



Adelaide, SA | Brisbane, QLD | Broadwater, NSW | Melbourne, VIC | Parkes, NSW | Perth, WA | Sydney, NSW

10 October 2019

Ms Anthea Sargeant  
Executive Director  
Compliance, Industry and Key Sites  
Department of Planning, Industry and Environment  
GPO Box 39  
SYDNEY NSW 2001

Sent via email: [anthea.sargeant@planning.nsw.gov.au](mailto:anthea.sargeant@planning.nsw.gov.au)

Dear Ms Sargeant

**Parkes Special Activation Precinct (SAP) Master Plan**

We write in relation to the Parkes SAP Master Plan recently released by the NSW Government for public consultation. We thought it would be beneficial to write to you ahead of our meeting on 16 October 2019 and outline some initial queries on the draft Master Plan.

As you would be aware SCT Logistics is the second largest interstate rail operator in Australia and the first to develop a major Intermodal Rail Terminal in Parkes, which it established 13 years ago. SCT views the Parkes SAP concept as an exciting opportunity for the Region on the back of the Federal Governments Inland Rail Project and would like to ensure that SCT's Intermodal Rail Terminal at Parkes, and our North South Rail operations aren't inhibited into the future. We look forward to working constructively with the NSW Government to finalise a Master Plan which supports existing and new business and make informed decisions regarding investment in infrastructure in regional NSW to support, inter-generational requirements.

To that end SCT has briefly reviewed the documents and concept drawings released as part of the draft Master Plan consultation, particularly noting the Draft Structure Plan, and have the following initial observations we would like to discuss in more detail:

- SCT notes the proposed grade separation of Brolgan Road and has queries in relation to existing access arrangements to our site.
- The location of the proposed new Coopers Road is some 550 metres further into SCT's Intermodal Terminal. We have concerns and are investigating further to ensure that these works do not inhibit our ability to expand and turn our trains around effectively if new turnouts are required in that location.
- The location of the proposed internal road through SCT's land runs quite close to the existing turnout track. SCT has concerns that this area may be needed for additional turnout tracks and infrastructure in the future.



Adelaide, SA | Brisbane, QLD | Broadwater, NSW | Melbourne, VIC | Parkes, NSW | Perth, WA | Sydney, NSW

SCT appreciates the desire of the NSW Government to fast track the planning process for the Parkes SAP however, considering the initial issues identified by SCT and to ensure that SCT's role in making Inland Rail a success, an extension of time to prepare a considered and thorough submission to the draft Master Plan would be appreciated. SCT estimates a revised deadline to COB Friday, 29 November 2019 would provide sufficient time to undertake that task.

Yours faithfully

*Geoff Smith*

**Geoff Smith**  
**Managing Director**

Email: [REDACTED]

C.C: Mr Brendan Nelson, Chief Executive Officer  
Regional Growth NSW Development Corporation

Sent via email: [REDACTED]