

29 August 2025

TfNSW reference: STH25/00336/001

Your reference: SSD-3846-Mod 1

Department of Planning, Housing and Infrastructure

By Email: deana.burn@planning.nsw.gov.au

CC: information@planning.nsw.gov.au

Attention: Deana Burn

SSD-3846-MOD 1 – REALIGN DEVELOPMENT FOOTPRINT – PART LOT 1 DP 1305809, PART LOT 3 DP 1279350, PART LOT 1 DP 1279350 & PART LOT 1 DP 631825 - CULBURRA ROAD, CULBURRA BEACH

Dear Deana,

Transport for NSW (TfNSW) is responding to the abovementioned State Significant Development (SSD) modification application that was referred on 20 August 2025.

TfNSW has reviewed the submitted SSD modification application and raises **no objections** regarding its impact on the state classified road network. It is noted that the original SSD application was approved by the NSW Land and Environment Court, and that the current modification does not seek to alter the approved development densities specified in Condition A10. This condition limits the development to a maximum of 244 residential lots, 45 integrated housing dwellings, 33,991 m² of medium-density residential lots, and sets restrictions on the total lot area within the Industrial and Town Centre Precincts. As such, the proposal is not expected to result in any additional impacts on the state classified road network (i.e. the Princes Highway) in terms of safety or operational efficiency, beyond those previously assessed under SSD-3846.

TfNSW has provided some additional comments to assist the Department of Planning, Housing and Infrastructure (DPH&I) with their assessment in **Attachment 1**.

If you have any questions, please contact Andrew Lissenden, Development Services Case Officer, on 0418 962 703 or email development.south@transport.nsw.gov.au.

Yours sincerely



Maurice Morgan

A/ Manager, Development Services (South Region)

OFFICIAL

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Additional comments to assist DPH&I with their assessment:

The following advisory comments are provided for DPH&I consideration in the assessment of the SSD Modification application:

1. Bus Route: TfNSW notes that the Modification Report prepared by Allen Price Land and Development Consultants (Reference: N25405, Revision D, dated 29/07/2025) includes an amended bus route plan (Appendix O), which is not referenced within the main body of the report. The report also advises that the required Staging Plan/Report, as outlined in Condition A12 in the development consent for SSD-3846, will be submitted to the Planning Secretary for review and approval during the assessment of this Modification Application.

In this context, the following comments are provided:

- a) TfNSW is responsible for the planning, approval, and funding of public transport services. It is essential that TfNSW, as the authority responsible for bus service planning, is consulted early in the subdivision road layout design process. This is particularly important given that school bus services are expected to operate prior to the introduction of a regular public bus service. Early engagement will help ensure the road network is appropriately designed to support potential future public transport routes.
- b) Noting the comments in point a) above, the proposed bus route shown on Drawing No. 25405220, Sheet 1 of 3, Issue 3, dated 27/05/2025 (prepared by Allen Price Development Consultants) that has been submitted as part of this application, should ensure that all associated road infrastructure, both within the development site and at bus stops along Culburra Road, complies with the TfNSW *Guidelines for Public Transport Capable Infrastructure in Greenfield Sites* (July 2018), as amended from time to time (refer to [Guidelines-for-Bus-Capable-Infrastructure-in-Greenfield-Sites.pdf](#)). Works on Culburra Road may be necessary to facilitate compliant bus stops.

These considerations must be addressed as part of any approval issued including through the required staging plan.

2. Culburra Road: Culburra Road is an unclassified regional road managed by the Council and does not require any concurrence from TfNSW under Section 138 of the *Roads Act 1993* for any proposed or conditioned works.
3. Biodiversity offset: The development site is partially identified as a biodiversity offset associated with the Parramatta Light Rail Stage 2 project (Bio Banking Agreement ID Number 364). DPH&I should have regard for this as part of their assessment.