

16 November 2016

Moorebank Precinct West – Stage 2 Proposal
Application Number SSD 16_7709
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 IMT facility will be approximately 40 people, for the warehousing area there will be approximately 1,200 full time equivalent staff and staff for the freight village would be a total of 25. This comes to a grand total of 1,265 staff for the Moorebank Precinct West.

If you look at a figure of 1,265 staff across the GFA (Gross Floor Area) of 224,712, which is stated in the proposal, that means there will be 177.64 square metres per person. As you will see from the table below you can achieve much higher employment per square metre with a mixture of businesses. There are only two industries noted below that employs less people per square metre than an intermodal.

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.

Industry Sector	Sq mtr per Employee
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 below 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.

Please note that when I queried David of SIMTA on many occasions in August this year on a number of 7,700 jobs that was quoted in a newsletter, 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.

I would also like to quote an article on 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 DO NOT APPLY.

I have tried to contact Alexandra Hopkins (contact at Arcadis) with some questions on the current proposal only to be flicked by her on to SIMTA who have not bothered to answer my questions. Not much assistance with 'community consultation' I believe.

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.