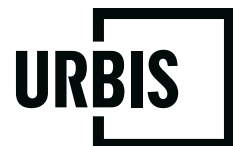




PRELIMINARY CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Pymble Ladies' College
Secondary Innovation Precinct
and Campus Commons

Prepared for
PYMBLE LADIES' COLLEGE
5 January 2026



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Kasia Balsam
Associate Director	John Parnell
Senior Consultant	Sedrik Aralar
Project Code	P0057142
Report Number	08



Acknowledgement of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on.

We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

We pay our respects to First Nations Elders, past and present.

The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

Title: Sacred River Dreaming
Artist Hayley Pigram
Darug Nation
Sydney, NSW

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

© Urbis Ltd
50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission.

You must read the important disclaimer appearing within the body of this report.

urbis.com.au

CONTENTS

Acknowledgement of Country	2
1. Introduction	1
1.1. Overview	1
1.2. The Campus	1
1.3. Development	2
1.4. The Planning Secretary's Environmental Assessment Requirements	3
1.5. Summary of Report Updates	4
1.6. Purpose of this Report	5
2. Existing Conditions	6
2.1. Public Transport.....	6
2.2. Pedestrian and Cyclist Network.....	7
2.3. Traffic Performance	8
2.4. Car Parking	9
3. Construction Activities	10
3.1. Construction Programme.....	10
3.2. Construction Access and Parking.....	10
3.3. Construction Traffic Generation	14
4. Construction Traffic Management	16
4.1. Traffic Guidance Scheme	16
4.2. Impacts on Pedestrian Movements	16
4.3. Impacts on Access and bus arrangements	16
4.4. Impacts on Car Parking	18
4.5. Impacts on Public Transportation	21
4.6. Impacts on the Surrounding Road Network.....	21
4.7. Impacts on Emergency Vehicle Access.....	22
4.8. Communication and Implementation Strategy.....	22
5. Conclusions	23
6. Disclaimer	24

FIGURES

Figure 1 Pymble Ladies' College	1
Figure 2 Secondary Innovation Precinct and Campus Commons	2
Figure 3 Bus and Train Connectivity to the school	6
Figure 4 Surrounding Pedestrian Facilities	7
Figure 5 Surrounding Cycling Network	8
Figure 6 Car Parking Locations	9
Figure 7 Conde Car Park	11
Figure 8 Construction Staff Carpark at near Gate 2	12
Figure 9 Construction Staff Carpark within the Access Roadway	13
Figure 10 Construction Vehicle Routes	14
Figure 11 Construction Site Access and Parking – Gate 2	17
Figure 12 Changes to Car Parking Supply	19

TABLES

Table 1 Planning Secretary's Environmental Assessment Requirements	3
Table 2 Summary of Report Updates	5
Table 3 Heavy Vehicle Movements in the Grey House Precinct	14

Table 4 Light Vehicle Movements in the Grey House Precinct..... 15
Table 5 Permanent and Temporary School Staff Parking Space Changes 20

1. INTRODUCTION

1.1. OVERVIEW

Urbis has been commissioned by Pymble Ladies' College (referred hereinafter as “the College” or “campus”) to prepare this Construction Traffic Management Plan (CTMP) report in accordance with the technical requirements of the Secretary's Environmental Assessment Requirements (SEARs) and in support of the preparation of an Environmental Impact Statement (EIS) and State Significant Development Application (SSD- 79146716) to the Department of Planning, Housing and Infrastructure (DPHI).

This report has been prepared with reference to architectural plans prepared by 3XN and dated May 2025.

1.2. THE CAMPUS

Pymble Ladies' College is located at 20 Avon Road, Pymble, within the Ku-Ring-Gai Local Government Area (LGA). The site comprises multiple parcels of land and is legally described as:

- Lot 1 Deposited Plan 69541
- Lots 11 - 17 Deposited Plan 7131

This report is for the Secondary Innovation Precinct (SIP, hereinafter referred to as ‘the development’) and Campus Commons, including landscaping works. The location of the development within the site is identified in **Figure 1**.

Figure 1 Pymble Ladies' College



Source: Urbis

1.3. DEVELOPMENT

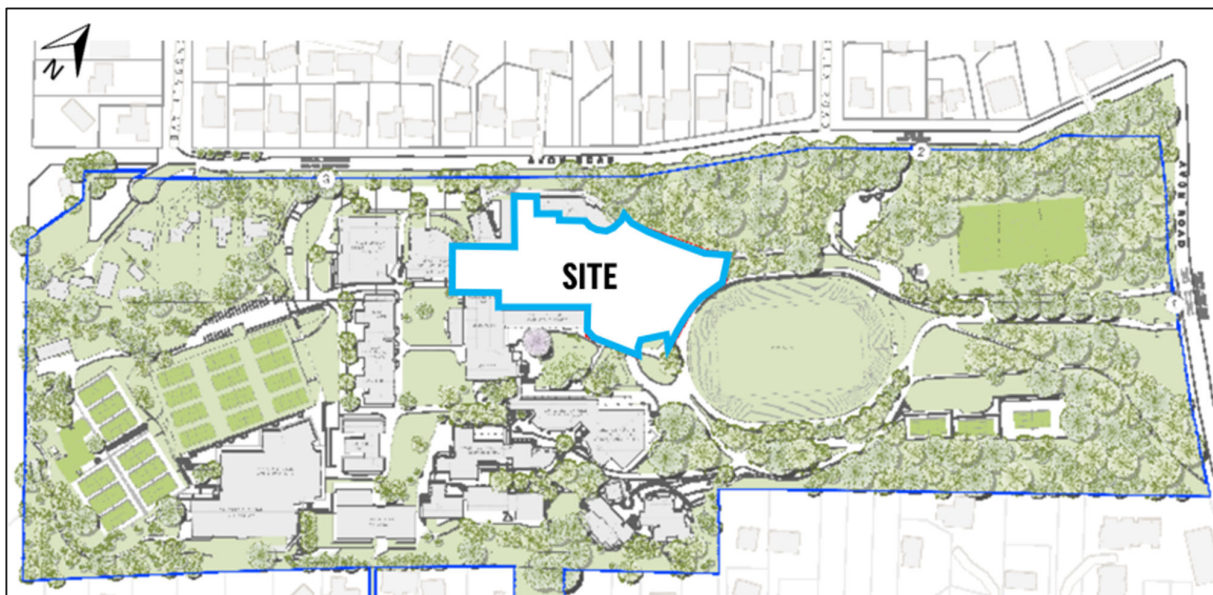
The proposal seeks development approval for the Secondary Innovation Precinct and Campus Commons at Pymble Ladies' College. The development comprises:

- Demolition of the existing Isabel Harrison, Dorothy Knox, John Vicars and Robert Vicars Buildings.
- Tree removal.
- Excavation of the basement level.
- Construction of the new five-storey SIP building of RL 146.98m and including:
 - General Learning Spaces.
 - STEM teaching spaces.
 - Senior student facilities.
 - Function spaces.
 - Food and beverage facilities.
 - Associated amenities.
 - Storage and building services.
- One loading dock within the basement (for service vehicles) accessible from the existing rear vehicle service road.
- Minor kerb realignment of the existing access road to the east of the SIP.
- Landscaping on the outdoor terraces and surrounding the building.

The project also includes the Campus Commons, a significant garden lawn and amphitheatre connecting the SIP precinct to the rest of the campus.

The development is located in the northwest area of the campus, to the west of the main oval and to the east of the science centre, as shown in **Figure 2**.

Figure 2 Secondary Innovation Precinct and Campus Commons



Source: 3XN, AR-SIP-DA-A00-1001 ISSUE 3, DATED 13/03/2025

Key features of the site are as follows:

- The site accommodates the existing Pymble Ladies' College which accommodates Kindergarten to Year 12 students.
- Vehicular access to the College is provided via separate ingress and egress driveways on the northern and western sections of Avon Road.
- Pedestrian access is provided through multiple gates along Avon Road.
- The project area that is subject to this SSDA is located at the entrance to the College west of the oval.
- The project area slopes down from south to north with a fall from RL 124.50 at the southern corner to RL 116 at the northwest corner.

Key features of the locality:

The development context surrounding the site is a leafy suburban environment, predominantly made up of detached residential properties set within expansive gardens and along avenues lined with mature trees.

Recent developments of moderate-scale residential apartment buildings occur closer to the railway corridor. Two-storey commercial establishments are located near Pymble train station, specifically along the Pacific Highway and on the northern flank of the railway line.

- The site is located approximately 19km northwest of the Sydney Central Business District.
- The College is situated approximately 200m from Pymble train station, situated on Pacific Highway and Pymble town centre.

The immediately surrounding locality is described as follows:

- North: Avon Road and Pacific Highway (approximately 400m).
- East: Residential uses, accommodating a mixture of dwelling houses and residential flat buildings.
- South: Avondale Golf Course.
- West: Avon Road, beyond which is a residential area characterised by detached dwelling houses.

1.4. THE PLANNING SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

The SEARs for the proposed new building within the school is discussed in **Table 1**. This table also provides a reference for where each requirement is addressed in this report.

Table 1 Planning Secretary's Environmental Assessment Requirements

Project SEAR SSD 79146716		Report Reference
9. Traffic, Transport and Accessibility		
Provide a transport and accessibility impact assessment, which includes:		
▪ an analysis of the existing transport network, including the road hierarchy and any pedestrian, bicycle or public transport infrastructure, current daily and peak hour vehicle movements, and existing performance levels of nearby intersections.		Assessed in the Traffic Impact Assessment Report
▪ details of the proposed development, including pedestrian and vehicular access arrangements (including swept path analysis of the largest vehicle and height clearances), parking arrangements and rates (including bicycle and end-of-trip facilities), drop-off/pick-up-zone(s) and bus bays (if applicable), and provisions for servicing and loading/unloading		Assessed in the Traffic Impact Assessment Report

Project SEAR SSD 79146716	Report Reference
analysis of the impacts of the proposed development during construction and operation (including justification for the methodology used), including predicted modal split, a forecast of additional daily and peak hour multimodal network flows as a result of the development (using industry standard modelling), potential queuing in drop-off/pick-up zones and bus bays during peak periods, identification of potential traffic impacts on road capacity, intersection performance and road safety (including pedestrian and cyclist conflict), and any cumulative impact from surrounding approved developments	Assessed in the Traffic Impact Assessment Report Section 4 of this CTMP
measures to mitigate any traffic impacts, including details of any new or upgraded infrastructure to achieve acceptable performance and safety, and the timing, viability and mechanisms (including proposed arrangements with local councils or government agencies) of delivery of any infrastructure improvements in accordance with relevant standards	Section 4
measures to promote sustainable travel choices for employees, students and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high quality end-of-trip facilities, and implementing a Green Travel Plan	Assessed in the Green Travel Plan
a preliminary operational traffic and access management plan for the development, including drop-off/pick-up zones, bus bays and their operations	Assessed in the Operational Traffic and Access Management Plan
Provide a Construction Traffic Management Plan detailing predicted construction vehicle routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated	This Report

Source: SSD-79146716 Planning SEARs

1.5. SUMMARY OF REPORT UPDATES

Table 2 details the changes to this report and the corresponding section.

Table 2 Summary of Report Updates

Comment Author	Comment	Remarks	Report Reference
DPHI	The RtS/CTMP identify a temporary shortfall of 9 staff spaces during construction and a further shortfall of 6 spaces for construction workers. As outlined in the key issues letter (construction worker parking), an on-street parking capacity survey is required if overflow is expected. The 40% vehicle mode share rate assumed for construction workers is noted, but it is not substantiated by data or comparable evidence and cannot be relied on as an enforceable mitigation measure. Given on-street parking demand may occur, the requested on-street parking capacity survey must be provided. Without this information, I would not be able to finalise my traffic and parking assessment.	Additional parking spaces provided within the site. In addition, an agreement with the Uniting Church was reached which creates additional parking opportunities. Additional reference provided for the assumed 40% vehicle mode share. An on-street parking capacity survey will also be completed.	Section 3.2; Section 4.4

1.6. PURPOSE OF THIS REPORT

The report sets out a transport assessment aimed at addressing the transport implications associated with the construction works for the proposed building. It includes an assessment of:

- The suitability of the surrounding transport network.
- The suitability of proposed access arrangements and intersections for the construction vehicles.
- The transport impacts of the construction vehicle traffic generation on the surrounding transport network.

2. EXISTING CONDITIONS

2.1. PUBLIC TRANSPORT

The closest existing railway connection is Pymble train station, located 180 metres to the east of the school's main pedestrian entrance. The station is serviced by the T1 North Shore & Western line, providing connections to Hornsby in the north and Central via Chatswood in the south.

Trains run frequently through Pymble train station with approximately one service every 5-10 minutes during the typical commuter peak periods and one service every 15 minutes outside of commuter peak periods.

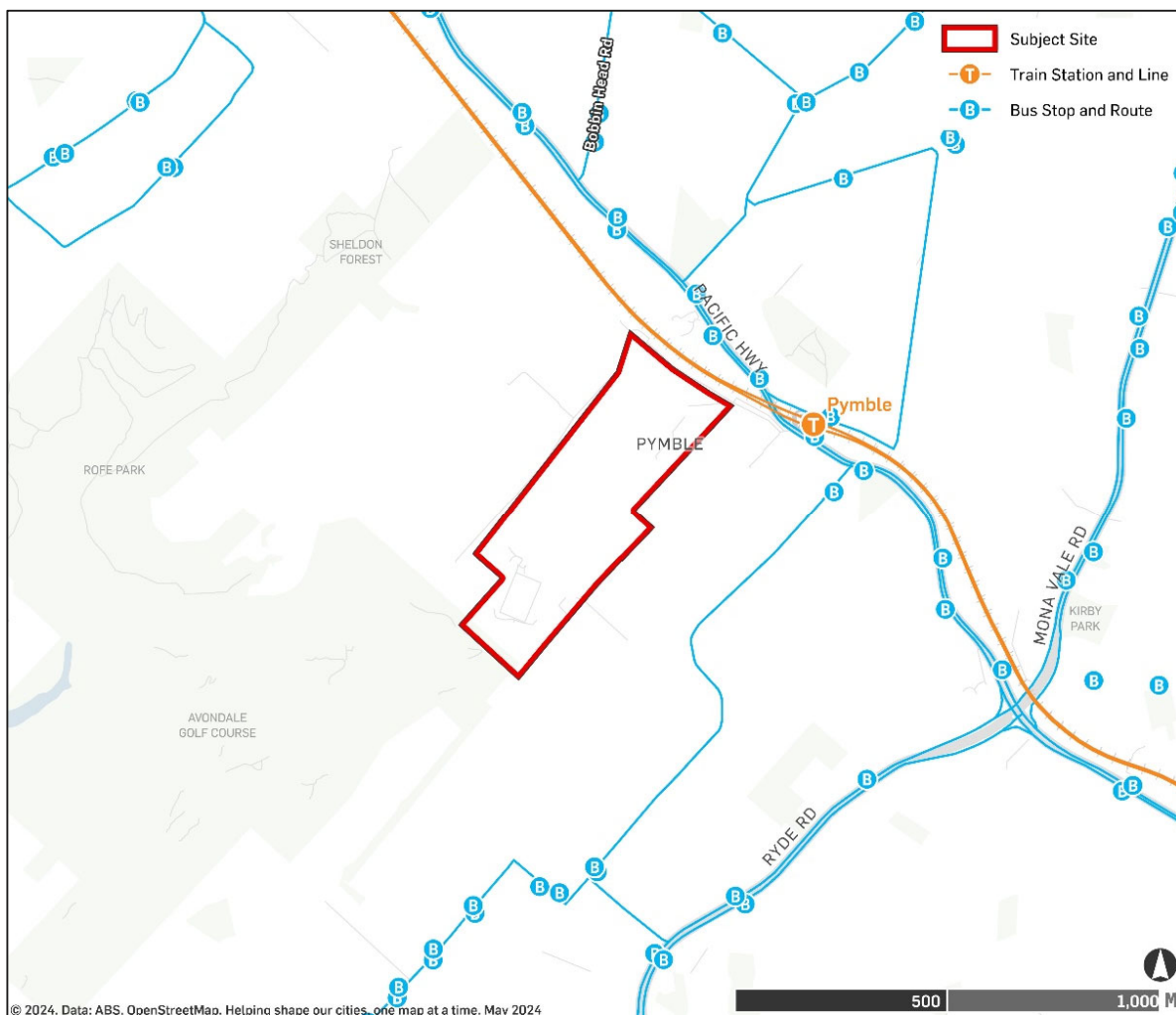
Pymble is also well-served by buses, with bus routes and bus stops located on Pacific Highway and Livingstone Avenue. The bus stops on Pacific Highway can be accessed directly via the walkway next to the Avon Road / Pymble Avenue / Everton Street roundabout. The closest bus services are the 575 and 579 which has bus stops along Pacific Highway.

Other services that operate in the vicinity of the school are:

- Service 575 – Hornsby to Macquarie University.
- Service 579 – Pymble to East Turramurra.
- Service 560 – Gordon to West Pymble (Loop Service).

Figure 3 shows the public transport routes within the vicinity of the school.

Figure 3 Bus and Train Connectivity to the school



Source: GTFS data, TfNSW Open Data Hub

2.2. PEDESTRIAN AND CYCLIST NETWORK

The existing pedestrian footpaths, pedestrian access points to school grounds and existing pedestrian crossings surrounding the school are shown in **Figure 4**.

The main pedestrian route to access the railway station is via the main pedestrian gate and wombat crossing managed by a school supervisor on Avon Road. There is an additional pedestrian crossing adjacent to the roundabout.

There is a wombat crossing across Pymble Avenue adjacent to the Grey House Walk access to facilitate safe pedestrian access to the school. The raised crossing currently has a traffic controller.

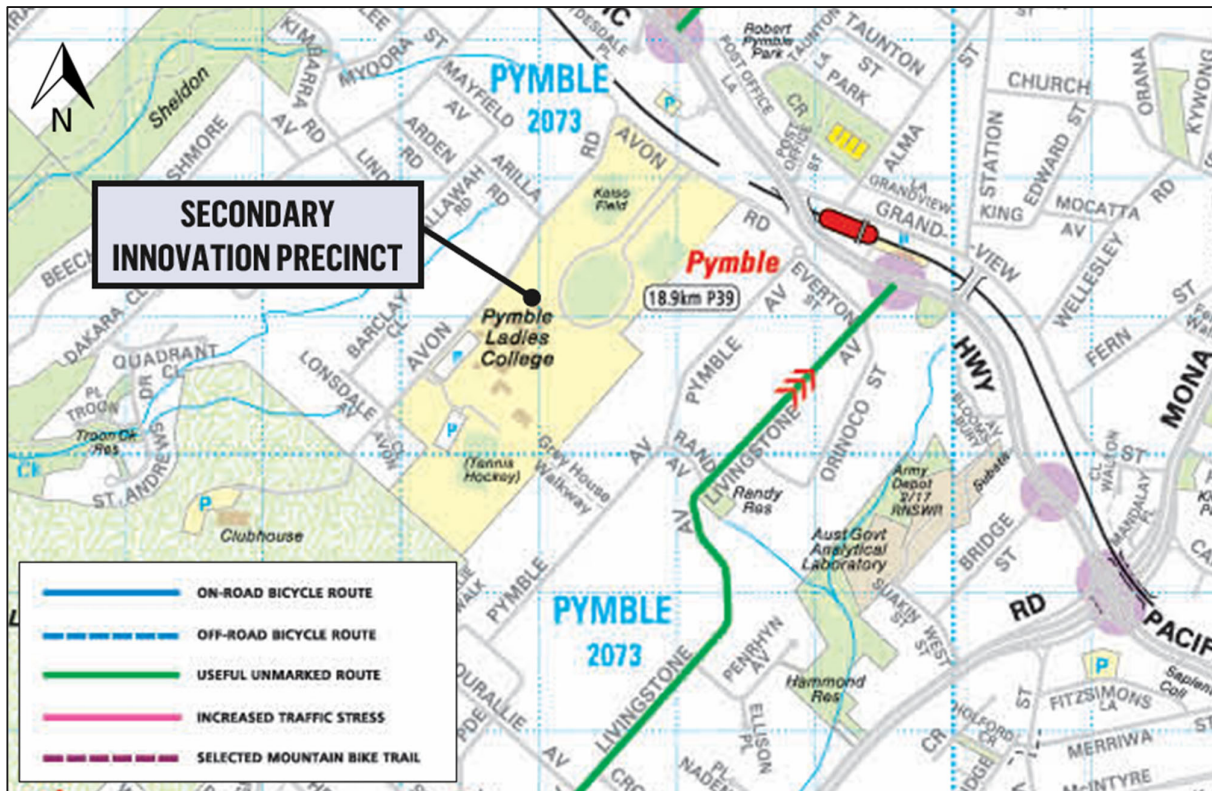
Figure 4 Surrounding Pedestrian Facilities



Source: Nearmap, formatted by Urbis

The existing cycling network is shown in **Figure 5**. It shows that a 'useful unmarked route' is located along Livingstone Avenue that can be used to reach the site from the south. It should be noted that local roads could be utilised for on-street cycling to reach the campus from multiple directions.

Figure 5 Surrounding Cycling Network



Source: Open Data Hub

2.3. TRAFFIC PERFORMANCE

A site inspection was undertaken around the site which showed that congestion is noted on Avon Road and Pymble Avenue during the following periods:

- AM Peak: 7:55 AM to 8:10 AM
- PM Peak: 3:10 PM to 3:25 PM

This is not unusual, given that the development is located within a school, whereby drop-off and pick-up activities result in increased traffic volumes.

2.4. CAR PARKING

The locations of existing parking areas within the campus are shown in blue in **Figure 6**. The total number of formal parking spaces within the campus is 431 (from Matrix 2024 parking survey).

Figure 6 Car Parking Locations



Source: Urbis

3. CONSTRUCTION ACTIVITIES

The project is in the SSDA stage where detailed information regarding construction activities is unknown. All information provided within this section is indicative and subject to change and will be confirmed during the succeeding stages of the application process.

3.1. CONSTRUCTION PROGRAMME

3.1.1. Project Duration and Staging

The project is anticipated to be broken down into two phases with durations shown below:

- Phase 1 – Demolition works – 3 months.
- Phase 2 – Building works and landscaping – 21 months.

3.1.2. Work Hours

The anticipated work hours for both demolition and construction works are shown below:

- Monday to Friday – 7 AM to 6 PM.
- Saturday and Sunday – no operation.

These hours are based on the conditions of consent for the recently constructed Grey House Precinct located within the campus. It should be noted that truck movements will be restricted to outside peak drop-off/pick-up periods.

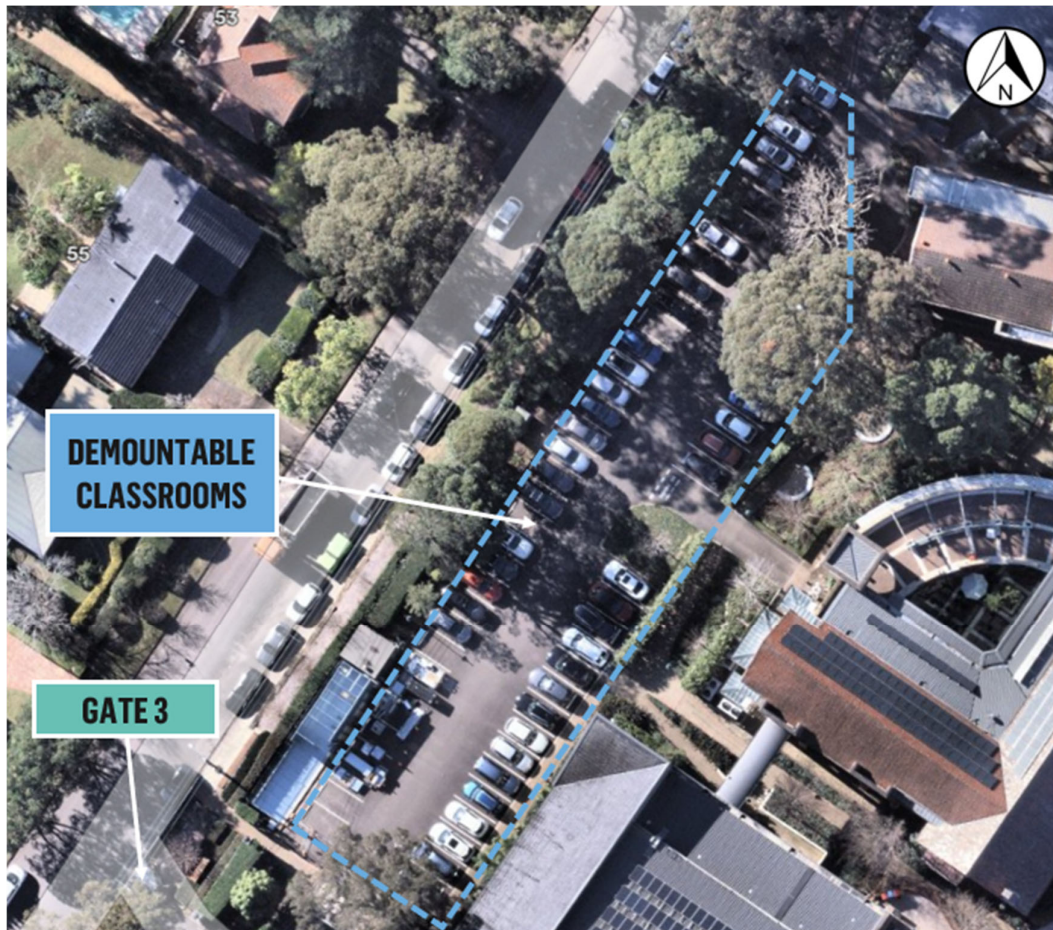
3.2. CONSTRUCTION ACCESS AND PARKING

3.2.1. Access and Demountable Classrooms

Light vehicles bound for Kelso car park will enter and exit through Gate 2. Heavy vehicles will enter and exit via Gate 2.

The existing Conde car park, located near Gate 3, is the proposed location for demountable classrooms, as shown in **Figure 7**. Further details on the arrangement will be included in the detailed CTMP.

Figure 7 Conde Car Park



Source: Nearmap, formatted by Urbis

The location of the material storage and laydown area will be determined during the preparation of the detailed CTMP. However, it is anticipated that this will be located between Gates 2 and 3.

3.2.2. Construction Staff Parking

30 spaces within the Kelso car park near Gate 2 will be converted into a construction staff car parking area, with space for up to 40 cars. It is anticipated that the car park can be further optimised to accommodate 10 additional spaces. Details of this on-site parking will be provided in the subsequent CTMP to be prepared post approval, once a builder is engaged. The proposed location of the construction staff carpark is shown in Figure 8.

Figure 8 Construction Staff Carpark at near Gate 2



Source: Nearmap, formatted by Urbis

In addition, the access roadway on the west side of the SIP is proposed to be temporarily converted into construction staff parking, with sufficient space for approximately 10 vehicles, as shown in **Figure 9**. Construction staff will drive in from Gate 2 and fill up the access driveway. To exit, they will reverse towards the direction of Kelso car park, turn around, and exit in forward gear.

Figure 9 Construction Staff Carpark within the Access Roadway



Source: Nearmap, formatted by Urbis

Overall, a total of at least 50 construction staff parking spaces will be provided within the site. The adequacy of parking spaces is discussed in Section 4.4.2.

3.2.3. Vehicle Types

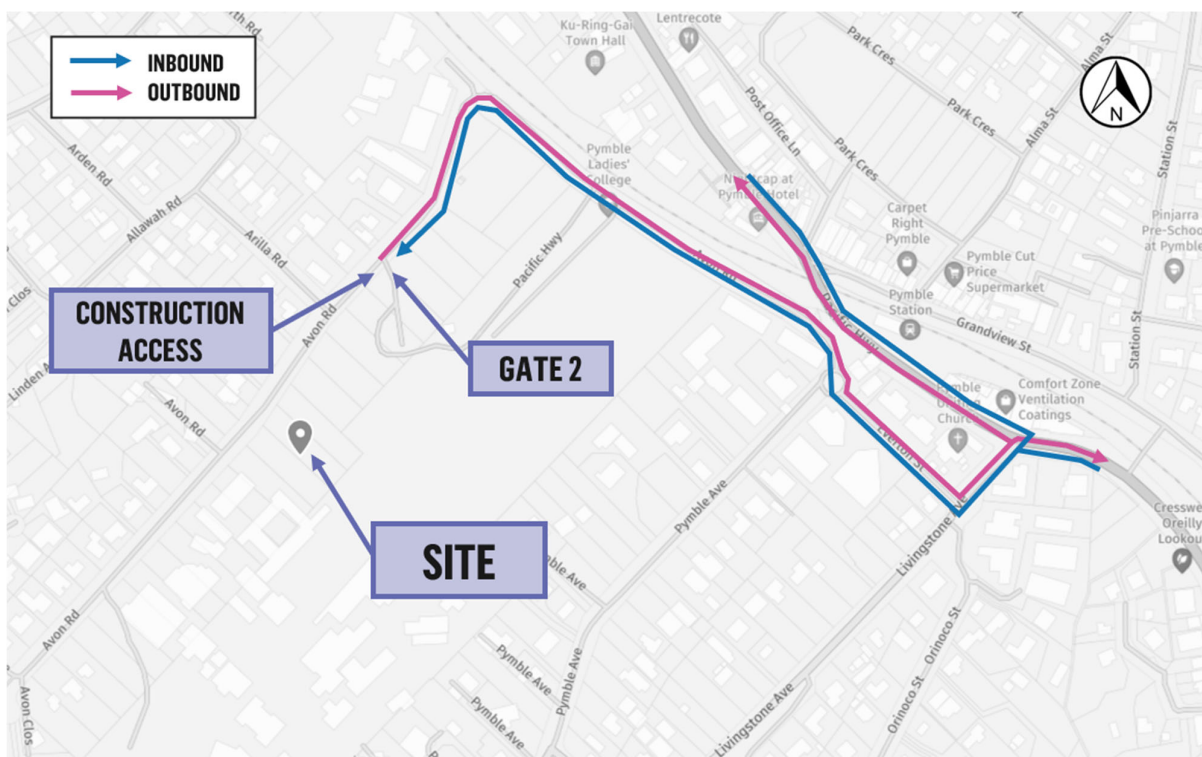
The College is considering the use of truck-and-dog trucks for demolition and delivery of construction materials. However, this design vehicle is subject to change depending on the suitability of surrounding local roads and intersections to accommodate the swept paths. This will be assessed during the preparation of a detailed CTMP for the development site.

During construction, it is anticipated that the largest vehicle would be a 12.5m long Heavy Rigid Vehicle.

3.2.4. Vehicle Routes

Figure 10 shows the anticipated truck routes going to and coming from the development site. Inbound vehicles are anticipated to come from Pacific Highway and turn into Livingstone Avenue, then to Everton Street. The truck will then turn onto Avon Road and finally turn at the bend to continue on Avon Road, ultimately leading to Gate 2. Outbound vehicles will also exit via Gate 2 and utilise the above route in reverse.

Figure 10 Construction Vehicle Routes



Source: Nearmap, formatted by Urbis

3.3. CONSTRUCTION TRAFFIC GENERATION

The number of light and heavy vehicle traffic generated by the construction works of the SIP is currently under consideration and will be determined during more detailed stages of the approval process. Data presented below are approximate numbers based on the CTMP report for the Grey House Precinct (GHP), which are used as a baseline for the trip generation potential of the SIP.

3.3.1. Heavy Vehicle Traffic

The trip generation of the GHP based on the CTMP report for the project is detailed in **Table 3**.

Table 3 Heavy Vehicle Movements in the Grey House Precinct

Stage	Estimated Construction Vehicles (movements per day – in and out)
Demolition and enabling works	16-24 movements
Main Construction	Excavation: 32 movements Concrete pours: 30 movements Delivery/waste removal: 8-12 movements
External works and landscaping	Concrete pours: 10 movements Deliveries: 8 movements

Source: Pymble Ladies' College Grey House Precinct CTMP Report, Stantec, 2021

During peak construction works, up to 74 heavy vehicle movements could be generated per day.

3.3.2. Light Vehicle Traffic

The GHP CTMP estimated the number of light vehicle trips based on the number of construction staff and some assumptions regarding public transport utilisation and carpooling. The resulting estimates are presented in **Table 4**.

Table 4 Light Vehicle Movements in the Grey House Precinct

Stage	AM movements	PM movements
Demolition and enabling works	8	8
Main Construction	39	39
External works and landscaping	23	23

Source: Pymble Ladies' College Grey House Precinct CTMP Report, Stantec, 2021

During peak construction works (main construction), the GHP may generate up to 39 light vehicle movements for both the AM and PM periods.

3.3.3. Cumulative Traffic

As mentioned, the GHP is currently under construction. The main access to this building is via gate 3 to the southwest of the SIP. However, the work will be completed before the work in the SIP begins. As such, there will be no overlap of construction traffic between the two developments.

At this stage, no other developments are observed within the vicinity of the site. The constructor of the SIP will coordinate with the Ku-ring-gai Council and other authorities to confirm the presence of other construction works that may coincide with the construction of the SIP. Based on the outcomes of the coordination, mitigation measures will be proposed during the preparation of the detailed CTMP for the project (if required).

4. CONSTRUCTION TRAFFIC MANAGEMENT

4.1. TRAFFIC GUIDANCE SCHEME

Traffic Guidance Schemes (TGSs) will be prepared for the detailed CTMP to ensure the safety of pedestrians and other drivers while travelling around or through the work site and minimise the risk during heavy vehicle or equipment manoeuvres. In addition, plans to manage any unusual truck movements at the proposed accesses (Gates 2 and 3) and all local intersections between the access and Pacific Highway shall be prepared.

4.2. IMPACTS ON PEDESTRIAN MOVEMENTS

It is expected that numerous pedestrian movements will occur in the surrounding area. The work site will be securely enclosed to prevent children from entering. Adequate protection will be installed at points where heavy vehicle paths intersect with pedestrian paths. Truck movements will also be restricted outside peak drop-off and pickup times to minimise the impacts on pedestrians.

The additional pedestrian traffic generated by the construction works (i.e., construction workers walking from/to the train station/bus stops) is not anticipated to significantly affect the amenity of the surrounding footpaths since the volume of workers is not excessive. In addition, the arrival/departure times of construction staff are not anticipated to overlap with school peak periods.

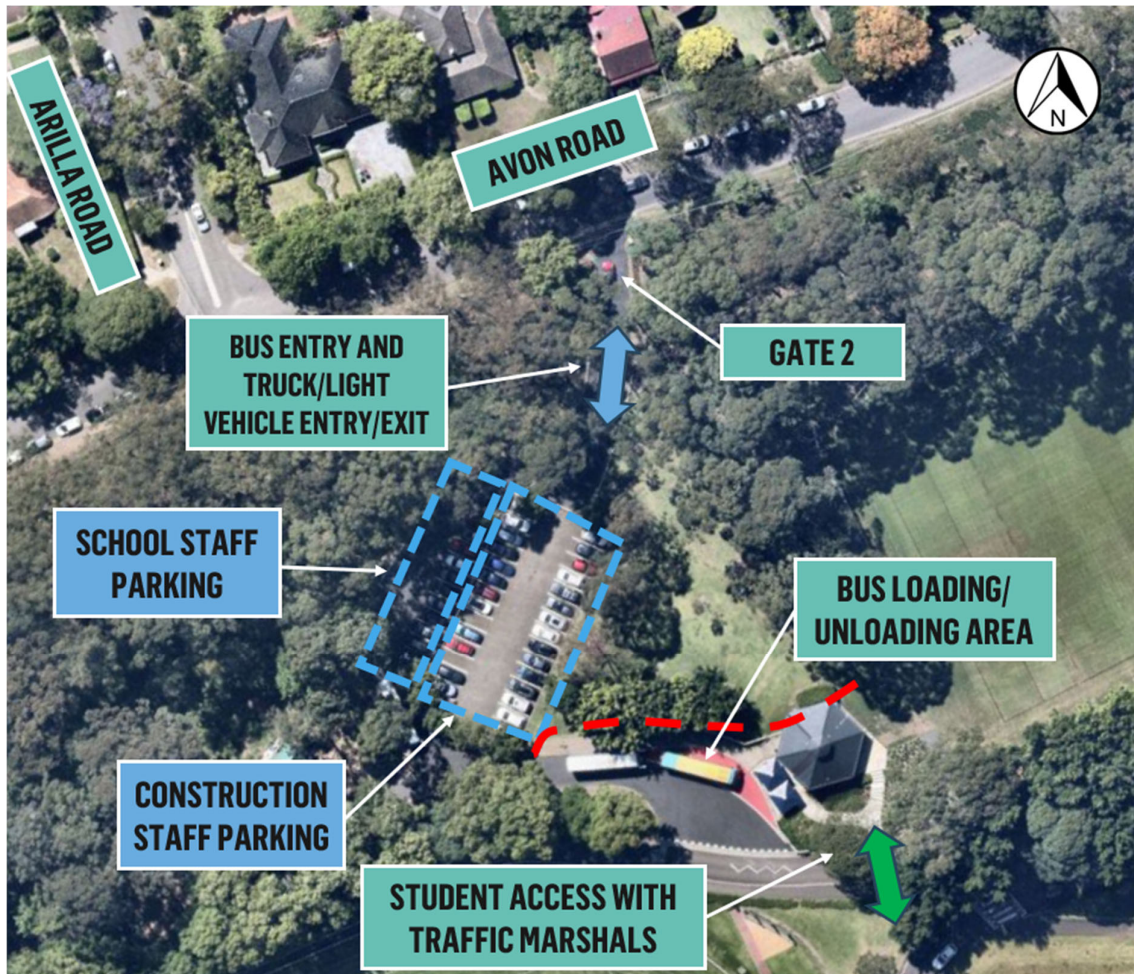
4.3. IMPACTS ON ACCESS AND BUS ARRANGEMENTS

The Kelso car park near Gate 2 will be partially utilised by construction staff for parking, with 10 spaces to be retained for school staff use. Measures to properly separate the parking spaces allocated to school staff from those allocated to construction staff will be in place. Since Gate 2 will be shared by both light and heavy vehicle traffic, traffic controllers will be deployed during the periods when heavy vehicles are anticipated to enter and exit the worksite. Details of the arrangements will be provided in the TGS that will be prepared as part of the detailed CTMP.

Gate 2 is currently being used as the entrance by school buses to reach the bus loading/unloading area illustrated in **Figure 11**. It is proposed to retain the existing bus loading/unloading area, with the addition of measures to ensure safe access for students. This will include:

- Clear delineation of construction zones and where the buses are permitted through the use of fencing and gates, to eliminate conflicts.
- Construction traffic management staff to monitor the area and provide guidance for vehicles entering and exiting.
- Clear delineation of the bus loading/unloading area with movable fencing, along with instructions for areas of restricted access for students.
- Traffic marshals to direct and safely guide students from the college to the bus loading/unloading area. Students shall only be allowed to enter the area via the Main Oval to the south.
- Restriction of construction access and deliveries during bus operation times.

Figure 11 Construction Site Access and Parking – Gate 2



Source: Nearmap, formatted by Urbis

Vehicles parked on the 10x bays within the access roadway will exit via Gate 2. The manoeuvre involves a long reverse. However, this will be contained within the fenced-off construction site. Access arrangements to the parking spaces on the access roadway will be finalised in the detailed CTMP.

4.4. IMPACTS ON CAR PARKING

4.4.1. School Staff/Visitors/Students Car Parking

The proposed construction staff parking will result in the temporary removal of 30 spaces at the Kelso car park, with 10 spaces being retained as school staff parking. A further four spaces are proposed to be permanently removed in the flagpole area (refer to the TIA for further description), as shown in **Figure 12**. The Conde car park near Gate 3 will be closed during construction, resulting in the temporary loss of 59 parking spaces.

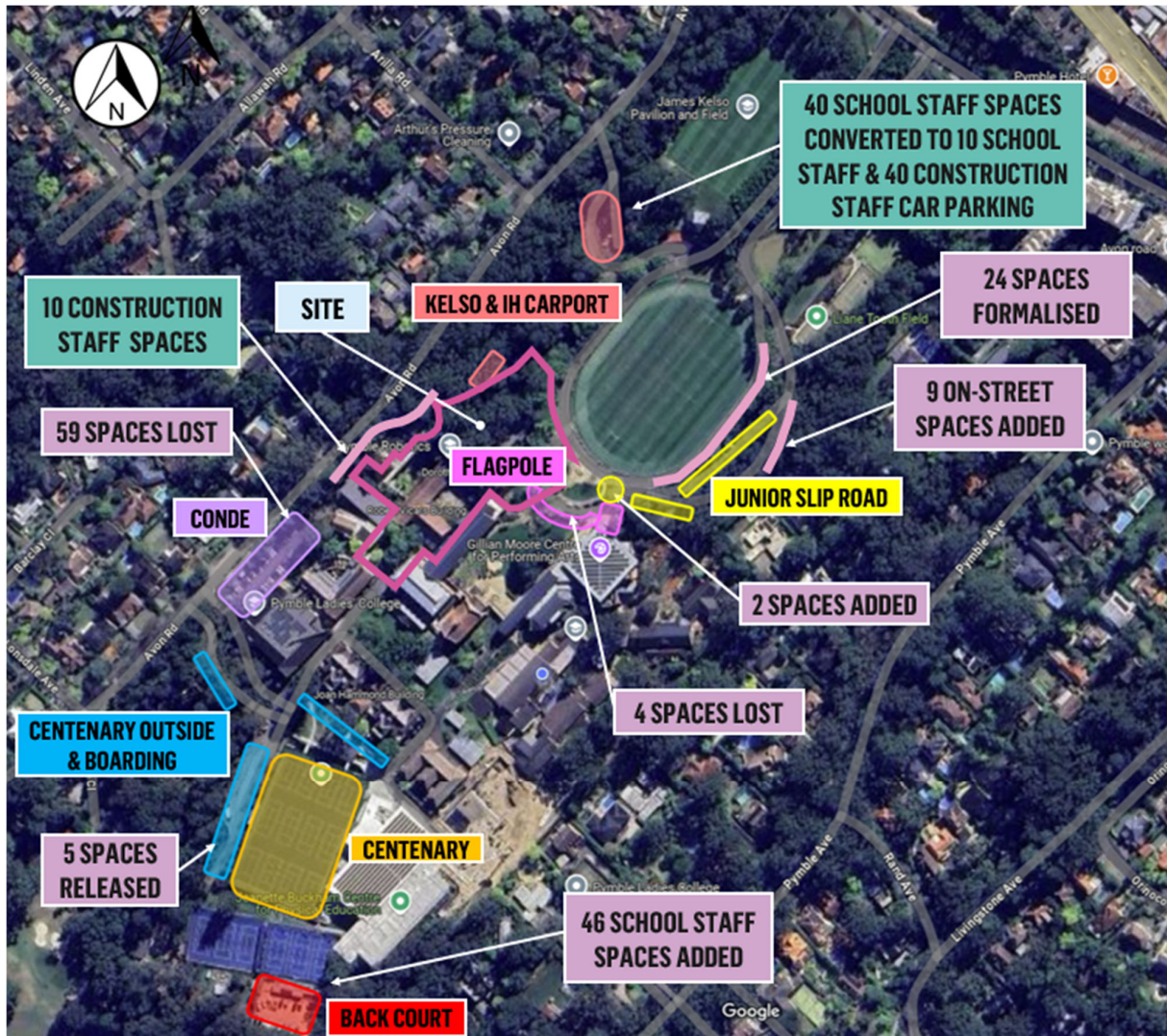
To address the loss of school staff parking spaces on campus, it is proposed to convert the tennis court in the back court area into a staff car park with capacity for 46 cars. This temporary car park is currently being used as a construction staff car park for the ongoing works at the Grey House Precinct. The existing access arrangements to the back court carpark will be retained when the SIP construction commences. Currently, access to this carpark is via Gate 3, turning right on the access roadway adjacent to the Centenary car park, and continuing around the materials recovery building and tennis courts.

Additionally, four new on-street parking spaces are proposed near the access roadway to the junior school, on top of the five spaces that were previously not accounted for. 24 spaces are also proposed on the southeast side of the oval. Two new spaces are also proposed at the flagpole area. Refer to **Appendix A** for the concept layouts of the car parks.

An agreement with the Gordon-Pymble Uniting Church for Pymble Ladies College to use 7 of the church's parking spaces for staff parking during construction works. A copy of the agreement is shown in **Appendix B**.

Upon completion of construction, the Kelso and Conde car parks will be reopened, and the temporary back court spaces (46 spaces), southeast oval parking (24 spaces) and junior school access roadway (4 spaces) parking will be closed.

Figure 12 Changes to Car Parking Supply



Source: Pymble Ladies College, formatted by Urbis

The changes to car parking are shown in **Table 5**.

Table 5 Permanent and Temporary School Staff Parking Space Changes during construction

Car Park Use	Changes to parking		Remarks	Net Change
	Current Location	Count		
Board Member Parking	Executive Shed (also called 'IH')	-6	Relocated to Flagpole Area (reciprocal with existing staff/visitor parking)	0
Visitor Parking	Flagpole	-4	Removed to make way for the modified kerb	-4 (permanent removal)
School Staff Parking	Kelso Car Park	-30	30 school staff spaces converted to approx. 40 construction staff spaces	-30 (temporary removal)
School Staff Parking	Oval	+24	New on-street spaces proposed on the southeast side of the oval	+24 (temporary addition)
School Staff Parking	Junior School (upper)	+5	Spaces unaccounted for in the previous car parking survey	+5 (permanent addition)
School Staff Parking	Junior School (lower)	+4	New parking spaces proposed	+4 (temporary addition)
School Staff Parking	Conde	-59	Car park to be closed during construction to accommodate demountable classrooms	-59 (temporary removal)
School Staff Parking	Outside Centenary	+5	Some bays currently used as storage space will be released	+5 (permanent addition)
School Staff Parking	Back court	+46	60-degree spaces proposed. This area is currently used as construction staff parking for GHP	+46 (temporary addition)
School Staff Parking	Flagpole	+2	New parking spaces provided (see Appendix A)	+2 (temporary addition)
School Staff Parking	Uniting Church	+7	Agreement with church to use their parking spaces during school hours	+7 (temporary addition)
			Total	0

The table shows that there is expected to be a net zero reduction in the number of parking spaces for school staff. To further minimise the parking demand, measures presented below are being implemented by the school (excerpts from the Green Travel Plan):

- The school has recently launched a Travel Access Guide, promoting the use of non-car modes such as walking, cycling, and public transportation. This will be regularly distributed and communicated to staff.
- Offer car-pooling incentives, such as providing priority parking spaces to staff who commute via carpool.

- Implement green travel challenges and tournaments that encourage green travel uptake. This can include a pedometer walking challenge among students, among staff, or students vs. teachers (per capita) that runs for the length of the school term.

4.4.2. Construction Staff Car Parking

Data on Construction Staff Car-as-Driver Ratio

Construction Parking and Access Strategy – Rozelle Interchange Project (JHCPB, September 2020)

The following text was extracted from the report, discussing mode share data of the construction workforce:

“JHCPB analysed the induction records of 20,915 personnel from the M4 East Project and New M5 Project, including details on the mode of transport utilised to travel to work, with:

- *61.7% of personnel using public transport (12,904 people),*
- *0.1% of personnel walking to work (23 people), and*
- *38.2% of personnel using their own private vehicle (7,988 people)”*

Based on the above, it has been assumed that approximately 40% will drive to the site, while the remaining will use alternate modes of transport. The above reference is considered an acceptable comparison due to the large sample size. Whilst the context of the above project is different from the college, the site's proximity to the Pymble train station suggests that there is potential for a similarly high uptake of public transport.

Adequacy of Construction Staff Car Parking Supply

As discussed in Section 3.2.1, approximately 50 car parking spaces can be accommodated for construction staff within the Kelso car park and the service lane (noting construction staff parking can utilise tandem parking). During the peak construction period, a total of 115 construction staff are expected to work on-site. With a 40% car-as-driver ratio, there could be a demand for 46 parking spaces, resulting in a surplus of 4 spaces.

To further minimise the car parking demand, green travel initiatives will be communicated to the construction staff. During induction, staff will be informed about the limited parking availability and encouraged to use public transport, carpool, or walk/cycle to work if feasible. They will also be actively discouraged from using surrounding on-street parking bays to ensure these spaces remain available for residents and school staff. Additionally, equipment and tool storage areas will be provided on-site to reduce the need for staff to drive to work.

The surplus of parking spaces indicates that there are no expected impacts on on-street parking supply. It is also important to note that the number of staff will vary across different phases of construction, so the peak demand for 46 parking spaces is not expected to persist throughout the entire construction period.

4.5. IMPACTS ON PUBLIC TRANSPORTATION

No bus stops are located along Avon Road and Pymble Avenue, which are the main access roads that will be used by construction traffic. Therefore, the proposed construction works are not anticipated to have any impact on the surrounding public transportation.

It should be noted that public transport usage is anticipated to increase due to the additional demand created by construction staff. This increased demand is considered negligible, considering that public transport modes are designed to accommodate a significant number of users.

4.6. IMPACTS ON THE SURROUNDING ROAD NETWORK

As discussed in Section 2.3, the site's surrounding area is experiencing congestion during peak periods. Based on the construction staff's work hours, workers are anticipated to arrive around 7 AM and depart around 6 PM, outside the identified network peak periods. Therefore, while the proposed development will

generate additional traffic, the trips will not overlap with the current peak periods and, therefore are not expected to have a direct impact on the surrounding network.

Additional trips made by heavy vehicles are anticipated to be distributed throughout the working day. Arrangements will be made such that deliveries and other activities will be outside the identified network and school peaks to minimise the impact on the surrounding road network.

4.7. IMPACTS ON EMERGENCY VEHICLE ACCESS

The proposed on-street bays on the southeast side of the oval reduce the width of the circulation roadway to about 3.3m at the narrowest point. It is noted that a general aerial appliance (i.e., a 10.0m-long fire truck) requires a minimum roadway width of 4.5m, while allowing pinch points of 3.2m width. The general fire appliance will be directed to drive over the field to access the main buildings within the site. Pymble Ladies College will ensure that a clear path is provided through the field.

4.8. COMMUNICATION AND IMPLEMENTATION STRATEGY

4.8.1. Site Inspections and Record-Keeping

The construction work will be monitored to ensure it follows the CTMP provided by the appointed contractor. A daily inspection will occur before construction activities begin to confirm that conditions align with the plan and that there are no potential hazards. Any possible adverse impacts will be documented and addressed if they arise.

4.8.2. Site Induction

All construction staff shall undergo a site induction where all requirements for working within the worksite will be provided, which could include the following, in addition to general instructions:

- Limited availability of off-street and on-street car parking.
- Public transportation options.
- Availability of pedestrian and cycling facilities.
- Permitted heavy vehicle access routes.

4.8.3. Consultation

Consultation with key stakeholders shall be undertaken on a regular basis to ensure that all stakeholders affected by the construction works are considered. The consultation process could include the following:

- Letter drop to local residents who may be affected by the construction works.
- Direct consultation with the Ku-ring-gai Council, Transport for NSW, Fire and Rescue NSW, and NSW Police, and Ambulance NSW.

5. CONCLUSIONS

This construction traffic management plan outlines the following conclusions regarding the proposed Secondary Innovation Precinct:

- The proposed SIP will be constructed over approximately 24 months, including 3 months of demolition and 21 months of construction/landscaping works. Construction works are anticipated to be from Monday to Friday, 7 AM to 6 PM. Truck movements are planned to be outside peak drop-off/pick-up periods.
- Based on construction trip generation at the Grey House Precinct, the construction works could generate up to 74 heavy vehicle movements throughout the day, and up to 39 light vehicle movements during AM and PM peak construction staff arrival times during the main construction period.
- The removal of existing car parking spaces and provision of temporary parking spaces within the site will not result in any loss of school staff parking spaces.
- There is a surplus of four construction staff parking spaces within the site. This suggests that there will be no impact on on-street parking spaces as a result of construction staff parking surrounding the site.
- The construction of the proposed development is not anticipated to have a significant traffic impact on the surrounding network on the basis that mitigation measures are implemented to address the potential increase in car parking demand by construction staff.

6. DISCLAIMER

This report is dated 20 October 2025 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Pymble Ladies' College (**Instructing Party**) for the purpose of Secondary Innovation Precinct Construction Traffic Management Plan (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

CAR PARK CONCEPT LAYOUTS



NOTES:
1. NO SURVEY DRAWINGS WERE PROVIDED. ALL CAR PARKING BAY LAYOUTS ARE BASED ON AERIAL IMAGES (NEARMAP). THE ACCURACY OF THE DIMENSIONS TO BE CONFIRMED ON-SITE.

PRELIMINARY ADVICE ONLY
NOT FOR CONSTRUCTION

BACK COURT

ALL DRAWINGS ARE DESIGNED TO BE PRINTED AND READ IN COLOUR
IT IS THE CONTRACTORS' RESPONSIBILITY TO PRINT DRAWINGS IN COLOUR TO AVOID ANY POTENTIAL DISCREPANCIES IF DRAWINGS ARE PRINTED IN BLACK AND WHITE



PYMBLE LADIES COLLEGE
CAR PARK CONCEPT DESIGN

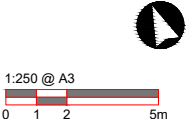
Angel Place, Level 8, 123 Pitt Street | Sydney NSW 2000 Australia | +61 2 8233 9900 | URBIS Pty Ltd | ABN 50 105 256 228

ARCHITECTURAL DRAWING REF			
DWG NAME:			
DATE:			
NEARMAP IMAGE			
DATE:			

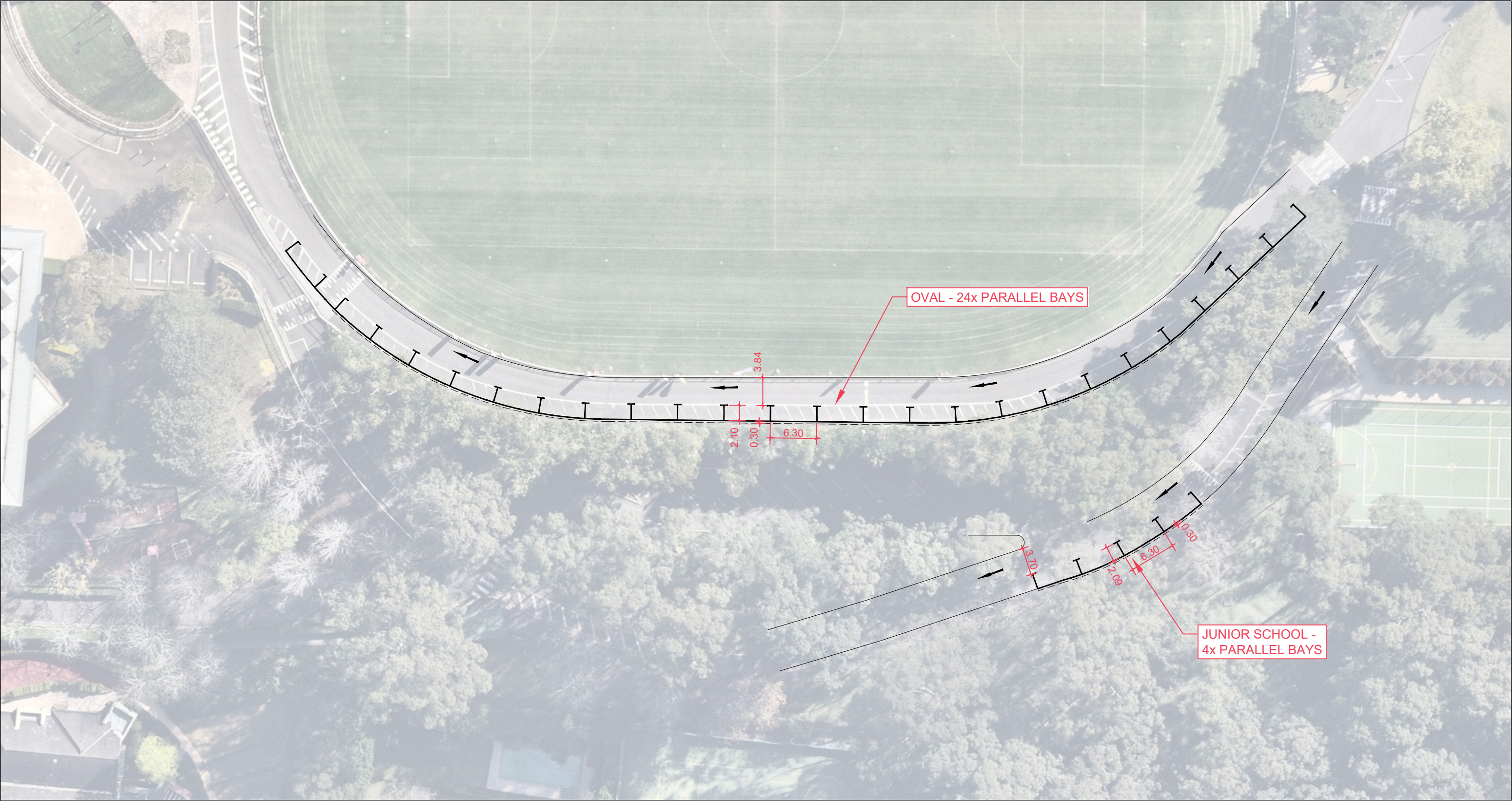
A	DRAFT	SA	JP	22/09/25
REV	DESCRIPTION	DWN	CHK	DATE

DISCLAIMER
Copyright by Urbis Pty Ltd. This drawing or parts thereof may not be reproduced for any purpose or used for another project without the consent of Urbis. The plan must not be used for ordering, supply or installation and no relevance should be placed on this plan for any financial dealing of the land. This plan is conceptual and is for discussion purposes only and subject to further detail study, Council approval, engineering input, and survey. Cadastral boundaries, areas and dimensions are approximate only. Written figured dimensions shall take preference to scaled dimensions.

CLIENT
PYMBLE LADIES COLLEGE



PROJECT NO.
P0057142
SHEET NO.
01 OF 02
DATE
22/09/25
REVISION
A



NOTES:
1. NO SURVEY DRAWINGS WERE PROVIDED. ALL CAR PARKING BAY LAYOUTS ARE BASED ON AERIAL IMAGES (NEARMAP). THE ACCURACY OF THE DIMENSIONS TO BE CONFIRMED ON-SITE.

PRELIMINARY ADVICE ONLY
NOT FOR CONSTRUCTION

OVAL AND JUNIOR SCHOOL

ALL DRAWINGS ARE DESIGNED TO BE PRINTED AND READ IN COLOUR
IT IS THE CONTRACTORS' RESPONSIBILITY TO PRINT DRAWINGS IN COLOUR TO AVOID ANY POTENTIAL DISCREPANCIES IF DRAWINGS ARE PRINTED IN BLACK AND WHITE



PYMBLE LADIES COLLEGE
CAR PARK CONCEPT DESIGN

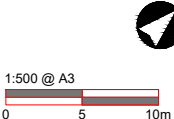
Angel Place, Level 8, 123 Pitt Street | Sydney NSW 2000 Australia | +61 2 8233 9900 | URBIS Pty Ltd | ABN 50 105 256 228

ARCHITECTURAL DRAWING REF			
DWG NAME:			
DATE:			
NEARMAP IMAGE			
DATE:			

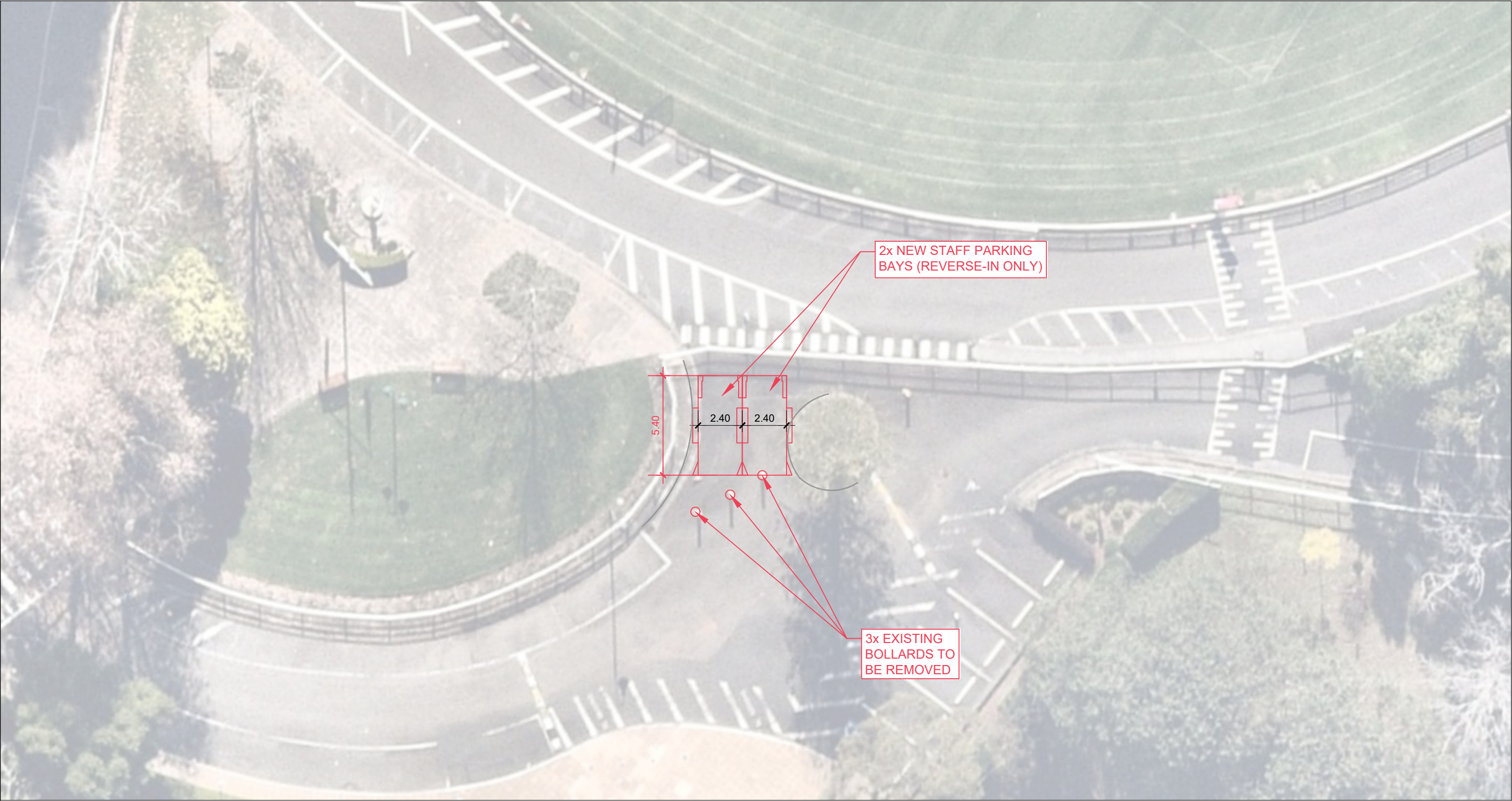
A	DRAFT	SA	JP	22/09/25
REV	DESCRIPTION	DWN	CHK	DATE

DISCLAIMER
Copyright by Urbis Pty Ltd. This drawing or parts thereof may not be reproduced for any purpose or used for another project without the consent of Urbis. The plan must not be used for ordering, supply or installation and no relevance should be placed on this plan for any financial dealing of the land. This plan is conceptual and is for discussion purposes only and subject to further detail study, Council approval, engineering input, and survey. Cadastral boundaries, areas and dimensions are approximate only. Written figured dimensions shall take preference to scaled dimensions.

CLIENT
PYMBLE LADIES COLLEGE



PROJECT NO. P0057142
SHEET NO. 02 OF 02
DATE 22/09/25
REVISION A



NOTES:
1. NO SURVEY DRAWINGS WERE PROVIDED. ALL CAR PARKING BAY LAYOUTS ARE BASED ON AERIAL IMAGES (NEARMAP). THE ACCURACY OF THE DIMENSIONS TO BE CONFIRMED ON-SITE.

PRELIMINARY ADVICE ONLY
NOT FOR CONSTRUCTION

FLAG POLE

ALL DRAWINGS ARE DESIGNED TO BE PRINTED AND READ IN COLOUR
IT IS THE CONTRACTORS' RESPONSIBILITY TO PRINT DRAWINGS IN COLOUR TO AVOID ANY POTENTIAL DISCREPANCIES IF DRAWINGS ARE PRINTED IN BLACK AND WHITE



PYMBLE LADIES COLLEGE
FLAGPOLE CAR PARK CONCEPT DESIGN

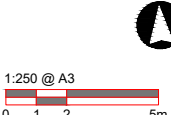
Angel Place, Level 8, 123 Pitt Street | Sydney NSW 2000 Australia | +61 2 8233 9900 | URBIS Pty Ltd | ABN 50 105 256 228

ARCHITECTURAL DRAWING REF			
DWG NAME:			
DATE:			
NEARMAP IMAGE			
DATE:			

A	DRAFT	SA	KB	14/11/25
REV	DESCRIPTION	DWN	CHK	DATE

DISCLAIMER
Copyright by Urbis Pty Ltd. This drawing or parts thereof may not be reproduced for any purpose or used for another project without the consent of Urbis. The plan must not be used for ordering, supply or installation and no relevance should be placed on this plan for any financial dealing of the land. This plan is conceptual and is for discussion purposes only and subject to further detail study, Council approval, engineering input, and survey. Cadastral boundaries, areas and dimensions are approximate only. Written figured dimensions shall take preference to scaled dimensions.

CLIENT
PYMBLE LADIES COLLEGE



PROJECT NO. P0057142
SHEET NO. 01 OF 01
DATE 14/11/25
REVISION A

APPENDIX B

AGREEMENT WITH UNITING CHURCH

Pymble Ladies' College

Proposal for Weekday Use of Gordon-Pymble Uniting Church Carpark

1. Background

Pymble Ladies' College is seeking to establish a formal agreement with Gordon-Pymble Uniting Church to utilise 7 parking spaces in the lower Everton Street carpark during weekdays (Monday to Friday, 7:00 AM – 6:00 PM) in term time (38 weeks per annum). This arrangement is designed to be mutually beneficial, providing the church with additional income and fostering a strong local partnership.

2. Benefits to Gordon-Pymble Uniting Church

- **Financial Contribution:** Regular payments to support church operations or community programs.
- **Community Engagement:** Strengthens ties between the church and Pymble Ladies' College.
- **Low Impact Usage:** Low level impact to weekday programs, which have use of timed street parking in addition to the upper levels of the Church parking.
- **Trial-Based Approach:** A pilot period of an agreed length to assess suitability and impact.
- **Passive Monitoring and Deterrence:** Regular presence of vehicles during the week may assist in deterring any illegal parking, rubbish dumping, and other unwanted activity. A consistently occupied carpark signals active use and discourages misuse of the space.

3. Operational Details

Item	Details
Spaces requested	7 standard car spaces located on Everton Street, street level.
Days of use	Monday to Friday, term time only (38 weeks p/a) as published on the school website.
Hours of use	7:00 AM – 6:00 PM 10 NOVEMBER
Duration of agreement	Initial trial from Monday 13 October to Wednesday 3 December 2025 or as dates negotiated with view to extend arrangement until end 2028. Either party is entitled to cease the agreement within an agreed notice period. The proposed notice period is one month.
Access method	No change to unsecured carpark during trial period. Option to reassess access control methods following feedback from Church and users (e.g. chain gate, bollard installation, other).
Signage	By agreement and at Pymble Ladies' College expense. We propose: • internal sign (facing street) with terms of usage • small signs (facing parking space) to indicate space allocation In the event of signage removal or damage, the College will make good any damage to walls to the standard of the facility.

Visit Avon Road Pymble NSW 2073

Mail PO Box 136 North Ryde BC NSW 1670 Australia

Telephone +61 2 9855 7799

pymblelc.nsw.edu.au

A SCHOOL OF THE UNITING CHURCH | ACN 645 100 670 | CRICOS 03288K

**WATCH US
CHANGE
THE WORLD™**

Pymble Ladies' College

Item	Details
Users	Available only to Pymble Ladies' College staff members. No student driver or parent drop off/pick up parking will be permitted. The College will ensure users are: - Briefed on expected conduct and usage of the space - Physically able to walk from the parking area to their place of work
Support for Green Travel Plan strategies	Priority will be given to staff who have committed to carpooling, thus encouraging a reduction in the total number of cars commuting to the College daily.
Return of use for major Church events	In the event of Funerals or other major events scheduled at the Church, the College agrees to return usage of space to the Church on the following terms: - Minimum 3-day notice period to ensure availability and coordination. - Up to 3 occasions per year. - Occasions after the 3rd to be adjusted pro-rata on the annual payment. This ensures respectful accommodation of important church events while maintaining operational clarity for users.

4. Financial Offer

Item	Details
Rate	Rate per Space: \$10/day 15/day Total Weekly Fee (7 spaces x 5 days): \$350 525 Total Annual Contribution: $350 \times 38 \text{ weeks (term time)}$ = \$13,300 19,950
Payment terms	Payment may be arranged quarterly (per term) or annually upon agreement.
Additional expenses	Expenses for acquisition and installation of additional signage or access control to meet requirements of Pymble Ladies' College will be at the expense of Pymble Ladies' College.
Adjustments due to return of use	The College will not seek pro-rata adjustments for the return of use of the space for Funerals or other major events up to 3 days per annum. Return of use for funerals or events after the 3 rd occasion to adjust pro-rata on the annual payment.

5. Risk Mitigation

Pymble Ladies' College will provide:

- User guide for staff to ensure appropriate use
- Mechanisms for users to book spaces to ensure capacity usage
- Assurance that users will comply with safety and conduct guidelines for usage of this space (terms of such to be at mutual agreement)

Pymble Ladies' College

Gordon-Pymble Uniting will provide:

- Regular facility maintenance of space to ensure safety
- Regular management of trip hazards and/or debris

Insurance:

~~Both the Church and the~~ ^{The} College must hold Public Liability (PL) insurance, and will occupy the lower Everton Street carpark at its own risk.

6. Review and Next Steps

We propose a trial period commencing Monday 13 October until Wednesday 3 December 2025 or dates negotiated, after which both parties can review the arrangement and decide on continuation or appropriate adjustments.

We would welcome the opportunity to work with you to:

- Discuss any concerns or suggestions.
- Draft, review and finalise the terms and agreement.

Thank you to Reverend Karen Mitchell-Lambert and Lyn McLellan for their time to discuss this proposal. We are grateful for the opportunity to propose this partnership between Pymble Ladies' College and Gordon-Pymble Uniting Church.

