Attachment D

Review of environmental factors
July 2026 (revised October 2026)

MG PLANNING

Permanent Cycleways - Moore Park Road and Fitzroy Street

REVIEW OF ENVIRONMENTAL FACTORS

JULY 2026 REVISED OCTOBER 2026



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ABBREVIATIONS

2023 REF	*Continued Operation and Use of the Moore Park Road and Fitzroy Street Pop-up Cycleways Review of Environmental Factors*, April 2023
AHIMS	Aboriginal Heritage Information Management System
CEMP	Construction Environmental Management Plan
The City	City of Sydney
CTMP	Construction Traffic Management Plan
EP&A Act	*Environmental Planning and Assessment Act 1979*
EP&A Regulation	*Environmental Planning and Assessment Regulation 2021*
ICNG	*Interim Construction Noise Guideline*
PBN	Principal Bicycle Network identified in the South East Sydney Transport Strategy
The Proposal	Moore Park Road and Fitzroy Street permanent cycleways, the subject of this REF
REF	Review of Environmental Factors
R&H SEPP	*State Environmental Planning Policy (Resilience and Hazards) 2021*
SEPP	State Environmental Planning Policy
SFS	Sydney Football Stadium
SLEP 2012	Sydney Local Environmental Plan 2012
SSDA	State Significant Development Application
T&I SEPP	*State Environmental Planning Policy (Transport and Infrastructure) 2021*
TfNSW	Transport for NSW

EXECUTIVE SUMMARY

The Proposal

The City of Sydney Council (the City) is seeking to make permanent the temporary cycleways along Moore Park Road, Paddington and Fitzroy Street, Surry Hills (the proposal). The temporary cycleways were constructed and made operational under the *Environmental Planning and Assessment (COVID-19 Development – Temporary Cycleways) Order 2020* by Transport for NSW (TfNSW) in 2020 with responsibility for ongoing management handed over to the City at that time.

The upgrade and permanent retention of the Moore Park Road and Fitzroy Street cycleways will essentially involve formalising the existing temporary cycleways. In summary, the permanent cycleways will comprise:

- a two-way cycleway (including a couple of short sections of shared path) along the southern side of Moore Park Road from Lang Road to Driver Avenue (approximately 1.0km)
- a two-way cycleway along the southern side of Fitzroy Street from South Dowling Street to Bourke Street (approximately 185m)
- upgrade of cycleway pavement, including installation of green cycleway surface treatment in key locations as well as new line marking
- installation of permanent concrete separators and Klemmfix barriers at intersections
- replacement of existing drainage grates with bike safe grates
- removal and/or relocation of redundant infrastructure, including removal of existing boltdown barrier on Fitzroy Street.

The proposal also involves retaining the temporary cycleways until the detailed design and construction of the permanent cycleways is completed.

Need for the Proposal

The temporary cycleways on Moore Park Road and Fitzroy Street were built to fast track a safe cycling connection between the eastern suburbs and the city as a COVID health measure. The earlier plan (2015 design) for a cycleway on Moore Park Road had not been feasible to construct due to major utility risks.

The Moore Park Road and Fitzroy Street cycleways have delivered substantial safety benefits since installation. In the five years prior to the temporary cycleways being installed, Moore Park Road recorded one fatality, four serious injuries and three minor injuries involving people riding and motor vehicles. Since installation, only two minor injuries from collisions with motor vehicles have been recorded, despite significant growth in cycling volumes. Removing the separated facilities would again expose riders to high-risk “door zone” conditions and is likely to result in increased footpath riding, creating safety risks for pedestrians. In addition, Fitzroy Street’s former narrow shared paths are no longer suitable given current volumes of up to 1,000 bike trips per day.

To address safety, and considering the growing number of people riding on this part of the network, and consistent with the adopted *Cycling Strategy and Action Plan 2018-2030* which has always planned for cycleways on Moore Park Road, Fitzroy Street *and* Oxford Street (between Paddington Gates and College Street), the City has therefore decided to take steps to ensure the permanent retention and upgrade of the Moore Park Road and Fitzroy Street cycleways.

Statutory planning framework

The construction and use of the cycleways is considered to be 'development without consent' under section 2.109 of *State Environmental Planning Policy (Transport and Infrastructure) 2021* (the T&I SEPP) which provides that development for the purpose of a road or road infrastructure facilities may be carried out by or on behalf of a public authority without consent on any land. This includes 'road related areas', which are defined under the *Road Transport (General) Act 2005* to include areas open to the public that are designated for use by cyclists.

As the proposal has been identified as 'development without consent' it is being assessed under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the City is the "determining authority".

Part 5 of the EP&A Act requires that where an activity is proposed to be undertaken without development consent, the determining authority must consider matters affecting or likely to affect the environment by reason of the activity. This Review of Environmental Factors (REF) has been prepared to meet this obligation in accordance with the relevant provisions of the EP&A Act and *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation).

This REF has been prepared by MG Planning Pty Ltd on behalf of the City. The purpose of the REF is to describe the proposal, document likely impacts on the environment and identify safeguards or management measures that may be required to mitigate any impacts.

Consultation

Transport for NSW and the City of Sydney have carried out several rounds of community and stakeholder consultation before and since the temporary cycleways on Moore Park Road and Fitzroy Street were first installed in 2020.

Most recently, a draft of this REF was publicly exhibited from 22 July to 19 August to seek community feedback regarding the proposal. A total of 287 submissions (via Survey Monkey and email) were received, with 33% of respondents supporting the proposal, 14% opposing, 25% offering feedback on design and operation and a further 28% indicating support for the project if it means the Oxford Street east cycleway is not built.

An assessment of the submissions has been undertaken for this REF and no changes are proposed to the project as a result of issues raised in submissions.

Proposed project amendment

While no changes to the project are proposed as a result of issues raised in submissions, the cycleway plans as exhibited inadvertently omitted a new egress onto Moore Park Road approved as part of Modification No 7 to State Significant Development Application SSD-9835 for the Precinct Village and multi-storey carpark associated with the Sydney Football Stadium. This egress is only intended to be used for major events and has been demonstrated to help with the efficient distribution of event traffic.

An additional mitigation measure has been included in this REF (Mitigation Measure G2) requiring that the cycleway plans be amended to incorporate the additional approved egress onto Moore Park Road.

Environmental impacts

This REF provides an assessment of the environmental impacts of the proposal and sets out the safeguards to manage and minimise potential impacts arising from the development. No significant environmental

impacts associated with the proposal have been identified. Any impacts are minor and are capable of being managed through the implementation of appropriate mitigation measures.

Safeguards and mitigation measures have been identified relating to the following:

- Construction impacts, including:
  - Construction traffic and noise management
  - Pedestrian and cyclists access
  - Waste management
  - Water management
  - Interface with Allianz Stadium Precinct Village construction.
- Parking – reducing the 'no stopping' restriction along Moore Park Road between Cook Road and Poate Road to allow for an extra 4 hours parking on Saturdays, Sundays and public holidays (outside event days)
- 'Unexpected finds' protocols for historical archaeology, Indigenous archaeology and contaminated soils

As far as practicable, the temporary cycleways will continue to operate until the permanent cycleways are in place. No additional environmental impacts are anticipated as a result of the continuation of the temporary cycleways.

Justification and conclusion

The City is committed to addressing the challenging traffic conditions that come with population growth and development. The efficient and safe movement of people and goods is essential for economic growth and is a hallmark of a globally competitive city. Cycling and walking are an integral part of a well-functioning transport system because they are the most accessible, equitable, sustainable and reliable forms of transport. The City has identified that encouraging more people to ride bikes is critical to reducing traffic and transport congestion. More people riding bikes for transport frees up space on the road for deliveries and services, and space on busy public transport.

Prior to the provision of a dedicated cycleway along Moore Park Road and Fitzroy Street, people using this route by bicycle had to travel on the road with the vehicular traffic, which presented safety issues and acted as a major disincentive to cycling as a mode of transport. The provision of a dedicated cycleway means that people riding have the option of a safe and separated connection between Centennial Park and the Bourke Street cycleway.

Making the cycleways permanent will have positive social impacts, providing high quality, safe, accessible and connected cycling connections along these key routes. The cycleways provide an improved level of accessibility and safety for all road users. The dedication of a bi-directional cycleway separated from the other road / footpath users substantially improves the safety and amenity for people walking and riding and is likely to act as an incentive to higher bicycle usage along this east-west route.

Reducing the 'no stopping' restriction along Moore Park Road to allow for an extra four (4) hours parking on Saturdays, Sundays and public holidays (outside event days) will help to ameliorate the impact on resident parking in the area.

The continued operation of the temporary cycleways while the permanent cycleways are being installed will enable cyclists to continue to use this route and will not result in any additional impacts.

1. INTRODUCTION

1.1 Proposal identification

The City of Sydney Council (the City) is seeking to make permanent the operation and use of the existing temporary cycleways along Moore Park Road, Paddington and Fitzroy Street, Surry Hills (the proposal). The existing temporary cycleways were constructed and made operational under the *Environmental Planning and Assessment (COVID-19 Development – Temporary Cycleways) Order 2020* by Transport for NSW (TfNSW) in 2020 with responsibility for ongoing management handed over to the City in 2021.

The location of the temporary cycleways is shown in **Figure 1**.

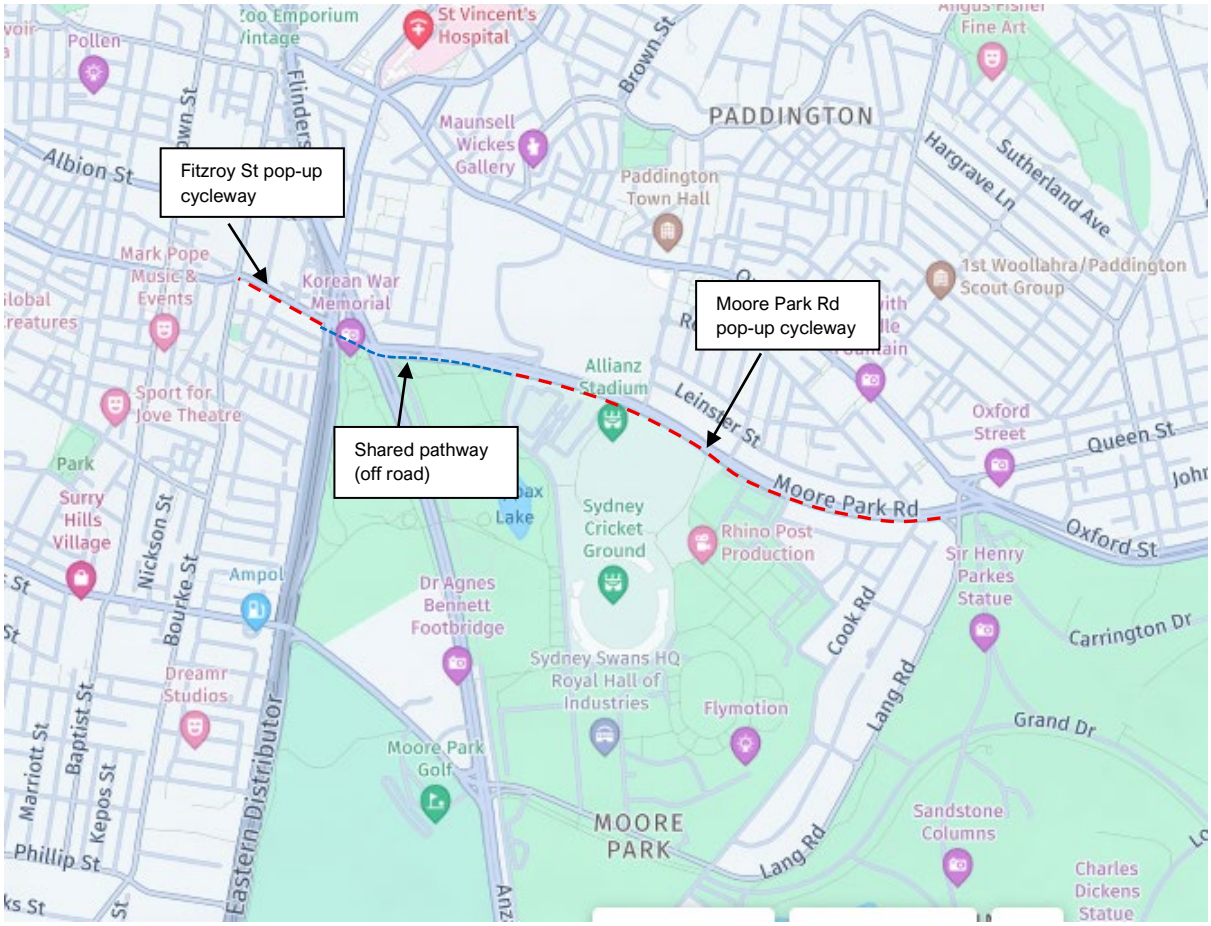


Figure 1: Location Plan (Source: www.nearmap.com)

Cycling data on Moore Park Road and Fitzroy Street shows heavy and growing use. This includes people accessing local destinations (including the stadium precinct) and a high number of workers using bikes to service local destinations. Recent openings of new cycleways on Oxford Street West and Castlereagh Street and their usage demonstrates the City will need to accommodate further increases in this form of active transport into the future.

Oxford Street, Moore Park Road and Fitzroy Street all serve different cycling desire lines and different functions in the City's adopted cycleway network. Oxford Street provides a direct route between Bondi Junction/the East and the city centre whereas Moore Park Road and Fitzroy Street provide a direct route between Bondi Junction / the East and Surry Hills, Central Station and the West.

The City has approved the extension of the temporary cycleways on three occasions, most recently at its meeting of 28 April 2026 at which it was also resolved to make the cycleways permanent (Item 7.3).

The upgrade and permanent retention of the Moore Park Road and Fitzroy Street cycleways will essentially involve formalising the existing temporary cycleways, as shown on the plans at **Appendix 1**. In summary, the permanent cycleways will comprise:

- a two-way cycleway along the southern side of Moore Park Road from Lang Road to Driver Avenue (approximately 1.0km)
- a two-way cycleway along the southern side of Fitzroy Street from South Dowling Street to Bourke Street (approximately 185m)
- upgrade of cycleway pavement, including installation of green cycleway surface treatment in key locations as well as new line marking
- installation of permanent concrete separators between traffic and Klemmfix barriers at intersections
- replacement of existing drainage grates with bike safe grates
- removal and/or relocation of redundant infrastructure, including removal of existing boltdown barrier on Fitzroy Street.

This REF also assesses the continued operation and use of the Moore Park Road and Fitzroy Street temporary cycleways until work on the permanent cycleways is completed. Approval for the temporary cycleways needs to remain in place pending the detailed design and construction of the permanent cycleways.

1.2 Environmental assessment and approvals process

The construction and use of the cycleways is considered to be ‘development without consent’ under section 2.109 of *State Environmental Planning Policy (Transport and Infrastructure) 2021* (the T&I SEPP) which provides that development for the purpose of a road or road infrastructure facilities may be carried out by or on behalf of a public authority without consent on any land. This includes ‘road related areas’, which are defined under the *Road Transport (General) Act 2005* to include areas open to the public that are designated for use by cyclists.

As the proposal has been identified as ‘development without consent’ it is being assessed under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the City is the “determining authority”.

Part 5 of the EP&A Act requires that where an activity is proposed to be undertaken, the determining authority must consider matters affecting or likely to affect the environment by reason of the activity. This REF has been prepared to meet this obligation in accordance with the relevant provisions of the EP&A Act and *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation).

This REF has been prepared by MG Planning Pty Ltd on behalf of the City. The purpose of the REF is to describe the proposal, document likely impacts on the environment and identify safeguards or management measures that may be required to mitigate any impacts. The REF was publicly exhibited for a period of 20 business days from 22 July to 19 August and submissions received have been considered in the final determination of the project.

2. SITE ANALYSIS

2.1 Site location and context

The Moore Park Road permanent cycleway is to be located along the same route as the temporary cycleway, that is, along the southern side of Moore Park from its intersection with Lang Road and Oxford Street westward to its intersection with Driver Avenue (approximately 1.0km).

The Fitzroy Street permanent cycleway is also to be located along the same route as the temporary cycleway, that is, along the southern side of Fitzroy Street commencing immediately west of South Dowling Street and finishing at the intersection with Bourke Street (approximately 185m).



Figure 2: Aerial photo - Moore Park Road cycleway location shown dashed red line (Source: www.nearmap.com)



Figure 3: Aerial photo – Fitzroy Street cycleway location shown dashed red line (Source: www.nearmap.com)

2.2 Land ownership and legal description

The City owns the land on which Moore Park Road and Fitzroy Street are located. Both roads are 7000 series Regional Roads (those regional roads that are not classified as Highway, Main Road, Secondary Road or Tourist Road under the Roads Act). As such, the City is the appropriate roads authority.

2.3 Existing Environment

Moore Park temporary cycleway

The existing Moore Park Road temporary cycleway has been installed within the kerbside west bound lane of Moore Park Road. It is a two-way cycleway and includes line and paint markings, signage, and Klemmfix barriers to separate the cycleway from road traffic.

Towards the eastern end of the cycleway on the southern side of Moore Park Road is a mix of low, medium and high density residential properties. Further to the west on this side of Moore Park Road are Disney Studio workshops and production offices, Allianz Stadium and the new Allianz Stadium Precinct Village which is currently under construction. The Precinct Village will consist of a retail and ticketing pavilion, tennis courts with an associated clubhouse, and an outdoor plaza area. A multi-level carpark for 1,500 car spaces is also proposed.

At the intersection of Moore Park Road and Lang Road the existing slip lane has been closed and kerb ramps widened to facilitate crossing of the lane. West of Driver Avenue an existing shared path connects to a short section of separated cycleway at the intersection of South Dowling Street to facilitate safe crossing and connection to the Fitzroy Street temporary cycleway.

The eastern portion of Moore Park Road is typified by on-street parking for various permissible durations. Along Moore Park Road, the roadway is subject to variable Event Mode conditions from Poate Road and Driver Avenue and is a no-stopping zone through from Driver Avenue to Anzac Parade.

During Event Mode, there is a clearway in effect along the southern edge of Moore Park Road between Poate Road and Anzac Parade. The clearway is essential to accommodate and disperse the heavy traffic volumes which converge on the stadium during events.

Fitzroy Street temporary cycleway

The existing Fitzroy Street temporary cycleway is also a two-way cycleway running along the southern kerbside lane (formerly a bus lane) of Fitzroy Street between South Dowling Street and Bourke Street. Fitzroy Street is a one-way street in a westerly direction.

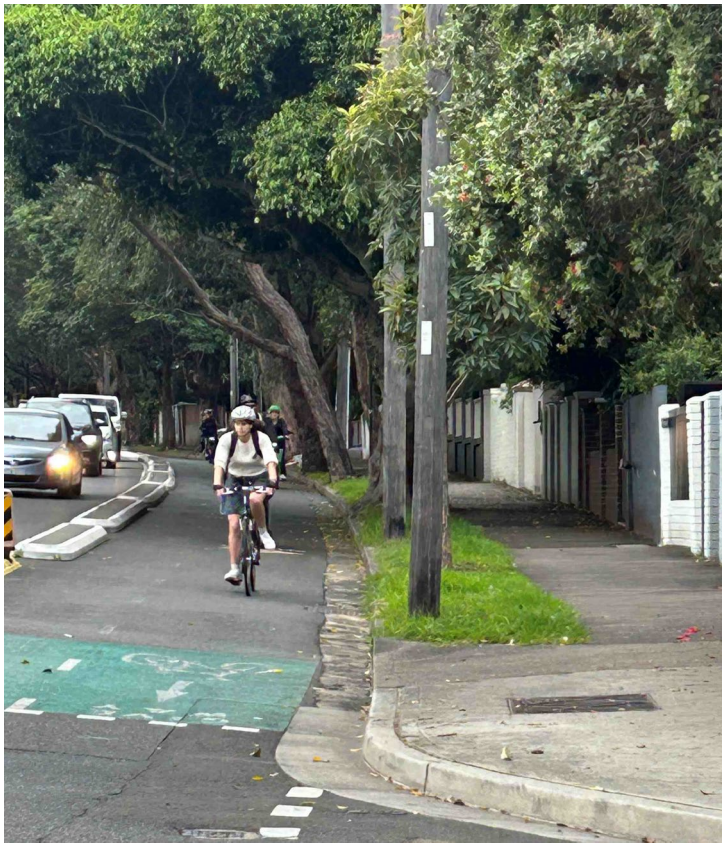
The cycleway is separated from traffic by a combination of Klemmfix 18 barriers and concrete medians, line and paint markings and signage.

Fitzroy Street in this location is generally adjoined by two storey terraces. A five-storey contemporary office building has been built on the north-western corner of the Fitzroy St/South Dowling St intersection.

Photos of the existing environment are provided below.



Photograph 1: View looking west along Moore Park Road from intersection with Cook Road



Photograph 2: View looking east along Moore Park Road



Photograph 3: View looking west along Moore Park Road near intersection with Driver Ave where cycleway switches to shared path



Photograph 4: Shared path looking west – intersection of Driver Ave and Moore Park Rd



Photograph 5: Parking conditions along Moore Park Rd



Photograph 6: Loading zone in Poate Lane



Photograph 7: Accessible parking space on Poate Road near intersection with Moore Park Rd



Photograph 8: Signage on Moore Park Rd alerting drivers to cycleway



Photograph 9: Allianz Stadium Precinct Village currently under construction – view from Driver Ave



Photograph 10: View looking west along Fitzroy St (Source: 2023 REF)

3. PROPOSAL DESCRIPTION

3.1 Proposal overview

The City proposes to install permanent cycleways along the southern side of Moore Park Road between Lang Road and Driver Road and along the southern side of Fitzroy Street between South Dowling Street and Bourke Street.

The City also proposes to retain the temporary cycleways while the detailed design and construction of the permanent cycleways occurs.

3.2 Proposal justification

3.2.1 Strategic context

Cycling Strategy and Action Plan

In November 2018, Council endorsed the Cycling Strategy and Action Plan 2018-2030 for incorporation in the City's community strategic plan, *Sustainable Sydney 2030*. The Strategy includes an overall proposed Bike Network, which shows both the Moore Park Road and Fitzroy Street cycleways as part of the planned local bike network.

The Strategy aims to:

- connect the network by expanding and completing the bike network
- support people to ride by removing barriers and encouraging more people to start cycling
- support business by working with employers to promote cycling for staff
- lead by example by sharing knowledge and advocating for continued improvement.

Priority 1 of the Strategy and Action Plan is to connect the bike network, as there is strong evidence that safe connected cycling infrastructure is essential to making bike riding a viable transport option for the majority of the population, and doing so has strong support from the community.

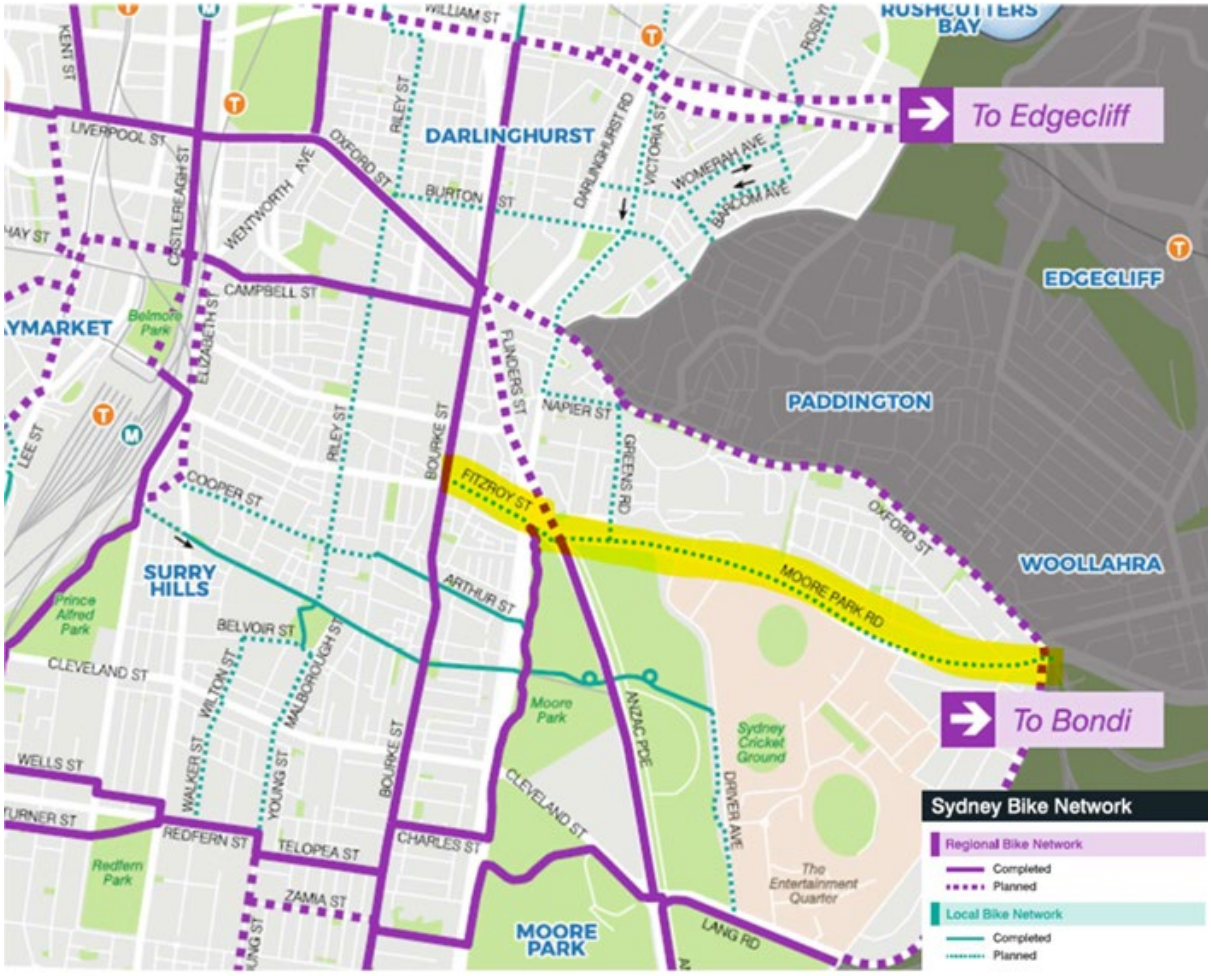


Figure 4: Sydney Bike Network Map 2025 showing planned network of local and regional routes (Source: Cycling Strategy and Action Plan 2018-2030 – updated map)

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

Sustainable Sydney 2030-2050 Continuing the Vision renews the community's vision for the sustainable development of the City to 2050. It includes six guiding principles, 10 strategic directions and 10 targets against which to measure progress. Making the temporary cycleways a permanent and integral part of the City's bike network is consistent with Strategic Direction 5:

> **Strategic Direction 5. A city for walking, cycling and public transport** - *Our city has more public transport and zero-carbon vehicles and more people choose to walk and ride bikes. The city is greener and calmer with more space for people on the streets.*

Future Transport Strategy 2056

Future Transport Strategy 2056 (NSW Government 2018) is an overarching integrated transport strategy, supported by sub-plans designed to achieve a 40-year vision for the Greater Sydney and Regional NSW areas. It notes that walking and cycling have significant benefits, including:

- supporting active and healthy lifestyles that prevent chronic illnesses
- providing efficient and community-centred ways to travel that can extend public transport catchments, reducing congestion and lower carbon emissions and air pollutants.

Future Transport Strategy 2056 outlines several committed initiatives regarding expanding cycleway connections across the Greater Sydney area and promotes investment in the cycling network to improve safety and provide healthy transport options.

South East Sydney Transport Strategy

The South East Sydney Transport Strategy is a place-based transport plan for south-east Sydney guided by the Future Transport Strategy.

The Strategy identifies a Principal Bicycle Network (PBN) for south-east Sydney aimed at delivering a safe, connected cycling network around strategic centres within 10km of the Harbour CBD and within 5km of all other strategic centres. The PBN is focused on attracting short trips to bike travel by providing a high quality, largely segregated network of routes connecting into centres and between centres. The Moore Park Road and Fitzroy Street cycleways are identified as part of the PBN, as shown in **Figure 5**.



Figure 5: Excerpt from Proposed Principal Bicycle Network by 2056

A Metropolis of Three Cities/Eastern City District Plan

A Metropolis of Three Cities – the Greater Sydney Region Plan (NSW Government 2018) is a 40-year plan that prioritises integrated land use planning and infrastructure to promote 30-minute connections between people, their jobs, education, recreation and services. The plan includes directions and indicators that support cycling, including designing places for people; a well-connected city that is more accessible and walkable; walking and cycling paths; and an efficient city with reduced transport-related greenhouse gas emissions.

The Eastern City District Plan (District Plan) is the guide for implementing the Greater Sydney Region Plan for the Eastern City. Planning Priority E4 in the District Plan seeks to foster healthy, creative, culturally rich and socially connected communities. This is to be achieved by, amongst other actions, prioritising opportunities for people to walk, cycle and use public transport. The Plan highlights that walkable places, particularly streets, need to be designed, built and managed to encourage people of all ages and abilities to walk or cycle for leisure, transport or exercise. This requires allocation of road space between footpaths, cycleways, public transport and vehicles that considers people's safety needs and balances movement and place functions in response to the type of street and local conditions.

The Proposal is consistent with the relevant priorities and actions in the Eastern City District Plan. It recognises the different functional needs of the road space, while maximising opportunities safe cycling.

Oxford Street East Cycleway

The Oxford Street East Cycleway Project proposes a separated two-way cycleway on the south side of Oxford Street between Paddington Gates and Taylor Square. This cycleway has been identified in the Eastern Harbour City, Strategic Cycleway Corridor Program as a high priority missing link between Bondi Junction and the Sydney Central Business District (CBD).

As well as connecting the city centre and the Eastern Suburbs, the Oxford Street East Cycleway would join up other recently delivered and current bike paths in construction including Bondi Junction, Surry Hills/Darlinghurst, the CBD, and Randwick. The bike path would connect to the completed Centennial Park Cycleway. It would also connect to new bike paths on Liverpool and Oxford streets at Taylor Square. These bike paths have been delivered by the City of Sydney and are jointly funded by TfNSW. Together these bike paths will create a continuous separated bike path corridor.

It is important to note that the permanent cycleways along Moore Park Road and Fitzroy Street are not duplicating the function of the Oxford Street East cycleway. Oxford Street provides a direct route between Bondi Junction/the East and the city centre whereas Moore Park Road and Fitzroy Street provide a direct route between Bondi Junction / the East and Surry Hills, Central Station and the West.

It is understood that TfNSW is currently preparing a REF for the Oxford Street East Cycleway.

3.2.2 Strategic justification

There is strong justification for making the temporary cycleways permanent as follows:

- **Safety -** The Moore Park Road and Fitzroy Street cycleways have delivered substantial safety benefits since installation. In the five years prior to the temporary cycleways being installed, Moore Park Road recorded one fatality, four serious injuries and three minor injuries involving people riding and motor vehicles. Since installation, only two minor injuries from motor vehicle collisions have been recorded, despite significant growth in cycling volumes. Removing the separated facilities would again expose riders to high-risk “door zone” conditions and is likely to result in increased footpath riding, creating safety risks for pedestrians. In addition, Fitzroy Street’s former narrow shared paths are no longer suitable given current daily volumes of up to 1,000 bike trips.

- **Usage** – There has been significant growth in the use of the cycleways since they were installed. Weekly trips on Moore Park Road have increased from approximately 2,000 in 2021 to more than 6,000 in 2026 (a 225% increase). Fitzroy Street has experienced similar growth, rising from around 2,700 weekly trips in 2021 to more than 6,000 in 2026 (122% increase). Share bike usage has increased even more sharply, now 13 times higher than in 2023. Many share bike users are less experienced and more likely to ride on footpaths if safe infrastructure is removed.

- **Network design** – As discussed above, Oxford Street, Moore Park Road and Fitzroy Street serve different but complementary desire lines. All three corridors are required to meet network objectives and accommodate demonstrated demand.

- **Adaptation and community impacts** - Research on similar cycleways (e.g. Bourke Street) shows that initial concerns, particularly regarding parking, diminish over time, with strong long-term community acceptance. Parking impacts on Moore Park Road from the temporary cycleway have been managed through off-street supply, permit arrangements and overnight parking. The stadium precinct provides substantial parking and drop-off capacity, including a new 1,500-space car park which is currently under construction.

- **Equity and social considerations** - The cycleways support safer travel for women, children, parents accessing childcare, and gig-economy delivery riders, all of whom benefit from separated infrastructure. Retaining the facilities maintains equitable access and supports vulnerable road users.

3.3 Options considered

3.3.1 Option 1 - 'Do Nothing' Option

As the temporary cycleways were constructed under the *Environmental Planning and Assessment (COVID-19 Development – Temporary Cycleways) Order 2020*, the 'Do Nothing' option would require that the cycleways be decommissioned, with all existing infrastructure removed. The removal of the temporary cycleways would reverse the positive impacts and outcomes of the cycleways, having an adverse impact on the area and contrary to state and local strategic objectives. The 'Do Nothing' option is therefore not supported.

3.3.2 Option 2 - Maintain temporary cycleways until Oxford St East cycleway is completed

This option would involve temporarily extending the cycleways until TfNSW has completed the Oxford Street East cycleway (between Paddington Gates and Taylor Square) and for one additional year to reassess post-Oxford cycleway usage patterns before deciding on permanent retention. This option is not recommended as it has become clear already that there are sufficient trip attractors and desire lines creating the need for both routes, and so this would just prolong the uncertainty.

3.3.3 Option 3 – Install permanent cycleways

The option of making the temporary cycleways permanent is consistent with the relevant strategic policies and supported by evidence which indicates that the cycleways have resulted in improved safety and increased usage. Option 3 is therefore the preferred option.

3.4 Detailed proposal description

The City is proposing to install permanent cycleways in place of the temporary cycleways comprising:

- a two-way cycleway along the southern side of Moore Park Road from its intersection with Lang Road and Oxford Street westward to its intersection with Driver Avenue (approximately 1.0km)
- a two-way cycleway along the southern side of Fitzroy Street commencing just east of South Dowling Street and finishing at the intersection with Bourke Street (approximately 185m)

Minor construction works are proposed involving:

- upgrade of cycleway pavement, including installation of green cycleway surface treatment in key locations as well as new line marking
- installation of permanent concrete separators and Klemmfix barriers at intersections
- replacement of existing drainage grates with bike safe grates

- removal and/or relocation of redundant infrastructure, including removal of existing boltdown barrier on Fitzroy Street.

Plans of the proposed permanent cycleways are included at **Appendix 1**.

3.4.1 Cycleway configuration and operation

The Proposal is for the current cycleways to be made permanent with no significant changes to their configuration proposed. The existing temporary cycleways are currently two-way and have been constructed within the westbound road carriageways using a combination of Klemmfix18 barriers and concrete medians to separate the cycleways from trafficable lanes, together with line and paint markings and signage. A small section (approximately 350m) of existing shared path along Moore Park Road between Driver Avenue and ANZAC Parade/South Dowling Street connects the two cycleways. The two cycleways, with the existing shared path form a continuous route between the existing Bourke Street cycleway to the west with the Centennial Park cycleway along Oxford Street to the east.

The same operational performance measures that currently apply will apply to the permanent cycleways.

3.4.2 Proposed upgrade works

The following upgrade works are proposed to transform the cycleways from temporary to permanent:

- new concrete separators between road and cycleways
- restoration of road pavement adjacent to concrete separators
- installation of green cycleway surface and Klemmifix barriers at key locations such as driveway crossovers and intersections
- upgrade of cycleway pavement elsewhere
- new linemarking and removal of old linemarking as appropriate
- replacement of existing stormwater pit lids with bike safe grates
- removal of shared path on southern side of Fitzroy Street, with the path to be made pedestrian only
- removal of existing boltdown barrier on Fitzroy Street.

3.4.3 Changes to Moore Park Road parking arrangements

It is proposed to allow for longer parking along Moore Park Road on weekends and public holidays.

The current parking arrangement is for NO STOPPING adjacent to the cycleway from Monday to Sunday between 6am to 7pm. There is one-hour timed parking permitted outside these times except where permits have been issued exempting residents from the 1P time limit.

The parking change will involve reducing the NO STOPPING restriction on weekends and public holidays to 9am-6pm instead of the current NO STOPPING restriction of 6am-7pm.

TfNSW has indicated its support for the proposed parking change.

3.4.4 Continuation of temporary cycleways

It is proposed to retain the temporary cycleways while the detailed design and construction of the permanent cycleways occur.

The continued operation of the temporary cycleways will minimise disruption to cyclist movements during the detailed design and construction of the permanent cycleways and will not result in any additional impacts.

3.5 Construction activities

3.5.1 Construction overview

Construction will be undertaken by contractors engaged by the City. The construction contractor will determine the detailed construction staging and methods once the detailed design is complete.

The Proposal will follow a general work methodology which is common to the installation or removal of roadside infrastructure. The following preliminary activities would be carried out:

- prepare Construction Environmental Management Plan (CEMP), including Construction Traffic Management Plan (CTMP)
- carry out utility investigations including a Before-You-Dig-Australia search
- provide advanced notice of the proposed work to adjacent businesses, residences, and other stakeholders
- establish construction compounds and material storage sites (if required)
- establish environmental controls
- relocate public utilities, where required
- carry out proposed construction work
- decommissioning of compound facilities.

3.5.2 Construction hours

Construction hours will generally be as follows:

- Monday to Friday, 7.30am to 5.30pm
- Saturday, 7.30am to 3.30pm
- Sunday and Public Holidays, no work.

To minimise impacts on road traffic, construction works will need to be undertaken at night particularly to enable the installation of the cycleway separator kerb.

3.5.3 Earthworks

Earthworks will be minor. Small amounts of waste material may be generated from construction activities such as kerb and gutter adjustments. All waste generated work would be taken to a licensed off-site disposal facility.

3.5.4 Traffic management

Construction works will be carried out in accordance with staging shown in a CTMP. The CTMP will detail the traffic management controls required to ensure that vehicle, pedestrian and cyclist traffic flow is maintained during construction. Temporary signage and traffic management controls will be put in place as required.

3.6 Public utilities

The Proposal area includes electrical transmission lines, telephone lines, water mains and traffic infrastructure. Consultation with public utility authorities may need to be carried out prior to construction to identify and locate existing utilities and incorporate utility authority requirements for relocations and/or adjustments.

4. POST EXHIBITION AMENDMENT TO PROJECT

A State Significant Development Application (SSDA) for Stage 2 of the Sydney Football Stadium (SFS) redevelopment (SSD-9835), comprising the detailed design, construction and operation of the stadium, was approved by the Minister for Planning and Public Spaces on 6 December 2019. On 18 July 2022 a modification application to the SSDA (SSD-9835-Mod-7) was approved for the replacement of the existing members carpark at the new SFS with a Precinct Village and multi-level carpark at the intersection of Moore Park Road and Driver Avenue, Moore Park. The Precinct Village and carpark are currently under construction.

Mod 7 sets out the vehicle access strategy for the multi-level carpark. Part of the strategy includes an egress only onto Moore Park Road, to be utilised following the conclusion of events at the SFS or neighbouring SCG. The intention is that this egress will only be utilised for events with attendances of more than 20,000 people. The egress is required to efficiently distribute traffic across the road network and not concentrate all traffic movements along Driver Avenue as is currently the case.

The location of the driveway is shown in **Figure 6.**

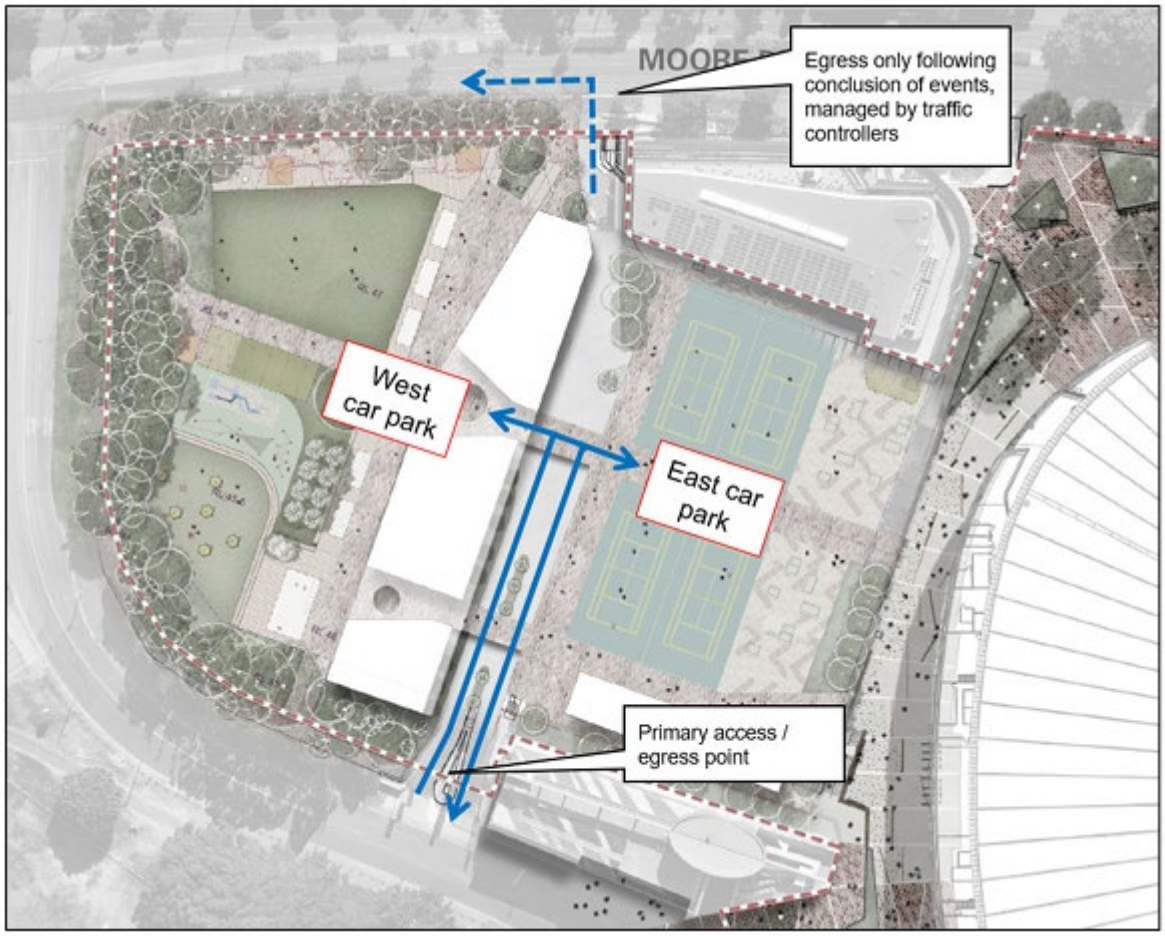


Figure 6: Mod 7 Vehicle access strategy
(Source: Precinct Village and Car Park (MOD 7) Transport Assessment, JMT Consulting, October 2021)

An assessment of the traffic impact of the proposed new driveway was included in the Precinct Village and Car Park (MOD 7) Transport Assessment prepared by JMT Consulting (October 2021) as part of the modification application. It noted as follows:

> *The primary change arising from the Precinct Village and Car Park project in relation to event traffic movements will be that vehicles departing the Precinct will no longer be solely concentrated through the southern approach of the Driver Avenue / Moore Park Road intersection. With the inclusion of a left only exit point onto Moore Park Road, the 1,500 vehicles in the car park will be distributed across both the southern and eastern approaches of the intersection...*
>
> *The redistribution of traffic across two approaches of the Driver Avenue / Moore Park Road intersection will result in a more balanced road network outcome.* (Transport Assessment, p.47)

The Moore Park Road permanent cycleway design, as shown on the plans at **Appendix 1**, inadvertently omitted this additional approved egress onto Moore Park Road. As the driveway has been approved as part of SSD-9835 Mod 7, the cycleway design needs to be amended to accommodate the extra driveway.

Accordingly, an additional mitigation measure has been included in this REF (Mitigation Measure G2) requiring that the cycleway plans be amended to incorporate the additional egress onto Moore Park Road. Plans of the proposed driveway have been submitted by the SFS developers and are included at **Appendix 2**.

5. STATUTORY AND PLANNING FRAMEWORK

This chapter provides a summary of the statutory planning context of the proposal including the need to consider relevant provisions of Part 5 of the EP&A Act, relevant environmental planning instruments (EPIs) and other approval requirements.

5.1 Environmental Planning and Assessment Act 1979

The EP&A Act establishes the system of environmental planning and assessment in NSW. Part 5 of the Act specifies the environmental impact assessment requirements for activities undertaken by public authorities, such as a council, which are permissible without development consent under Part 5.

This Proposal is subject to the environmental impact assessment and planning approval requirements under Part 5 of the EP&A Act. In accordance with Section 5.5 of the Act, a council, as the proponent and determining authority, must examine and take into account matters affecting or likely to affect the environment by reason of the proposed activity.

Under Section 5.7, a council must consider whether the Proposal is likely to significantly affect the environment, including threatened species populations, ecological communities or their habitants. If any critical habitat is affected or where any significant impacts on threatened species, populations or ecological communities or their habitats are likely, a species impact statement must be prepared.

Where a council forms the opinion that any significant impact is likely, an Environmental Impact Statement (EIS) would in turn need to be assessed and prepared under sections 4.12(8) or 5.7 of the EP&A Act.

Section 171 of the EP&A Regulation defines the factors which must be considered when determining if an activity assessed under Part 5 of the Act, has a significant impact on the environment. Section 171 factors are addressed in **Section 7.1** of this REF.

5.2 Environmental planning instruments

5.2.1 State Environmental Planning Policy (Transport and Infrastructure) 2021

Development without consent

The *State Environmental Planning Policy (Transport and Infrastructure) 2021* (T&I SEPP) aims to facilitate the effective delivery of infrastructure across the State. Section 2.109 of the T&I SEPP (Chapter 2, Part 2.3, Division 17) permits development by a public authority on any land for the purposes of a 'road' or 'road infrastructure facilities' to be carried out without development consent. This includes 'road related areas', which are defined under the *Road Transport (General) Act 2005* to include areas open to the public that are designated for use by cyclists.

As the cycleway proposal is consistent with the above provisions of section 2.109 of the T&I SEPP, development consent is not required. Instead, the proposal is required to be assessed as an 'activity' in accordance with Part 5 of the EP&A Act.

For this Proposal, the City is both the proponent and the determining authority under Part 5 of the EP&A Act. This REF will assist the City in meeting the above obligations prior to deciding whether to proceed with the proposal.

Sections 2.10 to 2.16 in Part 2 of the T&I SEPP contain provisions for public authorities to consult with local councils and other public authorities prior to the commencement of certain types of development. As shown in **Table 1**, the consultation provisions are not relevant for this Proposal.

Table 1: Consultation requirements under T&I SEPP

T&I SEPP – Circumstances under which consultation is required	Consultation
2.10 Consultation with councils—development with impacts on council-related infrastructure or services	
1(a) Will the development have a substantial impact on stormwater management services provided by a council	Not required. No substantial impacts on Council stormwater services are anticipated.
1(b) The development is likely to generate traffic to an extent that will strain the capacity of the road system in a local government area	Not required.
1(c) The development involves connection to, and a substantial impact on the capacity of, any part of a sewerage system owned by a council	Not required.
1(d) The development involves connection to, and use of a substantial volume of water from, any part of a water supply system owned by a council	Not required.
1(e) The development involves the installation of a temporary structure on, or the enclosing of, a public place that is under a council's management or control that is likely to cause a disruption to pedestrian or vehicular traffic that is not minor or inconsequential	Not required. Any disruption to pedestrian or vehicular traffic arising from temporary structures to facilitate installation of the permanent cycleways will be minor and/or inconsequential.
1(f) The development involves excavation that is not minor or inconsequential of the surface of, or a footpath adjacent to, a road for which a council is the roads authority under the Roads Act 1993 (if the public authority that is carrying out the development, or on whose behalf it is being carried out, is not responsible for the maintenance of the road or footpath).	Not required. Any excavation will be minor and/or inconsequential
2.11 Consultation with councils—development with impacts on local heritage	
1(a) Is the development likely to have an impact that is not minor or inconsequential on a local heritage item or a heritage conservation area?	Not required. The road reserves of Moore Park Road and Fitzroy Street are not listed as a heritage item under Schedule 5 of Sydney Local Environmental Plan 2012. However, they are located within three (3) Heritage Conservation Areas. There are also a number of heritage items in the vicinity of the temporary cycleways. Notwithstanding, the Proposal will not adversely affect the heritage significance of the heritage items or Heritage Conservation Areas. Refer discussion in **Section 6.2** for further detail.
2.12 Consultation with councils—impacts on flood liable land	
2 Is the development on flood liable land and will it change flood patterns other than to a minor extent?	Not required. The Proposal is not on flood liable land.
2.13 Consultation with State Emergency Service—development with impacts on flood liable land	
(1) & (2) Is the development on flood liable land such that written notice must be given to the State	Not required. The Proposal is not on flood liable land.

T&I SEPP – Circumstances under which consultation is required	Consultation
Emergency Service prior to any work being carried out?	
2.14 Consultation with Councils—impacts on certain lands within the coastal zone	
Applies to development on land that is within a coastal vulnerability area	Not required
2.15 Consultation with public authorities other than councils	
2(a) Applies to development adjacent to land reserved under the *National Parks and Wildlife Act 1974*?	Not required
2(b) Applies to development on land zoned E1 National Parks and Nature Reserves	Not required
2(c) Applies to development comprising a fixed or floating structure in or over navigable waters?	Not required
2(d) Applies to development on land mapped as dark sky region and likely to increase artificial light in the night sky	Not required
2(e) Applies to development on defence communications buffer land	Not required
2(f) Applies to development on land in a mine subsidence district	Not required
2.16 Consideration of Planning for Bushfire Protection	
Applies to development for the purposes of health services facilities, correctional centres or residential accommodation, in an area that is bush fire prone land	Not required

It should be noted that the City has undertaken a process of continual consultation with TfNSW, Venues NSW and other key stakeholders since the inception of the project. This REF will be publicly exhibited, affording further opportunity for the community and stakeholders to make submissions on the cycleways.

5.2.2 State Environmental Planning Policy (Resilience and Hazards) 2021

Chapter 4 of the *State Environmental Planning Policy (Resilience and Hazards) 2021* (R&H SEPP) provides a State-wide planning approach to the remediation of contaminated land by considering whether the land is contaminated and, if it is contaminated, whether it can be made suitable for the proposed purpose.

Only minor earthworks are expected to be required for the proposal and it is therefore considered that the potential for contamination is minimal. Further discussion on waste management is provided in **Section 6.4**.

There are no other relevant State Environmental Planning Policies applying to the site.

5.2.3 Sydney Local Environmental Plan 2012

The Proposal is subject to Sydney Local Environmental Plan 2012 (SLEP 2012).

Table 2 summarises the relevant aspects of the SLEP 2012 applicable to the Proposal.

Table 2: Relevant provisions of SLEP 2012

PROVISION	RELEVANCE TO THE PROJECT
Clause 2.3 Zone objectives and Land Use Tables	The Moore Park Road and Fitzroy Street road reserves within which the temporary cycleways are located are zoned R1 General Residential and MU1 Mixed Use respectively. Roads are listed as permissible with consent under the Land Use Table for both the R1 and MU1 zones. The proposal is a permissible use under these zones and is consistent with relevant zone objectives.
Clause 5.10 Heritage conservation	There are a number of locally listed heritage items in the vicinity of the site. In addition, the proposal is located within three separate heritage conservation areas. The works will not result in any long term impacts on views to any heritage items nor do they have the potential to impact on any heritage fabric. Some minor potential visual impact may result during the construction phase however this will be temporary only. See **Section 6.2** for further discussion on heritage impacts.
Clause 5. 12 Infrastructure development and use of existing buildings of the Crown	The T&I SEPP is relied upon to allow the proposal to be assessed as development that can occur without development consent.

5.3 Other NSW legislation

5.3.1 Roads Act 1993

Section 138 (Works and Structures) of the *Roads Act 1993* requires the consent of the roads authority to be obtained prior to any works occurring within a road reserve. Subsection 138(1) is reproduced below:

> *(1) A person must not--*
> *(a) erect a structure or carry out a work in, on or over a public road, or*
> *(b) dig up or disturb the surface of a public road, or*
> *(c) remove or interfere with a structure, work or tree on a public road, or*
> *(d) pump water into a public road from any land adjoining the road, or*
> *(e) connect a road (whether public or private) to a classified road,*
> *otherwise than with the consent of the appropriate roads authority.*

As noted in **Section 2.2**, the land on which Moore Park Road and Fitzroy Street are located is owned by the City of Sydney and the City is the appropriate roads authority.

As the proposal will involve the disturbance of the surface of a public road, approval under section 138 is required. This is the case even where a council is the roads authority (refer section 138(4) of Roads Act).

5.3.2 National Parks and Wildlife Act 1974

The *National Parks and Wildlife Act 1974* provides for the protection of Aboriginal places and objects. Section 90 of the Act states that approval to destroy, remove or deface an Aboriginal site must be obtained prior to the commencement of works. The approval mechanism is an Aboriginal Heritage Impact Permit (AHIP), which is obtained through the Department of Planning and Environment.

Previous investigations for the temporary cycleway REFs found that the location of the cycleways has been highly disturbed and the potential for Aboriginal archaeology is low.

A search of the AHIMS data base carried out on 16 December 2022 identified two (2) recorded Aboriginal sites in the vicinity of the cycleways. However, neither site was in proximity to the cycleways such that there would be any impact on their significance. No Aboriginal places have been declared along the route of the cycleways.

Having regard to the above, it is unlikely that the permanent cycleways will have any impact on Aboriginal cultural heritage or archaeology.

5.4 Confirmation of statutory position

The proposal is categorised as development for the purpose of a road or road infrastructure facility and is being carried out by or on behalf of a public authority. Under section 2.109 of the T&I SEPP the proposal is permissible without development consent. The proposal is not State significant infrastructure or State significant development. The proposal can be assessed under Division 5.1 of the EP&A Act.

The City of Sydney is the determining authority for the proposal. This REF fulfils the City's obligation under section 5.5 of the EP&A Act including to examine and take into account matters affecting or likely to affect the environment by reason of the activity.

6. STAKEHOLDER AND COMMUNITY CONSULTATION

6.1 Summary of previous consultation

The City of Sydney has carried out several rounds of community and stakeholder consultation before and since the temporary cycleways on Moore Park Road and Fitzroy Street were first installed in 2020.

Before the temporary cycleways were installed, Transport for NSW notified residents and businesses along the route and invited feedback. After installation, the City monitored comments from August to November 2020. A phone survey of 600 people showed strong support for creating more space for cycling, with around 70% of both City residents and nearby residents in favour. Local concerns were raised about parking and property access on Moore Park Road.

In March–April 2021, the City again consulted when preparing the REF for a two-year extension. Letters were sent to nearby residents and businesses, and 172 submissions were received across both cycleways. Feedback was mixed: some supported the safety and connectivity benefits, others raised concerns about parking loss, safety at driveways and intersections, and difficulties with deliveries and access.

The draft REF for a further extension (up to 2026) was exhibited from February to March 2023 (referred to herein as 'the 2023 REF'). The City sent 450 letters and received 35 submissions. Key concerns included:

- Safety at intersections and driveways
- Perceived low usage
- Loss of parking
- Emergency vehicle access
- Preference for the former on-road bike lanes.

Feedback from major stakeholders was as follows:

- BIKEast supported keeping the cycleways
- UTS raised concerns about the loss of loading zones for Rugby Australia House
- Venues NSW highlighted accessibility and event-day crowding issues
- Rugby Australia raised safety concerns at their driveway.

After reviewing all feedback, the City considered that in general the broader community benefits of the cycleways outweighed localised impacts. In response to stakeholder issues raised, the following undertakings were identified in the 2023 REF:

- Emergency access improvements at Rugby Australia House
- Event-day cycleway closures and crowd-management procedures
- Alternative accessible drop-off/pick-up arrangements via Driver Avenue
- Investigation of loading solutions for UTS/Rugby Australia House.

6.2 Draft REF exhibition

The draft REF was publicly exhibited from 22 July to 19 August 2026. A total of 287 submissions were received (via Survey Monkey and email) and the Sydney Your Say page was visited 867 times during the consultation period.

An Engagement Report has been prepared by Council summarising the key issues raised in submissions and Council's responses. A copy of the Engagement Report is included at **Appendix 3**.

The key issues raised in submissions are summarised in **Table 3**.

Table 3: Key issues raised in submissions

SENTIMENT	DETAILS/THEMES	NO OF SUBMISSIONS
Supports Moore Park Road and Fitzroy Street cycleways	▪ Safety for people riding ▪ Connectivity and network benefits ▪ Encourages active transport ▪ Increase in people riding on the cycleways	94
Opposes Moore Park Rd/Fitzroy St permanent cycleways	▪ Loss of resident parking ▪ Reduced access to homes ▪ Deliveries and trades access issues ▪ Under-utilisation concerns	40
Design / operational feedback	▪ Poate Road safety ▪ Driver Avenue connection ▪ Shared path conflicts ▪ Event-day operations ▪ Lighting and maintenance ▪ Barrier upgrades ▪ Parking modifications	71

An additional 82 submissions were made that support the cycleways if it means that a cycleway on Oxford Street east is not built. It should be noted that the cycleway on Oxford Street east is being managed by TfNSW. They have run extensive consultation with businesses and residents.

Council's responses to the issues raised are set out in the table below:

Table 4: Council responses to issues raised in submissions

ISSUES RAISED	CITY OF SYDNEY RESPONSE
Supports Moore Park Road and Fitzroy Street cycleways	Noted
Loss of resident parking	The permanent arrangement will not require further parking loss. Council will work with Transport for NSW to extend off peak parking on Moore Park Road.
Reduced access to homes - Deliveries and trades access issues	The cycleway maintains footpath access to private properties. Some properties have rear access and trades and services can use nearby streets for parking.
Under-utilisation concerns	Since 2023, bike trips have increased by 89% on Moore Park Road and 74% on Fitzroy Street.

Poate Road safety	The permanent cycleway will maintain the current right of way for cars accessing Poate Road
Driver Avenue connection - Shared path conflicts	The road space west of Oatley Road, including the intersection is currently used for motor vehicles. The City of Sydney advocates for this kind of space to be used for active transport. While Council is unable to use the space to separate people walking and riding, the safest option is a shared path.
Event-day operations	The City of Sydney is working with NSW State Government, property owners and stadium operators to allow people safe access to events.
Lighting and maintenance	The permanent cycleway will use materials that will not require frequent maintenance. All lighting and traffic signals will be installed to ensure that area is safe to use for people walking and riding.
Barrier upgrades	The barriers will be upgraded.
Parking modifications	There are no plans to make any changes to existing parking.

In summary, Council has carefully considered the issues raised in the feedback. It is considered that the proposal to make the cycleways permanent is consistent with local and state objectives. It is noted that only a small proportion of submissions opposed the project. On balance, it is considered that the benefits of the permanent cycleways outweigh impacts identified in submissions.

7. ENVIRONMENTAL ASSESSMENT

7.1 Traffic, parking and access

7.1.1 Existing environment

Moore Park Road cycleway

As noted earlier in this REF, the existing Moore Park Road cycleway has been installed within the kerbside west bound lane of Moore Park Road. It is a two-way cycleway and includes line and paint markings, signage, and concrete and Klemmfix barriers to separate the cycleway from road traffic.

Two trafficable westbound lanes have been retained to accommodate vehicular traffic, although this is reduced to one lane between 7pm and 6am Mondays to Sundays (refer discussion below). The speed limit has been reduced to 40km/h along Moore Park Road as a separate road safety measure implemented by TfNSW.

Moore Park Road is subject to variable Event Mode conditions from Poate Road to Driver Avenue and is a no-stopping zone through from Driver Avenue to Anzac Parade.

To address community concerns over the loss of on-street parking along the eastern part of the Moore Park Road cycleway, temporary arrangements have been implemented which reduce a section of Moore Park Road to a single westbound trafficable lane between 7pm and 6am and provides for 34 "1P 7pm-6am Permit Holders Excepted Area 13" overnight parking spaces to be provided between the points 50 metres and 255 metres west of Cook Road.

Fitzroy Street cycleway

The existing Fitzroy Street cycleway is also a two-way cycleway running along the southern kerbside lane (formerly a bus lane) of Fitzroy Street between South Dowling Street and Bourke Street. Fitzroy Street is a one-way street in a westerly direction.

Parking is permitted in sections of the northern side of Fitzroy Street between 7pm and 6pm weekdays and on weekends, however no parking is permitted on the southern side of Fitzroy Street. Between 6am and 7pm daily, a clearway operates for the northern kerbside (westbound) trafficable lane of Fitzroy Street. There are no vehicular entry/exits (driveways) along the southern side of Fitzroy Street that might otherwise be impacted by the continued operation of the cycleway.

7.1.2 Potential impacts

Operational impacts

The 2023 REF identified traffic, access and parking impacts of the cycleways, including the following key impacts:

- Loss of residential parking along Moore Park Road
- Loss of parking for loading/unloading of goods
- Other parking impacts, including loss of accessible parking space near the intersection of Moore Park Road and Cook Road, impacts on drop off/pick up arrangements for Gumnut Gardens child care centre, and impacts on older people or people with a disability/restricted mobility who would be required to walk further to find parking
- Reduction in trafficable lanes along Moore Park Road from three (3) to two (2) to facilitate operation of the cycleway and from two (2) to one (1) along the section of Moore Park Road up to 255m west of Cook Road between 7pm and 6am daily to facilitate on-street parking

- Removal of the bus lane / closure of the bus stop on Fitzroy Street, together with the loss of an additional trafficable (westbound) lane outside the bus lane operational times.

In response to identified impacts, the following management measures were put in place:

- "1P 7pm-6am Permit Holders Excepted Area 13" overnight parking arrangements were implemented on Moore Park Road between Cook Road and Poate Road
- Two loading zones were installed in Poate Lane
- Accessible parking space was relocated to Poate Road
- Three (3) P15 spaces were installed near the bus stop in Cook Road
- Alternate loading zone was installed in Poate Lane
- Warning sign was installed in the Moore Park Road median at the intersection of Poate Road to advise motorists turning right into Poate Road that they are crossing the cycleway.

Since they were first installed, the City has been monitoring the operation of the cycleways in terms of traffic and parking impacts. While the cycleways resulted in the loss of some on-street parking spaces and street frontage access, overall the cycleways have not resulted in significant impacts on traffic flow or safety. Rather, there have been significant safety improvements. In the five years before the cycleways were installed there was that one fatality; four serious injuries and three minor injuries to riders from being hit by motor vehicle drivers on Moore Park Road. In the five years since the cycleways were installed there have been only two minor injuries from being hit by a motor vehicle driver - one of those was on the opposite side of the road from the cycleway where there is only an unprotected bike lane. This dramatic reduction in casualties was at the same time as the cycleways saw a significant increase in usage.

If the separated cycleways were removed, it is likely that a significant proportion of people still riding along Moore Park Road would ride illegally on the footpath, presenting a safety risk for residents (particularly elderly residents) and those attending the childcare centre, on this long downhill stretch with narrow path and some high front fences. Those who ride on the road (as the law requires) would be at higher risk of being hit by motor vehicles. Similarly, it would be unsafe and high risk to return Fitzroy Street to its previous narrow shared paths alongside the front fences of residences, now that there are up to a thousand bike trips a day.

While the cycleways have resulted in some loss of parking, the City is of the view that the cyclist safety benefits and overall strategic objectives of the cycleways along Moore Park Road and Fitzroy Street outweigh this local community impact.

However, to further ameliorate the parking impacts, the City has negotiated with TfNSW to extend the permitted parking hours along Moore Park Road. This parking change will involve reducing the NO STOPPING restriction on weekends and public holidays to 9am-6pm instead of the current restriction of 6am-7pm. This will allow for up to an additional four (4) hours of parking availability on weekends and public holidays.

Construction impacts

There will be some minor impacts to road traffic, pedestrians and cyclists during construction. Partial lane closures and pedestrian/cyclist diversions may be required however it is not anticipated that there will be a requirement to fully close any road. Traffic management measures and detailed construction staging will seek to minimise any impacts. A Construction Traffic Management Plan (CTMP) will be prepared detailing the traffic management controls required to ensure that vehicle, pedestrian and

cyclist traffic flow is maintained during construction. Temporary signage and traffic management controls will be put in place as required.

7.1.3 Safeguards and mitigation measures

The following safeguards and mitigation measures will be undertaken. See also **Section 6.7** for construction traffic management measures.:

IMPACT	ENVIRONMENTAL SAFEGUARD	RESPONSIBILITY	TIMING
Traffic	The current 'no stopping' restriction along Moore Park Road will be reduced to: ▪ 6am to 7pm Monday to Friday ▪ 9am to 6pm Saturday, Sunday and public holidays	Council/TfNSW	Once permanent cycleway is operational

7.2 Heritage

7.2.1 Existing environment

Non-indigenous heritage

There are a number of heritage items listed under SLEP 2012 that front the cycleways as well as in the general vicinity, as shown in **Table 5**. Both cycleways are also located within Heritage Conservation Areas under SLEP 2012. The Moore Park Road cycleway is located within the 'Moore Park' (C36) and 'Sydney Cricket Ground' (C37) Heritage Conservation Areas. The Fitzroy Street cycleway is located within the 'Bourke Street South' (C60) Heritage Conservation Area.

Table 5: Heritage items in vicinity of cycleways

ADDRESS	ITEM	LISTING
Sydney, Randwick and Waverley LGAs	Centennial Park, Moore Park, Queens Park	State Heritage Register
Centennial Park to College Street, Surry Hills	Busby's Bore	State Heritage Register
162 Flinders St	Captain Cook Hotel including interior (Item I1060)	SLEP 2012
4 Moore Park Rd	Terrace house 'Murilla' and stables, including front fence and interiors of house and stable (Item I1066)	SLEP 2012
6 Moore Park Rd	Terrace house including interior and front fence (Item I1067)	SLEP 2012
8 Moore Park Rd	Terrace house including interior and front fence (Item I1068)	SLEP 2012
10 Moore Park Rd	Terrace house including g interior and front fence (Item I1069)	SLEP 2012
12 Moore Park Rd	Terrace house including interior and front fence (Item I1070)	SLEP 2012
14 Moore Park Rd	Terrace house including interior and front fence (Item I1071)	SLEP 2012

ADDRESS	ITEM	LISTING
16-18 Moore Park Rd	Terrace house including interior and front fence (Item I1072)	SLEP 2012
20 Moore Park Rd	Terrace house including interior and front fence (Item I1073)	SLEP 2012
22 Moore Park Rd	Terrace house including interior and front fence (Item I1074)	SLEP 2012
24 Moore Park Rd	Terrace house including interior and front fence (Item I1075)	SLEP 2012
26 Moore Park Rd	Terrace house including interior and front fence (Item I1076)	SLEP 2012
28-30 Moore Park Rd	Terrace house including interior and front fence (Item I1077)	SLEP 2012
284 Moore Park Rd	Terrace house 'Verulam' including interior and front fence (Item I1078)	SLEP 2012
308 Moore Park Rd	Olympic Hotel including interior (Item I1079)	SLEP 2012
75 Oxford St	Victoria Barracks group (Item I1086)	SLEP 2012

Indigenous heritage

The 2023 REF noted that a search of the AHIMS data base was carried out on 16 December 2022 which identified two (2) recorded Aboriginal sites in the vicinity of the cycleways. However, neither site was in proximity such that the cycleways would have any impact on their significance. No Aboriginal places have been declared along the route of the cycleways.

An Aboriginal and Historical Heritage Due Diligence assessment was completed by EMM Sydney in 2017 during the design phase for the Moore Park Road temporary cycleway. This assessment remains relevant as the cycleway remains in place and the alignment has not changed. It is noted that the due diligence assessment covered a wider area than the immediate surrounds of the Moore Park Road cycleway, including parts of Fitzroy Street.

No additional Aboriginal sites have been identified since the 2023 REF was completed.

7.2.2 Potential impacts

Non-Indigenous heritage

The 2023 REF noted as follows with respect to potential heritage impacts of the temporary cycleways:

> *The pop-up cycleways are confined to the road area only and other than any maintenance works that may be necessary during the operation of the cycleways, including median separator material replacement, no construction works are required. The continued operation of the pop-up cycleways will not have any direct impact on the heritage items in the vicinity, or the Heritage Conservation Areas. Further, the cycleway fixtures are low to the ground, easily applied and reversible with no impact on any heritage fabric or element of significance across the length of both cycleways.*

The proposal to make the cycleways permanent will not have any direct impact on heritage items in the vicinity or on the Heritage Conservation Areas. As with the temporary cycleways, the cycleway fixtures

are either on or low to the ground and therefore will not disrupt views to/from items of heritage significance. Any signage is minimal and consistent with other traffic signage in this area.

Only minor earthworks are proposed and the area of works has been subject to previous extensive disturbance. The potential to impact on historical archaeology is therefore considered negligible. In the unlikely event that an unexpected find occurs during construction, an unexpected finds protocol for historical archaeology is proposed to be implemented as part of the construction works.

Indigenous heritage

There are no identified Aboriginal objects within the site, therefore there is no identified risk of harm to known Aboriginal objects and an Aboriginal Heritage Impact Permit (AHIP) under the *National Parks and Wildlife Act 1974* will not be required.

The potential for discovery of previously unknown Aboriginal heritage items is considered unlikely due to the minor nature of any earthworks, the location of the proposed works and previous disturbance of the area. However, to mitigate any impact if an unexpected find occurs during construction it is considered appropriate that an unexpected finds protocol be implemented as part of the construction works.

7.3.3 Safeguards and mitigation measures

The following safeguards and mitigation measures will be undertaken:

IMPACT	ENVIRONMENTAL SAFEGUARD	RESPONSIBILITY	TIMING
Heritage	In the event that a non-indigenous heritage site or artefact is identified during construction works, all ground surface disturbance works in the area will cease immediately and the NSW Heritage Division notified in accordance with the Section 146 provisions of the *Heritage Act 1977.*	Construction contractor	During construction
Heritage	In the event that any Aboriginal archaeological evidence or objects are discovered at the site during construction, all works in the affected area(s) will cease and NSW Department of Planning and Environment notified under Section 89A of the *National Parks and Wildlife Act 1974* and a suitable procedure negotiated. Further assessment, documentation or approval may be required before site works can recommence in the affected area(s)	Construction contractor	During construction

7.3 Water quality and quantity

7.3.1 Potential impacts

The proposed works associated with construction of the proposal are unlikely to exacerbate or cause additional risks to any existing localised flooding within this area. The cycleways are located within an urban area which is predominately hardstand e.g. concrete and paving. The local stormwater system services the site of the proposal and directs rainwater through downpipes or stormwater drainage inlets in the area.

The proposal would have a minor effect on the existing land form as the permanent cycleways primarily involve the replacement of the existing temporary cycleways and other moderate upgrades to existing paths, kerbs and other associated works.

If properly managed, the proposed works pose minimal risk of impacts to the existing environment. Potential risks associated with the works include:

- Fuel or oil spills or leaks from plant, equipment or vehicles
- Sediment from excavated materials and uncovered soils leaving the site and entering stormwater
- Uncovering of contaminated soils during excavation.

It is considered unlikely that contaminated soils would be encountered during excavation works, however appropriate safeguards should be put in place in the event that potentially contaminated material is encountered.

The proposed works are not likely to generate dust. Excavation works will be localised and minimal in nature. However, appropriate safeguards should be put in place to minimise any potential dust generation during construction.

Operation

Once operational, the permanent cycleways will not result in any exposure of soil or increase in impervious surfaces within the locality.

7.3.2 Safeguards and mitigation measures

The following safeguards and mitigation measures will be undertaken:

IMPACT	ENVIRONMENTAL SAFEGUARD	RESPONSIBILITY	TIMING
Water quality and quantity	All fuels, chemicals, and liquids will be stored appropriately in an impervious area away from drainage or areas prone to flooding.	Contractor	During construction
	Open excavations and loose soils on the site will be covered to prevent run off or stockpiled and removed upon classification	Contractor	During construction
	Emergency spill kits and relevant trained staff will be on hand during all stages of construction	Contractor	During construction
	An Erosion and Sediment Control Plan (ESCP) will be prepared	Contractor/Council	Prior to construction

IMPACT	ENVIRONMENTAL SAFEGUARD	RESPONSIBILITY	TIMING
	Regular sweeping and management of rains, gutters, roads and access ways to be free of sediment.	Contractor	During construction

7.4 Contamination and waste

7.4.1 Existing environment

Given the urbanised nature of the proposal area, there is potential for contaminants to be present within the underlying soils. The construction and ongoing maintenance of the roadway would likely have involved the introduction of fill and potential spills of ash, fuel, oil and other chemicals.

Acid sulfate soil (ASS) risk maps have been obtained from the Sydney LEP. Based on the ASS map, the site area is located on land mapped as containing Class 5 ASS.

7.4.2 Potential impacts

The proposed construction works to make the cycleways permanent will generate some minor waste from the demolition of the existing road pavement and minor earthworks.

No stockpiling of material would be required as excavation and demolition is minor and materials are to be loaded directly onto trucks and removed from site.

All excess material, spoil and waste will be removed from the site in accordance with the relevant EPA guidelines and other legislative requirements. A waste classification would need to be assigned to any soil excavated from the site prior to offsite disposal.

7.4.3 Safeguards and mitigation measures

The following safeguards and mitigation measures will be undertaken:

IMPACT	ENVIRONMENTAL SAFEGUARD	RESPONSIBILITY	TIMING
Contamination and waste	A Waste Management Plan (WMP) will be prepared and implemented as part of the CEMP. The WMP will include: - measures to avoid and minimise waste associated with the project - classification of wastes and management options (re-use, recycle, stockpile, disposal) - statutory approvals required for managing both on and off-site waste, or application of any relevant resource recovery exemptions - procedures for storage, transport and disposal - monitoring, record keeping and reporting.	Contractor	Prior to construction
Contamination and waste	Any waste disposed off-site will be classified in accordance with the Waste	Contractor	During demolition and construction

IMPACT	ENVIRONMENTAL SAFEGUARD	RESPONSIBILITY	TIMING
	Classification Guidelines: Part 1 Classifying Waste (EPA 2014) prior to disposal and will be disposed of at an appropriately licensed facility for that waste. Where necessary, this will include sampling and analysis.		
Contamination and waste	Waste materials will not to be left on site once the works are complete.	Contractor	During construction
Contamination and waste	Working areas will be maintained, kept free of rubbish and cleaned up at the end of each working day.	Contractor	During construction

7.5 Noise

7.5.1 Potential impacts

Construction
The proposal is located along major roads within an active mixed-use area. Sensitive receivers include a mix of residential and commercial premises. These receivers will likely be impacted to a minor degree during construction works (eg truck and plant movement, demolition and establishment).

Background noise levels have not been provided and are not recommended due to the temporary and relatively minor nature of the proposed works. However, given the close proximity of the proposal to sensitive receivers, it is possible that the ICNG guidelines may be exceeded during the day (although noting that background noise levels are likely to be high due to traffic). The mitigation measures set out below are therefore proposed to be incorporated into the CEMP to reduce noise and vibration impacts.

Operation
No adverse noise or vibration impacts are anticipated once the cycleway is operational.

7.5.2 Safeguards and mitigation measures

The following safeguards and mitigation measures will be undertaken:

IMPACT	ENVIRONMENTAL SAFEGUARD	RESPONSIBILITY	TIMING
Noise and vibration	The occupants of sensitive receivers will be notified regarding construction commencement, construction hours and duration and provided with a complaint contact.	Contractor	Prior to construction
Noise and vibration	The CEMP will include a management procedure to deal with noise complaints that may arise from the construction work. Each complaint will be investigated and appropriate noise amelioration measures will be put in place if available.	Contractor	Prior to construction
Noise and vibration	If used, the use of plant with high sound power levels (pneumatic hammers and	Contractor	During construction

IMPACT	ENVIRONMENTAL SAFEGUARD	RESPONSIBILITY	TIMING
	concrete saws) will be limited over extended periods of time		
Noise and vibration	Where feasible and practical: - quiet work methods and lower noise plant and equipment will be used - noisy plant will be located as far from noise receivers as possible and fitted with a purpose-built semi-enclosure - less annoying alternatives to audible movement alarms (e.g. broadband "quacker" units) will be used.	Contractor	During construction
Noise and vibration	Equipment will be maintained to ensure manufacturers design noise levels are achieved.	Contractor	During construction

7.6 Visual amenity

7.6.1 Existing environment

The existing visual environment along the length of both cycleways is typical of an established urban environment. It comprises trafficable streets, kerbside parking, street trees, lighting, pedestrian footpaths flanked by a significant open space area (Moore Park) and a variety of buildings, including Allianz Stadium, the UTS/Rugby Australia building, the Victoria Barracks group of buildings, residential buildings, hotels and other commercial premises.

7.6.2 Potential impacts

The proposal may cause some short term visual impacts associated with construction activities, such as the use of equipment, noise and dust barriers, materials, and fencing. These impacts will be temporary and minor.

No long term visual impacts have resulted from the ongoing implementation of the temporary cycleways. This will not change with the implementation of the permanent cycleways.

7.6.3 Safeguards and management measures

No safeguards or management measures are required.

7.7 Construction management

7.7.1 Potential impacts

The construction of the proposal has the potential to result in minor amenity impacts on surrounding residential properties as well as impacts on traffic and pedestrian movements during the construction period.

A Construction Environmental Management Plan (CEMP) is to be prepared in accordance with the requirements of Council's Environmental Management System for the construction phase of the project. The CEMP provides a mechanism through which all potential environmental impacts relevant to the

proposal will be controlled and outlines a framework of procedures and controls for managing environmental impacts during construction.

Construction hours will generally be limited to Mondays to Fridays 7.30am to 5.30pm and Saturdays 7.30am to 3.30pm to ensure noise and other impacts do not interfere with residential amenity as far as practicable. Night work, including temporary lane closures, is likely to be required particularly to enable the installation of the cycleway separator kerb. The works needs to be undertaken at night time to minimise impact to the road network capacity during the peak operating hours.

There may be minor interruptions to the traffic on the roads, cycleways and footpaths during the construction of the proposal. To minimise these impacts, the work is envisaged to be undertaken with construction staging in place. For works requiring interruption to the road network, construction would take place outside of the peak periods. During peak periods, the traffic lanes would remain opened to traffic.

Pedestrian access will be maintained at all times during construction. When required, pedestrians and cyclists are to be provided with safe alternative local detour around the construction area.

Pedestrian and traffic management measures and notifications will be put into place prior to the commencement of works to provide a safe environment for all road users.

Accesses to properties are proposed to be maintained during construction.

Subject to the above measures, it is considered that impacts from construction will be appropriately managed.

7.7.2 Safeguards and mitigation measures

The following safeguards and mitigation measures will be undertaken:

IMPACT	ENVIRONMENTAL SAFEGUARD	RESPONSIBILITY	TIMING
Construction	A Construction Environmental Management Plan (CEMP) will be prepared prior to the commencement of construction and in accordance with the requirements of Council's Environmental Management System.	Contractor	Prior to construction
Construction	Construction hours will generally be as follows: - Monday to Friday, 7.30am to 5.30pm - Saturday, 7.30am to 3.30pm - Sunday and Public Holidays, no work. Night construction work will be required, particularly to enable the installation of the cycleway separator kerb.	Contractor	During construction

IMPACT	ENVIRONMENTAL SAFEGUARD	RESPONSIBILITY	TIMING
Construction	A Construction Traffic Management Plan (CTMP) will be prepared in accordance to Transport for NSW *Traffic Control at Worksites* and relevant Austroads guidelines and in consultation with the road authority to identify the potential transport-related delays and disruptions that may arise during the works and plan for a suitable mitigation accordingly. The plan is to include (as a minimum): - Appropriate traffic management and signposting of access/egress points to minimise conflicts with vehicle movements on the road network - Measures to minimise disruption to pedestrians, cyclists and motorists Measures to maintain and ensure safe access for emergency vehicles to existing properties during construction, or provision of suitable alternatives - Active liaison with relevant road authority and stakeholders and inform road users of the proposed works on the road network.	Contractor	Prior to construction
Construction	Road Occupancy Licence (ROL) will be sought from the relevant road authority for all temporary partial or full closures and its conditions complied with, including the hours of operations.	Contractor	Prior to construction
Construction	Accesses to properties are proposed to be maintained during construction.	Contractor	During construction
Construction	Where short-term interruption is required, liaison will be undertaken with the relevant property owners and business owners as appropriate.	Contractor	Prior to/during construction
Construction	Emergency vehicle accesses – Access for emergency vehicles shall be maintained at all times	Contractor	During construction

7.8 Socio-economic impacts

The City is committed to addressing the challenging traffic conditions that come with population growth and development. The efficient and safe movement of people and goods is essential for economic growth and is a hallmark of a globally competitive city. Cycling and walking are an integral part of a well-functioning transport system because they are the most accessible, equitable, sustainable and reliable forms of transport. The City has identified that encouraging more people to ride bikes is critical to reducing traffic and transport congestion. More people riding bikes for transport frees up space on the road for deliveries and services, and space on busy public transport.

Prior to the provision of a dedicated cycleway along Moore Park Road and Fitzroy Street, people using this route by bicycle had to travel on the road with the vehicular traffic, which presented safety issues and acted as a major disincentive to cycling as a mode of transport. The provision of a dedicated

cycleway means that people riding have the option of a safe and separated connection between Centennial Park and the Bourke Street cycleway.

Making the cycleways permanent will have positive social impacts, providing high quality, safe, accessible and connected cycling connections along these key routes. The cycleways provide an improved level of accessibility and safety for all road users. The dedication of a bi-directional cycleway separated from the other road / footpath users substantially improves the safety and amenity for people walking and riding and is likely to act as an incentive to higher bicycle usage along this east-west route.

Reducing the 'no stopping' restriction along Moore Park Road to allow for an extra 4 hours parking on Saturdays, Sundays and public holidays (outside event days) will help to ameliorate the impact on resident parking in the area.

The continued operation of the temporary cycleways while the detailed design and construction of the permanent cycleways occur will minimise disruption to cyclists as far as practicable and will not result in any additional impacts.

It is therefore considered that no safeguards or management measures are required in relation to the social and economic impacts of the proposed works.

7.9 Cumulative impacts

7.9.1 Potential impacts

Cumulative impacts have the potential to arise from the interaction of individual elements within the project as well as interaction of the project with other activities that may be occurring or planned within the surrounding area. Section 171 of the EP&A Regulation requires that potential cumulative impacts be considered during the environmental impact assessment process.

The most significant activity in the vicinity of the cycleways is the construction of the Allianz Stadium Precinct Village on the corner of Driver Avenue and Moore Park Road which is currently underway and with a timeline of 2024-2026.

The works required to make the cycleway along Moore Park Road permanent are minor and unlikely to disrupt construction activity for the Precinct Village. The City and its appointed contractor will liaise with Allianz Stadium to manage the interface of any construction works should that be necessary.

There are no other known significant development applications for the surrounding area currently on exhibition that might interfere with the proposed works, and there are no other known projects that would combine with the proposed works to result in significant cumulative impacts.

The appointed Site Construction Contractor of the proposed works will be informed of other nearby works (if any) and will manage the development to reduce potential conflicts.

7.9.2 Safeguards and mitigation measures

The following safeguards and mitigation measures will be undertaken:

IMPACT	ENVIRONMENTAL SAFEGUARD	RESPONSIBILITY	TIMING
Construction	The City and its appointed contractor will liaise with Allianz Stadium to manage the interface of any construction works should that be necessary.	Council/contractor	Prior to and during construction

8. ENVIRONMENTAL FACTORS CONSIDERED

8.1 Consideration of Section 171 factors

Section 171 of the EP&A Regulation details those factors that must be taken into account concerning the impact of an activity on the environment. **Table 6** provides an assessment of the Section 171 factors in relation to the proposed upgrade works.

Table 6: Consideration of Section 171 factors

PROVISION	RELEVANCE TO THE PROJECT
a. any impact on a community	During construction, there would be potential impacts on the community through increased traffic, noise, dust and visual impacts. These potential impacts would be minor and temporary and managed through the mitigation measures summarised in Chapter 8. Once operational, the proposal will result in the provision of high quality cycling infrastructure designed to provide safe, accessible and connected cycling connections along this key east-west route. As with the temporary cycleways, the permanent cycleways will result in the same loss of parking and inconvenience to motorists. However, it is considered that the cyclist safety benefits and overall strategic objectives of the cycleways along Moore Park Road and Fitzroy Street outweigh this local community impact. Impacts on the community arising from the continuation in the short term of the temporary cycleways will remain unchanged.
b. any transformation of a locality	There will be minimal transformation of the locality as the cycleways are already operational. The installation of permanent cycling infrastructure will improve the streetscape and amenity of the proposal area.
c. any environmental impact on the ecosystems of the locality	There will be negligible impacts on ecosystems of the locality.
d. any reduction of the aesthetic, recreational, scientific or other environmental quality	The proposed construction of the permanent cycleways will result in some short-term amenity impacts during construction. All these issues are expected to be minor in nature. In the longer term, the proposal will have a positive impact. As noted above, the installation of permanent cycling infrastructure will improve the streetscape and local amenity, enhancing the aesthetic, recreational and environmental quality of the locality. The continuation of the temporary cycleways will not result in any changes to the aesthetic, recreational, scientific or other environmental quality of the area.
e. any effect on a locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations	The permanent cycleways will not impact directly on any heritage items or conservation areas and will have negligible impact on heritage items and conservation areas located in the vicinity. As noted above, the proposed works are expected to enhance the streetscape and amenity of the area. Permanent cycling and other road related infrastructure have been designed as simple, functional elements in the streetscape which recede into the background along with other street infrastructure. This infrastructure will not block views to heritage items/conservation areas and will otherwise not result in any adverse impacts.

PROVISION	RELEVANCE TO THE PROJECT
	The continuation of the temporary cycleways will not have an effect on heritage.
f. any impact on the habitat of protected fauna (within the meaning of the *National Parks and Wildlife Act 1974*)	Nil impact
g. any endangering of any species of animal, plant or other form of life, whether living on land, in water or in the air	Nil impact
h. any long-term effects on the environment	Long terms effects on the environment will be positive. The permanent cycleways will result in improved safety, functionality and accessibility consistent with state and local strategic objectives for active transport.
i. any degradation of the quality of the environment	There may be minor impacts to the quality of the environment during construction. Appropriate mitigation measures will be put in place during construction to ensure any environmental impacts are minimised. Once completed, the quality of the environment will be improved as a result of the proposal. The continuation of the temporary cycleways will not result in the degradation of the quality of the environment.
j. any risk to the safety of the environment	The City considers that removing the cycleways is likely to increase the risk to the safety of the environment rather than the other way around. The removal of the cycleways would put many people riding at serious risk and would also present a risk to people walking were those riders to avoid the dangers of riding in traffic by using footpaths or shared paths. Permanently retaining and upgrading the cycleways is aimed at addressing safety, particularly considering the growing number of people riding on this part of the network.
k. any reduction in the range of beneficial uses of the environment	The proposal will not reduce the range of beneficial uses of the environment within the locality.
l. any pollution of the environment	There may be short term and minor environmental impacts associated with construction however these impacts can be readily mitigated through the CEMP and other safeguards as recommended in REF.
m. any environmental problems associated with the disposal of waste	A waste management plan will be prepared by the contractor to manage any demolition or excavated material generated from the activity. This will ensure no environmental problems will arise as a result of the disposal of waste.
n. any increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply	The proposal will not increase demands on resources that are likely to be in short supply.
o. any cumulative environmental effect with other existing or likely future activities	No cumulative impacts are anticipated.
p. any impact on coastal processes and coastal hazards, including those under projected climate change conditions	The proposed activity would not affect coastal processes or hazards.
q. applicable local strategic planning statements, regional strategic plans	The proposed activity is consistent with, and implements the recommendations of, the Cycling Strategy and Action Plan 2018-2030

PROVISION	RELEVANCE TO THE PROJECT
or district strategic plans made under the Act, Division 3.1	

8.2 Ecologically sustainable development

The principles of ecologically sustainable development (ESD) have been considered throughout development of the project and are considered further below.

Table 7: Assessment of proposal against ESD principles

ESD Principle	Assessment
Precautionary principle This principle states "if there are threats of serious or irreversible damage, lack of scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation".	Evaluation and assessment of alternative options have aimed to reduce the risk of serious and irreversible impacts on the environment. Stakeholder consultation considered issues raised by stakeholders and analysis and investigations were undertaken for key issues to provide accurate and impartial information to assist in the assessment of the proposal's environmental impact. The proposal design has sought to minimise impacts on the amenity of the study area while ensuring that the proposed improvements maximise accessibility and safety for pedestrians and cyclists as well as other road users. A CEMP would be prepared before construction starts. This requirement would ensure the proposal achieves a high-level of environmental performance during construction.
Intergenerational equity The principle states, 'the present generation should ensure that the health, diversity and productivity of the environment is maintained or enhanced for the benefit of future generations'.	The proposal will not result in any impacts that are likely to adversely impact on the health, diversity or productivity of the environment for future generations. The project will benefit future generations by providing permanent cycling infrastructure which will be part of a broader network connecting Sydney.
Conservation of biological diversity and ecological integrity This principle states the 'diversity of genes, species, populations and communities, as well as the ecosystems and habitats to which they belong, must be maintained and improved to ensure their survival'.	The environment in which the proposal would be undertaken is a highly modified urban environment and does not contain any significant flora or fauna habitats. The proposal would therefore not have a significant impact on biological diversity and ecological integrity.
Improved valuation, pricing and incentive mechanisms This principle requires 'costs to the environment should be factored into the economic costs of a project'.	The REF has examined the environmental consequences of the proposal and identified mitigation measures to manage the potential for adverse impacts. The requirement to implement these mitigation measures would result in an economic cost to Council. The implementation of mitigation measures would increase the costs of the project. This signifies that environmental resources have been given appropriate valuation. The design has been developed with an objective of minimising potential impacts on the surrounding environment. This indicates that

ESD Principle	Assessment
	the project is being developed having regard to the environmental objective.

8.3 Consideration of National Environmental Significance

The site is not classified as "National Environmental Significance" (NES) under the Commonwealth *Environment and Biodiversity Conservation Act 1999*.

8.4 Is an Environmental Impact Statement (EIS) required?

The activity would be unlikely to cause a significant impact on the environment. Therefore it is not necessary for an environmental impact statement to be prepared and approval to be sought from the Minister for Planning under Division 5.2 of the EP&A Act. A Biodiversity Development Assessment Report or Species Impact Statement is not required.

8.5 Licensing and approvals

Table 8 identifies the permits and licences that would be required if necessary to construct the Proposal.

Table 8: Summary of licensing and approvals required

INSTRUMENT	REQUIREMENT	TIMING
Roads Act 1993 (s138)	Road occupancy licence to dig up, erect a structure or carry out work in, on or over a road.	Prior to start of activity

9. MITIGATION MEASURES AND CONCLUSION

This report constitutes a Review of Environmental Factors (REF) and forms the environmental assessment required under the EP&A Act for the permanent operation and use of the existing temporary cycleways along Moore Park Road, Paddington and Fitzroy Street, Surry Hills.

The aim of this report has been:

- to describe the proposed development
- to illustrate that the proposed development complies with the intent of relevant statutory and policy documents
- to provide an assessment of the likely environmental effects of the proposed development.

The proposal is consistent with the zoning of the site and all relevant provisions contained within the T&I SEPP. The assessment contained herein concludes that there are no significant environmental constraints on the site that preclude the construction of the project and that the proposed development will not result in any significant adverse environmental impacts. Accordingly, it is considered that an EIS is not required.

As discussed in **Section 6**, the proposal is not anticipated to generate any significant environmental impacts subject to the implementation of appropriate mitigation measures. The safeguards identified i**n Section 6** will be implemented to ensure any impacts arising from the proposed activity are minimised. A summary of the recommended mitigation measures is provided in **Table 9** below.

Table 9: Mitigation measures

NUMBER	MEASURE	RESPONSIBILITY	TIMING
General			
G1	The proposal will be generally consistent with the drawings contained in Appendix 1 attached to this REF, except as set out in G2 below.	Council Contractor	Prior to and during construction
G2	The plans at Appendix 1 are to be amended to include the additional driveway on Moore Park Road in accordance with SSD-9835 Mod 7 approval.	Council	During detailed design
Construction Management			
CM1	A Construction Environmental Management Plan (CEMP) will be prepared prior to the commencement of construction and in accordance with the requirements of Council's Environmental Management System.	Contractor	Prior to construction
CM2	Construction hours will generally be as follows: - Monday to Friday, 7.30am to 5.30pm - Saturday, 7.30am to 3.30pm - Sunday and Public Holidays, no work. Night construction work will be required, particularly to enable the installation of the cycleway separator kerb.	Contractor	During construction
CM3	A Construction Traffic Management Plan (CTMP) will be prepared in accordance to Transport for NSW *Traffic Control at Worksites* and relevant	Contractor	Prior to construction

NUMBER	MEASURE	RESPONSIBILITY	TIMING
	Austroads guidelines and in consultation with the road authority to identify the potential transport-related delays and disruptions that may arise during the works and plan for a suitable mitigation accordingly. The plan is to include (as a minimum): - Appropriate traffic management and signposting of access/egress points to minimise conflicts with vehicle movements on the road network - Measures to minimise disruption to pedestrians, cyclists and motorists Measures to maintain and ensure safe access for emergency vehicles to existing properties during construction, or provision of suitable alternatives Active liaison with relevant road authority and stakeholders and inform road users of the proposed works on the road network.		
CM4	Road Occupancy Licence (ROL) will be sought from the relevant road authority for all temporary partial or full closures and its conditions complied with, including the hours of operations.	Contractor	Prior to construction
CM5	Accesses to properties are proposed to be maintained during construction.	Contractor	During construction
CM6	Where short-term interruption is required, liaison will be undertaken with the relevant property owners and business owners as appropriate.	Contractor	Prior to/during construction
CM7	Emergency vehicle accesses – Access for emergency vehicles shall be maintained at all times	Contractor	During construction
CM8	The City and its appointed contractor will liaise with Allianz Stadium to manage the interface of any construction works should that be necessary.	Council/contractor	Prior to and during construction
Traffic			
T1	The current 'no stopping' restriction along Moore Park Road will be reduced to: ▪ 6am to 7pm Monday to Friday ▪ 9am to 6pm Saturday, Sunday and public holidays	Council/TfNSW	Once permanent cycleway is operational
Non Indigenous Heritage			
NIH1	In the event that a non-indigenous heritage site or artefact is identified during construction works, all ground surface disturbance works in the area will cease immediately and the NSW Heritage Division notified in accordance with the Section 146 provisions of the *Heritage Act 1977.*	Construction contractor	During construction
Indigenous Heritage			
IH1	In the event that any Aboriginal archaeological evidence or objects are discovered at the site during construction, all works in the affected area(s) will cease and NSW Department of Planning and Environment notified under Section 89A of the *National Parks and Wildlife Act 1974* and a suitable procedure negotiated. Further assessment, documentation or approval may be required before site works can recommence in the affected area(s)	Construction contractor	During construction

NUMBER	MEASURE	RESPONSIBILITY	TIMING
Water Quality and Quantity			
W1	All fuels, chemicals, and liquids will be stored appropriately in an impervious area away from drainage or areas prone to flooding.	Contractor	During construction
W2	Open excavations and loose soils on the site will be covered to prevent run off or stockpiled and removed upon classification	Contractor	During construction
W3	Emergency spill kits and relevant trained staff will be on hand during all stages of construction	Contractor	During construction
W4	An Erosion and Sediment Control Plan (ESCP) will be prepared	Contractor/Council	Prior to construction
W5	Regular sweeping and management of rains, gutters, roads and access ways to be free of sediment.	Contractor	During construction
Contamination and Waste			
CW1	A Waste Management Plan (WMP) will be prepared and implemented as part of the CEMP. The WMP will include: - measures to avoid and minimise waste associated with the project - classification of wastes and management options (re-use, recycle, stockpile, disposal) - statutory approvals required for managing both on and off-site waste, or application of any relevant resource recovery exemptions - procedures for storage, transport and disposal monitoring, record keeping and reporting.	Contractor	Prior to construction
CW2	Any waste disposed off-site will be classified in accordance with the Waste Classification Guidelines: Part 1 Classifying Waste (EPA 2014) prior to disposal and will be disposed of at an appropriately licensed facility for that waste. Where necessary, this will include sampling and analysis.	Contractor	During demolition and construction
CW3	Waste materials will not to be left on site once the works are complete.	Contractor	During construction
CW4	Working areas will be maintained, kept free of rubbish and cleaned up at the end of each working day.	Contractor	During construction
Noise			
N1	The occupants of sensitive receivers will be notified regarding construction commencement, construction hours and duration and provided with a complaint contact.	Contractor	Prior to construction
N2	The CEMP will include a management procedure to deal with noise complaints that may arise from the construction work. Each complaint will be investigated and appropriate noise amelioration measures will be put in place if available.	Contractor	Prior to construction
N3	If used, the use of plant with high sound power levels (pneumatic hammers and concrete saws) will be limited over extended periods of time	Contractor	During construction
N4	Where feasible and practical:	Contractor	During construction

NUMBER	MEASURE	RESPONSIBILITY	TIMING
	- quiet work methods and lower noise plant and equipment will be used - noisy plant will be located as far from noise receivers as possible and fitted with a purpose-built semi-enclosure less annoying alternatives to audible movement alarms (e.g. broadband “quacker“ units) will be used.		
N5	Equipment will be maintained to ensure manufacturers design noise levels are achieved.	Contractor	During construction

10. CERTIFICATION

This REF provides a true and fair review of the proposal in relation to its potential effects on the environment. It addresses matters affecting or likely to affect the environment as a result of the proposal.



Nicola Gibson
Director
MG Planning Pty Ltd
Date: 16 October 2026

I have examined this review of environmental factors and accept it on behalf of City of Sydney Council.

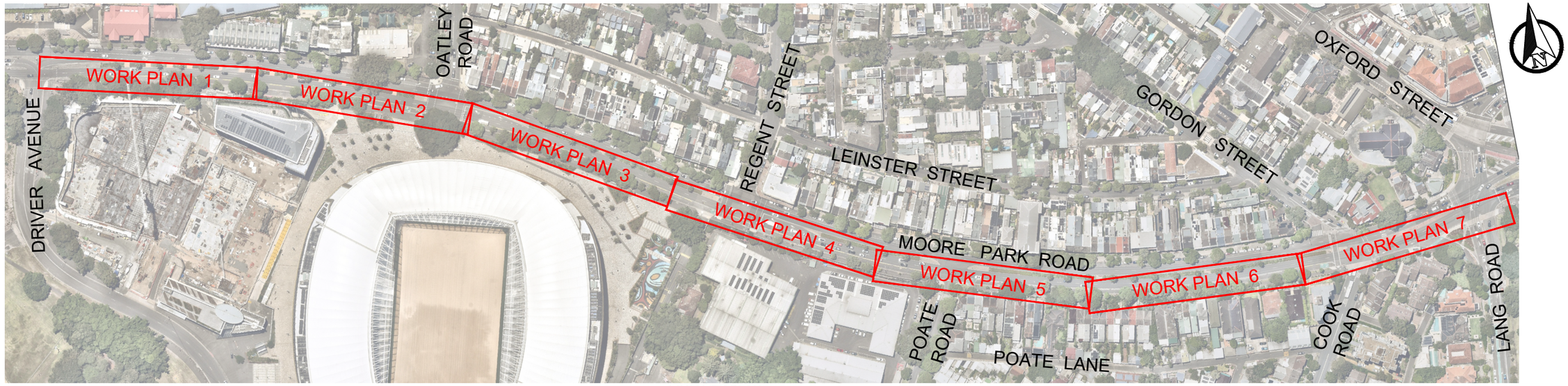
City of Sydney
Date:

Appendix 1

Drawings

MOORE PARK ROAD, CENTENNIAL PARK

POP-UP CYCLEWAY UPGRADE WORKS



LOCALITY PLAN

NOTES

GENERAL

1. ALL WORKS TO BE CONSTRUCTED IN ACCORDANCE WITH CITY OF SYDNEY COUNCIL UNLESS NOTED OTHERWISE.
2. CITY OF SYDNEY COUNCIL STANDARD DETAILS TO BE USED.
3. ALL WORK SHOULD BE CARRIED OUT IN ACCORDANCE WITH THE CITY'S "CIVIL WORKS TECHNICAL SPECIFICATION", OR AS DIRECTED BY THE CITY'S REPRESENTATIVE.
4. DO NOT SCALE FROM THE DRAWINGS. REPORT ANY DISCREPANCIES TO THE SITE CITY'S REPRESENTATIVE IMMEDIATELY.
5. CONTRACTOR SHALL DETERMINE THE ACCURACY OF THE SURVEY PLANS PRIOR COMMENCEMENT OF ANY WORKS.

STORMWATER NOTES

6. ALL EXISTING DRAINAGE GRATES TO BE REPLACED WITH APPROVED HEAVY DUTY, CLASS D, BIKE SAFE GRATES.
7. ALL STORMWATER PITS WITHIN THE LIMIT OF THE WORKS TO BE CLEANED OF DEBRIS AT COMPLETION OF WORKS.
8. RETAIN ALL EXISTING PROPERTY STORMWATER OUTLETS.

KERB & GUTTER NOTES

9. ANY STONE KERB OR GUTTER NOT REUSED ON SITE IS TO BE DELIVERED TO THE CITY'S DEPOT UNDAMAGED.
10. ROAD RESTORATION ADJACENT NEW KERB AND GUTTER IS TO BE A MINIMUM 40MM THICK AC10 ON 300MM THICK DGB20 BASE (2 EVEN LAYERS) UNLESS NOTED OTHERWISE.
11. THE MINIMUM RESTORATION WIDTH IS TO BE 600mm, UNLESS SHOWN OTHERWISE.

ACCESS AND SAFETY

12. THE CONTRACTOR SHALL COMPLY WITH ALL STATUTORY AND INDUSTRIAL REQUIREMENTS FOR PROVISION OF A SAFE WORKING ENVIRONMENT INCLUDING TRAFFIC AND PEDESTRIAN CONTROL.
13. THE CONTRACTOR SHALL ENSURE THAT AT ALL TIMES ACCESS TO ALL BUILDINGS ADJACENT THE WORKS IS NOT DISRUPTED.
14. WHERE NECESSARY THE CONTRACTOR SHALL PROVIDE SAFE PASSAGE OF VEHICLES AND/OR PEDESTRIANS THROUGH OR BY THE SITE
15. ALL TRAFFIC CONTROL MEASURES ARE TO BE CARRIED OUT PRIOR, DURING AND AFTER CONSTRUCTION IN ACCORDANCE WITH THE RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS 1742.3.
16. THE CONTRACTOR SHALL COMPLY WITH ALL CONFINED SPACE REGULATIONS WHILST WORKING WITHIN A CONFINED SPACE.

SURVEY NOTES

17. COUNCIL'S SURVEYOR TO BE NOTIFIED AT LEAST FOUR WEEKS PRIOR TO THE COMMENCEMENT OF WORKS THAT MAY RESULT IN THE DESTRUCTION OR DAMAGE TO ANY PERMANENT MARKS OR STATE SURVEY MARKS. COST FOR SURVEY AND REPLACEMENT OF THE PERMANENT SURVEY MARK SHALL BE AT THE CONTRACTOR EXPENSE.
18. CONTRACTOR SHALL DETERMINE THE ACCURACY OF THE SURVEY PLANS PRIOR COMMENCEMENT OF ANY WORKS.

EXISTING UNDERGROUND SERVICES NOTES

19. SERVICE LOCATIONS ON PLANS ARE INDICATIVE ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE SERVICE LOCATIONS PRIOR TO THE COMMENCEMENT OF WORK. ANY DAMAGES REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
20. CONTRACTORS SHALL TAKE DUE CARE WHEN EXCAVATING ONSITE INCLUDING HAND EXCAVATION WHERE NECESSARY
21. CONTRACTORS ARE TO CONTACT THE RELEVANT SERVICE AUTHORITY PRIOR TO COMMENCEMENT OF EXCAVATION WORKS. CONTRACTORS ARE TO UNDERTAKE A SERVICES SEARCH, PRIOR TO COMMENCEMENT OF WORKS ON SITE. SEARCH RESULTS ARE TO BE KEPT ON SITE AT ALL TIMES
22. ALL UTILITY FEATURES e.g. HYDRANTS, TELECOMMUNICATION PITS, SHALL BE ADJUSTED TO SUIT FINISHED SURFACE.
23. CONTRACTOR SHALL INSTALL CONDUITS WHERE REQUIRED BY THE RELEVANT AUTHORITIES

TREE NOTES

24. PRIOR TO COMMENCEMENT OF ANY WORK, CONTACT THE CITY'S STREET TREE CONTRACT COORDINATOR TO CONFIRM THAT TREE PROTECTION AND WORK METHODOLOGIES IN THE VICINITY OF EXISTING TREES WILL BE UNDERTAKEN IN IN ACCORDANCE WITH AS4970.
25. NO TREE CANOPY OR ROOT PRUNING SHALL BE UNDERTAKEN WITHOUT PRIOR APPROVAL FROM THE CITY'S STREET TREE CONTRACT COORDINATOR. ALL PRUNING SHALL BE UNDERTAKEN IN ACCORDANCE WITH AS4373.
26. IN LOCATIONS WHERE LESS THAN 300mm CLEARANCE IS ACHIEVED TO TREE ROOTS ALL WORK (I.E. EXCAVATION AND CONCRETE) MUST BE DONE MANUALLY TO AVOID DAMAGE.
27. TREE PROTECTION WILL BE REQUIRED TO BE INSTALLED BY AN AQF III ARBORIST PRIOR TO THE COMMENCE OF WORKS. TREE PROTECTION WILL BE REQUIRED FOR ANY TREE WITHIN 5m OF ANY EXCAVATION AND AREAS WHERE LOADING AND UNLOADING OF EQUIPMENT AND MATERIALS IS TO TAKE PLACE.

SIGNAGE AND LINEMARKING

28. ALL REDUNDANT LINE MARKINGS ARE TO BE REMOVED BY MECHANICAL GRINDING.
29. ALL PAVEMENT MARKING TO BE IN ACCORDANCE WITH RMS REQUIREMENTS.
30. TRANSITION LINEMARKING TO SUIT EXISTING WHERE REQUIRED.
31. ALL ROAD MARKING PAINTS TO BE THERMOPLASTIC UNLESS OTHERWISE APPROVED BY THE CONSTRUCTION CONTRACT COORDINATOR.
32. ALL SEPARATED CYCLEWAY LINEMARKING, LOGOS AND TEXT TO BE INSTALLED IN WATERBORNE PAINT.
33. ALL GREEN HIGH FRICTION CYCLEWAY SURFACE COATINGS TO BE IN ACCORDANCE WITH *RMS QA SPECIFICATION R110.*
34. SAW-CUTS FOR TRAFFIC SIGNAL LOOPS IN SEPARATED CYCLEWAYS TO BE COMPLETED BEFORE GREEN HIGH FRICTION CYCLEWAY SURFACE COATINGS ARE INSTALLED.
35. ALL SHARED PATH MARKINGS TO BE IN ACCORDANCE WITH CITY OF SYDNEY *SHARED PATH PAVEMENT MARKING GUIDE* AND *SHARED PATH TECHNICAL SPECIFICATIONS*.
36. ALL REGULATORY AND WARNING SIGNS TO BE INSTALLED IN ACCORDANCE WITH RMS GUIDELINES AND TO THE SATISFACTION OF THE CITY'S REPRESENTATIVE.
37. RELOCATE/REMOVE EXISTING SIGNS AS REQUIRED.
38. PROVIDE ADEQUATE APPROACH WARNING SIGNS DURING AND AFTER CONSTRUCTION.
39. ALL SHARED ZONE SIGNS (R4-4, R4-5, R2-10, R5-65 AND "GIVE WAY TO PEDESTRIANS" PAVEMENT MARKING) ARE TO BE INSTALLED BY RMS
40. ALL SPEED LIMIT SIGNS INCLUDING PAVEMENT MARKING TO BE INSTALLED BY RMS.
41. BRAILLE WAYFINDING SIGNAGE TO BE ATTACHED TO ALL NEW/REPLACEMENT PEDESTRIAN CALL BUTTON POSTS AS PER CITY OF SYDNEY: LEGIBLE SYDNEY DESIGN MANUAL, PAGE 62. CONTACT PROJECT MANAGER - WAYFINDING FOR MORE INFORMATION.

EROSION AND SEDIMENT CONTROL NOTES

42. THE CONTRACTOR SHALL PROVIDE NECESSARY MEASURES IN ACCORDANCE WITH LANDCOM'S "MANAGING URBAN STORMWATER SOILS AND CONSTRUCTION" (BLUE BOOK) AND AS DEEMED APPROPRIATE TO PREVENT SOIL EROSION OF EXPOSED AREAS DURING THE COURSE OF CONSTRUCTION, OR AS DIRECTED BY THE CITY'S REPRESENTATIVE.

CONSTRUCTION NOTES

43. ALL HOLD POINTS AND WITNESS POINTS ARE TO BE AGREED TO WITH THE CITY'S REPRESENTATIVE PRIOR TO WORKS COMMENCING ON SITE.
44. CERTIFICATION OF COMPLIANCE SHALL BE PROVIDED, TO THE CITY'S REPRESENTATIVE, FOR ALL MATERIALS THAT ARE TO BE USED OR INSTALLED ON SITE PRIOR TO ARRIVING ON SITE UNLESS ADVISED BY CITY'S REPRESENTATIVE OTHERWISE.
45. CITY'S REPRESENTATIVE MAY REQUEST FOR SURVEY PLANS DURING CONSTRUCTION TO VERIFY THE ACCURACY O F WORKS.
46. ALL NEW WORKS SHALL MAKE A SMOOTH JUNCTION WITH EXISTING CONDITIONS.
47. WORK-AS-EXECUTED PLANS SIGNED BY AN ACCREDITED SURVEYOR SHALL BE PROVIDED TO CITY'S REPRESENTATIVE AT COMPLETION OF WORKS.

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3. WORK PLAN 2
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8. WORK PLAN 7
9. DETAILS - CIVIL
10. DETAILS - LINE MARKING

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CITY OF SYDNEY

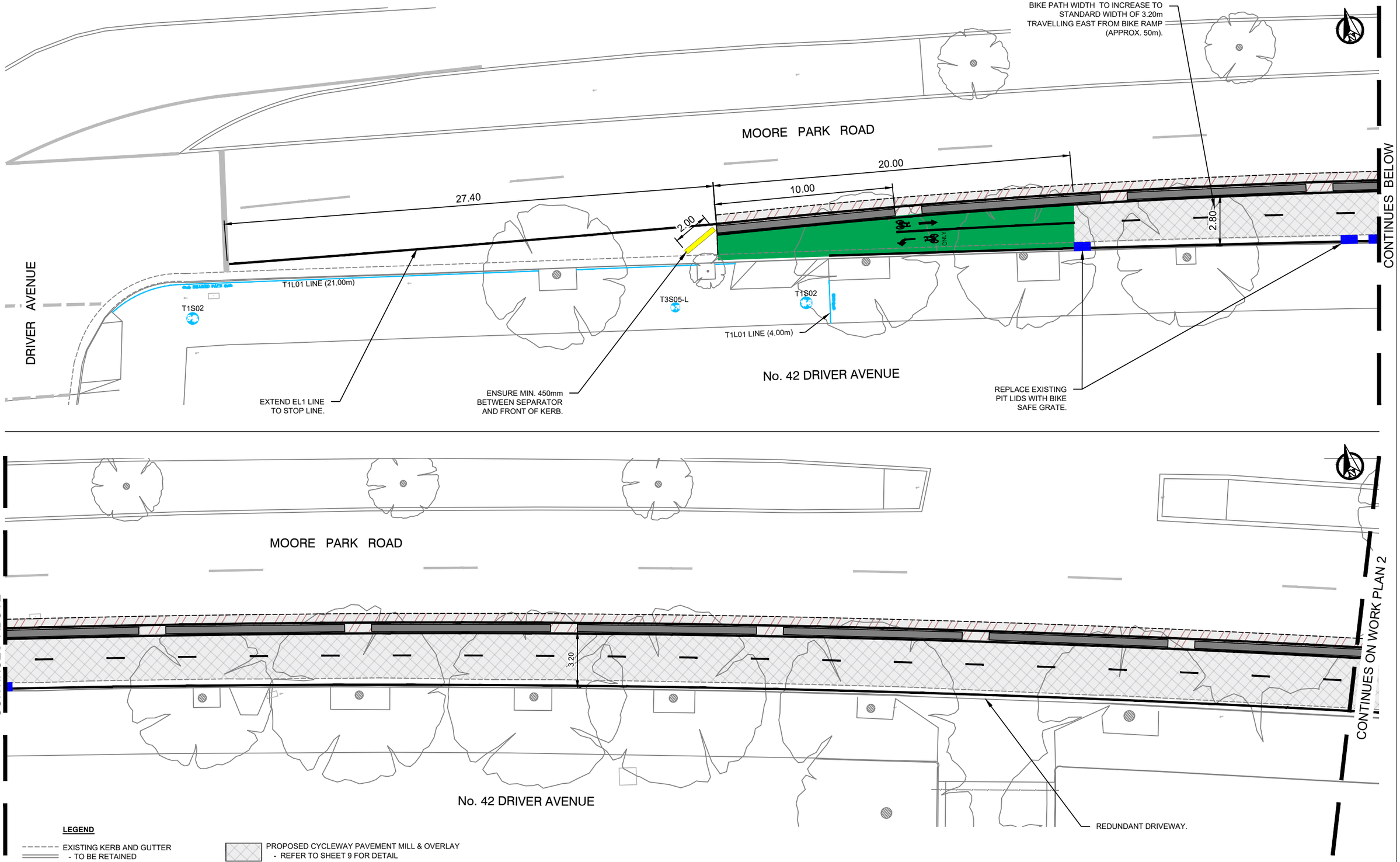
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CAMS Job No. -

Drawing No. 26/ — Sheet No. 1 OF 10

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LEGEND

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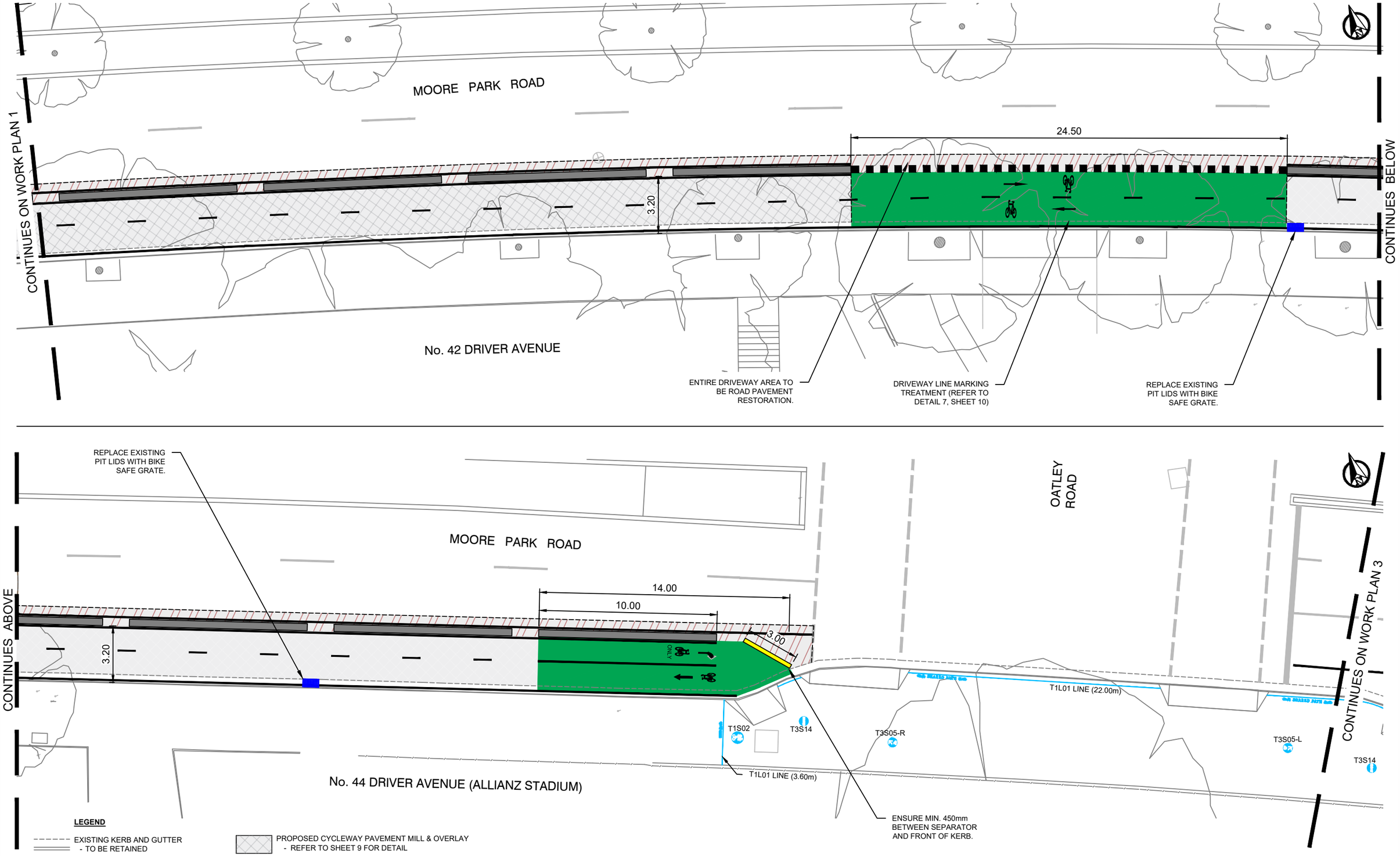
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105

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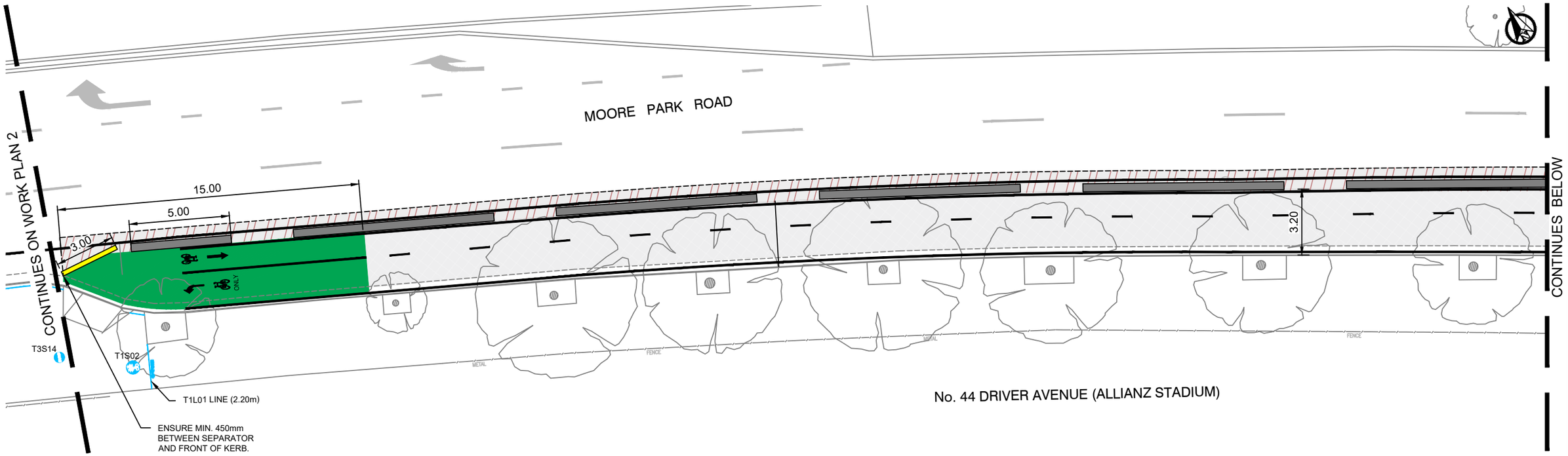
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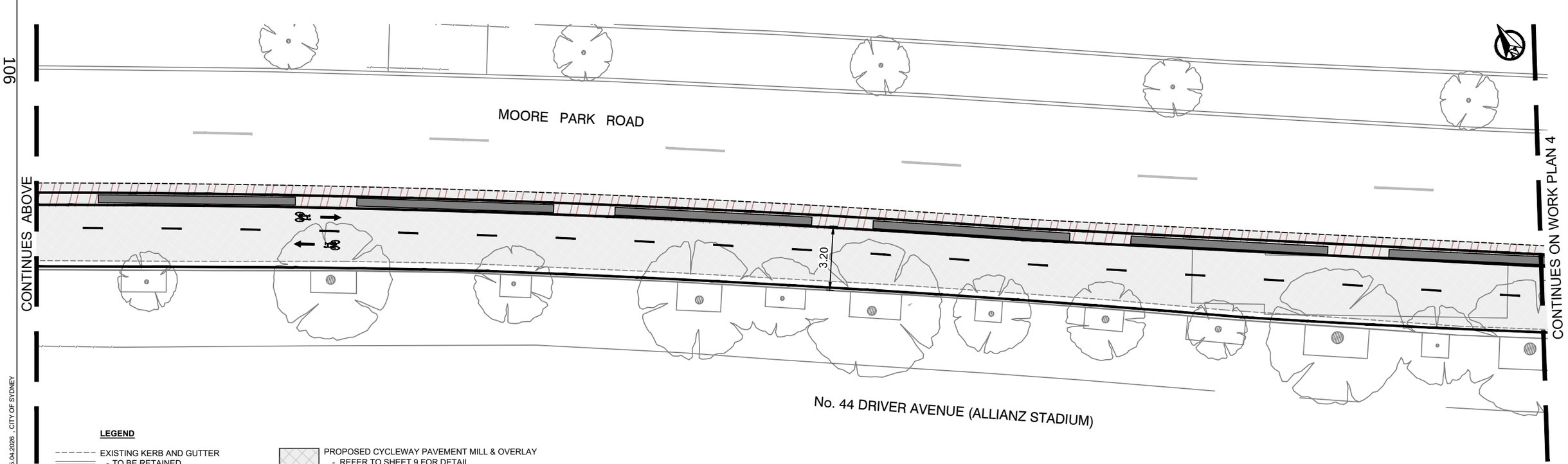
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MOORE PARK ROAD

REGENT STREET

CONTINUES ON WORK PLAN 3

CONTINUES BELOW

19.45

3.60

10.00

4.30

C4 LINE (21.50m)

ONLY

ONLY

No. 38 DRIVER AVENUE (DISNEY STUDIOS)

ENTIRE DRIVEWAY AREA TO BE ROAD PAVEMENT RESTORATION.

DRIVEWAY LINE MARKING TREATMENT (REFER TO DETAIL 7, SHEET 10)

GREEN SURFACE TREATMENT TO EXTEND BETWEEN PCW LINES TO BETTER DEFINE BIKE PATH ACROSS SIGNALISED INTERSECTION.

MOORE PARK ROAD

CONTINUES ABOVE

CONTINUES ON WORK PLAN 5

3.20

3.40

BIKE PATH WIDTH TO INCREASE FROM 3.20m TO 3.50m BETWEEN REGENT STREET AND POATE ROAD.

No. 38 DRIVER AVENUE (DISNEY STUDIOS)

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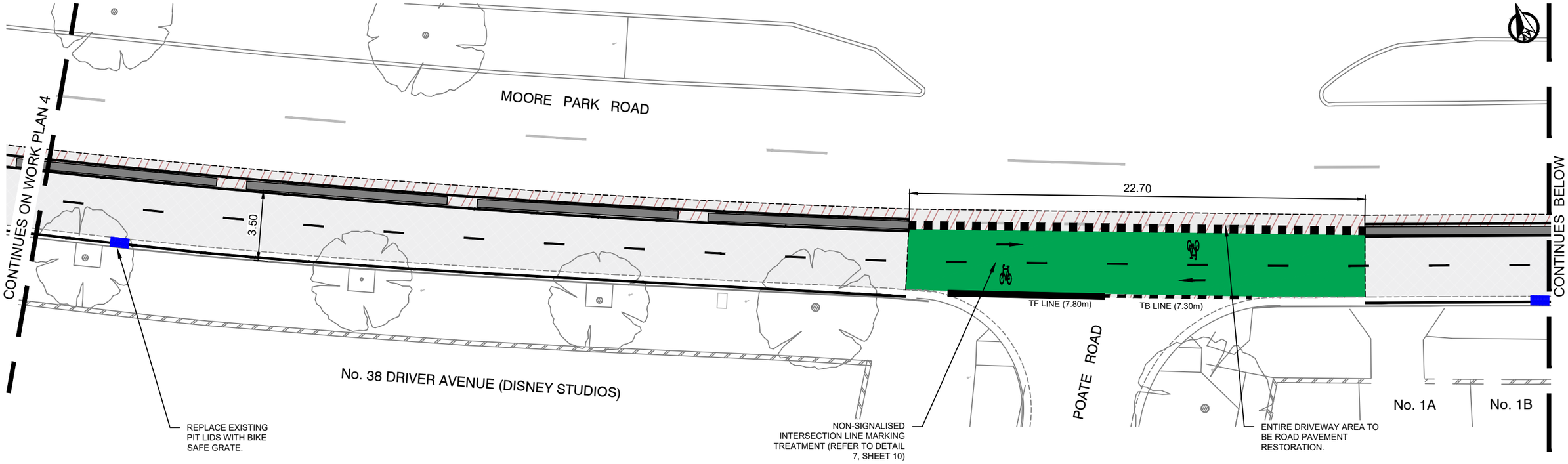
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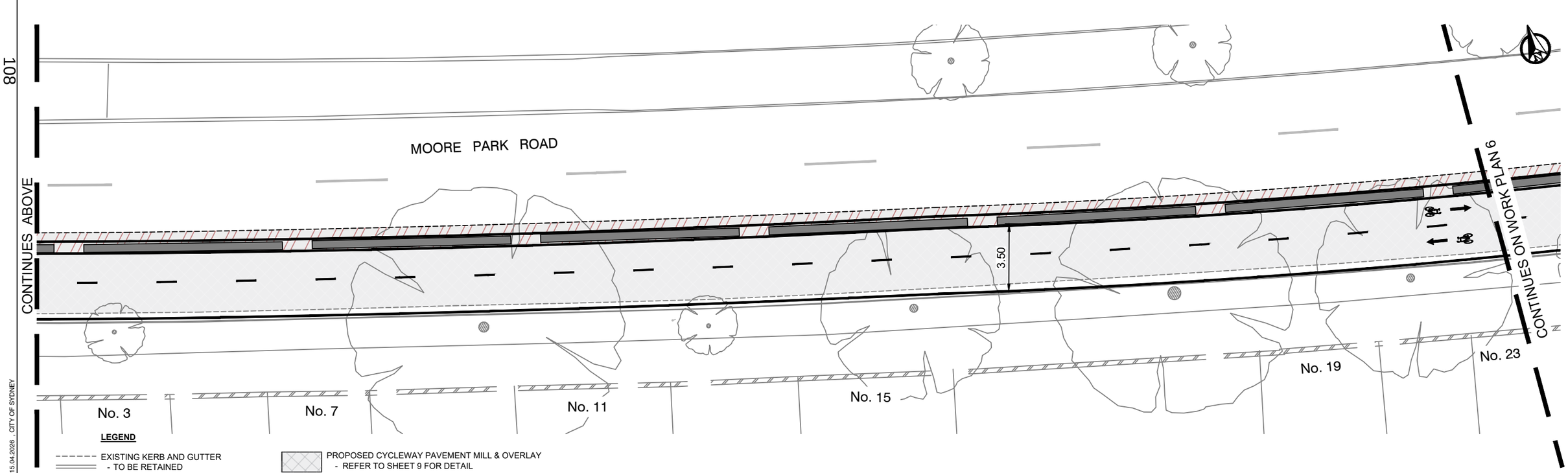
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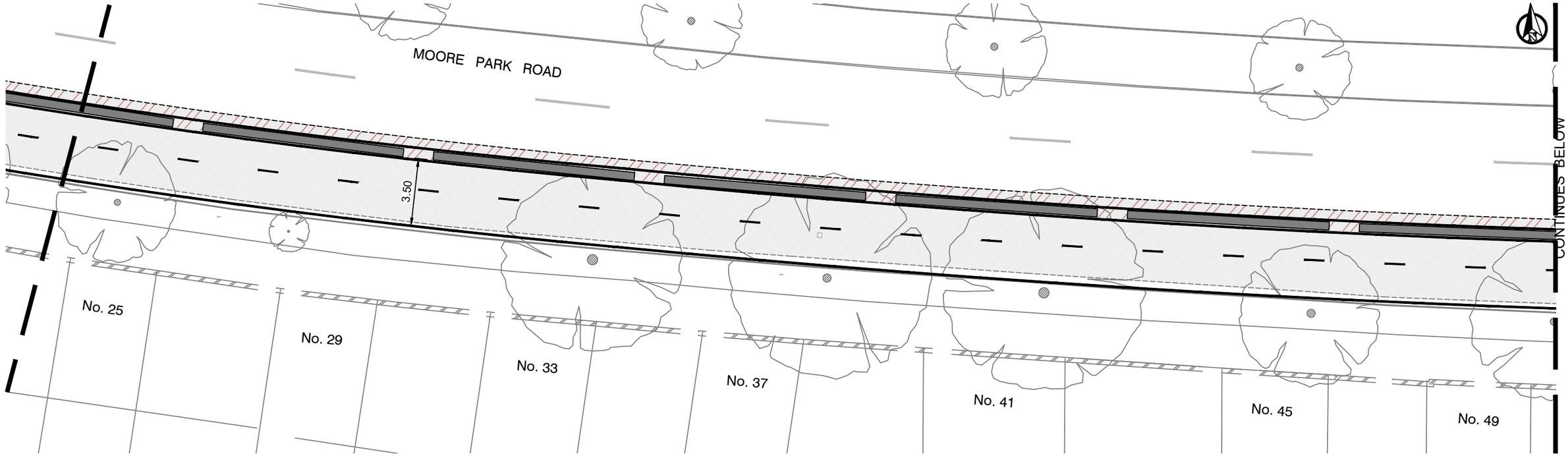
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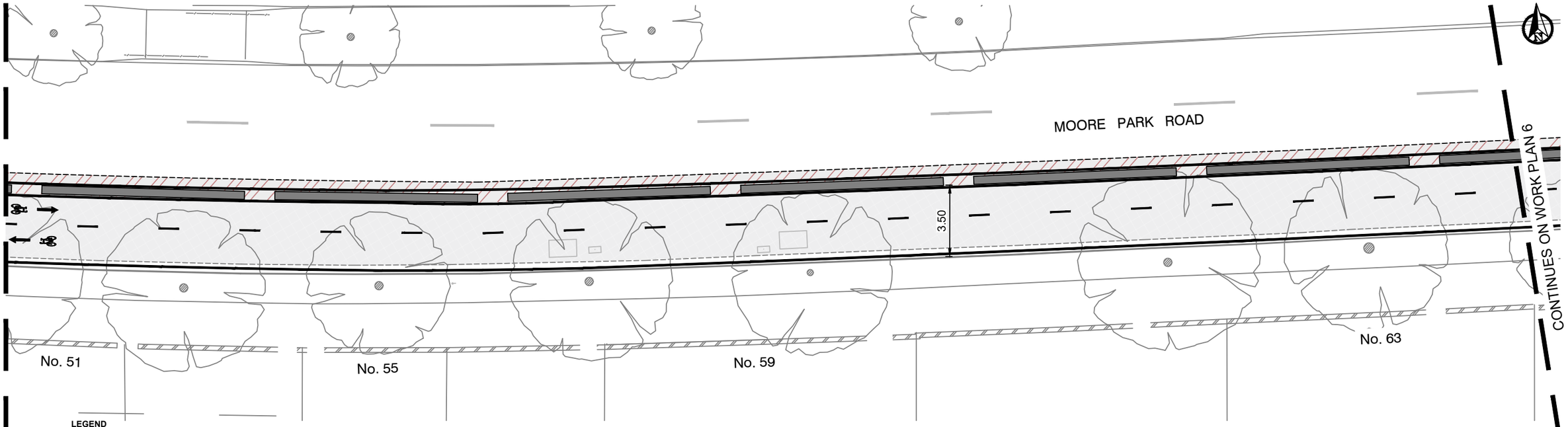
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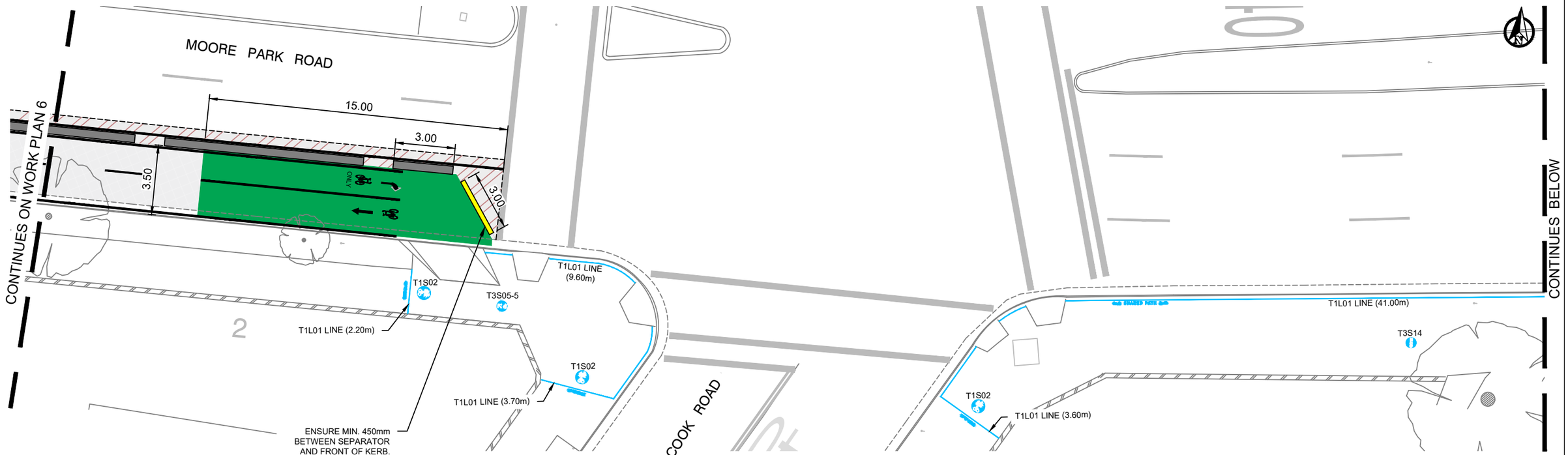
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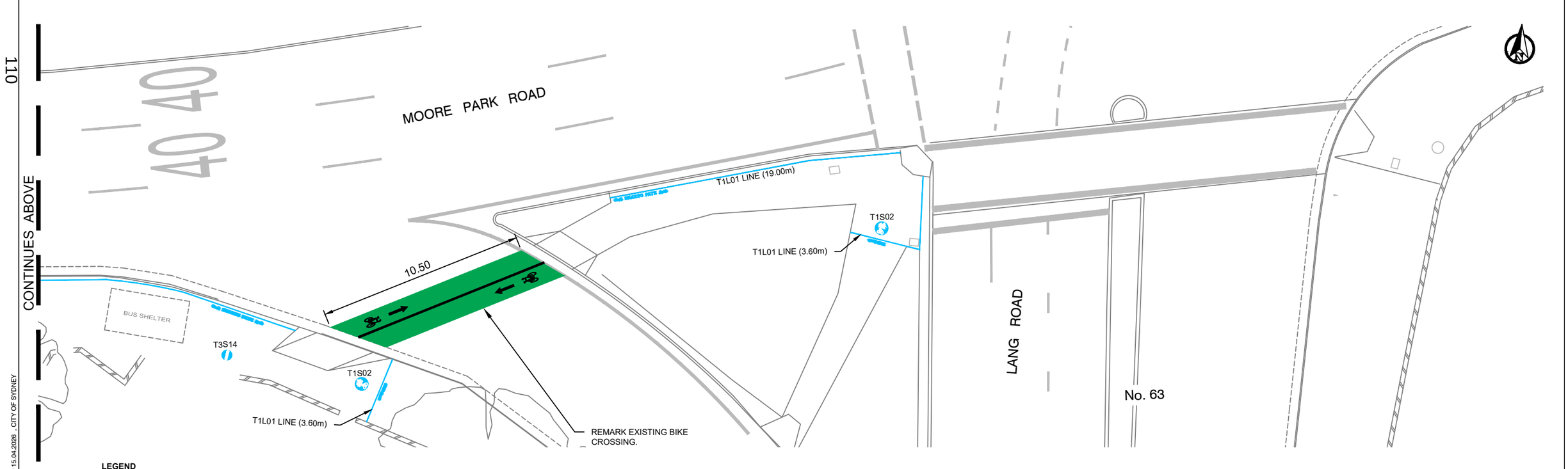
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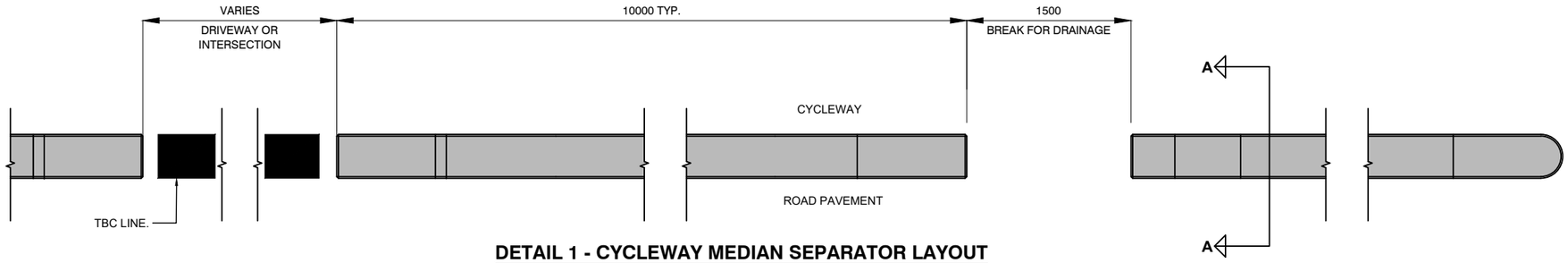
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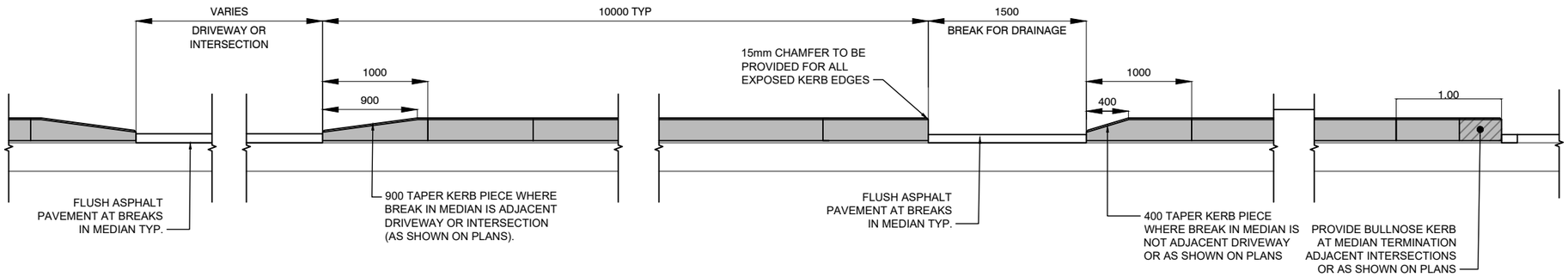
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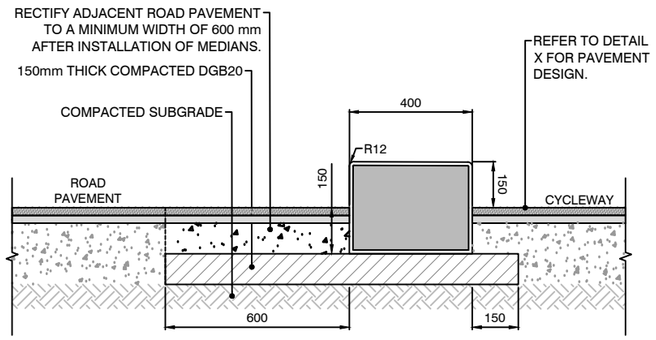
DETAIL 1 - CYCLEWAY MEDIAN SEPARATOR LAYOUT

SCALE 1:20



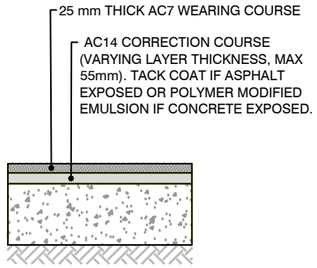
DETAIL 2 - CYCLEWAY MEDIAN SEPARATOR ELEVATION LAYOUT

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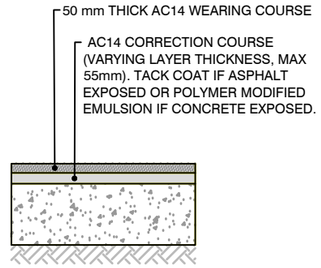
SECTION AA - CONCRETE MEDIAN SEPARATOR

SCALE 1:10



DETAIL 3 - CYCLEWAY MILL AND OVERLAY PAVEMENT DESIGN

SCALE 1:10



DETAIL 4 - ROAD PAVEMENT RESTORATION DESIGN

SCALE 1:10

SCHEDULE OF MEDIAN SEPARATORS

ITEM	DESCRIPTION	UNIT LENGTH (m)	QUANTITY
1	CONCRETE	10	65
2	KLEMMFIX	1	11

SCHEDULE OF PAVEMENT WORKS

ITEM	DESCRIPTION	AREA (m2)
1	CYCLEWAY (MILL AND OVERLAY)	2180
2	ROAD PAVEMENT (RESOTRATION)	1045

SCHEDULE OF DRAINAGE

ITEM	DESCRIPTION	SIZE	QUANTITY
1	BICYCLE SAFE GRATE	PER CoS STD SPECS	5

No.	By	Amendments	Chckd	Date
5				
4				
3				
2				
1	NW	Concept for Review	JN	23.03.2026

Project: MOORE PARK ROAD CENTENNIAL PARK

Title: POP-UP CYCLEWAY UPGRADE DETAILS - CIVIL

Designed: NW | Checked: JN | Drawn: NW | Approved: JN | SCALE: 1:50 m | PAPER: A3

CITY OF SYDNEY

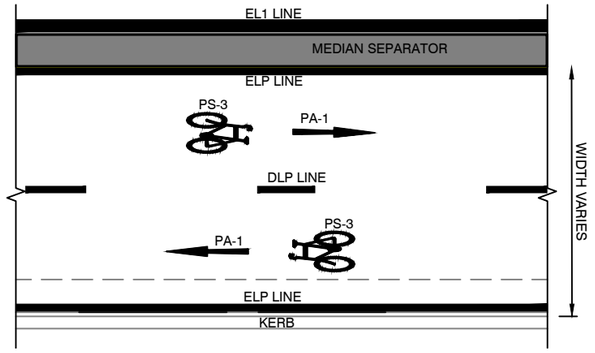
CONCEPT FOR REVIEW | Issue 1

CAMS Job No. -

Drawing No. 26/ | Sheet No. 9 OF 10

PLOTTED BY : NATHAN WATTS DATED 15.04.2026 , CITY OF SYDNEY

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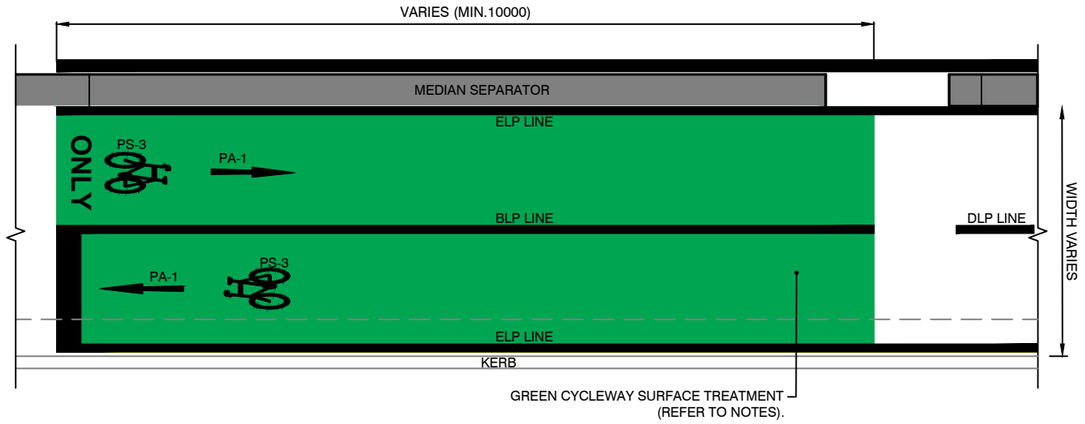
DETAIL 5 - TYPICAL BIKE PATH LINE MARKING

SCALE 1:75



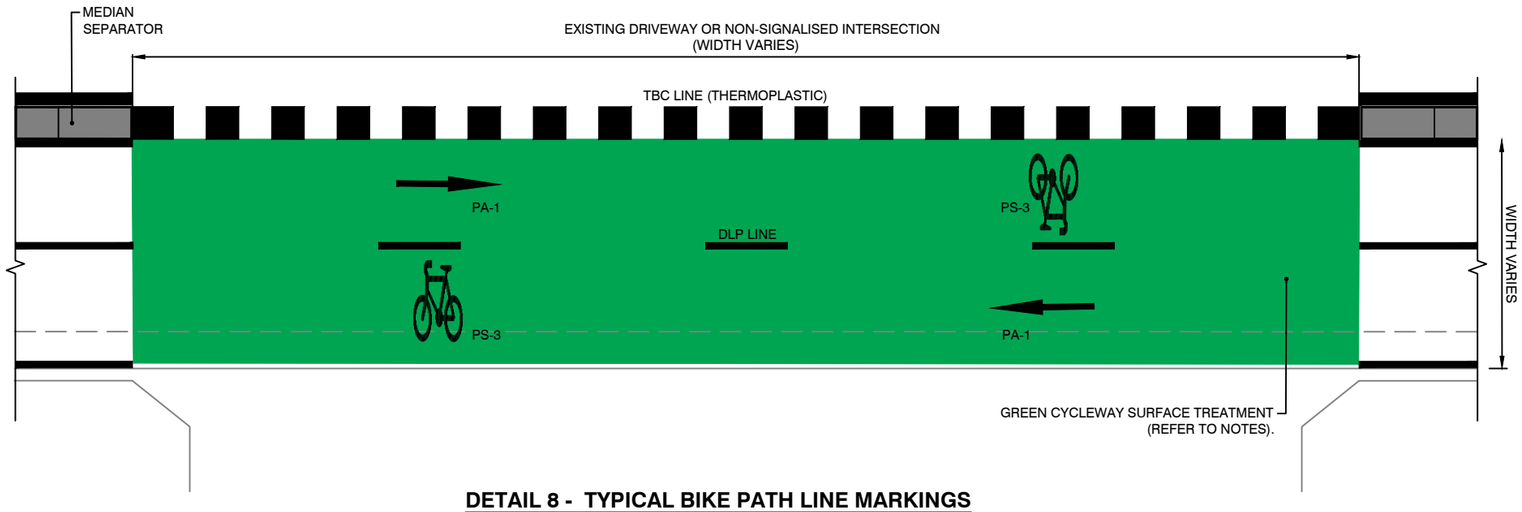
DETAIL 6 - SHARED PATH LINE MARKING AND SYMBOLS

SCALE N.T.S



DETAIL 7 - TYPICAL BIKE PATH LINE MARKING (AT SIGNLAISED INTERSECTION)

SCALE 1:75



DETAIL 8 - TYPICAL BIKE PATH LINE MARKINGS (AT DRIVEWAY OR NON SIGNALISED INTERSECTION)

SCALE 1:75

SCHEDULE OF PAVEMENT SYMBOLS

ITEM	DESCRIPTION	SIGN	SIZE	QUANTITY
1	BICYCLE LOGO	PS-3	800	28
2	DIRECTION ARROW	PA-1	1000	24
3	DIRECTIONAL ARROW	PA-3R	1000	2
4	DIRECTIONAL ARROW	PA-3L	1000	2
			TOTAL	56

SCHEDULE OF PAVEMENT LINE MARKING

ITEM	DESCRIPTION	LINE	LENGTH (m)	AREA (m2)
1	SEPARATION LINE (BIKE PATH)	BLP	50	-
2	EDGE LINE (BIKE PATH)	ELP	1535	-
3	DIVIDING LINE (BIKE PATH)	DLP	775	-
4	BICYCLE CROSSING LINE	TBC	70	-
5	EDGE LINE (ROAD)	EL1	800	-
6	STOP LINE	TF/TFF	12	-
7	GIVE WAY LINE	TB	7.3	-
8	GREEN SURFACE TREATMENT	N/A	-	435

SCHEDULE OF FOOTPATH SYMBOLS

ITEM	DESCRIPTION	SIZE	QUANTITY
1	T1S01	800	6
2	T1S02	650	9
3	T3S05-L	500	2
4	T3S05-R	500	2
5	T3S14	500	4
6	T3S15	-	8
		TOTAL	23

SCHEDULE OF FOOTPATH LINE MARKING

ITEM	DESCRIPTION	LENGTH (m)	AREA (m2)
1	T1L01	139	-

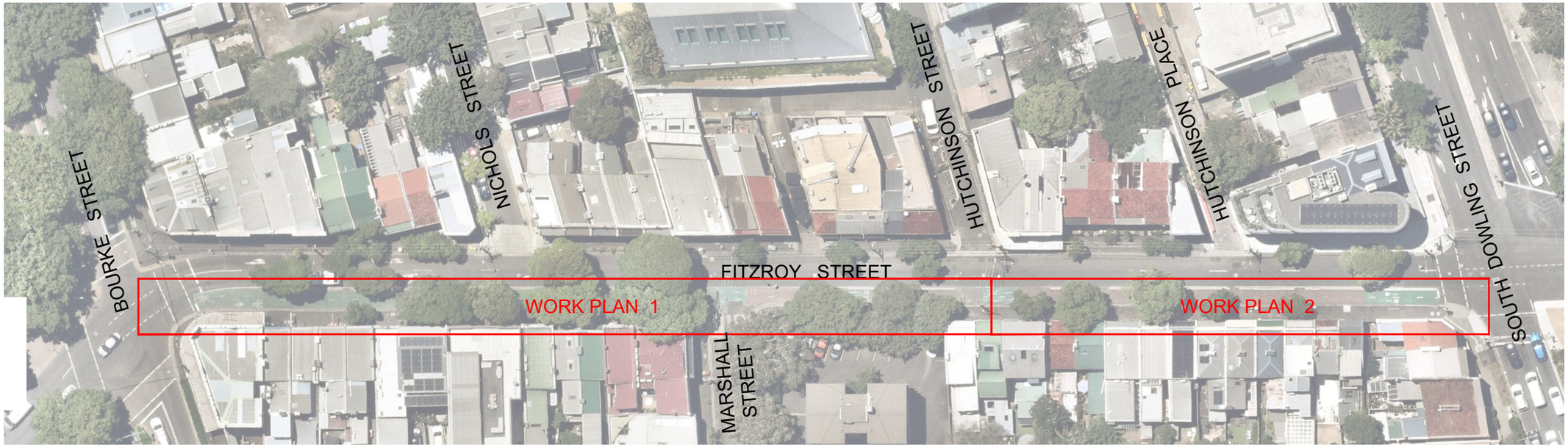
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	3				Title: POP-UP CYCLEWAY UPGRADE DETAILS - LINE MARKING		CAMS Job No. -	
	2						Drawing No. 26/	Sheet No. 10 OF 10
23.03.2026	1	NW	Concept for Review	JN	Designed: NW	Checked: JN	SCALE: 1:75	PAPER: A3
Date	No.	By	Amendments	Chckd	Drawn: NW	Approved: JN		

PLOTTED BY : NATHAN WATTS DATED 15.04.2026 , CITY OF SYDNEY

FILE LOCATION : W:\City Community & Cultural Services\City Infrastructure\Design\CWP\Cycling\Centennial Park_Moore Park Rd_Cycleway Upgrade\MPR_Upgrade Concept.dwg

FITZROY STREET, SURRY HILLS

POP-UP CYCLEWAY UPGRADE WORKS



LOCALITY PLAN

NOTES

GENERAL

1. ALL WORKS TO BE CONSTRUCTED IN ACCORDANCE WITH CITY OF SYDNEY COUNCIL UNLESS NOTED OTHERWISE.
2. CITY OF SYDNEY COUNCIL STANDARD DETAILS TO BE USED.
3. ALL WORK SHOULD BE CARRIED OUT IN ACCORDANCE WITH THE CITY'S "CIVIL WORKS TECHNICAL SPECIFICATION", OR AS DIRECTED BY THE CITY'S REPRESENTATIVE.
4. DO NOT SCALE FROM THE DRAWINGS. REPORT ANY DISCREPANCIES TO THE SITE CITY'S REPRESENTATIVE IMMEDIATELY.
5. CONTRACTOR SHALL DETERMINE THE ACCURACY OF THE SURVEY PLANS PRIOR COMMENCEMENT OF ANY WORKS.

STORMWATER NOTES

6. ALL EXISTING DRAINAGE GRATES TO BE REPLACED WITH APPROVED HEAVY DUTY, CLASS D, BIKE SAFE GRATES.
7. ALL STORMWATER PITS WITHIN THE LIMIT OF THE WORKS TO BE CLEANED OF DEBRIS AT COMPLETION OF WORKS.
8. RETAIN ALL EXISTING PROPERTY STORMWATER OUTLETS.

KERB & GUTTER NOTES

9. ANY STONE KERB OR GUTTER NOT REUSED ON SITE IS TO BE DELIVERED TO THE CITY'S DEPOT UNDAMAGED.
10. ROAD RESTORATION ADJACENT NEW KERB AND GUTTER IS TO BE A MINIMUM 40MM THICK AC10 ON 300MM THICK DGB20 BASE (2 EVEN LAYERS) UNLESS NOTED OTHERWISE.
11. THE MINIMUM RESTORATION WIDTH IS TO BE 600mm, UNLESS SHOWN OTHERWISE.

ACCESS AND SAFETY

12. THE CONTRACTOR SHALL COMPLY WITH ALL STATUTORY AND INDUSTRIAL REQUIREMENTS FOR PROVISION OF A SAFE WORKING ENVIRONMENT INCLUDING TRAFFIC AND PEDESTRIAN CONTROL.
13. THE CONTRACTOR SHALL ENSURE THAT AT ALL TIMES ACCESS TO ALL BUILDINGS ADJACENT THE WORKS IS NOT DISRUPTED.
14. WHERE NECESSARY THE CONTRACTOR SHALL PROVIDE SAFE PASSAGE OF VEHICLES AND/OR PEDESTRIANS THROUGH OR BY THE SITE
15. ALL TRAFFIC CONTROL MEASURES ARE TO BE CARRIED OUT PRIOR, DURING AND AFTER CONSTRUCTION IN ACCORDANCE WITH THE RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS 1742.3.
16. THE CONTRACTOR SHALL COMPLY WITH ALL CONFINED SPACE REGULATIONS WHILST WORKING WITHIN A CONFINED SPACE.

SURVEY NOTES

17. COUNCIL'S SURVEYOR TO BE NOTIFIED AT LEAST FOUR WEEKS PRIOR TO THE COMMENCEMENT OF WORKS THAT MAY RESULT IN THE DESTRUCTION OR DAMAGE TO ANY PERMANENT MARKS OR STATE SURVEY MARKS. COST FOR SURVEY AND REPLACEMENT OF THE PERMANENT SURVEY MARK SHALL BE AT THE CONTRACTOR EXPENSE.
18. CONTRACTOR SHALL DETERMINE THE ACCURACY OF THE SURVEY PLANS PRIOR COMMENCEMENT OF ANY WORKS.

EXISTING UNDERGROUND SERVICES NOTES

19. SERVICE LOCATIONS ON PLANS ARE INDICATIVE ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE SERVICE LOCATIONS PRIOR TO THE COMMENCEMENT OF WORK. ANY DAMAGES REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
20. CONTRACTORS SHALL TAKE DUE CARE WHEN EXCAVATING ONSITE INCLUDING HAND EXCAVATION WHERE NECESSARY
21. CONTRACTORS ARE TO CONTACT THE RELEVANT SERVICE AUTHORITY PRIOR TO COMMENCEMENT OF EXCAVATION WORKS. CONTRACTORS ARE TO UNDERTAKE A SERVICES SEARCH, PRIOR TO COMMENCEMENT OF WORKS ON SITE. SEARCH RESULTS ARE TO BE KEPT ON SITE AT ALL TIMES
22. ALL UTILITY FEATURES e.g. HYDRANTS, TELECOMMUNICATION PITS, SHALL BE ADJUSTED TO SUIT FINISHED SURFACE.
23. CONTRACTOR SHALL INSTALL CONDUITS WHERE REQUIRED BY THE RELEVANT AUTHORITIES

TREE NOTES

24. PRIOR TO COMMENCEMENT OF ANY WORK, CONTACT THE CITY'S STREET TREE CONTRACT COORDINATOR TO CONFIRM THAT TREE PROTECTION AND WORK METHODOLOGIES IN THE VICINITY OF EXISTING TREES WILL BE UNDERTAKEN IN IN ACCORDANCE WITH AS4970.
25. NO TREE CANOPY OR ROOT PRUNING SHALL BE UNDERTAKEN WITHOUT PRIOR APPROVAL FROM THE CITY'S STREET TREE CONTRACT COORDINATOR. ALL PRUNING SHALL BE UNDERTAKEN IN ACCORDANCE WITH AS4373.
26. IN LOCATIONS WHERE LESS THAN 300mm CLEARANCE IS ACHIEVED TO TREE ROOTS ALL WORK (I.E. EXCAVATION AND CONCRETE) MUST BE DONE MANUALLY TO AVOID DAMAGE.
27. TREE PROTECTION WILL BE REQUIRED TO BE INSTALLED BY AN AQF III ARBORIST PRIOR TO THE COMMENCE OF WORKS. TREE PROTECTION WILL BE REQUIRED FOR ANY TREE WITHIN 5m OF ANY EXCAVATION AND AREAS WHERE LOADING AND UNLOADING OF EQUIPMENT AND MATERIALS IS TO TAKE PLACE.

SIGNAGE AND LINEMARKING

28. ALL REDUNDANT LINE MARKINGS ARE TO BE REMOVED BY MECHANICAL GRINDING.
29. ALL PAVEMENT MARKING TO BE IN ACCORDANCE WITH RMS REQUIREMENTS.
30. TRANSITION LINEMARKING TO SUIT EXISTING WHERE REQUIRED.
31. ALL ROAD MARKING PAINTS TO BE THERMOPLASTIC UNLESS OTHERWISE APPROVED BY THE CONSTRUCTION CONTRACT COORDINATOR.
32. ALL SEPARATED CYCLEWAY LINEMARKING, LOGOS AND TEXT TO BE INSTALLED IN WATERBORNE PAINT.
33. ALL GREEN HIGH FRICTION CYCLEWAY SURFACE COATINGS TO BE IN ACCORDANCE WITH *RMS QA SPECIFICATION R110.*
34. SAW-CUTS FOR TRAFFIC SIGNAL LOOPS IN SEPARATED CYCLEWAYS TO BE COMPLETED BEFORE GREEN HIGH FRICTION CYCLEWAY SURFACE COATINGS ARE INSTALLED.
35. ALL SHARED PATH MARKINGS TO BE IN ACCORDANCE WITH CITY OF SYDNEY *SHARED PATH PAVEMENT MARKING GUIDE* AND *SHARED PATH TECHNICAL SPECIFICATIONS*.
36. ALL REGULATORY AND WARNING SIGNS TO BE INSTALLED IN ACCORDANCE WITH RMS GUIDELINES AND TO THE SATISFACTION OF THE CITY'S REPRESENTATIVE.
37. RELOCATE/REMOVE EXISTING SIGNS AS REQUIRED.
38. PROVIDE ADEQUATE APPROACH WARNING SIGNS DURING AND AFTER CONSTRUCTION.
39. ALL SHARED ZONE SIGNS (R4-4, R4-5, R2-10, R5-65 AND "GIVE WAY TO PEDESTRIANS" PAVEMENT MARKING) ARE TO BE INSTALLED BY RMS
40. ALL SPEED LIMIT SIGNS INCLUDING PAVEMENT MARKING TO BE INSTALLED BY RMS.
41. BRAILLE WAYFINDING SIGNAGE TO BE ATTACHED TO ALL NEW/REPLACEMENT PEDESTRIAN CALL BUTTON POSTS AS PER CITY OF SYDNEY: LEGIBLE SYDNEY DESIGN MANUAL, PAGE 62. CONTACT PROJECT MANAGER - WAYFINDING FOR MORE INFORMATION.

EROSION AND SEDIMENT CONTROL NOTES

42. THE CONTRACTOR SHALL PROVIDE NECESSARY MEASURES IN ACCORDANCE WITH LANDCOM'S "MANAGING URBAN STORMWATER SOILS AND CONSTRUCTION" (BLUE BOOK) AND AS DEEMED APPROPRIATE TO PREVENT SOIL EROSION OF EXPOSED AREAS DURING THE COURSE OF CONSTRUCTION, OR AS DIRECTED BY THE CITY'S REPRESENTATIVE.

CONSTRUCTION NOTES

43. ALL HOLD POINTS AND WITNESS POINTS ARE TO BE AGREED TO WITH THE CITY'S REPRESENTATIVE PRIOR TO WORKS COMMENCING ON SITE.
44. CERTIFICATION OF COMPLIANCE SHALL BE PROVIDED, TO THE CITY'S REPRESENTATIVE, FOR ALL MATERIALS THAT ARE TO BE USED OR INSTALLED ON SITE PRIOR TO ARRIVING ON SITE UNLESS ADVISED BY CITY'S REPRESENTATIVE OTHERWISE.
45. CITY'S REPRESENTATIVE MAY REQUEST FOR SURVEY PLANS DURING CONSTRUCTION TO VERIFY THE ACCURACY O F WORKS.
46. ALL NEW WORKS SHALL MAKE A SMOOTH JUNCTION WITH EXISTING CONDITIONS.
47. WORK-AS-EXECUTED PLANS SIGNED BY AN ACCREDITED SURVEYOR SHALL BE PROVIDED TO CITY'S REPRESENTATIVE AT COMPLETION OF WORKS.

INDEX

1. INDEX PLAN
2. WORK PLAN 1
3. WORK PLAN 2
4. TYPICAL SECTIONS
5. DETAILS - CIVIL
6. DETAILS - LINE MARKING

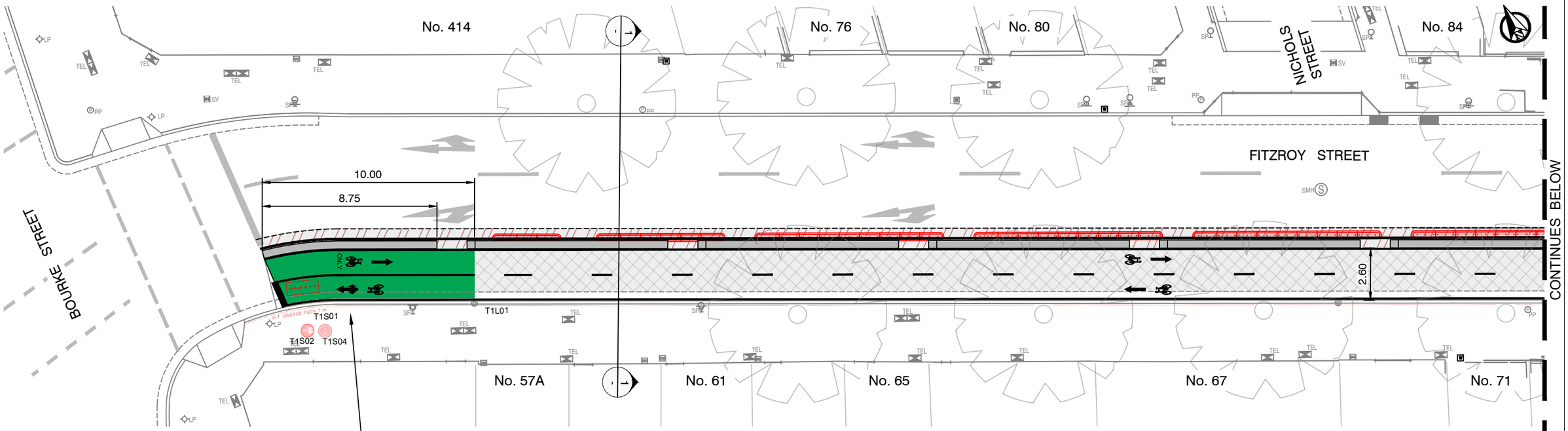
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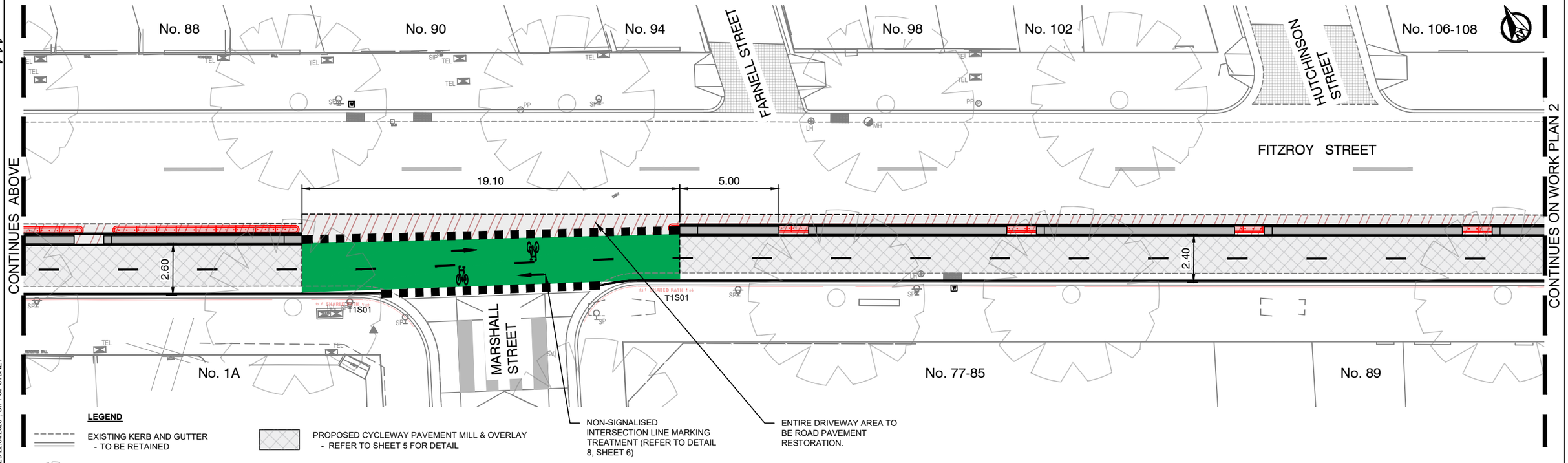
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	4							CONCEPT FOR REVIEW NOT TO BE USED FOR CONSTRUCTION — Issue 1
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Date	No.	By	Amendments	Chckd	Drawn: NW	Approved: JN		

PLOTTED BY : NWatts DATED 22.04.2026 _ CITY OF SYDNEY

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LEGEND

- EXISTING KERB AND GUTTER - TO BE RETAINED
- EXISTING TREE - TO BE RETAINED
- EXISTING BOLTDOWN BARRIER - FOR REMOVAL
- PROPOSED CONCRETE SEPARATOR - REFER TO SHEET 9 FOR DETAIL
- PROPOSED CYCLEWAY PAVEMENT MILL & OVERLAY - REFER TO SHEET 5 FOR DETAIL
- PROPOSED ROAD PAVEMENT RESTORATION - REFER TO SHEET 5 FOR DETAIL
- PROPOSED GREEN CYCLEWAY SURFACE TREATMENT - REFER TO NOTES FOR DETAIL
- PROPOSED CYCLEWAY LINEMARKING - REFER TO SHEET 6 FOR DETAIL

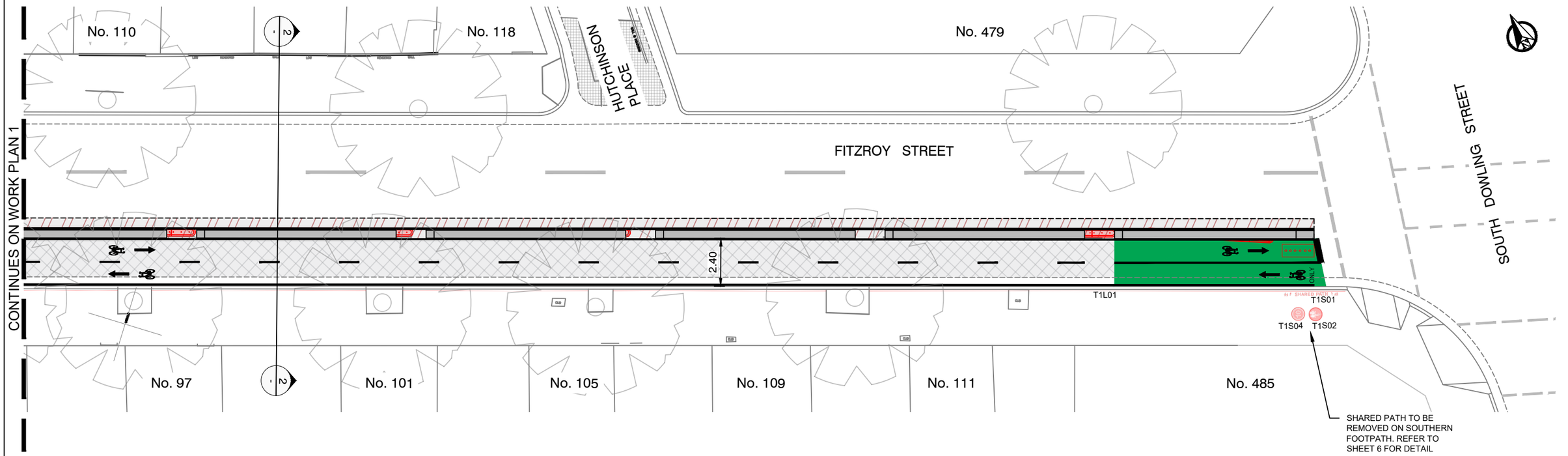
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PLOTTED BY : NATHAN WATTS DATED 22.04.2026 _ CITY OF SYDNEY

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LEGEND

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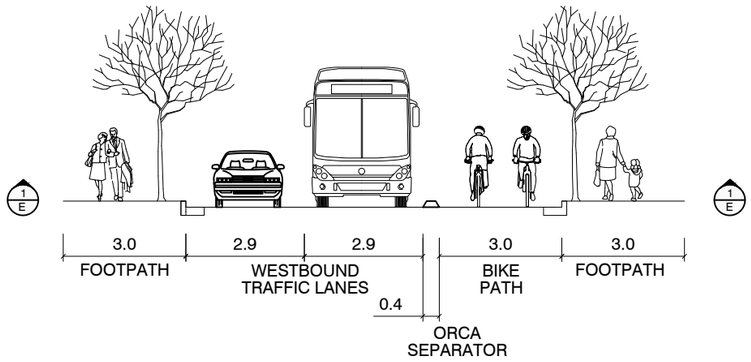
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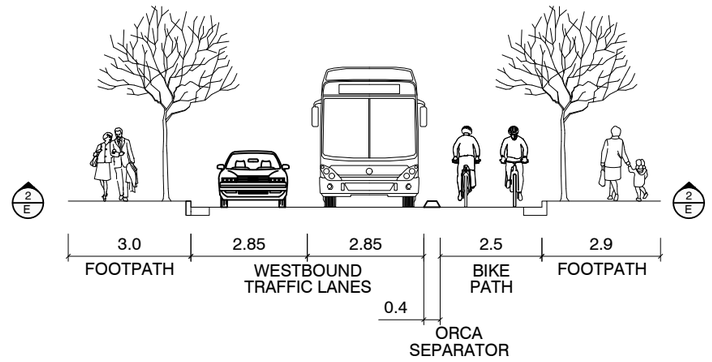
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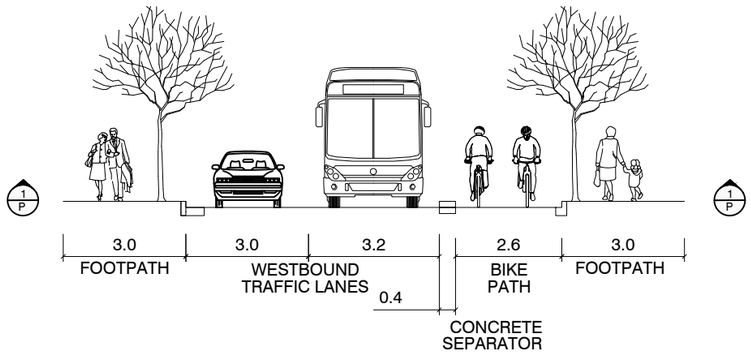
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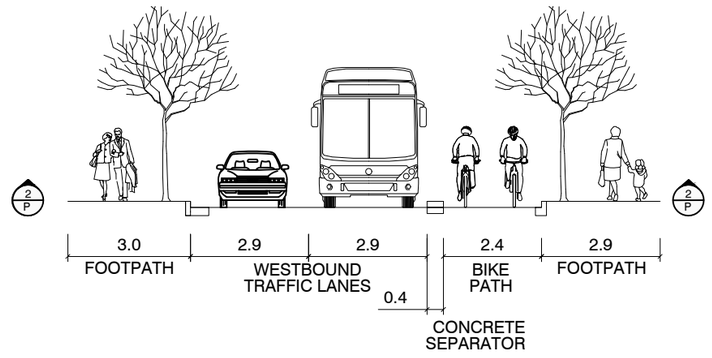
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EXISTING



PROPOSED



PROPOSED

TYPICAL SECTION 1 - BOURKE STREET TO MARSHALL STREET

SCALE 1:150

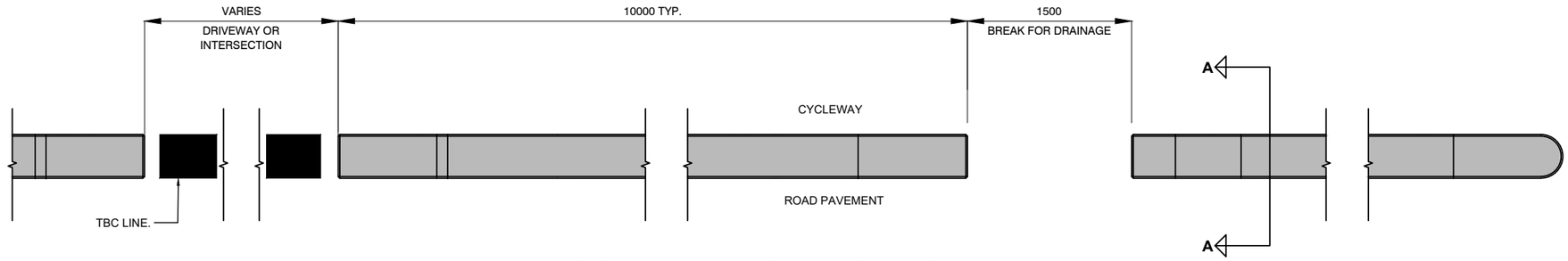
TYPICAL SECTION 2 - MARSHALL STREET TO SOUTH DOWLING STREET

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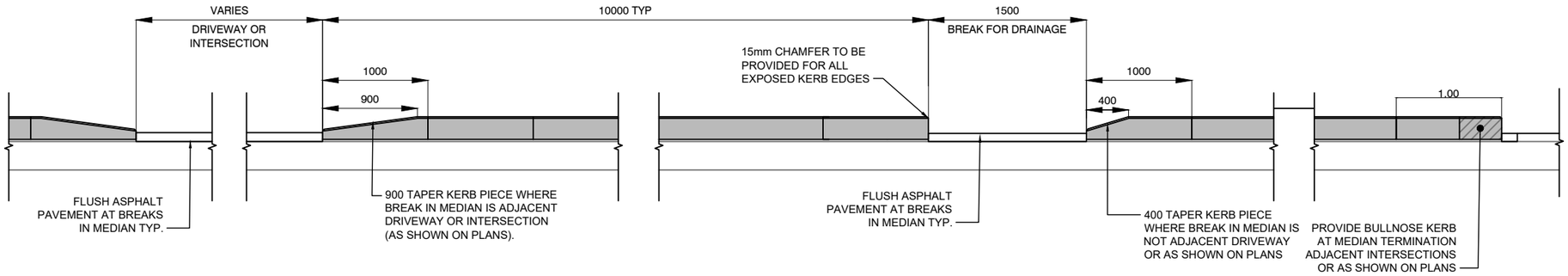
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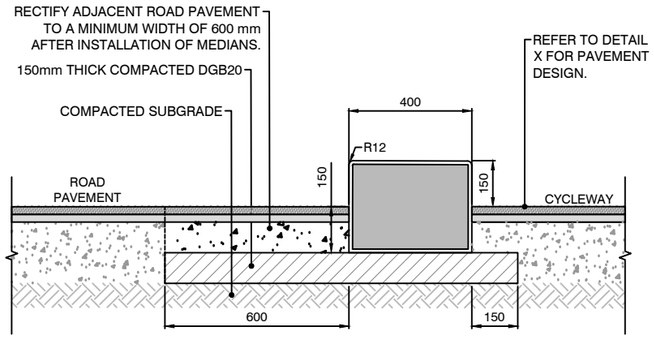
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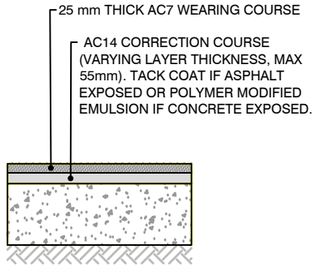
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SCALE 1:20



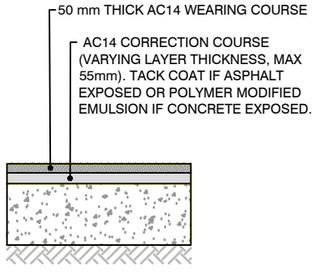
SECTION AA - CONCRETE MEDIAN SEPARATOR

SCALE 1:10



DETAIL 3 - CYCLEWAY MILL AND OVERLAY PAVEMENT DESIGN

SCALE 1:10



DETAIL 4 - ROAD PAVEMENT RESTORATION DESIGN

SCALE 1:10

SCHEDULE OF MEDIAN SEPARATORS

ITEM	DESCRIPTION	UNIT LENGTH (m)	QUANTITY
1	CONCRETE	10	16
2	ORCA BOLT DOWN (FOR REMOVAL)	9	15

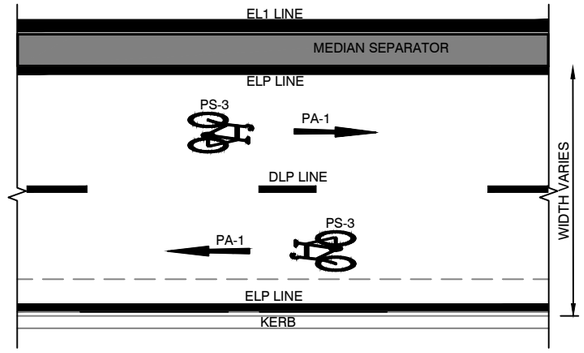
SCHEDULE OF PAVEMENT WORKS

ITEM	DESCRIPTION	AREA (m2)
1	CYCLEWAY (MILL AND OVERLAY)	380
2	ROAD PAVEMENT (RESOTRATION)	185

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23.03.2026	1	NW	Concept for Review	JN	Designed: NW	Checked: JN	SCALE: AS SHOWN	PAPER: A3	Drawing No. 26/1886 — Sheet No. 5 OF 6
Date	No.	By	Amendments	Chckd	Drawn: NW	Approved: JN			

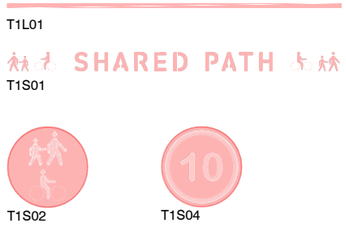
PLOTTED BY : NATHAN WATTS DATED 22.04.2026 . CITY OF SYDNEY

FILE LOCATION : W:\City Community & Cultural Services\City Infrastructure\Design\CWP\Cycling\Surry Hills_Fitzroy Street_Cycleway Upgrade\DESIGN\CBASE_1886.dwg



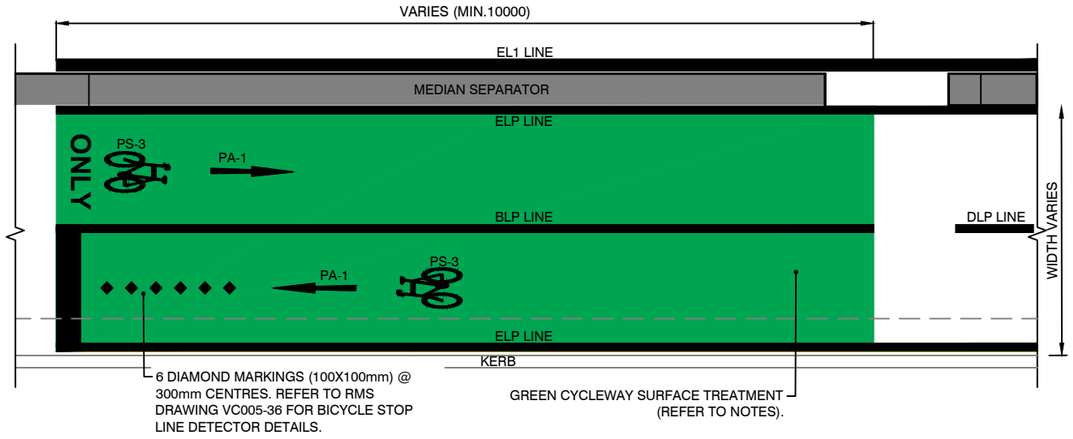
DETAIL 5 - TYPICAL BIKE PATH LINE MARKING

SCALE 1:75



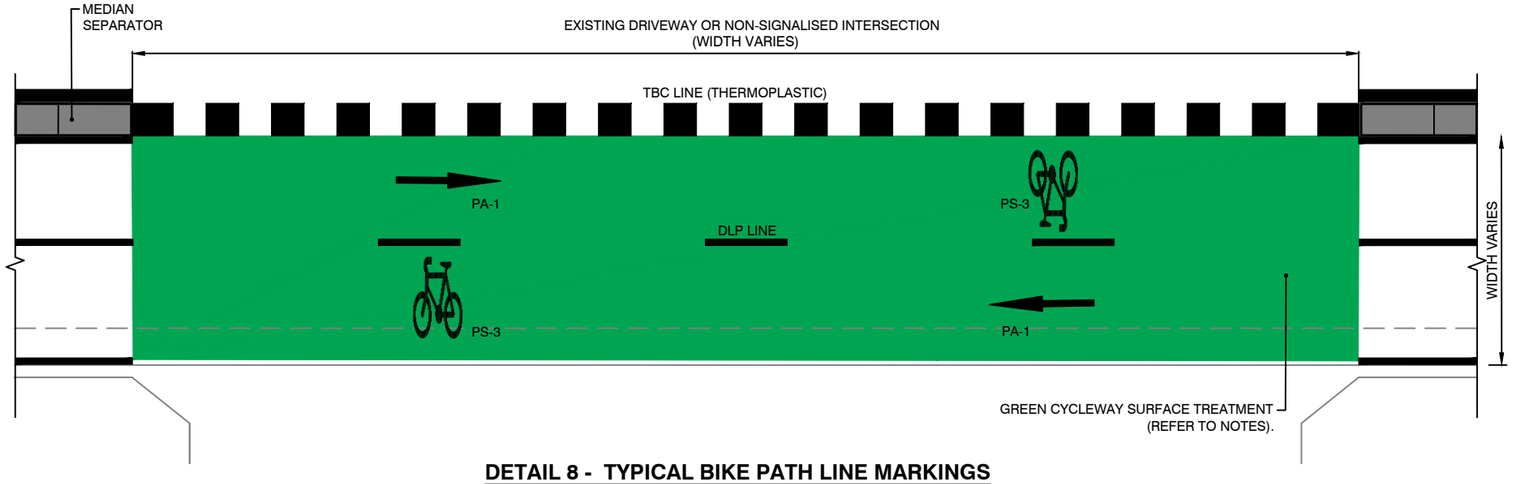
DETAIL 6 - SHARED PATH LINE MARKING AND SYMBOLS

SCALE N.T.S



DETAIL 7 - TYPICAL BIKE PATH LINE MARKING (AT SIGNLAISED INTERSECTION)

SCALE 1:75



DETAIL 8 - TYPICAL BIKE PATH LINE MARKINGS (AT DRIVEWAY OR NON SIGNALISED INTERSECTION)

SCALE 1:75

SCHEDULE OF PAVEMENT SYMBOLS

ITEM	DESCRIPTION	SIGN	SIZE	QUANTITY
1	BICYCLE LOGO	PS-3	800	10
2	DIRECTION ARROW	PA-1	1000	9
3	DIRECTIONAL ARROW	PA-6	1000	1
			TOTAL	20

SCHEDULE OF PAVEMENT LINE MARKING

ITEM	DESCRIPTION	LINE	LENGTH (m)	AREA (m2)
1	SEPARATION LINE (BIKE PATH)	BLP	20	-
2	EDGE LINE (BIKE PATH)	ELP	381	-
3	DIVIDING LINE (BIKE PATH)	DLP	182	-
4	BICYCLE CROSSING LINE	TBC	31	-
5	EDGE LINE (ROAD)	EL1	188	-
6	STOP LINE	TFF	2.6	-
8	GREEN SURFACE TREATMENT	N/A	-	435

SCHEDULE OF FOOTPATH SYMBOLS (FOR REMOVAL)

ITEM	DESCRIPTION	SIZE	QUANTITY
1	T1S01	800	4
2	T1S02	650	2
3	T1S04	650	2
		TOTAL	8

SCHEDULE OF FOOTPATH LINE MARKING (FOR REMOVAL)

ITEM	DESCRIPTION	LENGTH (m)	AREA (m2)
1	T1L01	189	-

No.	By	Amendments	Chckd	Date
5				
4				
3				
2				
1	NW	Concept for Review	JN	23.03.2026

Project: FITZROY STREET SURRY HILLS

Title: POP-UP CYCLEWAY UPGRADE DETAILS - LINE MARKING

Designed: NW | Checked: JN | Drawn: NW | Approved: JN | SCALE: AS SHOWN | PAPER: A3

CITY OF SYDNEY

CONCEPT FOR REVIEW
NOT TO BE USED FOR CONSTRUCTION

Issue: 1

CAMS Job No.: -

Drawing No.: 26/1886

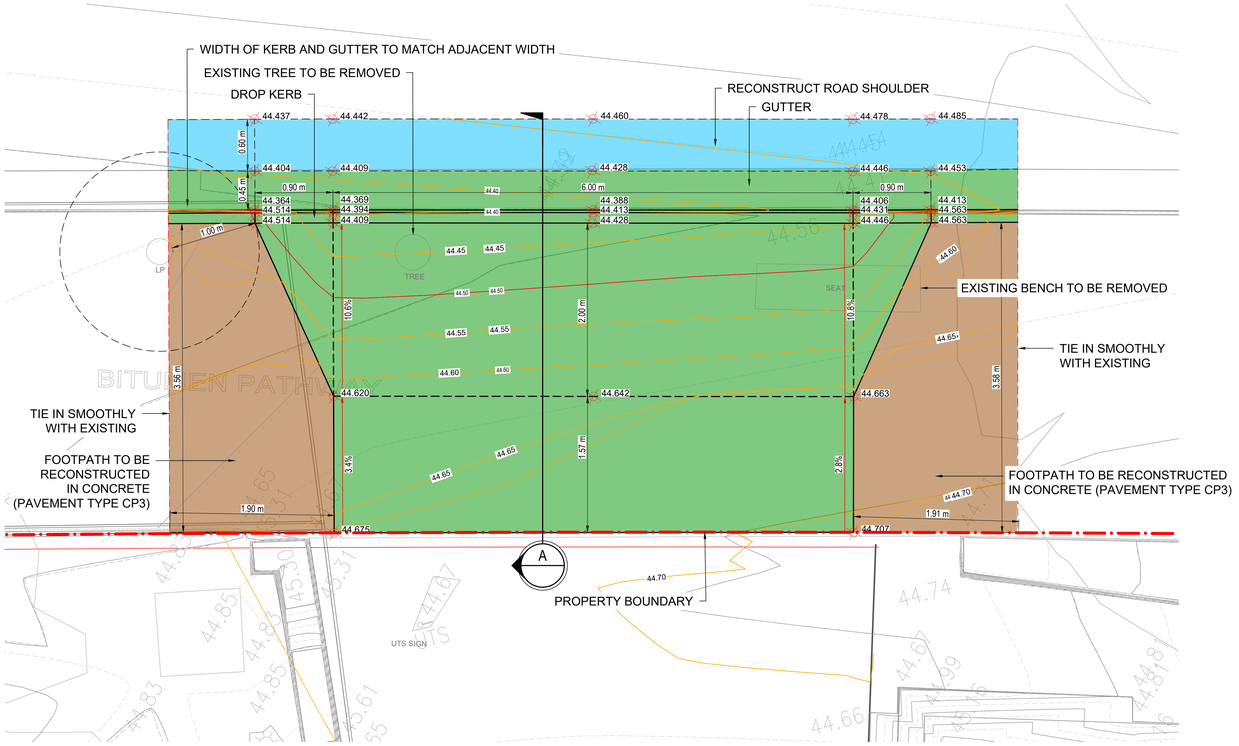
Sheet No.: 6 OF 6

PLOTTED BY : NATHAN WATTS DATED 22.04.2026 _ CITY OF SYDNEY

FILE LOCATION : W:\City Community & Cultural Services\City Infrastructure\Design\CWP\Cycling\Surry Hills_Fitzroy Street_Cycleway Upgrade\DESIGN\CBASE_1886.dwg

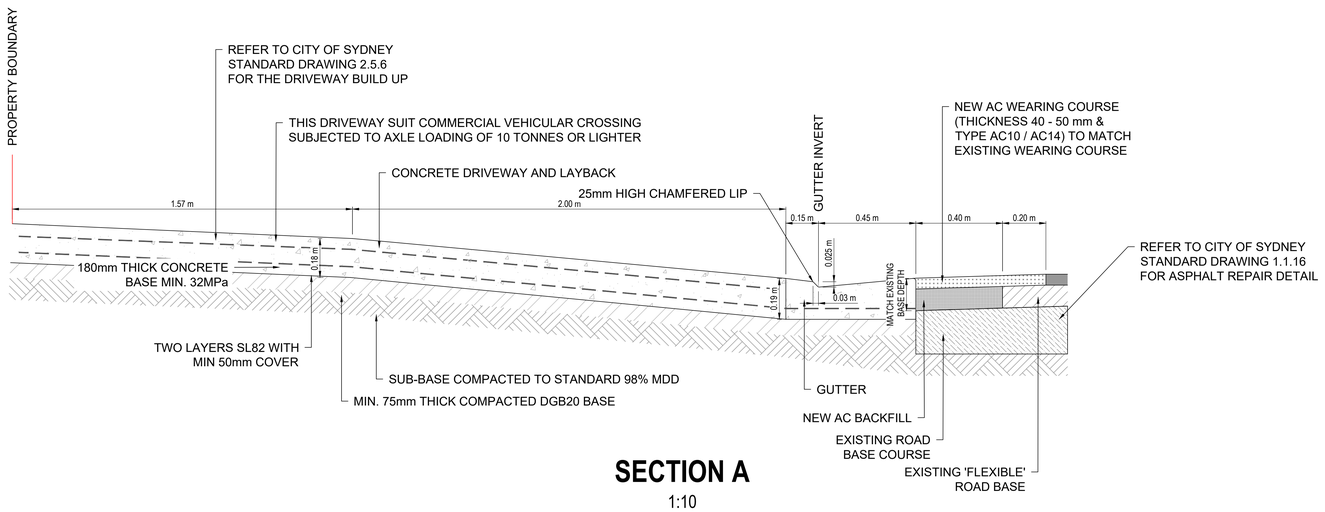
Appendix 2

Plans of additional egress



MOORE PARK ROAD
VEHICLE CROSSOVER DETAIL
m 1:25

NOTES:
1. REFER TO DRAWING PVC-AUR-04-DR-VW16ZZ11 AND PVC-AUR-04-DR-VW16ZZ12 FOR THE PAVEMENT JOINTING PLAN.
2. REFER TO DRAWING PVC-AUR-04-DR-VW66ZZ41 FOR THE PAVEMENT JOINT DETAILS.



SECTION A
1:10

0.25 0 0.5 1 m
1:25

0.1 0 0.2 0.4 m
1:10

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LOCATION PLAN

BESIX Watpac

DOCUMENTATION REVIEW

- ☐ *Reviewed without objection*
- ☐ *Make changes as noted. Resubmit For Construction*
- ☐ *Rejected. Resubmit for Review.*

Reviewed by: ..... On: .....

This drawing has been reviewed for conformance with the Principal's Project Requirements and Australian Standards. The Contractor is responsible for all dimensions and setting out of works including fitness for purpose, construction, fabrication detailing and techniques and accuracy of dimensions and annotations noted

Rev	Amendments	Date
A	FOR CONSTRUCTION	28/11/2025

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aurecon
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Discipline
CIVIL

Project No.
526769

Project
PRECINCT VILLAGE & CARPARK
Driver Ave, Moore Park
NSW, 2021

Phase:
FOR CONSTRUCTION

Document Control Status:
FOR CONSTRUCTION

Drawing Title
CIVIL SERVICES
VEHICLE CROSSOVER DETAIL
MOORE PARK VEHICLE CROSSING

A0 DRAWING SHEET	**Drawn:**
Checked by: HIL	**Scale:** 1:25@A0
Designed by: JG	**Date:** 28/11/2025
Approved by: MO	**Revision:** A
Drawing Number: PVC-AUR-04-DR-VW66ZZ52	**North:**

PLOT STAMP DATE: 2025-11-28 11:44 AM

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MOORE PARK ROAD

DRIVER AVE

SFS

KEY PLAN

BESIX Watpac

Document Number
PVC-COX-04-DR-AR100001 Resubmit For Construction

Reviewed Resubmit for Review

No Comments
On....

Mr Sabine Papaconstan - BESIX Watpac
Aug 12, 2025, 12:12 PM GMT+10:00

Rev	Amendments	Date
1	50% Developed Design	26/11/2021
2	70% Developed Design	12/12/2021
A	Issued For Construction	01/03/2022
B	Issued For Construction	04/11/2022
C	Issued For Construction	11/07/2025

GENERAL NOTES - SECTOR PLANS:

1. DIMENSIONS IN RED INDICATE CRITICAL CLEAR WIDTH FROM FACE OF SURFACE OF WALL LINING OR ANY OTHER FIXTURE OR FITTING INSTALLED WITHIN THIS SPACE. REFER TO DOOR SCHEDULES FOR DOOR LEAF WIDTHS.
2. REFER TO SCHEDULES FOR FF&E AND FINISHES CODES
3. THE CONTRACTOR AND SUB-CONTRACTORS SHALL VERIFY ALL DIMENSIONS OF THIS DRAWING IN RELATION TO EXISTING SITE CONDITIONS PRIOR TO ANY WORKS COMMENCING
4. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS
5. COPYRIGHT OF THIS DRAWING IS VESTED IN THE PRINCIPAL CONSULTANT
6. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT CONSULTANTS DRAWINGS
7. REFER TO OTHER SPECIALIST CONSULTANTS DRAWINGS AND SCHEDULES FOR ALL OTHER DISCIPLINES
8. REFER TO HYDRAULIC CONSULTANT DRAWING FOR DETAILED LAYOUTS OF ALL KITCHENS, BAR AND FOOD OUTLETS
9. REFER TO LANDSCAPE ARCHITECTS DRAWINGS FOR LEVELS, FINISHES AND EXTERNAL SERVICES LOCATIONS BEYOND THE BUILDING FACADE LINE
10. FOR ADDITIONAL SETOUT INFORMATION FOR WET AREAS, CORES, ETC., REFER TO ARCHITECTURAL DRAWINGS AND SPECIALIST CONSULTANTS
11. THE ARCHITECT TO BE NOTIFIED OF ANY DIMENSION DISCREPANCIES

STRUCTURE NOTES:

1. STRUCTURAL ELEMENTS SHOWN IN ARCHITECTURAL DRAWINGS ARE INDICATIVE ONLY AND INCLUDED FOR SPATIAL CO-ORDINATION PURPOSES ONLY.
2. FOR FULL STRUCTURAL DESIGN INCLUDING SUPERSTRUCTURE, BOWL STRUCTURE, SUBSTRUCTURE SIZES & DETAILS, SLAB SIZES & DETAILS, SUB-SOIL & SHORING DETAILS, COLUMN / STRUCTURAL WALL SIZES & DETAILS REFER STRUCTURAL ENGINEER'S REPORT.
3. FINAL ENGINEERING CONNECTIONS AND MEMBER TYPES TO MATCH ARCHITECTURAL INTENT.

GENERAL NOTES:

1. REFER TO SERVICE ENGINEER'S DRAWINGS FOR LOCATION OF S.D.F BOXES, GPO'S AND SKIRTING DUCTS. REFER TO SERVICES ENGINEER'S DRAWINGS FOR CO-ORDINATION OF SLAB & WALL 'BLOCKOUTS' AND 'CORED' PENETRATIONS.
2. REFER TO HYDRAULIC ENGINEER'S SERVICE PLAN FOR LOCATION OF SUB-FLOOR PITS.
3. REFER TO DOOR SCHEDULES FOR DOOR HARDWARE AND FURNITURE DETAILS.
4. REFER TO MECHANICAL ENGINEERS DRAWINGS AND SHOP DRAWINGS TO DETERMINE SIZE AND LOCATION OF ALL MECHANICAL SERVICE OUTLETS.
5. REFER TO MECHANICAL ENGINEER'S DETAILS FOR PENETRATIONS AND BUILDING IN OF DUCTS, GRILLES, PLANT AND CEILING PLENUMS.
6. BUILD IN HIGH LEVEL OPENINGS FOR PLENUMS IN CEILING SPACES. REFER TO MECHANICAL ENGINEER'S DRAWINGS.
7. ALL DIMENSIONS ARE TO FACE OF CONSTRUCTION WHERE NO DIMENSIONING SHOWN, REFER TO REFERENCE TAGS FOR DETAILED ARCHITECTURAL DRAWINGS.
8. REFER TO ARCHITECTURAL SPECIFICATION, SCHEDULES AND ROOM DATA SHEETS FOR FF&E AND FINISHES CODES FOR FURTHER DETAIL AND OTHER MISCELLANEOUS ITEMS.

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Russell Lee no. 6367

COX

Discipline
ARCHITECTURAL

Project No.
221014.00

Project
PRECINCT VILLAGE & CARPARK
Driver Ave, Moore Park
NSW, 2021

Phase:
01 CONSTRUCTION

Document Control Status:
FOR CONSTRUCTION

Drawing Title
ARCHITECTURAL SERVICES - DEMOLITION PLAN

A0 DRAWING SHEET	
Checked by:	AY
Designed by:	IK
Approved by:	AY
Drawing Number:	PVC-COX-04-DR-AR100001
Drawn:	AC
Scale:	1 : 250 @ A0
Date:	11/07/2025
Revision:	C
North:	

Scale 1:250
0 1250mm 2500mm 6250mm 12500mm

Cox Architecture Pty Ltd ACN 002 535 891

PLOT STAMP DATE: 11/07/2025 3:53:08 PM

R EXISTING LEVELS TO BE REGRADED TO ALIGN WITH EXISTING LEVELS. REFER TO CIVILS DOCUEMTATION FOR FURTHER INFORMATION

TREE TO BE REMOVED. REFER TO TSS SURVEY

UTS SIGN TO BE REMOVED

EXISTING SEAT TO BE REMOVED

PAVING TO BE REMOVED

EXISTING UTS RAMP TO BE DEMOLISHED

EXISTING SEATING MODULE TO BE RELOCATED - AS SHOWN ON THIS DRAWING.

EXISTING SEATING TO BE DEMOLISHED - EXTENT OF DEMOLITION TO BE CHECKED ON SITE

DEMOLITION OF EXISTING LEVELS REQUIRED - REFER TO LANDSCAPE CONSULTANT FOR FURTHER INFORMATION

EXTENT OF SFS SERVICE ENTRY RAMP IS TO BE COORDINATED WITH CIVILS LATEST DRAWINGS

EXTENT OF DEMOLITION OF STAIR TO BE COORDINATED ON SITE.

DEMOLITION FOR PLANTER BED REQUIRED - REFER TO LANDSCAPE CONSULTANT

EXISTING PLANTER BED TO BE DEMOLISHED. REFER TO LANDSCAPE CONSULTANT FOR FURHTER INFORMATION

REFER TO CIVIL ENGINEERS DRAWINGS FOR EXTENT OF REGRADING AND DEMOLITION

DEMOLITION FOR PLANTER BED REQUIRED - REFER TO LANDSCAPE CONSULTANT FOR FURTHER INFORMATION

EXISTING LEVELS TO BE REGRADED TO ALIGN WITH EXISTING LEVELS. REFER TO CIVILS DOCUEMTATION FOR FURTHER INFORMATION

RETAIN ALL BRONZE SCG SIGNS DURING THE DEMOLITION PROCESS

ITEMS FOR DEMOLITION

GENERAL NOTES:

REFER TO LANDSCAPE DOCUMENTATION FOR EXTENT OF TREE DEMOLITION

REFER TO CIVILS DOCUMENTATION FOR REGARDING OF LEVELS

SUBJECT AREA

UTS PLAZA

BOOSTER TO REMAIN

ARU / UTS BUILDING

EGRESS TO UTS BUILDING TO BE MAINTINANED

EXISTING LANDSCAPE TO BE MAINTAINED AS PER ARBORISTS REPORT. REMAINING TREES TO BE PROTECTED

CAR PARK

STAGE 1 (WEST)

STAGE 2 (EAST)

SFS EXTERNAL OB PARKING

SFS SERVICE ENTRY

SFS EXTERNAL CONCOURSE

SFS ROOF

13055

CIVIL EASEMENT TO BE MAINTAINED AND PROTECTED

LOCALISED CUT BACK OF PRECAST FOR FUTURE BRIDGE CONNECTION

LOCALISED CUT BACK OF PRECAST FOR FUTURE BRIDGE CONNECTION

RAMP TO NRL BUILDING TO BE MAINTAINED

EXITING ENTRY

EGRESS TO NRL BUILDING TO BE MAINTINANED

NRL BUILDING

5115

17710

LIFT

EXISTING LANDSCAPE TO BE MAINTAINED AS PER ARBORISTS REPORT. REMAINING TREES TO BE PROTECTED

EXISTING LANDSCAPE TO BE MAINTAINED AS PER ARBORISTS REPORT. REMAINING TREES TO BE PROTECTED

DRIVER

AVENUE

Appendix 3

REF Exhibition Engagement Report

CITY OF SYDNEY

Engagement report – Moore Park Road and Fitzroy Street cycleways REF



Contents

Overview 2
Background 2
Purpose of engagement 3
Outcomes of engagement 3
Key findings 4
Engagement activities 5
Overview of engagement undertaken 5
Appendix 6

Overview

Background

From 22 July to 19 August, we asked the community for feedback on a Review of Environmental Factors (REF) to make Moore Park Road and Fitzroy Street cycleways permanent.

Scope

Approval of the REF would allow the cycleways to stay in place in their current alignment, using more permanent infrastructure. It considers the current state of the street, impacts of the cycleway and its benefits.

Background and context

Oxford Street, Moore Park Road and Fitzroy Street each play a different role in Sydney's bike network:

- **Oxford Street** provides a direct and relatively gentle route between Bondi Junction, the eastern suburbs and the city centre.
- **Moore Park Road and Fitzroy Street** provide a direct link between Bondi Junction, the eastern suburbs, Surry Hills, Central station and Sydney's inner west. They also provide a connection for people riding to events at the stadiums and Moore Park precinct.
- **Fitzroy Street also connects Anzac Parade** and the south-east with Surry Hills, Central station and the inner west.

Together, these routes support different travel needs and help people access key destinations across Sydney.

In 2023, Council approved the Moore Park Road and Fitzroy Street cycleways to remain in place for up to 3 years or until the NSW Government's completes and opens the permanent Oxford Street cycleway between Taylor Square and Centennial Park, whichever came first.

Since then, more people have been using these cycleways. Bike trips have increased by 89% on Moore Park Road and 74% on Fitzroy Street. The number of shared bike trips has also grown significantly.

Safety has improved since the cycleways were installed. In the 5 years before they were built, there was one fatality and 4 serious injuries on these routes. In the 5 years since they opened, there have been no reported fatalities or serious injuries.

The cycleways now carry up to 1,000 bike trips each day. If they were removed, many people riding bikes would need to return to busy traffic, increasing safety risks. Some riders may choose to use footpaths or shared paths instead, which could affect the safety and comfort for people walking., these routes support different travel needs and help people access key destinations across Sydney. Council is proposing to make the Moore Park Road and Fitzroy Street cycleways permanent.

Purpose of engagement

The purpose of the engagement was to:

- notify stakeholders of the proposal.
- gather feedback from stakeholders and the community.

Outcomes of engagement

Submissions received during May/June consultation

We received a total of 287 submissions (via Survey Monkey and email) during the public exhibition period. The Sydney Your Say page was visited 867 times during the consultation period.

Quantity	Description of activity
287	Total submissions received
172	Survey submissions
115	Emailed submissions
2,107	Sydney Your Say webpage visits
291	Document downloads

Key findings

Sentiment	Details/Themes	Submissions
Supports Moore Park Road and Fitzroy Street cycleways	• Safety for people riding • Connectivity and network benefits • Encourages active transport • Increase in people riding on the cycleways	94
Opposes Moore Park Rd/Fitzroy St permanent cycleways	• Loss of resident parking • Reduced access to homes • Deliveries and trades access issues • Under-utilisation concerns	40
Design / operational feedback	• Poate Road safety • Driver Avenue connection • Shared path conflicts • Event-day operations • Lighting and maintenance • Barrier upgrades • Parking modifications	71

An additional 82 submissions were made that support the cycleways if it means that a cycleway on Oxford Street east is not built.

The cycleway on Oxford Street east is being managed by TfNSW. They have run extensive consultation with businesses and residents.

Engagement activities

Overview of engagement undertaken

Sydney Your Say webpage

A Sydney Your Say webpage https://www.cityofsydney.nsw.gov.au/policy-planning-changes/your-say-making-moore-park-rd-fitzroy-st-cycleways-permanent was created. The page included an electronic copy of the REF, survey and other key information about the consultation.

Online feedback form via Survey Monkey

The community and stakeholders were able to give feedback using an online feedback form. A link to the feedback form was provided on the Sydney Your Say website.

Sydney Your Say e-news

The consultation was included in the Sydney Your Say August 2026 e-newsletters (3,606 subscribers).

Consultation letter

A letter was posted to residents, inviting them to give feedback on the proposal. 1,622 letters were distributed.

On-site signage

20 notice boards were installed inviting people to give feedback on the REF.

Appendix

On-site signage



Consultation letter

CITY OF SYDNEY

City of Sydney
Gadigal Country
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Sydney NSW 2000

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council@cityofsydney.nsw.gov.au
GPO Box 1591 Sydney NSW 2001
cityofsydney.nsw.gov.au

22 July 2026

Moore Park Road and Fitzroy Street cycleway review of environmental factors

We invite you to give feedback on a review of environmental factors for the cycleways on Moore Park Road, Centennial Park and Fitzroy Street, Surry Hills. The review considers the current state of the street, impacts of the cycleway and its benefits.

Proposal to make cycleways permanent

In 2023, Council approved the Moore Park Road and Fitzroy Street cycleways to remain in place for up to 3 years, or until the NSW Government's completes and opens the permanent Oxford Street Cycleway between Taylor Square and Centennial Park, whichever came first.

Since then, more people have been using these cycleways. Bike trips have increased by 89% on Moore Park Road and 74% on Fitzroy Street. The number of shared bike trips has also grown significantly.

Safety has improved since the cycleways were installed. In the 5 years before they were built, there was one fatality and 4 serious injuries on these routes. In the 5 years since they opened, there have been no reported fatalities or serious injuries.

The cycleways now carry up to 1,000 bike trips each day. If they were removed, many people riding bikes would need to return to busy traffic, increasing safety risks. Some riders may choose to use footpaths or shared paths instead, which could affect safety and comfort for people walking.

Oxford Street, Moore Park Road and Fitzroy Street each play a different role in Sydney's bike network:

- **Oxford Street** provides a direct and relatively gentle route between Bondi Junction, the eastern suburbs and the city centre.
- **Moore Park Road and Fitzroy Street** provide a direct link between Bondi Junction, the eastern suburbs, Surry Hills, Central station and Sydney's inner west.
- **Fitzroy Street** also connects Anzac Parade and the south-east with Surry Hills, Central station and the inner west.

Together, these routes support different travel needs and help people access key destinations across Sydney. Council is proposing to make the Moore Park Road and Fitzroy Street cycleways permanent.

How to give feedback

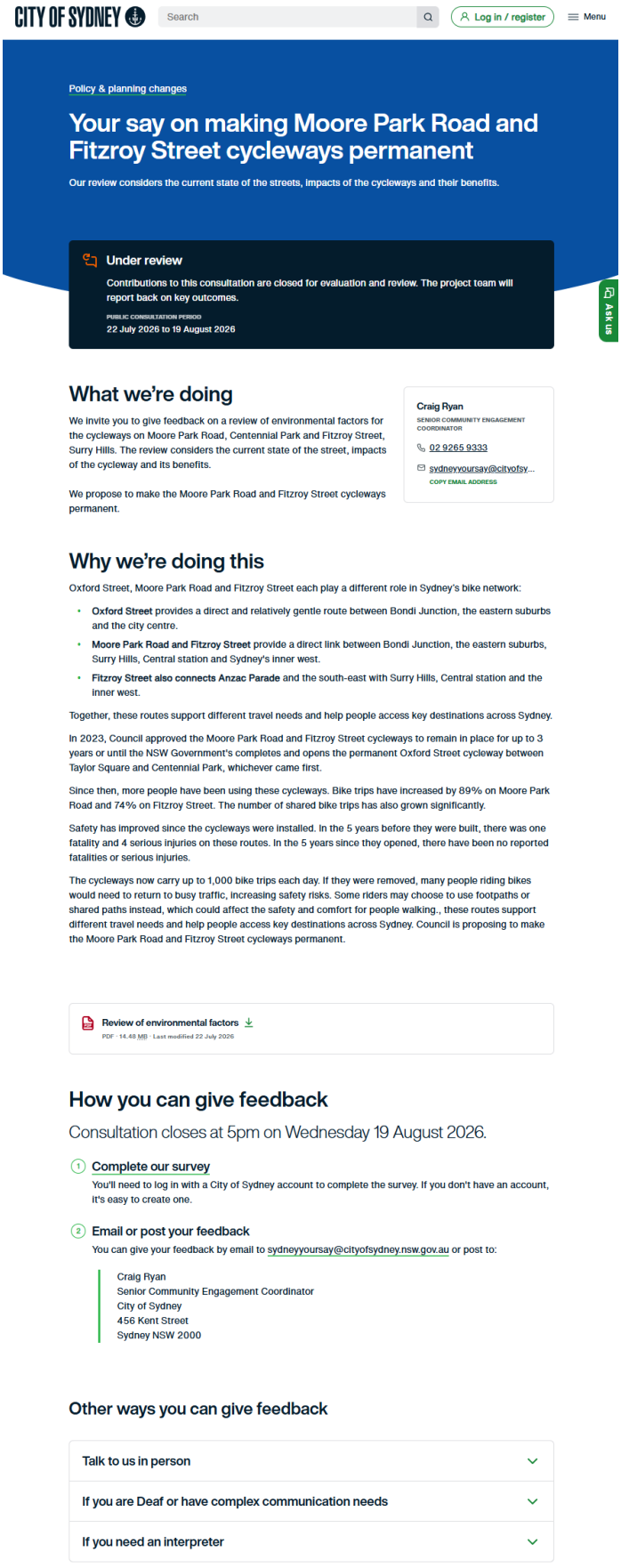
Read the review of environmental factors and give your feedback by Wednesday 19 August at sydneyyoursay.com.au.

Contact us

For more information, contact our senior community engagement coordinator Craig Ryan on 02 9265 9333 or email sydneyyoursay@cityofsydney.nsw.gov.au.

Yours sincerely,

Sydney Your Say webpage



CITY OF SYDNEY

Search

Log in / register

Menu

Policy & planning changes

Your say on making Moore Park Road and Fitzroy Street cycleways permanent

Our review considers the current state of the streets, impacts of the cycleways and their benefits.

Under review

Contributions to this consultation are closed for evaluation and review. The project team will report back on key outcomes.

PUBLIC CONSULTATION PERIOD
22 July 2026 to 19 August 2026

Ask us

What we're doing

We invite you to give feedback on a review of environmental factors for the cycleways on Moore Park Road, Centennial Park and Fitzroy Street, Surry Hills. The review considers the current state of the street, impacts of the cycleway and its benefits.

We propose to make the Moore Park Road and Fitzroy Street cycleways permanent.

Craig Ryan
SENIOR COMMUNITY ENGAGEMENT COORDINATOR
02 9265 9333
sydneyyoursay@cityofsy...
COPY EMAIL ADDRESS

Why we're doing this

Oxford Street, Moore Park Road and Fitzroy Street each play a different role in Sydney's bike network:

- **Oxford Street** provides a direct and relatively gentle route between Bondi Junction, the eastern suburbs and the city centre.
- **Moore Park Road and Fitzroy Street** provide a direct link between Bondi Junction, the eastern suburbs, Surry Hills, Central station and Sydney's inner west.
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Review of environmental factors
PDF · 14.48 MB · Last modified 22 July 2026

How you can give feedback

Consultation closes at 5pm on Wednesday 19 August 2026.

1. **Complete our survey**
   You'll need to log in with a City of Sydney account to complete the survey. If you don't have an account, it's easy to create one.

2. **Email or post your feedback**
   You can give your feedback by email to sydneyyoursay@cityofsydney.nsw.gov.au or post to:

   Craig Ryan
   Senior Community Engagement Coordinator
   City of Sydney
   456 Kent Street
   Sydney NSW 2000

Other ways you can give feedback

- Talk to us in person
- If you are Deaf or have complex communication needs
- If you need an interpreter

Sydney Your Say e-news

Sydney Your Say CITY OF SYDNEY



Image: City of Sydney

Making Moore Park Road and Fitzroy Street cycleways permanent

We're reviewing environmental factors for the cycleways on Moore Park Road, Centennial Park and Fitzroy Street, Surry Hills with the view to making them permanent. Our review considers the current state of the street, impacts of the cycleway and its benefits.

Give your comments by Wednesday 19 August.

