



29 March 2021

Our Reference: SYD19/01350/12  
Departments Reference: SSD-10448

Bruce Zhang  
Industry Assessments  
Department of Planning and Environment  
GPO Box 39  
SYDNEY NSW 2001

Dear Mr Zhang,

**RESPONSE TO SUBMISSIONS - ASPECTS INDUSTRIAL ESTATE – LOTS 54-58, DP259135 - MAMRE ROAD - KEMPS CREEK**

Reference is made to the Department's referral dated 9 March 2021 with regard to the abovementioned State Significant Development Application (SSDA), which was referred to Transport for NSW (TfNSW) Services for comments.

The proposal seeks development approval for the Aspect Industrial Estate SSDA under section 4.22 of the Environmental Planning and Assessment Act (EP&A Act) and sets out the concept proposal, establishes the framework for future development and Stage 1 works for the proposed industrial hub of land.

The documentation in support of the proposal has been reviewed and comments and recommendations are provided in **Attachment A**.

If you have any further questions, Ms Laura van Putten would be pleased to take your call on (02) 8849 2480 or please email [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au). I hope this has been of assistance.

Yours sincerely

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

**Pahee Rathan**  
Senior Land Use Assessment Coordinator

## **Attachment A**

### **Active Transport Considerations**

#### 1. Comments

The Response to Submissions points out “the facility can safely and securely house up to 20 bicycle spaces (under cover). Lockers, showers and toilets are provided within the building. The specific location of the bicycle spaces will be finalised as part of detailed design.”

#### Recommendation

It is requested that the applicant be conditioned to provide bicycle parking and end of trip facilities in accordance with Australian Standard AS1742.9:2018 *Manual of Uniform Traffic Control Devices - Bicycle Facilities*, and *Cycling Aspects of Austroads Guides* including:

- Locate bicycle parking and storage facilities in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines.

### **Green Travel Plan**

#### 2. Comment

TfNSW notes the Framework Sustainable Travel Plan prepared by ASON Group to support SSD – 10448. A Green Travel Plan (GTP) for the warehouse and distribution buildings and café should be developed in consultation with TfNSW and submitted to TfNSW for endorsement prior to the issue of the first occupation certificate. The Masterplan identifies a further nine warehouse and distribution buildings which will also require GTPs when development consent is requested for these sites.

#### Recommendation

The applicant shall prepare a Green Travel Plan in consultation with TfNSW for each of the warehouse and distribution buildings and the café. The applicant shall submit a copy of the final plan to TfNSW for endorsement at [development.sco@transport.nsw.gov.au](mailto:development.sco@transport.nsw.gov.au), prior to the issue of the first occupation certificate. The Green Travel Plan should include, but not be limited to:

- be prepared by a suitably qualified traffic consultant;
- include objectives and staged modes share targets (i.e. site and land use specific, measurable and achievable and timeframes for implementation) to define the direction and purpose of the GTP;
- consideration of a staff travel survey and workforce data analysis to inform likely staff travel patterns and resultant travel plan strategies to / from the site;
- implementation strategy that commits to specific actions (including operational procedures to be implemented along with timeframes) to encourage the use of public and active transport and car sharing to discourage single occupant car travel to the site;
- details of bicycle parking and dedicated end of trip facilities including but not limited to lockers, showers and change rooms and e-bike charging station(s) for staff to

- support an increase in the non-car mode share for travel to and from the site;
- a Transport Access Guide for staff and visitors providing information about the range of travel modes, access arrangements and supporting facilities that service the site;
- a communication strategy for engaging with staff and visitors regarding public and active transport use and car sharing to the site and the promotion of the health and wellbeing benefits of active and non-car travel to the site;
- include a mechanism to monitor the effectiveness of the measures of the plan; and
- the appointment of a Travel Plan Coordinator responsible for implementing the plan and its ongoing monitoring and review, including the delivery of actions and associated mode share targets.

The plan shall be reviewed annually for at least the first five years and involve surveys, evaluation and review.

The plan (and any updates to the plan), shall be implemented and adhered to at all times by the applicant following the issue of the first occupation certificate.

### **Transport Assessment - Appendix M - Traffic and Transport Memo**

#### **3. Comment**

*TfNSW Item 3d* – TfNSW has concerns with the approach of the intersection design for the right turn on the northbound approach only accommodating for the expected yield under Stage 1 of this development. The reason TfNSW requests the traffic modelling to consider the cumulative traffic impact of the development in the context of any other known planning proposals and developments in the precinct and surrounds, is to determine the need for upgrades or improvement works including consideration to timing and funding (if required). The main concern is that when the other developments (inclusive of any staged approaches) come online this intersection will need to be adjusted again for another interim solution. This is not considered beneficial to the end user.

#### **Recommendation**

It is recommended that the applicant coordinate with other known developments in the area to come up with the interim solution which could cater for all the developments using the intersection in the interim.

#### **4. Comment**

*TfNSW Item 3f* – TfNSW notes the comments provided by Asongroup, however in order to identify when the signalisation is needed a Warrant Assessment is required.

In addition if the warrant assessment indicates that the connection to the surrounding developments are required, TfNSW is of the view that as per the previous point the applicant should work with other known developments in the area to ensure that the warrants for this intersection are met.

### Recommendation

A traffic signal warrant assessment is to be submitted now as part of this assessment (as outlined in Section 2 of the RMS Traffic Signal Design Manual) to confirm when the traffic signal at the intersection will be warranted and under what criteria is met.

5. Comment

*TfNSW Item 3g* – Further to TfNSW comments provided in the previous submission, when there is no pedestrian activity, an exemption can be requested, so that no installation of lanterns and line marking is required. However it should be noted that the hard infrastructure is still required to be constructed and the geometry is still required for the lanterns and line marking to be included at a later date (if necessary).

6. Comment

*TfNSW Item 3h* – As previously, advised this Level of Service item got missed out during the review process of the document “Mamre Road Transport and Movement Outcomes”. It is strongly advised to have “LOS C” or better for upgrading existing and/or new intersections. TfNSW reiterates they would not support anything less than LoS C for a greenfield site such as this regardless of the abovementioned document.

7. Comment

*TfNSW Item 3i* – TfNSW notes Asongroups comments which states that there is adequate capacity to accommodate the worst possible queue length for the northbound right turn movement which shows Level of Service (LoS) E/F. However referring to comment 3 of this letter should this design be considered, TfNSW is of the view that mitigation measures to improve the LoS of this movement should be considered.

### Recommendation

Consideration should be given to mitigation measures to improve the Level of Service of this movement.

8. Comment

In order to undertake a more detailed review of the SIDRA model, the raw SIDRA files should be provided for review. This will enable TfNSW to ensure that the model is as accurate as possible for the purpose of construction.

### Recommendation

It is therefore recommended that the raw SIDRA files be provided to TfNSW for a detailed review of the model.

9. Comment

TfNSW notes that the Road 1 is a “High Order Road” or primary (collector) road as stated in the Mamre Road Precinct DCP. The DCP also states *Driveways should be provided from*

*lanes and secondary streets rather than the primary street, wherever practical.* In this regard TfNSW would not support multiple access points along the collector road Road 1.

In addition the access point to Warehouse 1 carpark is located in close proximity to the proposed signals and would not be supported.

#### Recommendation

It is recommended to consolidate individual sites to reduce fragmented road side activity. Site consolidation should keep direct access to the collector roads to a minimum. Reducing conflict points along the collector road will support traffic efficiency and safety.

Warehouse 1 has access to the minor road Access Road 1. All accesses to the development should be from this road.

#### 10. Comment

On-street parking should be minimised to allow safer turns of Articulated Vehicles, B-doubles etc and to not obstruct line of sight of these heavy vehicles.

#### Recommendation

TfNSW requests the proposed signage and linemarking plans of this industrial estate for review and comment.