

01 September 2021

Frasers Property Australia & Altis Property Partners  
**Attention: Mr Paul Solomon**  
PO Box 3307  
RHODES NSW 2138

Dear Sir

**Re: 657 - 769 Mamre Road, Kemps Creek  
“The Yards” - SSD 9522 Mod 2**

Introduction

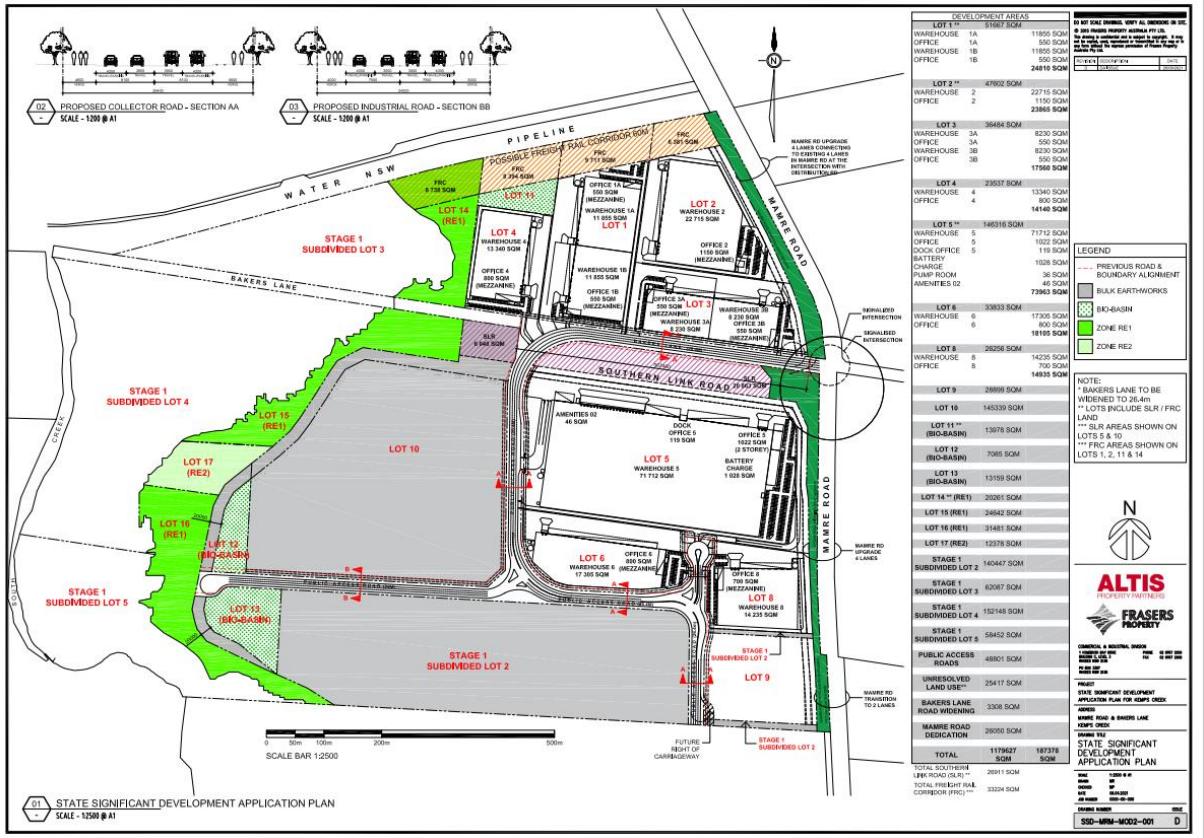
Further to your request we are pleased to provide this letter in relation to a proposed modification (Mod2) to SSD 9522 as approved 21 December 2020. The proposed Mod2 Application is for a change to the approved road cross section including the road reserve, verge and road carriageway arrangements, from those included in the current approval.

This letter summaries the changes associated with the road cross sections, and confirms consistency between the approved civil engineering design and stormwater management plan for the estate.

We enclose drawings **Co13362.00-DA01** to **DA10** which show the revised road widths, typical cross sections and key intersection arrangements.

The change in road arrangements comes as a result of precinct traffic modelling and confirmation of the road hierarchy by the DPIE for the whole of the Mamre Road Precinct.

The Master Plan Layout is shown on **Figure 1**.



**Figure 1. Masterplan Layout**

## Approved and Proposed Road Cross Sections

The current approved road cross section is based on a Collector Road with 5m central median as per Figure 13 of the DRAFT Mamre Road Precinct DCP. The development was approved in December 2020 with the larger road cross section, based on the DCP arrangement, as the traffic modelling was not yet completed and as such the road hierarchy was not fully defined at the time of the approval.

Now that the traffic modelling and road hierarchy is better understood, Frasers Property and Altis Property Partners propose to submit a modification for revised roadway arrangements.

**Table 1** shows the approved road cross section arrangement which was adopted for all roads in the estate.

**Table 1. Estate Road Cross Section per SSD 9522**

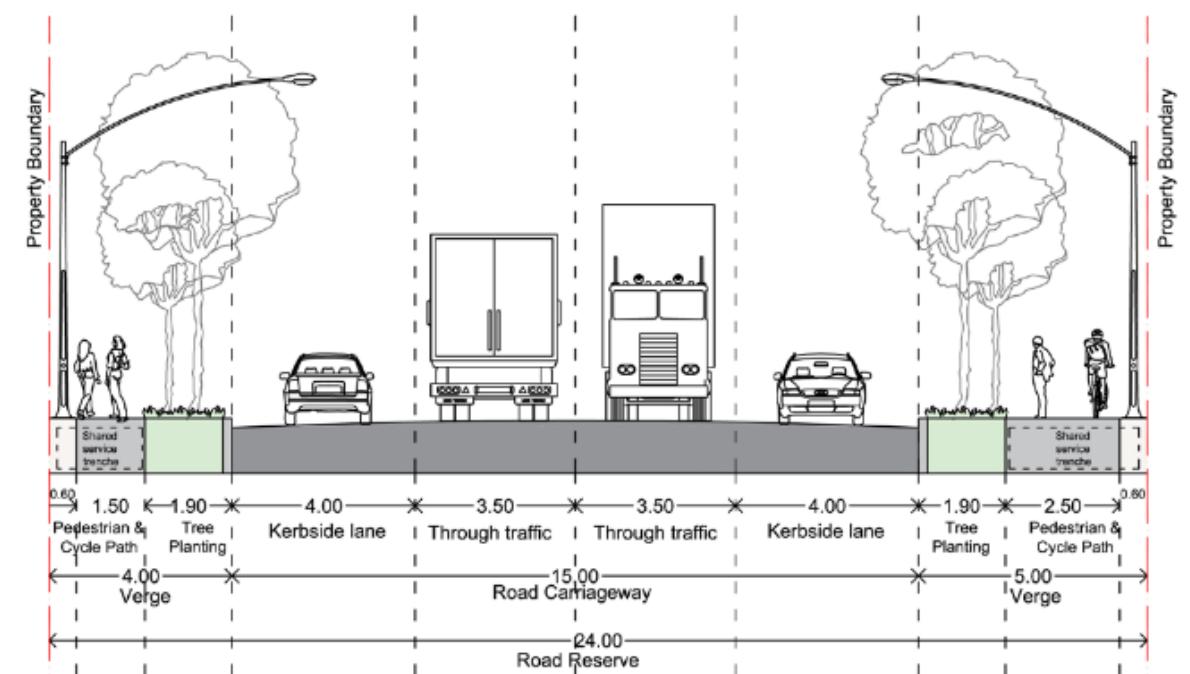
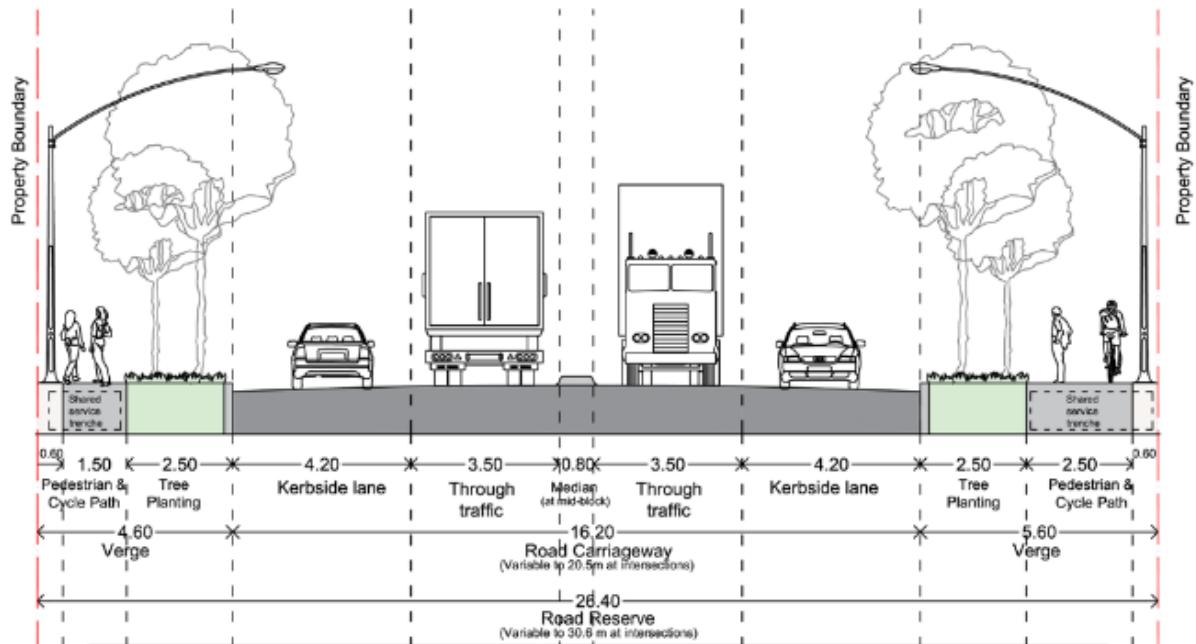
Road Type	Parking Lane Provision	Dedicated Travel Lanes	Verge Width (Footpath Pedestrian)	Total Road Reserve	Number of lanes	1.5m Footpath or 2.5m Shared Path
All Roads	NA	7.0m (2 x 3.5m) 8.0m (2 x 4.0m) +5.0m Median	4.6m 5.6m	30.6m	4 travel/ 0 parking lane	1.5m 2.5m

**Table 2 and Figures 2 & 3** show the proposed road cross sections included in the SSD9522 Mod2. It is noted that provision for a 0.8m wide median is included in the distributor road section however not proposed for construction.

A 1.2m wide median is proposed to be installed within the industrial cul-de-sac between Lots 6 and 8 to ensure left in and left out movements for all property entry and exits within the cul-de-sac. This arrangement has been consulted with Council and DPIE and agreed between the parties.

**Table 2. Estate Road Cross Section – Proposed Mod2**

Road Type & Traffic Volume	Parking Lane Provision	Dedicated Travel Lanes	Verge Width (Footpath Pedestrian)	Total Road Reserve	Number of lanes	1.5m Footpath or 2.5m Shared Path
North-South Distributor Road	8.4m (2 x 4.20m)	7.0m (2 x 3.5m) + provision for a future 0.8m Median	5.6m & 4.6m	26.4m	2 travel/ 2 parking lane	2.5m & 1.5m
Industrial Road	8.0m (2 x 4.00m)	7.0m (2 x 3.5m)	5.0m & 4.0m	24.0m	2 travel/ 2 parking lane	2.5m & 1.5m
Industrial cul-de-sac	8.0m (2 x 4.00m)	7.0m (2 x 3.5m) + 1.2m Median	5.0m & 4.0m	25.2m	2 travel/ 2 parking lane	2.5m & 1.5m



Refer drawings **Co13362.00-DA02, DA03, DA04, DA07 & DA08** for further details of the roadway arrangement and intersection design layouts.

### Soil and Water

The Mod2 application proposes a change to the road cross section only. As such there are no material changes required or proposed to the approved estate civil engineering design, earthworks designs, stormwater management system, or stormwater discharge arrangements from the overall project, as a result of the modification.

### Conclusion

The overall estate development area of 89 Ha, and all associated engineering design considerations such as percentage impervious coverage, filling and levels remain consistent between the two layouts of the original approval and this modification application. As such there will be no change to the assessed management systems and/or discharge arrangements, including on-site detention, water quality and stream health measures.

The SSD 9522 approved stormwater management system incorporates water quantity and quality management systems consistent with accepted engineering practices. The approved system has been assessed as achieving acceptable stormwater discharge flow rates and water quality outcomes and the modification application does not change this result.

Please contact the undersigned if clarification of any of the above items are required.

Yours faithfully,  
**COSTIN ROE CONSULTING PTY LTD**

**MARK WILSON** MIEAust CPEng NER  
Director

**ENCLOSURE 1**  
**Drawings CO13620.00-DA01 to DA10**