

Tuesday, 19 December 2017

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Moorebank Intermodal Precinct East Stage 2 and Concept Plan Modification 2

We refer to your letter dated 20 November 2017 and the Commission meeting on Tuesday, 12 December 2017 at Liverpool, NSW regarding Moorebank Precinct East (MPE).

For avoidance of doubt, our below concerns are not listed in an exhausted manner but rather concentrated to some traffic matters only in this correspondence. You would be well aware that ABB have submitted several submissions/ letters covering other matters as well as traffic management issues.

ABB has significant concerns about impacts on traffic movements – in particular relating to access to the ABB site. This issue is particularly significant for ABB because currently ABB's only access to its site is along Bapaume Road. The project generally will result in:

- The construction of a new signalised intersection;
- The intersection with Bapaume Rd becoming left in left out only;
- The construction of a new access route running south of Bapaume Rd from the new signalised intersection to a new roundabout.

The following diagram shows generally what is proposed:

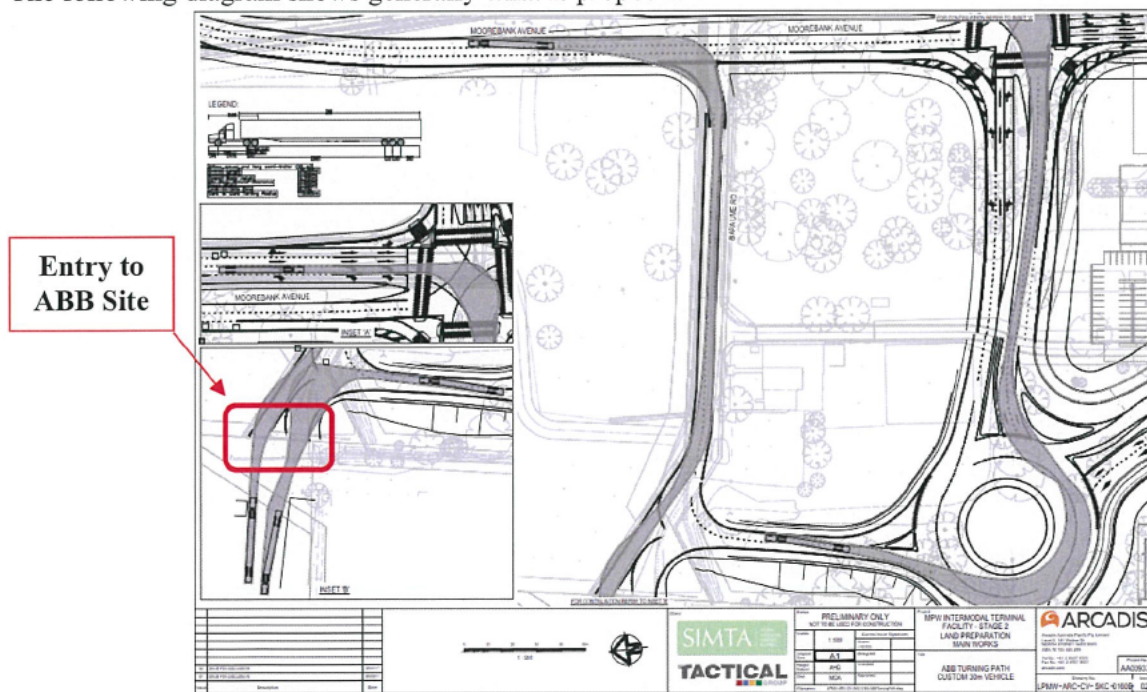


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The traffic impacts of the developments on MPE and Moorebank West Precinct ("MPW") cannot be considered separately for each precinct but must be considered in terms of the cumulative effect that arises from the development of both precincts. ABB is concerned that the cumulative developments (and each of them separately) will have significant direct implications for ABB's Moorebank site, both in terms of delays and safety. Our concerns also extend to the surrounding and neighbouring areas (namely on and off ramps of the M5; this obviously has a direct impact on our staff/ heavy vehicle movements and if required response of emergency services).

Based on a review by ABB's traffic consultants, ABB is concerned with the additional travel times to which drivers will be subjected. Detailed and adequate traffic model outputs are not available for the phase when the developments on MPE and MPW will be operational nor is any baseline data in terms of localised traffic. An overall indicator for delays attributable to development on MPW at the new intersection has previously been stated as being in the order of between 30 and 40 seconds. However, this is the **average delay across all movements and not a sound indication of the delay expected at any point**. In particular, the impact on ABB's access has not been fully assessed and stated. ABB is particularly concerned about:

- i. The ability to turn from Moorebank Avenue into the proposed access road;
- ii. Direct access into and out of the ABB site especially in light of heavy vehicle movements
- iii. Queuing associated with the right turn movement,
- iv. Impacts of queued vehicles on traffic flow in Moorebank Avenue
- v. The cumulative effect of the MPE and MPW projects on the operation of the proposed access arrangements for the ABB site
- vi. Access to and from the M5 and the associated queuing of entry and exit vehicles that have a potential likelihood of impacting ABB's operations

The impact of heavy vehicle usage needs to be more fully and properly addressed based on the cumulative impact of the proposed developments of the east and west precincts as a whole noting that large vehicles have the potential to cause blockages, regardless of the performance of downstream intersections.

Access to detailed models and outputs is required in order for ABB to properly understand the impacts of the proposed developments on movements in and around the ABB site. In this regard, ABB has been provided with a swept path analysis of the proposed new access road and intersection arrangement. The swept path analysis demonstrates that the intersection and access road configuration is grossly incapable of safe operation. In particular:

- There is no space afforded for a vehicle to turn in the inside right turn lane from Moorebank Avenue. Consideration should also be given to large quantities of trucks on the right turn lane from Moorebank Avenue.
- The design vehicle encroaches the entire length of the two lanes provided on the MPW site access road.
- Vehicles turning left from Moorebank Avenue have an insufficient merge length on the MPW site access road.
- The design vehicle cannot complete the turn from Bapaume Road onto Moorebank Avenue.

These issues need to be addressed on the basis of the cumulative impacts of the development of both the MPE and MPW precincts to ensure that the traffic impacts can be managed. Furthermore, the traffic modelling needs to address motor vehicle (heavy and light traffic) movements to MPE and MPW without having a negative impact on the already built environment of ABB.

In ABB's view no further approval of developments on MPE or MPW should be granted until the traffic impacts of each precinct and the cumulative impact have been properly considered, discussed and agreed with ABB. If



it is proposed to grant approval then a condition should be imposed that prior to construction or operation of any development:

- The proponent prepare in consultation with ABB and local residents and business a traffic management plan that demonstrates and ensures that the proposed traffic arrangements will be safe, efficient and compliant with all Australian Standards and applicable codes of practice;
- That plan be approved by an appropriate delegate of the secretary or Minister;
- The proponent provide ABB, residents and businesses access to relevant traffic models and outputs from them in sufficient detail to understand the impact of the proposed development and the development of MPE on Moorebank Avenue, the ABB site, Bapaume road and other relevant intersections.

ABB would be happy to discuss this submission and to consult with the project proponents in respect of these issues.

Kind regards,

Charles Baltasar
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ABB Australia Pty Limited