

From: Peter Langsam [mailto:peter_langsam@bigpond.com.au]
Sent: Friday, 29 April 2011 7:38 PM
To: Infrastructure Australia
Subject: Moorebank Intermodal Proposals

29th April 2011

Dear
Sir/Madam,

I am writing in concern the proposal to build 2 Intermodal Freight Terminals at Moorebank and to convey my concerns in regard these proposed developments. The following is my submission as to why these proposals are unsuitable in the proposed locations.

Both the Moorebank sites including the Government and SIMTA sites are simply not suitable for the following reasons:

- Located amongst thousands of homes with thousands of affected residents. Clearly those proposing the sites are not aware of this or don't think it will be an issue.
- Light spill into surrounding homes and suburbs 24 hours a day from light towers up to 30 metres in height.
- Increased diesel pollution from increased truck, train traffic as well site operations including shunting, cranes etc. in an area already known for its high pollution including the temperature inversion layer that affects the area which will make this even worse. Pollution that can kill people and cause numerous adverse medical outcomes.
- Increased road traffic as thousands of extra container trucks infiltrate the area on roads that simply cannot take the increased load resulting in frequent gridlock as they make their way into and out of the freight hub.
- 24 hour/7 days a week noise from the nearby facilities in all surrounding suburbs.
- Residents who will die and be injured as trucks entering the M5 both south and north bound will need to merge with other traffic doing up to 100kph on the M5.
- Wear and tear on local roads from trucks rat running to avoid tolls on the M5 and M7. This will need to be met by local ratepayers of Liverpool and surrounding Councils.
- Inland Intermodal terminals are not viable unless a minimum distance of at least 40 km from each other according to leading transport companies. Moorebank is around 25km from Port Botany where most of the containers would come to Moorebank.
- Freighting the containers to Moorebank will increase the distance, cost and will involve substantial double, triple and even more handling of containers.

It seems as though Moorebank has been picked as the supposed cheap option but clearly SIMTA and the Government have not factored in the cost of relocating the Military School of Engineering or DNSDC (Defence National Storage and Distribution Centre). Also the cost of remediating the sites of chemical and substance spills etc.

I would urge the government and the Federal and State planning department to look at these 2 proposals from a long term point of view and not as a quick cheap fix. Alternative sites such as Badgerys Creek exist.

Yours Sincerely
Peter Langsam
7 Brownlow Court
Wattle Grove NSW 2173
Peter_langsam@bigpond.com.au