

# EAST LIVERPOOL PROGRESS ASSOCIATION

President: Mr. M. Byrne 0414 978 694  
Secretary: Mr. M. Frew

PO Box 47  
MOOREBANK NSW 1875

31<sup>st</sup> January 2019

The Hon. Anthony Roberts  
Minister for Planning NSW  
NSW State Parliament  
Macquarie Street  
Sydney NSW 2000

Dear Minister Roberts,

## **Moorebank Intermodal Approvals**

You are no doubt aware that the site suitability for the Moorebank Intermodal Freight Terminal is gravely deficient for the reasons written further below.

We recognize that Conditions of Consent imposed by the various Planning Assessment Commission Determinations are recognition of the problem, if not its fullest expression. Conditions of Consent include;

- Container throughput limits to 250,000 TEU in recognition of the deficient road system;
- The restriction on warehouse use for containers that arrive/leave by rail only;
- The scheduling of road work completion linked to the occupation of the warehouses. We note there is current an application to amend this condition on MPE Stage 2 to not apply the limit to the first 100,000m<sup>2</sup> of warehousing.

We note that the responsibility for evaluation rests with you Minister under s4.15 (1c) of the Planning Act. We also note that the Planning Approvals to date for MPE & MPW were processed via the Concept development process. s4.22. That section states that subsequent stages of the Concept approved development after Stage 1 require application of the Evaluation process (s4.15) which includes specifically ..1(c).. " the suitability of the site for the development ".

We propose Minister that you initiate a specific and complete evaluation study of the site's suitability as part of MPW Stage 2 approvals by a professional entity detached from the planning process of MIFT to date. The proponents have been fully aware of the site's unsuitability yet they have continued their advancement of it. Their promotion of it as a leading nation building project with 1.55 million TEU throughput sees its value, as reported, loaded into Qube Holdings share price.

We charge that the site suitability has never been subject to an objective evaluation owing to the motivations behind its origins. It stands as a national disgrace.

Those origins rest directly with a corporate hero from your government's side of politics, Mr. Chris Corrigan, who is, at the same time, established historically as a corporate villain by the Labor side.

Mr. Corrigan's commercial interests were under savage attack by local Labor in south western Sydney since 2000. We have documented its flow into Moorebank via what became MPW, the alternative development, promoted and steered by Albanese MP on lands that blocked Corrigan's interests for more than four years. Hansard records exhibit anti-Corrigan animus by Labor as late as February 2018.

Promotion of the development since the early 2000s has been carried by Mr. Corrigan's original observations of Moorebank as a site - Commonwealth owned, flat lands, adjacent or nearby to transport infrastructure – rail in the planned Southern Sydney Freight Line, and road in the nearby M5 / M7 road system.

The deficiency of the evaluation process as required by your Act is that it failed to recognize that East Liverpool / Moorebank is river bound on three sides, that it is bridge reliant and flood prone, and that its southern boundary is the Liverpool Military Area / Woronora Water Catchment that runs for over 30 kilometres south along the eastern side of the Georges River on its south to north flow. There are no roads running east-west to service the entire south-west, Macarthur Area, of Sydney – a major growth centre for Greater Sydney. This requires all eastern and near south and near west bound traffic from this extensive developing area needs to travel north to Moorebank and traverse through it as a bridge reliant traffic corridor.

We understand there are major issues still to be addressed concerning the road works required. NSW RMS provided an indication in their 2021 projections that the "Moorebank Intermodal Road Upgrades" had a cost estimate of \$500+ million. This is as yet unacknowledged by Qube Holdings or the Government.

Please note that we informed Mr. Chris Corrigan directly of these facts of the site's unsuitability several years ago.

By any standard this is a national disgrace; with national infrastructure development rising from a corporate leader's unevaluated observations leading to Federal infrastructure policy in his corporate interest and that person's observations taken as fact by his opponents to justify their own development used to block his original development – with to date \$1.5 billion of public funds expended, loaned or revenue/value foregone.

Minister, your Government needs to commit to making good the mess that the container movement industry is. It needs to rework it across the entire Newcastle-Sydney-Port Kembla axis with the view of extracting large costly volumes of container movement from Sydney roads east of Bankstown.

Yours faithfully,



Michael Byrne

President 0414 978 694 elpa2008@gmail.com