

26 November 2025

TfNSW Reference: SYD24-00897/07
Council's Reference: DA-2024/56 (CNR-68577)

Ms Meredith Wallace
General Manager
Bayside Council
PO Box 21
ROCKDALE NSW 2216

Attention: Felicity Eberhart

**CONSOLIDATION OF 16 LOTS TO CONSTRUCT FIVE COMMERCIAL TOWERS ABOVE PARKING PODIUM
7-9, 14-21 CHALMERS CRESCENT, MASCOT**

Dear Ms Wallace,

Reference is made to Council's referral regarding the abovementioned application which was referred to Transport for NSW (**TfNSW**) for comment in accordance with clause 2.122 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021* and in accordance with the *Environmental Planning and Assessment Regulation 2021*, s38 (Amendment of development application).

As TfNSW has been requested to provide a review and comment on the additional information submitted within a highly constrained timeframe, the Agency has not had the opportunity to undertake a detailed review of the Sidra modelling files and has assessed the information within the memorandum prepared by WSP dated 24 November 2025 only.

Based on the review undertaken, TfNSW provides the following comments in **TAB A** to assist Council and the consent authority in determining the application.

If you have any further queries regarding this matter, please contact Matthew Houlden, Land Use Planner via email at development.sydney@transport.nsw.gov.au.

Yours sincerely,



Aleks Tancevski
Senior Manager Land Assessment Eastern
Transport Planning Branch
Planning, Integration and Passenger

OFFICIAL

TAB A – TfNSW Comments on the Amended Material Submitted

TfNSW offers the following advisory comments in respect of public and active transport:

1. The walking distance from Mascot Station to the proposed development is approximately 720m (8-10 minute walk). TfNSW recommends investigation of the potential to negotiate a through-site pedestrian link to be provided to Coward Street via 10-12 Bourke Road, Mascot, to provide more direct access to public transport for the subject development. While it is noted that this land belongs to a third party, such a link would substantially reduce the walking distance to approximately 440m (5 to 6 minute walk), encourage further mode shift to public and active transport, and reduce the traffic impact of the subject development on the surrounding road network.

TfNSW offers the following comments in respect of road-based transport:

1. The development proposes 48,645 m² Gross Floor Area (**GFA**) of commercial floor space and based on the Bayside Council Development Control Plan (**DCP**) 2023, the minimum car parking rate of a commercial premises (including business premises, office premises and retail premises) located within 800m of Mascot Train Station is 1 space per 80m² GFA, resulting in a minimum of 608 car parking spaces.
2. TfNSW notes Section 3.5.2 of the Bayside DCP 2023 which states “Council may reduce the requirement for onsite parking provisions (up to 10% of total parking spaces required) for commercial and industrial developments when both Workplace “Green” Travel Plans and Transport Access Guides are provided”. Application of a 10% reduction would result in 547 car parking spaces.
3. TfNSW notes the development now proposes to reduce the on-site car parking spaces to 500, with 100 of those spaces being allocated to corporate vehicles. While TfNSW appreciates the intent of providing lower car parking supply on-site and potentially restricting the use of 100 spaces, it is unclear whether it would be possible to provide a consent condition to reasonably restrict some spaces being allocated to corporate vehicles in perpetuity and the consent authority would need to be satisfied whether this can reasonably be achieved. Further, the allocation of 100 spaces to corporate vehicles would not necessarily guarantee a reduction in peak hour trip generation, depending on how these vehicles are used and managed.
4. It is also noted as stated by the Applicant that the car park will not operate as a public car park. This is considered an important requirement of any development consent to prevent future use of the car park as a public car park.
5. The Applicant has calculated a trip rate value of 0.31 trips per car parking space during the AM peak hour. How this value was determined is not clear and TfNSW’s survey data indicates that a value of approximately 0.40 trips per car parking space for all Sydney sites and 0.58 for all sites of similar public transport accessibility (excluding Olympic Park and Norwest) would be more appropriate.

Application of these values to the proposed 500 car parking spaces equates to traffic generation of between 200 and 290 movements in the AM peak hour. The Applicant has undertaken a Sidra modelling assessment based on 340 trips during the AM peak hour, which is considered a conservative value in total, however a detailed assessment of the revised traffic distribution has not been undertaken due to the time available for TfNSW’s review.

6. The Sidra modelling undertaken by the Applicant as summarised on Page 5 of the memo notes an estimated queue of 209m on the north approach of the intersection of Coward Street / Kent Road in Scenario 3. In Scenario 4, this queue was estimated at 340m and in Scenario 4A this was estimated at 336m. There is a distance of approximately 250m, for vehicles travelling southbound, between the intersection of Coward Street / Kent Road and Kent Road / Ricketty Street.
7. The modelling indicates that the proposed development traffic at the intersection of Coward Street / Kent Road is anticipated to affect the intersection of Kent Road / Ricketty Street in Scenario 4A, however to a lesser extent in Scenario 4A than Scenario 4 (i.e. there is a slight improvement when parking and resultant trip generation is reduced). Should the on-site car parking and resultant AM peak hour traffic generation be reduced further, this would be expected to result in less impact on the classified road network.
8. TfNSW supports the further reduction of car parking on-site, in association with the implementation of Travel Demand Management (**TDM**) including the preparation of a Green Travel Plan (**GTP**), as a traffic impact mitigation measure. The GTP should be prepared by the Applicant and endorsed by Council prior to the issue of any occupation certificate for the proposed development. The NSW Government provides a range of resources to help in the development of a GTP at:
<https://www.nsw.gov.au/driving-boating-and-transport/travel-demand-management/toolkit/benefits-of-a-plan>