

February 2017

Moorebank Intermodal Terminal Stage 1 Early Works Application Number SSD 5066 Mod 1

I have many reasons to object to the Moorebank Intermodals. Below shows just some of my concerns in relation to the Moorebank Intermodal Terminal Stage 1 Early Works.

Firstly, there have been so many changes: name changes, modifications, additions, extended hours of work, tonnes of extra fill, concrete crushing machines, etc to the proposed Moorebank Intermodals that I firmly believe it has all become an utter mess. The modification applications have not been substantially the same as the initial proposals. The impacts on the community and environment will be disastrous. The constant applications increasing the size and significance of once a much smaller intermodal need to be stopped.

Conflicting Figures

I am concerned that recent investigations show that an amount of 1,600,000 cubic metres of clean fill are now required for the site. How was this overlooked initially? Obviously mistakes were made in initial reports. Liverpool Council's Cardno reports show discrepancies between reports taken by the proponents and their own independent reports. Independent traffic modelling reports have been provided differing greatly from the proponents reports. Why are there so many mistakes being made? The SIMTA July 2016 newsletter states that more than 7,000 jobs will be created whereas both sites together will only create 2,648 jobs. Statements like traffic will be taken off Sydney's roads when we know that the traffic will just be moved to Moorebank from Port Botany – an area already in traffic gridlock daily. Improvement in regional air quality – is all manipulation of language.

This just goes to prove that you can't trust the reports that the proponents have provided. Independent studies need to be taken to find the true facts and figures and not blindly accept the reports the proponents arrange or there will be a white elephant on your hands.