

# Fact Sheet

## Concerning costly constraints to the proposed 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 Badgery's Creek airport traffic will have to flow through it.
- The four western river crossings into East Liverpool **(14 lanes)** 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 - **(18 lanes)** ( Tom Uglys, Taren Point, Alford's Point).
- The placement of a Freight Terminal at Moorebank is like locating one at Kirribilli with the need of trucks to merge with harbour crossing traffic for access to their Sydney south, east and southwest 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 transport 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 within 80 metres of 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.
- Contact: Michael Byrne - 0414 978 694

