



# 270 Pacific Highway, Crows Nest Construction Traffic Management Plan

Prepared for:

Keylan Consulting Pty Ltd

7 October 2025

The Transport Planning Partnership

# 270 Pacific Highway, Crows Nest Construction Traffic Management Plan

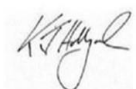
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# 1 Introduction

The application seeks development consent for the development of a 16 storey mixed use development at 270 Pacific Highway Crows Nest, comprising 168 build to rent (BTR) units and non-residential uses in the podium. Specifically, the SSDA seeks development consent for:

- demolition of two existing 5 storey commercial buildings
- construction of a maximum 16 storey building, including:
  - 2 basement parking levels (with 82 carparks (incl. 2 courier spaces), 8 motorbike spaces and 226 bicycle spaces)
  - 3 podium levels comprising non-residential uses such as medical centre, retail, and residential uses (build to rent units and residential amenity facilities such as a gym and sauna, steam room, outdoor pool, class space, cinema room, co-working space)
  - 13 storeys of residential uses in the tower, comprising build-to-rent units
  - communal open space
  - landscaping on ground, level 2 – level 15
  - rooftop solar panels
  - internal and external residential amenities space on roof top
- streetscape upgrades
- office and substation along the northwestern boundary

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 31 January 2025 and issued for the SSDA (SSD-79658964). Specifically, this report has been prepared to respond to the SEARs requirement issued as shown in Table 1.1.

**Table 1.1: Review of Compliance with SEARs**

Item	Description of Requirement	Reference
9. Transport	Provide a Transport Impact Assessment (TIA) in accordance with the processes and methodology recommended in the Guide to Transport Impact Assessment (GITA) published by TfNSW.	Traffic Impact Assessment Report
	If the construction of the development would cause interruptions to regular pedestrian and transport routes (including public transport, active transport or general traffic), a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts.	This Preliminary Construction Traffic Management Plan

## 1.1 Purpose of the CTMP

The purpose of this CTMP is to assess the traffic and pedestrian implications and outline how vehicular, cyclist and pedestrian traffic and access will be managed during the construction period. This CTMP provides a structured approach to manage traffic and access during construction to provide a safe road environment, minimise impact on the surrounding road network and maintain access for all road users and the local community.

Specifically, the purpose of this CTMP is to:

- maintain vehicle and pedestrian access to/from adjacent properties at all times
- restrict construction vehicle movements to designated routes to/from the site
- manage and control construction vehicle activity in the vicinity of the site
- provide an appropriate and convenient environment for pedestrians and cyclists around the construction site
- minimise the impact of construction activity on traffic flows, emergency vehicle access and pedestrian movements
- maintain appropriate public transport access, and
- carry out construction activity in accordance with the approved work hours.

## 1.2 Response to Submissions

The Traffic Impact Assessment prepared by TTPP for this development has been reviewed by Department of Planning, Housing and Infrastructure (DPHI) and comments have been provided as shown in Table 1.2.

**Table 1.2: DPHI Comments**

DPHI Comments	TTPP Response
Provide details of how vehicular access will be maintained and managed to the rear laneway during construction.	Addressed in Sections 3.4 and 3.5

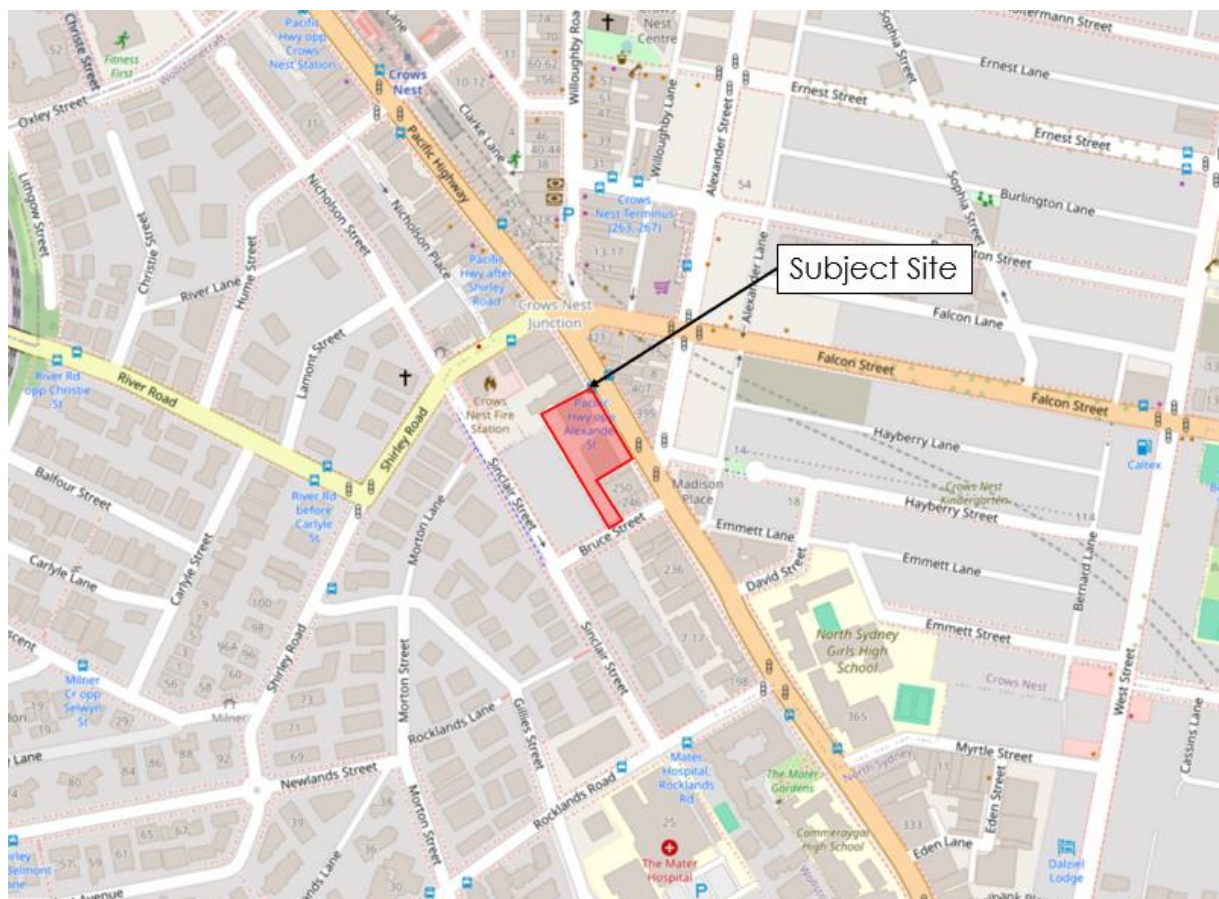
## 2 Existing Conditions

### 2.1 Site Description

The site is located at 270 Pacific Highway (Lot 22 DP706776), Crows Nest, within the North Sydney local government area. The site is currently occupied by two 5-storey commercial buildings with individual accesses from Pacific Highway along the eastern boundary and Bruce Street further south. The site has a total area of 3,796m<sup>2</sup>, with an existing land use of MU1 – Mixed Use.

The surrounding land uses comprise residential dwellings, commercial centres, and mixed-use developments with retail / commercial components on the ground floor and residential on the upper floors. The site location and context are shown in Figure 2.1 below.

**Figure 2.1: Site Location**



Base Map Source: OpenStreetMap, accessed online 07/01/25.

## 2.2 Abutting Road Network

**Pacific Highway** is a classified state road providing a key link between the northern suburbs and Sydney CBD. Pacific Highway is generally configured with three traffic lanes in both northbound and southbound directions. Restricted parking is provided on some sections of both sides of the road. Parking is prohibited along some sections of the road with all day (i.e., 6:00am – 7:00pm, Monday to Friday and 9:00am – 6:00pm, Saturday and Sunday) clearway restrictions.

**Falcon Street** is a classified state road providing a connection between St Leonards and Neutral Bay. It is configured with two traffic lanes in both eastbound and westbound directions. Restricted parking is provided along both sides of the road. Clearway restrictions apply during the morning and evening peak on weekdays (i.e. 6:00am – 10:00am and 3:00pm – 7:00pm).

**Shirley Road** and **River Road** are arterial roads with up to two traffic lanes in both eastbound and westbound directions. Parking is permitted along some sections of Shirley Road and River Road.

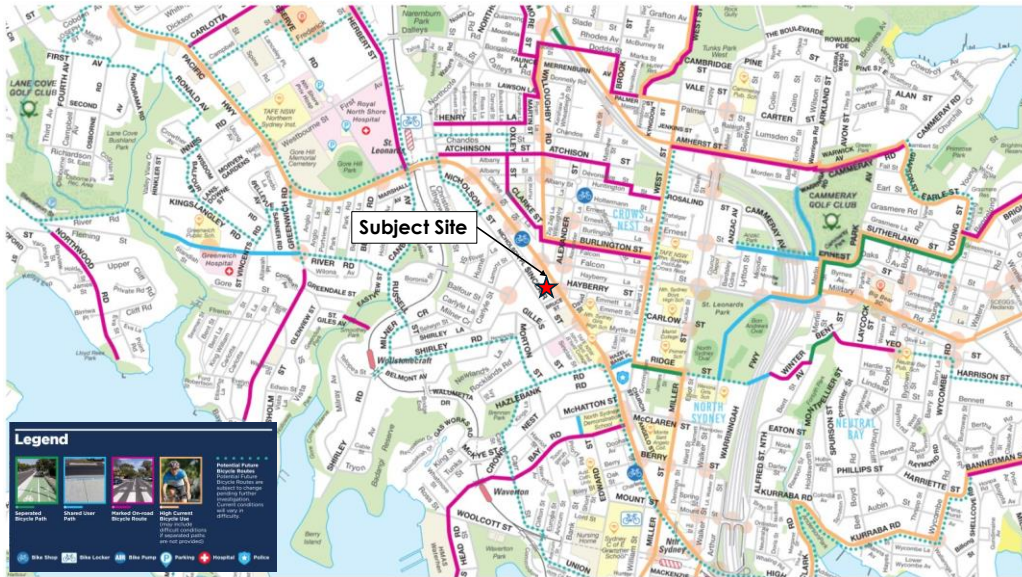
**Bruce Street** is a local road located south of the proposed development. Time-limited, metered parking is permitted on either side of the street.

## 2.3 Pedestrian and Cyclist Infrastructure

Well-established pedestrian footpaths are provided on both sides of the roads surrounding the site. Signalised pedestrian crossings are available at the intersection of Pacific Highway and Falcon Street, and at the intersection of Pacific Highway and Alexander Street.

Shared paths are located further east and northwest of the site. Closer to the site, there are several marked on-road bicycle routes as seen in Figure 2.4. Several potential future bicycle routes can be seen along Pacific Highway and Miller Street. This will provide more cycle links as part of the plan to encourage people to travel via active transport to and from the site.

Figure 2.2: Cycleway Infrastructure Surrounding the Site

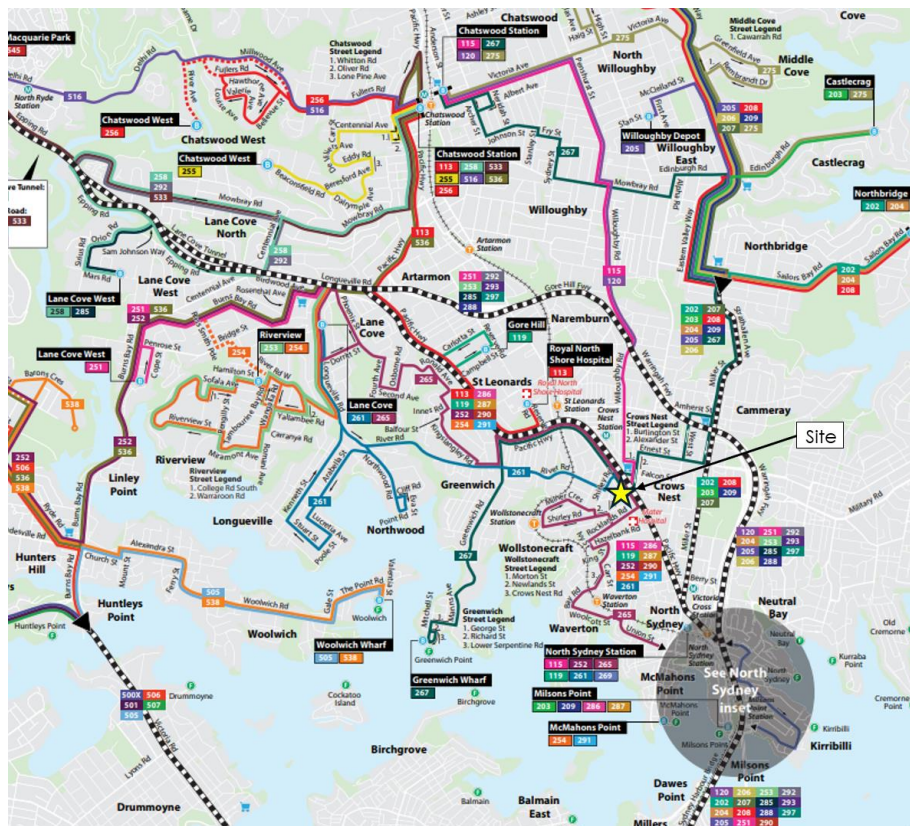


Source: North Sydney Council, accessed 07/01/2025.

## 2.4 Public Transport Facilities

An extensive bus network can be found around the site, as illustrated in Figure 2.2.

Figure 2.3: Bus Route Map



Source: Transport for NSW, accessed 07/01/2025.

The nearest bus stops are located on the Pacific Highway adjacent to the site. The bus stops are serviced by multiple bus routes listed in Table 2.1.

Table 2.1: Bus Routes

Bus Route	Route Description	Distance from Site to Nearest Stop	Peak Service Frequency
119	Gore Hill to North Sydney Station (Loop Service)	20m	30 mins
252	Gladesville to City King Street Wharf via North Sydney		20 mins
254	Riverview to McMahon's Point via North Sydney		30 mins
265	North Sydney to Lane Cove via Crows Nest		30 mins
267	Chatswood to Greenwich via Crows Nest		30 mins
286	Denistone East to Milsons Point via St Leonards & North Sydney		40 mins (PM Peak)
287	Ryde to Milsons Point via St Leonards & North Sydney		3 services (PM Peak)
290	Epping to City Erskine St via North Sydney (Night Service)		4 AM Services
291	McMahon's Point to Epping via North Sydney		30 mins

Source: Transport for NSW, accessed 07/01/2025.

A summary of the nearby bus stops, and the location of St Leonards Train Station and Crows Nest Metro Station is shown in Figure 2.3.

**Figure 2.4: Public Transport Facilities**



Basemap Source: OpenStreetMap, accessed 07/01/2025.

St Leonard Station is approximately 900m walk (12 minutes) from the site, which services the T1 North Shore Line and the T9 Northern Line. These services run frequently during the peak hour (every 3-5 minutes) and provides connectivity to the wider Sydney rail network.

Crows Nest Metro Station opened in 2024 and is located at 400m walking distance (7-minutes walk) from the site. It provides connectivity between north-west Sydney and Sydenham via the city, with an indicative travel time of 4 minutes to Chatswood Station, 5 minutes to Barangaroo Station, and 8 minutes to Martin Place Station.

Victoria Cross Metro Station is located at 1km walking distance (14-minutes walk) from the site.

In 2026 the existing rail line from Sydenham to Bankstown will reopen as part of the Metro line further expanding the Metro network and hence coverage for the site.

### 3 Proposed Construction Activities

#### 3.1 Description of Construction Activities

The construction activities will occur in the five key stages as follows:

- Demolition of the existing structures
- Bulk Excavation
- Structural works
- Internal fit-outs and finishing works
- External works

A detailed Construction Traffic Management Plan is to be prepared prior to the commencement of the construction activities however, a preliminary review of construction traffic management requirements is set out below.

#### 3.2 Staging of Works

The indicative construction staging and description of works is summarised in Table 3.1.

**Table 3.1: Construction Staging and Description of Works**

Construction Stage	Construction Activities	Description of Works
1	Early Works	<ul style="list-style-type: none"> <li>• Services remediation of in-ground contamination and shoring basements</li> <li>• Excavation and removal of trees, soil and existing landscaping</li> <li>• Site establishment of scaffolding and hoarding along the site perimeter</li> <li>• Piling and concrete pour of piles</li> </ul>
2	Building Structure Works	<ul style="list-style-type: none"> <li>• Form and pour the ground floor slab</li> <li>• Progressive erection of building perimeter scaffold</li> <li>• Form and pour the structure of the building</li> <li>• Each level of the structure will follow a typical concrete pour cycle</li> </ul>
3	Façade Works	<ul style="list-style-type: none"> <li>• Erection of the facade structure</li> <li>• Installation of windows</li> <li>• Erect balustrades to balconies</li> <li>• Prepare, waterproof and tile balconies</li> <li>• Preparation and painting of the façade</li> <li>• Remove scaffold from the perimeter of the building</li> </ul>
4	Internal Fit-Out Works	<ul style="list-style-type: none"> <li>• Installation of services and partition walls</li> <li>• Installation of joinery and doors</li> <li>• Waterproof membranes to wet areas</li> </ul>

Construction Stage	Construction Activities	Description of Works
		<ul style="list-style-type: none"> <li>• Floor and wall tiling</li> <li>• Install floor finishes timber/carpet and internal painting</li> </ul>
5	External Works	<ul style="list-style-type: none"> <li>• Installation of hard landscaping</li> <li>• Installation of soft landscaping</li> </ul>

### 3.3 Work Hours

Construction activities would be carried out during the following hours only:

- Monday to Friday                      7am to 7pm
- Saturday                                      8am to 1pm
- Sunday and Public Holiday          No work.

Any works proposed to be undertaken outside these times would require an approval from the relevant authorities (i.e. North Sydney Council), prior to the commencement of any works.

### 3.4 Site Access

During the early stages of construction (demolition and excavation), construction vehicles may utilise the existing basement car park driveway from Bruce Street.

During the construction of the structure, smaller vehicles can access the site via the shared driveway on Bruce Street. The building's western frontage (shown in yellow in Figure 3.1) may serve as the designated area for loading/ unloading activities. Upon exiting, vehicles manoeuvre in front of the newly constructed access into the basement car park and leave via the same shared access in a forward direction. These vehicle movements are illustrated in Figure 3.2 and Figure 3.3. Based on swept paths, vehicles up to an 8.8m long Medium Rigid Vehicle (MRV) would be able to manoeuvre in front of the basement ramp, ensuring that vehicles manoeuvre at a maximum grade of 1:8 as per AS2890.2 requirements.

Traffic controllers will be required to manage pedestrian movements past the site and pedestrian/ vehicle movements along the shared driveway.

Figure 3.1: Proposed Loading Area once Structure is being Constructed

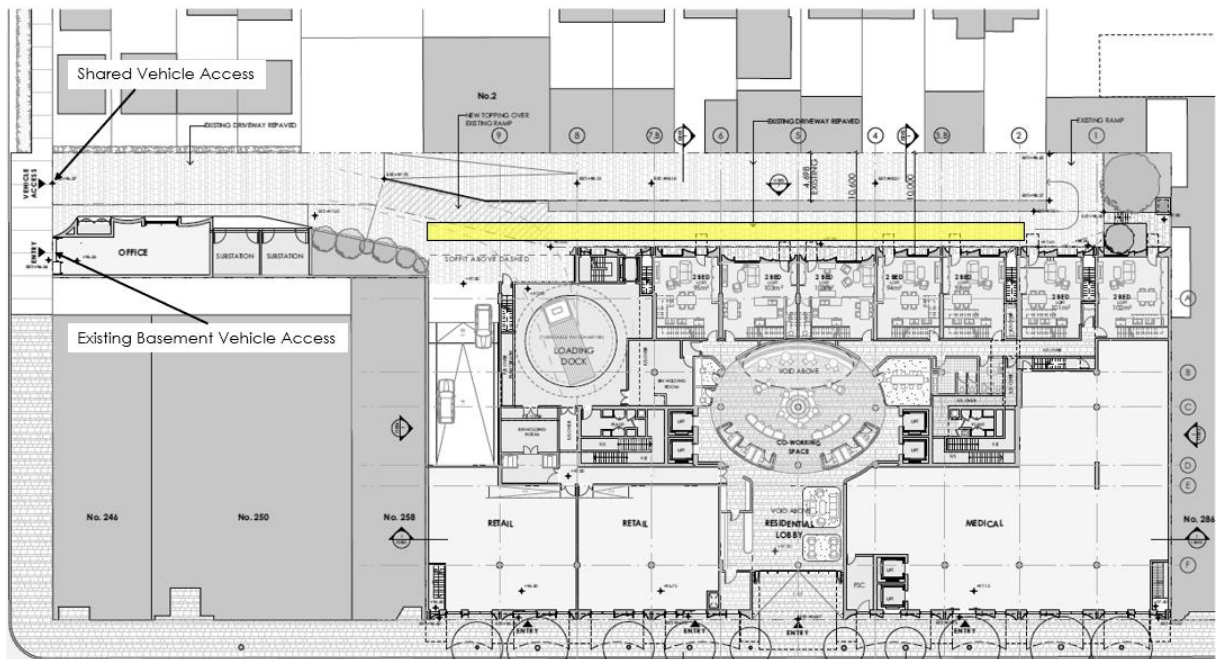
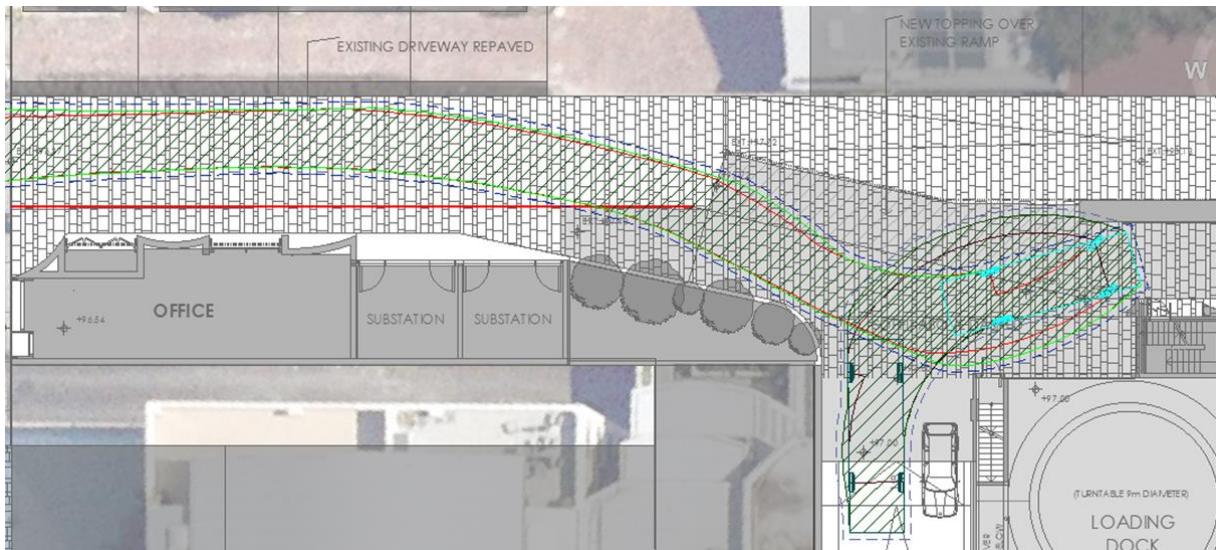
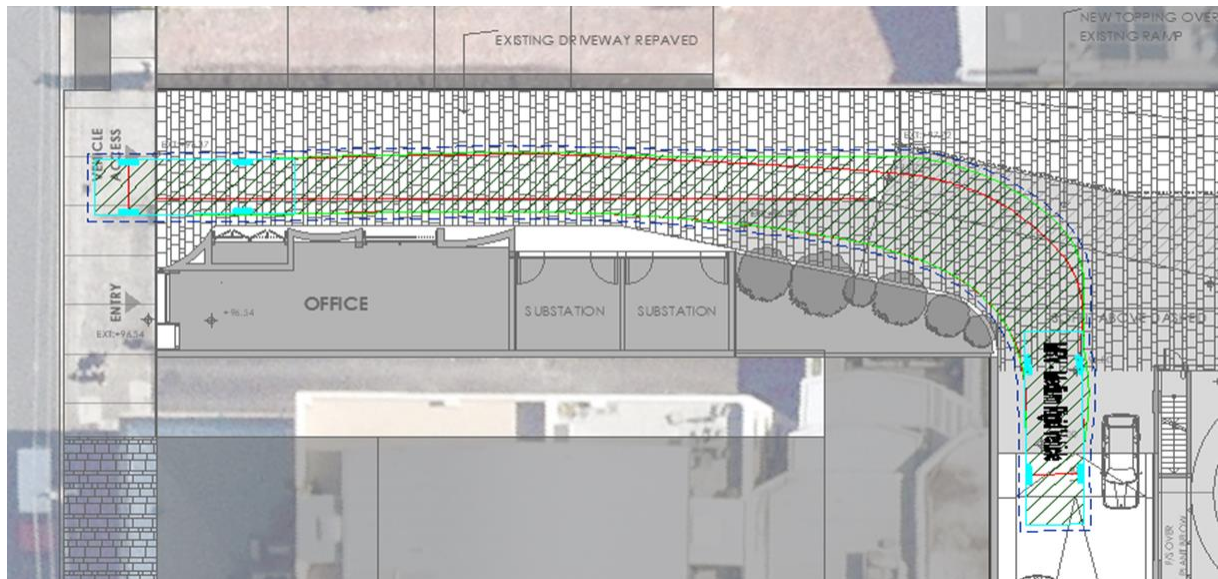


Figure 3.2: Entry Movement



**Figure 3.3: Exit Movement**



### 3.5 Work Zone Requirements

No Works Zones are proposed on the public road or footpaths at this stage.

If an on-street work zone is required, consultation with TfNSW will need to be undertaken to assess the feasibility and impact of a works zone and any time restrictions that would need to be applied. Any proposed work zones must avoid or mitigate any impact to the bus zone operation and peak hour traffic flows.

The contractor is required to apply for all relevant permits for any works zones.

### 3.6 Construction Vehicle Routes

Construction vehicles will have origins and destinations throughout Sydney. Dedicated construction vehicle routes have been developed to provide the shortest distances to/from the arterial road network, whilst minimising the impact of construction traffic on streets within the immediate vicinity of the site.

All truck drivers will be advised of the designated truck routes to/from the site and be required to adhere to the nominated routes.

The designated construction vehicle routes are presented in Figure 3.4.

**Figure 3.4: Construction Routes**



No queuing or marshalling/parking will be permitted on public streets. Construction vehicles are to radio or call on approach to ensure adequate access to the works site is made available.

All construction vehicles are required to enter and exit the site in a forward direction.

### 3.7 Construction Vehicle Type

All construction activities will generally be carried out by small to heavy rigid vehicles, no larger than a 12.5m long heavy rigid vehicle. It may also be necessary to use 19m long articulated vehicles/ truck and dog for excavation and larger deliveries to/from the works site (e.g. delivery of plant equipment).

### 3.8 Construction Worker Parking

No on-site construction staff parking will be provided. All construction staff would be advised to utilise public transport when travelling to and from the site.

The following measures would be implemented to encourage staff to utilise public transport:

- Provision of a secure tool storage facility on-site to allow tradespeople to safely store tools required for the project.
- Inform workers during the induction training of the existing public transport services around the site (i.e. train services at St Leonards train station and Crows Nest metro station).
- During the site induction phase and regular management meetings, staff would be instructed to use public transport when travelling to the site and provided with public transport timetables.
- Display public transport timetable information at key locations within the work site and ensure that it is easily accessible by staff.
- Assist and encourage workers to carpool to access the site during the induction training and toolbox talks (including carpooling from other public transport hubs).

### 3.9 Materials and Handling Area

All materials handling and plant equipment, including waste storage, are expected to be wholly stored on-site within the works site. It is not expected that any public road will be required for such purposes. However, if temporary use of any public road is required for temporary storage purposes or the like, prior consultation with Council will be undertaken. All relevant permit approvals will also be obtained prior to the commencement of such activities.

### 3.10 Road Occupancy License Requirements

Any construction activities that will impact the operational efficiency of the State road network will require a road occupancy license (ROL) prior to the commencement of such construction activities. The construction contractor will be responsible to obtain all relevant ROL's as required.

## 4 Construction Traffic Assessment and Implications

### 4.1 Construction Vehicle Traffic Generation

The estimated total construction vehicle movements associated with each stage of construction are summarised in Table 4.1.

**Table 4.1: Summary of Construction Traffic Movements**

Construction Stage	Construction Activities	Hourly Two-way Movements	Daily Two-way Movements
1	Early Works	Up to 5	Up to 50
2	Building Structure Works	Up to 8	Up to 80
3	Façade Works	Up to 5	Up to 50
4	Internal Fit-Out Works	Up to 5	Up to 50
5	External Works	Up to 2	Up to 20

The proposed construction is expected to generate up to eight vehicle trips per hour during the busiest period. As such, the proposed construction activities could not be expected to result in any adverse impact on the surrounding road network.

### 4.2 Pedestrian and Cycle Access

Pedestrian and cycle access will be maintained around the work site as per existing conditions.

All relevant site hoarding and fencing will be installed around the works site to ensure pedestrian safety at all times. All relevant permit approvals will be obtained from Council (e.g. Class A and B Hoarding), prior to the commencement of any work.

### 4.3 Public Transport Facilities

Construction activities are not expected to result in any impact on existing public transport services or infrastructure.

#### 4.4 Emergency Vehicles and Heavy Vehicles

No special provisions for emergency service vehicles or heavy vehicles are required as part of the proposed construction works. Emergency and heavy vehicle access shall be maintained at all times.

#### 4.5 Adjoining Properties and Local Access

Local access to properties will be maintained at all times during the works.

However, as construction vehicles will access the shared driveway on Bruce Street when the construction of the building takes place, traffic controllers will be required to manage pedestrian and vehicle movements along the shared driveway.

## 5 Construction Traffic Management Measures

### 5.1 Traffic Guidance Scheme

A Traffic Guidance Scheme (TGS) will likely need to be prepared as part of the detailed Construction Traffic Management Plan and submitted to Transport for New South Wales (TfNSW) and Council to appropriately manage the use of designated construction routes.

The TGS would also outline how potential construction vehicle manoeuvres could be accommodated in and out of the construction site and detailed location of temporary roadside signage.

### 5.2 Vehicle Access

Construction vehicles will radio/call the site office on approach to ensure a loading area is available within the works site. All loading and unloading activities will be undertaken within the works site during the approved work hours. No queuing or marshalling of construction vehicles will be permitted on public roads. Notwithstanding this, if there are any materials spilt onto the road, site personnel and equipment will rectify the issue accordingly, subject to appropriate OH&S provision.

### 5.3 Heavy Vehicle Loads

All drivers will be required to adhere to the posted vehicle load limits on all roads and not overload vehicles beyond its maximum loading limits and/or relevant approvals.

All trucks entering or leaving the site with loads must have their loads covered and must not track dirt onto any public road. Prior to leaving site, covering truck loads is mandatory and when required, tailgates must be swept clean before leaving site.

### 5.4 Truck Routes

The following protocols must be in place to minimise the impacts associated with the nominated construction vehicle routes:

- Site induction shall include procedures for accessing the site.
- Drivers shall adhere to the designated transport routes.

- Drivers shall be aware of pedestrians and cyclists in the vicinity of the site.
- Drivers shall be aware of existing sign posted speed limits.
- Site induction shall promote road safety and obey the NSW road rules at all times.
- Truck drivers must not drive under the influence of drugs and alcohol.

## 5.5 Site Inspection and Record Keeping

The construction operation would be monitored to ensure that it proceeds as set out in the Construction Management Plan provided by the Principal Contractor. A daily inspection before the start of construction activity is to take place to ensure that conditions accord with those stipulated in the plan and that there are no potential hazards. Any possible adverse impacts are to be recorded and dealt with as they arise.

## 5.6 Site Induction

All staff employed on the site by the appointed contractor will be required to undergo a site induction. The induction will include permitted access routes to and from the works site for site staff and delivery vehicles as well as standard environmental, OH&S, driver protocols and emergency procedures. The workers are to be informed to use public transport to access the site during the induction.

## 6 Conclusion

This preliminary CTMP has been prepared to document the expected construction activities and associated traffic management measures necessary to facilitate the construction of the proposed development at 270 Pacific Highway, Crows Nest.

The key findings contained in this CTMP are as per below.

- The construction of the proposed development is expected to generate up to eight vehicles per hour (two-way) during the peak construction activities.
- Given the expected low volume of construction vehicles, construction vehicle movements to and from the site can be satisfactorily accommodated in the surrounding road network.
- No pedestrian or cyclist facilities will be impacted as a result of the construction activities.
- It is proposed that loading/unloading of trucks is to occur within the site, with construction vehicle access provided off Bruce Street. The existing basement driveway will be used during early stages (demolition and construction), and the shared driveway will be used once the structure is being constructed. Traffic controllers will be required to manage pedestrian movements past the site and pedestrian/ vehicle movements along the shared driveway.
- A number of driver protocols will be established as part of the site induction procedure for drivers to ensure the safety of motorists, pedestrians and cyclists.
- Truck drivers are to be instructed to use the designated truck routes to/from the site.

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