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**122-130 Pyrmont Bridge Road
and 206 Parramatta Road,
Annandale**
Transport Impact Assessment

SSD-84024470

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P3167r01





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1 Introduction

1.1 Background

This Transport Impact Assessment (TIA) has been prepared on behalf of PWD Camperdown Pty Ltd ATF PWD CD Health Trust (the Applicant) to accompany a State Significant Development Application (SSDA) for a shop top housing development located at 122–130 Pyrmont Bridge Road and 206 Parramatta Road, Annandale (the site).

1.2 Purpose of this report

This TIA has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 19 June 2025 and issued for the SSDA (SSD-84024470). Specifically, this report has been prepared to respond to the SEARs and government agency comments summarised in Table 1.

Table 1: Traffic and transport related SEARs

Item	SEARs description	Report section
SEARs – Transport	Provide a Transport Impact Assessment (TIA) in accordance with the processes and methodology recommended in the Guide to Transport Impact Assessment (GTIA) published by TfNSW. The TIA must also: • Incorporate a Preliminary Construction Traffic (or Transport) Management Plan (CTMP). • Consider the DPHI traffic advice provided in Appendix A. • Respond to TfNSW comment contained in Appendix B.	The report has been prepared in accordance with the methodology detailed in GTIA. The Preliminary CTMP is addressed in Section 8. Refer to responses to other comments below.
	Where the development relies on Councils waste collection services, additional swept paths are required which demonstrate a heavy-rigid vehicle entering, navigating and exiting from the waste collection point. Note: Refer to Councils Waste Minimisation and Management Plan Template for guidance on typical Council Waste Truck dimensions where it is intended to utilise Councils waste collection service.	Section 5.5 and Appendix A
	Consult and obtain in principal support from Transport for NSW for any works requiring concurrence under section 138 of the Roads Act (1993).	N/A. Vehicle access is not proposed via a classified road.
	Address comments raised by DPHI, Inner West Council and Transport for NSW in Appendix A and B.	Refer to responses to comments below.
DPHI comments	Prepare a Transport Impact Statement or Transport Impact Assessment in accordance with GTIA Table 3.2.	The report has been prepared in accordance with the methodology detailed in the GTIA.
	Baseline for existing and future transport network conditions to inform the assessment of impacts. Include maps, illustrations, and/or description of land uses and transport networks surrounding and within the site. Detail existing and committed improvements to transport systems, identification of nearby facilities, accessibility by all modes, and existing road safety performance (GTIA Sec. 3.3.1).	Section 2

Item	SEARs description	Report section
	Document the existing and proposed use of the site (if developed), including land use types, scale and access arrangements for each mode (GTIA Sec. 3.3.1).	Section 3.1 and 4
	Document estimated trips generated by the development and mode share, deducting any trips from removed uses in line with GTIA Chapter 5. Trip generation for “High public transport accessibility” should be used for development locations in Car Parking categorisation sub-category 1A areas for apartments (refer to Section 8.5.1 for definitions and a map). Trip generation for “Low public transport accessibility” should be used in all other cases for apartments. The average or benchmarking method may be used (GTIA Section 5.5.3).	Section 7
	Identify the requirements for parking for each mode of transport (GTIA Sec. 8.3 & 8.5). Document the number of parking spaces by mode proposed by the development. If statutory requirements are not satisfied, the assessment must provide justification.	Section 5
	Assess the impact of the development on safety and operational efficiency for transport users of all types at the year of completion of opening of the development (GTIA Chapter 6), including a performance assessment for each mode of transport per GTIA Section 6.2.3 Table 6.1. Intersection level of service only required if traffic modelling is conducted. Consider use of previous/ recent analysis if applicable.	Section 7
	Recommendations to address issues and reasonably manage potential impacts of trips generated by the proposed development on the surrounding transport network.	Section 7
	The safety and functionality of the development’s proposed multimodal access arrangements and internal road layout, including service and parking areas for all user groups (e.g. freight and servicing, general traffic, visitor parking, disabled parking, car share and car charging), and pedestrians and cyclists.	Section 4 and 6
	A statement by a chartered / registered engineer for any bicycle, car, commercial vehicle or mobility parking spaces that they parking spaces comply with AS2890 and that any new or modified driveway has sufficient sight distance and appropriate dimensions for the design vehicle (refer GTIA Section 7.3.1). If the facilities do not comply with standards, deficiencies should be documented and justified. Swept path plans should be provided as required to demonstrate the compliance.	Section 6 and Appendix A
	If there are intersection upgrades required specifically as a result of the development on a State Road, new or intensified access arrangements on a State Road, or new traffic signals, evidence should be provided of consultation of the initiatives with Transport for NSW regarding these initiatives.	No road upgrades or access arrangements on a State Road are required/proposed.
	The development may require the concurrence of TfNSW in relation to development on a classified road (S2.118 of the SEPP (Transport and Infrastructure) 2021; works on a classified road (s138 of Roads Act 1993). If the development requires the concurrence of TfNSW, a	No road/ vehicle access works are proposed on a classified road, however public domain works are proposed along the

Item	SEARs description	Report section
	scoping meeting should be conducted with DPHI and the concurrence authority to determine the appropriate evidence necessary to satisfy the concurrence requirements.	Parramatta Road and Pyrmont Bridge Road frontages. These works are consistent with the previous approval and can be considered through SSDA assessment.
	A preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared to address the impact of construction traffic on the local road network. The plan should include a description of the proposed construction works, details of truck routes, and a plan for managing the impact of construction on residents, businesses, pedestrians, cyclists, and emergency services.	Section 8
Inner West Council comments	The proposal is to provide: Traffic Impact Assessment to demonstrate local road network, including State Roads, can accommodate movements and safety re: the proposed provision of on-site parking and loading facilities. Given the number of applications now being considered by the HDA, a Traffic Impact Assessment that considers the cumulative impact should be developed.	Section 7.2
	Depending on the location of the vehicle access points, the proposal may constitute Traffic Generating Development with frontage to/access within 90m of a classified Road. Previous reports indicated the hospital development would have reduced the functioning of the Pyrmont Bridge Road/Parramatta Road intersection from level of service (LOS) C to D within 7 years.	Section 7
	A dedicated removalist truck parking area accessed off Cahill Street incorporating appropriate site access /manoeuvring design.	Section 5.5
Transport for NSW (TfNSW) comments	Access Arrangement: Parramatta Road and Pyrmont Bridge Road are major arterial roads, which carries a high volume of traffic, where transport efficiency of through traffic is of great importance. The TfNSW current practice is to limit the number of vehicular conflict points along the arterial road network to maintain network efficiency and road safety. Further, Section 2.119 of State Environmental Planning Policy (Transport and Infrastructure) 2021, states: “The consent authority must not grant consent to development on land that has frontage to a classified road unless it is satisfied that: “Where practicable, vehicular access to the land is provided by a road other than the classified road” As such, all vehicular access to the site shall be obtained via the local road network (i.e. Cahill Street and/or Mathieson Street).	All vehicle access is proposed via Cahill Street, as detailed in Section 4.2
	Traffic Impact Assessment (TIA): A TIA is to be submitted in support of the future SSDA. For TIAs commenced and applications lodged on or after 4 November 2024, the TIA needs to be prepared in accordance with the Guide to Transport Impact Assessment (GTIA). The Guide 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	The report has been prepared in accordance with the methodology detailed in GTIA.

Item	SEARs description	Report section
	network that it manages (e.g. Parramatta Road and Pyrmont Bridge Road, including impacts because of local road connections with the state classified road network, such as the intersection of Gordon Street and Pyrmont Bridge Road).	
	The site is located within an area under investigation for potential long-term upgrade of Parramatta Road. TfNSW is currently considering all options as we work towards revitalising Parramatta Road as a multimodal transport corridor, that better connects thriving, vibrant, liveable centres to places of work and leisure. However, the investigations have not yet advanced to the stage where options have been defined and it is not possible at this date to provide any more definite information. TfNSW will engage with stakeholders, including local councils and the community, on how we can best achieve this vision as part of the Parramatta Road Integrated Transport Final Business Case. The project website can be accessed at Parramatta Road Vision Project.	Noted
	TfNSW is working with Inner West Council to develop a public domain and cycle connection along Pyrmont Bridge Road between Parramatta Road and Mallett Street. This project forms part of the broader works under Parramatta Rd Urban Amenity Improvement Program (PRUAIP), which is a \$198 million NSW State Government initiative under the Parramatta Road Corridor Urban Transformation Program. The project website can be accessed at Parramatta Rd Urban Amenity Improvement Program (PRUAIP) – Camperdown - Inner West Council and Parramatta Road Urban Amenity Improvement Program Planning. It is recommended that the proponent engage with council to ensure that any opportunities are investigated and cumulative impacts are considered to support the broader objectives of this project in the pre-planning stages. A future application will need to consider the active transport (cycle way) operating along Pyrmont Bridge Road and along Parramatta Road and across Parramatta Road as part of their investigations.	Noted. Vehicle access is not proposed along Pyrmont Bridge Road and therefore the project would not impact this project.
	Setbacks should be considered along Parramatta Road and Pyrmont Bridge Road in order to support better public domain outcomes. The surrounding sites, including this development, will promote increased pedestrian and cycling activity. Providing wider setbacks will help support the shift toward active transport.	The proposal includes quality pedestrian amenity and public domain space along Pyrmont Bridge Road and Mathieson Street along the proposed retail frontages of the site.
	Consideration should be given to reducing the reliability on single car use by reducing the maximum number of parking spaces in areas well serviced by public and active transport options such as this proposal.	Section 5.1
	The traffic impacts of other developments, such as the development site at 162-186 Parramatta Road and 79-95 Pyrmont Bridge Road, Annandale will need to be taken into consideration when undertaking the TIA for this site.	Section 7.2

This report sets out an assessment of the anticipated transport implications of the development, including consideration of the following:

- existing transport conditions surrounding the site.
- summary of the proposal
- suitability of the proposed parking supply, access strategy and overall layout
- service vehicle requirements
- traffic generating characteristics of the proposed development.
- transport impacts on the surrounding networks
- overview construction traffic management strategies.
- green travel initiatives to encourage alternate modes of transport to/ from the site.

1.3 References

In preparing this report, reference has been made to the following:

- Leichhardt Development Control Plan 2013 (DCP 2013)
- Inner West Local Environmental Plan 2022 (LEP 2022)
- State Environmental Planning Policy (Housing) 2021 (Housing SEPP)
- Guide to Transport Impact Assessment, TS00085, Version 1.1, TfNSW, 2024 (GTIA)
- Guide to Traffic Generating Developments Updated traffic surveys, 2013, TfNSW (TDT 2013/04a)
- Australian Standard, Parking Facilities, Part 1: Off-Street Car Parking AS2890.1:2004
- Australian Standard, Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities AS2890.2:2018
- Australian Standard, Parking Facilities, Part 3: Bicycle Parking, AS2890.3:2015
- Australian Standard, Parking Facilities, Part 6: Off-Street Parking for People with Disabilities AS2890.6:2022
- Parking policy and rate review: Camperdown, Leichhardt and Taverners Hill, Parramatta Road Corridor Urban Transformation Strategy, Cardno, 10 March 2022 (PRCUTS Parking Review)
- other documents as referenced in this report.

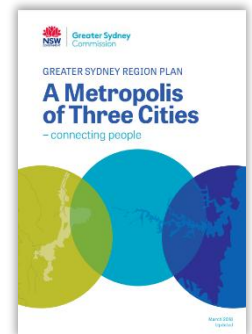
2 Strategic context

2.1 Greater Sydney Region Plan: A Metropolis of Three Cities

The Greater Sydney Region Plan provides the overarching strategic plan for growth and change in Sydney. It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities – the Western Parkland City, Central River City and Eastern Harbour City. It identifies key challenges facing Sydney including increasing the population to eight million by 2056, 817,000 new jobs and a requirement of 725,000 new homes by 2036.

The Plan includes objectives and strategies for infrastructure and collaboration, liveability, productivity and sustainability. The following objectives are relevant to the proposed development:

- Objective 10 – Greater housing supply
- Objective 12 – Great places that bring people together
- Objective 14 – A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities.



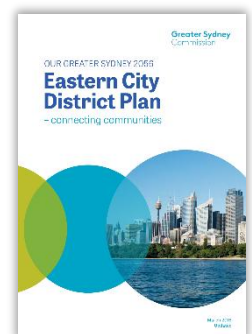
2.2 Our Greater Sydney 2056: Eastern City District Plan

The Eastern City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to implement the objectives of the Greater Sydney Region Plan. The intent of the District Plan is to inform local strategic planning statements and local environmental plans, guiding the planning and support for growth and change across the district.

The District Plan contains strategic directions, planning priorities and actions that seek to implement the objectives and strategies within the Region Plan at the district-level. The Structure Plan identifies the key centres, economic and employment locations, land release and urban renewal areas and existing and future transport infrastructure to deliver growth aspirations.

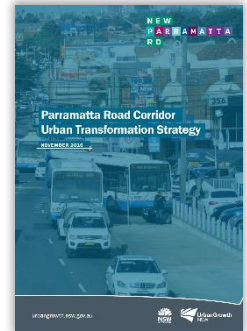
The following planning priorities are relevant to the proposed development:

- Planning Priority E5 – Providing housing supply, choice and affordability, with access to jobs, services and public transport
- Planning Priority E6 – Creating and renewing great places and local centres, and respecting the District's heritage
- Planning Priority E10 – Delivering integrated land use and transport planning and a 30 minute city.



2.3 Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) was released by the NSW Government in 2016 as a long-term framework to guide the renewal of one of Sydney's oldest and busiest arterial corridors. Extending over 20 kilometres from Granville to Camperdown, the strategy sets out a vision to transform Parramatta Road from a vehicle driven corridor into a series of liveable, well-connected centres supported by housing, employment, transport and public domain improvements. PRCUTS identifies a number of precincts for renewal and rezoning, with the capacity to deliver approximately 27,000 new dwellings and 50,000 new jobs by 2050.



In 2022, the NSW Government released a Parking Policy and Rate Review¹ as part of the PRCUTS project. The study area focused on precincts within the Inner West LGA including Camperdown, Leichhardt and Taverners Hill. The study evaluated both existing and proposed parking controls, highlighting the sustainability and urban benefits of limiting parking provision, and provided tailored recommendations for different development types and commercial uses. Importantly, the policy introduces alternative maximum parking rates to that originally proposed in the initial PRCUTS released in 2016 that could be implemented without major interventions, while still applying significant downward pressure on private parking supply.

2.4 Parramatta Road Urban Amenity Improvement Program (PRUAIP)

The Parramatta Road Urban Amenity Improvement Program (PRUAIP) was introduced as the delivery partner to PRCUTS. Its purpose is to fund and implement local infrastructure and public domain projects that improve liveability for communities as renewal occurs. The program is managed by the NSW Government in collaboration with local councils along the corridor.

Typical PRUAIP projects include:

- new and upgraded parks and open spaces.
- pedestrian and cycle path connections to promote active transport.
- main street and town centre upgrades, including landscaping and street furniture.
- safer and more attractive links between transport nodes, retail areas and residential neighbourhoods.

By ensuring public spaces and community facilities are delivered early, PRUAIP seeks to balance the impacts of increased density under PRCUTS and to make the corridor a more attractive place to live and work.

2.5 Previous approval for the site

A SSDA (SSD-59354958) was recently approved for the site in January 2025 for the construction of a private hospital.

The approved private hospital included a primary vehicle access point off Pyrmont Bridge Road, with a separated entry and exit. This provided connection to an undercroft porte-cochere along the eastern side of the site, as well as connection to the loading and servicing area adjacent to Cahill Street. Three vehicle crossovers were provided along Cahill Street including a two-way access connecting with the porte-cochere, an exit only driveway from the loading and servicing area, as well as a two-way access providing connection to the basement car park. A total of 134 car parking spaces were approved across three basement levels.

Several changes to the existing on-street parking conditions were approved in principle under SSD-59354958 primarily to facilitate appropriate service vehicle access, including removal of all six existing on-street parking spaces on Cahill Street and two on-street parking spaces on the western side of Mathieson Street (to the immediate south of Cahill Street).

¹ Parramatta Road Corridor Urban Transformation Strategy, Parking Policy and Rate Review: Camperdown, Leichhardt and Taverners Hill prepared by Cardno dated 10 March 2022



A Transport Impact Assessment² prepared by Stantec supported the hospital SSDA (herein referred to as the Hospital TIA). The Hospital TIA estimated that the development would generate around 106 and 121 vehicle trips during the AM and PM peak hours, respectively. Comprehensive traffic modelling was completed in consultation with TfNSW to assess the impact of the development for in 2023 and 2033 modelling year scenarios. The traffic modelling confirmed that the hospital traffic would not have a material impact on the surrounding road network.

² Camperdown Modern Private Hospital, Transport Impact Assessment, revision A, 20 October 2023

3 Existing conditions

3.1 Site overview

The site is located at 122–130 Pyrmont Bridge Road and 206 Parramatta Road, Annandale within the Inner West Local Government Area. The site has a total area of around 2,570 square metres and has frontages of around 60 metres to Pyrmont Bridge Road/Parramatta Road along its southern boundary, 60 metres to Mathieson Street along its western boundary and 50 metres to Cahill Street along its northern boundary.

The site is zoned as E3 – Productivity Support and is located within the Camperdown Precinct, a key area identified in the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). The site currently accommodates several commercial/ retail use buildings. Surrounding properties near the site generally include retail and commercial uses along the Parramatta Road corridor, general industrial uses immediately east along Pyrmont Bridge Road and residential uses further afield.

The site benefits from high public transport accessibility, being around 200 metres of several bus stops located along the Parramatta Road. Combined with its close proximity to surrounding key destinations including the University of Sydney and Sydney CBD, it presents an excellent opportunity for urban revitalisation and provision of build-to-rent housing.

The location of the site and its surrounds are shown in Figure 1.



Figure 1: Location of the site and its surrounds

Base image source: Nearmap

3.2 Surrounding road network

Key roads surrounding the site including Pyrmont Bridge Road, Parramatta Road, Mathieson Street and Cahill Street. The characteristics of these key roads are summarised in Table 2.

Table 2: Key surrounding road network

Road	Classification	Description	Photo
Parramatta Road	State Road	- Key east-west transport corridor through metropolitan Sydney located to the south of the site - Three travel lanes in each direction including a dedicated bus lane which is active during weekday peak periods - Kerbside parking permitted in certain locations outside of bus lane times 60km/h speed limit	
Pyrmont Bridge Road	State Road	- Collector road that connects Annandale with Ultimo - Two-way road aligned in an east-west direction to the south of the site - One to two travel lanes in each direction - Kerbside parking permitted on both sides of the road in certain locations further east of the site 40km/h speed limit	
Mathieson Street	Local road	- Two-way road aligned in a north-south direction to the west of the site - One travel lane in each direction - Kerbside parking permitted on the western side of the road 50km/h speed limit	
Cahill Street	Local road	- One road aligned in an east-west direction to the north of the site - Narrow carriageway effectively providing one travel lane for two-way traffic between kerbside parking on either side of the road 50km/h speed limit	

3.3 Public transport

The site is well serviced by the surrounding bus network, with frequent bus services operating along Parramatta Road to the south of the site. The closest bus stops are located around 200 metres southeast of the site. The travel time to and from the city is approximately 10 to 15 minutes during the weekday peak periods, with a bus service generally available at least every 10 minutes during peak hours and 15 minutes during off-peak hours.

Table 3 provides a summary of the bus services that operate near the site, while the surrounding public transport network is shown indicatively in Figure 2.

Table 3: Public transport services

Service	Route number	Route description	Location of stop	Walking distance	Frequency on/off-peak
Bus	413	Campsie to Central Pitt Street	Parramatta Road near	150 to 250 metres	30 mins/ 30 mins
	440	Bondi Junction to Rozelle			10 mins/ 15 mins
	480	Strathfield to Central Pitt Street via Homebush Road			45 mins/ 60 mins
	483	Strathfield to Central Pitt Street via South Strathfield			30 mins/ 30 mins
	438N	Abbotsford to City Martin Place			20 mins (night service only)
	461N	Burwood to City Hyde Park			30 mins (night service only)
	470	Lilyfield to Martin Place	Booth Street near Pyrmont Bridge Road	350 metres	10 mins/ 20 mins

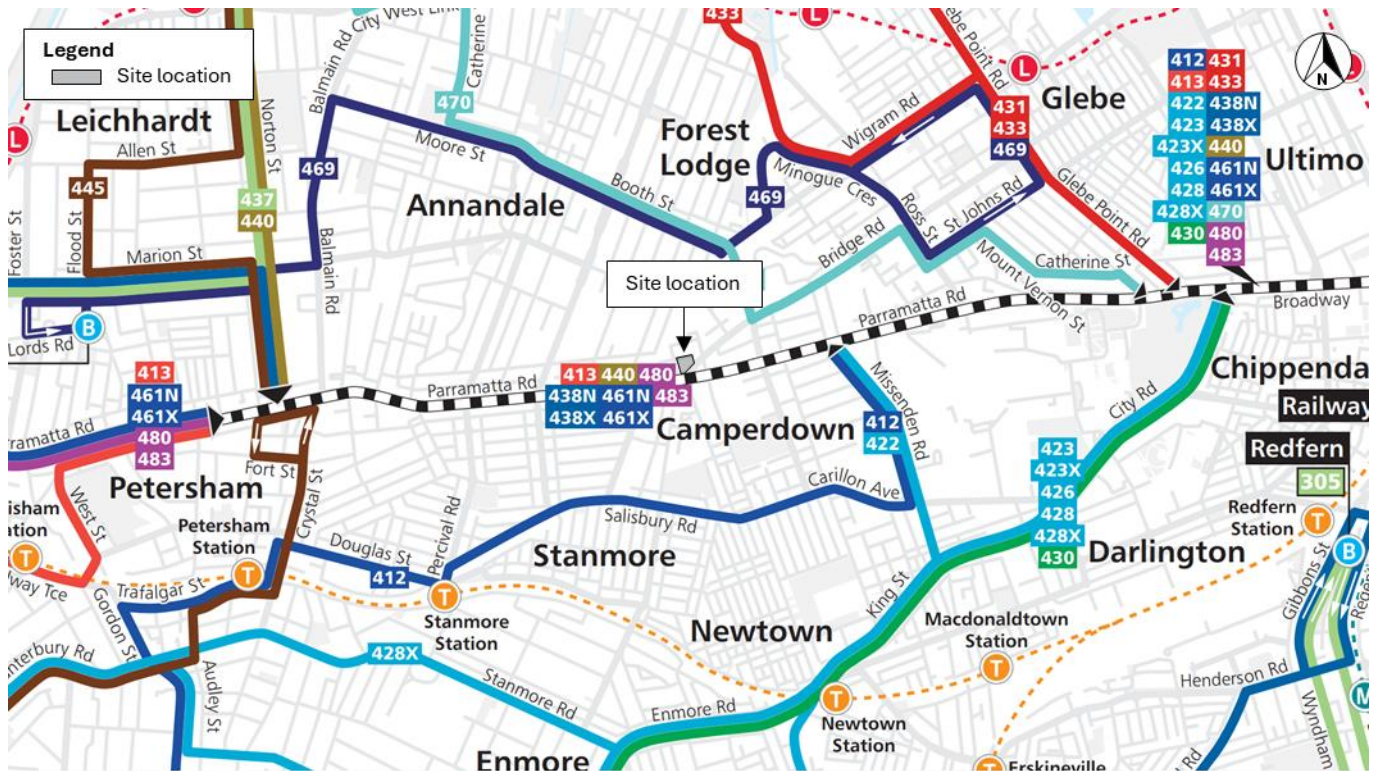


Figure 2: Inner west bus network

Base image source: [Transit Systems](#), effective 8 December 2024

3.4 Active transport

Well established pedestrian footpaths are located on both sides of surrounding roads, providing convenient connections to the local area, public transport services and nearby destinations. Signalised pedestrian crossings are provided at key intersections along Parramatta Road, providing connection between the site and key destinations nearby including University of Sydney and Royal Prince Alfred Hospital.

A number of cycle routes also exist near the site. This includes along Pyrmont Bridge Road to the east of Lyons Road where intermittent separated cycle lanes are provided on both sides of the road providing connection towards the CBD. This cycle route is in the process of being upgraded to a new permanent cycleway to provide a safer, more accessible route for people riding bikes, including improved access to destinations such as the future Sydney Fish Market. The Bridge Road Cycleway project is shown in Figure 3.

It is also understood that TfNSW is working with Council to develop a cycle connection along Pyrmont Bridge Road between Parramatta Road and Mallett Street. This project forms part of the broader works under PRUAIP however details are currently limited.

In addition, shared paths are provided along Johnston Creek to the north, providing connection to Rozelle Bay, Rozelle Parklands and connecting cycleways.

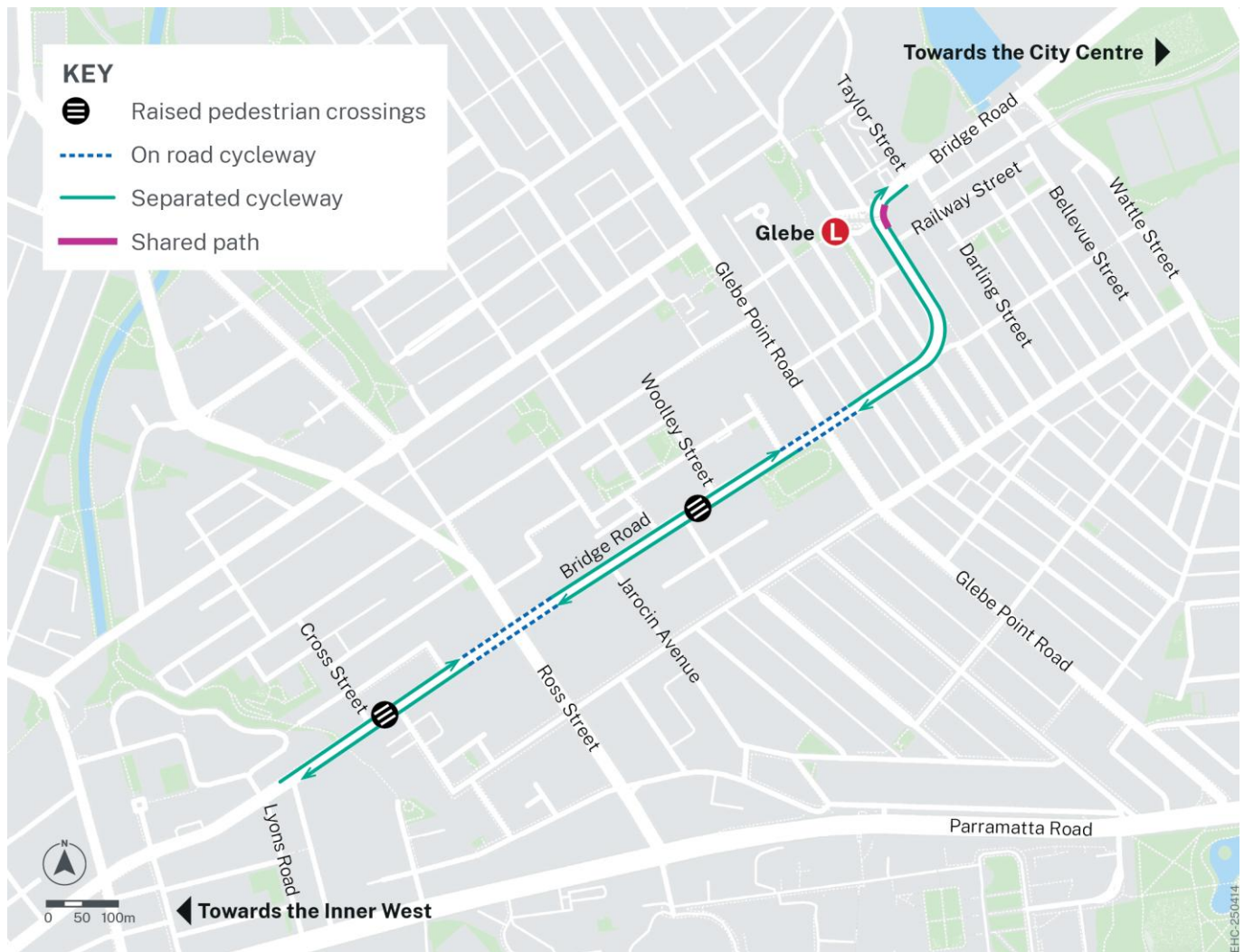


Figure 3: Bridge Road Cycleway project

Base image source: <https://www.transport.nsw.gov.au/projects/current-projects/bridge-road-cycleway-glebe>

3.5 Local car share initiatives

GoGet (along with other car share providers) has become increasingly common throughout Sydney and is now recognised as a viable transport option for drivers throughout Sydney. They are now a well-utilised service especially in the inner suburbs due to limited parking availability and the expense involved in parking close to the Sydney CBD. GoGet offer a viable alternative to the private car for trips where distances are short and are likely to be of benefit to future residents of the proposed development. Research suggests that a single car share vehicle can replace seven to 10 private vehicles and on average services 23 members.

GoGet car share pods located close to the site are shown in Figure 4, with the closest pod located on Denison Street around 70 metres south of the site.

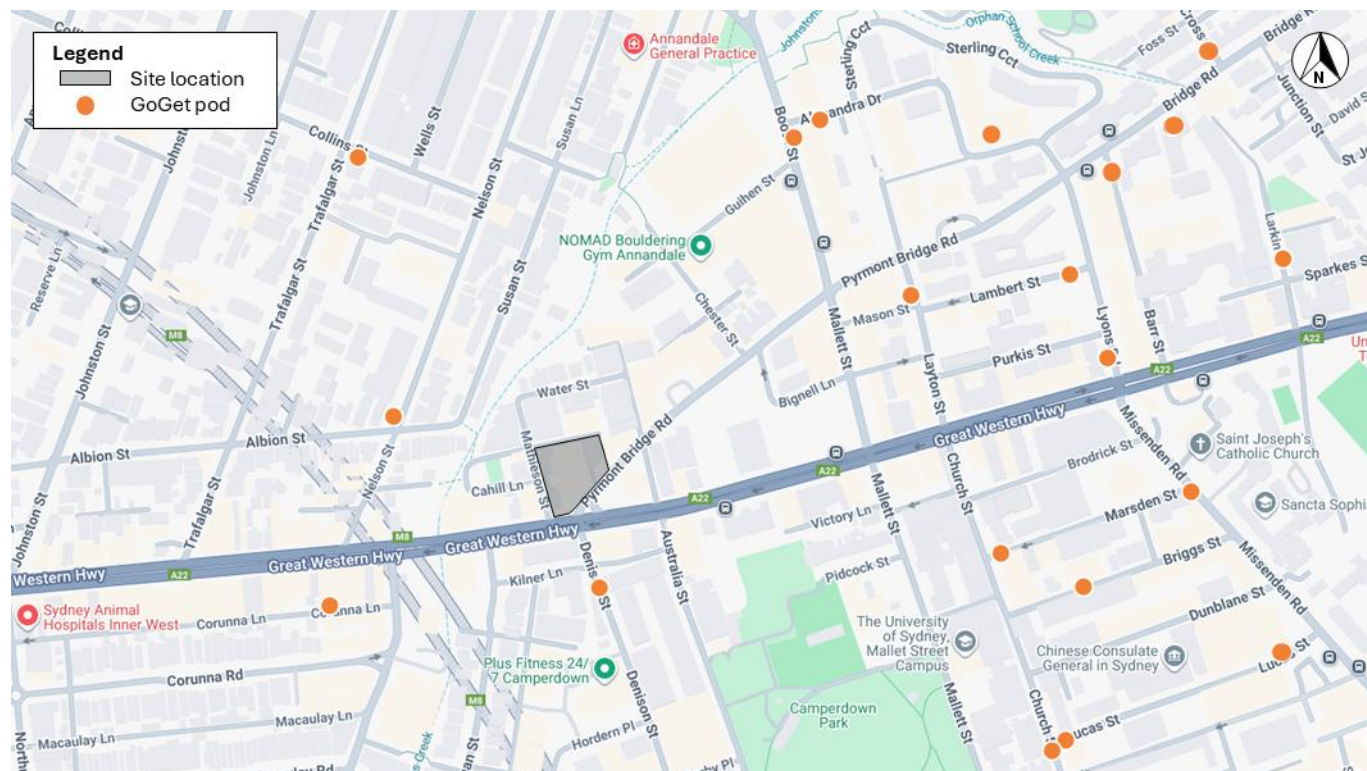


Figure 4: Surrounding GoGet pod locations

Base image source: GoGet

3.6 Crash history

Crash data for the available five-year period between 2020 and 2024 obtained from the TfNSW Centre for Road Safety has been reviewed for the roads surrounding the site. The locations and severity of the crash data for the five-year period is shown in Figure 5.

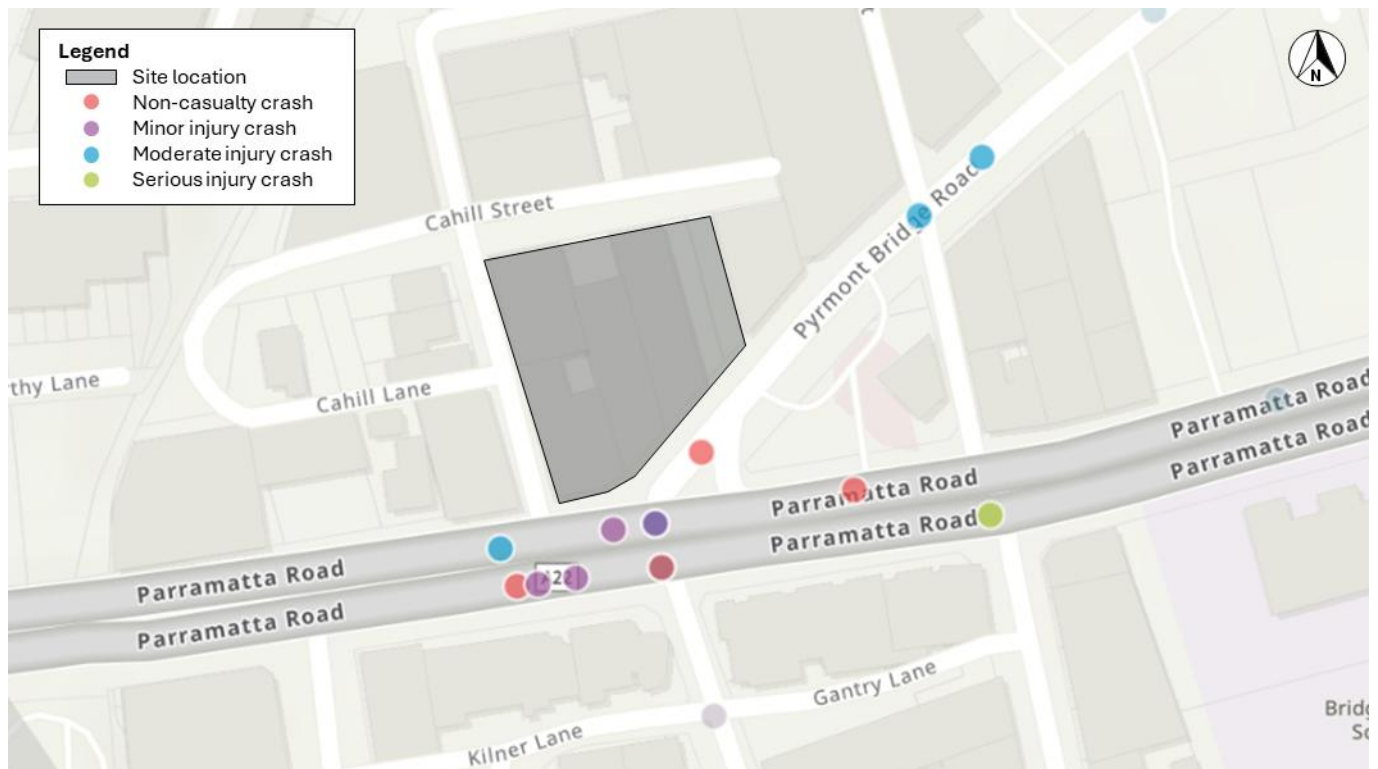


Figure 5: Crash map from 2020 to 2024

Base image source: transport.nsw.gov.au/roadsafety/statistics/interactive-crash-statistics/lga-view-crashes-map, accessed October 2025

The following key statistics can be drawn from the crash data:

- 15 crashes were reported along Parramatta Road between Cardigan Street and Australia Street. Reported crashes generally included vehicles travelling in the same direction (incorrect lane changes, rear end). Three crashes involved pedestrians.
- Three crashes were reported along Pymont Bridge. Types of crashes included vehicles unsafely leaving kerbside parking or performing a U-turn, and an intersection crash.

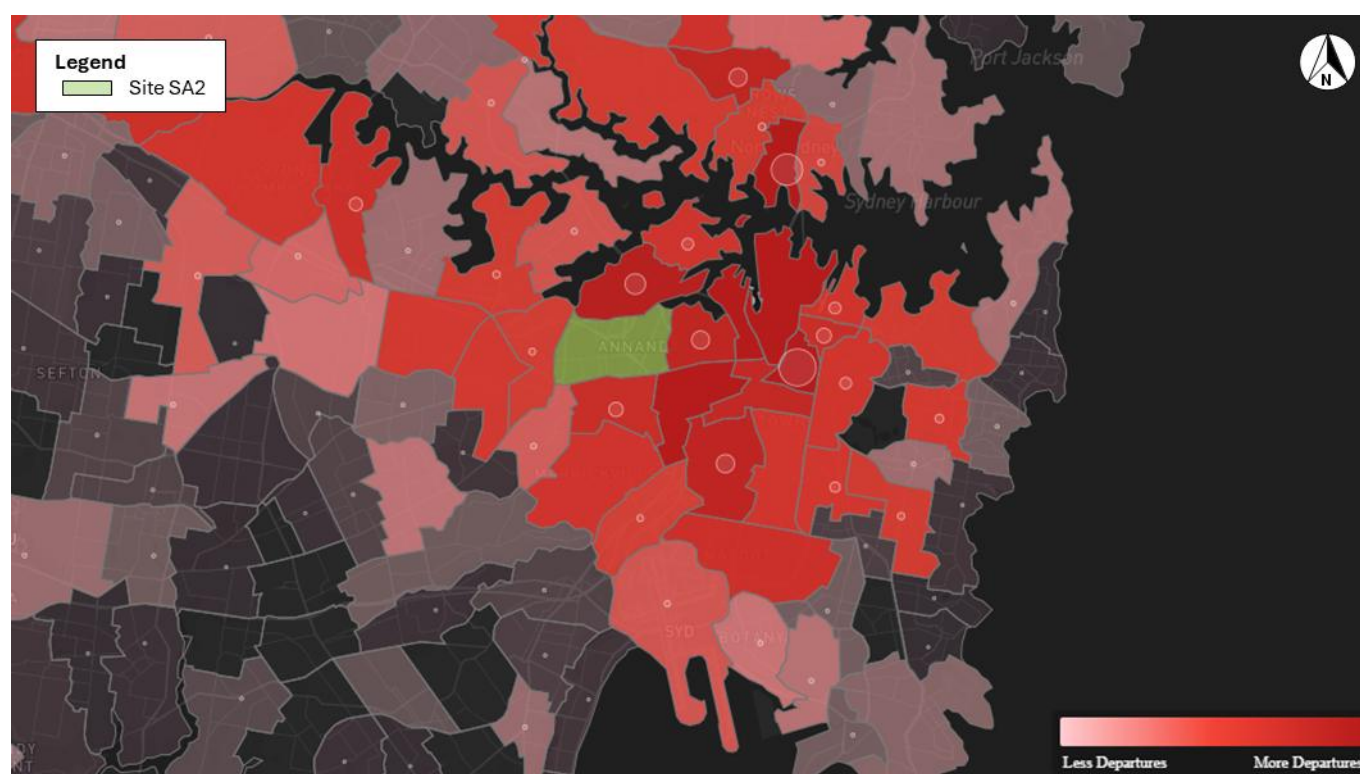
3.7 Travel behaviour

The 2016 Australian Bureau of Statistics (ABS) journey to work data for existing residents in the surrounding Leichhardt – Annandale Statistical Area is provided in Table 4, with the primary locations of work shown in Figure 6. Given the impacts of the COVID-19 pandemic on travel patterns during the 2021 census, reference was not made to 2021 ABS journey to work data.

Table 4: 2016 journey to work mode share

Travel mode	Mode share [1]
Car, as driver	52%
Car, as passenger	4%
Train	11%
Bus	22%
Cycle	4%
Walk	7%

[1] Not considering those that worked at home or did not work

**Figure 6: Place of work for residents in the surrounding SA2**

The 2016 ABS data indicates that most residents living within the surrounding SA2 travelled to work by car either as a driver or passenger (56 per cent), followed by closely by public transport (33 per cent). Active transport accounted for around 11 per cent. The following approximate breakdown is provided for resident places of work:

- 27 per cent in Sydney CBD and immediate areas
- 10 per cent within the Leichhardt – Annandale Statistical Area (i.e., work and live in the same area)
- five per cent in Pyrmont – Ultimo, Newtown – Camperdown – Darlinghurst and Surry Hills
- remainder distributed across Sydney.

4 Development proposal

4.1 Overview

The proposed development seeks approval for the construction of a 22-storey shop top residential building located at 122-130 Pyrmont Bridge Road and 206 Parramatta Road, Annandale. The SSDA consists of:

- site preparation works including bulk excavation and earthworks.
- construction and operation of 22-storey development, comprising:
 - 281 build-to-rent apartments
 - ground floor retail space
 - ancillary communal spaces for residents including co-working areas and a fitness centre
- landscaping and public domain works
- construction and use of a single basement level car park providing 44 car parking spaces, accessed via a two-way driveway located on Cahill Street.

A summary of the development schedule is provided in Table 5 and the ground floor plan is shown in Figure 7.

Table 5: Proposed development schedule

Land use	Description	Size
Build-to-rent	Studio	153 dwellings
	1-bed	86 dwellings
	2-bed	24 dwellings
	3-bed	18 dwellings
	Total	281 dwellings
Retail	-	587m ² GFA

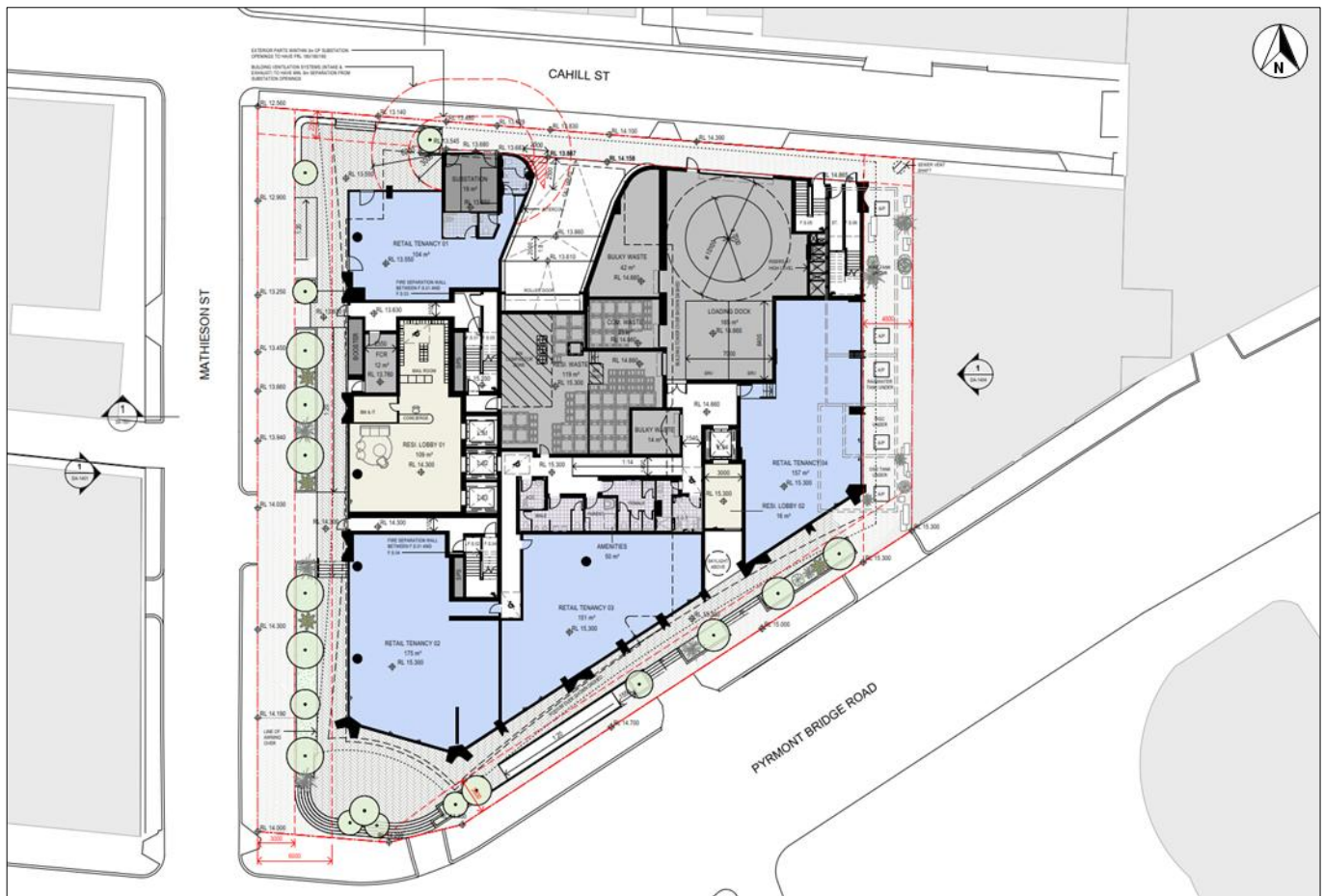


Figure 7: Ground floor plan

Base image source: SJB Architects, 122–130 Pyrmont Bridge Road, 206 Parramatta Road, Annandale, Drawing No DA-1002, Revision 10, 24 October 2025

4.2 Site access, car parking and servicing

A total of 44 car parking spaces are proposed within the basement car park. Access to the car park is proposed via a two-way driveway on Cahill Street.

A loading dock is proposed at ground level with access provided a separate driveway on Cahill Street. The loading dock can accommodate up to two 6.4 metres small rigid vehicles (SRV), or one larger service vehicle up to and including Council's 9.5-metre-long waste truck. The loading dock is supported by a turntable to ensure appropriate access to the loading bays and to ensure vehicles are able to enter and exit the site in a forward direction.

The vehicle access strategy positively responds to the broader public domain surrounding the site. It ensures that quality pedestrian amenity and public domain space can be delivered along Pyrmont Bridge Road and Mathieson Street along the proposed retail frontages of the site.

5 Parking and loading assessment

5.1 Car parking

5.1.1 Car parking requirements

The car parking requirements applicable to the site are outlined in the PRCUTS Parking Review. The relevant car parking rates and associated requirements for the proposed development are summarised in Table 6.

Table 6: PRCUTS Parking Review car parking requirements

Land use	Type	Size	Maximum car parking rate	Maximum permissible car parking provision
Residential apartments	Studio	153 dwellings	0.15 spaces/dwelling	23
	1-bed	86 dwellings	0.50 spaces/dwelling	43
	2-bed	24 dwellings	1.00 spaces/dwelling	24
	3-bed	18 dwellings	1.20 spaces/dwelling	22
	Visitor	-	0.10 spaces/dwelling	28
	<i>Subtotal</i>			<i>140</i>
Retail	-	587m ² GFA	1 space/100m ² GFA	6
Total				146

As shown, the applicable PRCUTS Parking Review rates result in a maximum permissible parking provision of 146 car parking spaces for the proposed development. This includes up to 140 residential spaces and six retail spaces.

Considering the development contains build-to-rent apartments, it is also important to recognise the Housing SEPP which contains non-discretionary development parking standards for build-to-rent developments on land within an accessible area. Should car parking be provided at a rate of 0.2 spaces per dwelling, the consent authority is not permitted to enforce more onerous parking requirements. It is noted however that if a development does not comply with these standards, it does not prevent the consent authority from granting consent. No visitor parking rate is stipulated in the Housing SEPP.

5.1.2 Adequacy of car parking supply

A total of 44 car parking spaces are proposed within the single level basement car park including 43 spaces for residents and one car share space. The proposed parking provision and allocated therefore meets the maximum permissible provisions as stipulated by the PRCUTS Parking Review and is acceptable.

The ground floor retail area is minor and would largely attract residents within the development or people walking past the site, thereby not generating any parking demand. The proposal to provide a car share space provides quality provision for residents who do not require daily use of a private vehicle. The benefits of car share systems are well recognised given they provide the convenience of car use without the responsibility (and cost) of personal ownership, while also supporting broader sustainable travel objectives. As discussed in Section 3.5, research suggests that a single car share vehicle can replace seven to 10 private vehicles and on average services 23 members. On this basis, the site has an effective car parking capacity of 53 resident spaces which aligns closely with the Housing SEPP parking rates.

As outlined in Sections 3.3 and 3.4, the site benefits from excellent access to frequent public transport services and is supported by an expanding network of existing and planned active transport routes. In this context, the proposed car parking provision represents a balanced solution that responds to resident parking demand while aligning with broader planning objectives of encouraging a shift toward active and public transport modes in well-connected locations similar to the subject site.

5.2 Accessible car parking

Four accessible parking spaces are proposed for residents within the basement car park.

5.3 Motorcycle parking

PRCUTS Parking Review recommends that motorcycle parking should be provided at a rate of one space per 1,500 square metres of employment land use (e.g. retail area), with a minimum of one space where on-site parking is provided.

On this basis, the proposed development is required to provide at least one motorcycle parking space on-site. A total of three motorcycle spaces are proposed which meets the requirements of the PRCUTS Parking Review and is acceptable.

5.4 Bicycle parking and end of trip facility

Reference has been made to the bicycle parking requirements outlined in DCP 2013 and PRCUTS 2016/PRCUTS Parking Review, as summarised below:

- DCP 2013:
 - residential apartments: one space per two dwellings for residents and one space per 10 dwellings for visitors
 - retail: one space per 10 staff for staff, and two spaces plus one space per 100 square metres over 100 square metres GFA for visitors.
- PRCUTS 2016/PRCUTS Parking Review:
 - residential apartments: one space per dwelling for residents, and one space per 10 dwellings for visitors
 - retail: one space per 1,000 square metres of GFA for staff, and two spaces plus one space per 100 square metres over 100 square metres of GFA for visitors.

Table 7 provides a summary of the bicycle parking requirements for the proposed development based on the rates above.

Table 7: Bicycle parking requirements

Land use	Size	Bicycle parking requirement	
		Resident/ staff	Visitor
Residential	281 dwellings	141-281	28
Retail	587m ² GFA	1 ^[1]	7
Total		142 to 282 spaces	35 spaces

[1] Assumes up to 10 staff for the retail area

Table 7 indicates the proposed development generates a requirement for between 142 and 282 bicycle parking spaces for residents and staff, and 35 bicycle parking spaces for visitors.

Adoption of the PRCUTS Parking Review residential bicycle parking rates is considered an over estimation of the actual demand anticipated for the site. With typical residential developments providing a mixture of one-, two-, three- and

four-bedroom dwellings, the ratio of people to dwellings is comparatively higher than that typically provided for build-to-rent housing, as is the case for this development whereby there is a much higher proportion of studio and one-bedroom apartments.

As such, application of the DCP 2013 rates is reflective of the future building population. The proposed development includes a bicycle parking area on Level 1 comprising 168 bicycle parking spaces for residents, retail staff parking and some residential visitor demand. Any residential visitors using this area would be accompanied by a resident to gain access to the Level 1 bicycle parking area. In addition, a further nine bicycle parking spaces would be provided within the public domain for retail and any additional residential visitors. The overall proposed provision of 177 bicycle parking spaces therefore meets the requirements of DCP 2013. Combined with implementation of a sustainable travel initiatives (detailed further in Section 9), the proposed bicycle parking provision represents a strong initiative to improve existing cycling mode share in the area (which based on ABS 2016 Census data is currently around four per cent, as shown in Table 4).

5.5 Loading and servicing

5.5.1 Service vehicle requirements

To understand the loading demand of the site, reference is also made to the TfNSW Urban Freight Forecasting Model (UFFM). The UFFM is a useful planning tool which performs two main functions:

- provides daily profiles of the volume and types of freight and servicing activity that a building is likely to generate across a typical weekday, based on building information entered by the user
- assesses the performance of loading dock parking spaces provided by a development to manage the freight demand generated by the building.

The objective of the model is to assist in understanding the facilities that will be appropriate for a development to be self-sufficient in managing its own freight and servicing activity. It relies on various inputs including number of floors and number of residential apartments.

The TfNSW UFFM is based on a comprehensive data collection effort conducted on buildings across Sydney of varying sizes, locations, land use sizes and types. The buildings included commercial, residential, retail and hotels with retail being up to 3,000 square metres. It is considered an acceptable tool to understand loading dock requirements for a development.

Based on the proposed yields, the UFFM recommends allowing for two small bays (SRVs and small trucks) and one large bay (MRVs, HRVs and large trucks).

5.5.2 Waste collection and loading strategy

All loading and servicing for the development is proposed to take place within the designated loading dock on the ground floor level. The loading dock is supported by a turntable to ensure all vehicles to enter and exit the site in a forward direction. The loading dock includes two formal loading bays, suitable for accommodating 6.4 metre SRVs. In addition, larger service vehicles up to and including Council's 9.5-metre-long waste truck are able to access the site and be loaded/unloaded from the turntable. Waste collection typically occurs early on weekday mornings at times when other loading demand is zero or low. Servicing by medium rigid trucks would be infrequent considering the proposed land uses and would largely be associated with bulky goods deliveries and removalist trucks.

Based on the above, the proposed loading provision is considered suitable and aligns with the recommended loading provisions estimated by the TfNSW UFFM.

Logical and efficient placement of the loading area has been considered via Cahill Street without detracting from the public domain and communal areas which boast considerable benefits for residents and visitors. Basic loading dock management including use of a booking system could be implemented to manage service vehicle arrivals and use of the dock.

Implementation of a Loading Dock Management Plan (LDMP) to efficiently manage utilisation the on-site loading bay, requiring vehicles to be booked to controlled and defined timeslots, would ensure a more equitable distribution of vehicles across the day rather than concentrated to shorter peaks and that all land uses are well serviced, with practical paths of travel.

6 Design commentary

The car parks and loading area layouts have been reviewed against the requirements of the Australian Standard for Off Street Car Parking (AS/NZS2890.1:2004 and AS2890.6:2022) and Off Street Commercial Vehicle Facilities (AS2890.2:2018). This assessment included a review of the following:

- bay and aisle width
- adjacent structures
- circulation roads and ramps
- ramp grades
- height clearances.

This review indicates that the car park layout is consistent with the Australian Standards and is expected to operate satisfactorily. The circulation aisles and car space dimensions meet or exceed the relevant Australian Standards and ensure efficient movements throughout. The general car park circulation is simple and appropriate given the proposed land uses and expected generation. Basement access by residents would be via remote access.

The loading dock is supported by a turntable to ensure all vehicles to enter and exit the site in a forward direction. The loading dock includes two formal loading bays, suitable for accommodating 6.4 metre SRVs. In addition, larger service vehicles up to and including Council's 9.5-metre-long waste truck are able to access the site and be loaded/unloaded from the turntable. Consistent with the approved arrangement under the approved private hospital SSDA, some on-street parking along Cahill Street and Mathieson Street is required to be removed to facilitate appropriate service and general use vehicle access to the site. Specifically, this includes removal of all existing on-street parking on Cahill Street (around six spaces) and two on-street parking spaces on the western side of Mathieson Street, immediately south of Cahill Street.

Vehicle swept paths at key locations confirm appropriate design and are included in Appendix A.

7 Traffic assessment

7.1 Traffic generation

The ground floor retail area is minor and would largely attract residents within the development or people walking past the site. As such, no traffic is expected to be generated by these uses.

Traffic generation rates for the residential component of the proposed development have been sourced from a combination of TfNSW GTIA and Technical Direction TDT 2013/04a in combination with a first principles assessment based on turnover of parking. This approach recognises the low parking supply relative to residential apartments, which effectively equates to about one parking space per six apartments.

The GTIA 2024 and TDT 2013/04a considers traffic generation rates based on 2012 survey data for high-density residential flat dwellings, including those close to public transport services and exceeding six storeys, similar to the proposed development. When assessing vehicle trip generation based on total parking supply, the average weekday AM and PM peak hour trip generation rates are 0.15 and 0.12 vehicle trips per car space, respectively. Based on the proposed 44 car parking spaces, the residential component of the development could generate between five to seven vehicle trips in any peak hour.

However, as the proposal includes a reduced parking provision, higher daily vehicle usage may be anticipated. When applying a higher trip generation rate of 0.30 vehicle trips per car space and factoring in other car-based travel modes (such as ride-share services, taxis, etc.), the residential component of the development is projected to generate around 13 vehicle trips during the weekday peak hours.

7.2 Traffic impacts

As discussed, a SSDA (SSD-59354958) was recently approved for the site in January 2025 for the construction of a private hospital.

The Hospital TIA estimated that the development would generate around 106 and 121 vehicle trips during the AM and PM peak hours, respectively. Comprehensive traffic modelling was completed in consultation with TfNSW to assess the impact of the development for in 2023 and 2033 modelling year scenarios. The traffic modelling confirmed that the hospital traffic would not have a material impact on the surrounding road network.

By comparison, the current shop top residential development scheme is projected to only generate around 13 vehicle trips during the weekday peak hours, or around 10-12 per cent of what the site was previously approved to generate. As such, the current proposal would have a much lesser traffic impact on the surrounding road network than the current approval and can be supported on traffic grounds.

It is understood that a mixed-use development is currently under assessment for the site located at 160-186 Parramatta Road and 79-95 Pyrmont Bridge Road (WestConnex Dive Site). The Transport Impact Assessment prepared for this development by SCT Consulting³ (WestConnex Dive Site TIA) estimated that full development of the site would generate around 124 and 101 vehicle trips during the AM and PM peak hours, respectively. Traffic surveys and intersection modelling was completed at key nearby intersections including along Pyrmont Bridge Road, Mallet Street and Parramatta Road. The results indicated the key surveyed intersections would continue to perform well at a level of service A or B with the additional development traffic. Overall, the cumulative impact of the WestConnex Dive Site development with the proposed development would be minor (and certainly less than with the approved private hospital) and acceptable.

³ The Joinery Annandale Planning Proposal Transport Management Accessibility Plan and Bignell Place SSDA Transport Impact Assessment prepared by SCT Consulting dated 24 June 2025

8 Preliminary Construction Traffic Management Plan

8.1 Overview

This section seeks to provide an overview of the Construction Pedestrian and Traffic Management Plan (CPTMP) initiatives to be implemented as part of the construction works associated with the proposed development.

Specifically, this overview CPTMP considers the following:

- construction site access arrangements
- anticipated truck volumes during construction stages
- truck routes to/from the site
- requirements for works zones
- pedestrian and cyclist access
- site personnel parking
- traffic control measures.

8.2 Principles of traffic management

The general principles of traffic management during construction activities are as follows:

- minimise the impact on pedestrian and cyclist movements
- maintain appropriate public transport access
- minimise the loss of on-street parking
- minimise the impact on adjacent and surrounding buildings
- maintain access to/from adjacent buildings
- restrict construction vehicle movements to designated routes to/from the site
- manage and control construction vehicle activity near the site
- carry out construction activity in accordance with approved hours of works.

8.3 Work hours

Construction works would be completed during the approved construction hours. It is understood that Council's standard construction hours are:

- Weekdays: 7:00am to 6:00pm
- Saturdays: 8:00am to 1:00pm
- Sundays and public holidays: no work permitted.

Workers would be advised of the approved work hours during induction. Any works outside of the approved work hours would be subject to specific prior approval from the appropriate authorities. Such works may include delivery of cranes, large plant or equipment required on the site that require oversize vehicle access.

8.4 Site access, loading, and on-street works zones

At this stage of planning, it is anticipated that construction vehicle access to the site would be via Pyrmont Bridge Road and or Cahill Street in similar locations to the existing driveways providing access to the site (subject to confirmation by the appointed contractor). Loading and unloading of materials would occur within the site boundary or any approved works zone (likely along Cahill Street). Should a works zone(s) be required, an application would be made to the relevant authorities prior to commencement of works.

As part of the detailed CPTMP, Traffic Guidance Schemes would be prepared in accordance with the principles of the Traffic Control at Work Sites manual (TfNSW, 2022). The Traffic Guidance Schemes primarily show where construction signs would be located at specific locations (such as uncontrolled intersections) along the approved truck routes to warn other road users of the increase in construction vehicle movements.

Access to the neighbouring sites by emergency vehicles would not be affected by the works as the road and footpath frontages would be unaffected. Emergency protocols on the site would include a requirement for site personnel to assist with emergency access from the street. All truck movements to the site and/ or incident point would be suspended and cleared.

8.5 Construction worker parking

At this stage of planning, exact construction worker numbers are currently unknown. Considering the footprint of excavation comprises most of the site area, no construction worker parking would be provided on-site.

Given the site's location to high-frequency public transport services, workers would be encouraged to use public transport to access the site. During site induction, workers would be informed of the existing bus network servicing the site. Appropriate arrangements would be made for any equipment/ tool storage and drop-off requirements.

8.6 Heavy vehicle generation and access routes

Construction vehicles generated by the site are expected to include vehicles up to 12.5-metre heavy rigid trucks, 18.1-metre truck and dog combinations and 19-metre-metre semi-trailers, subject to confirmation of access arrangements and a swept path assessment to be completed as part of the detailed CTMP.

At this stage of planning, the expected number of construction traffic movements to be generated by the works are currently unknown. Based on other similar developments, it is expected that the construction works could generate up to 20 vehicles per hour. This is considered minor and not dissimilar to the expected traffic generation of the proposed development once operational. As such, the proposed construction works are not expected to have a material impact on the surrounding road network.

Heavy vehicle movements would be restricted to designated routes and confined to the arterial road network wherever feasible. Truck routes to/from the site have been identified with the aim of providing the most direct routes to/from the site as well as minimising the impact of heavy vehicles on local roads, as shown in Figure 8.

Specifically, it is anticipated that heavy vehicles would be restricted to approach the site from the west via Parramatta Road and Pyrmont Bridge Road and depart the site via Cahill Street and Mathieson Street. These routes would be reviewed once construction vehicle sizes are confirmed and in consultation with Council/TfNSW and other relevant stakeholders prior to construction commencing.



Figure 8: Anticipated heavy vehicle approach and departure routes

Base image source: Metromap

8.7 Pedestrian and cyclist access

Where required, B-Class hoardings would be installed along the perimeter of the site where overhead works are occurring to maintain safe pedestrian and cyclist movement adjacent to the site. Where B-Class hoarding is not required, A-Class hoarding/fencing would be provided. Pedestrians and cyclists may be temporarily held at the site access points when construction vehicles are accessing the site.

The future CPTMP would detail how the construction impacts to pedestrian and cyclist movements would be minimised or any mitigation required to offset any such impacts.

9 Preliminary Green Travel Plan

9.1 Introduction

Transport is an essential aspect of daily life, impacting the economy, public health, and the environment. The transportation sector stands out as one of the rapidly growing sources of emissions in Australia, presenting a significant opportunity for reducing greenhouse gases. Beyond environmental considerations, offering diverse travel options, prioritising walking, cycling, and public transport, holds substantial public health advantages and contributes to the development of a strong and prosperous community.

A Green Travel Plan (GTP) would ensure that the transportation infrastructure, services, and policies both within and beyond the site are tailored to user needs and strategically coordinated to achieve the highest level of sustainability.

9.1.1 Context

This Preliminary GTP has been prepared to reinforce the client's commitment towards sustainable development and to ensure that the proposed development not only integrates into but also enhances the existing public and active transport networks.

Given the proposal is in its early stages, the purpose of this Preliminary GTP is to outline the overarching requirements for a future GTP. Noting the proposed use of the site, the focus of the future GTP would be to effect changes in resident and visitor travel to and from the site, and assist in:

- removing barriers to active travel for all
- maximising the number of people who walk, cycle or utilise public transport to and from the site.

This Preliminary GTP is intended to develop a package of site-specific measures to promote and maximise the use of sustainable travel modes, including walking, cycling, public transport and car sharing. In this regard, this plan sets out objectives and strategies to assist in achieving its goal to improve sustainability. These targets are to be realistic but ambitious enough to initiate substantive behavioural change to achieve the desired outcomes.

As a 'living' document, the future GTP is to be updated regularly as part of an ongoing review to ensure it remains relevant and reflective of current conditions.

9.1.2 Objectives of a GTP

Underpinning this GTP comprises a package of measures which are to be adopted and designed to address the specific travel needs of the site. In this regard, the overall intention is to encourage and facilitate the use of alternative and sustainable modes of transport and to reduce single-occupancy car travel for journeys to and from the site.

The primary objectives of the future GTP would be to:

- reduce the environmental footprint of the site
- set future travel mode share targets
- improve access, amenity, convenience, and safety of sustainable transport modes to/ from the site
- promote the use of active transport modes such as walking and cycling, particularly for short-medium distance journeys
- reduce reliance on the use of private vehicles for all journeys
- encourage a healthier, happier, and more active and public transport use culture.

Having regard for the above, this GTP seeks to adopt the movement hierarchy shown in Figure 9 (noting this is a standard hierarchy and not necessarily site specific), with priority given to 'active transport' such as walking and cycling.

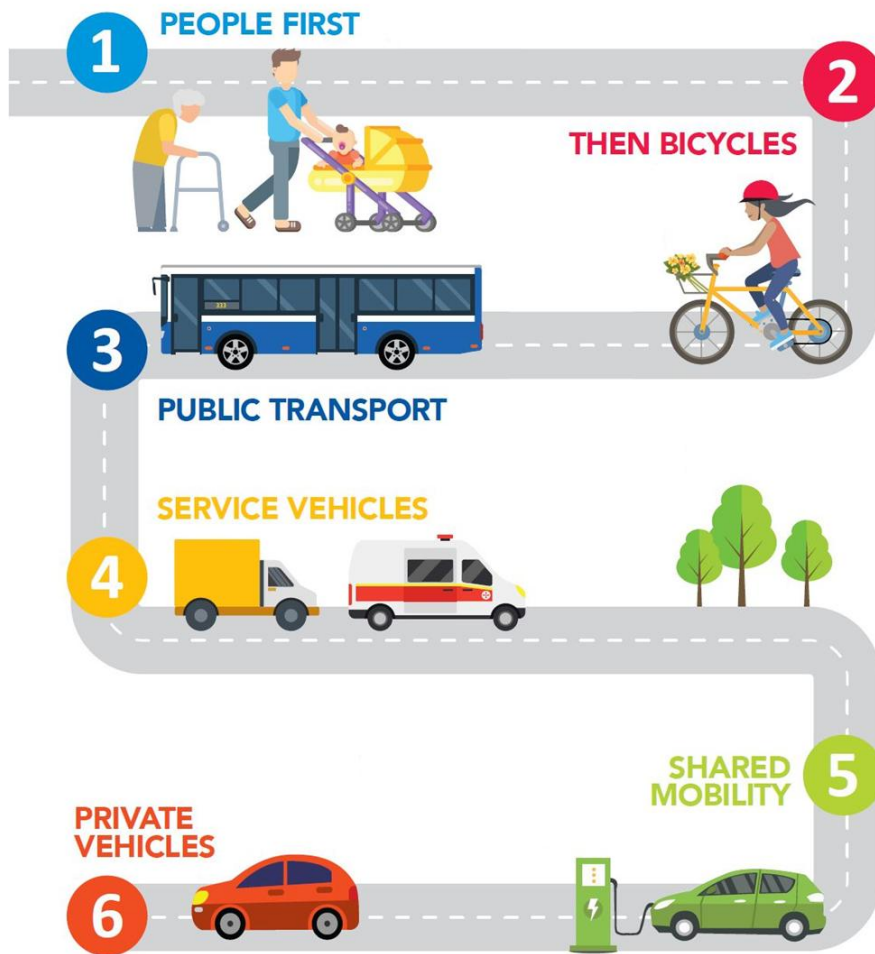


Figure 9: Movement hierarchy

9.2 Measures and action strategies

9.2.1 Measures

The below includes a range of measures which could achieve the objectives of this GTP with any such details to be reviewed and confirmed prior to implementation of any future plan:

- an introduction to the plan for all residents, setting out its purpose and objectives
- provision of public transport travel information for residents and visitor
- assisted cycle purchase schemes for residents
- interest free loans to assist with cycle and cycle equipment purchase for residents
- provision of public transport information including surrounding routes and timetables on building noticeboards.

9.2.2 Site specific measures

Numerous possibilities exist to incentivise users to consider alternative travel modes to and from the site. The following potential measures and initiatives could be implemented to encourage more sustainable travel modes:

- active travel:
 - establish high-quality, prominent bicycle parking
 - foster cultural change through initiatives such as:
 - creating a bike user group, targeting residents working within five kilometres of the site
 - providing information outlining opportunities and facilities available to users, including maps of available cycling routes to the site.
- promote carpooling:
 - encourage carpooling through the establishment of a carpooling club or registry/ forum
 - conduct community programs to encourage carpooling for residents.
- public transport:
 - develop a Travel Access Guide (TAG) for resident access, incorporating details on site facilities and surrounding public transport services and active transport initiatives. Update the TAG as the surrounding transport environment evolves
 - install public transport information boards/ apps to inform residents and visitors about alternative transport options, utilising the TAG as a reference
 - display a copy of the TAG in communal areas of the site including (but not limited to):
 - resident lobby
 - lift lobby area and entrances to buildings
 - any marketing material associated with the site, such as websites and newsletters.
- welcome packs:
 - provide new residents with a ‘welcome pack’ as part of the on-site induction process or when they first move in providing information in relation to sustainable transport choices. This pack would include copy of the GTP and a TAG, as well as general information regarding the health and social benefits of active transport and advice on where to seek further information. It is recommended that an electric copy of the welcome pack be created and made available to residents.
- additional travel demand initiatives:
 - provide electric vehicle charge points to encourage resident uptake of electric vehicles
 - provide suitable bicycle parking facilities for residents. It is recommended that as the site develops further, facilities should be reviewed as part of the monitoring process to meet any increase in demand.

9.3 Implementation and monitoring

9.3.1 Responsibility for implementation

The Travel Plan Coordinator (TPC) would be responsible for the running of the future GTP, including its administration and all liaison with interested parties. The role is likely to be undertaken by site/ building management, or an independent consultant, appointed by building management. The TPC would be appointed following occupation of the development.

9.3.2 Travel plan coordinator

The TPC should be appointed to act as the primary point of contact for enquiries relating to the progress of the future GTP. The TPC would manage all aspects of the future GTP, including the co-ordination and joint working practices between those on-site.

The TPC would promote participation in and commitment to the future GTP from and would work in partnership with all stakeholders to deliver the strategies and actions.

The TPC should be appointed within one month of the site becoming occupied. Contact details for the TPC should be provided in the implemented GTP.

9.3.3 Plan maintenance

So as to record the overall success, as well as the effectiveness of the individual measures, monitoring and review of the GTP should be conducted at regular intervals. The TPC would act as the primary point of contact for all enquiries relating to the GTP's progress.

The GTP should be monitored around every one to two years, with the first survey being carried out shortly after first occupation of the development (approximately six months). Travel mode surveys would determine the proportion of persons travelling to/from the site by each transport mode. This would be in the form of annual travel mode questionnaire surveys to be completed by all persons attending the site, as far as practicable.

The key considerations when reviewing or monitoring the GTP are as follows:

- update baseline conditions to reflect any changes to the transport environment in the vicinity of the site such as changes to public transport services, new cycle routes, etc
- track progress against target travel mode targets
- identify any shortfalls and develop an updated action plan to address issues
- ensure travel modes targets are updated (if necessary) to ensure they are realistic and remain ambitious.

If targets are not met at the end of the initial period of monitoring, the GTP should be reviewed, new measures introduced and would be reassessed at the next monitoring stage.

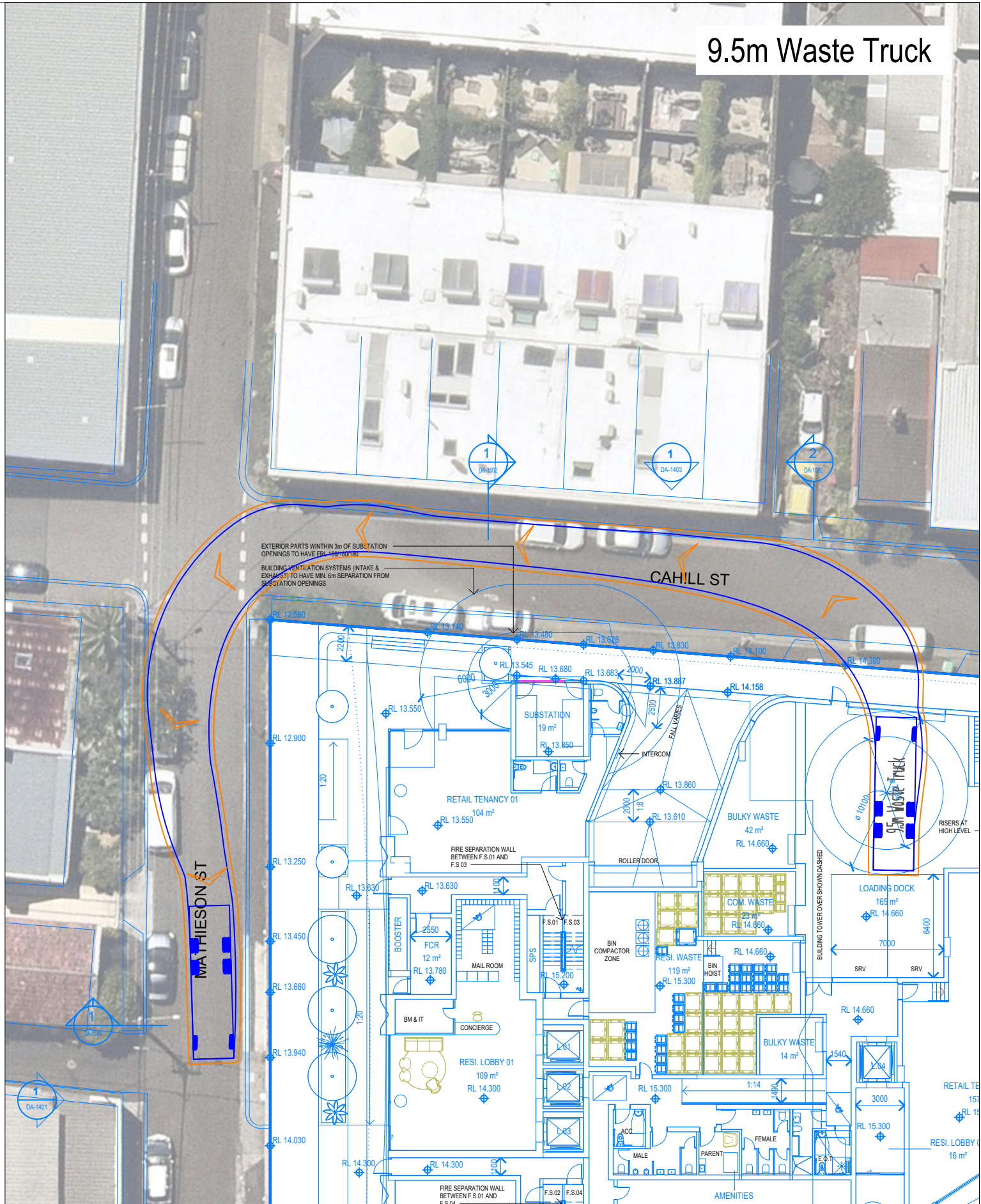
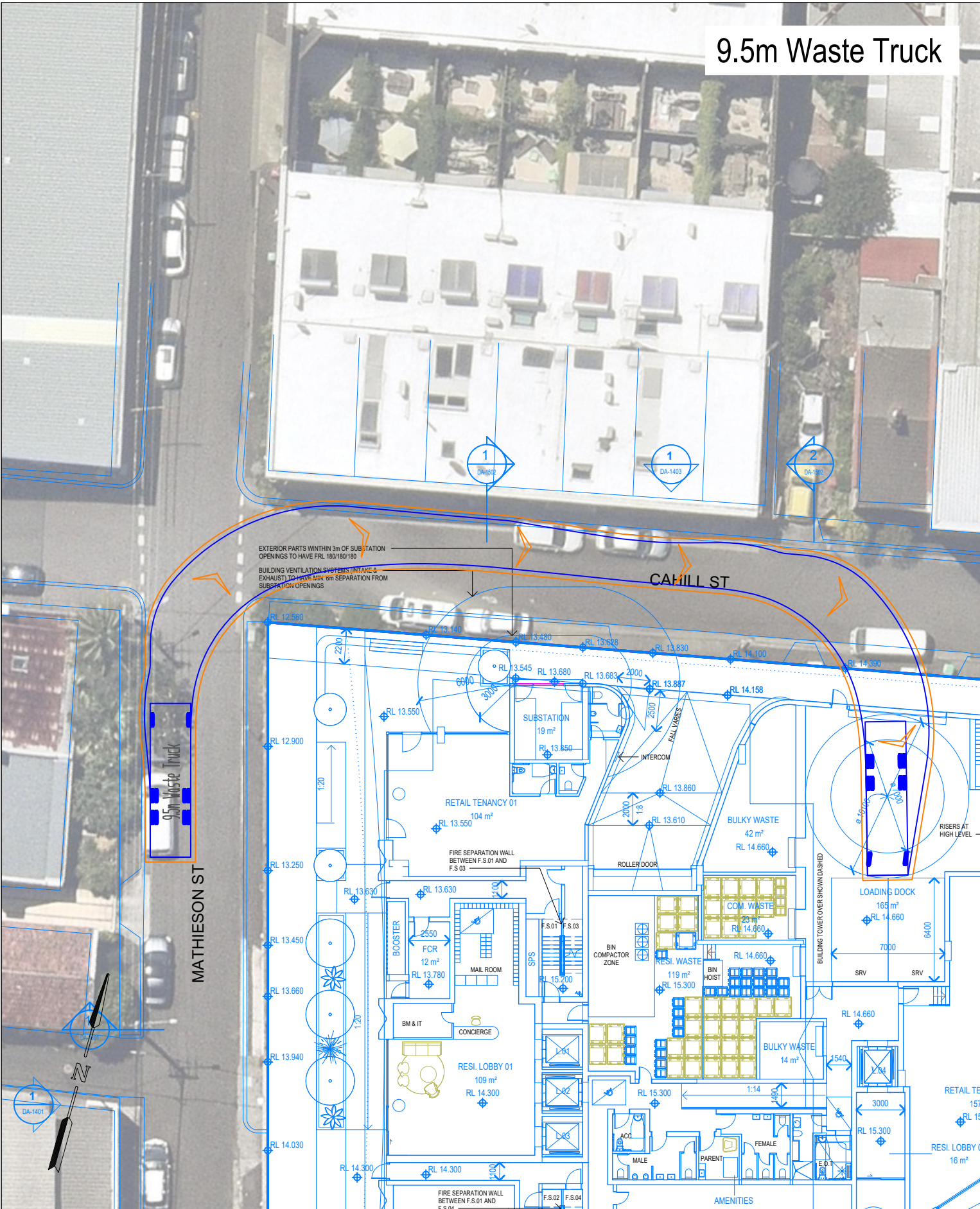
10 Conclusion

Based on the analysis and discussions presented within this report, the following conclusions are made:

- This TIA has been prepared to accompany a SSDA for a shop top housing development located at 122–130 Pyrmont Bridge Road and 206 Parramatta Road, Annandale comprising 281 build-to-rent apartments and ground floor retail.
- The proposal generates a maximum permissible parking provision of 146 car parking spaces based on the rates outlined in the PRCUTS Parking Review. A total of 44 car parking spaces are proposed within the single level basement car park including 43 spaces for residents and one car share space. The proposed parking provision and allocated therefore meets the maximum permissible provisions as stipulated by the PRCUTS Parking Review and is acceptable.
- The proposal generates a requirement for between 142 and 281 bicycle parking spaces for residents and staff, and 35 bicycle parking spaces for visitors.
- A total of 177 bicycle parking spaces are proposed which therefore meets the requirements for the site. The proposed bicycle provision is not only considered sufficient to meet the anticipated bicycle parking demand but also promote active transport as an alternative mode of travel.
- All loading and servicing for the development is proposed to take place within the designated loading dock on the ground floor level. The loading dock is supported by a turntable to ensure all vehicles to enter and exit the site in a forward direction. The proposed loading provision is considered suitable and aligns with the recommended loading provisions estimated by the TfNSW UFFM.
- The vehicle access strategy positively responds to the broader public domain surrounding the site. It ensures that quality pedestrian amenity and public domain space can be delivered along Pyrmont Bridge Road and Mathieson Street along the proposed retail frontages of the site.
- The proposed development is projected to generate around 13 vehicle trips during the weekday peak hours.
- A SSDA (SSD-59354958) was recently approved for the site in January 2025 for the construction of a private hospital. The Hospital TIA estimated that the development would generate around 106 and 121 vehicle trips during the AM and PM peak hours, respectively. Comprehensive traffic modelling was completed in consultation with TfNSW to assess the impact of the development for in 2023 and 2033 modelling year scenarios. The traffic modelling confirmed that the hospital traffic would not have a material impact on the surrounding road network.
- By comparison, the current shop top residential development is projected to only generate around 13 vehicle trips during the weekday peak hours, or around 10-12 per cent of what the site was previously approved to generate. As such, the current proposal would have a much lesser traffic impact on the surrounding road network than the current approval and can be supported on traffic grounds. The cumulative impact of the nearby WestConnex Dive Site development with the proposed development would also be minor (and certainly less than with the approved private hospital) and acceptable.

Overall, the proposed development is well considered and readily supported from a transport perspective. It responds to broader planning objectives to provide more high-quality, diverse housing, and would be supported by excellent access to public transport to reduce dependency on private vehicle travel.

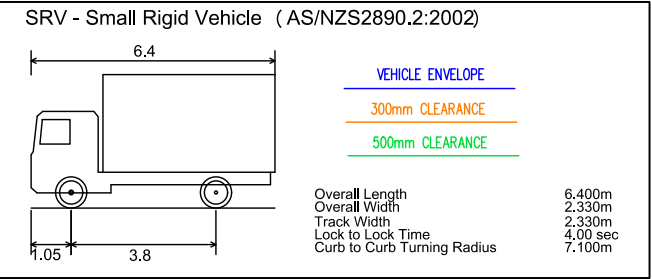
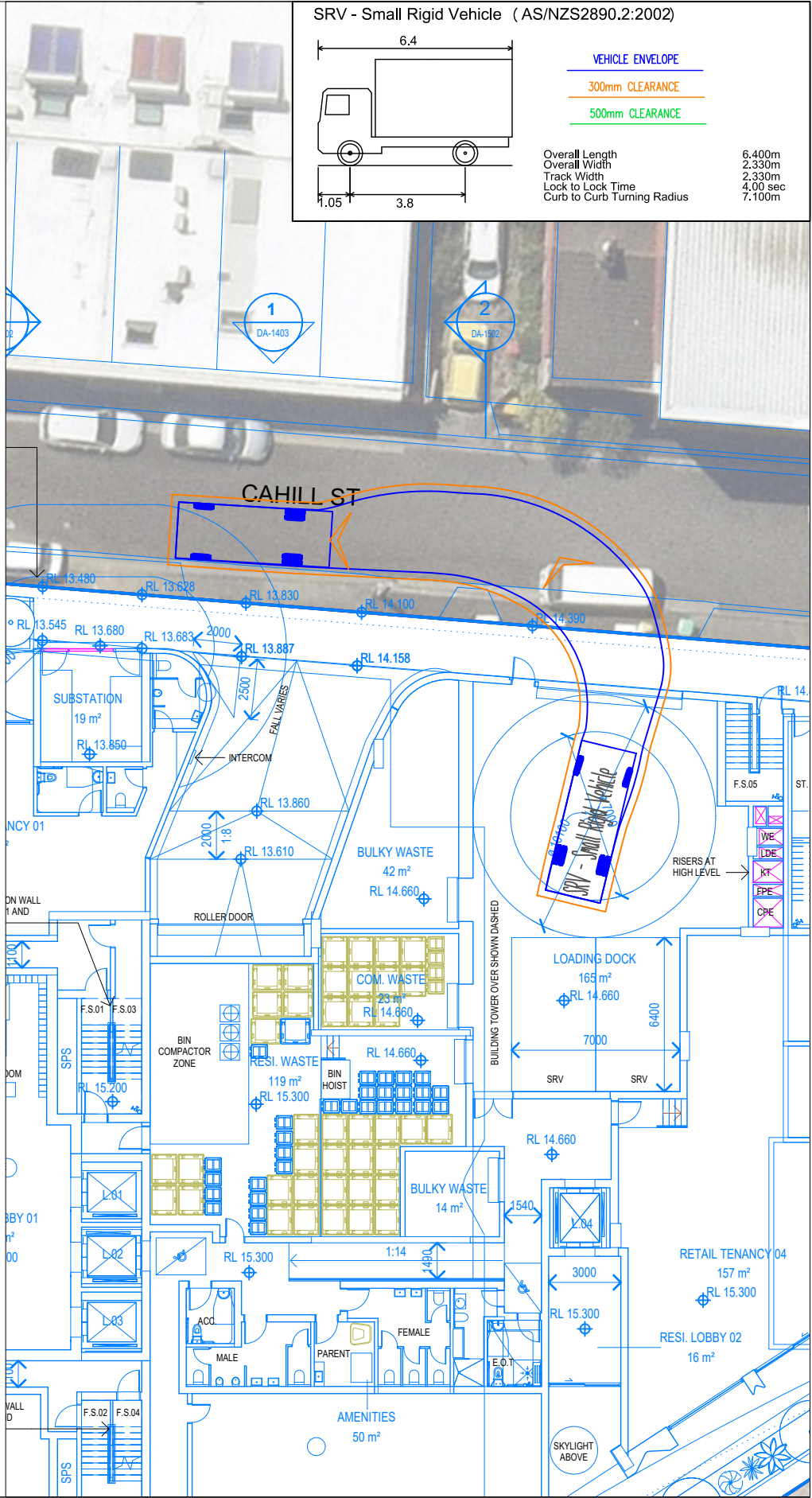
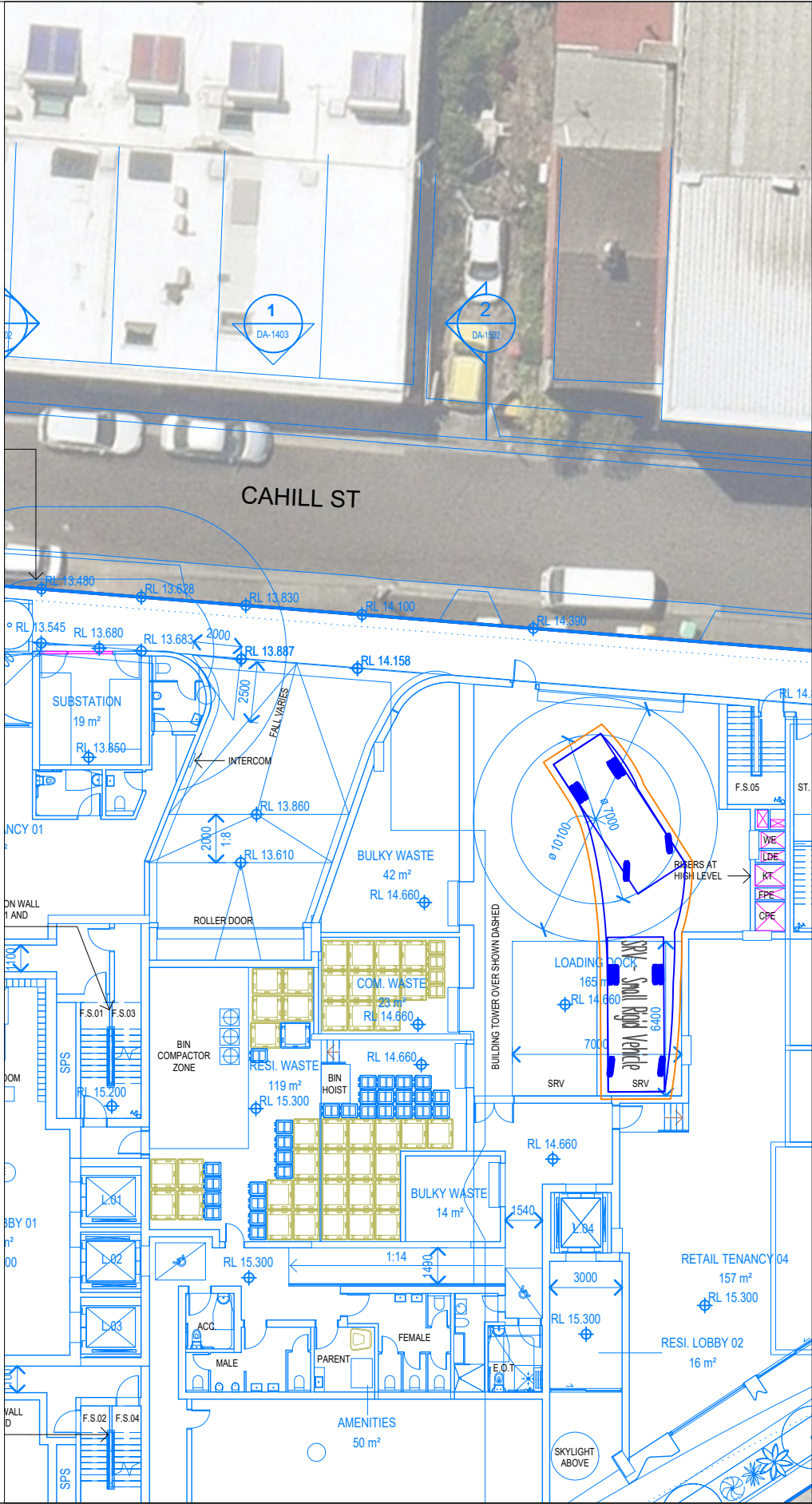
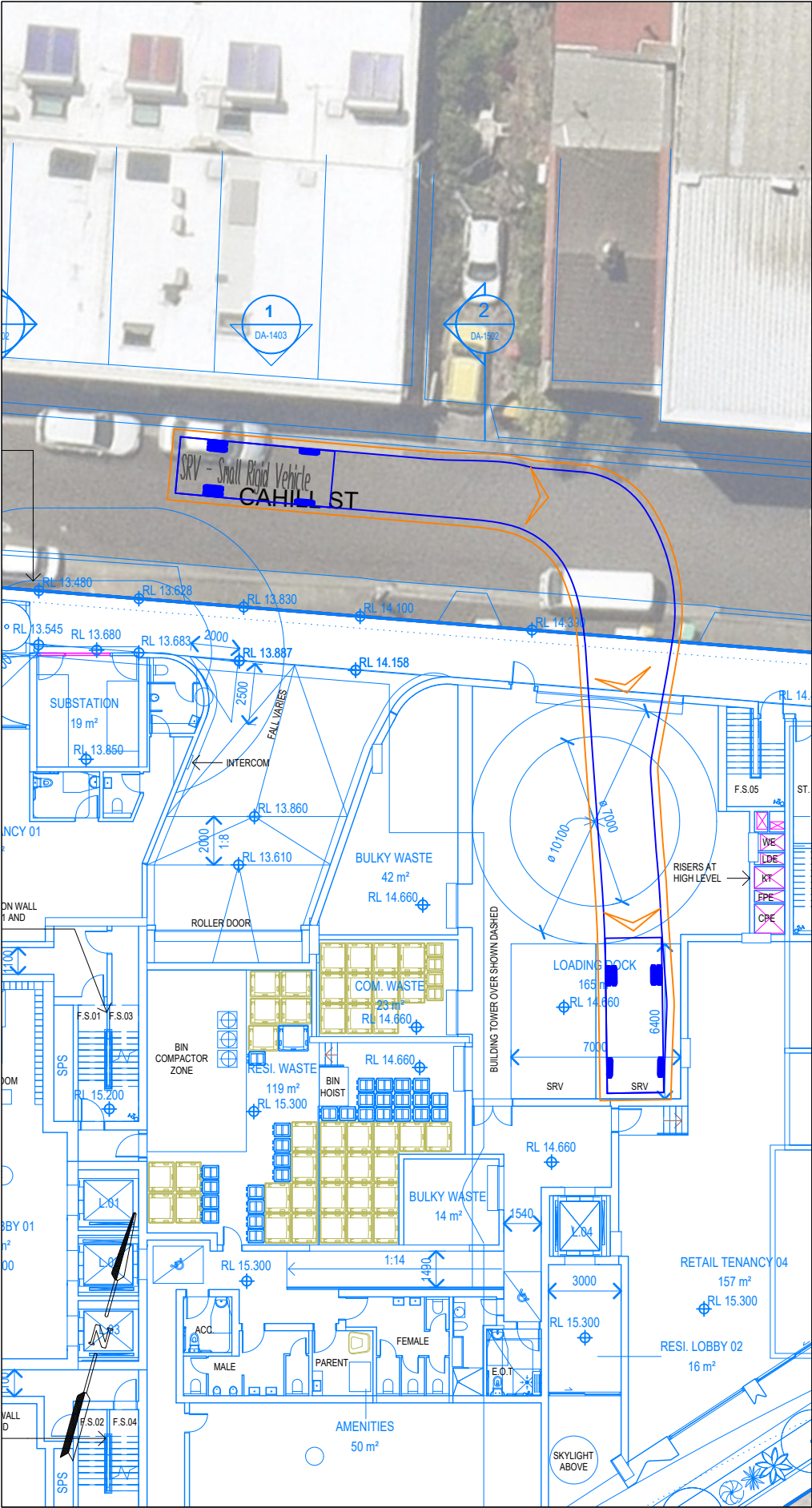
Appendix A Vehicle swept paths



GENERAL NOTES	DESIGNED	PAPER SIZE	CLIENT	DOCUMENT INFORMATION	
	Jay Wu	A3	Mathieson Property		
	APPROVED BY	DATE	PROJECT	Swept Path Analysis	
	M.Brinums	17.11.2025	P3167	9.5m Council Waste Truck Entry & Exit Movements	
	SCALE		122-130 Pyrmont Bridge Road and 206 Parramatta Road, Annandale	FILE NAME	SHEET
	1:300	0 3 6		AG3167-01-v05_Design Assessment.dwg	AG03

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DESIGNED	PAPER SIZE
Jay Wu	A3
APPROVED BY	DATE
M.Brinums	17.11.2025
SCALE	
1:300	0 3 6

CLIENT	
Mathieson Property	
PROJECT	
P3167	
122-130 Pyrmont Bridge Road and 206 Parramatta Road, Annandale	

DOCUMENT INFORMATION

Swept Path Analysis	
6.4m SRV Entry & Exit Movements	
FILE NAME	SHEET
AG3167-01-v05_Design Assessment.dwg	AG04

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