

Transport for NSW

24 June 2025

TfNSW Reference: SYD25/01370/03
Department Reference: SSD-74191717



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

Attention: Sally Munk

ADVICE ON ENVIRONMENTAL IMPACT STATEMENT FOR BADGERYS CREEK INDUSTRY PARK 85 MARTIN ROAD, BADGERYS CREEK

Dear Ms. Fishburn,

Thank you for providing Transport for NSW (**TfNSW**) an opportunity to comment on the Environmental Impact Statement (**EIS**) for the proposed Wallgrove Road business hub development at 85 Martin Road, Badgerys Creek.

TfNSW has reviewed the EIS and provides the Department of Planning, Housing, and Infrastructure (**DPHI**) advisory comments and suggested conditions of Consent in **TAB A** for DPHI's consideration.

Should you have any further inquiries in relation to this matter, please do not hesitate to contact Brett Morrison, Land Use Planner, by email at Development.sydney@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink that reads "B. Pegg".

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

OFFICIAL

TAB A – TfNSW advisory comments and suggested conditions of consent

Civil works on transport corridors

Comment

The development requires the concurrence of TfNSW under section 4.27 of the *State Environmental Planning Policy (Precincts – Western Parkland City) 2021* as the development has an estimated cost of more than \$200,000 and proposes a temporary access to Martin Road, which is transport corridor land, as outlined in the Statement of Environmental Effects (**SEE**).

TfNSW would provide concurrence under 4.27 of the *State Environmental Planning Policy (Precincts – Western Parkland City) 2021*, subject to DPHI issuing Development Consent and the inclusion of the following requirement:

- All access is to be via Lawson Road with interim access from Martin Road for construction vehicles subject to approval of the Construction Pedestrian Traffic Management Plan (**CPTMP**) by TfNSW and Council. The interim site access to Martin Road be closed and replaced with kerb and gutter to match existing to the satisfaction of Council, as the current Road Authority, once the Lawson Road driveways are available.

Comment

The development requires the concurrence of TfNSW under section 4.27 of the *State Environmental Planning Policy (Precincts – Western Parkland City) 2021* also applies to the transport corridor along Cuthel Road on the southern frontage to be a future sub-arterial.

TfNSW would provide concurrence under 4.27 of the *State Environmental Planning Policy (Precincts – Western Parkland City) 2021*, subject to DPHI issuing Development Consent and the inclusion of the following requirement:

- All buildings and structures (including signage), together with any improvements integral to the future use of the site are to be fully contained within the freehold property (unlimited in height or depth) along the Cuthel Road and Martin Road boundaries.

Civil works on the classified road network

Comment:

The Applicant's proposed interim site access is to be via the Elizabeth Drive / Martin Road intersection to a temporary driveway in Martin Road (**local road**). For the next stage of the development, it is proposed to have site access in Lawson Road (**local road**) and the Martin Road access to be closed when Martin Road is upgraded and reclassified as the Eastern Ring Road (**ERR**). The vehicle movements will primarily occur at Lawson Road / Elizabeth Drive intersection and exit via the Elizabeth Drive / Martin Road intersection.

The site driveways have been designed to provide for vehicles up to and including 30.0m A-Doubles and 26 m B-Doubles. The information provided by the Applicant does not demonstrate the manoeuvrability of heavy vehicles from the classified road network to the site. It should be noted the Lawson Road at Elizabeth Drive Upgrade is not designed for 30m A-Doubles or 26m B-Doubles. Elizabeth Drive Upgrade at Lawson Road is designed for 12.5m single unit trucks (design vehicle) and 19.5 semi-trailer (checking vehicle) and thus will not accommodate the Applicant's future proposal for A or B Doubles to use Elizabeth Drive and Lawson Road to the sites Lawson Road driveways.

In the ultimate network, future traffic generated from 85 Martin Road can travel onto ERR via the Pitt Street intersection before travelling further north to the intersection at Elizabeth Drive / ERR. The intersection at ERR/Pitt St is designed by PBS 2A vehicle (26m) and checked by PBS 3A vehicle (36.5m), however, the intersection at Pitt St / Lawson Rd will also need to be designed accordingly to support the heavy vehicle movement. Also, only part of the existing Lawson Road is classified for PBS 2A movement / access.

Recommendation:

As part of the Response to Submissions (**RtS**) the Applicant is to demonstrate swept paths for the largest vehicles proposed by the development and that they can safely operate between the subject site and the classified road network.

If required, the Applicant should propose mitigation measures to accommodate heavy vehicles to the development, where necessary, to the satisfaction of TfNSW and Council.

Road Occupancy Licence

Comment:

Traffic flow on Elizabeth Drive (**classified road**) may be impacted by the development's construction activities.

TfNSW would provide concurrence under 4.27 of the *State Environmental Planning Policy (Precincts – Western Parkland City) 2021*, subject to DPHI issuing Development Consent and the inclusion of the following requirement:

- A Road Occupancy Licence (ROL) should be obtained from Transport Management Centre (TMC) for any works that may impact on traffic flows on Elizabeth Drive during construction activities. A ROL can be obtained through <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>.

Development impact on Martin, Lawson and Cuthel road networks

Comment:

TfNSW advises that Martin, Lawson and Cuthel Roads are local roads under the care and control of Council, with Council as the relevant Roads Authority.

Council, as the relevant Road Authority, is satisfied with the proposed development's vehicle access arrangements, excavation, and any civil works on the Lawson Road frontage.

Swept paths analysis and manoeuvrability

Comment:

As Martin, Lawson and Cuthel Roads are under the care and control of Council, TfNSW recommends that Council be provided with the swept path plans for review and endorsement.

Recommendation:

Subject to advice from Council, TfNSW recommends that the Applicant, as part of the RtS, provides the swept path of the longest vehicle and exiting the subject site and manoeuvrability through the site shall be in accordance with Austroads.

A plan showing that the proposed development complies with this requirement should be provided as part of the RtS.

Green Travel Plan

Suggested condition:

As part of the ongoing operation of the development, a detailed Green Travel Plan (**GTP**), which includes target mode shares to reduce the reliance on private vehicles, shall be prepared. The GTP must be implemented accordingly and updated annually.

Submit a copy of the final plan to TfNSW for endorsement via development.ctmp.cjp@transport.nsw.gov.au.

Reason:

To encourage and support sustainable transport outcomes for future users of the development, particularly with high levels of current and future public and active transport accessibility.