



21 March 2016

Roads and Maritime Reference: SYD15/00729
Council Ref: DA15/1483

Director, Land Release
Department of Planning & Environment
GPO Box 39
Sydney NSW 2001

Attention: Iwan Davies

Dear Mr Coleman,

PROPOSED MAMRE WEST LAND INVESTIGATION AREA

I refer to Department of Planning and Environment (DoP&E) correspondence dated 26 February 2016 inviting Roads and Maritime Services to provide comment on the exhibited Mamre West Land Investigation Area. Roads and Maritime appreciates the opportunity to provide comment on the planning proposal.

Roads and Maritime have reviewed the planning proposal (Stage 1 of the Mamre West Investigation Area) and raise no objection to the proposed industrial zoning, subject to southbound traffic being able to access and egress the existing intersection of Mamre Road/James Erskine Drive via a new fourth leg, which is to be met as part of any gazettal of the subject planning proposal. In accordance with the draft Development Control Plan, all other access to the proposed industrial precinct will be via left in/left out configuration on Mamre Road. Any subsequent development application (DA) should be subject to the same. In this regard, DoP&E should be satisfied with the planning and legal mechanisms (e.g. State Planning Agreement) put in place to ensure this requirement is met at both the planning proposal and subsequent SSD/DA stage.

In addition to the above, Roads and Maritime provide the following housekeeping comments:

1. It is noted that the SP2 (Classified Road) zoning on the proposed Land Reservation Acquisition and Land Zoning Maps are inconsistent.

In this regard, Roads and Maritime notes the SP2 (Classified Road) zoning depicted in the Land Reservation Acquisition Map extends a significant distance beyond the stub (new fourth leg) of the signalised intersection of Mamre Road/Erskine Park Road and into the local road network of the proposed IN1 zone of the precinct.

Roads and Maritime reiterates the advice provided in the previous correspondence of 13 January 2016 (**Attachment A**) that Roads and Maritime do not support the SP2 (Classified Road) zoning extending beyond the stub of the signalised intersection. In this regard, the

Roads and Maritime Services

Department should make reference to the indicative road boundary map (prepared by Roads and Maritime) of the intersection stub provided in Attachment C of the previous letter of 13 January 2016.

As a result of the above, DoP&E should ensure that the Land Reservation Acquisition Map is amended with the SP2 (Classified Road) zoning applying only to the abovementioned intersection stub.

The planning and legal mechanisms put in place for the dedication and construction of the access road into the subject precinct beyond the intersection stub (at no cost to the State) shall be addressed to the satisfaction of DoP&E in consultation with Council and the proponent.

2. Based on a recommendation from Roads and Maritime, a consistent 20 metre wide SP2 (Classified Road) zoning has been proposed along the western side of Mamre Road from the southern boundary (Sydney Water pipeline) of the Investigation Area to the northern boundary (north of Mandalong Crescent).

However, it is noted that Stage 2 (known as Mandalong North) of the Investigation Area does not form part of the current planning proposal (rezoning). Therefore, the SP2 (Classified Road) zoning along the western side Mamre Road should only apply to the current planning proposal and be incorporated into any planning agreement offered by the applicant. In this regard, this SP2 (Classified Road) zoning should commence at the southern boundary of the subject site (Sydney Water pipeline) and terminate at the proposed northern boundary of the intersection stub at the James Erskine Drive/Mamre Road intersection.

The 20 metre wide SP2 (Classified Road) zoning along Mamre Road, north of the James Erskine Drive and Mamre Road intersection, associated with Stage 2 (Mandalong North precinct), should be zoned at a later date as part of any future planning proposal for Stage 2.


3. Roads and Maritime requests that the proposed access strategy for the Mamre West Investigation Area as illustrated in Figure 5 of the exhibited Development Control Plan (DCP) be amended to reflect the access strategy recommended by Roads and Maritime in a letter of 7 January 2016 (**Attachment B**).

In this regard, the access strategy in the final Development Control Plan should depict the proposed southern access on Mamre Road as left in/left out only. Any interim intersection arrangement at this located can be negotiated with Roads and Maritime separately to the DCP process.

Roads and Maritime is happy to meet with the Department of Planning and Environment and the proponent to discuss the above comments in further detail.

If you wish to discuss this matter further, please contact James Hall – Senior Transport planner on telephone 8849 2047 or via email to: James.Hall@rms.nsw.gov.au

Yours sincerely,



Greg Flynn
**Manager, Strategic Land Use
Network & Safety, Sydney**

ATTACHMENT A

13 January 2016

Roads and Maritime Reference: SYD14/00729

Housing Land Release
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Iwan Davies

REVISED ZONING MAP - MAMRE WEST PRECINCT

Dear Mr Coleman,

I refer to your correspondence of 12 January 2016 inviting Roads and Maritime Services to comment on the revised zoning map (**Attachment A**) for Mamre West precinct. Roads and Maritime appreciates the opportunity to provide comment on the revised zoning map and provides the following advice:

1. As you would be aware, Roads and Maritime has requested a SP2 (Classified Road) zone along the full length of the precinct (IN1 and B6 Zones) frontage to Mamre Road with a consistent width of 20 metres. However, the proposed revised zoning map indicates a SP2 (Classified Road) zone along Mamre Road with varying widths between the northern and southern portions of the precinct.

Department of Planning and Environment should ensure that a 20 metre wide SP2 (Classified Road) zone is applied along the full Mamre Road frontage of the entire precinct (IN1 and B6 Zones) and reflected in the planning controls, including the gazetted zoning map.

2. It is noted that the SP2 (Classified Road) zone at the proposed fourth leg at the existing Mamre Road and Erskine Park Drive intersection extends a significant distance beyond the stub of the signalised intersection and into the local road network of the proposed IN1 zone of the precinct.

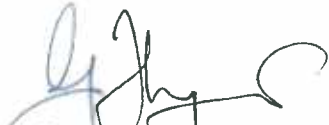
Roads and Maritime do not support the SP2 (Classified Road) zone extending beyond the stub of the signalised intersection on Mamre Road and into the local road network of the IN1 zone of the precinct. In this regard, Roads and Maritime reiterates the advice provided in the previous letter of 7 January 2016 (**Attachment B**) that only the intersection stub is to be zoned SP2 (Classified Road).

To assist the Department in identifying the extent of the SP2 (Classified Road) zone at the stub of the intersection, Roads and Maritime provides an indicative road boundary map of the intersection stub in **Attachment C**.

As previously advised, Roads and Maritime is happy to meet with the Department of Planning and Environment and the proponent to discuss the above comments in further detail.

If you wish to discuss this matter further, please contact James Hall – Senior Transport Planner, Strategic Land Use on 8849 – 2047 or james.hall@rms.nsw.gov.au

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Greg Flynn', written over a circular stamp.

Greg Flynn
**Manager, Strategic Land Use
Network & Safety, Sydney**

Mamre West Land Investigation Area

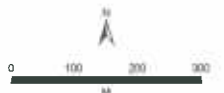


KEY

- Mamre West Land Investigation Area
- B6 Enterprise Corridor
- IN1 General Industrial
- SP2 Infrastructure

January 2016

Projection: MGA Zone 56
Datum: GDA94





43.9

36.1

51.8

83.4

ATTACHMENT B



7 January 2016

Roads and Maritime Reference: SYD14/00729

Housing Land Release
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Iwan Davies

DRAFT PLANNING CONTROLS FOR MAMRE WEST PRECINCT

Dear Mr Coleman,

I refer to your correspondence of 10 December 2015 inviting Roads and Maritime Services to comment on the draft planning controls (Land Use and Infrastructure Delivery Plan, Development Control Plan and Land Reservation Acquisition Map) for the Mamre West precinct, prior to public exhibition. Roads and Maritime appreciates the opportunity to comment on the planning controls for the subject proposal and provides the following advice:

1. Land Use and Infrastructure Delivery Plan (LUIDP)

- a) Page ii - Executive Summary (final paragraph) amend as follows;

'A Voluntary Planning Agreement (VPA) will need to be entered into by the proponent **prior to the LEP being made**, to ensure the delivery of necessary transport infrastructure upgrades to service future development of the land. Other land owners within the Precinct will **also** be required to enter into a VPA upon development of the land **prior to any LEP being made**'.

- b) Page 5 – In paragraphs 3 and 4 the reference to 'no additional cost to government' and 'no cost to Government' require clarification as the statements may have significantly different financial ramifications for the State. In keeping with the statement 'at no cost to government' in paragraph 4 on Page ii it is suggested that all references in the document be changed to reflect the same.

- c) Page 7 – Second paragraph amend as follow;

'The Secretary of the DP&E has the authority to adopt the proposed DCP, while the development consent authority'

- d) Page 14 – Refer Figure 6 Access Strategy. Consideration should be given to amending this Access Strategy as per **Attachment A** (Mamre Rd Access Strategy) or have short term and long term access strategy diagrams.

- e) Page 27- Second paragraph under the bullet Land Use Zoning expand as follows;

'...with the exception of a portion of land opposite James Erskine Drive (**intersection stub**) and 20m road widening (along the western side of Mamre Road) which will be zoned SP2 Infrastructure (**Classified Road**) to facilitate intersections and internal access roads (**internal and external**) to the precinct'

Note: Intersection stub only needs to be zoned SP2 (Classified Road) – Refer **Attachment B** - Draft Concept Design for Mamre Rd (**Note: Draft Design is preliminary and subject to change upon further project investigation and design refinement**).

Appendix A

- f) Page 6 - a Voluntary Planning Agreement (VPA) needs to be entered into with the consent authority to satisfy Clause 270 of the Environmental Planning and Assessment Regulations. The SEPP does not override the Regulations.

Comment: Has this been satisfied? If not a SIC must be established.

- g) Page 7 suggests that a Draft SEPP is accompanied by a Draft VPA.

Comment: No VPA details have been provided at this stage to RMS for information and/or comments.

- h) Page 8 - Satisfactory arrangement provisions have not as yet been satisfied.

Appendix C

- i) Page 17 amend bullet point 2 under the heading of KEY ISSUES as follows;

The secondary access road will **also** be provided via a left in/left out priority controlled intersection located **at the existing Mandalong Road and new intersection** located approximately 500 metres north of the existing intersection with James Erskine Drive

2. Development Control Plan (DCP)

- j) Page 3 Section 1.1, Second paragraph include new aim as follows;

In making provision for or with respect to traffic, parking and key access points, a development control plan must be consistent with the Transport and Arterial Road Infrastructure Plan.

- k) Page 3 Section 1.2 , amend Part 3 as follows;

'details the transport and traffic related matters, including traffic generation, vehicle access, car parking, public transport, cycling and walking **and road widening**'

- l) Page 15 – Refer Figure 5 Access Strategy consider amending as per **Attachment A** (Mamre Rd Access Strategy) or have short term and long term access strategy diagrams.

Roads and Maritime is happy to meet with the Department of Planning and Environment and the proponent to discuss the above comments in further detail.

It is understood that Roads and Maritime will be provided with another opportunity to comment on the planning proposal and associated LUIDP and DCP during the public exhibition period.

If you wish to discuss this matter further, please contact James Hall – Senior Transport Planner, Strategic Land Use on 8849 – 2047 or james.hall@rms.nsw.gov.au

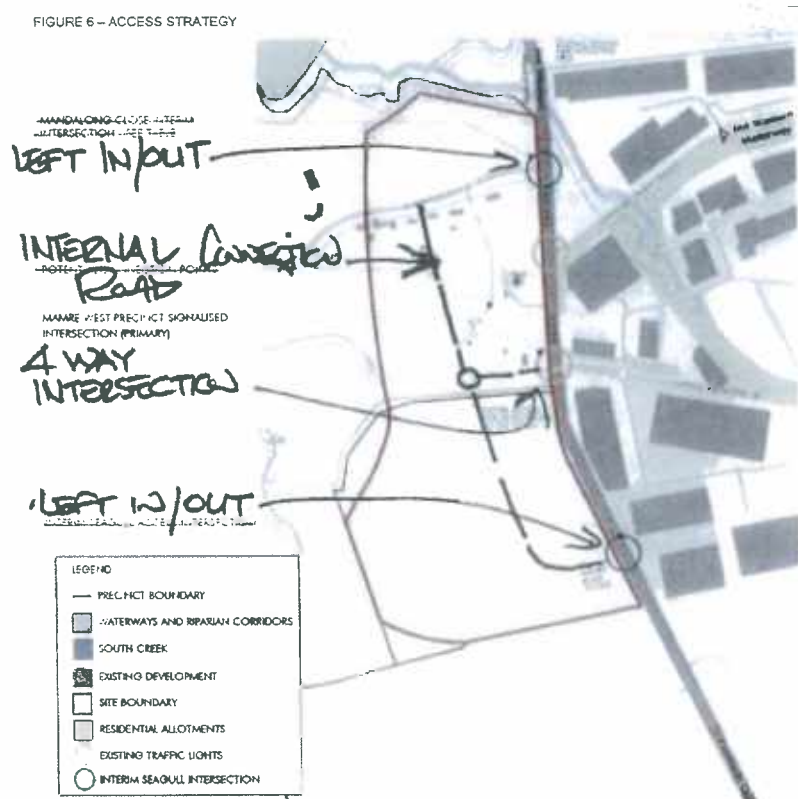
Yours sincerely

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Greg Flynn
**Manager, Strategic Land Use
Network & Safety, Sydney**

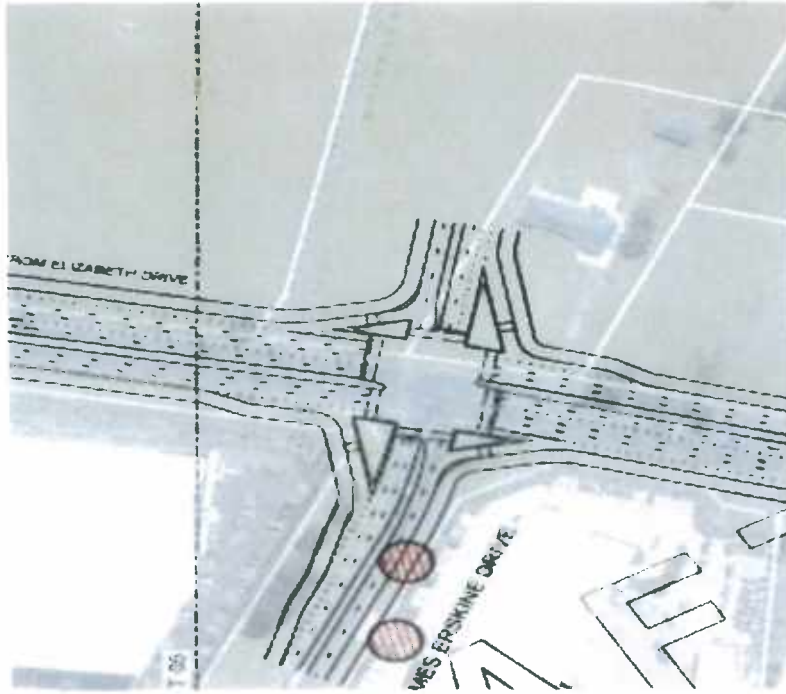
ATTACHMENT A – ACCESS STRATEGY

FIGURE 6 – ACCESS STRATEGY



As the Precinct will be accessed by a wide variety of industrial vehicles, local road networks, loading bays and turning areas will need to be designed to accommodate large freight vehicles. Adequate on-site car parking is also needed.

ATTACHMENT B – Proposed SP2 Classified Road Zoning



Note: Preliminary sketch (indicative only) subject to change upon environmental assessment and further refinement of design.