

Preliminary Construction Traffic Management Plan

Campbelltown Arts Centre Expansion SSDA

State Significant Development No. 74509208

Prepared for Campbelltown City Council

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Section 1 Introduction

1.1 Overview

This Preliminary Construction Traffic Management Plan (CTMP) prepared by TTW on behalf of Campbelltown City Council is submitted to the Department of Planning, Housing and Infrastructure (DPHI) in support of a State Significant Development Application (SSDA) for the expansion of the existing Campbelltown Arts Centre (CAC) on land at 1 Art Gallery Road, Campbelltown (the site).

This SSDA seeks approval for:

- Demolition of parts of the existing buildings and structures on site.
- Expansion and redesign of the existing CAC, including the following elements:
 - Reorientation of the building towards Queen Street in the north to create a more substantial, welcoming and visible connection to the City Centre.
 - Addition of a new 350 seat theatre with back of house facilities.
 - Providing rehearsal spaces, creative and educational workshop areas, and community facilities.
 - Provision of ancillary artists' residences.
 - Provision of commercial spaces including a café/restaurant, retail shop, and conference facilities.
 - Provision of expanded gallery spaces for the exhibition of artists' collections and dedicated storage for loaned artworks and collections.
- Landscaping works including provision of feature planting and paving.
- Expansion and reconfiguration of at grade car parking.
- Extension and augmentation of services and infrastructure as required.

For a further detailed project description, please refer to the Environmental Impact Statement prepared by Colliers Urban Planning, the Architectural Drawings prepared by fjcstudio, and the other accompanying technical documents that form part of the State Significant Development Application.

1.2 Relevant SEARs to this Report

This Preliminary CTMP has been prepared in response to the Secretary's Environmental Assessment Requirements (SEARs) for the proposed development dated 7 August 2024 for SSD-74509208. Specifically, this report has been prepared to respond to those SEARs outlined in Table 1 below.

Table 1: Response to SEARs

Issue and Assessment Requirements	Section Reference
<i>Provide a Construction Traffic Management Plan detailing:</i>	
Predicted construction vehicle routes, access and parking arrangements	Construction Overview – Section 2
Coordination with other construction occurring in the area, and	Neighbouring Construction – Section 6.1
How impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.	Construction Impacts – Section 5

This CTMP prepared for the SSDA however is considered preliminary in nature and would be finalised post-approval as a condition of consent. This document should also be read in conjunction with the Transport and Accessibility Impact Assessment (TAIA) prepared for the SSDA.

1.3 Site Description

The site is located at 1 Art Gallery Road, Campbelltown and is legally identified as Lot 500 DP777387, Lot B DP157318, Lot 1 DP1038779, Lot 2 DP259807 and Lot 3 DP259807, as illustrated in the Site Aerial at Figure 1. It is situated within the Campbelltown local government area (LGA) immediately southwest of the Campbelltown City Centre and railway station. The existing development on site consists of the current Campbelltown Arts Centre, characterised by a double storey-built form with open space and an at-grade carpark.

The site is bounded by Art Gallery Road to the west, Narellan Road to the south, Oxley Street to the east and Camden Road to the north. The northern part of the site is separated from the southern portion by Art Gallery Road as shown in Figure 1. The site comprises a total site area of approximately 18,877 m².



Figure 1: Site Location
Source: Nearmap / Colliers Urban Planning

The CAC is located approximately 1.5 km west of the Campbelltown CBD and is located within approximately a 20-minute walk to both the Campbelltown and Macarthur Train Station.

Section 2 Construction Overview

Until the appointment of a contractor and the development of a detailed construction methodology, few details are known about the precise nature of construction works, and construction vehicle movements required to service this site. However, preliminary estimates can be made based on the site constraints, existing connections, and proposed new works. Once a contractor is appointed in future, and a construction methodology is developed, these details will be further refined and published in an updated CTMP.

2.1 Construction Access – Art Gallery Road (Development Frontage)

2.1.1 Art Gallery Road (Development Frontage)

The development frontage of Art Gallery Road is deemed as the most appropriate access point for construction traffic. Utilisation of this frontage would ensure sufficient manoeuvring space for construction traffic, while minimising any impacts on the day-to-day traffic operations along Art Gallery Road. Notably, the indented section of the road, which is expected to be closed off from public use, could provide opportunities for the set-down of construction trucks.

However, note that the above would still be subject to detailed swept path analysis, and require the relevant consultation with and approval from the relevant authorities.

2.1.2 Oxley Street

The Oxley Street frontage is currently vegetated, with permanent crash barrier installed. Hence, utilising such road for construction access may pose challenges, as it may not provide adequate truck turning space for construction-related activities. Furthermore, given the predominantly high traffic volume along the road, and a speed limit of 60 km/hr, any truck access through the frontage could severely disrupt the active traffic flow.

Nonetheless, subject to specific times or the relevant management measures, access from Oxley Street may be required. However, this would be subject to separate approval from TfNSW and would require detailed consultation.

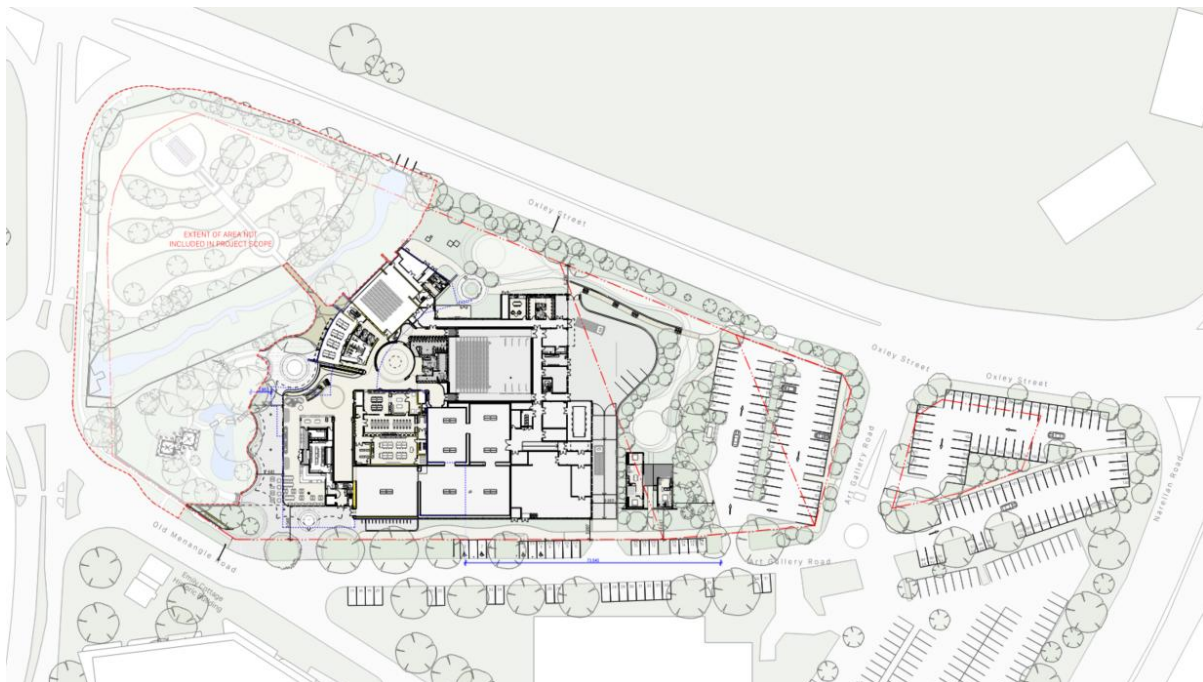


Figure 2: Proposed Site Plan

Source: fjcstudio

2.2 Construction Workforce

2.2.1 Workforce Numbers

To understand the anticipated number of construction workers on-site, a comparison between similar developments has been completed below in Table 2.

Table 2: Projected Typical and Peak Workforce Numbers at Similar Construction Site

Project	GFA (m ²)	Typical Daily Workforce #	Peak Daily Workforce #
Commercial Facility, St Marys	5,500	6 – 8	20
WSU Centre of Excellence	6,000	12 – 15	30
Mixed-use Development, Fairfield	10,990	40 – 80	126
Cultural Facility in Central Sydney	6,500	–	35
Campbelltown Arts Centre	7,670	20 – 40	50

Based on similar projects as listed in Table 2, it is estimated that there will be a maximum workforce of 50 staff, with an average of approximately 20 – 40 construction workers.

2.2.2 Worker Parking

Worker parking arrangement at this stage is yet to be confirmed, subject to the appointment of a contractor, and the development of a construction methodology.

As documented in section 2.8.1 of the TAIA, the CAC on-site parking facilities, which provides a total of 95 parking spaces, are generally utilised by CAC staff and visitors. As the arts centre will not be in operation during the construction period, the existing CAC carparks may be utilised to accommodate staff parking.

Preliminary investigation, which can be further supported by section 2.7.1 of the TAIA, have also shown that the site is well-served by a substantial supply of both timed and unrestricted parking within 400 m, which could provide further opportunities for working parking. However, all of the above will be subject to further analysis and consultation with Campbelltown City Council.

Travelling by private vehicles is discouraged, workers are strongly encouraged to utilise alternatives such as public transport or active travel modes where possible. As detailed in Section 2.6 of the TAIA, the CAC is located in the metropolitan area within the Campbelltown LGA, with train stations and bus services nearby the site.

Section 3 Construction Vehicle

3.1 Construction Vehicle Types

The most common vehicle types are expected to range from Medium to Heavy Rigid Vehicles, or around 8 – 12.5 metres in length.

Semi-trailers (up to 20 metres long), may also be used from time to time. Oversized special-purpose vehicles, subject to special approval, may also be required for activities such as the installation or removal of tower cranes. Detailed swept path analysis for large / oversized trucks will be performed and be included in the detailed CTMP to ensure sufficient manoeuvring space in the vicinity.

3.2 Construction Vehicle Volumes

It is assumed that the average volume of construction vehicle traffic to and from the site would be consistent with other projects similar in Gross Floor Area (GFA). Sample data from other projects is provided in Table 3 below. However, this information is provided for reference only, more accurate data would be provided by the appointed contractor prior to commencement of construction.

Table 3: Projected Construction Vehicle Volumes

Project	GFA (m ²)	Peak # of Trucks per day	Typical # of Trucks per day
Commercial Facility in St Marys	5,500	8	4
WSU Centre of Excellence	6,000	13 – 15	9 – 10
Mixed-use Development, Fairfield	10,990	10 – 12	5 – 10
Cultural Facility in Central Sydney	6,500	22	14
Campbelltown Arts Centre	7,670	20 – 30	10 – 15

Thus, with a GFA of 7,670 m², it is estimated that this project will generate approximately **20 – 30** trucks during peak phase, and around **10 – 15** on a typical day.

Section 4 Management Strategy

4.1 Hours of Operation

The hours of operation for construction activities are to be determined by the planning authority, and will likely contain similar work hours to the following:

- Monday to Friday 7:00 am – 6:00 pm
- Saturday 8:00 am – 1:00 pm
- Sunday and Public Holidays None

4.2 Construction Traffic Management

The delivery of construction materials to and from the site will result in some generated traffic activity associated with the works. It is expected that the heavy vehicles would generally arrive outside of AM and PM peaks, therefore there is no impact on the peak period traffic volume associated with the heavy construction vehicles. The estimated construction traffic volume for the standard operation of the worst-case is 30 trucks per day, which is equivalent to approximately 3 trucks per hour over a 10-hour working day. As a result, increased traffic associated with construction activities will have only minimal impacts on the existing road network.

Light vehicle traffic generation would be generally associated with construction staff movements to and from the site. Staff would be comprised of project managers, traders and general construction employees. Over the full period, the peak workforce represents the worst-case scenario for vehicle movements during the morning and evening road network peak hour. The workforce arrival and departure periods (6:30 – 7:00 am, and 6:00 – 6:30 pm) represent the peak construction traffic periods. Workers should be encouraged to use active and public transport options.

4.3 Vehicle Management

During days of high estimated vehicle movements, communication between the site and incoming vehicles will be maintained to stagger the arrival of vehicles, in order for them to be accommodated within the worksite and to minimise traffic disruptions.

Loading and unloading activities will occur within the site, at the nominated vehicle zones, or within any approved Works Zone. Truck movements to and from the site will be scheduled outside peak hours where possible to reduce impacts to the local and state road network. All deliveries are to be made within the approved work hours.

Non-tonal reversing beepers (or an equivalent mechanism) shall be fitted and used on all construction vehicles and mobile plants regularly used on-site (i.e., greater than one day) and for any out of hours work.

4.4 Construction Vehicle Routes

All construction vehicles are to travel on the main road network (such as motorways and arterial roads) as far as practical, except where strictly required to reach the construction site. Preliminary investigations have indicated the following truck routes. However, note that these are suggested routes only. Drivers are expected to travel to their intended destination using routes that are deemed as appropriate depending on local traffic conditions. Exact travel routes will be detailed and provided as part of the detailed CTMP post-approval.

From the North / East

- Approach from southbound Hume Motorway (M31)
- Turn left onto Narellan Road (B69)
- Turn left onto Oxley Street
- Turn left onto Art Gallery Road

To the North / East

- Depart from Art Gallery Road, turn left onto Oxley Street
- Travel along Oxley Street / Campbelltown Road
- Merge onto northbound Hume Motorway (M31)

From the South

- Approach from northbound Hume Motorway (M31)
- Turn right onto Narellan Road (A9)
- Turn left onto Oxley Street
- Turn left onto Art Gallery Road

To the South

- Depart from Art Gallery Road / Old Menangle Road, turn left onto Camden Road
- Turn left onto Kellicar Road
- Turn left onto Narellan Road (B69)
- Turn left onto Hume Motorway (M31)

From the West

- Travel along northbound Camden Bypass
- Turn right onto Narellan Road (A9)
- Turn left onto Oxley Street
- Turn left onto Art Gallery Road

To the West

- Depart from Art Gallery Road / Old Menangle Road, turn left onto Camden Road
- Turn left onto Kellicar Road
- Turn right onto Narellan Road (B69 / A9)
- Turn left onto Camden Bypass

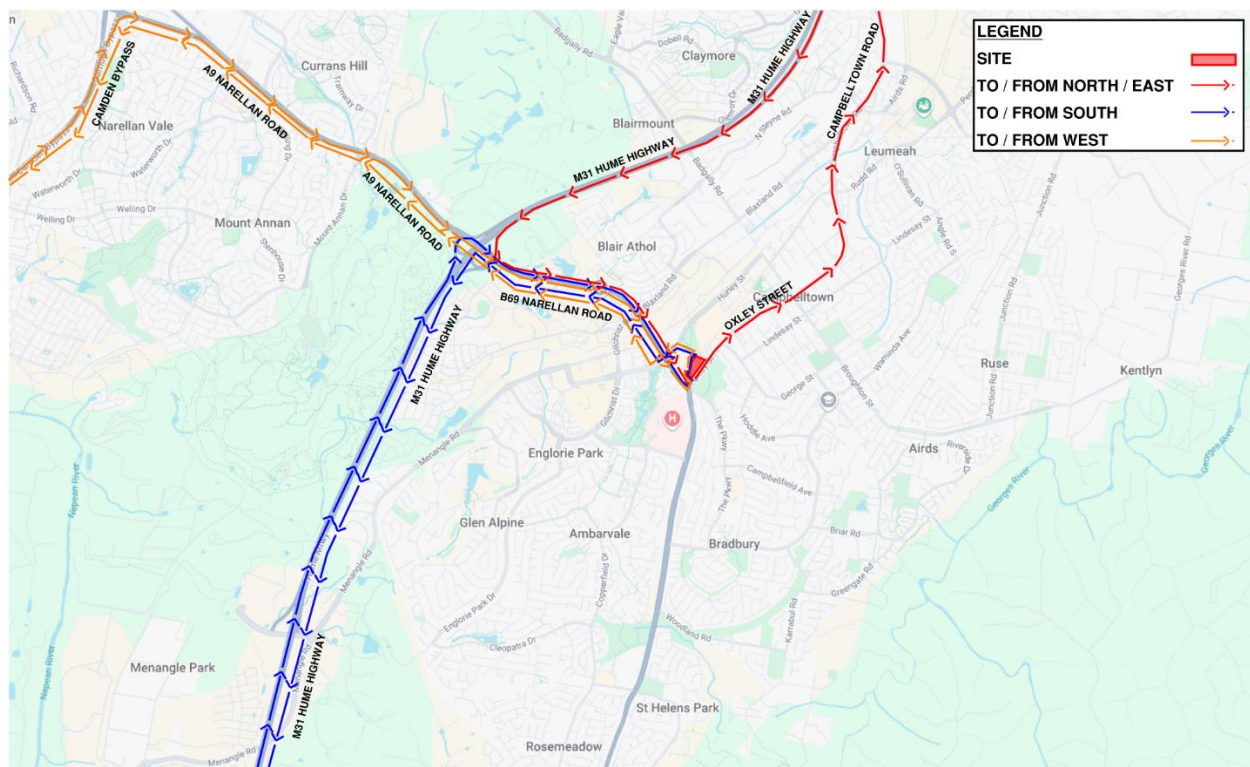


Figure 3: Construction Vehicle Routes

Source: Google Maps

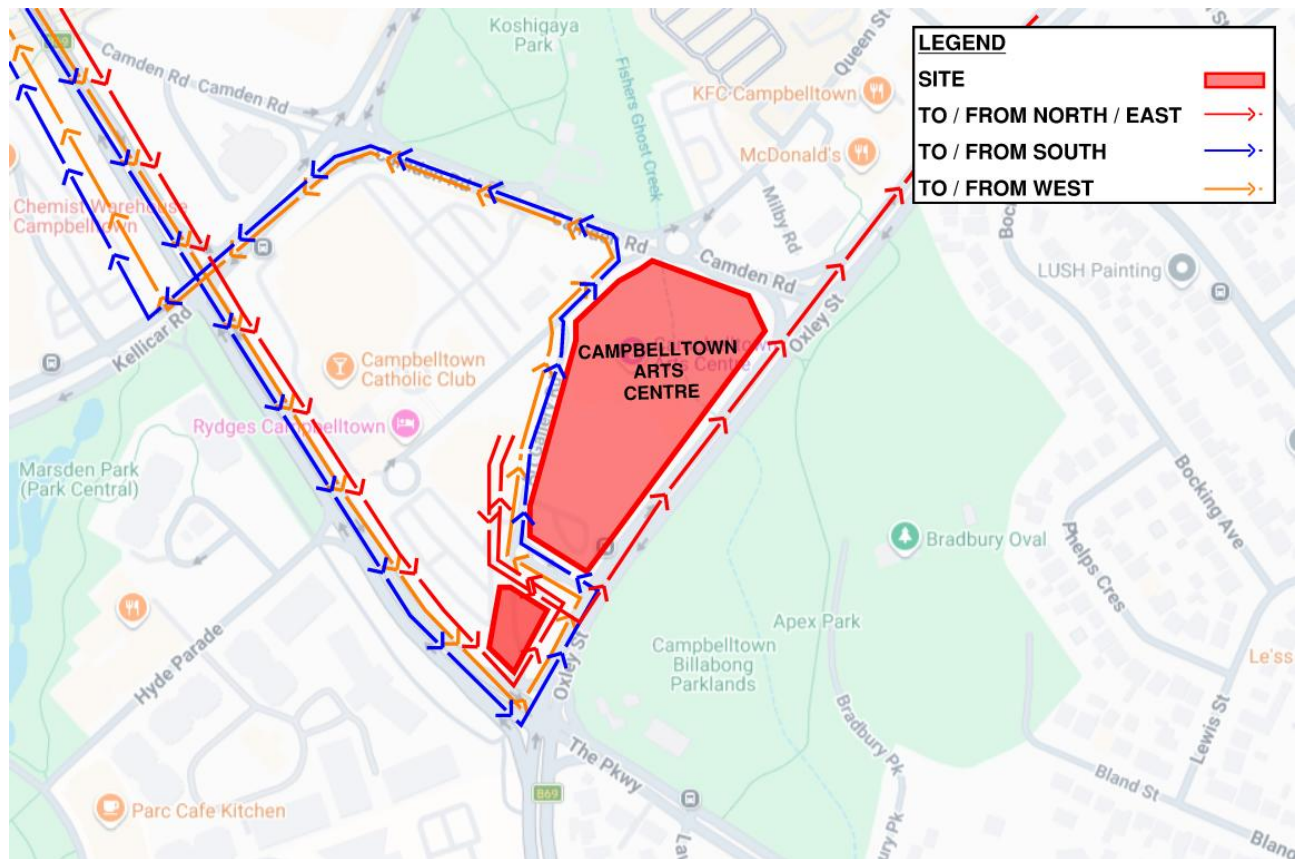


Figure 4: Construction Vehicle Routes
Source: Google Maps

4.5 Construction Vehicle Manoeuvrability

As documented above, construction traffic is to travel on the main road network where possible. Hence, the nominated routes above are considered acceptable given that any motorways and highways to be adopted are already used by oversized / construction trucks.

That said, the largest feasible truck servicing the site will be subject to the final design of the development and detailed swept path analysis ensuring sufficient manoeuvring clearance for any oversized vehicles. Where relevant, the structural capacity of local roads in the vicinity should also be investigated in the detailed CTMP to ensure such roads possess adequate weight capacities.

To avoid construction vehicles posing any safety concerns to the local road network, all trucks are to enter and exit the site in a forward direction **only**. Reverse manoeuvres may occur within the site and would be managed under traffic control. Any deviations from the above must be consulted with and approved by the relevant authorities.

4.6 Construction Program

The construction program has not yet been determined. A detailed CTMP would be prepared by the appointed contractor prior to construction, documenting the construction duration of each stage along with their respective traffic arrangements and details.

Section 5 Construction Impacts

5.1 Pedestrian and Cyclists Impacts

The potential impacts to the pedestrian network, and associated mitigation measures, are detailed in Table 4.

Table 4: Construction Impacts to the Pedestrian / Cyclist Network

Impact	Mitigation Measures
Materials lifting / construction activities adjacent to Art Gallery Road footpaths.	Appropriate hoarding or fencing to be provided at construction site boundary.

5.2 Public Transport

There shall be no changes to local public transport routes and services due to construction.

5.3 Road Network

The potential impacts to the road network, and associated mitigation measures, are detailed in Table 5.

Table 5: Construction Impacts to the Traffic Network

Impact	Mitigation Measures
Construction traffic increases traffic volumes on road network.	As detailed in Section 4.2, the estimated truck volume generated by this project in worst-case will result in 3 trucks per hour only. Besides, it is assumed that major trucks routes such as Hume Motorway, which is already extensively used by trucks, can accommodate the extra truck trips generated by the project. Therefore, heavy truck traffic is expected to have minimal impacts on the local road network. Furthermore, construction traffic movements are to be scheduled outside peak periods where possible. However, some movements may be necessary from time to time such as for significant concrete pours which cannot be interrupted. Therefore, additional measures for minimisation and management of these impacts may be required and would be determined in advance based on the nature of the event.
Construction worker parking exerting additional demand to on-street parking.	As discussed in Section, off-site parking facilities near the site may be available to workers subject to further consultation, and the development of a construction methodology. Construction Worker Transport Strategy shall be prepared and implemented by the Contractor to encourage alternate transport modes, and reductions in car usage by construction workers, to minimise demand for car parking in the vicinity.
Oversized Construction Vehicle.	As discussed in Section 4.5, detailed swept path analysis should be conducted to ensure sufficient manoeuvring clearance. Structural capacity of nearby local roads should also be investigated and exclude such roads from construction vehicle routes should any roads be incapacitated for oversized trucks.
Local impacts.	Sufficient communication measures as documented in Section 6.2 are to be implemented to ensure nearby neighbours are well-informed of any project updates.

Section 6 Cumulative Impacts and Coordination

6.1 Neighbouring Construction Works

6.1.1 Macarthur Health Precinct Stage 2

The state significant development (SSD) of the Macarthur Health Precinct Stage 2 had received approval in April 2025. As of September 2025, construction was expected to commencement within 12 months, with an estimated completion by 2027¹. Figure 5 illustrates the proximity of the approved health precinct and the CAC.

Construction of the health precinct is expected to generate 20 trucks, as noted in Section 4.1, across an 11-hour workday, this approximately equates to 2 trucks per hour. As the construction traffic is also expected to overlap with CAC's construction traffic, the total number of trucks would equate to approximately 5 trucks per hour.

That said, the overlap is not anticipated to pose any significant cumulative impacts, as the travel routes where overlap occurs primarily encompass major roads such as Hume Motorway and Narellan Road which are already extensively used, and it is unlikely that they will use the same local roads to reach their respective destinations. Thus, additional trips generated by both projects are considered minimal in the broader context.

6.1.2 Campbelltown Catholic Club – Independent Living Units

The development application (DA) of the Independent Living Units (ILU) on the site of the Campbelltown Catholic Club had been approved in November 2024, with an estimated completion of 2028. As shown in Figure 5, the proposed ILU is located immediately adjacent to CAC, along Old Menangle Road.

It is understood that construction of the ILU is yet to commence, and information regarding construction traffic of the ILU is unknown. Any details regarding the construction traffic of the ILU and the associated cumulative impacts shall be incorporated into the detailed CTMP post-approval.

¹ <https://www.vitalhealthcareproperty.co.nz/property/macarthur-health-precinct-stage-2/>



Figure 5: Neighbouring Construction Works

Source: TTW

6.2 Site Communications

The site manager shall be responsible for liaising with the surrounding construction projects once identified. Communication across sites should ensure:

- Overall project programs are to be identified and shared.
- High-volume days or periods (such as concrete pours) are to be communicated, and where possible are to be coordinated to avoid excessive impact to the road network.
- Oversize / overmass delivery days are to be communicated, and where possible are to be coordinated to avoid excessive impact to the road network.
- Traffic control measures (including Traffic Guidance Schemes) are to be shared if these may be relevant to construction vehicle routes for surrounding projects.

6.3 Community Notification

Community notification shall be undertaken as per TfNSW requirements and includes (but is not limited to):

- Temporary notification signage installed around the site and affected areas highlighting the upcoming changes / impact.
- Door knocks to immediately surrounding stakeholders advising them of the upcoming works.
- Mailbox drops within a set radius around the project distributing the monthly project updates.
- Project specific website containing project updates, notifications, planning documents, and contact numbers.
- Project specific distribution lists that can be signed up to by members of the public who wish to receive notifications electronically.