



Transport Strategies

Crows Nest OSD Site A – Detailed SSDA (SSD-75660711)

32 Hume Street, Crows Nest

Construction Traffic Management Plan

Prepared for: Probject

Reference: 24115

Issue: Final F (November 2025)



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1.0 Introduction

1.1 Background

Transport Strategies has been commissioned by Probject to prepare a construction traffic management plan (CTMP) for a proposed mixed-use development at 32 Hume Street, Crows Nest.

1.2 Purpose of this Report

This report has been prepared to satisfy Issue 11 of Secretary's Environmental Assessment Requirements (SEARs) for 75660711 (Crows Nest OSD Site A – Detailed SSDA) dated on 18 October 2024 and the Consolidated Conditions of Consent for SSD-9579 (Mod 2) - Condition B23 and B38(a) dated December 2021.

Issue 11, Conditions B23 and B38(a) are outlined and associated reference/response are shown in the following table.

Issue 11 Item	Reference within this report/Response
Traffic, Transport and Accessibility	
Provide a transport and accessibility impact assessment, which includes:	
Provide a Construction Traffic Management Plan detailing predicted construction vehicle routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.	See this plan.

Condition B23 of SSD-9579 (Mod 2)	Response
Construction Traffic, Access And Parking Assessment	
Future development applications shall include a Construction Traffic and Pedestrian Management Plan (CTMP) prepared in consultation with the Sydney Coordination Office and North Sydney Council, and to the satisfaction of the relevant road authorities. The CTMP shall include, but not be limited to:	
(a) construction car parking strategy	See Section 3.4.
(b) haulage movement numbers / routes including contingency routes	See Sections 4.2 and 4.3.
(c) detailed travel management strategy for construction vehicles including staff movements	See Sections 3.4, 4.2, 4.3 and 5.3.



Condition B23 of SSD-9579 (Mod 2)	Response
(d) maintaining property accesses	See Section 5.6.
(e) maintaining bus operations including routes and bus stops	See Section 5.3.
(f) maintaining pedestrian and cyclist links / routes	See Section 4.7.
(g) independent road safety audits on construction related traffic measures	An independent road safety audits will be included in the detailed CTMP post-DA approval, once a contractor is appointed.
(h) measures to account for any cumulative activities / work zones operating simultaneously.	See Sections 4 and 6.

Condition B38 of SSD-9579 (Mod 2)	Response
Construction Impact Assessment All future development applications must provide an analysis and assessment of the impacts of construction and include:	
(a) Construction Pedestrian and Traffic Management Plan (CPTMP), prepared in consultation with Transport for NSW. The CPTMP must detail vehicles routes, numbers of trucks, hours of operation, access arrangements and traffic control measures and cumulative construction impacts (i.e. arising from concurrent construction activity)	See this plan. This plan will be submitted to Transport for NSW for comments.

This preliminary CTMP examines the impacts of construction works on the surrounding transport network and details the proposed construction traffic management measures to ensure all works stages can be accommodated by the surrounding road network.

In this regard, the following overarching principles of traffic management during the construction activity have been considered:

- providing an appropriate and convenient environment for pedestrians/ workers
- maintaining appropriate public transport access
- minimising the loss of parking
- maintaining access to/ from adjacent buildings



- restricting construction vehicle movements to designated routes to/from the site
- managing and controlling construction vehicle activity near the site
- carrying out construction activity in accordance with Council's approved hours of work.

Detailed CTMP will be prepared post-DA approval, once a contractor is appointed.

This plan has been prepared by a suitably qualified and experienced civil (traffic) engineer with 17 years of professional experience who holds the SafeWork NSW Prepare a Work Zone Traffic Management Plan accreditation, detailed as follows:

Siew Hwee Kong - card no. TCT 1030659

The structures of the plan are as follows:

- Chapter 2: Describes the existing site and transport conditions
- Chapter 3: Describes the approved development, construction program, and processes.
- Chapter 4: Details of the construction transport management plan.
- Chapter 5: Assesses the impacts of the construction activities.

1.3 References

- AS 1742.3:2019 | Traffic Control for Works on Roads
- Transport for NSW - Traffic Control at Work Sites Technical Manual, Issue No. 6.1, February 2022
- Other documents and data as referenced in this Plan.

1.4 Mitigation Measures

The proposed mitigation measures to address the impacts related to transport and traffic with the construction activities are outlined in the following sections of the report:

- 3.4 Construction Site Layout
- 3.5 Construction Hours
- 3.6 Construction Workers parking
- 3.7 Cranage and Materials Handling
- 3.8 Site inspection and recordkeeping
- 3.9 Construction, communication and liaison
- 3.10 Public Notification
- 3.11 Complaints Response and Handling Procedure
- 3.12 Contact Person
- 3.13 Site induction and occupational health and safety
- 4.1 Vehicle Access



- 4.2 Construction Haulage Routes
- 4.3 Construction Vehicle Types and Movement
- 4.4 Driver Code of conduct
- 4.5 Oversized vehicles
- 4.6 Road serviceability
- 4.7 Pedestrian/Cyclist management
- 5.1 Construction related vehicle movement
- 5.2 Impact on On-street parking
- 5.3 Impact on public transport services
- 5.4 Impact on pedestrians
- 5.5 Impact on emergency vehicle access
- 5.6 Impact on neighbouring properties

These measures aim to minimise potential transport and traffic impacts effectively.



2.0 Existing Transport Conditions

2.1 Existing Site

The subject site, referred to as Crows Nest Over Station Development (Site A), is located within Crows Nest and within the North Sydney Local Government Area (LGA). The site is located at 32 Hume Street, Crows Nest. The site is located directly above and adjacent to the operational Crows Nest Metro Station.

The site comprises the entirety of the block and is bound by Pacific Highway to the west, Hume Street to the south, Clarke Lane to the east, and Oxley Street to the north. It is 3,879 m² in size legally referred to as Lot 2 of DP1296669. It is noted that Lot 1 of DP1296669 relates to the Crows Nest Metro Station intertwines with Lot 2 (Site A) on some levels.

Address	Legal description of lots that constitute the Scope of Works under the Subject SSDA Site A	Details
505 Pacific Highway, Crows Nest, NSW, 2065	Lot 1 of DP1296669	Station Lot (Crows Nest Metro Station)
32 Hume Street, Crows Nest, NSW, 2065	Lot 2 of DP1296669	Development for Lot A – Site A Thirdi (Subject to the SSDAs).

Note:

- The Plan of Subdivision for the Metro (DP1296669) was registered with NSW Land Registry Services (LRS) on the 5 August 2024. The Plan of Subdivision, once registered, created the following lots:
 - Lot 1 (Metro Station),
 - Lot 2 (Site A for Thirdi)
 - Lot 3 (Site B for Thirdi)
 - Lot 4 (Parcel on the northern side of Clarke Lane).
- Lot 1 of DP1296669 relates to the Crows Nest Metro Station.
- Lot 2 of DP1296669 relates to Crows Nest OSD (Site A) (works subject to this SSDA).
- Lot 1 and 2 are intertwined (on some levels, with Lot 2 (Site A) located above the Lot 1 (the Crows Nest Metro Station)).

The Site layout and surrounding environs are shown in Figure 2.1.



Figure 2.1: Site Layout and Surrounding Environs



2.2 Existing Road Network

The surrounding road network includes:

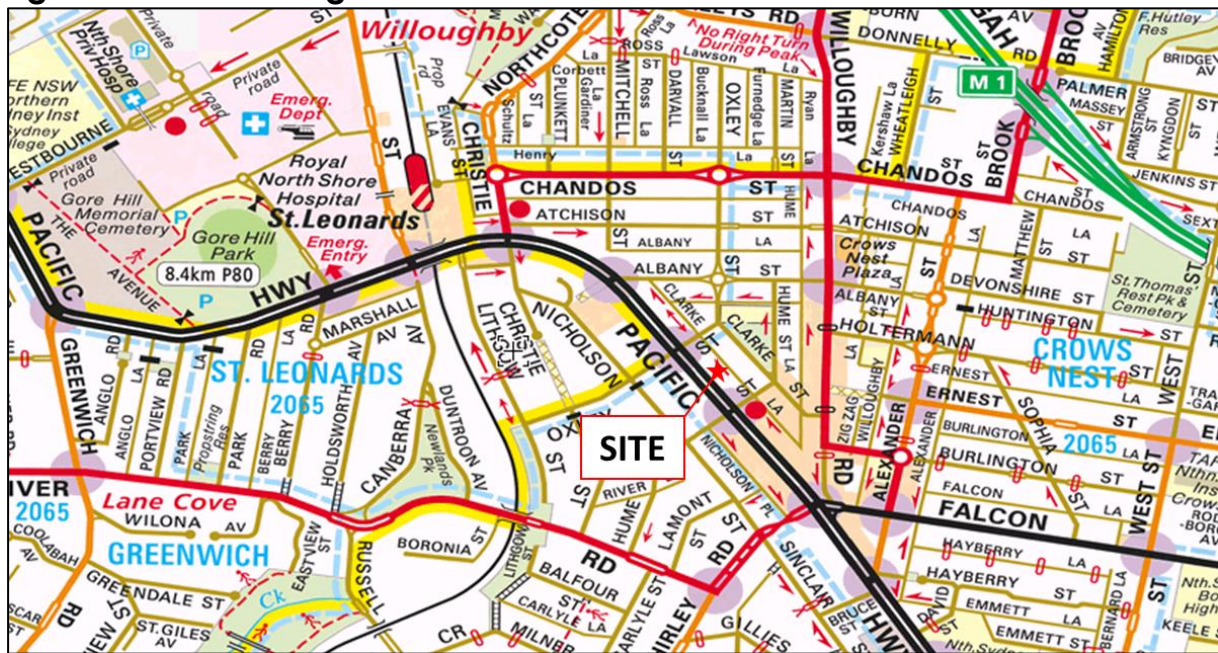
- Pacific Highway – a State Road that connects High Street/Arthur Street/Lavender Street/Middlemiss Street/Alfred Street to the southeast and College Crescent/Pretoria Parade to the northwest. In the vicinity of the Site, Pacific Highway generally runs in a southeast-northwest direction with two traffic lanes in each direction. Time-restricted kerbside parking is allowed along both sides of the road. The road has a posted speed limit of 60km/h with a 40km/h school zone limit where applicable.
- Hume Street – a local road that connects Albany Street to the north and River Road to the south. In the vicinity of the Site, the road runs in a northeast-southwest direction with one traffic lane in each direction. Kerbside parking is not allowed along both sides of the road near the Site. The road has a posted speed limit of 50km/h.
- Oxley Street – a local road that connects to Lawson Lane to the north and Lithgow Street to the southwest. In the vicinity of the Site, the road runs in a northeast-southwest direction with one traffic lane and one parking lane in each direction. Time-restricted kerbside parking is allowed on both sides of the road. The road has a posted speed limit of 50km/h.
- Clarke Lane – a local northeast-bound laneway that connects Albany Street to the northwest and Hume Lane to the southeast. The road runs in a northeast-southwest direction with one traffic lane and one parking lane for



each direction. Time-restricted kerbside parking is allowed on the eastern side of the road. The road has a speed limit of 50km/h.

The surrounding road network is shown in Figure 2.2.

Figure 2.2: Surrounding Road Network



2.3 Key Intersections

The key intersections in the vicinity of the Site comprise:

- Signalised intersections at:
 - Pacific Highway/Hume Street
 - Pacific Highway/Oxley Street
- Give-way intersections at:
 - Clarke Lane/Hume Street
 - Clarke Lane/Oxley Street

2.4 Existing Public Transport Services

The Site is well-served by a public transport network, with the nearest bus stop located in front of the Site along Pacific Highway. This bus stop is serviced by the following bus routes:

- 114 – Royal North Shore Hospital to Balmoral
- 119 – Gore Hill to North Sydney Station (Loop Service)
- 144 – Manly to Chatswood via St Leonards
- 252 – North Sydney to Gladesville
- 254 – Riverview to McMahons Point via North Sydney
- 265 – North Sydney to Lane Cove via Crows Nest



- 267 – Greenwich to Chatswood via Crows Nest
- 286 – Milsons Point to Denistone East via North Sydney & St Leonards
- 287 – Milsons Point to Ryde via North Sydney & St Leonards
- 290 – Epping to City Erskine St via North Sydney (Night Service)
- 291 – Epping to McMahon's Point via North Sydney
- 622 – Milsons Point to Dural via Cherrybrook
- 612X – North Sydney to Castle Hill (Express Service)
- N91 – City Town Hall to Macquarie Centre (Night Service)

See Figure 2.3 for bus stop locations.

Figure 2.3: Surrounding Public Bus Stops



St Leonards Station is situated approximately 800 meters from the site, within a short walking distance. The station is served by the T1 North Shore and Western Line, Northern Line services, as well as the Central Coast and Newcastle Line. The rail network layout is illustrated in Figure 2.5.

The station offers excellent connectivity, with frequent direct services to key employment hubs, including the Sydney CBD, North Sydney CBD, Chatswood, and Macquarie Park, particularly during peak weekday hours. Trains run every 3-4 minutes during peak periods.



Figure 2.5: Sydney Train Network Map



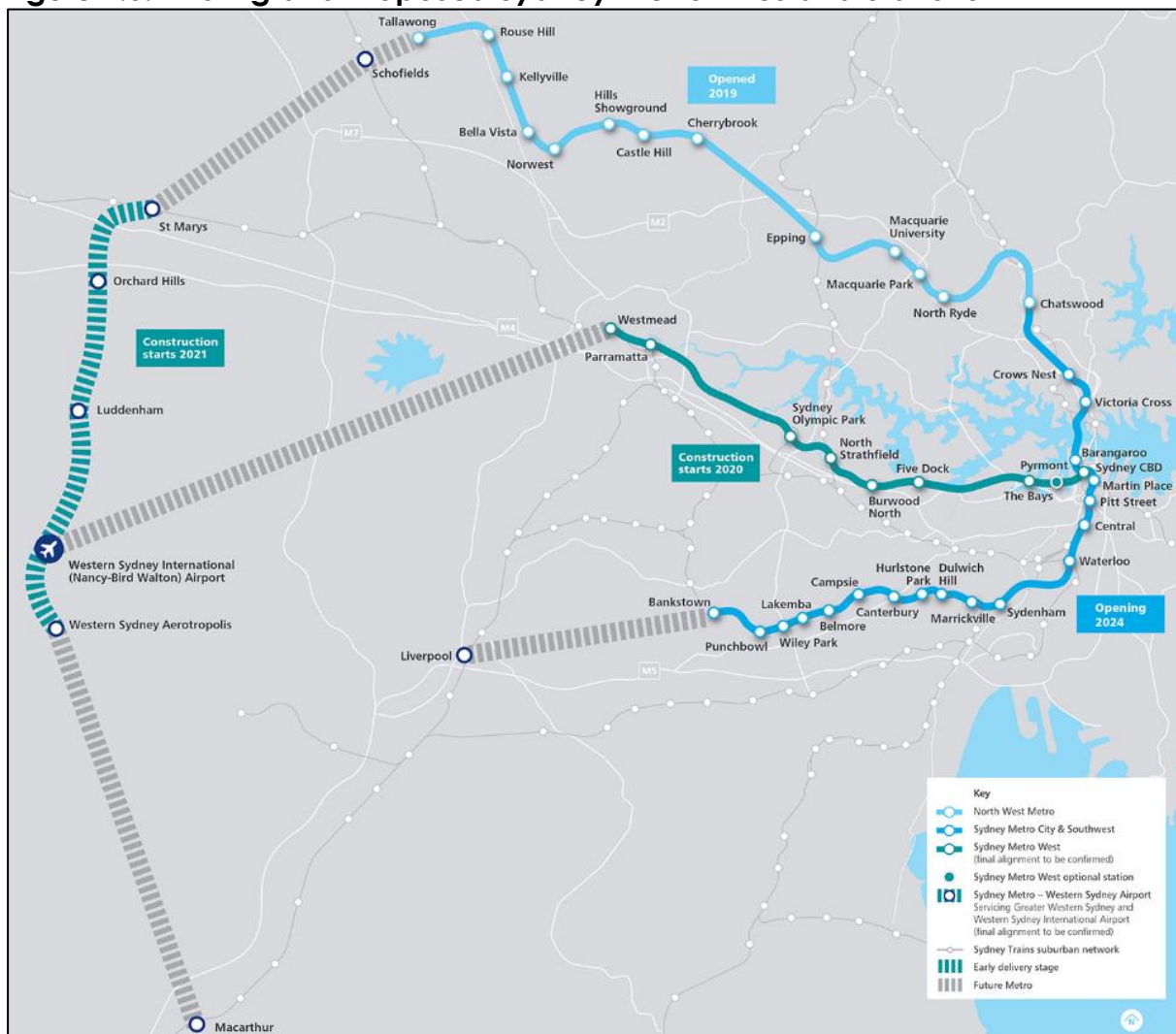
The Site is located on top of the Crows Nest Metro Station. The station is serviced by M1-Metro North West & Bankstown Line. The recently completed Sydney Metro City & South-West project in August 2024 enhanced public transport accessibility in the surrounding area and expand transportation options. The line links with the North West Metro at Chatswood, offering a direct connection from Chatswood to Sydenham.

The Metro line significantly boost the capacity of the public transport network serving the area, supporting further development and growth. Additionally,



future projects are planned to improve the Sydney Metro network, enhancing accessibility and reducing travel times for commuters, especially to/between Bankstown (expected to be operational in 2025) and Parramatta (expected to be operational in 2030). See Figure 5 for existing and proposed Sydney Metro Lines and Stations.

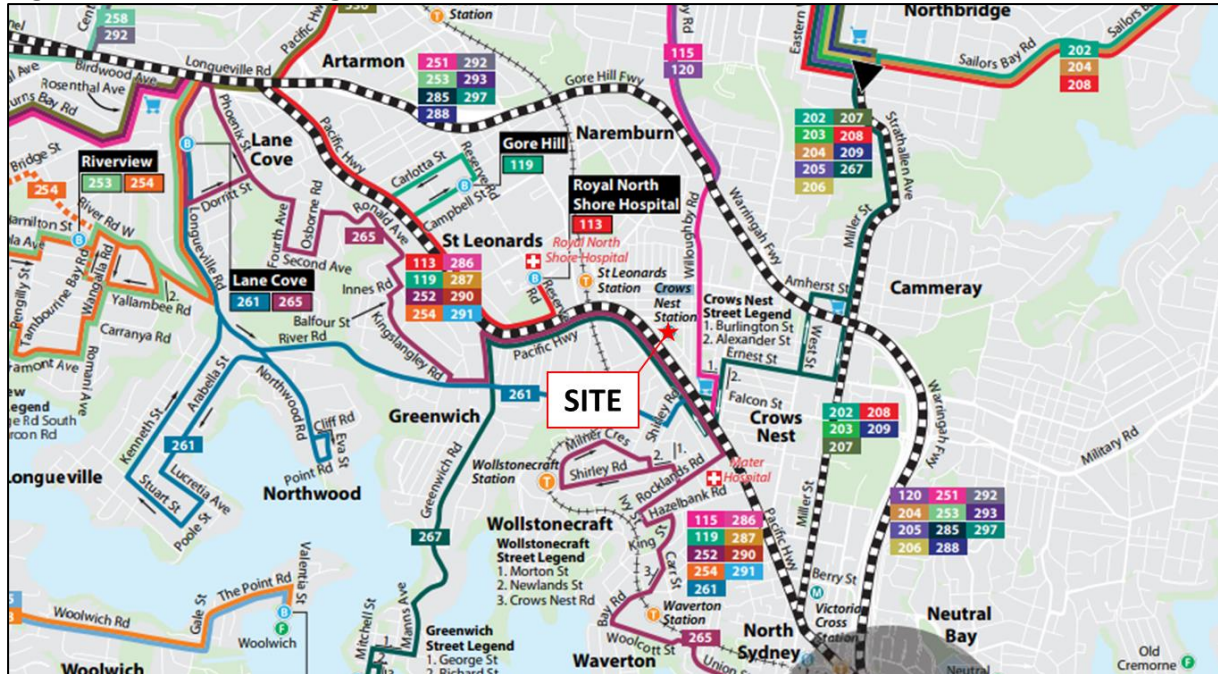
Figure 2.5: Existing and Proposed Sydney Metro Lines and Stations



Details of surrounding public transport services are provided in Figure 2.6 and detailed in Appendix A.



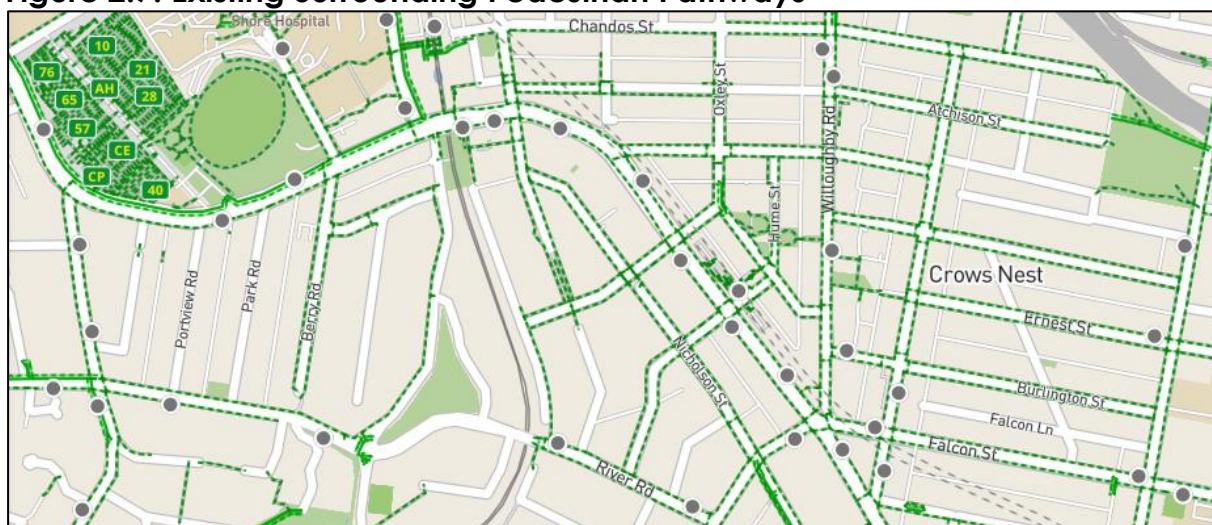
Figure 2.6: Surrounding Public Transport Network



2.5 Walking and Cycling Infrastructures

The Site provides high-level pedestrian connectivity to public transport services and the surrounding residential and commercial precincts. There are established and wide pedestrian footpaths on both sides of the surrounding road network in the vicinity of the Site. See Figure 2.7 for details.

Figure 2.7: Existing Surrounding Pedestrian Pathways



The cycling infrastructure in the Crows Nest town centre is limited. As part of the wider Crows Nest Station development, a new separated cycleway are provided along Hume Street, linking the cycle routes on Clarke Lane and Nicholson Street. It connects through Crows Nest to St Leonards Station and the



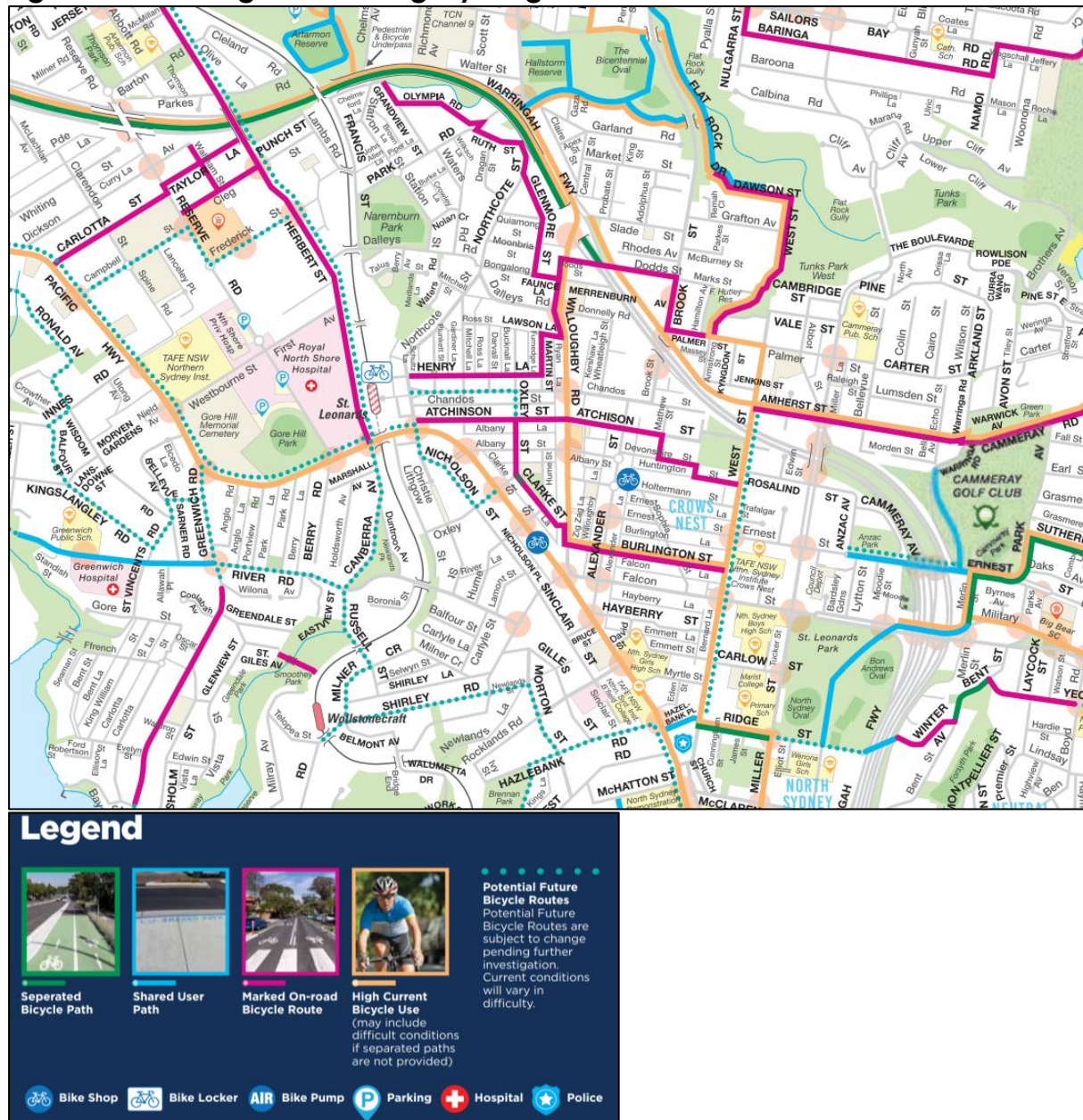
North Sydney CBD, primarily using a mix of roads with traffic, designated lanes, and short stretches of separated cycleways and shared paths. There are some on-street public bike racks (see 5 bicycle racks – 10 spaces in Figure 2.8) in direct vicinity of the Crows Nest Station and 176 secured bike racks within Site C for cyclists visiting the town centre and Metro Station. The existing cycling network is shown in Figure 2.9.

Figure 2.8: Existing Surrounding Bicycle Racks along Clarke Lane





Figure 2.9: Existing Surrounding Cycling Routes



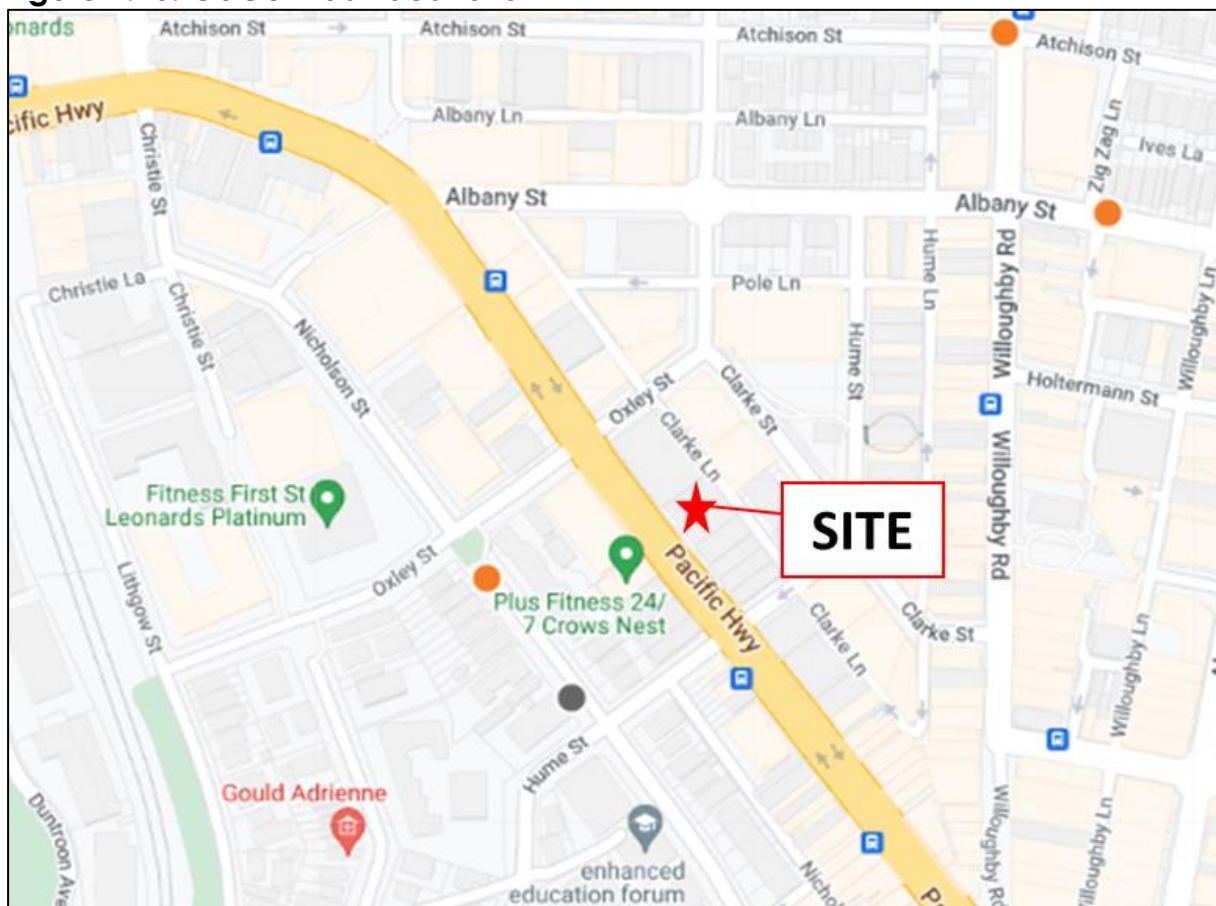
It is observed that cycling is not widely preferred in the Crows Nest area due to its steep topography, particularly around the Pacific Highway, which can make cycling challenging for less experienced riders. Crows Nest, being a densely developed commercial and residential hub, has limited dedicated cycling infrastructure, such as bike lanes, which adds to the difficulty of cycling safely. Traffic congestion in the area, especially during peak hours, also poses a safety concern for cyclists, as the streets are often busy with both vehicles and pedestrians. These factors combined make cycling less attractive compared to other options like public transport in the Crows Nest area.



2.6 Local Car Share

Car share programs have become increasingly popular across Sydney and are now considered a practical transport option for various trip types, especially for shorter journeys. These services are likely to be beneficial for future residents of the site. There are two GoGet car-sharing pods located within walking distance of the Site. The nearest pod is located 3 minutes or 200m walking distance to the west of the Site along Nicholson Street. GoGet car pod locations are shown in Figure 2.10. There is also potential to introduce additional car share facilities as part of the precinct redevelopment, further reducing reliance on private vehicles. Other providers like Flexicar also offer services in the area.

Figure 2.10: GoGet Pod Locations



2.7 Taxi Ranks and Kiss-and-Ride Facilities

The Crows Nest Station includes 2 taxi spaces and 7 spaces for Kiss-and-Ride facilities along Clarke Lane and Oxley Street. See Figure 2.11 for the existing locations.



Figure 2.11: Existing Taxi Ranks and Kiss and Ride Facilities





3.0 Proposed Development and Proposed Construction Scheme

3.1 Proposed Development

This Detailed SSDA seeks approval for the construction and operation of a residential mixed use (including affordable housing and retail/bar/cafe components) over station development (known as Crows Nest OSD - Site A). Crows Nest OSD - Site A will be located above and will be integrated with the Crows Nest Metro Station. The proposed development includes 2 build-to-rent towers located above the existing Crows Nest Metro Station. An additional tower, situated at the corner of Hume Street and Pacific Highway, is proposed to be affordable housing, extending down to the ground level. The ground floor, adjacent to the metro station between grids 11 and Hume Street, will feature a mix of lobbies, retail spaces, and service areas. See Appendix B.

Component	Proposed under Detailed SSDA
Site Area	3,879 m ²
Maximum building height	Proposed variable building heights: - Tower 1: RL 188.30 - Tower 2: RL 188.30 - Tower 3 (Affordable housing): RL 140.770
Proposed OSD GFA (FSR) – Residential & non-residential	Proposed: 43,683 m ² (11.26) comprising: <u>Residential (build-to-rent)</u>: 32,000m² (FSR 8.25:1) <u>Residential (Affordable Housing)</u>: 4,861m² (FSR 1.25:1) <u>Non-residential</u>: 6,822m² (FSR 1.76:1)
Uses	- Residential component: - Tower 1 and 2 – build-to-rent apartments from Level 4 to 23 with amenity on Level 24 and open outdoor space on the rooftops - Tower 3 – affordable housing apartments from Level 3 to 10 with affordable housing indoor and outdoor amenity areas on Level 11 - Retail tenancies: located on the lower ground and ground levels - Gym: located on Level 2 and Mezzanine Level - Residential amenity and back of house located on



Component	Proposed under Detailed SSDA																																									
	Mezzanine and Level 2 to 3 - Residential amenity on Level 24 on Towers 1 and 2 - Rooftop bar on Tower 1																																									
Apartments and mix	Total 568 apartments broken down into the following configurations: <table border="1"> <thead> <tr> <th rowspan="2">Beds</th><th colspan="2">Build to Rent Apartments <i>(% of all BTR apartments)</i></th><th>Affordable Housing <i>(% of all AH apartments)</i></th><th rowspan="2">Total (combined)</th></tr> <tr> <th>Tower 1</th><th>Tower 2</th><th>Tower 3</th></tr> </thead> <tbody> <tr> <td>Studio</td><td>100 (39%)</td><td>100 (39%)</td><td>216 (38%)</td><td>216 (38%)</td></tr> <tr> <td>1 bed</td><td>132 (52%)</td><td>132 (52%)</td><td>272 (48%)</td><td>272 (48%)</td></tr> <tr> <td>2 bed</td><td>22 (9%)</td><td>22 (9%)</td><td>68 (12%)</td><td>68 (12%)</td></tr> <tr> <td>3 bed</td><td>2 (1%)</td><td>2 (1%)</td><td>12 (2%)</td><td>12 (2%)</td></tr> <tr> <td>Sub-Total</td><td>256</td><td>256</td><td>56</td><td>568 (100%)</td></tr> <tr> <td>Total</td><td colspan="2">512</td><td>56</td><td>568 (100%)</td></tr> </tbody> </table>				Beds	Build to Rent Apartments <i>(% of all BTR apartments)</i>		Affordable Housing <i>(% of all AH apartments)</i>	Total (combined)	Tower 1	Tower 2	Tower 3	Studio	100 (39%)	100 (39%)	216 (38%)	216 (38%)	1 bed	132 (52%)	132 (52%)	272 (48%)	272 (48%)	2 bed	22 (9%)	22 (9%)	68 (12%)	68 (12%)	3 bed	2 (1%)	2 (1%)	12 (2%)	12 (2%)	Sub-Total	256	256	56	568 (100%)	Total	512		56	568 (100%)
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Access	- Loading dock (only) access off Clarke Lane – no car park provided - Retail access off Pacific Highway and Hume Street - Rooftop bar access off Pacific Highway - Build-to-rent apartment and sky lobby access off Pacific Highway - Gym access off Pacific Highway - Affordable Housing access off Hume Street																																									

The detailed development schedules are provided in the following:

Tower 1 (25 storeys with 256 apartments)

- 100 x studio



- 132 x 1-bedroom
- 22 x 2-bedroom
- 2 x 3-bedroom
- 232 m² retail
- 358 m² rooftop bar

Tower 2 (25 storeys with 256 apartments)

- 100 x studio
- 132 x 1-bedroom
- 22 x 2-bedroom
- 2 x 3-bedroom
- 538 bicycle parking spaces on Level 2 and Mezzanine Level
- 57 m² retail
- 753 m² (including gym store)

Tower 3 (11 storeys with 56 affordable apartments)

- 16 x studio
- 8 x 1-bedroom
- 24 x 2-bedroom
- 8 x 3-bedroom
- 316 bicycle parking spaces on Level 1
- 232 m² retail
- 477 m² gym use (not including pool area)
- 328 double stacked lockers (126 for male and 202 for female)
- 2 large change rooms (1 for male and 1 for female)
- 17 shower/change rooms (6 for male and 11 for female)
- 2 accessible toilet/shower rooms (1 for male and 1 for female)

An existing single lane 7m wide (minimum) two-way vehicular crossover is provided along Clarke Lane, which provide access to the loading dock located on the ground floor. The loading dock and driveway crossover were constructed as part of the Crows Nest Metro Station works.

It is noted that the Detailed SSDA scheme aligns with the Amending Concept SSDA scheme, in terms of the proposed construction schemes, traffic management plans and transport impacts.

3.2 Construction Site Layout

The indicative construction layout showing the proposed works zone on Clarke Street and the B-Class hoarding along all the Site A and Site C building frontages are shown overleaf.



Detailed construction site layout, showing exact locations site fencing, hoarding locations, tower crane location, vehicle access points, site offices, amenities, tool and material storage areas, and on-street Works Zones will be included in the detailed CTMP post-SSDA approval.

3.3 Construction Hours

Work associated with the proposal is expected to be carried out between the following hours of construction:

- Monday to Friday inclusive: 7:00am – 7:00pm
- Saturday: 8:00am – 1:00pm
- Sundays and public holidays: No work permitted

The appointed contractor will be responsible for instructing and controlling all subcontractors regarding the hours of work. Any work outside the approved construction hours would be subject to specific prior approval.

3.4 Construction Workers Parking

There will be a maximum of 250 workers on the site during construction. There will be no on-site parking spaces for construction workers.

The site is close to public transport services; therefore, construction workers will be encouraged to use public transport to access the site.

Some parking may be available for staff off-site during the construction period; however, this is subject to further investigations following the appointment of a contractor and confirmation of the construction methodology.

The potential on-site car parking arrangements will be outlined within the detailed Construction Traffic Management Plan (CTMP) to be prepared prior to the commencement of works on the site.

As part of this CTMP and Construction Worker Transport Strategy will be developed which outlines how workers will travel to the site and measures to be in place to minimise impacts to the surrounding street network.

These measures may include but are not limited to:

- Priority on-site car parking for workers that carpool (e.g. more than two workers in the same car).
- During trade contractor engagement and personnel site induction, staff will be informed of the existing public transport network servicing the site.
- Identification of suitable off-site parking areas.
- To support construction workers in utilising public transport, appropriate arrangements will be made for any equipment/tool storage and drop-off requirements.



For workers who need to drive to/from the site will be instructed to park their vehicles at an off-street public carpark stations, as detailed in the following:

North Sydney Council

Nicholson Car Park

17 Nicholson St

Sydney NSW 2065

<https://www.northsydney.nsw.gov.au/directory-record/132/nicholson-street-car-park-crows-nest>

North Sydney Council

Alexander Street

34-48 Alexander Street

Sydney NSW 2065

<https://www.northsydney.nsw.gov.au/directory-record/126/alexander-street-car-park-crows-nest>

North Sydney Council

Holtermann St

Sydney NSW 2065

<https://www.northsydney.nsw.gov.au/directory-record/129/holtermann-street-car-park-crows-nest>

North Sydney Council

44 Hume St

Sydney NSW 2065

<https://www.northsydney.nsw.gov.au/directory-record/130/hume-street-car-park-crows-nest>

A tool drop-off and storage facility will be provided within the site. This would allow tradespeople to drop off and store their tools and machinery, allowing them to use public transport to travel to/ from the site on a daily basis. This will be incorporated into the site induction program.

3.5 Cranage and Materials Handling

Several tower cranes will be required for construction-related works. All deliveries and materials will be loaded/unloaded using the tower crane, a mobile crane (forklift), or a trolley (for light materials).

Specific areas on the site will be available for loading/unloading, materials handling and storage, etc. All materials will be stored on-site, with all demolished materials removed from the site.

3.6 Site Inspections and Record-Keeping

The construction work will be monitored to ensure that it proceeds as set out in



the Construction Management Plan provided by the Contractor. A daily inspection before the start of the construction activity should take place to ensure that conditions accord with those stipulated in the plan and there are no potential hazards. Any possible adverse impacts will be recorded and dealt with as they arise.

3.7 Consultation, Communication, and Liaison

The management strategies were established firstly by identifying the relevant stakeholders and future coordination/liaison requirements with the following:

- North Sydney Council
- TfNSW
- Sydney Metro
- Adjacent landowners

Ongoing consultation with key stakeholders and adjacent landowners will be key to managing the interaction of the various construction worksites. A sign with a phone number and email address will be installed on the fencing to allow the general public to make enquiries or complaints regarding traffic control for the site.

3.8 Public Notifications

Under the approval of Council, the Contractor would prepare notification letters that would be delivered to adjoining property owners to advise of the construction works and timeframes for completion of each phase of the process.

3.9 Complaints Response and Handling Procedure

The following table illustrate the complaints response and handling procedure, all employees who take receipt of a complaint, either verbal or written, are to take note of the name and contact details of the complainant and the nature of the complaint and immediately notify Site Manager, who will then contact the applicant's Representative to commence proceedings:

- Record and Acknowledge
 - Receive Enquiry/complaint via phone, email or face to face
 - Record enquiry/complaint in consultation register
 - Provide acknowledgement of receipt to complainant
- Assess and Prioritise
 - Assessment of nature of complaint
 - Assign a priority considering the seriousness of the complaint including risk to health and safety
- Investigate



- Investigate matters raised in complaint via site visit or contact with relevant on site staff member(s) or manager
- Action or Rectify
 - Undertake actions or direct relevant party to undertake actions to mitigate or resolve impact
- Respond to Complainant
 - Advise complainant of outcome of investigation and actions taken to rectify or mitigate impacts
- Follow Up
 - Follow up with complainant at an appropriate time to ensure impact has been rectified/mitigated • update communication register with details of remedial actions undertaken (if applicable)
- Consider if Issue is Systematic
 - Review complaint in the context of all complaints received to assess if broader review of systems and activities is required or if complaint relates to a "one off" occurrence

All complaints will be handled in accordance with the contractor's Community Consultation and Complaints Handling Strategy

A Complaints Register will be maintained for the duration of construction and will contain the following:

- A copy of the environmental complaint handling procedure.
- A separate reference sheet containing the contact details.
- Blank hard copies of the Community Correspondence Register.
- Copies of all completed Community Correspondence Register

3.10 Contact Person

Details of the nominated site contact would be included in the future detailed CTMP prior to the commencement of construction.

3.11 Site Induction and Occupational Health and Safety

All workers and visitors employed on the site by the Contractor (including sub-contractors) will be required to undergo a formal 'site induction' process, and all the inductions will be explicitly performed for each trade according to the occupational health and safety requirements of the New South Wales Work Cover Authority requirements.

The induction will include details of approved access routes to and from the construction site for site staff and delivery vehicles, parking arrangements, and standard environmental, WHS, driver protocols, and emergency procedures.



Transport Strategies

The agreed work hours must be included as part of this induction.

The contractor will be responsible for informing all construction workers, sub-contractors, and supervisors to ensure that the Construction Traffic Management procedures are adhered to at all times.



4.0 Proposed Construction Traffic Management Plan

4.1 Vehicle Access

It is expected that the majority of the heavy construction vehicles will park along the proposed Works Zone along Pacific Highway and vehicle access to the site will be via Clarke Lane. No vehicle access to the site will be provided along Pacific Highway. All vehicles will arrive at and depart from the Works Zone on Pacific Highway and the site in a forward direction.

The works zone is proposed to operate 7am to 5pm, Monday to Friday and 8am to 1pm, Saturday.

A separate application for the works zone would be submitted, and is subject to separate approval from the North Sydney Traffic Committee, prior to the operation of the works zone. The applicant will pay all appropriate Council advertised fees and charges, including the cost of the signage and loss of parking fee.

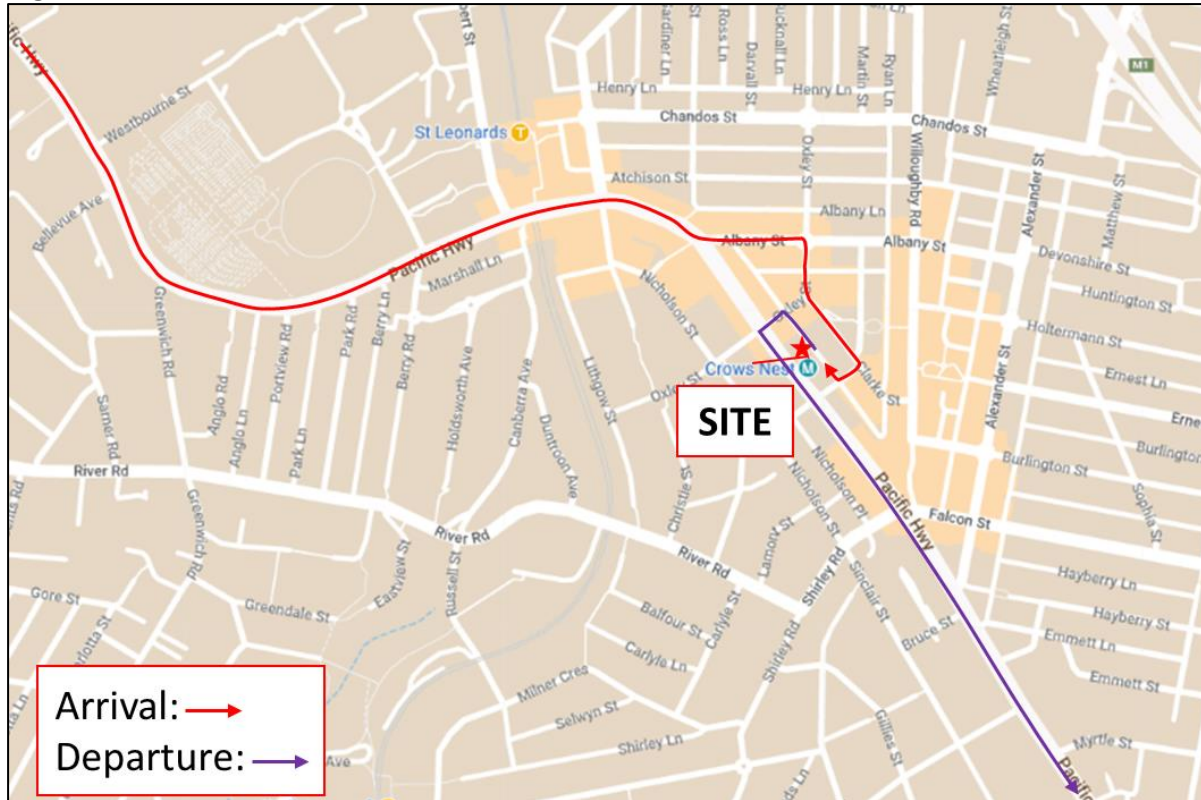
The works zone will not be used for private kerbside parking by contractors, tradesman, or visitors to the site.

4.2 Construction Haulage Routes

Generally, construction vehicles will have origins and destinations from a wide variety of locations throughout Sydney. However, all construction vehicles will be restricted to the State and Regional Road network. Dedicated construction vehicle routes have been developed to provide the shortest distances to/from the arterial road network while minimising the impact of construction traffic on streets within the vicinity of the site. Truck movements associated with the construction processes will arrive and depart the site via Pacific Highway as much as possible, as indicated in Figure 4.1.



Figure 4.1: Truck Arrival/Departure to/from Works Zone on Clarke Lane



Truck drivers will be advised of the designated truck routes to/from the Works Zone. No queuing or marshalling of trucks will be permitted on public roads in the vicinity of the site. Accredited traffic controller will ensure they are in mobile contact with truck drivers, thus ensuring each vehicle's arrival is anticipated and planned. Veyor booking App, or similar, will be utilised for this site to ensure deliveries are scheduled in advance and controlled with 'just in time' deliveries.

4.3 Construction Vehicle Types and Movements

The envisaged truck arrivals for each stage will be as follows:

Stage	Description of vehicle type and size	Average no. of vehicles/day
Site Establishment	19-metre articulated vehicles, 12-metre rigid trucks, 8.8-metre flatbed trucks, small vehicles for deliveries	15
Structure	19-metre articulated vehicles, 12-metre rigid trucks, 8.8-metre flatbed trucks, small vehicles for deliveries, Concrete trucks, and rubbish removal trucks	25
Façade	12-metre rigid trucks and 19-metre articulated vehicles	15
Finishes	12-metre rigid trucks and 19-metre articulated and rubbish removal trucks	12



The truck visitations will be scheduled to occur outside of the peak hours whenever possible.

4.4 Driver Code of Conduct

Impacts of Construction

The contractor is committed to protecting the environment and preventing air, water, and noise pollution. The operators of all construction-related vehicles are subject to environmental regulations relating to vehicle emission and product spill and to minimise the impacts of construction on the local and regional road network.

The contractor also understands and appreciates the seriousness of polluting the environment and the consequences of this. Any carelessness or neglect of responsibilities may cause personal injury, loss of life, property damage, substantial fines, and adverse publicity for the company.

All drivers of vehicles transporting loose materials will be required to ensure the entire load is covered using a tarpaulin or similar impervious material. The vehicle driver will need to take all precautions to prevent any excess dust or dirt particles from depositing onto the roadway during travel to and from the site. The contractor will induct the respective trades into the above procedures and monitor all trucks exiting the truck standing area to ensure the procedures are met.

The contractor will be required to monitor the roadways leading to and from the site on a daily basis and take all necessary steps to rectify any adversely impacted road deposits caused by site vehicles. The roads will also be cleaned on a regular basis to minimise dirt particles deposited externally from the site. Such cleaning will occur in the evenings outside of the peak traffic period.

Conflicts with Other Road Users

The road is there to share, and therefore, it is the Contractor's requirement that the truck operators display courtesy and restraint towards other road users to minimise conflicts with other road users.

Public roads and access points will not be obstructed by any materials, vehicles, refuse skips, or the like under any circumstances. All deliveries and work will be carried out within the site. If there is a requirement to operate any material handling machinery on public access roads, the Contractor will be required to seek separate Council/Police/TfNSW/Sydney Buses approval prior to the event.

Road Traffic Noise

Generating excessive noise is governed by legislation and is an offence. Heavy trucks generate a higher level of noise than light vehicles.



The amenity of surrounding road users/residents is to be maintained as far as practical during construction. Vehicles travelling to, from, and within the site shall not create unreasonable or unnecessary noise or vibration to minimise interference to adjoining building operations.

No tracked vehicles will be permitted or required on any paved roads. All truck operators are required to adhere to the following during the course of their duty:

- If possible, minimise road traffic noise by not using engine brakes near residences and built-up areas.
- All vehicles must be fitted with audible reversing alarms, which are essential for all personnel's safety. Reversing alarms are, however, the source of potential noise complaints from neighbouring residents, so all drivers should be aware of this and try to minimise reversing when possible.
- Avoid loading and unloading of materials/deliveries outside of daytime hours.
- Trucks should not idle near residential receivers.
- Stationary noise sources, such as generators, should be located away from sensitive receivers.
- Project personnel, including relevant sub-contractors, to acquaint themselves with noise and vibration requirements and the location of sensitive receivers during inductions and toolbox talks.
- Delivery vehicles should be fitted with straps rather than chains for unloading, wherever possible.
- Truck drivers should avoid compression braking as far as practicable.
- Where night-time work is required, trucks should use broadband reversing alarms.

Specified Routes

Where possible, truck drivers should always:

- Use main roads,
- Use bypasses,
- Avoid communal areas, schools, e.g. (particularly during school start and finish times whenever possible), parks, etc.

The truck operators must stick to the defined routes unless there are exceptional circumstances. Such exceptional circumstances may be:

- Normal route blocked, e.g., flooded,
- A revised route was agreed upon in writing.

4.5 Oversized Vehicles

No oversized or over-massed vehicles will be required for the general construction works. A separate application would be submitted to Council and Transport for NSW when an oversized or overmassed vehicle for special/major deliveries.



4.6 Road Serviceability

The contractor will be responsible for monitoring and ensuring that the road (affected by the construction vehicles) along Pacific Highway, Clarke Lane and Oxley Street will remain serviceable during the construction. Under the direction of the Council, the Contractor will restore any roadside facilities affected by the construction works, footpaths, road pavement, etc., to Council's satisfaction, at no cost to Council.

4.7 Pedestrian/Cyclist Management

Class B hoarding is expected to be installed to the perimeter of the site including Pacific Highway, Hume Street, Clarke Lane and Oxley Street and pedestrian access will be maintained during the construction works. Pedestrian activities along Clarke Lane are expected to be relatively lower throughout the day and the impact can be managed appropriately by the accredited traffic controllers at the site access. Pedestrians may be held for very short periods to ensure safety when trucks are travelling on or entering/exiting Clarke Lane but will not be stopped in anticipation or for extended periods. Pedestrians will have right-of-way on the footpath at all times. The construction activities are not expected to have any adverse impact on the surrounding bicycle network.



5.0 Construction Impacts

5.1 Construction-related Vehicle Movements

It is currently anticipated that the largest vehicle accessing the Works Zone during construction would be a 19m semi-vehicle. A maximum of 25 trucks per day are expected. The truck movements will be spread throughout the day. Queuing or marshalling of construction vehicles will not be permitted on the road network.

5.2 Impact on On-Street Parking

As discussed in Section 3.5, a few on-site parking may be provided for all workers. Workers are expected to use alternative modes of transport to travel to/from the site with a tool storage area to be provided on-site to allow workers to travel with ease via public transport. During the site induction, workers will be notified not to travel to the site via private vehicles.

Based on the above, the proposed construction activities would not present any impact on the existing surrounding on-street parking conditions.

5.3 Impact on Public Transport Services

The truck haulage routes will largely be limited to State and Regional Roads, which are designed to accommodate truck movements. As such, the impacts on public transport services will be minimal on the approach/departure routes.

While the truck route will overlap with this bus route during the construction period, it is expected that traffic generation of a maximum of 15 trucks visitations per day would not be adverse to the efficiency of the existing bus service. The bus stops along Pacific Highway will be retained during the general construction activities. As discussed, the truck visitations will be scheduled to occur outside of the peak hours whenever possible.

5.4 Impact on Pedestrians

During construction, pedestrian movements along the footpath of the site's frontage are to operate and be maintained throughout the construction stages. Construction-related traffic movements for rigid vehicles in and out of the Works Zone will occur under the supervision of accredited traffic controller. It is noted that the pedestrians may be held only for very short periods to ensure safety when trucks are leaving or entering the truck standing area. The contractor will not stop pedestrians in anticipation. That is, the pedestrians have right-of-way on the footpath, not the trucks at all times.

5.5 Impact on Emergency Vehicle Access

Access to the site and neighbouring sites by emergency vehicles would not be affected by the proposed construction activities on Pacific Highway and 24115



Clarke Lane. All truck movements to/from the Works Zone on Clarke Lane would be suspended and cleared to allow emergency vehicles to pass if necessary. Thus, there would be no adverse impacts on the provision of existing emergency vehicle access to the site or other neighbouring properties as a result of the proposed construction activities.

5.6 Impact on Neighbouring Properties

Access to neighbouring properties will be maintained at all times. Workers/ sub-contractors will be directed not to park their vehicles in the driveways of the neighbouring properties. This will be incorporated into the site induction program. The contractor would take appropriate action if informed of this activity occurring.

5.7 Cumulative Construction Traffic Impact (Existing and Approved/Planned Construction Activities)

The construction activities will overlap with the construction of several existing and planned construction sites within 400m of the site, as detailed in the following:

No.	DA Number	Address	Proposal	Distance from site
1	SSD-13852803	Crows Nest OSD – Site C - 14 Clarke Street, Crows Nest	SSDA - Crows Nest OSD Site C - Stage 2 - Design and construction of a nine storey commercial building at Crows Nest OSD Site C	0.06km
2	SSD-61400212	Crows Nest OSD – Site B - 25 Hume Street, Crows Nest	SSDA - Crows Nest OSD Site B - Proposed over station mixed use and residential development comprising of 131 Residential units; 4 Ground floor/mezzanine retail and commercial floorspaces; and 55 Car spaces	0.06km
3	SSD-13852803	14 Clarke Street, Crows Nest [Lot 1 in DP1123850]	SSDA - Design and construction of a 9 storey commercial building at Crows Nest OSD Site C.	0.094km
4	SSD-66826207	391-423 Pacific Highway, 3-15 Falcon Street and 8 Alexander Street, Crows Nest [111/29672, 1/127595, DP/562966, 16/16402]	SSDA - Demolishing the existing structures on the site. Excavation for seven basement levels for parking. Erecting of 22 storey shoptop housing building, including in-fill affordable housing.	0.2km



No.	DA Number	Address	Proposal	Distance from site
5	SSD-61400212	477, 479, 491-495 Pacific Highway, Crows Nest [DP100/ 747672; DP101/747672; DPA/442804]	SSDA - Proposed over station mixed use and residential for Crows Nest OSD Site B development comprising of: • 131 Residential units • 4 Ground floor/mezzanine retail and commercial floorspaces • 55 Car spaces	0.031km
6	SSD-70617459	378-398 Pacific Highway, Crows Nest	SSDA - Demolition of existing structures; Construction of 31 storey mixed use development (4 storey commercial/retail podium; 5 basement levels for car and bicycle spaces) and stratum subdivision of air space above 390 Pacific Highway	0.071km
7	SSD-56527976	46-52 Nicholson Street & 59-67 Christie Street, St Leonards [11/-/654462; 11/334878; SP54127; 2/-/945933; SP18047; 2/-/528060; B1/334878; 1/-/949064]	SSDA - Concept proposal for a mixed-use BTR development consisting of a building envelope for a podium and tower up to RL 174.95 (31-storeys) with a maximum GFA of 34,500 m ² for residential, commercial and retail uses. No physical works are proposed.	0.35km
14	16.2022.00000279.001	126-128 Willoughby Road, Crows Nest [21/315327]	APPEAL - Appeal against the NSLPP Refusal of DA 279/22	0.17km
18	9.2023.00000002.001	601 Pacific Highway, St Leonards [71/749690]	PLANNING PROPOSAL - PP-2023-92	0.27km



No.	DA Number	Address	Proposal	Distance from site
19	9.2021.00000001.001	270 Pacific Highway, Crows Nest [0-6/SP49574, 9-5/49574, 22/706776, 16-22/SP49574, 19/SP49574, 24/SP49574] 272 Pacific Highway, Crows Nest [0-1/SP 49574, 25/SP49574, 23/SP49574] 262-284 Pacific Highway Crows Nest [7-8/SP49574]	Planning Proposal - Amend height, FSR, Non-residential FSR controls	0.3km
20	10.2023.00000193.001	270 Pacific Highway, Crows Nest [22/706776]	DA - Demolition of two (2) existing 5 storey commercial buildings and construction of a 13-storey commercial building with basement parking for 182 vehicles and 21 motorcycles.	0.3km
21	16.2023.00000193.001	270 Pacific Highway, Crows Nest [22/706776]	APPEAL - Appeal against the deemed refusal of DA 193/23	0.3km
23	9.2017.00000001.001 (PAN-375628)	621 Pacific Highway, St Leonards [1/455937]	Planning Proposal	0.31km
24	10.2023.00000297.001	621 Pacific Highway, St Leonards [1/455937 & 2/455937]	DA - Demolition of existing structures and construction of 50-storey mixed-use development comprising retail and commercial floor space, a Community Art Centre on Level 2, a total of 190 residential apartments consisting of 36 x 1 Bed, 104 x 2 bed and 50 x 3 bed units and basement parking for 72 residential parking spaces, a loading dock and 253 bicycle spaces and associated public domain works.	0.31km



No.	DA Number	Address	Proposal	Distance from site
25	10.2022.00000128.001 (PAN-220393)	85 Atchison Street, Crows Nest [A/102584]	DA - Alterations and additions to a detached dwelling including first floor extension.	0.33km
14	16.2022.00000279.001	126-128 Willoughby Road, Crows Nest [21/315327]	APPEAL - Appeal against the NSLPP Refusal of DA 279/22	0.17km
18	9.2023.00000002.001	601 Pacific Highway, St Leonards [71/749690]	PLANNING PROPOSAL - PP-2023-92	0.27km
19	9.2021.00000001.001	270 Pacific Highway, Crows Nest [0-6/SP49574, 9-	Planning Proposal - Amend height, FSR, Non-residential FSR controls	0.3km
20	10.2023.00000193.001	270 Pacific Highway, Crows Nest [22/706776]	DA - Demolition of two (2) existing 5 storey commercial buildings and construction of a 13-storey commercial building with basement parking for 182 vehicles and 21 motorcycles.	0.3km
21	16.2023.00000193.001	270 Pacific Highway, Crows Nest [22/706776]	APPEAL - Appeal against the deemed refusal of DA 193/23	0.3km
23	9.2017.00000001.001 (PAN-375628)	621 Pacific Highway, St Leonards [1/45593]	Planning Proposal	0.31km
24	10.2023.00000297.001	621 Pacific Highway, St Leonards [1/455937 & 2/455937]	DA - Demolition of existing structures and construction of 50-storey mixed-use development comprising retail and commercial floor space, a Community Art Centre on Level 2, a total of 190 residential apartments consisting of 36 x 1 Bed, 104 x 2 bed and 50 x 3 bed units and basement parking for 72 residential parking spaces, a loading dock and 253 bicycle spaces and associated public domain works.	0.31km
25	10.2022.00000128.001 (PAN-220393)	85 Atchison Street, Crows Nest [A/102584]	DA - Alterations and additions to a detached dwelling including first floor extension.	0.33km



Transport Strategies

The Contractor will maintain regular contact with the surrounding major project contractors to identify any potential overlap of major construction works and cooperate to ensure such overlaps are minimised during the lifecycle of the works. With the above measures, it is not expected that this level of traffic movement would create any adverse impact on the surrounding road network.



6.0 Standard Statement Inclusion

I, Siew Hwee Kong, confirm this Crows Nest OSD Site A (SSD-75660711) CTMP November 2025 Final F addresses the requirement of Issue 11 of Secretary's Environmental Assessment Requirements (SEARs) for 75660711 (Crows Nest OSD Site A – Detailed SSDA) dated on 18 October 2024 and the Consolidated Conditions of Consent for SSD-9579 (Mod 2) - Condition B23 dated December 2021 and relevant State and local legislation, policies, and guidelines including:

- AS 1742.3:2019 | Traffic Control for Works on Roads
- Transport for NSW - Traffic Control at Work Sites Technical Manual, Issue No. 6.1, February 2022
- Other documents and data as referenced in this Plan.

I further confirm that none of the information contained in the Crows Nest OSD Site A (SSD-75662958) CTMP March 2025 Final E is false or misleading.

Siew Hwee Kong (Meg)
Director/Transport Strategist

Transport Strategies Alliance

- BSc and MSc in Civil Engineering
- National Engineering Register (NER) – Civil Engineering
- NSW Fair Trading: DEP0000127 and Professional Engineer: PRE0000121
- VIC Business Licensing Authority Professional Engineer: PE0016406
- QLD Board of Professional Engineers of Queensland: RPEQ 34371
- SafeWork NSW Traffic Control Work Card: TCT1030659



Appendix A

Public Transport Provisions

Sydney rail network

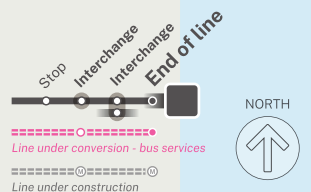


T Trains **M** Metro



Sydney train and metro lines

T1 North Shore & Western Line North Shore Western Richmond	T2 Leppington & Inner West Line Leppington Inner West Leppington City	T3 Liverpool & Inner West Line Liverpool City	T4 Eastern Suburbs & Illawarra Line Eastern Suburbs Illawarra Cronulla	T5 Cumberland Line Leppington Richmond
T6 Lidcombe & Bankstown Line Lidcombe Bankstown	T7 Olympic Park Line Olympic Park Lidcombe	T8 Airport & South Line Airport South City	T9 Northern Line Northern Gordon	M1 Metro North West & Bankstown Line Sydenham Tallawong



Check timetables and trip planners for train services and connections

Visit transportnsw.info



Your new local metro station is **Crows Nest**

Trains will travel through Crows Nest every 4 minutes during peak times, 5 minutes between peak periods on week days and 10 minutes at other times. This means you can just turn up and go.



Indicative travel times:

Crows Nest to Chatswood in 4 minutes
Crows Nest to Barangaroo in 5 minutes
Crows Nest to Central in 11 minutes
Crows Nest to Sydenham in 18 minutes



Station address

Corner of Pacific Highway and Oxley Street, Crows Nest



Station access

Access and entry is via the corner of Clarke Street and Hume Street; and the corner of Pacific Highway and Oxley Street



Bike facilities

176 spaces



Taxis

2 spaces



Kiss and ride

7 spaces

Plan your new trip at transportnsw.info or via the **Opal Travel App**

Local area map





North West Sydney Bus Network Map Effective - 4 August 2024



- 113 Chatswood to Royal North Shore Hospital via Pacific Hwy
- 115 Chatswood to North Sydney via Willoughby Rd
- 119 Gore Hill to North Sydney (Loop Service)
- 120 Chatswood to City, QVB (Loop Service)
- 202 Northbridge to City, Bridge St via North Sydney
- 203 Castlecrag to Milsions Point via North Sydney
- 204 Northbridge to City, Bridge St via Freeway
- 205 East Willoughby to City, Bridge St via Freeway
- 206 East Lindfield to City, Bridge St via Freeway
- 207 East Lindfield & Garden Village to City, Bridge St via North Sydney

- 208 East Lindfield & Garden Village to City, Bridge St via North Sydney
- 209 East Lindfield to Milsions Point via North Sydney
- 251 Lane Cove West to City, Wynyard via Freeway
- 252 Gladesville to North Sydney via Lane Cove
- 253 Riverview to City, Wynyard via Freeway
- 254 Riverview to MacMahons Point
- 255 Chatswood to Chatswood West, Colwell Cres
- 256 Chatswood to Chatswood West, Fullers Rd (loop service)
- 258 Chatswood to Lane Cove West, Mars Rd
- 261 Lane Cove to North Sydney via Longueville

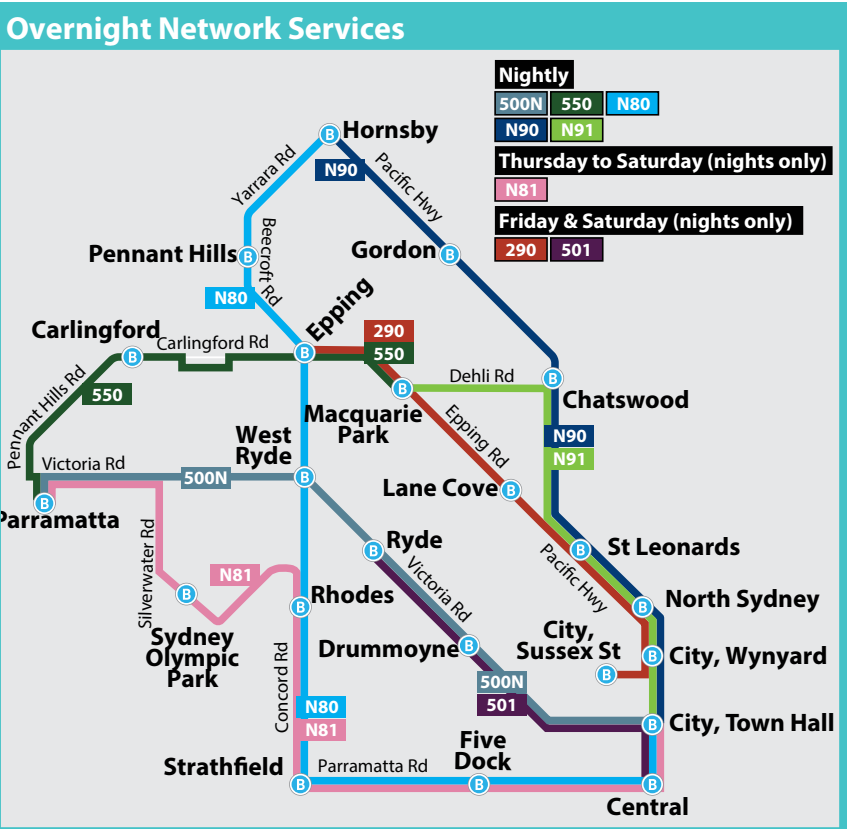
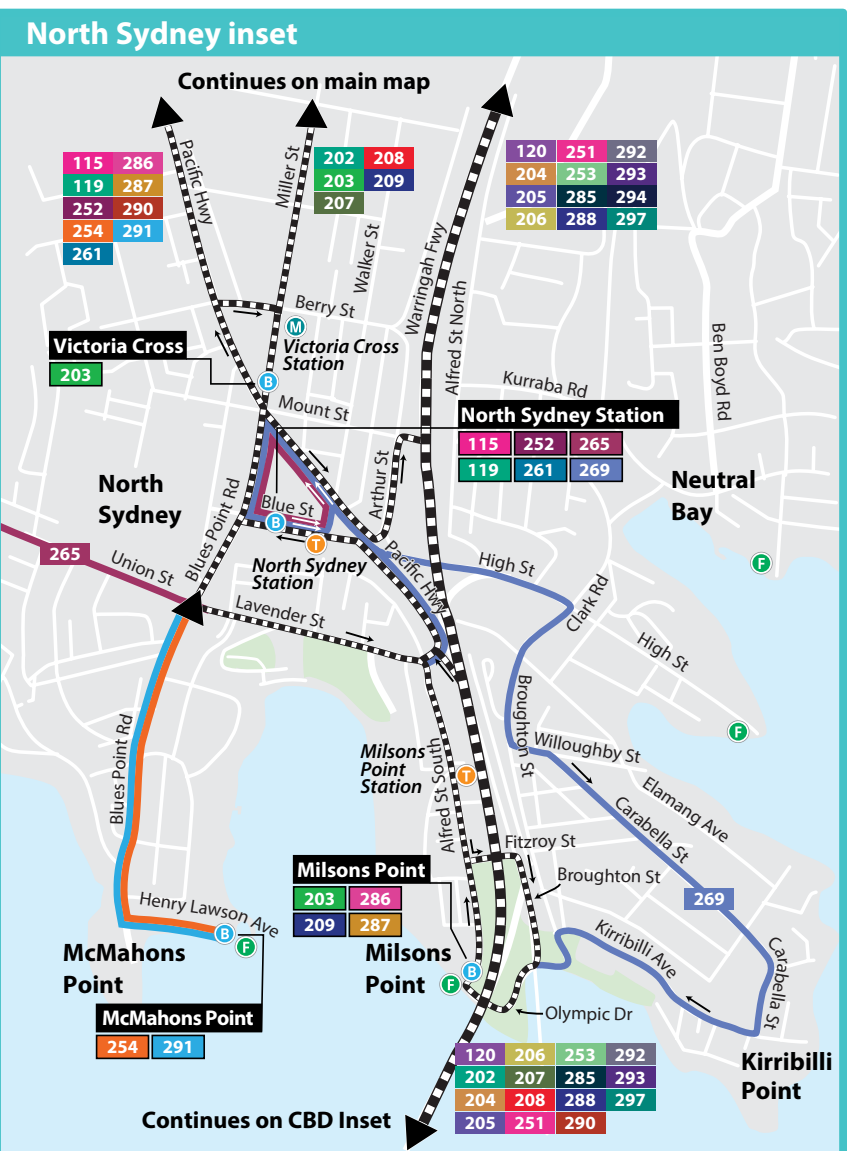
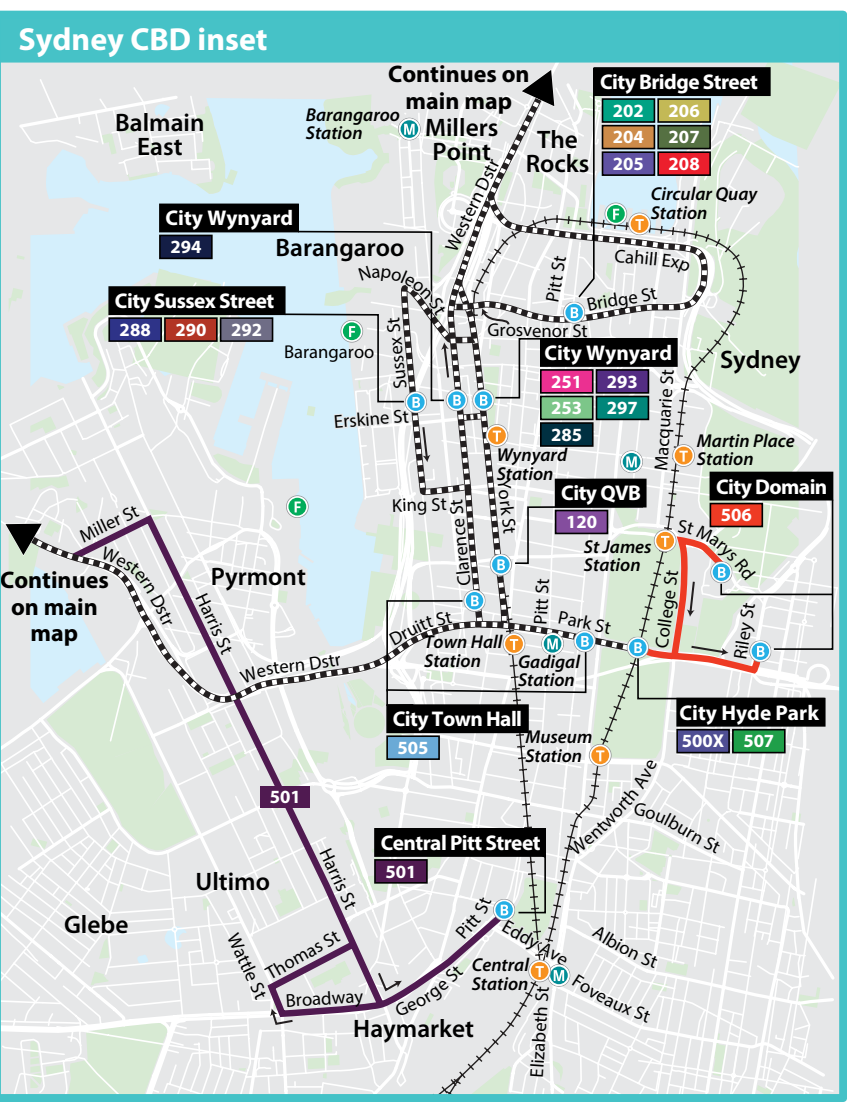
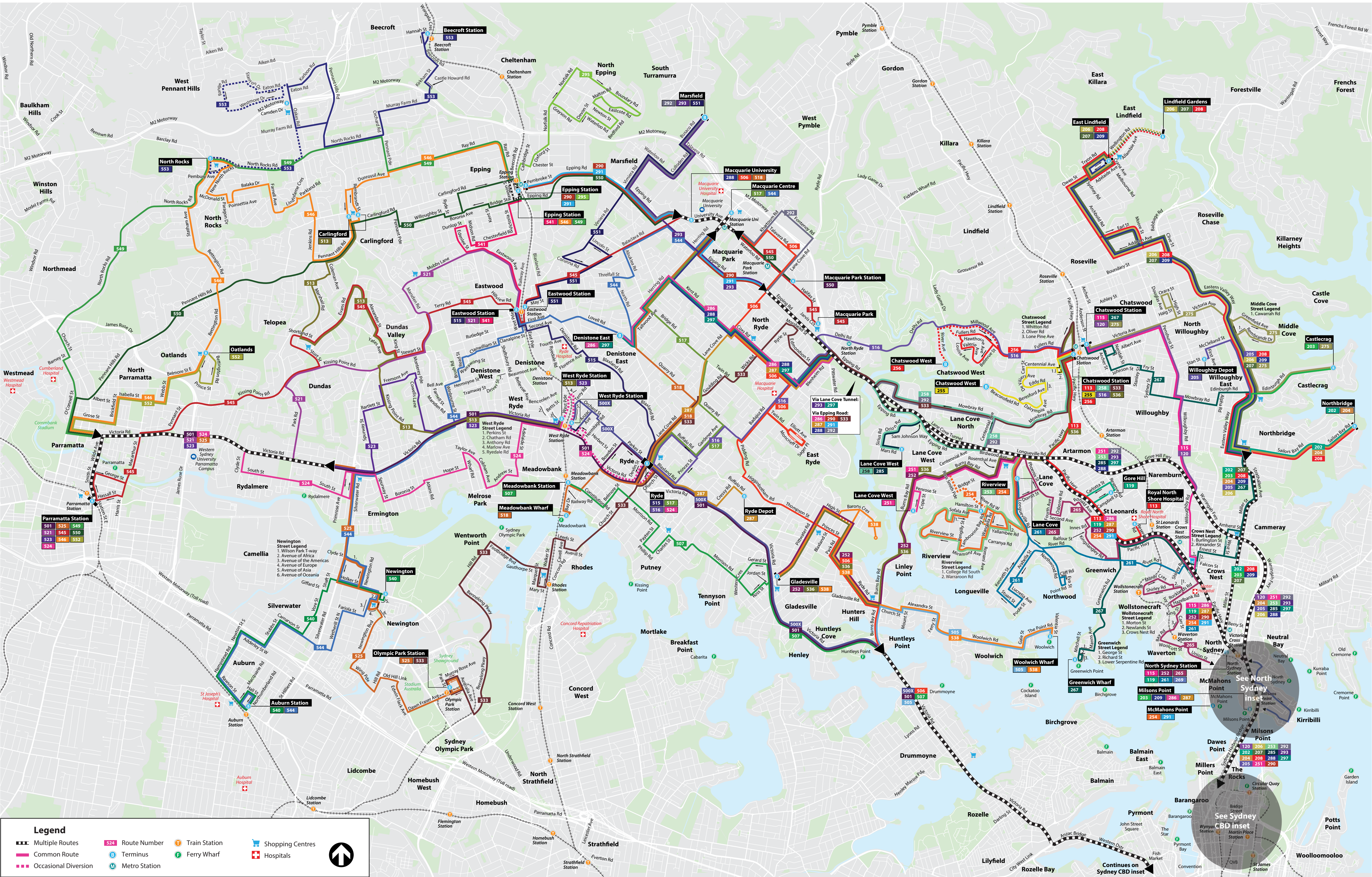
- 265 Lane Cove to North Sydney via Wollstonecraft
- 267 Chatswood to Greenwich Wharf via Crows Nest
- 269 North Sydney to Kirribilli (loop service)
- 275 Castlecrag to Chatswood
- 285 Lane Cove West, Mars Rd to City, Wynyard via Freeway
- 286 Denistone East to Milsions Point via St Leonards & North Sydney
- 287 Ryde to Milsions Point via St Leonards & North Sydney
- 288 Macquarie University to City, Erskine St via Freeway
- 290 Epping to City, Erskine St via Macquarie University & North Sydney
- 291 Epping to MacMahons Point

- 292 Marsfield to City, Erskine St via Macquarie Park
- 293 Marsfield to City, Wynyard via Lane Cove Tunnel
- 295 North Epping to Epping (loop service)
- 297 Denistone East to City, Wynyard via Lane Cove Tunnel
- 500X West Ryde to City, Hyde Park (Express Service)
- 501 Parramatta to Central, Pitt St via Victoria Rd
- 505 Woolwich to City, Town Hall
- 506 Macquarie University to City, Domain via East Ryde
- 507 Meadowbank to Gladesville & City, Hyde Park
- 513 Carlingford to West Ryde

- 515 Eastwood to Ryde
- 516 Chatswood to Ryde via North Ryde
- 517 Macquarie Centre to Ryde
- 518 Macquarie University to Meadowbank Wharf
- 521 Parramatta to Eastwood
- 523 West Ryde to Parramatta
- 524 Ryde to Parramatta via West Ryde
- 525 Parramatta to Sydney Olympic Park via Newington
- 533 Sydney Olympic Park to Chatswood via Rhodes & North Ryde
- 536 Gladesville to Chatswood via Hunters Hill

- 538 Gladesville to Woolwich
- 540 Auburn to Newington
- 541 Epping to Eastwood
- 544 Macquarie Centre to Auburn via Eastwood
- 545 Parramatta to Macquarie Park via Eastwood
- 546 Parramatta to Epping via Outlands & North Rocks
- 549 Parramatta to Epping via North Rocks
- 550 Parramatta to Macquarie Park via Epping
- 551 Eastwood to Marsfield, Busaco Rd
- 552 Parramatta to Outlands

- 553 North Rocks to Beecroft
- 500N Parramatta to City, Hyde Park via Victoria Rd (Night Service)
- N80 Hornsby to City, Town Hall via Strathfield (Night Service)
- N81 Parramatta to City, Town Hall via Sydney Olympic Park (Night Service)
- N90 Hornsby to City, Town Hall via Chatswood (Night Service)
- N91 Macquarie Park to City, Town Hall via Chatswood (Night Service)



Legend

- Multiple Routes
- Common Route
- Occasional Diversion
- Route Number
- Terminus
- Metro Station
- Train Station
- Ferry Wharf
- Hospitals
- Shopping Centres

St Leonards Station

Public Transport Map

Transport



T

Sydney Trains

T1 North Shore, Northern & Western Line

Intercity Trains

Central Coast & Newcastle Line

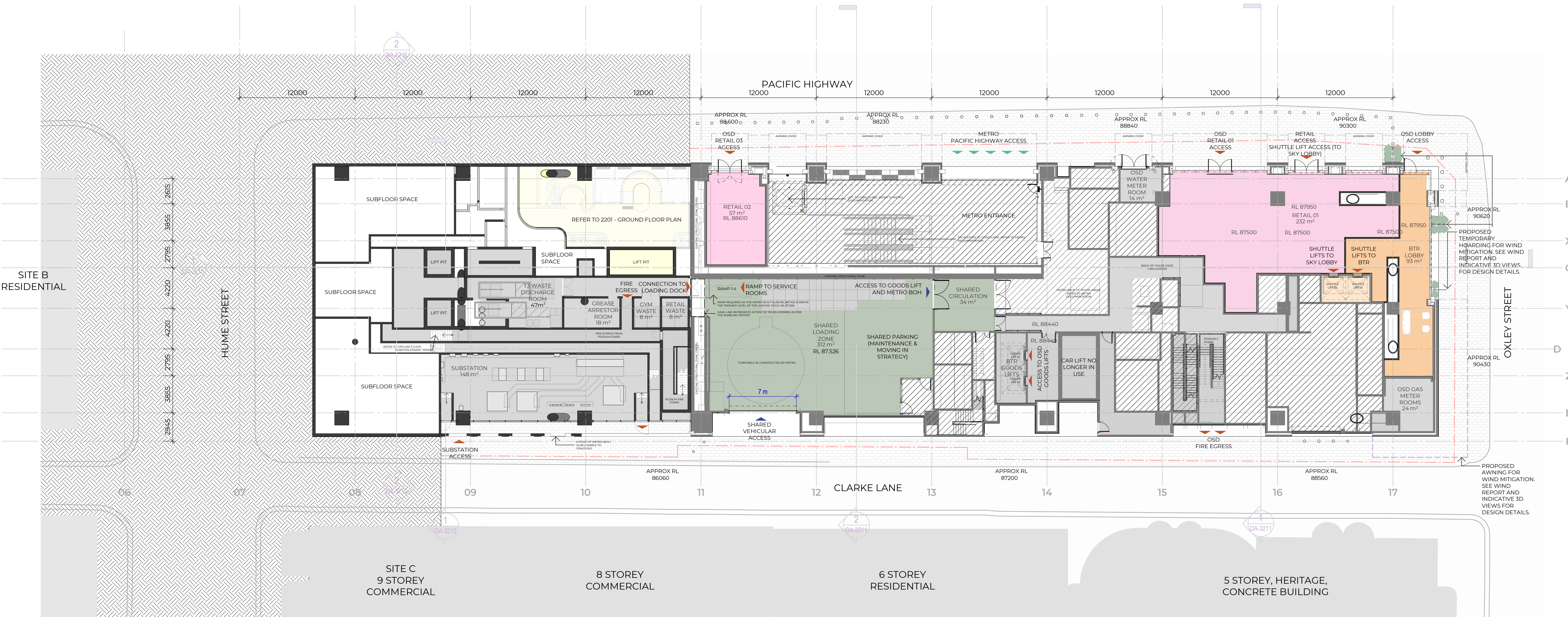
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	140 Manly	140 Epping	143 Chatswood
	143 Manly	252 Lane Cove West	144 RNS Hospital & Chatswood
	144 Manly	254 Riverview	200 Chatswood
	200 Bondi Junction	265 Lane Cove	
	252 City King Street Wharf	286 Denistone East	Stand D
	254 McMahon's Point	287 Ryde	Stop no. 2065148
	265 McMahon's Point	290 Epping	N90 Hornsby
	286 Milsons Point	291 Epping	
	287 Milsons Point	602X Rouse Hill Town Centre	
	290 City Erskine St	612X Kellyville	
	291 McMahon's Point	622 Dural	
	602X North Sydney	653 West Pennant Hills	
	612X Milsons Point	M20 Gore Hill	
	622 Milsons Point		
	653 Milsons Point		
	M20 Botany		
	N90 City Town Hall		



Transport Strategies

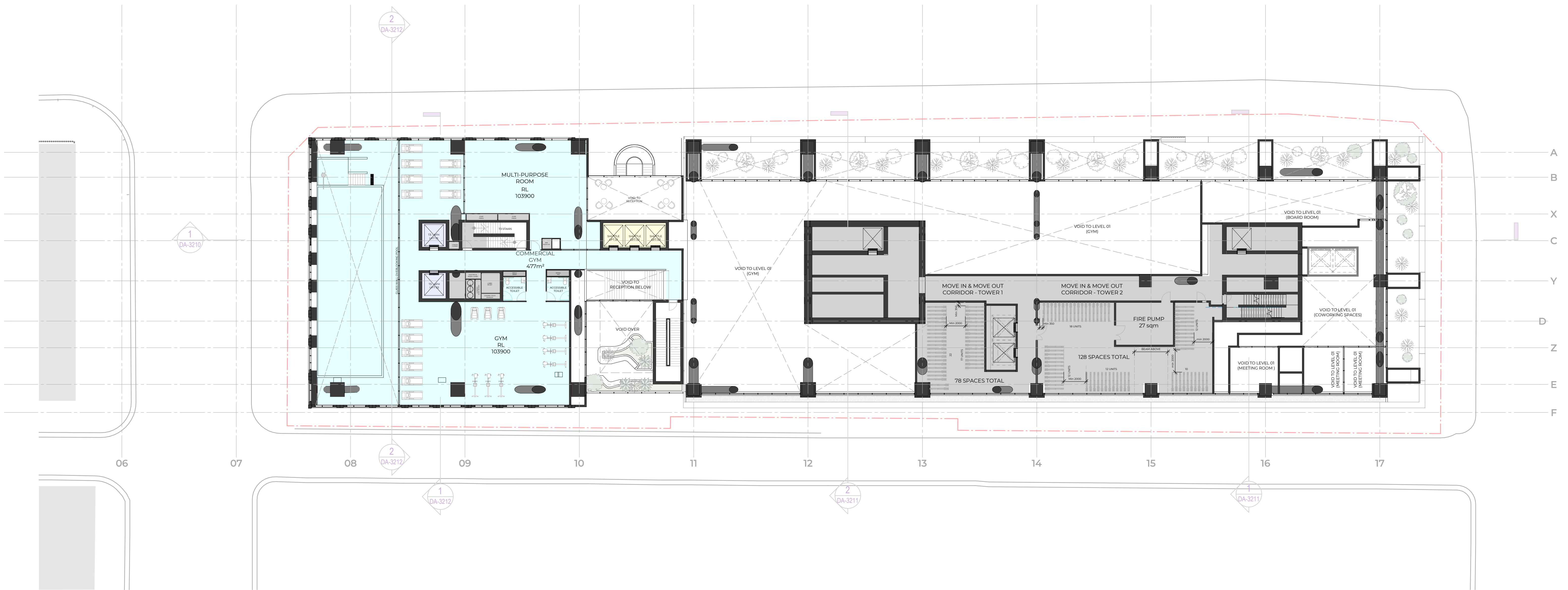
Appendix B

Architectural Plans

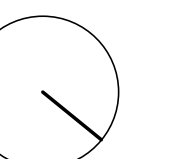


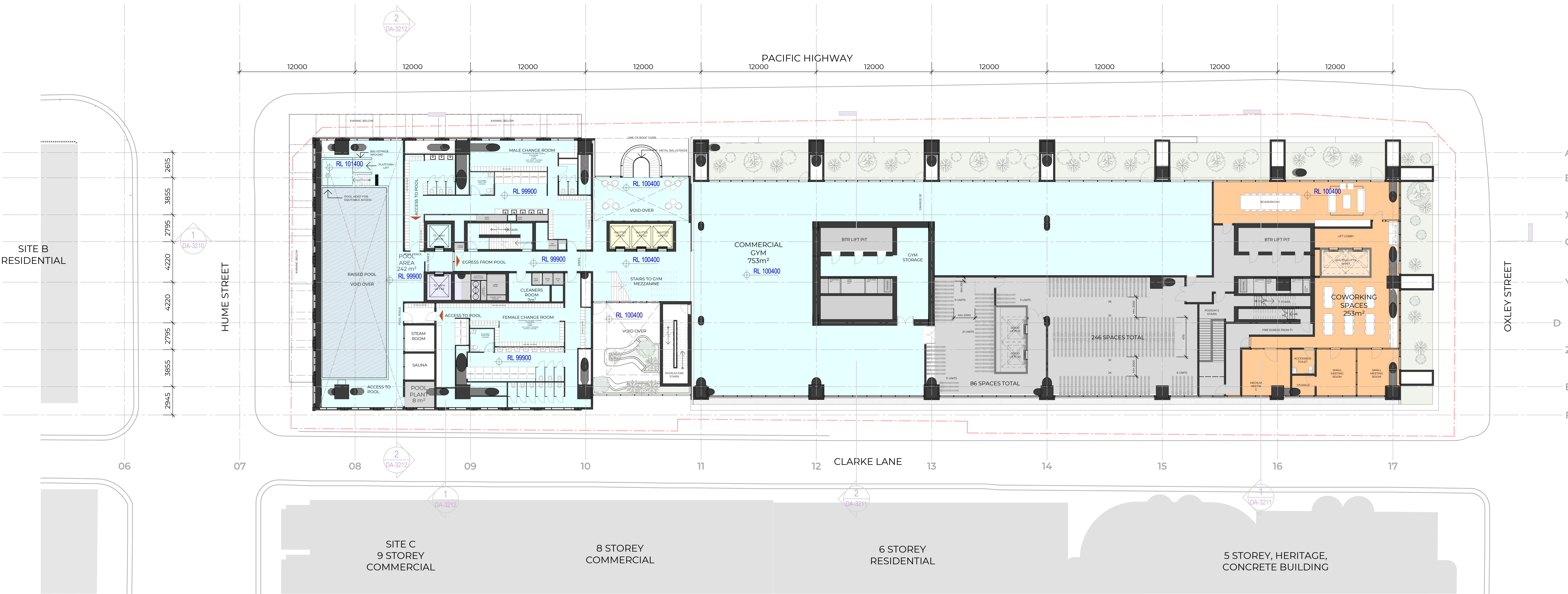
- BTR LIFTS, LOBBY & AMENITY
- AFH LIFTS, LOBBY & AMENITY
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS



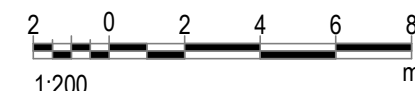


- BTR LIFTS, LOBBY & AMENITY
- AFH LIFTS, LOBBY & AMENITY
- COMMERCIAL
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS





- BTR LIFTS, LOBBY & AMENITY
- AFH LIFTS, LOBBY & AMENITY
- COMMERCIAL
- RETAIL
- RESIDENTIAL APARTMENTS
- OSD BOH
- SHARED USE (METRO & OSD)
- SHARED USE (BTR & GYM)
- PROPOSED WALLS & STRUCTURE (OSD)
- EXISTING WALLS & STRUCTURE (METRO)
- SHARED ACCESS
- OSD ACCESS
- METRO ACCESS



Client
Thirdi

Project
Crows Nest - Site A

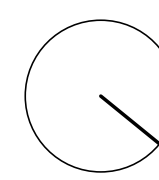
Sheet title
LEVEL 2 GA PLAN

Project no.
121808
Sheet no.
DA-2211

Scale
1:200
Revision
B

Sheet size
A1
Date
20.10.2025

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Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.



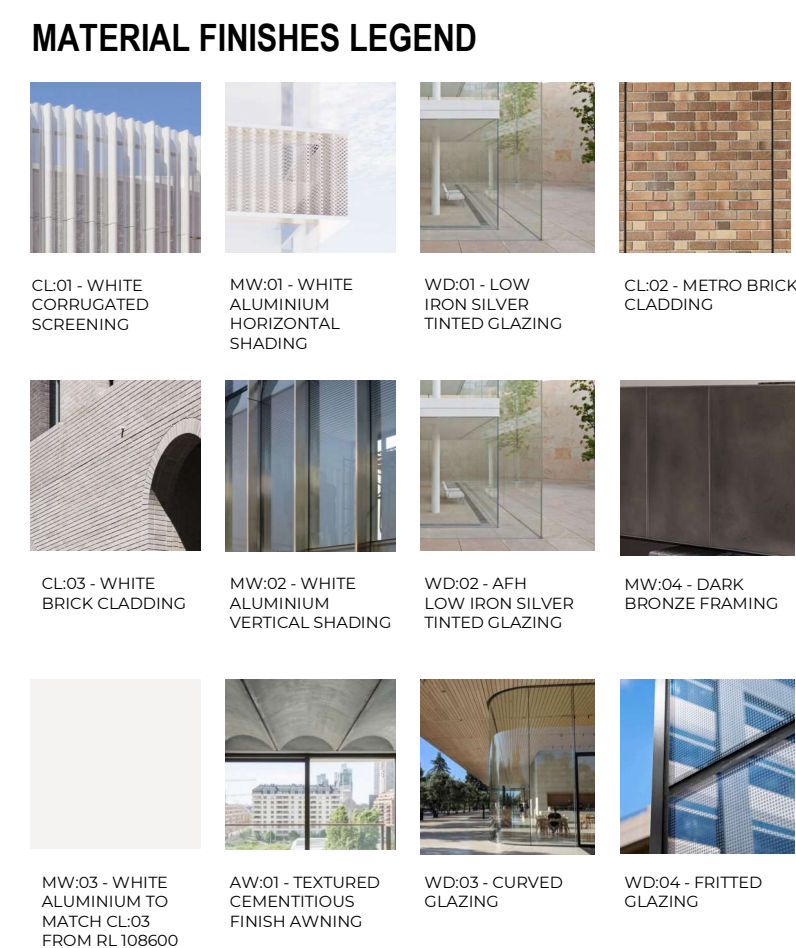
Client
Thirdi

Project

Crows Nest - Site A

Sheet title

PROPOSED ELEVATION - OXLEY & HUME

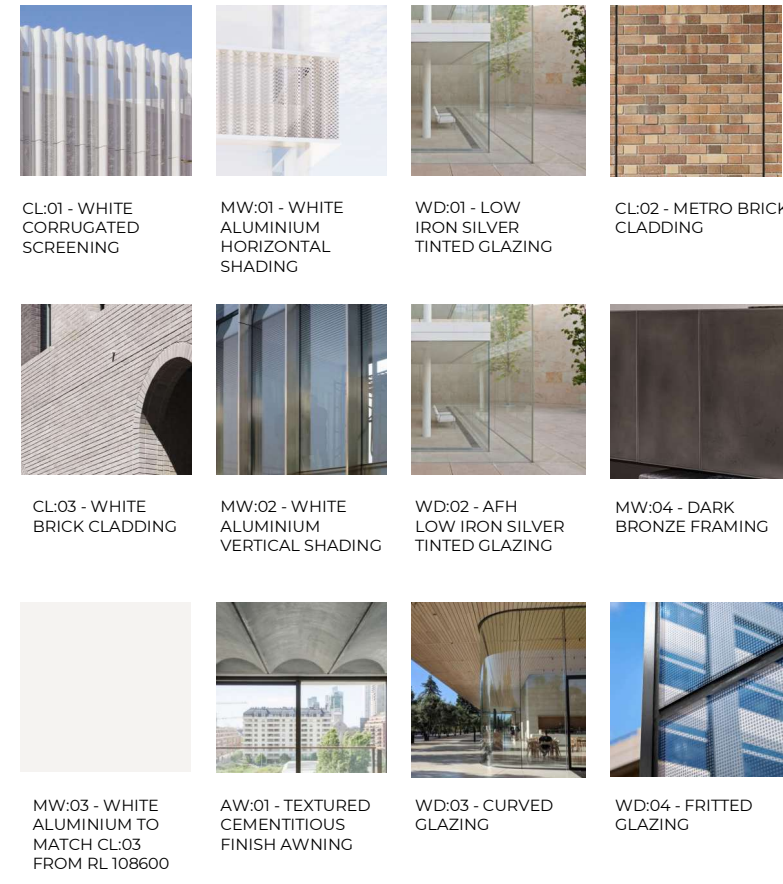


NOTE: All window to comply with NCC D3D29
Protection of openable windows

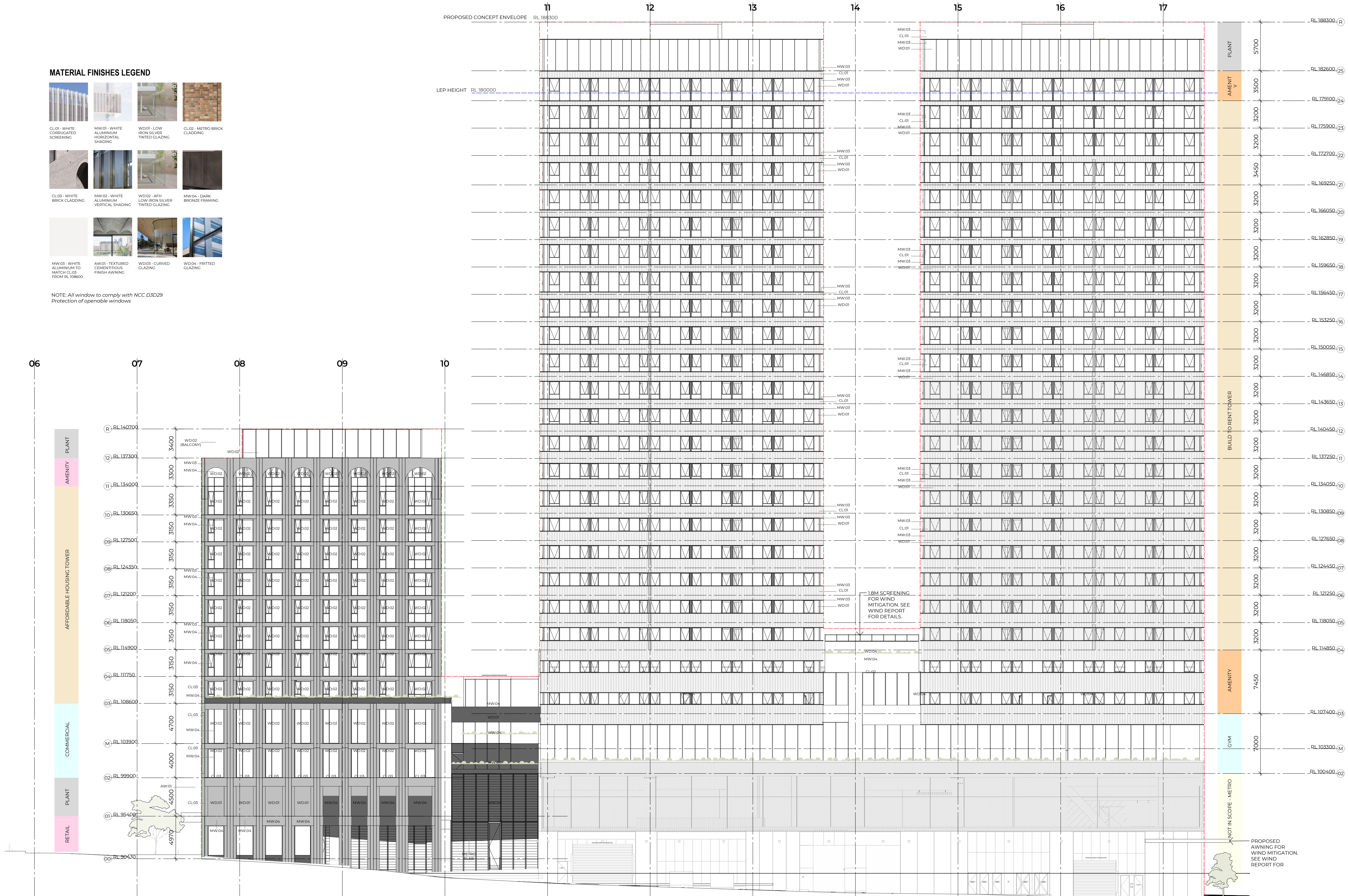
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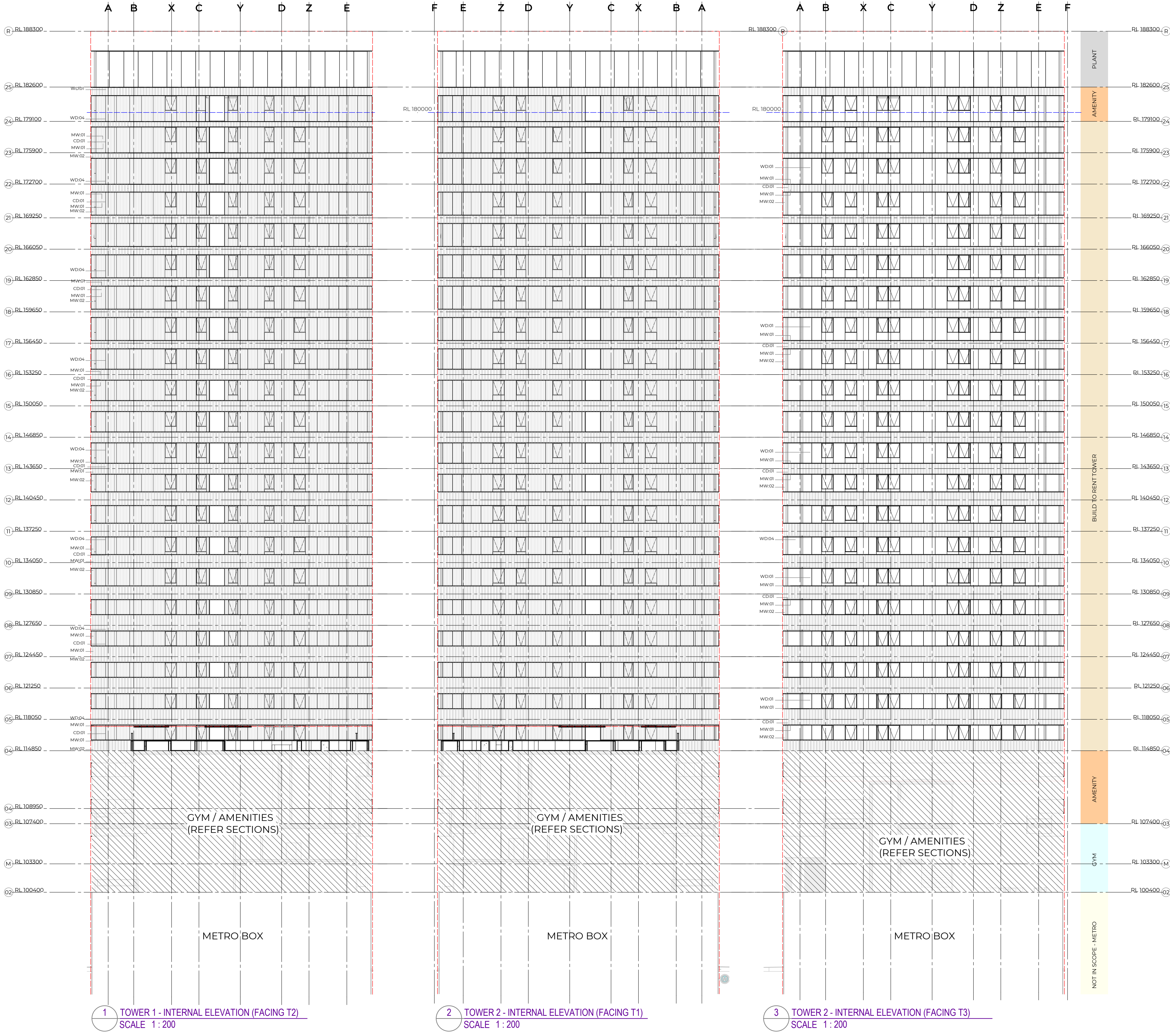
Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent.

MATERIAL FINISHES LEGEND

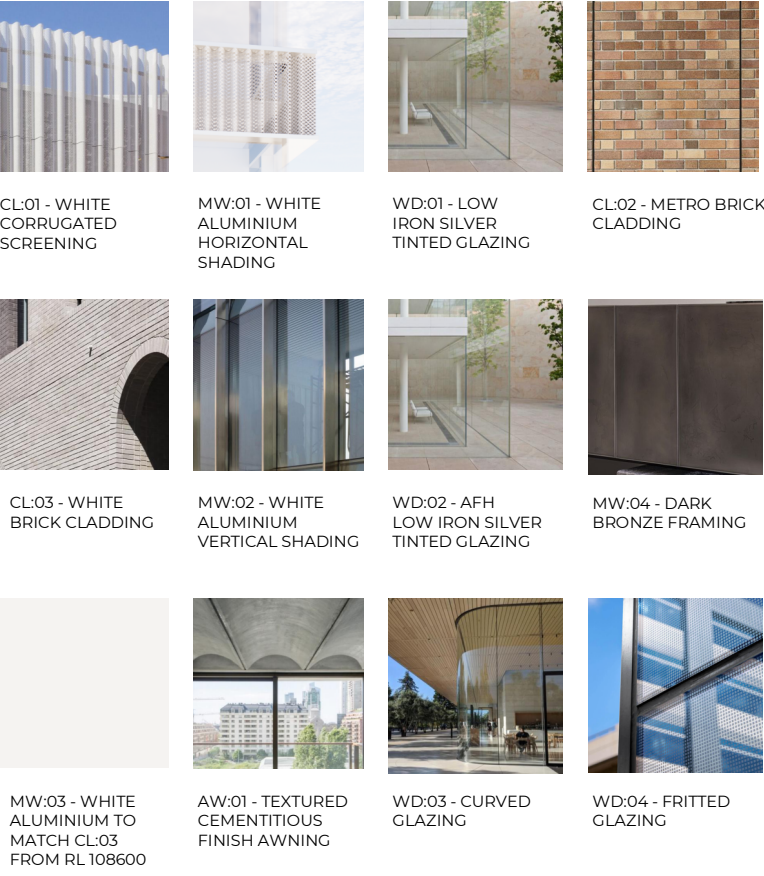


NOTE: All window to comply with NCC D3D29 Protection of openable windows





MATERIAL FINISHES LEGEND



NOTE: All window to comply with NCC D3D29
Protection of operable windows

