

13 December 2023

TfNSW Reference: SYD23/00565/03
DPE Reference: SSD-58257960



Bruce Zhang
Department of Planning and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

**ADVICE ON EIS FOR WAREHOUSE 2 - ASPECT INDUSTRIAL ESTATE
MAMRE ROAD, KEMPS CREEK**

Dear Bruce,

Reference is made to the Department's correspondence dated 15 November 2023 regarding the abovementioned Environmental Assessment, which was referred to Transport for NSW (TfNSW) in accordance with Clause 104 and Column 2 of Schedule 3 of State Environmental Planning Policy (Transport and Infrastructure) 2021.

TfNSW has reviewed the Environmental Assessment and advises that although the majority of issues that were of concern and raised for inclusion in the Secretary's Environmental Assessment Requirements (SEARs) have generally addressed, TfNSW's advice to the applicant regarding vehicular access to the proposed car park has not been adequately addressed.

TfNSW provide additional comments in **TAB A** for the Departments consideration.

For more information, please contact Nav Prasad, Land Use Planner via email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Pahee".

Pahee Rathan
Senior Land Use Assessment Coordinator
Planning and Programs Greater Sydney

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TAB A

Car Park Access

- TfNSW reiterates the previous advice provided to the applicant regarding the proposed access arrangements:
 - To promote traffic efficiency of Access Road 1, TfNSW recommend that all vehicular access including access to the carpark should be accessed via Access Road 2.
 - Should the access to the carpark remain as noted from Access Road 1, considering the volume of traffic which includes a large percentage of heavy vehicles that is forecasted to enter the precinct using Access Road 1 and the proximity of the roundabout, a self-enforcing left in/ left out driveway design for the car park access from Access Road 1 would provide a much safer access arrangement for car park access.
 - Furthermore, it is noted that the current access driveway design requires vehicles to have to turn through more than 90 degrees to enter the site from Access Road 1 and swept paths for this driveway have not been provided. Should the access to the car park remain as noted from Access Road 1 the driveway will need to be designed to ensure left turn in and left turn out simultaneous entry and exit movements can be achieved.

Construction Pedestrian and Traffic Management

- Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall:
 - Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW. The CPTMP needs to specify matters including, but not limited to, the following:
 - A description of the development;
 - Location of any proposed work zone(s) noting Mamre Road is not a suitable location,
 - Details of crane arrangements including location of any crane(s) and crane movement plan;
 - Haulage routes;
 - Proposed construction hours;
 - Predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can work within the context of road changes in the surrounding area, noting that construction vehicle movements are to be minimised during peak periods;
 - Construction vehicle access arrangements;
 - Construction program and construction methodology, including any construction staging;
 - A detailed plan of any proposed hoarding and/or scaffolding;
 - Measures to avoid construction worker vehicle movements within the precinct;
 - Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and Mamre Road Upgrade and Elizabeth Drive Upgrade Projects;
 - Identify any potential impacts to general traffic, cyclists, pedestrians, and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works. Proposed mitigation measures should be clearly identified and included in the CPTMP; and
 - Identify the cumulative construction activities of the development and other projects within or around the development site, including Mamre Road Upgrade and Elizabeth Drive Upgrade Projects and private development. Proposed measures to minimise the cumulative impacts on the surrounding road network should be clearly identified and included in the CPTMP;
 - Submit a copy of the final plan to TfNSW for endorsement via development.CTMP.CJP@transport.nsw.gov.au; and

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- Provide the builder's direct contact number to TfNSW via development.CTMP.CJP@transport.nsw.gov.au to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.

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