

Swati Sharma - Submission Details for John Chung (object)

From: "John Chung" <john.chung@hotmail.com>
To: "Swati Sharma" <swati.sharma@planning.nsw.gov.au>
Date: 19/10/2013 4:13 PM
Subject: Submission Details for John Chung (object)



Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: John Chung
 Email: john.chung@hotmail.com

Address:
 14 Culgoa Court

Wattle Grove, NSW
 2173

Content:

On behalf of the residents who live alongside Anzac Road, I am very disappointed that no consideration has been given to all the residents living along Anzac Road. It is inevitable that traffic along Anzac Road will be affected by over 10 fold when SIMTA is operational. Although SIMTA has said that none of its trucks will be required to use Anzac Road, little in reality has been done or is being done to ensure that none of its trucks use Anzac Road.

Even more disturbing, there seems to be a cover up at the moment about the ownership and future plans for this road. Part of the road is today still owned by Defense (the eastern stretch as it is known from Wattle Grove Drive to the western side of Delfin drive next to the fire station). The western stretch of the road from the Fire Station to Moorebank Avenue has been handed over to the Roads & Maritime Services or RTA as known before. Once a road is handed over then it falls under the jurisdiction of the Liverpool City Council.

The residents who live along Anzac Road would like to have the commitment from SIMTA and that of Defense to close the western section of Anzac Road as a measure to stop trucks traffic along this road. It will still be possible for light traffic to go through Delfin Drive in order to go to Moorebank Avenue and it will be impossible for any truck to go through Delfin Drive as it is a local thoroughfare limited to 40km/hr and narrow round-about.

When Defense was contacted (verbally) to consider this option, the answer was that it does not own Anzac Road and that RTA/Liverpool City Council (LCC) now owns it. And when LCC is contacted they say they don't own it and it belongs to Defense. There seem to be a deliberate "buck passing" to mislead the residents and to gain time for whatever purpose and plan that they both already have.

Apparently there is a clear plan to upgrade Anzac Road to a full 4 lane road. Obviously this is to facilitate the use of Anzac Road by trucks.

So we ask once more time, please close the western stretch of Anzac Road, please turn it into a park and walkway just as being done along Anzac Creek or simply hand the land to the residents.

We also ask SIMTA to come clean with its plan for Anzac Road.

Kind regards
 John Chung

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 Submission: Online Submission from John Chung (object)
https://majorprojects.affinitylive.com/?action=view_activity&id=78749

Submission for Job: #4400 SIMTA Moorebank Intermodal Terminal Facility
https://majorprojects.affinitylive.com/?action=view_job&id=4400

Site: #2377 SIMTA Intermodal Terminal Facility; Moorebank Avenue, Moorebank, Liverpool
https://majorprojects.affinitylive.com/?action=view_site&id=2377

John Chung

E : john.chung@hotmail.com

October 2013

**Comments on SIMTA Moorebank Intermodal Terminal Facility
Application Number 10_0193**

To start with I would like to say plainly that I am totally opposed to the intermodal project. I believe that any intermodal in this area will not only ruin Wattle Grove and surrounding areas but will have massive detrimental effects on the residents and employees of the area due to a huge increase in pollution resulting in declining health of the people of the area, traffic gridlock, noise pollution and light spill, ground vibration, ground a waterway pollution, decline in natural flora and fauna in the area. I don't believe there any way to effectively mitigate the effects of the intermodal on the land, air, waterways, flora, fauna and people of the area.

Comments regarding the cumulative effects not being taken into consideration as if the government intermodal goes ahead it will be servicing the same area are not acceptable as the site will be able to handle the same amount of freight whether the government intermodal goes ahead or not. Whether that is required in 5 years, 10 years, 20 years or not doesn't matter. If it is capable of handling the quantity eventually it will handle that quantity still being within close range of a huge residential area.

There is mention that there will be capacity issues on the surrounding roads but that that will be the case whether the intermodal goes ahead or not. It is obvious that the capacity issues will be hugely impacted by an intermodal. The fact that there will be capacity issues in any case just proves that the road system can't support and intermodal as the roads will just grind to a standstill. In my mind this is a no-brainer. Trucks may well be taken off the M5 motorway near Botany but they will just be placed at Moorebank and will be driving in all directions including the M5 motorway from there instead. There is mention of the off and on ramps allowing access to both eastern and western parts of the M5 motorway. According to local traffic experts these are not long enough or large enough to allow for the quantity of trucks that an intermodal will create to enter and exit efficiently.

I don't know how SIMTA can state that they have enough mitigation measures in place to prevent noise and vibration being a problem. People and houses along the Southern Sydney Freight line are already suffering sleep deprivation and damage to their houses through vibration from the freight line and the current freight traffic they are already experiencing. This alone is reason to not let the intermodals go ahead. If this level of noise and vibration is considered reasonable I must say I disagree wholeheartedly and is this what the people of Wattle Grove can look forward to with an intermodal. We currently have very low noise in the area and that should not be changed especially when it will be 24 hours a day, 7 days a week.

In regards to Hazards and Risks – I believe they should be identified and made public now. There is no point looking at these problems after the project has been approved. It needs to be investigated now in case the hazards and risks and decided to be too high.

In regards to air quality the submission states that there will be a net reduction in NOx and PM. This may be the case in Sydney in general but surely the pollution in the Liverpool region will increase dramatically – how can it not? Considering that we are in a basin where pollution sits for some time without being blown away surely a huge increase in diesel emissions alone from the increase in diesel trains let alone the massive increase in diesel trucks will have to have a huge impact on the air quality of the area. Sydney's pollution may improve a little but the pollution in Liverpool will increase massively. Surely the health of the people of Liverpool matters too.

In regards to health impacts – how can the proponent say it is unlikely that acute or chronic health impacts will occur? With the huge increase in pollution coupled with sleep deprivation from pollution, noise, vibration and light spill people's health must be compromised. It is a known fact published by the World Health Organisation that diesel particulates are carcinogenic.

As far as economic impacts are concerned a technology park would create more jobs per square meter than an intermodal which being new and purpose built will surely be fully automated where possible. SIMTA cannot take credit for indirect jobs that may be created. How can these indirect jobs be measured? Travel time will actually be increased around the area since the roads will be so congested with traffic. A reduction in truck vehicle kilometres resulting associated cost savings mean there will be less labour required = decrease in jobs.

Environment risk I believe is still high and with the Georges River and Anzac Creek so close to the intermodals I believe pollution of both waterways will increase. How can there be improvement in the waterways when there will be industry so close.

While the project may be good for Sydney it is certainly no good for Liverpool and should not be placed in this area right on the doorstep of many communities particularly Wattle Grove and Casula. A project like this should only be placed in an area not surrounded by residential areas where there will be no health impacts and where the roads aren't already at gridlock.

With the majority of freight going to Western Sydney (not the South West) I believe an intermodal in Western Sydney would be far better since there is plenty of open land there and the majority of industry is already there and to the North West. The benefits of rail delivery and savings on truck kilometres would be better realised if the site was due west rather than south west. The local industrial areas mentioned are relatively small (particularly Yulong – where I work) whereas much larger industrial areas are located in Western Sydney and North Western Sydney which are much better locations for such an intermodal (of course in areas not on top of residential developments).

The document says that the closest residents are 400m from the proposed SIMTA site where the closest residents are actually as close as 250m.

All of the above goes to prove nothing much has changed with all of the Environmental Statements. There will still be a huge increase in pollution, traffic, noise and light. Moorebank is not the right place to put an intermodal and the people of Wattle Grove do not deserve to be sacrificed for such a project. Intermodals only belong in places that aren't surrounded by high density residential areas.

[REDACTED]
[REDACTED]

SUBMISSION - ENVIRONMENTAL ASSESSMENT

SIMTA Intermodal Terminal Facility (MP10_0193)

Author: Robertus Van Den Braak

Date: 20 October 2013

Wattle Grove, Holsworthy residents purchased homes as the area was peaceful and isolated. And despite the close proximity of the M5 freeway and industrial areas located in Moorebank, large concrete sound barriers mitigate this sound to bearable levels despite background traffic can still be heard. And despite the army barracks being in close proximity, the noise from army manoeuvres were minimal and not common.

The SIMTA Intermodal Proposal is placing a major industrial complex right next to peaceful residential community and although the Environmental Assessment issued on August 2013 covers in detail all solutions to mitigate social and environmental impacts during construction, which is very important, solutions for long term social and environmental impacts after construction has completed are vague or subjective. The lack of detail for solutions mitigating the long term issues placing an Intermodal next to a residential area are insufficient and do not guarantee a satisfactory quality standard of living for residents surrounding the complex.

The Environmental Assessment goes into a lot of detail into mitigating issues generated inside the complex but does not do enough to address the communities concerns about what the SIMTA Intermodal affect outside the complex. And the largest issue of all is the presence of an SIMTA Intermodal is it attracts the activity of heavy vehicles that SIMTA have demonstrated little control over such problems that occur outside the SIMTA Intermodal site.

The major social impacts residents will be faced with are the presence of trucks. The issues truck will cause are:

- **Noise** - When they accelerate from a standing start generates a lot of engine noise preventing any other surrounding sounds to be heard. The heavier the load the louder the engines sound. Trucks use compression braking, loud enough the sound can be felt. Unmaintained trucks are generally noisy overall.
- **Air Pollution** - Trucks produce diesel fumes, particles and stir up dust. All these elements should not be exposed to humans but since these vehicles share main roads and residential streets with the general community, residents are exposed to increased concentrations of these elements 24 hours a day.
- **Vibration** - Trucks when laden produce vibration. The heavier the vehicle, the more vibration. This is further amplified by uneven or unmaintained roads and unmaintained vehicles.
- **Disobeying the Law** - Common sense shows that laws are put in place to assist in making communities safer. It is an unfortunate fact that the trucking industry is motivated by monetary incentives to perform many trips in the fastest time possible. Because of this, the community's safety is weighed up against financial gain.
- **Visual Impact** - Trucks are an eye sore. I know this is subjective but I speak for the majority of residents that they do not want trucks in their community. Trucks are large, unsightly and the height of heavy vehicle stands taller than your average six foot fence. The last thing residents want to see is a truck or even a truck driver cabin next to their fence line moving or parked.

Noise is a great concern and the biggest problem is trucks using alternate routes through residential streets of Wattle Grove. Due to recent developments approved by Liverpool Council, this is currently a problem that will worsen with the presence of the SIMTA Intermodal.

Liverpool Council completed two projects that currently subject a negative impact on the well-being of the Wattle Grove community:

- The Industrial Park at the corner of Moorebank Avenue and Anzac Road
- The intersection upgrade of Heathcote Road, Anzac and Nuwarra Road.

Before the above projects were completed, it was very rare for articulated vehicles to drive through residential streets and Anzac Road. Anzac road should still be considered a residential street as resident dwellings (not the fence line) are less than 5 meters from the road, a lot of the rooms being children's bedrooms.

The above projects have now resulted in articulated vehicles frequently using residential streets and residents are now suffering from the following issues 24 hours a day:

- Loud diesel engine noise as trucks accelerate past houses and move through intersections
- Trucks using compression braking, regularly on Anzac Road, heard 24 hours a day.
- Trucks are parked beside residential houses with their vehicles on idle. The vehicles are obstructing the view of residents and idle noise and driver activities are disturbing residents all hours of the day and night.
- Trucks are driving on the dirt shoulder of Anzac Road due to road not being wide enough further increasing the noise the vehicles are making. Residents have to put up with breathing in the dust stirred from this problem and also dust settling over the residential properties.







- Residents are suffering from further noise and vibration from trucks and passenger vehicles travelling over damage sections of Anzac road due to increased heavy vehicle traffic.



- On weekdays where the frequency of trucks are more common the smell of diesel fumes can be detected in the air
- Trucks are regularly exceeding the speed limit of 60km/hour on Anzac Road putting pedestrians and residents driving out of side streets at great risk of a serious accident.
- Trucks drivers with unsocial agendas taking advantage of their cabin height to invade the privacy of residents.
- Increased debris is littering residential streets due to trucks not securing their loads.



- Truck roll overs are more frequent at the intersection of Holsworthy Road and Nuwarra Road from trucks turning right trying to beat the lights.

The above problems are at a critical state just from the Liverpool council's introduction of warehouses at the corner of Anzac Road and Moorebank Avenue. By locating the SIMTA Intermodal in close proximity to the Wattle Grove residents and Moorebank Business Park is just going to worsen a situation as a lot more trucks are attracted to the area.

The SIMTA Environmental Assessment fails to address in detail any mitigation to the issues described on surrounding areas outside the SIMTA site caused by the increase of heavy vehicle traffic after the SIMTA Intermodal is operational. If SIMTA are serious about providing a better environment to the area the Environmental Assessment has to consider the long term affects to the community long after the SIMTA Intermodal is in full operation.

Noise

To combat the increase in heavy vehicle noise especially from B-doubles and noise generated by high powered prime movers, SIMTA Environmental Assessment needs to include installation of sound barriers along the East Side of Moorebank Avenue from the SIMTA site entrance to the M5.

This would minimise the increased noise produced by trucks accelerating and braking from intersections Moorebank avenue crosses at Anzac Road and M5 reaching residential homes.

Heavy Vehicle Traffic using Residential Streets

Page 11 of the Consultation Outcomes Report mentions the following:

Current Roads and Maritime Services restrictions on B-double trucks will be maintained in all residential areas, including on Anzac Road. SIMTA does not seek any changes to existing B-double truck routes.

Establishing and signposting a weight restriction on Anzac Road.

Instruction and education of the truck drivers by SIMTA, with support from Liverpool City Council. SIMTA will seek support from police to fine truck drivers who break the rules.

At present, despite these supposed restrictions, B-doubles frequent Anzac Road 24 hours a day. Therefore, there assumptions these controls are going to mitigate vehicles from using residential roads are wrong.

Sign posting weight restrictions on Anzac Road are not going to deter vehicles using Anzac Road when the M5 intersections are congested. Truck drivers will still believe Anzac Road is a more efficient route and the costs to the driver not meeting their deadlines far outweigh the risk of penalty. This is a current problem now as truck drivers are already breaking the speed limits of 60 and 50km/h on Anzac Road. May it be proposed part of the upgrade to Moorebank Avenue Anzac Road intersection upgrade a No Right Turn side is in place for Heavy vehicles turning right from Moorebank, north bound into Anzac Road.

By sign posting Anzac Road to prevent trucks moving through, SIMTA is expecting local law enforcement to police trucks outside the SIMTA site. SIMTA should not be expecting tax payers to fund local law enforcement to police truck movements in and around the SIMTA site. Like other organisations in the area SIMTA should be responsible for the roads with a radius surrounding the site and fund their own private law enforcement to ensure truck drivers are obeying the road rules.

Modelling future growth in the Moorebank area without the SIMTA proposal shows that the amount of traffic using Anzac Road will increase because of the increase in development in south-west Sydney. The Draft Subregional Strategy, released by the department of Planning in 2007 anticipates "The South West Subregion is expected to experience the highest level of population growth of all of Sydney's subregions over the next 25 years, accommodating 25 per cent of future housing development."

The modelling of future growth saying traffic using Anzac Road will increase due to future development is unfounded as the surrounding areas such as Macquarie Fields, Glenfield and Ingleburn that will use Anzac Road are already developed and thus should not dramatically increase traffic flow on Anzac Road. Any future housing development in South West Sydney will use the M5 and M7 motorways. Also, residential traffic do not have loud diesel engines, use compression braking, carry heavy loads and output copious amounts of diesel fumes into the air and that is the main issue with the SIMTA Intermodal being so close to residential area.

Any solutions mentioned in the Consultation Outcomes Report are all speculative and reliant on Government departments to rectify. Like all large developments, SIMTA has a responsibility to look after infrastructure surrounding the site. The Environmental assessment must specify the exact solutions to mitigate Heavy Vehicle traffic using residential streets and not rely on maybes. The solutions should be implemented prior to construction so they are deemed effective using traffic noise generated during the construction of the site.

Heavy Vehicle Rest Areas

With the increase of heavy vehicles attracted to the area due to the SIMTA Intermodal site, truck drivers require rest areas and eating facilities. SIMTA Environmental assessment does not provide any areas outside the site for truck drivers to park their vehicles to check review work sheets, rest and eat. If Truck drivers need to a break, they have no choice but to park in residential streets and source food from local eateries within the residential areas. The lack of facilities at the SIMTA site for drivers will force drivers and their rigs to enter residential areas further increasing noise to residents. And refrigerated vehicles are exceptionally loud and must be left running.

Residents must also endure the increase of trucks parking beside houses creating a major visual impact. It is also unfortunate that there are truck drivers out there that use their cabin height to invade the privacy of local residents. There have been many instances of in the area of truck drivers looking into the windows of residents. Attached is an image of a truck reported to Liverpool police of a driver looking into the bedroom window of 12 year old girl, present in the room at the time. The young girl ran from her bedroom and notified her parents of the truck driver looking in through her window. Parents were able to photograph the number plate before the driver drove away. And no doubt more instance of this will occur as heavy vehicles pass through the area.



Use of Anzac Road

SIMTA states in their Environmental Assessment that Anzac Road will be used to transport employees to and from the SIMTA site and would eventuate in increased traffic. It vaguely mentioned that upgrade to Anzac Road are to be made. Since Anzac Road is part on the SIMTA site plan the Enviromental Assessment should stipulate in detail what upgrades Anzac Road should receive as it was road used primarily as an access road for the Department of Defence. As the road is to become public then SIMTA should finance the Anzac road to be:

- 100% sealed. The shoulder of Anzac Road are currently gravel being stirred up by passing traffic
- Elevated footpaths installed both sides of Anzac Road. Current foot path is in level with road where vehicles are mistake the foot path as a vehicle emergency lane.
- Improved drainage as drivers have to traverse large puddles on the road after heavy rain.
- It can be also witnessed from the images above of Anzac Road, the road needs to be resurfaced with major pot holes and crumbling road shoulders. Noise levels are significantly high as vehicle travel over damage sections of the road and would be amplified as increases in traffic occur due to employees movements to and from the SIMTA site.

Noise and Vibration Impacts

Page 170 of the SIMTA Environmental assessment acknowledges concerns raised regarding the methods of assessment for monitoring noise levels studies and mentions noise levels at non-residential areas comply with the relevant criteria.

But the concerns residents had about the noise level studies were in fact regarding residential area. And the environmental assessment fails to rectify or acknowledge that the residential noise level results were relevant to the criteria.

The location of Noise and Vibration studies conducted in residential areas do not represent actual noise levels a majority of residents that will be subjected to noise from the SIMTA site.

The residential site in question is 6 Namoi Court, Wattle Grove. The site is located on flat land sheltered by 6 large brick veneer. Houses truly affected by Noise from the SIMTA site and heavy vehicle traffic are houses located on the fence line of Anzac Road. 6 Namoi Court stands six houses from the fence line. The site you have chosen does not reflect many other residents that are much closer and in other streets that are closer to the Anzac Road fence line that experience much higher levels of noise and vibration.

If you were to take a Noise and Vibration study I would expect your results are re-taken from a property located on the Anzac Road fence line. This would cover the majority of residents on the Northern side of Wattle Grove.

Concluding

I have reviewed the entire environmental assessment and these matters mentioned above I believe are very serious and have not described sufficient solutions to protecting local residents from the impact the SIMTA Intermodal site will have with the increased heavy vehicle noise affecting a once peaceful local community. I expect that all issues mentioned above are addressed in another draft of the Environmental Assessment before any approvals are issued for the SIMTA Intermodal.

PS16

Swati Sharma - Submission Details for [REDACTED]

From: [REDACTED]
 To: "Swati Sharma" <swati.sharma@planning.nsw.gov.au>
 Date: 20/10/2013 7:33 PM
 Subject: [REDACTED]



Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

[REDACTED]
 [REDACTED]
 [REDACTED]

Content:

I have the following concerns about the assessment performed on the SIMTA proposal:

Traffic - I do not believe that the assessment and forward projections have fully taken into account the number of trucks that will use the local roads if the SIMTA proposal and Moorebank Intermodal terminal are allowed to go ahead. I do not believe that the current infrastructure is adequate to support the addition of extra road traffic. I think further investigation is required.

Flora and Fauna - I believe that the proposals for both SIMTA and MIT will have a detrimental effect on the local flora and fauna in the area. Over development of the area, coupled with noise and light spill cannot be good for the environment, and will surely affect the local flora and fauna. I think the site could be best suited to other proposals.

Air Quality - the SIMTA proposal talks about reducing emissions by reducing the number of trucks on the road between Port Botany and outer Sydney areas. This does not take into consideration the direct impact on the air quality in this area. I believe that the additional trucks on the local roads will have devastating effects to the quality of air in this area and will surely be the cause of further health problems in the local population. I do not believe that the hospital has the capacity to care for these health impacts on the local population. I believe that further study should be undertaken to examine the impacts on air quality in a populated area.

Noise and vibration - I do not believe that it is fair to construct a project of this magnitude in a residential area, when there are other non-residential sites that would be better suited. The noise and vibration impacts this project will have on the area have not, in my opinion, been properly assessed. What impact will this noise and vibration have on my house? Will it cause structural damage to properties? Will it cause structural damage to the local infrastructure? What kinds of mitigation strategies will be implemented? Who will fund these strategies?

Environment - what impacts will this proposal have on the local river and surrounding environment? I feel that this has not been fully examined, further examination is required.

Culture - What impact will this project have on the Casula Powerhouse? I don't believe that a project of this magnitude would be built next to any of the major cultural spots in Sydney. Why are the residents of South Western Sydney not afforded the same courtesy as the rest of Sydney in relation to cultural assets?

[REDACTED]

Submission for Job: #4400 SIMTA Moorebank Intermodal Terminal Facility
https://majorprojects.affinitylive.com/?action=view_job&id=4400

Site: #2377 SIMTA Intermodal Terminal Facility; Moorebank Avenue, Moorebank, Liverpool

https://majorprojects.affinitylive.com/?action=view_site&id=2377

[REDACTED]
[REDACTED]

PS 17

Swati Sharma - Submission Details for [REDACTED]

From: [REDACTED]
 To: "Swati Sharma" <swati.sharma@planning.nsw.gov.au>
 Date: 20/10/2013 7:34 PM
 Subject: Submission Details for [REDACTED]



Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

[REDACTED]

[REDACTED]

[REDACTED]

Content:
 Dear Sir/Madam,

I have been a Wattle Grove resident for the last 11.5 years and strongly object to the development of the SIMTA Intermodal Terminal Facility at Moorebank.

Based on the information available from all Bureau of Meteorology, it is overwhelmingly evident that the wind directions tracked over a long period of time demonstrate that any air pollution emanating from the proposed location for the SIMTA Intermodal Terminal Facility at Moorebank, will blow over the Wattle Grove suburb and that its residents - young and old - will breathe in the pollution before it is even dissipated. Over time, these Wattle Grove residents will be adversely affected ... in the same manner as extensively documented in the multiple independent studies of similar projects over extended periods.

The long-term effects of this first-hand pollution are multifold, affecting not only Wattle Grove residents but also the value of properties within a 10km radius around the proposed SIMTA Intermodal Terminal Facility at Moorebank.

As a parent of a young child and an active member of the P&C at the Wattle Grove Public School, I am extremely concerned about the lack of long-term consideration of a simple yet basic component like air pollution on the lungs of our younger generation. Empirical evidence undeniably points at Wattle Grove residents being in the line of fire as the first ones being affected by the air pollution from the vehicles operating at the proposed SIMTA Intermodal Terminal Facility at Moorebank.

[REDACTED]

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Site: #2377 SIMTA Intermodal Terminal Facility; Moorebank Avenue, Moorebank, Liverpool
https://majorprojects.affinitylive.com/?action=view_site&id=2377

[REDACTED]

[REDACTED]

PS18

Swati Sharma - Submission Details for [REDACTED]

From: [REDACTED]
To: "Swati Sharma" <swati.sharma@planning.nsw.gov.au>
Date: 20/10/2013 8:19 PM
Subject: Submission Details for [REDACTED]



Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

[REDACTED]
[REDACTED]
[REDACTED]

Content:

Unless the SIMTA assessment was combined with the Federal Government proposed intermodal terminal across the road from it, the accuracy of the impact to this area and the surrounding area is in doubt.

[REDACTED]

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Site: #2377 SIMTA Intermodal Terminal Facility; Moorebank Avenue, Moorebank, Liverpool
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[REDACTED]
[REDACTED]

PS 19

Swati Sharma - Submission Details

Date: 20/10/2013 8:27 PM

Subject: Submission Details



Department of Planning

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Content:
Cumulative Affects

I wish to point out that unless the cumulative effects of the SIMTA and the MPO Intermodal proposals are considered, the Concept Plan Applications, Environmental Assessments for SIMTA and the MPO (Federal Intermodal proposal across the road from SIMTA's proposal) are irrelevant and void.

Pollution

Local air quality is not adequately investigated, only mentions of Sydney regional air quality. Liverpool residents will be negatively impacted even if overall net benefits of air quality are achieved.

The Liverpool area has been a badly polluted area for many years already.

Monitoring of air pollution is currently carried out 5 km away from the worst polluted areas of Liverpool. To gain a correct reading for the area in the present day and then make predictions (or comparisons) on the quality of the air once the freight terminals are up and running, SIMTA's air pollution monitoring tests need to be carried out in areas within 2km of the proposed site if they are to be considered of any real substance and relevance. This way accurate figures of before and after the terminals are built can be recorded and made available to the public. SIMTA should be then liable for any health issues caused as a result of air particulate matter Pm2.5 to persons living or working within that 2km region.

It is unthinkable to build these freight terminals in an area surrounded by thousands of residents, many of them children and infants, many of them will no doubt have health problems in the future as a result of the air pollution produced from these freight terminals. The freight terminals need to be closer to where the majority of the freight is actually required. Eastern Creek would be a more suitable location.

Quote from Sydney Morning Herald October 17, 2013 - "The World Health Organisation (WHO) has classified outdoor air pollution as a leading cause of cancer in humans.

"The air we breathe has become polluted with a mixture of cancer-causing substances," said Kurt Straif of the WHO's International Agency for Research on Cancer (IARC) on Thursday.

"We now know that outdoor air pollution is not only a major risk to health in general, but also a leading environmental cause of cancer deaths."

The IARC said a panel of top experts had found "sufficient evidence" that exposure to outdoor air pollution caused lung cancer and raised the risk of bladder cancer."

"Air pollution was already known to increase the risk of respiratory and heart diseases."

"The most recent data, from 2010, showed that 223,000 lung cancer deaths worldwide were the result of air pollution, the agency said.

In the past, the IARC had measured the presence of individual chemicals and mixtures of chemicals in the air - including diesel engine exhaust, solvents, metals, and dust.

But the latest findings were based on overall air quality.

"Our task was to evaluate the air everyone breathes rather than focus on specific air pollutants," said the IARC's Dana Loomis.

"The results from the reviewed studies point in the same direction: the risk of developing lung cancer is significantly increased in people exposed to air pollution," he added.
The predominant sources of outdoor air pollution were transport, power generation, emissions from factories and farms, and residential heating and cooking, the agency said."

Read more: <http://www.smh.com.au/environment/outdoor-air-pollution-leading-cancer-cause-who-20131017-2vq0z.html#ixzz2iDO6Jiye>

From Fri 18 Oct 2013 :

<http://www.abc.net.au/news/2013-10-18/pollution-a-leading-cause-of-cancer-who/5031034>

"Diesel exhaust has already been classified as carcinogenic by the IARC."

"The IARC is set to publish its in-depth conclusions on October 24 on the specialised website The Lancet Oncology. The organisation says it has also conducted a separate evaluation of what is known as "particulate matter", classifying it as a Group 1 cancer cause.
Particulate matter includes both solid particles and liquid droplets found in air, such as soot, which can penetrate deep into the respiratory system.
Beyond cancer, known health effects include coughing or difficulty breathing, chronic bronchitis, and premature death in people with heart or lung disease.
It also has environmental effects such as corrosion, soiling, damage to vegetation and reduced visibility due to haze."

Flawed Assesment

In SIMTA's Concept Plan Applications, Environmental Assessments it uses many words that avoid accepting responsibility for matters of concern. Words and phrases such as "might...", "might not...", "is not expected to....", "is expected to....", "unlikely to....", "likely...." allow SIMTA to do what they want and need to do without any recriminations it appears. SIMTA have exactly guaranteed their findings



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Swati Sharma - Submission Details for [REDACTED]

From: [REDACTED]
 To: "Swati Sharma" <swati.sharma@planning.nsw.gov.au>
 Date: 20/10/2013 9:01 PM
 Subject: Submission Details for [REDACTED]



Department of Planning

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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> 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 effects 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 dbs /. 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.



Submission for Job: #4400 SIMTA Moorebank Intermodal Terminal Facility
https://majorprojects.affinitylive.com/?action=view_job&id=4400

Site: #2377 SIMTA Intermodal Terminal Facility; Moorebank Avenue, Moorebank, Liverpool
https://majorprojects.affinitylive.com/?action=view_site&id=2377

[REDACTED]

[REDACTED]

.

Swati Sharma - Submission Details for [REDACTED]

From: [REDACTED]
 To: "Swati Sharma" <swati.sharma@planning.nsw.gov.au>
 Date: 20/10/2013 10:25 PM
 Subject: Submission Details for [REDACTED]

 Department of Planning

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Content:

SIMTA claim "In the event that both the SIMTA and Federal Government's proposal on the adjacent site are developed, both facilities would (based on current modelling) process a combined total of one million, not two million, TEU of port related freight."

These figures seemed watered down, especially when Federal government officials and various figures in the freight industry and other governments have expressed the rapid growth expectancy of freight in Sydney. If the figures were only half a million TEU per year, it is very possible that SIMTA would not make enough money for its stakeholders and shareholders. Therefore I see the above statement of "a combined total of one million, not two million" as being grossly inaccurate.

In addition to my comments in a previous submission I wish to add another phrase SIMTA have used to relegate any responsibility from any adverse occurrences should the intermodal be built.
 "SIMTA does not anticipate any need for trucks to use Anzac Road."
 "does not anticipate" being the operative words/phrase.

SIMTA say "Modelling future growth in the Moorebank area without the SIMTA proposal shows that the amount of traffic using Anzac Road will increase because of the increase in development in south-west Sydney. The Draft Subregional Strategy, released by the department of Planning in 2007 anticipates "The South West Subregion is expected to experience the highest level of population growth of all of Sydney's subregions over the next 25 years, accommodating 25 per cent of future housing development."

With this fact in mind, how could it be possible to squeeze an extra million plus trucks per year on Anzac Ave? It seems careless to do so.

SIMTA say "There will be an increase in truck movements on the M5, not as a result of the SIMTA proposal but due to:

- Development within the west and south-west Sydney regions.
- An increase in the number of containers expected to be processed through Port Botany (Port Botany is set to reach its planning cap of 3.2 million TEUs)."

How can this be true when it is clear that a good number of the trucks will be required to use the M5 to get onto the M7 in order to get to their warehouse destination drop off point.

[REDACTED]

Submission for Job: #4400 SIMTA Moorebank Intermodal Terminal Facility
https://majorprojects.affinitylive.com/?action=view_job&id=4400

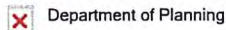
Site: #2377 SIMTA Intermodal Terminal Facility; Moorebank Avenue, Moorebank, Liverpool
https://majorprojects.affinitylive.com/?action=view_site&id=2377

[REDACTED]

[REDACTED]

Swati Sharma - Submission Details for [REDACTED]

From: [REDACTED]
To: "Swati Sharma" <swati.sharma@planning.nsw.gov.au>
Date: 20/10/2013 10:39 PM
Subject: Submission Details [REDACTED]



Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

[REDACTED]

[REDACTED]

[REDACTED]

Content:

The traffic models also found the SIMTA proposal would generate approximately 3,600 employee car movements each day. This will no doubt put pressure on roads in and out of Wattle Grove even if Anzac Road closes as a through road in the future as cars would park near the complex, most likely in Wattle Grove and Anzac Village, then walk the remaining distance to the SIMTA site.

[REDACTED]

Submission for Job: #4400 SIMTA Moorebank Intermodal Terminal Facility
https://majorprojects.affinitylive.com/?action=view_job&id=4400

Site: #2377 SIMTA Intermodal Terminal Facility; Moorebank Avenue, Moorebank, Liverpool
https://majorprojects.affinitylive.com/?action=view_site&id=2377

[REDACTED]

[REDACTED]

Swati Sharma - [REDACTED]

[REDACTED]
[REDACTED]
Date: 20/10/2013 11:09 PM
Subject: Submission Details for [REDACTED]

 Department of Planning

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

[REDACTED]

[REDACTED]

[REDACTED]

Content:

SIMTA say "A comparison between the future growth case and future traffic generated by the SIMTA proposal identifies where the SIMTA proposal would impact the road network, and identifies where improvements to the existing road network need to be implemented."

Does SIMTA plan to pay for these suggested road upgrades? If not then it is unlikely the upgrades will ever happen in good time if at all. The commuters using the roads surrounding the Moorebank site will experience increased delays in travel times.

The community ask SIMTA "Why hasn't SIMTA held a public meeting to consult with the local community? SIMTA's reply-"SIMTA wants to ensure this consultation process gives every person an opportunity to express their views. While some people feel confident speaking at a public meeting, others do not. We want everyone to feel able to contribute their feedback in a forum in which they feel comfortable. SIMTA believes that this approach is in line with best practice community consultation."

My belief is that there are too many negative aspects to this proposal and SIMTA have no way of answering some of the community concerns in an openly and honest way as it could compromise their proposal.

[REDACTED]

Submission for Job: #4400 SIMTA Moorebank Intermodal Terminal Facility
https://majorprojects.affinitylive.com/?action=view_job&id=4400

Site: #2377 SIMTA Intermodal Terminal Facility; Moorebank Avenue, Moorebank, Liverpool
https://majorprojects.affinitylive.com/?action=view_site&id=2377

[REDACTED]

[REDACTED]

Swati Sharma - Submission Details for [REDACTED]

From: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]Planning &
Infrastructure

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Content:

Dear Sir/Madam,

I still have not received a response to my below email dated 8 October, but when I checked on the SIMTA website just now I noticed that the link had been updated to direct the public directly to the http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=4400 page where the opportunity for submission is exactly.

With less than one week to go for submissions to be submitted, I find SIMTA to have totally misled the public and lead them astray in their "community consultation" which was essential as part of their requirements under the legislation.

Another factor where SIMTA have been misleading was clear to me when I sent that same email on October the 8. In this email I stated "Also, can you please outline clearly and simply for me how SIMTA has responded to submissions received during the previous exhibition period in 2012 as it says it has done in Step 11 of the SIMTA Facts Sheet. This way I might have a starting point on where to base my submission."

At that stage the exhibition had already been on display for more than one month and it still had not released. Eventually the appendix 6- Draft EIS submissions report in which SIMTA have finally released to the public how they plan to mitigate the numerous issues raised from previous submissions, was made public. It is via this summary in which the community can refer to as a starting point when making a submission, however these were not available for the first 3 weeks or more of the exhibition. The properties of the document state that it was created on 26/9/13 yet the exhibition had been on public display since 4/9/13. This was more than 3 weeks after the official exhibition starting date. How could anybody in the community make a submission in the first 3 weeks of the exhibition starting date if they had not released such information in their summaries and responses? I feel an extra 3 weeks at least should be given for the exhibition to be on display and for submissions to be made due to this error on SIMTA's part.

It has been through occurrences such as this and other instances that have forced me to question the integrity of SIMTA and their genuine concern for the community as a result of their drive to install the Moorebank Intermodals at whatever cost to the environment, social and economic structure of the area.

This is just one of the areas of concern me and this is why I oppose the intermodals to be built at Moorebank.

Submission for Job: #4400 SIMTA Moorebank Intermodal Terminal Facility
https://majorprojects.affinitylive.com/?action=view_job&id=4400

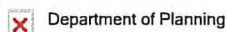
Site: #2377 SIMTA Intermodal Terminal Facility; Moorebank Avenue, Moorebank, Liverpool

https://majorprojects.affinitylive.com/?action=view_site&id=2377



Swati Sharma - Submission Details for [REDACTED]

From: [REDACTED]
To: "Swati Sharma" <swati.sharma@planning.nsw.gov.au>
Date: 20/10/2013 10:15 PM
Subject: [REDACTED]



Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Content:

I am strongly objecting to the above proposed Simta Intermodal to be built at Moorebank MP10-0193 for the following reasons.

1. TRAFFIC: The roads in and around Moorebank are already at gridlock and further congestion will be dangerous to residents and drivers on the roads with all the heavy container trucks using the roads in the Moorebank and Liverpool Council areas.

* There are frequent accidents already on the M5 and Moorebank Avenue with container trucks rolling over or involved in accidents. Accidents will increase with the extra container trucks using the M5 and arterial roads off the M5.

* Moorebank is NOT the ideal suburb for one or two intermodals. There is another suburb in the Liverpool Council area which is better suited for an Intermodal. Consideration should be given to that site in preference to Moorebank.

* Traffic Noise from all the heavy vehicles using our street

* Health hazards from all the extra diesel fumes which we will be breathing

* Air quality diminished

* Noise from the rail trucks 24/7 to the residents close to the proposed intermodals.

* As the residents were here before the intermodals - consideration should be given to the residents who will suffer from noise 24/7, health decline from the excessive fumes omitted and the price of houses will drop considerably if the intermodals go ahead.

Submission for Job: #4400 SIMTA Moorebank Intermodal Terminal Facility
https://majorprojects.affinitylive.com/?action=view_job&id=4400

Site: #2377 SIMTA Intermodal Terminal Facility; Moorebank Avenue, Moorebank, Liverpool
https://majorprojects.affinitylive.com/?action=view_site&id=2377

PS 21

Swati Sharma - Submission Details for Dana Stankovic (object)

From: "Dana Stankovic" <danastankovic@consultant.com>
To: "Swati Sharma" <swati.sharma@planning.nsw.gov.au>
Date: 21/10/2013 11:48 AM
Subject: Submission Details for Dana Stankovic (object)



Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Dana Stankovic
Email: danastankovic@consultant.com

Address:
33B Mackellar St

Casula, NSW
2170

Content:
I believe that 1 million shipments a year is quite excessive and the noise levels at the moment are not bearable in the Glen Regent Estate let alone when the facility becomes fully functional.

IP Address: - 203.9.151.254
Submission: Online Submission from Dana Stankovic (object)
https://majorprojects.affinitylive.com/?action=view_activity&id=78810

Submission for Job: #4400 SIMTA Moorebank Intermodal Terminal Facility
https://majorprojects.affinitylive.com/?action=view_job&id=4400

Site: #2377 SIMTA Intermodal Terminal Facility; Moorebank Avenue, Moorebank, Liverpool
https://majorprojects.affinitylive.com/?action=view_site&id=2377

Dana Stankovic

E : danastankovic@consultant.com

PS 22

Swati Sharma - Submission Details for [REDACTED]

From: [REDACTED]
 To: "Swati Sharma" <swati.sharma@planning.nsw.gov.au>
 Date: 21/10/2013 11:53 AM
 Subject: Submission Details for [REDACTED]



Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

[REDACTED]

[REDACTED]

[REDACTED]

Content:

I strongly object the proposal

I am extremely concern about the air quality, noise and vibration, traffic and property values

This will simply devastate the whole area around the site and much more that I think we are not even aware at the moment.

This is another way using the western Sydney as a dumping ground

CAN YOU JUST IMAGINE not being able to open window at night because of the noise and being awakened from the vibration of the big trains at night and I am talking about NOW. Can you imagine having Glenfield Facility also next door and dust that spreads to our houses and not being able to have a clean air to breath? CAN YOU IMAGINE THE 5 MILLION CONTAINERS for start being transported in the area, CAN YOU IMAGINE the NOISE from construction, THE POLLUTION of having this huge area devastated NO YOU PROBABLY DON'T IMAGINE WHAT YOU ARE INTENDING OF DOING TO THE AREA - IT NEEDS PEOPLE WHO HAVE A PROPER PLANNING AND PROJECT MANAGEMENT SKILLS AND QUALIFICATION TO UNDERSTAND THAT YOU CAN NOT DEVOSTATE SUCH A HUGE AREA AND MAKE SIGNIFICANT IMPACT ON SO MANY RESIDENTS AND THEIR LIFESTYLES AND DECREASE THEIR PROPERTY VALUES AND APPOINT STAFF THAT HAVE THE PROPER QUALIFICATIONS AND INNOVATIVE IDEAS THAT LOOK TOWARD THE FUTURE AND PROPOSE A SITE OUTSIDE SYDNEY NOT IN THE MIDDLE OF RESIDENTIAL AREA

SHAME

Extremely disappointed that this will be dumped in the western Sydney apart from everything else that we have to put up with.

[REDACTED]

Submission for Job: #4400 SIMTA Moorebank Intermodal Terminal Facility
https://majorprojects.affinitylive.com/?action=view_job&id=4400

Site: #2377 SIMTA Intermodal Terminal Facility; Moorebank Avenue, Moorebank, Liverpool
https://majorprojects.affinitylive.com/?action=view_site&id=2377

[REDACTED]

[REDACTED]

Submission to: SIMTA

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=4400

- My husband & I moved to the lovely Delfin housing development of Wattle Grove about 19 years ago, have since retired and look forward to continuing to live in and enjoy this peaceful neighbourhood. We're both in our 70's and this is the first house we've owned.
- We ask you to consider that if Wattle Grove was your home, only metres away from the proposed intermodal site; if these were your children and grandchildren so affected, adversely, by extreme pollution of air, so many additional trucks on roads, so much increased noise and congestion, serious deterioration to our roads, noise and light spill late at night, would you go ahead with this proposal if your children and grandchildren faced such exceptional damage to their health? We think not! Surely you wouldn't do it!
- This is totally the wrong location - studies have shown this is the wrong location & statistically other sites have proven to be much, much better.
- These local roads are now already so congested, so damaged by the present trucks & increasing loads; they need to be used by people going to and from work,

taking children to schools and preschools, by local businesses and shops - all these are already struggling under ordinary increasing everyday pressures.

- Our air quality is already poor, asthma + respiratory rates are already high - you propose to bring more pollution - which we are sure you would not want to "poison" your own families in this way, nor should your conscience allow you to put a greed for money and economic benefits above the health and very lives of families, especially proposing to place this intermodal in entirely the wrong place economically and environmentally, when you could place it in another location not near houses.

- the proposed site is only metres from houses in Casula, Liverpool and Wattle Grove but affecting so many residents in a much wider area.

- If this proposal were to go ahead our roads would become torn-up, parking lots of trucks if increased numbers of increasingly loaded trucks are brought in - the suburban roads are already beyond capacity.

- the earmarked site is far too close to schools, preschools, parklands, homes and shops all of which would be adversely affected by increased traffic, noise and pollution.

- Other areas are so much better located and more suited to this proposed development & would so improve your business & the lives of residents only metres from the proposed site.
- We have attended many, many meetings and sent messages concerning this matter - PLEASE LISTEN to ALL the FEARS and CONCERNS of ALL THE LOCAL RESIDENTS & build your intermodal in the correct location which definitely is NOT MOOREBANK.

Thank you for your consideration,

E & D. Schofield
(ELAINE & DAVID SCHOFIELD)
PO BOX 654 MOOREBANK NSW 1875

Submission regarding the SIMTA Moorebank Intermodal Terminal Facility

This quote is taken from the \$2 million First things first, The State Infrastructure Strategy 2012 – 2032 report. The Solution, Section 9, International gateways, Page 123:

***“Recommendation** Infrastructure NSW recommends that State public funding for additional intermodal terminal capacity in Sydney (including in relation to supporting infrastructure) be minimised until there is greater clarity on whether the short-haul rail freight market is viable.”*

Economics

The economics behind the intermodal schemes have not been released publicly. However, from the Federal Government’s business case, which has been largely redacted, it is obvious how the “base” and “improved” cases have been derived.

- In the “base” case, all the containers are trucked to Moorebank, and then distributed, and
- In the “improved” case, all the containers are railed to Moorebank, and then distributed.

Given that everything else remains constant, the economic analyses now only needs to consider the mode change between the “base” and “improved” cases (truck vs. rail between Port Botany and Moorebank). The only costs included were the short rail link across the Georges River and Moorebank Avenue’s upgrade (in 18-19 years’ time according to the Business Case). All the astronomical benefits are derived from this simple change in travel mode.

The “base” case is an oversimplification of reality. Here are two examples that illustrate this oversimplification:

- One of the major container destinations for the containers is the Holsworthy Army base.
 - In the economic “base” case, the containers are first trucked to Moorebank, where it is transferred onto other trucks for delivery a few hundred meters down the road.
 - Is it sensible for the container delivery to incur the additional cost penalty and time delay of container transfer at Moorebank, just a few hundred meters before its final destination? Obviously not!
- The second major destination is the Bankstown industrial area.
 - In the economic “base” case, the trucks pay a toll to reach Moorebank, where the containers are transferred onto other trucks. Those trucks pay another toll and backtrack to the Bankstown industrial area, resulting in additional congestion from the backtracking and thus contribute to additional pollution.
 - Is it sensible for the container delivery to incur the additional toll, the longer travel distance, and the additional cost penalty and time delay of container transfer at Moorebank? Obviously not!

The \$2 million First things first, The State Infrastructure Strategy 2012 – 2032 report would have considered such issues very carefully, before making such a strong recommendation.

As illustrated above, for these two major destinations the Moorebank Intermodal not make sense. No doubt, there would be many other destinations, which would have similar illogical container transfers at Moorebank.

Comments of Director-General's Requirements - Transport and Access

For the initial Director General's Requirements (DGRs) SIMTA developed the "Inner Core Model". This model analysed five (5) intersections.

- In other words, to satisfy the DGRs for the analysis of traffic impacts, the relocation of the equivalent of ½ of the current Port Botany's freight traffic to Moorebank, can be achieved by analysing just five surrounding intersection.
- That such a document can be published shows the complete lack of professionalism, morals and ethics within the engineering profession. That the NSW Government accepted the document is simply beyond rational belief.

The current DGRs require the inclusion of *"cumulative impacts, particularly with regard to existing and proposed freight distribution"*.

- In other words, the freight traffic from the Federal Government Intermodal needs to be considered in the traffic assessment.
- This means the traffic assessment must now consider the relocating the equivalent of almost all of the current Port Botany's freight to Moorebank, and be then distributed the freight from Moorebank.

To satisfy the current submission, SIMTA developed the "Core Area Model". This modelled analysed all of 13 intersections.

Transport for NSW in its submission to the earlier EIS, made the following statement: *"TfNSW considers it more likely that an intermodal terminal with ... will generate approximately 20,700 daily truck movements. This is ten times more than the truck generation estimated for the SIMTA proposal."*

It is interesting to note that this consideration is not reflected in the calculations with the EIS. Is it still a consideration? Has the TfNSW has withdrawn this consideration?

The comments on the modelling work:

- It is a very sad reflection on the lack of professionalism, morals and ethics within the engineering profession, that not a single statistic regarding travel the assumptions, demand input data, or resulting network performance indicators have been provided. Given that in many transport-modelling packages, such a summary is available at a press of a button. Why was these statistics not included?
- Now, the reader has no idea of the travel demand numbers representing the actual background traffic, SIMTA truck traffic, SIMTA workers, SIMTA visitors etc. were used in the modelling work.
- The reader has no idea on the overall network performance.
- Neither is the reader aware of the network improvements have been carried out to "make it work". Those costings of the network improvements are not available.

About 800 meters outside the north edge of the SIMTA "Core Area Model" is Sydney's worst accident hot spot. In its earlier submission, SIMTA modelling showed that 27% of its freight traffic will travel through Sydney's worst accident hot spot.

Since Sydney's worst accident hot spot is outside the study area, the traffic impacts have not been studied.

- In all fairness, the DGRs for the Federal Government Intermodal Terminal did not directly specify that Sydney's worst accident hot spot had to be analysed. In fact, the way that was written, it is extremely easy to interpret that Sydney's worst accident hot spot should NOT be studied.

From a professional point of view, it should be included.

SIMTA EIS

It is clear from reading the EIS that words are used to convey only the positive aspects. The facts are hidden deep in the 52 documents.

For example of convincing and beautiful words:

- (1) In Report 59 Appendix CC – Social Impact Commentary.pdf, page 26 we read *"No additional noise impacts are identified as a result of traffic increases on Moorebank Avenue, or as a result of additional rail traffic."*

This comment is counter intuitive, when one considers that the equivalent of all the existing Port Botany's traffic will be placed on Moorebank Avenue, or, if the TfNSW consideration was implemented, several times the existing Port Botany traffic.

- (2) Report 16 Appendix F2 - Transport and Accessibility Impact Assessment Appendices_Part1.pdf describes *"A terminal employee public transport mode share shift of about 30% is considered feasible."*

This report is very optimistic.

If every SIMTA worker drives a car to work, the peak car parking will be between 7:00-9:00AM. At this peak, the requirement will be for 1,765 car parking spaces. After 9:00AM, the car parking space requirements will be 1,451. There are 1,800 car parking spaces provided.

The report glosses over the unattractiveness of public transport.

- *"RailCorp data reaffirms that in March 2010 the average load factor (rail seats to passenger ratio) was about 125% between 7:50 and 8:50am".*

In other words: 25% of the passengers are standing between these times. This implies that there is a very good chance of having to stand up in the train. This makes the train trip not attractive.

- Liverpool buses will have to travel through five of the 13 analysed intersections. The Holsworthy buses will have to travel four major intersections, of which one was analysed.
 - The SIMTA modelling showed that 12 of the 13 intersections have a Level of Service "F", that is, intersections with 1 km long queues.
 - Common sense dictates that it is likely that the other intersections, which have not been studied, will also have long queues.

In other words, it is safe to assume that the bus trips will be very slow as it travels through intersections with 1km long queues, and other intersections with somewhat smaller queues.

So, there is a good chance of having to stand in the train, followed by a slow bus trip to work. In other words, there is a very unattractive public transport trip to and from the SIMTA site.

What is the alternative? There is an oversupply of car parking spaces, at the peak of the peak, if everyone travelled by car, everyone will have a space and there are plenty spare ones.

Does anybody in the NSW Government really think that the 30% mode shift to public transport is feasible under these conditions?

The “world leading experts” is a phrase used by SIMTA publicity machinery.

Clearly, these “world leading experts” are happy to convince the NSW Government that their plan will work.

Traffic Modelling

The NSW Government is fond of emphasising that “*the Moorebank precinct is strategically located for intermodal terminals due to adjacent compatible land uses, the growth in nearby logistic businesses and proximity to the M31 Hume Motorway, Westlink M7 and the Southern Sydney Freight Line.*”

I wonder if any senior NSW Public servant, who has dealt with the Moorebank Intermodals has actually visited the site.

- Some 135,000 residents live within 5 km from the site who will obviously be affected.
- There is a pristine river, with bush land surrounding the river bordering the Federal intermodal site.

It is not necessary to have a Master’s degree, or PhD, in traffic engineering to work out that, if the equivalent of Port Botany’s traffic is placed on Moorebank Avenue, that it will severely affect the local road infrastructure. Then there is the issue of this traffic distributing onto the surrounded network.

The common measure of congestion is the Level of Service. A Level of Service “A” corresponds to a minimal delay and a Level of Service “F” corresponds to the worst possible level of service. A Level of Service “F” will have high levels of delay, such you would experience from being in a 1km long queue approaching an intersection.

SIMTA’s modelled 13 intersections.

For the future scenario, with only background traffic, ten (10) of the 13 intersections had a Level of Service “F” either in the AM or/and PM peak. *(One intersection is reported as having an average delay of 357 seconds. In other words, on average every vehicle has a six (6) minute delay travelling through that intersection).*

Common sense dictates that if so many intersections are congested, it is highly likely that other intersections, which have not been studied, would also be highly congested, otherwise the traffic would redistribute over the less congested intersections.

These traffic-engineering measures are without any SIMTA traffic.

In their submission the earlier SIMTA EIS, *"TfNSW considers it more likely that an intermodal terminal with 1 million TEU's from Port Botany and a 1.0 million TEU rail operation from Inter State will generate approximately 20,700 daily truck movements. This is ten times more than the truck generation estimated for the SIMTA proposal"*.

Using the TfNSW calculations, there is going to be many times more traffic than the current Port Botany traffic dumped on Moorebank Avenue.

This traffic will then need to find their way through the congested intersections. These intersections will have to carry all the SIMTA traffic (times 10 if the TfNSW is considered).

Then there is Sydney's worst traffic accident hot spot. It is 800 meters north of the study area, which SIMTA has modelled as carrying 27% of all of SIMTA's traffic.

The Moorebank intermodal site is right in the middle of 135,000 people, next to a pristine river with bush land. Moorebank's surrounding intersections are expected to be extremely congested.

It is counter intuitive, to think that the NSW Government considers Moorebank is to be the best site.

Analysing the modelled results

It is the easiest task in the world to criticise modelling work, because so many assumptions are required to model scenarios. The best approach for a modeller is to be open and document all the assumptions. Then, when criticism arises, the assumptions can be discussed and possibly refined.

In the SIMTA modelling work, there is extremely little documentation regarding the assumptions, inputs, network upgrades, or network performance statistics.

For example, the model auditors who actually looked inside the "Core Model" made the following comment in Report 18 Appendix F2 - Transport and Accessibility Impact Assessment Appendices_Part3.pdf, SIMTA Moorebank Intermodal Terminal Proposal Paramics (Traffic) Model Audit, page 11:

The ultimate design capacity of the proposed SIMTA proposal is anticipated to be 1 million twenty foot equivalent units (TEUs) per annum. In actual trip calculation, this translates to 500,000 TEUs arriving at the intermodal facility from Port Botany.

It is assumed that 1 million TEUs accounts for containers arriving and departing the facility, thus only 500,000 are considered in the actual calculation. This is unclear and would benefit from further explanation and clarification.

SIMTA clarified this issue with words in Report 17 Appendix F2 - Transport and Accessibility Impact Assessment Appendices_Part2.pdf, page 4.

However, no additional data has been provided of the vehicle numbers used in the actual modelling work. Were the vehicle numbers equivalent of 1 million TEUs or 500,000 TEUs?

Another example comes from the larger Paramics model.

There is no record in the EIS of this model has been audited. It is clear that much of the model input documentation has been sanitised.

The report on this model that was open for public comment, contained an interesting statistic for the PM peak model (the AM peak was sanitised). It is reproduced here.

Table A4 2010 PM peak Paramics model calibration summary			
Link flows			
Individual links			
Number of individual link flows (by direction)	22		
< 100 vph	3		
100 - 2,000 vph	10		
> 2,000 vph	9		
Average link flow	2429	vph	
Meet the assessment criteria (UK-DMRB)	Target	Achieved	
Difference in link flow within 120 for flows <100 vph	85%	100%	
Difference in link flow within 12% for flows 100-2,000 vph	85%	90%	
Difference in link flow within 400 for flows >2,000 vph	85%	85%	
Difference of total screen line flows	12%	2%	
GLH Statistics less than 5 of all individual modelled flow	85%	92%	
Intersection turning volumes			
Number of turn flows	199	(24 intersections)	
< 100 vph	156		
100 - 2,000 vph	41		
> 2,000 vph	3		
Average turn flow	Mean flow	vph	
Meet the assessment criteria (UK-DMRB)	Target	Achieved	
Difference in link flow within 120 for flows <100 vph	85%	94%	
Difference in link flow within 12% for flows 100-2,000 vph	85%	85%	
Difference in link flow within 400 for flows >2,000 vph	85%	100%	
GLH Statistics less than 5 of all individual modelled flow	85%	83%	
Demand balance			
Total vehicle demand input to network (From Demand Model/ing)			
Modelled - Total vehicles released from the zones in Paramics	94,471		
Modelled - Total vehicles blocked in the zones	757		
Meet the assessment criteria (RTA Guideline)	Target	Achieved	
Release for the base model	100%	99.2%	
Model code: 2010 PM_T2067_BC_RevC			
Movetobank Intermodal Terminal Facility (MIF) - Traffic and Transport Hyper Consulting Pty Ltd ABN 76 104 435 255 T20021103010101Traffic and modelling_govt_dgfruen_report_traffic_july11/Appendix T20021103_000001_1_traffic_rev_c.docx			
Page 18			

This table clearly shows “**Modelled – Total vehicles Blocked in zone – 757**”.

This means that 757 vehicles could not enter the 2010 PM network. Typically, this is a demand - supply issue, where the travel demand exceeds the network supply. Basically there was not enough capacity in the network and those 757 vehicles could not leave their origins.

The significance is this statistic, is that if the base network is already so congested that not all the vehicles could enter the network in the base year scenario:

- what happens in the future scenario, when there is a significantly increase in the future background traffic?
 - Was there additional network capacity added to the network?
 - Was the future travel demand reduced to match the network capacity?

- what happens when in addition the future background traffic, all the SIMTA traffic is added? (which according to the TfNSW consideration, needs to be increased tenfold).
 - How many SIMTA vehicles could not enter the network? How many SIMTA vehicles were modelled?
 - What network improvements were made to “made the model work”?
 - What was the order of cost magnitude of the network changes?

The M5 widening impacts three of the 13 intersections modelled.

Still, the NSW Government is fond of emphasising that “*the Moorebank precinct is strategically located for intermodal terminals due to adjacent compatible land uses, the growth in nearby logistic businesses and proximity to the M31 Hume Motorway, Westlink M7 and the Southern Sydney Freight Line.*”

PS 25

Swati Sharma - Submission Details for [REDACTED]

From: [REDACTED]
 To: "Swati Sharma" <swati.sharma@planning.nsw.gov.au>
 Date: 21/10/2013 8:50 PM
 Subject: Submission Details for [REDACTED]



Planning &
Infrastructure

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

[REDACTED]

[REDACTED]

[REDACTED]

Content:

I am writing this in response to the SIMTA EIS that has been recently submitted regarding the intermodal development at Moorebank.

I am an extremely concerned resident who has gone to a great deal of work in reading through your reports only to find that I am extremely disappointed firstly at the lack of specific information that is disclosed in the final EIS and secondly at the poor way in which the little information that is available deals with a project as large as the SIMTA project.

I have attached a detailed power point depicting the issues I have with the SIMTA studies. I have spent many, very long hours on this and expect that your reply will do the time and effort I have put in justice and give detailed full answers to the issues I raise in this power point.

I have been asking now for over a year for specific facets to be included in the studies that are carried out and am very troubled that the following issues have not been addressed fully:

Traffic

1. The study does not appear to have included in its traffic estimates

* The future population

* Warehousing on site and

* over one thousand hectares of induced warehousing around the site

I wish to understand why this is the case.

2. How will the extra traffic be accommodated for on the Hume highway, especially where the highest accident spot in Sydney is?

3. Who is going to pay for the infrastructure to access the M5 from Moorebank Ave? This appears to be a very costly project indeed.

4. Why wasn't the Transport for NSW traffic figures used for the EIS traffic modelling? Why were values that are ten times less used?

5. Why doesn't the study area include the highest accident spot in Sydney?

Pollution

1. Why are the traffic estimates for pollution thirty times lower than they should be?

2. There appears to be no regard for the fact that diesel emissions are 1000 times more carcinogenic than petrol emissions.

Economics

I cannot read the economic report but I would like to see the value placed on road improvement to accommodate the extra traffic as well as the costs to society of increased cancers especially for the people who live within three hundred metres of the site.

I would be further dissatisfied if you just address the issues from this summary list only. I expect that your response will explain thoroughly your logistics and reveal the calculations you have used to achieve your estimates. I wish to see the parameters you have used.

Yours Faithfully

[REDACTED]



Submission for Job: #4400 SIMTA Moorebank Intermodal Terminal Facility
https://majorprojects.affinitylive.com/?action=view_job&id=4400

Site: #2377 SIMTA Intermodal Terminal Facility; Moorebank Avenue, Moorebank, Liverpool
https://majorprojects.affinitylive.com/?action=view_site&id=2377



PS 26

Swati Sharma - Simta Moorebank Intermodal eis closing 21/10/12 air pollution

From: john anderson <j.ando.action_10@hotmail.com>
To: "swati.sharma@planning.nsw.gov.au" <swati.sharma@planning.nsw.gov.au>
Date: 28/10/2013 11:47 AM
Subject: Simta Moorebank Intermodal eis closing 21/10/12 air pollution

I refer to the simta intermodal project closing the 21st October and wish to lace on records many facts that prove that the air pollution in east Liverpool is not recording the proper level of air pollution in the area. The main air monitoring station is in rose st Liverpool a distance of 5km from the main air pollution in the area which is near Newbridge rd and the M5 highway and it was shown recently that the air pollution station in Rose st had been compromised by a tree and has been fixed. For the sake of fairness for residents it would be desirable to have further air monitoring done in East Liverpool which would undoubabtly reveal the real air pollution levels in the most polluted area. Also I have witnessed a massive volume of heavy vehicles enter the area due to transport links trying to establish in the area to operate close to the Intermodals if approved

The air pollution in the area is borne out by the number of residents who have disabilities which is known to be the highest in NSW and this caused by the area being known as one of the worst pollution areas in Sydney. It is widely recognised that air pollution comprises 70% diesel emissions which is the main cause of bad health in the area

Many governments have tried to decentralise the population but it has so far proved unsuccessful. Australia has a majority of its population in the main cities and it is known that Sydney is tipped to grow to 6 million residents which will have disasterous impact on air pollution in the area. Australia is a lucky country and must now become a smart country

Kind regards John Anderson 4 namoi court wattle grove nsw 2173 ph.98252794 mob.0409368603

Swati Sharma - SIMTA Moorebank Intermodal EIS closing 21/10/12 aboriginal artefacts and sites

From: john anderson <j.ando.action_10@hotmail.com>
To: "swati.sharma@planning.nsw.gov.au" <swati.sharma@planning.nsw.gov.au>
Date: 28/10/2013 12:11 PM
Subject: SIMTA Moorebank Intermodal EIS closing 21/10/12 aboriginal artefacts and sites

When I was first involved in Liverpool council back in 2005 I was involved in saving the Collingwood House estate which was going to be developed and in that time became aware of the areas rich aboriginal history where in the Holsworthy army reserve there is over 1000 aboriginal historical sites which would be impacted by the Moorebank Intermodals and I have been informed that many trees have been effected by the relocation of the defence installations which are being moved to make way for the Moorebank Intermodals. In one particular case 80 trees have been destroyed in Moorebank Avenue which raises the question the importance of these trees and I have been informed that one particular tree is over 300 years old

With 3 million containers to come to Moorebank for these Intermodals the diesel emissions generated would be enormous as it is known that Lichens in environmental areas don't like air pollution and would impact on these Aboriginal sites. Also I have read that there would be likely that further archeological digs and research would prove necessary as the field studies comprised only over a day and a half. A final Environmental impact statement should be done after all studies and digs are completed otherwise it is not a final EIS

I have done a lot of research into the Holsworthy army reserve and the unexploded devices in the area means that the area which I regard as one of Australia's unique environmental areas is largely unexplored as being over 18000 hectares it contained many threatened and vulnerable species plants Cumberland woodland plains and fauna which would be decimated by the impact from the massive diesel emissions from Locomotives and diesel trucks and vans

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Swati Sharma - Moorebank Intermodal SIMTA EIS closing 21/10/13 ecological reports

From: john anderson <j.ando.action_10@hotmail.com>
To: "swati.sharma@planning.nsw.gov.au" <swati.sharma@planning.nsw.gov.au>
Date: 28/10/2013 12:29 PM
Subject: Moorebank Intermodal SIMTA EIS closing 21/10/13 ecological reports

I have read the ecological report of SIMTA and believe it is downgrading the ecological value of the area. For instance I have read that the eastern bent wing bat forages in the SIMTA site and it is reported that it would have to forage in another area which raises the point that many of our rich and rare species like the broad nose snake, powerful owl would desert the area as they wouldn't appreciate the massive diesel emissions that would be generated by 3 million shipping containers and that would place a massive impact on our environmental areas as the environmental balance is always tightly balanced and disruption to the environment like frogs that keep the mosquito numbers down would make a massive impact on the area

Also I have read that certain species threatened and vulnerable are unlikely to exist which is contrary to what I have read. The Koala is reported to be one of the biggest numbers in Southern Australia and they would be threatened by the massive diesel emissions that would swamp their habitat which goes right down to Campbelltown. As I mentioned in the previous submission the area is largely unexplored as there is big problems to get proper access due to unexploded devices many buried deep into the ground. I have spoken to many environmental experts who have told me that the area is of great importance to the area and the State

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Swati Sharma - SIMTA Moorebank Intermodal EIS due 21/10/13 Traffic gridlock

From: john anderson <j.ando.action_10@hotmail.com>
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Date: 28/10/2013 12:50 PM
Subject: SIMTA Moorebank Intermodal EIS due 21/10/13 Traffic gridlock

I have been a resident in the area since 1985 and being a resident of Moorebank and Wattle grove for over 21 years and in the Liverpool area for 28 years and for most of that time the area has been gridlocked by the M5 and the Hume Highway as it is the middle of one of the fastest growing areas in the state. Infrastructure in many areas have been ignored by the Government as the area was placed under a administrator for over 4 years and the council only came back in 2008. On Monday the 28th October the traffic in the morning was back to henry Lawson drive and this is a common occurrence as traffic is increasing all the time due to the areas expansion. This has greatly added to the air pollution problem. On numerous times I have approached intersections and the green lights have stayed green for only 1 to 2 seconds which is obviously due to the traffic volumes in the area. I have complained to many authorities and government members but still see the same thing occur as it has to be more than sensors.

I have been told that if the Moorebank Intermodal are approved the traffic would be 4 times that is now generated at Port Botany and would have tytraffic volumes similar to the Sydney Harbour Bridge this is a irresponsible situation and shows the lack of study done into the impact on the area. Also I have been advised that 13 intersections would have to be reconstructed which would involve a massive expenditure which I believe the State and Federal government have not fully studied. The cost of constructing the 2 Intermodals would have to be in area of 15-20-25 billion dollars and in this time of economic uncertainty is amazing. THE SIMTA project has been quoted as being 1 billion dollars which means they would rely on the federal and state government provide much of the infrastructure

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Swati Sharma - Moorebank Intermodal SIMTA EIS customs matters contaminated containers

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Date: 28/10/2013 1:38 PM
Subject: Moorebank Intermodal SIMTA EIS customs matters contaminated containers

The papers placed on exhibition by simta raise a number of matters where there has not being proper consideration of serious concerns connected with the project. The present container terminals areas have to have a licence to operate and they are situated near the Sydney airport. To have container terminals situated at Moorebank would raise serious matters regarding the proper customs procedure be able to be performed and many containers would come from Melbourne and proper customs security could be placed at risk. Previous submissions submitted have raised the serious matter of contaminated containers come to the area and would pose a great threat to a number of threatened and vulnerable species plants and fauna it has been estimated that even if the best of industry practices were employed it would not guarantee there would be problems. Also it has been estimated it would cost billions of dollars to properly sterilise the containers and this is money that would stretch government budgets and would place many important projects by the community at risk

I HAVE ALWAYS believed many matters have not been properly studied as it has been a constant round of matters placed on exhibitions without important research to justify the proponents position on a number of matters. Many politicians have constantly spruiked the taking of trucks off Sydney roads but don't seem to give the same consideration for the impact on the south west of Sydney where it is estimated traffic will be 4 times of Port Botany presently. The residents are entitled to proper consideration of our concerns and with 465000 expected to further compound the problems it will not get easier to introduce these projects. Also Liverpool is a area of great activity where The 2 Intermodals the south west rail link. The Liverpool turnback projects. The widening of the M5 are just a few of many projects that have not been considered when estimating the impact on heavy residential area notwithstanding many thousands of homes that will be built. There is a feeling that the area is just a dumping ground as the residents are not entitled to proper consideration of their concerns

John Anderson 4 namoi court wattle grove NSW 2173. Ph. 98252794 mob. 0409368603.

Swati Sharma - SIMTA Moorebank Intermodal EIS closing 21/10/13 community consultation

From: john anderson <j.ando.action_10@hotmail.com>
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Date: 28/10/2013 1:56 PM
Subject: SIMTA Moorebank Intermodal EIS closing 21/10/13 community consultation

Residents effected by the Moorebank Intermodal have been very angry about the lack of proper consultation about a number of matters and have been annoyed about claims that all these matters will improve the area.I have even seen claims that the protest has been done by the Liverpool action group which I have been president and now vice president which is wrong as I have never claimed to act on behalf of that organisation but as a very concerned citizen and am currently working closely with the Liverpool council.The emphasis seems to be on focus groups and one on one meetings where many residents are unaware of the real issues and community forums have not been done.

Many of the meetings are in isolated meeting areas which have made their attendance more unlikely.There are a number of well informed residents who have expertise in many areas and these concerns seem to be placed at the rear constantly.For instance when a meeting was agreed to they only allowed me speak to them at a conference room and not allow me show them why the projects would be unfeasible.The ARTC meetings with residents was another area where noise readings over 100 decibels were constantly ignored and it is suggested that if the Moorebank Intermodals proceed there would be a freight train every 20 minutes which would effect over a million residents as the freight lines run from Campbelltown to sefton and then around to Port Botany.Also I know that there is over 1.2 million residents who live on the banks of the Georges River which can not possibly survive the rail spurs running over the Georges River,also the older freight locomotives have pollution equal to 140 diesel trucks which shudders me what effect this would have on the unfortunate residents

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Swati Sharma - SIMTA Moorebank Intermodal EIS multiple consignments and method of distribution

From: john anderson <j.ando.action_10@hotmail.com>
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Date: 28/10/2013 2:14 PM
Subject: SIMTA Moorebank Intermodal EIS multiple consignments and method of distribution

I was employed by the Maritime services Board Sydney ports for 26 years and in that time I saw the shipping go from port Jackson to the transfer to Port Botany where the main planning was in the Kyeemagh research station which was mainly studying the impact of waves on the beaches and they subsequently built groynes to lessen the impact of the waves. A big portion of my employment was sending accounts out for containers to the shipping companies and I received a manifest for each ship which revealed the contents of different containers

Many containers contain multiple consignments which makes it virtually impossible estimate the number of diesel trucks vans that would distribute the consignments to their final destination. Also I have been told that the cargo would mainly be distributed in 1 tonne vans which 70% are diesel which means that we would have a armada of vans and it is quite possible residents would be unable to exit their driveways. Also with the limitations on the enter and exit of the Moorebank intersection of the M5 and Moorebank avenue it is hard to imagine how all these vans trucks could access these intersections which would result in many residents bearing the burden as they would travel any road to save time. Also I have noticed a huge number of trucks using Anzac Rd now which is causing concern for residents as many vehicles are using the road as a rat run

I have been told there is not enough bitumen to hold these vehicles if the projects eventuated which could mean they would have to build tollways which would have to include tunnels where it has been proved the pollution can multiple up to a thousand times

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Swati Sharma - Moorebank Intermodal SIMTA heavy winds climate change weird weather

From: john anderson <j.ando.action_10@hotmail.com>
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Date: 28/10/2013 2:28 PM
Subject: Moorebank Intermodal SIMTA heavy winds climate change weird weather

I have noticed recently that in a 4 week period we have had many days of strong winds and with the matter of climate change being a real situation the diesel emissions thrown around the south west of Sydney would be a matter of great concern. The matter of locomotives going over the Georges river going up to Moorebank Rd would mean that in days of heavy winds and other weird weather events the health of many thousands of residents would be effected right down to Campbelltown. This is a intolerable situation and must be given greater consideration. Also I have seen there will be up to 3000 workers on these sites and they say they would encourage public transport but after many years of living in the area Public transport has not been a viable alternative and as result most workers would use their private vehicles as times can double or triple because of the lack of proper connections

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Swati Sharma - SIMTA Moorebank Intermodal closing 21/10/12 traffic studies

From: john anderson <j.ando.action_10@hotmail.com>
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Date: 28/10/2013 2:35 PM
Subject: SIMTA Moorebank Intermodal closing 21/10/12 traffic studies

I have read the traffic studies and it indicates they are graded a F which means a failure or unsatisfactory situation. How can anyone continue with these projects when a traffic grading of F cannot justify the projects proceeding. The many thousands of container trucks that would have to be added to our roads means that matters would have to worsen and roads like Nuwarra Rd which is a disgrace now would pose massive health and safety issues to residents

John Anderson 4 namoi court wattle grove. NSW 2173. ph. 98252794 mob. 0409368603