

Travis Lythall

To: Paul Solomon; Andrew Cowan
Subject: RE: SSD 9522 - North South distributor road requirements

From: Melissa Rassack <Melissa.Rassack@planning.nsw.gov.au>

Sent: Tuesday, 28 July 2020 6:54 PM

To: Paul Solomon <Paul.Solomon@frasersproperty.com.au>; Stephen O'Connor <stephen.oconnor@altisproperty.com.au>

Cc: 'Adam Wilkinson' <Adam.Wilkinson@penrith.city>; 'Natasha Borgia' <natasha.borgia@penrith.city>; David Burge <David.Burge@planning.nsw.gov.au>; William Hodgkinson <william.hodgkinson@planning.nsw.gov.au>; Chris Ritchie <Chris.Ritchie@planning.nsw.gov.au>

Subject: SSD 9522 - North South distributor road requirements

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Hi Paul and Stephen

Further to our meeting this morning, please see our following comments.

A key issue for the industrial land west of Mamre Road in the Mamre Road Precinct is the availability and quality of north-south road links to provide continuous access to future land-related functions across the entire precinct. At present, the major traffic movement is carried along Mamre Road, which provides the most direct link between Greater Penrith Eastern Creek and South West Growth Area. The planned north-south distributor road within the site will connect to the SLR (northern end) and Mamre Road (southern end) both arterial roads, and is considered to perform the role of a distributor/sub-arterial road as the Mamre Precinct develops to ensure network connectivity, route continuity, maintain traffic capacity, safety and balance intersection design along its entire length.

As the precinct develops, demand for access to both local and regional facilities and employment in the WSEA will grow. The limited capacity of north-south connections within Mamre Road Precinct is likely to lead to congestion on Mamre Road, resulting in problems for local and regional access along this route and its key interfaces with the precinct. In this context, the north-south distributor road connecting to the arterial road network (i.e. SLR and Mamre Road) will perform the function of a sub-arterial road carrying both local and regional traffic directly from one part of a region to another. The north south distributor road has been positioned in such a way that it may also relieve traffic on Mamre Road in some circumstances. The north-south distributor road environment balances both the traffic movement function and the need for local and regional access within the Mamre Road Precinct and broader WSEA.

We note your comments regarding the order of the road and that the precinct wide modelling is required to categorise the road. However, as the SSD application is ahead of the modelling for the wider Mamre Road Precinct, the following design parameters are provided for the north south distributor road:

- Ensure a smooth continuous movement and alignment thereby removing sharp bends and acute angles along its entire alignment
- Road design speed of 70km/h and posted speed limit of 60km/h
- Design vehicle shall be largest anticipated vehicle (likely B-Double, subject to confirmation).
- Typical cross section road reserve width of 30.7m characterised as follows:
 - Through traffic lanes 3.5m wide – as per Austroads Part 3 Geometric Design
 - Kerb side traffic lanes 4.25m wide – as per Austroads Part 3 Geometric Design
 - A minimum verge of 5.6m on one side (to accommodate minimum offset of 0.6m from boundary to path to allow for services trench and light poles, 2.5m shared path and 2.5m for planting, water sensitive urban design requirements and watermain) and 4.6m on the other side (to accommodate minimum offset of 0.6m from boundary to path to allow for services

trench and light poles, 1.5m footpath and 2.5m for planting, water sensitive urban design requirements and watermain)

- A divided carriageway along north-south distributor road with two through traffic lanes in each direction separated by a median of minimum 5.0m.
- The horizontal radius is subject to detailed design review with factors including design speed, design vehicles, superelevation, driveway sight lines, lane widening, etc.
- Establish desirable intersection spacing of 400-800m
- No parking and no direct access from adjoining properties is to be provided.
- An appropriate horizontal and vertical integration with adjoining properties is to be established.
- A maximum longitudinal grade (considerate of efficient heavy vehicle requirements) is to be established.
- The location of north-south road connecting to the southern property should be realigned to enable the IN1 on the properties to the south of your site to be developed efficiently. In determining an acceptable location of the north-south road, please consider that we would also require a public interface and access between the IN1 zoning and RE1 zone on the lots to the south of your site.

Thanks

Melissa Rassack

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