

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

Notice of Exhibition –Moorebank Precinct West (MPW): Response to Submissions (RtS) Concept Plan – SSD 5066 MOD 1

Dear Ms Harragon

Reference is made to the ongoing discussions regarding the subject proposal. This is the combined response of Transport for NSW and Roads and Maritime Services (collectively referred to as TfNSW).

TfNSW can advise a position of conditional support for the proposal progressing to the Planning Assessment Commission for consideration. The suggested condition is similar to that for the original proposal in that a final Construction Traffic and Access Management Plan (CTAMP) be prepared as part of the Construction Environmental Management Plan, but including the need to consult with Roads and Maritime Services. Some of the mitigating measures include the need for new and upgraded traffic signals, which require specific approval from Roads and Maritime Services.

The temporary diversion of Moorebank Avenue is not part of this Concept Plan Modification. However, TfNSW wishes to ensure that any diversion of Moorebank Ave will be built to a standard and have the necessary capacity to accommodate the existing background traffic along with the addition of the trucks associated with construction and operation of the combined precinct.

Consequently the proposed amendments to conditions B18 and D21(a) of the existing development consent are shown in **Annexure A**. Some additional suggested conditions relating to the proposed modification application are contained in **Annexure B**.

Thank you again for providing TfNSW the opportunity to comment on the subject proposal. For further information, please contact Mr Colin Langford, Principal Network Manager West Precinct, Roads and Maritime Services on (02) 8849 2339.

Yours sincerely



Jim Modrouvanos

~~Clare Gardiner Barnes~~

A/ Deputy Secretary
Freight Strategy and Planning



Ken Kanofski
Chief Executive
Roads and Maritime Services

25 July 2017

Annexure A - Proposed amendments to existing conditions of consent

Existing conditions to be amended (in **bold**):

B18. The Applicant is to ensure that the construction and operation of the proposed development will not prevent the existing use of Moorebank Avenue as a public road to a standard commensurate to its current use prior to the development. **A staging plan should be submitted for review and approval to Roads and Maritime Services and TfNSW prior to construction works commencing, to ensure that adequate capacity but not less than two lanes of traffic will be maintained along Moorebank Avenue at all times.**

D21(a). A Construction Traffic and Access Management Plan to ensure traffic and access controls are implemented to avoid or minimise impacts on traffic, pedestrian and cyclist access, and the amenity of the surrounding environment. The Plan shall be developed in consultation with the relevant Council, **Roads and Maritime Services**, emergency services, road user groups, and relevant pedestrian and bicycle user groups, and include, but not necessarily be limited to:

- I. Identification of construction traffic routes and construction traffic volumes (including heavy vehicle/spoil haulage) on these routes;
- II. Details of vehicle movements for construction sites and ancillary facilities including parking, dedicated vehicle turning areas, and ingress and egress points;
- III. Discussion of construction impacts that could result in disruption of traffic, public transport, pedestrian and cycle access, access to public land, property access, including details of oversize load movements, and the nature and duration of those impacts;
- IV. Details of management measures to minimise traffic impacts, including temporary road work traffic control measures, onsite vehicle queuing and parking areas and management measures to minimise peak time congestion and measures to ensure safe pedestrian and cycle access;
- V. Details of measures to prevent construction heavy vehicles from using Moorebank Avenue south and Anzac Road, with the exception of heavy vehicles to and from the Glenfield Waste Facility;
- VI. Details of measures to maintain or provide alternative safe and accessible routes for pedestrians throughout the duration of construction;
- VII. Details of measures to maintain connectivity for cyclists, with particular emphasis on providing adequate access between key existing cycle routes for commuter cyclists;
- VIII. Details of measures to manage traffic movements, parking, loading and unloading at ancillary facilities during out-of-hours works;
- IX. Details of methods to be used to communicate proposed future traffic changes to affected road users, pedestrians and cyclists, consistent with the Community Communication Strategy required under condition C1;
- X. An adaptive response plan which sets out a process for response to any traffic, construction or other incident; and
- XI. Mechanisms for the monitoring, review and amendment of this plan.

Annexure B – Additional Conditions of Consent

- i) The proposed traffic control light at the intersection of MPW Access Road/Moorebank Avenue intersection requires approval from Roads and Maritime Services, in accordance with Section 87 of the *Roads Act, 1993*.

The proposed traffic control light shall be designed and approved to meet Roads and Maritime requirements prior to the commencement of construction works associated with Stage 1 — Early Works.

The Traffic Control Signal (TCS) plans shall be drawn by a suitably qualified person and endorsed by a suitably qualified practitioner. The design shall also be in accordance with Austroads Guide to Road Design in association with relevant Roads and Maritime supplements (available on www.rms.nsw.gov.au).

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.

The developer will be required to enter into a Works Authorisation Deed (WAD) for the abovementioned works. Please note that the WAD will need to be executed prior to Roads and Maritime assessment of the detailed civil design plans.

- ii) The proponent may be required to dedicate land or provide an easement for the maintenance of the traffic control lights, further details will be included in the WAD process.
- iii) To accommodate construction traffic as a result of the Modification Proposal, the Chatham Avenue/Moorebank Avenue signalised intersection is to be modified as follows:

The Moorebank Avenue north leg right turn lane is to be increased to provide a storage length of 200m. The Moorebank Avenue south leg left turn storage length is to be increased to 25m. These changes must be implemented prior to the commencement of construction works associated with Stage 1 — Early Works.

The 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.

- iv) A Road Occupancy Licence (ROL) should be obtained from Transport Management Centre for any works that may impact on traffic flows on Moorebank Avenue during construction activities. A ROL can be obtained through <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>
- v) 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.

- vi) The swept path of the longest vehicle 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 the consent authority and Roads and Maritime for approval, which shows that the proposed development complies with this requirement.
- vii) All vehicles are to enter and leave the site in a forward direction.
- viii) All vehicles are to be wholly contained on site before being required to stop.
- ix) 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 without the express approval of Roads and Maritime Services.
- x) The developer shall be responsible for all construction works for the proposed road works and public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.
- xi) The works are to be designed and delivered at no cost to TfNSW or Roads and Maritime Services.