3 December 2021

Our Reference: SYD18/01322/58
Departments Reference: SSD 9522 MOD 2

Bianca Thornton
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Ms Thornton,

SECTION 4.55 (2) MODIFICATION TO PROPOSED WAREHOUSE & LOGISTICS HUB - 657-769 MAMRE ROAD - KEMPS CREEK - SSD 9522-MOD 2

Reference is made to the Department's referral dated 12 November 2021 with regard to the abovementioned State Significant Development Application (SSDA), which was referred to Transport for NSW (TfNSW) Services for comments.

TfNSW notes that the modification seeks consent to modify the existing SSD 9522 Development consent to enable the following:

- Amendment to Condition B6 with respect to the internal Estate road widths;
    - Bakers Lane and north-south Road to be amended to 26.4 m
    - Southern east-west Road to be amended to 24 m
    - Cul-de-sac south of Lot 5 to be amended to 25.2 m
- Amendment to the lot sizes due to a shift in boundaries (7,961m2 increase due to road width reductions);
- Increase in building areas pertaining to Lots 6 and 8 (945m2 and 390m2 additional GFA to warehouses on Lots 6 and 8);
- Amendment to condition A6 to reflect the proposed GFA increase from 186,123m2 to 187,378m2 ;
- Deletion of condition B4 regarding the requirement to submit design plans to the Secretary; and
- Deletion of condition B11 given modified sequence 1A approved under Mod 1 to SSD 9522.

TfNSW has reviewed the submitted documentation including the Traffic Impact Assessment TIA undertaken by *Asongroup.*

The TIA provides the following background statement:

Approved Sequence 1B: following Modified Sequence 1A, Sequence 1B is expected to accommodate the traffic from the MSP Ultimate Master Plan (with 421,820 m2) and some potential developments to the south of MSP (the Southern Lots). According to SSD-9522 Condition B11, construction of the Sequence 1B shall be completed by 31 December 2025.

It is noted that the amendment proposes to remove Condition B11 which was previously identified as a required improvement to facilitate the ultimate Master Plan.

However from the abovementioned statement it indicates that Sequence 1B (Condition B11) will be required to accommodate for the traffic from the MSP Ultimate Master Plan. In addition the Modification 2 also includes additional increases in lot sizes which will add to the deterioration of the intersection performance. In this regard TfNSW is concerned that removing the condition may result in further constraints to the network. TfNSW provides comments to the Department 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. I hope this has been of assistance.

Yours sincerely

Edmond Platon
A/Senior Manager Land Use Assessment West & Central
Greater Sydney

Attachment A

Deletion of condition B11 given modified sequence 1A approved under Mod 1 to SSD 9522

1. Comment
   It is noted that the report has analysed the traffic impacts for the Estate-wide traffic based on the Gross Floor Area (GFA) being 421,820 m2 and some potential developments to the south of Mamre South Precinct (MSP) (also called the 'Southern Lots'). Whilst it is stated that the report has included the 'southern lots' in the analysis, it is unclear what the 'southern lots' assumed GFA is and whether this was included in the overall assessment of the intersections.

   Recommendation
   Clarification is required to understand what the assumed GFA is of the 'southern lots' and whether the traffic yield was included in the model.

2. Comment
   The TIA states that at the request of DPIE modelling has been undertaken for the approved Modified Sequence 1A for the years of 2026, 2031 and 2036. Whilst TfNSW appreciates the modelling applied to date, it is unclear what growth rate was applied to the future year models.

   Recommendation
   It is recommended that further clarification is provided as to what growth rates were applied for the years of 2026, 2031 and 2036.

3. Comment
   The TIA provides some modelling summary tables however it is unclear from these summaries what the model inputs are. There is no SIDRA movement summaries which provide summarised information in reviewing models. However TfNSW were provided the SIDRA (sid.) files and outputs based on the TIA dated 6 September 2021. In this regard TfNSW provides the following comments on the model provided from the abovementioned TIA:

   i. The SIDRA movement summaries show that not all demand in the AM peak are able to pass through the network as indicated by the highlighted values. The actual delays/DoS/queues may be worse if they were accounted for. The primary issue appears to be the substantial number of vehicles travelling along Mamre Road. There appears to be almost 1900 vehicles at the North Approach of Mamre Road / Bakers Lane. To provide some perspective, accounting for the 17% HV on this approach would result in a mid-block LoS of E (or even F) at 80km/h using density-based LoS from the HCM for freeways It is suggested that the consultant determine whether the capacity of the road is even able to sustain the forecast demand using HCM/AustRoads prior to modelling.

ii. Further to the abovementioned point, as there are clear Mid-block capacity constraints, further justification is needed to understand why the removal of the mid-block widening under Sequence 1b is no longer considered necessary.

iii. The SIDRA model labelling should be updated to include labels for each lane movement for clarity. In addition model headings should accurately detail what model is being presented.

iv. The cycletimes shown in the movement summary are not consistent. The cycletimes in this area are linked and therefore should be modelled with this consideration. In this regard as per previous discussions TfNSW would accept a maximum cycletime of 120 seconds for this area. Fixed Time Coordinated/Isolated/optimum etc cycletimes will not be supported.

Recommendation

It is recommended that SIDRA referred to in the TIA dated 6 October 2021 be provided for review (including the Base models). In addition should the SIDRA analysis be consistent with the outputs provided in 6 September 2021 the model is to be updated to consider the above.

This should include SIDRA output and raw SIDRA (.sip) files. This will enable our modelling and traffic teams to undertake a detailed review of the model to ensure that the inputs are accurate and supported. Further comments can be provided following the review of the models which may require the assessment to be updated.