

**From:** [REDACTED]  
**To:** [PAC Enquiries Mailbox](#)  
**Subject:** submission to the SIMTA Moorebank Intermodal proposal  
**Date:** Friday, 5 February 2016 6:45:53 PM  
**Importance:** High

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Regarding Both: D392/15 - Moorebank Intermodal Terminal - MIC Intermodal Terminal Concept Plan, and  
D393/16 - Moorebank Intermodal Terminal - SIMTA Intermodal Terminal Facility Stage 1.

We are against the SIMTA proposal for an Intermodal at Moorebank for many reasons:

- The EIS should be completed on the total number of projects proposed for the area, i.e. Federal Government Intermodal on the Australian Army Engineers site, SIMTA proposed intermodal as well as the SSFL since the effects will be felt of the total projects that are proposed not just the SIMTA proposal. Anything less does not give an accurate picture of the outcome.

I could not find any information that referred to the cumulative effects on air quality, noise and traffic that would occur from both the SIMTA proposal and the widely known about Moorebank Project Office proposal operating simultaneously. This renders any information on SIMTA's EIS inappropriate, inaccurate and does not tell the true story. This is misleading and unfair to the people of Liverpool and to anyone that uses this area whether to travel through it , provide services or use services provided by the area.

## ROADS AND TRAFFIC

-Impacts to Traffic should be considered including the exiting and entry of trucks to and from the site and the deadly impact this will have as these trucks attempt to merge onto the M5 with traffic travelling at 100kph. Trucks merging from Moorebank Ave onto the M5 travelling towards the M7 will inevitably cause accidents as those already on the M5 travelling in the same direction swerve to avoid them or simply crash into the back of them. Also as cars travelling in that same direction on the M5 try to merge into the far left lanes in order to get onto the Hume Hwy whilst trucks from the SIMTA intermodal are merging from Moorebank Ave onto the M5 travelling towards the M7, accidents are inevitable. For these scenarios to be mitigated would possibly mean lowering the speed limit on the M5 for that area or building complexed and expensive underpasses, overpasses or tunnels. Not enough information has been provided in SIMTA's EIS regarding mitigating or providing solutions to such matters. Any information provided is vague and does not display who would be responsible implementing for such action.

In Appendix N, SIMTA say " M5 Motorway/Moorebank Avenue interchange. The analysis has suggested the need for additional capacity improvements in the form of widening at the following ramp locations including:

- M5 westbound off ramp;

- M5 westbound on ramp;
- M5 eastbound off ramp. "

My comment to this remark by SIMTA is.....

This action is insufficient to prevent accidents such as those I have mentioned above from occurring. SIMTA boast about all the widening and work they recommend will need doing on Moorebank Ave but have not addressed the crucial aspect of the traffic accidents on the M5.

- "SIMTA supports all measures to stop trucks driving through local streets on the way to and from the intermodal terminal."

My question is to this remark by SIMTA is.....

What will it do to implement procedures to prevent trucks from using local streets? How will it follow through, monitor and carry out these these procedures? What are the so called local streets specifically? Please name them specifically?

- there will be a huge impact to the residents living close by as well as a significant impact to all people living within a 10km radius of this site. The location is within very close proximity to houses. How would anyone expect our lives to be with all the air pollution that would be generated, the noise and the light 24/7. Not discussing the rail impact, our streets are already very congested and as it stands now it is almost impossible to go on the local roads during peak hours let it be with 2000 trucks more. The M5 is already over full capacity during these peak hours and roads in the surrounding areas of the proposed Intermodal would become gridlocked.

- I am glad that 3300 trucks are taken off the road from Botany to Moorebank Avenue. But how wrong is it to put 3300 trucks back on the road from Moorebank Avenue in an existing pollution basin. The truth behind this simple fact has been hidden by SIMTA as well as the Moorebank Project Office from the beginning of these proposals. With up to one million trucks expected to enter and depart Moorebank Ave to and from the SIMTA terminal annually, many of them using the M5....How is this NOT due to the SIMTA freight terminal???
- How can they say that this number of trucks they intend to bring to the Liverpool area will not increase truck movements on the M5? It may be on a different section of the M5 ie between Moorebank Ave and the M7 junction but the same number of trucks and more will still be using the M5 due to the fact that goods must be delivered from Moorebank to the warehouses in the west and south west of Sydney.
- I feel the Liverpool community are being fed lies by SIMTA to avoid conflict with residents on their proposal.

SIMTA have said "Moorebank Avenue will be assessed to investigate if it would

support increased truck traffic to and from the intermodal terminal. Appropriate upgrades would be implemented as required.”

My question is to this remark by SIMTA is.....

When will it be considered appropriate to upgrade the road? At what point? When is the right time and when is it too late? How will this progress or regress be measured?

-“Together with the Moorebank Avenue widening, roads approaching the traffic lights at Moorebank Avenue/Anzac Road may also need to be widened.”

My question is to this remark by SIMTA is.....

Is this to accomodate trucks turning on and off Anzac Ave? I thought the trucks will not use Anzac Ave according to previous satatements by SIMTA. Are these more lies?

#### AIR QUALITY AND PEOPLE’S HEALTH

Air Quality is really important. Australia has one of the worlds highest incidents of Asthma. Residents suffer from many other lung complaints as well. Any degradation in air quality will make these conditions worse. Every truck that they take off the road at Port Botany will have to start at Moorebank, queuing with its engine running, pushing pollution into the air.

Air Pollution has really serious health effects. Studies show the following:

- Air Pollution from busy roads shortens life expectancy
- Asthma symptoms (and childhood hospitalisations) caused by truck exhaust
- Babies are more likely to be premature or have low birth weight if mum lives near high traffic areas
- Respiratory symptoms in two year olds linked to Traffic
- Asthma more common in children who live near freeways
- Children (and people generally) who live near busy roads are more likely to develop cancer
- Air Pollution causes more traffic related deaths than accidents

This [link](#) has an index of relevant studies from the San Diego Earth Times.

[Another study http://www.ehjournal.net/content/6/1/23](http://www.ehjournal.net/content/6/1/23) talks about the Cardiac and Pulmonary effects of living in close proximity to pollution.

Specific questions to be addressed in the terms of reference should include;

- a) what increases in PM10 and PM2.5 will occur at different locations in the local environment, arising from all sources related to the proposed Moorebank Intermodal Terminal Facility
- b) what increases in PM10 and PM2.5 will occur at different locations in the local environment, arising from the combined effects the proposed Moorebank Intermodal Terminal Facility and the Department of Finance Intermodal

terminal project.

- c) Will the increases in PM10 and PM2.5 arising from the Intermodal developments push the levels of PM10 and PM2.5 (in any location) above the guidelines set by the World Health Organization.
- d) What, if any health effects are likely to occur in the local population resulting from increases in PM10 and PM2.5 levels associated with the Intermodals.
- e) What are the economic costs (loss of productivity, cost of health care, etc) of any adverse health effects.
- f) If the proposed Intermodal facility was to be located in another area of Sydney, what PM10 and PM2.5 levels would result in these other local areas.

- The proponents of the massive terminal complex at Moorebank say that residents won't be impacted by noise, but residents are not convinced.

Overseas, authorities acknowledge the noise impacts on local residents. The Port of Houston Authority in Texas has offered \$US40,000 "mitigation payment" per house for houses as far as 920m (Baywood Ave Shoreacres) from the Bayport Container Terminal so home owners can install soundproofing.

You can read all about it [here](#).

<http://www.bayportmitigationsolution.com/>

- In 1997 the Holsworthy Airport proposal was scrapped, one of the reasons being that the air pollution would adversely affect the region. 15 years later that population is now substantially bigger and more people would be affected by a much bigger proposal. The location is the wrong place for such an operation

- Since pollution in the area is already high compared to a lot of areas in Sydney any increase in pollution must be considered to be dangerous and must be monitored in full and in all conditions. Any adverse findings must be reported and remediated including fines and/or criminal penalties where applicable.

- There has been a mountain of research from all over the world that diesel emissions cause great problems to residents even short term exposure. It affects the brain lungs diabetes child birth weight hearts as diesel contains 40 toxic chemicals. And still it appears the ones deciding on these freight terminals are choosing to ignore the facts and the resident's concerns. It is unbelievable that governments and companies can be so short sighted when planning such infrastructure in residential areas. Or is it simply neglect?

- The SIMTA construction has been noted as extending over a period of 12 years and some of the equipment used will bring noise levels of 122 db's /. Also it is noted that they say that freight trains will bring sound levels of 41-45 decibels along Casula Liverpool when residents have been complaining about excessive noise levels up to 97 decibel. Also I have noted that the receptor pollution points are in areas that doesn't represent the levels of pollution in heavy industrialised areas. It has been recorded in the Local area pollution rate of 20.22 which is over the world health organisation (WHO) maximum of 20. It can only get

worse with the growth of freight numbers.

## OTHER ISSUES

-“Operations at the intermodal terminal would schedule truck arrival times to minimise queuing.”

My question is to this remark by SIMTA is.....

And what about when there is a hold up between Port Botany and Moorebank via the M5 which occurs frequently or at Port Botany itself? Schedule times will mean nothing. This may unfortunately for the Wattle Grove residents produce poisonous diesel emissions in their living spaces as the trucks are forced to queue on nearby roads. Many will leave their engines on to use their airconditioning in their cabin as they wait.

- The threat of terrorist attack on the Intermodal site including freight and infrastructure. With only 3% of containers currently being checked for illicit and illegal goods how can we be certain that terrorists will not attempt to attack and cripple Sydney's Freight flow, particularly as it seems that the Government is concentrating all of the freight flow into 1 or 2 narrow freight corridors.

- The potential for an accident with unknown container contents spillage or leaking into the George's River, local watertables, soil or air is of concern

- The potential for an explosion resulting from an accident or careless handling of containers resulting in damage to resident's homes and other surrounding infrastructure.

-Most of the 13,000 families within 2km of the container terminal are paying off a mortgage and they are worried about the effect of having a huge container terminal appear next to their house.

Houses next to terminals drop in value, a lot. Local residents don't deserve a slug like that.

What compensation will be on offer for residents within the 2km zone from the Intermodal?

Why is the Crime and statistics of the suburb of Moorebank studied so heavily when in fact the planned intermodal lies closer to the residential areas of Wattle

Grove and Casula than it does to the predominant residential area of Moorebank? It seems Wattle Grove and Casula have not been considered in the planning and the social and health requirements of these suburbs will not be considered by SIMTA.

I realise this is not part of the DGR but it just shows SIMTA's attitude and disregard towards the local residents.

Nowhere in the planning for Moorebank complex has there been any mention of compensating residents so they can insulate themselves against noise or top up their mortgage so the drop in property value doesn't leave them with negative equity.

- I have to remind the planners of these Intermodals both Federal and Private that flooding of the Georges River is of great concern. There have been numerous times flooding has occurred along Newbridge Rd near Flower Power and heavy rain in a short period can cause flooding along Newbridge Rd which has the Georges River at 2 points near the area. With heavy rain recently part of the area has been flooded and to believe you could operate a freight hub with such uncertainty beggars belief and if the flooding occurred it would cause great damage and inconvenience to the SSFL freightline and the transport of diesel trucks along Newbridge Rd , Moorebank Ave and other heavily patronised roads.

Kind Regards,

Dominic Scutella

