

**From:** [Laura Van putten](#)  
**To:** [Anthony Kong](#)  
**Cc:** [REDACTED]  
**Subject:** FW: SSD-9522 MOD4 - Frasers/Altis 657-769 Mamre Road Kemps Creek  
**Date:** Wednesday, 3 November 2021 5:09:00 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[P0036332\\_Aerial\\_0921.jpg](#)  
[IF2-KC-FS-550-B.PDF](#)  
[CO13362.01-SK30-A.PDF](#)

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Hi Anthony

AS you may be aware, following a phone conversation with Paul Solomon it was agreed that TfNSW would provide preliminary comments instead of a meeting due to time constraints. In this regard TfNSW has reviewed the attached documentation and provides the following comments on key issues:

SLR layout (CO13362.01-SK30-A):

It is noted that the signalised intersection design has been provided to understand how the ultimate road layout will work with the proposed layout for the Lots 1-4 and will not be constructed under this SSDA. However the design still needs to be realistic in order to ensure that adequate land is reserved for the ultimate layout. In this regard, following comments are required to be addressed as part of this Modification to SSDA

- Signal configuration:
  - TfNSW would require the signals to be designed as double diamond. This allows for better flexibility during time of heavy congestion.
  - Swept paths are required for further review. It is difficult to comment on the high angled entry without seeing the swept paths. Questions are raised as to whether a B-double could achieve the angles at the norther leg.
  - North leg:
    - The high angle of the north leg reduces visibility to the signals and is considered not acceptable
    - The major movement will dominate the other movements which raises efficiency issues.
  - Minimum distance required between turning vehicles is 2 metres – clarify distance
  - It is unclear why a bus jump was not provided for the eastbound lane
  - Why is there a chevron section on the south leg. This is not supported.
- Pedestrian safety
  - The west pedestrian leg extends over 7 lanes of traffic. There needs to be consideration of a staged crossing. Alternatively if there is low pedestrian movements, the median is to be wide enough to store a person and to include a push button. This should be provided on the west, and east leg of the intersection. This will require a larger footprint and should be identified now as the current arrangement will not be supported.
  - North leg - The angle of the left turn slip lane creates vision impairments to the pedestrian signals and not accepted on safety ground.

- A modelling memo needs to be provided with the signal design to understand what steered the design.

TfNSW suggests that investigation be undertaken into the following design considerations:

- extending the north leg straight north as opposed to following the current bakers lane alignment. This will remove most of the abovementioned concerns with regards to the obscure angle of north leg.
- Could the north leg left slip be relocated away from the signal as a separate uncontrolled intersection? If this is considered there will need to be adequate distance from the SLR/Mamre Road intersection so as to not have lane changing issues close to signals.

#### Proposed interim design – IF2-KC-FS-550-B

Whilst the proposed interim design is reliant on the ultimate design, TfNSW provides the following high level comments to consider:

- The swept paths provide no indication of whether right turn movements are permitted (previous designs indicated they had right turn movements). Clarification is required, how will the right turn movements be restricted.
- Unclear of the distance from the signals to the access closest to Mamre Road – clarification required
- Access closest to Mamre Road – in order for a 26m B-double to undertake the turn they would need to undertake the turn from the wrong side. Any access to should be able to accommodate for simultaneous entry/exit.
- 3 driveways shown in close proximity (closest to Mamre Road) – light access, heavy access and light access - concern with conflicting movements, swept paths missing.
- The heavy vehicle access to lot 4 is very close to the access to Bakers lane and may cause queuing onto Bakers Lane (this could cause possible issue with the ultimate alignment and impact to the efficiency of the signals also).

*Note: It is emphasised that the comments provided above are informal and of a Pre-DA nature, they are not to be interpreted as binding upon TfNSW and may change following formal assessment of a submitted development application from the appropriate consent authority.*

**Kind regards,**

Laura van Putten

[Redacted signature]

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**From:** Anthony Kong [Redacted]  
**Sent:** Monday, 11 October 2021 2:42 PM  
**To:** Laura Van putten [Redacted]  
**Cc:** [Redacted]  
**Subject:** SSD-9522 MOD4 - Frasers/Altis 657-769 Mamre Road Kemps Creek

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Hi Laura,

Hope this email finds you well.

Urbis has been engaged by Frasers/Altis to assist with the proposed modification of an SSD consent for the site at 657-769 Mamre Road, Kemps Creek. The site is situated within the Mamre Road Precinct of the Western Sydney Employment Area.

We would like to request a meeting with TfNSW to discuss the fourth section 4.55 modification scope for SSD-9522, referred to as MOD4. Please find attached the site plan and proposed MOD4 layout, which we hope to introduce and detail in the meeting.

MOD 4 relates to the site area north of Bakers Lane and is in response to Condition B18 as part of the SSD-9522 development consent, raised through consultation with TfNSW in relation to the internal road network and the lots north of Bakers Lane. The condition from TNSW relates to minimising access points along Bakers Lane through the inclusion of a new cul-de-sac road.

Please do not hesitate to reach out should you have any queries. Look forward to hearing from you.

Thank you.

Kind regards,

**ANTHONY KONG**

SENIOR CONSULTANT

D [REDACTED]  
E [REDACTED]

**SHAPING  
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Learn more about our [\*\*Reconciliation Action Plan.\*\*](#)

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