

I would like to thank the IPC commissioners for the opportunity to speak at this public hearing. I will outline a number of reasons to reject this application as it will not be in the best interests of residents and the community and for good business operations

1 Firstly the traffic congestion is well known and a recent NRMA survey of 13000 individuals voted the Moorebank Ave M5 as the most congested area in Sydney and with this in mind it would not be practicable to use this site as companies would not be able to operate fully given their vehicles would be held up in massive traffic delays

2 The pollution from many freight Locomotives and mainly up to 20000 diesel vehicles would pose a great health risk to residents with 53 per cent being aged under 34

3 The noise from the operations will not able to be mitigated as I have heard many strange noises on a regular basis and given that operating limits were set at 43 decibels in the Land and Environment court it would make operation of handling containers practically impossible given that the cranes that lift these containers operate at 96 decibels

4 The local population is expected to double in the next 20 years and any upgrades would struggle just to cater for the anticipated increased road traffic. Combined with the new Airport construction the Intermodal would choke up traffic which would be highly likely given the area would eventually cater for over 1 million residents as well as the anticipated Airport traffic.

5 An Intermodal is only effective if it is used for rail close to final delivery of goods. With only 1 or 2 percent of delivery for this area it would result in triple handling of cargo with the result that there would be an addition of unnecessary costs to consumer goods. Parkes, Port Botany, Penrith or even Perth are the best sites for freight movements and would keep rising freight costs within acceptable limits.

6 Health in the Liverpool District is very bad and it has been my knowledge the area contains the third highest number of residents with disabilities and the resultant air pollution from such pollution would potentially see massive health costs for governments

7 The Area is home to the greatest number of Koalas in the Sydney basin stretching from Holsworthy down to Campbelltown and the level of diesel emissions would greatly impact on their numbers with present indications they will be extinct by 2050 surely we must do more to protect our iconic wildlife along with many other threatened and endangered species

8 Dr Eward from "Doctors for the Environment" has stated the area is the most polluted in NSW and it is totally reckless to expose the area to much more pollution. The area has been subjected to PFAS fire-fighting foam usage and we are still waiting the results of this inquiry into the harmful effects.

9 Liverpool Council has commissioned a peer review on traffic and pollution and surely it would be irresponsible to make decision before these important reviews are completed

10 Our valid concerns have been ignored or at the very least glossed over in the past and we request that you Commissioners have a more rigorous review of these very serious matters giving regard to the health and well-being of the local population. Thank you in advance for listening to these concerns -in the interests of the innocent victims of poor planning and corporate greed. John Anderson President residents against Intermodal Development Moorebank RAID Moorebank Inc 4 Namoi Court Wattle Grove NSW 2173 Mob.0409368603 18th June 2019

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OPINION

The air-quality report is of 'great concern'

LETTERS TO THE EDITOR

IN REFERENCE to the recent air-quality report by Dr Ben Ewald, for Doctors for the Environment, which states that Liverpool is the worst air-polluted area in NSW for 2017-2018.

This is a matter of great concern for all of us.

We've been aware of the problem for many years and this report only confirms our greatest fears.

I've been campaigning against the Moorebank Intermodal freight hub for 11 years and have requested more vigorous air monitoring.

Our research shows that an extra 20,000 mainly diesel vehicles will be brought into the region and this will be a disaster for residents in terms of health, traffic, noise pollution and contamination.

It will also have the same impact on our wildlife, for example, our native koalas.

The area has one of the last remnants of the Cumberland Plain Woodlands and many

iconic plants, like the *Hibbertia Fumana* last recorded in 1823.

The intermodal will surely degrade the area with its impact.

Other development is also of great concern, too. There's been a huge campaign against high-rise development which could destroy this once peaceful contented area. We look to the managers of the new airport to be mindful of the health of all our residents.

We've been aware of the problem for many years and this report confirms our greatest fears.

JOHN ANDERSON, President, RAID

We've already got health problems here with so many residents with diabetes and high-blood-pressure problems.

I've known for many years that pollution streams out from the city on the sea breezes on a regular basis.

WHAT DO YOU THINK?

Email the editor, Ian Horner, ihorner@farfaxmedia.com.au.

This area has 53 per cent of its population under 34. We should be very concerned about the state of the region we are leaving to them.

I've sent a message to the Government requesting the development of the Moorebank Intermodal freight hub be stopped pending a full independent inquiry.

I hope our concerns are addressed after this evidence and we're not ignored as has happened in the past. Residents deserve to be heard.

JOHN ANDERSON
President, RAID (Residents Against Intermodal Development), Wattle Grove

Air pollution spikes in Sydney's west

Peter Hannam
Environment editor

Western Sydney residents endure worse air quality than those in the east, with Liverpool exceeding annual national air quality standards for exposure to particulate pollution by 25 per cent, government data reveal.

The results come as authorities warned of smoke in the Sydney basin over the weekend from hazard-reduction burning by the Rural Fire Service.

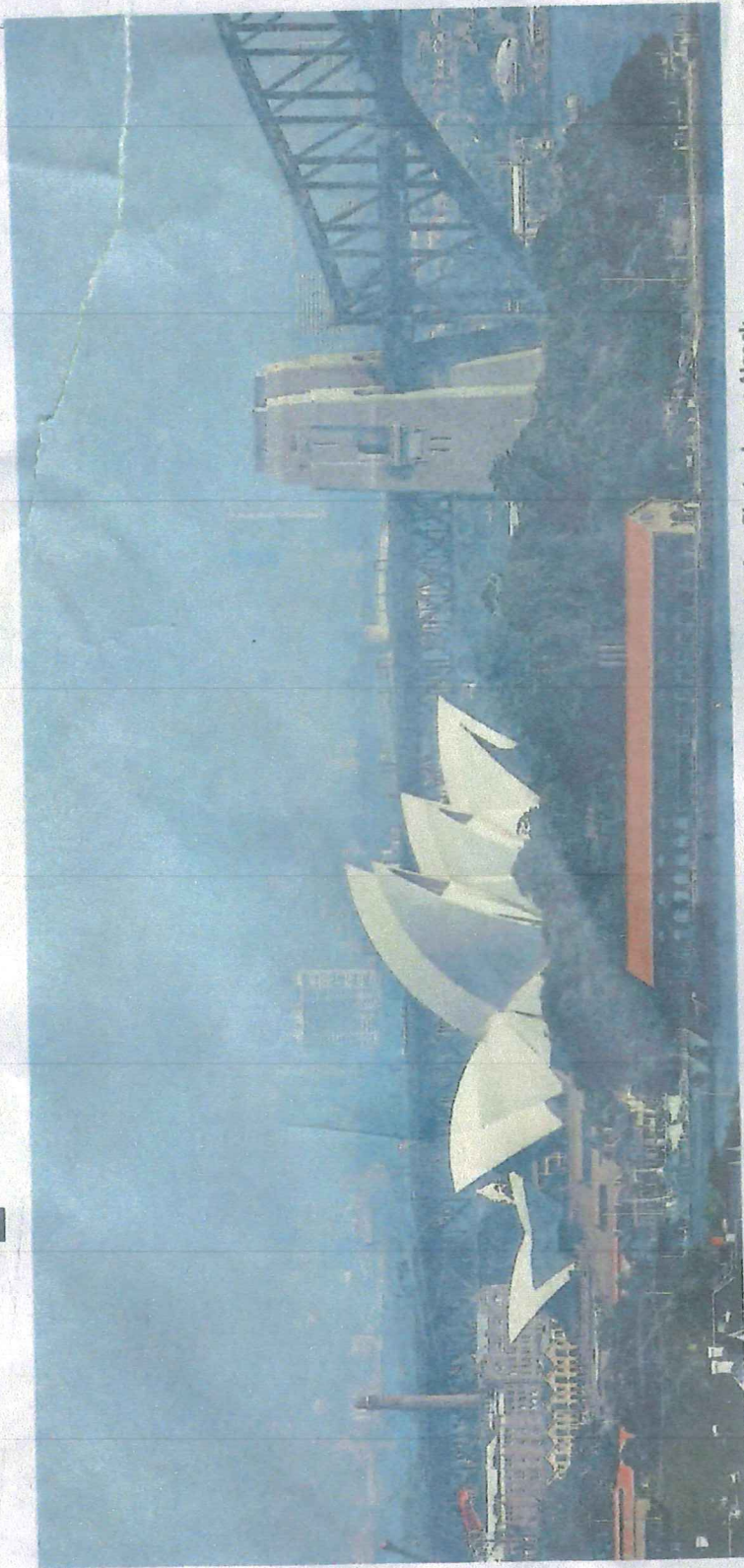
Separately, a new paper led by researchers at the Centre for Air Pollution, Energy and Health Research found even low-level air pollution exposure lifts mortality risks, according to a study of about 75,000 Sydneysiders.

Last year, Liverpool reported average daily levels of particulates of 2.5 microns or smaller (PM2.5) of 10.1 micrograms per cubic metre, compared with the national standard of 8, according to Office of Environment and Heritage data.

The region, on Sydney's south-west edge, has exceeded the PM2.5 standard for at least the past four years.

Liverpool also had 10 days above the maximum recommended for ozone and 13 days above the maximum for the larger PM10 particles. For ozone pollution, which can exacerbate asthma and other respiratory ailments, all monitoring stations west of Strathfield topped the national standard of 8 parts per hundred million on more than one day, up from half the sites in 2015.

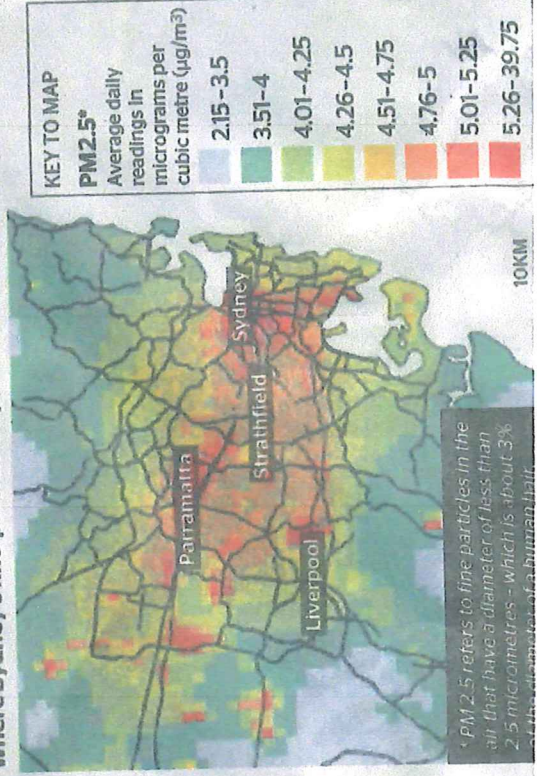
None of the stations in the east exceeded that level last year, where the average was only 0.3 days compared with 7.8 days at western sites.



The Opera House stands out in a backdrop of grey with a light fog enveloping the harbour yesterday. Photo: James Alcock

SOMETHING IN THE AIR

Where Sydney's fine-particle air pollution was at its worst in 2010/11



between Sydney East, Sydney North-west and Sydney South-west over the past four years, except for 2018 when the entire state's air quality was impacted by increased dust from drought-affected areas and smoke from wild fires and hazard reduction burns," she said.

"Ozone levels can be higher in Western Sydney, particularly during hot summers," she said, adding NSW had just experienced its hottest year on record with January Sydney's hottest month.

Sea breezes help ease pollution levels over eastern suburbs. Ivan Hanigan, lead author of the paper recently published in *Environment International*, said Sydney has generally low levels of pollution on a global scale but the re-

invisible killer", and it was time the Berejiklian government and other jurisdictions in Australia combined to tighten the national standards. "The Australian standard for sulphur dioxide is 11 times higher than the World Health Organisation's and almost three times higher than limits set in the United States," Ms Smolksi said.

"Coal-burning power stations on the Central Coast and Hunter Valley are the major source of sulphur dioxide and oxides of nitrogen in Sydney's air."

A spokeswoman for OEH said the state's overall air quality had improved over the previous 15-20 years but the drought had contributed to the recent jump in pollution.

Speech Liverpool Council Meeting re Air Pollution nom02 and Moorebank Intermodal
27.2.2019

Madam Mayor councillors Ladies and Gentlemen I come to this council meeting to highlight the recent announcement that Liverpool is the worst Polluted area in NSW a matter which we have suspected for many years it was highlighted by SMH on 7th Feb By Rachael Clun which revealed a study done by Dr Ben Eward for Doctors for the environment showed that Liverpool in 2017 and 2018 had recorded 10.1 the highest reading in the state and with the prospect of a extra 20000 vehicles by the Moorebank Intermodal mainly diesel vehicles is a matter of great concern. It is estimated 3000 people die each year in Australia through air pollution and if present plans are completed this figure will be added in the Liverpool air which is an area under great health problems with Liverpool Hospital having 88428 people going for Emergency Hospital presentation in 2018 with Heart disease the most common matter which if the Diesel emissions in the area is fulfilled will cause great anguish. The environment Minister blames the drought but this is immaterial as the plain facts are unacceptable. Under Sc 232 of the Local government act it states the council must act in the best interests of the residents which is estimated to go from 212000 to 330000 we do not need this extra burden from diesel vehicles at a time Many cities in the world are restricting the entry of diesel vehicles

Also it has been revealed the increase in container numbers only have increased by 3 per cent which makes MooreBank Intermodal unnecessary as there are much better options being planned like Parkes Wagga etc and I have been a firm believer some of these intermodals should be relocated to regional areas which would decrease the Air Pollution. Traffic problems in the area have been well documented and I can go to the cnr of Moorebank Avenue and the M5 any time from 5am to 2300 and always see a continuous line of traffic which makes the chance of adding these vehicles a impossibility and with the increase in population in Liverpool and Campbelltown it will only mean greater suffering to residents and it has come to my attention that there has been a 20 percent increase in accidents and I am sick of hearing ambulances constantly in the area as I live close to the M5

The fine particles 2.5 increase the risk of stroke also new research is showing it increases the risk of diabetes which Liverpool has the highest number at 11 percent and also increases the chance for babies to be underweight also it is known fact that 53 per cent of the population in Liverpool is under 34 and this really alarms me together with the impact on the Georges River our Koalas our whole environment which is one of the best in Australia. We are greatly appreciative of the support the Liverpool council has given us in the past but with this new information it should raise alarm bells in the Area

John Anderson 27/2/2019 wattle grove Mob.0409368603