

2 April 2026

TfNSW Reference: SYD26-0297/01
DPHI Reference: SSD-110430488



Ms. Kiersten Fishburn
Secretary
Department of Planning, Housing, and Infrastructure
PO Box 21
Parramatta NSW 2124

Attention: Lachlan Hutton

**REQUEST FOR SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS
MIXED USE HOUSING DEVELOPMENT
19-25 MACQUARIE PLACE, 46-52 PITT STREET AND 56 PITT STREET, MORTDALE**

Dear Ms Fishburn,

Thank you for providing Transport for NSW (**TfNSW**) with an opportunity to provide input to the Secretary's Environmental Assessment Requirements (**SEARs**) for the proposed State Significant Development Application (**SSDA**).

TfNSW has reviewed the Scoping Report (prepared by Pacific Planning, dated March 2026) and provides assessment requirements and comments in **TAB A** for the consideration of the Department of Planning, Housing and Infrastructure (**DPHI**).

If you have any further inquiries in relation to this matter, please contact Jason Liang, Land Use Planner by email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

Aleks Tancevski
Senior Manager Land Use Assessment Eastern
Transport Planning Branch
Planning, Integration and Passenger

TAB A - TfNSW Assessment Requirements and Comments

1. Transport Impact Assessment (TIA): A TIA shall be prepared in accordance with the *Guide to Transport Impact Assessment 2024 (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 transport network, as well as the impacts to the state classified road network resulting from increased vehicular, bus and pedestrian/active transport movements. The TIA must include, but not be limited to, the following:
 - Details of the adequacy of existing public transport or any future public transport infrastructure within the vicinity of the site, pedestrian and bicycle networks and associated infrastructure to meet the likely future demand for the proposed development.
 - Measures to integrate the development with the existing/future public transport network.
 - A review of the crash data along the identified transport route/s and key nearby intersections for the most recent 5-year reporting period, and an assessment of the safety implications of the proposed development and required mitigation measures.
 - Details of the site access and pedestrian network and parking provision associated with the proposed development, in accordance with the relevant Australian Standards, Austroads Guide and Council's Development Control Plan (DCP). The above should include swept paths for the vehicular access and routes taken to demonstrate that the largest vehicle required to access the site can undertake all required manoeuvres.
 - Plans demonstrating how all vehicles likely to be generated during construction can be accommodated on the site to avoid impacts to the transport network. A preliminary Construction Transport Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts.
 - Given the site's proximity to public transport, TfNSW encourages the proposal to minimise the reliance on car usage through providing minimal parking spaces for the residential component of the development and the implementation of Travel Demand Management (TDM) measures.
 - Details of TDM measures to be utilised to minimise the development impact on general traffic and bus operations, including details of a location-specific sustainable travel plan (Green Travel Plan and/or specific Workplace Travel Plan) and the provision of facilities to increase the non-car mode share for travel to and from the site. Consideration should be given to introducing maximum parking rates in the planning instrument for the rezoning, which encourages the mode shift to public and active transport modes. TfNSW also encourages the provision of facilities to increase the non-car mode share for travel to and from the site. Further information, including details on creating a travel plan, can be found at <https://www.nsw.gov.au/driving-boating-and-transport/travel-demand-management>.
2. Active Transport: The development should ensure its design is reflective of the Connecting NSW Strategy, see [Connecting NSW Strategy | NSW Government](#) and the NSW Active Transport Strategy, including, but not limited to:
 - a) Delivering integrated land use and transport planning, connecting people to their local metro centre and strategic centres within 30 minutes by public transport;
 - b) Enable 15-minute neighbourhoods;
 - c) Deliver connected and continuous cycling networks; and
 - d) Promote safer and better precincts and main streets.
3. Rezoning: TfNSW notes that this SSDA is subject to a concurrent Planning Proposal to amend the maximum building height and maximum floor space ratio (and potentially amend the split zoning across the site to resolve ambiguity around permissibility) to facilitate the proposed development outcome. Details of the proposed Local Environmental Plan (LEP) amendments to facilitate this development should be provided as part of the Planning Proposal documentation and early consultation with TfNSW is encouraged in the process.