

IPCN meeting, June 18, 2019

Moorebank Intermodal West Concept plan and Stage 1 MOD 1 and Moorebank Intermodal Precinct West Stage 2.

Good morning.

My name is Jennifer French, speaking as a resident. I am a former vice president of RAID and I am not speaking for RAID. I am also a member of Liverpool City Council's Intermodal committee and I am not speaking for the Council or its committee.

The applicant wishes to build bulk earthworks, warehousing, and an interstate rail terminal. The first trains will be running from Port Botany later this year, and an unknown number will follow from the interstate rail terminal. This will be the start of thousands of trucks running out of the Moorebank Intermodal precincts. Most will be traversing Liverpool's arterial routes and will be travelling out of the area.

There are many aspects of concern to local residents in these applications, however aspects of air quality and traffic are particularly important. Air quality in Liverpool is a contentious issue, and further investigations need to be carried out to establish why some data shows that a major air pollution issue exists in the area, and some assessments do not. I urge the Commission to require that further comprehensive air quality studies are carried out.

The strategic justification for the Moorebank Intermodal relies upon it having excellent access to both rail and road transport. Early consents, were, as I understand it, predicated on this. No further consents should be issued until major long term road or public transport projects that offer comprehensive relief to current traffic congestion in the area, have been planned and delivered. The projected scale of this project is so large that, as traffic modelling expert Paul van den Bos's study shows, further traffic loadings could at times stall parts of Liverpool's road network, a network which is already facing a major capacity problem within the next few years.

Potential remedies to the traffic issues, such as remediating the problems at the M5 Moorebank "weave", redeveloping the Hume Highway Hoxton Park Road intersection, and creating a link road to Brickmaker's Drive, represent such major infrastructure investment that the final costs could run into many hundreds of millions of dollars of taxpayers' money. It is not clear that these measures would solve the problems, given that the area has constant population growth. If this traffic issue is not dealt with and the MPE and the MPW start operations, the outcomes for Liverpool residents could be considered to be potentially extremely serious.

Paul van den Bos's study shows that additional traffic will place Liverpool CBD and Liverpool Hospital at high risk of traffic "hitting the wall" on arterial routes

and a number of subsidiary city roads. That is, that traffic build-up will be at such extreme levels that in some areas, traffic will be at a standstill during busy periods. This effectively means that the city and its businesses, educational institutions, and essential services such as Liverpool Hospital, one of the largest hospitals in the country, will stop functioning properly.

The combined traffic loading on the M5 overbridge in Liverpool, and the Light Horse Bridge over the Georges River in Liverpool, equals the amount of traffic that uses the Sydney Harbour Bridge each day. This immense traffic loading can be pushed to the point of unworkability with increases of only a few per cent. Of particular concern is the Moorebank Intermodal, a massive project that will pour thousands of trucks per day on to the M5, the Hume Highway, and other roads.

One of the factors leading to non-expert acceptance of separate projects is that the finding that a one or two per cent increase in projected traffic loads sounds innocuous, yet cumulatively, in existing congested systems such as Liverpool's, can lead to intersections failing to clear, and backlogs that are kilometres long.

One of the effects of increased "through" traffic such as transport trucks, is that local traffic is either held up on feeder roads, and/or moves across to other roads to access the CBD and other locations, causing major problems on those roads.

For example, local traffic would move off the Hume Highway onto Bigge Street, the street that feeds the front entrances of Liverpool Hospital. This street has already become very congested from traffic moving away from the Hume Highway (a result of the speed limit being changed from 70 kph to 60 kph). With an increased traffic loading, Bigge Street would "hit the wall", that is, it will be at a standstill. Though there are a couple of rear access roads, ambulances would have difficulty gaining access to the hospital. There is also a major private hospital there, and both hospitals have a continuing building program. Large existing and planned educational and research institutions would also be heavily impacted. This is just one example of how the quality of life in Liverpool and its surrounding area could be downgraded.

I urge the Commission to refuse the applications. However, should the Commission decide to approve them, the following conditions should be set down:

Firstly, due to concerns raised by expert traffic modelling engineer Paul van den Bos that has for example, demonstrated the use of dated and incorrect data in Intermodal related traffic studies, there should be an independent traffic inquiry carried out for the entire Liverpool area.

Secondly, a condition should be imposed that all traffic related infrastructure work in the wider Liverpool area and M5 be carried out and assessed before

the project begins operations.

Jennifer French