

15 July 2026

File No: NTH26/00235/01
Your Ref: SSD-91539707

Director
Department of Planning, Housing & Infrastructure
NSW Major Projects Portal

Attention: Chris Eldred

Review of Environmental Impact Statement for Mixed Use Development, Uniting Coffs Harbour - Lot 21 DP880214 - 19A-21 Gordon Street, Coffs Harbour

I refer to the abovementioned State Significant Development Application referred to Transport for NSW (TfNSW) on 25 June 2026 for comment in accordance with section 56 (2)(b)(i) of Environmental Planning & Assessment Regulation 2021.

TfNSW key interests are the safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with the [Connecting NSW Strategy](#).

Pacific Highway (HW10) is a classified (State) road and all other roads are local roads. Council is the Roads Authority for this road in accordance with Section 7 of the *Roads Act 1993*. As the Roads Authority, Council sets standards, determines priorities, and carries out works on this road. It is considered appropriate for Council to determine if proposed arrangements for the development are acceptable from a safety and efficiency perspective.

Approval of regulatory devices on Local roads, including signs and line marking, are delegated to local councils in accordance with the Transport for NSW '[Prescribed Traffic Control Devices and Regulation of Traffic](#)'. As per the Delegation, it is recommended any design plans for road upgrades associated with the development are referred to the Local Transport Forum for consideration of regulatory devices.

TfNSW Travel Demand Team have undertaken a review of the Green Travel Plan contained in the Traffic and Parking Assessment prepared by TTPA dated February 2026 and these detailed comments are provided in Attachment A.

Should you require further information please contact Liz Smith, Manager Development Services North, on 1300 207 783 or 0411 149 655 or by emailing development.north@transport.nsw.gov.au.

Yours faithfully



Liz Smith
Manager Development Services North
Technical Advice & Development Services
Transport Planning
Planning, Integration & Passenger

OFFICIAL

ATTACHMENT A - Requested considerations for Traffic and Transport Strategy

For context, this attachment must be read with Transport for NSW (TfNSW) letter of 15 July 2026 reference number NTH26/00235/001.

Car Parking: Car parking should be managed to prioritise sustainable travel, with the most convenient spaces reserved for carpool users. Pricing and time limits should support this approach. Shuttle bus services between the development and the city centre or nearest public transport hub should also be considered.

Mode shares: We recommend increasing the public and active transport (walking and cycling) mode share targets to be more ambitious across the short term (1–3 years), medium term (3–5 years), and long term (5–10 years), given the availability of multiple bus services and active transport options in the area.

The mode share table should include all site users, including residents, visitors, employees, and church attendees. It should also identify shuttle bus and carpooling mode shares for each user group.

Bicycle parking and End of Trip Facilities (EoT): The TDM team welcomes the proposed 18 bicycle parking spaces but recommends increasing the number provided, including dedicated e-bike parking, to cater for residents, employees, visitors, and church patrons. The applicant should confirm the number and location of end-of-trip (EoT) facilities, including showers, lockers, and change rooms available to these users.

Details of bicycle parking and EoT facilities should be included in the Travel Access Guide (TAG), supported by a site map showing their locations. Bicycle and micromobility parking, along with EoT facilities, should be monitored over time to ensure capacity remains sufficient and supports active transport uptake. Parking should be secure, weather-protected, and designed to accommodate emerging micromobility options. Further guidance is available in the [cycleway design toolkit](#).

Travel Access Guide (TAG): We appreciate that a Travel Access Guide (TAG) has been prepared. To improve its clarity and usefulness, please:

- Include a comprehensive **zoomed-out map** showing all public, private, and active transport options, including bus routes, walking paths, and cycling links. The map should cover a larger area surrounding the site.
- Include a **zoomed-in site map** identifying bicycle parking and end-of-trip (EoT) facilities, including showers, lockers, and change rooms available to site users.
- Advise that bus and train routes and timetables can be accessed via the NSW Trip Planner: transportnsw.info.
- Advise that walking and cycling routes are also available through the NSW Trip Planner: transportnsw.info.
- Provide details and locations of any shuttle bus services, dedicated carpooling areas, and car-share parking spaces.
- Break up the text-heavy sections with photos and the recommended maps to improve readability, particularly on the first few pages.

For further helpful information – please check this link How to Create a Travel Access Guide doc [here](#).

OFFICIAL