

OFFICE OF THE MINISTER FOR PLANNING AND

PMU040892

DATE RECEIVED: 9 December 2014 MO TRIM #: IM14/35729

A. MINISTER'S OFFICE

STAFF MEMBER: ☐ Minister ☐ Simon Fontana (COS)
☐ Prue Gusmerini (DCOS)
☒ Other: MT

B. AGENCY FOR ACTION

☒ Planning and Environment
☐ Sydney Harbour Foreshore Authority (SHFA)
☐ UrbanGrowth
☐ CCRDC
☐ Hunter Development Corporation (HDC)
☐ REFER TO OTHER MINISTER:

C. ACTION REQUIRED

<input type="checkbox"/> Minister to Reply	<input type="checkbox"/> Briefing Note
<input type="checkbox"/> Parliamentary Secretary to Reply	<input type="checkbox"/> Parliamentary Folder Note
<input type="checkbox"/> Assistant Minister to reply	<input type="checkbox"/> Acknowledge by CCU
<input checked="" type="checkbox"/> DP&E to respond	<input type="checkbox"/> Acknowledge and Close by CCU
<input type="checkbox"/> A/SEC	<input type="checkbox"/> For Information Only
<input type="checkbox"/> Deputy Secretary	<input type="checkbox"/> Other Agency to Respond
<input checked="" type="checkbox"/> ED	

D. DEADLINE

☐ Immediate (Priority – ASAP)
☐ Urgent (7 calendar days)
☒ Routine (14 calendar days)

DUE DATE: AUTHORISED BY:

NOTES: Moorebank Intermodal

SASA

Rose Rocca

From: Public Goward's Office Email <office@goward.minister.nsw.gov.au>
Sent: Monday, 8 December 2014 3:44 PM
To: mcudop
Subject: ED/ROUTINE : IM14/35729 : Email via the Electorate from Damien Smith 04/12/2014 - Opposition to Intermodal terminal at Moorebank.
Attachments: Email_FW Contact form submission from prugoward.com.au/html; Corro Action Sheet - ED.doc

Hello,

Please see the attached correspondence

Regards,

Office of Minister Goward
Office of the Minister for Planning
Minister for Women

Email: office@goward.minister.nsw.gov.au
Tel: 02 8574 5900
Fax: 02 9339 5520

This message is intended for the addressee named and may contain confidential information. If you are not the intended recipient, please delete it and notify the sender. Views expressed in this message are those of the individual sender, and are not necessarily those of the office of the Minister.

E-mail Message

From: [ElectorateOffice Goulburn \[SMTP: ElectorateOffice Goulburn@parliament.nsw.gov.au\]](mailto:ElectorateOffice.Goulburn@parliament.nsw.gov.au)
To: [Public Goward's Office Email \[EX/O=MIN/OU=EXCHANGE ADMINISTRATIVE GROUP \(FYDIBOHF23SPDLT\)/CN=RECIPIENTS/CN=5AC6AD7B09FE1A48806B23FEDCEFB244-000000059ADC\]](mailto:Public.Goward's.Office.Email@EX/O=MIN/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=5AC6AD7B09FE1A48806B23FEDCEFB244-000000059ADC)
Cc:
Sent: 4/12/2014 at 12:01 PM
Received: 4/12/2014 at 12:01 PM
Subject: FW: Contact form submission from prugoward.com.au

Attachments: Corro Action Sheet - ED.doc

Planning corro.

Rachel Hardy

Electorate Officer

Office of The Hon. Pru Goward MP

Member for Goulburn

From: noreply@support.datasearch.com.au
[mailto:noreply@support.datasearch.com.au]
Sent: Thursday, 4 December 2014 11:56 AM
To: ElectorateOffice Goulburn
Subject: Contact form submission from prugoward.com.au

A new message has been received from Damien Smith from prugoward.com.au

First Name: Damien
Last Name: Smith
Email: [HYPERLINK "mailto:savewattlegrove@hotmail.com"savewattlegrove@hotmail.com](mailto:HYPERLINK \)
Phone: 0423737679
Message: Dear Hon. Pru Goward MP, As a resident of the South West Region of Sydney, I write to register my strong opposition to the location of the proposed intermodal freight terminal at Moorebank. I believe the logical place for the Intermodal is the new international airport your Government is building at Badgerys Creek. Here, it will be a true Intermodal for road, rail and air, run at its capacity with room for expansion (which the PAC has determined it cannot do at Moorebank), and will be profitable from its first day of operation. It will also create new jobs, growth and bring major industry to this part of South West Sydney. I urge you to act and make the right decision for the South West Region and the Australian people - build the new intermodal at Badgerys Creek. Placing a heavy industrial facility in the middle of a residential area is negligent and will be detrimental to our community. The proposed site is located in a basin which allows pollution to lie, rather than easily move away. The NSW Planning and Assessment Commission have already recognised that the air quality in the Liverpool area is generally well below guidelines. Additional diesel emissions and particulate matter released from this proposal will prove dangerous for residents, especially children and the elderly. The M5 motorway and surrounding roads in the South West Region are already suffering from chronic traffic congestion and this will significantly worsen with the 10,000 additional truck movements per day expected from the new Intermodal - that's an extra truck every 8 seconds, 24 hours a day, 7 days a week. It will also mean \$750 million worth of works will be required on major road and rail connections to accommodate this

outdated proposal. Political leaders Local, State and Federal agree that the intermodals should not be at Moorebank for so many reasons. Just ask Craig Kelly MP, Melanie Gibbons MP, The Mayor of Liverpool, Ned Mannoun and now Senator Eric Abetz. MOOREBANK may not be the best place for two proposed intermodal freight terminals, the Leader of the Government in the Senate, Eric Abetz, has conceded. During a community meeting in Wattle Grove last week Senator Abetz said that he supported Liverpool Council's campaign to have the terminals relocated to Badgerys Creek. "The proposed intermodal, which may have been a good idea all those years ago, is no longer a good idea," he said. Senator Abetz said something that might have been a good idea 10 or 15 years ago was not necessarily a good idea today. "A good government, I believe, should always be open-minded and should always be flexible," he said. "I happen to agree, that with the current financial status we face as a nation, any decision we make should be looking at the best economic opportunity. "From what I have heard there is apparently no doubt. That is the message I will be taking back to my ministerial colleagues, that putting an intermodal here, on the face of it, would be extremely inefficient." The good news is that there is a smart alternative, and this is to build the new Intermodal at the site of the new international airport at Badgerys Creek. Here, it can connect with existing and planned major transport routes while also reducing traffic on our roads. Badgerys Creek is the better option. It is located where \$3.5 billion of new roads and rail lines will be built for the new airport and will save taxpayers money. It is big enough to handle the 1.1 million containers each year with room to grow in the future. It would save money as the road and rail upgrades needed for the Moorebank plan would cost more than \$750 million. It will reduce truck traffic in a highly populated residential area, protect air quality and the local environment around the Georges River from permanent degradation, leading to better health outcomes. It is closer to the industrial and freight markets of Western Sydney. Badgerys Creek is already owned by the government. The sale of land at Moorebank could raise more than \$482 million to fund an intermodal at Badgerys Creek and would house 40,000 people. Existing intermodals in Western Sydney have the capacity to expand. The economic viability of the proposed intermodals at Moorebank have already been questioned by the industry (see Asciano challenges freight hub, SMH, July 2, 2014). The PAC's decision to limit the operational capacity of the Moorebank site further calls into question its viability. Any intermodal at Moorebank will attract heavy competition from Chullora intermodal in which \$112 million is being invested to expand its 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 involves 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. Decades ago, when Moorebank was put forward as the site for the Intermodal, Sydney was not facing a chronic housing crisis and cities didn't value their rivers like we do now. If developed into premium riverside homes, the Moorebank site, worth \$482 million, has the potential to help alleviate the current housing crisis identified in the Metropolitan Strategy for Sydney. A plan to revitalise the Liverpool area by embracing natural assets, such as the Georges River, and utilising land to its full potential presents an opportunity to lift the socio-economic status and improve overall health in the area. Liverpool should be considered as a prime location for the government's Liveable Communities Programme which has been successful in other locations. I trust you have heard plenty more reasons from various politicians why Moorebank should not be chosen for an intermodal. Do you hear their advice as being the right move or the sensible solution? Please respond regards Damien Smith