

10 February 2025

TfNSW Reference: SYD24-01900/02

DPHI Reference: SSD-71144719



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

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**RESPONSE TO SUBMISSIONS (SSD-71144719)  
HORSLEY LOGISTICS PARK STAGE 2  
3 JOHNSTON CRESCENT, HORSLEY PARK**

Dear Ms Fishburn,

Thank you for providing Transport for NSW (**TfNSW**) an opportunity to comment on the Response to Submissions (**RtS**) for the proposed warehouse and distribution centre at 3 Johnston Crescent, Horsley Park.

TfNSW has reviewed the submitted RtS and provides advisory comments for the Department of Planning, Housing, and Infrastructure (**DPHI**) consideration in **TAB A** and suggested conditions of consent in **TAB B**.

If you have any further inquiries in relation to this matter Simon Turner, Land Use Planner, would be pleased to take your call on 8265 6363 or email at [development.sydney@transport.nsw.gov.au](mailto: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**

### **Southern Link Road corridor**

#### Comment:

The subject property is within an area identified for the Southern Link Road corridor, a future east-west link between Mame Road and Wallgrove Road.

The investigations completed to date indicate that part of Lot 301 DP 1244594 could be required if the preferred alignment is adopted.

TfNSW can provide a copy a section of the strategic design for the Southern Link Road Corridor proposal adjacent to the property subject to a request being made to TfNSW with a completed signed confidentiality form.

### **Local Road consideration**

#### Comment:

TfNSW notes that the development proposes four vehicle access points on Johnston Crescent (local road). Council as the relevant Road Authority should be satisfied with the design, layout and proposed access arrangement including swept path movement.

### **Traffic Generation**

#### Comment:

The traffic generation and trip rates for the proposed development should be consistent with TfNSW agreed rates for the Western Sydney Employment Area (**WSEA**) to avoid underestimating overall traffic generation.

The RtS report suggests that the proposed traffic generation is slightly higher than WSEA adopted trip rates. DPHI is to be satisfied that the proposal will not negatively impact upon the surrounding road network.

## **TAB B – TfNSW suggested conditions of consent**

### **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, should be prepared. The GTP must be implemented accordingly and updated annually.

#### Reason:

To encourage and support sustainable transport outcomes for future users of the development.

### **Construction Pedestrian Traffic Management Plan**

#### Suggested condition:

Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the Applicant should prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW.

The CPTMP needs to specify matters including, but not limited to, the following:

- A description of the development.
- Location of any proposed work zone(s).
- Details of any alteration/s to the traffic arrangements including any lane closures.
- Details of crane arrangements including location of any crane(s) and crane movement plan.
- Haulage routes.
- Proposed construction hours.
- Predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can work within the context of road changes in the surrounding area, noting that construction vehicle movements are to be minimised during peak periods.
- Construction vehicle access arrangements.
- Construction program and construction methodology, including any construction staging.
- A detailed plan of any proposed hoarding and/or scaffolding.
- Measures to avoid construction worker vehicle movements within the precinct.
- Consultation strategy for liaison with surrounding stakeholders, including other developments under construction.
- 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. Proposed mitigation measures should be clearly identified and included in the CPTMP; and
- 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.

Submit a copy of the final plan to TfNSW for endorsement via [development.ctmp.cjp@transport.nsw.gov.au](mailto:development.ctmp.cjp@transport.nsw.gov.au).

#### Reason:

Ameliorate construction traffic impacts to the surrounding transport and classified road network throughout the development's construction activities.