

23<sup>rd</sup> April 2011

Dear Sir/Madam,

I write concerning white paper files **NLFS\_220211** and to convey my concerns as to these proposed developments. Following is the submission supporting my concerns,

The Moorebank Avenue sites, Government and Simta are simply not suitable being located amongst thousands of homes. It's obvious that when considering these sites the people involved did not take into account that there are ten's of thousands of people residing in and around the areas surrounding the sites.

The fact that the proposed sites will operate 24 hours per day, seven days a week is totally unacceptable. The resident's health will be put at risk due to diesel fumes, noise and extremely bright light 24/7. The noise that will be transmitted by container lifting equipment and train shunting will result in the residents getting no sleep of a night. (Could you imagine what sort of lifestyle people living 300 to 500 metres from the sites would enjoy?) This would be bad enough if the operation worked eight hours per day 5 days per week let alone 24/7

The concept of Intermodal Terminals are that they are located a minimum of 40 Kilometres from each other, which isn't the case in respect of the proposed sites with Port Botany being 28km and Enfield 12km. It is suggested that the financial viability of terminals closer than 40 km's is questionable.

Rail freighting containers to Moorebank and then delivering 80% of them to western and north western suburbs of Sydney will increase the delivery time frame considerably, impacting cost.

Our already congested road system will virtually come to a standstill with the additional 2000 + trucks coming into this area daily. The widening of the M5 will not assist the congestion in anyway.

Moorebank was selected as it was the cheapest and quickest solution to a problem. I don't believe that any investigation and analysis into the suitability of the proposed sites proximity to residential areas has ever been carried out.

To relocate the School of Military Engineering will cost upwards of 781 million dollars of tax payers money. This does not include the reclamation of the sites once vacated or the cost involved in constructing new facilities at Holsworthy.

In the UK where land is limited, freight terminals are sited 100km's from cities. With a country like Australia which has a massive expanse of land, we want to

build terminals less than 1 km from homes. This must surely suggest that these proposals are **WRONG**.

We urge the government and the planning department to look at these proposals from a long term point of view and not as a quick fix or cheap solution. There are alternative sites, but it will cost \$ in infrastructure cost which would be more beneficial in the long term.

Yours Sincerely

Allan Corben