

Your Reference: 10/09175, MP10_0061, MP10_0062
Our Reference: RDC 10M620 Vol 3 SYD10/00785
Contact: Dianne Rees
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The Manager
Mining and Industry Projects
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**PROPOSED LOGISTICS FACILITY – WAREHOUSE AND DISTRIBUTION CENTRE
AT 708 MAMRE ROAD, ERSKINE PARK
MAJOR PROJECT – MP 10_0061 & MP10_0062**

Dear Sir/Madam

Thank you for your letter of 14 October 2010 (Department Ref: MP10_0061 & MP10_0062), concerning the abovementioned Major Projects which were referred to the Roads and Traffic Authority (RTA) for comment in accordance with Clause 104 of State Environmental Planning Policy (Infrastructure) 2007. I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting on 17 November 2010.

The RTA's main concern is the relationship of the proposed development and a possible new arterial road currently under investigation along the northern boundary of the subject site.

The future alignment and width of the Bakers Lane road reserve is currently being reviewed as part of the Department of Planning's Western Sydney Employment Area (WSEA) Southern Link Road Network Strategic Transport Assessment. The RTA has been assisting the Department and its consultants in this work, which is anticipated to be completed soon. This work will identify the preferred route option for a Southern Link Road and enable the Department to progress detailed planning and infrastructure coordination in the area.

As the above work by the Department is yet to be completed, the RTA is unable to provide its complete comments at this time regarding the possible road reserve requirements along Bakers Lane being identified by the report which may affect the subject site. However, any development on this site should be consistent with the preferred route alignment of the future Southern Link Road along Bakers Lane once it has been determined.

The RTA believes that the likely land requirements to cater for the proposed Southern Link Road will have a significant impact on this development proposal. As such, the RTA does not support the proposed development and the Department should consider delaying the determination of this application until the ultimate road reserve requirements are determined by the Department's work on the Southern Link Road.



Below is an outline of the likely road requirements affecting this development, pending the outcomes of the Southern Link Road work:

Bakers Lane

- To cater for the traffic generated from the site and other developments in the Western Sydney Employment Area, it is anticipated that Bakers Lane will need to accommodate an ultimate six lane configuration along the frontage of the subject site. In addition, a separate two way service road will be required to provide a safe and efficient access and egress to the existing schools and retirement village north of the subject site. In that regard, additional land may need to be dedicated as road from the subject site to satisfactorily accommodate the service lane and the upgrade of Bakers Lane.
- The RTA does not support the proposed egress arrangement for the schools' service road as buses and cars will be required to make right turn manoeuvres across multiple lanes of traffic in an uncontrolled manner to exit the service lane. The proposed signalised intersection for access to the development should be located further east on Bakers Lane to create a single four way intersection to combine the egress for the service road and the proposed development. This will enable buses and cars to make safe and controlled right turns to travel to and from the service road. Right turns would not be allowed for ingress or egress to/from the service road except from the signalised intersection.
- The design of the service road shall incorporate dedicated bus bays and designated 'kiss and drop' points, a minimum of one through traffic lane, and shall be designed to reduce vehicle and pedestrian conflict points. These facilities shall be designed so that vehicles do not queue into the through traffic lane of the service road, thereby blocking entry to the service road from Bakers Lane and restricting vehicle movements to the other school facilities and the retirement village further along the service road.
- The applicant is to conduct a survey of the existing schools to identify the required lengths of 'kiss and drop' facilities and bus bays (for the current and future demands of the schools) so that there is sufficient capacity in the 'kiss and drop' and bus bays to fully cater for the demand generated by the schools. The existing bus bays and school facilities are to be incorporated into the design wherever possible, in particular any indented bus bays.
- The Traffic Impact Assessment Report and design of the Bakers Lane upgrade is to be revised to reflect the above requirements. Updated modelling using SIDRA software is required for the Mamre Road/Bakers Lane intersection and the proposed signalised intersection of the school road egress and access to the development,. The revised design of the Bakers lane upgrade and an electronic copy of the SIDRA modelling is to be forwarded to the Department and the RTA for review.

Mamre Road

- The RTA does not support the proposed left in/left out access with acceleration and deceleration lanes to Mamre Road. The RTA has previously advised that all access to the site was to be from Bakers Lane only, with no access from Mamre Road. The applicant has not provided justification for the provision of the left in/left out access on Mamre Road, against the RTA's advice.

- The subject property is affected in the manner shown by red colour on the attached plan by a Road Widening Order under Section 25 of the *Roads Act, 1993* as published in Government Gazette No. 111 of 7 November 1958 – DP445999.

The purpose of this order is to provide land for the future widening of Mamre Road. Any new buildings, structures or improvements are erected clear of the land required for road widening. Further, the area required for road should be identified as a separate lot in any plan of subdivision.

The RTA reiterates its recommendation that the Department consider delaying the determination of this proposed development until the Department's current investigations on the Southern Link Road are complete, to ensure consistency between the proposed development and the preferred alignment of the Southern Link Road.

Any inquiries in relation to this development application can be directed to Dianne Rees on telephone 8849 2237.

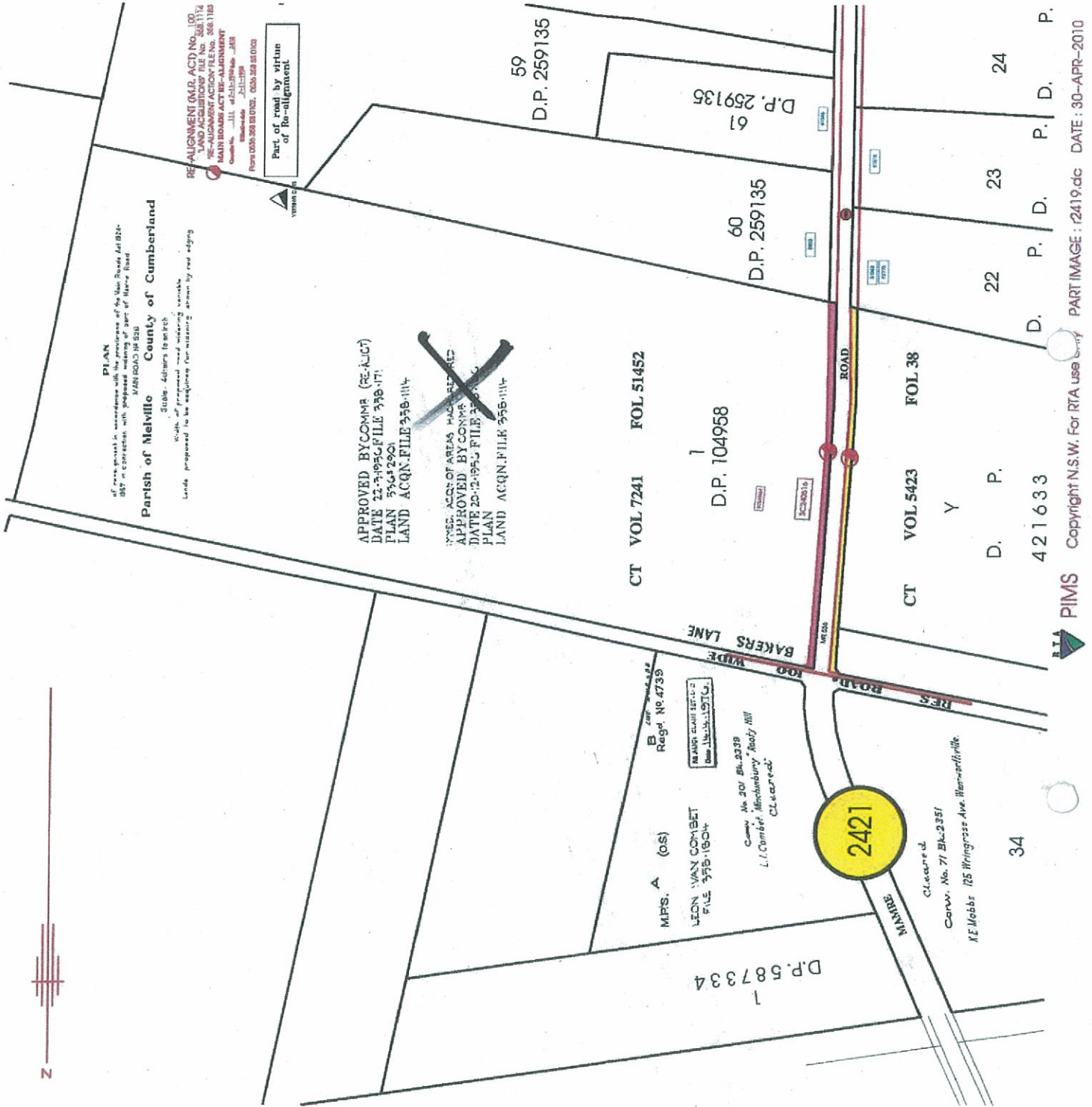
Yours faithfully

A handwritten signature in dark ink, consisting of several overlapping loops and a long horizontal stroke at the end.

Chris Goudanas
Chairman, Sydney Regional Development Advisory Committee

D.P. 445 999

7/11/58.















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PIMS COLOUR LAYERS

COLOURS TO BE USED ONLY AS DESIGNATED













POLYGON UNDERLAY LAYER

	1	To Be Acquired
	2	Purchased
	3	Dedicated Public Road By Deposited Plan
	4	Declared Public Reserve
	5	Easements
	14	Residue Polygon
	20	Water/ Lot Highlight
	26	R.T.A. Dedicated As Public Road
	27	Land for Govt function eg. TSR
	28	Admin site owned by RTA
	29	Admin site leased by RTA
	30	Land possibly affected or abandoned

TEXT LAYERS





	13	Text
	17	Text
	23	Text

BOUNDARY LINE LAYERS





	19	Boundary
	8	Boundary
	18	Boundary
	10	Boundary
	12	Boundary
	9	Boundary
	24	Boundary
	25	Strata Boundary
	6	Residue Boundary
	7	Join Lines / Realignment Bdy
	15	Property Link Line
	16	Lines

MISCELLANEOUS

C.A.R./FREEWAY/TOLLWAY DECLARATION

	11	Declared C.A.R.
	21	Declared Freeway
	22	Declared Tollway
	35	Declared Transitway

NSW INDEX MAP DECLARATION PROJECT

	31	C.A.R. Declared
	32	FREEWAY Declared
	33	TOLLWAY Declared
	34	NOT Declared

SPECIAL LAYERS FOR REGIONAL INFO

	46	Prop Inq No.'s / Pencil Notes / D.O.P. Land
	47	L.E.P. No's and Notes
	48	Concept Boundaries and Notes
	49	D.A.'s / Region Sketch No.'s
	50	Miscellaneous info

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IMAGE : cvcht_colour.doc DATE : 29-MAY-2008

DATED: 17-3-1999 cvcht_colour