



13 November 2019

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

Sent via email: anthea.sergeant@planning.nsw.gov.au

Dear Anthea

Thank you for our recent discussions in relation to the Parkes Special Activation Precinct (SAP) master plan and agreeing to an extension for SCT to provide a submission.

SCT has reviewed the SAP master plan and concept drawings contained therein and is largely satisfied that SCT's future infrastructure and operational requirements are not compromised, however we wish to put on record some issues which remain a concern to us.

Operational

SCT currently operates 1.5km long trains from Parkes to Perth. The commencement of Inland Rail will see these trains increase to 1.8km, and up to 2.5km. In addition to the increase in train length, the service frequency into the Parkes depot will increase from 3 trains per week to 10 trains per week. The current concept drawings indicate zoning and infrastructure on SCT's site which makes it unclear how these trains will be turned around in an efficient manner, what site works will need to be undertaken to ensure this can be achieved, and the level of funding contribution from Government to implement these changes. SCT reserves the right to be able to undertake these necessary works on our site to ensure operational efficiency.

Likewise, it remains unclear how the new road infrastructure proposed in the SAP master plan will impact current operational requirements. SCT reserves the right to negotiate the ultimate design and timing of this infrastructure to ensure our operations are not affected.

We note the SAP Masterplan shows Brolgan Road continuing on its existing alignment to the east end of our site. However, the CAD file we received shows the alignment of Brolgan Road diverting south, encroaching onto our site. This is concerning both in terms of potential loss of our land for future development and clashing with our future rail operations into the ARTC corridor to the east. SCT reserves the right to contest any such realignment of Brolgan Road given its potential impact to our site.



Future Infrastructure

As you are aware SCT has expansion plans at Parkes which will require significant investment in new infrastructure on the site. The timing and delivery of this will ultimately be achieved through continued negotiations between SCT and the NSW Government.

It remains unclear how the new infrastructure identified in the SAP master plan may impact on the location and accessibility of SCT's future infrastructure requirements, such as:

- Cold store
- Extended hard stands and container pad
- Truck parking
- Additional new rail infrastructure including turnouts and holding lines.

Again, SCT reserves the right to negotiate final design and location of SAP related infrastructure to ensure cohesion with SCT's future infrastructure requirements. We would also seek to negotiate a contribution to these future SCT works from the NSW Government as we believe they are closely aligned with the aims and objectives of the SAP initiative for Parkes.

The SAP master plan appears to show secondary roads within our site and also what appears to be service roads adjacent to the new Coopers Road reserve. We do not understand the significance of these roads, whether or not they are on our site or on newly acquired public land. We therefore need to consider how these proposed road networks impact our site, its operations and who ultimately pays for this road infrastructure. SCT reserves the right to further review and if required amend the SAP master plan to ensure we are not unfairly compromised with our future plans for the site.

Attached is an initial design for future rail infrastructure requirements we have identified at this stage. Please note this may change as the SAP process progresses to the delivery stage.

Thank you once again for the ongoing dialogue and I look forward to continuing to work together on this exciting initiative.

Kind regards

A handwritten signature in black ink, appearing to read 'Matt Eryurek', written in a cursive style.

Matt Eryurek
General Manager Ports Development

Email: [REDACTED]



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

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.



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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

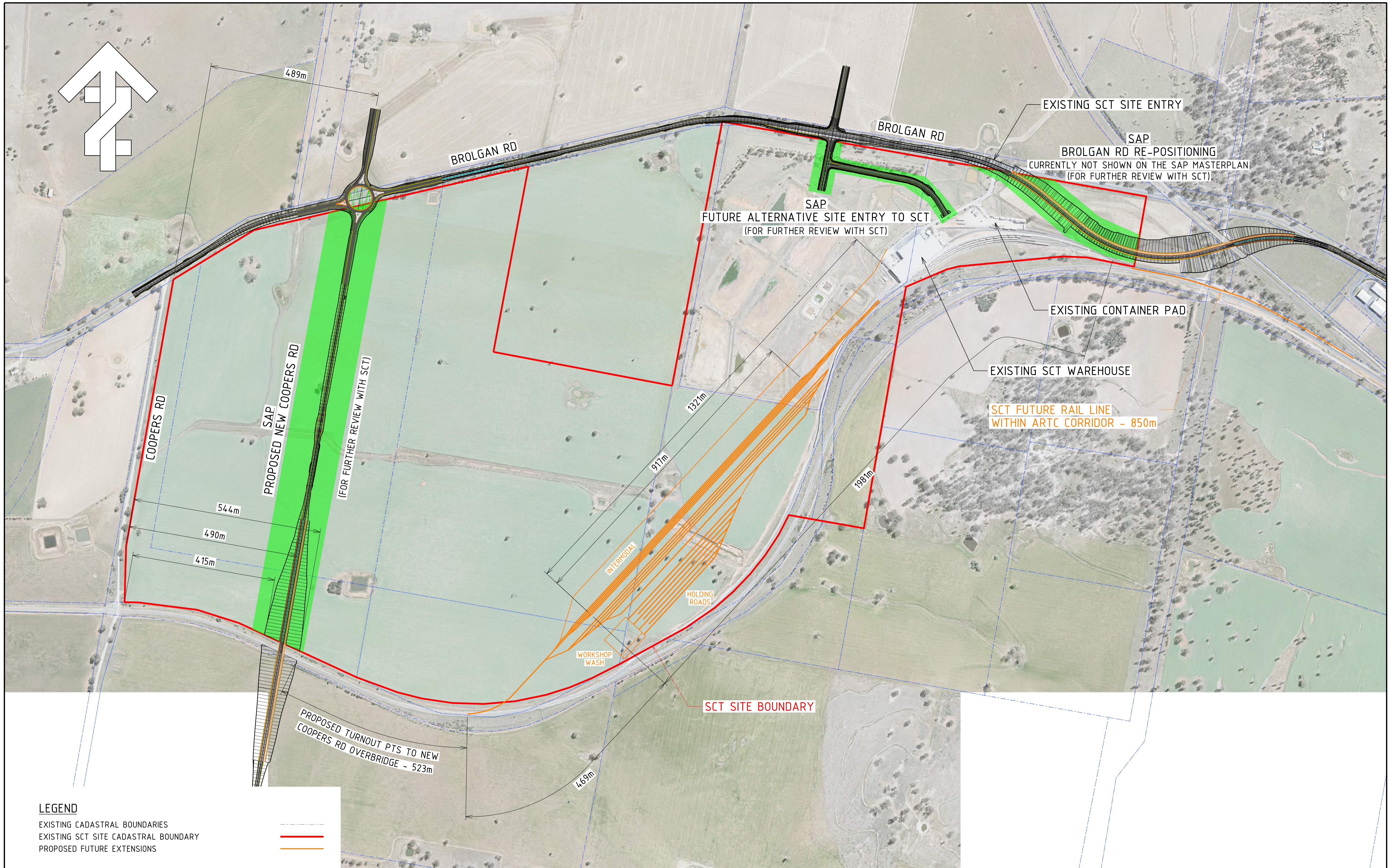
Geoff Smith

Geoff Smith
Managing Director

Email: [REDACTED]

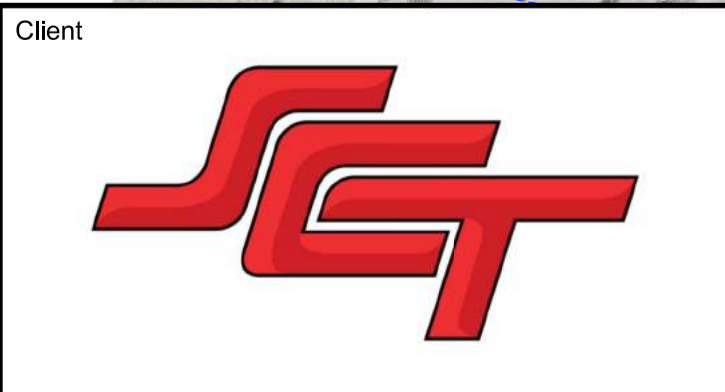
C.C: Mr Brendan Nelson, Chief Executive Officer
Regional Growth NSW Development Corporation

Sent via email: [REDACTED]



LEGEND
 EXISTING CADASTRAL BOUNDARIES
 EXISTING SCT SITE CADASTRAL BOUNDARY
 PROPOSED FUTURE EXTENSIONS

Rev	Description	Drawn	Checked	Approved	Date
1	CONCEPT DESIGN	LJD	CWB	-	13.11.19



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 Concept.Detail.Completion

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Scales
 0 100 200 300 400 500
 METRES 1 TO 5000 @ A1

Drafting L. DEVERIX	Design L. DEVERIX
Drafting Check C. BARRETT	Design Check C. BARRETT
Approved	Date
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PARKES					
SCT INTERMODAL FACILITY					
FUTURE RAIL INFRASTRUCTURE					
PRELIMINARY CONCEPT SITE LAYOUT					
Project No.	Stage	Drawing No.	Status	Original Size	Rev.
PR19063	C	001	CONCEPT	A1 (594mm x 914mm)	1