

BADGERYS CREEK

The ideal location for an intermodal





A message from the Mayor

Liverpool Council and the community have long argued that the development of a freight terminal at Moorebank is deeply flawed. The Moorebank Intermodal Planning and Assessment Commission (PAC) report handed down on September 29, 2014 recognises significant issues for the intermodal development at the Moorebank site. The PAC has rightly stated that the MIC proposal will have to be assessed in light of the SIMTA proposal and that a master plan for the precinct should have been undertaken in the first place. The report recognises that key intersections on Moorebank Avenue and the Hume Highway will need significant investment and redesign to address traffic impacts as they are already at full capacity. It also recognises significant problems relating to air quality, construction and operational noise impacts.

The solution to Sydney's freight problem is not going to be found at Moorebank. With significant government infrastructure scheduled for the new airport and huge potential for new business to grow and thrive, Badgerys Creek is the answer. It has the potential to be a true intermodal for road, rail and air.

Further, as cities all over the world rethink their relationships to their natural rivers, we have a vision for our river, the Georges River, which would see the Moorebank site earmarked for more residential development. With Sydney's population rapidly expanding this site could go a long way towards solving Sydney's future housing challenges. Revenue raised from the sale of this site could also be used to fast track the infrastructure necessary to support a Badgerys Creek intermodal option.

We want the intermodal. We just want to see it in the right place - Badgerys Creek.

What we need now is considered discussion and revision of the intermodal proposals so that we can reach a solution that is acceptable to the local community and solves some of the freight and housing challenges facing Sydney. Council wants to work with the Federal and State governments on this issue to ensure that the final solution provides benefits to all, both now and into the future.

Let's start the discussion about Sydney's newest intermodal at Sydney's newest airport, Badgerys Creek.

Ned Mannoun
Liverpool City Mayor

Clear vision: Our opportunity to make the right decision for the future

Why build an intermodal at Badgerys Creek?

- An intermodal at Badgerys Creek will be a true intermodal with road, rail and air access and will generate economic activity at the airport site from its first day of operation
- Truck access can be configured into the \$3.5 billion already allocated to the surrounding road infrastructure network for the new airport as opposed to the costly road and rail upgrades necessary at the Moorebank site
- The area is big enough to handle the number of container movements required – up to 1.1 million Twentyfoot Equivalent Units (TEUs) per year of import-export freight and another 500,000 TEUs per year of interstate freight
- It is strategically located in the area where a new rail line is planned for the airport, is near the Western Sydney Employment Area (WSEA), the outer Sydney Orbital transport corridor and the M7 Motorway key freight corridor
- It is next to future industrial areas and future freight markets in Western Sydney, which is where two-thirds of the containerised freight received at Port Botany is transported
- Chullora and Enfield intermodals have the capacity to expand their operations to meet TEU targets until a Badgerys Creek intermodal is operational
- It is owned by the Australian Government and available for use consistent with the airport.

The problems with Moorebank

- The PAC identified that the Moorebank area is already suffering from significant traffic congestion and an intermodal will exacerbate this
- The road and rail upgrades needed to service the intermodals are significant and complex and are likely to cost in excess of \$750 million
- The economic viability of the Moorebank site has been questioned due to the limits placed by the PAC on the number of TEUs SIMTA can move through the terminal
- There are significant problems relating to air quality, construction and operational noise impacts created by the intermodals
- It threatens the operation of one of South West Sydney's greatest cultural institution, the popular Casula Powerhouse Arts Centre
- The effect on local residents will also be felt through noise impacts and air pollution.

Untapped premium riverside land worth at least \$482m

- The land identified for the Moorebank intermodal is valuable, urban, riverfront land with the highest and best use being development as a premium riverside residential lifestyle precinct. An independent land valuation estimated the SIMTA and MIC sites at more than **\$482 million*** (Cushman and Wakefield Development Opportunity Liverpool Riverside Lands, September 2014). The proceeds of any sale of these sites could be put towards the cost of developing infrastructure to support an intermodal at Badgerys Creek.
- State population growth targets require an additional 1.6 million people to be accommodated in Sydney by 2031. The Moorebank site has the potential to house more than 40,000 people in 16,500 dwellings, helping to meet these targets.



Badgerys Creek Airport — the game changer

The announcement of the Badgerys Creek International Airport is a game changer for Western Sydney. A Deloitte report estimated that up to 28,500 jobs alone will be created as a result. It is a significant piece of infrastructure that demands a revisiting of the existing strategic framework for Sydney and New South Wales. As we speak, NSW Planning and Environment are updating the draft Metropolitan Strategy for Sydney to 2031 to incorporate the opportunities of the second airport at Badgerys Creek.

In light of the scale of a second Sydney airport, the freight solutions proposed for our City need to be revisited. The NSW Transport Master plan and NSW Freight and Ports Strategy must be reviewed to ensure the full potential of Badgerys Creek is realised - including opportunities around freight and transport.

The Moorebank Intermodal Proposals — problems not solutions

The NSW Freight and Ports Strategy identifies a number of key objectives and challenges to the logistics industry in NSW regarding network efficiency, capacity and sustainability. The intermodal terminals at Moorebank may help to address some of these issues but at the same time, will create significant pressures on local transport networks, the environment and the community.

The SIMTA intermodal proposal sought approval to a throughput of 1 million Twenty-Foot Equivalent Units (TEUs) per annum. However the PAC has only granted approval for a maximum of 250,000 TEUs, with a potential further 250,000, should stringent road network investment, redesign and monitoring prove the area is capable of absorbing it.

What are the issues with the Moorebank site?

Serious traffic issues



The Moorebank area is already suffering from significant traffic congestion. With more than 10,000 truck movements per day expected to be created by the terminals, this will only be exacerbated. For the intermodals to proceed, substantial upgrades, duplications and works are needed to major roads and intersections such as the M5, the Hume Highway and Newbridge Road.

The PAC granted approval for a maximum of 250,000 TEUs, with a potential further 250,000 should stringent road network monitoring show the areas can absorb it. This reduced capacity, coupled with the costs of upgrading the local transport infrastructure, challenges the viability of the intermodal terminals at Moorebank which at best will only service 500,000 TEUs per year.

Local environment impacts at a significant cost

There are significant problems relating to air quality, construction and operational noise impacts created by the terminals. For the intermodal to get access to the Southern Sydney Freight Line, an expensive and obtrusive rail bridge is required over the Georges River Casula Parklands, destroying this now peaceful, natural parkland. It also threatens the operation of South West Sydney's iconic cultural institution, the popular Casula Powerhouse Arts Centre. The effect on local residents will also be felt through noise impacts and air pollution.

Opposition in the local community to the terminal at Moorebank has always been strong. A community meeting organised by the PAC in July 2014 was well attended by local residents who highlighted significant concerns over the SIMTA proposal. This followed a community rally held in late 2013 where the community made their views heard.

Council also commissioned peer reviews of the environmental assessments put forward by the operators. These peer reviews reinforced the PAC findings that the operator's assessments didn't address the significant concerns created by the terminals.

The Badgerys Creek solution

The intermodal requirements of Western Sydney are a key consideration when discussing Sydney's second airport. The Badgerys Creek airport freight traffic would enhance existing land freight activity in Western Sydney. There are substantial efficiency opportunities when intermodals and international airports are co-located. This would create a strategic intermodal transportation hub connected to the outer Sydney Orbital and the rail network, and would potentially provide world-class global logistics to international and domestic transportation companies, while also being more cost effective. An intermodal would generate economic activity at the airport site from its first day of operation.

It is important not to limit the vision for the Badgerys Creek precinct to just these traditional activities. The precinct has the capacity to provide a catalyst for industry innovation that can drive implementation of new technology in both services and manufacturing. The convergence of industry sectors across technology platforms means that the airport precinct and its links back to the Liverpool City Centre can assist a new concentration of knowledge intensive industries in South West Sydney.

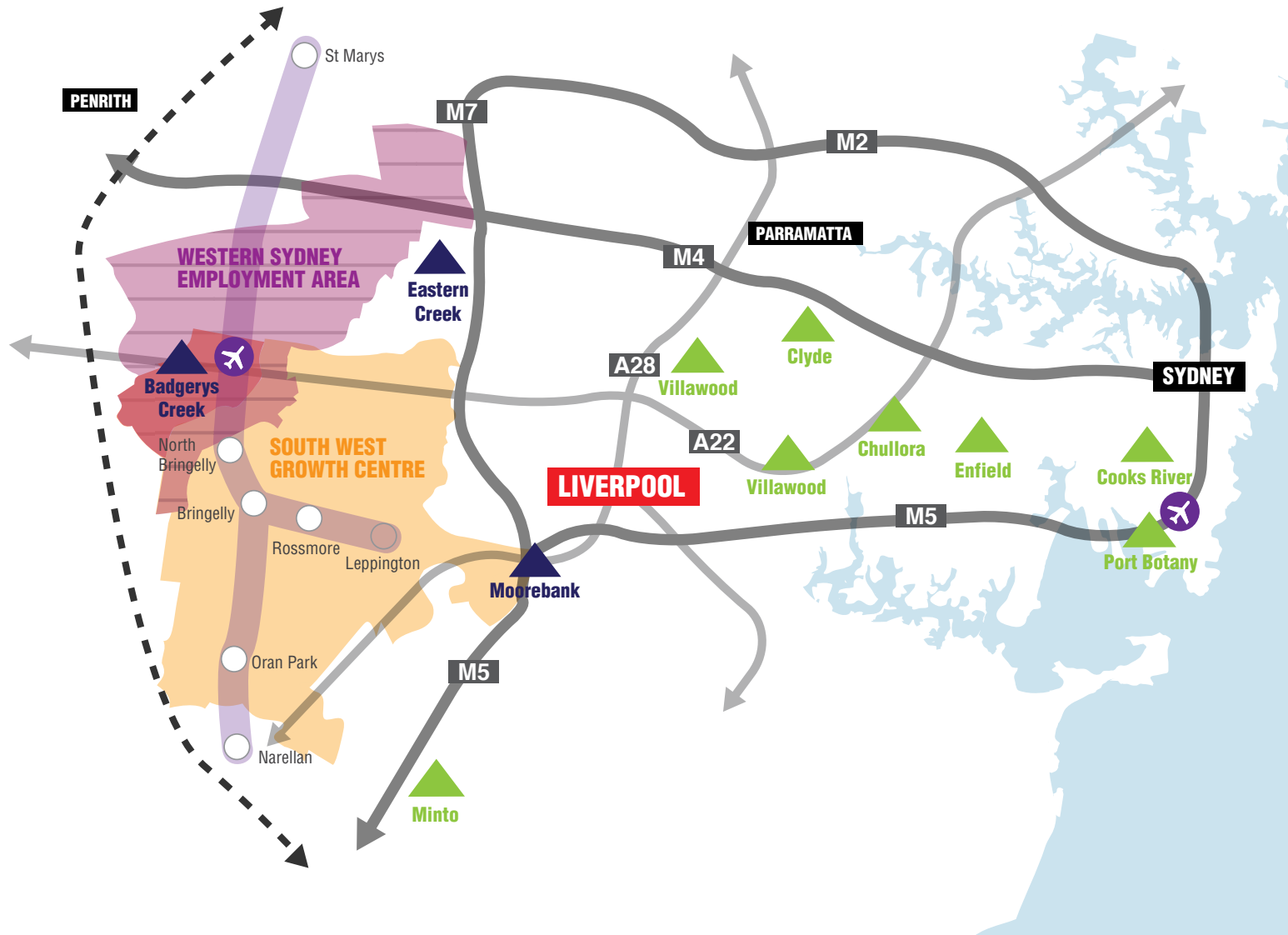
Badgerys Creek is also:

- Big enough to handle interstate freight trains, which can be 1.5km to 1.8km long
- Big enough to handle the number of containers expected – up to 1.1 million TEUs per year of import-export freight and another 500,000 TEUs per year of interstate freight
- Located in the area where a new rail line is planned for the airport and the WSEA outer Sydney Orbital transport corridor
- Near the M7 Motorway key freight corridor
- Next to future industrial areas, and future freight markets in western Sydney, which is where most of the containerised freight received at Port Botany is headed (nearly two thirds travels to Western Sydney)
- Sufficiently far from Port Botany to make rail a viable alternative for moving containers to and from the port
- Owned by the Australian Government and available for expanded use consistent with and supporting the airport
- In the planning stages which provides the perfect opportunity to ensure that infrastructure planning is undertaken in the most efficient and cost effective way possible to meet the needs of a rapidly expanding Sydney.












Sydney's Freight Terminal Network

Badgerys Creek well positioned for an Intermodal



LEGEND:

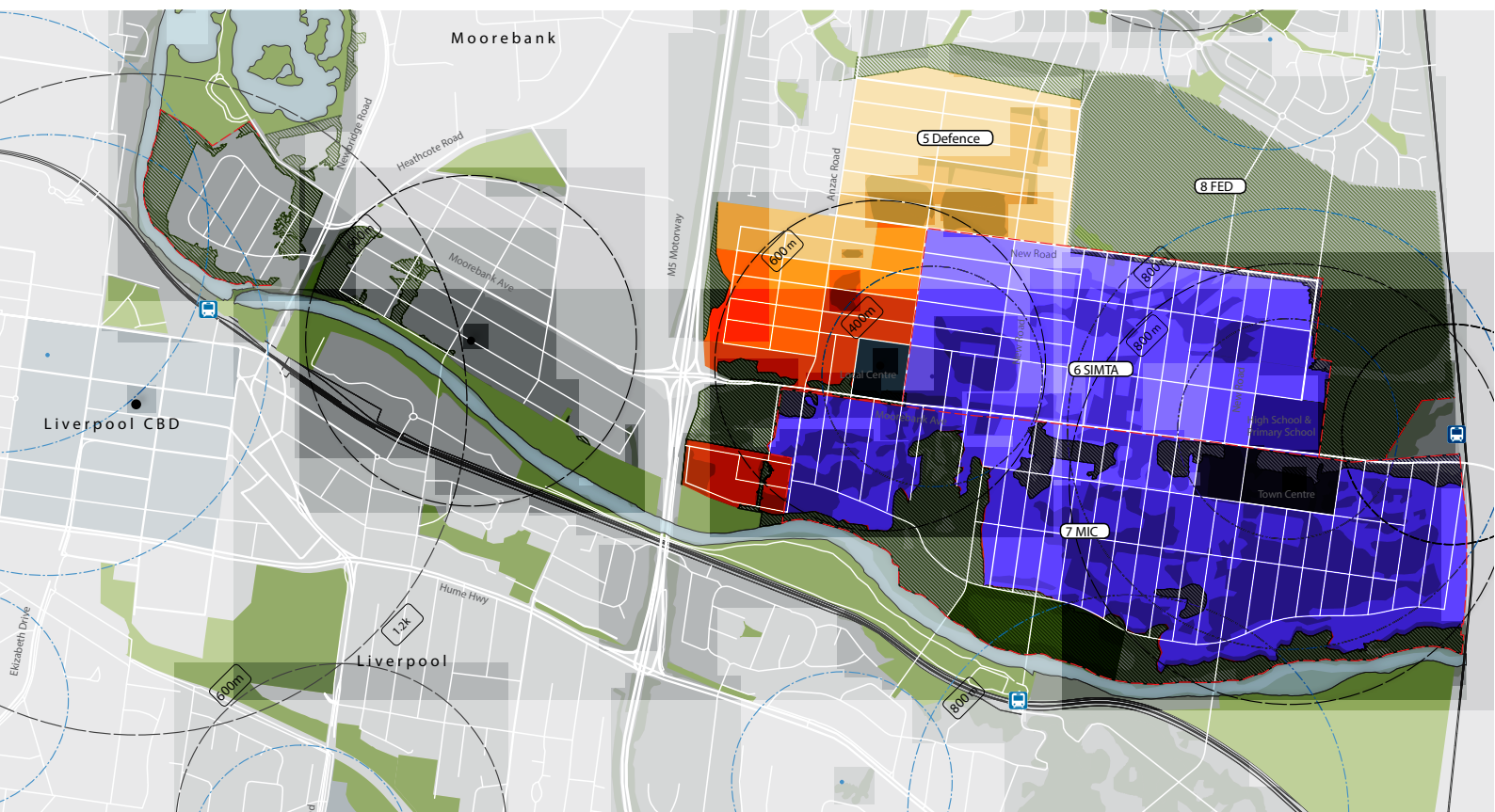
- | | | | |
|---|------------------------------|---|--|
|  | Existing Intermodal Terminal |  | South West Rail Link Extension
- proposed public transport corridor |
|  | Proposed Intermodal Terminal |  | Western Sydney Employment Area |
|  | Major Roads |  | Commonwealth Land |
|  | Proposed M9 |  | South West Growth Centre |
|  | Proposed Core Train Station | | |

The Moorebank residential Riverside vision

The land identified for the Moorebank intermodal is prime, urban, riverfront land, with the highest and best use being development as a premium riverside residential lifestyle precinct. The site has the capacity to significantly contribute to meeting Sydney's housing needs as well as providing local employment opportunities. The riverfront land is an asset that offers substantial environmental, recreational and community benefits that can support Liverpool's achievement of its potential as the third regional city.

The most appropriate and sustainable land use for the MIC site would be to transform it into a river residential and mixed use precinct. The Moorebank site has the capacity to deliver up to 16,500 dwellings close to established transport and rail infrastructure to contribute to solving Sydney's housing crisis as identified in the draft Metropolitan Strategy for Sydney. The potential economic return from development of such prime real estate could make a substantial contribution towards the cost of establishing an intermodal at Badgerys Creek.

Additionally, there could be an opportunity to establish a new passenger railway station at Moorebank to support this new community and provide an improved public transport service for the area, further stimulating development and investment potential.



LEGEND: SIMTA and MIC sites - premium riverside real estate

Moorebank Intermodal's Economic Viability

Existing intermodals in Western Sydney have the capacity to expand. The economic viability of the proposed Moorebank intermodals has already been questioned by the industry (see *Asciano challenges Moorebank freight hub*, SMH, Wednesday July 2, 2014). The PAC's decision to limit the operational capacity of the Moorebank site further calls into question its viability.

Chullora and Enfield — room to expand

Any intermodal at Moorebank will attract heavy competition from the Chullora intermodal in which \$112 million is being invested to expand its annual capacity to 600,000 TEUs per year by 2015. It is reported that there is further potential to increase capacity at Chullora to 800,000 TEUs per year and the Enfield intermodal is expected to accept up to 300,000 TEUs per year.

Development of the proposed intermodal at Moorebank will take considerable time as it will involve the construction of complex rail spurs and intersection upgrades. Chullora and Enfield could address Sydney's freight problems in the short term, leaving room to plan for the Badgerys Creek option.

For further information

Carl Wulff

Chief Executive Officer, Liverpool City Council

Phone: 9821 9221

Email: C.Wulff@liverpool.nsw.gov.au



Liverpool City Council, Level 2, 33 Moore Street, Liverpool NSW 2170
Phone: 1300 36 2170 Visit: www.liverpool.nsw.gov.au
E-mail: lcc@liverpool.nsw.gov.au
NRS: 133 677 (for hearing and speech impaired callers only)