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Mr David French
Director, Moorebank Project Office
Department of Finance and Deregulation
John Gorton Building, King Edward Terrace
PARKES ACT 2600

Our ref: SSD – 5066
Your ref:

Dear Mr French

DGRs for Moorebank Intermodal Terminal (SSD – 5066)

The Department has received your request for Director General's environmental assessment requirements (DGRs) for the above development.

I have attached a copy of the DGRs for the preparation of an Environmental Impact Statement (EIS) for the development. These requirements have been prepared in consultation with relevant government authorities, including the Commonwealth Department of Sustainability, Environment, Water, Population and Communities (SEWPaC). I have also attached a copy of the government authorities' comments for your information.

The DGRs were prepared based on the Preliminary Project Environmental Overview you have provided, the Planning Focus Meeting held on 14 December 2011, and the draft *Guidelines for an Environmental Impact Statement for the Moorebank Intermodal Terminal Project, Sydney, NSW* (dated January 2012), prepared by SEWPaC (ref: EPBC 2011/6086).

In relation to the issue of heritage, the research designs and methodologies proposed for any physical archaeological works to be undertaken as part of the initial heritage assessments for the project, should be reviewed by the Department, Office of Environment and Heritage (Environment Protection Authority) and the Heritage Council of NSW, prior to the commencement of physical disturbance of the site to ensure that the strategies being used are appropriate and in accordance with standard archaeological practice.

The Department understands that whilst there are separate requirements for an EIS for the proposal under the *Environment Protection and Biodiversity Conservation Act 1999* and the *Environmental Planning and Assessment Act 1979*, only a single EIS will be prepared to meet both the State and Commonwealth requirements. Accordingly, both the Department and SEWPaC have generally aligned assessment requirements and processes under both Acts.

Prior to exhibiting the EIS that you submit for the development, the Department will review the document to determine if it addresses the DGRs and once it is satisfied that the DGRs have been addressed, you will be contacted regarding arrangements for public exhibition.

Should you have any questions regarding the above matter, please contact Rebecca Newman on the above contact details.

Yours sincerely

27. 2. 12

Chris Wilson
Executive Director
Major Projects Assessment
As delegate of the Director-General

Director General's Environmental Assessment Requirements

Section 78A (8A) of the *Environmental Planning and Assessment Act 1979*
Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*

Application Number	SSD - 5066
Development	Moorebank Intermodal Terminal Facility - an intermodal terminal (IMT) with a capacity to handle up to 1.2 million twenty foot equivalent units per annum, including: - a port shuttle and interstate terminal area for the movement of rail freight, loading and unloading of containers, storage of freight carriages and container laydown/ storage areas; - internal roads, stormwater management infrastructure, power and utilities; - a rail link connecting the facility to the Southern Sydney Freight Line including a bridge crossing of the Georges River; - an environmental conservation zone on the eastern bank of the Georges River; - associated commercial warehouse infrastructure and support functions for the terminal; and - vehicle access, including for heavy and light vehicles into the site off Moorebank Avenue, with potential upgrades to Moorebank Avenue.
Location	Generally located within land bounded by the Georges River to the west, Moorebank Avenue to the east, the M5 Motorway and ABB Medium Voltage Production facility to the north and the East Hills Railway line to the south.
Applicant	The Commonwealth Department of Finance and Deregulation
Date of Issue	27 February 2012
General Requirements	The Environmental Impact Statement (EIS) must be prepared in accordance with and meet the minimum requirements of Part 3 of Schedule 2 of the <i>Environmental Planning and Assessment Regulation 2000</i> (the Regulation) and include the following: - the information required by clause 6 of Schedule 2 of the Regulation, including a description of the staging and timing of the relevant components of the development, and required infrastructure to enable operation of the development; - the content listed in clause 7 of Schedule 2 of the Regulation, including but not limited to: - a summary of the EIS; - a statement of the objectives of the development, including consideration of container trade numbers (import and export); and the development's consistency with the aims and objectives of relevant State policies and plans including the <i>NSW 2021, Metropolitan Plan for Sydney 2036, Draft Subregional Strategy for the South West Subregion, Railing Port Botany's Containers, Action for Air</i>, the Commonwealth's draft <i>National Ports Strategy and National Freight Strategy</i>; - future trends in container origin/destination in Sydney, intermodal capacity and demand, and identification of the terminal's freight catchment area and freight split; - the development's relationship to and interaction with adjoining development, including the proposed intermodal on the SIMTA site and consideration of cumulative impacts of the two intermodals; - an analysis of feasible alternatives to carrying out the development, having regard to its objectives, including the consequences of not carrying out the development; - an analysis of the development, including an assessment, with a particular focus on the requirements of the listed key issues, in accordance with clause 7(1)(d) of Schedule 2 of the Regulation

	(where relevant), including for normal and worst case scenarios (as relevant); ○ an identification of how relevant planning, land use and development matters (including relevant strategic and statutory matters) have been considered in the impact assessment (direct, indirect and cumulative impacts) and/or in developing management, mitigation, and monitoring measures, including 79C of the <i>Environmental Planning and Assessment Act 1979</i> (EP&A Act), applicable State Environmental Planning Policies (SEPP) and Local Environmental Plans (LEP), and the nature and extent of any prohibitions that apply to the development and demonstration that the site is suitable for the proposed use in accordance with SEPP 55; ○ a compilation of the measures proposed to mitigate any adverse effects of the development on the environment; ○ a justification of the development taking into consideration the objects of the EP&A Act; and ○ detail how ESD principles (as defined in clause 7(4) of the Regulation) will be incorporated in each stage of the development. The EIS must also include: • a health impact assessment of local and regional impacts associated with the development, including those health risks associated with relevant key issues; • potential options for future ownership of the development; and • a description of the proposed timing and costs associated with relocating the School of Military Engineering from the site.
Key issues	Traffic, Transport and Access – including but not limited to: • a Transport and Accessibility Impact Assessment demonstrating how the development will facilitate freight transport objectives, meet freight infrastructure requirements and address impacts to local and regional road and rail transport networks; • access to and from the development (including truck routes and rail access to the Southern Sydney Freight Line), and interaction and integration with existing and planned transport infrastructure and services; and details of internal transport and logistic requirements to minimise external transport impacts and maximise access to public transport for employees; • the number of train and truck movements, origin and destination, time of movements, modal split targets, types of road transport likely to be used (for example B-Doubles) and the capacity of existing and proposed road and rail routes to handle predicted increases in traffic, based on appropriate empirical analysis and modelling, including freight and non-freight movements and vehicle utilisation; • a breakdown of the split of import and export container movements by rail, including the proportion of empty container movements; • proportion of port shuttle services, regional and interstate rail being serviced by the IMT, including predicted daily port shuttle movements; • demonstrate plans and capacity for an empty container storage within the site, including the transport of empty containers to regional areas (if required); • consideration of the cumulative impacts of this proposal with the adjacent SIMTA proposal and other existing and proposed freight distribution facilities in the locality and on local and regional road and rail networks; • identification of required road and rail infrastructure upgrades within proximity of the site, including the M5 and M7 motorways and Cambridge Avenue; • an analysis of potential traffic accidents; • identification of cycleway and pedestrian links between Liverpool, Holsworthy, Wattle Grove, Moorebank, M5 corridor, Casula and Macquarie Fields to maximise active transport options to the site;

	• impacts on users of the Georges River, including an assessment of bridge clearance to ensure safe passage of water vessels; and • taking into account the <i>Guide to Traffic Generating Developments (RTA)</i> and the <i>Integrating Land Use and Transport Package (DUAP)</i>. Noise and Vibration – including but not limited to: • assessment of the noise and vibration impacts from the development (on and offsite), including cumulative impacts from the Southern Sydney Freight Line and the SIMTA intermodal proposal on sensitive receivers; • consideration of associated road and rail noise impacts; • the nature and sensitivity of, and impact to potentially affected receivers (including nearby residential areas of Moorebank, Wattle Grove and Casula, transport noise affected receivers and other sensitive land uses); • the consideration of relevant meteorological conditions and topographical features; and • taking into account the <i>Interim Noise Control Guideline (DECC 2009, NSW Industrial Noise Policy (DEC)</i>, <i>Assessing Vibration: A Technical guideline (DECC 2006)</i>, <i>NSW Road Noise Policy (DECCW 2011)</i>, and the <i>Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects (DECC 2007)</i>. Biodiversity – including but not limited to: • assessment of the biodiversity values of the site and adjoining areas, (particularly the Georges River and its riparian areas), including terrestrial and aquatic flora, fauna, habitat and corridors; • an impact assessment of threatened terrestrial and aquatic (including groundwater dependent) species, populations and endangered ecological communities and/or critical habitat under both State and Commonwealth legislation, including the Cumberland Plain Woodland; • ecological surveys commensurate with the biology/ecology of species and extent of habitat within and adjacent to the development site; • vegetation clearing (resultant foraging, nesting, roosting and habitat loss and fragmentation, weed and edge effects) and operational impacts; • identification of riparian corridors to be established on the site and details of the riparian area to be rehabilitated along the Georges River and Anzac Creek; • a strategy to offset ecological impacts and native vegetation clearance, consistent with the 'improve and maintain' principle, including an offset strategy for any impacts of the development on matters of environmental significance under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> and on threatened species and endangered ecological communities and/or critical habitat under the <i>Threatened Species Conservation Act 1995</i>. The proposed strategy must demonstrate how it will achieve long term conservation outcomes; and • taking into account the <i>Threatened Species Assessment Guidelines (DECC 2007)</i>, <i>Fish Passage Requirements for Waterway Crossings, Policy and Guidelines for Fish Friendly Waterway Crossings (DPI)</i>, <i>Threatened Biodiversity Survey and Assessment, Guidelines for Developments and Activities (DEC)</i>, <i>Principles for the Use of Biodiversity Offsets in NSW (DECCW)</i>, and draft <i>Environmental Offsets Policy (SEWPaC)</i>. Hazards and Risks – including but not limited to: • potential hazards and risks associated with the site as a whole and offsite, taking into account activities that have the potential to cause harm to people and/or the environment, including potential impacts associated with storing and handling dangerous goods on-site and transporting such goods to and from the site consistent with the Department's guideline <i>Applying SEPP 33</i> and taking into account the <i>Hazardous Industry Planning Advisory Paper No 10: Land Use Safety Planning (DoP)</i>; • a <i>Preliminary Hazard Analysis</i>, if relevant, in accordance with the
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	<i>Hazardous Industry Planning Advisory Paper No. 6 Guidelines Hazard Analysis (DoP)</i>; and • bushfire protection, taking into account <i>Planning for Bushfire Protection (RFS)</i>. Soils and Contamination – including but not limited to: • potential land contamination, and identification of the need for remediation having regard to the ecological and human health risks posed by existing and past land uses on and adjoining the site; • where remediation is required, presentation of remediation options; • natural soil constraints, including potential for acid sulphate soils; and • taking into account the <i>Acid Sulfate Soils Manual (ASSMAC)</i> and <i>Managing Land Contamination: Planning Guidelines - SEPP 55 Remediation of Land (DUAP)</i>. Hydrology – including but not limited to: • changes to the site's hydrology and an assessment of the hydrological impacts of the development and the development effects on flood characteristics on and off the site (in particular Cambridge Avenue), including the consideration of effects associated with climate change, such as changes to rainfall frequency and/ or intensity; • surface water and stormwater quality, erosion, spill, and sedimentation impacts, on and off site; and • taking into account the <i>Managing Urban Stormwater Soils and Construction</i>, Vol. 1, 2A and 2D (DECC), <i>National Water Quality Management Strategy Australian and New Zealand Guidelines for Fresh and Marine Water Quality</i> (ANZECC), <i>Georges River Floodplain Risk Management Study and Plan</i>, <i>Anzac Creek Floodplain Risk Management Study and Plan</i> and <i>Floodplain Development Manual (DIPNR)</i>. Air Quality – including but not limited to: • air pollutants, including an assessment of potential air pollution sources (including identifying locomotive standards), dust deposition, total suspended particulates, PM₁₀ and atmospheric pollutants of concern for local and regional air quality; • consideration of relevant weather characteristics, seasonal variations and topographic features that may affect the dispersion of atmospheric pollutants; • identify impacts of the pollutants on human health, including cumulative impacts from background air pollution; • a Scope 1 greenhouse gas assessment, as defined by the Greenhouse Gas Protocol; and • taking into account the <i>Australian Greenhouse Office Factors and Methods workbook</i> (AGO 2006), <i>Approved Methods for the Modelling and Assessment of Air Pollutants in NSW</i> (DEC) and the <i>National Environmental Protection Measures for Ambient Air Quality</i> (National Protection Council). Heritage – the EIS must include an assessment of impacts on Aboriginal and historic heritage. The EIS must demonstrate the likely impacts of the project on: • <i>Aboriginal heritage</i> (including cultural and archaeological significance). Where impacts to Aboriginal heritage are identified the assessment shall: ○ outline the proposed mitigation and management measures (including measures to avoid significant impacts and an evaluation of the effectiveness of the measures) generally consistent with the <i>Draft Guidelines for Aboriginal Cultural Heritage Impact Assessment and Community Consultation</i> (DEC 2005); ○ be undertaken by a suitably qualified heritage consultant(s); ○ demonstrate effective consultation with Aboriginal communities in
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	determining and assessing impacts and developing and selecting options and mitigation measures (including the final proposed measures); and - o demonstrate that an appropriate archaeological assessment methodology, including research design (where relevant), has been undertaken to guide physical archaeological test excavations of areas of potential archaeological deposits. The full spatial extent and significance of any archaeological evidence shall be established and results of excavations are to included; • Historic heritage (including archaeology, heritage items and conservation areas). Where impacts to National, State or locally significant historic heritage items are identified the assessment shall: - o outline the proposed mitigation and management measures (including measures to avoid significant impacts and an evaluation of the effectiveness of the mitigation measures) generally consistent with the guidelines in the <i>NSW Heritage Manual</i> (1996); - o be undertaken by a suitably qualified heritage consultant(s) (note: where archaeological excavations are proposed, the relevant consultant must meet the NSW Heritage Council's Excavation Director criteria); - o include a statement of heritage impact for all heritage items (including significance assessment); - o consider impacts from vibration, demolition, archaeological disturbance, altered historical arrangements and access, landscape and vistas, and architectural noise treatment; and - o where archaeological excavation is required, demonstrate that an appropriate archaeological assessment methodology, including research design (where relevant) has been undertaken, to guide physical archaeological test excavations and include the results of these excavations. Visual and Urban Design – including but not limited to: • identify and evaluate the visual impacts of the development including an analysis of views from key vantage points and proposed management/mitigation measures to address the visual impact of the proposal; • a design analysis and justification of the key built form elements of the proposal; and • analyse and describe the contribution and impacts of the proposed facility on light spill at the local scale and to sensitive receivers. Property and Infrastructure – including but not limited to: • impacts on affected properties and land uses, including impacts relating to access, land use, business activities, future development potential, and property acquisition; and • service demand, capacity and augmentation of existing and proposed utilities and infrastructure, including any relocation as a result of the development.
General Environmental Risk Analysis	Notwithstanding the above key assessment requirements, the EIS must include an environmental risk analysis to identify potential environmental impacts associated with the development (construction and operation), proposed mitigation measures and potentially significant residual environmental impacts after the application of proposed mitigation measures. Where additional key environmental impacts are identified through this environmental risk analysis, an appropriately detailed impact assessment of additional key environmental impacts must be included in the EIS.
Plans and Documents	The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the <i>Environmental Planning and Assessment Regulation 2000</i> . Provide these as part of the EIS

	rather than as separate documents.
Consultation	The Applicant must undertake a consultation programme as part of the EIS process, including consultation with, but not necessarily limited to the following parties: • local, State or Commonwealth government authorities, including the: - Commonwealth Department of Sustainability, Environment, Water, Population and Communities; - Environment Protection Authority; - Office of Environment and Heritage; - Transport for NSW; - Department of Primary Industries (Fisheries & Office of Water); - NSW Rural Fire Service; - NSW Health; - Sydney Ports Corporation; - Liverpool City Council; and - Campbelltown City Council. • service and infrastructure providers: - Roads and Maritime Services; - Australian Rail Track Corporation; - RailCorp; - Sydney Water Corporation; - Integral Energy; - Jemena; - Telstra; and - AGL Upstream Investments Pty Ltd. • specialist interest groups, including Local Aboriginal Land Councils; and • the public, including community groups and adjoining and affected landowners. The consultation process shall include measures for disseminating information to increase awareness of the development as well as methods for actively engaging stakeholders on issues that would be of interest/concern to them. The EIS must: • demonstrate effective consultation with stakeholders, and that the level of consultation with each stakeholder is commensurate with their degree of interest/concern or likely impact; • clearly describe the consultation process undertaken for each stakeholder/group including details of the dates of consultation and copies of any information disseminated as part of the consultation process (subject to confidentiality); and • describe the issues raised during consultation and how and where these have been addressed in the EIS, including 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.
Further consultation after 2 years	If you do not lodge an EIS for the development within 2 years of the issue date of these DGRs, you must consult with the Director General in relation to the requirements for lodgement.