

30 October 2020

Our Reference: SYD18/01322/25

Departments Reference: SSD 9522

Bianca Thornton
Industry Assessments
Department of Planning Industry 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 5 June 2019 and additional information provided on 8 September 2020 and 2 October 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 development application including the additional response to TfNSW submission provided on 2 October 2020 and notes the following:

- That the current signalised intersection of Mamre Road and Bakers Lane will be upgraded to include a 4th leg to provide access into the subject Development only.
- The Strategic-Concept Design provided by *MU Group* supersedes the Sequence 1B as described in the latest Traffic Impact Assessment (TIA) by *AsonGroup* dated 03 August 2020;
- The proposed design by *MUGroup* does not align with the final Mamre Road upgrade and unlike the original design Sequence 1B which provided for a wider median consistent with the required Mamre Road corridor width. It is understood this is due to current land ownership constraints on the eastern side of Mamre Road;
- The eastern section of Bakers lane is not a B-double route therefore the abovementioned design for the eastern leg accommodates for a 19 metre Semi-Trailer with a checking vehicle of a B-double. An A-double cannot be achieved and will require further upgrades to the signalised intersection should the eastern section of Bakers Lane be changed to a B-double or A-double route to accommodate future developments to the east. This is not provided under this development application which is located on the western side of Mamre Road;
- Earlier version of the Statement of Environmental Effects (SEE) stated the Development consent under this proposal is sought for *Construction of new signalised intersection along Mamre Road providing a connection to the proposed Southern Link Road*. However it is understood this is no longer being provided under this Development Application.

In this regard, TfNSW provides concurrence under Clause 33B and 33C of *State Environmental Planning Policy (Western Sydney Employment Area) 2009* and in-principle approval for the provision of Traffic Control Signals under Section 87(4) of the *Roads Act 1993* to the proposed development, subject to the Department's approval and the following requirements being included in the development consent:

1. The proposed Traffic Control Signal/s at the intersection of Mamre Road and Bakers Lane shall be designed to meet TfNSW requirements. The Traffic Control Signal (TCS) plans shall be drawn by a suitably qualified person and endorsed by a suitably qualified practitioner.

The submitted design shall be in accordance with Austroads Guide to Road Design in association with relevant TfNSW supplements (available on www.rms.nsw.gov.au). The certified copies of the TCS design and civil design plans shall be submitted to TfNSW for consideration and approval prior to the release of a Construction Certificate and commencement of road works. Please send all documentation to development.sydney@rms.nsw.gov.au.

TfNSW fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of works.

The developer will be required to enter into a Works Authorisation Deed (WAD) for the abovementioned works;

2. The proponent is required to dedicate land as public road for the maintenance of the Traffic Control Signals and associated infrastructure, further details will be included as part of the WAD process;
3. Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system are to be submitted to TfNSW for approval, prior to the commencement of any works. Please send all documentation to development.sydney@rms.nsw.gov.au.

A plan checking fee will be payable and a performance bond may be required before TfNSW approval is issued;

4. Any redundant driveways on the Mamre Road boundary shall be removed and replaced with kerb and gutter to match existing. The design and construction of the kerb and gutter on Mamre Road shall be in accordance with TfNSW requirements. Details of these requirements should be obtained by email to DeveloperWorks.Sydney@rms.nsw.gov.au.

Detailed design plans of the proposed kerb and gutter are to be submitted to TfNSW for approval prior to the issue of a Construction Certificate and commencement of any road works. Please send all documentation to development.sydney@rms.nsw.gov.au.

A plan checking fee and lodgement of a performance bond is required from the applicant prior to the release of the approved road design plans by TfNSW;

5. A Construction Pedestrian Traffic Management Plan (CPTMP) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council for approval prior to the issue of a Construction Certificate;

6. A Road Occupancy Licence (ROL) should be obtained from Transport Management Centre (TMC) for any works that may impact on traffic flows on Mamre Road during construction activities. A ROL can be obtained through <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>;
7. It is in the best interest to the community that the developers in the Mamre Road Precinct area coordinate construction of any road works along Mamre Road to reduce the impacts to the road users. Consideration should be given to the timing of the construction works to upgrade the existing signals with other known construction works along this length of Mamre Road;
8. 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;
9. The swept path of the longest vehicle (including garbage trucks, building maintenance vehicles and removalists) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted for approval, which shows that the proposed development complies with this requirement;
10. Any realignment boundary to facilitate a footway resulting from the proposed road widening works must be dedicated as public road at no cost to the TfNSW;
11. The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.

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