

Summary Fact Sheet

NSW Planning Assessment Commission Determination:

SSD-5066 – Moorebank Intermodal Terminal, Moorebank
Friday, 3 June 2016

The NSW Planning Assessment Commission has determined that the Moorebank Intermodal Terminal concept plan, proposed by the Moorebank Intermodal Company (MIC) on behalf of the Commonwealth Government, can be approved subject to comprehensive conditions and management requirements.

The Commission has made a number of significant changes to the recommended conditions that are outlined in its Determination Report. Importantly, the Commission has limited the throughput on the MIC site to a maximum of 1.05 million TEU per annum. This ensures that MIC and the related proposal from Sydney Intermodal Terminal Alliance (SIMTA) do not exceed a combined throughput target of 1.55 million TEU per annum.

The Commission has also sought to provide greater certainty to the community that freight travelling to and from Port Botany will be transported by rail rather than relying on the road network. As such, the Commission has determined that intermodal operations on the site cannot commence until a rail connection to the Southern Sydney Freight Line is operational. Furthermore, the Commission has required that all containers must be transferred from Port Botany to the site and from the site to Port Botany by rail, unless there is planned track maintenance or where unforeseen circumstances have occurred, such as a derailment or emergency track work.

The Commission accepts that even without the project, the surrounding road network will be operating at or close to capacity by 2030. The approval of this concept plan provides a significant opportunity to address the area's current traffic problems over the long term. In order for future stages of the intermodal to proceed, MIC must be able to demonstrate that the intermodal will not exceed the capacity of the transport network. To achieve this, MIC would be required to commit to road and traffic upgrades to alleviate the traffic impacts from the intermodal terminal. These road and traffic management upgrades and other mitigation measures will be guided by State and Federal infrastructure agencies and will be detailed in subsequent applications.

The Commission has also made changes to the recommended conditions in relation to noise and air quality. In particular, the Commission has required MIC to use locomotives and wagons that incorporate best practice noise and emission technologies and strengthened monitoring and compliance provisions. This will have significant mitigation benefits for the amenity of surrounding residents and employees of the intermodal terminal.

The construction and operation of the project will provide significant public interest benefits in relation to job creation in Western Sydney. The construction and transport, postal and warehousing industries employ a significant proportion of Western Sydney's population.

The Commission notes that the NSW Government has stated its intention to improve freight productivity by improving the capacity of the rail freight network and encouraging the movement of containers by rail. As outlined in the *National Land Freight Strategy*, the construction and operation

of this terminal is one of the many steps that need to be undertaken in order to provide incentives for the increased movement of containers by rail within Sydney and NSW.

Various governments have proposed an intermodal terminal on this site since 2004. The Commission has found a demonstrated need and strong strategic justification for an intermodal terminal to be developed at this location. The site is within close proximity to the road and rail network and the growing consumer markets of Western Sydney. Its size and topography also make it a suitable site for an integrated freight terminal. The Commission concluded that no other site in western Sydney was able to demonstrate these competitive advantages at this point in time.

The Commission is still considering the application for Stage 1 of the SIMTA project that is situated on land immediately adjoining the MIC concept plan site.