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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.

Proper consideration about the cost of this proposal has not been undertaken, especially the cost of maintaining assets such as road infrastructure. There needs to be a greater transparency of costs for the development and ongoing costs relating to the operation of this facility. A cost/benefit analysis must be carried out and made public.

#### 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;
- The intersections and road network are already congested, the proposal will increase traffic delays;
- Trucks 'weaving' onto and off the M5 between the Moorebank and Hume Highway interchanges will cause accidents and present a danger to my family; and
- Trucks parking and taking short-cuts through the nearby streets will make the area unsafe for my family and friends.

#### 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 me 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 and friends will develop cancer or other health problems from the increased diesel fumes;
- The 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.

#### Health

- The intermodal in this area will make 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.

#### 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 have never been selected due to the young families who have settled in this area;
- This area is full of quiet, leafy suburbs with strong community connections, this development will be detrimental to the area and depreciate its value; and
- Other sites are preferable, such as Badgerys Creek, which does not have residential development nearby

#### Contamination

- The unloading of import container in this area will have the potential of destroying native flora and fauna; and
- The unloading of import container in this area will have the potential of destroying the Georges River.

#### Container destinations

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 modeling 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 are between 26 to 35 km west of the proposed terminal.

Terminal container capacity (TEU's)

The SIMTA Concept plan was approved by the Planning and Assessment Commission on the basis that they are limited to 250k of TEU's + 250k subject to the ability of the road network to handle the volume of Heavy Vehicle traffic. This being the case the same restriction should be applied to the Moorebank Intermodal proposal. The same should also apply if the operations of SIMTA & Moorebank intermodal site are combined.

There has been a lot of confusion around the fact that two proposals have been proposed for one area (SIMTA and MIC).

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.

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

Regards

Michelle