a range of local issues on our website at liverpoolleader.com.au

6.5 Appendix 6.5: Newspaper advertisements Liverpool Leader and Liverpool Champion 9 March 2011



Keen reader: Katrina Babawi, 9, with her book collection. Picture: Simon Bennett

Library book prize

READING will be more exciting for nine-year-old Katrina Babawi after she won an e-book in the Liverpool City Library's Summer Reading Challenge. Katrina, who is in year 4 at St Christopher's Primary School Holsworthy, was one of 15 children who received prizes after reading 10 or more books during the school holidays.

"I did the challenge because I was interested in reading and thought it would be a great experience," she said.

Katrina says she enjoys going to local libraries to borrow novels by her favourite authors, who include Andy Griffiths and Roald Dahl.

"Andy Griffiths is pretty funny but I like others as well," she said.

Katrina's mother Nesrin said her daughter's books were scattered all over the floor during the school holidays.

"They were just everywhere," Ms Babawi said.

"She definitely read more than 10 books."

Mayor Wendy Walker said the challenge was a great way for students to improve their reading fluency and vocabulary.

"Reading more than a book a week is a big achievement, especially for the younger entrants," she said.

Big-hearted 'champion' gift

Sheree Mutton

JAMIE Kent, his pregnant wife Laura and their five children have been allowed to stay in their Hammondville home after a generous donation was made to the family after a story in the *Liverpool Champion* last week.

The Kent family was issued with an eviction notice last month after falling behind in six weeks of rent over the Christmas break.

Mr Kent applied to rent other less expensive properties close to their home in Hammondville, but real estate agents rejected him because he and his wife are unemployed.

The family of seven were due to be evicted from their home on Monday, but a donation

covering their overdue rent has enabled them to stay.

The *Liverpool Champion* received a phone call on Thursday from a 92-year-old woman who offered a donation of \$3360 to repay the rental debt of the Kent family.

She doesn't want her name published, but said: "Whether it's donating money or something else we can always help each other."

Mr Kent and his family were overjoyed at her generosity.

"I'm so happy and amazed there are people in the community who are big-hearted and helpful," he said.

"This is the best thing that has ever happened to us in a long, long time."



Community information centre now open

The Sydney Intermodal Terminal Alliance (SIMTA) has opened a community information centre for its proposed intermodal terminal at Moorebank.

To view the plans and talk to project team representatives, visit the centre at 7 Secant Street, Liverpool.

Opening hours:

Thursdays	3-6pm
Fridays	12noon-3pm
Saturdays	11am-2pm

Visit www.simta.com.au for more information.

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Bulldogs Cheerleaders "Belles"

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Community information centre now open

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Visit www.simta.com.au for more information.



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Scheme passes muster: Help keep kids safe by handing in old phones

LOUISE GOODWIN

MOBILEMUSTER research has found that nine out of 10 parents want schools to teach children how to use technology safely.

Liverpool residents can help the cause by recycling old mobile phones and accessories.

MobileMuster, the industry's official mobile phone recycling program, will donate funds to the Alannah and Madeline Foundation's eSmart system as mobile phones, batteries and accessories are handed in.

The eSmart system is a school resource with information on the best way to implement cybersafety.

There are more than 16 million old and broken mobile phones in Australian homes and recycling them will help the environment.

By recycling with MobileMuster 90 per cent of the materials will be recovered and used to make stainless steel items, plastic fence posts, jewellery and new batteries.

For every 2kg of mobile phones and accessories handed in for recycling, MobileMuster will donate \$1 towards the foundation's eSmart system.

MobileMuster recycling manager Rose Read said teaching children cybersafety was important given the high levels of mobile phone ownership among young people.

"Our research has shown that 87 per cent of kids aged four to 16 either own or have access to a mobile phone," she said.



"Just like Australian parents, MobileMuster believes that every child should be taught how to use mobile phones safely, responsibly and environmentally sustainably.

"Recycling old mobile phones with MobileMuster will help to ensure that children and young adults can use these mobile phones safely, responsibly and enjoy them."

Alannah and Madeline Foundation chief executive Judith Slocombe said the research findings indicate the need for schools to manage cyber safety.

"We know many schools have difficulty in navigating the resources available for cyber safety, that's why the Alannah and Madeline Foundation has introduced eSmart," Dr Slocombe said.

"It's an effective road map to guide schools on how to deal with bullying and cyber safety.

To recycle mobile phones and accessories hand them in to a phone retailer. You can post them by getting a free MobileMuster recycling satchel from Australia Post and National Pharmacies or printing off a reply paid mailing label from the website.

» **To find collection points and for information go to mobilemuster.com.au or call 1300 730 070.**



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6.6 Appendix 6.6: Newspaper coverage Liverpool Champion 9 March 2011



Liverpool Champion
Wednesday 9/3/2011
Page: 19
Section: General News
Region: Sydney Circulation: 54,396
Type: Suburban
Size: 123.90 sq.cms.
Frequency: --W----

Brief: ELTON CON

Chance to learn more about new freight terminal

THE Sydney Intermodal Terminal Alliance (SIMTA) have opened an information centre in Liverpool for the community to have its say on plans to build a freight terminal at Moorebank.

Open three days a week, the centre in Secant Street will display up-to-date information about SIMTA's proposal, while members of the project team will be on hand to answer residents' questions.

Stockland's general manager for commercial property, Stephen Bull, said the community information centre was part of SIMTA's community consultation process. "This information centre is another important way we are delivering on our commitment to consult with the local community at every stage of the planning process," Mr Bull said.

The community information centre was in addition to ongoing consultation through SIMTA's website, newsletters, freecall information line and project email, he said.

"SIMTA is continuing to offer a range of ways for the community to have their say on the proposal, including how potential impacts could be reduced," he said.

The information centre's opening comes after the state government last month declared SIMTA's proposal a major project to be assessed under Part 3A of the Environmental Planning and Assessment Act.

Mr Bull said SIMTA was now preparing extensive environmental studies to evaluate potential impacts including air quality, traffic and noise and propose mitigation measures.

"The outcomes of these extensive studies will be made available for public comment during the exhibition period."

The information centre is at 7 Secant Street, Liverpool and will be open Thursdays from 3pm to 6pm, Fridays from noon to 3pm and Saturdays from 11am to 2pm.

Details: www.simta.com.au, 1800 986 465 or email consulting@elton.com.au.



Consultation: Stockland's development manager Michael Yiend

6.7 Appendix 6.7: Information Boards

The proposal

Increasing the amount of goods transported by rail is a vital step in reducing the impact of freight on Sydney's roads – and dealing with the environmental effects of having too many heavy vehicles on the road.

The intermodal terminal facility proposed by the Sydney Intermodal Terminal Alliance (SIMTA) would support efficient rail freight transport to and from Port Botany, Australia's most important port, along the Southern Sydney Freight Line to Moorebank.

Currently, trucks move freight to and from Port Botany along the M5. SIMTA's proposal would see this journey carried out by train to Moorebank. From Moorebank, the freight would then travel by truck to western Sydney's wider industrial areas or potentially by rail to other states.

As with any major infrastructure project, the proposed intermodal terminal would have impacts on surrounding areas. SIMTA will take necessary steps to reduce these impacts, and seek to improve on standards set by planning and environmental controls. Mitigation measures will be guided by extensive expert studies and community consultation.

What is the Federal Government's proposal?

Separate to SIMTA's proposal, the Federal Government is looking at an intermodal terminal on the School of Military Engineering site that would include domestic freight. The intermodal terminal would potentially transport freight by rail both within NSW and to other states and territories.





The site



The problem: Sydney's freight network under stress

Demand for imported goods will grow significantly over the next 20 years.

Port Botany will need to handle more and more freight containers to meet this demand.

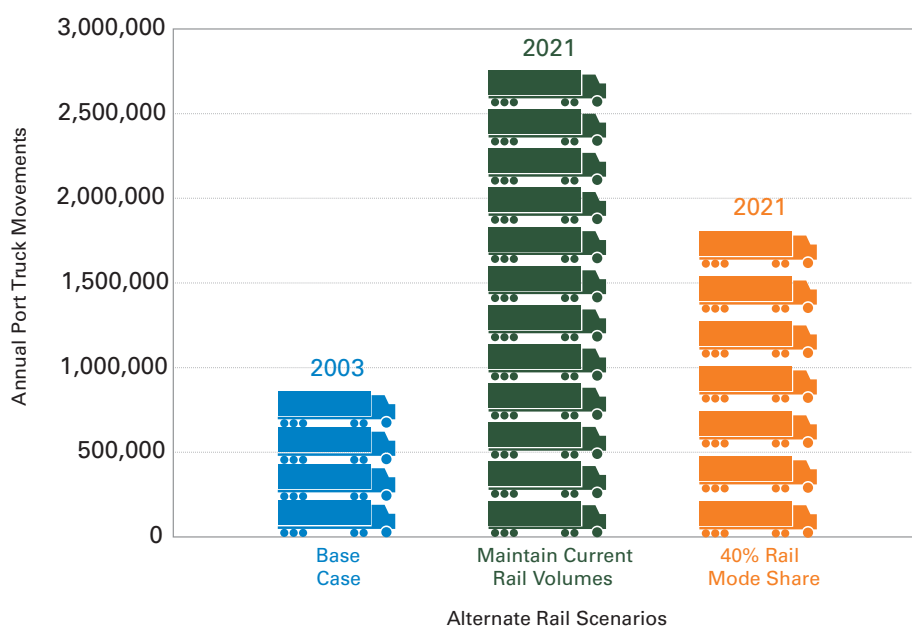
The facts are:

- 1970 – Port Botany handled 175,000 freight containers
- 2007 – Port Botany handled about 1.5 million containers
- 2010 – About 2 million containers
- 2025 – Freight containers handled at Port Botany expected to exceed 3 million.

Today, just 20 per cent of freight is moved by rail. If this trend continues, Sydney will see a major increase in truck numbers by the mid 2020s. This means a significant decrease in efficient freight movements and increased truck congestion on our roads.

This is an unacceptable burden on Sydney's roads and economy. Action is now required to ensure this does not happen.

Projected truck numbers with or without intermodal terminals



Source: Summary Report, Draft Metropolitan Intermodal Freight Strategy, Department of Infrastructure, Planning and Natural Resources, October 2004.

A solution: an intermodal terminal network for Sydney

In response to the problem of freight stress, the NSW Government has set a target to increase freight transport by rail from Port Botany to 40 per cent.

“This target must not only be reached but if possible exceeded...if Sydney is to remain economically competitive and environmentally sustainable”

Freight Infrastructure Advisory Board, Railing Port Botany's Containers: proposals to ease pressure on Sydney's roads, July 2005.

In 2005, Sydney's existing intermodal container terminals handled a combined total of 140,000 containers.

By 2020, the Government's target would see intermodal terminals handling at least 1.2 million containers each year.

There is limited capacity for growth at Sydney's existing intermodal terminals. A larger network is needed to take Sydney's freight transport system into the next century – and transport freight to where it is needed.

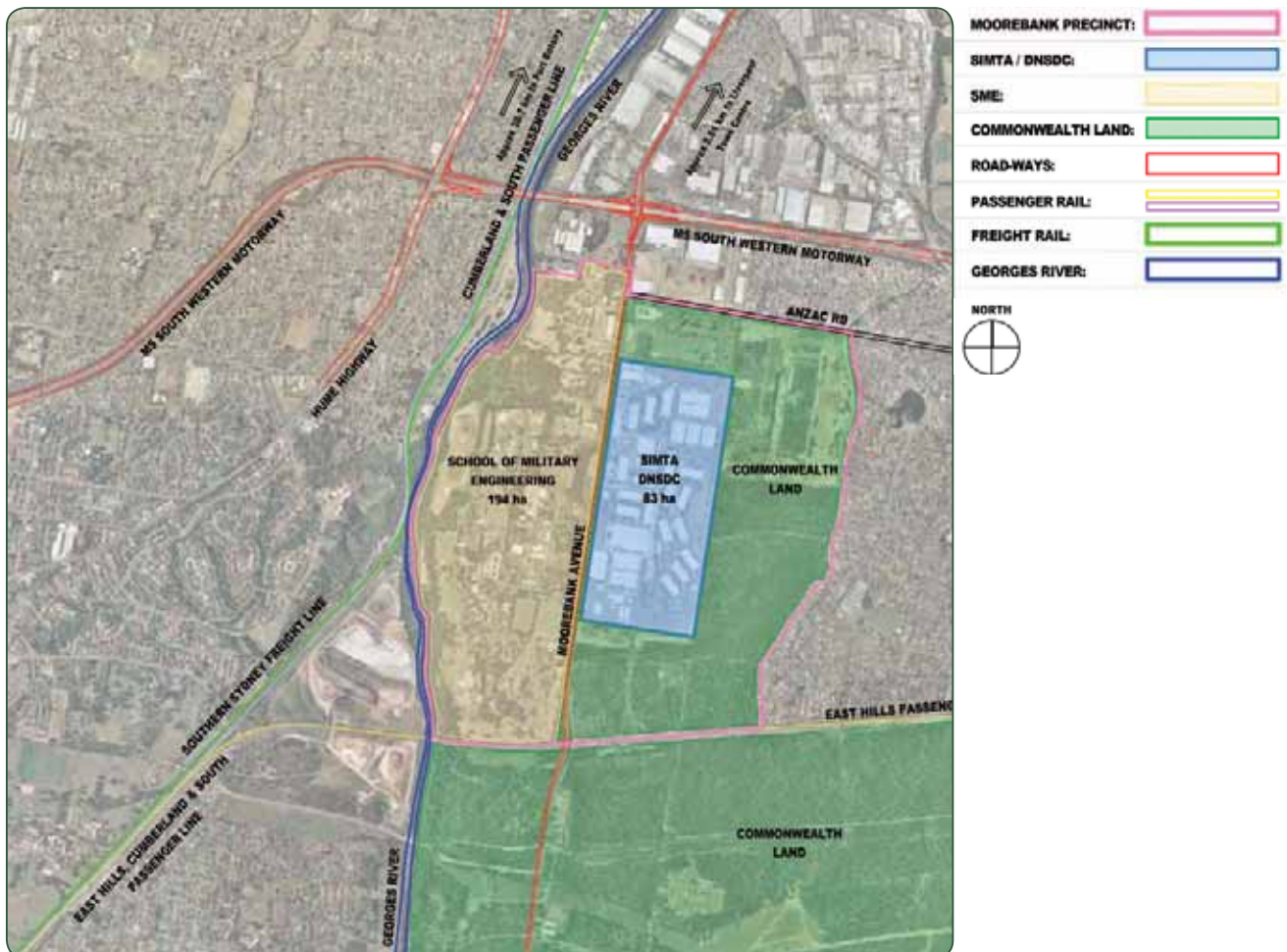
“There would be a significant shortfall in terminal capacity in Sydney by 2020.”

Meyrick & Associates, National Intermodal Terminal Study, February 2006.



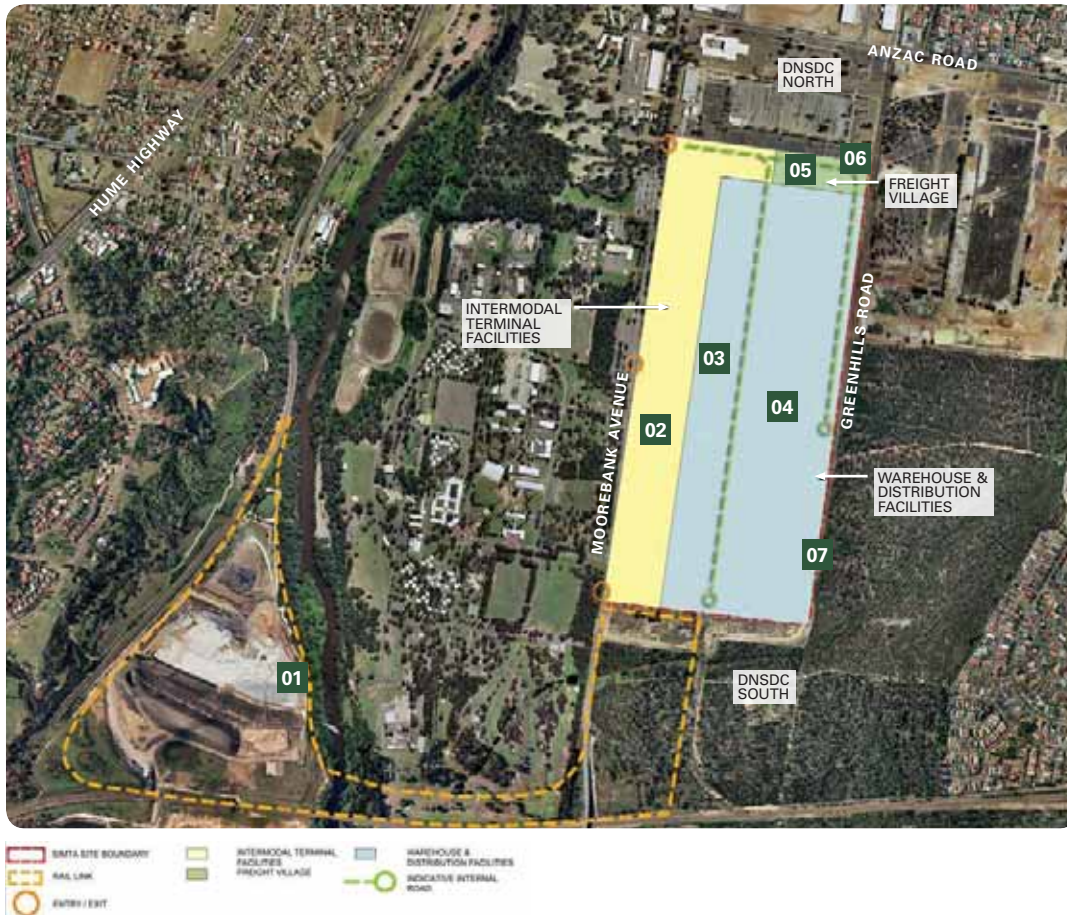
Why Moorebank?

- **Moorebank has long been identified in NSW and Federal Government logistics strategies** as the preferred location for an intermodal terminal.
- **Moorebank has links to road and rail infrastructure.** At Moorebank, the M5 crosses the in-progress Southern Sydney Freight Line, and has links to the M7.
- **Moorebank is close to where Sydney's freight is needed.** An intermodal terminal at Moorebank would reduce the time trucks bound for these warehouses are on the road, and take freight closer to where it is needed.
- **Moorebank would relieve freight traffic on the M5 between Port Botany and Moorebank.** A Moorebank intermodal terminal would move significant levels of freight via the Southern Sydney Freight Line, avoiding both the M5 and passenger trains on the East Hills Line.
- The Moorebank site is **already zoned as industrial land.**



The Plan

Concept Plan – Land Use



Staging Plan



01 Rail corridor – South of the site running west, a two kilometre long rail connection would link the SIMTA site to the Southern Sydney Freight Line. Detailed design would be determined at the Project Application stage of the planning process.

02 Intermodal terminal – This would be on the western part of the site, next to Moorebank Avenue, approximately 990 metres from the nearest residence. Areas on either side of the rail tracks would be used for container sorting and storage. The terminal would use gantry systems and state-of-the-art railway vehicles.

03 Terminal warehouse and distribution facilities – Immediately east of the intermodal terminal, plans include warehouse space for logistics companies to dispatch goods.

04 Large format warehouse and distribution facilities – It is proposed that large format warehousing and distribution facilities would be located on the eastern part of SIMTA's land, behind terminal warehouses. The warehouses would be similar in height to existing DNSDC warehouses. Access to the buildings and loading docks would be via an internal road system.

05 Ancillary services – Catering to staff and visitors, services for drivers may include a convenience store and a café, site management and security offices, sleeping facilities and meeting rooms for hire.

06 Staff parking – May be provided next to the ancillary services. A shuttle-bus service may be used to transport staff between the intermodal terminal, warehouses and ancillary services.

07 Vegetation – Trees and shrubs would be planted along site boundaries.

Mitigating impacts on local residents

Approximately 400 metres separates the nearest house in Wattle Grove from the north-eastern boundary of SIMTA's site.

The proposed intermodal terminal itself would be located in the south-western corner of SIMTA's land, about 990 metres from the nearest house.

Casula residents are about one kilometre west of SIMTA's site.

- As with any major infrastructure project, the proposed intermodal terminal would have impacts on surrounding areas. SIMTA will take all steps to reduce these impacts and seek to improve on standards set by planning and environmental controls.
- Detailed expert environmental studies will evaluate potential impacts including noise, vibrations, light spill, air quality and traffic and propose remediation measures.
- SIMTA will use start-of-the-art design, physical barriers and other environment controls to reduce potential impacts. Proposed mitigation measures will be guided by extensive expert studies and community consultation.



Noise and vibrations

About 990 metres of land separates the nearest house from the proposed intermodal terminal. Warehouses between the terminal and houses would further reduce noise and vibrations.

- Noise and vibrations decrease with distance and physical barriers.
- The intermodal terminal is where the majority of site activity would take place. Warehouses, vegetation and ancillary services such as catering, site management and security offices, would provide a buffer between residents and the intermodal terminal.
- SIMTA will carry out acoustic assessments during the planning process. These studies will measure potential noise impacts of operations, the railway line connecting to SIMTA's site and truck movements along Moorebank Avenue to the M5.
- If approved, SIMTA will monitor noise and vibrations and implement improvements as necessary on an ongoing basis.



Warehousing will reduce noise levels.



Visual impacts

Mitigation measures will be incorporated into urban design and building controls to ensure the development is sympathetic to the site and its surrounds.

- Warehouses, landscaping and vegetation would improve the appearance of the site for a large group of residents.
- A visual impact assessment will assess what the proposal looks like from the perspective of local residents and passers-by, as well as visitors and employees.

Light spill

SIMTA will engage lighting specialists to design lights that minimise spill beyond the terminal and buffer area.

- Detailed design work and the use of the latest technology would direct light away from residential areas.
- Custom designed light poles that direct light downwards – rather than across the facility, combined with the latest technology – would also address light spill.





Traffic

No truck access is needed along Anzac Road through west Wattle Grove for the intermodal terminal. SIMTA supports the RTA's ongoing heavy vehicle restrictions on this road.



- SIMTA supports all measures to stop trucks driving through local streets on the way to and from the intermodal terminal.
- SIMTA has engaged experts to conduct extensive traffic modelling and investigations as part of the Environmental Assessment for the proposal. These studies will assess the proposal's impact on traffic flow and recommend mitigation options.
- SIMTA will consult with the RTA and Liverpool City Council throughout the planning process on local traffic measures. The proposal will be required to meet the RTA's strict standards and implement approved mitigation measures if required to minimise adverse impacts on local residents.
- Moorebank Avenue will be assessed to investigate if it would support increased truck traffic to and from the intermodal terminal. Appropriate upgrades would be implemented as required.
- Operations at the intermodal terminal would schedule truck arrival times to minimise queuing.
- A traffic management plan will assess and monitor impacts on surrounding roads.

Air quality

Experts will extensively investigate potential impacts on local air quality, including impacts from exhaust fumes, as part of the Environmental Assessment process.

- These studies will be carried out in accordance with Government standards, including *Approved Methods for the Modelling and Assessment of Air Pollutants in NSW* (Department of Environment, Climate Change and Water)
- Experts will use meteorological and onsite data to forecast the intermodal terminal's likely impact on local air quality.
- Studies will cover:
 - an assessment of potential air pollution sources and atmospheric pollutants of concern for local and regional air quality
 - direct and indirect greenhouse gas emissions.
- The outcomes of these studies will be made available for public comment at the Environmental Assessment stage of the planning process and will be considered by the Department of Planning when assessing SIMTA's application.
- Mitigation and remediation measures would be incorporated based on these expert studies.

Heritage

An expert will prepare a heritage impact assessment for SIMTA's site and the proposed railway corridor.

■ SIMTA's site

- › A full heritage impact assessment will be prepared for the site to assess potential impacts of the proposed development.
- › Appropriate mitigation and conservation measures would then be introduced as required.

■ Railway corridor

- › The proposed railway corridor covers largely undeveloped, Commonwealth land and there is a possibility of some Indigenous heritage. SIMTA will consult with local Indigenous groups in investigating this land.
- › If any artefacts are found, appropriate action will be undertaken in consultation with the Indigenous community and the Department of Environment, Climate Change and Water.

Flora and fauna

- SIMTA takes its environmental responsibilities seriously and will seek to improve on environmental controls in planning for its site.
- Ecological studies will closely guide site design and a range of environmental management protocols will be implemented.



Planning process

STEP
01

**Lodgement of Preliminary
Environmental
Assessment (PEA)**



Complete

- » SIMTA lodges a preliminary report known as the Preliminary Environmental Assessment (PEA)
- » Starts the planning process by asking the Minister to 'declare' the proposal as a major project
- » Seeks a list of requirements SIMTA will need to address in detail in the concept plan and project application.

STEP
02

**Declaration as
Major Project**



Complete

- » The Minister for Planning declares the proposal to be a major project
- » This means the project application will be determined by the NSW Minister for Planning, under Part 3A of the Environmental Planning and Assessment Act 1979 (NSW).

STEP
03

**Environmental
Assessment (EA)
requirements issued**



Complete

- » The Director-General of the NSW Department of Planning consults with relevant public authorities, including Liverpool City Council and other government departments, to establish the key issues SIMTA must respond to in the Environmental Assessment (EA)
- » These are called the Director-General's Requirements (DGR's).

We are here

STEP
04

**Preparation of Environmental
Assessment (EA) document
and Concept Plan**



- » SIMTA completes detailed environmental studies for the proposed development, to be incorporated within an Environmental Assessment report.

STEP
05

**Lodgement of Concept
Plan with Environmental
Assessment (EA)**

- » SIMTA submits the EA, together with its Concept Plan
- » The Concept Plan sets the framework for future Project Applications to follow
- » The Director-General determines whether or not the EA has addressed the DGR's.

STEP
06

**Public exhibition of
Concept Plan**



Formal public consultation period

- » The NSW Department of Planning advertises and exhibits the Concept Plan and Environmental Assessment for at least 30 days at various locations
- » Relevant public authorities, Liverpool City Council and the community are notified
- » Anyone can make a written submission to the NSW Department of Planning during the exhibition period.

STEP
07

**Consideration of
written submissions**

- » SIMTA will be asked to respond to any issues raised in the written submissions
- » If changes to the project are required, SIMTA will prepare a Preferred Project Report outlining these changes.

STEP
08

Assessment report

- » The Director-General prepares an Environmental Assessment report to the Minister for Planning
- » If the Director-General recommends approval, draft conditions of approval are also prepared.

STEP
09

**Determination of
Concept Plan**

- » The Minister for Planning decides whether to approve or reject the concept
- » SIMTA would be notified of the determination, as would all people who lodged written submissions
- » Determination notice would be placed on the NSW Department of Planning website.

Project Application

- » If the DoP gives approval to the concept of the intermodal terminal, SIMTA must then start a new, additional planning process
- » This second process is called the Project Application, which SIMTA will lodge with the Government
- » The Project Application will include details such as the proposed design and location of internal roads on SIMTA's site
- » There will be further community consultation for each Project Application. The Government will assess the Project Application to decide whether construction can start.



Moorebank Intermodal Terminal proposal

COMMUNITY INFORMATION CENTRE

Staffed by SIMTA project team

Thursdays 3pm–6pm

Fridays 12 noon–3pm

Saturdays 11am–2pm

For further information call **1800 986 465**
or email **consulting@elton.com.au**

6.8 Appendix 6.8: Fact Sheet

SIMTA intermodal terminal planning process

STEP
01

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06

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07

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- » There will be further community consultation for each Project Application. The Government will assess the Project Application to decide whether construction can start.

Boosting local employment: SIMTA intermodal terminal

SIMTA's proposed intermodal terminal would create at least 1,700 new jobs in the local area, according to an independent report.

SIMTA engaged PricewaterhouseCoopers (PwC) to estimate the number of jobs created if the proposed intermodal terminal is approved.

PwC's estimates found that at least 1,700 jobs would be created during the intermodal terminal's construction and ongoing operation.

These are likely to include a broad cross-section of job types and skills, including:

- » Construction and building experts
- » Forklift drivers
- » Warehouse managers
- » Business planners
- » Logistics specialists.

These figures are estimates based on the overall development concept. More detailed estimates on employment numbers will be produced during the Environmental Assessment process.



How would SIMTA’s intermodal terminal work?

Freight would travel to and from Port Botany along the Southern Sydney Freight Line to Moorebank, via a rail connection to SIMTA’s site. The connecting rail line will be identified as part of the Environmental Assessment.

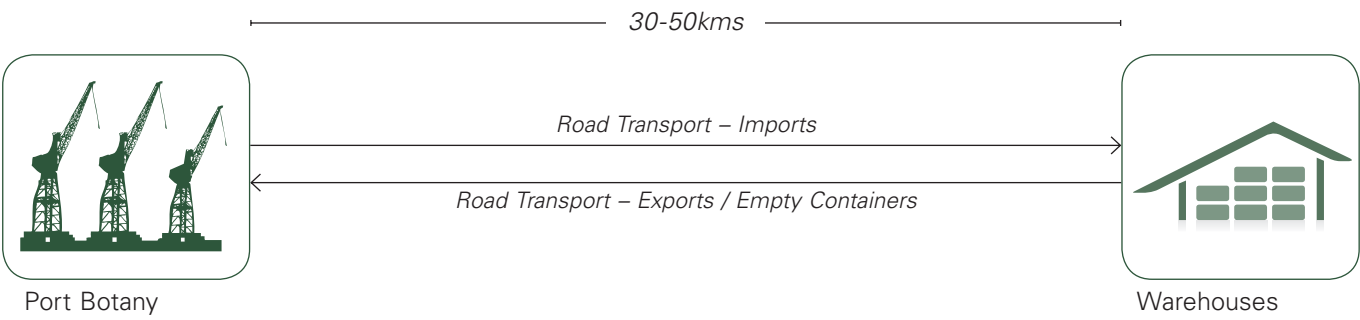
Once at Moorebank, freight containers would be loaded onto trucks for delivery to industrial centres and warehouses in nearby west and southwest suburbs. Trucks would use the on and off ramps on Moorebank Avenue, 800 metres north of the terminal, to access the M5 and M7.

The operation would also work in reverse. Trucks would deliver containers from the west and southwest to the intermodal terminal which are then loaded on a train bound for Port Botany.

Anticipated train and truck movements will be provided as part of the Environmental Assessment.

SIMTA’s intermodal terminal would potentially link to the national freight rail network – if the Federal Government goes ahead with plans for an intermodal terminal on the School of Military Engineering site. Goods would then be transported by rail from Port Botany to towns and cities across Australia.

01 Current Freight Movement



02 With an Intermodal Terminal



Managing potential hazards and land remediation



As with any major infrastructure project, the proposed intermodal terminal would have impacts on surrounding areas and we will act to respond to these.

Where possible, SIMTA will seek improve on standards set by planning and environmental controls.

Managing potential hazards

- » SIMTA would carefully manage the transport and storage of any hazardous materials in accordance with all relevant regulations
- » Detailed assessments of potential hazards and protocols will be carried out once tenants and materials are known
- » Emergency protocols would be put in place to respond immediately to any accidents on the site.

Land remediation

- » SIMTA will commission investigations to determine whether any soil or groundwater contamination exists on its site
- » If contamination is found, affected areas will be treated through an approved remediation process.



Intermodal terminals: moving freight from road to rail



What is an intermodal terminal?

An intermodal terminal is a facility where containers are moved between modes of transport, here it is between trucks and freight trains.

There are two types of intermodal terminals being proposed for Moorebank – import/export and domestic.

SIMTA is proposing an import/export intermodal terminal on its land at Moorebank, connected to Port Botany.

The import/export system moves containers to and from ports, servicing the international market. This system uses relatively small trains, often 600 metres or less in length, and moves freight short distances, sometimes only 20 or 30 kilometres.

The Federal Government is proposing a domestic rail freight system which transports containers between the mainland states. It generally involves larger trains, usually between 1,200 and 1,800 metres, travelling longer distances.

What happens at an intermodal terminal?

The major activity conducted at an intermodal terminal is moving containers from a train to a truck or from a truck to a train.

This involves:

- » Providing road access for trucks carrying and picking up containers
- » Providing a rail siding, spur or loop connecting the intermodal terminal to the Southern Sydney Freight Line
- » Lifting containers with gantry systems and / or forklifts from trains either into warehousing or directly onto trucks
- » Repair, cleaning, and container preparation, for example, to meet food quality standards
- » Managing train and truck arrivals at the terminal and monitoring container delivery.

Who is SIMTA?

SIMTA has national experience in logistics delivery, property management and a strong commitment to stakeholder engagement. Formed as a joint venture in 2007, SIMTA comprises:

Stockland

- » Australia's largest diversified property group
- » Multi-billion dollar investment in commercial, retail and industrial properties in NSW
- » 55% interest in the joint venture.



QR National

- » National freight company
- » National network of intermodal terminals
- » 15% interest in the joint venture.



Qube Logistics

- » Logistics experts
- » Capital growth for diverse logistics portfolios
- » Manages a national network of intermodal terminals
- » 30% interest in the joint venture.



Reducing transport pollution and emissions

SIMTA's proposed intermodal terminal would deliver important environmental benefits by moving freight from road to rail.

The proposal would shift freight movements between Moorebank and Port Botany from trucks onto trains – removing these truck movements from the already congested M5.

For example, one 600 metre port train can remove 80 container trucks from the road.

This would see a reduction in transport pollution – a major contributor to climate change.

The potential for impacts on local air quality, including impacts from exhaust fumes, will be investigated extensively by experts engaged by SIMTA as part of the Environmental Assessment process. Outcomes of these extensive studies will be made available for public comment during the formal public exhibition period and will be considered by the Department of Planning when assessing the application.

The proposed intermodal terminal would be built and designed in line with Environmentally Sustainable Design (ESD) principles.

An ESD study will be carried out to:

- » Review the site's existing and continuing environmental values and constraints
- » Identify opportunities for water reuse, emissions reduction and environmentally sustainable materials use
- » Ensure ecological communities are protected
- » Provide a cost-benefit analysis of each opportunity.

SIMTA takes its environmental responsibilities seriously. Where possible, SIMTA will seek to improve on the standards set by planning and environmental controls.



6.9 Appendix 6.9: Feedback Form

My question or comment about SIMTA's intermodal terminal proposal is:

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

My name is: _____

I can be contacted in regards to this question / comment at:

Phone:

Mobile:

Email:

6.10 Appendix 6.10: Sign-in sheet

Community information centre – sign in sheet

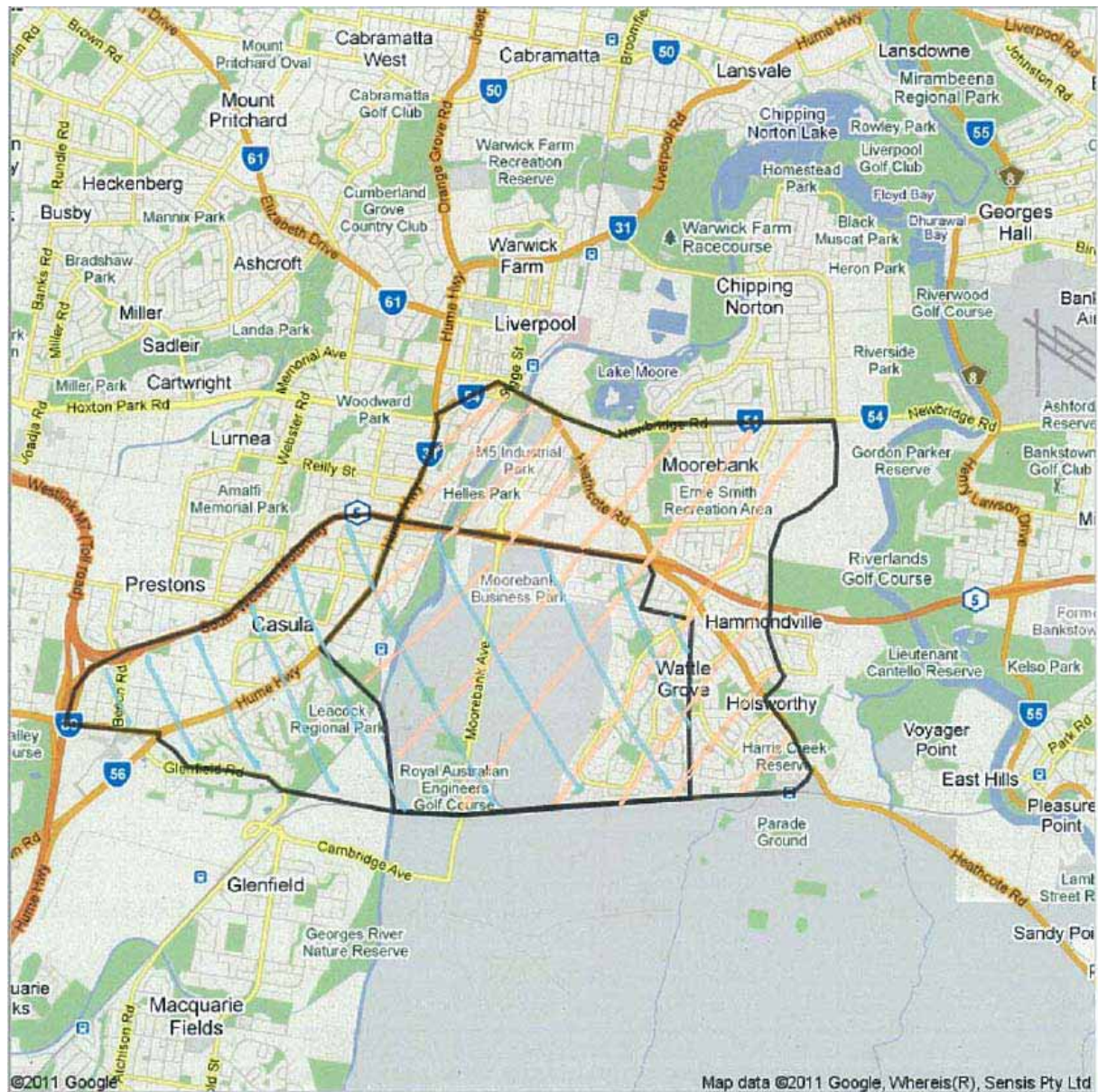
If you would like to be kept up-to-date on SIMTA's proposal, please provide your name and contact details below. This information will be used by Elton Consulting to keep the community updated on the project. **Your contact details will not be used for any other purpose.**

Name	Address	Phone	Email	Are you a:
				<input type="checkbox"/> Local resident <input type="checkbox"/> Local business <input type="checkbox"/> Local organisation <input type="checkbox"/> Other.....
				<input type="checkbox"/> Local resident <input type="checkbox"/> Local business <input type="checkbox"/> Local organisation <input type="checkbox"/> Other.....
				<input type="checkbox"/> Local resident <input type="checkbox"/> Local business <input type="checkbox"/> Local organisation <input type="checkbox"/> Other.....
				<input type="checkbox"/> Local resident <input type="checkbox"/> Local business <input type="checkbox"/> Local organisation <input type="checkbox"/> Other.....
				<input type="checkbox"/> Local resident <input type="checkbox"/> Local business <input type="checkbox"/> Local organisation <input type="checkbox"/> Other.....

The personal information you provide will be kept in accordance with Elton Consulting's Privacy Policy. This policy can be viewed on the internet at www.elton.com.au/policy.html.

6.11 Appendix 6.11: Distribution area for letter box drops

Appendix 11 Distribution areas



July 2010 distribution area



October 2010 and February 2011 distribution area

6.12 Appendix 6.12: Letter to residents and corresponding fact sheet 14 July 2010

14 July 2010

Dear Resident

Re: Proposal for an intermodal terminal facility on the Defence National Storage and Distribution Centre (DNSDC) site

I am writing to you about our proposal for an intermodal terminal facility on land held by the Sydney Intermodal Terminal Alliance (SIMTA). SIMTA is a joint venture comprising Stockland, Qube Logistics and QR National.

I understand that as nearby landowners, you will have questions about the proposal and what it means for you. For the first time since we purchased the site in 2007, and following the Treasurer's announcement on Budget night this year, it is possible to outline those parts of the proposed process that the Federal government has made clearer through the work of the recently established Moorebank Project Office.

SIMTA and many other stakeholders believe that this site is a vital platform for Sydney's future economic and productivity growth, through efficient rail freight transport along the Southern Sydney Freight Line to and from Australia's most important port.

Movement of port freight by rail from Port Botany to Moorebank will allow easing of medium and long term road congestion on the M5 east of Moorebank. As is does now, the port freight would then travel by road to western Sydney's wider industrial areas or potentially by rail to other states, forming a critical element in the national transport network.

SIMTA seeks to achieve planning certainty on our site as soon as possible. We will engage with the community and all levels of government to address any potential noise, traffic, environmental and visual impacts of the proposed terminal. We will work with a carefully selected panel of experts on each element of our proposal. As you may be aware, this process is a complex one and is likely to take place over several years. We encourage your feedback throughout the process.

I am pleased to inform you that the well respected community engagement firm, Elton Consulting, will be coordinating the community liaison process for SIMTA, which involves:

- A website, www.simta.com.au
- Regular newsletters
- Community information and feedback sessions
- One-on-one stakeholder meetings
- A 1800 number and email address.

I attach a fact sheet on the proposal and from 16 July, I encourage you to visit our website, www.simta.com.au, for more information. For specific questions, please call 1800 986 465 or email consulting@elton.com.au.

Yours sincerely



Stephen Bull
General Manager – Commercial Property, Stockland
On behalf of SIMTA

SIMTA

SYDNEY
INTERMODAL
TERMINAL
ALLIANCE



From road to rail: Planning for a new freight facility at Moorebank

About the proposal

This is a fact sheet about our proposal for an intermodal terminal facility on land held by the Sydney Intermodal Terminal Alliance (SIMTA). SIMTA is a joint venture comprising Stockland, Qube Logistics and QR National.

The SIMTA site covers 83 hectares and is occupied by the Defence National Storage and Distribution Centre (DNSDC). The SIMTA land is surrounded by Federal Government-owned land that includes the adjacent School of Military Engineering (SME) to the west and land held by the Department of Finance to the east.

SIMTA and many other stakeholders believe that this site is a vital platform for Sydney's future economic and productivity growth, through efficient rail freight transport along the Southern Sydney Freight Line to and from Australia's most important port.

Movement of port freight by rail from Port Botany to Moorebank will allow easing of medium and long term road congestion on the M5 east of Moorebank. As it does now, the port freight would then travel by road to western Sydney's wider industrial areas or potentially by rail to other states, forming a critical element in the national transport network.

SIMTA seeks to achieve planning certainty on our site as soon as possible and will engage with the community and all levels of government to address potential noise, traffic, environmental and visual impacts of the proposed terminal.

This process is a complex one and is likely to take place over several years. SIMTA will engage experts to guide each element of our proposal. We encourage your feedback throughout this process.

Currently, the Federal Government is conducting a feasibility study into the intermodal potential of the SME and SIMTA sites.

Location

Located 38 kilometres southwest of Sydney and 30 kilometres west of Port Botany, the site is close to the M5 and M7 motorways and the Southern Sydney Freight Line (under construction).

The site covers 83 hectares and includes the Defence National Storage and Distribution Centre (DNSDC).

Please refer overleaf for the map of the proposed intermodal terminal.

Contact Us

From 16 July 2010
please visit our website
www.simta.com.au for
more information. For specific
questions please call
1800 986 465 or send written
enquiries or feedback to:
consulting@elton.com.au.

Federal Government announcement

On May 11 2010, the Minister for Infrastructure, Anthony Albanese, announced the Federal Government would allocate \$70.7 million to complete detailed planning for the potential intermodal precinct at Moorebank.

The Minister said the staged redevelopment of the hub was expected to start in 2013, subject to final approval.

The Department of Finance and Deregulation will drive this work in partnership with the Department of Infrastructure, Transport, Regional Development and Local Government and the Department of Defence.

Previous announcements

In September 2004, the Howard/Anderson Government identified Moorebank as an ideal location for a “vital road and rail freight hub” and “a critical element in the national transport network”.

In 2005, the NSW government adopted the Freight Infrastructure Advisory Board’s recommendation that Sydney’s major intermodal freight terminal should be located at Moorebank.

In 2007, the Howard Government committed funding for the development of an intermodal precinct at Moorebank and the Rudd Government matched this commitment.


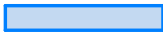






In 2009, Infrastructure Australia identified the Moorebank intermodal precinct as part of Infrastructure Australia’s priority pipeline.

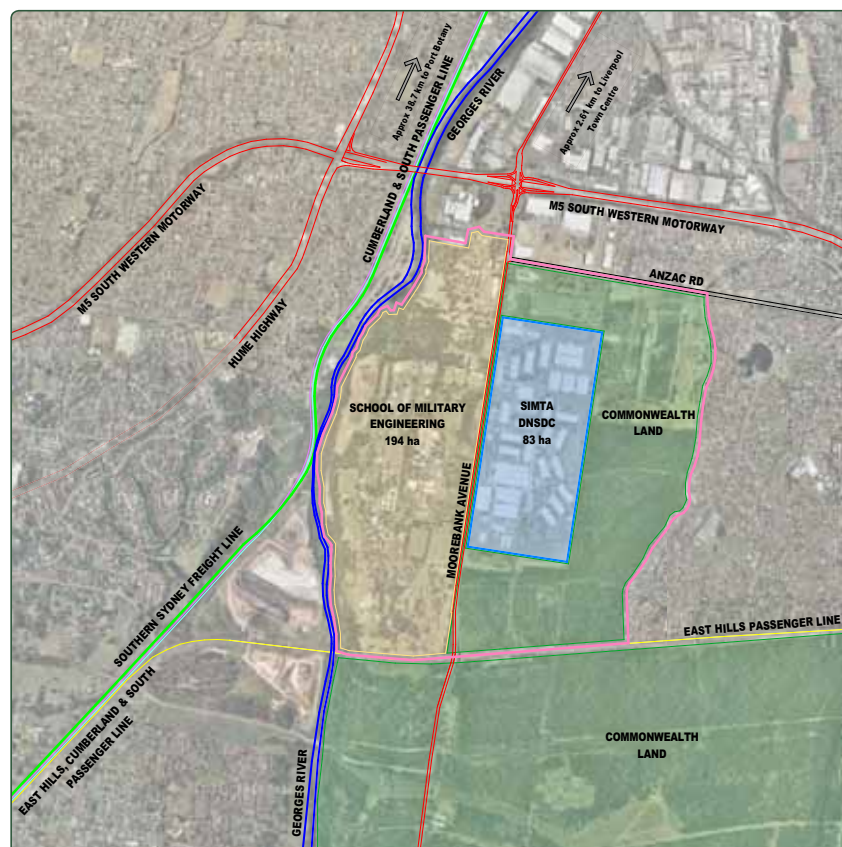
How would the proposed SIMTA Moorebank intermodal terminal operate?

The terminal facility operations would involve loading freight onto trains at Port Botany, directly transporting containers to Moorebank on a dedicated freight line – avoiding both passenger trains and traffic on the M5 between Liverpool and Port Botany.

The containers would be unloaded at Moorebank into warehouses on site or onto trucks for delivery to businesses and warehouses across southwest Sydney. The operation would also work in reverse, taking freight containers by rail back to Port Botany.

Freight would be linked into the national freight rail network – providing an interface point for the transfer of freight from the road to the rail network and vice versa.

LEGEND	
MOOREBANK PRECINCT:	
SIMTA / DNSDC:	
SME:	
COMMONWEALTH LAND:	
ROAD-WAYS:	
PASSENGER RAIL:	
FREIGHT RAIL:	
GEORGES RIVER:	



Your environment

Noise and vibrations

Noise and vibrations decrease with distance and physical barriers. Both of these factors would be actively addressed on the SIMTA site.

There would be approximately one kilometre of land between the nearest residence and the proposed railway terminal. Existing warehouses and additional buildings between the terminal and residences would further dampen noise and vibrations.

SIMTA will carry out acoustic assessments during the feasibility and design process, and if the proposed intermodal terminal facility is approved, future noise and vibration levels will be monitored on an ongoing basis and improvements implemented as appropriate.

Light spill

SIMTA will engage lighting specialists to design lights to address spill beyond the terminal and buffer area.

Detailed design work and the use of the latest technology would direct light where it needs to go.

Custom designed light poles that direct light downwards – rather than across the facility combined with the latest technology – would also address light spill.

Traffic

During the planning process, SIMTA will engage expert traffic engineers to advise on the traffic implications of the proposal. They will assess the potential impacts on local roads as well as main arterial roads, and from this recommendations for mitigation works will be made.

SIMTA will work with the NSW Roads and Traffic Authority and Council to support continued restrictions on truck access on Anzac Road through west Wattle Grove. SIMTA would not require truck access routes through Wattle Grove.

The SIMTA intermodal terminal facility would be designed to increase efficiencies and minimise delays. Trucks would be scheduled to minimise queuing.

Did you know?

- » Freight movements in NSW are expected to more than double by 2026
- » The vast majority of freight is currently moved by road
- » The proposed SIMTA intermodal terminal would not use the East Hills passenger line
- » Extensive studies will be undertaken to address community concerns on the SIMTA site, including environmental, water, noise and vibrations and traffic
- » SIMTA supports current RTA restrictions on truck access on Anzac Road through west Wattle Grove. SIMTA would not require truck access routes through Wattle Grove
- » There would be approximately one kilometre of land between the nearest resident and the proposed railway terminal
- » The proposal would create a significant number of construction and permanent jobs in western Sydney
- » The move from road to rail would deliver significant environmental benefits – for example, one 600 metre port train can remove 80 container trucks from the road.



Who is SIMTA?

SIMTA has national experience in logistics delivery, property management, and a strong commitment to stakeholder engagement.

SIMTA is in the process of engaging a team of expert consultants to deliver best practice stakeholder engagement processes and a twenty-first century freight transport solution for New South Wales.

Formed as a joint venture in 2007, SIMTA comprises:

Stockland

Australia's largest diversified property group, founded in NSW in 1952. Stockland has a multi-billion dollar investment in commercial, retail and industrial properties in NSW and is one of the State's largest investors in residential development. The company holds a 55% interest in the joint venture. Stockland also owns the

Yennora Distribution Centre run in partnership with Qube Logistics, which includes an integrated intermodal terminal with a rail link to Port Botany.

Qube Logistics

Logistics experts, Qube Logistics hold a 30% interest in the joint venture. Qube Logistics provides capital growth for a diverse range of logistics portfolios and manages a national network of multi user intermodal terminals.

QR National

One of Australia's two national freight companies and has a national network of multi user intermodal terminals. QR National holds a 15% interest in the joint venture.

Working with the community

Well respected community engagement firm, Elton Consulting, will be coordinating the community liaison process for SIMTA, which involves:

- » A project website, www.simta.com.au
- » Regular newsletters
- » Community information sessions
- » One-on-one stakeholder meetings
- » A 1800 number and email address as listed below.



Contact Us

From 16 July 2010 please visit our website www.simta.com.au for more information. For specific questions please call **1800 986 465** or send written enquiries or feedback to: consulting@elton.com.au.

6.13 Appendix 6.13: Contact Card



**For all community enquiries,
please contact:**

t: 1800 986 465

w: www.simta.com.au

e: consulting@elton.com.au



6.14 Appendix 6.14: Community News Update October 2010

Dear Resident,

We are writing to update you about the Sydney Intermodal Terminal Alliance's (SIMTA) proposed intermodal terminal facility at Moorebank.

SIMTA has now lodged its Preliminary Environmental Assessment (PEA) with the NSW Department of Planning.

The concept proposed intermodal in the PEA includes a rail corridor, the intermodal terminal, terminal warehouses and distribution facilities, ancillary services, staff parking and vegetation to be planted along the site boundaries.

The PEA is in respect to the SIMTA owned land – which is distinct from the adjacent School of Military Engineering site, controlled by the Federal Government. The two different sites are shown on the map below.

Lodgement of the PEA is the first step in the planning process for the proposed development on the SIMTA site. On the inserted page, we have included a step-by-step diagram of the planning process for your reference, including details of the formal public exhibition period.

SIMTA is strongly committed to engaging with the community throughout the planning process, to both seek public feedback and to respond to the proposed terminal's potential impacts.

We will be opening an information centre in Liverpool in the next few weeks. This information centre will be open to the public. It will be staffed by SIMTA personnel and have a range of displays describing the proposed development. The address and opening hours of the information centre will be available shortly on our website.

We will also continue to update our website with the latest information and respond to enquiries to our information line and email.

Yours sincerely,

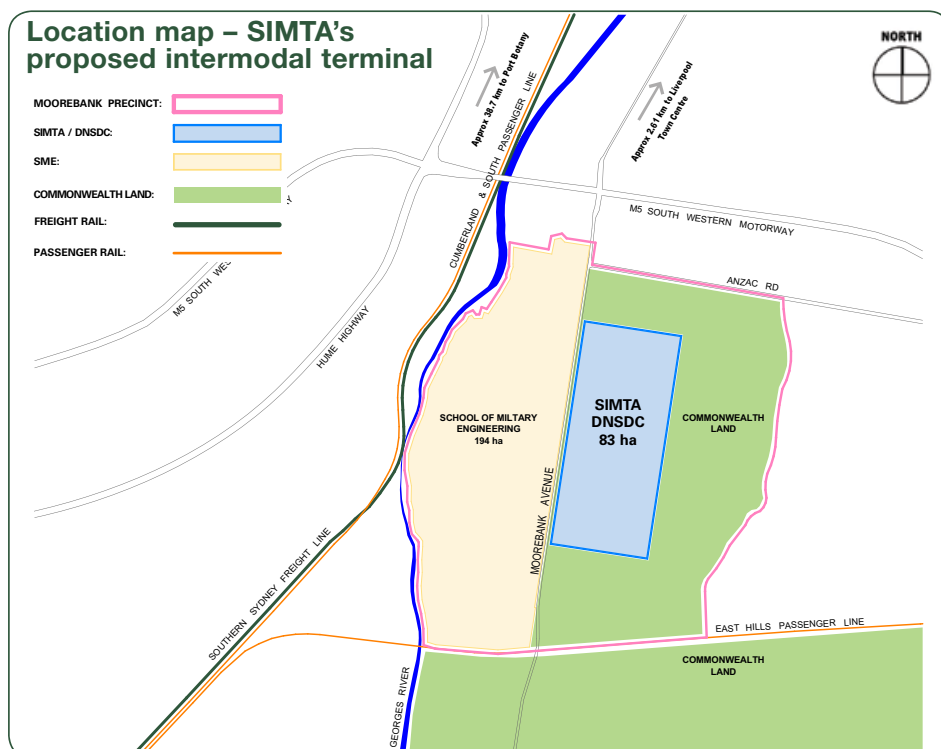
Stephen Bull

General Manager –
Commercial Property, Stockland
On behalf of SIMTA

Connecting with the community

There are a number of ways we are connecting with the community about the proposal:

- » An information centre opening soon
- » A project website www.simta.com.au
- » A dedicated free call information line 1800 986 465
- » Email consulting@elton.com.au
- » Regular community news updates.



Mitigating impacts on your environment

As with any major infrastructure project, the proposed intermodal terminal has the potential to impact on surrounding areas and we will act to address these.

A range of detailed environmental studies will be undertaken as part of this planning process to assess the potential impacts associated with the development. These studies will inform proposed mitigation measures to address environmental impacts.

Where possible, SIMTA will seek to exceed the environmental standards required under planning and environmental controls.

SIMTA will respond to potential impacts associated with the development by:

- » Constructing the proposed terminal 990 metres from the nearest house, to reduce noise impacts
- » Constructing warehouses between the proposed terminal and existing houses to further reduce noise and vibrations
- » Implementing state-of-the-art designed, physical barriers and other environmental controls to reduce potential impacts
- » Undertaking detailed acoustic assessments to measure potential noise impacts of operations, the connecting railway line and truck movements

– with mitigation measures developed based on these assessments

- » Monitoring noise and vibrations on an ongoing basis
- » Assessing the proposal's impact on traffic flow in consultation with expert traffic engineers
- » Implementing traffic management measures, including dedicated truck entry and exit points from the intermodal terminal
- » Scheduling truck arrivals to the proposed terminal facility to minimise queuing
- » Requiring no truck access along Anzac Road through west Wattle Grove
- » Assessing potential impacts on air quality during construction and operations – with mitigation measures developed with expert advice based on these assessments
- » Regularly monitoring emissions
- » Designing lights using the latest technology to direct light downwards and minimise light spill beyond the terminal and buffer area
- » Ensuring buildings are designed in line with Ecologically Sustainable Design (ESD) principles, such as using sustainable materials and renewable energy technologies.



Contact Us

Please visit our website www.simta.com.au for more information.

For specific questions, please call **1800 986 465** or send written enquiries or feedback to consulting@elton.com.au

Please check our website for updates on SIMTA's Information Centre opening date.

Planning process

STEP 01 <i>We are here</i>	Lodgement of Preliminary Environmental Assessment (PEA)	<ul style="list-style-type: none">» SIMTA lodges a preliminary report known as the Preliminary Environmental Assessment (PEA)» Starts the planning process by asking the Minister to 'declare' the proposal as a major project» Seeks a list of requirements SIMTA will need to address in detail in the concept plan and project application.
STEP 02	Declaration as Major Project	<ul style="list-style-type: none">» Minister for Planning declares the proposal to be a major project» This means the project application will be determined by the NSW Minister for Planning, under Part 3A of the Environmental Planning and Assessment Act 1979 (NSW).
STEP 03	Environmental Assessment (EA) requirements issued	<ul style="list-style-type: none">» The Director-General of the NSW Department of Planning consults with relevant public authorities, including Liverpool City Council and other government departments, to establish the key issues SIMTA must respond to in the Environmental Assessment (EA)» These are called the Director-General's Requirements (DGR's).
STEP 04	Preparation of Environmental Assessment (EA) document and Concept Plan	<ul style="list-style-type: none">» SIMTA completes detailed environmental studies in respect to the proposed development, to be incorporated within an Environmental Assessment report.
STEP 05	Lodgement of Concept Plan with Environmental Assessment (EA)	<ul style="list-style-type: none">» SIMTA submits the EA, together with its Concept Plan» The Concept Plan sets the framework for future Project Applications to follow» The Director-General determines whether or not the EA has addressed the DGR's.
STEP 06	Lodgement of Project Application	<ul style="list-style-type: none">» SIMTA prepares and lodges a Project Application with the NSW Department of Planning» The Project Application is submitted to obtain approval to commence works on the project.
STEP 07 <i>Formal public consultation period</i>	Public exhibition of Concept Plan and Project Application	<ul style="list-style-type: none">» The NSW Department of Planning advertises and exhibits the Concept Plan, Project Application and Environmental Assessment for at least 30 days at various locations» Relevant public authorities, Liverpool City Council and the community are notified» Anyone can make a written submission to the NSW Department of Planning during the exhibition period.
STEP 08	Consideration of written submissions	<ul style="list-style-type: none">» SIMTA will be asked to respond to any issues raised in the written submissions» If changes to the project are required, SIMTA will prepare a Preferred Project Report outlining these changes.
STEP 09	Assessment report	<ul style="list-style-type: none">» The Director-General prepares an Environmental Assessment report to the Minister for Planning» If the Director-General recommends approval, draft conditions of approval are also prepared.
STEP 10	Determination of Concept Plan and Project Application	<ul style="list-style-type: none">» Minister for Planning decides whether to approve or reject the project» SIMTA would be notified of the determination, as would all people who lodged written submissions» Determination notice would be placed in the NSW Department of Planning website.

Contact Us

Please visit our website www.simta.com.au for more information.

For specific questions, please call **1800 986 465** or send written enquiries or feedback to consulting@elton.com.au

Please check our website for updates on SIMTA's Information Centre opening date.