



21 December 2021

TfNSW Reference: SYD20/01213/03

Departments Reference: SSD-10101987

Shaun Williams
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Mr Williams,

**EXHIBITION OF EIS – KEMPS CREEK DATA CENTRE - 709-769 MAMRE ROAD,
KEMPS CREEK**

Reference is made to the Department of Planning, Industry and Environment's referral dated 24 November 2021 with regard to the abovementioned Application which was referred to Transport for NSW (TfNSW) in accordance with the *State Environmental Planning Policy (Infrastructure) 2007*.

TfNSW has reviewed the documentation provided for the abovementioned development and does not support this application in its current form. TfNSW provides comments and recommendations 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@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely

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

Malgy Coman
A/Senior Manager Land Use Assessment West & Central
Greater Sydney

Attachment A

Environmental Impact Statement (EIS)

1. Comment

Section 6.6.4 states that first principles approach has been adopted to understand the parking rates for this development. It is noted that the result of this being 119 spaces is much lower than the Mamre Road Precinct DCP required 218 spaces for warehousing. In addition there appears to be no consideration to measuring the 6,255sqm of ancillary office GFA.

Recommendation

It is recommended that clarification is provided to address the abovementioned comments.

Traffic & Transport Assessment Report (TTAR)

2. Comment

The TTAR makes reference to conditions of the SSD-9522 Consent Condition B10-B12 and B18. Provided below for reference.

B10. Prior to the occupation of any warehouse, the Applicant must complete the construction of the Sequence 1A upgrade at the Mamre Road and Bakers Lane intersection to the satisfaction of TfNSW.

B11. The Applicant must complete the construction of the Sequence 1B upgrade to the Mamre Road and Bakers Lane intersection by 31 December 2025 to the satisfaction of TfNSW.

B12. The proposed Traffic Control Signal/s at the intersection of Mamre Road and Bakers Lane must be designed to meet TfNSW requirements. The Traffic Control Signal (TCS) plans must be drawn by a suitably qualified person and endorsed by a suitably qualified practitioner. The submitted design must be in accordance with Austroads Guide to Road Design in association with relevant TfNSW supplements. The certified copies of the TCS design and civil design plans must be submitted to TfNSW for approval prior to the release of a Construction Certificate and commencement of road works on Mamre Road.

B18. Prior to the commencement of any construction (excluding bulk earthworks) on lots 1-4 north of Bakers Lane, the Applicant must prepare a concept design demonstrating how the internal road network can provide access to lots 1- 4 and link to the future Southern Link Road. The design must be prepared in consultation with TfNSW and to the satisfaction of the Planning Secretary.

Note: The concept design must address access arrangements to lots 1-4 both with and without the future Southern Link Road, including ensuring any access points are an appropriate distance from signalised intersections.

The TTAR does not provide a timeline for the construction of the abovementioned signals.

Recommendation

It is therefore recommended that should consent be provided a condition be imposed in line with the SSD-9522 consent conditions that requires the construction of Sequence 1A and the internal road network to be completed prior to Occupation Certificate being provided.

3. Comment

- a. Section 5.1.1. – What is the assumption of ‘10% volume in peak hours’ based on?
- b. Section 5.1.2 – It is unclear how the 129 daily inbound and outbound trips were determined.
- c. Section 5.1.2 – 50% to arrive & depart in AM & PM peak are considered conservative if the majority of staff will work standard hours.
- d. Section 5.6.3 – It is unclear whether the model accounts for the cumulative impacts of other developments (apart from SSD 9522) in the surrounding network generating additional construction and operational traffic. Section 5.6.1 appears to indicate that only the background traffic growth and demands relating to SSD 9522 were included.

Recommendation

It is recommended that clarification is provided to address the abovementioned comments.

4. Comment

Appendix C - The cycletime shown in the movement summary are not consistent. The signal for Mamre Road/Bakers Lane cycletimes would be linked to other signals along Mamre Road and therefore should be modelled with this consideration. Notably for 2025 Mamre Road/Bakers Lane AM + OP, the right turn on Mamre Rd (north) has a DoS of 0.908. Cycle time of 80 seconds will need to be checked. If a higher cycle time is required, this will generally lead to increase in DoS/delay for certain movements as more traffic builds up between phases.

Recommendation

In this regard TfNSW would accept a maximum cycletime of 120 seconds to be modelled for this area. Isolated/optimum etc cycletimes will not be supported.

5. Comment

Section 2.2.3 indicates that under the Mamre Road Precinct DCP a 26m B-double is the minimum design vehicle for a site area greater than 20,000sqm. However the Mamre Road DCP *November 2021* Table 13. States that a 30m PBS Level 2 Type B is the minimum design vehicle for a site area greater than 20,000sqm.

Appendix B – *Technical Drawings* – The swept path plans are provided for a 19 metres Articulated Vehicle. However as mentioned above, according to the Mamre Road Precinct DCP Table 13, it should be tested for 30m PBS Level 2 Type B vehicle.

Recommendation

It is recommended that the swept path plans be provided to reflect the Mamre Road Precinct DCP requirements.

Preliminary Construction Traffic Management Plan (PCTMP)

1. Comment

- a. 2.1 – Is this CTMP only relating to the construction of SYD05? Section 2.1 refers to SYD05 being constructed in three main stages, but the table indicates that the 3 stages are for SYD05, SYD06 and SYD07 respectively.
- b. 3.3 – Future CTMP for SSD-9522 to include construction volumes for SYD05 (and 06/07)

Recommendation

It is recommended that clarification is provided to address the abovementioned comments.

2. Comment

The PCTMP indicates that construction access will be via Mamre Road/Bakers Lane access with construction to commence 2022. This is assuming that the intersection will be completed by the time construction is to commence. SSD-9522 Condition B3 states all construction access is to be via an interim access prior to the Mamre Road/Bakers Lane intersection works being complete

Recommendation

Clarification is requested to understand whether the construction will be delayed until the intersection upgrades are complete or whether the access will be temporarily from the temporary construction access in particular for SYD05. Should access be through the temporary construction access this will need to be reflected in the CTMP.

Green Travel Plan

6. Comment

It is noted that there are references in both the EIS and the TTAR to implementing a Green Travel Plan. However, it appears that there has been no Travel Plan or related TDM documentation submitted to the Portal or provided to date as part of the application.

Recommendation

TfNSW request that the applicant provide the aforementioned documentation for consideration, prior to our making an assessment of the application.