Attachment A - response to the issues raised by TfNSW in *"Notice of Exhibition – Moorebank Precinct West (MPW): Response to Submissions (RtS) Concept Plan – SSD 5066 MOD 1"*

Aspect	Issue	Response	Reference
Letter			
Conditional support	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 conditions of approval provided by TfNSW relate to amending construction works for MPW Stage 1/Early Works and or future construction works which are not considered suitable in the context of the MPW Concept Approval instrument. In summary: • The Amended Modification Proposal does not propose any alteration to the MPW Early Works/Stage 1 and these works have commenced and are close to completion. Therefore, any amendment to Schedule 3 of the MPW Concept Approval instrument is considered unsuitable and would unreasonably impact on these works. • The intention of the MPW Concept Approval instrument is to guide future development, with any construction or operational activities subject to separate approval and separate conditions to specifically prepared for future approval instruments (i.e. for Stage 2 and Stage 3). Any inclusion of additional construction or operational conditions within the MPW Concept Approval is considered unsuitable and would overlap with future approvals, impacting on their ability to be implemented/regulated. As a result, SIMTA therefore does not agree with the inclusion of these amended or additional conditions of approval within the MPW Concept Approval (SSD 5066) and requests that the condition be retained as shown in the current approval. Further discussion is provided below.	N/A

Aspect	Issue	Response	Reference
Temporary diversion of Moorebank Avenue	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.	The temporary diversion of Moorebank Avenue is not relevant to this SSD Application. All works to be undertaken as part of the MPW Project would not preclude any diversion of Moorebank Avenue (should it be proposed) and its potential to accommodate the existing background traffic along with the addition of the trucks associated with construction and operation of the combined precinct. A temporary diversion of Moorebank Avenue is included within the MPE Stage 2 Proposal (SSD 7628) which is subject to separate approval.	N/A
Suggested conditions	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.	Refer to comments above. SIMTA therefore does not agree with the inclusion of these amended or additional conditions of approval within the MPW Concept Approval (SSD 5066) and requests that the condition be retained as shown in the current approval. Further discussion is provided below.	N/A
Annexure A - Proposed amendments to existing conditions of consent			
Amendments to existing condition B18	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.**	Schedule 3 of the MPW Concept Approval (SSD 5066) includes 'Conditions to be met for Early Works (Stage 1)' only. This Schedule of the approval does not include conditions for any other stages of the Concept Approval (i.e. Stage 2 and Stage 3) as these are subject to separate approval, and separate conditions specifically tailored to the construction methods proposed which differs from the MPW Early Works/Stage 1. The MPW Concept Modification does not seek any alteration to the Early Works phase, with all works proposed subject to separate approval under subsequent stages of development for the MPW Project (e.g. Stage 2 and Stage 3). The Early Works phase has commenced and is almost complete and therefore any change to this condition may unreasonably impact on these works. As a result of the above, it is considered unsuitable and inconsistent with the approval instrument to amend any conditions relating to construction for the MPW Stage 1/Early Works.	Schedule 3 of the MPW Concept Approval (SSD 5066)

Aspect	Issue	Response	Reference
		SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPW Concept Approval (SSD 5066) and requests that the condition be retained as shown in the current approval.	
Amendments to existing condition D21(a)	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	Schedule 3 of the MPW Concept Approval (SSD 5066) includes 'Conditions to be Met for Early Works (Stage 1)' only. This Schedule of the approval does not include conditions for any other stages of the Concept Approval (i.e. Stage 2 and Stage 3) as these are subject to separate approval, and separate conditions specifically tailored to the construction methods proposed which differs from the MPW Early Works/Stage 1. The MPW Concept Modification does not seek any alteration to the Early Works phase, with all works proposed subject to separate approval under subsequent stages of development for the MPW Project (e.g. Stage 2 and Stage 3). The Early Works phase has commenced and is almost complete and therefore any change to this condition may unreasonably impact on these works. As a result of the above, it is considered unsuitable and inconsistent with the approval instrument to amend any conditions relating to construction for the MPW Stage 1/Early Works. SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPW Concept Approval (SSD 5066) and requests that the condition be retained as shown in the current approval.	Schedule 3 of the MPW Concept Approval (SSD 5066)

Aspect	Issue	Response	Reference
	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			
Traffic control	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	It is unclear as to what part of the MPW Concept Approval this condition is to be included however it is assumed it is to be included within Schedule 3 as it references construction in relation to Early Works. Schedule 3 of the MPW Concept Approval (SSD 5066) includes 'Conditions to be Met for Early Works (Stage 1)' only. This Schedule of the approval does not include conditions for any other stages of the Concept Approval (i.e. Stage 2 and Stage 3) as these are subject to separate approval, and separate conditions specifically tailored to the construction methods proposed which differs from the MPW Early Works/Stage 1. The MPW Concept Modification does not seek any alteration to the Early Works phase, with all works proposed subject to separate approval under subsequent stages of development for the MPW Project (e.g. Stage 2 and Stage 3). The Early Works phase has commenced and is almost complete and therefore any change to this condition may unreasonably impact on these works. As a result of the above, it is considered unsuitable and inconsistent with the approval instrument to amend any	Schedule 3 of the MPW Concept Approval (SSD 5066)

Aspect	Issue		Response	Reference
		works. Please note that the WAD will need to be executed prior to Roads and Maritime assessment of the detailed civil design plans.	conditions relating to construction for the MPW Stage 1/Early Works. SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPW Concept Approval (SSD 5066).	
Dedication of land	i.	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.	Refer to comment above. SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPW Concept Approval (SSD 5066).	Schedule 3 of the MPW Concept Approval (SSD 5066)
Intersection modifications	ii.	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.qov.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.	Refer to comment above. SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPW Concept Approval (SSD 5066).	Schedule 3 of the MPW Concept Approval (SSD 5066)

Aspect	Issue		Response	Reference
Road occupancy licensing	iii.	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	Refer to comment above. SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPW Concept Approval (SSD 5066).	Schedule 3 of the MPW Concept Approval (SSD 5066)
Car parking arrangement	iv.	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.	It is unclear as to what part of the MPW Concept Approval this condition is to be included (i.e. which section is to be amended). The condition relates to operation of future stages of the MPW Project, which is generally not, or intended to be, included within the MPW Concept Approval instrument. This MPW Concept Approval instrument does reference operations of the MPW Project however this is related only to 'terms of the approval' which are broader and do not include this level of detail. As a result of the above, it is considered unsuitable and inconsistent with the approval instrument to include this condition within the MPW Concept Approval. This condition is more suited to future stages of development that are subject to separate planning approvals. Further, the inclusion of this condition would create overlap between the Concept Approval and future approvals and unnecessarily complicate the implementation of conditions of for future stages of development. SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPW Concept Approval (SSD 5066).	N/A
Swept paths	v.	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.	Refer to comment above. SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPW Concept Approval (SSD 5066).	N/A

Aspect	Issue		Response	Reference
Vehicle movements	vi.	All vehicles are to enter and leave the site in a forward direction.	Refer to comment above. SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPW Concept Approval (SSD 5066).	N/A
Vehicle movements	vii.	All vehicles are to be wholly contained on site before being required to stop.	Refer to comment above. SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPW Concept Approval (SSD 5066).	N/A
Vehicle movements	viii.	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.	It is unclear as to what part of the MPW Concept Approval this condition is to be included however it is assumed it is to be included within Schedule 3 as it references construction in relation to Early Works. The condition seems to relate to the construction of future stages of the MPW Project, which is generally not, or intended to be, included within the MPW Concept Approval instrument. This MPW Concept Approval instrument intends that construction related conditions are subject to separate approval under subsequent stages of development for the MPW Project (e.g. Stage 2 and Stage 3). As a result of the above, it is considered unsuitable and inconsistent with the approval instrument to include this condition within the MPW Concept Approval. Further, the inclusion of this condition would create overlap between the Concept Approval and future approvals and unnecessarily complicate the implementation of conditions of for future stages of development. SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPW Concept Approval (SSD 5066).	N/A

Aspect	Issue	Response	Reference
Road works and public utility adjustment/ relocation works	ix. 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.	It is unclear as to what part of the MPW Concept Approval this condition is to be included however it is assumed it is to be included within Schedule 3 as it references construction in relation to Early Works. As identified in Section 1.2 of the MPW Concept Modification Supplementary Response to Submissions (SRtS) (Arcadis, 2017) the Amended Modification Proposal seeks approval to utilise other parcels of land to support the operational use of the MPW Project. These parcels amongst others include the 'public road reserve of Moorebank Avenue and part of Anzac Road'. Notwithstanding this amendment to include additional parcels of land, the MPW Project Approvals documentation envisaged works to be undertaken on Moorebank Avenue to accommodate traffic from the MPW Project. Specially, the Revised Environmental Management Measures (REMMs) included within Section 7 of the MPW Concept Supplementary Response to Submissions (PB, 2015) make reference to "modification of Moorebank Avenue" (refer to REMM 4P). Therefore, it was always envisaged that works to Moorebank Avenue would be undertaken as part of the MPW Project (as approved under SSD 5066). The condition seems to relate to the construction of future stages of the MPW Project, which is generally not, or intended to be, included within the MPW Concept Approval instrument. This MPW Concept Approval instrument intends for construction related conditions to be subject to separate approval under subsequent stages of development for the MPW Project (e.g. Stage 2 and Stage 3). As a result of the above, it is considered unsuitable and inconsistent with the approval instrument to include this condition within the MPW Concept Approval. Further, the inclusion of this condition could create overlap between the Concept Approval and future approvals and unnecessarily complicate the implementation of conditions for future stages of development. SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPW Concept Approval (SSD 5066).	Section 7 of the MPW Concept SRtS (PB, 2015) Section 1.2 and Section of the MPW Concept Modification SRtS (Arcadis, 2017).

Aspect	Issue	Response	Reference
Cost of works	x. The works are to be designed and delivered at no cost to TfNSW or Roads and Maritime Services.	Refer to comment above. SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPW Concept Approval (SSD 5066).	Section 7 of the MPW Concept SRtS (PB, 2015) Section 1.2 and Section of the MPW Concept Modification SRtS (Arcadis, 2017).

Attachment B - response to the issues raised by TfNSW in *"Notice of Exhibition – Moorebank Precinct East (MPE): Concept Plan Modification MP 10_0193 Mod 2"*

Aspect	Issue	Response	Reference
Letter			
Conditional support	TfNSW can advise a position of support for the proposal progressing to the Planning Assessment Commission. This is on the basis that conditions in the Concept Plan approval relating to traffic and transport issues remain unaltered. The raising of Moorebank Avenue as a result of the importation of fill will require more substantial detail regarding the diversion road, which can be dealt with as part of future development applications.	Noted.	N/A
Annexure A – Suggested Conditions			
New or modified traffic signals within the project footprint	Any future development applications for new or modified traffic control signals for the MPE Project will require consent from Roads and Maritime Services in accordance with Section 87 of the *Roads Act, 1993*. The proponent will be required to enter into a Works Authorisation Deed with Roads and Maritime Services for new or modified traffic control signals.	It is unclear as to what part of the MPE Concept Plan Approval this condition is to be included (i.e. which section is to be amended). The condition relates to construction of future stages of the MPE Project, which is generally not, or intended to be, included within the MPE Concept Plan Approval instrument. In particular, the MPE Concept Plan Approval instrument, does not include conditions for the construction of any other stages of the Concept Plan Approval (i.e. Stage 2 and Stage 3) as these are subject to separate approval, and separate conditions specifically tailored to the construction methods. As a result of the above, it is considered unsuitable and inconsistent with the approval instrument to amend the conditions to include specific construction requirements for future stages of development. SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPE Concept Approval (MP 10_0193) instrument.	N/A

Aspect	Issue	Response	Reference
Moorebank Avenue upgrade works – approval	The design of the proposed upgrade and widening works along Moorebank Avenue, including the raising of Moorebank Avenue, will require approval by Roads and Maritime Services, TfNSW, and other relevant agencies. The proponent will be required to enter into a Works Authorisation Deed with Roads and Maritime Services for proposed road works on Moorebank Avenue.	It is unclear as to what part of the MPE Concept Plan Approval this condition is to be included (i.e. which section is to be amended). The condition relates to construction of future stages of the MPE Project, which is generally not, or intended to be, included within the MPE Concept Plan Approval instrument. In particular, the MPE Concept Plan Approval instrument, does not include conditions for the construction of any other stages of the Concept Plan Approval (i.e. Stage 2 and Stage 3) as these are subject to separate approval, and separate conditions specifically tailored to the construction methods. As a result of the above, it is considered unsuitable and inconsistent with the approval instrument to amend the conditions to include specific construction requirements for future stages of development. SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPE Concept Approval (MP 10_0193) instrument.	N/A
Moorebank Avenue upgrade works – staging plans	The Applicant is to ensure that the existing use of Moorebank Avenue as a public road is to a standard commensurate to its current use prior to the development. A staging plan and Construction and Traffic Management Plan shall be submitted for review and approval to Roads and Maritime Services and TfNSW prior to construction works commencing, to ensure adequate capacity including a requirement to maintain at least two lanes open to traffic along Moorebank Avenue at all times.	It is unclear as to what part of the MPE Concept Plan Approval this condition is to be included (i.e. which section is to be amended). The condition relates to construction of future stages of the MPE Project, which is generally not, or intended to be, included within the MPE Concept Plan Approval instrument. In particular, the MPE Concept Plan Approval instrument, does not include conditions for the construction of any other stages of the Concept Plan Approval (i.e. Stage 2 and Stage 3) as these are subject to separate approval, and separate conditions specifically tailored to the construction methods. A similar condition of approval is proposed by TfNSW for the MPE Stage 2 Approval and therefore the inclusion of this condition at a Concept Plan level would create overlap and impact on the potential for these conditions to be implemented/regulated. Further, a Staging Plan has not been prepared for the MPE Stage 1 construction activities which have commenced construction. The inclusion of this condition may unreasonably impact on these works. As a result of the above, it is considered unsuitable and inconsistent with the approval instrument to amend the conditions to include specific construction requirements for future stages of development. SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPE Concept Approval (MP 10_0193) instrument.	N/A

Attachment C - response to the issues raised by TfNSW in *"Notice of Exhibition – Moorebank Precinct East (MPE): Stage 2 Application SSD 7628"*

Aspect	Issue	Response	Reference
Letter			
Cumulative traffic assessment	The proponent has indicated that it is yet to finalise the cumulative assessment of the subject application and will provide a draft response to TfNSW in July 2017 (noting that this month has now passed). The need for a cumulative assessment and agreed mitigation framework has been a consistent theme of TfNSW representations as recognised by the Planning Assessment Commission (PAC).	An assessment of the cumulative traffic impacts of the MPE Stage 2 Proposal was included in Section 7 and Appendix K of the MPE Stage 2 EIS and Section 7 and Appendix C of the MPE Stage 2 RtS. No additional cumulative traffic assessment for the construction and/ or operation of the Proposal is required, relevant to Stage 2 of the MPE Project. It is acknowledged that discussions between the Proponent, Transport for NSW and NSW Roads and Maritime Services, relating to whole-of-precinct traffic modelling and an agreed mitigation framework relating to broader road network impacts are ongoing. Notwithstanding this, these are separate to the MPE Stage 2 approval process and therefore not relevant to assessment of the MPE Stage 2 Proposal (SSD 7628). Although related to the whole-of-precinct modelling, the traffic and transport assessment of the MPE Stage 2 Proposal, as presented in Section 7 and Appendix K of the MPE Stage 2 EIS and Section 7 and Appendix C of the MPE Stage 2 RtS are relevant to the impacts of Stage 2 of the MPE Project and is not dependent on the abovementioned whole-of-precinct modelling.	Section 7 and Appendix K of the MPE Stage 2 EIS. Section 7 and Appendix C of the MPE Stage 2 RtS.
Operational traffic impacts	Analysis by the proponent in Sections 3.3 and 5.7 of the 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.	As described in Section 7 and Appendix K of the EIS, in determining the intersection improvements required to mitigate the impact of Proposal traffic, a "no-worsening of without Proposal traffic" approach was adopted. This approach identified improvements directly attributable to the Proposal i.e. not due to growth in background traffic. This was also consistently applied to the updated cumulative traffic assessment undertaken as part of the MPE Stage 2 RtS. Section 7.4.2 of the MPE Stage 2 EIS noted that with the implementation of assumed network upgrades, intersection performance at all key intersections near the Proposal modelled as part of this assessment in 2029 during the PM peak would operate at an acceptable LoS, with the exception of the M5 Motorway / Heathcote Road intersection, which would continue to operate at a LoS F, although the average delay would be reduced.	Section 7 and Appendix K of the EIS. Section 7 and Appendix C of the MPE Stage 2 RtS

Aspect	Issue	Response	Reference
		Although this intersection would operate at a LoS F, its performance is no worse than the performance expected in 2029 without the operation of the Proposal in the AM Peak, and is, therefore, considered acceptable in the context of impacts as a result of the MPE Stage 2 Proposal. No nearby intersections would require upgrading to cater for traffic as a result of the MPE Stage 2 Proposal. It is acknowledged that discussions between the Proponent, Transport for NSW and NSW Roads and Maritime Services, relating to whole-of-precinct traffic modelling and an agreed mitigation framework relating to broader road network impacts are ongoing. Notwithstanding this, these are separate to the MPE Stage 2 approval process and therefore not relevant to assessment of the MPE Stage 2 Proposal (SSD 7628).	
Cumulative impacts, mitigation framework and deferred commencement.	Without the proponent's assessment of cumulative impacts and agreement of a mitigation framework, TfNSW could only conditionally support the application. The condition requested is a deferred commencement of any approval granted to Stage 2 construction until such time as the proponent has finalised the cumulative development modelling assessment. This includes agreement from TfNSW on the mitigation measures and staging triggers associated with the cumulative development modelling assessment.	An assessment of the cumulative traffic impacts of the MPE Stage 2 Proposal was included in Section 7 and Appendix K of the MPE Stage 2 EIS and Section 7 and Appendix C of the MPE Stage 2 RtS. No additional cumulative traffic assessment for the construction and/ or operation of the Proposal is required, relevant to Stage 2 of the MPE Project. It is acknowledged that discussions between the Proponent, Transport for NSW and NSW Roads and Maritime Services, relating to whole-of-precinct traffic modelling and an agreed mitigation framework relating to broader road network impacts are ongoing. Notwithstanding this, these are separate to the MPE Stage 2 approval process and therefore not relevant to assessment of the MPE Stage 2 Proposal (SSD 7628). Although related to the whole-of-precinct modelling, the traffic and transport assessment of the MPE Stage 2 Proposal, as presented in Section 7 and Appendix K of the MPE Stage 2 EIS and Section 7 and Appendix C of the MPE Stage 2 RtS are relevant to the impacts of Stage 2 of the MPE Project and is not dependent on the abovementioned whole-of-precinct modelling. As all information relating to the traffic impacts associated with this MPE Stage 2 Proposal has been provided, the need for deferred commencement is not considered necessary.	Section 7 and Appendix K of the MPE Stage 2 EIS Section 7 and Appendix C of the MPE Stage 2 RtS.

Aspect	Issue	Response	Reference
Deferred commencement	The deferred commencement condition requested should require the proponent to address the following to TfNSW satisfaction: • 1. Finalise an agreement for State Road Network mitigation for the cumulative impacts associated with the current stages, prior to Stage 2 construction on the site. • 2. Address the matters identified in **Annexure A** of this letter. • 3. Suggested standard conditions of consent are in **Annexure B** of this letter	In summary, SIMTA's response is as follows: 1. Discussions between SIMTA and Transport for NSW (inclusive of Roads and Maritime) are ongoing with regards to mitigation for the whole of precinct cumulative impacts. As mentioned above, as no nearby intersections would require upgrading to cater for traffic as a result of the MPE Stage 2 Proposal, deferred commencement until an agreement for State Road Network mitigation is not considered necessary. Further, it is anticipated that an agreement would be made between SIMTA and Roads and Maritime for the Moorebank Avenue upgrade proposed within the MPE Stage 2 Proposal, prior to construction of this upgrade. 2. The matters identified in Annexure A have been addressed below. 3. Suggested standard conditions have been reviewed in light of the information provided throughout the EIS and RtS process. Amendments to the suggested conditions have been proposed in the relevant sections of this table.	This table
Annexure A – Summary of TfNSW issues			
Cumulative assessment	Noting the proponent's cumulative assessment is still in progress, TfNSW has considered the impacts relating solely to the Stage 2 Development Application and raise the following issues to be addressed by the proponent	Noted. It is acknowledged that discussions between the Proponent, Transport for NSW and NSW Roads and Maritime Services, relating to whole-of-precinct traffic modelling and an agreed mitigation framework relating to broader road network impacts are ongoing. Notwithstanding this, these are separate to the MPW Stage 2 approval process and therefore not relevant to assessment of the MPW Stage 2 Proposal (SSD 7628).	N/A

Aspect	Issue	Response	Reference
Traffic modelling	• The proponent is requested to provide all traffic modelling in support of the application for TfNSW review.	Traffic modelling relevant to the environmental assessment of the MPE Stage 2 Proposal (EIS) has been provided to Roads and Maritime in mid-March 2017 Additional operational traffic modelling was also discussed in the RtS, with modelling provided to Roads and Maritime in early September 2017. No traffic modelling relevant to the assessment of the MPE Stage 2 Proposal is currently outstanding. It is acknowledged that discussions between the Proponent, Transport for NSW and NSW Roads and Maritime Services, relating to whole-of-precinct traffic modelling and an agreed mitigation framework relating to broader road network impacts are ongoing. However, although related to the whole-of-precinct modelling, the traffic and transport assessment of the MPE Stage 2 Proposal, as presented in Section 7 and Appendix K of the MPE Stage 2 EIS and Section 7 and Appendix C of the MPE Stage 2 RtS are relevant to the impacts of Stage 2 of the MPE Project and is not dependent on the abovementioned whole-of-precinct modelling.	Section 7 and Appendix K of the MPE Stage 2 EIS and Section 7 and Appendix C of the MPE Stage 2 RtS
Construction and operational traffic data	• The proponent is requested to develop a simplified table detailing the key assumptions for each construction and operational 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 of the approved and proposed development applications for both the MPE and MPW sites. A summary table was submitted by the proponent on 16 June 2017 for review by TfNSW. The summary table indicates that the anticipated cumulative trip generation for the MPE and MPW concept plan approvals (MP10_0193 and SSD 5066 respectively) are **9,337 light vehicle** movements and **10,798 heavy vehicles** movements per day (2 way). The predicted cumulative trip generation for the Stage 1 and 2 MPE applications and Stage 2 MPW application is **6,808 light vehicle** movements and **2,540 heavy vehicles** movements per day (2 way). If the applicant seeks future approval for additional warehousing the predicted cumulative trip generation is **11,128 light vehicle** movements and **4,978 heavy vehicles** movements per day (2 way). It is not clear how	The key assumptions for each construction and operational stage, as well as cumulative trip generation has been provided in Attachment C(ii) of this letter. This information was previously provided in Response to Submissions report which included a response to the TfNSW submission that originally requested this information in June 2017, received following the EIS exhibition that closed in February 2017. The Response to Submission Report was submitted to DPE on 31 July 2017. The approval of additional warehousing above that included in the current Proposals and Concept Approvals is not relevant to the assessment of this Proposal. Nevertheless, one of the strategic benefits of the Moorebank Precinct is in the collocation of the warehousing and intermodal facilities in one precinct. This allows for one link of the freight supply chain to be internalised to the Development's internal road network, thus reducing the trips required on the external road network. The differences in trip generation numbers is not a reduction in overall trips for the operation of the Development, but is instead a reduction in the overall external road network trips, with the remaining trips being internalised to the Precinct's privately owned and operated road network.	Attachment C(ii) of this letter

Aspect	Issue	Response	Reference
	250,000sqm of additional warehousing would reduce external heavy vehicle trips, and thus reducing heavy vehicle movements by **5,820** when compared to the cumulative trip generation for the MPE and MPW concept plan approvals.		
Traffic generation information for the proposed retail, commercial and light industrial land uses	• Section 5.1 and Appendix B of the Operational Traffic and Transport Impact Assessment report provides trip generation assumptions for the warehouse and intermodal terminal components. However the applicant has not provided traffic generation information for the proposed retail, commercial and light industrial land uses. The applicant is requested to provide additional information regarding the trip generation and traffic distribution for the retail, commercial and light industrial components and should include these in the cumulative assessment.	Section 4.1 of the MPE Stage 2 RtS provided a response to the issues raised regarding the MPE Stage 2 EIS by TfNSW in their *Notice of Exhibition — Joint Exhibition of Four (4) State Significant Development Applications (SSDA)* letter, dated 10 June 2017. The following information was provided in the MPE Stage 2 RtS in relation to traffic generation from the freight village: *The traffic generation rates used to undertake the traffic analysis has been based on previous traffic surveys undertaken by Parsons Brinckerhoff (PB) at industrial estates in Erskine Park and Eastern Creek which contain comparable retail/ commercial components, as well as light industrial land uses (Analysis of warehouse traffic surveys (Parsons Brinckerhoff, January 2016 (ref: 2189293E-ITP-MEM-Surveys-Updated)).* *As such, the traffic generation rates have included consideration of the land uses of the freight village (refer to Appendix B of the MPE Stage 2 Operational Traffic and Transport Impact Assessment (OTTIA), Appendix K of the MPE Stage 2 EIS)*. As such, no additional traffic modelling is required.	Section 4.1 of the MPE Stage 2 RtS Appendix B of the MPE Stage 2 Operational Traffic and Transport Impact Assessment (OTTIA), Appendix K of the MPE Stage 2 EIS
Operational traffic impact assessment results	• Table 5-6 of the Operational Traffic and Transport Impact Assessment report provides intersection analysis results with and without the proposal in 2019. The do-minimum scenario indicated that delays on the state road network for intersections I-2, I-3, I-4, I-6, and I-8 are expected to be less for the AM and PM peaks 'with the Proposal' than 'without the Proposal'. Given that the same intersection layout was modelled, the applicant is requested to clarify how the intersections perform better with the Proposal than without.	In the assessment of the operational traffic impacts of the MPE Stage 2 Proposal (Appendix L of the MPE Stage 2 EIS), AIMSUN modelling software was used to determine the intersection performance (i.e. delay and LoS). The AIMSUN model took into consideration dynamic traffic assignment and network wide impacts in response to network congestion and traffic changes. The road network congestion was different under those two scenarios (with and without the Proposal), which resulted in different traffic assignment and distribution at certain parts of the road network. Therefore, the performance of intersections could vary (improve or worsen) according to the road network congestion changes. For example, more traffic demand (with the Proposal) could cause heavier traffic congestion at one part of the road network and less traffic	Appendix L of the MPE Stage 2 EIS

Aspect	Issue	Response	Reference
		travelling through at another part of the road network resulting in intersection performance improvement. The intersection result differences between the scenarios (with and without the Proposal) in Table 5-6 is generally considered minor due to the nature of dynamic traffic modelling. To understand the full traffic impact of the scenario, the performance of all intersections and the full network statistics should be considered.	
Operational traffic impact assessment results	• Table 5-7 of the Operational Traffic and Transport Impact Assessment report provides intersection analysis results with and without the proposal in 2029. The do-minimum scenario indicated that delays on the state road network for intersections I-2, I-3, I-4, I-6, and I-8 are expected to be less for the AM and PM peaks 'with the Proposal' than 'without the Proposal'. Given that the same intersection layout was modelled, the applicant is requested to clarify how the state road network is expected to perform better with the Proposal than without at these intersections.	In the assessment of the operational traffic impacts of the MPE Stage 2 Proposal (refer to Appendix L of the MPE Stage 2 EIS), the AIMSUN modelling software was used to determine the intersection performance (i.e. delay and LoS). The AIMSUN models took into consideration of dynamic traffic assignment and network wide impacts in response to network congestion and traffic changes. The road network congestion was different under those two scenarios (with and without the Proposal), which resulted in different traffic assignment and distribution at certain parts of the road network. Therefore, the performance of intersections could vary (improve or worsen) according to the road network congestion changes. For example, more traffic demand (with the Proposal) could cause heavier traffic congestion at one part of the road network and less traffic travelling through at another part of the road network resulting in intersection performance improvement. The intersection result differences between the scenarios (with and without Proposal) in Table 5-7 is generally considered minor due to the nature of dynamic traffic modelling. To understand the full traffic impact of the scenario, the performance of all intersections and the full network statistics should be considered.	Appendix L of the MPE Stage 2 EIS
Additional information – Moorebank Avenue upgrade	Section 1.8 of the Operational Traffic and Transport Impact Assessment report states that Moorebank Avenue would be upgraded for 1.4km, commencing from approximately 95m south of the northern boundary of the MPE site to approximately 120m south of the southern MPE site boundary. A preliminary layout of the proposed Moorebank Avenue upgrade has been provided in Appendix D of the Operational	Section 6 of the MPE Stage 2 RtS includes an amendment to the extent of works proposed for Moorebank Avenue (refer to Section 6 of the MPE Stage 2 RtS). The Moorebank Avenue upgrade is proposed to approximately 1.5 kilometres of Moorebank Avenue from approximately 35 metres south of the northern boundary of the MPE site to approximately 185 metres south of the southern MPE site boundary. A detailed impact assessment for these works	Sections 6 and 7 of the MPE Stage 2 RtS

Aspect	Issue	Response	Reference
	Traffic and Transport Impact Assessment report, however further details are requested regarding the following:	from both a construction and operational traffic impact assessment has been provided in Section 7 of the MPE Stage 2 RtS.	
Lane configuration – Moorebank Avenue Upgrade	i. Lane configurations – how will the proposed lane widening works affect existing signalised intersections and approved construction access arrangements for MPE Stage 1 and MPW Concept Plan and Early Works applications.	The temporary Moorebank Avenue diversion road would maintain access to existing intersections along Moorebank Avenue required for construction of the MPE Stage 1 Project and MPW Stage 2 Proposal. The MPW Early Works phase of the MPW Project would be complete prior to the commencement of construction, and access to facilitate this component of works within the Moorebank Precinct is not required. Access to construction intersections for the MPE Stage 1 Project, MPW Stage 2 Proposal and the Proposal would be maintained throughout construction. Throughout construction of the Moorebank Avenue upgrade, the temporary intersections to be constructed would provide the same turning movements and accessibility to the MPE and MPW sites as the existing intersections along Moorebank Avenue. There is the potential that the Moorebank Avenue upgrade may be completed in a number of stages, which would also result in a series of staged traffic switches. Staged construction of the Moorebank Avenue upgrade would be investigated further during the detailed design stage of the MPE Stage 2 Proposal. Preliminary indicative construction staging of the Moorebank Avenue upgrade has been provided as Attachment C(iii). A description of the indicative construction stages are also included in Attachment C(iii). This indicative staging is one potential method for how the construction of the Moorebank Avenue upgrade could be staged. It is anticipated that the construction contractor (once appointed), may potentially identify alternative staging for the construction of the Moorebank Avenue upgrade which may alter from the staging plans provided in Attachment C(iii); however, any alternative construction staging would be included in the final Construction Traffic Management Plan, and would be subject to additional construction traffic modelling to demonstrate that the construction methodology would have the same or improved traffic performance and is able to maintain access and two lanes throughout the entire duration of construction of the Moorebank Avenue Upgrade.	Attachment C(iii)of this letter

Aspect	Issue		Response	Reference
Intersection upgrades – Moorebank Avenue upgrade	ii.	Intersection upgrades – the proponent should provide details of traffic signal plans and staging details for the four intersections that are going to be upgraded.	MPE Stage 2 Indicative Preliminary Road Upgrade Staging Plans have been provided at Attachment C(iii) of this letter, and provide additional construction information for the Moorebank Avenue upgrade works. Temporary and/ or permanent signal locations are also shown in the Preliminary Road Upgrade Staging Plans at Attachment C(iii) of this letter. This indicative staging is one potential method for how the construction of the Moorebank Avenue upgrade could be staged. It is anticipated that the construction contractor (once appointed), may potentially identify alternative staging for the construction of the Moorebank Avenue upgrade which may alter from the Preliminary Road Upgrade Staging plans provided in Attachment C(iii); however, any alternative construction staging would be included in the final Construction Traffic Management Plan.	Attachment C(iii) of this letter
Road alignment – Moorebank Avenue upgrade	iii.	Road alignment – further details regarding the proposed change in level of Moorebank Avenue by up to 2 metres is required, including but not limited to; cross-sections, verge treatment, hydrology and stormwater management, service impacts, boundary levels and tie-ins. Staging plans will need to demonstrate how 2 lanes of traffic will be maintained along Moorebank Avenue, whilst the road is raised by 2 metres.	Attachment E of the Response to submissions and outstanding information – Moorebank Precinct East Concept Plan MOD 2 (MP 10_0193 MOD 2) / Moorebank Precinct East Stage 2 (SSD 7628) letter, issued to DPE on 11 September 2017 included cross sections, showing the proposed levels across MPE Stage 1, MPE Stage 2, MPW Stage 2 and Moorebank Avenue. This information has been extracted from this previous submission and provided as Attachment C(iv) of this letter. Details regarding drainage along Moorebank Avenue were provided as part of the MPE Stage 2 RtS in Appendix E. This information has been extracted from this previous submission and provided as Attachment C(v) of this letter. Impacts to services along the Moorebank Avenue upgrade footprint were detailed in the Utilities Strategy Report, at Appendix F of the MPE Stage 2 EIS. Tie-in locations at the northernmost and southernmost extent of the Moorebank Avenue upgrade are shown on the revised Civil and Drainage Design Drawings, at Appendix E of the MPE Stage 2 RtS. Further detailed design development as the project progresses would provide additional, updated information regarding verge	Appendix F of the MPE Stage 2 EIS Appendix E of the MPE Stage 2 RtS Attachment C(iv) and Attachment C(v) of this letter

Aspect	Issue		Response	Reference
			treatments, boundary levels and tie-ins and the overall design of the Moorebank Avenue upgrade.	
Traffic impact mitigation	iv.	Traffic impact mitigation – how will traffic impacts associated with the proposed works along Moorebank Avenue be mitigated for all key project phases of the Moorebank Intermodal development.	Traffic impacts associated with the Moorebank Avenue upgrade as part of the MPE Stage 2 Proposal would be mitigated through the implementation of the revised mitigation measures, as included in Section 8 of the MPE Stage 2 RtS, in particular, mitigation measure 1A: A Construction Traffic Management Plan (CTMP) would be prepared, based on the PCTMP prepared as part of the EIS (refer to Appendix K of the EIS). The CTMP would detail the management controls to be implemented to avoid, minimise and mitigate impacts of construction of the Amended Proposal to traffic performance on the surrounding road network, pedestrian and cyclist access, and the amenity of the surrounding environment and would include the following key initiatives: • Review of speed restrictions along Moorebank Avenue and additional signposting of speed limitations to reinforce reduced speed limits during construction of the Amended Proposal • Restriction of haulage routes through signage and education to ensure, where possible, that construction vehicles do not travel through nearby residential areas to access the Amended construction area, in particular Moorebank (Anzac Road) or the Wattle Grove residential areas • Inform local residents (in conjunction with the Community Information and Awareness Strategy) of the proposed construction activities and road access restrictions that the construction traffic must adhere to and establish communication protocols for community feedback on issues relating to construction vehicle driver behaviour and construction related matters • Installation of specific warning signs on approach to, and at entrances to, the construction site to warn existing road users of entering and exiting construction traffic • Establishing pedestrian exclusion zones and walking routes/crossing points which integrate within the existing pedestrian network	Section 8 of the MPE Stage 2 RtS. Appendix K of the MPE Stage 2 EIS

Aspect	Issue	Response	Reference
		• Distribution of day warning notices to advise local road users of scheduled construction activities and associated traffic movements. • Installation of appropriate traffic controls and warning signs for areas identified where potential safety risk issues exist • The promotion of car-pooling for construction staff and other shared transport initiatives during the construction phase • Management and coordination of the transportation of materials to maximise vehicle loads and therefore minimise vehicle movements • Monitoring of traffic on Moorebank Avenue during peak periods to ensure that queuing at intersections does not impact on other road users • Reducing, where reasonable and feasible, the volumes of construction vehicles travelling during peak periods, especially if the increase in traffic generated by construction activities impedes on the operation of Moorebank Avenue.	
Annexure B – Standard Conditions			
	i) The construction of new or modification to existing traffic lights along Moorebank Avenue will require consent from Roads and Maritime under Section 87 of the *Roads Act, 1993*. Proposed traffic control light and/or modifications shall be designed to meet Roads and Maritime requirements prior to the commencement of construction works. 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 signal/civil design plans shall be submitted to Roads and Maritime for consideration and approval prior to the release of a Construction Certificate by the Principal Certifying Authority and commencement of road works.	The following amendments (with additions bold and underlined and deletions bold underlined and struck through) to the Recommended condition of approval are proposed by SIMTA: i. The construction of new or modification to existing traffic lights along Moorebank Avenue will require consent from Roads and Maritime under Section 87 of the Roads Act, 1993. Proposed traffic control light and/or modifications shall be designed to meet Roads and Maritime requirements prior to the commencement of construction works. 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 the**~~	N\A

Aspect	Issue	Response	Reference
	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 proponent 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 signal/civil design plans.	~~***Construction Certificate by the Principal Certifying Authority and***~~ ***the*** commencement of road works ***for the Moorebank Avenue Upgrade***. 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.	
	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.	The specific location for permanent traffic signals for the Moorebank Avenue upgrade and associated intersection has yet to be determined. Should these signals be located on land included within the Moorebank Precinct, SIMTA would facilitate for suitable access arrangements to be provided to Roads and Maritime Services for maintenance. These access arrangements would be discussed as part of the WAD process however neither a dedication of land or easements are considered necessary and inconsistent with the current arrangement for access to existing signalling within the Moorebank Precinct (on Moorebank Avenue, south of Anzac Road). SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPE Stage 2 Approval (SSD 7628) instrument.	N/A
	iii) The proposed road upgrade, road raising and widening works by the proponent along 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.	The Moorebank Avenue upgrade works are only one aspect of the MPE Stage 2 Proposal, with other works to be undertaken on the Proposal site that do not specifically relate to this upgrade. As indicated within the traffic impact assessment (Section 3.6, Appendix K of the MPE Stage 2 EIS) access to the Proposal site during construction would be initially (Works period A and B) from the existing Moorebank Avenue (existing MPE warehousing entrance). The Moorebank Avenue diversion road (Works periods C-E) and Moorebank Avenue upgrade (Works periods F and G) would be utilised in later stages of construction. In particular, access to the Proposal site, during the initial stages of construction, would be via the existing MPE warehouse entrance which would not result in unreasonable traffic impacts on the surrounding road network. As a result, it is considered suitable that this intersection could function for the construction of the Proposal prior to the Moorebank Avenue upgrade design being approved by Roads and Maritime. As a result, it is not considered	Section 3.6, Appendix K of the MPE Stage 2 EIS

Aspect	Issue	Response	Reference
		appropriate that the release of the Construction Certificate, which is broadly applicable to all of the Proposal, be linked to the Moorebank Avenue upgrade , when an initial entrance could be utilised for construction access In consideration of the above, the following amendments (with additions bold and underlined and deletions bold underlined and struck through) should be made to the Recommended condition of approval: The proposed road upgrade, road raising and widening works by the proponent ***for the Moorebank Avenue upgrade and associated intersections*** ~~***along 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 ***for the Moorebank Avenue upgrade and associated intersections***.	
	iv) The works associated with traffic lights and road upgrade works are to be designed and delivered at no cost to TfNSW or Roads and Maritime Services.	The apportionment of costs associated with traffic lights and road upgrades for the MPE Stage 2 Proposal (SSD 7628) is subject to agreement between TfNSW, Roads and Maritime Services and SIMTA. This apportionment is to be confirmed prior to approval of the MPE Stage 2 Proposal. Given the status of these discussions, SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPE Stage 2 Approval (SSD 7628) instrument.	N/A
	v) 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 adequate capacity including a requirement to maintain two lanes open to traffic along Moorebank Avenue at all times.	The MPE Stage 2 Proposal includes an upgrade to Moorebank Avenue and provides mitigation measures to ensure the following: • Staging Report would be submitted to the Secretary (should this package be delivered separately) as indicated in the Final Compilation of Mitigation Measures (FCMM) No. 0D in the MPE Stage 2 RtS	Section 8 of the MPE Stage 2 RtS Attachment C(iii) of this letter

Aspect	Issue	Response	Reference
		• Management of traffic along Moorebank Avenue would be in accordance with an approved Construction Traffic Management Plan – FCMM No. 1A in the MPE Stage 2 RtS). These mitigation measures, are considered suitable to ensure that the MPE Stage 2 Proposal would not prevent the existing use of Moorebank Avenue as a public road to a standard commensurate to its use prior to the development. Further, Indicative Preliminary Road Upgrade Staging Plans have been prepared and include at Attachment C(iii) of this letter. Further details relating to the staging of construction would be included in a subsequent staging plan (provided to the Secretary) or within the CTMP for the MPE Stage 2 Proposal. In consideration of the above, the following amendments (with additions bold and underlined and deletions bold underlined and struck through) should be made to the Recommended condition of approval: On the basis of this recommended condition being unnecessary in the context of the mitigation measures which would ensure that we maintain Moorebank Avenue as a publicly accessible private road, SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPE Stage 2 Approval (SSD 7628) instrument.	
	vi) Prior to the issue of any Construction Certificate, the proponent is required to undertake a Road Safety Audit for the proposed construction vehicle assess on Moorebank Avenue by an independent TfNSW accredited road safety auditor in accordance with the relevant Austroads guidelines to identify the safety issues for the proposed construction vehicle access. The proponent shall recommend corrective actions for the identified safety issues and propose appropriate traffic management measures (i.e. temporary traffic signals and other traffic management measures) in consultation and approval from the relevant Council, TfNSW and Roads and Maritime. The Road Safety Audit report should be submitted to the relevant Council and Roads and Maritime for review and comment.	The Proposal includes one construction access point from Moorebank Avenue, which will become an operational site access for the Proposal. The operational access will undergo a Road Safety Audit as part of the design approval process. In addition to this, a Road Safety Audit for Moorebank Avenue / Cambridge Avenue has previously been undertaken for the MPE Stage 1 Project (SSD 14-6766) with part of the recommendations of this audit implemented. As a result, the undertaking of additional road safety audits along the whole length of Moorebank Avenue is not considered relevant for the construction of the MPE Stage 2 Proposal. SIMTA therefore does not agree with the inclusion of this amended condition, and proposes the extent of the road safety	Section 8 of the MPE Stage 2 RtS

Aspect	Issue	Response	Reference
		audit be reduced to include only the new intersection works as proposed below: i. Prior to **the opening of the construction access at the Moorebank Avenue/ MPE Stage 2 site access intersection, ~~issue of any Construction Certificate,~~** the proponent is required to undertake a Road Safety Audit for the proposed construction vehicle assess **at this location** by an independent TfNSW accredited road safety auditor in accordance with the relevant Austroads guidelines to identify the safety issues for the proposed **new** construction vehicle access. The proponent shall recommend corrective actions for the identified safety issues and propose appropriate traffic management measures (i.e. temporary traffic signals and other traffic management measures) in consultation and approval from the relevant Council, TfNSW and Roads and Maritime. The Road Safety Audit report should be submitted to the relevant Council and Roads and Maritime for review and comment	
	vii) A Construction Traffic and Access Management Plan detailing staging of works, construction vehicle routes, construction traffic generation, construction traffic impacts, impacts to pedestrians / cyclists, local property access, hours of operation, parking for workers, access arrangements, cumulative construction impacts, mitigation measures and traffic control should be developed in consultation with the relevant Council, TfNSW and Roads and Maritime Services. The Construction Traffic and Access Management Plan should be submitted to the relevant Council, TfNSW and Roads and Maritime for approval prior to the commencement of construction works.	A Construction Traffic Management Plan is to be prepared for the MPE Stage 2 Proposal (refer to FCMM No. 1A in the MPE Stage 2 RtS). Notwithstanding this, SIMTA has no objection to the inclusion of this recommended condition of approval within the MPE Stage 2 (SSD 7628) approval instrument. Standard practice is for construction documentation to be approved by the Secretary rather than government agencies. The recommended condition of approval, already identifies consultation ensuring that Council, TfNSW and Roads and Maritime would have an opportunity to comment on the Construction Traffic and Access Management Plan and therefore approval is considered unnecessary. In summary, this recommended condition of approval is considered inconsistent with standard practice and consultation (with Council, TfNSW and Roads and Maritime) is provided in the initial part of the recommended condition of approval. On this basis, SIMTA therefore does not agree with the inclusion of this	Section 8 of the MPE Stage 2 RtS

Aspect	Issue	Response	Reference
		amended condition of approval within the MPE Stage 2 Approval (SSD 7628) instrument.	
	viii) The proponent is to generate and provide a report each six months (in a format agreed with TfNSW and Roads and Maritime) that advises: • The number of actual and standard twenty foot equivalent shipping containers despatched and received during the period; • The number of days in the period that the truck gate was open for despatching trucks 24 hours a day, 7 days a week. Detail any exceptions and advise actual hours of operation; • A record of every vehicle entry by class, date and time; • The number of light vehicles turning right into the driveway/s and the number of light vehicles turning left from the driveway/s for a representative day; and • The despatch location or origin address.	Operational traffic monitoring is to be undertaken for the MPE Stage 2 Proposal as part of FCMMs (refer to FCMM 1D, Section 8 of the MPE Stage 2 RtS). This monitoring is to be identified within the Operational Environmental Management Plan (OEMP) for the MPE Stage 2 Proposal. The specific monitoring to be undertaken would be determined prior to the operation of the MPE Stage 2 Proposal. In addition to the above, the MPE Stage 2 Proposal includes an upgrade of Moorebank Avenue to accommodate traffic from the Moorebank Precinct and background traffic until 2029. This upgrade is considered suitable to mitigate the potential traffic congestion impacts of the MPE Stage 2 Proposal. The objective of the monitoring proposed in the recommended condition of approval is unclear and the level of monitoring requested is not considered commensurate with the level of impact identified for the MPE Stage 2 Proposal. The monitoring requested, in particular vehicle class, date and time and also dispatch location or origin address has the potential to impact on the competitive nature of SIMTA's operations and also, if provided publicly, the security of the MPE Stage 2 Proposal's facilities. SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPE Stage 2 Approval (SSD 7628) instrument.	Section 8 of the MPE Stage 2 RtS
	ix) 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.	SIMTA has no objection to the inclusion of this recommended condition of approval within the MPE Stage 2 approval instrument.	N/A
	x) 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 requirements. In this regard, a plan shall be submitted to the consent authority and	SIMTA has no objection to the inclusion of this recommended condition of approval within the MPE Stage 2 approval instrument.	N/A

Aspect	Issue	Response	Reference
	Roads and Maritime for approval, which shows that the proposed development complies with this requirement.		
	xi) All vehicles are to enter and leave the site in a forward direction.	SIMTA has no objection to the inclusion of this recommended condition of approval within the MPE Stage 2 approval instrument.	N/A
	xii) All vehicles are to be wholly contained on site before being required to stop	SIMTA has no objection to the inclusion of this recommended condition of approval within the MPE Stage 2 approval instrument.	N/A
	xiii) 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.	SIMTA has no objection to the inclusion of this recommended condition of approval within the MPE Stage 2 approval instrument.	N/A
	xiv) 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 RMS.	The MPE Stage 2 Proposal would involve an upgrade of Moorebank Avenue (refer to Section 6 of the MPE Stage 2 RtS). There is potential for a construction zone to be required on Moorebank Avenue for the safe undertaking of these works. It is noted that as a result of this recommended condition that a construction zone would not be permitted without Roads and Maritime Services however SIMTA wanted to note the potential for this zone. Further, impact assessment of the Moorebank Avenue upgrade has been indicated within the Construction Traffic Impact Assessment (Appendix K of the MPE Stage 2 EIS). SIMTA has no objection to the inclusion of this recommended condition of approval within the MPE Stage 2 approval instrument.	Appendix C of the MPE Stage 2 EIS Section 6 of the MPE Stage 2 RtS
	xv) The developer shall be responsible for all works required by public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.	The apportionment of costs associated with public utility adjustment/relocation works for the MPE Stage 2 Proposal would be subject to separate discussions with utilities providers. In light of the status of these discussions, SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPE Stage 2 Approval (SSD 7628) instrument.	N/A
	xvi) All works/regulatory signposting associated with the proposed development are to be approved by Roads and Maritime Services.	SIMTA has no objection to the inclusion of this recommended condition of approval within the MPE Stage 2 approval instrument.	N/A

Attachment C(ii) – Construction and operational traffic data

Attachment C(iii) – Preliminary indicative construction staging – Moorebank Avenue Upgrade

Description of indicative construction staging of the Moorebank Avenue upgrade

Stage	Live road	Offline construction works	Access
1	• Existing Moorebank Avenue	• A portion of Moorebank Avenue Diversion Road from the south of the MPE Stage 2 site access intersection to the south of the MPE Stage 1 Light Vehicle access. • Temporary intersections along the Moorebank Avenue Diversion Road for construction vehicle access to MPE Stage 1 heavy vehicle and MPE Stage 1 light vehicle site access	• MPE Stage 2 site – existing Moorebank Avenue (operational vehicles only) • MPE Stage 1 heavy vehicle access - existing Moorebank Avenue (construction vehicles only) • MPE Stage 1 light vehicle access – existing Moorebank Avenue (construction vehicles only) • MPE Stage 1 emergency access • MPW Stage 2 Chatham Avenue – Existing Moorebank Avenue (Construction vehicles only)
2	• Existing Moorebank Avenue: – to the south of the Moorebank Avenue/ MPE Stage 2 site access intersection – To the south of the MPE Stage 1 light vehicle access to the southernmost extent of the Moorebank Avenue upgrade works • Moorebank Avenue Diversion Road from south of the Moorebank Avenue/ DJLU intersection to the south of the MPE Stage 1 Light Vehicle access • Temporary intersections for construction vehicle access to MPE Stage 1 heavy vehicle and MPE Stage 1 light vehicle access	• A portion of the Moorebank Avenue upgrade from the south of the MPE Stage 2 site access intersection to the south of the MPE Stage 1 Light Vehicle access.	• MPE Stage 2 site – existing Moorebank Avenue (operational vehicles only) • MPE Stage 1 heavy vehicle access – temporary intersection from Moorebank Avenue diversion Road (construction vehicles only) • MPE Stage 1 heavy vehicle access – temporary intersection from Moorebank Avenue diversion Road (construction vehicles only) • MPE Stage 1 emergency access – existing Moorebank Avenue • MPW Chatham Avenue – existing Moorebank Avenue

Stage	Live road	Offline construction works	Access
3	• Existing Moorebank Avenue: – to the south of the Moorebank Avenue/ MPE Stage 2 site access intersection – To the south of the MPE Stage 1 light vehicle access to the southernmost extent of the Moorebank Avenue upgrade works • Moorebank Avenue Diversion Road from south of the Moorebank Avenue/ MPE Stage 2 site access intersection to the south of the MPE Stage 1 Light Vehicle access • Temporary intersections for construction vehicle access to MPE Stage 1 heavy vehicle and MPE Stage 1 light vehicle access • Temporary intersection for operational vehicle access to MPE Stage 2 site	• A portion of the Moorebank Avenue upgrade from the south of the Moorebank Avenue/ DJLU intersection to the south of the MPE Stage 1 Light Vehicle access. • A portion of the Moorebank Avenue Diversion Road from the south of the Moorebank Avenue/ Defence Joint Logistics Unit (DJLU) intersection, connecting to the section of the Moorebank Avenue Diversion Road constructed in Stage 1 • Temporary intersection from the Moorebank Avenue Diversion Road for operational vehicle access to the MPE Stage 2 site	• MPE Stage 2 site – existing Moorebank Avenue (operational vehicles only) • MPE Stage 1 heavy vehicle access – temporary intersection from Moorebank Avenue diversion Road • MPE Stage 1 heavy vehicle access – temporary intersection from Moorebank Avenue diversion Road • MPE Stage 1 emergency access • MPW Chatham Avenue – Existing Moorebank Avenue
4	• Moorebank Avenue Diversion Road from south of the Moorebank Avenue/ DJLU intersection to south of the MPE Stage 1 light vehicle access • Existing Moorebank Avenue from south of the MPE Stage 1 Light vehicle access to the southernmost extent of the Moorebank Avenue upgrade works • Temporary intersections for construction and operational vehicles from the Moorebank Avenue Diversion Road to: – MPE Stage 2 site access – MPE Stage 1 heavy vehicle access – MPE Stage 1 light vehicle access	• The Moorebank Avenue Upgrade from the south of the Moorebank Avenue/ DJLU intersection to the south of the MPE Stage 1 Light Vehicle access.	• MPE Stage 2 site – temporary intersection from Moorebank Avenue diversion Road (construction and operational vehicles) • MPE Stage 1 heavy vehicle access – temporary intersection from Moorebank Avenue diversion Road (construction and operational vehicles) • MPE Stage 1 heavy vehicle access – temporary intersection from Moorebank Avenue diversion Road (construction and operational vehicles) • MPE Stage 1 emergency access – existing Moorebank Avenue • MPW Chatham Avenue – existing Moorebank Avenue

Stage	Live road	Offline construction works	Access
5	• Completed Moorebank Avenue upgrade from the south of the Moorebank Avenue/ DJLU intersection to south of the MPE Stage 2 site access • Moorebank Avenue Diversion Road from south of the Moorebank Avenue/ MPE Stage 2 site access intersection to the south of the MPE Stage 1 light vehicle access intersection • Existing Moorebank Avenue from south of the MPE Stage 1 light vehicle access to the southernmost extent of the Moorebank Avenue upgrade works	• Moorebank Avenue Diversion Road from the south of the MPE Stage 1 light vehicle access intersection to the southernmost extent of the Moorebank Avenue upgrade • Temporary intersection from the Moorebank Avenue Diversion Road for the MPE Stage 1 emergency access	• MPE Stage 2 site – completed intersection from the Moorebank Avenue upgrade (construction and operational vehicles) • MPE Stage 1 heavy vehicle access – temporary intersection from Moorebank Avenue diversion Road (operational vehicles only) • MPE Stage 1 heavy vehicle access – temporary intersection from Moorebank Avenue diversion Road (operational vehicles only) • MPE Stage 1 emergency access – existing Moorebank Avenue (operational vehicles only) • MPW Chatham Avenue – access no longer required (all access for construction of the MPW Stage 2 Proposal would be via the Moorebank Avenue/ Anzac Road intersection (MAAI).
6	• Completed Moorebank Avenue upgrade from the south of the Moorebank Avenue/ DJLU intersection to south of the MPE Stage 2 site access • Moorebank Avenue Diversion Road from south of the Moorebank Avenue/ MPE Stage 2 site access intersection to the southernmost extent of the Moorebank Avenue upgrade	• Moorebank Avenue upgrade from south of the MPE Stage 1 light vehicle access to the southernmost extent of the Moorebank Avenue upgrade	• MPE Stage 2 site – completed intersection from the Moorebank Avenue upgrade (construction and operational vehicles) • MPE Stage 1 heavy vehicle access – temporary intersection from Moorebank Avenue diversion Road (operational vehicles only) • MPE Stage 1 heavy vehicle access – temporary intersection from Moorebank Avenue diversion Road (operational vehicles only) • MPE Stage 1 emergency access – temporary intersection from Moorebank Avenue diversion Road (operational vehicles only) • MPW Chatham Avenue – access no longer required (all access for construction of the MPW Stage 2 Proposal would be via MAAI.
7	Traffic switching to allow for the operation of completed Moorebank Avenue Upgrade	N/A	All sites accesses would be via the Moorebank Avenue upgrade.

Attachment C(iv) – cross sections

Attachment C(v) – Drainage along Moorebank Avenue

Attachment D - response to the issues raised by TfNSW in *"Notice of Exhibition – Moorebank Precinct West (MPW): Stage 2 Application SSD 7709"* (dated 25 July 2017, received 20 September 2017)

Aspect	Issue	Response	Reference
Letter			
Cumulative traffic assessment	The proponent has indicated that it is yet to finalise the cumulative assessment of the subject application and will provide a draft response to TfNSW in July 2017 (it is noted this month has passed). The need for a cumulative assessment and agreed mitigation framework has been a consistent theme of TfNSW representations as recognised by the Planning Assessment Commission (PAC).	Section 7 and Appendix C of the MPW Stage 2 RtS provided an assessment of the cumulative traffic impacts of the Proposal. An updated assessment of the cumulative traffic impacts of the Proposal with the concurrent construction of the MPE Stage 2 Proposal was included as Attachment E of the *Response to submissions and outstanding information – Moorebank Precinct West Concept MOD 1 (SSD 5066 MOD 1) / Moorebank Precinct West Stage 2 (SSD 7709)* letter, issued to DPE on 11 September 2017. No additional cumulative traffic assessment for the construction and/ or operation of the Proposal is required, relevant to Stage 2 of the MPE Project. It is acknowledged that discussions between the Proponent, Transport for NSW and NSW Roads and Maritime Services, relating to whole-of-precinct traffic modelling and an agreed mitigation framework relating to broader road network impacts are ongoing. Notwithstanding this, these are separate to the MPW Stage 2 approval process and therefore not relevant to assessment of the MPW Stage 2 Proposal (SSD 7709). Although related to the whole-of-precinct modelling, the traffic and transport assessment of the MPW Stage 2 Proposal, as presented in Section 7 and Appendix M of the MPW Stage 2 EIS and Section 7 and Appendix C of the MPW Stage 2 RtS are relevant to the impacts of Stage 2 of the MPW Project and is not dependent on the abovementioned whole-of-precinct modelling.	Section 7 and Appendix C of the MPW Stage 2 RtS Attachment E of the *Response to submissions and outstanding information – Moorebank Precinct West Concept MOD 1 (SSD 5066 MOD 1) / Moorebank Precinct West Stage 2 (SSD 7709)* letter
Operational traffic impacts	Analysis by the proponent in Sections 3.3, 5.4 and 6.1 of the 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.	As described in Section 7 and Appendix K of the EIS, in determining the intersection improvements required to mitigate the impact of Proposal traffic, a "no-worsening of without Proposal traffic" approach was adopted. This approach identified improvements directly attributable to the Proposal i.e. not due to growth in background traffic. This was also consistently applied to the updated cumulative traffic assessment undertaken as part of the MPW Stage 2 RtS.	

Aspect	Issue	Response	Reference
		Section 7.4 of the MPW Stage 2 EIS noted that the Proposal would result in minimal traffic impacts to the surrounding road network. The analysis has shown that many of the key intersections within the core traffic study area would require road network improvements to manage existing and projected background traffic volumes in the absence of the Proposal. It is therefore concluded that improvements to the road network are required to cater for the forecast increases to traffic numbers resulting from the proposal and general growth in background traffic passing through the wider traffic study area. The Moorebank Avenue/ Anzac Road intersection was identified as requiring upgrading as part of the Proposal, to mitigate operational traffic impacts. The Moorebank Avenue/ Anzac Road intersection (MAAI) upgrade would provide capacity for the operation of the Moorebank Precinct (MPW and MPE Projects and associated development) and background traffic (until 2029), as detailed in Section 6.3.5 of the MPW Stage 2 RtS. It is acknowledged that discussions between the Proponent, Transport for NSW and NSW Roads and Maritime Services, relating to whole-of-precinct traffic modelling and an agreed mitigation framework relating to broader road network impacts are ongoing. Notwithstanding this, these are separate to the MPW Stage 2 approval process and therefore not relevant to assessment of the MPW Stage 2 Proposal (SSD 7709).	
Cumulative impacts, mitigation framework and deferred commencement.	Without the proponent's assessment of cumulative impacts and agreement of a mitigation framework, TfNSW could only conditionally support the application. The condition requested is deferred commencement of any approval granted to Stage 2 construction until such time as the proponent has finalised the cumulative development modelling assessment. This includes agreement from TfNSW on the mitigation measures and staging triggers associated with the cumulative development modelling assessment.	Section 7 and Appendix C of the MPW Stage 2 RtS provided an assessment of the cumulative traffic impacts of the Proposal. An updated assessment of the cumulative traffic impacts of the Proposal with the concurrent construction of the MPE Stage 2 Proposal was included as Attachment E of the *Response to submissions and outstanding information – Moorebank Precinct West Concept MOD 1 (SSD 5066 MOD 1) / Moorebank Precinct West Stage 2 (SSD 7709)* letter, issued to DPE on 11 September 2017. No additional cumulative traffic assessment for the construction and/ or operation of the Proposal is required, relevant to Stage 2 of the MPE Project. It is acknowledged that discussions between the Proponent, Transport for NSW and NSW Roads and Maritime Services, relating to whole-of-precinct traffic modelling and an agreed	Section 7 and Appendix L of the MPW Stage 2 EIS Section 7 and Appendix C of the MPW Stage 2 RtS Attachment E of the *Response to submissions and outstanding information – Moorebank Precinct West*

Aspect	Issue	Response	Reference
		mitigation framework relating to broader road network impacts are ongoing. Notwithstanding this, these are separate to the MPW Stage 2 approval process and therefore not relevant to assessment of the MPW Stage 2 Proposal (SSD 7709). Although related to the whole-of-precinct modelling, the traffic and transport assessment of the MPW Stage 2 Proposal, as presented in Section 7 and Appendix M of the MPW Stage 2 EIS and Section 7 and Appendix C of the MPW Stage 2 RtS are relevant to the impacts of Stage 2 of the MPW Project and is not dependent on the abovementioned whole-of-precinct modelling. As all information relating to the traffic impacts associated with this Proposal has been provided, the need for deferred commencement is not considered necessary.	*Concept MOD 1 (SSD 5066 MOD 1) / Moorebank Precinct West Stage 2 (SSD 7709)* letter
Additional comments from TfNSW	TfNSW has a number of other comments about the Development Application that it requests form part of the deferred commencement condition. These issues are provided in Annexure A.	Noted. A response to these comments has been provided in this table.	This table
Deferred commencement condition	In summary, the deferred commencement condition requested should require the proponent to address the following to TfNSW satisfaction: 1. Finalise an agreement for State Road Network mitigation for the cumulative impacts associated with the current stages, prior to Stage 2 construction on the site. 2. Address the matters identified in Annexure A of this letter. 3. Suggested standard conditions of consent are in Annexure B of this letter	In summary, SIMTA's response is as follows: 4. Discussions between SIMTA and Transport for NSW (inclusive of Roads and Maritime) are ongoing with regards to mitigation for the cumulative impacts. These are separate to the MPW Stage 2 Proposal. It is anticipated that an agreement would be made between SIMTA and Roads and Maritime for the Moorebank Avenue / Anzac Road upgrade proposed within the MPW Stage 2 Proposal, prior to construction of this upgrade. 5. The matters identified in Annexure A have been addressed below. 6. Suggested standard conditions have been reviewed in light of the information provided throughout the EIS and RtS process. Amendments to the suggested conditions have been proposed in the relevant sections of this table.	This table
Annexure A – Summary of TfNSW concerns			
Cumulative assessment	Noting the proponent's cumulative assessment is still in progress, TfNSW has considered the impacts relating solely to	Noted. It is acknowledged that discussions between the Proponent, Transport for NSW and NSW Roads and Maritime Services, relating to whole-of-precinct traffic modelling and an	

Aspect	Issue	Response	Reference
	the Stage 2 Development Application and raise the following issues to be addressed by the proponent:	agreed mitigation framework relating to broader road network impacts are ongoing. Notwithstanding this, these are separate to the MPW Stage 2 approval process and therefore not relevant to assessment of the MPW Stage 2 Proposal (SSD 7709).	
Traffic modelling	• The proponent is requested to provide all traffic modelling in support of the application for TfNSW review.	Traffic modelling relevant to the environmental assessment of the MPW Stage 2 Proposal (EIS) has been provided to Roads and Maritime in mid-March 2017 Additional operational traffic modelling was also discussed in the RtS, with modelling provided to Roads and Maritime in early September 2017. No traffic modelling relevant to the assessment of the MPW Stage 2 Proposal is currently outstanding. It is acknowledged that discussions between the Proponent, Transport for NSW and NSW Roads and Maritime Services, relating to whole-of-precinct traffic modelling and an agreed mitigation framework relating to broader road network impacts are ongoing. Although related to the whole-of-precinct modelling, the traffic and transport assessment of the MPW Stage 2 Proposal, as presented in Section 7 and Appendix M of the MPW Stage 2 EIS and Section 7 and Appendix C of the MPW Stage 2 RtS are relevant to the impacts of Stage 2 of the MPW Project and is not dependent on the abovementioned whole-of-precinct modelling.	Moorebank Precinct East (MPE) and Moorebank Precinct West (MPW) response to submissions and outstanding information – updated issues list letter, issued to DPE on 18/09/2017: *Response to submissions and outstanding information – Moorebank Precinct West Concept MOD 1 (SSD 5066 _MOD 1))/ Moorebank Precinct West Stage 2 (SSD 7709*) letter, dated 11/09/2017
Construction and operational traffic data	• The proponent is requested to develop a simplified table detailing the key assumptions for each construction and operational 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 of the approved and proposed	The key assumptions for each construction and operational stage, as well as cumulative trip generation has been provided in Attachment C(ii) of this letter. This information was previously provided in Response to Submissions report which included a response to the TfNSW submission that originally requested this information in June 2017, received following the EIS exhibition	Attachment C(ii) of this letter

Aspect	Issue	Response	Reference
	development applications for both the MPE and MPW sites. A summary table was submitted by the proponent on 16 June 2017 for review by TfNSW. The summary table indicates that the anticipated cumulative trip generation for the MPE and MPW concept plan approvals (MP10_0193 and SSD 5066 respectively) are 9,337 light vehicle movements and 10,798 heavy vehicles movements per day (2 way). The predicted cumulative trip generation for the Stage 1 and 2 MPE applications and Stage 2 MPW application is 6,808 light vehicle movements and 2,540 heavy vehicles movements per day (2 way). If the applicant seeks future approval for additional warehousing the predicted cumulative trip generation is 11,128 light vehicle movements and 4,978 heavy vehicles movements per day (2 way). It is not clear how 250,000sqm of additional warehousing would reduce external heavy vehicle trips, and thus reducing heavy vehicle movements by 5,820 when compared to the cumulative trip generation for the MPE and MPW concept plan approvals.	that closed in February 2017. The Response to Submission Report was submitted to DPE on 31 July 2017. The approval of additional warehousing above that included in the current Proposals and Concept Approvals is not relevant to the assessment of this Proposal. Nevertheless, one of the strategic benefits of the Moorebank Precinct is in the collocation of the warehousing and intermodal facilities in one precinct. This allows for one link of the freight supply chain to be internalised to the Development's internal road network, thus reducing the trips required on the external road network. The differences in trip generation numbers is not a reduction in overall trips for the operation of the Development, but is instead a reduction in the overall external road network trips, with the remaining trips being internalised to the Precinct's privately owned and operated road network.	
traffic generation information for the proposed retail land use	• Section 5.1 and Appendix C of the Operational Traffic and Transport Impact Assessment report provides trip generation assumptions for the warehouse and intermodal terminal components. However the applicant has not provided traffic generation information for the proposed retail land use. The applicant is requested to provide additional information regarding the trip generation and traffic distribution for the retail component and should include these in the cumulative assessment.	The traffic generation rates used to undertake the traffic analysis has been based on previous traffic surveys undertaken by Parsons Brinckerhoff (PB) at industrial estates in Erskine Park and Eastern Creek which contain comparable retail/ commercial components, as well as light industrial land uses (Analysis of warehouse traffic surveys (Parsons Brinckerhoff, January 2016 (ref: 2189293E-ITP-MEM-Surveys-Updated)).As such, the traffic generation rates have included consideration of the land uses of the freight village. The retail land uses within the MPW Stage 2 site would support existing freight traffic accessing the Proposal site, rather than ancillary non-project related traffic (i.e. the retail land uses would not generate additional traffic). The retail component has been considered in the traffic generation for the Proposal and no additional modelling is required.	Section 7.2 of the MPW Stage 2 EIS.

Aspect	Issue	Response	Reference
	• Section 5.4 of the Operational Traffic and Transport Impact Assessment report states that two access points will be provided to the Proposal site. Access to the Proposal site will be via an upgraded Moorebank Avenue/Anzac Road signalised intersection and Moorebank Avenue/Bapaume Road. A preliminary layout of the proposed intersection upgrades on Moorebank Avenue/Anzac Road has been provided in Appendix G Moorebank Avenue and Anzac Road Intersection document, however further details are requested regarding the following:	It should be noted that the Moorebank Avenue/ Anzac Road intersection was amended as part of the MPW Stage 2 Response to Submissions Report. The amended intersection layout provided would allow capacity for the operation of the Moorebank Precinct (MPW and MPE Projects and associated development), as detailed in Section 6.3.5 of the MPW Stage 2 RtS. The information presented in response to issues i-iv have been included based on the MAAI intersection layout included in the MPW Stage 2 RtS.	
	I. Lane configurations – how will the proposed lane widening works shown on Figure 1-2, Figure 5-7, and Figure 5-9 affect the existing M5 Motorway/Moorebank Avenue signalised intersection and proposed/approved construction access arrangements for MPW Concept Plan and Early Works, MPE Concept Plan, and MPE Stage 1 and 2 applications.	Indicative Preliminary Road Upgrade Staging Plans have been prepared and included at Attachment D(ii) of this letter. In addition to this a description of the indicative staging which indicates however relevant stages would be constructed in conjunction of each other has been included in Attachment D(ii).	Attachment D(ii) of this letter
	II. Intersection upgrades – the proponent should provide details of traffic signal plans and staging details for the Moorebank Avenue/Anzac Road intersection that is going to be upgraded. Design and staging details for Moorebank Avenue/Bapaume Road needs to be provided. The proposed intersections need to be consistent with Roads and Maritime requirements.	MPW Stage 2 Preliminary Road Upgrade Staging Plans have been provided at Attachment D(ii) of this letter, and provide additional construction information for the MAAI upgrade, including the Moorebank Avenue/ Bapaume Road intersection. These plans detail one method of staging for the construction of the MAAI upgrade works which may be undertaken for the MPW Stage 2 Proposal. This indicative staging is one potential method for how the construction of the MAAI upgrade could be staged. It is anticipated that the construction contractor (once appointed), may potentially identify alternative staging for the construction of the Moorebank Avenue upgrade which may alter from the Preliminary Road Upgrade Staging plans provided in Attachment C(iii); however, any alternative construction staging would be included in the final Construction Traffic Management Plan. The MAAI intersection, inclusive of the Moorebank Avenue/ Bapaume Road intersection has been designed to meet Roads	Attachment D(ii) and Attachment C(iii) of this letter.

Aspect	Issue		Response	Reference
			and Maritime design standards. This will be carried forward to detailed design of this upgrade. Temporary and/ or permanent signal locations are also shown in the Preliminary Road Upgrade Staging Plans at Attachment C(iii) of this letter.	
	III.	Road alignment – further details regarding change in level of Moorebank Avenue is required, including but not limited to; cross-sections, verge treatment, hydrology and stormwater management, service impacts, boundary levels and tie-ins. Staging plans will need to demonstrate how 2 lanes of traffic will be maintained along Moorebank Avenue, whilst the road level on Moorebank Avenue is changed to be consistent with the proposed road works associated with MPE Stage 2 application.	The Moorebank Avenue Upgrade is subject to assessment as part of the MPE Stage 2 Proposal, and is therefore not considered as part of the MPW Stage 2 Proposal. Additional information regarding the road alignment of the Moorebank Avenue Upgrade has been provided as Attachment C(iii) of this letter.	Attachment C(iii)
Traffic impact mitigation	IV.	Traffic impact mitigation – how will traffic impacts associated with the proposed works along Moorebank Avenue be mitigated for all key project phases of the Moorebank Intermodal development.	Traffic impacts associated with the MAAI upgrade as part of the Proposal would be mitigated through the implementation of the revised mitigation measures, as included in Section 8 of the MPW Stage 2 RtS, in particular, mitigation measure 1A: A Construction Traffic Management Plan (CTMP) would be prepared based on the Preliminary Construction Traffic Management Plan (Appendix M of the EIS), and would detail management controls to be implemented to avoid or minimise impacts to traffic, pedestrian and cyclist access, and the amenity of the surrounding environment. The following key initiatives would be included in the CTMP: • Review of speed restrictions along Moorebank Avenue and additional signposting of speed limitations • Restriction of haulage routes through signage and education to ensure, where possible, that construction vehicles do not travel through nearby residential areas to access the Proposal site, in particular Moorebank (Anzac Road) or the Wattle Grove residential areas • Inform local residents (in conjunction with the Community Information and Awareness Strategy) of the proposed construction activities and road access restrictions that the	Section 8 of the MPW Stage 2 RtS

Aspect	Issue	Response	Reference
		construction traffic must adhere to and establish communication protocols for community feedback on issues relating to construction vehicle driver behaviour and construction related matters • Installation of specific warning signs at entrances to the construction area to warn existing road users of entering and exiting construction traffic • Establishing pedestrian walking routes and crossing points • Distribution of day warning notices to advise local road users of scheduled construction activities • Installation of appropriate traffic control and warning signs for areas identified where potential safety risk issues exist • The promotion of car-pooling for construction staff and other shared transport initiatives during the pre-construction phase • Facilitating emergency vehicle access to the site • Management of the transportation of materials to maximise vehicle loads and therefore minimise vehicle movements • Minimising the volumes of construction vehicles travelling during peak periods • Maintaining access to neighbouring properties, in particular the ABB site • Monitoring of traffic on Moorebank Avenue during peak construction periods to ensure that queuing at intersections does not unreasonably impact on other road users.	
	V. M5 Motorway/Moorebank Avenue – the proponent states that widening of Moorebank Avenue to four lanes between the M5 Motorway/Moorebank intersection and Moorebank Avenue/Anzac Road intersection is required. Changes to the signals to vehicle actuation to improve performance of the west and north approaches are proposed. Upgrades to this intersection are also required to cater for the Proposal traffic to provide additional capacity on the westbound on-ramp, eastbound off-ramp, and increased storage	The upgrade of Moorebank Avenue to four lanes between the M5 Motorway/Moorebank Avenue interchange and Moorebank Avenue/Anzac Road intersection is not required or proposed to mitigate traffic impacts associated with the Proposal, and as such, has not been considered as part of the Proposal. However, it is acknowledged that discussions between the Proponent, Transport for NSW and NSW Roads and Maritime Services, relating to whole-of-precinct traffic modelling and an agreed mitigation framework relating to broader road network	N/A

Aspect	Issue	Response	Reference
	lengths of the existing (two-lane) right turn bay on Moorebank Avenue northern approach. Further details regarding these upgrade works is required.	impacts are ongoing, including mitigation relating to the upgrade of Moorebank Avenue to four lanes between the M5 Motorway/Moorebank Avenue interchange and Moorebank Avenue/Anzac Road intersection. Notwithstanding this, these are separate to the MPW Stage 2 approval process and therefore not relevant to assessment of the MPW Stage 2 Proposal (SSD 7709).	
Annexure B – 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.	Noted.	N/A
	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:	Noted	N/A
	i. The construction of new or modification to existing traffic lights along Moorebank Avenue will require consent from Roads and Maritime under Section 87 of the Roads Act, 1993. Proposed traffic control light and/or modifications shall be designed to meet Roads and Maritime requirements prior to the commencement of construction works. 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 signal/civil design plans shall be submitted to Roads and Maritime for consideration and approval prior to the release of a Construction Certificate by the Principal Certifying Authority and commencement of road works. Roads and Maritime fees for administration, plan checking, civil works inspections and project	The following amendments (with additions bold and underlined and deletions bold underlined and struck through) to the Recommended condition of approval are proposed by SIMTA: i. The construction of new or modification to existing traffic lights along Moorebank Avenue will require consent from Roads and Maritime under Section 87 of the Roads Act, 1993. Proposed traffic control light and/or modifications shall be designed to meet Roads and Maritime requirements prior to the commencement of construction works. 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 the Construction Certificate by the Principal Certifying Authority and***~~ ***the*** commencement of road	N/A

Aspect	Issue	Response	Reference
	management shall be paid by the developer prior to the commencement of works. The proponent 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 signal/civil design plans.	works ***for the Moorebank Avenue / Anzac Road intersection***. 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.	
	i. 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.	The specific location for permanent traffic signals for the Moorebank Avenue / Anzac Road intersection has yet to be determined. Should these signals be location on land included within the Moorebank Precinct, SIMTA would facilitate for suitable access arrangements to be provided to Roads and Maritime Services for maintenance. These access arrangements would be discussed as part of the WAD process however neither a dedication of land or easements are considered necessary and are inconsistent with the current arrangement for access to existing signalling within the Moorebank Precinct (on Moorebank Avenue, south of Anzac Road). SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPW Stage 2 Approval (SSD 7709) instrument.	N/A
	v. The proposed road upgrade and widening works by the proponent along 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.	The Moorebank Avenue/ Anzac Road intersection works are only one aspect of the MPW Stage 2 Proposal, with other works to be undertaken on the Proposal site that do not specifically relate to this upgrade. As indicated within the Construction Traffic Impact Assessment (Appendix C of the MPW Stage 2 RtS) both Moorebank Avenue / Anzac Road and Moorebank Avenue / Chatham Avenue intersections would be altered and utilised for construction access. In particular, access to the Proposal site, during part of construction, would be via the Moorebank Avenue / Chatham intersection which, subject to temporary alteration, would not result in unreasonable traffic impacts on the surrounding road network. As a result, it is considered suitable that this intersection could function for the construction of the Proposal prior to the Moorebank Avenue / Anzac Road final intersection	Appendix C of the MPW Stage 2 RtS

Aspect	Issue	Response	Reference
		design being approved by Roads and Maritime. As a result, it is not considered appropriate that the release of the Construction Certificate, which is broadly applicable to all of the Proposal, be linked to the Moorebank Avenue / Anzac Road upgrade as one single element of the Proposal, and this element is not proposed to be the only construction access point from day one of construction. In consideration of the above, the following amendments (with additions bold and underlined and deletions bold underlined and struck through) should be made to the Recommended condition of approval: The proposed road upgrade and widening works by the proponent ***for the Moorebank Avenue / Anzac Road intersection*** ~~***along 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***~~ ***the*** commencement of road works ***for the Moorebank Avenue / Anzac Road intersection***.	
	v. The works associated with traffic lights and road upgrade works are to be designed and delivered at no cost to TfNSW or Roads and Maritime Services.	The apportionment of costs associated with traffic lights and road upgrades for the MPW Stage 2 Proposal (SSD 7709) is subject to agreement between TfNSW, Roads and Maritime Services and SIMTA. This apportionment is to be confirmed prior to approval of the MPW Stage 2 Proposal. Given the status of these discussions, SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPW Stage 2 Approval (SSD 7709) instrument.	N/A
	i. 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	The MPW Stage 2 Proposal includes an upgrade to Moorebank Avenue / Anzac Road intersection and provides mitigation measures to ensure the following: • Staging Plan would be submitted to the Secretary (should this package be delivered separately) as indicated in the	Attachment D(ii) of this letter

Aspect	Issue	Response	Reference
	TfNSW prior to construction works commencing, to ensure adequate capacity including a requirement to maintain two lanes open to traffic along Moorebank Avenue at all times.	Final Compilation of Mitigation Measures (FCMM) No. 0D in the MPW Stage 2 RtS • Management of traffic along Moorebank Avenue would be in accordance with an approved Construction Traffic Management Plan – FCMM No. 1A in the MPW Stage 2 RtS. These mitigation measures, are considered suitable to ensure that the MPW Stage 2 Proposal would not prevent the existing use of Moorebank Avenue as a public road to a standard commensurate to its use prior to the development. Further, 'Indicative Preliminary Road Upgrade Staging Plans' have been prepared and include at Attachment D(ii) of this letter. Further details relating to the staging of construction would be included in a subsequent staging plan (provided to the Secretary) or within the CTMP for the MPW Stage 2 Proposal. On the basis of this recommended condition being unnecessary in the context of the mitigation measures which would ensure that we maintain Moorebank Avenue as a publicly accessible private road, SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPW Stage 2 Approval (SSD 7709) instrument.	
	i. Prior to the issue of any Construction Certificate, the proponent is required to undertake a Road Safety Audit for the proposed construction vehicle assess on Moorebank Avenue by an independent TfNSW accredited road safety auditor in accordance with the relevant Austroads guidelines to identify the safety issues for the proposed construction vehicle access. The proponent shall recommend corrective actions for the identified safety issues and propose appropriate traffic management measures (i.e. temporary traffic signals and other traffic management measures) in consultation and approval from the relevant Council, TfNSW and Roads and Maritime. The Road Safety Audit report should be submitted to the relevant Council and Roads and Maritime for review and comment.	The Proposal includes two construction access points from Moorebank Avenue, one at Chatham Avenue, and another at the new proposed intersection of Moorebank Avenue and Anzac Road. The Chatham Avenue intersection is an existing operational intersection and is in use for construction access to the MPW Stage 1 Early works. The Anzac Road intersection will be a new intersection that will undergo a Road Safety Audit as part of the permanent works design approval process. In addition to this, a Road Safety Audit for Moorebank Avenue has previously been undertaken for the MPE Stage 1 Project (SSD 14-6766) with part of the recommendations of this audit implemented. As a result, the undertaking of additional road safety audits along the whole length of Moorebank Avenue is not considered relevant for the construction of the Proposal. SIMTA therefore does not agree with the inclusion of this amended condition, and proposes the extent of the road safety	Section 8 of the MPW Stage 2 RtS

Aspect	Issue	Response	Reference
		audit be reduced to include only the new intersection works as proposed below: ii. Prior to **the opening of the construction access at the Moorebank Avenue / Anzac Road intersection,** ~~**issue of any Construction Certificate,**~~ the proponent is required to undertake a Road Safety Audit for the proposed construction vehicle assess on Moorebank Avenue **/ Anzac Road** by an independent TfNSW accredited road safety auditor in accordance with the relevant Austroads guidelines to identify the safety issues for the proposed **new** construction vehicle access. The proponent shall recommend corrective actions for the identified safety issues and propose appropriate traffic management measures (i.e. temporary traffic signals and other traffic management measures) in consultation and approval from the relevant Council, TfNSW and Roads and Maritime. The Road Safety Audit report should be submitted to the relevant Council and Roads and Maritime for review and comment.	
	iii. A Construction Traffic and Access Management Plan detailing staging of works, construction vehicle routes, construction traffic generation, construction traffic impacts, impacts to pedestrians / cyclists, local property access, hours of operation, parking for workers, access arrangements, cumulative construction impacts, mitigation measures and traffic control should be developed in consultation with the relevant Council, TfNSW and Roads and Maritime Services.	A Construction Traffic Management Plan is to be prepared for the MPW Stage 2 Proposal (refer to FCMM No. 1A in the MPW Stage 2 RtS). Notwithstanding this, SIMTA has no objection to the inclusion of this recommended condition of approval within the MPW Stage 2 approval instrument.	Section 8 of the MPW Stage 2 RtS
	iv. The Construction Traffic and Access Management Plan should be submitted to the relevant Council, TfNSW and Roads and Maritime for approval prior to the commencement of construction works.	Standard practice is for construction documentation to be approved by the Secretary rather than government agencies. The recommended condition of approval identified above, already identifies consultation ensuring that Council, TfNSW and Roads and Maritime would have an opportunity to comment on the Construction Traffic and Access Management Plan and therefore approval is considered unnecessary.	N/A

Aspect	Issue	Response	Reference
		In summary, this recommended condition of approval is considered inconsistent with standard practice and consultation (with Council, TfNSW and Roads and Maritime) is provided in a previous recommended condition of approval. On this basis, SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPW Stage 2 Approval (SSD 7709) instrument.	
	v. The proponent is to generate and provide a report each six months (in a format agreed with TfNSW and Roads and Maritime) that advises: • The number of actual and standard twenty foot equivalent shipping containers despatched and received during the period; • The number of days in the period that the truck gate was open for despatching trucks 24 hours a day, 7 days a week. Detail any exceptions and advise actual hours of operation; • A record of every vehicle entry by class, date and time; • The number of light vehicles turning right into the driveway/s and the number of light vehicles turning left from the driveway/s for a representative day; and • The despatch location or origin address.	Traffic monitoring is to be undertaken for the MPW Stage 2 Proposal as part of FCMMs (refer to FCMM 1D, Section 8 of the MPW Stage 2 RtS). This monitoring is to be identified within the Operational Environmental Management Plan (OEMP) for the MPW Stage 2 Proposal. The specific monitoring to be undertaken would be determined prior to the operation of the Proposal. In addition to the above, the MPW Stage 2 Proposal includes an upgrade of the Moorebank Avenue / Anzac Road intersection to accommodate traffic from the Moorebank Precinct and background traffic until 2029. This upgrade is considered suitable to mitigate the potential traffic congestion impacts of the MPW Stage 2 Proposal. The objective of the monitoring proposed in the recommended condition is unclear and the level of monitoring requested is not considered commensurate with the level of impact identified for the MPW Stage 2 Proposal. The monitoring requested, in particular vehicle class, date and time and also dispatch location or origin address has the potential to impact on the competitive nature of SIMTA's operations and also, if provided publicly, the security of the MPW Stage 2 Proposal's facilities. SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPW Stage 2 Approval (SSD 7709) instrument.	Section 8 of the MPW Stage 2 RtS
	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-	SIMTA has no objection to the inclusion of this recommended condition of approval within the MPW Stage 2 approval instrument.	N/A

Aspect	Issue		Response	Reference
		2004, AS2890.6-2009 and AS 2890.2 – 2002 for heavy vehicle usage.		
	vii.	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 requirements. 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.	SIMTA has no objection to the inclusion of this recommended condition of approval within the MPW Stage 2 approval instrument.	N/A
	viii.	All vehicles are to enter and leave the site in a forward direction.	SIMTA has no objection to the inclusion of this recommended condition of approval within the MPW Stage 2 approval instrument.	N/A
	ix.	All vehicles are to be wholly contained on site before being required to stop.	SIMTA has no objection to the inclusion of this recommended condition of approval within the MPW Stage 2 approval instrument.	N/A
	x.	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.	SIMTA has no objection to the inclusion of this recommended condition of approval within the MPW Stage 2 approval instrument.	N/A
	xi.	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 RMS.	The MPW Stage 2 Proposal would involve an upgrade of the Moorebank Avenue / Anzac Road intersection (refer to Section 6 of the MPW Stage 2 RtS). There is potential for a construction zone to be required on Moorebank Avenue for the safe undertaking of these works. It is noted that as a result of this recommended condition that a construction zone would not be permitted without Roads and Maritime Services' approval however SIMTA wanted to note the potential for this zone. SIMTA has no objection to the inclusion of this recommended condition of approval within the MPW Stage 2 approval instrument.	Section 6 and Appendix C of the MPW Stage 2 RtS
	xii.	The developer shall be responsible for all works required by public utility adjustment/relocation works, necessitated by the above work and as required by	The apportionment of costs associated with public utility adjustment/relocation works for the MPW Stage 2 Proposal would be subject to separate discussions with utilities providers.	N/A

Aspect	Issue		Response	Reference
		the various public utility authorities and/or their agents.	Given the status of these discussions, SIMTA therefore does not agree with the inclusion of this amended condition of approval within the MPW Stage 2 Approval (SSD 7709) instrument.	
	xiii.	All works/regulatory signposting associated with the proposed development are to be approved by Roads and Maritime Services.	SIMTA has no objection to the inclusion of this recommended condition of approval within the MPW Stage 2 approval instrument.	N/A

Attachment D(ii) – Preliminary indicative construction staging – Moorebank Avenue/ Anzac Road intersection upgrade

Description of indicative construction staging of the Moorebank Avenue/ Anzac Road intersection (MAAI) upgrade

Stage	Live road	Offline construction works	Access
1	• Existing Moorebank Avenue • Existing Bapaume Road • Existing Anzac Road	• MPW Stage 2 access road from the Moorebank Avenue/ Anzac Road intersection (MAAI).	• Bapaume: existing access from Moorebank Avenue • Anzac Road: existing access from Moorebank Avenue • MPW site – no access via MAAI
2	• Existing Moorebank Avenue • Existing Bapaume Road • Existing Anzac Road	• Construction of the MAAI intersection, to the south of the existing Moorebank Avenue alignment	• Bapaume: existing access from Moorebank Avenue • Anzac Road: existing access from Moorebank Avenue • MPW site – no access via MAAI
3	• the upgraded MAAI intersection, to the south of the existing Moorebank Avenue alignment	• Construction of the MAAI intersection, to the north of the upgraded portion.	• Upgraded Bapaume Road intersection to the south of the existing Moorebank Avenue alignment • Anzac Road: via the upgraded MAAI intersection to the south of the existing Moorebank Avenue alignment • MPW site – via upgraded portion of MAAI • Temporary closure of a portion of Moorebank Avenue between the completed MAAI and section being upgraded offline
4	• The upgraded MAAI intersection • The upgraded Bapaume Road	• Anzac Road upgrade to the east of the existing alignment	• Upgraded Bapaume Road intersection to the south of the existing Moorebank Avenue alignment • Anzac Road: via the upgraded MAAI intersection to the south of the existing Moorebank Avenue alignment • MPW site – via upgraded portion of MAAI • Temporary closure of a portion of Moorebank Avenue between the completed MAAI and section being upgraded offline

Stage	Live road	Offline construction works	Access
5	• The upgraded MAAI intersection • The upgraded Bapaume Road • Upgraded Anzac Road, to the east of the existing alignment. Travel along Anzac Road via the MAAI intersection would be under traffic management during this stage	• Anzac Road upgrade within existing alignment	• Upgraded Bapaume Road intersection to the south of the existing Moorebank Avenue alignment • MPW site – via upgraded MAAI • Anzac Road: along the upgraded portion of Anzac Road via the upgraded MAAI intersection • Temporary closure of a portion of Moorebank Avenue between the completed MAAI and section being upgraded offline
6	• Upgraded MAAI intersection	N/A	• Upgraded Bapaume Road • MPW site – upgraded MAAI intersection • Anzac Road – upgraded MAAI intersection