

Intermodal Logistics Centre at Enfield Environmental Assessment

APPENDIX A

AUTHORITY CONSULTATION

- October 2005

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1.1 Planning Focus Meeting

Table A1 – Comments from Planning Focus Meeting	
Authority and Comment Raised	Where addressed in the EA
<p>Rail Infrastructure Corporation</p> <ul style="list-style-type: none"> ■ details of connection points and details of other users ■ impacts on the rail network and how would the proposal be integrated within the rail network ■ would there be provisions for longer trains? ■ details of internal design 	<ul style="list-style-type: none"> ■ Chapters 4 and 8
<p>RTA</p> <ul style="list-style-type: none"> ■ need to consider local and wider-area impacts especially due to the 24 hours/7 days per week operation especially in terms of noise impacts ■ impacts on the overall road network ■ impacts on intersections and which major arterial roads would be impacted ■ a traffic study would have to be conducted, including a justification for the 'bulking factor' adopted, number of truck loads and sizes ■ employee numbers and predicted number of movements in and out of the site ■ details of internal road network, including road safety and movement of employees around the site ■ details of points of public access into the site and also for emergency services and the fire brigade ■ cumulative impacts ■ contingency plans if 40% not met ■ details of dangerous goods on site ■ height limits ■ public transport provisions for employees 	<ul style="list-style-type: none"> ■ Chapter 7, Appendix B
<p>Strathfield Council</p> <ul style="list-style-type: none"> ■ road traffic issues ■ local road usage, especially around residential areas ■ details of other impacts on residences, for example, traffic noise ■ environmental issues such as drainage, contamination and any impacts on the Cooks River catchment would need to be considered ■ heritage issues, including conservation and physical impacts on the site ■ consideration of the possible presence of the green and golden bell frog on the southern end of the site ■ details of community environmental areas 	<ul style="list-style-type: none"> ■ Chapter 7, Appendix B ■ Chapter 7, Appendix B ■ Chapter 11, Appendix E ■ Chapters 9 and 10, Appendices C and D ■ Chapter 15 and Appendix H ■ Chapter 13, Appendix G ■ Chapter 4
<p>ARTC</p> <ul style="list-style-type: none"> ■ similar comments to that of RailCorp ■ drainage onto rail corridor ■ details of whether the proposed intermodal terminal would be a commercially viable proposition within the context of the MFS ■ inter-freight planning studies, for example, queuing, how would Port Botany cope with the extra trains, overbridge heights (7.1 or 7.4m??) especially in relation to the proposed double stacking of containers 	<ul style="list-style-type: none"> ■ Chapter 10 ■ Not addressed ■ Queuing addressed in Chapter 4. Other issues not addressed.
<p>Bankstown Council</p> <ul style="list-style-type: none"> ■ full assessment of location of site – why this site? ■ alternate options for access to site to minimise access to Roberts Road. Also management of the Roberts Road intersection ■ impact of proposal on the proposed Hume Highway residential developments 	<ul style="list-style-type: none"> ■ Chapter 3 ■ Chapter 4 ■ Chapter 7 addressed impacts on Hume Highway. No specific reference made to residential areas

Table A1 – Comments from Planning Focus Meeting	
Authority and Comment Raised	Where addressed in the EA
<ul style="list-style-type: none"> identification and mitigation of noise issues along the western side of Roberts Road 	<ul style="list-style-type: none"> Chapter 11, Appendix E
<p>Department of Environment and Conservation</p> <ul style="list-style-type: none"> how does the freight strategy's proposed 40% rail modal split relate to this project green and golden bell frog – assessment of habitat and impacts noise impacts from 24 hours/7 days operation. Also impacts beyond the site, from trains and trucks, from cleaning of containers and reversing beepers. air impacts especially due to impacts from diesel locomotives. Also, local and regional impacts and greenhouse gases quantities. Justification is required for statement in <i>Background Report</i> that the proposal would lead to improved air quality. an integrated water cycle/management is required prevention of spillage from chemical storage waste land contamination dangerous goods, including transport to and from the site do nothing option and demand management approaches 	<ul style="list-style-type: none"> Chapter 3 Chapter 13, Appendix G Chapter 11, Appendix E Chapter 12, Appendix F Justification not provided Chapter 10, Appendix D Chapter 20 Chapter 19 Chapter 9, Appendix C Chapter 20, Appendix K Chapter 3
<p>NSW Health</p> <ul style="list-style-type: none"> mitigation of health issues impacts (on site and on residents) sub-regional air quality and noise studies required including accurate modelling and line dispersion modelling – both background and incremental identification of sensitive receptors possible contamination, for example, recreation area and human exposure dangerous goods impacts on site and on a broader context 	<ul style="list-style-type: none"> Not required Chapters 11 and 12, Appendices E and F As above Chapter 9, Appendix C Chapter 20, Appendix K Not required
<p>Canterbury Council</p> <ul style="list-style-type: none"> how the proposal fits in within the freight plan is the site suitable? traffic analysis – especially flowing through Canterbury and Marrickville councils (detailed analysis of before and after) rail impacts: screening noise; vibration and curfew noise assessment 	<ul style="list-style-type: none"> Chapter 3 Chapter 3 Chapter 7, Appendix B Chapter 11 Chapter 11, Appendix E
<p>Premier's Department</p> <ul style="list-style-type: none"> truck/train washing – opportunity for recycling of water – consultation with Sydney Water required 	<ul style="list-style-type: none"> Chapter 10, Appendix D
<p>DIPNR</p> <ul style="list-style-type: none"> details of all aspects of the proposal any proposed staging and details of future development proposals hazards on site – consideration of SEPP 33 and Preliminary Hazard Analysis, particularly movement and handling of dangerous goods segregation of traffic from residential areas contamination of land surface water management consultation with community groups, Heritage Office and Councils including Marrickville justification in terms of future trends of container movement within the Sydney basin. 	<ul style="list-style-type: none"> Chapter 4 Chapter 4 Chapter 20, Appendix K Chapter 7, Appendix B Chapter 9, Appendix C Chapter 10, Appendix D Chapters 5 and 6, Appendix A Chapter 3

1.2 Director-General's Requirements



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Mr Ken Robinson
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Dear Mr Robinson

Proposed Intermodal Logistics Centre, Enfield Marshalling Yards

I refer to the Planning Focus Meeting of 21 January 2005 and the subsequent request for the Director-General's requirements for the preparation of an Environmental Impact Statement (EIS) for the above proposal.

Attachment No. 1 outlines the statutory matters that must be included in any EIS under clauses 71 and 72 of the *Environmental Planning and Assessment Regulation 2000* (the Regulation). You should note that if the Development Application (DA) to which these requirements relate is not made within two years of the date of this letter, clause 73(6) of the Regulation requires you to consult further with the Director-General prior to lodging the application.

Specific Requirements

Through discussions at the Planning Focus Meeting for this proposal and subsequent consultation with relevant agencies, a number of key issues have been identified as being of particular relevance for addressing in the EIS. Pursuant to clause 73(1) of the Regulation, the Director-General requires that the issues summarised below, and provided in detail as Attachment No. 2, be addressed in the EIS. The issues have been ranked to generally indicate those matters the Department considers to be of greatest significance. Ranking is aimed at assisting the preparation of the EIS, and is not necessarily indicative of the actual magnitude of any of the impacts listed.

Strategic Context

- Strategic justification and scope. The EIS must include a detailed description, location and objectives of the proposed development including details of all infrastructure on-site and off-site and socio-economic and employment impacts. The Applicant must also provide justification for the proposal taking into account container trade numbers at the international, national and state levels, future trends in container origin/destination in Sydney and issues such as intermodal capacity and demand. The EIS should also give a clear indication of any possible staging of the development application, for example in terms of the light industry and commercial area proposed; and
- Strategic planning context, particularly in relation to the NSW Ports Growth Plan and the first stage of the Port Freight Plan for Sydney. The Applicant is required to consult with the Department's Freight Strategy and Planning Branch in relation to the proposal's strategic implications within the context of the Port Freight Plan. The EIS should also address the recommendations of the Milton Morris report dated February 2003 entitled: *Independent Review of the Proposed Enfield Intermodal Terminal*.

Issues of Key Environmental Planning Importance for EIS Preparation:

- Traffic and transport. A Traffic Impact Study (TIS) should be prepared which considers local and regional impacts especially due to the proposed 24 hours/7 days per week operation. The study must be prepared in accordance with the Roads and Traffic

Authority's publication: *Guide to Traffic Generating Developments*. The EIS must include:

- an investigation into the provision of segregated freight only traffic infrastructure and the identification of potential corridors to alleviate amenity impacts on the surrounding area;
- traffic generation and proposed traffic routes on arterial road networks, and measures for avoiding residential areas and sensitive land uses. The EIS must include number of truck movements and timing; freight origin and destination; types of road of transport likely to be used (for example B-Doubles) and the capability of routes (both road and intersection) to handle the predicted increase in traffic;
- information on the *bulking factor* used (refer to letter from the Roads and Traffic Authority (Attachment 2));
- details of access to site for motor vehicles, pedestrians and cyclists. Also internal road arrangements, including parking arrangements for both trucks and cars;
- methods of addressing possible queuing issues;
- details of possible road infrastructure upgrades and timing including consultation conducted with the RTA;
- risk impacts and proposed routes for any dangerous goods transport must be included in the EIS (a Route Evaluation Study may be required as detailed in the Department's *Applying SEPP 33* and draft *Route Selection*)
- likely impacts on residential areas including road safety measures for residents and employees;
- public transport arrangements, including location of bus stops;
- heavy vehicle management, including the scheduling of these movements outside peak traffic flows and sensitive road users (school related traffic) and identification for any potential to damage local road infrastructure by heavy vehicle movements, and measures to rehabilitate these roads;
- a study into the amenity impacts on the surrounding area and any mitigation measures required to alleviate these impacts; and
- cumulative impacts, particularly with regard to other freight distribution facilities in the locality and potential cumulative mitigation measures.
- Rail issues. The EIS must include:
 - forecasts of annual train movements including an estimated range of daily train movements using the proposed Enfield intermodal facility;
 - evidence of consultation between the Applicant and RailCorp particularly on rail linkages with the Metropolitan Freight Line and how the proposal would coordinate and integrate the Enfield Logistics Centre's rail needs with the rest of the rail network, including at the Port Botany end;
 - reference to the InterPlan's Rail Study;
 - details of design of rail sidings, capacity for longer trains and related rail infrastructure, including accreditation requirements; and
 - mitigation measures to deal with the site's gradient.
- Noise and vibration impacts generated by the construction and operation of the proposed development, particularly on affected residences and sensitive receptors (such as: schools, childcare centres, places of worship and recreational facilities). The EIS should also include discussions on the noise assessment to be undertaken for the proposed upgrade of the freight line between the Botany Yards and the Cooks River which is outside the scope of the subject proposal. The EIS must assess the predicted noise impact resulting from all noise sources, including container processing, road and rail traffic noise on site and any potential for the mitigation of cumulative noise impacts. The noise assessment must be undertaken in accordance with the EPA's *Industrial*

Noise Policy (2000). Reference must be made to the *Environmental Noise Control Manual* and *Environmental Criteria for Road Traffic Noise*;

- Air quality, particularly with regard to dust emissions, vehicle emissions, greenhouse gas emissions and any fugitive emissions of air pollutants, on the existing air quality in the area and on any nearby residences and sensitive receptors. This assessment shall also include potential cumulative air quality impacts. The air quality assessment must identify all potential air quality sources, including trucks and trains and must be carried out in accordance with the Environment Protection Authority (EPA) *Approved Methods and Guidance for the Modelling and Assessment of Air Pollutants in NSW (2001)*. The EIS must also include detailed measures to mitigate any impacts on the amenity of the surrounding area; and
- Flora and Fauna impacts, especially possible impacts on vulnerable and threatened species listed under the *Threatened Species Conservation Act 1995 (TSC)*, in particular the Green and Golden Bell Frog and the Dawny Wattle (for further details, refer to letter from the Department of Environment and Conservation). Consideration must also be given to the protection and rehabilitation of existing riparian vegetation adjacent to Cocks Creek which may be affected by the proposed development.

Issues of Environmental Planning Importance for EIS Preparation:

- Heritage impacts, and if relevant an assessment of the potential impacts on any items of indigenous cultural significance. This assessment must be undertaken in consultation with relevant Local Aboriginal group(s), and in accordance with Department of Environment and Conservation's guidelines (attached in DEC's letter);
- Water quality impacts during construction and operational activities, particularly surface water discharges from the development, including impacts from stormwater run-off to any receiving waters. Erosion and sediment control measures must also be detailed as well as an assessment of how the development will affect the flooding regime, or be affected by flooding;
- Groundwater impacts, especially the potential impacts on groundwater levels and quality resulting from the proposed development;
- Hazard and risks, the EIS must include an assessment of potential hazards on site to determine the potential for off site impacts and any further requirements under the provisions of *State Environmental Planning Policy No.33 – Hazardous and Offensive Development (SEPP 33)*. Should preliminary screening indicate that the proposal is *potentially hazardous*, a Preliminary Hazardous Analysis (PHA) must be prepared as required by SEPP 33 and in accordance with the Department's *Hazardous Industry Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis (DUAP, 1997)* and *Multi-Level Risk Assessment (DUAP, 1997)*;
- Soil Quality impacts associated with the proposed construction and on-going operation of the proposal. This should also include an assessment on the potential for contaminated soils to be disturbed or relocated during excavation works, and measures to minimise the impacts on the surrounding environment in accordance with *State Environmental Planning Policy No. 55 – Remediation of Land*;
- Waste management, particularly with regards to intended methods for collection, storage, disposal and/or sustainable re-use of any solid and liquid wastes which would be generated during construction and operations, and how this waste would be reduced, reused, recycled or disposed of, in accordance with the EPA's guideline: *Assessment, Classification and Management of Liquid and Non-liquid Waste*;
- Details of water and energy use requirements for all aspects of the proposal, including information on sustainable use of resources and possible initiatives such as recycling of water;
- Light spills impacts particularly at night including identification of residences/businesses most likely to be affected and proposed management/mitigation measures; and

- Visual impacts, with respect to potential impacts on private residences and publicly accessible places and proposed measures to reduce or screen impacts.

Other Important Issues:

- Statutory Planning instruments, including: *State Environmental Planning Policy No. 11- Traffic Generating Developments*; *State Environmental Planning Policy No. 33 – Hazardous and Offensive Development*; *State Environmental Planning Policy No. 55 – Remediation of Land*; Draft *State Environmental Planning Policy No. 66 – Integration of Land use and Transport*, *Strathfield Planning Scheme Ordinance* and the Draft *Strathfield Local Environmental Plan 2003*, particularly in relation to the consistency of the proposal with landuse zonings, and any relevant Development Control Plan prepared by Strathfield City Council;
- Consideration should also be given to the Healthy Rivers Commission's *Independent Inquiry into the Georges River – Botany Bay System*. Final Report – September 2001; and
- Address those issues raised by government agencies at the Planning Focus Meeting held for the proposal on 21 January 2005 (Attachment No. 3).

Environmental monitoring and management:

- The EIS must indicate how the environmental performance of the proposal would be monitored and managed during construction and operation.

As part of the preparation of the EIS, you must also provide, in a single, clear and comprehensive list or table, all commitments made by the Applicant in relation to environmental impact mitigation, management and monitoring. A clear statement must be made indicating:

- What measures will be implemented/applied;
- The scope of these measures; and
- The timing of implementation/application of these measures.

State significant development

The Director-General also requires the following for all State significant development Applications:

- The Applicant shall nominate a contact person (and telephone number) who will be made available to answer public enquiries about the proposal;
- The Applicant shall consult with the community that is likely to be affected by the proposal. A report on who was consulted must be submitted as part of the EIS, describing how the affected community was identified, consultation methods, and key issues raised by the community;
- The Applicant shall provide a disk containing an electronic copy of the Executive Summary to the EIS, in pdf format or another format that can be easily converted to pdf format (preferably no larger than 1MB); and
- Electronic copies of the EIS shall be provided on CD in an appropriate format.

Requirements of Integrated Approval Bodies

Under Section 91 of the *Environmental Planning and Assessment Act 1979*, (the Act) development is "integrated development" if it requires certain approvals from other bodies in addition to the consent authority before it may be carried out. Since the development is being carried by the Sydney Ports Corporation which is considered to be a Crown Authority for the purposes of Section 91 of the Act, the integrated development provisions do not apply.

However, where your proposal requires additional approvals from any agency that would otherwise be considered an integrated approval body their detailed requirements must be addressed in the EIS. Copies of the requirements from a number of agencies are provided in Attachment 2. The Applicant must directly contact all agencies which are yet to provide their requirements and these requirements must be addressed in the EIS.

Consultation

You should consult with Strathfield, Bankstown, Canterbury, Burwood and Marrickville Councils, Roads and Traffic Authority, RailCorp, Department of Environment and Conservation, the Australian Rail Track Corporation, Department of Health, Department of Transport, NSW Heritage Office, Department of Energy and Utilities, Sydney Water, NSW Fire Brigades, NSW State Emergency Service and relevant Community and local Aboriginal group(s), and any other relevant local, State and Commonwealth government authorities, service providers and community groups, and take into account any comments these agencies may have in the preparation of the EIS.

Commonwealth Approvals

The proposal may affect matters which are of National Environment Significance. Approval of the Commonwealth Minister for the Environment is required for actions that may have a significant impact on matters of National Environmental Significance, except in circumstances which are set out in the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). Approval from the Commonwealth is in addition to any approvals under NSW legislation. If you have any questions about the application of the EPBC Act to this proposal, you should contact the Department of the Environment and Heritage in Canberra (6274 1111 or <http://www.deh.gov.au>).

Further Information

Please contact Patricia Cabezas on (02) 9762 8423 (9228 6111 (after 21/03/05)), if you require any further information regarding the Director-General's requirements for the EIS.

Yours sincerely



Gordon Kirkby

A/Director Strategic Industrial Assessment

As Delegate for the Director-General

Note: Matters of National Environmental Significance under the EPBC Act are:

- i) World Heritage properties;
- ii) RAMSAR wetlands;
- iii) threatened species or ecological communities listed in the EPBC Act;
- iv) migratory species listed in the EPBC Act;
- v) the environment in a Commonwealth marine area; and
- vi) nuclear actions.

Attachment No.1

**STATUTORY REQUIREMENTS FOR THE PREPARATION
OF AN ENVIRONMENTAL IMPACT STATEMENT UNDER PART 4 OF
THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979**

In accordance with the *Environmental Planning and Assessment Act 1979* (the Act), an environmental impact statement (EIS) must meet the following requirements.

Content of EIS

Pursuant to Schedule 2 and clause 72 of the *Environmental Planning and Assessment Regulation 2000* (the Regulation), an EIS must include:

1. A summary of the environmental impact statement.
2. A statement of the objectives of the development or activity.
3. An analysis of any feasible alternatives to the carrying out of the development or activity, having regard to its objectives, including the consequences of not carrying out the development or activity.
4. An analysis of the development or activity, including:
 - (a) a full description of the development or activity; and
 - (b) a general description of the environment likely to be affected by the development or activity, together with a detailed description of those aspects of the environment that are likely to be significantly affected; and
 - (c) the likely impact on the environment of the development or activity, and
 - (d) a full description of the measures proposed to mitigate any adverse effects of the development or activity on the environment, and
 - (e) a list of any approvals that must be obtained under any Act or law before the development or activity may be lawfully carried out.
5. A compilation, (in a single section of the environmental impact statement) of the measures referred to in item 4(d).
6. The reasons justifying the carrying out of the development or activity in the manner proposed, having regard to biophysical, economic and social considerations, including the following principles of ecologically sustainable development:
 - (a) The precautionary principle - namely, that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation.

In the application of the precautionary principle, public and private decisions should be guided by:

 - (i) careful evaluation to avoid, wherever practicable, serious or irreversible damage to the environment, and
 - (ii) an assessment of the risk-weighted consequences of various options,
- (b) Inter-generational equity - namely, that the present generation should ensure that the health, diversity and productivity of the environment is maintained or enhanced for the benefit of future generations,
- (c) Conservation of biological diversity and ecological integrity, namely, that conservation of biological diversity and ecological integrity should be a fundamental consideration,
- (d) Improved valuation, pricing and incentive mechanisms, namely, that environmental factors should be included in the valuation of assets and services, such as:
 - (i) polluter pays, that is, those who generate pollution and waste should bear the cost of containment, avoidance or abatement,
 - (ii) the users of goods and services should pay prices based on the full life cycle of costs of providing goods and services, including the use of natural resources and assets and the ultimate disposal of any waste,
 - (iii) environmental goals, having been established, should be pursued in the most cost effective way, by establishing incentive structures, including market mechanisms, that enable those best placed to maximise benefits or minimise costs to develop their own solutions and responses to environmental problems.

An environmental impact statement referred to in Section 78A(8) of the Act shall be prepared in written form. The prescribed form to accompany the environmental impact statement must comply with the requirements of clause 71 of the Regulation and be signed by the person who has prepared it.

Procedures for public exhibition of the EIS are set down in clauses 77 to 81 of the Regulation.

Attention is also drawn to clause 283 of the Regulation regarding false or misleading statements in EISs.

Note

If the development application to which the EIS relates is not made within 2 years from the date of issue of the Director-General's requirements, under clause 73(6) of the Regulation the proponent is required to re-consult with the Director-General.

1.3 Authority Requirements

Table A2 – Department of Environment and Conservation

Key Issues raised	Location in EA
Environment Protection	
Air quality, noise and vibration impacts associated with site activities	Chapters 11 and 12, Appendices E and F
Air quality, noise and vibration and increased road and rail traffic serving the development, including comparative modelling of impacts of different freight volumes, route and mode scenarios	Chapters 11 and 12, Appendices E and F
Management of potential environmental and human health risks from substances both on-site and during transport to and from the terminal	Chapter 20, Appendix K
Approvals may be required <ul style="list-style-type: none"> clarify whether handling or movement of contaminated soil will require a licence as a contaminated soil treatment works clarify whether the handling or movement of contaminated soil will trigger the waste provisions of the POEO Act and its regulations clarify whether the operating terminal would be considered a chemical storage facility by virtue of more than 2000 tonnes of chemical substances being stored clarify whether the handling or storage of chemical substances on site will trigger the waste provisions of the POEO Act and its regulations 	Chapter 2
Flora and Fauna	
Flora and fauna assessment to be conducted to assist in meeting the requirements of Section 5A of the EP&A Act	Chapter 13, Appendix G
Specific consideration of impacts on Green and Golden Bell Frog (<i>Litoria aurea</i>): <ul style="list-style-type: none"> the population on this site has been identified as a key population in the draft recovery plan for the species. Habitat of the key population should be protected as well as linkages to adjoining habitat sites. Consideration should be given to measures to enhance habitat and habitat linkages and the need for additional protection measures including monitoring 	Chapter 13, Appendix G
Dawny Wattle (<i>Acacia pubescens</i>) has been recorded in Enfield and surrounding area and should be considered	Chapter 13, Appendix G
Aboriginal Cultural Heritage	
Although the site has been highly altered, Aboriginal heritage values could still exist on the site. It is therefore advised that an Aboriginal archaeological and cultural heritage assessment be undertaken to determine the archaeological potential or cultural significance of the site	Chapter 15, Appendix H
New interim Aboriginal Community Consultation Guidelines are provided. These apply to all new applications for approval under Part 6 of the NPW Act received after 1 January 2005	Not relevant as approval not required
EPA Requirements for Enfield Intermodal Terminal	
A Executive summary	Executive Summary
B The Proposal <p>Objectives of the proposal</p> <p>Description of the proposal</p> <p>Noise and Vibration – noise sources including along rail and road corridors, operation times, road and track alignment</p> <p>Air – air emission sources</p> <p>Water – drainage, excavation, water resource requirements, total integrated</p>	<p>Chapter 4</p> <p>Chapter 4</p> <p>Chapter 11, Appendix E</p> <p>Chapter 12, Appendix F</p> <p>Chapter 10, Appendix D</p>

Key Issues raised	Location in EA
water cycle considerations in design Waste and chemicals – quantity, management, spoil disposal ESD – incorporate mechanisms for achieving	Chapters 9, 19, 20 and Appendices C and K. Chapter 22
Rehabilitation	Chapter 9, Appendix C
Consideration of alternatives and Justification for the proposal	Chapters 3 and 22
C Location Noise and vibration – noise sensitive locations – site, road and rail movements Air – sensitive locations, topography and land uses Water – catchment, waterways, ecological sensitivity Soil and groundwater contamination – site history and contamination investigations	Chapter 11, Appendix E Chapter 12, Appendix F Chapter 10, Appendix D Chapter 9, Appendix C
D Identification and Prioritisation of Issues	Chapters 5 and 6, Appendix A
E The Environmental Issues 1 Describe baseline conditions Noise and vibration existing background noise levels, road traffic noise levels (in accordance with ECRTN), existing rail noise levels on feeder lines (reference to EPL 3142) Air – existing air quality and meteorology Water – existing surface water quality, river flow data, surface runoff, catchment condition, baseline groundwater information	Chapter 11, Appendix E. No data collected for rail noise on feeder lines Chapter 12, Appendix F Chapters 9 and 10, Appendix D
2 Assess environmental impacts Noise and vibration - intrusion criteria, amenity categories and criteria for potentially affected receivers, sleep disturbance limit, noise levels arising from the proposal for modelled freight access volumes, modes and routes including comparative noise emissions of different mode shares to rail, including noise levels from additional train movements along feeder lines to the site in reference to EPL 3142 and road traffic noise in accordance with ECRTN for all roads where impacts may occur. Expected noise level and character during site establishment, construction, operation, noise and vibration levels at most sensitive locations, mitigation measures Air – pollutants, contribution to local/regional/global pollution, odour Water – pollutant loads, water quality impacts, groundwater effects, geomorphological effects, ASS Soil and groundwater contamination issues – construction and operation Waste and chemicals – adequacy of proposed measures to minimise consumption and minimise impacts ESD – gaps in data Cumulative impacts – extent of stressed environment, long term objectives, infrastructure requirements	Chapter 11, Appendix E Chapter 12, Appendix F Chapters 9 and 10, Appendix D Chapter 9, Appendix D Chapters 19 and 20, Appendix K Chapter 22 Chapters 10, 11, 12
Management and mitigation of environmental impacts general noise and vibration air water waste and chemicals soil issues	Chapter 21 and Chapter 11 Chapter 12 Chapter 10 Chapter 19 Chapter 9
F List of approvals and licences	Chapter 2
G Compilation of mitigation measures	Chapter 21
H Justification for the proposal	Chapter 22

Table A3 – Roads and Traffic Authority

Key Issues Raised	Location in EA
<ul style="list-style-type: none"> a traffic study including network modelling to consider local and wider-area impacts; including proposed 24 hours/7 days per week operation. The study should in particular address: the current and projected (future) origin and destination of the movements of trucks and include details of the anticipated route of trucks on both the arterial and local road networks. the likely impact of truck traffic upon nearby residential areas and the need for the preparation of a local traffic management plan. public transport accessibility for employees and the predicted number of vehicle movements in and out of the site eg. employee movements to and from the site, both at the start and end of each shift and also over the “lunch break” when employees might be expected to travel beyond the site to attend to personal issues such as banking and retail purchases. road safety impacts on the overall road network as well as within the site itself. traffic impacts on intersections and major arterial roads surrounding the site in terms of level of service and proposed improvements required. the ‘bulking factor’ adopted for the warehousing and container packing/unpacking operations. In this context, ‘bulking factor’ refers to the number of freight vehicle movements associated with delivering the contents of a container to the next destination in the logistics chain (or the number of freight vehicle movements associated with assembling at Enfield, the products to be packed into an export container). details of the locations of vehicular and pedestrian/cyclist access, internal road network, the movement of employees around the site and the requirements of the emergency services for access to and through the site. details of vehicular access arrangements such as queuing on public roads and the location of bus stops serving the site and the immediate surrounds. parking rates and parking arrangements for trucks and cars. 	Chapter 7 and Appendix B
<ul style="list-style-type: none"> cumulative impacts that may arise from any proposed airport expansion, port expansion and other land use developments. 	Chapter 7 and Appendix B
<ul style="list-style-type: none"> contingency plans if the warehouse unpacking/packing operation exceeds the ability of rail to transport the required number of containers, i.e. the 40% rail mode share target is not met. 	Not applicable
<ul style="list-style-type: none"> details of how dangerous goods would be handled on site and an incident management /response plan in particular -will the response to a dangerous goods incidence require closure of the major roads passing the site? In general, such closure would be unacceptable to RTA. 	Chapter 20 and Appendix K
<ul style="list-style-type: none"> consideration of routes for dangerous goods vehicles. 	Chapter 20 and Appendix K
<p>Development of a heavy vehicle management plan that would consider the following issues:</p> <ul style="list-style-type: none"> provision of a heavy vehicle inspection site to ensure drivers and vehicles are complying with regulation. This facility potentially could be used 24/7 and should be located so as to minimise avoidance. provision of adequate and secure parking and rest area facility with amenities for heavy vehicle drivers with 24/7 access. provision of weighbridge and gantry to monitor heavy vehicle compliance with mass and dimension regulations. provision of facility for decanting overweight containers. load and vehicle limits on feeder roads eg 4.6m height, weight and combinations. consideration of height limits, weight limits, width limits, etc of heavy vehicles 	Chapter 7 and Appendix B

Table A4 –NSW Health

Key Issues raised	Location in EA
Construction Phase	
<p>Noise</p> <ul style="list-style-type: none"> noise profile to be assessed impact to be quantified at noise sensitive receptors construction traffic noise to be assessed 	Chapter 11, Appendix E
<p>Air quality</p> <ul style="list-style-type: none"> identify local air pollution sources impacts of dust emissions on sensitive receptors. Note issue of soil contamination 	Chapter 12, Appendix F
<p>Contaminated land</p> <ul style="list-style-type: none"> characterise nature and extent of contaminated land remediation processes and end points to be described 	Chapter 9, Appendix C
Operational phase	
<p>Transport</p> <ul style="list-style-type: none"> access to the site truck movements on residential streets – Roberts Rd, Punchbowl Road, King Georges Rd truck movements and pedestrian safety – Liverpool Rd altered truck movements in catchment area 	Chapter 7 and Appendix B
<p>Noise</p> <ul style="list-style-type: none"> identify noise sources in area operational phase noises – background noise and risk of sudden loud noises particular attention to night time noise impacts quantified for worst affected residences and noise receptors incremental noise on rail route – key receptors identified 	Chapter 11, Appendix E
<p>Air emissions</p> <ul style="list-style-type: none"> air emissions from all sources local and regional impacts of PM2.5 and NO2 on-site activities assessed as a point source appropriate emission factors for future scenarios. Justify assumptions off-site emission sources to be included in modelling line emission modelling for truck movements on Roberts Road, Punchbowl Road, Cosgrove Road, Liverpool Rd and King Georges Road line emission modelling for train movements south of terminal 	<p>Chapter 12, Appendix F. Note:</p> <ul style="list-style-type: none"> Impacts of PM2.5 not addressed Line emissions - on arterial roads Line emission not modelling for train movements
Light - light spillage effects on residences	Chapter 16, Appendix I
Hazardous goods - risks of accidents involving transport (truck and train) and storage of hazardous substances	Chapter 20, Appendix K
<p>Social impacts</p> <ul style="list-style-type: none"> community disruption as a result of increased truck movements in local and regional areas impacts on access to recreational and retail facilities, schools and public transport 	Chapter 17
<p>Proposed community recreation area</p> <ul style="list-style-type: none"> contamination of land for community access to be fully characterised and appropriate HRA undertaken if levels exceed Health Investigation Levels impacts of facility operations upon the area including noise, air quality and safety. 	<p>Chapter 9, Appendix C</p> <p>Chapters 11 and 12, Appendices E and F</p> <p>Safety to be considered in detailed design</p>

Table A5 – Bankstown City Council

Key Issues raised	Location in EA
Community consultation	
Business operators of Greenacre and Chullora – fronting Roberts Road, Juno Parade, Boronia Rd, Rawson Rd and Norfolk St - to be consulted	Chapter 5, Appendix A
Letter notification and face-to-face public meetings. To be advertised in local and ethnic media and involve translation into Vietnamese and Arabic	Chapter 5, Appendix A
Location	
Identification and assessment of alternative intermodal terminal locations in SW and central west metropolitan area	Chapter 3
Other sites for major freight interchange which provide more immediate access to the M5 and Orbital and SW and M5 corridor industrial lands should be assessed	Chapter 3
Growth projections in industrial activity in key areas to be considered	Chapter 3
Demonstrate optimisation of rail for freight movement would lead to reduction in truck travel distances and times between Port and freight origins/destinations	Chapter 3
Land Use	
Assess conflicts between residential land uses and increased heavy vehicle movements, particularly along Roberts Road and Juno Parade	Chapter 7, Chapter 17
Access	
Options for access to the site. Consider impact in relation to increased traffic volumes on residential areas along Roberts Rd and in precincts of Chullora and Greenacre	Chapter 7, Appendix B
Alternative scenarios to be tested which do not rely on Wentworth St / Roberts Rd. Preference should be given for access to Hume Highway and Cosgrove Rd	Chapter 7, Appendix B
Traffic volumes to be modelled and impacts assessed in Juno Parade / Boronia Rd, Rawson Rd, Norfolk St. Particularly concerned at intersection of Roberts Rd and Norfolk Street. Load limits not regarded as an acceptable control on freight intrusion into residential precincts	Chapter 7, Appendix B
Traffic Volumes	
Model traffic implications in surrounding residential areas due to proposed entry points to the site	Chapter 7, Appendix B
Assess heavy vehicle volume increase on arterials and key intersections in Bankstown LGA	Chapter 7, Appendix B
Impacts on road network to 2025 should be demonstrated with capacity and road improvements works proposed	Chapter 7, Appendix B. Network assessed to 2016
Noise, Vibration and Emissions	
Assess noise impacts of freight movements (up to 2025) along arterial roads with residential land uses and on non arterial roads subject to increased truck movements	Chapter 11, Appendix E Assessment made for 2016
Consider background and ambient noise levels and increases to 2025 due to the proposal	Chapter 11, Appendix E Assessment made for 2016
Identify vibrations and air pollution caused by emissions from increased truck volumes and the impact on residential areas in Bankstown LGA	Chapter 12 and 11, Appendices E and F
Noise management proposals to be provided. Attenuation measures on Roberts Rd to be described.	Chapter 11, Appendix E
Amenity of adjoining residential areas to be assessed. Urban design and landscape improvements for major access corridors to be proposed.	Amenity assessed in Chapter 17. Urban design in Chapter 16, Appendix I. Not assessed for access corridors

Table A6 – RailCorp

Key Issues raised	Location in EA
Forecast annual rail volumes and estimated range of daily train movements using the site	Chapter 4, Chapter 8
Summary of key points of InterPlan's Rail Study	Chapter 8
Consult with rail entities as to the best means of linking the proposed ILC rail sidings to the main Metropolitan Freight Line at the Liverpool Rd (Hume Hwy) and Punchbowl Rd ends. Address with RailCorp conceptually how the rail siding connections, signalling and train operations can be developed and implemented to prevent blocking of main line traffic or the impeding of access to the Enfield Rail Yard	Consultation in Chapter 6 Discussion in Chapter 8
Design and installation of rail infrastructure connecting to the RailCorp network will require formal approval pending determination of ARTC's management or leasing role over the metropolitan freight network	Chapter 8
Design and ownership of rail sidings with related rail infrastructure inside the project site is the responsibility of the proponent. The owner/operator will need to be accredited	Chapter 8
The internal land use layout and siding design should allow for future longer train lengths	Chapter 4
Rail siding design should allow trains to run into and out of the site to avoid trains overhanging onto the main lines or affecting access to the Enfield Yard	Chapter 4
The presence of falling grade on the site will require procedures to secure wagons during loading and unloading operations and as a safeguard against runaways	Consultation agreed to be addressed at detailed design

Table A7 – Canterbury City Council

Key Issues raised	Location in EA
Strategy	
Considered premature to consider proposal without an adopted freight strategy for Sydney. This must be addressed in the EIS.	Chapter 3
ILC and Port Botany should be considered in conjunction with each other as part of an overall assessment of metropolitan freight and transport needs.	Chapter 3
Community Consultation	
Council considers it necessary to inform the following groups <ul style="list-style-type: none"> Those living within 60m of the freight railway line Those living along roads with a proposed substantial increase in vehicular traffic Those living within 100m of the actual site Resident action groups 	Chapter 5, Appendix A
Construction Phase	
Noise <ul style="list-style-type: none"> address impacts on Canterbury residents 	Chapter 11, Appendix E
Air Quality <ul style="list-style-type: none"> address impacts on Canterbury residents 	Chapter 12, Appendix F
Heritage and archaeology <ul style="list-style-type: none"> to be considered in the EIS 	Chapter 15, Appendix H
Flora and fauna <ul style="list-style-type: none"> to be considered in the EIS 	Chapter 13, Appendix G
Operational phase	
Road Transport <ul style="list-style-type: none"> impacts on local road system (survey of vehicular movements at strategic locations on the local and regional road system in Canterbury at present – comparison with future traffic volumes) traffic assessment to indicate the number and percentage of heavy vehicle movements investigate origin and destination and future demand projection 	Chapter 7, Appendix B
Rail <ul style="list-style-type: none"> assess the increase in noise and vibration levels for residents along the dedicated freight line consider mitigation measures including train scheduling, curfews and physical measures. Consider the recent RIC/SRA Interim Guidelines for Consideration of Rail Noise and Vibration in the Planning Process If standards in above guidance not met mitigation measures to be considered. 	Chapter 11 Chapter 11 Issue addressed in Chapter 11. It is a matter for RailCorp /ARTC to consider
Noise <ul style="list-style-type: none"> address impact of noise from traffic, rail, and on site operations on Canterbury residents. 	Chapter 11, Appendix E
Air Quality <ul style="list-style-type: none"> address impact of air quality from traffic movements, rail movements (diesel fumes) and on site operations on Canterbury residents. 	Chapter 12, Appendix F
Heritage and archaeology <ul style="list-style-type: none"> to be considered in the EIS 	Chapter 15, Appendix H
Flora and fauna <ul style="list-style-type: none"> to be considered in the EIS 	Chapter 13, Appendix G
Light spill	Chapter 16, Appendix I

Key Issues raised	Location in EA
<ul style="list-style-type: none"> to be considered in the EIS 	
Hydrology <ul style="list-style-type: none"> to be considered in the EIS 	Chapter 10, Appendix D
Urban design/landscape <ul style="list-style-type: none"> to be considered in the EIS 	Chapter 16, Appendix I
Hazard and risk <ul style="list-style-type: none"> to be considered in the EIS 	Chapter 20, Appendix K

Table A8 – Marrickville Council

Key Issues raised	Location in EA
<p>Address the relationship between the proposed Enfield Facility and the previous assessment of the RIC's Port Botany Freight Line Duplication proposal and the recent Col submissions on the proposal to expand Port Botany, in terms of</p> <ul style="list-style-type: none"> hours of operation of the Enfield facility anticipated frequency of train movements along the section of the freight line through Marrickville noise and vibration likely to be experienced by residents of adjoining and surrounding dwellings 	<p>Chapter 4</p> <p>Chapter 8</p> <p>Chapter 11</p>
Address the likely impacts of the proposed Enfield facility on heavy vehicular road traffic movements through the Marrickville LGA	Chapter 7, Appendix B
Provide an outline of the proposed community consultation processes that SPC will commission in terms of impacts upon residents in the Marrickville LGA that would be directly affected by the increased train movements along the Port Botany Freight Line	Chapter 5, Appendix A

Table A9 – Strathfield Council

Key Issues raised	Location in EA
Traffic	
<ul style="list-style-type: none"> full traffic study, with specific need to consider RTA main roads widening and reconstruction of Norfolk Rd and Wentworth St to be considered Consider DCP No 4 Parking and RTA guidelines. Parking spaces to comply Draft SEPP Land use and Transport to be considered Information on bike access. Note proposal for Cooks River and Dean Reserve Issues for traffic entering and leaving the site Vehicular and pedestrian access points 	<ul style="list-style-type: none"> Chap 7, Appendix B (Chapter 2)
Stormwater, water quality and erosion control	
<ul style="list-style-type: none"> Stormwater discharge not to exceed predevelopment run-off for 1 in 2, 1 in 10 and 1 in 100 year events and permissible maximum flood Overland flow path to be uninhibited On-site detention calculations and location to be addressed Polluting of waters via stormwater unacceptable Refer to Landcom guidelines and DCP 26 	<ul style="list-style-type: none"> Chapter 10, Appendix D
Noise	
<ul style="list-style-type: none"> Refer to EPA INP Residential impacts AS2107 Consider night time noise and construction noise 	<ul style="list-style-type: none"> Chapter 11, Appendix E

Air emissions <ul style="list-style-type: none"> air emissions modelling required for fine particles, CO, SO₂ and lead assess projected changes and impacts 	<ul style="list-style-type: none"> Chapter 12, Appendix F
Threatened Species <ul style="list-style-type: none"> Green and Golden Bell Frogs – population, connectivity, encourage increase in habitat area Revegetate with indigenous vegetation 	<ul style="list-style-type: none"> Chapter 13, Appendix G
Planning and Land Use <ul style="list-style-type: none"> Light spill DCP 27 Draft LEP Dust from soil movement 	<ul style="list-style-type: none"> Chapter 16, Appendix I Chapters 2, 4 Chapter 2 Chapter 12, Appendix F
Landscape and Urban Design <ul style="list-style-type: none"> DCP 27 Landscape amenity and visual impact to be considered 	<ul style="list-style-type: none"> Chapter 16, Appendix I
Hazardous Fuel Storage, Customs, Quarantine	<ul style="list-style-type: none"> Chapter 4
Community facilities <ul style="list-style-type: none"> Recreation plans provided Bicycle links 	<ul style="list-style-type: none"> Chapter 7, Chapter 17
Heritage <ul style="list-style-type: none"> Preference to conserve items in existing locations 	<ul style="list-style-type: none"> Chapter 15, Appendix H
Noxious Weeds <ul style="list-style-type: none"> Management required, especially for frog protection 	<ul style="list-style-type: none"> Chapters 13 and 16, Appendices G and I
Social impacts	<ul style="list-style-type: none"> Chapter 17
Proposed community area <ul style="list-style-type: none"> contamination of land for community access to be fully characterised and appropriate HRA undertaken if levels exceed Health Investigation Levels impacts of facility operations upon the area including noise, air quality and safety. 	<ul style="list-style-type: none"> Chapter 9, Appendix C Chapters 11 and 12, Appendices E and F Safety to be considered in detailed design

Table A10 Burwood Council

Key Issues raised	Location in EA
Traffic	
- numbers of trucks east on Liverpool Road and Punchbowl Road	Chapter 7, Appendix B
- intersection concerns with Boulevard and Coronation Parade	Chapter 7, Appendix B

Table A11 NSW Fire Brigade

Key Issues raised	Location in EA
Preliminary Hazard Analysis required	Chapter 20, Appendix K
Increased traffic on Roberts Road and impacts on NSWFB Logistics Support Centre and Hazardous Materials Response Unit in Amarina Ave, Greenacre	Chapter 7, Appendix B Chapter 17

Table A12 Other Agencies

Agency	Issues Raised	Location in EA
DIPNR Freight Strategy and Planning Branch	No issues specific to the EIS Technical advice related to NSW Freight Strategy	Chapter 3
ARTC	No issues specific to the EIS Technical advice relating to rail operation	Chapter 4 and Chapter 8
NSW Heritage Office	Identified the need for a cultural landscape assessment	Chapter 15 and Appendix H
DEUS	No response to letter	
Sydney Water	No issues specific to the EIS. Technical advice relating to Cocks Creek Technical advice relating to water and sewerage services	Chapter 10 and Appendix D Chapter 4 and Appendix L
NSW State Emergency Services	No response to letter	