

MEMO



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ATTN: Carolyn Stanley, Associate—Aspect

RE: MPW Stage 3 (SSD 10431)—Response to Nell and Paul van den Bos Submission

Dear Carolyn,

With reference to the submission by Nell and Paul van den Bos in relation to the above, we provide the following response:

1 Intersection Turning Counts

Traffic volumes were obtained from the (approved) MPW Stage 2 report; specifically, referenced figures adopted came from Figure A-5 and A-6 of the MPW S2 RtS Construction Traffic Impact Assessment report, dated June 2017, by Arcadis. As stated in Section 3.2 of that RtS CTIA report states:

“Traffic count surveys undertaken for MPE, MPW and Roads and Maritime’s wider Liverpool Moorebank Arterial Road Investigations (LMARI) traffic model in 2015”

There are many potential reasons why traffic volumes may reduce at intersections and it is for these reasons that up-to-date surveys are regularly requested for any new modelling. For example, improvements on the broader road network at other locations remote from the study area may encourage regional traffic to use alternative routes that may then become more favourable, or there could have been localised changes to development on surrounding land—i.e. reduced intensification of use of sites within the Moorebank Precinct in preparation for future redevelopment.

Whilst the reason for the reduction in traffic on certain movements is unclear, it is evident that updated surveys were undertaken in 2015 (as opposed to the 2010 surveys supporting the original concept plans) and the MPW S2 reporting thus relied upon that updated information, as is appropriate to do so.

Notwithstanding, as traffic impacts have already been assessed and endorsed by authorities as part of that earlier MPW S2 approval, Ason Group has not sought to revisit these traffic volumes. Rather, traffic volumes are included in the MPW S3 assessment for context only.

2 “Disappearing Vehicles”

The van den Bos submission questions the change in link volumes between the intersections of Anzac Road and Chatham Avenue in Figure 5 of the submitted (April 2020).

As outlined above, that figure is provided for context only and does not replicate the MPE IMEX / JLU access from the Arcadis figures, hence there is actually an intersection between whereby some traffic may naturally ‘disappear’ from the network.

Indeed, Paul alludes to the potential for this to happen in his submission stating:

“...it is possible that some traffic “disappears” or “appears” from the surrounding land use...”

However, the submission has failed to realise that there are substantial accesses between Anzac Rd and Chatham Ave whereby this occurs. Refer below highlighted intersection from the original Arcadis figures.

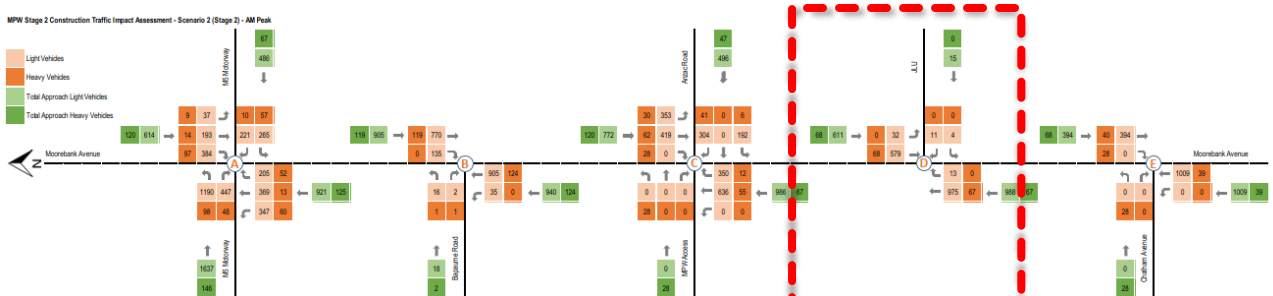


Figure A-5 AM peak one hour traffic volumes with MPW Stage 2 construction traffic – Scenario 2 (Stage 2) in 2018



Figure A-6 PM peak one hour traffic volumes with MPW Stage 2 construction traffic – Scenario 2 (Stage 2) in 2018

We trust the above is of assistance and please contact the undersigned should you have any queries or require further information in relation to the above.

Yours sincerely,

Principal Traffic Engineer – Ason Group
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