

22 August 2020

I object to the

Modification Requests for Moorebank Intermodal Precinct West Concept Plan and Stage 1 (SSD-5066Mod-2) and Moorebank Intermodal Precinct West Stage 2 (SSD-7709-Mod-1)

It is surprising that such a large industrial development was considered and approved so close to residences, and on a floodplain on which remediation is needed to ensure that the site will not be adversely affected by rising waters in the event of floods. Also it is known that the Liverpool area has a problem with air pollution, but this did not deter this highly sensitive 24-hour business from receiving approval to proceed.

The intermodal is a business that benefits a few to the disadvantage of about 9,000 residents in the village of Wattle Grove. The dominant ages of residents in Wattle Grove are between 20 and 39 and many have up to three young children. About 75 per cent of the residents are either buying or own their homes and are unlikely to move. The other residents are in single or shared rentals. There are four primary schools and four high schools and three child care and early childhood centres in the village. Looking at the younger age of many of the residents for years to come they and their children will be subject to air pollution, diesel particulates, noise pollution 24 hours a day and increased traffic movements.

How many more modifications for the intermodal will be presented to the residents of Wattle Grove? How many more times we will be given the right to object, only to have the planning committee ignore our concerns?

Some of the proposed modifications are:

*to adjust the southern operational boundary of the MPW Stage 2 warehouse area*

but it is not said how this will happen or why

and

*amend the maximum building height established across warehouse areas 5 and 6 from approximately 21 m up to 45 m*

With the increase in the height of warehouses 5 and 6 from 21 m up to 45 m I understand that large robotic machines would be used to move stock from high storage instead of forklift trucks operators doing such work at the height of 21 m and below. It was hoped that, although many of us oppose the whole Intermodal concept, there would be increased work opportunities for local citizens. This does not seem likely in warehouses 5 and 6.

*to allow for the storage of Dangerous Goods on-site at warehouse areas 5 and 6*

'On-site at warehouse areas 5 and 6', does this imply that the storage might be ancillary to the warehouses? About four years ago a large bush fire swept through from Casula through Holsworthy Base and to the back fences of houses in Wattle Grove and in the 1990s three houses in Wattle Grove were destroyed in a bush fire. What protection will be given to the storage of these 'Dangerous Goods' so that anyone in the area is safe? Aerosols can explode at 49 degrees Celsius. This region can have very

high air temperatures; 47 degrees Celsius was registered in Holsworthy on 4 January 2020. This needs consideration. If aerosols were to be stored in the warehouses how might tightly packed items at a height of 45 m react under a galvanised iron roof in such temperatures.

*to increase operational noise criteria*

What will this involve? I spent a day at the Land and Environment Court listening to analysis about how many decibels (freight) train wheel 'squeal' would emit and what would the noise level be on curves. Where will this increased 'operational noise' emanate from? It is not stated. Will it be from the freight train, or the trucks' new waiting area, or from the restructuring the intersection of Anzac Road and Moorebank Avenue? Will it be 24 hours, 365 days a year? Will there be yet another Modification put forward to further increase its volume? Residents need to be told and to have the right to speak up, as it is their lives and health and the value of their real estate that will suffer from this development.

The importation of an additional 1,600,000 cubic metres of fill to increase the height of the ground at the site of the intermodal is another problem. In high wind the fill can blow around, causing air pollution but further, as the loads are moved in the early hours of the morning, the transport does disrupt sleep, as it did with the first cubic millions. When the intermodal is functioning trucks with their containers will be on the move day and night. Many residents' peace and sleep will be disturbed by the constant noise of the diesel trucks moving to and from Moorebank Avenue and the M5. There will be no escape for the residents from the droning engines.

I have no political affiliations, nor have I made any reportable political donations in the past two years.