



## Moerdijk Milieuwinst Mogelijk?

Onderzoek naar de effecten op milieu en leefbaarheid van de aanleg van een nieuw logistiek bedrijventerrein in de gemeente Moerdijk

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## Summary

The national government of the Netherlands, the province of Noord-Brabant and the city council of Moerdijk have jointly developed plans for a logistic business park of 150 hectares, at the intersection of highways A16 and A17.

Some years ago, the plans aimed at establishing an industrial zone of 600 hectares for heavy industry, called Moerdijkse Hoek. During the planning process however, the prognoses for the future demand for areas to establish heavy industries were adjusted downwards. Government, Province and City Council decided that a business park of 150 hectares, with mainly logistic activities would better serve the purpose. In stead of the much larger industrial zone Moerdijkse Hoek, Logistic Park Moerdijk of 150 hectares is planned to be developed.

In a declaration of intent, the national Government, the Province of Noord-Brabant and the city council agreed that the city council would facilitate the establishment of the logistic park. In exchange the city council would receive finances to enable the reallocation of factories from residential areas to less disturbing places. These measures should have beneficial effects for the environment and should improve the quality of life of the residents nearby.

The availability of finances to solve bottlenecks in residential areas through the establishment of a logistic park has led to a complex combination of projects that are cohesive, but also depending on each other.

An overview of the projects:

- Establishment of the logistic Park Moerdijk;
- Intensifying the use of open space at the existing industrial zone Moerdijk1;
- Development of the old harbor site of the village of Moerdijk;
- Developing a new destination for the former Campina-area in the village of Zevenbergschen Hoek;
- Make plans for the area around the railway station in the village of Lage Zwaluwe;
- Re-develop en vitalise the industrial area of Klundert;
- Develop new functions for the site of a transport company in Huizersdijk-Zuid;
- Develop the northern zone of Zevenbergen;
- Build 825 extra houses at various locations.

The so-called *Stichting Behoud Buitengebied Moerdijk (SBBM)* aims to protect the open green space around the residential areas. The SBBM is for that reason against the establishment of the Logistic Park Moerdijk. The SBBM argues that this Logistic Park, apart from occupying part of the open space, has many adverse effects on the environment as well as on the quality of life. Besides, the SBBM has the opinion that the governments have not made a well-balanced decision based on the total effects of all projects together.

The SBBM requested the Science Shop of Wageningen University and Research Centre to investigate whether both the environment and the quality of life of residents will benefit from the proposed projects, and if so, to what extent.

Researchers of Alterra carried out the work, assisted by a group of MSc-students. Earlier published documents formed the basis for the research. The researchers studied and analyzed these documents, made field visits to all locations and held interviews with various experts and people involved in the process.

February 2009, the researchers presented preliminary results to the city council and to interested persons in the city hall of Moerdijk. The researchers have included the remarks and recommendations made by the attendants in the final version of this report.

## Conclusions

- The quality of life in the residential areas will definitely benefit from the plans because the factories will be moved to special industrial zones and because of the special measures that will be taken in the residential areas.

- The relocations of the industries as such will not have beneficial effects on the environment because the total exhaust etc will only be replaced but will not change.
- The *Logistic Park Moerdijk* will generate an expected number of 7.650 movements of heavy traffic and an expected number of 27.000 movements of personal traffic. This will have negative effects on the environment and will decrease the quality of life for people living nearby the transport routes and highways.
- The plans for redeveloping the areas left after relocation of the factories have not yet fully been worked out. Therefore not all effects of these plans can be understood.
- No framework is known with which all effects of the plans can be worked out for different locations and on different levels.

### **Recommendations**

- The beneficial effects on the quality of life in the residential areas are considered very important. These effects play an important role in the discussions about the establishment of the *Logistiek Park Moerdijk*. The researchers recommend to investigate whether these effects can be achieved in other ways.
- The researchers recommend to make the plans for new developments at the various locations in the villages more concrete, in order to be able to judge its effects.
- It is recommended to inventorise and quantify the effects of the expected increase of traffic on traffic flow and air quality along the transport routes
- It is recommended to develop a practical framework with which similar projects can be judged in future.