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OBJECT

Submission ID: 206193

Organisation: N/A	Key issues: Social impacts, Traffic
Location: New South Wales 2577	
Attachment: N/A	

Submission date: 10/18/2024 12:53:50 PM

I have been a Moss Vale resident for almost a decade, and my family & parents also live in the area.

My property does not directly neighbour the planned facility, and I'm not an expert on land use but I don't think I need to meet these criteria to have an informed point of view.

My strong objection rests on several facts:

1. TRAFFIC is an issue that has plagued Moss Vale for years, if not decades. The Illawarra Highway's eastward and westward arteries join in Moss Vale, which sees an influx of trucks every day, which add to residential and commuter traffic congestion seen on Argyle St. Small changes are planned for Argyle St, but this won't drastically affect a) congestion, and b) the fact that the roads aren't built to withstand 24/7 truck use. The only way in to the proposed site (depending on where one is coming from) is through main arteries such as Argyle St, Berrima Rd, possibly Suttor Rd €" and round-the-clock truck use will only SEVERELY WORSEN traffic issues, which are already at breaking point in Moss Vale, with flow-on impacts to neighbouring towns/localities. The Moss Vale Bypass has been years in the making, with construction of a solution that might improve the situation at least 10-15 years away at best, given its history. What's more, this bypass would still bring trucks in to neighbouring arteries and then eventually on to neighbouring residential streets in order to access the site.

2. ROAD QUALITY is also an issue plaguing the entire shire. Trucks continue to severely damage many roads (just take a look at the state of the intersection on Argyle & Suttor Suttor is a residential road that many trucks & other vehicles use to bypass the congestion on Argyle St, and the road is completely wrecked because of this the council only has money for bitumen patching, which last a few months at best €" continued usage and heavy rainfall continues to degrade a road like this). I could in theory support the proposed facility if, from the moment it opened, vehicular access would be limited to asphalt roads, away from residential access, that were built to withstand 24/7 truck use. With the current state of roads, this facility going ahead will only ruin roads, punish residents, increase accidents/car damage, and financially hamper council who will have to spend even more money on constant short-term fixes.

3. There are a plethora of other community concerns €" related to how adjacent land is zoned for conservation, the impact of the refinery on waterways, the impact of plastic compounds on residents (including nearby schooling and childcare). As mentioned at the outset, I'm not an expert on these matters. But my sincere ask is that you actually take on board the concerns of relevant experts and neighbouring residents. Put yourself in their position too. The idea that the state government, with little understanding of the intricacies of local terrain, traffic, road quality & access, amenities, and so forth, can simply decree something from on high is an anathema to civic collaboration and urban planning efficiency.

No-one is saying such a refinery shouldn't exist. But the nation's LARGEST, in a mixed use part residential area, that is struggling with severe traffic congestion already caused by trucks, and plagued by degrading roads all over the shire, should simply not go ahead.

There is plenty of land in this part of NSW even within a 10-15min drive of the proposed location without the same fundamental issues.

In short, this is NOT THE RIGHT SITE.



New South Wales Government
Independent Planning Commission