

2 June 2025

TfNSW Reference: SYD24/00274/03
DPHI's Reference: SSD-45576956



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

Attention: Patrick Nash

**EXHIBITION OF ENVIRONMENTAL IMPACT STATEMENT (EIS)
CHILDREN'S MEDICAL RESEARCH INSTITUTE - GENE TECHNOLOGIES BUILDING
214 HAWKESBURY RD, WESTMEAD**

Dear Ms. Fishburn,

Thank you for providing Transport for NSW (**TfNSW**) an opportunity to comment on the Environmental Impact Statement (**EIS**) for the proposed Gene Technologies Building for the Children's Medical Research Institute at 214 Hawkesbury Road, Westmead.

TfNSW has reviewed the submitted information and provides the Department advisory comments for consideration in **TAB A**.

If you have further questions regarding the above matter, please contact Shoba Sivasubramaniam, Development Assessment Officer, via phone on 0461 319 385 or email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

Brendan Pegg
Senior Manager Land Use Assessment Central and Western
Transport Planning, Planning Integration and Passenger Division

TAB A - TfNSW advisory comments

Light rail interface

Comment:

Swept paths for Heavy Rigid Vehicles (**HRV**) are shown to cross the deterrent kerbs for the light rail tracks for both access and egress movements at the intersection of Hawkesbury Road and Research Lane.

TfNSW does not support any scenario in which vehicles encroach onto the light rail tracks. There have been several collisions and near misses at the intersection of Hawkesbury Road and Research Lane caused by this exact situation (heavy vehicles entering the light rail corridor to access Research Lane). TfNSW is currently in the process of investigating physical measures to restrict such incidents occurring.

Recommendation:

Site vehicular access points that require vehicles to pass over a light rail are not supported and are to be avoided. Where this cannot be avoided, significant restrictions can be imposed on the Applicant to demonstrate that vehicle access minimises conflict issues with pedestrians and light rail vehicles.

TfNSW recommends restricting the size of servicing vehicles or utilising alternate routes such as Redbank Road for service vehicle access to avoid ongoing safety and operational impacts to Parramatta Light Rail.

Delivery and servicing

Comment:

Loading dock access is proposed from Research Lane, on the southwestern boundary of the site. The proposed capacity of the loading dock is for up to two 12.5-metre HRV. The regular use of 10.5-metre waste trucks for waste collection is also expected.

All new developments should be self-sufficient and cater for all loading and servicing on-site. The Applicant cannot rely on the kerbside restrictions at this location.

Recommendation:

TfNSW advises that the development should provide adequate loading and servicing vehicles spaces on-site to efficiently operate the loading dock. It is requested that the applicant provide this quantum and configuration of loading and service vehicle spaces on-site as part of the development. TfNSW recommends replacing the 2 HRV bays with multiple MRV bays for efficiency and to reduce impact to light rail operations.

The TfNSW Urban Freight Forecast tool provides guidance to developers on how many loading zones are required for a development based on the proposed land use. Access to the tool can be requested at: <https://www.mysydney.nsw.gov.au/lastmilefreight#UFFM>.

Swept path analysis

Comments:

Swept paths for the heavy rigid vehicles (**HRV**) are shown to conflict with the proposed kerbs on Research Lane outside the new loading dock for both ingress and egress movements.

Recommendations:

As part of the Response to Submission (**RtS**) TfNSW recommends that the Applicant addresses this design issue and make any necessary design changes to the development to remove any vehicle swept path conflicts.

Alternatively, if this is unable to be achieved, TfNSW recommends restricting the size of loading and servicing vehicles to MRV and altering the kerb design if necessary to remove any conflict with swept paths.

Operational plan of management

Comment:

There will be a limited availability of on-site parking due to an undersupply of provision and reliance on hospital precinct parking to meet parking demand.

Recommendation:

A draft Operational Plan of Management should be provided as part of the RtS.