



PRELIMINARY CONSTRUCTION TRAFFIC & PEDESTRIAN MANAGEMENT PLAN

**Proposed Mixed Use Development
70-76 Alexander Street, Crows Nest**

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Suite 2.08, 50 Holt St
Surry Hills, NSW 2010

t: (02) 8324 8700
w: www.traffix.com.au

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v01	24/06/2025	Tom Mojsiejuk	Ben Liddell	

SAFEWORK NSW CERTIFICATES

Prepare a Work Zone Traffic Management Plan			
Name	Ben Liddell	Certificate No.	TCT0008166

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1. INTRODUCTION

TRAFFIX has been commissioned by Watermark Living to prepare a Preliminary Construction Traffic and Pedestrian Management Plan (CTPMP) plan to accompany a development application in relation to the proposed mixed-use development at 70-76 Alexander Street, Crows Nest.

The proposed works relate to the construction (subject to DA approval) of a six-storey building accommodating 24 seniors living units, 899.8m² of retail space, and multi-level basement parking.

It is highly 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, excavation, structure, and fitout/finishes stages of construction and provides a framework for which a future CTPMP can be developed and implemented.

This Preliminary CTPMP plan has been prepared to address (with information available) the requirements of Section 11.7.2 of the North Sydney Council Development Control Plan outlined in further detail in Section 2.2 below. It is also anticipated that a suitable condition of consent requiring a comprehensive CTPMP to be submitted to Council and/or Transport for NSW (TfNSW) prior to the release of any Construction Certificate.

The plan is structured as follows:

- Section 2: Outlines the CTPMP 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 plan

2. CTPMP REQUIREMENTS

2.1 Traffic Guidance Schemes

The Traffic Guidance Schemes (TGSs) that are to be included in the Final CTPMP, should be implemented taking due account of on-site conditions as will occur over the construction period in consultation with the appointed contractor. Accordingly, construction crew are expected to respond in a pro-active manner to ensure the plan is implemented to maximum effect and with no outstanding safety issues being overlooked. In particular, the following matters are considered noteworthy:

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

It is noted that TRAFFIX is responsible for the preparation of this CTPMP only and not for its implementation, which is the responsibility of the contractor.

2.2 DCP Requirements

The North Sydney Council Development Control Plan outlines the requirement for the preparation of a Traffic Management Plan, particularly Clause 11.7.2 states:

P1 A Traffic Management Plan is incorporated into a CMP, where the proposed development will have an impact upon vehicle, waste collection, cyclist and/or pedestrian flows.

P2 The following issues must be considered in a Traffic Management Plan:

- a) The proposed method of access to and egress from the site for construction vehicles.*
- b) Disruption to vehicular, pedestrian and cyclist traffic flows.*
- c) Preferred construction access.*
- d) Vehicles leaving the construction site in a forward direction.*
- e) Through traffic is to be maintained at all times.*
- f) Maintaining access to all neighbouring properties at all times.*
- g) Proposed method of traffic control; controllers must be qualified.*

- h) Proposed method of pedestrian management.*
- i) Access routes through the Council area.*
- j) Method of loading and unloading materials and equipment.*
- k) Location of any cranes.*
- l) Location of any Work Zones (approval of the construction management plan does not imply that the proposed Work Zone will be approved, that is still subject to Traffic Committee approval).*
- m) Temporary, full or partial road closures.*
- n) Information to local residents and advertising as required.*
- o) Method of demolition and construction.*
- p) Areas used for storage of demolition materials, construction materials and waste containers.*
- q) Method/device to remove loose material from all vehicles and/or machinery.*
- r) Method of support to any adjoining properties.*
- s) Protection for Council and adjoining properties.*
- t) Other site-specific considerations (as applicable).*
- u) Safe Work Method Statement.*

3. EXISTING CONDITIONS

3.1 Location and Site

The subject site is located at 70-76 Alexander Street, Crows Nest and is legally known as Lot 1 on DP785460. In a local context, it is located on the northern corner of Willoughby Lane, Ernest Place, and Alexander Street. In a regional context, it is located approximately 320-metres east of Crows Nest Metro Station and approximately 1.3 kilometres north-west of the North Sydney central business district (CBD).

The subject site has a rectangular configuration with a total site area of 1,236m² and currently accommodates commercial/retail developments. It has an eastern frontage to Alexander Street measuring approximately 33.9-metres, a northern frontage to Ernest Place measuring approximately 36.6-metres, and a western frontage to Willoughby Lane measuring approximately 33.8-metres. The southern boundary borders a commercial development.

Vehicular access is currently provided to Willoughby Lane.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2** which provides an appreciation of the general character of roads and other key attributes in proximity to the site.

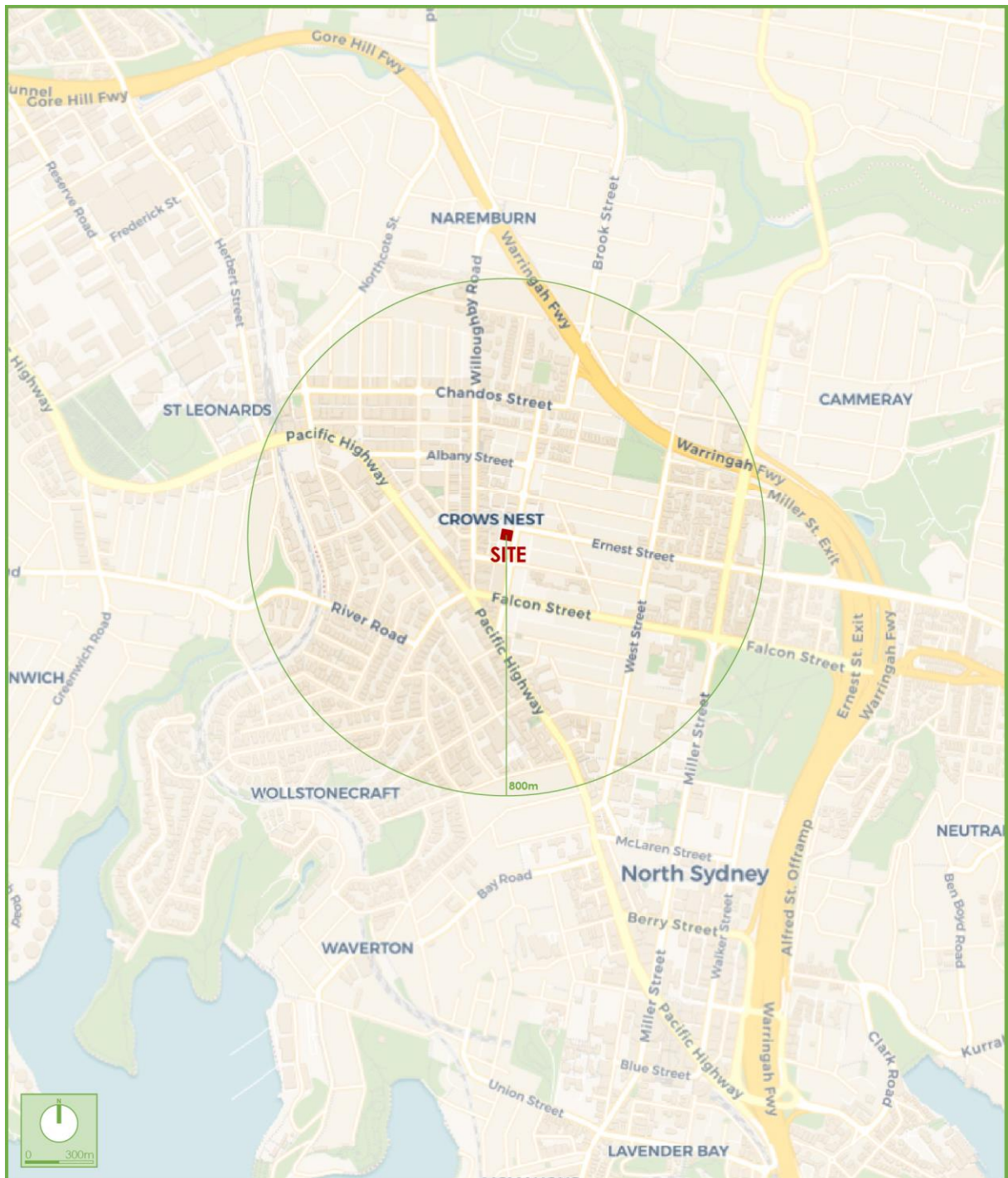


Figure 1: Location Plan

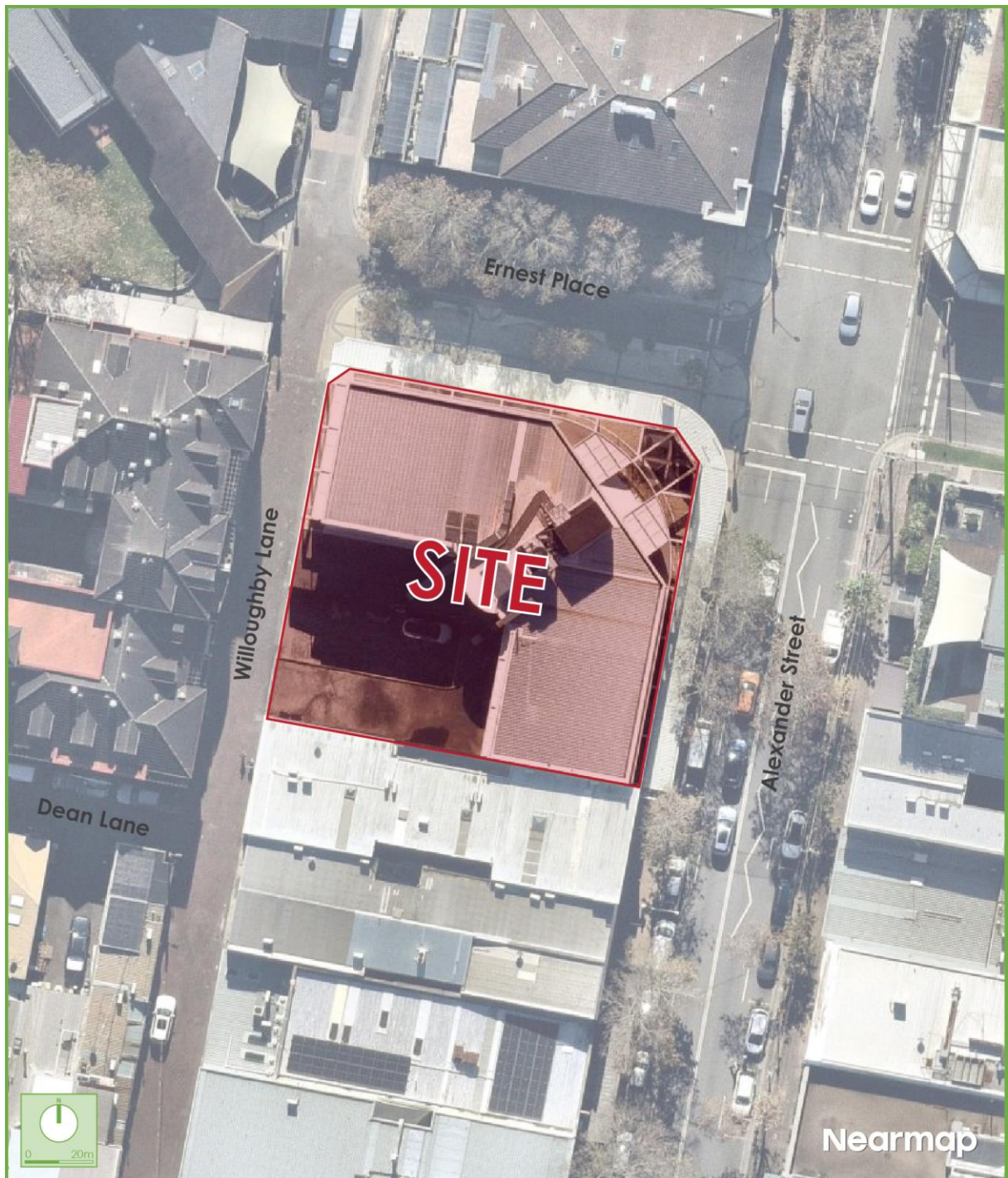


Figure 2: Site Plan

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:

- **Pacific Highway:** a TfNSW Highway (HW 10) that generally runs in a north-south direction between Wisemans Ferry Road, Somersby in the north and Bradfield Highway in the south. In the vicinity of the site, Pacific Highway is subject to a 60km/h speed zoning and generally consists of three (3) traffic lanes in either direction within a divided carriageway. Additionally, Pacific Highway is subject to T3 Transit Lane restrictions between the hours of 3pm-7pm Mon-Fri on the western side, and Bus Lane restrictions between the hours of 6am-10am Mon-Fri on the eastern side. Kerbside parking is permitted, subject to various parking restrictions.
- **Falcon Street:** a portion of TfNSW Main Road (MR 164) that runs in an east-west direction between Military Road in the east and the Pacific Highway in the west. In the vicinity of the site, Falcon Street accommodates two (2) lanes of traffic in each direction and is subject to a 60km/h speed zoning. The kerbside lanes are subject to Clearway restrictions between 6am-10am and 3pm-7pm Monday to Friday.
- **Willoughby Road:** a local road (south of Chandos Street) that runs in a north-south direction between Mowbray Road in the north and Falcon Street in the south. In the vicinity of the site, Willoughby Road accommodates a single lane of traffic in each direction and is subject to a 40km/h speed zoning. Kerbside parking is permitted, subject to various parking restrictions.
- **Alexander Street:** a local road that runs in a north-south direction between Chandos Street in the north and the Pacific Highway in the south. In the vicinity of the site, Alexander Street accommodates a single lane of traffic in each direction and is subject to a 50km/h speed zoning. Kerbside parking is permitted, subject to various parking restrictions.

- Willoughby Lane: a local road that runs in north-south direction between Atchison Street in the north and Falcon Street in the south. Between Burlington Street and Ernest Place, Willoughby Lane runs in a northbound direction, whilst between Ernest Place and Holtermann Street it runs in a southbound direction. Willoughby Lane has a 10km/h shared zone speed limit between Burlington Street and Ernest Place.
- Ernest Place: a local road that runs in an east-west direction between Alexander Street in the east and Willoughby Lane in the west. Ernest Place accommodates a single lane of traffic in the eastbound direction and is subject to a 50km/h speed zoning. Kerbside parking is permitted on the northern side, subject to accessible parking restrictions.

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.

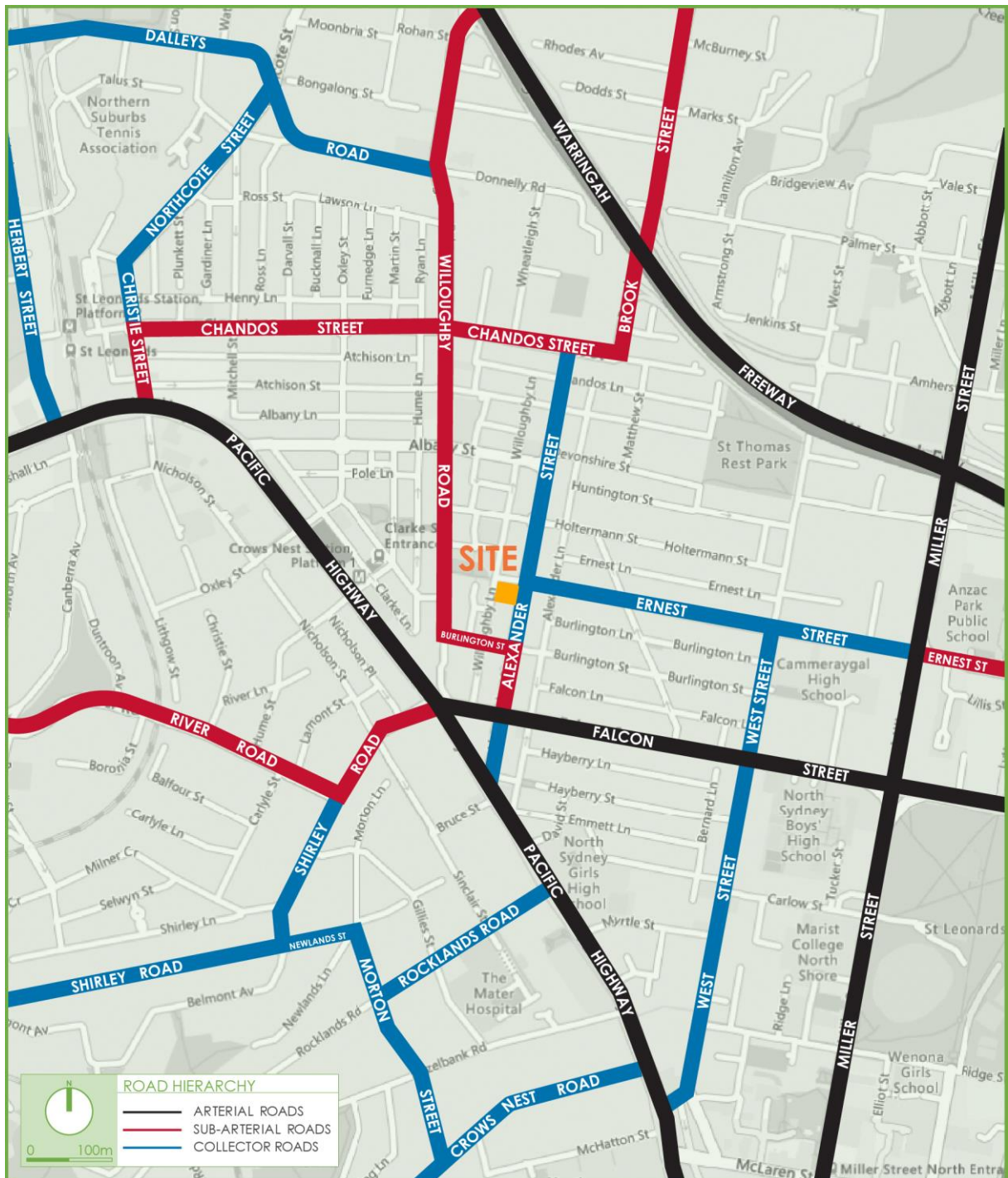


Figure 3: Road Hierarchy

4.2 Public Transport

The existing bus services that operate in the locality are shown in **Figure 4** with 18 bus stops within 400 metres of the subject site. These services provide connections to Balmoral, Royal North Shore Hospital, Chatswood, Manly, Bondi Junction, Gore Hill, Gladesville, Denistone East, Milson Point, Ryde, Epping, Green Square, Bella Vista Station, Castle Hill, Dural, and Lane Cove.

It should also be noted that the subject site is also located approximately 850-metres south-east of St Leonards Railway Station and 320-metres east of Crows Nest Metro Station. The St Leonards Railway Station provides services along the T1 – North Shore Line and T9 – Northern Line, connecting the site to the rest of the Sydney Metropolitan public transport network.

The Crows Nest Metro Station provides services along the North West and Bankstown Line providing connections to Central, Sydenham, Macquarie Park, and Tallawong.

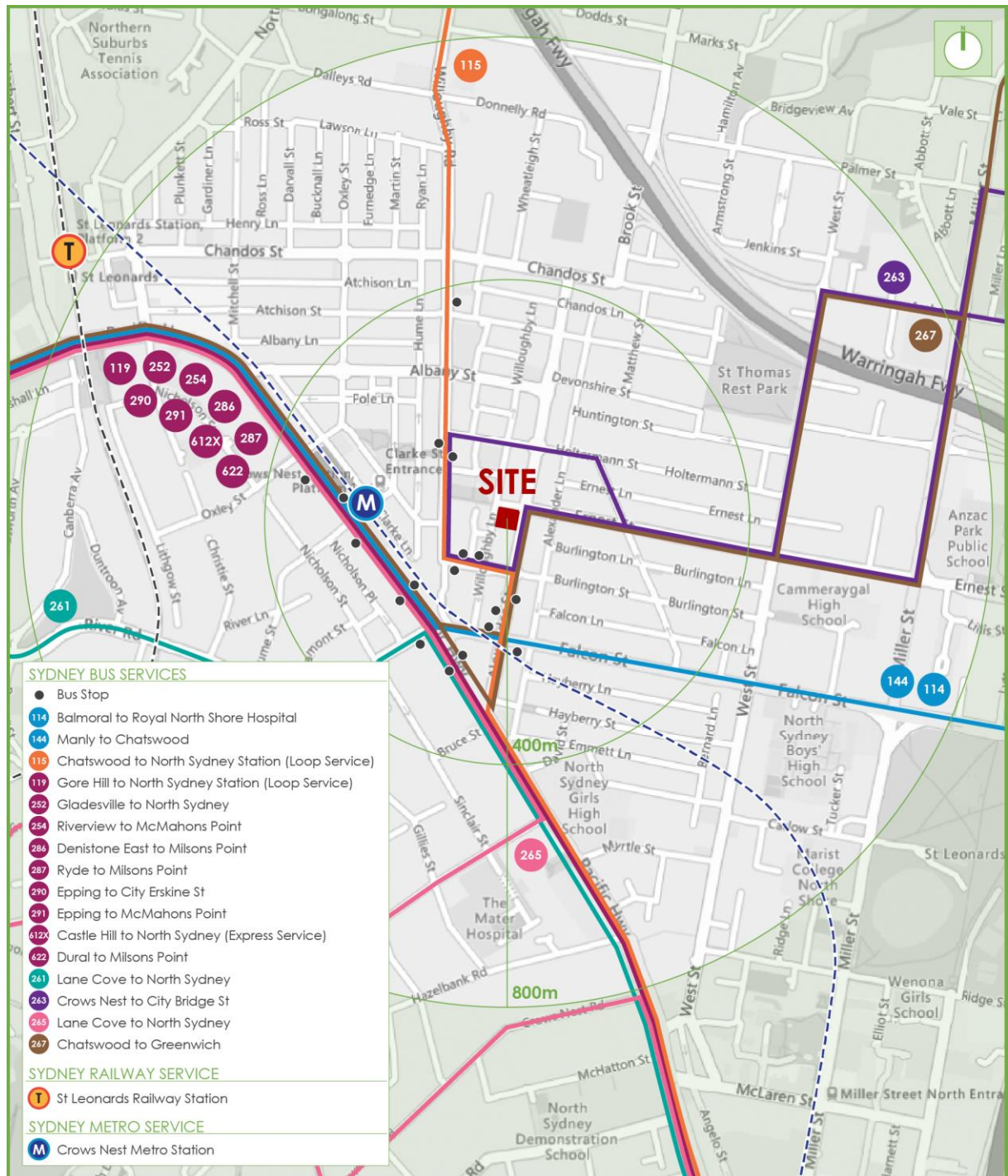


Figure 4: Public Transport

5. OVERVIEW OF CONSTRUCTION PROGRAM

5.1 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.

5.2 Times of Operation

Construction work hours are subject to the approval of the development application. 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 8:00am to 1:00pm; and
- Sunday or Public Holiday No work permitted

5.3 Overview of Works

Whilst the DCP requires 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;
- Fit out and Finishes.

6. TRAFFIC MANAGEMENT ARRANGEMENTS

6.1 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, where possible. In addition, workers typically arrive and depart the site (6am-4pm) outside of the network peaks, further reducing impacts.

6.2 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.

6.3 Works Zone

A works zone may be required along the site's frontage during the construction process. This will be subject to approval of the North Sydney Traffic Committee. Details of any required works zone will be presented in a detailed CTPMP in response to a suitable condition of consent once a builder is appointed. For the purpose of a Preliminary CTPMP, a works zone along the Alexander Street frontage is envisaged. This assumption is reflected in the truck routes below.

6.4 Vehicular Access

Construction vehicles are expected to access a works zone on Alexander Street. Preliminary truck routes have been developed for a potential works zone along the Alexander Street frontage. All trucks shall enter and exit the works zone in a forward direction and a SafeWork NSW certified traffic controller will be located at the work zone to supervise vehicle movements.

6.5 Trucks Arriving to Site

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 capacity within the site and /or works zone to accommodate the truck. Truck movements will also be staged to mitigate the potential for on-street queuing.

This management arrangement of loading / unloading / deliveries will help minimise on-street queuing and will result in minimal disruptions to the surrounding road network. As such, there is no requirement for a layover area under the proposal.

6.6 Truck Routes

The proposed truck routes will be refined with the appointed builder prior to issue of the comprehensive CTPMP. The final truck routes will be provided to all drivers prior to attending the site, making use of main roads where possible. The proposed truck routes are presented in **Figure 5**, with a copy of the routes provided to all drivers prior to attending the site. In addition, it is recommended that all truck movements occur outside of the peak times where possible.

The proposed truck routes to/from the site are summarised as follows:

- Routes to works zone
 1. Trucks will arrive on Pacific Highway, northbound/southbound.
 2. Turn left/right onto Alexander Street, northbound.
 3. Continue to works zone on Alexander Street.
- Routes from works zone
 1. Trucks will depart the works zone on Alexander Street, northbound.
 2. Turn left onto Albany Street, westbound.
 3. Turn left/right onto Pacific Highway, northbound/southbound.

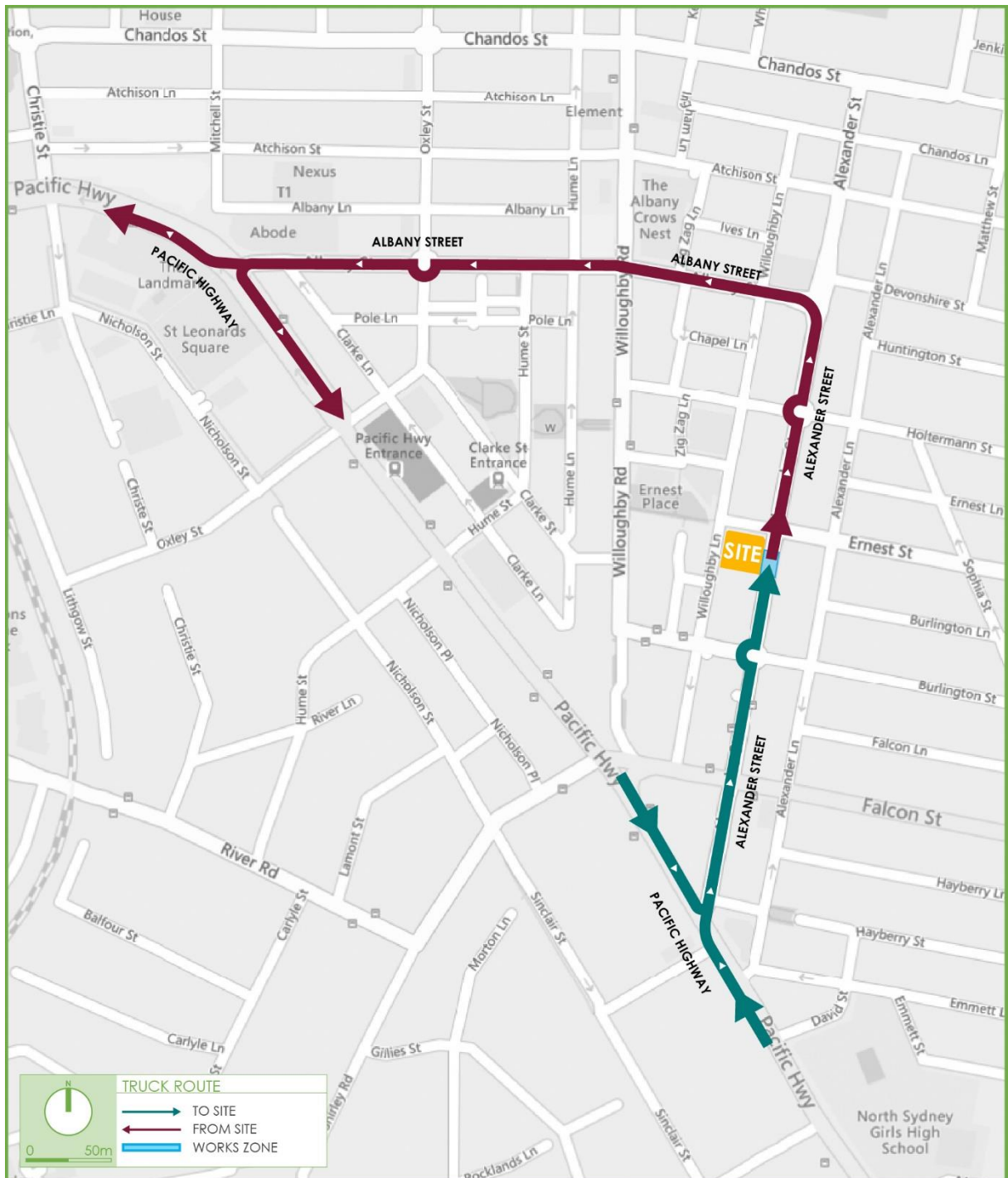


Figure 5: Proposed Truck Routes to/from the Works Zone

6.7 Traffic Guidance Schemes

Traffic Guidance Schemes (TGSs) will be prepared in accordance with the TfNSW Traffic Control at Worksites Manual and AS1742.3 during all stage of construction, as necessary. The TGSs would generally relate to the following traffic related impacts:

- Vehicle access to/from the site;
- Footpath closures;
- Vehicle lane/cycle lane closures;
- Road closures and detours;
- Vehicle access to/from works zone/s; and
- Public domain works.

The development of these TGSs will be undertaken in coordination with the appointed builder once the construction methodology is confirmed. Nevertheless, a Preliminary TGS has been developed for the potential works zone on Alexander Street, and this is presented in **Appendix A**. The TGSs included in a comprehensive CTPMP and would be approved by Council.

6.8 Permits

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

6.9 Lane Closures

If any road/lane closures are required during the course of construction, a separate application will be submitted to Council.

6.10 Crane Requirements

Crane requirements will be confirmed by the appointed builder prior to construction activities.

6.11 Emergency Vehicle Access

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

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 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. No crane works will be permitted over pedestrian footpaths without footpath closures/detours or 'B Class' hoardings. 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. A SafeWork NSW certified traffic controller will also be positioned at any vehicle access point to manage vehicle movements and to ensure pedestrian safety.

6.14 Worker Parking

Contractors will be encouraged to utilise public transport, noting the proximity of bus services, St Leonards Railway Station, and the Crows Nest Metro Station. Carpooling to and from 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 employee numbers.

6.15 Bicycle Parking/End of Trip Facilities

Temporary bicycle parking and end of trip facilities are expected to be provided within the site's compound. Details relating to these facilities will be detailed in the comprehensive CTPMP once a builder is appointed.

6.16 Community Consultation

The Construction Project Manager will likely 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, 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 DA 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

Traffic Guidance Schemes



VALUE OF DIMENSION "D"	
Speed of Traffic (km/h)	Dimension "D" (m)
50	50
Note: Alexander Street - 50 km/h	
Time Period: To be confirmed	