

Abbie Cogill

From: Stephen O'Connor <stephen.oconnor@altisproperty.com.au>
Sent: Tuesday, 16 May 2023 11:12 AM
To: Rebecka Groth; Chris Ritchie
Cc: Philip Grech; Andrew Cowan; Anthony Murr
Subject: FW: 84 Mamre Rd_Concept LILO Design
Attachments: 20230515 - TfNSW Response SYD21_00462_17 884-928 Mamre Road Kemps Creek.pdf

Hi Rebecka and Chris,

Please see the below recently received from TfNSW regarding the attached SSDA response

This email came off the back of a conversation that I had with Pahee earlier today and confirms that TfNSW have no further issues with the access and road infrastructure being proposed for our development.

Altis can agree to work collaboratively with TfNSW in the post DA approval design phase, ensuring that our design considers the Ultimate Mamre Road Upgrade

Regards



Stephen O'Connor | Project Director

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Forward all invoices to accounts.payable@altisproperty.com.au

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From: Nav Prasad <Nav.Prasad2@transport.nsw.gov.au>
Sent: Tuesday, May 16, 2023 10:59 AM
To: Stephen O'Connor <stephen.oconnor@altisproperty.com.au>
Cc: Pahee Rathan <Pahee.RATHAN@transport.nsw.gov.au>; Philip Grech <philip.grech@altisproperty.com.au>; Joekarl Diaz <joekarl.diaz@mugroup.com.au>
Subject: RE: 84 Mamre Rd_Concept LILO Design

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Hi Stephen,

Yes the unresolved items can be addressed through further design stages post DA approval as TfNSW is satisfied with the concept in principle and is subject to further review and amendment through the detailed design stages.

Regards

Nav Prasad

Development Assessment Officer
Planning and Programs
Greater Sydney
Transport for NSW

Ph. (02) 9983 3193
Level 5, 27 Argyle Street Parramatta NSW 2150

Please note that I am contracted to TfNSW in a part time capacity and generally available Mondays, Tuesdays and Wednesdays only.



**Transport
for NSW**



I recognise and acknowledge that modern New South Wales is an overlay on Aboriginal land and that many of the transport routes of today follow songlines Aboriginal people have followed for tens of thousands of years. I pay my respects to the Aboriginal people of NSW and Elders past and present.

Please consider the environment before printing this email.

From: Stephen O'Connor <stephen.oconnor@altisproperty.com.au>

Sent: Tuesday, 16 May 2023 9:55 AM

To: Nav Prasad <Nav.Prasad2@transport.nsw.gov.au>

Cc: Pahee Rathan <Pahee.RATHAN@transport.nsw.gov.au>; Philip Grech <philip.grech@altisproperty.com.au>;
Joekarl Diaz <joekarl.diaz@mugroup.com.au>

Subject: RE: 84 Mamre Rd_Concept LILO Design

Importance: High

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Hi Nav,

Thanks for sending through this response,

We have reviewed and just wanted to clarify the TfNSW response on items 9 & 10

The wording states the comments provided "will remain open until resolved" however the language assumes the resolution of this will be during further design stages post DA approval.

Can you please confirm this? DPE will want comfort they can approve the DA, with conditions to confirm that Altis will work with TfNSW (and their designer) during the detailed design phase.

Regards

15 May 2023

TfNSW Reference: SYD21/00462/17

DPE Reference: SSD-17647189



Team Leader
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Rebecka Groth

**RESPONSE TO TFNSW ADDITIONAL INFORMATION REQUEST
884 - 928 MAMRE ROAD, KEMPS CREEK**

Dear Rebecka Groth,

Reference is made to the additional information provided by the applicant in response to the TfNSW comments dated 23/12/2022 and the subsequent meetings between TfNSW and the applicant on the left in left out access design.

TfNSW has reviewed the submitted strategic left in left out design and provides the design review comments in TAB A. Whilst most of the comments can be closed out, there are some comments relating to the design that remain open and can be addressed in future design stages and will require collaboration between the applicant and TfNSW project teams.

For more information, please contact Nav Prasad, Land Use Planner via email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

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

Pahee Rathan
Senior Land Use Assessment Coordinator
Planning and Programs Greater Sydney

884 Mamre Rd - 3rd Review			
RMS Registration Number	SYD21/00462		
Client Registration Number			
Design Stage	Strategic Design		
Dated			
Design Review			
Review Date	12/05/2023		

ID	Date	Reviewer	2nd Review Comments	Response Date	Response from Designer	TfNSW Response Date	TfNSW Response
1	6/2/23	MRUS2 project team	Crossing point for pedestrians / cyclists on access road to consider safety (e.g. line of sight)	29/03/2023	A pedestrian/cyclist crossing that complies with Austroads and TfNSW technical directions has been added (refer to 2021_19_SD_0001_SK00014 Issue B). The crossing point is 50m from the intersection, which provides sufficient line of sight, and is compliant with Austroads Part 3 horizontal stopping site distance of 20m (Figure 5.4) with an additional 26m B-double length. This allows the stopping site distance to the back of a 26m B-Double waiting at the pedestrian crossing. This plan is contained within Annexure 1	12/05/2023	Noted and agreed. Comment can be closed.
2	6/2/23	MRUS2 project team	Extension of culverts to align with capacity requirements from Sydney Water. Also extend culverts to the west, to allow for safety of workers when constructing median / northbound lanes	29/03/2023	Detailed analysis for the stormwater design including connections will be submitted to TfNSW for review under the WAD. Extension of the culverts under Mamre Road to the west is currently not anticipated as this may affect the drainage flow to properties away from the LILO arrangement and we note that upgrade of Mamre Road to the west is not proposed as part of this strategic design. This will be discussed in further detail with TfNSW during the subsequent design development. It should be noted that the stormwater discharge from the development proposes to utilise the existing culverts in Mamre Road. The proposed discharge arrangement and alignment is consistent with the Mamre Road Development Control Plan (MRP DCP) trunk drainage network and has been reviewed by NSW DPIE and their independent stormwater management reviewer (IDC). The stormwater management design allows for attenuation of post development peak flows to less than or equal to existing flows. Further, the design limits discharge in accordance with the Mean Annual Runoff Volume (MARV) limits, and Flow Duration Curve (FDC) metrics. As such, post development flows, and performance of the culverts post development, would be similar to those in the predevelopment conditions. The drainage output assumptions are consistent with the MRP DCP and consultation with Sydney Water. We do not have visibility on any ultimate TfNSW designs pertaining to stormwater, however it would be anticipated that as Sydney Water are the trunk drainage managers that TfNSW designs would need to be consistent with the Sydney Water strategic plans, which are in turn consistent with the proposed stormwater management and discharge arrangement.	12/05/2023	Noted as follows: - TfNSW preference for extension remains to the west, for safety of workers during construction. This risk needs to be mitigated SFAIRP during design. - Drainage flow impacts from a western extension will need to be developed collaboratively with TfNSW during subsequent design iterations. TfNSW's designer for the Strategic Design Review / Refinement of Mamre Road Upgrade will be undertaking preliminary sizing of culverts (based on Sydney Water input data) over the coming 1-2 months. MU Group to work collaboratively with TfNSW and their designer on this item. - Noted re: post-development peak flows, to be less than or equal to existing flows. This comment will remain open until the above items are addressed and closed-out in subsequent design stages.
3	6/2/23	MRUS2 project team	Consider the safety of access points (driveways) with acceleration lane to the south	29/03/2023	TfNSW has provided instruction to remove the acceleration lane as shown in strategic design drawing (2021_19_SD_0001_SK00014 Issue B). The acceleration lane will only be constructed once the southern property is developed or residents vacate.	12/05/2023	Noted and agreed. Comment can be closed.
4	6/2/23	MRUS2 project team	Minimise sacrificial works – show planned permanent / sacrificial works on the drawings	29/03/2023	The proposed strategic design has considered the Ultimate TfNSW Mamre Road Design. The strategic design drawing (2021_19_SD_0001_SK00014 Issue B) shows highlighted in like blue the proposed southbound carriageway matching the Ultimate TfNSW design level including at the intersection. This plan is provided in Annexure 1 There are no works that are considered sacrificial. Areas that need to be reworked are marked as transition areas in the drawing. We believe this approach is the most appropriate considering the Ultimate Mamre Road levels are not finalized.	12/05/2023	TfNSW is currently progressing the Review / Refinement of Mamre Road Upgrade Strategic Design. This will include changes to the horizontal and vertical geometry at this LILO location. An example of change is the adoption of a constant 17.7m between northbound and southbound control lines, which will result in 5.5m widening of the median. LILO design will need to ensure enough space between left turn carriageway (on entry side) and proposed cadastral boundary, including any shared path / verge / drainage requirements. Updated geometry is expected to be available in July 2023. If needed in a more timely manner, MU Group and TfNSW can work collaboratively to address this item. This comment will remain open until the above items are addressed and closed-out in subsequent design stages.
5	6/2/23	MRUS2 project team	Design to comply with TfNSW requirements – any departures to be approved through TfNSW concession process. Designer to provide departures register for Concept Design, for TfNSW review / approval	29/03/2023	Currently there are no known departures to design standards. Design departures will be submitted to TfNSW for review and approval in the concept and detailed design phases as per standard practice.	12/05/2023	Noted and agreed. Comment can be closed.
6	6/2/23	MRUS2 project team	Add stormwater infrastructure (pits and pipes) to Concept Design for TfNSW review. Designer to show how they will collect runoff from their site, and how it will be discharged to the surrounding natural network or TfNSW infrastructure. If using existing culverts, design needs to show no adverse impacts to development on water flows. Also what is the flow path for runoff collected from the catch drain adjacent to the decel lane	29/03/2023	The proposed is a strategic design. Stormwater design and calculation will be provided to TfNSW for review and acceptance in the concept and detailed design phases as per standard practice.	12/05/2023	Noted. This comment will remain open until the stormwater infrastructure design is reviewed and accepted in subsequent design stages.
7	6/2/23	MRUS2 project team	Road levels to be consistent with TfNSW Strategic Design for Mamre Road upgrade. At the LILO the proposed road will be 500mm higher than existing.	29/03/2023	The proposed strategic design drawing (2021_19_SD_0001_SK00014 Issue B) shows highlighted in light blue the proposed southbound carriageway matching the Ultimate TfNSW Strategic Design level including at the intersection. This plan is provided in Annexure 1 As shown on the long section, the intersection is at approximately CH3980 and the level difference between the TfNSW Strategic Design and existing level is 91mm.	12/05/2023	Per TfNSW's 2017 Strategic Design (DS2015-003043_Issue C), there is (approx.) 550mm difference between design and existing levels at CH3980 along control line MC01 (northbound, between travel lane and inside shoulder / verge). Additionally, we note MU Group have amended the vertical alignment further south of the LILO access point, e.g. more pronounced crest and sag points. Please provide reasoning behind this deviation from TfNSW Strategic Design (2017). As noted in Item 4 above there will be changes to the horizontal and vertical geometry at this LILO location as part of the Strategic Design Review / Refinement. This comment will remain open until the above items are addressed and closed-out in subsequent design stages.

8	6/2/23	MRUS2 project team	Existing culvert at CH3800 and CH3700 (XD25 and XD26) – the ultimate design will result in replacement and change in culvert alignment. Depending on the developers program, our design may be sufficiently advanced to avoid sacrificial works here.	29/03/2023	Noted The limit of works in the proposed strategic design drawing (2021_19_SD_0001_SK00014 Issue B) does not impact the existing culverts at CH3800 and CH3700. However, we will coordinate and share with TfNSW on any design information that may inform each other's design development. This will be undertaken as part of the WAD process.	12/05/2023	Noted - as per Item 2 above, culvert preliminary design will be occurring in the next 1-2 months. MU Group and TfNSW to work collaboratively on this item. Comment can be closed.
9	6/2/23	MRUS2 project team	MU Group state there will be no impact to southbound lanes in the TfNSW ultimate design, however there appears to be some rework of the pavement for half of the southbound lane (SK-0007D-01). MU Group need to clearly define what will be permanent and what will be sacrificial works.	29/03/2023	The proposed strategic design drawing (2021_19_SD_0001_SK00014 Issue B) shows highlighted in light blue the proposed southbound carriageway matching the Ultimate TfNSW Strategic Design level and horizontal position including at the intersection. This area along with the LILO will be permanent. There are no works that are considered sacrificial. Areas that need to be reworked are marked as transition areas in the drawing.	12/05/2023	We believe there will naturally be "sacrificial" work in any case, as some rework will be required when upgrading to the ultimate layout. We note that MU Group have attempted to minimise this rework e.g. the light blue section which matches TfNSW design levels. However, as flagged in other comments the horizontal and vertical geometry for TfNSW's design will be updated by July 2023. MU Group and TfNSW to work collaboratively on this item. Comment to remain open until resolved.
10	6/2/23	MRUS2 project team	MU Group response to Q2 contains several assumptions which do not appear to be correct: -No proposed shared paths in ultimate design, and no pedestrian desire lines, etc. This does not follow the TfNSW Objectives for Active Transport for this project. Refer typical cross sections at CH3520 from our strategic design -Assumed speed of 20km/h in and out of the estate may be posted / designed, however in practice many trucks in the local area are driving at higher speeds around these bends. We agree with the proposal to move the pedestrian crossing 50m away from the intersection (subject to compliance with all Austroads requirements	29/03/2023	MU Group has reviewed the TfNSW Strategic Design. The plan layout and the cross section at CH3520 shows a Footway width, however this is not clearly understood as a shared path. Nevertheless, the proposed strategic design drawing (2021_19_SD_0001_SK00014 Issue B) shows a 2.5m wide shoulder that is suitable for cyclist to use, which connects with the shared paths within Estate Road. The proposed strategic design complies with Austroads guidelines. Any refinement on signposting and design elements will be undertaken in the concept and detailed design phases. It should be noted that road safety audit and Safety-in-Design will be undertaken during the concept and detailed design phases that will further inform the design development. The proposed strategic design drawing (2021_19_SD_0001_SK00014 Issue B) shows the pedestrian crossing to be 50m away from the intersection, and is compliant with Austroads and TfNSW technical directions.	12/05/2023	The 2017 TfNSW Strategic Design (DS2015-003043_Issue C) shows a shared path along the eastern verge. Width of the path has been since increased to 3.5m. Considering there are other significant changes to the TfNSW design at this location, we recommend collaborative design approach between TfNSW and MU Group going forward. Comment will remain open until resolved.
11	6/2/23	MRUS2 project team	MUGroup also responded to Q3 by noting that the proposed TfNSW ultimate levels were unavailable. The information is available in the strategic design MX model. We recommend MU Group follow a similar process to Mirvac / Orion to integrate the two designs	29/03/2023	MU Group has further reviewed the TfNSW Strategic Design and the ultimate levels are shown in the drawing (2021_19_SD_0001_SK00014 Issue B) long section. This plan is provided in Appendix 1 The proposed strategic design has been integrated the TfNSW Strategic Design as shown in drawing (2021_19_SD_0001_SK00018 Issue A). This plan is provided in Appendix 3	12/05/2023	Noted. MU Group and TfNSW will need to adopt a collaborative approach via design workshops, during concept design phase of the LILO, to integrate the two designs (as was done with Aspect Industrial Estate). Comment can be closed.
12	6/2/23	MRUS2 project team	MU Group responded to Q4 by advising that the two affected properties will have a wider shoulder (3m) to safely enter and exit. Does this comply with Austroads requirements? It still appears to be an unsafe solution	29/03/2023	The proposed strategic design drawing (2021_19_SD_0001_SK00014 Issue B) shows a simple Left- In-Left-Out design without the acceleration lane as advised by TfNSW. This proposed design does not affect the two properties previously mentioned, noting that an acceleration lane will only be constructed when the southern properties are developed or residents vacate.	12/05/2023	Noted, comment can be closed.
14	15/5/23	MRUS2 project team	Based on our Mamre Road Upgrade Strategic Design Review / Refinement (currently underway), the land required for the TfNSW ultimate layout may differ from the footprint shown in 2017. Altis / TfNSW to continue to collaborate on this item as the refined Strategic Design approaches completion.				
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