

15 September 2025

TfNSW Reference: SYD25-00446/02
DPHI Reference: SSD-81434988



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

Attention: Thomas Bertwistle

**ADVICE ON ENVIRONMENTAL IMPACT STATEMENT
ALSPEC MANUFACTURING WAREHOUSE
221-227 AND 289-317 LUDDENHAM ROAD, ORCHARD HILLS**

Dear Ms. Fishburn,

Thank you for providing Transport for NSW (**TfNSW**) an opportunity to provide input to the Environmental Impact Statement (**EIS**) for the proposed Alspec manufacturing warehouse at 221-227 and 289-317 Luddenham Road, Orchard Hills. TfNSW advises that Sydney Metro will be sending a separate submission.

TfNSW has reviewed the EIS and provides the Department of Planning, Housing, and Infrastructure (**DPHI**) and provides in **TAB A**.

For more information regarding the above matter, please contact Nav Prasad, Land Use Planner via email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read "B. Pegg".

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

TAB A – TfNSW advisory comments

Intersection upgrade of Patons Lane and Luddenham Road (Northern Intersection Upgrade)

Comment:

TfNSW notes that the application proposes the upgrade of the Luddenham Road/Patons Lane intersection with traffic signals. The project timeline indicates that the intersection will be upgraded in 2026, prior to the occupation of the first warehouses in the estate. Whilst TfNSW do not object to the proposed traffic signals in principle, in accordance with section 87 of the *Roads Act, 1993* traffic signals can only be approved by TfNSW, and to date TfNSW have not provided any approval for the traffic signals to be installed.

Recommended action as part of the Response to Submissions (RtS):

To enable an approval in principle for the installation of traffic signals, TfNSW requires:

- an updated Warrant Assessment in accordance section 2.3 of the RTA Traffic Signal Design Guide, which includes the cumulative traffic of other developments that will use the Luddenham Road / Patons Lane intersection
- a concept design for the proposed traffic signals designed in accordance with TfNSW Traffic Signal Design Guide requirements be submitted to TfNSW for review.

Orchard Hills Stabling and Maintenance (OHSM) Facility

Comment:

TfNSW notes that the Applicant has been in discussion with Sydney Metro regarding the access requirements for long vehicles accessing the OHSM and that discussions are ongoing. Sydney Metro have advised that they will provide a separate response in relation to this SSD to the department after discussion with their Principal contractor.

Construction Pedestrian Traffic Management

Comment:

TfNSW notes that the CTMP has removed the installation of temporary traffic signals at the Luddenham Road/ Patons Lane intersection. Due to the large volume of construction vehicles using the Luddenham Road/ Patons Lane intersection and interaction with the construction of the OHSM, TfNSW will require a Construction Traffic Management Plan to ensure that the construction traffic impacts are appropriately mitigated.

Recommended condition:

To ensure that construction activities for both the OHSM and the proposed development are effectively managed and the cumulative traffic impacts appropriately mitigated, TfNSW recommends that prior to any construction certificate the applicant consult with TfNSW by email to development.ctmp.cjp@transport.nsw.gov.au in the preparation of a Construction Pedestrian and Traffic Management Plan (CPTMP) to include but not limited to the following:

- To mitigate the impact of construction traffic and reduce interaction with other projects, all access to the site shall be provided from Patons Lane via the intersection of Luddenham Road.
- Patons Lane is to always remain open to traffic.
- Proposed haulage routes and construction vehicle access arrangements.
- Predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can be accommodated within the context of road changes in the surrounding area.
- Identify any potential impacts to general traffic, cyclists, pedestrians, and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works.
- Identify the cumulative construction activities of the development and other projects within or around the development site.
- Proposed measures to minimise the cumulative impacts on the surrounding road network should be clearly identified and included in the CPTMP.
- Construction program and construction methodology, including any construction staging.
- Consultation strategy for liaison with surrounding stakeholders, including Sydney Metro and other developments under construction.
- Details of crane arrangements including location of any crane(s) and crane movement plan.
- Proposed construction hours.
- A detailed plan of any proposed hoarding and/or scaffolding.
- Provide the direct contact details to businesses and residents impacted by the construction work and TfNSW to resolve issues during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction; and

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

Green Travel Plan

Comment:

TfNSW has reviewed the submitted Green Travel Plan (**GTP**) and Transport Access Guide (**TAG**) and is supportive of the plan to encourage sustainable transport options for future users of the development.