

Key Sites and Industry Assessments
Department of Planning, Industry & Environment
GPO Box 39
Sydney NSW 2001

ATTN: Bianca Thornton

Dear Ms Thornton,

**New Request for Advice – GPT Mamre Road Warehouse Estate
(SSD-10272349) (Penrith)**

Thank you for your correspondence via the Major Projects Planning Portal (ref: PAE-10315390) dated 22 October 2020 requesting Transport for NSW (TfNSW) provide input to the Secretary's Environmental Assessment Requirements (SEARs) for the above.

Legislation came into effect on 1 December 2019 that brings together Roads & Maritime Services (Roads and Maritime), and TfNSW. This response reflects the advice from the new organisation.

The following comments are provided for consideration and to be read in conjunction with the suggested Key Issues inputs to the draft SEARs provided in **TAB A**.

Transport for NSW advises that the subject property is within a broad investigation area for the widening of Mamre Road. The investigations have not yet advanced to the stage where options have been defined and accordingly it is not possible at this time to identify if any part of the subject property would be required to accommodate this proposal.

Due to the Covid-19 Pandemic, counts undertaken at the moment may not be representative. Alternative approaches to understand the impact of Covid-19 on traffic patterns should be discussed with TfNSW.

It is suggested the applicant meet with TfNSW to discuss these issues and the options available prior to undertaking a transport impact assessment.

Should you require clarification of any issue raised, please don't hesitate to contact Robert Rutledge, Principal Transport Planner, Land Use Planning and Development at Robert.rutledge@transport.nsw.gov.au.

Yours sincerely



5/11/2020

Mark Ozinga

Principal Manager, Land Use Planning & Development
Customer Strategy and Technology

CD20/08307

Key Issues

Transport and accessibility (operation)

A detailed traffic impact assessment should be prepared and include, but not be limited to, the following:

1. Details of all traffic types and volumes likely to be generated by the proposed development during construction and operation, including a description of haul route origins and destinations, including:
 - a. Daily inbound and outbound vehicle traffic profile by time of day and day of week (if travel patterns differ across the week);
 - b. Site and traffic management plan on how to manage number of vehicles likely to be generated during construction and operation and awaiting loading, unloading or servicing can be accommodated on the site to avoid queuing in the surrounding road network;
 - c. Detail the provision of all queuing and staging of vehicles on site. (if applicable)
 - d. Detailed plan of proposed layout of internal road network to demonstrate that the site will be able to accommodate the most productive vehicle types and parking on site in accordance with the relevant Australian Standard and Council's Development Control Plan;
 - e. Under new requirements external road and internal road should be designed to accommodate at least a PBS 3A vehicle (36.5m B-Triple) as the design vehicle for intersection design and lane/shoulder widths, however for storage and stacking considerations it is ideally preferred to accommodate at least a 42 meter PBS Level 3B vehicle.
 - f. Identification of any dangerous goods likely to be transported on arterial and local roads to/ from the site and, if necessary, the preparation of an incident management strategy (If required).
 - g. Demonstrate compliance with the *Western Sydney Employment Area State Environmental Planning Policy*, Part 6; clause 33C; Development within the Mamre Road Precinct; specifically:
 - i. integration with the Mamre Road Precinct dedicated freight corridor (DFC), including provision for access from the DFC to the entire estate. The applicant should continue to liaise with TfNSW to incorporate the DFC;
 - h. Swept path diagrams to demonstrate vehicles entering, exiting and manoeuvring throughout the site;
 - i. An assessment of the forecast impacts on traffic volume generated on road safety and capacity of road network including consideration of cumulative traffic impacts at key intersections using SIDRA or similar traffic model as prescribed by TfNSW (former Roads and Maritime). The traffic modelling should consider the scenarios of year 2026, 2031, 2036 and the year until the facility cease operation. These should include, but not be limited to:
 - i. Mamre Road/Bakers Lane (Aldington Road);
 - ii. Mamre Road/Temporary access road;
 - iii. Mamre Road/Abbotts Road;
 - iv. Mamre Road/Kerrs Road;
 - v. Mamre Road/Mt Vernon Road;
 - vi. Mamre Road/Elizabeth Drive;
 - j. An assessment of potential impact on load road pavement lifespan on Mamre Road;
 - k. To ensure that the above requirements are fully addressed, the traffic impact assessment must properly ascertain the cumulative study area traffic impacts

TAB A – Key Issues Input onto the SEARS for SSD-10272349

associated with the development (and any other approved planning proposals and developments in the precinct and surrounds), including the impact on nearby intersections and the need/associated funding for upgrading or road improvement works (if required);

- l. In addition to the above point, any other proposed Mamre Road upgrades relating to the Landowner working group for Mamre Road Precinct, south of the Water NSW pipeline should be considered in the future year modelling;
- m. Details of travel demand management measures to minimise the impact on general traffic and bus operations, including details of a location-specific sustainable travel plan (Green Travel Plan and specific Workplace travel plan) and the provision of facilities to increase the non-car mode share for travel to and from the site;
- n. An assessment of the accessibility and provision of public transport and active transport;
- o. The preparation of a preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) to demonstrate the proposed management of the impact in relation to construction traffic addressing the following:
 - i. assessment of cumulative impacts associated with other construction activities (if any);
 - ii. an assessment of road safety at key intersection and locations subject to heavy vehicle construction traffic movements and high pedestrian activity;
 - iii. details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process;
 - iv. details of anticipated peak hour and daily construction vehicle movements to and from the site;
 - v. details of on-site car parking and access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle; and
 - vi. details of temporary cycling and pedestrian access during construction.

Drainage and flooding

The EIS shall:

- Provide a flood impact assessment to understand the potential impacts of the development on flood evacuation is to be carried out. To assess the impacts of the proposed development, information for pre and post-development scenarios including modelling of the local overland flows are to be provided to allow assessment of the impact of the development.

Statutory and Strategic Framework

The applicant is to demonstrate that the proposal is generally consistent with all relevant environmental planning instruments including:

- State Environmental Planning Policy (Western Sydney Employment Area) 2009 Amendment
- State Environmental Planning Policy (Infrastructure) 2007
- Draft State Environmental Planning Policy (Western Sydney Aerotropolis)

In addition (but not limited to) the following plans and reports:

- Future Transport 2056 and supporting plans
- Freight and Ports Plan 2018-2023
- Draft Mamre Road Precinct Structure plan - Local Road Network Structure Plan

TAB A – Key Issues Input onto the SEARS for SSD-10272349

- Mamre Road Upgrade Strategic Design Report (2016)
- Mamre Road Upgrade Strategic Design Plans

Consultation

During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners.

In particular you must consult with:

- Transport for NSW