

MODIFICATION REPORT

MP05_0417 ENFIELD

INTERMODAL LOGISTICS

CENTRE (MOD 14)

*

23 MARCH 2018
FINAL
PREPARED FOR GOODMAN PROPERTY SERVICES PTY LTD

URBIS

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Project Code	SA6887
Report Number	Final Modification Report

TABLE OF CONTENTS

Statement of Validity.....	i
Executive Summary.....	iii
1. Introduction	1
1.1. Project Overview.....	1
1.2. Structure of the Report.....	2
1.3. Project Team.....	2
1.4. Secretary Environmental Assessment Requirements	2
2. Site and Surrounds	9
2.1. Background.....	9
2.2. Site Identification and Subdivision	9
2.3. Existing Development	10
2.4. Transport & Parking	12
2.4.1. Road Network	12
2.4.2. Parking.....	12
2.4.3. Public Transport.....	12
2.4.4. Freight Transport	13
2.5. Contamination.....	13
3. Project Application Approval MP05_0147	14
3.1. Part 3A Approval MP05_0147	14
3.2. Section 75W modifications to MP05_0147	14
4. The Proposed Modification	18
4.1. Project Need & Objectives	18
4.2. Modification to Operational Parameters	21
4.3. Evaluation of Alternatives	23
4.4. Conditions to be Modified	26
5. Community and Stakeholder Consultation	30
5.1. Community Consultation.....	30
5.2. Stakeholder Consultation.....	30
6. Statutory Context	32
6.1. Environmental Planning and Assessment Act 1979	32
6.2. State Environmental Planning Policy No 55 – Remediation of Land.....	32
6.3. State Environmental Planning Policy No 33 – Hazardous & Offensive Development	33
6.4. State Environmental Planning Policy (Infrastructure) 2007	33
6.5. Strathfield Local Environmental Plan 2003	33
6.5.1. Part 2 Permitted or Prohibited Development	33
6.5.2. Part 4 Principal development standards	34
6.5.3. Part 5 Miscellaneous provisions	34
6.5.4. Part 6 Additional Local Provisions	34
6.6. Other Approvals	34
7. Strategic Context	35
7.1. NSW Premier’s and State Priorities.....	35
7.2. A Plan for Growing Sydney 2014.....	35
7.3. Towards Our Greater Sydney 2056.....	36
7.4. Draft Greater Sydney Region Plan	36
7.5. Revised Draft Eastern City District Plan 2017	37

7.6.	NSW Long Term Transport Master Plan	38
7.7.	NSW Freight and Ports Strategy 2013	38
7.8.	NSW Draft Freight and Ports Plan	39
7.9.	NSW Ports' 30 Year Master Plan	40
8.	Environmental Assessment	42
8.1.	Traffic and Transport.....	42
8.1.1.	Parking Provision	42
8.1.2.	Traffic Generation	42
8.2.	Contamination.....	44
8.3.	Visual Assessment.....	44
8.4.	Air Quality	46
8.5.	Health and Safety	48
8.6.	Noise and Vibration.....	48
8.7.	Ecological Impacts.....	51
8.8.	Waste Management.....	52
8.9.	Water Quality & Stormwater Management	52
8.10.	Fill Importation	52
8.11.	General Environmental Risk Analysis.....	53
8.12.	Mitigation Measures.....	54
9.	Conclusion	56
	Disclaimer	57

Appendix A	Secretary's Environmental Assessment Requirments (SEARs)
Appendix B	Agency Responses
Appendix C	Consultation
Appendix D	Concept Masterplan
Appendix E	Traffic Impact Assessment
Appendix F	Contamination Advice
Appendix G	Visual Impact Assessment
Appendix H	Air Quality Assessment
Appendix I	Health & Safety
Appendix J	Noise Impact Assessment
Appendix K	Ecological Impact Assessment
Appendix L	Waste Management Plan
Appendix M	Civil Engineering Statements

FIGURES:

Figure 1 – Subject Site & Land Use Distribution.....	10
Figure 2 – Site Photos.....	11
Figure 3 – Road Hierarchy	12
Figure 4 – Proposed Masterplan	19
Figure 5 – Extent of proposed demolition (approximate).....	20
Figure 6 – Evolution of Concept Masterplan	25
Figure 7 – Eastern City District industrial and urban services land and freight assets.....	38
Figure 8 – Key Freight Destinations (NSW Freight and Ports Strategy 2013).....	39

Figure 9 – NSW Ports’ 30 Year Master Plan, Port Botany Container Forecast to 2046	41
Figure 10 – Key viewpoint locations and expected visual impacts	45
Figure 11 – Noise Sensitive Locations	49

PICTURES:

Picture 1 – Enfield ILC, aerial view looking south.....	11
Picture 2 – Enfield ILC, aerial view looking north	11
Picture 3 – Enfield ILC, aerial view looking south.....	11
Picture 4 – Concept Masterplan, Revision A, February 2017	26
Picture 5 – Concept Masterplan, Revision E, July 2017.....	26
Picture 6 – Concept Masterplan, Revision DA01(P3), January 2018	26
Picture 7 – Cooks River & Coxs Creek Flood Study, Design Flood Contours & Depths, 100 Year ARI	34

TABLES:

Table 1 – Project Team	2
Table 2 – Secretary’s Environmental Assessment Requirements	3
Table 3 – Schedule of modifications to MP05_0147	14
Table 4 – Summary of Proposed Precincts	20
Table 5 – Summary of Changes to Current Approval	21
Table 6 – Stakeholder Consultation	30
Table 7 – Car parking requirements (RMS Guide & DCP).....	42
Table 8 – Summary of Proposed Trip Generation & Proportion of Trucks.....	43
Table 9 – Comparison of Future Traffic Generation (Approved v. Proposed).....	43

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STATEMENT OF VALIDITY

This Modification Report has been prepared in accordance with Schedule 2 of the *Environmental Planning and Assessment Regulations 2000*.



Modification Report prepared by:	
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In respect of:	Goodman Property Services Pty Ltd

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In respect of:	Goodman Property Services Pty Ltd

Applicant and Land Details:	
Applicant:	Goodman Property Services Pty Ltd c/o Urbis Pty Ltd
Applicant Address:	Urbis Pty Ltd Level 23, Darling Park Tower 2, 201 Sussex Street Sydney NSW, 2000
Land to be developed:	Lots 1 - 23 DP 1183316.
Project:	Modification to built form parameters including site layout, building footprints and building heights consistent with a proposed masterplan. Modification to operational parameters within select lots to permit 24/7 operating hours, warehouse and distribution uses, and truck-to-truck freight movements for smaller sites with no direct interface with rail sidings.

We certify that the contents of the Modification Report, to the best of my knowledge, has been prepared as follows:

- In accordance with Schedule 2 of the *Environmental Planning and Assessment Regulations 2000*;
- In accordance with the requirements of the *Environmental Planning and Assessment Regulations 2000* and *Environmental Planning & Assessment Act 1979*;
- The statement contains all available information that is relevant to the environmental assessment of the proposed development; and
- The information contained in this report is neither false nor misleading.

Name:	Jacqueline Parker, Associate Director
Signature / Date:	 23/03/2018
Name:	Stacey McMasters, Consultant
Signature / Date:	 23/03/2018

EXECUTIVE SUMMARY

This submission has been prepared by Urbis on behalf of Goodman Property Services Pty Ltd (the Proponent) with respect to major project approval MP05_0147 (the Approval). The Approval was issued on 5 September 2007 under Part 3A of the Environmental Planning & Assessment Act 1979 (the Act) which granted development consent to the Enfield Intermodal Logistics Centre (the Enfield ILC).

The Enfield ILC includes the Enfield Intermodal Terminal (IMT), an existing warehouse and tarp shed, Southern Precinct, and 30 hectares of remaining developable land zoned IN1 General Industrial. The Approval included construction of seven warehouses with a total footprint area of 109,300 sqm.

It is important to note MOD 14 does not relate to the intermodal terminal, which is subject of a separate modification application (MOD 10) but to the warehousing and commercial precincts within the Enfield ILC. MOD 10 is currently on hold pending the determination of MOD 14 at which time the proponent will determine whether to proceed with MOD 10 in conjunction with the in-coming IMT operator.

MOD 14 seeks to modify the Approval to reflect the concept masterplan prepared by SBA Architects. This will entail a modification of built form parameters including site layout, road alignments and building footprints within the warehouse and commercial precincts to create 13 warehouses encompassing 125,630 sqm as well as approval to increase the building heights to a maximum of 13.7 metres. An estimated 52,425 cubic metres of imported fill is anticipated to be required to create level warehouse pads and minimise disturbance of contaminated materials.

Also proposed are modifications to operational parameters for select lots in response to market feedback received during consultation with potential tenants interested in leasing warehouse space, and using the rail service at Enfield ILC. There are currently six (6) tenants committed to Precincts C, F, and H with lease agreements executed subject to the approval of MOD 14 in a timely manner. These users import approximately 20-30 TEUs per month. It is likely that once the new IMP operator is operating at Enfield, these users will choose to use the IMP service as their preferred container transport service from Port Botany. However, these users have other freight movements that do not come from Port Botany, and accordingly these users need the option of using a truck to bring in these goods.

A detailed list of modifications sought to the built form and operational parameters is included at sections 4.1 and 4.2 of this report.

Feedback from prospective tenants reveals greater operational flexibility at the Enfield ILC is required to enable their relocation to the site. In summary these changes include permitting 24/7 operating hours, warehouse and distribution uses as well as truck-to-truck freight movements across select lots, consistent with similar developments such as the Moorebank IMT. Should MOD 14 be approved, NSW Ports will move to secure development approval to construct six (6) of the proposed new warehouses to accommodate these customers.

MOD 14 will provide operational flexibility and built form outcomes better suited to the needs of these and other future prospective tenants of the warehousing and commercial precincts. This will encourage the uptake of spare capacity at the Enfield ILC, facilitating the continued growth of freight volumes, ensuring the ongoing commercial viability of these precincts.

The proposal satisfies the relevant state and local statutory requirements and is consistent with the objects and strategies of the relevant strategic planning policies. In particular, the proposal is consistent with the objects of the Draft Greater Sydney Region Plan and Revised Draft Eastern City District Plan as it seeks to ensure the Enfield ILC grows to achieve its intended throughput of 300,000 TEUs, maximising its contribution to the efficient movement of Greater Sydney's growing container freight trade.

The proposal achieves a balanced approach to minimising the negative impacts of freight movements while supporting more efficient freight movements. The proposal also protects the existing freight corridor by maintaining an appropriate buffer to nearby residential areas and does not propose to enable encroachment by incompatible or sensitive uses.

Potential environmental impacts of the proposal upon surrounding urban uses in terms of traffic, contamination, visual impact, noise, waste or water quality have been assessed. As demonstrated by the technical studies prepared in support of this Modification Report, MOD 14 will generate no additional impacts beyond those already approved, subject to the implementation of mitigation measures recommended by the

studies. With respect to traffic impacts, it is noted that modifications sought under MOD 14 are anticipated to generate a modest reduction in traffic generation rates in both the AM and PM peak.

It is anticipated that potential impacts arising from MOD 14 can be managed via the existing conditions of approval with minor amendments as identified by this Modification Report.

1. INTRODUCTION

This submission has been prepared by Urbis on behalf of Goodman Property Services Pty Ltd (the Proponent) with respect to major project approval MP05_0147 (the Approval). The Approval was issued on 5 September 2007 under Part 3A of the Environmental Planning & Assessment Act 1979 (the Act) which granted development consent to the Enfield Intermodal Logistics Centre (the Enfield ILC).

This submission details a proposed modification (MOD 14) to the Approval pursuant to Section 75W of the Act, the operation of which is continued in respect of transitional Part 3A projects by Schedule 6A of the Act despite the repeal of Part 3A.

This Modification Report has been prepared in accordance with the requirements of Part 3A of the EP&A Act; it addresses the relevant requirements of the MOD14 SEARs; and presents recommendations for the consolidation of plans and conditions into Major Project Approval MP05_0147.

1.1. PROJECT OVERVIEW

The Enfield ILC includes the Enfield Intermodal Terminal (IMT), an existing warehouse and tarp shed, Southern Precinct, and 30 hectares of remaining developable industrial zoned land. The Approval included construction of seven warehouses with a total footprint area of 109,300 sqm.

The Enfield IMT facilitates transfer of freight cargo received by rail from Port Botany to trucks for distribution to markets in inner and mid-western Sydney, or by rail to regional and / or interstate destinations. Containers (measured in twenty-foot equivalent units - TEUs) received for distribution throughout Sydney are either transported to off-site importers via articulated truck or processed on-site with their contents then distributed via light truck to their end destination. The Enfield IMT has approval to handle up to 300,000 TEUs per annum but currently operates with a throughput of approximately 50,000 TEUs per annum.

It is important to note MOD 14 does not relate to the intermodal terminal, which is subject of a separate modification application (MOD 10) but to the warehousing and commercial precincts within the Enfield ILC. MOD 10 is currently on hold pending the determination of MOD 14 at which time the proponent will determine whether to proceed with MOD 10 in conjunction with the in-coming IMT operator.

A key objective of this modification, MOD 14, is to provide operational flexibility and built form outcomes better suited to the needs of prospective tenants and operators of the warehousing and commercial precincts of the Enfield ILC. These outcomes will cater for those instances where the rail service may not be available or economically beneficial to customers at the estate by permitting truck-truck operations for customers with low TEU movements. This will encourage the uptake of spare capacity at the Enfield ILC, facilitating the continued growth of container volumes and ensuring the commercial viability of the intermodal terminal. The long-term objective is to ensure rail freight volumes grow such that rails becomes the predominant transport mode across the Enfield ILC.

MOD 14 seeks to modify the Approval to reflect the amended concept masterplan. This will entail a modification of built form parameters including modifications to site layout and approved building footprints to create 13 buildings encompassing 125,630 sqm as well as approval to increase the building heights to a maximum of 13.7 metres. An estimated 52,425 cubic metres of imported fill is anticipated to be required to facilitate the bulk earthworks proposed under the modified masterplan. A summary of the built form changes requested are detailed within Table 2.

Also proposed are modifications to operational parameters within select lots in response to market feedback received during consultation with potential tenants interested in leasing warehouse space, and using the rail service at Enfield ILC. Feedback from four (4) tenants committed to Precincts C and F as well as the broader market suggests that greater flexibility is required for the Enfield ILC to be a viable freight solution for prospective operators. A summary of the operational changes requested are detailed within Table 3. In summary these include:

- Extend 24/7 operating hours;
- Permit warehouse and distribution uses; and
- Allow truck-to-truck freight movements for smaller sites with no direct interface with intermodal Terminal rail sidings.

It is anticipated that potential impacts arising from MOD 14 can be managed via the existing conditions of approval with minor amendments as identified by this Modification Report.

1.2. STRUCTURE OF THE REPORT

This Modification Report comprises the following sections:

Section 2 – Site and Surrounds: Provides a description of the subject site and locality.

Section 3 – Background and Historical Approvals: Provides an overview of the relevant approval history of the site

Section 4 – The Proposed Modification: Provides a description of the proposed modification.

Section 5 – Community and Stakeholder Engagement: Describes the consultation undertaken with the relevant government agencies and community groups.

Section 6 – Statutory Context: Provides a detailed review of the proposal against the State and local planning framework.

Section 7 – Strategic Context: Provides a detailed review of the proposal against the State and local strategic policies.

Section 8 – Environmental Assessment: Provides an in-depth assessment of the existing environment, the potential impact, and the mitigation measures proposed. This section also includes an assessment of the cumulative and limited environmental impacts.

Section 9 – Conclusion

1.3. PROJECT TEAM

An expert project team has been formed to deliver the project and includes:

Table 1 – Project Team

Expertise	Consultant
Proponent	Goodman Property Services Pty Ltd
Urban Planner	Urbis
Architect	SBA Architects
Visual Assessment	Clouston Associates
Traffic Engineer	Ason Group
Acoustic Engineer	SLR Consulting
Waste Management	SLR Consulting
Air Quality	SLR Consulting
Ecologist	Biosphere Environmental Consultants
Contamination	Coffey
Civil Engineer	AT&L Associates

1.4. SECRETARY ENVIRONMENTAL ASSESSMENT REQUIREMENTS

Pursuant to Clause 3, Schedule 2 of the Environmental Planning and Assessment Regulation 2000, Urbis made a request on 07 September 2017 on behalf of the Proponent for Secretary's Environmental

Assessment Requirements (SEARs) in relation to the modification of MP0_0147. SEARs for Modification 14 were issued by the Department on 09 November 2017.

The SEARs requirements are addressed within this Modification Report (see **Table 2** below). The SEARs and agency responses are included in full at **Appendix A** and **Appendix B** respectively.

Table 2 – Secretary’s Environmental Assessment Requirements

Requirement	Comment
A. GENERAL REQUIREMENTS	
The Modification Report must:	
<ul style="list-style-type: none"> include an executive summary; 	Addressed in the Executive Summary
<ul style="list-style-type: none"> a description of the project, including all components and activities required to construct and operate it; 	Addressed in Section 4
<ul style="list-style-type: none"> a statement of the strategic need for the project and relevant government policy; 	Addressed in Section 4 and Section 7
<ul style="list-style-type: none"> the identification and assessment of key issues and statement of the outcome(s) the proponent will achieve for each key issue; 	Addressed in Section 8
<ul style="list-style-type: none"> a description of how alternatives to and options within the project were analysed to inform the selection of the preferred alternative/option. The description must contain sufficient detail to enable an understanding of why the preferred alternative to and option(s) within the project were selected; 	Addressed in Section 4
<ul style="list-style-type: none"> assess consistency of the impacts of the proposal with the Enfield Intermodal Logistics Centre project approval MP05_0147 (including the construction, operation and staging of the proposal) and provide an assessment of the environmental impacts that are inconsistent with the approved project, with particular focus on the key assessment requirements specified below; 	Addressed in Section 8.11
<ul style="list-style-type: none"> measures to avoid, minimise or offset impacts must be linked to the impact(s) they treat, so it is clear which measures will be applied to each impact; 	Addressed in Section 8
<ul style="list-style-type: none"> consideration of the interactions between measures proposed to avoid or minimise impact(s), between impacts themselves and between measures and impacts; 	Addressed in Section 8
<ul style="list-style-type: none"> discuss the statutory context of the project as a whole, including how the project meets the provisions of the EP&A Act and Regulation, and a list of any approvals that must be obtained under any other Act or law before the project may be lawfully carried out; 	Addressed in Section 6

Requirement	Comment
<ul style="list-style-type: none"> include relevant project plans, drawings, diagrams, in an electronic format that enables integration with mapping and other technical software; and 	Addressed by .DWG file provided separately (USB)
<ul style="list-style-type: none"> include certification by the author of the Modification Report that the Modification Report complies with these Secretary's Environmental Assessment Requirements and contains all available information that is relevant to the environmental assessment of the proposal, and that the information contained in the Modification Report is neither false or misleading. 	Addressed in Statement of Validity
<p>B. KEY ISSUES</p>	
<p>The Modification Report must include the following:</p>	
<p>Traffic and transport - including but not limited to:</p> <ul style="list-style-type: none"> An assessment of construction and operational traffic (vehicle, pedestrian, bus services, train operation and cyclists) impacts, including but not necessarily limited to: <ul style="list-style-type: none"> a) a considered approach to route identification and scheduling of transport movements; b) the number, frequency and size of construction related vehicles (passenger, commercial and heavy vehicles, including spoil management movements and track machines); c) the nature of existing traffic (types and number of movements) on construction access routes (including consideration of peak traffic times and sensitive road users and parking arrangements) and assessment of traffic impacts on these routes including identifying traffic management measures to mitigate any issues; d) construction worker parking; e) provisions proposed to ensure safe access and egress to/from the classified road network; f) the nature of any train paths (types and number of movements) and potential impact to these train paths due to additional track possession requirements; and g) the need to close, divert or otherwise reconfigure elements of the road and cycle network associated with construction of the project; and An assessment (and modelling) of the operational transport impacts of the project for both road and rail in accordance with the Roads and Maritime Services (formerly RTA) Guide to Traffic Generating Developments, including: 	<p>Addressed in Section 8.1</p> <p>See also Appendix E</p>

Requirement	Comment
<ul style="list-style-type: none"> a) existing and forecast travel demand and traffic volumes for the project (road and rail); b) assessment of rail transport movements, including the number and frequency of train movements and potential conflicts with current rail traffic; c) consideration of cumulative traffic impacts and the effect of likely and target modal splits (including maximization of rail haulage); d) performance of key interchanges and intersections by undertaking a level of service analysis at key locations; e) wider transport interactions (including assessment of impacts on local roads, cycling, public and freight transport and the broader NSW rail network); f) details of design of additional rail sidings (if implemented) and related infrastructure, including any accreditation requirements; g) risk impacts and proposed routes for any dangerous goods transport must be identified in the EIS, unless identified and consistent with current approval and h) identification of traffic and transport measures to mitigate any impacts, including clear details of any road and rail infrastructure upgrades, particularly at the entrance to the site and at any road/rail interfaces; and i) justification for use of road movements to the site; and details of progression from road to rail movements; and j) consideration of existing approved, and current proposals for modification to, operations under the Enfield Logistics Centre project approval MP05_0147. 	
<p>Contamination - including but not limited to:</p> <ul style="list-style-type: none"> • An assessment of any soil and groundwater contamination, and demonstrate that the site is suitable for the proposed use in accordance with SEPP 55 	<p>Addressed in Section 8.2</p> <p>See also Appendix F</p>
<p>Visual assessment - including but not limited to:</p> <ul style="list-style-type: none"> • an assessment of the impacts of the project on visual amenity of the surrounding areas and include photomontages taken from potentially affected neighbouring residences likely to experience a high level of visual impact as well as from significant public view points; and 	<p>Addressed in Section 8.3</p> <p>See also Appendix G</p>

Requirement	Comment
<ul style="list-style-type: none"> • details of any proposed visual amenity mitigation and management measures proposed. 	
<p>Air quality - including:</p> <ul style="list-style-type: none"> • a description of all potential sources of air and odour emissions during construction and operation, and • an air quality impact assessment in accordance with relevant Environment Protection Authority guidelines, specifically the ability to comply with the <i>Protection of the Environment Operations Act 1997</i> and the <i>Protection of the Environment Operations (Clean Air) Regulation (2010)</i>. 	<p>Addressed in Section 8.4</p> <p>See also Appendix H</p>
<p>Health and safety - including:</p> <ul style="list-style-type: none"> • assess the potential health impacts of the project during construction and operational works in accordance with current guidelines, including <i>Environmental Health Risk Assessment, Guidelines for Assessing Human Health Risks from Environmental Hazards</i> (enHealth, 2012); and assessment of the potential health impacts of the project, in accordance with the current guidelines. 	<p>Addressed in Section 8.5</p> <p>See also Appendix I</p>
<p>Noise and vibration - including:</p> <ul style="list-style-type: none"> • assessment of construction and operational noise and vibration impacts in accordance with relevant NSW noise and vibration guidelines. The assessment must include consideration to sensitive receivers including residential premises, consideration of sleep disturbance and, as relevant, the characteristics of noise and vibration (e.g. low frequency noise); and • the assessment should be conducted in accordance with, but not limited to, <i>Assessing Vibration: a technical guideline</i> (DEC 2006), <i>Interim Construction Noise Guideline</i> (DECCW, 2009), <i>Rail Infrastructure Noise Guideline</i> (EPA, 2013), <i>NSW Road Noise Policy</i> (DECCW, 2011), <i>Noise Policy for Industry</i> (EPA, 2017), <i>Development Near Rail Corridors and Busy Roads - Interim Guideline</i> (DoP, 2008), and any other relevant guidance. 	<p>Addressed in Section 8.6</p> <p>See also Appendix J</p>
<p>Protected and sensitive lands - including:</p> <ul style="list-style-type: none"> • assessment of the impacts on the frog pond habitat and surrounding ecological zones of any construction works associated with the project and impacts from the increase of truck movements. 	<p>Addressed in Section 8.7</p> <p>See also Appendix K</p>
<p>Waste - including:</p> <ul style="list-style-type: none"> • assess predicted waste generated from the project during construction and operation, including: 	<p>Addressed in Section 8.8</p> <p>See also Appendix L</p>

Requirement	Comment
<ul style="list-style-type: none"> • classification of the waste in accordance with the current guidelines; • estimates/details of the quantity of each classification of waste to be generated during the construction of the project, including bulk earthworks and spoil balance; • handling of waste including measures to facilitate segregation and prevent cross contamination; • management of waste including estimated location and volume of stockpiles; • waste minimisation and reuse; • lawful recycling or disposal locations for each type of waste; and • contingencies for the above, including managing unexpected waste volumes. • assess potential environmental impacts from the excavation, handling, storage on site and transport of the waste particularly with relation to sediment leachate control, noise and dust. 	
<p>Water - identify whether the change of use and/or construction works will impact on water quality and/or the hydrological regime, and that the findings are consistent with the project approval MP05_0147.</p>	<p>Addressed in Section 8.9</p> <p>See also Appendix M</p>
<p>General environmental risk analysis - Notwithstanding the above key assessment requirements, the Modification Report must include an environmental risk analysis to identify potential environmental impacts associated with the project (construction and operation), proposed mitigation measures and potentially significant residual environmental impacts after the application of proposed mitigation measures that are not consistent with the Enfield Intermodal Logistics Centre project approval MP05_0147.</p> <p>Where additional environmental impacts are identified through this environmental risk analysis, an appropriately detailed impact assessment of these additional key environmental impacts must be included in the Modification Report.</p>	<p>Addressed in Section 8.11</p>
<p>C. Consultation</p>	
<p>During the preparation of the Modification Report, you must consult with the relevant local, State and Commonwealth Government authorities, service providers, community groups and affected landowners. In particular, you should consult with the:</p> <ul style="list-style-type: none"> • Office of Environment and Heritage, 	<p>Addressed in Section 5.</p> <p>See also Appendix C.</p>

Requirement	Comment
<ul style="list-style-type: none"> • Roads and Maritime Services, • Transport for NSW, and • the Australian Rail Track Corporation, • Department of Health, • Fire and Rescue NSW and State Emergency Service, • Strathfield, City of Canterbury Bankstown, Burwood and Inner West Councils, and • the local community and Aboriginal groups. <p>The Modification Report must describe the consultation process and the issues raised, and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation should be provided.</p>	

2. SITE AND SURROUNDS

2.1. BACKGROUND

The Enfield ILC site was first developed in 1916 as a steam locomotive depot known as the Enfield Marshalling Yards to support the Clyde Yard in Auburn, which had reached capacity. The Yard's operation as a depot ended in 1993. The western edge of the site was subsequently redeveloped as a new marshalling yard, owned by RailCorp and operated by Pacific National. The then Sydney Ports Corporation purchased the balance of the vacant land progressively between 2001 and 2003. NSW Ports purchased the 99-year lease for the Enfield ILC in 2013 along with Port Botany, Port Kembla, and the Cooks River Intermodal Terminal.

Following the Approval of the Enfield ILC in 2007, early works commenced. Completed works include a 200-metre bridge, noise walls, rail sidings and asphalt paving to the intermodal terminal area, construction of frog ponds, completion of internal roads and infrastructure; including the installation of mains power, sewer, and water to the site – all concluded in late 2013.

However, despite approval for the erection of seven warehouses with a total footprint area of 109,300 sqm, none have been developed. Feedback obtained via industry consultation suggests that users require further operational flexibility to allow the Approval to be fulfilled. A central requirement is the need to permit truck-to-truck movements so that small users (with very low TEU movements) have an economical freight transport solution, and larger users can guarantee business continuity for their customers in cases where the rail service is down, or not operating as planned. Without this type of service availability at the site, users will be unable to guarantee business continuity to their clients. Hence potential tenants will not lease the warehouses, and available TEU movement at the site will not be realised.

A summary of past modifications sought in relation to the Enfield ILC is provided as Section 3.2.

2.2. SITE IDENTIFICATION AND SUBDIVISION

The Enfield ILC has the legal description Lots 1 - 23 DP 1183316.

The Enfield ILC site is located within Strathfield South on the land generally bound by Cosgrove Road to the east, Punchbowl Road to the south, the Enfield Marshalling Yards to the west and Roberts Road to the north.

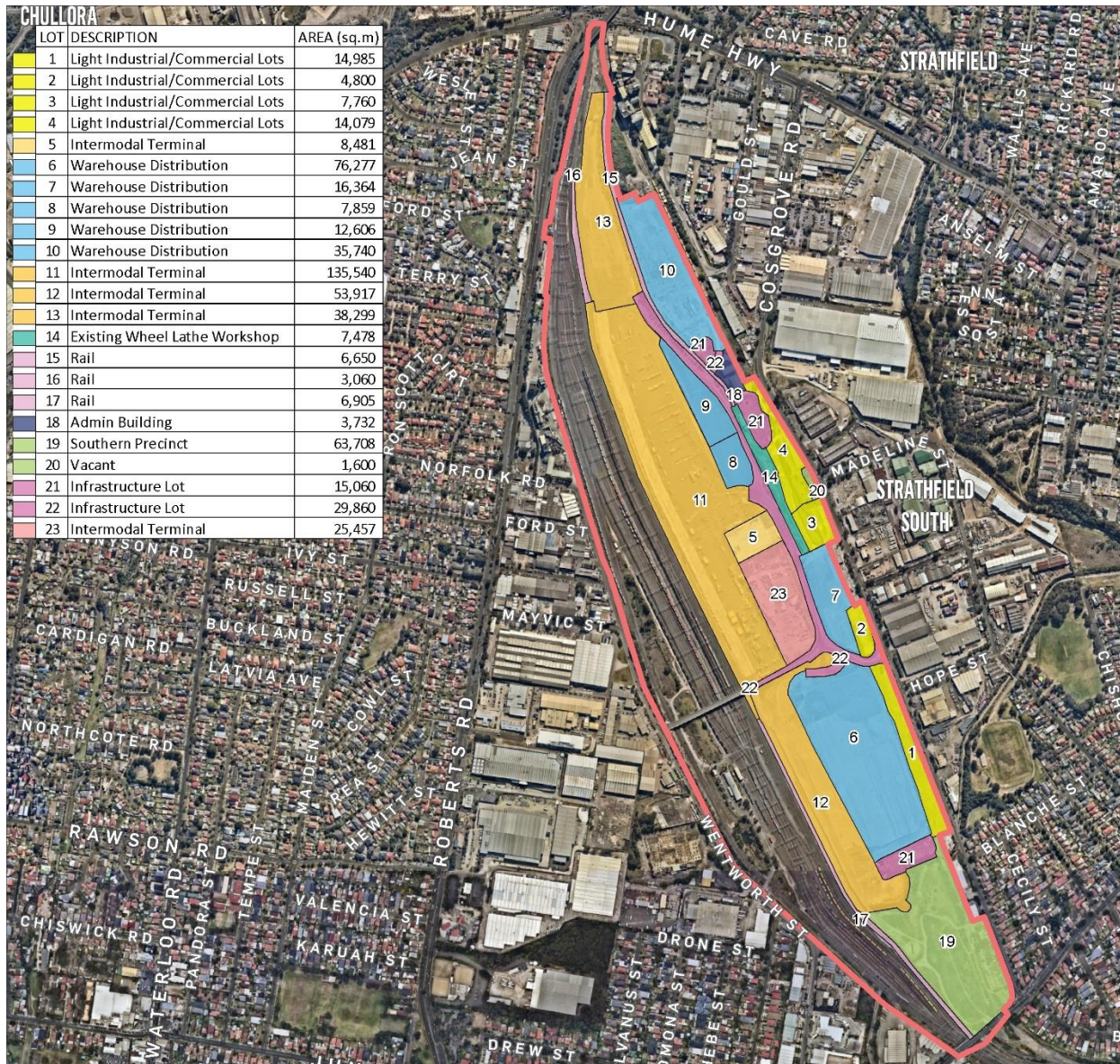
The Enfield ILC is approximately 15 kilometres from the Sydney Central Business District by road and 18 kilometres from Port Botany by rail. It covers an area of approximately 60 hectares and is approximately 0.5km in width and over 2 km in length.

The site is surrounded by the suburbs of Greenacre and Chullora to the west, Belfield to the south, Rookwood to the north and South Strathfield to the east.

The Enfield ILC site is generally bound by the following uses:

- West: The New Enfield Marshalling Yard, railway line and rail siding and existing industrial development further to the west of Wentworth Street;
- East: Cosgrove Road and existing industrial development further to the east; and
- North and South: Existing residential land on either side of Punchbowl Road to the south and to the north-west.

Figure 1 – Subject Site & Land Use Distribution



2.3. EXISTING DEVELOPMENT

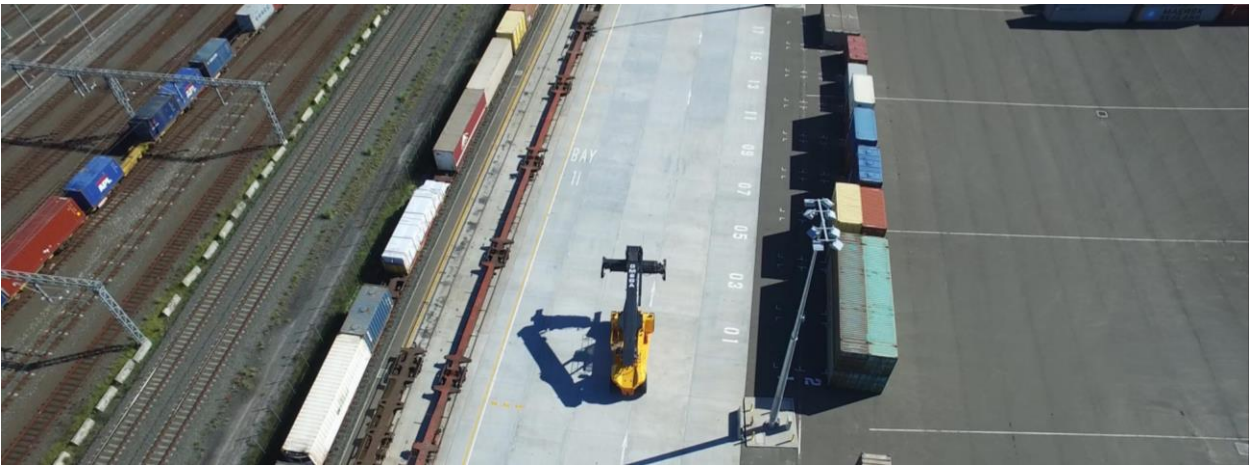
The Enfield ILC will be one of the largest dedicated rail based intermodal logistics centres in NSW once fully developed. It is noted that the site is yet to be developed in accordance with the Approval with only a single warehouse existing on site, which predates the Approval. Empty container storage facilities are also yet to be constructed. In brief, existing development on the site comprises:

- Intermodal Terminal for the loading and unloading of containers between road and rail and short term storage of containers;
- A single warehouse for the packing and unpacking of containers and short-term storage of cargo for distribution by light truck;
- Southern Precinct - a Community and Ecological Area, which provides habitat for the Green and Golden Bell Frog and serves as a buffer between operations on the site and residences to the south. This area includes the Tarpaulin Factory (Tarp Shed);
- Off-site works comprising a road bridge over the existing New Enfield Marshalling Yard; and
- Locomotive workshop known as the Wheel Lathe.

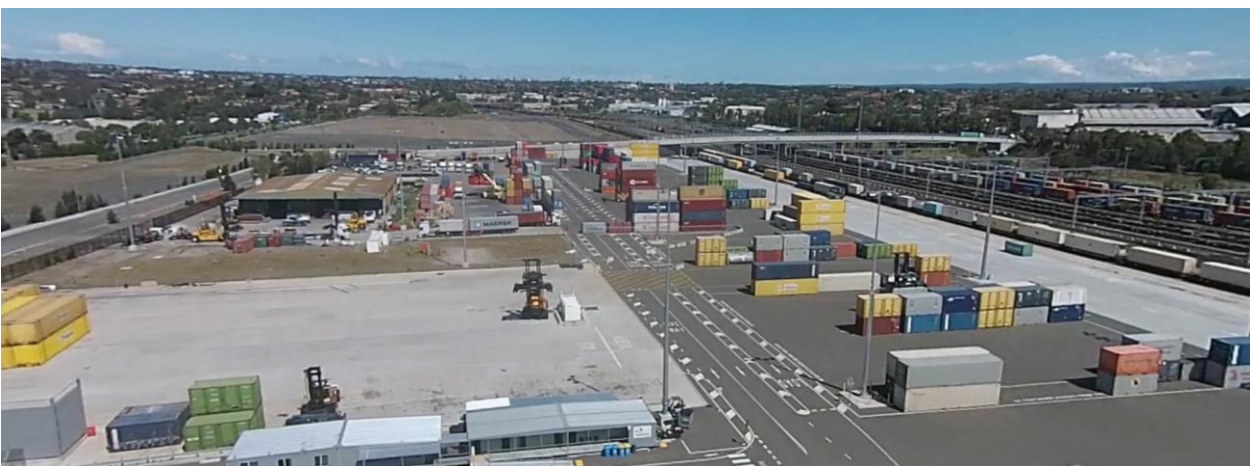
Figure 2 – Site Photos



Picture 1 – Enfield ILC, aerial view looking south



Picture 2 – Enfield ILC, aerial view looking north



Picture 3 – Enfield ILC, aerial view looking south

Source: NSW Ports

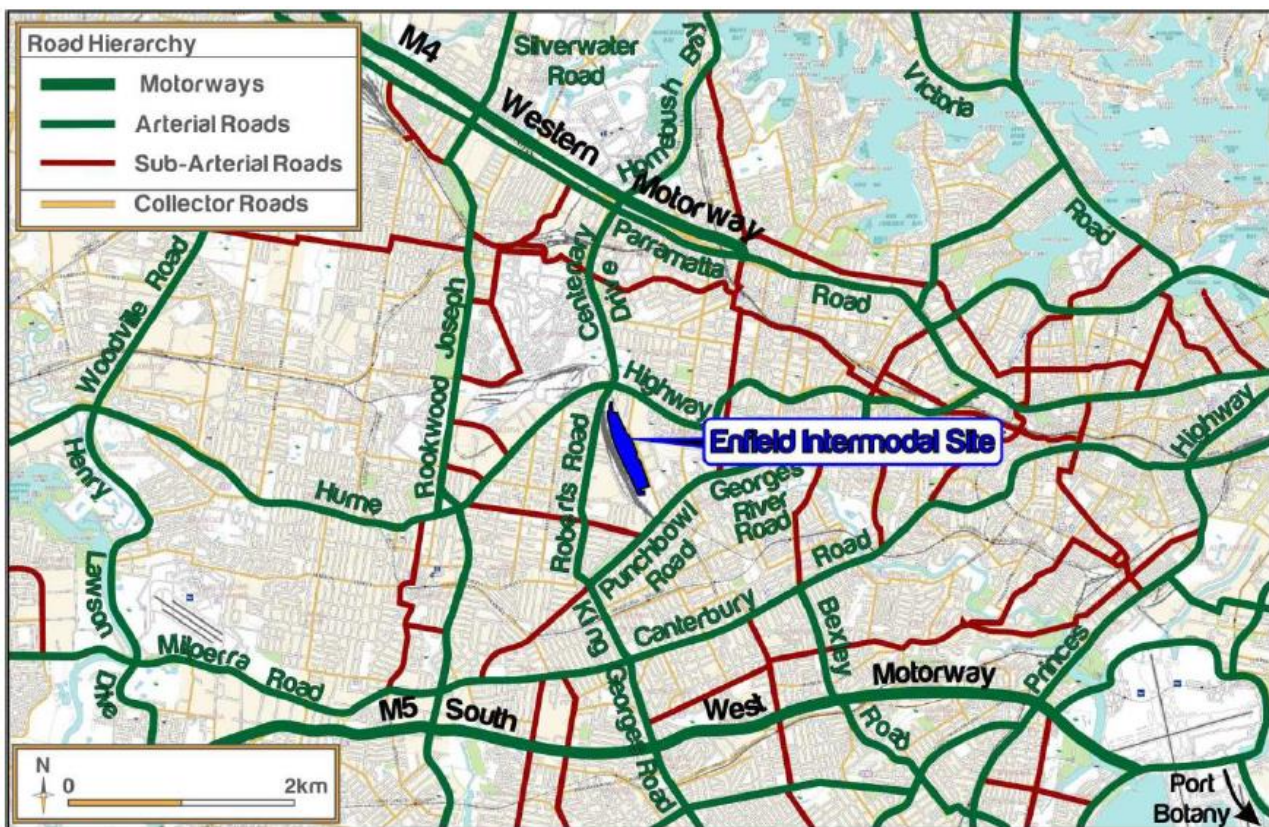
2.4. TRANSPORT & PARKING

2.4.1. Road Network

The surrounding road network comprises a combination of classified, regional and local roads. Major routes such as the Hume Highway (53,000 vehicles per day), Roberts Road (44,000 vehicles per day), and Punchbowl Road (26,900 vehicles per day) provide arterial functions for the Sydney network. The site is currently accessed via Mainline Road from Wentworth Street, both local roads, and Turnout Drive from Cosgrove Road, a local and an unclassified regional road respectively.

SIDRA Intersection modelling of the performance of key intersections that provide access between the site and the road network finds that the existing level of service for these key intersections ranges between satisfactory (level of service C) and good with acceptable delays and spare capacity (level of service B) except for the intersection of Roberts Road and Norfolk Road. The baseline performance of this intersection is level of service F. As detailed in the traffic impact assessment prepared by Ason Group, the proposal will have a negligible impact upon the performance of this intersection, largely offset by reduced light vehicle movement numbers.

Figure 3 – Road Hierarchy



Source: Ason Group

2.4.2. Parking

Approved on the site are 300 parking facilities and loading bays for the operational areas associated with the ILC and 212 parking facilities and loading bays for the light industrial/commercial area.

2.4.3. Public Transport

The site has poor access to public transport services with the nearest commuter railway station, Belmore, located at a distance of 2.3 kilometres from the site and the nearest bus stops at Punchbowl Road greater than 400 metres walking distance. There are no cycle routes in close proximity to the site.

This level of existing access is reflected in the mode share for persons employed within the locality. Only a small proportion of employees (7%) within the locality cycle or use public transport for travel to/ from the precinct.

2.4.4. Freight Transport

The Enfield ILC is located within the Metropolitan Freight Network, a dedicated freight line which runs between Port Botany, adjacent to the site, and toward Sefton Junction. The MFN operates 24 hours a day without interruption from passenger rail services.

2.5. CONTAMINATION

Assessment and remediation has previously been undertaken at the site, following which Site Audit Statements (SAS) were issued by a NSW EPA Accredited Auditor Graeme Nyland of ENVIRON (now Rambol) for majority of the lots comprising the site. A SAS was issued for:

- Lots 5, 11, 12, 13, 16, 17 and 23 in December 2013 subject to compliance with the relevant management plans;
- Lots 6, 8, 9, 10 and part of lot 22 in August 2014 subject to compliance with the relevant management plans;
- Part lot 22 in October 2014 subject to compliance with the relevant management plans;
- Lot 7, 18 and Part of Lots 22 and 24 in November 2014 subject to compliance with the relevant management plans; and
- Part lot 19 in May 2016 subject to compliance with the relevant management plans.

The relevant SASs can be accessed via the following link:

<https://www.nswports.com.au/community-and-environment-hub/project-compliance/enfield/>

SASs have not been issued for Lots 1 – 4 and 19-20. However, a SAS is required to be prepared prior to development of these lots in accordance with the existing Terms of Approval.

An assessment of the impacts of this Modification in relation to contamination is included in Section 8 of this Modification Report.

3. PROJECT APPLICATION APPROVAL MP05_0147

3.1. PART 3A APPROVAL MP05_0147

A project application under Part 3A of the EP&A Act for the construction and operation of the Enfield ILC was submitted to the then Department of Planning in December 2005. The proposal involved the following key elements:

- *demolition, relocation or removal of former railway buildings and structures;*
- *earthworks and drainage including the levelling of the site, formation of landscape mounds and detention basins and removal of unsuitable materials, as required;*
- *construction and operation of:*
 - *an intermodal terminal for the loading and unloading of containers between road and rail and the short-term storage of containers, with a capacity to handle 300,000 TEU per annum;*
 - *rail sidings, railway lines and associated works to connect to the existing freight line;*
 - *warehousing for the packing and unpacking of containers and the short-term storage of cargo;*
 - *empty container storage facilities, for the storage of empty containers to be later packed or transferred back to the port by rail;*
 - *light industrial/commercial area fronting Cosgrove Road complementary to operations at the site;*
 - *access works including the construction of a road bridge over the new marshalling yards for access to Wentworth Street and an upgrade of the entrance to the site from Cosgrove Road; and*
 - *internal roads, administration buildings, diesel and LPG storage and fuelling facilities, container wash down area, vehicle maintenance shed, and installation of site services (all utilities, stormwater and sewerage).*

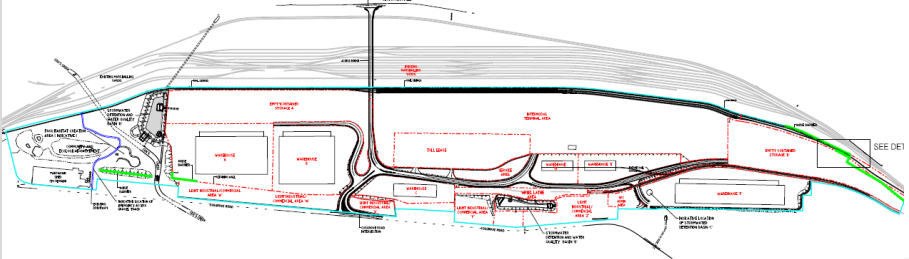
On 5 September 2007, the then Minister for Planning granted approval of the project under Section 75J of the Act (MP05_0147).

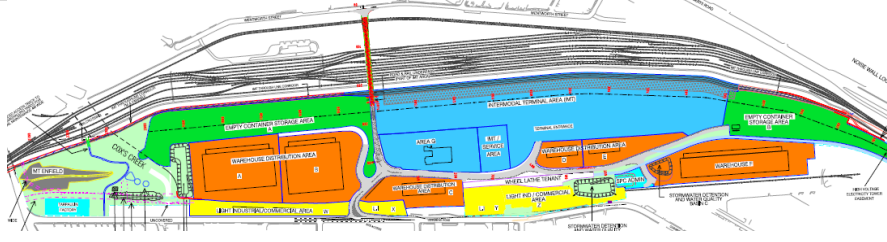

3.2. SECTION 75W MODIFICATIONS TO MP05_0147


The Approval has been modified on eight occasions. These modifications are summarised in Table 1 below:

Table 3 – Schedule of modifications to MP05_0147

Approval No.	Modifications	Approval
MP05_0147 MOD1	Amend condition 3.2 relating to construction dust monitoring	07.10.08
MP05_0147 MOD2	Amendment to conditions 1.1, 1.2, 1.3A, and 2.43 to enable staged construction and operation and modified timing of submission of Site Audit Statements.	30.03.09
MP05_0147 MOD3	Replace approved warehouse with a car load/unload facility.	Withdrawn
MP05_0147 MOD4	Update to conditions relating to: <ul style="list-style-type: none"> • noise walls, 	27.05.10

Approval No.	Modifications	Approval
	<ul style="list-style-type: none"> • internal roads, • stormwater detention, and • development areas and site layout. 	
MP05_0147 MOD5	<p>Relocation and reuse of unsuitable material to the southern part of the site known as Mount Enfield. While previous approval enabled movement of 37,000m³ of material, MOD 5 sought 60,000m³. This approval removes approximately 8K truck movements from the road and provides additional fill material raising Mt Enfield, improving visual amenity.</p>	10.11.11
MP05_0147 MOD6	<p>Inclusion of the former Toll Lease Area within the project site, adjustments to site layout, subdivision and changes to meteorological monitoring.</p> <ul style="list-style-type: none"> • The former Toll site (area G) proposed for use either as part of the Intermodal Terminal Area or as Warehousing. • Site layout adjustments include: <ul style="list-style-type: none"> - Changes in the layout of the Light Industrial Commercial (LIC) Area and buildings, including an approximate 5% increase in the maximum gross floor area and a reduction of the setback distance of LIC area W from 10m to 8m - Relocation of Stormwater Detention Basins B and D to allow a more efficient use of the existing site topography conditions and reduce cut and fill requirements during construction. - Adjustments in the layout of the Service Area, Intermodal Terminal and Empty containers Storage Area A. - Adjustments to the layout of the noise walls to take into account the precinct layout changes and operational conditions. • Amendment to subdivision layout. • Changes to Condition 2.4(b) and 2.20, 3.1 to provide flexibility with the requirement to close off the median strip on the Hume Highway at Como Road, Greenacre, and in the use of the project's meteorological station. 	12.12.12

Approval No.	Modifications	Approval
		
MP05_0147 MOD7	Modify the subdivision of the ILC site.	Withdrawn
MP05_0147 MOD8	Amendment of the subdivision layout into 23 allotments to facilitate commercial leasing as shown. 	27.11.13
MP05_0147 MOD9	Application for the proposed use of Site F to accommodate the Aglink Global development is for an intermodal agricultural and forestry commodities storage and handling facility. The operation of this use includes: <ul style="list-style-type: none"> • Grain pits for the unloading of grain. • Two garner bins at approximately 50 metric tonne (mt) each. • Dual container loading areas. • Transfer elevator tower with transfer drag at a maximum height of 26 metres. • A total of 22 grain silos as, with a total footprint for silos will be approximately 6,300sqm (based on 105m x 60m). • A small warehouse of approximately 5,525sqm (based on dimensions of 85m L x 65m W x 18m H). • Two storey demountable ancillary office space. • Twelve parking spaces for employees. • Rail spur and rail hopper will be constructed on Site F from the existing rail line to the north of the site within Enfield ILC. This will be subject to future feasibility and demand. 	SEARS issued
MP05_0147 MOD10	Amendment to freight-related operational activities within the intermodal terminal . Seeks to add additional freight-related operational activities within	Assessment on hold

Approval No.	Modifications	Approval
	<p>the intermodal terminal area including the empty container storage areas (Areas A and B on Lots 12 and 13).</p> <p>To facilitate rail throughput, the modification also proposes to allow for rail to rail container handling with containers being handled, stored, packed / unpacked within the intermodal terminal area for transportation to Port Botany or other areas (regional and interstate).</p>	
<p>MP05_0147 MOD11</p>	<p>Establish an additional warehouse (Warehouse G) in the southern portion of Area G (Lot 23). The warehouse footprint would fall partially within the area known as the former 'Toll Lease Area' site. Key aspects of the proposal include:</p> <ul style="list-style-type: none"> • construction of a warehouse including a workshop, wash bay, office, and ancillary staff amenities with a building footprint of approximately 3,300 sqm; • minor excavation work undertaken for the installation of services and footings; • provision of a staff parking area; and • a new crossover from Mainline Road to separate light vehicle and existing heavy vehicle movements accessing the area; and • associated removal of two trees and additional landscaping. 	<p>08.02.17</p>
<p>MP05_0147 MOD12</p>	<p>Approval to extend two existing rail sidings and an existing office building.</p> <p>The modification seeks to improve the operation of the terminal by enabling trains to access the site while the main through rail line is in use. It would also provide a wagon storage area for pre-loaded and out of service rail wagons. The extension to the existing office building is required to provide suitable facilities for current and future operational staff in a centralised building.</p> 	<p>07.03.17</p>
<p>MP05_0147 MOD 13</p>	<p>Application for the excise of the Tarpaulin Shed land from the Enfield ILC Part 3A Approval.</p>	<p>Under Assessment</p>

4. THE PROPOSED MODIFICATION

4.1. PROJECT NEED & OBJECTIVES

The Enfield ILC is currently operating well below its approved throughput capacity of 300,000 TEU per annum, with annual throughput estimated to be 50,000 TEU per annum. There is a general trend toward export movements, however, average throughput has remained well below the approved maximum with limited sustained growth. Most of these TEU movements, approximately 40,000 TEU, relate to regional or interstate TEU movements with approximately 10,000 TEU movements via Port Botany. This represents an obstacle to the Enfield ILC's ability to attain a scale at which it can viably service Greater Sydney's 24/7 port supply chain.

NSW Ports and the Proponent have engaged with a number of potential customers for Enfield ILC – including transport operators, freight forwarders who have a requirement for rail, and small-scale users that have a requirement for the smaller sites. Market analysis suggests that operational and built form restrictions imposed by the Approval are discouraging importers from considering the Enfield ILC a viable alternative to their current freight transportation arrangements.

Transport of containers to and from the site by truck is required to assist the growth of container volumes to ensure the ongoing viability of the Enfield ILC and, ultimately, ensure rail freight volumes grow to be the predominant transport mode across the Enfield ILC. Proposal to enable transport operations independent of the IMT provides operational flexibility within the warehouse and commercial precincts of the Enfield ILC for container freight not suited to rail including time-sensitive freight, refrigerated freight, oversized freight and freight that is distributed to or received from a spread of locations other than the Port. Furthermore, there will be times when:

- rail path windows are not available from the intermodal terminal to allow trains to deliver containers to Port Botany to meet vessel departure times; or
- road transport is required to supplement the movement by rail of empty shipping containers back to Port Botany for export; or
- unexpected events disrupt the ordinary operation of the Metropolitan Freight Network such as industrial action that took place at Port Botany in April-May 2017.

There are currently four (4) tenants committed to Precincts C and F with lease agreements to be executed subject to the approval of MOD 14. These tenants will occupy smaller warehouses (<5,000 sqm) within precincts that have no direct interface to the rail. They are likely to import 1-2 TEU per week from the Port in addition to other truck movements required as part of their operations. Greater operational flexibility at the Enfield ILC is required to enable their relocation to the site. Should MOD 14 be approved, the landowner will move to secure development approval to construct four (4) of the proposed new warehouses to accommodate these customers.

The objectives of this proposal are to redress this situation and can be briefly summarised as follows:

- Introduce greater operational flexibility within the Enfield ILC by:
 - extending 24/7 operational hours; and
 - removing the restriction on rail-to-rail and truck-to-truck transfers on sites that do not have a direct interface with the rail sidings.

to better service the needs and expectations of importers in the short term;

- Encourage a modal switch toward intermodal freight transportation in the medium to long term to service Greater Sydney's 24/7 port supply chain and alleviate road congestion; and
- Implement a masterplan that provides the built form and site layout requirements of prospective commercial tenants and operators.

It is important to note MOD 14 does not relate to the intermodal terminal, which is subject of a separate modification application (MOD 10) but to the warehousing and commercial precincts within the Enfield ILC. Although it is intended that transport operations independent of the IMT be retained within these precincts in

the long-term, the long-term objective is to ensure rail freight volumes grow such that rail becomes the predominant transport mode across the Enfield ILC.

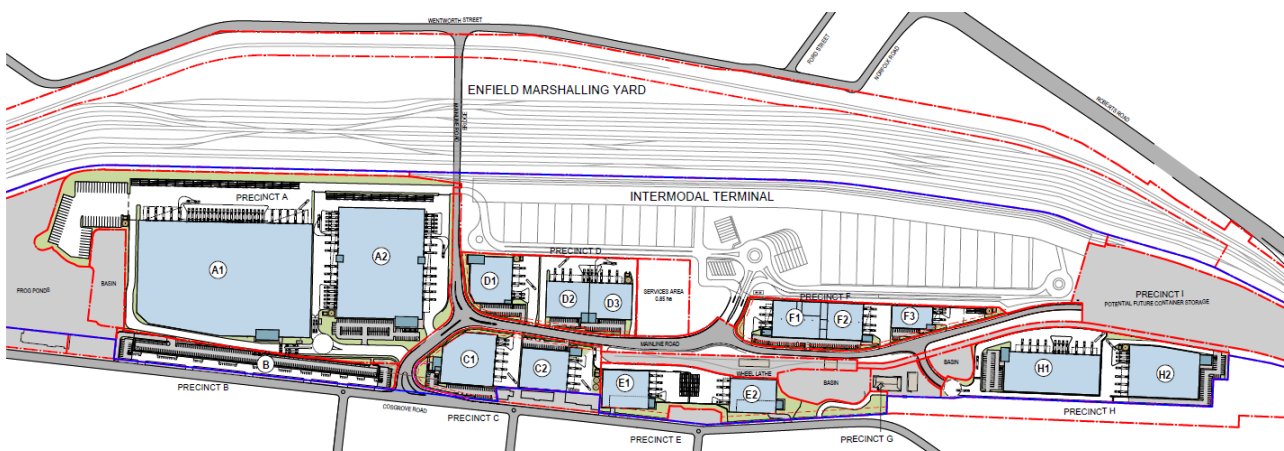
4.1. MODIFICATION TO BUILT FORM PARAMETERS

The proposal seeks to modify the Approval in accordance with the concept masterplan prepared by land owner, NSW Ports, in collaboration with the Proponent. An extract of the concept masterplan proposal is provided at Figure 4 below (see also Appendix A). This will entail modifications to approved built form parameters as follows:

- Amendment of warehouse precincts and layouts including construction of warehouses on the former Toll lease area;
- Demolition of buildings on the former Toll lease area and removal of sections of hardstand area (see Figure 5 below);
- Warehouses renamed Precincts A, C, D, E, F and H generally in accordance with the Masterplan dated 22 January 2018 (see Figure 4 below);
- Increase in the number of free-standing warehouse structures from 7 to 13;
- Increase in height of warehouses from 12 metres to 13.7 metres;
- Increase in combined carparking facilities and loading bays by 304 to 816;
- Earthworks including importation of 52,425 cubic metres of fill increasing site levels by approximately 200mm. These works will:
 - provide level warehouse pads for future warehouse construction;
 - minimise actual and potential disturbance of areas of environmental concern;
- Increase total warehouse and light industrial gross floor area by 16,330 sqm from 109,300 sqm to 125,630 sqm; and
- Convert approximately 33,600 sqm of light industrial / commercial GFA to warehousing and distribution GFA such that:
 - Light industrial / commercial GFA reduced from 40,989 sqm to 7,384 sqm;
 - Warehouse and distribution GFA increased from 69,300 sqm to 118,246 sqm.

It is noted that the seven (7) Precincts proposed under the masterplan do not correlate with the precincts described by the Approval and conditions.

Figure 4 – Proposed Masterplan



Source: SBA Architects

Table 4 – Summary of Proposed Precincts

PRECINCT	CURRENT LOT/S	SITE AREA	BUILDING AREA	BUILDING HEIGHT
Precinct A	6 & 12	130,249 sqm	62,600 sqm	13.7 metres across all precincts
Precinct B	1	14,979 sqm	7,384 sqm	
Precinct C	2 & 7	21,170 sqm	10,487 sqm	
Precinct D	23	25,469 sqm	11,460 sqm	
Precinct E	3 & 4	18,613 sqm	7,604 sqm	
Precinct F	8 & 9	20,759 sqm	9,620 sqm	
Precinct G	18	3,741 sqm	-	
Precinct H	10	35,783 sqm	16,475 sqm	
Precinct I	13	38,116 sqm	-	

Figure 5 – Extent of proposed demolition (approximate)



4.2. MODIFICATION TO OPERATIONAL PARAMETERS

In addition to the built form parameters, limited changes to operational parameters specified under the Approval are proposed to provide greater flexibility, meet potential customers' operational requirements, and enable the Enfield ILC to service Greater Sydney's 24/7 freight supply chain. The proposed changes are as follows and summarised within Table 5:

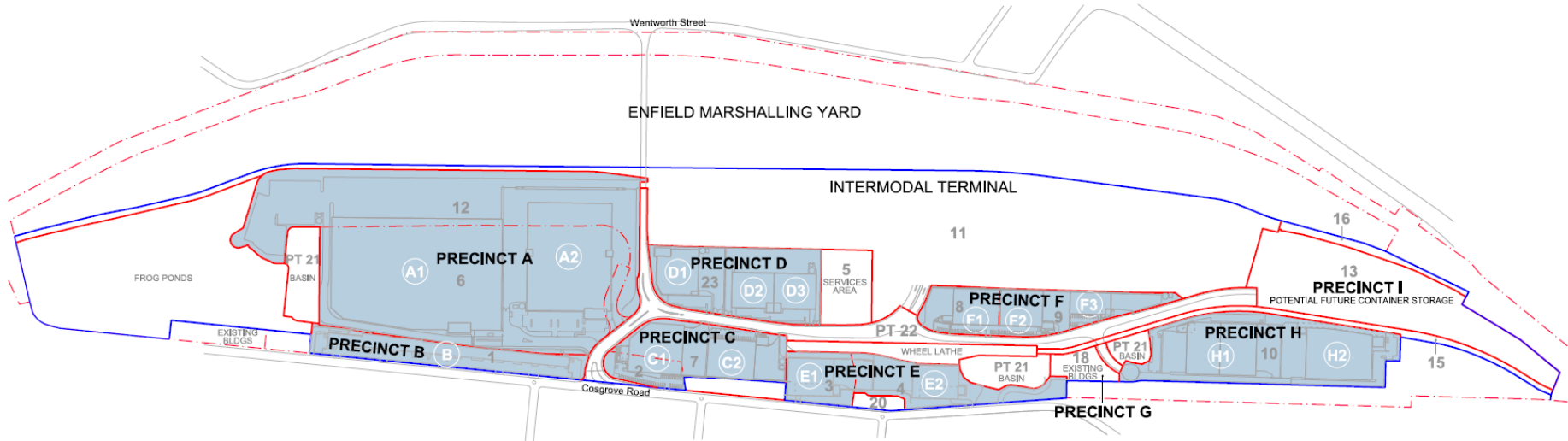
- Extend 24/7 operating hours to Precinct E and Warehouse C1 (within Precinct C), formerly identified for light industrial/ commercial uses;
- Permit warehouse and distribution uses at Precinct A, C, E, F, and H; and
- Allow truck-to-truck freight movements for smaller sites with no direct interface with rail sidings i.e. Precincts C, E, F, and H.

Table 5 – Summary of Changes to Current Approval

Precinct	Lot	New Use	Transport Operations	Hours of Operation	Comments
Precinct A	6 & 12	Warehouse & distribution	-	-	Lot 12 to change from an empty container area to warehouse and distribution (including container storage and handling areas).
Precinct B	1	-	-	-	No change.
Precinct C	2 & 7	Warehouse & distribution	Permit transport operations independent of the IMT for Lot 7. NB: Lot 2 already approved for transport operations independent of the IMT	Change Lot 2 to 24/7 use to be in line with Lot 7.	Building to straddle Lots 2 and 7. Hence, the need for approved operational parameters to be consistent across both lots
Precinct D	23	-	-	-	No change
Precinct E	3 & 4	Warehouse & distribution	Permit transport operations independent of the IMT	Change to 24/7	Warehouse and distribution use and 24/7 Transport operations independent of the IMT
Precinct F	8 & 9	Warehouse & distribution	Permit transport operations independent of the IMT	-	Warehouse and distribution. Transport operations independent of the IMT
Precinct G	18	-	-	-	No changes

Precinct	Lot	New Use	Transport Operations	Hours of Operation	Comments
Precinct H	10	Warehouse & distribution	Permit transport operations independent of the IMT	-	Warehouse and distribution. Transport operations independent of the IMT
Precinct I	13	-	-	-	No change

Figure 5 – Proposed Masterplan



Source: SBA Architects

4.3. CONSIDERATION OF OTHER MODIFICATIONS

As detailed in section 3.2 of this Modification Report, the Approval is subject of a number of approved and pending modification applications. Environmental impacts arising as a result of approved modifications (MODs 1-2, 4-6, 8, 11-12) are known and has been considered in the assessment of potential impacts arising as a result of the current MOD 14. Modification 3 has been withdrawn and are not relevant to the current MOD 14. Relevance of Modifications 9, 10, and 13, which are currently before DPE is summarised in Table 6 below.

Table 6 – Modifications

Approval No.	Modifications	Relationship to Modification 14
MP05_0147 MOD9	Application for the proposed use of Site F to accommodate the Aglink Global development.	<p>The land subject of MOD 9 is also subject of MOD 14. The two modification applications cannot proceed concurrently. As detailed in the letter of support provided by NSW Ports, the current MOD 14 has the in-principle support of the landowner and is the application that will proceed, once approved.</p> <p>In sum, should MOD 14 be approved, MOD 9 cannot and will not proceed.</p>
MP05_0147 MOD10	<p>Amendment to freight-related operational activities within the intermodal terminal. Seeks to add additional freight-related operational activities within the intermodal terminal area including the empty container storage areas (Areas A and B on Lots 12 and 13).</p> <p>To facilitate rail throughput, the modification also proposes to allow for rail to rail container handling with containers being handled, stored, packed / unpacked within the intermodal terminal area for transportation to Port Botany or other areas (regional and interstate).</p>	<p>The land subject of MOD 10 is the intermodal terminal area, which does not form part of the master-planned area subject of the current MOD 14. An exception is ECS A (Lot 12), which is proposed for warehousing under MOD 14.</p> <p>Given the commitment of six (6) prospective customers to the Enfield ILC subject to approval of MOD 14, the Proponent has prioritised MOD 14 and MOD 10 is now on hold.</p> <p>Should MOD 14 be approved, NSW Ports will decide whether to proceed with MOD 10 following discussions with the in-coming IMT operator. MOD 10, if progressed, will take into account cumulative impacts of the two modifications, as relevant.</p> <p>Should MOD 10 proceed, it would be amended to exclude ECS A (Lot 12) from the area subject of the MOD 10.</p>

Approval No.	Modifications	Relationship to Modification 14
MP05_0147 MOD 13	Application for the excise of the Tarpaulin Shed land from the Enfield ILC Part 3A Approval.	Tarpaulin Shed land does not form part of the current masterplan

4.4. EVALUATION OF ALTERNATIVES

To do nothing would see the Enfield ILC continue to operate well below its approved throughput capacity of 300,000 TEU per annum. As previously noted, this represents an obstacle to the Enfield ILC's ability to attain a scale at which it can viably service Greater Sydney's 24/7 port supply chain. In the context of forecasts that suggest Greater Sydney's freight task is to more than double in the next 40 years, this would generate an unacceptable outcome in terms of the efficient movement of Greater Sydney's growing container freight trade.

A range of various options were also considered during the development of the masterplan over the past 12 months.

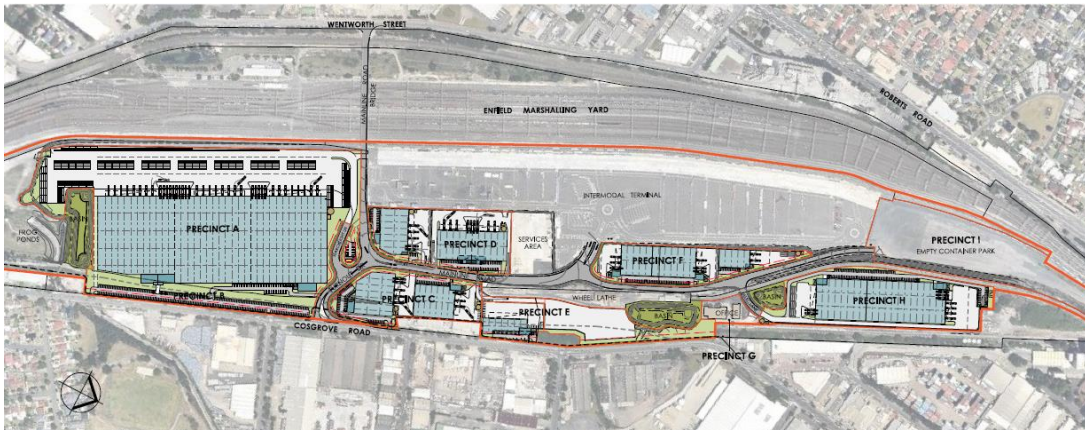
The masterplan has been developed to consider additional site opportunities and constraints as they have become known, while providing facilities in line with market demand. The preferred scheme, subject of this Modification, provides maximum flexibility in meeting the needs of potential future customers in facilities that range in size (see Figure 6).

The final masterplan has been developed after significant consultation with the market, and those users interested in rail use. Smaller users have very limited TEU movements, and hence has a desire to be closer to the entry of the estate and be located along Cosgrove Road. Therefore, the sites with direct access to the intermodal are larger in nature, with greater area for the storage of containers.

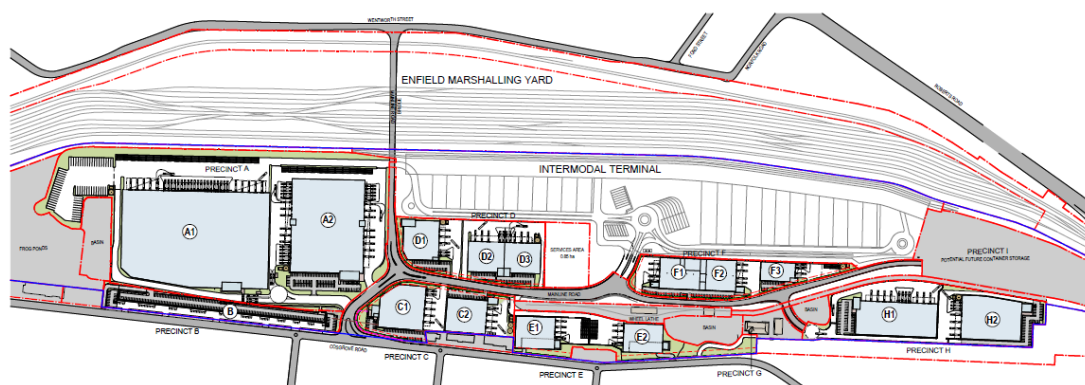
Figure 6 – Evolution of Concept Masterplan



Picture 4 – Concept Masterplan, Revision A, February 2017



Picture 5 – Concept Masterplan, Revision E, July 2017



Picture 6 – Concept Masterplan, Revision DA01(P3), January 2018

Source: NSW Ports

4.5. CONDITIONS TO BE MODIFIED

Proposed modifications to the conditions of approval are outlined below. Text proposed to be deleted is indicated by 'strike through' and text proposed to be added is indicated by bold text. For ease of reference, all amendments are highlighted by red text.

Administrative Conditions

1.1 The Proponent shall carry out the project generally in accordance with the:

- s) Environmental assessment – Modification No. 14 – Modification of Built form and operational parameters prepared by Urbis dated January 2018 **and supporting Noise Impact Assessment and Air Quality Impact Assessment prepared by SLR Consulting dated 30 January 2018 and 26 February 2018 respectively;** and

1.2 In the event of an inconsistency between:

- a) the conditions of this approval and any document listed from condition 1.1a) to ~~4.1f)~~ **1.1s)** inclusive, the conditions of this approval shall prevail to the extent of the inconsistency; and
- b) any of the documents listed from condition 1.1a) to ~~4.1f)~~ **1.1s)** inclusive, the most recent document shall prevail to the extent of the inconsistency.

Capacity Limits and Staging

1.5 The project shall be limited to a maximum throughput of 300,000 TEU per annum, ~~as measured at the rail to intermodal terminal interface.~~

Warehousing and Distribution

1.6 The Proponent is permitted to construct and operate ~~seven~~ warehouses on the site (~~A to F inclusive~~) associated with the project, **generally in accordance with the documents referred to under condition 1.1s**. ~~Each warehouse shall only be permitted to operate for the purpose of freight handling, container handling, temporary freight storage and/ or packaging/ repacking, or for activities ancillary to these uses, or the intermodal terminal and empty container storage areas.~~ Each warehouse shall not exceed a height of ~~12~~ **13.7** metres at its highest point (excluding minor ancillary structures such as communications equipment or solar panelling), and shall be limited to a footprint no greater than the relevant area specified in Table 1 below. Warehouses shall be generally located and configured consistent with the adjustments made during the detailed design stage as presented in the documents referred to under conditions 1.1m) and 1.1n) of this approval, and particularly, drawing No. SEDP188A (dated 9 July 2012).

Table 1 - Maximum Warehouse Footprints

Warehouse	Maximum Footprint (m²)
A	20,500
B	20,500
C	4,000
D	3,000
E	4,500
F	13,500
G	3,300

Warehouse	Maximum Footprint (m²) *
A	62,600
C	10,487
D	11,460
E	7,604
F	9,620
H	16,475

* With minor tolerances permitted for construction purposes.

Light Industrial/ Commercial Area

1.9 The Proponent is permitted to construct and operate a light industrial/ commercial area comprising ~~four~~ **one** precincts associated with the project, generally in accordance with the documents referred to under conditions ~~1.1e), 1.1m) and 1.1n)~~ **1.1s**. The light industrial/ commercial area shall only be permitted to operate for the purpose of development associated with, or ancillary to the intermodal terminal, empty container storage areas and related warehousing, or otherwise consistent with the general principles of the Strathfield Consolidated Development Control Plan 2005 (in particular, that component of the Plan formerly being Development Control Plan No. 27 – Industrial Development). Each building within the light industrial/commercial area shall not exceed a height of ~~12~~ **13.7** metres at its highest point (excluding minor ancillary structures such as communications equipment or solar panelling), with the gross floor area for each precinct limited to no greater than the relevant area specified in Table 2 below.

Table 2 - Maximum Precinct Gross Floor Areas

Light Industrial/ Commercial Precinct	Maximum Gross Floor Area (m²)
W	14,995
X	4,194
Y	7,790
Z	14,013

Warehouse	Maximum Footprint (m²) *
B	7,384

* With minor tolerances permitted for construction purposes.

Toll Lease Area

1.11A The Proponent shall ensure that operations in the former Toll lease area (known as **Area G Precinct**

D) are generally consistent with former operations. ~~Physical works on the site shall be limited to minor upgrades and/or repair and maintenance of the existing buildings, pavement and infrastructure.~~

Subdivision and Easements

~~1.15 The Proponent may subdivide the land generally in accordance with the subdivision plan DWG:120225SUB-7 EILC DA01 (P2) included at Appendix 1 of this approval. However, prior to obtaining a subdivision certificate, the Proponent shall prepare and submit to the Director General a final subdivision plan for the land. The final subdivision plan shall be generally consistent with the plan included at Appendix 1 of this approval (including the number of lots, the proposed use of each lot, and lot sizes).~~

1.16 Land uses and operations within each lot shall be consistent with the approved project as described in conditions 1.1a) to ~~4.1r) 1.1s)~~ and meet the requirements of this approval.

On-Site Traffic Management and Parking

2.1 The Proponent shall design, construct and maintain all internal road works, including the associated ~~300~~ **816** parking facilities and loading bays **for warehouse and light industrial/commercial uses** ~~(for the operational areas associated with the ILC) and the 212 parking facilities and loading bays (for the light industrial/commercial area)~~, to meet or exceed the following requirements:

- a) compliance with the provisions of relevant Australian Standards, RTA standards and guidelines;
- b) installation of clear signage to demarcate all vehicle movements within the site;
- c) provision of directional pavement arrows on all internal roads, and line-marking and signage to indicate designated truck routes and bays;
- d) internal roadways wide enough to accommodate through traffic and turning two-way traffic;
- e) design of site ingress and egress points to ensure that vehicles enter and leave the site in a forward direction;
- f) installation and maintenance of any landscaping on the site so as not to affect driver sight distance for vehicles entering and exiting the site; and
- g) clear demarcation of all visitor, disabled, ambulance and service vehicle parking areas.

Ecological Impacts

2.48A The Proponent shall implement the mitigation measures identified in Section 7.1 of the *ILC at Enfield Impact Assessment on Green and Golden Bell Frogs: Addition of Fill Material to Mt Enfield* (Biosphere Environmental Consultants Pty Ltd, 2011) **and supplementary letter of advice dated 10 January 2018 (Biosphere Environmental Consultants Pty Ltd, 2011)**. These actions shall be incorporated within the Construction Environmental Management Plan (condition 6.2 of this approval) and the Operation Environment Management Plan (condition 6.4 of this approval), as relevant.

Construction Environmental Management Plan

6.3 As part of the Construction Environmental Management Plan for the project, required under condition 6.2 of this approval, the Proponent shall prepare and implement the following Management Plans:

- a) a Construction Noise Management Plan to outline construction noise mitigation, monitoring and management measures to be implemented to minimise noise impacts during construction of the project. The Plan shall include, but not necessarily be limited to:
 - i) details of construction activities and a schedule for construction works;
 - ii) identification of construction activities that have the potential to generate noise and/ or vibration impacts on surrounding land uses, particularly residential areas;
 - iii) where the relevant construction noise goals contained in the Noise Management Guideline – Construction Noise (formerly published as Chapter 171 of the Environmental Noise Control Manual) are predicted to be exceeded at sensitive receivers, provision for the application of all practicable and reasonable noise mitigation measures to seek to achieve the relevant construction noise goals;
 - iv) procedures for notifying residents of construction activities that are likely to effect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints; and
 - v) a description of how the effectiveness of these actions and measures would be monitored during the proposed works, clearly indicating how often this monitoring would

be conducted, how the results of this monitoring would be recorded; and, if any non-compliance is detected.

- vi) *Fill Importation Protocol (FIP) outlining the requirements of the imported fill, including the source and type. All bulk earthworks should be undertaken in accordance with the approved FIP.***

5. COMMUNITY AND STAKEHOLDER CONSULTATION

This section describes the consultation that has been undertaken by the project team during the preparation of this Modification Report. Consultation has been carried out with Government agencies as well as the relevant councils, aboriginal groups and local community, as required by the SEARs.

5.1. COMMUNITY CONSULTATION

There are prescribed statutory requirements for the public exhibition of a section 75W modification application prior to a final determination being made. In addition, the Proponent is committed to ensuring that the neighbouring community and stakeholders are kept informed with respect to the project. In accordance with the current terms of approval (ToAs 5.1-5.4), the Proponent provided information to local community liaison group comprising local residents, Aboriginal groups, workers, business owners, staff and stakeholders about the proposal presented in Modification 14 in 2017.

The engagement activities conducted included information for local community groups and key stakeholders via email and quarterly Community Liaison Group meetings (minutes attached at **Appendix C**).

Post public exhibition of Modification 14, the Proponent will be required to consider relevant submissions received and provide a submissions report which will respond to submissions and identify modifications to the proposal to address issues raised.

5.2. STAKEHOLDER CONSULTATION

Table 6 describes the stakeholder consultation undertaken for Modification 14. The relevant stakeholders are those nominated in the SEARs and separately identified by the technical consultants.

Table 7 – Stakeholder Consultation

Stakeholders	Actions
Office of Environment and Heritage	<p>The application was referred to Office of Environment and Health for comment during the preparation of the Environmental Assessment Report.</p> <p>OEH advised consultation was not required in relation to this proposal (email, dated 12 December 2017).</p>
Roads and Maritime Services	<p>The application was referred to Roads and Maritime Services for comment during the preparation of the Environmental Assessment Report.</p> <p>At the time of lodgement of the Modification Report, no comment had been received.</p>
Transport for NSW	<p>The application was referred to Transport for NSW (TfNSW) for comment during the preparation of the Environmental Assessment Report.</p> <p>TfNSW advised traffic-related matters required to be addressed were provided to DPE the SEARs preparation process (email, dated 30 January 2018).</p> <p>TfNSW queried whether any changes to conditions of approval 3.6-3.9 (Traffic Monitoring and Auditing) were proposed. The Proponent confirmed no changes to these conditions are sought under MOD 14.</p> <p>TfNSW confirmed any further comments would be provided during exhibition of the Modification Report.</p>

Stakeholders	Actions
Australian Rail Track Corporation	<p>The application was referred to Australian Rail Track Corporation for comment during the preparation of the Environmental Assessment Report.</p> <p>At the time of lodgement of the Modification Report, no comment had been received.</p>
Department of Health	<p>The application was referred to NSW Health for comment during the preparation of the Environmental Assessment Report.</p> <p>NSW Health advised consultation was not required in relation to this proposal (email, dated 15 January 2018).</p>
Fire and Rescue NSW	<p>The application was referred to Fire and Rescue NSW for comment during the preparation of the Environmental Assessment Report.</p> <p>At the time of lodgement of the Modification Report, no comment had been received.</p>
State Emergency Service	<p>The application was referred to State Emergency Service for comment during the preparation of the Environmental Assessment Report.</p> <p>At the time of lodgement of the Modification Report, no comment had been received.</p>
Strathfield Council	<p>As a key stakeholder, Strathfield Council was briefed on the proposal prior to the lodgement of the SEARs application.</p> <p>The application was further referred to Strathfield Council for comment during the preparation of the Environmental Assessment Report.</p> <p>Council advised further consultation was not required in relation to this proposal (email, dated 05 December 2017).</p>
City of Canterbury Bankstown Council	<p>As a key stakeholder, Canterbury Bankstown Council was briefed on the proposal prior to the lodgement of the SEARs application.</p> <p>The application was further referred to Council for comment during the preparation of the Environmental Assessment Report.</p> <p>At the time of lodgement of the Modification Report, no comment had been received.</p>
Burwood Council	<p>The application was referred to Burwood Council for comment during the preparation of the Environmental Assessment Report.</p> <p>At the time of lodgement of the Modification Report, no comment had been received.</p>
Inner West Council	<p>The application was referred to Inner West Council for comment during the preparation of the Environmental Assessment Report.</p> <p>At the time of lodgement of the Modification Report, no comment had been received.</p>

6. STATUTORY CONTEXT

As required by the SEARs, the statutory context of the project as a whole has been considered in the preparation of this Modification Report with reference to the following:

- *Environmental Planning and Assessment Act 1979;*
- *State Environmental Planning Policy (State & Regional Development) 2011;*
- *State Environmental Planning Policy No 55 – Remediation of Land;*
- *State Environmental Planning Policy No 33 – Hazardous & Offensive Development;*
- *State Environmental Planning Policy (Infrastructure) 2007; and*
- *Strathfield Local Environmental Plan 2003.*

6.1. ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

MP05_0147 was approved under Part 3A of the Act. In 2011 the NSW Government repealed Part 3A of the EP&A Act and announced that new projects would no longer be accepted in the Part 3A assessment system.

Pursuant to Schedule 6A of the amended EP&A Act, the approved project is defined as a 'transitional Part 3A project' and therefore Part 3A of the EP&A Act continues to apply in respect of the project. Section 75W (2) of the EP&A Act provides that a Proponent can request the Minister to modify the approval of a project as follows:

75W Modification of Minister's approval

(1) In this section:

Minister's approval means an approval to carry out a project under this Part, and includes an approval of a concept plan.

Modification of approval means changing the terms of a Minister's approval, including:

(a) revoking or varying a condition of the approval or imposing an additional condition of the approval, and

(b) changing the terms of any determination made by the Minister under Division 3 in connection with the approval.

(2) The proponent may request the Minister to modify the Minister's approval for a project. The Minister's approval for a modification is not required if the project as modified will be consistent with the existing approval under this Part.

(Our emphasis)

The Land and Environment Court case *Barrick Australia Ltd v Williams* clarified that the Minister for Planning's power to modify a Part 3A approval under Section 75W can be used for changes that have 'limited environmental consequences' beyond those approved in the original project assessment.

The EA will demonstrate the proposed modifications will have limited environmental consequences beyond those approved under MP05_0147 and, therefore, constitute a modification of the Major Project approval in accordance with Section 75W of the EP&A Act

6.2. STATE ENVIRONMENTAL PLANNING POLICY NO 55 – REMEDIATION OF LAND

State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55) provides for a State-wide planning approach to the remediation of contaminated land. A determining authority must consider whether the land subject of a proposal is contaminated and, if the land is contaminated, be satisfied that the land is suitable in its contaminated state for the use proposed. If the land requires remediation to be made suitable for the proposed purpose, the determining authority must be further satisfied that the land will be so remediated before the land is used for that purpose.

The suitability of the Enfield ILC site for use as an intermodal freight facility was assessed under MP05_0417. Further assessment of the suitability of the Enfield ILC for these additional uses is required. This is addressed in Section 8 of this Modification Report.

6.3. STATE ENVIRONMENTAL PLANNING POLICY NO 33 – HAZARDOUS & OFFENSIVE DEVELOPMENT

State Environmental Planning Policy No 33—Hazardous and Offensive Development (SEPP 33) seeks to ensure that the relevant authority has sufficient information to assess whether the development is hazardous or offensive and, if the development is found to be potentially hazardous or offensive, to impose conditions to reduce or minimise any adverse impact.

We note Condition 1.7 of the Approval does not allow dangerous goods to be packed, repacked, or decanted without a further risk assessments being undertaken and approved by the Secretary. No modification of this condition is sought.

Further assessment against SEPP 33 is not required in this instance.

6.4. STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

The provisions of *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) have been considered in the preparation of this request. As the proposal is for a rail infrastructure facility, it does not trigger requirements for sensitive uses such as residential, public worship etc. under Clauses 86 and 87.

Schedule 3 of the SEPP specifies development that qualifies as traffic generating development that must be referred to the Roads and Maritime Services (RMS) and applies to the enlargement or extension of existing freight intermodal facilities.

Although an increase in TEU throughput is not proposed, modifications to approved operational parameters to allow rail-to-rail and truck-to-truck transfers arguably constitutes an extension of the Enfield ILC. The RMS, therefore, is required to be notified of the works on this basis.

6.5. STRATHFIELD LOCAL ENVIRONMENTAL PLAN 2003

The site lies within the Strathfield Local Government Area and is subject to the *Strathfield Local Environmental Plan 2011* (SLEP 2011). The relevant clauses of SLEP 2011 are addressed in the subsections that follow.

6.5.1. Part 2 Permitted or Prohibited Development

Under Part 2 Permitted or Prohibited Development of SLEP 2011, the land is generally zoned IN1 General Industrial. There is an area of approximately 2.56 Ha zoned RE2 Private Recreation within the southern portion of the site, which generally follows the alignment of Cox Creek. Development for a 'freight transport facilities' is permitted with consent in the IN1 zone but not the RE2 zone.

The modifications proposed under MOD14 relate to land within the IN1 General Industrial where development for the purpose of the following is permissible with consent:

Car parks; Centre-based child care facilities; Depots; Environmental protection works; Garden centres; General industries; Hardware and building supplies; Industrial retail outlets; Industrial training facilities; Light industries; Neighbourhood shops; Places of public worship; Recreation areas; Research stations; Respite day care centres; Roads; Signage; Take away food and drink premises; Veterinary hospitals; Warehouse or distribution centres; Water recycling facilities; Wholesale supplies

'Warehouse or distribution centre', in turn, is defined as follows:

... a building or place used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale, but from which no retail sales are made.

The proposal to enable use of the subject site for the purpose of warehouse and distribution purposes, therefore, is permissible with consent.

6.5.2. Part 4 Principal development standards

There is no minimum subdivision lot size applicable to the site. Clause 4.3 establishes a maximum building height of 12 metres for the site. Clause 4.4 establishes a maximum floor space ratio of 1:1 for the site.

It is noted, the built form parameters established under the Approval prevail over these development standards enabling development to a height of 12 meters and total footprint area of 109,300 sqm consistent with ToA 1.6 and ToA 1.9.

6.5.3. Part 5 Miscellaneous provisions

A review of Part 5 of the SLEP 2011 did not identify any provisions of direct relevance to the proposed modifications. It is noted that Clause 5.12 clarifies that the SLEP 2012 does not restrict, prohibit, or enable the restriction or prohibition of, the carrying out of any development by a public authority that is permitted to be carried out without development consent under the ISEPP.

6.5.4. Part 6 Additional Local Provisions

Clause 6.1 Acid Sulfate Soils seeks to ensure that development does not disturb, expose or drain acid sulfate soils and cause environmental damage. The Enfield ILC site is identified as Class 5 lands, the lowest risk category. Development consent is required for works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum and by which the watertable is likely to be lowered below 1 metre Australian Height Datum on that adjacent land. The proposed works do not entail such works and further consideration of Clause 6.1 is not required in this case.

Clause 6.3 Flood planning seeks to minimise the flood risk to life, property, and the environment associated with the use of land subject to flood hazard. As demonstrated by the Cooks River & Coxs Creek Flood Study, the site lies in part below the 100 Year ARI flood planning level. The heads of consideration provided under Clause 6.3, therefore, are a relevant consideration for the EA.



Picture 7 – Cooks River & Coxs Creek Flood Study, Design Flood Contours & Depths, 100 Year ARI

Source: Strathfield Council

A review of SLEP 2012 revealed no other matters requiring consideration in this instance.

6.6. OTHER APPROVALS

Further approvals required before the project may be lawfully carried out have not been identified at this time.

7. STRATEGIC CONTEXT

As required by the SEARs, the strategic context of the project as a whole has also been considered in the preparation of this Modification Report with reference to the following strategic planning policies:

- NSW Premier's & State Priorities;
- A Plan for Growing Sydney;
- Draft Greater Sydney Region Plan;
- Revised Draft Eastern City District Plan;
- Greater Sydney Draft Services and Infrastructure Plan;
- NSW Freight and Ports Strategy 2013; and
- NSW Ports' 30 Year Master Plan.

7.1. NSW PREMIER'S AND STATE PRIORITIES

The NSW Premier's and State Priorities establish key priorities of the NSW Government intended to grow the economy, deliver infrastructure, protect the vulnerable, and improve health, education and public services across NSW.

The 12 Premier's Priorities are wide-ranging in theme and generally not of relevance to the proposal. However, we note the proposal will make a modest contribution in terms of job creation. The proposed modifications are anticipated to generate an estimated 800 FTE jobs during its operational phase, noting the final number of FTE jobs will ultimately be determined by future intermodal operators and tenants once these have been secured. Further, the proposed modifications are consistent with the spirit of the priority to efficiently deliver of key metropolitan infrastructure projects.

Similarly, the 18 State Priorities are of limited relevance to the subject site and proposal with the exception of the priority of improving road travel reliability, which seeks to ensure 90% of peak travel on key road routes is on time.

Both the NSW Premier's and State Priorities note avoidable congestion costs NSW more than \$5 billion a year and will grow to \$8 billion by 2020 if ignored. Smart, connected and resilient infrastructure is needed across NSW. As demonstrated by the supporting Traffic Impact Assessment, the proposed MOD 14 generates a modest net decrease in vehicle movements during the peak compared to the existing approval (refer Section 8.1).

7.2. A PLAN FOR GROWING SYDNEY 2014

A Plan for Growing Sydney, released in December 2014, is the NSW Government's currently in force plan for the Sydney Metropolitan Area over the 20 years to 2034. The Plan provides key directions and actions to guide Sydney's productivity and environmental management under the following broad goals:

- Goal 1: A competitive economy with world-class services and transport;
- Goal 2: A city of housing choice, with homes that meet our needs and lifestyles;
- Goal 3: A great place to live with communities that are strong, healthy and well connected; and
- Goal 4: A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

The subject land, and freight transportation more generally, form explicit considerations of A Plan for Growing Sydney as detailed in the following Directions, Actions and Priorities:

- Direction 1.5 Enhance Capacity at Sydney's Gateways and Freight Networks
 - Action 1.5.1 - Develop and implement a strategy for the Sydney Airport and Port Botany precincts to support their operation, taking into account land uses and the proposed road transport investments.

- Action 1.5.1 - Support the productivity of the freight network by identifying buffers around key locations on the freight network.
- Direction 1.8: Enhance linkages to Regional NSW
 - Action 1.8.1: Improve productivity and access to services through improved transport links to regional NSW.
- Priorities for Central Subregion
 - A competitive economy - Plan for adjoining land uses and freight connections at Enfield Intermodal Logistics Centre, based on continued long-term operation.
- Priorities for Transport Gateways
 - Port Botany Precinct - Protect Port Botany's function as an international gateway for freight and support port-related land uses and infrastructure in the area around the port.
 - Support the land use needs of freight movement to increase the proportion of container freight transported by rail.

7.3. TOWARDS OUR GREATER SYDNEY 2056

Released in November 2016, Towards our Greater Sydney 2056 (ToGS 2056) is a future plan for a growing Greater Sydney and draft amendment to the A Plan for Growing Sydney. ToGS 2056 acknowledges the contradiction in the location of the majority of Greater Sydney's jobs in the east while an increasing number of people are living in the west. This has created capacity constraints such as higher levels of congestion, lower rates of housing affordability and uneven access to employment choices.

Capitalising on investment in the Western Sydney Airport and economic activity around Western Sydney that this will generate, ToGS 2056 proposes a major shift in strategic planning for Greater Sydney which focuses on the regional significance of central and western Sydney. ToGS introduces the strategy for a metropolis of three cities: the Eastern City, the Central City, and the Western City.

The Eastern City, which includes the land subject of this EA, is described as follows:

The established Eastern City is the currently established Sydney City and economic corridors to its north through to Macquarie Park and south through Sydney Airport and Port Botany to Kogarah.

It is an economic engine – especially in the financial, business and professional services and innovation start-up sectors – with a beautiful harbour, sought-after suburbs and a large proportion of knowledge intensive jobs.

There are many opportunities to enhance the Eastern City, such as the renewal of government-owned land near Sydney City and tackling congestion. Our planning must support and enable the continued growth of the Eastern City's global industries and branding.

The established city contains significant heritage precincts such as The Rocks, Millers Point, Macquarie Street and the Royal Botanic Gardens and the Domain. The Harbour foreshores include significant evidence of Aboriginal occupation and interaction with the landscape.

The strategic aims of ToGS 2056 are broad in nature and not of direct relevance to the current proposal. It is noted, however, that no aspect of the proposal will preclude the future achievement of these aims.

7.4. DRAFT GREATER SYDNEY REGION PLAN

The draft Greater Sydney Region Plan supports the GSC's vision for a metropolis of three cities and, once finalised, will supersede the Metropolitan Plan. Although not a specific focus of the Draft Greater Sydney Region Plan, improving the efficiency of Greater Sydney's freight and logistics network is once again an explicit consideration in order to handle the projected growth in shipping trade, especially containers and thereby achieve greater connectivity and productivity for the region.

The draft Region Plan notes Greater Sydney's freight task is forecast to more than double in the next 40 years. The plan emphasises the need to reduce the cost of moving freight and increase efficiency and productivity while minimising traffic and amenity impacts on adjacent urban uses. This is reflected in Objective 16 and the associated Strategy 16.2, which are as follows:

Objective 16: Freight and logistics network is competitive and efficient
Strategy 16.2

Optimise the efficiency and effectiveness of the freight handling and logistics network by:

- protecting current and future freight corridors*
- balancing the need to minimise negative impacts of freight movements on urban amenity with the need to support efficient freight movements and deliveries*
- identifying and protecting key freight routes*
- limiting incompatible uses in areas expected to have intense freight activity.*

The proposed MOD 14 is consistent with the objects and strategies of the draft Region Plan as it seeks to ensure the Enfield ILC grows to achieve its intended throughput of 300,000 TEUs, maximising its contribution to the efficient movement of Greater Sydney's growing container freight trade. The proposal protects the existing freight corridor by maintaining an appropriate buffer to nearby residential areas and does not propose to enable encroachment by incompatible or sensitive uses.

Potential environmental impacts of the proposal upon surrounding urban uses has been assessed. As demonstrated by the supporting technical studies, the MOD 14 will generate no additional impacts beyond those already approved in terms traffic, contamination, visual impact, noise, waste or water quality.

7.5. REVISED DRAFT EASTERN CITY DISTRICT PLAN 2017

The Greater Sydney Commission's revised draft Eastern City District Plan was placed on public exhibition from October 2017 until 15 December 2017. The revised draft plan sets out priorities and actions for Greater Sydney's Eastern City District, which includes the subject land. The revised draft plan is yet to be finalised, however is anticipated to be finalised in the coming months.

The Eastern City is identified as the focus of the NSW freight network and connects the nation's most heavily utilised road and rail network. Port Botany is identified as the freight hub for the State and a major focus of the NSW freight network. This freight network is identified as a critical factor in the realisation of the Eastern Sydney's as 'A Productive City'.

Noting that freight movements can have negative impacts on the amenity of neighbourhoods, such as noise and additional congestion on roads, particularly during the morning peak, the draft revised plan emphasises the need to adopt a balanced approach to minimising the negative impacts of freight movements while supporting more efficient freight movements. This is reflected in Planning Priorities E9 and E10 as well as the associated Action 34, which are consistent with the objects of the draft Greater Sydney Region Plan as follows:

Planning Priority E9 Growing international trade gateways

Planning Priority E10 Delivering integrated land use and transport planning and a 30-minute city

34. Optimise the efficiency and effectiveness of the freight handling and logistics network by:

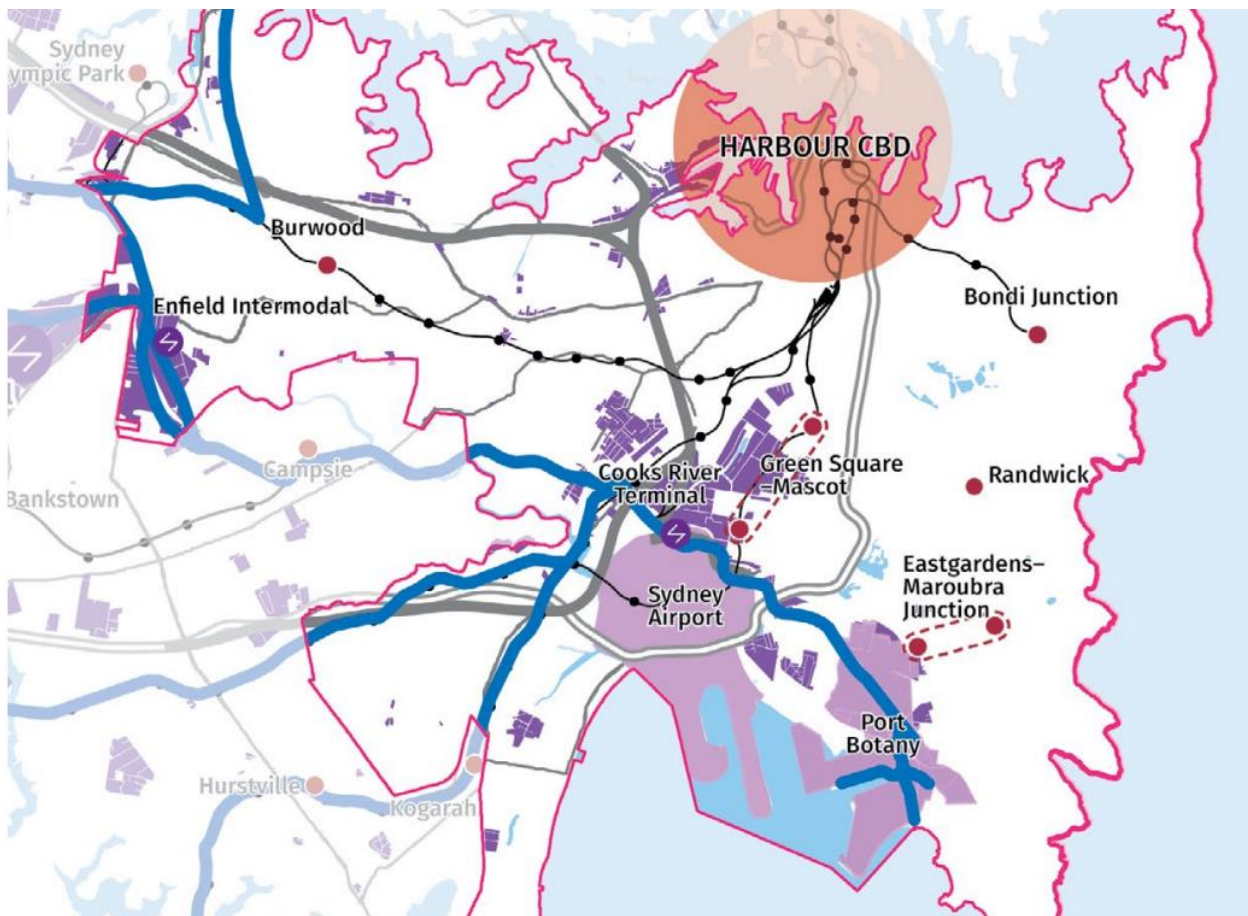
- a. protecting current and future freight corridors*
- b. balancing the need to minimise negative impacts of freight movements on urban amenity with the need to support efficient freight movements and deliveries*
- c. identifying and protecting key freight routes*
- d. limiting incompatible uses in areas expected to have intense freight activity.*

In addition to an important concentration of freight activity, the Enfield ILC is identified as a significant tract of employment land as well as an important industrial and urban services precinct (see Figure 7 below).

As noted in respect of the draft Greater Sydney Region Plan, the proposed MOD 14 seeks to ensure the Enfield ILC grows to maximise its contribution to the efficient movement of Greater Sydney's growing container freight trade. The proposal maintains an appropriate buffer to nearby residential areas and does not propose to enable encroachment by incompatible or sensitive uses. As demonstrated by the supporting technical studies, the MOD 14 will generate no additional impacts beyond those already approved in terms traffic, contamination, visual impact, noise, waste or water quality.

The proposed MOD 14, therefore, is consistent with the Revised Draft Eastern City District Plan 2017.

Figure 7 – Eastern City District industrial and urban services land and freight assets



Source: Greater Sydney Commission

7.6. NSW LONG TERM TRANSPORT MASTER PLAN

The NSW Long Term Transport Masterplan coordinates land use planning with transport planning including integration of freight and passenger movement. One of twelve identified action areas is given as follows:

Improving freight efficiency and productivity through major investments and efficiencies in the road and rail freight networks and at ports, airports and intermodal terminals, and through the Bridges for the Bush program to improve regional connectivity.

7.7. NSW FREIGHT AND PORTS STRATEGY 2013

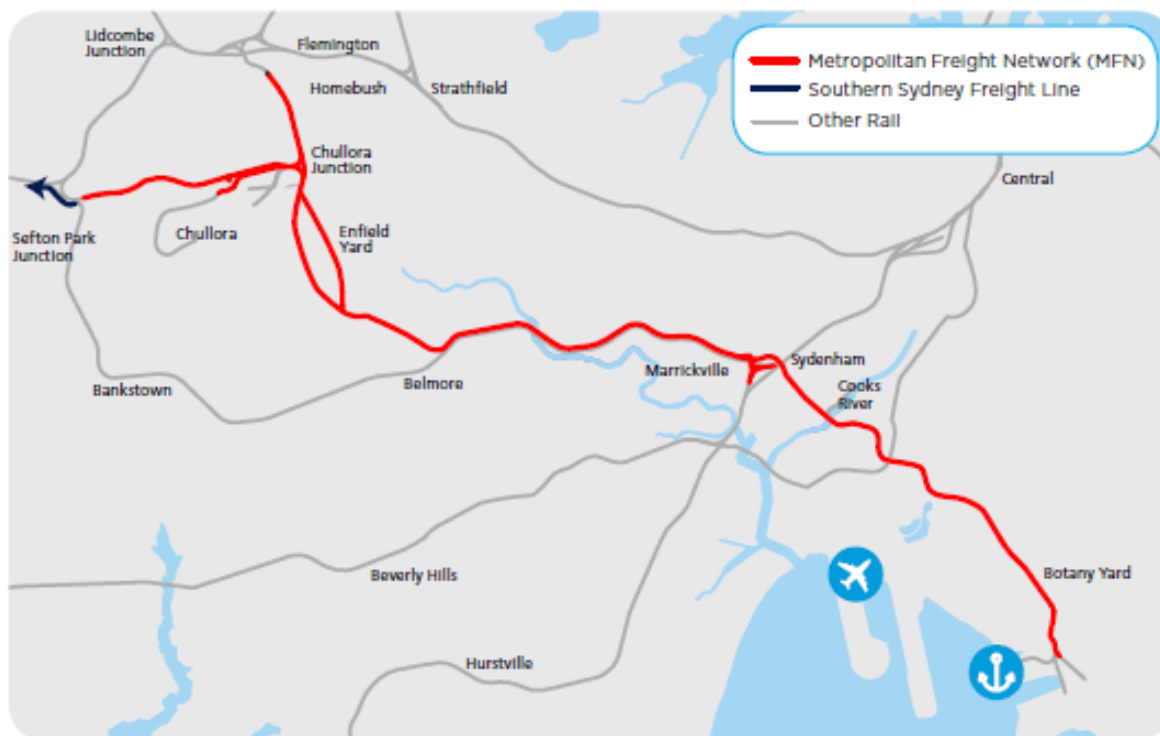
The Freight and Ports Strategy 2013 aims to ensure freight is at the forefront of the NSW economy with a doubling of freight volumes through NSW to nearly 800 million tonnes by 2031. The main strategies to achieve this are given as:

- A strategic focus to ensure policy; infrastructure and land-planning initiatives deliver a freight network where capacity and performance can meet demand;
- An efficient and effective freight network which is the cornerstone of economic productivity and growth; and
- Investing heavily in new infrastructure to deliver greater capacity across the transport network.

The Freight and Ports Strategy 2013 identifies that an ongoing lack of forward planning in metropolitan and regional NSW is anticipated to result in further under provision of intermodal terminals and result in new intermodal developments which do not maximise on the existing and planned improvements to road and rail networks.

In the Sydney metropolitan area, the Enfield ILC is identified as addressing some of these planning issues assisted by its connection to a dedicated rail freight line and proximity to an established industrial area with links to Metroad 3 and the Hume Highway (see Figure 8). A similar model is proposed for the proposed intermodal terminals at Moorebank, which are close to the Southern Sydney Freight Line and the M5, Hume Highway and M7.

Figure 8 – Key Freight Destinations (NSW Freight and Ports Strategy 2013)



The Freight and Ports Strategy 2013 identifies that 85% of import and export containers originate or are destined for locations within 40km of Port Botany. Approximately 14% of freight movements occur by rail, with road remaining the predominant transport mode. The proposed development will improve mode share increasing the rail efficiency by providing both inbound and outbound freight by rail as well as road. It will allow an expanded use of the rail network, serving both metropolitan and regional freight lines rather than being restricted to the Port rail shuttle only. This also has the potential to reduce the long-term environmental impacts associated with truck movements.

The Freight and Ports Strategy 2013 also identifies that successful intermodal terminals across the State include value-add services, either within the terminal or nearby including freight consolidation and de-consolidation, warehousing and cross dock operations and container storage.

The Enfield ILC combines a number of opportunities for these value-add services with the site including container storage, intermodal terminal area, light industrial / commercial area and warehousing.

7.8. NSW DRAFT FREIGHT AND PORTS PLAN

NSW Draft Freight and Ports Plan has been prepared in support of Transport for NSW's *Future Transport 2056 Strategy* and provides direction to business and industry for managing and investing in freight into the future. The Draft Plan is on exhibition for public comment until 25 March 2018. The objects of the draft Strategy are to examine:

- the current state of freight in NSW including the broad range of freight, supply chain and freight issues confronting the industry;
- opportunities and challenges for each of the freight commodity sectors;
- potential priority action areas and infrastructure initiatives to be confirmed; and
- how the industry consultation will be undertaken to get your feedback to finalise the Plan.

Consistent with the Freight and Ports Strategy 2013, the draft Plan acknowledges the increasing demand for imports and containerised freight movements from the port to the warehouse facilities in the context of a decline in local manufacturing. Road and rail access constraints at Port Botany must be addressed and capacity must be improved to meet future needs.

The draft Strategy recognises the critical role of intermodal terminals in the transport of containerised and bulk freight, facilitating improved productivity and efficiency across the network and easing capacity constraints at NSW ports and the surrounding road network resulting from growing containerised freight volumes.

The draft Strategy includes makes specific mention of the Enfield ILC, as follows:

Many IMTs provide integrated services to meet the needs of road and rail operators and sustain long-term growth. For example, the Enfield Intermodal Logistics Centre in Sydney includes an intermodal terminal, freight forwarding, import/export and transport distribution facilities with warehousing being developed.

7.9. NSW PORTS' 30 YEAR MASTER PLAN

NSW Ports' 30 Year Master Plan, 'Navigating the Future', presents NSW Ports' view on the actions required to ensure the long-term sustainability of NSW's port supply chain. The Master Plan details expected trade growth over the next 30 years and outlines actions needed to service this growth. Five objectives to sustainably cater for forecast trade growth are identified.

Key strengths of the Enfield ILC are noted, as follows:

- Provide efficient road connections to the ports and intermodal terminals;
- Grow rail transport of containers;
- Use land and infrastructure efficiently;
- Grow port capacity; and
- Protect the ports and intermodal terminals from urban encroachment.

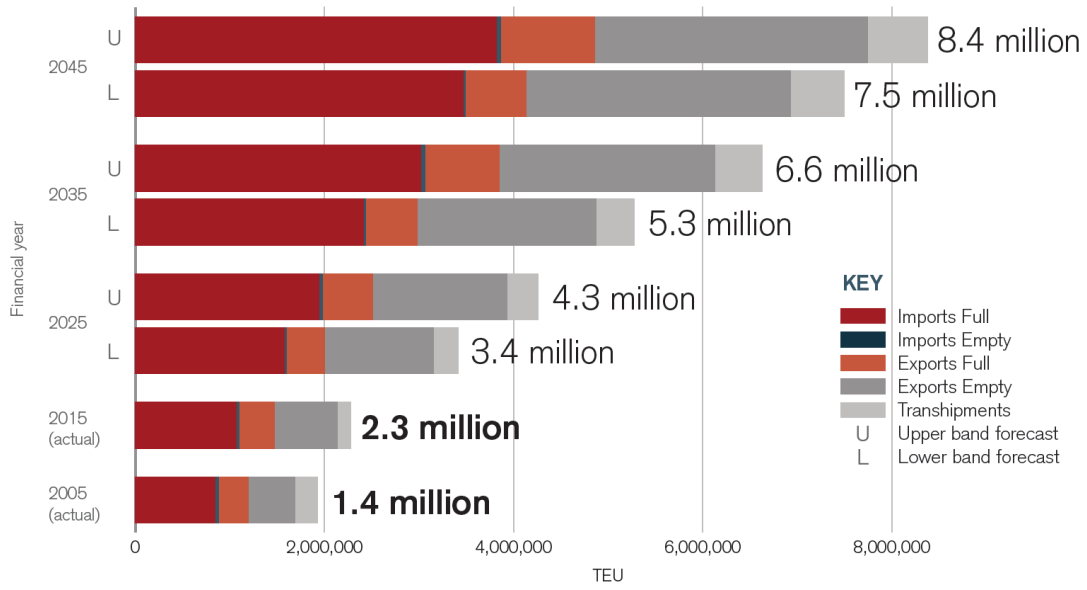
As a critical intermodal asset, the Enfield ILC is a focus of the masterplan, which predicts the Enfield ILC will remove more than 370 container trucks every day from the roads around Port Botany. The achievement of this reduction, however, is reliant upon the Enfield ILC meeting the needs of transport operators and achieving its approved capacity of 300,000 TEU per annum.

The primary form of trade through Port Botany is containers. Port Botany is expected to become Australia's largest container port by volume in the next 30 years. Containers are forecast to grow from 2.3 million TEU now to between 7.5 million and 8.4 million TEU per year by 2045 (see Figure 9 below).

NSW Ports is committed to the gradual increase in mode share of rail in the transportation of freight throughout NSW. Transport operations independent of the IMT at the Enfield ILC will be more prevalent in the earlier years of operation as container freight volumes remain relatively low and rail transport is in the start-up phase. As the IMT grows to achieve the container volumes required to make rail viable, rail freight volumes will grow to be the predominant transport mode between the port and the intermodal terminal.

A key objective of MOD 14 is to encourage uptake of spare capacity across smaller sites comprising approximately 40% of the Enfield ILC to facilitate the continued growth of container volumes, provide operational flexibility and ensure the commercial viability of the intermodal terminal.

Figure 9 – NSW Ports' 30 Year Master Plan, Port Botany Container Forecast to 2046



Source: NSW Ports

8. ENVIRONMENTAL ASSESSMENT

This section of the report assesses and responds to any environmental impacts which arise as a result of the proposed modifications. Mitigation measures have been recommended where necessary.

8.1. TRAFFIC AND TRANSPORT

In accordance with the SEARs, a Traffic Impact Assessment (TIA) has been prepared by Ason Group to assess the relevant traffic, transport and parking implications of the Proposal.

8.1.1. Parking Provision

Applicable parking rates, as established by the Strathfield Consolidated Development Control Plan and the RMS Guide to Traffic Generating Developments, are summarised in Table 7 below.

Table 8 – Car parking requirements (RMS Guide & DCP)

Building Area	RMS Requirement	DCP Requirement	Proposed
125,630 sqm	576 spaces	2,344 spaces	816 spaces

Application of the RMS and Council's rates to the proposed development yield a requirement for between 576–2,344 car parking spaces, respectively. A total of 816 car parking spaces are proposed.

It is noted that the Council requirement would result in a parking provision far in excess of the expected staff profile. Accordingly, the TIA concludes a parking provision toward the lower end of the range is supportable to encourage, as far as is practicable for a site not well served by public transport, sustainable transport choices.

The Proposal is not anticipated to generate increased pressure on on-street parking demand, as the proposed parking provision is sufficient to accommodate the projected demand.

Notwithstanding increased parking provision, MOD 14 will generate a net reduction of 31 vehicles per hour in the AM peak and 30 vehicles per hour in the PM peak period from that currently approved as discussed below.

8.1.2. Traffic Generation

Construction Phase

The TIA prepared in support of the Approval anticipated a total of some 18,354 trucks being required during construction works. Many of the construction works associated with the Enfield ILC likely to impact on the surrounding road network - such as site establishment, benching and infrastructure works - have already been undertaken.

No change to the previous construction traffic impacts or management systems is envisaged and construction traffic will be managed in accordance with the existing terms of the Approval. With respect to fill importation, Ason Group estimate a total of approximately 2,910 trucks (5,820 movements) is required. These volumes are substantially less than the operational traffic projections. It is noted that this import of material forms part of the projected construction traffic movement and is not a new impact as a result of this Modification.

A set of Construction Traffic Management Protocols (CTMP) for each stage of construction works were included as part of the original Construction and Environmental Management Plans prepared on behalf the NSW Ports Authority. Further detailed Construction Traffic Management Plans will be prepared for the works as and when they occur in the future having regard for current conditions at the time the works are to occur.

Operational Phase

Ason Group has calculated the anticipated trip generation arising as a result of the proposal as follows:

- Traffic generation for the proposed warehouse Precincts (excluding the Intermodal, Precinct A and Precinct B) is forecast based upon the average observed trip generation rates that informed the RMS

Guide to Traffic Generating Developments Updated Traffic Surveys, as is the anticipated split between trucks and cars in the AM and PM peak;

- Traffic generation by Precinct A (which will operate with rail-truck freight, similar to the Approved intermodal warehouses) is forecast on a “pro-rata” basis with reference to the previously modelled projections that informed the Approval, as is the anticipated split between trucks and cars in the AM and PM peak;
- Traffic generated by Precinct B is forecast based upon the RMS Guide to Traffic Generating Developments (2002) rates for an industrial ‘Business Park’ having regard for the smaller tenancy sizes proposed within that Precinct. The proportion of trucks for Precinct B is based on a survey of similar Business Park sites with an average unit size of less than 650 sqm; and
- Traffic volumes for the intermodal terminal have been maintained from the previously modelled projections that informed the Approval, as is the anticipated split between trucks and cars in the AM and PM peak.

Table 8 provides a summary of the proposed traffic generation associated with each of the uses. Table 9 provides a comparison of projected trip generation as approved and now proposed under MOD 14.

Table 9 – Summary of Proposed Trip Generation & Proportion of Trucks

Use	Area	AM			PM		
		Staff	Trucks	Total	Staff	Trucks	Total
Intermodal	n/a	21	60	81	43	45	88
Unit A1	41,570	70	18	88	55	5	60
Unit A2	21,030	36	9	45	28	3	31
Precinct B	6,550	74	3	77	76	1	77
Other Warehouses	56,450	68	20	88	75	11	86
TOTAL	125,630	269	110	379	277	65	342

Table 10 – Comparison of Future Traffic Generation (Approved v. Proposed)

Use	Approved AM/PM Peak		Proposed AM/PM Peak	
Intermodal	81	88	81	88
Warehouses	151	107	221	177
Light Industrial	169	169	77	77
TOTAL	401	364	379	342

The proposed MOD 14 will generate a net reduction of 22 vehicles per hour in both the AM and PM peak period from that currently approved and a net reduction of 278 vehicles from the daily traffic volume.

SIDRA analysis undertaken by Ason Group indicates that traffic volumes arising from the proposed scheme will generally decrease average vehicle delays, with Level of Service at key intersections remaining unchanged relative to the approved scheme. An exception is intersection of Roberts and Norfolk Roads, which has an increase in delay of 0.3 and 0.2 seconds during the AM and PM peak, respectively, as a result

of marginally increased number of heavy vehicles under MOD 14. Ason Group characterise this increase as 'negligible' and largely offset by reduced light vehicle movement numbers.

8.2. CONTAMINATION

As noted in Section 2 to this Modification Report, assessment and remediation has been undertaken for the majority of the lots comprising the site. In accordance with the SEARs, a site suitability letter has been prepared by Coffey to provide advice as to whether:

- Remediated lots are suitable for the proposed commercial/industrial land use, as modified by MOD 14; and
- Lots 1 – 4, 19 and 20 can be made suitable for the proposed commercial/industrial land use as modified by MOD 14.

Although the distribution of land uses across the Enfield ILC site is proposed to be modified under MOD 14, no new land uses are proposed. The remediated lots, therefore, will continue to be suitable for commercial/industrial land uses.

Coffey has previously undertaken the validation of remediation activities at the site and notes the site, in its totality, shares a similar industrial history and ground conditions. Further, the developments proposed for Lots 1– 4, 19 and 20 are similar in nature to the construction and development which has already occurred on other remediated portions of the site, namely commercial/ industrial land uses.

Having regard for this, Coffey concludes that the balance of the site can be made suitable for commercial/industrial land use by undertaking the following:

Development of a remedial action plan (RAP) outlining the remediation strategy for Lots 1 – 4, 19 and 20, and would also include details for onsite encapsulation of the stockpiled material located on Lot 3, which is to be retained on-site;

Following completion of the works, the Long Term Environmental Management Plan (LTEMP) should be updated to reflect any changes on-site including documenting where impacted soil has been placed and encapsulated;

Validation sampling be undertaken where required.

It is noted that the existing terms of approval require Site Audit Statements (SAS) be issued by a NSW EPA Accredited Auditor prior to the commencement of construction works that may disturb contaminated areas (ToA 2.43).

No further mitigation measures are required.

8.3. VISUAL ASSESSMENT

In accordance with the SEARs, a Landscape Character and Visual Impact Assessment (LCVIA) has been prepared by CLOUSTON Associates. The assessment has been prepared with reference to RMS guidelines for Landscape Character and Visual Impact Assessment WIA-N04 and satisfies the requirements of the Land and Environment Court planning principles as set out in the following judgements:

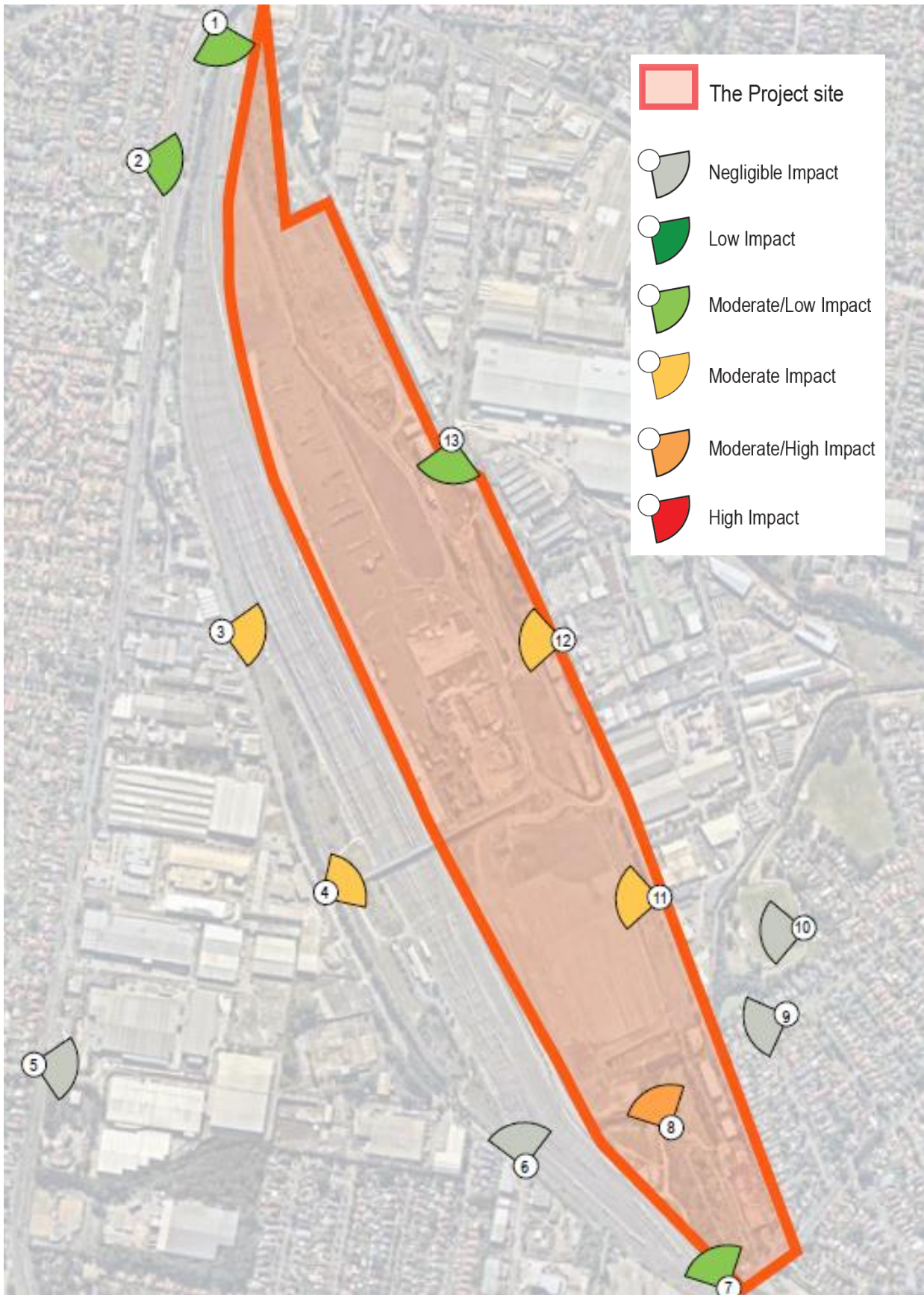
- *Rose Bay Marina Pty Limited v Woollahra Municipal Council (2013);* and
- *Tenacity Consulting v Warringah Council (2004).*

A total of 13 representative viewpoints comprising a combination of public and private aspects are analysed by the LCVIA. These viewpoints contain visual receptors with a potential to be impacted by some part of the Enfield ILC, as modified. The zone of visual influence from which the viewer can see the impacts of the proposed and key viewpoints are identified by Figure 10 below.

The expected visual impact of the proposal on each viewpoint is assessed by the LCVIA. Impact ratings across the thirteen viewpoints range from Negligible to Moderate/High. The most prominent views of the proposed development occur along the boundary shared with industrial/commercial development to the west and east where impact ratings are assessed as Moderate. However, the proposal is similar in character to

this landscape zone in terms of both scale and nature. The proposal therefore is considered compatible with existing industrial/commercial landscape and the visual impacts from these locations are acceptable.

Figure 10 – Key viewpoint locations and expected visual impacts



Viewpoints obtained from the surrounding road network are available but are generally restricted by existing landform (rising embankment), plantings, and existing buildings. Further, these are views obtained by road users and, therefore, inherently 'moving views'. Potential visual impact, therefore, is assessed as Moderate/Low-Moderate.

The analysis finds the site is generally not visible from residential and parkland receptors as views towards the site are again obscured by a combination of built form, topography and screening vegetation. Potential visual impact, therefore, is assessed as negligible.

An exception is the potential visual impact from the lookout from the Southern Precinct at the southern extent of the Enfield ILC, which is assessed as moderate-high. While the proposed warehouses would be in keeping with the existing landscape character, the proposed building in the midground (Warehouse A1) would change the openness of the view with the presence of a relatively bulky built form.

It is noted that the existing Approval permits the stacking of shipping containers (up to six) to a height of approximately 15.6 metres in the eastern portion of this viewpoint while MOD 14 proposes the erection of a warehouse to a height of 13.7 metres, a reduction of 2 metres. It is further noted that the lookout from the Southern Precinct was constructed by NSW Ports to provide an observation point from which the activity of the Enfield ILC could be observed. The proposal, therefore, is in keeping with the intent of the lookout.

The LCVIA considers four broad approaches to mitigating the potential visual impacts – avoidance, reduction, alleviation, and offsite compensation. The LCVIA concludes that given the proposed built form will be similar in character to approved and surrounding development and the additional building height will not have significant adverse impact on its surrounding context, the need for Avoidance, Reduction or Offsite Compensation is not warranted. The following recommendations to mitigate potential impacts via Alleviation are provided:

- planting around proposed warehouses;
- plant additional native trees and shrubs to screen built form and reduce the scale of the development;
- avoid overly reflective surfaces;
- use neutral colours to reduce visual contrast in more visible area; and
- ensure the aesthetic quality of the buildings and other facilities to make sure the Project fits with the local context and existing visual environment.

The final built form and associated landscaping of future warehouses will be subject of future environmental assessments. However, given the minor nature of these alleviation measures it is considered the mitigation measures identified above are readily achievable. Conditions of approval are proposed to be modified to adopt the recommendations of the LCVIA.

8.4. AIR QUALITY

In accordance with the SEARs, an Air Quality Impact Assessment (AQIA) has been prepared by SLR Global Environmental Solutions to assess the air quality and odour impacts associated with the modified operations of the Enfield ILC and address the relevant requirements under the SEARs.

Surrounding residential areas are identified as the relevant sensitive receptors for consideration in the assessment, the nearest of which are located along Cosgrove Road approximately 30 metres east of the site.

The sensitivity of the receptors is categorised to be 'high' for health impacts and 'high' for dust soiling, as people may be reasonably expected to be present continuously as part of the normal pattern of land use within residential areas. The sensitivity of the area to dust soiling is classified as 'low' as is the sensitivity of the surrounding area to health effects. This categorisation has been made taking into account the annual mean background PM10 concentration and the anticipated number of receptors present.

The AQIA relies on ambient air quality monitoring performed by the NSW OEH at Chullora AQMS, approximately 2 km west of the site to establish baseline data of the existing air quality environment. With the exception of the annual average PM2.5 concentration, the background concentrations of all pollutants of concern are below the relevant EPA criterion. The maximum measured 24 hour average PM2.5 concentration is approaching the criterion at 92% and the annual average PM2.5 concentration of 9 µg/m³ recorded in 2014 exceeded the criterion of 8 µg/m³ by 13%.

All sewer systems within the Enfield ILC will be underground, therefore it can be assumed that the operations will not contribute any odour. Notwithstanding, it is noted that ToA 2.21 prohibits the emission of any offensive odour, as defined under section 129 of the *Protection of the Environment Operations Act 1997*, beyond the boundary of land subject of the approval.

Construction

The AQIA has assessed construction impacts related to the construction of the warehouses and light industrial units. Particulate matter (dust) from minor excavation activities and material handling activities is identified by the AQIU as the main emissions to air during the construction phase. The key potential air pollution and amenity issues associated with construction at the Enfield ILC are:

- Annoyance due to dust deposition (soiling of surfaces) and visible dust plumes; and
- Elevated suspended particulate concentrations (PM10) due to dust-generating activities.

Having regard for the sensitivity of the receptors and the area the risk assessment indicates that there is a medium risk of adverse dust soiling and human health impacts occurring at the off-site sensitive receptor locations if no mitigation measures were to be applied to control emissions from the building construction and trackout.

The AQIA anticipates the mitigated dust deposition and human health impacts for construction activities and trackout will be negligible. Notwithstanding, the AQIA recommends that a detailed review of appropriate measures should be performed as part of the development of the Construction Environmental Management Plan (CEMP) with the most appropriate measures.

It is noted that the existing ToA 6.3 requires the preparation of a detailed Construction Environmental Management Plan. Existing ToA 2.25 further requires the Proponent to implement measures for the management of potential dust emissions during construction and incorporate these CEMP.

No further mitigation measures are required.

Operation

The AQIA has assessed the impacts related to road traffic emissions, particularly those associated with idling truck engines while the truck-to-truck freight movements are taking place. The following key emission sources and pollutants of interest associated with the operation of the Enfield ILC have been identified by the AQIA:

- Particulate emissions (as Total Suspended Particulate (TSP), particulate matter less than 10 microns (PM10) and particulate matter less than 2.5 microns (PM2.5)) resulting from traffic movements on paved roads;
- Truck exhaust emissions within the Enfield ILC, namely oxides of nitrogen (NOX), carbon monoxide (CO), particulate matter (as TSP, PM10 and PM2.5), sulphur dioxide (SO2) and volatile organic compounds (VOCs);
- Locomotive idling emissions, namely NOX, CO, TSP, PM10 and PM2.5, SO2 and VOCs; and
- Emissions due to combustion of LPG in on-site forklifts, namely NOX and CO.

CO, SO2 and VOCs are excluded from further assessment as these pollutants are likely to be low impact due to low background concentrations within the locality.

Dispersion modelling predictions of TSP, PM10, PM2.5 and NO2 were prepared in respect of surrounding sensitive receptors with the following results:

- The predicted cumulative annual average TSP concentrations at all receptors range from 37.9-46.2 µg/m³ and are below the relevant OEH guideline criterion of 90 µg/m³;
- The predicted cumulative 24-hour average PM10 concentrations predicted at each surrounding sensitive receptor range from 17.4-45.9 µg/m³ and are below the relevant OEH guideline 50 µg/m³. Therefore it is concluded that the proposed operation is unlikely to cause any additional exceedances of the criterion at these locations;
- The predicted cumulative 24-hour average PM10 concentrations predicted at each surrounding sensitive receptor range from 18.8-21.5 µg/m³ and are below the relevant OEH guideline 25 µg/m³. Therefore it is

concluded that the proposed operation is unlikely to cause any additional exceedances of the criterion at these locations;

- The incremental and cumulative 24-hour average PM_{2.5} concentrations predicted at each surrounding sensitive receptor as a result of operational emissions are below the relevant OEH guideline for all but one receptor (R1). However, the exceedance predicted to occur at R1 on 9 August 2014 (exceedance of 0.7µg/m³) is attributed to the high background concentration (85%) recorded at Chullora on this day. The AQIA concludes that the proposed operational activities at the Enfield ILC is unlikely to cause any additional exceedances of the criterion at this location;
- The incremental annual average PM_{2.5} impacts predicted as a result of the proposed operations are minimal (maximum of 1 µg/m³ at R6) although the cumulative annual average PM_{2.5} concentrations exceed the criterion due to the addition of the already exceeding background concentration. Annual average PM_{2.5} impacts predicted at sensitive receptor locations as a result of the proposed Enfield ILC activities are less than 1 µg/m³, which is far below the criterion of 8 µg/m³ (i.e 12.5%); and
- The predicted cumulative 1-hour and annual average NO₂ concentrations range from 23.5-24.6 µg/m³ and are well below the relevant OEH criteria of 62 µg/m³ at all receptors.

It is noted that the predicted impacts are based on worst case operational activity data and the use of conservative emission factors. As a result, emission factor levels can be expected to be lower during normal operation of the Enfield ILC.

The AQIA concludes that air quality impacts would not constrain either the construction or operation of the Development subject to the adoption of the recommended mitigation measures (see Section 7 of the AQIA).

Conditions of approval are proposed to be modified to adopt the recommendations of the AQIA.

No further mitigation measures are required.

8.5. HEALTH AND SAFETY

In accordance with the SEARs a Human Health Risk Assessment (HHRA) has been prepared by SLR Global Environmental Solutions to provide an assessment of the proposal against *Environmental Health Risk Assessment, Guidelines for Assessing Human Health Risks from Environmental Hazards* (enHealth, 2012). SLR assessed the potential exposure pathways for human health from contamination during the operations of Enfield ILC.

Sensitive receivers that have the potential to be exposed to Contaminants of Potential Concern (COPCs) arising from the proposed modifications to the Approval are identified by the HHRA as the residents of residential areas closest to the Enfield ILC comprising Strathfield, Enfield, Belfield, Lakemba and Greenacre, which range in distance from the site boundary by 30-600 metres.

The HHRA finds that none of the predicted COPC concentrations assessed is likely to be present at concentrations likely to impact on the health risks to receptors in the surrounding communities. Therefore, it is concluded the proposed MOD 14 unlikely to lead to an increase in any existing potential health risks to the identified communities.

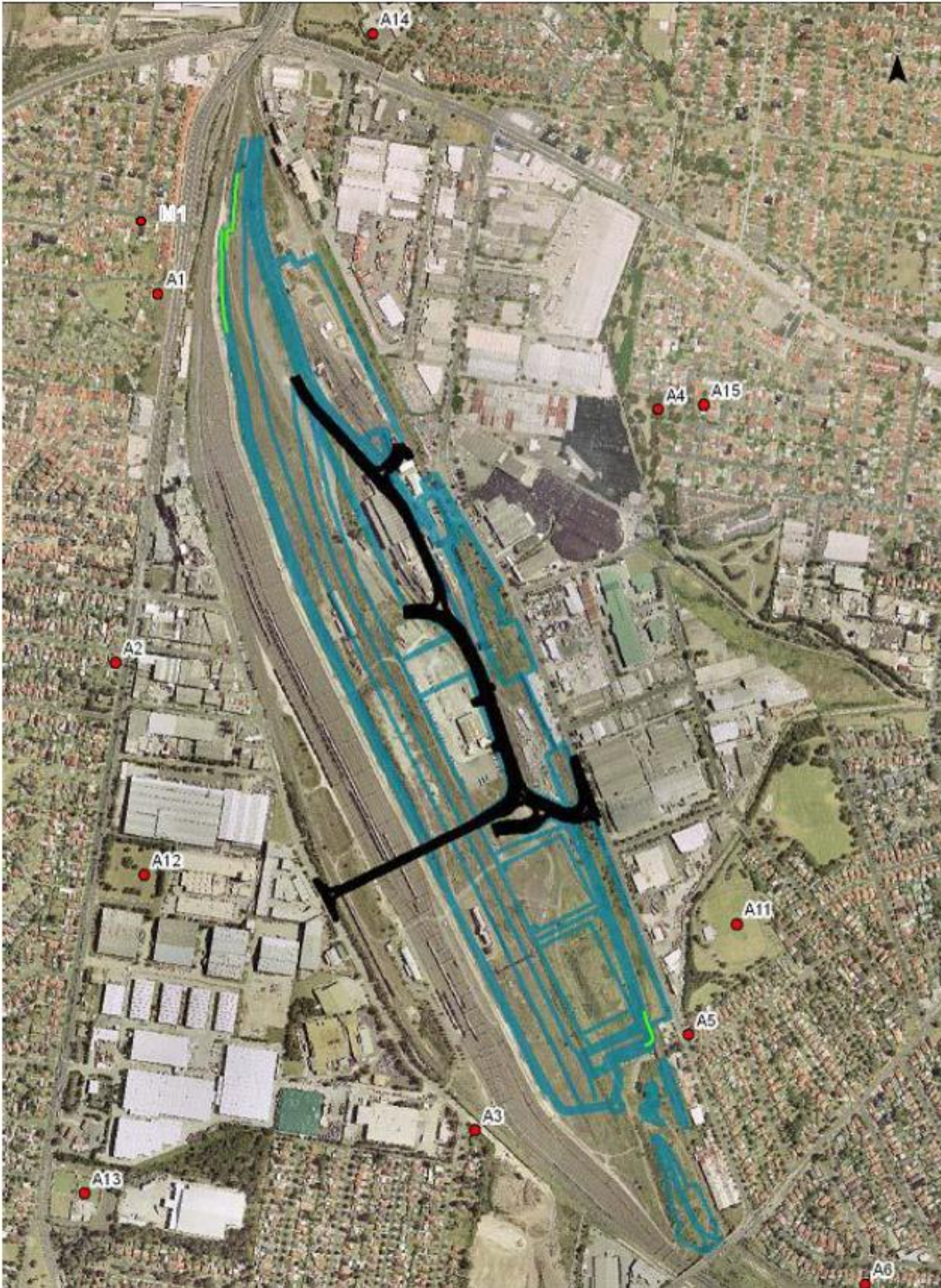
No further mitigation measures are required.

8.6. NOISE AND VIBRATION

In accordance with the SEARs, a Noise Impact Assessment (NIA) has been prepared by SLR Global Environmental Solutions to assess predicted noise of the modified operations of the Enfield ILC against the allowable operational noise contributions prescribed under the Approval.

Noise sensitive locations within proximity of the Enfield ILC as illustrated by Figure 11 below.

Figure 11 – Noise Sensitive Locations



Construction Noise Impacts

The NIA establishes site-specific construction noise criteria in accordance with the recommendations of the Interim Construction Noise Guideline (ICNG). As construction works are proposed to be limited to daytime standard working hours the ICNG construction noise management level (CNML) equivalent to the daytime RBL plus 10 dBA and “highly noise affected level” (HNAL) daytime intrusive LAeq(15minute) noise level of 75 dBA are relevant.

Construction noise levels have been predicted at all receiver locations in the vicinity of the proposed works with reference to construction modelling scenarios together with the associated construction plant and equipment. The worst-case construction noise predictions indicate that CNML exceedances of up to 30 dBA are to be expected at assessed locations during standard working hours. HNAL exceedances of up to 6 dBA are to be expected at location A5 (Western end of Blanche Street) during standard working hours due to its close proximity to the site.

These worst-case construction noise levels, up to 81 dBA at location A5 (Western end of Blanche Street), are consistent with the worst-case noise impact anticipated by the Approval and there will be no additional impact as a result of MOD 14.

Operational Noise Impacts

The relevant design noise criteria for both the Intrusive criteria (15 minute) and Amenity criteria (period) are established by the terms of the Approval, specifically ToA 2.17. As noted by the NIA, the noise assessment location "A12 - Matthew Park" no longer exists and has been developed for commercial retail use. Therefore, the operational noise criteria for location "A12 - Matthew Park" is not considered by the NIA. There are no other recreation areas in this vicinity.

The results of a comparison of the unmitigated predicted noise levels from the assumed worst-case site activity associated with MOD 14 at each of the surrounding assessment locations against the approved design criteria, including both neutral and enhanced weather conditions can be summarised as follows:

Daytime period:

- The worst-case operations for 15-minute period during daytime is predicted to comply with the LAeq(15minute) approved intrusiveness criteria under neutral weather conditions. Under enhanced weather conditions the daytime LAeq(15minute) approved criteria was exceeded at location A5 (Western end of Blanche Street) by up to 2 Dba; and
- Compliance of the approved daytime external amenity criteria was achieved under both neutral and enhanced weather conditions.

Evening period:

- The worst-case operations for 15-minute periods during evening is predicted to comply with the LAeq(15minute) approved criteria under both neutral and enhanced weather conditions; and
- Compliance of the approved evening amenity criteria was achieved under both neutral and enhanced weather conditions.

Night-time period:

- The worst-case operations for 15-minute period during night-time is predicted to exceed the LAeq(15minute) approved intrusiveness criteria by up to 2 dBA at location A1 (Eastern end of Jean Street) under neutral weather conditions;
- Under enhanced weather conditions the nighttime LAeq(15minute) approved criteria was exceeded by up to 5 dBA, 2 dBA and 3 dBA at location A1 (Eastern end of Jean Street), location A3 (Wentworth Street south) and location A5 (Western end of Blanche Street), respectively;
- The approved night-time amenity criteria were exceeded by up to 3 dBA at location A1 (Eastern of Jean Street) under South-Easterly wind conditions;
- The approved night-time sleep disturbance criteria were exceeded by up to 4 dBA at location A1 (Eastern of Jean Street) under neutral and enhanced weather conditions and by up to 3 dBA at A5 (Western end of Blanche Street) under enhanced weather conditions. However, analysis shows predicted sleep disturbance noise levels are consistently below the existing maximum noise levels. The potential for sleep disturbance is minimal, irrespective of the prevailing background noise levels; and
- With respect to the above, it is noted a change of up to 3 dBA in the level of a sound is difficult for most people to detect, whilst a 3 dBA to 5 dBA change corresponds to a small but noticeable change in loudness.

The NIA makes a number of recommendations to mitigate these potential impacts (see Section 8.12).

Off-Site Road Noise Impacts

The relevant criteria for the assessment of road noise in NSW is established under the NSW Road Noise Policy (DECCW, 2011). In respect of sites where existing traffic noise levels are above the noise assessment criteria, the Policy provides that an increase of up to 2 dBA represents a minor impact that is considered barely perceptible to the average person in assessing feasible and reasonable mitigation measures.

The noise predictions provided by the NIA show that the traffic noise levels from the proposed MOD 14 operation will be consistent with or below the approved traffic noise levels presented in 2005 EA for the daytime period, with a very minor increase of up to 0.3 dBA during night-time period. This 0.3 dB noise increase is well below the 2 dBA allowance provided by Section 3.4 of the RNP and, as detailed in the NIA, will not be audible to the human ear.

8.7. ECOLOGICAL IMPACTS

In accordance with the SEARs, an assessment of potential impacts on the frog pond habitat and surrounding ecological zones arising as a result of construction works and / or increased truck movements associated with the project has been prepared by Biosphere Environmental Consultants Pty Ltd.

The following potential impacts have been identified:

1. siltation of the ponds as a result of the earthworks nearby;
2. contamination of the ponds by contaminated run-off from the construction area;
3. high levels of night lighting that spills into the frog habitat area;
4. increased noise and vibration near the Frog Habitat Area;
5. accidental spill of fuel, oil or other liquids near the Frog Habitat Area; and
6. truck headlights illuminating the Frog Habitat Area at night.

To alleviate these potential impacts, the following mitigation measures are recommended:

1. erection of silt fences and silt trapping devices prior to any earthworks; use of dust suppression methods to prevent wind-blown dust from entering the frog habitat area;
2. establishment of run-off barriers between the construction areas and the frog habitat area (so that accidental spills and/or stormwater wastes cannot enter the frog habitat area);
3. direct night lights away from the frog habitat area so that light spill is kept to a minimum;
4. noise and vibration should not be an issue for the frogs as the warehouse sites are on the northern side of the Cox's Creek Canal and this should buffer noise and vibration;
5. accidental spills can happen any time. To ensure that hazardous liquids cannot reach the Frog Habitat Area a check of the surface drainage and run-off from the truck roadways near the Frog Habitat Area should be carried out. If the existing surface flow is towards the Frog Habitat Area, diversion bunds should be created to ensure that these chemicals can never enter the Frog Habitat Area;
6. if truck headlights (especially for turning vehicles) are able to reach the Frog Habitat Area, visual screens will need to be erected between the roadway and Frog Habitat Area to prevent this light falling on the Frog Habitat Area; and
7. demarcation of the frog habitat area and surrounds as a "No Go" area. This may require some form of barrier bunting as well as signs that indicate the significance of the area and that the site is off limits to general construction workers.

It is noted that the above mitigation measures can be implemented via the preparation of a detailed CEMP by the future contractor, once appointment, rather than the inclusion of a specific ToA.

Conditions of approval are proposed to be modified to adopt the above recommendations.

No further mitigation measures are required.

8.8. WASTE MANAGEMENT

In accordance with the SEARs a Waste & Recycling Management Plan (W&RMP) has been prepared in accordance with the objectives of the Waste Avoidance and Resource Recovery Act 2001 and NSW Waste Avoidance and Resource Recovery Strategy 2014-21 to assess predicted waste generation arising as a result of MOD 14 during construction and operation.

The W&RMP sets out the proposed demolition, construction and operational waste strategy in the context of proposal's legislative requirements and responsibilities and details the approaches to waste collection, handling, recycling, and disposal.

No further mitigation measures are required.

8.9. WATER QUALITY & STORMWATER MANAGEMENT

In accordance with the SEARs, a letter of advice has been prepared by AT&L to assess whether the proposed MOD 14 will impact on water quality or the approved hydrological regime (see **Appendix M**).

The advice provided by AT&L concludes that existing stormwater drainage infrastructure approved pursuant to MP05_01467 including internal/external roads, car parks, intersections, bridge structures, Intermodal Terminal pavement area, bioretention/ detention basins and future connections into each precinct will not require change to in order to service the proposed building layout under MOD 14.

Similarly, the proposed building layout under MOD 14 will meet the intended water quality and hydrology regime of existing bio-retention/detention basins designed to provide treatment for post-development conditions for each precinct in accordance with MP05_01467 with no changes required.

The letter of advice recommends an erosion and sediment control plan be prepared to reduce impact to the existing stormwater water quality controls during construction. It is noted that the existing terms of approval already provide for the preparation of such a plan, as follows:

2.29 Soil and water management controls shall be employed to minimise soil erosion and the discharge of sediment and other pollutants to lands and/or waters during site preparation and construction activities, in accordance with Landcom's Managing Urban Stormwater: Soils and Construction.

No further mitigation measures are required.

8.10. FILL IMPORTATION

Concept fill importation drawings have been prepared by AT&L to illustrate preliminary building finished floor levels, site grading, stormwater layout, retaining location and earthworks cut/fill volumes. An estimated 52,425 cubic metres of imported fill is anticipated to be required to facilitate the bulk earthworks proposed under the modified masterplan. The application of fill to the site will raise the overall site levels by approximately 200mm.

It is anticipated that importation of approximately 50,000 cubic metres of fill material will generate a maximum 5,560 truck movements over a 3-4-month period (equating to 80 truck movements per day). It is noted that the site is not proposed be redeveloped in a single phase but incrementally, precinct by precinct. It is, therefore, likely only 10,000-16,000 cubic metres will be imported to the site at any one phase and truck movements will be substantially less than this worst-case scenario. It is further noted that these construction truck volumes are substantially less than the operational traffic projections.

As detailed by the TIA prepared by ASON Group, no changes to the approved CTMP are envisaged or proposed as part of MOD 14, however in the event that works outlined within the CTMP are to be changed, an amended CTMP will be submitted for approval prior to commencement of construction.

The AT&L letter of advice notes any imported material will be placed and compacted as fill upon arrival onsite and no permanent stockpiles will remain on-site. The letter of advice further notes the proposed earthworks and pad levels will not impact the established bio-retention basins approved and construction under MP05_01467.

AT&L recommend a Fill Importation Protocol (FIP) report be prepared prior to the commencement of the bulk earthworks. These works should be undertaken in accordance with the approved FIP, which should form a

part of the Construction Environmental Management Plan to be prepared and approved prior to commencement of construction

8.11. GENERAL ENVIRONMENTAL RISK ANALYSIS

As demonstrated in the preceding sections, the proposed MOD 14 will have limited environmental impacts beyond those already assessed for project approval MP05_0147 and any subsequent modifications to that approval. To summarise:

Traffic

- The Traffic Report prepared by Ason Group (**Appendix E**) demonstrates that proposed parking provision is sufficient to accommodate projected demand. The proposal will have negligible impact on intersection performance within the locality. Further, the proposal will result in a net reduction in trip generation in both the morning and afternoon peak. The Proponent remains committed to carrying out the development of the Enfield ILC in accordance with the validation and ongoing monitoring obligations detailed by the existing terms of approval. No removal or restriction of these requirements is proposed.

Visual Impact

- The proposed modifications to building height and footprint have been the subject of a detailed visual impact assessment prepared by Clouston (**Appendix G**). The assessment finds the site is most prominent when viewed from surrounding industrial and commercial lands where the development results in minimal visual intrusion due to its compatibility with the existing landscape and the low sensitivity of these lands.
- The site is generally not visible from residential and parkland receptors. An exception is the lookout from the Ecological Area at the southern extent of the Enfield ILC where the proposed Warehouse A1 will change the openness of the view with the presence of a relatively bulky built form. Conditions of approval are proposed to be modified to adopt the recommendations of the LCVIA.

Air Quality & Odour

- The AQIA prepared by SLR Consulting (**Appendix H**) concluded the operations of the Enfield ILC will not contribute to any offensive odour as defined under section 129 of the *Protection of the Environment Operations Act 1997* given all sewer systems will be underground. Notwithstanding, the existing ToA 2.21 prohibits the emission of any offensive odour beyond the boundary of land subject of the approval.
- Particulate matter (dust) from minor excavation activities and material handling activities is identified by the AQIA as the main emissions to air during the construction phase. The AQIA anticipates dust deposition and human health impacts for construction activities and trackout will be negligible, subject to appropriate mitigation. SLR recommends preparation of a detailed Construction Environmental Management Plan incorporating measures for the management of potential dust emissions during construction. As previously noted, this is already required pursuant to existing ToAs 6.3 and 2.25.
- The AQIA concludes that operational air quality impacts would not constrain either the construction or operation of the Development subject to the adoption of the recommended mitigation measures (see Section 7 of the AQIA). Conditions of approval are proposed to be modified to adopt the recommendations of the AQIA.

Noise and Vibration

- Projected construction noise impacts are consistent with those anticipated by the Approval. It is noted that existing TOAs make provision for the mitigation of construction noise ToAs 2.14-16.
- Projected operational noise impacts are consistent with the Approved noise criteria for the evening period with only a minor exceedance in the daytime period during enhanced weather conditions, which falls within the approved 2dBA tolerance. Although predicted operational noise impacts are projected to exceed the approved noise criteria in the nighttime hours, it is noted that the incremental change in noise level is unlikely to result in significant impacts on residents due to existing background noise levels and the conservative nature of the projections.
- The off-site road noise impacts predicted by the NIA show that the traffic noise levels from the proposed MOD 14 will be consistent with or below the approved traffic noise levels presented in 2005 EA for the

daytime period, with a very minor increase of up to 0.3 dBA during night-time period, which will not be audible to the human ear.

Protected & Sensitive Lands

- An assessment of potential impacts on the frog pond habitat and surrounding ecological zones arising as a result of construction works, earthworks and / or increased of truck prepared by Biosphere Environmental Consultants Pty Ltd identified a number of potential impacts (**Appendix K**).
- The assessment concludes potential impacts are able to be mitigated with the adoption of recommendations detailed. Conditions of approval are proposed to be modified to adopt the recommendations of the advice.

Civil Works

- Advice provided by AT&L concludes that neither the stormwater drainage infrastructure nor the water of existing bio-retention/detention basins approved pursuant to MP05_01467 will require change in order to service the proposed building layout under MOD 14. AT&L recommend an erosion and sediment control plan be prepared to reduce impact to the existing stormwater water quality controls during construction. As previously noted, this is already required by ToA 2.29. No further mitigation measures required.
- An estimated 52,425 cubic metres of imported fill is anticipated to be required to facilitate the bulk earthworks proposed under the modified masterplan. The application of fill to the site will raise the overall site levels by approximately 200mm. Imported material will be placed and compacted as fill upon arrival onsite and no permanent stockpiles will remain on-site and will not impact the established bio-retention basins. AT&L recommend a Fill Importation Protocol (FIP) report be prepared prior to the commencement of the bulk earthworks. Conditions of approval are proposed to be modified to adopt the recommendations of the advice.

The potential impacts are considered acceptable and of minimal environmental impact, subject to the adoption of relevant mitigation measures as detailed in the supporting technical reports.

Where relevant, conditions of approval are proposed to be modified to adopt the recommendations of the advice.

8.12. MITIGATION MEASURES

The following mitigation measures are proposed to alleviate potential contamination impacts:

- Development of a remedial action plan (RAP) outlining the remediation strategy for Lots 1 – 4, 19 and 20, and would also include details for onsite encapsulation of the stockpiled material located on Lot 3, which is to be retained on-site;
- Following completion of the works, the Long Term Environmental Management Plan (LTEMP) should be updated to reflect any changes on-site including documenting where impacted soil has been placed and encapsulated;
- Validation sampling be undertaken where required.

The following mitigation measures are proposed to alleviate visual impact:

- planting around proposed warehouses;
- plant additional native trees and shrubs to screen built form and reduce the scale of the development;
- avoid overly reflective surfaces; and
- use neutral colours to reduce visual contrast in more visible area ensure the aesthetic quality of the buildings and other facilities to make sure the Project fits with the local context and existing visual environment.

The following mitigation measures are proposed to alleviate operational air quality impacts

- Vehicle Operation - Ensure all vehicles switch off engines when stationary so that there are no idling vehicles.

The following mitigation measures are proposed to alleviate operational noise impacts

- It is recommended that reach stackers be operated in a “Low Horse Power” or “Night Mode” at night to reduce the overall noise emissions. It is also recommended to fit all site-based mobile plant with non-tonal variable reverse alarms to reduce the site wide noise emissions;
- Following the commencement of MOD 14 operations, it is recommended that attended noise monitoring be conducted to further quantify the predicted noise emissions from the site. Monitoring will be used to validate the noise model and account for any variances in actual operating conditions compared to the input assumptions used in this assessment. In particular, the requirement for monitoring of empty container storage operations within 30 days of commencement as per Condition 3.3 of the Project Approval could be applied to the Precinct A area. This would ensure that potential impacts on receivers around Roberts Road and Jean St are assessed and addressed in a timely manner;
- Following noise monitoring, if exceedances are identified, the use of noise reducing kits should be investigated. Noise reducing kits may include high performance mufflers and acoustic louvers, if available and feasible, for noise intensive mobile plant used permanently on site;
- As detailed in Table 28, the reach stackers and forklifts are typically the most dominant noise source on site. If required, the noise reducing kits may achieve a noise reduction of 4 dBA on all reach stackers forklifts and hence the potential predicted exceedances may not eventuate; and
- All plant and equipment should be inspected regularly and kept in good running order, regularly maintained and free of defective components which may affect noise emissions.

The following mitigation measures are proposed to alleviate ecological impacts, noting these will be covered by via the preparation of a detailed CEMP once a contractor has been appointed:

- erection of silt fences and silt trapping devices prior to any earthworks; use of dust suppression methods to prevent wind-blown dust from entering the frog habitat area;
- establishment of run-off barriers between the construction areas and the frog habitat area (so that accidental spills and/or stormwater wastes cannot enter the frog habitat area);
- direct night lights away from the frog habitat area so that light spill is kept to a minimum;
- noise and vibration should not be an issue for the frogs as the warehouse sites are on the northern side of the Cox's Creek Canal and this should buffer noise and vibration;
- accidental spills can happen any time. To ensure that hazardous liquids cannot reach the Frog Habitat Area a check of the surface drainage and run-off from the truck roadways near the Frog Habitat Area should be carried out. If the existing surface flow is towards the Frog Habitat Area, diversion bunds should be created to ensure that these chemicals can never enter the Frog Habitat Area;
- if truck headlights (especially for turning vehicles) are able to reach the Frog Habitat Area, visual screens will need to be erected between the roadway and Frog Habitat Area to prevent this light falling on the Frog Habitat Area; and
- demarcation of the frog habitat area and surrounds as a "No Go" area. This may require some form of barrier bunting as well as signs that indicate the significance of the area and that the site is off limits to general construction workers.

The following mitigation measures are proposed to alleviate civil impacts:

- Preparation of a Fill Importation Protocol (FIP) report prior to the commencement of the bulk earthworks. These works should be undertaken in accordance with the approved FIP, which should form a part of the Construction Environmental Management Plan to be prepared and approved prior to commencement of construction.

9. CONCLUSION

This Modification Report has effectively and comprehensively addressed the Modification 14 SEARs.

The Enfield ILC is currently operating well below its approved throughput capacity of 300,000 TEU per annum, with annual throughput estimated to be 50,000 TEU per annum. Average throughput has remained well below capacity with limited sustained growth. This represents an obstacle to the Enfield ILC's ability to attain a scale at which it can viably service Greater Sydney's 24/7 port supply chain.

The proposed MOD 14 seeks to ensure the Enfield ILC grows to achieve its intended throughput of 300,000 TEUs, maximising its contribution to the efficient movement of Greater Sydney's growing container freight trade. This will be achieved through the provision of operational flexibility and built form outcomes better suited to the needs of prospective tenants and operators.

This will encourage the uptake of spare capacity at the Enfield ILC, facilitate the continued growth of container volumes and ensure the commercial viability of the warehouse and commercial precincts. At present, six (6) new users are committed to the Enfield ILC, subject to the achievement of these modified operational and built form parameters. The long-term objective is to ensure rail freight volumes grow to become the predominant transport mode across the Enfield ILC.

Potential environmental impacts of the proposal upon surrounding urban uses in terms traffic, contamination, visual impact, noise, waste or water quality have been assessed. As demonstrated by the technical studies prepared in support of this Modification Report, MOD 14 will generate no additional impacts beyond those already approved, subject to the implementation of mitigation measures recommended by the studies.

Given the merits of the proposal, we consider the proposal to be in the public interest and warrant the approval of the Minister for Planning.

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APPENDIX A

SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS (SEARS)

APPENDIX B

AGENCY RESPONSES

APPENDIX C

CONSULTATION

APPENDIX D

CONCEPT MASTERPLAN

APPENDIX E

TRAFFIC IMPACT ASSESSMENT

APPENDIX F

CONTAMINATION ADVICE

APPENDIX G

VISUAL IMPACT ASSESSMENT

APPENDIX H

AIR QUALITY ASSESSMENT

APPENDIX I

HEALTH & SAFETY

APPENDIX J

NOISE IMPACT ASSESSMENT

APPENDIX K

ECOLOGICAL IMPACT ASSESSMENT

APPENDIX L

WASTE MANAGEMENT PLAN

APPENDIX M

CIVIL ENGINEERING STATEMENTS



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