



PRELIMINARY CONSTRUCTION TRAFFIC AND PEDESTRIAN MANAGEMENT PLAN

Proposed Residential Flat Building
2A, 2-6 Conway Ave, 38-40 Carlisle St, 15-154A Fernleigh Ave, Rose Bay
(SSD-101842729)

Reference: 25.367r02v01
Date: December 2025

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Revision	Date	Prepared By	Checked By	Signed
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SafeWork NSW Certificates

Prepare a Work Zone Traffic Management Plan			
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1. INTRODUCTION

TRAFFIX has been commissioned by Two Conway Pty Ltd to prepare a Preliminary Construction Traffic and Pedestrian Management Plan (CTPMP) plan to accompany a State Significant Development Application (SSD-101842729) in relation to construction works relating to a residential flat building development, incorporating affordable housing at 2A, 2-6 Conway Ave, 38-40 Carlisle St, 15-154A Fernleigh Ave, Rose Bay. In summary, the development for which approval is now sought comprises of the following components:

- Residential flat building containing 70 apartments with the following comprising the following:
 - 10 x 1-bedroom
 - 26 x 2-bedroom
 - 25 x 3-bedroom
 - 9 x 4-bedroom
- The following Affordable Housing apartments are included within the above:
 - 7 x 1-bedroom.
 - 10 x 2-bedroom
- One lower ground and two levels of basement parking containing 130 spaces comprising the following:
 - 112 x residential parking spaces
 - 18 x visitor parking spaces

A detailed Construction Traffic and Pedestrian Management Plan (CTPMP) will be prepared and submitted to Council, in response to any Conditions of Consent stipulated following approval of the SSDA. The below commentary addresses the overall management principles for the site during the construction process. It is noted that the preparation of a detailed CTPMP requires significant input from the appointed builder and would heavily rely upon the construction methodology, which will be confirmed prior to construction certificate.

The report is structured as follows:

- Section 2: Outlines the CTPMP requirements.
- Section 3: Describes the location and subject site.
- Section 4: Documents the existing traffic conditions.
- Section 5: Describes the overall construction program.
- Section 6: Describes the proposed traffic management arrangements.
- Section 7: Concludes the report.

2. CTPMP REQUIREMENTS

2.1 SEARs Requirements

The Planning Secretary's Environmental Assessment Requirements (SEARs) outlines the transport and accessibility requirements for the SSD as stated below in **Table 1**.

Table 1: SEARs Requirements and References

Item	SEARs Requirements	Reference
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	Refer to the TIA report prepared separately
	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

3. LOCATION AND SITE

The subject site is known as the following:

- 2A/2-6 Conway Avenue, Rose Bay
- 38-40 Carlisle Street, Rose Bay
- 15-15A Fernleigh Avenue, Rose Bay

The subject site is located approximately 6 kilometres east of the Sydney Central Business District (CBD). More specifically, it is located on the northern side of Conway Avenue, and approximately 340 metres west of New South Head Road.

The site is irregular in configuration and has a total site area of 3105m². It has a northern frontage of 82.2 metres to Fernleigh Avenue, a southern frontage of 81.0 metres to Conway Avenue, and an eastern frontage of 36.6 metres. The western boundary of 42.2 metres is shared with neighbouring residential development.

The site currently accommodates nine (9) residential dwellings comprising:

- 4 x two storey single dwellings;
- 3 x three storey semi detached dwellings; and
- 1 x two storey apartment building comprising two (2) strata dwellings.

Vehicular access is currently provided to each lot from Conway Avenue and Carlisle Street.

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



Figure 1: Location Plan



Figure 2: Site Plan

4. EXISTING TRAFFIC CONDITIONS

4.1 Road Network

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

- **New South Head Road:** a TfNSW Main Road (MR 173) that traverses in an east-west direction between Vaucluse in the east and William Street in the west. Within the vicinity of the site, New South Head Road is subject to 50km/hr speed zoning and accommodates two (2) lanes of traffic in each direction. The road does permit on-street parking with various restrictions, which can limit traffic to one (1) lane in each direction outside of clearway restrictions.
- **Old South Head Road:** a TfNSW Main Road (MR339) that traverses north-south between the intersection of New South Head Road and Old South Head Road (RR339) in the north and Bondi Road and Syd Enfield Drive in the south. Within the vicinity of the site, it is subject to a 50km/h speed zoning and accommodates a single lane in either direction. Unrestricted kerbside parking is generally permitted on either side.
- **Chamberlain Avenue:** a local road that traverses in a north-south direction between Fernleigh Avenue in the south and Towns Road in the north. Within the vicinity of the site, Chamberlain Avenue is subject to 50 km/hr speed zoning and accommodates a single lane of traffic in each direction. Unrestricted parking is generally permitted on either side of the road.
- **Fernleigh Avenue:** a local road that traverses in an east-west direction between Old South Head Road in the east and ends as a cul-de-sac in the west. Within the vicinity of the site, Fernleigh Avenue is subject to a 50 km/hr speed zoning, one-way restrictions and accommodates a single lane of traffic in a westerly direction only. On-street parking is generally prohibited.

- Carlisle Street: a local road that traverses in a north-south direction between Fernleigh Avenue in the north and Dover Road in the south. Within the vicinity of the site, Carlisle Street is subject to 50 km/hr speed zoning and accommodates a single lane of traffic in each direction. Unrestricted parking is generally permitted on either side of the road.

- Conway Avenue: a local road that traverses in an east-west direction between Carlisle Street in the east and ending as a cul-de-sac in the west. Within the vicinity of the site, Conway Avenue is subject to 50 km/hr speed zoning and accommodates a single lane of traffic in each direction. Unrestricted parking is generally permitted on either side of the road.

As can be seen from Figure 3 below, the site is conveniently located with respect to the nearby arterial and collector roads serving the region.



Figure 3: Road Hierarchy

4.2 Public Transport

The subject site is within optimal walking distance (400 metres) of several bus services operating in the locality. These bus services are presented in **Figure 4** and are summarised as follows:

- 323 – North Bondi to Edgecliff via New South Head Rd
- 324 – Watsons Bay to Walsh Bay via Old South Head Rd
- 325 – Watsons Bay to Walsh Bay via Vaucluse Rd
- 362 – Coogee to Rose Bay
- 386 – Vaucluse to Bondi Junction via New South Head Rd & Old South Head Rd
- 387 – South Head Cemetery to Bondi Junction

Table 1: Bus Frequencies

Bus No.	Mondays to Fridays	Saturday	Sunday and Public Holidays
323	Limited to 7 services	No services	No services
324	Every 10-30 mins	Every 10-30 minutes	Every 30 mins
325	Every 30 mins	Every 1 hour	Every 1 hour
362	No services	Every 30 mins	Every 30 mins
386	Every 30 mins	Every 30 mins	Every 30 mins
387	Every 30 mins	Every 30 mins	Every 30 mins

More information concerning all bus and train service information can be found on the Transport for NSW Info website: <https://www.transportnsw.info>.

4.3 Pedestrian and Cycling Facilities

The subject site is presently accessible by pedestrian and cycling facilities. Paved pedestrian footpaths are provided along each frontage, including Conway Avenue and Fernleigh Avenue. The majority of intersections provide at grade or raised pedestrian crossings.

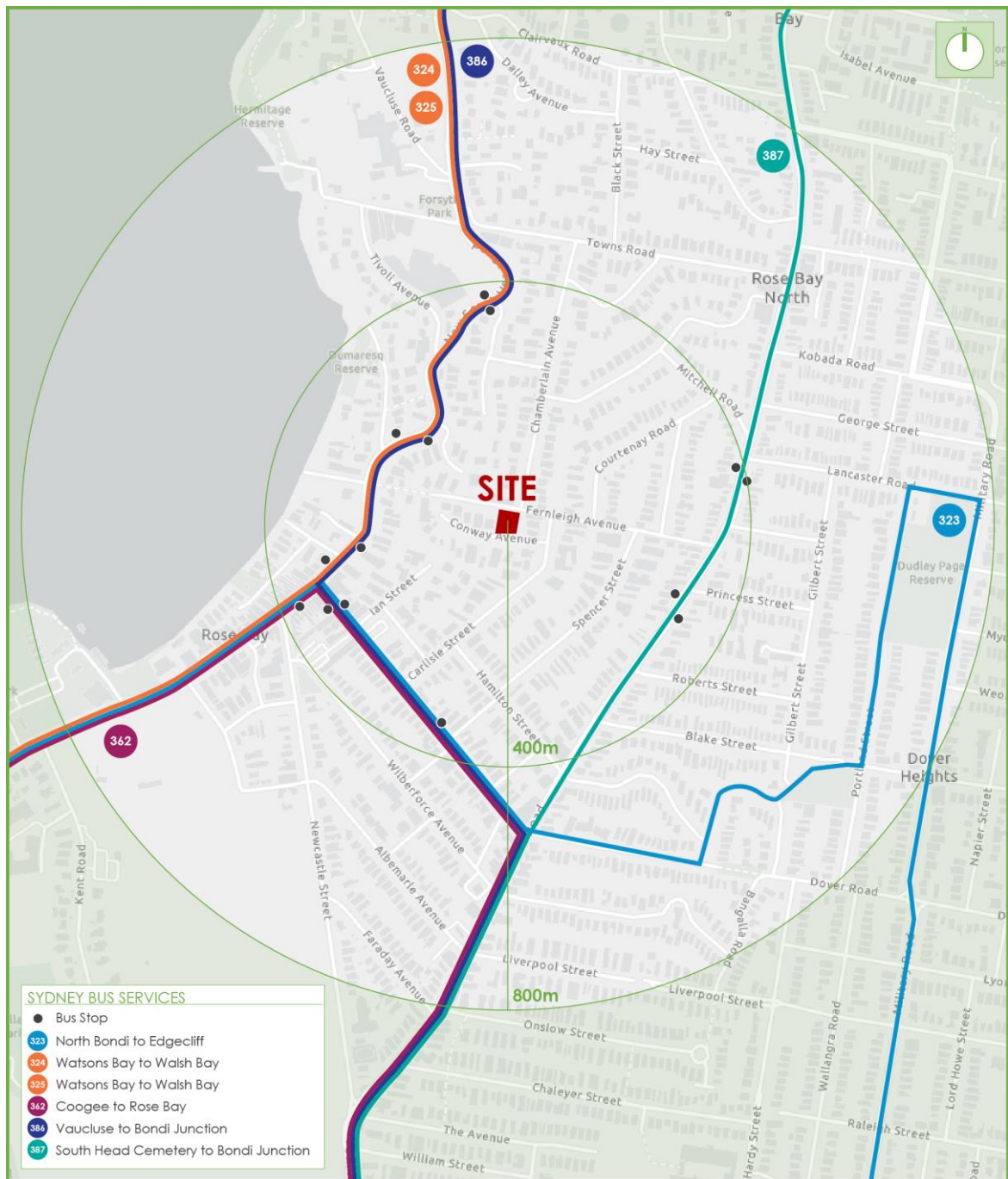


Figure 4: Public Transport

5. OVERVIEW OF CONSTRUCTION PROGRAM

5.1 Construction Program

A detailed construction program and Site Establishment Plan will be developed by the appointed builder prior to the commencement of any works. The program is expected to detail all scheduled start and finish dates of each stage of the construction process.

5.2 Work Hours

Construction work hours are subject to the approval of the SSDA. A detailed CTPMP would be prepared in response to a condition of consent once a builder is contracted, however following preliminary construction hours are proposed and summarised as follows:

- Monday to Friday 7:00am to 5:00pm;
- Saturday 7:00am to 3:00pm;
- Sunday Subject to Out of Hours Permit Approval; and
- Shift/Night Works Subject to Out of Hours Permit Approval.

5.3 Cumulative Construction Assessment

A cumulative construction activity assessment can be undertaken once the development is approved, and a builder is appointed. The appointed builder would be encouraged to liaise with neighbouring builders/developers to ensure critical construction activities (large concrete pours etc.) would not overlap to minimise construction impacts.

5.4 Overview of Works

Whilst the SEARs require detailed information regarding peak hour and daily truck movements, limited information is able to be provided at this preliminary stage prior to a builder being appointed. 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;
- Demolition;
- Bulk Excavation;
- Structure; and
- Fit out and Finishes.

6. TRAFFIC MANAGEMENT ARRANGEMENTS

6.1 Site Contact

The contractor will provide the details of the nominated contact person to comply with instructions issued by Council's Traffic Engineer or the Police.

6.2 Vehicular Access

It is proposed that construction vehicles will utilise a temporary construction access on Conway Avenue during all stages of construction.

- 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.

6.3 Construction Vehicle Volumes

The number of peak hour and daily truck volumes are to be provided by the appointed builder. Nevertheless, the expected traffic volumes are expected to be moderate when compared to the overall traffic movements on the adjacent road network. Truck movements are expected to be scheduled outside of peak network periods and the nearby school's peak drop-off/pick-up periods, where possible. In addition, workers typically arrive and depart the site (7am-5pm) outside of the network peaks, further reducing impacts.

6.4 Road Safety

The road safety at each key intersection will be assessed once the construction truck volumes and truck routes are determined. It is expected that any identified pedestrian, bicycle, or vehicle safety issues will be appropriately managed through the implementation of Traffic Guidance Schemes at key intersections or conflict points in the vicinity of the site.

6.5 Truck Routes

The proposed truck routes make use of Transport for NSW (TfNSW) Main Roads, with a copy of the routes provided to all drivers prior to attending the site. It is noted that all truck routes will start or finish on Old South Head Road.

The proposed truck routes are presented in **Figure 5**, with the route summarised as follows:

- Route to the site:
 1. Trucks will arrive on Old South Head Road (northbound).
 2. Turn left/right into Dover Road (westbound).
 3. Turn right into Carlisle Street (northbound)
 4. Turn left into site.
- Route from the site:
 1. Trucks turn right out of site onto Carlisle Street (southbound).
 2. Trucks turn right onto Dover Road (westbound).
 3. Turn left onto New South Head Road (southbound).

Swept path analysis of the largest vehicle accessing the site is presented in **Appendix A**.

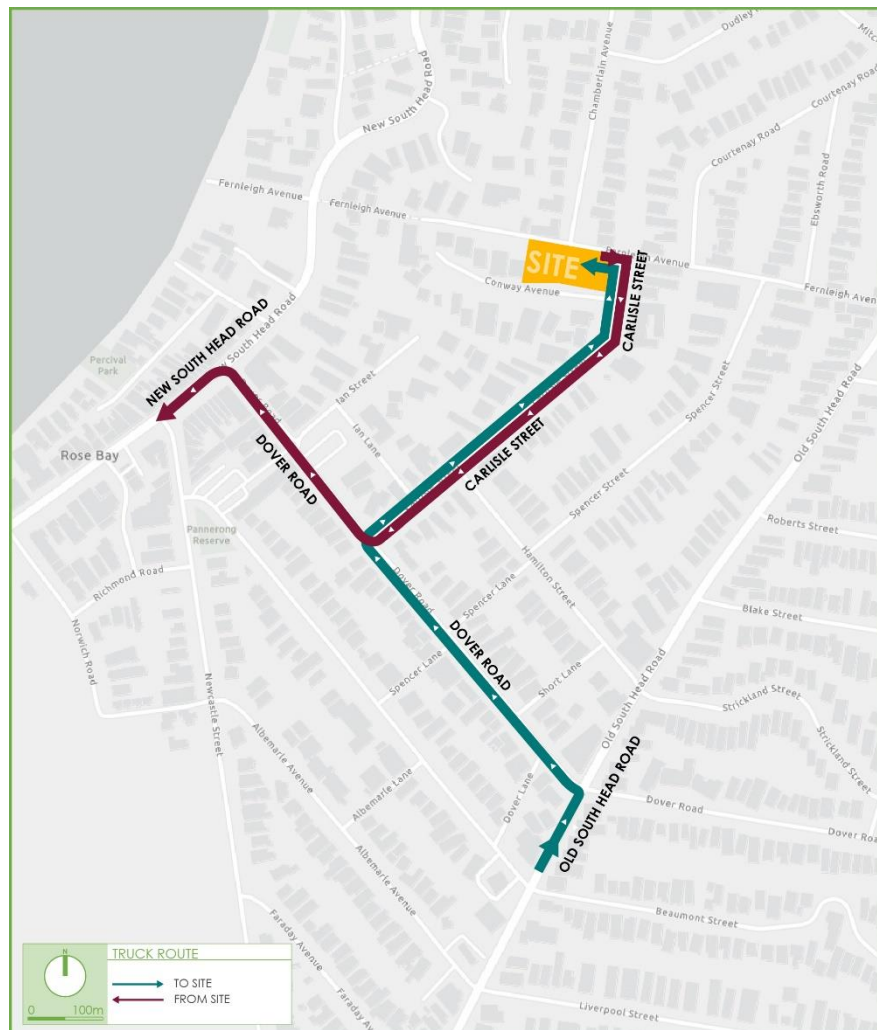


Figure 5: Proposed Truck Routes

6.6 Truck Arrivals

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. 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.

6.7 Emergency Vehicle Access

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

6.8 Works Zone

No works zone is proposed/required as all construction activity (with exception of public domain works) will be undertaken within the bounds of the site.

6.9 Traffic Controllers

SafeWork NSW certified Traffic Controllers will be utilised at the site vehicle access points to assist truck movements during work hours. It is noted that traffic controllers are not to stop or slow traffic at any time to allow trucks to enter or exit the site. Additionally, pedestrians may be held only for very short periods to ensure their safety when trucks are leaving or entering the site, but they are not to be stopped in anticipation – i.e. pedestrians have right of way on the footpath at all times.

6.10 Traffic Guidance Scheme

It is expected that appropriate Traffic Guidance Schemes (TGS's) will be prepared in consultation with the appointed builder to ensure that traffic and pedestrians are managed safely during truck access movements to and from the site. All TGS's are to be designed in accordance with the *TfNSW Traffic Control at Work Sites Technical Manual*, with copies of the TGSs to be kept on-site at all times.

6.11 Crane Requirements

A mobile crane will likely be utilised during the structural and fitout/finishes stages. This crane will facilitate loading / unloading of material, machinery plant, etc. from within the site. The movements and utilisation of this mobile crane will be contained within the site.

6.12 Access to Neighbouring Properties

All neighbouring properties are to have their vehicular and pedestrian accesses maintained at all times over the course of construction. If at any time, the accesses to the neighbouring properties are obstructed, temporary access arrangements will be provided to the satisfaction of the occupants and Council.

6.13 Pedestrian Control

Pedestrian access surrounding the site will be safely managed during all hours of construction. To maintain pedestrian safety, A-Class hoarding is proposed along the perimeter of the entire site. The existing footpaths on Conway Avenue, Carlisle Street, and Fernleigh Avenue will be maintained and separated from the site with the A-Class hoardings. In addition to the above, no building materials shall be placed, dumped or left on any Council road or footpath area at any time, with footpaths to remain in a safe condition or use by pedestrians at all times.

These pedestrian control arrangements are therefore considered acceptable and will ensure pedestrian safety is maintained throughout all hours of construction.

6.14 Worker Parking

Workers will be encouraged to utilise public transport at induction meetings, noting the proximity of bus services. Carpooling to and from the site will be encouraged and it is expected that limited off-street parking will be available. Any on-site parking would, however, be prioritised to 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 worker numbers.

6.15 Monitoring

A monitoring and review process for the CTPMP will be set out by the Construction Project Manager to ensure that the CTPMP is implemented correctly, in compliance with all regulations and policies and also adapted to reflect any changes or variations during the actual construction process. The Construction Project Manager will be in constant communication with the client to address any issues that may arise during the construction process.

6.16 Community Consultation

The Construction Project Manager will be the main point of contact for all enquiries, complaints, feedback, and compliments regarding the issues arising from the traffic management arrangements put in place. This may involve distributing notification letters notifying nearby residents and the community of the proposed traffic management arrangements, their potential impact, the Construction Manager's phone, and email contact. Specifically, the disruption to existing travel routes will need to be explicitly made known to community members, visitors, and staff so that their safety is not compromised. The details and

direct contact number of the Site Construction/Project Manager shall be provided on all notification letters to the residents and to the community and on a prominent sign displayed on-site.

7. CONCLUSION

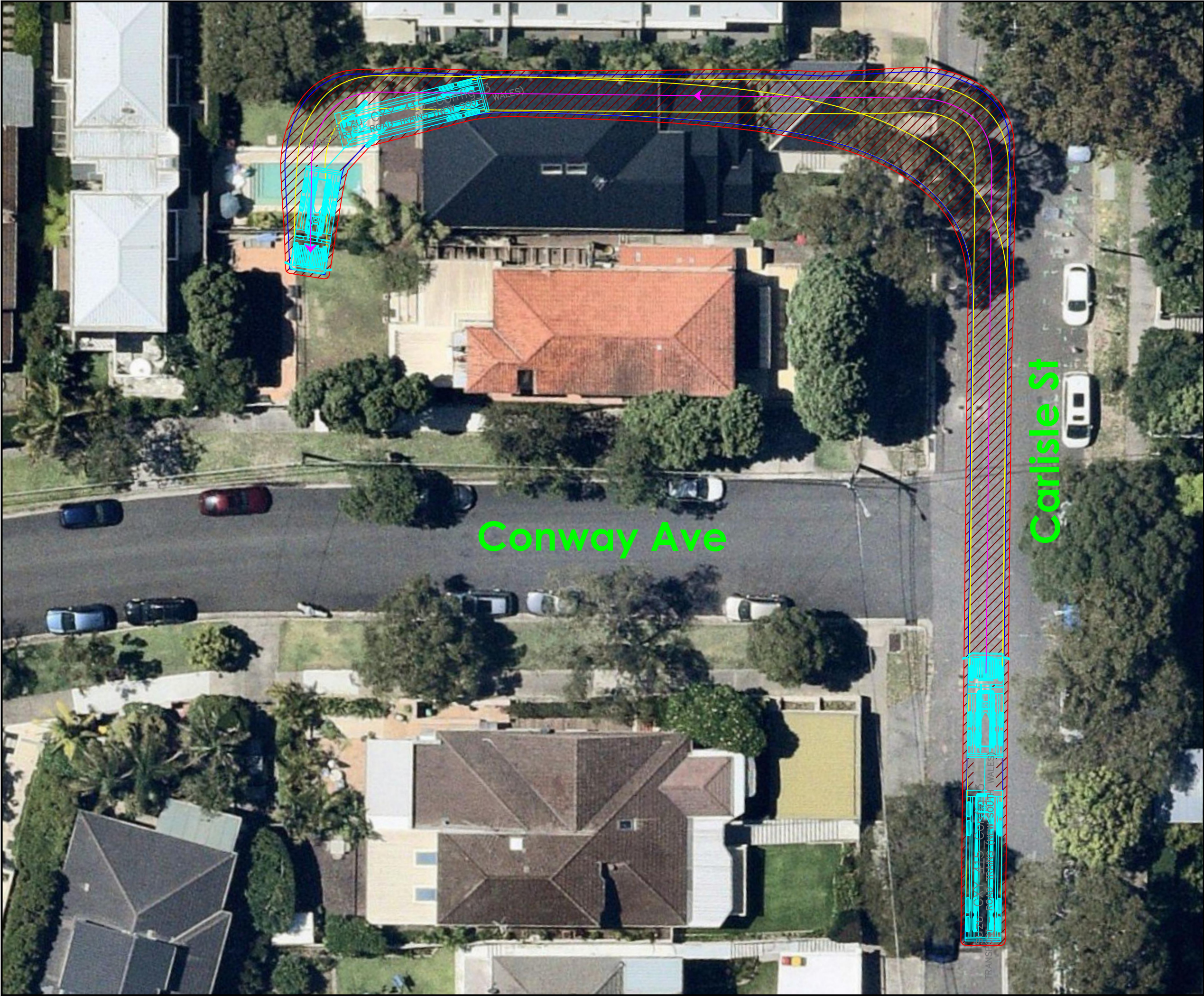
This Preliminary CTPMP plan should be read in conjunction with other documentation prepared by the applicant relating to the internal construction activities. Limited information is available at this early stage, prior to a builder being appointed. This report addresses the existing conditions of the 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 SSDA submission, being subject to confirmation and possible amendments once approval is granted and a builder appointed.

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

APPENDIX A

Swept Path Analysis



Notes:

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.

Rev.

Revision Note

By.

Date

A

CTMP Swept Paths

AB

10-12-25

Swept Path Legend

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300mm)

Architect

MHNDU

Client

Mathieson Property

Scale / Plan Orientation

0

5

10

15

20m

1:250 @ A3

Project Description

2-6 Conway Avenue, Rose Bay

Drawing Prepared By

TRAFFIX

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Drawing Title

Swept Path Analysis

20m Truck and Dog

Site Entry

Drawn:

AB

Checked:

TM

Date:

25.367d03v01 TRAFFIX [251128 Plans] Design Review - CTMP.dwg

Project No.

Drawing Phase

Drawing No.

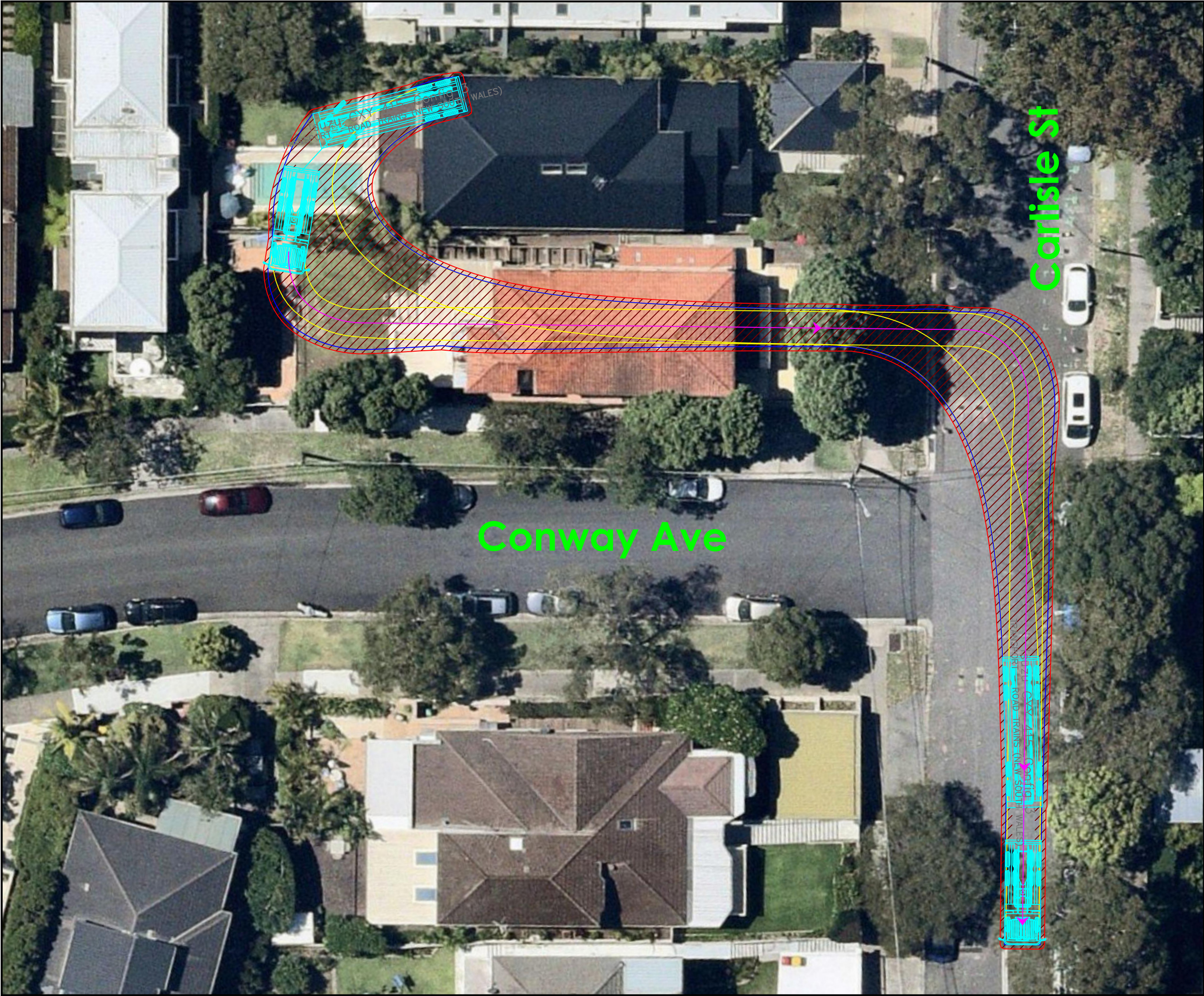
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CTMP

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A	CTMP Swept Paths	AB	10-12-25

Swept Path Legend

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300mm)

Architect

MHNDU

Client

Mathieson Property

Scale / Plan Orientation

05101520m

1:250 @ A3

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Drawing Title

Swept Path Analysis
20m Truck and Dog
Site Exit

Drawn:	AB	Checked:	TM	Date:
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Project No.	Drawing Phase	Drawing No.	Rev.
25.367	CTMP	TX.02	A



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Rev.

Revision Note

By.

Date

A

CTMP Swept Paths

AB

10-12-25

Swept Path Legend

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300mm)

Architect

MHNDU

Client

Mathieson Property

Scale / Plan Orientation

05101520m

1:250 @ A3

Project Description

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Drawing Title

Swept Path Analysis

20m Truck and Dog

Right turn movement towards site at Dover Rd/ Carlisle St

Drawn:

AB

Checked:

TM

Date:

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Project No.

Drawing Phase

Drawing No.

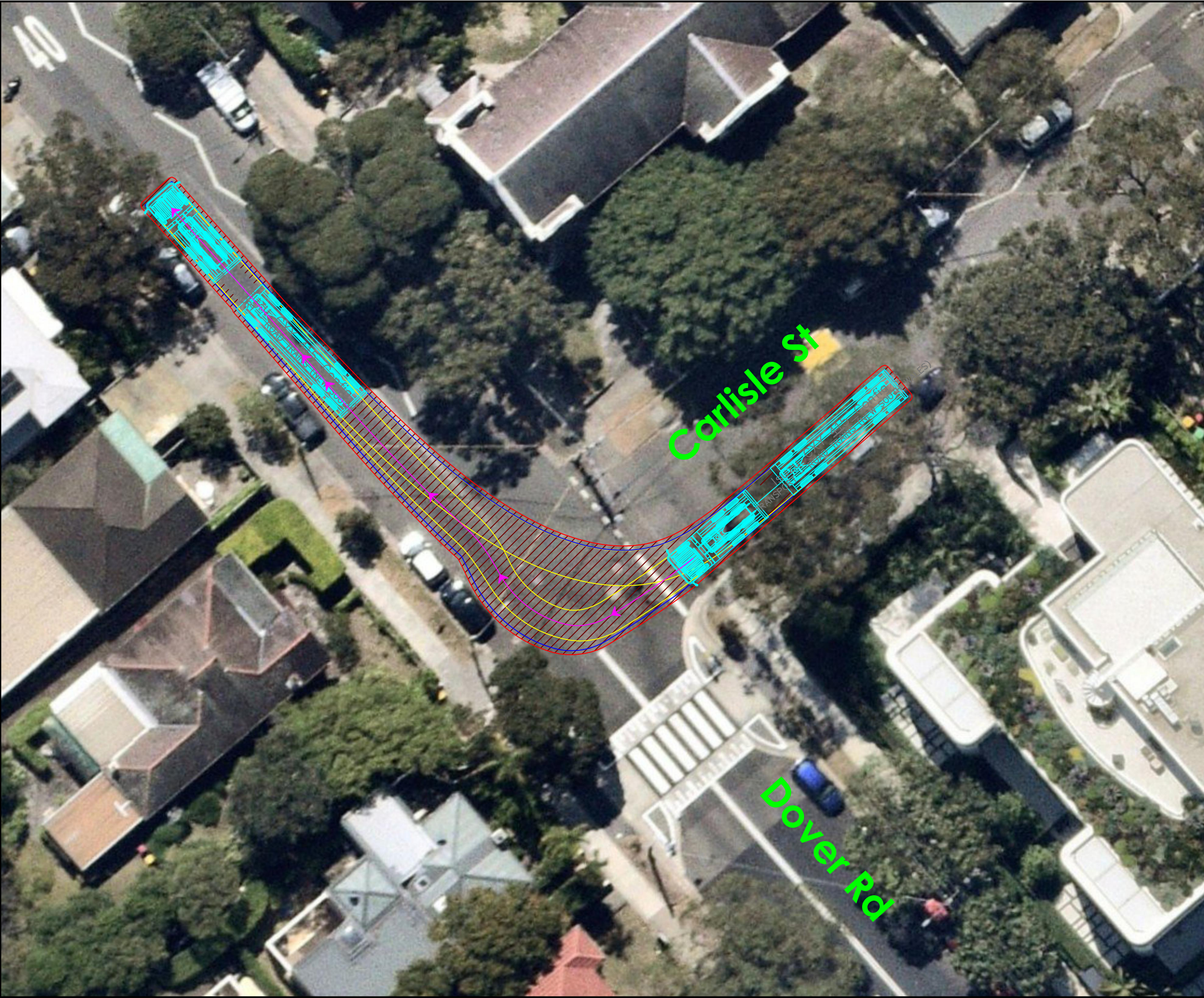
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CTMP

TX.03

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Rev.	Revision Note	By.	Date
A	CTMP Swept Paths	AB	10-12-25

Swept Path Legend

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

Architect

MHNDU

Client

Mathieson Property

Scale / Plan Orientation

05101520m

1:250 @ A3

Project Description

2-6 Conway Avenue, Rose Bay

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Drawing Title

Swept Path Analysis
20m Truck and Dog
Right turn movement from site at Dover Rd/ Carlisle St

Drawn: AB	Checked: TM	Date:
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25.367d03v01 TRAFFIX [251128 Plans] Design Review - CTMP.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
25.367	CTMP	TX.04	A