

Date: April 21st 2011

Subject: Submission of formal Concern regarding the national land freight strategy discussion paper file name NLFS_220211

Dear Sir/Madam,

Please treat this email as a formal submission to report my concern & comments of the planning of number Intermodals within the Sydney Basin.

Intermodals within 40 Km of each other are financially unviable. Enfield is only 12 Km from the Port and Moorebank will only be 28 Km from the Port.

The Moorebank Avenue sites "Government Intermodal " plus SIMTA Intermodal plus Warehouse Zone will no doubt overflow its capacity in a few years, taking into consideration the **population growth** which we all know about and with the south west being one of the areas where the growth is expected to increase at a higher rate. Then a new location will need to be looked at (patching) and the story will continue.

We urge the government and the planning department to have real long term planning, instead of quick wins and patching, it is not the cheap option either as the re location will cost the government half a billion dollars (tax payers money).

I do not think any analysis or investigation on the suitability of the location from its proximity to residential areas was done & if it will be done.

The location is within very close proximity to houses, how anyone would expect our lives to be with all the air pollution that would be generated, the noise and the light 24/7. Not discussing the rail impact, our streets are already very congested and as it stands now it is almost impossible to go on the local roads during peak hours let it be with 2000 trucks more. The M5 is already over full capacity during peak hours and it takes us now double the normal time if we travel on it during peak hours, let it be with 2000 trucks more, even if it has been widened.

The M5 and surrounding roads and intersections at Moorebank will not be able to cope with the extra 3 million trucks per year movements coming and going from the freight precinct, this too will impact the cost of doing business in Sydney via the Moorebank Intermodals.

The project will have a huge impact on our lives, health and wellbeing. It's our health and kids health we are talking about. **Noise, Light, Vibration, Diesel Fumes 24/7**; and all what's being considered by the project offices and owners are mitigation strategies, **how can one mitigate these impacts? End result our health will be damaged, our life will be damaged, and our quiet residential suburbs will be turned into industrial zones. You cannot mitigate deadly impacts; you need to eliminate root causes.**

In the UK with very limited land, the nearest intermodal is **100K south of the city**, and here in Australia with all the land we have, its less than 1K away from our homes. So having our terminals built meters away from residential suburbs **MUSTBE WRONG**. With our huge land, we definitely can look at selecting the appropriate location away from residential areas, even if it will cost more to establish a supporting network to it (rail and roads).

I know every project emerges of good proposals and I know the key factors are always time and money, **however with infrastructure projects, quick wins and patching, doesn't provide solutions, but more nuisance and issues.**

In General, Freight can be delivered direct from Port Botany to final destination within the Sydney Basin far cheaper and quicker than the proposed detour via the Moorebank Intermodals. The Freight Infrastructure Charge will push up prices immediately when introduced by the government.

Time in transit determines cost. Freight containers to Moorebank and then 80% onto Western and North Western Sydney will increase the delivery time frame considerably, impacting costs.

If real planning is done by our governments and not planning based only on quick wins, such a huge infrastructure projects will NEVER be built in a very populated city like Liverpool and only meters away from homes.

Thanks,
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