

ATTACHMENT A

MPW Stage 2 – TfNSW Second Response

TfNSW Submission	SIMTA Response	Reference
Issues		
<p>The development must be in accordance with the Limits of Approval described in conditions 6, 7 and 8 of the Moorebank Precinct West Concept Plan determination (SSD 5066) that relate to the need for the development to not exceed the capacity of the transport network with or without mitigation measures/upgrades.</p> <p>TfNSW also notes the need for the development to comply with Liverpool Local Environmental Plan 2008 particularly clause 7.36.</p>	<p>Condition 6 of the MPW Concept Approval (SSD 5066) states that “<i>projects carried out under this staged development consent are to be assessed with the objective of not exceeding the capacity of the transport network, including the local, regional and State road network</i>”. Both Conditions 7 and 8 of the MPW Concept Approval states (in addition to providing limits for interstate and IMEX throughput) that the terminals must “<i>not exceed the capacity of the transport network with or without mitigation measures/upgrades</i>”.</p> <p>The MPW Concept Approval therefore indicates that future approval must not exceed the capacity of the road network, however facilitates for upgrades to be undertaken subject to further assessments.</p> <p>Section 4.2.5 of the MPW Stage 2 consolidated proposal description (Appendix O of the Stage 2 RtS) includes a description of the upgrade to Moorebank Avenue /Anzac Road intersection that is to be undertaken as part of the Proposal. The final configuration, proposed for this upgraded intersection, includes the following:</p> <ul style="list-style-type: none"> • New access road: <ul style="list-style-type: none"> – One left turning slip lane onto Moorebank Avenue (northbound) – One shared through/right lane onto Anzac Road (eastbound) or Moorebank Avenue (southbound) – One through lane onto Anzac Road (eastbound) – One right turning lane onto or Moorebank Avenue (southbound) • Moorebank Avenue (southbound): <ul style="list-style-type: none"> – One left turning slip lane onto Anzac Road (eastbound) – Two through lanes continuing on Moorebank Avenue (southbound) – Two right turning lanes onto the new access road (westbound) • Anzac Road: <ul style="list-style-type: none"> – Two right turning lanes onto Moorebank Avenue (northbound) – One through lane onto the new access road (westbound) 	<p>Appendix C and O of the RtS</p> <p>Section 5.4.1 and Appendix M of the EIS</p>

TfNSW Submission	SIMTA Response	Reference
	<ul style="list-style-type: none"> – One left turning slip lane onto Moorebank Avenue (southbound) • Moorebank Avenue (northbound): <ul style="list-style-type: none"> – Two right turning lanes onto Anzac Road (eastbound) – Two through lanes continuing on Moorebank Avenue (northbound) – One left turning slip lane onto the new access road (westbound). <p>The MPW Stage 2 Proposal also includes an associated upgrade to the Moorebank Avenue / Bapaume intersection with the final configuration to be the following:</p> <ul style="list-style-type: none"> • Moorebank Avenue would be reconfigured for no right turn onto Bapaume Road from Moorebank Avenue • Bapaume Road would be reconfigured for no right turn onto Moorebank Avenue from Bapaume Road • The reconfigured Bapaume Road would allow the following movements: <ul style="list-style-type: none"> – Inbound traffic to the ABB site would be directed to the new Moorebank Avenue/Anzac Road intersection (main MPW site entrance) – Northbound traffic out of the ABB site would use Bapaume Road or the new Moorebank Avenue/Anzac Road intersection (main MPW site entrance) – Southbound traffic out of the ABB site would use the new Moorebank Avenue/Anzac Road intersection (main MPW site entrance). <p>Additional intersections within the broader network, as identified in the Operational Traffic and Transport Impact Assessment (Appendix M of the EIS), also require improvements by Roads and Maritime to accommodate background growth. These intersections¹ include:</p> <ul style="list-style-type: none"> • M5 Motorway/Hume Highway • Moorebank Avenue/Newbridge Road • Moorebank Avenue/Heathcote Road • M5 Motorway/Heathcote Road. 	

¹ Some other intersections impacted by the Moorebank Precinct are part of discussions between SIMTA, Transport for NSW and NSW Roads and Maritime Services, relating to an agreed mitigation framework for the MPE and MPW Projects.
MPW Stage 2 Proposal - SIMTA TfNSW 2nd Response

TfNSW Submission	SIMTA Response	Reference
	<p>Recommended improvements to these intersections are suggested, however, as the Proposal does not worsen intersection performance, these improvements are not included as mitigation measures for the Proposal (refer to Appendix M of the EIS and Appendix C of the RtS).</p> <p>Overall, the upgrade of the Moorebank Avenue / Anzac Road intersection and the associated road network improvements to be undertaken by Roads and Maritime would result in an improvement to the road network during the operation of the MPW Stage 2 Proposal. In consideration of this, the MPW Stage 2 Proposal is, subject to the implementation of upgrades, not considered to exceed the capacity of the road network and is therefore consistent with the MPW Concept Approval.</p> <p>Further, Section 5.4.1 of the MPW Stage 2 EIS provided an assessment of the Proposal in consideration of the requirements of the <i>Liverpool Local Environmental Plan 2008</i> (Liverpool LEP 2008). In particular, this assessment considered the requirements of clause 7.36 of the Liverpool LEP 2008. In summary, the MPW Stage 2 Proposal complies with clause 7.36 of the Liverpool LEP 2008 in that it proposes an intermodal terminal, warehousing, rail connection and conservation area on areas shown in the Key site map (associated with this clause) and that the Proposal includes the provision of upgrades to the Moorebank Avenue/Anzac Road intersection.</p>	
<p>The proponent's assessment to SSD7709 Moorebank Intermodal Precinct West Stage 2 - Operational Traffic and Transport Impact Assessment found that the broader road network in the study area would need to be upgraded to cater for the forecast traffic increases from the proposed development and general background growth.</p>	<p>The Operational Traffic and Transport Impact Assessment (Appendix M of the EIS, as amended by Appendix C of the RtS) concluded that the Proposal would have the highest impact on Moorebank Avenue / Anzac Road intersection with traffic volume increases of 20-26% in 2019 during the peak hour. The increase is expected to reduce to between 6% and 7% by 2029 as a result of the background traffic increasing and operational traffic remaining consistent (from the opening year).</p> <p>It is also predicted to increase traffic at M5 Motorway / Moorebank Avenue intersection by 11% to 14% in 2019 and reducing to 3.5% to 4.0% by 2029. Increases in traffic due to the Proposal at the M5 Motorway / Hume Highway are less than 2%. The analysis suggests increases due to the Proposal on the remaining road sections (outside of Moorebank Avenue) are expected to be low with increases of below 3% in the opening year and 10-year horizon.</p> <p>As discussed above, the MPW Stage 2 Proposal includes an upgrade to Moorebank Avenue / Anzac Road intersection to address the potential future impacts of the Proposal. Impacts of the MPW Stage 2 Proposal, on the surrounding road network (outside of Moorebank Avenue) are considered to be marginal in nature and primarily attributable to background traffic and background traffic growth. As a result, it is anticipated that these surrounding intersections² would be upgraded as road network improvements to be undertaken by Roads and Maritime.</p> <p>The above approach is considered suitable based on the traffic impacts posed by the MPW Stage 2 Proposal.</p>	<p>Appendix C of the RtS</p> <p>Appendix M of the EIS</p>

² This is with the exception of Moorebank Avenue upgrade works which is to be upgraded as part of the MPE Stage 2 Proposal (SSD 7628). Some other intersections impacted by the Moorebank Precinct are part of discussions between SIMTA, Transport for NSW and NSW Roads and Maritime Services, relating to an agreed mitigation framework for the MPE and MPW Projects.

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TfNSW is currently working with the proponent to identify appropriate traffic mitigation measures and upgrades to alleviate the impact on the surrounding regional traffic network.	Noted. Discussions between SIMTA and Transport for NSW (inclusive of Roads and Maritime) are ongoing with regards to mitigation for the whole of precinct cumulative traffic impacts beyond 2029 and for the additional traffic generating impacts of the development that are beyond the scope of the MPW Stage 2 Proposal. As mentioned above, the MPW Stage 2 Proposal includes an upgrade to the Moorebank Avenue / Anzac Road intersection, however does not include upgrades to the greater regional road network as this is not reflective of the impacts of the Proposal, i.e. all traffic generation outside of Moorebank Avenue are below 3% increase due to the Proposal in 2029. .	N/A
The proponent should address all the matters in Annexure A — Summary of TfNSW Concerns as set out in the TfNSW letter of September 2017.	A detailed response to the TfNSW Submission – 25 July 2017 was provided in the TfNSW Response – 29/09/2017. In particular, a response was provided to the general TfNSW concerns (Annexure A) (reproduced in <i>Attachment B</i> of this letter).	Attachment B of this letter
Recommendations		
<p>TfNSW continues to request a deferred commencement condition on SSD 7709 that requires the proponent to identify the above appropriate traffic mitigation measures prior to Stage 2 construction on the site.</p> <p>TfNSW continues to request a deferred commencement condition on SSD 7628 that requires the proponent to identify the above appropriate traffic mitigation measures prior to Stage 2 construction on the site.</p>	As mentioned above, the Proposal includes the upgrade of the Moorebank Avenue / Anzac Road intersection to accommodate potential impacts. Some other intersections impacted by the Moorebank Precinct are part of discussions between SIMTA, Transport for NSW and NSW Roads and Maritime Services, relating to an agreed mitigation framework for the MPE and MPW Projects. It is anticipated that an agreement would be made between SIMTA and Roads and Maritime for the Moorebank Avenue / Anzac Road intersection upgrade proposed within the MPW Stage 2 Proposal, prior to construction of this upgrade. Therefore, deferred commencement until an agreement for State Road Network mitigation is not considered necessary.	N/A
All issues set out in Annexure B — Standard Conditions provided in the TfNSW letter of September should be addressed to TfNSW satisfaction.	As discussed above, a detailed response to the TfNSW Submission – 25 July 2017 was provided in the TfNSW Response – 29/09/2017 . In particular, a response was provided to the recommended conditions of approval (Annexure B) (reproduced in <i>Attachment B</i> of this letter).	Attachment B of this letter

ATTACHMENT B

MPW Stage 2 – TfNSW First Response (29/09/2017)