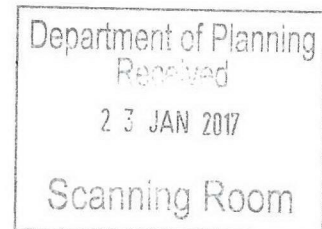


17 Congressional Drive
LIVERPOOL NSW 2170



20 January 2017

Planning Services
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001



Attn. Director – Social and Other Infrastructure Assessments

Dear Sir,

I refer to your correspondence of 14th December, 2016, in relation to the further applications made by the Developers/Operators of the Moorebank Intermodal West and East.

Having attended the information session held at the Bankstown Golf Club and listed to the presentations made by interested parties I came away convinced that this use of the prior military complexes would be of benefit to the community and supportive of the wider Sydney populous in the understanding that the development would –

- Remove some 2,000 to 10,000 truck movements from our roads (depending on who's figures one accepted).
- Rail movements would be hauled by diesel loco's with the lowest particle particulate output
- That larger radius track curves would be laid so as to eliminate the potential for wagon 'wheel squeal'
- That all State and Federal Government regulations would be bettered during the building and later operation of the site
- That aboriginal and heritage artefacts and sites would be protected and retained on-site

It would seem that since that meeting the Developers/Operators have taken the 'goodwill' of the community as an opportunity to request a string of modifications to their proposal – the basis of the approval to proceed.

- The reduction in truck movements we now find is only related to those from Port Botany to the Moorebank site. Trucks will then need to move the containers and their contents from the facility to the end recipient. So the 2,000 to 10,000 trucks taking containers to

Moorebank will be replaced by a greater number of trucks along the 2 to 4 lanes of a new Moorebank Avenue for the first few hundred meters.

- Moorebank Avenue is to be widened at the Developers/Operators cost to assist these movements but only to the intersection with the M5 motorway. Additional truck traffic along Moorebank Avenue north of the M5 intersection and that roads intersection with Heathcote and Milperra Roads will be along the existing congested publicly funded road network. Then the additional movements along the M5 to the Hume Highway and further south and west will not be addressed or rectified by the developers/Operators.
- The Developers/Operators now apply for 2.4m₃ of fill to be brought onto their site along these same conected roads but provide no detail of the number of vehicle movements that entails, over what time frame and during what hours of operation.

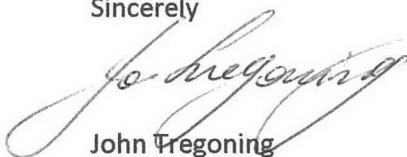
I understand the majority of this material, waste of an unknown description and source, is to be used to 'cover-up' ground contamination remaining on the site. Materials which were present, and well known, when I completed Corps' Training as part of my National Service training in 1969. Why are the Developers/Operators not fixing the known site contaminations instead of partially burying the materials for 'someone else' to address in the future?

- On the basis of the Developers/Operators 'cover-up' they then apply to increase the building height, making this development more unsightly and out of place with the surrounding bushlands, domestic housing and commercial premises. A solution they see as maintaining their 'working head height' and carrying capacity on a site with all its advantages and disadvantages know when the initial application was made.
- Nowhere can I see a guarantee that the 'cover-up' will protect the identified heritage and aboriginal sites. Indeed, in recent weeks the Developers/Operators have discovered that the existing site includes two large 'Nissan' style huts, part of our WWII history and heritage, which the Developers/Operators are now offering to anyone to remove at their cost, or the Developers/Operators will simply demolish and send to a metal scrap merchant.

Naive of me maybe, but it seems to me that the Developer/Operator must stop abusing the populations involved, withdraw all of the amendments, modifications, and omissions and resubmit a complete and accurate 'scope of works' for the site. Indeed, the Developers/Operators loose nothing in this constant submission for changes, there is no penalty for the errors and omissions in their original proposal, whereas the local and wider community loses every time.

Only on the basis of the presentation of a full, accurate and complete proposal which can be assessed in its entirety would I consider for support any application in regard to the Moorebank Precinct West and Moorebank Precinct East.

Sincerely



John Tregoning