

Mr Richard Johnson
Director
Aspect Environmental Pty Ltd
117/25-27 Solent Circuit
BAULKHAM HILLS NSW 2153

12/11/2020

Dear Mr Johnson

**Moorebank Intermodal Precinct West - Stage 2, Modification 1 (SSD-7709-Mod-1)
Request for Additional Information**

I refer to the Department's assessment for the Moorebank Intermodal Precinct West - Stage 2, Modification 1 application (SSD-7709-Mod-1). After careful consideration, the Department is requesting that you provide additional information to progress its visual and traffic impact assessments for the proposed modification.

The Department's key matters are detailed in **Attachment 1**.

You are requested to provide the information, or notification that the information will not be provided, to the Department by Tue 15 December 2020. If you are unable to provide the requested information within this timeframe, you are requested to provide, and commit to, a timeframe detailing the provision of this information.

If you have any questions, please contact Nathan Stringer, who can be contacted on 9995 5531 or via email at nathan.stringer@planning.nsw.gov.au.

Yours sincerely,



Karen Harragon
Director, Social And Infrastructure Assessments
Social & Infrastructure Assessments

Attached: Attachment 1: Key Matters

ATTACHMENT 1: KEY MATTERS

Visual impact assessment

The Department notes that there is an error contained within the visual assessment reports for warehouses JN + JR dated October 2020, relating to the private view shown at View Point 9 (attributed to 7 Casula Road). Rather, the survey appears to have been taken from the mid-way point of the sloped driveway at 3 Casula Road, below the private residence which is located on elevated land higher upon the ridge. The sightline therefore does not provide an accurate representation of the visual impact of the high-bay warehousing from the elevated properties at Casula Road, many of which appear to have unobstructed views over the MPW site.

You are therefore requested to submit a revised visual assessment report for each of the warehouses (JR + JN), to provide the following:

1. additional visual impact surveys, to be taken from private vantage points at the worst affected elevated residences at Casula Road (i.e. from the residence itself);
2. amendments to remove the erroneous reference to 7 Casula Road for View Point 9; and
3. ensure that the reports revisit each of the vantage points used to inform the visual impact analysis for the approved Stage 2 application.

Traffic impact assessment

The Department considers that additional information is required about the predicted traffic generation of the MPW Stage 2 development, as proposed to be modified — including both the JN+JR warehouses and the balance of development on the site.

The Department requests that the Applicant provides an updated traffic impact assessment that details the following information:

1. What is the predicted traffic generation from the balance of site (i.e. the remainder of development other than the JN+JR Warehouses) as proposed to be modified?
2. What is the total predicted traffic generation of MPW Stage 2, as proposed to be modified, incorporating both the balance of site (as per 1. above) and the JN+JR Warehouses?
3. What is the total traffic generation of MPW Stage 2, as proposed to be modified, as compared to:
 - a. the MPW Stage 2 approved trips,
 - b. MPW Concept (as modified) trips, and
 - c. whole-of-precinct (MPW+MPE) cumulative assessment?

Please complete in the format below, providing supporting analysis and modelling results as necessary to explain the findings in respect of daily trips and AM and PM trips

	Whole-of-precinct (MPW+MPE)	MPW Concept (as modified) trips	MPW Stage 2 approved trips	MPW Stage 2 MOD 1
Light vehicle trips				
Heavy vehicle trips				
Total				

4. Provide consideration of the impacts of the proposal as amended on performance of key intersections, including Moorebank Avenue/Anzac Road and other key intersections in the local and regional road network, cumulative of all approved developments in the MPW + MPE precincts
5. Based on the predicted trip generation, identify and assess impacts on road network between opening of JN+JR and prior to completion of intersection upgrades required under the MPE+MPW consents, eg. Moorebank Avenue/Anzac Road under MPW Stage 2, condition B84.

The analysis required above should provide estimates of and consider overall light and heavy vehicle movements — both daily trips, and trips in AM and PM peak times. Care should be given to identifying peak times consistent with forecast traffic generation (including growth) and compared to the peak times analysed in the TIAs previously prepared for the approved developments.

DPIE has sought further advice from TNSW in relation to traffic and this feedback should be received early next week and will be provided to you shortly after.