[redacted]

Objection to Moorebank Intermodal Stage 3

SSD 10431

Dear Planning NSW,

We attempted to lodge submissions on your Portal but it didn't work due to your IT problems.

I demand that you accept this submission and allow others an extended time also to lodge submissions. Using your IT problems to prevent Voters from lodging submissions is grossly wrong and possibly illegal.

I 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. Furthermore, I support the action and advocacy of RAID Moorebank and recommend you seek and heed its counsel.

Please acknowledge receipt of this submission

Adam Scutella

[redacted]

[redacted]

Objection to Moorebank Intermodal Stage 3

SSD 10431

Erik Rakowski
[redacted]

I 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. Furthermore, I support the action and advocacy of RAID Moorebank and recommend you seek and heed its counsel.

Submission for: Moorebank Intermodal Precinct West - Stage 3

Objects

Aidan McGrath

CASULA, New South Wales

Message

I live on leacocks Lane directly across from said development proposal.

My concerns are:
- What hours will the trains be running, if they are arriving in late at night I highly believe this cannot happen due to being a high residential area and I already hear sydney rail trains but they are a lot quieter then freight trains.

- being of the age of 28 years old I have finally broke into the Australian dream of owning my home. I don't obviously as yet but I am worried as to how this development would affect my house price in the foreseen future.

- I would like to also stress on the hours the warehouse will be working? 24 hours a day? I think this is u acceptable of the rate payers of the local area.

- I believe this industrial area is a great way of removing the trucks from the Sydney roads I just feel the location has been rushed and harshly thought of for the locals here in Casula.

I would like to see times of when the trains will be running when said development is complete and I would like to see restrictions put in place for the trading hours for those trains and businesses.

I would also like to see proof on how this development won't affect the property prices in the area as we look out over what is currently bush land. With it changing to an industrial area I believe it will.

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[redacted]

From: john anderson <j.ando.action_10@hotmail.com>
Sent: Wednesday, 20 May 2020 6:48 AM
To: DPE CSE Information Planning Mailbox <information@planning.nsw.gov.au>
Subject: Stage 3 Moorebank Intermodal West ssd10431

Firstly I am not going to open up a account and it is the lowest of low to put this project on exhibition when residents are still in Lockdown and many unemployed the number effected by this project will be much greater than the virus it never got advertsided properly with advertising in Daily telegraph to the back of the paper no local advertsing except residents nearby it was shameful and the libraries closed which questions how it could be allowed under these circumstanses

This stage is to to help facilitate the selling off the site for 2.5 billion and the money comes from the logical interested buyers

The normal problems
Traffic the area is the fasest growing area in Australia and traffic is gridlocked 24/7

Koalas the area has plentiful koalas which is always covered up

Pollution in the area will take off once the virus is over and it is regarded as the worst polluted area in Sydney

The area is very contamimated from the original housing estate ,Fire fighting Foam and to put the extra pollution and contamination on top is unexcuseable

Noise cannot be mitigated in the area as the army evacutuation siren each friday is a notably example

The area has enormous health problems with the highest number of residents with diabetes 5 per cent higher mortality rate and a number of other health problems

Ten times the number of jobs would be created for sustainable developement

The rail freight could not be sustained as the trains for public transport would be enormous due to the number of new residents

The area has long being regarded as environmental importance with over 27 threatened and endangeries species living in the area

Flooding would always be a big threat as it is regarded as one of the worst fllood prone areas in NSW

I will follow with a number of submissions

John Anderson 4 namoi court wattle grove NSW 2173 Mob.0409368603

[redacted]

SSD 10431

Objection to Stage 3

The above DA for 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.

This will have enormous consequences for local residents Including dust as well as for the safety of road users during construction. Road use due to the pandemic will be saturated and adding massive construction trucks is putting road users at risk

I am also concerned that as legal proceedings to Stage 2 are underway , it is premature and not proper process to be determining Stage 3

Maria Bradley
[redacted]

Sent from my iPhone

Melanie Gibbons MP
Member for Holsworthy

22 May 2020

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

To whom it may concern,

I write on behalf of the local residents in the Holsworthy Electorate, who I have joined with for over eight years, to voice our concerns on the negative impacts the Moorebank Intermodal will have on the local area.

This submission is in objection to the proposed Moorebank Intermodal Precinct West (MPW) Stage 3.

The Stage 3 proposal seeks approval for the establishment of a works compound at the southern end of the MPW site, associated ancillary works and importation of clean fill material. In addition to this, the proposal looks to subdivide the site into 9 allotments.

What is interesting about this proposal, is that a number of the planning documents, including air quality and noise and vibration reports, continually refer to the reports submitted for MPW Stage 2, meaning that no new studies have been undertaken.

Supposedly, because no new or additional works are being introduced in Stage 3, no updated assessments need to be undertaken at this stage. I find this extremely concerning, as there were a number of issues in those reports raised by the community, most of which have never been addressed.

One of these concerns is the noise generated from the construction and subsequent operation of the Moorebank Intermodal. In the MPW Stage 2 report, that has since been used again for the Stage 3 proposal, it concludes the following - *"Construction vibration would not significantly impact human comfort at the nearest residential receiver. No further assessment of construction vibration was necessary"*.

That report was conducted in October 2016.

Contact Melanie

Phone 9825 3653 **Fax** 9825 4861 **Email** holsworthy@parliament.nsw.gov.au
Mail 60 Walder Road, Hammondville NSW 2170 **Web** melaniegibbons.com.au
MelGibbonsMP MelanieGibbonsMP

Since construction on the Intermodal has begun, residents have already felt the need to raise concerns of noise, and while this has been brought to the attention of Moorebank Intermodal Company, they continue to use the 2016 report to receive planning approvals on successive proposals.
Another concern that is regularly raised with me is the impacts to local air quality. The Air Quality report submitted states that their modelling found that impacts to air quality from the project were only minor when compared to the existing background.

Areas of South-West Sydney already have lower air-quality and higher asthma rates in comparison to the rest of Metropolitan Sydney, therefore this development should not be allowed to further contribute to this, even if the effects only appear to be minor.

I urge that new studies be undertaken that adequately investigate the concerns that are consistently raised by the community. Impacts such as noise are already being felt by residents, with it set to worsen as the Intermodal gets closer to being operational.

I believe that it is in the best interest of the community that the MPW Stage 3 proposal be rejected until further studies have been done and the community has had their concerns adequately addressed.

I have strongly objected to the Moorebank Intermodal plans and proposals for a number of years and find it extremely disappointing that proposals still continue to be submitted, without any attempt to address concerns that the community has raised.

I continue to and will always firmly stand by my view, and the community's, that we are not the only location for a freight terminal of this scale, and we are definitely not the best option.

Yours sincerely,

Melanie Gibbons MP
State Member for Holsworthy
Parliamentary Secretary for Families, Disability and Emergency Services

Dear Sir/Madam

We have lived at the same address in Chipping Norton for the last 39 years, and therefore, have an appreciation of the local traffic conditions. During the last 30 years, we have operated our micro business specialising in the numerical and analytical aspects of the land use – transport interaction.

When we reviewed the "Moorebank Intermodal Precinct West – Stage 3 (SSD 10341), Traffic Assessment", we were somewhat surprised with the expected performances of the intersections on Moorebank Avenue.

Figure 1 shows the particular data set that we examined, but only for the AM peak.

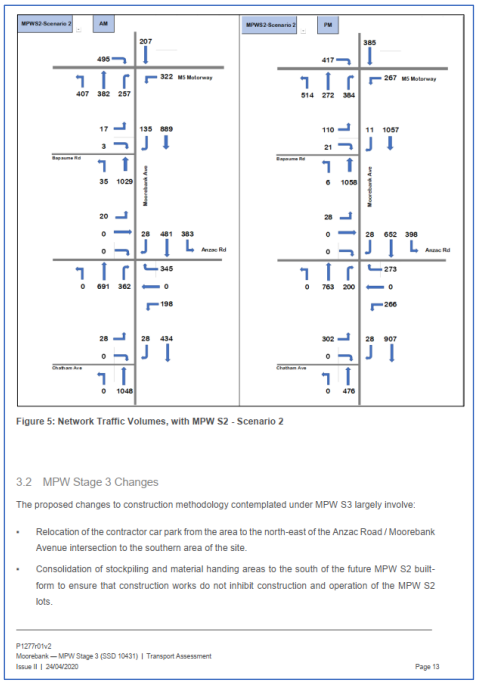

Figure 5: Network Traffic Volumes, with MPW S2 - Scenario 2

3.2 MPW Stage 3 Changes

The proposed changes to construction methodology contemplated under MPW S3 largely involve:

- Relocation of the contractor car park from the area to the north-east of the Anzac Road / Moorebank Avenue intersection to the southern area of the site.
- Consolidation of stockpiling and material handing areas to the south of the future MPW S2 built-form to ensure that construction works do not inhibit construction and operation of the MPW S2 lots.

P1277r01v2
Moorebank — MPW Stage 3 (SSD 10431) | Transport Assessment
Issue II | 24/04/2020
Page 13

Figure 1 Page 13 from the Traffic Assessment

For now, we focus on the Moorebank Av – M5 intersection as shown in the Traffic Assessment.

For reference we compared these flows to those that were surveyed on 07/12/2010 for the Moorebank Intermodal Company (MICL), Environmental Impact Statement (EIS). For convenience, the page is reproduced in Figure 2.

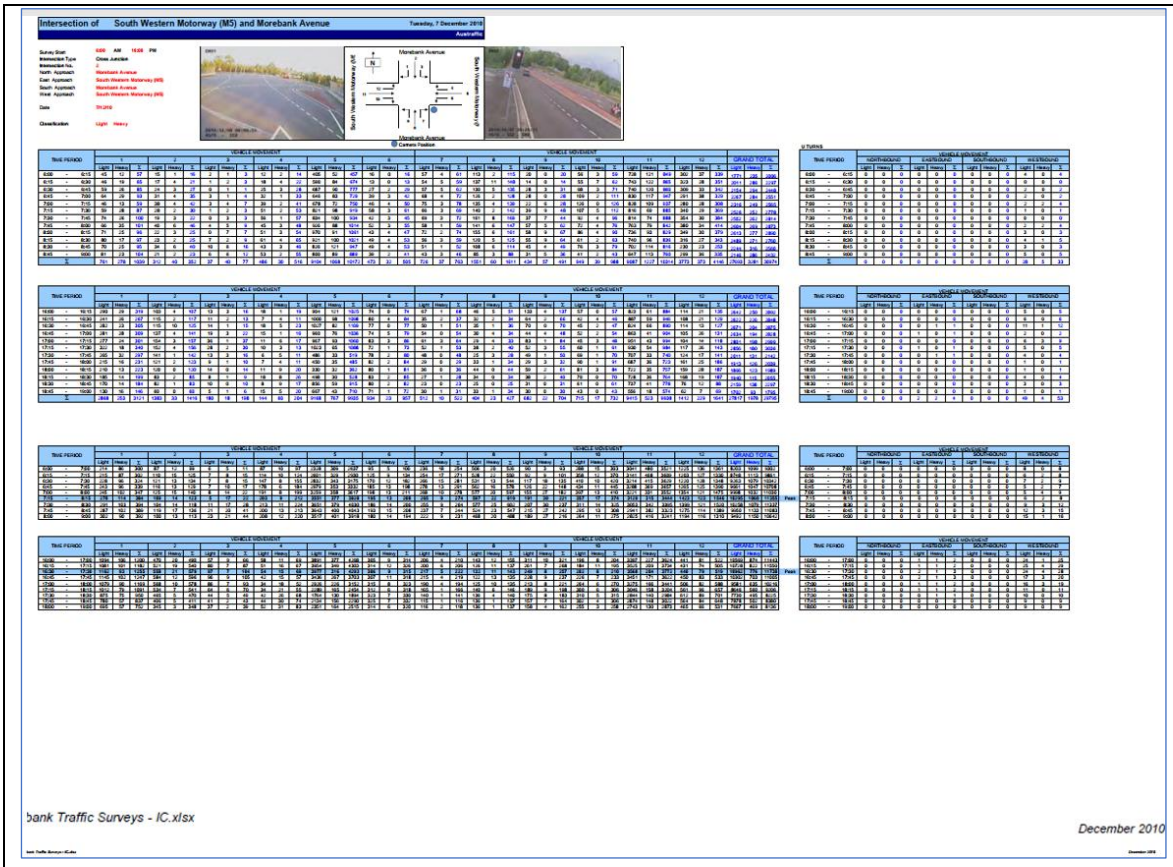

Figure 2 Relevant page from MICL EIS

Figure 3 shows the numbers more clearly, and the page out of the EIS is not so legible. The table shows the AM hourly flows. The header shows the coding system for the numbers in the table.

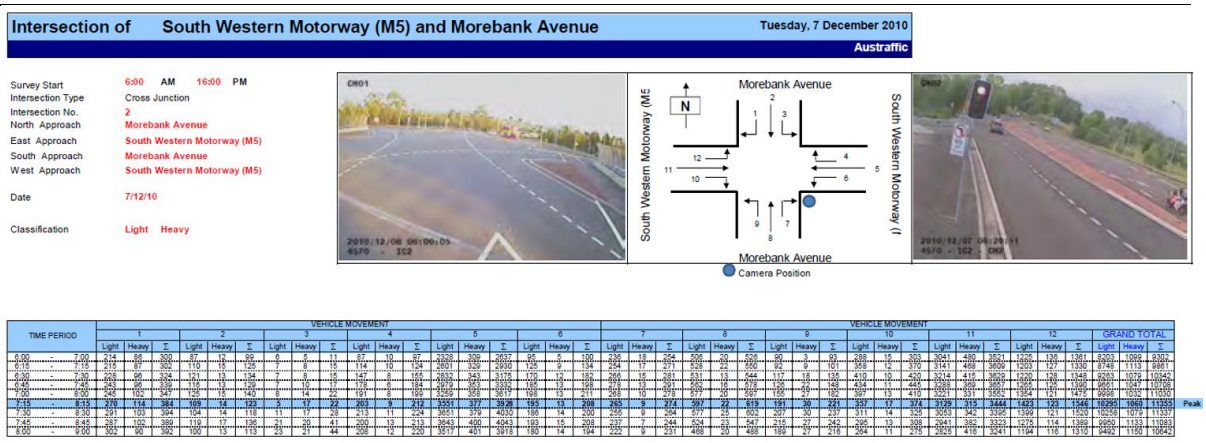

Figure 3 The header showing the numbering system used for the turning movements and the hourly flows

For this submission, Figure 4 compares the ten-year-old surveyed traffic numbers from MICL, EIS with the Traffic Assessment flows. The Traffic Assessment flows includes the construction and "fill" traffic.

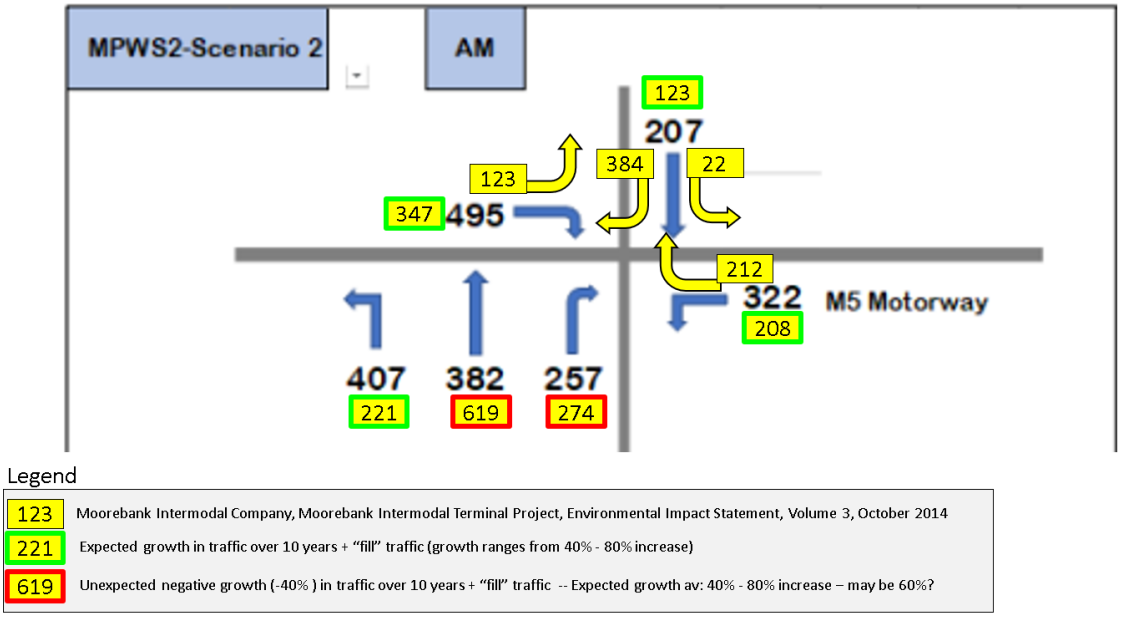

Figure 4 Comparing 10-year-old traffic counts with the expected construction and "fill" traffic

For completeness, all the MICL, EIS flows are shown in yellow boxes, together with the movement arrows. All the yellow boxes show the 10-year-old MICL, EIS numbers.

The yellow boxes with green borders have numbers which are lower numbers than the Traffic Assessment numbers. This is fully expected. There is the 10-year growth in traffic, and the additional construction and "fill" traffic. The growth in traffic varies from 40% to 80%.

The yellow boxes with the red borders have numbers that are higher than the Traffic Assessment numbers.

In the northbound direction, the Traffic Assessment number is 237 vehicles per hour less than the 10-year-old EIS number, and 17 vehicles per hour less for the right-hand-turning movement.

The expected northbound traffic flow represents a **negative growth of 40% over the 10-year old surveyed flows**. Intuitively, the expected number of northbound traffic would consist of two parts: (1) add 40% to bring it to the surveyed flows 10 years ago, then (2) add the expected natural growth as well as the additional construction and "fill" traffic (for the other movements, that ranges from 40% to 80%). Based on this logic, in round figures, the expected northbound traffic should be about double the quoted figure.

From the Traffic Assessment report, it is not immediately obvious why the expected flow is only 40% of the 10-year old surveyed flows.

This reduced traffic is applied to all the intersection flows.

Applying traffic engineering principles

Intuitively, all the traffic that flows out of one intersection, should flow into the next intersection.

If intersections are far apart, it is possible that some traffic "disappears" or "appears" from the surrounding land use. However, on Moorebank Avenue, that is unlikely.

Figure 5 shows the calculation to estimate (1) all traffic travelling southbound, and (2) traffic arriving at the next intersection. In this example, 217 vehicles disappear between two very closely spaced intersections.

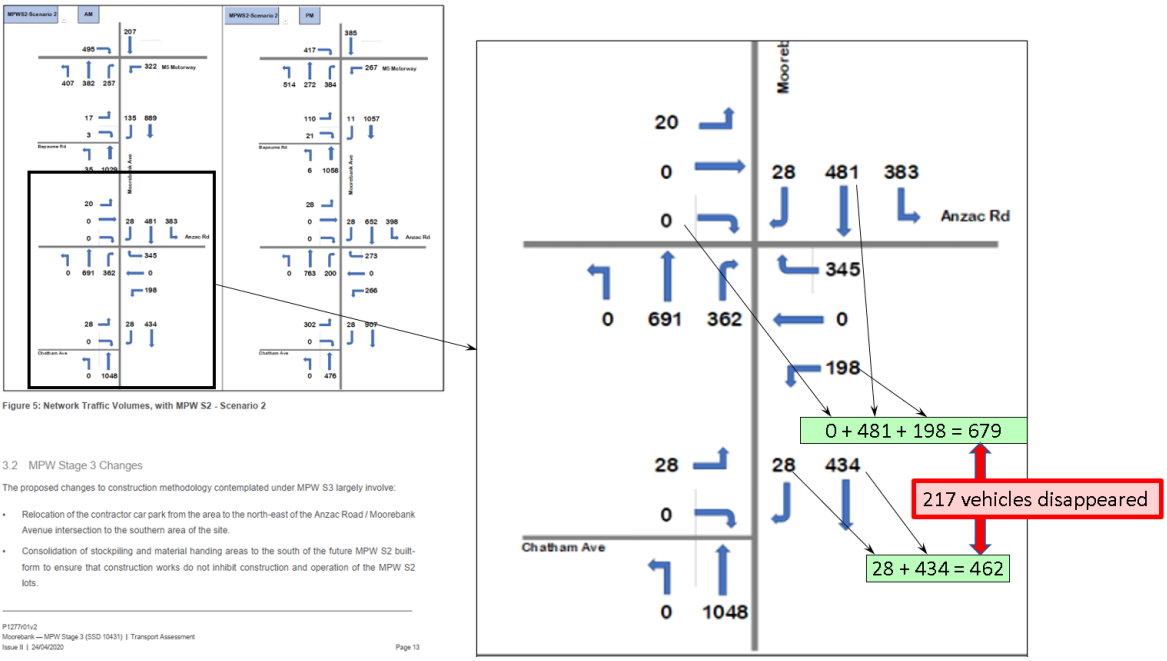

Figure 5 Example of "disappearing" traffic

Conclusion

No explanation is given on the AM northbound traffic being only 40% of the 10-year old surveyed flow, nor the 217 disappearing vehicles. A simple exercise will show several other instances which do not make sense.

Using these negative growth rates and disappearing vehicles, any person can make intersections work miraculously well.

While these may result in desirable outcomes, it is not a true reflection of the real anticipated traffic condition.

We like to urge the Department, to have the modelling work thoroughly and reputably examined before approval is considered as the traffic modelling anomalies divulged, potentially do not support this modification.

Kind regards

Nell and Paul van den Bos

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Submission for: Moorebank Intermodal Precinct West - Stage 3

Objects

Name Withheld

CHIPPING NORTON, New South Wales

Message

I support the long standing argued and exhibited case by local citizens and Liverpool City Council that the site is NOT suitable for the purpose and as such is not in the Public Interest.
I understand the NSW Planning Law under S4.15 of the EPA Act requires specific and proper evaluation of this proposal as to the site's suitability and of it being in the Public Interest. We expect the planning authorities to apply the law in a fair, open and accountable way.

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Submission for: Moorebank Intermodal Precinct West - Stage 3

Objects

Name Withheld

Casula, New South Wales

Message

I object to the subdivision of the MPW site into nine allotments as the proposal does not comply with the Liverpool LEP minimum plot size, and there is no reason that an exception should be made for this project that would not also apply to other commercial projects. The proposal should be declined.
The issue of traffic: the proposal should not be determined until any litigation in respect to traffic has been resolved. Given that the Moorebank facility is considered to be "the best location for an intermodal freight facility to service the industrial areas of South West Sydney," it should be made a condition that no trucks are to return from the Intermodal location to Sydney City, using the M5, Hume Highway, or any other road routes. There is also no provision apparently made for checking of roadworthiness or loads from the thousands of trucks that will move out from the subdivided MPW land. There should be a heavy vehicle inspection condition applied.
Traffic levels at Liverpool and the surrounding South West Sydney are already at or very close to capacity. The approval of this proposal is likely to create a traffic crisis in the Liverpool area, impacting on residents and commercial interests, as well as essential services. The very major traffic impacts of the Moorebank Intermodal project have been the subject of a number of reports given to consent authorities. These reports are publicly available.
The fill level proposed for the MPW site is excessive and will affect the downstream flooding profile, and will also create increased light spill to sensitive receivers.
Koala habitat and flying fox habitat will be removed, an action that is made more inappropriate given the loss of habitat during the bushfires. The proponents should undertake more studies and make more provision for maintenance of wildlife habitat on the site. It is unnecessary and inappropriate to cover such

a massive site with fill and concrete.

The proposal states that rail construction and operation impacts are not relevant to this proposal, but in my opinion noise generated by the curved rail link is relevant to the proposal, which is to subdivide the land for warehousing. The warehouses may store some freight coming in from the South, on the curved spur line, and this may generate as yet unquantified noise in operation. The outstanding and unresolved issue of potentially excessive wheel squeal generated by the access curved spur lines therefore remains a matter of serious concern to me. I believe the issue of wheel squeal should be taken into account, and the subdivision proposal approval deferred until such time as the issue has been further examined and assessed.

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Submission for: Moorebank Intermodal Precinct West - Stage 3

Supports

Name Withheld

WATTLE GROVE, New South Wales

Message

I support the long standing argued and exhibited case by local citizens and Liverpool City Council that the site is not suitable for the purpose and as such is not in the Public Interest. I understand the NSW Planning Law under S4.15 of the EPA Act requires specific and proper evaluation of this proposal as to the site's suitability and of it being in the Public Interest. We expect the planning authorities to apply the law in a fair, open and accountable way.

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Submission for: Moorebank Intermodal Precinct West - Stage 3

Objects

Name Withheld

WEDDERBURN, New South Wales

Message

Objection to Moorebank Intermodal Stage SSD10432

As a resident of Campbelltown I realise we will be expected to deal with air pollution and heat generated from the Badgerys Creek Airport at least 70,000 new homes and we should not be expected to cope with the extra air pollution, heat from concrete roofs etc., once the Intermodal is completed.

Further to this the extra trains and vehicles expected to enter into an overcrowded public transport railway system and already over congested roads from the Intermodal is in humane and will further endanger the lives of children living in the Campbelltown, Liverpool and Macarthur regions.

A Report undertaken by Dr. Sebastian Pfautsch Benchmarking heat across Campbelltown has already highlighted the problem of excessive heat across Campbelltown and clearly indicates that the future of the region is under threat, our children are already having to deal with demountable classrooms that cannot cope with existing heat, Climate change will increase temperatures by at least two degrees and urban growth will add at least three or four degrees to the problem.

This year temperatures recorded at the Campbelltown monitoring station on top of Mount Annan which is surrounded by the Australian Botanic Gardens reached 45.09 degrees (1.5 degrees hotter than the previous year) and this is not considered a true indication of heat within the Campbelltown CBD again taken from Dr. Pfautsche's report

Sutherland council is at the moment compiling a report into an extra 5 or 6 degrees in the future, and Campbelltown council has installed a small green wall and talk about planting trees, but in reality the wall would probably have to be larger than the Great China Wall to have any effect on mitigating the existing heat we have to experience without adding to this by building the Intermodal, airport or over one million homes across Western Sydney.

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Robert Storey
4 Anzac Mews
Wattle Grove 2173
26th May 2020

I am objecting to the Moorebank Intermodal Precinct West- Stage3 for the following reasons:
Application20200424133928 Lodgement date24/4/2020 application number SSD-10431

I would like to point out some information that is incorrect when the lodgement application was submitted.

1. Critical Habitat and Threatened Species
Is the land, or part of the land, critical habitat: The answer was **No**

The answer should be **YES** I have cited threatened fauna species in the biodiversity area of the Moorebank Intermodal when I was canoeing on the Georges River.
The threatened species that I saw was the Varied Sittella (Daphoenositta chrysoptera) and the Little Lorikeet (Glossopsitta pusilla). As I had my binoculars in my canoe I could clearly identify the species. Unfortunately I did not have my camera to give photographic evidence.
I have never been on the Intermodal land as the Army have it fenced off so obtaining critical evidence is impossible. I would not expect a developer to be truthful when the correct information could jeopardize the development.

2. Is the development likely to significantly affect threatened species, populations or ecological communities, or their habitat?
The answer they gave was **NO**

The answer should have been **Yes** I carry out voluntary environmental work on the Georges River at Chauvel Park, Chipping Norton and have extensive experience in identifying Vegetative Communities and the classification that exists in stage 3 is a River Flat Eucalyptus Forest on Coastal Floodplains (RFEF) which is classified as an endangered community.
The dominant canopy species in the area would be Forest Red Gum (Eucalypyus tereticornis), Cabbage Gum (Eucalyptus ampliflolia) and the Apple's (Angophora floribunda, and subvelutina) with small trees such as the Paperbarks, Melaleuca stypheliodes and Melaieuca linarifolia. Understory species including several wattles (eg Acacia parramattensis and Acacia floribunda), Native Blackthorn (Bursaria spinose) and moist loving grasses, sedges, rushes and herbs in the ground layer. You will find that these species dominate the area therefore the classification is a River Flat Eucalyptus Forest on Coastal Floodplains (RFEF)
Opposite Chauvel Park which is about 3 km down the Georges River from the Intermodal site is Coopers Paddock. This land that fronts the Georges River has been classified as a River Flat Forest on Coastal Floodplains (RFEF) by Travers Bushfire and Ecology.

3. The development biodiversity compliant? (Referred to schedule one, part one, clause 1(2) of the Environmental Planning and Assessment Regulation)

The answer they gave was **Yes**

Concept plan
Stage one of the concept plan allowed for 250,000 containers to be delivered by rail movement to and from the site. No trucks were allowed to transport containers from the site to new locations. For this reason the concept plan was approved and not having a masterplan this allowed the developer to then make modifications that would have been objected if they were stated at the original concept plan.
Stage 2 and 3 do not have restrictions on container movement so I would presume that trucks will be moving containers in and out of stage 2 and 3 and therefore the concept plan has been completely changed without a proper traffic study included the additional traffic caused by each modification.

Subdivision
The subdivision of the site was never a part of the concept plan and does not meet the requirements of the Liverpool City Councils. By allowing the developer to subdivide the land would then put the whole complex into individual areas that can be sold off when the project becomes a white elephant. This project was never feasible from the start but as it was cheaper land the project kept marching on.
The 2 detention ponds will not hold the amount of water that comes off the site in heavy rain. Having the detention ponds in the riparian land and in the floodplain area is a poor decision and should not be approved. With the land now being subdivided a filter pond could be constructed at the base of each lot, it would only have to be about1000 square metres and then could be slowly discharged into the Georges River. This would be a solution that should be fully investigated as it would result in no fill being required to raise the area for drainage.

Landfilling (Recycling Plant)
The concept plan never allowed for 1.6 million cubic metres of fill and now this will allow the developer in Lot 10 to crush and recycle material and then use it as fill to raise a site by 3.5 metres. Why approve 2 stockpiles of material 20,000 cubic metres each when the clean fill is to be used to fill the site. This could give the developer in excess of $200 million and make the site useless for future generations. There is no logic in raising the site by 3.5 metres except for revenue.

Biodiversity Area (Riparian Land) fronting the Georges River
By raising the site by 3.5 metres will have a huge impact on the Biodiversity area (Lot 11) it will stop the natural water flow down to the Georges River. This may result in the killing of all of the vegetation fronting the Georges River, when this happens who will be responsible for the re-establishment of the plant material. Who will be maintaining the biodiversity land after the subdivision?

Landscaping
With all development projects a landscaping plan must be provided. A landscaping plan is not included in this proposal, does that mean they are exempt from a landscaping proposal?

Time Line
This project has been classified as a State Significance Development (SSD) so a timeframe for the completion of the project would have been stated. If no completion date has been stated, then the recycling (crushing concrete) area could be there for the next 20 years making money under the pretence that this is a much needed project. This would be an unsatisfactory solution for such an urgent project.

Sincerely

Robert Storey

[redacted]

Dear Nathan,

Submission for MPW (Moorebank Precinct West) Stage 3 Proposal.

I tried numerous times to register on the government site so that I could make a submission to your department. When I was finally registered it was too late so I have forwarded it to you for action.

I support the long standing argued and exhibited case by local citizens and Liverpool City Council that the site is not suitable for the purpose and as such is not in the Public Interest. I understand the NSW Planning Law under S4.15 of the EPA Act requires specific and proper evaluation of this proposal as to the site's suitability and of it being in the Public Interest. We expect the planning authorities to apply the law in a fair, open and accountable way.

Todd Bertram

Bertram Plumbing
[redacted]

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Submission for: Moorebank Intermodal Precinct West - Stage 3

Objects

Joadi Sylvestre

CHIPPING NORTON, New South Wales

Message

I support the long-standing argued and exhibited case by local citizens and Liverpool City Council that the site is not suitable for the purpose and as such is not in the public interest.
I understand the NSW Planning Law under S4.15 of the EPA Act requires specific and proper evaluation of this proposal as to the site's suitability and of it being in the public interest. I, and my local community, expect the planning authorities to apply the law in a fair , open and accountable way.
Thank you.

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Submission for: Moorebank Intermodal Precinct West - Stage 3

Objects

Mary Venakis

MOOREBANK, New South Wales

Message

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Submission for: Moorebank Intermodal Precinct West - Stage 3

Objects

Ray Millane

Casula, New South Wales

Message

I support the long standing argued and exhibited case by local citizens and Liverpool City Council that the site is not suitable for the purpose and as such is not in the Public Interest. I understand the NSW Planning Law under S4.15 of the EPA Act requires specific and proper evaluation of this proposal as to the site's suitability and of it being in the Public Interest. We expect the planning authorities to apply the law in a fair, open and accountable way.

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Submission for: Moorebank Intermodal Precinct West - Stage 3

Objects

Sandeep Mysore Seshadrinath

HOLSWORTHY, New South Wales

Message

I support the long standing argued and exhibited case by local citizens and Liverpool City Council that the site is not suitable for the purpose and as such is not in the Public Interest. I understand the NSW Planning Law under S4.15 of the EPA Act requires specific and proper evaluation of this proposal as to the site's suitability and of it being in the Public Interest. We expect the planning authorities to apply the law in a fair, open and accountable way.

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Submission for: Moorebank Intermodal Precinct West - Stage 3

Objects

Dominic Scutella

WATTLE GROVE, New South Wales

Message

I am Against this development.
I support the long standing argued and exhibited case by local citizens and Liverpool City Council that the site is not suitable for the purpose and as such is not in the Public Interest. I understand the NSW Planning Law under S4.15 of the EPA Act requires specific and proper evaluation of this proposal as to the site's suitability and of it being in the Public Interest. We expect the planning authorities to apply the law in a fair, open and accountable way.

The Department of Planning, Industry and Environment acknowledges the Traditional Custodians of the land and pays respect to all Elders past, present and future.

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Submission for: Moorebank Intermodal Precinct West - Stage 3

Objects

Name Withheld

MOOREBANK, New South Wales

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WATTLE GROVE, New South Wales

Message

The spread of 1,600,000 cubic metres of earth fill over whole site is something I disapprove of. After all who is going to be able to check every single one of the 650 daily earth fill trucks for contamination in the soil? Arriving and then leaving through East Liverpool and beyond local road system - creating 1300 truck trips a day with a maximum 20,000 m3 a day. The nearby roads will not cope.

This fact and that of the dangerous mix of heavy container trucks with daily congested traffic are sure signs that the site is not suitable for the development of a Warehouse Estate and attached rail terminal.

I support the long standing argued and exhibited case by local citizens and Liverpool City Council that the site is not suitable for the purpose and as such is not in the Public Interest. I understand the NSW Planning Law under S4.15 of the EPA Act requires specific and proper evaluation of this proposal as to the site's suitability and of it being in the Public Interest. I expect the planning authorities to apply the law in a fair, open and accountable way.

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Submission for: Moorebank Intermodal Precinct West - Stage 3

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Submission for: Moorebank Intermodal Precinct West - Stage 3

Objects

Name Withheld

CHIPPING NORTON, New South Wales

Message

I support the long standing argued and exhibited case by local citizens and Liverpool City Council that the site is NOT suitable for the purpose and as such is not in the Public Interest.
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