

Department of Planning, Housing and Infrastructure

Our ref: SSD-89477725

51-55, 61 Parramatta Road, 33, 35-41 and 43 Queens Road, Five Dock

18 August 2025

Subject: Referral Response – Traffic and Transport

To: Lachlan Hutton, Senior Planning Officer, HDA

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

CC: NA

Proposal

Location	51-55, 61 Parramatta Road, 33, 35-41 and 43 Queens Road, Five Dock within Canada Bay Council
SEARs	Project-specific (pending)
Details	Mixed-use development consisting of 3 x shop top housing buildings, commercial premises, and 1 x co-living / built-to-rent building with heights ranging 8-28 storeys and a total of 674 dwellings (inclusive of 50 affordable living units).

Documentation

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

Document	Reference	Prepared by	Date
Scoping Report	25125	Beam Planning	29/07/2025
Agency Advice	SYD25/00937	TfNSW	12/08/2025
Council Response	SSD-89477725	Canada Bay Council	12/08/2025

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. Agency engagement requirements

The proposal relies on the construction of a new road that connects to Parramatta Road and Queens Road, both of which are classified as State Roads under the jurisdiction of TfNSW. The preliminary design also includes a proposed traffic signal at the intersection with Queens Road, which will require TfNSW endorsement.

Early consultation with TfNSW is essential to obtain in-principle support for both the new road and the associated intersection upgrades, as these elements will significantly influence the overall design and transport distribution. Evidence of engagement with TfNSW must be provided to demonstrate that these initiatives have been appropriately discussed and considered.

2. 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:

- 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).
- 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. Consideration should be given to Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), which outlines the maximum car parking rates applicable to the precinct.

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- 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 is only required if traffic modelling has been conducted. Consider use of previous/recent analysis if applicable.
- 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:
 - PRCUTS
 - 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 the 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). Swept path plans should be provided as required to demonstrate the compliance.
- If the site generates more than 100 additional vehicles per hour, the assessment should include SIDRA modelling of significantly impacted intersections in accordance with the Traffic Modelling Guidelines and GTIA Section 6.3. 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. For the assessed intersections, intersection turning count and queue length data should be collected for a typical weekday morning and afternoon peak hour. Traffic signal data should be obtained from TfNSW for all traffic signals.
 - An existing case should be modelled, along with a demonstration that the models are calibrated and validated in line with the Traffic Modelling Guidelines.

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- A future base case should be modelled, which is based on the year of opening with background growth with the existing development plus any known approved or committed development.
- A project case should be modelled, which is based on the year of opening with background growth, the proposed development, and any proposed works.
- All intersections specified in TfNSW agency advice dated 12 August 2025 must be included as well as the additional intersections at the new road (if supported by TfNSW).
- SIDRA files must be submitted to allow detailed review.

3. Construction Transport 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. The CTMP should address any potential cumulative construction traffic impacts arising from adjacent development sites (e.g. the schools). 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. Evidence must clearly demonstrate that consultation has been undertaken with relevant road agencies including Council and TfNSW.

4. Green Travel Plan

A Green Travel Plan (GTP) is required to identify site-specific measures that promote and maximise the use of more sustainable modes of transport, such as walking, cycling, public transport, and carpooling. The preparation of the GTP should align with the principles and requirements outlined in Transport for NSW's Travel Demand Management framework ([Travel Demand Management | nsw](#)). This includes adopting a data-led, evidence-based approach tailored to the specific characteristics of the site, with the aim of influencing travel behaviour, reducing reliance on private vehicles, and supporting long-term mode shift. The plan should also include clear targets, implementation strategies, and monitoring mechanisms to ensure its effectiveness over time.