



2 and 2A Bullecourt Avenue, Milperra

Preliminary Construction Traffic and Pedestrian Management Plan

Prepared for:
Mirvac Residential (NSW) Pty Ltd

27 October 2025

The Transport Planning Partnership

2 and 2A Bullecourt Avenue, Milperra

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Client: Mirvac Residential (NSW) Pty Ltd

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APPENDICES

A. SWEPT PATH ANALYSIS

1 Introduction

1.1 Overview

This preliminary Construction Traffic and Pedestrian Management Plan (CTPMP) report is submitted to the Department of Planning, Housing and Infrastructure (the Department) on behalf of Mirvac Residential (NSW) Pty Ltd (the Applicant) in support of a State Significant Development Application (SSDA) for a staged residential development at 2 and 2A Bullecourt Avenue (the site).

This CTPMP report is prepared to address the Secretary's Environmental Assessment Requirements (SEARs) as shown in Table 1.1.

Table 1.1: Response to SEARs

SEARs	Response
If the construction of the development would cause interruptions to regular pedestrian and transport routes (including public transport, active transport or general traffic), a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts.	As detailed in this report

1.2 Proposed Development

The project will be delivered in stages and across two separate SSDA Projects, and comprises the construction of up to 430 dwelling houses, dual occupancies and attached dwellings, three (3) public parks, new roads and shared paths, civil infrastructure, a car park, and the management of conservation land.

Specifically, across the two SSDAs, consent is sought for:

- Tree removal
- Site remediation (excluding works carried out as category 2 remediation works)
- Construction of bulk earthworks, public roads and landscaping, and services
- Augmentation of existing services and road infrastructure
- Construction of three (3) public parks
- Construction of up to 430 dwelling houses
- Construction of a carpark to service the existing childcare centre and E1 Local Centre zoned land

- Subdivision resulting in up to 430 residential lots, infrastructure lots, and the creation of a community title lot for land zoned C2 Environmental Conservation and E1 Local Centre
- Conservation works including the management of >2Ha Cumberland Plain Woodland Species.

This preliminary CTPMP is prepared to address the SSDA 1 (this SSDA) construction works only. The SSDA 1 comprises of all Civil works across the entirety of the site as well as the construction of all 62 dwellings in Stages 1 and 2 only, which are as follows:

- Stage 1 – Commencement of site-wide tree removal and land contamination, creation of two (2) super lots and total of 22 residential lots, and construction of 22 dwelling houses fronting Ashford Avenue. This will be the first stage to be delivered and will connect into the existing infrastructure that located within Ashford Avenue.
- Stage 2 – Creation of four (4) super lots, a new lot (Lot 25) across the RE1 Public Recreation zoned land, and 40 residential lots. This stage also involves the construction of 40 dwellings within Stage 2, and the construction of new roads and the new public park referred to in the Civil Plans as the 'Central Park'.
- Stage 3a – Creation of a new super lot, and the construction of perimeter roads surrounding the existing childcare centre, construction of a new car park to service the childcare centre and C2 Environmental Conservation zoned land. It is proposed that all associated civil works required to enable the operation of the existing childcare centre will be delivered under this stage. The new traffic intersections at both Bullecourt Avenue and Horsley Road will be constructed.
- Stage 3b – Creation of three (3) lots to be delivered under a Community Title Scheme for the E1 Local Centre zoned land.
- Stage 4 – Creation of eight (8) super lots, a new lot (Lot 50) across the RE1 Public Recreation zoned land, and a new lot (Lot 49) across the SP2 Infrastructure zoned land. This stage also involves the construction of new roads, the stormwater infrastructure Basin 1 and Basin 2, and the new public park referred to in the Civil Plans as the 'Southern Park', all to be dedicated to Council.
- Stage 5 – Creation of six (6) super lots and construction of new roads and civil works.
- Stage 6 – Creation of nine (9) super lots and a new lot (70) across the RE1 Public Recreation zoned land. This stage also involves the construction of new roads and civil works, and the new public park referred to in the Civil Plans as the 'Northern Park', all to be dedicated to Council.
- Stage 7 – Creation of six (6) super lots and construction of road and civil works.
-

1.3 Purpose of this CTPMP

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

It is envisioned that when the SSDA is approved, the consent would include a condition requiring a detailed CTPMP to be developed and submitted to Council and/or relevant authorities for approval before construction activities commence on-site.

2 Existing Conditions

2.1 Site Description

The site is currently owned by Western Sydney University and is located within the Canterbury Bankstown LGA at 2 and 2A Bullecourt Avenue, Milperra, being legally described as Lot 2 in DP1291984 and Lot 1 in DP101147 (refer to Figure 2.1).

The total site has an area of approximately 19.64ha and is the subject of numerous easements affecting the site, including two easements to drain water, easements for electricity and other purposes, and a right of carriageway.

Figure 2.1: Site Layout



 THE SITE

NOT TO SCALE 

Since the demolition of the previous buildings on the site, the site currently comprises:

- Existing at-grade car park (within Zone 4) to be repurposed as parking and hardstand area for the temporary sales office.
- Existing at-grade car park for the Childcare Centre (generally within the location of the future Road 2B).
- At-grade roads off Bullecourt Avenue.
- A large oval to the south.
- The Western Sydney University Early Learning Centre (Child-care centre).
- Vegetation of varying significance, including Cumberland Plain Woodland.

The site is bound by the M5 Motorway to the south, Ashford Avenue / existing residential dwellings to the west, Bullecourt Avenue / existing industrial development to the north, and Horsley Road / existing industrial development to the east. Adjoining the site along the southeastern boundary is Mount St Joseph Catholic College.

A substantial number of bus stops are located along Bullecourt Avenue and Horsley Road, servicing routes that connect passengers both within and beyond the LGA, including direct links to Bankstown Central (approximately 8.5km drive from the site), Westfield Burwood, and Westfield Miranda. While the nearest train line is the T8, accessible via East Hills, Panania, and Revesby stations, the T6 line at Bankstown Station can also be reached via bus services operating near the site.

2.2 Road Network

A brief description of these roads is provided below.

2.2.1 Bullecourt Avenue

Bullecourt Avenue functions as a two-way, two-lane primary collector road, generally aligned in an east-west direction between Horsley Road and Ashford Avenue. The road carriageway is approximately 12.5m wide (kerb to kerb), with unrestricted kerbside parking generally provided on both sides of the road. Bullecourt Avenue has a posted speed limit of 60 km/hr. This road provides good connectivity between Henry Lawson Drive and Horsley Drive to the west and east ends respectively.

An existing site access, a two-way separated driveway, is provided off Bullecourt Avenue.

2.2.2 Horsley Road

Horsley Road functions as a two-way, two-lane primary collector road in the immediate vicinity of the site and is generally aligned in a north-south direction between Ladbroke Street and Bransgrove Road. The road carriageway is approximately 12.0m wide (kerb to kerb), with unrestricted kerbside parking generally provided on both sides of the road. This road provides good connectivity to/from the wider arterial road network via Bullecourt Avenue, Beaconsfield Street and Bransgrove Road.

The posted speed limit is 60km/hr, with 40 km/hr school zone restrictions in operation during school hours to the south of the Horsley Road-Bullecourt Avenue intersection.

2.2.3 Ashford Avenue

Ashford Avenue functions as a two-way, two-lane local collector road, generally aligned in a north-south direction between Milperra Road and Flanders Avenue to the north and south ends respectively. The road carriageway is approximately 12.0m wide (kerb to kerb), with unrestricted kerbside parking provided on the east side and timed kerbside parking on the west side of the road. The posted speed limit is 50 km/hr within the vicinity of the site.

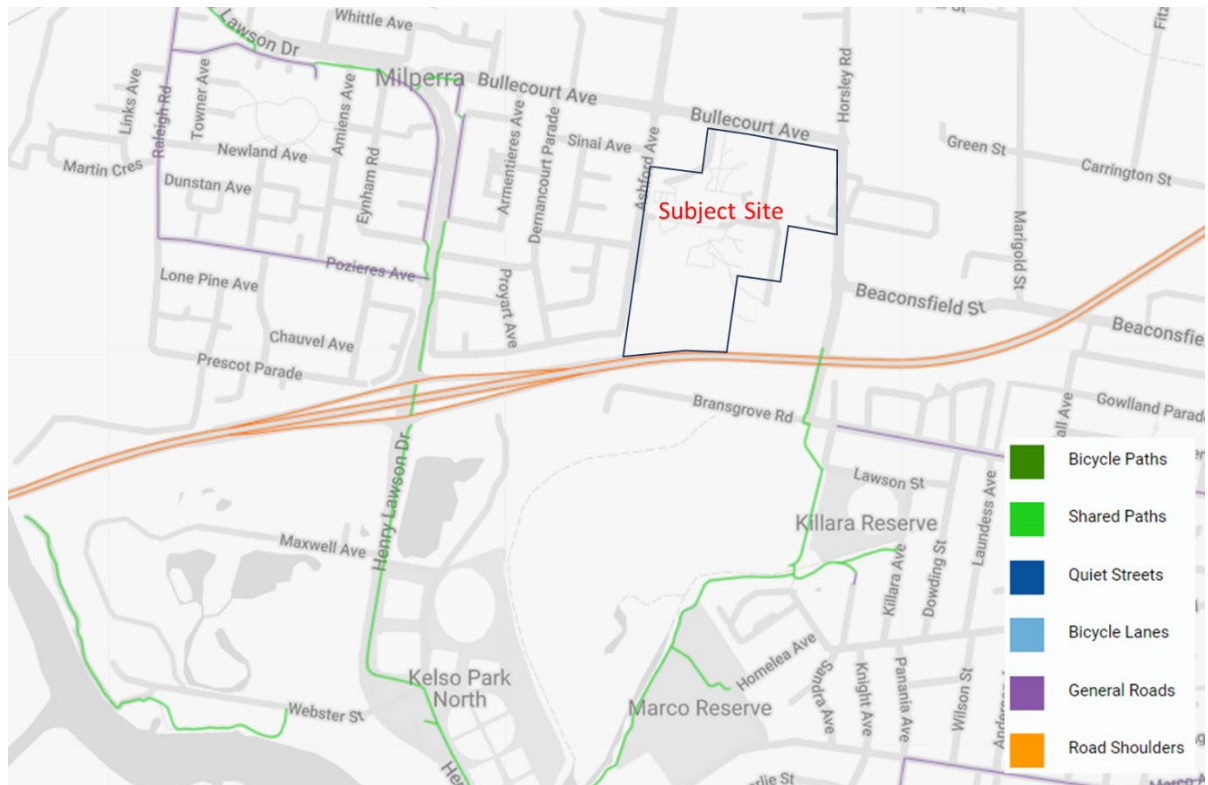
2.3 Pedestrian and Cyclist Facilities

Paved pedestrian footpaths are generally provided on both sides of Bullecourt Avenue and Horsley Road, which provides good access to the surrounding areas and public transport facilities. In addition to this, formal pedestrian footpaths are provided on some sections of Ashford Avenue, near the retail shop frontages at the corner of Ashford Avenue and Bullecourt Avenue. No formal pedestrian footpaths are provided along the site frontage on Ashford Avenue or along the frontage of the residential dwelling houses on the west side of Ashford Avenue between Sinai Avenue and Flanders Avenue.

There is a good provision of cycle infrastructure in the local area. To the west of the site, a shared path is provided along Henry Lawson Drive, providing connectivity in a generally north-south direction between Lansdowne and East Hills. In addition to this, there is a cycleway provided to the south of the site traversing the sports fields which provides good connectivity to/from Panania.

A map showing existing cycling facilities within the site vicinity is shown in Figure 2.2.

Figure 2.2: Canterbury City Cycleway Plan



Source: Transport for NSW Cycleway Finder

3 Proposed Construction Activities

3.1 Proposed Construction Stages and Estimated Duration

Development of the site is proposed to be undertaken in seven stages. The proposed layout of the site and each construction stage is outlined in Figure 3.1.

Figure 3.1: Proposed Staging Plan and Internal Road Network



Source: Beveridge Williams, General Arrangement & Staging Plan, Drawing No. 002, Rev.A

The construction activities that are expected to be involved in each stage are as follows, with some minor variations subject to the future detailed construction methodology of each stage.

- Installation of underground services
 - Sewer
 - Water
 - Electrical
 - NBN/Telecommunications
- Construction of internal roads
- Construction of kerbs, channel and footpath
- Construction of dwelling houses
- Pavement works for vehicle crossings
- Landscaping works
- Construction of footpaths
- Construction of road pavement
- Construction of stormwater pits and pipes
- Park Landscaping embellishment works
- Site-Wide Bulk Earthworks
- Removal of existing underground services
- Asbestos remediation works
- Removal of existing trees
- Construction of Retaining walls
- Construction of perimeter fencing of adjacent properties

The proposed construction works will mostly be undertaken wholly within the site boundary, except for the construction of the new intersections on Bullecourt Avenue, Horsley Road and Ashford Avenue and driveways/services along Ashford Avenue.

The indicative duration of each construction stage is summarised in Table 3.1

Table 3.1: Construction Activities and Duration

Construction Stage	Indicative Duration
1	2-3 months
2	4-6 months
3	3-4 months
4	6-8 months
5	4-6 months
6	6-8 months
7	4-6 months

The staging and duration of the above construction works may change, subject to further consultation with stakeholders and detailed construction planning following approval.

3.2 Construction Vehicle Types

It is anticipated that the largest vehicle which may be required for site-wide bulk earthworks and remediation works is a 19m long Truck and Dog.

During other construction activities, it is expected that the largest construction truck is a 12.5m long Heavy Rigid Vehicle (HRV). Other rigid trucks, including MRVs, SRVs, concrete mixer trucks, vans and utes would also visit the site throughout the course of the construction works.

Larger trucks (i.e. a 19m long semi-trailer) may be required occasionally to transport larger infrastructure machinery and equipment.

Any works that require an oversized/overmass vehicle will require prior approval under a separate application through the National Heavy Vehicle Regulator (NVHR) accordingly.

All construction vehicles will always enter and exit the construction site in a forward direction. Swept path analysis has been undertaken demonstrating a 19m long semi-trailer access to and from the site. The swept paths are provided in Appendix A.

3.3 Site Access and Construction Vehicle Routes

Construction vehicles will have origins and destinations throughout Sydney. Dedicated construction vehicle routes have been developed to provide the shortest distance to/from the arterial road network, whilst minimising the impact of construction traffic on streets within the immediate vicinity of the site.

Construction vehicle access to the construction site shall be provided off the existing driveway on Bullecourt Avenue. All truck drivers will be advised of the designated truck routes to/from the site and be required to adhere to the nominated routes.

The proposed construction truck routes to/from the site are shown in Figure 3.2.

Construction vehicles shall only be permitted to enter/exit the site when suitable traffic gaps are available.

Figure 3.2: Designated Haulage Routes



3.4 Construction Work Hours

Approval for the proposed development has not been granted, however; it is expected that standard construction hours will be as follows:

- Monday to Friday 7:00am to 5:00pm
- Saturday 8:00am to 1:00pm
- Sunday and Public Holidays No Works

However, this is subject to the future approval and the associated consent conditions that may apply for the development. The actual construction work hours shall be in accordance with the relevant consent conditions that are applicable to the development.

3.5 Construction Workers and Parking

The peak construction workforce is expected to be in the order of 20 workers on-site at any one time. It is expected that some construction workers would travel by private cars to and from the construction site.

Appropriate on-site car parking will be provided next to the construction site compound for construction workers. The exact number of available parking spaces will be confirmed during preparation of the detailed CTPMP.

3.6 Materials and Handling

All materials and handling equipment will be wholly stored within the construction site. No building materials, work sheds, vehicles or machines would be stored on the public road reserve or pedestrian footpaths. If temporary use of any public road is required for temporary storage purposes or the like, prior consultation with Council will be undertaken. All relevant permit approvals will be obtained prior to the commencement of such activities.

Construction works outside the site boundary would be required for construction of the new intersections on Bullecourt Avenue, Horsley Road and Ashford Avenue and driveways/services along Ashford Avenue. Separate applications will be submitted to Council for approval prior to the commencement of the works during the construction stage.

3.7 Construction Works Zone

Currently no works zones are planned or deemed required for the construction works to be undertaken, with all construction work able to be carried out within the site boundary. Should a works zone be deemed required the appropriate application and approval process would be undertaken with Council and the relevant authorities prior to establishment of any works zones.

3.8 Crane Requirements

No tower crane will be required for the proposed development.

4 Construction Traffic Assessment and Impacts

4.1 Construction Traffic Generation

The traffic generated by the construction activities on the site is not known at this stage. However, given the staged development, it is anticipated that the construction activities are unlikely to generate more than 10 trucks per hour.

In addition to this, there will be a maximum of 20 workers on site at any one time. Assuming all 20 workers enter and exit within the same hour, this could generate up to 20 inbound vehicles around 6:30am and 20 outbound vehicles around 4:30pm.

Comparatively, the former WSU campus generated about 360 to 381 vehicle movements¹ during the peak (which has now been relocated to Bankstown), which is significantly more than the anticipated traffic generated by construction works.

On this basis, there is sufficient capacity on the surrounding roads to accommodate traffic associated with construction works.

Notwithstanding this, construction vehicle movements shall be minimised during peak commuter times, to manage the impacts to the surrounding road network during the AM and PM peak hours.

4.2 Pedestrian and Cycle Access

Pedestrian and cycle access will be maintained around the work site as per existing conditions. Site personnel will manage pedestrians crossing the site access on Bullecourt Avenue, when trucks enter or exit the site.

4.3 Public Transport Facilities

The proposed construction activities are not expected to result in any changes to existing public transport services. All existing bus facilities and bus stops will be maintained at all times during the works.

¹ Traffic generation figures obtained from TTPP's Milperra WSU Masterplan, Transport Assessment, dated 2 June 2020.

4.4 Emergency Vehicles and Heavy Vehicles

No special provisions for emergency services or heavy vehicles are required as part of the proposed construction works. Emergency and heavy vehicle access shall be maintained at all times.

4.5 Adjoining Properties and Local Access

The proposed construction works will not impact existing local access to/from properties. Local access to properties will be maintained at all times during the works.

5 Construction Traffic Management Measures

5.1 Traffic Guidance Scheme

Site-specific Traffic Guidance Schemes (TGSs) will be developed as part of a detailed CTPMP following approval of the proposed development.

5.2 Vehicle Access

- Construction vehicles would be required to radio the site office on approach to the site to ensure access to the site is available.
- General vehicle access along all public roads would be maintained at all times.
- Construction vehicles would enter and exit the site in a forward direction. No reversing movements in/out of the site would be permitted.
- Construction vehicles waiting to complete loading cycle are to queue within the site and not on public roads.
- Any materials loaded on the construction vehicle would be fully covered to avoid spillage. Similarly, vehicle loads would be covered when hauling to/ from the site.
- Any material spill onto the road would be rectified by qualified site personnel using appropriate equipment, subject to suitable WHS provision.

5.3 Construction Vehicle Routes

The following protocols must be in place to minimise the impacts associated with the nominated construction vehicle routes:

- Site induction shall include procedures for accessing the site.
- Drivers shall adhere to the designated transport routes.
- Drivers shall be aware of pedestrians and cyclists in the vicinity of the site.
- Drivers shall be aware of existing sign posted speed limits.
- Site induction shall promote road safety and obey the NSW road rules at all times.
- Truck drivers must not drive under the influence of drugs and alcohol.

5.4 Heavy Vehicle Loads

All drivers will be required to adhere to the posted vehicle load limits on all roads and not overload vehicles beyond its maximum loading limits and/or relevant approvals.

All trucks entering or leaving the site with loads must have their loads covered and must not track dirt onto any public road. Prior to leaving site, covering truck loads is mandatory and when required, tailgates must be swept clean before leaving site.

5.5 Worker Induction Training

All construction workers employed at the site by the Construction Contractor shall be required to undergo a site induction training. The induction shall include nominated construction transport routes to and from the proposed work site for site personnel and construction vehicles, along with standard environmental, WH&S, driver protocols and emergency protocols. This training would be the responsibility of the Construction Contractor.

6 Conclusion

The preliminary CTPMP has been prepared to document the proposed construction activities and provide a framework for associated traffic management measures necessary to facilitate the construction works of a proposed residential development at 2 and 2A Bullecourt Avenue, Milperra.

The key findings in this CTPMP are as per below:

- Construction of the site is proposed to be undertaken in seven stages.
- It is expected that the majority of the construction works will be undertaken within the site boundary.
- The construction activities are expected to generate up to 10 construction trucks per hour.
- The peak construction workforce is expected to be in the order of 20 workers on-site at any one time.
- Given the expected low volume of construction traffic, the construction activities are not expected to have a material impact on the surrounding road network.
- Pedestrian and cyclist movements, general traffic, emergency vehicle services and public transport services will be maintained at all times.
- It is proposed that loading/unloading of trucks occur within the site, with construction vehicle access provided on Bullecourt Avenue.
- A number of driver protocols will be established as part of the site induction procedure for drivers to ensure the safety of motorists, pedestrians and cyclists.
- Truck drivers are to be instructed to use the designated routes to/from the site.

In conclusion, the proposed preliminary CTPMP measures would adequately address the potential impacts of the construction works on the surrounding road network and road users, and fulfil the requirements of the SEARs.

Appendix A

Swept Path Analysis



KEY:

Wheel path	Forward	Reverse
Body envelope		
500mm clearance		

Prime mover and semi-trailer (19 m)	19000mm
Overall Length	2500mm
Overall Width	4300mm
Overall Body Height	5400mm
Min Body Ground Clearance	2500mm
Track Width	6.00s
Lock-to-lock time	12500mm
Curb to Curb Turning Radius	

LEGEND

- SUBJECT SITE BOUNDARY
- EXITING DRIVEWAY(S)
- EXISTING GRASS LANDSCAPE

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	JJ	PC	WJ	14/08/25



PROJECT	2 AND 2A BULLECOURT AVENUE, MILPERRA		
TITLE	SWEPT PATH ANALYSIS - BULLECOURT AVENUE ACCESS 19m PRIME MOVER & SEMI-TRAILER ENTERS SITE		

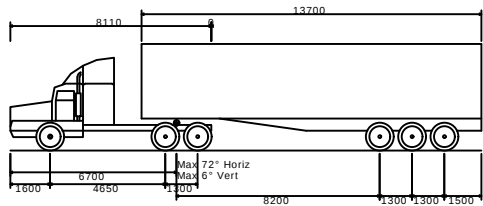
DWG No. 19334CAD009	
FIGURE 1	
DATE STAMP 14 AUGUST 2025	
PROJECT No. 19334	SCALE 1:1000 @A3
REV. A	

Filename: 19334CAD009-240812-SWEPT PATH.dwg Date: 14 August 2025



KEY:

	Forward	Reverse
Wheel path		
Body envelope		
500mm clearance		



Prime mover and semi-trailer (19 m)	19000mm
Overall Length	2500mm
Overall Width	4300mm
Overall Body Height	540mm
Min Body Ground Clearance	2500mm
Track Width	6.00s
Lock-to-lock time	12500mm
Curb to Curb Turning Radius	

TRUCKS ARE ONLY TO EXIT THE SITE WHEN
SAFE TRAFFIC GAPS ARE AVAILABLE.

BULLECOURT AVE

LEGEND					
	SUBJECT SITE BOUNDARY				
	EXITING DRIVEWAY(S)				
	EXISTING GRASS LANDSCAPE				

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	JJ	PC	WJ	14/08/25



PROJECT	2 AND 2A BULLECOURT AVENUE, MILPERRA				
TITLE	SWEPT PATH ANALYSIS - BULLECOURT AVENUE ACCESS 19m PRIME MOVER & SEMI-TRAILER EXITS SITE				

DWG No.		19334CAD009 FIGURE 2		
DATE STAMP		14 AUGUST 2025		
PROJECT No.	SCALE	REV.		
19334	1:500 @A3	A		

Filename: 19334CAD009-240812-SWEPT PATH.dwg Date: 14 August 2025

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