

[REDACTED]

[REDACTED]

Holsworthy NSW 2173

I strongly 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. Approximately 10,000 heavy vehicles per day will need to access and leave the terminal using the M5 and local roads. 5000 cars per day will need to access this site.

The Moorebank Intermodal will not be an economically viable investment for either the State Government or the Federal Government. Proper consideration concerning the cost of this proposal has not been undertaken, especially the costs involved with maintaining these assets such as road infrastructure. 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 heavily congested.
- The modelling does not cater for the predicted growth of the area.
- The intersections and road networks are already congested.
- The proposal will increase traffic delays significantly.
- Trucks weaving onto and off the M5 between Moorebank and the Hume HWY interchanges will cause accidents and present a danger to my family and friends (just drive along there any day and witness what happens already and then increase it by 10000 and see how scary that will be).
- Trucks parking and taking shortcuts through the nearby streets will make the area unsafe for my family and friends. Children in the area will be put at risk of accidents involving trucks.

Noise

- There is no noise wall along the rail corridor along the Georges River, so noise will carry particularly at night.
- There is no way to mitigate noise from the breaking and shunting of trains which will happen on site.
- There is no way to mitigate noise from the loading and unloading of trucks and the movement of containers, especially for those residents living close to the facility
- Residents up to 3kms from Port Botany are kept awake at night I do not want this for myself nor my family, especially when we moved here because it was a quiet suburb.

Air Quality

- There will be increased diesel fumes in the community generated from the trains (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 these increased diesel fumes.
- Sydney's south west is already heavily polluted due to the topography of the area.
- There will be dust and odour generated from this site, especially during the construction period. This area already is dusty and doesn't need any further additions to the problems.

Health

- The intermodal will make my family sick. Especially increasing their symptoms of asthma.
- Putting an intermodal in this already established residential area is unacceptable. The government shouldn't plan an industrial area in a residential area.
- There will be a film of diesel slime over all the plants, homes, and water features including the Georges River if the amount of trucks and heavy vehicles in the area increase.

Heritage

- I am proud of the strong military history of the area, removing of these heritage features from the site will break the current ties for the community.

Location

- The site is surrounded by residential development. This site should never have been considered due to the young families in the area and the existing families that have raised their children here such as myself.
- This area is full of leafy quiet suburbs with very strong community connections. This development will be detrimental to the area and will depreciate it's value.
- There are other preferable sites, such as Badgerys Creek which does not have residential development nearby.

Contamination

- The unloading of import containers in this area will have the potential of destroying the native flora and fauna, of which there is a significant amount. Quarantine inspectors say dangerous fire ants were found in a container terminal at Port Botany this week have come from overseas. Our precious koalas and other native animals will be put at further risk not to mention humans.
- This unloading will also have the potential to destroy the Georges River.

Container Destinations

Moorebank Intermodal Company claims that the majority of the containers will be delivered within a radius of 20kms from the terminal but a study carried out by a modelling firm on behalf of the community shows that two thirds of the containers are destined for the western suburbs of Sydney, which are between 26-35 kms 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 restrictions should be applied to the Moorebank Intermodal proposal.

There appears to be 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. There also seems to be confusion as to the total traffic amounts being generated from the two proposals as the modelling for each is different.

I believe the Intermodal development should be moved to a non-residential area such as Badgerys Creek.

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

Yours sincerely

