

From: [REDACTED]
To: [IPCN Enquiries Mailbox](#)
Subject: Submission on Moorebank Intermodal Stage 1 Mod & Stage 2
Date: Saturday, 22 June 2019 4:57:19 PM

Dear Independent Planning Commission NSW members,

My name is Allan Corben and I live in the Sydney suburb of Wattle Grove, which is one of many residential suburbs that are located extremely close to the Moorebank Intermodal Development.

I attended the public meeting at the Brighton Lake Golf Club on Tuesday the 18th of June. I had originally thought of applying to speak at the meeting, but after considering the past presentations that I had given that appeared to be a waste of time, as very little action to our concerns were ever actioned and as such decided to not speak.

After listening to those who spoke on Tuesday, I noticed several issues that I would like to cover in the following submission,

Now retired, I spent 48 years of my working life working in the Transport and Logistics industry, including many years in the rail/container freight area of the business. The rail area of the industry is a massive polluter in the area of high noise and diesel pollution. To illustrate the noise of this type of operation, I advise that in my time working in the rail sector resulted in me being diagnosed with a high level of industrial deafness, which currently sits at 50%. We have been continually advised that we won't be adversely impacted by the noise created by their operations 24/7 regardless of the fact that residents living within a radius of three kilometres of the current Port Botany Container Terminal are suffering sleep disturbance. Many of the people living in the residential suburbs that surround this development live as close as 500 metres from it. The claim that residential areas won't be adversely impacted by unacceptable noise levels is absolutely rubbish.

Since the commencement of this development, the developer has acted in an underhanded manner in respect of the consideration of the many thousands of families who live in close proximity to these sites.

The developer has had a practice of putting forward an application for certain works which is then approved. They then apply to make modifications to that previous approval resulting in increased impacts on the resident's area.

Three examples of this are as follows,

- (1) Approval for earth works for the MPE site is lodged and is approved, then a modification application is approved for them to import 1.2 million cubic metres of fill into the MPE site to raise the site level by 1.2 metres.
- (2) A further MPE modification is then lodged which included diverting Moorebank Road around the eastern side of the MPE site, again further increasing the impact on the thousands of residents living in the suburbs of Wattle Grove, Holsworthy and Moorebank. Residents request for noise walls along this diverted road are rejected, regardless of the fact that the western boundary of Wattle Grove is only 400 metres from the MPE boundary.
- (3) The rail entry line into the MPE site is approved with a rail line radius tighter in its radius than the set standard to eliminate wheel squeal, again increasing the noise levels on the residential suburbs.

In reference to the MPW Stage 1 Mod, I have great concerns in respect of the importation of 1.6 million cubic metres of fill onto the site to raise it by 2-3 metres. My concerns are based on the fact that a large area of the MPW site is part of the Liverpool flood plain for the Georges River flowing north past the MPW site down to the Liverpool weir. The issue that needs to be

investigated and resolved is that if the MPW site is raised by 2-3 metres, what is the possibility of future floods backing up due the blocking of this flood plain by way of the MPW's fill, with the outcome that floodwater is diverted to the east, flooding the suburb of Wattle Grove which remains at it original height. It needs to be noted that the MPE site is also 1.2 metres higher, which will create a wall effect at the southern end of both Intermodal sites. IE If the water flow can't get past the western side of the MPW site, where's it going to go?

In the MPW stage 2 application, the developer seeks approval to operate handling operation based on a throughput of 200,000 TEU's (Containers) per annum.

It should be noted that the MPE facility is already restricted to a throughput of 200,000 TEU'S per annum due to the current horrendous road congestion that exists, and as there haven't been any upgrades or improvements to the road network that surrounds the terminal, the request for MPW to operate with a throughput of 200,000 TEU's should under no circumstances be approved till such time that road improvements are completed, and or the MPE throughput is deemed to be successful and that the road network can cope with the additional 200,000 TEU's

(Again we have this developer slipping another application through, that's already restricted or changing the game)

This developer has absolutely no consideration for the people, it's simply interested in achieving its outcome regardless of the impact that their facility has on the people

Having been opposed to this development for the past 10 years, I'm extremely disappointed at how these people have been able manipulate the system and as such, I respectfully request the commissions support to ensuring that the people (Taxpayer) are treated fairly.

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Yours Sincerely,

Allan Corben



From: [REDACTED]
To: [IPCN Enquiries Mailbox](#)
Subject: Submission on Moorebank Intermodal Stage 1 Mod & Stage 2
Date: Wednesday, 3 July 2019 1:17:24 PM

Dear Independent Planning Commission NSW members.

Further to my submission dated 21st June 2019, I would like to provide the following additional concerns in respect of the elevation of both the sites by way of importing million of tonnes of fill.

I'm of the opinion that the developers decision to elevate both site to 2 and 3 metres was made to mitigate both flooding of the sites and to bury the extremely high levels of PFAS contamination that exists, particularly on the MPE, site hence the requirement that the developer has to carryout additional testing prior to any warehouse occupation. My question is, how deep is the testing required to go, IE 2 metres might not detect and PFAS.

As previously stated, this developer will take whatever action necessary to achieve its requirements, regardless of the impact this contamination can have on those residents living as close as 400 metres of the development.

Yours sincerely,

Allan Corben
[REDACTED]