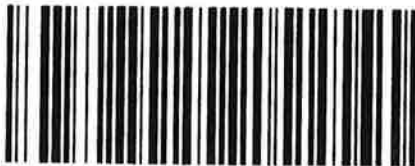


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SUBMISSION - MOOREBANK INTERMODAL
ENVIRONMENTAL IMPACT STATEMENT OBJECTIONS TO THE ^{MOOREBANK} INTERMODAL PROJECT
DIRECTOR INFRASTRUCTURE PROJECT
APPLICATION N° SSD 5066/EPBC 2011/6086

DEAR SIR,

I AM VERY MUCH OPPOSED TO THE BUILDING AND
OPERATION OF THE TRANSPORT INTERMODALS
I.E. THE MIC SITE AND SIMTA SITE
AS THE EFFECT ON THE SURROUNDING RESIDENTIAL
SUBURBS WOULD BE HORRENDOUS AND MAKE LIVING
IN THIS AREA UN-BEARABLE.

I HAVE LIVED IN WATTLE GROVE FOR 20 YEARS
NOW AND ALREADY THE NOISE FROM THE NEAR
BY M5 MOTORWAY IS DIFFICULT TO COPE WITH
WITH ANY WINDS FROM NORTH, NE, WEST OR S.W.
WIND, THIS WILL BE EVEN WORSE WITH THE
MIN 8000 EXTRA TRUCKS PER DAY ON OUR
LOCAL ROADS (MIC FIGURE). WHEN I BOUGHT
THIS LAND FROM THE GOVERNMENT (DEFENSE
DEPT) - PAYING TOP PRICE THERE WAS NO
MENTION OF ANY HUGE (OR OTHERWISE)
TRANSPORT TERMINALS.

I FEEL NOW THAT MY FAMILY'S HEALTH
AND WELL BEING IS NOW BEING SACRIFICED.
THESE TERMINALS WILL BE OPERATING VERY
CLOSE TO WATTLE GROVE BOUNDARY & HOUSING.
I.E - SIMTA SITE 400 METRES OR LESS
- MIC SITE INTERMODAL / KM - ONLY.
AND ONLY 500M - MIC SITE TO CASULA SUBURB &
RESIDENTIAL AREA.

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THE NEGATIVE IMPACTS OF WHICH I AM CONCERNED ARE MANY - JUST SOME LISTED BELOW.

MY CONCERNS ARE FOUNDED UPON LIFE (65 YRS) EXPERIENCE NOT MEANINGLESS OR MASSAGED NUMBERS ON PAPER.

- 1) TRAIN WHEEL SQUEAL OPERATING ON VERY TIGHT RADIUS BENDS ON THE APPROACH AND DEPARTURE TO THE SITE - ALSO WITHIN THE SITE. EVEN IF THE TRAIN IS MOVING VERY SLOWLY THIS NOISE WOULD BE BAD DUE TO THE MAXIMUM WHEEL TRACTION & FRICTION AT THESE LOW SPEEDS, AND THIS WILL BE IN THE MIDDLE OF THE NIGHT & 24 HRS/DAY.
- 2) TRAIN SHUNTING NOISES WITHIN THE SITE THROUGH THE NIGHT & DURING THE DAY FROM OLD & NEW ROLLING STOCK.
- 3) TRAIN NOISE ON THE NEW BRIDGES OVER THE RIVER.
- 4) GREATLY INCREASED TRAIN DIESEL ENGINE NOISE - I AM LEAD TO BELIEVE THAT THIS WILL BE BAD DUE TO OUR TRAINS ONLY BEING 2 HAND FROM OVERSEAS & OLD TECHNOLOGY.
- 5) INCREASED DIESEL POLLUTION FROM THESE TRAINS.

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- 6) NOISE FROM ELEVATED GANTRY TYPE CRANES OPERATING POWERFUL ELEVATED WINCHES LOADING & UNLOADING CONTAINERS - PARTICULARLY IN THE MIDDLE OF THE NIGHT AND DAY.
- 7) CONTAINER CRASHING NOISES (AT PUT DOWN ETC) RESULTING FROM HIGH SPEED GANTRY CRANES ETC — IN THE MIDDLE OF THE NIGHT & DAY.
- 8) NOISE & POLLUTION FROM THOUSANDS OF EXTRA LARGE TRUCKS ('B' DOUBLES ETC) AND SMALLER TRUCKS AND VEHICLES OPERATING ON OUR LOCAL STREETS & MOTOR WAY AT ALL HOURS OF THE NIGHT & DAY.
EVEN IF THERE ARE SUPPOSED MEASURES TO REDUCE THIS ^{THE} IMPACT ON THE RESIDENTIAL AREA WILL BE SEVERE 24 HOURS / DAY.
- 9) NOISE FROM VARIOUS METHODS OF MOVING CONTAINERS FROM WITHIN THE SITES - THROUGH OUT THE NIGHT & DAY.
- 10) NO AMOUNT OF MONITORING AND MITIGATION OF NOISE WILL FIX THE IMPACT ON THE NEARBY COMMUNITIES, WE HAVE ALREADY SEEN THE TRUE IMPACT ON THE COMMUNITY SURROUNDING THE PORT BOTANY SITE AND ALL THE FALSE & PROVEN WRONG MONITORING THERE. ALL THIS WILL JUST BE

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REPEATED HERE AT MOOREBANK - BUT ON A LARGER SCALE.

IT IS UNBELIEVABLE THAT ~~THE~~ MASSIVE TERMINALS OF THIS SIZE & TYPE (OR SMALLER) CAN EVEN BE CONSIDERED WITHIN THE LONG ESTABLISHED NEARBY RESIDENTIAL AREA.

THIS NEAR PRISTINE FRESH WATER RIVER FRONT LAND SHOULD BE USED FOR RESIDENTIAL & RECREATIONAL USE ONLY AND NOT FOR THE PURPOSE OF HEAVY & POLLUTING INDUSTRY, DESTROYING THE QUALITY OF LIFE FOR THE LONG ESTABLISHED RESIDENTIAL ~~COMMUNITY~~ COMMUNITY WHO PAID A HIGH PRICE TO THE GOVERNMENT FOR THEIR LAND.

FOR MANY OF THE RESIDENTS, SELLING UP AND MOVING IS JUST NOT AN OPTION GIVEN THE REDUCED VALUE OF OUR PROPERTIES DUE TO THE INTERMODALS.

YOURS SINCERELY
KENNETH NOEL WILSON

