

Preliminary Construction Traffic Management Plan

253 - 265 Pacific Highway

Prepared for Legacy Property / Legpro 45 Pty Ltd ATF Legpro 45 Unit Trust

20 June 2025

241956

Revision Register

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Section 1 Introduction

1.1 Scope of Works

TTW has been engaged by Legacy Property / Legpro 45 Pty Ltd ATF Legpro 45 Unit Trust to provide traffic and transport consultancy services for the proposed development of 253 - 265 Pacific Highway, North Sydney.

This Preliminary Construction Traffic Management Plan (CTMP) has been prepared to assess the potential construction traffic impacts of the proposed development, define the necessary management process and mitigation measures for construction of the project.

This preliminary CTMP has been prepared to accompany a State Significant Development Application (SSDA) for the project, and in response to the Secretary’s Environmental Assessment Requirements (SEARs) issued in respect of SSD-84416958 for the site. The SEARs requirements for this CTMP (as part of item 9 of the SEARs) are shown in Table 1 and have been addressed in various sections of this report as referenced.

Table 1: Response to SEARs

Issue and Assessment Requirements	Section Reference
9. Transport	
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.	Public Transport – Section 4.3 Active Transport – Section 4.2 General Traffic – Section 4.1, Section 5

The CTMP prepared for the SSDA is considered preliminary in nature and would be finalised post-approval as a condition of consent. This CTMP will be superseded by a detailed CTMP developed once a contractor has been appointed. This document should also be read in conjunction with the Transport Impact Assessment (TIA) prepared for the SSDA.

TTW has contacted North Sydney Council (referred to as ‘Council’) via email, to initiate consultation regarding construction traffic management. Advice was received from Council’s Open Space & Infrastructure team on 12/03/2025 that as a first measure, Council requests a CTMP be submitted for review. Therefore, no formal consultation or meetings have been held to discuss construction traffic, and the consultation process will follow submission of this preliminary CTMP. TTW has also undertaken consultation with Transport for NSW (TfNSW) via email, with details of these discussions included within the report.

1.2 Project Description

The SSDA (SSD – 84416958) seeks approval for: the demolition of existing buildings at 253-265 Pacific Highway, and the retention and reuse of the existing local heritage item building at 265 Pacific Highway; the construction of a part 10, part 13 storey, mixed use, shop top housing development including: a 2 storey podium consisting of ground and first storey commercial tenancies, ground level communal open space and deep soil landscaping at 265 Pacific Highway; a tower above consisting of 35 residential apartments and communal roof garden; excavation of four levels of basement level car parking and servicing; and the stratum and strata subdivision of the building.

As part of the proposed residential component, 10 affordable housing apartments are proposed to be provided under Chapter 2 – Infill Affordable Housing under the State Environmental Planning Policy (Housing) 2021 (Housing SEPP).

The overall proposed site plan is illustrated in Figure 1.

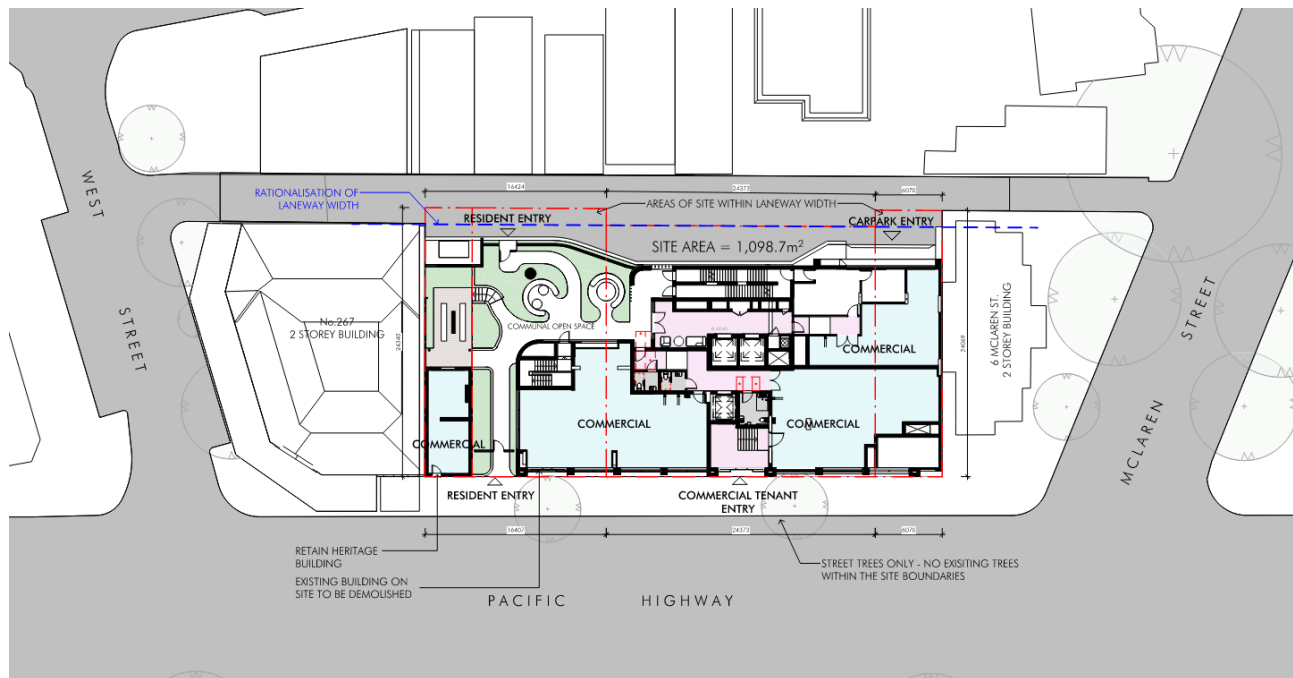


Figure 1: Proposed Site Plan
Source: Nettletontribe (14311_DA002 [P11])

1.3 Site Overview

The site is located at 253-265 Pacific Highway, North Sydney and is legally described as Lot DP 321904, DP 714323, SP 22870, SP 16134. The site is located in North Sydney Local Government Area (LGA) and falls into a high accessibility area according to Figure B-10.2 from Section 10 of the North Sydney DCP 2013.

The site currently contains two 3-storey and three 2-storey commercial buildings and 2 residential units. The site at 265 Pacific Highway is a locally listed heritage item, 10959 “The Cloisters”, a terrace in the Victorian Free Gothic Style. The site has a total area of approximately 1,099 m² and is rectangular in configuration, it has 2 street frontages being, Pacific Highway to the west and Church Lane to the east, having a length of approximately 47 metre each. The main pedestrian entry points are on Pacific Highway, while the vehicular access is on Church Lane.

The site is within Council’s strategic Civic Precinct Planning Study (CPPS) area which was adopted by Council in November 2020. An aerial view of the site and the surrounding road network is shown in Figure 2.



Figure 2: Site Location
Source: Modified from Nearmap

Section 2 Construction Overview

Until the appointment of a contractor and the development of a detailed construction methodology, few details are known about the precise scope of works, and construction vehicle movements required to service this site. However, preliminary estimates can be made based on the site constraints, existing connections, and proposed new works. Once a contractor is appointed, and a construction methodology is developed, these details will be further refined and published in an updated CTMP.

2.1 Construction Overview

2.1.1 Construction Access

Pacific Highway

The western site frontage is to the Pacific Highway, which is classified as a TfNSW state road (HW10). At this location, Pacific Highway contains three traffic lanes, consisting of two through travel lanes and one turning lane. No Stopping parking restrictions are also implemented along both kerbsides, while a signalised intersection is located 30 metres south of the site, at McLaren Street.

Consultation with TfNSW has been undertaken (via email, 25/02/25 and 12/03/25) to determine the possibility of implementing a Works Zone along the eastern kerbside of Pacific Highway to facilitate truck deliveries / loading and unloading of materials during construction. However, TfNSW in consultation with Busways strongly objects to a Works Zone at this location due to the following impacts on Pacific Highway:

- Reduced lane capacity from two through lanes to one would negatively impact general traffic flow
- Proximity to the signalised intersection would create additional traffic delays
- The existing bus stop north of West Street would require buses to merge across two lanes (if the eastern lane was closed for a Works Zone), resulting in safety concerns

Therefore, TfNSW **does not permit** a Works Zone on Pacific Highway, and recommends that Church Lane be utilised for truck access during construction.

Church Lane

The eastern site frontage is to Church Lane. Church Lane is a local one-way southbound road i.e. traffic flows from north to south. The road is narrow in width, varying from 3 – 4m along its length. In particular, at the southern end of the lane near its intersection with McLaren Street, there is a pinch point of ~3.3m between existing walls owned by the adjacent private properties. Nonetheless, as Pacific Highway is not suitable for construction access, Church Lane is the only alternative construction vehicle access. This preliminary CTMP includes a high-level swept path assessment of the vehicle sizes and methodologies that could be implemented to provide access via Church Lane. During construction, 8.8m Medium Rigid Vehicles (MRV) and 12.5m Heavy Rigid Vehicles (HRV) will be utilised and accommodated on Church Lane.

Swept path analysis has been undertaken for each truck and indicates the works required to accommodate each vehicle size. Swept path extracts are included in Appendix A.

2.1.2 Worker Parking

It has been advised that there will be an average of approximately 60 – 80 workers over the course of the project.

Due to the surrounding area being highly developed, unrestricted on-street parking within the vicinity of the site is limited. The majority of streets within close proximity are subject to 1P or 2P parking restrictions. Therefore, it is unlikely that workers will choose to drive to the site and instead will opt for the highly

accessible nearby public transport options such as Victoria Cross metro station and the bus network on Pacific Highway.

St Thomas' Anglican Church is a 2-minute walk from the site and contains approximately 90 car parking spaces that can be leased out to the public. For workers who do choose to drive, the Contractor may investigate opportunities to lease car spaces for workers, to alleviate any impacts to on-street parking. Nonetheless, workers will be strongly encouraged to travel by active or public transport instead of private vehicle, to alleviate any additional demands on the existing on-street parking spaces.

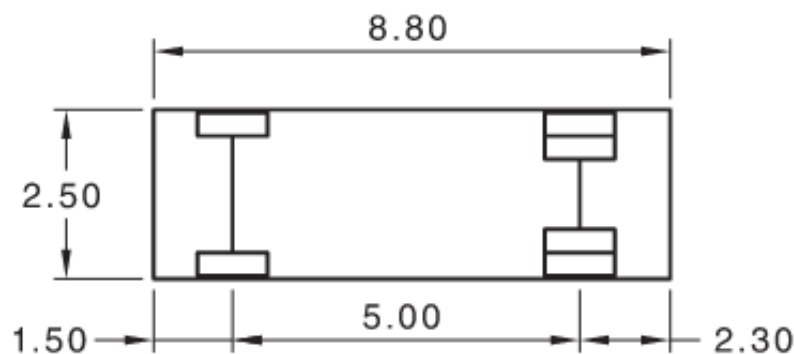
2.2 Construction Vehicles and Machinery

2.2.1 Construction Vehicle Types

As outlined in Section 2.1.1, it is expected that the most common construction vehicle will be the 8.8m MRV and 12.5m HRV. Figure 3 and Figure 4 provide details of the vehicle dimensions, respectively.

Consultation with North Sydney Council via email (12/03/25) indicates that truck and dog vehicles are not supported.

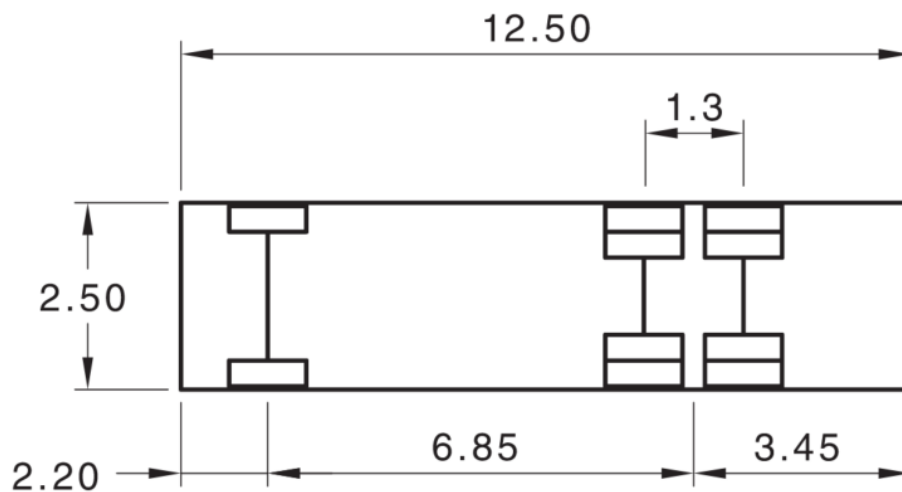
Larger special-purpose vehicles may be required for activities such as installation and removal of tower cranes. These may be subject to special approval which would be obtained on a case-by-case basis. The necessary approvals would be discussed with TfNSW and Council at the time, subject to the affected road location.



(b) Medium rigid vehicle
Clearance height 4.50
Design turning radius 10.0

Figure 3: MRV Dimensions Details

Source: AS 2890.2 – 2018



(c) Heavy rigid vehicle
 Clearance height 4.50
 Design turning radius 12.5

Figure 4: HRV Dimensions Details

Source: AS 2890.2 – 2018

2.2.2 Construction Vehicle Volumes

It has been advised that the peak vehicle volumes would be required during the excavation stage, with an estimate of 15 – 20 vehicles per day. Given access restrictions to Church Lane, this would be limited to 2 vehicles per hour.

For the remaining stages of construction, the average vehicle volume would be up to 12 vehicles per day.

Section 3 Management Strategy

3.1 Hours of Operation

The hours of operation for construction activities are to be determined by the planning authority, and will likely contain similar work hours to the following:

- Monday to Friday 7:00 am – 6:00 pm
- Saturday 8:00 am – 1:00 pm
- Sunday and Public Holidays None

3.2 Construction Program

The construction program has not yet been determined, but will likely span across a duration of approximately two years. A detailed CTMP would be prepared by the appointed contractor prior to construction, documenting the construction duration of each phase along with their respective traffic arrangements and details.

3.3 Construction Delivery Management

The delivery of material to and from the site will result in some generated traffic activity associated with the works. The estimated construction traffic volume for the worst case is 15 – 20 trucks per day during excavation. As outlined above, due to access restrictions onto Church Lane, this would be limited to 2 trucks per hour. It is expected that the heavy vehicles would generally arrive outside of AM and PM commuter peaks, therefore there is no impact on the peak period traffic volume associated with the heavy construction vehicles.

3.4 Construction Traffic Management

Light vehicle traffic generation would be generally associated with construction worker movements to and from the site. Construction workers would be comprised of project managers, various trades and general construction employees. Over the full construction period, the typical workforce detailed in Section 2.1.2 shows an average typical workforce of 60 – 80 workers.

The workforce arrival and departure periods (6:30 – 7:00am and 6:00 – 6:30pm) represent the peak construction traffic periods. Therefore, the peak construction traffic is intended not overlap with the typical peak commuter traffic and thus, the construction traffic will have a minimal impact on the local network. Although, construction traffic for light vehicles will have minimal impact, workers should be encouraged to use active and public transport options.

3.5 Construction Vehicle Management

During days of high estimated vehicle movements, communication between the site and incoming vehicles will be maintained to stagger the arrival of vehicles, in order for them to be accommodated within the worksite and to minimise traffic disruptions.

Loading and unloading activities will occur within the site, at the nominated vehicle zones. All deliveries should be made outside of any posted School Zone times where possible to ensure the highest level of safety for students at the nearby schools, including North Sydney Public School across the road. Truck movements to and from the site will be scheduled outside peak hours where possible to reduce impacts to the local and state road network. All deliveries are to be made within the approved work hours.

Non-tonal reversing beepers (or an equivalent mechanism) shall be fitted and used on all construction vehicles and mobile plants regularly used on-site (i.e., greater than one day) and for any out of hours work.

3.6 Construction Vehicle Routes

All construction vehicles are to travel on the main road network (such as motorways and arterial roads) as far as practical, except where strictly required to reach the construction site.

It is anticipated that trucks travelling to / from the north and south will mainly utilise Pacific Highway, as shown in Figure 5. The swept path analysis identified vehicles larger than a 6.4m small Rigid Vehicle (SRV) are required to turn left onto Church Lane from West Street (to the east). Therefore, vehicles may utilise McLaren Street, Miller Street, Carlow Street and West Street to loop around to the construction site from Pacific Highway.

Departure from Church Lane requires vehicles to turn left due to the central median island on McLaren Street. From here, vehicles will turn left or right onto Miller Street, depending on if they are returning to the north or south. All intersection truck movements were assessed using swept path analysis for the largest construction vehicle.

However, note that these are suggested routes only. Drivers are expected to travel to their intended destination using routes that are deemed as appropriate depending on local traffic conditions.

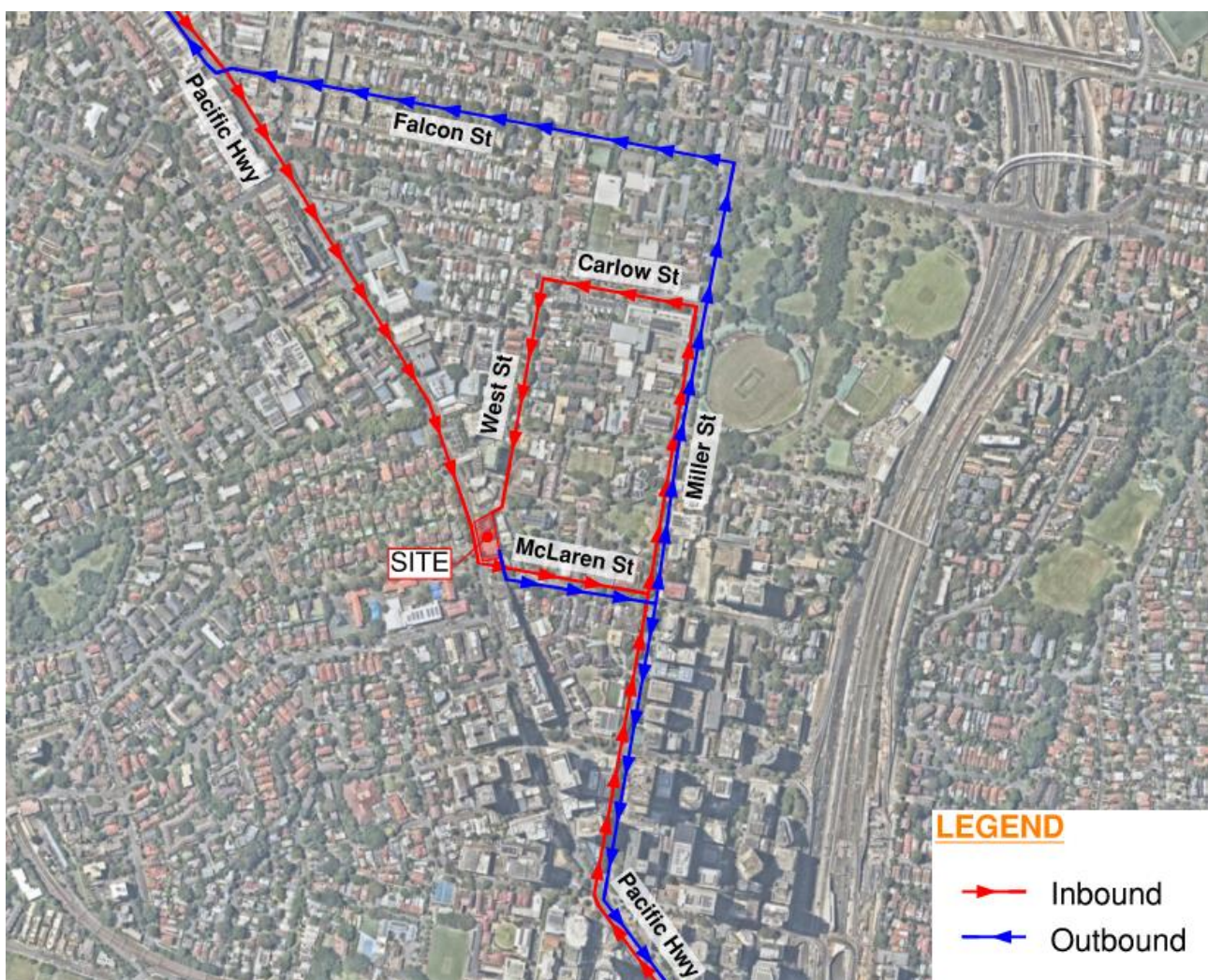


Figure 5: Construction Vehicle Routes

Source: Modified from Nearmap

Section 4 Construction Impacts

4.1 Traffic Flows

4.1.1 Existing Traffic

To analyse the existing traffic conditions around the site, traffic movement counts were completed at the north and south end of Church Lane as shown in Figure 6. Data collection was undertaken over 7 days from Saturday 22nd March 2025 until Friday 28th March 2025, with the following data types:

- Automatic Traffic Count (ATC) Tubes
 - 7 days, 24 hours per day
 - Speed, vehicle type and volume
- Video Counts
 - 7 days, 6am – 7pm per day
 - Differentiation between through traffic and local traffic accessing driveways along Church Lane
 - Vehicle type classification into light, heavy, pedestrian and cyclist

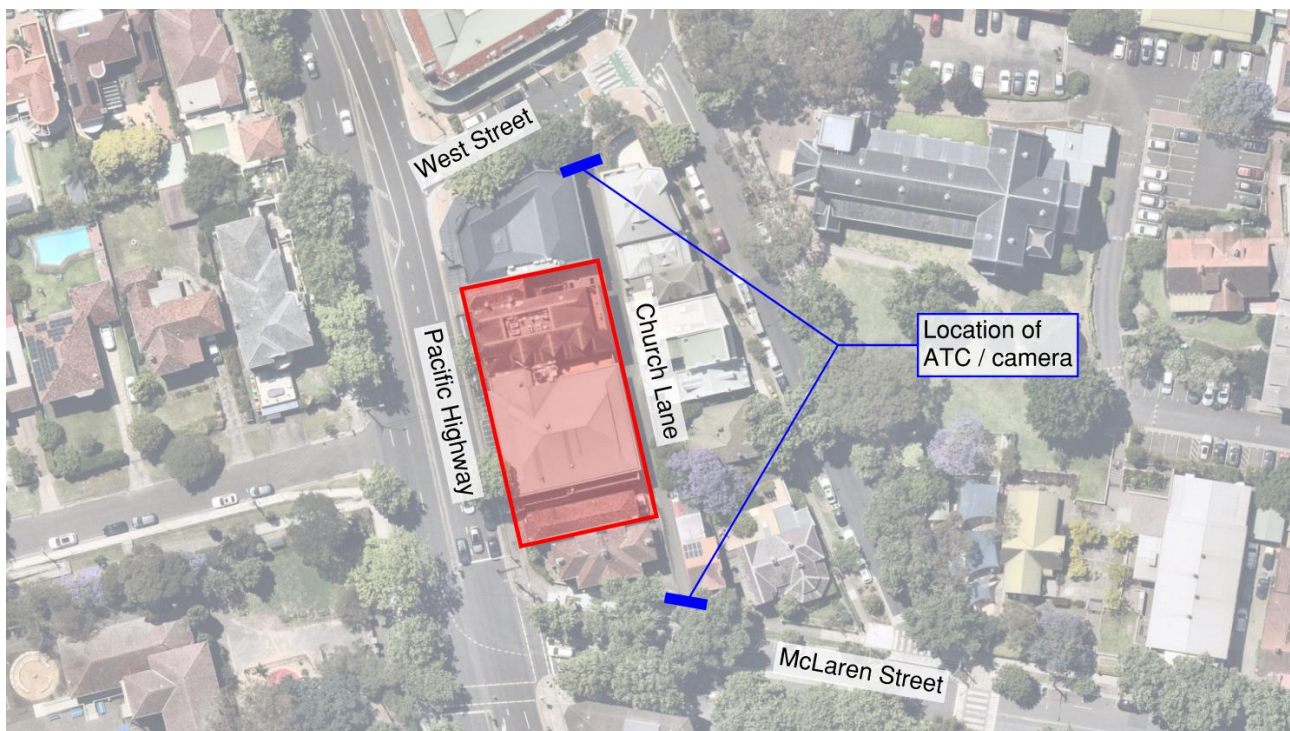


Figure 6: Traffic Count Locations

Source: TTW

The busiest surveyed day was Friday 28th March, and Figure 7 below summarises the number of vehicle movements through the lane, entry movements to driveways along the lane and exit movements from driveways along the lane for the busiest day.

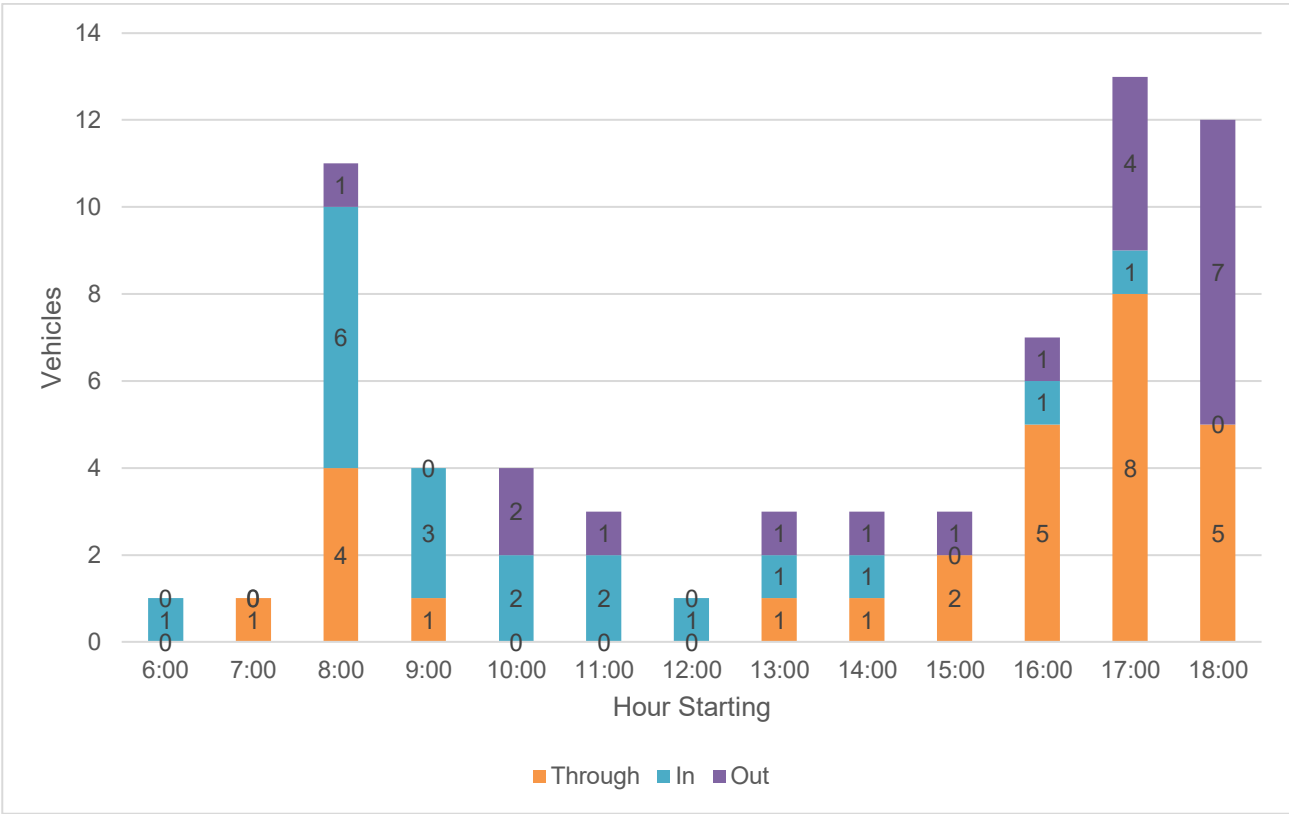


Figure 7: Movements along Church Lane

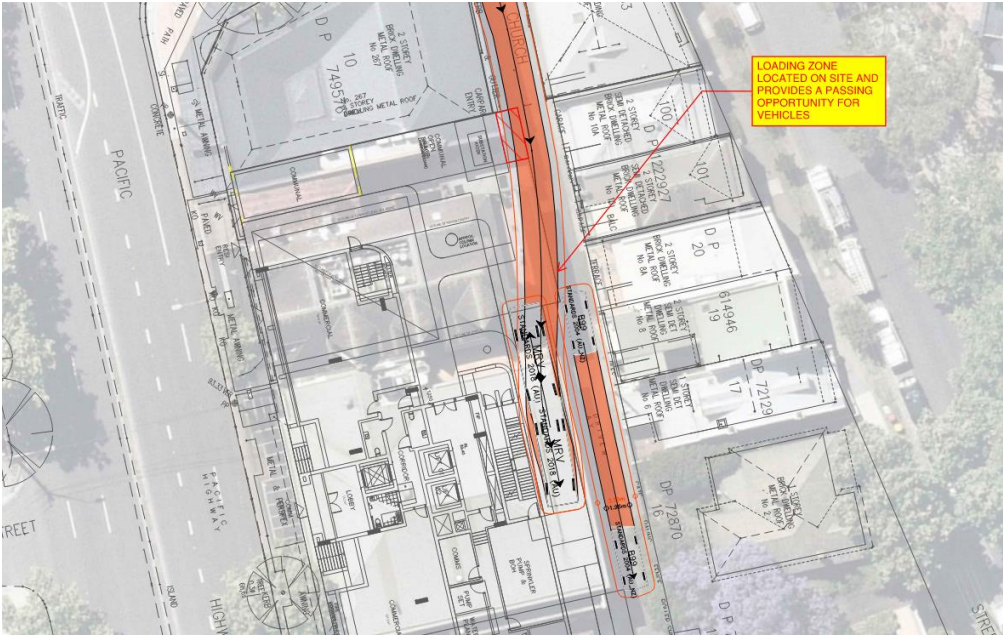
Key insights resulting from this data collection show that vehicle volumes along Church Lane are incredibly low with a maximum daily vehicle count of 66 vehicles. The morning (AM) and afternoon (PM) peak hours have also been summarised below:

- AM peak is from 8 – 9am with a total of 11 vehicles utilising the lane
- PM peak is from 5 – 6pm with a total of 13 vehicles utilising the lane

4.1.2 Impacts to Traffic Flows

The potential impacts to general traffic flows and the road network, and associated mitigation measures, are detailed in Table 2.

Table 2: Construction Impacts to General Traffic Flows

Impact	Mitigation Measure
Traffic flow impacts on Church Lane	Impacts to general traffic flows on Church Lane are expected to be minimal, as construction activities are proposed to occur wholly within the site. Figure 8 indicates an on-site loading zone, which provides a passing opportunity for general traffic. As outlined in Section 4.1.1, the existing traffic usage along Church Lane is minimal, with a maximum volume of 13 vehicles in the busiest peak hour (on the busiest surveyed day). Of these, only 5 are accessing properties along Church Lane and the rest are through movements, which can be re-directed via Church Street instead. Additionally, since the largest volumes of vehicles entering properties along Church Lane occurs during the AM peak, and the largest volumes of vehicles exiting properties occurs in the PM peak, it is assumed that most movements are associated with the commercial buildings (i.e. traffic flow follows typical commuter peak pattern). Therefore, the volume of vehicles impacted by construction is very low, as those accessing the commercial use buildings will no longer be doing so during construction (as the buildings will no longer be in use).
	 Figure 8: Church Lane Traffic Flows Source: TTW

Construction traffic increases overall volumes on road network	As detailed in Section 3.5, the estimated truck volumes generated by the project in the worst-case scenario will result in 2 trucks per hour. Additionally, it is noted that trucks will travel to and from the site via the main road network such as Pacific Highway, which is designed to accommodate large vehicles. Therefore, construction vehicles are expected to have minimal impacts on the local road network. Furthermore, construction traffic movements are to be scheduled outside peak periods where possible. However, some movements may be necessary from time to time such as for significant concrete pours which cannot be interrupted. Therefore, additional measures for minimisation and management of these impacts may be required and would be determined in advance based on the nature of the event.
Construction worker parking exerting additional demand to on-street parking	As discussed in Section 2.1.2, it is unlikely that construction workers will drive to site and park nearby due to the limited availability of unrestricted on-street parking in the local area. Workers will be encouraged to use alternate transport modes, such as public transport which is readily available within a 5-minute walk of the site. Where workers choose to drive, they will be encouraged to carpool to minimise overall vehicle numbers and reduce the impact to on-street parking availability.
Disruption to neighbours	Sufficient communication measures as documented in Section 5.2 are to be implemented to ensure neighbours are well-informed of any project updates or impacts to their property access.

4.2 Pedestrians and Cyclists

The potential impacts to the pedestrian and cyclist network, and associated mitigation measures, are detailed in Table 3.

Table 3: Construction Impacts to the Pedestrian and Cyclist Network

Impact	Mitigation Measures
Impacts to cyclist and pedestrian routes	The main cyclist routes within vicinity of the site will be unimpacted by construction traffic, including the Shared Paths on West Street and the separated bicycle path on the western side of West Street. No existing pedestrian footpaths are expected to be impacted by construction activities, as truck access is proposed via Church Lane, which does not currently contain pedestrian footpaths. Nonetheless, impacts to general cyclist and pedestrian flows on Church Lane would be minimal, as construction activities are proposed to occur wholly within the site as shown above in Figure 8.
Materials lifting / construction activities adjacent to Church Lane and Pacific Highway footpath.	Appropriate hoarding and/or fencing to be provided at construction site boundary.

4.3 Public Transport

There shall be no changes to local public transport routes and services due to construction.

It is noted that there may be occasional instances where the travel paths of buses and construction vehicles overlap, resulting in minimal impacts on local traffic. Nonetheless, it is important to note that such occurrences are highly unlikely and are not expected to cause significant delays on local roads or have consequential effects on nearby streets.

4.4 Emergency Vehicles

Emergency services access to all adjacent properties will be maintained under the existing conditions, with no impacts as a result of the construction works. Emergency vehicle access within the construction site, if required, will be managed on a case-by-case basis.

Section 5 Cumulative Impacts and Coordination

5.1 Site Communications

The site manager shall be responsible for establishing communication with the site managers of any nearby construction projects. It is essential that communication is maintained across the sites to ensure:

- Overall project programs are identified and shared.
- High-volume days or periods (such as concreting) are communicated, and where possible are coordinated to avoid excessive impact to the road network.
- Oversize / overmass delivery days are to be communicated, and where possible are to be coordinated to avoid excessive impact to the road network.
- Traffic control measures (including Traffic Guidance Schemes) are shared if they are relevant to construction vehicle routes for surrounding projects.

5.2 Community Notification

Community notification shall be undertaken as per TfNSW requirements and includes (but is not limited to):

- Temporary notification signage installed around the site and affected areas highlighting the upcoming changes / impact.
- Door knocks to immediately surrounding stakeholders advising them of the upcoming works.
- Mailbox drops within a set radius around the project distributing the monthly project updates.
- Project specific website containing project updates, notifications, planning documents, and contact numbers.
- Project specific distribution lists that can be signed up to by members of the public who wish to receive notifications electronically.

5.3 Neighbouring Construction Works

As the site is located within a relatively close proximity to other proposed construction projects, this assessment has considered the combined effect of large construction projects and activities:

- 45 McLaren Street
 - Approved DA (DA215/2023) for demolition of the existing buildings and construction of a 10 – 14 storey mixed-use development comprising residential apartments and commercial / retail tenancies.
 - A s4.55 Modification Application was submitted to North Sydney Council on 07/02/2025 and the determination is pending, at the time of writing.
 - Consultation with Council and a request for the site's CTMP will be required to determine when construction activity will occur and to ensure traffic impacts can be mitigated.
- 41 McLaren Street
 - Approved Concept Proposal and Stage 1 development works proposed under SSDA (SSD-46014456) for a new school, Reddam House North Sydney. A DA (DA269/2023) for Stage 2 works is for internal fit-out and landscaping works of Level 3 to Level 7.
 - A detailed construction pedestrian traffic management plan (CPTMP) has been developed in accordance with Schedule 3 Condition C17-C21 of the project approval and considers all works for Stage 1 and Stage 2 of the project.
 - The CPTMP estimates that 10 – 20 construction vehicles will be generated per day.

- The construction vehicle routes detailed in the CPTMP include use of Pacific Highway and Miller Street, which are likely to be utilised by construction traffic accessing 253 – 265 Pacific Highway.
- Nearthmap satellite imagery indicates recent construction works at Reddam House North Sydney. Therefore, it is expected that majority of construction works will be completed before the commencement of construction at 253 – 265 Pacific Highway. However, if there is any overlap of construction, fit-out and landscaping works are not expected to generate high levels of construction traffic.
- At time of writing, the author understands that there are no other approved significant construction works nearby the subject site. Should any significant developments in the vicinity appear and overlap with the subject project's construction program, an assessment shall be undertaken to evaluate the potential cumulative impacts.

Section 6 Conclusion

In summary, this preliminary CTMP has been prepared as part of the preliminary construction works for the proposal. The plan aims to assess and address the construction traffic impacts of the proposed development and define the necessary management process and mitigation measures for the construction of the project.

The proposed traffic management arrangements recommended in this plan satisfy the requirements of TfNSW Traffic Control at Work Sites Manual, AS 1742.3 and AS 2890.2, and the plan seeks to minimise the impact of construction activities on the surrounding community, in terms of both vehicle traffic and pedestrian amenity. It is important to reiterate this plan is preliminary in nature and is required to be updated once a contractor has been appointed.

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Appendix A Swept Path Analysis

For the MRV, the following constraints are to be considered:

- Approach route would be via West Street to the east (i.e. left turn into Church Lane), because the right turn would require more significant public domain works to widen the opening of Church Lane.
- Minor kerb adjustments are required to accommodate the left turn into and out of Church Lane
- Austrroads requires minimum 500mm clearances to road furniture. At the pinch point to the south of Church Lane, reduced clearances of approximately 200mm clearances are achieved.
- To allow sufficient room for the left turn out of Church Lane, one on-street parking space on McLaren Street would need to be removed

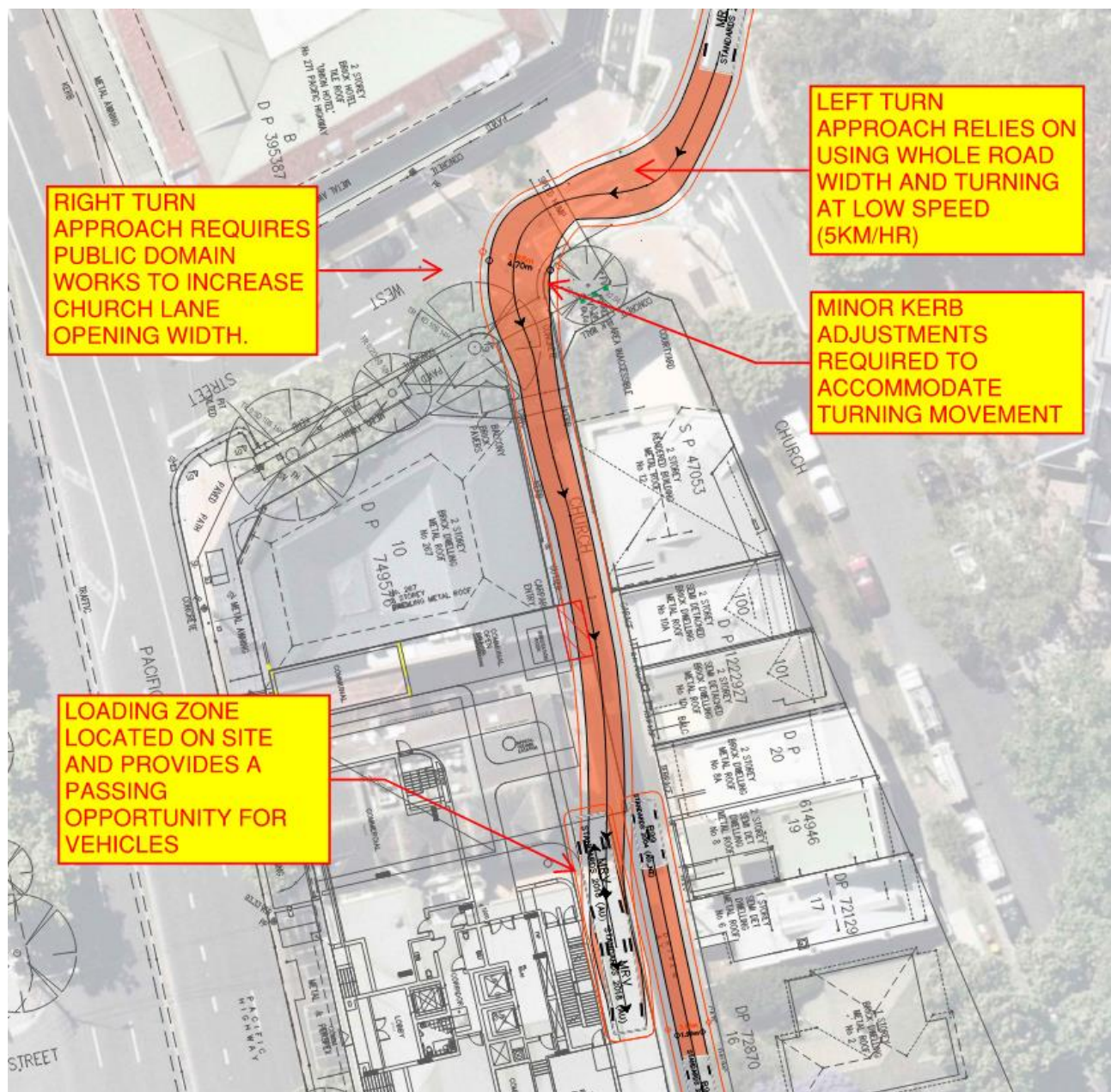


Figure 9: MRV Entry to Church Lane

Source: TTW

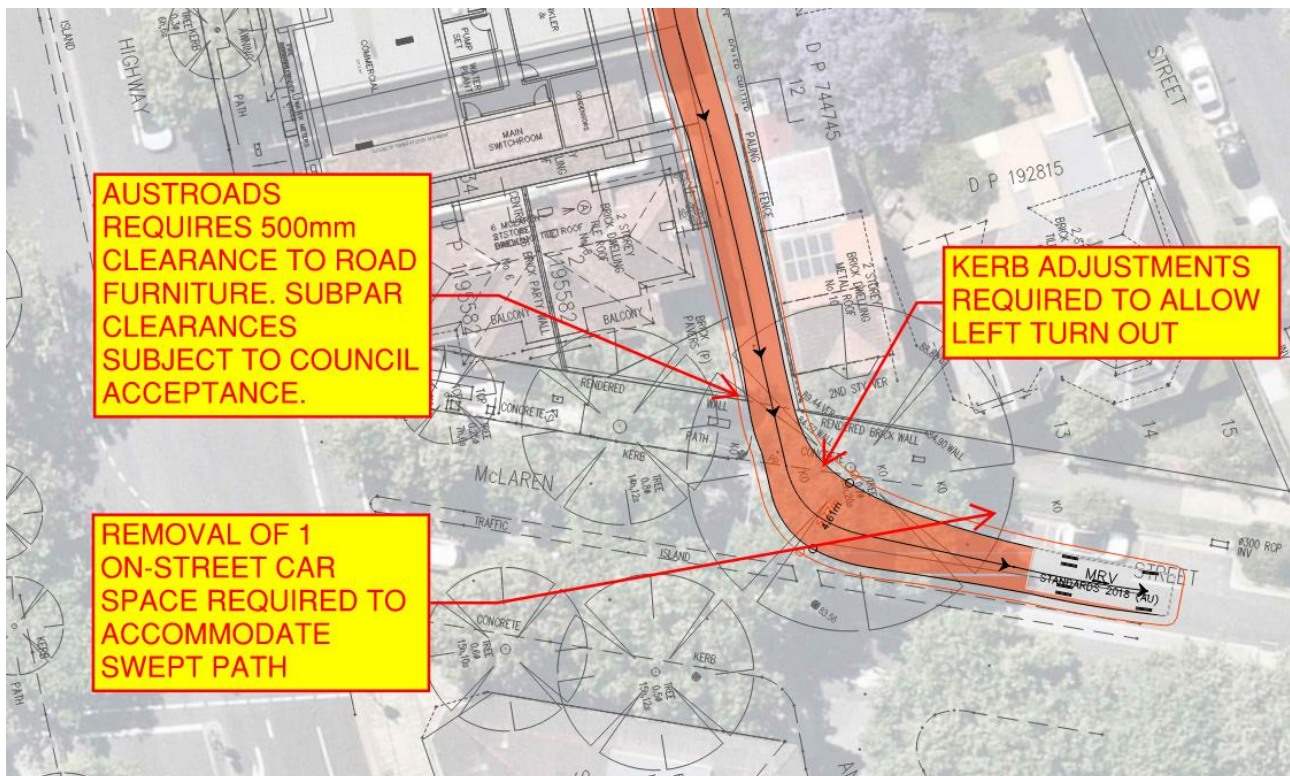


Figure 10: MRV Exit from Church Lane

Source: TTW

For the HRV, the following constraints are to be considered:

- Like the MRV, the approach route would be via West Street to the east (i.e. left turn into Church Lane), because the right turn would require more significant public domain works to widen the opening of Church Lane.
- Adjustments to the public domain are required to accommodate the left turn into Church Lane, on the north and south sides of West Street.
- Austroads requires minimum 500mm clearances to road furniture. Slightly reduced clearances (approximately 300mm) are achieved at the north end of Church Lane to the existing concrete wall. At the pinch point to the south of Church Lane, reduced clearances of approximately 100mm clearances are achieved.
- To allow sufficient room for the left turn out of Church Lane, one on-street parking space on McLaren Street would need to be removed as well as a section of the central median island.

In March 2025, Legacy Property undertook the first round of community consultation with the neighbouring properties on Church Lane. It was advised that all residents prefer that the larger 12.5m truck be used, meaning less disruption to their properties and access. If the 12.5m truck is used, the volume of vehicles is reduced, and the construction process will occur over a shorter period.

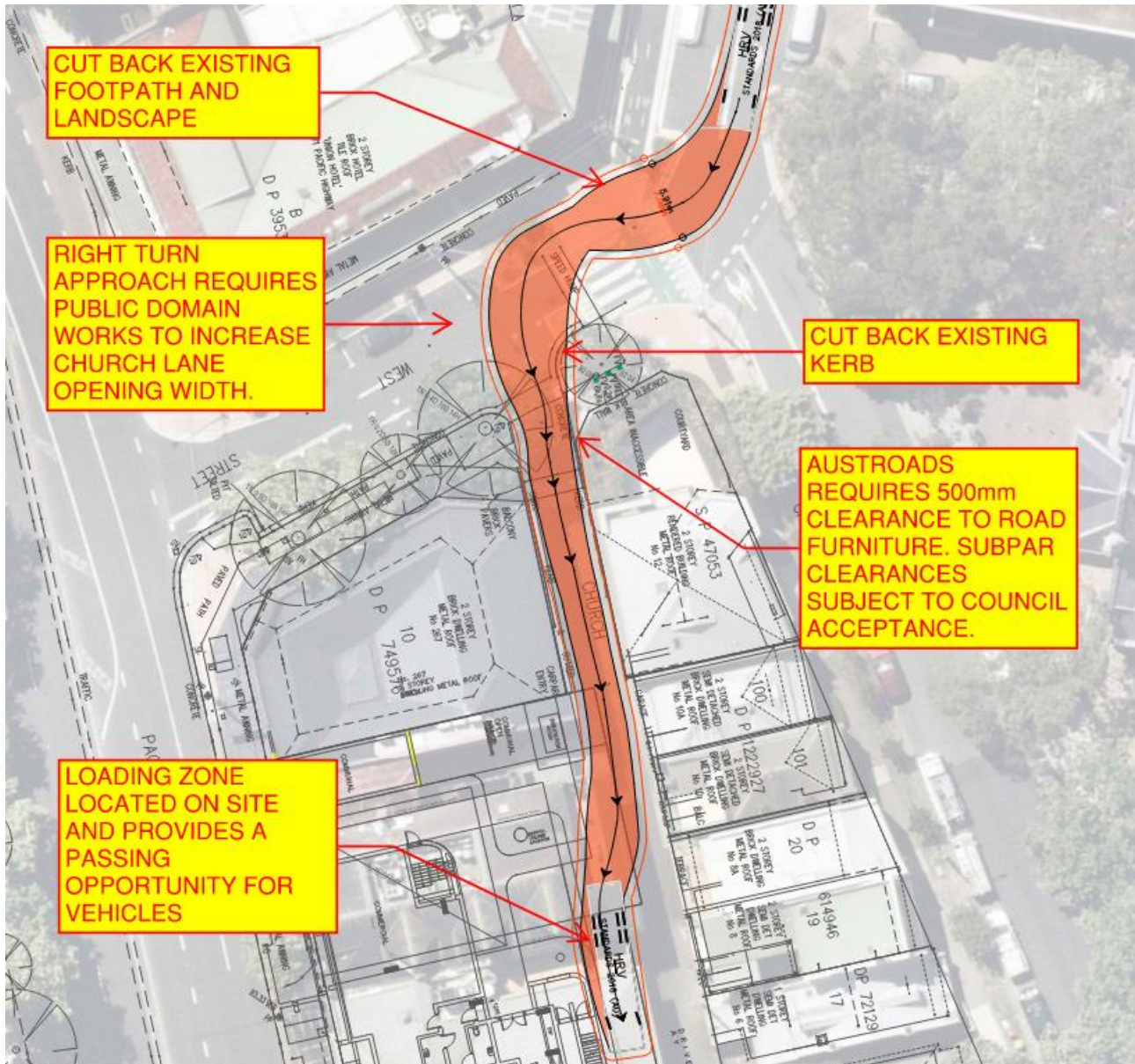


Figure 11: HRV Entry to Church Lane

Source: TTW

