

15 March 2023

TfNSW Reference: SYD23/00164/01



Mr Brendan Metcalfe  
Acting Executive Director, Metro Central and North  
Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

**Attention: Adam Iskander**

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**RE: PUBLIC EXHIBITION OF PLANNING PROPOSAL (PP-2021-5353), 378- 390  
PACIFIC HIGHWAY, CROWS NEST**

Dear Mr Metcalfe,

Transport for NSW (TfNSW) appreciates the opportunity to provide comment on the public exhibition of the subject planning proposal (the *planning proposal*) and draft site-specific Development Control Plan (the DCP), which was referred to us via the NSW Planning Portal on 13 February 2023. We note that a Gateway determination was issued for the planning proposal by the Department of Planning and Environment (DPE), following a rezoning review. It is noted that consultation with TfNSW is a requirement of the Gateway determination under section 3.34 of the *Environmental Planning and Assessment Act 1979*.

TfNSW has reviewed the exhibition documents and notes that the planning proposal seeks to amend the planning controls for the subject site within the *North Sydney Local Environmental Plan 2013* (the LEP), including amending the:

- Height of Buildings Map to provide a building height control of RL176 across the site (currently a 16m building height control applies);
- Maximum Floor Space Ratio (FSR) Map to introduce a maximum FSR control of 7.2:1 across the site (currently no FSR control applies to the site); and
- Minimum Non-Residential FSR Map to provide a minimum non-residential floor space ratio control of 2:1 across the site.

The proposed amendments are intended to achieve an indicative 24 storey mixed-use development, with a commercial podium, residential levels above, and basement parking.

It is noted that the site falls within the St Leonards Crows Nest Planned Precinct, for which a Special Infrastructure Contribution Plan applies for the collection of developer contributions towards regional transport improvements.

TfNSW provides advisory comments on the planning proposal and the draft DCP at **ATTACHMENT A** for DPE's consideration in the finalisation of the plans.

Thank you for the opportunity to provide comment on the planning proposal and DCP. Should you have any questions or further enquiries in relation to this matter, Rachel Davis - Senior Land Use Planner would be pleased to take your call on (02) 8849 2702 or email: [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au)

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Carina', followed by a long horizontal stroke that ends in a small upward hook.

Carina Gregory  
**Senior Manager Strategic Land Use  
Land Use, Network & Place Planning**

## **ATTACHMENT A: Detailed TfNSW comments on the planning proposal for 378-390 Pacific Highway, Crows Nest (the planning proposal) and draft site-specific Development Control Plan (DCP)**

### **Development adjoining TfNSW infrastructure**

Relevant sections of the DCP should reflect the below requirements:

- The subject site is located in very close proximity to Crows Nest Metro Station. Future applicants/developers should approach TfNSW and Sydney Metro early in the development of plans for the future development application(s) (DA) to ensure that plans consider relevant requirements and standards, including those set out within *State Environmental Planning Policy (Transport and Infrastructure) 2021, 'Development Near Rail Corridors and Busy Roads – Interim Guidelines' (the Interim Guidelines)*.
- Developers will be required to provide noise attenuation measures for developments with sensitive noise receivers likely to be adversely affected by road noise and rail operations or vibration, in order to comply with *State Environmental Planning Policy (SEPP) (Transport and Infrastructure) 2021*. Noise mitigation should be provided through appropriate design measures, architectural treatments, setbacks, and durable materials.

### **Landscaping controls**

It is noted that street trees are proposed along the Pacific Highway frontage as depicted in the Landscape Plan (Appendix D) of the Planning Proposal report (dated 16 December 2022). TfNSW strongly encourages increasing street tree canopy to provide shade along key walking and cycling routes, however the species of vegetation and planting locations require careful consideration. Any street trees proposed within the kerbside clear zone of classified roads (Pacific Highway) should be frangible for road safety reasons. Street trees should be carefully located to ensure they do not obstruct driver sight lines to traffic signal lanterns and other critical road infrastructure and should be setback to allow for bus/heavy vehicle overhang (i.e. mirrors). Street trees should not obscure driver sightlines to pedestrians on crossing facilities. Species with invasive roots should also be avoided to avoid impacts to utilities and lifting footpath pavement which can lead to trips and obstructions to people who use a wheelchair or people with prams.

### **Vehicle access and traffic impact assessment**

- The draft DCP should include details of the proposed vehicular access to the site. It is noted from the Traffic Impact Assessment (TIA) dated 8 November 2022 by ASON Group that vehicular access for the future development would be retained via Hume Street (a local road), which aligns with the access management principles set out under *State Environmental Planning Policy (Transport and Infrastructure) 2021*, and is supported by TfNSW.

However, TfNSW raises concerns that if vehicles are permitted to turn right into the site from Hume Street, this could cause potential traffic queues that extend back to the traffic signals at Pacific Highway and Hume Street intersection. Therefore, all vehicular movements to/from the site will need to be restricted to LILLO (left-in-left-out) movements only and the future DA may be required to provide a median island in Hume Street between Pacific Highway and the subject site driveway to prevent right turn movements. If a median

is not possible due to the limitation of road/lane width, the driveway should be designed as a LILLO driveway with a triangular concrete island in the driveway to prevent any right turn.

The driveway should also be located as far as practical away from the traffic control signals at the intersection of Hume Street and Pacific Highway.

- It is noted that the TIA has calculated/assessed the potential trip generation of the residential component, but for the commercial/retail components it states *“It is anticipated that no further traffic would be generated from the commercial and retail uses given that it is intended to service the residential units above and surrounding development within a walking catchment”*. However, the DCP indicates a relatively generous car parking provision for retail uses which contradicts this suggestion. The TIA supporting any future DA for the site will need to provide further details and assessment of the retail and commercial component trip generation (including justification for containment discounts) and investigation of any necessary mitigation measures.
- The TIA supporting any future DA will need to include further details of servicing demands and demonstrate all future servicing requirements will be accommodated on site.

## **Travel Demand Management**

### **Car Parking**

TfNSW is supportive of travel demand management (TDM) measures, such as appropriate maximum parking rates, to reduce private vehicle dependence. Consideration may need to be given to reducing the requirement for car parking at this location in order to help curtail the growth of private vehicle travel and support a shift to public and active transport modes.

While the commercial car parking rate proposed in the draft DCP is relatively constrained, the proposed supermarket parking and residential parking rates may be considered relatively generous considering the site's proximity to the Sydney Metro Crows Nest Station (providing a train every 4-mins during peak hours) and high frequency bus services on the Pacific Highway and nearby car-share pods available. The proponent could consider a lower parking provision (in consultation with Council), due to the proximity and availability of high quality public transport adjacent to the site.

The future car parking rates and restrictions should be aligned with the North Sydney Transport Strategy (NSTS) which aims to minimise reliance on private car travel by having fair access to parking as an overall vision. Additionally, the St Leonards and Crows Nest 2036 Plan identifies an action to “Limit the amount of car parking provided for new developments” (page 57) and “It is recommended that each Councils review their existing car parking rates and promote car share facilities and end of trip facilities to support active transport.” (page 60).

The existing North Sydney DCP 2013 ‘St Leonards Precincts 2 & 3’ B4 Mixed use parking rates for residential (excerpt below) could be considered for the proposed maximum car parking rates in the draft DCP.

B4 – Mixed Use	St Leonards Precincts 2 & 3**	Studio, 1 bedroom	0.25 space / dw
		2 or more bedrooms	0.5 space / dw
		Motorcycle parking	1 space / 10 car spaces
All zones other than B4 – Mixed Use	All	Studio, 1-2 bedrooms	1 space / dw
		3 or more bedrooms	1.5 spaces / dw
		Visitor	0.25 space / dw (min of 1 space)

Source: North Sydney Development Control Plan 2013 - Table B-10.1

#### Green Travel Plan (Revised Framework Travel Plan)

TfNSW provides the following preliminary comments on the Revised Framework Travel Plan, prepared by ASON Group dated 7 November 2022, in support of the planning proposal:

TfNSW appreciates the work that has been completed on the Revised Framework Travel Plan (referred to as the Green Travel Plan (GTP) hereafter). TfNSW recommends the following amendments to the GTP, which should be addressed in the GTP at the DA stage:

- **Reducing car parking:** (as detailed in the comments provided above).
- **Parking management strategy:** A parking management strategy should be included in the GTP (within the Implementation Plan – advised below) which prioritises use by residents, workers and visitors on a needs basis, i.e. preference for parking for employees that are car-pooling. A comprehensive parking management plan is recommended in order to effectively manage the parking including, but not limited to, price, time, location of short/long term bays, unbundling parking, and sharing of parking spaces. There is also a need to consider reviewing bicycle parking and end of trip facilities as part of the GTP in order to encourage mode shift to active modes.
- **Responsibilities:** Within the Implementation Plan (below), TfNSW recommends the applicant identify the party or parties responsible for delivery and implementation of each element of the GTP throughout various stages of the development lifecycle, including for its ongoing implementation, monitoring and review.
- **Implementation Plan:** TfNSW appreciates the table of proposed Action Strategies but requests that the GTP has a distinct proactive Implementation Plan included (as opposed to a framework for a GTP to be prepared) which provides an implementation plan of tasks and actions, including all of the proposed initiatives and incentives, timing and completion dates, communications tasks, and who will do the tasks; this will ensure the overall effectiveness of the GTP.
- **Funding and resourcing:** The GTP will need to be appropriately funded and otherwise resourced, by the future DA applicant, for a period of at least 5 years, or via an appropriate appointed entity, such as a body corporate. It will be up to this entity to advise any new owners (residents or commercial businesses) of GTP requirements as ownerships change. This will include ongoing travel demand initiatives that will require resourcing. This is in recognition that any travel demand management interventions will need to be significant in scale to be effective. This should be covered in the updated Implementation Plan.
- **Governance of Green Travel Plan:** TfNSW recommends the proactive appointment (within the Implementation Plan) of a Travel Plan Coordinator for the life of the development, who will manage the Implementation Plan. Senior management support,

and a good decision making/governance framework is critical for a successful GTP. Establishing good governance is especially important in a development where the approval processes of multiple parties must be considered. The GTP will need to have a steering group or committee created with relevant internal and external stakeholders to inform future targets and the ongoing monitoring and revision of the GTP for five years post-occupancy.

- **End of trip (EOT) facilities:** TfNSW understands that 105 bike parking spaces are proposed for the future development, but ask that these be monitored as cycling mode share increases throughout the lifecycle of the development. Currently EoT facilities are proposed as part of Table 5, Action Strategies but details of how many showers, lockers, change rooms, provision of e-bike charging points are proposed as EoT facilities are not provided. The locations of the end-of-trip facilities should be promoted in the Travel Access Guide (TAG) (below). This will enable residents, staff and visitors to store their cycling gear in a safe, secure location that is attractive to everyone. These facilities should be promoted within your Implementation Plan. Please also find guidance for end of trip facilities in the *TfNSW Cycleway Design Toolbox*.
- **Data:** The GTP must monitor and measure the increase in public transport use within the GTP, to identify the travel behaviours of residents, staff and visitors to review the effectiveness of the program and to measure the effectiveness of the objectives and mode share targets of the GTP. This should be tailored to when there are future upgrades for transport. Data could include:
  - Additional weekly report of patronage to and from the site using Opal data, car-pooling numbers and numbers of shuttle trips with visitors and staff.
  - Periodic survey of traffic volumes on the road network within the immediate site area/site driveway and car park, before and after work. This could be monitored to assess whether:
    - Staff are shifting mode from private vehicles to public transport.
    - Parking occupancy and traffic volumes during peak hours has reduced.
- **Travel Access Guide (TAG):** TfNSW appreciates the TAG included in the GTP, but requests that an improved TAG be included in the GTP that provides information to residents, staff and visitors about how to travel to the site by sustainable transport modes. The TAG should:
  - Provide an overall integrated network map for residents, staff and visitors to get to and from the site; this includes bus routes, metro and heavy rail routes, cycling routes, pathways.
  - Provide information advising staff, residents and patrons that additional information about service routes and timetables for buses and trains is available on the Trip Planner at [transportnsw.info/](https://transportnsw.info/)
  - Provide promotion of EoT facilities, including the new cycling infrastructure available, and update number and location of bike parking facilities and EoT facilities, and locate on TAG.
- **Strategies and initiatives:** Identify strategies and initiatives that reduce the proportion of single occupant car travel to/from the site and increase the use of public and active transport travel to the site. Suggestions for some additional incentives and initiatives include:
  - Providing pre-loaded opal cards for staff;
  - Providing staff that are committed to active travel with subsidised panniers, backpacks, etc.
  - Improving wayfinding to EoT facilities.

- Incorporating a role for a GTP sustainable travel champion that focuses on modelling the desired behaviours and positive communication around active and public transport.
- Implementing a car-pooling scheme with guaranteed ride home. Online car sharing systems for staff, operating across an entire precinct to maximise access to possible rides. This could include discounted membership of car share clubs.
- **Monitoring and measuring the GTP:** TfNSW appreciates there is a travel survey within the GTP, but requests that an actual annual travel survey be distributed three months post-occupancy with a focus to establish travel patterns including mode share of trips to and from the site. These surveys should be undertaken every year and when future transport upgrades take place. In this survey TfNSW requests the inclusion of questions to obtain postcode data (including staff, resident and visitors) to identify the travel origin and destination patterns, to inform strategies that help to reduce car parking demand on site. To further help monitor and measure the increase in public transport use, TfNSW recommend visiting the TfNSW Open data hub ([opendata.transport.nsw.gov.au](https://opendata.transport.nsw.gov.au)) and follow these recommendations for data use.

### **Active Transport**

TfNSW strongly supports objectives and development controls which seek to reduce car dependency and increase the use of sustainable modes of travel including walking, cycling and public transport. It is therefore recommended that the DCP supports, to the greatest extent possible, the aims and objectives of the NSW Government policies and guidelines for supporting walking and cycling; including TfNSW's *Walking Space Guide* and *Cycleway Design Toolbox* and the NSW Government's *Design of Roads and Streets Guide (2022)*. We encourage references to this guidance in relevant parts of the DCP.

We note that the site will be located across the road from the future Crows Nest Metro Station, near public transport hubs, near high pedestrian zones (Willoughby Road and Clarke Street) and on TfNSW's North Sydney-to-St Leonards Strategic Cycleway Corridor. We note also that the existing active transport mode share of workers from the Crows Nest area is 15% walking and 5% cycling (Figure 9 TIA). This indicates that the proposal will be well served by prioritising active transport. This is supported by the benchmarking provided in Figure 10 of the TIA which indicates 25% walking and 4% cycling mode share (measured) for a comparable development in Redfern.

To support increasing active transport mode share for the future development and St Leonards Crows Nest Precinct, we recommend that the DCP and future DA:

- Adopt the mandated requirement of onsite bicycle parking (Table 6 TIA). It will not be reasonable for the development to provide no onsite bike parking (as suggested at page 27 TIA). Bike parking should be provided for both tenants and visitors.
- Design public domain improvements – particularly ground floor building setbacks and path widths in accordance with TfNSW's *Walking Space Guide*, with consideration to the future pedestrian demands of the future development and broader precinct.
- Ensure that the public domain includes sufficient shade, shelter and greening.
- Ensure that vehicle access to the site is consolidated, contained and prioritised for crossing pedestrians.
- It is assumed that the proposed through-site access shown in the documents supporting the planning proposal is a pedestrian-only laneway. If not, it must be designed to ensure pedestrians are clearly prioritised over vehicles.
- Investigate improvements to pedestrian storage and safety at the Pacific Highway and Hume Street frontages and crossings.

- Demonstrate that cycling access to the site is integrated with TfNSW's and Council's planned cycling networks. The future TIA supporting any future DA should:
  - o Include details of TfNSW's North Sydney-to-St Leonards Strategic Cycleway Corridor. Future on-site bicycle parking should be integrated with the new on-road bike lane in Hume Street to assist cyclists to park within a short distance to the bike lane, which would also be designed to minimise potential conflicts between cyclists and pedestrians.
  - o Indicate that cycling facilities will be designed in accordance with TfNSW's Cycleway Design Toolbox.
  - o Include details of a warning sign stating "Watch for cyclists"/"Give Way to Cyclists" to be installed at the exit of the development's driveway to alert motorists about potential cyclists on-road along Hume Street.



**Australian Government**

**Department of Infrastructure,  
Transport, Regional Development,  
Communications and the Arts**

Your Reference: PP-2021-5353

Mr Neal McCarry  
Team Leader - Policy  
North Sydney Council  
PO Box 12  
NORTH SYDNEY NSW 2059

Dear Mr McCarry


**PP-2021-5353 - 378-390 Pacific Highway, Crows Nest**

Thank you for your recent referral to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (the department) seeking comments on a proposed amendment of the North Sydney Local Environment Plan.

It is my understanding that the proposal seeks to amend planning provisions, including an increase to the maximum permissible building height, for the site known as 378-390 Pacific Highway, Crows Nest. The proposed increased permissible building height would intrude into protected airspace for Sydney Airport, with future construction of any buildings likely to involve greater intrusions while cranes are in operation.

The *Airports Act 1996* (the Act) and the Airports (Protection of Airspace) Regulations 1996 (APARs) establish a framework for the protection of airspace at and around the Federal Leased Airports. The Act and APARs are administered by this department. Applications for potential controlled activities are required to be referred to the relevant airport and are subject to rigorous assessment processes that are separate and in addition to development approvals issued by the State or Local governments. Decisions under the APARs may only be issued by an authorised delegate and should not be pre-empted.

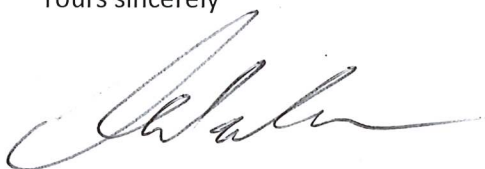
As the proposed development would likely be a controlled activity (including the construction of buildings, crane operations, etc.), the department would encourage Council and Proponents to engage early with Sydney Airport, to ensure any potential intrusions into prescribed airspace are identified, appropriately assessed and mitigated where possible.



With regard to section 3 of the December 2022 Gateway Determination, requiring consultation in accordance with the applicable directions of the Minister, the Planning Proposal could be released for public consultation in advance of any controlled activity applications being submitted under the APARs. However, the department recommends the inclusion of wording in the Planning Proposal to state *“that any development proposal or associated construction activity with a height more than 51 metres above the Australian Height Datum will be subject to a controlled activity assessment and require approval under the Airports (Protection of Airspace) Regulations 1996 that are administered by the Australian Government”*. Inclusion of this information in the Planning Proposal will assist Council in providing developers with a clear picture of planning requirements for the precinct.

Thank you again for the opportunity to provide comments on the Planning Proposal. If you require any further information about the issues raised in this letter please contact Grace Daniel on 02 6274 7650 or via email [grace.daniel@infrastructure.gov.au](mailto:grace.daniel@infrastructure.gov.au)

Yours sincerely



Phil McClure  
Assistant Secretary  
Domestic Aviation and Reform

8 March 2023

24 February 2023

Michael Cassel  
Secretary  
NSW Department of Planning and Environment  
Locked Bag 5022  
Parramatta NSW 2124

Attn: Adam ISkander, [adam.iskander@dpie.nsw.gov.au](mailto:adam.iskander@dpie.nsw.gov.au)

Dear Mr. ISkander,

**RE: SINSW SUBMISSION – 378-390 PACIFIC HIGHWAY, CROW NEST  
PLANNING PROPOSAL (PP-2021-5353)**

School Infrastructure NSW (SINSW), as part of the Department of Education (DoE), welcomes the opportunity to provide comments on the abovementioned Planning Proposal (the proposal).

SINSW has reviewed the available information and noted that the draft proposal will result in an additional 72 dwellings. As a result, SINSW advise that it is likely that the number of students projected to be generated by the proposal can be accommodated by the surrounding schools.

Further to the above, the recent *Local Environmental Plan (LEP) Making Guideline 2021* (prepared by the Department of Planning and Environment) outlines the following referral criteria for Planning Proposals to be sent to SINSW (refer to Appendix B of the Guideline): SINSW notes that the submitted Statement of Environmental Effects outlines:

- The proposal relates to land within Greater Sydney that will facilitate more than **250 additional dwellings**.
- The proposal relates to land outside of Greater Sydney that will facilitate more than 100 additional dwellings/lots.
- The proposal makes provision for a new public primary and / or secondary school.
- The proposal is located on land adjacent to an existing public school and future development may impact on solar, daylight access, and privacy to the school site.
- The proposal includes new road infrastructure in the vicinity of existing schools.

While this proposal does not meet the new criteria, Council is requested to monitor and consider the cumulative impact of population growth on schools planning in the locality. SINSW has no further comments or particular requirements in relation to this



Education

proposal. Should you require further information about this submission, please contact the SINSW Strategic Planning, team at [Strategicplanning@det.nsw.edu.au](mailto:Strategicplanning@det.nsw.edu.au).

Yours sincerely,

**Lincoln Lawler**  
**Director, Statutory Planning and Sustainability, SINSW**



Reg No.: 23/0118

Monday, 13 February 2023

Your Reference: PP-2021-5353

To: NORTH SYDNEY COUNCIL & NSW PLANNING  
PORTAL

### **Feedback on proposed changes to planning controls**

Controlled Activity: OLS ENQUIRY

Location: 378-390 PACIFIC HIGHWAY CROWS NEST

Council: NORTH SYDNEY COUNCIL & NSW PLANNING  
PORTAL

Sydney Airport received the above request for comments from you on 10/02/2023.

The height of the Obstacle Limitation Surface (OLS) for Sydney Airport over the site is 156m AHD.

Any proposed development designed to be taller than 156m AHD, would be considered a controlled activity and be subject to the Federal Airports (Protection of Airspace) Regulations 1996.

Construction cranes may be required to operate at a height significantly higher than that of the proposed development and consequently, may not be approved under the Airports (Protection of Airspace) Regulations 1996.

Sydney Airport advises that approval to operate construction equipment (ie cranes) should be obtained prior to any commitment to construct.

Sincerely,

A handwritten signature in black ink, appearing to read 'P Bleasdale'.

**Peter Bleasdale**

Manager, Airfield Infrastructure Technical Planning

**Sydney Airport**

Sydney Airport Corporation Limited ACN 082 578 809 — The Nigel Love Building, 10 Arrivals Court, Locked Bag 5000  
Sydney International Airport NSW 2020 Australia — Telephone +61 2 9667 9111 — [sydneyairport.com.au](http://sydneyairport.com.au)

**SYD Classification: Confidential**

12 January 2023

**Neal McCarry**

North Sydney Council

Neal.mccarry@northsydney.nsw.gov.au

**RE: Planning Proposal PP-2021-2926 at 253-267 Pacific Highway, North Sydney (Ref-1871)**

Thank you for notifying Sydney Water of the planning proposal listed above, which proposes amendments to the North Sydney LEP 2013 to facilitate the construction of a 3, 8 and 10 storey mixed-use building comprising of 1,775m<sup>2</sup> of commercial/retail floor space (118 Jobs) and 3,893m<sup>2</sup> of residential floor space (37 dwellings). We have reviewed the application based on the information supplied and provide the following comments for your information to assist in planning the servicing needs of the proposed development.

**Water Servicing**

- Potable water servicing should be available via a DN125 PE watermain (laid in 2012) on Pacific Highway.
- Amplifications, adjustments, and/or minor extensions may be required.

**Wastewater Servicing**

- Wastewater servicing should be available via a DN225 SGW wastewater main (laid in 1895) on Church Lane.
- Amplifications, adjustments, and/or minor extensions may be required.

We advocate that the proponent contacts Sydney Water, via their Water Servicing Coordinator, as soon as possible to start discussions on servicing.

This advice is not a formal approval of our servicing requirements. Detailed requirements, including any potential extensions or amplifications, will be provided once the development is referred to Sydney Water for a Section 73 application. More information about the Section 73 application process is available on our [Land Development](#) web page.

The development servicing advice provided by Sydney Water is based on the best available information at the time of referral (eg. planning proposal) but will vary over time with development and changes in the local systems. This is particularly important in systems with limited capacity and it is best to approach Sydney Water for an updated capacity assessment (especially where an approval letter is more than 12 months old).

If you require any further information, please contact the Growth Planning Team at [urbangrowth@sydneywater.com.au](mailto:urbangrowth@sydneywater.com.au).

Yours sincerely,

A handwritten signature in black ink, appearing to be 'K. Leitch', with a stylized flourish at the end.

**Kristine Leitch**

Commercial Growth Manager

City Growth and Development, Business Development Group

Sydney Water, 1 Smith Street, Parramatta NSW 2150



TELEPHONE: 13 13 65

EMAIL: [development@ausgrid.com.au](mailto:development@ausgrid.com.au)

**This letter is Ausgrid's response under clause 45(2) of the State Environmental Planning Policy (Infrastructure) 2007.**

Ausgrid does not object to the proposed development.

The applicant/developer should note the following information regarding any development proposal near existing electrical network assets.

24-28 Campbell St  
Sydney NSW 2000  
All mail to  
GPO Box 4009  
Sydney NSW 2001  
T +61 2 13 13 65  
[ausgrid.com.au](http://ausgrid.com.au)

### **Ausgrid Underground Cables are in the vicinity of the development**

Care should be taken to ensure that construction activities do not interfere with existing underground cables located in the footpath or adjacent roadways.

It is recommended that the developer locate and record the depth of all known underground services prior to any excavation in the area. Information regarding the position of cables along footpaths and roadways can be obtained by contacting Dial Before You Dig (DBYD).

The following points should be taken into consideration.

Ausgrid cannot guarantee the depth of cables due to possible changes in ground levels from previous activities after the cables were installed.

Should ground anchors be required in the vicinity of Ausgrid underground cables, the anchors must not be installed within 300mm of any cable, and the anchors must not pass over the top of any cable.

In addition to DBYD the proponent should refer to the following documents to support safety in design and construction:

- SafeWork Australia – Excavation Code of Practice.
- Ausgrid's Network Standard NS156 which outlines the minimum requirements for working around Ausgrid's underground cables. This document can be found by visiting the Ausgrid website via [www.ausgrid.com.au](http://www.ausgrid.com.au).
- The Ausgrid Quick Reference Guide for Safety Clearances "Working Near Ausgrid Assets - Clearances". This document can also be found by visiting the Ausgrid website : [www.ausgrid.com.au/Your-safety/Working-Safe/Clearance-enquiries](http://www.ausgrid.com.au/Your-safety/Working-Safe/Clearance-enquiries)

For new connections or to alter the existing electrical connection to the property from the Ausgrid network, the proponent should engage an Accredited Service Provider and submit a connection application to Ausgrid as soon as practicable. Visit the Ausgrid website for further details:

<https://www.ausgrid.com.au/Connections/Get-connected>

Should you have any enquiries please contact Ausgrid at [Development@ausgrid.com.au](mailto:Development@ausgrid.com.au)

Regards,  
Ausgrid Development Team

Adam ISkander  
Department of Planning and Environment  
Via ePlanning Portal

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Re: Planning Proposal – PP-2021-5353  
378-390 Pacific Highway, Crows Nest

04 April 2023

Dear Adam,

Thank you for your referral request dated 10 February 2023 notifying Sydney Metro that a Gateway Determination has been made for a Planning Proposal (PP-2021-5353) at 378-390 Pacific Highway, Crows Nest and seeking comments.

Based on this review, Sydney Metro requests the following for the lodgement of future development applications:

- Consideration of the State Environmental Planning Policy (Transport and Infrastructure) 2021.
- A report demonstrating compliance with the Sydney Metro Underground Corridor Protection Guidelines and/or Sydney Metro At Grade and Elevated Sections Corridor Protection Guidelines as applicable (available from [www.sydneymetro.info](http://www.sydneymetro.info)).
- Consultation with Sydney Metro.

Sydney Metro thanks the Department of Planning and Environment for its assistance.

Please contact Peter Bourke, Senior Manager Corridor Protection or Jennifer Nguyen, Planner Corridor Protection via [sydneymetrocorridorprotection@transport.nsw.gov.au](mailto:sydneymetrocorridorprotection@transport.nsw.gov.au) should you wish to discuss this matter further.

Sincerely,



**Stephen Scott**  
Executive Director  
Northwest Operations  
Planning Proposal – PP-2021-5353

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OFFICIAL

Level 43, 680 George Street, Sydney NSW 2000  
PO Box K659, Haymarket NSW 1240

[sydneymetro.info](http://sydneymetro.info)  
ABN 12 354 063 515  
SM-23-00119843