

24 June 2025

TfNSW Reference: SYD25-00684/01
Department Reference: SSD-85848713

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

Attention: Alex Wang

**SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS (SEARS) REQUEST – CONCURRENT
REZONING AND STATE SIGNIFICANT DEVELOPMENT APPLICATION (SSDA) FOR A SHOP TOP HOUSING
DEVELOPMENT
601 PACIFIC HIGHWAY, ST LEONARDS**

Dear Ms Fishburn,

Reference is made to the Department of Planning, Housing and Infrastructure (DPH&I) referral dated 11 June 2025 on the Major Projects Portal regarding the abovementioned SEARs request, which was referred to Transport for NSW (TfNSW) for comment.

TfNSW has reviewed the Scoping Report (prepared by Urbis, dated 6 June 2025) and advises of the Agency's requirements as contained in **TAB A**.

Should you have any further inquiries in relation to this matter, please do not hesitate to contact Hans Pilly Mootanah, Land Use Planner on 0428 391 997 or by email at development.sydney@transport.nsw.gov.au.

Yours sincerely,



Andrew Lissenden
A/Senior Land Use Planner - Eastern
Land Use, Network & Place Planning
Transport Planning | Planning, Integration and Passenger

TAB A

The concurrent rezoning and SSDA must address/have regard for the following:

1. **Access to the site:** Noting that Mitchell Street is a shared zone, all vehicle access shall be via Atchison Street (a local road). As the site has frontage to a local road, vehicular access via Atchison Street is consistent with the provisions of Section 2.119 of *State Environmental Planning Policy (Transport and Infrastructure) 2021*. No vehicle access is to be to/from the Pacific Highway.
2. **Transport Impact Assessment (TIA):** A TIA shall be prepared in accordance with the *Guide to Transport Impact Assessment* (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 state classified road network that it manages, as well as the impacts from local road connections with the state classified road network as a consequence of increased vehicular, bus and pedestrian/active transport movements. The TIA shall identify mitigation measures required to address the impacts identified.
3. **Traffic Modelling:** Detailed traffic modelling (e.g. SIDRA) will be required to document the impact of the proposed development on the existing and proposed road network with an existing base and a +10 years with background growth scenarios, with and without the proposed development. Modelling undertaken must include, but not be limited to, the following:
 - a) Be based on current traffic counts;
 - b) Ensure the base model is calibrated with on-site observations (e.g. queue lengths, delays). Details on the calibration undertaken must be provided;
 - c) Details any defaults that have been changed, along with supporting justification for each change; and
 - d) Ensure the electronic copies of all modelling files are provided to TfNSW for review.
4. **Car Parking:** It is proposed to provide 250 car parking spaces in a multilevel basement. As this area is currently well serviced by rail, Metro and bus and will benefit from the proximity to the public transport, consideration should be given to introducing maximum parking rates in the planning instrument for the rezoning which encourage the mode shift to public and active transport modes.
5. **Bicycle Parking:** Bicycle parking and end of trip facilities are to be designed to the quantity and quality of design that reflects Transport Orientated Development design. For bicycle parking and end of trip facilities, the layout, design and security of bicycle facilities must comply with the minimum requirements of:
 - a) Australian Standard AS 2890.3:2015 Parking Facilities Part 3: Bicycle Parking Facilities;
 - b) 'Austroads Bicycle Parking Facilities: Guidelines for Design and Installation'; and
 - c) Council's DCP.
6. **Active Transport:** The development should design streets that are reflective of NSW Futures and NSW Active Transport Strategy, including:
 - 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.
7. **Sydney Metro Corridor:** Both the EIS and rezoning study should consider the site's proximity to the Sydney Metro corridor. The subject site is affected by the Sydney Metro Corridor Protection Zone (refer to the NSW Planning Portal Spatial Viewer). Sydney Metro will need to be consulted separately and provide further information and comments in this regard.
8. **Green Travel Plan:** A Green Travel Plan (GTP) is to be provided to demonstrate a commitment to sustainable transport and modal shift. It is recommended that a Travel Access Guide (TAG) be prepared and included as an appendix in the GTP. The GTP should include, but not be limited to, measures to promote sustainable travel choices for employees and residents, such as connections into existing walking and cycling networks, minimising car use, encouraging car share and public transport, providing adequate bicycle parking and high quality end-of-trip facilities. More information to assist in the preparation of a GTP can be found at the following link - <https://www.mysydney.nsw.gov.au/travelchoices/tgm#develop>.
9. **Noise Impacts:** The provisions of Section 2.120 (Impact of road noise or vibration on non-road development) of the *State Environmental Planning Policy (Transport and Infrastructure) 2021* apply to the SSDA as the annual average daily traffic volume along this section of the Pacific Highway is more than 20,000 vehicles.

As such, the developer will need to demonstrate to the satisfaction of the determining authority that the application is able to comply with provisions contained in Section 2.120 of *State Environmental Planning*

TAB A

Policy (Transport and Infrastructure) 2021 specifically in relation to measures to ensure the required noise levels as detailed in Subclause 3 are not exceeded when the building is ready to be occupied.

10. **Geotechnical:** The developer is to submit design drawings and documents relating to the excavation of the site and support structures to TfNSW for assessment, in accordance with Technical Direction GTD2020/001. The geotechnical report should also consider the site's proximity to the Sydney Metro corridor. Refer to comments in Point 7.
11. **Stormwater:** Concept stormwater details will be required. This includes stormwater hydraulic calculations for pre and post development for the 1:5, 1:20 and 1:100 storm events.