

EAST LIVERPOOL PROGRESS ASSOCIATION

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PO Box 47
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27th May 2020

Submission - **Moorebank Intermodal Precinct West - Stage 3 SSD-10431**

cc Minister for Planning and Public Places : The Hon R Stokes MP

We take this opportunity to forward a strong objection to the Proposal address as SSD-10431. The Proposal provides for a staged continuance of a development that has changed from a major focus on rail transport mode with large rail presence and "associated warehousing" to a "Warehouse Estate" with minimised rail and extra traffic generation.

We call on the Minister to initiate NSW Government action to acknowledge the perverse origins of Moorebank Precinct West (MPW). Manipulated events by a Federal Labor Government that neglected the obvious pointers to the site's unsuitability for its stated purpose but willing to pursue it in the interests of pay-back politics targeted at Mr. Chris Corrigan and his interests.

We also take the opportunity to condemn the NSW DPIE for its continued abuse of process in neglecting the costly deficiencies of the entire Moorebank Precinct West application. To see it advance as an outcome that is solely in the interest of the Applicant – commercial structures established by Mr. Chris Corrigan.

There are grave physical deficiencies that are observable at all times, and measureable without need of confounding modelling that never sees the light of day for independent evaluation.

Of specific measure is the application of Condition 8a in the Modification of Development Consent for SSD-5066. It states that IMEX Freight throughput cannot happen if the "transport" system's capacity is exceeded in its operation from the first Container. We hold this flows into the construction of the newly formatted complex. Daily observation exhibits a beyond capacity transport system on the roads. This is a flaw in the findings of the IPC for MPW Stage2 to be challenged.

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Our objection to this specific Proposal rests on the fact that its advancement into the Construction phase includes a major traffic factor that exposes the public to danger, and further traffic congestion. The major routes of Moorebank Avenue and the stretch of the M5 Tollway from the Hume Highway to Heathcote Road, carry Traffic Black Spot status, with counts several times over the threshold for such status.

It is our view that public policy cannot be endorsed that will see public safety and already heavy traffic congestion worsen with the introduction of 1,250+ daily contractor heavy truck movements delivering earth fill for the site. Further, for it to deliver a project that will generate more than 6,500 heavy and light vehicles upon operation.

But you say, it is already approved! But we say that the common response to our continued presentation of irrefutable facts of the site's unsuitability to its purpose is that the DPIE and its servant independent planning bodies, acting as Consent Authorities, list a string of previous public and private entity reports that informed previous government decisions, State and Federal, to support the projects – MPE & MPW. Yet there is a traceable lineage from 2005 of these documents. The single source document is one titled **Railing Port Botany's Containers** produced by a qango named the Freight Infrastructure Advisory Board (FIAB). The Board was filled with well known industry, union, government service and finance leaders. The report was its sole output.

The FIAB's origins were by Ministerial Directive out of the office of a NSW Government Minister (Knowles). He had earlier, since 2001, enlivened his local Labor tribes to be at war in his local patch (Moorebank and Ingleburn) against the interests of Mr. Chris Corrigan – a much hated man to the Labor Movement. Amongst their weaponry was the use of "withholding Owner's Consent" by the local Council on lands which Corrigan's interests needed to cross. Such device was exercised later by Labor, from Canberra.

The document was let rest in the NSW Premier's office until the election of the Rudd ALP Government. From then it was raised to life to generate the conception and delivery of what is now known as Moorebank Precinct West. Its presence as a Rudd Labor Government initiative, managed by Albanese MP via his new Infrastructure Australia entity, saw Corrigan's interests (MPE) blocked for four years – again by withholding Land Owner's Consent. Upon election in 2013 the LNP Government advanced the interests of Corrigan et al.

The consequence of this was a development owned by a much favoured benefactor to the Liberal Party (MPE) and a created development (MPW) put in place by a Corrigan hating Labor Government. Both sides of the political bench saw good reason to push through and ignore the requests for an objective evaluation of the site's suitability. Therein lies the story of a perverse passage of planning approvals that neglected the public interest.

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The great, and costly, irony is that using the facts of the matter as propounded by local citizens since 2010, Corrigan's MPE development could not have advanced due to the unsuitability of the site on traffic matters alone - Moorebank is a river bound, bridge reliant narrow traffic corridor for the entire south west regions of Sydney.

Moorebank Precinct West stands today as a 220 hectare dirt/dust bowl, with still much of its original Cumberland Plain Woodlands trees still in place. It has had over \$1.5 billion of tax payer funds expended/ loaned – mostly Commonwealth through the poor performing Moorebank Intermodal Company.

The current planning approvals being sought in this Application (**SSD-10431**) provides for the construction of facilities to render as useable a site unsuitable for the original purpose. It makes possible the site development.

That site development sees the entire operational area being covered by earth fill to 3.5 metres above the natural lands. This will see the full destruction of existing vegetation and will change the land form of floodway lands. It is our understanding that the raising of the lands is for flood protection but mainly for the development of a storm-water management system. Such a fact stands as a major point as to the site's unsuitability for the purpose.

We are aware that the original Concept Approval -s4.22 (5) – “need only consider the likely impact of the concept proposal... and any first stage... and does not need to consider the likely impact of the carrying out of development that may be subject of subsequent development applications”

s 4.22 Notes that “the proposal for detailed development of the site will require further consideration under section 4.15 when a subsequent development application is lodged..”.

Section 4.15 is headed **Evaluation**, including (c) the suitability of the land for the development and (e) the public interest. Its application at Stage 3 sees:

- The public interest will be served by keeping out the daily thousands of B-Double, Semi and rigid trucks, of the river / bridge / traffic corridor situated local and regional traffic system. The public interest as measured in traffic accident avoidance and daily regional traffic congestion in the Moorebank traffic corridor.

- The public interest in the direction of the Commonwealth's \$1,5 billion + towards a less invasive use of the MPW lands and the river riparian directly adjacent to it.
- The public interest in seeing a dirty diesel emissions and noise, 24x7, heavy container handling industry removed from between close up established housing and the natural richness of a major river and its environs.
- The public interest in seeing the Federal and NSW Government make right past wrongs in their slack behaviour in supporting the MPW development due to the dynamics generated from the abovementioned perverse political behaviour out of the Labor Party.
- The public interest in a large corporate entity, whose leaders have been fully informed for many years of the site's deficiencies, accepting "buyer beware" reality that no-one should be beyond.
- The Site's Suitability be measured in the complex and costly road solutions required that will still suffer from large and dangerous vehicles merging/weaving in/out the regional traffic centred on the M5 Georges River Bridge (west).
- The Site's Suitability be measured where there is need for 1,600,000 m3 of earth fill to make it work – flood mitigation, storm water management.
- The Site's Suitability be measured with its 24x7 dirty diesel operations adding to the existing river basin's dirty air sink effect.
- The Site's Suitability be measured in the intrusion of OSD's into the Georges River Riparian and flows from over 150 hectares of hard ground / roof area.
- The Site's Suitability be measured where it's project is located on the circumference of its cargo distribution area.

The pockets of governments have been deep in their ill advised, situational, support of MPW. Mr. Corrigan and associates have seen their original space operating. They escaped proper evaluation due to the mish mash of supportive / opposing political interests at both State and Federal levels of government.

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Governments now need to spend again and extract the Commonwealth lands from the Moorebank Precinct. Qube Holdings have not advanced blindly. We kept them informed of the deficiencies, yet they pressed on – and paid generous \$1,3 million + executive bonuses.

We request that the Department take this matter to the Minister and Premier and have matters made good for the public interest.

Signed.. mjb

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