

21 October 2025

TfNSW Reference: SYD25/01251/01
DPHI's Reference: SSD-96105713

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

Attention: Lachlan Hutton

**SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS (SEARS) FOR A MIXED-USE DEVELOPMENT
245 MARION STREET, LEICHHARDT**

Dear Ms Fishburn,

Thank you for providing Transport for NSW (**TfNSW**) an opportunity to provide input for the Secretary's Environmental Assessment Requirements (**SEARs**) for a proposed mixed used development at 245 Marion Street, Leichhardt.

TfNSW has reviewed the Scoping Report and it is noted that the referral comprises a concurrent Planning Proposal and State Significant Development (**SSD**). The Planning Proposal seeks to amend the planning controls under the Inner West LEP 2022 to facilitate the delivery of the proposed development sought under the SSD.

TfNSW 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 Vic Naidu, Land Use Planner via 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 Division

TAB A - TfNSW suggested requirements and comments

1. 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 because of increased vehicular, bus and pedestrian/active transport movements. The TIA must include, but not be limited to, the following:
 - Details of all traffic types and volumes likely to be generated during construction and operation. Traffic flows are to be shown diagrammatically to a level of detail sufficient for easy interpretation.
 - An assessment of the predicted impacts of development traffic on road safety and the capacity of the road network, including consideration of cumulative impacts of nearby approved developments at key intersections using a SIDRA traffic model.
 - Identification of any necessary road network infrastructure upgrades (e.g. signage, pedestrian facilities, intersection upgrades, etc.) that may be required to mitigate the development impact on the classified road network, in terms of safety and efficiency for both vehicles and pedestrians.
 - 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 any required mitigation measures.
 - Plans demonstrating how all vehicles likely to be generated during construction and operation and awaiting loading, unloading, or servicing can be accommodated on the site to avoid queuing in the street network.
 - 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).
 - Details of travel demand management measures 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.
 - 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; and
 - Measures to integrate the development with the existing/future public transport network.
2. Car Parking: The site is currently well serviced by rail and bus, offering strong connectivity to public transport. Consideration should be given to introducing maximum parking rates in the planning instrument for the rezoning which would encourage the mode shift to public and active transport modes.
3. Sydney Trains: Due to the site's proximity to rail land the development may be subject to a Sydney Trains Infrastructure Protection Zone. TfNSW recommends early engagement with Sydney Trains to understand any design requirements.
4. Sydney Light Rail Infrastructure: It is noted that the proposed works include construction of a mixed-use development adjacent to the Sydney Light Rail corridor and Marion Light Rail stop. It is advised that the Sydney Light Rail infrastructure and operation will need to be protected during the construction and operation of the proposed development and consideration shall be given to any requirements of the *State Environmental Planning Policy (Transport and Infrastructure) 2021* in relation to the proposed development adjacent to the Sydney light rail infrastructure.