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Submission 1

Exhibition of State Significant Infrastructure Application Moorebank Avenue Realignment.
Application SSI-10053 Moorebank realignment

Submission by Allan Corben 13 Woolmers Court Wattle Grove 2173 Email address
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I have been in opposition to this development since its commencement. I'm no engineer, but what I am is a retired Transport and Logistics Manager who has full knowledge of the negative impacts of this type of operations, particularly on the surrounding residential housing.

From day one of this development it's been all about the developer's requirements and no one else. This includes many thousands of residents living in the surrounding suburbs. From day one, Qube have claimed it's the most suitable site for this type of operation regardless to the fact of the number of modification applications made to suit their needs, IE hundreds of thousands of tonnes of fill being transported into the site to increase its level by two metres and to create an island type of site to mitigate against flooding of the sites and obviously to bury the existing harmful fire foam existence. This area of Moorebank sits on the edge of the Georges River which has a history of flood intrusion in the event of major flooding.

I hereby request that NSW planning take a real hard look at my comments which totally questions the application, which should be totally rejected.

Below is my submission showing the subject, with my objections.

Volume 1

ES1.1 Overview of the Moorebank Avenue realignment

The Project would take up to 16 months to construct and have an estimated capital investment value of approximately 300 million AUD. The completed road asset and corridor would be transferred to TfNSW as a public road

Objection: My question is who will be paying for this diversion, Qube or taxpayers. Qube wanting to develop this unsuitable site, they should be picking up the full cost.

ES1.3.1 Key features

The key features of the project include

- realigning a section of Moorebank Avenue from a point approximately 130 metres (m) south of the Anzac Road/Moorebank Avenue intersection to the bridge over the East Hills railway;
- constructing approximately 3 kilometres (km) of new road to bypass the MLP to the east, comprising:

- a four-lane road (two lanes in each direction) in the vicinity of MPE, commencing from a point approximately 130 m south of the Anzac Road/Moorebank Avenue intersection to the south-eastern corner of the MPE site;

- a two-lane road (one lane in each direction) from the south-eastern corner of the MPE site to a point immediately north of the bridge over the East Hills railway;

Objection: With Qube proposing a four lane wide realignment from the eastern side of their site to its southern end, and then to reduce it back to two lanes from the end of their site onto the original Moorebank Ave and up to the railway bridge, which is only two lanes wide is, absolutely ridiculous. One can only imagine the massive congestion south bound at peak hour.

This plan may suit Qube's needs, but certainly won't suit the hundreds of people travelling to and from work at peak hour, having to join a queue while cars blend from two lanes to one at the southern end of the site through to Cambridge Avenue.

This a massive potential problem that can't be ignored.

Another question that should be asked of Qube is, how they are going to get the through traffic over or under their rail line, which is near level to original Moorebank Ave ?????

• noise mitigation in the vicinity of the Defence Joint Logistics Unit (DJLU) site (chainage 600-800):

Objection: It is interesting note Qube are prepared to provide noise mitigation to Defence Logistics Unit, from the start of the realigned road from Moorebank Ave to some distance south along the eastern side of the site for approximately one + kilometres.

If they are prepared to protect Defence area from noise, they have accepted that the noise level are going to be more than the appropriate levels.

If Qube are prepared to provide noise protection to the defence site against excessive noise, **they must then be required to do the same to the eastern side Wattle Grove** down some distance past the Southern the boundary of the MPE site.

It should also be noted that the south east end of the realignment will be as close as 400-500 metres to Wattle Grove.

Having personally experienced the high noise levels of these types of operations, I have great concern at the impact the excessive noise will have on that part of that suburb.

The map on page 3 illustrates the proposed noise mitigation of the Defence Logistics site, together with how close the road will be to the suburb of Wattle Grove.

ES1.3.2Construction footprint_the construction footprint area is approximately 18.96 hectares, and is generally bounded by the DJLU, MPE, Boot Land and the Sydney Trains (TAHE) owned land adjacent to the East Hills Railway.

Objection: I assume the developer expects to gain this 18.96 hectares of land for free? If is the case, as previously stated above, if the Qube want to build on this unsuitable site, they should pick up the full cost, not the taxpayers.

ES2 Why is the project needed?

The Project would deliver operational efficiencies to the terminals within the MLP. Moorebank Avenue currently provides a barrier to east-west movements within the MLP thereby significantly restricting the operational efficiency of the precinct. The relocation of Moorebank Avenue would:

- provide for shorter, more efficient and direct travel route for container-carrying vehicles between the rail link and terminals, contributing to the achievement of precinct throughput targets;
- minimise secondary and non-value creating freight movements by facilitating a direct access between MPE and MPW;
- facilitate future automation of the precinct (ie it would promote the use of the most efficient modes of transport for a given task); and
- result in positive time/cost implications for the MLP

Again all about the developer's needs.

Objection: Diverting M/B avenue wont in anyway separate heavy vehicles from the through traffic as Qube plan to have 3 heavy vehicle entry and exit points along the proposed realigned Moorebank Ave, allowing heavy vehicles to either enter or exit the warehouses by either the realigned Moorebank Ave or Cambridge Ave, disrupting the through traffic.

Assuming that there will be traffic lights at the intersection of Moorebank Ave north and the south end, together with three sets of traffic lights at their entry and exit points of the realigned Moorebank Ave, will create horrendous traffic congestion at the intersections, with lights continually changing to allow all traffic to move towards the M5 and Cambridge Ave exit points.

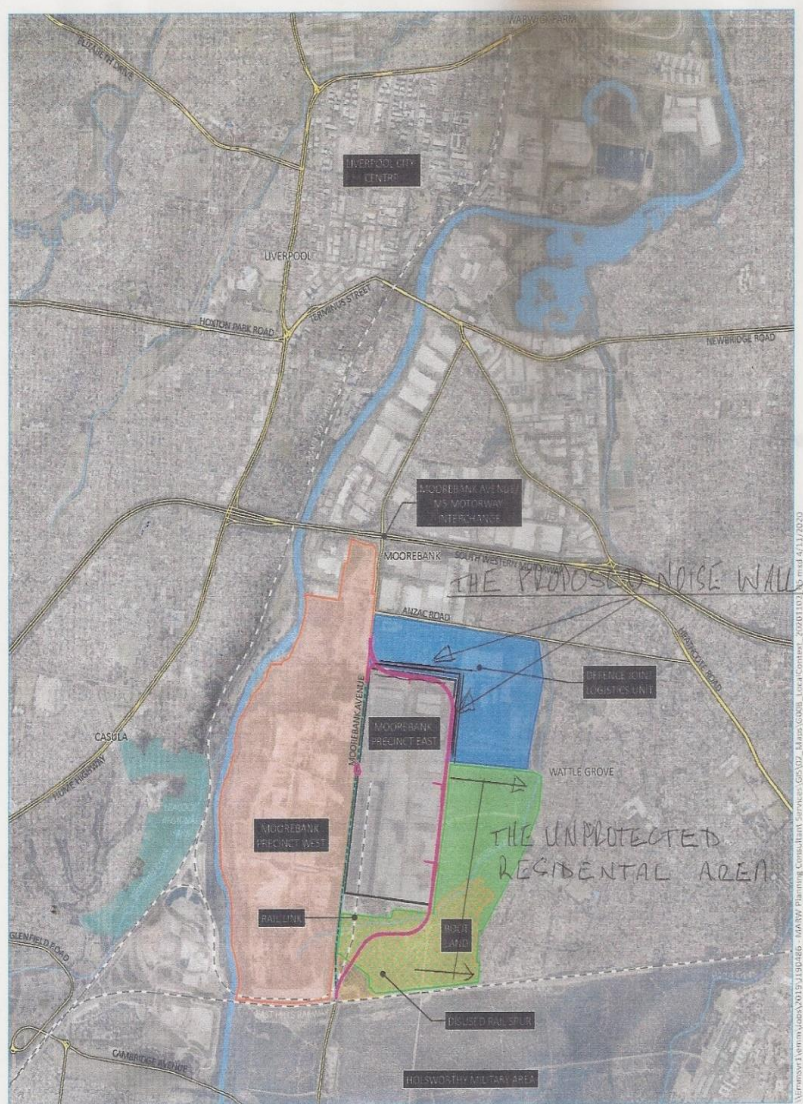
ES3 Alternatives considered

The Planning Agreement provides for two development outcomes, comprising:

- relocate Moorebank Avenue to the east of the MPE site (the Project); or
- upgrade Moorebank Avenue to a four lane road from south of the entrance to MPE freight terminal to a point approximately 120 m south of the MPE site.

It further provides that Qube is obliged to upgrade the existing Moorebank Avenue (South), should all approvals not be achieved for the realignment by December 2021.

Objection: Having read the above subjects, and seeing the negatives impacts that the realignments of Moorebank Ave will have on the general population, I'm of the opinion that to approve this application would be a massive error. The simple answer would be to simply upgrade Moorebank Ave, both financially and for the health and welling of the local residents.



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Upgrading the existing Moorebank Avenue along its current alignment is not desirable as it:

- would result in container-transporting vehicles interacting with public vehicles (resulting in potential safety and travel time implications for road users);
- create the potential for congestion from the intermingling of background traffic and traffic generated by the MLP;
- would resulting Moorebank Avenue continuing to intersect the MLP, creating a barrier to east-west movements and thereby reduce the operational efficiency of terminals;
- provide for longer, less efficient and less direct travel route for MLP traffic between the rail link, terminals and warehouses;
- involves a potential

Constraint to the future automation of the MLP; and • would result in negative time/cost implications. Further, if the Project was not to proceed then the addition of future background traffic (associated with public local traffic and traffic associated with the MLP) will result in Moorebank Avenue operating at an unacceptable Level of Service (LoS) in approximately 2029 and therefore adversely affecting traffic movements between Moorebank and Glenfield It is also noted that upgrading Moorebank Avenue along its current alignment would still result in impacts (including acquisition of land) to the DJLU site, the MLP, Boot Land and land owned by RailCorp

Check on Bio land

Biobanking is a market-based scheme created to offset the loss of biodiversity on **sites** as a result of development. The NSW **Biobanking** scheme commenced in the middle of 2008 by virtue of the new Part 7A of the Threatened Species Conservation Act 1995