Preliminary Construction Traffic Management Plan

23-31 Dover Road, Rose Bay

PREPARED FOR:
Dover Street (Rose Bay) Developments Pty Limited

REFERENCE:
25.066r02v02

DATE:
12/09/2025

Preliminary Construction Traffic Management Plan

23-31 Dover Road, Rose Bay

Prepared for: Dover Street (Rose Bay) Developments Pty Limited

ACN: 684 930 327

Reference: 25.066r02v02

Date: 12/09/2025

Revision History

VERSION	DATE	PREPARED	REVIEWED	APPROVED	SIGNED
01	8/08/2025	William Jiang	Ben Midgley	Ben Midgley	Original Signed
02	12/09/2025	William Jiang	Ben Midgley	Ben Midgley	

PDC Consultants

info@pdcconsultants.com.au | www.pdcconsultants.com.au

+61 2 7900 6514 | Level 14, 100 William Street, Woolloomooloo NSW 2011

Table of Contents

List of Figures

List of Tables

1. Introduction

1.1. Overview

PDC Consultants has been commissioned by Dover Street (Rose Bay) Developments Pty Limited to prepare a Preliminary Construction Traffic Management Plan (PCTMP) to accompany State Significant Development Application (SSDA) 86017721 for the site at 23-31 Dover Road, Rose Bay.

The Minister for Planning, or their delegate, is the consent authority for the SSDA and this application is lodged with the NSW Department of Planning, Housing and Infrastructure (DPHI) for assessment.

This PCTMP has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 13 June 2025 (SSD-86017721). Specifically, this PCTMP has been prepared to respond to the following SEARs:

Table 1: Secretary's Environmental Assessment Requirements

SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS	REPORT SECTION
9. Transport	
• 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.	Separate report (25.066r01v02)
• 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.	This report

The purpose of this PCTMP is to detail the proposed traffic management arrangements that are to be implemented for the construction of the proposal, which seeks to minimise the impact on public amenity and safety. At the time of preparing this PCTMP, a builder has not yet been appointed to inform this report. Accordingly, this PCTMP will be updating following receipt of development consent and once a builder has been engaged and a construction methodology developed to inform the update to this report.

1.2. Project Description

The application seeks development consent for an SSDA which will facilitate the redevelopment of the site for a residential flat building using the in-fill affordable housing and mid-rise housing controls in accordance with the recently introduced provisions under the State Environmental Planning Policy (Housing) 2021 (Housing SEPP). The project seeks consent for:

- Demolition of existing buildings on site and tree removal.

- Construction of a residential flat building comprising two levels of basement car parking, eight storeys of residential dwellings, communal open space and associated landscaping. The building will include:
    - 15% affordable housing operated and used by a community housing provider (CHP) for a period of 15 years.
    - 49 residential dwellings including 1-, 2-, 3- and 4- bedroom typology.
    - Vehicular access from Dover Road and provision for parking of 66 car parking spaces, including 6 visitor, 5 accessible, 7 motorbike spaces, and 54 bicycle spaces
- Storage areas, utilities and service provision.

1.3. Structure of this Report

This Plan has been prepared in accordance with preliminary construction methodology advice provided by Fortis. The remainder of this Plan is structured as follows:

- Section 2: Describes the site and existing traffic and parking conditions in the locality.
- Section 3: Provides an overview of the construction program.
- Section 4: Discusses the proposed traffic management measures.
- Section 5: Discusses the expected impacts resulting from the construction activities.
- Section 6: Presents the overall study conclusions.

1.4. References

In preparing this report, reference has been made to the following guidelines / standards:

- Transport for NSW Traffic Control at Work Sites Technical Manual, Issue No. 6.1.
- Australian Standard AS 1742.3-2009, Part 3: Traffic Control for Works on Roads (AS 1742.3).
- Australian Standard AS 2890.2-2018, Part 2: Off-Street Commercial Vehicle Facilities (AS 2890.2).
- EPA Interim Construction Noise Guideline (Interim Construction Noise Guideline).
- Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area, 2013 (Integrated Public Transport Planning Guidelines 2013).

2. Existing Conditions

2.1. Location and Site

The subject site is located at 23-31 Dover Road, Rose Bay. The site occupies five lots legally described as Lots 10/A in DP4244, Lot 11/A in DP4244, Lot 12/A in DP4244, Lot 13 in DP663078 and Lot 1 in DP105598. The site area is 2,657 m^2.

The site is located to the immediate east of the Rose Bay town centre in the Woollahra local government area (LGA). The Rose Bay town centre is identified as a Low-Mid Rise Centre under the Housing SEPP. Existing development on the site includes:

- A single storey building with a large gable roof, housing the Rose Bay Family Medical Centre at 23 Dover Road. The zoning of this property is still residential.
- Two-storey rendered houses with pitched tiled roofs at 25 & 27 Dover Road.
- A single storey rendered house with a pitched tiled roof at 29 Dover Road.
- A two-storey rendered dual occupancy with a pitched metal roof at 31 Dover Road.

All five lots have vehicular access from Dover Road, leading to garages. Pedestrian access is also available from Dover Road through gates in the front fences.

Figure 1 and **Figure 2** provide an appreciation of the site's location in both a local and broader context, respectively.

2.2. Road Network

The road hierarchy in the vicinity of the site is shown by **Figure 2**, with the following roads considered noteworthy:

- **Old South Head Road:** forms part of a classified state road (MR 173) that runs in a north-south alignment between Robertson Place in the north and Oxford Street (MR172) in the south. Near the site it is comprised of two lanes in each direction and is subject to 50 km/h speed zoning restrictions. A range of parking restrictions apply near the site, including, No Stopping zones, Bus Zones, and timed kerbside parking.
- **New South Head Road:** forms part of a classified state road (MR 339) that runs in an east-west alignment between Old South Head Road in the east and William Street in the west. Near the site it is comprised of two lanes in each direction and is subject to 50 km/h speed zoning restrictions. A range of parking restrictions apply near the site, including peak period clearways, No Stopping zones, Loading Zones, Bus Zones, and timed kerbside parking.
- **Dover Road:** a local road that runs in an east-west alignment between New South Head Road in the west and ends in a cul-de-sac in the east. Near the site, it is comprised of one lane in each direction and is subject to 50 km/h speed zoning restrictions. Time-restricted parking is provided on both sides of the road. On the southern side, parking is limited to 30 minutes between 8:00 am and 6:00 pm throughout the week. On the northern side, 15-minute parking applies from 8:00 am to 9:30 am and from 4:00 pm to 5:30 pm, Monday to Friday.

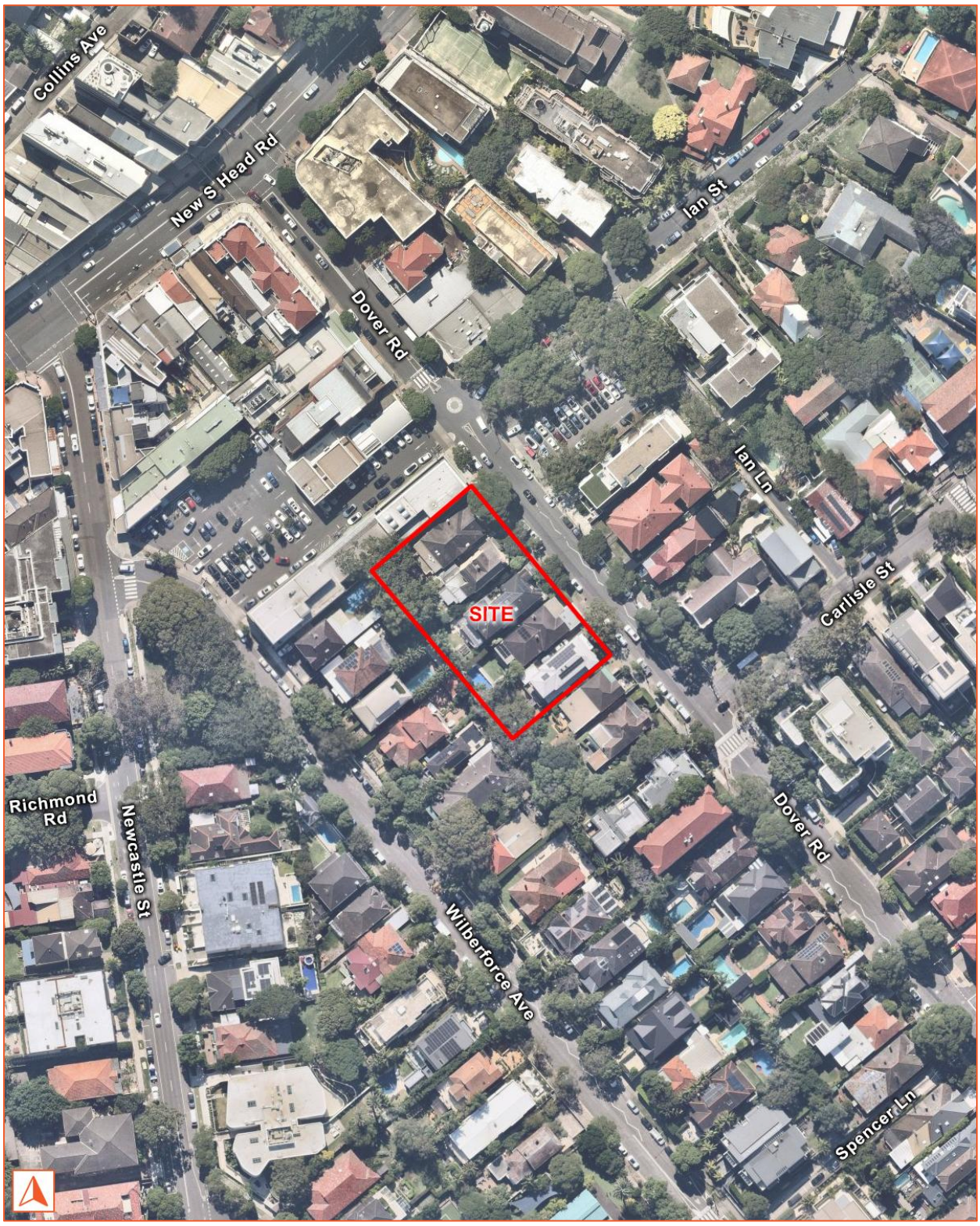

Figure 1: Site Plan

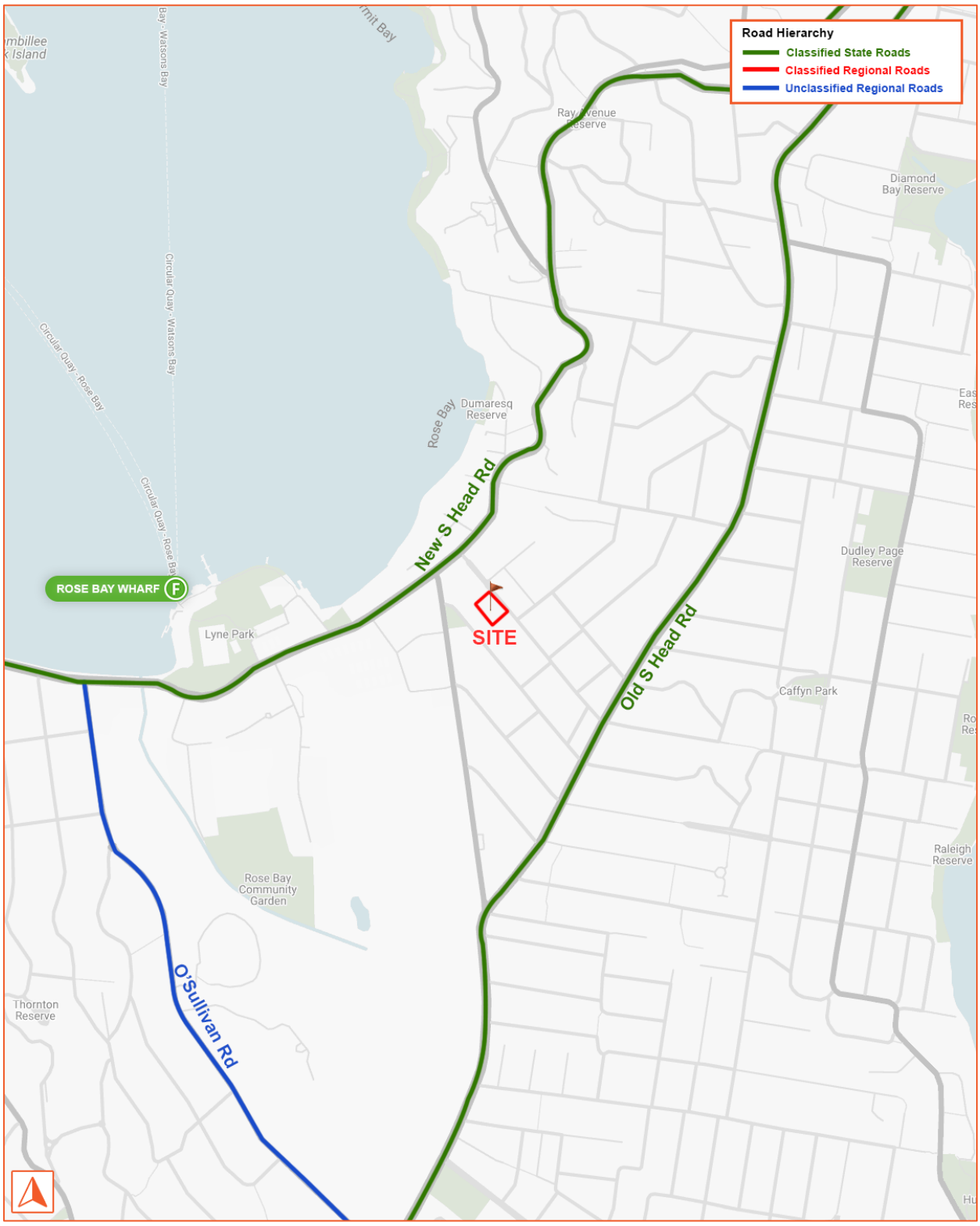

Figure 2: Location and Road Hierarchy Plan

2.3. Public Transport

2.3.1. Bus Services

The Integrated Public Transport Planning Guidelines 2013 states that the walking catchment for metropolitan bus services includes all areas within a 400-metre radius of a bus stop. As can be seen from **Figure 3**, the site is situated within 400 metres of several bus stops located along Dover Road, Old South Head Road and New South Head Road and hence falls within the walking catchment area.

Figure 3 also shows that several additional bus stops and services are accessible within 800 metres of the site. **Table 2** shows the notable town centres that are accessible via these bus services, and the average service headways during peak and off-peak periods.

Table 2: Bus Services

ROUTE NO.	ROUTE (TO / FROM)	ROUTE DESCRIPTION	AVERAGE HEADWAY
323	North Bondi to Edgecliff via New South Head Rd	Via Dover Heights, Rose Bay, Point Piper, Double Bay	Weekdays: 6 Service only Weekends: No Services
324	Watsons Bay to Walsh Bay via Old South Head Rd	Via Vaucluse, Rose Bay, Point Piper, Double Bay, Barangaroo	Weekdays: 5 – 15 minutes Weekends: 20 – 30 minutes
325	Watsons Bay to Walsh Bay via Vaucluse Rd	Via Vaucluse, Rose Bay, Point Piper, Double Bay, Barangaroo	Weekdays: 30 minutes Weekends: 30 minutes
362	Coogee to Rose Bay	Via Waverley, Tamarama, Bondi Beach	Weekdays: No Services Weekends: 30 minutes
386	Vaucluse to Bondi Junction via New South Head Rd & Old South Head Rd	Via Rose Bay	Weekdays: 30 minutes Weekends: 30 minutes
387	South Head Cemetery to Bondi Junction	Via North Bondi	Weekdays: 30 minutes Weekends: 30 minutes

2.3.2. Rail Services

The Integrated Public Transport Planning Guidelines 2013 states that the walking catchment for metropolitan rail stations includes all areas within an 800-metre radius of a train station. Bondi Junction Railway Station is located approximately three kilometres from the site and hence the site falls outside the walking catchment area. Nevertheless, some construction workers of the site might still use the rail network as part of a multimodal trip.

Table 3 shows the notable town centres that are accessible via the T4 Eastern Suburbs and Illawarra Line along with their average service headways.

Table 3: Rail Services

RAILWAY LINE	ROUTE DESCRIPTION	AVERAGE HEADWAY
T4 Eastern Suburbs and Illawarra Line	Via Bondi Junction, Kings Cross, Martin Place, Town Hall, Central, Redfern, Wolli Creek, Hurstville, Sutherland	Weekdays: 5 minutes peak / 10 minutes off peak Weekends: 10 minutes peak / 15 minutes off peak

2.3.3. Ferry Services

The Integrated Public Transport Planning Guidelines 2013 states that the walking catchment for metropolitan ferry wharves includes all areas within an 800-metre radius of a wharf. As can be seen from **Figure 3,** Rose Bay Wharf is located around 800 metres from the site and hence falls within the walking catchment, with construction workers of the site expected to use ferry services for travel to and from the site. **Table 4** shows the F9 Watsons Bay route along with average service headways.

Table 4: Ferry Services

FERRY	ROUTE DESCRIPTION	AVERAGE HEADWAY
F9	Via Circular Quay, Rose Bay, Watsons Bay	Weekdays: 20 minutes Weekends: 30 minutes

2.4. Active Transport

2.4.1. Cycle Network

Figure 4 illustrates the 10-minutes cycling catchment area and dedicated cycle routes near the site. The site has good access to the local bicycle network, with on-road cycle paths provided along New South Head Road (west of Norwich Road) and along Newcastle Street. These cycle paths are accessible via the local road network near the site.

Several key destinations can be accessed from the proposed development on a bicycle, including but not limited to, bulky goods retail stores, food and beverage premises, public transport services, and a range of recreational and outdoor facilities.

2.4.2. Walking Network

Figure 4 illustrates the 10-minute walking catchment area. Construction workers of the site have an excellent access to a similar range of facilities to those available via bicycle, including food and beverage premises, public transport services, and recreational and outdoor facilities. The nearest bus stops to the site are within around 125 metres on Dover Road.

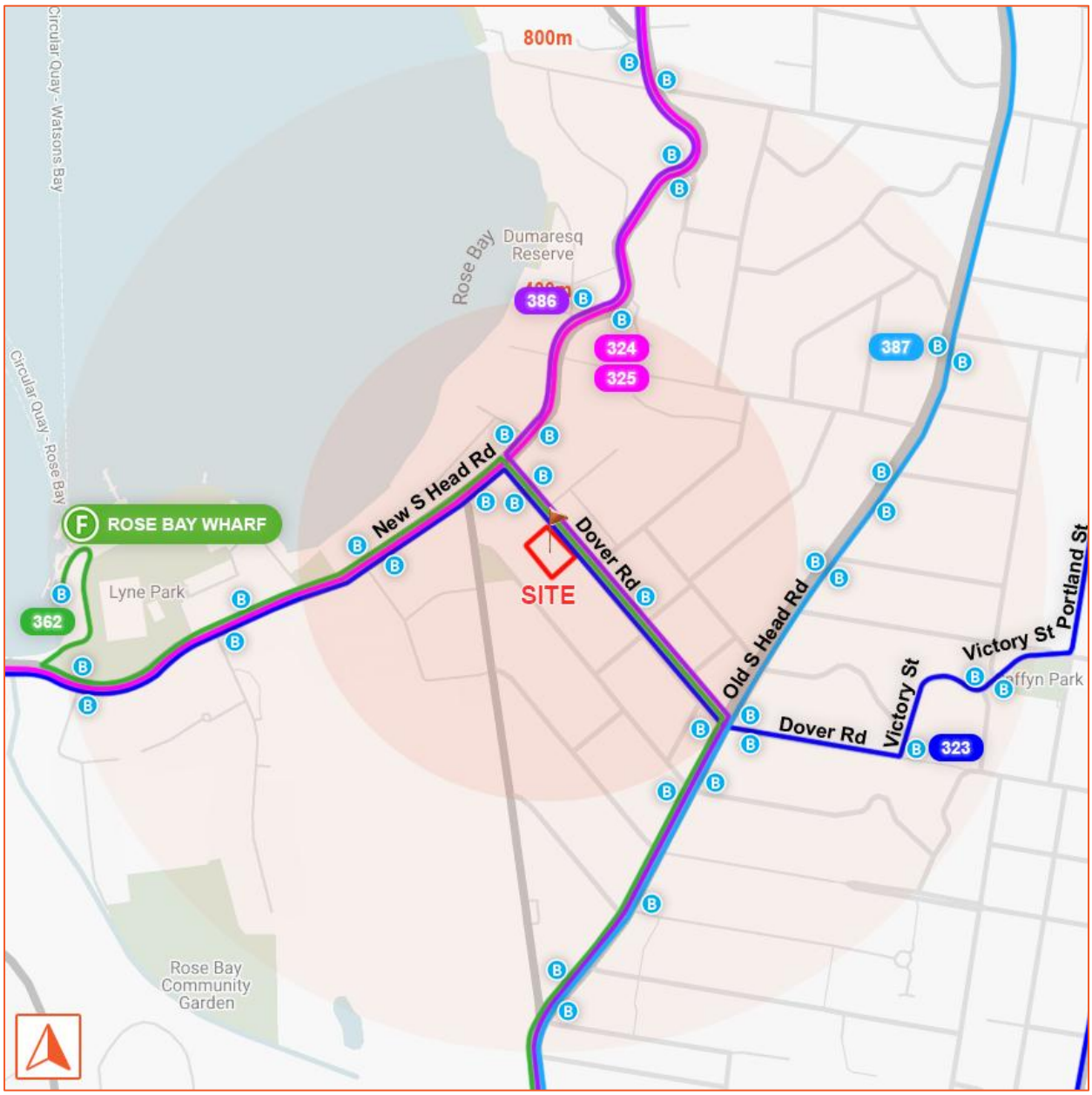

Figure 3: Public Transport Services

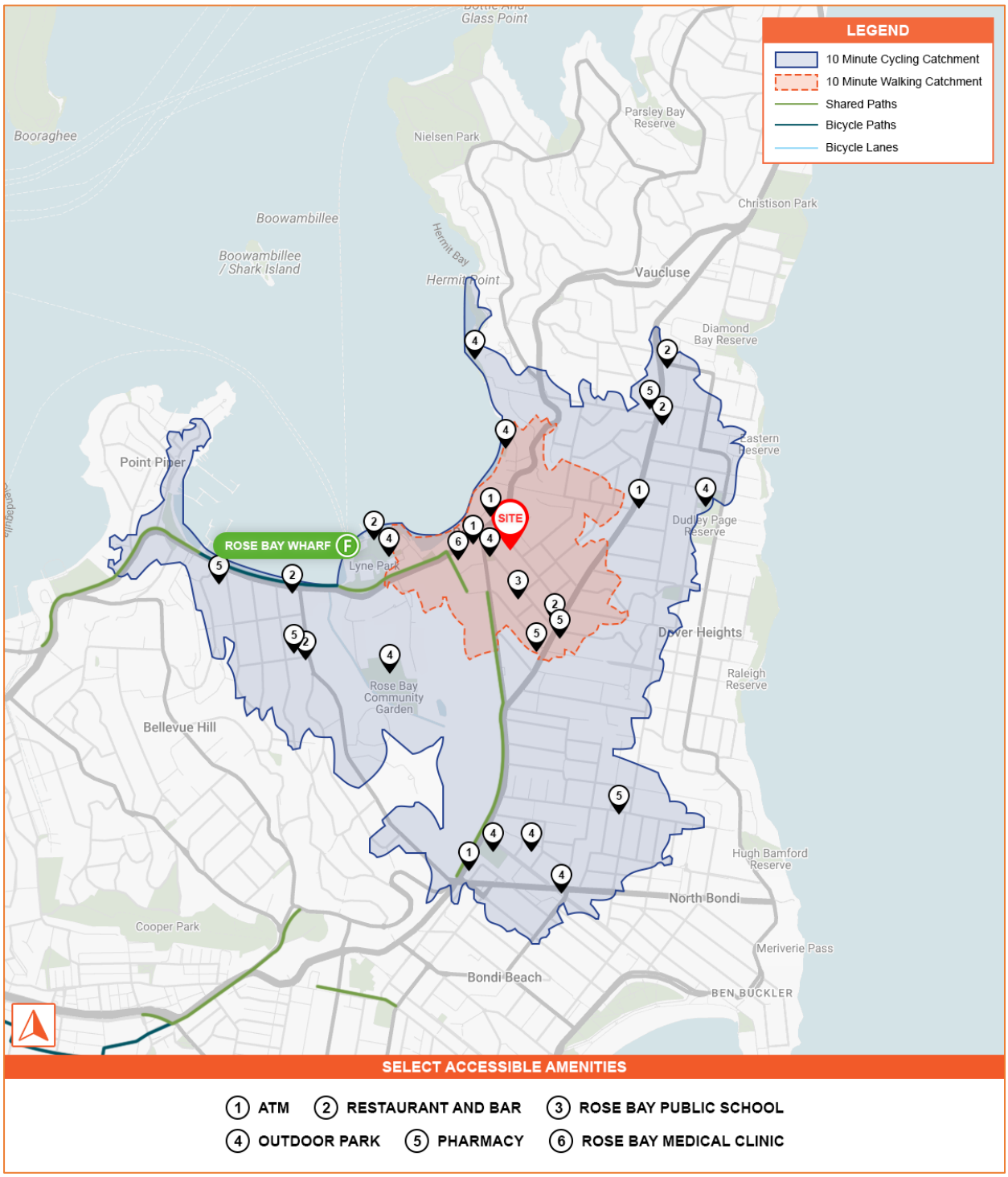

Figure 4: Active Transport Map

3. Preliminary Construction Program Overview

3.1. Hours of Work

The works will be undertaken in accordance with the hours of work set out in the development consent, which in turn are likely to be in accordance with the recommended hours of the Interim Construction Noise Guideline, which are repeated below for reference:

- Monday to Friday 7am to 6pm.
- Saturday 8am to 1pm.
- No construction to take place on Sundays or public holidays.

The consent authority may modify these hours to permit embellishments, such as early morning extensions for quiet works only, or out of hours works requiring separate approval for certain tasks.

3.2. Staging and Duration of Works

3.2.1. Construction Program

Table 5 shows that the construction works are expected to be delivered in four stages and over a duration of 24 months.

Table 5: Construction Staging & Duration

STAGE	DESCRIPTION	ESTIMATED DURATION
1	Demolition	4 – 6 weeks
2	Bulk Excavation	5 months
3	Structure	12 months
4	Fitout and Finishes	12 months

The durations stipulated in **Table 5** are subject to the availability of contractors within a suitable haulage distance of the site and therefore the estimated duration of works may vary.

3.2.2. Stage 1 – Demolition

Stage 1 works will require approximately four to six weeks to complete and will require in the order of five to 15 on-site workers on a typical day. Construction works during this stage will consist of demolition of all existing structures and hoarding erection. The largest truck to be used during this stage will be a 12.5-metre-long Heavy Rigid Vehicle (HRV). This vehicle will enter and exit via a temporarily widened driveway along the Dover Road frontage, with all loading and unloading to occur wholly within the site.

3.2.3. Stage 2 – Bulk Excavation

Stage 2 works will require approximately five months to complete and will require in the order of 15 to 30 on-site workers on a typical day. Construction works during this stage will consist of earth removal to achieve the required basement and ground levels and prepare for foundations.

The largest truck to be used during this stage will be an 18.3-metre truck and dog, though the use of such vehicles would be somewhat limited and these would form only a small proportion of overall truck trips. This vehicle will enter and exit the site via a temporarily widened driveway along the Dover Road frontage, with all loading and unloading to occur wholly within the site.

A second exit-only temporary construction driveway would be implemented during Stage 2 to allow trucks to circulate in a forward direction through the site, rather than having to turn wholly within it to enter and exit via the same construction driveway.

3.2.4. Stage 3 – Structure

Stage 3 works will require approximately 12 months to complete and will require in the order of 80 to 100 on-site workers. Works to be undertaken will include building the core framework of the structure, including foundations, columns, beams, floors, and walls.

During this stage, the largest vehicle to be used will be a 12.5-metre-long HRV, which will again use the same dual temporary construction vehicle accesses proposed under Stage 2 to enter and exit the site in a forward direction, so long as ongoing works within the site permit.

Once building structure and infrastructure works within the site have progressed to the point at which larger trucks cannot enter the site, they will instead utilise a proposed on-street Works Zone along the Dover Road frontage. All entry and exit movements to the Works Zone will occur in forward direction.

Once the internal ramp and basement car parks have been constructed, smaller construction vehicles such as utes and vans will be able to enter and exit the site in a forward direction and utilise the basement car parks for loading and unloading activities.

3.2.5. Stage 4 – Fitout & Finishes

Stage 4 works will require approximately 12 months to complete and will require in the order of 60 to 80 on-site workers. Works to be undertaken will include fitout and finishes of the building such as partitions, flooring, ceilings, painting, lighting, HVAC, joinery, plumbing, and installation of fixtures and fittings.

During this stage, the largest vehicle to be used will be a 12.5-metre-long HRV, which will continue to utilise a proposed on-street Works Zone along the site frontage, with all entry and exit movements to the Works Zone occurring in a forward direction. Smaller construction vehicles such as utes and vans will be able to enter and exit the site in a forward direction and utilise the basement car parks for loading and unloading activities.

4. Preliminary Construction Traffic Management

4.1. Vehicular Access

During the earlier construction stages, construction vehicles will be catered for wholly within the site via the provision of a temporarily widened construction driveway on Dover Road. Initially there will only be one such construction driveway, though during bulk excavation a second will be provided to facilitate separate entry and exit movements, with internal circulation ensuring all such movements occur in a forward direction.

As construction progresses into Stages 3 and 4, vehicle access to the site will be restricted to smaller vehicles such as utes and vans due to spatial constraints once the built elements of the proposed structure are taking form. The builder will be responsible for ensuring that adequate and safe vehicle access is maintained at all times.

Preliminary swept path analysis has been undertaken using an 18.3-metre truck and dog. The results confirm satisfactory vehicle circulation movements within the site will be achieved and importantly all entry and exit movements will occur in a forward direction.

4.2. Works Zone

An on-street Works Zone will likely be required throughout Stages 3 and 4 and is required to be established along the site frontage on Dover Road. This Works Zone will facilitate the loading and unloading of construction vehicles once works within the site have progressed to the point that larger vehicles can no longer enter and will operate within the approved hours of work. The largest vehicle that will use the Works Zone will be a 12.5-metre-long HRV.

The precise location of the Works Zone would be identified prior to works commencing and through consideration of street trees, street furniture, and utility poles, but would likely require the temporary removal of approximately two existing on-street parking spaces. It would also ensure that any loss of kerbside parking is limited to the approved hours of work for the Works Zone, with the zone able to be used for kerbside parking at all other times.

The Works Zone would ensure that appropriate loading facilities are provided for construction of the development to ensure that it is able to be constructed in an efficient and timely manner.

4.3. Truck Routes

The proposed truck routes to and from the site with vehicle size up to an 18.3-metre-long truck and dog are shown by **Figure 5** are summarised below:

- Inbound: Old South Head Road and Dover Road.
- Outbound: Dover Road and New South Head Road.

The above truck routes are the most direct between the proposed site and the arterial road network, ensuring that impacts are mitigated as much as possible. Once on New South Head Road or Old South Head Road, trucks are on a classified state road and have broader access to destinations across NSW via the arterial road network.

4.4. Pedestrian Access & Protection

Class A hoarding will be erected along the footpath of Dover Road and maintained throughout the entire construction period to ensure the site is secured, and pedestrian access and safety is maintained. All footpaths in the vicinity would be maintained for public use throughout the construction works.

Class B hoarding would be erected during any time a Works Zone is implemented on the Dover Road frontage and lifting occurring over the footpath.

There may be very short-term closures for the Dover Road footpath along the site frontage as public domain works, such as the demolition of existing driveways and construction of the proposed driveway, are undertaken. These works would be undertaken in a manner which minimises the impact to pedestrians and appropriate and accessible pedestrian detours would be implemented to further ensure pedestrian infrastructure is maintained.

4.5. Crane Requirements

A mobile crane will be required during Stage 2 to enable the erection of a tower crane within the site. The tower crane will be in place for all of Stage 2 and 3 and much of Stage 4, with a mobile crane again required towards the end of Stage 4 to dismantle the tower crane.

The implementation of the tower crane would be subject to separate approvals which would be made by the builder as required.

4.6. Road Occupancies

Road occupancies along the Dover Road frontage may be required for short periods of time during the construction programme to facilitate certain construction activities, such as substation, services, and public domain works. This implementation of road occupancy would be subject to separate approvals which would be made by the builder as required.

4.7. Notice of Construction Works

Adjoining neighbours of the site will be notified by letterbox drop of the construction works and expected timeframes for completion 14 days prior to works commencing. A copy of the notification will also be submitted to Council prior to commencement of the construction works.

4.8. Traffic Guidance Scheme

Site-specific Traffic Guidance Schemes (TGS) would be prepared upon approval of the SSDA in response to the relevant conditions of consent and Council's requirements. The TGS would demonstrate the signage and traffic

management measures that would be required for the traffic management for the vehicle access to the site. Similar arrangements could be replicated should entry be required to adjacent sites for loading and unloading.

The TGS would ensure that vehicular, pedestrian and cyclist movements are managed safely and efficiently. The TGS would be designed in accordance with the requirement of the TfNSW Traffic Control at Works Site Technical Manual and AS 1742.3.

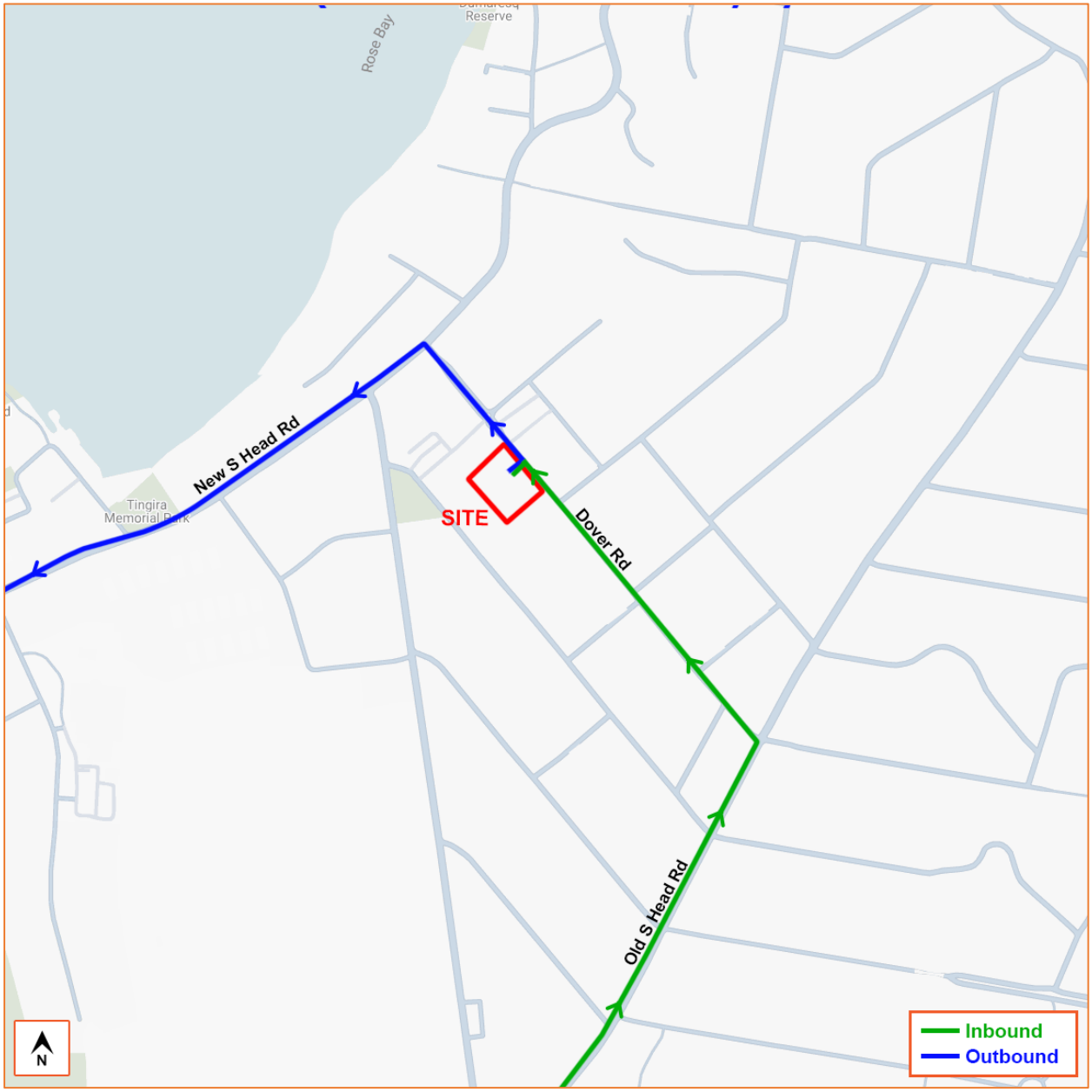

Figure 5: Truck Routes

5. Preliminary Construction Impacts

5.1. Contractor Parking Demand & Impacts

As demonstrated by Section 2.3, the site is well serviced by bus and ferry services and as such, a proportion of workers are expected to travel to and from the site via public transport, thereby reducing reliance upon private vehicles. Further, the use of car-pooling will be actively encouraged to reduce the reliance on private vehicles, ensuring that any minor parking demands do not detrimentally impact neighbouring residents.

During the busiest period of contractor activity on-site (Stage 3), there are expected to be up to 100 workers on site on any given day. The following methodology has been applied in estimating car parking demand:

- 30% of all workers are expected to use public and active transport for travel to and from the site.
- An average car occupancy of two workers per car is expected for travel to and from the site.

It is assumed that around 70% of the workers will travel to the site by car, with an average car occupancy of two persons per car. After the initial demolition stage as structures are razed, there would be opportunity for on-site parking to be provided such that any contractors that drive a private vehicle to the site after demolition would have ample space to park on the subject site.

Once the internal vehicle ramp and basement car parks have been constructed, there may also be an opportunity to accommodate parking demands on-site. Parking on-street will be actively discouraged to the builder, and such advice and requirements would be communicated through construction tender documentation and contracts. Staggered start times will be implemented wherever possible to reduce the peak demand for contractors on the site at any given time.

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.
- Identification of suitable off-site parking areas from where workers can either walk or use public transport to access the site.
- To support construction workers in utilising public transport, appropriate arrangements will be made for any equipment and tool storage and drop-off requirements.

5.2. Traffic Generation & Impacts

The traffic generated by the construction activities will vary across the construction stages. Table 6 provides an estimate of the maximum number of truck and contractor vehicle trips per day that will be generated.

Table 6: Trip Generation of Trucks & Contractor Vehicles

TYPE	STAGE 1	STAGE 2	STAGE 3	STAGE 4
DAILY HEAVY VEHICLE (TRUCK) TRIPS	10	20-30	20 (40-50 during concrete pouring days)	10
DAILY LIGHT VEHICLE (WORKER) TRIPS	3-9	9-18	40-60	36-48

In terms of truck movements, it is expected that the construction works will generate up to 50 truck movements per day (25 inbound and 25 outbound) during the absolute busiest part of the construction, being during concrete pours. At all other times, the daily number of truck trips to the site would be relatively low, peaking at around 15 truck arrivals per day (for 30 total trips) which would be spread over an 11-hour workday.

Peak light vehicle trips would be generated during Stages 3 with up to 60 daily trips (30 inbound and 30 outbound). Inbound trips would generally occur before the typical network peak give the anticipated construction hours of work commence at 7am, with outbound trips typically occurring after the network peak given the hours of work cease at 6pm. Further, contractor attendance at the site would be staggered wherever possible to limit the intensity of vehicle trips generated by the site during any given hour.

The site has excellent access to the arterial road network, which includes Old South Head Road and New South Head Road. The truck and vehicle trips anticipated to facilitate the construction works can be readily accommodated by the arterial road network, given the high daily traffic volumes it carries. The construction traffic impacts are considered acceptable and are necessary to construct the proposed development.

5.3. Public Transport

Construction works at the site will not have any material impact on existing public transport services.

5.4. Pedestrian & Cyclist Access

The pedestrian management measures throughout the construction period have been discussed in Section 4.4 and will ensure there will be minimal impact on pedestrians and cyclists. Public pedestrian and cycle access will be retained at all times throughout the construction.

5.5. Emergency Vehicle Access

The construction activities will have no impact on emergency vehicle access to the site and / or along the street frontage, and accordingly, emergency vehicle access will be always available. Should there be a need for emergency vehicle access, on-site workers are to assist as necessary.

6. Conclusions

In summary, this Plan has been prepared to address the anticipated construction activities associated with construction of the development at 23-31 Dover Road, Rose Bay. At the time of preparing this PCTMP, a builder has not yet been appointed to inform this report. Accordingly, this PCTMP will be updating following receipt of a formal development consent and once a builder has been engaged and a construction methodology developed to inform the update to this report.

The proposed traffic management arrangements recommended in this Plan satisfy the requirements of the TfNSW Traffic Control at Work Sites Manual, AS 1742.3 and AS 2890.2, and seek to minimise the impact of the construction activities on the surrounding community, in terms of both vehicle traffic and pedestrian amenity.

Any minor variation to these standards would be considered acceptable having regard to the constraints inherent by the site and proposed development.

PDC CONSULTANTS
+61 2 7900 6514 | www.pdcconsultants.com.au