

From: [REDACTED]
To: [IPCN Enquiries Mailbox](#)
Subject: Moorebank Intermodal Precinct
Date: Monday, 24 June 2019 8:57:56 PM

Hello,

I wish to lodge my concerns relating to the Moorebank Intermodal Terminal exhibition and hearing. Since the recent hearing was in business hours, I was unable to attend, so I request that you accept these comments in lieu of my personal testimony.

I am a resident, living approximately 500 meters from the MPE boundary, so I have serious concerns about the impact of this development on my family, my community, our environment and our ability to make use of the vital infrastructure in our local area (such as roads).

My specific concerns are as follows:

1. SIMTA is very dismissive of the community and its concerns. A real mechanism for complaints to be heard and for the outcome to be reviewed would provide residents with some assurance that they could get more than just a form letter full of excuses every time they have an issue with SIMTA.
2. SIMTA has not adequately protected the community from noise, with noise in the western edge of Wattle Grove now much higher than before the project started, giving a clear indication that community concerns about noise are being ignored and SIMTA's commitments to ameliorate noise are not trustworthy or reliable. The community needs protection from noise on all sides including the Western Side and the Northern Side.
3. SIMTA has now constructed its rail spur into MPE and has not built any noise protection for residents in Western Wattle Grove facing the spur with nothing but trees to protect them. We need a full review of noise transmission taking into account all transmission vectors and all sources of noise cumulatively from the whole precinct and on all residential areas.
4. SIMTA has already exposed many acres of previously stable ground, causing a significant and on-going particulate problem making everything in our suburb dirty all of the time. SIMTA must show that they can keep the existing dirt on the ground before they can be allowed to import more dirt onto the site. When the Defence facility was being built on the corner of Moorebank Ave and Anzac Rd, the contractors went to great lengths to wet and stabilise the top soil. There has been no evidence of SIMTA making any effective effort at all and this is impacting residents both financially and in terms of their health.
5. SIMTA's proposal to import additional soil will increase the site ground level. SIMTA needs to redo their noise analysis to show how much the extra elevation will increase the transmission of noise to local residents. They need to do more to protect residents from this extra transmission of noise.
6. Traffic has become much heavier since the project gained its original approval and the M5 is now heavily congested most of the time. You may be aware that a recent NRMA survey has found the M5 at Liverpool to be the worst traffic congestion point in the state. No additional volume should be approved at the terminal until SIMTA has done new modelling based on current traffic and until SIMTA has shown (as previously directed by PAC) that the traffic created by the existing approval can be borne by the local road network.
7. The state of the locomotives running on the Freight network in Sydney is very concerning, with "modern" engines ordered around 1990 when National Rail was

formed and with other operators often running engines that are much older dating back 60 or 70 years to the NSW PTC days. The quality of the locomotives on site will significantly impact the local air quality in Wattle Grove and Casula. The commission needs to enforce the use of new engines meeting current protection standards, such as the standards from Europe.

Thanks,

Andrew McDonald
Wattle Grove