Transport
Roads & Maritime
Services

Our Reference: SYD12/00072
DP&E Ref: SSD 7709

8 May 2018

Michael Yiend
Precinct Developer Co Representatives
Sydney Intermodal Terminal Alliance
c/-Qube Holdings
Level 27, 45 Clarence Street
SYDNEY NSW 2000

Dear Mr Yiend,

MOOREBANK INTERMODAL PRECINCT WEST DEVELOPMENT – MOOREBANK PRECINCT TRAFFIC MODELLING AND VOLUNTARY PLANNING AGREEMENT

Reference is made to the ongoing discussions regarding the adequacy of traffic modelling and regional road mitigation for the Moorebank Intermodal Precinct West Development.

As you are aware, two key issues remain to be resolved before Roads and Maritime Services can advise the Secretary Department of Planning and Environment that satisfactory arrangements are being made by Qube/MIC for the provision of relevant State public road infrastructure as required under Clause 7.36 of the Liverpool Local Environmental Plan 2008. They are:

1. The calculation and application of percentage apportionment of development in a manner that does not dilute development impacts by considering existing traffic levels.

2. Agreement on the interpretation of traffic modelling results arrived at under the *'2036 - do minimum*' scenarios.

To resolve these outstanding issues, Roads and Maritime has made an apportionment calculation using the Moorebank Intermodal Terminal Road Access model that was previously developed for the Moorebank Intermodal Precinct. This apportionment calculation is enclosed for your review.

Roads and Maritime considers a $60 million ($2018) monetary contribution towards regional network improvements is required to ameliorate the scale of the development's traffic impacts on the broader road network. The mitigation of these impacts is required in addition to:

- the road works that Qube/MIC is required to complete pursuant to the conditions of the Moorebank Intermodal Precinct East - Stage 2 approval (SSD 7628); and

- any conditions requiring road widening and upgrade works on Moorebank Avenue and the Anzac Avenue signalised intersection, which may be imposed if approval is granted for the Moorebank Intermodal Precinct West - Stage 2 application (SSD 16_7709).

Roads and Maritime has determined the quantum of this contribution based on the proportion of Moorebank Intermodal Precinct (West and East) development traffic which will impact on key intersections and arterial corridors within the Liverpool/Moorebank study area. Key intersections and corridors are the M5 Motorway, Hume Highway, Hoxton Park Road, Heathcote Road, Newbridge Road, Cambridge Avenue, Glenfield Road, Camden Valley Way and Campbelltown Road.

Roads and Maritime's position is that if Qube/MIC agree to provide the regional contribution via a voluntary planning agreement (VPA), this would satisfy Qube/MIC's obligation to provide:

- satisfactory arrangements for the purpose of the Moorebank Intermodal Precinct West - Stage 2 application (SSD 16_7709); and

- regional road network contributions for the purpose of future stages of the Moorebank Intermodal Precinct (West and East) development, based on the development capacity currently approved by the applicable concept plans (MP10_0193 and SSD 5066).

If Qube/MIC agree to enter into a VPA with Roads and Maritime on this basis, Roads and Maritime will amend the current draft VPA for Qube/MIC's review.

If you would like to further discuss any of the matters addressed above, please do not hesitate to contact Ms Rachel Cumming, Senior Land Use Assessment Coordinator on [redacted] or [redacted]

Yours sincerely

J. Hardwick

John Hardwick
Executive Director Sydney Division

Encl.

Apportionment Calculations

Table 1. Break-down of Traffic Attributable to the Proposed Development and Cost Apportionment

Apportionment Method	Proportion Attributable to Development	RMS Strategic Cost Estimate	Cost attributable to Qube
M5 Westbound Weave Project RMS static model (2036 Do min with Dev scenario)	31% (AM peak)	$139,200,000	$43,152,000
Whole Study Area RMS static model (2036 Do min with Dev scenario)	7% (PM peak)	$854,200,000	**$59,794,000**
MPW + MPE Stage 2 Western Sydney Employment Land Levy (243.9 ha)	100%	$46,273,231	$46,273,231

Table 2. Break-down of Moorebank Intermodal development traffic on the M5 Motorway heading westbound as a percentage of future additional growth to 2036

M5 Weave Westbound	Weaving Traffic				
	Existing	**2036 Do Min Network with Development Traffic**	**Development Traffic SL Analysis**	**Background Traffic Growth**	**Contribution of Dev traffic to M5 Weave WB (%)**
5AM -10AM	5839	8075	693	1543	31
2PM-7PM	9876	13304	1019	2409	30

Table 3. Break-down of Moorebank Intermodal development traffic within the whole study area (i.e. identified intersections on the State Road network within the Liverpool/Moorebank area) as a percentage of future additional growth to 2036

Whole Study Area					
	Existing	**2036 Do Min Network with Development Traffic**	**Development Traffic SL Analysis**	**Background Traffic Growth**	**Contribution of Dev traffic to M5 Weave WB (%)**
5AM -10AM	200824	263353	3529	59000	6
2PM-7PM	257068	319926	4213	58645	7

Table 4. Break-down of Moorebank Intermodal development traffic on key intersections within the Liverpool/Moorebank area as a percentage of future additional growth to 2036

Intersection		Existing	2036 Do Min Network with Development Traffic	Development Traffic SL Analysis	Background Traffic Growth *	Contribution of Dev traffic to M5 Weave WB (%)
M5 Interchange/Moorebank Ave	**AM**	2967	3542	1012	0	100
	PM	3424	4079	1264	0	100
Heathcote Rd/Moorebank Ave	**AM**	2134	3581	181	1266	13
	PM	2205	3559	220	1134	16
Newbridge Rd/Moorebank Ave	**AM**	3412	5581	180	1989	8
	PM	3716	5769	220	1833	11
Hume Hwy/Hoxton Park Rd	**AM**	5113	7293	83	2097	4
	PM	5784	8086	227	2075	10
Hume Hwy/Memorial Ave	**AM**	3870	4944	63	1011	6
	PM	4719	5731	192	820	19
Hume Hwy/Elizabeth Dr	**AM**	5061	6988	54	1873	3
	PM	6200	8071	211	1660	11
Hume Hwy/Cumberland Hwy	**AM**	4848	6099	40	1211	3
	PM	5577	6987	164	1246	12
Hume Hwy/Reilly St	**AM**	4372	5412	101	939	10
	PM	5414	6330	349	567	38
Hume Hwy/M5 Mwy	**AM**	4949	5953	187	817	19

	PM	6182	7295	472	641	42

*0 values indicate that the development has resulted in diverting some of the existing traffic to other parts of the network

Total intersection flow (average 5 hours)