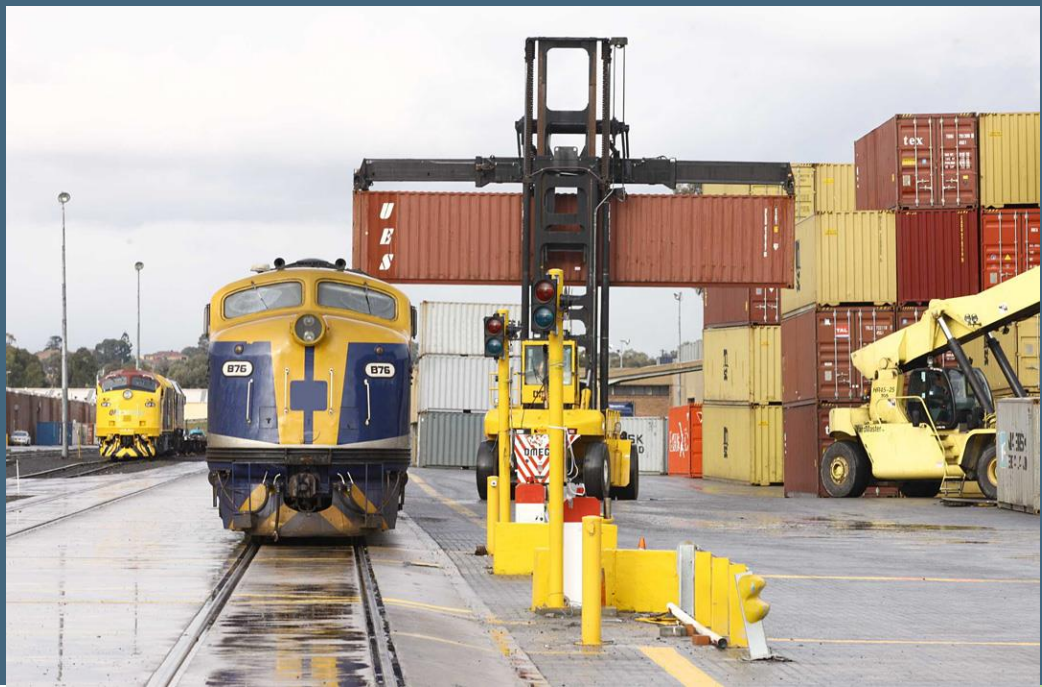


SIMTA Intermodal Terminal Facility - Stage 1

Response to Submissions - Phase 2 Environmental Site Assessment Addendum



SIMTA

SYDNEY INTERMODAL TERMINAL ALLIANCE

Part 4, Division 4.1, State Significant
Development



Qube Property Management Services Pty Ltd
c/o Tactical Group

Phase 2 Environmental Site Assessment Addendum
SIMTA Intermodal Terminal Facility – Stage 1

Moorebank Avenue
Moorebank, NSW

3 September 2015

50342-101465 (Rev 1)

JBS&G

Qube Property Management Services Pty Ltd
c/o Tactical Group
Phase 2 Environmental Site Assessment Addendum
SIMTA Intermodal Terminal Facility – Stage 1

Moorebank Avenue
Moorebank, NSW

3 September 2015
50342-101465 (Rev 1)
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1. Introduction

1.1 Report Purpose

This addendum report has been prepared to provide further information on, and environmental assessment of, a proposed amendment to the Rail link as part of the SIMTA Stage 1 Proposal (the Proposal). This report has been prepared to support a Response to Submissions to be prepared as part of the approval process of the Proposal for State Significant Development (SSD) under Part 4, Division 4.1 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

This report provides an addendum to the *Phase 2 Environmental Site Assessment* report prepared by JBS&G dated 26 May 2015 (JBS&G 2015) included within the Environmental Impact Statement (dated May 2015) (EIS) prepared for the Proposal.

1.2 Proposal Amendment Overview

The Rail link is to be realigned within Commonwealth Land (including MIC Site, Moorebank Avenue and the Southern Boot Land) to respond to submissions (received during the exhibition of the EIS (28 May 2015 and 26 June 2015)) and also to reduce the overall environmental impacts of the Proposal (refer to **Figure 1**).

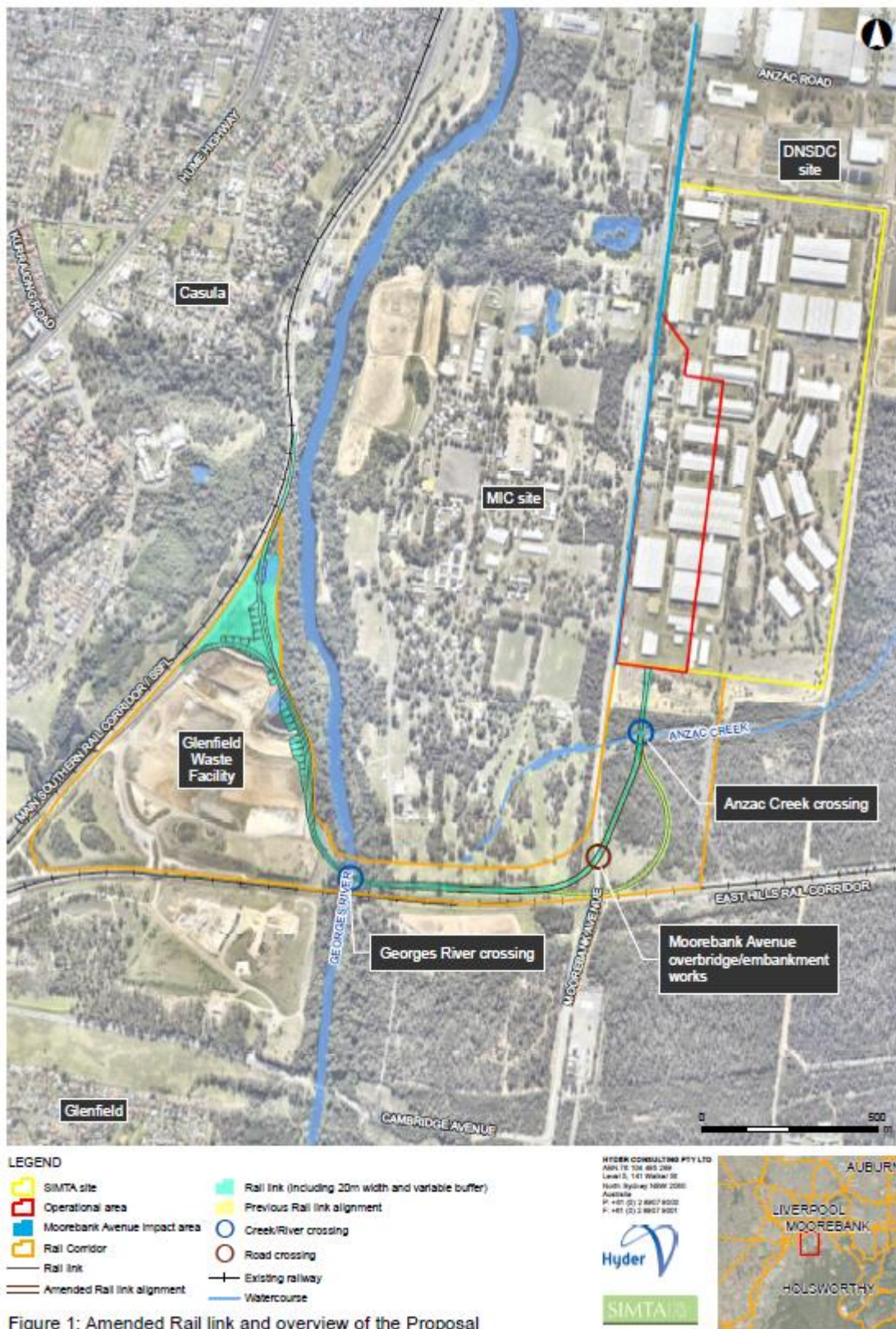
This realignment would alter the Rail link alignment to the south of the Anzac Creek Crossing, at the intersection with Moorebank Avenue and also on the MIC site (to the immediate west of Moorebank Avenue). The rail alignment would retain the 20 metre width of the Rail Link Corridor within environmentally sensitive areas, as per the Concept Plan Approval (MP 10_0193) and the EIS.

There would be no alteration to the Rail link to north of this realignment including at the crossing of Anzac Creek, connection to, or within the Stage 1 site. There would also be no alteration to the Rail link to the west along the MIC site, the Georges River bridge crossing, within the Glenfield Waste Facility or at the southern and northern connections to the SSFL.

This alteration in the rail alignment would result in Moorebank Avenue being intersected by Rail link further north of that previously identified within the EIS. An alteration would be undertaken to the existing Moorebank Avenue road embankment to create an overbridge to accommodate the realigned Rail link.

The Rail link realignment would not generally alter the construction methodology (with the exception of the Moorebank Avenue overbridge) or the operation of the IMT as previously provided, with no change to the rail traffic, road access, operational hours, workforce or overall operational procedures.

Figure 1: Original and Amended Rail Link as part of the Stage 1 Proposal (Hyder 2015)



(1) Figure 1 provided by Hyder August 2015

2. Summary of Previous Investigations

Previous intrusive investigations were conducted north and southwest of the amended Rail link (refer to **Figure 1**) as reported in JBS&G, 2015. These investigations included the collection of soil and groundwater samples from areas along the previous Rail link in the former DNSDC South (i.e. Southern Boot Land) and Commonwealth Land in the south and southwest of the Southern Boot Land area (refer to **Figure 2**).

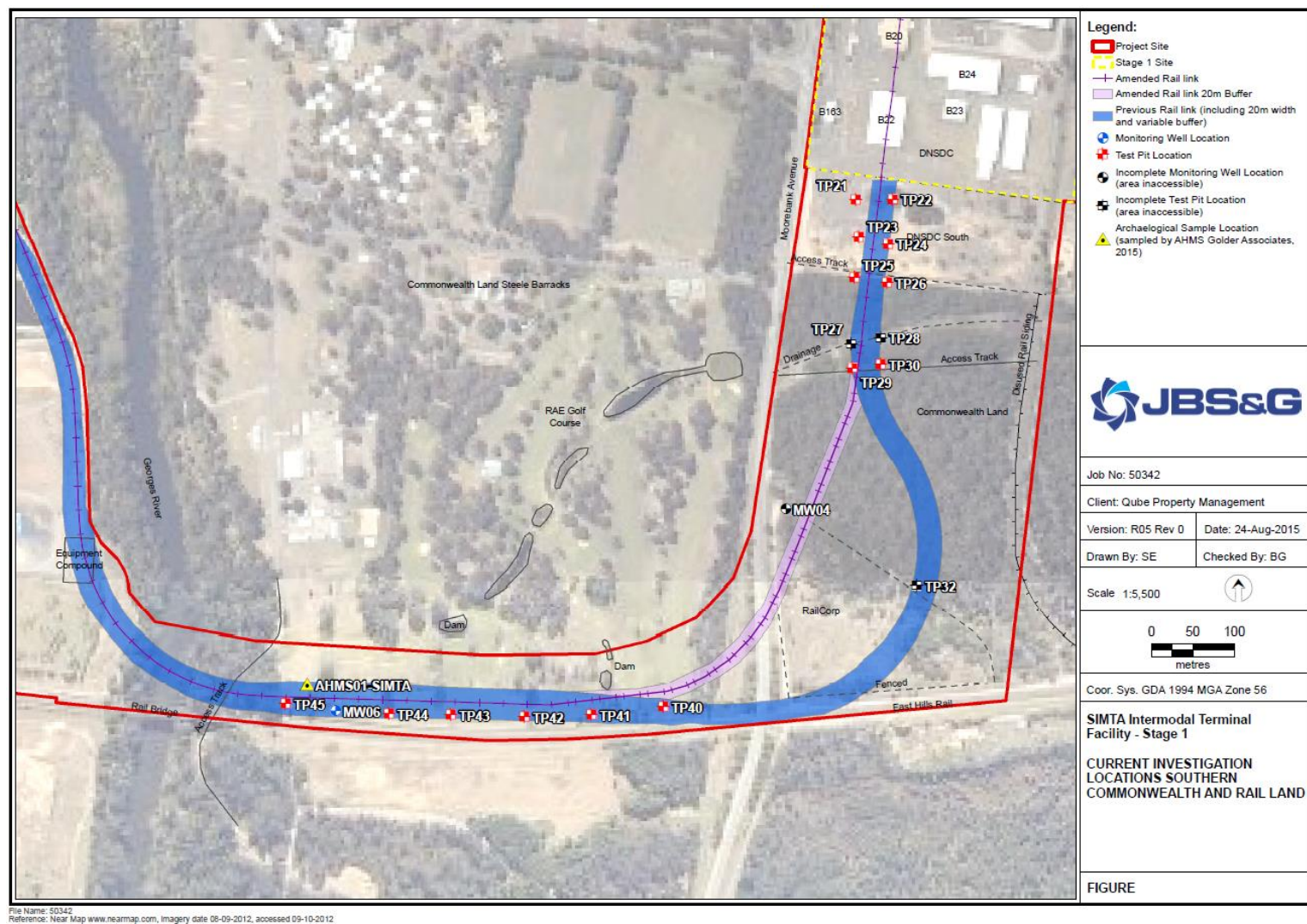
The 2015 investigation in the aforementioned areas concluded that the soil samples collected were generally below the adopted NEPC (2013)¹ human health commercial / industrial criteria with one exception. Asbestos containing materials (ACM) were positively identified in fill material at 0.3-0.4 mbgs at a test pit (i.e. AHMS01-SIMTA) to the north of the East Hills rail corridor (golf course). The ACM identified at the golf course (MIC site) was considered to be related to potential historic burials or filling activities.

As the ACM finds have the potential to pose a risk to future workers within the Project site should the ACM be disturbed, it was proposed that characterisation / delineation, excavation and disposal of potential bonded ACM impacted fill from the golf course (MIC site) be conducted prior to the commencement of the planned development works in this area. Furthermore, it was noted that any asbestos impacted material exceeding NEPC (2013) land use criteria will need to be managed and/or disposed of as 'Special (asbestos) Waste'.

In relation to the potential risk to the environment, it was noted that a groundwater sample taken from the area north of the East Hills rail corridor (on the golf course/MIC site) (i.e. MW06) had concentrations exceeding the adopted heavy metal ecological criteria for commercial / industrial land. However, the ecological heavy metal exceedances reported in groundwater was not considered to pose an unacceptable risk to environmental receptors as the heavy metal concentrations are considered to be representative of background concentrations in groundwater in urban areas of Sydney.

¹ National Environment Protection (Assessment of Site Contamination) Measure 1999 (NEPM), National Environmental Protection Council (NEPC), April 2013

Figure 2: Investigation Locations Southern Commonwealth and Rail Land



3. Investigation Data Gaps

Intrusive investigations have yet to be conducted in the area of the amended Rail link (refer to **Figure 2**). This area lies directly southwest of the previously investigated areas, is part of Commonwealth-owned land and is similar to the areas investigated in the Southern Boot Land. As such, it is considered that the findings of the previous investigation would be largely applicable to this area.

Furthermore, it is noted that the amended Rail link is largely located outside of, and hydraulically downgradient of RailCorp Land that may have potential unidentified contamination risks associated with the anecdotal but as yet unconfirmed disposal of waste and burning of wooden railway sleepers. This amendment minimises the risk of disturbing the aforementioned potential contamination during the proposed development works.

4. Conclusions

The data gaps relating to the amended Rail link (noted **Section 3**), particularly the potential impacts related to its proximity to the RailCorp-owned land would be addressed prior to the commencement of development works by conducting additional confirmatory soil and groundwater investigations. Contamination would be managed as per the recommendations within the *Phase 2 Environmental Site Assessment* report (JBS&G 2015).

The findings and recommendations stated in the *Phase 2 Environmental Site Assessment* report (JBS&G 2015) are considered to be suitable to the amended Rail link noting that an additional targeted investigation is proposed, as mentioned above.

5. Limitations

This report has been prepared for use by the client who has commissioned the works in accordance with the project brief only, and has been based in part on information obtained from the client and other parties.

The advice herein relates only to this project and all results conclusions and recommendations made should be reviewed by a competent person with experience in environmental investigations, before being used for any other purpose.

JBS&G accepts no liability for use or interpretation by any person or body other than the client who commissioned the works. This report should not be reproduced without prior approval by the client, or amended in any way without prior approval by JBS&G, and should not be relied upon by other parties, who should make their own enquires.

Sampling and chemical analysis of environmental media is based on appropriate guidance documents made and approved by the relevant regulatory authorities. Conclusions arising from the review and assessment of environmental data are based on the sampling and analysis considered appropriate based on the regulatory requirements.

Limited sampling and laboratory analyses were undertaken as part of the investigations undertaken, as described herein. Ground conditions between sampling locations and media may vary, and this should be considered when extrapolating between sampling points. Chemical analytes are based on the information detailed in the site history. Further chemicals or categories of chemicals may exist at the site, which were not identified in the site history and which may not be expected at the site.

Changes to the subsurface conditions may occur subsequent to the investigations described herein, through natural processes or through the intentional or accidental addition of contaminants. The conclusions and recommendations reached in this report are based on the information obtained at the time of the investigations.

This report does not provide a complete assessment of the environmental status of the site, and it is limited to the scope defined herein. Should information become available regarding conditions at the site including previously unknown sources of contamination, JBS&G reserves the right to review the report in the context of the additional information.



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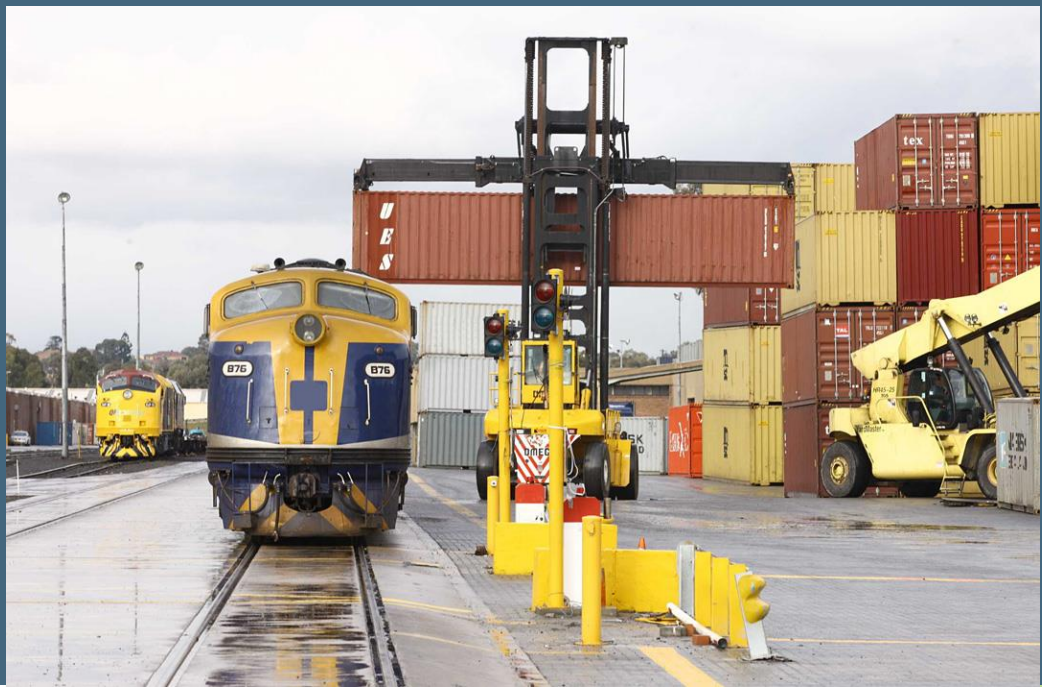
Document Status

Rev No.	Author	Reviewer	Approved for Issue		
		Name	Name	Signature	Date
A	Beatrice Gomez	Matthew Bennett	For client review		20 August 2015
0	Beatrice Gomez	Matthew Bennett	Matthew Bennett		24 August 2015
1	Beatrice Gomez	Matthew Bennett	Matthew Bennett		3 September 2015



SIMTA Intermodal Terminal Facility - Stage 1

Response to Submissions - Remedial Action Plan Addendum



SIMTA

SYDNEY INTERMODAL TERMINAL ALLIANCE

Part 4, Division 4.1, State Significant
Development



Qube Property Management Services Pty Ltd
c/o Tactical Group

Remedial Action Plan Addendum
SIMTA Intermodal Terminal Facility – Stage 1

Moorebank Avenue
Moorebank, NSW

24 August 2015

50342-101466 (Rev 0)

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Qube Property Management Services Pty Ltd
c/o Tactical Group
Remedial Action Plan Addendum
SIMTA Intermodal Terminal Facility – Stage 1

Moorebank Avenue
Moorebank, NSW

24 August 2015
50342-101466 (Rev 0)
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1. Introduction

1.1 Report Purpose

This addendum report has been prepared to provide further information on, and environmental assessment of, a proposed amendment to the Rail link as part of the SIMTA Stage 1 Proposal (the Proposal). This report has been prepared to support a Response to Submissions to be prepared as part of the approval process of the Proposal for State Significant Development (SSD) under Part 4, Division 4.1 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

This report provides an addendum to the *Remedial Action Plan* (RAP) prepared by JBS&G dated 26 May 2015 (JBS&G 2015a) included within the Environmental Impact Statement (dated May 2015) (EIS) prepared for the Proposal.

1.2 Proposal Amendment Overview

The Rail link is to be realigned within Commonwealth Land (including MIC Site, Moorebank Avenue and the Southern Boot Land) to respond to submissions (received during the exhibition of the EIS (28 May 2015 and 26 June 2015)) and also to reduce the overall environmental impacts of the Proposal (refer to **Figure 1**).

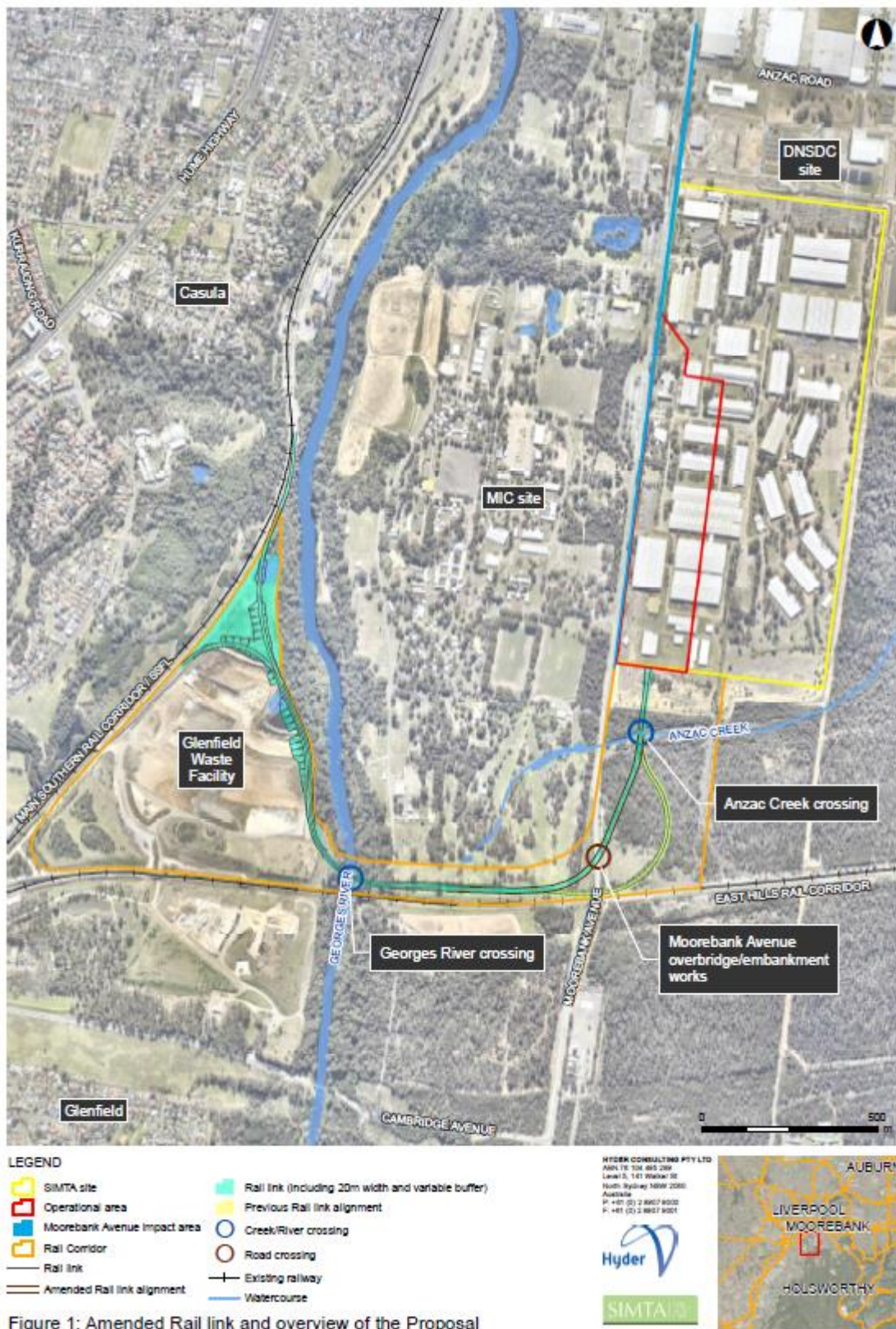
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There would be no alteration to the Rail link to north of this realignment including at the crossing of Anzac Creek, connection to, or within the Stage 1 site. There would also be no alteration to the Rail link to the west along the MIC site, the Georges River bridge crossing, within the Glenfield Waste Facility or at the southern and northern connections to the SSFL.

This alteration in the rail alignment would result in Moorebank Avenue being intersected by Rail link further north of that previously identified within the EIS. An alteration would be undertaken to the existing Moorebank Avenue road embankment to create an overbridge to accommodate the realigned Rail link.

The Rail link realignment would not generally alter the construction methodology (with the exception of the Moorebank Avenue overbridge) or the operation of the IMT as previously provided, with no change to the rail traffic, road access, operational hours, workforce or overall operational procedures.

Figure 1: Original and Amended Rail Link as part of the Stage 1 Proposal (Hyder 2015)



(1) Figure 1 provided by Hyder August 2015

2. Summary of Previous Reports

2.1 Phase 2 Environmental Site Assessment (ESA) (JBS&G 2015b)

Previous intrusive investigations were conducted north and southwest of the amended Rail link (refer to **Figure 1**) as reported in JBS&G 2015b¹. These investigations included the collection of soil and groundwater samples from areas along the previous Rail link in the former DNSDC South (i.e. Southern Boot Land) and Commonwealth Land in the south and southwest of the Southern Boot Land area (refer to **Figure 2**).

The investigation in the aforementioned areas concluded that the soil samples collected were generally below the adopted NEPC (2013)² human health commercial / industrial criteria with one exception. Asbestos containing materials (ACM) were positively identified in fill material at 0.3-0.4 mbgs at a test pit (i.e. AHMS01-SIMTA) to the north of the East Hills rail corridor (golf course). The ACM identified at the golf course (MIC site) was considered to be related to potential historic burials or filling activities.

As the ACM finds have the potential to pose a risk to future workers within the Project site should the ACM be disturbed, it was proposed that characterisation / delineation, excavation and disposal of potential bonded ACM impacted fill from the golf course (MIC site) be conducted prior to the commencement of the planned development works in this area. Furthermore, it was noted that any asbestos impacted material exceeding NEPC (2013) land use criteria will need to be managed and/or disposed of as 'Special (asbestos) Waste'.

In relation to the potential risk to the environment, it was noted that a groundwater sample taken from the area north of the East Hills rail corridor (on the golf course/MIC site) (i.e. MW06) had concentrations exceeding the adopted heavy metal ecological criteria for commercial / industrial land. However, the ecological heavy metal exceedances reported in groundwater was not considered to pose an unacceptable risk to environmental receptors as the heavy metal concentrations are considered to be representative of background concentrations in groundwater in urban areas of Sydney.

2.2 Phase 2 Environmental Site Assessment Addendum (JBS&G 2015c)

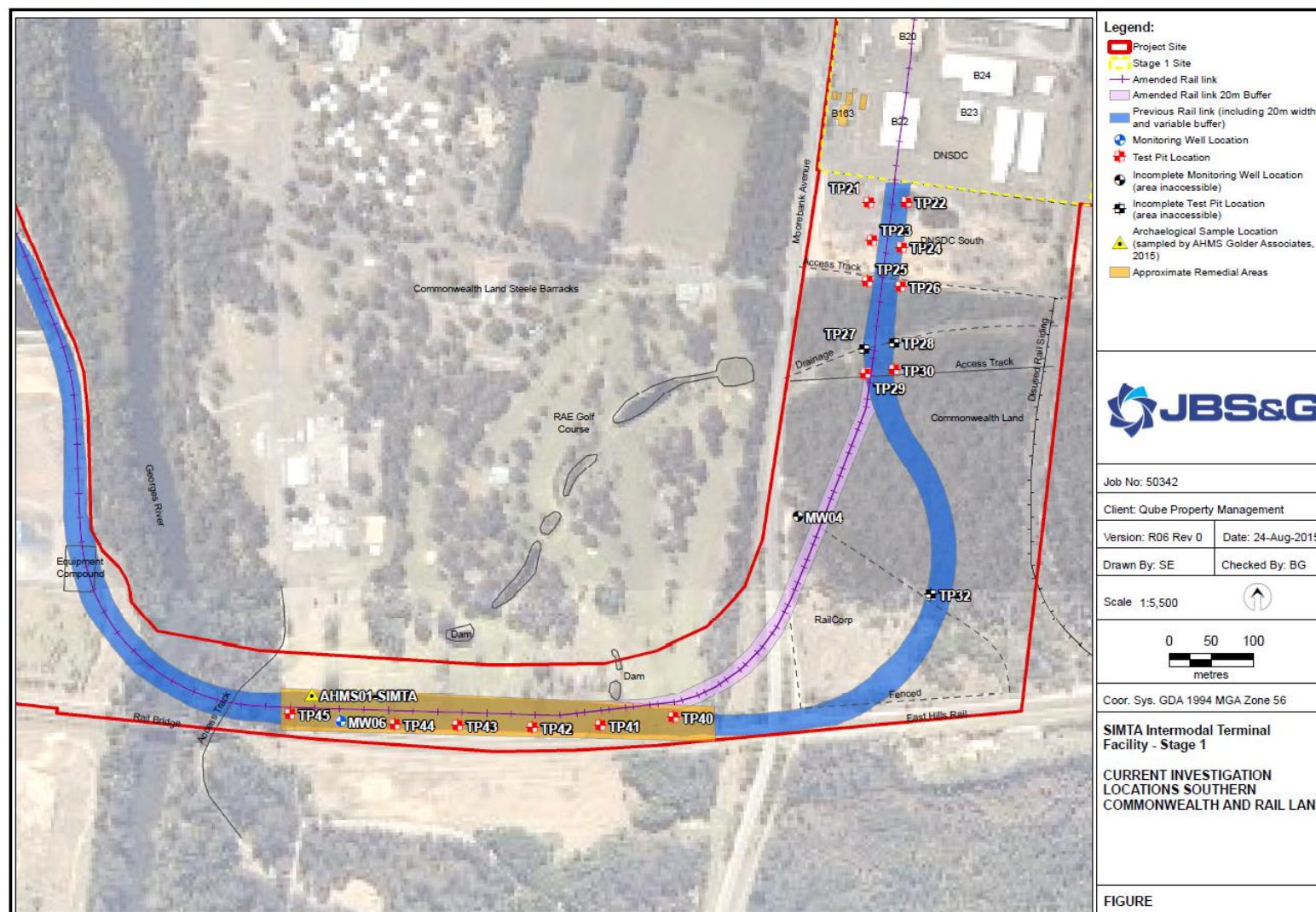
An addendum to the Phase 2 ESA report was prepared by JBS&G to address potential contamination-related considerations associated with the alternative Rail link (JBS&G 2015c³). In this addendum, it was recommended that additional confirmatory soil and groundwater investigations be conducted prior to the commencement of development works based on the downgradient location of the amended Rail link from RailCorp-owned land that may have potential unidentified contamination associated with unconfirmed historic disposal of waste and burning of wooden railway sleepers. It was also noted that the location of the amended Rail link minimises the risk of disturbing the aforementioned potential contamination on RailCorp-owned land during the proposed development works.

¹ JBS&G (2015b), *Phase 2 Environmental Site Assessment, SIMTA Intermodal Terminal Facility – Stage 1*, 26 March 2015

² *National Environment Protection (Assessment of Site Contamination) Measure 1999 (NEPM)*, National Environmental Protection Council (NEPC), April 2013

³ JBS&G (2015c), *Phase 2 Environmental Site Assessment Addendum, SIMTA Intermodal Terminal Facility – Stage 1*, 20 August 2015

Figure 2: Investigation Locations Southern Commonwealth and Rail Land



File Name: 50342
Reference: Near Map www.nearmap.com, Imagery date 06-09-2012, accessed 09-10-2012

3. Remedial Implications

Based on the data gaps as discussed in **Section 2.2**, there is a potential for unidentified contamination risks within the amended Rail link. As such further investigations should be conducted prior to the commencement of the development works in this area. It may be beneficial to program these additional investigations to coincide with the early remediation works as described in the RAP (JBS&G 2015a).

Should remediation be required to address identified impacts in the amended Rail link, it is considered likely that these works can be implemented using the Unexpected Finds Protocol as outlined in the RAP (JBS&G 2015a).

4. Conclusions

The data gaps relating to the amended Rail link (noted **Section 2.2**), particularly the potential impacts related to its proximity to the RailCorp-owned land should be addressed prior to the commencement of development works by conducting additional confirmatory soil and groundwater investigations.

Should impacts requiring remediation be identified in the amended Rail link upon completion of the confirmatory investigations, it is considered the remediation work can be conducted using the remedial strategies and plans outlined in the RAP (JBS&G 2015a).

5. Limitations

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