

# **WATERLOO METRO QUARTER OVER STATION DEVELOPMENT**

## **Environmental Impact Statement Appendix S - Construction Traffic Management Plan**

**SSD- 79307746 Central Precinct  
SSD- 79307758 Northern Precinct**

Detailed State Significant Development  
Development Application

Prepared for **WL Developer Pty Ltd**

10<sup>th</sup> September 2025

Reference	Description
Applicable SSD Applications	SSD-79307746 Central Precinct SSD-79307758 Northern Precinct
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## 1. Glossary and abbreviations

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
ADG	Apartment Design Guide
AHD	Australian height datum
AQIA	Air Quality Impact Assessment
BC Act	Biodiversity Conservation Act 2016
BCA	Building Code of Australia
BC Reg	Biodiversity Conservation Regulation 2017
BDAR	Biodiversity Development Assessment Report
CEEC	critically endangered ecological community
CIV	capital investment value
CMP	Construction Management Plan
Concept DA	A concept DA is a staged application often referred to as a 'Stage 1' DA. The subject application constitutes a detailed subsequent stage application to an approved concept DA (SSD 9393) lodged under section 4.22 of the EP&A Act.
Council	City of Sydney Council
CPTED	Crime Prevention Through Environmental Design
CSSI approval	critical State significant infrastructure approval
CTMP	Construction Traffic Management Plan
DA	development application
DPIE	NSW Department of Planning, Industry and Environment
DRP	Design Review Panel
EP&A Act	Environmental Planning and Assessment Act 1979
EPA	NSW Environment Protection Authority
EPA Regulation	Environmental Planning and Assessment Regulation 2000
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
ESD	ecologically sustainable design
FSMP	Freight & Servicing Management Plan

Reference	Description
GANSW	NSW Government Architect's Office
GFA	gross floor area
HIA	Heritage Impact Assessment
IAP	Interchange Access Plan
LGA	Local Government Area
NCC	National Construction Code
OSD	over station development
PIR	Preferred Infrastructure Report
POM	Plan of Management
PSI	Preliminary Site Investigation
RMS	Roads and Maritime Services
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SEPP 55	State Environmental Planning Policy No 55—Remediation of Land
SEPP 65	State Environmental Planning Policy No. 65 - Design Quality of Residential Apartment Development
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2009
SREP Sydney Harbour	State Regional Environmental Plan (Sydney Harbour Catchment) 2005
SSD	State significant development
SSD DA	State significant development application
SLEP	Sydney Local Environmental Plan 2012
Transport for NSW	Transport for New South Wales
TIA	Traffic Impact Assessment
The proposal	The proposed development which is the subject of the detailed SSD DA
The site	The site which is the subject of the detailed SSD DA
TTPIA	Transport, Traffic and Parking Impact Assessment
VIA	Visual Impact Assessment

Reference	Description
WMQ	Waterloo Metro Quarter
WMP	Waste Management Plan
WSUD	water sensitive urban design

## 2. Standard Requirements and Objectives

### 2.1 Authority Requirements

The following standard requirements are required by relevant authorities related to Construction Traffic Management Plans.

- In accordance with TfNSW requirements, all vehicles transporting loose materials will have the entire load covered and/or secured to prevent any items, excess dust or dirt particles depositing onto the roadway during travel to and from the site.
- All subcontractors shall undergo induction by the lead contractor to ensure all procedures are met for all construction vehicles entering and exiting the construction site. The lead contractors will monitor the roads leading to and from the site and undertake all necessary steps to rectify any road deposits caused by construction activity. Street sweepers shall be employed to ensure roadways are kept clean.
- Vehicles operating to, from and within the site shall do so in a manner, which does not create unreasonable or unnecessary noise or vibration. No tracked vehicles are required nor permitted on any paved roads. Public roads and access points will not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances.
- The applicant/contractor is required to follow and abide the specific standard requirements for construction management as set out within the City of Sydney Standard Requirements for a Construction Traffic Management Plan (CTMP) (refer to Section 13).
- All vehicles must enter and exit the construction site in a forward direction (unless specific approval for a one-off occasion is obtained from the City's Construction Regulation Unit) as per City of Sydney's standard CTMP requirements.
- All vehicles larger than 12.5m HRV require approval from Council prior to use, which will require an application to Council that is separate and distinct from this CTMP. The use of any articulating vehicles is subject to approval from City of Sydney, separate and distinct from this CTMP.

### 2.2 General Objectives of the CTMP

The traffic management plan associated with the construction activity of development aims to ensure the safety of all workers and road users within the vicinity of the construction site, with the following primary objectives:

- To minimise the impact of the construction vehicle traffic on the overall operation of the road network;
- To ensure continuous, safe and efficient movement of traffic (pedestrian and vehicular) for both the general public and construction workers;
- Installation of appropriate advance warning signs to inform users of the changed traffic conditions;
- To provide a description of the construction vehicles and the volume of these construction vehicles accessing the construction site; and
- To provide information regarding the changed access arrangements and a description of the proposed external routes for construction vehicles accessing and exiting the site.

### 2.3 Construction Traffic Management and Coordination (Digital Logistics)

Coordination and logistics management of truck arrivals will be performed with the use of the Veyor Logistics app. This will assist management of the site in ensuring that construction traffic is distributed and coordinated evenly and reduce any possibility of queued vehicles and minimise impacts to the surrounding road network.

### 3. Executive Summary

This Construction Traffic Management Plan (CTMP) has been prepared by **ptc.** to accompany a detailed State Significant Development Application (SSDA) for the Northern and Central Precincts Over Station Development (OSD) at the Waterloo Metro Quarter site.

This report has been prepared to address the relevant conditions of the SSDA (SSDA 10441) and the Secretary's Environmental Assessment Requirements (SEARs) issued for the detailed SSDA (SSDA 79307758 and SSD 79307746).

This report has also been prepared to be used as reference to the amending concept SSD DA for the Waterloo Metro Quarter OSD (SSD 79307765) in so far as the Amending Concept SSD DA relates to the Northern and Central Precinct.

This report addresses the relevant Conditions of Consent (B13) for SSD 10441 and details the mitigation and contingency measures for potential adverse construction impacts due to construction vehicle movements.

This report outlines the construction process associated with the Northern and Central Precincts within the Waterloo Metro Quarter Development, as well as the construction traffic management and mitigation measures to improve and regulate the safety of pedestrians, cyclists, motorists and workers within the vicinity of the construction site. Cumulative truck movements of concurrent stages have also been taken into consideration and discussed in this document.

It is envisaged that this document will be continually reviewed and amended if required, in the event of changes to design, the surrounding road network, or additional requirements of Department of Planning, City of Sydney Council, TfNSW or any other relevant authority.

### 4. Introduction

This report has been prepared by ptc. on behalf of Waterloo Collective to accompany a State Significant Development Application (SSDA) for the Northern Precinct SSDA (SSDA 79307758) and Central Precinct (SSDA 79307746), located within the Waterloo Metro Quarter (WMQ) at 150 Cope Street, Waterloo.

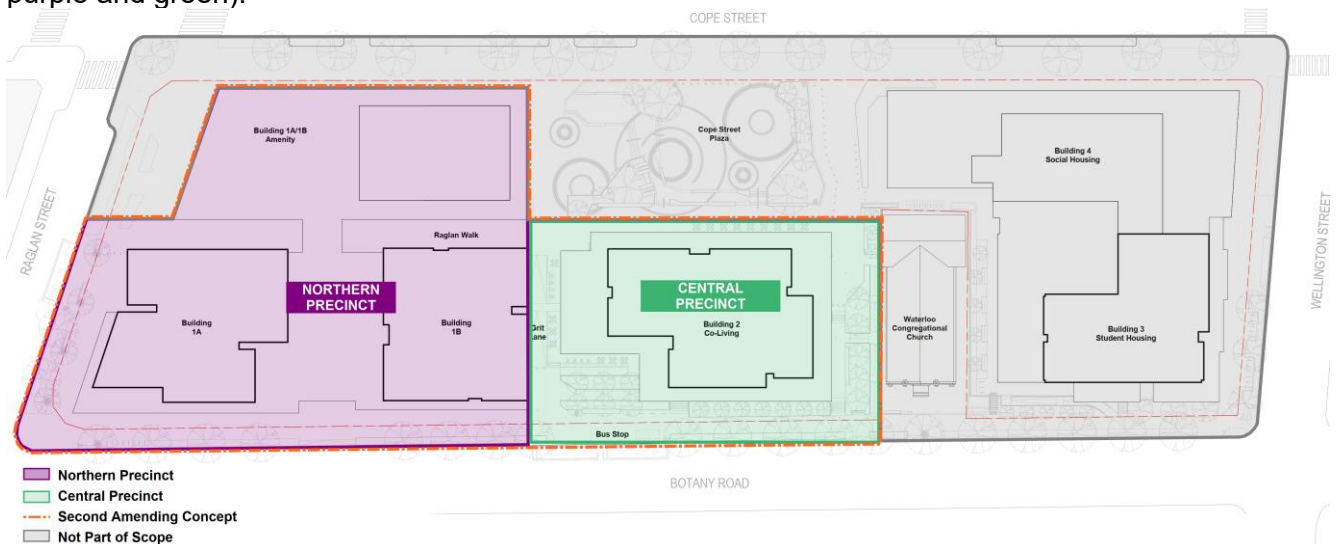
This report has been prepared to response to the relevant item (Traffic, Transport and Accessibility) of the Planning Secretary’s Environment Assessment Requirement (SEARs) issued by Department of Planning, Infrastructure and Housing (DPHI) on 13 February 2025.

Specifically, this report has been prepared to respond to the SEARs requirements summarised in Table 1.

Item	Description of requirement	Section reference
11	<b>Traffic, Transport and Accessibility</b> Provide a Construction Traffic Management Plan detailing:	
	<ul style="list-style-type: none"> <li>predicted construction vehicle routes,</li> </ul>	Section 9.4.2
	<ul style="list-style-type: none"> <li>access and parking arrangements,</li> </ul>	Section 9.3 Section 11.4, 12.7
	<ul style="list-style-type: none"> <li>coordination with other construction occurring in the area, and</li> </ul>	Section 11.12
	<ul style="list-style-type: none"> <li>how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.</li> </ul>	Section 9 Section 10

**Table 1 - SEARs Requirements (SSD-79307746 and SSD-79307758)**

Figure 1 indicates the land to which this SSDA applies in relation to the overall WMQ site (shaded in purple and green).



**Figure 1 – Details of the Site**

This application seeks consent for the design, construction and operation of a mixed-use development within the WMQ site.

The Central Precinct comprises:

- a 26 storey (including plant level) mixed use building within the Central Precinct (the site) of the WMQ estate. The proposal comprises a Co-living housing tower above a three storey podium containing retail and community facility in the form of a childcare centre. Specifically, the proposal comprises:
  - Ground level retail tenancies, community facility and childcare, co-living and social housing car park lift lobbies
  - Community centre in the form of a childcare centre at Level 1 and Level 2
  - A Co-living housing tower from Levels 3 to 24 comprising:
    - Self-contained co-living accommodation rooms across 20 levels, with capacity for around 500 rooms
    - Indoor and outdoor communal amenity at Levels 3 and 24
    - Communal space also provided on each accommodation level;
  - Ground level vehicular access from Church Square shared zone to the shared basement, delivery of a pedestrian thoroughfare through the site, landscaping and public domain works.
  - Indicative building signage zones.

The Northern Precinct comprises:

- a 4 storey retail and commercial podium, with two residential towers above. The two buildings have a total height of 29 storeys and 26 storeys (including plant). Specifically, the proposal comprises:
  - A podium containing:
    - Vehicle entrance and loading dock facilities accessed off Botany Road;
    - Ground level retail tenancies, commercial and residential lobbies,
    - Three levels of commercial office floorspace, totalling around 5,100sqm
  - Two residential apartment towers with a total of 314 units, including 39 affordable housing units and 275 market units,
    - Building 1A: 24 residential storeys (top of plant approx. RL116.9)
    - Building 1B: 21 residential storeys (top of plant approx. RL 107.5)
    - Communal open space located on the roof of the Metro box connected to Northern Precinct via a bridge link over Raglan Walk
  - Delivery of a pedestrian thoroughfare through the site, landscaping and public domain works.
  - Indicative building signage zones

This application is submitted for concurrent assessment with a DA to amend the Waterloo Metro Over Station Development (OSD) Concept DA (SSDA 9393) (the Concept DA) - referred to as the Second Amending Concept DA. The Second Amending Concept DA seeks consent to modify the existing concept approval as it relates to the Northern and Central Precincts, by amending the building envelopes to redistribute floor space to suit a new mix of land uses.

#### 4.1 Conditions of Consent (SSD 10441)

This report has also been prepared in response to the Conditions of Consent issued for the Amending Concept SSDA (SSDA 10441) for the OSD as summarised in Table 2.

Item	Description of Requirement	Section Reference (this report)
TRAFFIC, ACCESS AND PARKING ASSESSMENT		
B13	<p>Future development applications shall include a Construction Traffic and Pedestrian Management Plan (CTMP) prepared in consultation with the Sydney Coordination Office and City of Sydney, and to the satisfaction of the relevant road authorities. The CTMP shall include, but not be limited to:</p> <ul style="list-style-type: none"> <li>a) construction car parking strategy</li> <li>b) haulage movement numbers / routes including contingency routes</li> <li>c) detailed travel management strategy for construction vehicles including staff movements</li> <li>d) maintaining property accesses</li> <li>e) maintaining bus operations including routes and bus stops</li> <li>f) maintaining pedestrian and cyclist links / routes</li> <li>g) independent road safety audits on construction related traffic measures</li> <li>h) measures to account for any cumulative activities / work zones operating simultaneously.</li> </ul>	Section 9
B14	<p>Independent road safety audits are to be undertaken for all stages of further design development involving road operations and traffic issues and cognisant of all road users. Any issues identified by the audits will need to be closed out in consultation with Sydney Coordination Office, RMS and/or City of Sydney to the satisfaction of the relevant roads authorities.</p>	<p>Independent road safety audits have not been undertaken for the concept design scheme and will be undertaken (by a suitably qualified consultant) in the detailed design stage prior to issue of Construction Certification.</p>

**Table 2 - Conditions of Consent (SSD 10441)**

## 5. The Site

The site is located within the City of Sydney Local Government Area (LGA). The site is situated approximately 3.5 kilometres south of Sydney CBD and 8 kilometres northeast of Sydney International Airport within the suburb of Waterloo.

The Waterloo Metro Quarter site comprises land to the west of Cope Street, east of Botany Road, south of Raglan Street and north of Wellington Street (refer to Figure 1). The heritage-listed Waterloo Congregational Church at 103-105 Botany Road is within this street block but does not form a part of the Waterloo Metro Quarter site boundaries.

The Waterloo Metro Quarter site is a rectangular shaped allotment with an overall site area of approximately 1.287 hectares.

The Waterloo Metro Quarter site comprises the following allotments and legal description at the date of this report. Following consolidation by Sydney Metro (the principal) the land will be set out in deposited plan DP1257150.

- 1368 Raglan Street (Lot 4 DP 215751)
- 59 Botany Road (Lot 5 DP 215751)
- 65 Botany Road (Lot 1 DP 814205)
- 67 Botany Road (Lot 1 DP 228641)
- 124-128 Cope Street (Lot 2 DP 228641)
- 69-83 Botany Road (Lot 1, DP 1084919)
- 130-134 Cope Street (Lot 12 DP 399757)
- 136-144 Cope Street (Lots A-E DP 108312)
- 85 Botany Road (Lot 1 DP 27454)
- 87 Botany Road (Lot 2 DP 27454)
- 89-91 Botany Road (Lot 1 DP 996765)
- 93-101 Botany Road (Lot 1 DP 433969 and Lot 1 DP 738891)
- 119 Botany Road (Lot 1 DP 205942 and Lot 1 DP 436831)
- 156-160 Cope Street (Lot 31 DP 805384)
- 107-117A Botany Road (Lot 32 DP 805384 and Lot A DP 408116)
- 170-174 Cope Street (Lot 2 DP 205942).

The detailed SSD DA applies to the Northern Precinct (the site) of the Waterloo Metro Quarter site. The site has an area of approximately 5,120sqm. The subject site comprises the following allotments and legal description at the date of this report.

- 1368 Raglan Street (Lot 4 DP 215751)
- 59 Botany Road (Lot 5 DP 215751)
- 65 Botany Road (Lot 1 DP 814205)
- 67 Botany Road (Lot 1 DP 228641)
- 124-128 Cope Street (Lot 2 DP 228641)
- 69-83 Botany Road (Lot 1, DP 1084919)
- 130-134 Cope Street (Lot 12 DP 399757).

The boundaries of the overall site are identified at Figure 1, and the subject site of the detailed SSD DA is identified at Figure 2. The site is reasonably flat with a slight fall to the south.

The site previously included three to five storeys commercial, light industrial and shop top housing buildings. All previous structures except for an office building at the corner of Botany Road and Wellington Street have been demolished to facilitate construction of the new Sydney Metro Waterloo station. As such the existing site is predominately vacant and being used as a construction site. Construction of the Sydney metro is currently underway on site in accordance with critical State significant infrastructure approval (CSSI 7400).



Figure 2 - Aerial image of the site (Source: Urbis)

The area surrounding the site consists of commercial premises to the north, light industrial and mixed-use development to the south, residential development to the east and predominantly commercial and light industry uses to the west.

## 6. Background

### 6.1 About Sydney Metro

Sydney Metro is Australia's biggest public transport project. Services started in May 2019 in the city's Northwest with a Metro Service every four minutes in the morning and evening peak hours. A new standalone railway, this 21st century network will revolutionise the way Sydney travels.

There are four core components:

#### 6.1.1 Sydney Metro North West

The Sydney's first Metro project was completed, and passenger services were commenced in May 2019 at 13 metro stations between Rouse Hill and Chatswood, with a metro train every four minutes in the peak. The new section of the metro line, 15.5 kilometres from Chatswood to Sydenham opened in August 2024.

#### 6.1.2 Sydney Metro Southwest

Sydney Metro Southwest, T3 Bankstown line connecting Sydenham to Bankstown is under construction and is expected to start services late 2025.

Sydney Metro Southwest will update and convert 10 stations into metro standard at Marrickville, Dulwich Hill, Hurlstone Park, Canterbury, Campsie, Belmore, Lakemba, Wiley Park, Punchbowl and Bankstown.

This metro line between Sydenham and Bankstown will operate fully segregated from the existing Sydney Trains railway. The T3 Line west beyond Bankstown will continue to be operated by Sydney Trains.

#### 6.1.3 Sydney Metro West

Sydney Metro West is a new underground railway connecting Greater Parramatta and the Sydney CBD. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between these two areas, linking new communities to rail services and supporting employment growth and housing supply between the two CBDs.

The locations of seven proposed metro stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays.

The NSW Government is assessing an optional station at Pyrmont and further planning is underway to determine the location of a new metro station in the Sydney CBD.

#### 6.1.4 Sydney Metro Greater West

Metro rail will also service Greater Western Sydney and the new Western Sydney International (Nancy Bird Walton) Airport. The new railway line will become the transport spine for the Western Parkland City's growth for generations to come, connecting communities and travellers with the rest of Sydney's public transport system with a fast, safe and easy metro service.

The Australian and NSW governments are equal partners in the delivery of this new railway.

The Sydney Metro project is illustrated below.

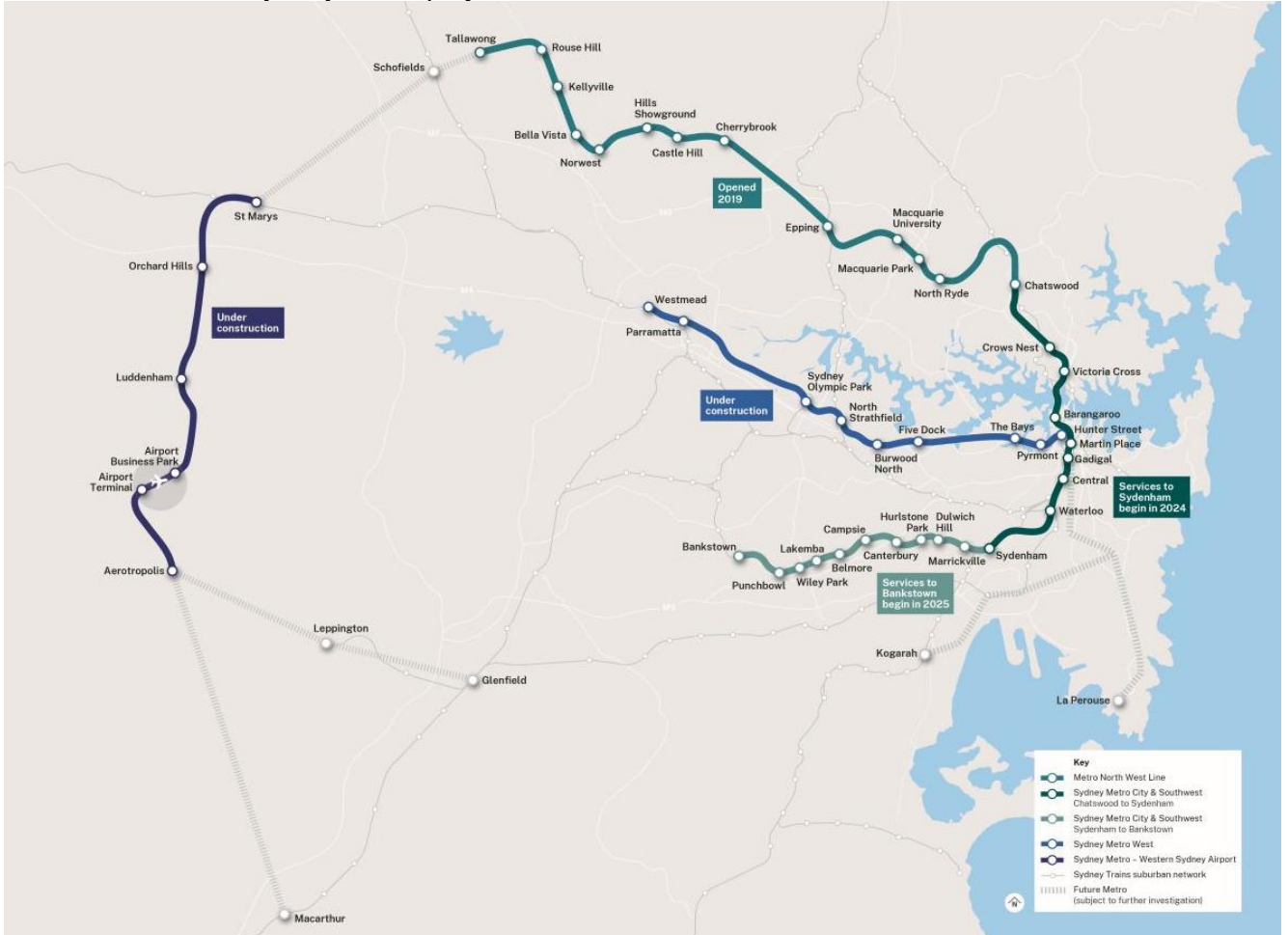


Figure 3 - Sydney Metro Alignment Map

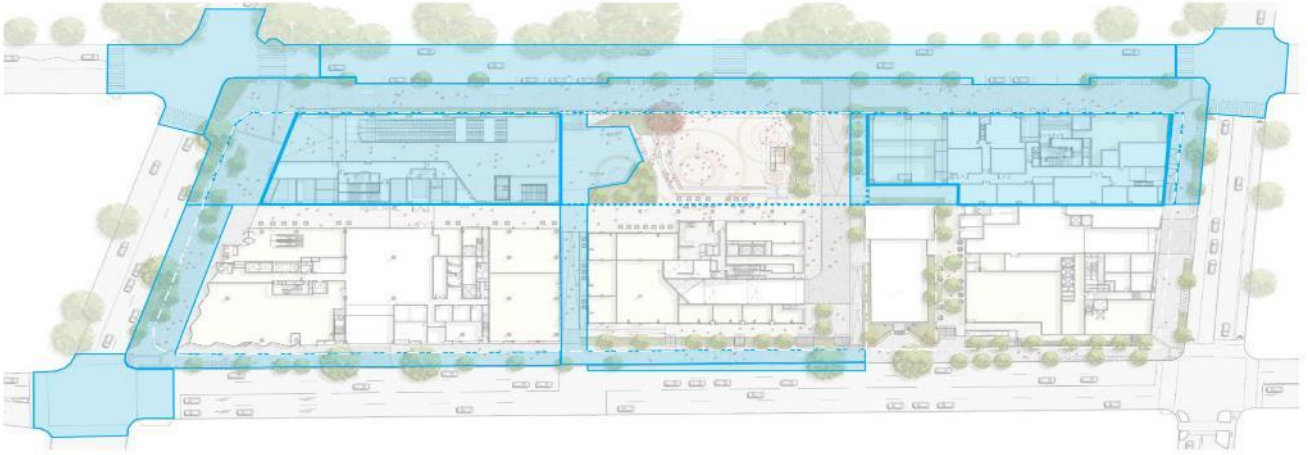
## 6.2 Sydney Metro CSSI Approval (SSI 7400)

On 9 January 2017, the Minister for Planning approved the Sydney Metro City & Southwest - Chatswood to Sydenham project as a critical State significant infrastructure (CSSI) project (reference SSI 7400) (CSSI approval). The terms of the CSSI approval includes all works required to construct the Sydney Metro Waterloo Station. The CSSI approval also includes the construction of below and above ground works within the metro station structure for appropriate integration with the OSD.

With regards to CSSI related works, any changes to the ‘metro station box’ envelope and public domain will be pursued in satisfaction of the CSSI conditions of approval and do not form part of the scope of the concept SSD DA or detailed SSD DA for the OSD.

Except to the extent described in the EIS or Preferred Infrastructure Report (PIR) submitted with the CSSI application, any OSD buildings and uses do not form part of the CSSI approval and will be subject to the relevant assessment pathway prescribed by the EP&A Act.

The delineation between the approved Sydney Metro works, generally described as within the two ‘metro station boxes’ and surrounding public domain works, and the OSD elements are illustrated in Figure 4.



*Figure 4 - CSSI Approval scope of works (Source: WL Developer Pty Ltd)*

## 7. Proposed development

### 7.1 Waterloo Metro Quarter Development

The Waterloo Metro Quarter OSD comprises four separate buildings, a basement carpark and public domain works adjacent to the Waterloo Metro station.

Separate SSD DAs will be submitted concurrently for the design, construction and operation of each building in the precinct;

- Second Amending Concept – SSD – 79307765;
- Northern Precinct – SSD – 79307758;
- Central Precinct – SSD – 79307746; and
- Basement Car Park SSD-10438 – Mod 2

An overview of the Development is included below for context. This detailed SSD DA seeks development consent for the design, construction and operation of the Northern and Central Precincts:

#### 7.1.1 Second Amending Concept

The Second Amendment comprises:

- Northern Precinct
  - Change the approved building envelope and building height
  - Change concept land use by replacing 17-storey commercial building with two revised residential apartment towers above a non-residential podium.
- Central Precinct
  - Change the approved building envelope
  - Change concept land use by replacing residential apartment tower with a co-living housing tower above non-residential podium comprising retail and a community facility in the form of a childcare.

#### 7.1.2 Northern Precinct

The Northern Precinct comprises:

- 4 – Storey podium containing loading dock facilities, ground level retail tenancies, commercial and residential lobbies and 3 levels of commercial office floorspace with 5,100 m<sup>2</sup> GFA.
- 2 residential towers comprising 314 units, 39 affordable housing and 275 market units.
- Communal open space located on the roof of the Metro Box connected to Northern Precinct via bridge link over Raglan Street.
- Landscaping, public domain works and pedestrian through the site.
- Indicative building signage zone

#### 7.1.3 Central Precinct

The Central Precinct comprises:

- 24 - storey mixed use comprising co-living housing
- 3 – storey podium containing retail and community facilities
- Communal space on each accommodation level
- Indicative building signage zone

- Delivery of a pedestrian throughfare through the site, landscaping and public domain works

#### 7.1.4 Basement Car Park

The Basement Car Park comprises:

- 2-storey shared basement car park and associated excavation comprising
- Ground level structure
- Carparking for the Commercial Building 1, Residential Building 2, social housing Building 4, Waterloo Congregational Church and Sydney Metro
- Service vehicle bays
- Commercial end of trip and bicycle storage facilities
- Retail end of trip and bicycle storage facilities
- Residential storage facilities, inclusive of bicycle storage facilities
- Shared plant and services.

## 8. Existing Transport Facilities

### 8.1 Road Hierarchy

The NSW administrative road hierarchy comprises the following road classifications, which align with the generic road hierarchy as follows:

<b>State Roads</b>	Freeways and Primary Arterials (TfNSW managed)
<b>Regional Roads</b>	Secondary or sub arterials (Council managed, part funded by State)
<b>Local Roads</b>	Collector and local access roads (Council managed)

The subject site is located in the suburb of Waterloo and is primarily serviced by Botany Road which is classified as a State Road. The road network servicing the area comprises a number of State Roads, making the site easily accessible from different regions of the metropolitan area. The road network in this area also comprises several local streets providing direct access to the surrounding retail, commercial and residential land-uses.

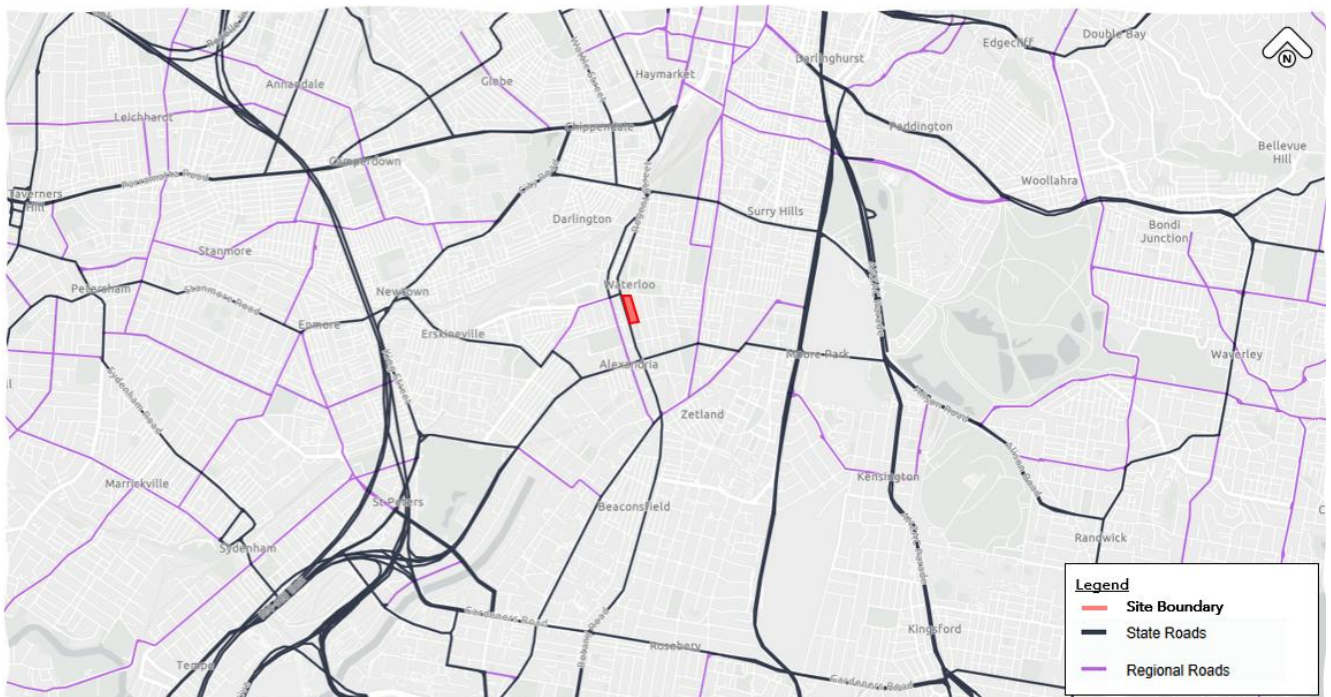
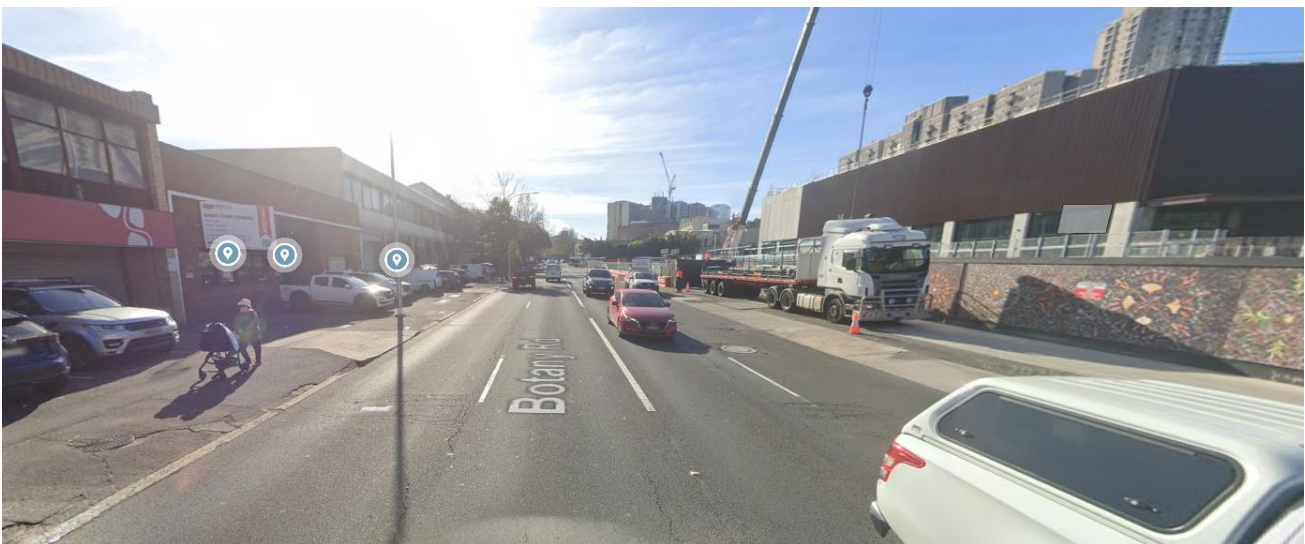


Figure 5 - Road Hierarchy (Source: TfNSW)

The details of the existing immediate road network servicing the proposed construction site are analysed and summarised overleaf.

Botany Road	
Road Classification	State Road
Alignment	North - South
Number of Lanes	2 lanes in each direction
Carriageway Type	Divided
Carriageway width	12m (6m in each direction)
Speed Limit	50 km/hr
School Zone	Yes, north of the Botany Road / Bourke Street intersection
Parking Controls	Time restricted on-street parking, with clearways in operation during peak periods
Forms Site Frontage	Yes

**Table 3 - Existing Road Network - Botany Road**



**Figure 6 - Botany Road – Northbound (Source: Google Street View)**

Cope Street	
Road Classification	Local Road
Alignment	North - South
Number of Lanes	1 lane in each direction
Carriageway Type	Undivided
Carriageway width	12m (6m in each direction)
Speed Limit	50 km/hr
School Zone	No
Parking Controls	Typically, unrestricted parking along site frontage
Forms Site Frontage	Yes

**Table 4 - Existing Road Network - Cope Street**



**Figure 7 - Cope Street - Northbound (Source: Google Street View)**

Raglan Street	
Road Classification	Local Road
Alignment	East-west
Number of Lanes	2 lanes in each direction
Carriageway Type	Undivided
Carriageway width	12m (6m in each direction)
Speed Limit	60km/hr
School Zone	No
Parking Controls	Typically, 1P parking along site frontage; Loading Zone on northern side of carriageway
Forms Site Frontage	Yes

**Table 5 - Existing Road Network - Raglan Street**



**Figure 8 - Raglan Street - Eastbound (Source: Google Street View)**

Wellington Street	
Road Classification	Local Road
Alignment	East - West
Number of Lanes	1 lane in each direction
Carriageway Type	Divided
Carriageway Width	12m (6m in each direction)
Speed Limit	50 km/hr
School Zone	No
Parking Controls	Typically varies between unrestricted parking, '1P', and 'Loading Zone'.
Forms Site Frontage	Yes

**Table 6 - Existing Road Network - Wellington Street**



**Figure 9 - Wellington Street - Eastbound (Source: Google Street View)**

### 8.2 Public Transport

The WMQ Precinct has been assessed for its potential accessibility via modes of existing public transport likely to be utilised by prospective residents, employees and visitors of the proposed development. When defining accessibility, the NSW Guidelines to Walking & Cycling (2004) suggest that 400m-800m is a comfortable walking distance.

The existing bus stops and train/metro stations situated within the 400m and 800m walking catchments are illustrated in Figure 10.

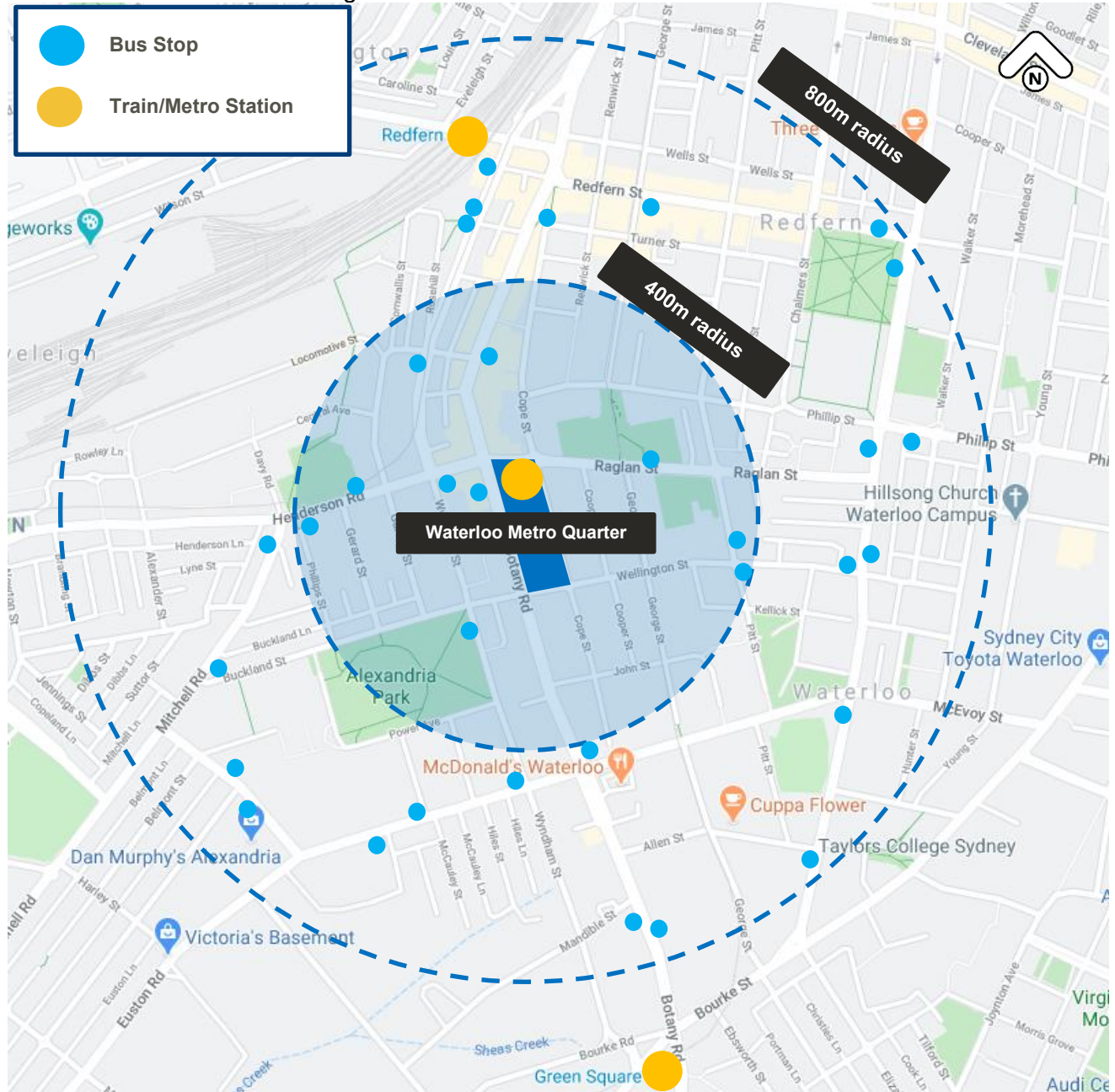


Figure 10 - Public Transport Accessibility

#### 8.2.1 Metro

The NSW Government is implementing 'Future Transport Strategy', a long term plan developed to guide the state's transportation network over the next 40 years. The

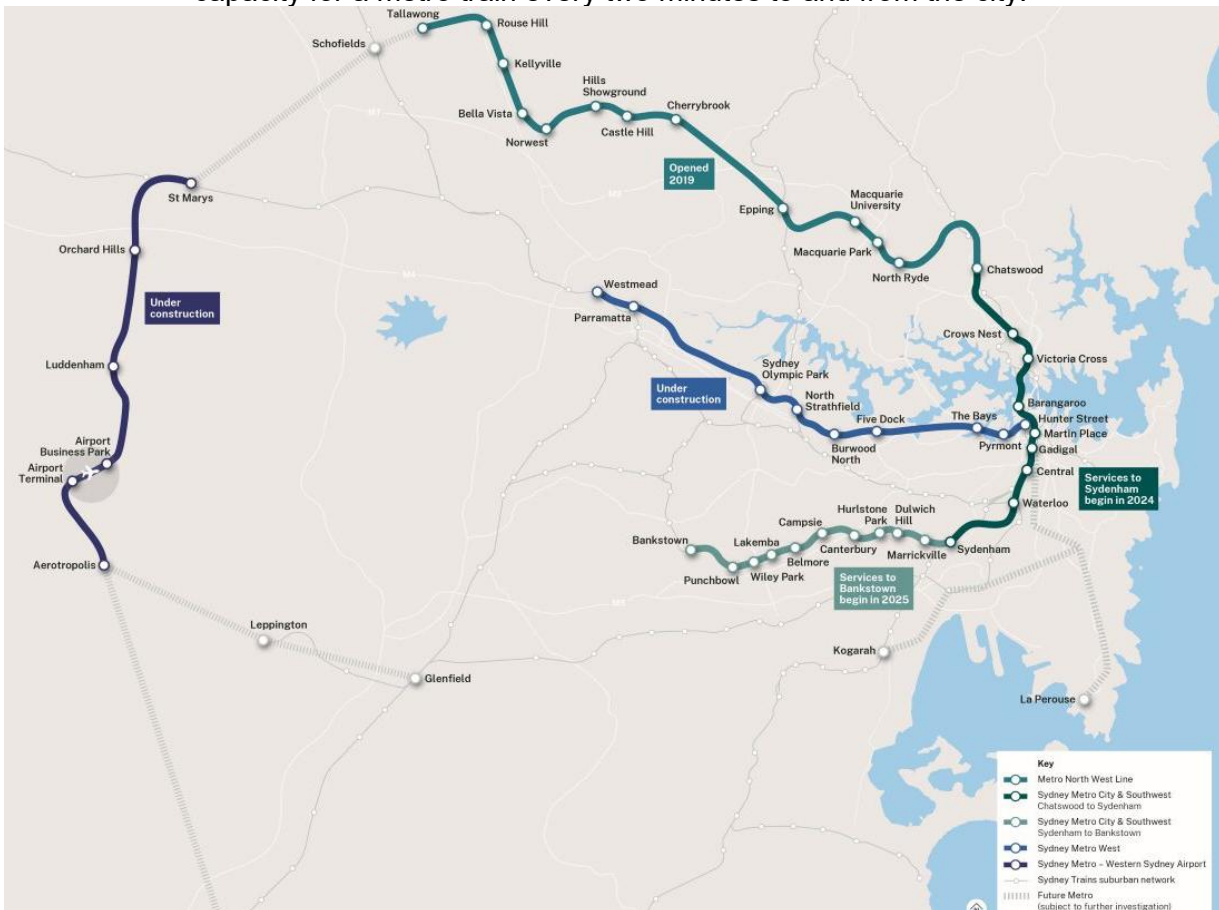
strategy focuses on creating a more integrated, sustainable and technology driven transport system to meet the needs of a growing population and evolving economy.

Sydney Metro is a new stand-alone rail network identified in Future Transport Strategy.

Sydney Metro is Australia's biggest public transport project. As a new stand-alone railway, Sydney Metro will currently deliver 31 metro stations and more than 66 kilometres of new metro rail revolutionising the way Australia's biggest city travels. Sydney Metro Northwest services commenced in May 2019, and Sydney Metro City & Southwest was completed in 2024 between Chatswood and Sydenham. Sydney Metro West is currently being planned and is proposed to be delivered by the second half of the 2020s. Planning is also underway for a new metro line serving Greater Western Sydney, linking the Western Sydney International (Nancy Bird Walton) Airport and the Aerotropolis with the rest of the city.

Sydney Metro City & Southwest is an extension of metro rail from the end of Sydney Metro Northwest at Chatswood under Sydney Harbour, through new CBD stations and south west to Bankstown. The Sydenham to Bankstown section is currently being upgraded and is expected to be operational in 2026. High-frequency Southwest Link bus services currently operate between Sydenham and Bankstown.

Waterloo Metro Station was opened in August 2024 and ultimately will provide the capacity for a metro train every two minutes to and from the city.



\*Sydenham and Bankstown, currently serviced via free, high-frequency Southwest Link bus services

**Figure 11- Sydney Metro alignment map. Source: Sydney Metro**

### 8.2.2 Trains

The development site is located less than 650 metres walking distance from Redfern Station, to the north and 900 metres from Green Square Station to the south. These stations operate the following services:

Line	Coverage
T1 – North Shore & Western Line	North Shore, Western and Richmond
T2 - Inner West & Leppington Line	City, Inner West and Leppington
T3 – Bankston Line	City, Liverpool and Lidcombe
T4 – Eastern Suburbs & Illawarra Line	Eastern Suburbs, Illawarra and Cronulla
T8 – Airport & South Line	City and South
T9 – Northern Line	Gordon and Northern

**Table 7 - Train Services Summary**

Redfern station is also served by regional lines including Blue Mountains line, Central Coast & Newcastle line and South Coast line.

### 8.2.3 Buses

A number of bus stops have been identified within walking distance of the development, as shown in Figure 12 and Figure 13. The Routes servicing these stops are summarised in Table 5.

Route	Coverage	Operation
305	Redfern to Mascot Stamford Hotel	Weekday-only service with a 30 minute headway in the peak direction.
306	Redfern to Mascot Station (Loop Service)	Operates all week: 10 minute peak, 20 minute off peak headways
308	Marrickville Metro to Central Eddy Ave via Redfern (Loop Service)	Operates all week. 15 minute peak, 30 minutes off-peak headways
309	Redfern to Port Botany	. Operates all week. 5 minute peak, 10 minutes off-peak headways
310	Central Railway Square to Botany	Weekday service only AM peak to Railway Square, PM peak to Botany, 20 minute headway
355	Marrickville Metro to Bondi Junction	Operates all week. 30 minute headway.
392	Redfern to Little Bay	Operates all week. 10 minute headway.

**Table 8 - Bus Services Summary**

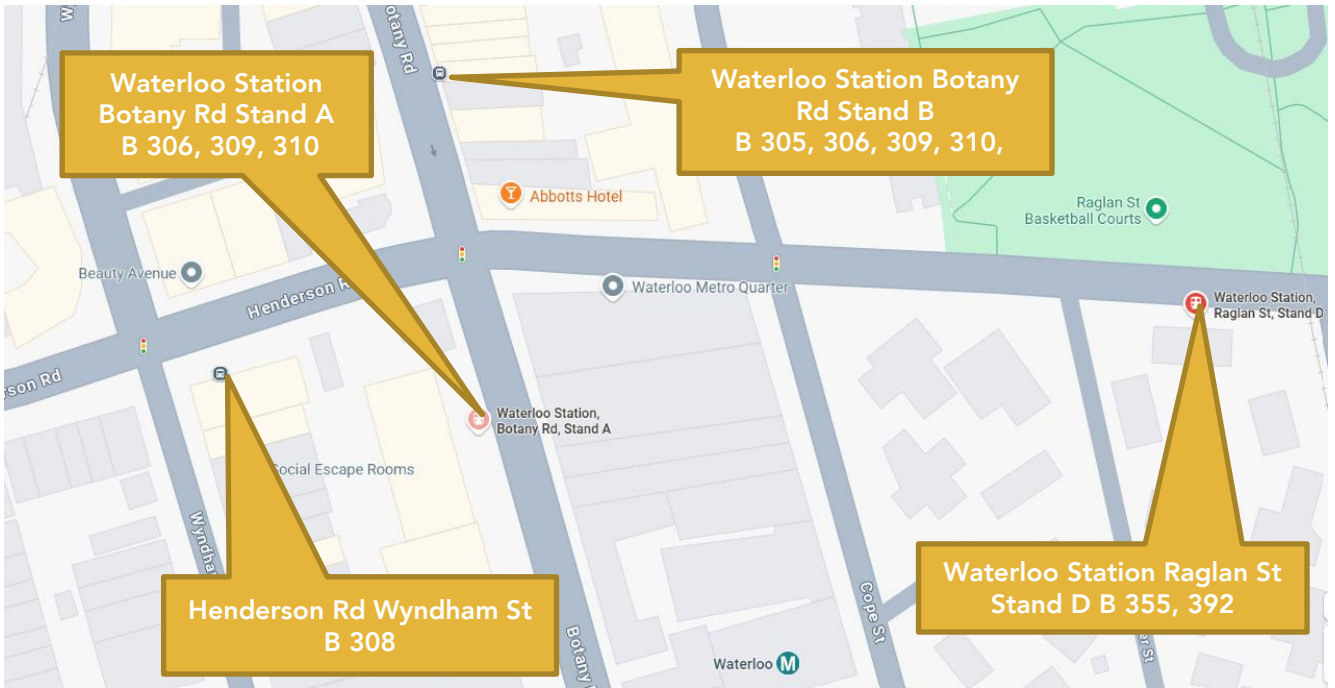


Figure 12 – Local Bus Stops



Figure 13 – Bus Network in the Vicinity of the Development Source: Transit Systems

In consideration of the number of existing public transport options, their combined coverage throughout the Sydney metropolitan region and medium to high frequency headways, the site is very well placed in the context of public transport, with the potential to significantly reduce car-mode travel.

### 8.3 Active Travel

The **NSW Active Transport Strategy** is a key component of the broader **Future Transport Strategy**, focusing on promoting walking, cycling and micromobility as sustainable, healthy, and efficient transport options. The strategy aims to double the share of trips made by walking and cycling by 2030.

The locality has also been reviewed for features that would attract active transport trips (walking and cycling). As indicated in Figure 13, the site is located within comfortable walking distance to Redfern Station and local centres comprising of supermarkets, health care, banks and small businesses. The following subsections outline the existing pedestrian and cycling infrastructure within the vicinity of the WMQ Precinct.

#### 8.3.1 Pedestrian Infrastructure

There is generally a high level of pedestrian amenity within the vicinity of the WMQ Precinct. Footpaths and kerb ramps are present on both sides of surrounding streets and footpaths are generally wide.

Signalised pedestrian crossings are provided at the intersections of Botany Road/Raglan Street, Botany Road/Wellington Street immediately adjacent to the precinct. Signalised pedestrian crossings are also provided along Botany Road, Regent Street and along Gibbons Street which provides safe connection to access the Sydney Trains network.

Street lighting is typically provided on both sides of the surrounding streets which allows for safe travel at nighttime.

Some suggested pedestrian routes for access to public transport facilities within an 800m walking catchment is illustrated in Figure 14.

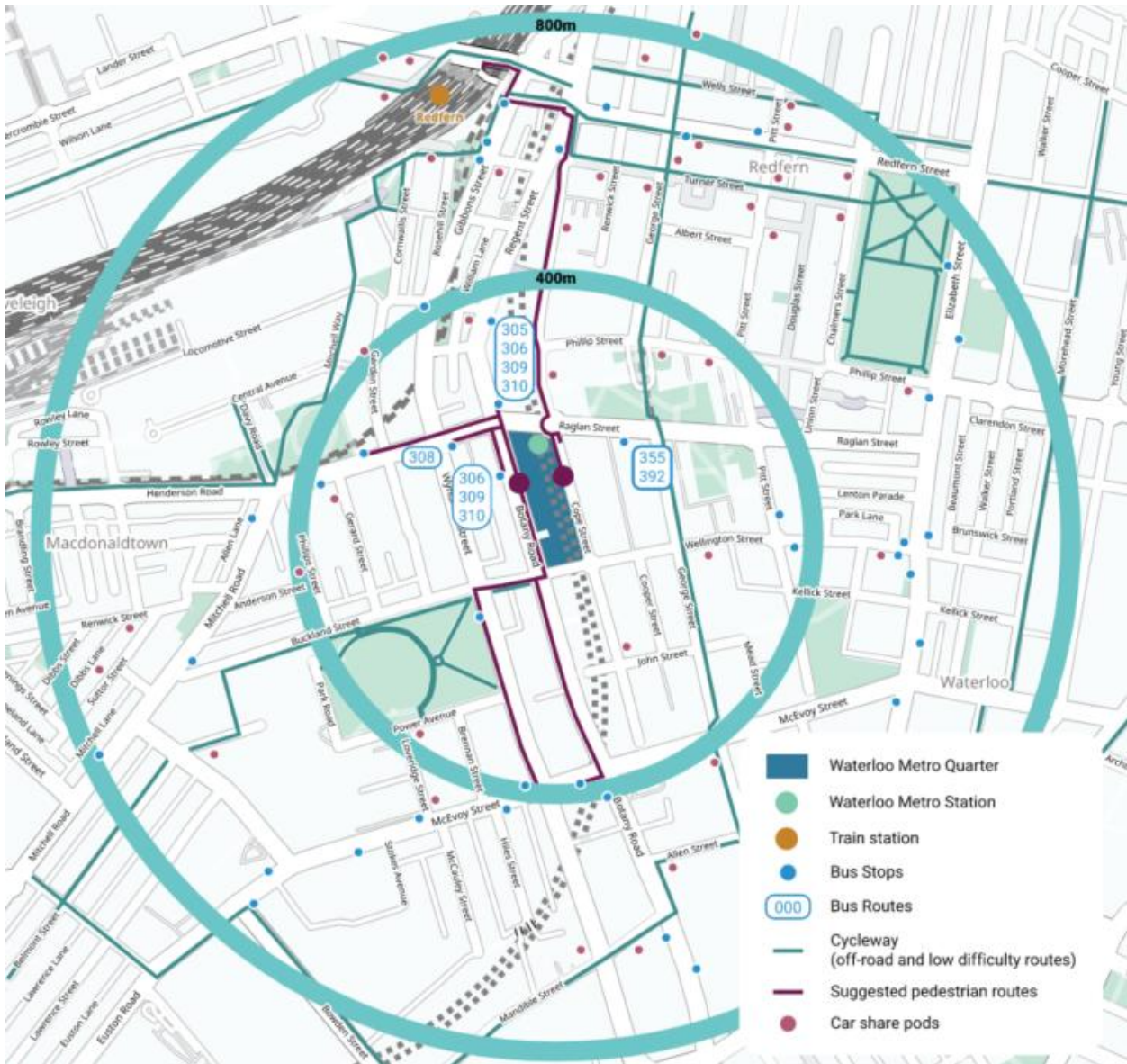


Figure 14 – Suggested Pedestrian Routes

### 8.3.2 Bicycle Network

The regional cycle network surrounding Waterloo is shown in Figure 14.

The cycle network currently provides access to a range of key destinations including the University of Sydney, Redfern Station, Sydney CBD, Newtown and Moore Park. East-west movement is constrained by the existing heavy rail corridor to the west, which limits access to the north of the rail line and to Carriageworks and the University of Sydney (USYD). There are limited and sparsely located crossing opportunities, including Lawson Street at Redfern Station.

City of Sydney Council, as part of its cycle network strategy, has identified 10 priority cycle routes across the inner city including through Waterloo Precinct. Key routes include:

- City North to Green Square: Running north-south through Waterloo Precinct, complete as far as Green Square with a separated cycleway on George Street, Waterloo. This route would be the most direct north-south connection to the Waterloo Station
- Sydney Park to Central Park: Running east-west through Waterloo Precinct, upgrades are identified on Buckland, Wellington, Morehead and Phillip Streets, Waterloo. This route would be the most direct east-west connection to the Waterloo Station
- Newtown to Bondi Junction: Running east-west through Redfern on Wells and Turner Streets, upgrades currently in progress
- USYD to University of New South Wales: Running east west through Alexandria
- Sydney Harbour to Botany Bay: Running north-south along Bourke Street, complete with separated cycleway for much of its length.

As part of the Alexandria to Moore Park Connectivity Upgrade, a shared path is proposed along the northern side of McEvoy Street west of George Street, continuing on the southern side of McEvoy Street east of George Street. Cyclists would be required to cross McEvoy Street at its intersection with George Street. If approved, the upgrade would facilitate east-west movements to and from the Waterloo Precinct.



Figure 15 – Existing and Planned Cycle Network

### 8.4 Car Share

The City of Sydney encourages car sharing as it is a sustainable transport option for employees and residents. Car share allows for efficient use of available parking spaces, allowing a single vehicle to be used by a larger number of people. Car share offers numerous community and health benefits including:

- Encourage use of alternative transport options to private vehicle usage (which are typically single occupancy trips for commuters)
- Reduced private vehicle ownership
- Reduced dependence on fossil fuels and lower greenhouse gas emissions
- Provides affordable access to a vehicle for the local community

The development of the entire WMQ site proposes to provide a total of four car share bays located within the shared basement car park for shared use amongst the various users of the WMQ site. Furthermore, there are a large number of car share pods situated within an 800m walking distance from the WMQ precinct as shown in Figure 16.

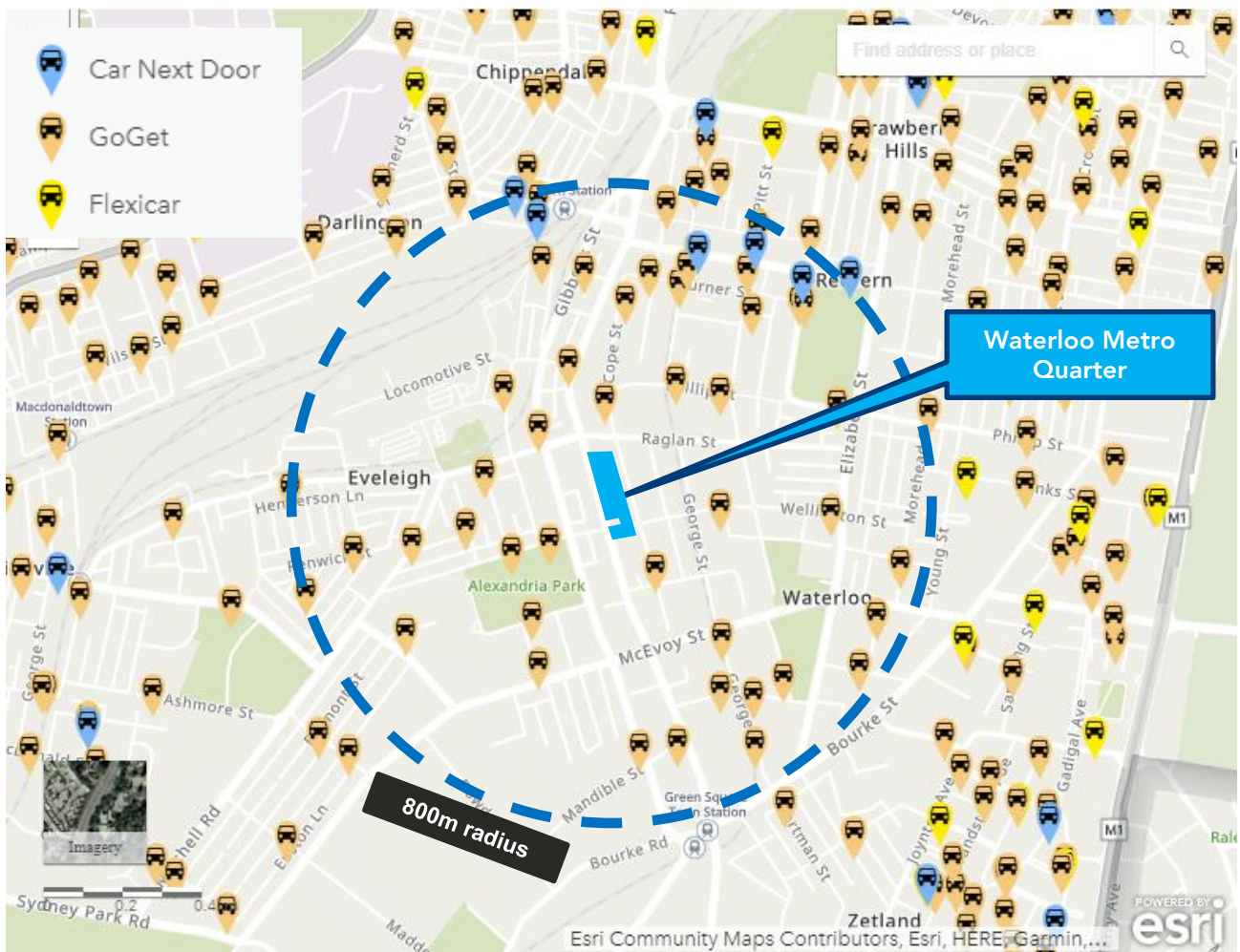


Figure 16 - Car Share Pods situated within 800m walking catchment from the WMQ Precinct (Source: City of Sydney)

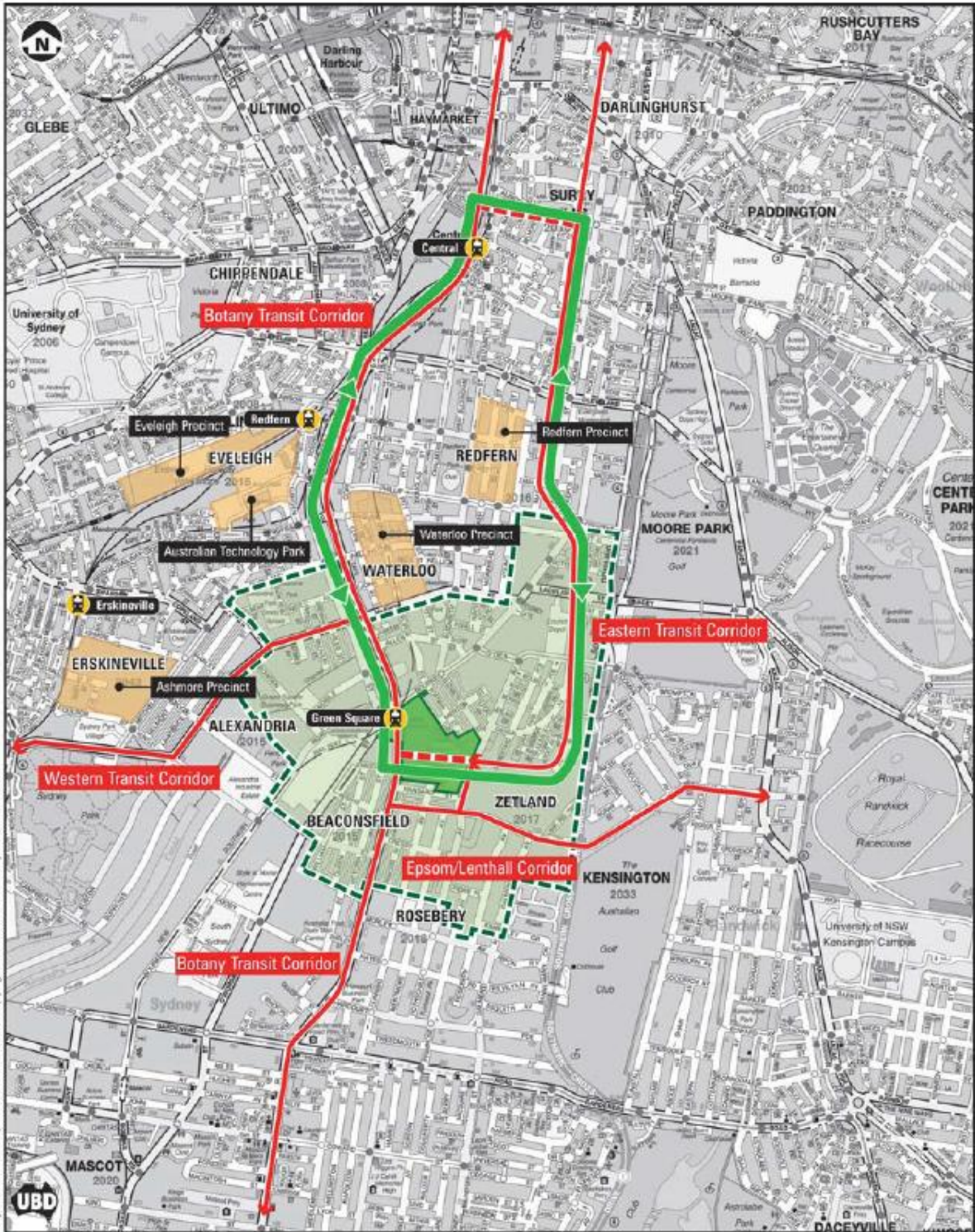
## 8.5 Proposed Public Transport Upgrades

In addition to the development of the Waterloo Metro Station, as outlined in Section 4, as part of the development of the nearby Green Square Town Centre (GSTC), the Green Square Urban Renewal Area (GSURA) Transport Management & Accessibility Plan (TMAP Volume 2, 2008) identifies a number of measures intended to increase public transport usage as part of the vision to achieve a “no car growth” scenario over the next 25 years. It is acknowledged that a draft TMAP has been produced in 2012, and is yet to be publicly released, however, it is assumed that the following major upgrades are still relevant:

- Action plans to progress the goal of establishing/improving a number of transit corridors, including the Botany Road Transit Corridor and the new Eastern Transit corridor, with the intention of establishing the “Green Loop” to connect Green Square with Redfern Station, Central Station and Surry Hills through high frequency services via dedicated buses (short term), which are to be eventually replaced by a new light rail service (see Figure 18);
- Upgrades to Green Square Train Station capacity, to achieve 20 trains/hour/way during peak commuter hours. This will be largely controlled by the progress of the Sydney Metro project;
- Forecasting and implementation of additional bus services and route changes to manage population growth; and
- Fleet upgrades.

The TMAP has identified that in the context of the overall GSURA, the GSTC has the potential to instigate significant shifts towards non-car modal share. This potential arises from low-density industrial and manufacturing employment areas being redeveloped into high-density commercial and retail precincts, providing greater opportunities for public transport.

It is understood that many of the upgrades identified within the TMAP (2008) have not yet been implemented, but that a Green Square Transport Working Group (chaired by CoS) and Green Square Steering Committee (chaired by UrbanGrowth NSW) has been established to provide cross-agency coordination in the planning and implementation of these upgrades.



- Green Square Town Centre
- Green Square Urban Renewal Area
- Urban Renewal Areas
- Surface transit corridors
- Green Loop service corridor

Figure 17– Potential Transport Network

### 8.6 Existing Travel Behaviour

An assessment of the existing travel behaviour within the suburb of Waterloo has been undertaken in relation to the following:

- Travel to work, Waterloo as a place of work
- Travel to work, Waterloo as a place of residence

As this is a new development, there are currently no travel statistics available for the WMQ Precinct. In lieu of specific mode share statistical information for the precinct, data has been collected from the Australian Bureau of Statistics (ABS) 2016 Census and is summarised in Table 9 and Table 10.

Travel to Work (Waterloo as a place of work) - 2016	
Mode of Travel	Percentage (%)
Train	17.18%
Bus	5.96%
Ferry	0.05%
Tram / Light Rail	0.02%
Car (as driver)	55.91%
Car (as passenger)	3.43%
Bicycle	1.51%
Walked only	5.53%
Other mode	0.42%
Worked at home	3.66%
Did not go to work	5.66%
Not stated	0.84%

**Table 9 - Existing Travel behaviour – Travel to Work, Waterloo as a place of work**

Based on the ABS travel mode statistics outlined in Table 9 - Existing Travel behaviour – Travel to Work, Waterloo as a place of work, the majority of staff who travel to Waterloo for work purposes travel by car (approximately 59%) and by train (which accounts for 17.2% of mode share). Active travel modes such as walking and cycling currently only form a small proportion of the travel mode share (approximately 7% walking and cycling combined); these transport modes can be better leveraged given the available pedestrian and cycling infrastructure within the locality.

Note that this data is almost 10 years old and since the Metro has come online, the modal share would be expected to have dramatically changed.

Travel to Work (Waterloo as a place of residence) - 2016	
Mode of Travel	Percentage (%)
Train	19.59%
Bus	20.92%
Ferry	0%
Tram (Light Rail?)	0.06%
Car (as driver)	32.40%
Car (as passenger)	3.63%
Bicycle	3.49%
Walked only	8.38%
Other mode	0.63%
Worked at home	3.36%
Did not go to work	6.74%
Not stated	0.80%

**Table 10 – Existing Travel behaviour – Travel to Work, Waterloo as a place of residence**

For residents living in Waterloo, the majority of residents travel to work by car (36%) and by public transport (accounting for approximately 40.5% of mode share). On the other hand, walking and cycling comprised 11.9% of mode share, which indicates that active travel modes are not currently highly utilised.

## 9. Construction Traffic Management Plan

### 9.1 Objective

The traffic management plan associated with the construction activity of the project aims to ensure the safety of all workers and road users within the vicinity of the construction site, with the following primary objectives:

- To minimise the impact of the construction vehicle traffic on the overall operation of the road network;
- To ensure continuous, safe and efficient movement of traffic (pedestrian and vehicular) for both the general public and construction workers;
- Installation of appropriate advance warning signs to inform users of the changed traffic conditions;
- To provide a description of the construction vehicles and the volume of these construction vehicles accessing the construction site; and
- To provide information regarding the changed access arrangements and a description of the proposed external routes for construction vehicles accessing and exiting the site.

### 9.2 Construction Activities & Program

#### 9.2.1 General Construction Activity

- Construction vehicles will access the site via gates within the frontages to Botany Road and Raglan Streets (refer to Section 9.3).
- Temporary removal of on-street parking in some areas may be required to facilitate construction vehicle access and egress (refer to Section 9.3).
- Temporary local closures of footpaths are proposed (refer to Section 9.3).
- Work zones are proposed for the construction duration to allow for loading and unloading of materials (refer to Section 9.5).
- The work force expected at the site is an average of 100 workers per day, with a peak of 250 on certain days of high activity.

#### 9.2.2 Construction Phasing

A summary of the anticipated construction phasing for the works is outlined in Table 11. The overall timeframe of construction is 29 months.

Construction Phase	Traffic Management Information
<b>Phase 1 (~ 4 months)</b> Excavation / Civil	Site access via gates on Botany Road (Gate 1) and Raglan Street (Gate 4).
<b>Phase 2 (~ 3 months)</b> Basement Structure	Site access via gates on Botany Road (Gate 1) and Raglan Street (Gate 4). Cope Street (via Gate 6) may also be utilised to allow smaller construction vehicles to pass through the construction site.  Gate 4 and Gate 6 may be used for concrete delivery and pumping. Gate 1 will have limited smaller delivery vehicles.  A Work Zone will be in place along the Botany Road site frontage.
<b>Phase 3 (~ 22 month)</b>	Site access via gates on Botany Road (Gate 1, Gate 2, Gate 3 and Gate 5) and Raglan Street (Gate 4). Cope Street (via Gate 6) may also be utilised to allow smaller construction vehicles to pass through the construction site.

<p><b>Tower Structure, Façade, Services and Finishes</b></p>	<p>Gates 3 and 5 require vehicles to reverse into site from the Work Zone, for concrete pumping, loading and staging. Gate 4 used for various deliveries. A Work Zone is proposed along the Botany Road site frontages.</p>
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*Table 11 - Construction Phasing Summary*

**9.2.3 Hours of Work**

All works associated with the project will be restricted to the time periods as follows:

- a) between 7am and 6pm, Mondays to Fridays inclusive; and
- b) between 7:30am and 3:30pm, Saturdays

These hours are consistent with the approved construction hour as per the previous Northern (SSD 10440) and Central SSDs (SSD-10439). In addition, it is proposed to include the following out of hour activities:

- a) If required by the Police or a public authority for the delivery or removal 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) If a relevant utility service operator has advised the applicant in writing that carrying out the works and activities would result in a high risk to the operation and integrity of the utility network, or
- d) Concrete pours or finishing works may finish after 6pm and no late than 10pm on Monday to Friday on a maximum of two occasions per calendar month, or
- e) Hoist and crane climbing or dismantling between 8am and 5pm on a Sunday for a maximum of two Sundays over the duration of the project where it can be demonstrated that the work cannot be undertaken during the standard construction hours in Condition D3 and D4, or
- f) Internal fit-out and services installations/commissioning up to 24 hours a day (excluding Sunday and public holidays) behind a closed façade capable of achieving a minimum of 30dB(A) noise reduction from the equipment used and subject to the use of the goods lift only.

These out of hour activities are proposed to streamline and shorten construction programme and account for emergency works. These out of hour activities have been supported and approved for the southern precinct (SSD-10437).

**9.2.4 General Requirements**

In accordance with TfNSW requirements, all vehicles transporting loose materials will have the entire load covered and/or secured to prevent any items, excess dust or dirt particles depositing onto the roadway during travel to and from the site. All subcontractors shall undergo induction by the lead contractor to ensure all procedures are met for all construction vehicles entering and exiting the construction site. The lead contractors will monitor the roads leading to and from the site and undertake all necessary steps to rectify any road deposits caused by construction activity.

Vehicles operating to, from and within the site shall do so in a manner, which does not create unreasonable or unnecessary noise or vibration. No tracked vehicles are required nor permitted on any paved roads. Public roads and access points will not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances.

The applicant/contractor is required to follow and abide by the specific standard requirements for construction management as set out within the City of Sydney Standard Requirements for a Construction Traffic Management Plan (CTMP) (refer to Section 13).



**STAGE 2 - BASEMENT STRUCTURE**

LEGEND	
	A-CLASS HOARDING
	B-CLASS HOARDING
	HIGH BAY GATE
	GATE
	TURNSTILE
	WORK ZONE (Subject to G-010 Air Flow Approval)
	SITE ACCOMMODATION
	EXISTING BUTTRESS WALL STRUCTURE

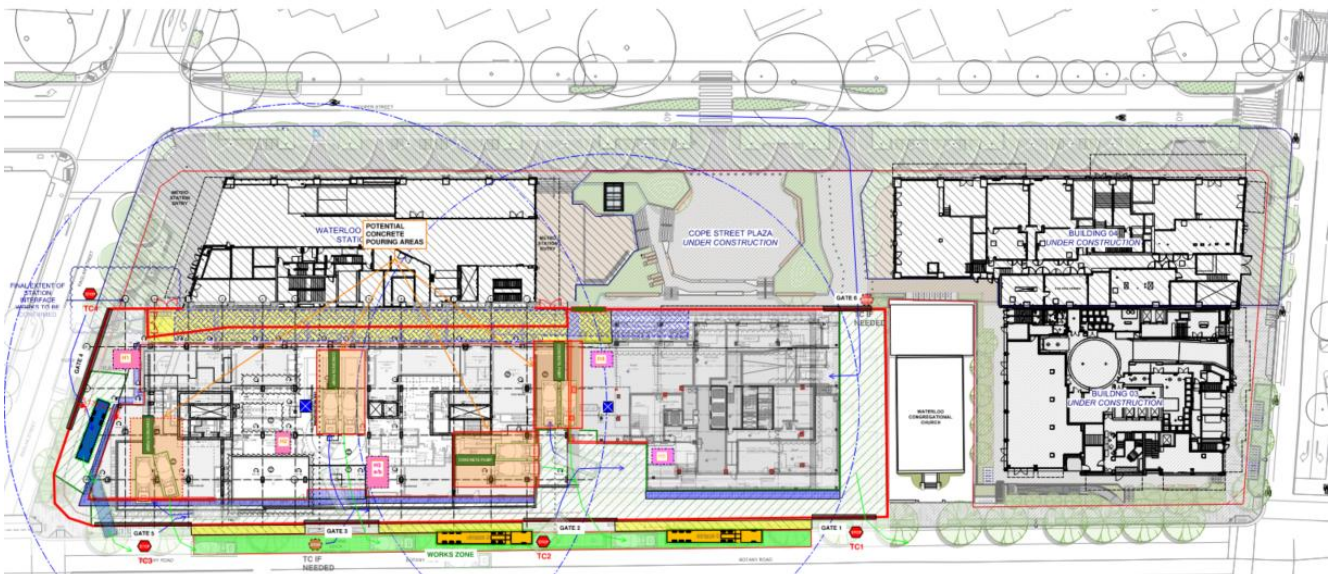


**Figure 19 - Stage 2 Site Arrangement**

**STAGE 3 - TOWER STRUCTURE, FACADE, SERVICES & FINISHES**

ASSUMPTION: FOOTPATH CLOSED

LEGEND	
	A-CLASS HOARDING
	B-CLASS HOARDING
	HIGH BAY GATE
	GATE
	TURNSTILE
	WORK ZONE (Subject to G-010 Air Flow Approval)
	SITE ACCOMMODATION
	EXISTING BUTTRESS WALL STRUCTURE



**Figure 20 - Stage 3 Site Arrangement**

All vehicles must enter and exit the construction site in a forward direction (unless specific approval for a one-off occasion is obtained from the City's Construction Regulation Unit) as per City of Sydney's standard CTMP requirements.

For Gates 3 and 5 only, construction vehicles shall enter the Work Zone in a forward direction. The footpath along the site frontage of Botany Road shall also be closed, with suitable roll kerb provided. Once off the active roadway, a reverse manoeuvre can then be undertaken to access

the concrete pumps and delivery location, without impact to road traffic. Refer to 15.2 for verification of this access manoeuvre with swept path assessment.

Considering the above, a swept path assessment has been undertaken for numerous construction vehicles to identify the largest feasible vehicle that can access each gate outlined in Figure 18 through Figure 20.

Various route options have also been assessed to demonstrate access and egress. This section should be read in conjunction with the swept path drawings provided in Appendix 15.2 for further information.

Construction traffic and deliveries will need to be appropriately managed on-site to ensure that vehicles enter and exit using the correct gate. Deliveries are to be scheduled to ensure construction vehicles are not marshalled on a public road.

## 9.4 Construction Traffic

### 9.4.1 Construction Vehicle Types

The construction stage of the development proposal will involve the use of a range of construction vehicles including Concrete Agitators, 8.8m Medium Rigid Vehicles (MRVs), 12.5m Heavy Rigid Vehicles (HRVs), 19m Truck & Dogs and 19m Articulated Vehicles (AVs). The largest anticipated vehicle will be an AV with an overall length of 19m. A swept path assessment has been undertaken to confirm accessibility of construction vehicles to the site (see Appendix 15.2).

Note that articulated vehicles (excluding truck and dog) shall utilise Work Zones only, and not enter the construction site.

Should there be any oversized vehicles (or articulated vehicles as per Council CTMP requirements) required to travel to the construction site, a separate submission shall be submitted to City of Sydney prior to any permitted oversized vehicle activity.

The various construction vehicles expected for each construction stage are as follows:

Construction Phase	Construction Vehicles (largest expected)
<b>Phase 1 (~ 4 months)</b> <b>Excavation / Civil</b>	Truck and Dog access/egress to the site via Gate 1. 6.4m SRV access/egress to the site via Gate 4
<b>Phase 2 (~ 3 months)</b> <b>Basement Structure</b>	8.35m Agitator access/egress to the site via Gate 4 8.35m Agitator access/egress to the Botany Road Work Zone 8.35m Agitator access/egress to the site via Gates 1 and 6 Up to 19m Semi-Trailer access/egress the Botany Road Work Zone
<b>Phase 3 (~ 22 month)</b> <b>Tower Structure, Façade, Services and Finishes</b>	8.35m Agitator access/egress to the site via Gate 2, 3, and 5 12.5m HRV access/egress to the site via Gates 4 and 5 8.8m MRV access/egress to the site via Gate 1 and 6 19m Semi-trailer access/egress to the Botany Road Work Zone

Table 12 - Construction Vehicle Sizing Summary

9.4.2 Construction Vehicle Routes

The proposed construction vehicle routes have regard for the surrounding local road network within the vicinity of the construction site.

No queuing or marshalling of trucks is permitted on any public road. The construction vehicle access and egress routes are illustrated in Figure 21.

The primary access route is via Botany Road from the north, with egress to be southbound via Botany Road.

Smaller construction vehicles can circulate around the site using Wellington, Raglan and Cope Street, or if need be, access the site from the east via Elizabeth Street.

Given the location of the site in close proximity to the State Road network, there is expected to be very limited impact to the Local Road network. Construction vehicles shall make use of the State Road network to travel to and from the site. On-site monitoring and management of construction vehicle volumes throughout the works shall be undertaken to minimise impact of construction vehicles to the road network. It is advisable that deliveries are scheduled to occur outside of the peak commuter periods.



Figure 21 – Construction Vehicle Primary Routes

9.4.1 Contingency Routes

In the event that primary access routes outlined in the previous section become unavailable (see Figure 21), contingency routes have been provided for alternative access to and from the site. The contingency (secondary) routes for construction vehicles originating from the north, south, east and west are summarised in Table 13.

Origin	Ingress Route		Egress Route	
	Primary	Secondary	Primary	Secondary

North	Via Regent St, Botany Rd	Via South Dowling St, Cleveland St, Botany Rd	Via Botany Rd, Henderson Rd, Gibbons St, Regent St	*Via Botany Rd, Wentworth Ave, Southern Cross Dr, ED
South	Via City Rd, Cleveland St, Regent St, Botany Rd	*Via ED, Southern Cross Dr, Wentworth Ave, Botany Rd	Via Botany Rd	Via Botany Rd, McEvoy St, Lachlan St, South Dowling St
East	Via ED, Lachlan St, Bourke St, McEvoy St, Botany Rd	*Via ED, Southern Cross Dr, Wentworth Ave, Botany Rd	Via Botany Rd, McEvoy St, Lachlan St, South Dowling St, ED	*Via Botany Rd, Wentworth Ave, Southern Cross Dr, ED
West	Via Parramatta Rd, City Rd, Cleveland St, Regent St, Botany Rd	Via Anzac Bridge/Western Distributor/A4, Cross City Tunnel, M1, ED, Lachlan St, McEvoy St, Botany Rd	Via Botany Rd, Henderson Rd, Gibbons St, Cleveland St, City Rd, Parramatta Rd	Via Botany Rd, Henderson Rd, Gibbons St, Cleveland St, South Dowling St, ED, Cross City Tunnel, Anzac Bridge

**Table 13 - Contingency Construction Vehicle Access & Egress Routes**

\* Limited to outside of School Zone hours only

It should be noted that some limitations (i.e. largest truck size permissible on each route) are present for some of the routes as previously mentioned in Section 9.4.2 (refer to Appendix 15.2 for further details).

### 9.4.2 Construction Traffic Generation

The delivery of materials to and from the site will result in some generated traffic activity associated with the construction works. The estimated construction traffic volumes (incoming from all directions) for the key stages are outlined in Table 14.

Phase	Average Daily Trucks	Peak Daily Trucks
Phase 1	24	48
Phase 2	36	72
Phase 3	36	72

**Table 14 - Construction Traffic Volume**

### 9.5 Works Zones

Works Zones are proposed along Botany Road. A swept path assessment has been undertaken to demonstrate the manoeuvring for the largest vehicle in and out of the proposed Works Zones (refer to Appendix 15.2).

Refer to Section 10.2 for the recommended pedestrian management measures.

## 10. Pedestrian Management Plan

### 10.1 Objective

The pedestrian management plan associated with the construction activity of the project aims to establish a safe pedestrian and cyclist environment in the vicinity of the construction site with the following objectives:

- To minimise the impact of the construction works on pedestrian and cyclist activity in the local network;
- To ensure continuous, safe and efficient movement of pedestrian and cyclists for both the general public and workers;
- Installation of appropriate advance warning signs to inform pedestrians and cyclists of the changed footpath conditions; and
- To provide information regarding dedicated pedestrian thoroughfare during the construction of the footpaths along the site frontage.

### 10.2 Pedestrian Management

During the construction of the development, Works Zones are required on the Botany Road frontage to facilitate loading and unloading of materials from construction vehicles (refer to Section 9.5 for further details of the proposed Works Zones).

For mitigation measures on impacts to pedestrian safety, footpath closures and/or diversion of pedestrians will be required and are outlined in the following subsections.

It is proposed that barriers and fencing be implemented to safely and clearly separate pedestrian movement from areas of closed footpath. In such a way, construction vehicle and pedestrian interaction is minimised.

Traffic control plans (TCP) in accordance with the RMS Technical Manual Traffic Control at Work Sites shall be implemented to support the pedestrian access arrangements.

The proposed alternative pedestrian access routes during construction are illustrated in Figure 22.

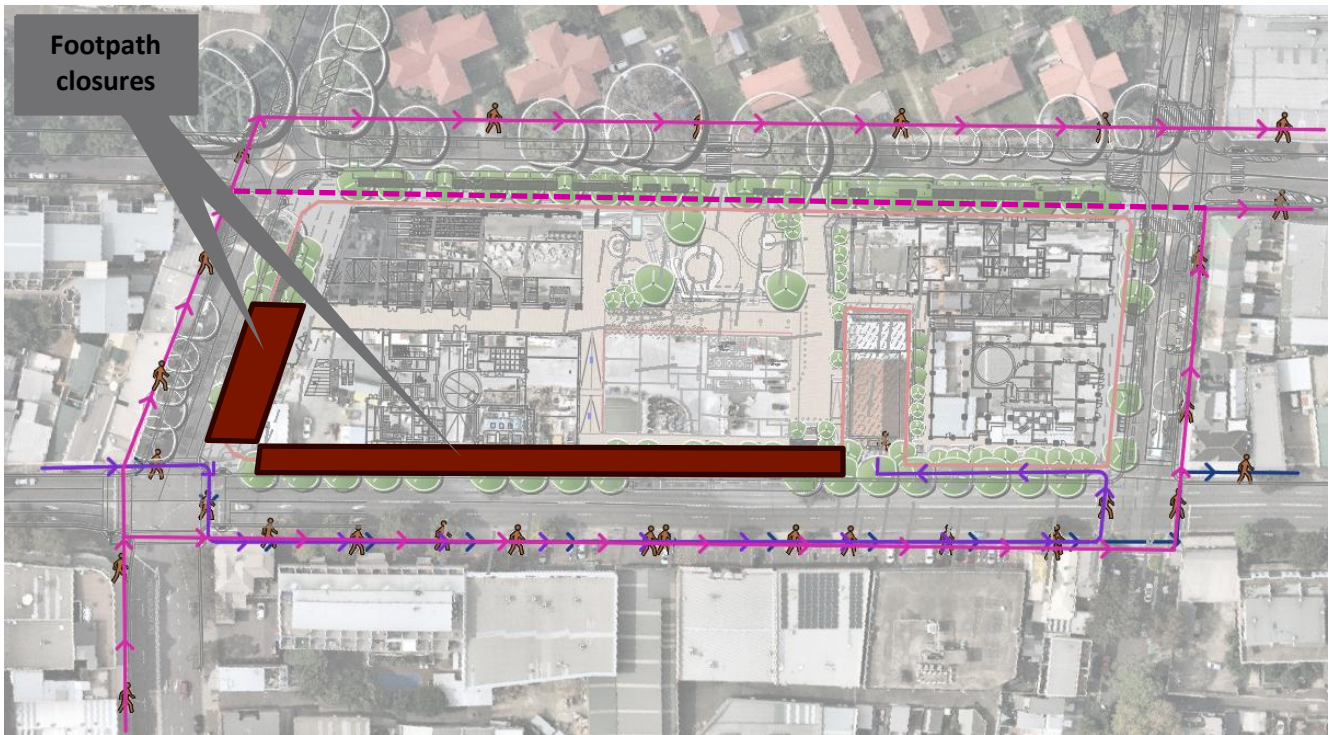


Figure 22 - Pedestrian diversion routes

### 10.2.1 Botany Road

Due to the required Works Zones and multiple vehicular access and egress gates on the eastern side of Botany Road (into the site), it is proposed to close the footpath between Raglan Street and the Waterloo Congregational Chapel to eliminate the interaction between heavy vehicle movements, vehicle unloading activities, and pedestrians. As such, this will require partial closure of the footpath along the western frontage of the construction site between Raglan Street and the Waterloo Congregational Chapel. Appropriate pedestrian diversion measures will be implemented to safely guide pedestrians across Botany Road to maintain pedestrian safety.

Pedestrians will require guidance (via appropriate signage) to the nearest pedestrian crossings. The nearest pedestrian crossing facilities on Botany Road are at the traffic signals located at the intersections of Botany Road/Raglan Street and Botany Road/Wellington Street. As such, pedestrians are able to be safely redirected to the footpath on the western side of Botany Road by using the signalised pedestrian crossings. Alternatively, pedestrians can utilise the pedestrian facilities on Cope Street.

Pedestrian access to the Waterloo Congregational Chapel will be maintained with the footpath between the chapel and Wellington Street remaining open or locally diverted. As such, no Works Zone will occupy the Botany Road frontage directly outside the Waterloo Congregational Chapel to minimise impacts to parking for the chapel and pedestrian access.

### 10.2.2 Raglan Street

Due to the movement of vehicles in and out of the site and the large gate width required, it is proposed to close the footpath along Raglan Street in the proximity of Gate 4 to eliminate the interaction between heavy vehicle movements, vehicle unloading activities and pedestrians.

Pedestrians will require guidance (via appropriate signage) to the nearest pedestrian crossings. The nearest pedestrian crossing facilities are located at the traffic signals located at the intersections of Botany Road/Raglan Street and Cope Street/Raglan Street. As such,

pedestrians are able to be safely redirected to the footpath on the northern side of Raglan Street by using the signalised pedestrian crossings.

Access to the Metro Station shall be maintained at all times for pedestrian movement.

### **10.3 Cyclist Management**

The existing cycling infrastructure in the development site vicinity is predominantly in the form of on-road environments (shared with other users) with a partial cycle lane commencing on the southern side of Wellington Street connecting to Buckland Street.

There are no proposed closures of any existing cyclist links for the construction works. Should this subject to change, temporary replacement/diversion facilities are to be provided to provide comparable level of safety and convenience.

For mitigation measures, all staff and subcontractors engaged on site are required to undergo a site induction, which will include the need to exercise due care with regard for pedestrian and cyclist safety in the site vicinity during site access/egress manoeuvres (see Section 11.6 for further details).

## 11. Other Considerations

### 11.1 Stakeholders

Stakeholders shall be identified and informed of the proposed works upon commencement of construction activities. Stakeholders identified as listed as the following:

- City of Sydney Council;
- Transport for NSW (TfNSW – formerly RMS); and
- Local residents and employees.

### 11.2 Traffic Control Measures

For all events requiring traffic control measures, a Traffic Control Plan (TCP) will be prepared and finalised by the traffic management contractor and submitted separately. All TCPs shall be developed in accordance with relevant Australian standards and the RMS Traffic Control at Work Sites Guidelines.

It is noted that all traffic controllers engaged are required to be accredited by TfNSW, and to act in accordance with TfNSW and City of Sydney conditions, such as:

- No stopping of traffic on public roads;
- No stopping of pedestrians on footpaths; and
- No marshalling or queuing of trucks shall be permitted on public roads.

Based on a high-level assessment of the vehicular access arrangements, traffic controllers are required at the following locations to coordinate traffic movements:

- Site gates.
- Work Zones.

Details of the approximate traffic controller locations are illustrated in Appendix 15.1.

Traffic Controllers are to be provided by the Contractor completing the road/footpath works and/or whose activities are reducing normal operations of the road network.

Traffic control plans (TCP) in accordance with the RMS Technical Manual Traffic Control at Work Sites will be prepared to support the traffic access arrangements to advise motorists of any changed traffic conditions within the vicinity of the construction site. These shall be prepared in accordance with TCAWS to support the pedestrian and traffic access arrangements.

### 11.3 Special Deliveries

Any oversized vehicle (including mobile cranes) that are required to travel to the site will be dealt with separately, with the submission of required permits to and subsequent approval by Council prior to any delivery. Requests shall be submitted 28 days prior to the scheduled date of use of an oversized vehicle.

### 11.4 Construction Staff Parking Strategy

Due to site constraints, there will be limited parking available for staff. All site personnel are advised to not park on street parking within the vicinity of the development site. To minimise parking demand, all construction workers and contractors are encouraged to carpool (wherever practical) or to travel to the construction site via public transport. Personnel will be informed of the bus and train services readily available, connecting neighbouring suburbs to the site vicinity.

### 11.5 Work Site Security

The works site shall be fully bounded with barriers to restrict unauthorised pedestrian access. When not in use, the site shall be appropriately secured outside of work hours.

### 11.6 Induction

All staff and subcontractors engaged on site will be required to undergo a site induction. The induction will include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, OH&S, driver protocols and emergency procedures. Staff and subcontractors are to exercise due care in the vicinity of the site in relation to other road users (i.e. pedestrians and cyclists). Additionally, the lead contractor will advise workers of public transport and car-pooling opportunities.

### 11.7 Emergency Vehicle Access

Any proposed road closures will require approval from Council and shall retain access for emergency vehicles. Appropriate traffic management measures (such as traffic controllers) are to be implemented to ensure access is maintained to closed roads in the event of an emergency.

### 11.8 Access to Adjoining Properties

Access to all adjoining properties is to be maintained throughout the works. The adjacent land owners will be notified of works via letter box distribution and road signage to advised of anticipated truck movements in operation with access to adjoining properties being maintained at all times.

### 11.9 Occupational Health & Safety

Any workers required to undertake works or traffic control within the public domain shall be suitably trained and will be covered by adequate and appropriate insurances. All traffic control personnel will be required to hold TfNSW accreditation in accordance with Section 8 of Traffic Control at Worksites.

### 11.10 Independent Road Safety Audits

Independent road safety audits will be conducted by a suitably qualified consultant in due course when required in further design development involving road operations and traffic issues, cognisant of all road users.

**11.11 Contact Details for On-Site Enquiries & Site Access**

On-site enquiries and requests for site access may be directed to the following site personnel:

Contact name	Role & Company	Contact Number
Brinsley Cross	Project Manager Mirvac	0400 653 156

**11.12 Coordination with Nearby Work Sites**

Prior to commencement of works on site the contractor is to inform neighbouring properties of proposed works and provide site contact information by means of a letter box distribution. Throughout the construction process, the Principal Contractor shall inform the local businesses and residents about construction updates by monthly communications.

Busy periods or days, such as concrete pours, which have a higher truck volume than typical, should be communicated to nearby construction sites so that the increased construction vehicle activity on the road network is not compounded to an unreasonable level.

## 12. Construction Worker Travel Strategy

The purpose of this section of the CTMP is to outline the transport options and arrangements associated with the construction workforce, which seek to reduce the use of vehicles travelling to and from the site.

The CTMP forms part of the consultation process with the Sydney Coordination Office (SCO), City of Sydney and TfNSW. This strategy demonstrates that public transport for construction workers is encouraged and details the measures in place to monitor and manage the uptake of sustainable travel options. It is envisaged that this Plan will be reviewed and amended accordingly in the detailed CTMP to address comments raised during this consultation process.

Workers who require a vehicle to transport tools and equipment will also be managed and detailed in this section.

### 12.1 Staff Induction

All staff and subcontractors engaged on site will be required to undergo a site induction. The induction will include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, WHS, driver protocols and emergency procedures. Additionally, the lead contractor (JHD) will advise workers of public transport and car-pooling opportunities.

### 12.2 Public Transport

This section outlines public transport accessibility to the site, which may be utilised by construction staff over the project duration. Staff inductions (see above) will include information on the available travel options that staff may take to access the site.

The locality has been assessed in relation to the available public transport options that may serve the various users of the development site. This assessment considered the NSW Planning Guidelines for Walking and Cycling (2004), which suggests that a distance of 400-800m is a walkable catchment and 1,500m is a cycling catchment when the development is within proximity to public transport.

The various public transport options include:

- Bus services – Directly outside the site along Botany Road or Cope Street
- Train services – approximately 650 metres from the site
- Metro services (from 2024) – Waterloo Station below the site
- Cycling – existing on-road cycling conditions in the immediate site vicinity

### 12.3 Trains

The site is located within 650 metres (8-minute walk) from Redfern Station (to the north) and 900 metres (12-minute walk) from Green Square Station (to the south).

Redfern is a major transport interchange servicing the Sydney Metropolitan area providing frequent train services seven days a week. Services operating from Redfern and Green Square stations offer the following railway line coverage:

- T1 – North Shore & Western Line
- T2 – Inner West & Leppington Line
- T3 – Bankstown Line
- T4 – Eastern Suburbs & Illawarra Line
- T8 – Airport & South Line
- T9 – Northern Line

Refer to Section 8.2 for further details.

### 12.4 Metro

Waterloo Metro Station is operational, which provides a convenient public transport option for construction workers attending the construction site.

Refer to Section 8.2 for further details.

### 12.5 Bus

A number of bus routes operate in the vicinity of the development site, including a bus stop on the eastern side (southbound) of Botany Road south of Wellington Street and a bus stop on the western side (northbound) of Botany Road across the road from the site.

Refer to Section 8.2 for further details.

### 12.6 Cycling and Walking

Existing cycling infrastructure in the development site vicinity is predominantly in the form of on-road environments (shared with other users) with a partial cycle lane commencing on the southern side of Wellington Street connecting through to the southern side of Buckland Street (westbound across Botany Road).

Pedestrian facilities providing amenity is available in the vicinity of the development site including:

- Signalised pedestrian crossings on all approaches of the intersection of Botany Road / Raglan Street / Henderson Road;
- Signalised pedestrian crossings on all approaches of the intersection of Botany Road / Wellington Street / Buckland Street;
- Marked pedestrian crossing on the north approach of Cope Street / Raglan Street roundabout with refuge islands on all other approaches; and
- Refuge islands on all approaches of Cope Street / Wellington Street roundabout to allow staged pedestrian crossing movements.

Refer to Section 8.3 for further details.

### 12.7 Staff Parking

There will be no worker parking provided within the construction site. Contract workers are expected to make use of the excellent public transport available to and from the site.

### 13. City of Sydney Standard CTMP Requirements

The Applicant or contractor undertakes to follow and abide by the following requirements at all times during the demolition, excavation and construction works.

1. Details of routes to and from site and entry and exit points from site – site specific
2. Details of roads that may be excluded from use by construction traffic i.e. roads with load limits, quiet residential streets or access/turn restricted streets – site specific
3. The approved truck route plan shall form part of the contract and must be distributed to all truck drivers.
4. All vehicles must enter and exit the site in a forward direction (unless specific approval for a one-off occasion is obtained from the City's Construction Regulation 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](http://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.

## 14. Summary

This planning report has been prepared by **ptc.** to accompany a detailed State Significant Development Application (SSDA) for the Northern and Central Precinct at the Waterloo Metro Quarter site.

This report outlines the construction process associated with the DA application, as well as the construction traffic management and mitigation measures to improve and regulate the safety of pedestrians, cyclists, motorists and workers within the vicinity of the construction site.

This report has been prepared to address the relevant conditions of the Secretary's Environmental Assessment Requirements (SEARs) issued for the detailed SSDA.









It is envisaged that this document will be continually reviewed and amended if required, in the event of changes to design, the surrounding road network, or additional requirements of City of Sydney Council, TfNSW or any other authority.

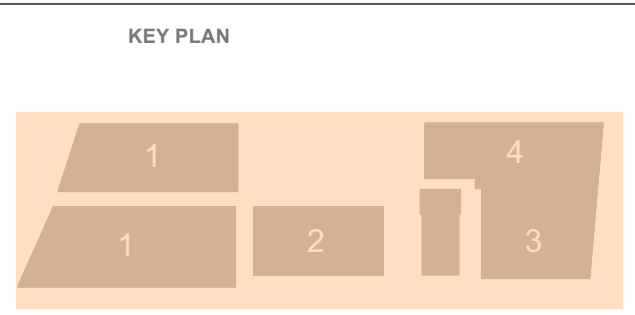
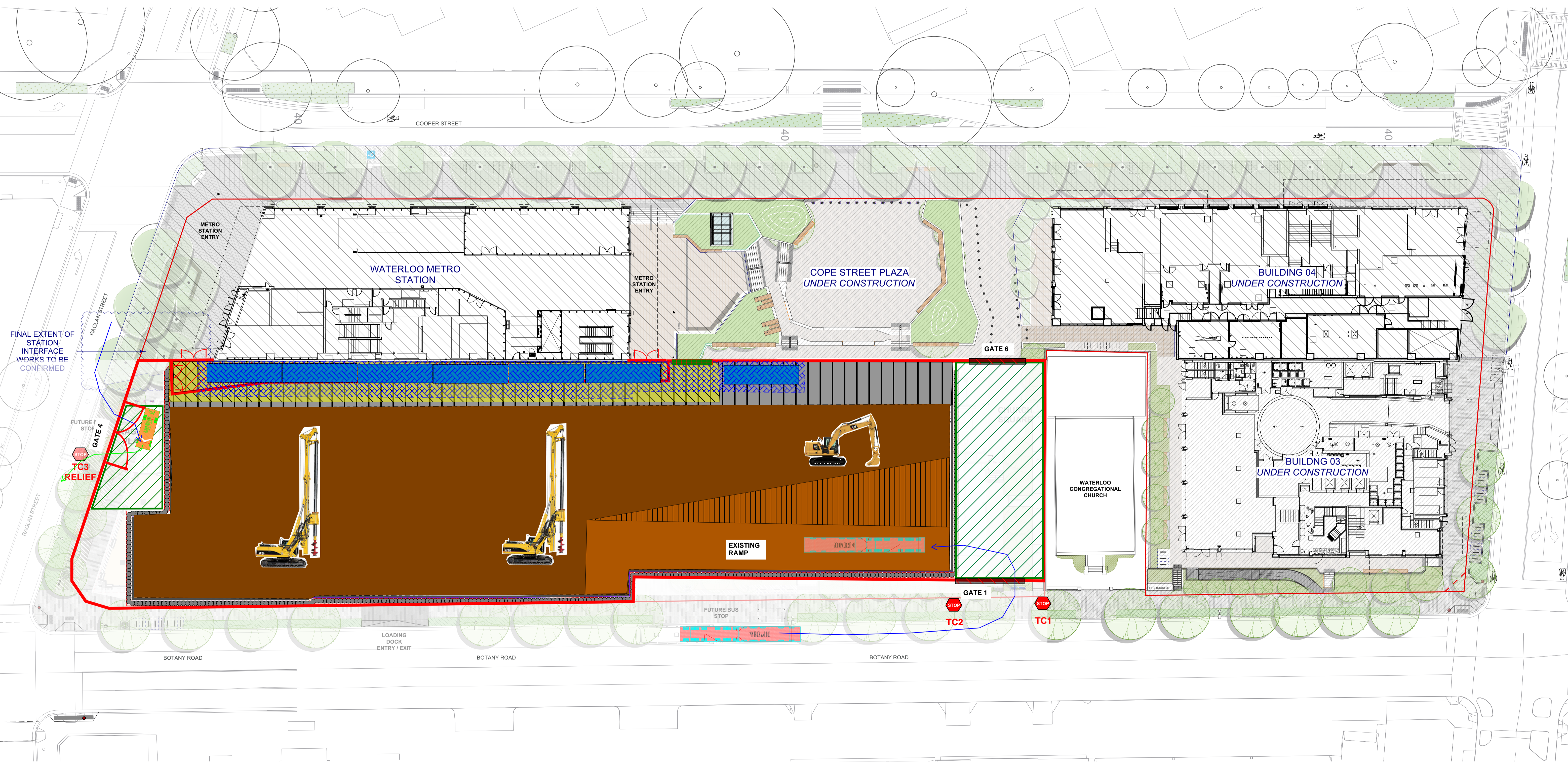
## **15. Appendices**

### **15.1 Appendix 1 – Site Establishment Plans**

# STAGE 1 - EXCAVATION / CIVIL

**LEGEND**

	A-CLASS HOARDING		TURNSTILE
	B-CLASS HOARDING		WORK ZONE (Subject to CoS CRU &/or RMS Approval)
	HIGH BAY GATE		SITE ACCOMMODATION
	GATE		EXISTING BUTTRESS WALL STRUCTURE



REV	DATE	AMENDMENTS
A	24/08/25	FOR INFORMATION

STATUS  
FOR INFORMATION

ARCHITECT  
**WOODS BAGOT** BATESSMART.  
AILEEN SAGE ARCHITECTS

CLIENT  
**sydney METRO** **JOHN HOLLAND** **mirvac**

PROJECT  
WATERLOO METRO QUARTER

DRAWING  
PUBLIC DOMAIN PRECINCT PLAN

DRAWN  
BM

CHECKED  
SB | BP


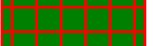





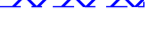
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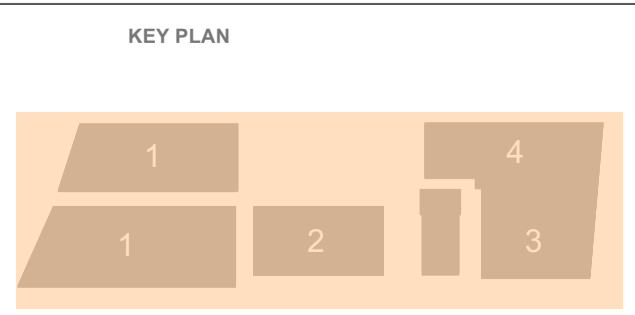
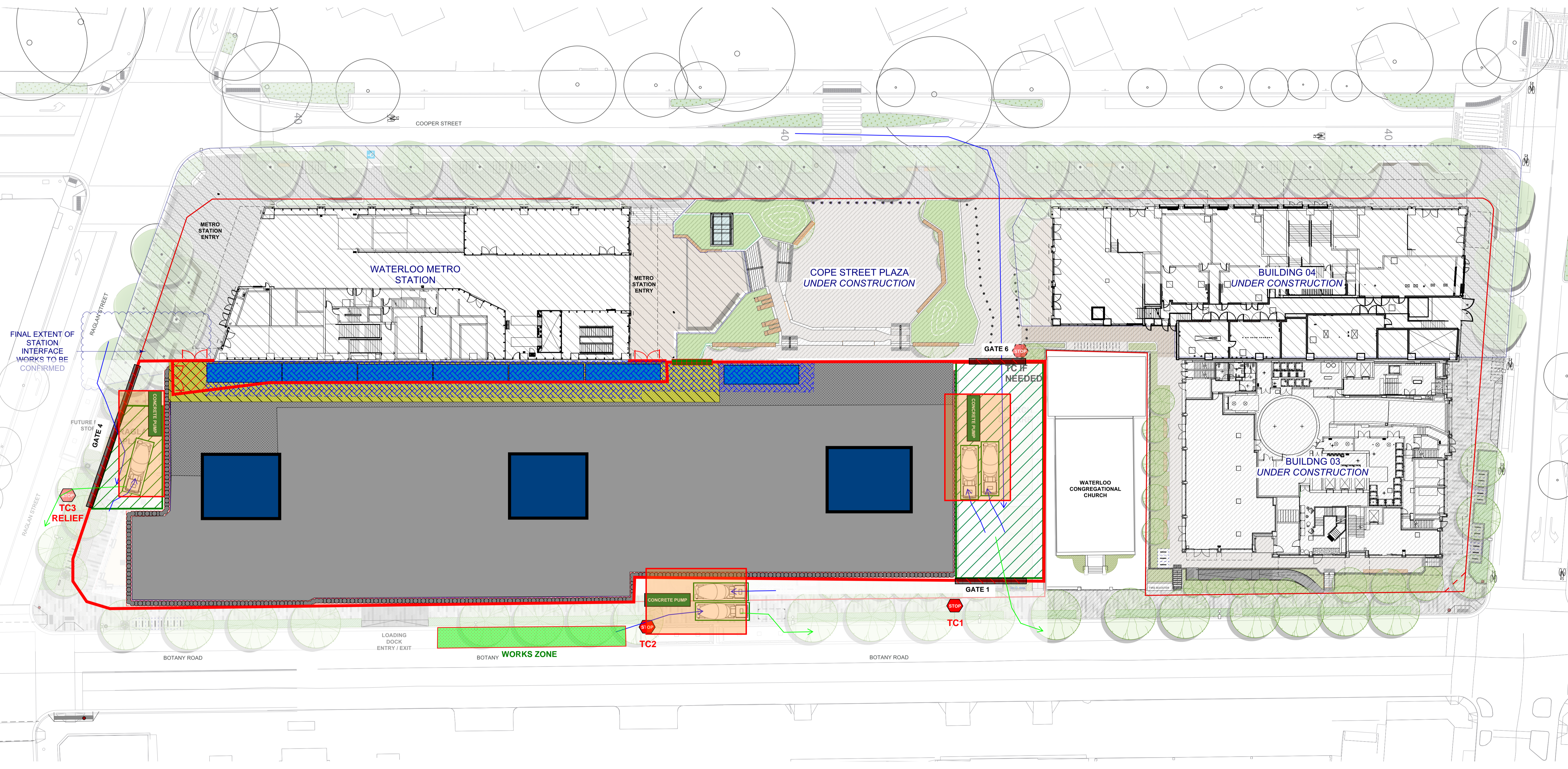
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# STAGE 2 - BASEMENT STRUCTURE

**LEGEND**

	A-CLASS HOARDING		TURNSTILE
	B-CLASS HOARDING		WORK ZONE (Subject to CoS CRU &/or RMS Approval)
	HIGH BAY GATE		SITE ACCOMODATION
	GATE		EXISTING BUTTRESS WALL STRUCTURE



REV	DATE	AMENDMENTS
A	24/08/25	FOR INFORMATION

STATUS  
FOR INFORMATION

ARCHITECT  
**WOODS BAGOT** BATESSMART.  
AILEEN SAGE ARCHITECTS

CLIENT  
**sydney METRO** **JOHN HOLLAND** **mirvac**

PROJECT  
WATERLOO METRO QUARTER

DRAWING  
PUBLIC DOMAIN PRECINCT PLAN

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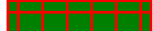

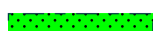




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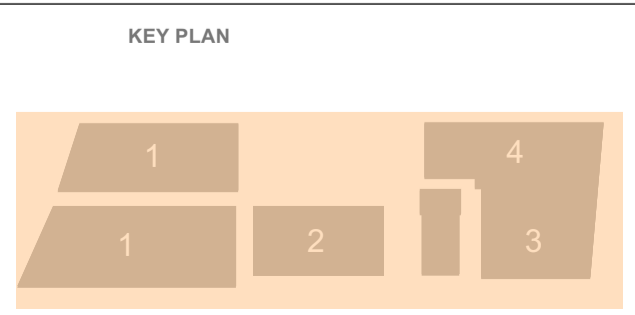
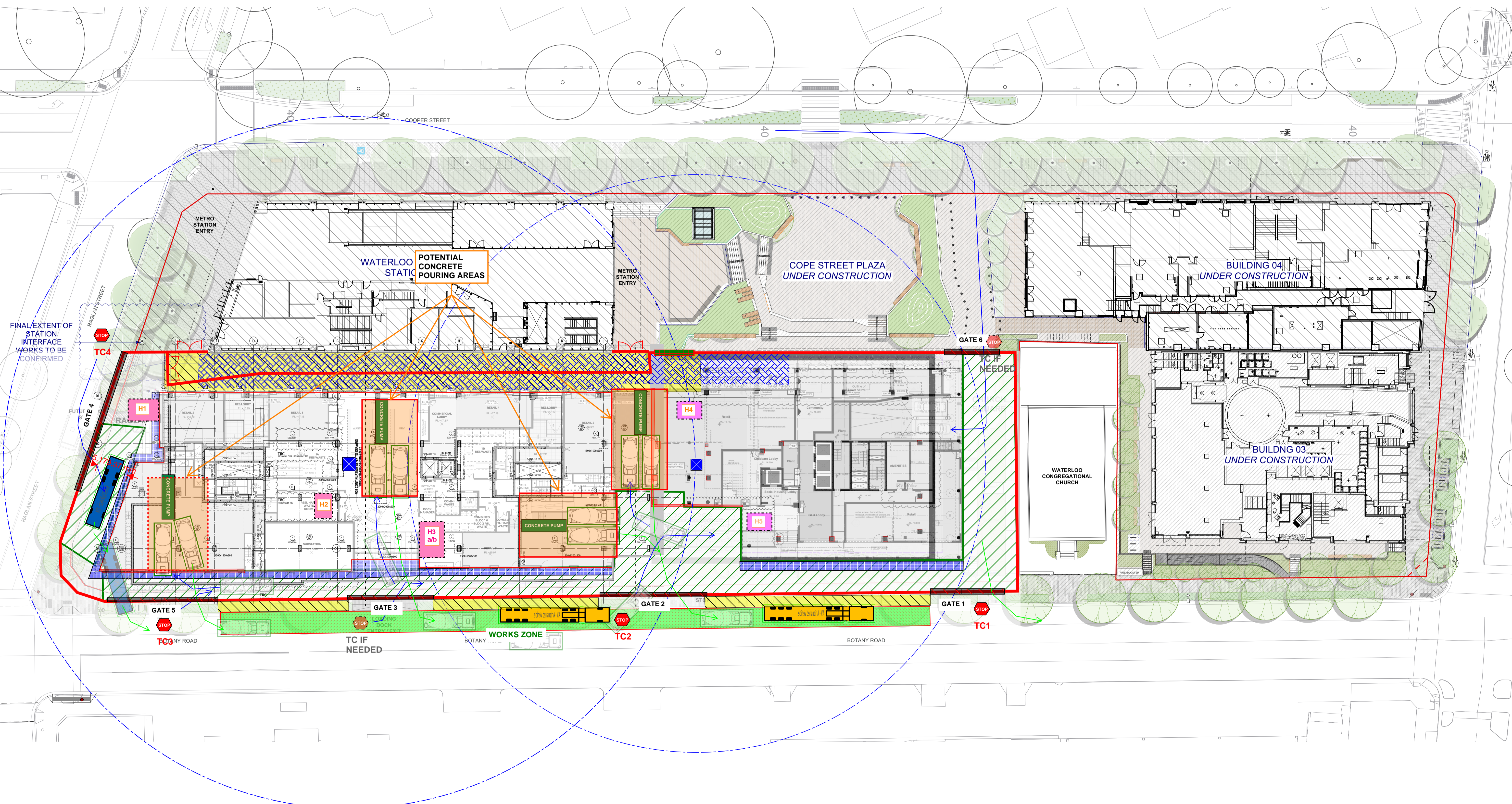
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# STAGE 3 - TOWER STRUCTURE, FACADE, SERVICES & FINISHES

ASSUMPTION: FOOTPATH CLOSED

**LEGEND**

	A-CLASS HOARDING		TURNSTILE
	B-CLASS HOARDING		WORK ZONE (Subject to CoS CRU &/or RMS Approval)
	HIGH BAY GATE		SITE ACCOMODATION
	GATE		EXISTING BUTTRESS WALL STRUCTURE



REV	DATE	AMENDMENTS
A	24/08/25	FOR INFORMATION

STATUS  
FOR INFORMATION

ARCHITECT  
**WOODS BAGOT** BATESSMART  
AILEEN SAGE ARCHITECTS

CLIENT  
**sydney METRO** **JOHN HOLLAND** **mirvac**

PROJECT  
WATERLOO METRO QUARTER

DRAWING  
PUBLIC DOMAIN PRECINCT PLAN

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SB | BP

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DRAWING NO.  
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REVISION  
A

**15.2 Appendix 2 – Swept Path Assessment**



**AERIAL IMAGERY / SCALED PDF**  
 This sweep path assessment has been completed utilising aerial imagery/scaled pdf in the absence of detailed survey. It should be noted that aerial imagery/scaled pdf can have an element of error, and all sweep paths are preliminary and shall be verified using survey data or site validation. It is the responsibility of the contractor to ensure that the proposed vehicle routes and accesses are suitable for the anticipated vehicles. All sweep paths performed by ptc, using aerial imagery/scaled pdf are indicative and should be used for preliminary purposes only.

**NOT FOR CONSTRUCTION**  
 These drawings have been prepared for information only and are not issued for construction.

- TRAFFIC GUIDANCE SCHEMES**
- All signs to be clearly visible throughout the works and monitored.
  - Signs can be mounted if required on posts to be visible above parked cars. Signs to be coordinated on site to ensure they are clearly visible.
  - All signs to be size A.
  - All signs to be visible when workers are in the area and covered when workers are not present.
  - Signs to be in accordance with RMS Traffic Control at Workplaces (TCAWS) Manual and AS1742.3 Traffic Control for Works on Roads.
  - RMS/Council approval to be obtained prior to implementation.
  - This TGS is based on TCAWS Manual and is to be set up by qualified traffic controllers (Yellow card). Any alterations on site to this TGS is to be documented and re-recorded by qualified personnel with a Red/Change card.

**SWEEP PATHS**  
 The turning paths illustrated in this drawing have been prepared using the Autotrack vehicle modelling software in conjunction with AutoCAD. The vehicle model was prepared by Analogue Pty Ltd based upon vehicle data provided by Ausroads. While this modelling represents a conservative assessment of the vehicles ability, it is not possible to account for all vehicle type/characteristics or driver ability.

	SRV Vehicle (Tractor on trailer) (200t)	Overall Length	120m
		Overall Body Height	13m
		Min. Road Clearance	10m
		Track Width	10m
		Lock to Lock Time	4:00m
		Lock to Lock Turning Radius	100m
	SRV - Lead Right Vehicle	Overall Length	110m
		Overall Body Height	13m
		Min. Road Clearance	10m
		Track Width	10m
		Lock to Lock Time	4:00m
		Lock to Lock Turning Radius	100m
	SRV - Heavy Right Vehicle	Overall Length	80m
		Overall Body Height	13m
		Min. Road Clearance	10m
		Track Width	10m
		Lock to Lock Time	4:00m
		Lock to Lock Turning Radius	100m
	SRV - Articulated Vehicle	Overall Length	30m
		Overall Body Height	13m
		Min. Road Clearance	10m
		Track Width	10m
		Lock to Lock Time	4:00m
		Lock to Lock Turning Radius	100m
	SRV TRUCK AND DOG	Overall Length	30m
		Overall Body Height	13m
		Min. Road Clearance	10m
		Track Width	10m
		Lock to Lock Time	4:00m
		Lock to Lock Turning Radius	100m
	SRV - Heavy Bus Concrete Apron	Overall Length	80m
		Overall Body Height	13m
		Min. Road Clearance	10m
		Track Width	10m
		Lock to Lock Time	4:00m
		Lock to Lock Turning Radius	100m

REV	DATE	DESCRIPTION	DRAWN	REVIEWED
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X	X	X	x	x
X	X	X	x	x
X	X	X	x	x
2	19.08.25	FOR INFORMATION	JJ	SW
1	31.07.25	FOR INFORMATION	JJ	SW

**PROJECT**  
 WATERLOO METRO

**DRAWING TITLE**  
 WATERLOO METRO  
 CTMP  
 SWEEP PATH ASSESSMENT

**CLIENT** MIRVAC

**DRAWING #** STG1\_SHEET1

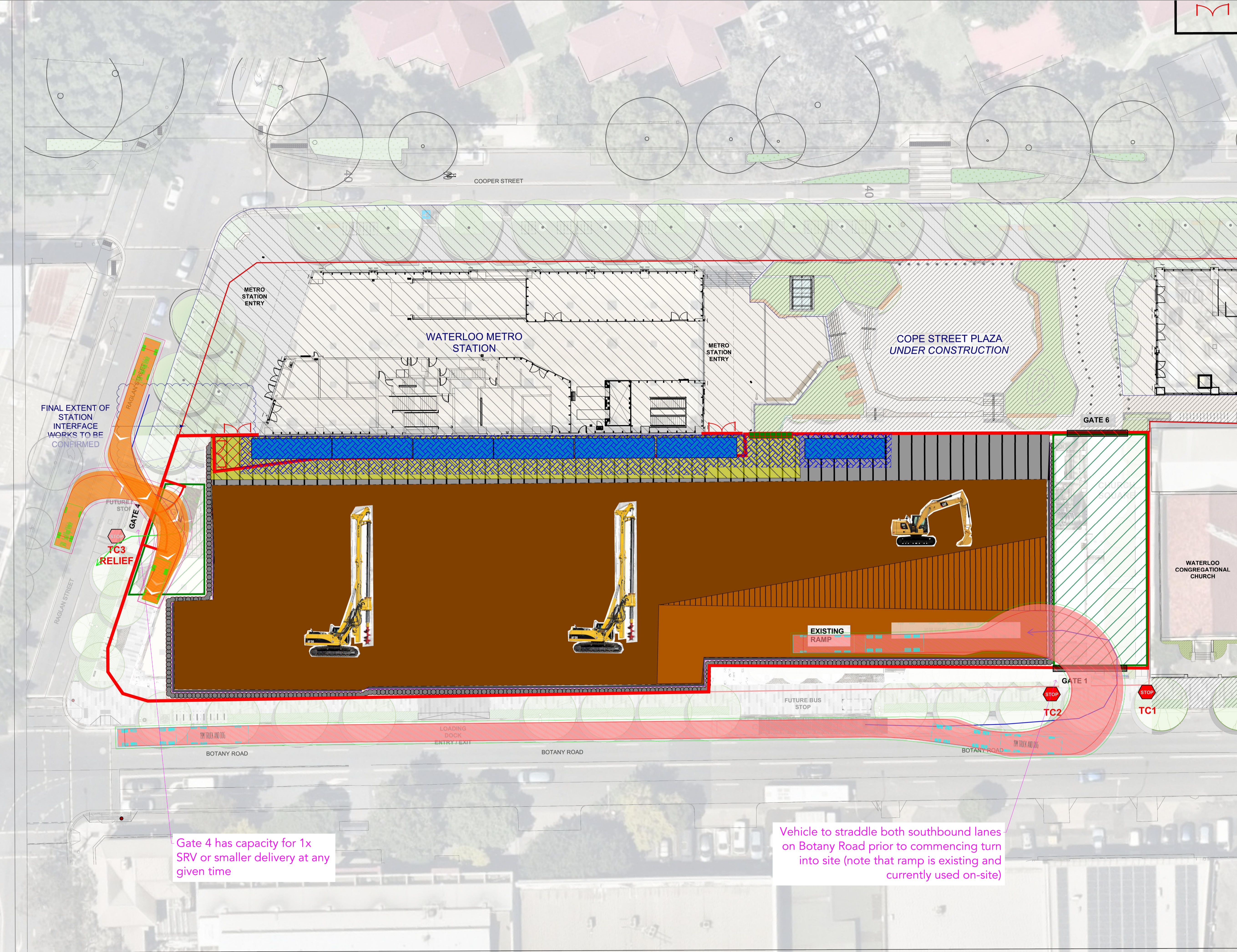
**PROJECT #** 24-1134

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 1 : 500 @ A3

CTMP

**ptc.** Suite 502, 1 James Place  
 North Sydney NSW 2060  
 t +61 2 8920 0800  
 ptcconsultants.co

**REV 2**



Gate 4 has capacity for 1x SRV or smaller delivery at any given time

Vehicle to straddle both southbound lanes on Botany Road prior to commencing turn into site (note that ramp is existing and currently used on-site)













