

10 April 2026

TfNSW Reference: SYD26-00279/01
DPHI Reference: SSD-100006957



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

Attention: Lucinda Craig

**EXHIBITION OF ENVIRONMENTAL IMPACT STATEMENT
BUILD-TO-RENT
607 PACIFIC HIGHWAY, CHATSWOOD (CHATSWOOD DIVE SITE)**

Dear Ms. Fishburn,

Thank you for inviting Transport for NSW (**TfNSW**) to review and comment on the Environmental Impact Statement (**EIS**) for the proposed build-to rent development at 607 Pacific Highway, Chatswood.

TfNSW has reviewed the EIS and provides suggested Development Consent conditions for the Department of Planning, Housing, and Infrastructure's (**DPHI**) consideration in **TAB A**.

In addition to the above, TfNSW provides advice in **TAB B** for DPHI's consideration in determining the development and requests that these matters are addressed in any Response to Submissions for the State Significant Development application (**SSDA**).

Please note that this submission should be read in conjunction with the separate submissions made by Sydney Trains and Sydney Metro.

Should you have any further inquiries in relation to this matter, please contact Jim Tsirimiagos, Land Use Planner on 0412 376 198 or by email at development.sydney@transport.nsw.gov.au

Yours sincerely,

Rachel Davis
A/ Senior Manager Land Use Assessment Eastern
Transport Planning Branch
Planning, Integration and Passenger

OFFICIAL

TAB A– TfNSW suggested conditions of consent

Construction Traffic Impacts

Comment:

The preliminary Construction Traffic Management Plan (CTMP) does not specify the exact location of construction vehicle access. This detail must be clearly identified in the detailed CTMP to ensure safe traffic operations during the construction phase.

Recommended conditions

1. An updated Construction Pedestrian Traffic Management Plan (CPTMP) detailing construction vehicle routes, number and type of vehicles, hours of operation, access arrangements and traffic control should be submitted to TfNSW for review and endorsement prior to the issue of a construction certificate.

Please send to development.ctmp.cjp@transport.nsw.gov.au.

2. A Road Occupancy Licence (ROL) shall be obtained from Transport Management Centre (TMC) for any works that may impact on traffic flows on Pacific Highway during construction activities. A ROL can be obtained through <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>.

TAB B – Advisory comments

1. Traffic Impact Assessment (TIA) prepared by SCT Consulting dated 4 December 2025:

- The applicant's TIA has adopted TDT 2013/04a (Guide to Traffic Generating Developments Updated Traffic Surveys) for the calculation of vehicle trip generation. However, TDT 2013/04a has been superseded by the Guide to Transport Impact Assessment (GTIA) 2024 (TS 00085 | Version 1.1), which came into effect on 4 November 2024. Accordingly, the TIA report should be updated (or addendum TIA provided) to provide the trip generation calculation based on the current guidelines. Vehicle trip generation for the residential, commercial, and retail components should be recalculated in accordance with the latest GTIA requirements.
- The TIA report presents modelling results for existing conditions only.

It is noted that the subject SSDA seeks consent for the site preparation and development of a 23-storey mixed use development, consisting of commercial premises and a residential flat building with 180 build-to-rent dwellings. While the traffic impact of the subject SSDA on the classified road network (considered in isolation) is unlikely to be significant and modelling of the classified road network impacts may not be warranted, it is understood that the applicant will ultimately seek approval under a Concept Master Plan (SSD-100360960) for development of the Chatswood 'Dive Site' more broadly to accommodate four towers consisting of a commercial/retail podium and approximately 1,500 dwellings and associated uses.

The applicant should consider the subject SSDA impact in the context of any surrounding approved developments, and the development planned for the remainder of the Chatswood 'Dive Site' (SSD-100360960) more broadly and consider including details of the cumulative impact in the TIA.

- It is requested that the applicant confirm whether any of the internal roads with proposed 'shared zones' will be constructed as part of this stage. Further, the applicant is also requested to confirm if the Bryson Street access from Pacific Highway is proposed to be retained or closed as part of this SSDA. It should be noted that all vehicular access to the future development (for SSD-100006957 and SSD-100360960) is to be obtained via the local road network as vehicular access to the Pacific Highway will not be supported.
- It is noted that vehicle movements will be controlled by internal traffic signals at each end of the ramp. Traffic control within the site should not result in queues extending to the Pacific Highway and the internal traffic signals should not be positioned so that they are visible to traffic external to the development.
- It is noted that vehicular access to the development is proposed via the cul-de-sac at the end of Nelson Street, where sight distance for drivers is limited. Appropriate mitigation measures need to be provided to ensure safety at the proposed access point, or the access should be relocated to a location that provides adequate sight distance along Nelson Street.
- Given the site's proximity to key pedestrian and cycling infrastructure, including Frank Channon Walk and shared paths along Pacific Highway, and noting the estimated active transport demand, the TIA should further consider the provision of appropriate end-of-trip facilities. This should include details of bicycle parking, showers, lockers, and associated amenities to support and encourage cycling as a viable mode of transport. The adequacy of these facilities should be demonstrated in accordance with relevant guidelines and in the context of the estimated active transport trips.
- The report should also demonstrate safe and convenient connectivity between the development and the surrounding walking and cycling network.

2. Car parking: While the Willoughby Development Control Plan (DCP) does not provide the parking rate for built-to-rent developments, it requires parking for affordable housing to be compliant with the parking rate provided in the State Environmental Planning Policy (Housing) 2021 (SEPP) guideline. However, the proposed 23-storey building is expected to be taller than the maximum building height permitted under Chapter 5 & 6 of the SEPP, and therefore the adopted 0.2 space/dwelling rate may not be appropriate for this development. As the SSDA proposes a mixed-use building, which Willoughby DCP provides a minimum and maximum parking rate, it is recommended that consideration is given to adjusting the parking provision with consideration also to the DCP.

3. Environmental Impact Statement, prepared by Gyde dated 6 March 2026: Section 5.4.1, page 57 – The section states that "The proposed works include the provision of a driveway and the roll kerb for vehicles being work in a public road, being Nelson Street. Concurrence from TfNSW regarding the proposed works will be defined as a mitigation measure under Appendix 3 and is recommended to be included as a condition of consent to be achieved prior to the issue of a Construction Certificate". A similar statement is included in Section 7.1.5.4 (page 108). Nelson Street is a local road under the care and control of Willoughby City Council and therefore a Section 138 consent under the Roads Act 1993 should be sought from Council without the need for concurrence from TfNSW.

4. Mitigation Measures Table – Appendix 3 of EIS, prepared by Gyde: Table 1, SEAR 9 Transport, page 3 – TfNSW requests that the proposed condition of consent requiring concurrence from TfNSW under Section 138 of the *Roads Act 1993* be deleted. Instead, include a new condition requiring a Section 138 consent from Willoughby City Council for any works proposed on the Nelson Street road reserve.

Table 1, SEAR 9 Transport, page 3 – TfNSW notes the proposed condition of consent requiring the development, including landscaping, within the easements identified within Appendix 8 to be provided prior to the provision of an Occupation Certificate. This condition has been proposed under the 'prior to construction' column, however it appears that it should be proposed under the 'ongoing operation' column.