

EAST LIVERPOOL PROGRESS ASSOCIATION

President: Mr. M. Byrne
Secretary: Mr. M. Frew

PO Box 47
MOOREBANK NSW 1875

27th May 2020

Submission - **Moorebank Intermodal Precinct West - Stage 3 SSD-10431**

cc Minister for Planning and Public Places : The Hon R Stokes MP

We take this opportunity to forward a strong objection to the Proposal address as SSD-10431. The Proposal provides for a staged continuance of a development that has changed from a major focus on rail transport mode with large rail presence and "associated warehousing" to a "Warehouse Estate" with minimised rail and extra traffic generation.

We call on the Minister to initiate NSW Government action to acknowledge the perverse origins of Moorebank Precinct West (MPW). Manipulated events by a Federal Labor Government that neglected the obvious pointers to the site's unsuitability for its stated purpose but willing to pursue it in the interests of pay-back politics targeted at Mr. Chris Corrigan and his interests.

We also take the opportunity to condemn the NSW DPIE for its continued abuse of process in neglecting the costly deficiencies of the entire Moorebank Precinct West application. To see it advance as an outcome that is solely in the interest of the Applicant – commercial structures established by Mr. Chris Corrigan.

There are grave physical deficiencies that are observable at all times, and measureable without need of confounding modelling that never sees the light of day for independent evaluation.

Of specific measure is the application of Condition 8a in the Modification of Development Consent for SSD-5066. It states that IMEX Freight throughput cannot happen if the "transport" system's capacity is exceeded in its operation from the first Container. We hold this flows into the construction of the newly formatted complex. Daily observation exhibits a beyond capacity transport system on the roads. This is a flaw in the findings of the IPC for MPW Stgae2 to be challenged.

ELPA Submission

- Moorebank Intermodal Precinct West - Stage 3 SSD-10431

27th May 2020

Page: 1 of 5

Our objection to this specific Proposal rests on the fact that its advancement into the Construction phase includes a major traffic factor that exposes the public to danger, and further traffic congestion.

The major routes of Moorebank Avenue and the stretch of the M5 Tollway from the Hume Highway to Heathcote Road, carry Traffic Black Spot status, with counts several times over the threshold for such status.

It is our view that public policy cannot be endorsed that will see public safety and already heavy traffic congestion worsen with the introduction of 1,250+ daily contractor heavy truck movements delivering earth fill for the site. Further, for it to deliver a project that will generate more than 6,500 heavy and light vehicles upon operation.

But you say, it is already approved! But we say that the common response to our continued presentation of irrefutable facts of the site's unsuitability to its purpose is that the DPIE and its servant independent planning bodies, acting as Consent Authorities, list a string of previous public and private entity reports that informed previous government decisions, State and Federal, to support the projects – MPE & MPW. Yet there is a traceable lineage from 2005 of these documents. The single source document is one titled **Railing Port Botany's Containers** produced by a qango named the Freight Infrastructure Advisory Board (FIAB). The Board was filled with well known industry, union, government service and finance leaders. The report was its sole output.

The FIAB's origins were by Ministerial Directive out of the office of a NSW Government Minister (Knowles). He had earlier, since 2001, enlivened his local Labor tribes to be at war in his local patch (Moorebank and Ingleburn) against the interests of Mr. Chris Corrigan – a much hated man to the Labor Movement. Amongst their weaponry was the use of "withholding Owner's Consent" by the local Council on lands which Corrigan's interests needed to cross. Such device was exercised later by Labor, from Canberra.

The document was let rest in the NSW Premier's office until the election of the Rudd ALP Government. From then it was raised to life to generate the conception and delivery of what is now known as Moorebank Precinct West. Its presence as a Rudd Labor Government initiative, managed by Albanese MP via his new Infrastructure Australia entity, saw Corrigan's interests (MPE) blocked for four years – again by withholding Land Owner's Consent. Upon election in 2013 the LNP Government advanced the interests of Corrigan et al.

The consequence of this was a development owned by a much favoured benefactor to the Liberal Party (MPE) and a created development (MPW) put in place by a Corrigan hating Labor Government. Both sides of the political bench saw good reason to push through and ignore the requests for an objective evaluation of the site's suitability. Therein lies the story of a perverse passage of planning approvals that neglected the public interest.

ELPA Submission

- Moorebank Intermodal Precinct West - Stage 3 SSD-10431

27th May 2020

Page: 2 of 5

The great, and costly, irony is that using the facts of the matter as propounded by local citizens since 2010, Corrigan's MPE development could not have advanced due to the unsuitability of the site on traffic matters alone - Moorebank is a river bound, bridge reliant narrow traffic corridor for the entire south west regions of Sydney.

Moorebank Precinct West stands today as a 220 hectare dirt/dust bowl, with still much of its original Cumberland Plain Woodlands trees still in place. It has had over \$1.5 billion of tax payer funds expended/ loaned – mostly Commonwealth through the poor performing Moorebank Intermodal Company.

The current planning approvals being sought in this Application (**SSD-10431**) provides for the construction of facilities to render as useable a site unsuitable for the original purpose. It makes possible the site development.

That site development sees the entire operational area being covered by earth fill to 3.5 metres above the natural lands. This will see the full destruction of existing vegetation and will change the land form of floodway lands. It is our understanding that the raising of the lands is for flood protection but mainly for the development of a storm-water management system. Such a fact stands as a major point as to the site's unsuitability for the purpose.

We are aware that the original Concept Approval -s4.22 (5) – “need only consider the likely impact of the concept proposal... and any first stage... and does not need to consider the likely impact of the carrying out of development that may be subject of subsequent development applications”

s 4.22 Notes that “the proposal for detailed development of the site will require further consideration under section 4.15 when a subsequent development application is lodged..”.

Section 4.15 is headed **Evaluation**, including (c) the suitability of the land for the development and (e) the public interest. Its application at Stage 3 sees:

- The public interest will be served by keeping out the daily thousands of B-Double, Semi and rigid trucks, of the river / bridge / traffic corridor situated local and regional traffic system. The public interest as measured in traffic accident avoidance and daily regional traffic congestion in the Moorebank traffic corridor.

- The public interest in the direction of the Commonwealth's \$1,5 billion + towards a less invasive use of the MPW lands and the river riparian directly adjacent to it.
- The public interest in seeing a dirty diesel emissions and noise, 24x7, heavy container handling industry removed from between close up established housing and the natural richness of a major river and its environs.
- The public interest in seeing the Federal and NSW Government make right past wrongs in their slack behaviour in supporting the MPW development due to the dynamics generated from the abovementioned perverse political behaviour out of the Labor Party.
- The public interest in a large corporate entity, whose leaders have been fully informed for many years of the site's deficiencies, accepting "buyer beware" reality that no-one should be beyond.
- The Site's Suitability be measured in the complex and costly road solutions required that will still suffer from large and dangerous vehicles merging/weaving in/out the regional traffic centred on the M5 Georges River Bridge (west).
- The Site's Suitability be measured where there is need for 1,600,000 m3 of earth fill to make it work – flood mitigation, storm water management.
- The Site's Suitability be measured with its 24x7 dirty diesel operations adding to the existing river basin's dirty air sink effect.
- The Site's Suitability be measured in the intrusion of OSD's into the Georges River Riparian and flows from over 150 hectares of hard ground / roof area.
- The Site's Suitability be measured where it's project is located on the circumference of its cargo distribution area.

The pockets of governments have been deep in their ill advised, situational, support of MPW. Mr. Corrigan and associates have seen their original space operating. They escaped proper evaluation due to the mish mash of supportive / opposing political interests at both State and Federal levels of government.

ELPA Submission

- Moorebank Intermodal Precinct West - Stage 3 SSD-10431

27th May 2020

Page: 4 of 5

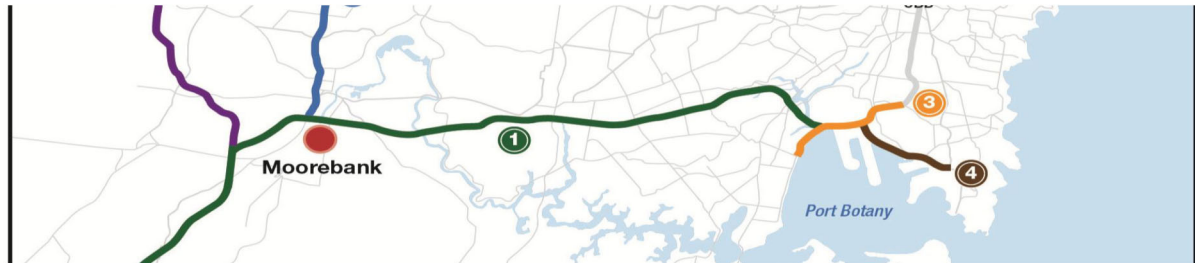
Governments now need to spend again and extract the Commonwealth lands from the Moorebank Precinct. Qube Holdings have not advanced blindly. We kept them informed of the deficiencies, yet they pressed on – and paid generous \$1,3 million + executive bonuses.

We request that the Department take this matter to the Minister and Premier and have matters made good for the public interest.

Signed.. mjb

Michael Byrne President 
elpa2008@gmail.com

A perverse mix of corporate rent-seeking and political bastardry to poison public trust
Resulting in tax-payer funds of over \$1.5 billion of direct expenses / loans expended to deliver a 200 hectare mix of dirt and residual Cumberland Plain Woodlands soon to be laid over with three (3) metres of earth. That's right \$ billion with a B... and more to come. Rivers can be costly to overcome.



The map exhibits the problem of Moorebank for an Intermodal. Where are the south west road routes? It is all east-west to Moorebank, then south.

Note there are no diagonal routes from the east towards Campbelltown / Camden / Narellan areas south of Liverpool. This is due to the presence of the Liverpool Military Area that spans the eastern side of the Georges River across to water catchment areas for over 25km south from Moorebank.

There is one major traffic route carrying the entire south west regional traffic in an easterly direction towards Sydney. That route includes the river bound lands of East Liverpool / Moorebank that are served by three bridges on the western arm of the Georges River, and two on its eastern arm.

This narrow corridor carries almost the traffic carried by the Sydney Harbour Bridge and the Sydney Harbour Tunnel combined.

This narrow corridor carries more traffic daily than the aggregate of the three bridges servicing the Sutherland Shire along the long span of the lower Georges River.

You would think a major freight intermodal would be located at a central point to its market. More than 70% of Moorebank's freight container projected delivery points are located in Blacktown and Penrith Council areas. Moorebank, as a distribution point, is a circumference site for the bulk of its heavy vehicle distribution.

A story of unhidden corrupted processes brought to us by the Liberal Party donor, Mr. Chris Corrigan of Patricks / Kaplan / Qube, and the Corrigan Haters – the Australian Labor Party (Albanese/Wong as instigator-Ministers of the development that blocked Corrigan's interests –(a real story here..)



Objection to Moorebank Intermodal Stage

3

SSD 10431

From: Dr Sharyn Cullis

B.Ec., M.SciSoc.(Hons), PhD-Science and Technology Studies.

On behalf of: The George's River Environmental Alliance.



The George's River Environmental Alliance(GREA) is a network of groups and individuals with an interest in environmental quality and liveability in the George's River catchment.

We Object to this proposal for a compound worker accommodation, car parking hardstand, road construction, drainage the importation of 280,000 unconsolidated and 540,000 structural fill, the subdivision and creation of nine allotments for terminal and warehousing purposes.

Here are the reasons for our objections.

Consultation

The Environmental Impact Statement (Executive Summary ES.p. 4) refers to a Community Communication Strategy in place for the MPE Site and MPW Site (SSD 7709) which is established, and refers to the Community Consultative Committee. I am a community representative on that committee and dispute the assertion that we have been in any substantive manner "notified throughout the course of the application". The Agenda and Minutes record of those meetings does not reveal any ongoing substantive discussions within the context of a Stage 3 App[roval].

No additional impacts to the biophysical environmental and social values beyond those already assessed (ES. p.5)

GREA objected strenuously to the approval of MPW2, particularly to the wholesale destruction of endangered ecological forest communities and the lack of a naturalistic treatment of urban stormwater, according to WSUD principles, across the site and particularly at its interface with the highly fragile and erodible Georges River riverbanks. We also object to the massive, and possibly increased volumes of fill proposed. As work has proceeded according to the MPW2 consent, our concerns have been heightened.

Every new approval provides an opportunity for an evaluation and re-set. The events of 2020 have prompted a greater awareness of the impacts of climate change. A concern for bushfire effects, has had a spill-over effect, leading to greater concerns about air quality and the removal of tree canopy in contributing to the heat island effect. An excellent study is now available, authored by the University of Western Sydney, for Campbelltown City Council, arguing the vulnerability of parts of Campbelltown to temperatures in excess of 50 degrees Celsius in the future.

(<https://researchdirect.westernsydney.edu.au/islandora/object/uws:52978>)

The huge areas of hardstand and hard rooves planned on this site at Moorebank offer the same risks. This issue has not been considered. Furthermore the Covid-19 crisis has shown how important it is for residents and workers to escape to the outdoors, to have safe outdoor areas of high amenity at workplaces as refuges. So it is essential that the lot sub-divisions have large areas earmarked at this early stage for substantial, integrated landscaped areas to be planted, and wherever possible, the retention of any existing stands of mature trees is required, as a heat and amenity ameliorating management strategy. The site must now be designed to create cooler micro-climates, not vast, bare heat producing concrete deserts. Visually too this is an important consideration, as this development will be within the viewsheds of both the Casula Powerhouse and the increasingly tall buildings of the Liverpool CBD. This must be reflected in any subsequent approvals on this site.

Contamination issues are outstanding and unresolved and so therefore must prevent the importation of fill and any consequent construction.

As a member of the Community Consultative Committee, I firstly became aware of the presence of PFAS being collected as a result of surface works when on a site inspection. Soon after it was confirmed by Elton Consultants for SIMTA, that 11 ponds were being treated for PFAS contamination. That process is ongoing. I have on behalf of GREA, been in correspondence with both the EPA and the Compliance officers within DPIE. There is no transparency around the manner in which PFAS is being managed on the site, the community has no access to the Independent Auditor report on this matter, nor has there been any revealing of the Groundwater Remediation Action Plan or Long term Environmental Management Plan, as is required by the conditions of consent for MPW Stage 2. We are also concerned that this approval should reflect the findings of the Federal government's investigation of the PFAS contamination on Military lands, as this site remains leased from the Commonwealth and was used for defence purposes, that involved PFAS contamination.

We believe that there could be a PFAS groundwater plume moving towards the Georges River, and this is highly unacceptable. We object to the massive emplacement of fill over the site, as burying the PFAS is not managing it. Once concreted and built over, that PFAS becomes out sight, but not necessarily environmental safe. It may not any longer be, brought to the surface for treatment, but rather ominously moving through groundwater to spoil the receiving waters of the Georges River.

So our recommendation is for a non approval, until it is proved this is not occurring.

27/5/20

Sharyn Cullis



MOOREBANK INTERMODAL WEST STAGE 3 – SSD 10431

27.05.2020

**Formal objection to Moorebank Intermodal Stage 3 - SSD 10431
on behalf of Residents Against Intermodal Developments Moorebank Incorporated**

PO Box 345
Moorebank NSW 1875
erik@raidmoorebank.org

We formally object to this proposal for a compound worker accommodation, car parking hardstand, road construction, drainage and the importation of 280,000 unconsolidated and 540,000 structural fill, the subdivision and creation of nine allotments for terminal and warehousing purposes.

We take issue with specific stage and the entire project and its merits. All of MPW is considered to be in breach of limits of approval of MPE Concept. Stage 2 is considered to be in breach of the conditions of consent for MPW Concept. It is our view that Stage 3 continues to be founded on faulty traffic modelling and introduces new issues with traffic.

As Stage 2 is before the LEC we respectfully recommend and request that any referral to the IPC or any assessment and determination by the DPIE be delayed until the Court hands down its decision. This is both common sense and common decency as it is the previous IPC / DPIE assessment and determination is being appealed. Moreover, it took three years to cycle through Stage 2 before a referral to IPC. Finally, there would be no delay or disadvantage to MPE, if the department were to take a beat and engage with RAID Moorebank to understand the areas of concern, so as to avoid further costly legal action.

BANKSTOWN BUSHLAND SOCIETY INC.

PO Box 210
PANANIA NSW 2213

PH: 97886232
greenaissance1@gmail.com

Registration No. Y1557612



25 May 2020

Dear Minister,

RE: Moorebank Intermodal Precinct West- Stage 3 SSD – 10431.

Bankstown Bushland Society Inc. would like to voice its objection to further development of the MPW site as stated in the Development Application. In brief we comment on individual parts of the Application with reasons for the objection:

- **Import of approximately 820,000m³ of Fill** .The entire area of Moorebank, Wattlegrove, Holsworthy and Milperra, as well as floodplains in the Bankstown LGA, will suffer flood-water displacement during the times of major flooding. We already know that catchment runoffs of flood water are exceeding speed-of-collection and volumes like have never been seen before. Already sites along the sweeping bend of the Georges River, which almost completely surrounds the MPW site as an 'island', are overloaded with imported fill which should never have happened. People who have invested in homes in this region would never have thought such threats to their safety and property values would occur.
- **Establishment of a works compound:** The entire site has long been known as a complex habitat for native flora and fauna including Threatened and Endangered species such as the Koala. Any and all clearing will put extreme pressure on this remnant woodland and riverine floodplain.
- **Proposed earthworks**, such as roads, utilities installation, stormwater and drainage, signage and landscaping mean that more of the native ecosystems will be lost permanently.
- **Progressive subdivision of the MPW site** is obviously going to cause additional destruction to the woodlands as trees are removed as being close to a site boundary and buildings constructed.

Please re-consider this Application and stop any further destruction to the George's River floodplains.

Your faithfully,

Ashlie Stevenson
President, Bankstown Bushland Society
