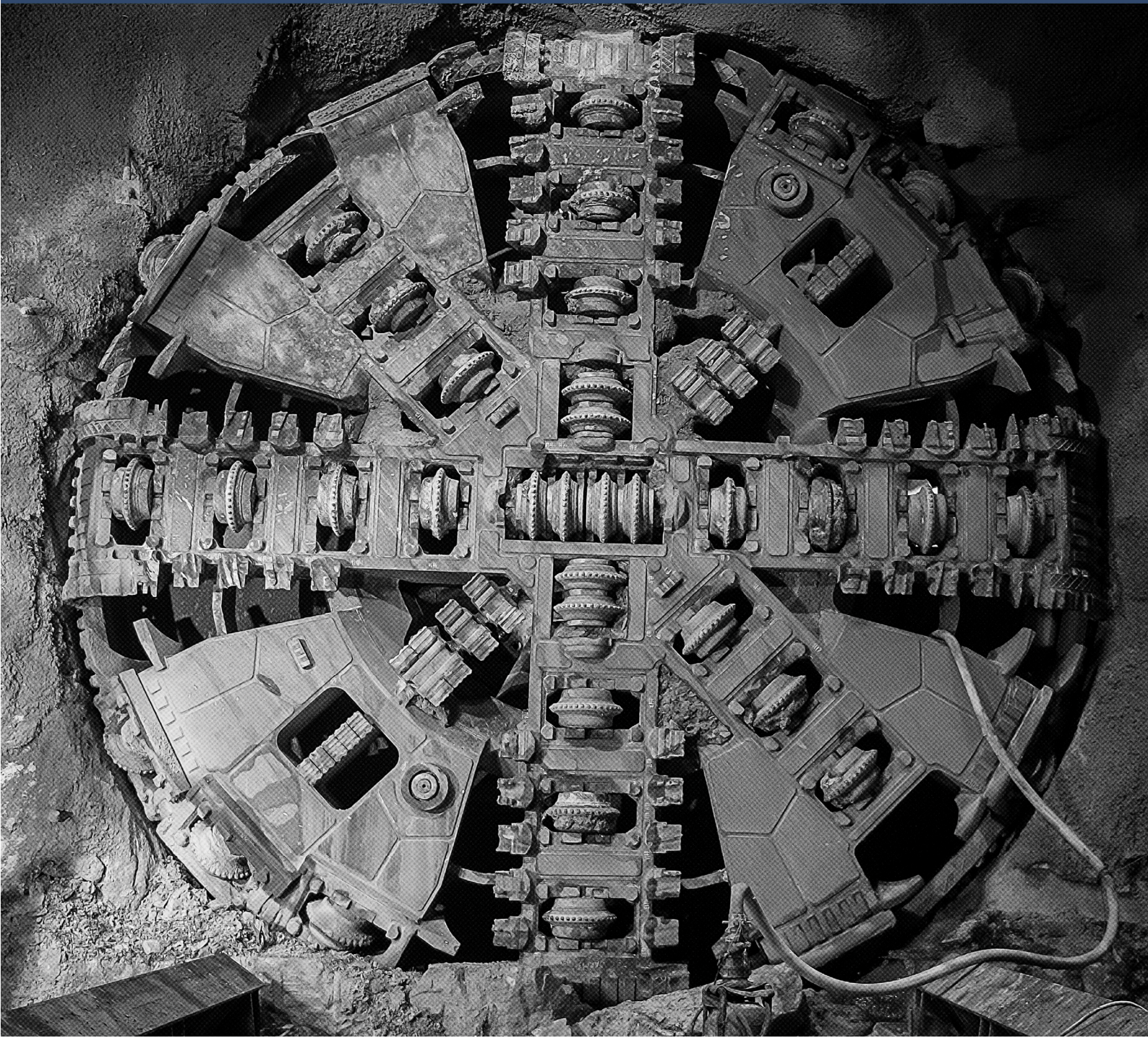


Overarching Construction Traffic Management Plan

Sydney Metro – Eastern Tunnelling Package – Rev 02



Document number	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042
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Rev	Date	Prepared by	Reviewed by	Comments	Approved by
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01	20.02.23	D.Lee	K.Varga	Updated to address Rev00 Comments	N.Bryant
02	10.03.23	D.Lee	K.Varga	Updated to address Rev01 Comments	N.Bryant
Signature:					

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Definitions

Table 1: Definitions

Acronym	Definition
CJP	Customer Journey Planning
CoA	Condition of Approvals
CTMF	Construction Traffic Management Framework
CTMP	Construction Traffic Management Plan
DA	Development Application
DPE	Department of Planning and Environment
EIS	Environmental Impact Assessment
EPA	Environmental Protection Authority
JCG JV	John Holland, CPB Contractors and Ghella Joint Venture
HRV	Heavy Rigid Vehicle (12.5m in length)
OSOM	Oversize and / or Overmass
PMP	Pedestrian Movement Plan
REMMs	Revised Environmental Management Measures
RMS	(Former) Roads and Maritime Services
RTS	Response to Submissions Report
SMW CTP	Sydney Metro West Central Tunnelling Package
SSI	State Significant Infrastructure
TCaWS	Traffic Control at Work Site
TCG	Traffic Control Group
TfNSW	Transport for NSW
TGS	Traffic Guidance Scheme
TTLG	Traffic and Transport Liaison Group
VMP	Vehicle Movement Plan
VMS	Variable Message Sign

Part A: Overview

1. Introduction

1.1. Purpose

This Overarching Construction Traffic Management Plan (this Plan) is applicable to the construction of the Sydney Metro West - Eastern Tunnelling Package (ETP Works or the Project). This plan describes the overall traffic and transport management strategies, processes and controls common to each area of the project works. It provides details of how John Holland CPB Ghella Joint Venture (JCG JV) will identify, prevent and manage traffic impacts associated with the construction of metro stations at The Bays Precinct, Pyrmont and Hunter Street in the Sydney CBD.

This plan has been prepared to address the requirements of the:

- State Significant Infrastructure (SSI) 19238057 Infrastructure Approval (dated 24 August 2022) and relevant conditions of the Sydney Metro West Concept Schedule 2 of SSI 10038 Infrastructure Approval (dated 11 March 2021) (Infrastructure Approvals)
- Sydney Metro West – Stage 2 – Phasing Report (Phasing Report)
- Sydney Metro Construction Environmental Management Framework (CEMF), Version 4.3
- Environmental Impact Statement (EIS) and the Submissions Report, including the Revised Environmental Mitigation Measures (REMMs)
- Contractual requirements including the ETP Deed and General and Particular Specifications
- Applicable legislation.

Site specific CTMP's will be progressively developed for each of the relevant work areas. The site specific CTMP's will provide site and task specific details, and will consider the associated traffic impacts, including; pedestrians, cyclists and other local stakeholders.

1.2. Objectives, targets and key performance indicators

The primary objectives and principles of this overarching CTMP are:

Table 2 - Objectives, targets, and key performance indicators

Objectives	Targets	Key Performance Indicators
Minimising the impacts on traffic delays and road safety	No traffic delays or road safety incidents attributed to the project	Number of delays and road safety incidents attributed to the project
Minimising disruption to private properties and local businesses	No avoidable complaints associated with traffic disruption to private properties and local businesses	Number of avoidable complaints associated with traffic disruption to private properties and local businesses
Minimising impacts on existing pedestrian footpaths, cycleways, and nearby parking facilities.	No impacts which would result in a delay of more than 5 mins	Number of impacts resulting in a delay of more than 5 minutes
Ensuring coordination between Sydney Metro West and Transport for NSW (TfNSW) through Traffic and Transport Liaison Group (TTLG) and Traffic Control Group (TCG) to manage any	No unforeseen cumulative impacts with surrounding projects	Number of unforeseen cumulative impacts

cumulative impacts with surrounding projects.		
Ensuring traffic impacts are within the scope permitted by TfNSW, Sydney Metro West and associated councils	No traffic impacts outside the scope permitted by TfNSW, Sydney Metro and associated Councils	Number of traffic impacts outside the scope permitted by TfNSW, Sydney Metro and associated Councils
Meet the requirements of the Project brief, Project Specifications, CoA, REMMs, and TfNSW Traffic Control at Work Sites (TCaWS) Manual	Meet all requirements of the Project brief, Project Specifications, CoA, REMMs, and TfNSW Traffic Control at Work Sites (TCaWS) Manual	No breaches of the requirements of the Project brief, Project Specifications, CoA, REMMs, and TfNSW Traffic Control at Work Sites (TCaWS) Manual
Ensure full compliance with relevant legislative requirements, CoA and revised environmental management measures (REMMs).	Full compliance with relevant legislative requirements, CoA and revised environmental management measures (REMMs)	No breaches associated with the relevant legislative requirements, CoA and revised environmental management measures (REMMs)
Manage construction traffic and movements to and from construction support sites to ensure pedestrian, cyclist and motorist safety.	No incidents or accidents associated with construction traffic movements	Number of incidents or accidents associated with construction traffic movements
Minimise disruptions on the road network within the vicinity of the construction support sites.	Disruptions on the road network within the vicinity of the construction support sites kept as low as reasonably practical	Number of disruptions on the road network within the vicinity of the construction support sites
Ensuring that Port traffic, including cruise traffic and Port Authority tenant traffic is given priority in accordance with the Access Management Principals included in the licence between Port Authority and SMW.	No traffic delays or road safety incidents attributed to the project. Ensure compliance with the Port Authority / SMW license, including Access Management principals	Number of delays and road safety incidents attributed to the project

1.3. Context and interface with other plans

This CTMP should be read in conjunction with the following project plans;

- Site specific CTMP
- Spoil Management Sub Plan
- Waste Management Sub Plan
- Overarching Communication Strategy
- Emergency Response Plan

The purpose of this Overarching Construction Traffic Management Plan is to detail the overall traffic and transport management strategies proposed by JCG JV. The site specific CTMP (this plan) details the traffic management arrangements and initiatives specific to the site and the particular scope(s) of work detailed.

1.4. Consultation and approval

Comments and inputs on the EIS received from the community, business owners and operators, local Councils, state government entities were considered in the preparation of this Plan. JCG JV will actively engage with relevant councils, TfNSW, Customer Journey Planning (CJP) and Customer Journey Management (CJM) and Port Authority of NSW in developing and finalising this Plan. Any comments received from agencies and JCG JV's response to these comments will be provided in Appendix A.

1.5. Sub-Plan structure

Table 3: Plan structure

Part	Details
Part A: Overview	This section clearly defines: <ul style="list-style-type: none"> ▪ Project overview ▪ Proposed work methodology ▪ Assessment of traffic and transport impacts ▪ Communication strategies ▪ Proposed mitigation measures
Part B: Implementation Plan	This section outlines the key aspects for managing controls on this Project including: <ul style="list-style-type: none"> ▪ Expectations ▪ How they will be met ▪ Responsibilities ▪ Associated deliverables
Part C: Annexure	Further document and information that support this Plan include: <ul style="list-style-type: none"> ▪ Stakeholder communications

1.6. Construction Traffic Management Plan and Construction Parking Strategy Staging

Table 3: Construction Management Plan and Construction Parking Strategy Staging

Project Area	Staging	Target Submission Date
Project Wide	Overarching CTMP	Submitted
	Construction Parking & Access Strategy – Stage 1 – Pyrmont & Hunter St	Submitted
	Construction Parking & Access Strategy – Stage 2 – The Bays	Jun 23
The Bays	Stage 1 CTMP - Site Establishment	Submitted
	Stage 2 CTMP - Tunnelling Operation	July 23
Pyrmont West	Stage 1 CTMP – Demolition	Submitted
	Stage 2 CTMP – Site Establishment, Shaft Excavation & Tunnelling	May 23

Pymont East	Stage 1 CTMP – Demolition	Submitted
	Stage 2 CTMP – Site Establishment, Shaft Excavation & Tunnelling	Apr 23
Hunter St West	Stage 1 CTMP – Demolition	Submitted
	Stage 2 CTMP – Site Establishment & Shaft Excavation	Jun 23
Hunter St East	Stage 1 CTMP – Tunnel Excavation & Lining	Submitted
	Stage 2 CTMP – Demolition	Submitted
	Stage 3 CTMP – Shaft Excavation	Jan 24
	Stage 4 CTMP – TBM Demobilisation	Oct 24
Precast Facility	Site Operations CTMP	Mar 23

2. Project overview

2.1. Background

Sydney Metro West is a new 24-kilometre metro line that will connect Greater Parramatta with the Sydney CBD via stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street (Sydney CBD).

The planning process for Sydney Metro West was assessed as a staged infrastructure application under section 5.20 of the *Environment Planning and Assessment Act 1979* (EP&A Act).

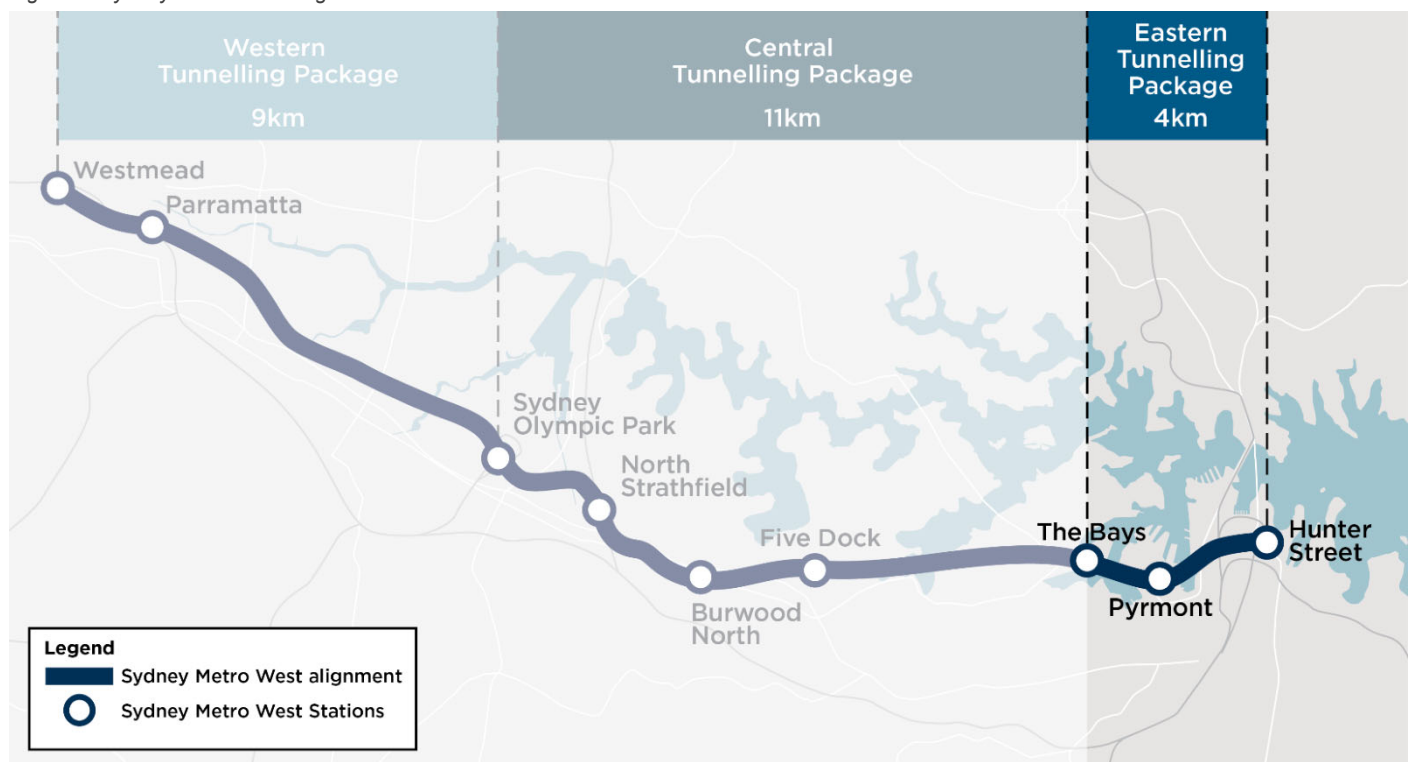
Stage 1 of the development, the Sydney Metro West Concept and major civil construction work for Sydney Metro West between Westmead and The Bays (SSI-10038 Schedule 2), was approved on 11 March 2021 and includes:

- Construction of a new passenger rail infrastructure between Westmead and the central business district of Sydney, including:
 - Tunnels, stations (including surrounding areas) and associated rail facilities
 - Stabling and maintenance facilities (including associated underground and overground connections to tunnels)
- Modification of existing rail infrastructure, including stations and surrounding areas
- Ancillary development.

Stage 2 of the planning approval process, the ETP Works, includes all major civil construction work including station excavation (Pyrmont Station and Hunter Street Station (Sydney CBD) and tunnelling between The Bays and Sydney CBD (Figure 1).

It is noted that the existing Sydney Metro West precast facility at Eastern Creek will be utilised in the delivery

Figure 1: Sydney Metro West Alignment



2.2. Project scope

The ETP Works (construction) involves the delivery of:

- Enabling works such as demolition, utility supply to construction sites, utility adjustments and modifications to the existing transport network
- Mined crossover cavern construction

- 4.2 km of TBM tunnel excavation, 650m of mined tunnels and 7 cross passage excavation, from The Bays to Sydney CBD
- Excavation for two new underground metro stations at Pyrmont and Hunter Street
- Construction of a turnback, crossover tunnels and caverns at the eastern end of the tunnel section
- A concrete segment facility for use during construction located at Eastern Creek (outside of the scope of this Sub-plan).

2.3. Construction sites

The Project involves the following construction sites:

- The Bays metro station
- Pyrmont metro station
- Hunter Street metro station
- Precast Facility in Erskine Park.

The Project will primarily involve the following major construction activities:

- Demolition of existing buildings and site establishment works
- Shaft excavation
- TBM mobilisation and demobilisation
- Cavern excavation and lining Tunnel excavation and lining

2.4. Project phasing

Reflecting the outcomes of a detailed environmental risk assessment, the ETP Works will be delivered through a phased approach. This approach, detailed in the Phasing Report, includes Low Impact Works as defined under the SSI 19238057 Infrastructure Approval and the activity-based phases for construction (Table 5). Additional details on the phasing of construction activities at each worksite is provided in Table 6.

Table 5: Overview of ETP Works phasing

Phase	Description	Indicative timing	Environmental documentation	Consultation and approvals
Low Impact Works	Activities defined as Low Impact Works under SSI 19238057 Infrastructure Approval, including survey work, investigations, utility relocations, installation of environmental controls and initial demolition works	Project award to May 2023	<ul style="list-style-type: none"> ▪ Low Impact Works Plan ▪ Low Impact Works DNVIS 	<ul style="list-style-type: none"> ▪ ER endorsement
Preliminary Works	Including works within the existing Hunter Street East acoustic shed, and critical enabling works which are required to be conducted outside of standard hours	March to May 2023	<ul style="list-style-type: none"> ▪ Preliminary CEMP ▪ Environmental Procedures ▪ Hunter Street East acoustic shed works DNVIS ▪ Project-wide Out of Hours Works DNVIS 	<ul style="list-style-type: none"> ▪ Stakeholder consultation (refer to Section Error! Reference source not found.) ▪ ER endorsement
Tunnelling, Excavation and Associated Works	Including the Preliminary Works (not completed prior to approval of the final CEMP), demolition of existing industrial	May 2023 onward	<ul style="list-style-type: none"> ▪ CEMP ▪ Sub-plans ▪ Environmental Procedures ▪ DNVISs (TBA) 	<ul style="list-style-type: none"> ▪ Stakeholder consultation ▪ ER endorsement

Phase	Description	Indicative timing	Environmental documentation	Consultation and approvals
(addressed in this Sub-plan)	premises, site establishment, piling and shaft excavation, tunnelling, and decommissioning			<ul style="list-style-type: none"> DPE approval (as determined by the Phasing Report)

2.5. Hours of work

JCG JV will carry out construction activities including demolition of existing buildings, site establishment activities and construction of the metro stations under the following construction work hours stipulated in Condition D21 of CSSI CoA:

- Monday to Friday - 7:00am to 6:00pm
- Saturday - 8:00am to 6:00pm
- Sunday and public holiday – No work.

Tunnelling excavation and lining operations will be undertaken 24 hours per day and 7 days per week.

In addition, any construction activities which are highly noise intensive would be undertaken under the following hours:

- Monday to Friday - 8:00am to 6:00pm
- Saturday – 8:00am to 1:00pm

Prior to construction commencement, an OOHW Protocol will be prepared by Sydney Metro in accordance with Condition D24. The OOHW Protocol provides a process for the consideration, management, and approval of work outside the approved construction hours that is not subject to an EPL.

The aim of the OOHW Protocol is to ensure that OOHW not subject to an EPL are assessed and managed via a rigorous process to identify the associated risk of adverse impacts on sensitive receivers including:

- Justification for why OOHW need to occur
- Consideration of the OOHW against the relevant NMLs and vibration criteria, and providing a determination of low or high-risk work
- Processes for selecting and implementing mitigation measures for residual impacts in consultation with the community, including respite periods consistent with the requirements of Condition D27 and D37
- Procedures to facilitate the coordination of OOHW with those approved under an EPL or undertaken by a third party, to ensure appropriate respite is provided and is consistent with the requirements of Condition D36
- An approval process for OOHW that considers risks, proposed mitigation, management and coordination, and includes review and approval by the AA for low-risk activities and by the Planning Secretary for high-risk activities
- Details of notification requirements for affected receivers for all approved OOHW, including notification to the Planning Secretary for approved low risk OOHW.

It is expected that due to the location of the worksites, works including; establishment of Class B hoardings, site investigation, utility adjustment works, establishment of driveways, and unloading of OSOM plant & equipment, will require occupation of the adjacent roadways. Due to traffic volumes and the associated road occupancy permit conditions, occupation of the roadways are likely to be completed outside of standard working hours.

3. Legal and other requirements

3.1. Legislation

According to Roads Act 1993 – Section 138, it is required that a person obtains the consent of the appropriate Roads Authority for the erection of a structure, or the carrying out of a work in, on or over a public road, or the digging up or disturbance of the surface of a public road. If the applicant is a Public Authority, the Roads Authority must consult with the applicant before deciding whether or not to grant consent or concurrence.

TfNSW has the power, under the Roads Act 1993 – Division 3 – Section 62 to take Roads Authority powers from relevant local councils. This power may be exercised by TfNSW for the duration of the proposed works for the Sydney Metro West – Eastern Tunnelling Project.

3.2. Guidelines

The following guidelines and standards have been used during the development of this CTMP:

- Construction Traffic Management Framework (Response to Submissions Report - Appendix C)
- Traffic Control at Worksites Manual v6-1
- Relevant Australian Standards, including but not limited to AS1742.3 and AS1743
- Austroads Guidelines and RMS Supplements
- RMS Guide to Traffic Generating Development (2002)
- RMS Guidelines for Road Audit Practice (2019)
- TfNSW QA Specifications

3.3. Other environmental requirements

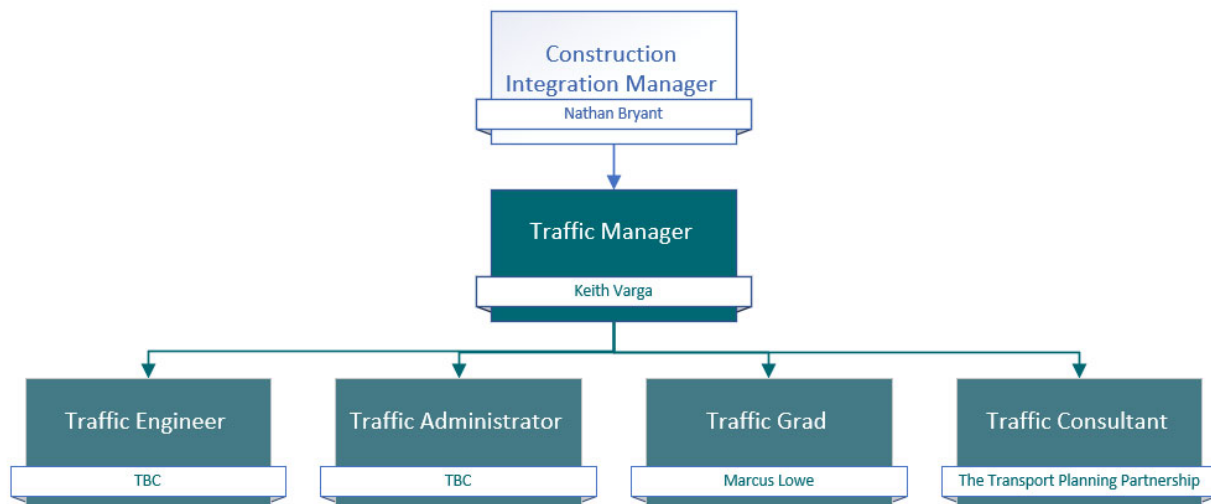
The transport and traffic associated environmental requirements are listed in Element 4 later in this overarching CTMP, along with cross reference to the sections of the report, in which the requirements have been addressed.

4. People and collaboration

4.1. Our team

The JCGJV traffic team responsible for planning, consultation, implementation, and monitoring of this CTMP is summarised in the organisational chart below (figure 1).

Figure 2: Traffic Team Organisational Chart



4.2. Roles and responsibilities

The Project Director has authority to deliver all aspects of this Project. JCG JV may engage the services of specialised subcontractors in carrying out certain duties, while always retaining control and coordination of the design and construction processes.

During construction, the traffic management team is responsible for the review and updating of the CTMP. They also develop Construction Traffic Management Plans and Road Occupancy License submissions.

The roles and responsibilities of the traffic management team are provided as follows:

- **Project Director**
 - The Project Director will support the traffic management team in complying with the traffic management requirements
 - Driving an 'incident and injury free' culture in all areas of construction and traffic management
 - Drive quality assurance procedures, and are maintained in accordance with project requirements
 - Approve the Overarching CTMP and revisions
- **Environment, Approvals and Sustainability Director**
 - Accountable for soil and water management performance
 - Lead the creation of a consultative and proactive culture that ensures environmental compliance and 'No Harm' as a driver of work behaviour
 - Lead and manage the development and implementation of a risk-based EMS
 - Ensure environmental and sustainability participation at Value Engineering Workshops
 - Provide specialist soil and water management advice to the Project Director and other functional managers to facilitate design and construction
 - Oversee the preparation of environmental assessments on design changes and obtain any necessary planning approvals
 - Oversee the reporting, investigation and response to environmental incidents or complaints
 - Liaise with Sydney Metro and external stakeholders on performance and continual improvement
 - Engage with the Environment Protection Authority (EPA) to obtain an EPL

- Environmental Advisor
 - Assist the Environment Manager in the creation of a consultative and proactive culture
 - Support the implementation of the CEMP, including soil and water management
 - Deliver the environmental induction and training program
 - Undertake environmental site monitoring and inspections
 - Facilitate site inspections with Sydney Metro, the ER and the Acoustic Advisor (AA)
 - Report and assist in incident management
- Construction Integration Manager
 - Reports to the Construction Director as part of the Project Management Team
 - Accountable for the traffic and logistics associated with the construction works
 - Directs the Traffic Manager to prioritise work for the safety of road users, community and construction personnel
- Traffic Manager
 - Reports to the Project Wide Construction Manager
 - Leads the traffic management team
 - Implements the CTMP
 - Reviews Construction Traffic Management Plans (CTMPs)/ Traffic Guidance Scheme (TGSs or formerly known as Traffic Control Plans) /Road Occupancy Licence (ROLs) prior to submission to the stakeholders
 - Checks sub-contractors meeting the requirements of the CTMP
 - Defines the requirements for traffic management and checks that they are satisfied through spot checks and audits
 - Checks that long-term layouts are implemented in accordance with the CTMP/ TGS/ ROL are maintained appropriately
- Traffic Engineer / Coordinator
 - Reports to the Traffic Manager
 - Develops CTMP/ TGS/ ROL submission
 - Checks that long-term layouts are implemented in accordance with the CTMP/ TGS/ ROL are maintained appropriately
- Foreman (Traffic / Construction)
 - Report to the Traffic Manager
 - Checks implementation of the CTMP/ TGS/ ROL
 - Checks that traffic controllers have the necessary competencies to perform their tasks
 - Responsible for safety checks and inspections for the implementation of the CTMP
- Traffic Controllers
 - Install and remove traffic control measures in accordance with approved TGSs.
 - Regularly check the temporary setup is implemented in accordance with the approved TCSs
 - Follow code of conduct which is on display at a protected location
 - Have the correct licenses and competencies to perform their task

4.3. Contact Details for Key Personnel

The JCG JV traffic team can be contacted via email at traffic@jcgjv.com.au

Emergency contacts are as follows;

Construction Integration Manager – Nathan Bryant – [REDACTED]

Traffic Manager – Keith Varga - [REDACTED]

4.4. Specialist consultant

Road safety auditors will be engaged to undertake road safety audits during the development of the CTMP, after the implementation of the CTMP at the site, and at regular intervals during the proposed construction work program in accordance with the CTMF. The auditors must be recognised on the NSW Register of Road Safety Auditors. The audit team will include at least two road safety auditors that are independent with Level 3 certification and another auditor with Level 2 or higher certification in line with TfNSW Road Safety Audit Practices guideline. The auditors will review the site operations and the interface at the access / egress locations with an emphasis on pedestrians, cyclists, and public transport users.

Road safety audits will be undertaken for any permanent works which interface with the general public.

4.5. Collaboration with TfNSW and other stakeholders

TfNSW and other stakeholders will be routinely consulted during the development of this CTMP.

4.5.1. Traffic and transport liaison group

The Traffic and Transport Liaison Group (TTLG) has been established by Sydney Metro for the Sydney Metro West project. The TTLG consists of members from Sydney Metro, TfNSW, City of Sydney Council, Customer Journey Planning (CJP), Department of Planning, Port Authority, School Infrastructure, JCG JV, and other organisations and contractors associated with the project and Emergency Services.

The monthly TTLG meetings discuss the proposed traffic management measures to minimise disruption to traffic network operations including changes to the management of pedestrians, cyclists and public transport networks and services. This includes Road Occupancy License (ROL) applications and the cumulative impacts of works being undertaken by other projects.

Any CTMP / ROL are discussed and finalised at the TCG prior to be presented at the TTLG. Further development of this CTMP will occur in consultation with the TTLG. Any revised traffic management measures will be incorporated into the CTMP.

JCG JV will consult with all relevant stakeholders prior to the commencement of any construction activities. Potential stakeholders for the Project may include:

- Sydney Metro
- Transport for NSW (TfNSW) including:
 - Centre for Road and Maritime Safety
 - Sydney Light Rail
 - Metro Bus and Ferry Planning and Development
 - Greater Sydney Planning and Programs
- Customer Journey Planning (CJP)
- Sydney Trains
- Port Authority of NSW
- Infrastructure NSW
- Department of Planning and Environment
- Western Parkland City Authority (WPCA)
- Sydney Motorway Corporation (WestConnex)
- NSW Police
- NSW Fire and Rescue
- NSW Ambulance Service
- Local Councils (depending on work site locations)
- Bus operators
- Sydney Metro contractors

4.5.2. Traffic coordination group

The Traffic Control Group (TCG) has been established by Sydney Metro for the project. The TCG consists of members from Sydney Metro, TfNSW, City of Sydney Council, CJP, JCG JV, Port Authority of NSW and other organisations/ contractors associated with the project. The TCG meets fortnightly.

The purpose of the TCG is to open an honest technical discussion about the proposed works methodologies and traffic management plans, as well as current worksite operations and any changes required to facilitate traffic and / or pedestrian and / or cyclist movements.

Decisions on transport impacts associated with bus, ferries or trains are to be made by representative from CJP Short Term & Temporary Transport Planning (ST&TTP).

4.6. Stakeholder communication

Organisations, including TfNSW, CJP, Customer Journey Management Port Authority of NSW land and City of Sydney Council will be formally consulted following approval of this CTMP and site specific CTMPs. This consultation would also involve TTLG and Traffic Control Groups in the consultation process.

When there are proposed changes to the traffic arrangements detailed in this CTMP or site-specific CTMPs, JCG JV shall inform and obtain the relevant approval from the Sydney Metro, TfNSW, CJP, Councils, Port Authority of NSW on Port Authority land and other relevant road authorities, bus & coach operators, NSW Taxi Council, NSW Police, NSW Fire & Rescue, NSW Ambulance Service and other key stakeholders. Proposed changes may include information about the changes to the traffic operation, anticipated traffic delays, any changes to the times and duration of the work, and any other traffic and transport impacts.

Table 4: Consultations Undertaken

Stakeholder	Consultation Type	Date
Traffic and Transport Liaison Group	Presentation and Consultation	19 January 2023
Traffic Control Group	Presentation and Consultation	12 January 2023
Customer Journey Planning	Submission of this CTMP	16 January 2023
Sydney Metro Project Team	Submission of this CTMP	16 January 2023
City of Sydney Council	Submission of this CTMP	16 January 2023

4.7. Communications and the community

4.7.1. Proposed Communication

The proposed stakeholder communication strategy is outlined in Table 5. JCG JV team will jointly distribute information pertaining to traffic related information. The notification and frequency will be dependent on the type / location expected impacts of the future changes. Typical proposed communication includes community notice, precinct updates, email and internet updates, advertisement and advanced warning signs.

For busses or transport impacts, a minimum 28 days notice is required to make alterations to bus stops or services.

Table 5: Proposed Communication

Method	Purpose	Frequency	Responsibility
Community Notice	Details about the impacts of the construction on the road network, issued to key stakeholders and local community	At least 7 days prior to traffic change	JCG JV
Precinct Update / E-Update	Details about any changes which have been introduced to the planning approvals	Every 6 months	JCG JV

Letterbox Notification	Letter to notify local residents and businesses likely to be impacted by the changes in road network and traffic conditions	At least 2 weeks prior to traffic change	JCG JV
Project Website	Details the impacts of the project works on the road network and traffic conditions on the project website	Weekly	JCG JV to continuously provide information to TfNSW to develop, host, approve and publish
Print Advertising	Details about the significant traffic management changes, traffic detours and disruptions	Every 2 months	JCG JV to provide information to TfNSW to design, print and distribute
Advance Warning Sign	Advance advisory signage installation to warn approaching motorists of the changes in traffic conditions	At least 10 days prior to traffic change	JCG JV
Project Display Centres	Details the impacts of the proposed works on the road network and traffic systems at all the Project display centre	At least 2 weeks prior to the start of construction activities	JCG JV
Community Information Line	Provides e-mail, telephone and postal contacts for interaction with the community and receive comments / feedbacks associated with traffic impacts with proposed works	Available for the duration of the works with message service after hours	JCG JV
Complaints Register	Compiles all comments / complaints / feedbacks received from the community.	Continuously maintained and report to be provided monthly	JCG JV
JCG JV Contact Email Address	Allows communication with the Project team if required,	Available for the duration of the works	JCG JV

4.7.2. Traveling public

When the traveling public is impacted by the project works, JCG JV proposes to undertake the following communication:

- On-site signage to detail the interruption on public transport network
- Advanced warning signs, such as Variable Message Sign (VMS), to warn motorists of any changes in traffic conditions, including road / lane closure, lane changes
- Advanced warning signs to warn active transport users of changes in traffic conditions, such as pedestrian footpath and cycle path closure and detours.
- All collateral to be developed in consultation with Customer Journey Planning's Customer Behaviour Communications team.

5. Environmental aspects and impacts

5.1. Construction traffic generation

Construction site access and egress will be provided for the following traffic movements:

- Truck and dog trailer and rigid trucks for spoil removal
- Semi-trailers/ concrete agitators/ rigid trucks for construction material delivery
- Light vehicles associated with construction workforce and staff parking, where available.

Heavy rigid trucks with lengths more than 12.5m would be restricted at the following construction sites :

- Pyrmont construction site (east)
- Pyrmont construction site (west)
- Hunter Street construction site (east)
- Hunter Street construction site (west)

Table 6 shows the proposed construction traffic volumes involving light and heavy vehicles accessing the construction sites on a typical day. The table also shows the EIS or the Response to Submission Report (RTS) construction traffic volumes (by movements) for comparison.

An expended table of construction vehicle numbers for each hour of the day is detailed in Appendix D.

Table 6: Daily Construction Traffic Movement Volumes

Site & Phase	Source Data	LIGHT VEHICLES	HEAVY VEHICLES
		Total Daily Movements	Total Daily Movements
Hunter St East			
Phase 1 (RTS Phase 3) - Station Excavation & Demolition	RTS Report	138	324
	JCG (Max)	66	324
Hunter St West			
Phase 1 - Enabling Work & Demolition	RTS Report	70	100
	JCG (Max)	34	100
Phase 2 - Shaft Excavation	RTS Report	70	100
	JCG (Max)	34	100
Pyrmont East			
Phase 1 - Enabling Work & Demolition	RTS Report	78	100
	JCG (Max)	78	100
Phase 2 - Shaft Excavation	RTS Report	78	144
	JCG (Max)	78	144
Phase 3 - Station Excavation	RTS Report	78	240
	JCG (Max)	78	240
Pyrmont West			

Phase 1 - Enabling Work & Demolition	RTS Report	78	142
	JCG (Max)	78	142
Phase 2 - Shaft Excavation	RTS Report	78	106
	JCG (Max)	78	106
Phase 3 - Station Excavation	RTS Report	78	20
	JCG (Max)	78	20
The Bays			
Phase 1 - Site Establishment	EIS	192	156
	JCG (Max)	192	156
Phase 2 - Tunnelling	EIS	192	156
	JCG (Max)	192	156
Eastern Creek			
Phase 1 - Operations	REF	150	210
	JCG (Max)	150	210

Note the volumes shown are in one-way movements, a vehicle entering then leaving the site represents two movements.

5.2. Traffic modelling

Traffic modelling will be undertaken to assess the construction traffic impacts on the road network surrounding the construction sites, where required. The modelling year will be 2024/ 2025 representing the worst-case construction traffic scenario for spoil removal from the construction sites and delivery of construction material to the construction sites.

The traffic model will consider traffic volumes documented in the EIS Appendix G (Cumulative Impacts Assessment Methodology) which have considered a wide range of cumulative projects including the following:

- Sydney Metro West (major civil construction work between Westmead and The Bays)
- Sydney Metro West (rail infrastructure, stations, precincts and operations)
- Sydney Metro City & Southwest (Chatswood to Sydenham)
- Sydney Metro – Martin Place Over Station Development
- WestConnex M4-M5 Link
- Western Harbour Tunnel and Warringah Freeway Upgrade
- Glebe Island Concrete Batching Plant and Aggregate Handling
- Glebe Island Multi-User Facility
- The New Sydney Fish Market
- Cockle Bay Wharf
- 50-52 Phillip Street Hotel Development
- One Sydney Harbour
- 65-77 Market Street, Sydney
- 317 & 319-321 George Street
- 194-204 Pitt Street
- 301 & 305 Kent Street Concept Hotel Development
- 180 George Street

A temporary increase in traffic volumes is expected during the construction period as a result of commuting workers and management staff to site, spoil haulage to the site, and deliveries of equipment and materials to and from the construction sites.

The construction traffic impacts will be assessed in traffic modelling to be developed to determine the relative difference between the “no construction” and “with construction” scenarios for the weekday AM and PM peak hours, for key intersections along the haulage routes in proximity of the construction sites.

JCG JV has made a request to TfNSW for a copy of the EIS traffic model that was undertaken using Vissim modelling software for The Bays tunnel launch and support site within the Rozelle area. JCG JV will build upon these approved traffic models to reflect the proposed road network changes and construction traffic generation.

Modelling result will be provided in the site-specific CTMPs to assess construction traffic impacts and compare with the EIS results. Suitable traffic management measures will be developed where required to minimise construction traffic impact on the road network, or to remain consistent with the EIS intersection LoS results. Possible traffic management measures may include adjustment to traffic signal phasing and provision of additional capacity to maintain intersection LoS.

5.3. Spoil disposal locations

Given the considerable quantity of spoil material that will be removed during the Project, it is necessary to identify a number of potential spoil reuse and disposal locations.

Due to the number of concurrent major infrastructure projects under construction at the present time, not all spoil disposal sites have been secured and will change over time. JCG JV is engaging with industry leaders continually to secure appropriate spoil disposal sites.

The following sites have been identified as potential disposal locations for the circa 2.3 million tonnes of spoil that will be generated by the excavation activities.

Table 7: Potential Spoil Disposal Locations

Disposal Site Name	Address	Approximate Distance from the ETP Project
AWJ, Kemps Creek	Kemps Creek	50km
Cleanaway, Kemps Creek	Kemps Creek	50km
Aussie, Strathfield	Strathfield	15km
Cleanaway, Lucas Heights	Lucas Heights	45km
Hi Quality, Yatla	Yatla Qtd	900km
Cleanaway, St Marys	St Marys	45km
Nepean Business Park	Penrith	55km
Qube	Moorebank	40km

5.4. Impacts at each construction site

5.4.1. The Bays Construction Site

The Bays Construction Site is located between Glebe Island and White Bay Power Station. The Bays Construction Site is currently part of the Sydney Metro West Central Tunnelling Package (CTP) and

WestConnex Rozelle Interchange site areas. The Sydney Metro West CTP scope includes the excavation of the station box, fencing the site area and establishment of trafficable pavements across the site.

The site will be handed from Sydney Metro West CTP and WestConnex in May 2023 and at the end of 2023, respectively. Following completion of the handover, JCG JV will carry out construction activities in three main stages as follows:

- **Site Establishment**
 - Establishment of an acoustic spoil shed for stockpiling and loading of tunnel spoil
 - Establishment of segment storage shed including the installation of a gantry crane for hoisting materials and spoil to the shaft level.
 - Establishment of a Slurry Treatment Plant (STP) for the processing of TBM slurry
 - Establishment of a grout plant to service TBMs
 - Establishment of site offices and amenities
 - Establishment of parking and truck marshalling areas
- **TBM Assembly and Tunnel Excavation**
 - Delivery and assembly of two slurry TBMs
 - Launch and operation of two TBMs excavating twin tunnels from The Bays construction site to Hunter Street construction sites
 - TBM support operations including grout production, materials handling and slurry treatment
 - Cross passage excavation
 - Material deliveries including 16,000 tunnel segments, grout and sodium silicate
- **Back End Works and Demobilisation**
 - Construction of the tunnel invert
 - Demobilisation of TBM equipment and support equipment
 - Demolition of acoustic sheds

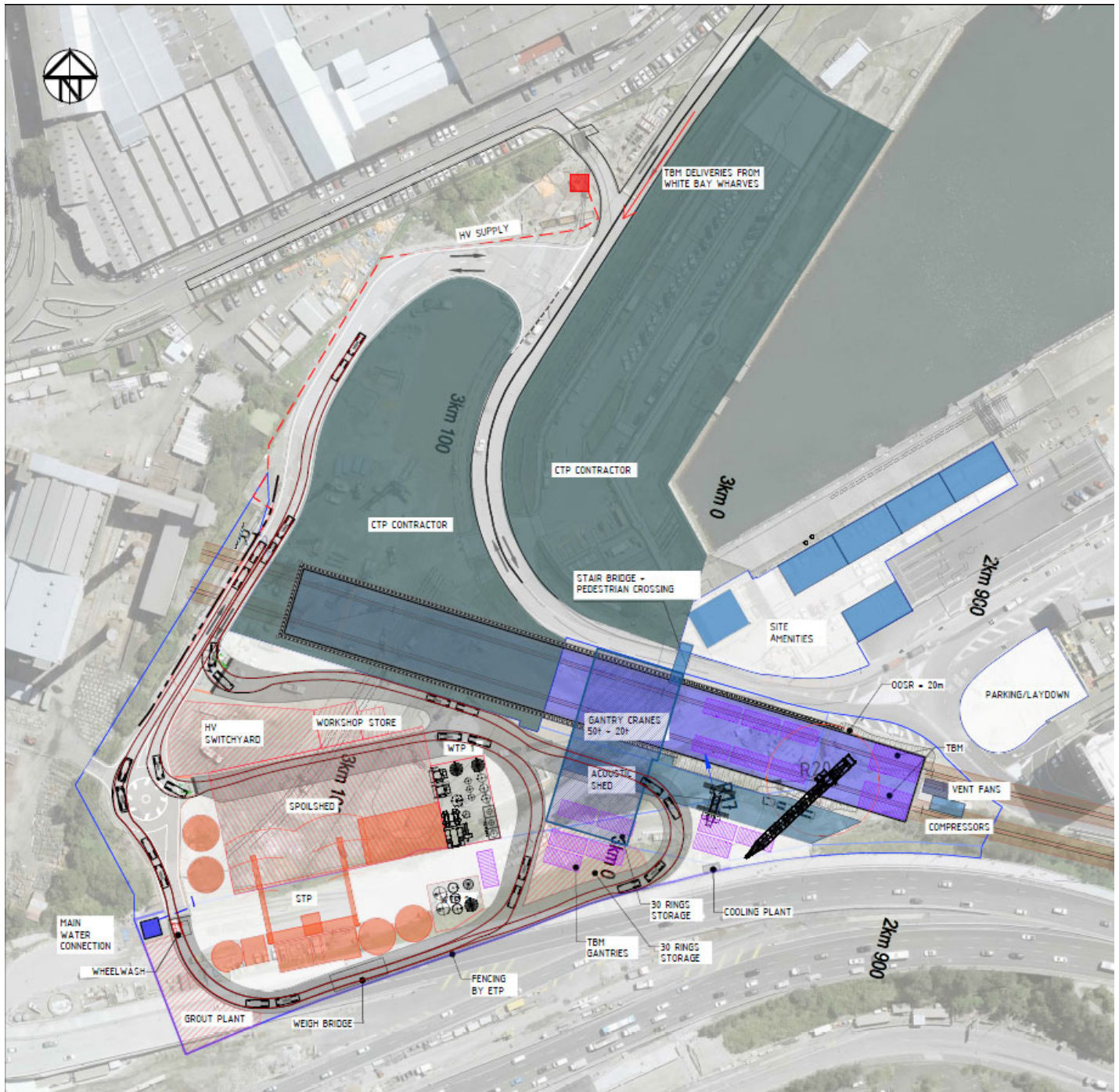
A stair bridge will be constructed above Port Access Road to provide a safe and direct route between the site amenities and the TBM tunnel site.

Interfaces at The Bays site are CTP, The Port Operations and WestConnex Rozelle Interchange. Site access will be shared via the Port Access Road and Haulage Road currently utilised by CTP and WestConnex Rozelle Interchange.

Access to and from The Bays will be undertaken in accordance with the Access Management Principles included as an Appendix to the Port Authority of NSW Deed of Licence. The principles will be included in the site specific CTMP's for The Bays.

A site plan is shown in Figure 3

Figure 3: Site Plan of The Bays Construction Site



The following traffic works are being proposed:

- Designated pedestrian crossing in Port Access Road between the site amenities and the TBM tunnel site during the site establishment phase before a stair bridge is constructed
- Construction of a stair bridge between the site amenities and the TBM tunnel site
- Extension of the haul road south of the temporary roundabout following the site handover by WestConnex
- Construction of new access driveways off the haul road

Table 8 provides a summary of traffic management requirements and impacts at The Bays construction site.

Table 8: Summary of Traffic Impacts at The Bays Construction Site

The Bays Construction Site	Description
Timing	<p>Site Access – May 2023</p> <p>Site Establishment – May 2023 to March 2024</p> <p>Tunnelling Operations – March 2024 to February 2025</p> <p>Back End Works and Demobilisation – February 2025 to July 2025</p>
Temporary enabling works	<ul style="list-style-type: none"> Works would be carried out along Port Access Road and the haul road to facilitate access and exit driveways for construction traffic. The driveways are located at: <ul style="list-style-type: none"> Heavy vehicle access driveway at the eastern end of the Port Access Road frontage Light vehicle and small rigid vehicle access and exit driveway for the proposed car park/ laydown area located at the eastern end of the site boundary Heavy vehicle access driveway on the east side of the haul road, north of the temporary roundabout Heavy vehicle access driveway on the east side of the haul road, at the eastern leg of the temporary roundabout Heavy vehicle egress gate to the south of the temporary roundabout Construction of a footbridge across Port Access Road.
Impact on Traffic Flow	<ul style="list-style-type: none"> Further assessment required as part of the site specific CTMP, to evaluate the impacts of increased heavy vehicle movements on the local road network. Refer to Section 5.2 for further details. Vissim modelling will be undertaken by modifying the EIS model to assess intersection performance based on the peak construction traffic volume. Port Access Road will continue to provide access to White Bay Cruise Terminal for cruise ship operations. Port Authority tenants will continue to use the Port Access Rd and other roads within Port Authority's property Traffic management within the Port Area is described in the Access Management Principals included in the license between Port Authority and SMW
Impact on Emergency Services	No impact on traffic movements, including emergency vehicle access around the site.
Impact on Pedestrian and Cyclists	<ul style="list-style-type: none"> Appropriate pedestrian pathways will be established for safe pedestrian access and movement for JCG JV workers within and around the construction site. No impact on cyclists as the Port Access Road provides no access to the public.
Impact on Public Transport Services and Facilities	No impact on public transport services.
Impact on TfNSW, Local Councils, Ports Authority and other stakeholder operations	<ul style="list-style-type: none"> No impact on traffic flows is anticipated along Port Access Road for the duration of the Project.

	<ul style="list-style-type: none"> Access to WestConnex Rozelle Railyards construction site and White Bay Cruise Terminal are maintained at all times.
Impact on Access for Local Businesses and Property Owners	<p>Access to surrounding businesses and properties will be maintained.</p> <p>Interfaces at The Bays site are CTP, The Port and WestConnex Rozelle Interchange in the vicinity of The Bays site. Site access will be shared via the Port Access Road and Haulage Road currently utilised by CTP and WestConnex Rozelle Interchange.</p>
Impact on On-Street Parking	<p>No impact on street parking at The Bays precinct as on-site parking will be provided. Currently, there is no provision of on-street parking on Port Access Road.</p> <p>The Sydney Metro CTP is currently leasing a hardstand area for construction worker parking (5,600m²). The JCG JV is currently in discussion with The Port Authority for agreement from May 2023 to lease this area which could accommodate approximately 137 construction worker parking spaces in White Bay.</p>
Special Events	<p>Cruise ship operations at White Bay Cruise Terminal will be ongoing throughout the Project duration. JCG JV will communicate with Ports Authority NSW to ensure impacts on cruise ship operations are minimal.</p> <p>Site-specific CTMP will consider appropriate traffic management measures during nearby special events and cruise ship days. Consultation with event organisers, SMW and Ports Authority NSW will occur to manage potential impacts on event goers, cruise ship passengers, general public and construction works. This may involve measures such as temporary adjustment to haulage routes, working hours, construction vehicle volumes or potentially stopping works for the duration of the event.</p>

5.4.2. Pyrmont Construction Site (East)

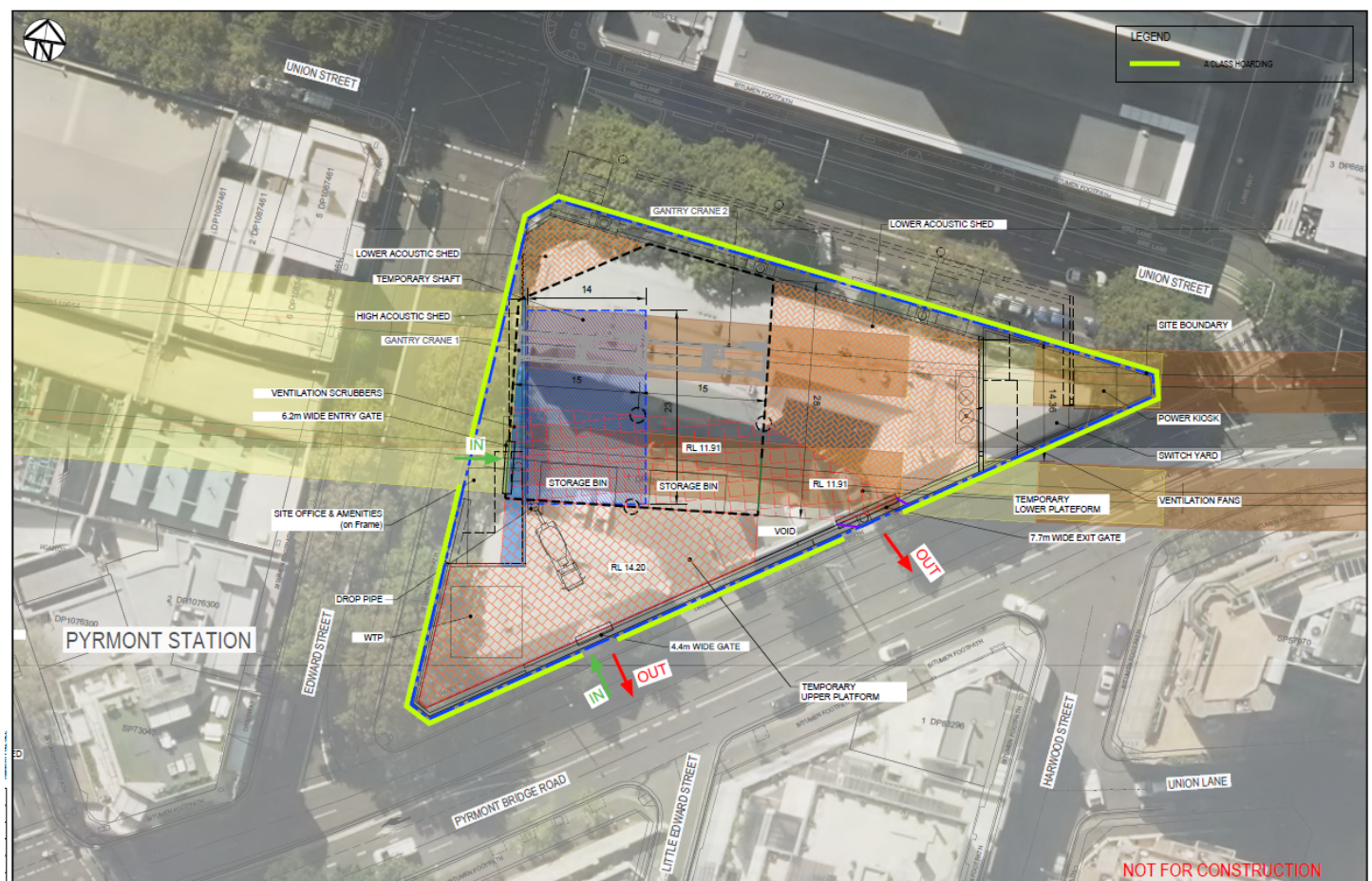
The Pyrmont east construction site is located at 37-69 Union Street, Pyrmont and is bound by Pyrmont Bridge Road to the south, Union Street to the north and Edward Street to the west. Currently, there are vacant buildings present on the site which will be demolished to accommodate the Pyrmont east construction site. JCG JV will undertake construction activities in the Pyrmont east construction site in the following construction stages:

- Demolition
 - Installation of B-Class hoarding surrounding the construction site. Where the adjacent roadway lane is utilised by buses, the hoarding columns and other obstructions must be located at least 600mm behind the face of kerb.
 - Soft strip of non-structural elements of the existing buildings
 - Demolition of existing buildings with 60T excavators
 - Loading and haulage of demolished materials
 - Establish three separate site access driveways on Edward Street, Union Street and Pyrmont Bridge Road.
- Site Establishment

- Remove B-Class hoarding during demolition and installation of A-Class hoarding surrounding the construction site. Where the adjacent roadway lane is utilised by buses, the hoarding columns and other obstructions must be located at least 600mm behind the face of kerb.
 - Construction of access deck within the construction site
 - Installation of two gantry cranes
 - Assembly of acoustic shed and shaft cover
 - Establishment of site office and amenities
 - Installation of truck loading hoppers
- Shaft Excavation
 - Excavation of temporary shaft within final station shaft
 - Excavation of final station shaft
- Cavern Excavation and Lining
 - Tunnelling operations and cavern excavation
 - Loading and haulage of excavated spoil
 - Cavern and tunnel lining operation with delivery of formwork and concrete

A site plan is shown in Figure 4.

Figure 4: Site Plan of Pyrmont East Construction Site



The following traffic works are being proposed:

- Closure of a driveway on Pyrmont Bridge Road after the demolition stage
- Construction of two new driveway on Pyrmont Bridge Road for the excavation stage
- Reinstatement of a redundant driveway on Union Street to gain one parking space

- Temporary closure of the footpath along the Pymont Bridge Road frontage during the demolition stage for three to four months. This is to prevent pedestrians crossing mid-block and remove pedestrian and truck interaction at driveways.

It is acknowledged the planned Western Distributor Road Network Improvements project and works including the planned changes to the on ramp from Pymont Street Western Distributor may impact ETP's haulage routes. Refer to Section 6.6 for the alternative haulage route via Pymont Bridge Road westbound which is an approved EIS haulage route for the eastbound direction.

Table 9 provides a summary of traffic impacts and management requirements at Pymont east construction site.

Table 9: Summary of Traffic Impacts at Pymont Construction Site (East)

Pymont Construction Site (East)	Description
Timing	Site Access – 15 May 2023 Demolition – 15 May 2023 to August 2023 Site Establishment, Shaft and Cavern Excavation and Lining – August 2023 to May 2025
Temporary enabling works	<ul style="list-style-type: none"> Closure of existing driveways on Pymont Bridge Road and Union Street after the demolition stage Works would be carried out to facilitate access and exit driveways for construction traffic after the demolition stage. The new driveways are located at: <ul style="list-style-type: none"> Heavy vehicle access and egress driveway at the western end of the Pymont Bridge Road frontage Heavy vehicle egress driveway at the eastern end of the Pymont Bridge Road frontage
Impact on Traffic Flow	Minimal impact on traffic flow as construction traffic volumes are consistent with EIS assessment.
Impact on Emergency Services	No impact on traffic movements, including emergency vehicle access around the site.
Impact on Pedestrian and Cyclists	<ul style="list-style-type: none"> Appropriate pedestrian access will be established for safe pedestrian access and movement for JCG JV workers within the construction site. Pedestrian movements across the site driveways will be managed with traffic controller and concertina gates to avoid conflict with construction vehicles entering and exiting the site. Temporary footpath closure is proposed on the Pymont Bridge Road frontage for three to four months during demolition works. The footpath on the southern footpath on Pymont Bridge Road will be maintained and pedestrian access will be maintained via a detour to Edward St and Union St
Impact on Public Transport Services and Facilities	No impact on public transport services.
Impact on TfNSW, Local Councils, Ports Authority and other stakeholder operations	No significant impact anticipated on the local road network surrounding the construction site as construction traffic volumes are consistent with EIS.
Impact on Access for Local Businesses and Property Owners	Access to surrounding businesses and properties will be maintained.

Impact on On-Street Parking	Relocation of the existing driveway on Edward Street will result in temporary removal of one parking space, however, two new spaces will be created by removing the existing redundant driveway on Union Street. The net increase is one parking space.
Special Events	Site-specific CTMP will consider appropriate traffic management measures during nearby special events. Consultation with event organisers, SMW and City of Sydney Council will occur to manage potential impacts on event goers, general public and construction works. This may involve measures such as temporary adjustment to haulage routes, working hours, construction vehicle volumes or potentially stopping works for the duration of the event.

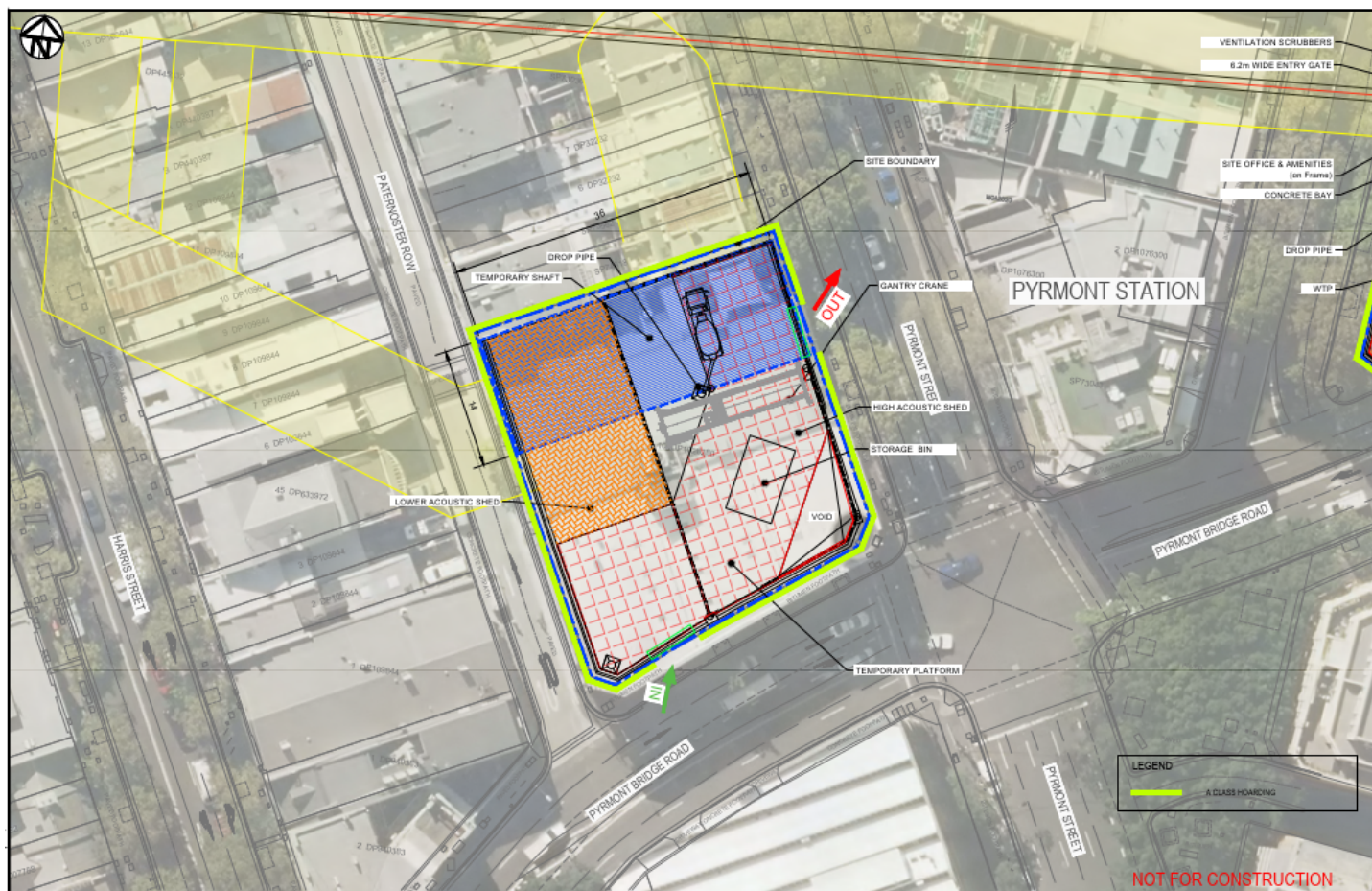
5.4.3. Pyrmont Construction Site (West)

The Pyrmont west construction site is located at 26-32 Pyrmont Bridge Road, Pyrmont and is currently occupied by an existing commercial office building. Pyrmont west construction will undertake construction activities in the following two stages:

- Demolition
 - Establishment of construction driveways
 - Establishment of B-Class hoarding surrounding the construction site frontages. Where the adjacent roadway lane is utilised by buses, the hoarding columns and other obstructions must be located at least 600mm behind the face of kerb.
 - Demolition of existing commercial building within the site
- Site Establishment, Excavation and Lining
 - Removal of B-Class hoarding and establishment of A-Class hoarding surrounding the construction site. Where the adjacent roadway lane is utilised by buses, the hoarding columns and other obstructions must be located at least 600mm behind the face of kerb.
 - Construction of an acoustic shed and installation of a gantry crane
 - Construction of an access platform and truck loading equipment
 - Shaft excavation and spoil removal haulage operation
 - Cavern excavation and lining operation

A site plan is shown in Figure 5.

Figure 5: Site Plan of Pyrmont West Construction Site



The following traffic works are being proposed:

- Construction of a new access driveway on Pyrmont Bridge Road
- Construction of a new egress driveway on Pyrmont Street away from the signalised Pyrmont Bridge Road and Pyrmont Street intersection will provide a safer point of egress into the traffic flow and improve site logistics.

It is acknowledged the planned Western Distributor Road Network Improvements project and works including the planned changes to the on ramp from Pyrmont Street Western Distributor may impact ETP's haulage routes. Refer to Section 6.6 for the alternative haulage route via Pyrmont Bridge Road westbound which is an approved EIS haulage route for the eastbound direction.

Table 10 provides a summary of traffic management requirements and impacts at the Pyrmont west construction site.

Table 10: Summary of Traffic Impacts at Pymont Construction Site (West)

Pymont Construction Site (West)	Description
Timing	<p>Site Access – 11 January 2023</p> <p>Demolition – March 2023 to August 2023</p> <p>Site Establishment, Shaft and Cavern Excavation and Lining – August 2023 to May 2025</p>
Temporary enabling works	<ul style="list-style-type: none"> Works would be carried out to facilitate access and exit driveways for construction traffic. The new driveways are located at: <ul style="list-style-type: none"> Heavy vehicle access driveway at the western end of the Pymont Bridge Road frontage Heavy vehicle egress driveway at the northern end of the Pymont Street frontage
Impact on Traffic Flow	Minimal impact on traffic flow as construction traffic volumes are consistent with EIS assessment.
Impact on Emergency Services	No impact on traffic movements, including emergency vehicle access around the site.
Impact on Pedestrian and Cyclists	<ul style="list-style-type: none"> Appropriate pedestrian access will be established for safe pedestrian access and movement for JCG JV workers within the construction site. Pedestrian movements across the site driveways will be managed with traffic controller and concertina gates to avoid conflict with construction vehicles entering and exiting the site. No impact on pedestrian and cycle infrastructure surrounding the construction site frontages.
Impact on Public Transport Services and Facilities	No impact on public transport services.
Impact on TfNSW, Local Councils, Ports Authority and other stakeholder operations	No significant impact anticipated on the local road network surrounding the construction site as construction traffic volumes are consistent with EIS.
Impact on Access for Local Businesses and Property Owners	Access to surrounding businesses and properties will be maintained.
Impact on On-Street Parking	<p>The creation of a new driveway will result in the temporary removal of three on-street parking spaces along the west side of Pymont Street.</p> <p>Given the existing parking demand in the affected road section is mostly generated by the existing commercial premises that will be demolished, no parking displacement is proposed as the parking demand associated with the existing use of the site will be reduced during construction period.</p>
Special Events	Site-specific CTMP will consider appropriate traffic management measures during nearby special events. Consultation with event organisers, SMW and City of Sydney Council will occur to manage potential impacts on event goers, general public and construction works. This may involve measures such as temporary adjustment to haulage routes, working hours, construction vehicle volumes or potentially stopping works for the duration of the event.

5.4.4. Hunter Street Construction Site (East)

Hunter Street east construction site is located on the corner of Hunter Street, Bligh Street and O'Connell Street and is currently occupied with existing commercial buildings and the Bligh Street construction site for Sydney Metro City and Southwest project. The Bligh Street construction site will be slightly modified for tunnelling excavation and lining operations with site access to be maintained by the existing driveways on O'Connell Street. JCG JV will carry out construction activities in the following construction stages:

- Tunnel Excavation and Lining
 - Minor modification works to establish the site suitable for tunnelling operation
 - Installation of B-Class hoarding along the frontage of the existing commercial building prior to demolition. Where the adjacent roadway lane is utilised by buses, the hoarding columns and other obstructions must be located at least 600mm behind the face of kerb.
 - Tunnelling excavation and spoil removal haulage operation
 - Mobilisation of cavern lining formwork and construction of concrete lining
- Demolition
 - Demolition of existing buildings within the southern section of the construction site
 - Construction of a new egress driveway via Hunter Street
 - Loading and haulage of demolished materials
- Shaft Excavation and TBM Demobilisation
 - Stage 1
 - Excavation of the shaft extending from the newly demolished section of the construction site.
 - Construction of a temporary steel platform deck to accommodate a mobile crane and spoil loading area
 - Stage 2
 - Demobilisation of acoustic shed, office and amenities in the northern section of the site
 - Extension of the temporary steel platform to the northern section of the site
 - Excavation of shaft and spoil removal haulage
 - Stage 3
 - Demobilisation of TBM's

A site plan is shown in Figure 6 and Figure 7.

Figure 6: Site Plan of Hunter Street East Construction Site – Stage 1 Excavation

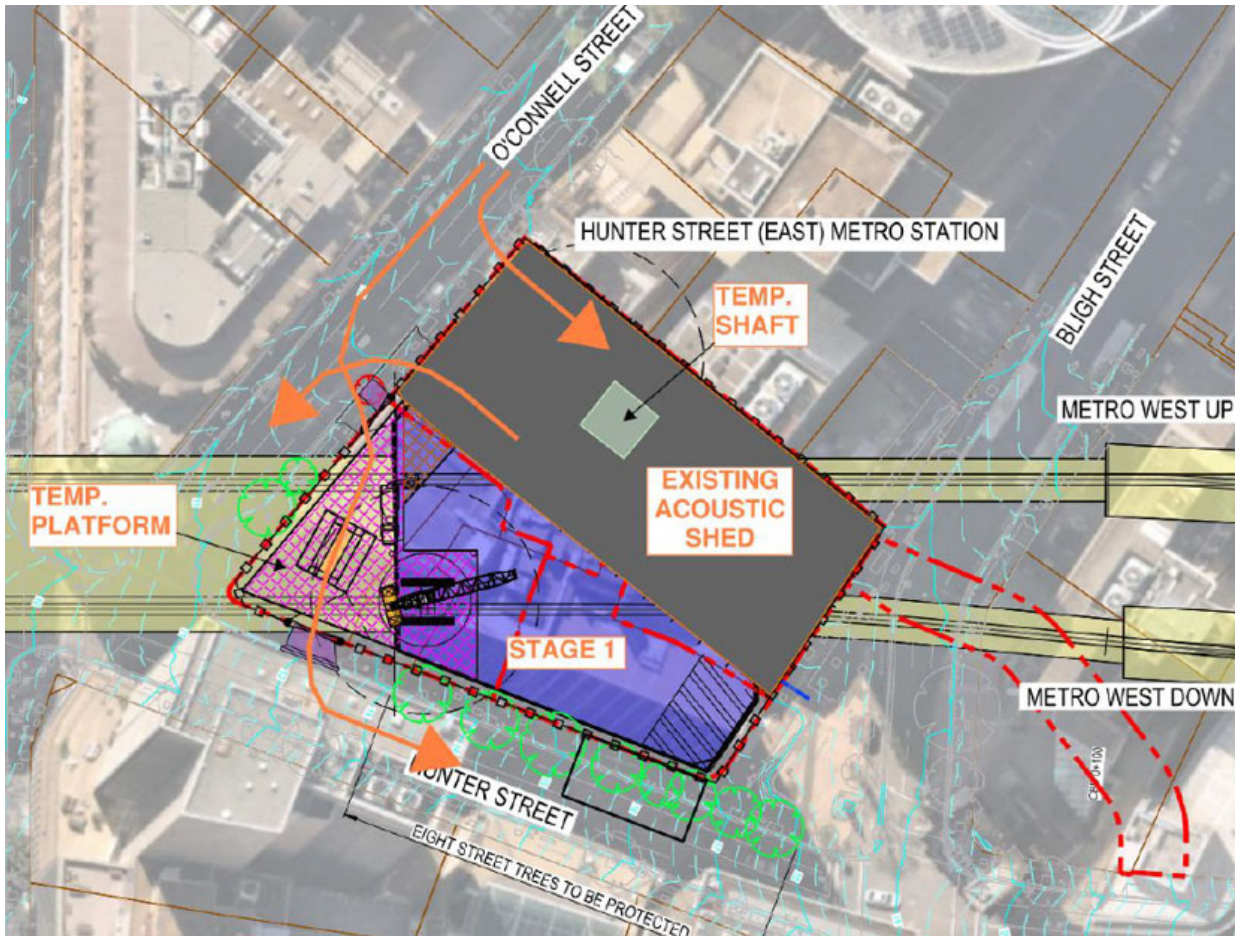
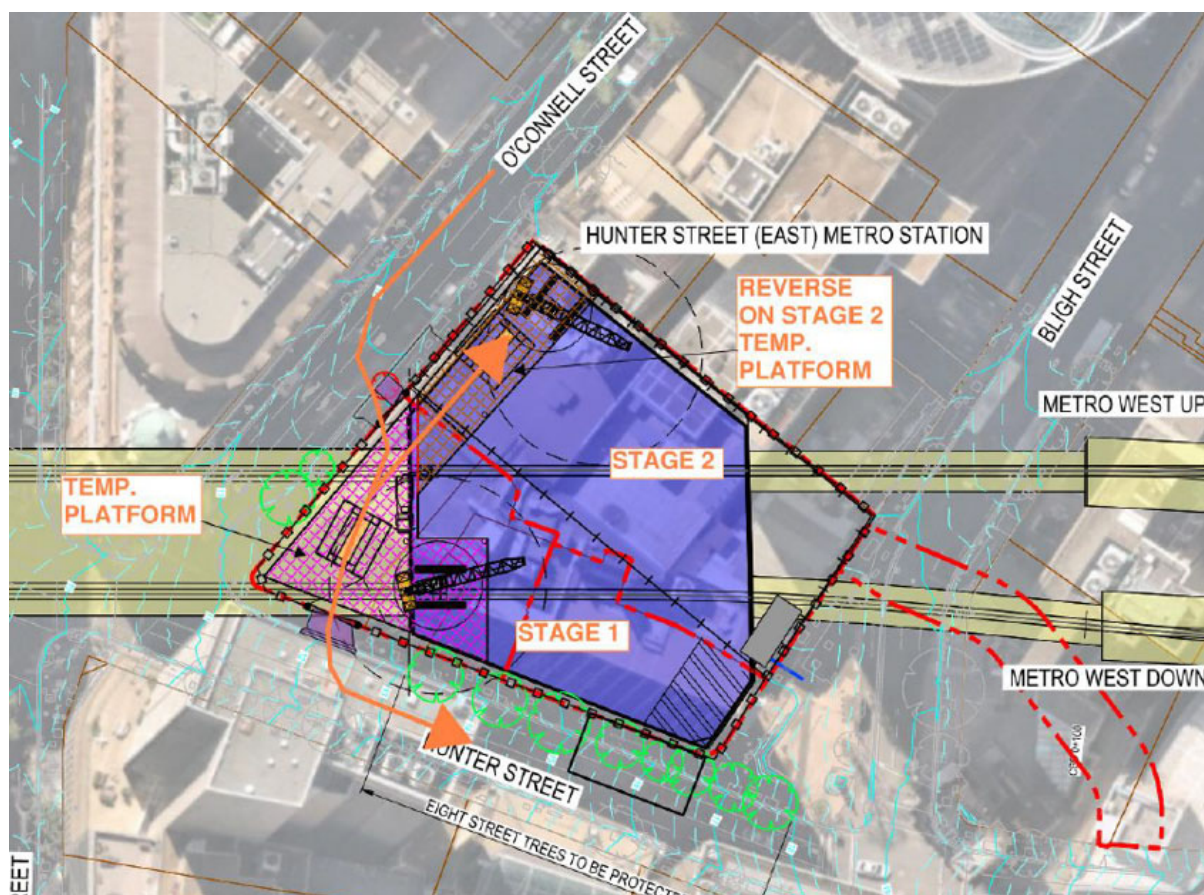


Figure 7: Site Plan of Hunter Street East Construction Site – Stage 2 Excavation



The following traffic works are being proposed:

- Widening of an existing driveway in the southern section of the site which will combine with the adjacent existing egress driveway as part of the northern section of the site.
- Construction of an egress driveway on Hunter Street

Table 11 provides a summary of traffic management requirements and impacts at the Hunter Street east construction site.

Table 11: Summary of Traffic Impacts at Hunter Street Construction Site (East)

Hunter Street Construction Site (East)	Description
Timing	<p>Site Access – 17 March 2023</p> <p>Tunnelling Operations – April 2023 to May 2025</p> <p>Demolition and Site Establishment – May 2023 to March 2024</p> <p>Excavation and TBM Demobilisation – August 2024 to June 2025</p>
Temporary enabling works	<ul style="list-style-type: none"> ▪ Works would be carried out to facilitate access and exit driveways for construction traffic. The modified and new driveways are located at: <ul style="list-style-type: none"> – Widening of the existing driveway to be a heavy vehicle access driveway at the northern end of the

	<p>Stage 1 site (i.e. southern section of the site) on O'Connell Street</p> <ul style="list-style-type: none"> Construction of a new heavy vehicle egress driveway on the Hunter Street frontage
Impact on Traffic Flow	Minimal impact on traffic flow as construction traffic volumes are within the limit of the approved consistency assessment.
Impact on Emergency Services	No impact on traffic movements, including emergency vehicle access around the site.
Impact on Pedestrian and Cyclists	<ul style="list-style-type: none"> Appropriate pedestrian access will be established for safe pedestrian access and movement for JCG JV workers within the construction site. No impact on pedestrian and cycle infrastructure surrounding the construction site frontages. Pedestrian movements across the site driveways will be managed with traffic controller and concertina gates to avoid conflict with construction vehicles entering and exiting the site.
Impact on Public Transport Services and Facilities	<ul style="list-style-type: none"> The access driveway is located in the vicinity of existing bus layover zones in O'Connell Street. Appropriate measures will be in place to manage interface between buses and construction trucks. For example, construction trucks are not to occupy the bus layover zone at any given time, and this will be policed by traffic controllers stationed at the site egress. Trucks are to emerge from driveway when there is a gap in traffic flow in O'Connell Street and therefore would not affect the bus movements along O'Connell Street. JCG will maintain close liaison with the buses throughout the project and ensure they are notified of any potential changes and/or impacts.
Impact on TfNSW, Local Councils, Ports Authority and other stakeholder operations	<ul style="list-style-type: none"> No significant impact anticipated on the local road network surrounding the construction site as construction traffic volumes are consistent with EIS. Traffic volume on Hunter Street is anticipated to be reduced as a result of the George Street North Pedestrianisation project, albeit local traffic access is permitted from Hunter Street to George Street.
Impact on Access for Local Businesses and Property Owners	Access to surrounding businesses and properties will be maintained.
Impact on On-Street Parking	<p>The creation of a new driveway will result in the temporary removal of five on-street parking spaces along the south side of Hunter Street.</p> <p>Given the existing parking demand in the affected road section is mostly generated by the existing commercial premises that will be demolished, no parking displacement is proposed as the parking demand associated with the existing use of the site will be reduced during construction period.</p>
Special Events	Site-specific CTMP will consider appropriate traffic management measures during nearby special events.

Consultation with event organisers, SMW and City of Sydney Council will occur to manage potential impacts on event goers, general public and construction works. This may involve measures such as temporary adjustment to haulage routes, working hours, construction vehicle volumes or potentially stopping works for the duration of the event.

5.4.5. Hunter Street Construction Site (West)

Hunter Street west construction site is located on the southeast corner of George Street and Hunter Street in the Sydney CBD. The construction site is currently occupied with multiple existing commercial buildings. JCG JV will carry out various construction activities in the following stages:

- Demolition
 - Establishment of Class-B hoarding and heavy duty scaffolding along the construction site frontages of George Street and Hunter Street. Where the adjacent roadway lane is utilised by buses, the hoarding columns and other obstructions must be located at least 600mm behind the face of kerb.
 - Disconnection of building services
 - Soft strip removal of building fit out elements
 - Removal of hazardous materials
 - Shoring of existing basement walls
- Site Establishment and Shaft Excavation
 - Removal of B-Class hoarding and establishment of A-Class hoarding. Where the adjacent roadway lane is utilised by buses, the hoarding columns and other obstructions must be located at least 600mm behind the face of kerb.
 - Construction of access platform and truck loading equipment
 - Shaft excavation and spoil removal haulage operation

It is acknowledged that TfNSW and City of Sydney Council temporarily closed George Street between Hunter Street and Bridge Street from Monday 9 January 2023, as part of the George Street Pedestrianisation project. The purpose is to create new pedestrian space with wider footpaths by restricting through traffic on George Street. The western end of Hunter Street has been closed at the George Street intersection, while left turn movements are permitted for local access from Hunter Street onto George St.

A site plan is shown in Figure 8 and Figure 9.

Figure 8: Site Plan of Hunter Street West Construction Site – Demolition

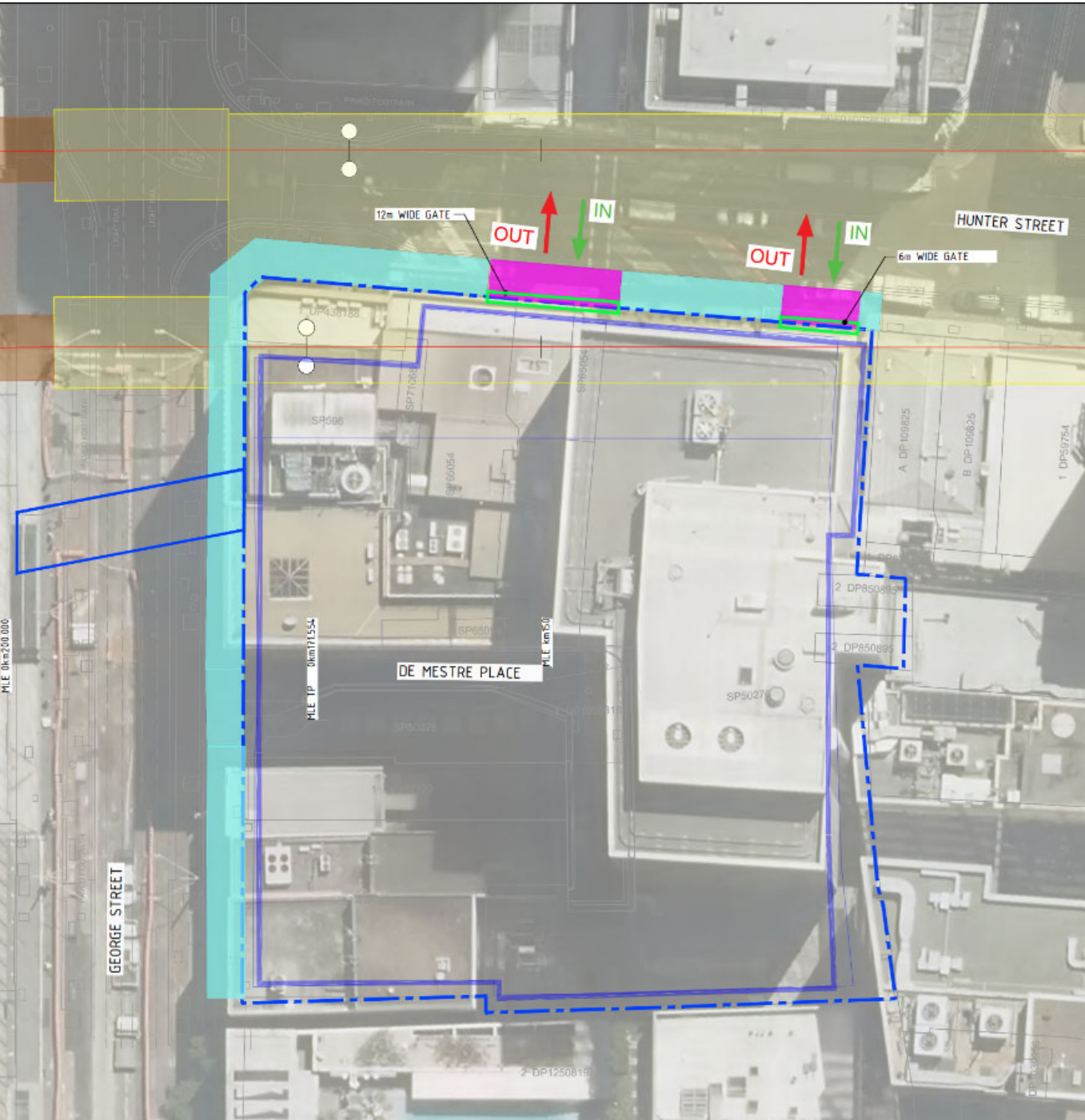
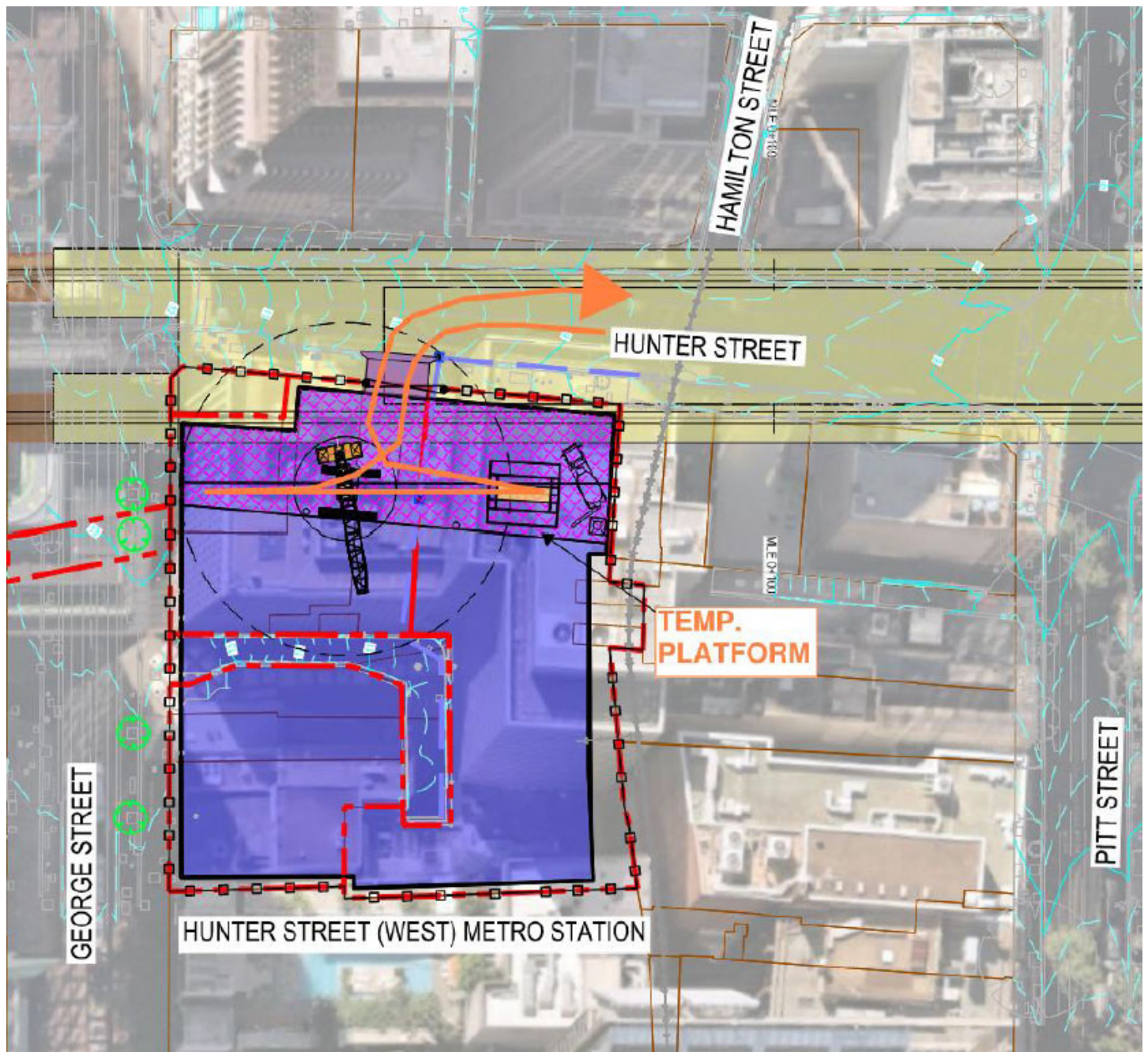


Figure 9: Site Plan of Hunter Street West Construction Site – Site Establishment and Shaft Excavation



The following traffic works are being proposed:

- Construction of two access/egress driveways on Hunter Street during demolition stage
- Removal of the eastern driveway on Hunter Street for the excavation stage

Table 12 provides a summary of traffic management requirements and impacts at the Hunter Street west construction site.

Table 12: Summary of Traffic Impacts at Hunter Street Construction Site (West)

Hunter Street Construction Site (West)	Description
Timing	<p>Site Access – May 2023</p> <p>Demolition – May 2023</p> <p>Site Establishment and Shaft Excavation – May 2024 to June 2025</p>
Temporary enabling works	<ul style="list-style-type: none"> Works would be carried out to facilitate access and exit driveways for construction traffic. The new driveways and subsequent changes involve: <ul style="list-style-type: none"> Construction of two heavy vehicle access/egress driveways on Hunter Street Removal of one of these new heavy vehicle access/egress driveways on Hunter Street
Impact on Traffic Flow	Minimal impact on traffic flow as construction traffic volumes are consistent with EIS assessment.
Impact on Emergency Services	No impact on traffic movements, including emergency vehicle access around the site.
Impact on Pedestrian and Cyclists	<ul style="list-style-type: none"> Appropriate pedestrian access will be established for safe pedestrian access and movement for JCG JV workers within the construction site. Pedestrian movements across the site driveways will be managed with traffic controller and concertina gates to avoid conflict with construction vehicles entering and exiting the site. No impact on pedestrian and cycle infrastructure surrounding the construction site frontages.
Impact on Public Transport Services and Facilities	<ul style="list-style-type: none"> No impact on public transport services. It is acknowledged that construction vehicles accessing the Light Rail corridor on George Street will require approval by TfNSW Light Rail Contracts, as well as the SLR Contractor/Operator. Consultation will be undertaken with the Light Rail operator and TfNSW Public Transport Contracts, in relation to the hoarding installation along George St adjacent the light rail corridor.
Impact on TfNSW, Local Councils, Ports Authority and other stakeholder operations	<ul style="list-style-type: none"> No significant impact anticipated on the local road network surrounding the construction site as construction traffic volumes are consistent with EIS. Traffic volume on Hunter Street is anticipated to be reduced as a result of the George Street North Pedestrianisation project. Access from Hunter Street to George Street will no longer be permitted.
Impact on Access for Local Businesses and Property Owners	Access to surrounding businesses and properties will be maintained.
Impact on On-Street Parking	The creation of a new driveway will result in the temporary removal of four on-street parking spaces along the south side of Hunter Street.

	Given the existing parking demand in the affected road section is mostly generated by the existing commercial premises that will be demolished, no parking displacement is proposed as the parking demand associated with the existing use of the site will be reduced during construction period.
Special Events	Site-specific CTMP will consider appropriate traffic management measures during nearby special events. Consultation with event organisers, SMW and City of Sydney Council will occur to manage potential impacts on event goers, general public and construction works. This may involve measures such as temporary adjustment to haulage routes, working hours, construction vehicle volumes or potentially stopping works for the duration of the event.

5.4.6. Eastern Creek Precast Facility Site

Eastern Creek precast facility is located on the north side of Lenore Drive in Eastern Creek. The precast facility is currently in operation, producing precast concrete segments to the construction sites for Sydney Metro West CTP project. The precast facility will continue to produce precast concrete segments and be delivered to The Bays construction site until completion of the Project.

The temporary facility will operate 24 hours a day, seven days a week for the majority of the lifespan of the project for four to five years.

Table 13 provides a summary of traffic management requirements and impacts at the Eastern Creek Precast Facility site.

Table 13: Summary of Traffic Impacts at Eastern Creek Precast Facility Site

Erskine Park Precast Facility Site	Description
Timing	Site Access – August 2023
Impact on Traffic Flow	Traffic modelling has previously been undertaken to assess the performance of the Lenore Drive and Archbold Road intersection to determine whether any mitigation measures will be required.
Impact on Emergency Services	No impact on emergency services
Impact on Pedestrian and Cyclists	No impact on pedestrian and cyclist movements on the existing shared user path on the north side of Lenore Drive. Signalised crossing will be provided across Archbold Road at the intersection with Lenore Road.
Impact on Public Transport Services and Facilities	No impact on public transport
Impact on TfNSW, Local Councils, Ports Authority and other stakeholder operations	No material impact on traffic flows is anticipated
Impact on Access for Local Businesses and Property Owners	No local businesses and properties in the vicinity of the site
Special Events	No impact on on-street parking as parking is prohibited on Lenore Drive

6. Environmental control measures

6.1. Construction site access

JCG JV is responsible to provide safe access and exit to the construction sites with the following measures:

- Install truck turning signs to warn motorists of trucks turning into and out of site access driveways
- All trucks are to enter and exit construction sites in a forward direction, where feasible and reasonable
- Design access and egress driveways that are visible to approaching traffic and signposted accordingly
- Design intersections and access points in accordance with Austroads Guide to Road Design Part 4A – Unsignalised and Signalised Intersections, and if/ where required relevant standards, guides or manuals
- Manage staff at site access driveways with suitable measures
- Install security fences and gates at locations which maintain clear sight lines
- Use of qualified traffic controllers at the site access driveways to control truck movements
- TGSs will be prepared, where required, for temporary changes to the traffic environment associated with compound establishment and use
- PMPs will be prepared, where required, for temporary changes to pedestrian access resulting from compound establishment and use
- VMPs will be prepared, where required, for access associated with establishment and use of construction compounds and access routes
- Access for emergency vehicles and to firefighting equipment will be maintained
- Consider installation of footpath decals or other measures to increase awareness of the presence of heavy vehicles along high pedestrian areas
- Utilise concertina gates operated by qualified JCG JV personnel to manage pedestrian movements when site access driveways are in use.

6.2. Vehicle movements within construction site

There are a range of hazards for vehicles on site, including rough surfaces, low clearances, other larger plant in vicinity and existing infrastructure. Of equal importance is the safety of unprotected construction personnel working within the work site. For each stage of work, CJG JV will undertake the following:

- VMPs are developed for all regular vehicle movements
- Toolbox meetings to discuss on-site vehicle movements and changes to work areas
- All plant is fitted with flashing yellow lights, atonal reversing alarms ('quackers'), horns and two-way radios
- Access tracks are clearly defined and sign posted
- Pedestrian tracks and crossing points are defined and clearly sign posted with plant and pedestrians separated wherever possible
- Where possible large items of plant, such as cranes, are separated from smaller plant items
- Appropriate warning signs are installed on the approach to hazards or conflict points
- Where necessary appropriate traffic controls are installed
- Consideration is given to the installation and enforcement of reduced on-site speed
- As necessary, delivery vehicles are to be managed on-site.

6.3. Site-specific CTMPs

Site-specific CTMPs are based on the principles and strategies of the CTMF specified in the EIS Appendix F, and the obligations under the Project Deed and the requirements of relevant road authorities and other stakeholders.

The content of site-specific CTMPs includes the following:

- Overview of construction activities and traffic management requirements
- A description of how traffic management will be established
- A description of traffic management during construction
- A description of traffic management for specific construction activities
- Traffic management measures/devices that will be implemented
- Special events (Class 1, 2, 3 and 4)
- An analysis of resultant traffic conditions and impacts analysis
- Incident management and response
- Details of stakeholder consultations
- Road safety audit (where required).

JCG JV will obtain endorsement and approval from CJP prior to implementing any changes to traffic flow, vehicle, pedestrian, public transport and bicycle movements or adjustments to arrangements for control of traffic on roads, footpaths and shared paths. For changes within the Port Authority land, changes will also require Port Authority approval.

TGSs are being developed to show the required traffic control measures to manage temporary works by means of signage, line marking and barriers to guide road users past the site areas safely.

CTMPs would be discussed, reviewed and finalised in consultation with CJP, TfNSW, SM and affected local councils at Traffic Co-ordination Group (TCG) meetings.

CTMPs/TGSs will be submitted to all parties for review within a response time of 10 working days, and JCG will respond within five working days for subsequent comments in accordance with the CTMP flowchart in CTMF Figure 6-1 which has been replicated in Figure 10. Subsequently, CJP will issue approval following Planning & Program's (P&P) endorsement within 10 working days of the submission of the final CTMP.

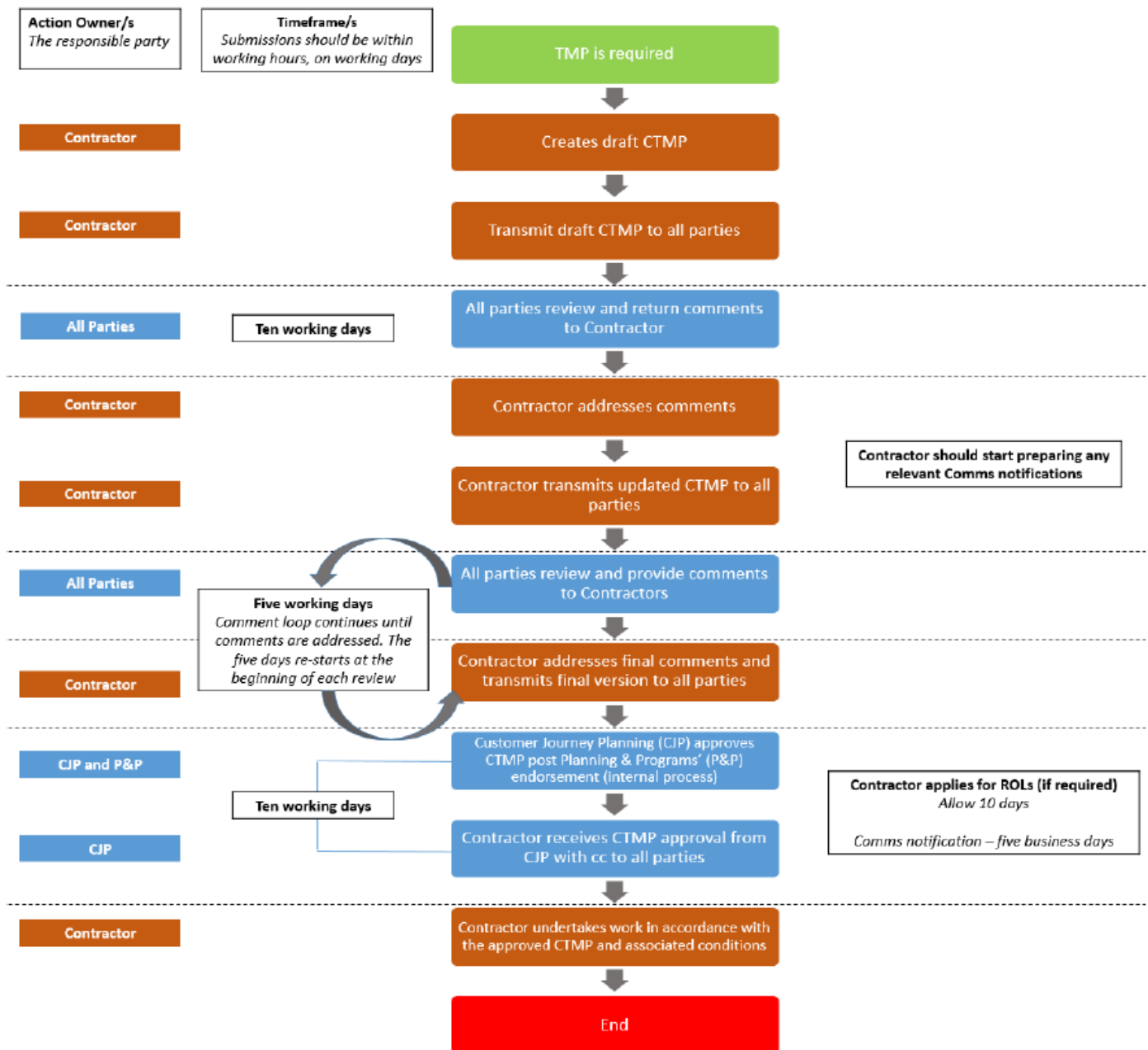
Changes to CTMPs/TGSs will be discussed with TfNSW and CJP representatives at TCG meetings. TCG meetings are where decisions are made with regard to changes to CTMPs/TGSs and traffic management schemes.

It is noted that CJP comments will be considered at TCG meetings. JCG JV will consult with affected local councils in relation to any works on local roads.

JCG JV will also liaise with the relevant authorities for traffic changes and obtain approval for TCS, over-size/over-mass permits for major delivery, adjustments to bus routes/stop, adjustment to roadside furniture (including Australian Post mail box), where required.

JCG JV will provide copies to TfNSW of any TGSs approved by relevant authorities in accordance with the timing in the Planning Approvals or prior to commencement of the Project Works (whichever occurs first).

Figure 10: Overarching CTMP and Site-Specific CTMP Approval Flow Chart



6.3.1. Road Occupancy Licences

For all works on roads and footpaths, JCG JV will comply with CTMF Section 6.4 requirements for the preparation and submission of ROL applications to obtain the relevant licences and/or permits. The ROLs will be obtained in advance of the works, and TGSs will only be implemented when the ROL allows.

Customer Journey Management are responsible for the review and approval of Road Occupancy Licences. JCG will provide ROL applications to CJM for review and approval a minimum of 10 business days from the required approval date. Electronic lodgement of the ROL will be undertaken using the TfNSW OPLINC system. A register of permits/ licences will be developed and maintained through the Project period.

6.3.2. Vehicle Movement Plans

Vehicle Movement Plans are drawings and diagrams that show preferred travel paths for vehicles associated with a construction site entering or leaving the traffic stream. Preparation of the plan takes the following features into consideration:

- Entering and exiting work sites to and from adjacent travel lanes
- Reversing manoeuvres within the work area and in the adjacent travel lanes
- Travelling through the work area, past construction personnel and in the vicinity of unprotected hazards
- Slew paths of excavators and cranes may impede traffic paths
- Turning paths of single unit trucks with or without semi-trailers, and vertical clearance load loader
- Hauling at night, where specific conditions, e.g. lighting, may need to be addressed.

The VMP will consider the following features for internal vehicle and pedestrian management:

- Overhead obstruction, including power lines, communication cable, tunnel portal, bridges, footbridges, conveyor and ventilation ducting
- Loading and unloading zones and stockpile, including separation of vehicle and pedestrian movements, and separation of loader with other plant and personnel under high intensity work
- Protection of elevated structures and critical infrastructure (kiosk, sheds, amenities, etc)
- Provision of separated and delineation pedestrian paths within the site.

JCG JV will apply controls and measures to restrict certain traffic movements, install major and temporary traffic controls, and warning devices on vehicles.

6.3.3. Pedestrian Movement Plans

Pedestrian Movement Plans (PMP) will be developed for construction sites that impact on pedestrian travel paths. These plans will be included as part of the relevant CTMP. The PMP is to show the allocated paths for both workers and the public, including signage and devices, where relevant.

6.4. Community Education & Awareness

JCG JV will develop a strategy to provide community education and awareness about sharing the road with Heavy Vehicles.

6.5. Heavy Vehicle Training & Specifications

All heavy vehicle drivers employed on the project will complete various modules of heavy vehicle driver training. The modules are further described in the Chain of Responsibility Management Plan (SMWSTETP-JCG-SWD-SW000-SF-PLN-002164).

Minimum requirements for heavy vehicles on supplied to the project include;

- a) ABS Brakes and
- b) Front underrun protection

In addition to the minimum requirements, strategies will be implemented to increase the number of heavy vehicles fitted with the following enhanced safety features;

- a) Electronic stability control

- b) Blind spot monitoring
- c) Autonomous emergency braking, and
- d) Other safety technologies

6.6. Haulage route

Excess spoil that cannot be reused within the Project will require off-site reuse/disposal. A vast majority of uncontaminated spoil will be beneficially reused in accordance with the project Spoil Management Plan.

It is anticipated that spoil will be hauled using heavy vehicles to spoil reuse and disposal sites from The Bays, Pyrmont Street and Hunter Street sites.

Haul and delivery truck routes to and from construction sites have been developed to minimise impacts on local roads and maximise use of state and regional roads.

Indicative heavy vehicle access routes are described in Table 6 and are shown in Figure 10 to Figure 14. These routes are generally consistent with those shown in the EIS and those revised in RTS.

The JCG JV proposed haulage route for the Pyrmont West construction site differs from what was proposed in the RTS haulage routes. However, the roads to be utilised for the haulage route remain consistent with the RTS, with the difference being limited to the direction of travel along Pyrmont Street and Union Street.

Table 14: Proposed Haulage Routes

Site	Heavy vehicle type	Proposed heavy vehicle haulage routes
The Bays	Truck and Dog Semi-trailers Small, medium and heavy rigid trucks	<p>The proposed access routes are consistent with the EIS as shown in Figure 11:</p> <ul style="list-style-type: none"> Inbound: M4 East Motorway, Wattle Street and City West Link, The Crescent, James Craig Road, Sommersville Road, Port Access Road. Outbound: Port Access Road, Sommersville Road, James Craig Road, The Crescent, City West Link, Wattle Street, M4 East Motorway
Pyrmont East	Small, medium and heavy rigid trucks	<p>The proposed access routes as shown in Figure 13 are slightly different from the RTS:</p> <ul style="list-style-type: none"> Inbound: Western Distributor, Pyrmont Bridge Road, Edward Street <p>The right turn into the site from Edward St NB has been examined with the turning path is shown in Appendix B.. Edward St SB traffic is very light during the proposed movements. Trucks entering the site will need to adhere to traffic regulations and enter during acceptable gaps, SB traffic on Edward St will not be stopped to allow HV movements. Sizes of HV will be 12.5m and will be manoeuvring between 07:00 – 18:00, M -F, and 08:00 – 18:00 Sat, approximately 50 HV per day.</p> <ul style="list-style-type: none"> Outbound: Union Street or Pyrmont Bridge Road, Darling Drive, Pyrmont Bridge Road, (Pyrmont Street), Western Distributor Alternative outbound: Union Street, Darling Drive, Pyrmont Bridge Road, (Pyrmont Street), Western Distributor <p>It is acknowledged that the outbound route towards Sydney Harbour Bridge may not be possible via Pyrmont Street following the Western Distribution Network Improvement project. Alternative route via the Pyrmont Bridge Road and Western Distributor interchange.</p>

Pymont West	Small, medium and heavy rigid trucks	<p>The proposed access routes as shown in Figure 14 are slightly different from the RTS:</p> <ul style="list-style-type: none"> ▪ Inbound: Western Distributor, Pymont Bridge Road, Pymont Street ▪ Outbound: <ul style="list-style-type: none"> ▪ Option 1 - Primary outbound route – Right turn onto Pymont St southbound, Pymont Bridge Rd westbound (or Pymont Street southbound), Western Distributor. ▪ Option 2 - Secondary outbound route - left turn onto Pymont St northbound, Union St eastbound, Darling Dr (U-turn), Pymont Bridge Rd westbound (or Pymont Street southbound), Western Distributor. <p>Movement options would be governed by the traffic movements and congestions along Pymont St. If safe opportunities exist, with sufficient gaps along Pymont St, option 1 will be utilized, otherwise option 2.</p> <p>It is acknowledged that the outbound route towards Sydney Harbour Bridge may not be possible via Pymont Street following the Western Distribution Network Improvement project. Alternative route via the Pymont Bridge Road and Western Distributor interchange.</p>
Hunter Street East	Small, medium and heavy rigid trucks	<p>The proposed access routes as shown in Figure 15 are consistent with the RTS:</p> <ul style="list-style-type: none"> ▪ Inbound from Cahill Expressway: Bridge Street, Loftus Street, Bent Street, O'Connell Street ▪ Inbound from Eastern Distributor: Macquarie Street, Bent Street, O'Connell Street ▪ Outbound: O'Connell Street, Hunter Street, Macquarie Street, and proceed towards M1 or Cahill Expressway
Hunter Street West	Small, medium and heavy rigid trucks	<p>The proposed access routes as shown in Figure 15 are consistent with the RTS:</p> <ul style="list-style-type: none"> ▪ Inbound from Cahill Expressway: Bridge Street, Loftus Street, Bent Street, O'Connell Street, Hunter Street ▪ Inbound from Eastern Distributor: Macquarie Street, Bent Street, O'Connell Street, Hunter Street ▪ Outbound: Hunter Street, Macquarie Street, and proceed towards M1 or Cahill Expressway

Figure 11: EIS and Proposed Haulage Route (The Bays Site)



Construction vehicles (including light vehicles) will not use Robert Street to access The Bays construction site, unless required in the event of an emergency situation.

Figure 12: RTS Haulage Routes (Pymont East and West Sites)



The RTS haulage route shows an outbound haulage route via Union Street westbound between Edward Street and Pyrmont Bridge Road, however the RTS also states that both westbound lanes on Union Street would be closed to facilitate the right turn egress movement from the Union Street driveway. This is contradictory.

JCG JV would like to confirm that the proposed haulage routes as shown in Figure 13 and Figure 14 do not involve Union Street in the westbound direction.

Figure 13: Proposed Haulage Route for the Pyrmont East Construction Site

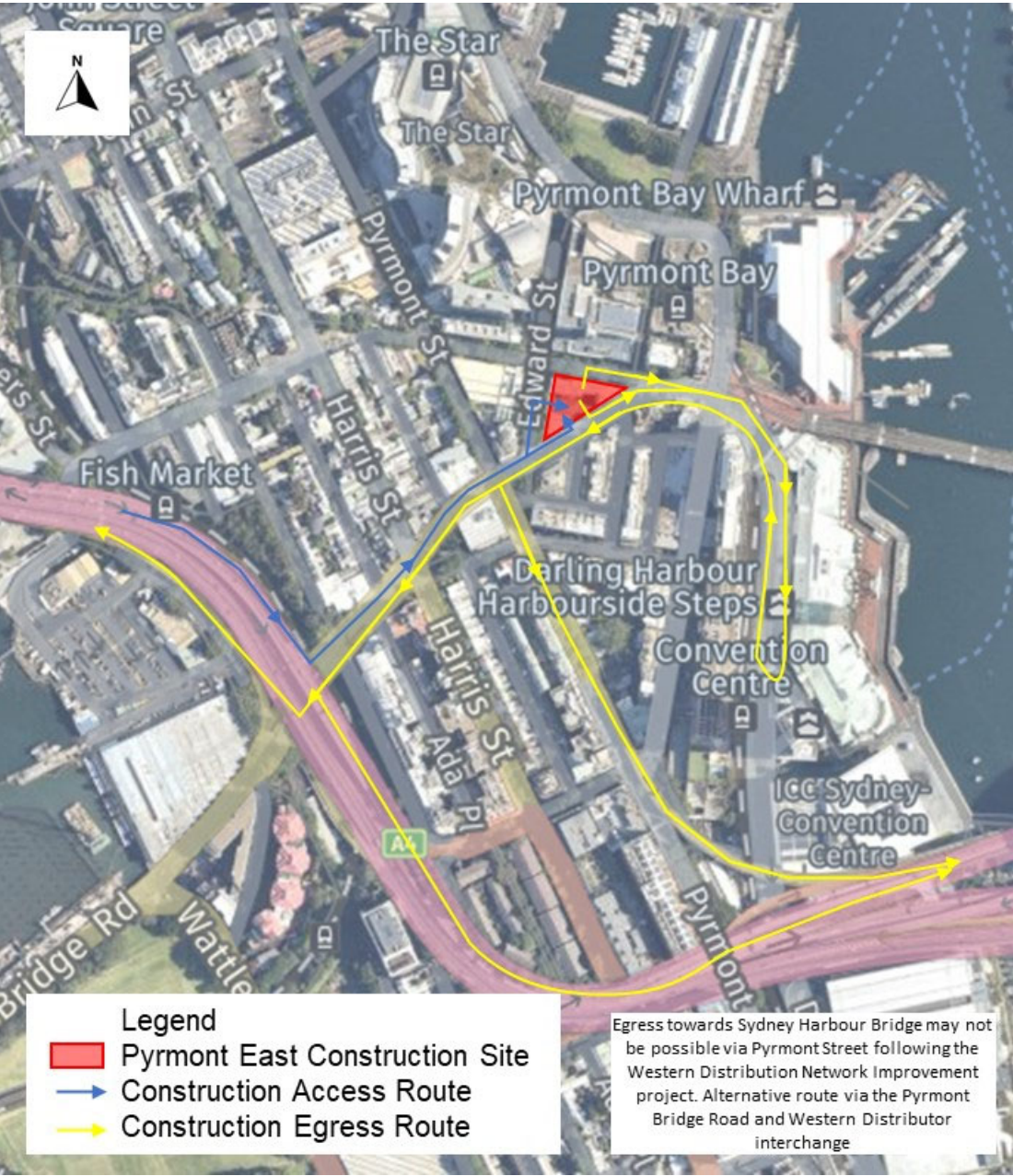
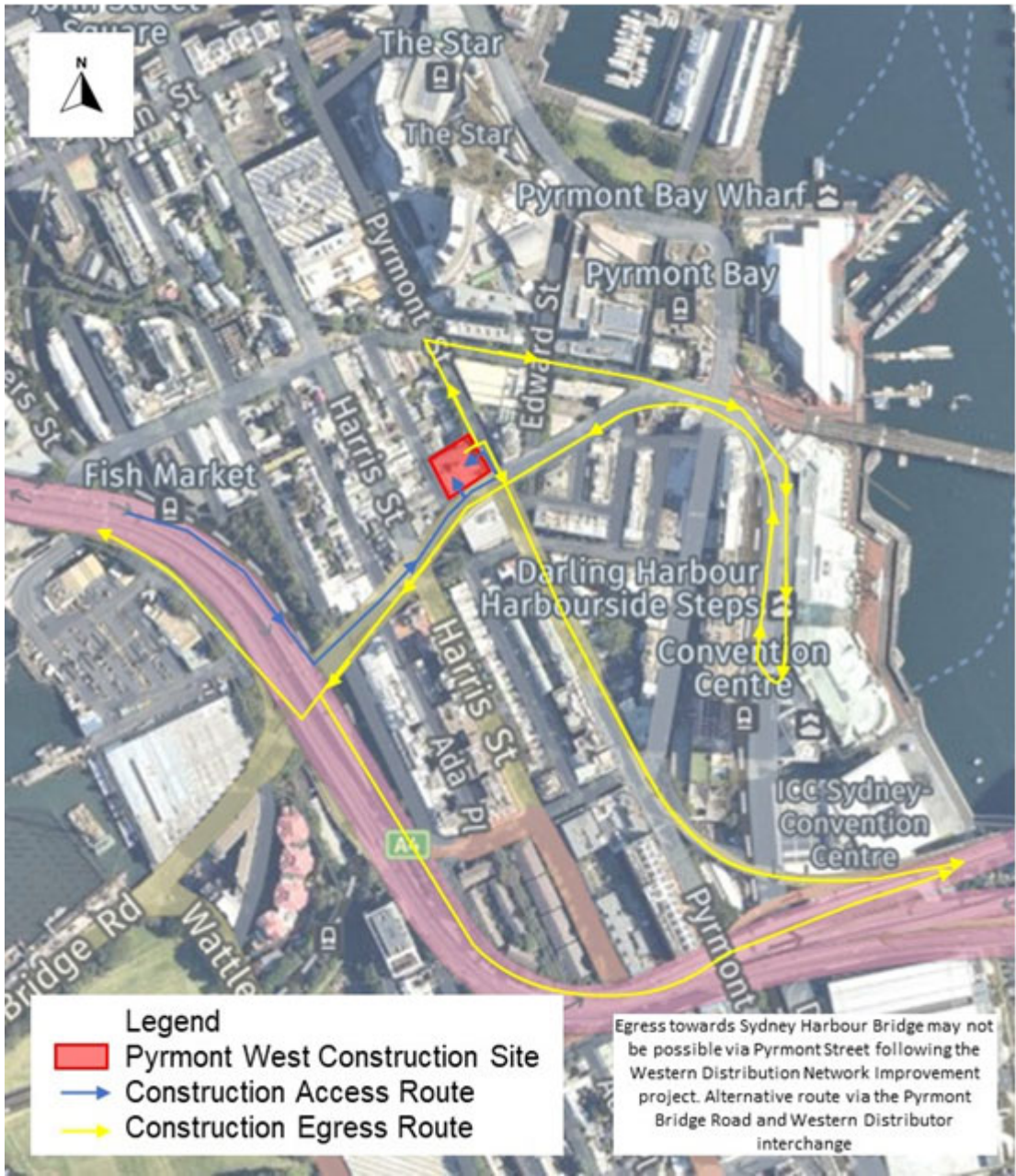


Figure 14: Proposed Haulage Route for the Pyrmont West Construction Site



Indicative only.
Subject to design development

Hunter Street Station construction site

- Western construction site
- Eastern construction site

Legend:

- Primary inbound A
- Primary inbound B
- Primary outbound

Scale: 0 to 200 m

A number of checklists have been developed to assist with planning and implementing traffic changes during construction.

If construction activities affect pedestrian routes, a review of the detour route will be undertaken to check whether it is suitable for use. Any necessary modifications will be undertaken in consultation with the relevant authorities.

- OVERARCHING CONSTRUCTION TRAFFIC MANAGEMENT PLAN
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6.7.2. Haulage route selection checklist

If the proposed haulage routes require changes due to unforeseen obstructions or road closures, a review of the haulage route will be undertaken to check whether it is suitable for use. Any necessary modifications will be undertaken in consultation with the relevant authorities.

- Does the haulage route differ from the EIS?
- Does the haulage route use local roads?
- Is the travel time kept to a minimum along the haulage route to the construction site?
- Does the haulage route minimise the travel distance and time between the construction site and the spoil disposal sites?
- Could a truck marshalling area be operational prior to the start of spoil haulage?
- Is the haulage route going to minimise impact on residents or business properties?
- Is the haulage route going to impact public transport or cyclists?
- Is the haulage route going to impact sensitive land users (e.g. school, childcare, seniors living and etc.)?
- Is there any potential pedestrian conflict and pedestrian protection required (left turn conflict)?
- Are there any impact from special events (e.g. within Sydney CBD)?

6.7.3. Traffic arrangement checklist

This checklist details the requirements for the planning of a change in traffic arrangement, if applicable.

- Have the appropriate approved drawings and designs for the proposed traffic changes been referenced?
- Does the proposed traffic arrangements form part of the approved Project works and site-specific CTMP/TGS?
- Has the required community and stakeholder notification and engagement process been completed?
- Are all necessary ROL, SZA and short term TGS in place to undertake the works?
- Are the works required to be undertaken in the evening or at night?
- Have all traffic management control devices been installed as per the TGS and signed off?
- Has the notification of the proposed traffic arrangement been provided to TfNSW and CJP with sufficient advance notice of the proposed implementation date?
- Does this traffic arrangement require modification to speed zones? If so are existing controls removed?
- Have facilities for pedestrians, cyclists and public transport operators been considered?
- Are modifications required to traffic signals as part of this traffic switch? If yes, then:
 - Has all traffic signal hardware been installed as per the approved TCS Plan?
 - Have all civil works been completed in accordance with the approved TCS Plan?
 - Have adaptive engineering changes been completed and scheduled for installation?

6.8. Integration with other (adjacent) works

JCG JV will plan works to reduce the impact on the road network. The Bays construction site is located adjacent to the construction site of the Sydney Metro West Central Tunnelling Package (ETP) and WestConnex Rozelle Interchange which will be handed over to ETP in May 2023 and the end of 2023 respectively. These cumulative projects may impact the road network in a manner outside of JCG JV's control. JCG JV will liaise with the representatives of these construction projects to reduce the cumulative impact wherever possible, including the Western Harbour Tunnel project.

Currently, The Bays construction site is sharing an access road with the Rozelle Rail Yard site for haulage vehicle operations. JCG JV will continue to maintain this access arrangement until the completion of the WestConnex Rozelle Interchange project later this year.

6.9. Site access, safety, security and signage

6.9.1. Directional, information and regulatory signage

Installation of directional, information and regulatory signposting accompanies any changes to the existing road networks.

JCG JV is responsible to design, supply, install and maintain all direction, information, regulatory signs and structure required for the project, including any modification that are required to existing signs and sign structures. The design, manufacture and installation of the signs and sign structure will be in accordance with the TfNSW standards and Australian Standards AS1742 Manual for Traffic Control Devices.

All signposting plans and drawings have been prepared in accordance with the TfNSW Signs Database and comply with sign design principles contained in the AS1742 Manual for Traffic Control Devices and the CTMF.

Temporary works designs, including signs, are issued to TfNSW, SM and the independent certifier for approval. The certifier gives approval once TfNSW have signed off any comments they have on the design.

In addition to the sign posting requirements stipulated in TCaWS Manual and the Australian Standards, JCG JV applies the following sign posting parameters:

- The minimum size of signs used on the Project will be Type B.
- Consideration will be given to the installation of short-term signs on permanent posts with secure covers, where works occur in the same location on a regular basis.
- JCG JV will provide sign designs to TfNSW to review and approve in sufficient time to allow for manufacture and installation to meet project requirements.
- JCG JV will conduct detailed reviews of all short and long term signage with the aim to provide a clear and concise message is given to approaching road users, without creating sign clutter.

All signposting changes are to be detailed in the site-specific CTMPs and TGS.

JCG JV is responsible to:

- Integrate the signage changes into the existing road network
- Port Authority NSW area will be co-ordinated with other contractors, including the CTP contractor to ensure that there is clear signage and co-ordination for traffic.
- Liaise with authorities and agencies to determine issues, opportunities and constraints during the development of any directional signposting changes
- Submit details of any installation or changes to signposting during the Works within the site-specific CTMP/TGS. This includes scaled plans showing the locations of existing and new or modified signposting in all directions
- Install and cover all new directional signs prior to opening of a new construction stage
- Cover or change existing signposting that shows incorrect information during or immediately following the introduction of the new traffic arrangements
- Remove any signs that are superseded as a consequence of the works as noted in the site-specific CTMP/TGS
- Reinstate all directional signposting at the completion of the works.
- Conduct traffic sign audits of site signage to TfNSW standards and Australian Standards AS1742 Manual for Traffic Control Devices

Project branding and signage will be installed as agreed with the road authority including Project identification signs to acknowledge Government initiatives. Other signage to be installed includes the numerical identification of structures as agreed with the road authority/asset manager.

6.9.2. Speed zones

Variations to the posted speed limits may be required as part of the traffic management strategy at those times where construction activity is taking place or the road alignment is affected and warrants a general speed reduction subject to ROL conditions of approval. These will be incorporated in the TGSs that form part of the applications for ROL. Signage, barriers and speed limits will be reviewed and modified as required subject to approval.

Currently, a long term reduced speed zone from 40km/h to 20km/h is implemented on Port Access Road between Solomons Way and Buchanan Street in both directions to manage potential hazards, additional conflict points and construction vehicle movements on Port Access Road where haulage operation is concurrent with WestConnex Stage 3B and Sydney Metro West CTP. JCG JV would consider maintaining this speed zone reduction for the duration of the Project. Port Access Road will continue to provide access to the White Bay Cruise Terminal.

Short term reduced speed zones are required to provide a safe road and working environment for workers. Short term 40km/h speed zones will be installed during contra-flow and/or lane closures that may be necessitated during night works for utility relocation and major deliveries.

Application for reduction of the existing posted speed limits will be made in accordance with AS1742.3, TCaWS and Speed Zone Authorisation (SZA).

To reinforce reduced speed zones, JCG JV in conjunction with TfNSW and Customer Journey Management will, conduct regular reviews of the speed limit signage. If deemed necessary, consultation with the NSW Police representative will be made to obtain enhanced enforcement of the roadwork speed zones. This is particularly important during working hours.

Guidance for applying for SZA is provided in the Road Occupancy Manual issued by Customer Journey Management. The manual contains a number of explanatory notes and checklists. Application is made as part of the ROL application process (Section 6.3.1).

The SZA Application is to be forwarded to Customer Journey Management as it has the responsibility for processing and approving an SZA. Customer Journey Management generally requires at least 10-working days to process the application and will either grant or reject application within this period.

The following strategies may be implemented to enforce speed limits:

- Utilisation of traffic calming devices
- Use of Speed Advisory Boards or 'speed check' speed advisory signs which records and flashes the speed a driver is travelling at, then switches to 'Slow Down' if the driver has exceeded the speed limit
- If required, involve police presence to enforce speed as per TDT 2009/07 (Technical Direction – Police Speed Enforcement or Presence on TfNSW Work Sites). The Traffic Manager should contact the Police Traffic Coordinator at an early stage of the Project. Enforcement might include marked police vehicles patrolling the construction site and/or the inclusion of a stationary marked police vehicle with an operating flashing blue light positioned within the construction area or, provision of police enforcement facilities

Use of portable Variable Message Signs to enhance advanced warning sign posting and provide changed traffic condition information to road users.

6.9.3. Traffic signals

If required, traffic signals design will comply with TfNSW specifications.. The design and approval requirements for traffic signals are included within JCG JV procedure for CTMP, TGS and ROL development.

Traffic Control Signal (TCS) plans if required, will be prepared to comply with the requirements specified in TfNSW Traffic Signal Design Section 3 Design Process (2016) and Section 4 Plan Requirement (2008). The TCS is to show the proposed intersection layout, traffic signal phasings, location and type of lanterns, posts, detector specification and signal group phase chart. A modified TCS plan will also be prepared if there are any changes to an existing TCS or any site works located within 100m of an existing TCS.

It is noted that TCS plans will be included in site-specific CTMPs for information only. The approval of the site-specific CTMP does not constitute in the approval of the TCS design.

A cabling installation plan will also be prepared, where required, to detail the installation of underground cable ducting for the operation of traffic signals.

The TCS and cabling plans will be prepared by a qualified traffic signal designer for submission to TfNSW Parramatta traffic signal team to review and promptly comment in order that amendments for implementation and safe traffic control can be applied.

At this stage, there are no proposed modifications to existing TCS at nearby construction sites for the Project.

6.9.4. Site security

The construction sites associated with the Project will have appropriate arrangements to prevent access without approval and minimise vandalism. Security fencing, flood lighting and security measures would be implemented as an early start activity when each site is established. All access and exit driveways to work sites will have lockable gates.

The correct Australian Standard safety signage will be used to reinforce site security and safety requirements. Appropriate information signs will be provided at work sites to identify the Project and relevant contact persons.

Consideration of closed circuit TV will be reviewed, depending on the area, history of high risk theft activity, and type of material equipment on the site.

6.9.5. Site access for personnel and construction vehicles

JCG JV is responsible for the following in order to provide safe access and exit to the construction sites:

- Provide new construction access and exit driveways that are designed to minimise impacts so far as practicable, on existing intersections, traffic facilities or traffic generating developments
- Install access and exit driveways that are visible and have adequate sight distance for vehicles entering and exiting the site
- Design intersection configuration to accommodate traffic generated by construction
- Where practicable, separate JCG JV workers from vehicle movements at site access and exit driveways
- Install security fences and gates at locations which maintain clear sight lines and enable vehicles to park clear of adjacent travel lanes
- Design access and exit driveways that are visible to approaching traffic and signposted accordingly
- Provide induction to frequent drivers to understand route constraints, safety and environmental considerations such as sharing the road safely with other road users and limiting the use of compression braking.
- Consider pedestrian management at site vehicle entry and exit driveway in highly pedestrianised area. Pedestrian gates will be considered at site vehicle entry and exit driveway

6.9.6. Telematic real time monitoring

JCG JV will utilise Telematic technology designed to track and analyse construction vehicle movement for the Project. The Telematic system is expected to have the following capabilities:

- GPS tracking of construction vehicles around and between sites, and

- Data collection and analysis.

The GPS tracking capability from the Telematic system enables JCG JV to determine the speed and location of the fleet. Fleet movement is better managed around site by determining pinch-points and adjusted accordingly. Furthermore, each load can be individually traced back to the location received and laid.

When moving between the construction sites, Navman will assist JCG JV to analyse construction vehicle movements to help better understand driver behaviour. Alerts can be set up to notify the Traffic Manager when a vehicle is speeding or using undesignated roads.

In response to the Conditions of Approval D71, records of monitoring be made available electronically to the Planning Secretary and the EPA upon request for a period of no less than one (1) year following the completion of construction.

6.10. Traffic (road user) delay management

JCG JV's key traffic management approach is to plan activities to minimise:

- Disruption to the existing road/footpath networks and traffic patterns
- Impact on traffic during peak periods
- Impact on public transport operations
- Impact on the local community.

Accordingly, JCG JV's strategy for traffic management includes:

- Designing to minimise interaction with road users
- Maintaining existing capacity, where feasible
- Minimising road and footpath closures or managing access through and pass construction sites, where safe to do so
- Coordinating ROLs including maintenance activities
- Providing resources to allow clearing of minor incidents
- Minimising the amount of temporary works
- Undertaking detailed site investigations before occupying the roadway

JCG JV aim to achieve the following with the implementation of the above strategy:

- Road user delays are minimised during the construction of the Project
- Throughout the detailed design process due consideration is given to minimising road user delays during construction operation

Traffic control devices and roadside furniture are designed to minimise potential road occupancy and road user delays in future maintenance activities.

6.11. Traffic impact of construction activities

The site-specific CTMP aims to provide a safe environment for road users, pedestrians, cyclists and workers. Any impact on road users and asset operation and maintenance will be kept to a minimum. Planning and scheduling works are being undertaken to minimise impacts on road users during the commuter peak periods.

Enabling works are to establish the station construction sites and precast facility site. The works involve hoarding, demolition of structures and buildings, construction of access and exit driveways and new traffic facilities, such as on-street parking removal.

Site-specific CTMPs will be prepared to assess the following traffic and transport impacts associated with the proposed construction activities:

- Network capacity analysis (where relevant)
- Public transport routes
- Pedestrian and cyclist accessibility
- Local access
- Emergency vehicle access

- Waste collection vehicle access
- Special events

TGSs will be developed to support the works including consultation with TfNSW, Customer Journey Management, SM, Councils, SOPA and Port Authority. TGSs show the proposed road worksite arrangements to protect the safety of road users as well as workers at site, in accordance with AS1742.3, TfNSW G10 Specification and TCaWS Manual. Consideration will be given to the use of signage, including Variable Message Signage (VMS) to inform motorists, pedestrians and cyclists of changes, delays and diversions where necessary.

Where existing parking is removed to facilitate construction activities, consultation will occur with the relevant local council to investigate opportunities to provide alternative parking facilities, where possible.

TfNSW will be provided with any details to traffic incident (crashes) that occurs within proximity of the worksite within two days of the incident.

6.12. Pedestrian and cyclist management

JCG JV will implement necessary controls to direct pedestrians, to and from bus stops, rail and light rail stations, car parks, businesses, homes and any directly affected schools during construction. JCG JV recognises the importance of giving consideration to all road users. JCG JV has identified pedestrian needs by considering:

- Impact of construction works on existing footpaths
- Number of pedestrians
- Type of pedestrian activity: office, retail, residential, school or recreational
- Origin and destination points of the pedestrians and their desired travel path
- Existing needs of vulnerable pedestrians, such as young children, the elderly, vision impaired, disabled people and people with prams
- Proximity of pedestrian generation developments, such as schools, bus stops and train stations
- Requirements of the CTMF.

Consideration has been given to diversion of pedestrians in the site-specific CTMP, with designated paths and pedestrian crossing facilities where the existing travel routes are not available. Safety barriers will be installed to segregate works from pedestrian paths and/or pedestrians from traffic flows, where required. All barriers will be maintained and appropriately secured while in use. Overhead protection and hoarding will be used to protect persons against the risk of being struck by falling debris and material. Where the adjacent roadway lane is utilised by buses, the hoarding columns and other obstructions must be located at least 600mm behind the face of kerb.

JCG JV will advise the TCG and the relevant road authority (local council and/or TfNSW), prior to adjusting any existing pedestrian crossing facility or the implementation of any new temporary facility. Approval from relevant road authority will be required prior to adjusting any existing pedestrian facility.

JCG JV will maintain current formal and informal pedestrian connectivity and functionality provided within and directly adjacent the Project. Pedestrian facilities will be designed to meet relevant guidelines including the Project area by preserving and/or upgrading existing connections, or providing upgraded alternative connections.

Access for cyclists will be maintained during the construction works. Where required, a temporary alternative route detour will be provided. The specific controls implemented at each site location are dependent on traffic volume and cyclists at each affected location. The site-specific CTMP will assess impacts on cyclist and recommended cyclist detours where required.

Where existing cyclist facilities (e.g. bicycle parking) will be temporarily unavailable to facilitate construction activities, suitable replacement facilities will be provided for this duration.

6.13. Public transport services and facilities

Access to public transport facilities will be maintained where possible. If changes are made to public transport operations, walking distance to public transport facilities and sensitive receivers such as schools, nursing homes and churches will be minimised as much as practicable.

JCG JV aim to minimise disruption to the current level of bus and light rail services, with an emphasis on patron connectivity and scheduling reliability. Local bus and light rail services will be consulted during the construction period to minimise disruption to services during the TCG or prior to the TCG with CJP Short Term & Temporary Transport Planning (ST&TTP) team.

The need for bus stop relocation will be minimised, but if required, replacement sites will be identified within reasonable walking distance (less than 400m) from the existing bus stop and bus stop capacity will be maintained as per the existing location.

Any relocation of bus stops will be carried out in consultation with TfNSW including ST&TTP, the relevant local council and bus operators. Wayfinding and customer information will be provided to notify customers of relocated bus stops.

Any relocation of taxi ranks will be carried out in consultation with TfNSW, the relevant local council and the NSW Taxi Council. Wayfinding and customer information will be provided to notify customers of relocated taxi ranks.

Long term changes to bus stops or bus operations will be detailed in site-specific CTMPs.

For installation of hoarding and scaffolding along George Street, JCG JV will follow the standard frame and deck requirements for engineering possession and full track possession of the light rail on George Street to prevent interaction with the light rail.

6.14. Local property access for councils, businesses and land owners

Site-specific CTMPs are being developed with the aim of maintaining access for local businesses and residential property access. Where required, alternative pedestrian and vehicular access and parking arrangements will be developed in consultation with affected properties.

All proposed changes to existing access arrangements will be discussed with residents and/or businesses prior to the commencement of works. Property access will be reinstated within one month of the work that physically affected the access is completed or in any other timeframe agreed with the landowner or occupier.

Local Council, utility agencies (water, gas, electricity and telecommunications), bus shelter owners and billboard owners will be permitted to access their infrastructure on site, following consultation with the Project Director and after completing a Project Induction.

Access to utilities and properties will be maintained during construction, where practicable, unless otherwise agreed with the relevant utility owner, landowner or occupier.

6.15. Emergency services operations

Emergency services will be informed of the defined routes and consulted and advised of any changes in the defined routes. Priority and a safe environment will be provided to emergency vehicles to enable efficient and safe travel through construction areas. The CTMP includes measures to keep emergency services informed of the progress of construction works.

6.16. Special events management

Special / major events are generally categorised based on the potential disruption to traffic and transport systems, and the disruption to the non-event community. The four broad categories are generally as follows:

- Major – is an event that impacts major traffic and transport systems and there is significant disruption to non-event community. For example: an event that affects a principal transport route, or one that reduces the capacity of the main highway through a country town.

- Minor – is an event that impacts local traffic and transport systems and there is low scale disruption to the non-event community. For example: an event that blocks off the main street of a town or shopping centre but does not impact a principal transport route or a highway.
- Local – is an event with minimal impact on roads and negligible impact on the non-event community. For example: an on-street neighbourhood Christmas party.
- Police Controlled – is an event that is conducted entirely under Police control (but is not a protest or demonstration). For example: a small march conducted with a Police escort.

Special consideration and traffic planning will be undertaken for each of the station construction sites to address road user needs during scheduled special events. The site-specific CTMP identifies special events that occur in the vicinity of the worksite, incorporating special events into the construction program and detail responses and contingencies for each site.

Consultation will be undertaken with TfNSW, SM, local councils, public transport providers and event organisers to allow specific traffic measures to be devised and implemented. JCG JV will identify scheduled Class 1 and Class 2 events that occur around the construction sites and the impact that these events may have on the works.

6.17. Construction Parking and Access Strategy

The purpose of the CPAS is to identify and mitigate impacts resulting from on- and off-street parking changes during construction and address the relevant CoA and REMMs.

Due to the generally constrained nature of the construction sites and car parking for construction workers will be limited. Carpooling and public transport will be encouraged for reducing parking demand within the site and on the surrounding streets, through the provision of priority parking spaces to car sharers where possible.

The construction sites are located in close proximity to major bus corridors such as Victoria Road and existing heavy and light rail stations within the Sydney CBD. JCG JV will inform workers and employees of the use of available public transport services when commuting to and from the construction sites.

The Sydney Metro CTP is currently leasing a hardstand area for construction worker parking (5,600m²). The JCG JV is currently in discussion with The Port Authority for agreement from May 2023 to lease a similar area which could accommodate approximately 140 construction worker parking spaces in Glebe Island.

A Construction Parking and Access Strategy has been prepared by JCG JV which would further any loss in on-street parking, construction worker parking management measures and the available paid car parks in the vicinity of the construction sites in Pyrmont and Hunter Street.

6.18. Truck marshalling areas

The convenience of a Truck Marshalling Area is to allow trucks that may arrive too early or are not in sequence within the “truck spoil loop” travelling between the construction site and the disposal site. The TMA could provide an alternative safe area to park up a truck away from the construction site. JCG JV is currently progressing a formal agreement with the Port Authority and TfNSW for the lease of an area adjacent to the Bays construction site within Glebe Island for truck marshalling. This would provide a marshalling area for up to eight heavy vehicles. This marshalling area is expected to be utilised for construction deliveries for all sites, including Pyrmont, Hunter Street and The Bays.

Given Glebe Island is an industrial area with logistic facilities and is located away from educational institutes, hospitals, medical facilities and outdoor recreational areas, this would minimise the impacts on sensitive land users. The truck marshalling area would enable arrival of construction trucks to be evenly spaced and timelier, and therefore reduce the likelihood of construction trucks idling and queuing on state and regional roads.

6.19. Incident management and response

In the event of a traffic and transport related incident the primary point of contact for incident management is the Customer Journey Management. CJP would also be informed of the incident.

Access to the subject site and neighbouring sites by emergency vehicles would not be affected by the works as the road and footpath frontage would be unaffected. Emergency protocols on the site would include a requirement for suitably accredited site personnel to assist with emergency access from the street.

Consequently, any potential impacts on emergency access would be effectively managed throughout the works.

Liaison shall be maintained with the police and emergency services agencies throughout construction and a 24-hour contact would be made available for 'out of hours' emergencies and access.

JCG JV would assist with emergency access as part of the emergency protocols on-site.

Thus, there would be no adverse impacts on the provision of existing emergency vehicle access to other neighbouring properties as a result of the proposed construction activities.

A fortnightly meeting is held with CJP and Emergency Services personnel to discuss upcoming construction work and traffic changes as part of the project. Other traffic management measures

This section provides an overview of traffic management measures for various stages of the Project.

6.20. Temporary Works

6.20.1.1. Demolition

The existing buildings at the Pyrmont and Hunter Street construction sites will be demolished and subsequently constructed for the station construction sites.

Sequential demolition will be commencing from the roof or top of the buildings being demolished. Overhead protection and hoarding will be used to protect persons against the risk of being struck by falling debris and materials. Where the adjacent roadway lane is utilised by buses, the hoarding columns and other obstructions must be located at least 600mm behind the face of kerb.

6.20.1.2. Site Establishment

During site establishment, all vehicles are to enter and exit the construction sites using existing or temporarily established access and egress driveways, until the new/widened access and egress driveways are constructed and operational.

6.20.2. Long Term Works

6.20.2.1. Spoil Removal

Table 15 provides a summary of the traffic management at each site access and egress driveways to manage spoil trucks and pedestrians during the construction period.

Table 15: Proposed Traffic Management Required During Construction

Site	Stage	Site Access	Pedestrian Management	Largest Vehicle
The Bays	-	Port Access Road (Access & Egress)	N/A	19m Semi-Trailer
Pymont (East)	Stage 1	Edward Street (Access)	Site Personnel with Concertina Gates	12.5m Heavy Rigid Vehicle
		Union Street (Egress)	Site Personnel with Concertina Gates	12.5m Heavy Rigid Vehicle
		Pymont Bridge Road (Egress)	Site Personnel with Concertina Gates	12.5m Heavy Rigid Vehicle
	Stage 2	Pymont Bridge Road (Access & Egress)	Site Personnel with Concertina Gates	12.5m Heavy Rigid Vehicle
		Pymont Bridge Road (Egress)	Site Personnel with Concertina Gates	12.5m Heavy Rigid Vehicle
Pymont (West)	Stage 1	Pymont Street (Access & Egress)	Site Personnel with Concertina Gates	12.5m Heavy Rigid Vehicle
		Paternoster Row (Access & Egress)	Site Personnel with Concertina Gates	Light Vehicles
	Stage 2	Pymont Bridge Road (Access)	Site Personnel with Concertina Gates	12.5m Heavy Rigid Vehicle
		Pymont Street (Egress)	Site Personnel with Concertina Gates	12.5m Heavy Rigid Vehicle
Hunter Street (East)	Stage 1	O'Connell Street (Access)	Site Personnel with Concertina Gates	12.5m Heavy Rigid Vehicle
		O'Connell Street (Egress)	Site Personnel with Concertina Gates	12.5m Heavy Rigid Vehicle
		O'Connell Street (Access)	Site Personnel with Concertina Gates	12.5m Heavy Rigid Vehicle
		Hunter Street (Egress)	Site Personnel with Concertina Gates	12.5m Heavy Rigid Vehicle
	Stage 2	O'Connell Street (Access)	Site Personnel with Concertina Gates	12.5m Heavy Rigid Vehicle
		Hunter Street (Egress)	Site Personnel with Concertina Gates	12.5m Heavy Rigid Vehicle

Hunter Street (West)	Stage 1	Hunter Street – Primary (Access & Egress)	Site Personnel with Concertina Gates	12.5m Heavy Rigid Vehicle
		Hunter Street – Secondary (Access & Egress)	Site Personnel with Concertina Gates	12.5m Heavy Rigid Vehicle
	Stage 2	Hunter Street (Access & Egress)	Site Personnel with Concertina Gates	12.5m Heavy Rigid Vehicle

7. Compliance management

7.1. Training and competency

All construction workers, contractors and utility staff will undergo site induction training for traffic and transport and access management issues. During the induction training, the following items will be communicated:

- Existence and requirements associated with this CTMP and site-specific CTMPs
- Relevant legislation and guidelines
- Nominated construction transport routes
- Construction parking and access / egress requirements

7.2. Inspection and monitoring

Regular inspections will be conducted by the Foremen for the compliance of the implementation of this CTMP in conformance with the Construction Traffic Management Framework and TCaWS manual. All critical safety defects will be rectified as soon as practicable.

Long-term traffic management setups will be inspected weekly with minor issues recorded and rectified within a reasonable timeframe. More significant issues will be recorded for rectification. The inspections will be documented.

Daily inspections will be undertaken to ensure all traffic management signs and devices are properly located, oriented and maintained in an effective condition.

All critical safety defects caused by the project activities, to any road, footpath, shared path or cycleway which is open to the public will be rectified as soon as practicable. Temporary rectification (e.g. cold mix, plating and etc.) might be used as interim solution prior to permanent rectification works to the conditions it was in prior to the occurrence of the damage.

7.3. Complaints

The comments and complaints received from all relevant stakeholders will be recorded in the Complaints Register. JCG JV team will work toward addressing the complaints to minimise the impacts of the identified issues and increase stakeholders satisfaction. A copy of the Complaints Register will be provided to TfNSW and relevant stakeholders.

7.4. Auditing

Austrroads defines a road safety audit as a formal examination of a future road or proposed changes to an existing road, in which an independent, qualified auditor(s) reports on the roads crash potential and safety performance. There are various types of audits conducted, from feasibility audits through to pre-opening audits. Audits are conducted to assess the safety of existing roads and temporary long term traffic arrangements implemented for roadwork.

As per the Updated Construction Traffic Management Framework in the Response to Submission Report (Appendix C), a road safety audit is a *“formal procedure for checking the design, implementation and operation of road works and other traffic measures from a safety perspective. The establishment of quality systems provides the philosophy underpinning the RSA process. The overriding objective of the process is to ensure that all existing road schemes and future routes operate at an acceptable level of safety, with safety being an integral part of the road network development process.”*

Permanent road works, including vehicular access, signalised intersection works, and works relating to pedestrians, cyclists, and public transport users are subject to road safety audits demonstrating consistency with relevant design, engineering and safety standards and guidelines.

Road safety audits will be conducted in accordance with the Guidelines for Road Safety Audit Practices (RMS, 2011), with reference to current practices outlined in Guide to Road Safety Part 6, Road Safety Audit (Austroads, 2022), with references to Sydney Metro Principal Contractor Health and Safety Standard.

Audits will be conducted for each CTMP/TGS and TCS (where applicable) prior to construction of each station construction site, including vehicular access and exit driveway, pedestrian, cyclist and public transport safety, as well as the TCS modification (if any).

The audit will be conducted by a qualified, independent, road safety and traffic engineering auditor. The auditor will have Road Safety Auditor Level 3 Certification, have undergone road safety audit training and listed on the NSW Centre for Road Safety's Register of Road Safety Auditors.

A road safety audit will be undertaken during three stages outlined below:

- Detailed design stage
- Pre-opening stage
- Site-specific CTMP development stage

7.5. Dilapidation report

JCG JV will undertake road dilapidation surveys on public local roads before they are used for construction heavy vehicle and following completion of the works in accordance with the Project Planning Approval Condition D75 and D76.

The survey results will be provided to the relevant local councils, Transport for NSW, and other Relevant Road Authorities within three (3) weeks of completion of the survey and at no later than one (1) month before the road being used by construction heavy vehicles in accordance with D75. These surveys will include, where required, pavement strength testing, cracking and rutting surveys, and road inventory.

The pre-construction condition reports will include a survey, photos and/or video of each road. This will form the basis of any assessment of damage to roads that may occur as a result of construction works. If damage that is attributable to the Project works occurs, the damage will be rectified so as to restore the road to at least the condition it was before construction commenced as identified in the Road Dilapidation survey.

Leading up to construction work completion, JCG JV will undertake a dilapidation survey and review the condition of the surveyed roads compared to pre-construction condition report. If damage that is attributable to the Project works occurs, the damage will be rectified so as to restore the road to at least the condition it was before construction commenced as identified in the pre-construction Road Dilapidation survey.

7.6. Reporting

JCG JV will report to the Customer Journey Management, TTLG, Port Authority and other stakeholders about all traffic and transport management issues related to the Project. Reporting requirements and responsibilities are documented in the CEMP. Additional reporting associated with traffic and transport issues are outlined below.

7.6.1. Monthly Reporting

A monthly report will be submitted to TfNSW and Customer Journey Management during construction until the completion of the construction activities. The following components will be routinely reported:

- Current and upcoming critical issues, including those identified by TfNSW, traffic and transport liaison group and other relevant stakeholders, and the proposed measures to address these issues
- Recent and proposed changes to traffic and parking management and their impacts on the operation of the road network and traffic systems
- Media or community information released and proposed to be released
- Recent traffic and pedestrian accidents on and in the vicinity of the proposed construction site and traffic management works, including cumulative totals

- Construction scheduling for the Project works, including the current status of all construction stages and impacts of traffic management and approved ROLs
- Approved and anticipated ROL applications, together with any associated issues of concern to the Project, TfNSW, TTLG and other relevant stakeholders, including comparisons of base-case performance indicators with those for the current and proposed traffic conditions and achieving the specified targets
- Comparisons of current and modelled traffic volumes at intersections with the base-case volumes
- Comparisons of current and modelled traffic travel times on routes with the base-case times
- Community and media comments and complaints and JCG JV responses to these comments and complaints

7.6.2. TTLG meeting reports

Following each TTLG meeting, a report is to be submitted to TTLG and relevant stakeholder groups. The content of the meeting report would include:

- A summary of the existing and proposed ROLs, together with details on the status and critical impacts of the ROLs
- Community and media comments and complaints and JCG JV responses in addressing them.
- Issues of concern identified by the Project, TTLG or relevant stakeholder groups.

8. Review and improvement

8.1. Continual improvement

Management reviews will be undertaken as part of the continual improvement process. Continuous improvement of this CTMP will be achieved by the ongoing evaluation of environmental management performance against environmental policies, objectives and targets for the purpose of identifying opportunities for improvement.

The continuous improvement process will be designed to:

- Identify areas of opportunity for improvement of traffic management
- Determine the cause or causes of non-conformance and deficiencies
- Develop and implement a plan of corrective and preventative actions to address any non-conformance and deficiencies
- Verify the effectiveness of the corrective and preventative actions
- Document any changes in procedures resulting from process improvement
- Make comparisons with objectives and targets.

8.2. CTMP review and amendment

This CTMP may require to be updated or revised, which would occur where there is a change to the construction scope or methodology, resulting in an increase of the potential impacts on traffic, transport or access.

CTMPs will be submitted to the Planning Secretary for information before commencement of any construction in the area identified and managed with the relevant CTMP. Any revision to the CTMP will require endorsement from the TfNSW representatives.

A copy of the updated CTMP addressing the changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure.

Part B: Implementation Systems and Tools

Part B of this Sub-Plan explains how the traffic and transport impacts of the Project will be minimised. All relevant mitigation measures from the Planning Approval, REMMs, CEMF and EPL are addressed in this Section. Compliance with these systems and tools is required at all times to minimise the risk of unauthorised environmental harm.

Part B contains the following:

- **Expectations and Requirements:** These describe what is required of the Project to implement the objectives of the Environment and Sustainability Policy and achieve the intended environmental performance outcomes
- **JCG JV Response:** These are the specific actions that will be performed to demonstrate compliance with the Elements and Requirements.
- **Responsibility:** These are the people responsible for achieving compliance with the Expectations and Requirements. The key contributor is identified in bold font
- **Deliverables:** These are the tangible outcomes that will be produced to demonstrate compliance with the Expectations and Requirements.

Element 1: Training

Table 16: Element 1: Training

ID	Expectations/Requirements	JCG JV Response	Responsibility	Deliverables
1.1	All personnel have completed an induction containing relevant traffic information before they are authorised to work on the Project	<p>The traffic component of the site induction will include information on:</p> <ul style="list-style-type: none"> ▪ site access/ egress arrangements (workers, vehicles) ▪ pedestrian areas and no go zones ▪ Driver awareness of designated routes <p>Requirements to comply with approved CTMP</p>	<p>People and Culture Manager</p> <p>Traffic and Transport Manager</p>	Induction Presentation
1.2	Personnel are trained and assessed according to the training plan	<p>JCG JV is committed to ongoing training for our personnel and subcontractors to upskill them and ensure we have the best people for the job. Targeted traffic management training will be provided including:</p> <ul style="list-style-type: none"> ▪ Training and competency for heavy vehicle drivers ▪ Training for the traffic team, such as road safety auditing, will be delivered over the life of the proposed works. <p>RMS certification requirements for the development and implementation of TGS/ CTMP</p>	<p>People and Culture Manager</p> <p>Traffic and Transport Manager</p> <p>Spoil Manager</p>	<p>Signed Heavy Vehicle Code of Conduct</p> <p>TfNSW Certification</p>
1.3	Toolbox talks are used to reinforce key management, requirements and lessons learnt	<p>Toolbox talks will be held regularly during construction works and investigations. They will reinforce and reiterate information from inductions.</p>	<p>Approvals, Environment and Sustainability Manager</p> <p>Site Manager</p>	Toolbox records

1.4	<p>All personnel have completed an induction containing relevant traffic information before they are authorised to work on the Project</p>	<p>All construction workers, contractors and utility staff will undergo site induction training for traffic and transport and access management issues. During the induction training, the following items will be communicated:</p> <ul style="list-style-type: none"> • Existence and requirements associated with this CTMP and site-specific CTMPs • Relevant legislation and guidelines • Nominated construction transport routes • Construction parking and access / egress requirements • improve vehicle safety, eliminate heavy vehicle blind spots, and monitor vehicle location and driver behaviour. <p>Additional enhancements for pedestrian, cyclist and motorist safety near the construction sites would be implemented during construction. This would include measures such as:</p> <ul style="list-style-type: none"> • Assessing the suitability of construction haulage routes through sensitive land use areas with respect to road safety • Deployment of speed awareness signs in conjunction with variable message signs near construction sites to provide alerts to drivers • Providing community education and awareness about sharing the road safely with heavy vehicles • Specific construction driver training to understand route constraints, safety and environmental considerations such as sharing the road safely with other road users and limiting the use of compression braking • Road safety audits will be carried out in support of Construction Traffic Management Plans Traffic Guidance Schemes in line with the requirements of the Construction Traffic Management Framework, and identified road 	<p>People and Culture Manager Traffic and Transport Manager Spoil Manager</p>	<p>Signed Heavy Vehicle Code of Conduct TfNSW Certification</p>
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		<p>safety risks will be removed or reduced so far as is reasonably practicable.</p> <ul style="list-style-type: none">• Requiring technology and equipment to improve vehicle safety, eliminate heavy vehicle blind spots, and monitor vehicle location and driver behaviour.		
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Element 2: Monitoring and reporting

Table 17: Element 2: Monitoring and reporting

ID	Expectations/Requirements	JCG JV Response	Responsibility	Deliverables
2.1	Worksites are regularly inspected to ensure the adequacy of controls	Weekly inspection of onsite traffic management controls will be undertaken as detailed in our traffic procedures	Traffic and Transport Manager Site Manager	<ul style="list-style-type: none"> Inspection Reports Site Diary Entries Noise and Vibration Monitoring Records
2.2	Traffic management reports are prepared in a timely manner	Works requiring traffic management plans/ permits/ licenses submission will be identified with sufficient time	Traffic and Transport Manager Site Manager	CTMPs / Permits / Licenses applications / approvals in accordance with nominated timelines

Element 3: Auditing, review and improvement

Table 18: Element 3: Auditing, review and improvement

ID	Expectations/Requirements	JCG JV Response	Responsibility	Deliverables
3.1	Road safety audits are to be undertaken	Section 7.4	Traffic Manager Site Foreman	Road Safety Audit Reports
3.2	Audits are undertaken to ensure compliance with the requirement of this CTMP	Procedures for corrective actions are addressed in the CEMP. Audits will be performed in line with the CEMP and this CTMP and associated documents or procedures will be updated if required.	Approvals, Environment and Sustainability Manager Environment Advisors	<ul style="list-style-type: none"> Audit Reports Corrective Action Reports
3.3	All non-compliances are reported and actioned	<p>A traffic non-conformance can generally be defined as a failure to comply with:</p> <ul style="list-style-type: none"> Project Planning Approval or Revised Environmental Management Measures <p>Where a non-conformance is raised as part of an audit or an incident or complaint investigation the audit, incident or complaint report may be used to close out the non-conformance and it is not necessary to raise a separate non-conformance reporting process.</p> <p>Corrective and Preventative Actions may also be raised in accordance with the CEMP.</p>	Approvals, Environment and Sustainability Manager Environment Advisors	

Element 4: Project specific requirements

Planning Approval (SSI 19238057)

Table 19: Planning Approval (SSI 19238057)

ID	Requirements (Conditions)	JCG JV Response (refer to this report section)	Responsibility	Deliverables	Timing
D67	Access to all utilities and affected properties must be maintained where practicable, unless otherwise agreed with the relevant utility owner, landowner or occupier.	Section 6.14	Site Project Manager	Provision of access as required by the relevant Authority	Commencement of construction
D68	Any property access physically affected by the CSSI must be reinstated to at least an equivalent standard, unless otherwise agreed by the relevant landowner or occupier.	Section 6.14	Site Project Manager	N/A	Pending identification of the impact
D69	During construction of the CSSI, all reasonably practicable measures must be implemented to maintain pedestrian, cyclist and vehicular access to, and parking in the vicinity of affected businesses / traders. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected businesses / traders and relevant Councils and implemented prior to the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	Section 6.13 and Section 6.14 Section 6.17 and a separate CPAS document	Site Project Manager Stakeholder and Community Engagement Director Traffic Manager	Site specific CTMP	Pre-construction
D70	Construction vehicles (including light vehicles) must not use Robert Street, Rozelle to access The Bays metro station construction site, unless required in the event of an emergency situation.	Section 6.6	Site Project Manager	No construction vehicles utilising Robert Rd	Pre-construction
D71	The locations of all heavy vehicles used for spoil haulage for the CSSI must be monitored in real time and the records of monitoring be made	Section 6.9.6	Traffic Manager	Real time heavy vehicle monitoring and reporting	Pre-construction

	available electronically to the Planning Secretary and the EPA upon request for a period of no less than one (1) year following the completion of construction.				
D72	Construction Traffic Management Plan (CTMPs) must be prepared in accordance with the Construction Traffic Management Framework. A copy of the CTMPs must be submitted to the Planning Secretary for information before commencement of any construction in the area identified and managed with the relevant CTMP.	This overarching CTMP as well as the site-specific CTMP's	Traffic Manager	Provision of site specific CTMP's	Pre-construction
D73	Local roads proposed to be used by heavy vehicles to directly access construction sites that are not identified in the documents listed in Condition A1 must be approved by the Planning Secretary and be included in the CTMPs.	Refer to the response in D74	Traffic Manager	Approval for the use of local roads, other than those listed in the EIS	Pre-construction
D74	All requests to the Planning Secretary under Condition D73 must include the following:				
	(a) a swept path analysis;	D74 will be addressed in a separate document to justify the proposed additional haulage routes using local roads in the Sydney CBD to/from De Mestre Place for the Hunter Street West site. The separate document will involve a swept path assessment for all the intersections along the route where turning movements of a construction truck will occur. A road safety audit will be undertaken on the swept path assessment and a site inspection will be undertaken	Traffic Manager	Swept path analysis	Pre-construction
	(b) demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;			CTMP	
	€ details as to the date of completion of the road dilapidation surveys for the subject local roads;		Interface & Integration Director	Schedule for dilapidation surveys	Pre-construction
	(d) measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times; and		Traffic Manager	CTMP	Pre-construction
	(e) written advice from an appropriately qualified professional on the suitability of the		Traffic Manager	CTMP	Pre-construction

	proposed heavy vehicle route which takes into consideration items (a) to (d) of this condition.	to review road safety issues along the proposed haulage routes. Recommendations will be made where required to address the identified road safety issues.			
D75	Prior to any local road being used by a heavy vehicle for the purposes of construction of the CSSI, a Road Dilapidation Report must be prepared for the road. A copy of the Road Dilapidation Report must be provided to the relevant council within three (3) weeks of completion of the survey and at no later than one (1) month before the road being used by heavy vehicles associated with the construction of the CSSI.	Section 7.5	Interface & Integration Director	Road dilapidation report	Pre-construction
D76	If damage to roads occurs as a result of the construction of the CSSI, the Proponent must either (at the relevant council's discretion):				
	(a) compensate the relevant council for the damage so caused; or	Section 7.5	Interface & Integration Director	Compensation for damage as agreed	Pre-construction
	(b) rectify the damage to restore the road to at least the condition it was in pre-work as identified in the Road Dilapidation Report.	Section 7.5	Interface & Integration Director	Rectification of damage as agreed	Pre-construction
D77	All vehicles associated the CSSI (including light vehicles and heavy vehicles) must be managed to:				
	(a) minimise parking on public roads;	Section 6.17	Traffic Manager	CPAS, induction briefings & toolbox talks	Construction
	(b) minimise idling and queueing on state and regional roads;	Section 6.18	Traffic Manager	Heavy Vehicle Driver Induction	Construction

	(c) not carry out marshalling of construction vehicles near sensitive land user(s);	Section 6.18	Traffic Manager	Heavy Vehicle Driver Induction	Construction
	(d) not block or disrupt access across pedestrian or shared user paths at any time unless alternative access is provided; and	Section 6.6	Traffic Manager	Heavy Vehicle Driver Induction	Construction
	(e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs.	Section 6.6	Traffic Manager	Heavy Vehicle Driver Induction	Construction
D78	A Construction Parking and Access Strategy must be prepared to identify and mitigate impacts resulting from on and off-street parking changes during construction of the CSSI.	Refer to CPAS in a separate document	Traffic Manager	CPAS Report	Pre-construction
D79	A Traffic and Transport Liaison Group(s) must be established before construction in accordance with the Construction Traffic Management Framework to inform the development of CTMPs.	Section 4.5.1	Construction Integration Manager	Establishment of the TTLG	Pre-construction
D80	Supplementary analysis and modelling as required by TfNSW and / or the Traffic and Transport Liaison Group(s) must be undertaken to demonstrate that construction and operational traffic can be managed to minimise disruption to traffic network operations including changes to and the management of pedestrian, bicycle and public transport networks, public transport services, and pedestrian and cyclist movements. Revised traffic management measures must be incorporated into the CTMPs.	Section 5.1	Traffic Manager	Supplementary analysis and modelling	Pre-construction
D81	Permanent road works, including vehicular access, signalised intersection works, and works relating to pedestrians, cyclists, and public transport users must be subject to safety audits demonstrating consistency with relevant design, engineering and safety standards and guidelines. Safety audits must be prepared in consultation with the relevant Traffic and Transport Liaison	Section 6.12, Section 6.13 and Section 7.4	Traffic Manager	Road Safety Audits	Pre-construction

	Group before the completion and use of the subject infrastructure and must be made available to the Planning Secretary upon request.				
D82	Safe pedestrian and cyclist access must be maintained and signposted around CSSI construction sites during construction, including during the operation of festivals and special events, in accordance with the CTMPs. Note: Pedestrian and cyclist access around construction sites must be as direct as reasonably practicable.	Section 6.12	Traffic Manager	CTMP	Pre-construction
D83	The Proponent must maintain emergency vehicle access, in consultation with TfNSW, relevant Councils and emergency services at all times throughout the CSSI. Measures must be outlined in the Construction Parking and Access Strategy required under Condition D78 above.	Section 6.17 and a separate CPAS document	Site Project Manager Traffic Manager	No access restrictions for emergency vehicles	Pre-construction
D84	Utilities, services and other infrastructure potentially affected by construction must be identified before works affecting the item, to determine requirements for access to, diversion protection, and / or support. The relevant owner(s) and / or provider(s) of services must be consulted to make suitable arrangements for access to diversion, protection, and / or support of the affected infrastructure as required. The Proponent must ensure that disruption to any service is minimised and be responsible for advising local residents and businesses affected before any planned disruption of service.	Section 6.14		Approval from the relevant Authority for any utility adjustment works	

Revised Environmental Mitigation Measures

Table 20: Revised Environmental Mitigation Measures

ID	Requirements (REMM)	JCG JV Response	Responsibility	Deliverables	Timing
TT1	The community would be notified in advance of proposed road and pedestrian network changes through appropriate forms of community liaison.	Section 4.7	Stakeholder and Community Engagement Director	Community notifications	Construction
TT2	In the event of a traffic related incident, coordination would be carried out with Transport for NSW, including Transport Coordination and/or the Transport Management Centre's Operations Manager.	Section 6.19	Traffic Manager	Co-ordination through CJM	Construction
TT3	Access to properties for emergency vehicles would be provided at all times.	Section 5.2	Site Project Manager	No access restrictions for emergency vehicles	Construction
TT4	Vehicle access to and from construction sites would be managed to maintain pedestrian, cyclist and motorist safety. Depending on the location, this may require manual supervision, physical barriers, temporary traffic signals and modifications to existing signals or, on occasions, police presence.	Section 6.6, Section 6.12	Site Project Manager Traffic Manager	CTMP	Construction
TT5	<p>Additional enhancements for pedestrian, cyclist and motorist safety near the construction sites would be implemented during construction. This would include measures such as:</p> <ul style="list-style-type: none"> Assessing the suitability of construction haulage routes through sensitive land use areas with respect to road safety Deployment of speed awareness signs in conjunction with variable message signs near construction sites to provide alerts to drivers Providing community education and awareness about sharing the road safely with heavy vehicles 	Section 6.12	Traffic Manager Stakeholder and Community Engagement Director People and Culture Director	CTMP	Construction

	<ul style="list-style-type: none"> Specific construction driver training to understand route constraints, safety and environmental considerations such as sharing the road safely with other road users and limiting the use of compression braking <p>Requiring technology and equipment to improve vehicle safety, eliminate heavy vehicle blind spots, and monitor vehicle location and driver behaviour.</p>				
TT6	All trucks would enter and exit construction sites in a forward direction, where feasible and reasonable.	Section 6.9.5	Site Project Manager Traffic Manager	CTMP	Construction
TT7	Construction site traffic would be managed to minimise movements during peak periods.	Section 6.10	Site Project Manager Traffic Manager	CTMP Heavy vehicle driver induction	Construction
TT10	Where existing parking is removed to facilitate construction activities, consultation would occur with the relevant local council to investigate opportunities to provide alternative parking facilities.	Section 6.17 and a separate CPAS document	Traffic Manager	CPAS	Pre-construction
TT11	<p>Construction sites would be managed to minimise the number of construction workers parking on surrounding streets by:</p> <p>Encouraging workers to use public or active transport</p> <ul style="list-style-type: none"> Encouraging ride sharing <p>Provision of alternative parking locations and shuttle bus transfers where feasible and reasonable.</p>	Section 6.17	Site Project Manager Traffic Manager	CPAS Project Induction, Site Induction, Toolbox Talks	Construction
TT18	Access to existing properties and buildings would be maintained in consultation with property owners.	Section 6.14	Site Project Manager Stakeholder and Community Engagement Director	Access maintained for adjacent property owners	Construction

Construction Environmental Management Framework

Table 21: Construction Environmental Management Framework

ID	Requirements (CEMF)	JCG JV Response (refer to this report section)	Responsibility	Timing
3.3 (a)	Site-specific Construction Traffic Management Plan	Section 6.1	Traffic and Transport Manager	Construction
(b)	Traffic Guidance Scheme	Section 6.1	Traffic and Transport Manager Environmental Manager	Construction
(c)	Pedestrian Movement Plans	Section 6.3.3	Traffic and Transport Manager	Construction
(d)	Vehicle Movement Plans	Appendix C	Traffic and Transport Manager Environmental Manager	Construction
(e)	Parking Management Plan	Section 6.17	Traffic and Transport Manager	Construction

Part C Appendices



Appendix A Stakeholders Communication



Minutes
Sydney Metro West – Traffic Control Group – Meeting 42

Date	Thursday 12 January 2023		Time	3:30pm – 4:00pm
Venue	Microsoft Teams meeting			
	Name	Initials	Organisation	Role
Chair	Joel Azzopardi	JA	SM	Transport planning
Attendees	Thais Araujo	TA	SM	ETP Project Manager
	Rabih Bekdache	RB	TfNSW (CJP)	Short term bus changes
	Peter Brown	PBr	SM	ETP Construction Director
	Nathan Bryant	NB	JCGJV	ETP Contractor
	Sean Clarke	SC	SM	Traffic & transport
	Emre Denk	ED	SM	ETP Project Manager
	Ken Dillon	KD	SM	ETP Project Manager
	Nathan English	NE	City of Sydney Cl.	Traffic & Transport
	Mehran Faridi	MF	SM	ETP Project Engineer
	Tom Freeburn	TF	SM	Central tunnelling works
	Berin Gordon	BG	SM	Traffic & transport
	David Huynh	DH	SM	ETP Project Engineer
	Glenn Johnson	GJ	Port Authority	Project manager
	Shay Kurz	SKu	SM	ETP Project Manager
	Doris Lee	DL	TTPP	ETP Traffic & Transport
	Jay Limwattana	JL	SM	ETP Project Engineer
	David Maytom	DM	JCGJV	ETP Contractor
	Barry McGrattan	BM	SM	Interface Mgt
	Brendan McNally	BMc	GLC	WTP contractor
	Jim Niahos	JN	TfNSW	Transport Integration
	Ajnesh Sharma	AS	Inner West Cl.	Traffic & transport
	Soma Somaskanthan	SS	Cumberland Cl	Traffic & transport
	Todd Solomon	TS	SM	ETP Demolition Manager
	Ari Stypel	ASt	SM	ETP Environment Manager
	Anthony Swann	AS	AFJV	CTP contractor
	Mohamed Tita	MT	TfNSW (P&P)	Traffic & transport
	Marion Tynan	MT	SM	ETP Engagement
	Frank Van der brink	FV	SM	ETP Interface Mgt
	Nelson Wallis	NW	SM	ETP Comms Manager
	Eric Wong	EW	Canada Bay Cl	SM interface manager
	Jenny Williams	JW	SM	Communications
	Patrick Wu	PW	TfNSW	Light Rail Interface Mgt
	Maryam Yadak	MY	TfNSW	Improvement Planning Harbour
	Hassan Yousaf	HY	TfNSW (P&P)	Transport planning

Item		Overview / Action by	Actions
1.	Welcome and Introductions	Joel Azzopardi	<ul style="list-style-type: none"> Acknowledgment of Country. JA welcomed all to the meeting and asked for new attendees to introduce themselves. <ul style="list-style-type: none"> Jay Limwattana – Sydney Metro ETP Project Engineer David Maytom – ETP Pyrmont St Construction Manager The Minutes of TCG Meeting 41 (15 December 2022) were accepted as an accurate record of the meeting and were adopted by the TCG Group.
2.	Actions Arising	Ghaith Farfour	<p>1. CTP – North Strathfield: North Strathfield Utilities works Action (5/5/2022): AG to provide CTMP for North Strathfield Utilities works. Update (2/6/2022): AG noted in the meeting that this is pending subject to updated design Update (16/6/2022): AG noted that the staging design is being developed and then the CTMP will be submitted Update (4/8/2022): AG advised will be covered in today's presentation (CTMP in progress in the event of micro tunnelling works yet to be confirmed) Update (18/8/2022): AG advised CTMP in development Update (1/9/2022): AG advised the CTMP will be put on hold until advised that utility works are to proceed Update (6/10/2022): AG advised no change Update (17/11/2022): AG advised no change Update (15/12/2022): AS advise no change is anticipated until early 2023 Update (12/01/2022): AG advised this item is on onhold and if such item needs to be discussed at a later date, such will be raised. Status: CLOSED</p> <p>2. ETP – The Bays CPAS study extent Action (15/12/2022): NB to discuss with PK the extent of the parking survey required for the CPAS for The Bays, following a review of the on site parking provision and worker parking demand. Update (12/01/2022): NB advised the CPAS has concentrated on the Pyrmont and Hunter St sites. Will advise an update for The Bays CPAS at the next meeting Status: OPEN</p>
3.	Western Tunnelling Package (WTP) Works Overview - Nil report	Brendan McNally	Nil report.
4.	Central Tunnelling Package (CTP) Works Overview - Nil report	Alex Gosper / Anthony Swann	Nil report.

5.	Eastern Tunnelling Package (ETP) Works Overview <ul style="list-style-type: none"> - Overarching CTMP - Pymont West CTMP (Stage 1) - Hunter St East CTMP (Stage 1) - Construction Parking & Access 	Nathan Bryant	<p>NB spoke to the tabled slides noting as follows:</p> <ul style="list-style-type: none"> • Overarching CTMP <ul style="list-style-type: none"> - Target Submission date 16/1/2023 - OCTMP will cover general project scope, safety and outline the proposed breakdown of site specific CTMPs • Pymont West CTMP Stage 1 <ul style="list-style-type: none"> - Demolition CTMP target submission 16/1/2023 - Works commencing target 1/4/2023 - Works include construction of driveways, erection or hoarding and demolish the existing building - Site access via Pymont St - Driveway has been positioned as far as practical from the intersection to improve visibility - Traffic control will be in place at a site access/egress to manage pedestrian safety - Warnings signs to be erected on Pymont Bridge Road and Pymont St to advise drivers of truck movements in the area - Swept path has been carried out for 12.5m HRV with vehicles to enter and exit in a forward direction. - Haulage route as per the planning documents with the exception of Edward/Union Street which will be in the opposite direction that was outlined in the planning documents - Traffic volumes within planning approval provision - Road Safety Audit has been completed and included in the CTMP • Hunter St East CTMP Stage 1 <ul style="list-style-type: none"> - Tunnel Excavation CTMP target submission 16/1/2023 - Works commencing target 15/3/2023 - Works include tunnel decline, station cavern and turnbacks - The CTMP will be in reference to the northern section of the site (yellow are in the presentation). The CTMP for the southern section (Blue area) will be at a later date - Site access as per the existing driveways from the City South West project - Swept path has been carried out for 12.5m HRV with vehicles to enter and exit in a forward direction. - Haulage route as per the planning documents - Traffic volumes within planning approval provision for Phase 3 - Road Safety Audit has been completed and included in the CTMP • Construction Parking & Access <ul style="list-style-type: none"> - CPAS for Pymont/Hunter Street in development and due for submission 16/1/2023 - Surveys were undertaken in December 2022
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Item		Overview / Action by	Actions
			<ul style="list-style-type: none"> - Parking impacts include: <ul style="list-style-type: none"> - Removal to accommodate construction of new site driveways - Proposed to offset as far as practical by reinstating redundant driveways and reinstating parking in these locations - Parking survey indicates that there are available spaces during peak parking demand periods - There is no designated on site parking for workers, with workers encouraged to use public transport or commercial parking stations and carpool. - On street parking is not suitable for workers due to imposed time restrictions <p>Questions from the Attendees</p> <ul style="list-style-type: none"> • JA: Queried the date of Demolition commencement of Pyrmont West. NB advised the proposed start date of 1/4/2023 • PW: Noted that from 31/3/2023 8pm for 48 hrs Bridge works will be undertaken for light rail resulting in Darling Drive, Pyrmont being closed between the roundabout and Murray St. • HS: What stage has the RSA been undertaken as it has not been received. NB noted that it was completed as part of the CTMP and will be issued with the CTMP • NE: Advised that he hasn't received the Traffic Plan. NB advised the CTMP will be issued 16/1/2023 <p>Actions:</p> <ul style="list-style-type: none"> • Nil
6.	Bays and Rozelle Power Supply Works - Nil report	Pauric Quinn / Des Leyden	Nil report.
7.	Brownfield Works - Nil report	Ivan Panich	Nil report.
8.	Eastern Creek Pre-cast Facility - Nil report	Luke Tobin	Nil report.
9.	Other Matters:	All	Nil other matters raised.
10.	Next Meeting		The next TCG meeting is scheduled for 2 February 2023 at 3:30 pm. The next TTLG meeting is scheduled for 19 January 2023 at 3:30 pm.

Minutes
Sydney Metro West – Traffic & Transport Liaison Group (TTLG) – Meeting 23

Date	Thursday 19 January 2023		Time	3:30pm – 4:20pm
Venue	Microsoft Teams meeting			
	Name		Organisation	Role
Chair	Ghaith Farfour	GF	SM	Sr. Mgr Transport Planning
Attendees	Rabih Bekdache	RB	TfNSW (CJP)	Short term bus changes
	Peter Brown	PBr	SM	ETP Construction Director
	Nathan Bryant	NB	JCGJV	ETP Contractor
	Sean Clarke	SCI	SM	Traffic & transport
	Dom Cox	DCo	SM	WTP contract mgt
	Robert Di Federico	RF	Burwood Cl.	Traffic & transport
	John Earls	JE	Canada Bay Cl.	Traffic & transport
	Nathan English	NE	City of Sydney Cl.	Traffic & Transport
	Mehran Faridi	MF	SM	ETP Project Engineer
	Ross Gliddon	RG	TfNSW	Light Rail Operations Manager
	Berin Gordon	BG	SM	WTP Traffic & Transport
	James Hansen	JHa	SM	Traffic & transport
	Michael Holmes	MH	SM	Road safety
	Glenn Johnson	GJ	Port Authority	Project manager
	Naveen Kariyawasam	NK	SM	ETP Project Engineer
	Phillip Kelly	PK	SM	Agency relationships
	Doris Lee	DL	TTPP	ETP Traffic & Transport
	Des Leyden	DL	Quickway	Power Supply contractor
	Nicole Li	NL	TfNSW (P&P)	Project Integration
	Matt Martin	MM	SM	Interface Mgt
	Barry McGrattan	BMc	SM	Interface Mgt
	Brendan McNally	BMc	GLC	WTP contractor
	Adrian Mientus	AM	GLC	WTP contractor
	Tony L Nguyen	TLN	SM	Road safety
	Ivan Panich	IP	T4T Alliance	Enabling Works - Brownfield
	Michael Perrone	MP	CDC buses	Service planning
	Adrian Pritchard	AP	Transit Systems	Service planning
	Ajmesh Sharma	AS	Inner West Cl.	Traffic & transport
	Siva Sivakumar	SS	Cumberland Cl.	Traffic & transport
	Anthony Swann	AS	AFJV	CTP contractor
	Marion Tynan	MT	SM	ETP Engagement
	Thomas Uthaug	TU	CDC buses	Service planning
	Jenny Williams	JW	SM	Communications
	Eric Wong	EW	Canada Bay Cl.	SM interface manager
	Michael Woolley	MW	HBI	Environmental Rep.
	Patrick Wu	PW	TfNSW	Light Rail Interface Mgt
	Maryam Yadak	MY	TfNSW	Improvement Planning Harbour
	Hassan Yousaf	HY	TfNSW (P&P)	Transport planning
	Bilal Zreika	BZ	TfNSW	Interface Mgt Light Rail

Item		Overview / Action by	Actions
1.	Welcome and Introductions	Ghaith Farfour	<ul style="list-style-type: none"> Acknowledgment of Country. GF welcomed all to the meeting and asked for council attendees to introduce themselves. <ul style="list-style-type: none"> Nathan English – City of Sydney Council Ajnesh Shjarma – Innerwest Council Eric Wong – Canada Bay Council Siva Sivakumar – Cumberland Council <i>Note: Robert Di Federico – Burwood Council and John Earls – Canada Bay Council arrived after the introductions</i> The Minutes of TTLG Meeting 22 (22 December 2022) were accepted as an accurate record of the meeting and were adopted by the TTLG Group.
2.	Actions Arising	Ghaith Farfour	<p>1. ETP – Hunter St: Traffic Signal decommissioning Action (22/12/2022): NB to email MT [REDACTED] regarding the next steps in the removal of the decommissioned signals on Hunter St Update (19/1/2022): NB advise a site inspection has revealed the traffic signals have been removed Status: CLOSE.</p>

Item		Overview / Action by	Actions
3.	Western Tunnelling Package (WTP) Works Overview <ul style="list-style-type: none"> - Traffic document status - Westmead works overview - Parramatta works overview - Clyde/Rosehill works overview - Eastern Creek works overview 	Brendan McNally	<p>BMcN spoke to the tabled slides noting as follows:</p> <ul style="list-style-type: none"> • Traffic document status <ul style="list-style-type: none"> - Westmead Site Operations CTMP under review - Parramatta Site Operations has been approved • Westmead works overview <ul style="list-style-type: none"> - Geotechnical works continues - High Voltage works continues external to the site - Construction of driveways underway - Utility works continuing - Earthworks nearing completion • Parramatta works overview <ul style="list-style-type: none"> - Few external boreholes to complete e.g. Parramatta Park - No change in works for concrete slab pour behind businesses. Communication with businesses ongoing - Shared access road due to open early February 2023 following concrete works - Macquarie Lane due to be closed early 2023 • Clyde/Rosehill works overview <ul style="list-style-type: none"> - High Voltage works continue of Unwin St - Service rote from Clyde Div to Rosehill to be installed across Unwin St in Jan 2023 - Street Lighting is scheduled to be removed in mid March (and replaced with temporary solar street lighting) - Unwin St haulage crossing to be operation mid February 2023 • Eastern Creek works overview <ul style="list-style-type: none"> - Slipform pavement access roads near completion - Shed steel cladding and accessories completed - Concrete batch pant footing complete with Silo and mixer platform erected - Carousel installation commenced - Installation of overhead crane complete <p>Questions from the Attendees</p> <ul style="list-style-type: none"> • Nil <p>Actions:</p> <ul style="list-style-type: none"> • Nil

4.	Central Tunnelling Package (CTP) Works Overview <ul style="list-style-type: none"> - CTMP status overview - The Bays works overview - Five Dock works overview - Burwood North works overview - North Strathfield works overview - Sydney Olympic Park works overview 	Anthony Swann	<p>AS spoke to the tabled slides noting as follows:</p> <ul style="list-style-type: none"> • CTMP status overview <ul style="list-style-type: none"> - All approved except for North Strathfield Stage 1B • The Bays works overview <ul style="list-style-type: none"> - Site establishment and excavation works ongoing • Five Dock works overview <ul style="list-style-type: none"> - Site facilities establishment continuing • Burwood North works overview <ul style="list-style-type: none"> - Site establishment and excavation works ongoing - No key changes to traffic arrangement proposed at this stage • North Strathfield works overview <ul style="list-style-type: none"> - North Strathfield Stage 1A <ul style="list-style-type: none"> - CTMP Approved to include diversion of pedestrian on western footpath to parking lane and shift the northbound bus stop south on Queen St western kerb 40 m north - North Strathfield Stage 1B <ul style="list-style-type: none"> - TMP consists of 3 phases with the CTMP submitted for review - Phase 1 <ul style="list-style-type: none"> - Closure of the western footpath on Queen St north of Wellbank Ave - Relocation of the bus stop from Queen St to the southern kerb of Wellbank Ave - Install temporary pedestrian zebra crossing on the southern arm of Queen St and Wellbank Ave intersection - Install pedestrian crossing on Queen Street south of Pomeroy St - Due to start 24 February 2023 - Phase 2 <ul style="list-style-type: none"> - Temporary signalisation treatment of the southern and eastern arms of the intersection - Remove the existing raised pedestrian crossing on the northern arm - Target date end of June 2023 - Phase 3 <ul style="list-style-type: none"> - Opening of the northern arm of the intersection with a temporary signalised pedestrian crossing - Target date mid July 2023 • Sydney Olympic Park works overview <ul style="list-style-type: none"> - Site establishment and excavation works ongoing - No key changes to traffic arrangement proposed at this stage <p>Questions from the Attendees</p> <ul style="list-style-type: none"> • Nil <p>Actions:</p> <ul style="list-style-type: none"> • Nil
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5.	Eastern Tunnelling Package (ETP) Works Overview <ul style="list-style-type: none"> - Overarching CTMP - Pyrmont West Demolition CTMP (Stage 1) - Hunter St Tunnel Excavation CTMP (Stage 1) - Construction Parking and Access 	Nathan Bryant	<p>NB spoke to the tabled slides noting as follows:</p> <ul style="list-style-type: none"> • Overarching CTMP <ul style="list-style-type: none"> - Target Submission date 17/1/2023 - OCTMP will cover general project scope, safety and outline the proposed breakdown of site specific CTMPs - It is not intended there be a need to be updated regularly with the site specific CTMP outlining the management of specific sites • Pyrmont West CTMP Stage 1 <ul style="list-style-type: none"> - Demolition CTMP submitted 16/1/2023 - Works commencing target 1/4/2023 - Works include construction of driveways, erection or hoarding and demolish the existing building - Site access via Pyrmont St - Traffic control will be in place at a site access/egress to manage pedestrian safety - Swept path has been carried out for 12.5m HRV with vehicles to enter and exit in a forward direction. - Haulage route as per the planning documents with the exception of Edward/Union Street which will be in the opposite direction that was outlined in the planning documents - Traffic volumes within planning approval provision • Hunter St East CTMP Stage 1 <ul style="list-style-type: none"> - Tunnel Excavation CTMP submitted 16/1/2023 - Works commencing target 15/3/2023 - Works include tunnel decline, station cavern and turnbacks - The CTMP will be in reference to the northern section of the site (yellow are in the presentation). The CTMP for the southern section (Blue area) will be at a later date - Site access as per the existing driveways from the City South West project - Swept path has been carried out for 12.5m HRV with vehicles to enter and exit in a forward direction. - Haulage route as per the planning documents - Traffic volumes within planning approval provision for Phase 3 • Construction Parking & Access <ul style="list-style-type: none"> - CPAS for Pyrmont/Hunter Street submitted 17/1/2023 - Surveys were undertaken in December 2022 - Parking impacts include: <ul style="list-style-type: none"> - Removal to accommodate construction of new site driveways - Proposed to offset as far as practical by reinstating redundant driveways
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Item	Overview / Action by	Actions
		<p>and reinstating parking in these locations</p> <ul style="list-style-type: none"> - Parking survey indicates that there are available spaces during peak parking demand periods - There is no designated on site parking for workers, with workers encouraged to use public transport or commercial parking stations and carpool. - On street parking is not suitable for workers due to imposed time restrictions <p>Questions from the Attendees</p> <ul style="list-style-type: none"> • BZ: Noted that from 31/3/2023 8pm for 48 hrs Bridge works will be undertaken for light rail resulting in Darling Drive, Pyrmont being closed between the roundabout and Murray St. Offered to assist in co-ordination if required. <p>Actions:</p> <ul style="list-style-type: none"> • Nil
6.	<p>Bays and Rozelle Power Supply Works</p> <ul style="list-style-type: none"> - Christmas works update 	<p>Des Leyden</p> <p>DS spoke to the tabled slides noting as follows:</p> <ul style="list-style-type: none"> • December 2022 works completed (Christmas period) <ul style="list-style-type: none"> - Rigid Pavement restoration in Darling St - Flexible and footpath permanent works in Merton St / Mullens St - Showed slides/photos on works completed for <ul style="list-style-type: none"> - pavement works in Merton St/ Belmore St/Darling St - January/February 2023 scheduled works: • January/February 2023 scheduled works <ul style="list-style-type: none"> - Port Access Road bridge - Asphalt restoration Mullens and Robert St - Landmarking early February 2022, weather permitting <p>Questions from the Attendees</p> <ul style="list-style-type: none"> • Nil <p>Actions:</p> <ul style="list-style-type: none"> • Nil

7.	Brownfield Works <ul style="list-style-type: none"> - Westmead Station: Alexandra Avenue traffic management - North Strathfield Station: Queen Street, Parramatta Road, M4 Motorway traffic management 	Ivan Panich	<p>IP spoke to the tabled slides noting as follows:</p> <ul style="list-style-type: none"> • The presentation outlining the traffic Management has previously been shown to the TTLG and approvals obtain • Works has been delayed due to industrial action • Outlined the scope of work to be completed • Westmead <ul style="list-style-type: none"> - Key works in Alexandra Ave approximately 300 m east and west of Hawkesbury Road intersection - Key activities to be carried out: LV and commissioning. Removal of redundant assets - Works schedule (WE34) 18/19 February 2023. Day shifts <ul style="list-style-type: none"> - Local lane closures on Alexandra Ave (eastbound, east of Hawkesbury Road) - Local pedestrian diversions - Works schedule (WE34) 18/19 February 2023. Night shifts <ul style="list-style-type: none"> - Road closure of Alexandra Avenue - Emergency vehicles permitted along Hawkesbury Road - Bus stop to be located - Notification has been provided to the hospital • North Strathfield: <ul style="list-style-type: none"> - M4 and Parramatta Road closure and Queen St aerial cable removal - Key activities to be carried out: Poles / HV on Queen St, commissioning and removal of poles/cables over Parramatta Road/M4 - Presentation provides a breakdown of North Strathfield work schedule - Works schedule (WE35) 25/26 February <ul style="list-style-type: none"> - Queen St: lane closure Northbound Pomeroy to Gracemere St (Day Shift) - Queen St: Road Closure between Pomeroy and Gracemere St (Night Shift) - Cooper St: Day shift under gate management, night shift rolling lane closure - Works schedule (WE36) 4/5 March <ul style="list-style-type: none"> - Queen St: lane closure Northbound Pomeroy to Gracemere St (Day Shift) - Queen St: Road Closure between Pomeroy and Gracemere St (Night Shift) - Works schedule (WE38) 18/19 March <ul style="list-style-type: none"> - Queen St: lane closure Northbound Pomeroy to Gracemere St (Day Shift) - Queen St: Shuttle Flow south of Wellbank Street (Day Shift) - Queen St: Road closure north of Shipley Street to Pomeroy Street (Night Shift)
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Item		Overview / Action by	Actions
			<ul style="list-style-type: none"> - Parramatta Road: Night shift contraflow – 19 March midnight to 2am - M4 closure Homebush Bay Dr to Concord/Parramatta Roads – 19 March 2am to 4am - Tunnel will remain open. - Queen St: Shuttle flow – 19 March 5am-7am <p>Questions from the Attendees</p> <ul style="list-style-type: none"> • BG: Queried if coordination/consultation has been GLC (WPT Contractor). IP advised in contact with Nick Frost of GLC • AM: requested a copy of this presentation • RB: Requested that correspondence relating to bus network changes be also issued to him while FP is away • EW queried the status of the barrier pole at Gracemere/Pomeroy. IP noted the current w-beam to remain <p>Actions:</p> <ul style="list-style-type: none"> • IP to send a copy of the presentation to AM
8.	Eastern Creek Pre-cast Facility - Nil report	Luke Tobin	Nil report.
9.	Other Matters:	All	Nil other matters raised.
10.	Next Meeting		The next TTLG meeting is scheduled for 23 February 2023 at 3:30 pm.

REVIEW COMMENTS SHEET

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
				42	2/02/2023	TFN	FPASSARELL	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	4.3	N/A	Collaboration with TfNSW and other Stakeholders (page 6&7). •TTLG – happy for local bus operators to be invited as an FYI – one would hope that any CTMP / ROL are discussed and finalised at the TCG prior to be presented at the TTLG; •TCG – no local operators to be invited, all transport impacts (for Bus, Ferries or Trains) and decisions to be made by a CJP Short Term & Temporary Transport Planning (ST&TTP) represented (one of my team)	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	4.3	N/A		Observation	N
				42.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	4.3	N/A	Section 4.3.1 and 4.3.2 have been updated accordingly.	Observation	N
					10/03/2023	JCG	K.Varga	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	4.3	N/A	Comments have been addressed previously, however references noted in the response were incorrect. The correct section references are; Section 4.5.1 and 4.5.2	Observation	N
				43	2/02/2023	TFN	FPASSARELL	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	4.5	NA	Communications and the Community •For bussing or transport impacts, a minimum 28 days notice is required to make alterations to bus stops or services •Will required to put out notifications at impacts stops/ apps/ website a minimum 14 days prior to changes or works •Have included Monisha from operational comms for further review (her team may already have been privy and reviewed but this is their area of expertise)	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	4.5	NA		Observation	N
				43.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	4.5	NA	Section 4.7.1 updated	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	4.5	NA	Response provided in previous submission	Observation	N
				44	2/02/2023	TFN	FPASSARELL	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	6.5	NA	Public Transport services and facilities •Paragraph 2 suggests discussion/consultation via TTLG – no, this requires to be undertaken during the TCG or prior to the TCG with ST&TTP team, we will provide advice and support based on our requirements and contractual obligations •Paragraph 3 refer to Transport Coordination, relevant council and bus operators – no will be required to discuss with ST&TTP only, we make decisions on all transport impacts , please remove bus operators we manage our contracts, also Transport Coordination is now Customer Journey Planning (CJP) – for public transport – my team ST&TTP makes the decisions and manages all bus impacts	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	6.5	NA		Observation	N
				44.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	6.5	NA	This is now Section 6.11. These paragraphs have been updated.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	6.5	NA	Comments have been addressed previously, however reference noted in the response was incorrect. The correct section reference is Section 6.13	Observation	N
				45	2/02/2023	PLR	BZREIKA	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	5.2.5 Page 16, Table 10	NA	Table 10 comments on no impact to public transport services. There will be no construction vehicles accessing the Light Rail corridor on George St unless approved by TfNSW Light Rail Contracts, as well as the SLR Contractor/Operator	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	5.2.5 Page 16, Table 10	NA		Observation	N

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
				45.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	5.2.5 Page 16, Table 10	NA	Table 10 has been revised. A small number of construction vehicles will access De Mestre Place which will require to travel on George Street between Hunter Street and King Street. Light rail services will not be affected because construction vehicles will only enter George Street when there is a gap between light rail services. In addition, demolition of the awnings and installation of hoarding will take place during the possession of the light rail services.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	5.2.5 Page 16, Table 10	NA	Access to the light rail corridor for a small number of vehicles over a limited period, is currently being negotiated with TfNSW Light Rail Contracts, as well as the SLR Contractor/Operator. The access arrangement will be detailed in the site specific CTMP (Hunter St East - Stage 1 - Demolition CTMP).	Observation	N
				49	1/03/2023	SCO	PKEYES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	General	.	All sites: Where the adjacent roadway lane is utilised by buses the hoarding columns and other obstructions must be located at least 600mm behind the face of kerb. Consideration can be given to reduce this distance where an analysis is undertaken to determine the proposed offset is safe and unlikely to be impacted by buses, with consideration of road alignment, lane width, lane crossfall and frequency of buses.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	General	.	Section 5.4.2, 5.4.3, 5.4.4, 5.4.5, 6.12 & 6.20.1.2 have been updated to include minimum clearance requirements for hoarding columns	Observation	N
				50	1/03/2023	SCO	PKEYES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	General	.	Any changes to taxi zones will require consultation with the NSW Taxi Council.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	General	.	Section 6.13 has been updated to include detail of consultation requirements with NSW Taxi Council	Observation	N
				51	1/03/2023	SCO	PKEYES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	General	.	All references to TMC should be changed to Customer Journey Management.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	General	.	All references to TMC have been updated to Customer Journey Planning	Observation	N
				52	1/03/2023	SCO	PKEYES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Clause 4.7.2	.	Please note that TfNSW, Short Term & Temporary Transport Planning and Operational Communications will work with the JV to provide communications to the travelling public on planned disruptions to the public transport network. All collateral to be developed in consultation with Customer Journey Planning's Customer Behaviour Communications team.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Clause 4.7.2	.	Section 4.7.2 has been updated to include details of TfNSW, Temporary Transport Planning and Operational Communications	Observation	N
				53	1/03/2023	SCO	PKEYES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Clause 5.1	.	Please include construction vehicle movements by each hour of the day, so that we can determine impacts by time of day and check compliance with the EIS.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Clause 5.1	.	Table 6 in Section 5.1 has been updated to providing a summary of total vehicle movements, an expanded table detailing the hourly movements has been provided in Appendix D	Observation	N
				54	1/03/2023	SCO	PKEYES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Clause 5.1	.	The heavy and light vehicle volumes for the Bays site are to be updated to reflect the site specific CTMP, including the proposed light vehicle parking, once finalised.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Clause 5.1	.	Intersection modelling is currently being analysed against the increase in light vehicle numbers required for construction staff and workforce. Once finalised, the OCTMP will be updated accordingly.	Observation	N
				55	1/03/2023	SCO	PKEYES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Clause 5.4.5	.	The proposed construction vehicle access from George St is not supported.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Clause 5.4.5	.	George St access/ egress has been removed from the OCTMP.	Observation	N
				56	1/03/2023	SCO	PKEYES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Clause 6.3.1	.	Customer Journey Management (TMC) are responsible for the review and approval of road occupancy licences.	Observation	N

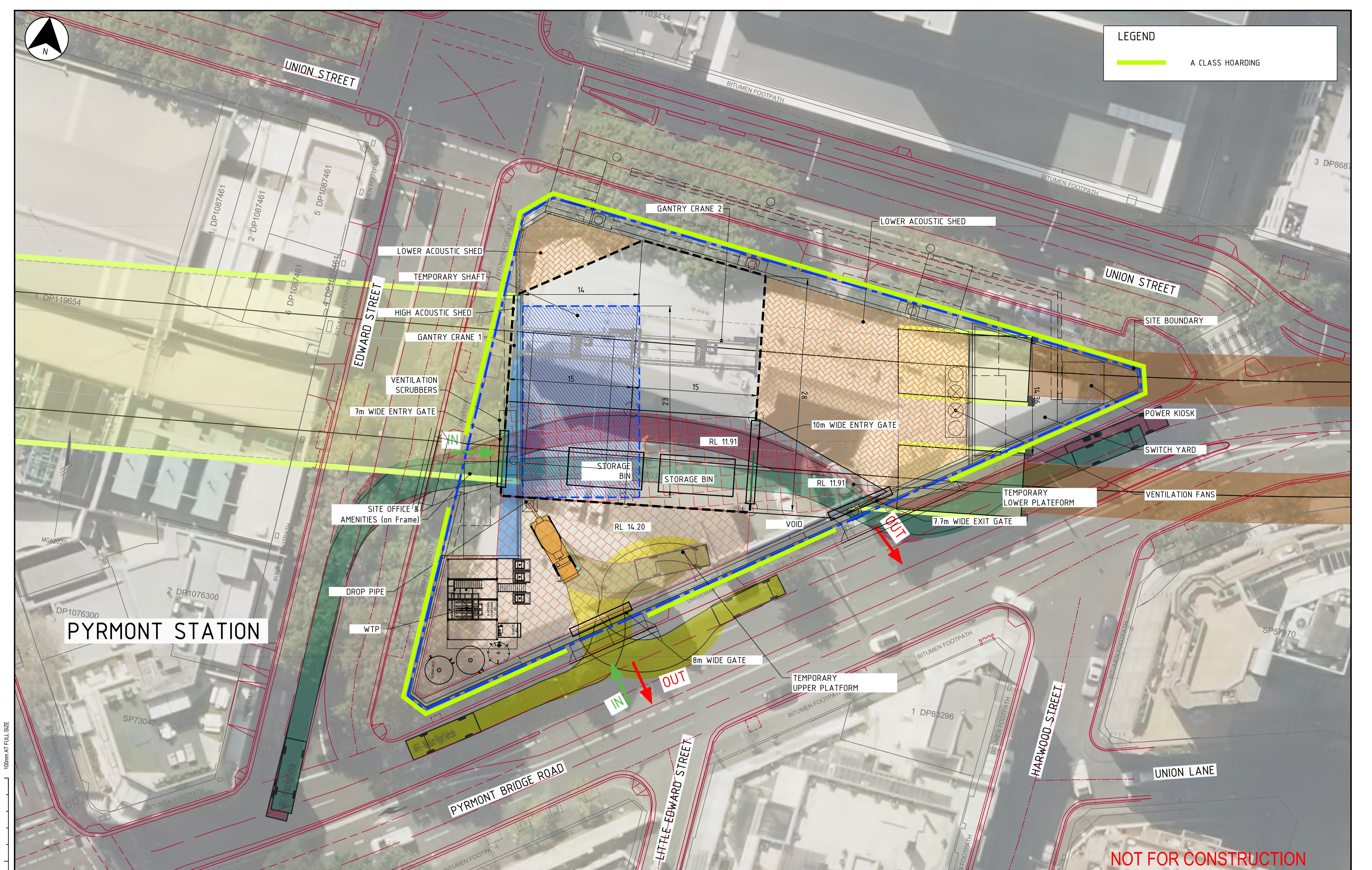
DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Clause 6.3.1		Section 6.3.1 has been updated with CJM responsibilities in relation to ROL's	Observation	N
				57	1/03/2023	SCO	PKEYES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Clause 6.3.4		The approval process for Traffic Control Signals is separate to the process for CTMPs, TGSs and ROLs. TCS plans should be included in CTMPs for information only.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Clause 6.3.4		Section 6.3.4 has been removed from the document. There are no proposed signal construction or modifications.	Observation	N
				58	1/03/2023	SCO	PKEYES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Clause 6.6		Figure 13: Further details are required on the proposed right turn into site from Edward St northbound. How many vehicles will be undertaking this manoeuvre, what size vehicles, and at what time of day? Will the opposing traffic need to be stopped to facilitate access?	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Clause 6.6		Table 13 (Pymont East) has been updated to include details of number and size of vehicles planned to undertake the right turn movement in Edward St, and the time when these will occur. Vehicles will be required to obide by traffic regulations and enter site during acceptable gaps, without stopping traffic to faciltate access.	Observation	N
				59	1/03/2023	SCO	PKEYES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Clause 6.6		Figure 14: the access route should be changed to show site access directly from Pymont Br Rd.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Clause 6.6		Figure 14 updated to show site access directly from Pymont Bridge Rd	Observation	N
				60	1/03/2023	SCO	PKEYES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Clause 6.6		Figure 16: the proposed construction vehicle access from George St is not supported.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Clause 6.6		George St access/ egress has been removed from the OCTMP.	Observation	N
				61	1/03/2023	SCO	PKEYES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Appendix B		Pymont East: the right turn into site from Edward St is from lane 1 northbound which will require parking to be removed from the western side of Edward St. Has this been quantified and assessed?	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Appendix B		Appendix B - Drawing has been amended to show the turning path from lane 2, therefore no parking spaces required to be removed on Edward St western side.	Observation	N
				62	1/03/2023	SCO	PKEYES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Appendix B		Pymont East: Can the westernmost gate on Pymont Br Rd be widened to allow agitator access from lane 1 eastbound?	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Appendix B		The secondary access/egress on Pymont Bridge Rd has been redesigned to allow 8.8 MRV access from lane 1 EB, Appendix B has been updated accordingly	Observation	N
				63	1/03/2023	SCO	PKEYES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Appendix B		Pymont West: this plan needs to be updated to show the site egress to Pymont St in both directions.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Appendix B		Appendix B updated to show the egress onto Pymont St in both directions	Observation	N
				64	1/03/2023	SCO	PKEYES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Appendix B		Hunter St East: the proposed driveway widths do not cater for the turning paths shown on the drawings.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Appendix B		Appendix B has been updated to accuratly represent the driveway widths	Observation	N
				65	1/03/2023	SCO	PKEYES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Appendix B		Hunter St West: where any hoarding is required adjacent to the light rail corridor then the LR operator and TfNSW Public Transport Contracts section must be consulted.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Appendix B		Table 12 has been updated to include consultation requirements in relation to the hoarding installation along George St.	Observation	N
				66	1/03/2023	SCO	PKEYES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Appendix C		Pymont: drawing needs to be updated to show egress route from the western site to Pymont St southbound.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Appendix C		Appendix C has been updated to show egress route from the western site to Pymont St southbound.	Observation	N

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
				68	9/03/2023	PAN	GJOHNSON	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Item 1.2 – Objectives	NA	Item needs to be included about ensuring that Port traffic, including cruise traffic and Port Authority tenant traffic is given priority in accordance with the Access Management Principals included in the licence between Port Authority and SMW.		N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Item 1.2 – Objectives	NA	Section 1.2, Table 2, has been updated to include Port Authority objectives		N
				69	9/03/2023	PAN	GJOHNSON	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Last 3 dots points (targets) should include:	NA	Last 3 dots points (targets) should include:Ensure compliance with the Port Authority / SMW license, including Access Management principals		N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Last 3 dots points (targets) should include:	NA	Targets as suggested have been added to Section 1.2, Table 2		N
				70	9/03/2023	PAN	GJOHNSON	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Item 1.4	NA	Port Authority of NSW should be included in this section, noting that the ETP contractor has to obtain approval for this CTMP under the license between Port Authority and SMW.		N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Item 1.4	NA	Section 1.4 updated to include Port Authority of NSW		N
				71	9/03/2023	PAN	GJOHNSON	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Item 4.3.2	NA	TCG includes Port Authority of NSW		N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Item 4.3.2	NA	Section 4.3.2 has been updated to include Port Authority of NSW		N
				72	9/03/2023	PAN	GJOHNSON	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Item 4.4	NA	Changes to traffic arrangements on Port Authority land must be approved by Port Authority.		N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Item 4.4	NA	Section 4.6 has been updated to include Port Authority of NSW approval requirements for Port Authority Land		N
				73	9/03/2023	PAN	GJOHNSON	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Table 6	NA	Impact on traffic flow, should include Port Authority tenants will continue to use the Port Access Rd and other roads within Port Authority's property.Traffic management within the Port Area is described in the Access Management Principals included in the license between Port Authority and SMW.		N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Table 6	NA	Table 8 (previously table 6) has been updated to address comment		N
				74	9/03/2023	PAN	GJOHNSON	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Item 6.1	NA	First paragraph, obligations are also setout in the Access Management Principals included in the license between Port Authority and SMW.Item 6.1 talks about endorsement from CJP for changes to traffic flow etc. this will also need Port Authority approval for roads within the Port.		N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Item 6.1	NA	Section 6.3 (previously section 6.1) has been updated to include requirement for Port Authority approval.		N
				75	9/03/2023	PAN	GJOHNSON	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Item 6.3.1	NA	Note that signage installation within the Port area will also need to be co-ordinated with other contractors, including the CTP contractor to ensure that there is clear signage and co-ordination for traffic.		N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Item 6.3.1	NA	Section 6.9.1 (previously Section 6.3.1) has been updated to include requirement to co-ordinate signage with other contractors working in the Port area.		N
				76	9/03/2023	PAN	GJOHNSON	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Item 6.7	NA	Reference to "White Bay" should be changed to Glebe Island.		N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Item 6.7	NA	Reference to "White Bay" in Section 6.17 (previously 6.7) has been updated to "Glebe Island"		N
				77	9/03/2023	PAN	GJOHNSON	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Item 7.6	NA	This should also include reporting to Port Authority, as required. This can be done through regular meetings.		N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Item 7.6	NA	Section 7.6 updated to include The Port Authority		N
				78	9/03/2023	PAN	GJOHNSON	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Table 18	NA	Should include Access Management Principals which are included in the license between Port Authority and SMW.		N

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Table 18	NA	Table 18 details the requirements of the CEMF. Section 5.4.1 has been updated to include reference to the Access Management Principles		N

Appendix B Site Plans









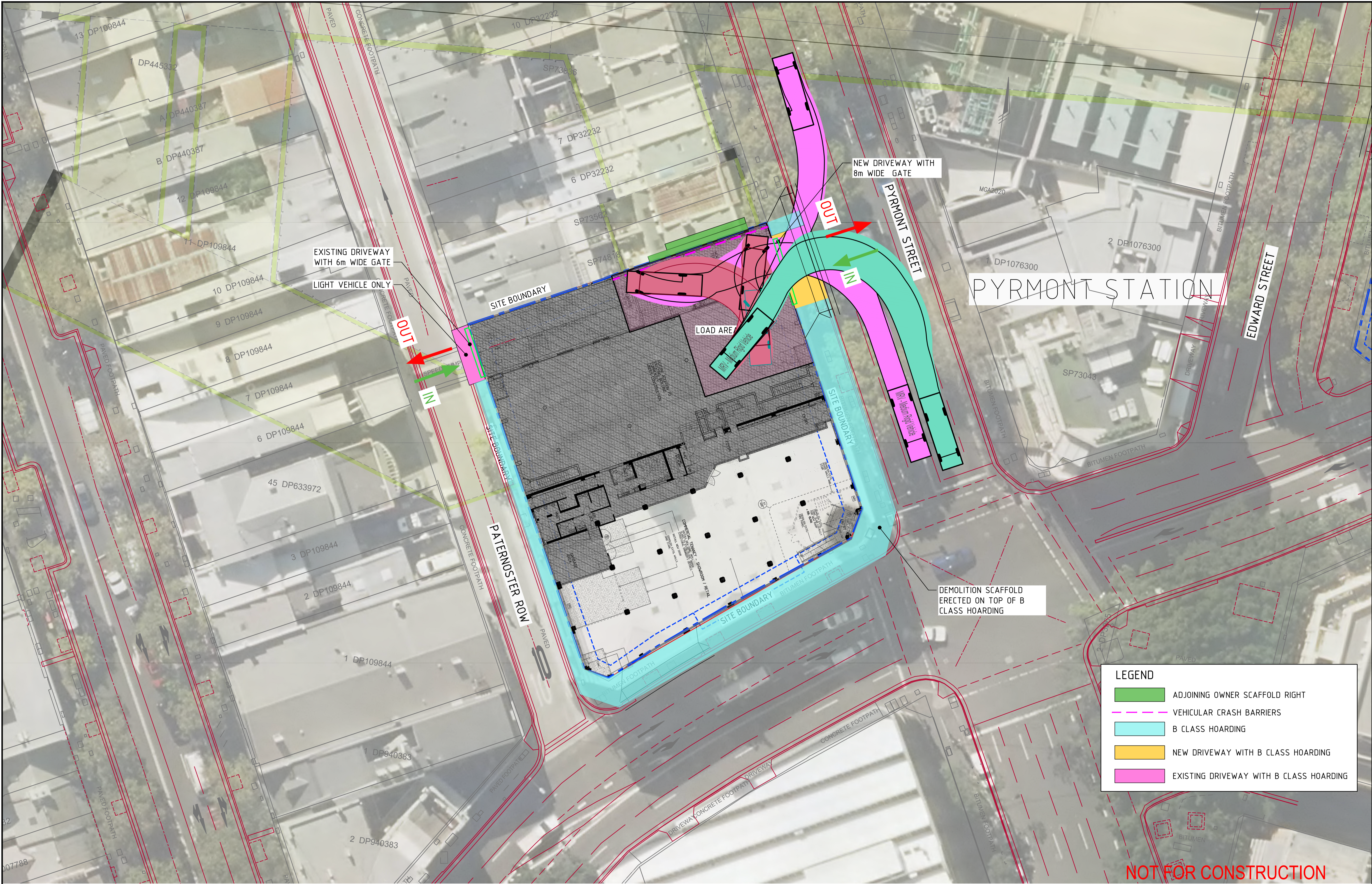


A CLASS HOARDING

PYRMONT STATION

NOT FOR CONSTRUCTION

-	-	-	-	-	<div>SCALES</div> <div><div>0 2 4 6 8 10 12m</div><div>SCALE 1:200 AT A1 SIZE</div></div>		<div>CLIENT</div> <div> </div>	<div>The information shown on this drawing is for the purposes of the Sydney Metro Project only. No warranty is given or implied as to its suitability for any other purpose. The Service Providers accept no liability arising from the use of this drawing and the information shown hereon for any purpose other than the Sydney Metro Project.</div> <div>SERVICE PROVIDERS</div> <div><div></div><div>DRAWN _____ J.FAN</div></div> <div><div></div><div>DESIGNED _____ Y.FONG</div></div> <div><div></div><div>DRG CHECK _____ Y.FONG</div></div> <div><div></div><div>DESIGN CHECK _____ D.MAYTOM</div></div> <div><div></div><div>APPROVED _____ S.CONNOR</div></div>	<div>SYDNEY METRO WEST - EASTERN TUNNELING PACKAGE</div> <div>PYRMONT STATION</div> <div>SHAFT EXCAVATION</div> <div>EAST SHAFT SITE LAYOUT - STAGE 2</div> <div>EXCAVATION</div>
-	-	-	-	-					
-	-	-	-	-					
-	-	-	-	-					
-	-	-	-	-					
G	J.F.	09/03/23	VEHICLE SWEEP PATHS REVISED		S.C.				
REV.	BY	DATE	DESCRIPTION		APPD.				
A1 Original	Co-ordinate System: MGA Zone 56		Height Datum: GDA2020	This sheet may be prepared using colour and may be incomplete if copied		NOTE: Do not scale from this drawing.	ALT. DRG No.		



PYRMONT STATION

NOT FOR CONSTRUCTION

LEGEND

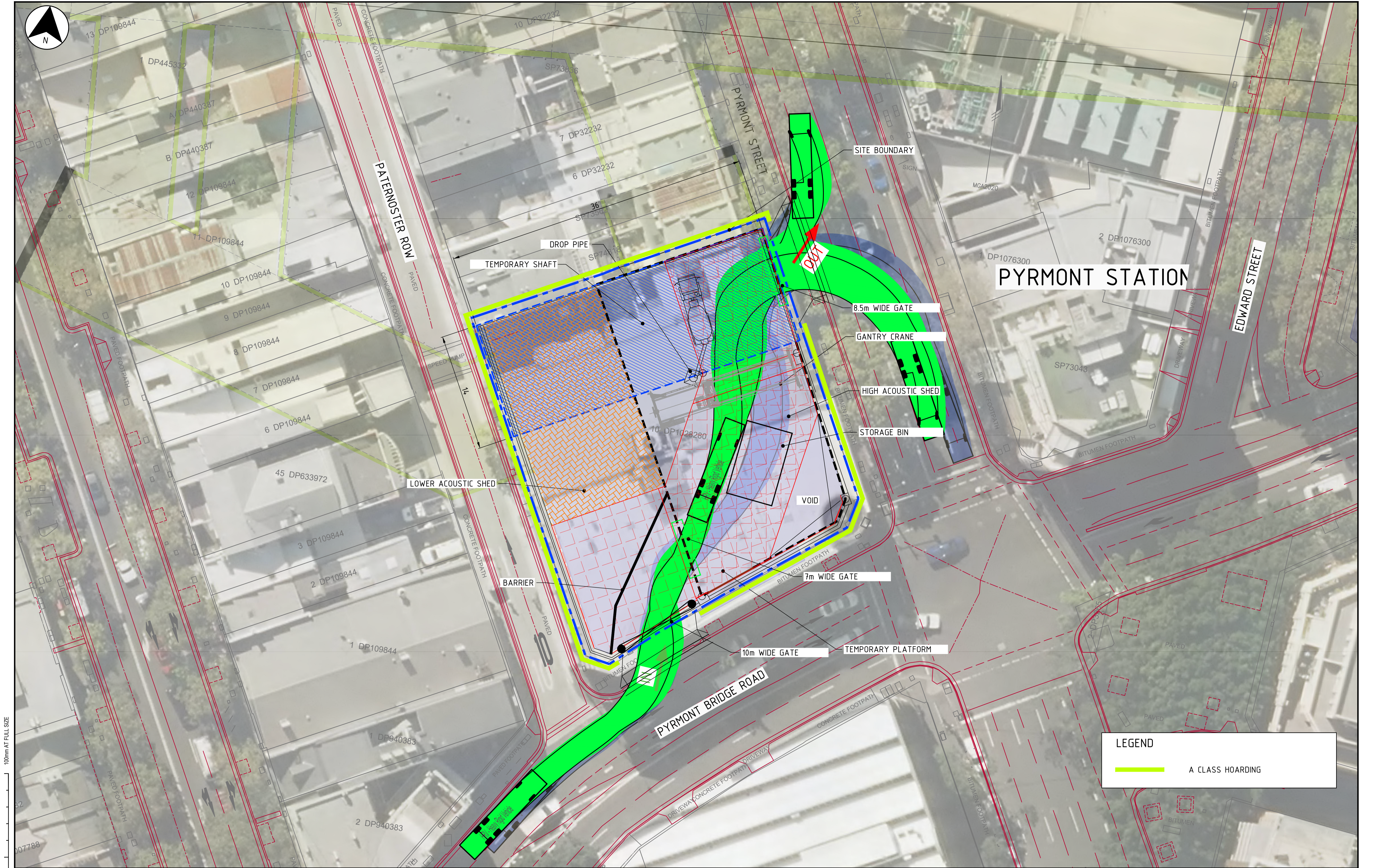
ADJOINING OWNER SCAFFOLD RIGHT

VEHICULAR CRASH BARRIERS

B CLASS HOARDING

NEW DRIVEWAY WITH B CLASS HOARDING

EXISTING DRIVEWAY WITH B CLASS HOARDING



100mm AT FULL SIZE

REV.	BY	DATE	DESCRIPTION	APPD.
C	J.F.	09/03/23	SWEPT PATHS REVISED	S.C.
B	J.F.	10/01/23	ISSUED FOR INFORMATION	S.C.
A	J.F.	21/12/22	ISSUED FOR INFORMATION	S.C.
A1	Original		Co-ordinate System: MGA Zone 56 Height Datum: GDA2020 This sheet may be prepared using colour and may be incomplete if copied	

SCALES

SCALE 1:200 AT A1 SIZE

NOTE: Do not scale from this drawing.

ALT. DRG No.

CLIENT

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SERVICE PROVIDERS

DRAWN J.FAN
DESIGNED Y.FONG
DRG CHECK Y.FONG
DESIGN CHECK D.MAYTOM
APPROVED S.CONNOR

LEGEND

A CLASS HOARDING

SYDNEY METRO WEST - EASTERN TUNNELING PACKAGE

PYRMONT STATION

SHAFT EXCAVATION

WEST SHAFT SITE LAYOUT - STAGE 2

EXCAVATION

STATUS: WORK IN PROGRESS

SHEET 1 OF 1

DRG No SMWSTETP-JCG-PYR-SN150-CV-DRG-045104

REV. C



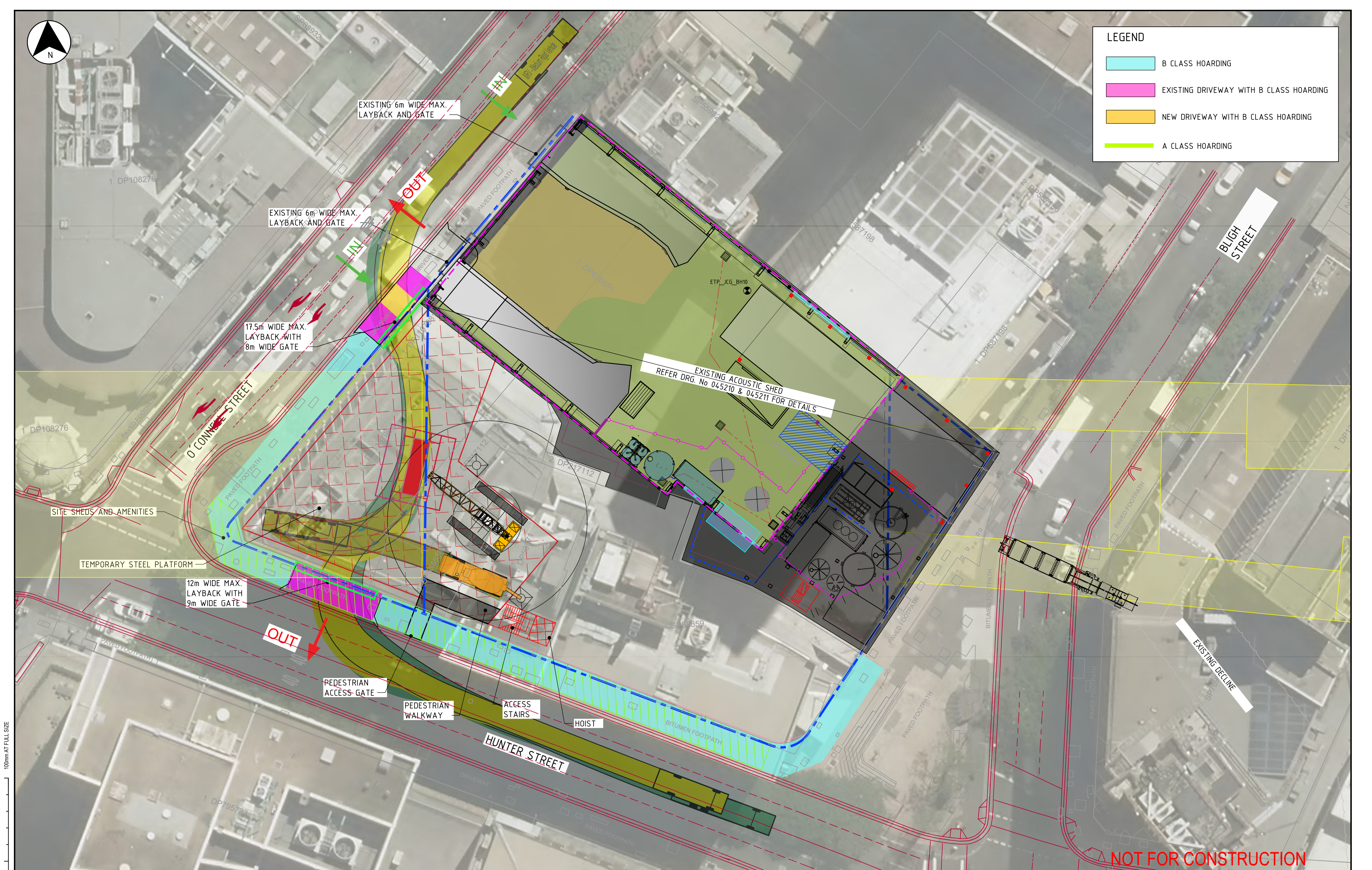
LEGEND

B CLASS HOARDING

EXISTING DRIVEWAY WITH B CLASS HOARDING

NEW DRIVEWAY WITH B CLASS HOARDING

A CLASS HOARDING



100mm AT FULL SIZE

REV.	BY	DATE	DESCRIPTION	APPD.
D	J.F.	09/03/23	SWEPT PATH REVISED	S.C.
C	J.F.	20/02/23	SHED LAYOUT UPGRADED	S.C.
B	J.F.	11/01/23	ISSUED FOR INFORMATION	S.C.
A	J.F.	21/12/22	ISSUED FOR INFORMATION	S.C.

A1 OriginalCo-ordinate System: MGA Zone 56Height Datum: GDA2020This sheet may be prepared using colour and may be incomplete if copied

SCALES

0 2 4 6 8 10 12m

SCALE 1:200 AT A1 SIZE

NOTE: Do not scale from this drawing.

ALT. DRG No.

CLIENT

NSW GOVERNMENT

sydney METRO

SERVICE PROVIDERS

JOHN HOLLAND

CPB

Ghella

DRAWN J.FAN

DESIGNED P. SHEPHERD

DRG CHECK P. SHEPHERD

DESIGN CHECK D.MAYTOM

APPROVED S.CONNOR

SYDNEY METRO WEST - EASTERN TUNNELING PACKAGE

HUNTER STREET STATION

SHAFT EXCAVATION

EAST SHAFT SITE LAYOUT - STAGE 2

EXCAVATION

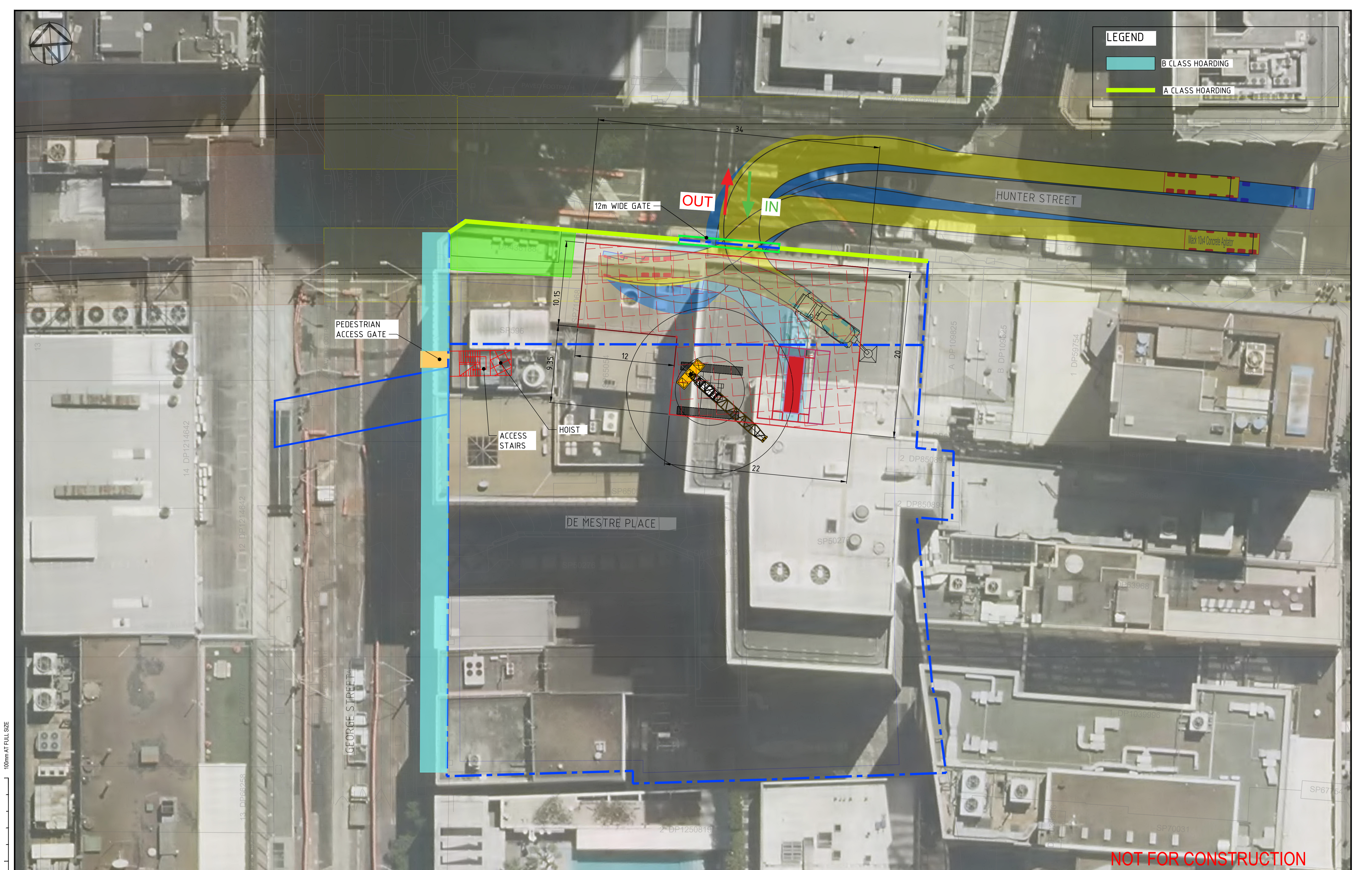
STATUS: WORK IN PROGRESS

SHEET 1 OF 1






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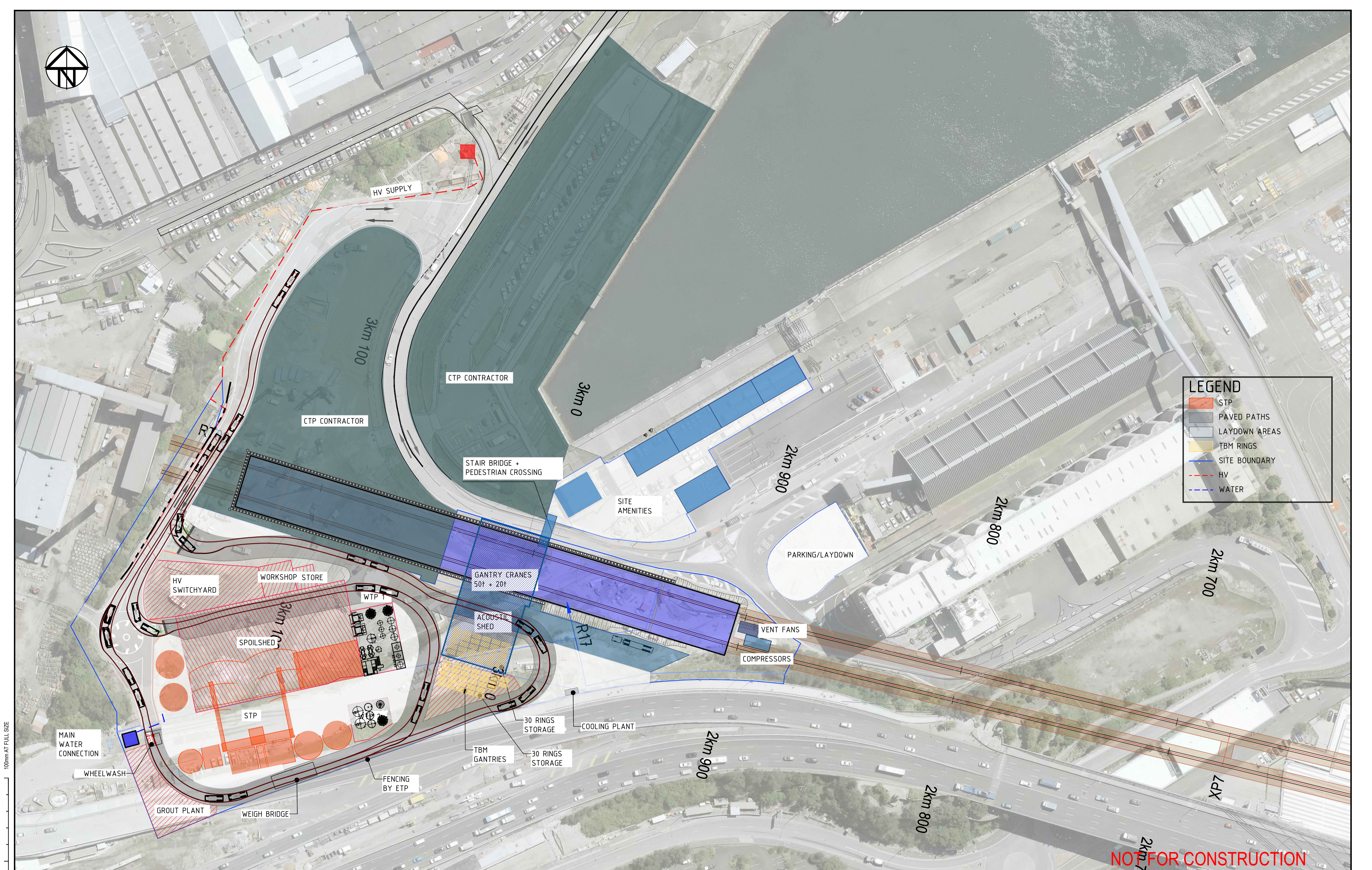
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REV. D



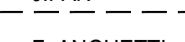




100mm AT FULL SIZE

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REV.	BY	DATE	DESCRIPTION	APPD.																													
C	J.F.	18/01/23	TEMPORARY PLATFORM & HOARDING REVISED	S.C.																													
B	J.F.	11/01/23	TEMPORARY PLATFORM REVISED	S.C.																													
A	J.F.	21/12/22	ISSUED FOR INFORMATION	S.C.																													
<table><tr><td>0</td><td>2</td><td>4</td><td>6</td><td>8</td><td>10</td><td>12m</td></tr><tr><td colspan="7">SCALE 1:200 AT A1 SIZE</td></tr></table>					0	2	4	6	8	10	12m	SCALE 1:200 AT A1 SIZE							 		  		DRAWN _____ J.FAN DESIGNED _____ P. SHEPHERD DRG CHECK _____ P. SHEPHERD DESIGN CHECK _____ D.MAYTOM APPROVED _____ S.CONNOR		SHAFT EXCAVATION WEST SHAFT SITE LAYOUT - STAGE 3 EXCAVATION								
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A1 Original					NOTE: Do not scale from this drawing.		ALT. DRG No.		STATUS: WORK IN PROGRESS		SHEET 1 OF 1		©																				
Co-ordinate System: MGA Zone 56					Height Datum: GDA2020		This sheet may be prepared using colour and may be incomplete if copied		DRG No SMWSTETP-JCG-SCB-SN100-CV-DRG-045206		REV.		C																				



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A1 Original					Co-ordinate System: MGA Zone 56		Height Datum: GDA2020		This sheet may be prepared using colour and may be incomplete if copied		NOTE: Do not scale from this drawing.		ALT. DRG No.											

Appendix C Vehicle Movement Plans



LEGEND

INBOUND HAULAGE ROUTE







OUTBOUND HAULAGE ROUTE

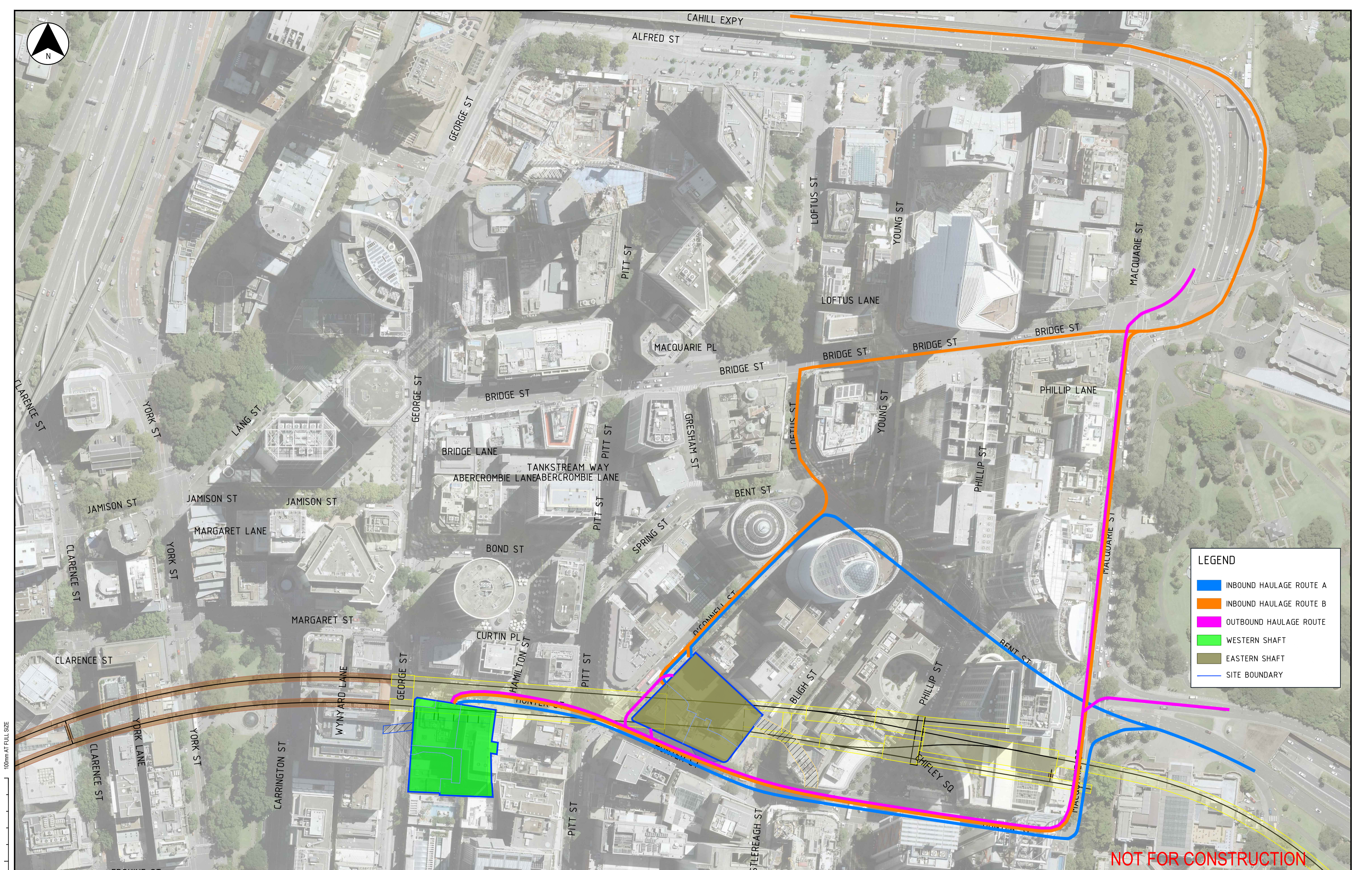
WESTERN SHAFT







EASTERN SHAFT

SITE BOUNDARY


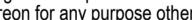




NOT FOR CONSTRUCTION

<table><tr><td>REV.</td><td>BY</td><td>DATE</td><td>DESCRIPTION</td><td>APPD.</td></tr><tr><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td></tr><tr><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td></tr><tr><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td></tr><tr><td>B</td><td>J.F</td><td>24/02/23</td><td>PYRMONT WEST SHAFT OUTBOUND ROUTE AMENDED</td><td>S.C.</td></tr><tr><td>A</td><td>J.F</td><td>30/01/23</td><td>ISSUED FOR INFORMATION</td><td>S.C.</td></tr></table>					REV.	BY	DATE	DESCRIPTION	APPD.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	B	J.F	24/02/23	PYRMONT WEST SHAFT OUTBOUND ROUTE AMENDED	S.C.	A	J.F	30/01/23	ISSUED FOR INFORMATION	S.C.	<div>SCALES</div> <div></div>				<div>CLIENT</div> <div></div>		<div><div>The information shown on this drawing is for the purposes of the Sydney Metro Project only. No warranty is given or implied as to its suitability for any other purpose. The Service Providers accept no liability arising from the use of this drawing and the information shown thereon for any purpose other than the Sydney Metro Project.</div><div>SERVICE PROVIDERS</div><div></div><div>DRAWN ____ J.FAN</div><div>DESIGNED ____ F. ANGHETTI</div><div>DRG CHECK ____ F. ANGHETTI</div><div>DESIGN CHECK ____ H. LANG</div><div>APPROVED ____ S.CONNOR</div></div>		<div>SYDNEY METRO WEST - EASTERN TUNNELING PACKAGE</div> <div>PYRMONT STATION</div> <div>SITE LAYOUT</div> <div>OPERATION HAULAGE</div> <div>VEHICLE MANAGEMENT PLAN - STAGE 1</div> <div>STATUS: WORK IN PROGRESS</div> <div>SHEET 1 OF 1</div> <div>DRG No:SMWSTETP-JCG-PYR-SN150-CV-SKE-020010</div> <div>REV. B</div>		
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B	J.F	24/02/23	PYRMONT WEST SHAFT OUTBOUND ROUTE AMENDED	S.C.																																									
A	J.F	30/01/23	ISSUED FOR INFORMATION	S.C.																																									



 INBOUND HAULAGE ROUTE A
 INBOUND HAULAGE ROUTE B
 OUTBOUND HAULAGE ROUTE
 WESTERN SHAFT
 EASTERN SHAFT
 SITE BOUNDARY

NOT FOR CONSTRUCTION

				SCALES				CLIENT		The information shown on this drawing is for the purposes of the Sydney Metro Project only. No warranty is given or implied as to its suitability for any other purpose. The Service Provider's accept no liability arising from the use of this drawing and the information shown thereon for any purpose other than the Sydney Metro Project.		SYDNEY METRO WEST - EASTERN TUNNELING PACKAGE	
								 		SERVICE PROVIDERS		HUNTER STREET STATION SITE LAYOUT OPERATION HAULAGE TRAFFIC GUIDANCE SCHEME	
								  		DRAWN ____ J.FAN DESIGNED ____ F. ANGHETTI DRG CHECK ____ F. ANGHETTI DESIGN CHECK ____ H. LANG APPROVED ____ S.CONNOR		STATUS: WORK IN PROGRESS	
REV. BY DATE DESCRIPTION APPD.				NOTE: Do not scale from this drawing.		ALT: DRG No.				DRG No SMWSTETP-JCG-SCB-SN100-CV-SKE-020010		REV. B	
A1 Original Co-ordinate System: MGA Zone 56 Height Datum: GDA2020 This sheet may be prepared using colour and may be incomplete if copied										SHEET 1 OF 1		©	

Appendix D Hourly Vehicle Movements



Indicative Hourly Heavy Vehicle Movements

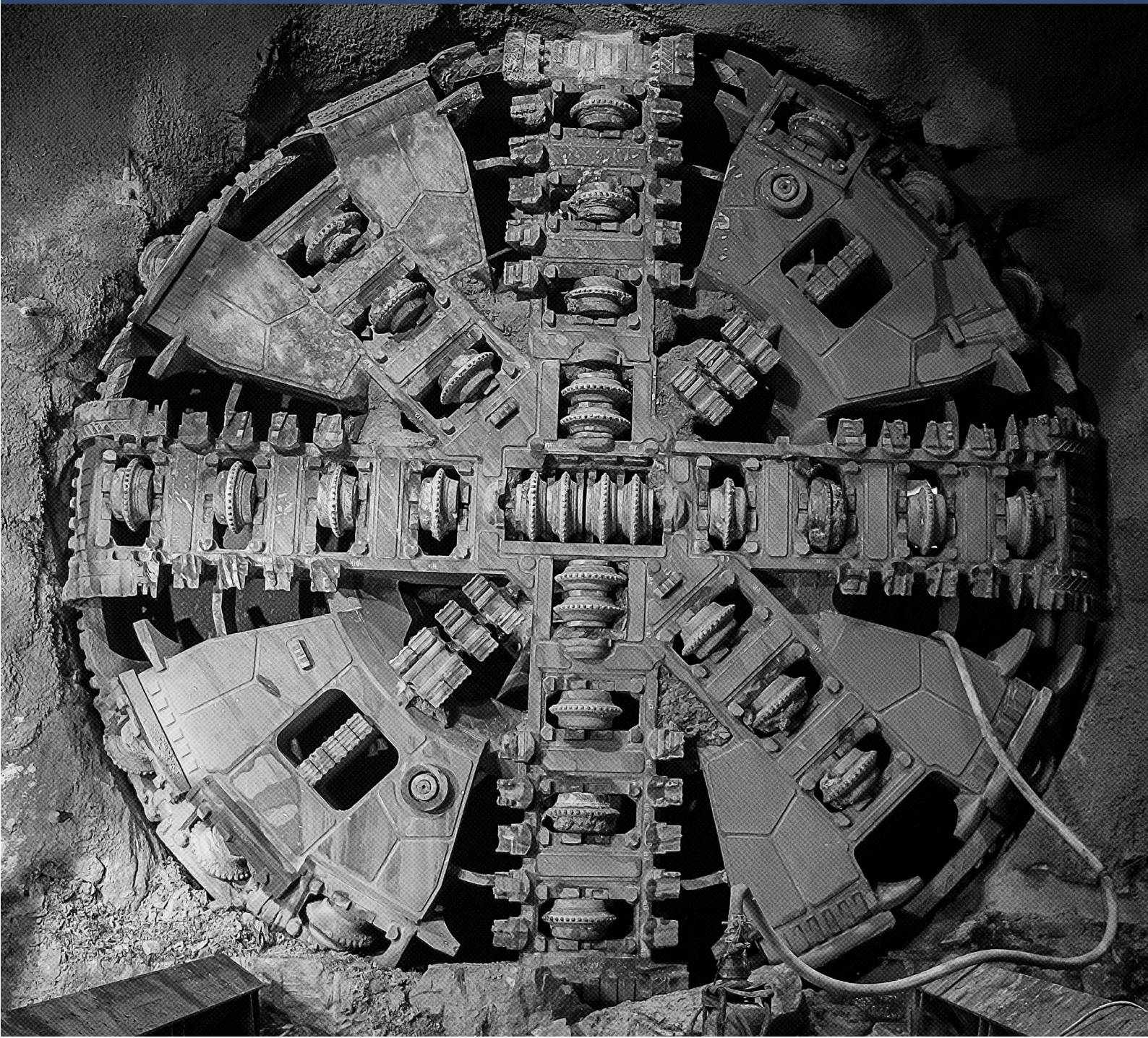
Note: Movement means a one way movement. A truck entering and then leaving a work site represents 2 movements.

Site & Phase	Source Data	HEAVY VEHICLES																								
		12am	1am	2am	3m	4am	5am	6am	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm	Total Daily HV Volume
Hunter St East																										
Phase 1 (RTS Phase 3) - Station Excavation & Demolition	RTS Report	12	12	12	12	12	12	12	12	12	12	12	18	18	18	18	18	18	12	12	12	12	12	12	12	324
	JCG (Max)	12	12	12	12	12	12	12	12	12	12	12	18	18	18	18	18	18	12	12	12	12	12	12	12	324
Hunter St West																										
Phase 1 - Enabling Work & Demolition	RTS Report	-	-	-	-	-	-	-	10	8	8	8	10	10	10	10	10	8	8	-	-	-	-	-	-	100
	JCG (Max)	-	-	-	-	-	-	-	10	8	8	8	10	10	10	10	10	8	8	-	-	-	-	-	-	100
Phase 2 - Shaft Excavation	RTS Report	-	-	-	-	-	-	-	10	8	8	8	10	10	10	10	10	8	8	-	-	-	-	-	-	100
	JCG (Max)	-	-	-	-	-	-	-	10	8	8	8	10	10	10	10	10	8	8	-	-	-	-	-	-	100
Pymont East																										
Phase 1 - Enabling Work & Demolition	RTS Report	-	-	-	-	-	-	-	10	8	8	8	10	10	10	10	10	8	8	-	-	-	-	-	-	100
	JCG (Max)	-	-	-	-	-	-	-	10	8	8	8	10	10	10	10	10	8	8	-	-	-	-	-	-	100
Phase 2 - Shaft Excavtion	RTS Report	-	-	-	-	-	-	-	16	8	8	8	16	16	16	16	16	16	8	-	-	-	-	-	-	144
	JCG (Max)	-	-	-	-	-	-	-	16	8	8	8	16	16	16	16	16	16	8	-	-	-	-	-	-	144
Phase 3 - Station Excavation	RTS Report	-	-	-	-	-	-	-	18	18	18	18	18	18	18	18	18	18	12	12	12	12	12	-	-	240
	JCG (Max)	-	-	-	-	-	-	-	18	18	18	18	18	18	18	18	18	18	12	12	12	12	12	-	-	240
Pymont West																										
Phase 1 - Enabling Work & Demolition	RTS Report	-	-	-	-	-	-	-	10	8	8	8	16	16	16	16	16	16	12	-	-	-	-	-	-	142
	JCG (Max)	-	-	-	-	-	-	-	10	8	8	8	16	16	16	16	16	16	12	-	-	-	-	-	-	142
Phase 2 - Shaft Excavation	RTS Report	-	-	-	-	-	-	-	16	8	8	8	10	10	10	10	10	8	8	-	-	-	-	-	-	106
	JCG (Max)	-	-	-	-	-	-	-	16	8	8	8	10	10	10	10	10	8	8	-	-	-	-	-	-	106
Phase 3 - Station Excavation	RTS Report	-	-	-	-	-	-	-	2	2	2	2	2	2	2	2	2	2	-	-	-	-	-	-	-	20
	JCG (Max)	-	-	-	-	-	-	-	2	2	2	2	2	2	2	2	2	2	-	-	-	-	-	-	-	20
The Bays																										
Phase 1 - Site Establishment	EIS	8	8	8	8	8	8	8	8	2	2	2	8	8	8	8	8	8	2	2	2	8	8	8	8	156
	JCG (Max)	8	8	8	8	8	8	8	8	2	2	2	8	8	8	8	8	8	2	2	2	8	8	8	8	156
Phase 2 - Tunnelling	EIS	8	8	8	8	8	8	8	8	2	2	2	8	8	8	8	8	8	2	2	2	8	8	8	8	156
	JCG (Max)	8	8	8	8	8	8	8	8	2	2	2	8	8	8	8	8	8	2	2	2	8	8	8	8	156
Eastern Creek																										
Phase 1 - Operations	REF	6	6	6	6	6	6	6	12	12	12	12	12	12	12	12	12	12	12	6	6	6	6	6	6	210
	JCG (Max)	6	6	6	6	6	6	6	12	12	12	12	12	12	12	12	12	12	12	6	6	6	6	6	6	210

Site & Phase	Source Data	LIGHT VEHICLES																								
		12am	1am	2am	3m	4am	5am	6am	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm	Total Daily LV Volume
Hunter St East																										
Phase 3 - Station Excavation	RTS Report	4	4	4	4	4	4	20	2	2	2	10	10	10	10	10	10	2	2	4	4	4	4	4	4	138
	JCG (Max)	2	2	2	2	2	2	8	2	2	2	4	4	4	4	4	4	2	2	2	2	2	2	2	2	66
Hunter St West		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Phase 1 - Enabling Work & Demolition	RTS Report	-	-	-	-	-	-	-	2	2	2	10	10	10	10	10	10	2	2	-	-	-	-	-	-	70
	JCG (Max)	-	-	-	-	-	-	-	2	2	2	4	4	4	4	4	4	2	2	-	-	-	-	-	-	34
Phase 2 - Shaft Excavation	RTS Report	-	-	-	-	-	-	-	2	2	2	10	10	10	10	10	10	2	2	-	-	-	-	-	-	70
	JCG (Max)	-	-	-	-	-	-	-	2	2	2	4	4	4	4	4	4	2	2	-	-	-	-	-	-	34
Pymont East		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Phase 1 - Enabling Work & Demolition	RTS Report	-	-	-	-	-	-	-	10	2	2	10	10	10	10	10	10	2	2	-	-	-	-	-	-	78
	JCG (Max)	-	-	-	-	-	-	-	10	2	2	10	10	10	10	10	10	2	2	-	-	-	-	-	-	78
Phase 2 - Shaft Excavtion	RTS Report	-	-	-	-	-	-	-	10	2	2	10	10	10	10	10	10	2	2	-	-	-	-	-	-	78
	JCG (Max)	-	-	-	-	-	-	-	10	2	2	10	10	10	10	10	10	2	2	-	-	-	-	-	-	78
Phase 3 - Station Excavation	RTS Report	-	-	-	-	-	-	-	2	2	2	10	10	10	10	10	10	2	2	2	2	2	2	-	-	78
	JCG (Max)	-	-	-	-	-	-	-	2	2	2	10	10	10	10	10	10	2	2	2	2	2	2	-	-	78
Pymont West		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Phase 1 - Enabling Work & Demolition	RTS Report	-	-	-	-	-	-	-	10	2	2	10	10	10	10	10	10	2	2	-	-	-	-	-	-	78
	JCG (Max)	-	-	-	-	-	-	-	10	2	2	10	10	10	10	10	10	2	2	-	-	-	-	-	-	78
Phase 2 - Shaft Excavation	RTS Report	-	-	-	-	-	-	-	10	2	2	10	10	10	10	10	10	2	2	-	-	-	-	-	-	78
	JCG (Max)	-	-	-	-	-	-	-	10	2	2	10	10	10	10	10	10	2	2	-	-	-	-	-	-	78
Phase 3 - Station Excavation	RTS Report	-	-	-	-	-	-	-	2	2	2	10	10	10	10	10	10	2	2	2	2	2	2	-	-	78
	JCG (Max)	-	-	-	-	-	-	-	2	2	2	10	10	10	10	10	10	2	2	2	2	2	2	-	-	78
The Bays		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Phase 1 - Site Establishment	EIS	2	2	2	2	2	4	30	25	10	8	6	4	4	4	4	8	10	25	30	2	2	2	2	2	192
	JCG (Max)	2	2	2	2	2	4	30	25	10	8	6	4	4	4	4	8	10	25	30	2	2	2	2	2	192
Phase 2 - Tunnelling	EIS	2	2	2	2	2	4	30	25	10	8	6	4	4	4	4	8	10	25	30	2	2	2	2	2	192
	JCG (Max)	2	2	2	2	2	4	30	25	10	8	6	4	4	4	4	8	10	25	30	2	2	2	2	2	192
Eastern Creek		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Phase 1 - Operations	REF	2	5	5	5	5	5	5	8	8	8	8	8	8	8	8	8	8	5	5	5	5	5	5	5	150
	JCG (Max)	2	5	5	5	5	5	5	8	8	8	8	8	8	8	8	8	8	5	5	5	5	5	5	5	150

Appendix E Construction Parking and Access Strategy (CPAS)







Construction Parking & Access Strategy (Stage 1)

Pymont & Hunter Street Worksites

Document number	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043
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Document approval

Rev	Date	Prepared by	Reviewed by	Comments	Approved by
00	16.01.23	D.Lee	W.Johnson		N.Bryant
01	20.02.23	S.Chhoun	D.Lee	Updated to address Rev00 comments	N.Bryant
02	15.03.23	D.Lee	K.Varga	Updated to address Rev01 comments	N.Bryant
03	23.03.23	D.Lee	K.Varga	Updated with revised Table 5 & 6 for consistency with CEMP & DPE approval	N.Bryant
Signature:					

Compliance

Table 1: Compliance matrix

ID	Requirement	Reference
Infrastructure Approval Conditions		
D77	All vehicles associated with the CSSI (including light vehicles and heavy vehicles) must be managed to:	
(a)	minimise parking on public roads;	Section 6.1 Minimise parking on public roads
(b)	minimise idling and queueing on state and regional roads	Section 6.2, Section 6.5
(c)	not carry out marshalling of construction vehicles near sensitive land user(s)	Section 6.5
(d)	not block or disrupt access across pedestrian or shared user paths at any time unless alternative access is provided; and	Section 9.2, Section 9.3
(e)	ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs.	Section 6.4
D78	Construction Parking and Access Strategy must be prepared to identify and mitigate impacts resulting from on and off-street parking changes during construction of the CSSI. The Construction Parking and Access Strategy must include, but not necessarily be limited to:	This strategy has been prepared in accordance with this condition and describes how JCG JV will mitigate impacts resulting from on-and off-street parking changes.
(a)	achieving the requirements of Condition D77 above	Refer to the above compliance assessment of Condition D77
(b)	confirmation and timing of the removal of on and off-street parking associated with construction of the CSSI	Section 4.1, Section 4.2
(c)	parking surveys of all parking spaces to be removed or occupied by the project workforce to determine current demand during peak, off-peak, school drop off and pickup, weekend periods and during special events	Section 5.1
(d)	consultation with affected stakeholders utilising existing on- and off-street parking stock which will be impacted as a result of construction	Section 1.3
(e)	assessment of the impacts to on and off-street parking stock taking into consideration, outcomes of consultation with affected stakeholders and considering the impacts of other major projects in the locality and special events	Section 3, Section 4.1, Section 4.2
(f)	identification of practicable mitigation measures to manage impacts to stakeholders as a result of on and off-street parking changes including, but not necessarily limited to, staged removal and replacement of parking, provision of alternative parking arrangements, managed staff parking arrangements and working with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes;	Section 4.1 Section 1.3
(g)	mechanisms for monitoring, over appropriate intervals (not less than 6 months), to determine the effectiveness of implemented mitigation measures	Section 7

(h)	details of shuttle bus service(s) to transport the project workforce to construction sites from public transport hubs and off-site car parking facilities (where these are provided) and between construction sites	This requirement will be addressed in the Stage 2 CPAS
(i)	provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective; and	Section 8
(j)	provision of reporting of monitoring results to the Planning Secretary and relevant Councils at six (6) monthly intervals.	Section 7.3
D83	The Proponent must maintain emergency vehicle access, in consultation with TfNSW, relevant Councils and emergency services at all times throughout the CSSI. Measures must be outlined in the Construction Parking and Access Strategy required under Condition D78 above.	Section 9.5
Revised Environmental Management Measures		
TT10	Where existing parking is removed to facilitate construction activities, consultation would occur with the relevant local council to investigate opportunities to provide alternative parking facilities.	Section 1.3.4
TT11	Construction sites would be managed to minimise the number of construction workers parking on surrounding streets by:	-
(a)	Assessing the suitability of construction haulage routes through sensitive land use areas with respect to road safety	Section 6.4
(b)	Deployment of speed awareness signs in conjunction with variable message signs near construction sites to provide alerts to drivers	Section 9.1
(c)	Providing community education and awareness about sharing the road safely with heavy vehicles	Section 9.2
(d)	Specific construction driver training to understand route constraints, safety and environmental considerations such as sharing the road safely with other road users and limiting the use of compression braking	Section 6.7
(e)	Requiring technology and equipment to improve vehicle safety, eliminate heavy vehicle blind spots, and monitor vehicle location and driver behaviour.	Section 6.4
TT15	Where existing cyclist facilities (e.g. bicycle parking) would be temporarily unavailable to facilitate construction activities, suitable replacement facilities would be provided for this duration.	Section 9.3

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Acronyms

Table 2: Acronyms

Acronym	Definition
CJP	Customer Journey Planning
CoA	Condition of Approvals
CPAS	Construction Parking and Access Strategy
CTMF	Construction Traffic Management Framework
CTMP	Construction Traffic Management Plan
CSSI	Critical State Significant Infrastructure
DPE	Department of Planning and Environment
EIS	Environmental Impact Assessment
ETP Works	Eastern Tunnelling Package Works
JCG JV	John Holland, CPB Contractors and Ghella Joint Venture
PMP	Pedestrian Movement Plan
REMMs	Revised Environmental Management Measures
TCaWS	Traffic Control at Work Site
TCG	Traffic Control Group
TfNSW	Transport for NSW
TGS	Traffic Guidance Scheme
The Project	Eastern Tunnelling Package Works
TTLG	Traffic and Transport Liaison Group
VMP	Vehicle Movement Plan
VMS	Variable Message Sign

Part A: Overview

1. Introduction

1.1. Purpose

This Construction Parking and Access Strategy (Stage 1) (CPAS) is applicable to the construction of the Sydney Metro West - Eastern Tunnelling Package (ETP Works or the Project). This CPAS describes how John Holland CPB Ghella Joint Venture (JCG) will identify and mitigate impacts resulting from on and off-street parking changes during construction of the Project.

This CPAS has been prepared to address the requirements of the:

- State Significant Infrastructure (SSI) 19238057 Infrastructure Approval (dated 24 August 2022) and relevant conditions of the Sydney Metro West Concept Schedule 2 of SSI 10038 Infrastructure Approval (dated 11 March 2021) (Infrastructure Approvals)
- Sydney Metro West – Stage 2 – Phasing Report
- Sydney Metro Construction Traffic Management Framework Version 4.1 (CTMF)
- Environmental Impact Statement (EIS) and the Submissions Report, including the Revised Environmental Mitigation Measures (REMMs)
- Contractual requirements including the ETP Deed and General and Particular Specifications
- Applicable legislation.

1.2. Scope

The scope of this Stage 1 CPAS is limited to the following worksites:

- Pyrmont East Construction Site
- Pyrmont West Construction Site
- Hunter Street East Construction Site
- Hunter Street West Construction Site.

The Stage 2 CPAS will be prepared for The Bays Worksite, following the completion of the associated parking surveys.

1.3. Consultation

Consultation with community, relevant government departments, local businesses and relevant stakeholders including City of Sydney, Inner West Council, have been conducted via meetings to discuss the proposed parking removal and the general parking management strategies.

Relocation of taxi ranks would be carried out in consultation with Transport for NSW, the relevant local council and NSW Taxi Council. Wayfinding and customer information would be provided to notify customers of relocated taxi ranks.

JCG JV have scheduled consultation with stakeholders within a 50m radius from each of the proposed parking removal locations. Table 3 and Table 4 below details properties to be consulted for the respective area. The tables will be updated with the outcome of consultation once completed.

Ongoing consultation with stakeholders will occur via email and phone calls for the duration of the Project.

Table 3 - Pyrmont Parking Removal Consultation

Address	Outcome of Consultation
Pyrmont East	
102 Pyrmont Street/69-71 Edward Street	General consultation about driveway locations (east and west) – meeting held 14 February 2023
104 Pyrmont Street (Sebel)	General consultation about driveway locations (east and west) – meeting held 15 February 2023.
63 Edward Street	Resident was made aware of parking change via doorknock and had no issues as they have private parking in building (21/02/23)

65 Edward Street	Tenant made aware of changes via phone call (22/02/23)
67 Edward Street	Resident made aware of changes via doorknock (21/02/23)
29 Union Street	VM left (22/02/23, 24/02/23)
Pymont West	
127 Pymont Street	General consultation around driveway locations (west) - meeting held 25 January 2023
125 Pymont Street	General consultation about driveway locations (west) - meeting held 17 January 2023
123 Pymont Street	Resident made aware of changes via phone call (22/02/23)
121 Pymont Street	SWMY card left at address (21/02/23), (14/03/23)
119 Pymont Street	VM left (22/02/23, 24/02/23), SWMY card left at address (14/03/23)
117 Pymont Street	Resident made aware of changes via phone call (22/02/23)
115 Pymont Street	Resident made aware of changes via phone call (22/02/23)
113 Pymont Street	VM left (22/02/23), Resident made aware of changes via phone call (24/02/23)
111 Pymont Street	Phone no. disconnected (22/02/23), SWMY card left at address (14/03/23)
109 Pymont Street	VM left (22/02/23, 24/02/23), SWMY card left at address (14/03/23)
107 Pymont Street	Resident made aware of changes via doorknock (21/02/23)
105 Pymont Street	SWMY card left at address (21/02/23), (14/3/23)
103 Pymont Street	SWMY card left at address (21/02/23), (14/3/23)

Table 4 - Hunter St Parking Removal Consultation

Address	Outcome of Consultation
<u>Hunter East</u>	
1 Castlereagh St	General consultation and project overview
30-39 Hunter St	General consultation and provided specific information about parking and traffic changes
68 Pitt St	General consultation and project overview
Raddison	General consultation and provided specific information about parking and traffic changes
70 Pitt St	No consultation as of yet
72 Pitt St	No consultation as of yet
74 Pitt St	No consultation as of yet
<u>Hunter West</u>	
A by Adina	General consultation and provided specific information about parking and traffic changes
20 Hunter St	General consultation and provided specific information about parking and traffic changes
NSW Sports Club	Consultation meeting booked in for the coming weeks
Tank Stream	Consultation meeting booked in for the coming weeks
Grand Hotel	General consultation and provided specific information about parking and traffic changes
Milligan Group	Consultation meeting booked in for the coming weeks
16-28 Hunter St	Same as 20 Hunter St
97-99 Pitt St	Same as Tank Stream
30-32 Hunter St	Same as Tank Stream
10-14 Hunter St	Same as A by Adina

19-21 Hunter St	Acquired by Milligan Group
15-17 Hunter St	Acquired by Milligan Group
23 Hunter St	Acquired by Milligan Group
103-105 Pitt St	Acquired by Milligan Group
107 Pitt St	Acquired by Milligan Group

1.3.1. Traffic and Transport Liaison Group Meetings

The Traffic and Transport Liaison Group (TTLG) has been established by Sydney Metro for the Project. The TTLG meeting is held once per month. During the meeting, issues relating to traffic and transport, including parking arrangements, may be raised and potential management measures are discussed.

1.3.2. Traffic Control Group Meetings

The Traffic Control Group (TCG) has been established by Sydney Metro for the Project. The TCG meeting is held fortnightly. During the TCG meeting, technical discussions about the proposed work methodologies, traffic management plans, current site operations, and any changes required to facilitate traffic and / or pedestrian and / or cyclist movements are undertaken.

1.3.3. Community consultation

JCG JV acknowledges the community concerns in regard to the impacts on the on-street parking availability surrounding the Project. Changes to the parking arrangements resulted from the proposed works will be communicated to affected stakeholders, including residents and business owners. Methods of communication with relevant stakeholders include:

- Letterbox drops regarding permanent / long-term temporary parking removal and construction updates
- Door-knock notifications
- Community information sessions to inform the overview of the proposed works, the impacts and raise awareness on how to share the roads safely with construction vehicles.
- Email updates and provision of information on the Project website
- Variable Message Signage (VMS) and static signage.

1.3.4. Consultation with councils

Ongoing consultations will be undertaken with City of Sydney and Inner West councils to discuss the associated parking impacts resulted from the proposed works.

Council representatives are included in TTLG and TCG meetings to discuss the associated parking impacts and how the impacts can be mitigated and managed.

JCGJV will work with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes.

2. Project overview

2.1. Background

Sydney Metro West is a new 24-kilometre metro line that will connect Greater Parramatta with the Sydney CBD via stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street (Sydney CBD).

The planning process for Sydney Metro West was assessed as a staged infrastructure application under section 5.20 of the *Environment Planning and Assessment Act 1979* (EP&A Act).

Stage 1 of the development, the Sydney Metro West Concept and major civil construction work for Sydney Metro West between Westmead and The Bays (SSI-10038 Schedule 2), was approved on 11 March 2021 and includes:

- Construction of new passenger rail infrastructure between Westmead and The Bays, including:
 - Tunnels, stations (including surrounding areas) and associated rail facilities
 - Stabling and maintenance facilities (including associated underground and overground connections to tunnels)
- Modification of existing rail infrastructure, including stations and surrounding areas
- Ancillary development.

Stage 2 of the planning approval process, the ETP Works, includes all major civil construction work including station excavation (Pyrmont Station and Hunter Street Station (Sydney CBD) and tunnelling between The Bays and Sydney CBD (Figure 1).

It is noted that the existing Sydney Metro West precast facility at Eastern Creek will be utilised in the delivery of the ETP Works. The facility, which was assessed by Sydney Metro in a Review of Environmental Factors (REF) and approved on 11 March 2021, is outside of the scope of this CPAS.

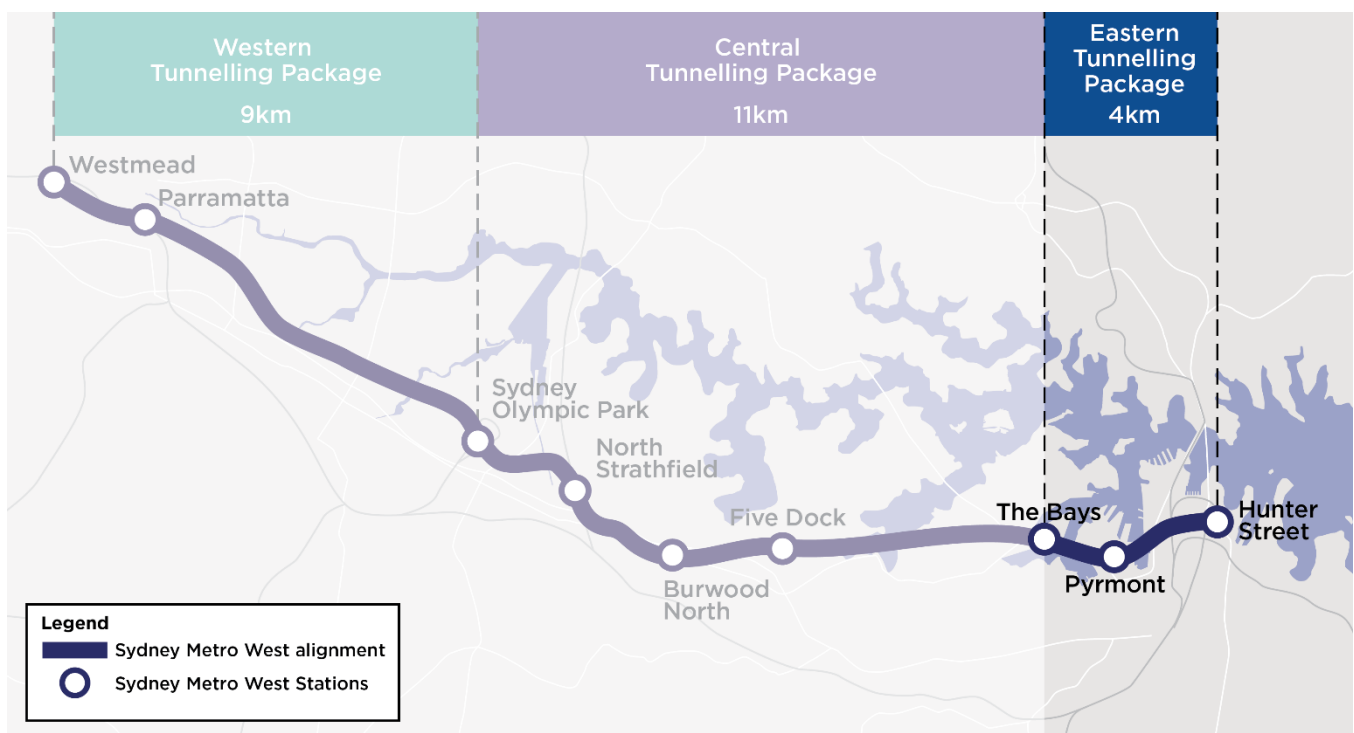


Figure 1: Overview of the Sydney Metro West between The Bays and Sydney CBD (Source: EIS)

2.2. Project scope

The ETP Works (construction) involves the delivery of:

- Enabling works such as demolition, utility supply to construction sites, utility adjustments and modifications to the existing transport network
- Mined crossover cavern construction

- 4.2 km of TBM tunnel excavation, 650m of mined tunnels and 7 cross passage excavation, from The Bays to Sydney CBD
- Excavation for two new underground metro stations at Pyrmont and Hunter Street
- Construction of a turnback, crossover tunnels and caverns at the eastern end of the tunnel section
- A concrete segment facility for use during construction located at Eastern Creek (outside of the scope of this Sub-plan).

2.3. Project phasing

Reflecting the outcomes of a detailed environmental risk assessment, the ETP Works will be delivered through a phased approach. This approach, detailed in the Phasing Report, includes Low Impact Works as defined under the SSI 19238057 Infrastructure Approval and the activity-based phases for construction (Table 5). Additional details on the phasing of construction activities at each worksite is provided in Table 6.

Table 5: Overview of ETP Works phasing

Phase	Description	Indicative timing	Environmental documentation	Consultation and approvals
Low Impact Works	Activities defined as Low Impact Works under SSI 19238057 Infrastructure Approval, including survey work, investigations, utility relocations, installation of environmental controls and initial demolition works	Project award to May 2023	<ul style="list-style-type: none"> ▪ Low Impact Works Plan ▪ Low Impact Work Applications ▪ DNVIS¹ 	<ul style="list-style-type: none"> ▪ Sydney Metro review ▪ ER and AA endorsement
Preliminary Works (addressed in the Preliminary CEMP (PCEMP))	Including works within the existing Hunter Street East acoustic shed, and critical enabling works which are required to be conducted outside of standard hours	March to May 2023	<ul style="list-style-type: none"> ▪ PCEMP ▪ Environmental Procedures ▪ DNVISs¹ 	<ul style="list-style-type: none"> ▪ Sydney Metro review ▪ Stakeholder consultation (refer to Section 1.3 of the PCEMP Error! Reference source not found.) ▪ ER and AA endorsement
Tunnelling, Excavation and Associated Works (addressed in this CEMP)	Including the Preliminary Works (not completed prior to approval of the final CEMP), demolition of existing industrial premises, site establishment, piling and shaft excavation, tunnelling, and decommissioning	March 2023 to September 2025	<ul style="list-style-type: none"> ▪ CEMP ▪ Sub-plans ▪ Environmental Procedures ▪ DNVISs¹ 	<ul style="list-style-type: none"> ▪ Sydney Metro review ▪ Stakeholder consultation ▪ ER and AA endorsement ▪ Planning Secretary approval (refer to Section Error! Reference source not found.)

NOTES:

1. DNVISs are allocated a title that is deemed to be appropriate at the time of preparation (e.g. Low Impact Works DNVIS). It is noted that the scope of works captured within this CEMP may be included in a DNVIS prepared for an earlier phase.

Table 6: Overview of ETP Works by worksite and work phase

Worksite	Site condition at handover to JCG	Low Impact Works	Preliminary Works	Final CEMP
Project wide design survey and investigations	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Survey control, instrumentation and monitoring including installation of benchmarks and installation of optical survey targets Geotechnical drilling (locations to be confirmed in Environmental Control Maps) 	<ul style="list-style-type: none"> Survey control, instrumentation and monitoring including installation of extensometers and piezometers (outside of standard construction hours) Geotechnical drilling (OOHW) 	<ul style="list-style-type: none"> N/A
The Bays	<ul style="list-style-type: none"> Existing Central Tunnelling Package (CTP) Worksite Existing shaft (30 metres in depth) Existing high voltage construction power supply conduits Existing temporary buildings 	<ul style="list-style-type: none"> Installation of environmental controls¹ Use of existing offices and amenities for start-up¹ Secure site¹ Establishment of pedestrian bridge over site access road¹ 	<ul style="list-style-type: none"> Installation of environmental controls¹ Use of existing offices and amenities for start-up¹ Secure site¹ Establishment of pedestrian bridge over site access road¹ 	<ul style="list-style-type: none"> Installation of environmental controls¹ Use of existing offices and amenities for start-up¹ Secure site¹ Establishment of pedestrian bridge over site access road¹ Establishment of additional temporary offices amenities and car parking Establish high voltage construction power supply and water supply from existing Central Tunnelling Package substation Nozzle enlargements and TBM launch stub tunnels TBM assembly, launch and tunnelling support works from an existing shaft Cross passage construction Segment storage, temporary Water Treatment Plant (WTP) and Slurry Treatment Plant (STP) Principal spoil handling facility for ETP Works
Pyrmont West	<ul style="list-style-type: none"> Existing buildings: 	<ul style="list-style-type: none"> Establish portable amenities 	<ul style="list-style-type: none"> Initial demolition works including: 	<ul style="list-style-type: none"> Initial demolition works including:

Worksite	Site condition at handover to JCG	Low Impact Works	Preliminary Works	Final CEMP
	<ul style="list-style-type: none"> 26-32 Pymont Bridge Road, Pymont (five stories including two basement levels) 	<ul style="list-style-type: none"> Initial demolition works including: <ul style="list-style-type: none"> Hazmat investigation and structural investigation Establishment of site security and hoardings¹ Establishment of truck access¹ Demolition work (soft strip only)¹ Five archaeological test trenches and, if triggered, salvage excavations¹ Prepare archival recordings (subject to access) 	<ul style="list-style-type: none"> Establishment of site security and hoardings¹ Establishment of truck access¹ Demolition work (soft strip only)¹ Five archaeological test trenches and, if triggered, salvage excavations¹ Utility adjustment works, including: <ul style="list-style-type: none"> Appropriately 20m of trenching in the northern footpath of Pymont Bridge Road (day shift) Approximately 50m of trenching in Paternoster Row (day shift) Removal of overhead cabling from the northern footpath of Pymont Bridge Road (one OOHW shift) Adjustment of property utility connections 	<ul style="list-style-type: none"> Hazmat investigation and structural investigation Establishment of site security and hoardings¹ Establishment of truck access¹ Demolition work (soft strip)¹ Five archaeological test trenches and, if triggered, salvage excavations¹ Establish site including new construction access driveways, site hoardings, instrumentation and monitoring Utility works, including establishment of temporary construction services, investigation and protection of existing assets, and decommissioning of redundant assets Demolition of existing buildings Archaeological monitoring during basement slab removal and investigations (if required) Establishment and use of temporary offices and amenities Excavation of temporary shaft within the station shaft footprint Installation of acoustic shed with gantry crane and steel bridging deck for excavation of station shaft, pedestrian and service adits and spoil handling for cross over cavern

Worksite	Site condition at handover to JCG	Low Impact Works	Preliminary Works	Final CEMP
				<ul style="list-style-type: none"> Permanent concrete lining of cavern and adit connections Installation of acoustic shed will support material handling outside standard hours of work
Pymont East	<ul style="list-style-type: none"> Existing buildings <ul style="list-style-type: none"> 37-69 Union St, Pymont (four stories with no basement) 	<ul style="list-style-type: none"> Establish portable amenities Initial demolition works including: <ul style="list-style-type: none"> Hazmat investigation and structural investigation Establishment of site security and hoardings¹ Establishment of truck access¹ Demolition work (soft strip only)¹ Detailed Site Investigation¹ Street tree removal¹ 	<ul style="list-style-type: none"> Initial demolition works including: <ul style="list-style-type: none"> Establishment of site security and hoardings¹ Establishment of truck access¹ Demolition work (soft strip only)¹ Detailed Site Investigation¹ Street tree removal¹ Adjustment of property utility connections 	<ul style="list-style-type: none"> Initial demolition works including: <ul style="list-style-type: none"> Establishment of site security and hoardings¹ Establishment of truck access¹ Demolition work (soft strip)¹ Detailed Site Investigation¹ Street tree removal¹ Establish site including new construction access driveways, site hoardings, instrumentation and monitoring Decommissioning of existing electricity kiosk Utility works, including establishment of temporary construction services, investigation and protection of existing assets, and decommissioning of redundant assets Establishment of high voltage construction power supply Demolition of existing buildings Contamination management based on DSI Establishment of high voltage construction power supply Establishment and use of temporary offices and amenities

Worksite	Site condition at handover to JCG	Low Impact Works	Preliminary Works	Final CEMP
				<ul style="list-style-type: none"> Excavation of temporary shaft within the station shaft footprint Installation of acoustic shed with gantry crane and steel bridging deck for excavation of station shaft and cavern Permanent concrete lining of station cavern and nozzle enlargements Installation of acoustic shed will support material handling outside standard hours of work
Hunter Street West	<ul style="list-style-type: none"> Existing buildings <ul style="list-style-type: none"> 7-13 Hunter St, Sydney (9 Hunter St) (21 stories including one basement level) 5 Hunter St, Sydney (304-408 George St, Sydney) (16 stories, including two basement levels) 298-302 George St, Sydney (16 stories, including one basement level) 312 George St, Sydney (one story with no basement) 314-318 George St, Sydney (nine stories, including one basement level) Heritage building at 296 George St directly (adjacent to Hunter Street West site) 	<ul style="list-style-type: none"> Establish portable amenities¹ Archaeological investigations of DeMestre Place (if access dates allow)¹ Initial demolition works including: <ul style="list-style-type: none"> Hazmat investigation and structural investigation Establishment of site security and hoardings¹ Establishment of truck access¹ Demolition work (soft strip only)¹ Prepare archival recordings (subject to access) 	<ul style="list-style-type: none"> Establish portable amenities¹ Archaeological investigations of DeMestre Place (if access dates allow)¹ Initial demolition works including: <ul style="list-style-type: none"> Establishment of site security and hoardings¹ Establishment of truck access¹ Demolition work (soft strip only)¹ Establish construction access driveways at the Hunter Street East site and the Hunter Street West site Utility investigation potholes Adjustment of property utility connections 	<ul style="list-style-type: none"> Establish portable amenities¹ Archaeological investigations of DeMestre Place¹ Initial demolition works including: <ul style="list-style-type: none"> Establishment of site security and hoardings¹ Establishment of truck access¹ Demolition work (soft strip)¹ Protection, adjustment and decommissioning of utility services Temporary services investigation and installation at DeMestre Place Relocate street lighting pole to allow site access Establish site including new construction access driveways, site hoardings, instrumentation and monitoring Demolition of existing buildings

Worksite	Site condition at handover to JCG	Low Impact Works	Preliminary Works	Final CEMP
				<ul style="list-style-type: none"> Archaeological monitoring during basement slab removal and investigations (if required) Establishment and use of temporary offices and amenities Excavation of station access shaft
Hunter Street East	<ul style="list-style-type: none"> Site hoarding Existing acoustic shed, spoil handling facilities and truck access Existing excavation within acoustic shed (approximately 5 metres below road level) Existing temporary WTP and high voltage power supply Existing temporary office and amenities Existing buildings: <ul style="list-style-type: none"> 28-34 O'Connell St, Sydney (19 stories, including three basement levels) 44-48 Hunter St, Sydney (16 stories, including one basement level) 37 Bligh St, Sydney (16 stories, including one basement level) 33 Bligh St, Sydney (steel shed, appropriately 20m in height) 	<ul style="list-style-type: none"> Use of existing offices and amenities Maintenance of existing temporary WTP Internal temporary fit-out within the existing Hunter St East acoustic shed¹: <ul style="list-style-type: none"> Reticulate high voltage power supply ready for decline excavation¹ Site adjustments within the acoustic shed to facilitate the high voltage construction power reconfiguration¹ Establish (including assembly) road header, dust scrubber, shotcrete and bolting equipment¹ Site establishment within existing offices and amenities¹ Initial demolition works including¹: <ul style="list-style-type: none"> Hazmat investigation and structural investigation¹ Establishment of site security and hoardings¹ Establishment of truck access¹ Establishment of truck access¹ 	<ul style="list-style-type: none"> Internal temporary fit-out within the existing Hunter St East acoustic shed¹: <ul style="list-style-type: none"> Reticulate high voltage power supply ready for decline excavation¹ Site adjustments within the acoustic shed to facilitate the high voltage construction power reconfiguration¹ Establish (including assembly) road header, dust scrubber, shotcrete and bolting equipment¹ Site establishment within existing offices and amenities¹ Initial demolition works including¹: <ul style="list-style-type: none"> Hazmat investigation and structural investigation¹ Establishment of site security and hoardings¹ Establishment of truck access¹ Demolition work (soft strip only)¹ Street tree trimming/removal¹ Preliminary excavation within the existing acoustic shed (works to 	<ul style="list-style-type: none"> Internal temporary fit-out within the existing Hunter St East acoustic shed¹: <ul style="list-style-type: none"> Reticulate high voltage power supply ready for decline excavation¹ Site adjustments within the acoustic shed to facilitate the high voltage construction power reconfiguration¹ Establish (including assembly) road header, dust scrubber, shotcrete and bolting equipment¹ Site establishment within existing offices and amenities¹ Initial demolition works including¹: <ul style="list-style-type: none"> Hazmat investigation and structural investigation¹ Establishment of site security and hoardings¹ Establishment of truck access¹ Demolition work (soft strip)¹ Street tree trimming/removal¹ Upgrade of high voltage construction power supply Excavation of station cavern, nozzle enlargements and

Worksite	Site condition at handover to JCG	Low Impact Works	Preliminary Works	Final CEMP
		<ul style="list-style-type: none"> - Demolition work (soft strip only)¹ ▪ Street tree trimming/removal¹ ▪ Prepare archival recordings (subject to access) 	<p>be conducted 24 hours each day and 7 days each week)</p> <ul style="list-style-type: none"> - Temporary declines using a road header - Ventilation-duct bores - Ventilation adits using a Brock excavator - Approximately 50 truck movements per day (conducted in accordance with a Construction Traffic Management Plan) - Use of existing WTP (subject to the inclusion of alternative discharge criteria in the EPL; refer to Section Error! Reference source not found.) ▪ Load-out of excavated spoil ▪ Utility investigation potholes ▪ Adjustment of property utility connections 	<p>turnbacks from within an existing acoustic shed</p> <ul style="list-style-type: none"> ▪ Establish site including new construction access driveways, site hoardings, instrumentation and monitoring ▪ Tree trimming and removal ▪ Demolition of existing high-rise buildings and excavation of stage 1 of station access shaft ▪ Archaeological monitoring during basement slab removal and investigations (if required) ▪ Backfill of temporary decline prior to decommissioning ▪ Demolition of existing acoustic shed and amenities and excavation of stage 2 of station access shaft ▪ Concrete lining of station cavern and turnbacks ▪ TBM disassembly and retrieval
Eastern Creek	<ul style="list-style-type: none"> ▪ Existing temporary precast facility 	<ul style="list-style-type: none"> ▪ N/A (site is not within the scope of SSI 19238057) 	<ul style="list-style-type: none"> ▪ N/A (site is not within the scope of SSI 19238057) 	<ul style="list-style-type: none"> ▪ N/A (site is not within the scope of SSI 19238057)

NOTES:

1. Subject to the construction program and the date of approval of the CEMPs, nominated activities that have been assessed as Low Impact Works in accordance with the Infrastructure Approval, may be included in the scope of the Preliminary Works phase or the Tunnelling, Excavation and Associated Works phase. As such, these activities have been included in all relevant phases.

3. Construction sites and parking demand

3.1. Pyrmont

3.1.1. Site information

The Pyrmont construction site comprises two separate sites, namely, Pyrmont East and Pyrmont West. Both worksites are corner lots located north of Pyrmont Bridge Road. The Pyrmont East construction site is bound by Union Street and Edward Street, located wholly within the 37-39 Union Street commercial buildings. The Pyrmont West construction site is bound by Pyrmont Street and Paternoster Row, located wholly within the 26-32 Pyrmont Bridge Road commercial building.

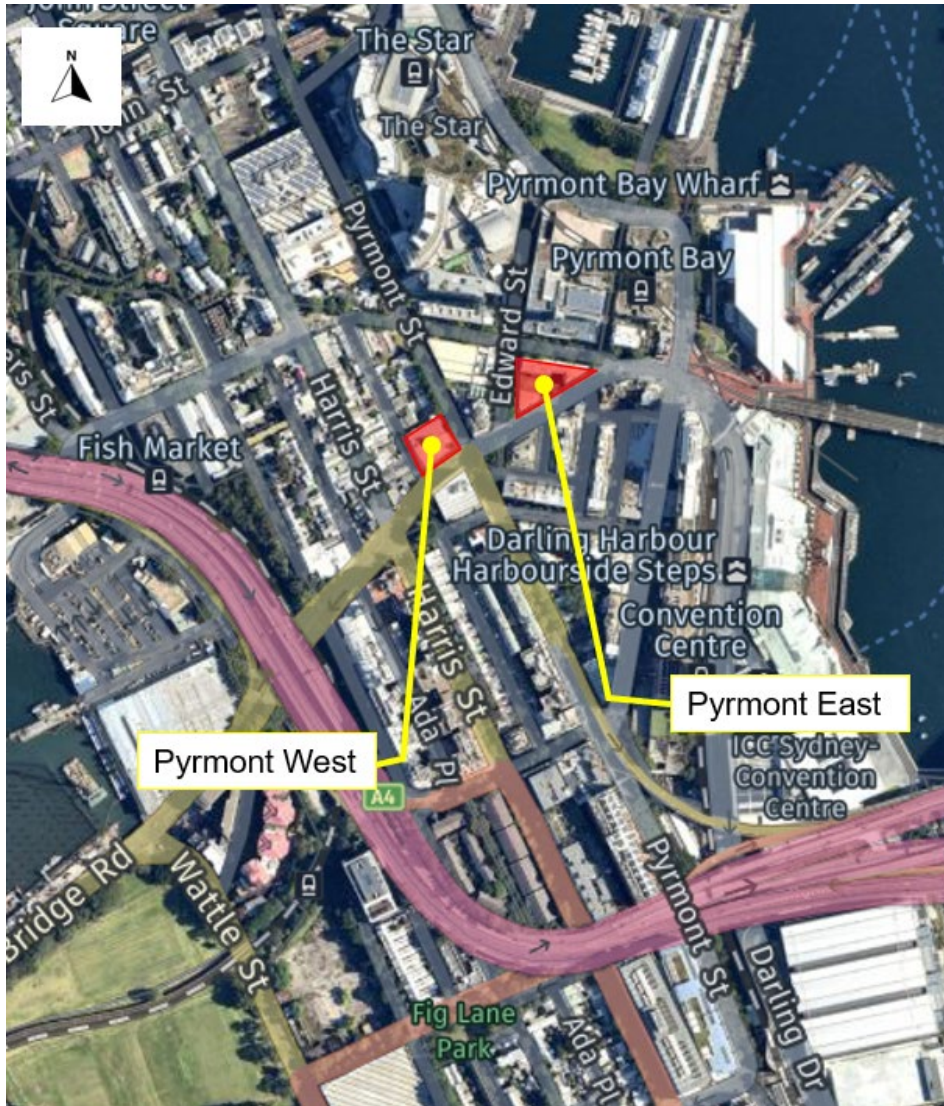


Figure 2: Pyrmont Worksites (Basemap Source: Nearmap, accessed on 14/12/2022)

3.1.2. Public Transport Infrastructure

Pyrmont construction sites are surrounded by extensive public transport services due to the close proximity to the Darling Harbour precinct, commercial and retail land uses. Public transportation around the construction sites includes trains, buses, light rails and ferries.

The nearest train services can be accessed at Town Hall train station, which provides connection to other suburban hubs across the Sydney Greater Metropolitan Area. Town Hall train station is located at

1km walking distance (14-minute walk) from the Pyrmont East construction site and 1.2km walking distance (15-minute walk) from the Pyrmont West construction site.

Light rail services can be accessed from the surrounding light rail stops, including Pyrmont Bay, Convention, the Star Sydney, John Street Square, Fish Market and Wentworth Park. All of the light rail stops form part of the L1 Dulwich Hill Line, which provides connection between Central and Dulwich Hill. The closest light rail stop to the Pyrmont East and Pyrmont West construction site is Pyrmont Bay, which is located at 130m walking distance (1-minute walk) from the Pyrmont East site and 290m walking distance (3-minute walk) from the Pyrmont West site.

Bus stops are located on Miller Street and Harris Street, with the bus services providing connection to a number of major precincts including the Sydney CBD, Bondi, Rozelle and Parramatta. Night bus services are also available within the vicinity of the construction site to accommodate the night travel demands of the surrounding licenced and entertainment venues. The closest bus stop is located on Harris Street, just north of Pyrmont Bridge Road, which is a 100m walking distance (1-minute walk) from the Pyrmont West site and 210m walking distance (3-minute walk) from the Pyrmont East site.

Ferry services can be accessed at Pyrmont Bay wharf, which is located approximately 300m walking distance (4-minute walk) from the Pyrmont East construction site and 450m walking distance (5-minute walk) from the Pyrmont West construction site. The F4 Pyrmont Bay ferry line services this wharf, which provides connection between Pyrmont Bay and Circular Quay.

The public transport network context in the vicinity of the subject site is shown in Figure 3.



Figure 3: Transport Network adjacent to Pyrmont East and West sites (Source: EIS Chapter 6 – Transport and Traffic (2021))

3.1.3. Construction workforce parking

The peak construction workforce at both Pyrmont construction sites is expected to be in the order of 95 construction workers at any one time. Construction workers at both sites are expected to share similar modes of transport, considering the close proximity of the two sites.

There will be no construction worker parking within the Pyrmont East and West construction sites. The workforce will be encouraged to use the extensive public transport services that are available or the surrounding off-street commercial parking facilities.

3.2. Hunter Street

3.2.1. Site information

The Hunter Street construction site comprises two separate sites, which are Hunter Street East and Hunter Street West.

The Hunter Street East construction site is a corner lot, bounded by Hunter Street, O'Connell Street and Bligh Street. The site is currently occupied by three existing commercial buildings, which will be demolished, and an existing Sydney Metro City and Southwest construction site, which will be handed over to the Project team.

The Hunter Street West construction site is also a corner lot bounded by George Street and Hunter Street. It is currently occupied by six existing commercial buildings, which will also be demolished.

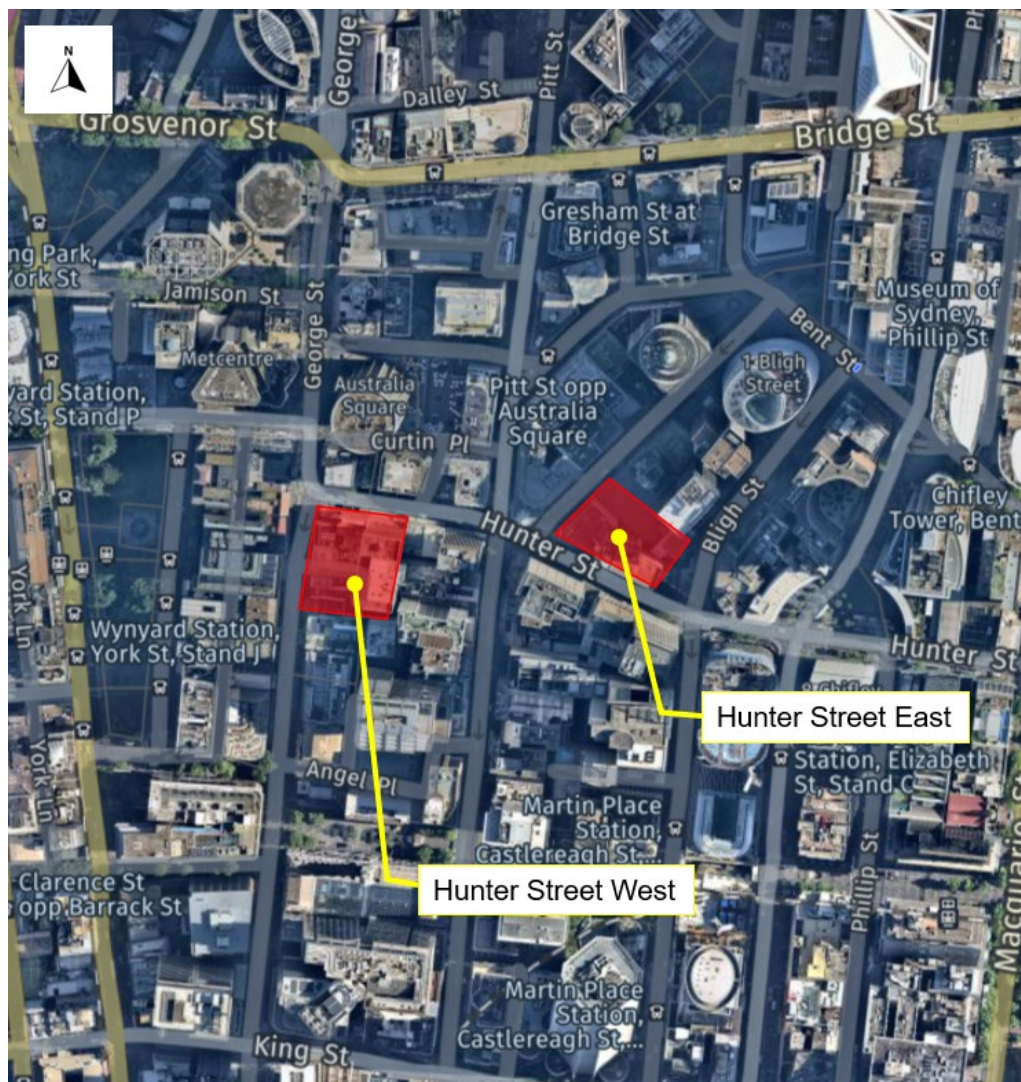


Figure 4: Hunter Street East and West Sites (Basemap Source: Nearmap, accessed on 14/12/2022)

3.2.2. Public Transport Infrastructure

The Hunter Street construction sites are surrounded by extensive public transport services due to the Sydney CBD location and the close proximity of commercial, retail and hospitality land uses. Public transportation services in the vicinity of the site include trains, buses, light rails and ferries. In addition, the Sydney Metro Martin Place station scheduled to open in 2024 during the construction phase of the Hunter Street sites.

The train stations in the vicinity of the sites include Wynyard, Circular Quay and Martin Place station. These train stations are serviced by multiple train lines, including T2 Inner West, T8 Airport and South, T1 North Shore and Western, T9 Northern Line and Central Coast & Newcastle, T4 Eastern Suburbs and Illawarra train lines. These train lines provide connection across the Sydney Greater Metropolitan Area through the Sydney CBD. The closest train station to the sites is Wynyard train station, which is a 180m walking distance (3-minute walk) from the Hunter Street West site and 350m walking distance (5-minute walk) from the Hunter Street East site.

It is noted Sydney Metro City and Southwest (Chatswood to Sydenham) is currently underway, which is expected to be operational in 2024. This would open three additional Metro stations in the Sydney CBD, namely Barangaroo, Martin Place and Pitt Street. Martin Place Metro station is located in close proximity to the Hunter Street sites with a walking distance of 350m (or 5 minutes) from the Hunter Street East site and a walking distance of 500m (or 8 minutes) from the Hunter Street West site.

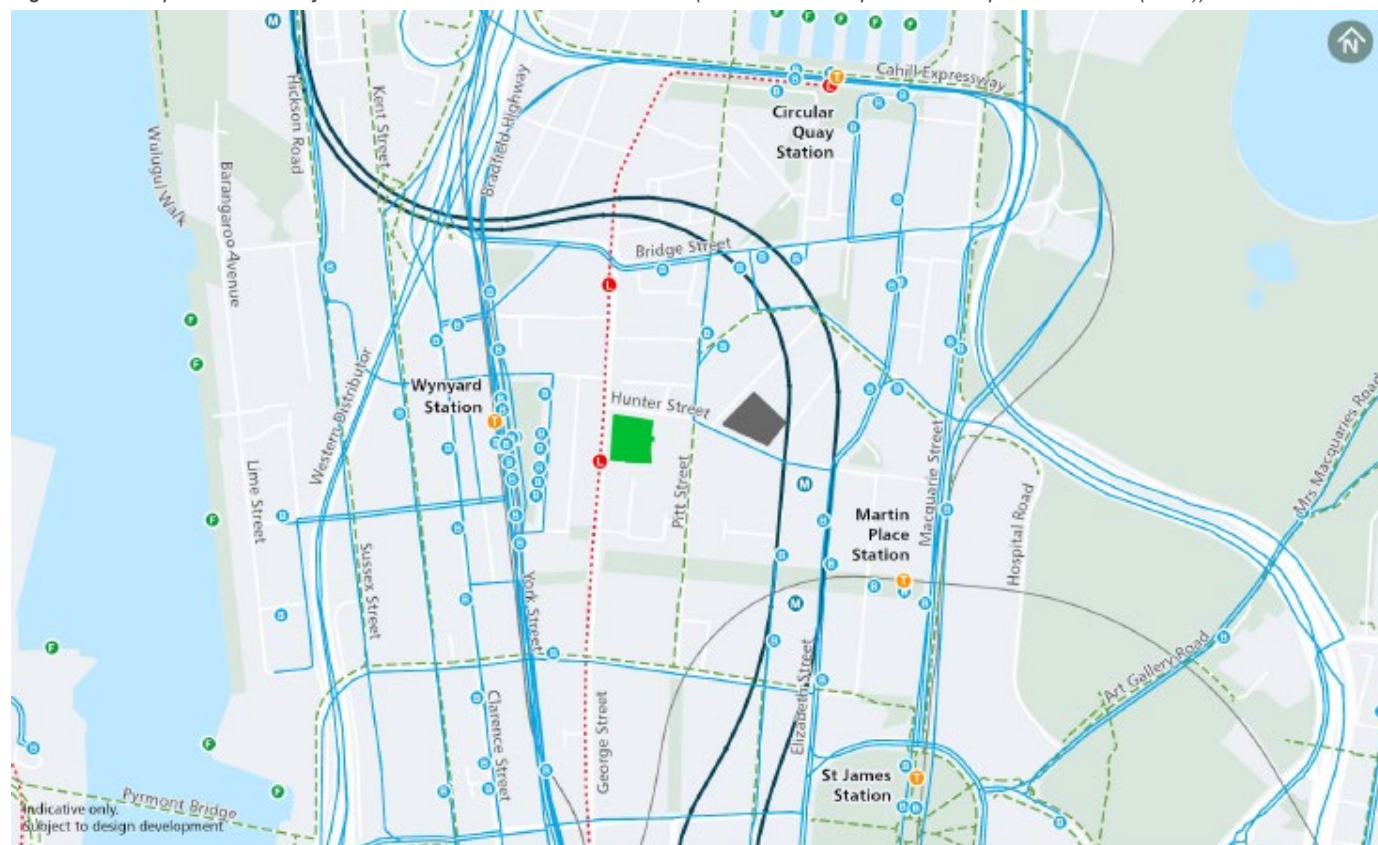
Light rail services can be accessed at the nearby Bridge Street and Wynyard light rail stops. Both of these light rail stops are serviced by L2 Randwick Line and L3 Kingsford Line, which provide connection between the Sydney CBD, Surry Hills, Moore Park, Kingsford and Randwick. Both light rail stops are located at approximately 150m walking distance (2-minute walk) from the Hunter Street West site and 350m walking distance (4-minute walk) from the Hunter Street East site.

Bus stops are extensively available across the Sydney CBD, consolidating along York Street, Carrington Street, Clarence Street, Kent Street, Bridge Street, Phillip Street and Macquarie Street. The buses running through the Sydney CBD and servicing these bus stops provide connection to multiple suburban hubs across the Greater Sydney Metropolitan Area. Night bus services are also available at some of these bus stops to accommodate the night travel demand induced by the surrounding licenced and entertainment venues within the Sydney CBD. The closest bus stop to Hunter Street East is located on Elizabeth Street, south of Hunter Street, which is a walking distance of 230m (or 3 minutes). The closest bus stop to Hunter Street West is located on Carrington Street at the Wynyard bus interchange, which is a walking distance of 170m (or 2 minutes) from the site.

Ferry services can be accessed at Circular Quay, which is located at approximately 650m walking distance (8-minute walk) from Hunter Street East and 750m walking distance (9-minute walk) from Hunter Street West. The F1 Manly, F2 Taronga Zoo, F3 Parramatta River, F4 Pyrmont Bay, F5 Neutral Bay, F6 Mosman Bay, F7 Double Bay, F8 Cockatoo Island and F9 Watson Bay ferry lines service the Circular Quay wharfs, which provide connection between Circular Quay and multiple suburbs along the Sydney Harbour.

The public transport network in the vicinity of the subject site is shown in Figure 5.

Figure 5 - Transport Network adjacent to Hunter St East and West Sites (Source: EIS Chapter 6 - Transport and Traffic (2021))



3.2.3. Construction workforce parking

The peak construction workforce at both Hunter Street construction sites is expected to be in the order of 120 construction workers at any one time. Construction workers at both sites are expected to share similar modes of transport, considering the close proximity of the two sites.

There will be no construction worker parking within the Hunter Street East and West construction sites. The workforce will be encouraged to use the extensive public transport services around the site vicinity and the surrounding off-street commercial parking facilities. JGC JV will promote the use of public transport by providing the staff and workforce information on the various public transport modes and connections that service the construction sites, including; trains, trams, busses and ferries. JCG JV will also provide recommendations for public transport Apps, such as Trip View, Trip Go, Sydney Transport and other public transport planning Apps.

4. Construction parking impacts

4.1. Parking Impacts

Construction of the Project will result in the long-term loss of some on-street parking at both Pyrmont and Hunter Street construction sites as shown in Table 7. The removal of 15 parking spaces to facilitate construction access is in most cases required for the duration of the Project, from May 2023 to mid 2025. At Hunter St West, the easternmost driveway is only required for the demolition phase and will be removed following the completion of the demolition scope, allowing reinstatement of one taxi space. Reinstatement of these parking spaces will be subject to the final station design by Sydney Metro.

Additional temporary removal of on-street parking is required to accommodate the construction works including, but not limited to, utility investigation works, geotechnical investigation, hoarding installation,

site access establishment, acoustic shed construction and oversize material deliveries (two to four weeks at each construction site).

Utility works and geotechnical works are expected to be undertaken for up to 10 day shifts or night shifts depending on the works and locations. Generally, JCG JV will undertake utility and geotechnical works around Pyrmont construction sites during daytime and works around Hunter Street construction sites during night time due to high pedestrian activities in the Sydney CBD during the day. The works may require temporary footpath closures, temporary off-street parking removal and lane closures. Road Occupancy Licence (ROL) applications will be submitted to obtain the relevant licences and/or permits.

The temporary removal of the on-street parking spaces will be managed and mitigated by:

- Minimising short term on-street parking removal to the extent required
- Maintaining property access in consultation with property owners
- Obtaining ROLs for any utility works on main arterial roads and coordinating with Customer Journey Planning (CJP)
- Staging the removal and replacement of parking spaces.

JCG JV is liaising closely with City of Sydney and TfNSW to best manage project parking impacts on surrounding streets adjacent the work sites. An additional two metered parking spaces are proposed on Union St, which can be created by reinstating an existing redundant driveway to the Pyrmont East site. It is also proposed to create a Taxi Stand on Hunter Street, which will offset the loss of four spaces from Hunter St.

The following additional mitigation measures have been considered by JCG but were assessed as not feasible or reasonable for the reasons detailed below ;

Staged removal and replacement of parking – Removal of parking is associated with construction access, required for the commencement of all sites and therefor can't be staged. Staged replacement is only possible at Hunter St West as identified in Section 4.1.2

Provision of alternative parking arrangements – JCG JV is liaising closely with City of Sydney and TfNSW to best manage project parking impacts on surrounding streets adjacent the work sites. An additional two metered parking spaces are proposed on Union St, which can be created by reinstating an existing redundant driveway to the Pyrmont East site. It is also proposed to create a Taxi Stand on Hunter Street, which will offset the loss of four spaces from Hunter St.

Managed Staff Parking Arrangements – Due to the lack of available real estate in the Hunter St and Pyrmont areas, it is not feasible to provide managed staff parking arrangements for the staff and workforce. JCG's experience on the Sydney Metro City & Southwest project suggests that the proposed use of Public transport will be utilised in preference over personal vehicles requiring parking in local streets, due to the costs and time constraints associated with local parking.

Working with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes – JCG have investigated the potential to introduce parking restrictions and residential parking schemes, however areas around the Pyrmont & Hunter St sites are already heavily restricted in terms of parking durations and already provide residential parking schemes.

4.1.1. Pyrmont Construction Sites

Table 7: Proposed On-street Parking Removal (long-term)

Construction Site	Street location	Construction Activity	Existing Parking Restriction	Approximate Length of On-Street Parking Encroachment	Number of Spaces to be Removed
Pyrmont East	No parking removal proposed	No parking removal proposed	No parking removal proposed	No parking removal proposed	No parking removal proposed
Pyrmont West	Western side of Pyrmont Street, adjacent to construction site	Demolition, site establishment and excavation	1-hour metred parking, with permit holders scheme (Mon-Sun, 24-hour)	34.5m to accommodate proposed access driveway and HRV movements into / out of the site	6 parking spaces
Hunter Street East	Northern side of Hunter Street, adjacent to construction site	Demolition, site establishment and excavation	-No Parking (Mon-Fri, 3pm-8pm) -Loading Zone metred (Mon-Fri, 6am-3pm) -4-hour metred parking (Mon-Fri, 8pm-12am) (Sat-Sun, 8am-10pm)	30m to accommodate HRV left-turn movements out of the site	5 parking spaces
Hunter Street West	Southern side of Hunter Street, adjacent to construction site	Demolition, site establishment and excavation	Full time Taxi zone and Loading Zone (Mon-Sun, 24-hour)	To the east: 6m to accommodate the proposed access driveway To the west: 24m to accommodate HRV left-turn movements into the site and right-turn movements out of the site	4 taxi spaces (one taxi space will be reinstated following completion of the demolition activities as one construction access driveway will be removed in Hunter Street)

Figure 6 shows the locations of the proposed on-street parking removal with an overview of the surrounding kerbside uses in the vicinity of the Pyrmont East and West construction sites.

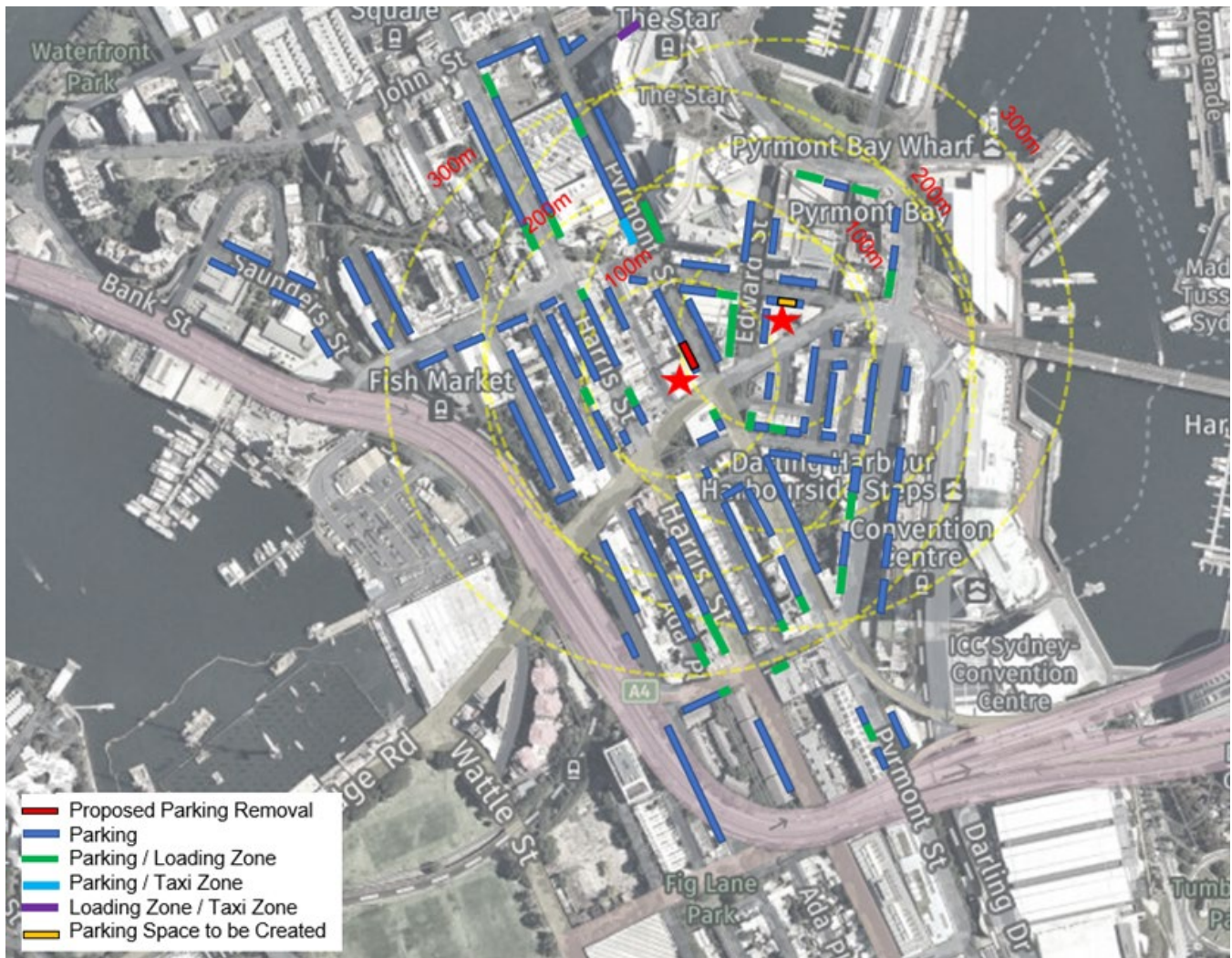


Figure 6: Proposed Parking Removal and Surrounding Kerbside Uses at Pyrmont (Basemap Source: Nearmap, last accessed on 08/02/2023)

Approximately 34.5m of on-street parking (equivalent to six on-street car parking spaces) will be removed on the western side of Pyrmont Street, along the Pyrmont West site frontage, to accommodate the proposed site access driveway and construction vehicle movements into and out of the site. This comprises the existing car share space located at the southern end of the kerbside parking and five 1P ticketed car parking spaces adjacent to the site access driveway. The car share space will be relocated to the adjacent space, just north of the existing location, which is currently 1P ticketed restriction. Hence, a total of six 1P ticketed parking spaces with permit holder scheme will be removed.

This car parking demand can be easily accommodated at the surrounding on-street car parking spaces in Pyrmont Street, Union Street, Harris Street, which are within 200m radius of the impacted area. The parking survey shows that collectively, on-street car parking spaces in Pyrmont are underutilised with an average peak occupancy of 70% during both weekdays and weekends (refer to Section 5.5.1 and Appendix B).

No parking removal is required to accommodate the proposed construction activities and vehicle movements at the Pyrmont East site, which is better than the proposed seven parking spaces removal indicated in the RTS. Furthermore, a redundant driveway on Union Street will be removed following the demolition stage (approximately 3-months into the project), which will result in creation of two new on-street parking spaces. Therefore, the Pyrmont East construction would result in a net increase of two

on-street parking space in the vicinity of Pyrmont East construction site and there would be a net increase of three on-street parking spaces in Pyrmont, when compared to the RTS.

4.1.2. Hunter Street Construction Sites

Figure 7 provides an overview of the proposed on-street parking removal and the surrounding kerbside uses at Hunter Street East and West construction sites.

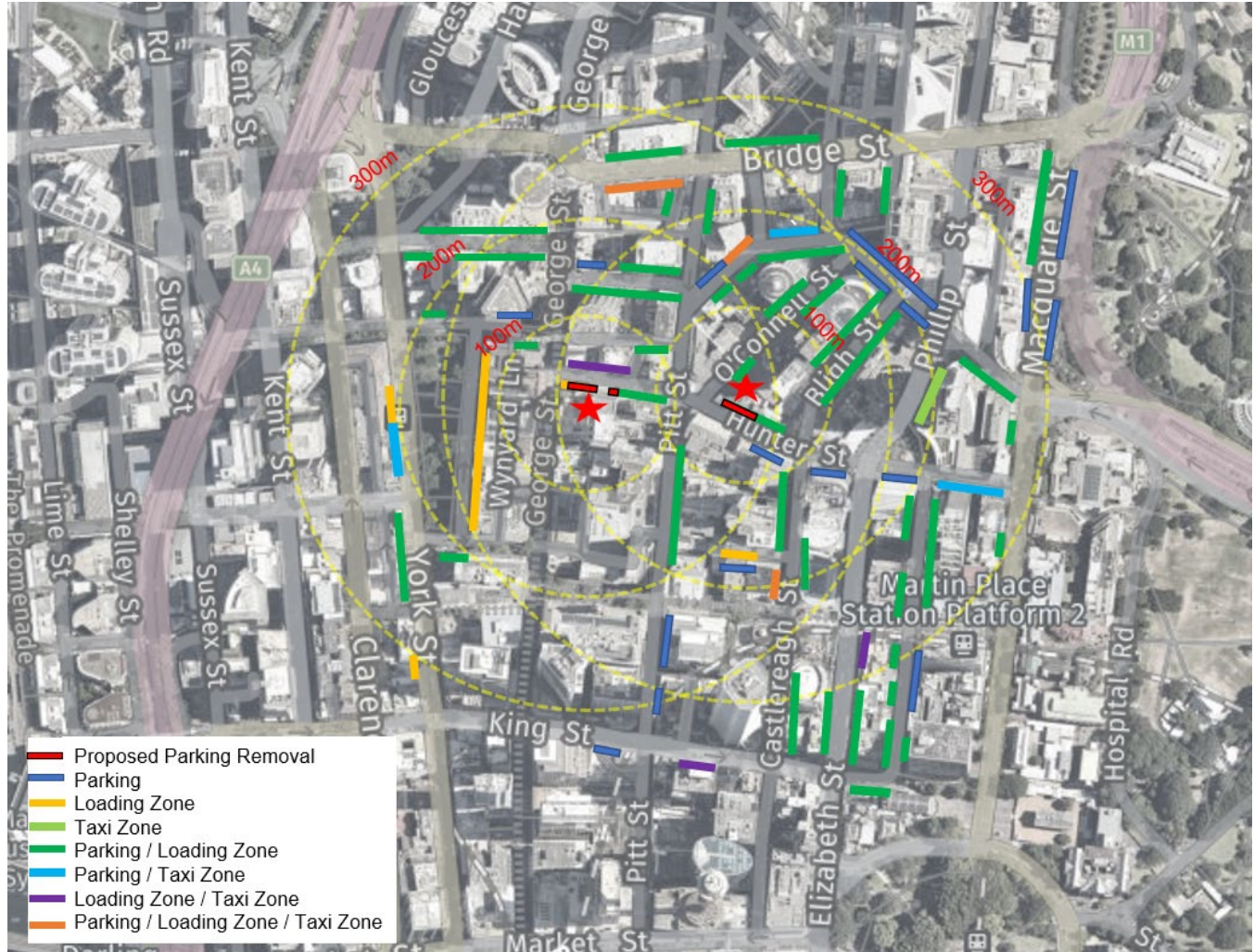


Figure 7: Proposed Parking Removal and Surrounding Kerbside Uses at Hunter Street (Basemap Source: Nearmap, last accessed on 08/02/2023)

Five parking spaces require removal from the north side of Hunter St between O'Connell St and Bligh St. The removal is necessary to accommodate the proposed construction egress from the southern portion of the site, which is required to service the demolition and shaft excavation phases of the works.

Hunter St East construction egress has been designed with consideration of the following constraints:

- Nominated haulage routes approved under the Infrastructure Approval
- Limited street frontage along O'Connell St, further restricted by the traffic signals at the corner of O'Connell Street and Hunter St, providing insufficient distance to establish both access and egress
- Location of existing utilities in the footpath, including major communications pits, limiting the positioning of driveways along O'Connell St

- Level constraints between O'Connell St and Hunter St; during the shaft excavation phase, levels must be consistent between the access and egress driveways to allow for installation of the access platform
- The structure of the existing high-rise buildings at Hunter St East allow for the establishment of a drive through access from O'Connell St, egressing on Hunter St. This arrangement limits the number of construction access points required to complete the demolition and reduces the associated parking removal as far as reasonably practical.

The existing kerbside uses of five spaces requiring removal, are on-street parking and loading zone. This demand can be accommodated at the surrounding parking and loading zone facilities, specifically on Hunter Street (just east and south of the removed spaces), O'Connell Street, Pitt Street and Bligh Street, which are within 200m walking distance from the impacted area. The parking survey shows that collectively, on-street car parking spaces in the vicinity of Hunter Street are underutilised with an average peak occupancy of 54% during weekdays and 71% during weekends, as discussed in detail in Section 5.5.2 and Appendix B.

Furthermore, the adjacent properties at 28-34 O'Connell St, 44-48 Hunter St and 50-58 Hunter Street will be demolished as part of the ETP Works, reducing the demand for street parking and loading zones in this area.

For the Hunter St West site, the taxi zone on the Hunter Street frontage must be reduced by four parking spaces to enable construction of two new site access driveways for the demolition stage. However, to reduce the parking impacts associated with the project, one of the two driveways will be reinstated on completion of demolition, which will allow one taxi space to be reinstated.

The number and location of the driveways required for the Hunter St West site have been designed with consideration of the following constraints:

- Nominated haulage routes approved under the Infrastructure Approval
- Recent pedestrianisation of George St, including the associated restricted use of De Mestre Place,
- The existing high rise structures (7-13 Hunter St and 5 Hunter St) do not permit the establishment of a drive through access between the two buildings
- Level constraints along Hunter St, limiting the excavation phase access/egress to a single driveway
- Location of existing utilities in the footpath, including major communications pits, limiting the positioning of driveways along Hunter St.

The existing demand for taxi services can be accommodated at the loading zone / taxi zone on the opposite side of Hunter Street, which contains three spaces to be used for loading or taxi, depending on the time of day. The demand can also be accommodated by the off-street parking facilities that are within a walkable distance. The next nearest taxi rank is located on eastern side of Pitt Street, directly north of Martin Place, which is approximately 350m walking distance (i.e. 4 minutes) from the Hunter Street West construction site. Furthermore, patrons can hail a taxi at other locations within the Sydney CBD (where permitted). It has been suggested that the existing No Stopping on Hunter St northern side between Hamilton St and Pitt St be converted to Taxi Zone. NSW Taxi Council and City of Sydney Council have been made aware of the proposed Taxi Zone deletion. Consultation and investigation is ongoing with Council, CJP and NDSW Taxi Council to create additional local taxi zones to offset the reduction.

4.1.3. Summary

In summary, the creation of new driveways and the facilitation of construction vehicles manoeuvring in and out of the construction sites will result in the temporary removal of three on-street parking spaces along Pyrmont Street, five on-street parking spaces and four taxi spaces on Hunter Street.

Given the existing parking demand in the affected road sections is partly generated by the existing commercial premises that will be demolished, no parking displacement is proposed as the parking demand associated with the existing use of the site will be reduced during the construction period.

Furthermore, as shown in Section 5.5 that there are vacant parking spaces in the parking survey areas around the Pyrmont and Hunter Street construction sites even during the peak parking demand.

JCG JV has completed an assessment of other major projects in the locality and special events that may result in a cumulative parking impact. Referencing the NSW government Major Projects planning portal, the City of Sydney Council DA tracker, and consultation with City of Sydney, no projects were identified that proposed parking removal.

Therefore, no major impacts are expected from the proposed removal of the on-street parking spaces as the surrounding spaces within the survey scope are underutilised and there are several parking facilities at the surrounding roads, which are within a walkable distance.

4.2. Special events

The majority of the events in the vicinity of Pyrmont and Hunter Street construction sites are held on weekends and public holidays, which fall outside of standard construction work hours. It is expected that event attendees would park at the surrounding commercial off-street parking facilities utilising the weekend and public holiday discounted flat rate.

Parking survey results show that the average peak on-street parking occupancy across weekdays and weekends are approximately 70% for Pyrmont and 71% Hunter Street, as discussed in Section 0. Therefore, there would be spare capacity to accommodate parking associated with event attendees.

Ongoing liaison with event organisers, TfNSW and Sydney Coordination office (SCO) would be undertaken to manage the potential impacts of the parking removal on the event attendees and general public. Appropriate communication and traffic management measures will be implemented if required to manage the impacts of JCG JV works on the events.

5. Parking demand and availability

5.1. Survey methodology

In response to Condition D18(c), parking surveys have been undertaken to establish the existing demand during the peak hour, off-peak, school drop-off and pick up, weekend periods and special events in the roads surrounding the Pymont and Hunter Street construction sites and associated geotechnical investigation locations.

The parking survey scope was developed in consultation with TfNSW, SM and CJP and included all parking spaces to be removed or occupied by the project workforce.

The nominated surveyed roads were initially inspected by survey staff to record the parking restrictions, such as unrestricted parking, restricted parking, disabled parking, loading zone, etc. The number of on-street parking spaces within a road section was also counted during this initial observation.

5.2. Survey scope

The parking survey scope adopted for the Project is as follows:

- Pymont – Includes roads to the west of Western Distributor, which are close to both Pymont East and Pymont West construction sites. Majority of the on-street parking within the identified survey scope is time restricted ticketed parking. The extent of the Pymont parking survey scope is illustrated in Figure 7.
- Hunter Street – Includes roads close to both Hunter Street East and Hunter Street West construction sites. All of the on-street parking within the parking survey scope is time restricted and mostly ticketed parking. The extent of the Hunter Street parking survey scope is illustrated in Figure 8.

The survey recorded the number of occupied parking spaces at an hourly interval from the start of the survey at 6:00am until the end of the survey at 8:00pm across seven consecutive days for weekdays and weekend. The parking survey was conducted between Wednesday 14 December 2022 to Tuesday 20 December 2022. The parking surveys captured special events such as the Christmas light display and Christmas retail in the vicinity of the Hunter Street sites.

Parking survey data is provided in Appendix A.

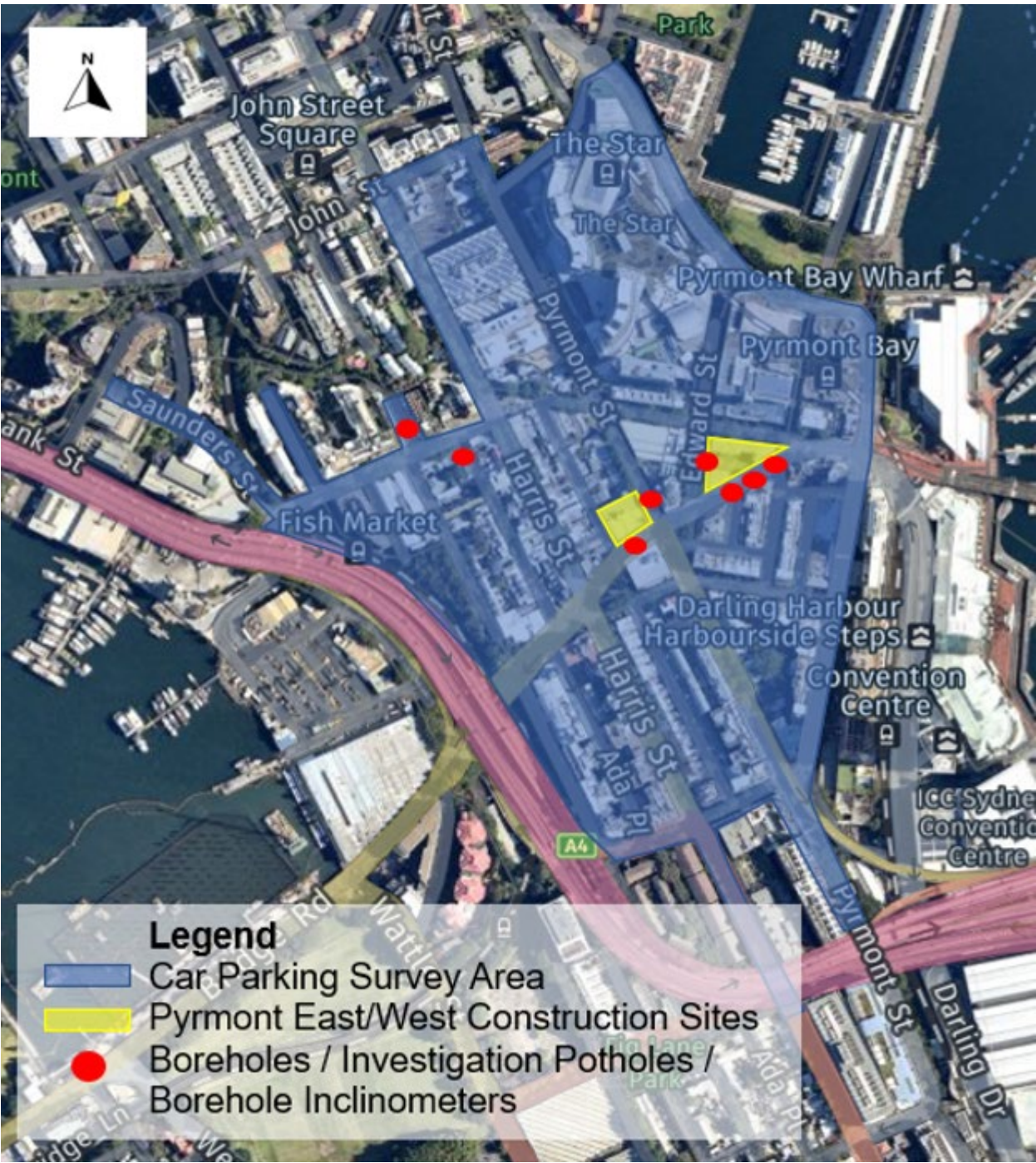


Figure 7: Parking Survey Scope in Pyrmont (Basemap Source: Nearmap, accessed on 13/12/2022)

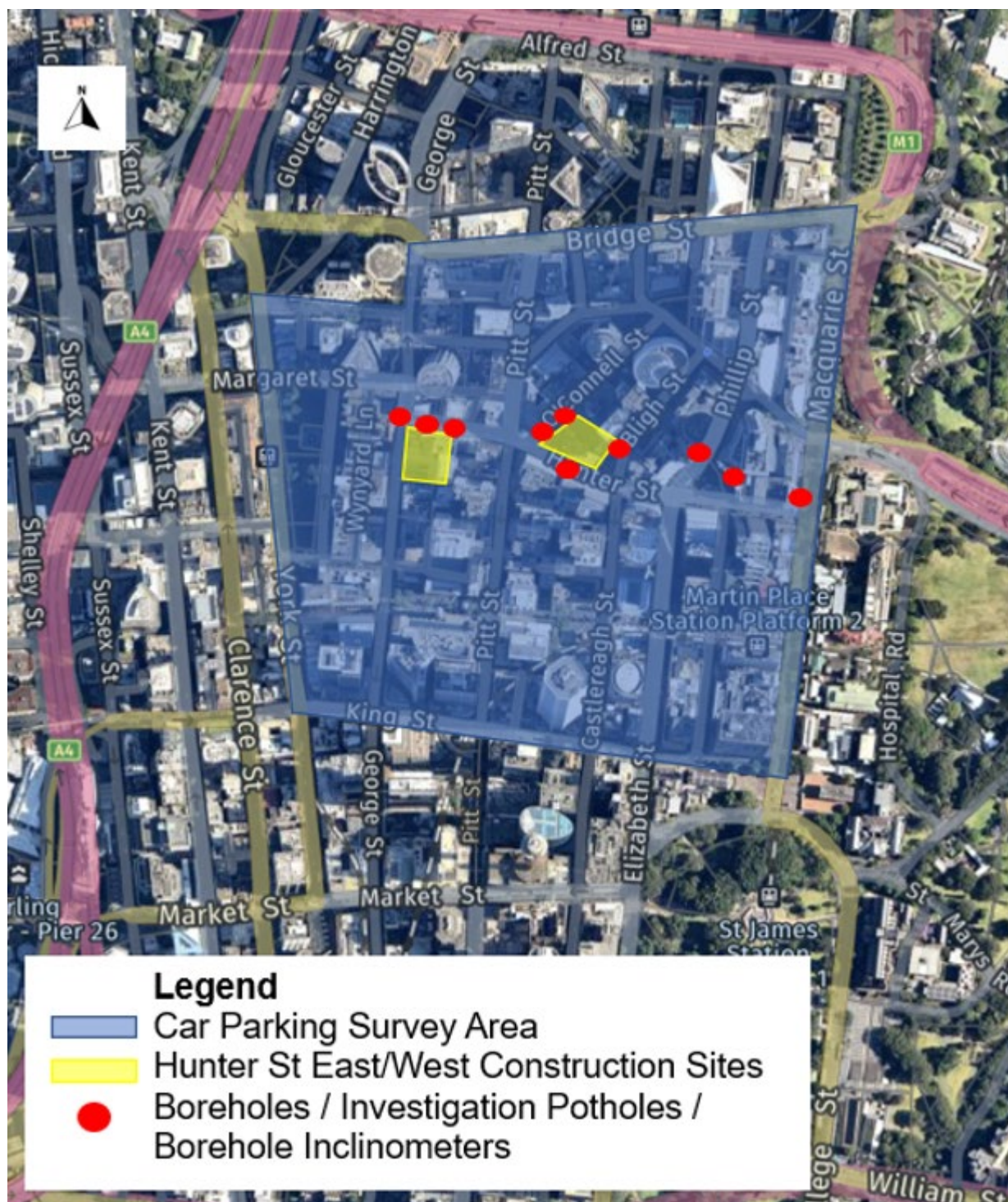


Figure 8: Parking Survey Scope around Hunter Street (Basemap Source: Nearmap, accessed on 13/12/2022)

5.3. Parking supply

Prior to the parking survey taking place, the number of parking spaces in the vicinity of the parking survey scope was counted and their respective restriction noted. Table B1 and Table B2 in Appendix B outline the number of possible on-street car parking spaces available and their restrictions around Pyrmont and Hunter Street construction sites respectively.

5.4. Existing parking demand

Condition D78(c) requires parking survey to be conducted to cover peak and off-peak periods, school pick-up and drop-off periods and weekend periods. The time periods informing the assessment have been adopted as outlined in Table 8.

There is no public school or high school within the vicinity of Pymont construction sites, and therefore no specific changes in parking demand are anticipated during the school pick-up and drop-off periods. Hence, the analysis excluded the school pick-up and drop-off periods for the Pymont construction sites.

The Conservatorium High School is located just east of Macquarie Street, in the vicinity of the Royal Botanic Garden (Sydney CBD). While pick up and drop off facilities are available within the school, it is expected that students and parents would also utilise Macquarie Street and the surrounding roads for school pick-up and drop-off, which are within the scope of the parking survey area. As such, the school pick-up and drop-off periods have been included in the analysis.

According to the Conservatorium High School's website, the school bell times are 8:20am in the morning and vary between 3pm and 4pm in the afternoon on different weekdays. Therefore, the drop off and pick up periods have been selected to be 8am-9am and 2:45pm-4:15pm, respectively for the parking survey analysis, as illustrated in Table 8.

It is noted the last day of school term was 16 December 2022 and as such, the survey included three days of school pick-up and drop-off periods (14 December to 16 December 2022).

It is noted that clearway restriction applies to some areas during the school periods and peak periods, hence these parking spaces are typically vacant during these time periods.

Table 8: Parking Survey Assessment Periods

Time Period	Time Period Extent	
Peak	Weekday 6am – 10am	Weekday 3pm – 8pm
Off-peak	Weekday 10am – 3pm	-
School pick-up	School days 2:45pm – 4:15pm (Hunter Street sites only)	-
School drop-off	School days 8:00am – 9:00am (Hunter Street sites only)	-
Weekend	Saturday 6am – 8pm	Sunday 6am – 8pm

The parking capacity and peak occupancy of the on-street parking spaces are summarised based on the above time periods in Appendix B (Table B3 and Table B4 for Pymont during the weekday and weekend respectively, and Table B5 and Table B6 summarise the peak occupancy of the on-street parking spaces around Hunter Street during the weekday and weekend respectively).

5.5. Parking survey summary

The parking survey results shown in Appendix B indicate that there is typically spare capacity of on-street parking spaces around both Pymont and Hunter Street. However, considering the parking restrictions and standard construction work hours, the surrounding on-street parking spaces are not suitable for construction workforce parking for the duration of the working hours between 7am and 6pm on weekdays and between 8am and 6pm on Saturdays.

5.5.1. Pymont

A total of 788 possible on-street parking spaces have been identified within the proposed parking survey area around Pymont. All on-street parking spaces around Pymont are time-restricted and some with other shared kerbside uses (e.g. No Stopping, Loading Zone etc.) during different time periods of the day. The result shows that there is an average peak occupancy of 70% on both weekdays and weekends. On both weekdays and weekends, the average peak parking occupancy is

during the evening between 8pm and 9pm. On weekends, there is higher parking demand observed on Saturdays than on Sundays while Fridays have the highest parking demand amongst weekdays.

5.5.2. Hunter Street

A total of 495 possible on-street parking spaces have been identified within the proposed parking survey area around Hunter Street. All on-street parking spaces around Hunter Street are time-restricted and most spaces have other shared kerbside uses (e.g. No Stopping, Loading Zone etc.) during different time periods of the day. The parking survey result shows that there is an average peak occupancy of 54% on weekdays and 71% on weekends. The peak parking occupancy on weekdays is observed between 11am and 12pm, with Thursday having the highest demand across weekdays. On weekends, there is higher parking demand observed on Saturdays than on Sundays with peak parking occupancy observed between 7pm and 8pm.

5.6. Commercial off-street parking facilities

Pymont and Hunter Street construction sites are surrounded by extensive commercial off-street parking facilities, which provide hourly parking, day-parking, night parking, and weekend parking. These car parking facilities can be utilised by construction workers who choose to drive to the construction sites.

While public transport would be the primary mode of transport encouraged amongst construction workers, it is understood that some workers would choose to drive to work. Carpooling will be highly encouraged amongst construction workers to minimise impacts on the surrounding car parking facilities.

Table 9 and Table 10 outline the commercial off-street car parking facilities, which are within 400m walking distance from the Pymont and Hunter Street construction sites, respectively. Construction workers who drive would be encouraged to use these parking facilities and avoid any on-street parking to minimise the parking impacts, noting that all on-street parking spaces have time limits in the vicinity of both the Pymont and Hunter Street sites.

Some of the parking facilities in Pymont provide early bird parking rate, which are discounted from \$14 to \$17 per day. Some commercial parking facilities around Hunter Street construction sites also provide early bird parking rates, which range from \$35 - \$45 per day. Given the standard construction hours between 7am and 6pm, construction workers should be eligible for the early bird discounted parking rate. In addition, a monthly rate is also provided at these car parking facilities with guaranteed parking spaces.

Most construction workers would arrive at the parking facilities before 7am, which is prior to the start of standard office hours between 8am and 9am. Therefore, it is expected that the car parking facilities would have spare capacity to accommodate the construction worker car parking demand.

Considering the availability of many commercial off-street parking around the construction sites, it is expected that these parking facilities would be able to accommodate the small percentage of construction workers who would choose to drive private vehicles. The majority of construction workers are expected to use public transport to access these construction sites.

Table 9: Commercial Off-Street Parking Facilities around Pymont construction sites

Parking Facility Name	Walking Distance to Pymont East	Walking Distance to Pymont West	Capacity
InterPark Australia Atrium Car Park	100m	230m	61
The Star Sydney	50m	180m	700
Secure Parking 320 Harris Street	350m	450m	295
Wilson Parking Harbourside 100 Murray Street	400m	400m	Not known

Table 10: Commercial Off-Street Parking Facilities around Hunter Street Construction Sites

Parking Facility Name	Walking Distance to Hunter Street East	Walking Distance to Hunter Street West	Capacity
Wilson Parking The Chiefly Tower 2 Chiefly Square	200m	400m	Not known
Secure Parking Aurora Place 88 Phillip Street	300m	500m	200
Wilson Parking 1 Farrer Place	300m	500m	654
Wilson Parking Sofitel Sydney Wentworth 61-101 Phillip Street	240m	400m	Not known
Wilson Parking 1 Bligh Street	200m	270m	91
Wilson Parking 6-10 O'Connell Street	200m	270m	108
Wilson Parking 1 O'Connell Street	190m	280m	95
Wilson Parking 20 Bond Street	200m	160m	150
Wilson Parking 31 Bond Street	180m	180m	385
Secure Parking Met Centre 60 Margaret Street	300m	140m	143
Care Park Amora Hotel 11 Jamison Street	450m	290m	93
Wilson Parking 259 George Street	400m	210m	201
Secure Parking 109 Pitt Street	130m	170m	143
Wilson Parking Angel Place 123 Pitt Street	180m	220m	260
Wilson Parking Parkhouse 187 Macquarie Street	350m	500m	Not known
Secure Parking 60 Elizabeth Street	350m	500m	250
Wilson Parking Gateway Car Park 37 Pitt Street	400m	400m	93
Secure Parking No 1 Martin Place, Pitt Street	350m	400m	374

6. Mitigation measures

6.1. Minimise parking on public roads

JCG JV will apply the following measures to incentivise and encourage the staff and workforce to minimise parking on public roads and mitigate impacts on neighbouring residents and businesses:

- Incentivising workers to use public transport through the establishment of sustainability targets for each worksite, including rewards such as vouchers or BBQ's, to the highest performing individuals and worksites
- Establish a communication strategy to encourage the use of public transport and minimise parking on public roads
- Provide workers with information related to the nearest bus stops, train stations and parking stations (Section 3.1.2, Section 3.2.2 and Section 5.6) to enable workers to make an informed decision about their transport options when working on the Project
- Encourage carpooling and use the surrounding off-street commercial parking facilities
- Educate workers (through inductions, toolbox talks and pre-start meetings) on haulage routes, parking and community issues
- Encourage the use of apps such as "Opal Travel" for transport services and timetables
- Provide a tool drop-off and storage facility on-site for construction workers to drop off and store their tools, allowing them to use public transport to travel to and from the site.

It is noted that on-street parking around Pyrmont and Hunter Street construction sites is unlikely to be utilised by construction workers, considering the short time-restriction of the spaces, which are generally two-hours or less.

6.2. Minimise idling and queuing

JCG JV will advise construction drivers during induction training (physical or virtual) that idling and queuing on state and regional roads must be minimised. Construction vehicles must not occupy the bus layover zones at any time.

Traffic controllers will be stationed at access and egress gates to ensure haulage trucks are managed efficiently on site. The traffic controllers will assist in managing the interface between the construction activities, pedestrians and other road users, minimising the risk of idling and queueing.

In addition, JCG JV will utilise Telematic real time monitoring which is a program designed to track and analyse construction vehicle movement in and around projects. During congestion at construction sites, it will be used to advise drivers of the delay, and to either wait at the spoil site or be redirected to other sites. This will reduce the likelihood of idling and queuing on state and regional roads.

6.3. Spoil disposal locations

Given the considerable quantity of spoil material that will be removed during the Project, it is necessary to identify a number of potential spoil reuse and disposal locations.

Due to the number of concurrent major infrastructure projects under construction at the present time, not all spoil disposal sites have been secured and locations will change over time. JCG JV is continually engaging with industry leaders to secure appropriate spoil disposal sites. Potential spoil disposal locations are summarised in Table 11.

Table 11: Potential Spoil Disposal Locations

Disposal Site Name	Address	Approximate Distance from the ETP Project
AWJ, Kemps Creek	Kemps Creek	50km
Cleanaway, Kemps Creek	Kemps Creek	50km
Aussie, Strathfield	Strathfield	15km
Cleanaway, Lucas Heights	Lucas Heights	45km

Hi Quality, Yatla	Yatla Qtd	900km
Cleanaway, St Marys	St Marys	45km
Nepean Business Park	Penrith	55km
Qube	Moorebank	40km

6.4. Real time monitoring

Real time monitoring will be undertaken using a Telematic system to track and analyse spoil haulage truck movements and ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMP. Telematics are able to analyse real-time traffic data, allowing JCG JV to manage its construction vehicles fleet more efficiently by predicting arrival times and communicate directly with construction workers.

The GPS tracking feature allows JCG JV to determine the speed and location of the fleet to better manage the construction vehicle movements by determining pinch-points and adjust accordingly. If drivers are found to not comply with the posted speed limit or haulage route, the traffic manager will receive notifications, enabling immediate action to mitigate the unsafe driver behaviour.

Geofencing will be used to set a boundary from local roads to ensure vehicles only travel on the designated haulage routes. Alerts can be triggered when vehicles are entering / leaving the designated route, and data such as speed and location can be logged into the system.

Associated blind spot optimisation devices will be installed on construction heavy vehicles to eliminate blind spots and increase the safety of construction heavy vehicles drivers and other road users.

6.5. Marshalling of construction vehicles

JCG JV have an in principle agreement with the Port Authority to lease an area adjacent to The Bays construction site within Glebe Island. The area is located away from sensitive land and road users and will be used for The Bays staff and workforce car parking, and marshalling of up to eight heavy vehicles. The heavy vehicle marshalling area is expected to be utilised for construction deliveries to all sites, including Pyrmont, Hunter Street and The Bays.

Marshalling of trucks will also be performed at spoil dump sites to space out the returning trucks to the construction sites. This will minimise the impacts on sensitive land users and reduce the likelihood of construction trucks idling and queuing on state and regional roads.

6.6. Shuttle Bus Services

Shuttle bus services will operate between Glebe Island designated parking area and The Bays worksite. The services will extend to the Pyrmont & Hunter St sites as required during the later phases of the works, when the mainline tunnel reaches the respective sites.

6.7. Driver Training

All heavy vehicle drivers will undertake driver induction training to understand route constraints, safety and environmental considerations such as sharing the road safely with other road users and limiting the use of compression braking. Where required, additional role-specific training will be delivered to heavy vehicle operators (in accordance with the training matrix detailed in Section 3.8 of the CEMP). The following will be addressed in training:

- Relevant licence and approval conditions
- Permissible hours of work and peak hour restrictions
- Project specific controls to manage the risk of spills during haulage
- Nominated heavy vehicle haulage routes (as per the CTMP) and truck marshalling areas
- Site access and egress points
- Communications protocols

- Noise management controls
- Parking restrictions and vehicle idling
- Dust suppression measures
- Safe driving practices
- Site layouts
- Stockpile management
- Sensitive receiver locations
- Roles and responsibilities.

7. Monitoring and reporting

7.1. Monitoring of mitigation measures

Monitoring to assess the effectiveness of this CPAS will be carried out by the Project team on local streets where parking has been impacted. Monitoring will involve 6 monthly inspections to confirm the following:

- Construction workers are not parking on surrounding local roads
- Construction workers comply with the parking restrictions
- Construction heavy vehicles avoid idling or parking on local roads, where practicable
- Utilisation of public transport by workforce
- Utilisation of off-street commercial parking facilities by workforce
- Compliance with nominated haulage routes.

7.2. Corrective measures

Where monitoring or community complaints identify non-conformances with this CPAS, the events will be managed in accordance with:

- JCG Incident and Event Management procedure (JCG-MPR-SQE-010)
- Sydney Metro Environmental Incident and Non-Compliance Reporting Procedure (SM-17-00000096).

Where practicable, non-conformances and corresponding corrective actions will be communicated to the workforce and reinforced through various communications, including but not limited to:

- Project toolbox talks and pre-start meetings
- Project alerts
- Investigation and implementation of alternative methods to reinforce the parking strategy
- Investigation and implementation of other viable options for staff to use public transport
- Where the owner of an offending vehicle can be identified, warning notices will be issued
- Reassessment and planning of works to further minimise the impacts of construction vehicles on surrounding streets
- Documentation of actions in weekly and monthly internal reports.

7.3. Reporting

A summary report for each six month period from the commencement of construction will be provided to Sydney Council, Inner West Council, TfNSW, Sydney Metro and CJP. The report will provide the details and outcomes of the monitoring undertaken for the preceding six months. This report will also provide details of non-conformances and corrective actions taken. The report will be submitted to all stakeholders within one month of the end of the reporting period.

Details of non-conformances and corrective actions will be summarised.

8. Contingency measures

Contingency measures would be dependent upon the issues / non-conformances identified during monitoring, and the effectiveness of corrective actions implemented.

Contingency measures will be investigated if it is determined that the corrective actions implemented are ineffective, and may include:

- Investigating additional off-site parking for the construction workforce
- Revising site induction and toolbox talk content to better encourage the use of active and public transport and communicate designated and prohibited locations for construction workforce parking
- Amending carpooling communications to encourage an increase in participation rates
- Implementing disciplinary process for repeated non-conformances.

If workers are found to impact the surrounding residential amenities or not complying with Code of Conduct, or repeatedly behaving or parking inappropriately, they may be required to re-attend the Project induction training, which includes detail on the alternative travel arrangement options available. Stronger sanctions, including dismissals, may also be implemented for repeated offenders, which would be at the discretion of the Project Manager.

The Project management team would also organise worker shift times into teams, which would encourage carpooling activities across the workforce. Workers who reside close to one another may be grouped together, with similar shift patterns. This will minimise the number of construction vehicles on the roads, hence reducing the impacts on the surrounding road network and nearby commercial off-street parking facilities.

9. Access control and safety

9.1. Construction site access

JCG JV will undertake the following measures associated with construction site accesses to increase the safety of pedestrians, cyclists, motorists and construction workers around the construction sites:

- Deployment of speed awareness signs in conjunction with variable message signs near construction sites to provide alerts to drivers
- Installation of truck signage to warn motorists of construction vehicles entering and exiting construction sites
- All construction vehicles will enter and exit construction sites in a forward direction, where feasible
- Access driveways will be designed to maximise visibility to approaching pedestrians and traffic and signposted accordingly
- Access points will be designed in accordance with Austroads Guide to Road Design Part 4A and if required, relevant standards, guides and manuals
- Traffic adjacent to access driveways will be managed with suitable measures
- Installation of security fences and gates at relevant locations while maintaining clear line of sight
- Where required, Traffic Guidance Scheme (TGS) will be prepared for temporary changes to traffic arrangement associated with the proposed works
- Where required, Pedestrian Management Plan (PMP) will be prepared for temporary changes to pedestrian access associated with the proposed works
- Construction vehicle routes will prioritise traveling on state roads and regional roads.

9.2. Managing pedestrians

The EIS determined that there is no major impact to pedestrians expected from the ETP Works. Irrespective, JCG JV will undertake the following measures to ensure that access across pedestrian or shared user paths will not be blocked or disrupted at any time unless alternative access is provided:

- Concertina gates will be deployed at each construction access driveway to temporarily hold pedestrian movements and manage construction vehicle movements in and out of sites
- Traffic controllers will be in place to manage the interface between pedestrians and construction vehicles, when necessary
- Where there are changes required for pedestrian footpaths and crossing facilities, JCG JV will discuss with the TCG and relevant road authorities, prior to undertaking any works or changes to the pedestrian facilities
- Pedestrian footpaths and connections will be maintained and where temporary / alternative pedestrian routes are required, they will be designed to minimise inconvenience to pedestrians with the primary goal of maintaining clear space between pedestrians and active work areas
- Provide community education and awareness about sharing the road safely with heavy vehicles.

In addition, potential impacts to pedestrians and associated management measures will be addressed in site-specific CTMPs. The CTMPs will identify the pedestrian activities adjacent to the construction sites and the proximity to pedestrian generation development, including schools, bus stops and train stations. The needs of vulnerable pedestrians, including young children, elderly, vision impaired and people with disabilities, and people with prams, will also be considered in CTMPs.

9.3. Managing cyclists

There are no major cyclist impacts expected from the ETP Works as all accesses for cyclists will be maintained. In the event of a potential impact to access, an alternative cycle route will be provided with directional and warning signage to be erected to inform cyclists of the changes on cycle routes.

Where the existing cyclist facilities, such as bicycle parking, are temporarily unavailable as a result of the ETP Works, suitable replacement facilities will be provided for the duration of the identified impacts.

Detailed assessments of cyclist access will be addressed in site-specific CTMPs, including the management measures to minimise impacts.

9.4. Access to residents and businesses

No impacts are expected to the access of adjacent properties and businesses as a result of the ETP Works. Access to residents and businesses will be maintained at all times and when unavoidable, an alternative access and mitigation measures will be provided in consultation with the residents and associated business owners prior to any impacts occurring. Directions for residents and businesses will be communicated prior to the impacts, with relevant signage to be installed.

9.5. Emergency access

Emergency access to adjacent properties and the construction sites will be maintained at all times. Emergency services will be informed of the defined routes and consulted and advised of any changes in the defined routes. Emergency vehicles will be given priority and provided with a safe environment to enable safe and efficient travel through the construction areas. Management measures to keep emergency services informed will be discussed in site-specific CTMPs.

10. Conclusion

The CPAS and associated parking survey results have determined that:

- No construction worker parking will be provided at both Hunter Street (east and west) and Pymont (east and west) construction sites.
 - All on-street parking spaces within close proximity of the construction sites are restricted, which are not suitable for construction worker parking.
- The peak construction workforce is expected to be 95 workers at Pymont construction sites and 120 workers at Hunter Street construction sites at any one time with the majority expected to use the public transport services to / from the sites.
- All construction workers will be strongly encouraged to use the extensive public transport to / from the construction sites through induction training, toolbox talks and pre-start meetings.
- Construction workers who choose to drive will be strongly encouraged to carpool and use the nearby commercial off-street parking facilities and avoid any on-street parking.
 - Numerous commercial off-street car parks in the vicinity of construction sites can accommodate the construction workforce car parking demand, which is expected to be low.
 - Early bird rate and monthly rate are available, with the construction workers expected to secure parking spaces at the parking facilities, considering the standard construction hours and workers arriving before 7am.
- No major impacts on pedestrians, cyclists, adjacent residents and businesses and emergency vehicles access are expected from the ETP Works. The detailed impact assessment and associated management measures would be discussed in site-specific CTMPs.
- There are 788 possible on-street parking spaces within the proposed parking survey scope in Pymont and 495 possible on-street parking spaces within the proposed parking survey scope around Hunter Street, all of which are restricted parking.
- The average peak on-street parking occupancy across the weekdays is approximately 70% for Pymont and 54% for Hunter Street.
- The average peak on-street parking occupancy across the weekends is approximately 70% for Pymont and 71% for Hunter Street.

Part C Appendices

Appendix A Parking Survey Data

Appendix B Parking Survey Results

Table B1: Parking Supply Adjacent to Pyrmont East and West Sites

Road Name / Location	Parking Restriction	Number of Parking Spaces
Saunders Street between Quarry Master Drive and Miller Street (eastern side)	1P(t) – 9am–9pm - Permit holder excepted	8
	2P(t) – 8am–7pm - Permit holder excepted	14
Saunders Street between Quarry Master Drive and Miller Street (western side)	1P(t) – 9am–9pm - Permit holder excepted	3
	Loading zone – 7am–6pm Mon–Fri, 7am–10am Sat 2P(t) – 10am–7pm Sat, 8am–7pm Sun & Public Holidays	2
	2P(t) – 8am–7pm - Permit holder excepted	6
Jones Street north of Miller Street (western side)	Disabled	1
	2P(t) – 8am–7pm - Permit holder excepted	17
Jones Street north of Miller Street (eastern side)	2P(t) – 8am–7pm - Permit holder excepted	15
Miller Street between Bank Street and Harris Street (southern side)	2P(t) - Permit holder excepted	6
	1P(t) - Permit holder excepted	8
	1/4P – 7am–7pm – Mon–Fri, 2P(t) at other times – Permit holder excepted	2
Mount Street north of Miller Street (western side)	2P(t) - Permit holder excepted	5
Harris Street north of Miller Street (western side)	Loading zone – 8am–6pm – Mon–Sat, 1P(t) at other times	2
	1P(t) - Permit holder excepted	17
	1/4P – 7am–6pm – Mon–Fri, 1P(t) at other times – Permit holder excepted	7
Harris Street north of Miller Street (eastern side)	Loading zone – 7am–6pm – Mon–Sat, 2P(t) at other times – permit holder excepted	3
	1/2P – 7am–6pm – Mon–Sat, 2P(t) at other times – Permit holder excepted	2
	1P(t) – 8am–6pm – Mon–Sat, 2P(t) at other times – Permit holder excepted	11
	Loading zone – 8am–6pm – Mon–Sat, 2P(t) at other times – permit holder excepted	3
John Street east of Harris Street (southern side)	2P(t) - Permit holder excepted	11

Pymont Street between Union Street and John Street (western side)	1P(t) - Permit holder excepted	17
	1/4P(t) - Permit holder excepted	9
	Loading zone – 7am-6pm – Mon-Sat, 1P(t) at other times – permit holder excepted	1
	Loading zone – 7am-6pm – Mon-Sat 2P(t) at other times – permit holder excepted	3
Pymont Street between Union Street and John Street (eastern side)	Loading zone – 7am-5pm – Mon-Sat 2P(t) at other times – permit holder excepted	9
	2P(t) - Permit holder excepted	9
	1P(t) - Permit holder excepted	2
Jones Bay Road between Pymont Street and Pirrama Road	1P(t) - Permit holder excepted	7
	1P(t) – 8am-6pm – Mon-Fri - Permit holder excepted Taxi zone at other times	7
	Loading zone – 7am-5pm – Mon-Sat Taxi zone at other times	3
Union Street between Paternoster Row and Pymont Bridge Road (southern side)	1P(t) - Permit holder excepted	4
	2P(t) - Permit holder excepted	12
	Loading zone – 7am-6pm – Mon-Sat 2P(t) at other times – Permit holder excepted	2
Union Street between Paternoster Row and Pymont Bridge Road (northern side)	2P(t) - Permit holder excepted	15
Edward Street north of Union Street (western side)	No parking – 6pm-10pm – Fri-Sat 2P(t) at other times – permit holder excepted	9
Edward Street north of Union Street (eastern side)	2P(t) - Permit holder excepted	5
Murray Street between Pirrama Road and Union Street (western side)	No stopping – 6pm-6am Loading zone(t) - 6am–6pm – Mon-Fri, 6am-10am Sat 2P(t) – 10am-6pm - Sat, 6am-6pm – Sun and Public Holidays	3
	No stopping – 6pm-6am 2P(t) – 6am-6pm	14
Pirrama Road east of Murray Street (southern side)	No stopping – 6pm-6am Loading zone(t) - 6am–6pm – Mon-Fri, 6am-10am Sat 2P(t) – 10am-6pm - Sat, 6am-6pm – Sun and Public Holidays	3
	No stopping – 6pm-6am 2P(t) – 6am-6pm	5

	Loading zone – 6am-6pm – Mon-Sat No stopping at other times	1
Murray Street between Union Street and Allen Street (eastern side)	2P(t) - Permit holder excepted	15
	P5min	2
Murray Street between Union Street and Allen Street (western side)	Loading zone(t) - 7am–6pm – Mon-Fri, 7am-10am Sat 1P(t) at other times – permit holder excepted	3
	1P(t) - Permit holder excepted	11
	2P(t) - Permit holder excepted	7
Bunn Street between Pyrmont Street and Murray Street (northern side)	2P(t) - Permit holder excepted	12
	Loading zone(t) - 7am–6pm No parking at other times	1
Bunn Street between Pyrmont Street and Murray Street (southern side)	2P(t) - Permit holder excepted	17
Hardwood Street between Pyrmont Bridge Road and Bunn Street (western side)	2P(t) - Permit holder excepted	10
Hardwood Street between Pyrmont Bridge Road and Bunn Street (eastern side)	1P(t) - Permit holder excepted	2
	2P(t) - Permit holder excepted	10
Union Lane between Murray Street and Hardwood Street (southern side)	1P(t) - Permit holder excepted	2
Little Edward Street between Pyrmont Bridge Road and Edward Lane (western side)	2P(t) - Permit holder excepted	4
Pyrmont Street between Pyrmont Bridge Road and Allen Street (eastern side)	Loading zone – 7am-6pm – Mon-Fri 2P(t) – 7am-10am – Sat 2P(t) at other times – Permit holder excepted	1
	2P(t) - Permit holder excepted	22
	2P(t) – 8am-7pm - Permit holder excepted	13
	1P(t) – 10am-9pm - Permit holder excepted	7
Pyrmont Street between Fig Street and Union Street (western side)	Loading zone – 7am-7pm – Mon-Fri 2P(t) – 8am-7pm – Sat – Sun & Public Holidays – Permit holder excepted	2
	2P(t) - Permit holder excepted	22
	Work zone - 7:30am-5:30pm – Mon-Fri, 7:30am – 3:30pm – Sat No stopping at other times	3

	Loading zone – 7am-6pm – Mon-Fri, 7am-10am - Sat 2P(t) at other times – Permit holder excepted	5
	1P(t) - Permit holder excepted	15
Pymont Street between Pymont Bridge Road and Union Street (eastern side)	1P(t) - Permit holder excepted	5
	No stopping – 3pm-2am	6
	1P(t) at other times – Permit holder excepted	
Edward Street between Pymont Bridge Road and Union Street (western side)	Loading zone – 7am-7pm – Mon-Fri 2P(t) – 6pm-10pm – Mon-Fri, 8am-10pm Sat & Public Holidays – Permit holder excepted	3
Edward Street between Pymont Bridge Road and Union Street (eastern side)	2P(t) - Permit holder excepted	6
Paternoster Row between Pymont Bridge Road and Union Street (western side)	1/2P(t) – Permit holder excepted	10
Gipps Street (northern side)	2P(t) - Permit holder excepted	5
Gipps Street (southern side)	No parking – 6am-6pm – Authorised fire & rescue excepted	6
	2P(t) at other times – Permit holder excepted	
Experiment Street between Allen Street and Gipps Street (eastern side)	1P(t) - Permit holder excepted	22
	Loading zone – 7am-6pm – Mon-Sat, 1P(t) at other times – Permit holder excepted	1
Bunn Lane (southern side)	1P(t) - Permit holder excepted	6
Harris Street between Fig Street and Miller Street (eastern side)	Loading zone – 7am-6pm – Mon-Fri, 7am-12pm – Sat	2
	1P(t) – 8am-6pm – Mon-Fri 2P(t) at other times – Permit holder excepted	13
	Loading zone – 7am-6pm – Mon-Sat, 1P(t) at other times – Permit holder excepted	2
	2P(t) - Permit holder excepted	28
Harris Street between Fig Street and Miller Street (western side)	Clearway – 3pm-7pm 1/2P(t) – 8am-3pm - Mon-Fri, 8am-7pm – Sat-Sun & Public Holidays	8
	No stopping – 6am-10am, 3pm - 7pm Mon-Fri Loading zone - 10am-3pm - Mon-Fri, 7am-10am – Sat 2P(t) - 10am-7pm – Sat, 8am-7pm - Sun – Permit holder excepted	4
	No stopping – 6am-10am, 3pm - 7pm Mon-Fri 2P(t) - 10am-7pm – Mon-Fri, 8am-7pm – Sat-Sun & Public Holidays – Permit holder excepted	23
	1/4P(t) – 7am-6pm – Mon-Fri 2P(t) at other times – Permit holder excepted	1

	1P(t) – 8am-6pm – Mon-Fri	
	2P(t) at other times – Permit holder excepted	15
	2P(t) - Permit holder excepted	15
Little Mount Street (eastern side)	Loading zone – 7am-6pm – Mon-Sat, 2P(t) at other times – Permit holder excepted	2
Little Mount Street (western side)	1P(t) - Permit holder excepted	30
	2P(t) – 8am-7pm - Permit holder excepted	18
Ada Place (eastern side)	Loading zone – 7am-6pm – Mon-Fri, 7am-10am - Sat, 8am-7pm – Sun & Public Holidays – Permit holder excepted	2
	1P(t) - Permit holder excepted	24
Bulwarra Road between Fig Street and Miller Street (eastern side)	2P(t) - Permit holder excepted	14
	1P(t) - Permit holder excepted	12
Bulwarra Road between Fig Street and Miller Street (western side)	2P(t) - Permit holder excepted	7
	3P(t) – 8am-7pm - Permit holder excepted	14
Bulwarra Road just north of Pymont Bridge Road (southern side)	2P(t) - Permit holder excepted	3
	1P(t) – 10am-9pm - Permit holder excepted	8
Allen Street between Pymont Street and Bulwarra Road (southern side)	Loading zone(t) – 7am-5pm – Mon-Fri	1
	Loading zone – 7am-10pm, 3pm-6pm – Mon-Fri 2P(t) at other times – Permit holder excepted	3

Table B2: Parking Supply Adjacent to Hunter Street East and West Sites

Road Name / Location	Parking Restriction	Number of Parking Spaces
Angel Place between Ash Street and Pitt Street (northern side)	Work zone – 7am-7pm – Mon-Fri, 7am-5pm – Sat No standing at other times	2
Bent Street between Gresham Street and Macquarie Street (northern side)	Taxi zone – 8am-10pm - Mon-Fri 4P(t) - 8am-10pm – Sat-Sun	7
	P5min	4
	4P(t) – 6pm-10pm – Mon-Fri, 10am-10pm – Sat, 8am-10pm – Sun Loading zone – 7am-3pm – Mon-Fri, 7am-10am – Sat No Stopping - 3pm-6pm, Mon-Fri	7
Bent Street between Gresham Street and Macquarie Street (southern side)	4P(t) – 6pm-10pm – Mon-Fri, 8am-10pm – Sat-Sun No Parking – 6am-6pm, Mon-Fri	7
	4P(t) – 6pm-10pm – Mon-Fri, 10am-10pm – Sat, 8am-10pm – Sun Loading zone (t) – 10am-3pm – Mon-Fri, 7am-10am – Sat Bus zone – 6am-10am – Mon-Fri No Parking - 3pm-6pm, Mon-Fri	3
	4P(t) – 6pm-10pm – Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone – 7am-6pm, Mon-Fri, 7am-10am – Sat	9
	No parking, coaches excepted (15min)	2
Bligh Street between Bent Street and Hunter Street (eastern side)	4P(t) – 6pm-12pm – Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone – 6am-6pm, Mon-Fri, 6am-10am – Sat	11
	P5min	2
Bond Street between George Street and Pitt Street (northern side)	4P(t) – 6pm-12pm – Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone – 6am-6pm, Mon-Fri, 6am-10am – Sat	6
	4P(t) – 6pm-12pm – Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone – 6am-6pm, Mon-Fri, 6am-10am – Sat	8
Bond Street between George Street and Pitt Street (southern side)	Loading zone(t) – 10am-3pm Mon-Fri 4P(t) – 8am-10pm – Sat-Sun No stopping – 6am-10am, 3pm-8pm – Mon-Fri Tazi zone at other times	5
	4P(t) – 8pm-12pm – Mon-Fri, 10am-10pm – Sat, 8am-10pm – Sun Loading zone (t) – 6am-10am – Sat No Parking – 10am-3pm, Mon-Fri No stopping – 6am-10am, 3pm-8pm – Mon-Fri	13

Bridge Street between George Street and Macquarie Street (southern side)	4P(t) – 8am-10pm – Sat-Sun Loading zone(t) – 10am-3pm Mon-Fri No stopping – 6am-10am, 3pm-8pm – Mon-Fri Taxi zone 8pm-6am	4
	Loading zone – 6am-7pm	2
Carrington Street between Margaret Street and Wynyard Street (eastern side)	Loading zone – 7am-3:30pm – Mon-Fri, 7am-5pm – Sat Taxi zone at other times	2
	Loading zone – 10am-3pm – Mon-Fri Bus zone at other times	3
	Work zone – 5am-10pm – Mon-Sat, 7am-6pm – Sun	6
	4P(t) – 6pm-12pm – Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone – 6am-6pm, Mon-Fri, 6am-10am – Sat	4
Castlereagh Street between Hunter Street and King Street (eastern side)	4P(t) - 6pm-10pm – Sun and Public holidays Work zone – 6am-10pm – Mon-Sat, 7am-6pm – Sun No stopping at other times	5
	4P(t) - 8pm-12pm – Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone – 6am-10am – Sat Bus zone – 6am-10pm – Mon-Fri	12
	4P(t) – 10am-6pm – Sat, 8am-6pm – Sun Loading zone(t) – 6am-3pm Mon-Fri, 6am-10am - Sat Bus zone - 3pm-6am – Mon-Fri, 6pm-6am – Sat-Sun	6
	4P(t) – 10am-6pm – Sat, 8am-6pm – Sun Loading zone(t) – 6am-3pm – Mon-Fri, 6am-10am – Sat	4
Castlereagh Street between Hunter Street and King Street (western side)	No Stopping (Taxis excepted)	1
	4P(t) – 10am-6pm – Sat, 8am-6pm – Sun Loading zone(t) – 6am-3pm – Mon-Fri, 6am-10am – Sat Bus zone - 6pm-6am – Mon-Sun	4
	Work zone 7am-7pm – Mon-Fri, 7am-5pm – Sat No stopping at other times	5
Curtin Place between George Street and Pitt Street (southern side)	4P(t) – 6pm-12am – Mon-Fri, 12pm-12am – Sat, 8am-12am - Sun Loading zone(t) – 6am-6pm – Mon-Fri, 6am-12pm – Sat	2
Elizabeth Street between Hunter Street and King Street (eastern side)	No stopping – Mon-Fri Loading zone(t) – 6am-10pm – Sat Taxi zone at other times	3

	No stopping – Mon-Fri 4P(t) – 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 6am-10am – Sat	4
Elizabeth Street between Hunter Street and King Street (western side)	4P(t) – 8pm-12pm – Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 10am-3pm Mon-Fri, 6am-10am - Sat No stopping – 6am-10am, 3pm-8pm – Mon-Fri	5
Gresham Street between Bridge Street and Bent Street (eastern side)	Work zone- 7am-7pm – Mon-Fri, 7am-5pm – Sat Bus zone at other times	4
Hosking Place between Pitt Street and Castlereagh Street (northern side)	Loading zone(t) – 6am-10pm – Mon-Fri, 8am-6pm – Sat No parking at other times	2
Hosking Place between Pitt Street and Castlereagh Street (southern side)	P5min	2
Hunter Street between George Street and Macquarie Street (northern side)	Loading Zone – 6am-6pm – Mon-Fri, 06am-10am - Sat Taxi zone at other times	6
	4P(t) - 8pm-12am - Mon-Fri, 8am-10pm - Sat-Sun Loading zone(t) – 6am-3pm – Mon-Fri No Parking – 3pm-8am – Mon-Fri	11
Hunter Street between George Street and Macquarie Street (southern side)	Loading zone	2
	4P(t) – 8am-12am – Mon-Fri, 10am – 10pm – Sat, 8am – 10pm - Sun Loading zone(t) – 6am-8pm – Mon-Fri, 6am-10am - Sat	5
	4P(t) – 6pm-12am – Mon-Fri, 8am – 10pm – Sat - Sun No parking – 6am-8pm – Mon-Fri	10
	4P(t) – 8am-10pm – Sat-Sun Taxi zone – 8pm-6am – Mon-Fri No stopping – 6am-8pm - Mon-Fri	10
Jamison Street between York Street and George Street (northern side)	4P(t) - 6pm-12am - Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 6am-6pm – Mon-Fri, 6am-10am – Sat	11
Jamison Street between York Street and George Street (southern side)	4P(t) - 6pm-12am - Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 6am-6pm – Mon-Fri, 6am-10am – Sat	10
King Street between York Street and Phillip Street (southern side)	4P(t) - 7pm-12am - Mon-Fri, 5pm-10pm – Sat, 8am-10pm - Sun Work zone(t) – 7am-7pm – Mon-Fri, 7am-5am – Sat	3
	Loading zone – 12am-6am – Mon-Fri Taxi zone – 8pm-12am No parking 12am-6am – Sat-Sun No stopping at all other times	2

	Work zone – 8pm-6am – Sun-Thu, 4am-11am – Sat No stopping at other times	4
	4P(t) - 6pm-12am - Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 6am-6pm – Mon-Fri, 6am-10am – Sat	5
Loftus street between Bridge Street and Bent Street (eastern side)	4P(t) - 6pm-12am - Mon-Fri, 1pm-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 10am-6pm – Mon-Fri, 6am-1pm – Sat	7
Macquarie Street between Bridge Street and Bent Street (eastern side)	1P(t) – CBD Permit holder excepted	18
	4P(t) - 6pm-12am - Mon-Fri, 1pm-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 10am-6pm – Mon-Fri, 6am-1pm – Sat	9
	4P(t) – 6pm-12am -Mon-Fri, 1pm-10pm – Sat, 8am-10pm – Sun No parking – 10am-6pm – Mon-Fri, 6am-1pm - Sat	2
	1P(t) – 8am-6pm – Mon-Fri 4P(t) – 6pm-10pm – Mon-Fri – 8am-10pm – Sat-Sun	9
Macquarie Street between Bridge Street and Bent Street (western side)	4P(t) – 7pm-10pm -Mon-Fri, 10am-10pm – Sat, 8am-10pm – Sun No parking – 7am-7pm – Consular vehicles excepted	2
	Disability Parking	4
	4P(t) - 6pm-10pm - Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 7am-6pm – Mon-Fri, 7am-10am – Sat	9
	No Parking – 7am-6pm – Mon-Fri, 7am-2:30pm – Sat	2
	P5min 8am-6pm – Mon-Fri 4P(t) – 6pm-10pm – Mon-Fri, 8am-10pm – Sat-Sun	3
Margaret Street between York Street and George Street (northern side)	4P(t) - 6pm-10pm - Mon-Fri, 10am-6:30am – Sat, 5pm-10pm - Sun Loading zone(t) – 7am-9:30am & 3:30pm-6pm – Mon-Fri, 7am-10am - Sat No Parking – 9:30am-3:30pm – Mon-Fri, 6:30pm-7pm – Sat, 12pm-5pm – Sun Wedding or Funeral vehicles excepted	2
	1/4P – 7am-6pm – Mon-Fri, 7am-10am – Sat-Sun 4P(t) - 6pm-10pm - Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun	4

Margaret Street between York Street and George Street (southern side)	4P(t) - 6pm-10pm - Mon-Fri, 10am-10pm - Sat, 8am-10pm - Sun Loading zone(t) - 7am-6pm - Mon-Fri, 7am-10am - Sat	2
O'Connell Street between Bent Street and Hunter Street (eastern side)	4P(t) - 6pm-12am - Mon-Fri, 10am-10pm - Sat, 8am-10pm - Sun Loading zone(t) - 6am-6pm - Mon-Fri, 6am-10am - Sat	9
O'Connell Street between Bent Street and Hunter Street (western side)	4P(t) - 6pm-12am - Mon-Fri, 10am-10pm - Sat, 8am-10pm - Sun Loading zone(t) - 6am-6pm - Mon-Fri, 6am-10am - Sat	5
	No parking - 7am-7pm - Mon-Fri P5min at other times	3
Phillip Street between Bridge Street and King Street (eastern side)	No parking - 8am-6pm - Mon-Sat Taxi zone at other times	6
	4P(t) - 6pm-12am - Mon-Fri, 10am-10pm - Sat, 8am-10pm - Sun Loading zone(t) - 6am-6pm - Mon-Fri, 6am-10am - Sat	17
	4P(t) - 6pm-12am - Mon-Fri, 10am-10pm - Sat, 8am-10pm - Sun 1/4P - 6am-6pm - Mon-Fri	2
	Work zone - 8pm-6am - Sun-Thu, 4am-11am - Sat No stopping at other times	7
	P30min(t)	6
	4P(t) - 6pm-12am - Mon-Fri, 6am-10pm - Sat-Sun Disability parking - 6am-6pm - Mon-Fri	2
Phillip Street between Bridge Street and King Street (western side)	4P(t) - 8pm-12am - Mon-Fri, 10am-10pm - Sat, 8am-10pm - Sun Loading zone(t) - 6am-3pm - Mon-Fri, 6am-10am - Sat No stopping - 3pm-8pm - Mon-Fri	4
	4P(t) - 10am-10pm - Sat-Sun & Public holidays Loading zone - 6am-10am - Sat No parking - 6am-12am - Mon-Fri, Government vehicles excepted	9
	Unrestricted (motorbikes only)	10
	4P(t) - 8pm-12am - Mon-Fri, 10am-10pm - Sat, 8am-10pm - Sun Loading zone(t) - 6am-3pm - Mon-Fri, 6am-10am - Sat	2

	4P(t) - 8pm-12am - Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 6am-6pm – Mon-Fri, 6am-10am – Sat	2
	4P(t) - 6pm-12am - Mon-Fri, 12pm-12am – Sat, 8am-12am - Sun Loading zone(t) – 6am-6pm – Mon-Fri, 6am-12pm – Sat	3
	2P Disability parking	4
	4P(t) - 6pm-12am - Mon-Fri, 12pm-12am – Sat, 8am-12am - Sun Loading zone(t) – 6am-6pm – Mon-Fri, 6am-12pm – Sat Taxi zone at other times	15
Pitt Street between Bridge Street and King Street (eastern side)	4P(t) – 7pm-12am P5min – 7am-7pm	3
	4P(t) - 7pm-12am - Mon-Fri, 5pm-12am – Sat, 8am-12am - Sun Work zone(t) – 7am-7pm – Mon-Fri, 7am-5am – Sat	2
	4P(t) – 7pm-12am – Mon-Fri, 5pm-10am – Sat, 8am-10pm – Sun Work zone(t) – 7am-7pm – Mon-Fri, 7am-5pm – Sat No parking at other times, bus excepted	2 4
Spring Street between Pitt Street and Bent Street (northern side)	4P(t) - 6pm-12am - Mon-Fri, 12pm-12am – Sat, 8am-12am - Sun Loading zone(t) – 6am-6pm – Mon-Fri, 6am-12pm – Sat	5
	4P(t) – 6:30pm-10:30pm - Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 7am-3:30pm – Mon-Fri, 7am-10am – Sat Taxi zone – 3:30pm-6:30pm – Mon-Fri	5
Spring Street between Pitt Street and Bent Street (southern side)	4P(t) - 6pm-12am - Mon-Fri, 12pm-12am – Sat, 8am-12am - Sun Loading zone(t) – 6am-6pm – Mon-Fri, 6am-12pm – Sat	5
Tankstream Way between Bridge Street and Abercrombie Lane	4P(t) – 6pm-10pm - Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 7am-6pm – Mon-Fri, 7am-10am – Sat	3
Wynyard Street between York Street and Wynyard Lane (southern side)	4P(t) – 6pm-10pm - Mon-Fri, 10am-10pm – Sat, 8am-10pm - Sun Loading zone(t) – 7am-6pm – Mon-Fri, 7am-10am – Sat	2
York Street between Jamison Street and King Street (eastern side)	Work zone(t) – 10am-3pm – Mon-Fri No stopping at other times	2

York Street between Jamison Street and King Street (western side)	Loading zone – 1am-5am	
	Bus zone at other times	6
	4P(t) – 8am-10pm - Sat-Sun	
	Bus zone – 6am-10pm – Mon-Fri	9
	Taxi zone at other times	
	4P(t) – 8pm-12am – Mon-Fri, 10am-10pm – Sat, 8am-10pm – Sun	4
	Loading zone(t) – 10am-3pm – Mon-Fri, 6am-10am – Sat	
	Bus zone – 6am-10am & 3pm-8pm – Mon-Fri	
	4P(t) – 8pm-12am – Mon-Fri, 10am-10pm – Sat, 8am-10pm – Sun	7
	Loading zone(t) – 6am-3pm – Mon-Fri, 6am-10am – Sat	
	Bus zone – 3pm-8pm – Mon-Fri	
	4P(t) – 8pm-12am – Mon-Fri, 10am-10pm – Sat, 8am-10pm – Sun	4
	Loading zone(t) – 10am-3pm – Mon-Fri, 6am-10am – Sat	
	Bus zone – 3pm-8pm – Mon-Fri	
	No stopping – 6am-10am – Mon-Fri	
	Loading zone – 9pm-6am	
	No stopping at other times	3
	4P(t) – 6pm-10pm – Mon-Fri, 10am-10pm – Sat, 8am-10pm – Sun	5
	Loading zone(t) – 7am-6pm – Mon-Fri, 7am-10am – Sat	
Young Street between Bridge Street and Bent Street (western side)		

The peak parking occupancy within each time period is selected for each weekday, which is then used to calculate the average peak parking occupancy across the weekdays. Therefore, the average peak parking occupancy is not concurrent during the same hour, but rather represents the worst-case scenarios of the peak parking demand within each time period.

Table B3: Weekday Parking Demand at Pyrmont

Road Name/Location	Total Spaces Available	Average Peak Parking Demand (During Permitted Parking Time)								
		Weekday (6am-10am)			Off Peak (10am-3pm)			Weekday (3pm-8pm)		
		Parking Occupancy	Occupancy Rate	Excess Capacity	Parking Occupancy	Occupancy Rate	Excess Capacity	Parking Occupancy	Occupancy Rate	Excess Capacity
Saunders Street between Quarry Master Drive and Miller Street (eastern side)	22	13	59%	9	14	64%	8	15	68%	7
Saunders Street between Quarry Master Drive and Miller Street (western side)	11	8	73%	3	8	73%	3	8	73%	3
Jones Street north of Miller Street (western side)	18	14	78%	4	16	89%	2	16	89%	2
Jones Street north of Miller Street (eastern side)	15	13	87%	2	13	87%	2	14	93%	1
Miller Street between Bank Street and Harris Street (southern side)	16	15	94%	1	15	94%	1	15	94%	1
Mount Street north of Miller Street (western side)	5	4	80%	1	5	100%	0	5	100%	0
Harris Street north of Miller Street (western side)	26	16	62%	10	20	77%	6	21	81%	5
Harris Street north of Miller Street (eastern side)	19	11	58%	8	15	79%	4	14	74%	5
John Street east of Harris Street (southern side)	11	8	73%	3	9	82%	2	11	100%	0
Pyrmont Street between Union Street and John Street (western side)	30	17	57%	13	23	77%	7	26	87%	4

Pymont Street between Union Street and John Street (eastern side)	20	12	60%	8	12	60%	8	19	95%	1
Jones Bay Road between Pymont Street and Pirrama Road	17	5	29%	12	9	53%	8	8	47%	9
Union Street between Paternoster Row and Pymont Bridge Road (southern side)	18	11	61%	7	16	89%	2	16	89%	2
Union Street between Paternoster Row and Pymont Bridge Road (northern side)	15	9	60%	6	14	93%	1	15	100%	0
Edward Street north of Union Street (western side)	9	6	67%	3	9	100%	0	8	89%	1
Edward Street north of Union Street (eastern side)	5	4	80%	1	5	100%	0	5	100%	0
Murray Street between Pirrama Road and Union Street (western side)	17	8	47%	9	12	71%	5	8	47%	9
Pirrama Road east of Murray Street (southern side)	9	5	56%	4	6	67%	3	4	44%	5
Murray Street between Union Street and Allen Street (eastern side)	17	12	71%	5	14	82%	3	14	82%	3
Murray Street between Union Street and Allen Street (western side)	21	16	76%	5	17	81%	4	18	86%	3
Bunn Street between Pymont Street and Murray Street (northern side)	13	11	85%	2	11	85%	2	11	85%	2

Bunn Street between Pymont Street and Murray Street (southern side)	17	12	71%	5	15	88%	2	14	82%	3
Hardwood Street between Pymont Bridge Road and Bunn Street (western side)	10	6	60%	4	9	90%	1	9	90%	1
Hardwood Street between Pymont Bridge Road and Bunn Street (eastern side)	12	9	75%	3	11	92%	1	10	83%	2
Union Lane between Murray Street and Hardwood Street (southern side)	2	1	50%	1	2	100%	0	2	100%	0
Little Edward Street between Pymont Bridge Road and Edward Lane (western side)	4	4	100%	0	4	100%	0	4	100%	0
Pymont Street between Pymont Bridge Road and Allen Street (eastern side)	36	26	72%	10	26	72%	10	24	67%	12
Pymont Street between Fig Street and Union Street (western side)	54	34	63%	20	33	61%	21	34	63%	20
Pymont Street between Pymont Bridge Road and Union Street (eastern side)	11	5	45%	6	8	73%	3	6	55%	5
Edward Street between Pymont Bridge Road and Union Street (western side)	3	2	67%	1	3	100%	0	3	100%	0
Edward Street between Pymont Bridge Road and Union Street (eastern side)	6	4	67%	2	6	100%	0	6	100%	0

Paternoster Row between Pyrmont Bridge Road and Union Street (western side)	10	9	90%	1	9	90%	1	9	90%	1
Gipps Street (northern side)	5	3	60%	2	4	80%	1	4	80%	1
Gipps Street (southern side)	6	1	17%	5	2	33%	4	1	17%	5
Experiment Street between Allen Street and Gipps Street (eastern side)	23	19	83%	4	16	70%	7	19	83%	4
Bunn Lane (southern side)	6	5	83%	1	4	67%	2	5	83%	1
Harris Street between Fig Street and Miller Street (eastern side)	45	32	71%	13	33	73%	12	36	80%	9
Harris Street between Fig Street and Miller Street (western side)	51	17	33%	34	30	59%	21	26	51%	25
Little Mount Street (eastern side)	17	8	47%	9	11	65%	6	11	65%	6
Little Mount Street (western side)	30	20	67%	10	22	73%	8	22	73%	8
Ada Place (eastern side)	20	16	80%	4	14	70%	6	16	80%	4
Bulwarra Road between Fig Street and Miller Street (eastern side)	38	27	71%	11	28	74%	10	27	71%	11
Bulwarra Road between Fig Street and Miller Street (western side)	33	24	73%	9	24	73%	9	26	79%	7
Bulwarra Road just north of Pyrmont Bridge Road (southern side)	3	1	33%	2	2	67%	1	3	100%	0
Allen Street between Pyrmont Street and Bulwarra Road (southern side)	12	7	58%	5	9	75%	3	9	75%	3

Table B4: Weekend Parking Demand at Pyrmont

Road Name/Location	Total Spaces Available	Average Peak Parking Demand (During Permitted Parking Time)					
		Saturday (6am – 8pm)*			Sunday (6am – 8pm)		
		Parking Occupancy	Occupancy Rate	Excess Capacity	Parking Occupancy	Occupancy Rate	Excess Capacity
Saunders Street between Quarry Master Drive and Miller Street (eastern side)	22	22	100%	0	16	73%	6
Saunders Street between Quarry Master Drive and Miller Street (western side)	11	9	82%	2	8	73%	3
Jones Street north of Miller Street (western side)	18	16	89%	2	15	83%	3
Jones Street north of Miller Street (eastern side)	15	14	93%	1	13	87%	2
Miller Street between Bank Street and Harris Street (southern side)	16	15	94%	1	15	94%	1
Mount Street north of Miller Street (western side)	5	5	100%	0	4	80%	1
Harris Street north of Miller Street (western side)	26	15	58%	11	15	58%	11
Harris Street north of Miller Street (eastern side)	19	10	53%	9	9	47%	10
John Street east of Harris Street (southern side)	11	9	82%	2	9	82%	2
Pyrmont Street between Union Street and John Street (western side)	30	27	90%	3	28	93%	2
Pyrmont Street between Union Street and John Street (eastern side)	20	19	95%	1	18	90%	2
Jones Bay Road between Pyrmont Street and Pirrama Road	17	6	35%	11	5	29%	12

Union Street between Paternoster Row and Pyrmont Bridge Road (southern side)	18	17	94%	1	16	89%	2
Union Street between Paternoster Row and Pyrmont Bridge Road (northern side)	15	15	100%	0	13	87%	2
Edward Street north of Union Street (western side)	9	9	100%	0	8	89%	1
Edward Street north of Union Street (eastern side)	5	6	120%	-1	5	100%	0
Murray Street between Pirrama Road and Union Street (western side)	17	14	82%	3	13	76%	4
Pirrama Road east of Murray Street (southern side)	9	8	89%	1	9	100%	0
Murray Street between Union Street and Allen Street (eastern side)	17	16	94%	1	16	94%	1
Murray Street between Union Street and Allen Street (western side)	21	20	95%	1	20	95%	1
Bunn Street between Pyrmont Street and Murray Street (northern side)	13	12	92%	1	12	92%	1
Bunn Street between Pyrmont Street and Murray Street (southern side)	17	16	94%	1	16	94%	1
Hardwood Street between Pyrmont Bridge Road and Bunn Street (western side)	10	10	100%	0	10	100%	0
Hardwood Street between Pyrmont Bridge Road and Bunn Street (eastern side)	12	12	100%	0	12	100%	0
Union Lane between Murray Street and Hardwood Street (southern side)	2	2	100%	0	2	100%	0

Little Edward Street between Pymont Bridge Road and Edward Lane (western side)	4	4	100%	0	4	100%	0
Pymont Street between Pymont Bridge Road and Allen Street (eastern side)	36	31	86%	5	31	86%	5
Pymont Street between Fig Street and Union Street (western side)	54	38	70%	16	36	67%	18
Pymont Street between Pymont Bridge Road and Union Street (eastern side)	11	6	55%	5	7	64%	4
Edward Street between Pymont Bridge Road and Union Street (western side)	3	3	100%	0	3	100%	0
Edward Street between Pymont Bridge Road and Union Street (eastern side)	6	7	117%	-1	6	100%	0
Paternoster Row between Pymont Bridge Road and Union Street (western side)	10	9	90%	1	9	90%	1
Gipps Street (northern side)	5	4	80%	1	4	80%	1
Gipps Street (southern side)	6	2	33%	4	1	17%	5
Experiment Street between Allen Street and Gipps Street (eastern side)	23	22	96%	1	21	91%	2
Bunn Lane (southern side)	6	6	100%	0	6	100%	0
Harris Street between Fig Street and Miller Street (eastern side)	45	33	73%	12	32	71%	13
Harris Street between Fig Street and Miller Street (western side)	51	36	71%	15	29	57%	22
Little Mount Street (eastern side)	17	10	59%	7	7	41%	10

Little Mount Street (western side)	30	26	87%	4	23	77%	7
Ada Place (eastern side)	20	16	80%	4	17	85%	3
Bulwarra Road between Fig Street and Miller Street (eastern side)	38	27	71%	11	25	66%	13
Bulwarra Road between Fig Street and Miller Street (western side)	33	21	64%	12	24	73%	9
Bulwarra Road just north of Pymont Bridge Road (southern side)	3	1	33%	2	2	67%	1
Allen Street between Pymont Street and Bulwarra Road (southern side)	12	4	33%	8	9	75%	3

*The above table shows an occupancy rate exceeding 100% and a negative excess capacity because the parking survey captured vehicles parked along the kerbsides but outside the designated parking areas (or permitted time period). There was one excessive vehicle beyond the parking capacity in the road section resulting in an occupancy rate of 120% in Edward Street.

The peak parking occupancy within each time period is selected for each weekday, which is then used to calculate the average peak parking occupancy across the weekdays. Therefore, the average peak parking occupancy is not concurrent during the same hour, but rather represents the worst-case scenarios of the peak parking demand within each time period.

Table B5: Weekday Parking Demand at Hunter Street

Road Name/Location	Total Spaces Available	Average Peak Parking Demand (During Permitted Parking Time)														
		Weekday (6am-10am)			School Drop-off (8am-9am)			School Pick-up (2:45pm-4:15pm)			Off Peak (10am-3pm)*			Weekday (3pm-8pm)*		
		Parking	Occupancy Rate	Excess Capacity	Parking	Occupancy Rate	Excess Capacity	Parking	Occupancy Rate	Excess Capacity	Parking	Occupancy Rate	Excess Capacity	Parking	Occupancy Rate	Excess Capacity
Angel Place between Ash Street and Pitt Street (northern side)	2	1	50%	1	0	0%	2	1	50%	1	2	100%	0	0	0%	2
Bent Street between Gresham Street and Macquarie Street (northern side)	11	5	45%	6	2	18%	9	7	55%	5	6	55%	5	11	100%	0
Bent Street between Gresham Street and Macquarie Street (southern side)	17	8	47%	9	7	41%	10	9	47%	9	10	59%	7	16	94%	1
Bligh Street between Bent Street and Hunter Street (eastern side)	11	8	73%	3	8	73%	3	6	55%	5	9	82%	2	9	82%	2
Bligh Street between Bent Street and Hunter Street (western side)	11	9	82%	2	9	82%	2	5	45%	6	9	82%	2	9	82%	2
Bond Street between George Street and Pitt Street (northern side)	8	6	75%	2	4	50%	4	6	63%	3	7	88%	1	6	75%	2
Bond Street between George Street and Pitt Street (southern side)	8	7	88%	1	5	63%	3	6	63%	3	7	88%	1	7	88%	1

Bridge Street between George Street and Macquarie Street (northern side)	18	0	0%	18	0	0%	18	2	11%	16	4	28%	13	4	22%	14
Bridge Street between George Street and Macquarie Street (southern side)	4	3	75%	1	3	75%	1	2	50%	2	3	75%	1	1	25%	3
Carrington Street between Margaret Street and Wynyard Street (eastern side)	7	5	71%	2	4	57%	3	4	57%	3	6	86%	1	3	43%	4
Castlereagh Street between Hunter Street and King Street (eastern side)	27	11	41%	16	10	37%	17	10	37%	17	11	44%	15	14	52%	13
Castlereagh Street between Hunter Street and King Street (western side)	20	15	75%	5	12	60%	8	12	55%	9	15	80%	4	9	45%	11
Curtin Place between George Street and Pitt Street (southern side)	2	2	100%	0	1	50%	1	2	100%	0	2	100%	0	2	100%	0
Elizabeth Street between Hunter Street and King Street (eastern side)	7	1	14%	6	0	0%	7	2	29%	5	2	29%	5	2	29%	5
Elizabeth Street between Hunter Street and King Street (western side)	5	1	20%	4	0	0%	5	4	80%	1	5	100%	0	0	0%	5
Gresham Street between Bridge Street and Bent Street (eastern side)	4	3	75%	1	3	75%	1	4	100%	0	4	100%	0	4	100%	0
Hosking Place between Pitt Street and Castlereagh Street (northern side)	2	2	100%	0	2	100%	0	2	100%	0	2	100%	0	1	50%	1

Hosking Place between Pitt Street and Castlereagh Street (southern side)	2	2	100 %	0	1	50 %	1	2	100 %	0	2	10 0%	0	2	100 %	0
Hunter Street between George Street and Macquarie Street (northern side)	17	1 5	88%	2	15	88 %	2	11	65 %	6	17	10 0%	0	4	24 %	13
Hunter Street between George Street and Macquarie Street (southern side)	27	7	26%	20	7	26 %	20	5	19 %	22	6	22 %	21	5	19 %	22
Jamison Street between York Street and George Street (northern side)	11	8	73%	3	6	55 %	5	7	55 %	5	8	73 %	3	11	100 %	0
Jamison Street between York Street and George Street (southern side)	10	8	80%	2	7	70 %	3	9	80 %	2	9	90 %	1	10	100 %	0
King Street between York Street and Phillip Street (southern side)	14	7	50%	7	6	43 %	8	8	43 %	8	9	64 %	5	8	57 %	6
Loftus street between Bridge Street and Bent Street (eastern side)	7	5	71%	2	5	71 %	2	3	43 %	4	6	86 %	1	7	100 %	0
Macquarie Street between Bridge Street and Bent Street (eastern side)	18	1 8	100 %	0	17	94 %	1	18	100 %	0	18	10 0%	0	18	100 %	0
Macquarie Street between Bridge Street and Bent Street (western side)	40	2 6	65%	14	24	60 %	16	25	60 %	16	30	78 %	9	34	85 %	6
Margaret Street between York Street and George Street (northern side)	6	5	83%	1	5	83 %	1	5	83 %	1	5	83 %	1	5	83 %	1

Margaret Street between York Street and George Street (southern side)	2	1	50%	1	1	50%	1	0	0%	2	1	50%	1	1	50%	1
O'Connell Street between Bent Street and Hunter Street (eastern side)	9	6	67%	3	6	67%	3	5	56%	4	7	78%	2	7	78%	2
O'Connell Street between Bent Street and Hunter Street (western side)	8	7	88%	1	3	38%	5	4	50%	4	6	75%	2	4	50%	4
Phillip Street between Bridge Street and King Street (eastern side)	40	24	60%	16	24	60%	16	25	63%	15	29	73%	11	35	88%	5
Phillip Street between Bridge Street and King Street (western side)	27	21	78%	6	17	63%	10	18	59%	11	20	78%	6	17	63%	10
Pitt Street between Bridge Street and King Street (eastern side)	33	24	73%	9	23	70%	10	24	73%	9	26	79%	7	25	76%	8
Spring Street between Pitt Street and Bent Street (northern side)	10	8	80%	2	7	70%	3	7	60%	4	8	80%	2	8	80%	2
Spring Street between Pitt Street and Bent Street (southern side)	5	1	20%	4	0	0%	5	1	20%	4	4	80%	1	6	120%	-1
Tankstream Way between Bridge Street and Abercrombie Lane	3	2	67%	1	1	33%	2	2	67%	1	2	67%	1	2	67%	1
Wynyard Street between York Street and Wynyard Lane (southern side)	2	2	100%	0	2	100%	0	2	100%	0	2	100%	0	3	150%	-1

York Street between Jamison Street and King Street (eastern side)	2	0	0%	2	0	0%	2	2	100 %	0	2	10 0%	0	0	0%	2
York Street between Jamison Street and King Street (western side)	33	1 0	30%	23	8	24 %	25	15	36 %	21	12	45 %	18	6	18 %	27
Young Street between Bridge Street and Bent Street (western side)	5	3	60%	2	3	60 %	2	4	80 %	1	6	12 0%	-1	5	100 %	0

*The above table shows an occupancy rate exceeding 100% and a negative excess capacity because the parking survey captured vehicles parked along the kerbsides but outside the designated parking areas (or permitted time period). There was one excessive vehicle beyond the parking capacity in the road section resulting in an occupancy rate of 150% in Wynyard Street, 120% in Spring Street and Young Street.

The peak parking occupancy within each time period is selected for each weekday, which is then used to calculate the average peak parking occupancy across the weekdays. Therefore, the average peak parking occupancy is not concurrent during the same hour, but rather represents the worst-case scenarios of the peak parking demand within each time period.

Table B6: Weekend Parking Demand at Hunter Street

Road Name/Location	Total Spaces Available	Average Peak Parking Demand (During Permitted Parking Time)					
		Saturday (6am – 8pm)			Sunday (6am – 8pm)*		
		Parking Occupancy	Occupancy Rate	Excess Capacity	Parking Occupancy	Occupancy Rate	Excess Capacity
Angel Place between Ash Street and Pitt Street (northern side)	2	1	50%	1	0	0%	2
Bent Street between Gresham Street and Macquarie Street (northern side)	11	5	45%	6	4	36%	7
Bent Street between Gresham Street and Macquarie Street (southern side)	17	16	94%	1	15	88%	2
Bligh Street between Bent Street and Hunter Street (eastern side)	11	9	82%	2	8	73%	3
Bligh Street between Bent Street and Hunter Street (western side)	11	11	100%	0	10	91%	1
Bond Street between George Street and Pitt Street (northern side)	8	7	88%	1	7	88%	1
Bond Street between George Street and Pitt Street (southern side)	8	8	100%	0	8	100%	0
Bridge Street between George Street and Macquarie Street (northern side)	18	16	89%	2	16	89%	2
Bridge Street between George Street and Macquarie Street (southern side)	4	3	75%	1	4	100%	0

Carrington Street between Margaret Street and Wynyard Street (eastern side)	7	2	29%	5	3	43%	4
Castlereagh Street between Hunter Street and King Street (eastern side)	27	24	89%	3	20	74%	7
Castlereagh Street between Hunter Street and King Street (western side)	20	17	85%	3	18	90%	2
Curtin Place between George Street and Pitt Street (southern side)	2	2	100%	0	2	100%	0
Elizabeth Street between Hunter Street and King Street (eastern side)	7	6	86%	1	2	29%	5
Elizabeth Street between Hunter Street and King Street (western side)	5	5	100%	0	5	100%	0
Gresham Street between Bridge Street and Bent Street (eastern side)	4	1	25%	3	1	25%	3
Hosking Place between Pitt Street and Castlereagh Street (northern side)	2	1	50%	1	0	0%	2
Hosking Place between Pitt Street and Castlereagh Street (southern side)	2	2	100%	0	2	100%	0
Hunter Street between George Street and Macquarie Street (northern side)	17	11	65%	6	11	65%	6
Hunter Street between George Street and Macquarie Street (southern side)	27	25	93%	2	24	89%	3
Jamison Street between York Street and George Street (northern side)	11	11	100%	0	5	45%	6

Jamison Street between York Street and George Street (southern side)	10	10	100%	0	7	70%	3
King Street between York Street and Phillip Street (southern side)	14	10	71%	4	8	57%	6
Loftus street between Bridge Street and Bent Street (eastern side)	7	4	57%	3	7	100%	0
Macquarie Street between Bridge Street and Bent Street (eastern side)	18	16	89%	2	16	89%	2
Macquarie Street between Bridge Street and Bent Street (western side)	40	33	83%	7	35	88%	5
Margaret Street between York Street and George Street (northern side)	6	3	50%	3	3	50%	3
Margaret Street between York Street and George Street (southern side)	2	1	50%	1	1	50%	1
O'Connell Street between Bent Street and Hunter Street (eastern side)	9	7	78%	2	7	78%	2
O'Connell Street between Bent Street and Hunter Street (western side)	8	6	75%	2	4	50%	4
Phillip Street between Bridge Street and King Street (eastern side)	40	29	73%	11	28	70%	12
Phillip Street between Bridge Street and King Street (western side)	27	24	89%	3	24	89%	3
Pitt Street between Bridge Street and King Street (eastern side)	33	30	91%	3	29	88%	4
Spring Street between Pitt Street and Bent Street (northern side)	10	8	80%	2	8	80%	2

Spring Street between Pitt Street and Bent Street (southern side)	5	5	100%	0	6	120%	-1
Tankstream Way between Bridge Street and Abercrombie Lane	3	3	100%	0	3	100%	0
Wynyard Street between York Street and Wynyard Lane (southern side)	2	0	0%	2	0	0%	2
York Street between Jamison Street and King Street (eastern side)	2	0	0%	2	0	0%	2
York Street between Jamison Street and King Street (western side)	33	23	70%	10	21	64%	12
Young Street between Bridge Street and Bent Street (western side)	5	4	80%	1	4	80%	1

*The above table shows an occupancy rate exceeding 100% and a negative excess capacity because the parking survey captured vehicles parked along the kerbsides but outside the designated parking areas (or permitted time period). There was one excessive vehicle beyond the parking capacity in the road section resulting in an occupancy rate of 120% in Spring Street.

Appendix C Comments Registers and Approval

REVIEW COMMENTS SHEET

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Sydney Metro West - ETP - Construction Parking and Access Strategy – Stage 1 – Pymont and Hunter St	01.01	S3	01	18/01/2023	SMD	PBROGAN	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Definitions	tba	Delete SCO and replace with CJP. Include CTMF.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Definitions	tba		Observation	Y
				01.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Definitions	tba	The definitions table has been updated with the above noted changes	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Definitions	tba		Observation	Y
				02	18/01/2023	SMD	PBROGAN	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 5.2	tba	Section 5.2 - perhaps we should state that the scope for the surveys was agreed with CJP.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 5.2	tba		Observation	Y
				02.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 5.2	tba	Section 5.1 updated to state that the survey scope was agreed with CJP.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 5.2	tba		Observation	Y
				03	18/01/2023	SMD	PBROGAN	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Table 5	tba	Table 5 - Would this table be better located in an Appendix ?	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Table 5	tba		Observation	Y
				03.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Table 5	tba	This table has been relocated to Appendix B.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Table 5	tba		Observation	Y
				04	18/01/2023	SMD	PBROGAN	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Table 7	tba	Table 7 - Think about placing this table in an appendix and also adding another column titled "Excess Capacity", that is, the difference between the average peak and the total supply.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Table 7	tba		Observation	Y
				04.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Table 7	tba	This table has been relocated to Appendix B with the additional columns.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Table 7	tba		Observation	Y
				05	18/01/2023	SMD	PBROGAN	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 7	tba	Section 7 - Do you want to commit to 3 monthly reporting when Condition D78 requires only 6 monthly reporting ?	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 7	tba		Observation	Y
				05.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 7	tba	This has been amended in Section 7.3.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 7	tba		Observation	Y
				06	19/01/2023	SCO	PKEYES	.	General	.	The CPAS does not indicate where the alternate parking, loading or taxi areas are, their distance from the existing parking to be removed, or whether the alternate locations will be adequate to serve the residents/businesses/areas they do now.	Potential Non-Compliance	N
								.	General	.		Potential Non-Compliance	N

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				06.01	21/02/2023	JCG	NBRYANT		General		Figure 5 shows a map for where the parking removal would occur, in conjunction with the loading and taxi areas within 300m of each construction site.	Potential Non-Compliance	N
									General		Figure 6 & 7 provide detail of where the alternate parking, loading or taxi areas are, and their distance from the existing parking to be removed. Section 4.1.2 has been updated to detail the adequacy of the remaining parking to service the residents/businesses/areas they do now.	Potential Non-Compliance	N
				07	19/01/2023	SCO	PKEYES		Clause 4.1		Please indicate the duration of the "temporary" removal of parking. Noting that the duration of the construction phase will be several years, and therefore not temporary.	Potential Non-Compliance	N
									Clause 4.1			Potential Non-Compliance	N
				07.01	21/02/2023	JCG	NBRYANT		Clause 4.1		Section 4.1 has been updated, parking removal associated with construction access is no longer referred to as "temporary"	Potential Non-Compliance	N
									Clause 4.1		Response provided in previous submission	Potential Non-Compliance	N
				08	19/01/2023	SCO	PKEYES		Table 4		Provide a map showing exactly where each parking space is to be removed from.	Potential Non-Compliance	N
									Table 4			Potential Non-Compliance	N
				08.01	21/02/2023	JCG	NBRYANT		Table 4		Figure 5 shows a map for where the parking removal would occur.	Potential Non-Compliance	N
									Table 4		Figure 6 & 7 detail the locations parking removal would occur	Potential Non-Compliance	N
				09	19/01/2023	SCO	PKEYES		Table 4		The kerbside parking in Hunter St is critical to the servicing of the local area due to removal of parking from George St (SLR) and Pitt St (cycleway). A detailed justification is required for the removal of these spaces to be considered. As well as a detailed investigation into the alternate spaces and the distance from the areas they need to service.	Potential Non-Compliance	N
									Table 4			Potential Non-Compliance	N
				09.01	21/02/2023	JCG	NBRYANT		Table 4		Section 4.1 has been updated to provide detailed justification for the proposed construction driveways and alternatives to the parking area requiring removal for the project	Potential Non-Compliance	N
									Table 4		Response provided in previous submission	Potential Non-Compliance	N
				11	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	1.1	NA	To avoid confusion and minimise comments from DPE it recommended that the project description provided in section 1.1 be consistent with the other management plans, such as the Flora and Fauna MP. Also, section 1.1 has two Project definitions: Sydney Metro West is a new 24-kilometre metro line between Westmead and the Sydney CBD (the Project). The Eastern Tunnelling Package (ETP) (the Project)	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	1.1	NA		Observation	Y
				11.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	1.1	NA	Section 1.1 has been updated in line with other management plansDefinitions table has been updated	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	1.1	NA		Observation	Y

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				12	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2.2	NA	To give the CPAS context and allow it to be a standalone document please provide a Project Scope in a separate section. Section 2.2 of the FFMP is a good place to copy for Project Scope. It is important to provide construction activities to determine aspects and impacts. The ETP Works include design and construction of: ? Demolition of existing buildings at Pyrmont East and West shaft sites and at Hunter Street East and West shaft sites ? Tunnel Boring Machine (TBM) assembly, launch, tunnelling support from an existing shaft at The Bays ? Approximately 2.5 km twin underground eastbound and westbound bored railway tunnels between The Bays and Hunter Street and six cross passages spaced up to 500 metres apart ? Pyrmont Station excavation, including two shaft excavations, associated access adits and nozzle enlargements, including temporary ground support and cast in situ cavern linings ? Excavation and lining of a mined crossover cavern to allow trains to cross from one track to the other ? Hunter Street station	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2.2	NA		Observation	Y
				12.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2.2	NA	Project scope has been detailed in section 2.1.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2.2	NA		Observation	Y
				13	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2	NA	It is not clear in section 2 what the purpose of the CPAS is. Please add additional detail. The purpose of the CPAS is to identify and mitigate impacts resulting from on- and off-street parking changes during construction and address the relevant CoA and REMMs.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2	NA		Observation	Y
				13.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2	NA	Section 2.2 has been updated to include the purpose of the CPAS	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2	NA		Observation	Y
				14	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	6.1	NA	With regard to D77(a)please ensure the mitigation measures in the CTMP and CPAs are consistent. for example: A tool drop-off and storage facility will be provided on-site. This will allow construction workers to drop off and store their tools, allowing them to use public transport to travel to and from the site. Do you know the nearest bus stops, train stations and parking stations? Providing the locations of these facilities would help address D77.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	6.1	NA		Observation	Y
				14.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	6.1	NA	Section 6.1 has been updated with consistent mitigation measures and reference to to other sections of the document that detail public transport options and associated distances	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	6.1	NA		Observation	Y

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				15	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	6.3	NA	With regard to D77(b) please ensure the mitigation measures in the CTMP and CPAs are consistent. for example: All truck marshalling is to be contained at The Bays site, with the site capable of holding eight trucks. Therefore, no on-street parking is required for truck marshalling in the vicinity of the site. Please clarify where the Spoil site is located. Will you have traffic control at the gates? If yes, this would help address D77(b)	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	6.3	NA		Observation	Y
				15.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	6.3	NA	Section 6.6 has been added in Table 2, to address Condition D77(b).Section 6.3 has been updated to include details of the traffic control arrangements Section 6.4 has been added to include potential spoil disposal locations.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	6.3	NA		Observation	Y
				16	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	4.1	NA	To fully address D78(b) the timing of Table 4: Proposed Temporary On-street Parking Removal needs to be provided.	Minor Non-Compliance	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	4.1	NA		Minor Non-Compliance	Y
				16.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	4.1	NA	Section 4.1 has been updated to include timing of proposed parking removal	Minor Non-Compliance	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	4.1	NA		Minor Non-Compliance	Y
				17	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2.1.3	NA	To address D78(d) consultation with affected stakeholders utilising existing on- and off-street parking actually needs to be completed and records provided in this CPAS prior to submission to DPE.	Actual Non-Compliance	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2.1.3	NA		Actual Non-Compliance	Y
				17.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2.1.3	NA	Section 2.3 has been updatedConsultation scheuled with all stakeholders within 50m of the proposed parking removal	Actual Non-Compliance	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2.1.3	NA		Actual Non-Compliance	Y
				18	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2.1 and 4.3	NA	To address D78(e) the impacts from the consultation with affected stakeholders utilising existing on- and off-street parking needs to be provided and mitigated. Please undertake an assessment of other major projects in the locality and of list any potential impacts. JCG maybe taking two spots but another project maybe taking 10.	Actual Non-Compliance	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2.1 and 4.3	NA		Actual Non-Compliance	Y
				18.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2.1 and 4.3	NA	Report to be updated taking into consideration outcomes of consultation.Section 4.1 has been updated to include outcomes of research completed on other major projects in the locality	Actual Non-Compliance	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	2.1 and 4.3	NA		Actual Non-Compliance	Y
				19	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	7.1	NA	D789(G) requires monitoring to be undertaken over an interval not less than six months. In section 7.1 please clarify Monitoring intervals and timing. Also, other mitigation measures to be monitored could include:Utilisation of public transportUtilisation of off-street commercial parking facilities. Number of times spoil haulage vehicles deviate from the nominated haulage routes	Potential Non-Compliance	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	7.1	NA		Potential Non-Compliance	Y
				19.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	7.1	NA	The interval of monitoring has been revised to 6 monthly throughout the CPAS. Other monitoring measures have been added to Section 7.1.	Potential Non-Compliance	Y

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								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	7.1	NA		Potential Non-Compliance	Y
				20	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	7.1	NA	The contents of the report required by D77(j) is not clear in section 7.1. Please provide additional detail. As a minimum the motoring results need to be included as well as the non-conformances and corrective actions. The report is required at six (6) monthly intervals not quarterly. Please consider the words below for 7.1. A summary report for each six month period from the commencement of construction will be provided to Sydney Council, Inner West Council, TfNSW, Sydney Metro and CJP. The report will provide the details and outcomes of the monitoring undertaken for the preceding six months. This report will also provide details of non-conformances and corrective actions taken. The report will be submitted to all stakeholders within one month of the end of the reporting period.	Potential Non-Compliance	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	7.1	NA		Potential Non-Compliance	Y
				20.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	7.1	NA	This has been added in Section 7.3.	Potential Non-Compliance	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	7.1	NA		Potential Non-Compliance	Y
				21	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	All	NA	There is some repetition and contradiction in the Overarching CTMP, the site specific CTMP and the CPAS. Please clarify the purpose of each and in the compliance matrix reference where each requirement is addressed to avoid confusion, contradiction and repetition.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	All	NA		Observation	Y
				21.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	All	NA	While there is some repetition between the documents, there should not be any contractions. Requirements detailed in the compliance matrix (Table 2 and Table 3) are addressed within the CPAS	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	All	NA		Observation	Y
				22	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	6.4	NA	It is not clear in section 6.4 how TT11(d) is addressed. I could not find any detail on driver training to understand route constraints, safety and environmental considerations such as sharing the road safely with other road users and limiting the use of compression braking.	Minor Non-Compliance	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	6.4	NA		Minor Non-Compliance	Y
				22.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	6.4	NA	Section 6.7 added to address TT11(d)	Minor Non-Compliance	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	6.4	NA		Minor Non-Compliance	Y
				24	1/02/2023	RMS	HYOUSAF	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Table 3, TT10	NA	Councils would need to be communicated with for all parking losses and response to be captured within this document. Is there a specific limit defining between high or low parking loss?	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Table 3, TT10	NA		Observation	Y
				24.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Table 3, TT10	NA	This requirement has been addressed in Section 2.3.4	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Table 3, TT10	NA		Observation	Y
				25	1/02/2023	RMS	HYOUSAF	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 1 and 2	NA	Explain the scope of this CPAS. The title mentions Stage-1, does this CPAS only cover a specific stage of all four sites? Or is it valid for all constructions stages for all 4 sites?	Observation	Y

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 1 and 2	NA		Observation	Y
				25.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 1 and 2	NA	The title page and Section 2.2 have been reworded to clarify that the Stage 1 CPAS pertains to the 4 Pymont and Hunter Street construction sites, while the Stage 2 CPAS will be prepared as a separate document for The Bays construction site.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 1 and 2	NA		Observation	Y
				26	1/02/2023	RMS	HYOUSAF	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 3.1.3 and 3.2.3	NA	Double check the construction workforce numbers. It does not match up with the "EIS3 chapter 6, Proposal description – construction"	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 3.1.3 and 3.2.3	NA		Observation	Y
				26.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 3.1.3 and 3.2.3	NA	Construction workforce numbers provided in the CPAS are in line with current detailed planning forecasts	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 3.1.3 and 3.2.3	NA		Observation	Y
				27	1/02/2023	RMS	HYOUSAF	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 4.1	NA	For all parking changes(loss/modification), please show them as a figure/map as well in addition to table-4 to add clarity about number and exact location of those spaces. Show any relevant features like site driveways etc.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 4.1	NA		Observation	Y
				27.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 4.1	NA	Figure 5 shows a map for where the parking removal would occur.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 4.1	NA		Observation	Y
				28	1/02/2023	RMS	HYOUSAF	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 5.4	NA	Can we add columns in tables within this section to show the parking occupancy in percentages to add clarity.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 5.4	NA		Observation	Y
				28.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 5.4	NA	The table has been moved to Appendix B with additional column to show parking occupancy percentage.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Section 5.4	NA		Observation	Y
				29	3/02/2023	SMD	MTYNAN	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	NA	The proposed removal of parking spaces for the Pymont West Stage 1 is not supported. Please refer to comments raised in the Pymont West CTMP Stage 1. The proposed driveways are not supported, given that this was not approved in the EIS. All movements in/out of the Pymont West site must be from Pymont Bridge Road only as approved in the EIS. Driveways on Pasternoster Row and Pymont Street is not supported. Haulage routes on Pymont Street is also not supported. COMMENT FROM CITY OF SYDNEY	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	NA		Observation	Y
				29.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	NA	Comment noted, this will be addressed in the site specific CTMP's for Pymont West	Observation	Y
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	NA		Observation	Y
				30	24/02/2023	SMD	PBROGAN				No Comments		Y
													Y
				31	28/02/2023	SCO	PKEYES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Clause 4?1	.	Areas where parking is impacted the existing parking restrictions are to be noted exactly, including day of week and time of day. Each section is to be include a longitudinal dimension.	Observation	N

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Clause 4?.1	.	Table 7 has been updated to include parking restriction for day of week and time of day, as well as the length of parking loss based on the swept path assessment.	Observation	N
				32	28/02/2023	SCO	PKEYES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Clause 4?.1	.	The complete removal of daytime taxi zone from Hunter St between George St and Pitt St is not accepted. Suggest a portion of the existing loading zone on the southern side may need to be changed to taxi zone.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Clause 4?.1	.	This recommendation has been raised with Council, they do not support converting any existing loading zones to Taxi Zone. Council have proposed an alternate location subject to CJP agreement.	Observation	N
				33	28/02/2023	SCO	PKEYES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Clause 4?.1	.	Any impacts to taxi zones will require consultation with the NSW Taxi Council.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002043	Clause 4?.1	.	Section 4.1.2 has been updated to detail the ongoing consultation with NSW Taxi Council.	Observation	N

Sydney Metro West (SSI-19238057) Eastern Tunnelling Package - Comparison Table

PA	16
Report	Construction Parking and Access Strategy (Stage 1), Pyrmont & Hunter Street Worksites, version 1

Date	Contributor	Description
1/3/2023	Leanne Mariani (DPE)	Assessment by DPE
15/03/23	Nathan Bryant (JCG)	Response by JCG JV

Part A – Conditions of Approval

Comment No.	Condition	Requirement	DPIE Comment	Proponent Response	Amendment made	DPIE comment	Status
1	D77	Construction Parking and Access Management All vehicles associated with the CSSI (including light vehicles and heavy vehicles) must be managed to:	See below:				
2		(a) minimise parking on public roads	<p>Mitigation measures to minimise parking on public roads are provided in section 6.1.</p> <p>Section 6.1 does not reference the proposed marshalling and parking area near The Bays development site (discussed in section 6.5), which has been identified as providing worker parking.</p> <p>The CPAS indicates that requirements for a shuttle bus service will be addressed in the Stage 2 CPAS which is expected for The Bays worksite.</p> <p>Section 3.2.3 covers construction workforce parking and states that the workforce will be encouraged to utilise public transport.</p> <p>The CPAS focuses on mitigation measures that encourage workers to make use of public transport to access the work sites.</p> <p>DPE Comment 2.1 – Provide information regarding a shuttle bus service (as required) to and from the marshalling/ worker parking area and between the work sites.</p> <p>DPE Comment 2.2 – Provide further information and examples of how workers will be incentivised to utilise public transport.</p>	<p>A shuttle bus service will be provided between Glebe Island parking area and The Bays worksite. The service will extend to the Pyrmont and Hunter St sites as required during the later phases of the works, when the mainline tunnel reaches the respective sites.</p> <p>Section 3.2.3 has been updated to include examples of how JCG JV will encourage the use of Public Transport.</p> <p>Section 6.1 also details mitigation measures that include incentivising and encouraging the use of public transport, including;</p> <ul style="list-style-type: none"> Incentivising workers to use public transport through the establishment of 	Section 6.6 has been amended accordingly.		

Comment No.	Condition	Requirement	DPIE Comment	Proponent Response	Amendment made	DPIE comment	Status
				<p>sustainability targets for each worksite, including rewards to the highest performing worksite</p> <ul style="list-style-type: none"> Establishment of a communication strategy to encourage the use of public transport and minimise parking on public roads Providing workers with information related to the nearest bus stops, train stations and parking stations to enable workers to make an informed decision about their transport options when working on the Project Encourage the use of apps such as “Opal Travel” for transport services and timetables 			
3		(b) minimise idling and queueing on state and regional roads	<p>Section 6.2 addresses measures to minimise idling and queueing.</p> <p>SATISFIED.</p>				CLOSED
4		(c) not carry out marshalling of construction vehicles near sensitive land user(s)	<p>Section 6.5 details of proposed use of an offsite marshalling area and also parking for worker vehicles and heavy vehicles.</p> <p>SATISFIED.</p>				CLOSED
5		(d) not block or disrupt access across pedestrian or shared user paths at any time unless alternative access is provided;	<p>Sections 9.2 and 9.3 address access control and safety for pedestrians and cyclists.</p> <p>SATISFIED.</p>				CLOSED
6		(e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs.	DPE Comment 6.1 - Please provide copy of the most recent CTMP.	Approved CTMPs will be forwarded to DPE following approval by CJP. Current version of the Overarching CTMP submitted to CJP for approval has been provided.			
7	D78	A Construction Parking and Access Strategy must be prepared to identify and mitigate impacts resulting from on and off-street parking changes during construction of the CSSI. The Construction Parking and Access Strategy must include, but not necessarily be limited to:	See below:				
8		(a) achieving the requirements of Condition D77 above	Refer to DPE Comments above.	Refer to responses above			
9		(b) confirmation and timing of the removal of on and off-street parking associated with construction of the CSSI;	<p>Section 4 covers the proposed removal of on-street parking for both Pymont and Hunter Street.</p> <p>The CPAS outlines the long-term removal of 11 on-street parking spaces (4 of those taxi spaces) for the duration of the project and additional temporary removal of on-street parking for 2 to 4 weeks at each work site.</p> <p>DPE Comment 9.1 - Correct the reference error in the first paragraph of Section 4.1 (page 22).</p> <p>DPE Comment 9.2 – Section 4.1.2 (page 24) is missing a reference to Figure 7.</p>	<p>Reference error corrected</p> <p>Section 4.1.2 now states “<i>Figure 7 provides an overview of the proposed on-street parking spaces removal and the surrounding kerbside uses at Hunter Street East and West construction sites.</i>”</p>	<p>Section 4.1 – Reference error corrected</p> <p>Section 4.1.2 amended</p>		

Comment No.	Condition	Requirement	DPIE Comment	Proponent Response	Amendment made	DPIE comment	Status
10		(c) parking surveys of all parking spaces to be removed or occupied by the project workforce to determine current demand during peak, off-peak, school drop off and pickup, weekend periods and during special events;	Section 5 details the parking surveys undertaken. SATISFIED.				<u>CLOSED</u>
11		(d) consultation with affected stakeholders utilising existing on-and off-street parking stock which will be impacted as a result of construction;	Section 1.3 addresses consultation with stakeholders. SATISFIED.				<u>CLOSED</u>
12		(e) assessment of the impacts to on and off-street parking stock taking into consideration, outcomes of consultation with affected stakeholders and considering the impacts of other major projects in the locality and special events;	Section 4 outlines assessment of parking impacts and section 4.2 covers special events in the vicinity of the Pymont and Hunter Street locations. SATISFIED				<u>CLOSED</u>
13		(f) identification of practicable mitigation measures to manage impacts to stakeholders as a result of on and off-street parking changes including, but not necessarily limited to, staged removal and replacement of parking, provision of alternative parking arrangements, managed staff parking arrangements and working with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes;	DPE Comment 13.1 – Please provide justification for those mitigation measures identified in this condition have not been implemented.	The following additional mitigation measures have been considered by JCG but were assessed as not feasible or reasonable for the reasons detailed below ; Staged removal and replacement of parking – Removal of parking is associated with construction access, required for the commencement of all sites and therefor can't be staged. Staged replacement is only possible at Hunter St West as identified in Section 4.1.2 Provision of alternative parking arrangements – Details of a proposed alternative taxi stand has been added to section 4.1. The alternative arrangement is currently being discussed with City of Sydney and CJ, however, the proposal has not been confirmed and will be subject to approval. Managed Staff Parking Arrangements – Due to the lack of available real estate in the Hunter St and Pymont areas, it is not feasible to provide managed staff parking arrangements for the staff and workforce. JCG's experience on the Sydney Metro City & Southwest project suggests that the proposed use of Public transport will be utilised in preference over personal vehicles requiring parking in local streets, due to the costs and time constraints associated with local parking. Working with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes – Parking restrictions and residential parking schemes are already implemented adjacent the work sites	Section 4.1.2 and 4.1 has been amended to address the conditions		
14		(g) mechanisms for monitoring, over appropriate intervals (not less than 6 months), to determine the effectiveness of implemented mitigation measures;	Section 7 addresses monitoring and reporting. SATISFIED.				<u>CLOSED</u>
15		(h) details of shuttle bus service(s) to transport the project workforce to construction sites from public transport hubs and	Refer to DPE comments above.	A shuttle bus service will be provided between Glebe Island parking area and	Section 6.6 has been amended accordingly.		

Comment No.	Condition	Requirement	DPIE Comment	Proponent Response	Amendment made	DPIE comment	Status
		off-site car parking facilities (where these are provided) and between construction sites;		The Bays worksite. The service will extend to the Pyrmont and Hunter St sites as required during the late phases of the works, when the mainline tunnel reaches the respective sites.			
16		(i) provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective; and	Section 8. covers contingency measures and Section 7.2 deals with corrective measures. SATISFIED.				<u>CLOSED</u>
17		(j) provision of reporting of monitoring results to the Planning Secretary and relevant Councils at six (6) monthly intervals.	Section 7 addresses monitoring and reporting. SATISFIED.				<u>CLOSED</u>
18		The Construction Parking and Access Strategy must be submitted to the Planning Secretary for approval at least one (1) month prior to the commencement of any construction that reduces the availability of existing parking. The approved Construction Parking and Access Strategy must be implemented before and during construction that impact parking and incorporated into the CTMPs.	SATISFIED				<u>CLOSED</u>

Ben Armstrong
Associate Director Environment
Sydney Metro
PO Box K659
HAYMARKET NSW 1240

Attention: Ari Stypel – Manager Environment

23/03/2023

Subject: Sydney Metro West, Stage 2, Eastern Tunnelling Package

Construction Parking and Access Strategy

Dear Mr Stypel

I refer to the Construction Parking and Access Strategy (Stage 1) Pyrmont & Hunter Street Worksites, Revision 2, 15 March 2023, submitted in accordance with D78 of SSI-19238057 for the Sydney Metro West, Eastern Tunnelling Package. I also acknowledge your response to the Department's review comments and request for additional information.

I note the Construction Parking and Access Strategy:

- has been prepared in consultation with affected stakeholders;
- has been reviewed by Sydney Metro and no issues have been raised with the Department;
- contains the information required by the conditions of approval.

Accordingly, as nominee of the Planning Secretary, I approve the Construction Parking and Access Strategy, Revision 2, 15 March 2023.

You are reminded that if there are any inconsistencies between the Construction Parking and Access Strategy and the conditions of approval, the conditions prevail.

Please ensure you make the document publicly available on the project website at the earliest convenience.

If you wish to discuss the matter further, please contact Leanne Mariani on 8275 1312 or leanne.mariani@dpie.nsw.gov.au.

Yours sincerely

A handwritten signature in dark ink, appearing to read 'D Crinnion'. The signature is written in a cursive style with a large 'D' and a smaller 'C'.

Dominic Crinnion
Director
Infrastructure Management

As nominee of the Planning Secretary

General Correspondence

Reference No: SMWSTETP-SMD-GEN-000051
Project Title: Sydney Metro West Project Delivery
Contract No: ETP - 00013/13102 - Eastern Tunnel Package
Sub Contract: -
Orig Ref No:
DLM:

Date: 27 March 2023, 05:07 PM **Response required by:**
From: Nicole Johnson (Sydney Metro)
To: Hedie Masanga (John Holland CPB Ghella JV)
Cc: Frank Van den Brink (Sydney Metro) ; Sean Clarke (Sydney Metro) ; Ash Jarvis (Sydney Metro) ; Shome Sikdar (Sydney Metro) ; Shay Kurz (Sydney Metro) ; Emre Denk (Sydney Metro) ; Miguel Lopez (John Holland CPB Ghella JV)
Subject: **RE: Sydney Metro West - ETP - Overarching Construction Traffic Management Plan - Rev 02 - Approval from Customer Journey Planning (CJP)**

This mail item is received via EMAIL from Nicole Johnson on 27-03-23 05:04:35 PM +10:00 and processed by Nicole Johnson of Sydney Metro on 2023-03-27 5:05:56 PM +11:00.

From: Nicole Johnson [REDACTED]
Sent: Monday, 27 March 2023 05:04:31 PM
To: Hedie Masanga [REDACTED] >
Cc: Frank Van den Brink [REDACTED] >, Sean Clarke [REDACTED] >, Ash Jarvis [REDACTED], Shome Sikdar [REDACTED], Shay Kurz [REDACTED], Emre Denk [REDACTED], Miguel Lopez-ETP [REDACTED], SMWST11@tbupload.com
Subject: RE: Sydney Metro West - ETP - Overarching Construction Traffic Management Plan - Rev 02 - Approval from Customer Journey Planning (CJP)

Hi Hedie,

References:

- (1) Contractor's Transmittal no SMWSTETP-JCG-TX-000245 – 13 March 2023.

Please see below the approval from Customer Journey Planning.

Will issue the formal acceptance via transmittal.

Kind Regards,

Nicole Johnson

Document Control

Eastern Tunnel Package (ETP)
Sydney Metro West

E [REDACTED] | [REDACTED]



I am sending this email at a time which is convenient to me. Please do not feel obliged to read or reply outside of your working hours.



I acknowledge the traditional owners of the land on which I work and pay my respects to their Elders, past and present.

From: Peter Keyes [REDACTED]
Sent: Monday, 20 March 2023 9:53 AM
To: Sean Clarke [REDACTED]
Cc: Darren Crowley <[REDACTED]>; Amy Walgers [REDACTED] >
Subject: FW: Sydney Metro West - ETP - Overarching Construction Traffic Management Plan - Rev 02 - Issued for Comment Close-out & Approval

Transport for NSW, Customer Journey Planning, Project & Service Changes hereby approve the following Construction Traffic and Transport Management Plan:

Project:	Sydney Metro West – Eastern Tunnelling Package
Title:	Overarching Construction Traffic Management Plan
Document Number:	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042
Revision:	2

This approval is subject to the following requirements being met:

- Apply to and obtain approval from TMC for ROLs for any required lane closures and/or Speed Zone Authorisations as part of the ROL;
- All temporary lane closures to be implemented in accordance with Transport for NSW Traffic Control at Worksites Technical Manual Issue No.6;
- Conduct a Road Safety Audit post implementation of the road closure and address any issues identified in the Road Safety Audit and Risk Assessment
- Regularly monitor the implemented traffic arrangements, traffic queues and road conditions along the adjacent road network, to identify any operational/safety issues and rectify in consultation with stakeholders, including CJP and TMC as required;
- Approval of this CTTMP does not constitute approval of the Traffic Guidance Schemes therein.
- Ensure close liaison with CJP post implementation of the road closures to allow for a coordinated management of traffic impacts; and
- Ensure the requirements of the Communication Strategy in the TMP, in consultation with CJP, are fulfilled prior to the implementation of the TMP.
- addressing any issues raised by Council, STA, Taxi Council, residents/businesses or Emergency Services in the CTMP approval process;

- addressing the requirements arising as an outcome of the Local Traffic Committee meeting.

Pete Keyes

Operations Manager | Project & Service Changes

Customer Journey Planning | Greater Sydney

Transport for NSW

M 0477 302 205

E [REDACTED]



Transport
for NSW

From: Hedio Masanga via InEight Document <system@teambinder.com>

Sent: Monday, 13 March 2023 11:31 AM

To: Nicole Johnson [REDACTED]

Subject: Sydney Metro West - ETP - Overarching Construction Traffic Management Plan - Rev 02 - Issued for Review

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West

Document Transmittal

Transmittal No:	SMWSTETP-JCG-TX-000245
Contract No:	ETP - 00013/13102 - Eastern Tunnel Package
Sub Contract:	
Date:	13 March 2023, 11:30 AM

Issued	Name
By	Hedie Masanga (John Holland CPB Ghella JV)

Issued	Name
To	Sean Clarke (Sydney Metro) ; Phillip Kelly (Sydney Metro) ; Peter Brown (Sydney Metro) ; Ari Stypel (Sydney Metro) ; Emre Denk (Sydney Metro) ; Shome Sikdar (Sydney Metro) ; Philip Brogan (Sydney Metro)
Cc	Tom Murray (Sydney Metro) ; Transmittal SMD OpenAccess (Sydney Metro) ; Demi Tascas (Sydney Metro) ; Nicole Johnson (Sydney Metro) ; Bob Nowotny (John Holland CPB Ghella JV) ; Samuel Cutting (John Holland CPB Ghella JV) ; Nathan Bryant (John Holland CPB Ghella JV) ; Miguel Lopez (John Holland CPB Ghella JV) ; Hedie Masanga (John Holland CPB Ghella JV)

Reason for Issue	Issued for Review
Subject	Sydney Metro West - ETP - Overarching Construction Traffic Management Plan - Rev 02 - Issued for Review
<p>Dear Sydney Metro,</p> <p>Please find attachedthe Eastern Tunnel Package - Overarching Construction Traffic Management Plan - Rev 02, and the associated comments register.</p> <p>This document is submitted for closeout of the remaining comments and approval.</p> <p>Regards,</p> <p>Hedie Masanga Document Controller Sydney Metro West – Eastern Tunnelling Package John Holland CPB Ghella Joint Venture</p> <p>Sent on behalf of Nathan Bryant Construction Integration Manager</p>	

[Click here to download all Transmittal files.](#)

Item	Document No	Title	Rev	Sts	Type	Design Lots	Alt Doc No
1	SMWSTETP-JCG-SWD-SN000-TF-PLN-002042	Sydney Metro West - ETP - Overarching Construction Traffic Management Plan	02.01	S3	PLN		SMWSTETP-JCG-SWD-SN000-TF-PLN-002042

TeamBinder Transmittal Reference: {989B30C6-2AC1-4391-BA4E-7D8DCE3CB205}

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