

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

Prepared for:

Crawfords Freightlines Pty Ltd

Development:

Extend permitted hours of operation for private rail infrastructure facility.

Property Address:

Lot 41 DP1126436

Werris Creek, NSW

Date Prepared:

September 2022

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STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

CONTENTS

1 INTRODUCTION

1.1 OVERVIEW

1.2 APPLICANT AND OWNER

2 SUBJECT LAND

2.1 LAND DESCRIPTION

2.2 GENERAL SITE DESCRIPTION

2.3 NEIGHBOURING LAND USES

3 PROPOSED DEVELOPMENT

3.1 OVERVIEW

3.2 PROJECT DESCRIPTION

3.3 THE CHARACTERISATION OF THE DEVELOPMENT

3.4 OPERATING HOURS

4 STATUTORY PLANNING CONSIDERATIONS

4.1 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

4.2 PROTECTION OF THE ENVIRONMENT OPERATIONS ACT 1997

4.3 HERITAGE ACT 1977

4.4 RURAL FIRES ACT 1997

4.5 ROADS ACT 1993

4.6 STATE ENVIRONMENTAL PLANNING POLICIES

4.7 REGIONAL AND LOCAL PLANNING PROVISIONS AND POLICIES

5 THE POTENTIAL IMPACTS OF THE DEVELOPMENT

5.1 CONTEXT AND SETTING

5.2 POTENTIAL ONSITE IMPACTS AND MITIGATION MEASURES

5.3 POTENTIAL OFF SITE IMPACTS AND MITIGATION MEASURES

5.4 SOCIAL AND ECONOMIC IMPACTS

5.5 CUMULATIVE IMPACTS

6 SECTION 4.15 REQUIREMENTS

7 CONCLUSION

8 APPENDICES

APPENDIX A - Noise Impact Assessment

APPENDIX B - Traffic Impact Assessment

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

1 INTRODUCTION

1.1 OVERVIEW

Crawfords Freightlines Pty Ltd (Crawfords) engaged Paul McGrath Property Services to prepare a Statement of Environmental Effects to support a Development Application for an extension of hours permitted under the LPSC Conditions of Consent for Crawfords Private Rail Infrastructure Facility located at Lot 41 DP1126436, Werris Creek.

Liverpool Plains Shire Council is the consent authority for the proposed development.

This Statement of Environmental Effects (SoEE) applies only to the proposed extended hours Development Application. Operations conducted on the site during daylight hours should be referred to the applicable SoEE and supporting documentation.

The purpose of this document is to:

- Describe the existing environment;
- Outline the proposed development;
- Consider relevant statutory matters;
- Assess the environmental impacts of the proposed development; and;
- Identify mitigation, management measures and recommendations for Council's consideration in the assessment and determination of the development application.

The Development Application consists of the following components:

- Completed Development Application form;
- Statement of Environmental Effects;
- Noise Impact Assessment (SOEE Appendix A);

1.2 APPLICANT AND OWNER

The applicant is Crawfords Freightlines Pty Ltd. Postal Address: PO Box 247, HRMC, NSW, 2310

The appointed managers of the land are Australian Rail Track Corporation Ltd: Postal Address: Locked Bag 1, Broadmeadow, NSW, 2292

The registered owners of the land are Transport for NSW.

The property owner has provided written consent to the lodgment of the Development Application.

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

2 SUBJECT LAND

2.1 LAND DESCRIPTION

Table 1: Land Description

Lot	Deposited Plan
Address	Via Single St Werris Creek
Parish	Clift and Grenfell
County	Buckland
Local Government Area	Liverpool Plains Shire
Lot	Part Lot 41
Deposited Plan	DP1126436
Area	35.96 ha
Site Access and Egress	Via Lots 22 and 23 DP8788

A locality plan is provided in Figure 1.

2.2 GENERAL SITE DESCRIPTION

Table 2: Site Description

Feature	Description
Past Land Use	Railway Infrastructure
Topography	The site is considered relatively flat
Buildings	There are buildings located at the northern and southern extremities of the site, however the proposed development is such that operational boundaries will not impinge on these areas
Vegetation	Vegetation on the site generally consists of grasses with limited shrubs .
Waterways	There are no established surface waterways traversing the site
Access	Access to the site will be via Werris Creek Rd through West St to Loco St then onto Downton St and private access road to be provided over Lots 22 and 23 DP8788
LEP Zones	Lot 41 DP1126436 is zoned SP2 (Infrastructure). The adjoining Lot 1 DP1006854 on the southern boundary is zoned IN1 (General Industrial). Areas to the east of Lot 41 are zoned R1 (General Residential) and B2 (Local Centre). Areas adjacent to the northern boundary are rural.

Land zoning is detailed in Figure 2.

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

2.3 NEIGHBOURING LAND USES

The site is bordered by Single St residential and mixed businesses to the east, and rural properties to the north and west of the site. Pacific National operate railway maintenance facilities on the adjoining Lot 1 DP1006854 located on the southern boundary.

Lot 41 DP1126436 is mapped as being a General Heritage Item in the Liverpool Plains Local Environmental Plan 2011 Heritage Map. Further, Schedule 5 of the Liverpool Plains Local Environmental Plan 2011 lists the following heritage items as occurring within Part Lots 41 and 42 DP 1126436:

- Werris Creek Economic Development Museum (former) – Local Significance, Item I084
- Werris Creek Railway Station and yard – State Significance, Item I098
- Werris Creek Railway Station moveable relics – State Significance, Item I099

The NSW State Heritage Register lists ‘Werris Creek Railway Station, yard group and moveable relics’ as a State listed item under the NSW Heritage Act 1977. The Werris Creek Railway Station is also listed on the non-statutory Register of the National Estate.

Consideration of the heritage values of the Site and the proposed development’s impact on these values is further discussed in Section 4.3. Off-site receptors potentially impacted by noise, odour, dust, lighting, traffic, waste, or airborne emissions generated by the proposed site activities and operations include (refer Figure 1):

- Rural properties to the west of the site.
- Industrial properties to the north and south of the site.
- Residential and mixed business receptors to the east of the site generally adjacent to Single Street, and;
- The railway museum and associated activities to the north of the site.

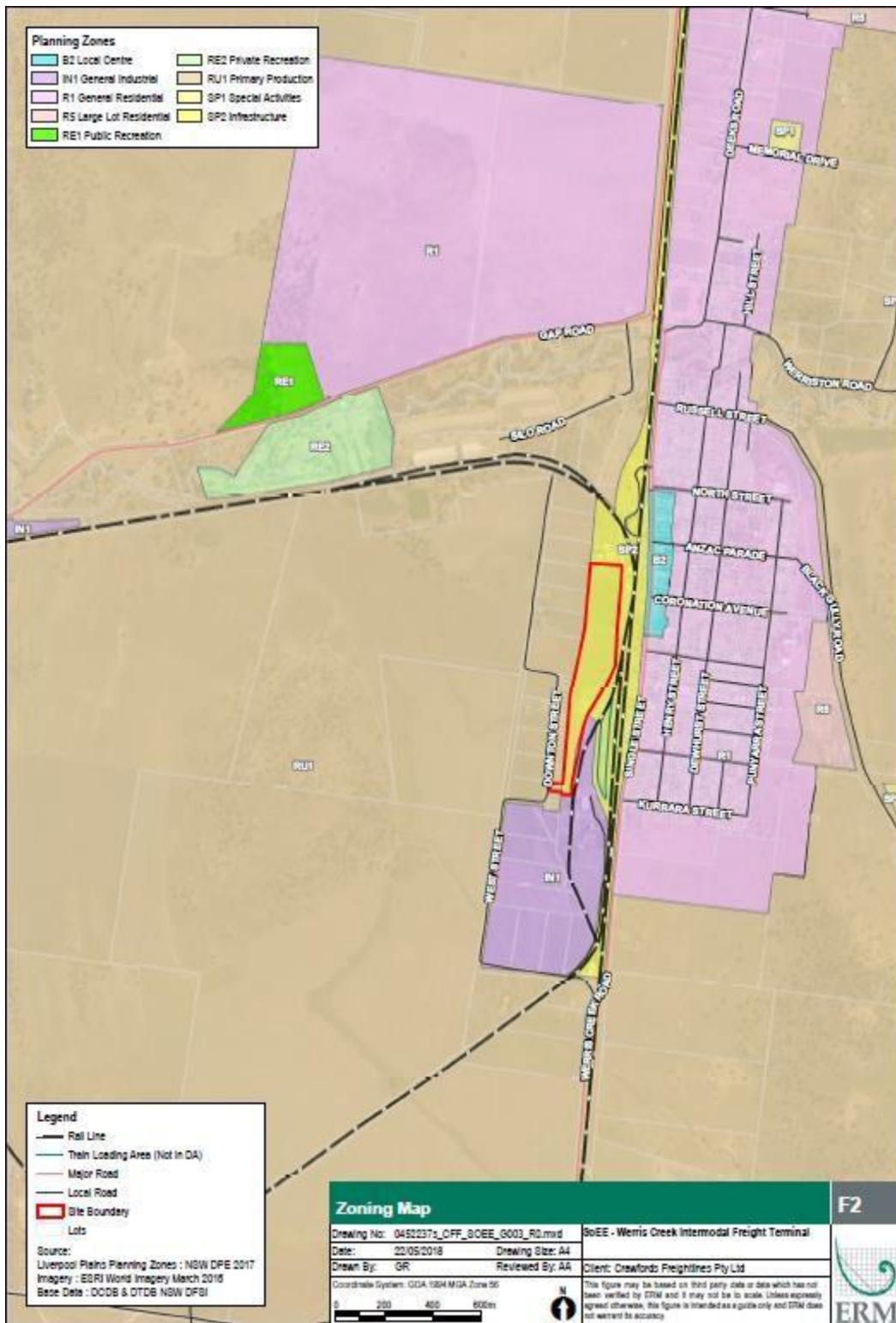
STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

Figure 1 Project Location



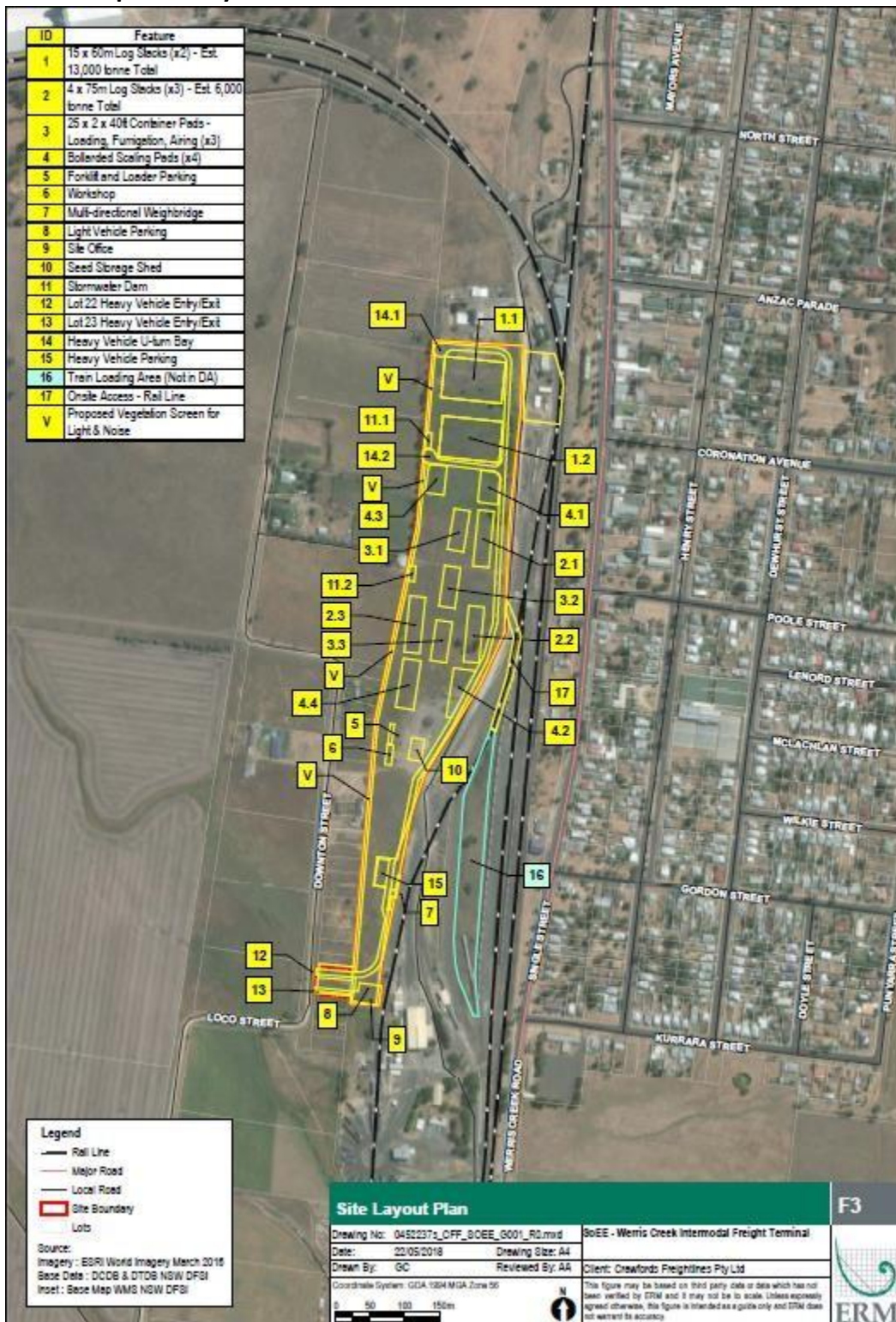
STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

Figure 2 Land Zoning



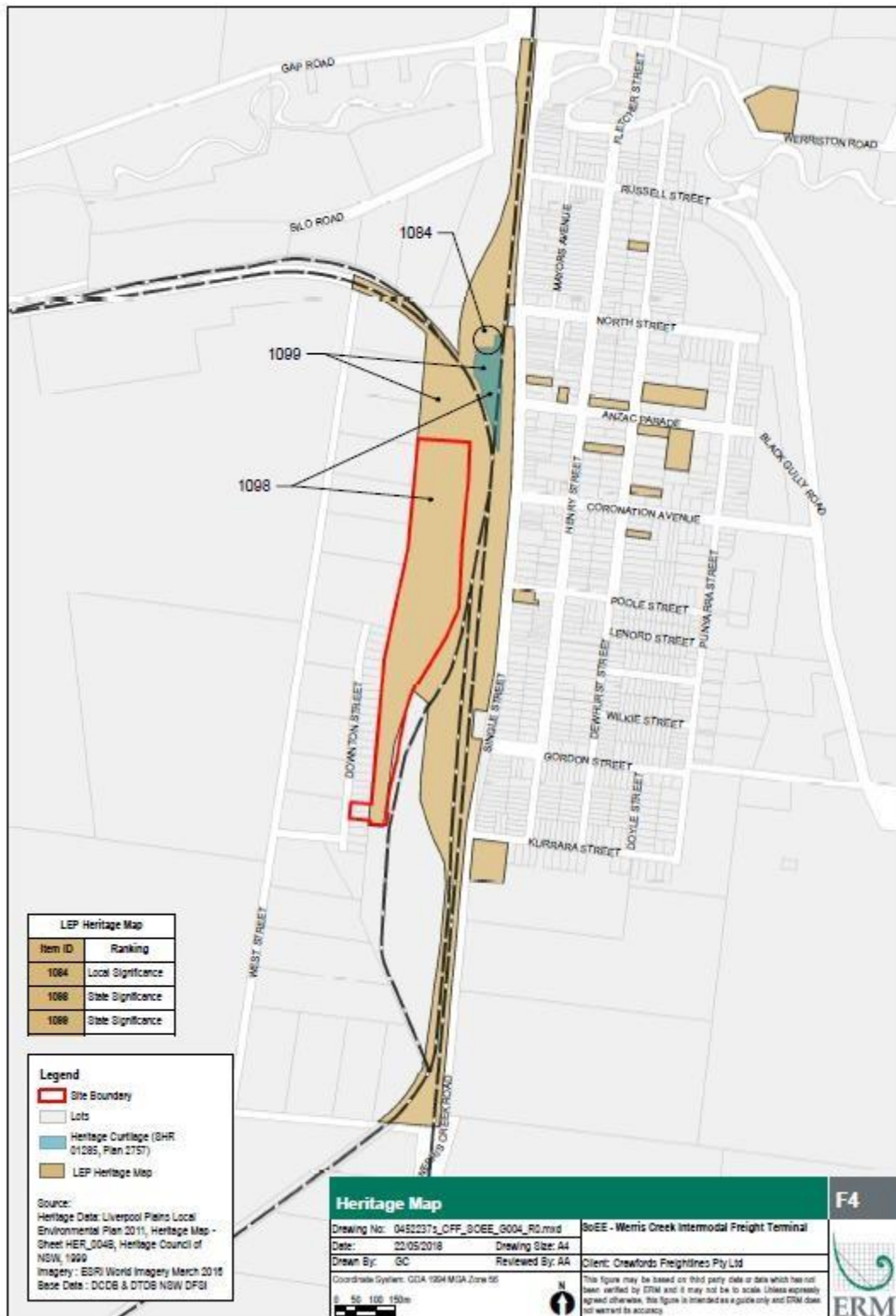
STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

Figure 3 Concept Site Layout Plan



STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

Figure 4 LEP Heritage Mapping



STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

3 PROPOSED DEVELOPMENT

3.1 OVERVIEW

The development application seeks consent for extended hours of operation allowing for limited additional activities to be conducted during the extended hours of operation at Crawfords private rail freight terminal.

In order to implement the additional hours of operation, Crawfords had proposed to modify the conditions of consent issued by Council on 3 June 2019 (DA 37/2018-03).

Following a meeting at LPSC Council Chambers on 18 September 2019 between LPSC, EPA and Crawfords representatives to discuss the proposed modification, Crawfords Freightlines reached understanding that a new Development Application will need to be lodged as the proposed changes to operating hours will vary an essential component of the development consent granted via DA 37/2018-03, being potential noise impacts on the community.

The current permitted hours of operation for the site are:

Hours of operation currently permitted on the site under Condition 83 of the consent are limited to:

- 0600am to 1800pm Monday to Friday.
- 0800am to 1300pm Saturday.
- No work permitted Sundays or public holidays.
- No train loading before 0700am or after 1800pm except in an emergency.
- No shipping container movements or packing before 7am or after 6pm.

The following are proposed modifications to operating hours:

1. 0500am to 1800pm Monday to Friday - normal activity permitted under Condition 83 (including train loading)
2. 1800pm to midnight Monday to Friday activities will be limited to:
 - Loaded heavy Vehicles to access the site for unloading
 - Bulk tipper discharge to silo, hopper & containers
 - Forklifts &/or container forklifts unload heavy vehicles
 - General freight and containers placed in relevant position for storage or power connection
 - Heavy vehicles to be loaded with containers by container forklift and depart site for journey to customer sites
 - Vehicle & equipment maintenance, provisioning & fueling.
 - Reconfiguration of truck/trailer combinations
3. 0600am to 1300pm Saturday's - normal activity permitted under Condition 83 (including train loading)

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

4. 1300pm to 1800pm Saturday activities will be limited to:
 - Loaded heavy Vehicles to access the site for unloading
 - Bulk tipper discharge to silo, hopper & containers
 - Forklifts &/or container forklifts unload heavy vehicles
 - General freight and containers placed in relevant position for storage or power connection
 - Heavy vehicles to be loaded with containers by container forklift and depart site for journey to customer sites
 - Vehicle & equipment maintenance, provisioning & fueling.
 - Reconfiguration of truck/trailer combinations
 - Additional service train loading
5. Sunday and Public Holiday between 0800am and 1600pm activities will be limited to:
 - Loaded heavy Vehicles to access the site for unloading
 - Bulk tipper discharge to silo, hopper & containers
 - Forklifts &/or container forklifts unload heavy vehicles
 - General freight and containers placed in relevant position for storage or power connection
 - Heavy vehicles to be loaded with containers by container forklift and depart site for journey to customer sites
 - Vehicle & equipment maintenance, provisioning & fueling.
 - Reconfiguration of truck/trailer combinations
 - Train loading

3.2 PROJECT DESCRIPTION

The permitted development incorporates the following activities (refer Figure 3 for Site Layout Plan):

- Timber Log Operations including receipt, marshalling, fumigation, containerisation and despatch by rail.
- General and refrigerated shipping containers including receipt, marshalling, power connection and despatch by rail.
- Bulk grain and cotton seed including receipt, storage, containerisation and despatch by rail.
- General freight including receipt, containerisation and despatch by rail.

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

- Road freight Inwards/Outwards. Road movements will access and egress the site off Downton Street via lot 22/8788 and lot 23/8788 and the Southern Gateway turning area adjacent to Werris Creek Road.
- Maintenance activities for equipment and fleet
- Unloading trains delivering empty shipping containers and marshalling containers in container stacks
- Shipping container handling (by forklift)
- Administration activities
- Fleet maintenance activities
- Train loading/unloading on the adjacent ARTC site

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

3.3 THE CHARACTERISATION OF THE DEVELOPMENT

The proposed extended hours may be characterised by dividing the extended hours operations into the main activities that are proposed to be conducted on the site in points 3.3.1 to 3.3.3 below.

3.3.1 Additional Heavy Vehicle Movements, Access and Egress:

- On weekdays, inclusive of extended hours (0500 to midnight), it is envisaged there will be approximately 20 heavy vehicle movements inward and 20 outward of the site during peak (harvest) season. Off-season movements will be in the range of 8 movements inward and 8 movements outward.
- On Saturdays, inclusive of extended hours (0600 to 1800) it is envisaged there will be approximately 12 heavy vehicle movements inward and 12 outward of the site during peak (harvest) season, reducing exponentially in the off-season.:
- Sunday and public holidays (0800 to 1600) will be similar to Saturday activities.
- These activities/movements will be conducted by a mixture of Single Semi Trailer, B Double and Side Loader configured heavy vehicle combinations.

3.3.2 Additional On-Site-Noise Generating Activities:

- During the proposed extended night-time period hours of 1800pm to midnight additional noise generating activities will be limited to transferring shipping containers to and from heavy vehicles, placing the shipping containers in their relevant storage areas, and bulk tipper discharge to silo, hopper & containers
- On Sundays and public holidays additional activities will be similar to weekday and Saturday additional activities, including train unload and reload.
- The activities will involve equipment listed below

3.3.3 Equipment Usage:

Activities during extended hours will involve use of equipment:

- Heavy vehicle combinations
- Container handling forklift
- Grain conveyor
- Diesel generator power source (lighting & power for refrigerated containers and other equipment as required pending connection to the grid)

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

3.4 OPERATING HOURS

Site activities including the proposed limited activity extended hours will be undertaken in accordance with the hours of operation detailed in Table 3.

Table 3: Site Hours of Operation

Days	Current Normal Activity Permitted Hours	Proposed Activity Extended Hours
Monday to Friday	0600hrs to 1800hrs	0500hrs to midnight ref section 3.3.1-3.3.3
Saturday	0800hrs to 1300hrs	0800hrs to 1800hrs ref section 3.3.1-3.3.3
Sunday and Public Holidays	No work permitted	0800hrs to 1600hrs ref section 3.3.1-3.3.3

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

4 STATUTORY PLANNING CONSIDERATIONS

4.1 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

The *Environmental Planning and Assessment Act 1979 (EP&A Act)* is the principal planning legislation for NSW. Section 4.15 of the EP&A Act requires the consent authority to take into consideration a range of matters when undertaking an assessment of a development application. These matters are addressed in Section 6.

The proposed works are permissible with development consent by virtue of Clause 81(1)(a) of State Environmental Planning Policy (Infrastructure) 2007 and Cl 2.3 of Liverpool Local Environmental Plan 2011, discussed further below.

The proposed works will be assessed under Part 4 of the EP&A Act, with Liverpool Plains Shire Council being the consent authority.

In accordance with Section 4.46 of the EP&A Act, the proposed development is considered 'integrated development' as the following approvals are required:

- An approval under s58 of the NSW Heritage Act 1977 is required in respect of the doing or carrying out of an act, matter or thing referred to in s57 (1) of the Act;
- An approval under s138 of the Roads Act 1993 for works within the road reserve.

4.2 PROTECTION OF THE ENVIRONMENT OPERATIONS ACT 1997

Schedule 1 of the Protection of the Environment Operations Act 1997 (POEO Act) defines scheduled activities. Scheduled activities require an Environment Protection Licence (EPL). Clause 33 of Schedule 1 identifies railway system activities as a scheduled activity, stating:

33 Railway systems activities

(1) This clause applies to railway systems activities, meaning:

- (a) the installation, on site repair, on site maintenance or on site upgrading of track, including the construction or significant alteration of any ancillary works, or*
- (b) the operation of rolling stock on track.*

(2) However, this clause does not apply to any of the following:

- (a) an activity in a railway workshop (including the use of fuel burning equipment),*
- (b) re-fueling of rolling stock,*
- (c) an activity at a railway fuel depot,*
- (d) repair, maintenance or upgrading of track away from the track site,*
- (e) an activity at a railway station building (including platforms and offices),*
- (f) loading of freight into or onto, and unloading of freight from, rolling stock,*
- (g) an activity at a freight depot or centre,*

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

(h) operation of signaling, communication or train control systems.

(3) The activity to which this clause applies is declared to be a scheduled activity.

The proposed development is for a freight transport facility and will not involve the installation, on site repair, on site maintenance nor on site upgrading of a rail track, nor the operation of rolling stock on a track. The proposed freight transport facility will utilise the adjacent, existing ARTC rail infrastructure. An EPL is therefore not required for the proposed works.

4.3 HERITAGE ACT 1977

The *Heritage Act 1977* protects non-indigenous heritage and is administered by the NSW Heritage Office. Under Section 139 of the Act, an excavation permit must be obtained for the excavation or disturbance of a relic unless an exemption applies.

Lot 41 DP1126436 is mapped as being a General Heritage Item in the Liverpool Plains Local Environmental Plan 2011 Heritage Map. Further, Schedule 5 of the Liverpool Plains Local Environmental Plan 2011 lists the following heritage items as occurring within Part Lots 41 and 42 DP 1126436:

- Werris Creek Economic Development Museum (former) – Local Significance, Item I084
- Werris Creek Railway Station and yard – State Significance, Item I098
- Werris Creek Railway Station moveable relics – State Significance, Item I099

The NSW State Heritage Register lists ‘Werris Creek Railway Station, yard group and moveable relics’ as a State listed item under the NSW Heritage Act 1977. The Werris Creek Railway Station is also listed on the non-statutory Register of the National Estate.

LEP heritage mapping is detailed in Figure 4.

Section 57 (1) of the Heritage Act states that:

‘when an interim order or listing on the State Heritage Register applies to a place, building, work, relic, moveable object, precinct, or land, a person must not do any of the following things except in pursuance of an approval by the approval body under Subdivision 1 of Division 3:

- (a) demolish the building or work,*
- (b) damage or despoil the place, precinct or land, or any part of the place, precinct or land,*
- (c) move, damage or destroy the relic or moveable object,*
- (d) excavate any land for the purpose of exposing or moving the relic,*
- (e) carry out any development in relation to the land on which the building, work or relic is situated, the land that comprises the place, or land within the precinct,*
- (f) alter the building, work, relic or moveable object,*

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

(g) display any notice or advertisement on the place, building, work, relic, moveable object or land, or in the precinct,

(h) damage or destroy any tree or other vegetation on or remove any tree or other vegetation from the place, precinct or land.'

An approval under s58 of the NSW Heritage Act 1977 is therefore required for the proposed development.

Consideration of the heritage values of the Site and the proposed development's impact on these values is further discussed in Section 5.2.

An unexpected finds protocol will be incorporated into the Construction Environmental Management Plan to be prepared prior to the commencement of works.

4.4 RURAL FIRES ACT 1997

The proposal does not constitute a special fire protection purpose and therefore does not require approval from the Rural Fire Service under s100B of the *Rural Fires Act 1997*.

4.5 ROADS ACT 1993

Section 138 of the Roads Act 1993 states that:

(1) A person must not:

- (a) erect a structure or carry out a work in, on or over a public road, or*
- (b) dig up or disturb the surface of a public road, or*
- (c) remove or interfere with a structure, work or tree on a public road, or*
- (d) pump water into a public road from any land adjoining the road, or*
- (e) connect a road (whether public or private) to a classified road,*

otherwise than with the consent of the appropriate roads authority.

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

4.6 STATE ENVIRONMENTAL PLANNING POLICIES

4.6.1 State Environmental Planning Policy (Infrastructure) 2007

Clause 81(1)(a) of State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) states:

(1) Development for any of the following purposes, being development that is not development of a kind referred to in clause 79, may be carried out by any person with consent on land in a prescribed zone:

(a) rail freight terminals, rail freight sidings or rail freight intermodal facilities

A prescribed zone is defined in CI 78 and includes the SP2 zone. The development located within the SP2 zoned lands is therefore permissible with consent under the provisions of CI 81(1)(a) (permissibility for the site access located within RU1 zone is discussed further in section 4.7).

The proposal constitutes a traffic generating development pursuant to Schedule 3 of ISEPP being a “freight intermodal facility” of any size or capacity. Therefore, the proposal must be referred to Roads and Maritime Service (RMS).

4.6.2 State Environmental Planning Policy (State and Regional Development) 2011

4.6.1.1 State Significant Development

Schedule 1, Clause 19 of *State Environmental Planning Policy (State and Regional Development) 2011* defines rail and related transport facilities as State Significant development:

19 Rail and related transport facilities

(1) Development that has a capital investment value of more than \$30 million for any of the following purposes:

- (a) heavy railway lines associated with mining, extractive industries or other industry,*
- (b) railway freight terminals, sidings and inter-modal facilities.*

(2) Development within a rail corridor or associated with railway infrastructure that has a capital investment value of more than \$30 million for any of the following purposes:

- (a) commercial premises or residential accommodation,*
- (b) container packing, storage or examination facilities,*
- (c) public transport interchanges.*

The Minister for Planning is the consent authority for State Significant Developments.

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

The proposed development does not involve a capital investment value of more than \$30 million and as such is not classified as state significant development.

4.6.1.2 Regional Development

Schedule 7, Clause 2 defines general development that has a capital investment value of more than \$30 million as regionally significant development. Further, Clause 5 defines rail infrastructure facilities with a capital investment of over \$5 million as regionally significant development. The Joint Regional Planning Panel is the consent authority for regionally significant development.

The proposed development will not have a capital investment value or more than \$5 million and as such is not classified as regionally significant development.

Liverpool Plains Council will be the consent authority for the proposed development.

4.7 REGIONAL AND LOCAL PLANNING PROVISIONS AND POLICIES

4.7.1 Liverpool Plains Local Environmental Plan 2011

The Site is zoned SP2 Infrastructure under the Liverpool Plains Local Environmental Plan 2011 (LEP 2011, a small portion of the Site, being the track entry and exit points, being zoned RU1 Primary Production. The objectives and land use permissibility of the SP2 zone are:

Zone SP2 Infrastructure

1 Objectives of zone

- *To provide for infrastructure and related uses*
- *To prevent development that is not compatible with or that may detract from the provision of infrastructure.*

2 Permitted without consent

- *Roads*

3 Permitted with consent

- *The purpose shown in the Land Zoning Map, including any development that is ordinarily incidental or ancillary to development for that purpose.*

4 Prohibited Any development not specified in item 2 or 3

LEP 2011 Land Zoning Map (Sheet LZN_004B) identifies the purpose of the land use within the SP2 zoned land as 'rail infrastructure facilities'. Freight transport facility is defined under LEP 2011 as :

***freight transport facility** means a facility used principally for the bulk handling of goods for transport by road, rail, air or sea including any facility for the loading and unloading of vehicles, aircraft, vessels or containers used to transport those goods and for the parking, holding, servicing or repair of those vehicles, aircraft, or vessels or for the engines or carriages involved.*

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

The proposed rail infrastructure facility would be defined as a 'freight transport facility' and is thus permissible with consent within the SP2 – Rail Infrastructure zoned land.

Further, a 'Freight transport facility' is also defined as development permissible with consent within the RU1 – Primary Production zone (the site ingress and egress will be via RU1 zoned lands).

LEP 2011 defines principal development standards and miscellaneous provisions. Of relevance to the proposed development is Clause 5.10 Heritage Conservation, with states:

Clause 5.10 Heritage conservation

1 Objectives of the clause

- a) to conserve the environmental heritage of Liverpool Plains,*
- b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,*
- c) to conserve archaeological sites,*
- d) to conserve Aboriginal objects and Aboriginal places of heritage significance.*

(2) Requirement for consent Development consent is required for any of the following:

- a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):*
 - (i) a heritage item,*
 - (ii) an Aboriginal object,*
 - (iii) a building, work, relic or tree within a heritage conservation area,*
- b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,*
- c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,*
- d) disturbing or excavating an Aboriginal place of heritage significance,*
- e) erecting a building on land:**
 - (i) on which a heritage item is located or that is within a heritage conservation area, or***
 - (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,***

Lot 41 DP1126436 is mapped as being a General Heritage Item in the Liverpool Plains Local Environmental Plan 2011 Heritage Map. Further, Schedule 5 of the Liverpool Plains Local

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

Environmental Plan 2011 lists the following heritage items as occurring within Part Lots 41 and 42 DP 1126436:

- Werris Creek Economic Development Museum (former) – Local Significance, Item I084
- Werris Creek Railway Station and yard – State Significance, Item I098
- Werris Creek Railway Station moveable relics – State Significance, Item I099

The NSW State Heritage Register lists 'Werris Creek Railway Station, yard group and moveable relics' as a State listed item under the NSW Heritage Act 1977. The Werris Creek Railway Station is also listed on the non-statutory Register of the National Estate.

Under the provisions of Clause 5.10 of LEP 2011, development consent is required as the proposed works involve erecting a building on land on which a heritage item is located or that is within a heritage conservation area.

Section 5.2 provides further discussion on heritage values, impacts and mitigation measures.

4.7.2 Liverpool Plains Development Control Plan 2001 The Liverpool Plains Development Control Plan 2011 (DCP 2011) supplements the Liverpool Plains Local Environmental Plan 2011. The provisions of DCP 2011 are largely assessment criteria to be used in the assessment of DAs.

Relevant clauses of DCP 2011 and the proposed development's consistency with the requirements are detailed in Table 4..

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

Table 4: Summary of Relevant DCP 2011 Provisions

Relevant Clause	Description	Comment
Clause 3.6 Industrial Development		
CI 3.6.1 Building setbacks	<ul style="list-style-type: none"> Street setback will exceed 5m on all boundaries. No concession for secondary frontage Street setbacks must be landscaped Side and rear setbacks to meet BCA requirements 	<ul style="list-style-type: none"> Note the eastern, northern and southern boundaries of the development are setback from Lot 41 boundaries. No concession for secondary frontage does not apply, the proposed development does not have street frontage Street setbacks (eastern boundary of the existing development) utilise existing landscaping The construction and/or erection of any buildings on site meets Building Council of Australia requirements in relation to side and rear setback
CI 3.6.2 Traffic and Access	<ul style="list-style-type: none"> Traffic assessment is required Unsealed vehicle movement areas not acceptable (alternative treatments may be considered where it can be demonstrated that the proposed land use will not be of a scale that generates a high number of daily vehicle movements) All vehicles must enter and exit the site in a forward direction Separate signposted entrance and exit driveways Number of access points from a site on any one street frontage is limited to 1 ingress and 1 egress Driveways may be in accordance with AS2890.1 	<ul style="list-style-type: none"> A Traffic Impact Assessment (TIA) has been prepared and approved for the site. The TIA is focused on public road access/egress and routes servicing the proposed development including the Southern Gateway access. On site vehicle movements will be analysed and pavement design incorporated in the final design at the detailed design stage of the development In consideration of the limited number of vehicle movements on site, vehicle and plant movements areas and roadways are dressed using crushed gravel, cement bound pavements or similar methods of sealing to ensure dust, stormwater and erosion are managed. A water cart is utilized to apply dust suppression watering during dry periods All vehicles will enter and exit the site in a forward direction Separated signposted entry and exit driveways are utilized to access and egress the site The number of access and egress points connecting to Downton St is limited to one access and one egress driveway Driveways are provided in accordance with AS2890.1 Parking facilities and LPSC's Engineering guidelines for Development and Subdivision Works
CI 3.6.3 Utilities and Services	<ul style="list-style-type: none"> Servicing strategy required to demonstrate availability and feasibility of providing water, sewer and stormwater services appropriate for the scale and nature of development; Demonstrate adequate provision for storage and handling of solid wastes Liquid trade waste application and facilities required where liquid wastes are to be discharges to Council's sewerage system 	<p>Servicing Strategy;</p> <ul style="list-style-type: none"> Domestic use water is provided by water tanks collecting roof water discharges. This can be supplemented in protracted dry periods by fresh water delivered to the site by road tanker. Putrescible waste and ablution block wastes is collected and disposed of by an approved and appropriately licenced contractor. Stormwater dams are sighted adjacent to the western boundary for collection and control of stormwater runoff (ref also page 12 of SoEE) and concept plan appended as Appendix D. <p>Solid wastes generated on site are limited to;</p>

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

	<ul style="list-style-type: none"> Onsite stormwater capture and reuse shall be provided for maintenance of landscaping. Storage tanks shall be appropriately located and screened Buildings and structures are to be located clear of utility infrastructure For sewer mains structures are to be located a minimum of one metre plus the equivalent invert depth from the centreline of the main 	<ul style="list-style-type: none"> Bark generated during timber log handling will be collected by an approved landscape supply contractor. Domestic type wastes generated by office/amenities activities will be disposed of at an approved LPSC refuse site by Crawfords Freightlines or an approved waste collection contractor. Waste oils will be disposed by an approved oil recycling provider. There will not be a requirement for a Liquid Trade Waste Application Onsite stormwater capture dams are utilised for maintenance of landscaping Buildings and structures are located clear of utility infrastructure Sewer mains connection not applicable, serviced ablution blocks are utilised at amenities buildings.
Cl 3.6.4 Design	<ul style="list-style-type: none"> Building elevations to the street frontage or where visible from a public road, reserve, railway or adjoining residential area are to incorporate variations in façade treatments, roof lines and building materials Low scale building elements such as display areas, offices, staff amenities are to be located at the front of premises. Roofing materials should be non-reflective where roof pitch is greater than 17 degrees or visible from a public road. 	<ul style="list-style-type: none"> Building elevations visible to street frontage, public roads and the main rail corridor will incorporate variations in façade treatment, roof line and building materials (refer attached concept designs appended to SoEE as Appendix E). Buildings are not be clustered negating the requirement to locate low scale elements at the front of premises. Roofing materials are non-reflective where roof pitch is greater than 17 degrees or where visible from the road.
Cl 3.6.5 Fencing	<ul style="list-style-type: none"> Open work or storage areas visible from a public place or street must be fenced by masonry materials or pre- coloured metal cladding of minimum 2m height. Fencing to be located behind the building setback Security fencing must be also located behind the building setback area except when of a decorative nature to be integrated in the landscaped area. 	<ul style="list-style-type: none"> Open work or storage areas visible from the street must be fenced. Does not apply, the proposed site is a development within a development A security fence is erected on the western boundary of the site, set back from the boundary within a landscaped area.
Cl 3.6.6 Outdoor Lighting	<ul style="list-style-type: none"> Must comply with AS4282 Control of Obtrusive Effects of Outdoor Lighting 	<ul style="list-style-type: none"> All permanent and temporary outdoor lighting fixtures comply to AS428 Control Effects of Outdoor Lighting
Cl 3.6.7 Outdoor Signage	<p>Single occupant industrial site: One free standing advertisement within the 5m landscaped setback; and</p>	<ul style="list-style-type: none"> All signage will comply with the requirements for a single occupant industrial site

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

<p>CI 3.6.8 Loading and unloading facilities</p>	<ul style="list-style-type: none"> • Adequate space and facilities are required to be provided wholly within the site • Loading and delivery bays must be designed to allow vehicles to enter and exit the site in a forward direction • Loading bay(s) must be sited to avoid use for other purposes such as customer parking or materials storage and be line-marked and signposted. 	<ul style="list-style-type: none"> • Adequate space and facilities will be provided to ensure that all loading and unloading activities will be conducted wholly within the site. • Loading bays/areas will be located away from general storage and light vehicle parking and amenities areas. Appropriate segregation signage will be erected advising loading areas.
<p>CI 3.6.9 Noise</p>	<ul style="list-style-type: none"> • Windows, doors and other wall openings shall be arranged to minimise noise impacts on residences where proposed within 400m of a residential zone. • External plant (generators, air conditioning plant etc.) shall be enclosed to minimise noise nuisance where adjoining residential areas 	<ul style="list-style-type: none"> • All building openings are arranged to ensure potential noise generating activities e.g. the site maintenance workshop do not impact residences within 400m of the development. • Potential noise generating activities will be managed in accordance with the site Operational Environmental Plan. • External plant will be enclosed to minimise noise where a potential noise nuisance exists
<p>CI 3.6.10 Landscaping</p>	<p>Landscaping is required:</p> <ul style="list-style-type: none"> • - In the front 5m of street setback; • - To side and rear setbacks where visible from public place or adjoining residential area; and • - To areas adjacent to building entrances and customer access points. • Landscaping or shade structures shall be provided in outdoor car parking areas where >10 spaces are required, to provide shading and soften the visual impact of large hard surfaces • Landscaping shall comprise only low maintenance, drought and frost tolerant species. 	<ul style="list-style-type: none"> • Applies to the western boundary only of the proposed development • Car parking areas will incorporate either shade structures or landscaping to soften impact. • Landscaping by way of tree planting on the western boundary is provided as a noise barrier and visual amenity. It is envisaged the landscape planting will consist of Lilly Pilly trees.

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

CI 3.6.11 Parking	Land Use	Parking	<ul style="list-style-type: none"> In accordance with the requirements for Transport / Truck Depot development, parking space will be provided for each vehicle present at peak time on site and driver parking. In accordance with the requirements for Industrial development, the minimum light vehicles parking space provided will be 1 space per 2 employees. A portion of customer parking is to be provided convenient to the public entrance
	Industrial Retail	1 per 45m ² GFA	
	Industrial	1 per 75m ² GFA OR 1 space per 2 employees WHICHEVER IS THE GREATER	
	Transport / Truck Depot	Space for each vehicle present at peak time onsite and driver parking	
	Vehicle Body Repair Workshop or Repair Station	1 per 40m ² GFA OR 3 spaces per workshop bay WHICHEVER IS THE GREATER	
	Warehouses	1 per 300m ² GFA OR 1 space per employee WHICHEVER IS THE GREATER	
	Other	Based on predicted peak vehicle use.	
CI 3.6.12 Restricted Premises	N/A	N/A	

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

5 THE POTENTIAL IMPACTS OF THE DEVELOPMENT

5.1 CONTEXT AND SETTING

The surrounding area is generally characterised by rural, industrial and residential land uses. The proposal is considered compatible with the surrounding area and will have minimal impact in regard to:

- Impacts on adjacent properties, and;
- Interruptions of important views and vistas.

In compiling this Statement of Environmental Effects, a number of potential on site and off-site impacts were considered;

5.2 POTENTIAL ONSITE IMPACTS AND MITIGATION MEASURES

5.2.1 Waste Generation and Disposal

- Putrescible wastes will be minimal, generated by activities in the administration and amenities areas. These waste streams will be kept in covered receptacles and disposed using the council garbage collection services and/or transported to the closest council waste facility as covered loads.
- General wastes including bark generated by the handling of timber logs will be recycled where possible. Bark will be disposed of by transporting to a landscaping or garden centre where possible.

5.2.2 Water

- **Clean Water Management.** Stormwater will be collected on the site by one or more stormwater containment dams constructed on the downslope of the site. Stormwater collected in the dams will be used for dust suppression on the site by a water tanker/sprayer vehicle
- **Dirty Water Management.** Dirty water generated on the site through use of the amenities buildings will be disposed of through town sewage connections.
- **Spill Containment.** Spills generated through use of the onsite refueling facility whilst fueling equipment, vehicles and/or trains will be contained by the use of bunded areas located at the refueling points. Portable spill containment bunds will be located on site for any spills/loss of containment in areas other than the refueling areas.

5.2.3 Flora and Fauna

- Minimal clearing of vegetation will occur as a result of the proposed development. Potential on-site or off-site erosion impacts as a result of any clearing of vegetation will be managed through the construction of one or more stormwater containment dams. There is no predicted impact to native fauna on the site.

5.2.4 Natural Hazards

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

- It is considered that the subject land is not impacted by land subsidence, elevated bushfire risk or flooding.

5.2.5 Construction Management

There are no new construction activities associated with this development application.

5.2.6 Heritage

- The Site is mapped in the Liverpool Plains LEP as being a heritage item. Further, there are state listed heritage items on Lot 41.
- Concept planning for the development has been undertaken to ensure that proposed site boundaries do not impinge on known or potential heritage structures. It is also noted that the area of the proposed development is situated in an area significantly disturbed by previous activities conducted on the site.
- Crawfords engaged a specialist consultant to conduct a Statement of Heritage Impact for the original Development Application.

5.3 POTENTIAL OFFSITE IMPACTS AND MITIGATION MEASURES

5.3.1 Noise and Vibration

Consistent with advice provided by the NSW EPA, an operational noise impact assessment (NIA) of the proposed Crawford's Werris Creek development has been completed by Muller Acoustic Consulting Pty Ltd.

Overview

The assessment was conducted to quantify potential environmental noise levels associated with the operation of the project during the extended hours proposed. Where impacts are identified, the assessment includes recommendations for potential noise mitigation and management measures.

The Noise Impact Assessment includes the following key tasks:

- Review operating activities to identify noise generating plant, equipment, machinery or activities proposed to be undertaken as part of the project;
- Identify the closest and/or potentially most affected receptors situated within the area of influence to the project;
- Quantify the existing noise environment by conducting unattended noise monitoring at locations representative of the closest and/or potentially most affected receptors;
- Undertake 3D modelling to predict noise levels that may occur as a result of the operation of the project at the closest and/or potentially most affected receptors;
- Assess the potential noise and vibration impacts associated with operation of the project; and
- Provide feasible and reasonable noise and vibration mitigation and management measures, and monitoring options, where criteria may be exceeded.

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

The Noise Impact Assessment was conducted in accordance with the following key policies and guidelines:

- NSW Department of Environment, Climate Change and Water (DECCW) – NSW Road Noise Policy (RNP, 2011), March 2011; and
- NSW Environment Protection Authority – Noise Policy for Industry (NPI, 2017), October 2017.

The assessment also considered and applied the following additional policy, guidelines and standards where relevant:

- Australian Standard AS1055:2018 – Description and Measurement of Environmental Noise;
- Australian Standard AS/IEC61672.1-2019 – Electroacoustics – Sound Level Meters Specifications Monitoring; and
- Australian Standard AS/IEC60942:2004/IEC60942:2003 – Australian Standard – Electroacoustics – Sound Calibrators

Outcomes

The assessment has quantified potential noise emissions associated with the operation of the project.

The results of the assessment shows that noise levels associated with the proposed activities are expected to satisfy the Noise Policy for Industry - Project Noise Trigger Levels at all assessed receivers.

Furthermore, sleep disturbance is not anticipated, as emissions from impact noise are predicted to remain below the EPA standard for maximum noise level screening criterion.

Additionally, the Noise Impact Assessment demonstrates that the road noise criteria as specified in the Department of Environment Climate Change and Water - NSW Road Noise Policy 2011, will be satisfied at all receivers on the proposed transport route.

Based on the Noise Impact Assessment results, there are no noise related issues which would prevent the approval of the project.

Operational Noise

To assist noise emissions associated with the projects operation achieving compliance and acceptable levels, the following best-practice noise reducing mitigation and management measures are recommended:

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

During the detailed design of the project the quietest item of plant, equipment and/or machinery available should be selected where options that suit the design permit, with consideration to annoying noise characteristics such as tonality, low frequency noise or impulsiveness.

- In all cases the selection process recommended above should consider the most efficient work practices to be implemented to minimise a) the total number of noise sources at the site and b) the combined emission of these items. This should focus on, but not be limited to, heavy vehicles and the Omega container forklifts usage as these are the loudest items of mobile plant, equipment and/or machinery documented in this assessment.
- The project layout should be optimised during the detailed design of the project to position noise generating plant, equipment and/or machinery as far away as possible from the closest and most affected receptors, which in general are situated west of the site. This optimisation should consider all fixed infrastructure, mobile equipment and general works areas etc. within the site.
- During the layout optimisation recommended above any site buildings or structures (containers, log piles etc.) that are proposed as part of the projects detailed design should be utilised to provide shielding to nearby receptors.
- All heavy vehicle and rail locomotive drivers should avoid all unnecessary noise due to idling engines and unnecessary fast engine speeds when lower speeds are sufficient. Drivers should be instructed to travel directly to site and avoid any extended periods of engine idling at or near residential areas, especially at night.
- During any night works, activities that have the potential to generate impulsive noise should be completely avoided. These types of events are particularly annoying; especially at night and have potential (if left unmitigated) to generate general operational impacts as well as sleep disturbance or awakening impacts.

Environmental Management Planning: Prior to commencement of operations, the existing Operational Environmental Management Plan (OEMP) will be amended to address potential impacts associated with the proposed extended hours of operation. The OEMP should document all feasible, reasonable and practical noise mitigation, management measures; or monitoring options that will be implemented. A standalone operational noise management plan is not considered necessary and this noise mitigation, management and monitoring content can be incorporated into the overall OEMP.

5.3.3 Lighting.

6 Fixed LED flood lights will be located on the eastern boundary of the proposed development and directed toward the centre of the site. The lighting will be used to illuminate work areas during after dark activities. Use of the lighting will be restricted to essential use only, to ensure the safety and welfare of staff working on the site. Lighting will meet the requirements of AS 4282 – 1997 Control of the obtrusive effects of outdoor lighting.

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

5.3.4 Traffic and Vehicle Parking

Access to the site for heavy and light vehicles approaching from the North will be via Single St, Werris Creek Rd, the Southern Gateway turning area then onto Downton St. A Traffic Impact Assessment (TIA) was prepared by Constructive Solutions Pty Ltd for the Single Street/Werris Creek Rd Southern Gateway route and approved by Council when issuing Conditions of Consent for DA 44/2019 on 31 October 2019. The Development Application to which this SoEE applies does not propose to alter the heavy vehicle routes specified in the Southern Gateway TIA.

The Southern Gateway TIA is appended to this SoEE as Appendix B.

In addition to load shifting equipment parking areas, on-site parking will be provided for approximately 20 light vehicles for employee parking and 4 heavy vehicles. The number of light vehicles parked on the site may increase to 30 as the site develops.

The average frequency of heavy vehicle movements is detailed in The Characterisation of the Development section of this SoEE.

5.3.5 Public Domain

The railway station, rail museum and rail monument to the north of the proposed development will not be impacted by the site operations. Public access to these areas will not be impeded by the operation.

5.3.6 Access and Public Transport. Access to the site will be controlled to prevent unauthorised public access. The closest public transport facility is Werris Creek station, however access to the site from the station will not be permitted. All visitors to the site will be escorted by Crawford's Freightlines staff via the Werris Creek Road entry.

5.4 SOCIAL AND ECONOMIC IMPACTS

The likely social and economic impacts of the proposed development are considered to be very positive for the locality. There will continue to be significant benefits to the local economy and social impacts will be continue to be controlled through the appropriate operational constraints imposed on the operation.

5.5 CUMULATIVE IMPACTS

There are no foreseeable negative cumulative impacts as a result of the proposed development.

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

6. SECTION 4.15 REQUIREMENTS

Section 4.15 of the EP&A Act requires the consent authority to take into consideration a range of matters when undertaking an assessment of a DA. These are detailed in Table 5.

Table 5: Section 4.15 Considerations

Section 4.15 Requirements	Comment
(a)(i) any environmental planning instrument	The proposed development is consistent with the requirements of relevant environmental planning instruments as detailed in <i>Section 4</i> .
(a)(ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved)	N/A
(a)(iii) any development control plan	The proposed development is generally consistent with the requirements of Liverpool Plains DCP 2011 as detailed in <i>Section 4.7.2</i> .
(a)(iiia) any planning agreement that has been entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F,	N/A
(a)(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph)	N/A
(a)(v) any coastal zone management plan	N/A

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

Section 4.15 Requirements	Comment
(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality	The likely impacts of the development have been assessed in <i>Section 5</i> .
(c) the suitability of the site for the development	<p>The proposed development is to be located at a site zoned for rail infrastructure related development and is immediately adjacent to existing rail infrastructure and rail related developments.</p> <p>It is considered the proposal will not create any unmanageable access or transport concerns in the locality.</p> <p>There will not be any impacts on public spaces as a result of the proposal proceeding.</p> <p>Minor upgrading to services will be required, for example sewage and power connections to existing services.</p> <p>Any potential impacts in relation to air quality, micro climate and noise will be managed in accordance with the site's Environmental Management Plan.</p> <p>There are no identified surrounding hazardous land uses or activities.</p>
(d) any submissions made in accordance with this Act or the regulations,	<p>Council is to take into consideration any submission required as part of the notification process.</p> <p>The application may be regarded as an integrated development and consultation with other agencies will be required.</p>
(e) the public interest	<p>The proposed development is considered to be of minor interest to the wider public due to the relatively localised nature of potential impacts. It is believed that by the imposition of appropriate controls and conditions of consent, and the safeguards discussed in this report and supporting appendices, potential impacts would be minimal.</p>

STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL FREIGHT TERMINAL

7 CONCLUSION

Paul McGrath, trading as Paul McGrath Property Services was engaged by Crawfords Freightlines to compile this Statement of Environmental Effects.

To support the compilation of the Statement of Environmental Effects independent consultants were engaged to conduct modelling and assessment of Noise Impact related to the proposed extended hours. Previous studies conducted for Traffic Impact and Air Quality remain as reference points for daylight activities as proposed in previous SoEEs approved by Council. When engaging these independent consultants consideration was given to their experience and expertise relative to the scope of the individual assessments.

The proposed development has synergies with an existing Crawfords Freightlines operation based in Sandgate NSW in regard to traffic volumes, fumigation operations and rail/road/container handling interfaces, thus allowing the utilisation of existing background data to assist the modelling of impacts.

In addition to utilising existing data from the Sandgate operation, the proposed extended hours development was modelled referencing noise data sourced from scheduled noise monitoring events in accordance with Conditions of Consent issued for site operations.

To ensure best operational practice pre and post start up, Crawfords Freightlines will amend relevant site specific plans and codes of practice including Operations Environmental Management Plans to ensure that site operations are conducted in the most efficient, environmentally responsible manner, thus ensuring minimal negative impact on offsite or onsite sensitive receivers.

The initial Statement of Environmental Effects for extended hours (SoEE Version 1.0) proposed to move to 24-hour operations Monday to Friday, extend Saturday hours to 1800, and facilitate Sunday activities between 0800 and 1600.

This has now been reviewed updated in March 2022 as Version 2 (this version) to reflect Crawfords intent to move away from 24 hour operation Monday to Friday and commence activities at 0500 hours Monday to Friday and cease activities at midnight (0000 hours). The proposal retains the provision to extend Saturday operations to cease at 1800 hours and conduct activities on Sundays and Public Holiday between the hours of 0800 to 1600.

**STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL
FREIGHT TERMINAL**

**STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL
FREIGHT TERMINAL**

APPENDIX A

Noise Impact Assessment

**STATEMENT OF ENVIRONMENTAL EFFECTS - WERRIS CREEK INTERMODAL
FREIGHT TERMINAL**

APPENDIX B

Traffic Impact Assessment