

As a long-term resident and property owner of the western side of Wattle Grove for nearly 24 years. I wish to strongly object to the proposed re-alignment of Moorebank Ave on the following grounds:

1. The proposed re-alignment will undoubtedly increase noise impacts to Wattle Grove residents. We are already suffering the impact of significant noise increases from the SIMTA development, despite their repeated assurances that our quality of life would be protected. Statements like "identification of feasible and reasonable noise mitigation and management" as made in this and previous proposal have proven to be completely meaningless. I already live with near continuous background noise audible, particularly in the evenings and at night loud banging and crashing noises (possibly shunting) can be heard inside the house with doors and windows closed. It makes it unpleasant to have our windows for fresh air. SIMTA has made no effort to reduce or eliminate the existing noise, so enabling them to increase the noise by moving a main road 500m closer to residents and should not be permitted.

2. The proposed re-alignment traverses the so-called boot land, putting the animals and plants in this location at risk. This should not be permitted. It was my understanding from previous proposals that this land was to be protected to maintain the environment for critically endangered plants such as [Hibbertia fumana](#) and threatened wildlife.

3. I take issue with the fact the MPE and MPW have not been considered for their combined impact on the local area and roads. Although this tries to address the problem of the MPE and MPW sites causing traffic congestion on through traffic along Moorebank Ave. It does not go far enough and only considers only two options, mingling the traffic and realigning Moorebank Ave.

A more comprehensive solution should be considered which would enable traffic between the two sites via grade separation with bridges or tunnels from MPE to MPW over the existing Moorebank Avenue alignment. Thus, protecting residents from further undue noise, avoid

the indicated traffic problems and would protect the boot land flora and fauna and reduce the chances of a serious accident involving heavy vehicles.

4. The cause of this problem is SIMTA's refusal to consider this extremely large development as a single integrated project. It has been obvious from the start that this is a single large development.

SIMTA seems to want the best of both world by treating the two projects as separate to avoid having to consider the impact of this large development until it suited them as to have integration between the two halves of their project.

Using this process SIMTA has achieved many planning concessions, such as never having to consider the combined traffic and noise impacts. If SIMTA had been honest about the integration between the two halves of their project, the integration would have been part of planning from the beginning.

This ongoing planning deception has led to this situation where the supposedly unintegrated neighbouring projects are now understood to have significant cross traffic, enough to justify the significant cost of a diversion of 3KM of Moorebank Avenue.

Also forcing local residents to have to prepare many submissions for multiple proposals and amendments to proposals.

5. SIMTA seems to be avoiding its previous commitments restricting traffic leaving MPE and MPW through it proposed diversion of Moorebank Ave. SIMTA uses the proposal and amendment process to railroad local residents by chipping away any mitigation or concession granted to the residents in the next proposal or amendment.

6. It is an extremely poor design that will have four sets of lights in a 650m stretch of the diverted Moorebank Avenue (Anzac Rd, DNSDC/JLC, "old" Moorebank Ave, and the first MPE entrance). How can this not add to the traffic jams when you consider the high level of traffic expected from the terminal and the already heavy traffic already using Moorebank

Avenue to avoid the significant and increasing congestion on the M5 due to developments in the South West.

7. The local ecology has already been severely impacted by SIMTA including the destruction of an exceptionally large number of mature trees, they also have had millions of cubic metres of imported fill the current works which fine particles of can be found on anything left outside at my house. Allowing further disruption to local environment will heavily impact wildlife and plant species and driving a road through the middle of “the boot land” is completely unacceptable to residents and an outrageous impact on our environment as it contains the *Hibbertia fumana* listed as listed on the [Office of Environment and Heritage NSW](#) as Critically Endangered.

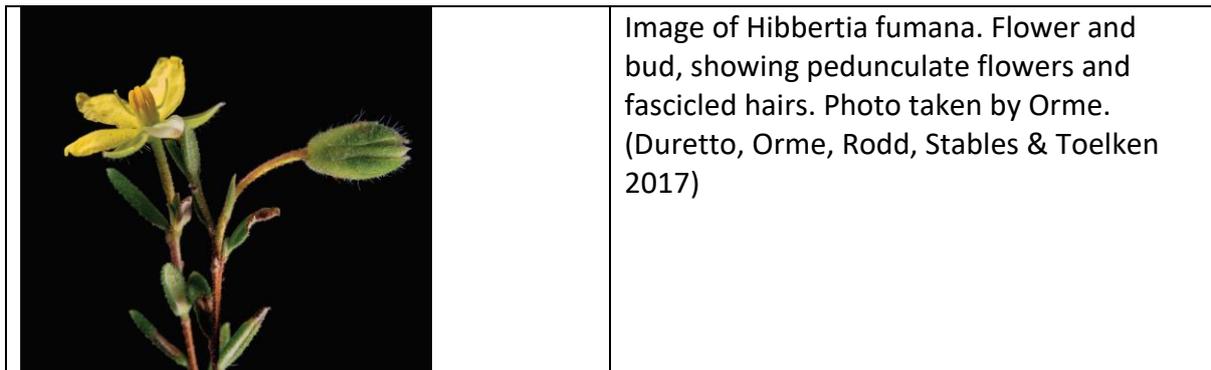
8. Bushfires are a risk to residents of this area already. The land under consideration in the proposal has burned in two significant bushfires in the last 25 years. Moving the road closer to the bush as the proposed road relocation dose will make it riskier for local residents, road users and staff working at the terminal to evacuate under some circumstances.

9. The noise modelling contained in the proposal does not consider the that the site will be situated 2-3 metres above the current ground level due to the inclusion of imported fill in the project. The proposed re-alignment of the road also proposes the import a significant amount of fill which will raise the height of the road some metres above the current level. As a result of this more road noise will be transmitted to residents because the road is higher than the surrounding area, closer to residents and much busier. It is imperative that proponent show a lot more evidence that this noise will be properly managed or mitigated before proposing work and realignment that will cause serious and ongoing disturbance to local residents.

I urge you to refuse this proposal, for all the reason out lined in this submission.

If you cannot refuse this proposal, I urge you to please consider the impact on Wattle Grove residents and very substantial physical noise barriers infrastructure for the full length of the re-alignment.

Please also consider the impact on wildlife and plant life by requiring very much more significant protection through the boot land. Given the “*Hibbertia fumana* (Dilleniaceae), a species presumed to be extinct” (Duretto, Orme, Rodd, Stables & Toelken 2017) until it was discovered in the boot land.



Consideration needs to be given so that animals are not being cut off in one section or the other of the boot land.

References

NSW Department of Planning, Industry and Environment, *Hibbertia fumana* - profile
<https://www.environment.nsw.gov.au/threatenedspeciesapp/profile.aspx?id=20323>

Duretto, M. F., Orme, A., Rodd, J., Stables, M., & Toelken, H. (2017). *Hibbertia fumana* (Dilleniaceae), a species presumed to be extinct rediscovered in the Sydney region, Australia. *Telopea*, 20, 143-146.