

Moorebank Intermodal West Stage 2 (MIW2)

Attention : Dianne Leeson, Alan Coutts, John Hann

Monday, 24th June 2019

I am a local resident and a community representative of the Moorebank Community Consultative Committee (MCCC). The comments I make herein are my own and not representative in any way of the MCCC.

Having just read the transcripts of the meetings with the Applicant, the EPA and Public I register my objection to the proposal on the following grounds.

The MIW2 has no overarching Risk Mitigation plan.

Currently, the Intermodal plan is to have the increased truck movements generated by completion of Stage 1 into the local road network within the next few months. There will be no pause to “test” the road network tolerance for the increased traffic. Cube’s commercial requirements are to complete the project asap regardless of testing local road network tolerance and which PAC (now IPC) have been generally supportive of.

Recent projects like the Northwest Rail Link and the City Light Rail are both complex infrastructure projects and have caused considerable disruption to their respective local areas. However, both projects included risk mitigation programs to minimise the potential for things to go wrong. Unlike the MIW2, both project plans included “trial runs” or “testing phases” of the new infrastructure prior to commencement date. There are good reasons for this. Infrastructure projects are very closely associated with the government of the day and when infrastructure is detrimental or doesn’t meet community expectations, the brand damage can be telling.

The IPC have the opportunity before them to provide a level of risk mitigation by ensuring a testing phase to measure the effect of the 1st stage truck volumes is included in the proposal **before** stage 2 is approved. Determining and measuring the subsequent impacts of stage 1 truck volumes creates the opportunity for a better designed road solution.

Regarding items 20 to 25 o P 33 of the Applicant transcript which discuss the merits of placing cameras to prevent drivers rat running, Mr Johnston misleads the commissioners with one of his comments. Referring to Anzac Parade, he states “*the design of that access and egress up at Anzac Ave is somewhat prohibitive.*”

This is untrue. Liverpool police, Liverpool Council and the local community know some semi -trailers exiting from the Goodman industrial estate opposite MIC avoid using the Moorebank Rd exit due to congestion and thereby rat run up to the next exit through Wattle Grove to Heathcote Rd. Unlike the camera positioned at Cambridge Ave to deter rat running, no such facility exists on Anzac Rd despite

local community requests. To believe that all semi- trailers exiting from the Intermodal will patiently sit in Moorebank Ave congestion and not be tempted to rat run down Anzac Ave (if they cannot be detected) is naive.

Jeff Thornton

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