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**Independent Commission to make final decision on intermodal**

The independent Planning Assessment Commission will now make the final decision on the Sydney Intermodal Terminal Alliance’s concept proposal for an intermodal on land currently used for Defence warehousing in Moorebank.

The Department of Planning and Environment referred the proposal to the independent PAC after undertaking a detailed assessment and extensive public exhibition process.

The assessment closely considered key issues including traffic, air quality, noise and vibration and heritage especially around surrounding suburbs of Moorebank, Casula, Wattle Grove and Glenfield.

It concluded that any potential impacts would be within acceptable levels and could be managed by imposing strict requirements on future Development Applications, such as consideration of noise and air quality.

The department also endorses the proponent’s commitment to upgrade local roads and infrastructure.

The proposal includes:

- An Intermodal Terminal Facility on the existing Defence warehousing site, providing a port-shuttle freight rail service between Port Botany and the site with a throughput capacity for one million containers a year.
- A 20 metre-wide (variable) rail link connecting the site to the Southern Sydney Freight Line
- An Intermodal Terminal to include on-site freight rail sidings to accommodate local freight trains to and from Port Botany.
- About 300,000 square metres of warehouses and ancillary offices.
- Support services which could include on-site management and security, space for convenience shops, meeting rooms and driver facilities.

A spokesperson for the department said that the community would get another opportunity to have its say on this proposal.

“The independent PAC will make the final decision on this project at arm’s length from government after consulting again with the community,” the spokesperson said.

The department’s assessment concluded that this was an important piece of infrastructure for Sydney that would:

- Assist in achieving the NSW Government’s target of an increase the share of port container freight transported by rail;
• Reduce traffic congestion and heavy vehicle movements along the M5 Motorway between Port Botany and Moorebank by approximately 2,700 heavy vehicles per day;
• Include upgrades to Moorebank Avenue and the M5 Motorway interchange;
• Create 850 construction and 2,840 operational jobs
• Minimise impact on air quality during the detailed design phase based on international best practice for intermodal facilities.

The economic benefits would outweigh any impacts, which could be managed or mitigated with a set of rigorous requirements to be taken into account during the preparation of future Development Applications for construction and operation of the intermodal facility.

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