

# EAST LIVERPOOL PROGRESS ASSOCIATION

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Submission Response to Project SSD-5066

Moorebank Intermodal Terminal

We write to express our absolute objection to the subject proposal : reference SSD-5066

Other local submission authors with professional standing in Traffic Modelling provide the unassailable facts that this proposal cannot attain the quality of Infrastructure development the nation expects from its professional public servants and associated courts, tribunals and panels in delivering government objectives.

Attached is a document containing a quick overview of facts relating to the subject site at Moorebank. We expect this EIS process to provide specific answers as to how and at what cost to the taxpayer can the proposed project with its huge trucking demand be made to fit into the river bound East Liverpool traffic corridor servicing the existing south west of Sydney, already at congestion levels, and its growth in the next decades to include a population in housing numbers and area equivalent to Canberra.

Let us state that the entire Moorebank Intermodal proposal, from the Greiner / Corrigan SIMTA to Albanese / Wong MICL, has been one of compounding error to which we will gladly speak given the opportunity. It is a story of the opportunistic greed of captain capitalists - free access to State utilities - and of lazy sloppy socialists who relied upon the enterprise of Greiner / Corrigan to build a Business Case ( heavily redacted upon release ) to commit Commonwealth river side lands.

The Objects of this project are reasonable but can be met by other locations, such as Badgery's Creek as well argued in work done by Liverpool City Council. They are not served well when the commercial viability of a Moorebank project has been questioned by Infrastructure NSW ( 2012).

Of specific concern is the Staged Approval process as per Chapter 10.4.1 of the EIS.

Postponement until a Stage 2 development approval, the "environmental impacts associated with the construction and operation of the project", must not be supported. It will be a dereliction of duty as local knowledge highlights for all to see the obstacles ahead and that no engineering can remedy the volumes of traffic into which the 1000's of daily truck movements need to merge and then wind out to their destination. Please note that the only solution is a second traffic route east from the Campbelltown region to the

east / north east. This will require alienation of existing and long used lands within the Liverpool Military Area.

Staged development approval must be rejected. This is a major infrastructure development with extensive interruption to the lives of local and regional residents, local recreational pursuits based on the Georges River and surrounds, local and regional small business through traffic congestion.

The project is a major infrastructure development and must be fully implemented as modelled and planned to attain a positive return for the major investors. Unless it proceeds to its fullest planned intention then it is to be condemned as half baked and having been agreed to by authorities knowing it alienated environmentally sensitive river lands, dumped a 24 x 7 noise, light, diesel emitting industry within 100's of metres of existing neighbourhoods, and further choked regional traffic after having been provided with the full information that exposes the compounding errors to date since 2005.

Thank you for the opportunity to make this representation.

## Fact Sheet concerning Moorebank Intermodal

### **Moorebank Intermodal Freight Terminal - - a quick overview**

Note: SIMTA = 83 hectare private project : MIFT = 220 hectare government project

### **The unassailable deficiencies of East Liverpool as the location for a Road / Rail Freight Terminal.**

- Moorebank is in East Liverpool.
- East Liverpool is a flood prone area bounded on three sides by the Georges River. Bridges are fundamental to traffic movement.
- East Liverpool is at the northern end of the Liverpool Military Area (Holsworthy) which runs to the far south joining with water catchment areas at the east of Campbelltown. There are no roads running east from the Macarthur Region due to this planning restriction.
- East Liverpool serves as the main traffic corridor to the north, east and south for the entire Macarthur Region and the City of Liverpool which are the locations of Sydney's fast growing South West Urban Growth

area.

- The four existing western river crossings into East Liverpool ( Glenfield causeway, M5 Bridge, Liverpool Bridge and Warwick Farm Bridge) **have daily traffic volumes almost equivalent to the Sydney Harbour Bridge and Harbour Tunnel combined.** They carry more than the bridges that service the Sutherland Shire ( Tom Uglys, Taren Point, Alfords Point).
- The placement of a Freight Terminal at Moorebank is like locating one at Kirribilli with the need of trucks to rat-run through North Sydney and Lavender Bay and merge with harbour crossing traffic for access to their Sydney south, east and west destinations.
- The local traffic intersections are already at "fail " level service status.
- The MIFT / SIMTA projects will have , **PER HOUR, 200 to 300** B Doubles, Semi Trailers and rigid trucks merging into already congested intersections. With the slowness of haulage trucks a mere **60** heavy trucks per hour will have an annoying adverse effect on the daily commuting workers and delivering businesses.
- The SIIMTA / MIFT site is defined as a "flood island" according to a NSW Government Department submission on SIMTA and would require boat access upon a major flood.
- The SIMTA site is located 400 metres from established neighbourhoods of families. MIFT, an extra 300 metres.
- The developments will see over 100 hectares of bitumen / concrete carrying 82 diesel train movements, 1000's of diesel truck movements and 1000's of container loader movements. All this with a boundary 80 metres from the Georges River.
- The air quality in our region is already on the lower end of the scale. Diesel is the main source of traffic generated carcinogenic Particulate Matter ( PM 2.5). This location will become a diesel sink, with its bad air flowing across the local area and downstream to Chipping Norton and beyond.
- The Government to date has failed to respond to these realities.
- The 2012 State Infrastructure Strategy questioned the commercial viability of short haul freight rail to/from Port Botany.
- There have been no published business case analysis of alternatives. Indeed, we cannot access the NSW Government Submission to Infrastructure Australia (2012) covering public infrastructure costs to service the SIMTA project.

- See Google Map below - The green bush country below Holsworthy is the Liverpool Military Area and joins near Campbelltown a Sydney Water Catchment Area - hence no roads to the east from Campbelltown until you reach East Liverpool.
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