

## Boosting local employment: SIMTA intermodal terminal

SIMTA's proposed intermodal terminal would create at least 1,700 new jobs in the local area, according to an independent report.

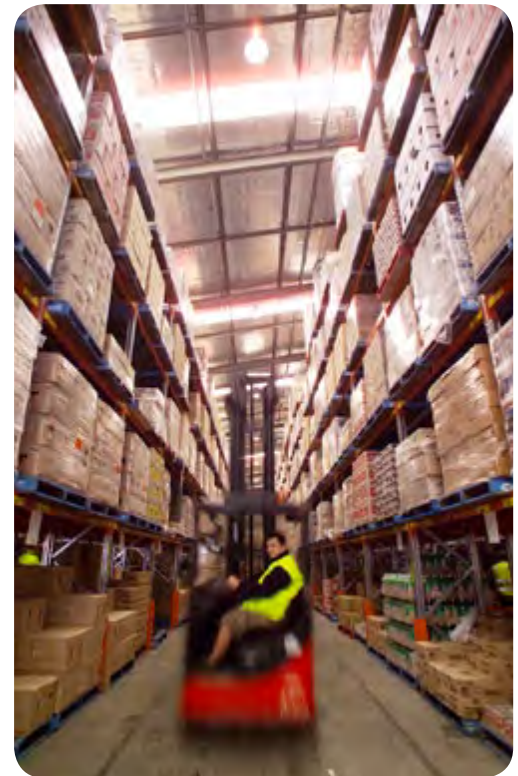
SIMTA engaged PricewaterhouseCoopers (PwC) to estimate the number of jobs created if the proposed intermodal terminal is approved.

PwC's estimates found that at least 1,700 jobs would be created during the intermodal terminal's construction and ongoing operation.

These are likely to include a broad cross-section of job types and skills, including:

- » Construction and building experts
- » Forklift drivers
- » Warehouse managers
- » Business planners
- » Logistics specialists.

These figures are estimates based on the overall development concept. More detailed estimates on employment numbers will be produced during the Environmental Assessment process.



# How would SIMTA's intermodal terminal work?

Freight would travel to and from Port Botany along the Southern Sydney Freight Line to Moorebank, via a rail connection to SIMTA's site. The connecting rail line will be identified as part of the Environmental Assessment.

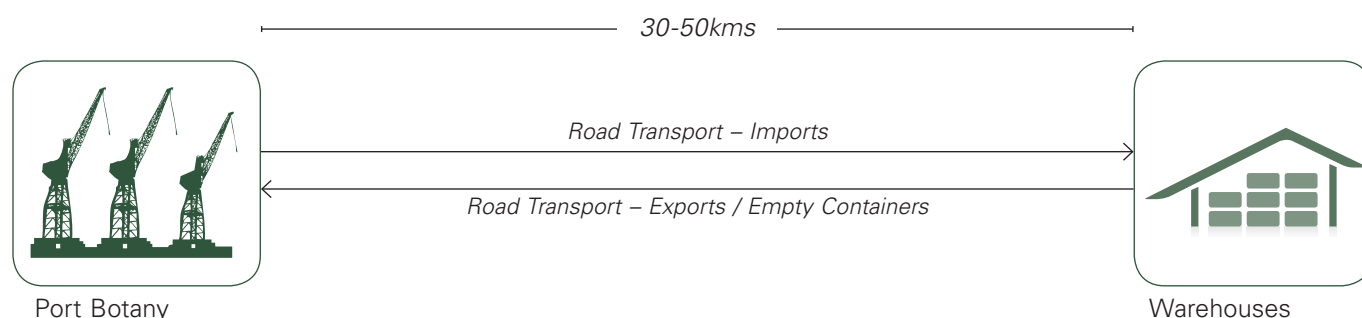
Once at Moorebank, freight containers would be loaded onto trucks for delivery to industrial centres and warehouses in nearby west and southwest suburbs. Trucks would use the on and off ramps on Moorebank Avenue, 800 metres north of the terminal, to access the M5 and M7.

The operation would also work in reverse. Trucks would deliver containers from the west and southwest to the intermodal terminal which are then loaded on a train bound for Port Botany.

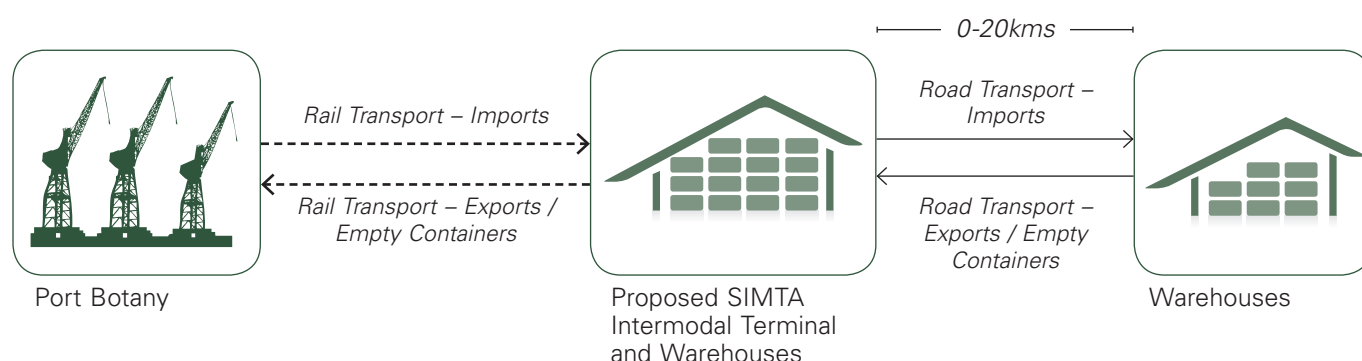
Anticipated train and truck movements will be provided as part of the Environmental Assessment.

SIMTA's intermodal terminal would potentially link to the national freight rail network – if the Federal Government goes ahead with plans for an intermodal terminal on the School of Military Engineering site. Goods would then be transported by rail from Port Botany to towns and cities across Australia.

## 01 Current Freight Movement



## 02 With an Intermodal Terminal



## Managing potential hazards and land remediation



As with any major infrastructure project, the proposed intermodal terminal would have impacts on surrounding areas and we will act to respond to these.

Where possible, SIMTA will seek improve on standards set by planning and environmental controls.

### Managing potential hazards

- » SIMTA would carefully manage the transport and storage of any hazardous materials in accordance with all relevant regulations
- » Detailed assessments of potential hazards and protocols will be carried out once tenants and materials are known
- » Emergency protocols would be put in place to respond immediately to any accidents on the site.

### Land remediation

- » SIMTA will commission investigations to determine whether any soil or groundwater contamination exists on its site
- » If contamination is found, affected areas will be treated through an approved remediation process.





# Intermodal terminals: moving freight from road to rail



## What is an intermodal terminal?

An intermodal terminal is a facility where containers are moved between modes of transport, here it is between trucks and freight trains.

There are two types of intermodal terminals being proposed for Moorebank – import/export and domestic.

SIMTA is proposing an import/export intermodal terminal on its land at Moorebank, connected to Port Botany.

The import/export system moves containers to and from ports, servicing the international market. This system uses relatively small trains, often 600 metres or less in length, and moves freight short distances, sometimes only 20 or 30 kilometres.

The Federal Government is proposing a domestic rail freight system which transports containers between the mainland states. It generally involves larger trains, usually between 1,200 and 1,800 metres, travelling longer distances.

## What happens at an intermodal terminal?

The major activity conducted at an intermodal terminal is moving containers from a train to a truck or from a truck to a train.

This involves:

- » Providing road access for trucks carrying and picking up containers
- » Providing a rail siding, spur or loop connecting the intermodal terminal to the Southern Sydney Freight Line
- » Lifting containers with gantry systems and / or forklifts from trains either into warehousing or directly onto trucks
- » Repair, cleaning, and container preparation, for example, to meet food quality standards
- » Managing train and truck arrivals at the terminal and monitoring container delivery.

## Who is SIMTA?

SIMTA has national experience in logistics delivery, property management and a strong commitment to stakeholder engagement. Formed as a joint venture in 2007, SIMTA comprises:

### Stockland

- » Australia's largest diversified property group
- » Multi-billion dollar investment in commercial, retail and industrial properties in NSW
- » 55% interest in the joint venture.



### QR National

- » National freight company
- » National network of intermodal terminals
- » 15% interest in the joint venture.



### Qube Logistics

- » Logistics experts
- » Capital growth for diverse logistics portfolios
- » Manages a national network of intermodal terminals
- » 30% interest in the joint venture.



# Reducing transport pollution and emissions

SIMTA's proposed intermodal terminal would deliver important environmental benefits by moving freight from road to rail.

The proposal would shift freight movements between Moorebank and Port Botany from trucks onto trains – removing these truck movements from the already congested M5.

For example, one 600 metre port train can remove 80 container trucks from the road.

This would see a reduction in transport pollution – a major contributor to climate change.

The potential for impacts on local air quality, including impacts from exhaust fumes, will be investigated extensively by experts engaged by SIMTA as part of the Environmental Assessment process. Outcomes of these extensive studies will be made available for public comment during the formal public exhibition period and will be considered by the Department of Planning when assessing the application.

The proposed intermodal terminal would be built and designed in line with Environmentally Sustainable Design (ESD) principles.

An ESD study will be carried out to:

- » Review the site's existing and continuing environmental values and constraints
- » Identify opportunities for water reuse, emissions reduction and environmentally sustainable materials use
- » Ensure ecological communities are protected
- » Provide a cost-benefit analysis of each opportunity.

SIMTA takes its environmental responsibilities seriously. Where possible, SIMTA will seek to improve on the standards set by planning and environmental controls.



## 6.14 Feedback Form

**My question or comment about SIMTA's intermodal terminal proposal is:**

[illegible]

**My name is:** \_\_\_\_\_

**I can be contacted in regards to this question / comment at:**

Phone:

Mobile:

Email:



## 6.15 Sign-in Sheet

## Community information centre – sign in sheet

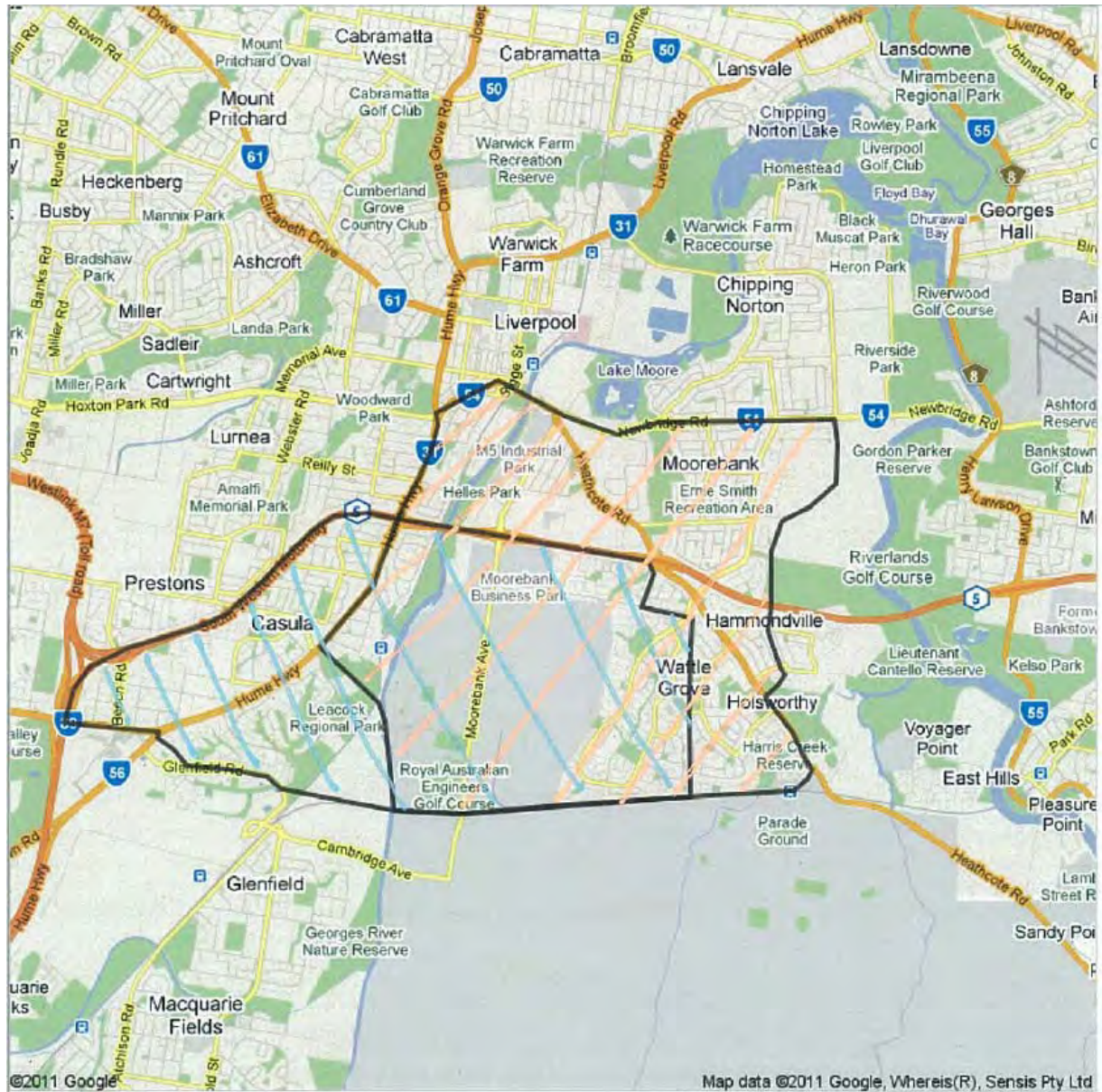
**If you would like to be kept up-to-date** on SIMTA's proposal, please provide your name and contact details below. This information will be used by Elton Consulting to keep the community updated on the project. **Your contact details will not be used for any other purpose.**

Name	Address	Phone	Email	Are you a:
				<input type="checkbox"/> Local resident <input type="checkbox"/> Local business <input type="checkbox"/> Local organisation <input type="checkbox"/> Other.....
				<input type="checkbox"/> Local resident <input type="checkbox"/> Local business <input type="checkbox"/> Local organisation <input type="checkbox"/> Other.....
				<input type="checkbox"/> Local resident <input type="checkbox"/> Local business <input type="checkbox"/> Local organisation <input type="checkbox"/> Other.....
				<input type="checkbox"/> Local resident <input type="checkbox"/> Local business <input type="checkbox"/> Local organisation <input type="checkbox"/> Other.....
				<input type="checkbox"/> Local resident <input type="checkbox"/> Local business <input type="checkbox"/> Local organisation <input type="checkbox"/> Other.....

The personal information you provide will be kept in accordance with Elton Consulting's Privacy Policy. This policy can be viewed on the internet at [www.elton.com.au/policy.html](http://www.elton.com.au/policy.html).

## 6.16 Distribution area for letter box drops

## Appendix 11 Distribution areas



July 2010 distribution area



October 2010 and February 2011 distribution area

## 6.17 Letter to residents and corresponding fact sheet 14 July 2010



14 July 2010

Dear Resident

**Re: Proposal for an intermodal terminal facility on the Defence National Storage and Distribution Centre (DNSDC) site**

I am writing to you about our proposal for an intermodal terminal facility on land held by the Sydney Intermodal Terminal Alliance (SIMTA). SIMTA is a joint venture comprising Stockland, Qube Logistics and QR National.

I understand that as nearby landowners, you will have questions about the proposal and what it means for you. For the first time since we purchased the site in 2007, and following the Treasurer's announcement on Budget night this year, it is possible to outline those parts of the proposed process that the Federal government has made clearer through the work of the recently established Moorebank Project Office.

SIMTA and many other stakeholders believe that this site is a vital platform for Sydney's future economic and productivity growth, through efficient rail freight transport along the Southern Sydney Freight Line to and from Australia's most important port.

Movement of port freight by rail from Port Botany to Moorebank will allow easing of medium and long term road congestion on the M5 east of Moorebank. As is does now, the port freight would then travel by road to western Sydney's wider industrial areas or potentially by rail to other states, forming a critical element in the national transport network.

SIMTA seeks to achieve planning certainty on our site as soon as possible. We will engage with the community and all levels of government to address any potential noise, traffic, environmental and visual impacts of the proposed terminal. We will work with a carefully selected panel of experts on each element of our proposal. As you may be aware, this process is a complex one and is likely to take place over several years. We encourage your feedback throughout the process.

I am pleased to inform you that the well respected community engagement firm, Elton Consulting, will be coordinating the community liaison process for SIMTA, which involves:

- A website, [www.simta.com.au](http://www.simta.com.au)
- Regular newsletters
- Community information and feedback sessions
- One-on-one stakeholder meetings
- A 1800 number and email address.

I attach a fact sheet on the proposal and from 16 July, I encourage you to visit our website, [www.simta.com.au](http://www.simta.com.au), for more information. For specific questions, please call 1800 986 465 or email [consulting@elton.com.au](mailto:consulting@elton.com.au).

Yours sincerely



**Stephen Bull**

General Manager – Commercial Property, Stockland  
On behalf of SIMTA



## From road to rail: Planning for a new freight facility at Moorebank

### About the proposal

This is a fact sheet about our proposal for an intermodal terminal facility on land held by the Sydney Intermodal Terminal Alliance (SIMTA). SIMTA is a joint venture comprising Stockland, Qube Logistics and QR National.

The SIMTA site covers 83 hectares and is occupied by the Defence National Storage and Distribution Centre (DNSDC). The SIMTA land is surrounded by Federal Government-owned land that includes the adjacent School of Military Engineering (SME) to the west and land held by the Department of Finance to the east.

SIMTA and many other stakeholders believe that this site is a vital platform for Sydney's future economic and productivity growth, through efficient rail freight transport along the Southern Sydney Freight Line to and from Australia's most important port.

Movement of port freight by rail from Port Botany to Moorebank will allow easing of medium and long term road congestion on the M5 east of Moorebank. As it does now, the port freight would then travel by road to western Sydney's wider industrial areas or potentially by rail to other states, forming a critical element in the national transport network.

SIMTA seeks to achieve planning certainty on our site as soon as possible and will engage with the community and all levels of government to address potential noise, traffic, environmental and visual impacts of the proposed terminal.

This process is a complex one and is likely to take place over several years. SIMTA will engage experts to guide each element of our proposal. We encourage your feedback throughout this process.

Currently, the Federal Government is conducting a feasibility study into the intermodal potential of the SME and SIMTA sites.

### Location

Located 38 kilometres southwest of Sydney and 30 kilometres west of Port Botany, the site is close to the M5 and M7 motorways and the Southern Sydney Freight Line (under construction).

The site covers 83 hectares and includes the Defence National Storage and Distribution Centre (DNSDC).

Please refer overleaf for the map of the proposed intermodal terminal.

### Contact Us

From 16 July 2010  
please visit our website  
**[www.simta.com.au](http://www.simta.com.au)** for  
more information. For specific  
questions please call  
**1800 986 465** or send written  
enquiries or feedback to:  
**[consulting@elton.com.au](mailto:consulting@elton.com.au)**.

## Federal Government announcement

On May 11 2010, the Minister for Infrastructure, Anthony Albanese, announced the Federal Government would allocate \$70.7 million to complete detailed planning for the potential intermodal precinct at Moorebank.

The Minister said the staged redevelopment of the hub was expected to start in 2013, subject to final approval.

The Department of Finance and Deregulation will drive this work in partnership with the Department of Infrastructure, Transport, Regional Development and Local Government and the Department of Defence.

## Previous announcements

In September 2004, the Howard/Anderson Government identified Moorebank as an ideal location for a “vital road and rail freight hub” and “a critical element in the national transport network”.

In 2005, the NSW government adopted the Freight Infrastructure Advisory Board’s recommendation that Sydney’s major intermodal freight terminal should be located at Moorebank.

In 2007, the Howard Government committed funding for the development of an intermodal precinct at Moorebank and the Rudd Government matched this commitment.




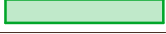




In 2009, Infrastructure Australia identified the Moorebank intermodal precinct as part of Infrastructure Australia’s priority pipeline.

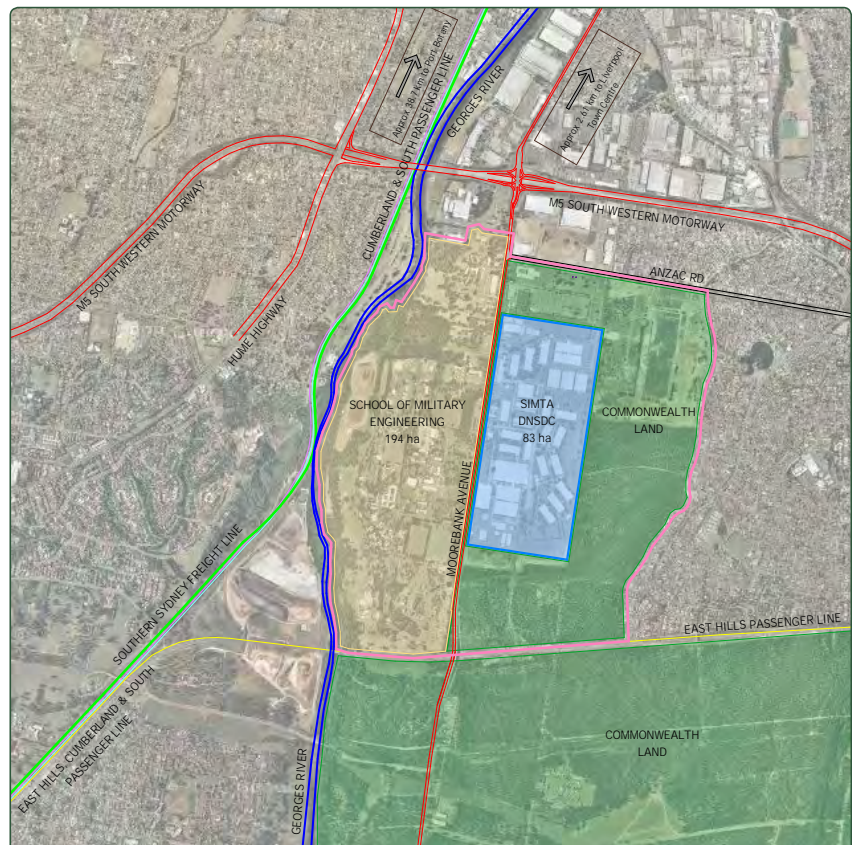
## How would the proposed SIMTA Moorebank intermodal terminal operate?

The terminal facility operations would involve loading freight onto trains at Port Botany, directly transporting containers to Moorebank on a dedicated freight line – avoiding both passenger trains and traffic on the M5 between Liverpool and Port Botany.

The containers would be unloaded at Moorebank into warehouses on site or onto trucks for delivery to businesses and warehouses across southwest Sydney. The operation would also work in reverse, taking freight containers by rail back to Port Botany.

Freight would be linked into the national freight rail network – providing an interface point for the transfer of freight from the road to the rail network and vice versa.

LEGEND	
MOOREBANK PRECINCT:	
SIMTA / DNSDC:	
SME:	
COMMONWEALTH LAND:	
ROAD-WAYS:	
PASSENGER RAIL:	
FREIGHT RAIL:	
GEORGES RIVER:	





# Your environment

## Noise and vibrations

Noise and vibrations decrease with distance and physical barriers. Both of these factors would be actively addressed on the SIMTA site.

There would be approximately one kilometre of land between the nearest residence and the proposed railway terminal. Existing warehouses and additional buildings between the terminal and residences would further dampen noise and vibrations.

SIMTA will carry out acoustic assessments during the feasibility and design process, and if the proposed intermodal terminal facility is approved, future noise and vibration levels will be monitored on an ongoing basis and improvements implemented as appropriate.

## Light spill

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

Detailed design work and the use of the latest technology would direct light where it needs to go.

Custom designed light poles that direct light downwards – rather than across the facility combined with the latest technology – would also address light spill.

## Traffic

During the planning process, SIMTA will engage expert traffic engineers to advise on the traffic implications of the proposal. They will assess the potential impacts on local roads as well as main arterial roads, and from this recommendations for mitigation works will be made.

SIMTA will work with the NSW Roads and Traffic Authority and Council to support continued restrictions on truck access on Anzac Road through west Wattle Grove. SIMTA would not require truck access routes through Wattle Grove.

The SIMTA intermodal terminal facility would be designed to increase efficiencies and minimise delays. Trucks would be scheduled to minimise queuing.

# 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 environmental, water, noise and vibrations and traffic
- » SIMTA supports current RTA restrictions on truck access on Anzac Road through west Wattle Grove. SIMTA would not require truck access routes through Wattle Grove
- » There would be approximately one kilometre of land between the nearest resident and the proposed railway terminal
- » The proposal would create a significant number of construction and permanent jobs in western Sydney
- » The move from road to rail would deliver significant environmental benefits – for example, one 600 metre port train can remove 80 container trucks from the road.



## Who is SIMTA?

SIMTA has national experience in logistics delivery, property management, and a strong commitment to stakeholder engagement.

SIMTA is in the process of engaging a team of expert consultants to deliver best practice stakeholder engagement processes and a twenty-first century freight transport solution for New South Wales.

Formed as a joint venture in 2007, SIMTA comprises:

### Stockland

Australia's largest diversified property group, founded in NSW in 1952. Stockland has a multi-billion dollar investment in commercial, retail and industrial properties in NSW and is one of the State's largest investors in residential development. The company holds a 55% interest in the joint venture. Stockland also owns the

Yennora Distribution Centre run in partnership with Qube Logistics, which includes an integrated intermodal terminal with a rail link to Port Botany.

### Qube Logistics

Logistics experts, Qube Logistics hold a 30% interest in the joint venture. Qube Logistics provides capital growth for a diverse range of logistics portfolios and manages a national network of multi user intermodal terminals.

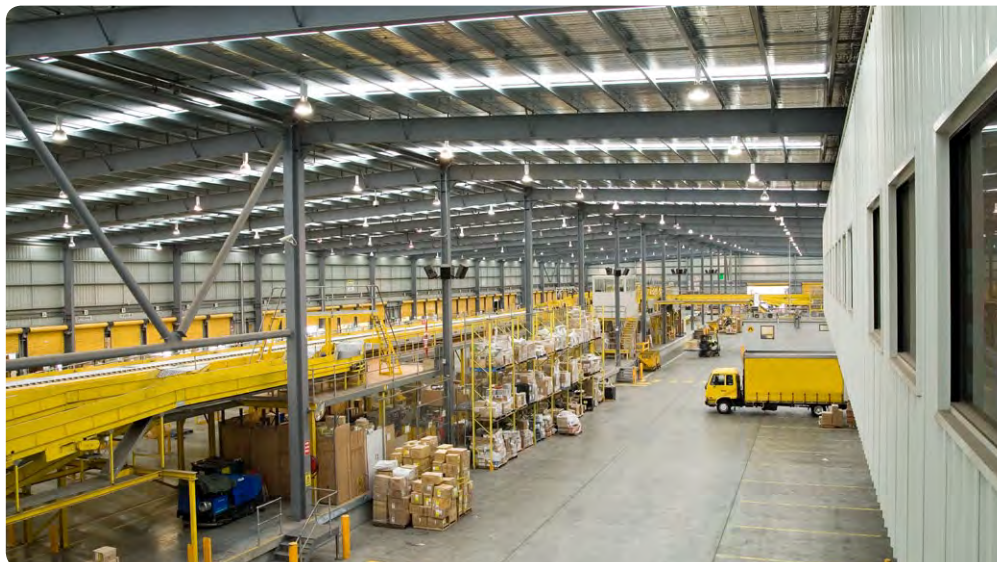
### QR National

One of Australia's two national freight companies and has a national network of multi user intermodal terminals. QR National holds a 15% interest in the joint venture.

## Working with the community

Well respected community engagement firm, Elton Consulting, will be coordinating the community liaison process for SIMTA, which involves:

- » A project website, [www.simta.com.au](http://www.simta.com.au)
- » Regular newsletters
- » Community information sessions
- » One-on-one stakeholder meetings
- » A 1800 number and email address as listed below.



## Contact Us

From 16 July 2010 please visit our website [www.simta.com.au](http://www.simta.com.au) for more information. For specific questions please call **1800 986 465** or send written enquiries or feedback to: [consulting@elton.com.au](mailto:consulting@elton.com.au).



## 6.18 Contact Card

The background image shows a port or industrial facility at night. A train with orange and blue locomotives is moving through a yard filled with green intermodal containers. A yellow forklift is visible on the right, and two workers in high-visibility vests are in the center. The scene is illuminated by artificial lights.

**SIMTA**

SYDNEY  
INTERMODAL  
TERMINAL  
ALLIANCE

**For all community enquiries,  
please contact:**

t: 1800 986 465

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

e: [consulting@elton.com.au](mailto:consulting@elton.com.au)



## 6.19 Community News Update October 2010

## Dear Resident,

We are writing to update you about the Sydney Intermodal Terminal Alliance's (SIMTA) proposed intermodal terminal facility at Moorebank.

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

The concept proposed intermodal 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.

Lodgement of the PEA is the first step in the planning process for the proposed development on the SIMTA site. On the inserted page, we have included a step-by-step diagram of the planning process for your reference, including details of the formal public exhibition period.

SIMTA is strongly committed to engaging with the community throughout the planning process, to both seek public feedback and to respond to the proposed terminal's potential impacts.

We will be opening an information centre in Liverpool in the next few weeks. This information centre will be open to the public. It will be staffed by SIMTA personnel and have a range of displays describing the proposed development. The address and opening hours of the information centre will be available shortly on our website.

We will also continue to update our website with the latest information and respond to enquiries to our information line and email.

Yours sincerely,

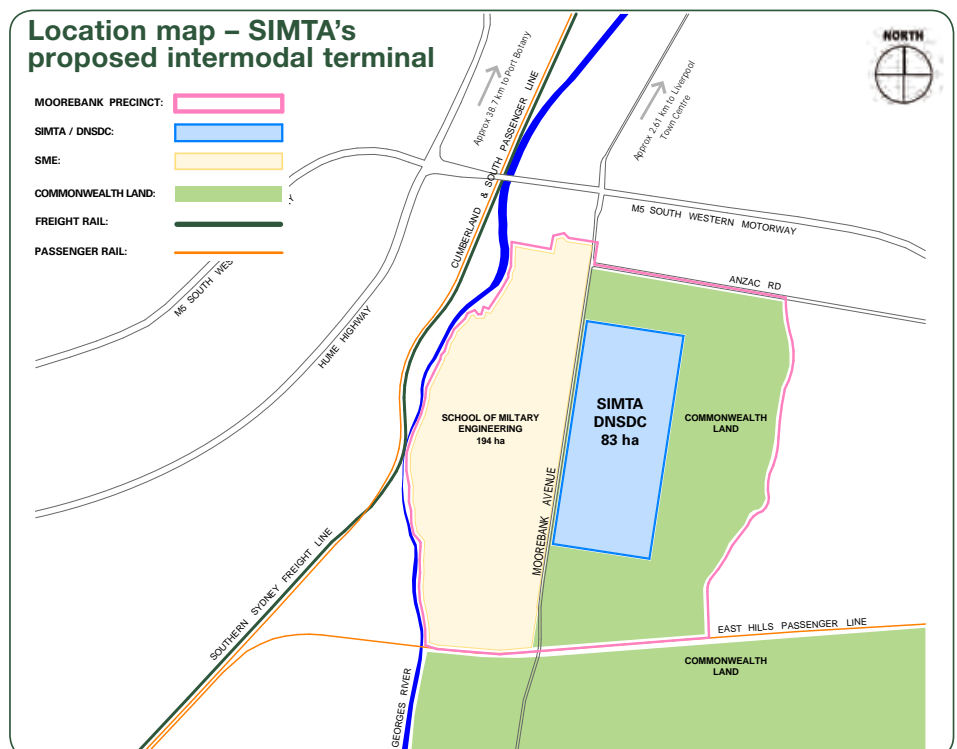
**Stephen Bull**

General Manager –  
Commercial Property, Stockland  
On behalf of SIMTA

## Connecting with the community

There are a number of ways we are connecting with the community about the proposal:

- » An information centre opening soon
- » A project website [www.simta.com.au](http://www.simta.com.au)
- » A dedicated free call information line 1800 986 465
- » Email [consulting@elton.com.au](mailto:consulting@elton.com.au)
- » Regular community news updates.





## Mitigating impacts on your environment

As with any major infrastructure project, the proposed intermodal terminal has the potential to impact on surrounding areas and we will act to address these.

A range of detailed environmental studies will be undertaken as part of this planning process to assess the potential impacts associated with the development. These studies will inform proposed mitigation measures to address environmental impacts.

Where possible, SIMTA will seek to exceed the environmental standards required under planning and environmental controls.

SIMTA will respond to potential impacts associated with the development by:

- » Constructing the proposed terminal 990 metres from the nearest house, to reduce noise impacts
- » Constructing warehouses between the proposed terminal and existing houses to further reduce noise and vibrations
- » Implementing state-of-the-art designed, physical barriers and other environmental controls to reduce potential impacts
- » Undertaking detailed acoustic assessments to measure potential noise impacts of operations, the connecting railway line and truck movements

– with mitigation measures developed based on these assessments

- » Monitoring noise and vibrations on an ongoing basis
- » Assessing the proposal's impact on traffic flow in consultation with expert traffic engineers
- » Implementing traffic management measures, including dedicated truck entry and exit points from the intermodal terminal
- » Scheduling truck arrivals to the proposed terminal facility to minimise queuing
- » Requiring no truck access along Anzac Road through west Wattle Grove
- » Assessing potential impacts on air quality during construction and operations – with mitigation measures developed with expert advice based on these assessments
- » Regularly monitoring emissions
- » Designing lights using the latest technology to direct light downwards and minimise light spill beyond the terminal and buffer area
- » Ensuring buildings are designed in line with Ecologically Sustainable Design (ESD) principles, such as using sustainable materials and renewable energy technologies.



## Contact Us

Please visit our website [www.simta.com.au](http://www.simta.com.au) for more information.

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

Please check our website for updates on SIMTA's Information Centre opening date.

# Planning process

## STEP 01

*We are here*

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

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

## STEP 02

**Declaration as  
Major Project**

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

## STEP 03

**Environmental  
Assessment (EA)  
requirements issued**

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

## STEP 04

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

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

## STEP 05

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

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

## STEP 06

**Lodgement of  
Project Application**

- » SIMTA prepares and lodges a Project Application with the NSW Department of Planning
- » The Project Application is submitted to obtain approval to commence works on the project.

## STEP 07

*Formal public consultation period*

**Public exhibition of  
Concept Plan and  
Project Application**

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

## STEP 08

**Consideration of  
written submissions**

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

## STEP 09

**Assessment report**

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

## STEP 10

**Determination of  
Concept Plan and  
Project Application**

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

## Contact Us

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

Please check our website for updates on SIMTA's Information Centre opening date.