

My name is Erik Samuel Rakowski

I am a 30 year old male living with my Family; Mother and Brother.

We have been residents of Wattle Grove for 18 yrs, after living in Bass Hill; Bankstown District for 12 yrs.

I worked for 7+ years in the Warehousing, Logistics and Same Day Freight Industries.

And have since retrained in Design Fields to fulfil Entrepreneurial aspirations.

---

To extrapolate:

**I have 18 plus years of local knowledge and extensive understanding of South West Sydney**, and have already witnessed some of the poor outcomes the Liverpool District is lumped with, including but not limited to the setting sun over gumtrees that was Yulong Oval, Public School and Youth Centre, being replaced by Moorebank Business Park, hemming in Yulong Cottage to the point it disappears, while sitting un-leased for a number of years until very recently. This resulting from a 'surplus' chasing Howard Government; the same government that sold and then leased back Defence land that is the now SIMTA site. Grandfathering the current situation with back room deal nearly a decade ago.

**I have 7 years of expertise in the Industry explicitly related to the proposed project[s]**, thus I am profoundly connected to both the intended outcomes and the on-the-ground reality; the latter precluding this site from ever meeting or attaining the former. I have worked through every Intermodal Site in Sydney save the Enfield development, availing myself to a fundamental understanding of the purpose and process. In my time as a driver I have traversed Greater NSW and Sydney Metro ad nauseam, to the point that in 5 years I travelled a distance that spans Australia 99 times, circles the globe almost 7 times and nearly made it to the moon. It would take the average person travelling an hour to and hour from work, over 25 years to attain the same experience and perspective of Sydney's Roads.

**Working as a Designer, I am focused on the best most effective design for Sydney's future, one founded on Sydney in 2054 when the Metro Population is expected to hit 10 million, not 1974 when Moorebank was earmarked.** As a designer I am consistently working to get the most from the least, discovering solutions to problems, seeking innovative ways to maximise resources to enhance the business case of any Brief. It has been my experience that the first step to success, is always looking beyond the obvious. Achieving this is consistently based on objective responses to feedback, adjusting to suit the market, rather than pressing on with "one's baby" because they just love the idea.

As has been the case with Moorebank.

---

It is with this collective experience and expertise that I can confidently say that, on balance this 10 year old project lacks foresight; it would not and cannot generate half of the projected or touted output, due to capacity constraints on the freight line. Thus there would be no offset to the gravely under estimated impacts on local and regional, personal and river health outcomes, or the uncounted long term fiscal burden on non existent infrastructure, specifically the failing F category road network onto which 8000+ trucks would enter every day.

Creating inefficiency in the face of opportunity, increasing the cost of freight instead of a genuine increase in productivity, flattening of GDP further rather than speeding it up with sound long term infrastructure out of Newcastle, Port Kembla and Port Botany acting locally but collecting globally in Eastern Creek and Badgery's Creek.

Based on my experience, expertise and perspective, as well as attending consultations, additional reading and research, this project will actually create an additional bottle neck not alleviate one, it will only provide new players a market share, not grow the market or promote connectivity and sustainability in the market.

[The MICL Ceo Ian Hunt candidly admitted as much after the last round of Community consultations.]

Going from the PR Spin of "2700 trucks off the M5" to "2700 trucks off the M5 between Port Botany and Moorebank" to "From the day of completion Moorebank will not take a single truck off the road"

Contrary to all the hype Moorebank will actually funnel 1000's more trucks onto the M5 because it is not the final destination or catchment for the freight. The majority of freight would be shuttled onto semi's or bdoublets to travel to Eastern Creek and its surrounds, the growing destination for freight, as most major national and multinationals have relocated their distribution facilities over the past decade, to Prospect through to Erskine Park or the M7 LightHorse Interchange, which is the epicentre of Sydney as it grows.

I could not be more opposed to this project at this site, there is a far better use for the Defence Land in a Corporate / Innovation park, and a dramatically better site and critical path for Sydney's next Intermodal site. An innovation park here and high density residential on the river, would bring the same construction jobs, while providing 10,- 25,000 cross sectional jobs founding an economic ecology 10 x that of the intermodal and likely within environmentally sensitive architecture and planning.

Meanwhile Eastern Creek has better elevation, has distance from residential development and major watercourses, has more appropriate zoning and infrastructure. EC would likely utilise more construction and more operational jobs over a longer term, as it has more capacity for expansion beyond 1 million TEU, especially as Port Kembla, Port of Newcastle, the inland rail corridor and Badgery's Creek come online to treat the bottle neck of port botany more directly.

All of these briefly described options would in line with effective Land Use and Transport Planning Policies while addressing the Integrated Model identified by GHD in their report for Infrastructure NSW. Moreover the options described would be a more effective and accurate response to the 2005 report and recommendations from the FIAB Freight Infrastructure Advisory Board.

When reading the aforementioned in full one realises that the spearhead of SIMTA was actually a contributor to the report, which for me potentially questions the provenience of Moorebank as an option. More broadly:

The FIAB states or recommends Enfield at a cap of 300,000 teu - which is happening and this will actually get trucks off the M5 as the Botany to King Georges Rd is the most heavily traveled.

Minto will expand to 200,000 and the Introduction of Ingleburn will bring a further 97,000 which together is more than sufficient service this catchment area in the mid term. Utilising the SSFL to keep trucks off the road through the whole journey. Together with Yennora, Cooks River and Botany itself, the 40% benchmark would be met, moreover with Chullora, Camelia and Leightonfield these collective sites take up most of the of the line capacity. This is supported by the 2006 study by Queensland Technical University.

Most importantly the Advisory Board Recommends Eastern Creek as the preferred site for Sydney's next Intermodal. Potentially online by 2020 it is far and away the better option as it would actually be integrated with existing supply chain and road infrastructure. This would better meet with guidelines or goals started in GHD's Report to Infrastructure NSW.

A Report that states

*"Over the past decade, transport planning and management have focused on capacity and expansion programs primarily by mode rather than a truly fully integrated transport-land use and / or whole supply chain approach."*

---

On the eve of the end of the Exhibition period SIMTA again pitches the Govt, then pressures it and us the average resident through PR rhetoric that states a 1billion dollar has been struck for the whole precinct. Given the "priority" negotiations and the agenda of SIMTA to have its own precinct, its own monopoly, both this EIS and the SIMTA Conditional Approval should be shelved in their current form.

Only once a clear concept is proffered can an appropriate baseline be determined for throughput and movements, which is fundamental to consistent and accurate modelling of Traffic, Air Pollution, Noise & Vibration and other parameters, and in turn fundamental to assessing actual project viability.

Connected to this articulated planning for the scope and cost of mainly Road and some other Infrastructure needs be done with input from all relevant parties including local and consulting expertise. With the likely billion dollar investment for the M5 and Cambridge Ave routes [conceded by Mr Ian Hunt] to be defined and allocated before the Concept + EIS can be considered again. This is vital to the underpinning business case, and the commitments expected of the State and the Taxpayer.

Concurrently an accurate study of the Freight Line Capacity needs to be performed separately, with a peer and a blind review, then released to all stakeholders.

With freight line capacity in hand a thorough feasibility study of Eastern Creek + Badgery's Creek vs Moorebank needs to be undertaken by the relevant Dept's, as there will only be enough throughput to support one further Metro intermodal site from the Port Botany going forward. As Eastern Creek is the cheaper option over the longer term and is expected to be online by 2020, said feasibility study will ensure the best most holistic project and efficient critical path receives public money to de-risk and or develop.

Because at the end of the day we want bang for buck and we want sustainable long term productivity that is medically, socially and environmentally sound.