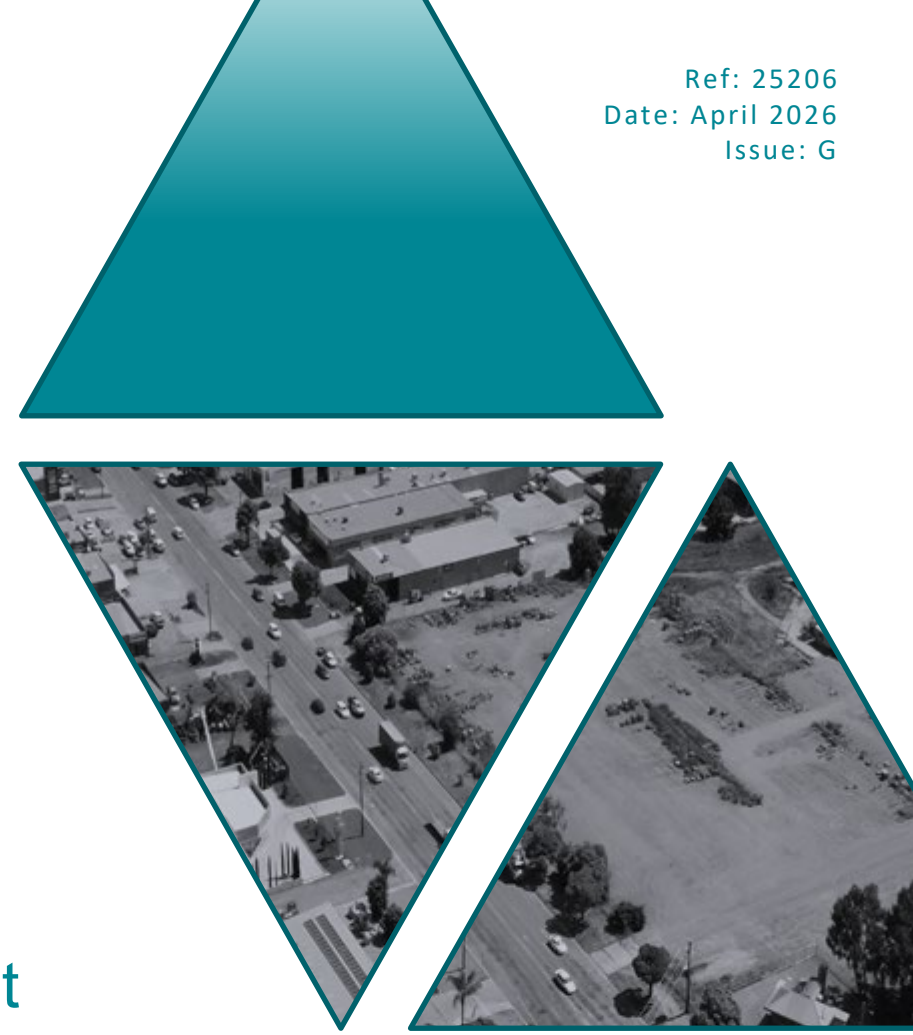
Ref: 25206
Date: April 2026
Issue: G



Mixed Use Development

177 Walker Street North Sydney

Construction Traffic Management Plan





Transport and Traffic Planning Associates

Suite 604, Level 6, 10 Help Street
Chatswood NSW 2067
T (02) 9411 5660 **|** **E** info@ttpa.com.au
W ttpa.com.au

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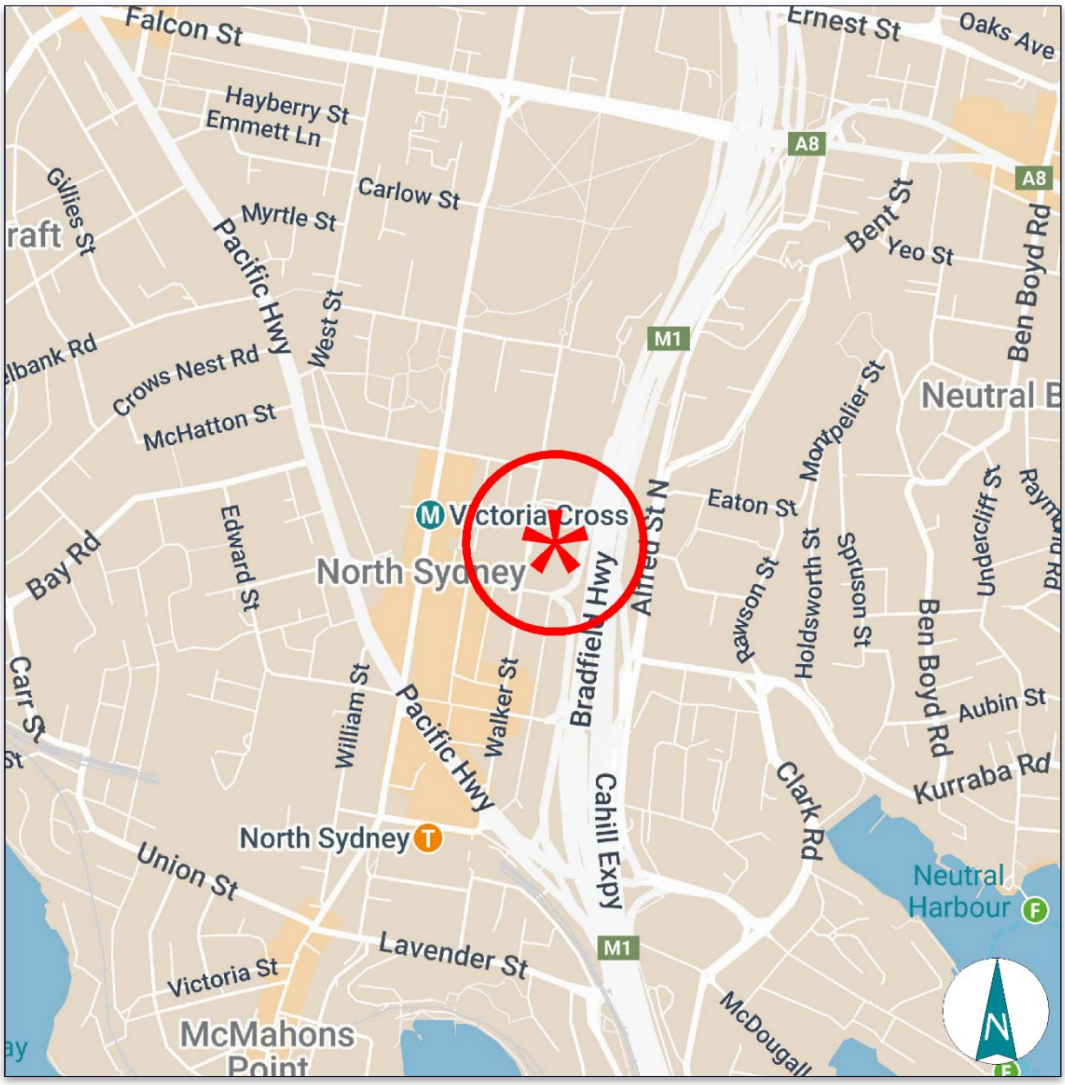
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1.0 Introduction

The Department of Planning, Housing and Infrastructure has approved a State Significant Development Application (SSDA) for a proposed residential development including affordable housing and an amenity building at 177 Walker Street, North Sydney (Figure 1).



This report has been prepared by Transport and Traffic Planning Associates in satisfaction of Consent Conditions No.C3 of SSD-67175465, for the submission of a Construction Traffic Management Plan as part of the Construction Certificate documentation. The report also considers and complies with the North Sydney Standard Requirements for Construction Traffic Management Plans, with the document attached in Appendix E.

2.0 Approved Development

2.1 Site, Context & Existing Circumstances

The development site (Figure 2) is a consolidation of Lot 1 in DP523229, Lot 1 in DP1175748, Lot A in DP318690, Lot 100 in DP103595, Lot 1 DP119732 and Lots 1&2 DP591516 and occupies an irregular shaped area of some 3952m^2 with frontages of some 72m meters to the eastern side of Walker Street and some 54 meters to the southern side of Hampden Street.



The existing site is occupied by older-style, brick multi-storey residential dwellings with vehicle access provided along the western boundary. The surrounding uses comprise:

- Victoria Cross Station is located some 200m east of the site
- North Sydney Station is located some 575m south of the site
- Residential dwellings to the north of the site
- Commercial and retail spaces to the east and south of the site

2.2 Approved Development Scheme

It has been approved to undertake demolition, and excavation works of the existing residential dwellings, providing for basement parking and a level building platform to construct three buildings for a residential development, including two residential buildings (one 12-storey and one 30-storey), a 4-storey amenities building and 4 basement levels. The development will provide 239 apartments, including 78 affordable housing units and 218 car spaces.

Details of the approved architectural plans are provided by Rothelowman and are reproduced in part in Appendix A.

2.3 Construction Program

A process has been established for the completion of the various work with a maximum duration of 27 months. The various phases are as follows:

Demolition	Complete
Excavation	3 months
Structure	12 months
Fitout	12 months

2.4 Construction Process

2.4.1 Excavation

This activity will involve the excavation of the site. This process is anticipated to take 3 months to complete, and the truck activity associated with this process will have a maximum of 50 trucks per day, with trucks entering and departing the site under traffic controller supervision via Hampden Street. The maximum truck size required during this process will be a 12.5m Heavy Rigid Vehicle. The maximum number of workers on-site will be some 20 persons per day.

There will be no on-site parking provided for construction workers. All workers will be encouraged to use public transport to access the site, given the site's proximity to public transport services or to carpool wherever possible.

2.4.2 Structure

The structure phase will take approximately 12 months and, at peak activity, involve a maximum of 100 people on the site at any one time.

Whilst the activity on the site will be intense during this period, the movement of heavy vehicles will only average around 10 visitations per day (excluding concrete trucks), with once per day during concrete pours which will take some 75 days of the construction process. Trucks during these works will be restricted to a 12.5m Heavy Rigid Vehicle (HRV). Workers will continue to be encouraged at all times to utilise the highly accessible public transport system which exists in the vicinity of the site, and alternatively to carpool wherever possible.

The provision for loading/unloading for this process will involve vehicles standing within the site, with all materials being unloaded and stored within the site. Pedestrians walking past the development will continue to be protected by an A-Class Fence and under the supervision of TfNSW-certified traffic controllers.

2.4.3 Fitout

The fitout phase will occur following completion of the primary structure and building envelope. This stage is anticipated to take approximately 12 months to complete and will generally involve internal works such as services installation, partitions, finishes, joinery, and minor external works where required.

During this phase, it is anticipated that a maximum of 200 workers will be present on-site at any one time.

Vehicle movements associated with the fitout works will be limited and will primarily consist of light rigid vehicles and vans for the delivery of materials and equipment and therefore will be less intense. Heavy vehicle movements are expected to average no more than 6 vehicle visitations per day, with the maximum vehicle size restricted to a 12.5m Heavy Rigid Vehicle (HRV). All construction vehicles will continue to access the site via Hampden Street under the supervision of TfNSW-certified traffic controllers where required.

All loading and unloading activities will be undertaken wholly within the site boundaries. No loading or unloading will occur within the public road reserve, and all materials will be stored within the site to avoid impacts on pedestrian or vehicular movements.

No on-site parking will be provided for construction workers during the fitout phase. Workers will continue to be encouraged to utilise public transport given the site's proximity to existing services, or alternatively to carpool wherever possible.

Pedestrian safety along Hampden Street will continue to be maintained through the use of appropriate site fencing, signage, and traffic control measures, consistent with the requirements of TfNSW and the relevant Australian Standards.

3.0 Existing Road Network and Traffic Conditions

3.1 Road Network

The road network serving the site (Figure 3) comprises:

- *M1 Warringah Freeway* – A major Arterial Route and State Road linking the M2 to the inner CBD and the M5
- *Military Road* – An Arterial Route linking the Warringah Freeway to Spit Road and further connecting to the Northern Beaches
- *Pacific Highway* – a Sub-arterial Route connecting the Cahill Expressway to the North Shore suburbs
- *Miller Street* – a main Collector Route linking Pacific Highway to Strathallen Avenue and Cammeray/Northbridge
- *Falcon Street* – a Collector Route linking the Pacific Highway to Military Road
- *Ernest Street* – a minor Collector Route connecting Alexander Street to Ben Boyd Road



Figure 3 - Road Network

3.2 Traffic Controls

The traffic controls that have been applied to the road system in the vicinity of the site (Figure 4) comprise:

- The various traffic control signals along Pacific Highway, Miller Street, Falcon Street and Walker Street
- The ONE-WAY restrictions along Berry Street, Mount Street, Denison Street, Little Spring Street and Angelo Street
- The NO RIGHT TURN restrictions at the intersection of Pacific Highway and Berry Street
- The pedestrian crossing at the intersection of Pacific Highway and Walker Street

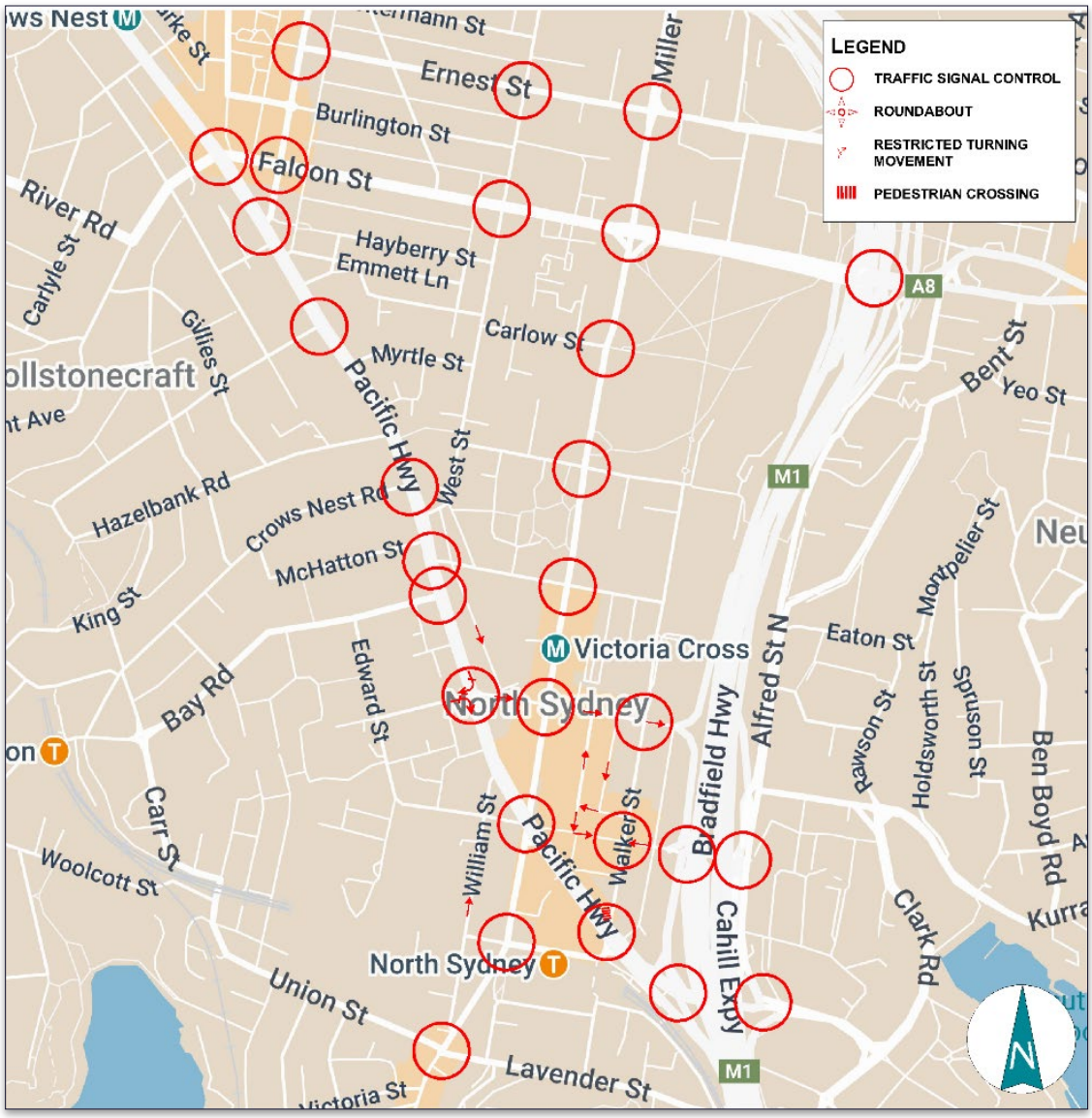


Figure 4 - Traffic Conditions

3.3 Traffic Conditions

An indication of the existing traffic conditions on the road network in the vicinity of the site is provided by the data published by Transport for New South Wales (TfNSW). The data is expressed in terms of Annual Average Daily Traffic (AADT), and the most recently published data is as follows:

	AADT
Military Road, 10m East of Tramway Lane	76,332

Site observations indicate relatively light traffic flow along Walker Street with lengthy gaps available for site access and departure movements outside of peak hours. During peak periods, it is expected to face moderately heavy traffic with significant delays along Walker Street and surrounding roads, including Berry Street, Miller Street, Pacific Highway and Warringah Freeway.

3.4 Transport Services

3.4.1 Bus

The site is serviced by the Victoria Cross Station bus stop, some 400m (6 min walk) to the south-east of the site. Victoria Station services various bus routes that will all be provided in Appendix B, including some of the following:

- Route 115: Chatswood to North Sydney Sydney Station (Loop Service)
- Route 119: Gore Hill to North Sydney Station (Loop Service)
- Route 202: Northbridge to City Bridge St via North Sydney
- Route 229: Beauty Point to North Sydney
- Route 260: Terrey Hills to North Sydney
- Route 291: Epping to McMahons Point via North Sydney

Details of the public transport options in the area are provided in Appendix B

3.4.2 Metro

The site is serviced by the Victoria Cross Metro Station via Miller Street, some 350m (6 min walk) west from the site. This station provides access to the M1 Metro North West & Bankstown Line. Metro services operate frequently, every 4 minutes during peak periods and every 10 minutes outside of peak periods.

3.4.3 Train

The site is located some 600m (9 min walk) north of North Sydney Train Station. The station serves the following routes:

- T1: Berowra to City via Gordon
- T9: Hornsby to North Shore via City
- CCN: Newcastle to Central via Strathfield or Gordon

Details of the public transport options in the area are provided in Appendix B.

3.5 Walking Facilities

Established pedestrian footpaths are available in the vicinity of the site. Primarily connecting the site to other residential developments within the area, as well as to Victoria Cross Metro Station and North Sydney Train Station. The bus stop servicing the site, some 400m south-east of the site, is also readily accessible by pedestrian footpaths.

4.0 Construction Traffic Management Plan

4.1 Construction Vehicle Route

Truck movements will approach and depart the site via the entrance at Walker Street, as illustrated in Figure 5. All trucks involved with the works will access the site using the classified State and Regional Road system. State and regional road systems are better suited for truck movements because they're designed to accommodate heavy vehicles, the intersections along the route are also larger and therefore can accommodate the larger turning circles required for HRV access.

It is unlikely that works of this scale will result in concurrent truck arrivals/departures. Nevertheless, it is noted that any truck queuing or marshalling of construction vehicles will not be permitted on the road network, and call-up procedures will be in place to manage arrivals, if necessary, by the nominated contractor. Only one vehicle will enter or exit the site at the access at a time.

Where practicable, truck movements will be scheduled outside of peak traffic periods to minimise disruption to the surrounding road network. Deliveries will be coordinated by the nominated contractor to ensure safe access to the site and to avoid unnecessary delays or conflicts with general traffic, pedestrians and cyclists.

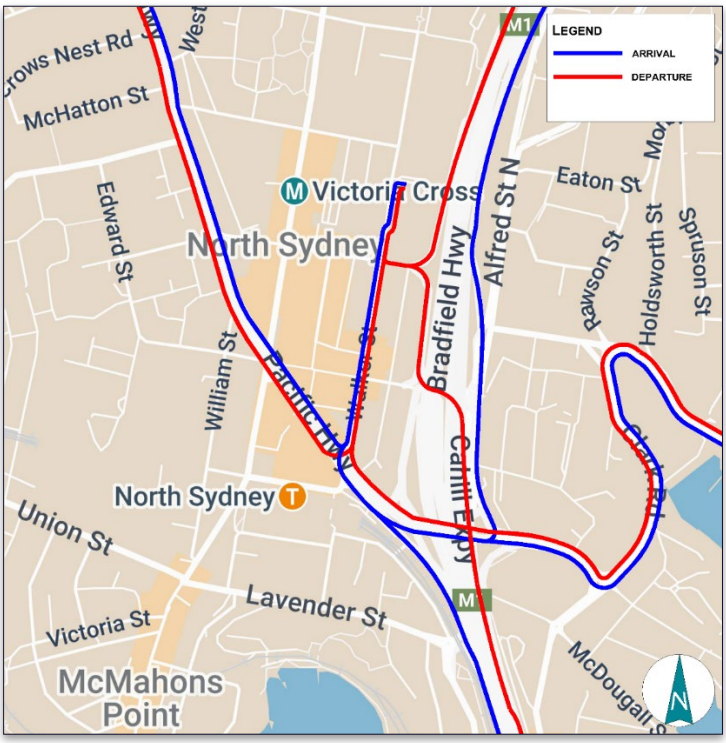


Figure 5 - Truck Routes

4.2 Truck Manoeuvres & Site Access

The largest truck generally requiring access to the site throughout the entire process is a 12.5m Heavy Rigid Vehicle. Suppose a required truck length exceeds the specified maximum during that phase of work. A separate application will be submitted to the Council identifying the dates of access and the proposed length of the required truck.

4.3 Truck Movements

The envisaged truck movements per day throughout the works are as follows:

Excavation	40-50 per day
Structure	3 per day + 40 per day during concrete pours
Fit Out	6 per day

Trucks servicing the site are restricted to the approved construction hours only when accessing the streets in the vicinity of the site. While the proposed truck volume of 40-50 movements per day is considered a high amount, the movements will be scheduled outside of peak traffic periods to minimise disruption to the surrounding road network. Truck movements of this size have not been uncommon for the area as the ongoing construction of the Warringah Freeway produces truck movements, this project is approaching its final stages and therefore the road network will have increased capacity for the truck movements required for this development.

Deliveries will be coordinated by the nominated contractor to ensure safe access to the site and to avoid unnecessary delays or conflicts with general traffic, pedestrians and cyclists. These provisions will be strengthened with the Traffic Guidance scheme and the safety measures associated with this plan.

4.4 Concrete Pour

4.4.1 Average Basements Pour (Burnish Finish)

The average concrete pours are 300m^3 and will take 1 hour to set up. The concrete will be pumped at an average of 40m^3 per hour (without supply delays or breakdown) resulting in a 300m^3 pour being finished pumping by 4pm. The pack up and washout of the pump will take 1 hour and be complete by 5pm. After last truck leaves, 4 workers on trowel machines will be on site to finish the slab and pack up which will take 4 hours and be complete by 9pm.

4.4.2 Transfer Pour

The larger 800m^3 concrete pours will operate after normal construction hours. The concrete will be pumped at an average of 70m^3 per hour (without supply delays or breakdown) and will be finished pumping by 7pm. The pack up and washout of the concrete pump will take an hour and be complete by 8pm. There will be 10 workers and 30 concrete trucks delivered outside of working hours. After last truck leaves, 4 workers on trowel machines will be on site to finish the slab and pack up which will take 2 hours and be complete by 9pm.

4.5 Construction Hours

The approved hours of construction activity will be:

Monday to Friday	7 am – 5 pm
Saturday	8 am – 1 pm
Sunday and Public Holidays	No work

All rock breaking, rock hammering, sheet piling, pile driving and similar activities may only be carried out between the following hours:

Monday to Friday	9 am – 12 pm, 2 pm – 5 pm
Saturday	9 am – 12 pm
Sunday and Public Holidays	No work

The concrete pour hours vary slightly as specified in Section 4.4.

Noise from construction activities shall comply with the Protection of the Environmental Operations (Noise Control Regulation 2017). Any excavation works involving the use of heavy earth movement equipment, including rock breakers, will not be undertaken on Sundays or Public Holidays.

4.6 Contact Details

The contact person who is to have authority without reference to other persons to comply with instructions issued by the Council's Traffic Engineer or the Police is as follows:

Name: Dejan Popovic
Contact Number: 1300 927 516
Email Address: thewalden.community@aland.com.au

4.7 Site Induction

All workers and visitors employed on the site by the appointed contractor (including sub-contractors) will be required to undergo a formal' site induction' process, and all the inductions will be performed specifically to each trade according to Workcover OH & S requirements.

The induction will include details of approved access routes to and from the construction site for site staff and delivery vehicles, parking arrangements, as well as standard environmental, WHS, driver protocols and emergency procedures. The agreed work hours must be included as part of this induction.

4.8 Traffic Guidance Scheme

The TGS presents traffic management principles, with detailed information for work site operations contained in the Roads and Maritime Services Traffic Control at Work Sites Technical Manual Version 6.1 dated 28 February 2022. The control of traffic at work sites must be undertaken with reference to WorkCover requirements and RCC Workplace Health and Safety Manuals.

The TGS is prepared by a Certified Traffic Controller (under TfNSW regulations) in accordance with Australian Standards 1742.3. The TGS includes:

- The proposed works zone
- Accredited site personnel at the site access
- Traffic control signage

The TGSs for the construction processes are provided in Appendix C.

4.9 Pedestrian Management

Pedestrians walking along the site frontage will be protected by temporary construction fencing. TfNSW-accredited traffic controller shall always supervise all vehicle movements into and out of the Loading Zone and materials movements to and from the site, ensuring pedestrians have the right of way at all times.

4.10 Impact on Emergency Vehicle Access

The proposed works would not affect access to the site and neighbouring sites by emergency vehicles. Emergency protocols on the site would indicate a requirement for the traffic controller to assist with emergency access on the site. All truck movements to the site and the incident point would be suspended and cleared. Consequently, any potential impacts on emergency access would be effectively managed throughout the works.

The liaison would be maintained with the ambulance, fire services, police, and other emergency services agencies throughout the construction period, and a 24-hour contact would be made available for 'out-of-hours' emergencies and access.

As such, there would be no impacts on the provision of existing emergency vehicle access to the site or other neighbouring properties as a result of the proposed construction activities.

4.11 Road Serviceability

The contractor will ensure that the roads in the vicinity of the site remain clean and serviceable during the construction. Any damage to kerbs, signage, trees, footpaths, etc. will be repaired or replaced to the satisfaction of the Council.

4.12 Off-street Parking and Storage

There is no off-street parking available for workers on site. As such, workers will be informed of the appropriate tool/equipment drop-off and storage arrangement within site sheds and amenities and encouraged to use the available public transport in the vicinity.

Workers will be instructed to park on the corner of Lower Walker Street and Hampden Street within the site boundary, a temporary construction driveway will be constructed here to assist with this movement (subject to separate approval), which will be reinstated prior to occupation.

4.13 Materials Handling

All materials are to be stored within the site boundary at all times. Loading/unloading of materials will occur from within the site by hand or with the assistance of trolleys/forklifts. No materials shall be placed, dumped or left on any council road or footpath area at any time.

4.14 Work Zone

The approved development will require a Works Zone during the construction works along Hampden Street. Should a truck require the use of the frontage roadway for loading and unloading during the demolition or excavation, a separate stand plant permit will be submitted by the builder.

The turning path assessment details are provided in Appendix C, indicating satisfactory truck manoeuvring in and out of the works zone.

4.15 Public Notification

The nominated contractor would prepare notification letters, under the approval of the Council, that would be delivered to nearby properties, to advise of the construction works and timing thereof.

4.16 Site Establishment Plan

The site establishment will include a defined works zone layout, with nominated crane/plant locations (where required), and designated loading/unloading areas. Pedestrian management measures and appropriate traffic control devices will be implemented to ensure safe movement around the site. Access for pedestrians, vehicles, and emergency services will be maintained at all times. The TGSs for the construction processes are provided in Appendix C which outlines measures for pedestrian and vehicle management.

Appendix A
Development Plans

ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994

136 WALKER STREET
13 STOREY COMMERCIAL BUILDING

142 WALKER STREET
23 STOREY RESIDENTIAL FLAT BUILDING

148-150 WALKER STREET
2 STOREY TERRACE BUILDING

WALKER STREET

WALKER STREET

2-4 HAMPDEN STREET
2 STOREY TERRACE BUILDING

173 WALKER STREET
3 STOREY RESIDENTIAL FLAT BUILDING
SP 11082

175 WALKER STREET
3 STOREY RESIDENTIAL FLAT BUILDING
SP 86752

177 WALKER STREET
3 STOREY RESIDENTIAL FLAT BUILDING
SP 9808

179 WALKER STREET
3 STOREY RESIDENTIAL FLAT BUILDING
SP 64615

11 HAMPDEN STREET
3 STOREY RESIDENTIAL FLAT BUILDING
DP 119732

6-14 HAMPDEN STREET
2 STOREY TERRACE BUILDING

40 m EXISTING SERVICES EASEMENT

2 m

169 WALKER STREET
21 STOREY RESIDENTIAL FLAT BUILDING

BERRY STREET

HAMPDEN STREET

15 HAMPDEN STREET
2 STOREY RESIDENTIAL BUILDING
DP 591516

88 BERRY STREET
10 STOREY RESIDENTIAL FLAT BUILDING

17 HAMPDEN STREET
1 STOREY RESIDENTIAL BUILDING
DP 591516

16 HAMPDEN STREET
7 STOREY RESIDENTIAL FLAT BUILDING

WARRINGAH FREEWAY

SSDA SUBMISSION

Revisions

A	24.05.24	SSDA SUBMISSION	AB
B	14.06.24	DPHI TOA UPDATES	AB
C	18.10.24	DPHI RESPONSE TO SUBMISSIONS UPDATES	NE

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Department of Planning, Housing and Infrastructure

Issued under the Environmental Planning and Assessment Act 1979

Approved Application No: SSD 67175465

Approved on: 1 April 2025

Signed: CA

Sheet No: 3 of 88

Project: **East Walker St**

173-179 Walker St, North Sydney

Drawing: **SITE PLAN - EXISTING** Project No: **223139** Author: **DM** Scale: @ A1 **1 : 250** Drawing No.: **DA00.04** **C**

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Brisbane, Gold Coast, Melbourne, Perth, Sydney
www.rothelowman.com.au

Demolition Notes

Contractor to confirm existing conditions on site.

Contractor to demolish existing structure/remove all materials. Cut and seal services as required in accordance with local authority requirements and a.s. codes for that trade u.n.o

Protection of works as required by local authorities

Cleaning of site to epa requirements by contractor

Asbestos
Contractor to allow for complete demolition & removal of all asbestos products. All asbestos products to be removed & handled as per relevant Australian standards

Extent of demolition work as indicated on this drawing & heritage consultants drawings & specifications, including but not limited to the following:

Removal/demolition of all existing floor/slabs & footings, external and internal walls, windows, doors, cladding, gutters, downpipes, rainwater heads, cappings, flashing gutter board supports etc. U.n.o

Removal/demolition of all existing works including but not limited to external steps, paths, carparks, planters & landscaping, gates, fences, garden walls, retaining walls, bollards, light blades signs, columns etc. U.n.o

Removal/demolition of all existing fixtures and fittings including but not limited to lights, taps, basins, wcs etc. Disconnection & removal of existing services to be undertaken by appropriate contractors

Contractor to make good damage to adjoining buildings, pavement, laneways, roads, fences, kerbs, channels, services, street furniture, carspace markings etc. (ie. Any adjoining objects/materials not within site boundary) resulting from demolition works.

All repairs to authority requirements or to condition prior to demolition. Contractors are responsible for relocation and co-ordination of road carparking markings, ticket machines etc.

Preliminary
Precautionary measures to be undertaken as described in as.2601-2001. A "hazardous substances management plan" is to be implemented before and during demolition if the preliminary investigation of the building identifies any hazardous materials contained therein. These materials will be removed as per the guidelines of the responsible authority and clearance certificate obtained before demolition commences

Safety fencing
Security fences shall be provided to the street boundary of the demolition site and any additional precautionary measures, taken as may be necessary to prevent unauthorised entry to the site, where the demolition site adjoins a public thoroughfare the common boundary between them shall be fenced for its full length with a hoarding unless the least horizontal distance between the common boundary and the nearest part of the structure is greater than twice the height of the structure. The fencing shall be the equivalent of the chain wire as specified in as.1725

Notices lettered in accordance with as.1319 and displaying the words "warning demolition in progress", or similar, shall be fixed to the fencing at appropriate places to warn the public. Provision shall be made for ready access to the site by emergency services personnel in the event of fire or accident

Demolition work
Structures shall be demolished in the reverse order to that of their construction. The order of demolition for buildings shall be progressive, storey by storey, having proper regard to the type of construction. No part of any structure shall be left unsupported or unattended in such a condition that it may collapse or become dangerous. Precautions shall be taken to ensure that the stability of all parts of the structure, and the safety of persons on and outside the site, will be maintained in the event of sudden and severe weather changes.

Walls on the boundaries are to be demolished in a safe and workmanship like manner. Walls shall not be laterally loaded by accumulated debris or rubble, to the extent that they are in danger of collapse, allowable loading of the suspended floors shall be determined by an independent structural engineer.

All structures, hardscape and softscape to be demolished unless specified otherwise.

Dust control
The techniques adopted for stripping out and for demolition shall minimise the release of dust into the atmosphere. Before the commencement of stripping or demolition in an area of a structure, any existing accumulations of dust in that area shall be collected, placed in suitable containers and removed. Selection of an appropriate collection technique, such as vacuuming or hosing down, shall take due account of the nature of the dust and the type of hazard it presents. Dust generated during stripping, or during the breaking down of the building fabric to removable sized pieces, shall be kept damp until it is removed from the site or can be otherwise contained. The use of excess water for this purposed shall be avoided.

Noise control
Noise shall be minimised as far as practicable, by the selection of appropriate methods and equipment, and by the use of silencing devices wherever practicable to epa/code requirements.

Note:
1. Attention is drawn to recommendations in as.2436
2. Hours of operating equipment may be restricted by regulatory authority

Fire services
Where a fire hydrant service or a fire hose reel service is provided in a building, it shall be available at all times during the demolition of the building, so that all remaining storeys except the two uppermost storeys, are serviced. Access to the fire protection services, including any booster fitting, shall be maintained at all times. If a sprinkler system is installed in a building to be demolished, it shall be maintained in an operable condition at each storey below the two uppermost unstripped storeys.

Suitable portable fire extinguishers shall be kept at all times in working area and are not protected by other fire services, and maintained in an operable condition.

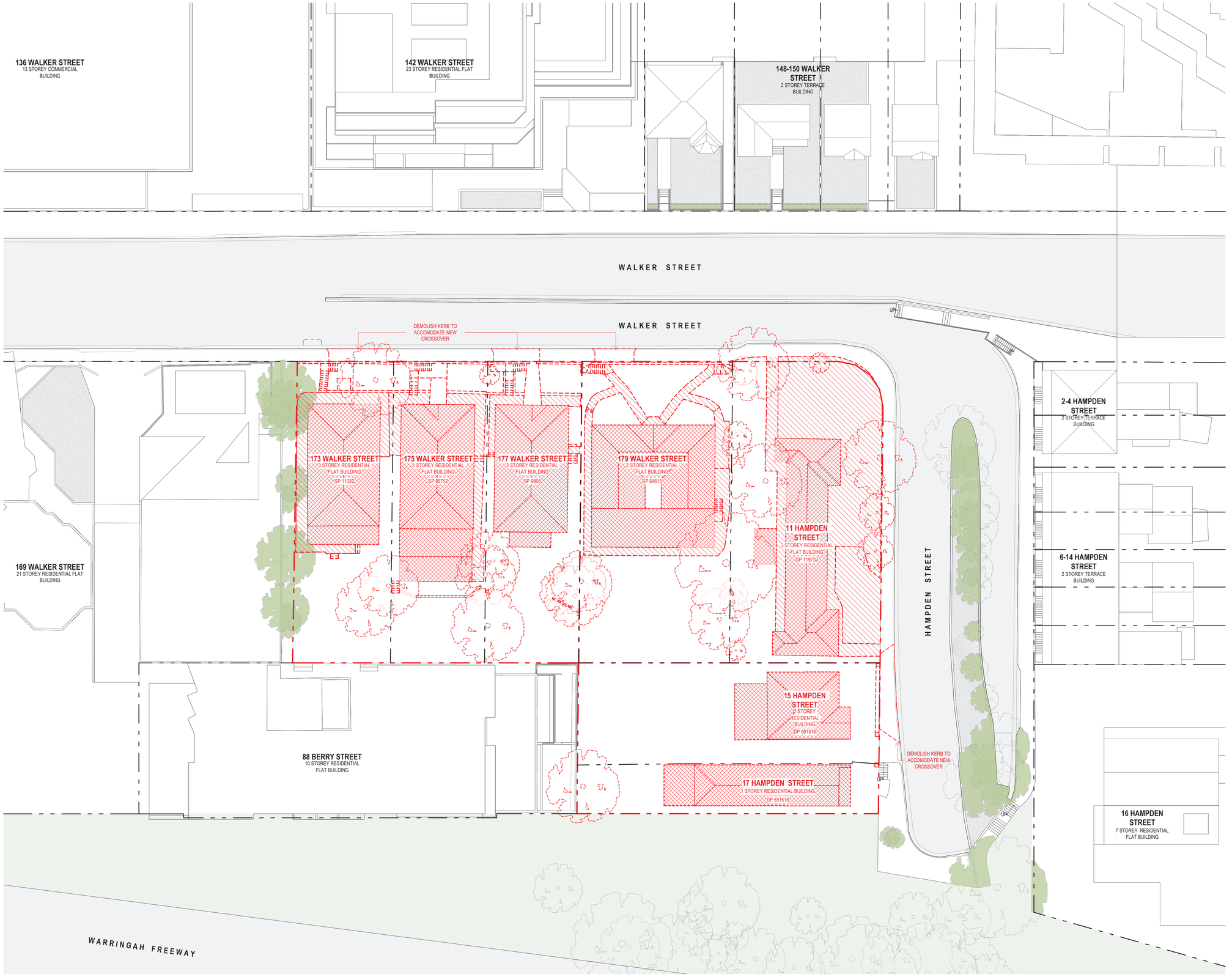
Adjoining properties
Safe access to and egress from adjoining buildings shall be maintained at all times for the duration of the demolition work. No demolition activity shall cause damage to or adversely affect the structural integrity of adjoining buildings. The effects of vibration and conversion on adjoining buildings and their occupants shall be minimised by selecting demolition methods and equipment appropriate to the circumstances. Where any surface of an adjoining building is exposed by demolition, the need for weatherproofing the exposed surface shall be investigated and temporary or permanent protection provided as appropriate. Precautions shall be taken to minimise the spreading of mud and debris by vehicles leaving the site.

General
Openings in existing walls and floors, through which there is a risk of persons falling to lower level, shall be either properly guarded or boarded over and the boarding secured against unauthorised or accidental removal. Precautions shall be taken to prevent glass from falling on any person in or outside the building. Demolished material shall not be allowed to fall freely outside the structure unless it is confined within a chute or similar enclosure, which is clear of obstructions to objects falling freely.

Demolished material shall be removed progressively from the site and at any time, shall not be allowed to accumulate to the extent that it presents a hazard to the public or to site personnel.

All drawings to be read in conjunction with heritage consultants drawings and specifications

Site protection/shoring legend
Permanent site shoring
Temporary site shoring
Note:
Refer structural engineers drawings for all site protection and shoring details



Department of Planning, Housing and Infrastructure

Issued under the Environmental Planning and Assessment Act 1979

Approved Application No: SSD 67175465

Approved on: 1 April 2025

Signed: CA

Sheet No: 4 of 88

SSDA SUBMISSION

Revisions				
A	24.05.24	SSDA SUBMISSION	AB
B	14.06.24	DPHI TOA UPDATES	AB
C	18.10.24	DPHI RESPONSE TO SUBMISSIONS UPDATES	NE

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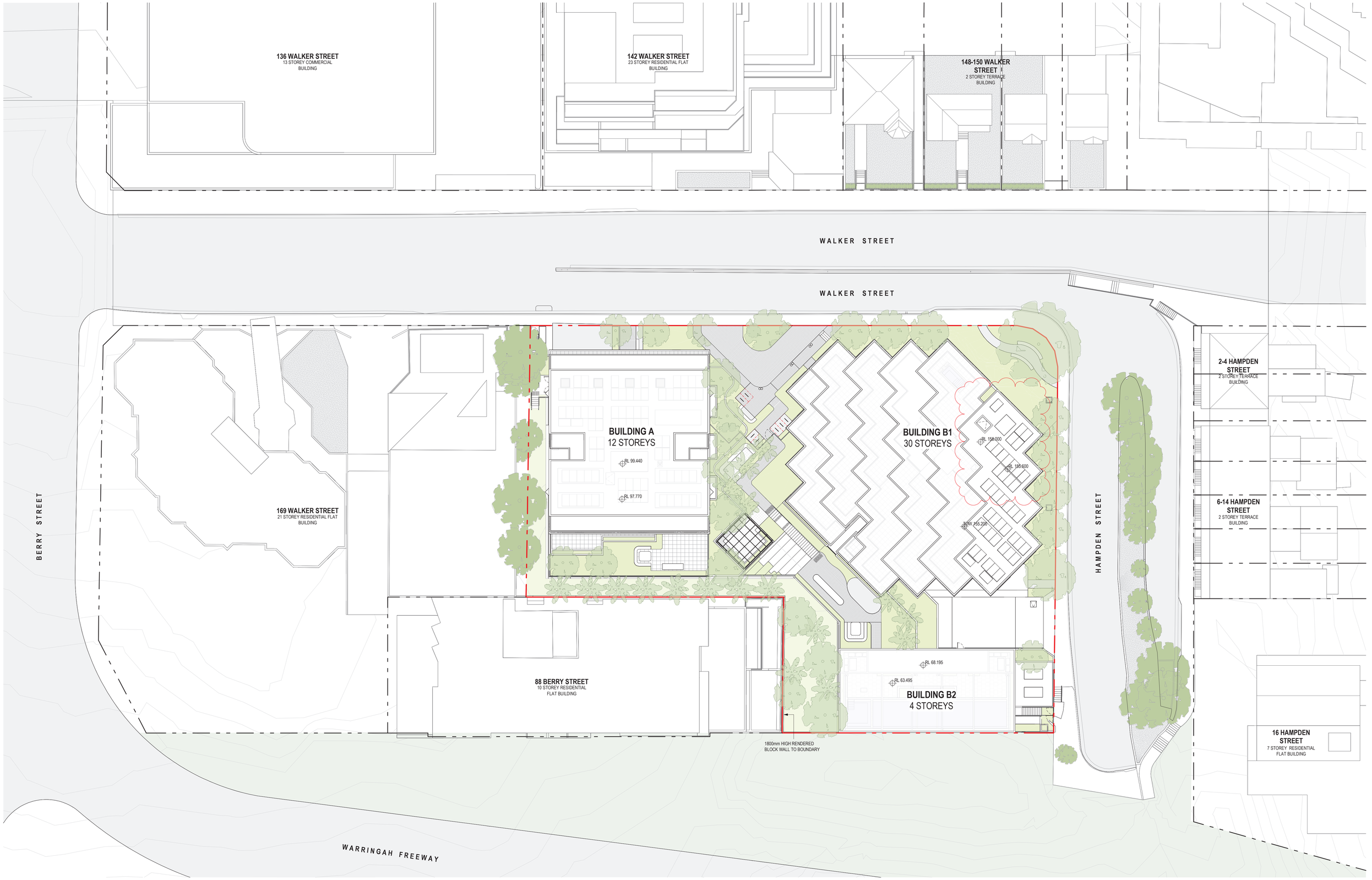
Project: **East Walker St**
173-179 Walker St, North Sydney

Drawing: **DEMOLITION PLAN**
Project No: **223139**
Author: **DM**
Scale: @ A1 **1 : 250**
Drawing No.: **DA00.05**
C

0 1m 5m 10m

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Revisions			
A	24.05.24	SSDA SUBMISSION	AB
B	14.06.24	DPHI TOA UPDATES	AB
C	18.10.24	DPHI RESPONSE TO SUBMISSIONS UPDATES	NE
D	10.03.25	3rd DPHI RESPONSE	NE

10/03/2025 2:33:14 PM

Department of Planning, Housing and Infrastructure

Issued under the Environmental Planning and Assessment Act 1979

Approved Application No: SSD 67175465

Approved on: 1 April 2025

Signed: CA

Sheet No: 5 of 88

Project: **East Walker St**

173-179 Walker St, North Sydney

Drawing: **SITE PLAN - PROPOSED**

Project No: **223139**

Author: **DM**

Scale: @ A1 **1 : 250**

Drawing No.: **DA00.06**

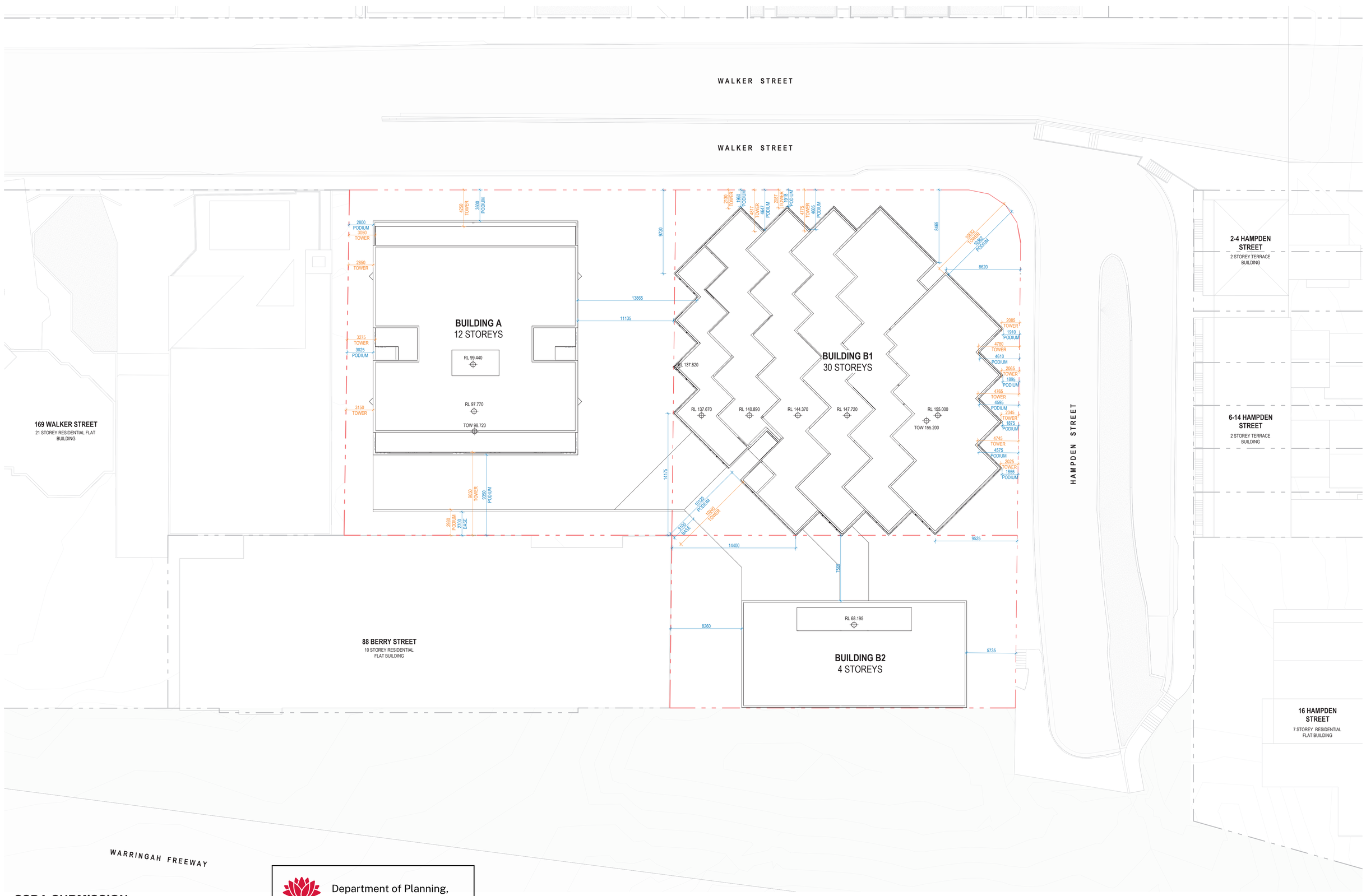
D

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Approved Application No: SSD 67175465

Approved on: 1 April 2025

Signed: CA

Sheet No: 6 of 88

Project: **East Walker St**

173-179 Walker St, North Sydney

Drawing: **SETBACK PLAN**

Project No: **223139**

Author: **DM**

Scale: @ A1 **1 : 200**

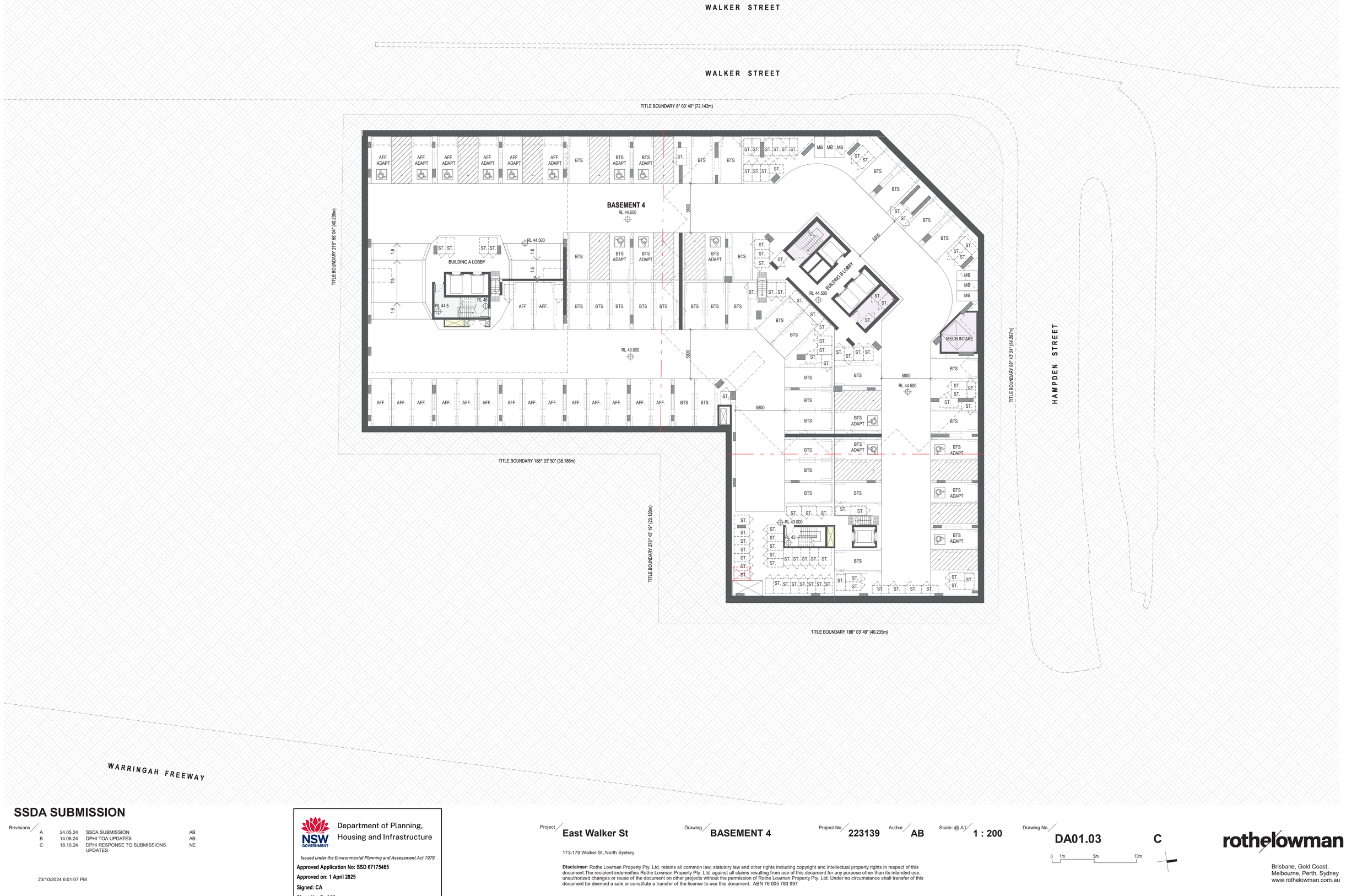
Drawing No: **DA00.07** **C**

0 1m 5m 10m

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C	18.10.24	DPHI RESPONSE TO SUBMISSIONS UPDATES	NE

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Department of Planning, Housing and Infrastructure

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Approved Application No: SSD 67175465

Approved on: 1 April 2025

Signed: CA

Sheet No: 7 of 88

Project: **East Walker St**

173-179 Walker St, North Sydney

Drawing: **BASEMENT 4**

Project No: **223139**

Author: **AB**

Scale: @ A1 **1 : 200**

Drawing No.: **DA01.03** **C**

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Approved Application No: SSD 67175465

Approved on: 1 April 2025

Signed: CA

Sheet No: 8 of 88

Project: **East Walker St**

173-179 Walker St, North Sydney

Drawing: **BASEMENT 3**

Project No: **223139**

Author: **AB**

Scale: @ A1 **1 : 200**

Drawing No.: **DA01.04** **C**

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	C	18.10.24	DPHI RESPONSE TO SUBMISSIONS UPDATES	NE

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Approved Application No: SSD 67175465

Approved on: 1 April 2025

Signed: CA

Sheet No: 9 of 88

Project: **East Walker St**

173-179 Walker St, North Sydney

Drawing: **BASEMENT 2**

Project No: **223139**

Author: **AB**

Scale: @ A1 **1 : 200**

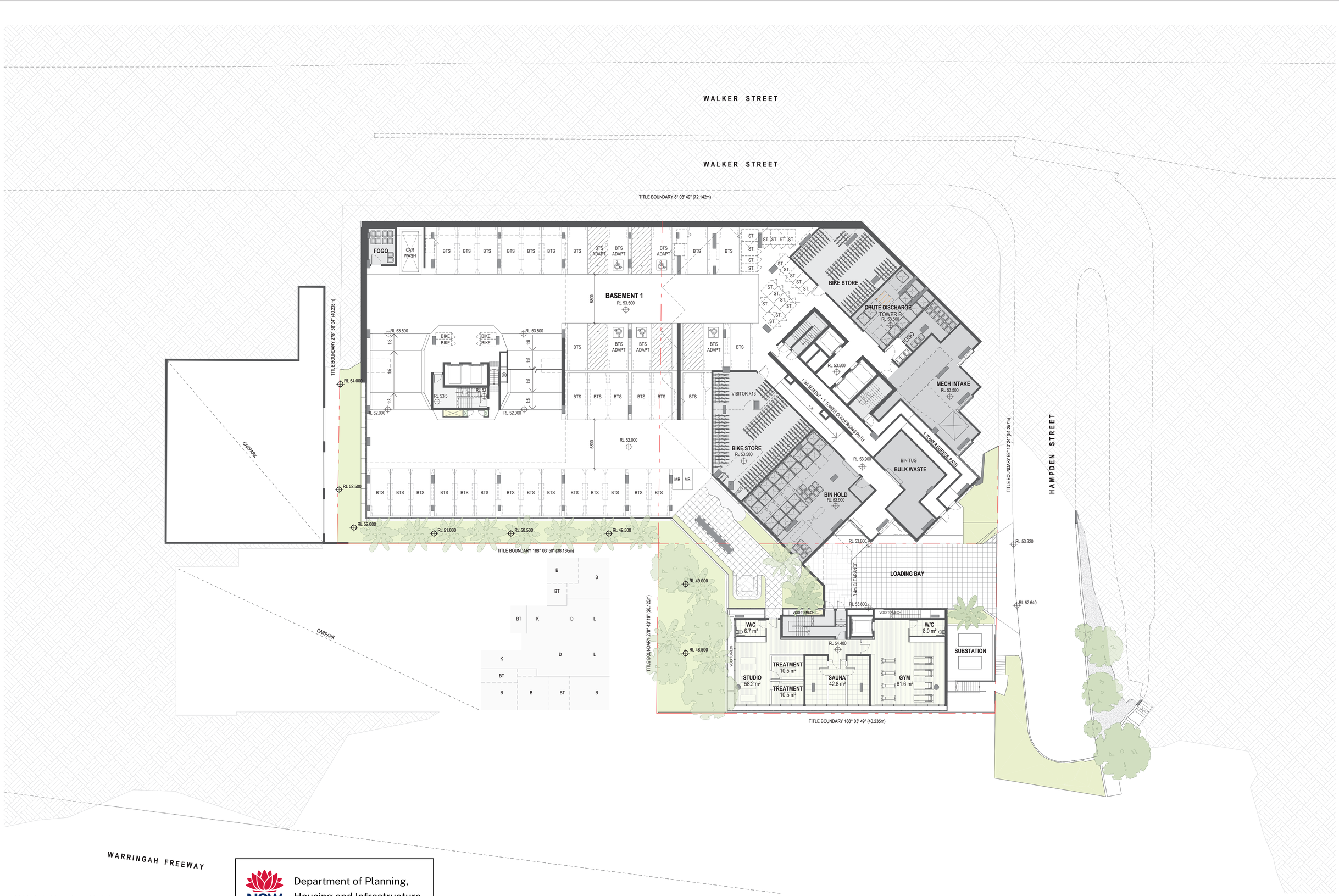
Drawing No.: **DA01.05** **C**

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	C	18.10.24	DPHI RESPONSE TO SUBMISSIONS UPDATES	NE

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Issued under the Environmental Planning and Assessment Act 1979

Approved Application No: SSD 67175465

Approved on: 1 April 2025

Signed: CA

Sheet No: 10 of 88

Project: **East Walker St**

173-179 Walker St, North Sydney

Drawing: **BASEMENT 1**

Project No: **223139**

Author: **AB**

Scale: @ A1 **1 : 200**

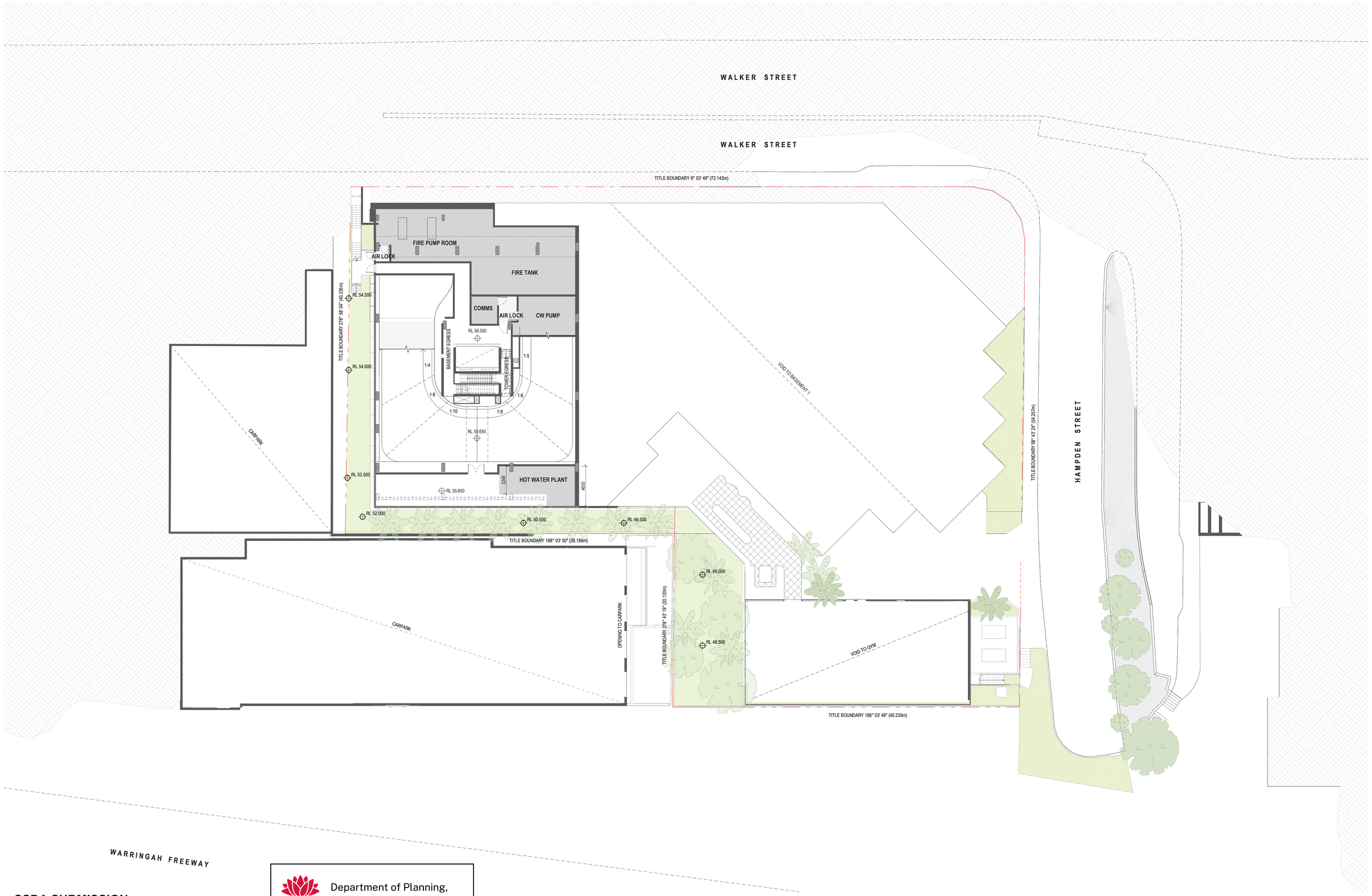
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Issued under the Environmental Planning and Assessment Act 1979

Approved Application No: SSD 67175465

Approved on: 1 April 2025

Signed: CA

Sheet No: 11 of 88

Project: **East Walker St**

173-179 Walker St, North Sydney

Drawing: **BASEMENT 1 UPPER**

Project No: **223139**

Author: **AB**

Scale: @ A1 **1 : 200**

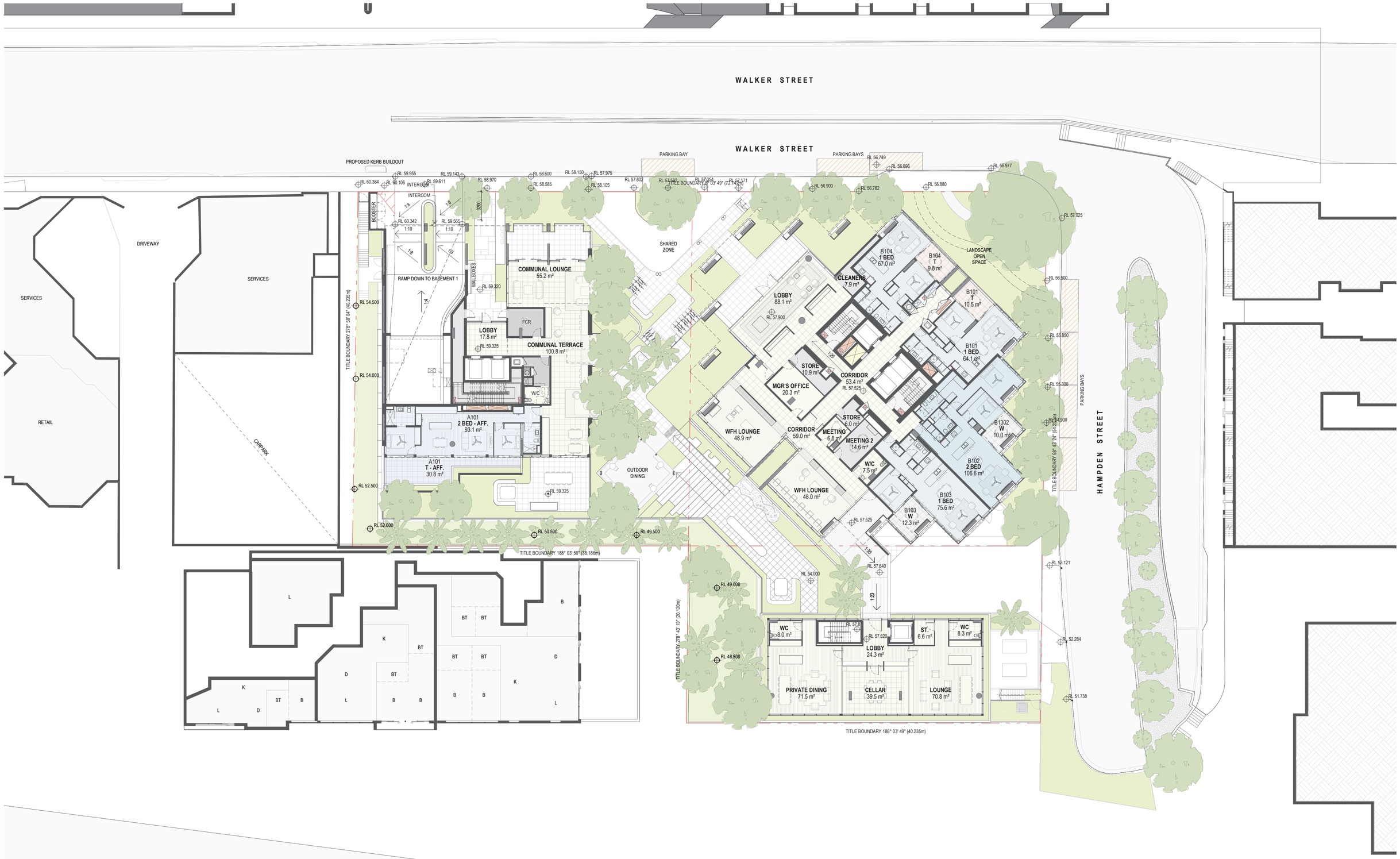
Drawing No: **DA01.07** **C**

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Approved Application No: SSD 67175465

Approved on: 1 April 2025

Signed: CA

Sheet No: 12 of 88

Project: **East Walker St**

173-179 Walker St, North Sydney

Drawing: **GROUND FLOOR**

Project No: **223139**

Author: **AB**

Scale: @ A1 **1 : 200**

Drawing No: **DA01.08** **C**

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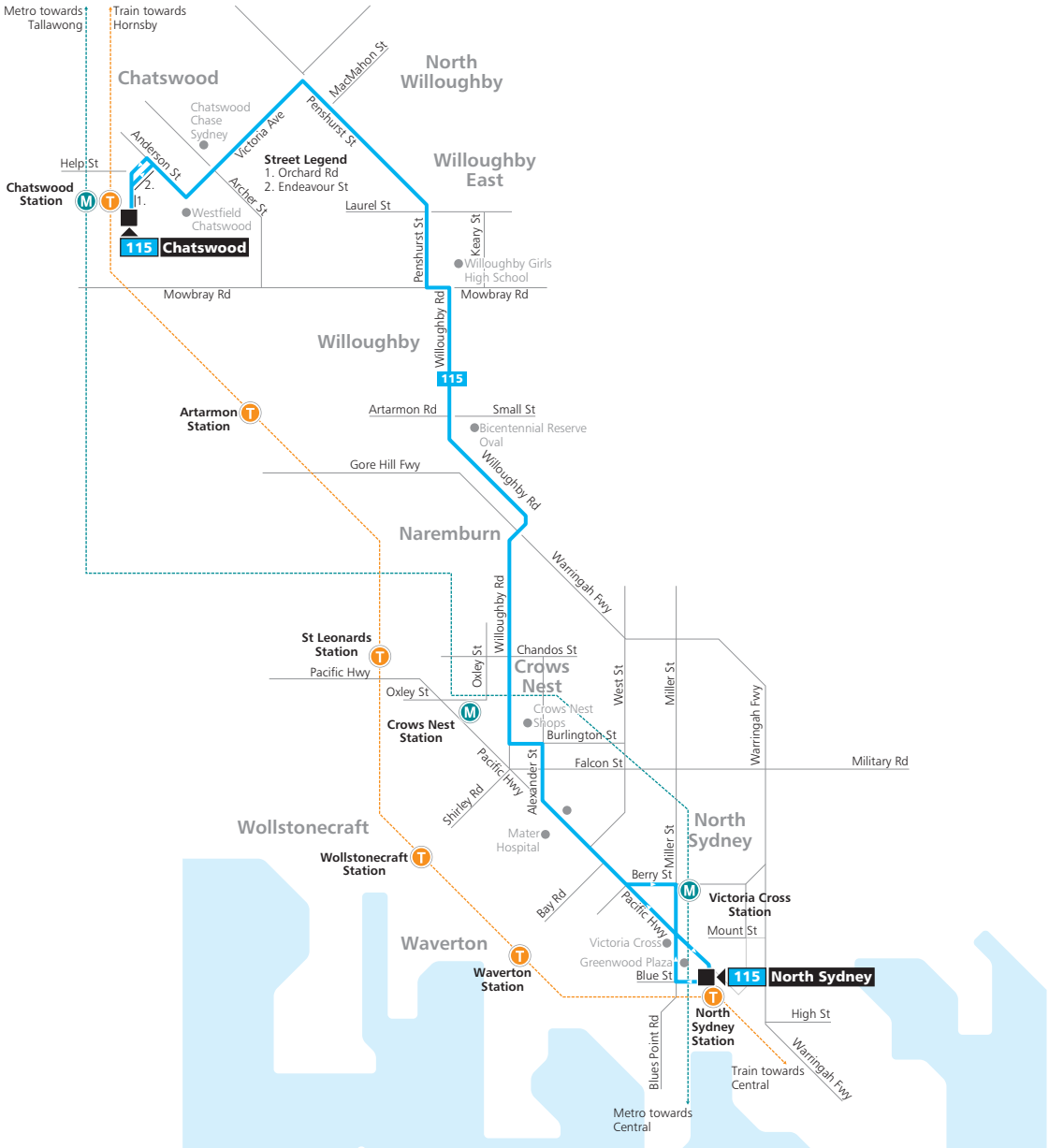
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Appendix B
Public Transport Maps

ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994

Route 115



Legend

- Bus route
- 115 Bus route number
- Bus route start/finish
- Metro line/station
- Train line/station

Diagrammatic Map
Not to Scale
North

NSW GOVERNMENT Transport

transportnsw.info

Route 119



Legend

- Bus route
- 119 Bus route number
- Bus route start/finish
- M Metro line/station
- T Train line/station

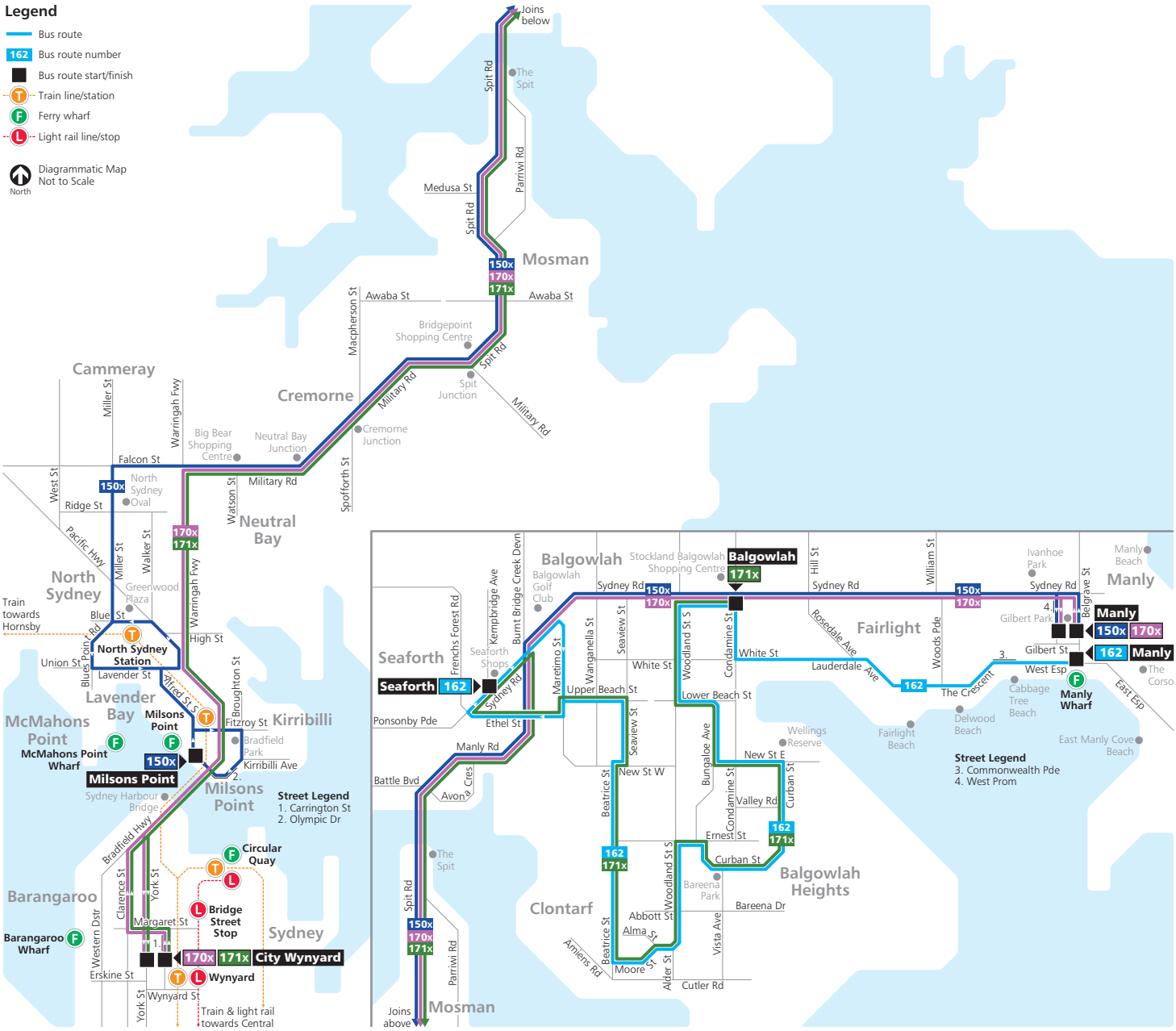
Diagrammatic Map
Not to Scale
North

NSW GOVERNMENT Transport

transportnsw.info

Routes 150x, 162, 170x, 171x

B



Route 150x to Milsons Point

Picks up passengers only at Manly Wharf, then picks up and sets down passengers at all stops to Spit Junction, then Cremorne Junction, Watson Street (Neutral Bay), then all stops.

Route 170x to City Wynyard

Picks up and sets down passengers at all stops to Avona Crescent Seaforth, then Cremorne Junction, Watson Street (Neutral Bay), and Wynyard.

Route 171x to City Wynyard

Picks up and sets down passengers at all stops to Spit Junction, then Neutral Bay Junction, and Wynyard.

Route 150x to Manly

Picks up passengers only at Milsons Point Wharf, then picks up and sets down passengers at all stops to Big Bear (Neutral Bay), then Cremorne Junction, Spit Junction, then all stops.

Route 170x to Manly

Picks up passengers only at Wynyard, then picks up and sets down passengers at Big Bear (Neutral Bay), Cremorne Junction, then all stops from Avona Crescent Seaforth.

Route 171x to Balgowlah

Picks up passengers only at Wynyard, then picks up and sets down passengers at Neutral Bay Junction, Spit Junction, then all stops.

Routes B1, BN1, 154x, 181x, 190x, 199

Route B1 to City Wynyard
Picks up passengers only at Mona Vale B-Line, then picks up and sets down passengers at Warriewood B-Line, Narrabeen B-Line, Collaroy B-Line, Dee Why B-Line, Warringah Mall, Manly Vale B-Line, Spit Junction, Neutral Bay Junction, and Wynyard.

Route B1 to Mona Vale
Picks up passengers only at Wynyard, then picks up and sets down passengers at Neutral Bay Junction, Spit Junction, Manly Vale B-Line, Warringah Mall, Dee Why B-Line, Collaroy B-Line, Narrabeen B-Line, Warriewood B-Line, and Mona Vale B-Line.

Route BN1 to City QVB
Picks up passengers only at Mona Vale B-line, then picks up and sets down passengers at Warriewood B-Line, Narrabeen B-Line, Collaroy B-Line, Dee Why B-Line, Warringah Mall, Manly Vale B-Line, Spit Junction, Neutral Bay Junction, Wynyard and Queen Victoria Building.

Route BN1 to Mona Vale
Picks up passengers only at Queen Victoria Building, then picks up and sets down passengers at Wynyard, Neutral Bay Junction, Spit Junction, Manly Vale B-Line, Warringah Mall, Dee Why B-Line, Collaroy B-Line, Narrabeen B-Line, Warriewood B-Line, and Mona Vale B-Line.

Route 154x to Milsons Point
Picks up passengers only at Dee Why Shops, then picks up and sets down passengers at Warringah Mall, Kenneth Road Manly Vale, Spit Junction, Neutral Bay Junction, then all stops.

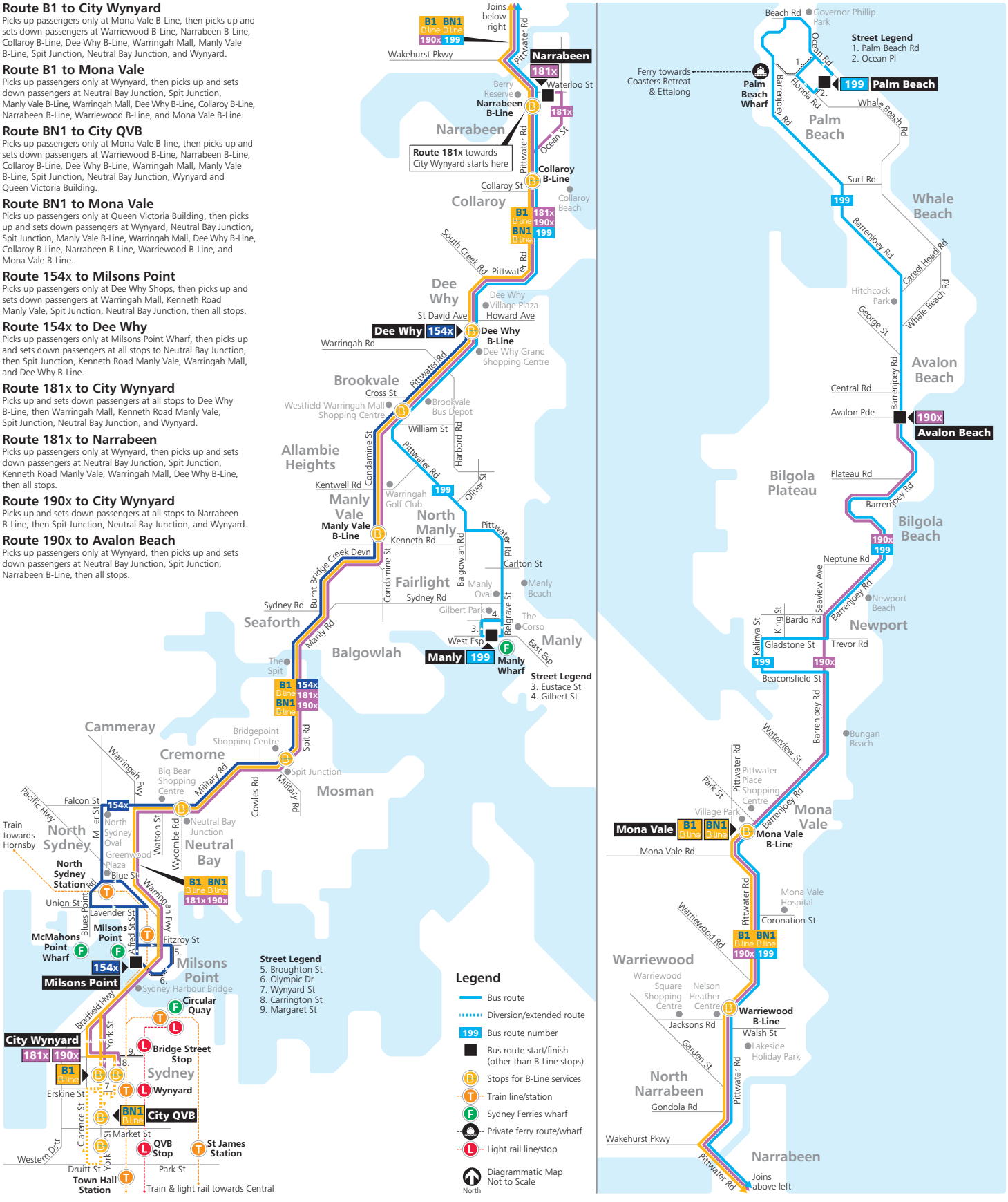
Route 154x to Dee Why
Picks up passengers only at Milsons Point Wharf, then picks up and sets down passengers at all stops to Neutral Bay Junction, then Spit Junction, Kenneth Road Manly Vale, Warringah Mall, and Dee Why B-Line.

Route 181x to City Wynyard
Picks up and sets down passengers at all stops to Dee Why B-Line, then Warringah Mall, Kenneth Road Manly Vale, Spit Junction, Neutral Bay Junction, and Wynyard.

Route 181x to Narrabeen
Picks up passengers only at Wynyard, then picks up and sets down passengers at Neutral Bay Junction, Spit Junction, Kenneth Road Manly Vale, Warringah Mall, Dee Why B-Line, then all stops.

Route 190x to City Wynyard
Picks up and sets down passengers at all stops to Narrabeen B-Line, then Spit Junction, Neutral Bay Junction, and Wynyard.

Route 190x to Avalon Beach
Picks up passengers only at Wynyard, then picks up and sets down passengers at Neutral Bay Junction, Spit Junction, Narrabeen B-Line, then all stops.

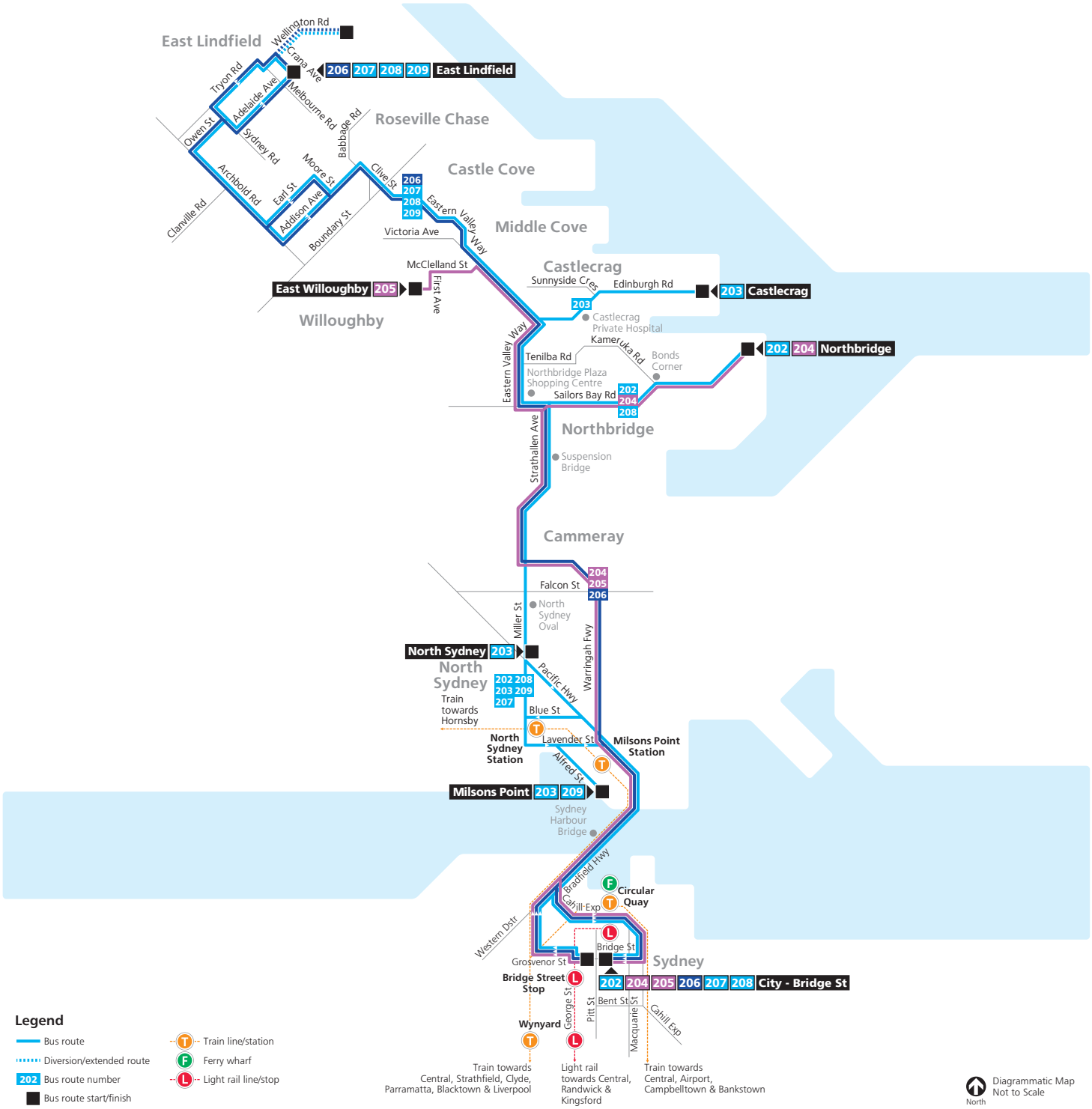


NSW GOVERNMENT Transport

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Routes 202, 203, 204, 205, 206, 207, 208, 209

B

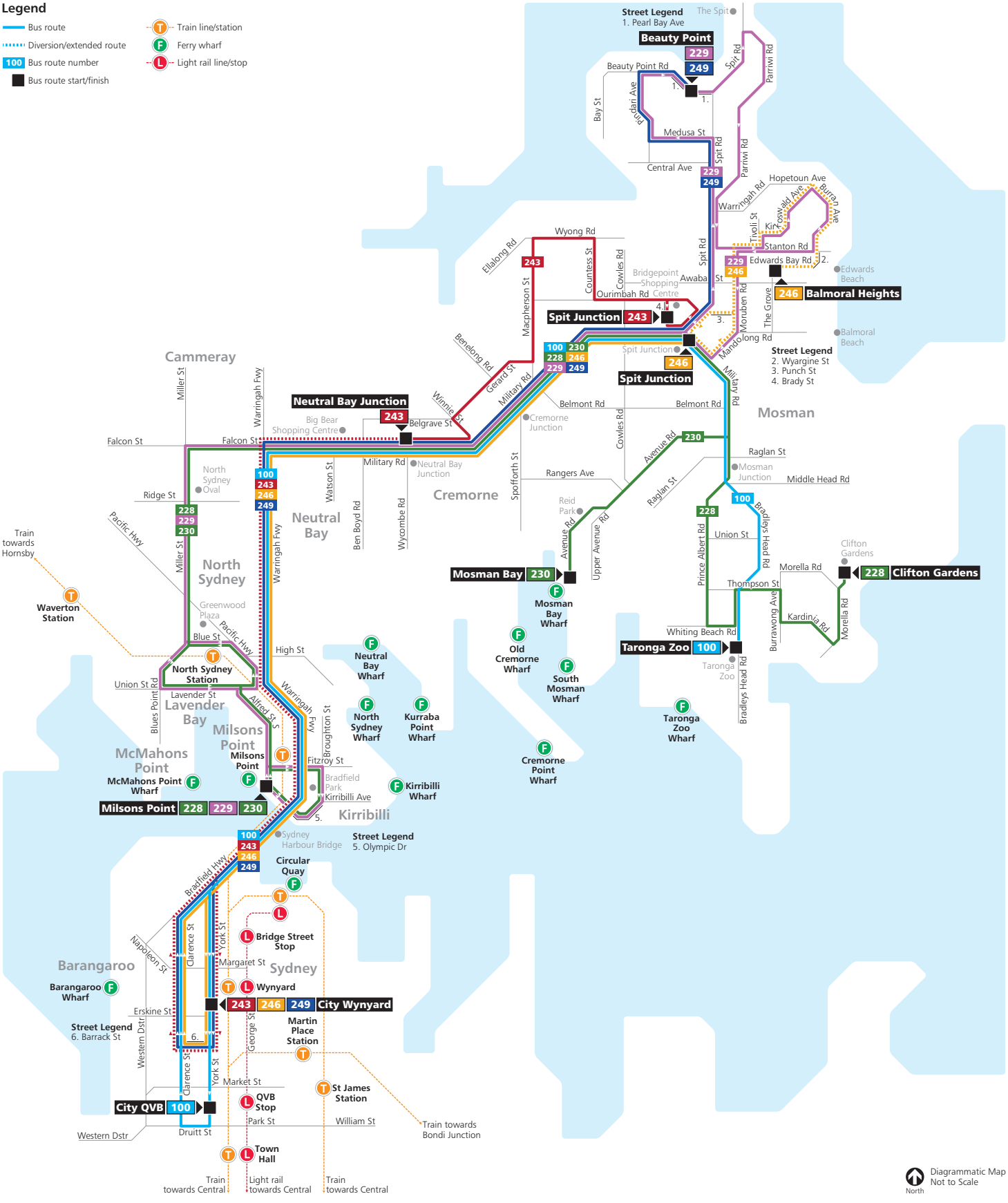


NSW GOVERNMENT Transport

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Routes 100, 228, 229, 230, 243, 246, 249

B

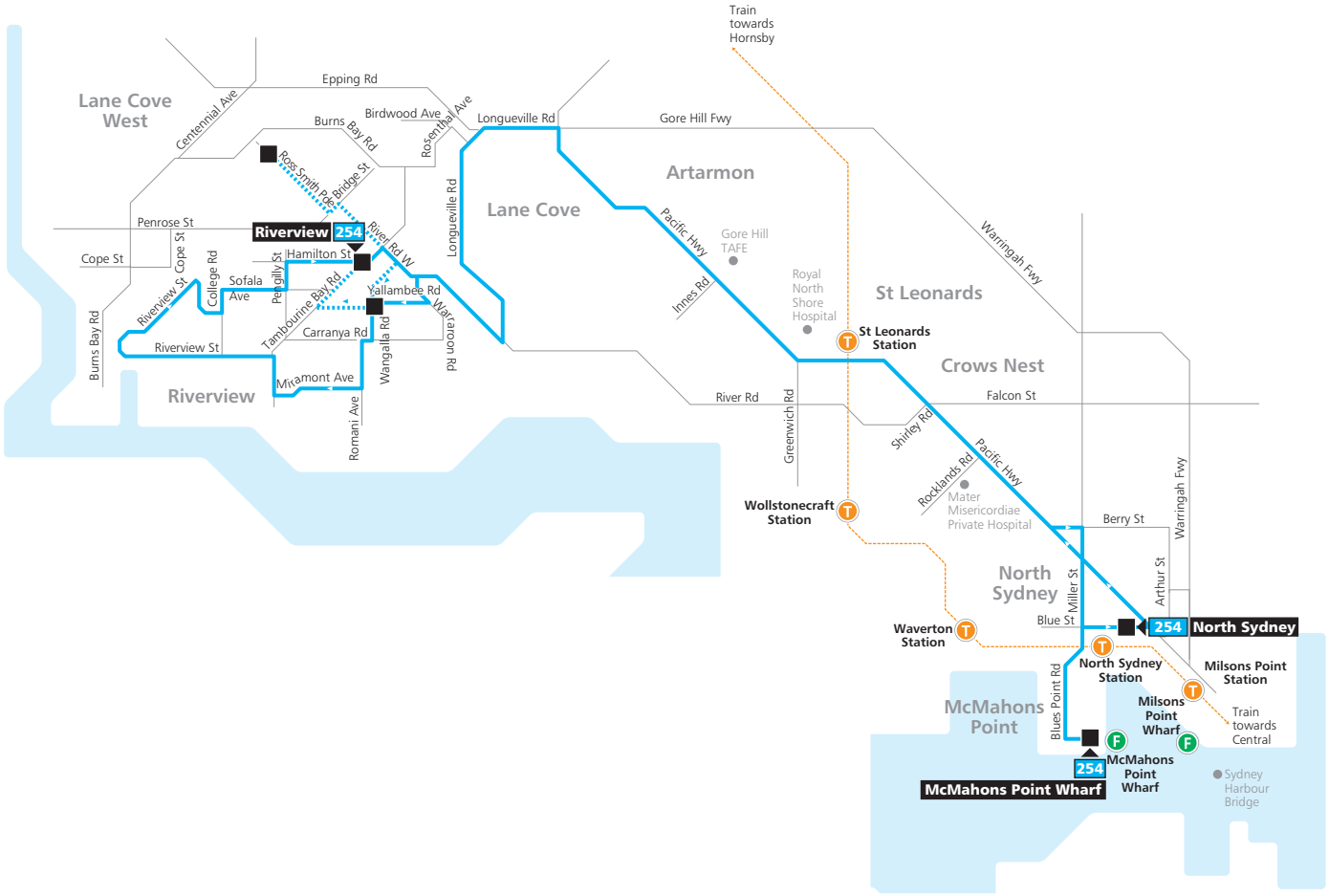


NSW GOVERNMENT

Transport

transportnsw.info

Route 254



Legend

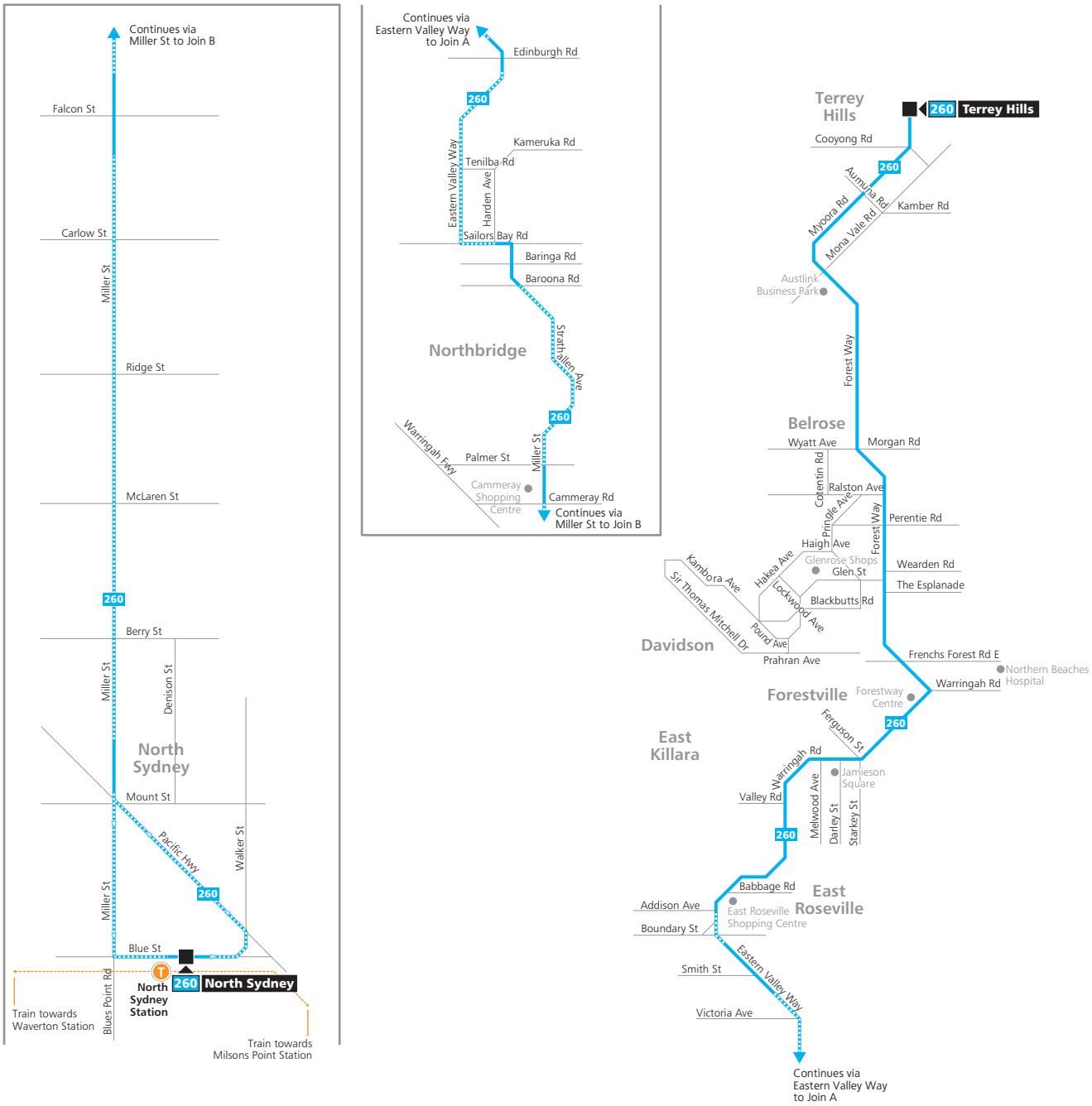
- Bus route
- Diversion/extended route
- 254 Bus route number
- Bus route start/finish
- Train line/station
- Ferry wharf

North — Diagrammatic Map Not to Scale

NSW GOVERNMENT Transport

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Route 260



Legend

- Bus route
- Express route
- 260 Bus route number
- Bus route start/finish
- Train line/station

North

Diagrammatic Map
Not to Scale

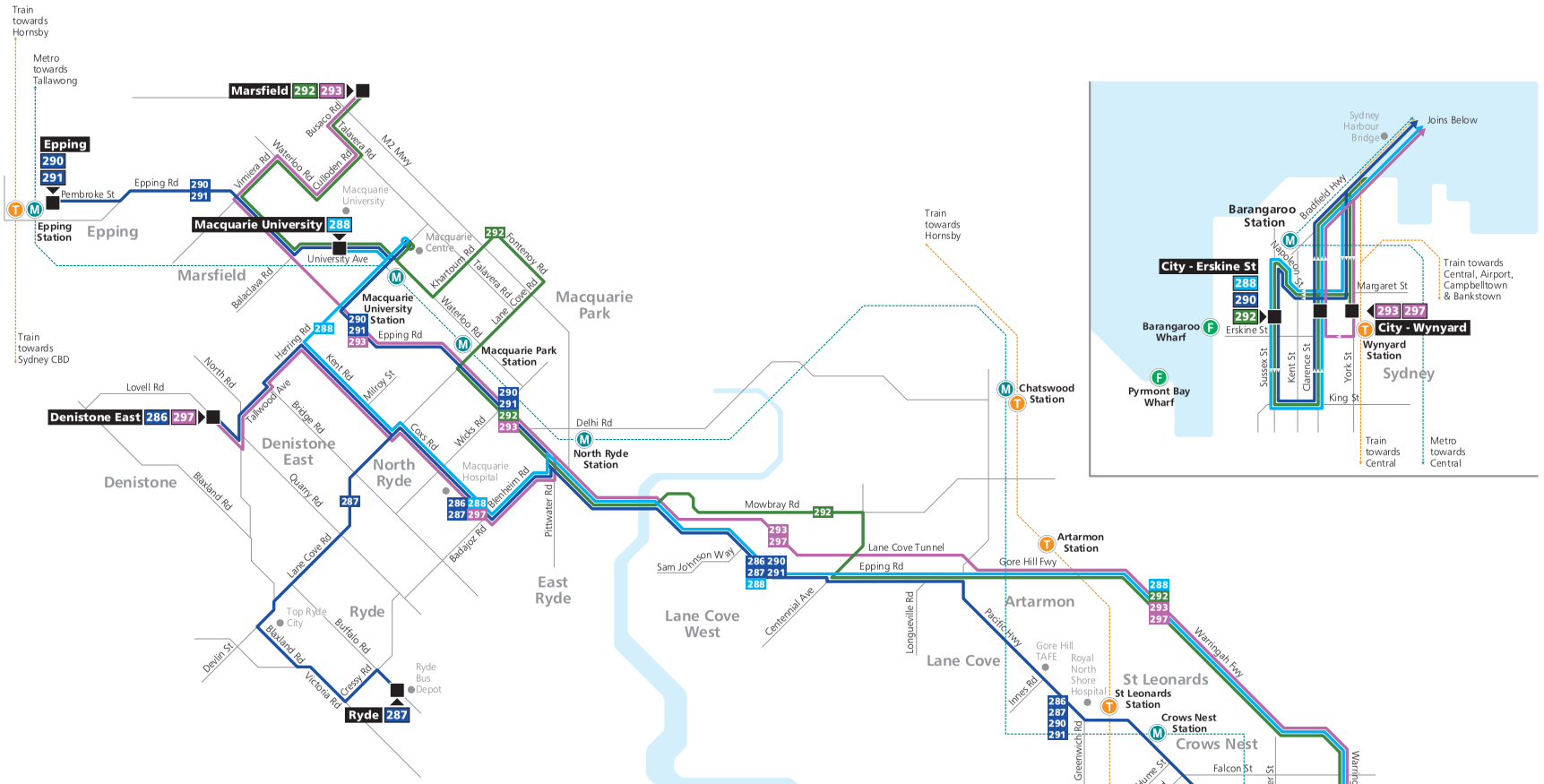
NSW GOVERNMENT

Transport

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Routes 286, 287, 288, 290, 291, 292, 293, 297

B



Routes 293 and 297 to City

Picks up and sets down at all stops to Epping Rd & Pittwater Rd, North Ryde, then operates EXPRESS to City - Wynyard.

Route 293 to Marsfield

Picks up and sets down at all stops to Clarence St & Margaret St Wynyard, then operates EXPRESS to Epping Rd & Delhi Rd, North Ryde, then picks up and sets down as required to Marsfield.

Route 297 to Denistone East

Picks up and sets down at all stops to Clarence St & Margaret St Wynyard, then operates EXPRESS to Blenheim Rd North Ryde, then picks up and sets down as required to Denistone East.

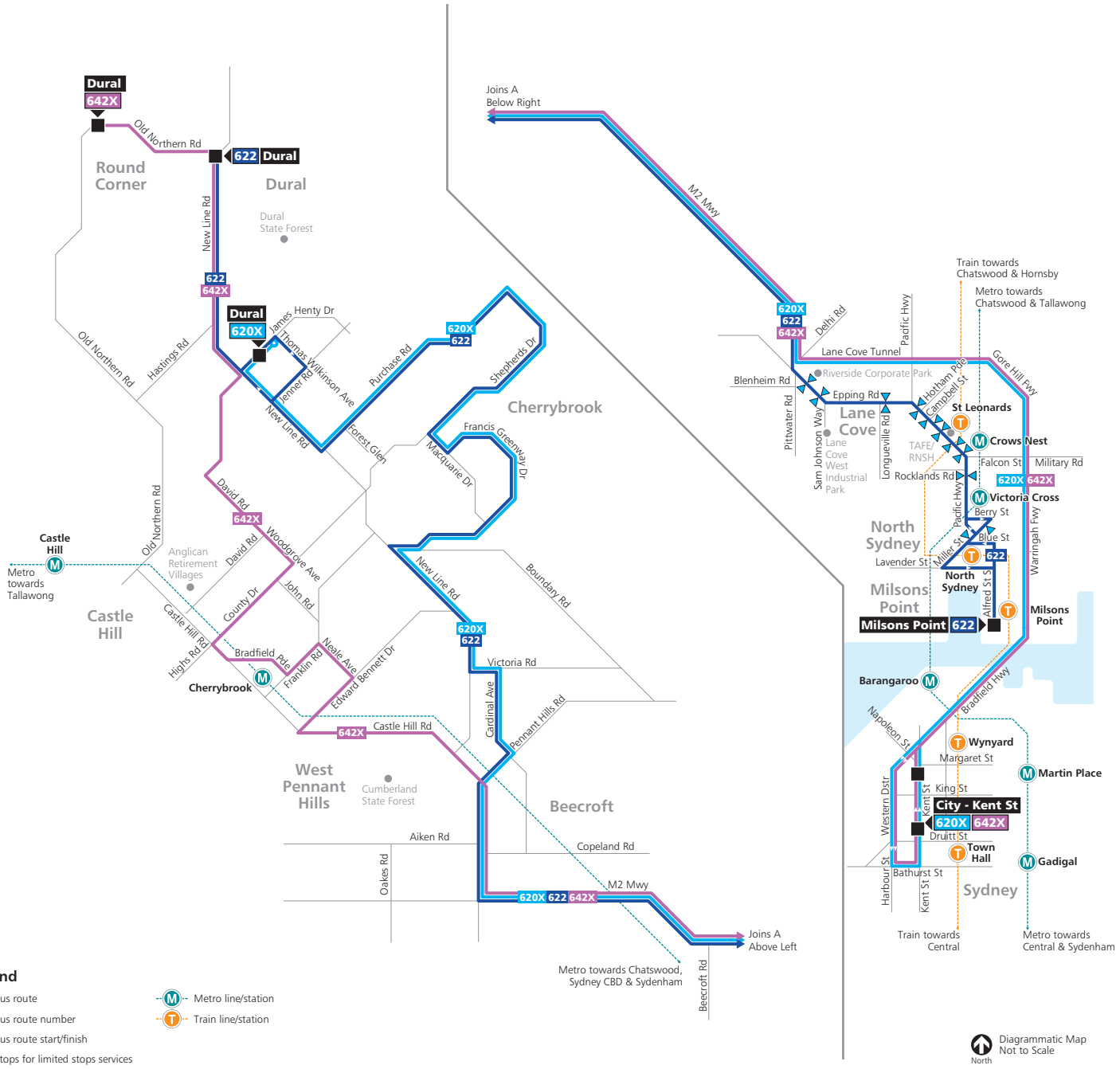
Legend

- Bus route
- 288 Bus route number
- Bus route start/finish
- Metro line/station
- Train line/station
- Ferry wharf

Diagrammatic Map Not to Scale

transportnsw.info

Routes 620X, 622, 642X



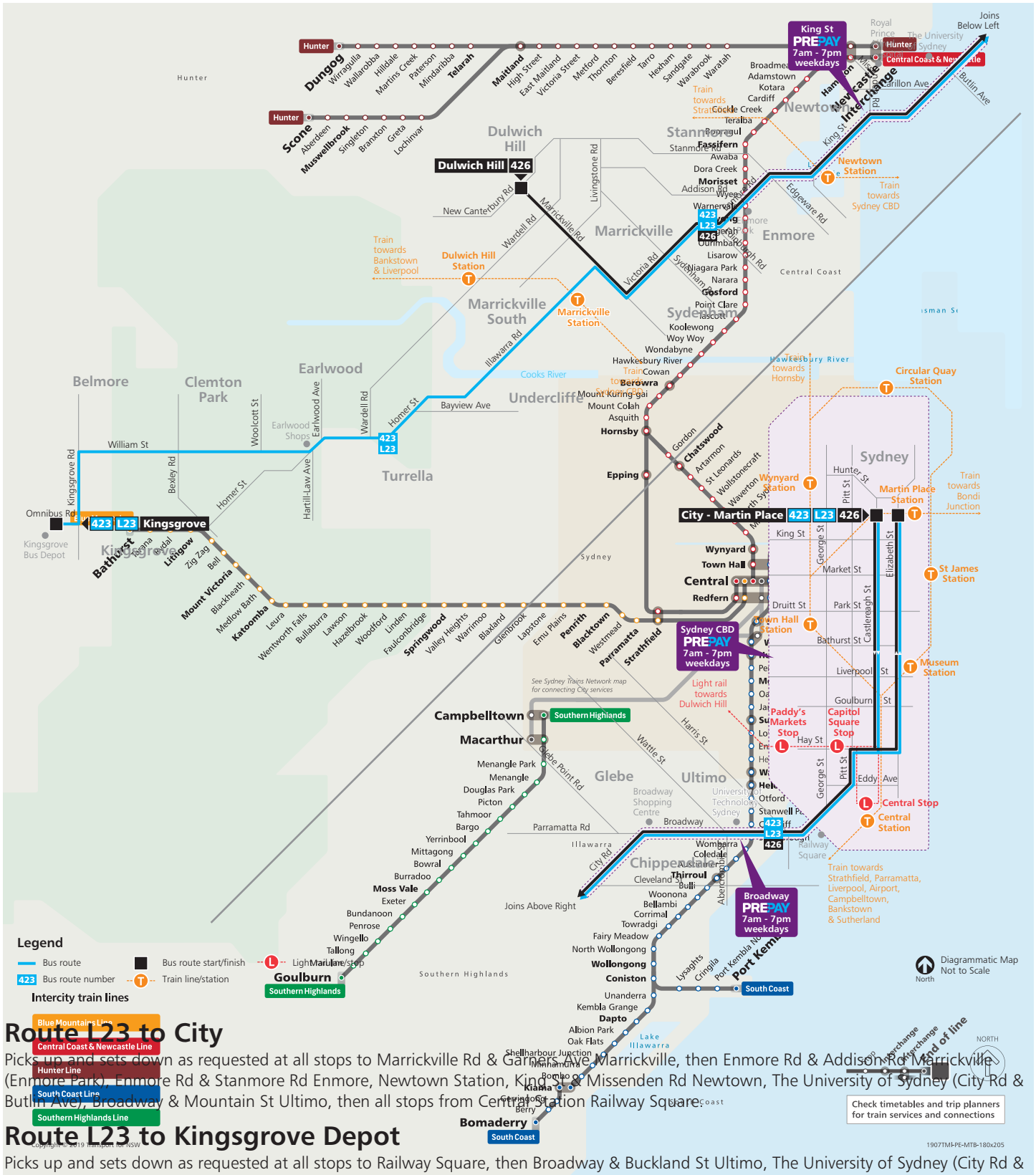
Route 622 to Milsons Point

Picks up and sets down passengers at all stops to Pennant Hills Road & Aiken Road, then only at Riverside Corporate Park (Epping Road), Lane Cove West Industrial Park (Sam Johnson Way), Lane Cove (Epping Road & Longueville Road), Pacific Highway & Hotham Parade, Pacific Highway & Campbell Street, Gore Hill TAFE/RNSH, St Leonards (Pacific Highway), Crows Nest Station, North Sydney Girls HS, North Sydney (Miller Street & Pacific Highway) and Milsons Point (Alfred Street South).

Route 622 to Dural

Picks up and sets down passengers only at Milsons Point (Alfred Street South), North Sydney (Miller Street & Pacific Highway), North Sydney Girls HS, Crows Nest Station, St Leonards (Pacific Highway), Gore Hill TAFE/RNSH, Pacific Highway & Campbell Street, Pacific Highway & Hotham Parade, Lane Cove (Epping Road & Longueville Road), Lane Cove West Industrial Park (Sam Johnson Way), Riverside Corporate Park (Epping Road), Pennant Hills Road & Aiken Road, then at all stops.

Routes 423, L23, 426



Route L23 to City

Picks up and sets down as requested at all stops to Marrickville Rd & Garners Ave Marrickville, then Enmore Rd & Addison Rd Marrickville (Enmore Park), Enmore Rd & Stanmore Rd Enmore, Newtown Station, King St & Missenden Rd Newtown, The University of Sydney (City Rd & Butlin Ave), Broadway & Mountain St Ultimo, then all stops from Central Station Railway Square.

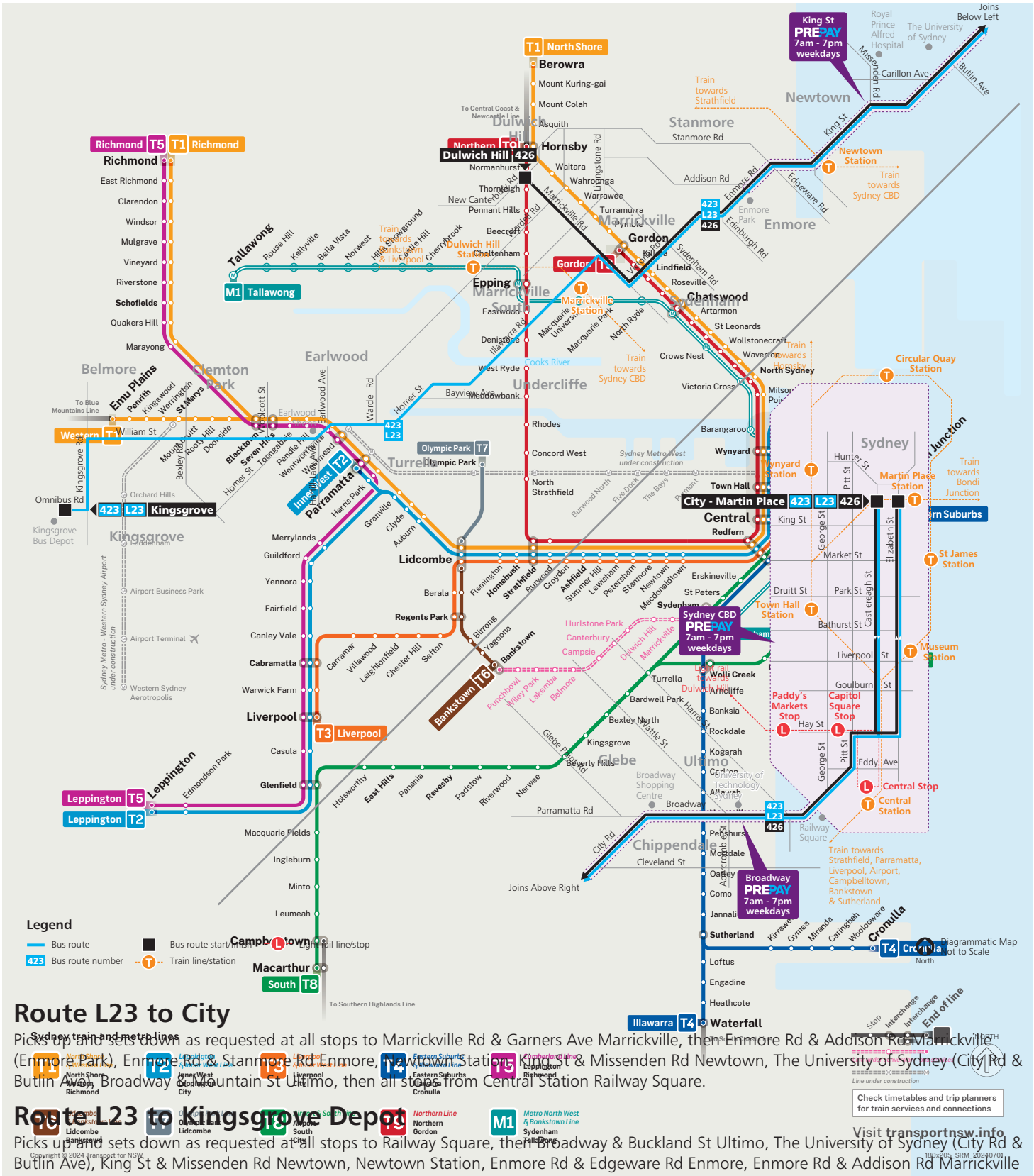
Route L23 to Kingsgrove Depot

Picks up and sets down as requested at all stops to Railway Square, then Broadway & Buckland St Ultimo, The University of Sydney (City Rd & Butlin Ave), King St & Missenden Rd Newtown, Newtown Station, Enmore Rd & Edgeware Rd Enmore, Enmore Rd & Addison Rd Marrickville (Enmore Park), then all stops from Marrickville Rd & Illawarra Rd Marrickville.

NSW GOVERNMENT Transport

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Routes 423, L23, 426



Route L23 to City

Picks up and sets down as requested at all stops to Marrickville Rd & Garners Ave Marrickville, then Enmore Rd & Addison Rd Marrickville (Enmore Park), Enmore Rd & Stanmore Rd Enmore, Newtown Station, King St & Missenden Rd Newtown, The University of Sydney (City Rd & Butlin Ave), Broadway & Buckland St Ultimo, then all stops from Central Station Railway Square.

Route L23 to Kingsgrove Depot

Picks up and sets down as requested at all stops to Railway Square, then Broadway & Buckland St Ultimo, The University of Sydney (City Rd & Butlin Ave), King St & Missenden Rd Newtown, Newtown Station, Enmore Rd & Edgeware Rd Enmore, Enmore Rd & Addison Rd Marrickville (Enmore Park), then all stops from Marrickville Rd & Illawarra Rd Marrickville.

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Appendix C
Traffic Guidance Scheme

ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994

NOTES:

1. ALL SIGNS SHALL BE MINIMUM SIZE A.
2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
4. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
5. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6.1 (TfNSW 2022) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
6. THIS TRAFFIC GUIDANCE SCHEME SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLAN" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
7. THE ACCREDITTED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITTED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALLED BY THE ACCREDITTED PERSONNEL.
8. IT IS THE RESPONSIBILITY OF AN ACCREDITTED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
   - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
   - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
   - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
9. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
10. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
11. WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE, TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS SHALL BE COVERED OR REMOVED .
12. ROADWORK SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
13. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

LEGEND:

- SITE BOUNDARY
- TfNSW ACCREDITED TRAFFIC CONTROLLER
- SIGN
- SITE ACCESS
- WORK AREA

T1-34
T1-18
PREPARE TO STOP
T1-5
R4-212n
40
ROAD WORK
15.0m
15.0m
TRAFFIC CONTROLLERS TO ASSIST WITH TRUCKS ENTERING THE SITE/ MANAGE PEDESTRIAN MOVEMENTS DURING TRUCKS MANOEUVRING AT SITE ACCESS
HAMPDEN STREET
PEDESTRIANS WATCH YOUR STEP
R2-1
R2-1
T1-34
173 - 179 WALKER ST & 11 - 17 HAMPDEN STREET
HAMPDEN STREET
30.0m
T1-18
PREPARE TO STOP
END ROADWORK
R2-16
WALKER STREET
30.0m
T1-5
R4-212n
40
ROAD WORK

173-179 WALKER STREET & 11-17 HAMPDEN ROAD, NORTH SYDNEY
SIGNAGE FOR ALL GENERAL STAGES OF CONSTRUCTION
TRAFFIC GUIDANCE SCHEME

DRAWING REF NO. 25206-V1.3-TGS SHEET NO. 01 OF 04 ISSUE DATE 20 April 2026

SCALE A3
0 5.0 10.0
1:500

CERTIFICATION

THE DESIGNER AND THE REVIEWER ARE CURRENT CARDHOLDER OF TRAFFIC CONTROL WORK: PREPARE WORKS ZONE

DESIGNER:
NAME: AIDAN GARDNER
CARD NO.: TCT1053356
CLASS: PREPARE WORK ZONE

REVIEWER:
NAME: LACHLAN ELLSON
CARD NO. TCT0041903
CLASS: PREPARE WORK ZONE

ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994
Address: Level 6, Suite 604, 10 Help Street, Chatswood NSW 2067
P: (02) 9411 5660 E: info@ttpa.com.au W: www.ttpa.com.au

T:\WORK25\25206 - 173 - 179 WALKER ST & 11 - 17 HAMPDEN STREET\DRAWING\25206-V1.3-TGS.dwg
Plotted by Aidan

NOTES:

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2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
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LEGEND:

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- TfNSW ACCREDITED TRAFFIC CONTROLLER
- SIGN
- SITE ACCESS
- WORK AREA

TRAFFIC CONTROLLERS TO ASSIST WITH TRUCKS ENTERING THE SITE/ MANAGE PEDESTRIAN MOVEMENTS DURING TRUCKS MANOEUVRING AT SITE ACCESS

END ROADWORK

SIDE ROAD CLOSED

NO LEFT TURN

ROADWORK AHEAD

ON SIDE ROAD

ROAD CLOSED

40 ROAD WORK

15.0m

15.0m

HAMPDEN STREET

PEDESTRIANS WATCH YOUR STEP

20.0m

HAMPDEN STREET

NO RIGHT TURN

SIDE ROAD CLOSED

173 - 179 WALKER ST & 11 - 17 HAMPDEN STREET

ROADWORK AHEAD

ON SIDE ROAD

ROAD CLOSED

20.0m

20.0m

WALKER STREET

END ROADWORK

ROADWORK AHEAD

40 ROAD WORK

T:\WORK25\25206 - 173 - 179 WALKER ST & 11 - 17 HAMPDEN STREET\DRAWING\25206-V1.3-TGS.dwg

Plotted by Aidan

173-179 WALKER STREET & 11-17 HAMPDEN ROAD, NORTH SYDNEY
SIGNAGE FOR ALL CONCRETE POUR
TRAFFIC GUIDANCE SCHEME

DRAWING REF NO. 25206-V1.3-TGS SHEET NO. 02 OF 04 ISSUE DATE 20 April 2026

SCALE A3

0 5.0 10.0

1:500

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HAMPDEN STREET

HAMPDEN STREET

WALKER STREET

173 - 179 WALKER ST & 11 - 17 HAMPDEN STREET

PEDESTRIANS WATCH YOUR STEP

PEDESTRIANS WATCH YOUR STEP

20.0m

10.0m

HRV STANDARDS 2016 (ADV)

TRAFFIC CONTROLLERS TO ASSIST WITH TRUCKS ENTERING THE SITE/ MANAGE PEDESTRIAN MOVEMENTS DURING TRUCKS MANOEUVRING AT SITE ACCESS

PEDESTRIANS WATCH YOUR STEP

LEGEND:

- SITE BOUNDARY
- TfNSW ACCREDITED TRAFFIC CONTROLLER
- SIGN
- SITE ACCESS
- TRAFFIC CONES
- WORK AREA
- VEHICLE ROUTE

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Plotted by Aidan

173-179 WALKER STREET & 11-17 HAMPDEN ROAD, NORTH SYDNEY
SIGNAGE FOR HRV WORKS ALONG HAMPDEN STREET
TRAFFIC GUIDANCE SCHEME

DRAWING REF NO. 25206-V1.3-TGS SHEET NO. 03 OF 04 ISSUE DATE 20 April 2026

SCALE A3

0 5.0 10.0 1:500

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HAMPDEN STREET

HAMPDEN STREET

173 - 179 WALKER ST & 11 - 17 HAMPDEN STREET

WALKER STREET

T1-5

T1-18 PREPARE TO STOP

T1-34

20.0m

20.0m

20.0m

T5-5

T2-6-1

T8-1 PEDESTRIANS WATCH YOUR STEP

T8-1 PEDESTRIANS WATCH YOUR STEP

T8-9 PEDESTRIANS WATCH YOUR STEP

TRAFFIC CONTROLLERS TO STOP CARS TRAVELLING SOUTH HERE DURING SEMI-TRAILER MANOEUVRING

TRAFFIC CONTROLLERS TO ASSIST WITH TRUCKS ENTERING THE SITE/ MANAGE PEDESTRIAN MOVEMENTS DURING SEMI-TRAILER MANOEUVRING AT SITE ACCESS

LEGEND:

- SITE BOUNDARY
- TfNSW ACCREDITED TRAFFIC CONTROLLER
- SIGN
- SITE ACCESS
- TRAFFIC CONES

T:\WORK25\25206 - 173 - 179 WALKER ST & 11 - 17 HAMPDEN STREET\DRAWING\25206-V1.3-TGS.dwg

Plotted by Aidan

173-179 WALKER STREET & 11-17 HAMPDEN ROAD, NORTH SYDNEY
SIGNAGE FOR HRV REVERSING MOVEMENTS TO HAMPDEN STREET
TRAFFIC GUIDANCE SCHEME

DRAWING REF NO. 25206-V1.3-TGS SHEET NO. 04 OF 04 ISSUE DATE 20 April 2026

SCALE A3

0 5.0 10.0 1:500

CERTIFICATION

THE DESIGNER AND THE REVIEWER ARE CURRENT CARDHOLDER OF TRAFFIC CONTROL WORK: PREPARE WORKS ZONE

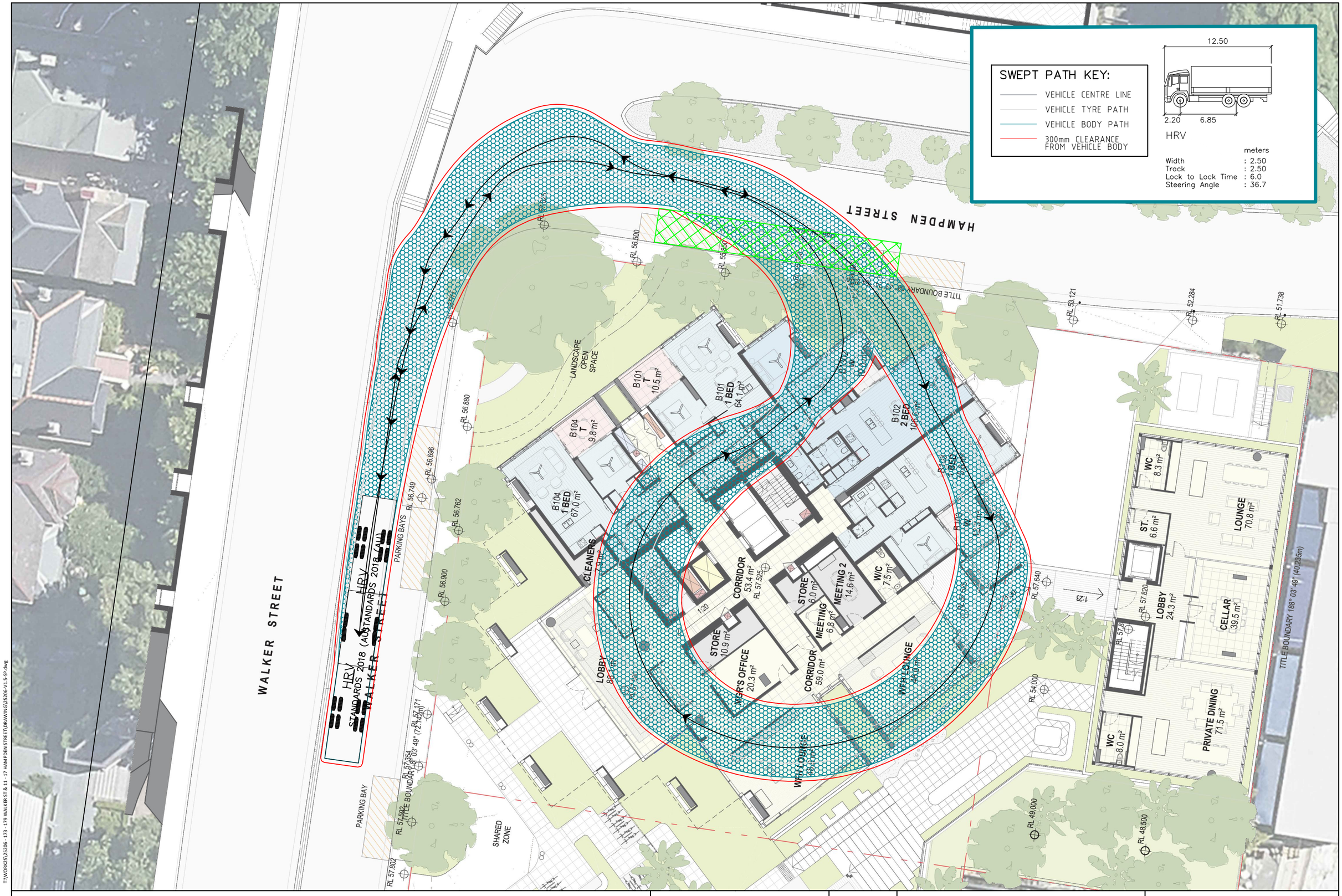
DESIGNER:
NAME: AIDAN GARDNER
CARD NO.: TCT1053356
CLASS: PREPARE WORK ZONE

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Appendix D
Swept Path Assessment

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994



T:\WORK25\25206 - 173 - 179 WALKER ST & 11 - 17 HAMPDEN STREET\DRAWING\25206-V1.5-SP.dwg

Plotted by Aidan

173-179 WALKER STREET & 11-17 HAMPDEN STREET, NORTH SYDNEY
INGRESS AND EGRESS OF A 12.5m HEAVY RIGID VEHICLE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 25206-V1.5-SP SHEET NO. 01 OF 05 ISSUE DATE 20 April 2026

DESIGNED BY A.GARDNER

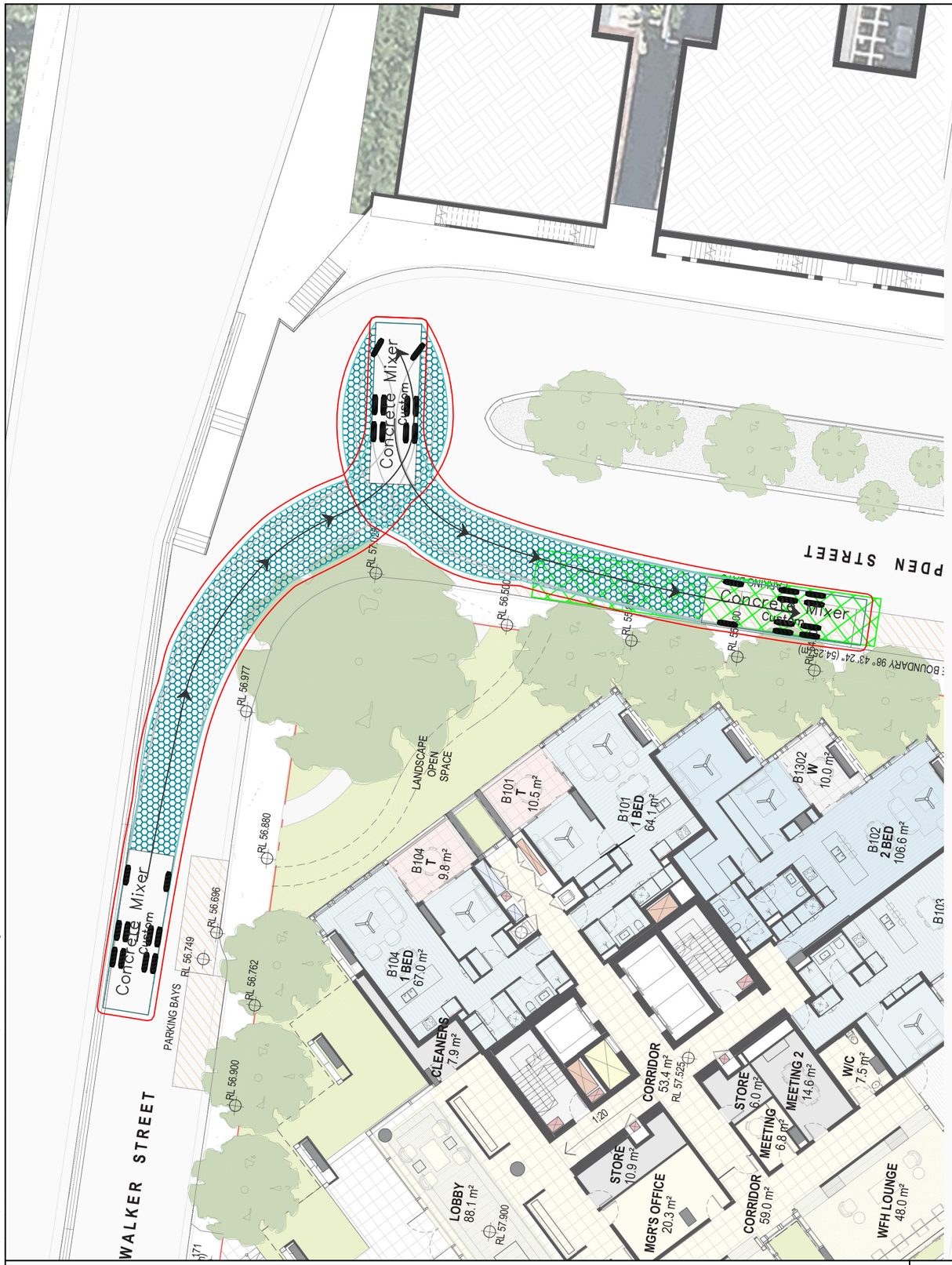
SCALE A3 0 2.5 5.0 1:250

N

DISCLAIMER

This drawing has been prepared using vehicle modelling computer software AutoTurn Pro 2024 in conjunction with AutoCAD 2024. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

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173-179 WALKER STREET & 11-17 HAMPDEN STREET, NORTH SYDNEY
INGRESS AND EGRESS OF AN 8.36m CONCRETE MIXER
SWEPT PATH ASSESSMENT

DRAWING REF NO. 25206-V1.5-SP | SHEET NO. 02 OF 05 | ISSUE DATE 20 April 2026

DESIGNED BY A.GARDNER

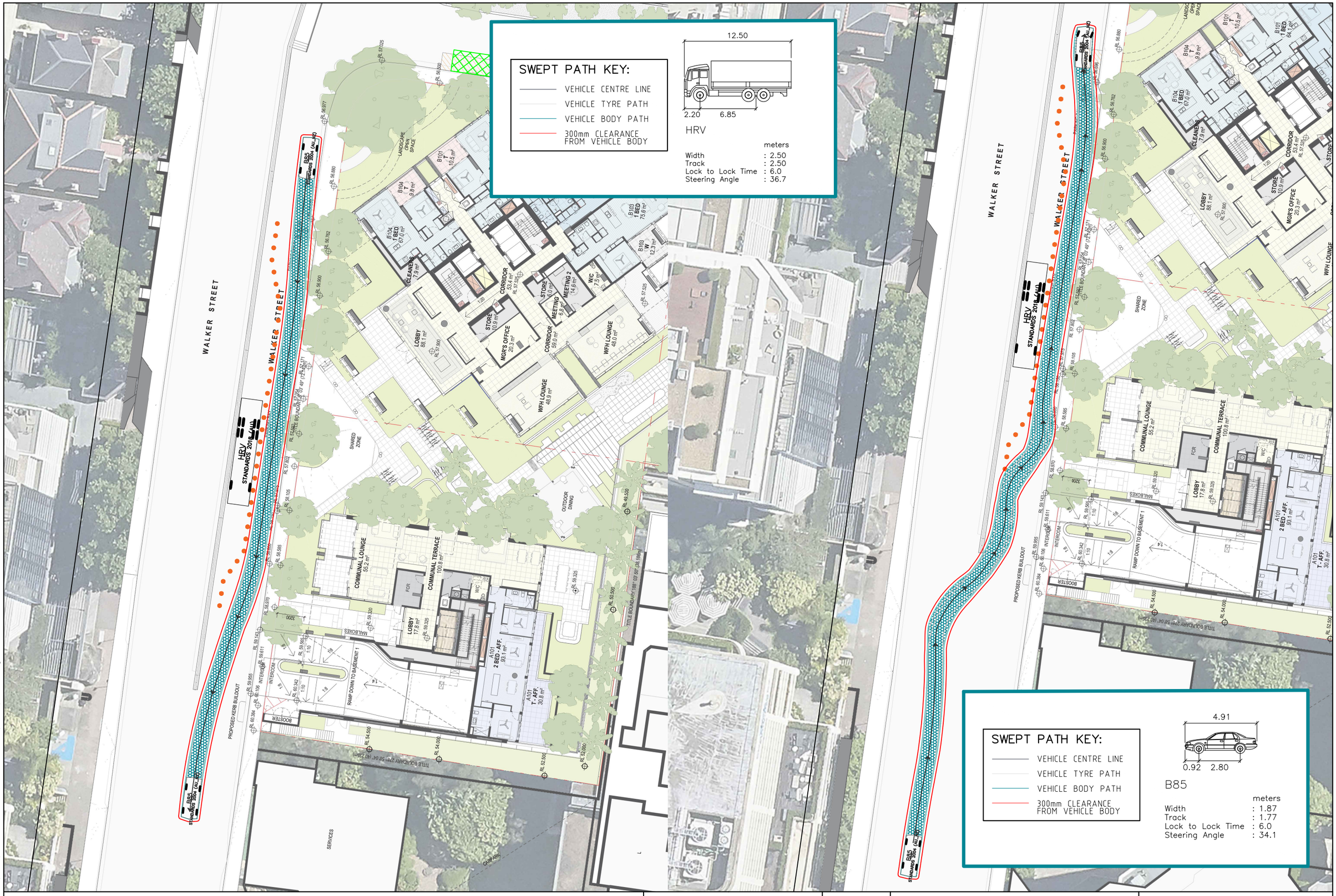
SCALE A3 — 0 2.5 5.0 — 1:250

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T:\WORK25\25206 - 173 - 179 WALKER ST & 11 - 17 HAMPDEN STREET\DRAWING\25206-V1.5-SP.dwg
Plotted by Aidan



T:\WORK\25\25206 - 173 - 179 WALKER ST & 11 - 17 HAMPDEN STREET\DRAWING\25206-V1.5-SP.dwg

Plotted by Aidan

173-179 WALKER STREET & 11-17 HAMPDEN STREET, NORTH SYDNEY
PASSING OF AN 85TH PERCENTILE VEHICLE AROUND A 12.5m HEAVY RIGID VEHICLE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 25206-V1.5-SP

SHEET NO. 03 OF 05

ISSUE DATE 20 April 2026

DESIGNED BY A.GARDNER

SCALE A3 — 0 4.0 8.0 — 1:400

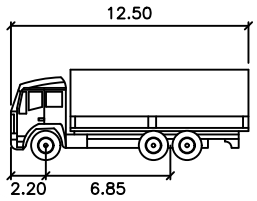
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SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



HRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

WALKER STREET

WALKER STREET

HRV STANDARDS 2018 (AU)

HRV STANDARDS 2018 (AU)

HRV STANDARDS 2018 (AU)

PARKING BAY

PROPOSED KERB BUILDOUT

PARKING

CLEANERS 7.9 m²

LOBBY 88.1 m²

RL 56.900

RL 57.900

RL 57.171

RL 57.354

RL 57.582

RL 57.802

RL 57.975

RL 58.105

RL 58.150

RL 58.600

RL 58.585

RL 58.970

RL 59.320

RL 59.325

RL 59.143

RL 59.565

RL 59.611

RL 59.955

RL 60.106

RL 60.342

RL 60.384

RL 54.500

RL 54.000

TITLE BOUNDARY 276° 58' 04" (40.235m)

TITLE BOUNDARY 93° 03' 49" (72.142m)

SHARED ZONE

COMMUNAL LOUNGE 55.2 m²

COMMUNAL TERRACE 100.8 m²

FCR

LOBBY 17.8 m²

MAILBOXES

3200

INTERCOM

INTERCOM

1:8

1:10

1:8

1:8

1:4

RAMP DOWN TO BASEMENT 1

BOOSTER

SERVICES

DRIVEWAY

173-179 WALKER STREET & 11-17 HAMPDEN STREET, NORTH SYDNEY
A 12.5m HEAVY RIGID VEHICLE REVERSING INTO HAMPDEN STREET
SWEPT PATH ASSESSMENT

DRAWING REF NO. 25206-V1.5-SP SHEET NO. 04 OF 05 ISSUE DATE 20 April 2026

DESIGNED BY A.GARDNER

SCALE A3 0 2.5 5.0 1:250

DISCLAIMER

This drawing has been prepared using vehicle modelling computer software AutoTurn Pro V12.0 in conjunction with AutoCAD 2023. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

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TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994

Address: Level 6, Suite 604, 10 Help Street, Chatswood NSW 2067

P: (02) 9411 5660 E: info@ttpa.com.au W: www.ttpa.com.au

T:\WORK\25\25206 - 173 - 179 WALKER ST & 11 - 17 HAMPDEN STREET\DRAWING\25206-V1.5-SP.dwg

Plotted by Aidan



T:\WORK25\25206 - 173 - 179 WALKER ST & 11 - 17 HAMPDEN STREET\DRAWING\25206-V1.5-SP.dwg

Plotted by Aidan

173-179 WALKER STREET & 11-17 HAMPDEN STREET, NORTH SYDNEY
INGRESS AND EGRESS OF AN 8.8m MEDIUM RIGID VEHICLE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 25206-V1.5-SP

SHEET NO. 05 OF 05

ISSUE DATE 20 April 2026

DESIGNED BY A.GARDNER

SCALE A3 — 0 2.5 5.0 — 1:250

N

DISCLAIMER

This drawing has been prepared using vehicle modelling computer software AutoTurn Pro 2024 in conjunction with AutoCAD 2024. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

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Address: Level 6, Suite 604, 10 Help Street, Chatswood NSW 2067
P: (02) 9411 5660 E: info@ttpa.com.au W: www.ttpa.com.au

Appendix E
North Sydney Standard Requirements for CTMP

ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994

North Sydney Council (NSC)

Standard Requirements for Construction Traffic Management Plan

The Applicant or contractor must always comply with North Sydney Council's Standard Conditions for a Construction Traffic Management Plan (CTMP) during demolition, excavation, and construction works at:**[Insert Site Address and DA No.]**

1. Details of vehicle routes and entry and exit points from site – site specific

2. Details of roads not permitted for construction traffic such load-limited roads, quiet residential streets, restricted access/turn roads – site specific

3. Approved truck route plan must be part of contractor documentation and issued to all drivers.

4. All vehicles must enter and exit the site in a forward direction (unless specific approval for a one-off occasion is obtained from NSC).

5. Trucks are not allowed to reverse into the site from the road (unless specific approval for a one-off occasion is obtained from NSC).

6. The Applicant must provide NSC with details of the largest truck that will be used during the demolition, excavation and construction.
   NOTE: North Sydney Council does not permit vehicles larger than a 12.5m HRV for general construction.

7. Oversize and over-mass vehicles are not allowed to travel on Local Roads (unless approval for a one-off occasion is obtained from NSC). Requests to use these vehicles must be submitted to the National Heavy Vehicle Regulator (NHVR) 28 days prior to the vehicle's scheduled travel date. For more information, please contact the NHVR on 1300 696 487 or www.nhvr.gov.au.

8. No queuing or marshalling of trucks is permitted on public roads.

9. Any temporary adjustment to Bus Stops or Traffic Signals will require the Applicant to obtain approval from Transport for NSW (TfNSW) prior to commencement of works.

10. All vehicles associated with the development shall be parked wholly within the site. All site staff are to park in a designated off street area or be encouraged to use public transport. On-street parking is not permitted.

11. All loading and unloading must occur wholly within the site or within an approved Works Zone.

12. Separate applications must be made to Council for:
    a) Works Zone
    b) Road Closures (Partial or full)
    c) Footpath closures or physical barriers
    d) Barricades, crane use or placement of plant/equipment on public roads or public

ways
e) Temporary driveways
f) Hoardings
g) Standing plant in public space

Please find details in https://www.northsydney.nsw.gov.au/getting-construction-underway

13. The Applicant must apply to TfNSW's Transport Management Centre for approval of any road works on State Roads or within 100m of Traffic Signals and receive an approved Road Occupancy Licence (ROL). A copy of the ROL must be provided to NSC.

14. All works must be carried out in accordance with the approved construction hours specified in the development consent or, where not specified, in accordance with North Sydney Council's standard working hours.
See https://www.northsydney.nsw.gov.au/projects-works/council-works

15. Construction vehicles MUST AVOID travelling through school zones during school peak hours to minimise safety risks and congestion.

16. The Traffic Guidance Scheme (TGS) associated with the CTMP must comply with the Australian Standards 1742.3 and TfNSW's Traffic Control at Work Sites Manual. TGS must be prepared and approved by a certified traffic controller.

17. Traffic Controllers MUST NOT STOP traffic on the public street(s) to allow trucks to enter or leave the site. They MUST wait until a suitable gap in traffic. The Roads Act does not give any special treatment to trucks leaving a construction site . Vehicles already on the road have right-of-way.

18. Pedestrians MUST not be pre-emptively stopped. They have right-of way on footpaths. Brief holds are permitted only while trucks are actively entering or exiting the site.

19. This CTMP applies only to demolition, excavation, and building works, not to roadworks. Roadworks require separate approvals from North Sydney Council and/or TfNSW.

20. Submission of this CTMP does not exempt the applicant from fulfilling all other development consent conditions.