



20 April 2020

TfNSW Reference: SYD19/01350/04

Departments Reference: SSD 10448

Department of Planning, Industry and Environment  
GPO Box 39  
SYDNEY NSW 2001

Attention: William Hodgkinson

Dear Mr Hodgkinson

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

Reference is made to Department of Planning, Industry and Environment's correspondence dated 7 April 2020 requesting Transport for NSW (TfNSW) to provide details of key issues and assessment requirements regarding the abovementioned development for inclusion in the Secretary's Environmental Assessment Requirements (SEARs).

TfNSW has reviewed the submitted scoping report and other supporting documentation and provides the following advice:

Statutory and Strategic Framework:

The applicant is to demonstrate that the proposal is generally consistent with all relevant environmental planning instruments including:

- State Environmental Planning Policy (Western Sydney Employment Area) 2009 Amendment
- State Environmental Planning Policy (Infrastructure) 2007
- Draft State Environmental Planning Policy (Western Sydney Aerotropolis)

In addition (but not limited to) the following plans and reports:

- Future Transport 2056 and supporting plans
- Freight and Ports Plan 2018-2023
- Draft Mamre Road Precinct Structure plan - Local Road Network Structure Plan
- Mamre Road Upgrade Strategic Design Report (2016)
- Mamre Road Upgrade Strategic Design Plans

Transport and Accessibility Impact Assessment

TfNSW would like the points outlined in **Attachment A – Key Issues - Transport and Accessibility** to be included in the Transport and Accessibility Impact Assessment (TIA) of the proposed development.

In addition to the above TfNSW provides preliminary comments in **Attachment C – TfNSW Preliminary design comments – Mamre Road/Aspects Industrial Estate Access intersection** on the draft design provided by Mirvac for the intersection with Mamre Road and Aspects Industrial Estate **Attachment B – Mirvac draft plans**. The applicant is to address these design comments for the next issue of the draft plans.

### Consultation

During the preparation of the Environmental Impact Statement (EIS), you must consult with the relevant local, State or Commonwealth Government authority, service providers, community groups and affected landowners. It is suggested that the proponent engages with the Transport cluster agencies regarding the matters raised in this letter during the preparation of the EIS.

If you have any further questions, Mrs 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



**Pahee Rathan**  
Senior Land Use Assessment Coordinator

## Attachment A – Key Issues - Transport and Accessibility

1. TfNSW would like the following points to be included (but not limited to) in the Transport and Accessibility Impact Assessment (TIA) of the proposed development:
  - 1.1. Daily and peak traffic movements likely to be generated by the proposed development including the impact on nearby intersections on Mamre Road, and the need/associated funding for upgrading or road improvement works (if required).
  - 1.2. Details of the cumulative impact of the construction traffic from this development and the surrounding development should be assessed.
  - 1.3. Details of the proposed site access and the parking provisions associated with the proposed development including compliance with the requirements of the relevant Australian Standards (ie: turn paths, sight distance requirements, aisle widths, etc).
  - 1.4. Detailing vehicle circulation, proposed number of car parking spaces and compliance with the appropriate parking codes.
  - 1.5. Details of light and heavy vehicle movements (including vehicle type and likely arrival and departure times).
  - 1.6. To ensure that the above requirements are fully addressed, the transport and traffic study must properly ascertain the cumulative study area traffic impacts associated with the development (and any other known approved/proposed developments/planning proposals/road upgrades in the area). The traffic analysis/modelling needs to consider the impact on Mamre Road for the duration of the works because traffic growth in this area is expected to increase more quickly than standard growth rates.

This process provides an opportunity to identify a package of traffic and transport infrastructure measures required to support future development. Regional and local intersection and road improvements, vehicular access options for adjoining sites, public transport needs, the timing and cost of infrastructure works and the identification of funding responsibilities associated with the development should be identified.
  - 1.7. Details of travel demand management measures to minimise the impact on general traffic and bus operations, including details of a location-specific sustainable travel plan (Green Travel Plan and specific Workplace travel plan) and the provision of facilities to increase the non-car mode share for travel to and from the site;
  - 1.8. The proposed walking and cycling access arrangements and connections to public transport services;
  - 1.9. The adequacy of existing public transport or any future public transport infrastructure within the vicinity of the site, pedestrian and bicycle networks and associated infrastructure to meet the likely future demand of the proposed development;
  - 1.10. Measures to integrate the development with the existing/future public transport network;

- 1.11. The preparation of a preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) to demonstrate the proposed management of the impact in relation to construction traffic addressing the following:
  - 1.11.1. assessment of cumulative impacts associated with other construction activities (if any);
  - 1.11.2. an assessment of road safety at key intersection and locations subject to heavy vehicle construction traffic movements and high pedestrian activity;
  - 1.11.3. details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process;
  - 1.11.4. details of anticipated peak hour and daily construction vehicle movements to and from the site;
  - 1.11.5. details of on-site car parking and access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle;
  - 1.11.6. details of temporary cycling and pedestrian access during construction.

**Attachment B – Mirvac draft plans**

(attachment provided separately)

## **Attachment C – TfNSW Preliminary design comments – Mamre Road/Aspects Industrial Estate Access intersection**

2. TfNSW provides the following preliminary design comments to be addressed in the next draft issue:
  - 2.1. The installation of traffic control signals is dependent on general warrants in accordance with TfNSW requirements for Traffic Signal Design – Section 2 Warrants. A warrant assessment will be required for approval for any signalised intersection being proposed under this development.
  - 2.2. The proposed intersection in the Industrial Estate design does not appear to align with the TfNSW Mamre Road Upgrade design. Without the ability of overlaying both designs, it appears the deceleration lane and length do not alignment. The triangular medians also do not appear to align with the Mamre Road Upgrade design. The intersection should align with Mamre Road Upgrade design to minimise future disruption to the future operation of the Industrial estate. Updated plans should be provided which show that the design aligns with Mamre Road upgrade plans.
  - 2.3. In the Mamre Road Upgrade design, this intersection has a u-turn facility for the vehicles to turn around. The Industrial Estate is to provide a facility for vehicles to turn around. This could be in the form of a u-turn facility within the estate or a roundabout at the first intersection within the estate. The turnaround facility is to cater for heavy vehicles.
  - 2.4. The stormwater basin, swale and embankment on the north west section of the Industrial Estate appears to be appears to be within the future road widening and may impact the future road construction. During the construction, the stormwater basin could be damaged during construction. Overlay the Mamre Road Upgrade boundary with Industrial Estate to confirm if the stormwater basin is within the proposed road reservation. If the Basin is within the road reservation, then the stormwater basin is to be setback.
  - 2.5. It appears the proposed Mamre Road alignment in the Industrial Estate maintains the current road alignment and not the future Mamre Road alignment. Design should consider future Mamre Road Upgrade design to assist with realigning the Mamre Road during the SEARS Aspect Industrial Estate development.
  - 2.6. The intersection is proposed to access the Aspect Industrial Estate only but it needs to be used to access the surrounding local area as well. The local road layout will be further understood when the Mamre Road Precinct Structure plan - Local Road Network Structure Plan is completed. Further consultation with Council and TfNSW is required on this matter.
  - 2.7. Additional design comments to be addressed:
    - 2.7.1. The four lanes proposed at the signalised intersection are required to be designed for a minimum of 200m form the intersection.
    - 2.7.2. The cycle lane adjacent to the left turn lane and the acceleration lane should be removed and just have provision for cyclists adjacent to the median islands. The left turn lane should be 4.5m in width (this is to the face of kerb).

- 2.7.3. Clarification is required as whether the acceleration lane is warranted. Having acceleration lanes this short leads to unnecessary conflicts, especially when there is only one through lane. It is recommended that a standard high angle exit is considered (dependent on the traffic modelling outcomes).
- 2.7.4. There is no SA kerb, pram ramps or footpath shown on the western side. There should be at a minimum a 2.0m shoulder provided adjacent to the SA kerb on the western side.
- 2.7.5. The proposed guard fence to protect the culvert extension doesn't appear to cover the required point of need. The guard fence is to be designed to ensure that the culvert is adequately covered.
- 2.7.6. Clarification is required around what is the width of flow against the median islands and medians.
- 2.7.7. The two 375mm pipe culverts should be 450mm for maintenance purposes and added strength.
- 2.7.8. Clarification is required as to whether Approach Sight Distance (ASD) is achieved for the traffic signals, from the northbound approach in particular.
- 2.7.9. On the new side road, there are two marked 'entry' lanes into the development. i.e. one for the left turners traveling south, and the right turners travelling north. Clarification is required as to the need for both lanes for such a short distance.