

27 August 2020

Our Reference: SYD18/01322/19

Departments Reference: SSD 9522

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

Dear Ms Thornton,

**RESPONSE TO SUBMISSIONS - KEMPS CREEK WAREHOUSE, LOGISTICS AND INDUSTRIAL FACILITIES HUB (SSD 9522)**

Reference is made to the Department's referral dated 12 August 2020 with regard to the abovementioned State Significant Development Application, which was referred to Transport for NSW (TfNSW) Services for comments.

TfNSW has reviewed the abovementioned development application and does not support the proposed application in its current form. The following information is requested for further assessment prior to determination of the application:

1. Comment

The intersection of Bakers Lane and Mamre Road in the sequence 1A & 1B is not consistent with the ultimate TfNSW design for the intersection of Southern Link Road (SLR) and Mamre Road. The preliminary information provided for review by Altis/Fraser in March 2020 by Costin Roe Consulting provided the following intersection sequences:

- a. Sequence 1A has alignment with current Bakers Lane alignment.
- b. Sequence 1B has alignment matching current Bakers Lane alignment but widened to be consistent with the Mamre Road upgrade width and wide medians.
- c. Sequence 2 has the alignment with proposed SLR and Mamre Road alignment.
- d. Sequence 3 appears to be ultimate design with SLR continuing west through the development.

Recent designs for Sequence 1A & 1B provided by MUGroup on behalf of Fraser Property Group indicate that there is a departure from the abovementioned alignment of the wider medians required to be consistent with the Mamre Road upgrade. TfNSW provided further comments in letter dated 22 July 2020 see **Attachment A – TfNSW letter** on this matter indicating concerns with the proposed changes for the applicant to consider. TfNSW is currently assessing further updated documentation in response to this letter from the applicant.

Recommendation

The signal designs being presented in the development application should be consistent with plans being discussed with TfNSW to ensure that the approved development application design meets TfNSW requirements. It is recommended that further refinement

and clarification of the abovementioned sequences are undertaken to ensure that the concept plans meet TfNSW requirements for a safe and efficient intersection.

2. Comment

Furthermore the response to submissions makes reference to the design sequence plans and swept path analysis (inclusive of intersections) being included in Appendix 16. However there is no concept plans showing the designs commented on in point 2. Therefore it is difficult to determine whether the SIDRA modelling and designs are consistent.

Recommendation

TfNSW request the latest concept plans for all sequences outlined in Appendix 16, inclusive of the swept path analysis.

Following receipt of the above requested information, TfNSW will complete its assessment and advise its support (or) otherwise. Further information may be requested following completion of the review.

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'.

**Pahee Rathan**

Senior Land Use Assessment Coordinator

**Attachment A – TfNSW letter**



Transport  
for NSW

22 July 2020

TfNSW Reference: SYD18/01322/15

Departments Reference: SSD 9522

George Elhage

MUGroup

Email: [George.elhage@mugroup.com.au](mailto:George.elhage@mugroup.com.au)

Dear Mr Elhage

**REVIEW SIDRA MODELLING, TRAFFIC IMPACT ASSESSMENT AND CONCEPT SKETCH - WAREHOUSE & LOGISTICS HUB - 657-769 MAMRE ROAD - KEMPS CREEK**

Reference is made to your correspondence dated 1 July 2020 with regard to the abovementioned Civil Works and associated Traffic Modelling Report, which were referred to Transport for NSW (TfNSW) for comment.

TfNSW has reviewed the documentation including the Concept Sketch, Traffic Impact Assessment (TIA) and electronic SIDRA files in support of the application. TfNSW provides comments and recommendations in **Attachment A – comments register**.

In addition to the comments provided in Attachment A, separate modelling comments relating to the submitted electronic SIDRA files and TIA are provided in **Attachment B – Modelling comments**. It is recommended that the comments provided in Attachment B are addressed prior to further review from TfNSW.

TfNSW has undertaken a preliminary review of the Construction Traffic Management Plan – *Ason Group 2/7/2020*. Preliminary comments are provided in **Attachment C – Construction Traffic Management Plan – Ason Group 2/7/2020**

As Bakers Lane is a Local road under the care and control of Penrith City Council, it is suggested that the proponent engages with the Council on all design discussions relating to the local road network to ensure that Council is in support of the design outcomes.

If you have any further questions, Laura van Putten, Land Use Planner at TfNSW, 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).

Yours sincerely

Pahee Rathan

Senior Land Use Assessment Coordinator

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Transport for NSW

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## Attachment A – comments register

### Strategic Design relationship with TfNSW future plans

1. It is noted that the MU Group Strategic Road Design for Mamre Road / Southern Link Road (SLR) differs from all other designs and is a departure from previous correspondence provided to assess this application. the following comments are provided for Altis/Fraser to consider:

- a. The design does not cater for the upgrade design ie wide medians and alignment with future SLR. This is a departure from preliminary design for the development which had alignment of Mamre Road at what appeared to be the consistent with the TfNSW Mamre Road Upgrade design.
- b. From the drawings from MU Group, the boundaries, especially the detailed boundary around the intersection at Bakers Lane is not consistent with the overall strategic design for Mamre Road and SLR. It should be noted that the boundaries previously sent were consistent with the DPIE boundaries in the Mamre Road Precinct for road reservation. It is recommended that Altis/Fraser and their designers should review the drawings and at a minimum match the road reservation boundaries.
- c. If the design presented by MU Group is constructed for Mamre Road, then the draft VPA contribution/credit will need to be re-reviewed. The calculations TfNSW provided to DPIE are based on Altis/Fraser incorporating our strategic design with wide median for future widening to 6 lane when required in the distant future. If MU group's design is considered in its current form, then TfNSW will have to do significant rework on Mamre Road so that it is consistent with the TfNSW future overall plans. At worst case scenario, the schedule of contributions amount in the proposed VPA will need to be reviewed downwards significantly.
- d. The intersection which consist of Bakers Lane and Mamre Road in the design by MU group is not consistent with the ultimate TfNSW design for the intersection of SLR and Mamre Road. The preliminary information provided for review by Altis/Fraser in March 2020 by Costin Roe Consulting provided the following intersection sequences:
  - i. Sequence 1A has alignment with current Bakers Lane alignment.
  - ii. Sequence 1B has alignment matching current Bakers Lane but widened to match the Mamre Road upgrade width and wide medians.
  - iii. Sequence 2 has the alignment with proposed SLR and Mamre Road alignment.
  - iv. Sequence 3 appears to be ultimate design with SLR continuing west through the development.

The design by MU Group appears to be a departure from Preliminary design from Costin Roe Consulting. The new design raises questions such as, will this design only cater for Sequence 1A? Will additional design for Sequence 1B and Sequence 2 be also available for review by TfNSW?

2. It is unclear how the new design will cater for access to the Water NSW Pipeline. In addition the design should ensure that protection of the pipeline is maintained. It is recommended that the proponent consults with Water NSW to ensure that safe access is able to be achieved within the new proposed design.
3. The design should take into account the Western Sydney Freight Line (WSFL). TfNSW can provide further advice on the WSFL upon request.

#### **Strategic Design – Preliminary comments**

4. Raised medians with signal posts are required on Mamre Road, due to the wide 5 lane approaches.
5. Raised medians should be considered on Baker Street to provide separation from heavy vehicle turning movements.
6. T1 turn lines are incorrectly located and are not required for single turns.
7. Swept paths for the 26 metre B-double design vehicle per report are to be provided.

It is recommended that the above comments are incorporated in the design.

More detailed comments can be provided once a more detailed design is submitted.

#### **Additional Modelling Comments**

8. The modelling for southbound vehicles turning right into Bakers Lane shows a maximum queue length of 216.5 metres, however the design shows a right turn bay of 200 metres. There is a safety risk with vehicles queuing in the right turn bay overflowing into the through lane if there is insufficient storage length. It is recommended that the design is updated to ensure that the maximum queue lengths can be accommodated in the design.

**Attachment C – Comments Construction Traffic Management Plan – Ason Group  
2/7/2020**

1. The Construction Access 1A for the development is via Bakers Lane. In Construction Access 1B, access into the development is via a temporary access road south of Bakers Lane whilst the intersection of Bakers Lane is reconstructed. Having an alternate temporary access south of an existing intersection is not ideal and preference is all traffic access should be maintained at Construction Access 1A.
2. Construction Access 1B is maintained during Stage 2 of the development at the same time the intersection of Mamre Road and Bakers Lane is operational. It is recommended Construction Access 1B should be decommissioned/closed when intersection of Mamre Road and Bakers Lane is operational. Construction Access 1B is not supported during Stage 2 works.
3. The proposed Construction Access 3 north of intersection of Mamre Road and Bakers Lane for Stage 3 is not supported when access is possible via internal road network and an operational intersection of Mamre Road and Bakers Lane.
4. In the Construction Traffic Management Plan (CTMP), there is no indication of the turnaround location for construction traffic originating from the north. This will need to be identified as part of the assessment of the development.

The CTMP by Anson Group 2/7/2020 is not supported at this stage. Further refinement is required for TfNSW to complete the review.