

5 February 2016

The Panel Members
Planning Assessment Commission
NSW Government

By email: pac@pac.nsw.gov.au

**PROPOSED MOOREBANK INTERMODAL TERMINAL
(MIC INTERMODAL TERMINAL CONCEPT PLAN)
AND
PROPOSED SIMTA INTERMODAL TERMINAL FACILITY STAGE 1**

My name is Richelle Herron and I am a resident of [REDACTED].

I strenuously object to the approval of this development at its current location anywhere along Moorebank Avenue, Moorebank. The home my husband and I built in 1994 is only a few hundred metres from the site of the proposed intermodals at Moorebank.

I say “proposed intermodals” because the preliminary planning stages are incomplete and affected residents have not had official notification of the project going ahead.

We purchased our land from Delfin Developments in 1994 and our solicitor conducted all relevant searches on our behalf with the only possible issue being the nearby army base. We accepted that the Holsworthy Army Base was nearby and that the Army would be conducting activities as required.

I can't dazzle you with science or statistics. Many of my neighbours are far more qualified to provide such evidence and have made their own submissions.

Community -

I can tell you about my neighbours and members of my community – the people who live in Wattle Grove, Holsworthy, Hammondville and Moorebank as well as Voyager Point, Pleasure Point, Glenfield, Ingleburn and Casula.

Our community consists of people from a variety of socio-economic and cultural backgrounds and at various stages of their lives. We have young couples, families with newborns and/or young children, families with teenage or adult children. There are stay at home parents, carers, students, professionals, business owners, trades people, unskilled workers, retirees, empty nesters. Some enjoy good health, some live with illness and or disability.

What we have in common is what drew us to this area- the offer of a natural environment in which to live; the nearby green belt; the welcoming atmosphere; the opportunity to raise a family in a safe environment; access to quality early childhood education, child care and schools; a sense of belonging.

My Family -

My husband, [REDACTED], and I have two daughters – [REDACTED].

[REDACTED] was born in 1994. She attended school locally and completed her university degree with honours last year. [REDACTED] has commenced her first professional job working in her chosen field. [REDACTED] was born in 2002 and is in year 9 at [REDACTED]. [REDACTED] has spastic

quadriplegic Cerebral Palsy (a permanent physical disability) and requires a wheelchair for mobility at all times.

██████ and I have fought constantly to keep our home. I was forced to resign from my job at a bank due to ██████ needs. We received ██████ diagnosis shortly after her premature birth at 26 weeks. ██████ job as a Licensed ██████ at ██████ became redundant in 2006. He now works outside the aircraft industry and earns barely 60% in comparison. We have struggled on one income since 2011. Our home is our major asset and it has a mortgage. We are gradually modifying the house to provide wheelchair access for ██████. Selling and relocating is not an option due to ██████'s support needs and our limited income.

Ours is not the only local family affected by severe physical disability. Living opposite us is a family whose mother was rendered a quadriplegic after a fall at home. They bought their land in around 1996 and purpose built a house so that the mother would not have to live in a nursing home. Moving is not an option for them either.

Schools and Childcare –

In addition to our home and family, I am concerned with the impact an intermodal will have on the numerous schools, preschools and childcare centres within Wattle Grove and Holsworthy.

There are two high schools, three primary schools, at least two preschools, five or six childcare centres, an occasional care centre plus an unknown number of in-home childcare providers in Wattle Grove and Holsworthy alone and this does not take into consideration the schools, preschools and childcare centres in Hammondville, Moorebank, Glenfield, Ingleburn and Casula. Wattle Grove Public School, situated in Cressbrook Drive, will be less than two hundred metres as the crow flies from the boundary of one of the proposed developments.

There will be no reprieve for the children who will be exposed to the noise twenty-four hours per day.

Natural Environment –

I have mentioned the green belt. The beautiful lush bushland at Holsworthy is undoubtedly home to many species of natural flora and fauna. The green belt abuts the Georges River, which is a major waterway in the Sydney region. Many community groups exist to maintain the health of this river and, as a consequence, the wellbeing of our environment.

I do not know the details of what specific flora and fauna will be threatened but I do know that the Georges River ecosystem is delicate and depends on every species to operate effectively.

I wonder if the people behind the proposed intermodals have stopped at all to consider that the land is only ours for the time that we live upon it. We have a duty of care to use it responsibly and to preserve it for future generations.

Traffic –

Our local roads are already experiencing constant delays:

- Heathcote Road is the major access road between Sutherland and Liverpool with countless vehicles using the road at all times of every day. In peak hour, traffic can be backed up on Heathcote Road from Seton Road at the Liverpool end, and from Macarthur Drive near Holsworthy Railway Station.

- Nuwarra Road (between Maddecks Avenue and Heathcote Road) is already quite often at a standstill because of the number of vehicles, including semi-trailers, trying to access the M5 from Newbridge Road.
- Moorebank Avenue between Heathcote Road and the M5 is often at a standstill from about 3pm due to the volume of traffic, including semi-trailers, trying to access the M5.

The flow-on effect is endless. On Thursday afternoons, I used to be able to get into the Liverpool CBD via Moorebank Avenue within ten minutes from leaving home to get Natalie to work on time in 2009. Now it can take ten minutes just to cross the bridge over the M5 at Moorebank Avenue.

In January 2016, Sydney suffered through some extreme weather. In Wattle Grove and surrounding areas, we experienced a lot of local flooding and blackouts. The traffic lights at the intersection of Heathcote Road with Nuwarra Road and Wattle Grove Drive were blacked out several times during those storms. It created traffic chaos and caused numerous accidents. If that intersection cannot cope without traffic lights at the current volume of traffic, how could it possibly cope with the addition of traffic accessing the intermodal? I am not just referring to the trucks, which will need to access the site; I am also referring to the people who will be working there. Not all of them will be living in Wattle Grove, and those who do are unlikely to be walking to work.

Pollution –

I am equally concerned with the impact on air quality and the impact of noise from the proposed intermodals.

I fail to see how a development on the scale proposed could fail to impact negatively on the air quality with the additional trucks and trains used to move containers, as well as the vehicular movements generated by the people working at the site and other incidental traffic. Add to this the topography of the site. It is well known that south western Sydney sits in a basin without the benefit of coastal breezes to cleanse the air.

Why add to the problems and potentially burden our health system with pollution-related health issues and diseases?

It concerns me that a facility that will operate for twenty-four hours a day, seven days a week will cause sleep disruption at the very least. Poor sleep is bound to result in health issues and/or potential safety issues for people driving or operating machinery. Children will find it even more difficult to concentrate at school and may be at risk when travelling to and from school.

Alternative use of the Moorebank site –

The Australian Defence Force injected millions of dollars into upgrading Steele Barracks and the School of Military Engineering (SME) at Moorebank.

Surely, the site is well suited to educational use. It makes sense to relocate the Liverpool TAFE from its current location to the SME site and this would free up some much needed space for Liverpool hospital to expand into for outpatient services or research facilities.

The SME site could be shared with the University of Western Sydney for studies such as engineering, which would at least utilise the existing infrastructure.

The original site of the Defence National Storage and Distribution Centre could be converted to a technology park.

Alternative site for the proposed intermodal –

I believe that it makes more sense to locate this proposed intermodal development at the new Badgerys Creek Airport site where it can properly be planned for and accommodated, prior to the construction phase of the airport facilities.

A second alternative location for the proposed intermodal would be at Eastern Creek, which is already zoned for industrial use, is located adjacent to the M4 and M7 motorways and the Great Western Highway and is not encroached upon by housing.

Conclusion -

I implore the members of the Planning Assessment Commission to reject the applications to establish any intermodal facility at the current proposed site at Moorebank Avenue in Moorebank.

The area has been a centre for growth with hundreds of thousands of people establishing homes and businesses within the Wattle Grove, Holsworthy, Hammondville, Moorebank, Voyager Point, Pleasure Point, Glenfield, Ingleburn and Casula locale. The entire area has changed since the site was first inspected in the 1990's by John Sharpe when he was the Federal Minister for Transport.

The proposed site at Moorebank is no longer suitable for the following reasons:

- Our greatest assets – our children - must be protected. I believe that an intermodal will adversely affect their developing bodies and will have long-term implications on their health.
- The Georges River system must be protected. It is not this generation's to decimate. We have a responsibility to preserve it for the future generations and Sydney's waterways.
- Tens of thousands of people have built homes. They will be adversely affected by the intermodals' operation, twenty-four hours a day, and seven days a week.
- Schools, preschools and childcare facilities have been established in the area to cater for the young population.
- The current road network is unable to cope with the existing demands.

The only choice is to establish the proposed intermodal in a location that does not abut existing housing, schools, childcare facilities and which can be built with current and future needs in mind.

Yours sincerely

RICHELLE HERRON

[Redacted signature block]