

13 November 2025

TfNSW Reference: SYD25-01333/01
DPHI Reference: SSD-98063208



Ms. Kiersten Fishburn
Secretary
Department of Planning, Housing, and Infrastructure
Locked Bag 5022
Parramatta NSW 2150

Attention: Della Galao

**REQUEST FOR SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS (SEARS)
SHOP-TOP HOUSING DEVELOPMENT
14-16 BROOKHOLLOW AVENUE, NORWEST**

Dear Ms Fishburn,

Thank you for providing Transport for NSW (**TfNSW**) an opportunity to provide input to the Secretary's Environmental Assessment Requirements (**SEARS**) for the proposed shop-top housing development at 14-16 Brookhollow Avenue, Norwest.

TfNSW has reviewed the Scoping Report (prepared by Urbis in October 2025) and provides assessment requirements and comments in **TAB A** for the consideration of the Department of Planning, Housing and Infrastructure (**DPHI**).

Should you have any questions regarding the above matter, please contact Simon Turner, Land Use Planner, on phone 9983 6363 or via email at development.sydney@transport.nsw.gov.au

Yours sincerely,

A handwritten signature in black ink, appearing to read "B. Pegg".

Brendan Pegg
Senior Manager Land Use Assessment Central and Western
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OFFICIAL

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W transport.nsw.gov.au

TAB A - TfNSW suggested requirements and comments

1. **Transport Impact Assessment (TIA):** A TIA shall be prepared in accordance with the *Guide to Transport Impact Assessment (GTIA)*. GTIA 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 network that it manages, as well as the impacts from local road connections with the state classified road network because of increased vehicular, bus and pedestrian/active transport movements. The TIA must include, but not be limited to, the following:
 - Details of all traffic types and volumes likely to be generated during construction and operation. Traffic flows are to be shown diagrammatically to a level of detail sufficient for easy interpretation.
 - An assessment of the predicted impacts of development traffic on road safety and the capacity of the road network, including consideration of cumulative impacts of nearby approved developments at key intersections on Norwest Boulevard using SIDRA or similar traffic model (further details at point 2 below).
 - A review of the crash data along the identified transport route/s and key nearby intersections for the most recent 5-year reporting period and an assessment of the safety implications of the proposed development and required mitigation measures.
 - Plans demonstrating how all vehicles likely to be generated during construction and operation and awaiting loading, unloading, or servicing can be accommodated on the site to avoid queuing in the street network.
 - Details of the site access and pedestrian network and parking provision associated with the proposed development, in accordance with the relevant Australian Standards, Austroads Guide and Council's Development Control Plan (DCP).
 - Details of travel demand management measures to minimise the development impact on general traffic and bus operations, including details of a location-specific sustainable travel plan (Green Travel Plan and/or specific Workplace Travel Plan) and the provision of facilities to increase the non-car mode share for travel to and from the site.
 - Details of the adequacy of existing public transport or any future public transport infrastructure within the vicinity of the site, pedestrian and bicycle networks and associated infrastructure to meet the likely future demand for the proposed development; and
 - Measures to integrate the development with the existing/future public transport network.
 - Identification of the necessary road network infrastructure upgrades (e.g. signage, pedestrian facilities, intersection upgrades, etc.) that are required to mitigate the development impact on the classified road network, in terms of safety and efficiency for both vehicles and pedestrians. Any proposed intersection upgrades on the classified road network should consider the broader growth planned for the precinct and opportunities to improve safety and to rationalise access to/from the road network. Any required/proposed road network infrastructure upgrades/mitigation measures on the classified road network should be developed in consultation with TfNSW.
2. **Traffic Modelling:** Detailed traffic modelling (e.g. SIDRA) will be required to document the impact of the proposed development on the existing and proposed road network with an existing base and a +10-year background traffic growth scenarios, with and without the proposed development, for weekday AM, PM and weekend peak periods.

At a minimum, the traffic modelling should include the following intersections:

- Brookhollow Avenue/ Norwest Boulevard/Century Court
- Brookhollow Avenue/ Norwest Boulevard/ Columbia Court
- Norwest Boulevard/ Windsor Road

Modelling undertaken must include, but not be limited to, the following:

- Be based on current traffic counts.
- Cumulative impact combined with surrounding approved developments should also be considered.
- Ensure the base model is calibrated with on-site observations (e.g. queue lengths, delays). Details on the calibration undertaken must be provided.
- Details of any default settings that have been changed, along with supporting justification for each change; and
- Ensure the electronic copies of all modelling files are provided to TfNSW for review.

SCATS data for signalised intersections can be requested via SCATS.Traffic.Signal.Data@transport.nsw.gov.au.

3. **Rezoning:** TfNSW notes that this State Significant Development Application (SSDA) is subject to a concurrent Planning Proposal to add an additional permitted use of "shop-top housing" to the subject site, thereby enabling the intended residential outcome and associated uplift in height and floor space ratio. Details of the proposed Local Environmental Plan (LEP) amendments to facilitate this development should be provided as part of the Planning Proposal documentation and early consultation with TfNSW is encouraged in the process.