

22 October 2025

TfNSW Reference: SYD24-01381/07
DPHI Reference: SSD-73603959



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

Attention: Tia Mills

**ALTERATIONS AND ADDITIONS TO UPA WAHROONGA SENIORS HOUSING
1610, 1614-1634 PACIFIC HIGHWAY AND 5 MUNDERAH STREET, WAHROONGA**

Dear Ms Fishburn,

Reference is made to the Department of Planning, Housing and Infrastructure (DPHI)'s correspondence dated 14 October 2025 seeking confirmation and conditions from Transport for NSW (TfNSW) regarding the proposed temporary construction access on Pacific Highway for the abovementioned State Significant Development Application (SSDA).

TfNSW confirms that the agency has provided in-principle agreement to the temporary construction access on Pacific Highway, subject to the exit movements onto Pacific Highway being limited to vehicles up to 8.8m in length, and the temporary construction access being designed and constructed in accordance with TfNSW requirements.

Please note that the Applicant has subsequently requested TfNSW to consider allowing vehicles up to 12.5m to exit the site onto the Pacific Highway. TfNSW has advised the Applicant that the agency may consider permitting vehicles up to 12.5m to exit the site, limited to the evening / night time hours, subject to a review of the Construction Pedestrian and Traffic Management Plan (CPTMP) and a supporting Traffic Guidance Scheme (TGS).

TfNSW provides the updated advisory comments and recommended conditions in **TAB A** for the consideration of the DPHI in the determination of the SSDA, to more clearly reference the temporary construction access. Please note that this submission supersedes the previous TfNSW submission dated 3 October 2025 on the SSDA.

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 "R Davis".

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

OFFICIAL

TAB A – TfNSW advisory comments and recommended conditions

1. Works Within and Adjacent to the Classified Road Reserve

Comment

Any proposed civil works on Pacific Highway would require concurrence from TfNSW under Section 138 of the *Roads Act 1993*. TfNSW notes that there are redundant driveways on Pacific Highway which shall be removed and replaced with kerb and gutter to match existing. It is noted that the Applicant proposes to temporarily widen the existing vehicular access (between Building 3 and 4) on Pacific Highway to facilitate a temporary construction access. Also, stormwater connection works are proposed on Pacific Highway and the development involves excavation works adjacent to Pacific Highway.

Recommended Condition

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 proposed buildings and structures, 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.
- b) The redundant driveways on the Pacific Highway boundary shall be removed and replaced with kerb and gutter to match existing. The temporary construction access on the Pacific Highway frontage shall be for temporary use by construction vehicles only. The temporary construction access is to be suitably closed to prevent use by general development traffic (with the exception of emergency vehicles), prior to the issue of the Occupation Certificate. The (final state) vehicular crossing is to be suitably designed and constructed to allow for use by emergency vehicles only. The design and construction of the temporary construction access, kerb and gutter reinstatement, new vehicular crossing and associated works on the Pacific Highway shall be in accordance with TfNSW requirements. Detailed design plans 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.
- c) 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.
- d) 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 prior to the issue of a Construction Certificate and 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.

- e) 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.
- f) The developer is required to enter a Works Authorisation Deed (WAD) with TfNSW, or other suitable arrangement as agreed to by TfNSW, for the works required by Conditions b), c), d) and e) that impact Pacific Highway.
- g) 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>.
- h) For the life of the completed development no service vehicles (e.g. garbage trucks, vehicles delivering and/or collecting material from the development site, etc) are permitted to service the site directly from the Pacific Highway frontage. The gated access (between Building 3 and 4) on Pacific Highway shall only be utilised by emergency vehicles.

2. Construction Pedestrian and Traffic Management Plan

Comment

OFFICIAL

TfNSW is currently delivering a road safety upgrade at the intersection of Pacific Highway and Munderah Street as well as Pacific Highway and Woodville Avenue, which will provide pedestrian refuges across the side streets to improve pedestrian safety. Construction vehicle movements from these projects and the proposed development could have the potential to impact general traffic and public transport operations within the vicinity, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

Recommended Condition

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

A Construction Pedestrian and Traffic Management Plan (CPTMP) should be prepared in consultation with TfNSW and a copy of the final CPTMP should 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:

- 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 vehicles.
- Location of any proposed work zone(s).
- Pedestrian and traffic management measures.
- Haulage routes.
- Traffic Guidance Scheme.
- Predicted number of construction vehicle movements and detail of vehicle types via the temporary construction access on Pacific Highway and the surrounding road networks. Vehicles exiting onto Pacific Highway shall be limited to a maximum length of 8.8m, unless otherwise agreed by TfNSW under suitable arrangements.
- Identify any potential impacts to general traffic, cyclists and pedestrians, bus services and existing signalised pedestrian crossings and intersections within the vicinity of the site from construction vehicles during the construction of the proposed works.
- 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.
- Measures to minimise movement delays (i.e. vehicle movements are to be minimised/restricted during peak network demand periods and school zone times).
- Details of specific measures to ensure the arrival of construction vehicles to the site do not cause additional queuing on public roads.
- 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.
- Details of the monitoring regime for maintaining the simultaneous operation of buses and construction vehicles on roads surrounding the site.
- Consultation strategy for liaison with surrounding stakeholders, including other developments under construction.
- Provide the builder's direct contact number to businesses adjoining or impacted by the construction work and to the Transport Management Centre and Operations Planning within TfNSW 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. Green Travel Plan

Comment

TfNSW notes that a Green Travel Plan (GTP) is prepared for the proposed development to assist in the management of future demand on the transport network. TfNSW supports the preparation and implementation of a GTP to encourage sustainable transport modes and recommends that the GTP is updated in consultation with TfNSW.

Recommended Condition

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 update the Green Travel Plan (GTP) in consultation with TfNSW. The applicant should submit a copy of the final GTP to TfNSW at development.ctmp.cjp@transport.nsw.gov.au for endorsement, prior to the issue of any Occupation Certificate.

OFFICIAL

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

- Consideration for car parking management strategies such as prioritising parking for people who carpool and the allocation of EV car spaces as well as EV charging stations within the car parks.
- Consideration for mode share targets (to be decreased for car use and increased for public transport), as well as active transport for walking, cycle/shared paths in existence now and coming online in the future. A shuttle bus could also be considered to transfer staff and visitors to and from Wahroonga Train Station.
- Consideration for providing bicycle parking and End of Trip (EoT) facilities to encourage more walking and cycling mode shares. The bicycle parking spaces and EoT facilities should be monitored over time to ensure sufficient supply to encourage active transport both to/from and around the site. Further guidance on bicycle parking and EoT facilities can be found in the TfNSW [Cycleway Design Toolbox](#).
- Provision of an Implementation Plan comprising committed actions ready for implementation post occupancy, the responsible person/s (e.g. Travel Plan Coordinator), set times and dates for completing the actions and funding of the actions.
- Provision of Travel Access Guide (TAG) catering for everyone who is using the proposed development site including the staff, visitors and residents. The aim of the TAG is to reduce single occupancy car use, and encourage sustainable transport journeys to and from the site using public and active transport, and should:
 - i) Provide a comprehensive map showing all modes of public and active transport, including buses, trains, walking routes.
 - ii) Provide information advising about service routes and timetables for buses and trains available on the Trip Planner at transportnsw.info/
 - iii) Promote carpooling to staff and End of Trip facilities (EoT) such as showers, lockers and change rooms.
 - iv) Promotes times of buses and shuttle buses to and from Wahroonga Station.
 - v) Promote car pooling and car share instead of car parking.
- Provision of a Travel Survey as a separate appendix in the GTP. The survey should be distributed 3 months post occupancy (included in the Implementation Plan) and obtain data (including staff, visitor residential postcodes) through questionnaire to help inform strategies to access the site by sustainable transport modes.
- The GTP needs to be appropriately resourced, by the applicant, for a period of at least 5 years, or via an appropriate appointed entity. This will include ongoing travel demand initiatives in the Implementation Plan that will require resourcing.
- Consideration for the governance of the GTP for the lifecycle of the development and strategy for events like the change of the responsible person/s (e.g. Travel Plan Coordinator).
- More information to help in the development of a GTP can be found from the NSW Government [Travel Demand Management](#) website.

4. Temporary Construction Access and Emergency Vehicle Access via Pacific Highway

Comment

TfNSW notes that the existing vehicular access (between Building 3 and 4) on Pacific Highway will be used for temporary construction access during construction and retained for emergency vehicle access following the completion of the construction works. The emergency vehicle access will only be utilised when required, with the main emergency access point being from Ada Avenue.

Recommended Condition

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

- a) The temporary construction access on Pacific Highway is to be suitably closed to prevent use by general development traffic (with the exception of emergency vehicles), prior to the issue of the Occupation Certificate.
- b) The emergency vehicle access on Pacific Highway, for the life of the development, is:
 - i) To be closed/gated at all times and is only to be used by emergency vehicles.
 - ii) To have appropriate signage (e.g. "Emergency Vehicle Access Only") within the development site at this gated access to reduce the likelihood of vehicles mistaking this for a general entrance.

5. Noise impacts

Comment

The provisions of Section 2.120 (Impact of road noise or vibration on non-road development) of *State Environmental Planning Policy (Transport and Infrastructure) 2021* apply to the development as the annual average daily traffic volume along this section of the Pacific Highway is more than 20,000 vehicles.

As such, the applicant will need to demonstrate to the satisfaction of the determining authority that the application is able to comply with provisions contained in Section 2.120 of *State Environmental Planning Policy (Transport and Infrastructure) 2021*

OFFICIAL

specifically in relation to measures to ensure the required noise levels as detailed in Subclause 3 are not exceeded when the building is ready to be occupied.

OFFICIAL