

SUBMISSION IN OBJECTION TO MOOREBANK INTERMODALS

MICL

PROJECT SSD 5066/EPBC

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We oppose the Moorebank Intermodal proposal and Environment Impact Statement for the following reasons:

THE PLANNING IS DEEPLY FLAWED

The original data on which the computer modelling was done should be re evaluated by a truly independent company. If you always add 2 and 2 you will always get 4, but if the correct data was 1 and 2 the computer modelling would produce an entirely different result.

The full effects of the two intermodals on the area has never been satisfactorily explained by the proposals.

Badgerys Creek has cheaper land and is not immediately surrounded by long established medium density residential areas. The cost of the upgrade required to roads, intersections and noise mitigation would be better spent on the infrastructure for Badgerys Creek. This would be more a more feasible cost effective alternative to Moorebank.

The Airport was not approved for Badgerys Creek when the intermodals were first proposed for Moorebank. Noise from the intermodal will not affect the use of the airport as it will effect residents of Moorebank and surrounding suburbs

The part of the Georges river where the intermodal would be located is above the weir at Liverpool. Any accidental spillage, overflow or excess runoff from the site could pollute this vulnerable part of the river.

There are known existing issues with Port Botany being in a residential area, noise has been an ongoing problem, along with traffic congestion and pollution. PLEASE DO NOT CREATE THE SAME MISTAKES AT MOOREBANK

The proposed site is:

- surrounded by residential areas that have been established for many years
- prime riverfront land, that with the projected growth for Western Sydney over the next 20 years, would be of better use as recreational parkland, residential and creating employment. All other areas of Sydney use their waterways for leisure activities, WHY NOT MOOREBANK?

HEALTH

An intermodal should NOT be built in an existing residential area, to do so will be exposing thousands of people to respiratory and other health issues.

There are at least 5 schools and numerous pre schools in the area. The emissions created by the projected extra 8100 diesel trucks and freight trains EVERY DAY would have a detrimental impact on so many young lives.

TRAFFIC

Moorebank is virtually an island surrounded on three sides by the Georges river, one of five bridges must be used to enter or leave Moorebank unless Heathcote road is used. These five bridges are already heavily used, with a traffic accident at any one causing a major flow on and long traffic delays to all of the others.

The increase in population growth in the south western region e.g. new estates along Camden Valley way from Prestons to Camden and the projected 8100 extra trucks a day passing through the Moorebank will create gridlock.

Delays caused by trucks stopping and starting at intersections will further slow down traffic.

Many intersections will need to be upgraded to accommodate the enormous volume of trucks per hour: i.e. These intersections to mention a few will require major works.

- * Newbridge road into Nuwarra road
- * Nuwarra road onto M5
- * Newbridge road into Moorebank avenue
- * Milperra bridge intersection

- * At the intersection of Newbridge Rd and Governor Macquarie Drive there are accidents with trucks almost every week. This intersection is already dangerous.
- * The weave from Trucks at Moorebank Ave onto the M5 and traffic to the Hume Hwy
- * The weave from Trucks from the M5 and traffic from Hume Hwy coming over the bridge to Moorebank Ave
- * Rat runs will be created through what is now quiet suburban streets and local residents/ ratepayers will be paying for the upkeep of these roads.
- * The traffic in the area is already at saturation point

POLLUTION

- * Decline in air quality due to the proposed 8100 more trucks a day predicted for the area
- * Emissions from diesel trucks and freight trains
- * Emissions from traffic at a standstill and waiting for slower moving trucks to navigate intersections and traffic lights

NOISE

Thousands of people would be living within 3 kms of the proposed intermodal at Moorebank , Casula, Wattle Grove and North Glenfield.

- * Everyday noise associated with the intermodal i.e.:
 - the banging of containers being loaded and unloaded 24/7
 - forklifts and trucks backing up 24/7
 - wheel screech from 1.8 kilometre long trains navigating in and out of the intermodal 24/7 This would be more prevalent due to the limited area available for turning
 - trucks starting (engine rev) and stopping (break screech) in congested traffic
 - Trains shunting
 - noise from additional traffic in the area, breaks, screeches, excelleration

People living within 3kms of Port Botany are kept awake at night by noise from the site, this same mistake should not be recreated at future intermodals. It is easier to address a problem before it is created. There has been no suggestion as to how noise pollution will be policed or any timeframe given for mitigation of noise.

EMPLOYMENT

A vacant area of land of this magnitude should be focused on providing employment opportunities for thousands of people in the surrounding suburbs. While this would be an increase in traffic, the impact on local roads would be greatly reduced. Instead of 8100 trucks a day, 8100 cars owned by locally employed people would be a benefit to the area. This would help to reduce the impact of traffic congestion further along the M5.

The Moorebank area really requires a focus on providing more work opportunities at various levels instead of limiting employment opportunities to warehousing operations.

The Broader Liverpool area is greatly lacking work opportunities

A business/industrial park would create 100s of employment opportunities for a larger range of skills and levels.

An industrial park could coexist with one end of the site being residential and the other a business/ industrial park

EQUITY

In other areas of Sydney riverfront land is highly valued for recreational use by the public.

Why are people in the south west denied the same privilege. This is especially important as the south west of Sydney i.e. Liverpool area is already identified as a major residential growth area.

The riverfront should be available for the use of the public, not bordered by an intermodal where the risk of contamination of the river would be increased