

Attention: Director, Infrastructure Projects
Planning Systems
Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

25th November 2014

Re: Proposed Moorebank Intermodal Terminal

I am writing having read the brochure "*Moorebank Intermodal Terminal - What the Environmental Impact Statement says about the terminal*"

I reside adjacent to Casula railway station which is not far from the proposed Moorebank Intermodal site.

I believe that the terminal's negative impacts on the area Casula and Moorebank residential areas will greatly outweigh the supposed benefits.

Diesel particulates

Virtually all the vehicles delivering containers to/from the site will be diesel powered - and I am particularly concerned by the air pollution that will result from the trucks and locomotives concentrating in and around the proposed terminal.

Diesel powered engines are notorious for their emission of small particulates which are probably the worst of the vehicle pollutants in terms of their human health impacts. Diesel locomotives are considered even worse than steam locomotives in this respect.

The brochure states:

"Air quality guidelines for particulate matter (very small particles of pollution) are already exceeded from time to time due to bushfires and hazard reduction burning. However the guidelines permit a small number of exceedances to allow for these events, and the terminal will not cause additional exceedances above these allowances".

Even comparing particulate levels with those from bushfires concerns me greatly as to what we might expect when the wind is blowing in an unfavourable direction.

Casula residents will feel not only the impact of the increased concentration of diesel powered road vehicles emitting particulate pollution from the Intermodal site, but also from what may become almost constant diesel traffic on the Southern Sydney Freight Line (SSFL). Incidentally, residents had no choice in accepting the SSFL through their suburbs - and, conveniently, the reported Intermodal impacts are only those *additional* to the SSFL - the vastly increased use of which will itself have large impacts on residents.

With so much of the proposed rail freight being between Port Botany and Moorebank, if the proponents of the Intermodal were genuinely concerned with the diesel pollution from the locomotives, they would seriously consider electrification of the SSFL between Port Botany and

Moorebank to facilitate the use of clean electric locomotives - but diesel pollution affecting residents along the SSFL appears to be of secondary concern. (Actually electrification should be considered for all freight lines which have traffic predominately within metropolitan/residential areas.)

Noise

As well as increased traffic on surrounding roads, Casula residents can expect many more sources of noise - and this will almost certainly be 24 hrs a day if the Intermodal proponents operate the terminal as they wish:

- * Diesel trucks moving in and out of the terminal and constantly idling (they rarely turn their engines off)
- * Reversing beeps from the many trucks in reverse gear.
- * Containers clashing whilst being loaded/unloaded/placed
- * Diesel locomotives idling their engines continuously
- * Much increased traffic on the diesel-only rail freight line (SSFL)

Local Jobs? Best use of site?

The Intermodal terminal will create very few long-term jobs for employees who actually work on the site. The people driving the trucks that carry containers and goods to/from the site to the end destinations will be from all over the metropolitan area.

The usage of the land as an Intermodal will result in very few quality local jobs per km². Unlike the relatively clean and quiet factories in adjacent areas of Moorebank, this development will be a major source of air and noise pollution.

Whilst other areas with nearby waterways (eg. along Parramatta river, Sydney harbour, Newcastle harbour) are turning formerly industrial sites to cleaner and less polluting uses (eg. residential areas, high-tech industrial parks & public parklands), South West Sydney residents are being expected to embrace the opposite.

Casula railway station lies directly opposite the proposed Intermodal site and a bridge over the Georges river would make that existing piece of underutilized (& clean) public transport infrastructure available to workers and/or residents if the site were used for a quality (clean) industrial park and/or residential suburb.

The proponents compare the scale of the proposed Intermodal with that of Port Botany - but Moorebank and Casula are largely residential and light industrial areas and also don't benefit from regular sea breezes and being on a large bay with less nearby residents as a result.

Reduced Congestion?

My interpretation of 'Intermodal' implies goods that change their mode of transport - eg. from Rail to truck or vice versa.

Virtually all freight ends up on a truck to reach it's end destination, so the trucks will still need to travel on a road no matter where the Intermodal terminal is - so there will still be as many trucks on the road - they'll just be more concentrated on the roads around Moorebank/Liverpool/Casula.

Community Investment?

The brochure doesn't specify who will be making this investment nor any specifics - but irrespective of this - it wouldn't be able to compensate for increased stress from the noise and traffic, nor for the reduced life expectancy due to the diesel particulate pollution.

Alternatives

Liverpool mayor Ned Mannoun points out that since the Moorebank Intermodal site was first proposed, the site of Sydney's second major airport (at Badgery's Creek) has been decided. This area will no doubt attract various industries once an airport is built and some freight infrastructure will no doubt be required with respect to the airport and the other development that will accompany it.

The main 'advantages' of the proposed Moorebank site are the cost in terms of the land being offered by the Commonwealth government and the proximity of the SSFL and M5 - and it is evident that environmental effects, including on residents near the site and along the freight railway line, as well as on users of roads through the area, are considered by the proponents as minor secondary issues.

A small intermodal - no larger in scale than other Australian terminals with similarly nearby residential areas, and with rail freight delivered by electric locomotive, might be considered reasonable in most areas.

The proposal is however unreasonable in Moorebank/Casula because of :

- * The scale of the proposal relative to the proximity of residents
- * It's inefficient use of the site for much needed quality local jobs
- * The missed opportunity to make better use of Casula railway station
- * The negative impacts (especially diesel particulate pollution and noise) it will have on the Georges river, the Georges River parklands, the Casula Powerhouse Arts Centre, and nearby residents.

Armin Fischer
Casula