

20 June 2015

[REDACTED]

Wattle Grove

Application Number: SSD 14-6766

Please find below my submission on the SIMTA Moorebank Intermodal Terminal.

I would like to firstly state that now that the SIMTA and MICL intermodals have been approved to become one project, I believe that the EIS process should start from the beginning again as this is a totally different, much larger proposal we are now talking about. The original proposal spoke of 2,600 truck movements to your site daily and now that has blown out to 10,000. Of course this will mean a monumental increase in air pollution, traffic, noise, vibration, etc and will impact the people, flora, fauna as well as the river - so much worse than the original proposal. It is immoral to totally change the ballgame part way through and just expect the public to accept the ramifications.

It seems that SIMTA and MICL, as well as the government, have not listened to the residents at all. So much for the community consultation sessions held by both parties! None of our concerns have been answered. All we hear constantly is talk of mitigation but nobody can tell us how our concerns re health, traffic, etc will be mitigated. I am firmly of the belief that none of our concerns will be mitigated as there seems to be no way of doing so. I believe that the community consultation has just been a matter of ticking boxes that you've held these sessions as there has been no evidence you have listened to us and taken any action in relation to our many concerns.

It seems that the only reason the intermodal will be built at Moorebank is it's proximity to the M5, M7 and the current freight line. This seems to override the fact that there are 39,000 people living in close proximity that will be impacted on severely by this intermodal. This is not a good enough reason, in fact there is no good enough reason to put the lives of people at risk and that is what you are doing. There have been several excellent suggestions for better locations such as Eastern Creek, Badgerys Creek and even Newcastle. These areas have much lower housing density and so not nearly as many people will be impacted. Eastern Creek, in particular, is a good area since it has been proven that 45% of the containers are destined for Western Sydney, not South Western Sydney (where Moorebank is). There is significantly less industry at Moorebank so it just doesn't make sense to put an intermodal here. I've recently heard that a new freight line will need to be built in any case so the freight line can be built to Eastern Creek. This will make much more sense than sending containers by rail to Moorebank to be unloaded, only to have the last (and largest part of the journey) to be made by truck anyway to its end destination – double handling much? This is NOT taking trucks off Sydney's roads is it? Also since Chullora's site has now increased its capacity from 300,000 to 600,000 there is certainly no rush to build an intermodal as soon as possible.

It has also been shown by local traffic modelers that at least 32 intersections would need to be upgraded for the intermodal to work at the area is already at capacity in regards to traffic. You are only

suggesting upgrading Moorebank Avenue up until it reaches the M5 motorway and not even this will happen until 2029/30. Your trucks will be going NOWHERE and neither will any of the residents. In a speech on the intermodal proposal made by Melanie Gibbons in the Legislative Assembly on 4 June, Melanie made the following statement, "I have read through the information provided by the company for the next period of community consultation. It says that, should there be an accident on the M5 or Moorebank Avenue, the facility will need to close while the accident is being cleared". This is not an efficient way to run a business and just highlights one of the reasons that an intermodal cannot work at Moorebank.

There is also a major problem with noise. There are residents at 3km away from the Port Botany terminal that are having major sleep deprivation issues so how can residents as close as 400 metres to the proposed Moorebank site supposed to get any sleep? There is also the issue with the poor people who live near the freight line at Casula who are already experiencing sleep deprivation problems and now you want to increase the number of trains that go past them every day and every night. This is just inhuman!

Air quality is a huge issue and one that I am particularly concerned about. We know that Moorebank is in the Sydney basin and, therefore, pollution is already higher. The PAC SIMTA determination showed that PM2.5 levels in the area are already close or above the advisory criteria. A project of this size can only increase the pollution substantially particularly of the PM2.5 and PM10 cancer causing particulates with the increase of 10,000 trucks per day as well as old diesel trains not to mention the extra cars on the road for the employees. The World Health Organisation likens PM2.5 and PM10 to asbestos. Should the residents and workers of Moorebank and surrounding areas be exposed to this? I think not.

Lastly, I would like to discuss creation of jobs. There have been television programs as well as newspaper articles in the last two weeks showing the further automation of Port Botany and the efficiency this brings about as many jobs have become redundant. We know that a brand new intermodal will be fully automated so there will be very few jobs created for the amount of land used. This land would be much better used as a technology park where many more jobs would be created for the same amount of land.

In summary there are no positive aspects of building an intermodal at Moorebank and I believe if this does go ahead it will be proven in a short time to be financially unviable as well as impossible to operate due to the congestion of the road system in this area.

Yours faithfully,

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Wattle Grove resident