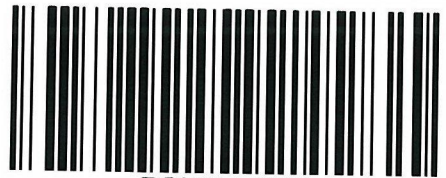


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PCU057030

Application number: SSD 5066/EPBC 2011/6086.

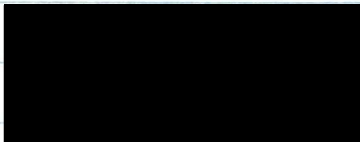
Project name: Moorebank Intermodal Environmental Impact Statement

OBJECTION TO THE MOOREBANK INTERMODAL PROPOSAL

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Signature C.P. O'Donnell

Department of Planning Received 20 NOV 2014 Scanning Room
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ENCL. 4 Pages.

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14-11-2014

Director, Infrastructure Projects
Planning Systems
Department of Planning & Environment
G.P.O. Box 39
Sydney NSW 2001

- Ref. Application No. SSD 5066/EPBC 2011/6086.
- I totally oppose the Moorebank Intermodal proposal + EIS for the following reasons:
- Intermodals should not be built in a residential area due to health, noise, air quality, let alone the enormous volume of trucks & cars entering the site each day from the M5 with no letup, operating 24/7.
- Moorebank is surrounded by water, thus making it an Island. you can only enter Moorebank via a bridge, those bridges being over the Georges River at Casula, Liverpool Bridge, Milperra Bridge, the Bailey Bridge at Chipping Norton, the weir at Glenfield & the bridge on Heathcote Road. Even the rail enters Moorebank over a bridge.
- Please consider Badgenys Creek with plenty of open space & give our local suburb a break for a change.
- The infrastructure required would be far less costly to implement on vacant land than trying to impose it in an established area with young children & families living within 300 to 400 metres of proposed site.

TRAFFIC

- The area will not be able to cope with the increased heavy vehicles each hour (10,000 extra truck movements per day) entering & leaving the site each day using the M5.

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- The trucks will have to weave from the left lane across the already congested M5 over the Georges River Bridge (which is privately owned) to make their way onto the M7, at the same time the vehicles exiting M5 to Casula will have to contend with trucks crisscrossing which will be a monumental task for both cars & trucks.
- We already have numerous trucks travelling from Chipping Norton along Nuwarra Road onto Heathcote Road at Moorebank crossing onto M5 which is already congested without adding on extra 10,000 more truck movements per day.
- The planning has not allowed for the massive growth of new housing estates taking place in our region.
- The M5 is at capacity at approximately 5:30AM each working day now, & when an accident occurs on the M5, Moorebank is used as an escape goat (happened again on Friday 14th Nov 2014) the traffic was backed back to Liverpool due to accident at the old toll gates at Hammondville, therefore the vehicles exit the M5 at Liverpool exit & also Heathcote Road exit leaving Moorebank at a stand-still, flooding our streets with trucks & cars. This happens very frequently.

AIR QUALITY

- Air quality will be greatly affected by the increased diesel emissions from the large vehicles & locomotives operating in a residential area which is carcinogenic & be detrimental to our health.
- South-west Sydney suffers from heavy pollution already from the recycling plant at Georges Fair. you can write your name on any vehicle that is left ungassed due to dust.

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- We live in a basin at Moosebank, it is extremely hot in summer & freezing cold in winter which affects our quality of air flow.

LOCATION

- This area is most unsuitable due to the large population of young families who live within 300 to 400 metres of this proposed development.
- The area surrounding the proposed Intermodal is waterfront land & would be suited to housing & recreational use also a shopping centre, not for containers that look unsightly.
- The development would depreciate the value of our home.
- The impact of these two proposed Intermodals at Moosebank has not taken into consideration the enormous intrusion this would have on our suburb, as well as adjoining suburbs, namely Wattle Grove, Casula, Glenfield, Georges Fair, Liverpool, Chipping Norton, Pleasure Point, Sandy Point, Nelsworthy.

NOISE

- The impact from noise will be devastating operating 24/7 especially if a container is dropped according to consultant Steve Walker.
- You state some noise mitigation will be required. The residents who live along the rail line at Casula tried & tried for years to have barriers put up to combat the noise from the freight line without ANY LUCK WHATSOEVER.
- We were told the decibels at night will be 37. How would they know when they are higher at Port Botany.
- Due to noise factors Intermodals need to be built well away from residential areas so as not to disrupt our lives, health, homes, air quality, sleeping patterns,