

# **EAST LIVERPOOL PROGRESS ASSOCIATION**

**President: Mr. M. Byrne 0414 978 694**

**PO Box 47**

**Secretary: Mr. M. Frew**

**MOOREBANK NSW 1875**

## **East Liverpool Progress Association submission**

Author : Michael Byrne  
151 Alfred Road  
CHIPPING NORTON NSW 2170  
elpa2008@gmail.com

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Response To:

RE: SECTION 4.55(1A) APPLICATION FOR MODIFICATION TO SSD 7709 –  
MOOREBANK INTERMODAL - PRECINCT WEST – STAGE 2 – SSD 7709 MOD 3  
PROPERTY AT: MOOREBANK AVENUE, MOOREBANK (LOT 1 DP 1197707)

### **Necessary Preamble:**

The subject proposal (SSD 7709 MOD 3) makes use of the status of Planning Decisions on the Moorebank Logistics Park made over the last 10 years, in asserting “Consistency” with them.

We ask, “Consistency to what?” The perversity of Planning Law perpetuated by political instruction “To Make It Happen” across Ministerial office, public service, planning commissions, and the Courts.

Labor and Liberal Governments are gifted with seemingly crony Senior Public Servants “working to order” and placing no limit on the outcomes of that “work to order”.

This poison has a source; the origins of MLP was with the presence of its originator, crony capitalist Mr. Chris Corrigan.

Corrigan saw rise against him his Labor Party antagonists (Melbourne Wharves Union Busting led by Corrigan in 1998) in Albanese MP et al who abused process to use government (MPW) lands to block the advancement of Corrigan's south west Sydney investment (MPE) from 2004 to 2013. A tactic they learnt from local Labor tribes in Campbelltown led by Knowles MP in working against Corrigan interests since the early 2000s.

The election of the Corrigan friendly LNP saw compensation delivered through LNP government negotiations that were criticised by the Australian National Audit Office. Corrigan's Qube Holdings (2015) were handed full warehouse development rights of the MPW public lands by the Moorebank Intermodal Company Limited – a GBE set up by Albanese MP in 2012.

The riverside 202 hectare MPW lands have had over \$1.5 billion of taxpayer funds expended to make them available and suitable for use. Qube in 2021 on sold those development rights to an investor group (Logos Group) for most of the \$1.67 billion cash in the bank. Four Qube Key Management Personnel were rewarded bonuses of total \$1.25 million for essentially “screwing the taxpayer”.

The greatest irony, though perverse, is that the original development proposal of Chris Corrigan interests (MPE) would have failed – such is the site's inadequacy – on traffic congestion and air quality alone. He viewed, from his recreational helicopter, as reported, the surplus Military Lands and the regional road and planned Port Rail assets nearby. He did not know the land and presumed that “all will be well” on his aerial view of hard assets available to his interest.

These two major problems are insurmountable – a fact that we suggest gave cause to the aforementioned “make it happen” operation. Yet they are observable to the citizen's eye.

(1) The MPE/MPW Moorebank site is located in low level river lands. They hold observable dirty darkened air – observation point : the First Tee at the Ridge Golf Course, heading at 323 degrees : elevation from 128metres down to 6 metres on the river banks. It is dirty air sink hole. The 12,000+ daily truck movements cannot but worsen the situation; it is open to remediation.

(2) The M5 road system acts as a single regional Freeway/Toll traffic route from the City of Sydney to Sydney's burgeoning south west. Except for the the low level causeway upstream 500 metres, there is no East-West route to the SW Region of Sydney until The Appin Road, 30 kilometres to the south with the Holsworthy Military Area, Water Catchments lands and National Park Lands in between.

At Moorebank the M5 tollway system is bridge reliant, with two major bridges. The eastern side crosses the Georges River on its southern flow down to Botany Bay. The river turns from south-north flow to north-south at the Chipping Norton Lakes, 6 kilometres from the Moorebank Intermodal Sites. The western side is that adjacent to the Intermodal site.

The RTA have held back for over 7 years the traffic counts for East Liverpool in which Moorebank is situated. However at that time the combined traffic count for the three East Liverpool bridges on the South to North flow were close to the combined daily count of the Sydney Harbour Bridge and Harbour Tunnel. They are certainly more than the aggregate traffic counts for the downstream Alfords Point Bridge, Tom Ugly's Georges River Bridge and the Taren Point Bridge serving the Sutherland Shire.

There has been a deliberate withholding of traffic statistics for East Liverpool since 2012. There are no solutions to the traffic congestion. It can be only a multi-billion dollar road tunnelling under both arms of the Georges River from a point kilometres west of Liverpool towards Revesby.

The current official solutions rest in two multi-billion major road-bridge works.

To remove the dangerous merge/weave operation on the main M5 bridge serving the Intermodal it is planned to replace it with two merge operations; both dangerous and congestion generating, and for only one direction – west. This at a cost of \$500++ million. It cannot solve the traffic congestion, with its danger and nuisance.

To build further bridge capacity to service the Intermodal plans there is a proposal to build a new road to the Intermodal's south – it involves a 6 kilometre dual road way and two major bridges to cross the Georges River and further on, the Railway at Glenfield. The proposal will see the destruction of established family homes, and locate a dirty air and noisy truck route at the rear of an existing suburban estate. The route contains five sets of traffic signals, with semi-trailer and B-Doubles to stop and start along the route to feed into the dirty air repositories. This route was never a planned road asset, and as such is ad hoc to serve the Intermodal.

There are no solutions for the visible dirty air at rest in the Georges River basin into which the Moorebank Intermodal proposal will pour out over 10,000 daily truck movements.

It is still our objective to have the planning decisions covering Moorebank Precinct West overturned and current investors to pay their price for pursuing their commercial goals while being fully informed of the unsuitability of the site; with it being: in a confined river land space, its proximity to residents and the impossibility of avoiding further road congestion with all of its public costs.

**End of Preamble:**

**Response to the Proposal:**

**MOOREBANK INTERMODAL - PRECINCT WEST – STAGE 2 – SSD 7709 MOD 3**

Our concern is the nature of the amendments; the large increase of storage of Dangerous Goods. An increase that cannot be justified and given approval due to its purpose – to add more Dangerous Goods so as to meet a Commercial / Financial outcome.

The Red Ink says it all – such large quantity / volume increases that exhibit both an arrogant elevation of approved low level storage and the associated revisit by the proponent to attain higher financial returns promised by a re-worked business plan. There is no sensitivity to the site's location.

Proximity to residential areas, some elevated above it 1 kilometre away.

Proximity to the established warehousing in Moorebank Precinct East, some of which hold Dangerous Goods.

Proximity to public roads – Moorebank Avenue, even after re-routing.

A major concern is the introduction by Modification of a dirty and dangerous operation, within the warehouse operations, of a major Truck Maintenance plant and fuel storage. Again, this advancement of a revised business plan cannot be accepted by the planning authorities as an allowable operation, with its huge extra storage of Dangerous Goods.

Yours faithfully,



President : Michael Byrne

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