

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

Phone: [REDACTED]

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Signature:

I want my name released online with my submission: Yes ☐

I oppose the Moorebank Intermodal proposal for the following reasons:

The site identified for the Moorebank intermodal is the wrong location for such a facility. It is situated on prime, urban, riverfront land. This land should be used to assist the government in solving the housing crisis identified in the draft Metropolitan Strategy for Sydney, by using the development as a premium riverside residential lifestyle precinct. The land has the capacity to house 40,000 people.

The land is situated less than 30 Kilometres from the Sydney CBD. It is in close proximity to public transport, including the T2 Airport and T2 Inner West & South lines (both of which have capacity to accommodate urban growth in this area), the Liverpool to Parramatta T-Way, the M90 Liverpool to Burwood bus route, and many suburban bus routes.

The Auditor-General's report recently released shows a target of 800,000 TEUs to be moved to and from NSW Ports by rail in 2020. In a recent Sydney Morning Herald article, J Wiggins wrote that 'Asciano plan to invest \$112 million in their sites to increase capacity and making Chullora more competitive, able to handle an increased capacity from Port Botany, and open for operation before Moorebank'. With the Chullora intermodal capacity increased to 800,000 TEU it will easily be able to support increased in freight through Port Botany while the Badgerys Creek site is planned and constructed.

The NSW Long Term Transport Master plan states there are significant challenges in using infrastructure that is shared between freight and passenger journey such as the current rail

lines. This also supports a purpose built facility at Badgerys Creek to suit the future freight needs and targets of NSW.

The T1 Western line was identified in the Auditor-General's report as a poor performer in on-time running, while the T2 Airport and T2 Inner West & South lines performed better in this area. This suggests that the Moorebank location would be better suited to residential development than to heavy industry.

The traffic congestion in the area, particularly on the M5 and Hume Highway, indicates that additional heavy vehicle movements in this area would be detrimental to the road network. The Planning and Assessment Commission have already recognised traffic congestion in the area as a significant factor. Another reason to move the proposal to Badgerys Creek.

In short, the Moorebank location is perfectly positioned and adequately serviced by public transport to assist the government in meeting its housing targets set in the Metropolitan Strategy for Sydney.