



Mr Nathan Heath
Planning Officer
Social and Infrastructure
Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Mr Heath

Moorebank Intermodal Precinct West - Stage 3 (SSD-10431) - Public Exhibition

Thank you for your correspondence via the Major Projects portal on 27 April 2020, requesting Transport for NSW (TfNSW) to review and comment on the above.

TfNSW comments are provided below:

Network Traffic Volumes, with MPW S2 - Scenario 2

Comment

It is noted that Figure 5 of the Transport Assessment prepared to support the development application states that the traffic volumes included in Figure 5 are based on the Moorebank Precinct West (MPW) Stage 2 Proposal - Construction Traffic Impact Assessment, dated October 2016 (2016 MPW Report).

It advised that:

- Based on the traffic distribution adopted for Stage 2- Scenario 2 in Figure 5 of the Transport Assessment, number of construction vehicle movements included in Figure 5 are lower during the morning peak period and higher during the afternoon peak period compared to the construction traffic movements reported in the 2016 MPW Report; and
- Morning and afternoon traffic movements for Stage 2- Scenario 2 included in Figure 5 are not the same as traffic movements included in 2016 MPW Report for this scenario.

Recommendation

It is requested that the applicant clarifies the apparent inconsistencies between the Transport Assessment Report and the Moorebank Precinct West (MPW) Stage 2 Proposal - Construction Traffic Impact Assessment, dated October 2016.

Impacts on the Moorebank Avenue/Anzac Road Intersection

Comment

It is noted that Section 3.2 of the Transport Assessment states the following:

“Removal of the Chatham Avenue site access for MPW construction site access during later stages of MPW construction (Works Period C through to completion)”

It is also noted that Section 3.3 of the Transport Assessment states the following:

“The proposed changes will not have a material impact off-site, with all construction traffic still traversing the MPW precinct access at Anzac Road, noting that there are specific controls in place to restrict construction vehicles from using Moorebank Avenue to the south. There is expected to be some localised redistribution of construction vehicle movements,”

It is advised that the redistribution of traffic as a result of the closure of Chatham Avenue access would have the potential to impact on the operation of the Moorebank Avenue/Anzac Road intersection.

Recommendation

It is requested that the applicant undertakes traffic modelling as part of the applicant’s Response to Submissions to confirm that the proposed removal of Chatham Avenue access would not have a material impact on the operation of the Moorebank Avenue/Anzac Road intersection.

Thank you again for the opportunity of providing advice for the above development application. If you require clarification of any issue raised, please don’t hesitate to contact Para Sangar, Senior Transport Planner, Land Use Planning and Development on 0466 024 892.

Yours sincerely



25/5/2020

Mark Ozinga
Principal Manager Land Use Planning and Development
Customer Strategy and Technology

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