

## Department of Planning, Housing and Infrastructure

Our ref: SSD-89441959

Leeds Street & Averill Street, Rhodes

27 August 2025

---

**Subject:** Referral Response – Traffic and Transport

**To:** Ryan White, Senior Planning Officer Assessments, HDA

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

**CC:** NA

### Proposal

|          |                                                                                                                                                                                                                                                        |
|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Location | Leeds Street & Averill Street, Rhodes within Canada Bay Council                                                                                                                                                                                        |
| SEARs    | Project-specific (pending)                                                                                                                                                                                                                             |
| Details  | Concept DA for 9 mixed use towers consisting of apartment dwellings and retail premises, and Stage 1 Works including demolition works and construction of 3 mixed use towers consisting of apartment dwellings, retail premises, and associated works. |

### Documentation

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

| Document         | Reference   | Prepared by        | Date           |
|------------------|-------------|--------------------|----------------|
| Scoping Report   | Final       | Urbis              | NA             |
| Agency Advice    | SYD25-00936 | TfNSW              | 13 August 2025 |
| Council Response | NA          | Canada Bay Council | 12 August 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. Rezoning assessment requirements

The Rhodes Place Strategy identified a suite of transport infrastructure requirements to support the proposed development in the Rhodes precinct (refer to Appendix A of the Strategy). Certain investments were identified as enabling works to unlock development beyond 3,000 dwellings in the precinct, such as the upgrade to the Rhodes Rail Station. An assessment of the dwelling cap is subject to a separate planning process being undertaken by TfNSW.

The EIS/TIA must demonstrate that the proposed 2,020 dwellings and 15,020 m<sup>2</sup> of non-residential space can be adequately supported by Place Strategy infrastructure schedule or otherwise identify any additional infrastructure needs associated with the proposed uplift. The assessment should also account for any approved or committed developments since the rezoning proposal was finalised to ensure cumulative impacts are properly considered.

#### 2. Transport impact assessment requirements (Stage 1 Works assessment)

Demonstrate that the traffic assessment methodology has been endorsed by DPHI:

- Prepare an assessment scoping memo to outline the key assumptions and modelling approach for the transport assessment. Consider use of previous/recent analysis if applicable. If recent modelling has been undertaken at the rezoning stage, or other studies, and it can be shown that this development is within the bounds of that analysis, then reference to previous model outputs can be used.

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

- Ensure the assessment align with the requirements outlined in 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).

## Department of Planning, Housing and Infrastructure

- Document estimated trips generated by the development and mode share, deducting any trips generated by any removed uses in line with GTIA Chapter 5. 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. 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 at the year of completion (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 should be provided for all scenarios agreed with DPHI. At a minimum, SIDRA intersection analysis should include the following intersections:
  - Concord Road / Averill Street
  - Concord Road / Mary Street.
- Recommendations should address identified issues and reasonably manage the potential impacts of trips generated by the proposed development on the surrounding transport network, as well as public and active transport infrastructure. It is essential that the assessment clearly defines performance thresholds for key intersections and public/active transport facilities, with upgrade triggers appropriately aligned to support the dwelling numbers proposed under Stage 1 of the development.
- 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:
  - Rhodes Place Strategy (2021)
  - Cycleway Design Toolbox (2020)
  - Walking Space Guide (2020)
  - Relevant Council public domain design guidelines or strategy.

- 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 with Transport for NSW regarding these initiatives.

### 3. 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. The plan must outline traffic control measures, parking arrangements, and loading zones, ensuring minimal disruption to public roads and safety. It should also identify responsible personnel, regulatory approvals required, and strategies for managing environmental impacts and community communication. All vehicle movements and site operations must comply with relevant council and TfNSW guidelines.