



**64-66 Lavender Street & 3-7 Middlemiss
Street, Lavender Bay**
Transport Impact Assessment

Prepared for: **Central Element**

16 March 2026



PROJECT INFORMATION

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Project Number:	2258
Prepared By:	JMT Consulting

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CONSULTANT DECLARATION

PROJECT DETAILS	
PROJECT NAME	64-66 Lavender Street & 3-7 Middlemiss Street, Lavender Bay
Application number	SSD-86797708
REPORT DETAILS	
Name of report this declaration relates	Transport Impact Assessment
Report Date	16 March 2026
Company name	J Milston Transport Consulting Pty Ltd – ABN 32635830054
Author name	Josh Milston
Author qualifications	MIEAust CPEng
DECLARATION BY CONSULTANT	
Name	Josh Milston
Registration no.	3077628
Organisation registered with	Engineers Australia
Declaration	The undersigned declares that Transport Impact Assessment • has been prepared in accordance with the following policy, guidelines, or legislative requirements: - Transport for NSW Guide to Transport Impact Assessment - Guide to Traffic Management – Part 12: Traffic Impacts of Developments (AUSTROADS) • contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the transport impact assessment report relates; • does not contain information that is false or misleading; • identifies and addresses the relevant Planning Secretary's environmental assessment requirements (SEARs) for the project; • identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments to which the report relates; • contains a consolidated summary of the proposed or necessary mitigation measures
Signature	
Date	16 March 2026

1 Introduction

1.1 Background

This transport impact assessment report has been prepared by JMT Consulting to support a State Significant Development Application (SSDA) SSD- 86797708 and Planning Proposal for the site at 64-66 Lavender Street & 3-7 Middlemiss Street, Lavender Bay.

1.2 Site location

The site is an irregular triangular shape with dual frontages on Lavender Street and Middlemiss Street as shown in Figure 1 below. The site comprises five (5) separate allotments comprising of 2-storey residential buildings and is located between Middlemiss Street and Lavender Street.

Milsons Point train station is located approximately 300m south-east of the site, with primary pedestrian access via Alfred Street. North Sydney transport interchange is approximately 250m north-west of the site and provides access to a range of high frequency bus and train services.



Figure 1 Site context

1.3 Proposal description

The proposed development seeks approval for the rezoning of the site and development consent for the construction of a residential development. The SSDA specifically involves the following works:

- Demolition of the existing buildings on site;
- Site excavation, and other preparatory site works;
- Construction of a 32 and 22-storey residential flat building including 3% designated affordable housing consisting of approximately a total of 160 dwellings,
- Five levels of basement parking,
- Vehicular access from Lavender Street and loading access from Middlemiss Street,
- A new public accessible open space, including through-site link and site landscaping and
- Site amalgamation,
- Utility and services augmentation as required.

To accommodate the proposed SSDA, a concurrent rezoning is sought to increase the site's maximum building height.

Refer to Architectural Plans prepared by SJB Architects appended to the Environmental Impact Statement.

1.4 State Environmental Planning Policy (Transport & Infrastructure) 2021

With regards to the State Environmental Planning Policy (Transport & Infrastructure – T&I SEPP) 2021 the following is noted:

- The site does not have a direct frontage to a classified road, therefore not triggering the assessment requirements of clause 2.119 of the SEPP.
- The site does not adjoin a road with an annual average daily traffic volume of more than 20,000 vehicles, therefore not triggering the assessment requirements of Clause 2.120 of the T&I SEPP; and
- The proposal will provide for fewer than 300 dwellings and 200 parking spaces and is not expected to impact the operation of the local road network and is therefore not considered to be 'traffic generating development' as defined under Schedule 3 of the T&I SEPP.

1.5 Report purpose

This report has been prepared in response to the Secretary's Environmental Assessment Requirements (SEARs) for SSD- 86797708 relevant to traffic and transport as summarised in Table 1.

Table 1 SEARs requirements

SEARs Item	Description of Requirement	Response
Item 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.	As per the recently released GTIA the subject development is considered to have a 'low' impact level given the proposal does not meet the criteria for either Columns 2 or 3 of Schedule 3 in the State Environmental Planning Policy (Transport and Infrastructure) 2021. The GTIA recommends the development of a 'Transport Impact Statement' for this scale of development, covering the following items: - site location and context - development scale and access arrangements - trip generation and distribution The above items have been addressed in this report.
	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.	The site is not located on a major on-road (bus) public transport corridor nor is it adjacent to a major road. Therefore future construction of the development is not forecast to cause significant disruptions to public transport, pedestrians, cyclists or general road users. A detailed CTMP will be prepared prior to any works commencing on site, this requirement can be reinforced via a suitably worded consent condition. Notwithstanding the above a preliminary CTMP has been prepared and outlined in Section 4 of this document.

2 Existing Transport Conditions

2.1 Existing site conditions

The existing site comprises of approximately 35 * two bedroom apartments, with no associated on-site car parking. On-street resident car parking (Area 6) is available on both Middlemiss Street and Lavender Street.

2.2 Travel behaviours

Travel behaviours for residents and employees within the area surrounding the site¹ been analysed using Journey to Work Census data. The data demonstrates a high proportion of people travelling to and from Lavender Bay use public transport, accounting for over half of all trips in the case of residents travelling to work and nearly two thirds of trips for employees travelling to the area. This reflects the strong availability and accessibility of public transport and active transport in this area – particularly Milsons Point station which is a five minute walk away from the site. A high proportion of residents walk to work, which reflects the likelihood that future residents of the site will choose to work in the nearby North Sydney CBD. Only 25% of residents noted that they travelled to work using their own vehicle, demonstrating that the site has a very low car reliance making it suitable for future residential development.

Table 2 Existing travel patterns

Mode of travel	Proportion of trips	
	<i>Residents travelling to work from Lavender Bay</i>	<i>Employees travelling into Lavender Bay for work</i>
Car driver	23%	20%
Car passenger	1%	2%
Bus	6%	12%
Train	53%	65%
Walk	16%	1%
Bicycle	1%	0%
Total	100.00%	100.00%

¹ SA1, code 12104141714 & Destination Zone 114173334

2.3 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. Due to their network significance TfNSW provides financial assistance to councils for the management of their Regional Roads.

Key State and Regional roads which provide access to the site are illustrated in Figure 2 below, which demonstrates the site is well connected to the surrounding road network. Both Lavender Street and Middlemiss Street are local roads under the control of North Sydney Council and are not part of the classified road network.

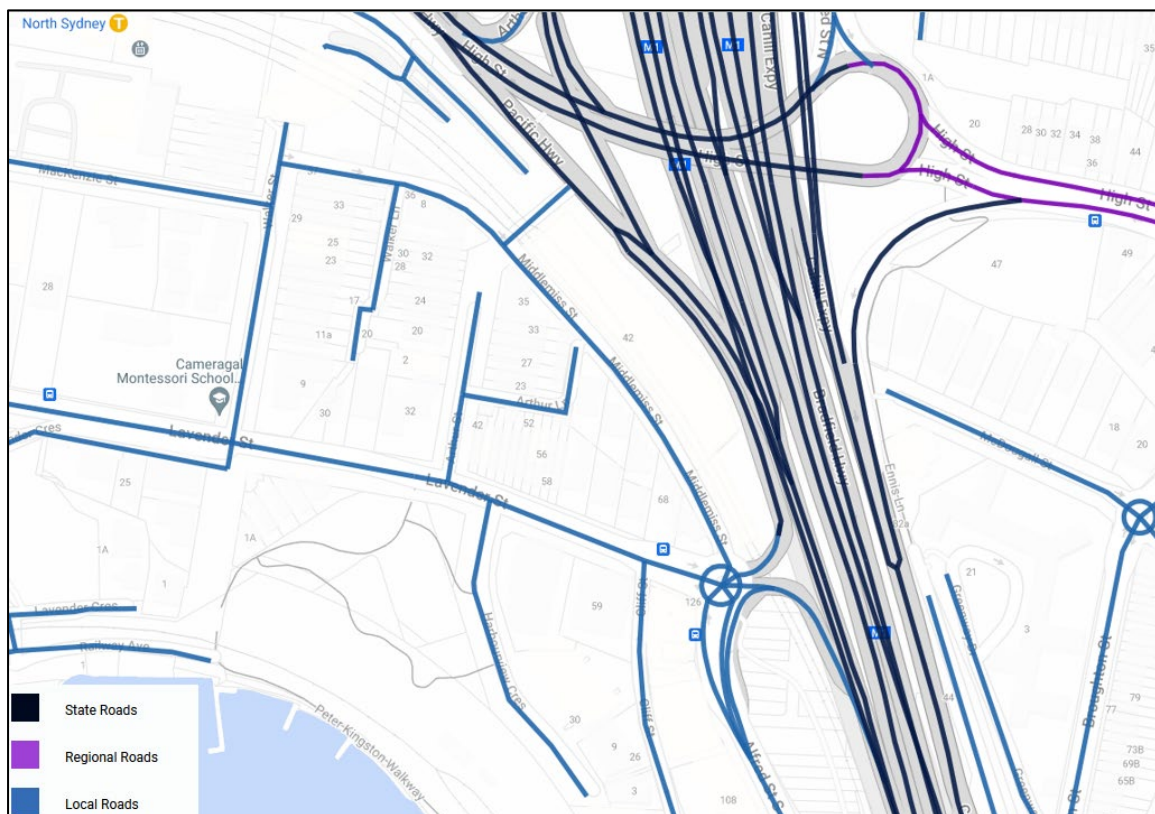


Figure 2 Existing road network

2.4 Public transport

The site has excellent public transport access, being located within a five minute walk (400m) of both North Sydney and Milsons Point train station. The North Sydney transport interchange on Blue Street provides access to a range of bus services as well as train services on the T1 North Shore line, with trains arriving every three minutes during peak hours. Bus stops are also available immediately adjacent to the site on Lavender Street and Alfred Street as indicated in Figure 3 below. Key bus routes serviced by these stops include:

- 150X / 154X (Manly to Milsons Point / Dee Why to Milsons Point)
- 209 (East Lindfield to Milsons Point via North Sydney)
- 229 (Beauty Point to Milsons Point)
- 230 (Mosman Wharf to Milsons Point via North Sydney)
- 286 / 287 (Denistone East / Ryde to Milsons Point)
- 622 (Dural to Milsons Point)

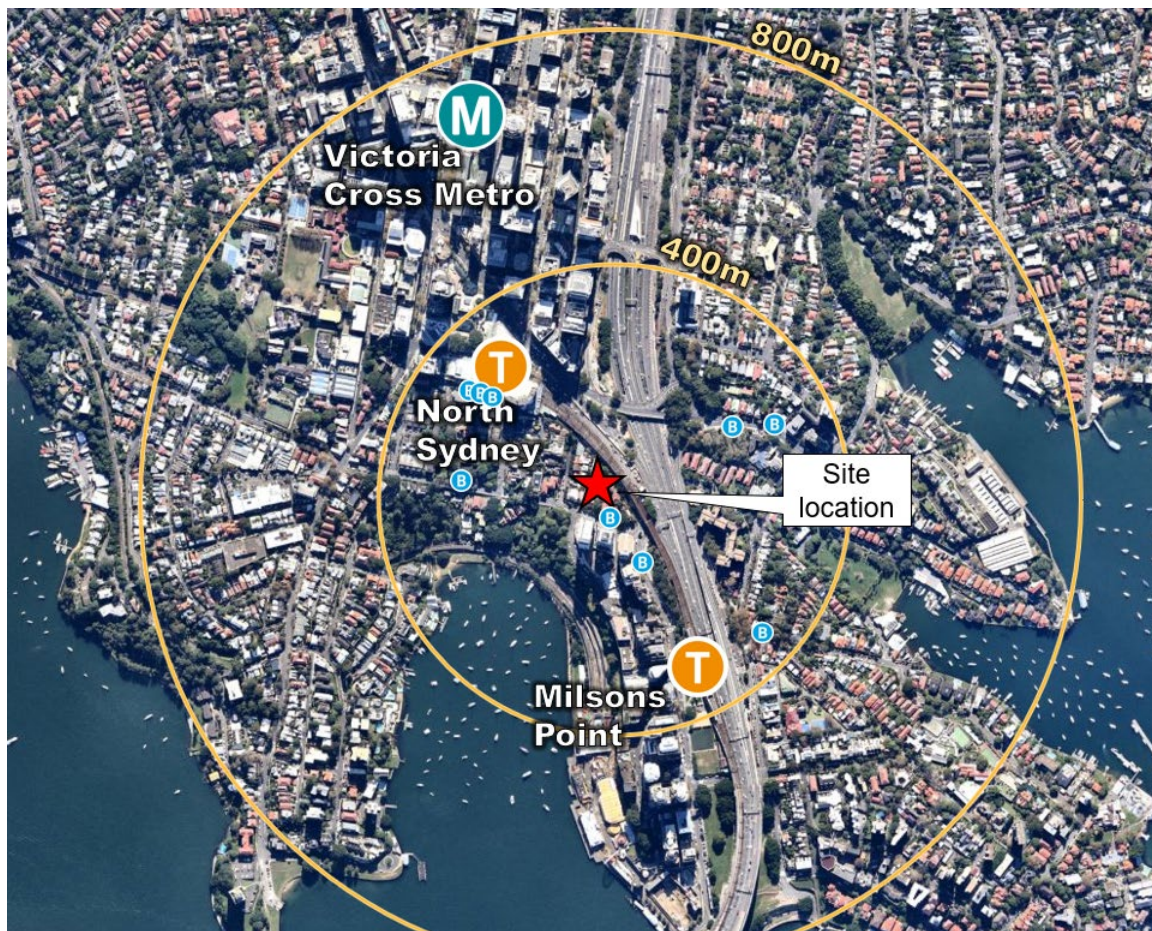


Figure 3 Existing public transport network

An indicator of the level of public transport accessibility a site contains is the number of locations accessible within a 30 minute public transport catchment. As illustrated in Figure 4 a number of key employment centres across Sydney can be reached within 30 minutes public transport travel time of the site, including Chatswood, St Leonards, Sydney CBD, Redfern, Green Square and the North Sydney CBD. The highly accessible nature of the site will support access via public transport and reduce the impacts of vehicle based travel.

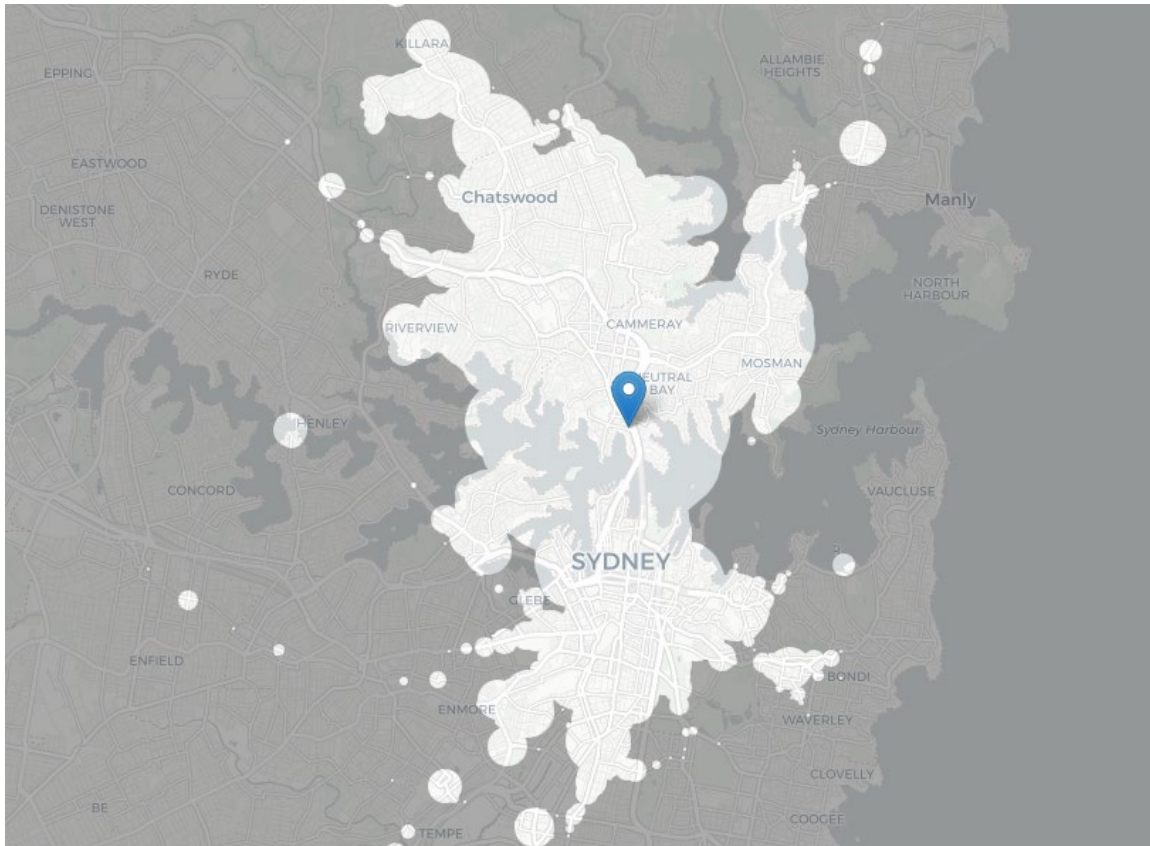


Figure 4 30 minute public transport catchment

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

2.5 Vehicle site access

The existing site is serviced by multiple individual driveways fronting Lavender Street.

2.6 Existing traffic volumes and road network performance

24 hour traffic data was collected on Lavender Street (east of Harbourview Crescent) in February 2026 (09/02/26 through to 15/02/26). The data indicates this road currently carries approximately 7,500 vehicles on a typical weekday - reflecting its status as a local road through the area.

Austrroads Guide to Traffic Management (Part 3) provides guidance in relation to typical traffic lane capacities – i.e. how many vehicles per hour a traffic lane can accommodate in different environments. For ‘Urban Arterial Roads with Interrupted Flow’ Austrroads notes that a traffic lane has the capacity for up to 1,000 vehicles per hour, with a kerbside traffic lane having capacity of 900 vehicles per hour.

Lavender Street currently comprises of one traffic lane in each direction with kerbside parking on both sides of the street – therefore having the capacity to carry 900 vehicles per hour in each direction.

As shown in Figure 5 Lavender Street currently operates below its theoretical capacity at all times of the day, with a maximum hourly flow of less than 350 vehicles per hour per lane or approximately 40% of its current theoretical capacity.

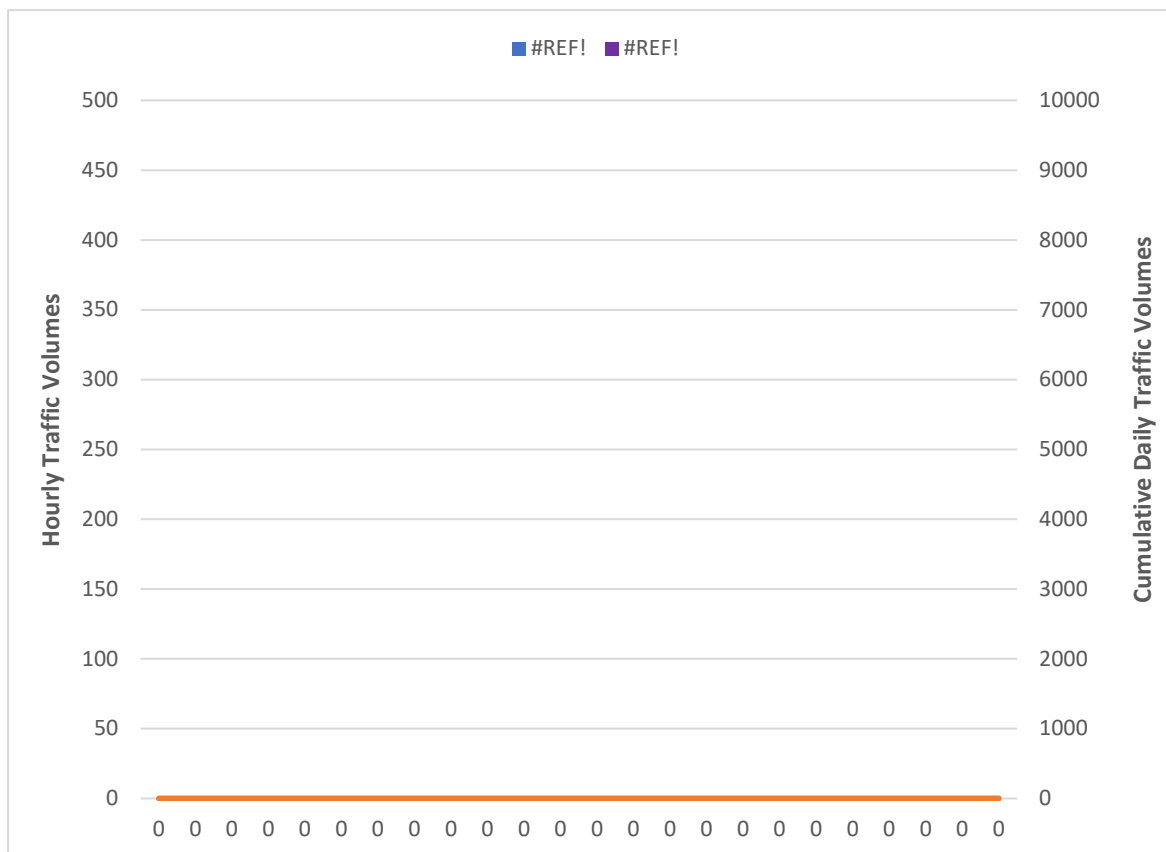


Figure 5 Existing traffic flows – Lavender Street

2.7 Walking and cycling

The site is well served by a good network of local footpaths. Paved footpaths and kerb ramps are provided on both sides of the Lavender Street and Alfred Street, with a marked zebra crossing available on Lavender Street as shown in Figure 6. All roads on the walking route from the site to both Milsons Point and North Sydney station possess paved footpaths and kerb ramps on both sides of the road.



Figure 6 Existing zebra crossing on Lavender Street

The site is well connected to a number of cycling routes which consist of both off-road cycling paths as well as on-road marked paths. Middlemiss Street which fronts the site is a key cycling route that links the Sydney Harbour Bridge cycleway with the North Sydney CBD.

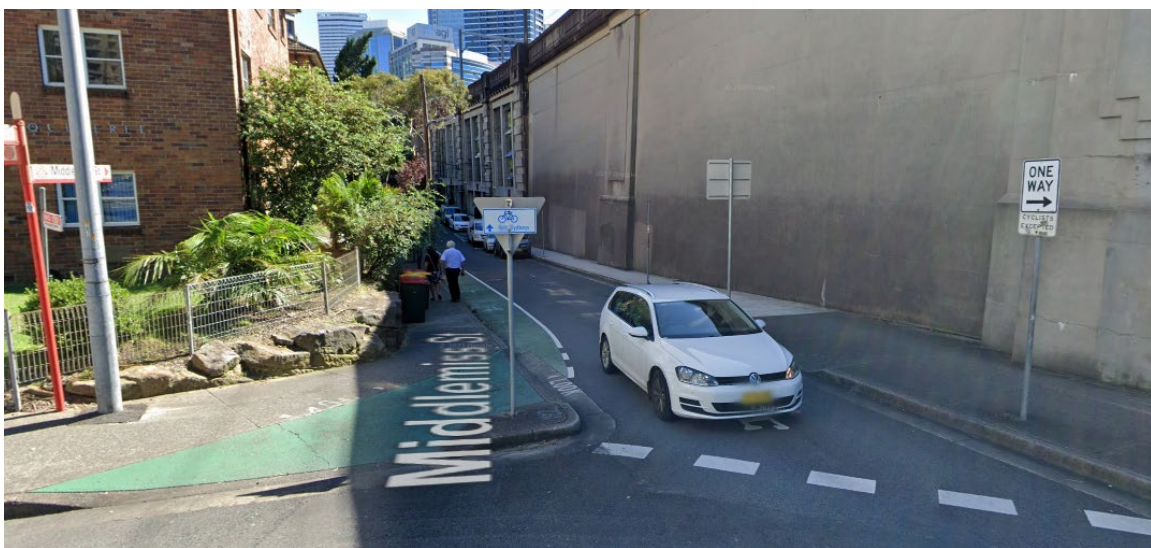


Figure 7 Middlemiss Street cycleway

Image source: Google Street View

Alfred Street to the south of the site provides for both an on-road cycling lane as well as a shared pathway running adjacent to Bradfield Park.

Transport for NSW have recently introduced a new two-way, separated cycle path along Alfred Street South in Milsons Point as part of the Sydney Harbour Bridge Cycleway Northern Access Project. The cycle path takes riders safely between Burton Street and the existing bike network beginning on Middlemiss Street. Key features of the project would include:

- New pedestrian crossings on Middlemiss Street and Alfred Street
- Upgraded crossing on Lavender Street for cyclists and pedestrians
- Separated cycleway on Alfred Street connecting with the Sydney Harbour Bridge cycleway

This project, along with the complementary new Sydney Harbour Bridge northern cycleway ramp, enhances the already strong active transport network servicing the site.

2.8 Crash history

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 8. This indicates no recorded crash history along the frontages of the site on either Middlemiss Street or Lavender Street – confirming no concerns in relation to road safety.

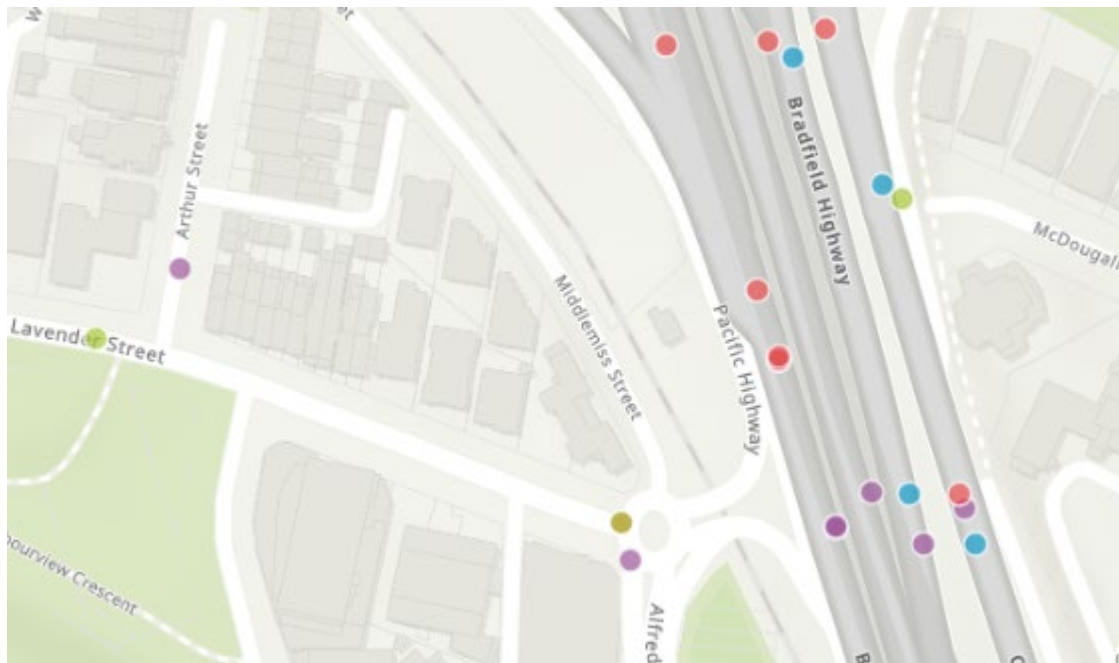


Figure 8 Crash data

Source: NSW Centre for Road Safety

3 Transport Assessment

3.1 Proposed vehicle site access

Vehicle site access is proposed to be as follows:

- Passenger vehicle entry / exit provided towards the western end of Lavender Street to maximise the distance away from the intersection with Alfred Street;
- Entry for trucks / waste collection vehicles via the eastern end of Arthur Lane; and
- Exit for trucks / waste collection vehicles directly onto Middlemiss Street.

This proposed vehicle access arrangement is indicatively shown in Figure 9 below.

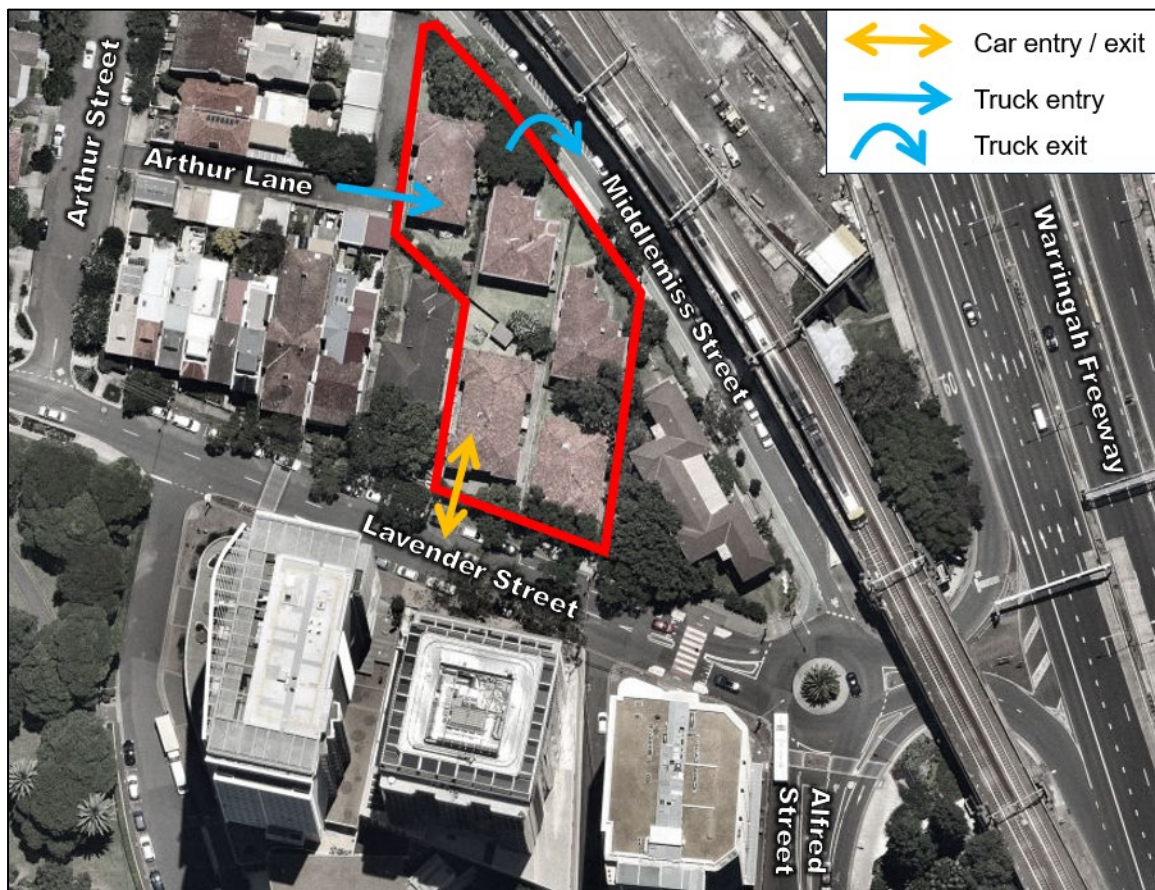


Figure 9 Proposed vehicle access arrangements

The proposed car access driveway on Lavender Street is approximately 6m wide and therefore complies with the requirements of a 'Category 1' driveway as noted in AS2890.1. Locating the driveway on Lavender Street is considered appropriate, noting this provides sufficient width to accommodate two way traffic movements and that there has been no recorded history of crashes at this location as previously noted in Section 2.8.

Sight distance from the driveway to the nearest intersection at Alfred Street is over 65m which complies with the minimum requirements noted in AS2890.1. The driveway width enables the simultaneous passing of vehicles into and out of the site as shown in Figure 10 on the following page. Access into the car park could be provided via either left or right hand turns from Lavender Street.

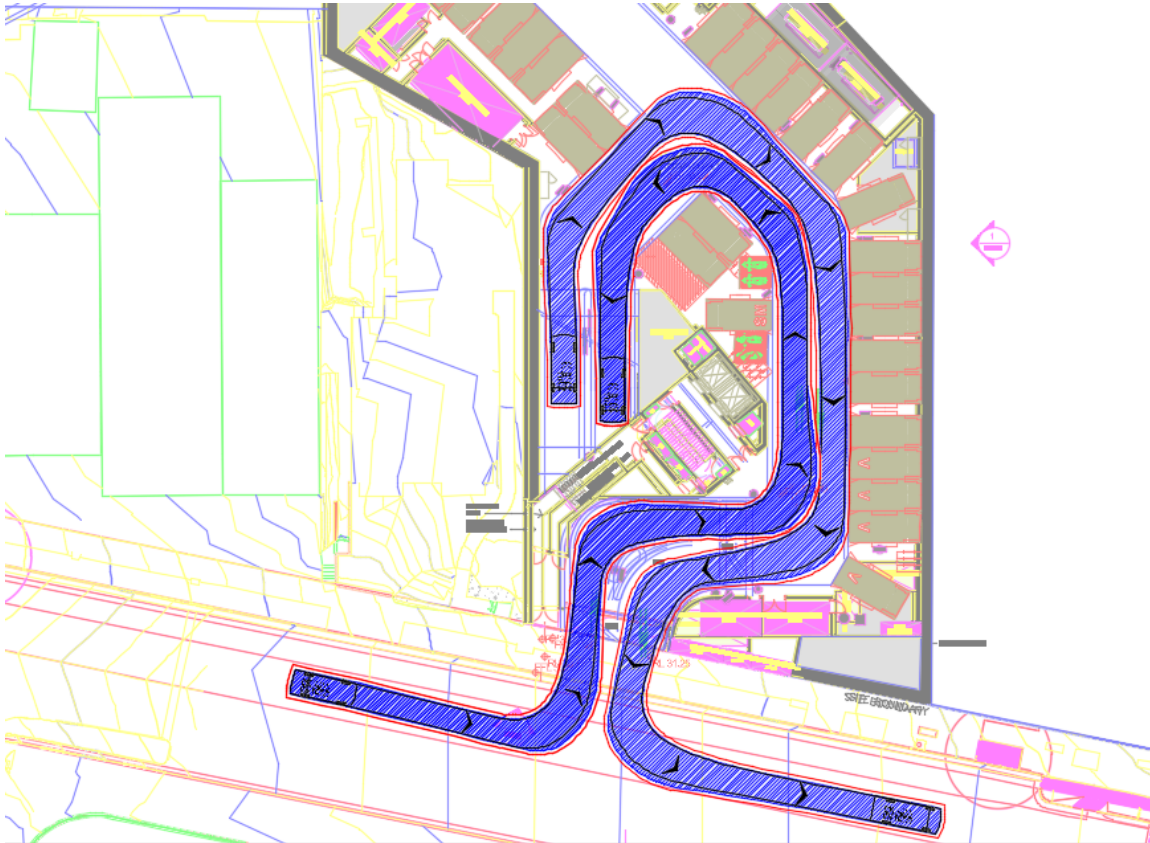


Figure 10 Swept path analysis – access for passenger vehicles

3.2 Car park design

The on-site 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 Class 1 parking areas (aisles minimum 5.8 metres wide with parking spaces 2.4 metres wide by 5.4 metres long and 2.4 metre wide shared zones for accessible). Accessible parking spaces (including adjacent shared areas) provided in the car park have been designed in accordance with AS2890.6.

The driveway includes a gradient of no more than 1 in 20 for the first 6 metres into the site to ensure drivers are provided with appropriate sight lines to oncoming pedestrians and traffic.

The car park design will allow for all vehicles to enter and exit the site in a forwards direction. Appropriate space for manoeuvring is provided internally to allow vehicle passing on circulation ramps and aisles as indicated in Figure 11.

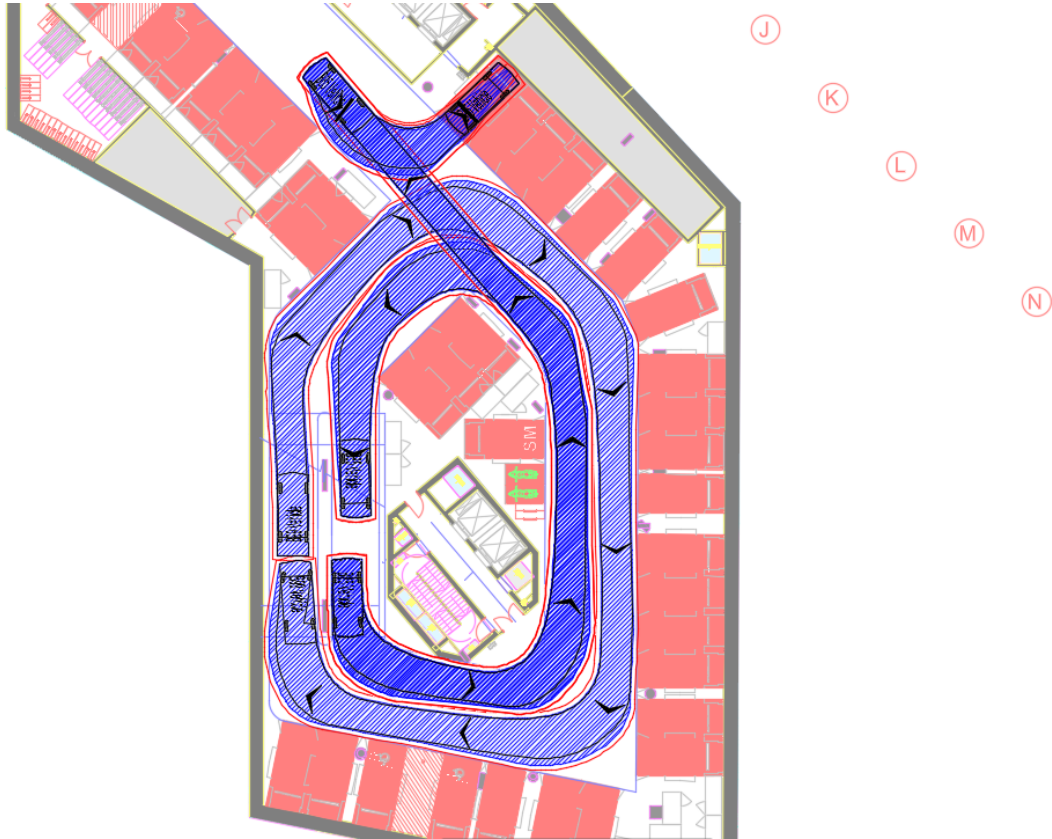


Figure 11 Swept path analysis – internal vehicle circulation

3.3 Loading and servicing

All loading including waste collection will occur on-site within a dedicated loading dock. Access to the dock will be provided from Arthur Lane while exit would be via Middlemiss Street as previously indicated in Figure 9.

The design makes provision for a range of vehicles including a 10.5m long North Sydney Council waste collection vehicle. A bin holding room is located adjacent to the loading dock which will provide Council staff with easy access to load the bins. The loading dock will be subject to a plan of management so that it can not be used during bin collection periods.

Vehicle swept path analysis of a 10.5m Council waste collection vehicle entering and exiting the site is provided in Figure 12.

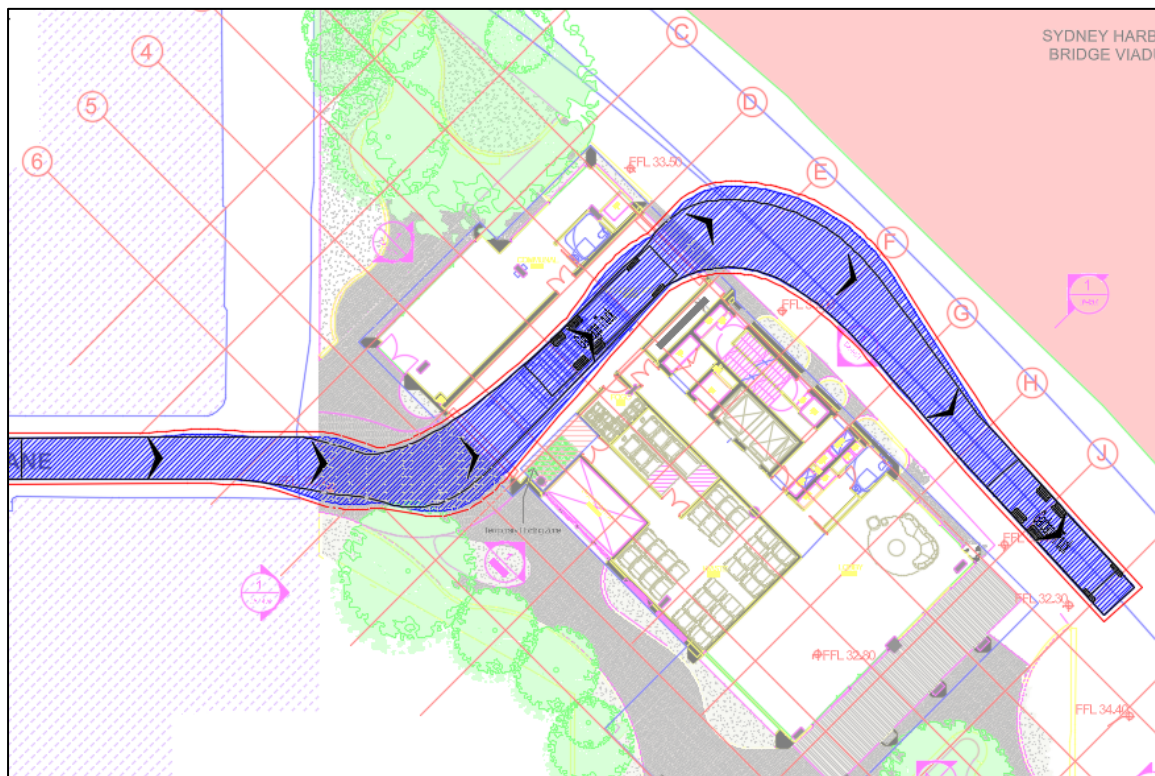


Figure 12 Swept path analysis – waste collection vehicle

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.

3.5 Future mode share and travel demand

A target mode split for the proposal has been set and is presented in Table 3 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 10 minute walk from the site) as well as the new Sydney Harbour Bridge cycleway ramp the proportion of residents using private vehicle to travel from the site is expected to be approximately 15%.

Table 3 Mode share and travel demand

Travel mode	<i>Residential trips</i>		
	Mode share	AM peak hour	PM peak hour
Car driver	15%	17	14
Car passenger	2%	2	2
Bus	7%	8	6
Train	55%	63	50
Walk	17%	19	15
Bicycle	4%	5	4
Total	100%	114	91

3.6 Car parking provision

As the proposal is a State Significant Development local planning controls with respect to car parking such as Council's Development Control Plan (DCP) are not applicable. Instead reference is made to Chapter 4, Section 148 of the Housing SEPP 2021 which notes that a consent authority may not refuse a residential apartment development if the following **minimum** parking requirements met:

“the car parking for the building must be equal to, or greater than, the recommended minimum amount of car parking specified in Part 3J of the Apartment Design Guide”

Part 3J of the Apartment Design Guide references rates provided in the now outdated RMS Guide to Traffic Generating Developments document. Instead the applicable parking rates from the current TfNSW Guide to Transport Impact Assessment (GTIA) document have been utilised, those being:

- 1 bed: 0.4 spaces / unit
- 2 bed: 0.7 spaces / unit
- 3 bed: 1.2 spaces / unit

Importantly Section 148 of the Housing SEPP notes that on-site parking should be “equal to, or greater than” the above parking rates – effectively setting the TfNSW rates as minimum requirements.

The minimum car parking requirements are prescribed as a non-discretionary development standard under Section 19(2)(e) and (f) of the Housing SEPP, which if complied with, prevents the consent authority from requiring more onerous standards. Specifically, Section 4.15(2) of the EP&A Act states that if a DA complies with the non-discretionary development standards in an EPI, the consent authority:

(a) is not entitled to take those standards into further consideration in determining the development application, and

(b) must not refuse the application on the ground that the development does not comply with those standards, and

(c) must not impose a condition of consent that has the same, or substantially the same, effect as those standards but is more onerous than those standards, and the discretion of the consent authority under this section and section 4.16 is limited accordingly.

Given the parking standard provides a minimum rate, any proposed car parking provision beyond the minimum rates still meets the controls in Section 19(e) and (f) of the Housing SEPP.

Consideration has also been given to the parking rates noted in Part 2, Division 1 of the Housing SEPP 2021 for non-affordable housing developments. While it is noted the proposal does not technically trigger the provisions of this part of the SEPP, the parking rates are of relevance given the site is providing residential housing development in an accessible location. These parking rates are as follows:

- 1 bed: 0.5 spaces / unit
- 2 bed: 1.0 spaces / unit
- 3 bed: 1.5 spaces / unit

A summary of the proposed car parking is provided in Table 4. This demonstrates that the proposed car parking of 169 spaces for residents is consistent with the minimum requirements of Section 148 of the Housing SEPP. The total parking proposed sits between the two most relevant parking rates documented within the Housing SEPP 2021, thereby representing an appropriate parking outcome that balances the needs of future residents as well as limiting any associated traffic impacts on the broader road network. The resident parking provision is approximately one car for every apartment which is considered appropriate to meet the needs of future residents of the building.

Table 4 Car parking summary

Type		No. of units	Minimum Parking Requirements				Spaces provided
			Section 148, Housing SEPP 2021		Part 2, Division 1, Housing SEPP 2021		
			Parking Rate	No. of Spaces	Parking Rate	No. of Spaces	
Non-Affordable Housing	1 bed	3	0.4	1	0.5	2	169
	2 bed	112	0.7	78	1.0	112	
	3/4 bed	48	1.2	58	1.5	72	
Total		163	-	137	-	186	

Providing sufficient levels of parking is also important in the following context:

- Adequate car parking provision is required to cater to the travel needs of downsizers, aging owner-occupiers and young families as public transport does not meet all the travel needs of these residents, especially for destinations not well-served by public transport.
- Ensuring suitable levels of on-site parking is provided will limit or eliminate any associated impacts on neighbouring residents on local streets

In addition to the resident car parking allocation a total of four (4) spaces will be dedicated to visitor parking. Allocation of on-site visitor parking will assist in limiting any on-street parking impacts of the development.

3.7 Bicycle parking

The proposed bicycle parking provision has been developed based on the requirements outlined in North Sydney Council's DCP as summarised in Table 5. The proposal complies with these requirement by providing for dedicated bicycle storage areas within the basement of the building.

Table 5 Bicycle parking provision

Use	Quantum	Bicycle parking rate	Minimum requirement
Residents	163 units	1 / unit	163
Residential visitors		1 / 10 units	16
Total Requirement			179

3.8 Pedestrian accessibility

A key feature of the design developed for the proposal is a through-site pedestrian connection between Arthur Lane, Lavender Street and Middlemiss Street. This will significantly improved pedestrian connectivity and support movements to and within the site, particularly through to nearby public transport nodes at North Sydney and Milsons Point.

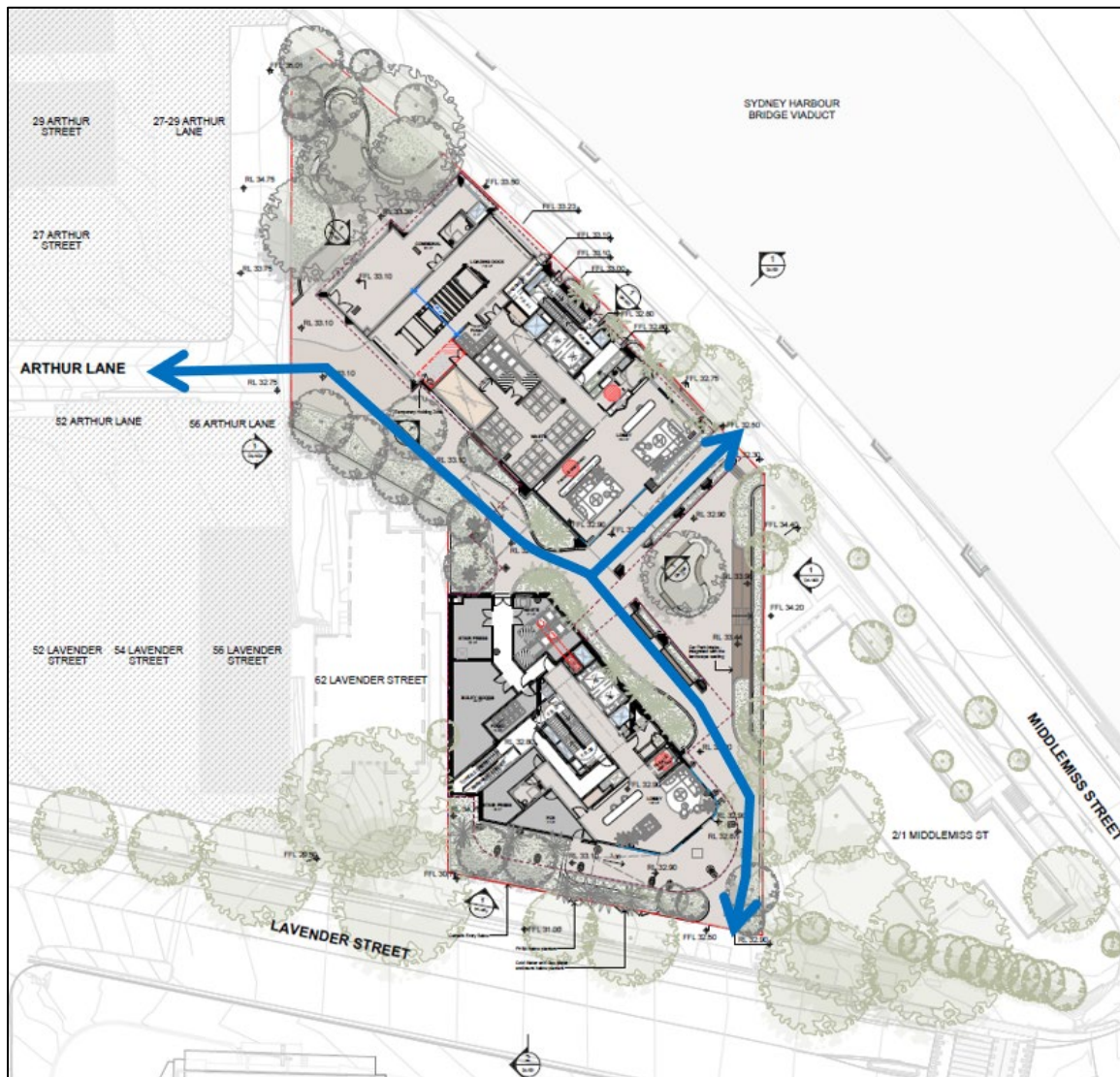


Figure 13 Future pedestrian connections

3.9 Public transport accessibility and impacts

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 viable walking distance 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.

Public transport demand is expected to grow with the proposed development alongside other nearby developments in the area. The relatively small number of additional public transport trips generated by the development can comfortably be accommodated on the extensive network of existing bus, metro and heavy rail services within walking distance of the site.

3.10 Forecast traffic generation

Given the proximity of the site to public transport services including North Sydney train station and Victoria Cross metro station the forecast traffic generation has been determined based on surveys of similar high density residential developments in Chatswood and St Leonards. This ‘benchmarking’ approach is consistent with that recommended in the Transport for NSW Guide to Transport Impact Assessment document published in October 2024, with the traffic generation rates as follows:

- AM peak hour: 0.14 vehicle trips per unit
- PM peak hour: 0.10 vehicle trips per unit

As previously noted in Section 2.1 the site currently comprises of approximately 35 two-bedroom apartments and the existing traffic generation from this use has been taken into account.

Based on the proposed development yield under the proposal, and considering the traffic generation potential of the existing dwellings on the site, the following **additional** peak hour traffic generation could be expected:

- AM Peak hour: 18 vehicle trips
- PM Peak hour: 13 vehicle trips

3.11 Road network impacts

As previously demonstrated the proposal is forecast to generate between 13 to 18 traffic movements during peak hour periods - equivalent to one vehicle every 3 minutes or less.

The projected level of traffic generation arising from the proposal is considered to be negligible and would not be expected to 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.

As indicated in Section 2.6 of this document the existing road network in the vicinity of the site currently operates very well with spare levels of capacity. The very minor increase in traffic generation associated with the proposed development will not impacts this existing strong level of service.

As indicated in Figure 14 the volume of future traffic on Lavender Street is forecast to remain well below the typical capacity of an urban road of approximately 900 vehicles per hour per lane.

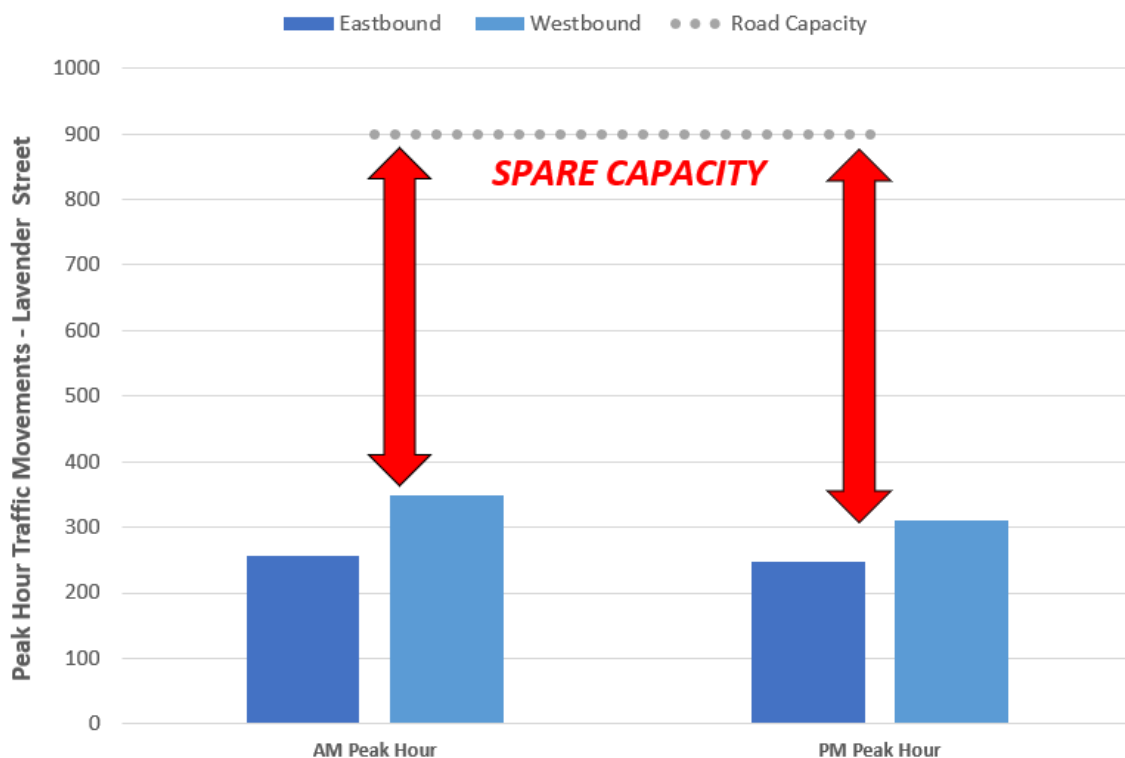


Figure 14 Road capacity analysis – Argyle Street

In this context the road network impacts of the proposal are considered acceptable with no further mitigation measures required.

4 Preliminary Construction Traffic Management Plan

4.1 Overview

For the purposes of the SSDA a preliminary Construction Pedestrian Traffic Management Plan (CTPMP) has been prepared. This preliminary CPTMP 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 CPTMP 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.

4.2 Construction traffic routes

The construction vehicles routes to be utilised for the construction of the subject site would be selected in order to:

- Maximise vehicle use to the State and Regional road network and limit the extent of travel on residential streets;
- Avoid impacting concurrent construction projects in the vicinity of the site; and
- Minimise impacts to the public transport network

The site will be accessed by construction vehicles travelling along the State and Regional road network. Key traffic routes would be via the Sydney Harbour Bridge, Warringah Freeway and Pacific Highway onto Miller Street and Lavender Street as illustrated in Figure 15.

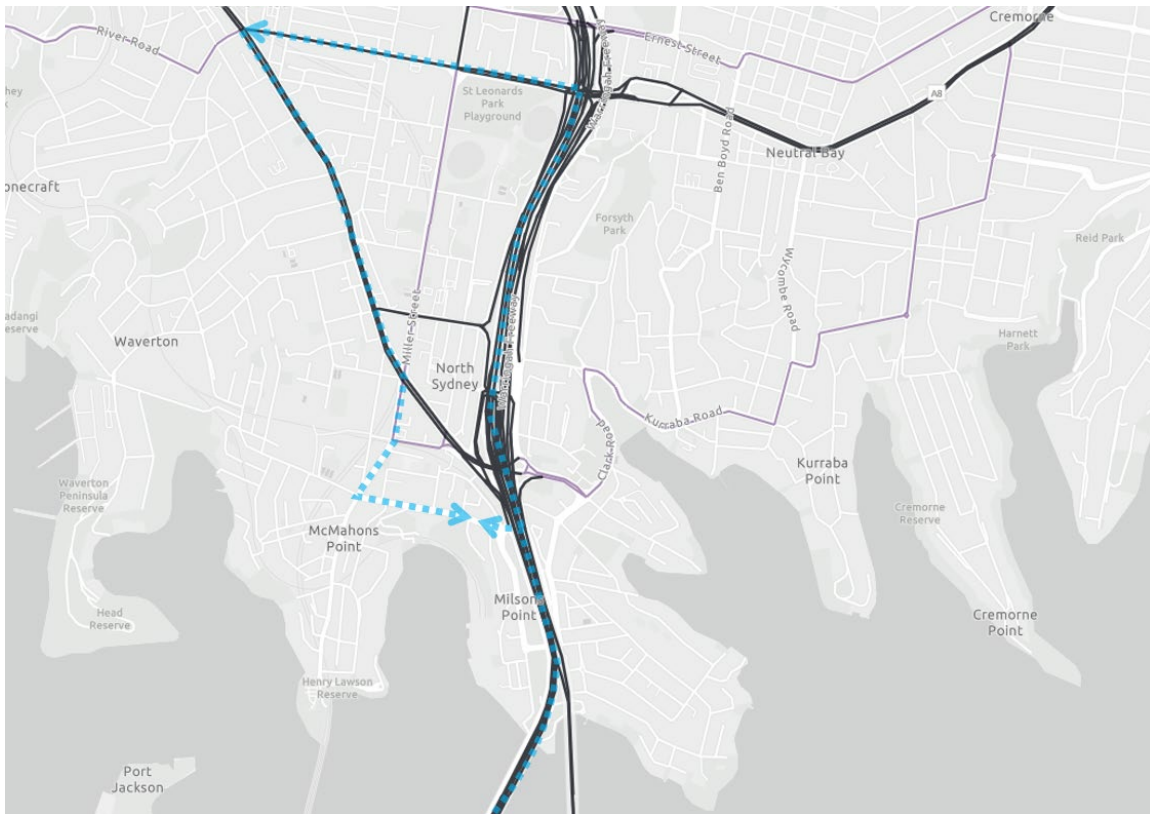


Figure 15 Potential construction vehicle routes

These construction routes will be confirmed during the preparation of the detailed CPTMP developed prior to the commencement of construction.

4.3 Construction vehicle volumes

The number of construction vehicles accessing the site on a typical day may be in the order of 10-20 vehicles. This figure will be confirmed following the appointment of a contractor and will form part of the detailed CPTMP to be prepared prior to the commencement of construction. It should be noted however that the level of construction vehicle traffic will be less than that generated during the operational phase of the project.

4.4 Works zones

To facilitate the construction project, a work zone may potentially be established adjacent to the site. Should works zones be required suitable traffic control measures will be in place to manage vehicular and pedestrian movements in the area and would be subject to separate Council approval.

The requirement for this works zone will be confirmed following the appointment of a contractor at the time of the preparation of the detailed CPTMP.

4.5 Road closures and road occupancy

It is not anticipated that the works will necessitate the need for any road closures or occupation of roadways during the project. Should this need arise the appointed contractor would liaise closely with Council and TfNSW and schedule these works well in advance to minimise impacts to road users.

4.6 Size and type of vehicles

The site will have various types of construction vehicles accessing the site, including:

- 12.5m Heavy Rigid Vehicles (HRVs)
- 8.8m Medium Rigid Vehicles (MRVs)
- 6.5m Small Rigid Vehicles (SRVs);
- Utes/vans

4.7 Impacts to pedestrians

Temporary fencing and hoardings will be installed along the site frontages 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 for the site access points will be developed during the preparation of the detailed CPTMP (prior to the commencement of construction) which will further detail management arrangements to be in place to ensure the safety of pedestrians in the area.

4.8 Construction worker parking

Initially, there would be very little on-site parking, however, once the basement and parking levels are completed, contractors may be able use these facilities subject to availability. All other parking will be the responsibility of the individual construction worker. It is intended that the majority of contractors will be utilising the extensive public transport services to travel to and from the site.

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; and
- To support construction workers in utilising public transport, appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements

4.9 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.

It is noted that the works at the site are anticipated to generate a relatively low level of construction vehicle activity of at most 3-5 vehicles per hour. This volume of vehicles would not impact the operation of the surrounding road network.

4.10 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

4.11 Mitigation measures

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

- Trucks to minimise the use of local streets for access to the construction site;
- Trucks to enter and exit the site in a forward direction;
- Pedestrians near the ingress/egress points will not be held unnecessarily.
- At construction vehicle access/egress points, priority is to be given to trucks accessing the site over trucks egressing the site so as to have no impact to traffic flow on surrounding roads (unless exceptional circumstances do not permit)

- Trucks to not circulate on the road network to wait to enter the site (unless exceptional circumstances do not permit)
- Restrict construction vehicle activity to designated routes which do not utilise any local roads;
- Truck drivers will be advised of the designated truck routes to/ from the site;
- Construction access from the external road network to mainly occur at signalised intersection;
- Pedestrian movements adjacent the construction site will be managed and controlled by site personnel where required;
- Pedestrian warning signs and construction safety signs/devices to be utilised in the vicinity of the site and to be provided in accordance with WorkCover requirements;
- Construction activity to be carried out in accordance with approved hours of work;
- Truck loads would be covered during transportation off-site;
- Establishment and enforcement of appropriate on-site vehicle speed limits which would be reviewed depending on weather conditions or safety requirements;
- Activities related to the construction works would not impede traffic flow along adjacent roads;
- Materials would be delivered and spoil removed during standard construction hours;
- Construction vehicles not to queue on adjacent streets;
- During site induction, workers will be informed of the existing bus, train and metro network servicing the site;
- To support construction workers in utilising public transport, appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements; and
- Development and enforcement of driver charter.

The appointed contractor will include the following in all subcontract procurement packages as part of a driver code of conduct:

- a copy of the approved truck 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.

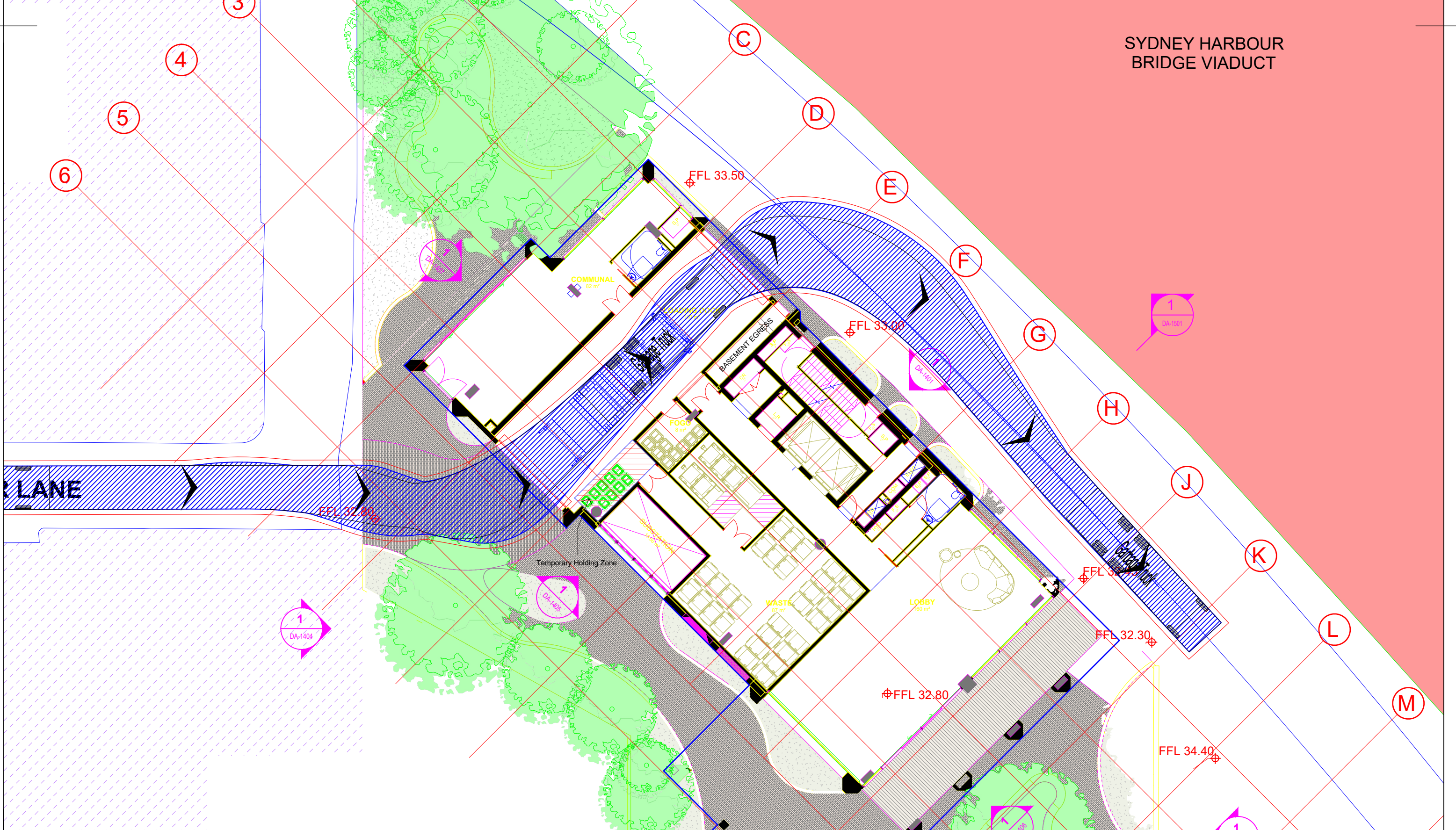
5 Summary

This transport assessment has been prepared by JMT Consulting to accompany a State Significant Development Application (SSDA) SSD- 86797708 and Planning Proposal for the site at 64-66 Lavender Street & 3-7 Middlemiss Street, Lavender Bay. The proposal would facilitate residential floor space in close proximity to existing transport services, particularly North Sydney transport interchange, Milsons Point train station and the Alfred Street cycleway. Key findings of the assessment are as follows:

- The site benefits from being located within 400m of two train stations as well as 800m of Victoria Cross Metro station – therefore achieving a high level of public transport accessibility.
- The design includes a vehicle site access point on Lavender Street for cars and access for trucks via Arthur Lane, with all vehicles having the ability to enter and exit the site in a forwards direction.
- The proposal makes allowance for all loading and servicing to be accommodated on site, in accordance with Council’s DCP and facilitating vehicle entry and exit in a forwards direction.
- The site is located in close proximity to various public transport facilities and any future development is not expected to not generate significant traffic impacts.
- The proposal would facilitate an improvement in pedestrian connectivity with the provision of a through site link between Middlemiss Street and Lavender Street.
- Analysis indicates that the potential increase in traffic as a result of the proposal is an additional 18 vehicles in the AM peak hour and 13 vehicles in the PM peak hour. This is equivalent to less than one vehicle trip every three minutes and would not materially impact the operation of the surrounding road network.
- Secure bicycle parking would be provided as a component of any future proposed development, in line with rates specified in the Council’s DCP.

In the above context, the traffic and transport impacts arising from the proposal are considered acceptable.

Appendix A: Vehicle Swept Paths



Job Title
3-7 Middlemiss Street &
64-66 Lavender Street

Client
Central Element

JMT Consulting
ABN: 32 6358 30054
www.jmtconsulting.com.au
PO Box 199, Kingsford NSW 2032

Drawing Title
Turning Paths

Drawing No
2258_01

Date
19.02.26

Legend

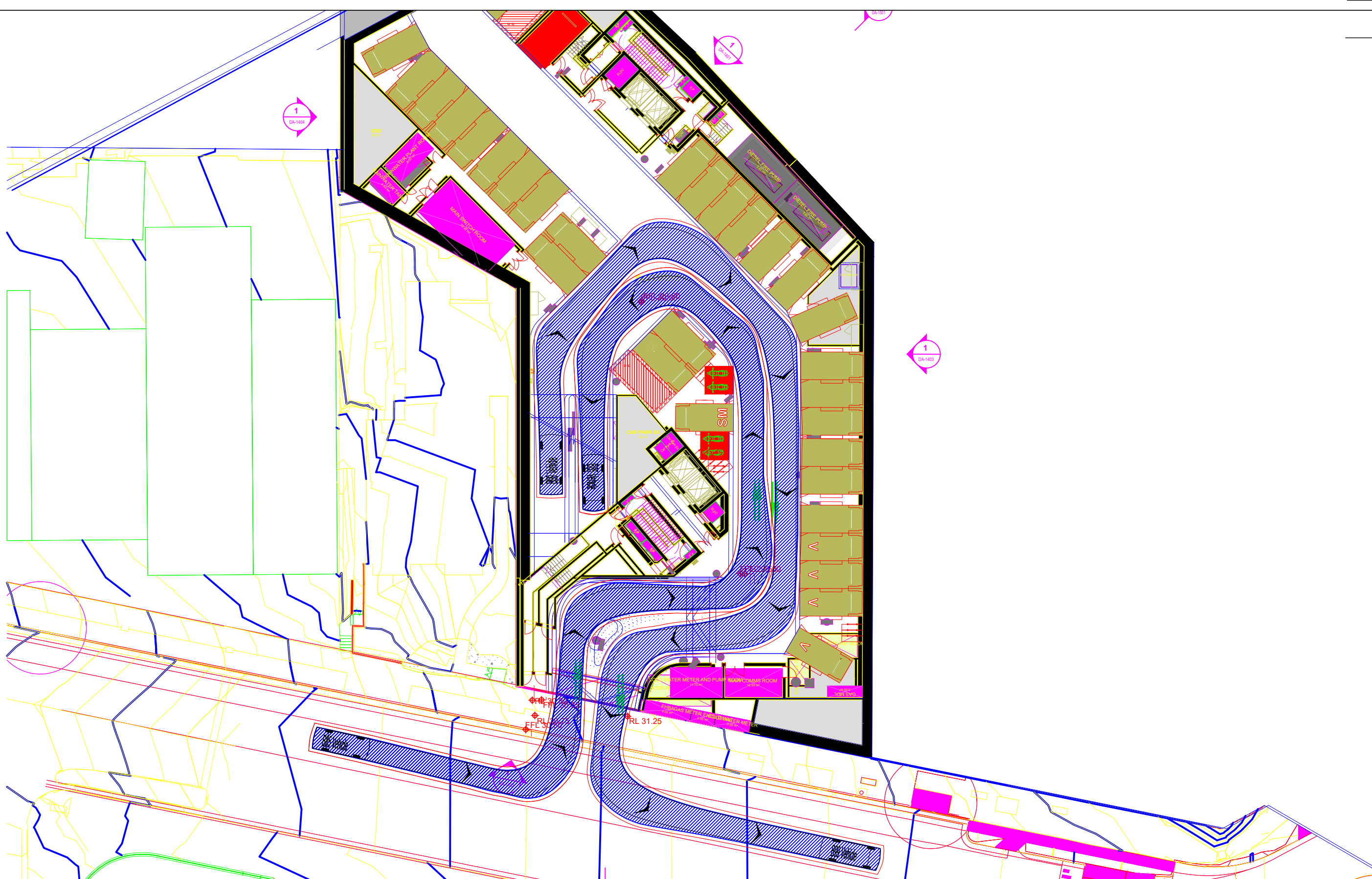
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- 300mm Envelope
- Wheel Envelope

Job No
2258

Scale at A3
1:250

Vehicle type(s)

Garbage Truck
Overall Length 10.500m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to Lock Time 5.00 sec
Curb to Curb Turning Radius 11.000m



Job Title

3-7 Middlemiss Street &
64-66 Lavender Street

Client

Central Element

JMT Consulting
ABN: 32 6358 30054
www.jmtconsulting.com.au
PO Box 199, Kingsford NSW 2032

Drawing Title

Turning Paths

Drawing No

2258_03

Date

09.12.25

Legend

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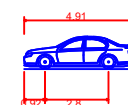
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Scale at A3

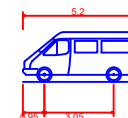
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Vehicle type(s)



B85 Vehicle (AS2890.1)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Curb to Curb Turning Radius

4.910m
1.870m
1.421m
0.120m
1.770m
4.00 sec
5.750m



B99 Vehicle
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Curb to Curb Turning Radius

5.200m
1.940m
2.200m
0.312m
1.840m
4.00 sec
6.250m

Job Title

3-7 Middlemiss Street &
64-66 Lavender Street

Client

Central Element

JMT Consulting
ABN: 32 6358 30054
www.jmtconsulting.com.au
PO Box 199, Kingsford NSW 2032

Drawing Title

Turning Paths

Drawing No

2258_01

Date

19.02.26

Legend

— Body Envelope
— 300mm Envelope
— Wheel Envelope

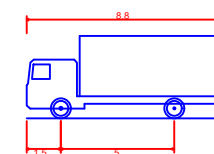
Job No

2258

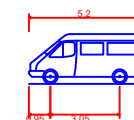
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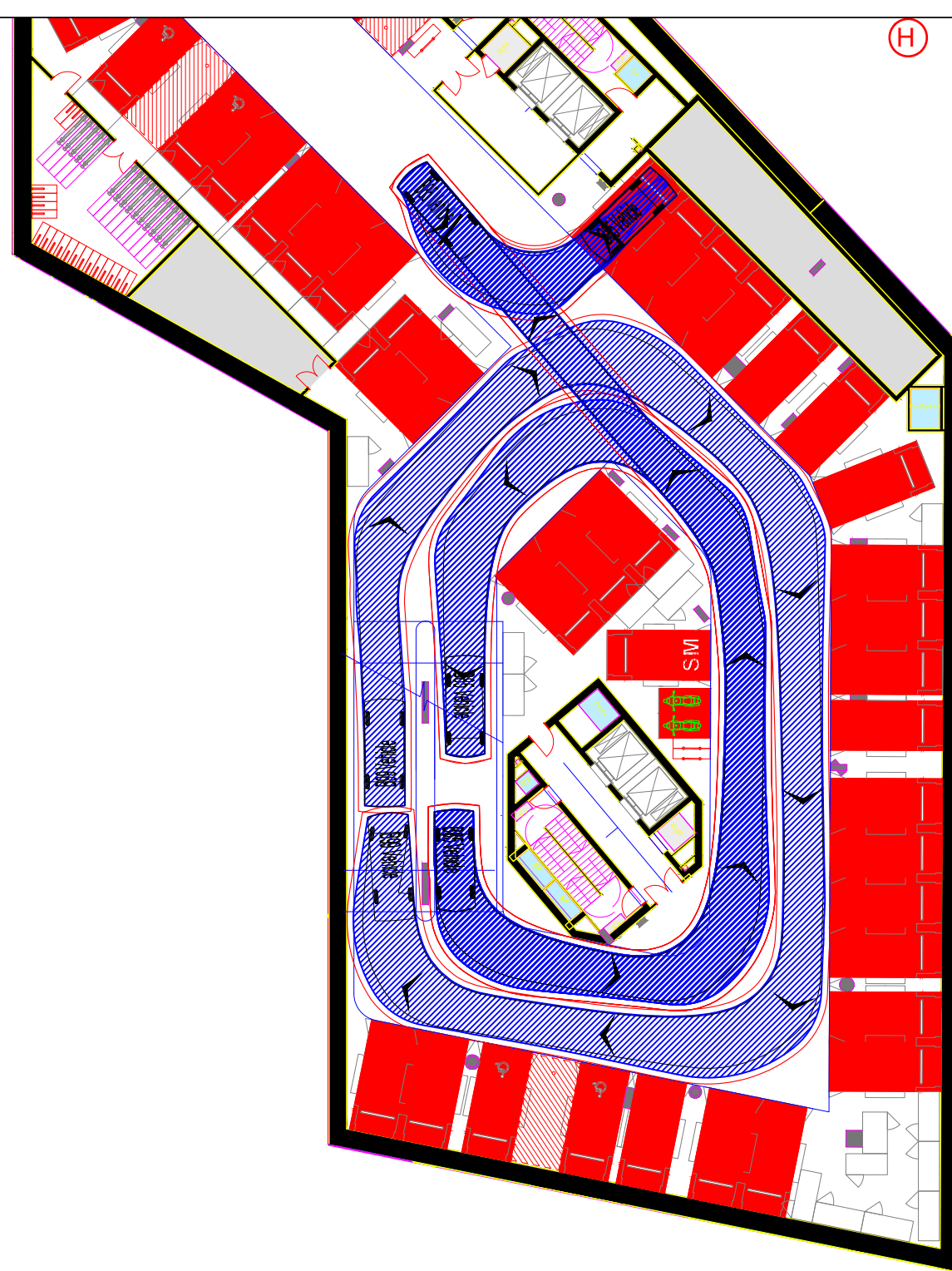
Vehicle type(s)



MRV - Medium Rigid Vehicle
Overall Length 8.800m
Overall Width 2.500m
Overall Body Height 3.633m
Min Body Ground Clearance 0.428m
Track Width 2.500m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 10.000m



B99 Vehicle
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 2.200m
Min Body Ground Clearance 0.312m
Track Width 1.840m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 6.250m



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