

Technical Advisory Note

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| Project | 2A Gregory Place | Project Number | SCT_00631 |
| Client | 2A Gregory Place Pty Ltd | | |
| Document Name | Preliminary Construction Traffic Management Plan | | |
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1.0 Introduction

SCT Consulting has been engaged by 2A Gregory Place Pty Ltd (the proponent) to prepare a transport and accessibility impact assessment (TAIA) to support an updated state significant development application (SSDA) for a proposed affordable housing build-to-rent (BTR) residential development at 2A Gregory Place, Harris Park, in the City of Parramatta local government area.

As part of the TAIA and requested by the Secretary's Environmental Assessment Requirements (SEARs), a preliminary Construction Traffic Management Plan (CTMP) is required to accompany the assessment to provide estimated construction vehicle movements and how their impacts would be managed and mitigated.

Given the project design is in its early stages, a preliminary CTMP is deemed adequate to provide a high-level appraisal of construction traffic management. Contractors responsible for the construction of the development will prepare a detailed CTMP, which may need to be approved by relevant authorities before the construction commences. A detailed CTMP usually includes Temporary Traffic Management Plans (TTMPs) and a Driver's Code of Conduct.

2.0 Site context

The development site is located at Gregory Place, south of Hassall Street and around 1km east of the Parramatta CBD. The area around the site is characterised as a predominantly low-density residential neighbourhood and open space, with a church and school south of Clay Cliff Creek. The existing context around the site is shown in **Figure 2-1**.

Key roads in the proximity of the site include:

- **James Ruse Drive** is a State road starting from the Cumberland Highway in the north and ending at the Great Western Highway in the south. It provides access for North Parramatta residents to the M4 Motorway towards the Sydney CBD and western suburbs. The road is asymmetrical with four lanes as it enters the intersection with Hassall Street and three lanes as it exits the intersection.
- **Hassall Street** is a regional road connecting the site to James Ruse Drive in the east and the Parramatta CBD in the west. The road has two lanes in each direction. Footpaths are provided along both sides of the road, separated from the road by street trees. Pedestrian crossings are provided at the intersection with Alfred Street.
- **Parkes Street** is a regional road continuing from Hassall Street at the intersection with Harris Street in the east towards the Great Western Highway in the west. The road has two lanes in each direction with footpaths on both sides of the road. Tall buildings along the northern side provide shade for road users on the ground. On-street parking is prohibited throughout its length.

- **Harris Street** runs in the north-south direction. It provides links to the wider road network via Hassall Street, Parkes Street, and Macarthur Street. The road has four lanes north of Parkes Street and two lanes southwards. Footpaths, nature strips, and occasional street trees are provided on both sides of the road.
- **Gregory Place** is a local cul-de-sac that provides the only access to the site. The road is 10.2m wide and can accommodate two-way traffic and on-street parking. Footpaths are provided only on the western side.
- **Alfred Street** is a local road to the east of the site. To the north, the road provides a link between the site and the Tramway Avenue Light Rail Stop. The road generally has one lane per direction with footpaths, on-street parking, and nature strips along both sides.

Figure 2-1 Existing context around the site



Source: SIX Maps (2024) / Annotated by SCT Consulting

3.0 Construction activities

The construction activities have not been finalised at this stage and will be confirmed later once all contractors have been appointed. Notwithstanding, main construction activities may include, but not limited to, the following:

- Demolition of existing structures
- Excavation and disposal of discarded construction materials and soil
- Construction of structure and sub-structure
- Fit out and finishes
- Landscaping

4.0 Working hours

This preliminary CTMP proposes that the construction working hours for the proposed development be between the hours of 7am and 6pm on weekdays, in accordance with the Draft Construction Noise Guideline (EPA, 2020)'s recommendations, with an additional working hours between 7am and 6pm on Saturdays, noting that the nearby development at Novus 39-43 Hassell Street (SSD-34919690) is approved for Saturday working hours of 8am–5pm.

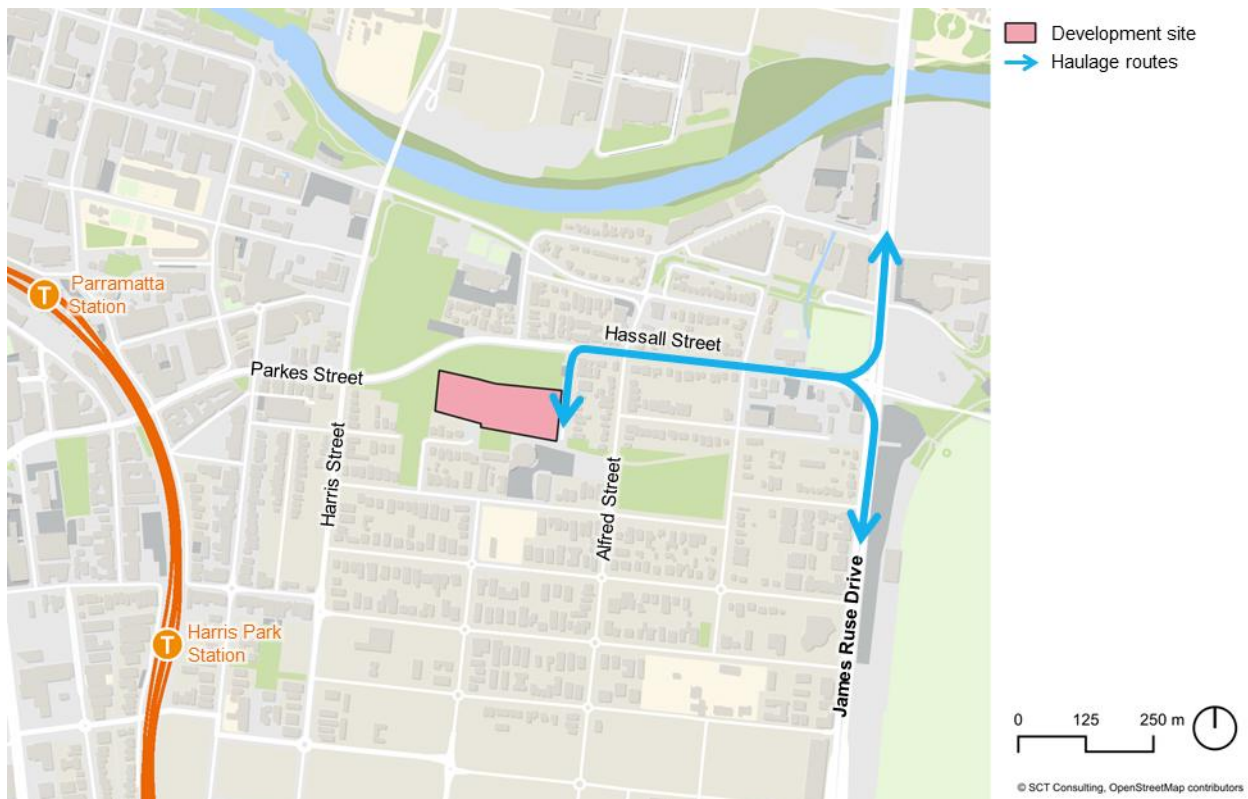
5.0 Site access

Most construction vehicles are anticipated to access the site via James Ruse Drive < > Hassall Street < > Gregory Place, as shown in **Figure 5-1**.

Based on the desktop analysis, heavy vehicles (including B-double trucks) are anticipated to be able to access the site following the preliminary proposed haulage route. Nevertheless, the following should be noted:

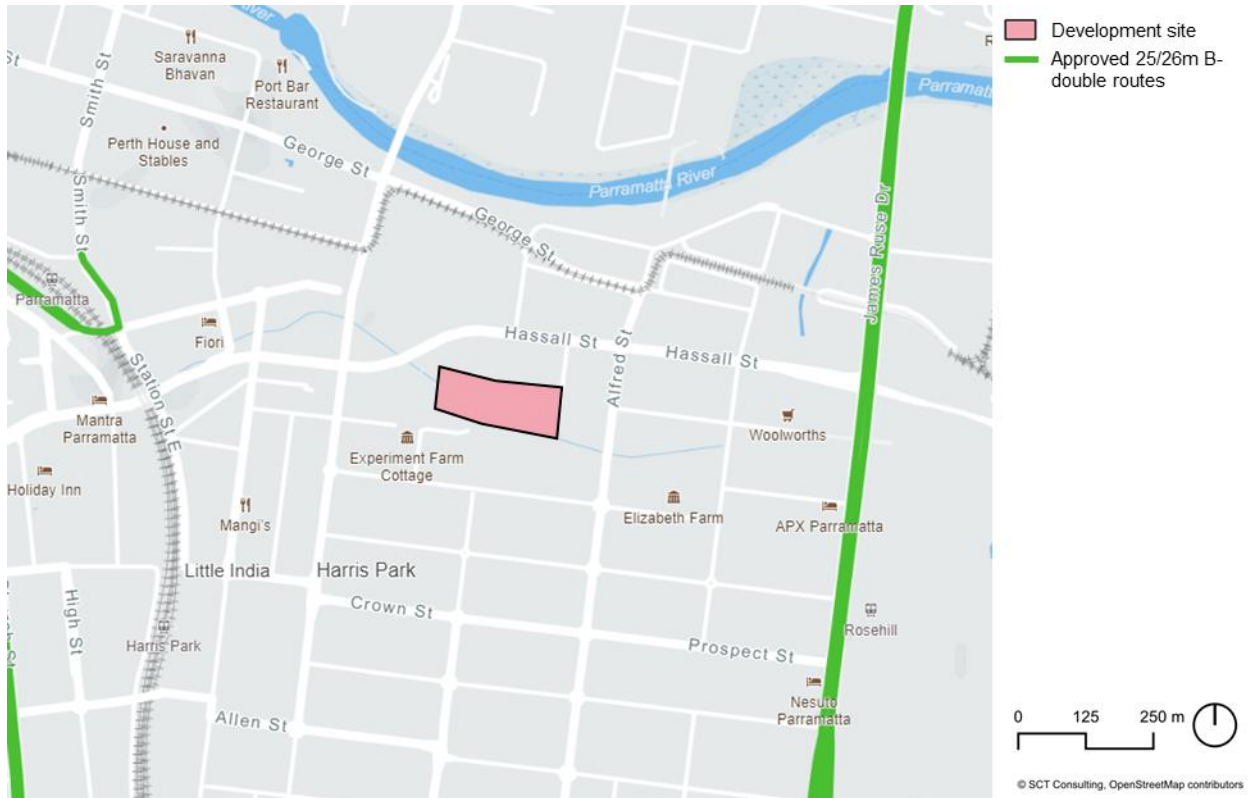
- Removals and deliveries carried out by vehicles of B-double size and larger should be restricted to take place outside of the road network peak hours to mitigate the potential impacts on other road users.
- Vehicle swept path analyses may be required at key pinch points, particularly the Hassall Street | Gregory Place intersection and the site entrance, once contractors have been appointed. This will be prepared by the contractors when they confirm the preferred heavy vehicle access route.

Figure 5-1 Construction haulage routes



The New South Wales Restricted Access Vehicle (RAV) map shows that James Ruse Drive is a designated 25/26m B-double route. It is integrated to the wider road network via the M4 Western Motorway, Parramatta Road, and Victoria Road. **Figure 5-2** depicts approved 19m B-double routes around the site.

Figure 5-2 Approved 25/26m B-double routes around the site



Source: National Heavy Vehicle Register (2024)

6.0 Construction traffic volume

The volume of construction traffic required to deliver this proposal has not yet been determined and will be required to be assessed in a detailed CTMP provided by the principal contractor, typically post-DA approval.

7.0 Impacts on parking

Removal and delivery activities will be managed and occur within the site boundary. When needed, heavy vehicles will be parked within the site.

Given the site location close to the Parramatta CBD and various public transport options, most construction workers are expected to travel to the site by public transport while only a small proportion would drive. Considering the site land area, it is satisfied that the workers' parking demand will be sufficiently accommodated within the site and there will be no impact on the availability of the on-street parking in the area.

Specific parking requirements based on construction staging will need to be further considered by the principal contractor under the detailed CTMP. The following measures could 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 allowing them to use public transport to travel to and from the site on a daily basis.
- During the site induction phase and regular management meetings, staff would be instructed to use public transport when travelling to the site and public transport timetables. Workers would also be informed of restricted parking conditions on-site and the surrounding road network.

8.0 Impacts on walking and cycling

Pedestrian and cyclist access and safety need to be prioritised, and alternative routes should be provided where needed.

Signage will be provided to give information on the construction works. All signs should be visible and noticeable.

Where construction works have an impact on the footpath on Gregory Place, consideration will be given to the requirements of pedestrians and cyclists, especially those with specific requirements, e.g., seniors, people with prams, and people with mobility aides.

Movements of heavy vehicles and large construction equipment should be controlled and coordinated by qualified personnel to manage potential conflicts between these larger vehicles and pedestrians and cyclists.

All vehicles are required to enter and exit the site in a forward movement unless in special circumstances. This is to ensure that both pedestrians and drivers have clear sight distances and can easily gauge and mitigate any potential safety risks.

9.0 General mitigations

The following mitigations are proposed to reduce the potential impacts of construction traffic on the surrounding area:

- Truckloads are to be covered during transportation.
- Neighbouring properties are to be notified of construction works and timing. Any comments would be recorded and taken into consideration when planning construction activities.
- All activities, including materials delivery, are to be conducted fully within the sites and, therefore, would not impede traffic flow along local roads.
- Materials are to be delivered and spoil removed during standard construction hours.
- Avoidance of idling trucks alongside sensitive receivers
- Deliveries are planned to ensure a consistent and minimal number of trucks arriving at the site at any time.
- Additionally, to manage driver conduct the following measures are to be implemented:
 - All truck movements will be scheduled.
 - Vehicles are to enter and exit the site in a forward direction along the travel path shown on delivery maps.
 - Drivers are to always give way to pedestrians and construction equipment.

10.0 Detailed CTMP requirements

The principal contractor will develop a detailed CTMP and include/formalise the following information:

- Description of construction activities, duration and work hours
- Detailed assessment of construction traffic impacts, including any cumulative impacts from surrounding developments
- Details regarding one-off activities such as crane installation and other equipment
- Swept path analysis of heavy vehicle access to the site
- Detailed assessment of on-street parking impacts
- Detailed strategy for pedestrian diversion
- Emergency vehicle access
- Traffic Guidance Schemes
- Contact details of key project personnel.

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