



19 July 2021

TfNSW Reference: SYD20/01025/04  
Departments Reference: SSD 9138102

Department of Planning, Industry and Environment  
GPO Box 39  
SYDNEY NSW 2001

Dear Mr Schwebel

**ESR KEMPS CREEK LOGISTICS PARK - 290-308 ALDINGTON ROAD, 59-62 ABBOTTS ROAD & 63 ABBOTTS ROAD - KEMPS CREEK**

Reference is made to the Department's referral dated 18 June 2021 with regard to the abovementioned State Significant Development Application, which was referred to Transport for NSW (TfNSW) Services for comments.

The proposal seeks development approval for the concept SSD under section 4.22 of the Environmental Planning and Assessment Act (EP&A Act) and sets out the concept proposal, establishes the framework for future development and works of an industrial estate known as Westlink (formerly known as the Kemps Creek Logistics Park).

The documentation including *AsonGroup Transport & Accessibility Management Plan* (TAMP) in support of the proposal has been reviewed and comments and recommendations are provided in **Attachment A**.

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](mailto:development.sydney@rms.nsw.gov.au). I hope this has been of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Pahee'.

**Pahee Rathan**  
A/Senior Manager Land Use Assessment

## Framework Sustainable Travel Plan

### 1. Comment

Transport for NSW has reviewed the Framework Sustainable Travel Plan (FSTP) and provides a number of recommendations to improve the FSTP and proposed initiatives to encourage sustainable transport to the site. TfNSW would welcome further discussions with the proponent regarding these matters to ensure their delivery and can be contacted directly at [development.sco@transport.nsw.gov.au](mailto:development.sco@transport.nsw.gov.au)

### Recommendation

Prior to the first Occupancy Certificate, the proponent provides a Green Travel Plan for TfNSW's consideration that:

- Considers the potential for a staff shuttle to be implemented from site to the nearest train stations (Leppington and/or St Marys Station) to support public transport use;
- Consider potential improvements to Abbott Rd which would be a key active transport link once the shared path on Mamre Rd is completed;
- Considers the sites amenity for people walking and cycling, including shade, shelter, lighting and seating;
- Provides details and maps of end of trip facilities, including number and location of all secure bike parking, casual bike parking, e-bike charging points, showers and lockers;
- Considers parking management approaches to influence demand;
- Encourages the use of carpooling through the implementation of a carpooling scheme for staff;
- Provides an enhanced Travel Access Guide (TAG) which includes maps of the internal shared paths, footpaths, bike parking and end of trip facilities;
- Provides a comprehensive communication strategy;
- Considers more detailed initiatives for staff (this will be reviewed and confirmed prior to implementation of any future Plan).

### 2. Comment

Travel Plan, Section 4.2, page 17 - proposed target for 2026 mode share targets has 0% for Bus, which is a reduced number from 2%. In addition the target of Train is 3%.

### Recommendation

Clarification is requested to understand how these percentages were determined.

## Freight

### 3. Comment

Mamre Road Precinct will become a strategically significant industrial area in Western Sydney and this development should be designed to accommodate the largest expected vehicle to service the precinct. Access to the site is proposed to be via three-way junction at the Abbots Road and Aldington Road intersection, sized appropriately to cater for B-Doubles.

### Recommendation

During Response to Submissions (RtS) stage, the Proponent is to confirm the development will be using a 30m PBS Level 2B as the design vehicle rather than a standard 26m B-double. This is in line with the NSW Heavy Vehicle Access Policy Framework which identifies 30 metre PBS Level 2B Vehicles as the next PBS vehicle to be permitted wider access on NSW roads.

## Transport Assessment

### 4. Comment

- i. TAMP - Appendix E – The swept path plans are provided for 30m PBS type 2B. According to the Draft MRP DCP Road design item (16), it should be tested for 36.5m PBS Level 3 type A vehicles. Swept path plans with 36.5m PBS Level 3 type A vehicles are required for review.
- ii. TAMP - Appendix D – SIDRA output has shown that during the AM peak Mamre Road South approach Right turn has queue length is 120m, this more the proposed 100m right turn bay. This might overflow to the through lane which heightens safety issues.
- iii. CTMP – TfNSW raises concerns on the construction traffic that will access Mamre Road and Abbots Road intersection. This is currently an unsignalised intersection controlled by Give Way sign only. It is unclear what the impacts of construction vehicles at this intersection will be.

### Recommendation

TfNSW requests the abovementioned information to be addressed/provided for further assessment prior to the determination of the application. TfNSW will further review and provide response upon receipt of the additional information.

### 5. Comment

Although the overall intersection performance of the key intersections are modelled as LoS “D” or better, individual turning movements show failing levels of service. Mitigation measures to improve the intersection performance to LOS C or better should be provided.

For example, the SIDRA model indicates that the right lanes from East Abbots Road approach to Mamre Road has “LoS F” for interim arrangement. This interim arrangement is likely to be in use for a long time as there is currently not funding commitments to upgrade Mamre Road Stage 2. The interim layout (including all legs) should be constructed at a “LoS C” or better.

TfNSW understands that there are constraints with the location of this intersection. It is understood that property acquisition would be needed, in particular the eastern leg (Abbots Road) to widen the proposed intersection to accommodate for the cumulative traffic as a result of the developments in this precinct.

TfNSW raises concerns that the failure of this intersection will lead to unacceptable congestion and safety risks to road users.