

EAST LIVERPOOL PROGRESS ASSOCIATION

President: Mr. M. Byrne [REDACTED]
Secretary: Mr. M. Frew [REDACTED]

24th June 2019

The Hon. Robert Stokes
Minister for Planning NSW
NSW State Parliament
Macquarie Street
Sydney NSW 2000

Dear Minister Stokes,

Moorebank Intermodal Approvals - SSD16-7709

We write concerning the current Assessment from your Department covering the Moorebank Precinct West Stage Two SSD16-7709 application. Specifically we enquire of your Department's application of the requirements of s4.15 to this Staged Development as required by s4.22.

We note that the original MPW Concept Approval contained specific Limits of Consent pertaining to the capacity of the local road system not being exceeded.

We ask now, what has been provisioned by way of road infrastructure concerning the Limit of Approval No. 8 where the IMEX operation, restricted to 250,000 TEU initially, is being recommended by your Department at a level of 500,000 TEU upon being "satisfied that the Traffic Impact Assessment demonstrates the proposal would not exceed the capacity of the transport network with or without mitigation measures/upgrades."

Minister, we, the public cannot tolerate corporate profit driven entities and/or government aiding of such by acting to ignore or place less value on the safety of persons, and less cost value on the daily traffic congestion, for workers and small/medium business in their daily travels.

Our communications across the years of the Moorebank Intermodal approvals have informed your Office of the perverse processes that were activated due to the pivotal presence of Mr. Chris Corrigan at its origins and throughout the development to date. That the processes have been corrupted, with objective evaluation totally bypassed, by continual reference back to studies/decisions from/by previous reports/governments. The origins were in Mr. Corrigan's own flawed observations in initiating the idea of Moorebank, and in the creative/destructive actions of Labor Governments in response to his presence in Sydney's southwest by acting on his flawed observations.

If only Labor had relied on NSW Planning Law to evaluate the suitability of the site.

The safety and congestion issue stands this day as the dangerous merge/weave operation at the point where the Intermodal traffic of heavy haulage vehicles will enter / leave the M5 road system.

It gets no reference at all in the 1000+ page EIS Assessment.

It is ignored.

Its solution involves very expensive road and bridge works to cover both directions of traffic. As this has been ignored by your Department, can we assume that the VPA negotiated, at \$48 million, is greatly understated in the Proponent's contributions to regional road upgrades required for the development to function without diminishing the traffic safety and flows?

As a general comment, there are many compromised amendments to the original plans "to make things fit". This of course reflects the failure of the objective evaluation process that has never occurred. However, none of these many deficiencies match the traffic safety and congestion issues we relate.

Minister, we request an early response simply relating how you, via the Consent Authority, have applied the requirements of s4.15 to this Staged Development as required by s4.22.

Yours faithfully,



Michael Byrne

President

