

Moorebank Intermodal Submission

Subject: Submissions close 8 December - online version

Submissions close 8 December 2014

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=5066

Application number: SSD 5066/EPBC 2011/6086

Project name: Moorebank Intermodal

Environmental Impact Statement Objection to the Moorebank Intermodal Proposal

Name: [REDACTED]

Address: [REDACTED] Wattle Grove NSW 2173

Phone: [REDACTED]

[REDACTED]

I want my name released online with my submission Yes [] No [x]

I oppose the Moorebank Intermodal proposal and Environmental Impact Statement for the following reasons:

- The Moorebank intermodal will place more traffic on the already congested road network. 10,000 heavy vehicles per day will need to access and leave the terminal utilising the M5 and local roads, 5,000 cars per day will need to access the site.
- The Moorebank intermodal will not be an economically viable investment for the Federal Government and the state of New South Wales. The proposal should be relocated to Badgerys Creek in order to reduce supply-chain costs and cater for future urban growth.
- The risk to the health of the residents, which includes many young people, is not acceptable.

Traffic

- The proposal will move the congestion from Port Botany to Moorebank, which is already congested;
- The modelling does not cater for the predicted growth of the region;
- Trucks 'weaving' onto and off the M5 between the Moorebank and Hume Highway interchanges will cause accidents and present a danger to me and my family; and
- Trucks parking and taking short cuts through the nearby streets will make the area unsafe for me, my family and friends.
- An additional 5,000 cars and 10,000 trucks per day will frequent the area congesting the roads and increasing the dangers on our local roads. The proposal will increase traffic delays.
- Travel times to the train stations and work will increase significantly, impacting on our standards of living.
- Increased travel times will impact on my work/life balance which will disrupt the amount of time I have to spend with my family.

Noise

- There is no noise wall along the rail corridor along the Georges River, so noise will carry, particularly at night;
- There will be no way to mitigate noise from the unloading/loading and movement of containers within the terminal, especially for residents living within 400 metres of the site;
- There will be no way to mitigate noise from the breaking and shunting of trains which will need to happen on site;
- There will be wheel squeal due to the tight radius curves needed for trains to enter and exit the site; this will keep local residents awake at night; and
- Residents up to 3km from Port Botany are kept awake at night. I don't want this for my family.

Air quality

- There will be increased diesel fumes in the community generated from locomotives, heavy vehicles and other heavy equipment used on site. These fumes are carcinogenic;
- My family, friends and myself will develop cancer or other health problems from the increased diesel fumes;
- South West Sydney is already heavily polluted due to the topography of the area;
- There will be dust and odour generated from this site, particularly during the construction period.
- South West Sydney is also known as the asthma and allergy belt of Sydney therefore the additional impact of poor air quality is unacceptable.
- The locomotives used for long haul freight work are old and add significantly to pollution.

Health

- The intermodal in this area will make me and my family sick; and
- I believe even one person having to use a puffer on one occasion as a result of this proposal is not acceptable.
- The government shouldn't plan industrial development in a residential area due to the health impacts of noise and emissions.
- According to the World Health organisation even relatively low noise levels are linked to higher rates of heart attack due to increased cortisol levels, increased levels of hypertension (blood pressure) and fatigue.
- In addition, increased noise levels are linked to higher rates of psychological issues such as depression, migraines and emotional stress.
- Evidence has shown that when children learn in noisier environments, they have a more difficult time understanding speech than those who learn in quieter settings. Noise also

affects cognitive abilities, academic outcomes and later, vocational opportunities. There are a number of schools within close proximity to the proposed intermodal facilities.

- It is known that continuous noise in excess of 30 dB disturbs sleep. Sleep disturbances include difficulty falling asleep, frequent awakenings, waking too early, and alterations in sleep stages and depth, especially a reduction in REM sleep. Apart from various effects on sleep itself, noise during sleep causes increased blood pressure, increased heart rate, increased pulse amplitude, vasoconstriction, changes in respiration, cardiac arrhythmias, and increased body movement. The impacts of this includes the increased likelihood of accidents and injuries due decreased concentration.
- “Other factors that influence the problem of night-time noise include its occurrence in residential areas with low background noise levels and combinations of noise and vibration such as produced by trains or heavy trucks. Low frequency sound is more disturbing, even at very low sound pressure levels; these low frequency components appear to have a significant detrimental effect on health.” Goines, L., & Hagler, L. (n.d.). Noise Pollution: A Modern Plague. *Southern Medical Journal*, 287-294.
- The increased number of diesel trucks to the area (10,000 per day) is of great concern. The impact of diesel fumes on health is well documented. “The **International Agency for Research on Cancer (IARC)** is part of the World Health Organization (WHO). IARC classifies diesel engine exhaust as “carcinogenic to humans,” based on sufficient evidence that it is linked to an increased risk of lung cancer, as well as limited evidence linking it to an increased risk of bladder cancer.” In addition, diesel emissions are believed to play a role in other health problems, such as eye irritation, headache, asthma and other lung diseases, heart disease, and possibly immune system problems.
- Health issues present a future cost to the Government.

Heritage

- We have a strong military history in this area and we are proud of our heritage. Removal of heritage features from the site will break ties for the community.

Location

- The site is surrounded by residential development, this site should never have been selected due to the young families who have settled in this area;
- This area is a quiet, leafy suburb with strong community connections,
- This development will be detrimental to the area and depreciate its value; and
- The site is surrounded by residential and is river front land and objectively is more suitable for residential or commercial development. Analysis by Western Sydney Parklands "Market demand analysis has determined a shortage in business /retail floorspace within the region" Liverpool City Champion 5/11/2014 p4
- The site itself barely meets the current interstate rail freight requirements due to the length of the facility. This will prevent future efficiencies and improvements of interstate rail transport by limiting future train lengths.
- The Government has the opportunity to ensure the future health of residents, to ensure river front land is used to the best advantage for the community and the environment is maintained for future generations.
- Moorebank Intermodal Company claim that the majority of containers would be delivered within a radius of 20km from the terminal, a study carried out by a modelling firm on behalf of our community showed that two thirds of all containers from Port Botany are destined for the western suburbs not South Western Sydney which is between 26 to 35 km west of the proposed terminal.

- The Casula Powerhouse Arts and Entertainment Facility is important in the region. The noise issues due to the number of locomotives travelling past will prevent theatre and music productions from taking place.
- The developments are incompatible with Liverpool Council's vision for the Liverpool waterfront.
- The waterfront belongs to the community. Not a freight facility.
- The community has effectively been locked out of the river front due to 100 years of military occupation. It is time this prime land is returned to the people for their leisure and enjoyment. We don't want to be locked out of this land again.
- The site itself has no access to passenger rail, forcing Intermodal staff to drive to work which will exacerbate the traffic problems in the area.
- The site is a potential residential gold mine for the government either if it sells the land or it is sold to a developer.
 - It has four railway stations in walking distance. Giving potential residents the choice of two train lines –Airport line or Liverpool Line.
 - It is a short distance to Liverpool Hospital
 - It is a short distance into Liverpool CBD
 - It is close to the Casula Powerhouse – an arts/entertainment facility
 - An approved Mariner is located only 5 minutes down the River
 - There is an existing sailing/ski club
 - It is located on the banks of the Georges River.

Contamination

- The unloading of imported containers in this area will have the potential to destroy native flora and fauna; and

- The unloading of imported containers in this area will have the potential to destroy the Georges River.
- The portion of the Georges River adjacent to the terminal is contained by Liverpool Weir, so pollution and run off will be trapped and could accumulate. There is a risk that the contamination levels could exceed those that occurred when there was a rubbish tip located under Liverpool Bridge adjacent to the Georges River.

Employment

- The local area has a jobs deficit, but is in particular need of professional jobs.
- Other land uses would provide more employment and higher quality employment than the proposals.

Incompatibility with the local area

- MICL have stated at community information sessions that they used the same methodology to calculate the noise impact as they used in port Botany. Based on the recent findings in Port Botany, this approach is now proven to be flawed.
- Noise from the terminal will reduce resident's ability to use their outdoor living spaces
- Air pollutants from the diesel fumes will prevent residents being able to hang their laundry outside due to contamination and health risks.
- Freight terminals have crime issues which are not welcome in a strong residential community.

MICL and SIMTA Proposals

- There has been a lot of confusion around the fact that two proposals have been proposed for one area (SIMTA and MICL).
- There is no whole-of- precinct plan.
- The cumulative impacts of the two proposals have not been adequately explained or addressed by the proposals; and

- There is confusion as to the total traffic generated from the two proposals, as the modelling for each is different.

Badgerys Creek is a better plan

- Other sites are preferable, such as Badgerys Creek, which does not have a residential development nearby.
- Badgerys Creek is a greenfield site which has the space, presents the opportunity to further utilise the logistics networks required by an airport terminal and has the major advantage of having no surrounding houses.
- Co-location within the Badgerys Creek airport precinct is the most logical choice as it has the potential to deliver a true freight hub – linking rail, road and air freight networks.
- Money from the sale of the Moorebank site could fund the necessary infrastructure at Badgerys Creek.
- Badgerys Creek is further from the Sydney CBD and is cheaper land.
- The distance from Badgerys Creek to the container destinations as per the MICL plan is approximately the same distance Moorebank is to the destinations.

I support strategic planning and good land use. The intermodal development should be moved to a non-residential area, like Badgerys Creek.

Please reject this proposal on the grounds that it is not in the public interest with other better suited sites available.