

13 May 2025

TfNSW Reference: SYD25/00508/01
DPHI Reference: SSD-77260958



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

Attention: Michelle Niles

**ADVICE ON EIS FOR HOTEL, COMMERCIAL OFFICE PREMISES AND RESIDENTIAL APARTMENTS
2-4 BURLEIGH STREET AND 20-24 RAILWAY PARADE, BURWOOD**

Dear Ms Fishburn,

Thank you for providing Transport for NSW (**TfNSW**) an opportunity to comment on the Environmental Impact Statement (**EIS**) for the proposed Hotel, Commercial Office and Residential Apartments at 2-4 Burleigh Street and 20-24 Railway Parade, Burwood.

TfNSW has reviewed the submitted EIS and provides the Department of Planning, Housing, and Infrastructure (**DPHI**) advisory comments in **TAB A** and suggested conditions of consent in **TAB B** for DPHI's consideration.

Should you have any questions relevant to the above matter, please email Brett Morrison, Development Assessment Officer, at development.sydney@transport.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read "B. Pegg".

Brendan Pegg
Senior Manager Land Use Assessment Central and Western
Transport Planning, Planning Integration and Passenger Division

OFFICIAL

TAB A – TfNSW advisory comments

Comment:

TfNSW has reviewed the Traffic Impact Assessment (**TIA**) and has identified the following:

- Parking demand calculations are not provided.
- The ABS data reflects commuter mode share, not the total number of trips generated. It does not consider non-work trips (school, shopping, deliveries), multiple trips per day per person, ignores land use context and does not consider temporal distribution (i.e. peak hour trips). The NSW Guide to Transport Impact Assessment (**GTIA**) rates for vehicle trips and other demonstrated sources to be used to estimate vehicle trip generation.
- The report estimates a 0.3 trip generation per hotel room without any clear justification. Where generation available rates are not available the analysis should be based on surveys of similar existing hotels.
- The trip generation distribution and assignment to the surrounding road network is not clear and should follow that outlined in Section 5.5 of the GTIA.

Recommendation

As part of the Response to Submissions (**RtS**), TfNSW requests that the above matters are addressed by a supplementary TIA.

Vehicular traffic impacts

Comment:

TfNSW advises that the generations are low in the order of 50 vehicles per hour and are not expected to impact the surrounding classified network.

Recommendation:

Council as the relevant Road Authority should be satisfied with the safe and efficient movement of pedestrians and vehicular activity around the proposed development.

TAB B – TfNSW suggested conditions of consent

Pedestrian road safety

Comment:

The proposal is expected to generate a peak pedestrian activity of approximately 135 pedestrian trips per hour, which is expected to compound the existing ad hoc pedestrian movements that occur across Railway Parade.

The development's Traffic Impact Assessment (**TIA**) does not provide an understanding of pedestrian movements related to the proposed development nor the acceptability of those impacts subject to the implementation of recommended mitigation measures or actions in association with the proposed development.

Suggested condition:

A pedestrian Road Safety Audit shall be undertaken for the existing situation to identify current deficiencies along Railway Parade in the vicinity of the proposed development and any potential deficiencies identified which may arise from the development that require mitigation shall be implemented by the Applicant, subject to the satisfaction of the relevant Road Authority.

TfNSW concurrence under section 138 of the Roads Act, 1993

Comment:

TfNSW notes that access modifications are proposed to Railway Parade (**classified regional road**), with various civil works and stormwater works proposed.

Recommendation:

As part of any Planning Approval issued, the Applicant should be conditioned to obtain TfNSW concurrence under section 138 of the *Roads Act, 1993* for any civil works on Railway Parade.

Freight and servicing operations

Comment:

The site is to accommodate the delivery of trucks where queues may extend out to Railway Parade (**classified regional road**).

Suggested condition:

The operational Plan of Management (**PoM**) of the development shall ensure that deliveries are organised outside of transport peak periods (Monday to Friday 0700-0930 and 1600-1930) and any other management strategies to ensure that road safety and efficient transport operations is maintained.

Development's construction activities and impact to the classified road network

Comment:

Traffic flow on Railway Parade that may be impacted by the development's construction activities.

Recommendation:

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