

I am writing in response to the proposed SIMTA Moorebank Intermodal Facility.

As detailed in your environmental impact statement, the operation of this facility at Moorebank will have negative impacts on residents of Moorebank and the surrounding areas by adding thousands of cars and trucks to local roads in Moorebank each day.

Monitoring of the air quality in the Liverpool area is currently at extremely high levels. Daily levels of PM<sub>2.5</sub> are often above WHO recommended standard levels.

It is now widely accepted that exposure of air pollution PM<sub>2.5</sub> even at low levels can cause significant health impacts, particularly for children, the elderly and active people.

In the plan for growing Sydney, the state government's vision says "Urban development has implications for air quality, with exposure to air pollution associated with the incidence of respiratory problems, heart and lung disease and risks to children and the elderly. Through urban layout, we can improve air quality in residential areas to improve our health and wellbeing".

**There is nothing in this proposal that will achieve the objective to improve our health and wellbeing.**

### **1. Air quality**

The Department of Planning has recommended not to just allow this development to proceed bringing additional cars and trucks onto already congested roads in Moorebank, but add thousands of cars and trucks 24 hours a day. These trucks will generate high levels of pollution and increase resident's exposure to toxic levels of particulate pollution. This is on top of the exposure that residents already endure everyday living in the Liverpool area.

Key intersections identified in the proposal are already congested. These additional trucks will further congest intersections. Trucks will sit in traffic adding even more pollution.

How will the high risk to our health caused by the increase in PM<sub>2.5</sub> be mitigated? It won't!! It has apparently been deemed an acceptable risk. How is any increase in exposure to particulate pollution acceptable? It isn't! Will the intermodal improve our health and wellbeing as stated in the plan for growing Sydney? No. Recent research carried out by the federal government says that people are now feeling more afraid than ever. Well here is another good reason to feel afraid... particulate pollution. Kids fear the monster under the bed. PM<sub>2.5</sub> pollution is the new monster and it's not hiding under the bed but is all around us. It's invading our lungs each day and it's getting bigger and more out of control.

How can the government, elected by the people, recommend a development that will threaten the health of our children? Tony Abbot recently said that he was concerned about the potential health impact of wind turbines. Well this is surely worse than that. The Moorebank Intermodal will impact thousands of residents over a long period of time. The World Health Organisation says that any increase in PM<sub>2.5</sub> is dangerous to our health, even at low levels. Adding more pollution to Moorebank and the surrounding suburbs is unconscionable.

And what about the high cost in health care that will be required to service illness, disease and death caused by the increase in air particulate. This will ultimately be borne by the taxpayer not the developer. How is this benefit to the state and voters?

## **2. Traffic congestion**

Everyone knows that trucks move off very slowly from being stationary at intersections. If this development goes ahead the additional trucks will often be halted at intersections. The slow movement of trucks on take-off will further impact on congestion at intersections. I notice that the number of trucks at intersections have been modelled on volume but not speed, ie slow moving vehicles. Slow moving trucks will impact on all intersections along Nuwarra Road which is already choked during peak hours.

Residents living in Moorebank constantly struggle to get out of the area during peak periods. There is already significant queueing at Heathcote Road and Nuwarra Road, Nuwarra Road and Maddecks Avenue, Brickmakers Drive and Nuwarra Road, and Nuwarra Road and Newbridge Road in both north and south directions.

How will this risk be mitigated? The issue of traffic congestion along Nuwarra Road has not been addressed in the proposal. Why? How can the Department of Planning recommend this proposal go ahead when local roads cannot take any additional traffic? And although the proposal is predicted to reduce truck congestion around Botany it will just be moved to Moorebank.

There is also the issue of increased traffic on M5, Newbridge Road and Hume Highway as a result of the new airport at Badgerys Creek. Traffic flows should be modelled using the cumulative effect of new traffic from the Moorebank Intermodal and Badgerys Creek airport.

## **3. Safety**

Nuwarra Road has been identified as a major access road for traffic travelling to and from the intermodal.

As the intersections are frequently congested, I often observe trucks and cars speeding through red lights at Maddecks and Nuwarra Roads.

Nuwarra Road/Newbridge Road services 3 primary schools, one high school and 2 preschools.

The speed limit along Nuwarra Road is currently 60kms so an increase in large trucks moving along such a narrow road, at speed will increase the risk of an accident.

Children walking along the narrow path on Nuwarra Road and crossing Newbridge Road are at risk.

Anyone exiting a parked car along Nuwarra Road is at risk.

And 27% of intermodals traffic will pass through the worst accident black spot in Sydney.

There isn't a plan to mitigate any of these risks. Nuwarra Road passes through a residential area filled with families and therefore it is an unacceptable risk to force more trucks onto this road.

If the Moorebank Intermodal is approved it will:

- add additional traffic to already congested roads,
- increase the risk of serious illness and disease as a result of increased PM2.5
- increase the risk for accidents on local roads and
- add additional costs to taxpayers.

As mentioned above, the Moorebank Intermodal does not fit with the state governments' vision to locate industrial business away from residential areas. Pushing thousands of trucks into residential streets will not in any way improve air quality to improve our health and wellbeing.

Locate this facility in an industrial area away from residential housing.

**The proposal for the Moorebank Intermodal should be refused.**

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