

28 November 2025

TfNSW Reference: SYD25/01416/01

DPHI Reference: SSD-99642958



Ms. Kiersten Fishburn
Secretary
Department of Planning, Housing, and Infrastructure
Locked Bag 5022
Parramatta NSW 2150

Attention: Emma Butcher

**REQUEST FOR SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS (SEARS)
MIXED-USE DEVELOPMENT
246-264 WOODVILLE ROAD, MERRYLANDS**

Dear Ms Fishburn,

Thank you for providing Transport for NSW (**TfNSW**) an opportunity to provide input to the Secretary's Environmental Assessment Requirements (**SEARS**) for the proposed State Significant Development Application (**SSDA**) at 246-264 Woodville Road, Merrylands.

TfNSW has reviewed the Scoping Report (prepared by Beam Planning on 5 November 2025) and provides assessment requirements and comments in **TAB A** for the consideration of the Department of Planning, Housing and Infrastructure (**DPHI**).

Should you have any questions regarding the above matter, please contact Annelly Ketheson, Land Use Planner, on phone 9983 2731 or via email 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 Branch
Planning, Integration and Passenger Division

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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 (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; and
 - 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).
 - 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 on Woodville Road using SIDRA or similar traffic model (further details at point 2 below).
 - Identification of the necessary road network infrastructure upgrades (e.g. signage, pedestrian facilities, intersection upgrades, etc.) on Woodville Road that are required to mitigate the development impact on the classified road network, in terms of safety and efficiency for both vehicles and pedestrians. Any proposed intersection upgrades on Woodville Road should consider the broader growth planned for the Merrylands Precinct. Any required/proposed road network infrastructure upgrades/mitigation measures along Woodville Road should be developed in consultation with TfNSW.
 - 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 sites proximity to Merrylands Train Station TfNSW encourages the proposal to minimise the reliance on car usage through providing minimal parking spaces 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.
2. **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-year background traffic growth scenarios, with and without the proposed development, for weekday AM, PM and weekend peak periods.

At a minimum, the traffic modelling should include the following intersections:

- Woodville Road / Lansdowne Street.
- Woodville Road / Oxford Street.
- Oxford Street / Highland Street.

Modelling undertaken must include, but not be limited to, the following:

- Be based on current traffic counts;
- Ensure the base model is calibrated with on-site observations (e.g. queue lengths, delays). Details on the calibration undertaken must be provided;
- Details of any default settings that have been changed, along with supporting justification for each change; and
- Ensure the electronic copies of all modelling files are provided to TfNSW for review.

SCATS data for signalised intersections can be requested via SCATS.Traffic.Signal.Data@transport.nsw.gov.au.

3. **Active Transport:** The development should ensure its design is reflective of the Connecting Strategy and the NSW Active Transport Strategy, including, but not limited to:
 - Delivering integrated land use and transport planning, connecting people to their local metro centre and strategic centres within 30 minutes by public transport;
 - Enable 15-minute neighbourhoods;
 - Deliver connected and continuous cycling networks; and
 - Promote safer and better precincts and main streets.

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4. Car Parking: As the site is currently well serviced by rail, and bus and will benefit from the proximity to the public transport network, consideration should be given to ensuring that car parking provisions are consistent with the requirements identified in the GTIA.
5. Rezoning: TfNSW notes that this SSDA is subject to a concurrent Planning Proposal to result in E1 Local Centre and RE1 Public Recreation land zoning and associated uplift in height and floor space ratio. 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.