

Submission to PAC re Moorebank Intermodal

I acknowledge the traditional owners of the land. I do not, however, acknowledge that QUBE can justify the development of the Moorebank Intermodal where it is situated as it will have long-term effects on the health and wellbeing of many thousands of local people from the diesel particulates and other airborne toxins that could prove to be carcinogenic over time. Diesel is now being banned in London taxi cabs and will now be electrical. Are we so far behind in Australia that we are still prepared to risk populations by using such lethal substances, 10 000 vehicles a day?

Wattle Grove has more than 8100 residents, the average age is 32 years, people still of child-bearing age. At least 1900 Wattle Grove residents are under the age of 15. Other than those attending private or Catholic parish schools, school-age children in Wattle Grove go to one of four public schools in the immediate area. There are also three pre-school centres within 150 metres of each other near Wattle Grove Plaza and two more on the borders of the suburb. Wattle Grove's boundaries are Holsworthy defence and storage facility, the T8 train service, Anzac Road, the M5 motorway, and Heathcote Road. Irregular domestic flights fly over the suburb and there are regular flights of helicopters low over the residences here. Local bus drivers like this route from Holsworthy via Wattle Grove to Liverpool because it is 'quiet', but say that there is a noticeable increase in traffic on the main outlets to the Wattle Grove route and that it is difficult to keep to the timetable. How will the trucks on public roads from the Intermodal affect commuter travel and vehicle safety?

When the Moorebank Intermodal construction is under way Wattle Grove, 500 metres from the site, will be subject to 1dB above exceedance and that is (to quote) considered 'minor'. I argue that it is yet another noise intrusion in which local residents have no say and I question why 1dB over exceedance is 'minor'. It will not be 'minor' to Wattle Grove residents. Further, Ned Mannoun, the previous mayor of Liverpool, said that Liverpool is a growth area and it was predicted that the region would have 300 000 residents, some of whom would be living on the Casula side of the Georges River. Development there is in progress now. This growth in population will put further stress on the now snail-pace travel on the motorways and arterial road system without the transport from the Intermodal causing further congestion. Will those residents also be subject to construction and post-construction noise 1dB above exceedance from the Moorebank Intermodal as is predicted for residents of Wattle Grove?

Trucks make noise, lots of noise when carrying heavy loads and the approaches and exits from the Intermodal site will be disruptive and increase the problems for local traffic 100-fold. I have read summaries of reports on the many traffic requirements yet to be met by QUBE (report August 2017) to satisfy standards for roads and also for Australian Standards where I once worked. I am surprised that there appears to have been a lack of attention and consideration to meet these basic traffic requirements. The number of issues yet to be resolved by QUBE about entering and exiting the major roads and still keeping private vehicles safe need immediate attention. No further progress should be made on the site until the traffic issues are resolved to the satisfaction of TfNSW, the EPA, and other bodies.

In the proposed 8000-square metre retail, commercial and light industrial site, has there been provision for parking and ingress and egress? With the large constant movement of heavy vehicles what safety measures have been considered for the movement of people, pedestrian and in vehicles, to assure their safety in this area? Concern about visibility and careful docking of large vehicles is paramount as tight work schedules and sloppy regard for correct parking could lead to hasty actions with very dangerous outcomes. Will the vehicles be parked entirely within the boundary off the road as stated? What provisions will be in place to 'police' this? The volume of

traffic will be such that it is difficult to imagine that all staff will meet the standards stated in the documents.

I will leave the effects of diesel particulates and other airborne matters for other people to discuss.

Robin Appleton (Mrs), Resident, Wattle Grove

10 December 2017