

MEMORANDUM

DATE 11 March 2014

ATTENTION Andrew Beattie (Department of Planning and Infrastructure)

SENDER Tactical Group

PROJECT SIMTA Moorebank Intermodal Terminal Facility (MP10_0193)

FILE NUMBER 111103

SUBJECT SIMTA Freight Village

Further to recent discussions and subsequent meeting held with the Department of Planning and Infrastructure (DP&I) 19 February 2014, DP&I have requested further information relating to the proposed uses/tenants, expected employee numbers and users/customers expected within the proposed Freight Village which forms part of the SIMTA Concept Plan Approval.

SIMTA's Concept Plan proposes that a Freight Village forms part of the Concept Plan approval, the Freight Village is broadly described as:

approximately 8,000m² of support services will be provided on site. These may include site management and security offices, meeting rooms, driver facilities and convenience retail and business services.

Advice from SIMTA's current architect, Reid Campbell has provided the anticipated use and occupation of the Freight Village within context of the SIMTA Concept Plan Approval:

By international standards (in particular Europe), the term "Freight Village" is in fact used to describe the difference between a:

- *Pure Intermodal – Facilitating container exchange between transport modes only, with some occasional on-site storage of full and empty containers; and*
- *"Value-Adding Terminal" – Such as the SIMTA proposal which allows for a truly integrated logistics network and exchange between goods transported and distribution, with the inclusion of on-site services such as bonded facilities, warehousing, repairs and cleaning, customs and insurance, and localised worker amenity.*

In the context of the SIMTA proposal, the term "Freight Village" is used to describe a land use zone that offers the ancillary support services that will make it the first truly "value-adding" terminal in Australia.

It is important to note that the Freight Village zone is not simply a retail offering, but rather a range of different ancillary uses to meet the needs of the tenants, worker population and visitors to the SIMTA site.

At the present time, an allowance of approximately 8,000sqm of GFA has been assumed and that the Freight Village zone could include facilities such as:

- *SIMTA site management office;*
- *SIMTA site security offices;*
- *Commercial Office space that may be occupied by distribution tenants of SIMTA requiring a separate office suite;*
- *Commercial Office space that may be occupied by tenants that do not have any distribution capability within SIMTA but may offer aligned services;*
- *Meetings Rooms and Conference Facilities available for hire by SIMTA tenants, used for external training, or other purposes;*
- *Minor retail and business services, such as a business service centre; convenience stores; bank(s); post office; newsagent etc;*
- *Minor Food and Beverage facilities such as a Café, Restaurant, other food and beverage outlets;*
- *Possible inclusion of some sleeping facilities or limited short-stay accommodation;*
- *Possible inclusion of a Service Station; and*
- *Potential for additional car parking to support these uses.*

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As such, the allowance of 8,000sqm of GFA in this zone is considered to be an appropriate ratio to the amount of built area, employment density, visiting and localised traffic within the SIMTA site.

The final composition of these facilities will be based on demand and will be generally be privately operated by individual tenants.

The possible inclusion of a centralised car parking area may also be provided within the Freight Village zone to enable the separation of heavy vehicle movements from private vehicle movements, particularly around the intermodal terminal warehouses.

The exact size, detailed layout and design of each individual facility will be the subject of any future application and will be in accordance with market demand and tenant/user requirements.

The provision of the Freight Village within the SIMTA proposal is expected to be primarily to service employees of the intermodal terminal and warehousing facilities. It is not envisaged that a large proportion of 'external traffic' would use the Freight Village facility, nor is it SIMTA's intention to preclude the use of the Freight Village by external sources.

The expected employee numbers that would be generated by the Freight Village have been detailed within Concept Plan Environmental Assessment and detailed within Appendix X (Economic Impact Assessment, Urbis 2013). These figures have been used to determine the environmental impact of the SIMTA proposal.

Should further information be required to satisfy the request made by DP&I, do not hesitate in contacting Steve Ryan (Tactical Group) on +61 406 995 822.