

**Objection to the Moorebank Precinct West Stage 2 proposal
Environmental Impact Statement.**

Prof John French, Glenfield Farm.

As the co-owner of Glenfield Farm (with my wife Jennifer French), I object to this Moorebank Intermodal project, because in my view its planning has been importantly flawed. In particular, the ascribing of ownership of Glenfield Farm (on the Department of Environment and Heritage website accessed November 21, 2016) to the Department of Planning and Infrastructure is not correct. Sale from the Crown to us occurred more than 3 years ago. As stakeholders we should have been consulted from when we became freehold owners of Glenfield Farm in 2013, however, even though we are neighbours directly affected by the Intermodal project link lines, we were not consulted and did not become aware of the project until after it gained Federal government approval.

An attribution of incorrect ownership may have been the reason that no formal noise assessments of the proposed spur/link rail access to the Moorebank Intermodal were performed at Glenfield Farm. It is obvious with even a cursory inspection of the local geography and the projected tightness of the spur/link rail access to the Moorebank Intermodal site, that excess noise, will occur. The severity of the noise problem, which could cause Glenfield Farm to become unlivable, has been confirmed by an acoustical engineering report authored by Brian Marston. The spur/link line of most concern now is between the southern approach of the Southern Sydney Freight Line and the Moorebank Intermodal Terminal bridge over the Georges River. This development will compromise our ability to inhabit and enjoy our property. Further, the costs of our heritage property maintenance are significant and we had planned to defray these in part by having events. This will probably not be feasible due to excessive noise from the rail link, particularly curve squeal. I contend that given the sale date of October 2013 of Glenfield Farm, we should have been consulted at the start of the process and should subsequently have been explicitly involved particularly in noise measurements. It is tempting to conclude that the flawed website ownership information has led to flawed planning which will directly and adversely impact on us as freehold owners.

More generally, the South West area of the Sydney is going to be likely critically adversely affected by several aspects of this development. For example, the road traffic consequences of the Intermodal operations, let alone the local adverse impacts of rail access to the site (see above). A development integrated with the new airport at Badgerys Creek, which initially will have a high freight volume, would be more appropriate. From personal experience the M5 will be completely inadequate to deal with traffic from the dramatic increase in population to the SW of the Liverpool City. Also, this area is an inversion zone in the winter and a health assessment of the marked increase diesel particulates that will result, needs to occur. The air quality effects of fumigation of containers on the Intermodal site should also be assessed on health. It is hard to see how this project as outlined will be economically viable on top of its detrimental local impacts.