

February 2017

**SIMTA Stage 2 Proposal (aka Moorebank Precinct East Stage 2 Application)  
Application Number SSD 7628  
Submission by Lorrae Lemond**

There are many reasons why I believe that the proposed Moorebank Intermodal(s) should not go ahead. One of these reasons is that I believe this will mean a decrease in employment opportunities for Liverpool rather than increase. If there was a combination of different industries on this land there would be a much higher increase in employment for the area and that's what Liverpool needs.

The Stage 2 Proposal suggests that the operational workforce for the SIMTA site will be approximately 1,408 full time equivalent staff and 25 staff members during the operation of the freight village. I have made enquires with Elton Consulting at the beginning of February as to whether the staff members at the freight village are direct staff of the intermodal terminal or indirect staff (supporting businesses). At this time nobody has responded to my enquiry. I currently believe from 4.1.3 Freight Village of the SIMTA Stage 2 SSDPEA, that the freight village staff are indirect.

If you look at a figure of 1,408 staff across the GFA (Gross Floor Area) of 300,000m square, which is the size of the warehouse as stated in the proposal, that means there will be 213.068 square metres per employee. As you will see from the table below you can achieve much higher employment per square metre with a mixture of businesses. There is only one industry noted below that employs less people per square metre than an intermodal.

I have based these figures on the Gross Floor Area of the buildings on the proposed intermodal sites. If I were to base the same employment figures on the total area of both precincts this would result in even far worse figures as the buildings only take up a fraction of the total land whereas most industry's buildings take up the majority of the land they are built on.

*Reference: <http://sizztech.com/blog/2015/07/employment-density/>*

**Town of Claremont, WA Australia**

**[Claremont North-East Precinct Economic Review August 2008](#)**

The economic review of floor space, employment and expenditure within the Town of Claremont. The Town of Claremont commissioned Pracsys to produce this report. A summary of the Workspace Ratios from the review is provided below.

<b>Industry Sector</b>	<b>Sq mtr per Employee</b>
Primary Industries/Rural	200
Manufacturing/Processing/Fabrication	59
Storage/Distribution	174
Service Industry	74
Shop Retail and Other Retail	36
Office/Business	27
Health/Welfare/Community Services	36
Entertainment/Recreation/Culture	85
Residential	279
Utilities/Communications	62

As surrounding land that is already occupied by many of the industries above is swallowed up by industries that support an intermodal, ie warehousing, etc this will mean a decrease in jobs for Liverpool when what we need is an increase in employment opportunities.

I queried David of SIMTA on many occasions during August 2016 regarding the quote in the SIMTA Community New Update July 2016 under the heading Key Benefits - "Create more than 7,000 jobs". David actually stated the Economic Benefits Studies identified "an estimated 7,700 jobs once the precinct is fully operational." Please note that when I queried David further on these figures he was unable to give me any breakdown of these jobs and could only say the figures were based on Australian Bureau of Statistics data as well as direct jobs data and experience collected from similar transport and warehousing operations. I would imagine that this data would be out of date since processes are always being improved requiring more automation and less employees. We see that the figure of 7,700 jobs that had been quoted was grossly exaggerated when we now see that the SIMTA site will only employ 1,408 people and the Moorebank Precinct West will employ a total of 1,240 equivalent full time staff.

I would also like to quote an article on [joc.com](http://joc.com) by Zoe Reynolds on 3 December 2015 which states "Moorebank will be Australia's first automated freight hub when it starts operating in 2017. The federal government is backing it with 360 million Australian dollars. It will have a capacity of 1.05 million import and export containers per year and 500,000 interstate freight containers." This means that figures from the Australian Bureau of Statistics as well as similar transport and warehouse operations NO LONGER APPLY.

In summary – an intermodal will mean a decrease in jobs for Liverpool and this is only one of the reasons why the intermodal(s) should not be placed in Moorebank.