

4 June 2024

TfNSW Reference: SYD24/00406/03
Council's Reference: SSD-66826207

Ms Kiersten Fishburn
Secretary
Department of Planning Housing and Infrastructure
Locked Bag 5022
Parramatta NSW 2124

Attention: John Martinez

**MIXED USE DEVELOPMENT INCLUDING IN-FILL AFFORDABLE HOUSING - FIVE WAYS, CROWS NEST
EXHIBITION OF EIS**

Dear Ms Fishburn,

Thank you for providing Transport for NSW (**TfNSW**) an opportunity to comment on the exhibition of the Environmental Impact Statement (**EIS**) for the application SSD-66826207 which is for a mixed-use development including in-fill affordable housing at the Five Ways intersection in Crows Nest.

TfNSW provides comments and recommended conditions to the Department to assist with the determination of the application which are set out in **Attachment A**. If not already undertaken, the application should be referred to Sydney Metro to ensure that the development does not impact the structural integrity of the Metro tunnel. TfNSW advises that this submission should be read in conjunction with any submission provided by Sydney Metro.

For more information, please contact Matthew Houlden, Land Use Planner, by email at development.sydney@transport.nsw.gov.au.

Yours sincerely,



Rachel Davis
Senior Land Use Planner
Land Use Assessment Eastern
Planning and Programs, Greater Sydney Division

OFFICIAL

Attachment A: TfNSW comments and recommended conditions

Category	Comment/Condition
1. Pedestrians	<u>Comment:</u> a) TfNSW notes the proposed pedestrian through-site links which connect Falcon Street, Alexander Street and Pacific Highway. The Department should be satisfied that the proposed design provides measures to minimise the risk of pedestrians attempting to cross midblock which could lead to pedestrian crashes. b) Up to 81% of the users of the development are anticipated to walk or cycle to and from the development, including as part of a public transport trip. The Applicant should assess the capacity of the existing pedestrian refuge island at the intersection of Pacific Highway / Falcon Street to accommodate the additional pedestrian demands and if required, consider the impacts of removing the left turn slip lane in the southeast corner at the intersection of Pacific Highway / Falcon Street to better cater for active transport users. Traffic modelling should be undertaken to determine the impact of the removal the left turn slip on traffic using the intersection to understand feasibility of this option.
2. Public Transport	<u>Comment:</u> The central section of the building facing Pacific Highway is setback to allow additional space for the existing bus stop along with other potential uses at this location. The existing bus stop, seat and queuing area is wholly underneath building awnings at the ground floor level. The proposed building appears to not have awnings above the entire existing bus stop location with some awnings provided at the ground floor and some at the mezzanine level. If bus passengers are not provided weather protection across the entire bus stop, this could lead to a worse customer experience at the bus stop on days with wet or hot and sunny weather. Clarification should be provided in the applicant's Response to Submissions that awnings will cover the entire bus stop area. <u>Recommended condition:</u> If construction works will impact pedestrian or vehicular access to the bus stop adjacent to the site on Pacific Highway (Bus Stop ID 2065137), the bus stop shall be temporarily relocated to a suitable location to be determined in consultation with Transdev John Holland Buses (NSW) Pty Ltd and TfNSW. After the construction works affecting access to the bus stop are complete, the bus stop sign and seat shall be returned to the bus stop. These works shall be at no cost to TfNSW.
3. Car Parking	<u>Comment:</u> a) Considering that the site is within 400m to Sydney Metro and there are frequent bus services provided along the Pacific Highway, TfNSW recommends that consideration is given to adopting lower car parking rates than currently provided. It is noted that this feedback was provided previously by Sydney Metro as part of the planning proposal submission, which suggested using parking rates similar to the Sydney Metro Crows Nest OSD as more appropriate given the significant investment in public transport in the area. This was also a recommendation set out previously within the Department's transport strategy for the precinct - Strategic Transport Study: St Leonards and Crows Nest Station Precinct (2018). Page 99 of the 2018 strategy states: “Car parking rates for future development, particularly close to the provision of high capacity and frequency public transport services should adopt a minimalist approach to reduce the impact of additional vehicle traffic in the Precinct.” b) There is inconsistency in the quantum of car parking for commercial and retail uses between the EIS and the Transport Impact Assessment. The Applicant should clarify the number of commercial and retail car parking spaces that will be allocated to each site use as this is considered likely to impact the traffic generation of the commercial and retail uses.
4. Site Design	<u>Recommended condition:</u> The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, interface with the footpath on Alexander Street, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1-2004, AS2890.6-2022 and AS 2890.2-2018 for heavy vehicle usage.

5. Traffic Impact	<u>Comment:</u> a) The proposed vehicular access on Alexander Street should be assessed and designed taking into account the <i>total</i> traffic generation anticipated to be generated by the proposed development. In this regard the following comments are provided which should be addressed in the applicant's Response to Submissions: i. The retail traffic generation rate relied upon was based on a full line supermarket site in an area and at a site not considered to be directly comparable to the subject site in Crows Nest. The proposed development has 8 retail tenancies ranging in size, and it is likely that the site uses could include restaurants / cafés and other retail uses which may result in a higher density of people per sqm when compared to the supermarket surveyed and different mode share. As such, additional justification for the traffic generation rates relied upon are to be provided. ii. There is currently minimal on-site car parking and as such, people driving to visit existing uses within the proposed development boundaries would park on-street or within one of a number of other car parks within Crows Nest. The Transport Impact Assessment prepared by JMT dated 28/3/2/24 uses a discount of the site's existing floor area as justification for the reduced trip generation rates however these existing trips would be spread across Crows Nest and are now proposed to be concentrated in Alexander Street. b) The proposed development site driveway was modelled as an isolated intersection using Sidra Intersection 9.1. Due to the closely spaced intersections and platoons created by those intersections and the queuing that is typically observed northbound on Alexander Street adjacent to the proposed development, additional information is required in relation to the existing northbound queues and how often they are observed to extend past the proposed development driveway during weekday and weekend peak periods. c) Motorists turning right into the proposed site access on Alexander Street have the potential to cause queueing on Alexander Street which could extend back to the signalised intersection of Falcon Street / Alexander Street, impacting signal operations. Consideration may need to be given to the removal of some on-street parking in the kerbside lane on Alexander Street (southbound) in peak periods to allow space for vehicles to pass vehicles turning right into the site. North Sydney Council should be consulted in this regard.
6. Digital Advertising Sign	<u>Comment:</u> TfNSW does not support the proposed installation of the LED advertising sign at this complex intersection due to the potential distractions it may cause for drivers approaching and pedestrians and cyclists using the intersection. TfNSW is of the view that the digital advertising sign does not meet a number of criteria required by the 2017 NSW Transport Corridor Outdoor Advertising and Signage Guidelines.
7. Green Travel Plan	<u>Comment:</u> TfNSW notes the preliminary Green Travel Plan (GTP) included as part of the Transport Impact Assessment prepared by JMT dated 28 March 2024. A full GTP should be prepared to support the mode share targets of the proposed development along with a Travel Access Guide (TAG), an implementation strategy and details on incentives and other measures that may assist the development meeting its goals. You can refer to the NSW Government website for Travel Demand Management (TDM) www.mysydney.nsw.gov.au/travelchoices/tdm with useful resources and templates for GTPs. This also includes both hard activities and soft activities for GTP initiatives. TfNSW is also happy to meet with the proponent to discuss these requirements. <u>Recommended condition:</u> Prior to the issue of the first Occupation Certificate, the proponent shall prepare a 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.

8. Construction Impacts	<u>Recommended conditions:</u> a) A Construction Pedestrian Traffic Management Plan (CPTMP) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to TfNSW for review and endorsement prior to the issue of a construction certificate. Please send to development.ctmp.cjp@transport.nsw.gov.au. b) A Road Occupancy Licence (ROL) should be obtained from Transport Management Centre (TMC) for any works that may impact on traffic flows on Pacific Highway and Falcon Street during construction activities. A ROL can be obtained through https://myrta.com/oplinc2/pages/security/oplincLogin.jsf.
9. Impacts to Pacific Highway and Falcon Street	<u>Comment:</u> a) The proposed basement excavation has the potential to impact the stability of the Pacific Highway and Falcon Street. b) Any kerb and gutter reconstruction, gutter crossing removal works and utility works (between kerbs) proposed or required along the Pacific Highway or Falcon Street frontages will require TfNSW concurrence under section 138 of the <i>Roads Act 1993</i>. <u>Recommended conditions:</u> - The developer is to submit design drawings and documents relating to the excavation of the site and support structures to TfNSW for assessment, in accordance with Technical Direction GTD2020/001. The developer is to submit all documentation at least six (6) weeks prior to commencement of construction and is to meet the full cost of the assessment by TfNSW. Please send all documentation to development.sydney@transport.nsw.gov.au. If it is necessary to excavate below the level of the base of the footings of the adjoining roadways, the person acting on the consent shall ensure that the owner/s of the roadway is/are given at least seven (7) day notice of the intention to excavate below the base of the footings. The notice is to include complete details of the work. - TfNSW would provide concurrence to the kerb and gutter and associated works on Pacific Highway and Falcon Street under section 138 of the <i>Roads Act 1993</i> subject to the following conditions being included in any consent: - The design and construction of any kerb and gutter works on Pacific Highway and Falcon Street shall be in accordance with TfNSW requirements. Details of these requirements should be obtained by email to developerworks.sydney@transport.nsw.gov.au. Detailed design plans of the proposed kerb and gutter are to be submitted to TfNSW for approval prior to the issue of a construction certificate and commencement of any road works. Please send all documentation to development.sydney@transport.nsw.gov.au. A plan checking fee and lodgement of a performance bond is required from the applicant prior to the release of the approved road design plans by TfNSW. - Any proposed public utility adjustment/relocation works on the state road network will require detailed civil design plans for road opening/underboring to be submitted to TfNSW for review and acceptance prior to the commencement of any works. The developer must also obtain any necessary approvals from the various public utility authorities and/or their agents. Please send all documentation to development.sydney@transport.nsw.gov.au. A plan checking fee will be payable and a performance bond may be required before TfNSW approval is issued.