

Intermodal Logistics Centre at Enfield Environmental Assessment

CHAPTER 6

AUTHORITY CONSULTATION

■ October 2005

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6. Authority Consultation

This chapter provides an outline of the consultation processes and outcomes with State, Local and Commonwealth authorities and public and private utilities. It addresses the Director-General's requirements relating to:

- *The strategic planning context, namely consultation with the Department of Planning's Freight Strategy and Planning Branch in relation to the proposal's strategic implications within the context of the NSW Ports Growth Plan and Port Freight Plan;*
- *Issues raised by Government authorities at the Planning Focus Meeting held on 21 January 2005;*
- *Requirements of integrated approval bodies; and*
- *Consultation with Government authorities and service providers.*

Comments provided by various authorities were considered in the preparation of the Environmental Assessment (EA). These are outlined in Appendix A - Authority Consultation.

6.1 Introduction

Authority consultation comprised the following:

- Attendance at the Planning Focus Meeting (PFM), held on 21 January 2005 at the site of the proposed ILC;
- Request for and receipt of Director-General's requirements on 1 March 2005;
- Correspondence and/or meetings with relevant Government authorities and service providers throughout the preparation of the EA.

6.2 Planning Focus Meeting

The PFM was held in the former Administration Building on the site of the proposed Intermodal Logistics Centre (ILC) at Enfield on 21 January 2005.

Representatives from the following organisations were invited and attended (except where shown):

- Department of Infrastructure, Planning and Natural Resources (DIPNR), now the Department of Planning and the Department of Natural Resources;
- Department of Environment and Conservation (DEC);
- Ministry of Transport (did not attend);
- Roads and Traffic Authority (RTA);
- RailCorp;
- Premiers Department;
- Western Sydney Regional Organisation of Councils (WSROC) (did not attend);
- Strathfield Council;
- Bankstown Council;
- Burwood Council;

- Canterbury Council;
- Heritage Office (did not attend);
- Australian Rail Track Corporation (ARTC);
- NSW Health;
- Sydney Ports Corporation; and
- Sinclair Knight Merz.

Following the PFM, DoP provided a summary of issues raised at the PFM to be addressed in the EA. These issues and where in the EA they are considered are described in Appendix A – Authority Consultation.

6.3 Director-General's Requirements

This EA has been prepared in accordance with the requirements of the *Environmental Planning and Assessment Act, 1979* (EP&A Act) and the *Environmental Planning and Assessment Regulation, 2000* (EP&A Regulation). In preparing the EA, the requirements of the Director-General of DIPNR (now DoP) were sought. The Director-General's requirements were issued under Part 4 of the EP&A Act on 1 March 2005, and a copy of the letter is attached in Appendix A – Authority Consultation. The requirements have been adopted without amendment for the purposes of assessment under Part 3A.

The matters raised by the Director-General encompass the general matters raised by authorities and local councils formally and at the PFM. Each of the matters raised by the Director-General was addressed in the preparation of the EA. A summary of those issues and where they are addressed in the EA is provided in **Table 6-1**.

■ **Table 6-1: Summary of Director-General's Requirements**

KEY ISSUES	Location in EA
Strategic Context	
Strategic justification and scope: <ul style="list-style-type: none"> ■ description, location and objectives of development including details of on-site and off-site infrastructure ■ socio-economic and employment impacts ■ justification for the proposal taking into account container trade numbers at international, national and state levels, future trends in container origin/destination and intermodal capacity and demand ■ possible staging of the DA (eg light industry and commercial area). 	Chapter 4 Chapter 17, Chapter 22, Appendix J Chapter 3 Chapter 4
Strategic planning context: <ul style="list-style-type: none"> ■ in relation to NSW Ports Growth Plan and first stage of Port Freight Plan for Sydney ■ consultation with DIPNR's Freight Strategy and Planning Branch in relation to proposal's strategic implications within the context of PFP ■ address recommendations of the Milton Morris Report. 	Chapter 3 Chapter 6 Chapter 3

■ **Table 6-1: Summary of Director-General's Requirements**

KEY ISSUES	Location in EA
Issues of Key Environmental Planning Importance for EIS Preparation	
<p>Traffic and Transport. A traffic impact study is to consider local and regional impacts, especially due to the 24hour / 7day operation. The EIS must include:</p> <ul style="list-style-type: none"> ■ investigation into provision of segregated freight only traffic infrastructure and identification of potential corridors to alleviate amenity impacts in area ■ traffic generation and proposed traffic routes on arterial road networks and measures for avoiding residential areas and sensitive land uses. The assessment must include number of truck movements and timing, freight origin and destination, types of road transport likely to be used, capability of routes (road and intersection) to handle predicted increases in traffic ■ information on the "bulking" factor used ■ details of access to site for motor vehicles, pedestrians and cyclists, internal road arrangements, parking arrangements for cars and trucks ■ methods of addressing queuing issues ■ details of possible road infrastructure upgrades and timing including consultation with the RTA ■ risk impacts and proposed routes for dangerous goods transport (Route Evaluation Study as specified in SEPP 33) ■ likely impacts on residential areas including road safety measures for residents and employees ■ public transport arrangements, including location of bus stops ■ heavy vehicle management – scheduling of movements outside peak traffic flows, sensitive road users, potential damage to local road infrastructure, measures to rehabilitate the roads ■ amenity impacts on the surrounding area and measures to alleviate impacts ■ cumulative impacts, particularly with regard to other freight distribution facilities in the locality and potential cumulative mitigation measures. 	<p>Chapter 7, Appendix B</p> <p>Chapter 7, Appendix B</p> <p>Chapter 7, Appendix B</p> <p>Chapter 7, Appendix B</p> <p>Chapter 7, Appendix B Chapter 7, Appendix B Chapter 7, Appendix B</p> <p>Chapter 20, Appendix K</p> <p>Chapter 7, Appendix B</p> <p>Chapter 7, Appendix B Chapter 7, Appendix B</p> <p>Chapter 7, Appendix B</p> <p>Chapter 7, Appendix B</p>
<p>Rail issues. The EIS must include:</p> <ul style="list-style-type: none"> ■ forecasts of annual train movements including an estimated range of daily train movements using the ILC ■ evidence of consultation between SPC and RailCorp, particularly on rail linkages with the Metropolitan Freight Line and how the proposal would coordinate and integrate the ILC rail needs with the rest of the rail network including the Port Botany end ■ reference to IntePlan's Rail Study ■ details of design of rail sidings, capacity for longer trains and related rail infrastructure including accreditation requirements ■ mitigation measures to deal with the site's gradient. 	<p>Chapters 4, 8</p> <p>Chapter 6</p> <p>Chapter 8 Chapter 4</p> <p>Chapter 4</p>
<p>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 include:</p> <ul style="list-style-type: none"> ■ discussions on the noise assessment for the proposed upgrade of the freight line between the Botany yards and Cooks River which is outside the scope of the subject proposal ■ an assessment of 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 ■ assessment in accordance with the EPA's Industrial Noise Policy (2000). Reference must be made to ENCM and Environmental Criteria for Road Traffic Noise. 	<p>Chapter 11, Appendix E</p> <p>Chapter 11</p> <p>Chapter 11, Appendix E</p> <p>Chapter 11, Appendix E</p>

■ **Table 6-1: Summary of Director-General's Requirements**

KEY ISSUES	Location in EA
<p>Air quality, particularly with regard to dust emissions, vehicle emissions, greenhouse gas emissions and fugitive emissions of air pollutants on the existing air quality in the area and on any nearby residences and sensitive receptors. The EIS must:</p> <ul style="list-style-type: none"> ■ include cumulative air quality impacts ■ identify all potential air quality sources, including trucks and trains and must be carried out in accordance with the EPA's Approved methods and guidance for the modelling and assessment of air pollutants in NSW (2001) ■ include detailed measures to mitigate any impacts on the amenity of the surrounding area. 	Chapter 12, Appendix F
<p>Flora and Fauna impacts, including:</p> <ul style="list-style-type: none"> ■ possible impacts on vulnerable and threatened species listed under the <i>Threatened Species Conservation Act, 1995</i>, in particular the Green and Golden Bell Frog and the Dawny Wattle ■ consideration for the protection and rehabilitation of existing riparian vegetation adjacent to Coss Creek which may be affected by the proposed development. 	Chapter 13, Appendix G
Issues of Environmental Planning Importance for EIS Preparation	
<p>Heritage impacts:</p> <ul style="list-style-type: none"> ■ Heritage study ■ If relevant, assessment of potential impacts on items of indigenous cultural significance. This assessment to be undertaken in consultation with relevant Local Aboriginal group(s), in accordance with DEC guidelines. 	Chapter 15, Appendix H
<p>Water quality impacts:</p> <ul style="list-style-type: none"> ■ During construction and operational activities, particularly surface water discharges from the development including impacts from stormwater runoff to any receiving waters ■ Erosion and sediment control measures to be detailed ■ Effects of development on flooding regime or how it will be affected by flooding. 	Chapter 10, Appendix D
<p>Groundwater impacts:</p> <ul style="list-style-type: none"> ■ potential impacts on groundwater levels and quality 	Chapter 9, Appendix D
<p>Hazards and Risks:</p> <ul style="list-style-type: none"> ■ assess potential hazards on site to determine potential for off site impacts and any further requirements under SEPP 33 – Hazardous and Offensive Development ■ if proposal is potentially hazardous, a PHA is to be prepared in accordance with Hazardous Industry Planning Advisory Paper No 6 and Multi-Level Risk Assessment . 	Chapter 20, Appendix K
<p>Soil quality impacts:</p> <ul style="list-style-type: none"> ■ associated with construction and operation of the proposal ■ assessment on the potential for contaminated soils to be disturbed or relocated during excavation ■ measures to minimise the impacts on the surrounding environment in accordance with SEPP 55 – Remediation of Land. 	Chapter 9, Appendix C
<p>Waste management:</p> <ul style="list-style-type: none"> ■ methods for collection, storage, disposal and/or sustainable re-use of any solid or liquid wastes 	Chapter 19

■ **Table 6-1: Summary of Director-General's Requirements**

KEY ISSUES	Location in EA
<ul style="list-style-type: none"> methods for waste reduction, recycling or disposal, in accordance with EPA guideline: Assessment, classification and management of liquid and non-liquid waste. 	
<p>Water and energy use requirements:</p> <ul style="list-style-type: none"> Energy use information on sustainable use of resources and possible initiatives such as recycling of water. 	<p>Chapter 18</p> <p>Chapter 10 and Appendix D</p>
<p>Light spill impacts:</p> <ul style="list-style-type: none"> identification of residences/businesses most likely to be affected proposed management / mitigation measures. 	Chapter 16, Appendix I
<p>Visual impacts:</p> <ul style="list-style-type: none"> potential impacts on private residences and publicly accessible places proposed measures to reduce or screen impacts. 	Chapter 16, Appendix I
Other Important Issues	
<p>Statutory planning instruments:</p> <ul style="list-style-type: none"> SEPP 11 – Traffic Generating Developments SEPP 33 – Hazardous and Offensive Development SEPP 55 – Remediation of Land Draft SEPP 66 – Integration of land use and transport Draft Strathfield LEP 2003 – consistency of development with land use zonings Relevant DCPs prepared by Strathfield Council. 	Chapter 2
Healthy Rivers Commission – Independent Inquiry into the Georges River – Botany Bay System, Final Report, September 2001.	Chapter 10, Appendix D
Issues raised at the Planning Focus Meeting held 21 January 2005.	Chapter 6, Appendix A
Environmental Monitoring and Management	
Indicate how the environmental performance of the proposal would be monitored and managed during construction and operation.	Chapter 21
<p>Provide summary of commitments by Applicant in relation to environmental impact mitigation, management and monitoring. Statement to include:</p> <ul style="list-style-type: none"> measures to be implemented / applied scope of the measures timing of implementation / application of the measures. 	Chapter 21
State significant development	
Applicant to nominate contact person for public inquiries.	Chapter 5, Appendix A
Applicant to consult with community that is likely to be affected by the proposal. A report on consultation is to be submitted with the EIS, describing how the affected community was identified, consultation methods and key issues raised by the community.	Chapter 5, Appendix A

■ **Table 6-1: Summary of Director-General's Requirements**

KEY ISSUES	Location in EA
Integrated Approval Bodies	
As the development is undertaken by a Crown Authority, provisions of section 91 of the EP&A Act do not apply.	Not relevant
Where the proposal requires additional approvals that would otherwise be considered an integrated approval body, detailed requirements must be addressed in the EIS.	Chapter 2
Applicant must directly contact all agencies which are yet to provide their requirements and these requirements must be addressed in the EIS.	Chapter 6, Appendix A
Consultation	
<p>The following agencies should be consulted and comments taken into account in the preparation of the EIS:</p> <ul style="list-style-type: none"> ■ Strathfield Council ■ Bankstown Council ■ Canterbury Council ■ Burwood Council ■ Marrickville Council ■ RTA ■ RailCorp ■ DEC ■ ARTC ■ Department of Health ■ Department (Ministry) of Transport ■ NSW Heritage Office ■ Department of Energy and Utilities ■ Sydney Water ■ NSW Fire Brigades ■ NSW State Emergency Services ■ Relevant Community groups ■ Relevant local Aboriginal group(s) ■ Other relevant local, State and Commonwealth government authorities ■ Relevant service providers. 	Chapter 6, Appendix A
Commonwealth Approvals	
Matters of National Environmental Significance are to be considered and, if relevant, approval may be required from the Commonwealth Minister for the Environment under the provisions of the Commonwealth <i>Environment Protection and Biodiversity Conservation Act, 1999</i> .	Chapter 2

6.4 Consultation with Statutory Authorities

In compiling the Director-General's requirements, a number of Authorities were consulted and sought their input to the process. This input was attached to the Director-General's letter, and the Director-General also identified all Authorities she felt should be consulted and whose comments should be considered in the preparation of the EA. These Authorities were contacted during the preparation of the EA. **Table 6-2** identifies the consultation processes for each Authority. A full list of Authority

requirements is provided in Appendix A – Authority Consultation, along with that part of the EA wherein the comments were addressed.

Table 6-2: Summary of Authority Consultation

Authority	Consultation processes
DIPNR Freight Strategy and Planning Branch	Meeting held 8 April 2005
Strathfield Council*	Meeting held 16 March 2005; Letter received 15 April 2005. Meetings and telephone conversations held on specialist matters throughout the EA preparation. Invited to be part of traffic working group.
Bankstown Council*	Letter received with Director-General's letter. Meetings and telephone conversations held on specialist matters throughout the EA preparation. Invited to be part of traffic working group.
Canterbury Council*	Letter received 11 March 2005 Telephone conversations held on specialist matters throughout the EA preparation
Burwood Council*	Letter sent to Council 4 April 2005; Verbal response received 11 May 2005 Telephone conversations held on specialist matters throughout the EA preparation
Marrickville Council*	Letter sent to Council 4 April 2005; Response received 19 May 2005 Telephone conversations held on specialist matters throughout the EA preparation
RTA	Letter received with Director-General's letter; Meeting held 2 March 2005. Meetings and telephone conversations held on specialist matters throughout the EA preparation. Invited to be part of traffic working group.
RailCorp	Letter received with Director-General's letter; Meeting held 12 April 2005 Meetings and telephone conversations held on specialist matters throughout the EA preparation
DEC	Letter received with Director-General's letter; Meeting held 24 March 2005 Letters and telephone conversations exchanged on specialist matters throughout the EA preparation
ARTC	Meeting held 22 April 2005
NSW Health	Letter received with Director-General's letter; Meeting held 31 May 2005
Ministry of Transport	Meeting held 12 April 2005
NSW Heritage Office	Meeting held 24 May 2005; subsequent correspondence
DEUS	Letter sent 4 April 2005. Followed up by telephone. No response received
Sydney Water	Meetings and telephone conversations held on specialist matters (sewage, stormwater) throughout the EA preparation
NSW Fire Brigades	Letter sent 4 April 2005; Response received 12 May 2005
NSW State Emergency Services	Letter sent 4 April 2005; No response received
Commonwealth Department of Environment and Heritage	Letter sent 27 April; response received 5 May 2005
Metropolitan Local Aboriginal Land Council	Letter sent 4 April 2005; Followed up by telephone and response provided; No written response received
Services providers	Telephone and other interaction with all relevant utilities

* separate meetings have been held with the Mayors and General Managers of the Councils. These are addressed in Chapter 5 – Community Consultation