

6.9 Newspaper coverage Liverpool Champion 27 June 2012



Terminal's thumbs down

Shery Demian

RESIDENTS fighting the freight hub in Moorebank lodged more than 130 submissions against the SIMTA proposal.

The detailed plans for a one-million container terminal on Moorebank Avenue were on public exhibition with Department of Planning and Infrastructure for two months from March.

There were also a couple of submissions in support of the proposal.

A SIMTA spokesman said the submissions were made available to them last week.

"SIMTA's team of technical and environmental experts are currently working to prepare responses to each one," he said.

The spokesman said the submissions showed that the community took a close interest in the extensive expert environmental and technical studies prepared for the environmental assessment, including air quality, traffic and noise reports.

"Many of the concerns raised in the submissions have been addressed in our technical studies, but we will respond to each submission individually," the spokesman said.

"We expect this process will take four weeks

to complete."

The Department of Planning and Infrastructure will refer the proposal to the Planning Assessment Commission when SIMTA has responded to all the submissions.

The spokesman for SIMTA said the consortium had no intention of pulling out.

"We are proposing to deliver critical infrastructure where it's needed most," he said.

"The proposal will address the growing needs for imported goods in south-west Sydney, at the same time as reducing truck movements on the M5."

It is likely that SIMTA will also tender for the Federal Government's larger freight terminal proposal across the road.

"The Government has indicated construction of its proposed facility will be put to tender in 12 months," the spokesman said.

"SIMTA will consider tendering for the work when the government issues a request for tender."

The spokesman said there was no connection between the announced intention to purchase the Macarthur Intermodal Shipping Terminal and SIMTA's Moorebank proposal.

6.10 Newspaper coverage The Australian and The Sydney Morning Herald 25 October 2012



Qube boss slams ALP as freight plan blocked

FREIGHT: The chief executive of ports and logistics company Qube, Maurice James, has hit out at the federal government for trying to block its proposed \$1 billion inland freight terminal at Moorebank in southwest Sydney.

"The current federal government has its own plan for Moorebank and, it seems, will do just about anything to make sure ours does not go ahead," he told the American Chamber of Commerce in Sydney yesterday.

Mr James described the situation as a "federally funded farce" and a "taxpayer boondoggle" that was a "close cousin" of the pink batts scandal in terms of the potential waste of funds. He said it would cost the taxpayer at least \$1bn if the government went ahead with plans to build an inland freight terminal on land adjacent to that owned by Qube and QR National.

He said Qube wanted to build a terminal with a rail shuttle

connection to Port Botany to haul containers, which would remove hundreds of thousands of trucks a year from Sydney's roads. He accused the government of overturning an agreement that would allow Qube vital rail access to its site.

Mr James said Qube had reached an agreement with the Defence Department to release it from its lease on the Qube-owned land by 2014 in return for rail access across 430m of disused commonwealth land, which Qube needed for its shuttle. But Qube had recently received a letter from the federal government saying it would not allow the company to put rail tracks on the land while proposals for the government's terminal were being considered.

He said the government had also extended the Defence lease on the land for five years, at a cost of \$75 million to the taxpayer.

He said the government would have to pay more than \$1bn to clear its site at Moorebank, including the cost of

moving a military engineering school from the land.

Mr James said Qube would be able to build its terminal and shuttle by 2015, while the government's proposed terminal would not be in operation until closer to 2020.

"No one has been able to explain why the government would ignore the advice of just about everyone and plough on with this project at such a huge and unnecessary cost to the taxpayer," he said.

Mr James said Qube was pushing ahead to obtain all the necessary approvals for the project from the NSW government.

He said he hoped an Abbott government would abandon plans for a commonwealth terminal on the site.

This would save the taxpayer between \$500m and \$1.5bn, and allow Qube to have its terminal in operation several years earlier.

GLENDA KORPORAAL



JAMES CROUCHER

Qube chief executive Maurice James in Sydney yesterday



Stalled ... Qube says it might have to wait for a change of government to pursue its plans. Photo: Nic Walker

Qube frustrated by delay over freight hub

MATT O'SULLIVAN
LOGISTICS

THE Chris Corrigan-backed Qube Logistics has accused the federal government of doing "just about anything" to stop its plans for a competing \$1 billion rail-freight hub in Sydney's west.

The managing director of Qube, Maurice James, conceded yesterday the company was likely to have to wait for a change of government in order to pursue its plans for a freight terminal at Moorebank.

While a Qube-led consortium has said the first stage of a terminal could be built by mid-2014, Mr James said it was now not likely until a year later than envisaged.

"If we lose a year waiting for a

change of government, then it would be 2015," he said yesterday.

The government has proposed a freight terminal at Moorebank on a 220-hectare site occupied by the Department of Defence, just across the road from the Qube consortium's much smaller site.

Mr James said the government "will do just about anything to make sure ours does not go ahead" and claimed the cost to the taxpayer of clearing the competing 220-hectare site would be more than \$1 billion.

He also claimed the government's plans for a freight hub would "fall apart" if Qube's plans went ahead because "no private sector operator in their right mind would bid if we are operating across the road".

In order to pursue its plans, Qube

needs the Department of Defence to vacate its site, as well as consent from the government to put rail tracks on the 220-hectare site across the road. Defence recently extended the lease on the Qube site by five years.

A spokesman for the federal Transport Minister, Anthony Albanese, said the government had made a decision in "the long-term interests of Sydney".

"The facility will be designed, built and operated by the private sector. If Qube wants to put in a bid, they are more than welcome to do so," he said.

While the NSW government and Business Council of Australia have backed Qube's proposal, Toll Holdings has thrown its weight behind the federal government's plans.

6.11 Newspaper coverage Liverpool Leader 14 November 2012



Opponents not yielding

By **Farah Abdurahman**

THE No Intermodal Working Party has received \$58,000 in funding from Liverpool Council to boost its campaign against the freight terminal.

Not only does the fight against the proposed federal freight terminal in Moorebank have full council support, but federal member for Hughes Craig Kelly has also declared his opposition to the project.

Mr Kelly will hold a community forum on the proposed intermodal tonight (November 14) at 7.30pm at the Moorebank Sports Club.

The forum will address local developments combined with a traffic modelling presentation.

In his comments to the Department of Finance and Deregulation, Mr Kelly said the proposed inter-

modal developments generated a great deal of angst within the local community.

"The development has been the subject of significant public concern with several community rallies opposing the intermodal developments," he said.

"It is a misnomer for proponents of the project to claim locating an intermodal at Moorebank will take trucks off the road. There is also significant and growing concern about the health effects from diesel emissions as these air contaminants include many known or suspected cancer-causing substances."

The No Intermodal Working Party is hoping to complete independent air quality tests before the release of

the federal government's environmental impact statement on the project early next year.

Business Council of Australia president Tony Shepherd has expressed his support for a federal government decision to form a government business enterprise (GBE) to optimise private sector funding, development and operation for eventual sale.

"The Business Council supports the Commonwealth strategy on this important piece of economic strategy," he said.

"It is the most cost effective and practical strategy and should produce a better outcome for the federal taxpayer and for NSW."

It is a misnomer for proponents of the project to claim locating an intermodal at Moorebank will take trucks off the road.

— **Hughes MP Craig Kelly**



Not here: Liverpool residents have strengthened their fight against the proposed federal freight terminal at Moorebank.

6.12 Information Boards



The proposal

Increasing the amount of goods transported by rail is a vital step in reducing the impact of freight on Sydney's roads – and dealing with the environmental effects of having too many heavy vehicles on the road.

The intermodal terminal facility proposed by the Sydney Intermodal Terminal Alliance (SIMTA) would support efficient rail freight transport to and from Port Botany, Australia's most important port, along the Southern Sydney Freight Line to Moorebank.

Currently, trucks move freight to and from Port Botany along the M5. SIMTA's proposal would see this journey carried out by train to Moorebank. From Moorebank, the freight would then travel by truck to western Sydney's wider industrial areas or potentially by rail to other states.

As with any major infrastructure project, the proposed intermodal terminal would have impacts on surrounding areas. SIMTA will take necessary steps to reduce these impacts, and seek to improve on standards set by planning and environmental controls. Mitigation measures will be guided by extensive expert studies and community consultation.

What is the Federal Government's proposal?

Separate to SIMTA's proposal, the Federal Government is looking at an intermodal terminal on the School of Military Engineering site that would include domestic freight. The intermodal terminal would potentially transport freight by rail both within NSW and to other states and territories.



SIMTA

SYDNEY
INTERMODAL
TERMINAL
ALLIANCE

The site





The problem: Sydney's freight network under stress

Demand for imported goods will grow significantly over the next 20 years.

Port Botany will need to handle more and more freight containers to meet this demand.

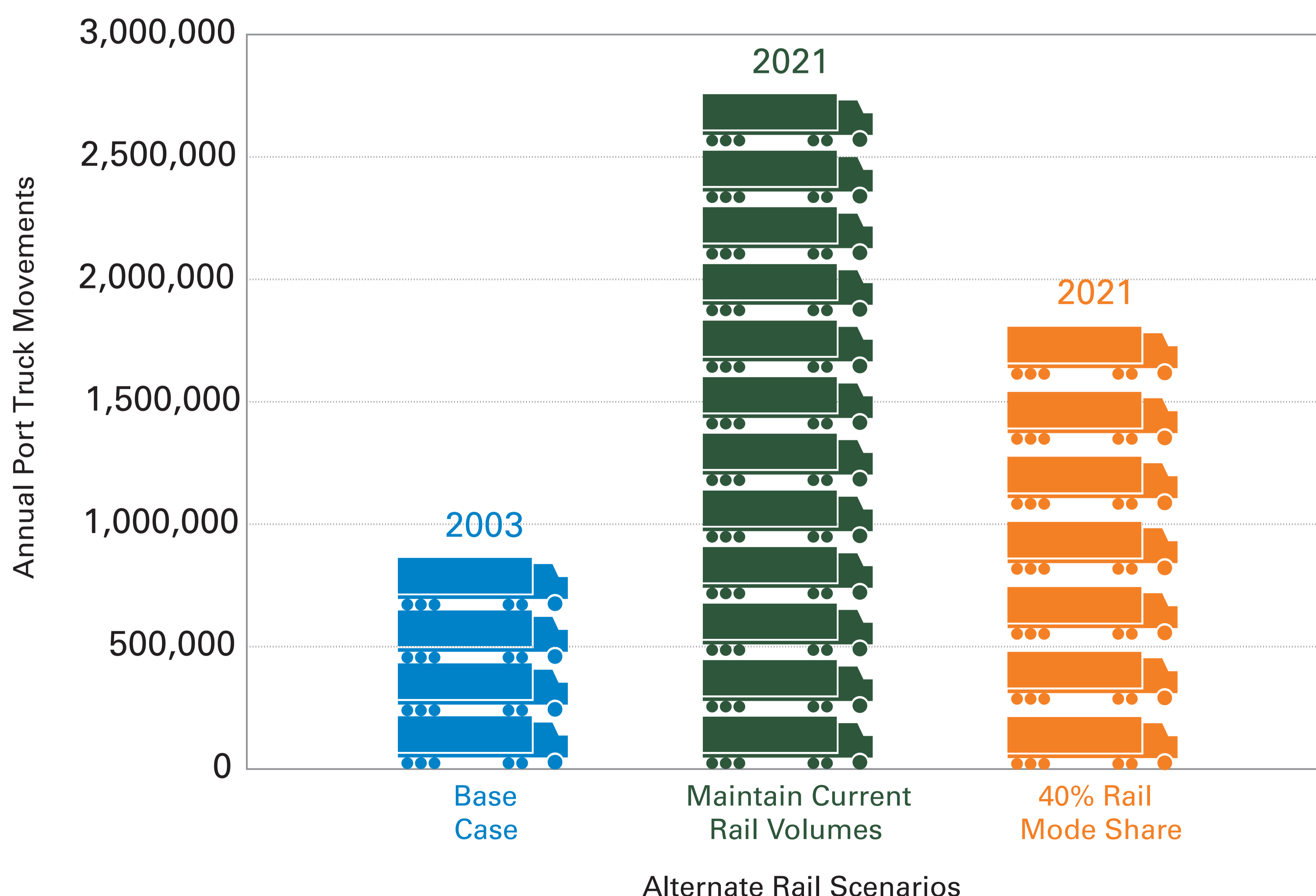
The facts are:

- 1970 – Port Botany handled 175,000 freight containers
- 2007 – Port Botany handled about 1.5 million containers
- 2010 – About 2 million containers
- 2025 – Freight containers handled at Port Botany expected to exceed 3 million.

Today, just 20 per cent of freight is moved by rail. If this trend continues, Sydney will see a major increase in truck numbers by the mid 2020s. This means a significant decrease in efficient freight movements and increased truck congestion on our roads.

This is an unacceptable burden on Sydney's roads and economy. Action is now required to ensure this does not happen.

Projected truck numbers with or without intermodal terminals



Source: Summary Report, Draft Metropolitan Intermodal Freight Strategy, Department of Infrastructure, Planning and Natural Resources, October 2004.



A solution: an intermodal terminal network for Sydney

In response to the problem of freight stress, the NSW Government has set a target to increase freight transport by rail from Port Botany to 40 per cent.

“This target must not only be reached but if possible exceeded...if Sydney is to remain economically competitive and environmentally sustainable”

Freight Infrastructure Advisory Board, Railing Port Botany's Containers: proposals to ease pressure on Sydney's roads, July 2005.

In 2005, Sydney's existing intermodal container terminals handled a combined total of 140,000 containers.

By 2020, the Government's target would see intermodal terminals handling at least 1.2 million containers each year.

There is limited capacity for growth at Sydney's existing intermodal terminals. A larger network is needed to take Sydney's freight transport system into the next century – and transport freight to where it is needed.

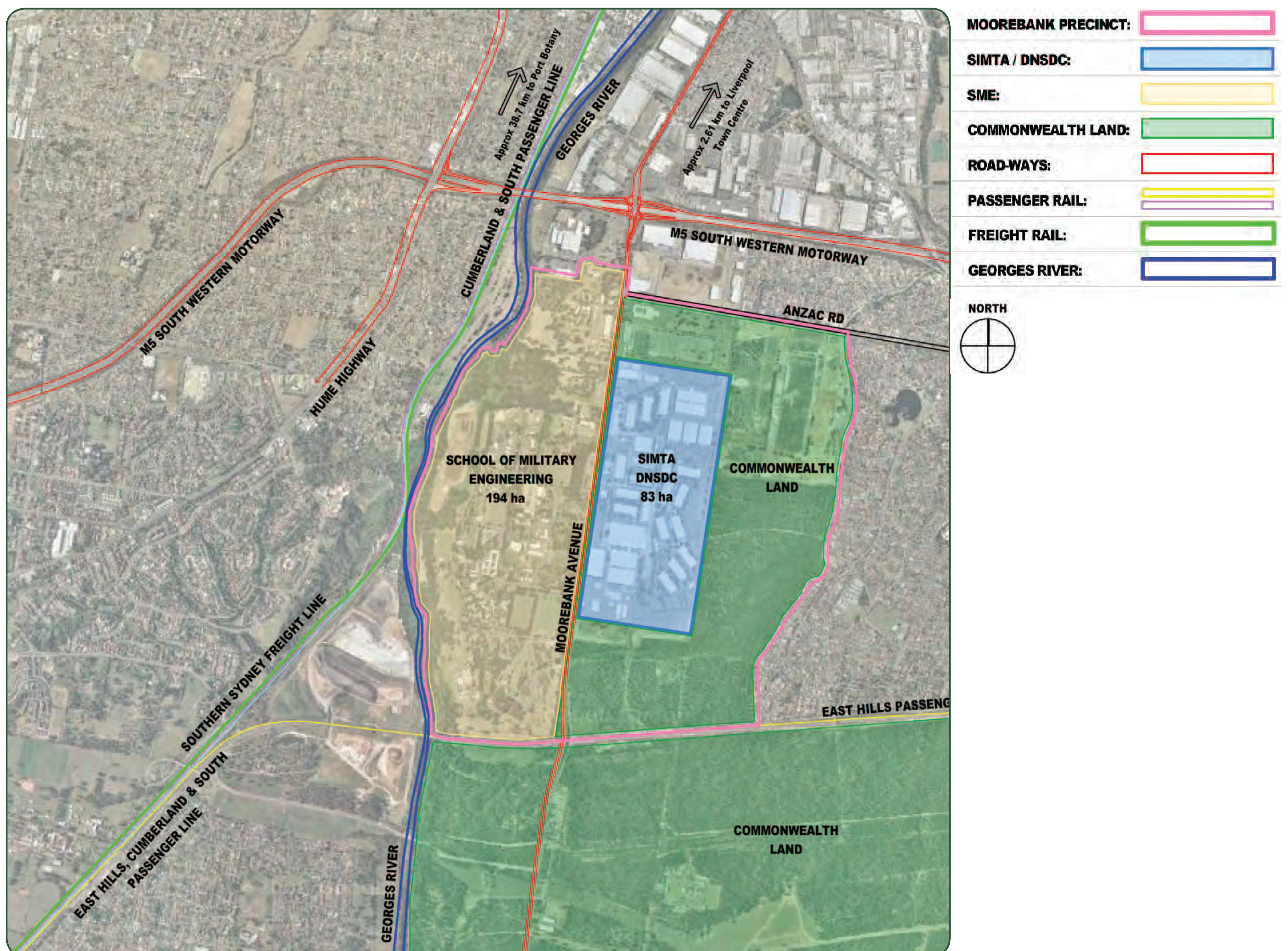
“There would be a significant shortfall in terminal capacity in Sydney by 2020.”

Meyrick & Associates, National Intermodal Terminal Study, February 2006.



Why Moorebank?

- **Moorebank has long been identified in NSW and Federal Government logistics strategies** as the preferred location for an intermodal terminal.
- **Moorebank has links to road and rail infrastructure.** At Moorebank, the M5 crosses the in-progress Southern Sydney Freight Line, and has links to the M7.
- **Moorebank is close to where Sydney's freight is needed.** An intermodal terminal at Moorebank would reduce the time trucks bound for these warehouses are on the road, and take freight closer to where it is needed.
- **Moorebank would relieve freight traffic on the M5 between Port Botany and Moorebank.** A Moorebank intermodal terminal would move significant levels of freight via the Southern Sydney Freight Line, avoiding both the M5 and passenger trains on the East Hills Line.
- The Moorebank site is **already zoned as industrial land.**

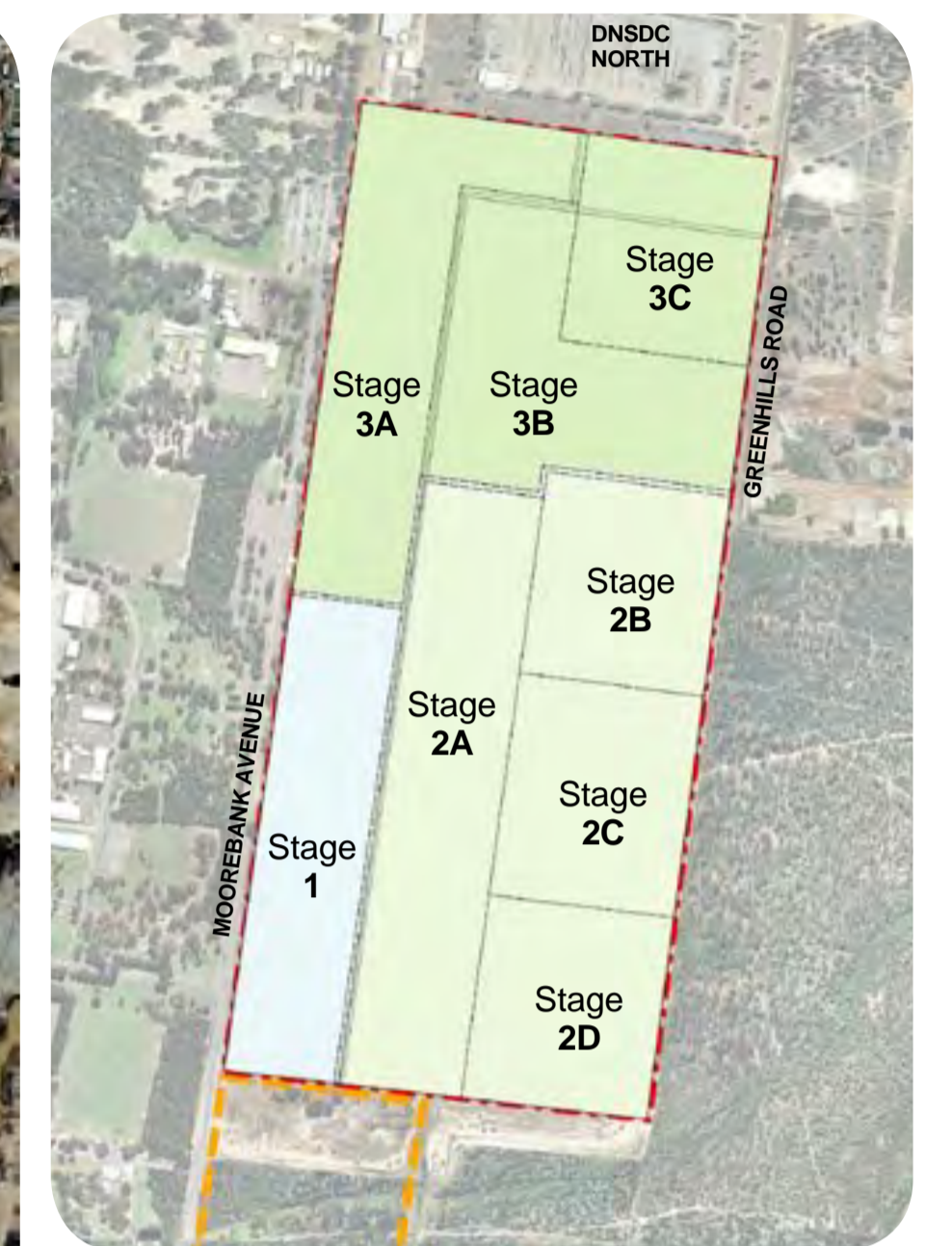


The Plan

Concept Plan – Land Use



Staging Plan



01 Rail corridor – South of the site running west, a two kilometre long rail connection would link the SIMTA site to the Southern Sydney Freight Line. Detailed design would be determined at the Project Application stage of the planning process.

02 Intermodal terminal – This would be on the western part of the site, next to Moorebank Avenue, approximately 990 metres from the nearest residence. Areas on either side of the rail tracks would be used for container sorting and storage. The terminal would use gantry systems and state-of-the-art railway vehicles.

03 Terminal warehouse and distribution facilities – Immediately east of the intermodal terminal, plans include warehouse space for logistics companies to dispatch goods.

04 Large format warehouse and distribution facilities – It is proposed that large format warehousing and distribution facilities would be located on the eastern part of SIMTA's land, behind terminal warehouses. The warehouses would be similar in height to existing DNSDC warehouses. Access to the buildings and loading docks would be via an internal road system.

05 Ancillary services – Catering to staff and visitors, services for drivers may include a convenience store and a café, site management and security offices, sleeping facilities and meeting rooms for hire.

06 Staff parking – May be provided next to the ancillary services. A shuttle-bus service may be used to transport staff between the intermodal terminal, warehouses and ancillary services.

07 Vegetation – Trees and shrubs would be planted along site boundaries.

Mitigating impacts on local residents

Approximately 400 metres separates the nearest house in Wattle Grove from the north-eastern boundary of SIMTA's site.

The proposed intermodal terminal itself would be located in the south-western corner of SIMTA's land, about 990 metres from the nearest house.

Casula residents are about one kilometre west of SIMTA's site.

- As with any major infrastructure project, the proposed intermodal terminal would have impacts on surrounding areas. SIMTA will take all steps to reduce these impacts and seek to improve on standards set by planning and environmental controls.
- Detailed expert environmental studies will evaluate potential impacts including noise, vibrations, light spill, air quality and traffic and propose remediation measures.
- SIMTA will use start-of-the-art design, physical barriers and other environment controls to reduce potential impacts. Proposed mitigation measures will be guided by extensive expert studies and community consultation.

Noise and vibrations

About 990 metres of land separates the nearest house from the proposed intermodal terminal. Warehouses between the terminal and houses would further reduce noise and vibrations.

- Noise and vibrations decrease with distance and physical barriers.
- The intermodal terminal is where the majority of site activity would take place. Warehouses, vegetation and ancillary services such as catering, site management and security offices, would provide a buffer between residents and the intermodal terminal.
- SIMTA will carry out acoustic assessments during the planning process. These studies will measure potential noise impacts of operations, the railway line connecting to SIMTA's site and truck movements along Moorebank Avenue to the M5.
- If approved, SIMTA will monitor noise and vibrations and implement improvements as necessary on an ongoing basis.



Warehousing will reduce noise levels.



Visual impacts

Mitigation measures will be incorporated into urban design and building controls to ensure the development is sympathetic to the site and its surrounds.

- Warehouses, landscaping and vegetation would improve the appearance of the site for a large group of residents.
- A visual impact assessment will assess what the proposal looks like from the perspective of local residents and passers-by, as well as visitors and employees.

Light spill

SIMTA will engage lighting specialists to design lights that minimise spill beyond the terminal and buffer area.

- Detailed design work and the use of the latest technology would direct light away from residential areas.
- Custom designed light poles that direct light downwards – rather than across the facility, combined with the latest technology – would also address light spill.



Traffic

No truck access is needed along Anzac Road through west Wattle Grove for the intermodal terminal. SIMTA supports the RTA's ongoing heavy vehicle restrictions on this road.



- SIMTA supports all measures to stop trucks driving through local streets on the way to and from the intermodal terminal.
- SIMTA has engaged experts to conduct extensive traffic modelling and investigations as part of the Environmental Assessment for the proposal. These studies will assess the proposal's impact on traffic flow and recommend mitigation options.
- SIMTA will consult with the RTA and Liverpool City Council throughout the planning process on local traffic measures. The proposal will be required to meet the RTA's strict standards and implement approved mitigation measures if required to minimise adverse impacts on local residents.
- Moorebank Avenue will be assessed to investigate if it would support increased truck traffic to and from the intermodal terminal. Appropriate upgrades would be implemented as required.
- Operations at the intermodal terminal would schedule truck arrival times to minimise queuing.
- A traffic management plan will assess and monitor impacts on surrounding roads.

Air quality

Experts will extensively investigate potential impacts on local air quality, including impacts from exhaust fumes, as part of the Environmental Assessment process.

- These studies will be carried out in accordance with Government standards, including *Approved Methods for the Modelling and Assessment of Air Pollutants in NSW* (Department of Environment, Climate Change and Water)
- Experts will use meteorological and onsite data to forecast the intermodal terminal's likely impact on local air quality.
- Studies will cover:
 - an assessment of potential air pollution sources and atmospheric pollutants of concern for local and regional air quality
 - direct and indirect greenhouse gas emissions.
- The outcomes of these studies will be made available for public comment at the Environmental Assessment stage of the planning process and will be considered by the Department of Planning when assessing SIMTA's application.
- Mitigation and remediation measures would be incorporated based on these expert studies.

Heritage

An expert will prepare a heritage impact assessment for SIMTA's site and the proposed railway corridor.

■ SIMTA's site

- › A full heritage impact assessment will be prepared for the site to assess potential impacts of the proposed development.
- › Appropriate mitigation and conservation measures would then be introduced as required.

■ Railway corridor

- › The proposed railway corridor covers largely undeveloped, Commonwealth land and there is a possibility of some Indigenous heritage. SIMTA will consult with local Indigenous groups in investigating this land.
- › If any artefacts are found, appropriate action will be undertaken in consultation with the Indigenous community and the Department of Environment, Climate Change and Water.

Flora and fauna

- SIMTA takes its environmental responsibilities seriously and will seek to improve on environmental controls in planning for its site.
- Ecological studies will closely guide site design and a range of environmental management protocols will be implemented.





Planning process

STEP
01



**Lodgement of Preliminary
Environmental
Assessment (PEA)**

Complete

- » SIMTA lodges a preliminary report known as the Preliminary Environmental Assessment (PEA)
- » Starts the planning process by asking the Minister to 'declare' the proposal as a major project
- » Seeks a list of requirements SIMTA will need to address in detail in the concept plan and project application.

STEP
02



**Declaration as
Major Project**

Complete

- » The Minister for Planning declares the proposal to be a major project
- » This means the project application will be determined by the NSW Minister for Planning, under Part 3A of the Environmental Planning and Assessment Act 1979 (NSW).

STEP
03



**Environmental
Assessment (EA)
requirements issued**

Complete

- » The Director-General of the NSW Department of Planning consults with relevant public authorities, including Liverpool City Council and other government departments, to establish the key issues SIMTA must respond to in the Environmental Assessment (EA)
- » These are called the Director-General's Requirements (DGR's).

We are here

STEP
04

**Preparation of Environmental
Assessment (EA) document
and Concept Plan**

- » SIMTA completes detailed environmental studies for the proposed development, to be incorporated within an Environmental Assessment report.

STEP
05

**Lodgement of Concept
Plan with Environmental
Assessment (EA)**

- » SIMTA submits the EA, together with its Concept Plan
- » The Concept Plan sets the framework for future Project Applications to follow
- » The Director-General determines whether or not the EA has addressed the DGR's.

STEP
06

**Public exhibition of
Concept Plan**

Formal public consultation period

- » The NSW Department of Planning advertises and exhibits the Concept Plan and Environmental Assessment for at least 30 days at various locations
- » Relevant public authorities, Liverpool City Council and the community are notified
- » Anyone can make a written submission to the NSW Department of Planning during the exhibition period.

STEP
07

**Consideration of
written submissions**

- » SIMTA will be asked to respond to any issues raised in the written submissions
- » If changes to the project are required, SIMTA will prepare a Preferred Project Report outlining these changes.

STEP
08

Assessment report

- » The Director-General prepares an Environmental Assessment report to the Minister for Planning
- » If the Director-General recommends approval, draft conditions of approval are also prepared.

STEP
09

**Determination of
Concept Plan**

- » The Minister for Planning decides whether to approve or reject the concept
- » SIMTA would be notified of the determination, as would all people who lodged written submissions
- » Determination notice would be placed on the NSW Department of Planning website.

Project Application

- » If the DoP gives approval to the concept of the intermodal terminal, SIMTA must then start a new, additional planning process
- » This second process is called the Project Application, which SIMTA will lodge with the Government
- » The Project Application will include details such as the proposed design and location of internal roads on SIMTA's site
- » There will be further community consultation for each Project Application. The Government will assess the Project Application to decide whether construction can start.



Moorebank Intermodal Terminal proposal

COMMUNITY INFORMATION CENTRE

Staffed by SIMTA project team

Thursdays 3pm–6pm

Fridays 12 noon–3pm

Saturdays 11am–2pm

For further information call **1800 986 465**
or email **consulting@elton.com.au**

6.13 Fact Sheet

SIMTA intermodal terminal planning process

STEP 01 Lodgement of Preliminary Environmental Assessment (PEA)



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STEP 03 Environmental Assessment (EA) requirements issued



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STEP 04 Preparation of Environmental Assessment (EA) document and Concept Plan



- » SIMTA completes detailed environmental studies for the proposed development, to be incorporated within an Environmental Assessment report.

STEP 05 Lodgement of Concept Plan with Environmental Assessment (EA)

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STEP 06 Public exhibition of Concept Plan

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STEP 07 Consideration of written submissions

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