



# PRELIMINARY CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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**Proposed Residential Flat Buildings with In-Fill Affordable Housing  
5-9 Nulla Nulla Street & 4-6 Ku Ring Gai Avenue, Turramurra**

Reference: 25.358r02v02  
Date: November 2025

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## DOCUMENT VERIFICATION

|                   |  |                      |                   |                  |
|-------------------|--|----------------------|-------------------|------------------|
| <b>Job Number</b> | 25.358   |                      |                   |                  |
| <b>Project</b>    | 5-9 Null Nulla Street & 4-6 Ku Ring Gai Avenue, TURRAMURRA |                      |                   |                  |
| <b>Client</b>     | SRG Construction Pty Ltd                                   |                      |                   |                  |
| <b>Revision</b>   | <b>Date</b>  | <b>Prepared By</b>   | <b>Checked By</b> | <b>Signed</b>    |
| v02               | 10/11/2025   | Farhad<br>Hakimzadah | Neil Caga         | <i>Neil Caga</i> |

## SAFEWORK NSW CERTIFICATES

|   |           |                        |            |
|---|-----------|------------------------|------------|
| Prepare a Work Zone Traffic Management Plan |           |                        |            |
| <b>Name</b>                                 | Neil Caga | <b>Certificate No.</b> | TCT0054366 |

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# 1. INTRODUCTION

TRAFFIX has been commissioned by SRG Construction Pty Ltd to undertake a preliminary Construction Traffic Management Plan (CTMP) in support of a State Significant Development Application (SSDA) relating to a proposed residential flat buildings with in-fill affordable housing at 5-9 Null Nulla Street & 4-6 Ku Ring Gai Avenue, Turramurra. The development is located within the Ku-ring-gai Council local government area and has been assessed under that council's controls.

The subject development is a State Significant Development and has been assessed having regard for the Planning Secretary's Environmental Assessment Requirements (SEARs).

This report documents the preliminary construction traffic management arrangements and should be read in conjunction with any other construction documentation prepared by SRG Construction Pty Ltd. It should be noted that this CTMP can be updated in response to a suitable condition, upon approval of the development.

The report is structured as follows:

- Section 2: Outlines the CTMP requirements
- Section 3: Documents existing traffic conditions
- Section 4: Describes the overall construction program
- Section 5: Describes the proposed traffic management arrangements
- Section 6: Concludes the report

## 2. CTMP REQUIREMENTS

### 2.1 Traffic Control Plan

The Traffic Guidance Scheme (TGS) will be included within a detailed CTMP at a later stage upon approval of the development and construction methodology finalised. Nevertheless, any future TGSs are to be implemented taking due account of on-site conditions as will occur over the construction period, with construction crews expected to respond in a pro-active manner to ensure that the plan is implemented to maximum effect and with no obvious safety issues being overlooked. In particular, the TGSs will incorporate the following:

- All signs are to be placed where clear visibility is available;
- Installations should be checked intermittently during the course of the day/s; and
- SafeWork NSW certified Traffic Controllers shall be on-site during work hours to supervise vehicle and pedestrian movements (if required).

It is noted that TRAFFIX is responsible for the preparation of this preliminary CTMP only and not for its implementation, which is the responsibility of the project manager/builder.

### 2.2 SEARS Requirements

This preliminary CTMP has been prepared in response to the requirements contained within the SEARs (SSD-94893958) as summarised in **Table 1** below.

**Table 1: SEARs Requirements and Relevant Sections**

| SEARs Issue and Assessment Requirement  | Relevant Section   |
|---|--|
| <b>10. Traffic, Transport and Accessibility</b>   |  |
| 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.   | <b>TIA Report provided separately and prepared by TRAFFIX.</b> |
| 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. | <b>This document</b>   |

## 3. EXISTING CONDITIONS

### 3.1 Location and Site

The subject site at 5-9 Nulla Nulla Street & 4-6 Ku Ring Gai Avenue, Turramurra, is located approximately 320 metres east of Turramurra Railway Station and is legally identified as Lots 2, 3, and 4 in DP17642 and 422 and 423 in DP556058. More specifically, it is situated on the south side of Nulla Nulla Street and the north side of Ku-ring Gai Avenue.

The site is irregular in configuration and has a total site area of 5,806m<sup>2</sup>. It has a northern frontage of 43 metres, an eastern boundary of 170 metres and a southern frontage of 10 metres to Ku-ring-gai Avenue. The site is bounded to the east, west and south by residential properties with a substation also along the western boundary.

The site currently accommodates five (5) residential dwellings, with three (3) properties having vehicular access to Nulla Nulla Street and two (2) properties with vehicular to Ku-ring-gai Avenue.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**.

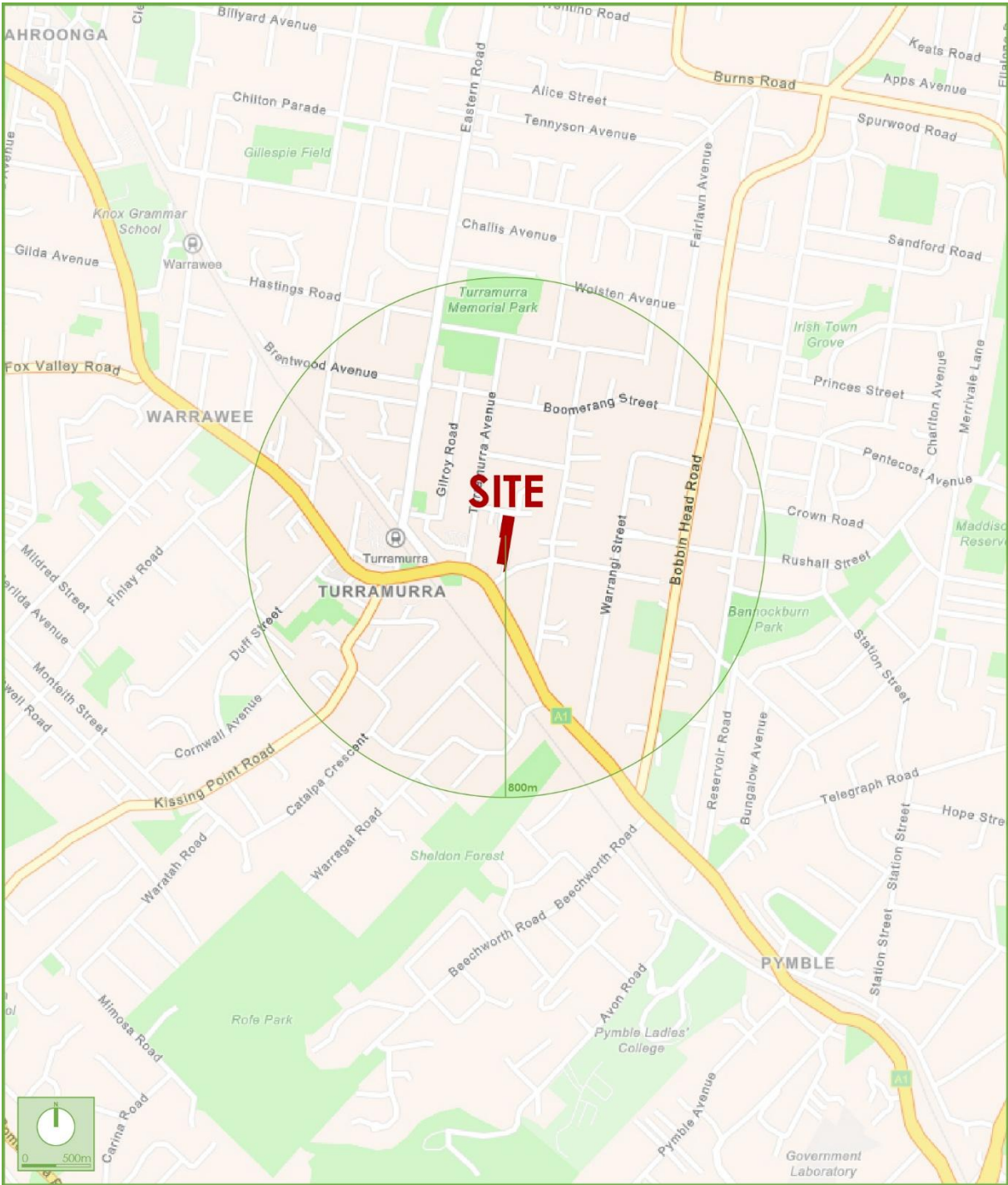


Figure 1: Location Plan



Figure 2: Site Plan

## 3.2 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- Pacific Highway: a TfNSW Highway (HW 10) that traverses north-south between the Queensland Border in the north and the Bradfield Highway in the south. Within the vicinity of the site, it is subject to a 60 km/h speed zoning and accommodates three (3) lanes of traffic in each direction. Pacific Highway does not permit on-street parking along both sides of the road and clearway restrictions operate during peak periods along both kerbsides.
- Turramurra Avenue: a local road that traverses north-south between Karuah Road in the north and Pacific Highway in the south. It is subject to 50km/h and accommodates a single lane of traffic in each direction. Turramurra Avenue permits unrestricted on-street parking on both sides of the road.
- Ku-Ring-Gai Avenue: a local road that traverses north-south between Karuah Road in the north and the Pacific Highway in the south. It is subject to a 50 km/h speed zoning, provides a single lane of traffic in each direction and permits parking along both kerbsides.
- Nulla Nulla Street: a local road that traverses east-west between a cul-de-sac in the east and Turramurra Avenue in the west. It is subject to 50km/h and accommodates a single lane of traffic in each direction. Nulla Nulla Street generally provides parking along both kerbsides subject to 'No Parking' restrictions at certain times.

It can be seen from **Figure 3** that the site is conveniently located with respect to the main arterial road serving the region, being the Pacific Highway. As such, traffic can effectively be distributed onto the wider road network, minimising traffic impacts.

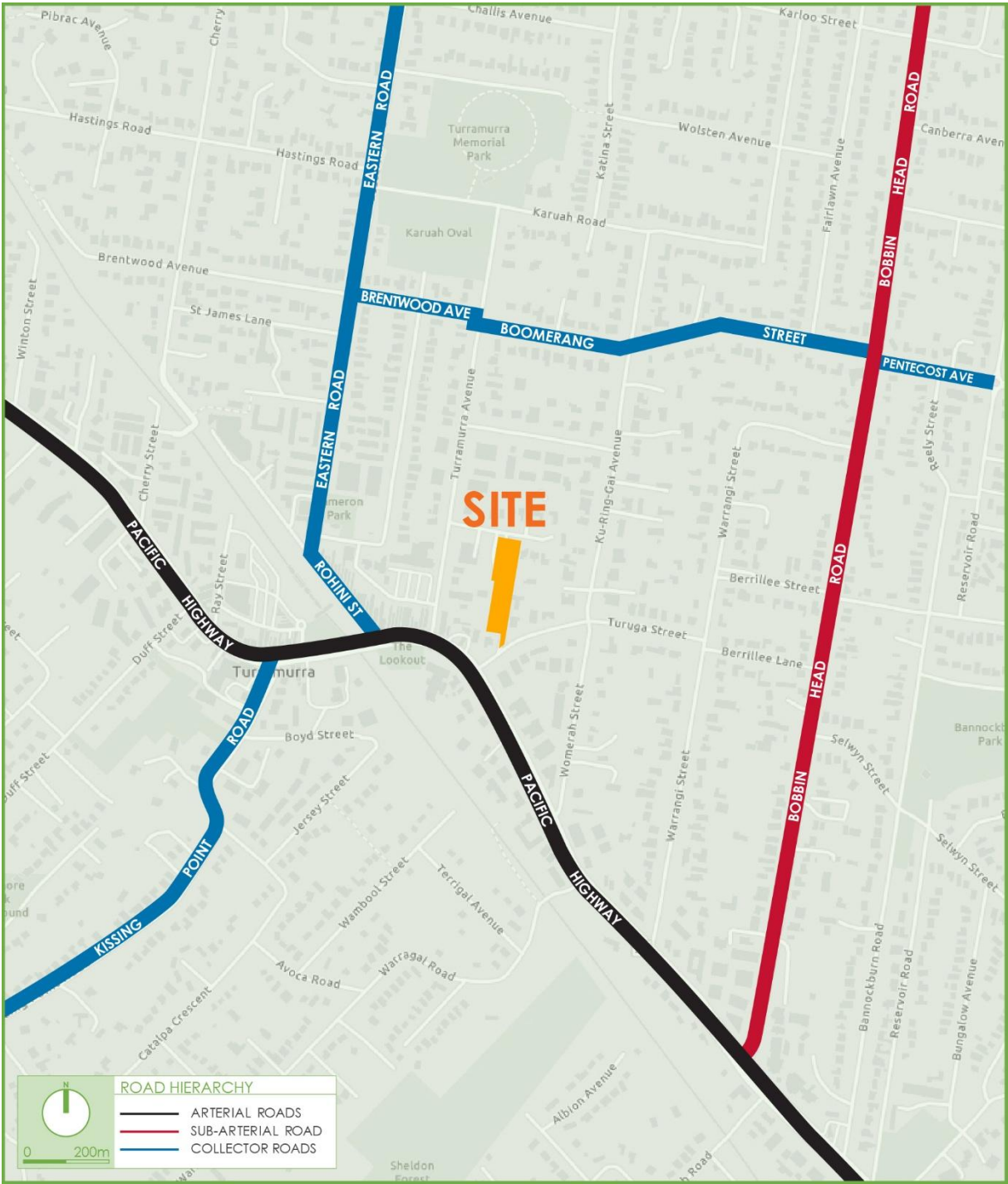


Figure 3: Road Hierarchy

### 3.3 Public Transport

The existing public transport services operating in the locality are presented in **Figure 4** and summarised as follows.

#### 3.3.1 Bus Services

The site is located within the vicinity of bus stops along the Pacific Highway and Boomerang Street. These bus stops provide services at the routes and approximate service frequencies outlined in **Table 2** below.

**Table 2: Bus Routes and Service Frequency**

| Bus No. | Bus Route  | Service Frequency   |                  |
|---------|--|---------------------|------------------|
|         |  | Weekdays            | Weekends         |
| 572     | Turrumurra to Macquarie University via South Turrumurra and West Pymble    | Every 20-30 minutes | Every 60 minutes |
| 573     | Turrumurra to Sydney Adventist Hospital via Fox Valley Road (Loop Service) | Every 20-30 minutes | Every 60 minutes |
| 575     | Hornsby to Macquarie University via Turrumurra                             | Every 20 minutes    | Every 30 minutes |
| 576T    | Turrumurra to North Wahroonga (Loop Service)                               | Every 20 minutes    | Every 60 minutes |
| 577     | Turrumurra to North Turrumurra (Loop Service)                              | Every 20 minutes    | Every 60 minutes |
| 577P    | Turrumurra to Murdoch Street   | Every 60 minutes    | -                |

#### 3.3.2 Train Services

The site is located approximately 360 metres north-east (500 metres walking distance) of Turrumurra Railway Station. This railway station provides commuters with access to the wider public transport network along the following train lines:

- T1 – North Shore and Western Line
- T9 – Northern Line



**Figure 4: Public Transport**



All vehicular access will be managed by SafeWork NSW certified traffic controllers (forward-in and forward-out), with loading/unloading and construction works anticipated to occur from within the site. The volume of trucks are yet to be finalised, although, it is anticipated to be minor and would have minimal impacts on the surrounding roads. It is noted that truck movements are proposed to be minimised and scheduled so as to not coincide with morning and evening peak periods of the surrounding roads.

It is emphasised that the above information are indicative and are subject to change, upon confirmation of the builder.

## 5. TRAFFIC MANAGEMENT ARRANGEMENTS

### 5.1 Truck Routes

A copy of the truck routes are to be provided to all drivers prior to attending the site, with all routes proposed to start or finish on Pacific Highway, a TfNSW approved 26.0 metre B-double route. The proposed truck routes for all stages of construction are presented in **Figure 5** and outlined as follows.

- Routes to the site:  
(Inbound)
  1. Trucks will arrive on Pacific Highway, eastbound.
  2. Turn left onto Turramurra Avenue, northbound.
  3. Turn right onto Nulla Nulla Street, eastbound.
  4. Turn right to access the site.
  
- Routes from the site:  
(Outbound)
  1. Trucks will turn left to depart the site.
  2. Continue along Nulla Nulla Street, westbound.
  3. Turn left onto Turramurra Avenue, southbound.
  4. Turn left onto the Pacific Highway, eastbound.

It is noted that all truck movements to and from Pacific Highway via Turramurra Avenue will be restricted to left-in and left-out movements.



**Figure 5: Proposed Truck Routes**

## 5.2 Vehicle Access

Construction vehicles will be required to access the site via the proposed vehicular access from Nulla Nulla Street. SafeWork NSW certified traffic controllers will be on hand to manage vehicle movements. All trucks will be linked via CB radio and/or hands-free mobile and will only be called onto site when required and when there is sufficient capacity to accommodate the proposed trucks.

A swept path analysis has been conducted and included in **Appendix A**, demonstrating satisfactory vehicle movements of the following vehicles:

➤ **TX.11 and TX.12 – 19.6m Truck and Dog Trailers**

*Vehicle entry, circulation and egress via Nulla Nulla Street  
Demolition and Bulk Excavation stages of construction*

➤ **TX.13 and TX.14 – 8.8m Medium Rigid Vehicles**

*Vehicle entry, circulation and egress via Nulla Nulla Street  
Structure and Fitout & Finishes stages of construction*

## 5.3 Crane Requirements

A crane is anticipated to be utilised during the construction stages. This crane is proposed to be situated centrally, with all crane movements to be contained within the site.

## 5.4 Pedestrian Control

Pedestrian access surrounding the site will be managed safely during all construction stages, with detailed pedestrian controls and management arrangements to be discussed within the comprehensive CTMP, upon finalisation of the construction methodology.

## 5.5 Employee Vehicles

All construction workers will be permitted to park on-site during all stages of construction, which is considered appropriate, given the scale of the site. Nevertheless, construction workers will be encouraged to car pool and / or utilise available public transport in order to minimise the demand to on-street parking.

## 5.6 Cumulative Construction Traffic Impacts

It is not yet known if there would be any sites or future construction works that would occur during the proposed construction of the development. However, it is anticipated that the traffic generation associated with the construction works would be distributed onto Nulla Nulla Street (primary construction access) and Ku-ring-gai Avenue (potential secondary construction access), thereby minimising construction vehicle impacts.

Nevertheless, the developer/builder is envisaged to liaise fortnightly with any other developer/builder undertaking work in the area in order to minimise cumulative traffic and parking impacts.

## 5.7 Traffic Guidance Scheme

TGSs are to be included within the comprehensive CTMP, upon finalisation of the construction methodology. These TGSs will ensure all vehicular and pedestrian traffic is managed safely and efficiently, noting that all vehicles will be required to enter and exit the site in a forward direction. All TGSs are to be designed in accordance with the requirements of the *TfNSW Traffic Control at Work Sites Technical Manual*, with copies of the TGSs to be kept on-site at all times.

## 6. CONCLUSION

This report should be read in conjunction with other construction documentation prepared by SRG Construction Pty Ltd, noting that this preliminary CTMP can be updated in response to a suitable condition, upon approval of the development and finalisation of the construction methodology.

The plan outlined above is considered satisfactory and will minimise the traffic and amenity impacts associated with the construction of the proposed development. This plan therefore meets all requirements of the *TfNSW Traffic Control at Work Sites Technical Manual* and is recommended for adoption.

# APPENDIX A

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## Swept Path Analysis



|   |                            |                    |             |
|---|----------------------------|--------------------|-------------|
| <b>Notes:</b>   |                            |                    |             |
| This drawing is prepared for information purposes only. It is not to be used for construction.  |                            |                    |             |
| TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.   |                            |                    |             |
| Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking; and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour. |                            |                    |             |
| <b>Rev.</b>   | <b>Revision Note</b>       | <b>By</b>          | <b>Date</b> |
| A   | Swept Path Analysis        | NC                 | 10-11-2025  |
| <b>Swept Path Legend</b>  |                            |                    |             |
|   | Wheel Path                 |                    |             |
|   | Vehicle Body Envelope      |                    |             |
|   | Clearance Envelope (300mm) |                    |             |
| <b>Architect</b><br>PMDL  |                            |                    |             |
| <b>Client</b><br>CPDM   |                            |                    |             |
| <b>Scale / Plan Orientation</b>   |                            |                    |             |
| <br>1:500 @ A3  |                            |                    |             |
| <b>Project Description</b><br>5-9 Nulla Nulla St and 4-6 Ku-Ring-Gai Ave, Turramurra  |                            |                    |             |
| <b>Drawing Prepared By</b>  |                            |                    |             |
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| <b>Drawing Title</b><br>Swept Path Analysis<br>Preliminary CTMP<br>19.6m Truck and Dog Trailer<br>Vehicle Entry Movements   |                            |                    |             |
| Drawn: NC   | Checked: NC                | Date: 10-11-2025   |             |
| 25.358d03v01 TRAFFIX [251015 Plans] SSSA Design Review.dwg  |                            |                    |             |
| <b>Project No.</b>  | <b>Drawing Phase</b>       | <b>Drawing No.</b> | <b>Rev.</b> |
| 25.358  | SSDA                       | TX.11              | A           |



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| Rev. | Revision Note       | By. | Date       |
|------|---------------------|-----|------------|
| A    | Swept Path Analysis | NC  | 10-11-2025 |

**Swept Path Legend**

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

**Architect**  
PMDL

**Client**  
CPDM

**Scale / Plan Orientation**

0 5 10 15 20m

1:500 @ A3

**Project Description**  
5-9 Nulla Nulla St and 4-6 Ku-Ring-Gai Ave, Turramurra

**Drawing Prepared By**

**TRAFFIX**  
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Strawberry Hills, NSW 2012

**Drawing Title**  
Swept Path Analysis  
Preliminary CTMP  
19.6m Truck and Dog Trailer  
Vehicle Exit Movements

Drawn: NC Checked: NC Date: 10-11-2025

25.358d03v01 TRAFFIX [251015 Plans] SSSA Design Review.dwg

| Project No. | Drawing Phase | Drawing No. | Rev. |
|-------------|---------------|-------------|------|
| 25.358      | SSSA          | TX.12       | A    |



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**Drawing Title**  
Swept Path Analysis  
Preliminary CTMP  
8.8m Medium Rigid Vehicle  
Vehicle Entry Movements

Drawn: NC Checked: NC Date: 10-11-2025

25.358d03v01 TRAFFIX [251015 Plans] SSSA Design Review.dwg

| Project No. | Drawing Phase | Drawing No. | Rev. |
|-------------|---------------|-------------|------|
| 25.358      | SSSA          | TX.13       | A    |



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25.358d03v01 TRAFFIX [251015 Plans] SSSA Design Review.dwg

| Project No. | Drawing Phase | Drawing No. | Rev. |
|-------------|---------------|-------------|------|
| 25.358      | SSSA          | TX.14       | A    |