

Reference: 25.427r07v02

22 April 2026

Terroir  
Level 2, 79 Myrtle Street  
Chippendale NSW 2008

Attention: Rose Stranan, Project Lead

**Re:** Pathways to Community Living Initiatives (PCLI) Stage 2  
Proposed Health Service Facility – Gladesville (Henley)  
**Preliminary Construction Traffic Management Plan**

Dear Rose,

TRAFFIX has been commissioned to prepare a Preliminary Construction Traffic and Pedestrian Management Plan (PCTPMP) relating to the demolition of existing structures, construction of a health services facility, and associated works at 6 Victoria Road, Henley. The subject site is located within the Hunters Hill Local Government Area and has been assessed under that Council's controls.

This PCTPMP documents the construction traffic and pedestrian management arrangements and methodology relating to the demolition, bulk excavation and road, drainage and services construction works and should be read in conjunction with any other construction documentation prepared by the applicant.

It is noteworthy that a comprehensive CTPMP is to be prepared separately once a builder has been appointed and the construction methodology has been confirmed. This plan documents the preliminary construction traffic management arrangements relating to site establishment/demobilisation, excavation, structure, and fitout/finishes stages of construction and provides a framework for which a future CTPMP can be developed and implemented.

## ➤ Site and Location

The subject site is located at 6 Victoria Road, Henley at the northernmost portion of the lot legally described as 880 in DP 832717. The development site is positioned between Victoria Road and Crown Close, within the former Gladesville Hospital site. It is irregular in shape with a total area of approximately 1,303m<sup>2</sup>. The site currently accommodates a single storey brick building and associated carparking. The site is accessible via Crown Close, which connects to Victoria Road via Crown Street. Mature trees are located along the northern and western site boundary, and adjacent to the existing building.

The former Gladesville Hospital Campus is currently being used for a range of NSW Health services while some buildings are leased to external organisations. Other surrounding land uses include medium density residential flat buildings to the north (across Victoria Road), low density residential uses to the

south along Crown Street beyond the former hospital boundaries. A public reserve exists immediately east across Crown Street, with a childcare centre is located approximately 150m to the southeast

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

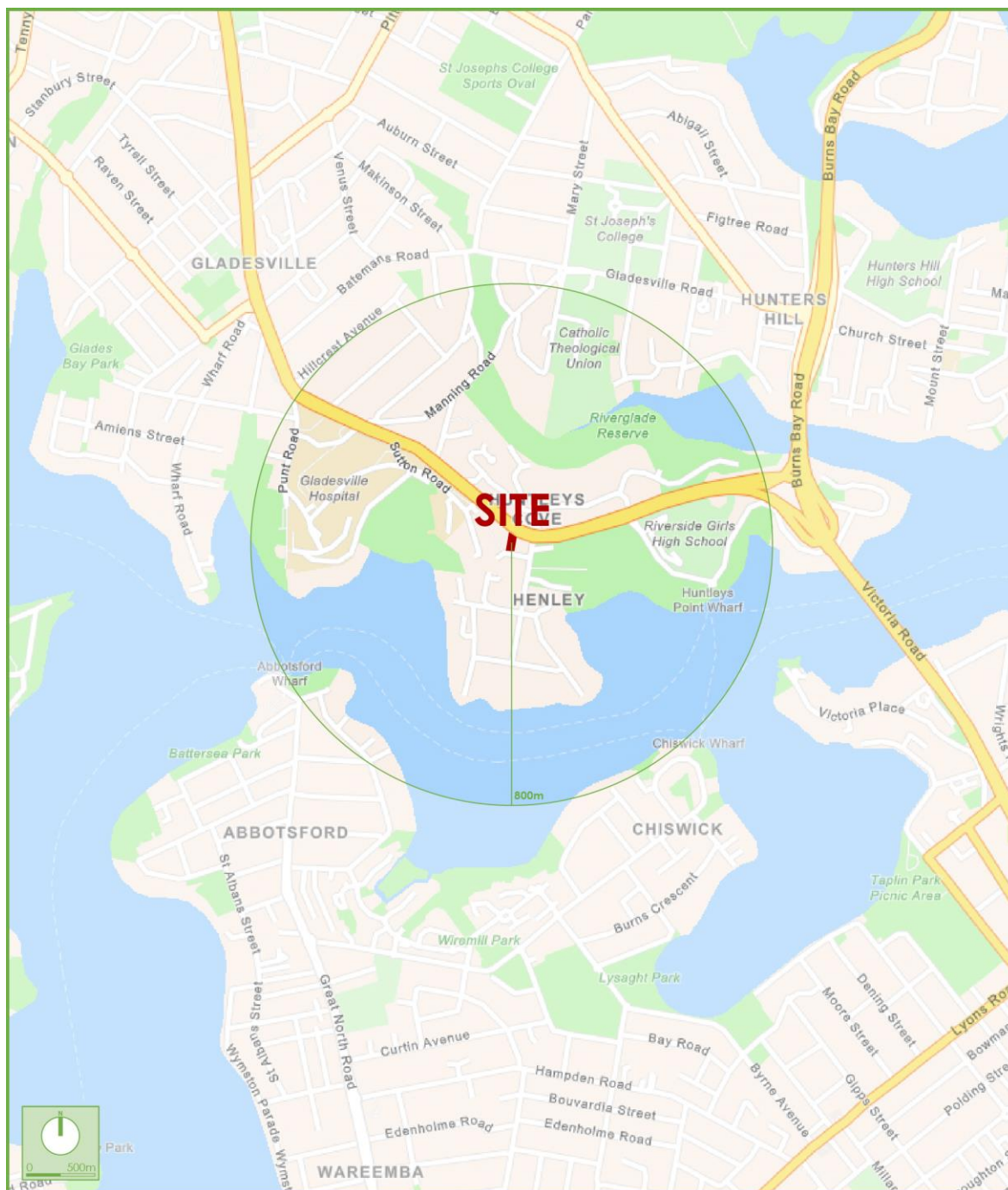


**Figure 1: Location Plan**

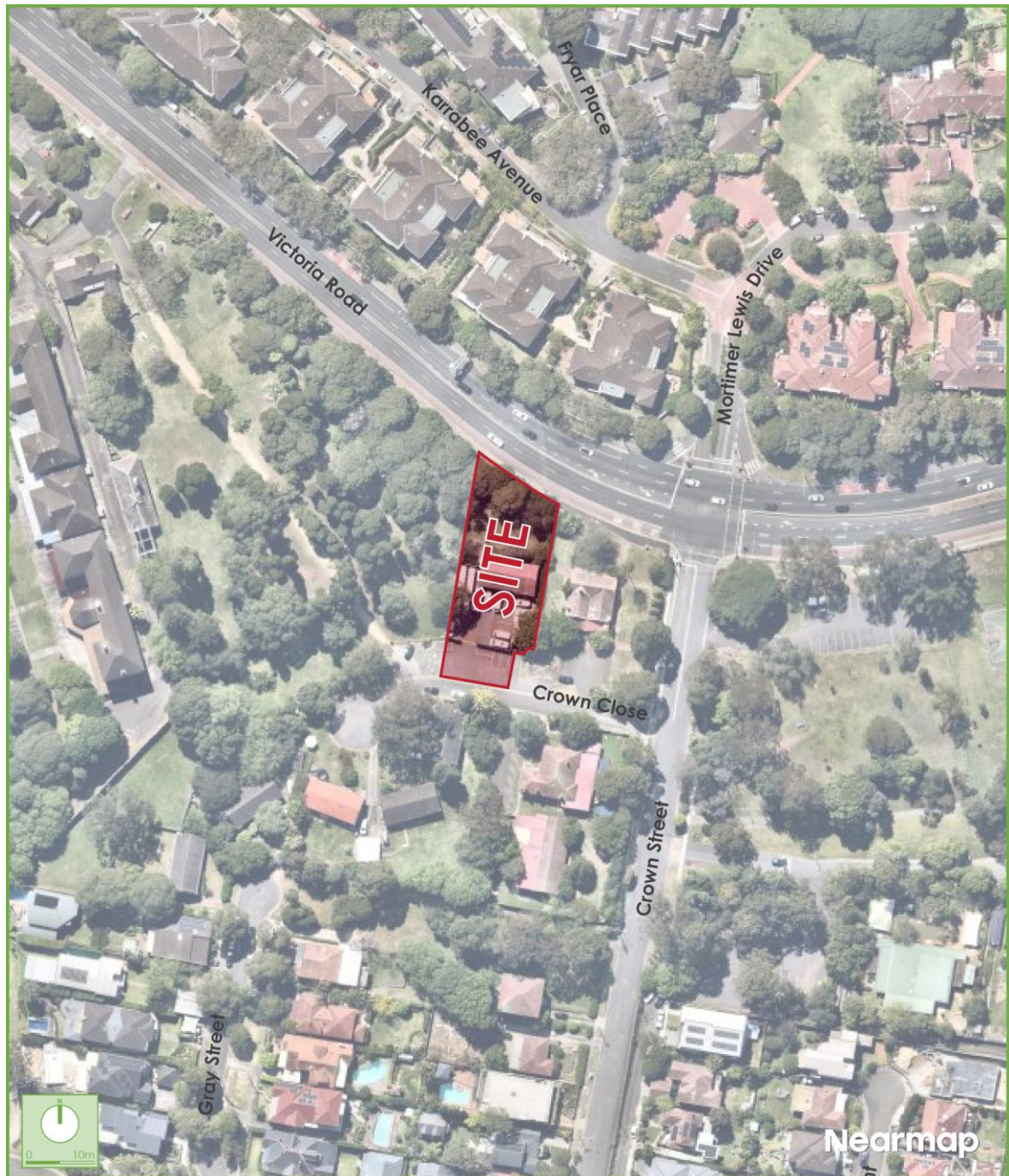


**Figure 2: Site Plan**

## ➤ Road Hierarchy

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

|                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Victoria Road: | a classified State Road (MR 165) that traverses in an east-west direction between O'Connell Street, Parramatta in the west and the Western Distributor via the Anzac Bridge in the east. Within the vicinity of the site, Victoria Road is subject to 70km/hr speed zoning and 40km/hr speed zoning during school zone periods. It accommodates three (3) lanes of traffic in each direction, separated by a median. On-street parking is generally not permitted. |
| Crown Street:  | a local road that traverses in a north-south direction between Victoria Road in the north and Sherwin Street in the south. Within the vicinity of the site, Crown Street is subject to 50km/hr speed zoning and accommodates a single lane of traffic in each direction. Unrestricted on-street parking is permitted on Crown Street on both sides.                                                                                                                |
| Crown Close:   | a local road that traverses in an east-west direction between Crown Street in the east and a private access road to the subject site. Crown Close is subject to 50km/hr speed zoning and accommodates one (1) lane of traffic in each direction. Crown Street does permit on-street parking on the southern side, subject to time restrictions.                                                                                                                    |



Figure 3: Road Hierarchy

### ➤ Description of Proposed Development

A full description of the proposed development can be found in the Review of Environmental Factors (REF), prepared separately. In summary, the development for which approval is now sought comprises the following components:

- demolition of existing structures;
- tree removal;
- construction of three buildings including a two-storey health services facility comprising patient rooms, and two one-storey buildings for communal areas and staffrooms respectively;
- ancillary car parking;
- landscaping; and
- stormwater, services/utilities and ancillary works.

Reference should be made to the plans submitted separately to Council.

### ➤ Overview of Construction Program

A detailed construction program will be developed by the appointed builder prior to the commencement of any works. The schedule is expected to detail all scheduled start and finish dates of each stage of the construction process. Nevertheless, the following stages are expected to be addressed by the comprehensive CTPMP report in response to a suitable Condition of Consent.

- Site Establishment/Demobilisation;
- Demotion;
- Bulk Excavation;
- Structure; and,
- Fitout & Finishes

### ➤ Times of Operation

During the construction or demolition period, building work is to be carried out within the following hours:

- Monday to Friday – 7:00am to 6:00pm;
- Saturday – 8:00am to 1:00pm; and
- Sunday or Public Holiday – No work will be permitted, unless approved by Council.

### ➤ Vehicular Access

It is proposed that construction vehicles will utilise a temporary construction access on Crown Close during all stages of construction, where appropriate as detailed in **Figure 4** below. In addition to the above, the following items are noteworthy:

- All loading and unloading activities are to be contained wholly within the site;
- All adjacent property accesses will be maintained at all times;
- All vehicles are required to enter and egress the site in a forward direction only; and
- All vehicles are not to obstruct any pedestrian crossings or footpaths.

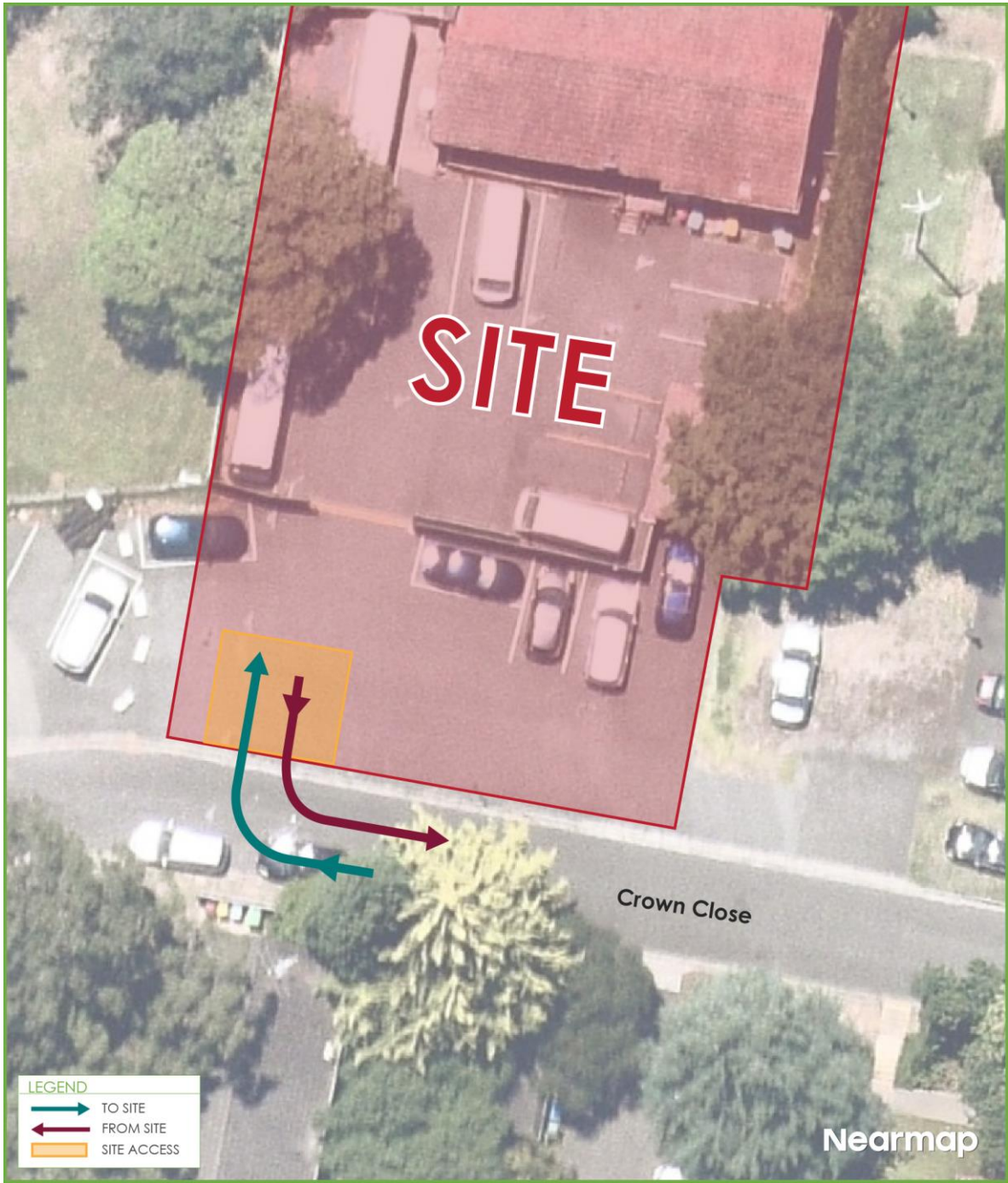


Figure 4: Site Access

## ➤ Trucks Schedule

It is understood that the following construction vehicles would be utilised during the construction program outlined above:

- 8.8m Medium Rigid Vehicle
- 12.5m Heavy Rigid Vehicle
- 19.6m Truck & Dog Trailer

## ➤ Truck Arrivals

All trucks will be linked via CB radio and/or hands-free mobile and will only be called to the site when required and when there is sufficient capacity to accommodate the proposed trucks. This management of loading / unloading or deliveries is envisaged to be the same throughout all stages of construction and will ensure no trucks would be required to queue or park on-street.

## ➤ Truck Routes

The proposed truck routes make use of Transport for NSW (TfNSW) Main Roads, where possible. All drivers will be required to radio in prior to arriving onsite, to avoid queuing on surrounding roads. Drivers will not be permitted to park on surrounding roads outside of the site or dedicated Works Zone. The proposed truck routes are recommended to allow all vehicles to access the site in a forward direction. A copy of the routes would be provided to all drivers prior to attending the site, with the proposed routes outlined below.

The proposed inbound and outbound truck routes are presented in **Figure 5** below and summarised as follows:

- Route to Site:
  1. Trucks will arrive on Victoria Road (east/westbound)
  2. Turn left/right onto Crown Street (southbound)
  3. Turn right onto Crown Close (westbound)
  4. Turn right onto site
- Route from Site:
  1. Turn left from site onto Crown Close (eastbound)
  2. Turn left onto Crown Street (northbound)
  3. Turn left/right onto Victoria Road (east/westbound).



**Figure 5: Truck Route**

### ➤ Permits

Permits including out of hours permits, road/lane closure permits, crane permits, hoardings etc. will be submitted to Council / TfNSW in a separate application.

### ➤ Swept path analysis

Swept path analysis has been undertaken of the proposed truck routes for the critical movements using a 19.6m truck and dog trailer and 20m AV. These swept paths are provided in **Attachment 1** and confirm that satisfactory access to the site can be achieved, in accordance with the requirements of AS2890.2 (2018).

### ➤ Pedestrian Control

Pedestrian access surrounding the site will be managed safely during all construction stages. It is expected that 'A-Class' hoarding and associated access gate/s will be installed around the perimeter of the site to provide security to the site and pedestrians.

Pedestrian footpaths will not be closed without appropriate pedestrian control measures, such as detours or traffic controller's assistance. Pedestrian access to neighbouring properties shall be maintained at all times and no building materials shall be placed, dumped or left on any Council road or footpath area. Footpaths are to remain in a safe condition for use by pedestrians.

No crane works will be permitted over pedestrian footpaths without footpath closures/detours or 'B-Class' hoardings.

A TfNSW-certified traffic controller will also be positioned at any vehicle access point to manage vehicle movements and to ensure pedestrian safety. Traffic Guidance Schemes (TGS) will be prepared as part of the detailed CTPMP detailing appropriate pedestrian safety and control measures.

#### ➤ **Emergency Vehicle Access**

Emergency vehicles access to the work site will be maintained at all times.

#### ➤ **Worker Travel**

Construction staff will be encouraged to utilise public transport through all stages of construction, noting the proximity of bus services. Off-site parking for construction workers can be made available on site, nevertheless, carpooling to and from the site will be encouraged. Any on-site parking would, however, be prioritised for construction employees who carpool, in order to minimise the impact on the surrounding streets. This would be further detailed subject to the detailed CTPMP when more information is available regarding employee numbers.

#### ➤ **Traffic Guidance Scheme (TGS)**

A TGS will be prepared in the detailed CTPMP detailing the proposed signage / traffic management measures to be adopted for all stages of construction. The TGS will ensure that vehicle and pedestrian movements are managed safely and efficiently.

#### ➤ **Conclusion**

This Preliminary CTPMP should be read in conjunction with other documentation prepared by the applicant relating to the internal construction activities. Limited information is available at this early stage, prior to a builder being appointed. This report addresses the existing conditions of the site, general overview of the construction program and traffic management arrangements which are proposed at this early stage.

The plan outlined above is considered satisfactory for the purposes of a REF submission, being subject to confirmation and possible amendments once approval is granted and a builder appointed.

It is envisaged a detailed CTPMP will be prepared by TRAFFIX once consent is obtained, based on the construction methodology adopted by the appointed builder.

We trust the above is of assistance and please contact the undersigned should you have any queries. In the event that any concerns remain, we request an opportunity to discuss these with Council officers prior to any determination being made.

Yours faithfully,

**Traffic**



Tom Mojsiejuk  
**Senior Engineer**

Attachment 1: Swept Path Analysis

# ATTACHMENT 1

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Swept Path Analysis