Sydney Biomedical Accelerator

Construction Traffic and Pedestrian Management Sub- Plan

Prepared for:

Richard Crookes Constructions

17 June 2025

The Transport Planning Partnership

Sydney Biomedical Accelerator

Construction Traffic and Pedestrian Management Sub- Plan

Client: Richard Crookes Constructions

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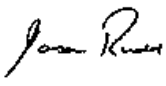
V07	17/06/2025	James Goodman	Ashish Modessa	Jason Rudd	

Table of Contents

Tables

Figures

APPENDICES

1 Introduction

1.1 Overview

Richard Crookes Constructions (the Contractor) has been awarded the contract for the design and construction of the Sydney Biomedical Accelerator (SBA), which is a State Signification Development (SSD) project at the University of Sydney (the University).

A set of consent conditions have been issued for the SBA development (SSD-55388456), which pertains to the works during Construction Certificate (CC) from Stage 1 to Stage 5, and Occupation Certificate (OC).

One of the consent conditions requires a Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) to be prepared. The specific consent conditions relevant to the SBA development are summarised in Table 1.1, with reference to sections of the report, where each item is addressed.

This report has been prepared by personnel who holds a SafeWork NSW Work Health & Safety Traffic Control Work card, accredited for the '*Prepare a Work Zone Traffic Management Plan'*. Details of the accredited personnel is provided below:

- Sokan Chhoun, Ticket No. TCT1036876

This report has been reviewed by personnel who holds a SafeWork NSW Work Health & Safety Traffic Control Work card, accredited for the '*Prepare a Work Zone Traffic Management Plan'*. Details of the accredited personnel is provided below:

- Dora Choi, Ticket No. TCT0021456

Table 1.1: Relevant Consent Conditions

SSDA Condition	Item Description	Section which the item is addressed in
#B20	The Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) must be prepared to achieve the objective of ensuring safety and efficiency of the road network and address, but not limited to, the following:	This Plan
a)	Be prepared by a suitably qualified and experienced person(s);	Section 1.1
b)	Be prepared in consultation with Council and TfNSW;	Section 1.3 and Appendix E
c)	Detail the following:	
i)	Measures to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services;	Section 4 and Section 5
ii)	Cumulative impacts from the Royal Prince Alfred Hospital Redevelopment and how they would be managed;	Section 4.2

SSDA Condition	Item Description	Section which the item is addressed in
iii)	Measures to ensure the safety of vehicles and pedestrians accessing adjoining properties where shared vehicle and pedestrian access occurs;	Section 4.4 and Section 4.9
Iv)	Heavy vehicle routes, access and parking arrangements;	Section 3.4, Section 3.5 and Section 3.7
v)	The swept path of the longest construction vehicle entering and exiting the site in association with the new work, as well as manoeuvrability through the site, in accordance with the latest version of AS2890.2; and	Appendix B
vi)	Arrangements to ensure that construction vehicles enter and leave the site in a forward direction unless in specific exceptional circumstances under the supervision of accredited traffic controller(s).	Section 3.4, Section 5.6 and Section 5.7
#B24	A Driver Code of Conduct must be prepared and communicated by the Applicant to heavy vehicle drivers and must address the following: a) Minimise the impacts of earthworks and construction on the local and regional road network; b) Minimise conflicts with other road users; c) Minimise traffic noise; and d) Ensure truck drivers use specified routes.	Appendix D
#B26	Prior to the commencement of construction works, a Construction Traffic and Pedestrian Management Plan (CTPMP) must be prepared by a suitably qualified expert in consultation with RMS and TfNSW (Sydney Coordination Office), and submitted for the approval of the Certifying Authority. The CTPMP must address, but not be limited to, the following matters where relevant:	This Plan
i)	location of proposed work zones;	Section 3.6
ii)	haulage routes;	Section 3.5
iii)	construction vehicle access arrangements, primarily as a Left-in and Left-out (LILO) arrangement from Western Avenue/Parramatta Road;	Section 3.4
Iv)	construction hours;	Section 3.3
v)	construction program;	Section 3.1
vi)	predicted construction traffic volumes and vehicle movements, types and routes including any known road closures and consideration of alternate routes;	Section 3.2, Section 3.5 and Section 4.1
vii)	details of construction vehicle movements including parking, dedicated vehicle turning areas and ingress and egress points;	Section 3.4 and Section 3.7
biii)	loading and unloading;	Section 3.8
ix)	details of management measures to minimise traffic impacts, including temporary road works and/or implementation of traffic control measures;	Section 5
x)	pedestrian and traffic management methods;	Section 5
xi)	any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the works;	Section 4
xii)	consideration of the cumulative construction traffic impacts of surrounding projects under construction, including those within the University of Sydney precinct. Existing CTPMPs for developments within or around the Subject Site should be referenced in the CTPMP to ensure that the coordination of work activities are managed to minimise impacts on the surrounding road network; and	Section 4.2

SSDA Condition	Item Description	Section which the item is addressed in
xiii)	should impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts.	Section 5

1.2 Purpose of this CTPMSP

The purpose of this CTPMSP is to establish the principles and objectives for traffic management, and describe how vehicular, cyclist and pedestrian travel and access will be managed during the proposed construction works at the SBA site. This CTPMSP provides a structured approach to manage traffic and access during construction to provide a safe road environment, minimise impacts on the surrounding road network, while maintaining access for all road users.

Specifically, the purpose of this CTPMSP includes the following:

- Manage access to/ from adjacent land uses
- Manage and control construction vehicle activity and general traffic around the work site
- Restrict construction vehicle movements to designated routes to/ from the work site
- Provide a safe environment for vehicular, pedestrian and cyclist movements during construction works
- Maintain accessibility for the surrounding road suers and provide appropriate access to public transport services
- Maintain bus service reliability and minimise bus service delay
- Provide regular information to road users regarding any changed traffic conditions
- Carry out construction activities in accordance with the approved work hours.

1.3 Consultation

RCC has consulted with the City of Sydney (Council) concerning the nominated truck haulage routes. The nominated haulage routes have been selected to avoid trucks travelling on Missenden Road, in accordance with Council's advice..

Consultation has also been undertaken with TfNSW concerning the truck haulage routes and the nominated truck sizes.

Further details regarding the truck sizes and haulage routes are discussed in Section 3.2 and Section 3.5, respectively.

Ongoing consultation will be undertaken with the University and the adjacent RPAH construction site to minimise the traffic and transport impacts arising from the proposed construction methodology on the campus. Mitigation measures will be explored and implemented, as necessary.

The consultation record with relevant authorities is provided in Appendix E.

2 Existing Conditions

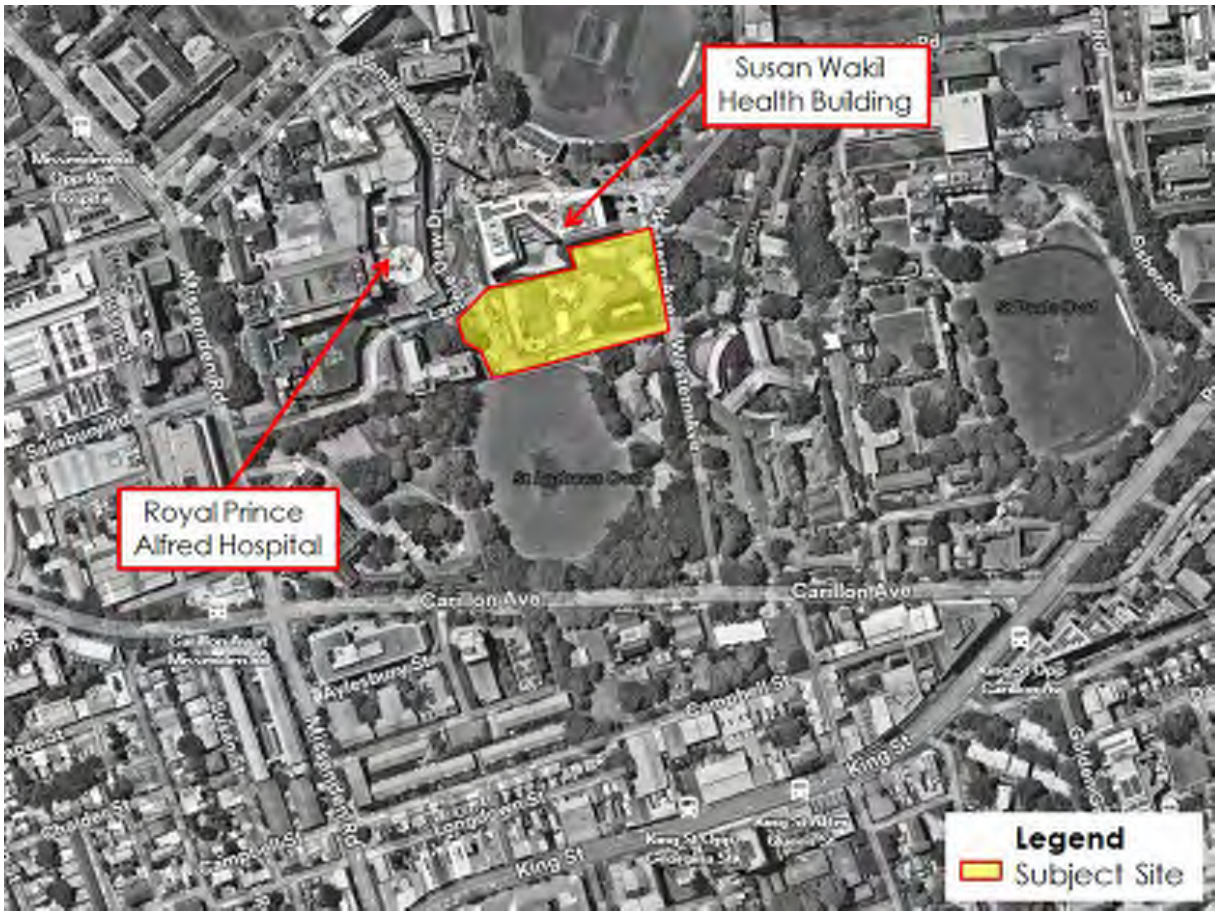
2.1 Site Context and Background

The SBA development pertains to the construction of two eight-storey buildings, with a total Gross Floor Area (GFA) of 36,200 m², which could accommodate a maximum capacity of 1,953 persons. Bicycle parking, end-of-trip facilities, and a loading dock will be provided as part of the development.

The subject site is located toward the western end of The University of Sydney's Camperdown campus. It is located just south of the Susan Wakil Health Building (SWHB) and just east of Royal Prince Alfred Hospital (RPAH).

A locality map of the subject site and the indicative site boundary is illustrated in Figure 2.1.

Figure 2.1: Subject Site and the Surrounding Context



Basemap Source: Nearmap Aerial Imagery, last accessed on 08/04/2025

2.2 Surrounding Road Network

The surrounding road network, in the vicinity of the subject site, is described herein.

Western Avenue is a two-way internal road, running through the University campus. It connects with Parramatta Road in the north via a signalised intersection and Carillon Avenue in the south via a priority-controlled intersection. It generally comprises one traffic lane in either travel direction, with kerbside parking prohibited on either side of the road, except for the 90-degree angled parking area located opposite the University Sports and Fitness Centre. Western Avenue is a shared zone with high pedestrian and cyclist activities and has a posted speed limit of 10km/h.

Cadigal Lane is a two-way internal road aligned in an east-west direction. It provides connection between Western Avenue to the east (via a priority-controlled intersection) and an underground car park to the west.

Carillon Avenue is a two-way local collector road, aligned in an east-west direction. It connects with City Road to the east and Missenden Road to the west, both via signalised intersections, before transitioning into Salisbury Road, to the west of Church Street. It generally comprises one traffic lane in either travel direction, with time-restricted kerbside parking provided on both sides of the road. It has a posted speed limit of 50km/h, with 40km/h school zone speed limit applied between just east of City Road and just west of Missenden Road during school peak hours.

City Road is an NSW classified State road, generally aligned in a north-south direction. It connects with Parramatta Road/ Broadway in the north via a signalised intersection and transition into King Street, just south of Carillon Avenue. It generally comprises three travel lanes in either travel direction, with kerbside parking generally prohibited on both sides of the road. It has a posted speed limit of 50km/h.

Missenden Road is a local road network, aligned in a north-south direction. It connects with Parramatta Road in the north and King Street in the south, both via signalised intersections. It comprises one traffic lane in either travel direction, with time-restricted kerbside parking generally permitted on either side of the road. Missenden Road is a key road, providing access to the adjacent RPAH. It has a posted speed limit of 40km/h, with several mid-block zebra pedestrian crossings.

Parramatta Road is a classified State road, providing a major east-west connection through the area. It generally comprises three traffic lanes in either travel direction, with a dedicated bus lane operational during peak periods. Time-restricted kerbside parking is generally permitted on both sides of the road outside of clearway restriction during the AM and PM peak hours. In the vicinity of the site, it has a posted speed limit of 60km/h.

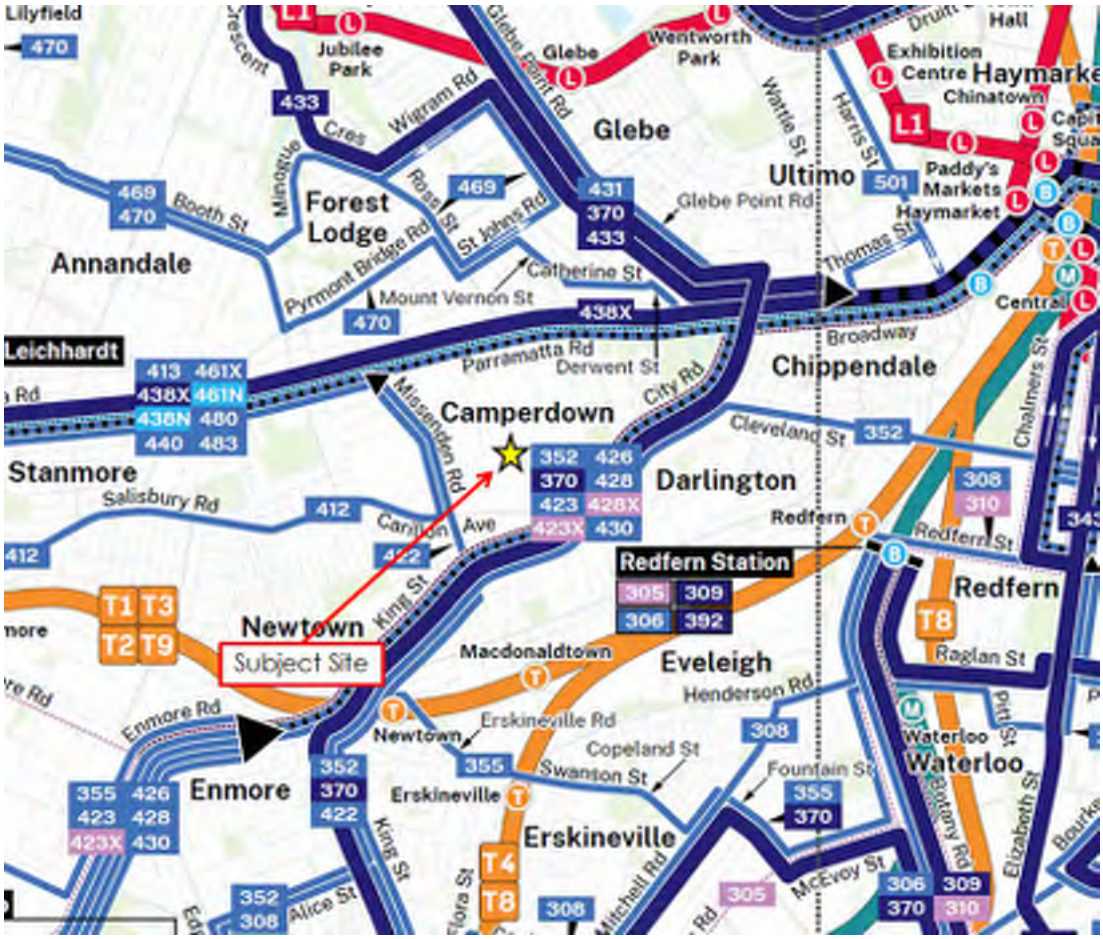
2.3 Public Transport Infrastructure

The nearest train stations to the subject site are Redfern train station (1.6km walking distance) and Central train station (2.2km walking distance), which are regularly used for daily travel. Multiple high-frequency train lines service both train stations, connecting passengers between key suburban hubs across the Greater Sydney Area (GSA) and Sydney CBD. Central station is also serviced by the recently opened Sydney Metro City and Southwest line, providing a metro connection between Tallawong and Sydenham via Sydney CBD. The extension of the metro line between Sydenham and Bankstown is also scheduled to open in late 2025.

Multiple bus routes are running through the vicinity of the site, the majority of which are consolidated along Parramatta Road and City Road. Several bus stops are located within walking distance from the subject site, which service bus routes running between the Inner West and Sydney CBD.

The bus network map within the site vicinity is shown in Figure 2.2 and the frequency of the nearby bus services is outlined in Table 2.1.

Figure 2.2: Bus Network Map



Source: TfNSW – Sydney CBD, Inner West and Eastern Public Transport Network, effective 07/04/2025

Table 2.1: Surrounding Bus Services

Route No.	Route Description	Nearest Bus Stop and Walking Distance	Frequency (Peak)	Frequency (Off-Peak)
352	Bondi Junction to Marrickville Metro	King Street at Carillon Avenue (400m)	20 minutes	30 minutes
370	City to Kogarah		10 minutes	20 minutes
412	City to Campsie Station	Carillon Avenue at Missenden Road (550m)	10 minutes	15 minutes
413	City to Campsie Station	University of Sydney Ross Street Gate (600m)	10 minutes	15 minutes
422	City to Kogarah		5 – 10 minutes	20 minutes
423	City to Kingsgrove via central station and Newtown	King Street at Carillon Avenue (400m)	10 minutes	10 minutes
426	City to Dulwich Hill		10 minutes	20 minutes
428	City to Dulwich Hill		5 – 10 minutes	20 minutes
430	Central Railway Square to Sydenham		15 – 20 minutes	20 minutes
438	City to Abbotsford	University of Sydney Ross Street Gate (600m)	10 minutes	20 minutes
440	City to Rozelle		10 minutes	20 minutes
461	City to Burwood		5 – 10 minutes	15 minutes
480	City to Strathfield Station		10 minutes	20 minutes
483	City to Strathfield Station		10 minutes	20 minutes
N10	City to Sutherland	University of Sydney, City Road (700m)	Every hour (1am – 4am) with more services on Thursdays and Fridays	
N30	City to Macarthur		Every hour (1am – 4am) with more services on Thursdays and Fridays	
N40	City to East Hills		Every hour (12am – 4am) with more services on Thursdays and Fridays	

Source: TfNSW, last accessed on 08/04/2025

The University also provides free shuttle bus services for students and staff. There are three shuttle bus routes, providing connection between the University and Redfern railway station. The nearest shuttle service stop is located on Western Avenue, immediately north of the subject site within the porte cochere.

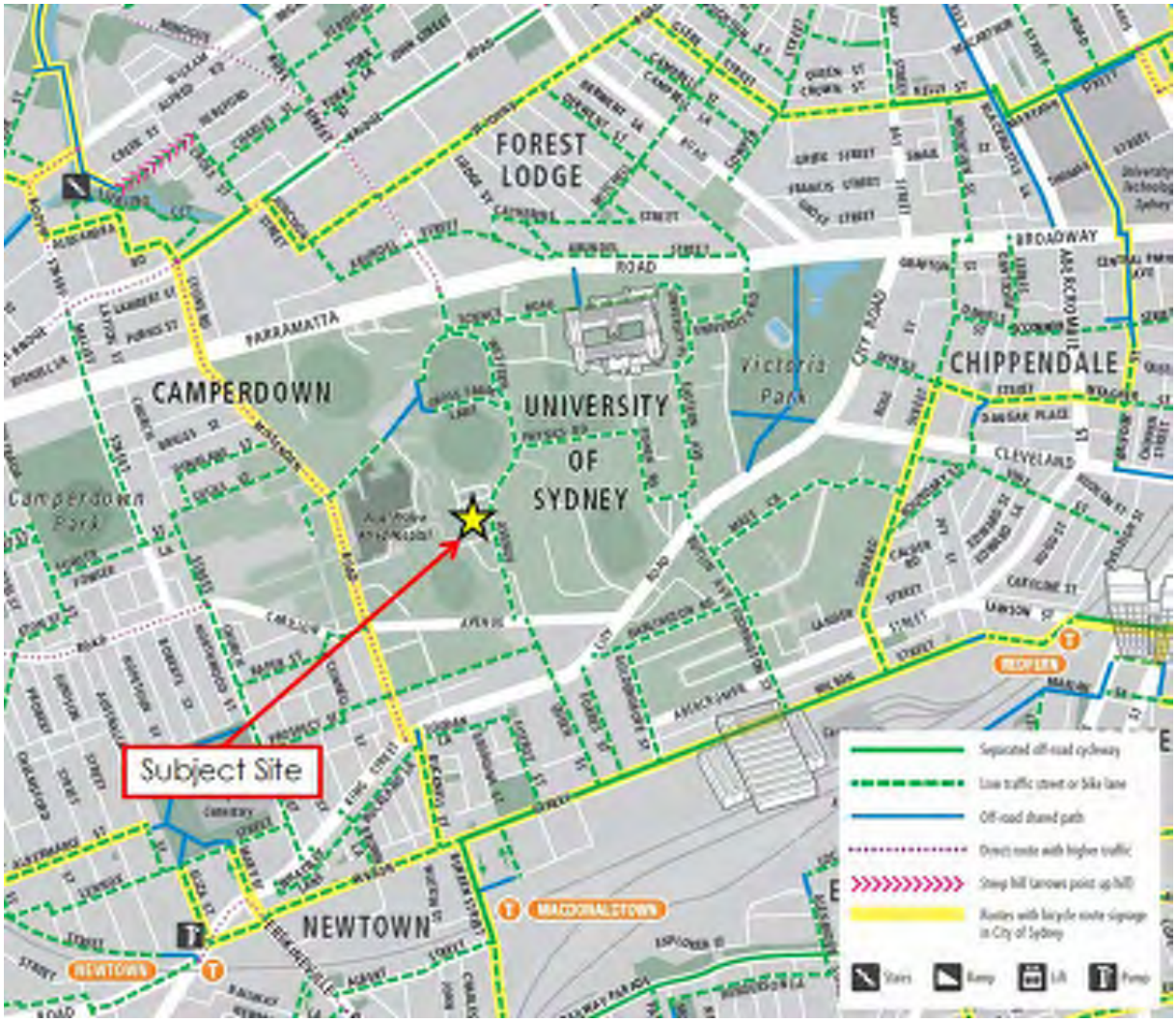
2.4 Active Transport Infrastructure

Pedestrian footpaths are generally provided along all internal campus roads, providing pedestrian connectivity throughout the campus, including through the subject site.

Mid-block pedestrian crossings are also provided throughout the campus, with several crossings located along Western Avenue. Signalised pedestrian crossing facilities are also available at nearby signalised intersections to provide safe pedestrian crossing opportunities.

Cycling infrastructure is provided within the vicinity of the site, internal and external to the University campus. Majority of the cycling infrastructure is in a form of on-road cycling routes, with short sections of shared path provided within the campus. The nearest off-road cycling infrastructure is provided along Wilson Street. The existing cycling network in the vicinity of the site is shown in Figure 2.4.

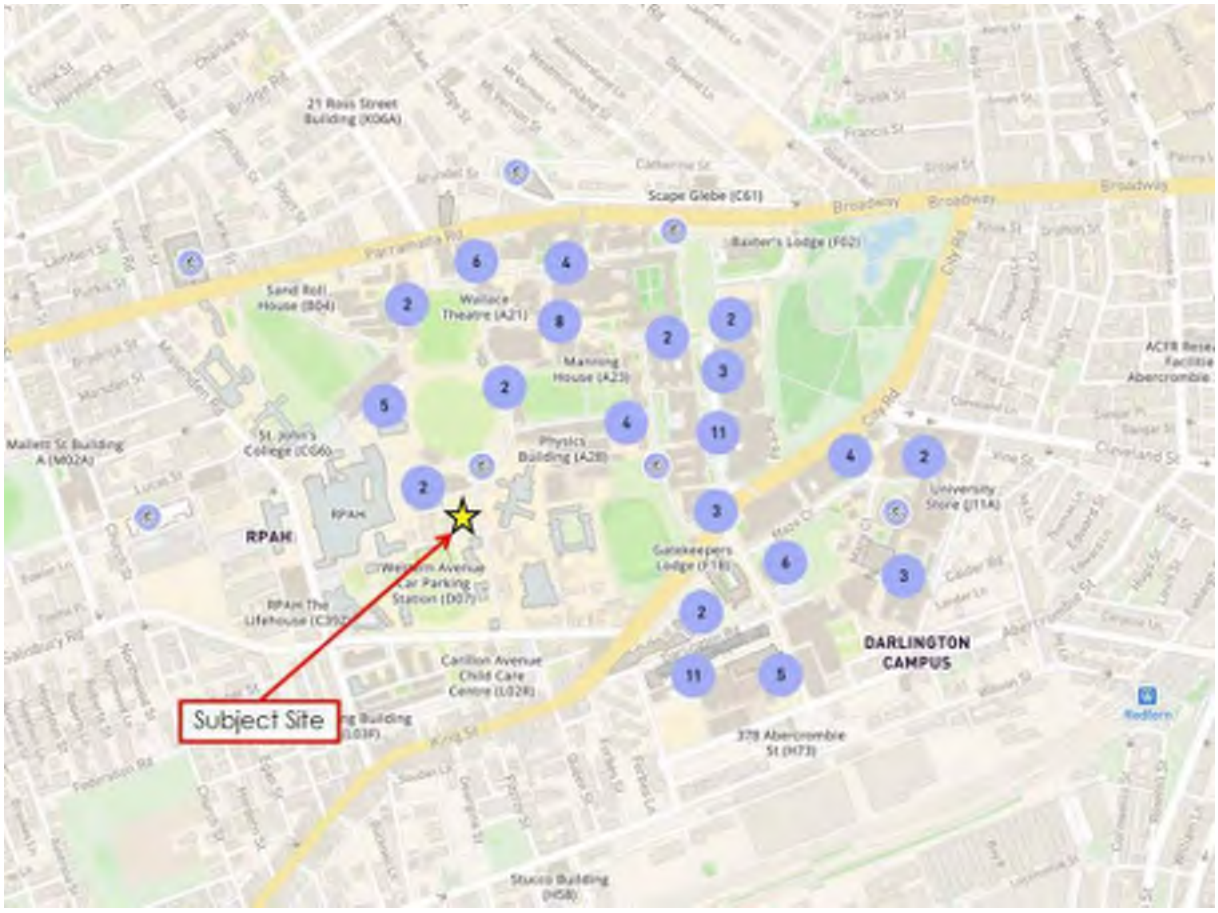
Figure 2.3: Existing Cycleway Network



Source: City of Sydney Cycling Map, dated 07/11/2024

There are approximately 1,300 bicycle parking spaces provided across the campus. The location of the bicycle parking spaces are illustrated in Figure 2.4.

Figure 2.4: Campus Bicycle Parking Spaces



Source: University of Sydney Website, last accessed on 09/04/2025

2.5 Surrounding Car Parking

Car parking is provided throughout the campus for students and staff uses. This includes metered parking, time-restricted parking, loading zones, emergency vehicle parking, dedicated staff parking, and dedicated university fleet vehicle parking, etc. No unrestricted parking is provided within the campus.

An underground car park is provided just north of St Andrews Oval, with access provided off Cadigal Lane. Car parking lot is also provided within SWHB, located just north of the subject site, with access driveway provided directly off Western Avenue. These car parks are used mainly for staff parking. The St Andrews Oval car park will be closed for the duration of the works.

External to the campus, on-street car parking is generally provided on either side of the surrounding local roads. These parking spaces are generally metred and time-restricted between 1/2P and 4P.

There are several nearby parking facilities within the vicinity of the site, majority of which are used by hospital patients and visitors associated with the nearby RPAH and Chris O'Brien Lifehouse. No early bird parking nor commuter parking scheme is provided at these car parking facilities.

3 Proposed Construction Activities

3.1 Construction Methodology and Duration of Works

Construction works would be carried out in stages to minimise disruptions to the surrounding locality and impacts on the road users. The adjacent SWHB, RPAH, St Andrews College would continue to operate throughout the duration of the Project.

Construction works are to be carried out over a duration of approximately 37 months, with some construction stages to overlap. The construction works are expected to complete in May 2028. The construction staging and associated duration are outlined in Table 3.1.

Table 3.1: Construction Staging and Duration

Stage	Activities	Start Date	Finish Date	Duration
1	Site Establishment / Earthworks / Piling	May 2025	December 2025	7 months
2	Sub-structure	October 2025	July 2026	9 months
3	Super-structure	June 2026	February 2027	8 months
4	Fit-out	September 2026	October 2027	13 months
5	Project Completion	October 2027	June 2028	8 months
Total		May 2025	June 2028	37 months

It should be noted a link bridge between the RPAH and SBA will also be constructed as part of the proposed works. This link bridge will comprise of pre-cast components built remotely and delivered to the site for installation.

The link bridge installation works are expected to be completed over one weekend. A separate approval process for the link bridge installation and associated heavy vehicle and/or Oversized/ Overmass (OSOM) vehicles, if required, will be managed under a separate application from this CTPMSP.

3.2 Construction Vehicle Types

It is anticipated that the largest construction vehicles required for the proposed construction works would be a 19m truck and dog trailer and 19m semi-trailer (articulated vehicle), which would generally be required during the site establishment and structural stages.

Other rigid trucks, including Heavy Rigid Vehicles (HRVs), Medium Rigid Vehicles (MRVs), Small Rigid Vehicles (SRVs) and concrete mixer trucks would also be required throughout the course of the construction works.

Any works that require an OSOM vehicles will require prior approval under a separate application through the National Heavy Vehicle Regulator (NHVR).

All construction vehicles will enter and exit the construction site in a forward direction at all times. Swept path analysis has been undertaken demonstrating vehicle access to and from the site. The swept paths are provided in Appendix A.

3.3 Construction Work Hours

The construction work hours will be as per Condition C4 of SSD-553845, which is as follows:

- Monday to Friday 7:00am - 6:00pm
- Saturday 8:00am - 1:00pm
- Sunday and Public Holidays No works

Condition C5 of SSD-553845 stated the following:

"*Construction activities may be undertaken outside of the hours in condition C4 if required:*

(a) By the Police or a public authority for the delivery of vehicles, plant or materials; or
(b) In an emergency to avoid the loss of life, damage to property or to prevent environmental harm; or
(c) Where the works are inaudible at the nearest sensitive receivers; or
(d) For the delivery, set-up and removal of construction cranes, where notice of the crane-related works is provided to the Planning Secretary and affected residents at least seven days prior to the works; pr
(e) Where a variation is approved ion advance in writing by the Planning Secretary or her nominee if appropriate justification is provided for the works".

Condition C7 of SSD-553845 specified that rock breaking, rock hammering, sheet piling, pile driving and similar activities may only be carried out between the following hours:

- Monday to Friday 9:00am - 12:00pm
- Monday to Friday 2:00pm - 5:00pm
- Saturday 9:00am - 12:00pm

3.4 Construction Vehicle Access

Construction site access will be provided off Western Avenue via Cadigal Lane. Cadigal Lane will be closed to general traffic for the duration of the Project. The proposed closure of Cadigal Lane would also remove vehicular access to and from the underground car park located just north of St Andrews Oval. This site access would accommodate two-way construction traffic during the early stage works.

After Level 2 of the building has been constructed, another site access will be provided near the northern boundary of the site, which is also accessed off Western Avenue. This site access will be used for egress movements only, with vehicular access movements continue to be provided via Cadigal Lane.

The indicative site access locations are illustrated in Figure 3.1.

Figure 3.1: Proposed Construction Vehicle Site Access

Due to the restricted carriageway width along Western Avenue, including pinch points where the available road width reduces to under 6.0 metres, the movement of semi-trailers during construction activities requires particular consideration. Two-way traffic involving semi-trailers and general vehicles is not feasible through these constrained sections without traffic control.

To address this, semi-trailer deliveries to the site will only occur under managed conditions and in accordance with an approved Traffic Guidance Scheme (TGS) specific to these movements. All semi-trailer access will be scheduled in advance and coordinated by the site

team to ensure traffic controllers are in place during critical manoeuvres, particularly during site entry and exit along Western Avenue.

Prior to any semi-trailer deliveries, approval will be sought from both the City of Sydney (CoS) and the University of Sydney Infrastructure (UI) teams. A dedicated TGS will be prepared and submitted for review and endorsement, identifying control points, signage, and holding areas to manage temporary conflicts with other vehicles or campus users.

This approach ensures that all semi-trailer activity is safely integrated into the broader traffic management strategy and does not compromise access, safety, or amenity along Western Avenue or the surrounding campus environment.

3.5 Construction Vehicle Haulage Route

Haulage routes have been selected on the basis that construction vehicles are to utilise state and regional roads as much as possible before travelling on Local roads.

All construction vehicles are to access the site from City Road/ Princes Highway before turning onto Carillon Avenue, turning right onto Western Avenue, and then turning into the site. During both the early works stage and post-Level 2 stage, all construction vehicles would turn left out of the site onto Western Avenue before turning onto either Parramatta Road or Ross Street.

The nominated haulage routes would be communicated and adhered to by truck drivers through the implementation of a Drivers Code of Conduct which would be provided to the relevant personnel during site induction.

The Driver Code of Conduct has been prepared and included in Appendix D. The Code shall be included with all new site inductions for all truck drivers accessing the site. One-off truck delivery drivers must agree to abide by the Driver Code of Conduct by having read and signed the Code to be bound by its behavioural requirements before entering the site.

The proposed construction vehicle routes to/ from the site during all stages is shown in Figure 3.2. Construction vehicles shall only be permitted to enter/ exit the site, when suitable traffic gaps are available.

Figure 3.2: Nominated Construction Vehicle Routes

Basemap Source: ArcGIS Webmap Viewer, last accessed on 10/04/2025

3.6 Construction Works Zone

As discussed above, Cadigal Lane will be closed for the duration of the project to accommodate the proposed construction vehicular access. Relevant permit applications, if required will be managed by RCC.

There are no other proposed work zones for the construction works. All loading/ unloading activities will be undertaken entirely within the construction site.

Hoarding will be provided around the construction site to create separation between vehicles, pedestrians and the construction works. The contractor would be responsible for obtaining relevant permits for the proposed hoarding arrangement, prior to commencement of works.

3.7 Construction Workers and Parking

The peak construction workforce is expected to be in the order of 500 workers on site at any one time, with average construction workforce expected to be some 250 workers.

No construction worker parking will be provided on-site or in the vicinity of the Camperdown campus. Construction workers would be instructed to plan their travels and use public transport, walking, cycling or drop-off/ pick-up.

All construction workers will be instructed not to park on the surrounding public roads. This will be incorporated in the workers induction program to ensure minimal parking impact on the surrounding roads. It is also proposed to implement the following measures to encourage workers to use public transport and active transport:

- Instruct workers during the induction and regular toolbox meetings to use public transport and active transport modes to travel to/ from the site.
- Display public transport timetable information at key locations within the site and ensure that it is easily accessible by construction workers.
- Encourage staff to use trip planning mobile apps such as TripView by Transport for NSW.
- Provision of secure on-site tool and equipment storage facilities.
- Provision of end-of-trip facilities, including shower and change rooms within the site compound and accommodation.

3.8 Materials and Handling Area

All materials and handling equipment will be wholly stored within the subject site. No building materials, work sheds, vehicles or machines would be stored on the surrounding road reserve or pedestrian footpaths. One material handling zone is proposed along the eastern boundary of the site, with another loading zone proposed just east of Cadigal Lane.

If temporary use of any public road or the road internal to the University is required for temporary storage purposes or the like, prior consultation with the University and/ or Council will be undertaken. All relevant permit approvals and agreements will be obtained prior to the commencement of such activities.

3.9 Truck Marshalling

All construction vehicles associated with the site would be parked wholly within the construction site. Truck drivers will coordinate with site managers and relevant site personnel to ensure that sufficient parking spaces are available to accommodate trucks within the site, prior to arrival at the site. This would ensure that there will be no trucks queuing or parking on the surrounding roads.

3.10 Crane Details

Two tower cranes are proposed for the construction works. One tower crane will be located central to the construction site, with the other crane located near the north-eastern boundary of the site.

The slew of the cranes outside of the construction site into adjoining properties and the campus will be minimised as much as possible.

Separate applications will be made to Council to obtain the approval for the installation and use of the tower cranes. Surrounding neighbours and properties would be also informed prior to the commencement of any tower crane installation.

3.11 Notifications of Works

Neighbouring properties would be informed of any construction activities, prior to those activities taking place. This includes any adjacent buildings and properties to the site, including SWHB, RPAH, St Andrew's College, Gloucester House, Wesley College, Gillespie Hall and the University campus, which may be impacted by the construction works and temporary traffic management measures.

Notifications would be provided via an electronic construction update for key stakeholders and neighbouring properties, and/or via letterbox drop at least 10 days prior to the construction activities. In addition, university newsletters may be used to communicate information on the construction works to university staff and students. The Contractor would continue to regularly liaise with the neighbouring properties to minimise the impacts of the construction works during the construction period.

The communication strategy would include communicating the contact details of the site manager to allow for relevant stakeholders to provide feedback and file complaints. The contact details of the appointed site manager would also be made available to relevant authorities, to resolve any issues that local residents and neighbouring properties may raise about the construction activities. Each feedback and complaint will be dealt with as they occur. Notwithstanding this, the contact details of the site manager would be made available on the construction site gate at all times.

4 Construction Traffic Assessment and Implications

4.1 Construction Traffic Generation and Impacts

It is expected that the maximum number of construction deliveries per day will be in the order of 40 trucks during the peak construction period, which is equivalent to 80 truck movements (2 truck movements = 1 truck entering and exiting the site).

During the AM and PM peak hours, there would be up to 8 trucks (16 truck movements). This is considered to be a low volume of traffic and is expected to have minimal impacts on the surrounding road network.

No construction workforce parking will be provided on-site or in the vicinity of the campus. All construction workers will be strongly encouraged to use public transport and active transport to travel to/ from the site. Based on this, the additional vehicles on the road network as a result of the construction workforce will be minimal and pertain to those who drive to the site and park at the nearby commercial car parking facilities.

Notwithstanding this, the construction worker vehicle trips will typically occur at the start of the day in the morning when majority of the construction workforce arrive on site well before 7am to attend daily pre-start. This is earlier than the commuter morning peak hour. It is also expected that the construction workers will leave the site in a staggered manner starting from around 3pm, with the majority of construction workers and contractors leave site by about 4:30pm, Monday to Friday. Therefore, the typical afternoon peak of construction worker trips will occur at around 4pm, which is before the commuter peak. The construction worker traffic is therefore not expected to have adverse impacts on the surrounding road network.

4.2 Nearby Construction Projects and Cumulative Impacts

Several nearby major construction projects are expected to overlap with the Project, including the Royal Prince Alfred Hospital (RPAH) redevelopment works, the proposed Camperdown Private Hospital, and the University of Sydney Science Road infrastructure upgrade works by FDC.

The RPAH construction works for the 15-storey tower and building extensions are currently underway, with the construction scheduled to complete in 2028. In accordance with Section 3.20 of the Construction Traffic Management Plan prepared for CPB contractors (Issue E, 4 September 2024), during the main works and refurbishment stages, it is anticipated that the peak construction traffic movements will reach approximately 70 visits per day, equating to 6 – 7 trucks per hour for an 11-hour weekday.

The private hospital is currently under planning stage, with no available construction schedule.

It is noted that site access for RPAH main construction works is provided off John Hopkins Drive and Missenden Road. In addition, it is likely that the private hospital will also be accessed off Missenden Road given the site location adjacent to Missenden Road. Therefore, the Project is not expected to result in any cumulative construction traffic volume on the surrounding local road network as all construction vehicles for the Project will be via Carillon Avenue.

The University of Sydney has also engaged FDC for staged infrastructure upgrade works along Science Road and Western Avenue, which will occur concurrently with the Project. These works involve multiple traffic control points, partial road closures, and signalised vehicle movements as documented in the Science Road Traffic Management Strategy (PTC, 28 February 2025). While the existing FDC documentation outlines traffic phasing and lane restrictions, it does not consider the impact of the Ross Street entrance or the cumulative effect of overlapping construction activities. To address this, the Project team will coordinate with FDC and other contractors to sequence vehicle movements and minimise conflict during peak periods—specifically between 7:00–9:00 am and 3:00–5:00 pm when pedestrian foot traffic is highest. This CTMP commits to regular interface reviews with adjoining project teams. These reviews will ensure that emerging risks are identified and managed proactively, with potential for haul route or timing adjustments as required to mitigate cumulative construction impacts on the broader campus environment.

Notwithstanding that, RCC will maintain contact with CPB, FDC and coordinate with the nearby construction projects and seek to minimise the cumulative construction impacts on the surrounding locality, with management measures to be in place, as required.

4.3 Impacts on Traffic Flow

The proposed closure of Cadigal Lane to accommodate construction access is not expected to have any adverse impacts on traffic flow as Cadigal Lane is only used to access the underground car park to the north St Andrew's Oval, which will be closed for the duration of the Project.

Motorists travelling through the campus past the construction site frontage and motorists using the porte cochere may be temporarily held by traffic controller for a short period of time to facilitate safe movements of construction vehicles accessing and exiting the site. Temporary traffic management signage will be installed to inform motorists of the changes in traffic conditions in the vicinity of the site.

Given the minimal increase in travel time resulted from the temporary block and hold which will take place along Western Avenue, other internal roads of the Camperdown campus and the surrounding road network will be maintained as per existing conditions, with no adverse impacts on the traffic flow are expected from the construction works.

4.4 Impacts on Pedestrians

Hoarding has been installed and will be maintained around the construction site to create separation between the construction works and pedestrians, including along the eastern boundary of the site on Western Avenue.

To the north, A-class hoarding will be installed, which would extend to the courtyard stairway located along the southern boundary of the SWHB, with the stairway to remain partially open. The extension of the hoarding across the courtyard stairway will be as per the agreement with the University. To the south, water-filled barriers with anti-gawk screen will be installed along the gutter of the southern footpath to create separation for pedestrians travelling on the footpath from construction traffic in Cadigal Lane.

The eastern footpath on Western Avenue and the northern footpath on Cadigal Lane along the site frontage will remain closed as per the existing conditions, with pedestrians continue to be diverted to travel on the footpath along the east side of Western Avenue. No other pedestrian footpath closure is proposed for the construction works.

The mid-block pedestrian crossing facilities along Western Avenue will remain open at all times to facilitate pedestrian navigation in the vicinity of the site. Pedestrians crossing Western Avenue via the mid-block pedestrian crossing just south of the construction site may be temporarily held to facilitate construction vehicles entering the construction site. However, pedestrians would only be held for a short period and would not be detoured in anticipation of construction vehicles entering the site.

The available pedestrian paths in the vicinity of the site are illustrated in Appendix C. Pedestrian signage will be installed around the construction site to assist pedestrians with diversions and wayfinding.

As all construction activities will be contained wholly within the site, away from any pedestrian footpath and any internal road reserves, no adverse impacts are expected on pedestrian activities. Major delivery activities will be arranged to avoid peak hours, with truck movements to also be minimised during the peak hours.

4.5 Impacts on Cyclists

No construction works will be undertaken near any on-campus shared pathway. However, it is noted that within the Camperdown campus, there are moderate to higher levels of cycling activities along Western Avenue, and nearby pathways. Cyclists travelling through the vicinity of the construction site will be required to follow the directions from the traffic controller to allow for safe interface between cyclists and construction traffic.

On the above basis and considering that no footpath or internal roads of the campus will be closed to facilitate the construction works, no adverse impacts on cyclists are expected from the construction works.

4.6 Impacts on Public Transport and University Shuttle Service

Construction activities will not be undertaken in close proximity to any public bus stops in the vicinity of the site. Therefore, no disruptions to bus or rail services are expected from the proposed construction works.

After the construction of Level 2, a new site access will be established near the northern boundary of the site on Western Avenue, which will be used for truck egress movements only. The porte-cochere located just north of the site on Western Avenue is used as a shuttle bus stop for the university shuttle services.

Shuttle buses may be temporarily held and blocked by T-top bollards with bunting from exiting the porte cochere for a short period of time to facilitate trucks exiting via the northern site access. The specific arrangements for managing the porte cochere will be consulted with the University prior to any disruption to porte cochere taking place. Given the minimal increase in travel time expected for shuttle services, no adverse impacts on shuttle service operations are expected from the proposed construction works.

Notwithstanding this, the Contractor would continue liaising with the University and shuttle service operator to minimise the construction impacts on the services.

4.7 Impacts on Emergency Services

No special provisions for emergency service vehicles are required as part of the proposed construction works. Emergency vehicle access shall be maintained as per existing conditions.

Emergency vehicle access to the construction site, the campus, and the neighbouring sites would not be impacted by the proposed works. Emergency protocols would include a requirement for site personnel to assist with facilitating emergency access to/ from the site.

Traffic control will also be responsible for managing the emergency evacuation of workers via Western Avenue to allow safe passage to the designated muster points.

4.8 Impacts on Parking

As mentioned above, the underground car park located to the north of St Andrews Oval will be removed for the duration of the Project to accommodate the site access. The proposed closure of the car park have been agreed with the University.

The closure of this car park will be communicated to University staff and students via various means of communication. It is expected that the car parking demand can be sufficiently accommodated within the other nearby car parking facilities on campus.

The shared underground car park/ loading area under SWHB will remain operational for the duration of the construction works. However, the access will be relocated from Western Avenue to Lambie Dew Drive from August 2026.

The Contractor will continue liaising with the University to minimise the construction impacts on car parking, with further management measures to be adopted, as required.

4.9 Impacts on Adjoining Properties and Local Access

Access to the neighbouring properties will be maintained as per existing conditions for the duration of the Project, including pedestrian access to the adjacent SWHB and St Andrew's Oval from Cadigal Lane. Based on this, no adverse impacts are expected on the local access from the proposed construction works.

5 Construction Traffic Management Measures

5.1 General Management Measures

Several management measures have been proposed to facilitate the construction works while maintaining safe environment for road users and minimise construction impacts on the surrounding locality.

This includes, but not limited to the following management measures:

- Minimising major delivery and truck volumes during the network peak hours
- Provision of traffic controller(s) to manage the interface between construction vehicles, pedestrians, cyclists, and general traffic near the site access
- Installation of hoarding and traffic control barrier to create separation between construction works and road users
- Maintaining pedestrian paths and traffic flow past the construction site
- Installation of traffic signage to provide advance warning and inform road users of the changes in road conditions
- Provision of public transport information and end-of-trip facilities to encourage construction workers to travel to/ from site via public transport and active transport
- Continuous liaison with the University, neighbouring properties and relevant stakeholders to minimise the construction impacts.

5.2 Traffic Guidance Scheme

A Traffic Guidance Scheme (TGS, previously referred to as Traffic Control Plan) has been prepared and designed in accordance with TfNSW Traffic Control at Works Sites manual. The TGS plan is provided in Appendix C.

Traffic controller would be assigned on-site to manage and assist truck movements associated with construction works, and assist in finding a suitable gap in traffic and pedestrian movements to allow construction vehicles to enter and/ or exit the site. However, temporary holding traffic on public road is not expected.

Advisory road signage would be installed on the surrounding streets to warn drivers approaching the site location of construction vehicles entering and exiting the site.

All advisory signage would be installed in accordance with AS 1742.3 *Manual of Uniform Traffic Control Devices – Traffic Control Devices for Works on Roads* and the TfNSW *Traffic*

Control at Worksites Manual. Signage would be installed and maintained throughout the construction period, as required. Signage would be removed during out of hours when no construction works are being undertaken.

5.3 Monitoring of the Plan

Monitoring of this CTPMSP will be undertaken by the Contractor during weekly inspections of construction activities to monitor conformance with the requirements of relevant guidelines and this Plan. Weekly inspections will focus on the following key issues:

- Safe movement of traffic, including traffic entering and exiting the work site and traffic at key areas impacted by the works
- Visibility of signage and barriers
- Safe work and driving environment
- Safety of pedestrians, cyclists and properties around the work site
- Impacts on the surrounding public transport services.

5.4 Site Inspections and Record Keeping

The construction operation would be monitored to ensure that it proceeds as set out in the Contractor's Construction Management Plan (CMP) provided by the Contractor. A daily inspection before the start of the construction activity would be carried out to ensure that conditions accord with those stipulated in the plan and prevent any potential hazards. Any issues and identified risks would be recorded and dealt with, as they occur.

5.5 Hazard and Incidents Register

A hazards and incidents register relating to safety, environment and process during the construction phase shall be maintained by the Contractor as part of the Site Work, Health and Safety (WHS) Management Plan.

The Site WHS Management Plan shall detail the responsibilities specific to all stakeholders involved in the construction phase, including:

- The principal contractor
- Construction Manager
- Site Supervisor
- Work Health and Safety (WHS) Manager/ Coordinator
- Workers, sub-contractors and visitors.

Hazards are to be either addressed by the worker who first observes it, or if that is not reasonably practicable and safe, then it must be reported to the Construction Manager or Supervisor. This shall apply to all workers including contractors and sub-contractors.

All injuries are to be reported in the Injuries Register which shall be kept in the site office or with the primary first aid kit. A copy of the page shall be forwarded to the WHS Team within 24 hours of the injury and, where required, it shall be accompanied by a completed Incident Report Form.

As soon as is reasonably practicable, an Incident Report Form shall be submitted to the WHS Team for any near miss, damage or environmental incidents. The WHS Team shall then deal with all matters accordingly.

5.6 Vehicular Access

Protocols must be in place to ensure the following:

- Construction vehicles drivers shall use the site specific online booking system to log and coordinate deliveries to ensure access to the site is available.

  For repetitive works (i.e., civil works and concrete pour), communication between drivers and traffic control will also be maintained via radio.
- General vehicular access along all public roads would be maintained at all times.
- Construction vehicles would enter and exit the site in a forward direction. No reversing movements in/ out of the site would be permitted.
- Construction vehicles would not queue on public roads on approach to the site.
- Any materials loaded on the construction vehicle would be fully covered to avoid spillage. Similarly, vehicle loads would be covered when hauling to/ from the site.
- Any material spill onto the road would be rectified by qualified site personnel using appropriate equipment, subject to suitable WHS provision.

5.7 Construction Haulage Routes

Protocols must be in place to ensure the following:

- Driver induction shall include procedures for entering and exiting the site.
- Truck drivers would adhere to the designated transport routes.
- Truck drivers shall be aware of pedestrians and cyclists surrounding the vicinity of the site.
- Truck drivers shall be aware of existing sign posted speed limits.
- Road safety is promoted and truck drivers shall obey the NSW road rules at all times.
- Truck drivers are not driving under the influence of drugs and alcohol.

- No queuing and truck marshalling is to occur on public roads.

6 Construction Worker Transport Strategy

The purpose of this section of the CTPMSP is to outline the transport strategy and arrangements (Strategy) for the construction workforce, to reduce private vehicle travel to and from the site.

This strategy focuses on encouraging public transport use amongst the construction workforce by communicating information and providing relevant amenities. The Strategy will be continuously updated to document any changes to the proposed transport arrangements and address any comments raised by relevant authorities.

6.1 Construction Workforce

It is expected that the peak construction workforce would be in the order of 500 workers on-site at any one time, with an average construction workforce expected to be some 250 workers.

6.2 Construction Workforce Parking

Due to the constraints of the construction site, no on-site parking will be provided for construction workers.

All construction workers will be encouraged and expected to use public transport and active transport to travel to/from the site, noting that the site is located within walking distance from extensive bus services, the nearby Redfern and Central train stations, and the surrounding cycling and pedestrian infrastructure.

The public transport services and active transport networks in the vicinity of the subject site are discussed in the sections below. During the induction and regular management meetings, construction workers will be provided with information about public transport near the site. The site manager will also display public transport timetable information at key locations within the work site and ensure that construction workers can easily access it.

6.3 Public Transport

The nearest train stations are Redfern train station (1.6km walking distance) and Central train station (2.2km walking distance), which are regularly used for daily travel. Multiple high-frequency train lines service both train stations, connecting passengers between key suburban hubs across the Greater Sydney Area (GSA) and Sydney CBD.

Central station is also serviced by the recently opened Sydney Metro City and Southwest line, providing metro connection between Tallawong and Sydenham via Sydney CBD. The extension of the metro line between Sydenham and Bankstown is also scheduled to open in late 2025.

Multiple bus routes are running through the vicinity of the site, the majority of which are consolidated along Parramatta Road and City Road. Several bus stops are within walking distance from the subject site, which service bus routes between the Inner West and Sydney CBD.

6.4 Active Transport

Pedestrian footpaths are generally provided along all internal campus roads, providing pedestrian connectivity throughout the campus, including through the subject site.

Mid-block pedestrian crossings are also provided throughout the campus, with several crossings located along Western Avenue. Signalised pedestrian crossing facilities are also available at nearby signalised intersections to provide safe pedestrian crossing opportunities.

Cycling infrastructure is provided within the vicinity of the site, internal and external to the University campus. The majority of the cycling infrastructure is in the form of on-road cycling routes, with short sections of the shared paths provided within the campus.

6.5 Transport Strategy

6.5.1 Site Induction

All workers and sub-contractors would be required to undergo a site induction before the commencement of construction works. The induction training will clearly inform workers that no construction worker parking spaces will be provided on-site and that on-street parking on the surrounding roads near the site shall be minimised.

Construction workers will be strongly encouraged to utilise the available public transport services and avoid travelling by private car to and from the site, where practical. Carpooling will also be strongly encouraged across the workforce to minimise the number of vehicles on the road network. Workers who reside close to one another may be grouped together with similar shift patterns to increase the convenience of carpooling.

6.5.2 On-site Tool Drop-off and Storage Facility

RCC will provide on-site tool drop-off and storage facilities to enable construction workers to drop off and store their specific tools required for the Project. This will prevent the need to transport tools and equipment daily, which would result in more convenience for construction workers to travel via public transport and active transport.

6.5.3 Provision of Public Transport Information

Construction workers will be informed of the public transport facilities in the vicinity of the site during the induction. Public transport location maps and timetable information will be displayed at key locations within the work site and ensure that it is easily accessible by all construction workers.

6.6 Monitoring of Strategy

6.6.1 Community Engagement

The contact details of the site supervisor will be made available to the general public and the surrounding community for any complaints and enquiries. Complaints and non-conformances will be dealt with as they occur. Details of complaints and non-conformances shall be recorded and monitored accordingly.

6.6.2 Monitoring and Mitigation Measures

Monitoring to assess the construction workforce parking on the surrounding roads will be carried out where the surrounding road is likely to be impacted. Monitoring will confirm the following:

- No adverse impacts on the surrounding on-street parking
- Construction workers comply with the parking restrictions
- Construction workers utilise the available public transport services

When adverse impacts resulted from the construction workforce parking activities have been identified, mitigation measures will be implemented in consultation with relevant stakeholders.

These measures will be communicated to the construction workforce and reinforced through various communications, including but not limited to, toolbox talks and pre-start meetings, and documentation of corrective actions within relevant internal reports.

7 Conclusion

This CTPMSP has been prepared to document the proposed construction traffic management measures to facilitate the construction works for the Sydney Biomedical Accelerator (SBA).

The key findings of the CTPMSP can be summarised as follows:

- The construction works duration is estimated to be approximately 37 months, with construction expected to commence in May 2025.
- The construction works will be undertaken during the standard construction hours between Mondays and Saturdays, with no works to be undertaken on Sundays and public holidays.
- The construction works are anticipated to generate up to 80 truck movements per day or approximately 16 truck movements per hour. This is considered to be low volume of traffic and is not expected to have any adverse impacts on the road network.
- No adverse traffic impacts are expected from the cumulative construction traffic generation with the nearby developments.
- The peak construction workforce is expected to be up to 500 construction workers at any one time, with an average of some 250 workers.
- No construction worker parking will be provided on-site. Construction workers would be strongly encouraged to use extensive and high-frequency public transport and active transport to travel to/ from the site.
- No construction works zones are proposed as all construction works and associated loading and unloading activities will be undertaken wholly within the site. The construction site boundary will extend into Cadigal Lane to accommodate construction vehicle access.
- Two tower cranes will be required as part of the construction works.
- No adverse impacts are expected on traffic flow, pedestrian and cyclist movements, public transport services, and emergency access and local access.
- The temporary closure of the underground car park to the north of St Andrew's Oval will be required for the duration of the Project. Car parking demand will be accommodated within the nearby car parking facilities, with the demand to be continuously monitored and the University to be continuously liaised.
- A Driver Code of Conduct has been prepared and will be included as part of the site induction procedure for truck drivers to follow the nominated construction transport route, while maintaining the safety of the surrounding road users and pedestrians.

In conclusion, the proposed CTPMSP measures would adequately address the potential impacts of the construction works on the surrounding road network and road users.

Appendix A

City of Sydney CTMP Standard Requirement

APPENDIX A

The City of Sydney
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 Sydney Biomedical Accelerator Development, Western Avenue, Camperdown (SSD-55388456)

1. Details of routes to and from site and entry and exit points from site – King Street or City Road, Carillon Avenue, Western Avenue, and Parramatta Road, per Figure 3.2 of the CTMP.

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 – Missenden Road, with exception to the footbridge construction between the Sydney Biomedical Accelerator Development and the Royal Prince Alfred Hospital.

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 Unit).

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 Unit).

6. The Applicant must provide the City with details of the largest truck that will be used during the demolition, excavation and construction.
   NOTE: No dog trailers or articulated vehicles (AV) to be used (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).

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. No queuing or marshalling of trucks is 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 related 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 Co-ordinator to organise appropriate approvals for Work Zones and road closures.

13. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for partial road closures.

14. The Applicant must apply to TfNSW's 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 Regulations Unit to organise appropriate approvals for temporary driveways, cranes and barricades etc.

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

17. All Traffic Control Plans associated with the CTMP must comply with the Australian Standards and TfNSW's Traffic Control At Work Sites Guidelines.

18. Traffic Controllers are NOT to stop traffic on the public street(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 treatment to 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 BUT you must NOT stop pedestrians in anticipation i.e. **at all times the pedestrians have right-of-way on the footpath not the trucks**.

20. Physical barriers to control pedestrian or traffic movements need to be determined by the City's Construction Regulations Unit prior to commencement of work.

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

22. The Applicant must apply to the City's Building Approvals Unit to organise appropriate approvals for hoarding prior to commencement of works.

23. The CTMP is for the excavation, demolition and construction of building works, not for road works (if required) associated with the development. Any road works will require the Applicant or the contractor to separately seek approval from the City and/or TfNSW for consideration. Also WorkCover requires that Traffic Control Plans must comply with Australian Standards 1742.3 and must be prepared by a Certified Traffic Controller (under TfNSW regulations).

24. Please note that the provision of any information in this CTMP will not exempt the Applicant from correctly fulfilling all other conditions relevant to the development consent for the above site.

Appendix B

Swept Path Analysis

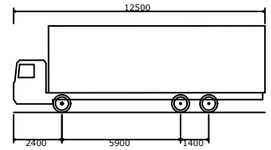
WESTERN AVENUE

CARILLON AVENUE

HRV - Heavy Rigid Vehicle

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



HRV - Heavy Rigid Vehicle

Overall Length	12500mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	417mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	SC	DC	DC	20/05/25

ttpp transport planning

PROJECT

SYDNEY BIOMEDICAL ACCELERATOR

TITLE

SWEPT PATH ANALYSIS - CARILLON AVENUE / WESTERN AVENUE
AS2890.2 12.5m HEAVY RIGID VEHICLE

DWG No. 24146CAD004
FIGURE 1

DATE STAMP 20 May 2025

PROJECT No.	SCALE	REV.
24146	1:400 @A3	A

Filename: 24146CAD004-260520-Swept Path
Date: 20 May 2025

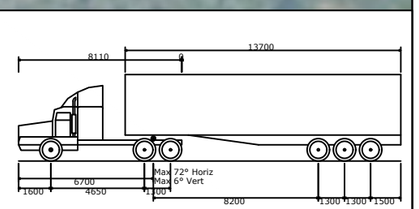
WESTERN AVENUE

CARILLON AVENUE

Prime mover and semi-trailer (19 m)

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



Prime mover and semi-trailer (19 m)

Overall Length	19000mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	540mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm

Date: 20 May 2025

Filename: 24146CAD004-260520-Swept Path

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	SC	DC	DC	20/05/25

ttpp transport planning

PROJECT

SYDNEY BIOMEDICAL ACCELERATOR

TITLE

SWEPT PATH ANALYSIS - CARILLON AVENUE / WESTERN AVENUE
AUSTROADS 2013 19m PRIME MOVER AND SEMI-TRAILER

DWG No. 24146CAD004
FIGURE 2

DATE STAMP 20 May 2025

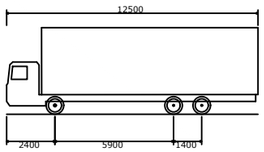
PROJECT No.	SCALE	REV.
24146	1:400 @A3	A

PARRAMATTA ROAD

WESTERN AVENUE

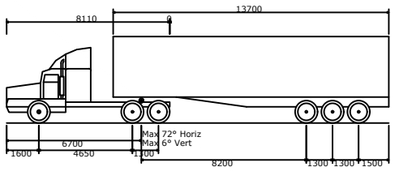
KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



HRV - Heavy Rigid Vehicle

Overall Length	12500mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	417mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm



Prime mover and semi-trailer (19 m)

Overall Length	19000mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	540mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	SC	DC	DC	20/05/25

ttpp transport planning

PROJECT

SYDNEY BIOMEDICAL ACCELERATOR

TITLE

SWEPT PATH ANALYSIS - PARRAMATTA ROAD / WESTERN AVENUE
19m PRIME MOVER AND SEMI-TRAILER & 12.5m HEAVY RIGID VEHICLE

DWG No. 24146CAD004
FIGURE 3

DATE STAMP 20 May 2025

PROJECT No.	SCALE	REV.
24146	1:400 @A3	A

Date: 20 May 2025

Filename: 24146CAD004-250520-Swept Path

VEHICLE ENTERING

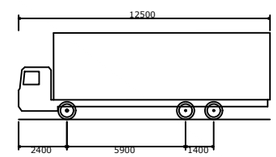
VEHICLE EXITING

VEHICLE REQUIRED TO TRAVEL ON THE OPPOSITE SIDE OF THE ROAD.

HRV - Heavy Rigid Vehicle

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



HRV - Heavy Rigid Vehicle

Overall Length	12500mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	417mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	SC	DC	DC	20/05/25

ttpp transport planning

PROJECT

SYDNEY BIOMEDICAL ACCELERATOR

TITLE

SWEPT PATH ANALYSIS - CADIGAL LANE / WESTERN AVENUE (SITE ACCESS) - EARLY WORKS
AS2890.2 12.5m HEAVY RIGID VEHICLE

DWG No. 24146CAD004 FIGURE 4

DATE STAMP 20 May 2025

PROJECT No.	SCALE	REV.
24146	1:250 @A3	A

Filename: 24146CAD004-250520-Swept Path
Date: 20 May 2025

VEHICLE ENTERING

VEHICLE EXITING

VEHICLE REQUIRED TO TRAVEL ON
THE OPPOSITE SIDE OF THE ROAD.

Truck and Dog Trailer 19m

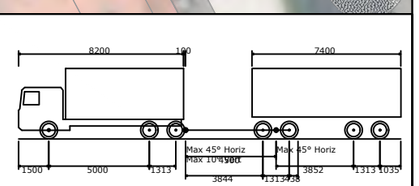
SUSAN WAKIL HEALTH BUILDING

WESTERN AVE

CADIGAL LANE

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



Truck and Dog Trailer 19m

Overall Length	19000mm
Overall Width	2500mm
Overall Body Height	3500mm
Min Body Ground Clearance	427mm
Track Width	2500mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12500mm

Date: 20 May 2025

Filename: 24146CAD004-250520-Swept Path

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	SC	DC	DC	20/05/25

ttpp transport planning

PROJECT

SYDNEY BIOMEDICAL ACCELERATOR

TITLE

SWEPT PATH ANALYSIS - CADIGAL LANE / WESTERN AVENUE (SITE ACCESS)
AUSTROADS 2013 19m TRUCK AND DOG TRAILER

DWG No. 24146CAD004
FIGURE 5

DATE STAMP
20 May 2025

PROJECT No.	SCALE	REV.
24146	1:250 @A3	A

VEHICLE ENTERING

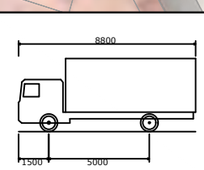
VEHICLE EXITING

VEHICLE REQUIRED TO TRAVEL ON THE OPPOSITE SIDE OF THE ROAD.

MRV - Medium Rigid Vehicle

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



MRV - Medium Rigid Vehicle

Overall Length	8800mm
Overall Width	2500mm
Overall Body Height	3633mm
Min Body Ground Clearance	428mm
Track Width	2500mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10000mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	SC	DC	DC	20/05/25

ttpp transport planning

PROJECT

SYDNEY BIOMEDICAL ACCELERATOR

TITLE

SWEPT PATH ANALYSIS - CADIGAL LANE / WESTERN AVENUE (SITE ACCESS) - EARLY WORKS
AS2890.2 8.8m MEDIUM RIGID VEHICLE

DWG No. 24146CAD004
FIGURE 6

DATE STAMP 20 May 2025

PROJECT No.	SCALE	REV.
24146	1:250 @A3	A

Date: 20 May 2025

Filename: 24146CAD004-250520-Swept Path

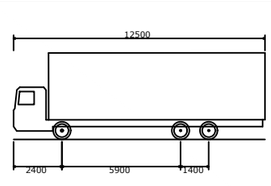
VEHICLE ENTERING

VEHICLE EXITING

VEHICLE REQUIRES AT LEAST 4 MOVEMENTS
IF MANOUEVRES ARE ONLY ALLOWED
WITHIN THE WORKS AND DELIVERY ZONE

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



HRV - Heavy Rigid Vehicle

Overall Length	12500mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	417mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	SC	DC	DC	20/05/25

ttpp transport planning

PROJECT

SYDNEY BIOMEDICAL ACCELERATOR

TITLE

SWEPT PATH ANALYSIS - CARILLON AVENUE / WESTERN AVENUE (SITE ACCESS) - AFTER LEVEL 2
AS2890.2 12.5m HEAVY RIGID VEHICLE

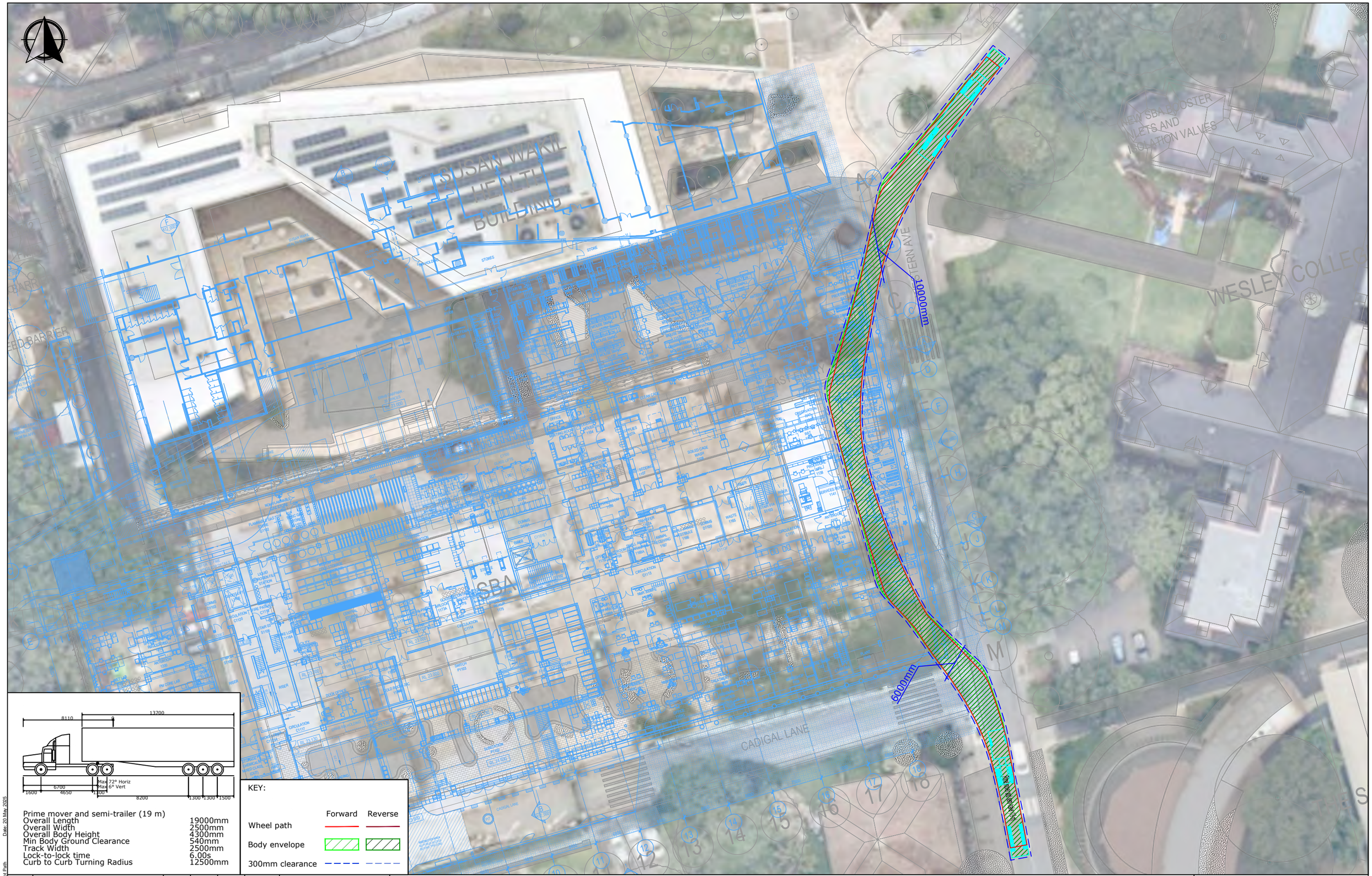
DWG No. 24146CAD004
FIGURE 7

DATE STAMP 20 May 2025

PROJECT No. 24146 | SCALE 1:400 @A3 | REV. A

Date: 20 May 2025

Filename: 24146CAD004-250520-Swept Path



Prime mover and semi-trailer (19 m)

Overall Length	19000mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	540mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	SC	DC	DC	20/05/25

ttpp transport planning

PROJECT

SYDNEY BIOMEDICAL ACCELERATOR

TITLE

SWEPT PATH ANALYSIS - CARILLON AVENUE / WESTERN AVENUE (SITE ACCESS) - AFTER LEVEL 2
AUSTROADS 2013 19m PRIME MOVER AND SEMI-TRAILER

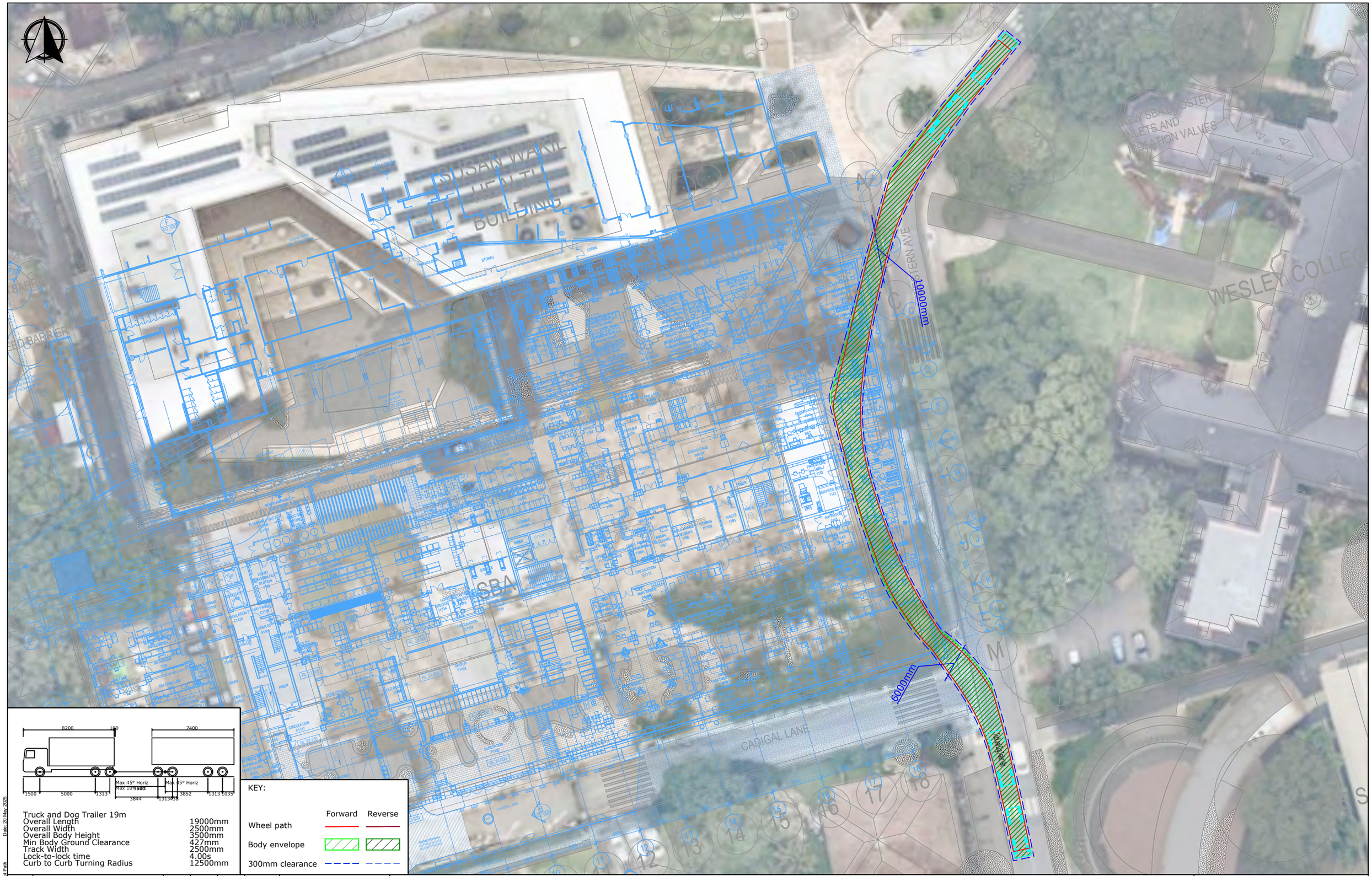
DWG No. 24146CAD004
FIGURE 8

DATE STAMP 20 May 2025

PROJECT No. 24146 | SCALE 1:500 @A3 | REV. A

Date: 20 May 2025

Filename: 24146CAD004-250520-Swept Path



Truck and Dog Trailer 19m

Overall Length	19000mm
Overall Width	2500mm
Overall Body Height	3500mm
Min Body Ground Clearance	427mm
Track Width	2500mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12500mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	SC	DC	DC	20/05/25

ttpp transport planning

PROJECT

SYDNEY BIOMEDICAL ACCELERATOR

TITLE

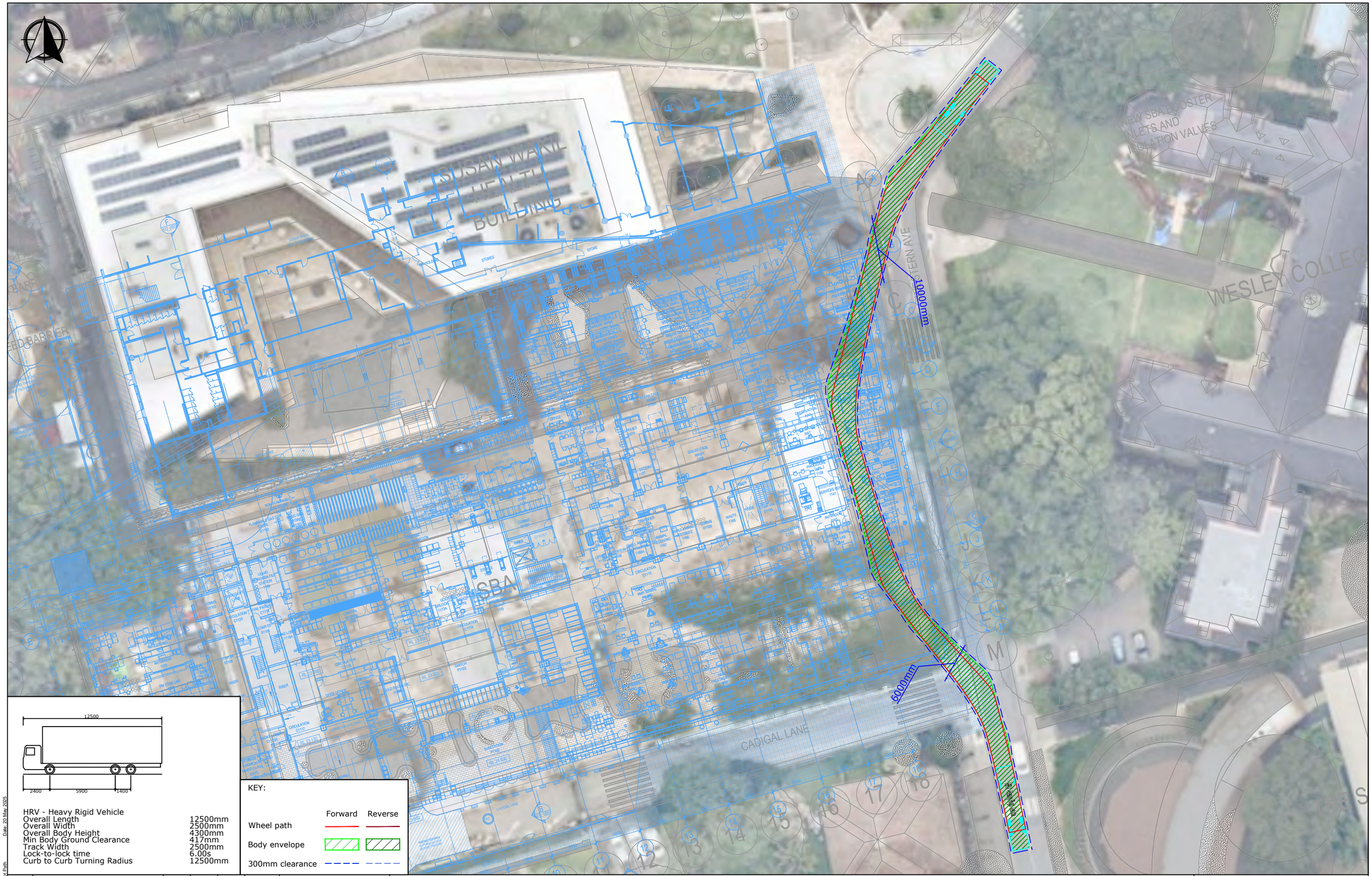
SWEPT PATH ANALYSIS - CARILLON AVENUE / WESTERN AVENUE (SITE ACCESS) - AFTER LEVEL 2
AUSTROADS 2013 19M TRUCK AND DOG TRAILER

DWG No. 24146CAD004
FIGURE 9

DATE STAMP 20 May 2025

PROJECT No. 24146 | SCALE 1:500 @A3 | REV. A

Filename: 24146CAD004-250520-Swept Path
Date: 20 May 2025



HRV - Heavy Rigid Vehicle

Overall Length	12500mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	417mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	SC	DC	DC	20/05/25

ttpp transport planning

PROJECT

SYDNEY BIOMEDICAL ACCELERATOR

TITLE

SWEPT PATH ANALYSIS - CARILLON AVENUE / WESTERN AVENUE (SITE ACCESS) - AFTER LEVEL 2
AS2890.2 12.5m HEAVY RIGID VEHICLE

DWG No.	24146CAD004 FIGURE 10
DATE STAMP	20 May 2025
PROJECT No.	24146
SCALE	1:500 @A3
REV.	A

Filename: 24146CAD004-250520-Swept Path
Date: 20 May 2025

Appendix C

Traffic Guidance Scheme

'BE TRUCK AWARE' WARNING PAVEMENT MARKING BE INSTALLED ALONG THE FOOTPATH ON APPROACH TO THE KERB RAMP IN THE FORM OF DECALS APPLIED TO THE PAVEMENT.

TRAFFIC MANAGEMENT NOTES:

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. ALL SIGNS TO BE MINIMUM SIZE A.
4. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
5. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
6. ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE TFNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6.1 (2022) AND AUSTRALIAN STANDARDS AS1742.3:2019 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
7. THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "APPLY TRAFFIC CONTROL PLANS" (YELLOW TICKET) AND THE TFNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
8. IT IS THE SITE FOREMAN'S RESPONSIBILITY TO ENSURE THE FOLLOWING:
   - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
   - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES
   - PEDESTRIAN ACCESS AROUND THE WORK AREA TO BE MAINTAINED AT ALL TIMES.
   - AT ALL TIMES UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE
   - IF THERE IS NO DESIGNATED SITE FOREMAN, THE RESPONSIBILITY SHALL FALL ON THE CONTRACTOR OF WORKS
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11. ALL CONSTRUCTION VEHICLE ACTIVITY SHOULD BE MINIMISED, WHERE POSSIBLE, DURING PEAK PERIODS.
12. TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS TO BE COVERED OR REMOVED WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE.
13. ROAD WORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
14. NO TRUCK QUEUING OR PARKING WILL BE PERMITTED IN ANY PUBLIC ROAD OUTSIDE THE PROPOSED WORKS ZONE.
15. VEHICLES ALREADY ON THE ROAD WILL HAVE A RIGHT OF WAY. AS SUCH EVERY VEHICLE LEAVING THE SITE MUST WAIT UNTIL A SUITABLE GAP IN TRAFFIC ALLOWS THEM TO EXIT UNDER THE DIRECTION OF QUALIFIED TRAFFIC AND PEDESTRIAN CONTROLLER.
16. PEDESTRIANS WILL ONLY BE HELD FOR SHORT TIME TO ALLOW TRUCKS TO ENTER AND EXIT FROM THE SITE. PEDESTRIANS HAVE THE RIGHT OF WAY ON THE FOOTPATH AND WILL NOT BE STOPPED IN ANTICIPATION.
17. ADJOINING PROPERTIES AND SIDE ROADS WILL NOT BE AFFECTED BY THE WORKS.
18. THE LIGHTING LEVELS BENEATH THE HOARDING ALONG THE CENTRE-LINE WILL PROVIDE AN ILLUMINATION OF NO LESS THAN 30 LUX AVERAGE WITH A MINIMUM AT ANY POINT OF 10 LUX. SEPARATE APPLICATION WILL BE MADE FOR HOARDING.

WESTERN AVENUE

W8-207 100 m ON LEFT
T2-25
T2-25
50m
50m
CARILLON AVENUE
CARILLON AVENUE
50m
50m
T2-25
T2-25
W8-207 100 m ON RIGHT

KEY
- SUBJECT SITE
- SITE ACCESS
- SIGNPOST
- TRAFFIC CONTROLLER
- SITE PERSONNEL

APPROVER
THE UNDERSIGNED HAS OBTAINED THE SAFEWORK NSW "TRAFFIC CONTROL WORK TRAINING CARD" CERTIFICATION.

CERTIFICATE NO: TCT0021456
DORA CHOI

DESIGNER
THE UNDERSIGNED HAS OBTAINED THE SAFEWORK NSW "TRAFFIC CONTROL WORK TRAINING CARD" CERTIFICATION.

CERTIFICATE NO: TCT1036876
SOKAN CHHOUN

Date: 23 May 2025

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	SC	DC	DC	23/05/25

ttpp transport planning

PROJECT: SYDNEY BIOMEDICAL ACCELERATOR

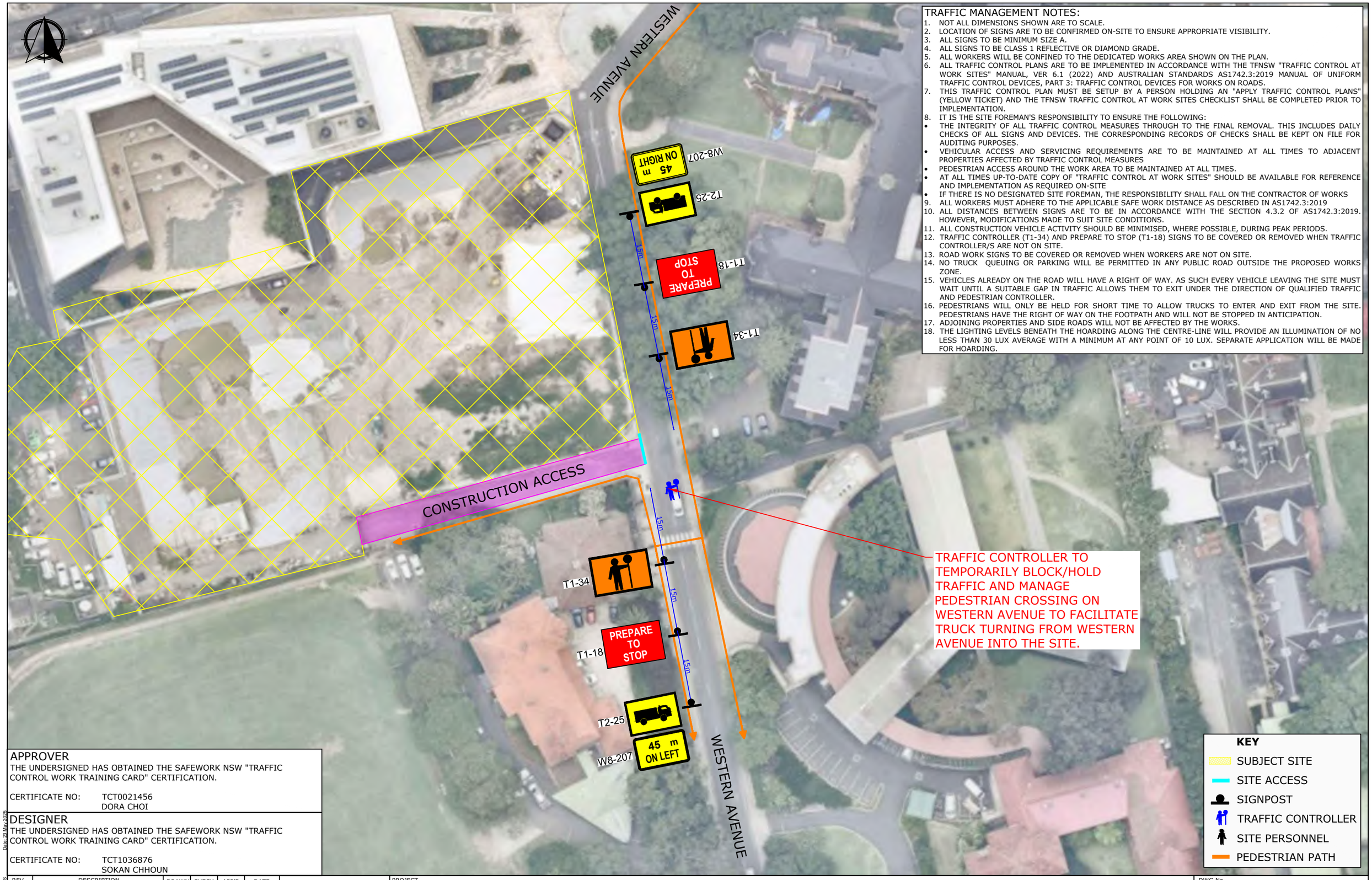
TITLE: TRAFFIC GUIDANCE SCHEME (ALL STAGES)
CARILLON AVENUE / WESTERN AVENUE

DWG No. 24146CAD005
FIGURE 1

DATE STAMP 23 May 2025

PROJECT No. 24146 | SCALE 1:700 @A3 | REV. A

Filename: 24146CAD005-250523.TGS



TRAFFIC MANAGEMENT NOTES:

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2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
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APPROVER

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CERTIFICATE NO: TCT0021456
DORA CHOI

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SOKAN CHHOUN

Date: 23 May 2025

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	SC	DC	DC	23/05/25

Filename: 24146CAD005-250523-TGS

ttpp transport planning

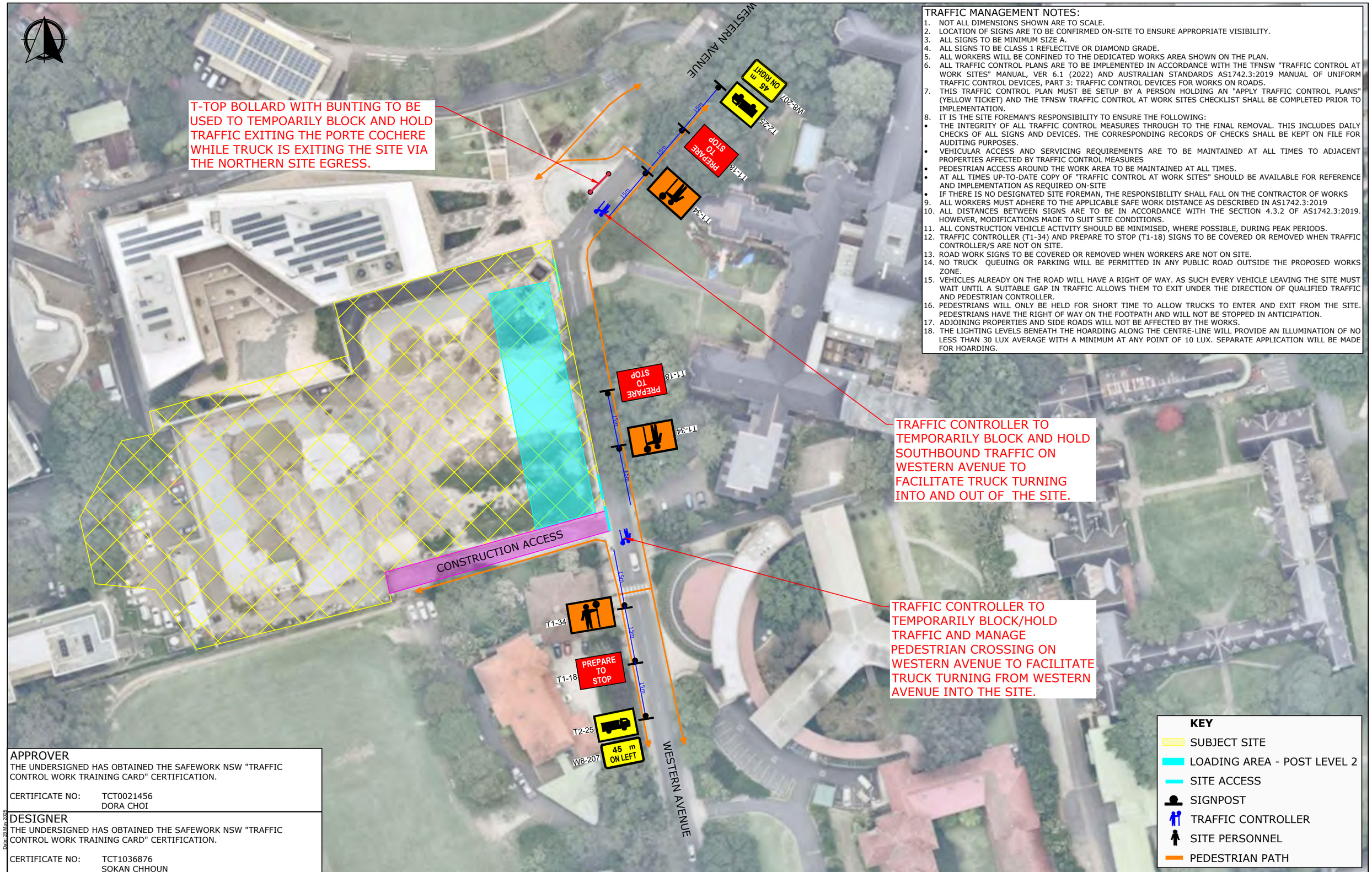
PROJECT: SYDNEY BIOMEDICAL ACCELERATOR

TITLE: TRAFFIC GUIDANCE SCHEME (EARLY WORKS)
SITE ACCESS / WESTERN AVENUE

DWG No. 24146CAD005
FIGURE 2

DATE STAMP: 23 May 2025

PROJECT No.	SCALE	REV.
24146	1:700 @A3	A



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17. ADJOINING PROPERTIES AND SIDE ROADS WILL NOT BE AFFECTED BY THE WORKS.
18. THE LIGHTING LEVELS BENEATH THE HOARDING ALONG THE CENTRE-LINE WILL PROVIDE AN ILLUMINATION OF NO LESS THAN 30 LUX AVERAGE WITH A MINIMUM AT ANY POINT OF 10 LUX. SEPARATE APPLICATION WILL BE MADE FOR HOARDING.

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REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	SC	DC	DC	23/05/25

ttpp transport planning

PROJECT
SYDNEY BIOMEDICAL ACCELERATOR

TITLE
TRAFFIC GUIDANCE SCHEME (AFTER LEVEL 2)
SITE ACCESS / WESTERN AVENUE

DWG No. 24146CAD005
FIGURE 3

DATE STAMP 23 May 2025

PROJECT No. 24146 | SCALE 1:900 @A3 | REV. A

Date: 23 May 2025
Filename: 24146-CAD05-250523.TGS

TRAFFIC MANAGEMENT NOTES:

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ROSS STREET

PARRAMATTA ROAD

WESTERN AVENUE

W8-5 30 m
T2-25
T2-25
60m
T2-25
W8-207 120 m ON RIGHT
T2-25
60m
T2-25
60m
T2-25
W8-207 120 m ON LEFT

KEY

- SUBJECT SITE
- SITE ACCESS
- SIGNPOST
- TRAFFIC CONTROLLER
- SITE PERSONNEL

APPROVER

THE UNDERSIGNED HAS OBTAINED THE SAFEWORK NSW "TRAFFIC CONTROL WORK TRAINING CARD" CERTIFICATION.

CERTIFICATE NO: TCT0021456
DORA CHOI

DESIGNER

THE UNDERSIGNED HAS OBTAINED THE SAFEWORK NSW "TRAFFIC CONTROL WORK TRAINING CARD" CERTIFICATION.

CERTIFICATE NO: TCT1036876
SOKAN CHHOUN

Date: 23 May 2025

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	SC	DC	DC	23/05/25

ttpp transport planning

Filename: 24146CAD005-250523-TGS

PROJECT: SYDNEY BIOMEDICAL ACCELERATOR

TITLE: TRAFFIC GUIDANCE SCHEME (ALL STAGES)
PARRAMATTA ROAD / WESTERN AVENUE

DWG No. 24146CAD005 FIGURE 4

DATE STAMP 23 May 2025

PROJECT No.	SCALE	REV.
24146	1:1000 @A3	A

Appendix D

Driver Code of Conduct

Driver Code of Conduct

This document sets out the requirements for all employees and contractors to Richard Crookes Constructions.

DECLARATION

I, the undersigned, hereby agree to abide by Richard Crookes Constructions's Driver Code of Conduct for the transportation of construction materials to/ from the Sydney Biomedical Accelerator construction site in a safe manner.

I have read and understand the requirements outlined in the Code and will, to the best of my ability, comply and assist with their implementation, requirements and ongoing administration.

Driver

Full Name: _____

Organisation: _____

Signature: _____

Date: _____

General Requirements

The Driver Code of Conduct would be distributed to all contractors and sub-contractors with fleet accessing the site prior to the commencement of works. The Code would be provided to each driver to read and sign to confirm they have understood and pledge to follow the haulage instructions. Once completed, a copy of the signed Code would be supplied by the and contractor or sub-contractor to Richard Crookes Constructions for record keeping.

Heavy vehicle drivers hauling to and from the subject site must:

- Have read and signed the Driver Code of Conduct (this document) prior to entry to the site;
- Hold a valid driver's license for the class of vehicle that is being operated;
- Operate the vehicle in a safe manner within the site and on public road network;
- Comply with the direction of authorised site personnel when on site;
- All drivers are to use seat belts when driving; and
- All drivers are to drive in compliance with the sign posted speed limit, both on public roads and within the site.

Site Access

All access to the construction site is to be via Western Avenue, before turning left onto Cadigal Lane and the construction site. Signage would be installed along the university internal roads and Carillon Avenue to inform trucks drivers of the travel direction to access the construction site. Queuing on the surrounding local roads shall be avoided, where practical.

Heavy Vehicle Haulage Routes

All heavy vehicle drivers must adhere to the designated truck routes to/ from the site as follows and as shown in Figure A1. The heavy vehicle routes have been developed to provide the shortest travel distance to / from the arterial road network, while minimising the impacts of construction traffic on local roads within the vicinity of the site.

Arrival route

- From North and East: Trucks will approach the site from City Road, turn right into Carillon Avenue, turn right into Western Avenue, and turn left into the site.
- From West and South: Trucks will approach the site from King Street, turn left into Carillon Avenue, turn right into Western Avenue, and turn left into the site.

Departure route

- To North and East: Turn left from the site into Western Avenue, continue on Western Avenue through the campus, turn right into Parramatta Road.
- To South and West: Turn left from the site into Western Avenue, continue on Western Avenue through the campus, turn left into Parramatta Road.

Figure A1: Construction Vehicle Routes

Heavy Vehicle Speed

Truck drivers must comply with the Australian Road Rules while travelling along public roads. Drivers are to observe the posted speed limits, and adjust speed appropriately to suit the road and weather conditions at the time.

Speed limits on route to the site from areas surrounding the site vary between 10km/hr (shared zone along Western Avenue) up to 60km/hr on Parramatta Road. The maximum speed that a vehicle must travel is the signposted speed. Warning signs indicating a reduction in speed ahead must also be obeyed. These signs are shown below.

NSW Road Speed Limit Signs

Speed Reduction Ahead Warning Sign

Heavy Vehicle Driver Fatigue

The heavy vehicle driver fatigues law commenced in NSW in 2008 and applies to trucks and truck combinations over 12 tonnes GVM (however, Ministerial Exemption Notices may apply).

Under the law, industry has the choice of operating under three fatigue management schemes, namely:

1. Standard Hours of Operation
2. Basic Fatigue Management (BFM)
3. Advanced Fatigue management (AFM).

All heavy vehicle drivers associated with the construction works at the subject site must be aware of their adopted fatigue management scheme and operate within its requirements.

Heavy Vehicle Compression Braking

Compression braking/ engine braking is not permitted within the vicinity of the site. This includes internal to the University campus and on the surrounding road network.

Heavy Vehicle Noise

Permitted times of construction works at the work site are as follows:

- Monday to Friday: 7.00am to 6.00pm
- Saturday: 8.00am to 1.00pm.
- Sunday and public holidays – no construction works permitted.

Load Covering

All loaded trucks arriving at and departing from the construction site are required to have an effective cover over their load for the duration of the journey, except loads carrying metals (steel reinforcement, heavy steel, etc.).

The load cover may be removed only upon arrival at the destination (i.e. at the site). Care must be taken to ensure that all loose debris from vehicles and wheels is removed before exiting the site.

Site management is to monitor loose material on the side of the haul route and take appropriate actions regularly.

Other Safety Considerations Along the Haul Route

Heavy vehicle drivers should be aware of the following:

- Concealed driveways – drivers are to drive with caution around any signed concealed driveways
- Wet weather safety – drivers should adjust their driving speed to suit weather conditions at the time.
- Other road users – drivers should stay alert of other vehicle drivers, motorcyclists, cyclists and pedestrians whilst driving to/ from the site.

Parking

Truck drivers are not permitted to park on Western Avenue or the surrounding local roads at any time. All construction personnel are to park within the dedicated loading areas available within the construction site.

Appendix E

Consultation

Dora Choi

From: Joshua Faull <jfaull@cityofsydney.nsw.gov.au>
Sent: Friday, 4 April 2025 4:54 PM
To: Joe Amodeo
Cc: Cameron Smith; Dane Lalic; Peter Furlong; Ian Cunliffe
Subject: RE: 1330 SBA - Proposed Traffic Management

Left or right out at the lights is fine. You can also go straight down Ross St as this Rd is also controlled by TfNSW.

I assume you need to submit the CTMP to TfNSW for comment, if so then development.CTMP.CJP@transport.nsw.gov.au is the place to send them.

Joshua Faull
Construction Liaison Coordinator
Construction & Building Certification Services

Telephone: +612 9265 9767
Mobile: +61 448 488 384
cityofsydney.nsw.gov.au

The City of Sydney acknowledges the Gadigal of the Eora nation as the Traditional Custodians of our local area.

From: Joe Amodeo <AmodeoJ@richardcrookes.com.au>
Sent: Friday, 4 April 2025 4:29 PM
To: Joshua Faull <jfaull@cityofsydney.nsw.gov.au>
Cc: Cameron Smith <smithc@richardcrookes.com.au>; Dane Lalic <lalicd@richardcrookes.com.au>; Peter Furlong <furlongp@richardcrookes.com.au>; Ian Cunliffe <CunliffeI@richardcrookes.com.au>
Subject: RE: 1330 SBA - Proposed Traffic Management

Hi Josh

Appreciate the feedback especially for a Friday arvo!

That's fine about Missenden Road, completely get it, I walked up there the other day and it busy to say the least! That mark up was from out tender but was good for context. I assume you have no issues with them turning left or right out of University at Parramatta Road? We won't be letting them go straight into glebe because that would be a disaster.

Can you help too with the details of the best person to speak with at TfNSW regarding this as we need to speak to them too.

Cheers and enjoy the weekend.

Joe Amodeo, Senior Project Manager

RICHARD CROOKES
CONSTRUCTIONS

0402 817 008 | 02 9902 4700 | Level 14, 558 Pacific Highway St Leonards NSW 2065

Please consider the environment before printing this email.

From: Joshua Faull <jfaull@cityofsydney.nsw.gov.au>
Sent: Friday, April 4, 2025 4:11 PM
To: Joe Amodeo <AmodeoJ@richardcrookes.com.au>
Cc: Cameron Smith <smithc@richardcrookes.com.au>; Dane Lalic <lalicd@richardcrookes.com.au>
Subject: RE: 1330 SBA - Proposed Traffic Management

Hi Joe,

I would not be looking to allow your trucks coming down Missenden Rd, I would send them all to City Rd to come back onto Carillon Ave and turn right into the site.

Missenden Rd is already at capacity and with CPB at the hospital its even worse.

Joshua Faull
Construction Liaison Coordinator
Construction & Building Certification Services

Telephone: +612 9265 9767
Mobile: +61 448 488 384
cityofsydney.nsw.gov.au

The City of Sydney acknowledges the Gadigal of the
Eora nation as the Traditional Custodians of our local area.

From: Joe Amodeo <AmodeoJ@richardcrookes.com.au>
Sent: Tuesday, 1 April 2025 3:33 PM
To: Joshua Faull <jfaull@cityofsydney.nsw.gov.au>
Cc: Cameron Smith <smithc@richardcrookes.com.au>; Dane Lalic <lalicd@richardcrookes.com.au>
Subject: 1330 SBA - Proposed Traffic Management

Hi Josh

In preparation for our meeting, we wanted to discuss the access to the campus. We currently have proposed to enter the Campus via Western Ave off Carillion Ave and exiting the site via Western Ave onto Parramatta (refer to the attached).

We are seeking endorsement from the CoS on this approach to allow the project CTMP to be completed as well as the subsequent application made to TfNSW for the project to satisfy the DA condition for the first CC for the project.

I'll update the invite too.

Joe Amodeo, Senior Project Manager

RICHARD CROOKES
CONSTRUCTIONS

0402 817 008 | 02 9902 4700 | Level 14, 558 Pacific Highway St Leonards NSW 2065

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Sokan Chhoun

From: Cameron Smith
Sent: Tuesday, 27 May 2025 1:56 PM
To: Development CTMP CJP
Cc: Joe Amodeo; Madison Barrie
Subject: RE: Sydney Biomedical Accelerator - CTMP Consultation
Attachments: 24146-R01V04-250523-CTMP (2).pdf

Hi Maryam,

Following on from the below, please see attached final CTMP for the project which captures the traffic route / maximum vehicle sizes as discussed. If you have any queries / concerns please let me know.

Regards,

Cameron Smith, Senior Project Engineer

RICHARD CROOKES
CONSTRUCTIONS

0422 065 591 | 02 9902 4700 | Level 14, 558 Pacific Highway St Leonards NSW 2065

From: Cameron Smith
Sent: Wednesday, 16 April 2025 11:03 AM
To: 'Development CTMP CJP' <development.CTMP.CJP@transport.nsw.gov.au>
Cc: Joe Amodeo <AmodeoJ@richardcrookes.com.au>; Juan Pablo Castaner <castanerj@richardcrookes.com.au>; Madison Barrie <barriem@richardcrookes.com.au>
Subject: RE: Sydney Biomedical Accelerator - CTMP Consultation

Hi Maryam,

The following type / size of construction vehicles are proposed to use this route:

- 12.5m HRV, 19m Truck & Dog, and 8.8m MRV
- Semi's – by exception / approval, for specific construction related activities

Regards,

Cameron Smith, Senior Project Engineer

RICHARD CROOKES
CONSTRUCTIONS

0422 065 591 | 02 9902 4700 | Level 14, 558 Pacific Highway St Leonards NSW 2065

Please consider the environment before printing this email.

From: Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>
Sent: Tuesday, 15 April 2025 1:25 PM
To: Cameron Smith <smithc@richardcrookes.com.au>
Cc: Joe Amodeo <AmodeoJ@richardcrookes.com.au>; Juan Pablo Castaner <castanerj@richardcrookes.com.au>; Madison Barrie <barriem@richardcrookes.com.au>; Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>
Subject: RE: Sydney Biomedical Accelerator - CTMP Consultation

Hi Cameron,

Could you please provide more information in relation to what type/size of construction vehicles are proposing to use this route.

Regards,

Maryam Yadak
Precinct Manager
Operations Planning
Coordinator-General Division
Transport for NSW

M 0437575239 | **E** maryam.yadak@transport.nsw.gov.au
transport.nsw.gov.au

NSW GOVERNMENT
Transport for NSW

(optional) I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

Please consider the environment before printing this email.

OFFICIAL

From: Cameron Smith <smithc@richardcrookes.com.au>
Sent: Tuesday, 8 April 2025 2:56 PM
To: Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>
Cc: Joe Amodeo <AmodeoJ@richardcrookes.com.au>; Juan Pablo Castaner <castanerj@richardcrookes.com.au>; Madison Barrie <barriem@richardcrookes.com.au>
Subject: Sydney Biomedical Accelerator - CTMP Consultation

Good afternoon,

Just contacting you regarding the proposed construction traffic routes for the Sydney Biomedical Accelerator project at the University of Sydney. The attached egress paths have been developed in consultation with Joshua Faull from the City of Sydney Council. To assist with finalisation of the project's CTMP, we are seeing consultation with TfNSW to review the proposed routes and provide comment as to whether the proposal is acceptable. Annotated access arrangements as follows:

- Proposed to enter the Campus via Western Ave off Carillion Ave. CoS direction to avoid Missenden Rd as it is currently at capacity
- RCC intend to exit the site via Western Ave onto Parramatta Rd, turning either left, right or straight

If you require any clarification regarding the above / attached please advise, I look forward to hearing from you.

Regards,

Cameron Smith, Senior Project Engineer

RICHARD CROOKES
CONSTRUCTIONS

0422 065 591 | 02 9902 4700 | Level 14, 558 Pacific Highway St Leonards NSW 2065

The Transport Planning Partnership
Suite 402 Level 4, 22 Atchison Street
St Leonards NSW 2065

P.O. Box 237
St Leonards NSW 1590

02 8437 7800

info@ttpp.net.au

www.ttpp.net.au