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info@asongroup.com.au

+61 2 9083 6601

Suite 1404, Level 14, 101 Grafton Street

Bondi Junction, NSW 2022

www.asongroup.com.au

Altis Property Partners  
GOP Box 4456  
Sydney NSW 2001

Attention: Stephen O'Connor; Asset Manager

RE: 585-649 Mamre Road, Orchard Hills – Response to TfNSW and RMS Submissions (SSD 7173)

Dear Stephen,

We refer to the following submissions received in response to exhibition of the State Significant Development (SSD) at 585-649 Mamre Road, Orchard Hills:

- Transport for NSW (TfNSW) submission dated 26 June 2016 (Ref: CD16/05922);
- Roads and Maritime Services (RMS) submission dated 28 June 2016 (Ref: SYD15/00996/02)

The proposed development forms part of the Mamre West Investigation Area which has recently been gazetted and sets the background to the subject SSD submission. In this regard, we have reviewed the relevant submissions and provide the following comments.

## 1. TfNSW Submission

### 1.1. Traffic Generation

TfNSW suggests adoption of higher traffic generation rates in accordance with the average generation rates outlined in the RMS Technical Direction 04a *Guide to Traffic Generating Developments Updated traffic surveys* (TDT 2013/04a).

However, further modelling using these higher traffic generation is not considered appropriate or necessary for the following reasons:

- The average generation rate for business parks outlined by TDT 2013/04a includes a number of survey locations across NSW, with the 'Sydney Average' rate including surveys of a site at Helensburgh (Wollongong area). This Helensburgh site was only partially occupied (13 of 21 units were occupied), located outside what might arguably be considered Sydney region and significantly skews the rates in comparison to the other surveyed sites. As such, the use of these Sydney Average rates referred to in the TfNSW submission are not considered representative of the type of development now proposed.
- Accordingly, the assessment relies on the TDT 2013/04a surveyed rates for the Erskine Park Industrial Estate which is located in close proximity to the subject site and therefore considered the most representative of the proposed development in terms of future travel characteristics and accessibility. Being the most similar in nature to the proposed development, the surveyed traffic generation rates for the Erskine Park site are also considered the most appropriate for use in this traffic assessment.
- Traffic generation rates adopted for this SSD are consistent with that adopted as part of the approved rezoning of the subject site which underpin the access requirements for the wider Mamre West precinct.
- Over-design of the relevant intersections, on the basis of excessive traffic generation rates, would be a waste of resources and therefore not in the public interest. It is also noted that the access design is currently going through a review process and any final access arrangements will be subject to RMS approval, prior to construction.

## **1.2. Travel Demand Management**

The effectiveness of a Workplace Travel Plan in an area not well served by public transport, off-road bicycle connections where the majority of facility users will rely on the use of private vehicles in one form or another is questionable. Indeed, Table 2 of the submitted traffic report outlines that only 18 daily movements (of a total 1,783) are expected to be undertaken by active or public transport travel modes such as walking, cycling or buses.

Nevertheless, preparation of a Workplace Travel Plan could be a requirement to be addressed as a Condition of Consent prior to issue of an Occupancy Certificate, if deemed necessary by the Department of Planning and Environment (DP&E).

## **1.3. Heavy Vehicle Access / Decoupling Areas**

Decoupling is expected to only be required for B-doubles and therefore likely to be a relatively infrequent occurrence. No on-site standing or storage of other vehicles is proposed, other than within designated loading bays.

In general, on-site loading and unloading arrangements are largely considered operational matters of concern for future warehouse management and Council. Notwithstanding, identification of suitable decoupling areas can readily be addressed at Construction Certificate stage with a suitable Condition of Consent, if required.

## **1.4. Construction Traffic Management Plan**

The TfNSW submission itself acknowledges that this should be a Condition of Consent. It is anticipated that this would be prepared by Hansen Yuncken, prior to issue of a Construction Certificate.

## **2. RMS Submission**

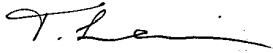
The RMS submission generally raises no objection to the SSD subject to deferred commencements conditions to resolve the Mamre West Investigation Area access arrangements. These ultimate access arrangements are a matter for the Precinct generally and not solely related to this SSD which will be provided with interim access via the southern access location, as permitted by RMS, until such time that the ultimate Precinct access arrangements are available. The proposed interim access has generally been designed having regard for the relevant requirements of Austroads and is therefore considered acceptable.

However, the RMS submission does impose a number of further restrictions on this interim access. These comments are being considered and a review of the access arrangements is currently being undertaken to identify any areas where the design may be improved to further enhance the safe operation of the access to Mamre Road. Any works to Mamre Road in relation to the future site access arrangements (interim or final) will be subject to a Works Authorisation Deed (WAD) process. This process provides RMS with the ability to further review and respond to the proposed arrangements in due course, prior to issue of any final works approval.

Justification for the adopted traffic generation rates is outlined in Section 1.1 above as part of the TfNSW response. Again, this is a detailed design matter that can be resolved and agreed upon with RMS as part of the WAD process.

We trust the above is of assistance and please contact Piran Trethewey in the first instance should you have any queries or require further information in relation to the above.

Yours sincerely,



Tim Lewis

**Principal Traffic Engineer – Ason Group**

Email: [tim.lewis@asongroup.com.au](mailto:tim.lewis@asongroup.com.au)