

# Community and Stakeholder Consultation Outcomes Report



SIMTA

SYDNEY INTERMODAL TERMINAL ALLIANCE

Transitional Part 3A Concept Application

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# 1 Introduction

## 1.1 Background

The Sydney Intermodal Terminal Alliance (SIMTA) is a consortium of Qube Logistics and Aurizon (formerly QR National). The SIMTA Moorebank Intermodal Terminal Facility (SIMTA proposal) is proposed to be located on the land parcel currently occupied by the Defence National Storage and Distribution Centre (DNSDC) on Moorebank Avenue, Moorebank, south west of Sydney. SIMTA proposes to develop the DNSDC occupied site into an intermodal terminal facility and warehouse/distribution facility, which will offer container storage and warehousing solutions with direct rail access to Port Botany. Construction of the rail connection from the SIMTA site to the Southern Sydney Freight Line (SSFL) will be undertaken as part of the first stage of works for the SIMTA proposal.

The SIMTA site is located in the Liverpool Local Government Area. It is 27 kilometres west of the Sydney CBD, 17 kilometres south of the Parramatta CBD, 5 kilometres east of the M5/M7 Interchange, 2 kilometres from the main north-south rail line and future Southern Sydney Freight Line, and 0.6 kilometres from the M5 motorway.

The SIMTA site, approximately 83 hectares in area, is currently operating as a Defence storage and distribution centre. The SIMTA site is legally identified as Lot 1 in DP1048263 and zoned as General Industrial under Liverpool City Council LEP 2008. The parcels of land to the south and south west that would be utilised for the proposed rail link are referred to as the rail corridor. The proposed rail corridor covers approximately 75 hectares and adjoins the Main Southern Railway to the north. The rail line is approximately 3.5 kilometres in length, 20 metres in width (variable width) and includes two connections to the SSFL, one south and one north.

The proposed rail corridor is owned by third parties, including the Commonwealth of Australia, RailCorp, private owners and Crown Land held by the Department of Primary Industries, and would link the SIMTA site with the Southern Sydney Freight Line. Existing uses include vacant land, existing rail corridors (East Hills Railway and Main Southern Railway), extractive industries, and a waste disposal facility. The rail corridor is intersected by Moorebank Ave, Georges River and Anzac Creek. Native vegetation cover includes woodland, forest and wetland communities in varying condition. The **proposed rail corridor is zoned partly 'SP2**

**Infrastructure (Defence and Railway)' and partly 'RE1 - Public Recreation'. The surrounding Commonwealth lands are zoned 'SP2 Infrastructure (Defence)'.**

## 1.2 Planning Process

A Concept Plan approval is being sought under the transitional provisions relating to Part 3A assessments under the Environmental Planning and Assessment Act 1979 (EP&A Act) for the SIMTA proposal.

The Concept Plan application comprises four key components:

- Rail Corridor
- Intermodal Terminal
- Warehouse and Distribution Facilities (including Freight Village)
- Ancillary Terminal Facilities.

SIMTA lodged the Preliminary Environmental Assessment (PEA) in October 2010.

**The Director General's** Requirements (DGRs) were issued in December 2010. The DGRs set out the following requirements for consultation:

Appropriate level of consultation with relevant parties to be undertaken during the preparation of the Environmental Assessment (EA).

In December 2011, SIMTA lodged the referral of the proposal with the Federal Government under the Environment Protection and Biodiversity Conservation Act 1999.

In January 2012 SIMTA lodged the Concept Plan, along with Environmental Assessment and environmental reports, with the NSW Department of Planning and Infrastructure (DP&I)

In March 2012 the DP&I commenced a public exhibition process. The community was invited to view the proposal and make submissions.

In late 2012, SIMTA prepared responses to the submissions received and lodged a report detailing those responses with the DP&I.

In June 2013, SIMTA commenced a national public exhibition process for the draft Environmental Impact Statement under section 103 of the Environmental Protection and Biodiversity Conservation Act 1999. The community was invited to view the proposal and make submissions.

### 1.3 Community and Stakeholder Consultation

This report outlines consultation activities and feedback received during consultation in the period between July 2010 and June 2013. This period marks the critical shift from providing the community and stakeholders with information about the proposal in 2010, to ongoing community consultation and seeking feedback from a wide range of stakeholders from 2011-2013. The feedback received through community consultation has been included in this report.

**The initial phase of SIMTA's community and stakeholder liaison** focussed on providing basic information about the proposal to the community and providing briefings to high level government, business and community stakeholders.

The following phases of consultation extended to the broader community, including a deep stakeholder engagement process that wrapped around the planning process – providing stakeholders with detailed information, a range of opportunities for feedback and contact with the project team.

Community feedback was also collated and used to test the scope of the technical assessments contained within the Environmental Assessment (EA).

The consultation process implemented to date can **be described as 'beyond compliance'.** SIMTA's ongoing commitment to consultation will continue during the next public exhibition of the EA.

### 1.4 Purpose of this Report

This report:

- Describes the community and stakeholder consultation activities that have been undertaken up to the date of this report.
- Reports on issues raised during community and stakeholder consultation and how SIMTA has responded to issues.
- Provides relevant data, such as website visits and attendances at the Community Information Centre.

SIMTA has undertaken an extensive consultation process with the community and stakeholders, as well as agency level consultation – as outlined in the Environmental Assessment (EA). This report

specifically relates to the community and stakeholder consultation process.

It is important to note that feedback contained in this report:

- Cannot be construed as being statistically representative of opinion within the local community.
- Is part of a predominantly voluntary consultation process held outside of statutory requirements (prior to the release of the DGRs on 24 December 2010 and the exhibition of the EIS in June 2013)
- Inform the process undertaken by the SIMTA project team as they refine plans to construct and operate an intermodal terminal in Moorebank.
- Is consistent with DP&I's Major Project Community Consultation Guidelines 2007. The consultation was designed to provide those with **the potential to be 'directly impacted by the project' an opportunity to receive information and provide feedback.**

## 2 Consultation Approach

### 2.1 Guiding Principles

SIMTA's approach to consultation for the Moorebank intermodal terminal proposal is guided by best practice principles. By adopting a rigorous and ethical approach, SIMTA aimed to engage with the local community and stakeholders in a professional, respectful and constructive way.

The best practice principles for the project are:

- **The project team is a 'guest' within the community** – SIMTA's project team acknowledges they are a guest within the community for the duration of the project – and will respect local residents, businesses and other stakeholders during this time.
- **Aim for 'no surprises'** – A 'no surprises' approach during the planning process requires close community and stakeholder interaction to be maintained. This will build trust within the community.
- **Delivering on promises** – SIMTA will deliver on its promises and, importantly, be seen to be delivering. This is crucial to building and maintaining stakeholder trust in the context of this proposal.
- **Understanding diverse stakeholder interests and values** – SIMTA is committed to identifying and understanding the range of stakeholder issues, values and concerns related to the project.
- **Quality, timely information to all affected stakeholders** – SIMTA will provide relevant, up-to-date and accessible information to all affected stakeholders at planning milestones.
- **Develop effective, two-way communication with the community** – SIMTA aims to create robust, constructive and respectful communication with community members affected by the proposal. SIMTA will provide opportunities for the community to have their feedback considered and their concerns addressed throughout the planning process.

### 2.2 Purpose of Consultation Process

The purpose of the consultation process is to inform the community and **stakeholders about SIMTA's** proposal for an intermodal at Moorebank and to identify key issues of concern to the community. These issues have been addressed during the preparation of technical studies included within the Environmental Assessment.

### 2.3 Objectives

The key objectives of the consultation activities were to:

- Identify key community stakeholders with an interest in the project.
- Provide accurate and relevant information about the proposal to local residents and community stakeholders to create awareness about the proposal.
- Provide a means by which stakeholders could comment on the proposed plans prior to their finalisation.
- Provide the Project Team with the opportunity to incorporate stakeholder feedback into the planning and development process.

## 3 Consultation Overview

### 3.1 Summary of Consultation Issues

The issues raised during the consultation process on **SIMTA's proposal to build an intermodal terminal at Moorebank** were consistent with the topics listed in **the Director General's Requirements (DGR) provided to SIMTA in December 2010**. Most of these issues have been addressed by technical studies that have been carried out as part of the Environmental Assessment (EA) process.

A summary of these issues includes:

- Air quality
- Traffic
- Cumulative impacts of the potential for two adjacent terminals
- Noise
- Light spill
- Proximity to residential areas
- Character of local area
- Environmental impacts

Most participants in the consultation were concerned with one or more of these issues.

In the public debate, there was a degree of misinformation about these issues. The Community Information Centre provided an opportunity for the SIMTA team to provide accurate information on these issues to members of the community.

Some participants in the consultation said that the information received reduced their concerns about the proposal.

For those participants who supported the proposal, the issues that were most important to them were:

- The job opportunities created by the proposal.
- The investment in the local area.

For a number of participants the fact that the area had been identified for an intermodal terminal for a

significant period created an acceptance of the proposal. Some community members have said that the community should accept the proposal on the understanding that the proponent would deliver community benefits.

### 3.2 Consultation and Engagement Activities

A range of consultation activities were undertaken to provide the local community and key stakeholders **with information about SIMTA's proposal for an intermodal at Moorebank** and to give the community the opportunity to provide feedback.

Consultation activities included a combination of on-going communications and community consultation channels, as well as targeted consultation and engagement activities.

#### 3.2.1 Community Information Centre

The Community Information Centre is aimed at facilitating face-to-face conversations about the proposal with members of the community, and providing a forum to communicate detailed and quality information about the proposal to the public. Furthermore, it provides a platform to record informed stakeholder feedback.

Members of the Project Team were available to speak to community members at the Information Centre. In addition, the following communication materials and information were available to the public at the Community Information Centre:

- Information boards (13) (see Appendix)
- Factsheet (take home project brochure (see Appendix)
- Contact cards to foster on-going conversations between stakeholders and the Project Team (see Appendix)
- Feedback form (see Appendix)
- Sign-in sheet (see Appendix)
- The information centre was open for five weeks between 11 February 2011 and 19 March 2011 on Thursdays 3pm – 6pm, Fridays 12noon – 3pm and Saturdays 11am – 2pm.

The opening hours of the information centre were advertised on the website, in the letter to residents distributed 4 February 2011 and in local media, including the Liverpool Champion and the Liverpool Leader (see Appendix).

In response to community feedback, and very low attendance levels on weekdays, the Community Information Centre opened for extended hours on Saturdays, effective 26 March 2011. The Community Information Centre opened between 10am and 3pm on Saturdays, instead of 11am and 2pm. The

extended Saturday hours replaced the weekday opening times.

The change of opening hours was communicated in a media release sent to the Liverpool Leader and the Liverpool Champion newspapers, an email sent to the database of stakeholders (including people who had signed in at the Community Information Centre), and on the website. The signage at the Community Information Centre was also updated. See Appendix for Liverpool Leader and Liverpool Champion coverage.

In addition, SIMTA invited the Liverpool Champion and the Liverpool Leader to attend the information centre prior to its opening. Two journalists with photographers attended the information centre in the first week and interviewed team representatives.

**An article 'Chance to learn more about new freight terminal' was subsequently published in the Liverpool Champion on 9 March 2011 (see Appendix).**

Seventy (70) people attended the Community Information Centre from February 2011 to May 2011. The information centre has remained open, by appointment; however no appointments have been requested from May 2011 to June 2013.

The information centre will open at regular times during the public exhibition of the Environmental Assessment (EA).

- **One-on-one Stakeholder Meetings, with key community stakeholders.** The first round of meetings took place on 10 February 2011. One-on-one meetings are held between members of the Project Team and members of the community who express on-going interest in the proposal.

These meetings are also offered to members of the community who express a need to meet with the Project Team outside of the opening hours of the Community Information Centre.

A one-on-one meeting was held with two community members prior to the information centre opening. Issues raised include:

- Truck traffic on Anzac Road will increase as a result of the proposal, and despite existing restrictions, won't be effectively policed
- Delays with the Federal Government's study impacts SIMTA's ability to comply with the DGRs, particularly in relation to the air assessment study
- If the intermodal terminal does go ahead, there should be local training/employment programs

### 3.2.2 On-going consultation and communication methods include:

- **A stand-alone project website** [www.simta.com.au](http://www.simta.com.au) which is regularly updated to provide detailed, quality information to the community about the proposal and planning process. The website provides information about the different ways to contact the Project Team with feedback or questions (see Appendix)
- **An Email feedback system** [consulting@elton.com.au](mailto:consulting@elton.com.au) - A convenient online feedback system for stakeholders, and an efficient way for people to obtain responses from the Project Team within 48 hours
- **A free-call information line** (1800 986 465) available between 8:30am and 5:00pm weekdays. A message-bank is provided outside of these times, and phone messages are returned within 48 hours
- **Community information newsletters and letters** to residents, providing updates throughout the planning process and advising community stakeholders of up-coming and on-going consultation activities. SIMTA has distributed three separate letters to 8,600 residents on 14 July 2010, October 2010 and 4 February 2011 (see Appendix). Letter to Residents 14 July 2010—project update, information about engagement opportunities and fact sheet
  - News Update October 2010 – project update, lodgement of the Preliminary Environmental Assessment and fact sheet on managing environmental impacts
  - Letter to Wattle Grove and Casula Residents (see Appendix) 4 February 2011- covered the opening of the community information centre and provided an update on the planning process, including the issuing of the Director-General's Requirements and Preliminary Environmental Assessment.
  - Email correspondence and a face-to-face meeting with a group of residents, following the 2012 exhibition period, to provide clarification on a number of issues (including traffic and air quality) and correct misinformation.

NB: For distribution maps, see Appendix.



### 3.3 Level of community participation in consultation activities

Visitors to the Community Information Centre from 11 February to 8 April 2011	70
One-on-one stakeholder meetings with Project Team	10
Emails received from stakeholders from July 2010 to June 2013	Approximately 85
Phone enquiries from July 2010 to August 2011	Approximately 40
Distribution of letter to residents, July 2010	11,000
Distribution of news update, October 2010	8,600
Distribution of letter to residents, Wattle Grove and Casula combined, February 2011	8,600

NSW election, there was a heightened amount of media scrutiny.

This report does not focus on media coverage but it is important to note that some claims reported in the media have been factually incorrect. SIMTA has been monitoring the level of this misinformation, and has continued to work to provide the community with clear and factual information through consultation to correct this.

### 3.4 Community Action

Since the announcement of SIMTA's plans to build an intermodal terminal at Moorebank, a local action group known as the Liverpool Action Group, have become more active. In August 2010 some 500 people attended a rally organised in part by Liverpool City Council.

On Saturday 19 March 2011, up to 80 members of the community held a protest outside the Community Information Centre. The protest was set up by South Ward Liverpool Councillor, Jim McGoldrick. At the time of the protest, McGoldrick was standing as an Independent in the March State election. His election campaign was based on an anti-intermodal platform. The protest was peaceful and protesters entered the information centre to speak to members of the Project Team about their concerns, and to complete feedback forms. See Appendix for media coverage of the protest.

The Liverpool Action Group has also conducted its own meetings in the community which have been attended largely by residents of Wattle Grove.

### 3.5 Media Coverage

Elton Consulting has monitored local, regional, metropolitan and online media coverage relating to **SIMTA's proposal in parallel to the consultation** process. This allows SIMTA to respond to emerging community concerns through regular communication and remind stakeholders about the consultation channels available.

Local media coverage has shown the community has a consistent interest in the project, and at times this interest has been negative. In the context of the

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## 4.2 Strategic Overview

### Project Background

#### Strategic Overview

- Background** - The NSW Freight and Ports Strategy provides a framework for industry, all levels of government and stakeholders to guide investment and other decisions to enhance freight logistics in NSW. The strategy supports the goals identified in *NSW 2021* to:
  - Rebuild the economy
  - Return quality services
  - Renovate infrastructure
  - Restore accountability to Government.
- A strategic network of intermodal terminals, including the proposed Moorebank facility, is in-line with this strategy and would mitigate **Sydney's growing traffic congestion** by taking trucks off the road.
- Sydney Ports Corporation anticipates the number of containers being processed through Port Botany is predicted to reach its planning cap of 3.2 million Twenty-foot Equivalent Units (TEUs) by 2017.
- The reason for this is two-fold: 1. Population growth in NSW. The south-west subregion of Sydney is expected to experience the **city's** highest level of growth, increasing the 2006 population by 113 per cent by 2036. 2. Consumption of imported goods continues to increase.
- The NSW Government has initiated the expansion of the Port Botany facilities to accommodate the efficient movement of the growing number of TEUs (a measurement of containers).
- An increase in the number of TEUs being processed through Port Botany will result in a significant increase in the number of truck movements to and from Port Botany. These truck movements will access the industrial and warehouse hubs in west, south-west and north-west Sydney.
- These industrial and warehouse precincts will be accessed via the M5 because it has a direct connection to Port Botany and the M7.
- The Commonwealth Government delivered a dedicated freight rail line as part of their National Freight Strategy, the Southern Sydney Freight Line (SSFL). Work is continuing on the SSFL to increase the capacity and the efficiency of the rail line.
- Expanding the network of intermodal freight terminals is integral to achieving **NSW Government's 28 per cent** target for the share of freight from Port Botany moved by rail and reducing the level of traffic congestion **within the Sydney region**. **SIMTA's proposed** Moorebank intermodal would be part of this strategic network of freight terminals.
- As part of the Environmental Assessment (EA) process, SIMTA commissioned a study into the strategic freight demand in South West

**Sydney.** The study revealed that SIMTA's proposal would have a clear impact on container movements in Sydney. By 2025, the demand for containers in the South West would exceed the current capacity of Minto intermodal terminal.

- The study found that without increased intermodal capacity in South West Sydney, trucks would move 70 per cent of freight from Port Botany in 2016. With SIMTA in operation, it has the capacity to attract a significant proportion of the TEU market destined for South-West Sydney. This could reduce the trucking demand from Port Botany to as little as 40 per cent of the total import market.
- SIMTA will receive rail freight from Port Botany for distribution within the general catchment of the facility.

The containers (TEUs) are unloaded from the trains and either:

- Loaded onto a semi-trailer and trucked to a local warehouse or industrial facility, where the container is unpacked.
- Unpacked within warehouses proposed to be constructed at the Moorebank facility. From these warehouses, the goods are locally distributed using smaller trucks.
- Intermodals need to be strategically located to ensure access to major rail and road transport infrastructure.

The Moorebank site for the SIMTA proposal can be accessed by both the SSFL (rail) and the M5 and M7 motorways (road).

- A number of intermodal facilities already exist within the Sydney Metropolitan area including Yennora, Villawood and Minto. A new intermodal is currently under development at Enfield.
- The Moorebank site will complement the existing and proposed regional intermodal network.

### 4.3 Issue / Response Matrix

Issue	Response
<b>Capacity</b> <ul style="list-style-type: none"> <li>• SIMTA's proposal is for an intermodal with the capacity to process one million TEUs. When will capacity be reached?</li> </ul>	<ul style="list-style-type: none"> <li>• The SIMTA proposal is for an intermodal with the capacity to process one million twenty-foot equivalent units (TEU) each year. However, the demand for containers and goods from receivers within the Moorebank catchment area will determine when the facility operates at full capacity.</li> </ul>
<b>Capacity – cumulative</b> <ul style="list-style-type: none"> <li>• If SIMTA's proposal and the Federal Government's proposal for an intermodal on adjacent land both go ahead, does this mean two million TEUs will be processed in</li> </ul>	<ul style="list-style-type: none"> <li>• The Federal Government is exploring the possibility of developing an intermodal on the adjacent School of Military Engineering (SME) site. Technical studies and analysis show that the capacity of the catchment area is one million TEU's per year, the same as the maximum capacity of the proposed SIMTA development.</li> <li>• In the event that both the SIMTA and Federal Government's proposal on the adjacent site are developed, both facilities would (based on current modelling) process a combined total of one million, not two million, TEU of</li> </ul>

Moorebank?

port related freight.

- At full capacity, the traffic models have found the SIMTA proposal would generate approximately 2,600 truck movements daily. The traffic models also found the SIMTA proposal would generate approximately 3,600 employee car movements each day.

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### **Traffic**

- The M5 and Moorebank Avenue are already congested and increased truck movements will make the congestion worse
- The SIMTA proposal would generate B-double, semi-trailer and rigid truck traffic related to freight movement along with car trips related to employee trips to and from the site.
- The number of car and truck movements around Moorebank is expected to grow, with or without the SIMTA proposal.
- Traffic along Moorebank Avenue, without the SIMTA proposal, is expected to increase by somewhere between 1.6 and 1.8 per cent per year until 2031 as a result of population and employment growth in the region.
- The traffic along Moorebank Avenue, with the SIMTA proposal, is expected to increase by up to 3.1 per cent per year.
- Moorebank Avenue would experience the greatest traffic impact from the SIMTA proposal because it would connect the facility with the M5 motorway. Six hundred metres of Moorebank Avenue may be upgraded in future to increase capacity between SIMTA and the M5 interchange.
- The intersection between Moorebank Avenue and the M5 motorway would operate more efficiently as a result of upgrades SIMTA is proposing to deliver in partnership with the relevant Government agency.
- Major work on the M5 West widening project commenced in August 2012. When completed, M5 west widening will reduce travel time for motorists using the motorway and surrounding roads and support planned residential and employment growth in south west Sydney. The project is expected to be completed in late 2014.

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### **Traffic**

- Truck traffic increases along Anzac Road and other local roads will create issues for residents

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### **Impacts on the local roads including Anzac Road**

- Current Roads and Maritime Services restrictions on B-double trucks will be maintained in all residential areas, including on Anzac Road. SIMTA does not seek any changes to existing B-double truck routes.
- Truck traffic destined for the proposed SIMTA facility will not need to travel along Anzac Road.
- The most direct route for trucks to access the SIMTA site is via Moorebank Avenue and onto the M5. SIMTA does not anticipate any need for trucks to use Anzac Road.
- SIMTA is committed to working closely with the Wattle Grove community and Liverpool City Council to agree and implement, where appropriate, effective traffic management measures.

These traffic management measures may include or be a combination of:

- Physical restrictions to movement of large trucks through Anzac Road.

- Establishing and signposting a weight restriction on Anzac Road.
- Instruction and education of the truck drivers by SIMTA, with support from Liverpool City Council. SIMTA will seek support from police to fine truck drivers who break the rules.
- SIMTA will be consulting with Roads and Maritime Services and Liverpool City Council throughout the planning process. The SIMTA proposal must meet Roads and Maritime Services and Liverpool City Council standards and incorporate mitigation measures, if required, to reduce the impact on local roads
- Modelling future growth in the Moorebank area without the SIMTA proposal shows that the amount of traffic using Anzac Road will increase because of the increase in development in south-west Sydney. The Draft Subregional Strategy, released by the department of Planning in 2007 anticipates *"The South West Subregion is expected to experience the highest level of population growth of all of Sydney's subregions over the next 25 years, accommodating 25 per cent of future housing development."*

#### Traffic

- Will the number of trucks using the M5 be reduced?

#### Potential reduction of trucks using M5

- **SIMTA's core** business is to move freight from Port Botany on trains, not trucks, to meet the growing demand for imported goods in south-west Sydney.
- Each freight train from Port Botany to the SIMTA site could carry the equivalent of 81 TEUs. Each freight train will replace up to 40 freight truck movements along the M5 between Port Botany and Moorebank Avenue.
- There will be an increase in truck movements on the M5, not as a result of the SIMTA proposal but due to:
  - Development within the west and south-west Sydney regions.
  - An increase in the number of containers expected to be processed through Port Botany (Port Botany is set to reach its planning cap of 3.2 million TEUs).
- Future traffic growth is demonstrated through the base case traffic model in the Transport and Accessibility Impact Assessment outlined within the Environment Assessment (EA).
- The capacity of SIMTA and the maximum capacity for the catchment area is one million TEU's, or containers. It is anticipated that up to 40 per cent of these containers will be handled and unpacked on-site, thereby reducing the number of containers moved by B-double and semi-trailers in and out of the SIMTA facility to 600 000 TEU's per annum.

#### Traffic

- How many trucks will go to and from the intermodal on a daily basis?

- At full capacity, the traffic models have found the SIMTA proposal would generate approximately 2,600 truck movements daily. The traffic models also found the SIMTA proposal would generate approximately 3,600 employee car movements each day.

#### Trains

- How many trains will go

#### Southern Sydney Freight Line

to and from the intermodal on a daily basis?

- All rail movements to and from the site will be via the Southern Sydney Freight Line (SSFL).
- The SSFL is a dedicated freight only line. The SSFL is currently undergoing upgrades to increase the capacity of the rail line to move freight from Port Botany to south-west Sydney.
- Rail movements to the SIMTA site will not use any passenger lines, including the East Hills Line.
- The number of trains accessing the SIMTA site will depend on the throughput of containers from Port Botany, and this demand will determine if and when the facility operates at full capacity.
- At full capacity the number of trains predicted to access the SIMTA site is 22 train movements, that is, 11 trains in and 11 trains out of the facility, per day. This figure reflects train movements occurring for up to 24 hours a day, 365 days a year.

## Traffic

- Will trucks use the suburban road network within Wattle Grove and surrounding residential areas?

- The results of traffic impact studies show that on most key roads outside the immediate area surrounding the site, peak hour traffic growth as a result of the proposed intermodal terminal would be small.
- The road network surrounding the SIMTA proposal was closely studied, with special attention given to intersections within the area. The traffic studies revealed a number of intersections are already experiencing congestion and delays. Future background growth in the area will further increase delays at these major intersections.
- A comparison between the future growth case and future traffic generated by the SIMTA proposal identifies where the SIMTA proposal would impact the road network, and identifies where improvements to the existing road network need to be implemented.
- SIMTA is proposing a range of upgrades and mitigation measures to reduce waiting times and congestion at major intersections, including the junction between Moorebank Avenue and the M5 motorway, to address **direct traffic impacts of SIMTA's proposal**. The traffic modelling identified potential impacts the SIMTA proposal may have on local traffic. The Traffic Assessment made the following recommendations, however any recommended upgrades will not be required for a number of years, and if considered, would be undertaken in close consultation with relevant Government agencies:
  - Upgrading Moorebank Avenue to four lanes between the **intersection with the M5 and the northern access to SIMTA's site**. This would reduce the potential for congestion north and south on Moorebank Avenue.
  - Together with the Moorebank Avenue widening, roads approaching the traffic lights at Moorebank Avenue/Anzac Road may also need to be widened.
  - New traffic signals will be installed on Moorebank Avenue at the northern and southern access points to SIMTA site.
  - Increasing the capacity of the interchange between the M5 and

Moorebank Avenue by widening the following ramps:

- M5 westbound on ramp
- M5 westbound off ramp
- M5 eastbound off ramp.

These possible mitigation measures are outlined in detail in the traffic reports included within the Environmental Assessment (EA).

- Although many improvements to the road **network are outside of SIMTA's** reach, SIMTA is committed to working with the Government agencies responsible to develop effective solutions.
- Road capacity issues are identified in the current base case and future growth case traffic models. This result indicates that the current road infrastructure requires improvements to cater for future growth traffic demands, whether the SIMTA proposal is developed or not.
- It is proposed that an international best practice traffic management system for the management of truck arrivals and departures will be implemented to manage truck movements and avoid trucks queuing on Moorebank Avenue.
- SIMTA has proposed a range of traffic mitigation measures and will continue to work closely with relevant agencies to devise solutions for local traffic management, as outlined in future Traffic Management Plans. A Travel Demand Management Plan also explores local needs for an integrated and effective public transport network.

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#### **Traffic – About the study**

- How was the traffic impact assessment conducted?

#### **Impacts on local traffic network**

- Comprehensive traffic studies and traffic modelling have been conducted as a central component of the Environmental Assessment (EA).
- The Transport and Accessibility Impact Assessment has been undertaken in close consultation with Transport for NSW and Roads and Maritime Services.

The Transport and Accessibility Impact Assessment identifies:

- The existing traffic conditions and road networks surrounding the site, including the M5 and Moorebank Avenue. The analysis uses historical traffic growth and crash data obtained from Roads and Maritime Services and actual traffic counts for the surrounding roads to establish a base case for comparison.
- The base case was reviewed by an independent traffic engineer to confirm the validity of the model.
- SIDRA (traffic volume) and Paramic (intersection queue length) models has been used to evaluate the capacity of the existing road network and the current level of service at all major intersections surrounding the proposed SIMTA site for present day scenarios without the SIMTA proposal. The base case is included as part of the SIMTA Concept Plan Application.



- The base case was used to determine road network effects from predicted future traffic growth based on NSW Bureau of Transport Statistics (BTS) data. The model compared current network operational capacities with future operational capacities based on growth around the SIMTA site, without the development of SIMTA.
- The base case was again used to determine road network effects from predicted future traffic growth based on NSW Bureau of Transport Statistics (BTS) data **and traffic generated from SIMTA's** proposal. The two future models were compared to determine the effects to the surrounding road network as a result of the SIMTA proposal.
- The traffic studies and modelling assumes that the proposed facility is operating at maximum capacity.

### How traffic modelling works

- The traffic studies underpinning the Environmental Assessment (EA) are complex, and have taken a number of months to complete using various modelling programs to provide the results.
- SIMTA engaged leading international engineering consultants, Hyder Consulting, to undertake a comprehensive traffic analysis of Moorebank, and the broader south-west Sydney region.
- Engineers at Hyder Consulting created a traffic modelling system that has been independently peer reviewed by The Halcrow Group. Hyder's traffic modelling approach is considered world-class and has been rigorously tested on a number of Australian and overseas projects.
- The process of collecting traffic information includes a range of traffic counts at key locations, including intersections. The data collected during these counts, includes manual clicker counts, mid-block video counts, intersection turning counts, and mid-block tube counts. This built model is calibrated against the traffic count data to ensure correctness of the base case model.
- Traffic data collection was undertaken between May and August 2010. Roads and Maritime Services historical traffic growth data was obtained for the period between 2002 and 2009, with Roads and Maritime Services crash data supplied for the period between 2005 and 2009.

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### Cumulative impacts of the two adjacent freight terminals in Moorebank

- How are the cumulative impacts of both the SIMTA and the Moorebank Intermodal Company Limited (MICAL) proposals being assessed?
- The cumulative impacts of the adjacent intermodals underpin all the technical studies.
- **As a part of the Director General's Requirements (DGRs) for the Environmental Assessment (EA), SIMTA has considered the cumulative impacts of the redevelopment of the adjacent Commonwealth owned School of Military Engineering (SME) site.**
- The technical studies, including the traffic assessment, consider maximum-scale scenarios. Although it will be a number of years before one or both of the intermodal terminals are operating at full capacity, the studies assume the **"worst case scenario"**.

- The proposed SIMTA site will have the capacity to process one million TEUs per year. However, the demand for goods in the catchment area is not expected to exceed one million TEUs by 2031. In the event that both proposed intermodals are developed, the number of containers processed will be determined by the demand for goods in south-west Sydney. Local demand is not expected to reach one million TEUs by 2031.
- The technical studies are based on the maximum throughput assumption of one million TEUs in the precinct each year to service the proposed catchment area.
- Recommendations and mitigation strategies are based on the reported cumulative impacts.
- A feasibility study is currently underway to determine if the SME site can be used as an intermodal. This study is federally funded and is being carried out through the MICL.
- The MICL has lodged a referral to the Federal Minister for the Environment under the Environment Protection and Biodiversity Conservation (EPBC) Act 1999.
- A study into the cumulative impacts of the adjacent proposals has been conducted using demand forecasts for containers and goods from receivers within the Moorebank catchment area. The level of demand will ultimately dictate the number of truck and rail movements accessing the proposed facilities. The strategic freight demand study outlines container demand and forms part of the Environmental Assessment (EA) related to port activities.

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#### **Air quality and health impacts**

- Will the intermodal terminal create air pollution?

- The air quality impact assessment showed that modelling predictions for nitrogen dioxide and particulate matter concentrations are lower than the relevant impact assessment criteria for all averaging periods at all residential receptors.
- An assessment of traffic related impacts on air quality indicates that any change to air quality as a result of the SIMTA proposal on traffic along the M5 would be negligible.
- All predictions in the assessment should be viewed as conservatively high, with levels expected to be lower than those modelled during normal operations of the SIMTA proposal.

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#### **Air quality and health impacts**

- Will the air quality study address health impacts of diesel pollution and reduced air quality?

- The Air Quality Impact Assessment showed that there would be fewer emissions of pollutants due to the reduction of freight transport by truck. Therefore the impacts on regional air quality would be negligible.
- The proposal will have a positive impact on the air quality through reducing greenhouse gas emissions by up to 40,000 tonnes of CO<sub>2</sub> per year. This is equivalent to taking in excess of 10,000 cars off Sydney roads. Freight moved by one train produces 40 times fewer emissions than the equivalent by truck.
- SIMTA also commissioned a Health Risk Assessment, in addition to the air quality impact assessment. The Health Risk Assessment was undertaken by a team of toxicologists in accordance with NSW Department of Health Guidelines to assess the health implications of the construction and

operation of the intermodal.

- The Health Risk Assessment (HRA) was undertaken based on the findings of the Air Quality Impact Assessment. The HRA also discusses community concerns about an asthma zone in Western Sydney.
- The Health Risk Assessment concluded that the proposed intermodal terminal would be unlikely to have acute or chronic direct health effects on local residents.
- The air quality impact assessment and the health risk assessment show that the proposed intermodal can be constructed and operated in a manner that achieves Australian and international air quality standards at both a local and regional scale. According to these assessments, the proposed intermodal would not pose a health risk to the community.
- From an air quality perspective, the potential emissions during operation of the SIMTA proposal are primarily from diesel vehicle exhaust (locomotives, trucks and container handling equipment). During construction, fugitive dust emissions can also be expected from the site; however, construction impacts would be staged, temporary and of relatively short duration. Additionally, mitigation measures would be adopted to suppress dust generated on site and prevent its migration off-site.

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#### **Air quality and health impacts**

- What is the impact on air quality of queuing and idling trucks?

- SIMTA is committed to implementing an international best practice system for the management of truck arrivals and departures. This will reduce the likelihood of trucks queuing and idling in and around the proposed intermodal.
- Studies show that SIMTA's proposal can be operated in such a way that achieves Australian and international air quality standards at both a local and regional scale. According to these assessments, the proposed intermodal would not pose a health risk to the community.

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#### **Air quality and health impacts**

- What is the methodology being used to assess air quality, at present and once the intermodal is in action?

- SIMTA has undertaken an Air Quality Impact Assessment and a Health Risk Assessment as part of the Environmental Assessment (EA) process for the SIMTA proposal.
- An Air Quality Impact Assessment was carried out in accordance with NSW and Australian government policies and standards, including *Approved Methods for the Modelling and Assessment of Air*.
- The approach adopted by this assessment was to use the operational details for a similar intermodal facility located at Enfield, which was scaled to account for the larger scale of operation at the Moorebank Intermodal Terminal Facility.
- A modelling scenario for the concept plan operation of the site was developed, based on a conceptual busiest hour of operations at the site. The conceptual busiest hour of operations was taken and applied over a constant 24-hour period, to measure a 'worst case scenario'. Pollutant emissions from various sources (including locomotives idling during loading/unloading, container handling equipment, forklifts) were estimated and used to model impacts from the operation of the site.
- The graphs and findings within the air quality assessment refer to unmitigated air quality impacts. The air quality impact assessment provides

a clear set of recommendations to minimise or mitigate potential air quality impacts. Control measures would be adapted to suit treatment requirements on a case-by-case basis. Control measures may include:

- Advances in rolling stock servicing the proposed intermodal.
- Using electrically powered container handling equipment instead of diesel powered equipment wherever possible.
- Use of LPG forklifts instead of diesel forklifts where possible.
- Reduce truck queuing and idling times.

<b>Light spill</b>	<ul style="list-style-type: none"> <li>• SIMTA has undertaken a visual impact assessment as part of the Environmental Assessment (EA) process, including an analysis of light spill from the SIMTA site.</li> <li>• SIMTA proposes to use a lighting concept that is designed specifically to minimise light spill. The lights are used for down lighting in open industrial or sporting fixtures specifically to control spill-light and limit glare and upward light leakage. Luminaires which spread light will not be used.</li> </ul>
<b>Light spill</b>	<ul style="list-style-type: none"> <li>• The results of the visual impact assessment show that light spill is contained to within 150 metres of the immediate vicinity of the site and will not impact upon nearby residents 400 metres away.</li> </ul>
<b>Light spill</b>	<ul style="list-style-type: none"> <li>• The assessment uses internationally recognised light standards, and is based upon the actual performance data of commonly used lights within Australia.</li> <li>• The proposed lighting and assessment process complies with the Australian Standard AS4282- 1997 – Control of Obtrusive Effects of Outdoor Lighting.</li> <li>• It would be envisaged that the MICL will be required to comply with the same high Australian standards relating to outdoor lighting as SIMTA has complied with.</li> </ul>
<b>Noise</b>	<ul style="list-style-type: none"> <li>• The noise modelling found that the site for the proposed intermodal is acoustically appropriate and relatively well located.</li> <li>• The noise impact assessment found that at full capacity operations, with the appropriate mitigation measures applied, the SIMTA proposal is predicted to comply with all relevant noise and vibration criteria.</li> <li>• Control measures will be considered as needed on a case-by-case basis to minimise construction noise and vibration impacts for local residents. SIMTA is committed to implementing appropriate measures and these measures will be detailed in the construction noise management plan prepared in the planning phases after the Environmental Assessment (EA).</li> </ul>
<b>Noise</b>	<ul style="list-style-type: none"> <li>• SIMTA has undertaken a noise and vibration impact assessment as part of the Environmental Assessment (EA) process, including an analysis of noise and vibration impacts on surrounding residences.</li> <li>• The methodology used for noise and vibration impact assessment for the Environmental Assessment (EA) complies with the requirements of <i>NSW Industrial Noise Policy</i> (DECCW 2000), <i>Environmental Criteria for Road</i></li> </ul>

in action?

*Traffic Noise* (DECCW, 1999), *Environmental Noise Management Manual* (RTA, 2000) and the *Interim Construction Noise Guideline* (DECCW, 2009).

---

**Noise**

- Do noise impact studies and possible mitigation measures address the noise levels generated from the Southern Sydney Freight Line (SSFL)?
- Modelling indicated that on-site activities would generate less noise than rail line activities related to the rail link. Train noise levels at potentially affected residences near the rail link are expected to comply with the Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects (IGANRIP) criteria for a new rail line. Vibration levels at potentially affected residences, resulting from rail line activity are expected to be well within vibration criteria.
- **The noise and vibration impact assessment for SIMTA's proposed intermodal** addressed the noise levels that would be generated by a future rail link from the SSFL to the site. The rail link would be located within the rail corridor as indicated within the land-use plan contained within the Environmental Assessment. The noise impact assessment for the intermodal did not address noise levels generated from the entire SSFL because these impacts have been addressed as a part of the Environmental Assessment (EA) for the SSFL.

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**Noise**

- Will noise levels be monitored at different times, because the intermodal will operate for 24 hours a day, 7 days a week?
- Further detailed assessments will be undertaken at each project application stage to provide input to planning and confirm the need and degree of noise mitigation, if required. The extent of the on-going noise monitoring would be subject to on-going consultation with nearby residents.

---

**Noise**

- Is there evidence that structures, such as warehouses, provide effective noise buffering?
- SIMTA is committed to planning the layout of the site to minimise noise and vibration impacts. The noise impact assessment recommends that the north-east corner of the site, closest to residences, is dedicated to quieter activities, including administrative buildings and staff parking (this is currently where the proposed freight village is intended).
- The warehouse buildings would be located to provide a buffer between the intermodal terminal and the Wattle Grove residential area. The warehousing would act to mitigate the noise generated from the rail siding area. There would be over 400 metres between warehousing and the nearest residence.

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**Remediation**

- Is the land contaminated?
- A Phase 1 Environmental Site Assessment was undertaken of the proposed rail corridor lands for the SIMTA site to assess potential soil and groundwater contamination. The assessment did not identify any significant environmental issues, which would preclude the proposed development of the site as a rail corridor.

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**Location and operation of the SIMTA's proposal**

- What is the distance between the intermodal and the nearest residences?
- There is approximately 400 metres between the nearest house and warehouses proposed along the eastern boundary of the SIMTA site. There is approximately 900 metres between the nearest house and the proposed intermodal terminal within the site.

---

**Location and Operation of the intermodal**

- How will the proposal impact the amenity of
- A visual impact assessment has been undertaken as part of the Environmental Assessment (EA), assessing the visual impact on nearby residents as well as visual impacts at public locations, including nearby

- the local area?
- What visual impacts will be experienced by local residents?
- parks.
- The visual impact assessment concluded that the proposed development was in keeping with the existing character of the area. It also concluded that residential areas would experience minimal visual impacts during daylight hours and light spill impacts would be well within the required Australian Standard guidelines.

---

#### **Location and operation of the intermodal**

- Why is Moorebank a suitable location for an intermodal terminal?
- Has Badgerys Creek been considered as an alternative location for the intermodal?
- Moorebank is located near existing major road and rail transport corridors with direct access to Port Botany, as well as being located near major industrial and warehousing precincts and having existing utility services infrastructure which can be used for the development.
- Alternative sites such as Badgerys Creek and Eastern Creek are currently not located near any existing rail or road infrastructure and would require significant capital investment of utility services and key infrastructure lacking within the area.
- In the event of an intermodal being developed in the Badgerys Creek and/or Eastern Creek area, **it would form part of Sydney's overall freight strategy** and would service areas around north and north-west Sydney, whereas **SIMTA's proposal would service** south-west Sydney.

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#### **Consultation process**

- How has the community been notified and kept **informed about SIMTA's** proposal throughout the planning process?
- SIMTA is committed to consulting with the community at an early stage and throughout the entire planning process for its proposal at Moorebank.
- Since July 2010, SIMTA has carried out consultation to provide information and seek feedback on its plans from the local community. Consultation activities began a full six months before lodgement of the Preliminary Environmental Assessment (PEA) and are continuing throughout the Environmental Assessment (EA) process.
- SIMTA's consultation has and continues to** provide a range of entry points for the community to find out information and provide their feedback, including electronic and face-to face methods.
- On-going consultation and communication methods include:
  - A stand-alone project website ([www.simta.com.au](http://www.simta.com.au)) which is regularly updated to provide detailed, quality information to the community about the proposal and planning process. The website provides information about the different ways to contact the project team with feedback or questions.
  - An Email feedback system ([consulting@elton.com.au](mailto:consulting@elton.com.au)). A convenient online feedback system for stakeholders, and an efficient way for people to obtain responses from the Project Team within 48hours.
  - A free-call information line (1800 986 465) available between 8:30am and 5:00pm weekdays. A message-bank is provided outside of these times, and phone messages are returned within 48 hours.
  - Community information newsletters and letters to residents, providing updates throughout the planning process and advising community stakeholders of up-coming and on-going consultation

activities.

- SIMTA has not waited until the formal, statutory public exhibition period to consult and has consistently provided consultation opportunities. This consultation is beyond compliance with and in addition to the statutory requirements under the NSW planning system.
- Community consultation specialists and authors of this consultation outcomes report, Elton Consulting, believe the approach SIMTA is taking is in line with best practice community consultation.

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### Consultation process

- Why hasn't SIMTA held a public meeting to consult with the local community?

- SIMTA wants to ensure this consultation process gives every person an opportunity to express their views. While some people feel confident speaking at a public meeting, others do not. We want everyone to feel able to contribute their feedback in a forum in which they feel comfortable.
- SIMTA believes that this approach is in line with best practice community consultation.

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### Biodiversity

- What impacts will SIMTA's proposal have on native flora and fauna on the site?

- The SIMTA site is considered to be of limited conservation significance and ecological impacts within the site are likely to be low.
- The majority of potential impacts upon threatened species and populations would likely occur as a result of construction of the rail link within the rail corridor area. As the extent and scale of impacts from the rail link have not yet been quantified, outcomes for these species and populations are yet to be confirmed.
- A total of 269 plant species and 59 animal species were recorded in the SIMTA proposal area during the field investigations undertaken as part of the Flora and Fauna Assessment.
- Large populations of two threatened plants were found in the study area: Nodding Geebung (*Persoonia nutans*) and Small-flower Grevillea (*Grevillea parviflora* subsp. *Parviflora*). These populations are likely to be of significant conservation value. Four threatened ecological communities were identified within the rail corridor area. All four communities fall within the definitions of threatened ecological communities under the TSC Act. No threatened ecological communities listed under the EPBC Act will be cleared.
- Three threatened species of bat were recorded in the study area: Eastern Bent-wing Bat (*Miniopterus schreibersii oceanensis*), Southern Myotis (*Myotis macropus*) and Grey-headed Flying Fox (*Pteropus poliocephalus*).
- A Biodiversity Offset Strategy will be developed and revised throughout the planning approval process, to achieve a long-term conservation gain for the protected species, which will be subject to significant impacts as a result of the SIMTA proposal. The Preliminary Biodiversity Offset Strategy is guided by the EPBC Offsets Policy, the NSW Office of Environment and Heritage Offset Principles and as well as the approved Recovery Plan for *Persoonia nutans*.

---

### Greenhouse Gas

- What investigations have been undertaken to determine the

- SIMTA commissioned a Greenhouse Gas Assessment of the construction and operation of the SIMTA proposal.
- Operations of the facility will result in an overall net reduction in greenhouse gas emissions as a result of the transfer of freight movements

greenhouse gas (GHG) emissions generated from the construction and operation of the proposed intermodal?

from road to rail.

- The proposal will have a positive impact on the air quality through reducing greenhouse gas emissions by up to 40,000 tonnes of CO<sub>2</sub> per year. This is equivalent to taking in excess of 10,000 cars off Sydney roads. Freight moved by one train produces 40 times fewer emissions than the equivalent by truck.
- Whilst there is an increase in greenhouse gas emissions during construction, these emissions are considered to be one-off and will cease when construction is completed.
- The net reduction in greenhouse gas emissions in operating the SIMTA Moorebank Intermodal Terminal Facility will result in the construction **emissions being 'repaid' within five years of full-scale operation.**
- Overall, freight movements via rail, when compared to freight movements via road result in less greenhouse gas emissions per tonne of freight transported.
- The assessment provides recommendations to reduce the level of GHG emissions during the construction and operation stages of the SIMTA proposal. These include a focus on minimising energy related emissions from operating the facility as well as replacing some construction materials with environmentally sustainable alternatives. SIMTA is committed to considering these recommendations.

### Heritage Impacts

- Will SIMTA prepare an Indigenous heritage assessment in addition to the non-Indigenous heritage assessment?

- SIMTA commissioned both an Indigenous and a Non-Indigenous heritage assessment.

#### Indigenous Heritage Assessment

- The Indigenous Heritage Assessment was undertaken in accordance with the Guidelines for Aboriginal Cultural Heritage Impact Assessment and Community Consultation, July 2005, and the Director General's Requirements under Part 75F of the *Environmental Planning and Assessment Act (NSW) 1979*. The Indigenous Heritage Assessment also mirrors many of the requirements of DECCW (2010) Code of Practice for Archaeological Investigations of Aboriginal Objects in New South Wales, and DECCW (2010) Aboriginal Cultural Heritage Community Consultation Requirements for Proponents as specific best practice standards and processes for Aboriginal heritage assessment in NSW.
- The assessment identified that most of the SIMTA site and parts of the proposed rail corridor were heavily disturbed and/or previously developed areas, and the potential for preservation of archaeological materials was low.
- Artefacts were identified in three areas, and three areas of potential archaeological deposit (PAD) were identified.
- The assessment identified general recommendations for minimising impacts upon Aboriginal cultural heritage and recommended that if the PADs could not be avoided, that artefacts be collected by Registered Aboriginal Parties (RAPs) along with a heritage professional prior to



commencement of construction.

- SIMTA is committed to consulting with the relevant parties about the future of these artefacts.

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#### **Heritage Impacts**

- Have Local Aboriginal Land Council's been consulted on the SIMTA proposal?
- Aboriginal consultation was undertaken and included the Tharawal LALC, Cubbitch Barta Native Title Claimants, Darug Tribal Aboriginal Corporation, Darug Aboriginal Cultural Heritage Assessments, Tocomwall and Darug Land Observations.

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#### **Heritage Impacts**

- Does SIMTA plan to preserve the rare examples of a WWII military complex on the site?
- **Non-Indigenous Heritage Assessment**
- The non-Indigenous heritage assessment found that the SIMTA site includes a number of intact store buildings dating to WWII and is significant as an example of a WWII military complex. The report recommends consultation between Defence, SIMTA and the Australian Heritage Council be undertaken to maintain the heritage listing of the site on either the State Heritage Register or the Liverpool Local Environment Plan. SIMTA is committed to consulting with Defence and the Australian Heritage Council about possible conservation options.
- The report also recommends archaeological investigations on an area of the site where the WWII military complex once stood, because of the possibility of finding intact archaeological deposits. SIMTA is committed to working with the relevant agency to investigate ways to locate and extract significant archaeological deposits.
- The sections of the rail corridor that include the School of Military Engineering and the Glenfield waste depot are heavily disturbed and modified and as such, these areas would contain limited heritage constraints.

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#### **Heritage Impacts**

- What impact will SIMTA's proposal have on Glenfield Farm, a state significant site located next to the proposed rail link?
  - A Statement of Heritage Impacts will be undertaken for Glenfield Farm, a state significant site which is located adjacent to the proposed rail link.
-

## 5 Next Steps

### 5.1 This report

This consultation outcomes report will be lodged with the NSW Department of Planning as part of the revised Concept Plan and Environmental Assessment (EA).

### 5.2 On-going consultation

SIMTA will then advertise and exhibit the plans, notifying relevant public authorities, local Councils and residents. The community will have opportunities to provide formal feedback on the planning proposal during the public exhibition period. SIMTA will respond to any issues raised in submissions.

During the exhibition:

- The Community Information Centre will be open, to provide stakeholders with information and to receive feedback on the proposal.
- The project website will be updated and continue to be accessible
- The email feedback system will continue to be available.
- The free-call information line will remain in operation.

SIMTA is committed to consulting the community throughout the planning of the project. If approved, SIMTA will engage with the community during the construction to identify local concerns during the construction phase – particularly around construction impacts.

## 6 Appendix

- 6.1 - **Appendix: Protesters' spirits weren't** dampened, Liverpool Champion 23 March 2011
- 6.2 - Appendix: Website [www.simta.com.au](http://www.simta.com.au)
- 6.3 - Appendix: Letter to residents 4 February 2011
- 6.4 - Appendix: Newspaper coverage Liverpool Leader 30 March 2011
- 6.5 - Appendix: Newspaper advertisements Liverpool Leader and Liverpool Champion 9 March 2011
- 6.6 - Appendix: Newspaper coverage Liverpool Champion 9 March 2011
- 6.7 – Appendix: Newspaper coverage Liverpool Champion 25 January 2012
- 6.8 - Appendix: Newspaper coverage Liverpool Champion and Liverpool Leader 8 February 2012
- 6.9 - Appendix: Newspaper coverage Liverpool Champion 28 March 2012
- 6.10 - Appendix: Newspaper coverage Liverpool Champion 27 June 2012
- 6.11 - Appendix: Newspaper coverage Liverpool Champion 11 July 2012
- 6.12 - Appendix: Newspaper coverage The Australian and The Sydney Morning Herald 25 October 2012
- 6.13 - Appendix: Newspaper coverage Liverpool Leader 14 November 2012
- 6.14 - Appendix: Information Boards
- 6.15 - Appendix: Fact Sheet
- 6.16 - Appendix: Feedback Form
- 6.17 - Appendix: Sign-in sheet
- 6.18 - Appendix: Distribution area for letter box drops
- 6.19 - Appendix: Letter to residents and corresponding fact sheet 14 July 2010

- 6.20 - Appendix: Contact Card
- 6.21 - Community News Update October 2010

- 6.1 Newspaper Article: Protesters' spirits weren't dampened, Liverpool Champion 23 March 2011



**Liverpool Champion**  
**Wednesday 23/3/2011**  
**Page: 8**  
**Section: General News**  
**Region: Sydney Circulation: 54,396**  
**Type: Suburban**  
**Size: 64.80 sq.cms.**  
**Frequency: --W----**

**Brief: ELTON CON**

## Protesters' spirits weren't dampened



**People power:** About 24 people risked the downpour of rain last Saturday to join a protest rally co-ordinated by Christian Democratic Party candidate for Liverpool Matt Attia. The rally started just after lunch at Bigge Park in Liverpool. Residents protested the proposed carbon tax, the sale of NSW electricity assets, the influx of Islamic schools and the intermodal terminal. Around noon, about 80 people made their way from the Liverpool mall to the SIMTA office in Secant Street, to protest the private Moorebank Intermodal Terminal. Menai Independent candidate Jim McGoldrick led the rally.

**Picture: Chris De Jong**

6.2 Website: [www.simta.com.au](http://www.simta.com.au)

Simta - Microsoft Internet Explorer provided by Elton Consulting

<http://www.simta.com.au/>

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# WELCOME

Welcome to this website about the Sydney Intermodal Terminal Alliance's (SIMTA) proposed intermodal terminal facility at Moorebank. SIMTA is a joint venture comprising Stockland, Qube Logistics and QR National.

SIMTA has now lodged its Preliminary Environmental Assessment (PEA) with the NSW Department of Planning.

The intermodal concept proposed in the PEA includes a rail corridor, the intermodal terminal, terminal warehouses and distribution facilities, ancillary services, staff parking and vegetation to be planted along the site boundaries.

The PEA is in respect to the SIMTA owned land – which is distinct from the adjacent School of Military Engineering site, controlled by the Federal Government. The two different sites are shown on the map below.

## Location map – SIMTA's proposed intermodal terminal

### Latest News

- Community information centre to open on 11 February
- Director-General's Requirements now issued
- Community news update October 2010
- SIMTA fact sheet: From road to rail
- Federal Government announcement

### Did You Know?

- Freight movements in NSW are expected to more than double by 2026
- The vast majority of freight is currently moved by road
- The proposed SIMTA intermodal terminal would not use the East Hills passenger line
- Extensive studies will be undertaken to address community concerns on the SIMTA site, including environment, noise and





HOME ABOUT THE PROPOSAL CONNECTING WITH THE COMMUNITY FREQUENTLY ASKED QUESTIONS

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## Contact us

If you wish to register your contact details with us we can notify you of future community liaison opportunities and updates to this website.

Please [email](#) SIMTA with your name, contact details and email address.

For specific project questions, please call 1800 986 465, or send written enquiries or feedback to: [consulting@elton.com.au](mailto:consulting@elton.com.au).

All information you provide will be held in accordance with Elton Consulting's privacy policy. To view this policy, please [click here](#).



## Latest News

Community information centre to open on 11 February

Director-General's Requirements now issued

Community news update October 2010

SIMTA fact sheet: From road to rail

Federal Government announcement

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- The proposed SIMTA intermodal terminal would not use the East Hills passenger line
- Extensive studies will be undertaken to address community concerns on the SIMTA site, including environment, noise and



## 6.3 Letters to Residents 4 February 2011

4 February 2011

Dear Resident,

**Re: Planning process and consultation update for SIMTA's Moorebank intermodal terminal proposal**

I am writing to update you about the Sydney Intermodal Terminal Alliance's (SIMTA) proposed intermodal terminal facility at Moorebank, in particular:

- » The opening of the information centre in Liverpool
- » The issuing of the Director General's Requirements
- » The preparation of the Environmental Assessment.

**SIMTA INFORMATION CENTRE OPENING**

I am pleased to announce the **SIMTA information centre will be opening Friday 11 February, from 12noon**. The information centre will display up-to-date information about SIMTA's intermodal terminal proposal and members of the project team will be on hand to answer your questions.

The information centre is an important part of our commitment to keeping the community informed and hearing feedback about the proposal.

The information centre is located at 7 Secant Street, Liverpool and will be open at the following times (starting Friday 11 February):

- » Thursdays 3pm – 6pm
- » Friday 12pm – 3pm
- » Saturdays 11am – 2pm.

**DIRECTOR GENERAL'S REQUIREMENTS ISSUED**

On 24 December 2010, the NSW Department of Planning publicly released the Preliminary Environmental Assessment and Director-General's Requirements for SIMTA's proposed intermodal terminal at Moorebank. This means:

- » SIMTA's proposal has been declared a major project to be assessed by the Planning Minister under Part 3A of the Environmental Planning and Assessment Act 1979 (NSW)
- » A range of extensive environmental studies must be carried out so the NSW Department of Planning can accurately assess the proposal.

These documents are available at the Department of Planning's website, <http://majorprojects.planning.nsw.gov.au> or via the SIMTA website, [www.simta.com.au](http://www.simta.com.au).

## **PREPARING THE ENVIRONMENTAL ASSESSMENT**

The Director General's Requirements set out a list of detailed environmental studies SIMTA must complete. SIMTA has engaged a team of experts who are currently carrying out comprehensive environmental studies. These studies include:

- » Air quality
- » Transport and accessibility
- » Noise and vibration
- » Biodiversity
- » Storm water and flooding.

The outcomes of the environmental studies will be available during the public exhibition period.

SIMTA will continue to consult with the community and the relevant local, State and Commonwealth government authorities during the preparation of the Environmental Assessment.

## **NEXT STEPS**


Once all studies are complete, the Environmental Assessment will be lodged with the NSW Department of Planning. If the Concept Plan and the Environmental Assessment satisfy the Director General's Requirements, they will be placed on public exhibition for comment.

The public exhibition marks the formal consultation period for the proposal. SIMTA is committed to consulting with local residents throughout the planning process.

I encourage you to visit the information centre when it opens. If you are unable to attend the information centre in person, you can get information about the proposal from:

- » The website, [www.simta.com.au](http://www.simta.com.au)
- » The dedicated information line, 1800 986 465
- » An email to [consulting@elton.com.au](mailto:consulting@elton.com.au).

Yours sincerely



**Stephen Bull**

*General Manager – Commercial Property, Stockland  
On behalf of SIMTA*

## 6.4 Newspaper coverage Liverpool and Liverpool Champion 30 March 2011



**Liverpool Leader**  
Wednesday 30/3/2011  
Page: 7  
Section: General News  
Region: Sydney Circulation: 58,271  
Type: Suburban  
Size: 336.21 sq.cms.  
Frequency: --W----

Brief: ELTON CON

**HOW YOU VOTED** 

**Election 2011**

# Gibbons misses her call

**SIMONE ROBERTS**

THE result for the seat of Menai was in early on Saturday night – so early that Melanie Gibbons hadn't even arrived at her election party when the seat was called.

"We were the first seat called, not too long after polling closed," Ms Gibbons said.

"That was exciting, but I wish they had held off. I wanted to be there for the announcement."

It was a resounding victory for Ms Gibbons, who recorded a swing of more than 27 per cent to the Coalition – one of the largest in the state.

The seat was held by Labor by a margin of just 2.7 per cent.

Ms Gibbons, 32, visited every polling booth in the electorate on

Saturday. After she spoke to voters, she felt very optimistic about her chances.

It was another story entirely for Labor candidate Peter Scaysbrook.

Mr Scaysbrook said he received a lot of "passive aggression" from voters at local polling booths.

"A lot of voters aren't happy with the performance of the State Government.

"We're not blind to that," he told the *Leader* on Saturday afternoon.

Independent candidate Jim McGoldrick, who ran on a platform opposing the Moorebank Intermodal Terminal, registered 6.7 per cent of the vote.

Mr McGoldrick said he didn't expect to win but wanted to offer the people of Moorebank a "protest vote".

"A vote for me was a vote against the Moorebank Intermodal. It's a message to whoever gets in that they had better do something about this," he said. Ms Gibbons said she had received the message loud and clear and was keen to start delivering on her promises. "We promised the widening of Deadman's Creek bridge and the M5, we promised to increase the number of nurses and hospital beds, and have a greater police presence. All of these things will have a positive impact on the local community," she said.



Independent candidate Jim McGoldrick ran on a platform opposing the Moorebank Intermodal Terminal.

Picture: ARMEN DEUSHIAN P1008242



**SLIM JIM:** Did you expect Independent Jim McGoldrick to pick up more votes in the poll? Tell us at [liverpoolleader.com.au](http://liverpoolleader.com.au)



**Liverpool Leader**  
**Wednesday 30/3/2011**  
**Page: 14**  
**Section: General News**  
**Region: Sydney Circulation: 58,271**  
**Type: Suburban**  
**Size: 23.37 sq.cms.**  
**Frequency: --W----**

**Brief: ELTON CON**

## No intermodal meeting

MOOREBANK: THE South West Sydney Community Alliance is holding a No Intermodal meeting at Moorebank this evening. A spokeswoman for the alliance called on the community to "support this movement against the Federal Government's steamroller tactics against the residents of Sydney's southwest region." The meeting will be held at Moorebank Community Centre at 7pm tonight.



**Liverpool Leader**  
**Wednesday 30/3/2011**  
**Page: 27**  
**Section: General News**  
**Region: Sydney Circulation: 58,271**  
**Type: Suburban**  
**Size: 25.77 sq.cms.**  
**Frequency: --W----**

Brief: ELTON CON

## Operating hour change

LIVERPOOL: THE Sydney Intermodal Terminal Alliance's community information centre has made some changes to its operating hours in response to community feedback. The centre will extend its hours of opening on Saturdays to 10am to 3pm. This will replace the Thursday and Friday opening hours. "The community has requested more hours on a Saturday and we are happy to provide them," a spokeswoman said. The centre is at 7 Secant St, Liverpool.



**Liverpool Leader**  
**Wednesday 30/3/2011**  
**Page: 2**  
**Section: General News**  
**Region: Sydney Circulation: 58,271**  
**Type: Suburban**  
**Size: 145.02 sq.cms.**  
**Frequency: --W----**

Brief: ELTON CON

# Time to shelve the intermodal

## LIBERALS CELEBRATE WIN IN MENAI

“Congratulations to Melanie Gibbons. I hope because of the size of the swing she gets the support of the party machine we in the Menai electorate deserve. I hope and pray we are not going to be taken for granted because of the size of the swing, and get steamrolled with the intermodals.”

– Ray Van

“No Moorebank intermodal. It’s within 2km of 19 childcare centres, 10 schools and 39,000 voters and kids.”

– Dominic Scutella

## TERMINAL DECISION

“I don’t know how Tony Abbott now strongly supports the intermodal when he has previously said pre-Federal Election that he is not for moving trucks from one area into another. Someone needs to re-question him on his stance.”

– Dara

“While it’s great that all of the candidates for the Menai election are officially against the intermodal, there have been a few of them that haven’t been particularly vocal until the last couple of weeks. Show



The Intermodal debate

yourself and speak out loud against the intermodal if you are serious.”

– Jane Desmond

“The SIMTA Moorebank Intermodal Freight Terminal proposal needs to get its approval from the State Government and Tony Kelly has already given this project Plan 3A status, meaning it will get little scrutiny. Maroubra Labor MP and Police Minister Michael Daley has already signalled in local papers in his area that he will ensure that the Moorebank facility is built.”

– Peter Langsam



**TALKING POINT:** Have your say on a range of local issues on our website at [liverpoolleader.com.au](http://liverpoolleader.com.au)



## 6.5 Newspaper Advertisements Liverpool Leader and Liverpool Champion 9 March 2011



Keen reader: Katrina Bebawi, 9, with her book collection. Picture: Simon Bennett

## Library book prize

READING will be more exciting for nine-year-old Katrina Bebawi after she won an e-book in the Liverpool City Library's Summer Reading Challenge. Katrina, who is in year 4 at St Christopher's Primary School Holsworthy, was one of 15 children who received prizes after reading 10 or more books during the school holidays.

"I did the challenge because I was interested in reading and thought it would be a great experience," she said.

Katrina says she enjoys going to local libraries to borrow novels by her favourite authors, who include Andy Griffiths and Roald Dahl.

"Andy Griffiths is pretty funny, but I like others as well," she said.

Katrina's mother Nesrin said her daughter's books were scattered all over the floor during the school holidays.

"They were just everywhere," Ms Bebawi said.

"She definitely read more than 10 books."

Mayor Wendy Waller said the challenge was a great way for students to improve their reading fluency and vocabulary.

"Reading more than a book a week is a big achievement, especially for the younger entrants," she said.

## Big-hearted 'champion' gift

Sheree Mutton

JAMIE Kent, his pregnant wife Laura and their five children have been allowed to stay in their Hammondville home after a generous donation was made to the family after a story in the *Liverpool Champion* last week.

The Kent family was issued with an eviction notice last month after falling behind in six weeks of rent over the Christmas break.

Mr Kent applied to rent other less expensive properties close to their home in Hammondville, but real estate agents rejected him because he and his wife are unemployed.

The family of seven were due to be evicted from their home on Monday, but a donation

covering their overdue rent has enabled them to stay.

The *Liverpool Champion* received a phone call on Thursday from a 92-year-old woman who offered a donation of \$3360 to repay the rental debt of the Kent family.

She doesn't want her name published, but said: "Whether it's donating money or something else we can always help each other."

Mr Kent and his family were overjoyed at her generosity.

"I'm so happy and amazed there are people in the community who are big-hearted and helpful," he said.

"This is the best thing that has ever happened to us in a long, long time."



## Community information centre now open

The Sydney Intermodal Terminal Alliance (SIMTA) has opened a community information centre for its proposed intermodal terminal at Moorebank.

To view the plans and talk to project team representatives, visit the centre at 7 Secant Street, Liverpool.

### Opening hours:

Thursdays	3-6pm
Fridays	12noon-3pm
Saturdays	11am-2pm

Visit [www.simta.com.au](http://www.simta.com.au) for more information.

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## Scheme passes muster: Help keep kids safe by handing in old phones

LOUISE GOODWIN

MOBILEMUSTER research has found that nine out of 10 parents want schools to teach children how to use technology safely.

Liverpool residents can help the cause by recycling old mobile phones and accessories.

MobileMuster, the industry's official mobile phone recycling program, will donate funds to the Alannah and Madeline Foundation's eSmart system as mobile phones, batteries and accessories are handed in.

The eSmart system is a school resource with information on the best way to implement cybersafety.

There are more than 16 million old and broken mobile phones in Australian homes and recycling them will help the environment.

By recycling with MobileMuster 90 per cent of the materials will be recovered and used to make stainless steel items, plastic fence posts, jewellery and new batteries.

For every 2kg of mobile phones and accessories handed in for recycling, MobileMuster will donate \$1 towards the foundation's eSmart system.

MobileMuster recycling manager Rose Read said teaching children cybersafety was important given the high levels of mobile phone ownership among young people.

"Our research has shown that 87 per cent of kids aged four to 16 either own or have access to a mobile phone," she said.



"Just like Australian parents, MobileMuster believes that every child should be taught how to use mobile phones safely, responsibly and environmentally sustainably.

"Recycling old mobile phones with MobileMuster will help to ensure that children and young adults can use these mobile phones safely, responsibly and enjoy them."

Alannah and Madeline Foundation chief executive Judith Slocombe said the research findings indicate the need for schools to manage cyber safety.

"We know many schools have difficulty in navigating the resources available for cyber safety, that's why the Alannah and Madeline Foundation has introduced eSmart," Dr Slocombe said.

"It's an effective road map to guide schools on how to deal with bullying and cyber safety.

To recycle mobile phones and accessories hand them in to a phone retailer. You can post them by getting a free MobileMuster recycling satchel from Australia Post and National Pharmacies or printing off a reply paid mailing label from the website.

» To find collection points and for information go to [mobilemuster.com.au](http://mobilemuster.com.au) or call 1300 730 070.

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# SIMTA

SYDNEY  
INTERMODAL  
TERMINAL  
ALLIANCE

## Community information centre now open

The Sydney Intermodal Terminal Alliance (SIMTA) has opened a community information centre for its proposed intermodal terminal at Moorebank.

To view the plans and talk to project team representatives, visit the centre at 7 Secant Street, Liverpool.

#### Opening hours:

Thursdays	3-6pm
Fridays	12noon-3pm
Saturdays	11am-2pm

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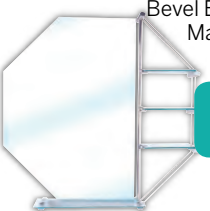
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Some pictures shown for illustration purposes only. Whilst stocks last.

## 6.6 Newspaper Coverage Liverpool Champion 9 March 2011





**Liverpool Champion**  
**Wednesday 9/3/2011**  
**Page: 19**  
**Section: General News**  
**Region: Sydney Circulation: 54,396**  
**Type: Suburban**  
**Size: 123.90 sq.cms.**  
**Frequency: --W----**

**Brief: ELTON CON**

## Chance to learn more about new freight terminal

THE Sydney Intermodal Terminal Alliance (SIMTA) have opened an information centre in Liverpool for the community to have its say on plans to build a freight terminal at Moorebank.

Open three days a week, the centre in Secant Street will display up-to-date information about SIMTA's proposal, while members of the project team will be on hand to answer residents' questions.

Stockland's general manager for commercial property, Stephen Bull, said the community information centre was part of SIMTA's community consultation process. "This information centre is another important way we are delivering on our commitment to consult with the local community at every stage of the planning process," Mr Bull said.

The community information centre was in addition to ongoing consultation through SIMTA's website, newsletters, freecall information line and project email, he said.

"SIMTA is continuing to offer a range of ways for the community to have their say on the proposal, including how potential impacts could be reduced," he said.

The information centre's opening comes after the state government last month declared SIMTA's proposal a major project to be assessed under Part 3A of the Environmental Planning and Assessment Act.

Mr Bull said SIMTA was now preparing extensive environmental studies to evaluate potential impacts including air quality, traffic and noise and propose mitigation measures.

"The outcomes of these extensive studies will be made available for public comment during the exhibition period."

The information centre is at 7 Secant Street, Liverpool and will be open Thursdays from 3pm to 6pm, Fridays from noon to 3pm and Saturdays from 11am to 2pm.

Details: [www.simta.com.au](http://www.simta.com.au), 1800 986 465 or email [consulting@elton.com.au](mailto:consulting@elton.com.au).



**Consultation:** Stockland's development manager Michael Yiend

## 6.7 Newspaper coverage Liverpool Champion 25 January 2012



**Liverpool Champion**  
**Wednesday 25/1/2012**  
**Page: 1**  
**Section: General News**  
**Region: Sydney Circulation: 54,396**  
**Type: Suburban**  
**Size: 447.74 sq.cms.**  
**Frequency: --W----**

**Brief: ELTON CON**  
**Page 1 of 2**

# Freight hub anger grows

**Sheree Mutton**

THE federal government and the Sydney Intermodal Terminal Alliance (SIMTA) are pushing ahead in 2012 with their plans to turn Moorebank into Australia's largest freight hub.

But residents fighting against the two separate intermodals say they won't go quietly.

Wattle Grove resident and founder of the "Thousand Signs to Save Liverpool" campaign, Roy Carter, said the federal government's and SIMTA's proposed intermodals would destroy the area.

"We are angry because we feel betrayed by the federal government, who sold us our land," Mr Carter said.

"We don't doubt the need for a large freight terminal, but the effects it will have on the health of the families who live here and the environment will be enormous."

"There will be around 80,000 people directly affected by these intermodals."

Just days before Christmas, SIMTA — consisting of Stockland, QR National and Qube Logistics — lodged an environmental referral of its proposal to the federal government under the Environment Protection and Biodiversity Conservation Act 1999.

Wattle Grove resident John Anderson said

the community was furious that no notice was given.

"I think it's disgraceful to do that while most residents were on holidays," he said.

"They need to have a better relationship with community."

Federal MP for Hughes Craig Kelly said the move showed SIMTA's disregard for the community.

"The actions in referring the project over Christmas suggest a desire to slip the proposal through in an attempt to catch local residents unaware over the summer holidays," Mr Kelly said. "I can only describe this as a deeply cynical tactic designed to muffle the views of Liverpool residents."

But Mr Kelly said Liverpool Council was partly to blame for the actions of SIMTA.

"This cynical tactic could have been prevented if council, in particular Labor mayor Wendy Waller, had done the hard yards and referred it themselves as I suggested eight months ago."

The general manager of Stockland, Stephen Bull said SIMTA would also lodge its

**CONTINUED PAGE 4**

## Hub anger is growing

**FROM PAGE 1**

environmental assessment to the NSW government before the end of this month.

"The Department of Planning and Infrastructure will then place the application on public exhibition, giving the community an opportunity to comment on the proposal. SIMTA's federal environmental referral will run alongside this process," Mr Bull said.

"We will work with the government to achieve a strategic, whole-of-precinct approach that allows the best solution across both sites."

A spokesman for Stockland said SIMTA was hoping to have its port shuttle open next year.

"Subject to state and federal assessments, and if the federal government agrees to a co-ordinated planning approach, our port shuttle should be operational at the low end of its

capacity by the end of 2013," he said.

Meanwhile, the Department of Infrastructure and Transport remains tight-lipped about progress on the federal government's proposed intermodal terminal on Defence land.

The terminal would sit on a 220-hectare block and force the School of Military Engineering to relocate at a cost of up to \$741 million.

In November last year, the Department of Sustainability, Environment, Water, Population and Communities released guidelines for the drafting of an environmental impact statement for the proposed Moorebank project.

A spokesman for the Department of Infrastructure and Transport told the *Champion* a business case was being finalised and would be considered by the federal government in the next few months.



#### THE PROBLEM

The federal government has predicted Australia's freight requirements in 2020 will be double what it was in 2006. Without new rail freight handling capacity, more pressure will be put on Sydney's Port Botany and the city's road network, increasing urban congestion across the board.

#### WHY MOOREBANK?

The site has been chosen by the federal government for the following reasons:

- The size of the land — approximately 220 hectares — and topography.
- Proximity to key transport corridors including the Southern Sydney Freight Line, main interstate rail line, and the M5 and M7 motorways.
- It's close to the industrial centres in Moorebank, Bankstown, Prestons and Ingleburn.

#### TIMELINE

2004 - An intermodal terminal at Moorebank proposed by Howard Government.

2005 - NSW Government Freight Infrastructure Advisory Board says such a facility at Moorebank is a key component in meeting Sydney's intermodal capacity needs.

2006 - Stockland announces plans to build private a intermodal terminal next to the government's proposed intermodal terminal.

2010-11 - Infrastructure Australia includes the Moorebank intermodal as part of its national infrastructure priority list.

2011 - \$70.7 million is allocated in the federal budget to complete a feasibility study for the Moorebank Intermodal project and to support the potential relocation of the School of Military Engineering and other Australian Defence Force units at Holsworthy.

2011 - SIMTA (Stockland, QR National and Qube) submits an environmental referral to the federal government.



**Battle:** Wattle Grove residents Roy Carter, John Anderson and Jim Dimovski say they will continue to protest against the proposed Moorebank Intermodals.

**Picture:** Luke Fuda



## 6.8 Newspaper coverage Liverpool Champion 28 March 2012



## ■ Intermodal proposal finally on agenda

# Council ready to fight

By **Sheree Mutton**

LIVERPOOL Council has begun its attack on the two proposed Moorebank intermodals, but residents say it has left its move too late.

Last week about 64,000 letters were mailed to residents in the Liverpool area.

In the letter Liverpool Council general manager Farooq Portelli outlined three major planning projects, including the proposed Moorebank intermodals.

"Based on existing information from traffic and environmental conditions in the area, as well as documentation provided by the applicants and Department of Planning and Infrastructure, this facility will have significant detrimental impacts," Mr Portelli said.

"Council is determined to exhaust all possible means to provide a better outcome for its residents."

Wattle Grove resident Roy Carter said he was disappointed the council had only just began informing the community.

"They have failed the residents, the people they are supposed to be representing," he said.

"This should have been done a long time ago."



Meanwhile, SIMTA — the consortium behind the private intermodal — has attacked the federal government, saying it would be "bizarre" if \$1 billion of taxpayer's money was spent on a project that they were willing to fund privately.

"We are at a loss to explain the Commonwealth's disin-

**Freight hub:** The two proposed Moorebank intermodal terminals are expected to house up to 2.5 million containers in total per year.

**Picture: Quentin Jones**

terest in a private sector proposal which can be delivered at no cost to federal or state taxpayers and would provide the freight and rail infrastructure urgently needed in NSW," a spokesman said.

But the 83-hectare private intermodal wouldn't have the same freight capacity as the larger federal government option which would occupy 220 hectares.

A spokesman for Transport Minister Anthony Albanese said Moorebank was the only site left in the Sydney basin close to infrastructure that could transport the freight containers.

■ **Liverpool Council has opted for a low-budget fight against the proposed intermodals. At Monday night's meeting, the majority of councillors voted against spending almost \$900,000 on strategies to oppose the freight hub. Instead they opted for a taskforce that would be run by council and include representatives from the community and other interested parties. They have not allocated any money towards the fight but voted to seek financial contributions from other councils close by. They decided not to hire specialist consultants or allocate money for legal action until a report into funding sources is prepared.**

**— Shery Demian**