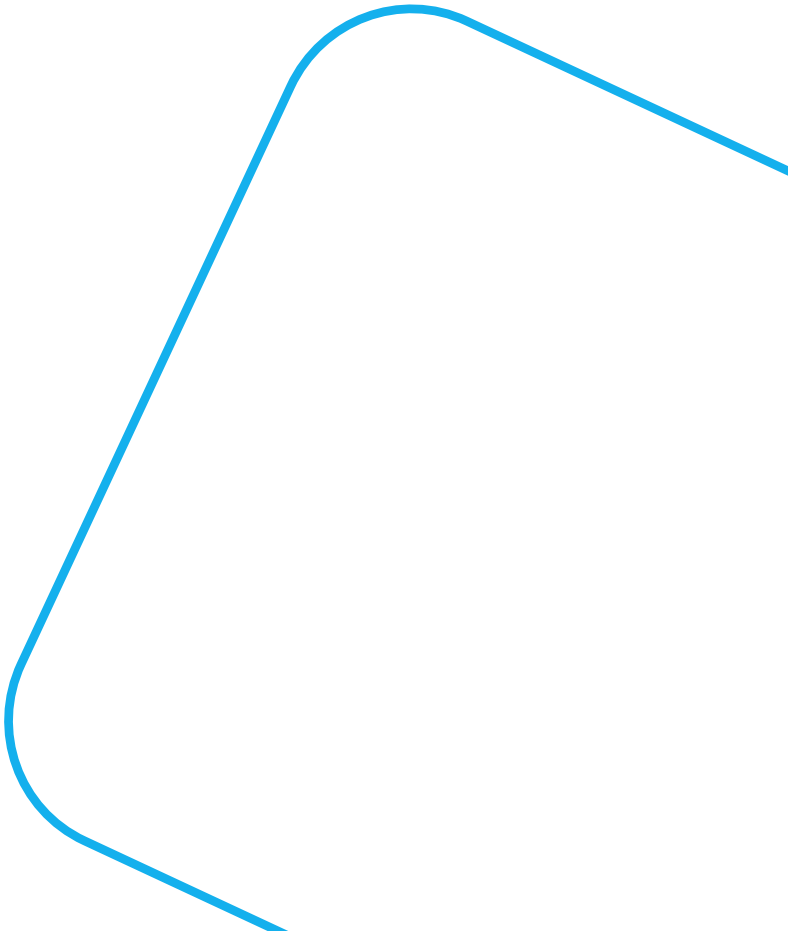
SCT Consulting

# UNIVERSITY OF SYDNEY A01

## Stage 1 Construction Traffic and Pedestrian Management Sub-Plan

**17 SEPTEMBER 2026**

SCT Consulting acknowledges
the traditional owners of the lands
on which we work.
We pay our respects to Elders
past, present and emerging.



# Quality Assurance

| | | | |
|---|---|---|---|
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| **Client:** | FDC Construction & Fitout | **ABN:** | 44 120 295 034 |
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# 1.0 Introduction

## 1.1 Project background

SCT Consulting has prepared this Stage 1 Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) on behalf of FDC Construction & Fitout for the A01 Ross Street Teaching and Learning Hub at the University of Sydney's Camperdown Campus.

The project was approved under SSD-57838709 on 17 December 2025 and comprises the construction of a new five-storey teaching and learning building with approximately 6,200 m² of gross floor area. The development also includes enhanced public domain areas, landscaping, a new University shuttle bus stop, an accessible pick-up and drop-off loop, and future changes to Western Avenue.

This Stage 1 CTPMSP applies to construction activities undertaken while Western Avenue remains operational as a two-way road and no significant changes are required to the existing campus traffic arrangements. It may apply from the commencement of site establishment and enabling works through to completion of the primary building structure, including excavation, piling, inground services and structural works.

The Stage 1 CTPMSP documents the construction vehicle access arrangements, heavy vehicle routes, pedestrian and cyclist management measures, loading and unloading procedures, worker travel and parking arrangements, and other controls required to maintain safe and efficient movement around the site during this period.

A separate Stage 2 CTPMSP will be prepared for the subsequent phase of construction when one-way operation of Western Avenue is required. The Stage 2 CTPMSP will address the revised campus circulation arrangements, later construction and public-domain activities, and any associated measures affecting Western Avenue and the intersections with Ross Street and Parramatta Road. It will be finalised once the relevant construction methodology, traffic arrangements and stakeholder requirements have been confirmed.

## 1.2 Conditions of consent

This Stage 1 CTPMSP has been prepared to address the relevant construction traffic, driver conduct and worker parking requirements of the Development Consent (SSD-57838709). The applicable conditions are summarised in **Table 1-1**.

**Table 1-1 Conditions of consent**

| Condition | Requirement | Where addressed |
|---|---|---|
| B11 | A Construction Traffic and Pedestrian Management Sub-Plan must be prepared to ensure the safety and efficiency of the road network and address, but not be limited to, the matters listed below. | This document |
| B11(a) | The CTPMSP must be prepared by suitably qualified and experienced person(s). | **Section 1.3.1** |
| B11(b) | The CTPMSP must be prepared in consultation with Council and Transport for NSW. | **Section 1.4** - consultation to be completed prior to finalisation post comments from CoS and TfNSW |
| B11(c)(i) | Detail measures to ensure road safety and network efficiency during construction, considering potential impacts on general traffic, cyclists, pedestrians and bus services. | **Section 4.0** and **5.0** |
| B11(c)(ii) | Detail measures to ensure the safety of vehicles and pedestrians accessing adjoining properties where shared vehicle and pedestrian access occurs. | **Section 5.0** |
| B11(c)(iii) | Detail heavy vehicle routes and site access and parking arrangements. | **Section 3.1**, **3.5**, **3.6** and **3.8** |
| B11(c)(iv) | Detail the swept path of the longest construction vehicle entering and exiting the site in association with the proposed works, as well as manoeuvrability through the site, in accordance with the latest version of AS 2890.2. | **Appendix A** |

| Condition | Requirement | Where addressed |
|---|---|---|
| B11(c)(v) | Detail arrangements to ensure construction vehicles enter and leave the site in a forward direction, except in specific exceptional circumstances under the supervision of accredited traffic controller(s). | **Section 3.5** |
| B15(a) | The Driver Code of Conduct must require heavy vehicle drivers to minimise the impacts of earthworks and construction on the local and regional road network. | **Appendix B** |
| B15(b) | The Driver Code of Conduct must require heavy vehicle drivers to minimise conflicts with other road users. | **Appendix B** |
| B15(c) | The Driver Code of Conduct must require heavy vehicle drivers to minimise road traffic noise. | **Appendix B** |
| B15(d) | The Driver Code of Conduct must require heavy vehicle drivers to use specified routes. | **Appendix B** |
| B16 | Prior to the commencement of construction, sufficient on-campus parking, including for heavy vehicles, must be provided so that construction traffic does not utilise public or residential streets or public parking facilities. | **Section 4.3** |
| B17 | Prior to the commencement of construction, a Construction Worker Transportation Strategy must be submitted to the Certifier. The Strategy must provide sufficient parking or alternative travel arrangements for construction workers to minimise demand for parking in nearby public and residential streets or public parking facilities. | **Appendix C** |
| C9 | All construction vehicles (excluding site personnel vehicles) are to be contained wholly within the site, except if located in an approved on-street work zone, and vehicles must enter the site or an approved on-street work zone before stopping. | **Section 3.5, 3.6, 3.7** and **3.11** |
| C20 | During construction, the Applicant must ensure that:<br>(a) activities are carried out in a manner that minimises dust including emission of windblown<br>or traffic generated dust;<br>(b) all trucks entering or leaving the site with loads have their loads covered;<br>(c) trucks associated with the development do not track dirt onto the public road network;<br>(d) public roads used by these trucks are kept clean; and<br>(e) land stabilisation works are carried out progressively on site to minimise exposed surfaces. | **Section 5.4** and **5.6** |

## 1.3 TfNSW's Traffic control at work sites Technical Manual

The *Traffic control at work sites technical manual* outlines TfNSW's expectations for how Traffic Management Plan (TMP's) and Traffic Guidance Schemes (TGS's) are prepared. As a construction activity that interfaces and uses the state road network, this document applies to the preparation of this CTPMSP.

The key objective for a TMP is to ensure that works are arranged such that:

– Road workers can work safely

– Road users can travel around, past or through the work site safely

– Road workers and road users are separated wherever possible

– The activity does not impact or cause delay to road users or, if not reasonably practicable, it is minimised.

### 1.3.1 Personnel must be appropriately qualified

As of 1 July 2020, traffic control training in NSW is prescribed under the WHS Regulation 2017 and is managed by SafeWork NSW. As a requirement of the WHS Regulation 2017, a person undertaking traffic control work must hold the relevant qualification for the work they are performing. The three qualifications outlined in the WHS Regulation 2017 are as follows:

– Traffic Control (TC)

– Implement Traffic Control Plans (ITCP)

– Prepare Work Zone Traffic Management Plans (PWZTMP).

**Implication for this project:** Any Traffic Guidance Schemes must be pre-prepared by an individual who is qualified to prepare a Work Zone Traffic Management Plan (PWZTMP), and Traffic Control must only be conducted by appropriately qualified individuals.

The Traffic Guidance Scheme for the Stage 1 works has been prepared by:

– James Goodman, Senior Consultant — PWZTMP Ticket No. TCT1036878

Traffic control must only be implemented by appropriately qualified and accredited personnel.

### 1.3.2 Hierarchy of controls

TfNSW identifies a hierarchy of controls (**Table 1-2**) that should inform the way that interventions are developed.

**Table 1-2 Hierarchy of traffic controls**

| Traffic management method | Description | Examples |
|---|---|---|
| Around (elimination) | An around method is where traffic is completely separated from the work area. An around method is the preferred Temporary Traffic Management method where achievable, as a majority of risks associated with Temporary Traffic Management are eliminated and it generally provides the lowest overall net risk option.<br>This method must be considered as the first option, however, if it cannot be achieved, justification must be provided in the TMP. | Examples of around methods include:<br>– A road closure requiring a detour of all traffic.<br>– Construction of a sidetrack.<br>– Contraflow of traffic via a separated median. |
| Past (isolation or engineering) | A past method is where substitution, isolation and engineering controls are used to guide traffic along an adjacent path to the work area. A past method includes the use of a barrier or shifting of traffic to provide complete separation of workers and traffic. | Examples of past methods include:<br>– Contraflow without a separated median.<br>– A lateral shift taper.<br>– Use of an accepted temporary barrier system. |
| Through (administration and PPE) | A through method relies on administrative, training and PPE controls only. A through method does not provide separation of traffic to the work area and requires the passage of traffic through the work area.<br>A through method must only be considered when around and past strategies are not achievable or the risk generated by installing those options outweighs the safety benefit. | Examples of through method include:<br>– Directing road users immediately over the work area.<br>– Separation is only achieved by the use of cones or bollards.<br>– Pilot vehicle used to platoon road users. |

Source: Transport for NSW, 2022

For the proposed construction activity, traffic from the site can't be eliminated, isolated or engineered away. Waste materials need to be transported from site and the only access points are the public road network.

### 1.3.3 Risk evaluation

TfNSW prescribes a risk management approach to identify and control hazards for traffic management. The list of hazards is identified in **Table 1-3**.

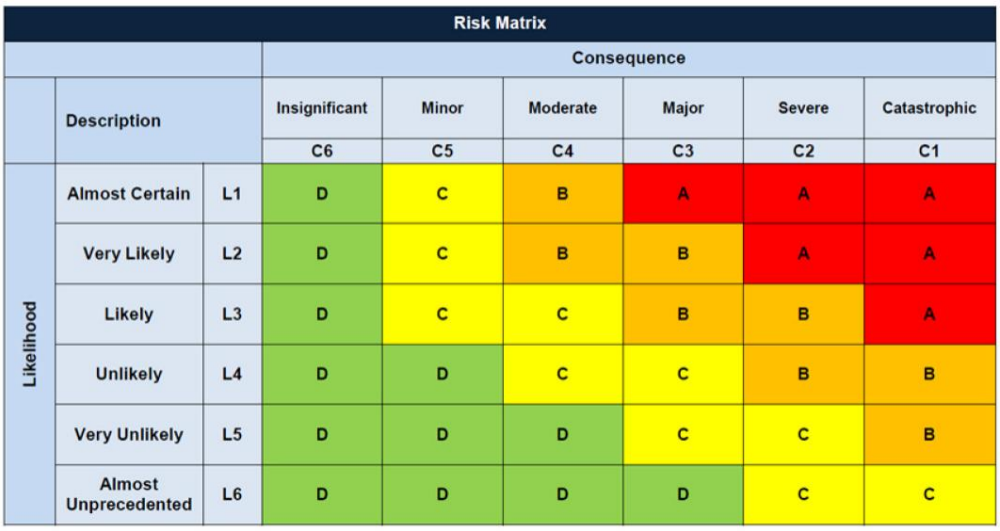
**Table 1-3 Traffic management hazards and risks**

| Hazards and risks | |
|---|---|
| Moving traffic | Driver fatigue and inattention |
| Speed of vehicles | Non-compliance with temporary speed limits |
| Queued traffic (this increases the risk of end-of-queue collisions) | Reduced lane and shoulder widths |
| High-volume traffic | Compromised or changed access points |
| Vulnerable road user (pedestrians, cyclists and other non-vehicles) activity | Emergency vehicles travelling through the work site |
| Other construction activity or roadworks in proximity to proposed work site | Overhead power lines or other utilities |
| Restricted visibility due to the rising and setting of the sun | Restricted sight (and stopping) distance due to changes in the horizontal road alignment |
| Driver behaviour directed towards workers (psychosocial hazards) | Restricted sight (and stopping) distance due to changes in the vertical road alignment |
| Traffic composition | Site vehicle access and egress points |
| Number and location of traffic control points | Landform constraints |
| Exposure and proximity of workers to moving traffic | Crash history |
| Length of delays for road users | Non-compliance with regulatory signs, STOP/SLOW bats and PTCD |
| Roadside design or roadside hazards | Weather conditions |

Source: Transport for NSW, 2022

The risk matrix which is used to evaluate the need for intervention is provided in **Figure 1-1**.

**Figure 1-1 Risk matrix**



| Risk Matrix | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Consequence | | | | | |
| | Description | | Insignificant | Minor | Moderate | Major | Severe | Catastrophic |
| | | | C6 | C5 | C4 | C3 | C2 | C1 |
| Likelihood | Almost Certain | L1 | D | C | B | A | A | A |
| | Very Likely | L2 | D | C | B | B | A | A |
| | Likely | L3 | D | C | C | B | B | A |
| | Unlikely | L4 | D | D | C | C | B | B |
| | Very Unlikely | L5 | D | D | D | C | C | B |
| | Almost Unprecedented | L6 | D | D | D | D | C | C |

Source: Transport for NSW, 2026

The key risks for the site are associated with truck collisions, particularly with vulnerable user groups. Controls are required to manage the potential conflicts caused by trucks, which are outlined in this plan.

## 1.4 Consultation

This CTPMSP has been developed in accordance with the City of Sydney's standard Construction Traffic Management Plan requirements, which are included in **Appendix D**. The CTPMSP was submitted to the City of Sydney and Transport for NSW for review and comment on 19 August 2026, and their responses are documented below.

### City of Sydney

The City of Sydney reviewed the CTPMSP and responded on 10 September 2026. The City had no further comments and confirmed that the requirement to consult with Council has been met as per Condition B11(b).

### Transport for NSW

TfNSW reviewed the CTPMSP and endorsed the temporary construction arrangements via email correspondence on 28 August 2026. TfNSW provided the following conditions which have been captured by this CTPMSP:

- When traffic controllers hold traffic, the queues on Western Av southbound are not to impact Parramatta Rd at anytime.
- Any Traffic Guidance Schemes (TGS) prepared are to comply with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual and be signed by a person with TfNSW certification to prepare a TGS.
- Proponent must apply and obtain approval from the Transport Management Centre for a Road Occupancy Licence (ROL) for any required lane closures and/or Speed Zone Authorisations as part of the ROL that impact the state road network or is within 100m of traffic signals.
- When heavy vehicles are entering or leaving the site a traffic controller is to be provided to manage any conflicts between pedestrians and heavy vehicles.
- Transport for New South Wales reserve the right to alter the CTMP Conditions at any time to maintain safe and efficient traffic and pedestrian movements in this area
- Access to be maintained for local residents, businesses and emergency vehicles at all times. Except where alternate arrangements have been agreed.
- When heavy vehicles are entering or leaving the site a traffic controller is to be provided to manage any conflicts between pedestrians and heavy vehicles.

.

# 2.0 Existing conditions

## 2.1 Site context

The A01 Ross Street Teaching and Learning Hub construction site is located at the northern edge of the University of Sydney's Camperdown Campus, immediately south of Parramatta Road and adjacent to the Ross Street Gates. The site is bounded by Parramatta Road to the north, Western Avenue to the west and existing University buildings and pedestrian areas to the south and east.

The primary site frontage is to Western Avenue, which provides access between Parramatta Road and the broader internal campus road network. The site also has a prominent northern frontage to Parramatta Road; however, direct vehicle access is not available from Parramatta Road. The Ross Street Gates and the signalised Parramatta Road | Ross Street | Western Avenue intersection is located immediately north of the site and form a major pedestrian and vehicle entrance to the campus.

A separate site compound and construction storage area has been established on the western side of Western Avenue, opposite the principal construction site. This area will accommodate site facilities, material storage and other construction-related activities that cannot be contained within the main worksite. Construction activities will therefore occur on both sides of Western Avenue, with personnel, equipment and materials requiring controlled movement across or along the road between the two areas.

Western Avenue will remain an important internal campus connection during Stage 1 and carries pedestrians, cyclists and authorised local vehicle traffic. The subsequent CTPMSP for the later construction stages will document any structural or civil changes to Western Avenue and the associated traffic and pedestrian management measures.

An aerial view showing the construction site and associated site compound within the broader context of the University of Sydney campus and Royal Prince Alfred Hospital (RPA Hospital) is provided in **Figure 2-1**.

**Figure 2-1 Site context**



## 2.2 Surrounding road network

The road network surrounding the site comprises a combination of classified State roads, local streets and internal University roads. The University campus operates as a 10 km/h shared-zone environment, reflecting the high level of pedestrian and cyclist activity and the priority afforded to vulnerable road users.

– **Western Avenue** is a two-way internal campus road extending in a generally north–south direction within the University of Sydney campus. It connects with Parramatta Road and Ross Street at a signalised intersection to the north and with Carillon Avenue at a priority-controlled intersection to the south. The road generally provides one traffic lane in each direction. Kerbside parking is prohibited along most of its length, except for the 90-degree parking area opposite the University Sports and Fitness Centre. Western Avenue is restricted primarily to local campus traffic and operates as a 10 km/h shared zone, with high levels of pedestrian and cyclist activity.

– **Science Road** is a two-way internal campus road extending generally east–west through the University. It provides local access to adjoining University buildings, service areas and internal campus roads. Science Road is restricted primarily to local campus traffic and operates as a 10 km/h shared zone. Pedestrians and cyclists frequently use the carriageway and adjoining paths, and vehicle movements are expected to give priority to people moving through the campus.

– **Parramatta Road** is a classified State road providing a major east–west connection through the surrounding area. Near the site, it generally comprises three traffic lanes in each direction, including bus lane and clearway operations during applicable periods. Kerbside parking is not permitted. Parramatta Road has a posted speed limit of 60 km/h near the site and connects with Western Avenue and Ross Street at a signalised intersection adjacent to the Ross Street Gates.

– **Carillon Avenue** is a two-way local collector road extending generally east–west. It connects with City Road to the east and Missenden Road to the west at signalised intersections, before continuing west as Salisbury Road. Carillon Avenue generally provides one traffic lane in each direction, with time-restricted kerbside parking available along parts of both sides of the road. It has a posted speed limit of 50 km/h, with a 40 km/h school zone applying along relevant sections during the signposted school-zone periods.

– **Ross Street** is a two-way local road extending north from Parramatta Road through Forest Lodge and Glebe. It connects with Parramatta Road and Western Avenue at the signalised intersection adjacent to the site and the Ross Street Gates. Ross Street generally provides one traffic lane in each direction, with kerbside parking available along parts of the road subject to time restrictions, resident parking controls and other signposted restrictions. It provides an important local connection between Parramatta Road and the surrounding residential street network.

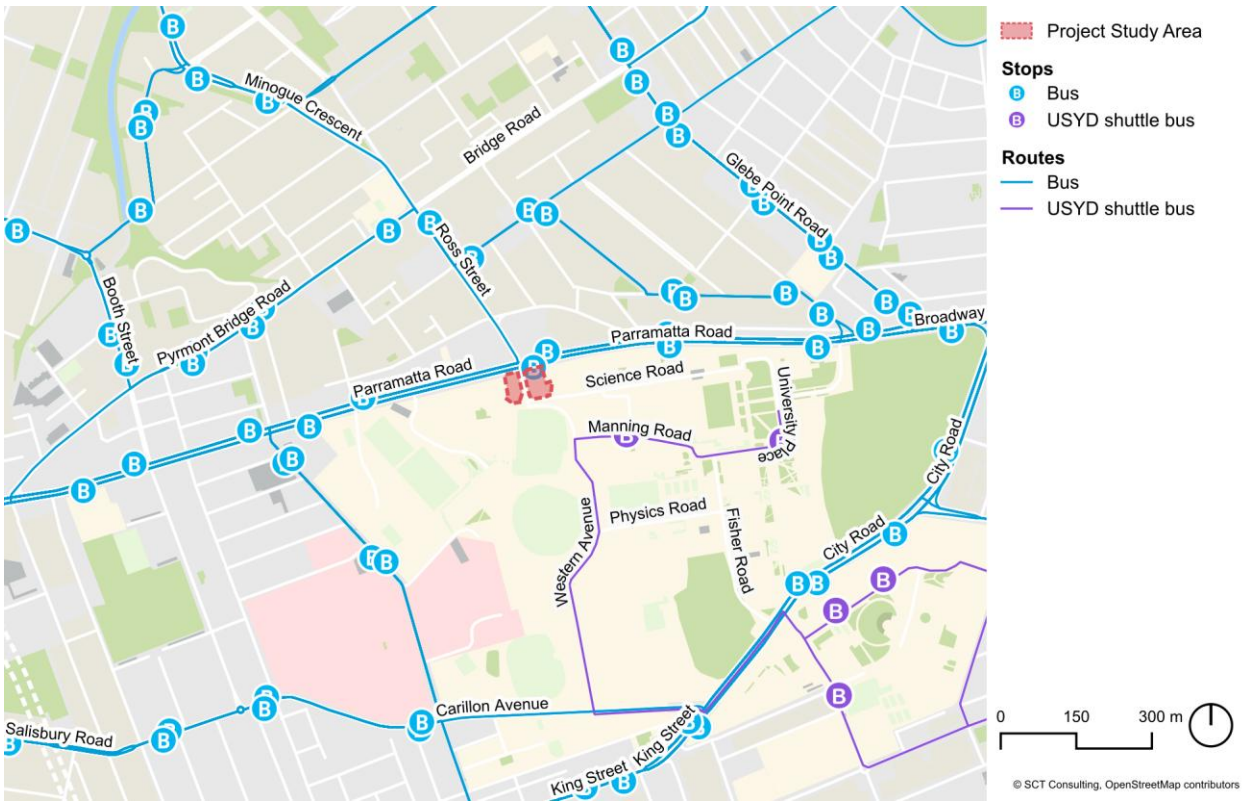
– **City Road** is a classified state road extending generally north–south along the eastern side of the University campus. It connects with Parramatta Road and Broadway at a signalised intersection to the north and continues south towards King Street beyond Carillon Avenue. City Road generally provides three traffic lanes in each direction, with kerbside parking prohibited along most sections to maintain traffic capacity. It has a posted speed limit of 50 km/h and forms a key arterial connection between the Sydney CBD, the University precinct and the Inner West.

## 2.3 Public transport

The nearest public transport services are provided by buses operating along Parramatta Road. **The** University of Sydney, Ross Street Gate bus stops are located immediately adjacent to the site and serve buses travelling in both directions. Parramatta Road is a major bus corridor, with most services operating along the corridor stopping at this location. During peak periods, the combined frequency exceeds 30 services per hour in each direction.

Additional bus stops are located on City Road to the south-east and Missenden Road to the west. These stops provide access to further routes; however, they are located at a greater walking distance from the site. The surrounding public transport network is shown in **Figure 2-2**.

**Figure 2-2 Public transport network**




Rail services are available from Redfern Station, approximately 1.9 kilometres or a 25-minute walk from the site, and Macdonaldtown Station, approximately 1.6 kilometres or a 20-minute walk away. Both stations are accessible via the surrounding pedestrian network and provide practical walking connections to the University campus. Redfern Station offers the broader range and frequency of rail services, while Macdonaldtown Station provides an additional option for passengers using services that stop there.

The University of Sydney also operates a campus shuttle service between the campus and Redfern Station. The nearest shuttle stop is the Education Building stop, located less than 200 metres from the site. The shuttle operates throughout the year, with increased service levels during semester periods. Two shuttle routes serve the campus, each generally operating at 30-minute intervals.

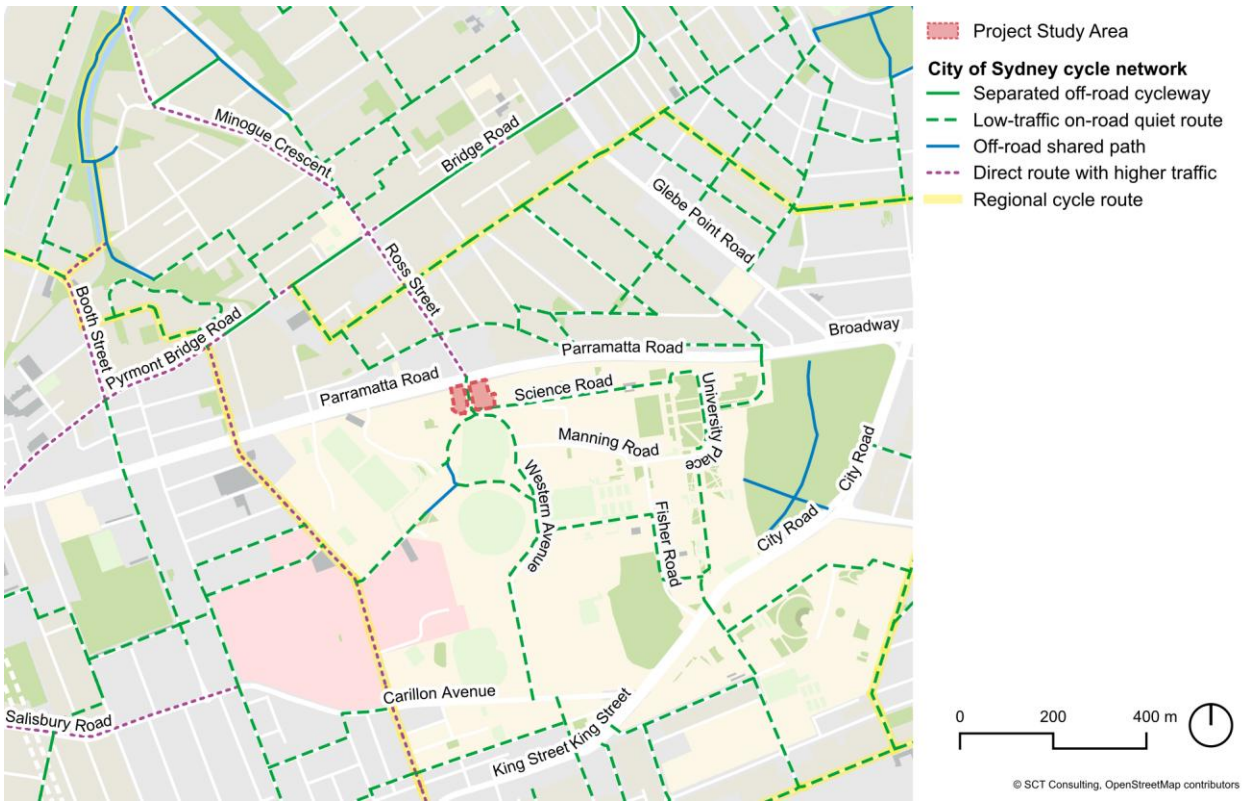
## 2.4 Walking and cycling

The University of Sydney is predominantly a walking-based campus, with most internal trips undertaken on foot. The campus operates as a 10 km/h shared zone and has an extensive pedestrian network, frequent raised crossings, speed-control devices and generally limited vehicle access. These measures establish a low-speed environment in which pedestrians and cyclists have priority over motor vehicles.

Western Avenue forms a key north–south connection through the campus and provides direct access to the site. The site is also located adjacent to the Ross Street Gates, one of the University's main entrances, with connections to the footpaths along Ross Street and Parramatta Road. Approximately 700 students per hour enter or exit through the Ross Street Gates during the morning and afternoon peak periods.

Western Avenue is identified as a low-traffic or "quiet street" on the City of Sydney Bike Network map and forms the main cycling approach to the site from the south. Other streets within the campus are also low-traffic environments, and shared paths are provided through parts of the University grounds. There are no dedicated cycling facilities along Parramatta Road near the site. However, the broader network connects to local low-traffic streets to the north and to the dedicated cycling facilities along Bridge Road. The surrounding cycling network is illustrated in **Figure 2-3**.

**Figure 2-3 Nearby cycling facilities**



## 2.5 Car parking

There are no existing formal car parking spaces within the Stage 1 construction site.

Parking elsewhere within the University of Sydney's Camperdown/Darlington Campus is limited and is provided through a combination of designated outdoor parking areas, off-street spaces and structured car parks. The campus operates as a paid parking area at all times, with access subject to the applicable University parking arrangements and the availability of spaces. The Western Avenue underground car park, which is located near the site, is currently closed as a result of construction works.

Additional off-street parking is associated with RPA Hospital to the south and south-west of the campus. This includes paid visitor and staff parking accessed from Hospital Road, off Carillon Avenue, as well as paid parking behind the King George V Building accessed from Missenden Road. Other privately operated paid parking facilities are also located around the hospital precinct, including near Missenden Road and St Johns College.

Public on-street parking is available within the surrounding suburbs of Forest Lodge, Glebe and Camperdown. Parking controls vary by street and generally comprise a combination of:

– one-hour and two-hour time-restricted parking

– resident permit-holder exemptions, generally within Area G

– ticketed or metered parking

– unrestricted parking in limited locations

– dedicated loading, mobility, car-share, No Parking and No Stopping areas.

The City of Sydney identifies Glebe, Forest Lodge and the part of Camperdown north of Parramatta Road as being within Parking Permit Area G. Parking demand across these neighbourhoods is generally high, with time restrictions and permit controls used to encourage turnover and limit commuter parking in residential streets. Restrictions vary between individual street sections and are subject to the installed signage.

# 3.0 Proposed construction activities

## 3.1 Construction methodology and duration of works

The Stage 1 works for the A01 Ross Street Teaching and Learning Hub comprise the construction activities undertaken while Western Avenue continues to operate as a two-way road and no significant changes are required to the existing campus traffic arrangements. Stage 1 may extend from initial site establishment and enabling works through to completion of the main structural frame.

FDC mobilisation is scheduled to commence on 26 August 2026, with services relocation and enabling works expected to commence in September 2026. Civil, excavation, substructure and structural works will progressively follow in accordance with the construction program.

The principal Stage 1 construction activities are expected to include, but are not limited to:

– site establishment, remediation and enabling works
– piling and construction of shoring systems
– bulk and detailed excavation and spoil removal
– construction of inground services and the building substructure
– construction of the slab-on-ground and main structural frame
– other associated works that can be undertaken while maintaining two-way operation of Western Avenue.

The current construction program indicates that the broader project is scheduled to continue through to practical completion in February 2028. The key project milestones are summarised in **Table 3-1**.

**Table 3-1 Indicative construction program**

| Milestone | Indicative date |
|---|---|
| Project commencement | 16 June 2026 |
| FDC mobilisation on site | 26 August 2026 |
| Construction Certificate 1 – services relocation | 1 September 2026 |
| Construction Certificate 2 – civil, substructure and in-ground services | 15 September 2026 |
| Construction Certificate 3 – structure | 29 January 2027 |
| Bulk excavation complete | 13 January 2027 |
| Tower crane erection | 10 February 2027 |
| Ground-floor podium slab poured | 24 March 2027 |
| Construction Certificate 4 – façade, fitout, services and external works | 15 April 2027 |
| Structure complete | 21 June 2027 |
| Façade installation commences | 22 July 2027 |
| Building envelope complete | 20 September 2027 |
| Tower crane removal | 16 November 2027 |
| Internal fitout and finishes complete | 6 January 2028 |
| External works complete | 6 January 2028 |
| Occupation Certificate / nett practical completion | 24 January 2028 |
| Practical completion | 28 February 2028 |

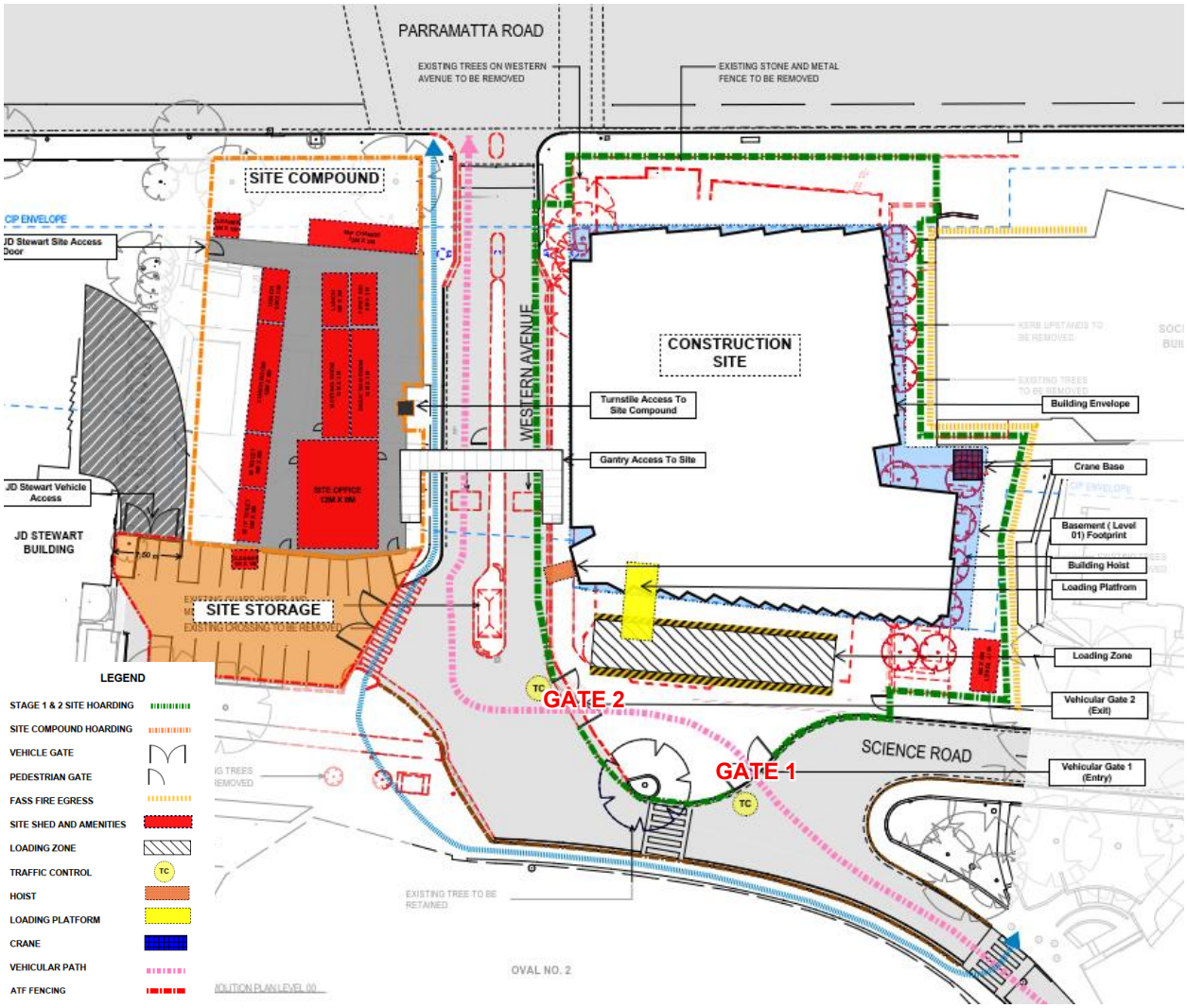
This Stage 1 CTPMSP applies to construction activities undertaken while Western Avenue remains operational as a two-way road and no significant changes are required to the existing campus traffic arrangements. A subsequent Stage 2 CTPMSP will document the construction traffic arrangements for the later phase of works when one-way operation of Western Avenue is required.

Class A hoarding will be installed along the eastern side of Western Avenue for the duration of the Stage 1 works. A minimum trafficable lane width of 3.5 metres will be maintained for southbound vehicles adjacent to the hoarding. The northbound lane will not be affected,

Jersey kerbs will be installed at the north-western corner of the construction site and along the bends adjoining the southern portion of the site, where the hoarding is located directly adjacent to trafficable lanes. These barriers will provide additional protection to the hoarding at locations where vehicles are more likely to track close to the site boundary.

A site plan of the proposed Stage 1 works is shown below in **Figure 3-1**.

**Figure 3-1 Site plan Stage 1**




Source: FDC Construction & Fitout, 2026

## 3.2 Construction traffic generation

Construction traffic volumes will vary according to the activities being undertaken. Under typical Stage 1 conditions approximately 10 deliveries per day are expected. Higher traffic volumes may occur during bulk excavation and concrete activities associated with piling, shoring and structure works, when up to approximately 40 deliveries per day are anticipated.

Each delivery would generally generate one inbound and one outbound movement. Construction vehicle movements are expected to be distributed across the 11-hour weekday construction period, rather than concentrated within the road network peak periods. The indicative daily and hourly traffic generation is summarised in **Table 3-2**.

**Table 3-2 Indicative construction traffic generation**

| Construction activity | Maximum deliveries per day | Approximate one-way vehicle movements per day | Indicative peak-hour one-way movements |
|---|---|---|---|
| Typical construction activities | 10 | 20 | 2 |
| Bulk excavation | 40 rigid truck deliveries | 80 | 8 |
| Concrete pours | 40 concrete agitator deliveries | 80 | 8 |

The hourly estimates assume that deliveries are broadly distributed across the working day. On this basis, the busiest activities would generate approximately eight one-way construction vehicle movements during a typical peak hour, equivalent to around four vehicles arriving and four vehicles departing.

Deliveries will be managed through FDC's internal site delivery coordination process, having regard to site capacity, loading and unloading requirements, excavation productivity and concrete-pour sequencing. Delivery times may be allocated where required to avoid off-site queuing or unnecessary clustering of construction vehicles. FDC will use reasonable endeavours to manage semi-trailer movements during quieter periods of campus activity, where practicable, having regard to site operations, supplier availability, approved construction hours, access conditions and information provided by the University.

Deliveries will be scheduled progressively to reflect site capacity, loading and unloading requirements, excavation productivity and concrete pour sequencing. Some short-term variation may occur; however, delivery booking and site coordination procedures will be used to avoid unnecessary clustering of construction vehicles, particularly during the surrounding road network peak periods.

The construction workforce is expected to comprise fewer than 20 workers between August and November 2026, fewer than 50 workers between December 2026 and January 2027 and fewer than 150 works between February 2027 and July 2027. Worker arrival and departure movements would be more concentrated around the start and end of the working day; however, these movements would be limited by the use of public transport, walking, cycling and other non-car travel modes.

## 3.3 Construction vehicle types

Construction traffic during Stage 1 will comprise a range of heavy and light vehicles associated with site establishment, plant mobilisation, excavation, spoil removal, piling and material deliveries. The principal construction vehicle types are summarised in **Table 3-3**.

**Table 3-3 Anticipated construction vehicle types**

| Vehicle type | Typical use |
|---|---|
| Concrete agitator | Delivery of concrete during piling, shoring and concrete pours |
| Rigid truck | General construction materials, equipment, waste and smaller deliveries, removal of excavated material and spoil. |
| Semi-trailer, up to approximately 19 metres long | Delivery of earthmoving plant, mobile cranes, reinforcing steel and other large materials or equipment |
| Oversize or non-standard delivery vehicle | Delivery of piling rigs, site sheds, earthmoving equipment and tower crane components |
| Light commercial vehicle | Small tools, equipment and contractor deliveries |
| Passenger vehicle | Site management, consultants and authorised visitors |

Rigid trucks and concrete agitators are expected to account for the majority of construction vehicle movements. Semi-trailers will be used as required for the delivery of large plant, reinforcing steel, cranes and other large materials or equipment.

The largest standard vehicle expected to access the site during Stage 1 is a 19-metre semi-trailer. Swept path assessments for this vehicle are provided in **Appendix A**.

Semi-trailer access is expressly contemplated by SSD document D5.20, which states in Section 2.11 that the site establishment arrangements are to provide for semi-trailer truck access to and from the site.

Routine semi-trailer loading and unloading will occur within the designated loading and unloading area inside the principal construction site.

Swept path analysis indicates that the 19-metre semi-trailer can exit through Gate 2 without encroaching on the existing raised median on Western Avenue or conflicting with the existing gatehouse. Accordingly, removal of these features is not required to facilitate the assessed vehicle movement. Notwithstanding this, the gatehouse and affected section of raised median are proposed to be removed as part of future works.

While the existing gatehouse and raised median remain in place, the vehicle's northbound exit path passes close to the pedestrian path on the western side of Western Avenue. A trained site person will therefore temporarily hold pedestrians while a 19-metre semi-trailer, or another vehicle requiring an equivalent swept-path envelope, exits through Gate 2. The hold will be limited to the duration of the vehicle manoeuvre, with pedestrians released once the vehicle has cleared the affected section of path. This measure will no longer be required once the gatehouse and affected section of raised median have been removed.

FDC will use reasonable endeavours to manage semi-trailer movements during periods of lower pedestrian and vehicle activity where practicable, having regard to site operations, supplier availability, approved construction hours, access conditions and information made available by the University.

Oversize or non-standard vehicle deliveries will be separately planned where required, taking account of vehicle dimensions, access constraints, permit requirements and the need for traffic control or escort arrangements. Before any oversize or non-standard vehicle enters Western Avenue, the delivery contractor must provide the overall travelling height of the vehicle and load to FDC and complete the relevant permit processes with the National Heavy Vehicle Register. Vehicles exceeding the available clearance beneath the temporary pedestrian bridge will not be permitted to enter Western Avenue and must use an alternative approved delivery arrangement.

## 3.4 Construction work hours

Construction activities will be undertaken during the approved working hours summarised in **Table 3-4**.

**Table 3-4 Approved construction hours**

| Day | Permitted working hours |
|---|---|
| Monday to Friday | 7:00 am to 6:00 pm |
| Saturday | 8:00 am to 1:00 pm |
| Sunday and public holidays | No work permitted |

Construction activities, deliveries and vehicle movements will generally occur during the approved hours identified in **Table 3-4**. Activities outside these hours will only occur where permitted under condition C5 of SSD-57838709 and will be subject to the applicable assessment, approval and notification requirements. Where reliance is placed on condition C5(c), the proposed activity will be supported by advice from the project acoustic consultant. Any applicable approval and notification requirements, including those under condition C6, will be addressed in accordance with the development consent.

## 3.5 Construction vehicle access

Construction vehicle access during Stage 1 will be provided from Western Avenue, as shown in **Figure 3-1** above.

All construction vehicles will approach the site from the south via Carillon Avenue and travel north along Western Avenue. Vehicles will enter the principal construction site through Gate 1, manoeuvre within the designated loading and unloading area and exit through Gate 2. Vehicles will then continue north along Western Avenue to the signalised intersection with Parramatta Road.

Western Avenue will remain operational as a two-way 10 km/h shared zone. Short-duration traffic holds may be implemented where required to allow a large construction vehicle to enter or leave the site safely.

During entry, traffic and cyclists may be temporarily held while the vehicle completes the turning manoeuvre into the site. During exit, traffic, cyclists and pedestrians may be temporarily held where required by the vehicle swept path. Road users will be released once the vehicle has cleared the affected area. This measure will no longer be required following removal of the gatehouse and affected section of raised median.

Where reasonably practicable, semi-trailer movements will be planned during periods of lower pedestrian and vehicle activity on Western Avenue.

The proposed one-way circulation through the site is intended to allow construction vehicles to enter and leave in a forward direction. Reversing movements will be contained within the worksite and undertaken under the direction of site personnel where required.

## 3.6 Construction vehicle haulage route

The nominated construction vehicle haulage route will use the arterial and collector road network before entering the University campus from Carillon Avenue. Construction vehicles will approach the site via Carillon Avenue, turn into Western Avenue and travel north to Gate 1. Following loading or unloading, vehicles will exit through Gate 2 and continue north along Western Avenue to Parramatta Road.

The indicative route is summarised below:

– **Inbound route:** Construction vehicles will travel from King Street or City Road via Carillon Avenue, then continue north along Western Avenue to enter the site through Gate 1.

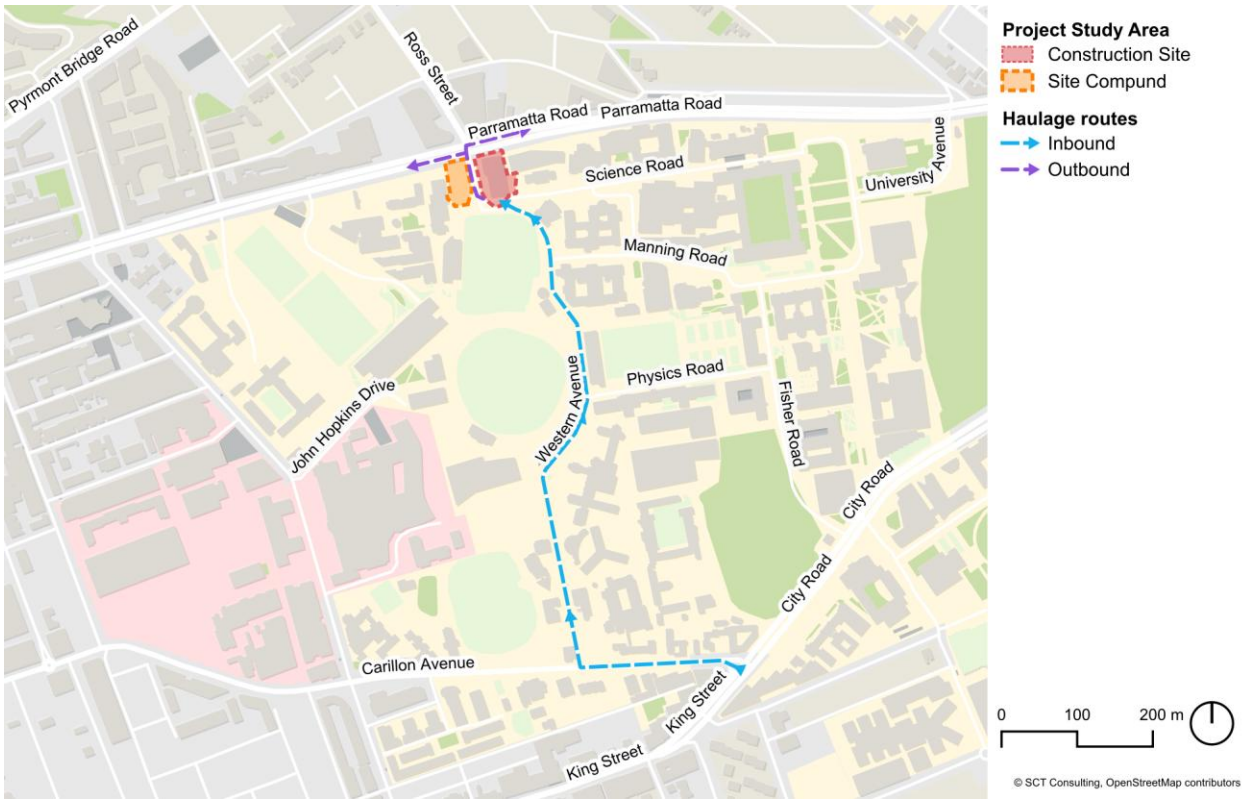
– **Outbound route:** Construction vehicles will exit the site through Gate 2, continue north along Western Avenue to Parramatta Road, and then join the surrounding road network.

The nominated route avoids construction vehicles travelling southbound along Western Avenue between the site and Carillon Avenue after leaving the site and establishes a consistent forward-moving circulation arrangement.

The construction vehicle haulage route is shown in **Figure 3-2**. Final routes beyond Parramatta Road will depend on the origin or destination of each delivery and any applicable heavy vehicle restrictions.

Drivers will be required to use the nominated routes in accordance with the Driver Code of Conduct provided in **Appendix B**.

**Figure 3-2 Vehicle haulage route**



## 3.7 Construction works zone

A formal construction work zone is not proposed on Parramatta Road, Western Avenue or any other surrounding public or campus road during Stage 1.

All routine loading and unloading activities will occur within the designated loading area inside the principal construction site. The area identified as the loading zone on the construction site plan is an internal construction loading and plant setup area and is not a kerbside work zone.

Temporary traffic control may be implemented for individual oversized deliveries or crane activities where necessary, subject to the relevant approvals.

## 3.8 Construction workers and parking

The anticipated Stage 1 construction workforce is summarised below:

– August to November 2026 Fewer than 20 workers

– December 2026 to January 2027 Fewer than 50 workers.

– February 2027 to July 2027 Fewer than 150 workers

No construction worker parking is proposed within the principal construction site or the site compound on the western side of Western Avenue.

Construction workers will be encouraged to travel by public transport, active transport, car pooling and other non-private vehicle modes. Any allocated parking used by construction personnel will need to be provided through approved University arrangements and must not rely on surrounding public or residential streets.

Detailed worker travel and parking arrangements are provided in the Construction Worker Transportation Strategy in **Appendix C**.

## 3.9 Materials and handling area

Loading, unloading and material handling will primarily occur within the designated loading zone inside the principal construction site, as shown in **Figure 3-1**. This area will also be used for the setup of mobile cranes and concrete boom pumps when required.

A separate site compound and storage area will be established on the western side of Western Avenue opposite the main construction site. This area will accommodate site sheds, amenities and construction material storage that cannot be contained within the principal worksite.

A telehandler may be used to transfer materials between the site compound on the western side of Western Avenue and the principal construction site on the eastern side.

The telehandler will cross Western Avenue at the nominated controlled transfer point and will not travel longitudinally along Western Avenue or any other publicly accessible road. Each crossing will be undertaken under direct traffic control. Pedestrians, cyclists and authorised campus vehicles will be temporarily held while the telehandler crosses the footpath and carriageway.

Before each movement, the operator and traffic controllers will confirm that the route is clear, the load is secure and the receiving area is available. Road users will only be released once the telehandler has fully entered the controlled construction area and the carriageway and footpath are clear.

Telehandler movements are expected to be limited to approximately two transfer movements per day, subject to construction requirements. Wherever practicable, movements will be scheduled outside periods of high pedestrian activity and will not coincide with a construction vehicle entering or leaving the principal worksite.

Movements between the compound and the principal site will be managed to minimise interactions with pedestrians, cyclists and authorised campus vehicles.

## 3.10 Pedestrian bridge over Western Avenue

A temporary pedestrian bridge is proposed between the site compound on the western side of Western Avenue and the principal construction site on the eastern side. The location of the pedestrian bridge is shown in the site plan in **Figure 3-1**. The bridge will provide a physically separated route for workers moving between the two construction areas, eliminating the need for routine worker crossings of Western Avenue at road level.

The bridge will span an active campus road used by authorised University vehicles, construction vehicles and vehicles associated with nearby projects, including the Sydney Biomedical Accelerator. The bridge will therefore be designed and installed to provide a minimum clear opening of 5.0 metres above the trafficable carriageway.

General-access heavy vehicles operating in NSW are generally limited to a maximum height of 4.3 metres, inclusive of their load. Certain restricted-access vehicles may operate at heights of up to 4.6 metres but are subject to applicable access conditions and must use approved routes. The proposed 5.0-metre clearance would therefore exceed the maximum height of general-access vehicles by 0.7 metres and the height of eligible 4.6-metre restricted-access vehicles by 0.4 metres.

The nominated 5.0-metre clearance must be verified by the bridge designer and surveyor following installation. The verified clearance must account for the lowest structural element, any services or temporary attachments beneath the bridge, construction tolerances, bridge deflection and the crossfall and vertical profile of Western Avenue.

The following controls will be implemented to manage the risk of a vehicle or load striking the bridge:

– bridge clearance signs displaying “5.0 m” will be installed on the bridge and on both approaches

– sacrificial over-height warning bars, hanging indicators or equivalent height-detection devices will be installed on both approaches to the bridge, sufficiently in advance to allow an over-height vehicle to stop before reaching the structure

– advance warning signs stating “CAUTION – BRIDGE AHEAD – MAXIMUM VEHICLE HEIGHT 5.0 m” will be installed along Western Avenue, including three advance signs on the approach from the Sydney Biomedical Accelerator project

– all construction deliveries using Western Avenue will be subject to pre-booking, with the vehicle and loaded travelling height confirmed for oversize, non-standard or unusually high deliveries

– drivers of oversize or non-standard vehicles will be advised of the bridge and its available clearance before entering the University campus

– vehicles or loads exceeding the verified clearance, or where the travelling height cannot be confirmed, will not be permitted to travel beneath the bridge

– warning devices, signage and the bridge clearance will be inspected regularly and following any vehicle contact, bridge adjustment, pavement work or modification to the structure.

The over-height warning devices are intended to provide advance warning and must be positioned so that contact with the warning device does not create a hazard to vehicles, pedestrians or workers. The final form and supporting arrangement of the bridge, signage and warning devices will be subject to structural design, installation certification and acceptance by the University.

## 3.11 Truck marshalling

No dedicated on-street or off-site truck marshalling area is proposed for Stage 1.

The internal loading and unloading area will provide short-term standing space for the vehicle currently being serviced. Construction vehicles will not be permitted to enter the campus until site management confirms that sufficient internal space is available.

Where the site cannot receive a delivery, the vehicle must remain at its origin, at an approved commercial holding facility or at another location lawfully suitable for heavy-vehicle standing. Public streets, residential streets, public parking areas and the University road network must not be used as informal holding or marshalling areas.

Construction deliveries will be scheduled and coordinated by the site management team to ensure that vehicles do not arrive until sufficient space is available within the site. Drivers will be required to contact the site before arrival and proceed to the site only when instructed.

The site management procedures will include:

- pre-booking of deliveries
- allocation of delivery times
- confirmation that the loading area is available before vehicles enter the campus
- direct communication between drivers and site management
- rescheduling or holding vehicles at their origin where the site is unable to receive a delivery
- additional coordination for oversized vehicles, plant deliveries and concrete pours.

## 3.12 Large construction plant and cranes

A range of cranes and large construction plant will be required during the project, including:

- piling rigs
- excavators
- mobile cranes
- concrete boom pumps
- a tower crane.

During Stage 1, mobile cranes and concrete boom pumps may be positioned within the designated internal loading zone. These activities will be planned to ensure that plant setup, lifting operations and delivery vehicles can be accommodated within the worksite.

The project program indicates that the tower crane is expected to be erected in February 2027 and removed in November 2027. Delivery and erection of the tower crane will involve non-standard vehicle movements and will require a separate detailed delivery and lifting plan.

Mobile cranes may also be required from Western Avenue during later structural steel installation. Any crane setup or lifting activity affecting Western Avenue falls outside the scope of this Stage 1 CTPMSP and will be documented in the subsequent CTPMSP for the structural and civil stages.

Crane operations will be subject to the contractor's lift plans, exclusion zones, permits and applicable traffic and pedestrian management requirements.

## 3.13 Notifications of works

Advance notification will be provided where construction activities have the potential to affect access, traffic, pedestrians, cyclists, public transport services or adjoining University operations.

Notifications will be coordinated by FDC and the University of Sydney and may include:

- notices to affected University faculties, facilities and campus users
- notifications to adjoining properties and stakeholders
- signage and notices at relevant campus entry points
- updates through University communication channels
- direct notification of changes to pedestrian or cyclist access
- advance notice of oversized deliveries, crane activities or temporary access restrictions
- consultation with the City of Sydney, Transport for NSW and relevant public transport operators where required.

Where relevant, information regarding these activities will be provided to the University for distribution to affected campus stakeholders and nearby construction projects.

Notifications will identify the nature of the works, the expected timing and duration, the area affected, any changes to access or movement arrangements, and a contact for further information.

Urgent or unplanned changes will be communicated as soon as practicable through the project's established communication and incident management procedures.

# 4.0 Construction traffic impacts

## 4.1 Road network impacts

Construction traffic generated by the Stage 1 works will vary according to the activity underway. Typical construction activities are expected to generate approximately 10 deliveries per day, increasing to a maximum of approximately 40 deliveries per day during bulk excavation or concrete pours.

Each delivery represents one truck visit, comprising one inbound and one outbound vehicle movement. On the basis that deliveries are distributed across the 11-hour weekday construction period, the busiest activities are expected to generate an average of approximately four truck visits per hour, equivalent to approximately eight one-way vehicle movements per hour.

Construction vehicles will approach from Carillon Avenue, travel north along Western Avenue, enter through Gate 1 and depart through Gate 2 before continuing north to Parramatta Road. Western Avenue will generally remain open to two-way traffic and will continue to operate as a 10 km/h shared zone during the Stage 1 works.

Short-duration traffic-control holds may be required for individual large-vehicle movements. During a semi-trailer entry movement, traffic and cyclists may be temporarily held while the vehicle enters the site. During an exit movement, traffic, cyclists and pedestrians may be temporarily held where required by the vehicle swept path. These interruptions will be intermittent and limited to the time required for the relevant manoeuvre.

Approximately 45 m of vehicle storage is available on Western Avenue between the site and Parramatta Road, sufficient to accommodate around seven light vehicles. Given the generally low traffic volumes and short duration of the proposed holds, queuing is not expected to extend back to Parramatta Road under normal operating conditions. Nevertheless, there remains a possibility that an extended hold or an unexpected concentration of vehicles could cause a queue to approach the intersection.

Traffic controllers must monitor queue lengths during each hold and release traffic before the queue reaches Parramatta Road where possible. Where sufficient storage is not available, construction vehicle movements must be delayed until Western Avenue has cleared. Traffic controllers must not commence a hold where it is likely to obstruct the Parramatta Road intersection or interfere with vehicles entering Western Avenue.

The proposed traffic management arrangements are expected to maintain the existing function of Western Avenue while safely managing interactions between construction vehicles and the high levels of pedestrian and cyclist activity within the campus.

The low-speed shared-zone environment reduces vehicle speeds but also requires construction drivers and traffic controllers to account for high and potentially unpredictable pedestrian and cyclist activity. Construction vehicles must give way to pedestrians and cyclists except while a specific movement is being undertaken under active traffic control.

Class A hoarding will be installed along the eastern side of Western Avenue to separate the construction site from the road and adjoining pedestrian environment. Jersey kerbs will be installed at the north-western corner of the construction site and along the bends adjoining the southern portion of the site, where the hoarding is located directly adjacent to trafficable lanes. These barriers will provide additional protection to the hoarding at locations where vehicles are more likely to track close to the site boundary.

## 4.2 Nearby construction projects and cumulative impacts

Several major construction projects are occurring or proposed within the University of Sydney and RPA Hospital precinct and may overlap with the Stage 1 works. These include the Sydney Biomedical Accelerator and the RPA Hospital redevelopment.

The Sydney Biomedical Accelerator is currently under construction near the intersection of Western Avenue and Cadigal Lane and is expected to be completed in 2028. Its construction access arrangements use Western Avenue, resulting in a direct cumulative interface with the A01 construction route.

The RPA Hospital redevelopment includes construction of a new 15-storey tower and extensions to existing hospital buildings, with works expected to continue until 2028. Based on the Construction Traffic Management Plan prepared for the RPA works, the main works and refurbishment stages may generate up to approximately 70 truck visits per day, equivalent to approximately six to seven truck visits per hour across an 11-hour weekday. Access for these works is principally provided from John Hopkins Drive and Missenden Road and does not use Western Avenue.

A summary of the potential cumulative construction traffic demand is provided in **Table 4-1**.

**Table 4-1 Cumulative construction traffic activity**

| Project | Indicative maximum truck demand | Equivalent one-way movements | Principal construction access | Direct overlap with Western Avenue |
|---|---|---|---|---|
| A01 Ross Street Teaching and Learning Hub – Stage 1 | Approximately 4 truck visits per hour | Approximately 8 movements per hour | Carillon Avenue and Western Avenue | Yes |
| Sydney Biomedical Accelerator | Up to approximately 8 truck visits per hour | Up to approximately 16 movements per hour | Western Avenue | Yes |
| RPA Hospital redevelopment | Approximately 6–7 truck visits per hour | Approximately 12–14 movements per hour | John Hopkins Drive and Missenden Road | No |

The maximum combined demand on Western Avenue associated with the A01 and Sydney Biomedical Accelerator projects could therefore reach approximately 12 truck visits per hour, equivalent to up to approximately 24 one-way truck movements per hour, in the conservative circumstance that the peak activity of both projects coincides.

This estimate represents a maximum combined condition rather than the expected demand throughout the day. Deliveries for both projects would vary according to construction activity and would generally be distributed across the working day.

FDC will liaise with the University regarding major deliveries or activities requiring special traffic management or separate authority approval, including oversize movements and crane activities. Relevant information may be provided by the University to the Sydney Biomedical Accelerator contractor to assist with the management of construction interfaces on Western Avenue.

Where a potential conflict is identified from the information available, FDC will use reasonable endeavours to manage the relevant movement to minimise unnecessary overlap, having regard to the construction program, site requirements and prevailing access conditions.

## 4.3 Parking impacts

There are no existing formal parking spaces within the Stage 1 construction site, and no construction worker or construction vehicle parking is proposed within the main worksite or the compound on the western side of Western Avenue.

The works will not require the establishment of an on-street construction work zone. Loading, unloading and routine construction vehicle standing will occur within the site.

The Class A hoarding alignment and construction compound will occupy areas already unavailable for general parking. The Western Avenue underground car park is also currently closed due to construction and is not available to support the Stage 1 works.

Construction workers will be directed to use public transport, walking, cycling, car pooling or parking specifically authorised by the University. Surrounding public streets in Camperdown, Forest Lodge and Glebe are not to be relied upon for construction worker parking. Detailed measures are provided in the Construction Worker Transportation Strategy in **Appendix C**.

Accordingly, the Stage 1 works are not expected to directly remove public on-street parking or materially affect the available parking supply surrounding the site.

## 4.4 Pedestrian impacts

The University campus experiences high levels of pedestrian activity, particularly near the Ross Street Gates and along Western Avenue. Approximately 700 students per hour enter or leave the campus through the Ross Street Gates during the morning and afternoon peak periods.

The eastern footpath along Western Avenue, adjacent to the principal construction site and its vehicle access points, has been closed to pedestrians for several months and will remain closed throughout the Stage 1 works. Accordingly,

the principal construction site does not have an active pedestrian frontage, and pedestrians will continue to use the western side of Western Avenue and the established alternative routes through the campus.

The western pedestrian path will remain available during the Stage 1 works. However, the path passes close to the northbound exit path of a 19-metre semi-trailer leaving the site through Gate 2. A site person will therefore temporarily hold pedestrians at the affected section of path where required during the exit manoeuvre. The hold will be short and limited to the duration of the manoeuvre, with pedestrians released once the vehicle has cleared the affected section of path. Where reasonably practicable, these movements will be planned during periods of lower pedestrian activity. This control will no longer be required once the gatehouse and affected section of raised median have been removed.

The site compound and storage area on the western side of Western Avenue front the active western footpath. Where construction vehicles enter or leave these areas, traffic controllers will temporarily hold pedestrians and only release them once the vehicle manoeuvre has been completed and the footpath is confirmed to be clear.

Movements of the telehandler between the compound and the principal construction site will also be controlled and coordinated. The telehandler will not travel longitudinally along Western Avenue or any other publicly accessible road. Where it crosses the western footpath or Western Avenue, the movement will occur under direct traffic control, with pedestrians, cyclists and vehicles held as necessary.

As the eastern footpath is already closed, the Stage 1 works will not introduce a new pedestrian diversion. The existing arrangement will be retained and supported by hoarding, signage, delineation and active traffic control at the site compound, storage area and material transfer points.

## 4.5 Cycling impacts

Western Avenue operates as a 10 km/h shared zone and forms part of the low-traffic cycling network through the University campus. Cyclists currently share the roadway with authorised vehicles and pedestrians.

Two-way cyclist access along Western Avenue will generally be maintained during Stage 1. Cyclists may be temporarily held when construction vehicles enter or leave the site or when materials are transferred between the site compound and the principal worksite.

The temporary holds will be short and limited to the duration of the relevant construction movement. Traffic controllers will ensure cyclists are visible to construction vehicle drivers and will not release cyclists through a gate interface until the vehicle manoeuvre is complete.

Construction vehicles will be required to give way to cyclists, observe the 10 km/h campus speed limit and comply with the Driver Code of Conduct. Warning signage will be provided where required to alert drivers and cyclists to the construction access points.

No permanent closure or diversion of the existing cycling route along Western Avenue is proposed as part of the Stage 1 works.

## 4.6 Public transport and University shuttle service impacts

The University of Sydney, Ross Street Gate bus stops are located on Parramatta Road immediately adjacent to the site. The construction works do not require relocation or closure of these stops, and construction vehicles will not access the site directly from Parramatta Road.

Construction vehicles leaving the site will travel north along Western Avenue and enter Parramatta Road at the existing signalised intersection. These movements will occur under the normal operation of the traffic signals and are not expected to materially affect bus services along Parramatta Road.

The University shuttle service operates within the campus and connects with Redfern Station. The nearest shuttle stop is the Education Building stop, located less than 200 metres from the site. Existing shuttle routes and stops will remain operational during construction. No scheduled bus or University shuttle route travels directly past the Stage 1 construction access gates. Direct impacts at the access points are therefore expected to be negligible.

FDC will coordinate with the University where an oversized delivery, crane activity or other work has the potential to affect a University shuttle route or stop.

## 4.7 Emergency services impacts

Emergency vehicle access through the University campus and along the surrounding public road network will be maintained at all times.

The site gates, loading area and internal construction routes will be managed so that emergency access is not obstructed. Construction vehicles will not be permitted to queue or stand on Western Avenue, Carillon Avenue or Parramatta Road.

Traffic controllers will immediately cease construction vehicle movements and clear the route where an emergency vehicle approaches. Any temporary traffic control arrangement will give priority to emergency services.

Emergency contact details, site access procedures and the location of gates will be communicated to relevant site personnel. In the event of an incident within the site, a nominated person will meet emergency services at the relevant gate and direct them to the incident location.

## 4.8 Impacts on adjoining properties and local access

The Stage 1 works are located within the University campus and are not expected to restrict vehicle access to surrounding residential or commercial properties.

Access to adjoining University buildings and facilities will generally be maintained. The construction site boundary, hoarding, gates and compound will be managed to ensure that entrances, emergency access points and established pedestrian routes outside the approved construction area remain available.

Short-duration holds will occur on Western Avenue when construction vehicles enter or leave the site. These holds will be managed by traffic controllers and will not prevent ongoing access to adjoining campus facilities.

FDC will liaise with the University regarding oversize deliveries, crane operations, temporary access changes or other activities with the potential to materially affect local access. Relevant information may be distributed by the University to affected campus stakeholders and nearby construction projects. Where a potential interface is identified, reasonable endeavours will be made to minimise conflicting movements while maintaining access through the campus.

# 5.0 Construction traffic management measures

## 5.1 General management measures

The Stage 1 traffic management arrangements have been developed to maintain safe and efficient access along Western Avenue while minimising impacts on pedestrians, cyclists, authorised campus vehicles and surrounding University operations.

The key management measures are summarised in **Table 5-1**.

**Table 5-1 General traffic management measures**

| Matter | Management measure |
|---|---|
| Delivery management | Construction deliveries will be managed through FDC's internal site delivery coordination process having regard to the availability of the internal loading and unloading area. Delivery planning will have regard to surrounding road-network and campus peak periods where reasonably practicable. |
| Western Avenue operation | Two-way traffic will generally be maintained. Short-duration traffic holds may be implemented where necessary to allow construction vehicles to safely enter or leave the site. |
| Site access | Vehicles will enter the principal construction site through Gate 1 and exit through Gate 2 in a forward direction. |
| Pedestrian management | The existing closure of the eastern footpath adjacent to the principal construction site will remain in place. The western pedestrian path will generally remain available, subject to short-duration holds associated with access to the site compound and storage area.<br>While the existing gatehouse and raised median remain in place, a trained site person may temporarily hold pedestrians where required to safely manage a 19-metre semi-trailer, or another vehicle requiring an equivalent swept-path envelope, exiting through Gate 2. Any hold will be limited to the duration of the vehicle manoeuvre. |
| Cyclist management | Cyclist access along Western Avenue will generally be maintained. Cyclists may be temporarily held during construction vehicle or telehandler movements. |
| Site separation | Class A hoarding will be provided along the principal construction site frontage. Crash barriers will be installed at corners, constrained locations and other areas where additional protection is required. |
| Truck queuing | Construction vehicles will not queue, wait or marshal on Western Avenue, Carillon Avenue, Parramatta Road or surrounding local streets. |
| Worker travel | Workers will be encouraged to use public transport, walking, cycling, car pooling and other non-private vehicle travel modes. |
| Stakeholder coordination | FDC will liaise with the University regarding major deliveries or activities requiring special traffic management or separate authority approval. Relevant information may be distributed by the University to affected campus stakeholders and nearby construction projects. |
| Emergency and local access | Emergency vehicle access and access to adjoining University buildings and facilities will be maintained at all times. |
| Temporary pedestrian bridge | The temporary pedestrian bridge over Western Avenue will provide a minimum verified clearance of 5.0 metres. Clearance signage, advance warning signs and sacrificial over-height warning devices will be installed on both approaches. Oversize and non-standard deliveries will be pre-booked and their travelling height confirmed before entering Western Avenue. |

These measures will be implemented in conjunction with the Traffic Guidance Scheme, the Driver Code of Conduct and FDC's site safety procedures.

## 5.2 Traffic Guidance Scheme

A Traffic Guidance Scheme has been prepared for the Stage 1 construction access arrangements and is provided in **Appendix E**. It has been prepared by an appropriately accredited person in accordance with the Transport for NSW *Traffic Control at Work Sites Technical Manual*, AS 1742.3 and applicable SafeWork NSW requirements.

The Traffic Guidance Scheme identifies the construction access points, traffic controller locations, warning signage and pedestrian and cyclist controls required during the works.

Traffic controllers will be provided where required to:

- Assist construction vehicles entering and leaving the principal construction site
- Manage vehicle access across the western footpath to the site compound and storage area
- Control telehandler movements between the compound and principal construction site
- Temporarily hold pedestrians, cyclists and authorised campus vehicles while construction movements occur.

The principal construction site does not have an active pedestrian frontage because the eastern footpath along Western Avenue is already closed. Traffic control will therefore be focused on the western footpath adjacent to the site compound and storage area and at the material transfer route between the two construction areas.

Short-duration holds may also be required on Western Avenue while vehicles enter or exit the site. Traffic, pedestrian and cyclist movements will be released as soon as the manoeuvre is complete and the route is safe. Queues on Western Avenue southbound are not to impact Parramatta Road at any time when traffic is held.

Advisory signage will be installed on the approaches to the construction access points to warn road users of construction vehicles entering and leaving the site. Signage and traffic control devices will be inspected regularly and removed, covered or relocated when they are no longer applicable.

## 5.3 Monitoring of the plan

FDC will monitor the implementation and effectiveness of this CTPMSP throughout the Stage 1 works. Monitoring will be undertaken through routine site observations, inspections and review of construction activities.

The monitoring program will focus on:

- Construction vehicle compliance with the nominated access and haulage routes
- The operation of Gate 1, Gate 2 and the site compound access
- The safety of pedestrians, cyclists and vehicles near construction access points
- The condition and visibility of signage, barriers, hoarding and delineation
- The condition of Western Avenue and the adjoining footpath
- Compliance with delivery booking and truck marshalling procedures
- Access to adjoining University buildings and facilities
- Impacts on University shuttle and public transport services
- Impact to the operation of Parramatta Road, particularly at the Parramatta Road | Ross Street | Western Avenue signalised intersection.
- Coordination with nearby construction projects.

Any deficiency identified through monitoring will be rectified as soon as practicable. This CTPMSP and the associated Traffic Guidance Scheme will be reviewed where there is a material change to the construction methodology, staging, site access arrangements, vehicle types or surrounding traffic conditions.

## 5.4 Site inspections and record keeping

The construction traffic arrangements will be inspected before work commences each day and periodically throughout the working day. The purpose of these inspections will be to confirm that the approved arrangements remain suitable and that no new hazards have arisen.

Daily inspections will include checks that:

- Site gates are operational and unobstructed
- Signage and traffic control devices are correctly positioned and visible

- Hoarding, crash barriers and delineation remain secure
- The western footpath is clear outside controlled construction movements
- Vehicle manoeuvring and loading areas are available
- Construction vehicles are not queued on surrounding roads
- Western Avenue and adjoining footpaths are free from mud, debris and other hazards.

FDC will maintain records of site inspections, identified defects, corrective actions, delivery bookings, major vehicle movements, complaints, incidents, near misses and stakeholder notifications. These records will be retained for the duration of the works and made available to the University, Certifier or relevant authority upon request.

## 5.5 Hazard and incidents register

FDC will maintain a hazard and incident register as part of the project Work Health and Safety Management Plan. The register will cover traffic, pedestrian, cyclist, environmental and access-related matters arising during construction.

Relevant hazards and incidents may include vehicle conflicts, near misses at site access points, incorrect use of haulage routes, truck queuing, materials deposited on the roadway, damage to traffic control devices and obstruction of pedestrian or vehicle access.

All workers, subcontractors and visitors will be required to report hazards and incidents to the Site Supervisor or Construction Manager. Where safe and practicable, an immediate hazard will be controlled when first identified. Where this is not possible, the affected area will be secured until the issue can be resolved.

Incidents and near misses will be investigated and any required corrective actions recorded. Where an incident indicates that the existing traffic management arrangements are inadequate, this CTPMSP and the Traffic Guidance Scheme will be reviewed and amended as required.

## 5.6 Vehicular access

Construction deliveries will be pre-booked and managed through the site delivery coordination process. Drivers will contact site management before approaching the site and will not proceed until the relevant loading or unloading area is available.

Construction vehicles will enter and leave the principal construction site in a forward direction. Reversing movements will be contained within the site and undertaken under the direction of trained site personnel where required.

Two-way traffic will generally be maintained along Western Avenue. Traffic controllers may temporarily hold road users where a construction vehicle requires additional road space to enter or leave the site safely.

Swept path analysis confirms that a 19-metre semi-trailer can use the access without encroaching on the existing raised median on Western Avenue or conflicting with the existing gatehouse. Routine semi-trailer loading and unloading will occur within the designated area inside the principal construction site. The gatehouse and affected section of raised median are nevertheless proposed to be removed as part of future works.

While these features remain in place, a trained site person will temporarily hold pedestrians at the affected section of the western pedestrian path where required during the semi-trailer exit manoeuvre. The hold will be short and limited to the duration of the manoeuvre, with pedestrians released once the vehicle has cleared the affected section of path. Where reasonably practicable, semi-trailer movements will be planned during periods of lower pedestrian and vehicle activity.

The following access requirements will apply:

- Construction vehicles must not queue or marshal on surrounding roads
- Vehicle loads must be secured and covered where required
- Loose material must be removed from vehicles before they leave the site
- Mud, spoil or debris deposited on the road or footpath must be removed promptly
- Emergency vehicle access must be maintained at all times.

Oversize vehicles, large plant deliveries and tower crane components will be subject to separate planning, including any permits, escorts or additional traffic control required.

## 5.7 Construction haulage routes

All construction vehicle drivers will be required to use the nominated haulage routes described in **Section 3.6**.

The access strategy has been arranged so that construction vehicles travel in a consistent northbound direction along Western Avenue. Vehicles will approach the site from Carillon Avenue, enter through Gate 1, pass through the site and exit through Gate 2 before continuing north to Parramatta Road.

This arrangement provides several operational and safety benefits, including:

– Minimising opposing construction vehicle movements along Western Avenue.

– Reducing the likelihood of large construction vehicles needing to pass each other within the constrained campus road environment.

– Supporting forward entry and exit movements through the principal construction site.

– Reducing reversing and turning movements on Western Avenue.

– Providing a clear and predictable route for drivers, traffic controllers and other campus users.

– Simplifying coordination with construction traffic associated with nearby projects.

Deliveries will be scheduled to reduce the potential for simultaneous arrivals and departures, particularly where larger vehicles are involved. Where required, traffic controllers will coordinate vehicle movements so that a construction vehicle is not released from the site while another large vehicle is approaching along Western Avenue.

The nominated routes will be communicated to drivers through the delivery booking and site induction processes, with the detailed driver requirements provided separately in the Driver Code of Conduct in **Appendix B**.

The haulage routes will be reviewed if nearby road works, campus construction activity or changes to the construction methodology affect access to the site.

# 6.0 Conclusion

This Stage 1 Construction Traffic and Pedestrian Management Sub-Plan has been prepared for construction activities associated with the A01 Ross Street Teaching and Learning Hub that can be undertaken while Western Avenue remains operational as a two-way road.

The principal conclusions and traffic management arrangements are as follows:

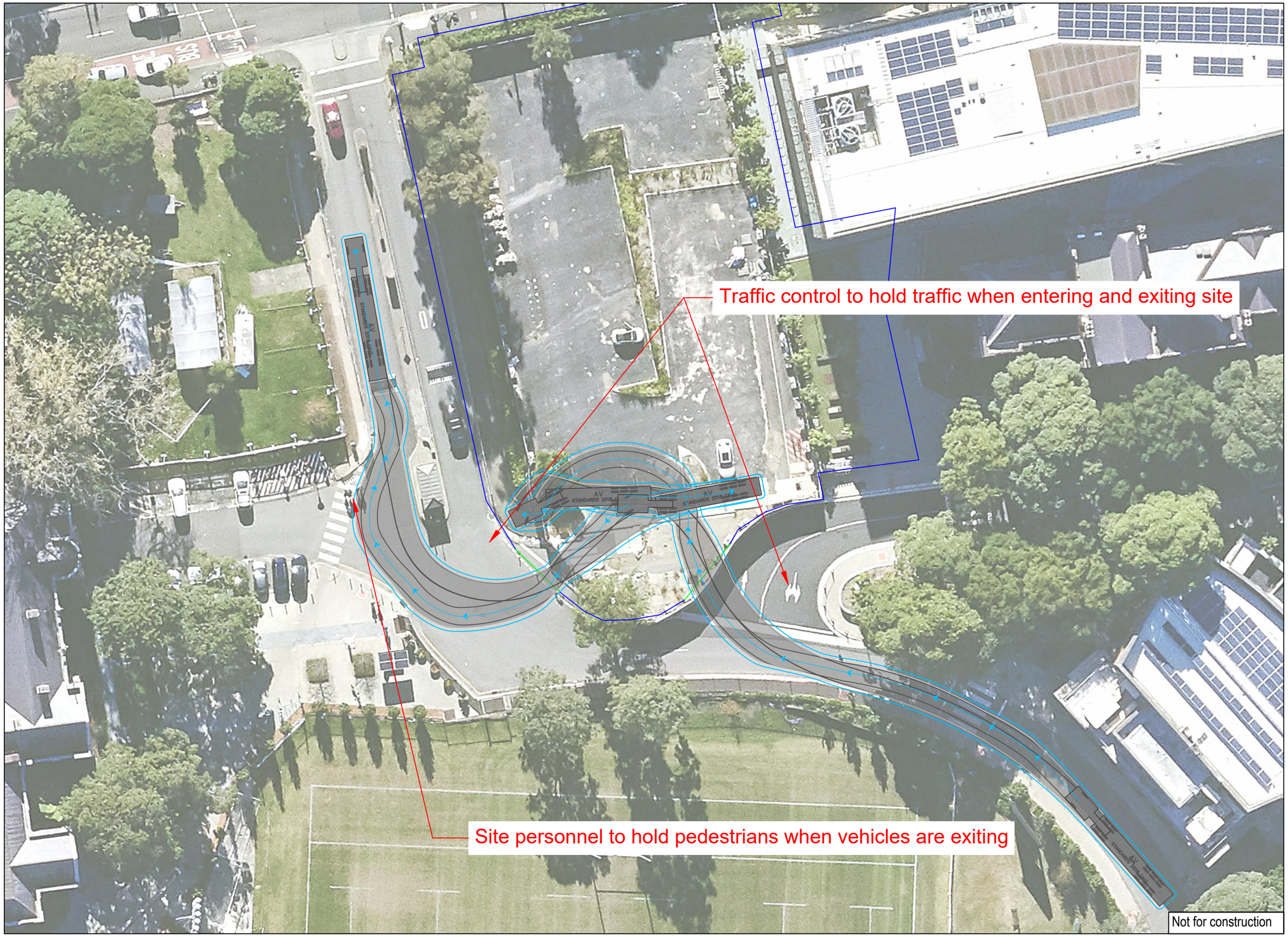
- Construction vehicles will approach the site from Carillon Avenue and travel north along Western Avenue, entering through Gate 1 and exiting through Gate 2 before continuing north to Parramatta Road.
- The one-way circulation arrangement through the site will enable construction vehicles to enter and leave in a forward direction and minimise reversing and opposing heavy-vehicle movements on Western Avenue.
- Typical Stage 1 activities are expected to generate approximately 10 deliveries per day, increasing to a maximum of approximately 40 deliveries per day during bulk excavation or concrete activities.
- The busiest Stage 1 activities are expected to generate an indicative average of approximately four truck visits per hour, equivalent to approximately eight one-way construction vehicle movements per hour.
- Western Avenue will generally remain open to two-way traffic and continue to operate as a 10 km/h shared zone, with short-duration traffic-control holds implemented where required for construction vehicle and material-transfer movements.
- Class A hoarding will be installed along the eastern side of Western Avenue, with a minimum 3.5-metre trafficable width maintained for southbound vehicles adjacent to the hoarding.
- A temporary barrier system will be installed at the north-western corner of the construction site and along the bends adjoining the southern portion of the site where the hoarding is directly adjacent to trafficable lanes.
- A temporary pedestrian bridge will provide separated worker access between the western compound and the principal construction site, with a minimum verified clearance of 5.0 metres, advance warning signage, bridge clearance signs, over-height warning devices and delivery height-verification procedures implemented to manage the risk of vehicle impact.
- The eastern footpath adjacent to the principal construction site is already closed, while pedestrian and cyclist access along the western side of Western Avenue will generally be maintained, subject to short-duration holds under active traffic control.
- Construction deliveries will be pre-booked, and vehicles will not be permitted to queue, wait or marshal on Western Avenue, surrounding University roads, public streets or residential streets.
- No construction worker parking will be provided within the principal construction site or western compound, with workers directed to use public transport, walking, cycling, car pooling or parking specifically authorised by the University.
- Emergency access and access to adjoining University buildings and facilities will be maintained throughout the works.
- FDC will liaise with the University regarding major deliveries or activities requiring special traffic management or separate authority approval. Relevant information may be distributed by the University to affected campus stakeholders and nearby construction projects to assist with the management of construction interfaces on Western Avenue.
- The traffic management arrangements will be monitored throughout Stage 1 and reviewed where there is a material change to the construction methodology, vehicle types, site access arrangements or surrounding traffic conditions.

Subject to implementation of the measures contained in this CTPMSP, the Driver Code of Conduct, the Construction Worker Transportation Strategy and the approved Traffic Guidance Scheme, the Stage 1 works are expected to be undertaken while maintaining the safe and generally continuous operation of Western Avenue for pedestrians, cyclists, authorised vehicles and adjoining University activities.

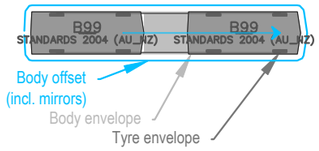
A subsequent CTPMSP will be prepared for the later structural, civil and external works, including any revised construction access arrangements or changes affecting Western Avenue and the Ross Street, Western Avenue and Parramatta Road intersection.

APPENDIX A

# SWEPT PATH ANALYSIS

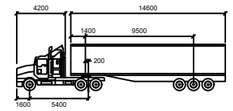



## Legend




This swept path assessment is based on:

- 450mm body offset
- Vehicle speed of 5-10km/h
- An AS2890.2 articulated vehicle




AV

mm

| | | | |
|---|---|---|---|
| Tractor Width | : 2500 | Lock to Lock Time | : 6.0 |
| Trailer Width | : 2500 | Steering Angle | : 28.3 |
| Tractor Track | : 2500 | Articulating Angle | : 72.0 |
| Trailer Track | : 2500 | | |

Gates

A Class hoarding

| V | Description | Date |
|---|---|---|
| 1.0 | PRELIMINARY DRAFT | 27/07/2026 |
| 2.0 | REVISED FOR CONSULTATION | 07/08/2026 |

SCT Consulting

Prepared for: FDC

| Quality information | |
|---|---|
| Date | 08/26 |
| Prepared | J.G |
| Reviewed | M.C |
| Authorised | J.B |

Scale @ A3

0 50 100

Scale 1:500

Project: University of Sydney A01 Ross Street Teaching and Learning Hub

Title: Swept path analysis
Articulated vehicle access and egress

Project Number: SCT_00956_CAD_A01 Construction - FDC

Sheet number: 01

A3

P:\Projects\SCT_00956 A01 Construction - FDC\4. Tech Work\5. Engineering\SCT_00956 A01 Construction - FDC_Swept path_CAD_v2.0

APPENDIX B

# DRIVER CODE OF CONDUCT

# Driver Code of Conduct

This document sets out the requirements for all employees, contractors and subcontractors of FDC Construction & Fitout who operate vehicles travelling to or from the A01 construction site on Western Avenue within the University of Sydney campus.

## General Requirements

In accordance with Condition B15 of SSD-57838709, this Driver Code of Conduct requires heavy vehicle drivers to:

a. minimise the impacts of earthworks and construction on the local and regional road network

b. minimise conflicts with other road users

c. minimise road traffic noise

d. ensure truck drivers use specified routes.

The Driver Code of Conduct will be distributed to all contractors and subcontractors whose vehicles access the site. Each driver must read the Code before attending the site.

Drivers travelling to and from the site must:

– Hold a valid driver licence for the class of vehicle being operated.

– Operate a registered and roadworthy vehicle and comply with all applicable road rules, traffic regulations and heavy vehicle requirements.

– Only operate an oversize or overmass vehicle where all required permits and approvals have been obtained, and comply with all permit conditions, including approved routes, operating times, vehicle configurations and escort requirements.

– Wear a seatbelt whenever the vehicle is moving.

– Comply with posted speed limits, including the 10 km/h shared-zone speed limit on Western Avenue, and reduce speed further where required by road, pedestrian, traffic or weather conditions.

– Follow the directions of authorised site personnel, traffic controllers and University representatives.

– Remain alert for pedestrians, cyclists, students, staff, buses, service vehicles and other road users.

– Report any incident, near miss, breakdown, spill or unsafe condition to the Site Manager.

## Site Access, Parking and Queuing

Construction vehicles must use the approved access arrangements identified in the Construction Traffic and Pedestrian Management Sub-Plan. Deliveries will be pre-booked, and drivers must contact the nominated site representative before arrival where required.

Drivers must:

– Arrive only during the allocated delivery period and enter or leave the site only when directed.

– Enter through Gate 1 and leave through Gate 2 in a forward direction.

– Not queue, wait, stand or park on Western Avenue or surrounding University and public roads.

– Not obstruct intersections, driveways, pedestrian paths, cycle routes, loading areas or emergency access.

– Follow the directions of the Site Manager if the site is unable to receive the vehicle.

## Speed and Safe Driving

The posted speed limit is the maximum permitted speed. Drivers must reduce speed where required and exercise particular caution within the University campus, where pedestrian and cyclist activity is high.

Drivers must also be aware of shared zones, pedestrian crossings, restricted sight distances, temporary traffic controls and changing site access arrangements. Drivers must give way where required to ensure the safe passage of other road users.

## Heavy Vehicle Haulage Routes

All heavy vehicle drivers must use the designated arrival and departure routes as detailed below and shown in **Figure 1**:

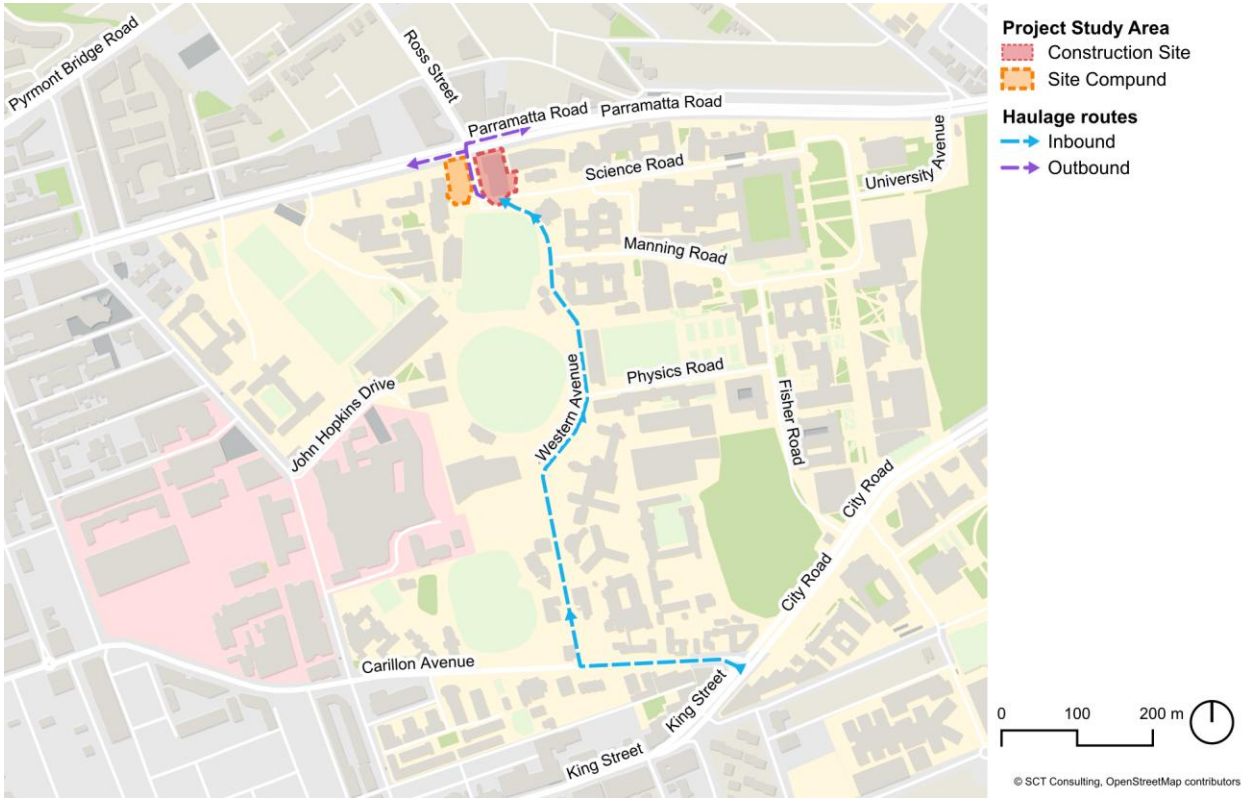
– **Inbound route:** Construction vehicles will travel from King Street or City Road via Carillon Avenue, then continue north along Western Avenue to enter the site through Gate 1.

– **Outbound route:** Construction vehicles will exit the site through Gate 2, continue north along Western Avenue to Parramatta Road, and then join the surrounding road network.

The routes provide access between the site and the surrounding arterial road network while minimising travel on local streets and maintaining a consistent northbound movement along Western Avenue.

Drivers must not deviate from the approved routes unless directed by Police, emergency services, an authorised traffic controller or FDC Construction & Fitout.

**Figure 1 Haulage routes**



## Noise and Driver Conduct

Drivers must minimise road traffic noise when travelling to, from and within the site. Compression braking or engine braking is not permitted within the University campus or near the site unless required for safety.

Drivers must:

- Avoid unnecessary horn use, engine revving and prolonged idling.
- Turn off engines during extended loading, unloading or waiting periods where safe and practical.
- Close doors, tailgates and equipment carefully.
- Comply with the approved construction and delivery hours.
- Behave calmly, courteously and professionally when interacting with University users, residents and other road users.

## Driver Fatigue

Heavy vehicle drivers must comply with all applicable fatigue management requirements, take required rest breaks and must not commence or continue driving when fatigued. Delivery schedules must not encourage speeding, missed rest breaks or breaches of fatigue requirements.

## Load Restraint and Road Cleanliness

All loads must be appropriately restrained and comply with applicable mass and dimension limits. Loose or potentially windblown materials must be securely covered for the duration of the journey, with covers removed only within the approved loading or unloading area.

Before leaving the site, drivers must ensure that tailgates, doors, chains and restraints are secure and that wheels, tyres and vehicle bodies are free of loose soil, mud and debris. Any material deposited on Western Avenue or surrounding roads must be reported immediately so it can be removed safely.

## Reversing and Manoeuvring

Construction vehicles must enter and leave the site in a forward direction. Reversing at a site access is only permitted in specific exceptional circumstances under the supervision of an accredited traffic controller.

Reversing within the site must be minimised. Where it is required, drivers must follow the directions of an authorised spotter or traffic controller and stop immediately if visual or radio contact is lost.

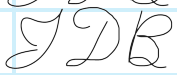
## Non-compliance

Failure to comply with this Driver Code of Conduct may result in removal from the site, withdrawal of site access or notification to the driver's employer.

APPENDIX C

# CONSTRUCTION WORKER TRANSPORTATION STRATEGY

# Technical Advisory Note

| | | | |
|---|---|---|---|
| **Project** | A01 Construction | **Project Number** | 00956 |
| **Client** | FDC Construction & Fitout | | |
| **Document Name** | Construction Worker Transport Strategy | | |
| **Version** | 1.0 | **Date** | 27 July 2026 |
| **Author** | James Goodman | Senior Consultant |  |
| **Reviewer** | Jonathan Busch | Director |  |
| **Authoriser** | Jonathan Busch | Director |  |

## 1.0 Introduction

This Construction Worker Transportation Strategy has been prepared by SCT Consulting on behalf of FDC Construction & Fitout for the Stage 1 works associated with the A01 Ross Street Teaching and Learning Hub at the University of Sydney.

The project was approved under SSD-57838709 on 17 December 2025. The Stage 1 works comprise site establishment, remediation, piling and shoring, and bulk excavation activities.

The Strategy has been prepared as a standalone technical advisory note to support the Stage 1 Construction Traffic and Pedestrian Management Sub-Plan and address the construction worker transport requirements of Condition B17 of the Development Consent.

The purpose of the Strategy is to minimise construction worker travel by private vehicle and reduce demand for parking within the University campus and surrounding streets. This will primarily be achieved by encouraging workers to travel by public transport, walking, cycling and car pooling, supported by appropriate information, site facilities and ongoing monitoring.

The Strategy will be reviewed during the works and updated where required to reflect changes to the construction workforce, transport arrangements, site conditions or requirements of the University and relevant authorities.

## 2.0 Construction workforce

The anticipated workforce during the Stage 1 works is summarised in **Table 2-1**.

**Table 2-1 Anticipated Stage 1 workforce**

| Period | Maximum anticipated workforce |
|---|---|
| August to November 2026 | Fewer than 20 workers |
| December 2026 to January 2027 | Fewer than 50 workers |

Worker arrivals are expected to occur primarily before the commencement of construction activities, with departures generally occurring at the end of the working day. Some variation may occur due to different trades, shift requirements and individual construction activities.

The Stage 1 workforce is relatively small compared with the future structural, fitout and services stages. The worker transport arrangements will therefore be reviewed as part of the subsequent CTPMSP prepared for the later construction stages.

## 3.0 Construction worker parking

No parking will be provided for construction workers within the principal construction site, site compound or storage area.

The Western Avenue underground car park is closed due to construction and is not available for use by the construction workforce. Other parking within the University campus is limited, controlled and subject to University approval and availability.

Public on-street parking in nearby parts of Camperdown, Forest Lodge and Glebe is generally subject to time restrictions, resident permit controls and high levels of existing demand. These streets are not intended to accommodate construction worker parking.

Construction workers will therefore be advised that:

– No construction worker parking is provided within the site

– The surrounding residential streets are not to be relied upon for all-day parking

– All signposted parking restrictions must be observed

– Public transport and active transport are the preferred travel modes

– Car pooling should be used where public transport is not practical.

Any parking specifically made available to construction personnel within the University campus would be subject to separate approval and allocation by the University.

## 4.0 Public transport

The site is well served by public transport, particularly bus services operating along Parramatta Road.

The University of Sydney, Ross Street Gate bus stops are located immediately adjacent to the site. Parramatta Road is a major bus corridor, with frequent services operating in both directions and connections to the Sydney CBD, Inner West and surrounding transport interchanges. During peak periods, the combined service frequency exceeds 30 buses per hour in each direction , with Central Station accessible in approximately 11 minutes by bus.

Additional bus services are available from stops on City Road and Missenden Road, providing further travel options for workers approaching from the east, south and west.

Rail services are available from Macdonaldtown Station, approximately 1.6 kilometres or a 20-minute walk from the site, and Redfern Station, approximately 1.9 kilometres or a 25-minute walk from the site.

Both stations are connected to the University through the surrounding pedestrian network. Redfern Station provides access to a broad range of rail services, while Macdonaldtown Station provides an additional option for workers travelling on services that stop there.

The University also operates a campus shuttle service between Redfern Station and the campus. The nearest shuttle stop is the Education Building stop, located less than 200 metres from the site. The shuttle operates throughout the year, with increased services during semester periods.

## 5.0 Walking and cycling

The University of Sydney is predominantly a walking-based campus, supported by an extensive internal footpath network, raised pedestrian crossings and a low-speed road environment.

The site is located adjacent to the Ross Street Gates, one of the principal pedestrian entrances to the campus. It is directly connected to the pedestrian networks along Parramatta Road, Ross Street and Western Avenue.

Redfern and Macdonaldtown stations are both within a practical walking distance of the site, while the immediately adjacent Parramatta Road bus stops provide convenient access for workers travelling by bus.

Western Avenue operates as a 10 km/h shared zone and is identified as a low-traffic cycling route. Other low-traffic roads and shared paths within the campus provide connections to the broader cycling network, including routes through Glebe, Camperdown, Redfern and the Sydney CBD.

Workers who cycle to the site will be directed to available bicycle parking and end-of-trip facilities approved for use by the University.

## 6.0 Transport strategy

The measures set out below will be implemented to reduce private vehicle travel and minimise construction worker parking impacts.

### 6.1 Site induction

All construction workers and subcontractors will undergo a site induction before commencing work.

The induction will explain that no worker parking is provided within the construction site or site compound and that nearby residential streets or University facilities are not to be used as a source of parking.

The induction will also provide information on:

– Nearby bus stops and rail stations

– The University shuttle service

– Walking routes between the site and public transport

– Bicycle access and storage arrangements

– Car-pooling opportunities

– Applicable parking restrictions around the campus.

The worker transport requirements will be reinforced through pre-start meetings, toolbox talks and site notices where necessary.

### 6.2 Public transport information

Public transport information will be provided to workers before or during their site induction. This will include maps showing nearby bus stops, rail stations, walking routes and the University shuttle stop.

Relevant information will also be displayed at prominent locations within the site amenities or made available electronically through the project communication system.

Workers will be encouraged to use real-time journey planning applications to account for service changes, disruptions and individual shift times.

### 6.3 Tool drop-off and storage

Secure facilities will be provided within the site or compound to allow workers to store tools and personal protective equipment.

The ability to leave tools at the site will reduce the need for workers to transport equipment each day and make travel by bus, train, walking or cycling more practical.

Any worker requiring vehicle access to deliver large or specialised tools will need to coordinate the movement with site management. Tool drop-off must occur within an approved area and must not obstruct Western Avenue, the western footpath or the site access points.

## 7.0 Responsibilities

The principal responsibilities for implementing the Strategy are summarised in **Table 7-1**.

**Table 7-1 Implementation responsibilities**

| Responsible party | Responsibility |
|---|---|
| Construction Manager | Overall implementation of the Strategy and coordination with the University |
| Site Supervisor | Reinforcement of worker travel requirements through inductions, pre-starts and toolbox talks |
| Site administration team | Distribution and display of public transport and active transport information |
| Workers and subcontractors | Compliance with the Strategy and all applicable parking restrictions |
| FDC project team | Monitoring worker travel behaviour and responding to complaints or identified parking impacts |

## 8.0 Monitoring and review

FDC will monitor the effectiveness of the Strategy throughout the Stage 1 works. Monitoring will focus on whether construction worker travel is creating an identifiable impact on the University campus or surrounding streets.

Monitoring may include:

– Observations of worker arrival modes

– Feedback from the University and adjoining stakeholders

– Review of complaints relating to worker parking

– Checks of nearby streets where a potential impact has been identified

– Discussions with workers regarding barriers to public transport or active transport use.

The monitoring process will seek to confirm that construction workers comply with parking restrictions, do not rely on nearby residential streets for all-day parking and make reasonable use of the available public and active transport options.

Where an adverse impact is identified, additional measures will be considered in consultation with the University and relevant stakeholders. These may include further worker communications, targeted toolbox talks, revised induction material, increased car-pooling coordination or changes to worker start and finish times.

Complaints and non-conformances will be recorded, investigated and addressed through the project's established complaints and corrective-action procedures. The Strategy will be updated where monitoring identifies that the existing measures are not adequately managing construction worker transport or parking demand.

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APPENDIX D

# CITY OF SYDNEY CTMP STANDARD REQUIREMENT

# City of Sydney Council

## Standard Requirements for Construction Traffic Management Plan

**The Applicant or contractor undertakes to follow and abide by the following requirements at all times during the demolition, excavation and construction works at (Insert < site address > and < DA number > )**

1. Details of routes to and from site and entry and exit points from site – site specific

2. Details of roads that may be excluded from use by construction traffic i.e. roads with load limits, quiet residential streets or access/turn restricted streets – site specific.

3. The approved truck route plan shall form part of the contract and must be distributed to all truck drivers.

4. All vehicles must enter and exit the site in a forward direction (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Team).

5. Trucks are not allowed to reverse into the site from the road (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Team).

6. The Applicant must provide to the City details of the largest truck that will be used during the demolition, excavation and construction works.

   **NOTE:** The use of dog trailers or articulated vehicles (AV) is not permitted (unless specific approval for a one-off occasion is obtained from the City's Construction Regulation Team).

7. Oversize and over-mass vehicles are not allowed to travel on local roads (unless approval for a **one-off occasion** is obtained from the City's Traffic Operations Unit). Requests to use these vehicles must be submitted to the National Heavy Vehicle Regulator (NHVR) 28 days prior to the vehicle's scheduled travel date. For more information, please contact the NHVR on 1300 696 487 or www.nhvr.gov.au .

8. The queuing or marshalling of trucks is not permitted on any public road.

9. Any temporary adjustment to bus stops or traffic signals will require the Applicant to obtain approval from Transport for NSW (TfNSW) prior to commencement of works.

10. All vehicles associated with the development shall be parked wholly within the site. All site staff associated with the works are to park in a designated off-street area or be encouraged to use public transport and not park on the public road.

11. All loading and unloading must be within the development site or at an approved "Works Zone".

12. The Applicant must apply to the City's Traffic Works Coordinator to organise appropriate approvals for Work Zones and road closures.

13. The Applicant must apply to the City's Construction Regulation Team to arrange appropriate approvals for partial road closures.

14. The Applicant must apply to the TfNSW Transport Management Centre for approval of any road works on State Roads or within 100m of traffic signals and receive an approved Road Occupancy Licence (ROL). A copy of the ROL must be provided to the City.

15. The Applicant must apply to the City's Construction Regulation Team to seek appropriate approvals for any proposed temporary driveways, cranes (hoisting activities) and barricades etc.

16. The Applicant must comply with development consent hours of construction.

17. All traffic control plans associated with the CTMP must comply with the Australian Standards and the TfNSW '*Traffic Control at Work Sites - Technical Manual*'.

18. Traffic controllers must NOT stop traffic on the public road/s to allow trucks to enter or leave the site. They MUST wait until a suitable gap in traffic allows them to assist trucks to enter or exit the site. The Roads Act does not give any special allowance for trucks leaving a construction site - **the vehicles already on the road have right-of-way.**

19. Pedestrians may be held only for very short periods to ensure safety when trucks are leaving or entering sites BUT must NOT be stopped in anticipation of truck movement i.e., **at all times pedestrians have right-of-way on the footway, not the trucks**.

20. The use of physical barriers to control pedestrian or traffic movements must be considered by the City's Construction Regulation Team prior to commencement of work (refer to the City's '*Code of Practice: Hoisting and Construction Activities On and Above Roads*' for further details).

21. The Applicant must obtain a permit from the City's Construction Regulation Team regarding the placement of any plant/equipment on public ways.

22. The Applicant must apply to the City's Building Certification Team to obtain appropriate approvals for any proposed construction-related temporary structures on or above roadways/footways prior to commencement of works (refer to the City's '*Code of Practice: Construction-related Temporary Structures On and Above Road*s' for further details).

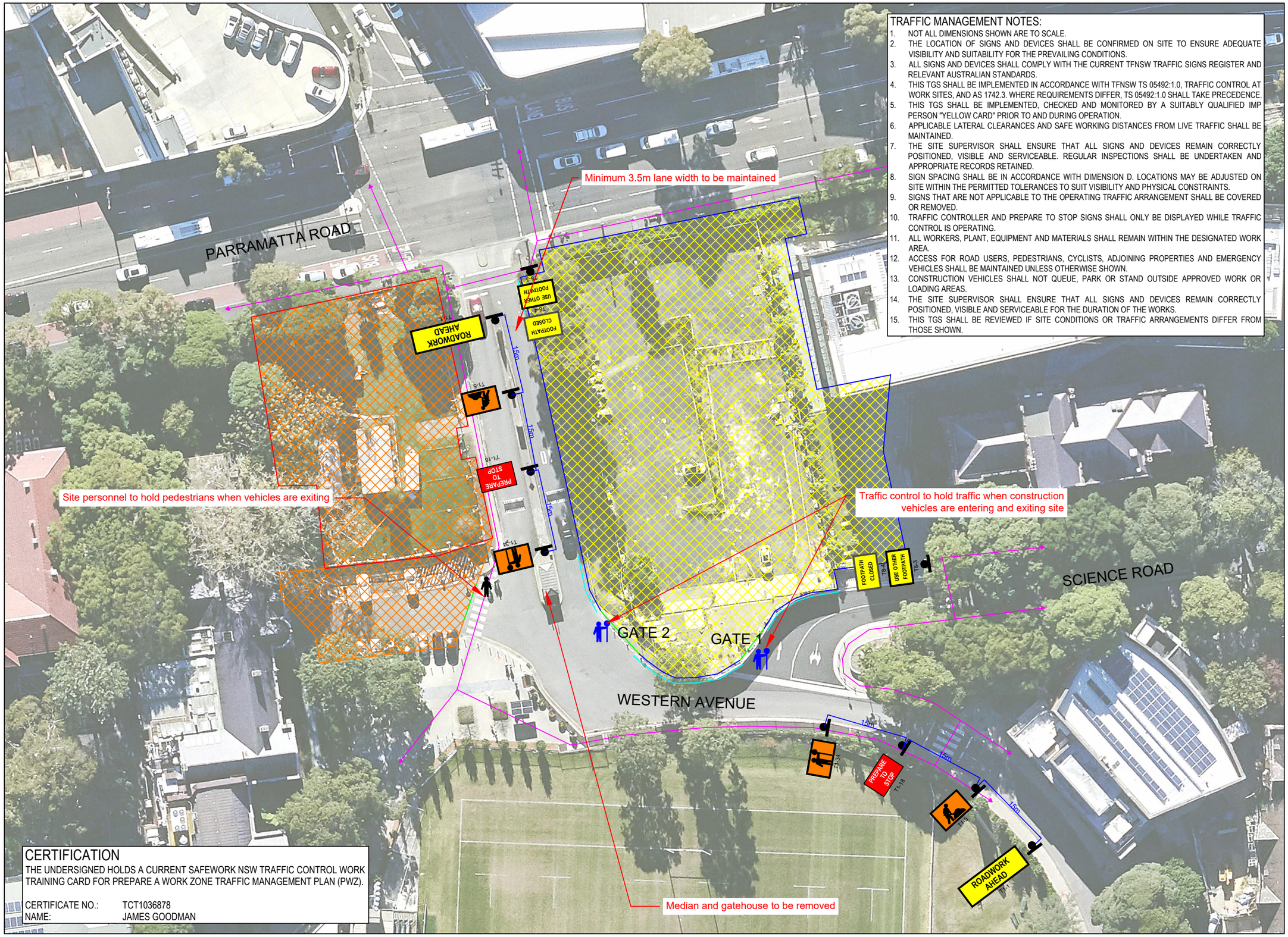
23. A CTMP relates to excavation, demolition and construction activities on private land; not for road works (if required) associated with the development. Any proposed road works will require the Applicant or contractor/s to separately seek consideration and approval from the City and/or TfNSW. Additionally, SafeWork NSW requires that traffic control plans comply with Australian Standard 1742.3 and be prepared by a person holding a Training Card issued by SafeWork NSW.

24. It must be noted that the provision of any information in the CTMP and the standards requirements set out above does not exempt the Applicant from correctly fulfilling all other conditions relevant to the development consent applying to the subject site.

---

APPENDIX E

# TRAFFIC GUIDANCE SCHEME




## TRAFFIC MANAGEMENT NOTES:

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. THE LOCATION OF SIGNS AND DEVICES SHALL BE CONFIRMED ON SITE TO ENSURE ADEQUATE VISIBILITY AND SUITABILITY FOR THE PREVAILING CONDITIONS.
3. ALL SIGNS AND DEVICES SHALL COMPLY WITH THE CURRENT TFNSW TRAFFIC SIGNS REGISTER AND RELEVANT AUSTRALIAN STANDARDS.
4. THIS TGS SHALL BE IMPLEMENTED IN ACCORDANCE WITH TFNSW TS 05492:1.0, TRAFFIC CONTROL AT WORK SITES, AND AS 1742.3. WHERE REQUIREMENTS DIFFER, TS 05492:1.0 SHALL TAKE PRECEDENCE.
5. THIS TGS SHALL BE IMPLEMENTED, CHECKED AND MONITORED BY A SUITABLY QUALIFIED IMP PERSON "YELLOW CARD" PRIOR TO AND DURING OPERATION.
6. APPLICABLE LATERAL CLEARANCES AND SAFE WORKING DISTANCES FROM LIVE TRAFFIC SHALL BE MAINTAINED.
7. THE SITE SUPERVISOR SHALL ENSURE THAT ALL SIGNS AND DEVICES REMAIN CORRECTLY POSITIONED, VISIBLE AND SERVICEABLE. REGULAR INSPECTIONS SHALL BE UNDERTAKEN AND APPROPRIATE RECORDS RETAINED.
8. SIGN SPACING SHALL BE IN ACCORDANCE WITH DIMENSION D. LOCATIONS MAY BE ADJUSTED ON SITE WITHIN THE PERMITTED TOLERANCES TO SUIT VISIBILITY AND PHYSICAL CONSTRAINTS.
9. SIGNS THAT ARE NOT APPLICABLE TO THE OPERATING TRAFFIC ARRANGEMENT SHALL BE COVERED OR REMOVED.
10. TRAFFIC CONTROLLER AND PREPARE TO STOP SIGNS SHALL ONLY BE DISPLAYED WHILE TRAFFIC CONTROL IS OPERATING.
11. ALL WORKERS, PLANT, EQUIPMENT AND MATERIALS SHALL REMAIN WITHIN THE DESIGNATED WORK AREA.
12. ACCESS FOR ROAD USERS, PEDESTRIANS, CYCLISTS, ADJOINING PROPERTIES AND EMERGENCY VEHICLES SHALL BE MAINTAINED UNLESS OTHERWISE SHOWN.
13. CONSTRUCTION VEHICLES SHALL NOT QUEUE, PARK OR STAND OUTSIDE APPROVED WORK OR LOADING AREAS.
14. THE SITE SUPERVISOR SHALL ENSURE THAT ALL SIGNS AND DEVICES REMAIN CORRECTLY POSITIONED, VISIBLE AND SERVICEABLE FOR THE DURATION OF THE WORKS.
15. THIS TGS SHALL BE REVIEWED IF SITE CONDITIONS OR TRAFFIC ARRANGEMENTS DIFFER FROM THOSE SHOWN.

## Legend

- Construction site
- Site compound/site storage
- A class hoarding
- Vehicle gates
- Site compound hoarding
- ATF fencing
- Pedestrian path
- Concrete barrier
- Traffic control
- Site personnel
- Signpost

## CERTIFICATION

THE UNDERSIGNED HOLDS A CURRENT SAFEWORK NSW TRAFFIC CONTROL WORK TRAINING CARD FOR PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN (PWZ).

CERTIFICATE NO.: TCT1036878
NAME: JAMES GOODMAN

SCT Consulting

| V | Description | Date |
|---|---|---|
| 1.0 | PRELIMINARY DRAFT | 23/07/2026 |
| 2.0 | REVISED FOR CONSULTATION | 07/08/2026 |
| 3.0 | REVISED FOR CONSULTATION | 17/08/2026 |
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| | | |

Prepared for: FDC

| Quality information | |
|---|---|
| Date | 08/26 |
| Prepared | J.G |
| Reviewed | S.C |
| Authorised | M.C |

Scale @ A3

Scale NTS

Project: University of Sydney A01 Ross Street Teaching and Learning Hub

Title: Traffic Guidance Sheme
Overall plan

Project Number: SCT_00956_CAD_A01 Construction - FDC

Sheet number: 01

A3

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