



Our reference: ECM: 9288030  
Contact: Gavin Cherry  
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22 September 2020

Bianca Thornton  
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Dear Bianca,

**Response to Request for comment on SSD 9522 - Kemps Creek Warehouse Logistics and Industrial Facilities Hub -657-769 Mamre Road, KEMPS CREEK NSW 2178**

I refer to amended documentation and revised plans received by Council on 8 September 2020 concerning the above SSD application.

Thank you for the opportunity to further comment on the amended development proposal.

The following comments are provided for continued consideration in the assessment of the SSD application:-

**Orderly Development and DCP Exhibition**

Council has been advised that the exhibition of the Precinct Wide DCP is imminent and as such, the determination of this application ahead of this may undermine the strategic framework intended to be delivered in the precinct as a whole.

If the application is determined ahead of DCP exhibition, it should be verified that the outcomes established will not be in conflict or undermine what is planned for, or expected to be delivered, for this site and the broader precinct as a whole.

**Contribution Planning and Infrastructure Funding**

The Council's Section 7.12 Contribution Plan and the contribution rate applicable at this point in time, will not be sufficient to address the costs of local infrastructure requirements identified for this planned precinct, particularly demands for open space, roads and stormwater management.

It is requested that the Department explore potential avenues to ensure that the contribution rate to be identified for the Mamre Road Precinct contributions plan, is still captured in any determination made on this application if that determination is made prior to the adoption of the Precinct Contributions Plan.

**Water Quality and Quantity Basin Management**

The applicant has confirmed that the proposed basins will be maintained in perpetuity by the proponent or the owners of the individual lots by way of a restriction upon the title, and that access to any estate basin shall be from a public road. These access and management measures must be captured through restrictions and positive covenants to be created on the title of the



affected allotments to ensure management and maintenance is undertaken in perpetuity.

### **Flooding Considerations and Finished Level Interface**

It is understood that Infrastructure NSW are yet to complete the precinct wide flood study that will consider the cumulative impact of development, including cut and fill, upon the South Creek flood plain. The authors of the flood study may have assessed the impact of the filling upon the 500 year flood event for this site, however the cumulative impact upon adjoining future developments undertaking the same level of fill is not understood to have been assessed. It is still considered that the cumulative implications of precinct wide filling, to the extent suggested by this application, should be further considered given the outcomes and expectations that this development will establish. It is however appreciated, that this view may not be shared by the Department, and that it is a matter for the Department and Infrastructure NSW to consider and determine in the finalisation of the assessment process.

If the fill and finished levels are deemed to be acceptable, opportunities to defer the extent of fill in the southern residue allotment should be further explored, so that the filling and interface outcome to the southern boundary is not determined in the absence of the intended building form and landscape design for this lot. This is because the southern residue lot does not provide a southern perimeter road arrangement, and the allotment interfaces with RE1 zoned land. Alternatively, the southern lot should be levelled with a maximum 1:4 landscaped batter gradient (rather than 1:3) adjacent to the southern boundary, with a maximum retaining wall height of 2.0m (not 3.0m). A 3m retaining wall height at this location is a poor interface outcome and a 1:4 gradient can better accommodate heavy rain and minimise mulch and soil erosion on the batter slope. These suggested design amendments will establish a more appropriate interface boundary condition and a suitable developable building pad to inform future development on the lot.

In the event that a stepper gradient is sought in the future, then this can be revisited when the development form and detailed landscape design is lodged for the development on this lot.

### **Traffic Management and Road Design Considerations**

Council's Traffic Engineering Section have reviewed the further information received, and reiterated the importance of finalising Masterplanning, Transportation Planning and Traffic Modelling, to then inform the DCP structure plan and resulting design and spatial arrangement of development within this precinct. The key matters that should ideally inform the design of this development are:-

- macro-modelling using Equilibrium Model/Multimodal Equilibrium(EMME) for the transportation corridors including Mamre Road, Bakers Lane , Southern Link Road, and Freight Corridor
- meso-modelling using Aimsun or equivalent for the Mamre Precinct road network/micro-SIDRA for each intersection staged development triggers and ultimate Mamre Precinct



- micro-modelling using SIDRA traffic modelling of the staged and ultimate future traffic movements to determine the required lane numbers, intersection types, lengths for turning lanes and associated lengths of merging and diverging tapers in accord with Austroads and TfNSW (RMS) guidelines.
- It is also then considered critical that there is an agreed commitment to the delivery of the Arterial Road infrastructure and Freight Corridor infrastructure.

It is appreciated however, that the Department may form the view that the application cannot be deferred until after finalisation of this strategic work and exhibition of the Precinct Wide DCP. If this is the case, then it is requested that the following matters below be further considered and addressed in the finalisation of the assessment: -

- The applicant has only designed the development roads and intersections to accommodate the turn paths for vehicles up to B-Double heavy vehicles. However given that this development site is directly beside a major freight corridor and there will be land uses supporting a major freight logistics hub, it is recommended that this development be designed to accommodate B-Triple heavy vehicles. The local road infrastructure must be designed to accommodate the traffic volumes and swept paths of the largest vehicles expected, without suggestions of title restrictions or other measures dependant on compliance monitoring. As such, it is recommended that all proposed development roads, lane widths, curves, intersection turning paths and cul-de-sac turning heads be designed to accommodate the turn paths for B-Triple heavy vehicle.
- The ultimate design of the Mamre Road / Precinct Roads / Development Road intersection should be either sign priority, left in / left out, roundabouts or Traffic Control Signalised (TCS) treatments. If any prior staged development is proposed that proposes to use this intersection prior to possible ultimate roundabouts or signalisation, then the interim stage treatment design should be provided and show the time / development stage trigger and staged reconstruction connection to the ultimate design treatment.
- The Bakers Lane, Bakers Lane / Mamre Road intersection and Mamre Road frontage levels and road reserves should be subject to acceptance by TfNSW and Council (as roads authority), and be informed by detailed plans, long sections and cross sections that define the required alignment, intersection works, major drainage and structures, widening, landscaping, earthworks, acquisition and levels. It is noted that this could potentially be addressed through conditions of consent through the construction certification process.
- It is also recommended that the development road cross sections should make provision for:
  - 5 metre wide verge with 1.5 metre wide path both sides and be widening to 6 metre wide verge with 2.5 metre wide shared pedestrian / bicycle path along the southern side of Bakers



Lane and along the eastern side of the North South Link Road route through the development site.

- 4.25 metre wide parking / travel lane both sides
- 3.5 metre wide travel lane both sides
- 5.0 metre wide landscaped centre median with 3.5 metre wide Right Turn Lanes and 1.5 metre wide median at any required additional right turn lanes
- Any required additional Left Turn Lanes are to be 3.5 metres wide and include an additional 2.0 metre wide through bicycle lane beside the parking / travel lane in accordance with Austroads guidelines.
- All lanes are subject to additional widening to accommodate the turn paths of B-triple heavy vehicles at curves and intersections as determined by turn path design.
- Pedestrian kerb ramps and pedestrian gaps in the centre medians shall be provided at all approach road to intersections in accordance with Austroads, TfNSW and Council guidelines and requirements.

The above dimensional recommendations must not be at the expense of the landscaping and landscape setback zones as currently proposed.

- The proposed North South Link Road should also be realigned to provide a direct north south alignment and given priority traffic movement at intersections. If this is not considered feasible by the Department, and the undesirable proposed staggered road North South Link road route is retained, then the eastern Tee intersection should be re-aligned to provide a North South Link Road curve with termination side cul-de-sac similar to the staggered curve treatment at the western intersection.

It is recommended that the Department engage directly with Council's Traffic Engineering Team to discuss the above recommendations noting recent discussions that have occurred with the strategic unit of the Department. Please contact Graham Green, Council's Senior Traffic Engineer directly on (02) 4732 8218 to facilitate these discussions.

### **Recommended Conditions of Consent**

In the event that the application is favourably determined, it is requested that the following engineering conditions be included in the notice issued:-

- An Infrastructure Restoration Bond is to be lodged with Penrith City Council for development involving works around Penrith City Council's Public Infrastructure Assets. The bond is to be lodged with Penrith City Council prior to commencement of any works on site or prior to the issue of any Construction Certificate or Subdivision Works Certificate, whichever occurs first. The bond and applicable fees are in accordance with Council's adopted Fees and Charges. An application form together with an information sheet and conditions are available on Council's website. Contact Penrith City Council's



Asset Management Department on 4732 7777 or visit Penrith City Council's website for more information.

- Prior to the issue of any Construction Certificate or Subdivision Works Certificate, a Section 138 Roads Act application, including payment of application and inspection fees together with any applicable bonds, shall be lodged and approved by Penrith City Council (being the Roads Authority for any works required in a public road). These works may include but are not limited to the following:
  - a) Road opening for utilities and stormwater (including stormwater connection to Penrith City Council roads and other Penrith City Council owned drainage)
  - b) Road occupancy or road closures
  - c) The placement of hoardings, structures, containers, waste skips, signs etc. in the road reserve.
  - d) Temporary construction access

All works shall be carried out in accordance with the Roads Act approval, the development consent, including the stamped approved plans, and Penrith City Council's specifications, guidelines and best engineering practice. Contact Penrith City Council's Asset Management Department on 4732 7777 or visit Penrith City Council's website for more information.

- Prior to the issue of any Subdivision Certificate and installation of regulatory/advisory signage and line marking, plans are to be lodged with Penrith City Council and approved by the Local Traffic Committee.

Notes: Contact Penrith City Council's Engineering Services Department on 4732 7777 for further information on this process. Please note that an allowance of eight (8) weeks is required for approval by the Local Traffic Committee. Applicable fees are indicated in Council's adopted Fees and Charges

- Prior to the issue of any Subdivision Certificate, an application for proposed street names must be lodged with and approved by Penrith City Council and the signs erected on-site.

The proposed names must be in accordance with Penrith City Council's Street Naming Policy.

Notes: Contact Penrith City Council's Development Engineering Department on 4732 7777 for advice regarding the application process and applicable fees. Please note that an allowance of eight (8) weeks for notification, advertising and approval is required.

- Prior to the issue of any Subdivision Certificate, a Maintenance Bond is to be lodged with Penrith City Council for all public domain civil works. The value of



the bond shall be determined in accordance with Penrith City Council's adopted Fees and Charges. The maintenance bond is held for the 12 month defect liability period.

Note: Contact Penrith City Council's Development Engineering Department on 4732 7777 for further information relating to bond requirements.

- Prior to the issue of any Subdivision Certificate, the following compliance documentation shall be submitted to the Principal Certifier. A copy of the following documentation shall be provided to Penrith City Council where Penrith City Council is not the Principal Certifier:
  - a) Works As Executed (WAE) drawings of all civil works. The WAE drawings shall be marked in red on copies of the stamped Subdivision Works Certificate drawings signed, certified and dated by a registered surveyor or the design engineer. The WAE drawings shall be prepared in accordance with Penrith City Council's Engineering Construction Specification for Civil Works.
  - b) The WAE drawings shall clearly indicate the 1% Annual Exceedance Probability flood lines (local and mainstream flooding).
  - c) The WAE drawings shall be accompanied by plans indicating the depth of cut / fill for the entire development site. The survey information is required to show surface levels and site contours at 0.5m intervals. All levels are to be shown to AHD.
  - d) CCTV footage in DVD format to Penrith City Council's requirements and a report in "SEWRAT" format for all drainage as identified as Council's future assets. Any damage that is identified is to be rectified in consultation with Penrith City Council.
  - e) A copy of all documentation, reports and manuals required by Section 2.6 of Penrith City Council's WSUD Technical Guidelines for handover of stormwater management facilities to Penrith City Council.
  - f) Surveyor's Certificate certifying that all pipes and services are located wholly within the property or within appropriate easements and that no services encroach boundaries, private or public lands.
  - g) Documentation for all road pavement materials used demonstrating compliance with Penrith City Council's Engineering Construction Specification for Civil Works.
  - h) A Geotechnical Report certifying that all earthworks and road formation have been completed in accordance with AS3798 and Penrith City Council's Design Guidelines and Construction specifications. The report shall include:
    - Compaction reports for road pavement construction
    - Compaction reports for bulk earthworks and lot regarding.
    - Soil classification for all residential lots
    - Statement of Compliance
  - i) Structural Engineer's construction certification of all structures



- The stormwater management systems including the estate drainage basins and stormwater outlets to South Creek, shall continue to be operated and maintained by the proponent in perpetuity for the life of the development in accordance with the final operation and maintenance management plan.

Regular inspection records are required to be maintained and made available to Penrith City Council on request. All necessary improvements are required to be made immediately upon awareness of any deficiencies in the stormwater management systems.

Should you wish to discuss any other matters further please do not hesitate to contact me on 4732 8125.

Yours sincerely,

**Gavin Cherry**  
**Development Assessment Coordinator**