

Department of Planning, Housing and Infrastructure

Our ref: SSD-85848713

601 Pacific Highway, St Leonards

1 July 2025

Subject: Referral Response – Traffic and Transport

To: Alex Wang, Senior Planning Officer, HDA

From: Qian Liu, Team Leader Assessments (Transport), HDA

CC: NA

Proposal

Location	601 Pacific Highway, St Leonards within North Sydney Council
SEARs	Project-specific (pending)
Details	A 52-storey mixed-use project at 601 Pacific Highway, St Leonards, with 507 apartments (including 5% affordable housing), retail and commercial space.

Documentation

The following documents have been received and reviewed as part of this assessment.

Document	Reference	Prepared by	Date
Scoping Report	Final	Urbis	6 June 2025
Agency Advice	SYD25-00684/01	TfNSW	24 June 2025

Comment

The following requirements have been identified and should be incorporated into the project-specific SEARs, or included as supplementary advice where appropriate, to assist in guiding the preparation of the application.

1. Transport impact assessment requirements

Provide a Transport Impact Assessment, developed in accordance with the Guide to Transport Impact Assessment ('GTIA') version 1.1, which includes the following:

- Prepare a Transport Impact Assessment in accordance with GTIA Table 3.2.

- Baseline for existing and future transport network conditions to inform the assessment of impacts. This may include maps, illustrations and/or description of land uses and transport networks surrounding and within the development site. It should detail both existing and committed improvements to transport systems, identification of nearby transport facilities and evaluation of accessibility of the development by all transport modes, as well as existing road safety performance. (GTIA Section 3.3.1)
- Document the existing and proposed use of the site (if developed), including land use type(s), scale and access arrangements for each mode (GTIA Section 3.3.1).
- Document estimated trips generated by the development and mode share, deducting any trips generated by any removed uses in line with GTIA Chapter 5. Trip generation for “High public transport accessibility” should be used for the subject application. The average or benchmarking method may be used (GTIA Section 5.5.3).
- Identify the requirements for parking for each mode of transport (GTIA Section 8.3 & 8.5) Document the number of parking spaces by mode proposed by the development. Reference should be made to Part B, Section 10 of the NSDCP 2013, which outlines the maximum car parking rates applicable to the subject application. If statutory parking requirements are not satisfied, the assessment must provide justification.
- Assess the impact of the development on the safety and operational efficiency for transport users of all types (GTIA Chapter 6), including a performance assessment for each mode of transport per GTIA Section 6.2.3 Table 6.1. Traffic modelling (e.g., SIDRA) should be undertaken in accordance with the requirements specified by TfNSW in their Agency Advice.
- Recommendations to address issues and reasonably manage potential impacts of trips generated by the proposed development on the surrounding transport network.
- Detail the safety and functionality of the development’s proposed multimodal access arrangements and internal road/parking 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. Any proposed shared use of the loading dock must be supported by a detailed operational plan.
- The provision of well-designed active transport connections both within the site and linking to the surrounding area is essential. To support the best practice design, please refer to the following guidance documents:
 - Cycleway Design Toolbox (2020)
 - Walking Space Guide (2020).
- 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.

- 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.

2. Construction Traffic Management Plan

A preliminary Construction Transport Management Plan (CTMP) must be prepared to address the impact of construction traffic on the road network. The CTMP must include a detailed description of the proposed construction activities, anticipated vehicle types and volumes, designated truck routes, and construction access points. Consideration should be given to the CTMP requirements outlined by North Sydney Council - [Prepare a Construction Traffic Management Plan – North Sydney Council](#).

3. Green Travel Plan

A Green Travel Plan is to be prepared in accordance with the requirements specified by TfNSW in their Agency Advice.