

24 July 2025

TfNSW Reference: SYD24-01575/02

DPHI Reference: SSD-75660711



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

Attention: Russell Hand

**EXHIBITION OF ENVIRONMENTAL IMPACT STATEMENT
CROWS NEST OSD SITE A - DETAILED SSDA
32 HUME STREET, CROWS NEST**

Dear Ms Fishburn,

Thank you for referring the Environmental Impact Statement (EIS) for the abovementioned State Significant Development Application (SSDA) to Transport for NSW (TfNSW) for review and comment.

TfNSW has reviewed the submitted information and provides the following advisory comments and recommendations in **TAB A** for the consideration of the Department of Planning, Housing and Infrastructure (DPHI).

Should you have any further inquiries in relation to this matter, please contact Shengxi Lin, Development Assessment Officer, via email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Aleks Tancevski".

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

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TAB A – TfNSW advisory comments and recommendations

1. Civil Works on Classified Road

Comment

Any proposed civil works on state classified road (i.e. Pacific Highway) would require concurrence from TfNSW under Section 138 of the *Roads Act 1993*.

Recommendation:

TfNSW would provide concurrence to the proposed civil works on Pacific Highway under Section 138 of the *Roads Act 1993*, subject to the following requirements being included in any consent issued by DPHI:

- a) All buildings and structures (other than pedestrian footpath awnings), together with any improvements integral to the future use of the site are to be wholly within the freehold property unlimited in height or depth along the Pacific Highway boundary. Any proposed awning shall be setback a minimum distance of 0.6 metres from the face of kerb on Pacific Highway to protect against the overhang of large vehicles.
- b) Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system that impact upon the Pacific Highway are to be submitted to TfNSW for approval prior to the issue of a Construction Certificate and commencement of any works. 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.
- c) Any 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 issue of a Construction Certificate and 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.
- d) A Road Occupancy Licence (ROL) shall be obtained from the Transport Management Centre for any works that may impact on traffic flows on the Pacific Highway during construction activities. A ROL can be obtained through <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>.

2. Construction Pedestrian and Traffic Management Plan

Comment

Construction vehicle movements need to be managed to mitigate transport network issues and to coordinate with other nearby developments which could create significant cumulative effects.

Recommendation

The following requirement is recommended to be included in any consent issued by DPHI:

- a) A Construction Pedestrian and Traffic Management Plan (CPTMP) shall be prepared in consultation with TfNSW and a copy of the final CPTMP shall be submitted to TfNSW at development.ctmp.cjp@transport.nsw.gov.au for endorsement, prior to the issue of any Construction Certificate or any preparatory, demolition or excavation works, whichever is earlier.

The CPTMP should include, but not be limited to, the following:

Site information and building construction plan

- A description of the development
- Construction program and construction methodology
- Proposed construction hours
- A detailed plan of any proposed hoarding and/or scaffolding
- Details of crane arrangements including location of any crane(s)
- Location(s) where it is proposed to park construction vehicle
- Location of any proposed work zone(s)

Access and movement

- Pedestrian and traffic management measures
- Haulage routes
- Predicted number of construction vehicle movements and detail of vehicle types

Impacts

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- Identify any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works
- Cumulative construction impacts of projects. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities is managed to minimise impacts on the surrounding road network

Mitigation measures

- Measures to minimise movement delays. i.e., Vehicle movements are to be minimised during peak network demand periods
- Details of specific measures to ensure the arrival of construction vehicles to the site do not cause additional queuing on public roads
- Proposed mitigation measures. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP
- Measures to avoid construction worker vehicle movements

Monitoring

- Details of the monitoring regime for maintaining the simultaneous operation of buses and construction vehicles on roads surrounding the site

Consultation

- Consultation strategy for liaison with surrounding stakeholders, including other developments under construction
- Provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and the Transport Management Centre and Operations Planning within Transport for NSW to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction

3. Delivery and Servicing

Comment

The proposed development will share the existing loading dock with Sydney Metro. All new developments should be self-sufficient and cater for all loading and servicing on-site. The applicant should not rely on the kerbside restrictions being available for site operations.

Recommendation:

The following requirement is recommended to be included in any consent issued by DPHI:

- Prior to the issue of any Occupation Certificate, the applicant shall prepare a detailed Delivery and Servicing Plan (DSP) in consultation with TfNSW and a copy of the final DSP shall be submitted to TfNSW at development.ctmp.cjp@transport.nsw.gov.au for endorsement. The DSP shall ensure that any potential traffic and safety impacts associated with the loading dock operation are mitigated.

The DSP should specify, but not be limited to, the following:

- Details of the development's cumulative (including Sydney Metro) delivery and servicing profile, including the forecast loading and servicing traffic volumes by vehicle size, frequency, time of day and duration of stay;
- Details of delivery and servicing facilities that may be required either within the subject site or other sites in the immediate vicinity which adequately accommodate the forecast demand of the development so as to not rely on the kerbside restrictions to conduct the development's business; and
- Details of measures to manage any potential traffic and safety impacts of the loading dock operation in particular potential queuing on public roads as well as and safety incidents between cyclists/motor cyclists and service vehicles.

The Delivery and Servicing Management Plan shall be implemented by the applicant following the issue of the Occupation Certificate.

Further guidance on site delivery and servicing could be sought from ([Delivery and Servicing Plan Guidance](#)).