

15 December 2025

TfNSW Reference: SYD25-01475/01
DPHI Reference: SSD-100907461



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

Attention: Bonnie Hale

**REQUEST FOR SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS (SEARS)
BUILD-TO-RENT DEVELOPMENT
410-432 AND 147-183 OXFORD STREET, BONDI JUNCTION**

Dear Ms Fishburn,

Thank you for referring the request for Secretary's Environmental Assessment Requirements (**SEARs**) for the abovementioned State Significant Development Application (**SSDA**) and concurrent rezoning to Transport for NSW (**TfNSW**) for review and comment.

TfNSW notes:

- The key state classified road is Syd Enfield Drive and Bronte Road which is regionally classified roads and is managed by Council.
- The proposed development seeks approval under the State Significant Development Order to increase the maximum permissible building height and floor space ratio (**FSR**) on the site under the Waverley Environmental Plan for 3 Build-to-Rent (**BTR**) shop top housing developments that comprise 364, 376 and 302 residential apartments respectively and podium level commercial and retail. It includes an affordable housing component that comprises 10% of the total gross floor area (**GFA**) of the development for a 15-year period.

TfNSW has reviewed the information that has been made available (Scoping Proposal prepared by Mecone, dated November 2025) and provides its comments and requirements in **TAB A** for the consideration of the Department of Planning, Housing and Infrastructure (**DPHI**). Please note that Sydney Trains will provide their comments separately.

For more information, please contact Jim Tsirimiagos, Land Use Planner, on 0412 376 198, or by email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

Aleks Tancevski
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W transport.nsw.gov.au

SEARs Requirements

1. Transport Impact Assessment (TIA): A TIA must be prepared in accordance with the *Guide to Transport Impact Assessment* (GTIA). GTIA replaces the Guide to Traffic Generating Developments and can be found at this [link](#).

The TIA will enable TfNSW to understand the impacts the development may have on the existing and estimated future traffic conditions (including during construction and operation), car parking, access, and impacts on the capacity of the surrounding road network and traffic signals in the vicinity, pedestrian/cycling routes as well as public transport and the need for any mitigation measures.

2. Active Transport: The development should ensure its design is reflective of NSW Future Transport Strategy and NSW Active Transport Strategy, including, but not limited to:
 - a) Measures to encourage public and active transport and associated infrastructure (i.e. active transport links to metro, buses, etc)
 - b) A traffic generation and associated trip assignment matrix table of these trips on the road network;
 - c) Delivering integrated land use and transport planning, connecting people to their local metro centre and strategic centres within 30 minutes by public transport;
 - d) Enable 15-minute neighbourhoods;
 - e) Deliver connected and continuous cycling networks; and
 - f) Promote safer and better precincts and main streets.
3. Bicycle Parking: Bicycle parking and end of trip facilities are to be designed to the quantity and quality of design that reflects the design of the development. For bicycle parking and end of trip facilities, the layout, design and security of bicycle facilities must comply with the minimum requirements of:
 - a) Australian Standard AS 2890.3:2015 Parking Facilities Part 3: Bicycle Parking Facilities;
 - b) 'Austroads Bicycle Parking Facilities: Guidelines for Design and Installation'; and
 - c) Council's DCP.
4. Car Parking: This site is currently well serviced by public transport. Given this, consideration should be given to introducing constrained parking (i.e. maximum parking rates) in the planning instrument for the rezoning which encourage the mode shift to public and active transport modes.
5. Green Travel Plan (GTP): A GTP shall be provided to demonstrate a commitment to sustainable transport and modal shift. It is recommended that a Travel Access Guide (TAG) be prepared and included as an appendix in the GTP. The GTP should include, but not be limited to, measures to promote sustainable travel choices for employees and residents, such as connections into existing walking and cycling networks, minimising car use, encouraging car share and public transport, providing adequate bicycle parking and high-quality end-of-trip facilities. More information to assist in the preparation of a GTP can be found at the following link <https://www.mysydney.nsw.gov.au/travelchoices/tdm#develop>.
6. General Comments:
 - a) EIS should consider and include cumulative impact of any already approved planning proposals and developments in proximity to the subject sites.
 - b) The proposed development should consider the relationship between the proposed development and the surrounding transport infrastructure. Specifically, the site's location immediately adjacent to the Bondi Junction railway station and bus interchange.
 - c) It is noted that Council is currently undertaking work in developing a Bondi Junction Vision and Master Plan. It is encouraged that the proponent engages with council on this issue through the early planning for this site.