

11 November 2025

TfNSW Reference: SYD24-00897/06
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 *Environmental Planning and Assessment Regulation 2021*, s38 (Amendment of development application).

TfNSW notes that the application includes works proposed on the state road network, which would require TfNSW's approval under section 87 and concurrence under section 138 of the *Roads Act 1993* (further details at **TAB A**).

TfNSW has reviewed the material submitted and does not support the application at this time due to the reasons outlined in **TAB A** and requires additional information to provide an informed comment.

Following receipt of updated information that addresses the comments and requirements in **TAB A** and **TAB B**, TfNSW will review the material and respond accordingly.

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,



Rachel Davis
Senior Land Use Planner
Transport Planning
Planning, Integration and Passenger

Encl:

TAB A – TfNSW Comments on the Amended Material Submitted
TAB B – Strategic Design Fact Sheet

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TAB A – TfNSW Comments on the Amended Material Submitted

TfNSW provides the following comments in respect of road-based transport impacts of the development:

1. The two key nearby intersections that are affected by the proposed development are I-01 (Kent Road / Coward Street) and I-03 (Kent Road / Ricketty Street).

Two amelioration measures are proposed by the Applicant at the abovementioned intersections, to ameliorate the traffic impact of the proposed development on the surrounding road network. The proposed works will require TfNSW approval under section 87 and concurrence under section 138 of the Roads Act 1993 respectively.
2. No strategic design has been provided for either of the amelioration measures at the above intersections to enable TfNSW to determine the feasibility of the proposed upgrades to fit within the existing road reserve and their impact on lane widths, services, footpaths and other considerations. Without the strategic design, TfNSW cannot make an informed comment as to the impact of the proposed development on the classified road network and confirm whether the proposed measures can be constructed.
3. TfNSW requires strategic concept designs for the above works to be submitted for further consideration. The requirements for a strategic concept design are provided within **TAB B** of this letter. The proposed strategic designs should consider the likely cycleways identified within Bayside Council's Bike Plan 2024 and should not preclude potential future cycleway designs to connect missing links within the existing cycleway network.

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

1. TfNSW notes the draft Green Travel Plan provided in Appendix I of the updated Traffic and Transport Impact Assessment prepared by WSP Issue D dated 19/9/2025. TfNSW would recommend a condition of any consent issued for the subject development to include the following requirements:

Prior to the issue of the first Occupation Certificate, the proponent shall prepare a final Green Travel Plan (**GTP**) in consultation with TfNSW. The NSW Government provides a range of resources to help in the development of a GTP at www.mysydney.nsw.gov.au/travelchoices/tdm#support.

The Applicant should submit a copy of the final GTP to TfNSW at development.sco@transport.nsw.gov.au for endorsement, prior to the issue of any Occupation Certificate.

TfNSW is also happy to meet with the proponent to discuss the above requirements.

The following comment is offered for Council's consideration as part of the assessment of the Development Application:

1. The traffic generation of the proposed development is expected to be closely linked to the amount of car parking provided on-site. The Public Transport Accessibility Level (PTAL) of the subject site is rated Very High¹ and should the amount of car parking provision be reduced, the traffic impact of the proposed development is also likely to be reduced.

¹ <https://www.movementandplace.nsw.gov.au/place-and-network/built-environment-indicators/public-transport-accessibility> - Accessed 11/11/2025

A factsheet to assist developers prepare their submission

Strategic design requirements for DAs



Context

Development applications (DAs) will often include or require road infrastructure upgrades to enable people to access the development safely and/or mitigate the impacts of the development on the surrounding road network. For instance:

- a rural property access treatment, a widened shoulder, or a raised central median;
- a pedestrian refuge, a bus lane or bus bay, new or relocated kerb and channel;
- an intersection upgrade such as turning lanes, a roundabout or traffic signals; and/or
- additional through lanes, a realignment, a new overpass or an interchange.

TfNSW approvals are required under the Roads Act, 1993 for works on State roads and traffic signals on any road. While these approvals are generally provided post development consent, TfNSW requires developers to provide a strategic design for the road infrastructure upgrades as part of their DA submission to:

- clarify the scope of works; and
- demonstrate a compliant design (in accordance with Austroads guides and TfNSW supplements) can be constructed within the road reserve or adjoining land available; and
- allow the consent authority to consider the environmental impacts of the upgrade works as part of their determination under Part 4 of the Environmental Planning and Assessment Act, 1979.

In doing so, the strategic design provides TfNSW, the Consent Authority and the Developer with

confidence the development can proceed and will help streamline the post consent process.

Proposed departures from TfNSW Standards and/or design requirements may require a concession, which must be obtained prior to lodgement of any DA, for details of the concession process and how to apply see the [TfNSW Standards Portal](#).

When does TfNSW require a strategic design?

TfNSW requires a strategic design for road infrastructure upgrades on State roads and/or traffic signals (new or modifications to existing) on any road.

It is important to note that in most cases the strategic design should be prepared AFTER the traffic analysis has been undertaken. While TfNSW recognises it can be beneficial to prepare a strategic design early in the process to gain some understanding of what can be achieved, proceeding directly to strategic design may ultimately lead to significant redesign work being required.

How much detail does TfNSW require?

The level of detail required will depend on the scope of the upgrades and the road environment. The key factors to determining the detail required include the width of the road reserve, the topography and the extent of widening/scope of works. Generally, TfNSW will require either:

1. a 2-dimensional plan overlaid on aerial photography; or
2. a 3-dimensional plan overlaid on ground survey, lidar or the like.

The scenarios and requirements for each of these options are detailed on the next page.

For further information see our website at: transport.nsw.gov.au



2-dimensional plan overlaid on aerial photography

This will suffice in less constrained environments where it can be easily demonstrated a compliant design can fit within the road reserve. The design needs to include the following:

- PDF format and, if available, CAD file in DGN or DWG format
- North point
- Road names
- Proposed edge of pavement
- New pavement shown as shaded
- Proposed line and pavement markings
- Proposed medians including type (raised or painted)
- Proposed footpaths and/or cycle ways
- Proposed safety barriers
- Property boundaries (from mapping program)
- Sight distance checks
- Proposed regulatory signage (e.g. parking restrictions, speed zone changes)
- Vegetation-tree trunks and foliage, including proposed trees removal to enable works
- Hazard free zone (clear zone)
- Dimension all proposed design elements (incl. line marking)
- Typical section/s
- Turning paths of design vehicle at 15km/h

3-dimensional plan overlaid on ground survey

This will be required in more complex environments, where there are topographical constraints and/or the extent of widening or scope of works is significant and/or upgrades have the potential to impact on existing property boundaries. The design needs to include all listed requirements for the 2D design and the following additional details:

- Proposed batters
- Cross Sections
- Long Sections

Significant or specific road infrastructure upgrades

The requirements listed in this document are the baseline requirements for the majority of DA related road infrastructure upgrades. For significant or specific road infrastructure upgrades additional information may be required to clarify the scope of works, demonstrate a compliant design can be constructed and enable the consent authority to consider the environmental impacts. For instance, this additional information may be related to drainage, utilities, road safety audits and design reports.

What if I am not sure and/or want pre-DA advice?

TfNSW encourages developers to engage with us before lodging their development application by contacting our teams (refer to emails below).

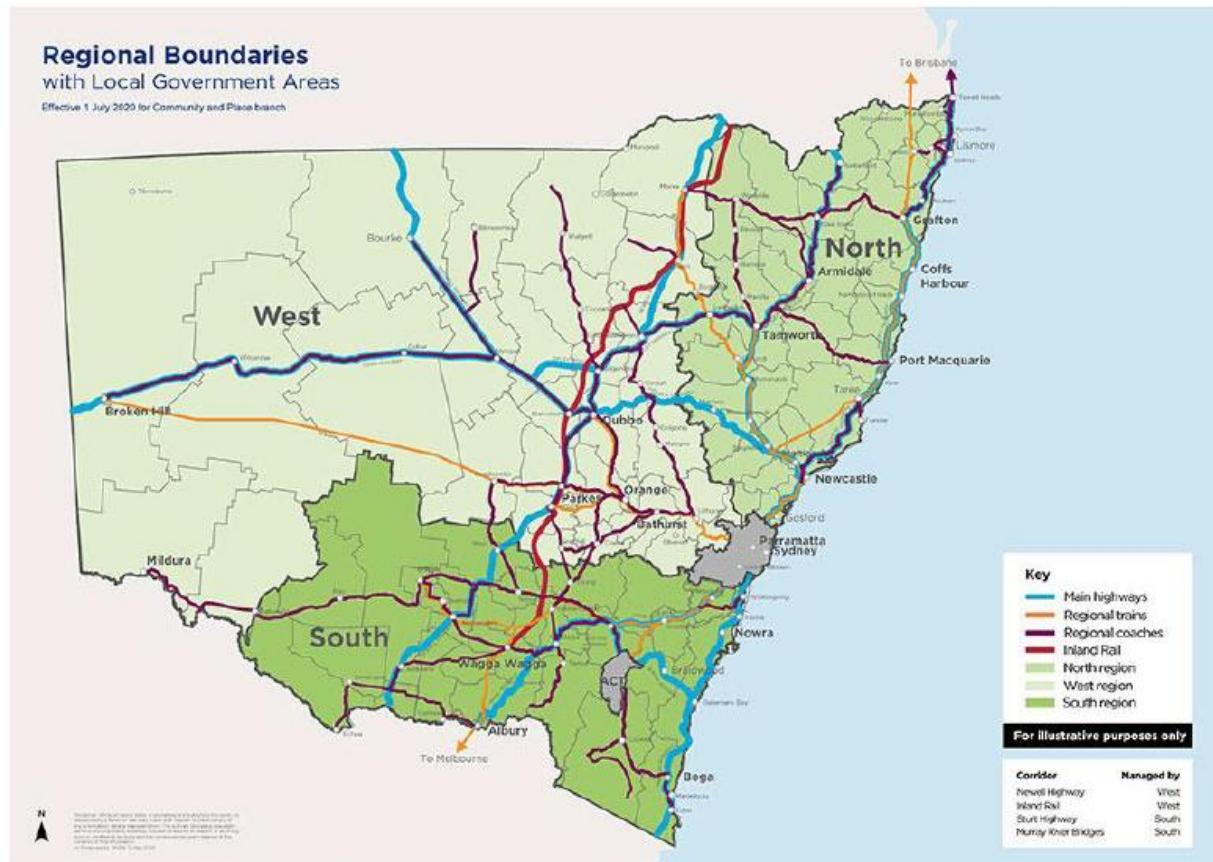
As highlighted earlier, the process for determining appropriate road infrastructure upgrades should generally be:

1. Traffic analysis and, where appropriate, traffic modelling to consider the impacts and identify appropriate treatment/s in terms of network performance.
2. Strategic design to clarify the scope of those upgrades, demonstrate a compliant design can be constructed with the road reserve (or land available) and allow the consent authority to consider the environmental impacts.

Given the above, it will generally be important to identify and agree on the appropriate treatment before TfNSW can provide advice on whether 2-D or 3-D will be required for the strategic design. In some instances, a hybrid model may be acceptable. That is a 2-D design with some 3-D elements. Where appropriate, TfNSW will be happy to set up meetings to discuss your development and associated road infrastructure upgrades.

Our Development Services teams

Sydney Region	development.sydney@transport.nsw.gov.au
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North Region	development.north@transport.nsw.gov.au
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Document Control

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Versions

Version	Amendment notes
2.0	Minor amendments to Version to clarify requirements for Applicant's to obtain concessions to TfNSW standards process prior to lodgement of DAs.