

23 November 2022

TfNSW Reference: SYD19/01350/50

Departments Reference: SSD-10448 – MOD 3

Attention: Susanna Cheng
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

**AMMENDED APPLICATION - SECTION 4.55 MODIFICATION TO ASPECT INDUSTRIAL ESTATE,
WAREHOUSE 9 - 804-882 MAMRE RD, KEMPS CREEK**

Dear Ms Cheng,

Reference is made to the Department's referral dated 14 October 2022 with regard to the abovementioned modification to the State Significant Development Application (SSD), which was referred to Transport for NSW (TfNSW) for comment.

This Modification Report seeks approval for modifications to the approved SSD 10448, pursuant to Section 4.55(2) of the Environmental Planning and Assessment Act, 1979 (EP&A Act) to modify the Concept Master Plan and Stage 1 works.

TfNSW notes that the proposed modifications include changes to the Access Road 2, Access Road 4 and Reconfiguration of warehouse lots 6-11 into lots 6-9.

TfNSW provides comments and recommendations in **Attachment A**. TfNSW recommends that the issues raised under this modification application are addressed prior to any determination being made.

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@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely

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

David Rohloff
Senior Manager Land Use Assessment West & Central, Greater Sydney

OFFICIAL

Attachment A

Traffic Impact Assessment & Transport Statement

1. Comment

The Traffic Impact Assessment (TIA) & Transport Statement (TS) Trip Generation Rate appears to vary throughout the report. It is unclear what Trip Generation Rate has been used and whether the rates are consistent.

Recommendation

The following rates were mentioned:

- TIA – page 8 – *Note 2: Based on adoption of generic trip rate*
- TIA – page 10 – first principles assessment for warehouse 1 generation
- TS – 6.3 Warehouse 9 Traffic Generation –first principles trip generation assessment.

Regardless of known trip generation rates to building occupiers the worst-case scenario should be modelled to understand the impacts of the changes to the Concept Masterplan. This is to safeguard the network should there be changes to the use of the warehouse which subsequently results in a higher trip rate. Therefore, it is recommended that the Trip Generation Rate is consistent with the approved Mamre Road Precinct Trip Generation Rates for the modification to the Concept Masterplan in the first instance. When reviewing the construction and operation of Stages of the development there may be consideration made to the specific building/staged occupiers' rates.

General Comment

2. Comment

The Concept Masterplan depicts the Access to Warehouse 1 with a declaration lane within close proximity to the signalised intersection. It is understood that this access arrangement is being addressed in Modification 2 application. Therefore, TfNSW is of the understanding that the issues relating to this access will be addressed under Modification 2 and not be included as part of this application.

3. Comment

It is noted that the Modification includes relocating access points along Access Road 1 and 3 from Warehouse 1,2,3 and 6,7,8. It is strongly recommended that were possible accesses to Warehouses are not from collector roads. This is recommended to reduce congestion and conflict points along collector roads to ensure the most efficient network is developed.