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Will Hodgkinson - Principal Planner
NSW Department of Planning, Industry & Environment
4 Parramatta Square
12 Darcy Street
Parramatta NSW 2150

RE: STATE SIGNIFICANT DEVELOPMENT APPLICATION (SSD 9522) FOR PROPOSED WAREHOUSE, LOGISTICS AND INDUSTRIAL FACILITIES HUB

PROPERTY AT: 657-769 MAMRE ROAD, KEMPS CREEK (LOT 34 DP 1118173, LOT X DP 421633, LOT 1 DP 1018318, LOT Y DP 421633 & LOT 22 DP 258414)

Dear Will,

Reference is made in relation to the subject State Significant Development (SSD) Application – **SSD 9522** – that was exhibited by the NSW Department of Planning, Industry & Environment (DPIE) on 7 June 2019 to 8 July 2019 for a proposed Warehouse, Logistics and Industrial Facilities Hub at the identified Subject Site – 657-769 Mamre Road, Kemps Creek (Lot 34 DP 1118173, Lot X DP 421633, Lot 1 DP 1018318, Lot Y DP 421633 & Lot 22 DP 258414).

Following review of the NSW DPIE's request for the Response to Submissions (RTS), dated 28 September 2020 and noting the undertaking by DPIE to the Applicant on 28 September that only a response to the Transport for NSW (TfNSW) is required, we attach herein the required material (refer **Appendix 1**).

Furthermore, following the Submission (dated 30 September 2020 – refer to **Appendix 2**), please find enclosed further supporting documentation in relation to the Submissions received from TfNSW, which includes a copy of the concept Traffic Control Signal (TCS) (prepared by MU Group) with regard to the proposed upgrades to the intersection of Mamre Road and Bakers Lane pertaining to the subject SSD Application – **SSD 9522**.

Should you wish to discuss further, please contact the undersigned.

Yours Faithfully,

Andrew Cowan
Director
Willowtree Planning Pty Ltd
ACN 146 035 707

Enclosed:

- **Appendix 1 – Ason Response Letter to TfNSW – 30/09**
- **Appendix 2 – Ason Response Letter to TfNSW – 02/10**

MEMO



30 September 2020

Frasers Property Australia & Altis Property Partners
(Via Email)

info@asongroup.com.au
+61 2 9083 6601
Suite 5.02, Level 5, 1 Castlereagh Street
Sydney, NSW 2000
www.asongroup.com.au

Attn: Paul Solomon & Stephen O'Connor

RE: 657-703 Mamre Road, Kemps Creek (SSD-9522) – Response to TfNSW RFI

Dear Paul and Stephen,

I refer to the State Significant Development (SSD-9522) at 657-703 Mamre Road, Kemps Creek, which is located in the Penrith City Council Local Government Area (LGA). In this regard, Ason Group have reviewed the following documentations:

- TfNSW letter dated 27 September 2020 (*TfNSW reference: SYD18/01322/23*), and
- Department of Planning, Industry, and Environment (DPIE) letter, dated 28 September 2020.

In this capacity, this letter has been prepared to address the relevant comments included in the abovementioned RFI. Accordingly, the following table provides a summary of relevant TfNSW's comments and Ason Group's responses.

Table 1: TfNSW Comments (27/09/2020) and Ason Group Response

Item No.	TfNSW Comment	Ason Group Response
1)	TNSW 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 <i>Roads Act, 1993</i> . To enable TfNSW to consider "Agreement in Principle" to the signals at this location under Section 87 of the, <i>Roads Act, 1993</i> .	
i	Concept (or Strategic) Civil Plan	A copy of MU Group Strategic-Concept plan for Mamre Road / Bakers Lane intersection in relation to SSD-9522 is provided in Attachment 1 . It is noted that the Strategic-Concept Design prepared by MU Group supersedes the Sequence 1B design included in the latest Traffic Impact Assessment (TIA) dated 03 August 2020. The Strategic-Concept Design prepared by MU Group also covers the lane requirements for both Sequences 1A and 1B as described in the TIA.
ii	Draft Traffic Control Signal (TCS) plans	A TCS Plan based on the Strategic-Concept Design is not required to confirm the adequacy or performance of the proposed intersection upgrades. We request this form a condition of consent as is normal standard practice.

iii	Swept Path Plans	<p>Reference should be made to the swept path analysis undertaken by MU Group and included in Attachment 2. The swept path analysis confirms that the intersection can accommodate 26 metre B-Double vehicles on all legs. According to the advice provided by MU Group, the opposing clearances for the B-Double swept paths are a minimum of 2 metre. It should be noted that the swept path analysis on Bakers Lane East has adopted a 19 metre Semitrailer as a design vehicle with a 26 metre B-Double as a checking vehicle. The analysis shows that a 26 metre B-Double can turn left in and left out of Bakers Lane East by straddling the adjacent lane. It should also be noted that Bakers Lane East is not required by the SSD application to be used in any manner and is not currently designated as a B-Double route. Any upgrades "by others" in the future can accommodate the necessary changes if deemed necessary.</p> <p>Swept paths have also been prepared for A-Doubles. The swept path analysis shows that A-Doubles turning left in and left out of Bakers Lane East will need to undertake this movement from the adjacent travel lanes, with the left out of Bakers Lane East mounting the south western kerb line. Although permissible under Austroads Part 4 section 5.3, this could be improved in the detailed design phase, noting that if A-Doubles are required to use Bakers Lane East in the future by other land owners, the necessary upgrades can be undertaken in particular land acquisition.</p> <p>It is noted in earlier correspondence that the future Southern Link Road will require land acquisitions, at which time this intersection will become redundant.</p> <p>Any further swept path assessment – if deemed necessary – can be dealt with under Work Authorisation Deed (WAD) process and as part of the detailed signal design.</p>
iv	Traffic Report – information is to be consistent with the actual proposed design	<p>The traffic analysis and SIDRA modelling undertaken for the Sequence 1B at Mamre Road / Bakers Lane is generally consistent with the Strategic Plan design (included in Attachment 1) which can satisfactorily address this comment.</p>
v	Warrant Assessment	<p>The intersection of Mamre Road and Bakers Lane is currently a three-leg, T-intersection operating under traffic signal control. The proposed design results in an additional western leg being at Bakers Lane, hence maintaining its current control.</p> <p>Notwithstanding the above, The TIA dated 03 August 2020 supports warrant under Section 2.3 of the Traffic Signal Design Guidelines for a signalised intersection to be considered.</p> <p>For clarity, TIA appendices show the traffic movements on Major road (Mamre Road being more than 600 vehicle/hr) and the minor road (Bakers Lane western leg of the signal exceeding 200 veh/hr) during the road network AM and PM peak hours. It is noted that the Sequence 1B will not only provide access for the SSD traffic, it may also provide vehicular accessibility for the wider precinct (under full development) as well as the Southern Lots traffic (if Southern Link Road is not implemented).</p>

		In this regard, consideration shall also be given to the additional pedestrian crossing facilities now proposed at this signalised intersection which results in improvement of the existing situation. Any further warrant assessment – if deemed necessary – can be dealt with under Work Authorisation Deed (WAD) process and as part of the detailed signal design.
vi	Land Owners Consent	According to the advice provided by Frasers and Altis, the landowners consent have already been provided to DPIE.
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 above is amended.	Refer response in item (iii) above.

We trust the above is of assistance and please the undersigned should you have any queries or require further information in relation to the above.

Yours sincerely,

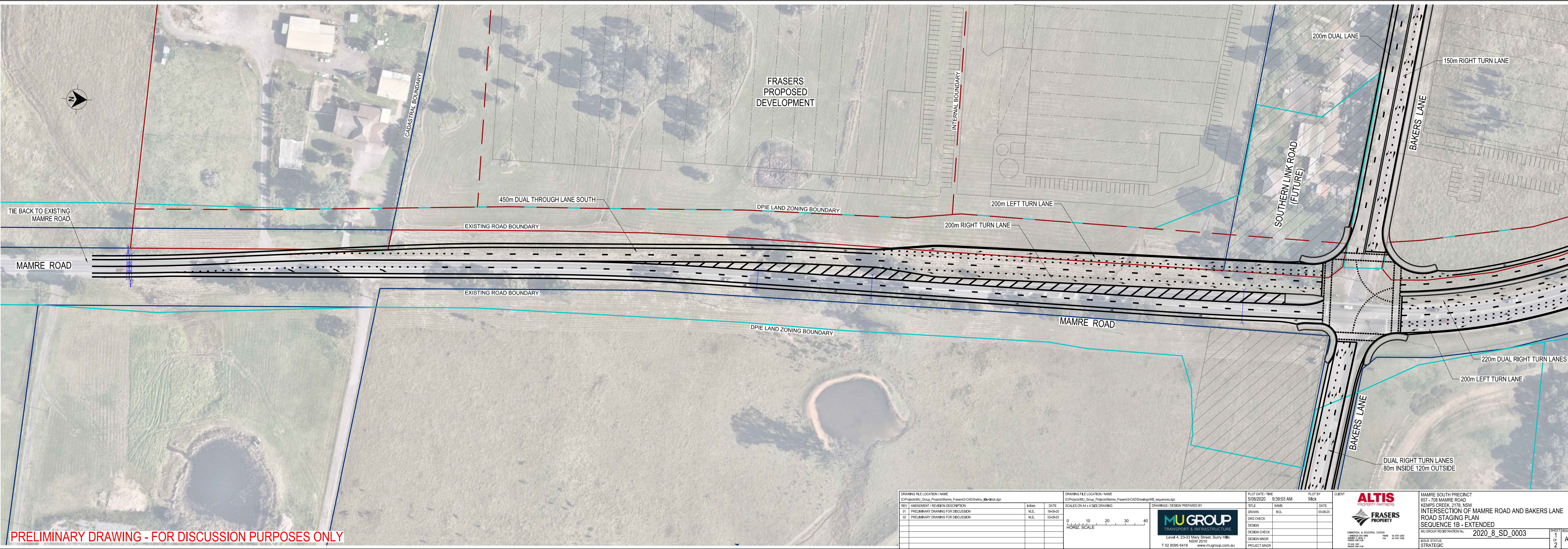


Ali Rasouli
Senior Traffic Engineer – Ason Group
 Email: ali.rasouli@asongroup.com.au

Attachments: 1) Strategic Plan – Prepared by MU Group
 2) Swept Path Analysis – Prepared by MU Group

Attachment 1

Strategic Plan – Prepared by MU Group



PRELIMINARY DRAWING - FOR DISCUSSION PURPOSES ONLY

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02 PRELIMINARY DRAWING FOR DISCUSSION		M.S. 03-08-20		DESIGN				DESIGN CHECK			
				DESIGN MNGR				DESIGN MNGR			
				PROJECT MNGR				PROJECT MNGR			

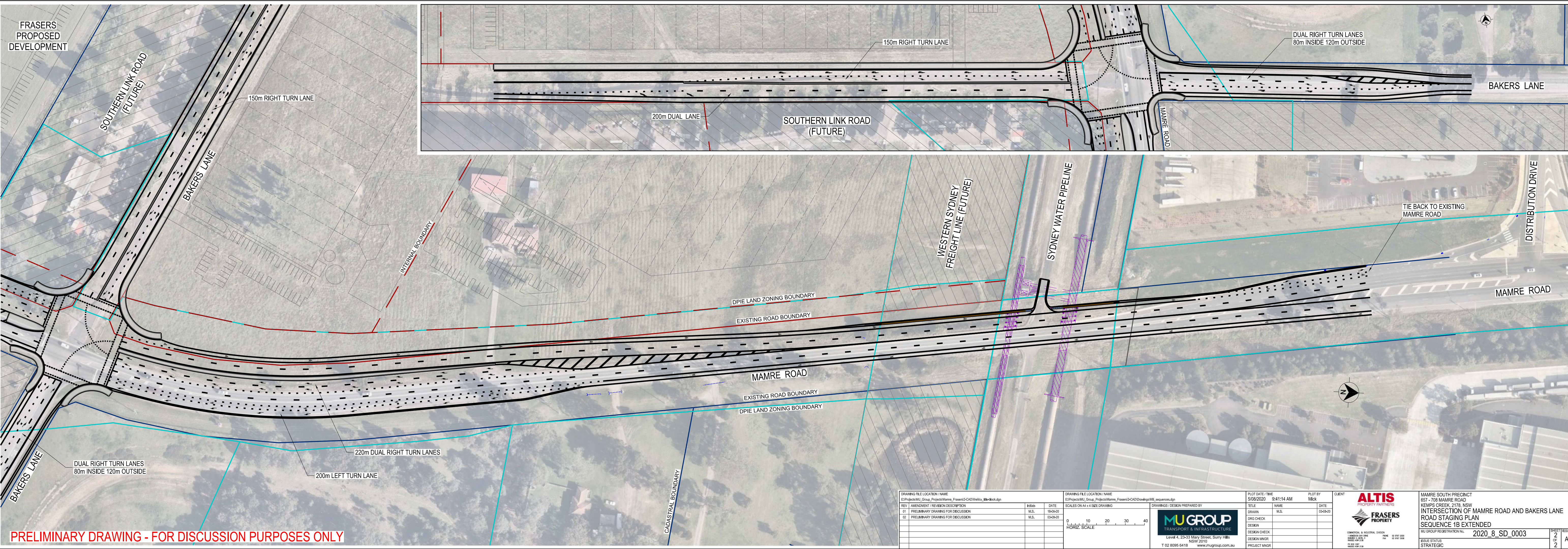
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HORIZ. SCALE

MUGROUP
TRANSPORT & INFRASTRUCTURE
Level 4, 23-33 Mary Street, Surry Hills
NSW 2010
T 02 8095 6418 www.mugroup.com.au

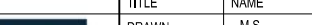
COMMERCIAL & INDUSTRIAL DIVISION
1 BENTLEY WAY SYDNEY
SYDNEY, N.S.W. 1510
PH 02 955 1300
FAX 02 955 1308

FRASERS PROPERTY
COMMERCIAL & INDUSTRIAL DIVISION
1 BENTLEY WAY SYDNEY
SYDNEY, N.S.W. 1510
PH 02 955 1300
FAX 02 955 1308

1 OF 2
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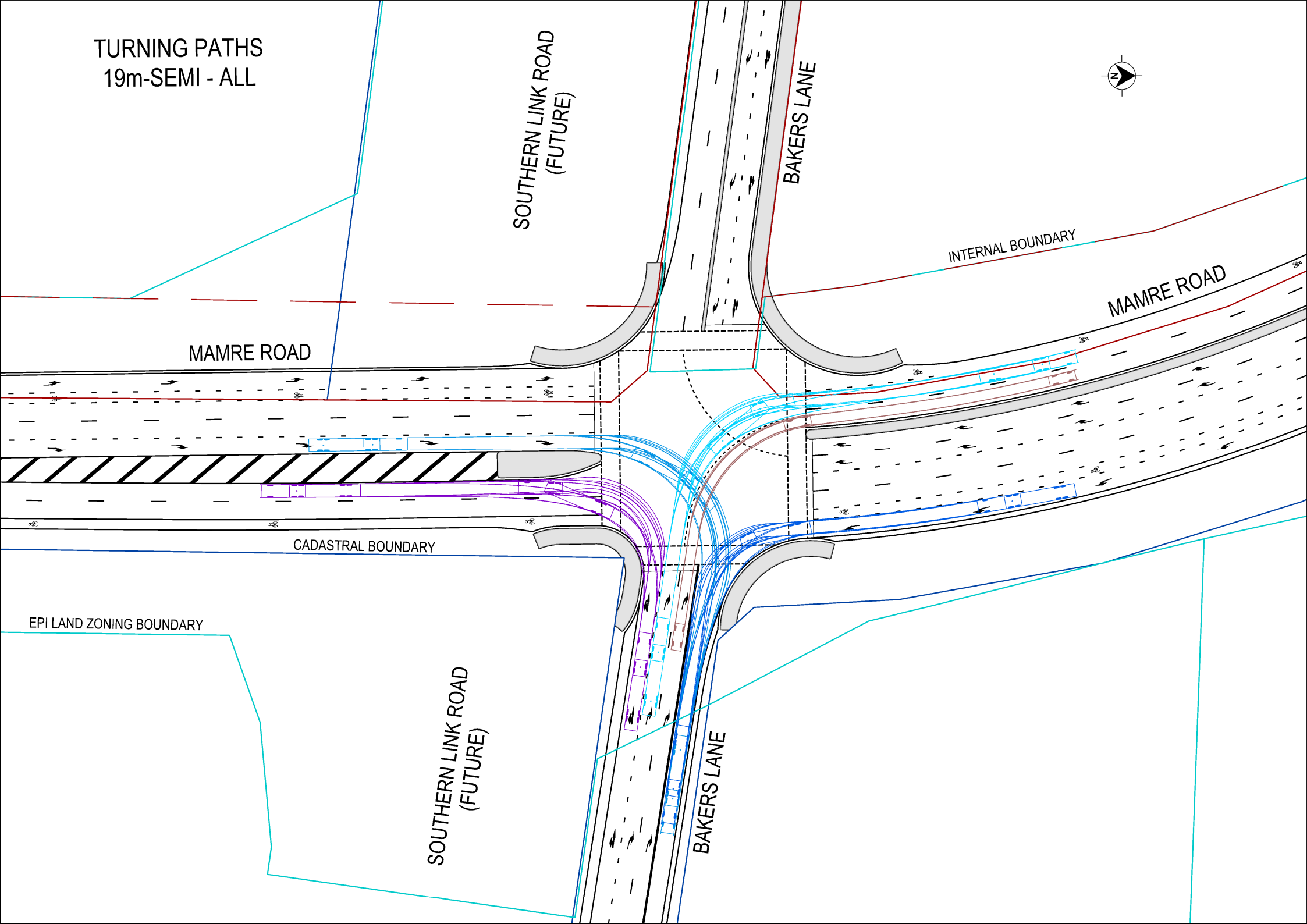
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02 PRELIMINARY DRAWING FOR DISCUSSION				M.S. / 03-08-20		10								DRG CHECK									
						20								DESIGN									
						30								DESIGN CHECK									
						40								DESIGN MNGR									
						HORIZ. SCALE								PROJECT MNGR									

Attachment 2

Swept Path Analysis – Prepared by MU Group

TURNING PATHS
19m-SEMI - ALL



SOUTHERN LINK ROAD
(FUTURE)

BAKERS LANE

INTERNAL BOUNDARY

MAMRE ROAD

MAMRE ROAD

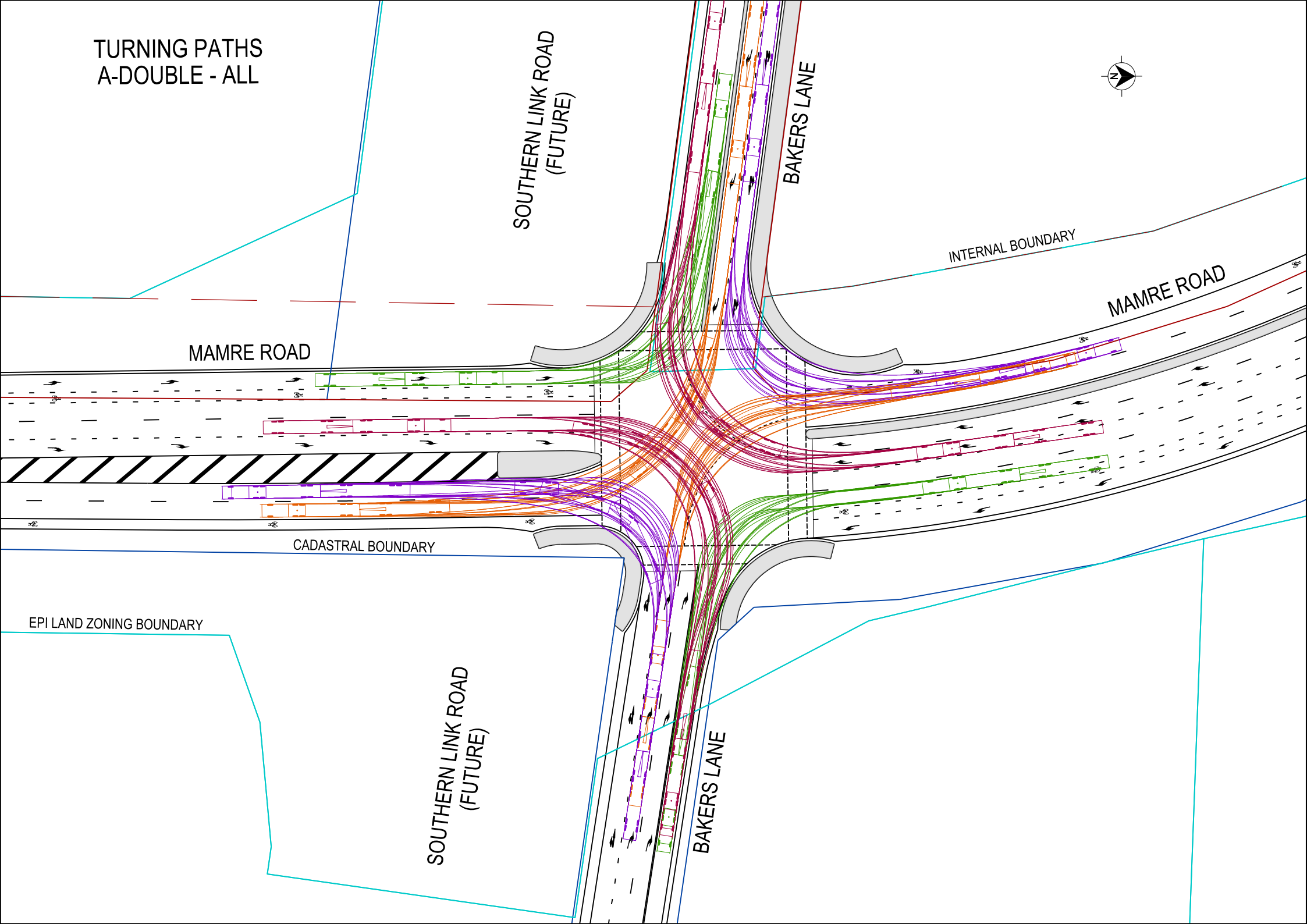
CADASTRAL BOUNDARY

EPI LAND ZONING BOUNDARY

SOUTHERN LINK ROAD
(FUTURE)

BAKERS LANE

TURNING PATHS
A-DOUBLE - ALL



SOUTHERN LINK ROAD
(FUTURE)

BAKERS LANE

INTERNAL BOUNDARY

MAMRE ROAD

MAMRE ROAD

CADASTRAL BOUNDARY

EPI LAND ZONING BOUNDARY

SOUTHERN LINK ROAD
(FUTURE)

BAKERS LANE

TURNING PATHS
A-DOUBLE - LEFT IN



SOUTHERN LINK ROAD
(FUTURE)

BAKERS LANE

INTERNAL BOUNDARY

MAMRE ROAD

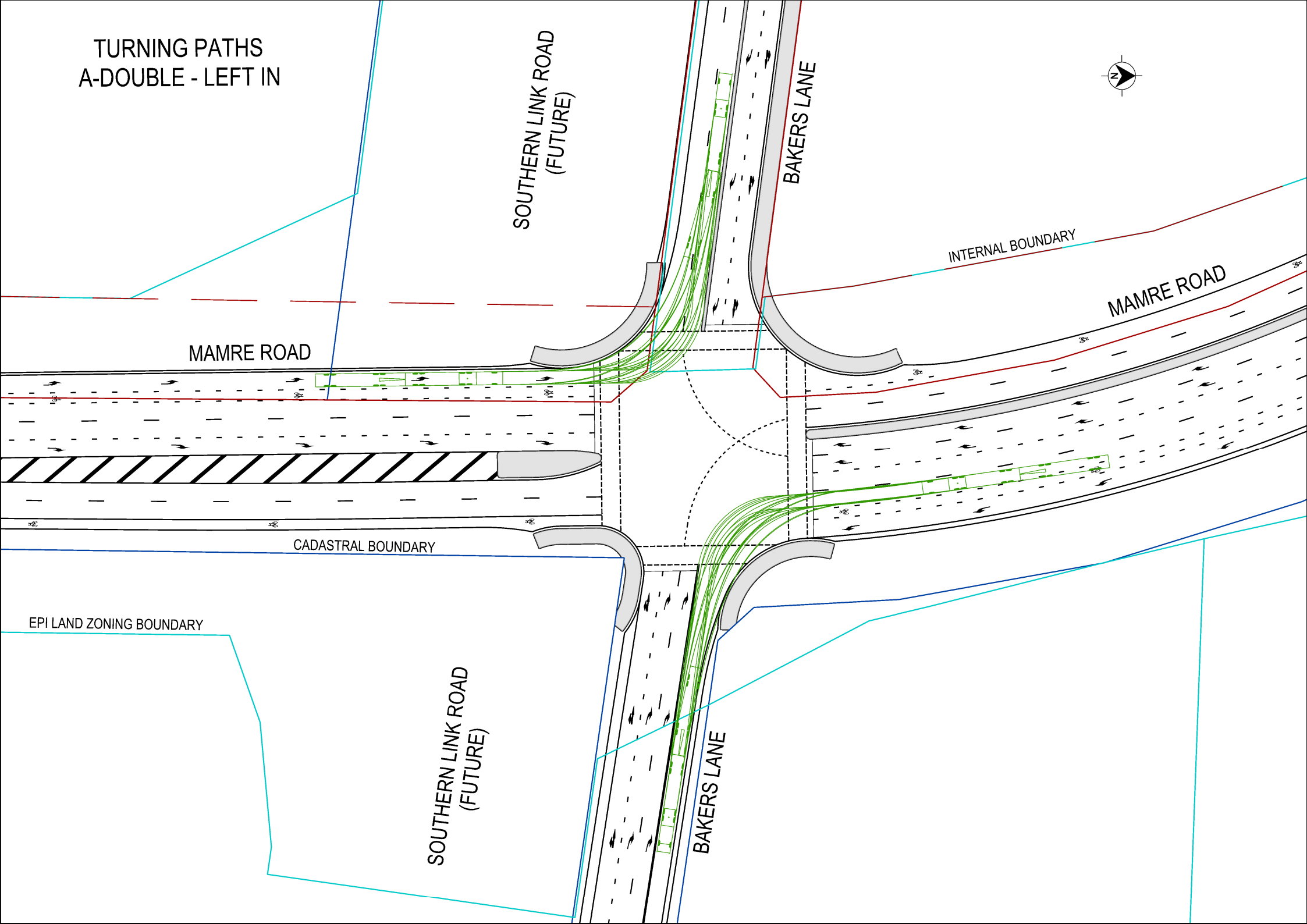
MAMRE ROAD

CADASTRAL BOUNDARY

EPI LAND ZONING BOUNDARY

SOUTHERN LINK ROAD
(FUTURE)

BAKERS LANE



TURNING PATHS
A-DOUBLE - LEFT OUT



SOUTHERN LINK ROAD
(FUTURE)

BAKERS LANE

INTERNAL BOUNDARY

MAMRE ROAD

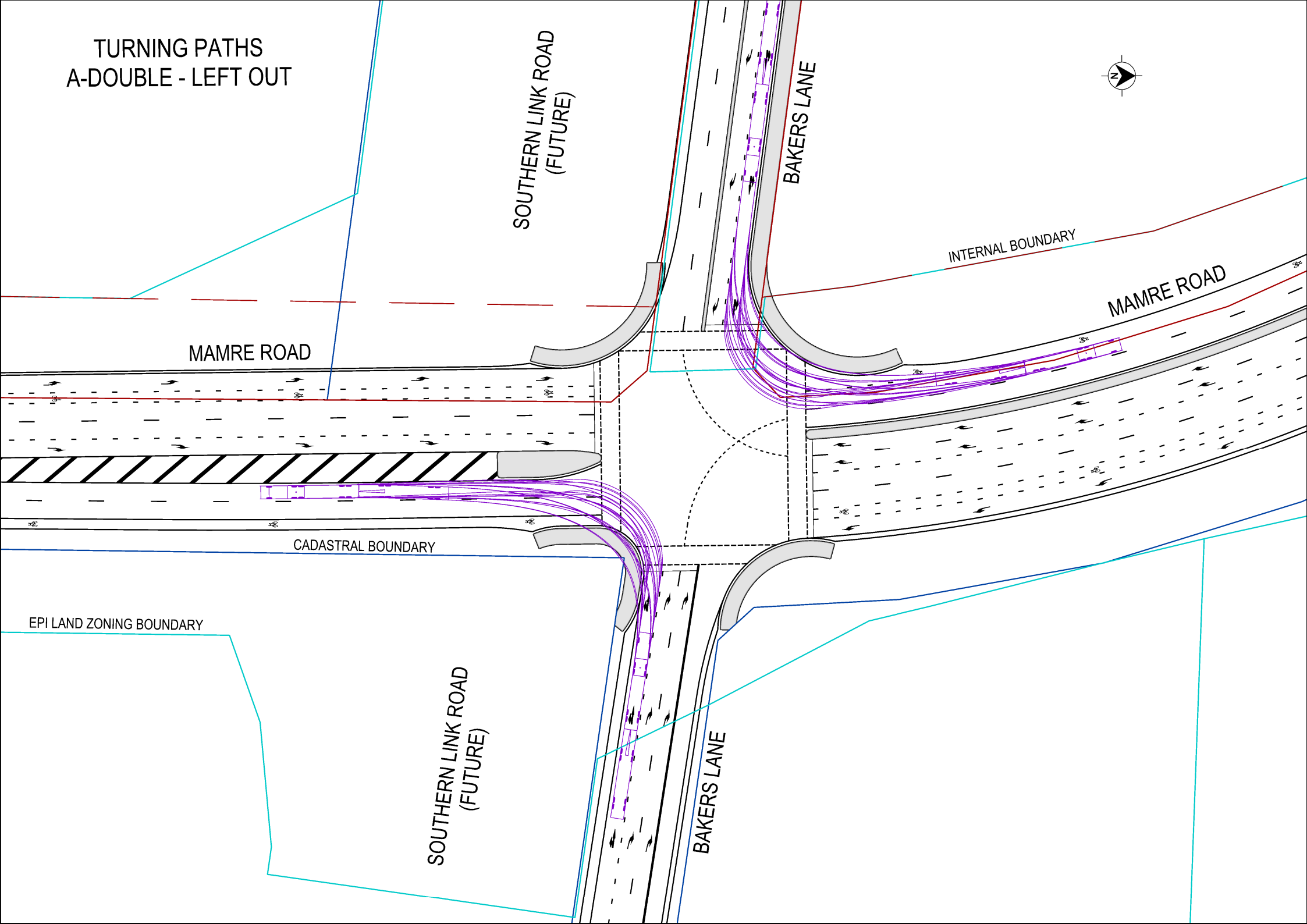
MAMRE ROAD

CADASTRAL BOUNDARY

EPI LAND ZONING BOUNDARY

SOUTHERN LINK ROAD
(FUTURE)

BAKERS LANE



TURNING PATHS
A-DOUBLE - LEFT OUT FROM
RIGHT TURN LANE



SOUTHERN LINK ROAD
(FUTURE)

BAKERS LANE

INTERNAL BOUNDARY

MAMRE ROAD

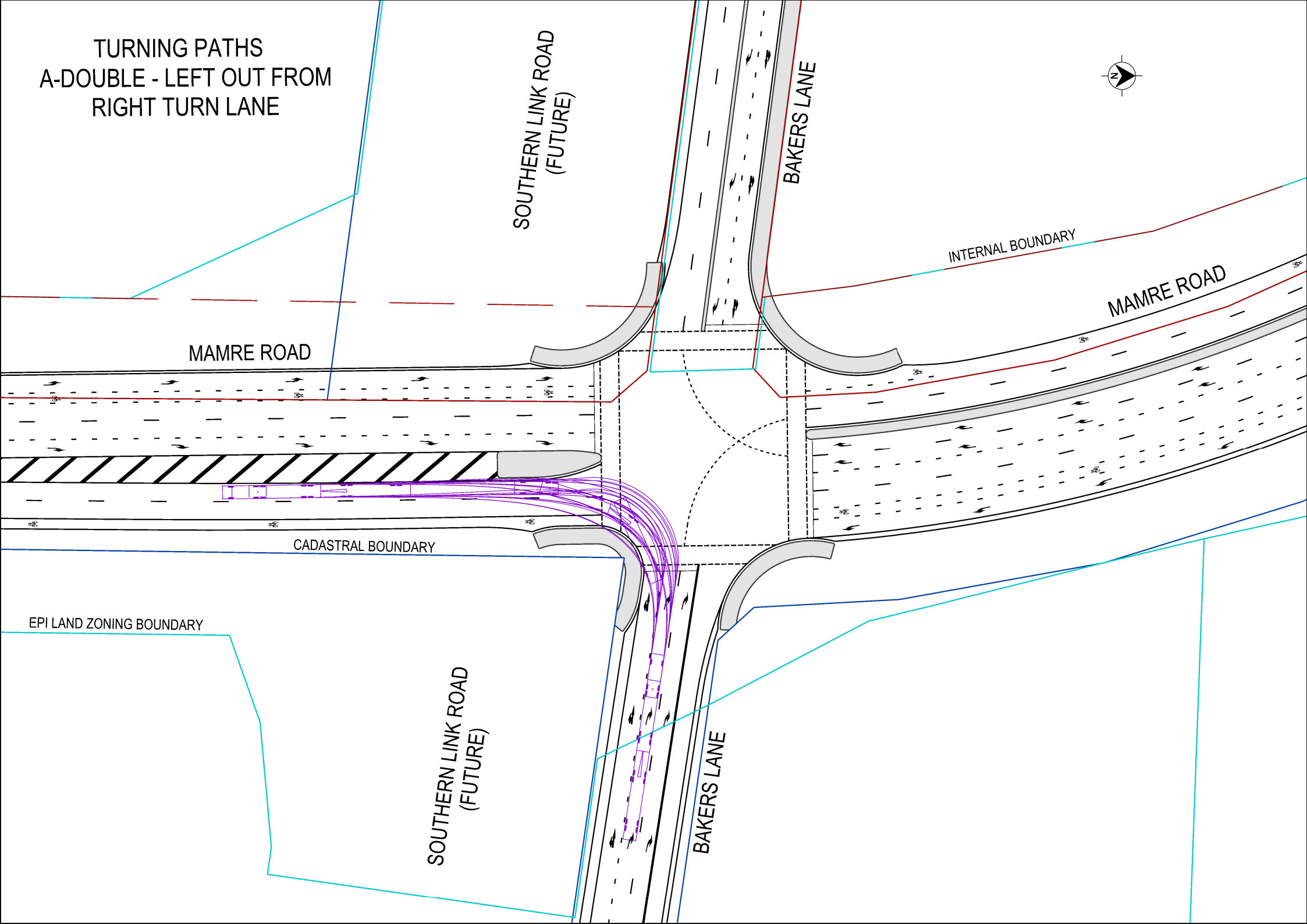
MAMRE ROAD

CADASTRAL BOUNDARY

EPI LAND ZONING BOUNDARY

SOUTHERN LINK ROAD
(FUTURE)

BAKERS LANE



TURNING PATHS
A-DOUBLE - RIGHT IN



SOUTHERN LINK ROAD
(FUTURE)

BAKERS LANE

INTERNAL BOUNDARY

MAMRE ROAD

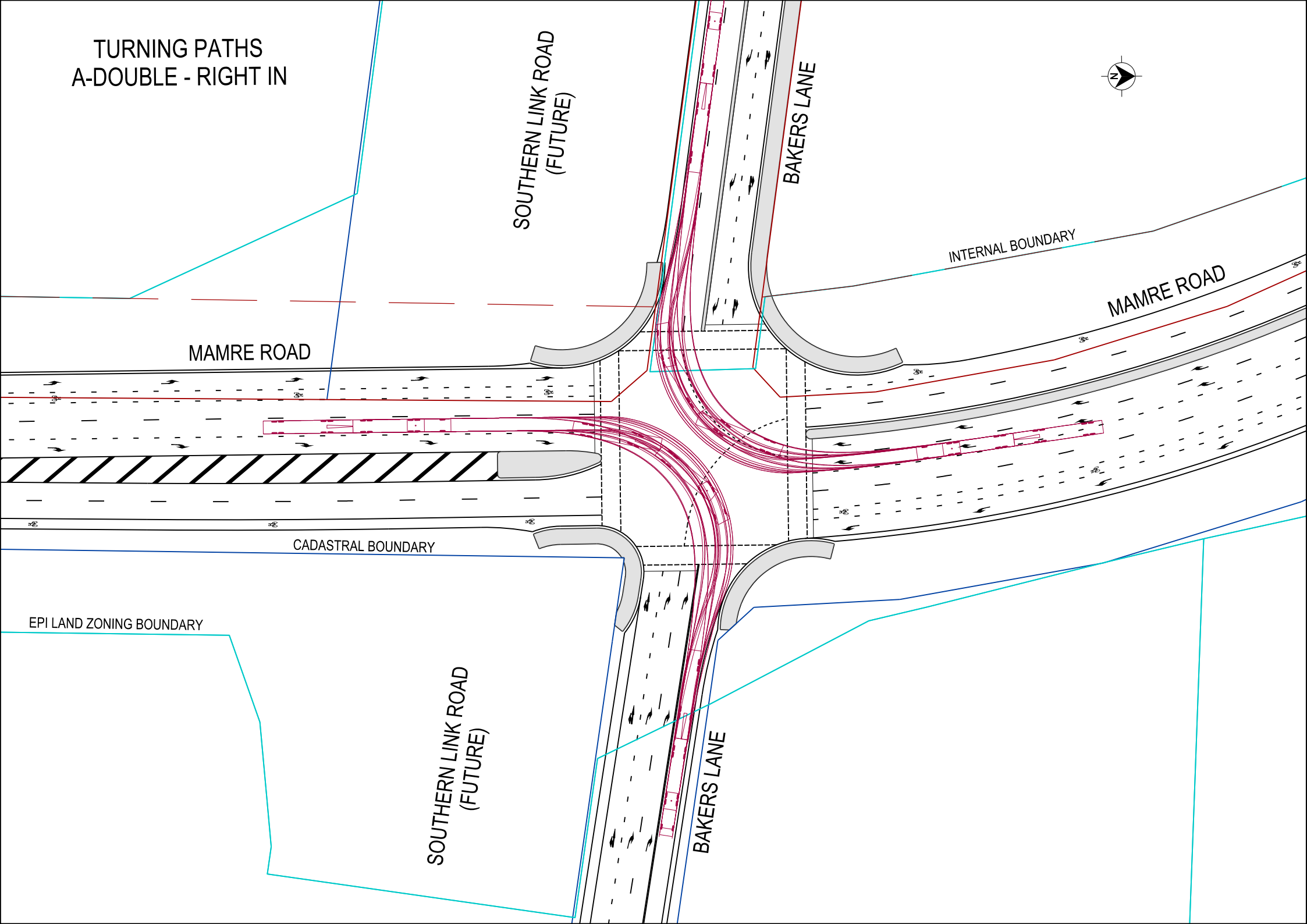
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CADASTRAL BOUNDARY

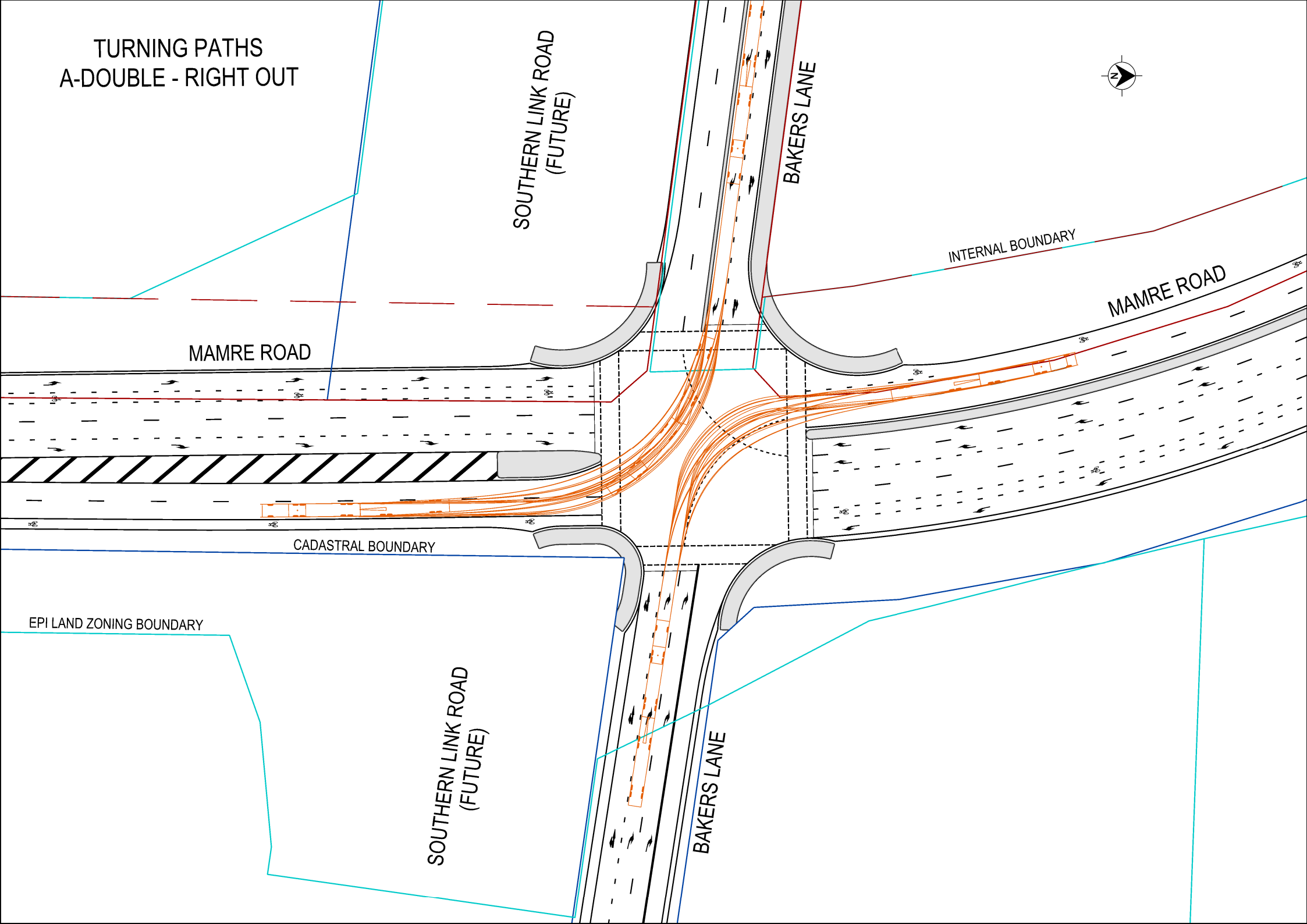
EPI LAND ZONING BOUNDARY

SOUTHERN LINK ROAD
(FUTURE)

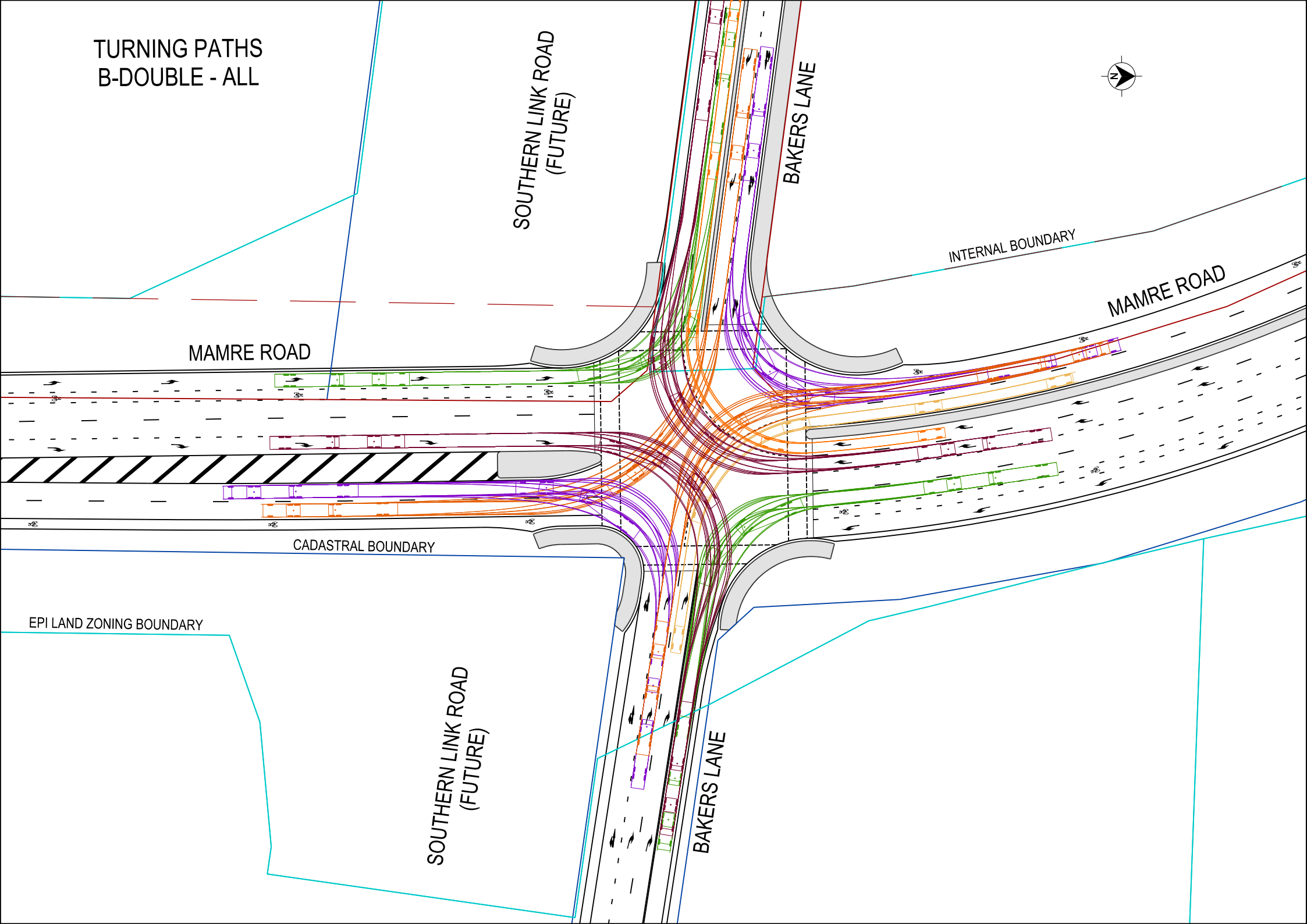
BAKERS LANE



TURNING PATHS
A-DOUBLE - RIGHT OUT



TURNING PATHS
B-DOUBLE - ALL



SOUTHERN LINK ROAD
(FUTURE)

BAKERS LANE

INTERNAL BOUNDARY

MAMRE ROAD

MAMRE ROAD

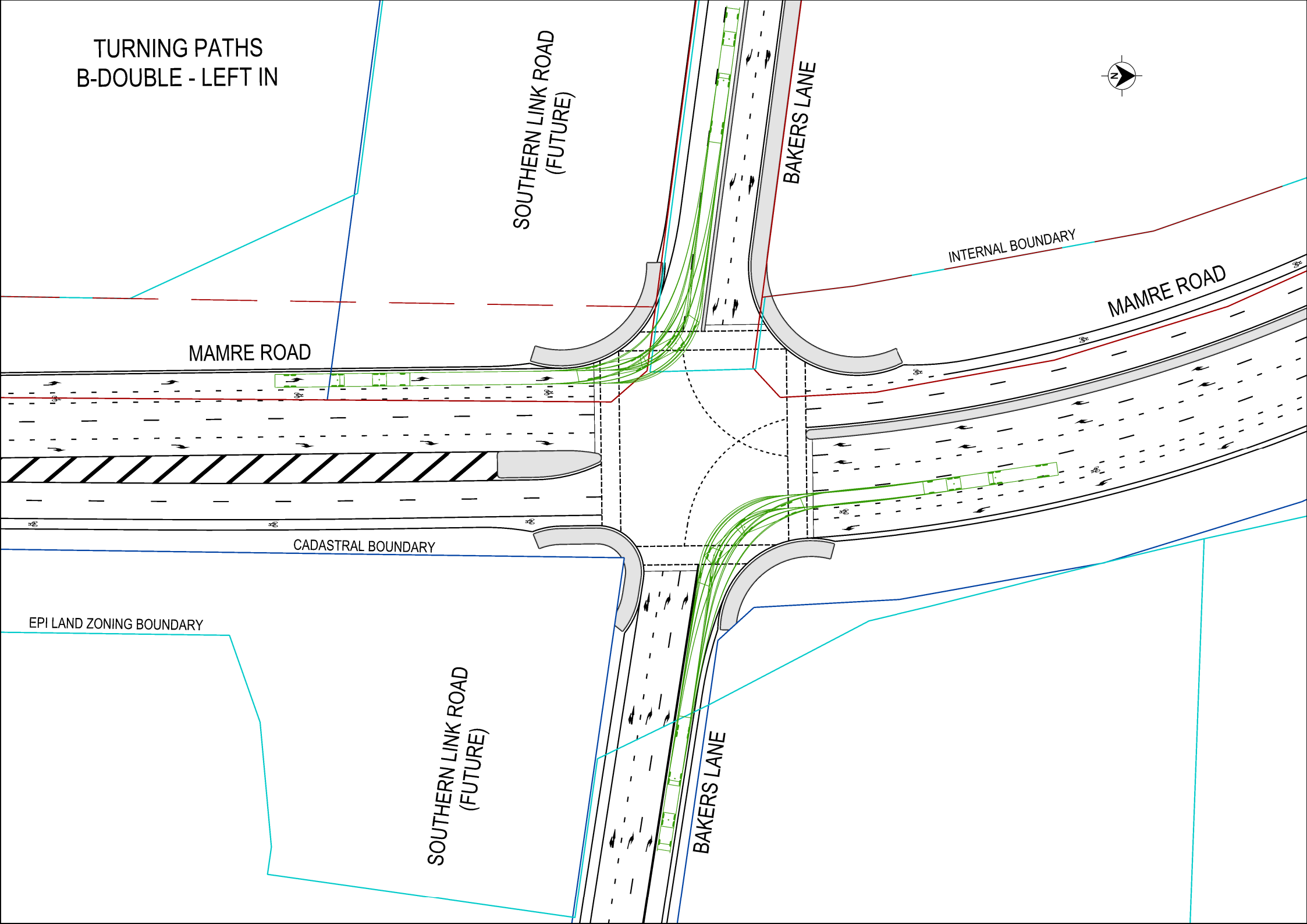
CADASTRAL BOUNDARY

EPI LAND ZONING BOUNDARY

SOUTHERN LINK ROAD
(FUTURE)

BAKERS LANE

TURNING PATHS
B-DOUBLE - LEFT IN



SOUTHERN LINK ROAD
(FUTURE)

BAKERS LANE

INTERNAL BOUNDARY

MAMRE ROAD

MAMRE ROAD

CADASTRAL BOUNDARY

EPI LAND ZONING BOUNDARY

SOUTHERN LINK ROAD
(FUTURE)

BAKERS LANE

TURNING PATHS
B-DOUBLE - LEFT OUT



SOUTHERN LINK ROAD
(FUTURE)

BAKERS LANE

INTERNAL BOUNDARY

MAMRE ROAD

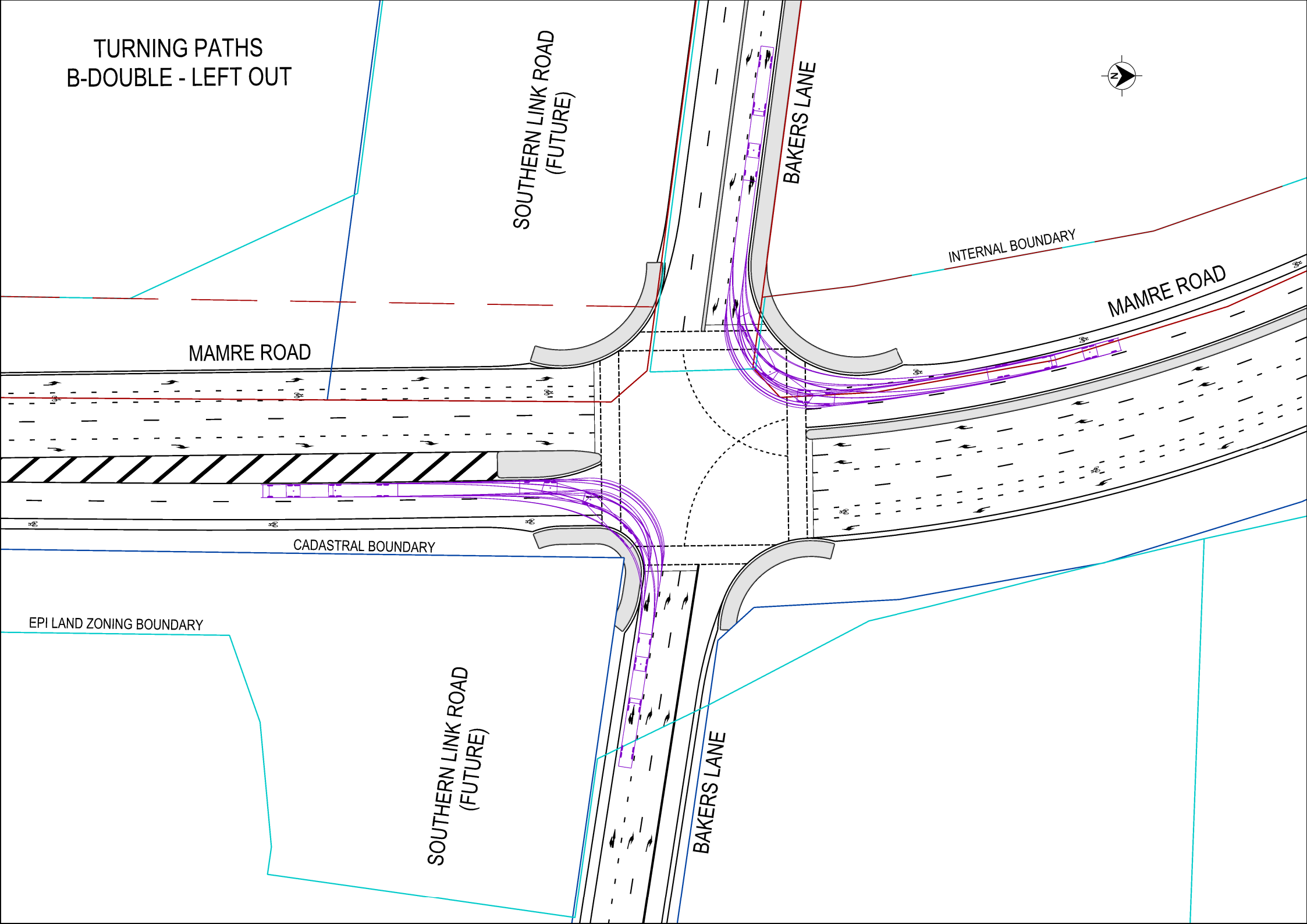
MAMRE ROAD

CADASTRAL BOUNDARY

EPI LAND ZONING BOUNDARY

SOUTHERN LINK ROAD
(FUTURE)

BAKERS LANE



TURNING PATHS
B-DOUBLE - LEFT OUT FROM
RIGHT TURN LANE



SOUTHERN LINK ROAD
(FUTURE)

BAKERS LANE

INTERNAL BOUNDARY

MAMRE ROAD

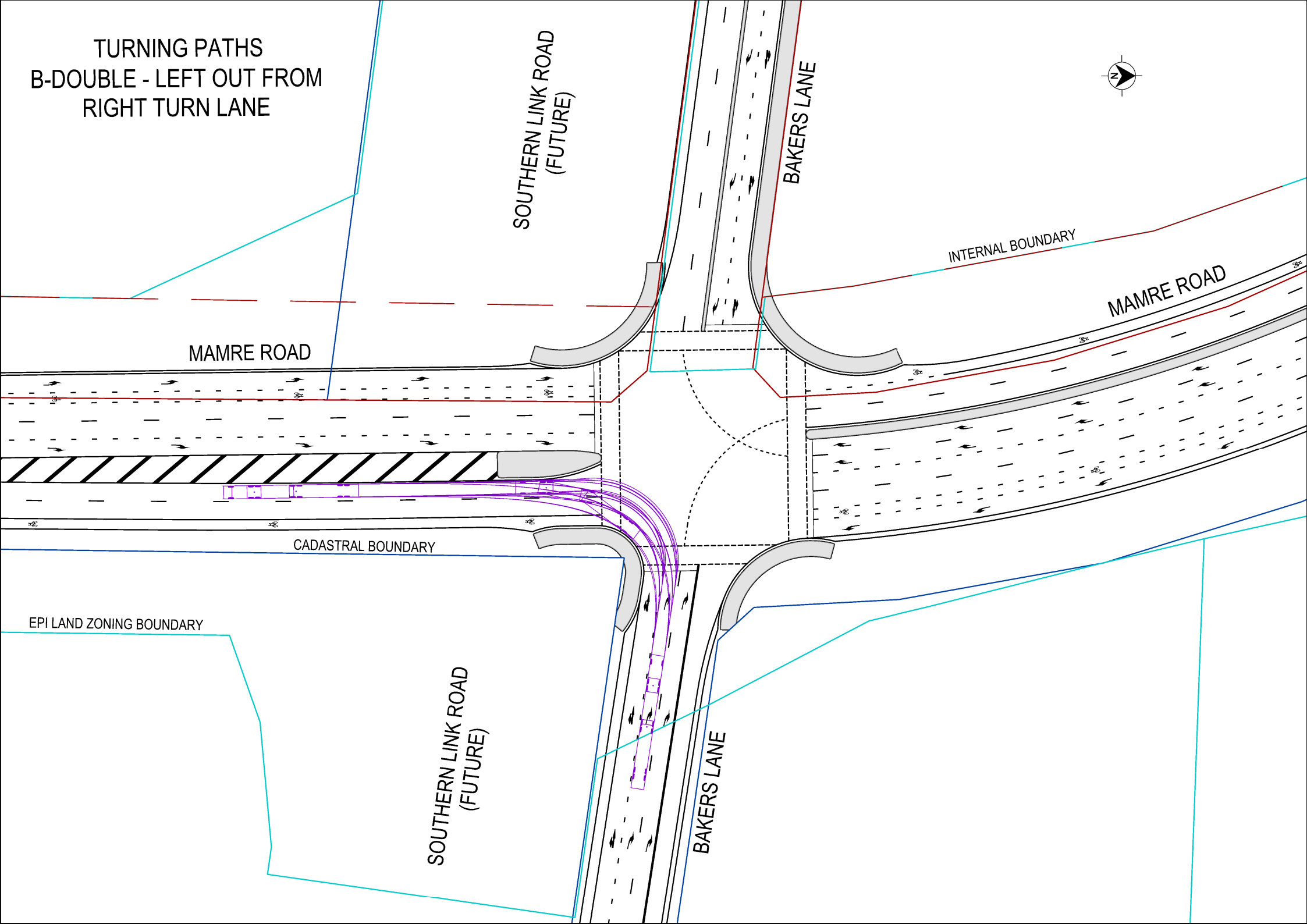
MAMRE ROAD

CADASTRAL BOUNDARY

EPI LAND ZONING BOUNDARY

SOUTHERN LINK ROAD
(FUTURE)

BAKERS LANE



TURNING PATHS
B-DOUBLE - RIGHT IN



SOUTHERN LINK ROAD
(FUTURE)

BAKERS LANE

INTERNAL BOUNDARY

MAMRE ROAD

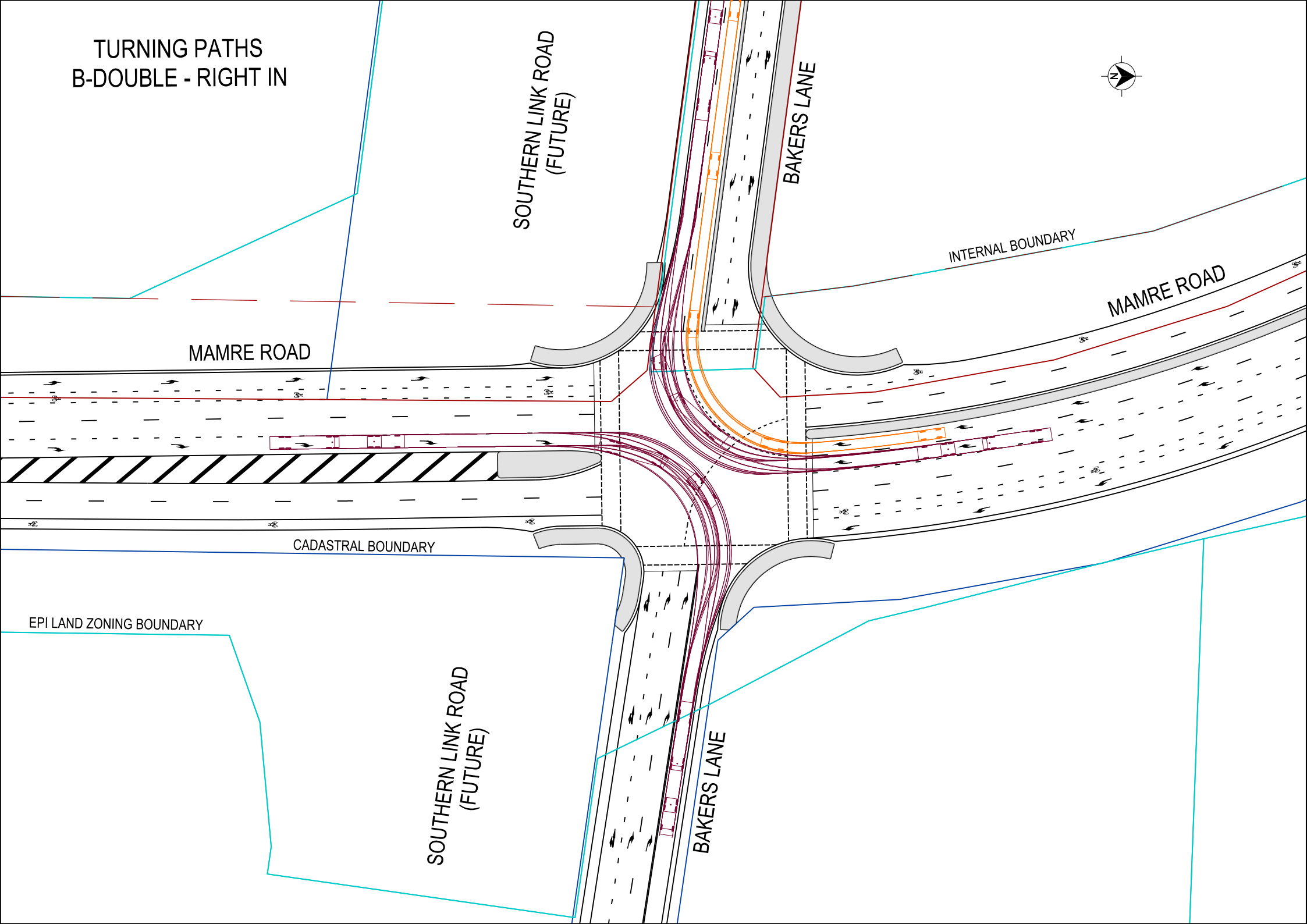
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CADASTRAL BOUNDARY

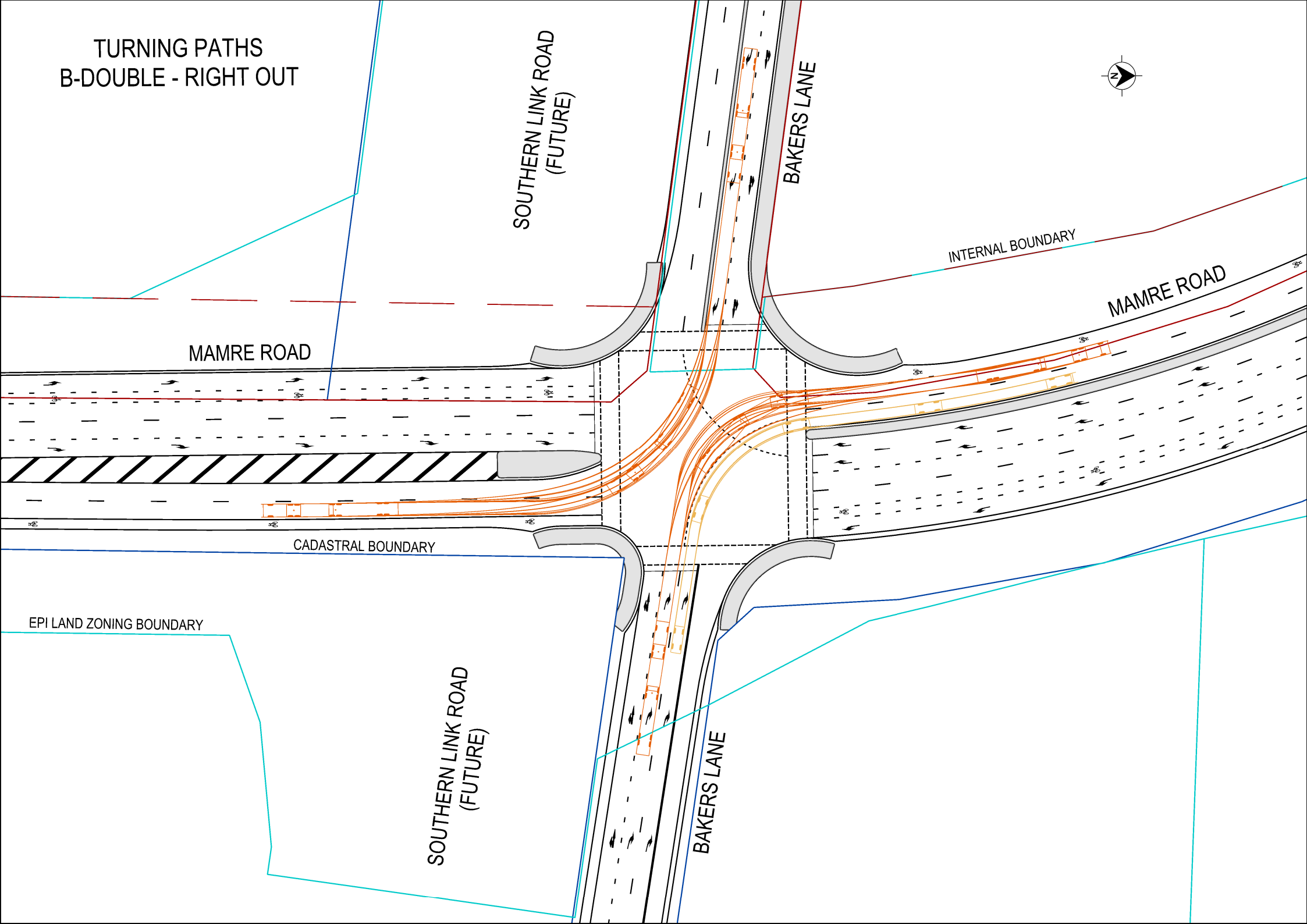
EPI LAND ZONING BOUNDARY

SOUTHERN LINK ROAD
(FUTURE)

BAKERS LANE



TURNING PATHS
B-DOUBLE - RIGHT OUT



MEMO



2 October 2020

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Frasers Property Australia & Altis Property Partners
(Via Email)

Attn: Paul Solomon & Stephen O'Connor

RE: 657-703 Mamre Road, Kemps Creek (SSD-9522) – Response to TfNSW RFI

Dear Paul and Stephen,

I refer to the State Significant Development (SSD-9522) at 657-703 Mamre Road, Kemps Creek, which is located in the Penrith City Council Local Government Area (LGA). In this regard, Ason Group have reviewed the following documentations:

- TfNSW letter dated 27 September 2020 (*TfNSW reference: SYD18/01322/23*), and
- Department of Planning, Industry, and Environment (DPIE) letter, dated 28 September 2020.

In this capacity, this letter has been prepared to include a copy of the concept Traffic Control Signal (TCS) design (prepared by MU Group) for the proposed upgrades to the intersection of Mamre Road and Bakers Lane in relation to the above-mentioned SSD application. It is noteworthy that the intersection of Mamre Road and Bakers Lane (TCS3308) is currently a three-leg, T-intersection operating under traffic signal control with the western leg being a stop sign.

In this regard, a copy of the MU Group draft TCS design is included in **Attachment 1** for discussion on upcoming meeting with TfNSW on 9 October 2020. Furthermore, the proposed TCS plan, comprises:

- Formalised signal control on the western leg of the intersection (Bakers Lane),
- Additional through and turning lanes at the intersection to allow for the growth of the project Site and future traffic volumes along Mamre Road in 2025,
- A bicycle lane on the northbound and southbound carriageways on Mamre Road,
- Provision for pedestrian crossings on all legs of the intersection, and
- A Double diamond phasing at the site.

The draft TCS design layout is consistent with the SIDRA modelling undertaken for Sequence 1B signal included in Ason Group's latest Traffic Impact Assessment (TIA) – dated 03 August 2020 – as well as MU Group's proposed Strategic-Concept design for Mamre Road / Baker Lane intersection provided on 30 September 2020.

In this regard, it is noted that the input SIDRA phasing summary (undertaken as part of the TIA) relates to a standard double-diamond phasing (similar to the TCS plan) and the output phases are based on SIDRA performance review in consideration of the demand traffic flows on roads during road network AM and PM peak hours which is a normal practice for the modelling purposes.

We trust the above is of assistance and please the undersigned should you have any queries or require further information in relation to the above.

Yours sincerely,



Ali Rasouli

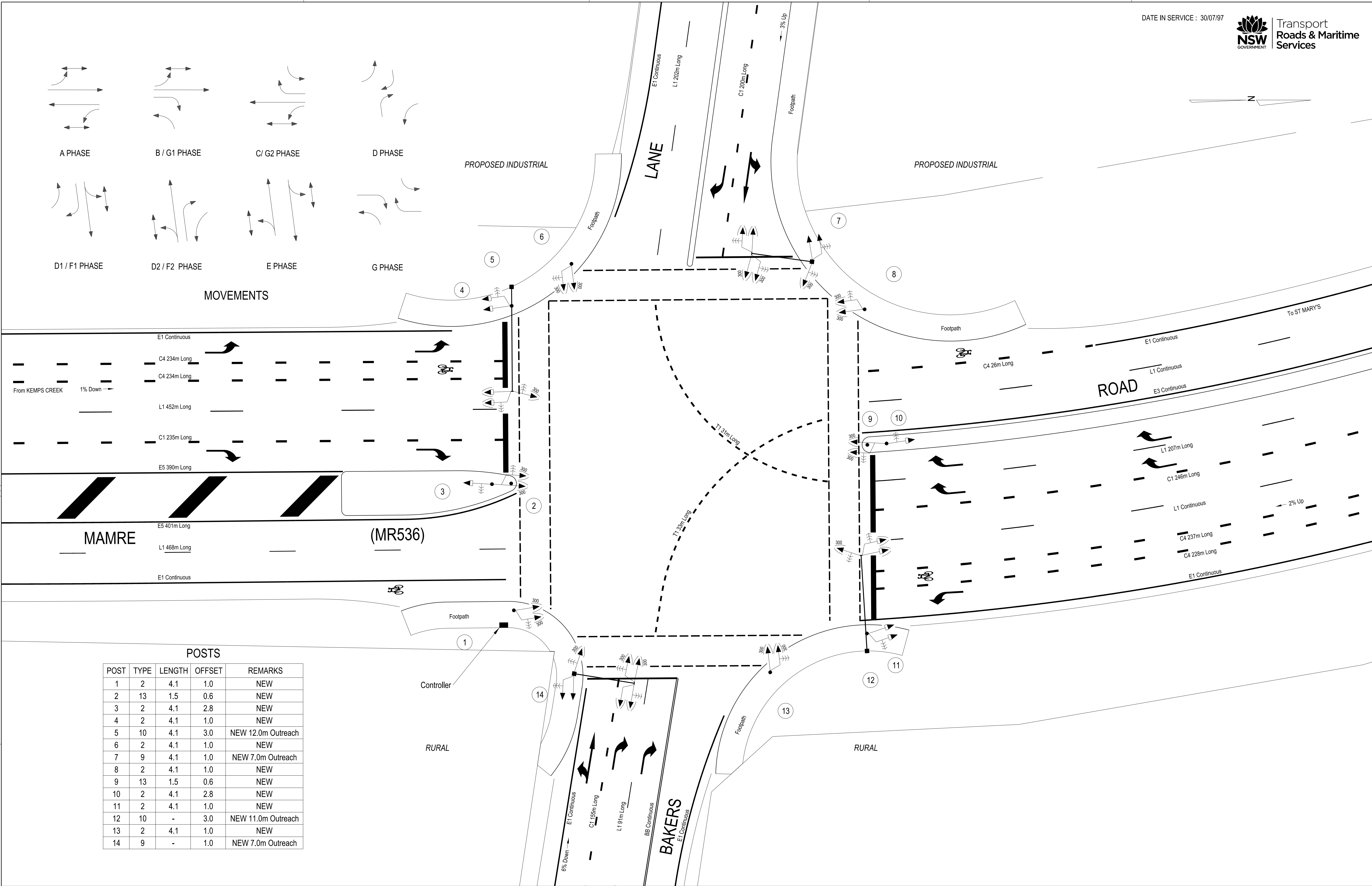
Senior Traffic Engineer – Ason Group

Email: ali.rasouli@asongroup.com.au

Attachments: 1) Draft TCS Plan – Prepared by MU Group

Attachment 1

Draft TCS Plan – Prepared by MU Group



POSTS				
POST	TYPE	LENGTH	OFFSET	REMARKS
1	2	4.1	1.0	NEW
2	13	1.5	0.6	NEW
3	2	4.1	2.8	NEW
4	2	4.1	1.0	NEW
5	10	4.1	3.0	NEW 12.0m Outreach
6	2	4.1	1.0	NEW
7	9	4.1	1.0	NEW 7.0m Outreach
8	2	4.1	1.0	NEW
9	13	1.5	0.6	NEW
10	2	4.1	2.8	NEW
11	2	4.1	1.0	NEW
12	10	-	3.0	NEW 11.0m Outreach
13	2	4.1	1.0	NEW
14	9	-	1.0	NEW 7.0m Outreach

A ORIGINAL ISSUE

CONCEPT DESIGN LAYOUT
FOR INFORMATION ONLY - NOT FOR FORMAL REVIEW

PUBLIC UTILITY LEGEND

HYDRANT

STOP VALVE

GAS VALVE

SEWER MANHOLE

COMMS PIT

ELECT LIGHT POLE

POWER POLE

STAY POLE

TELEPHONE BOX

COMMS PILLAR

REFERENCE PLANS

SYMBOLS/ABRVS

STD POSN CMPT

INSTL STOP DET

VEH GROUP OP

DET LOGIC OP

PED MVT OP

VD003-6

VD001-6

VC005-17

TS-TN-019

TS-TN-020

TS-TN-021

U.B.D. Ref.

Map 205 L12

I.S.G. E: 279 622

CO-ORDS N: 1 255 048

DESIGNED: Steven Luderia

CHECKED: Terry Lance

SITE CHECKED

RECOMMENDED

DESIGN APPROVAL

APPROVED

NAME

POSITION

DATE

DESIGN PREPARED BY

MU GROUP CONSULTING PTY LTD

RMS RECOMMENDATION

ROAD DESIGN ENGINEERING

NAME

POSITION

DATE

NETWORK OPERATIONS

NAME

POSITION

DATE

RMS ACCEPTANCE

ACCEPTED

NAME

POSITION

DATE

ACCEPTED BY

SECTION

ROADS AND MARITIME SERVICES

PENRITH COUNCIL AREA
TRAFFIC SIGNALS AT
MAMRE (MR536) ROAD AND
BAKERS LANE
KEMPS CREEK

CONCEPT DESIGN LAYOUT

EXISTING

PROPOSED

CADD FILE: RMS TCS - BORDER_A1 - ONE RMS.DGN

SCALE 5 0 (1:200) 5 10

FILE SF0000/000000

SUPERSEDES SHEET/ISSUE 1/C

REG No. DS0000/000000

TCS No. 3308

ISSUE A

SHEET X