



# **153 - 157 Walker Street, North Sydney**

## **Transport Impact Assessment**

Prepared for:

**Freecity North Sydney  
Development Pty Ltd**

28 July 2025

## PROJECT INFORMATION

<b>Project Name:</b>	153 - 157 Walker Street, North Sydney
<b>Client:</b>	Freecity North Sydney Development Pty Ltd
<b>Project Number:</b>	2500
<b>Prepared By:</b>	JMT Consulting

## DOCUMENT HISTORY

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# 1 Introduction

## 1.1 Background

This transport impact assessment report has been prepared by JMT Consulting on the behalf of Freecity North Sydney Development Pty Ltd in relation to the land at 153-157 Walker Street, North Sydney (the site). The site is located in the North Sydney Local Government Area (LGA) and currently comprises two commercial office buildings that are adjoined by a common party wall. The transport impact assessment report supports a State Significant Development Application (SSD 82599709) for a proposed mixed use development

## 1.2 Site description

The site comprises of two rectangular lots in the North Sydney CBD that are located between Walker Street (west) and Little Walker Street (east). The total area of the combined site is 1928m<sup>2</sup>. The site benefits from two street frontages. Walker Street (west) that is 45.5m in length, and Little Walker Street (east) 45.9m in length. The site has two side boundaries north and south.

Victoria Cross metro station is located less than a 200m walk away from the site on the corner of Berry Street and Miller Street.

The site context is presented in Figure 1 below.

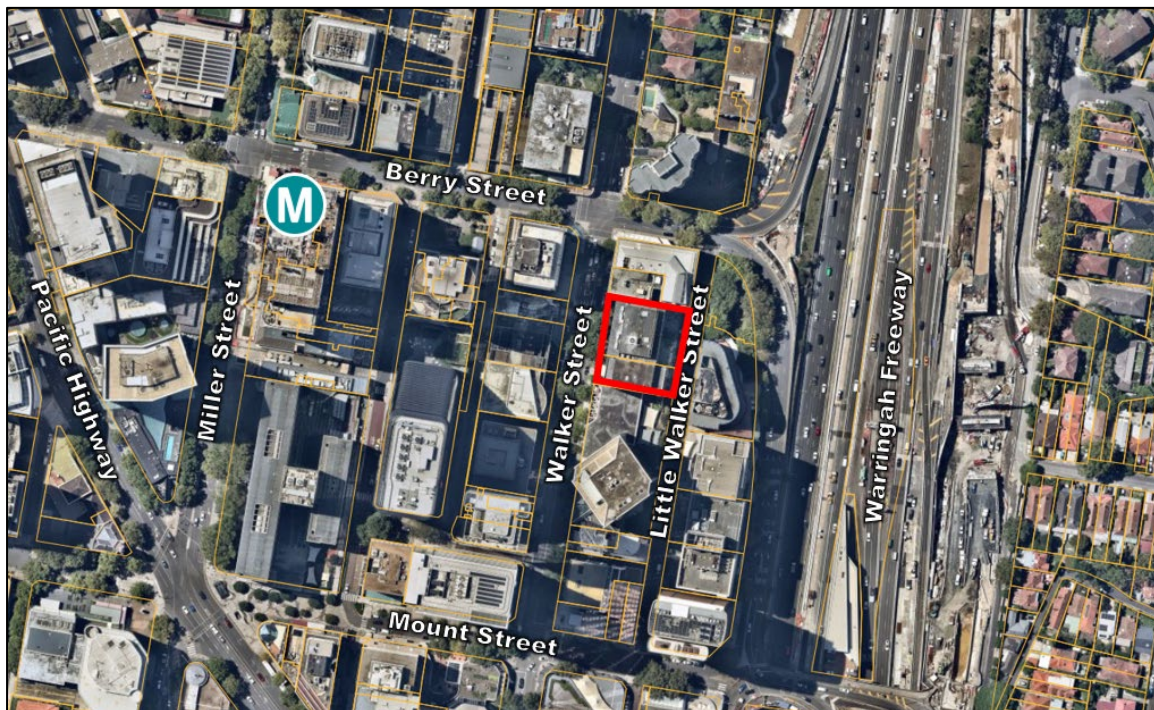


Figure 1 Site location

### 1.3 Proposal description

The SSDA seeks approval for the following works:

- Site preparation, including ground excavation and the demolition of existing structures at the site.
- Construction of a new fifty-one (51) storey mixed-use tower, which will accommodate:
  - Residential apartments, including a build-to-rent housing component.
  - Nine (9) affordable housing apartments equating to 3% of the total dwellings proposed.
  - A hotel that will be operated by one entity with a central management structure.
  - Ancillary lounge and wellness facilities.
  - Retail floorspace at ground level.
- Eleven (11) basement levels with car parking facilities and plant rooms to service the proposed development.
- One (1) loading zone at the Lower Ground Level.
- Vehicle access from Little Walker Street.
- Associated building plant, utilities and service connections.

In accordance with the Housing Delivery Authority (**HDA**) program, a separate but concurrent Planning Proposal will be submitted, which seeks to include ‘Shop Top Housing’ as an additional permitted land use at the site, under Schedule 1 of the *North Sydney Local Environmental Plan 2013 (NSLEP 2013)*.

### 1.4 Response to SEARs

This report has been prepared in response to the Secretary’s Environmental Assessment Requirements (SEARs) for SSD- 82599709 relevant to traffic and transport as summarised in Table 1.

Table 1 SEARs requirements

SEARs Item	Description of Requirement - SSD-82599709	Response
	<ul style="list-style-type: none"> <li>Provide a Transport Impact Assessment (TIA) in accordance with the processes and methodology recommended in the Guide to Transport Impact Assessment (GITA) published by TfNSW.</li> </ul>	<p>This Transport Impact Assessment report has been prepared With consideration of the relevant items contained within the TfNSW Guide to Transport Impact Assessment (GTIA) – Appendix E scoping checklist. It should be noted however that the GTIA provides for a generic set of guidelines across all types of development, with many of the items in the scoping checklist not relevant to certain developments. Section 1.1.3 of the GTIA specifically notes the following “<i>recommendations in this Guide may not be appropriate in all development situations. Discretion and professional judgement should always be exercised and clearly documented with justification</i>”.</p>
Item 10. Transport	<ul style="list-style-type: none"> <li>If the construction of the development would cause interruptions to regular pedestrian and transport routes (including public transport, active transport or general traffic), a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts.</li> <li>Provide a preliminary Construction Traffic and Pedestrian Management Plan (CTPMP) which is to form part of the TIA. This CTPMP must address points raised under section 2(c) of the Transport for NSW submission under Appendix 1.</li> </ul>	<p>A preliminary CTPMP has been prepared and outlined in Section 5 of this document. A more detailed CTMP would be prepared following the appointment of a contractor and prior to the commencement of works on the site.</p>
	<p>In addition, please address points 1(a) to (g) of the Transport for NSW submission under Appendix 1.</p>	<p>See Table 2</p>

## 1.5 Response to TfNSW feedback

Responses to the items raised in the Transport for NSW submission as part of the SEARs application are provided.

Table 2 Responses to TfNSW submission

TfNSW Pre-Lodgement Feedback	Response
<p>A TIA is to be submitted in support of the future Development Application (DA). For TIAs commenced and applications lodged on or after 4 November 2024, the TIA needs to be prepared in accordance with the Guide to Transport Impact Assessment (GTIA). The Guide replaces the Guide to Traffic Generating Developments and can be found at this link. The TIA will enable TfNSW to understand the impacts the development may have on the state classified road network that it manages. In addition to the above the TIA shall address the following</p>	<p>This Transport Impact Assessment has been prepared in accordance with the Guide to Transport Impact Assessment (GTIA) to address the requirements set out by TfNSW and inform the assessment of impacts on the state road network.</p>
<p>The impact of trips generated by the development on nearby intersections (i.e. with classified roads) and at the development site access point, with consideration of the cumulative impacts from other approved developments in the vicinity, and the need/associated funding for, and details of, upgrades or road improvement works. Traffic modelling is to be undertaken using SIDRA network modelling. The modelling provided shall be based on current traffic counts, ensure the base model is calibrated with on-site observations (e.g. queue lengths, delays), provide existing traffic volumes with and without the proposed development and detail what defaults have been changed with supporting justification. Electronic copies of the SIDRA files will need to be provided to TfNSW for review</p>	<p>An assessment of trips generated by the proposal is documented in Section 3.8. The analysis indicates that the proposal will result in a negligible change in vehicle trips compared to current conditions – 5 additional trips in the AM peak hour and a reduction of 2 trips in the PM peak hour. The 5 additional trips in the AM peak hour, equivalent to just one vehicle every 12 minutes, would not result in any adverse impacts on the surrounding road network nor any operational or safety issues on surrounding key intersections. It would not register any difference in any traditional traffic modelling program in a ‘with development’ and ‘without development’ traffic scenarios. Further the proposal intends to maintain existing vehicle access arrangements via Little Walker Street, with no vehicular access proposed from the busier Walker Street frontage. In this context SIDRA traffic modelling is not considered warranted given the proposal’s negligible impacts on the road network.</p>
<p>Details of the proposed site vehicle access and parking provisions associated with the proposed development including compliance with the requirements of the relevant Australian Standards (i.e. turn paths, sight distance requirements, aisle widths, etc) and relevant requirements in Austroads Guide to Road Design.</p>	<p>Vehicle access is proposed from Little Walker Street, consistent with existing arrangements. On site traffic and loading arrangements have been reviewed and determined to be compliant with Australian Standards and Austroads.</p> <p>See section 3.1, 3.2, and 3.5</p>

TfNSW Pre-Lodgement Feedback	Response
<p>Details of the light and heavy vehicle movements (including vehicle type and likely arrival and departure times), including service vehicle movements. This shall also detail the estimated increase in vehicle numbers for the proposed changes with supporting justification for the figures provided.</p>	<p>The proposal will generate a minor net increase of five vehicles in the AM peak and a reduction of two vehicles in PM peak traffic compared to existing conditions. Light and heavy vehicle types, frequencies, and arrival patterns have been assessed and are detailed in Section 3.8</p>
<p>Detail vehicle circulation, proposed number of on-site car parking spaces for staff and visitors and corresponding compliance with existing parking codes and justification for the level of car parking provided on-site.</p>	<p>See section 3.2 and 3.5</p>
<p>An assessment of road and pedestrian safety adjacent to the proposed development and the details of required road safety measures.</p>	<p>An assessment of road user safety has been undertaken and is detailed in Section 3.13. The assessment confirms no crash history adjacent to the site and identifies no specific road safety risks.</p>
<p>Emergency vehicle access, service vehicle access, delivery, and loading arrangements.</p>	<p>Emergency and service vehicle access is provided via Little Walker Street. The on-site loading dock accommodates waste vehicles and MRVs, with access head heights compliant with emergency vehicle requirements.</p> <p>See section 3.3 and 3.12 for further details</p>
<p>Review of the crash history and crash types with associated mitigation measures being provided should the existing crashes be related to vehicles entering and/or leaving the site.</p>	<p>Crash data reviewed over the past 5 years indicates no incidents at the site frontage. As such, no mitigation measures are required. The proposed design, including consolidated vehicle access and pedestrian-priority footpaths, enhances safety outcomes.</p> <p>See section 2.8 for further details</p>

TfNSW Pre-Lodgement Feedback	Response
<p>The Western Harbour Tunnel and Warringah Freeway Upgrade Project are major transport infrastructure programs that are in the vicinity of this development. The applicant shall ensure that the development does not adversely impact these projects. For further information on the Western Harbour Tunnel, please contact the Project Team on email: <a href="mailto:whtbl@transport.nsw.gov.au">whtbl@transport.nsw.gov.au</a> and phone: 1800 931 189, or by visiting the project portals at <a href="https://caportal.com.au/rms/wht">https://caportal.com.au/rms/wht</a>.</p>	<p>The project is not anticipated to impact either the Western Harbour Tunnel and Warringah Freeway Upgrade Projects. See section 5.13.</p>
<p>The preparation of a preliminary Construction Traffic and Pedestrian Management Plan to demonstrate the proposed management of the impact in relation to construction traffic addressing the following</p>	<p>A Preliminary Construction Traffic and Pedestrian Management Plan (CTPMP) has been prepared and is outlined in Section 5. The plan addresses access arrangements, construction vehicle routing, pedestrian safety measures, traffic control, and management strategies to minimise impacts during the construction phase. A detailed CTMP will be prepared prior to works commencing. See section 5</p>
<p>i. Assessment of cumulative impacts associated with other construction activities (if any).</p>	<p>An assessment of cumulative impacts has been undertaken in Section 5.13. The analysis acknowledges the potential for overlapping construction activities in the surrounding area. Coordination with adjacent projects, such as 146 Arthur Street, is proposed, with separate access points confirmed to avoid conflicts. Ongoing liaison with Council and TfNSW will ensure effective staging and route management.</p>
<p>ii. An assessment of road safety at key intersection and locations subject to heavy vehicle construction traffic movements and high pedestrian activity.</p>	<p>Section 5.9 outlines the safety measures for managing interactions between pedestrians and heavy construction vehicles. Traffic controllers will be present at all vehicle access points, and temporary hoardings will be used to separate pedestrian movements from construction activity. No road closures are proposed, and all footpaths will remain accessible with appropriate controls in place.</p>

TfNSW Pre-Lodgement Feedback	Response
<p>iii. Details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process.</p>	<p>The detailed construction program will be developed following the appointment of a contractor. This will be documented in the final Construction Traffic and Pedestrian Management Plan (CTPMP) prior to the commencement of works. Section 5 outlines the preliminary construction staging principles and anticipated vehicle management needs.</p>
<p>iv. Details of anticipated peak hour and daily construction vehicle movements to and from the site.</p>	<p>Construction vehicle activity is estimated at 2–4 vehicles per hour on typical days and 4–8 vehicles per hour during busy periods. These movements are spread throughout the day to avoid peak congestion periods. Full estimates are detailed in Section 5.4</p>
<p>v. Details of on-site car parking and access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle</p>	<p>No on-site parking is proposed for construction workers, consistent with other major developments in the North Sydney CBD. Public transport is encouraged, supported by proximity to Victoria Cross Metro and North Sydney Train Station. Emergency and service vehicles will retain access via Little Walker Street. See sections 5.5, 5.6, 5.8, 5.9, 5.12</p>
<p>vi. Details of temporary cycling and pedestrian access during construction.</p>	<p>Temporary fencing and hoarding will maintain safe pedestrian access along Walker Street and Little Walker Street throughout construction. All footpaths will remain open, and traffic controllers will manage pedestrian safety at site access points. See section 5.9 for further details</p>

## 1.6 Approved development application

The site has recently been the subject of an approved development application under DA 393/22 which allows for the demolition of the existing office buildings and construction of a 43-storey commercial building including a 5-level basement with parking and associated works.

A detailed transport impact assessment report was prepared in support of this approved development application, with the traffic and transport impacts considered acceptable by the NSW Land and Environment Court. The peak hour traffic generation forecast from the site under the current approval as documented in the supporting transport study are summarised in Table 3. Given the impacts of this level of trip generation has been previously reviewed and deemed acceptable by the consent authority, the assessment for this SSDA has factored these values insofar as relevant to the transport impact assessment matters for the land uses that are proposed under this SSDA.

Table 3 Forecast trip generation – approved DA

Development Application	Peak hour vehicle trips		Peak hour person trips	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
DA 393/22	21	23	746	587

## 2 Existing Transport Conditions

### 2.1 Travel behaviours

Journey to Work Census data confirms that North Sydney is one of the most transit-oriented and walkable employment centres in Greater Sydney. Public transport dominates commuter travel, with 68% of inbound workers and 40% of outbound residents using train or bus services. Walking also features prominently for local residents, with 37% walking to work, highlighting the compact urban structure and proximity to employment within the centre.

This data suggests that future residents of the proposed development are highly likely to commute via train, bus or on foot, particularly given the site’s proximity to the new Victoria Cross Metro Station (200m), North Sydney Train Station (500m), and dense commercial activity within walking distance.

Table 4 provides a mode share breakdown, reinforcing the site’s strong alignment with sustainable travel patterns:

Table 4 Existing travel behaviours

<b>Mode of travel</b>	<i>Residents travelling to work from North Sydney</i>	<i>Employees travelling into North Sydney for work</i>
Car driver	17%	21%
Car passenger	3%	2%
Bus	6%	14%
Train	34%	54%
Walk	37%	5%
Bicycle	2%	1%
Other	1%	3%
<b>Total</b>	<b>100.00%</b>	<b>100.00%</b>

## 2.2 Current access arrangements

Pedestrian access to both buildings at 153 and 157 Walker Street are provided via Walker Street. Vehicular access of 153 and 157 Walker Street is provided via separate driveways on Little Walker Street. Traffic currently enters Little Walker Street from Berry Street and exits onto Mount Street. The vehicular access to 157 Walker Street also provides access to a public car park operated by Wilson Parking.

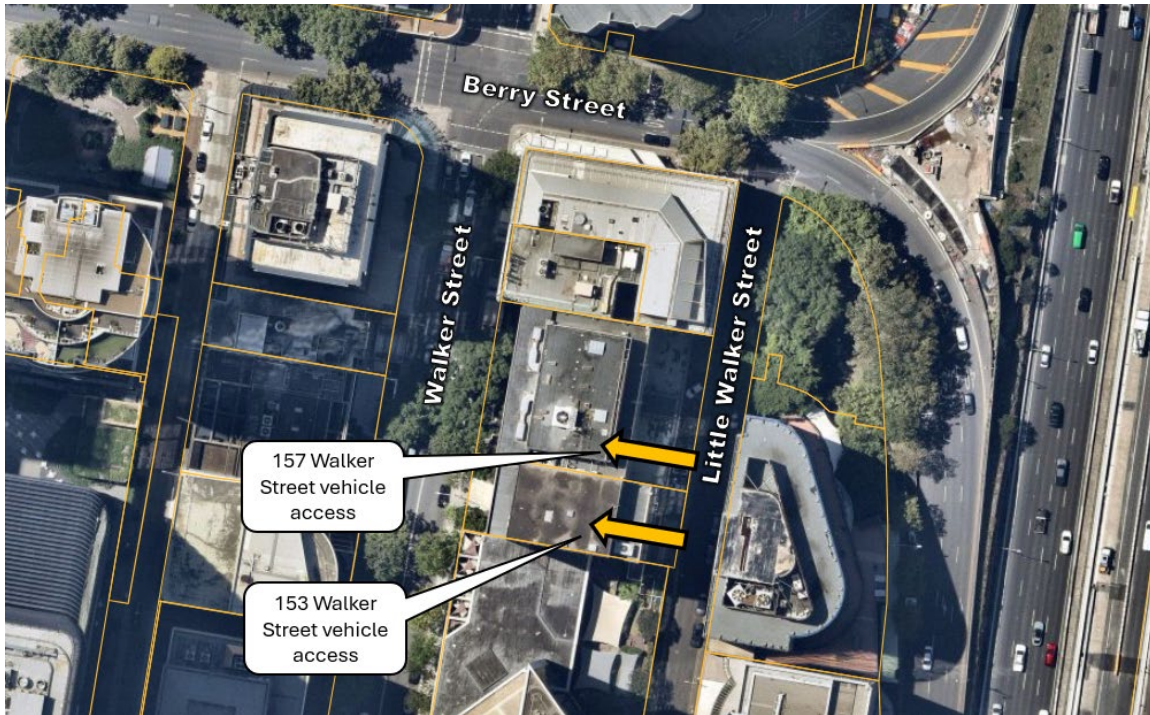


Figure 2 Existing vehicle access to 157 Walker Street

## 2.3 Car parking

The sites currently have a combined parking capacity of 128 parking spaces, comprising of:

- 45 spaces within 153 Walker Street
- 83 spaces within 157 Walker Street

Both car parking areas are accessible via Little Walker Street.

## 2.4 Road network

To manage the extensive network of roads for which councils are responsible under the Roads Act 1993, Transport for NSW (TfNSW) in partnership with local government established an administrative framework of *State, Regional, and Local Road* categories. State Roads are managed and financed by TfNSW and Regional and Local Roads are managed and financed by councils.

Regional Roads perform an intermediate function between the main arterial network of State Roads and council controlled Local Roads. Key State and Regional roads which provide access to the site are illustrated in Figure 3.

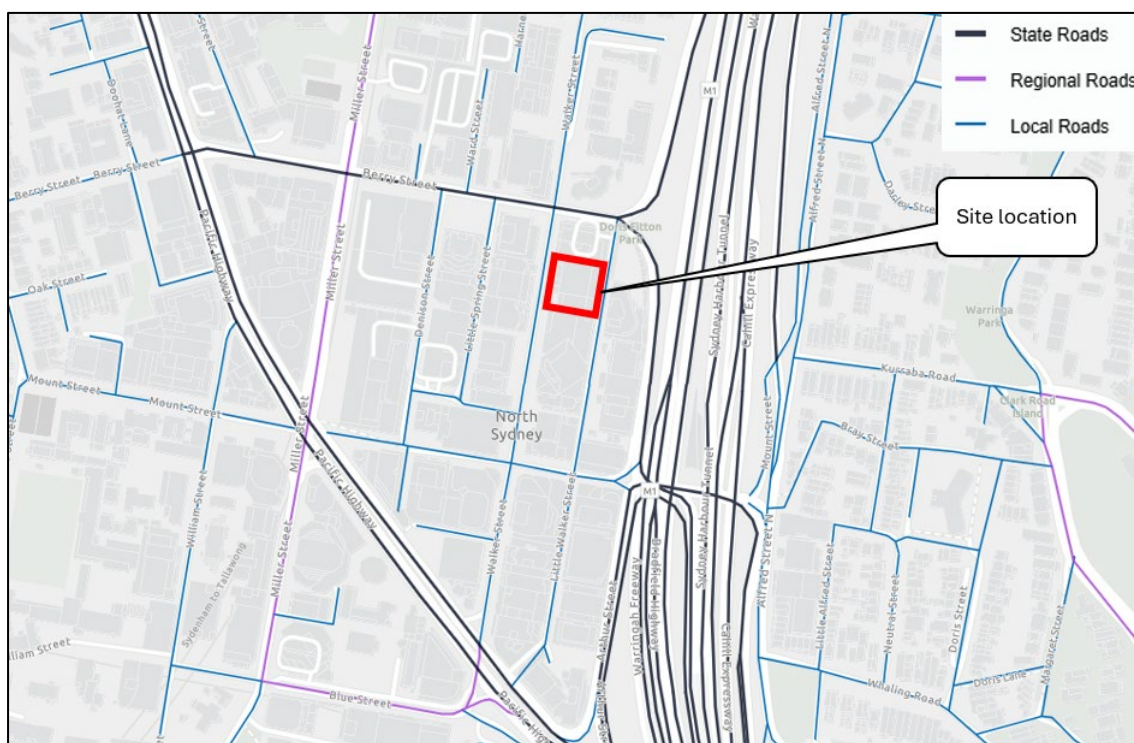


Figure 3 Road network serving the site

Key State roads providing access to the site include the Warringah Freeway, Pacific Highway and Berry Street. Blue Street and Miller Street are regional roads providing connectivity to the State road network. Both Walker Street and Little Walker Street are local roads under the control of North Sydney Council.

## 2.5 Public transport services

### 2.5.1 Overview

The North Sydney CBD is already well-served by an extensive public transport network, including metro, train, and bus services. The site benefits from high-frequency, multi-modal access, with major public transport nodes located within a short walking distance. Existing public transport services are illustrated in Figure 4, and include:

- North Sydney rail and bus interchange located approximately 450m or a 5 -7 minute walk of the site
- Victoria Cross Metro station located entry located on the corner of Berry Street and Miller Street just 200m or a 3 minute walk from the site
- Various bus stops available within a five minute walk of the site on the Pacific Highway, Miller Street and Blue Street.

These services provide high-capacity, reliable access to major employment centres across Greater Sydney and support strong public transport uptake across the North Sydney CBD.

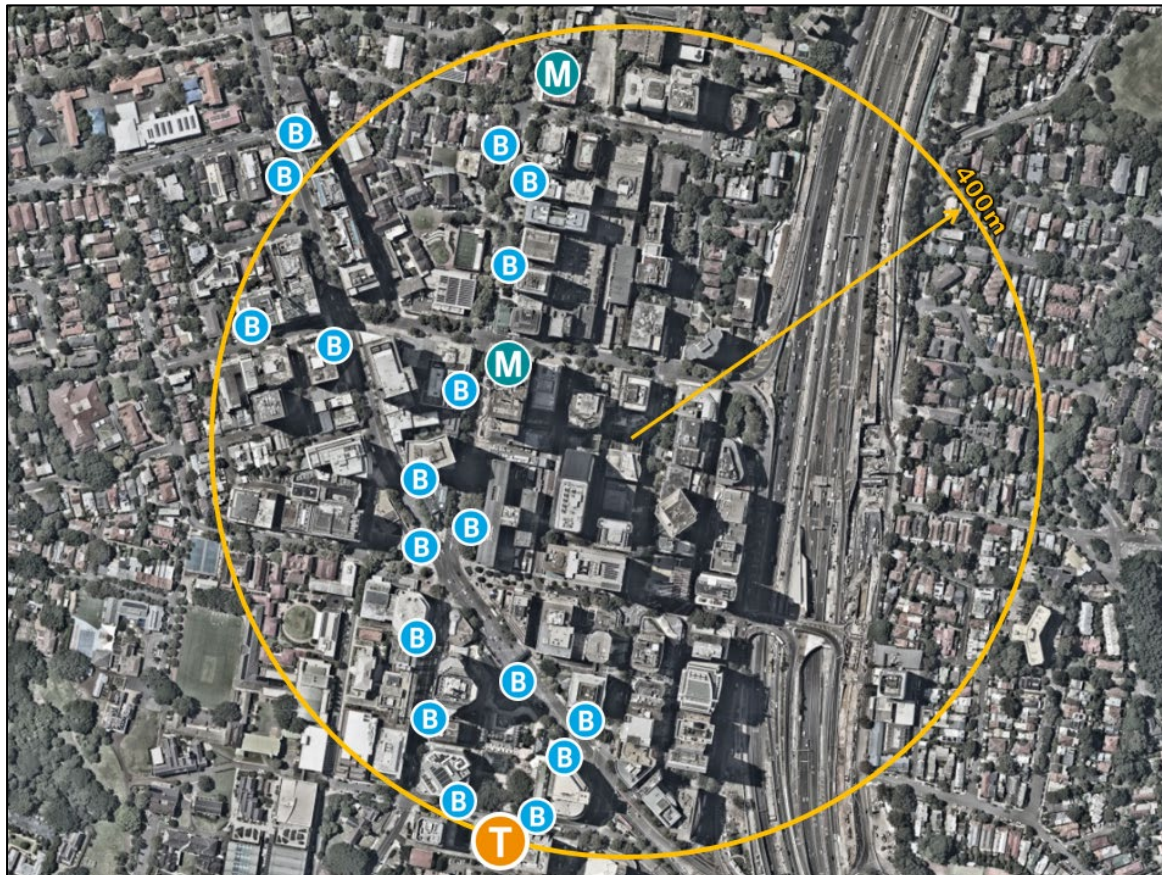


Figure 4 Existing public transport accessibility

## 2.5.2 Sydney metro

The introduction of the Sydney Metro (City and Southwest) service from August 2024 provided additional connectivity to and from the site. Victoria Cross Station was delivered as part of this project and is accessed on Miller Street at either Berry Street or McLaren Street. This metro station, which opened in August 2024, has significantly added to the already well provisioned public transport amenities in the area.

From Victoria Cross Station, which is only 200m walk from the subject site, Central Station may be reached in approximately 9 minutes and Martin Place Station in 5 minutes. The Sydney Metro route and station locations are shown in Figure 5.

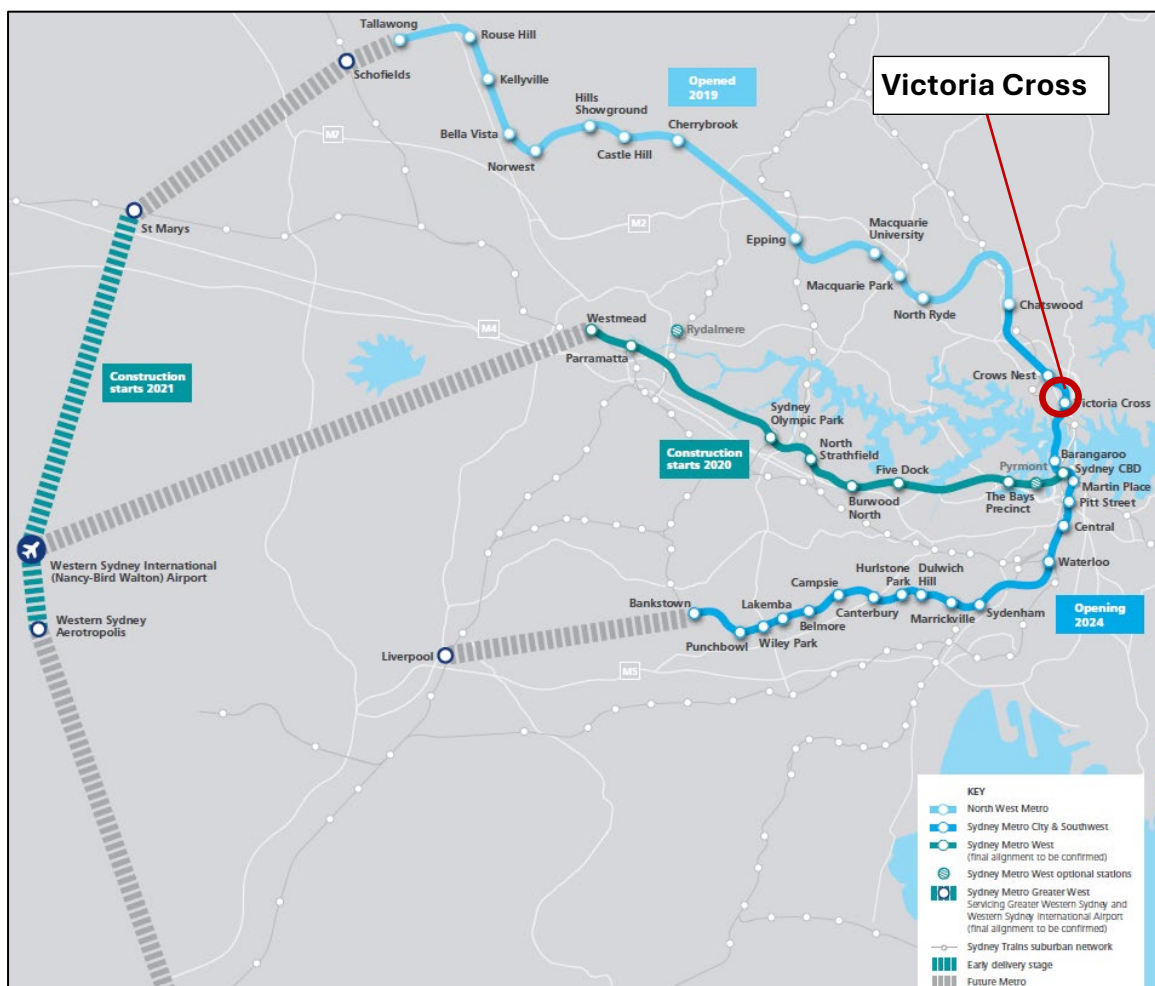


Figure 5 Sydney Metro network

Source: Transport for NSW

### 2.5.3 Bus services

The site is serviced by up to 33 bus routes on Miller Street and the Pacific Highway. Bus stops are arranged in pairs on Miller Street to the south of McLaren Street, which are both within 400m of the site. Buses operate frequently at intervals of up to 3 minutes during peak hours. The existing bus routes serving the site are shown in Figure 6.

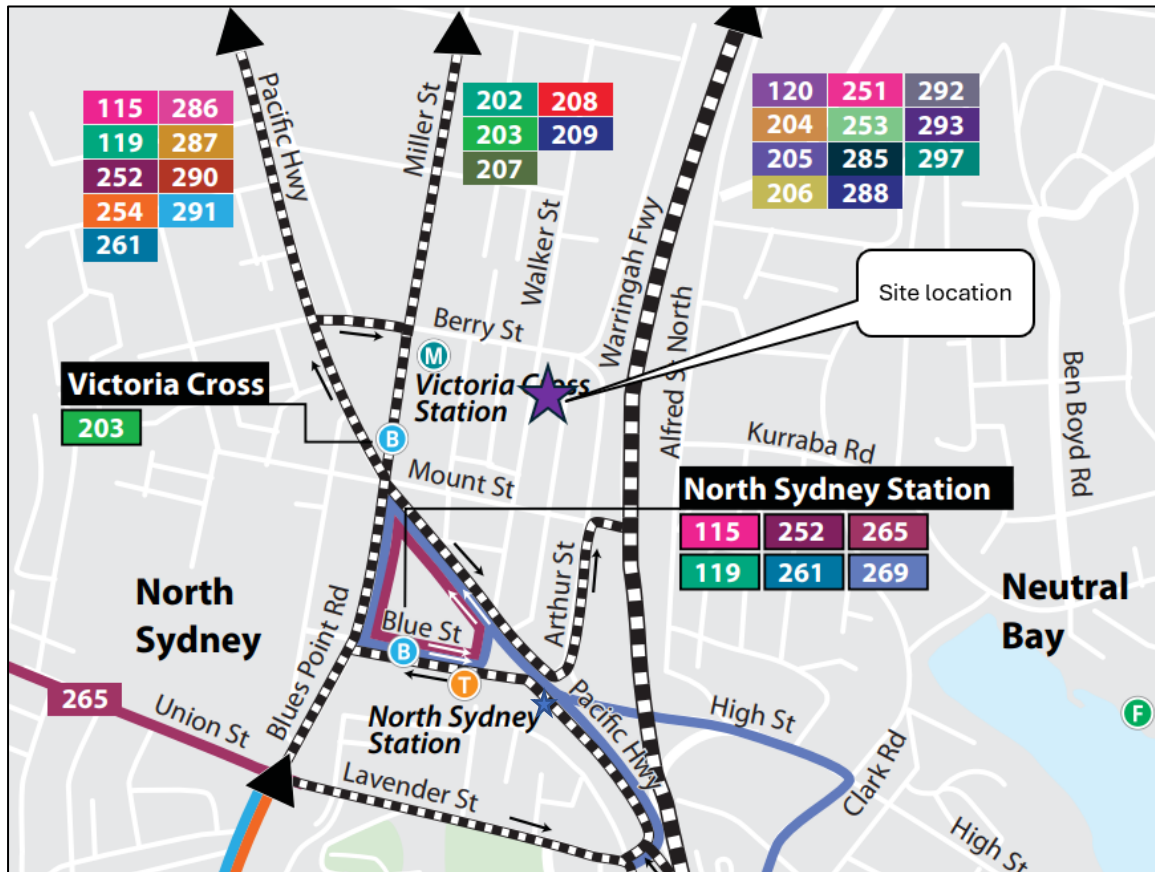


Figure 6 Bus routes serving the site

### 2.5.4 Heavy rail services

North Sydney Station is located approximately 500m away from the site and is part of the T1 North Shore Line and T9 Northern Lines – providing frequent services to destinations across Greater Sydney. To the south of the site, there is a pedestrian portal on the Pacific Highway to connect to the concourse through Greenwood Plaza. Alternatively, the station can be accessed by pedestrians via Blue Street at ground level. Train users access between North Sydney train station and the site mainly via Walker Street and Little Walker Street.



Figure 7 Sydney trains network

## 2.6 Public transport accessibility

A key indicator of the level of public transport accessibility a site contains is the number of locations accessible within a 30 minute public transport catchment. A key objective of the Greater Sydney Commission’s Greater Sydney Region Plan is to deliver a 30-minute city where jobs, education, services and quality public transport spaces are in easy reach of residences.

As illustrated in Figure 8 several key centres across Sydney, including the Sydney CBD, North Sydney, Chatswood, and Macquarie Park are able to be reached within 30 minutes by public transport from the site. The local area is also highly accessible across the North Sydney Council area. This high level of accessibility strongly supports the use of public transport for daily commuting.

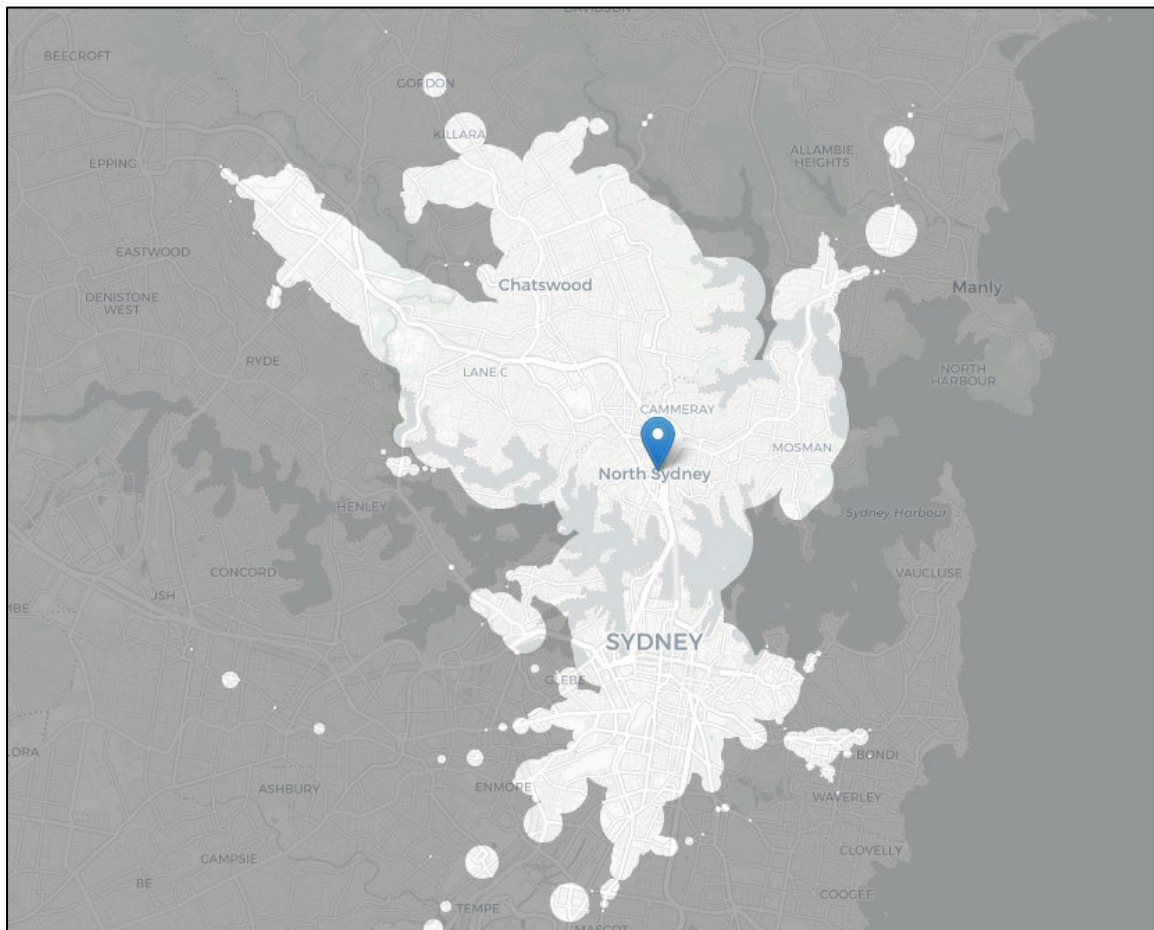


Figure 8 30 minute public transport catchment

Source: <https://www.mapnificent.net/sydney>

## 2.7 Walking and cycling network

Figure 9 shows an extract of the Northern Sydney Cycling Map, combining a summary of cycling routes and shared path infrastructure across the North Sydney, Lane Cove and Willoughby Council areas. This shows a range of active transport routes including Miller Street to the west of the site.

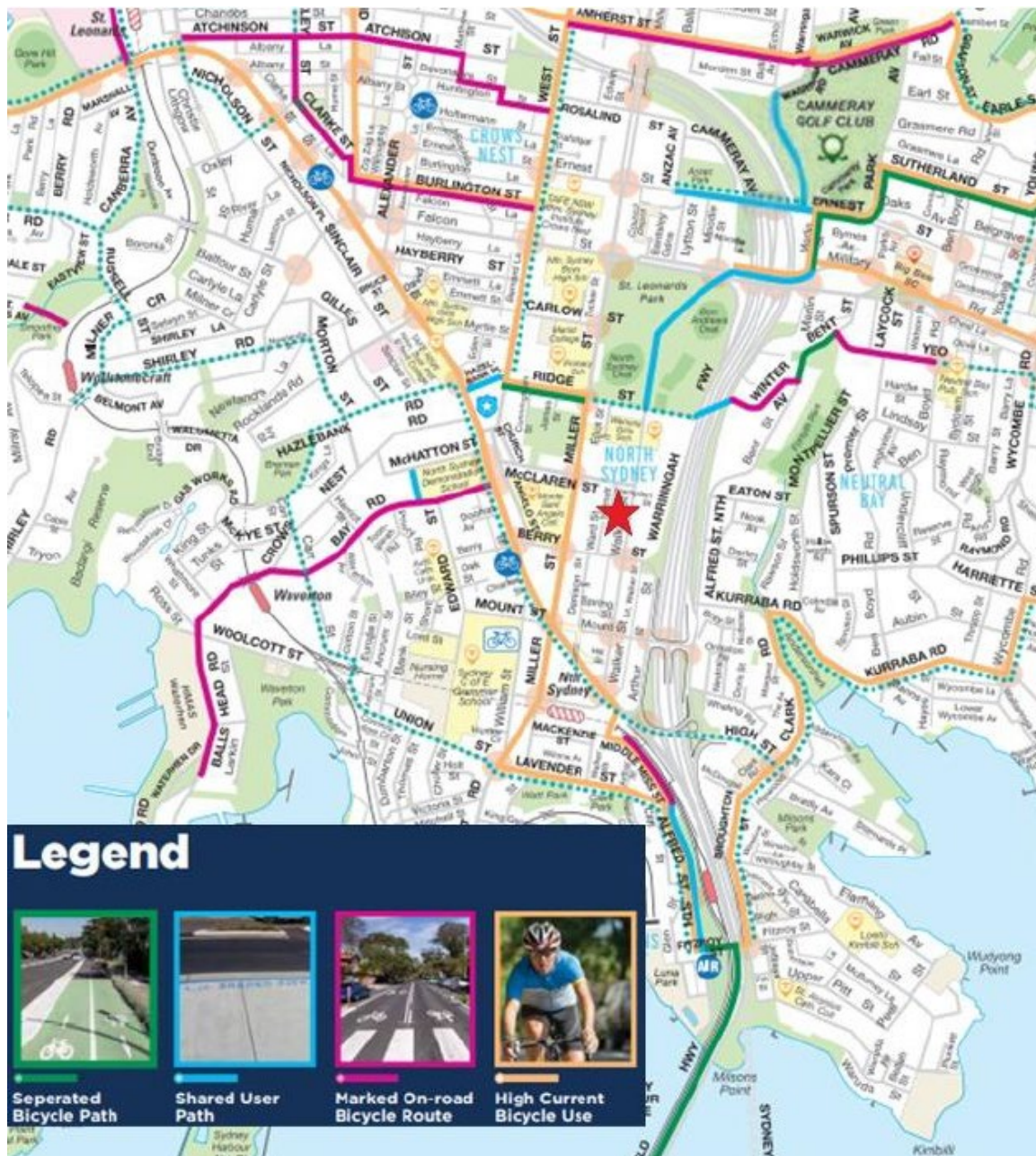


Figure 9 Extract of North Sydney Cycling map

Figure 10 indicates the 15 and 30 minute walking catchments from the site – demonstrating significant coverage for the North Sydney, Neutral Bay and Crows Nest areas.

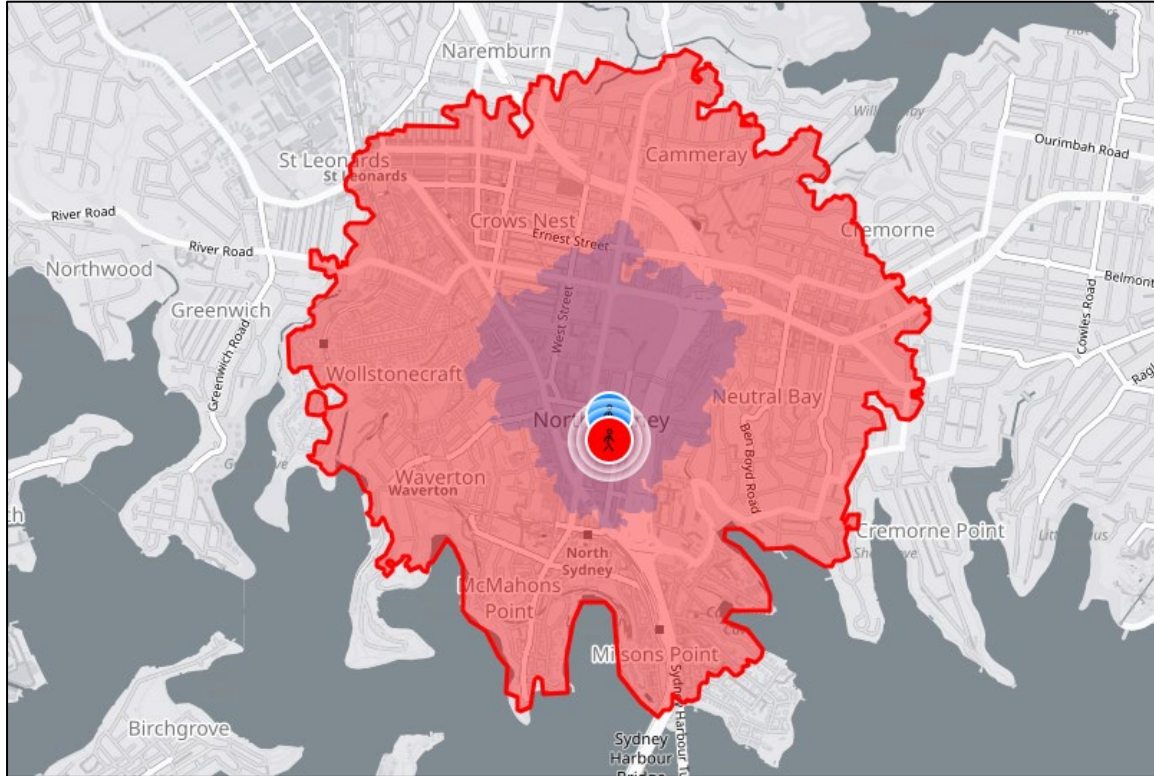


Figure 10 Walking catchment maps

Source: <https://app.traveltime.com>

## 2.8 Crash data

A review of crash data published by Transport for NSW for the most recent five year period has been reviewed and is shown in Figure 11. This indicates no recorded crash history immediately adjacent to the site on Walker Street or Little Walker Street, with majority of crashes recorded along the Warringah Freeway where traffic volumes are highest. The analysis confirms there are no major concerns in relation to road safety along frontage of the site on Walker Street or Little Walker Street.

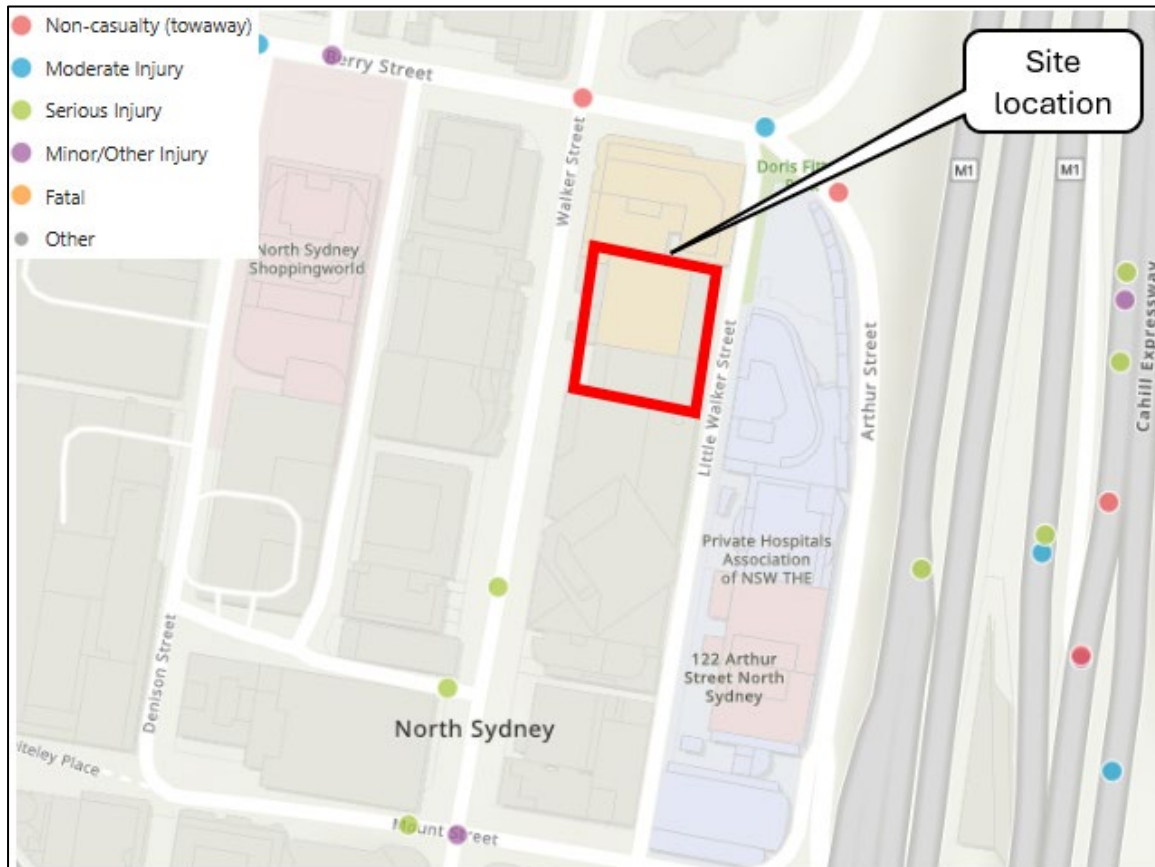


Figure 11 Crash data

Source: NSW Centre for Road Safety

## 3 Transport Impact Assessment

### 3.1 Vehicle site access

Vehicle access into the site as indicated in the proposal would be via a single driveway access point on Little Walker Street as shown in Figure 12 below. This access point location is largely consistent with that identified as part of the current approval for the site under DA 393/22.

Vehicular access via Little Walker Street is also consistent with current conditions for the site, with separate driveways for 153 and 157 Walker Street provided via this same roadway.

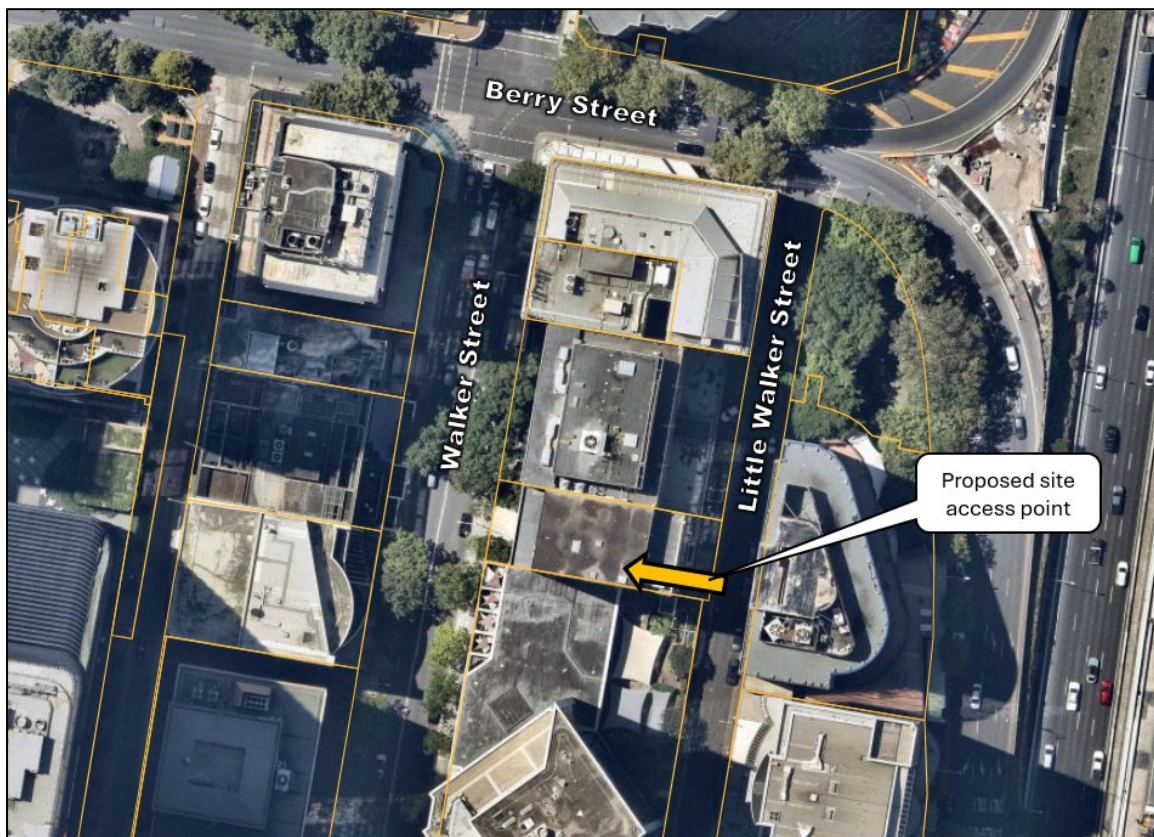


Figure 12 Proposed vehicle site access

The vehicle access point has been designed in accordance with the design requirements set out in the relevant Australian Standard, namely AS2890.1:2004 Vehicle swept paths indicating the entry and exit of passenger vehicles from the site is provided on the following page – demonstrating suitable allowance for simultaneous movement of vehicles entering and exiting the site.

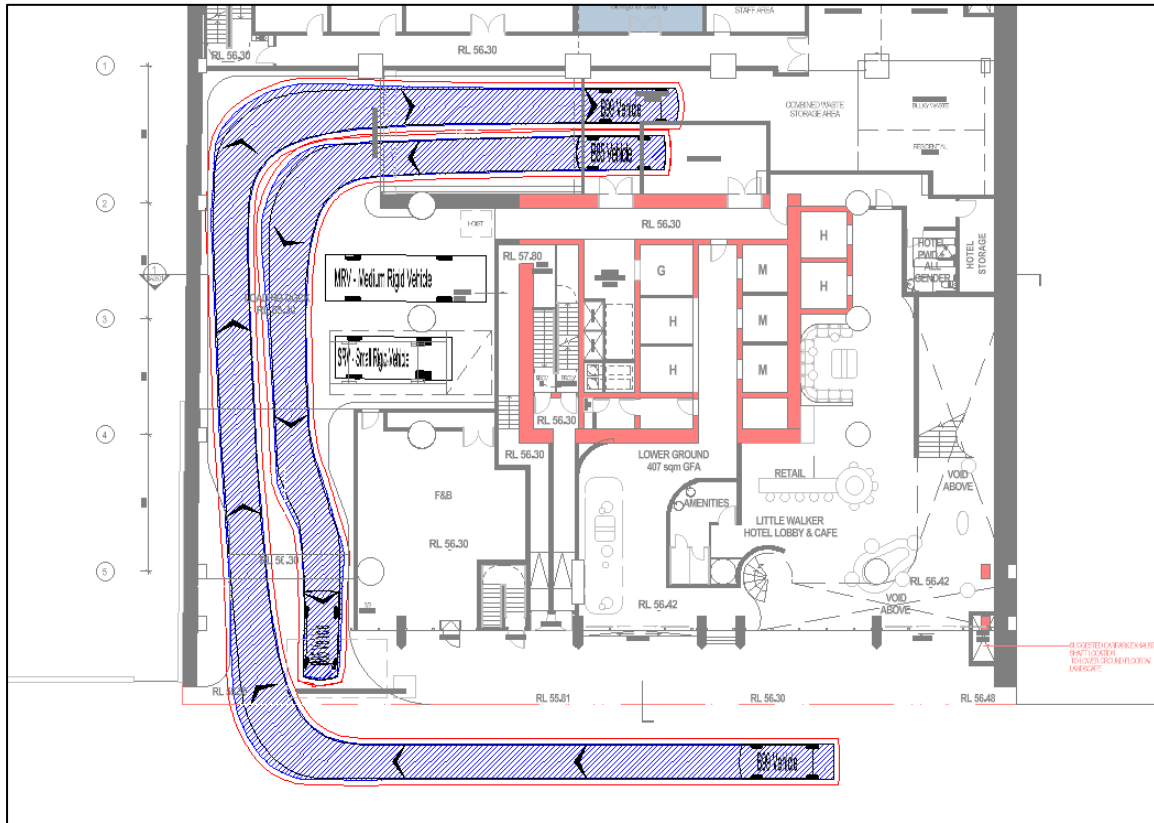


Figure 13 Swept paths - passenger vehicle entering and exiting the site

### 3.2 Car park design

The car park has been designed in accordance with AS2890.1 with respect to ramp gradients, circulation aisle widths and car space dimensions. A review of the plans has found that the car park layout complies with the requirements of AS2890.1-2004 for all uses. Relevant dimensions provided include aisles minimum 5.8 metres wide with parking spaces 2.4 metres wide by 5.4 metres long

The main entry ramp has a relatively flat gradient for the first 6m beyond the property boundary in accordance with AS2890.1. The following vehicle clearance heights will be provided in the on-site car parking areas to accommodate the safe movement of vehicles:

- 4.5m height clearance within the ground floor loading dock to accommodate a range of delivery vehicles; and
- 2.2m clearance height within the basement levels, as per the requirements of AS2890.1. The exception to this will be a 2.5m clearance height above accessible car parking spaces and adjoining shared areas as required under AS2890.6.

### 3.3 Loading area

The proposal includes an on-site loading dock which can accommodate a range of service vehicles including an 8.8m long Medium Rigid Vehicle (MRV). The loading area will have a height clearance of 4.5m and therefore sufficient for a range of waste and delivery vehicles to the site.

The loading area has been designed to simultaneously accommodate both an 8.8m long Medium Rigid Vehicle (MRV) and a 6.4m long Small Rigid Vehicle (SRV).

Prior to the morning of residential waste collection bins will be presented in the loading dock in close proximity to the site to allow for bin collection to occur efficiently. The loading dock will be subject to a plan of management so that it can not be used during bin collection periods. Waste collection for the non-residential uses will occur within the loading dock itself.

The loading area can be access via Little Walker Street and is combined with the residential car park entry / exit point. Vehicle swept paths have been developed to confirm the suitability of the design to accommodate the movement of delivery vehicles and a Council waste collection vehicles into and out of this loading area as demonstrated in the swept paths provided in Figure 14.

Deliveries via MRVs are expected to be infrequent and limited to residential move in – move outs which will typically take place once per week on average. The most common vehicle type to frequent the site would be a Small Rigid Vehicle.

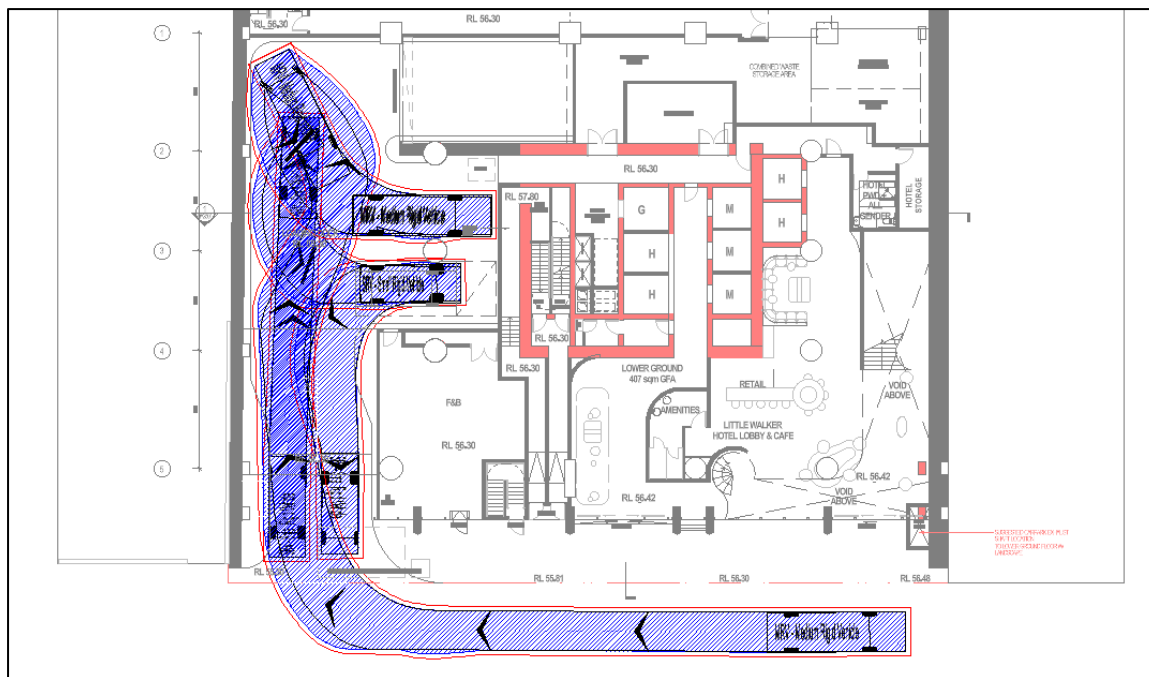


Figure 14 Swept paths – on-site loading area

### 3.4 Loading dock management

The building management team will be required to engage and maintain a Loading Dock Manager to organise and supervise delivery and removal activities. The Building Manager will need to be present on the site during all normal servicing hours and contactable by mobile phone at other times to oversee the operation of the loading dock areas.

Each commercial/retail tenant would be allocated one of the delivery windows for their deliveries to occur. Residents would need to book-in times with building management if they require the loading dock for activities (such as moving/receiving furniture). A delivery schedule will be organised by management to stagger and control arrival of deliveries.

### 3.5 Future mode share and travel demand

A target mode split for the proposal has been set and is presented in Table 5 for both building residents and hotel / retail users. This modal split has been developed based on existing travel patterns (see Section 2.1) and the proximity of the site to current and future transport services. The majority of trips from the site will be continue to be via public transport or walking. With the advent of the recently opened Sydney Metro station at Victoria Cross (less than 5 minute walk from the site) as well as the limited on-site parking provision the proportion of residents using private vehicle to travel from the site is expected to be approximately 10%.

Table 5 Mode share and travel demand

Travel mode	Residential trips			Retail/Hotel trips			Total	
	Mode share	AM peak hour	PM peak hour	Mode share	AM peak hour	PM peak hour	AM peak hour	PM peak hour
Car driver	10%	20	18	6%	5	5	25	23
Car passenger	3%	6	5	40%	35	35	41	41
Bus	8%	16	14	5%	4	4	20	19
Train / Metro	38%	74	68	40%	35	35	109	103
Walk	4%	8	7	4%	4	4	11	11
Other	37%	72	66	5%	4	4	77	70
<b>Total</b>	<b>100%</b>	<b>195</b>	<b>178</b>	<b>100%</b>	<b>88</b>	<b>88</b>	<b>283</b>	<b>266</b>

As previously noted in Section 1.6 the previously approved development proposals for the site were forecast to generate over 580 trips during the peak hour of the day. In comparison the uses envisaged under the SSDA results in a significant reduction (over 50% reduction) to that previously assessed and deemed acceptable by the consent authority.

### 3.6 On-Street parking

As the site is located within the heart of the North Sydney CBD there are only metered restricted parking opportunities available on surrounding streets. All streets surrounding the site are all subject to parking restrictions throughout the day. Therefore due to the lack of unrestricted parking opportunities residents will be unable to park on surrounding streets. As such, the proposed development is not anticipated to result in any meaningful change to the local supply of on-street parking

The driveway locations indicated in the reference scheme does not impact any existing on-street parking spaces on Little Walker Street. On the contrary, the proposed number of vehicle crossovers along Little Walker Street is proposed to reduce from two (existing) to one (proposed). The proposed consolidation of vehicle access arrangements for the site is preferable with respect to pedestrian amenity and safety.

### 3.7 Off-Street parking

Car parking for both the residential and non-residential uses within the site have been provided in accordance with the parking rates outlined in the North Sydney DCP. These parking rates and associated parking requirements are summarised Table 6. This confirms that the proposed level of parking is no greater than the maximum level of parking permissible under Council's controls.

Table 6 Car parking – residential uses

Type		No. of units / GFA	Max. Parking Rate (North Sydney DCP)		Spaces provided
			Parking Rate	No. of Spaces	
Residential Apartments	1 bed	65	0.4	26	<b>215</b>
	2 bed	139	0.7	97	
	3/4 bed	92	1	92	
	<b>Sub-Total</b>	<b>296</b>		<b>215</b>	
Non-Residential uses (hotel & retail)		6,759m <sup>2</sup>	1 / 400m <sup>2</sup>	17	<b>17</b>
<b>Total</b>					<b>232</b>

## 3.8 Forecast traffic generation

### 3.8.1 Existing traffic generation

The existing site comprises two commercial buildings containing 128 car parking spaces. Traffic surveys were undertaken in March 2025 at the existing driveways to understand the level of traffic generated by the current site uses, with these surveys indicating the following traffic movements:

- AM Peak hour: 25 vehicles (20 vehicles in, 5 vehicles out)
- PM Peak hour: 22 vehicles (3 vehicles in, 19 vehicles out)

### 3.8.2 Future traffic generation

#### ***Residential Uses***

Transport for NSW (formerly Roads and Maritime) published a Technical Direction (TDT2013/04a) that described vehicular trip rates for residential developments. Given the constrained parking environment within the site it is appropriate to forecast traffic movements based on the quantum of parking provided within the site. Site-specific traffic generation rates provided in the TfNSW Technical Direction for residential units in St Leonards (with similar levels of public transport access to North Sydney) are as follows

- AM Peak hour: 0.10 trips per car space
- PM Peak hour: 0.05 trips per car space

#### ***Non-Residential Uses***

For non-residential trips (retail and hotel) the level of traffic generation is anticipated to be related to the extent of car parking provision provided on the site. The vast majority of trips generated by these non-residential uses would be via public transport or taxis/ride-share vehicles that are already circulating on the local road network and not contributing to additional levels of traffic generation. The traffic generation rates adopted for non-residential uses are noted below:

- AM Peak hour: 0.50 trips per car space
- PM Peak hour: 0.50 trips per car space

### 3.8.3 Net traffic generation

Considering the various uses envisaged within the proposal, along with the traffic movements generated by the existing site uses, the overall increase in traffic generation is summarised in Table 7 below. This importantly demonstrates that there is essentially no change in traffic generation with the proposed development when compared to current site conditions.

Table 7 Forecast additional traffic generation resulting from proposal

Scenario	Use	Quantum	Unit	Forecast Traffic Generation	
				AM Peak Hour	PM Peak Hour
<b>Existing</b>	Commercial	128	Parking Spaces	-25	-22
<b>Proposal</b>	Residential	215	Parking Spaces	+21	+11
	Non-Residential (hotel / retail)	17	Parking Spaces	+9	+9
<b>Net Additional Traffic</b>				<b>+5</b>	<b>-2</b>

### 3.9 Road network impacts

The traffic generation analysis indicates that the proposal will result in a negligible change in vehicle trips compared to current conditions – with a minor reduction in vehicle travel during the PM peak hour. The 5 additional trips in the AM peak hour, equivalent to just one vehicle every 12 minutes, would not result in any adverse impacts on the surrounding road network nor any operational or safety issues on surrounding key intersections. It would not register any difference in any traditional traffic modelling program in a ‘with development’ and ‘without development’ traffic scenarios.

The site’s location in the heart of the North Sydney CBD, with excellent access to jobs, services, education and public transport, will limit any reliance on private vehicle travel and minimise traffic impacts – particularly when compared to current conditions.

It is also relevant that the forecast level of traffic generation from the proposal is largely consistent with that anticipated as part of the recently approved development proposal – refer to Section 1.6. Given the impacts of this level of traffic generation has been previously reviewed and deemed acceptable by the consent authority, it can be concluded that the subject SSDA will also have acceptable traffic impacts on the surrounding road network.

The proposal intends to maintain existing vehicle access arrangements via Little Walker Street, with no vehicular access proposed from the busier Walker Street frontage.

In this context no SIDRA (or similar) traffic modelling is warranted and the road network impacts of the proposal are considered acceptable with no further mitigation measures required.

### 3.10 Public transport accessibility

The advent of Sydney Metro (City and Southwest) which opened in August 2024 has provided additional connectivity to and from the site. Victoria Cross Metro Station opened in August 2024 and is located within a five minute walk of the site – supporting travel by public transport and reducing reliance on private vehicles. From Victoria Cross key centres such as the Sydney CBD, Chatswood and Central Station may all be reached within 10 minutes. This metro station has significantly added to the already well provisioned public transport amenities in the area which also includes heavy rail access and numerous bus stops.

### 3.11 Bicycle parking and end of trip facilities

The proposal makes provision for one bicycle parking space for every residential apartment in the basement of the building – complying with the requirements of the North Sydney DCP. Additional visitor bicycle parking is to be provided for residential visitors, hotel guests and users of the ancillary retail space.

Land Use	No. of units / GFA	User type	Bicycle parking requirement	
			Rate	Number
Residential	296 units	Residents	1 / unit	296
		Visitors	1 / 10 units	30
Retail	174m <sup>2</sup>	Staff	1 per 250 m <sup>2</sup>	1
		Visitors	2 plus 1 per 100m <sup>2</sup> over 100m <sup>2</sup>	2
Hotel	164 rooms 20 staff	Staff	1 space for every 4 staff	5
		Guests	1 space for every 20 hotel rooms	8
<b>Total</b>				<b>342</b>

Noting the majority of building users will have their own change facilities (either in their apartments or hotel rooms), a single shower and change area is to be provided for building staff. This end of trip facility complies with the requirements of the North Sydney DCP based on a development providing 10 or less staff bicycle parking spaces.

### 3.12 Emergency vehicles

Existing arrangements for emergency vehicles will be maintained. This includes provision for emergency vehicles to park adjacent to the site on either Walker Street or Little Walker Street. If required emergency vehicles would also have the ability to enter the site via Little Walker Street, with headheights provided of over 4m in the building which is sufficient to accommodate these types of vehicles.

### 3.13 Road user safety

No impacts to road user safety are expected as a result of the proposal given:

- There is no recorded history of crashes or road safety issues adjacent to the site as previously described in Section 2.8 of this document;
- The constrained on-site parking environment to be provided as part of the proposal;
- There are currently two vehicle access points at the site (one for each existing building along Little Walker Street). Proposed arrangements for vehicle access will be consolidated into one vehicle access point – improving conditions for pedestrians, reducing conflict points and improving road user safety;
- Active ground level uses, including ancillary retail tenancies and a hotel lobby, will activate the adjoining street frontages and improve pedestrian amenity;
- Location of the driveway access point on Little Walker Street, away from the busier and more active pedestrian environment of Walker Street;
- Pedestrian priority along Little Walker Street will be emphasised with the vehicle driveway entrance to be fully integrated with the adjoining footpath, at one continuous level; and
- Residents and visitors are expected to use sustainable transport modes as described in Section 4 of this document.

## 4 Preliminary Green Travel Plan

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### 4.1 GTP purpose

This report includes a preliminary Green Travel Plan (GTP), outlining early strategies to support sustainable transport use. A more detailed GTP will be prepared before the building opens, tailored to the future users and current transport context. Requiring this plan before occupation is standard for developments of this scale and can be included as a condition of consent.

### 4.2 GTP overview

A Green Travel Plan is a package of measures put in place by the development occupants to try and encourage more sustainable travel. It is a means for a development to demonstrate a commitment and take a pro-active step towards improving the environmental sustainability of its activities.

More generally, the principles of a GTP are applied to all people travelling to and from a site. Government authorities are placing increasing emphasis on the need to reduce the number and lengths of motorised journeys and in doing so encourage greater use of alternative means of travel with less negative environmental impacts than the car.

### 4.3 GTP objectives

A GTP is a package of measures aimed at promoting and encouraging sustainable travel and reducing reliance on the private car. The GTP for the site will assist in reducing car reliance by promoting alternative, sustainable modes of travel. The GTP aims to encourage and support the broader use of sustainable travel options by the community in carrying out their daily activities.

Sustainable travel options include active transport (including travel by foot, bicycle and other non-motorised vehicles) and public transport. The GTP focuses on minimising the impact of events on the local and wider transport network and encourages those accessing the site to do so by sustainable modes of transport, thereby reducing car dependency for residents, staff and visitors of the site.

The key objectives of the GTP are to:

- Achieve a high modal share for public transport, cycling and walking journeys for residents, staff and visitors of the site;
- Reduce private vehicle dependency as a means of access to the site;
- Ensure adequate facilities are provided at the site to enable users to travel by sustainable transport modes; and

- Raise awareness of, and actively encourage the use of, sustainable transport amongst users.

#### 4.4 Design initiatives

A number of initiatives have been incorporated within the design of the building to promote travel by sustainable modes and reduce car dependency – in line with the objectives of the GTP. These design measures include:

- Provision of publicly accessible car share spaces within the basement of the building.
- Bicycle parking for residents, staff and visitors in line with the minimum requirements outlined in the North Sydney DCP.
- End of trip facilities (showers, lockers, change areas) for staff of the building.
- Strong pedestrian access from Walker Street and Miller Street.
- Strong access to nearby public transport including bus stops on Miller Street and the Victoria Cross metro station.

#### 4.5 Potential strategies

A suite of potential measures is described below to be implemented as part of the GTP, which can be developed further as the development progresses.

Table 8 List of potential GTP measures

Action	Responsibility
<b>Cycling</b>	
Provide sufficient cycle parking to meet needs, which is easily accessible and secure	Developer
Provide adequate cycle parking facilities for visitors	Developer
Ensure cycle parking is clearly visible or provide signage to direct people to cycle bays	Building manager
Produce a map showing cycle routes and bike stands in the area	Building manager
Supply a communal toolkit for staff consisting of puncture repair equipment, a bike pump, a spare lock and lights.	Building manager
Promote the participation in annual events such as 'Ride to Work Day'	Building manager
<b>Walking</b>	
Identify residents living near work that may be interested in walking to work	Building manager
Identify through the travel survey what incentives might need to be put in place for non-walkers to consider a mode shift	Building manager
<b>Public Transport</b>	
Develop a map showing public transport routes in the area	Building manager

Action	Responsibility
Put up a noticeboard with leaflets or building app and maps showing the main public transport routes to and from the site	Building manager
<b><i>Carshare / Carpooling</i></b>	
Establish a car pooling program to help people find someone to share in their daily commute. Engagement with car share operators (e.g. Go Get) will take place closer to the initial occupancy of the development to confirm there is market demand for these spaces.	Building manager
Develop a map showing car-share spots in the area to encourage staff and visitors to use a shared car (e.g. GoGet) if they are required to drive	Building manager

The information provided within the GTP will be provided to residents, staff and visitors in the form of a package of easy to understand travel information known as a Transport Access Guide (TAG).

#### 4.6 Monitoring and management

The monitoring of the GTP would require travel surveys to be undertaken with a focus to establish travel patterns including mode share of trips to and from the Site. It is anticipated that the first set of surveys would be undertaken within six months of first occupation to obtain the baseline mode shares for the site.

The implementation of the GTP will need a formal Travel Plan Co-ordinator (TPC), who will have responsibility for developing, implementing and monitoring the GTP.

Once the plan has been adopted, it is essential to maintain interest in the scheme. Each new initiative in the plan will need to be publicised and marketing of the project as a whole will be important.

## 5 Preliminary Construction Traffic & Pedestrian Management Plan

### 5.1 Overview

For the purposes of the SSDA a preliminary Construction Traffic & Pedestrian Management Plan (CTPMP) has been prepared. This preliminary CTPMP outlines the key principles for how construction may be carried out on the site, subject to further planning to be undertaken during subsequent stages of the project. As the project is early in the design phase details around construction timeframes, methodology and processes are not yet confirmed.

Prior to the commencement of construction for the site, a detailed CTPMP will be prepared. This will be reinforced through an appropriately worded condition of consent, with the purpose of the CTPMP to assess the proposed access and operation of construction traffic associated with the proposed development with respect to safety and capacity. The contractor will be responsible for preparing the CTPMP, ensuring the following are addressed:

- Proposed construction vehicle routes;
- Indicative construction programme;
- Expected construction vehicle types and volumes;
- Car parking arrangements and site access during construction;
- Safety measures to minimise impacts to pedestrians and cyclists; and

The contractor will also be responsible for monitoring and coordinating all vehicles entering and exiting the site.

### 5.2 Construction hours

Works are to be carried out during the following standard North Sydney Council working hours:

- Weekdays: 7.00am – 7.00pm
- Saturdays: 7.00am – 1.00pm
- Sundays and public holidays: No work

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

### 5.3 Vehicle types

To facilitate the works on site it is expected that a range of vehicles will be utilised, including:

- 12.5m Heavy Rigid Vehicles (HRVs)
- 8.8m Medium Rigid Vehicles (MRVs)
- 6.4m Small Rigid Vehicles (SRVs).

On a daily basis it is also expected that smaller utes and vans will access the site. Special permits and approval from Council will be required to bring in larger and oversize vehicles during the works if required. These will be managed on a case by case basis in close consultation with North Sydney Council.

### 5.4 Forecast vehicle volumes

It is expected the works may generate the following level of vehicle activity:

- Typical workday: 20 vehicles per day / 2-4 vehicles per hour
- Busy workday: 40 vehicles per day / 4-8 vehicles per hour

Trips generated by construction staff will typically be outside of the main road network peaks. The impact of construction traffic volumes on the external network is therefore expected to be low. The good availability of public transport in the area, particularly the nearby Victoria Cross metro station and North Sydney train station, will encourage many workers to minimise private vehicle use which will further reduce the impacts on the local road network.

### 5.5 Construction vehicle routes

The proposed construction vehicle access routes (for heavy vehicles) have been selected to align with key State and Regional roads such as the Warringah Freeway, Falcon Street, Pacific Highway and Miller Street.

The construction vehicle routes will be developed as the project progresses further, however for the purposes of this preliminary assessment the anticipated routes are illustrated in Figure 15. No queuing or marshalling of construction vehicle will be permitted on public roads.

#### **Approach Routes**

- North: M1 Warringah Freeway, Falcon Street exit, Miller Street, Berry Street, Walker Street
- South: M1 Warringah Freeway, Falcon Street exit, Miller Street, Berry Street, Walker Street

## Departure Routes

- North: Walker Street, Pacific Highway, M1 Warringah Freeway (northbound)
- South: Walker Street, Pacific Highway, M1 Warringah Freeway (southbound)

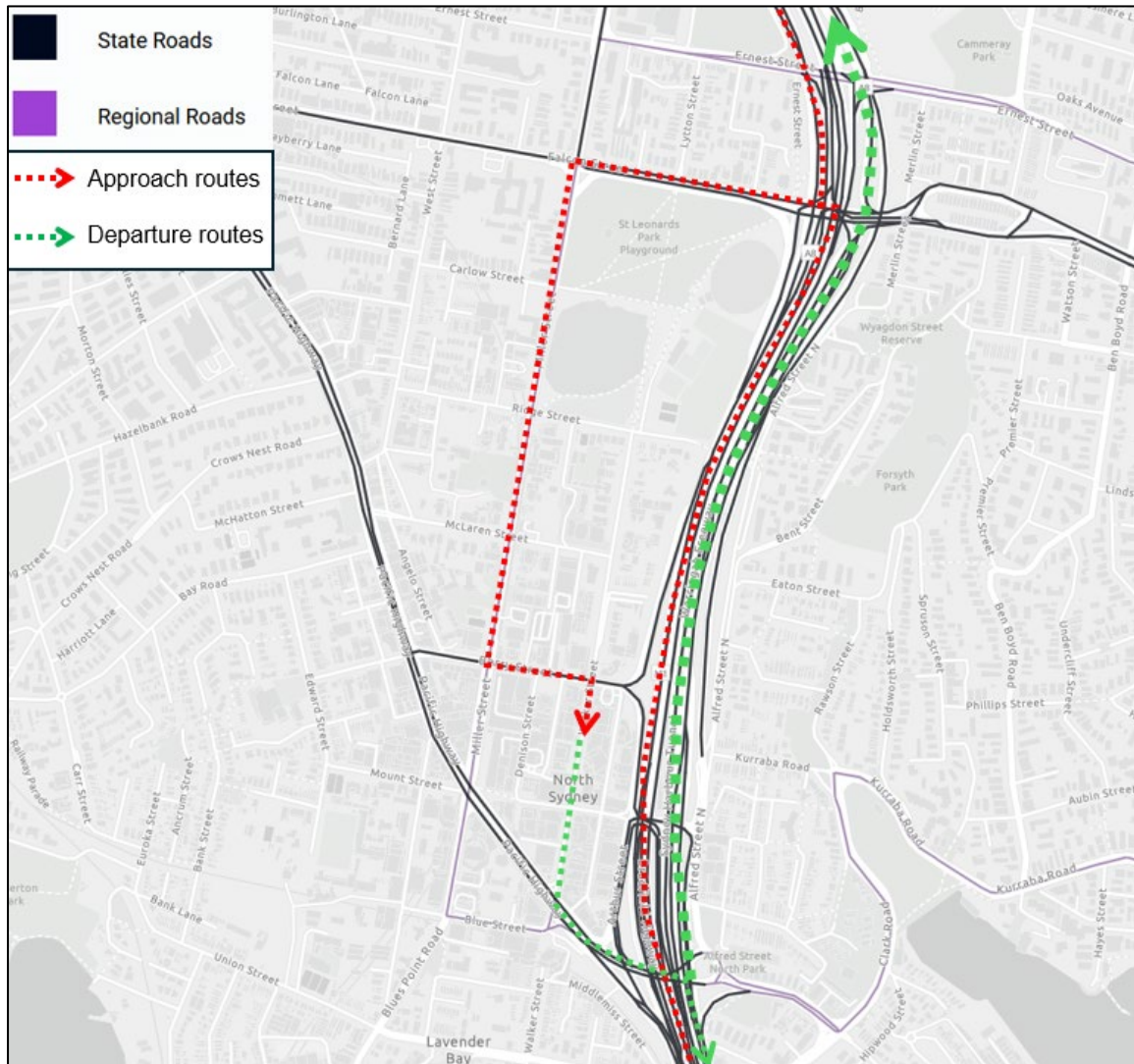


Figure 15 Construction vehicle routes

## 5.6 Vehicle site access

At this preliminary stage vehicle access is envisaged to occur along the site frontage on Walker Street. All vehicle access points would be designed to accommodate the largest construction vehicle to enter and exit the site in a forward direction. Any reversing manoeuvres required would be the subject of strict traffic control.

All vehicle access points would be managed by qualified traffic controllers to control the movement of pedestrians and vehicles along Walker Street. Controls at the site access will ensure priority is given to entering construction traffic as opposed to exiting vehicles held on-site until clear. The traffic controllers will communicate with approaching and exiting drivers using two-way radios when required. Vehicles would only be permitted to exit when no vehicles are entering. Pedestrian and cyclist management around the vehicle access is discussed in Section 5.9.

Further details around vehicle access arrangements will be outlined in the detailed CTMP to be prepared prior to the commencement of works on the site.

## 5.7 Works zones

At this preliminary stage an on-street works zone is envisaged along the site frontage on Walker Street. This works zone would replace the existing short term parking / loading zone on Walker Street which is used to service the existing 153 Walker Street site. This works zone would be the subject of a separate application made through North Sydney Council prior to the commencement of the proposed works.

## 5.8 Road closures

It is not anticipated that the works will necessitate the need for any road closures during the project. Should this need arise the appointed contractor would liaise closely with North Sydney Council and schedule these works well in advance to minimise impacts to road users. Seven (7) days notification would be provided to adjoining property owners prior to the implementation of any temporary traffic control measures.

## 5.9 Pedestrian movements and road user safety

Temporary fencing and hoardings will be installed along the site frontages on Walker Street and Little Walker Street to maintain pedestrian movements and ensure the safety of pedestrians walking adjacent to the construction site. Footpaths will remain open at all times to pedestrians and therefore minimal impacts are anticipated.

Traffic controllers will be positioned at vehicle site access points to manage interactions between vehicles and pedestrians on the adjoining footpath.

Traffic control plans detailing further measures to manage pedestrian safety will be provided as part of the detailed CTMP to be prepared prior to the commencement of works on the site.

## 5.10 Construction worker parking

Given the location of the site adjacent to nearby public transport no on-site car parking would be provided for works. This is consistent with the approach for other major construction projects in the North Sydney CBD.

The potential 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. This CTMP would outline 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):

- During site induction staff will be informed of the existing public transport network servicing the site including the Sydney Metro network and a number of high-frequency bus services that are routed through the CBD;
- Identification of suitable off-site parking areas from where workers can either walk or use public transport to access the site; and
- To support construction workers in utilising public transport, appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements.

For the small number of construction staff that elect to drive there are numerous commercial car parks within a five minute walk of the site, including:

- 76 Berry Street (133 spaces)
- 201 Miller Street (91 spaces)
- 20 Berry Street (110 spaces)
- 1 Denison Street (225 spaces)
- Northpoint (380 spaces)

## 5.11 Road network impacts

The number of construction vehicles associated with the construction works is relatively low at up to 4 - 8 vehicles per hour. This is considered acceptable in the following context:

- The site benefits from strong access via the arterial road network;
- Vehicles will be approaching the site from a number of different directions from the broader road network, distributing the traffic load across a number of access routes (refer to Section 5.5); and
- This volume of traffic is lower than that currently generated by the existing uses on the site.

## 5.12 Emergency vehicle access

Emergency vehicle access will be maintained at all times, or if necessary site personnel will grant access to emergency vehicles entering the site itself.

The contractor will liaise with the NSW Police, Fire Brigade and emergency services agencies throughout construction and a 24-hour contact would be made available for 'out of hours' emergencies and access. The emergency services will be briefed through the appropriate forum.

## 5.13 Cumulative construction impacts

There may be other construction projects occurring at the same as the proposed works at the site. Ongoing review of cumulative heavy vehicle traffic generation and coordination of heavy vehicle routes used by these projects will be undertaken on a regular basis between the appointed contractor, Council and TfNSW to minimise impacts on the road network. As other CTPMPs become available for adjacent projects, these will be reviewed by the contractor and discussions held with relevant stakeholders.

The nearest known potential construction project to the site is located at 146 Arthur Street in North Sydney. It is noted that construction vehicle access for this site is proposed via Arthur Street and not Walker Street or Little Walker Street – therefore not clashing with the subject site at 153-157 Walker Street.

It is noted that the works at the site are anticipated to generate a relatively low level of construction vehicle activity of at most 4-8 vehicles per hour. This volume of vehicles would not impact the operation of the surrounding road network.

## 5.14 Mitigation measures

Mitigation measures will be adopted to ensure traffic movements have minimal impact on surrounding land uses and the community in general, and would include the following:

- Vehicles to enter and exit the site in a forward direction unless under the supervision of strict traffic control;
- Restrict heavy vehicle activity to designated routes;
- Demolition access driveways to be managed and controlled by certified site personnel;
- Pedestrian movements across demolition access driveways will be managed and controlled by site personnel where required;
- Pedestrian warning signs and demolition safety signs/devices to be utilised in the vicinity of the site and to be provided in accordance with WorkCover requirements;
- Demolition activity to be carried out in accordance with the approved hours of work;
- Vehicle loads would be covered during transportation off-site;
- Activities related to the works would not impede traffic flow along local roads;
- Materials would be delivered during standard demolition hours;
- During site induction, workers will be informed of the public transport network servicing the site;
- Demolition vehicles not to queue on public roads and be wholly accommodated within the site or the approved loading zones;
- Demolition traffic movements to/from the site to be minimised in peak periods to reduce the impact on the wider road network; and
- Seven (7) days notification would be provided to adjoining property owners prior to the implementation of any temporary traffic control measures.

## 5.15 Site induction

All staff employed on the head contractor (including sub-contractors) would be required to undergo a site induction. The induction would include permitted access routes to and from the construction site for site staff and delivery vehicles, limited parking arrangements, as well as standard environmental, workplace health and safety, driver protocols and emergency procedures. The approved work hours must be included as part of this induction.

## 5.16 Driver code of conduct

The appointed contractor will include the following in all subcontract procurement packages:

- a copy of the approved heavy vehicle routes as previously detailed in this document.
- the approved maximum truck size
- any other entry restrictions, or site access restrictions as agreed to by the authorities.

The appointed contractor will be responsible for managing all site access points and monitoring subcontractor behaviour and subcontractor truck access arrangements to ensure compliance with conditions of the contract. They will be responsible for ensuring there is no access to or from the site before or after approved construction hours and no queueing occurs on the surrounding road network.

## 6 Summary

JMT Consulting has prepared this Transport Impact Assessment on behalf of Freecity North Sydney Development Pty Ltd in relation to the land at 153-157 Walker Street, North Sydney. The Transport Impact Assessment considers the implications of the proposal with respect to future traffic movements, access arrangements, parking provision and pedestrian circulation. Key findings of the study are as follows:

- The site has excellent access to public transport including the Victoria Cross metro station, North Sydney transport interchange and numerous bus stops on Miller Street and the Pacific Highway. The site's high level of public transport accessibility is expected to significantly reduce reliance on private vehicle travel and minimise traffic impacts associated with the proposed development.
- Vehicle access into the site (once constructed) would be maintained via the southern end of Little Walker Street which is away from the main areas of pedestrian activity on Walker Street.
- The proposal includes an on-site loading area that can accommodate a range of delivery vehicles and waste collection trucks.
- Car parking for future uses of the site are to be provided in compliance with the maximum parking controls outlined in the North Sydney DCP.
- Traffic analysis confirms that the proposal will generate a negligible change in peak hour vehicle trips, with a minor reduction in vehicle movements during the PM peak hour compared to existing conditions.
- The site's strong public transport accessibility, combined with limited on-site parking in line with Council's maximum controls, is expected to further reduce traffic volumes and support a less congested local road network.
- Bicycle parking and end of trip facilities are to be provided in accordance with the requirements of the North Sydney DCP.
- A preliminary construction traffic management plan confirms that, subject to further detailed planning prior to the commencement of works on site, the construction of the site can be appropriately managed.
- Travel demand management measures (via a preliminary Green Travel Plan) have been suggested to reduce reliance on private vehicle travel.

Subject to the implementation of the measures outlined in this report, the proposed development is not expected to result in any adverse traffic, parking, or transport-related impacts. The site's high level of public transport accessibility, carefully considered access arrangements, and appropriate on-site parking provision will support the efficient functioning of the surrounding transport network. On this basis, the proposal is considered appropriate from a transport planning perspective and suitable for SSD approval.