

Appendix D Industry Responses

Submissions Industry: AIR QUALITY

IssueCategory	Comments	Response	Stakeholder ID	Name
Air quality	The Property council supports the proposal because it contributes to reducing green house gas emissions associated with the very high truck movements that will occur if the facility is not constructed.	Noted.	844	Property Council Submission 327

Submissions Industry: AMENITY QUALITY OF LIFE

IssueCategory	Comments	Response	Stakeholder ID	Name
Amenity Quality of Life	<p>A major facility of this size will inevitably result in some impacts at a local level. Having reviewed the detail of the proposal the Council supports the proposed development as achieving an appropriate balance between the strategic (national state and regional) benefits accruing from the facility and the localised amenity effects.</p> <p>It is considered that careful planning and implementation strategies will minimise potential local impacts to a level where they do not override the critical benefits arising from construction of this facility.</p>	<p>Noted.</p> <p>Noted.</p>	844	Property Council Submission 327

Submissions Industry: ECONOMIC BENEFIT

IssueCategory	Comments	Response	StakeholderID	Name
economic benefit	<p>The development of intermodals needs to be undertaken now so as to meet the demand which will result from the forecast increase in containerised freight.</p> <p>The inclusion of cross docking/warehousing facilities together with container storage will lead to efficiencies for on-site and off site industry and will assist in combating the relatively high cost of doing business in Sydney. Believes this will make Sydney a more attractive place for industry and lessen the incentive for the logistics industry to locate elsewhere.</p>	Noted.	580	Walker Corporation Submission 151
economic benefit	<p>Believes the ILC is in the long term interests of the State. The proposed ILC will be a significant part of a much wider program to build an economically competitive and environmentally sustainable freight network</p> <p>The expansion of Port Botany and its associated infrastructure, such as the ILC network is imperative if Sydney is to retain its position as the premier port in Australia. Land and sea infrastructure in Queensland, Victoria and the Northern Territory is becoming increasingly competitive. Brisbane Ports Corporation has enough vacant land to continue expanding, and Victoria currently has enough vacant land to continue expanding, and Victoria currently has a highly regarded road transport network.</p> <p>The Enfield ILC is a key part of building an economically competitive and environmentally sustainable industry</p>	Noted.	579	State Chamber Of Commerce Submission 67
economic benefit	<p>The development of the ILC Enfield would result in a reduced cost base that would enable Weston Cereal Industries to further increase export business and local employment. (Kindly note Weston Cereal Industries was awarded the NSW Premier's Exporter of the Year Awards for the highest growth out of Sydney Port)</p> <p>George Weston Foods Limited has recently built a \$150m bakery at Chullora in close proximity to the proposed ILC at Enfield. The development of the ILC Enfield would enable this business to access imported ingredients in a more timely and cost effective manner. It would also provide opportunities to increase export business</p>	Noted.	577	Weston Milling Submission 57
economic benefit	<p>The shipping and logistics industry as a whole would be the beneficiaries of an intermodal strategy and the development of intermodal sites around Sydney, ultimately passing on the benefits to the consumer.</p> <p>It is the State government's responsibility to ensure that the NSW trade is not diverted through other states (at an additional cost to the NSW consumer), which will no doubt occur if the necessary infrastructure is not made available for an economical and sustainable operation</p>	Noted.	575	Shipping Aust Submission 40

Submissions Industry: ESD

IssueCategory	Comments	Response	StakeholderID	Name
ESD	The Property council has a strong interest in supporting and contributing to approval and development of major infrastructure that supports and benefits the long term sustainable development of Sydney.	Noted	844	Property Council Submission 327

Submissions Industry: GOVERNMENT POLICY

Issue Category	Comments	Response	Stakeholder ID	Name
government policy	The Chamber believes that it is essential that the Enfield ILC is approved to meet the target of 40% of freight movements on the rail network by 2011.	Noted.	579	State Chamber Of Commerce Submission 67
government policy	Supports the development of the current Enfield Marshalling Yards into an extremely useful and strategic intermodal terminal to assist the NSW Government to achieve its stated aim of 40% of port freight being transported to and from the ports by rail.	Noted.	576	CFCL Submission 41
government policy	<p>The Council considers the application submitted by SPC as one of vital and strategic importance for the efficient and viable management of freight movements in the metropolitan area and play a key role in transferring freight movements form road to rail.</p> <p>The construction of the ILC at Enfield will provide a central plank of the NSW Government's Sydney Intermodal terminal network proposed in the FIAB report released in July 2005.</p> <p>It also aligns with the Metropolitan Strategy released in November 2005 which confirmed the significance of efficient freight movement to Sydney's economy and highlighted the importance of enhancing freight movement network to accommodate the growing needs of the city. The Council supports the development at Enfield as being a crucial element in supporting the continued capacity and efficiency of the freight network. It forms an essential part of the Government's overall freight movement strategy aimed at increasing the proportion of containers transported to and from Port Botany by rail form the current 20% to 40% by 2011.</p> <p>The development of the ILC at Enfield should not be considered in isolation of the Government's plan for a network of intermodla facilities across Sydney's west and south west.</p> <p>Construction of this intermodal network will be essential to provide sufficient freight movement capacity and spread associated employment and business activity across a series of centres. The Enfield facility is very much a part of an overall network., its construction first reflects the fact that it is currently the only facility of sufficient size (60 hectares), located on available land, industrial zoned, supported by infrastructure which is able to be delivered in the near term.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>	844	Property Council Submission 327

Submissions Industry: INDUSTRY OPPORTUNITIES

IssueCategory	Comments	Response	StakeholderID	Name
industry opportunities	The development of the ILC provides an opportunity to an open access locomotive provisioning shed and workshop and CFCL could provide this service.	Noted.	576	CFCL Submission 41

Submissions Industry: LAND USE

IssueCategory	Comments	Response	StakeholderID	Name
Land use	As NSWRTA recently advised the Premier's Department in response to recommendations of the FIAB, it is important that an opportunistic approach be adopted when intermoda development opportunities such as those at Enfield arise because of the scarcity of potentially viable sites.	Noted.	845	NSW Road Transport Association Submission 326

Submissions Industry: MANAGEMENT

Issue Category	Comments	Response	StakeholderID	Name
management	Provide environmental safeguards on noise and light spill designation of residential areas surrounding terminals and the adoption of 'zero tolerance' policies to container road traffic travelling through them community consultation committees being mandatory in respect of all terminals.	To be addressed in preparation of the Construction, Operation Environmental and Local Area Traffic Management Plans.	824	Infrastructure Partnership Submission 184

Submissions Industry: RAIL ISSUES

Issue Category	Comments	Response	Stakeholder ID	Name
Rail Issues	<p>It is essential that in order to increase the number of freight movements on the rail network, that the Enfield project proceeds</p> <p>Congestion comes at a great cost to both business and the community, we therefore welcome the proposals to shift freight movements form road to rail with the Enfield ILC being part of this key objective.</p>	<p>Noted.</p> <p>Noted.</p>	579	<p>State Chamber Of Commerce</p> <p>Submission 67</p>

Submissions Industry: SITE QUALITIES

IssueCategory	Comments	Response	Stakeholder ID	Name
Site qualities	From interaction with importing and exporting companies believes the central location of the Enfield site makes it ideal for an intermodal terminal being close to the freight's source or destination. The size of the site and its vicinity to major arterial roads and the rail freight network also cements its strategic importance for Sydney's freight distribution network.	Noted.	580	Walker Corporation Submission 151
Site qualities	The Enfield site has many attributes such as its proximity to the market place, freightline, trucking routes and its location in an industrial area.	Noted.	579	State Chamber of Commerce Submission 67
Site qualities	Being an intermodal terminal ourselves, we strongly believe in the concept of moving freight to key locations that can support different modes of transport under a common user open access environment	Noted.	578	MIST Submission 66
Site qualities	With the port projecting a tripling of capacity in twenty years time, something needs to be done now to make sure that the roads of Sydney don't become one long container truck parking lot. The solution is to move by rail, and to do that intermodal terminals located close to where containers are headed or come from. Enfield is an ideal location to be the first of a network of intermodals terminals and should be developed now.	Noted.	575	Shipping Aust Submission 40
Site qualities	The NSWRTA supports in principle the development of projects , including this proposal that represents a substantial improvement to land side infrastructure to enable more efficient movement of containers to and from Port Botany	Noted.	845	NSW Road Transport association Submission 326
Site qualities	The Enfield site ahs a long history of use for rail and associated activity and the proposed intermodal facility is a rational and appropriate extension of this long standing use. The development of the logistics centre at the proposed Enfield site is well located to the freight distribution markets needing improved servicing and will capitalise on the long established infrastructure already existing at the site. The facility at this location is considered more appropriate than possible alternative sites.	Noted.	844	Property Council Submission 327

Submissions Industry: SOCIO ECONOMIC

IssueCategory	Comments	Response	Stakeholder ID	Name
Socio Economic	<p>The Property council supports the proposal because the facility directly supports and complements the massive and nationally significant investment made to enhance freight operations at Port Botany.</p> <p>Proposal will create significant and wide ranging economic benefits and job creation. The facility is expected to boost industrial employment opportunities directly and indirectly. It will be built on land already zoned fro industrial use but currently underutilised for this purpose.</p>	<p>Noted.</p> <p>Noted.</p>	844	Property Council Submission 327

Submissions Industry: TRAFFIC

IssueCategory	Comments	Response	Stakeholder ID	Name
Traffic	The existing infrastructure will be less able to cope as the trade through the Sydney Ports increases. Transport routes will become choked with trucks and Sydney's reputation as an efficient port and trading city will not be able to be sustained. In our view it would be environmental vandalism to not develop a conveniently placed intermodal terminal, which will better facilitate the movement of cargo into, out of and around Sydney. The ILC addresses our concerns so we support the development of it.	Noted.	826	CBFCA Submission no number
Traffic	The development of inland terminals and the expanded use of rail for freight distribution is essential to combat the ever increasing demand on Sydney's roads from all sources.	Noted.	580	Walker Corp Submission 151
Traffic	The FIAB's report 'Railing Port Botany's Containers' demonstrated the importance of the Enfield ILC as a key component of an intermodal network. Once established the intermodal network will help to ease the pressure on Sydney's road network by shifting more freight movements to the rail network.	Noted.	579	State Chamber Of Commerce Submission 67
Traffic	The Property council supports the proposal because it contributes towards a significant reduction in freight movements on the road network, in particular significant reductions in the number of heavy truck using already congested city road networks	Noted.	844	Submission 327
Traffic	For intermodal terminals to be commercially viable they also need unimpeded rail and road access to attract business and be well designed and managed. Therefore any integrated planning strategy must ensure that landside links to and from Enfield to port Botany and the motorway network must be designed to encourage terminal use. The terminal operator must engage genuinely with industry to resolve operational issues. NSW RTA also believes it is important to address perceived community concerns regarding rat running by truck drivers. Despite perceptions, this is not a common practice at all, especially for semi trailer and B -double operations, nor is it condoned in any way by NSW RTA. With very few exceptions, operators and their drivers are law abiding and recognise the advantages of the arterial road network. Operationally it is difficult to navigate on local roads. Load limits are respected and abided by except where deliveries need to be made and there is no alternative route. Therefore NSWRTA is confident that 'rat running' would either be a very minor issue or not an issue at all	Noted.	845	NSW Road Transport Inc Submission 326