

Ms Karen Harragon
Director Social and Other Infrastructure Assessments
Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Notice of Exhibition – Joint Exhibition of Four (4) State Significant Development Applications (SSDA):

- 1. Moorebank Precinct West (MPW): Response to Submissions (RtS) Concept Plan**
- 2. Moorebank Precinct East (MPE): Concept Plan Modification – MP10_0193 MOD 2**
- 3. Moorebank Precinct East (MPE): Stage 2 Application SSD 7628**
- 4. Moorebank Precinct West (MPW): Stage 2 Application SSD 7709**

Dear Ms Harragon

Reference is made to the ongoing discussions regarding the subject proposals. This is the combined response of Transport for NSW and Roads and Maritime Services (collectively referred to as TfNSW). It is noted Roads and Maritime has also received correspondence directly from the proponent and is continuing discussions about the applications.

The proponent has indicated that it is yet to finalise the cumulative assessment of the full development and will provide a draft response to TfNSW in July 2017. In summary, without the proponents' assessment of cumulative impacts and agreement of a mitigation framework, TfNSW could conditionally support the four SSDs based on the following approach:

1. Conditionally support the consideration of the Moorebank Precinct West (MPW) Response to Submissions Concept Plan Modification – SSD5506 progressing to the Planning Assessment Commission for consideration, based on the temporary nature of the traffic impacts.
2. Conditionally support the consideration of Moorebank Precinct East (MPE): Concept Plan Modification – MP10_0193 MOD 2 going forward to the Planning Assessment Commission for consideration, based on the temporary nature of the traffic impacts.
3. For the Moorebank Precinct East (MPE): Stage 2 Application, support a deferred commencement consent for any approval granted requiring the proponent to

finalise an agreement for State Road Network mitigation for ultimate concept plan development, prior to Stage 2 construction or operation on the site.

4. Support the Moorebank Precinct West (MPW): Stage 2 Application, subject to the same deferred commencement consent as Moorebank Precinct East.

These issues are further discussed in **Annexure A**.

The above suggested deferred commencement condition would require the proponent to finalise the total cumulative development modelling assessment, with agreement from TfNSW on the mitigation measures and staging triggers, prior to Stage 2 construction or operation of the Moorebank East Precinct. This condition could be similarly applied to the Moorebank West Precinct Stage 2 application. The proponent should also address the matters listed in **Annexure B** to TfNSW satisfaction.

Thank you again for providing TfNSW the opportunity to comment on the four SSD applications. As you are aware, TfNSW and Roads and Maritime have arranged to meet with the Department of Planning and Environment and the proponents on a regular basis to continue discussions about these applications. For further information, please contact Roads and Maritime Services' Mr Colin Langford, Principal Network Manager West Precinct, on (02) 8849 2339.

Yours sincerely



Clare Gardiner Barnes
Deputy Secretary
Freight Strategy and Planning



Ken Kanofski
Chief Executive
Roads and Maritime Services

10 June 2017

Annexure A

Moorebank Precinct East (MPE): Stage 1 Application

The Planning Assessment Commission approval of Moorebank Precinct East Stage 1 Application, allowing construction and operation of an intermodal terminal handling up to 250,000 shipping containers, is acknowledged. The same approval allowed for a rail link connecting the intermodal terminal to the Southern Sydney Freight Line.

Moorebank Precinct East (MPE): Stage 2 Application

Noting the proponent's cumulative assessment is still in progress, TfNSW has considered the impacts and conditions relating solely to the Stage 2 Development Application. Schedule 2 of the Development Consent for the Moorebank Intermodal Precinct East Concept Plan states that 'the consent authority is required to be satisfied that traffic monitoring and modelling of the operation of the facility demonstrate that traffic movements resulting from the proposed increase in TEU will achieve the objective of 'not exceeding the capacity of the transport network'. A similar clause also applies to Moorebank Precinct West.

Network Impacts

The traffic study documented in the proponent's Stage 2 Operational Traffic and Transport Impact Assessment found that the broader road network in the study area would need to be upgraded to cater for the forecast traffic increases from the proposed development and general background growth. Despite this, the proponent is not proposing any mitigation works beyond those along Moorebank Avenue, referring to the broader contributions being determined once the ultimate development cumulative assessment is completed.

Annexure B

Summary of supplementary information sought by TfNSW

1. The proponent shall provide a simplified table, detailing the key assumptions for each stage along with likely accumulative trip generation. The figures should take into account and include an updated delivery schedule, aligned with the trip generation numbers.
2. The proponent shall provide information regarding the likely daily and peak hour movements generated by the construction and operational stages of the proposed development.
3. The traffic generation does not include the proposed 8,000sqm of retail, commercial and light industrial uses on the site. Further information is needed regarding the traffic generation of all proposed land uses.
4. It is not clear whether the proponent has considered the cumulative impacts associated with other planned and approved developments within the Precinct. Details about the companies that will operate the terminal and warehousing are required, as this may affect the potential trip generation for the site.
5. SIDRA traffic modelling undertaken for MPE Stage 2 is not consistent with the modelling undertaken for the MPW Stage 2 development application and should be updated accordingly.
6. The submitted documentation suggests the Level of Service (LoS) of intersections is predicted to perform better for the "with development" scenarios than the "without development" scenarios. It is not clear how this is derived and is counterintuitive. What road upgrades have been included, along with traffic signal phasing and operations priority to achieve this outcome.
7. It is not clear what changes have been proposed to "improve signals" operation within the submitted traffic modelling. RMS will not support reducing green time on arterial approaches to an intersection.
8. It is not clear whether the SIDRA modelling has accounted for the M5 weave issues, and should be clarified by the proponent's traffic consultant.
9. Details of the proposed accesses for the construction and operational stages have not been provided. It is not clear whether the accesses comply with relevant Australian Standards (ie vehicle swept paths, geometry, sight lines, pedestrian safety, aisle widths, etc).
10. It is not clear how the proposed vehicular and pedestrian accesses for the other development applications will conflict with pedestrian and vehicle movements from this development proposal.
11. Details of service vehicle movements and access arrangements should be provided.
12. The submitted documentation states that vehicle accidents are likely to increase as a result of the proposed development. It is not clear how this was determined and what

mitigation measures will be implemented to improve road and pedestrian safety on the surrounding network, particularly within the intermodal site.

13. Further details regarding the proposed change in level of Moorebank Avenue by up to 2 metres is required, including but not limited to; verge treatment, hydrology and stormwater management, service impacts, boundary levels and tie-ins.
14. Staging plans demonstrating how 2 lanes of traffic will be maintained along Moorebank Avenue, whilst the road is raised by 2 metres.
15. The proponent is to provide information on the status of the proposed realignment of Moorebank Avenue, which could have significant impacts on the proposed function of the road and access to the site.

Standard conditions

The proponent will be required to enter into a Works Authorisation Deed with Roads and Maritime Services for the roadworks and traffic lights.

Should the application be supported following adequate resolution of the abovementioned matters, the anticipated operational conditions of consent required by Roads and Maritime Services include:

- i) Any modification to traffic lights will require consent from Roads and Maritime under Section 87 of the Roads Act, 1993. Proposed traffic control light modifications shall be designed to meet Roads and Maritime requirements. The Traffic Control Signal (TCS) plans shall be drawn by a suitably qualified person and endorsed by a suitably qualified practitioner.

The submitted designs shall be in accordance with Austroads Guide to Road Design in association with relevant Roads and Maritime supplements (available on www.rms.nsw.gov.au). The certified copies of the civil design plans shall be submitted to Roads and Maritime for consideration and approval prior to the release of a Construction Certificate and commencement of road works.
- ii) The proposed road upgrade and widening works by the developer on Moorebank Avenue shall be designed to meet Roads and Maritime requirements, and endorsed by a suitably qualified practitioner. The design requirements shall be in accordance with AUSTROADS and other Australian Codes of Practice. The certified copies of the civil design plans shall be submitted to Roads and Maritime for consideration and approval prior to the release of the Construction Certificate by the Principal Certifying Authority and commencement of road works.
- iii) The developer will be required to enter into a Works Authorisation Deed (WAD) for the works. Please note that the WAD will need to be executed prior to Roads and Maritime assessment of the detailed civil design plans.
- iv) The works are to be designed and delivered at no cost to TfNSW or Roads and Maritime Services.
- v) TfNSW and Roads and Maritime fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of works.

- vi) The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1- 2004, AS2890.6-2009 and AS 2890.2 – 2002 for heavy vehicle usage.
- vii) The swept path of the longest vehicle (including garbage trucks, building maintenance vehicles and removalists) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement.
- viii) A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council and Roads and Maritime for approval prior to the issue of a Construction Certificate.
- ix) All vehicles are to enter and leave the site in a forward direction.
- x) All vehicles are to be wholly contained on site before being required to stop.
- xi) A Road Occupancy Licence is to be obtained from the Transport Management Centre for any works that may impact on traffic flows on Moorebank Avenue or the adjoining state road network during construction activities.
- xii) All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. A construction zone will not be permitted on Moorebank Avenue.
- xiii) The developer shall be responsible for all construction works for the proposed road upgrades and public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.
- xiv) All works/regulatory signposting associated with the proposed development are to be approved by Roads and Maritime Services.