

9 October 2024

TfNSW Reference: SYD24-00326/03  
DPHI Reference: SSD-46983729



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

Attention: Deana Burn

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**RESPONSE TO SUBMISSIONS FOR 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 comment on the above application for the state significant development (**SSD**) for the site located at 1030-1064 Mamre Road and 59-63 Abbots Road, Kemps Creek.

TfNSW has reviewed the Response to Submissions (**RTS**) and would provide concurrence in accordance with clause 2.35 of the *State Environmental Planning Policy (Industry and Employment) 2021* subject to the conditions provided in **TAB A** being included in any consent issued by the Department.

In addition to the above, TfNSW also provides the following comments in accordance with clause 2.122 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021* for the departments consideration in **TAB B**.

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

Yours sincerely,

**Brenden Pegg**  
Senior Manager Land Use Assessment Central and Western  
Planning and Programs Greater Sydney Division

## **TAB A -TfNSW conditions**

### **Road Works**

- Prior to occupation of warehouse 2 the following road works must be completed and includes:
  - The intersection of Mamre Road & Abbots Road.
  - The intersection of Abbots Road and Aldington Road.
  - Abbots Road widening between Mamre Road and Aldington Road.

### **Mamre Road SP2 Road Widening**

- Any new buildings or structures including any batters, together with any improvements integral to the future use of the site, are erected clear of the land reserved for road widening (unlimited in height or depth).

### **Construction Pedestrian and Traffic Management Plan**

- Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW.
- The CTMP will require the plan to provide a cumulative assessment based all current approved construction sites and current traffic data.

## **TAB B – TfNSW advisory comments**

### **Vehicular access and manoeuvrability**

#### Comment:

TfNSW notes that access is proposed with separate ingress and egress driveways from Aldington Road, however, has identified that in the interim until the connection to the Aldington Road / Abbots Road traffic signals is constructed, access is proposed through the Westlink Industry Park private access road MC06. The swept paths provided indicate that a 30m PBS Level 2 Type B vehicle is required to drive on the wrong side of the private access road to turn left into the interim private road section of Aldington Road.

#### Recommendation:

TfNSW recommends that the Department impose a condition that limits the largest vehicle that can access the site to a 26m B Double in the interim and remain in place until such time as the connection to the Aldington Road/Abbots Road traffic signals is constructed.

### **Traffic Generation**

#### Comment:

The submitted traffic report states that within the LOG-East modelling assessment, for the ESR landholdings, a peak hour trip generation of 188 veh/hr in the AM peak; and 196 veh/hr in the PM peak based on TfNSW agreed trip rates was used. The trip rates used to estimate the traffic of this proposal are based on the operational requirements of the proposed tenant which are significantly lower than the agreed TfNSW trip rates. Applying the TfNSW rates based on a GFA of 120,282m<sup>2</sup> for Stages 1 and 2 of the Westlink Industry Park results in traffic generation of 277 trips in the AM peak and 289 trips in the PM peak which is considerably higher than traffic assumed in the LOG East modelling.

Whilst the traffic generation is higher than the LOG East modelling assumed, considering the local road upgrades that will be delivered by LOG East via a VPA with Council and the timing of the Mamre Road Stage 2 Upgrade project that is scheduled for delivery by TfNSW by 2029. As such, TfNSW are of the view that the additional road network capacity that the committed upgrades will provide will be able to accommodate the proposed increase of traffic.