



**Sydney Science Park – Concept Proposal
& Stage 1 Development**
Preliminary Transport Assessment

29 October 2024

Celestino
C/O: Ben Hawkins – Orion Group

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Dear Sir/Madam

Sydney Science Park – Concept Proposal & Stage 1 Development : Preliminary Transport Assessment

1. INTRODUCTION AND DOCUMENT PURPOSE

JMT Consulting has prepared the following preliminary transport assessment to accompany the Request for Secretary’s Environmental Assessment Requirements (SEARs) for the project to guide the preparation of an Environmental Impact Assessment. The SSDA seeks consent for a Concept Proposal and Detailed Stage 1 Development and Works at Sydney Science Park located at 565-601 and 601a Luddenham Road, Luddenham.

The purpose of this statement is to outline the extent of assessment required having regard to the proposal and the corresponding documents to assist the Department of Planning, Housing and Infrastructure in the preparation of SEARs.

2. PROPOSAL OVERVIEW

The Concept Urban Structure Plan provides a precinct wide approach and identifies the extent of developable land on site and the categorisation of undevelopable land (riparian land, open space, environmental protection, easement or other encumbrance) to guide and streamline future planning approvals. The Concept Proposal will establish the planning and development framework for the remaining stages based on which any future development application on the site will be assessed. From a traffic perspective the concept proposal will include:

- Locking in key road links and associated road hierarchy (e.g. sub-arterial, collector and local roads)
- Transport routes and linkages to the future metro station
- Planned active transport facilities such as footpaths and bicycle routes

The proposed Stage 1 Development incorporates two key components:

- Stage 1 Precinct Development encompasses subdivision, on-lot works, infrastructure, and landscaping, and
- Stage 1 Estate works across the western portion of the land fronting Luddenham Road and the Metro Station, comprising site preparation and earthworks, public domain works (footpaths), and internal reticulation of services and utilities. These works are required to enable the delivery of Stage 1 Precinct Development, including the provision of pedestrian access to Stage 1 Precinct Development.

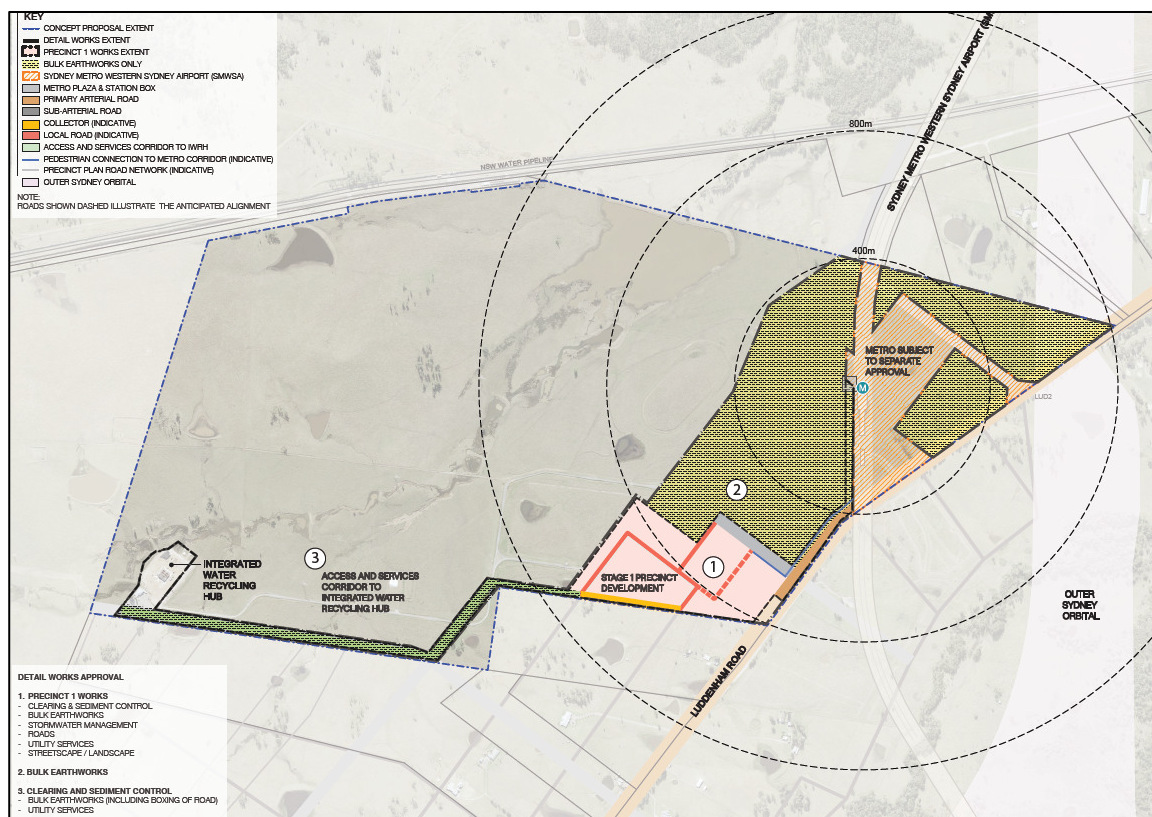


Figure 1 Extent of Stage 1 component

Source: SJB

3. SITE DESCRIPTION

The site is located within the Northern Gateway Precinct of the Western Sydney Aerotropolis in the Penrith City Council Local Government Area (LGA), as shown in Figure 2. The site is comprised of some 297 hectares and contains the future corridor for the Sydney Metro Greater West railway line that is planned to connect the future Western Sydney Airport with St Marys Railway Station. The site is located adjacent to Luddenham Road approximately midway between Elizabeth Drive to the south and Mamre Road to the north. Twin Creeks Drive is also located approximately 1km to the northeast.

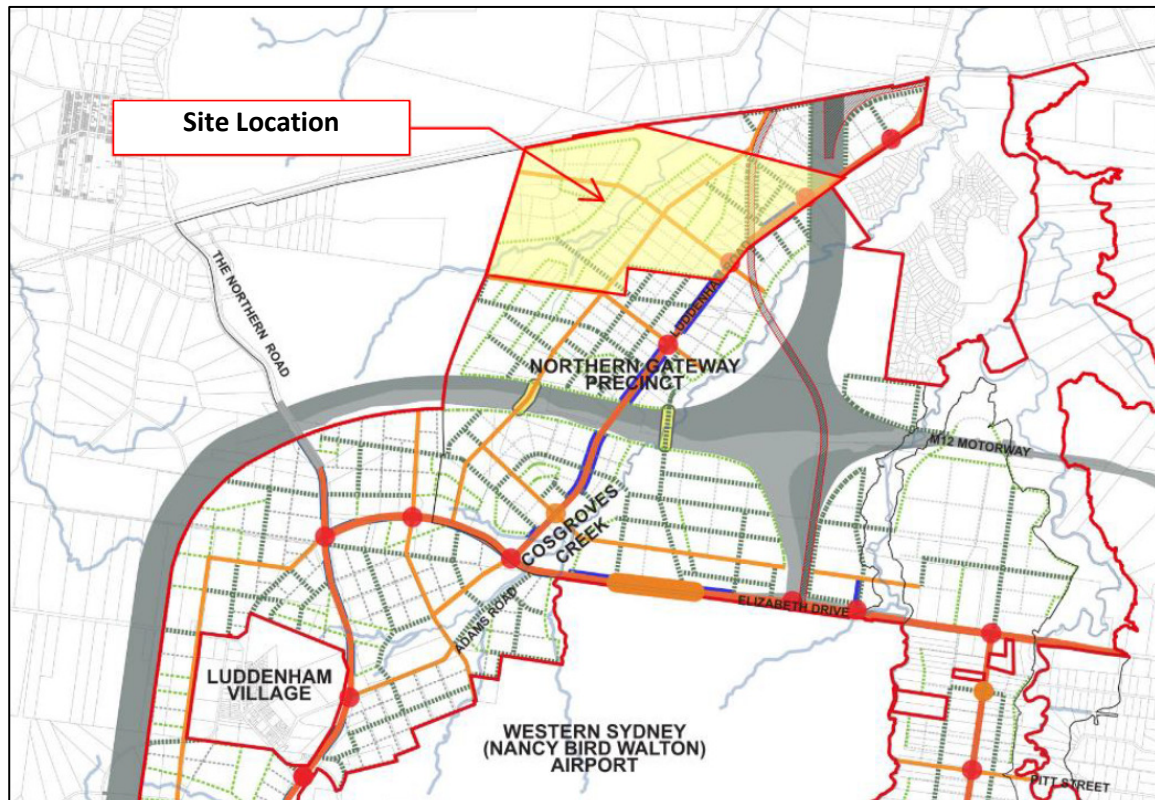


Figure 2 Site context

4. POLICY CONTEXT

The site benefits from being located within the Northern Gateway Precinct of the Western Sydney Aerotropolis. Detailed planning has been undertaken by the NSW Government to inform the level of supporting transport infrastructure serving the Northern Gateway Precinct, with key elements including:

- Multiple points of access via Luddenham Road through signalised intersections which will accommodate vehicle movements to and from the site
- Upgrading of Luddenham Road fronting the site to become a Primary arterial road to facilitate connectivity to the broader arterial road network. This Primary arterial roadway will provide strong levels of vehicular access to and from the site.
- The delivery of the Sydney Metro (Western Sydney Airport) project which will connect with the broader Sydney Metro network – refer to Figure 4. A metro station will be delivered within the site which will support by sustainable forms of transport and facilitate the level of development envisaged in the Northern Gateway Precinct Plan.
- An internal network of roadways which includes sub-arterial, collector and local roads which can accommodate a range of traffic and public transport movements – including bus movements servicing the future metro station.

The future transport network serving the site is presented in Figure 3.

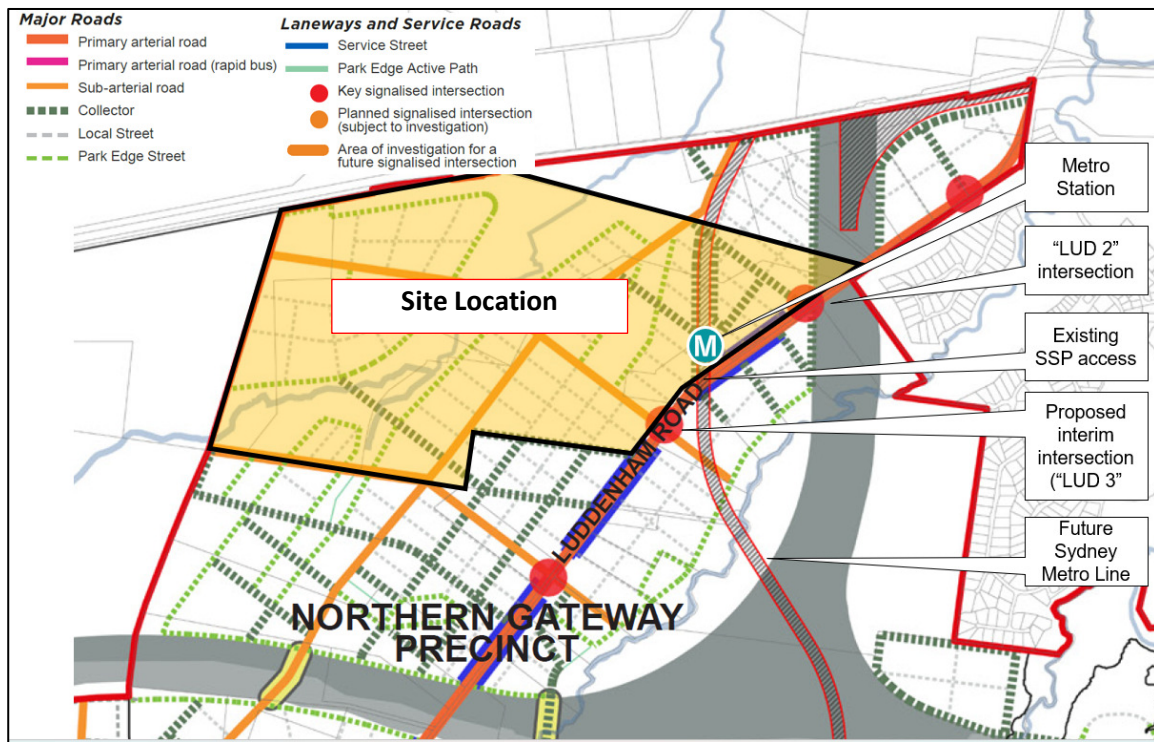


Figure 3 Future transport network serving Sydney Science Park

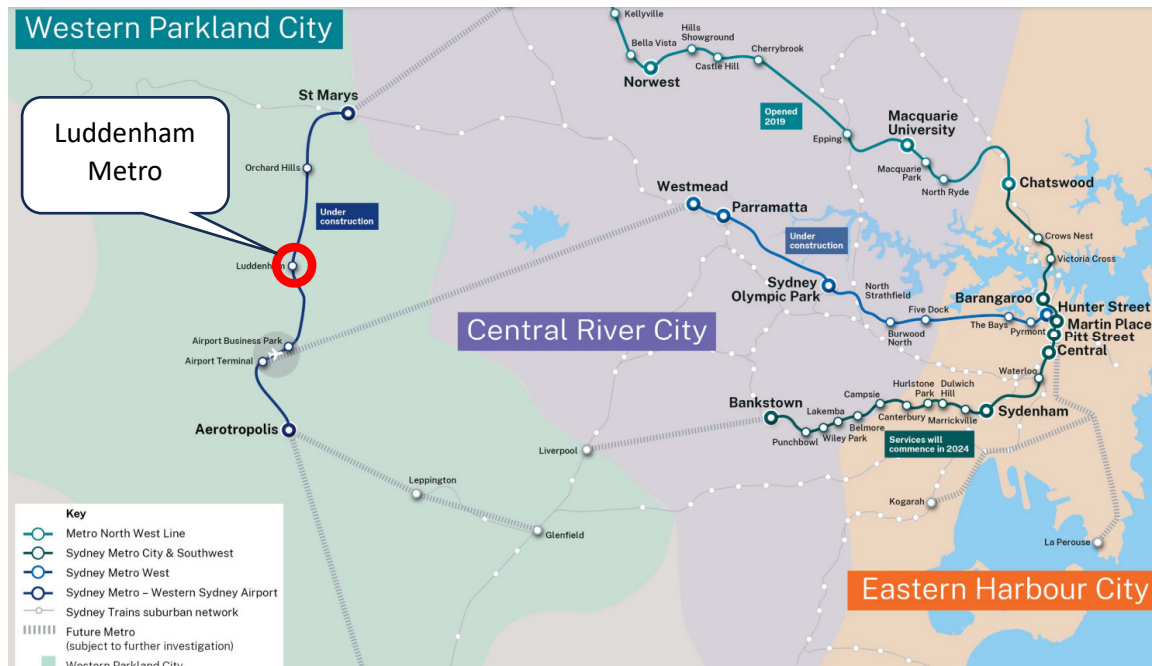


Figure 4 Future Sydney Metro network

5. INITIAL TRAFFIC AND TRANSPORT ASSESSMENT

The works proposed under both the Concept Proposal and Stage 1 Development do not contemplate any built form and instead relate to sub-division and enabling works such as bulk earthworks, roadways, footpaths, utilities and other items. As no built form is proposed as part of the application there will not be any operational traffic movements attributable to the proposal. Applications for built form will be the subject of subsequent development applications - at which time the forecast traffic movements and impacts will be considered.

It should also be noted that detailed traffic modelling was undertaken in support of the development of the Aerotropolis Precinct Plan where Sydney Science Park is located. This traffic modelling contemplated both the future transport network as well as the expected future development in the precinct – including that on the site. The works contemplated under the Concept Proposal and Stage 1 Development align with the expected development envisaged on the site as considered in the traffic modelling undertaken for the Precinct Plan.

In this context the Concept Proposal and Stage 1 Development are not considered to result in undue traffic and transport impacts.

6. ANTICIPATED DELIVERABLES

A transport impact assessment (TIA) document will be prepared in support of the project application. This TIA will:

- Describe current transport conditions in the vicinity of the site including extent of existing traffic movements
- Outline the future transport environment serving the site
- Confirm the suitability of the proposed Precinct 1 road layout to accommodate traffic movements both internally and from the adjacent road network
- Assess the traffic impacts of the proposal – noting that no built form is proposed as part of the application and therefore there will not be any operational traffic movements attributable to the proposal. In this context no operational traffic modelling would be required to be undertaken.
- Include a preliminary Construction Pedestrian Traffic Management Plan for Precinct 1

7. SUMMARY & NEXT STEPS

This preliminary transport assessment has been prepared to support a future State Significant Development Application (SSDA) for a Concept Proposal and Detailed Stage 1 Development and Works at Sydney Science Park located at 565-601 and 601a Luddenham Road, Luddenham.

The proposal is not anticipated to result in undue traffic and transport impacts given:

- No built form is proposed as part of the application and therefore there will not be any operational traffic movements attributable to the proposal; and
- The works proposed will facilitate the future level of development for the site envisaged as part of broader investigations undertaken for the Aerotropolis Precinct Plan (and associated traffic modelling).

This preliminary assessment has not identified any items of significance that would impact the ability for the project to proceed as planned. A transport impact assessment is to be prepared and submitted as part of the project application to meet the requirements outlined in the project SEARs.

Please do not hesitate to contact the undersigned should you require any further information.

Regards



Josh Milston

Director | JMT Consulting

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