

19 June 2025

TfNSW Reference: SYD24-01625/02  
DPHI Reference: SSD-46807958



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

Attention: Anna Nowland / Janith De Silva

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**RESPONSE TO SUBMISSIONS - TARONGA ZOO SKY SAFARI  
BRADLEYS HEAD ROAD, MOSMAN 2088**

Dear Ms Fishburn,

Thank you for referring the Response to Submissions and associated Amendment Report for the abovementioned State Significant Development Application (SSDA) to Transport for NSW (TfNSW) for review and comment.

TfNSW notes:

- a) The updated information proposes re-configuration of the works zone on Athol Wharf Road to allow the largest bus (including a charter/14.5m long bus) to undertake a three-point turn, to ensure the existing public transport service is maintained. This would be enabled by the temporary demolition of a section of the existing kerb, footpath, existing concrete stairs, etc.
- b) The above required civil works in Athol Wharf Road are being assessed under a separate development application that has been lodged with Mosman Council (DA 8.2025.72.1/CNR-82437).
- c) Athol Wharf Road is a classified regional road under the care and control of Council as the relevant road authority. Any works proposed on Athol Wharf Road will require approval from Council with concurrence from TfNSW under Section 138 of the *Roads Act 1993*.

TfNSW recognises that any proposed or conditioned works within the Athol Wharf Road reserve would require Section 138 consent from Council and concurrence from TfNSW under Section 138 of the *Roads Act 1993*. Provided the suggested conditions in **Attachment A** are included in any approval issued and the Council is satisfied the design for the works is acceptable (taking relevant standards and guidelines into consideration), TfNSW would issue its concurrence under Section 138 of the *Road Act, 1993*.

Should you have any further inquiries in relation to this matter, please contact the undersigned on 0418 962 703, or via email at [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au).

Yours sincerely,

**Andrew Lissenden**  
**A/Senior Land Use Planner - Eastern**  
**Land Use, Network & Place Planning**  
**Transport Planning | Planning, Integration and Passenger**

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## Attachment A

### Suggested Conditions

#### 1. Bus Operations

a) *Comment:*

Based on the documentation provided, the construction methodology for the proposed development includes using the existing cul-de-sac on Athol Wharf Road adjacent the lower Sky Safari station for construction vehicles only, and closing this section of the road to all general traffic including TfNSW run bus services (utilising standard 12.5 metre sized buses from the fleet) with a proposal to replace these existing bus services with minibuses.

TfNSW advises that the Agency does not have any minibuses in the fleet and the cul-de-sac is also used by charter buses that utilise this existing cul-de-sac as a safe U-turn facility on Athol Wharf Road.

As such, as part of any construction zone, TfNSW requires at a minimum that sufficient space is provided in the above cul-de-sac to enable a standard sized bus to always undertake a 3-point turn safely and efficiently under traffic control.

As part of the above requirement for standard sized buses (12.5m) to perform a three-point turn adjacent to the construction zone on Athol Wharf Road, the Applicant provided a swept path plan (**Attachment B**) that indicates that buses will mount the kerb and hang over the footway adjacent the above-cul-de-sac.

As such, as part of the construction phase of the proposed development, the cul-de-sac may likely require temporary localised widening and adjustment of the kerb to enable a standard sized bus to undertake a three-point turn safely and efficiently under traffic control.

TfNSW advises that Athol Wharf Road is a classified regional road under the care and control of Council as the relevant road authority. As such, any road works required on Athol Wharf Road to facilitate standard sized buses to undertake a three-point turn will need to be designed and constructed to the satisfaction of Council as the relevant road authority.

b) Suggested conditions:

- i) 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 Council and TfNSW for review and endorsement prior to the issue of any construction certificate.

Please send the CTMP to [development.ctmp.cjp@transport.nsw.gov.au](mailto:development.ctmp.cjp@transport.nsw.gov.au).

The CTMP shall include, but not be limited to, the following requirements:

- o Swept path plan illustrating that the largest bus (i.e. 14.5 meters in length or charter bus, whichever is the longest) currently using Athol Wharf Road can undertake a three-point turn under traffic control safely and efficiently following partial closure of the existing cul-de-sac during construction of the proposed development.
  - o Based on the swept path analysis, localised road works will be required on Athol Wharf Road within the cul-de-sac to facilitate all buses being able to undertake a three-point turn safely and efficiently under traffic control. Any road works required on this road to facilitate buses undertaking a three-point turn shall be constructed to Council's satisfaction, given that Council is the road authority for Athol Wharf Road.
  - o An authorised traffic controller shall be always on-site during bus operations (including charter buses) to enable buses to always turn around on the cul-de-sac on Athol Wharf Road under a three-point turn under traffic control.
  - o The footway adjacent to the cul-de-sac on Athol Wharf Road shall be always closed to pedestrians during construction on road safety grounds and would likely require the Curlew Camp Artists Walk Adjacent Sky Safari south station to be closed with advanced warning signs on the walk.
  - o After the construction is completed, the kerb and gutter at Athol Wharf Road shall be reconstructed to Council's satisfaction given that the Council is the road authority of Athol Wharf Road.
- ii) Prior to the establishment of a construction zone in the existing cul-de-sac on Athol Wharf Road adjacent to the lower Sky Safari station, the following shall be complied with:
- o A Section 138 approval is to have been issued by Council for the required civil works to enable the largest bus (i.e. 14.5 meters in length or charter bus, whichever is the longest, including the required clearances) to undertake a three-point turn, with the proposed road closure/work zone within the Athol Wharf Road cul-de-sac.
  - o The required civil works to enable the largest bus (i.e. 14.5 meters in length or charter bus, whichever is the longest, including the required clearances) to undertake a three-point turn, with the proposed road

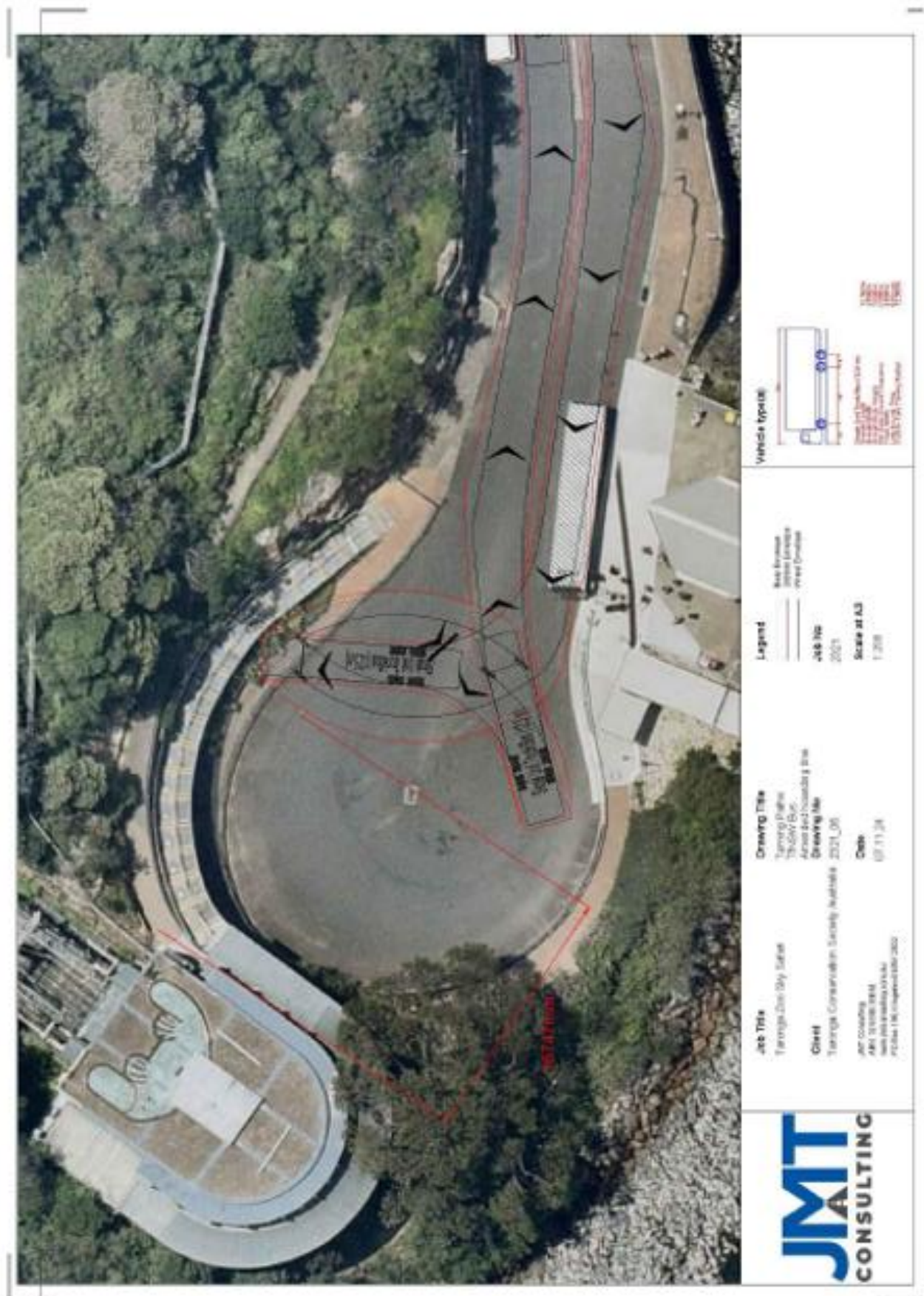
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## Attachment A

closure/work zone within the Athol Wharf Road cul-de-sac shall be completed with written confirmation being obtained from Mosman Council.

- iii) During the construction period, the use of part of the existing cul-de-sac on Athol Wharf Road as a construction zone shall not impact the ability for a 14.5 metre vehicle or charter bus, whichever is the longest (including the required clearances), to undertake a three-point turn safely.
- iv) After the construction is completed and prior to operation of the Taronga Zoo Sky Safari Development as approved under SSD-46807958, the kerb and gutter at Athol Wharf Road shall be reconstructed to Council's satisfaction.



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