

15 March 2024

TfNSW Reference: SYD24/00326/01
DPHI Reference: SSD-46983729



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

Attention: Ellen Luu

**RESPONSE TO EIS STAGE 2 WESTLINK INDUSTRIAL ESTATE
1030-1064 MAMRE ROAD AND 59-63 ABBOTTS ROAD, KEMPS CREEK**

Dear Ms. Fishburn,

Thank you for referring the State Significant Development (**SSD**) application for the Westlink industrial estate at 1030-1064 Mamre Road and 59-63 Abbots Road, Kemps Creek to Transport for NSW (**TfNSW**) for review and comment.

TfNSW has reviewed the Environmental Impact Statement (**EIS**) and provides the Department advisory comments in **TAB A** for consideration. TfNSW requests that these comments are addressed by the Applicant as part of the Response to Submissions (**RtS**).

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,

A handwritten signature in black ink, appearing to read "B. Pegg".

Brendan Pegg
Senior Manager Land Use Assessment Central and Western
Planning and Programs, Greater Sydney Division

TAB A - TfNSW advisory comments

Vehicular access and manoeuvrability

Comment:

TfNSW notes that the Applicant has provided swept paths at the driveway access in accordance with section 4.6.2 subclause 5 of the Development Control Plan (DCP) for a 30m PBS Level 2 Type B. The plans indicate that simultaneous ingress/egress for a 30m PBS Level 2 Type B vehicle cannot be achieved with the proposed driveway design, however, also notes that the traffic report has stated that the future tenant of the development is known and the largest vehicle the tenant uses is a 26m B double.

Recommendation:

TfNSW recommends that the Department consider imposing a condition that limits the largest vehicle that can access to the site to a 26m B Double to ensure safe movement of heavy vehicles due to the vehicle crossover limitation.

Comment

The swept paths for vehicles entering and exiting the internal car park arrangements indicate minor swept path conflicts. TfNSW notes that design amendments have been recommended in the traffic report to address these concerns which TfNSW supports.

Recommendation:

The design amendments should be included as part of the RtS to address the minor swept path conflict.

Construction Pedestrian and Traffic Management

Comment:

The development site is located within the vicinity of the Mamre Road Upgrade Project. Several construction projects, including the Mamre Road Upgrade Project and other private developments, are likely to occur at the same time as this development within the precinct. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations within the precinct, as well as the safety of pedestrians and cyclists particularly during commuter peak periods. It is requested that applicant be conditioned the following.

Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant should:

- Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW. The CPTMP needs to specify matters including, but not limited to, the following:
 - A description of the development;
 - Location of any proposed work zone(s) noting Mamre Road is not a suitable location,
 - Details of crane arrangements including location of any crane(s) and crane movement plan;
 - Haulage routes;
 - Proposed construction hours;
 - Predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can work within the context of road changes in the surrounding area, noting that construction vehicle movements are to be minimised during peak periods;
 - Construction vehicle access arrangements;
 - Construction program and construction methodology, including any construction staging;
 - A detailed plan of any proposed hoarding and/or scaffolding;
 - Measures to avoid construction worker vehicle movements within the precinct;
 - Consultation strategy for liaison with surrounding stakeholders, including other developments under construction;
 - Identify any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works.
 - Proposed mitigation measures should be clearly identified and included in the CPTMP;
 - Identify the cumulative construction activities of the development and other projects within or around the development site;
 - Proposed measures to minimise the cumulative impacts on the surrounding road network should be clearly identified and included in the CPTMP.

Submit a copy of the final plan to TfNSW for endorsement via development.CTMP.CJP@transport.nsw.gov.au; and

Recommendation:

TfNSW recommends that the Department consider including the above CPTMP condition in any Development Approval issued.