

Construction Traffic Management Plan

881-885 Bourke Street, Waterloo

24250

Prepared for
Waterloo Property Unit Trust

8 September 2025



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Table of Contents

1	Introduction	6
1.1	Background	6
1.2	Objectives	7
1.3	Reference Documents	8
2	Response to SEARs	9
3	Development	10
3.1	Approved Development	10
3.2	Proposed Works	11
4	Existing Conditions	12
4.1	Site and Surrounding Context	12
4.2	Road Network	13
4.3	Traffic Controls	14
4.4	Public Transport Services	15
4.5	Existing Traffic Conditions	16
5	Construction Traffic Management	17
5.1	Scope of Works	17
5.2	Site Contact	17
5.3	Work Hours	18
5.4	Construction Program	18
5.5	Nominal Truck & Frequency	19
5.6	Site Setout	20
5.7	Site Access	20
5.8	Truck Route(s)	20
5.9	Fencing/Perimeter Separation	21
5.10	Materials Handling	21
5.11	Works Zone	22
5.12	No Stopping Zone	22
5.13	On-street Parking Impact	22
5.14	Pedestrian Movement Plan (PMP)	22



5.15	Traffic Guidance Scheme	22
5.16	Construction Worker Parking	23
5.17	Site Induction	23
5.18	Other Construction Management Principles	23
6	Works Impact	25
6.1	Public Notification & Communication	25
6.2	Construction Traffic Impact	25
6.3	Impact on Public Transport Services	25
6.4	Impact on Emergency Vehicle Access	26
6.5	Spoil Management	26
6.6	Road Serviceability	26
7	Mitigation Measures	27

Attachments

Attachment 1 City of Sydney CTMP Standard Requirement

Attachment 2 Traffic Guidance Scheme (TGS), Vehicle Management Plan (VMP) and Pedestrian Management Plan (PMP)

Attachment 3 Swept Path Analysis

Tables

Table 2-1	Response to SEARs	9
Table 4-1	Surrounding Road Network	13
Table 4-2	Surrounding Traffic Controls	14
Table 4-3	Bus Services Provision	16
Table 5-1	Contact Details	18
Table 5-2	Permitted Work Hours	18
Table 5-3	Works Program for Stage 1	18
Table 5-4	Construction Design Vehicles and Frequency	19
Table 5-5	On-Street Parking Impact	22
Table 7-1	Mitigation Measures	27



Figures

Figure 1-1	Site	6
Figure 3-1	Site Plan	10
Figure 4-1	Site Context	12
Figure 4-2	Road Network	13
Figure 4-3	Local Public Transport Locations	15
Figure 5-1	Construction Staging	17
Figure 5-2	Site Setup	20
Figure 5-3	Truck Routes	21

1 Introduction

1.1 Background

This Construction Traffic Management Plan (CTMP) has been prepared by Genesis Traffic on behalf of Waterloo Property Pty Ltd as trustee for the Waterloo Property Unit Trust (the Applicant) in support of a Housing Delivery Authority (HDA) nominated State Significant Development Application (SSDA) for a proposed mixed-use development at 881-885 Bourke Street, Waterloo (Figure 1-1), with concurrent rezoning (SSD-80441462). The report is submitted to the NSW Department of Planning, Housing, and Infrastructure (DPHI).

Figure 1-1 Site



Source: Mecone (Modified by Genesis Traffic)

This application is preceded by a separate SSDA for Early Works that prepare the Site for the proposed development (SSD-80911502).

Specifically, consent is sought for the following Main Works for the Waterloo Mixed Use Development:

- Site establishment and enabling works (that were not included in the preceding Early Works SSDA);



- Construction of residential and mixed-use buildings across four development parcels, inclusive of;
 - build to rent apartments and associated amenities;
 - affordable apartments;
 - non residential floor space including commercial premises and creative industry;
- Construction of a consolidated basement with below-ground links between development parcels, comprising car parking, plant and storage area;
- Landscaping and publicly accessible open space;
- Works to site frontages; and
- Extension and augmentation of infrastructure and services (that were not included in the preceding early Works SSDA) as required.

Development on the site was declared State Significant Development (SSD) pursuant to State Significant Declaration Order 2025 (Order) dated 17 February 2025. The Order declares development specified in EOI application 229420 dated 8 January 2025, including development for the purposes of mixed-use development (Build to Rent including affordable housing) with ground floor non-residential uses at 881-885 Bourke Street, as identified in Schedule 3, is SSD.

On 5 March 2025, the Department of Planning, Housing and Infrastructure (the Department) issued SEARs and concurrent rezoning requirements for the project.

The site is subject to an existing Voluntary Planning Agreement (VPA) that sets out dedication of public domain between four development parcels. The public domain includes a new east-west street, a through site link and public open space area (comprising future shared zones and park). The development parcels and public domain as set out in the VPA will be delivered notwithstanding the works proposed in this SSDA.

1.2 Objectives

The purpose of this Construction Traffic Management Plan (CTMP) is to outline the proposed traffic management strategies associated with the main works phase of the project. It provides a framework for managing vehicle movements, minimising disruption, and ensuring safety for all road users. Specifically, the CTMP seeks to:

- Define construction hours in accordance with City of Sydney regulations.
- Summarise the early works program.
- Identify construction vehicle types, including size and operational constraints.
- Estimate vehicle movement frequency to assess traffic and safety impacts.
- Nominate preferred truck haulage routes to minimise disruption to local roads.
- Establish site access and egress locations, including any temporary arrangements.
- Assess impacts on the road network, including congestion and intersection performance.



- Evaluate effects on pedestrian access and connectivity, ensuring safety and accessibility.
- Review potential impacts on public transport services during early works.
- Ensure continued emergency service access throughout the construction period.
- Outline proposed traffic management measures, such as signage and traffic control as well as pedestrian management.
- Recommend mitigation strategies to reduce impacts on network operations.

1.3 Reference Documents

Reference has been made to the following documents when preparing this report:

- Traffic Control at Worksites Technical Manual, TfNSW (Issue 6.1, 2022)
- Standard Requirements for Construction Traffic Management Plan, City of Sydney (**Attachment 1**)



2 Response to SEARs

The NSW Department of Planning and Environment issued site-specific assessment criteria known as the Secretary's Environmental Assessment Requirements (**SEARs**).

The relevant traffic, transport, and accessibility criteria that the assessment needs to consider are reproduced in Table 2-1. The corresponding assessment responses are identified in the adjoining column 'Response Reference'.

Table 2-1 Response to SEARs

10. Traffic, Transport and Accessibility	Response Reference
• 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.	Section 5 onwards



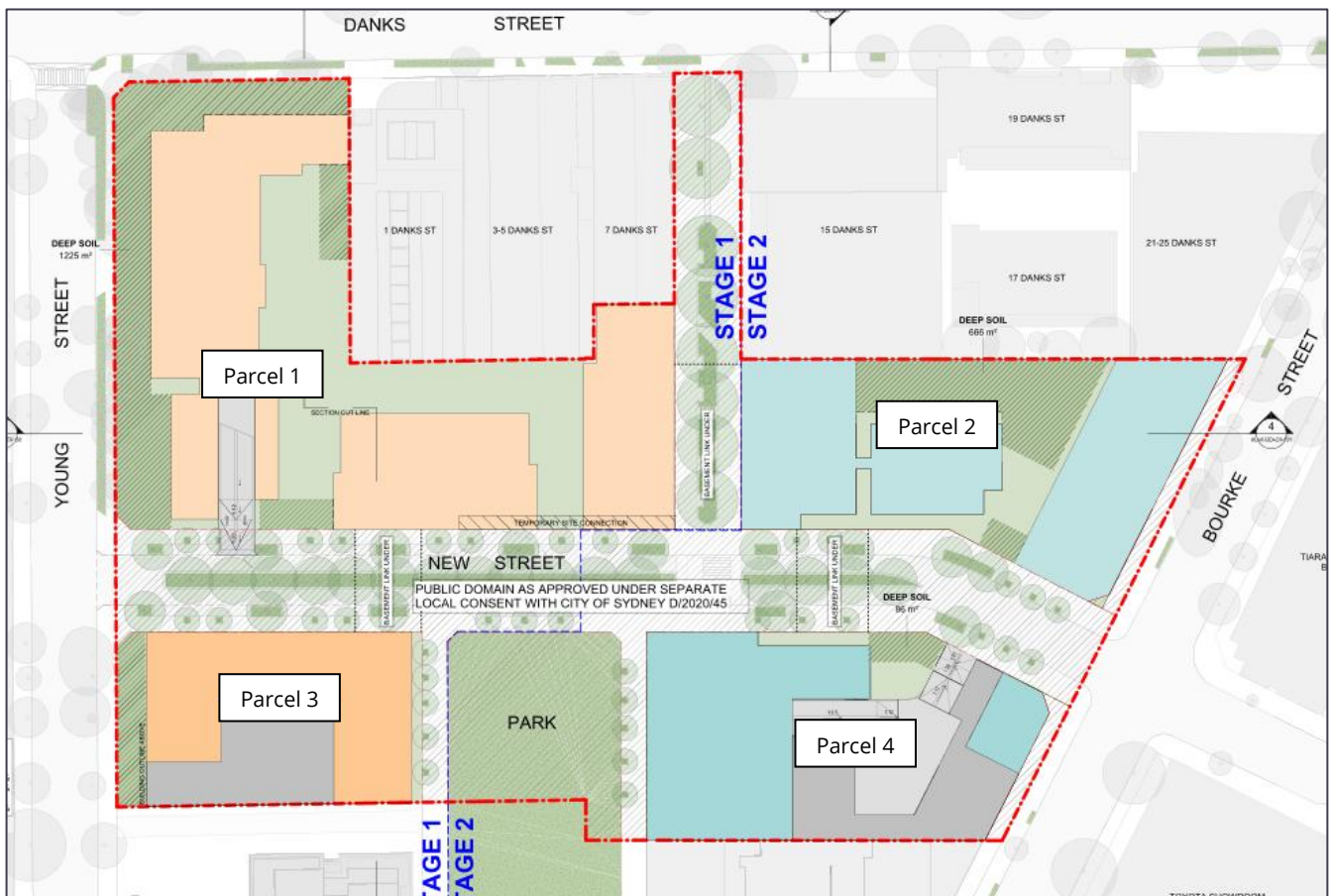
3 Development

3.1 Approved Development

Consent has been granted for a concept (Figure 3-1) with first stage of development that involves construction of a new public road, pedestrian link, shareways, a park and footpath.

Vehicle access points identified in the Reference Scheme that accompanied the Concept DA were indicative only. The separate Early Works SSDA and Main Works SSDA will identify vehicle entry locations to suit the proposed development.

Figure 3-1 Site Plan



Source: BateSmart, SJB, Chenchow Little and Curious



3.2 Proposed Works

An early works CTMP was previously lodged and approved by the consenting authority, permitting works pertaining to:

- Site establishment;
- Erosion and sediment control;
- Removal of trees;
- Bulk excavation for future basement and tunnel links;
- Construction and anchoring of piled shoring wall and capping beam;
- Infrastructure services coordination and augmentation; and
- Ancillary site works.

Subsequent to the above, consent is now sought for the following Main Works for the Waterloo Mixed Use Development:

- Site establishment and enabling works (that were not included in the preceding Early Works SSDA);
- Construction of residential and mixed-use buildings across four development parcels, inclusive of;
 - build to rent apartments and associated amenities;
 - affordable apartments;
 - non residential floor space including commercial premises and creative industry;
- Construction of a consolidated basement with below-ground links between development parcels, comprising car parking, plant and storage area;
- Landscaping and publicly accessible open space;
- Works to site frontages; and
- Extension and augmentation of infrastructure and services (that were not included in the preceding early Works SSDA) as required.

4 Existing Conditions

4.1 Site and Surrounding Context

The site (Figure 4-1) is legally described as Lot 1 DP1308636 and Lot 2 DP1308636 and is located at 207-229 Young Street and 881-885 Bourke Street, Waterloo. The site has an area of 21,554m². It has an irregular shape, is generally flat and was recently cleared of light industrial and large format commercial buildings. The site has vehicle access from Young Street and Bourke Street.

The site is located within Gadigal Land, in the Sydney Local Government Area (LGA) and is approximately 4km south of the Sydney CBD. The site is approximately 950m walking distance east of an entrance to the Waterloo Metro Station, approximately 1.1km northeast of the Green Square Train Station and approximately 1.5km southeast of Redfern Train Station. The site is also immediately adjacent to a bus stop on Bourke Street. The Site is partly identified as within the Waterloo Town Centre (Danks Street) in the Housing SEPP. There are a number of trees along the Danks and Young Street frontages. There are commercial and business premises to the west, high-density residential and business premises to the north, primarily high-density residential to the east and high density residential under construction to the south.

Figure 4-1 Site Context



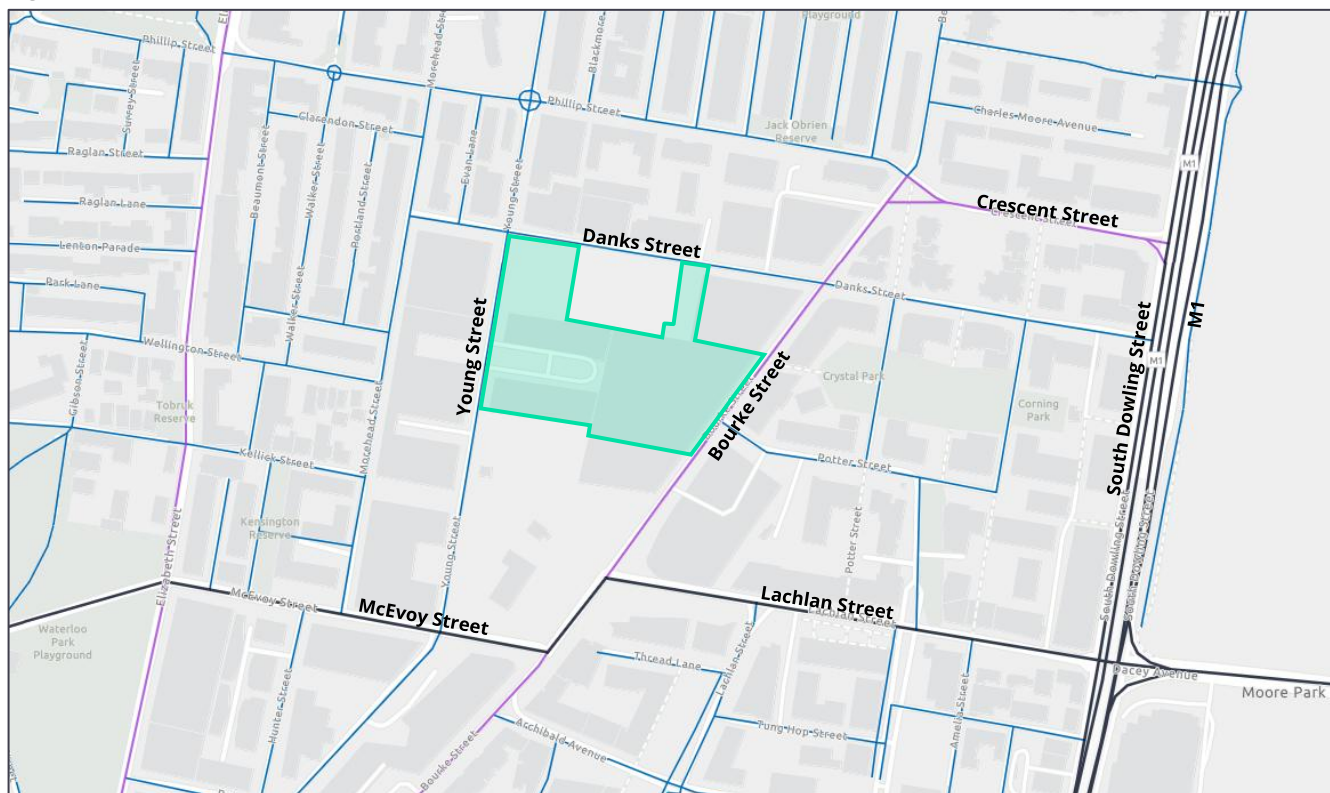
Source: Metromap (Modified by Genesis Traffic)



4.2 Road Network

The existing road network serving the site area (Figure 4-2) are detailed in Table 4-1:

Figure 4-2 Road Network



Source: TfNSW (modified by Genesis Traffic)

Table 4-1 Surrounding Road Network

Road Name	Description
M1	• State Road • Speed limit 80 km/h • 2 lanes in each direction • No Stopping restriction along both sides of the street
South Dowling Street	• State Road • Speed limit 60 km/h • 2 lanes in each direction • Time restricted (2P) on-street parking along both sides of the street
Lachlan Street	• State Road • Speed limit 50 km/h • 1/2 lanes in each direction • No Stopping restriction along both sides of the street



McEvoy Street	· State Road · Speed limit 50 km/h · 1 lane in each direction · Time restricted (1-2P) on-street parking along both sides of the street
Bourke Street	· Regional Road · Speed limit 40-50 km/h · 1-2 lanes in each direction · Time restricted (2P) on-street parking along certain parts of the street
Crescent Street	· Regional Road · Speed limit 40 km/h · 1 lane in each direction · Time restricted (2-4P) on-street parking along both sides of the street
Danks Street	· Local Road · Speed limit 40 km/h · 1 lane in each direction · Time restricted (2P) on-street parking along both sides of the street
Young Street	· Local Road · Speed limit 40-50 km/h · 1 lane in each direction · Time restricted (2P) on-street parking along both sides of the street

4.3 Traffic Controls

The traffic controls on the road system in the vicinity of the site are detailed in Table 4-2:

Table 4-2 Surrounding Traffic Controls

Traffic Control	Location
Traffic Signal	· Intersections of: ○ McEvoy Street and Bourke Street ○ Bourke Street and Danks Street ○ Bourke Street and Lachlan Street ○ South Dowling Street and Lachlan Street
Give-way / Stop Control	· Intersections of: ○ Danks Street and Young Street ○ McEvoy Street and Young Street

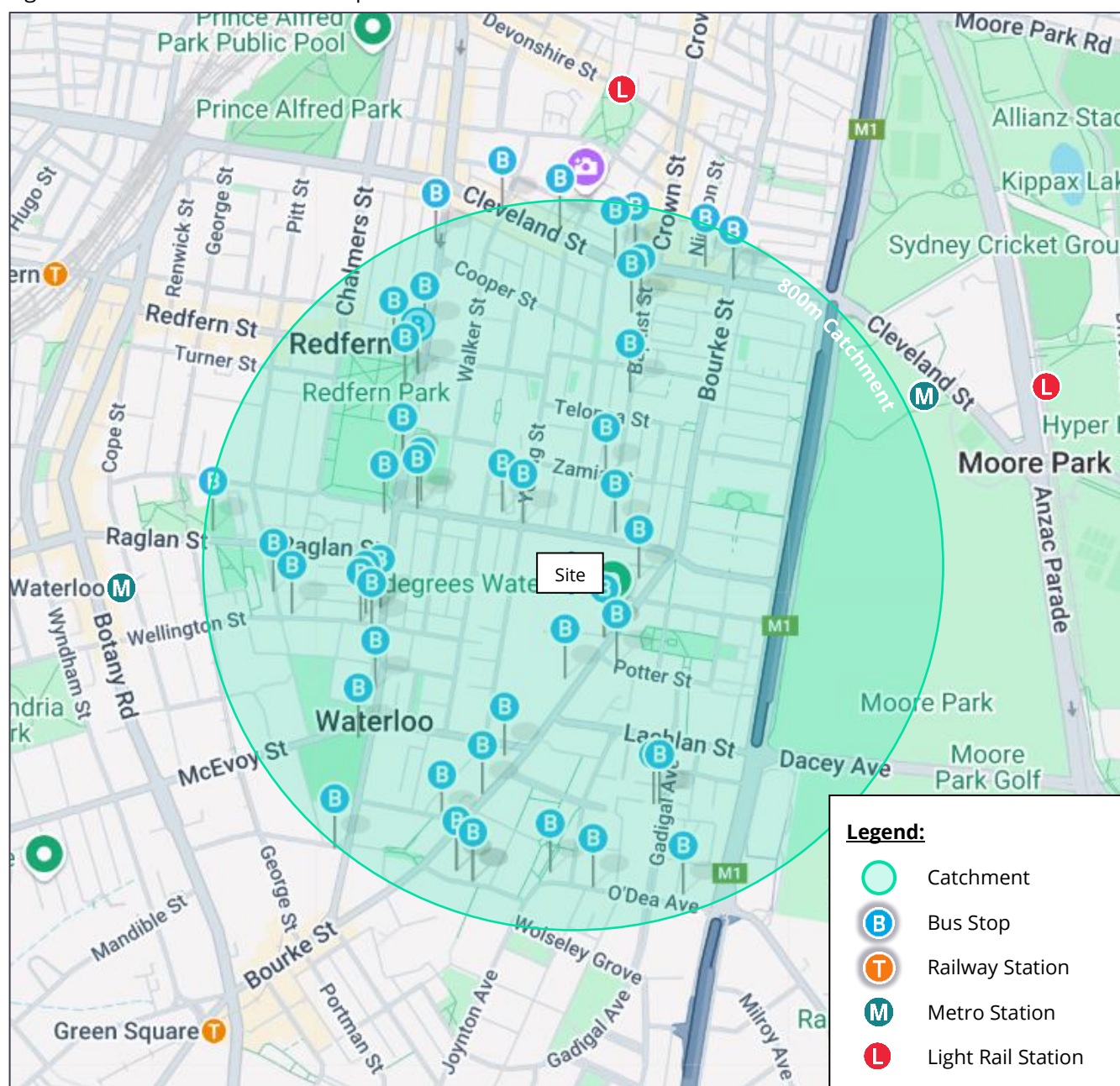


No Right Turn	· Intersection of Young Street and McEvoy Street
Pedestrian Crossing	· Young Street near the intersection of Danks Street

4.4 Public Transport Services

The local public transport services are illustrated in Figure 4-3.

Figure 4-3 Local Public Transport Locations



Source: Google Map (Modified by Genesis Traffic)



Train

No train station is available within the vicinity of the site. Nevertheless, there are ample bus services that provide connections to the surrounding nearest train services such as Green Square and Redfern Train Station. These train stations provide the T1 (North Shore & Western Line), T2 (Inner West & South Line), T3 (Bankstown Line), T4 (Eastern Suburbs & Illawarra Line), T7 (Blacktown to Olympic Park), T8 (Leppington to City Circle via Airport) and T9 (Northern Line) services.

Metro

No metro station is available within the vicinity of the site. Nevertheless, there are ample bus services that provide connections to the surrounding nearest metro services such as Waterloo Metro Station. This metro stations provides M1 (Metro North West & Bankstown Line) services.

Light Rail

No light station is available within the vicinity of the site. Nevertheless, there are ample bus services that provide connections to the surrounding nearest light rail services such as Surry Hills and Moore Park Light Rail Station. These light rail stations provide L1 (Dulwich Hill line) and L2 (Randwick Line) services.

Bus

Local bus services are within walking distance of the site. The nearest bus stop is located at 65m from the site. Table 4-3 outlines these bus services.

Table 4-3 Bus Services Provision

Bus Line	Bus Route	Peak Frequency
304	City Circular Quay to Green Square (Loop Service)	9 trips per hour
308	Marrickville Metro to Central Eddy Ave via Redfern (Loop Service)	4 trips per hour
310	Botany to Central Railway Square	4 trips per hour
320	Central Railway Square to Green Square (Loop Service)	6 trips per hour
343	Kingsford to City Circular Quay	6 trips per hour
348	Wolli Creek to Prince of Wales Hospital	5 trips per hour
352	Marrickville Metro to Bondi Junction via Oxford St, Crown St & King St	3 trips per hour
355	Marrickville Metro to Bondi Junction via Moore Park & Erskineville	3 trips per hour
374	Coogee to Central Belmore Park via Bream St	5 trips per hour
392	Little Bay to Redfern	7 trips per hour

4.5 Existing Traffic Conditions

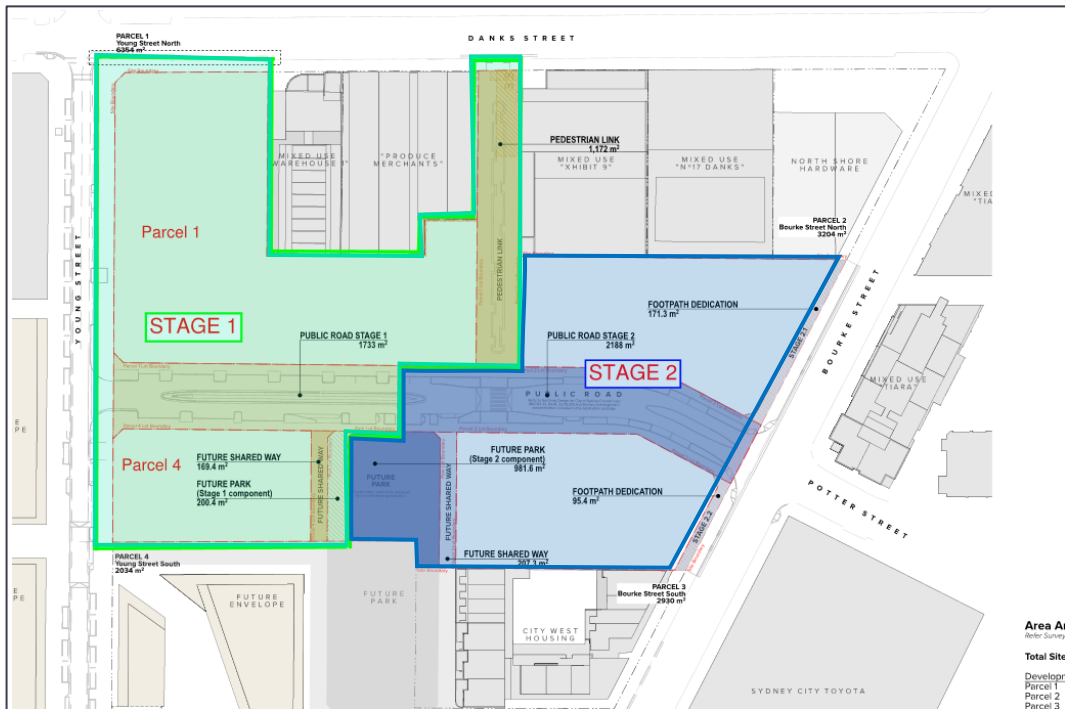
Observation of traffic operations in the vicinity of the site indicates a moderate traffic demand but satisfactory operating circumstance during the peak periods. Notwithstanding, there is no apparent capacity constraint in the immediate local road network.

5 Construction Traffic Management

5.1 Scope of Works

The construction involves two stages: Stage 1 and Stage 2, as illustrated in Figure 5-1.

Figure 5-1 Construction Staging



The proposed main works will involve:

1. Enabling Works
2. Piling and Excavation
3. Basement Structure
4. Tower Structure
5. Top off to completion

5.2 Site Contact

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 provided below (Table 5-1).



Table 5-1 Contact Details

Details	
Name	To be appointed
Contact No.	To be appointed
Email:	To be appointed

5.3 Work Hours

Table 5-2 summarises the approved construction hours:

Table 5-2 Permitted Work Hours

Day(s)	Permitted Work Hours
Mondays to Friday	7:00am – 6:00pm
Saturday	7:00am – 3:00pm
Sunday and Public Holidays	No Work

5.4 Construction Program

Table 5-3 summarises the planned works program for Stage 1 and Stage 2 works.

Table 5-3 Works Program for Stage 1

Phase	Works Stage	Stage 1	Stage 2
		Estimated Period (Weeks)	Estimated Period (Weeks)
1	Enabling works	16	16
2	Piling and excavation	36	32
3	Basement structure	24	24
4	Tower structure	64	40
5	Top off to completion	36	40

Note: The entire program is anticipated to take approximately 44 months to complete (including allowances for overlapping works between Stages 1 and 2).



5.5 Nominal Truck & Frequency

Table 5-4 outlines the anticipated design vehicles for the key works stage and their typical frequency of deliveries/movements.

Table 5-4 Construction Design Vehicles and Frequency

Phase	Works Stage	Nominal Construction Vehicle	Frequency (vpd)
1	Enabling works	Excavators, Truck & Dog (16.8m)	50
2	Piling and excavation	4 x 40T Drilling Rigs, Truck & Dog (16.8m)	50
3	Basement structure	4 x 40T Drilling Rigs, Concrete Pump Trucks (12.5m), Semi-Trailers	15-20
4	Tower structure	4 x 40T Drilling Rigs, Concrete Pump Trucks (12.5m), Semi-Trailers	15-20
5	Top off to completion	12.5m HRV	5-10

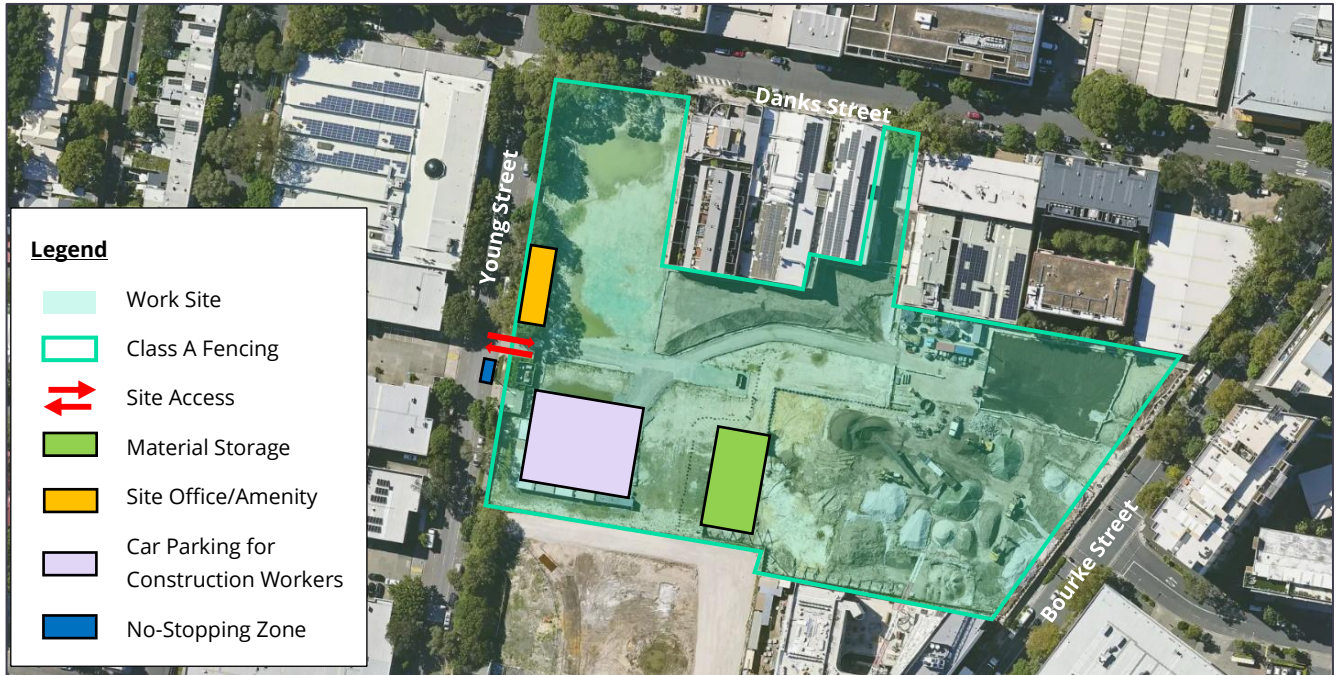
Oversized and/or over mass vehicles must not travel on the local road network unless specific one-off permit has been obtained from the City of Sydney's Traffic Operations Unit and/or the National Heavy Vehicle Registry (NHVR).

Note: The deliveries of heavy machineries (e.g. plant, excavators etc) using the semi-trailers will be subject to separately lodged one off stand plant permits/ ROLs.

5.6 Site Setout

A proposed site plan indicating the expected site access location, workers' car park, site office, amenity and storage, are indicated in Figure 5-2.

Figure 5-2 Site Setup



Source: Metromap (modified by Genesis Traffic)

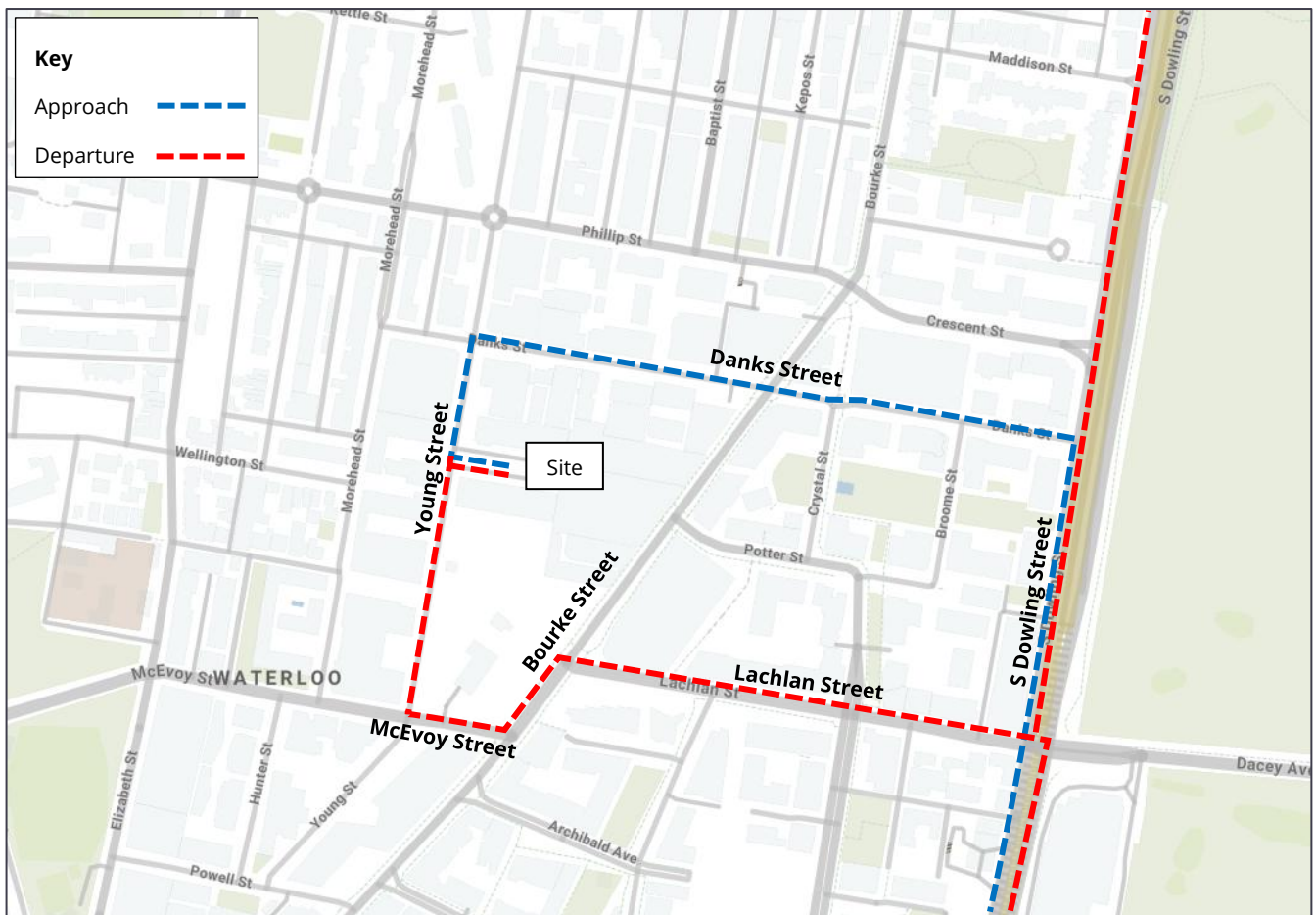
5.7 Site Access

Construction vehicles will rely on the existing vehicle access on Young Street for both Stage 1 and 2 when accessing the site. The manner in which vehicles access and depart the site is shown in detail on the swept path analysis in **Attachment 3**.

5.8 Truck Route(s)

Truck movements associated with the construction processes must approach and depart the site via Young Street, as illustrated in Figure 5-3. No queuing of heavy vehicles is to occur on the surrounding streets unless previously approved by the Council. Contractors are not permitted to circulate trucks along other immediate local roads in the area.

Figure 5-3 Truck Routes



Source: Mecone (modified by Genesis Traffic)

During the course of works, all trucks will approach and depart the site in a forward direction. All necessary oversized mobile crane/truck access will be subject to a separate permit issued by the Council before the planned event. If reversing is necessary, vehicle movements should be undertaken under the supervision of accredited traffic controllers.

5.9 Fencing/Perimeter Separation

Class A fencing will be established along the construction site perimeter to cordon off the site from pedestrian movements along the site frontages and neighbouring properties where applicable.

5.10 Materials Handling

All materials must be loaded/off-loaded and stored within the site boundary at all times. During the excavation of the site, the excavated materials will be loaded/unloaded on site. No materials are to be stored outside the site boundary at any time.



5.11 Works Zone

Works Zones are not anticipated to be required in the current works and access strategy. Should such facility become necessary during the works process, separate application and approval shall be obtained from the Council prior to establishing such arrangement to facilitate truck loading/access.

5.12 No Stopping Zone

The swept path assessment (**Attachment 3**) identifies a 6.2m long No-Stopping Zone is required on Young Street near the site access (one on each side) to facilitate construction vehicles exiting the site.

5.13 On-street Parking Impact

In conjunction with the details outlined in Section 5.12, the number of on-street parking impacted by vehicle turning paths is summarised in Table 5-5 below.

Table 5-5 On-Street Parking Impact

Location	On-Street Parking Loss
Young Street	1
Bourke Street	0
Total	1 space

The relevant vehicle swept path demonstrating this impact IS provided in Sheet 03 of **Attachment 3**.

5.14 Pedestrian Movement Plan (PMP)

All construction-related traffic movements along the site frontages must give-way to pedestrian on the footpath and will occur under the supervision of on-site trained personnel, with trucks escorted between the site access and associated frontage to ensure pedestrian safety. Where necessary, pedestrians may only be stopped briefly to allow safe passage of truck movements.

Details of the Pedestrian Movement Plan (PMP) are provided in the Traffic Guidance Scheme reproduced in **Attachment 2**.

5.15 Traffic Guidance Scheme

The Traffic Guidance Scheme (TGS) set out a suite of site traffic management principles in accordance with the TfNSW 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 the contractor's Constructions Workplace Health and Safety Manuals.



The TGSs have been prepared by a Certified Traffic Controller in accordance with Australian Standards 1742.3. The site- specific TGSs are reproduced in **Attachment 2**.

5.16 Construction Worker Parking

Designated workers parking area will be allocated onsite as shown in Figure 5-2 (stages 1 and 2).

Given the proximity of the site to high-frequency public transport services, all workers will be encouraged at all times to utilise the highly accessible public transport system which exists in the vicinity of the site.

To facilitate comfort and convenience of travel, 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 daily.

Workers will also be informed of appropriate tool/equipment drop-off and storage arrangements made within site sheds and amenities provided on-site. Bus and train schedules will be provided to all workers during site induction to demonstrate alternative modes of transport available.

5.17 Site Induction

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

The induction will include details of approved access routes to and from the construction site (which must also be reflected on works agreement/contracts) 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.

5.18 Other Construction Management Principles

1. Any removed or damaged parking signs shall be replaced immediately.
2. Damaged trees shall be repaired / replaced to the satisfaction of Council.
3. Traffic and pedestrian control shall be in accordance with the TfNSW Traffic Control at Work Sites Technical Manual and Australian Standard AS1742.3 – Manual of uniform traffic control devices - Part 3 Traffic control for works on roads.
4. Traffic controllers are to give way to traffic movements already travelling on the road network when supervising/coordinating truck access movements at driveways. Traffic controllers may not hold/stop public vehicles to facilitate truck access movements at any point during the works.
5. Reserving on-street parking shall not occur without prior Council approval. All on-street parking spaces outside the site are to remain available for the use by the general public during the approved work hours unless Council signage is installed to the contrary.



6. Barricades, delineators (including bollards, witches hats, barrier boards etc.) shall not be placed in the kerbside parking lane outside or adjacent to the site to reserve on street parking spaces without the prior approval of Council.
7. A separate application to and approval from Council will be submitted for occupation of any road related area (traffic and parking lanes, verge, footpath etc.).



6 Works Impact

6.1 Public Notification & Communication

The nominated contractor shall prepare notification letters to advise the following neighbouring properties of the proposed construction works and timing thereof. A minimum notice period of 7 days shall be applicable for all external communications.

The nominated contractor shall also engage with the surrounding building teams at the time of construction to establish the extent of truck delivery movements with an aim to minimise overlapping movements on the same routes.

The following addresses will be notified by letterbox drop prior to the start of works, providing information relating to the project schedule:

Adjacent to the site	1 3-7A, 9-15 Danks Street,
Opposite the site	188, 198-222 Young Street 2, 8-10, 14 & 20 Danks Street 169-175 Phillip Street
At the rear of the site	895-901 & 903-921 Bourke Street

6.2 Construction Traffic Impact

As outlined in Table 5-4 of this assessment, the anticipated peak heavy vehicle movements associated with the various phases of the early works will occur during the piling works, bulk excavation works and bracing works phases over a 16 week period. During this period, the anticipated peak daily truck movements is 30 trips. When distributed evenly across a typical 11 hour work day, this equates to an average traffic generation outcome of some 3 to 4 vehicle movements per hour. Traffic generation of this order of magnitude is not significant in the local context, and is significantly lower than the post-occupation traffic outcome. On this basis, the assessment finds the proposed construction works would not generate a level of traffic activity that would be adverse to the surrounding road network.

6.3 Impact on Public Transport Services

The nominated heavy vehicle haulage routes will largely be limited to State Roads and Regional Roads which are designed to accommodate heavy vehicle movements. As such, there will be no adverse impact on existing public transport services.

While the nominated truck routes will overlap with bus routes during the construction period, it is not expected that estimated truck movements would have no material effect on the existing bus services.



6.4 Impact on Emergency Vehicle Access

Site personnel will be on-site regularly with contact details prominently displayed and visible from the road frontage. Access to the site and neighbouring sites by emergency vehicles would not be affected by the construction activities. There will be no adverse impact on emergency vehicle access to the site or other neighbouring properties as a result of the proposed activities.

6.5 Spoil Management

Wheel wash station will be positioned at the entry/exit points to ensure that soil/excavated materials are not transported on wheels or tracks of vehicles or plant and deposited on surrounding roadways. All arriving and departing construction vehicles are to have their loads covered during excavation.

6.6 Road Serviceability

The nominated contractor will be responsible for ensuring that the road pavement, kerb, and gutter along each road frontage shall remain in clean and serviceable states during the course of the construction at no cost to Council.



7 Mitigation Measures

Mitigation measures associated with the construction of the development are outlined in Table 7-1.

Table 7-1 Mitigation Measures

Mitigation Measure	Report Section
On-site parking will be provided for construction workers to prevent the use of surrounding on-street parking and minimise disruption to local residents.	Section 5.6
Onsite parking will be made available for workers once the basement is constructed.	Section 5.18 (5, 6)
Notification will be distributed to neighbouring properties to inform them of upcoming construction activities and any potential impacts	Section 6.1 Section 5.18 (7)
Trained site personnel will be present at the truck access point to manage the safe movement of construction vehicles and ensure pedestrian safety at all times	Section 5.18 (3, 4) Attachment 2
Surrounding Council assets protection	Section 5.18 (1, 2, 6)



Attachment 1

City of Sydney CTMP Standard Requirement



The City of Sydney

Standard Requirements for Construction Traffic Management Plan

The Applicant or contractor undertakes to follow and abide by the following requirements at all times during the demolition, excavation and construction works at 881-893 Bourke Street, 207-209 Young Street, Waterloo, (SSD-80911502).

	Standard Requirements	References
1	Details of routes to and from site and entry and exit points from site – site specific	Section 5.8
2	Details of roads that may be excluded from use by construction traffic i.e., roads with load limits, quiet residential streets or access/turn restricted streets – site specific	Not applicable
3	The approved truck route plan shall form part of the contract and must be distributed to all truck drivers.	Section 5.17
4	All vehicles must enter and exit the site in a forward direction (unless specific approval for a one-off occasion is obtained from the City's Construction Regulation Unit).	Section 5.8 Attachment 3
5	Trucks are not allowed to reverse into the site from the road (unless specific approval for a one-off occasion is obtained from the City's Construction Regulation Unit).	Section 5.8
6	The Applicant must provide the City with details of the largest truck that will be used during the demolition, excavation, and construction. NOTE: No dog trailers or articulated vehicles (AV) to be used (unless specific approval for a one-off occasion is obtained from the City's Construction Regulation Unit).	Section 5.5 Truck & Dogs proposed to be consulted with CRU.
7	Oversize and over-mass vehicles are not allowed to travel on Local Roads (unless approval for a one-off occasion is obtained from the City's Traffic Operations Unit). 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 .	Section 5.5
8	No queuing or marshalling of trucks is permitted on any public road.	Section 5.8
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.	Not applicable
10	All vehicles associated with the development shall be parked wholly within the site. All site staff related with the works are to park in a designated off-street	Section 5.16



	area or be encouraged to use public transport and not park on the public road.	
11	All loading and unloading must be within the development site or at an approved "Works Zone".	Section 5.11
12	The Applicant must apply to the City's Traffic Works Co-ordinator to organise appropriate approvals for Work Zone and road closures.	Noted
13	The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for partial road closures.	Noted
14	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 the City.	Noted
15	The Applicant must apply to the City's Construction Regulation Unit to organise appropriate approvals for temporary driveways, cranes, and barricades, etc.	Noted
16	The Applicant must comply with development consent for hours of construction.	Section 5.3
17	All Traffic Control Plans associated with the CTMP must comply with the Australian Standards and TfNSW's Traffic Control At Work Sites Guidelines.	Attachment 2
18	Traffic Controllers are NOT to 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 allows them to assist trucks to enter or exit the site. The Roads Act does not give any special treatment to trucks leaving a construction site – <u>the vehicles already on the road have right-of-way.</u>	Section 5.8
19	Pedestrians may be held only for very short periods to ensure safety when trucks are leaving or entering BUT you must not stop pedestrians in anticipation i.e., <u>at all times the pedestrians have right-of-way on the footpath not the trucks.</u>	Noted
20	Physical barriers to control pedestrian or traffic movements need to be determined by the City's Construction Regulations Unit prior to commencement of work.	Noted
21	The Applicant must obtain a permit from the City's Construction Regulation Unit regarding the placing of any plant/equipment of public ways.	Noted
22	The Applicant must apply to the city's Building Approvals Unit to organise appropriate approvals for hoarding prior to commencement of works.	Noted
23	The CTMP is for the excavation, demolition and construction of building works not for road works (if required) associated with the development. Any road	Noted



	works will require the Applicant of the contractor to separately seek approval from the City and/or TfNSW for consideration. Also, WorkCover requires that Traffic Control Plans must comply with Australian Standards 1742.3 and must be prepared by a Certified Traffic Controller (under TfNSW) regulations.	
24	Please note that the provision of any information in this CTMP will not exempt the Applicant from correctly fulfilling all other conditions relevant to the development consent for the above site.	Noted



Attachment 2

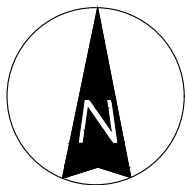
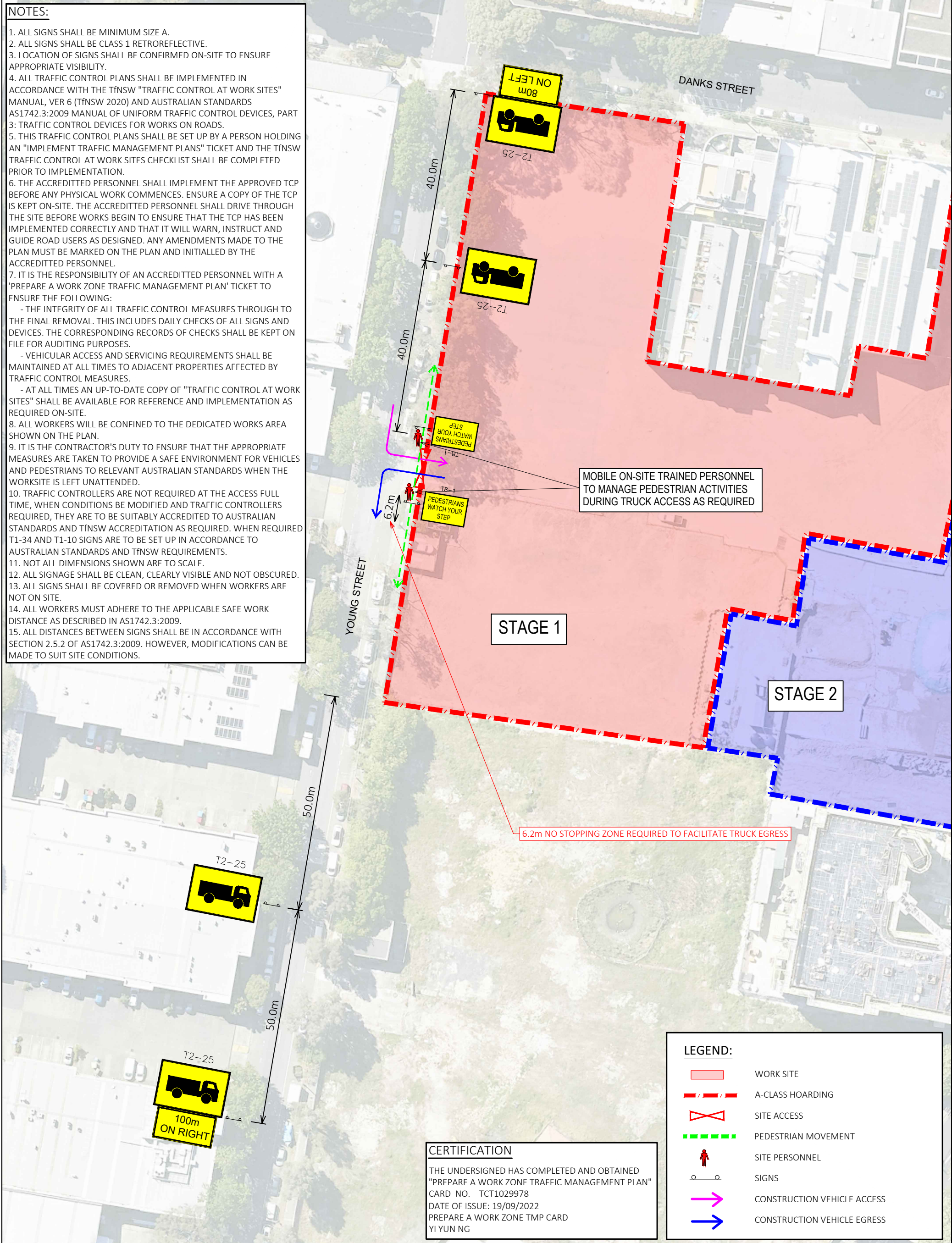
Traffic Guidance Scheme (TGS)

Vehicle Movement Plan (VMP)

Pedestrian Movement Plan (PMP)

NOTES:

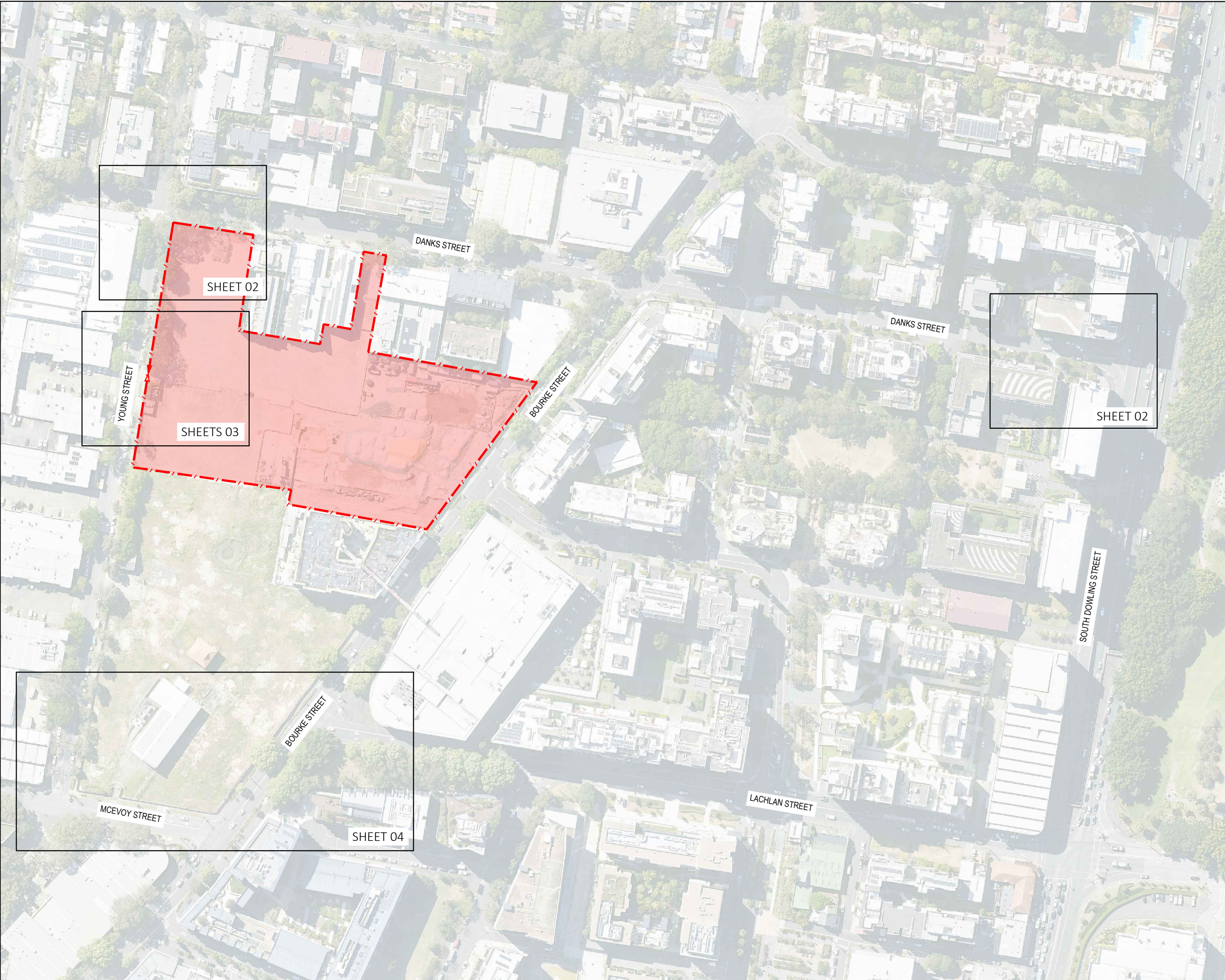
1. ALL SIGNS SHALL BE MINIMUM SIZE A.
2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
4. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6 (TfNSW 2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
5. THIS TRAFFIC CONTROL PLANS SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLANS" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
6. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED 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 INITIALED BY THE ACCREDITED PERSONNEL.
7. IT IS THE RESPONSIBILITY OF AN ACCREDITED 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.
8. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
9. 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.
10. TRAFFIC CONTROLLERS ARE NOT REQUIRED AT THE ACCESS FULL TIME, WHEN CONDITIONS BE MODIFIED AND TRAFFIC CONTROLLERS REQUIRED, THEY ARE TO BE SUITABLY ACCREDITED TO AUSTRALIAN STANDARDS AND TfNSW ACCREDITATION AS REQUIRED. WHEN REQUIRED T1-34 AND T1-10 SIGNS ARE TO BE SET UP IN ACCORDANCE TO AUSTRALIAN STANDARDS AND TfNSW REQUIREMENTS.
11. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
12. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
13. ALL SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
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.





Attachment 3

Swept Path Analysis



PROJECT

881-893 BOURKE STREET,
207-209 YOUNG STREET,
WATERLOO

TITLE

SWEPT PATH ASSESSMENT

AREA OVERVIEW

MAIN WORKS (STAGE 1 & 2)

SCALE

A3

1:2000

0 20.0 40.0

DESIGNED BY

B.BUI

REVIEWED BY

B.LO

DRAWING REFERENCE (SOURCE):

G:\2024\24250 - 881-893 BOURKE STREET, 207-209 YOUNG STREET, WATERLOO\DRAWINGS\CTMP

ISSUE DATE

27 August 2025

SHEET NO.

01 OF 04

DRAWING REF NO.

24250-V1.3-SP - CTMP

LEGENDS/NOTES

SWEPT PATH KEY:

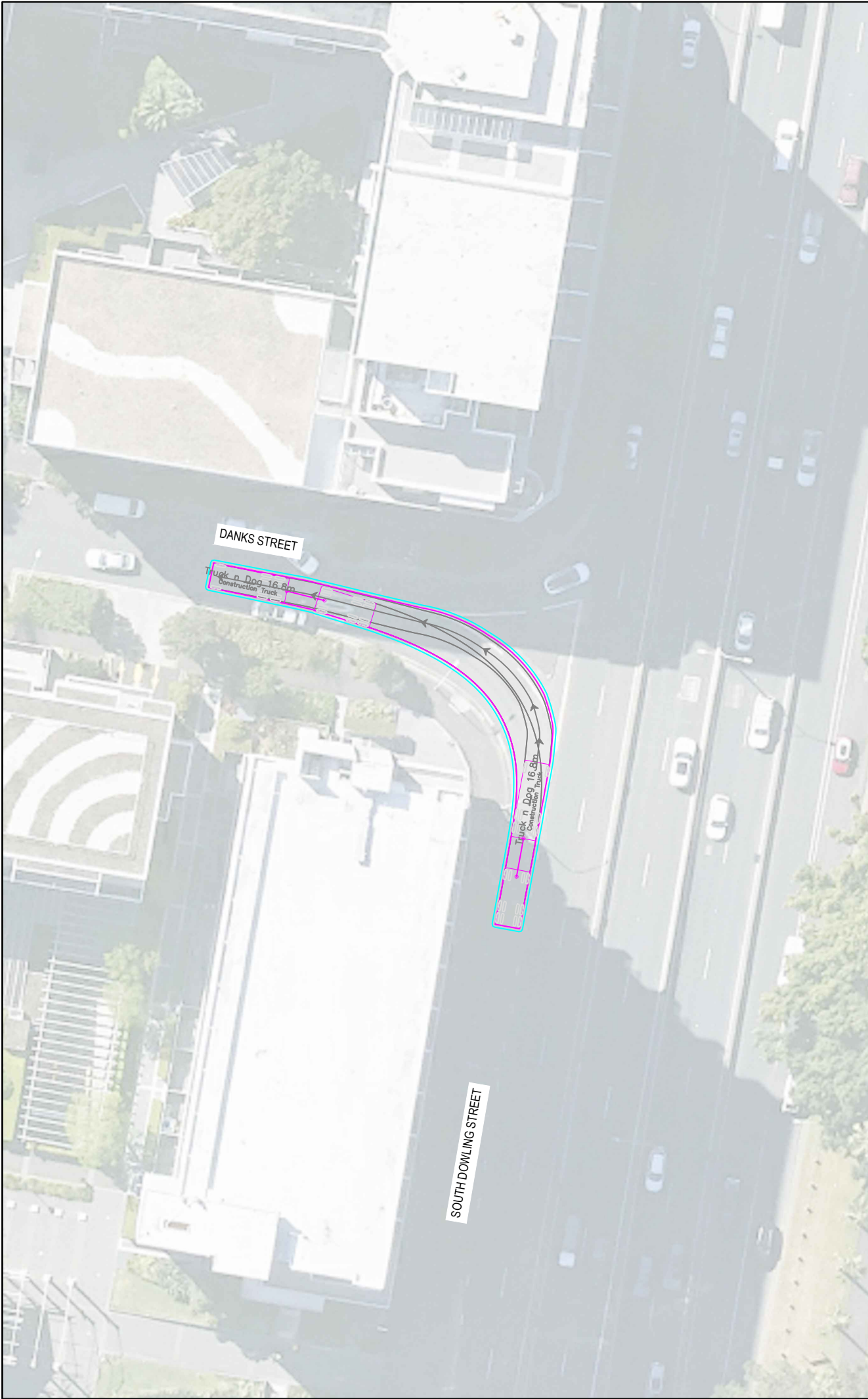
- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

Truck n Dog 16.8

First Unit Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 36.9
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

G:\2024\24250 - 881-893 Bourke Street, 207-209 Young Street, Waterloo\Drawings\CTMP\24250-V1.3-SP - CTMP.dwg

Plotted by: Liam M'lonja



GenesisTraffic

PROJECT

881-893 BOURKE STREET,
207-209 YOUNG STREET,
WATERLOO

TITLE

SWEPT PATH ASSESSMENT

16.8m TRUCK & DOG

MAIN WORKS (STAGE 1 & 2)

N

SCALE
A3
0 5.0 10.0

1:500

DESIGNED BY
B.BUI

REVIEWED BY
B.LO

DRAWING REFERENCE (SOURCE):
G:\2024\24250 - 881-893 BOURKE
STREET, 207-209 YOUNG STREET,
WATERLOO\DRAWINGS\CTMP

ISSUE DATE
16 June 2025

SHEET NO.
02 OF 04

DRAWING REF NO.
24250-V1.3-SP - CTMP

LEGENDS/NOTES

SWEPT PATH KEY:

— VEHICLE CENTRE LINE

— VEHICLE TYRE PATH

— VEHICLE BODY PATH

— 300mm CLEARANCE
FROM VEHICLE BODY

7.80

5.80

0.70

0.74

5.45

1.60

3.92

3.80

Truck n Dog 16.8

meters

First Unit Width : 2.50

Trailer Width : 2.50

First Unit Track : 2.50

Trailer Track : 2.50

Lock to Lock Time : 6.0

Steering Angle : 36.9

Articulating Angle : 70.0



GenesisTraffic

PROJECT

881-893 BOURKE STREET,
207-209 YOUNG STREET,
WATERLOO

TITLE

SWEPT PATH ASSESSMENT

16.8m TRUCK & DOG

MAIN WORKS (STAGE 1 & 2)

N

SCALE
A3
0 4.0 8.0

1:400

DESIGNED BY
B.BUI

REVIEWED BY
B.LO

DRAWING REFERENCE (SOURCE):
G:\2024\24250 - 881-893 BOURKE
STREET, 207-209 YOUNG STREET,
WATERLOO\DRAWINGS\CTMP

ISSUE DATE
27 August 2025

SHEET NO.
03 OF 04

DRAWING REF NO.
24250-V1.3-SP - CTMP

LEGENDS/NOTES

SWEPT PATH KEY:

VEHICLE CENTRE LINE

VEHICLE TYRE PATH

VEHICLE BODY PATH

300mm CLEARANCE
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5.80

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Truck n Dog 16.8

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Steering Angle
: 36.9

Articulating Angle
: 70.0



GenesisTraffic

PROJECT

881-893 BOURKE STREET,
207-209 YOUNG STREET,
WATERLOO

TITLE

SWEPT PATH ASSESSMENT

16.8m TRUCK & DOG

MAIN WORKS (STAGE 1 & 2)

N

SCALE
A3
0 5.0 10.0

1:500

DESIGNED BY
B.BUI

REVIEWED BY
B.LO

DRAWING REFERENCE (SOURCE):
G:\2024\24250 - 881-893 BOURKE STREET, 207-209 YOUNG STREET, WATERLOO\DRAWINGS\CTMP

ISSUE DATE
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SHEET NO.
04 OF 04

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Better Developments with
Genesis Traffic