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15 December 2020

Ms Karen Harragon,  
Director  
Social and Infrastructure Assessments  
Department of Planning Industry and Environment  
4 Parramatta Square, 12 Darcy Street,  
Parramatta NSW 2150

via DPIE Major Projects Portal

Dear Ms Harragon

**Moorebank Intermodal Precinct West – Stage 2, Modification 1 (SSD-7709-Mod-1)  
Applicant's Response to Request for Additional Information**

Please see below and attached the Applicant's response to the Department's request for additional information (RFI) issued 8 December 2020.

**Background**

The Independent Planning Commission (IPC) approval of the Moorebank Precinct West Stage 2 SSD application (MPW 2 SSD 7709) considered provided traffic modelling undertaken by the RMS (as it was) for the full approved build of the Moorebank Logistics Park precinct, comprising the Moorebank Precinct East (MPE) MP10\_0193 Concept Approval and the MPW Concept and Stage 1 Early Works Consent (SSD 5066).

The cumulative operational traffic volume for the precinct (MPW and MPE) is 9,337 light vehicles (LV) and 10,798 heavy vehicles (HV) under the two approved Concept Plans respectively. The approved MPW Concept and Stage 1 Early Works SSD 5066 component of this traffic volume is 5,724 LV and 8,160 HV.

Of this MPW volume, the currently assessed and approved MPW Stage 2 allocation is 2,670 LV and 1,458 HV, totalling a traffic threshold of 4,128 vehicle movements for MPW Stage 2.

MPW Stage 2 Mod 1 includes provisions for two warehouse and distribution facilities, which will include high bay warehousing, to store and distribute palletised goods to consumers throughout Australia. The warehouses (Warehouse 5 and Warehouse 6) will comprise a National (JN) and Regional (JR) facility.



## **JN and JR Operational Traffic - Timing**

Traffic modelling undertaken in support of MPW Stage 2 Mod 1 determined that the operational traffic volume generated by the subject warehousing (JN + JR) is anticipated to be 1,988 (LV) and 1,654 (HV), totalling 3,642 movements (leaving 462 approved traffic movements for the remaining MPW Stage 2 development).

While the JN and JR warehouses will utilise the majority of the presently approved MPW Stage 2 traffic allocation, construction phasing and timing will mean that construction and operation of the JN and JR facilities will not occur concurrently. The JN warehouse is anticipated to commence construction in early 2021 with the JR facility to commence construction within the subsequent 12 months.

Initial operation of the JN warehouse is anticipated to commence in early 2023. It is anticipated that it would be within 10 - 15 years before the JN and JR warehousing is fully operational and the full cumulative traffic contribution for the two warehouses is realised.

## **Moorebank Avenue Anzac Intersection Upgrade Requirement**

Under the MPW 2 SSD 7709 consent, condition of consent B84, the completion of the Moorebank Avenue and Anzac Rd intersection (MAAI) is to be completed prior to the issue of an Occupation Certificate for warehousing in excess of 100,000 m<sup>2</sup> of gross floor area.

The warehouse and distribution facilities proposed under MPW Stage 2 Mod 1 have a total GFA of approximately 80,279 m<sup>2</sup> and so will not exceed the 100,000 m<sup>2</sup> trigger for the delivery of MAAI.

The design for the upgrade works has been submitted to TfNSW and is anticipated for approval in January 2021. Pending timely design approvals from TfNSW, the required intersection upgrade will be in place to accommodate traffic in advance of what is required under B84 and is currently anticipated to be completed prior to commencement of operations of the JR warehouse.

Modelling undertaken by RMS (as it was) in respect of the MPW 2 SSD 7709 application and for the Moorebank Logistics Park as a precinct was presented to the IPC as part of the RMS and DPIE representation to the IPC. The assessment of this modelling by RMS/DPIE identified that:

*“operational traffic impacts are manageable subject to the planning agreement and upgrade of the Moorebank Avenue/Anzac Road intersection (site access).” (DPIE MPW Stage 2 Assessment Report, 2019)*

The IPC finding:

*“operational traffic-related impacts of the MPW Stage 2 Development Application are acceptable because*

- the Applicant has negotiated an appropriate financial contribution, through a VPA with RMS, to undertake road upgrades to address likely impacts to the regional road network, and*
- the operational traffic is largely consistent with the assessed and approved operation traffic impacts considered as part of the assessment of the MPW Concept Plan.”*



No further modelling of the MAAI is required in respect of the current modification application, or future increases to traffic volumes within the approved Concept Approval thresholds, as the RMS model referenced to the IPC assessed traffic volumes for the full Concept Approval builds for both MPE and MPW and confirmed that the identified upgrades were sufficient to address the local and regional road/intersection upgrade needs of the full build looking at “the broader context of the whole Liverpool/Moorebank precinct” (RMS, IPC Transcript, 2 July 2019).

The MAAI will accommodate the full build for the MPW site and will have capacity to effectively manage the 9,337 LV and 10,798 HV under the two approved Concept Plans respectively. It follows that the upgraded intersection will have capacity to manage the 5,724 LV and 8,160 HV assessed and approved under the MPW Concept Plan and Stage 1 Early Works consent (SSD 5066).

As the proposed traffic volume under the MPW 2 SSD 7709 Mod 1 application remains below both the assessed 13,884 vehicle movements under the MPW SSD 5066 consent and the assessed 4,128 vehicle movements under MPW 2 SSD 7709 consent, no further modelling of the MAAI intersection is required for the current modification application.

As indicated earlier, the design approvals process for the upgrade of the intersection is well progressed. It is anticipated, pending timely completion of regulatory processes, the MAAI upgrade will be completed in advance of the JR warehouse becoming operational.

### **Future Warehousing Operational Traffic**

Any future warehousing, distribution centre(s) or alteration or additions to such buildings proposed on the MPW Stage 2 site would be subject to a review of traffic generation to determine associated LV and HV movements.

Where operation of a proposed facility would result in exceedance of the currently assessed and approved 4,128 traffic threshold for MPW Stage 2 SSD 7709, an application would be made to include the additional required allowance prior to commencement of warehouse operations. Such application would be required to demonstrate that the additional traffic volume was consistent with, and did not exceed, the thresholds approved in the MPW SSD 5066 Concept and Stage 1 Early Works consent, being 5,724 LV and 8,160 HV.

Any new warehousing proposed for MPW Stage 2 is subject to the consent conditions, including the timing of road infrastructure upgrade requirements of B84. Where the proposed warehousing would put the cumulative MPW 2 GFA over the 100,000 m<sup>2</sup> threshold, an occupational certificate would not be able to be issued under the consent prior to the completion of the MAAI upgrade.

Considering the current timings for construction of the JR and JN warehousing, and the progress of the MAAI design approvals, the MAAI upgrade would be completed prior to the completion of construction of warehousing additional to JN and JR.



The above addresses the items raised in the MPW 2 SSD 7709 Mod 1 RFI pertaining to traffic and the attached items provide an appropriate response to the information requests pertaining to the assessment of noise and visual amenity relating to the modification application.

Kind regards



Richard Johnson

Director



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