I object because of the following issues – health, traffic congestion, not enough infrastructure, threatened and endangered species of plants and fauna, noise and environmental concerns.

Traffic:

An overloaded road system with an increase in traffic on major roads which will lead to congestion and increase commute times.

Traffic gridlocks and bottlenecks

Road safety

Road maintenance

Noise

Future expansion

Compliance – who will monitor guidelines and controls?

Pollution – Higher levels of pollution.

Diesel Pollution

It is reported that emissions from diesel vehicles are significantly more harmful than those from petrol ones. Diesel exhaust contains toxic air contaminants and is listed as carcinogen for humans by the IARC (part of the World Health Organization of the United Nations) in group 1. Diesel exhaust contains fine particles which are harmful. Diesel exhaust pollution was thought to account for around one quarter of the pollution in the air in previous decades, and a high share of sickness caused by automotive pollution.

Exposure to diesel exhaust and **diesel particulate matter** (DPM) is an occupational hazard to truckers, railroad workers, and miners using diesel-powered equipment in underground mines. Adverse health effects have also been observed in the general population at ambient atmospheric particle concentrations well below the concentrations in occupational settings.

Diesel particulate matter (DPM), sometimes also called **diesel exhaust particles** (DEP), is the particulate component of diesel exhaust, which includes diesel soot and aerosols such as ash particulates, metallic abrasion particles, sulfates, and silicates. When released into the atmosphere, DPM can take the form of individual particles or chain aggregates, with most in the invisible sub-micrometre range of 100 nanometers, also known as ultrafine particles (UFP) or PM0.1.

The main particulate fraction of diesel exhaust consists of fine particles. Because of their small size, inhaled particles may easily penetrate deep into the lungs. The rough surfaces of these particles makes it easy for them to bind with other toxins in the environment, thus increasing the hazards of particle inhalation.

Exposures have been linked with acute short-term symptoms such as headache, dizziness, light-headedness, nausea, coughing, difficult or labored breathing, tightness of chest, and irritation of the eyes and nose and throat. Long-term exposures can lead to chronic, more serious health problems such as cardiovascular disease, cardiopulmonary disease, and lung cancer. Elemental carbon attributable to traffic was significantly associated with wheezing at age 1 and persistent wheezing at age 3 in the Cincinnati Childhood Allergy and Air Pollution Study birth cohort study.

Diesel-powered vehicles and equipment account for nearly half of all nitrogen oxides (NOx) and more than two-thirds of all particulate matter (PM) emissions from transportation sources.

Particulate matter or soot is created during the incomplete combustion of diesel fuel. Its composition often includes hundreds of chemical elements, including sulfates, ammonium, nitrates, elemental carbon, condensed organic compounds, and even carcinogenic compounds and heavy metals such as arsenic, selenium, cadmium and zinc.[1] Though just a fraction of the width of a human hair, particulate matter varies in size from coarse particulates (less than 10 microns in diameter) to fine particulates (less than 2.5 microns) to ultrafine particulates (less than 0.1 microns). Ultrafine particulates, which are small enough to penetrate the cells of the lungs, make up 80-95% of diesel soot pollution.

Diesel emissions of nitrogen oxides contribute to the formation of ground level ozone, which irritates the respiratory system, causing coughing, choking, and reduced lung capacity. Ground level ozone pollution, formed when nitrogen oxides and hydrocarbon emissions combine in the presence of sunlight, presents a hazard for both healthy adults and individuals suffering from respiratory problems.

Chemical components

This is a list of chemical components that have been found in diesel exhaust.

Contaminant	Note	Particulate extract mass concentration
acetaldehyde	IARC Group 2B carcinogens	
acrolein	IARC Group 3 carcinogens	
aniline	IARC Group 3 carcinogens	
antimony compounds	Toxicity similar to arsenic poisoning	
arsenic	IARC Group 1 Carcinogens, endocrine disruptor	
benzene	IARC Group 1 Carcinogens	
beryllium compounds	IARC Group 1 Carcinogens	

biphenyl	It has mild toxicity.	
bis(2-ethylhexyl) phthalate	endocrine disruptor	
1,3-Butadiene	IARC Group 2A carcinogens	
cadmium	IARC Group 1 Carcinogens, endocrine disruptor	
chlorine	Byproduct of Urea injection	
chlorobenzene	It has "low to moderate" toxicity.	
chromium compounds	IARC Group 3 carcinogens	
cobalt compounds		
cresol isomers		
cyanide compounds		
dibutyl phthalate	endocrine disruptor	
1,8-dinitropyrene	Carcinogen[citation needed]	
dioxins and dibenzofurans		
ethylbenzene		
formaldehyde	IARC Group 1 Carcinogens	
inorganic lead	endocrine disruptor	
manganese compounds		
mercury compounds	IARC Group 3 carcinogens	
methanol		
methyl ethyl ketone		
naphthalene	IARC Group 2B carcinogens	
nickel	IARC Group 2B carcinogens	
3-Nitrobenzanthrone	One of the strongest carcinogens known	0.6 to 6.6 ppm
4-nitrobiphenyl		2.2 ppm
phenol		
phosphorus		
polycyclic organic matter, including polycyclic aromatic hydrocarbons (PAHs)		
Pyrene		3532–8002 ppm
Benzo(e)pyrene		487–946 ppm
Benzo(a)pyrene	IARC Group 1 carcinogen	208–558 ppm
Fluoranthene		3399–7321 ppm
propionaldehyde		

selenium compounds		
styrene	IARC Group 2B carcinogens	
toluene	IARC Group 3 carcinogens	
xylene isomers and mixtures: o-xylenes, m-xylenes, p-xylenes	IARC Group 3 carcinogens	

I feel the intermodal would be better situated at Badgerys Creek. Build a new rail link between Liverpool and Badgerys Creek now rather than later.