

Department of Planning, Housing and Infrastructure

Our ref: SSD-90005457

448-460 Pacific Highway, St Leonards

20 August 2025

Subject: Referral Response – Traffic and Transport

To: Paula Bizimis, Senior Planning Officer Assessments, HDA

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

CC: NA

Proposal

Location	448-460 Pacific Highway, Chatswood within Lane Cove Council
SEARs	Project-specific (pending)
Details	Shop-top housing development up to 52 storeys, comprising ground floor non-residential floor space, 630 dwellings (including 125 affordable dwellings), through-site link, landscaping and public domain works.

Documentation

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

Document	Reference	Prepared by	Date
Scoping Report	NA	FPD planning	24 July 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

Demonstrate that the traffic modelling methodology has been endorsed by DPHI, in consultation with Council and Transport for New South Wales (TfNSW):

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- Prepare a model scoping memo to outline the key assumptions and approach for the 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 evidence of consultation and endorsement by DPHI, in consultation with Council and TfNSW of the traffic modelling methodology.

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 aligns 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. 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. 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, in consultation with Council and TfNSW.
- Preparation of traffic modelling in accordance with the agreed traffic modelling methodology with DPHI, in consultation with Council and TfNSW.

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- 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)
 - 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 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). 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 TfNSW 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. 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.

3. 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 (<https://www.nsw.gov.au/driving-boating-and-transport/travel-demand-management>). 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.