

27 September 2020

Our Reference: SYD18/01322/23

Departments Reference: SSD 9522

Bianca Thornton
Industry Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Ms Thornton,

RESPONSE TO SUBMISSIONS ADDENDUM - KEMPS CREEK WAREHOUSE, LOGISTICS AND INDUSTRIAL FACILITIES HUB (SSD 9522)

Reference is made to the Department's referral dated 8 September 2020 with regard to the abovementioned State Significant Development Application (SSDA), which was referred to Transport for NSW (TfNSW) Services for comments.

TfNSW has reviewed the abovementioned development application and does not support the proposed application in its current form. The following information is requested for further assessment prior to determination of the application:

1. TfNSW previously noted the documentation provided is not consistent. The response to submissions addendum, states that the design provided in this SSDA cannot be achieved within the existing SP2 corridor for Mamre Road. Any changes to the design may alter the LoS to the intersection and therefore the modelling and traffic report provided will not be accurate. This could lead to unknown delays to the network and adverse safety outcomes. Therefore noting the above, TfNSW cannot provide support under Section 87 of the *Roads Act, 1993*.

To enable TfNSW to consider "Agreement in Principle" to the signals at this location under Section 87 of the *Roads Act, 1993*, TfNSW requires the following documentation for review:

- i. Concept (or Strategic) Civil plans
 - ii. Draft Traffic Control Signal (TCS) plans
 - iii. Swept Path Plans
 - iv. Traffic Report – information is to be consistent with the actual proposed design
 - v. Warrant Assessment
 - vi. Land Owners Consent (If required)
2. In addition to the above point TfNSW provides the following high level design comment which is required to be incorporated into the design prior to further review of the intersection of Mamre Road/Bakers Lane. The swept path diagram provided indicates that the left turn into the Bakers Lane (east) is restricted to a 19 metre semi-trailer. As this is a new signalised intersection within an industrial land development TfNSW requires the whole intersection to be designed for a 26 metre B-double vehicle. Consideration should also be made in the design to accommodate for a PBS 3 Access Class A (36.5 metre) heavy vehicle.

Further design comments may be provided once the documentation requested in the previous point is received and the above is amended.

Following receipt of the above requested information, TfNSW will complete its assessment and advise its support (or) otherwise. Further information may be requested following completion of the review.

In addition to the above, TfNSW provides the following advisory comments to the Department for consideration in its determination of the development application:

1. The consent authority is to be satisfied that an environmental assessment has been adequately undertaken for the signalisation of the intersection of Mamre Road/ Bakers Lane.
2. It is noted that a number of corridors have been included in the Western Sydney Aerotropolis Plan (WSAP) and the Aerotropolis SEPP. The proposed alignment for the Southern Link Road from M7 to Outer Sydney Orbital is included on in these documents. This includes a 60 metre Primary Arterial section for the Southern Link Road extension to Luddenham Road. This information can be found at <https://www.planning.nsw.gov.au/News/2020/Jobs-boom-for-Western-Sydney-Aerotropolis>.

If you have any further questions, Ms Laura van Putten would be pleased to take your call on (02) 8849 2480 or please email development.sydney@rms.nsw.gov.au. I hope this has been of assistance.

Yours sincerely



Pahee Rathan
Senior Land Use Assessment Coordinator