

14 March 2025

TfNSW Reference: SYD24-00326/04

DPHI Reference: SSD-46983729



Ms. Kirsten Fishburn
Secretary
Department of Planning, Housing, and Infrastructure
Locked Bag 5022
Parramatta NSW 2124

Attention: David Schwebel

**ADVICE ON ASSESSMENT - STAGE 2 WESTLINK INDUSTRIAL ESTATE
1030-1064 MAMRE ROAD AND 59-63 ABBOTTS ROAD, KEMPS CREEK**

Dear Ms. Fishburn,

Thank you for providing Transport for NSW (TfNSW) an opportunity to provide advice on the above-mentioned state significant development (**SSD**) known as Stage 2 Westlink Industrial Estate located at 1030-1064 Mamre Road and 59-63 Abbots Road, Kemps Creek.

TfNSW has reviewed the submitted documentation and provides comments in **TAB A** for the Department's consideration.

For more information regarding the above matter, please contact Nav Prasad, Land Use Planner via email at development.sydney@transport.nsw.gov.au.

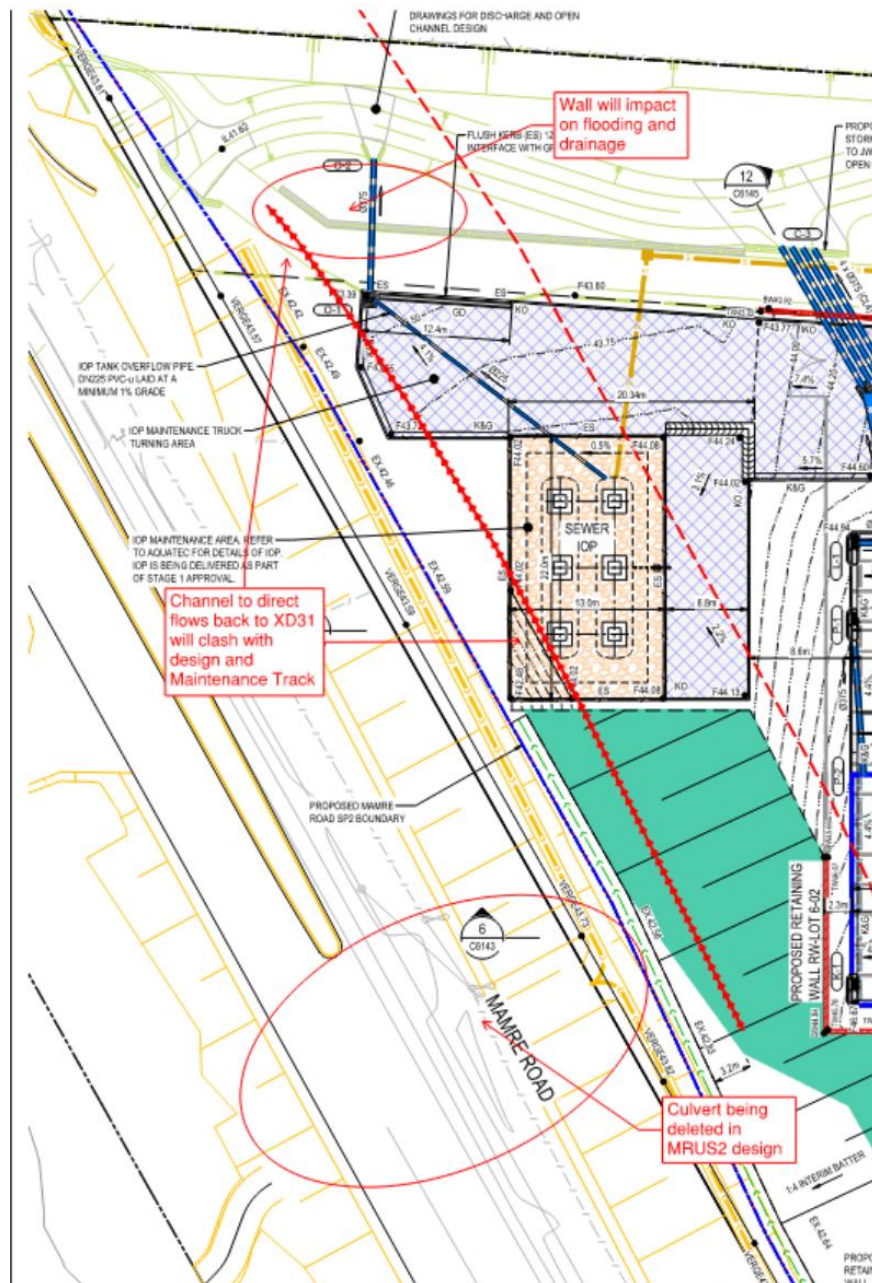
Yours sincerely,

Brendan Pegg
Senior Manager Land Use Assessment Central and Western
Transport Planning, Planning Passenger and Integration Division

TAB A – TfNSW advisory comments

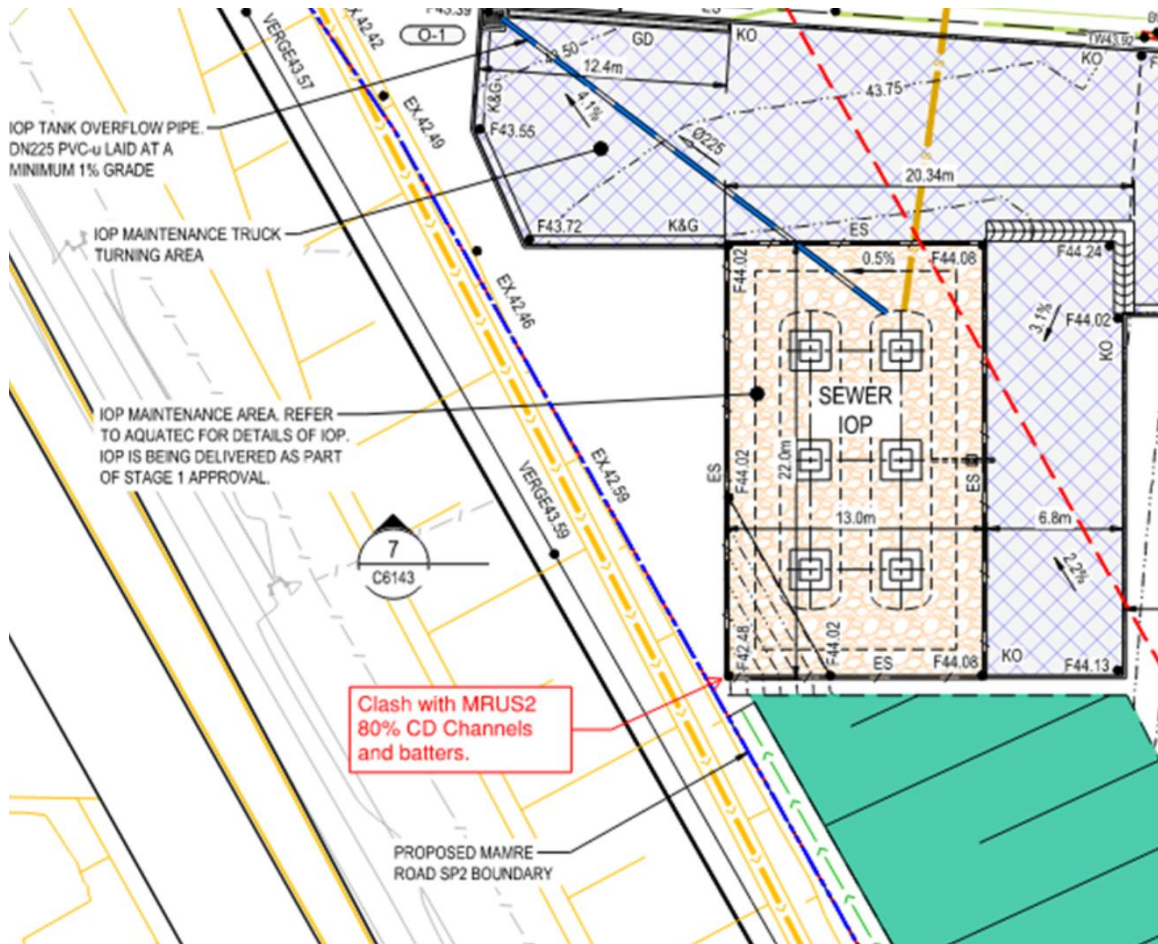
Comments:

- Trunk drainage has already been aligned with MRUS2 design, connecting to proposed culvert XD31. However, there are some features such as fences/retaining walls (e.g. RW3) which look different and may impact flood modelling.
- There is no channel downstream of proposed culvert XD31 in the design (west of Mamre Rd). This is assumed to be designed by others. It is TfNSW understanding from conversations with Sydney Water, that Westlink ESR may be responsible for designing this due to the changed alignment of the upstream channel from Sydney Water's MRP Scheme Plan.
- Interfacing will be required to determine the catchment and size of channels along the frontage. MRUS2 channels have been designed to convey upstream catchment and may be able to be revised in size. However, an existing culvert is being deleted and flows directed back north to the proposed XD31 and this channel will clash with the civil design and the maintenance track to the culvert inlet.



- TfNSW are generally satisfied with the tiered retaining wall or interim / future batter plans, however, raises concerns relating to the tie works to existing surface level.

- MRUS2 design assumes batters sloping back down at 4H:1V into a catch drain/swale/channel, plus additional maintenance access.
- Westlink pad for Lot 6 is higher than the proposed road level. The developer has shown in their cross sections the intention of how batters could be re-graded once MRUS2 is done. TfNSW request 3D model design from Applicant to assess.
- The channels identified on Westlink drawings look more compact than MRUS2 channels and will need to be further investigated.
- South-western corner of the Sewer IOP building will clash with the MRUS2 proposed channel and batters, noting that the developer have designed right up to the SP2 boundary at this location.



Recommendation:

Whilst TfNSW are generally supportive of the proposal, to ensure that the design aligns with the Mamre Road Upgrade Stage 2 Project (**MRUS2**), TfNSW recommends that the Applicant engage with the MRUS2 Project Team to resolve the drainage and retaining wall issues raised above.