

23 June 2026

TfNSW Reference: SYD26/00577/01

DPHI's Reference: SSD-86797708

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

Attention: Ryan White

**EXHIBITION OF ENVIRONMENTAL IMPACT STATEMENT
RESIDENTIAL FLAT BUILDING
64-66 LAVENDER STREET, 3-7 MIDDLEMISS STREET LAVENDER BAY**

Dear Ms Fishburn,

Thank you for providing Transport for NSW (**TfNSW**) an opportunity to comment on the Environmental Impact Statement (**EIS**) for the abovementioned development.

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

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

Yours sincerely,

A handwritten signature in dark ink, appearing to read "Aleks Tancevski".

Aleks Tancevski
Senior Manager Complex Development Services Planning
Transport Planning Branch
Planning, Integration and Passenger

TAB A – TfNSW Advisory Comments

1. Concurrent Rezoning: TfNSW notes that this State Significant Development application (**SSDA**) is subject to a concurrent Planning Proposal that seeks to amend the maximum height of building control to deliver a higher residential yield on the site. The following comments are provided for DPHI's consideration in the determination of the SSDA and Planning Proposal:
 - Given the site's proximity to North Sydney Station, TfNSW encourages the proposal to minimise the reliance on car usage through providing restrained parking spaces and the implementation of Travel Demand Management (**TDM**) measures.
 - The TIA identifies that the site has strong public and active transport accessibility and a relatively low reliance on private vehicles. In this context, parking provision consistent with the requirements identified in the Guide to Transport Impact Assessments is encouraged, to support mode shift outcomes and reduce car dependency, consistent with the accessibility of the site.
 - Should the SSDA be approved, DPHI may wish to give consideration to a requirement for a Green Travel Plan (**GTP**) to be prepared and submitted to the Principal Certifying Authority and DPHI for review and acceptance, prior to the issue of an occupation certificate for the SSD, to support the development and demonstrate a commitment to sustainable transport including measures to encourage public and active transport use by future residents in line with the mode share assumptions in the TIA.
 - Vehicle access, servicing, and loading arrangements should prioritise pedestrian safety and amenity, particularly along key frontages and movement corridors.
2. Sydney Trains: The site is located within the vicinity of the railway corridor. As such, TfNSW requests continued consultation with Sydney Trains (DA_sydneytrains@transport.nsw.gov.au) is undertaken throughout the SSDA process.