

Submission to the Independent Planning Commission

Level 3, 201 Elizabeth Street, Sydney, NSW 2000

The long-term disbenefits to communities in the future have not been considered in the SIMTA Intermodal project, Stage 1, Modification

Much of the decision making for the Intermodal was made with the-then present in mind. Since the project was put forward in 2004 it failed to look to the future and the inevitable growth in the area. The population has increased with Liverpool City Council predicting further growth from 223 304 [2016 Census] to 300 000. There are a number of new housing developments, an influx of younger homebuyers into the area, and a rise in the number of private cars on the road. The volume of traffic in the area increases by the month and its effect is to be expected. However, with the constant influx of trucks from the Intermodal using the roads normally used by local and through traffic, there will be longer delays and more traffic incidences as drivers try, at high speed, to cross lanes to take right hand or left hand turns off the motorways. This will be further exacerbated when warehouse vehicles also use the sites along Moorebank Avenue 24/7.

Many people have made submissions opposing Stage 1 of the Intermodal at Moorebank Avenue and I challenge the validity of the application. One factor is that the traffic impact was only assessed for vehicles leaving and arriving at Moorebank Avenue. Considerations about how these vehicles would affect the flow of traffic with at least six (6) trucks entering the main stream of traffic every minute seems not to have been dealt with. There are actions, not in the original plan, that appear in the Modification and an addition of 43m. cubic metres of soil* is one of them, brought in to raise the height at ground level to up to 3.6 m. It will be covered with concrete, adding to the urban heat island. The ridge of concrete will be a distinct danger and have long-term ramifications when there is a major flood. The river course will change because of it and the river, and the creeks that flow in different directions from it and its new course, will have devastating effects on low-lying housing settlements that have been built either side of the Georges River in the past decade as well as on the banks that have already suffered from the effects of mining. There is also the possibility in an exceptional flood that the Intermodal site, buildings, machinery, containers and warehouses could be damaged and the freight train line be washed away in part. This would be catastrophic and the result environmentally terrible. There would be further contamination of the river with discharge of diesel and other toxins in the area post flood.

In this submission I refer only to Wattle Grove although I am aware that the above development will have lasting and devastating consequences for the health of many people in other areas as well. It seems that too little has been considered about now and the future and the effects the Intermodal movements will have on many thousands of residents.

Wattle Grove is a 'village-like' suburb with about 9 000 residents where there are no traffic lights but instead roundabouts to slow the traffic flow. Much of the suburb is within 500 metres of the Intermodal site on Moorebank Avenue and many houses share their back fences with Anzac Road that leads to Moorebank Avenue. There are four schools in Wattle Grove, two independent and two public and at least five childcare centres. Of the local population, according to the 2016 Census, 26.3 per cent (2,856) are children between the ages of 0 to 14 and 3,306 are people between 20 and 44 years of age, the ages possible for having children. That is more than half of the total population of the area and many of them

will probably be at least another 10 to 15 years living in Wattle Grove. Many families here have at least three children aged between 0 and 5. The average age here is 33 years.

When the trucks drove overnight to Moorebank Avenue carrying soil* from the West Connex to build up the height of the ground level in the Intermodal area the noise was loud enough to disturb sleep. When the Intermodal is operating 24/7 people in Wattle Grove will be disturbed by the lights, the noise of the diesel trucks, the placing of containers, and train squeal.

Have the effects on people's wellness, and enjoyment of their environment, and their health, affected by the diesel particulates and other toxins in the air, been assessed or even been considered by the applicants? In strong southerly winds a lot of debris, foliage, and dust is in the air. Particulates carried in the environment are invisible but can be absorbed deep in to people's lungs and can lead to critical illnesses and even death. Are readings being taken of particualtes now and will daily readings of them be taken and be reported to the appropriate health authorities, and will the people be informed? Also what will the pollutants and other airborne toxins do to the Georges River and its health? It is both a boating and fishing recreation area for locals and visitors.

People's lives and comfort in the area will change radically when the Intermodal operates because of the intrusion of the noise, industrial lights, twenty-four-hour vehicle movements and train squeal. People with chronic or genetic conditions, those with diabetes, heart complaints, and asthma will be at risk as well as the young and the elderly from the unseen particulates that will increase with the huge influx of diesel vehicles in the area. At present air quality is already poor in the area. I am concerned about the younger people's futures if they stay in the area then. Many families might wish to leave for health reasons and for a quieter life, but cannot because the value of their properties might have fallen. Many would still be paying off mortgages.

In Wattle Grove there is a small shopping centre and it is imperative that no vehicles from the Intermodal site come to the shops for lunch, clogging the narrow Village Way and parking vehicles outside a childcare centre or beside Cameron Park where mothers with strollers and toddlers, school-age children, and the elderly walk to reach the bus stops and the shops. A number of residents do not own cars and so there are a number of pedestrians using the crossing on Village Way. At present afternoon traffic to the shopping centre is lined up back to the roundabout waiting to make the turn into the car park and traffic is banked up along Wattle Grove side streets waiting to move forward. Traffic in these narrow streets is already very congested and particularly so at both at the shopping centre and at Holsworthy train station.

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