From: Goldstiver Mary
To: Ingersoll Juliet;
Subject: FW: national land freght strategy discussion paper [SEC=UNCLASSIFIED]
Date: Wednesday, 4 May 2011 16:16:25

Regards,

Mary Goldstiver
Office Manager
Infrastructure Australia
Ph: (02) 8114 1910;
Email: mary.goldstiver@infrastructure.gov.au

-----Original Message-----
From: Infrastructure Australia
Sent: Wednesday, 27 April 2011 10:04
To: Austen John; Goldstiver Mary
Subject: FW: national land freght strategy discussion paper [SEC=UNCLASSIFIED]

Submission

-----Original Message-----
From: John Anderson [mailto:j.anderson_lag@hotmail.com]
Sent: Monday, 25 April 2011 3:30 PM
To: Infrastructure Australia
Subject: national land freght strategy discussion paper

To whom it may concern.

I would like to give a general overview into why the Moorebank Intermodals and Freight Hub will do untold damage to the south western Sydney and cause untold damage to the rest of the Australian economy.On a normal day on the M5 mororway in Syndney the gridlock occurs from 5am to 9pm and even allowing for the M5 expansion it will not solve the massive gridlock that occurs as it has been well known that expansion of any highway only attracts more traffic and negates any advantage and with the poor public transport in the south west of sydney it will not be able to accomadate the many more thousands of diesel trucks that will descend on the area.

In my opinion the majority of containers they intend to send to Moorebank will be LCL containers those with a number of consignments in them which would mean calculating the number of trucks to transfer them to their final destination as very difficult so adding to the present gridlock.80% of containers are destined to other areas than the south west so it is

uneconomical to believe they will send full containers to Moorebank and then send them to other areas as the costs would be prohibitive.

The Moorebank Intermodals container terminals freight hub would dominate the area to such a extent as anybody who is engaged in activities but freight will be greatly inconvenienced by the constant gridlock. Just because the area has the M5 M7 and freight line doesnt justify the existence of the new projects as it doesnt take into account how the area is hemmed in by other heavy residential areas which will result into untold damage to those areas. The trucks will come any way they can avoid the gridlock which means the Henry Lawson Drive.Heathcote rd will be gridlocked as well so causing great problems to the East hills area and sutheland heathcote areas

The way the intermodals freight hub warehouses and other associated industries employment would have been better served by creating a technology park which would not have the same inconvenience to residents of the south west.Also it is known that to get better operating efficiencies Intermodals are better served if they are more than 40 kms from Port Botany. That is why the London Intermodal is 100 kms from the port so it can get a betterscope of distribution and avoiding the already massive gridlock of traffic. Also it known that the South west is to increase by 463,000 in the future which will mean many unsuspecting future residents will be involved in the health and lifestyle problems that would occur

In essence the whole projects have been not properly planned as it has been known the whole idea has been contemplated since before 1995 as with the little advancement in the matter shows that there are many insurmountable problems to be overcomed

John Anderson 4 namoi court wattle grove.nsw 2173 ph.98252794 mob.0409368603