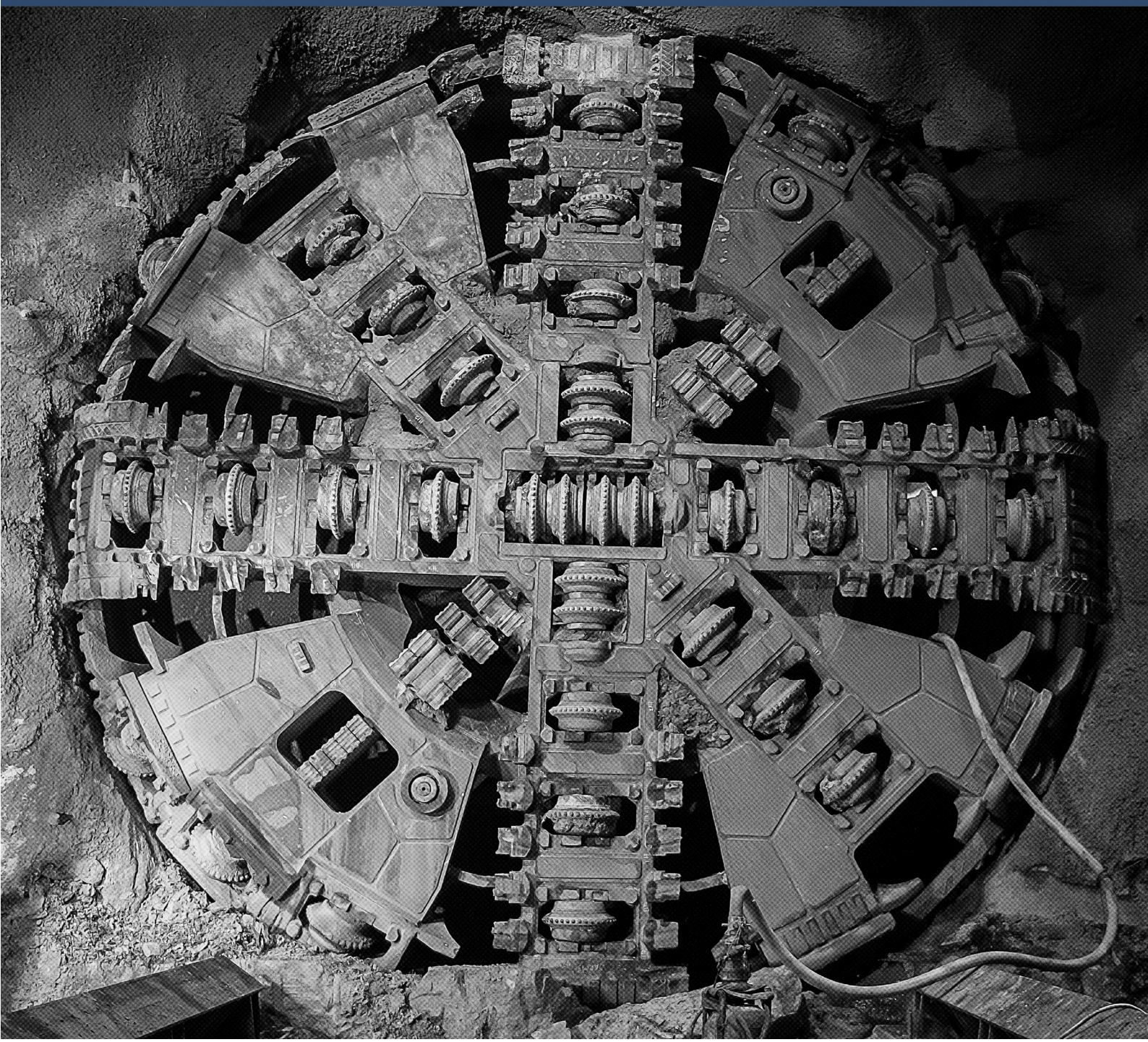
EASTERN TUNNELLING PACKAGE
John Holland CPB Contractors Ghella JV

JOHN HOLLAND CPB CONTRACTORS Ghella 5 Generations of Tunnelers

Construction Traffic Management Plan

Hunter Street East – Stage 1 - Tunnel Excavation and Lining – Rev 2



Construction Traffic Management Plan

Hunter Street East – Stage 1 - Tunnel Excavation and Lining

Project number	7040
Document number	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041

Document approval

Rev	Date	Prepared by	Reviewed by	Comments	Approved by
00	13.01.23	D.Lee	W.Johnson		N.Bryant
01	06.02.23	J.Goodman	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:					

Table of contents

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
SSI	State Significant Infrastructure
TCaWS	Traffic Control at Work Site
TCG	Traffic Control Group
TfNSW	Transport for NSW
TGS	Traffic Guidance Scheme
TMC	Transport Management Centre
TMSP	Traffic Management Safety Plan
TTLG	Traffic and Transport Liaison Group
VMP	Vehicle Movement Plan
VMS	Variable Message Sign

Part A: Overview

1. Introduction

1.1 Purpose

This Site Specific 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 provide site and task specific details, and considers the traffic management initiatives that will be established to minimise disruption and ensure the safety of the wide range of stakeholders potentially affected by the works, including but not limited to, motorists, pedestrians, cyclists, public transport users, local residents, business owners and workers engaged in the Project. It provides details of how John Holland CPB Ghella Joint Venture (JCG JV) will identify, prevent and manage traffic impacts associated with the construction site specific construction scope detailed within the CTMP.

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.

1.2 Objectives, Targets and Key Performance Indicators

The primary objectives and principles of this CTMP are:

Table 2 - Primary Objectives and Principles

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 cumulative	No unforeseen cumulative impacts with surrounding projects	Number of unforeseen cumulative impacts

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

1.3 Context and Interface with Other Plans

This site specifies CTMP should be read in conjunction with the overarching CTMP.

The purpose of the project's 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), Customer Journey Management (CJM), Sydney Buses, and Transdev (Sydney Light Rail operators), in developing and finalising this Plan.

Consultation of this CTMP will be undertaken in accordance with the requirements of the CTMF, including the TCG and the TTLG. Any comments received from agencies and JCG JV's response to these comments will be provided in Appendix D.

A copy of this CTMP will be submitted to the Planning Secretary for information before commencement of construction in the area identified and managed within the relevant CTMP.

No aspect of this CTMP triggers referral to the local traffic committee.

1.5 Sub-Plan Structure

Table 3: Plan structure

Part	Details
Part A: Overview	This section clearly defines: ▪ 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: ▪ Expectations ▪ How they will be met ▪ Responsibilities ▪ Associated deliverables
Part C: Annexure	Further documents and information that support this Plan include: ▪ Swept path analysis ▪ Traffic guidance scheme ▪ Road safety audit reports ▪ Stakeholder communications

1.6 Construction Traffic Management Plan Staging

Multiple Construction Traffic Management Plans will be developed for Hunter St East, the plans will be developed in stages to address the traffic strategy for the various scopes and phases of works. The breakdown of the proposed CTMP's, including the scope and target date for submission is detailed in Table 4.

Table 4: Plan Staging

CTMP Stage/ Revision	Scope	Target Submission Date
Stage 1 – Tunnel Excavation & Lining	• Establishment of tunnelling plant & equipment • Roadheader excavation of temporary decline • Roadheader excavation of Station Cavern • Roadheader excavation of turnback's	16.01.23
Stage 2 – Demolition	Demolition of high-rise buildings at 28-34 O'Connell St, 50-58 Hunter St and 44-48 Hunter St	Feb 23
Stage 3 – Shaft Excavation	Excavation of the shaft, extending to the property boundaries of the Hunter St site	Jan 24
Stage 4 – TBM Demobilisation	Extraction, loading and transportation of OSOM tunnel boring machine (TBM) components from the Hunter St East site	TBC

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).

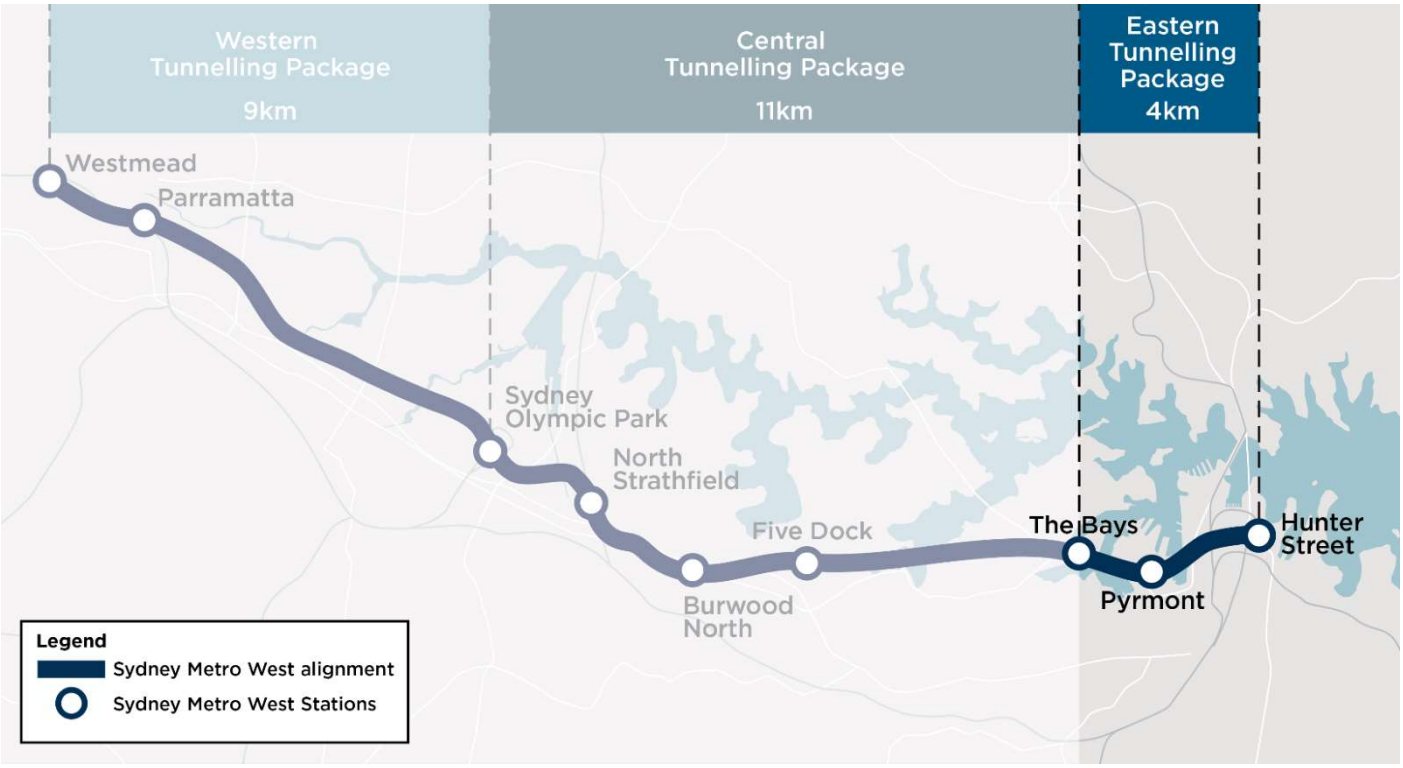
Stage 1 of the development, the Sydney Metro West Concept and major civil construction work for Sydney Metro West between Westmead and The Bays (SSI-10038 Schedule 2), was approved on 11 March 2021 and includes:

- 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 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).

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	▪ Low Impact Works Plan ▪ Low Impact Works DNVIS	▪ 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	▪ Preliminary CEMP ▪ Environmental Procedures ▪ Hunter Street East acoustic shed works DNVIS ▪ Project-wide Out of Hours Works DNVIS	▪ Stakeholder consultation (refer to Section ▪ ER endorsement
Tunnelling, Excavation and Associated Works (addressed in this Sub-plan)	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	May 2023 onward	▪ CEMP ▪ Sub-plans ▪ Environmental Procedures ▪ DNVISs (TBA)	▪ Stakeholder consultation ▪ ER endorsement ▪ DPE approval (as determined by the Phasing Report)

The construction works at the Hunter Street East construction site are to be undertaken over a duration of approximately 27 months, with 25 months for the tunnelling operations, which forms the scope of this CTMP. The estimated timeline of the proposed works is summarised as follows:

- Site Access Date – March 2023
- Tunnelling Operations (Tunnel Excavation and Lining) – April 2023 to May 2025
- Demolition & Site Establishment – May 2023 to March 2024
- Stage 2 Excavation & TBM Demobilisation – August 2024 to June 2025

2.4 Hours of Work

The standard working hours have been defined in the CSSI CoA as:

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

The proposed standard construction hours for the tunnelling excavation activities, including the disposal of spoil at the Hunter Street East construction site are 24 hours, 7 days per week which is consistent with the EIS. All aboveground construction work at the Hunter Street East site is consistent with the CSSI CoA.

Deliveries of material and low noise impact works that are required to be undertaken outside of construction hour may be allowed.

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.

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 Table 16 and Table 17, along with cross reference to the sections of the report, in which the requirements have been addressed.

4 Existing Environment

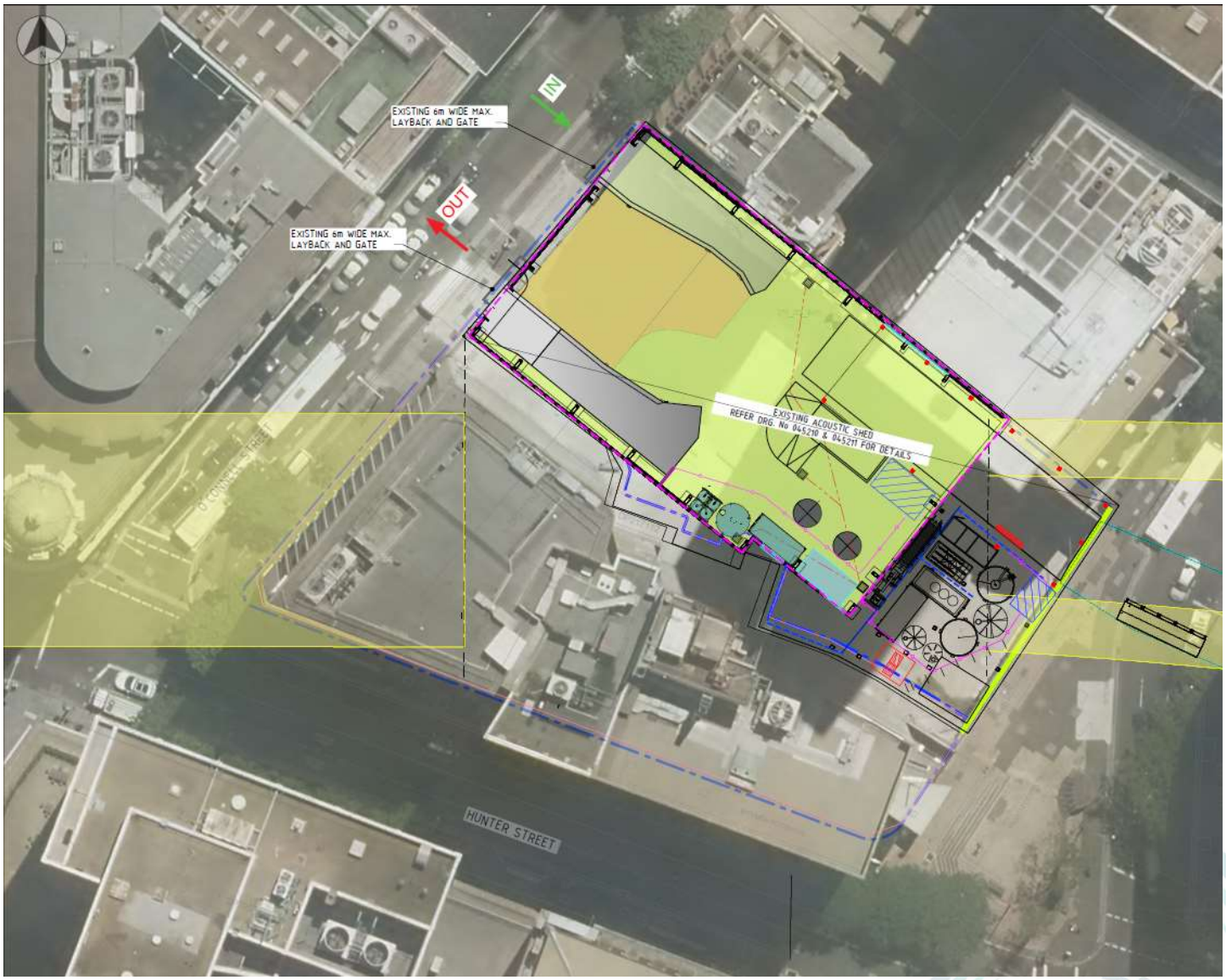
4.1 Site Context

The proposed Hunter Street East construction site is located in the Sydney CBD bounded by O'Connell Street, Bligh Street and Hunter Street. The site is currently occupied by three commercial office / retail buildings in the southern section of the site and an active construction site in the northern section of the site.

The existing construction site is the Sydney Metro City and Southwest tunnelling support site, which comprises acoustic shed, utility connections and site office buildings. This construction site will be handed over to JCG JV team upon completion of the tunnelling support activities on 17 March 2023. The three existing commercial buildings will be demolished to make way for the proposed Hunter Street East construction site. The demolition site is subject to a separate CTMP.

The site will be handed over with an acoustic shed over the site, site access and egress driveways off O'Connell Street, pedestrian access off Bligh Street, secondary pedestrian access off O'Connell St, and site office & amenities as detailed in Figure 2 below. JCG JV are not proposing any changes to the road configuration as part of this CTMP.

Figure 2 - Hunter East Site Layout



The construction sites are surrounded by mixed land uses, with majority of the surroundings being high-rise buildings, comprising commercial office / retail land uses.

4.2 Abutting Road Network

The road network surrounding the subject site comprises the followings:

Hunter Street is a four-lane, two-way road in the CBD road network, extending between George Street in the west to Macquarie Street in the east. The section of the road between Pitt Street and Macquarie Street offers restricted on-street parking within the kerbside lane. Hunter Street intersects with O'Connell Street and Bligh Street/ Castlereagh Street via signalised junctions with marked foot crossings on all approaches of the intersection, except for the eastern leg at the O'Connell Street intersection. Since January 2023, the intersection of George Street and Hunter has been closed albeit local traffic access is permitted for the left turn from Hunter Street to George Street.

Bligh Street is a two-lane, one-way road in the southbound direction, extending between Bent Street to the north and Hunter Street to the south. Indented parking is provided along the kerbsides on both sides of the road. Bus zone layover facilities and loading zones are located on both sides of the road. Footpaths are available on both sides of Bligh Street which are approximately 4m in width and widens to approximately 15m from the end of the bus layover on the western side of Hunter Street.

O'Connell Street is a two-lane, one-way road in the southbound direction extending, between Bent Street and Hunter Street. Indented parking is provided on the eastern side of the road and a kerbside parking lane is available on the western side of the street. Bus layover zones are located on both sides of O'Connell Street along with loading zones, mail zone, pickup / drop-off area. Footpaths are located on both sides of the road which are approximately 3m in width. There is a Telstra phone booth kiosk situated along the western frontage of the site. Since Q3 2022, the right turn movement from O'Connell Street onto Hunter Street is banned as such traffic can only turn left out of O'Connell Street onto Hunter Street.

Castlereagh Street operates as a one-way road in the southbound direction from Hunter Street to Hay Street. It has four trafficable lanes with two kerbside lanes for parking and the two middle lanes for through traffic movements. One of the middle traffic lanes operates as a bus lane. Pedestrian footpaths are located on both sides of the street.

Pitt Street extends between Alfred Street to the north and Lee Street / George Street to the south. In the vicinity of the site, Pitt Street is a two-lane, one-way road in the southbound direction with kerbside parking prohibited to the north of Hunter Street. To the south of Hunter Street, kerbside parking and loading zone are available, with one trafficable southbound lane. On-road cycle path is available adjacent to the traffic lanes on Pitt Street.

All of the above roads are located within the 40km/h CBD speed limit area. Figure 3 shows the location of the subject site and the surrounding local road network.

Figure 3: Subject Site and Surrounding Road Network

4.3 Active Transport Infrastructure

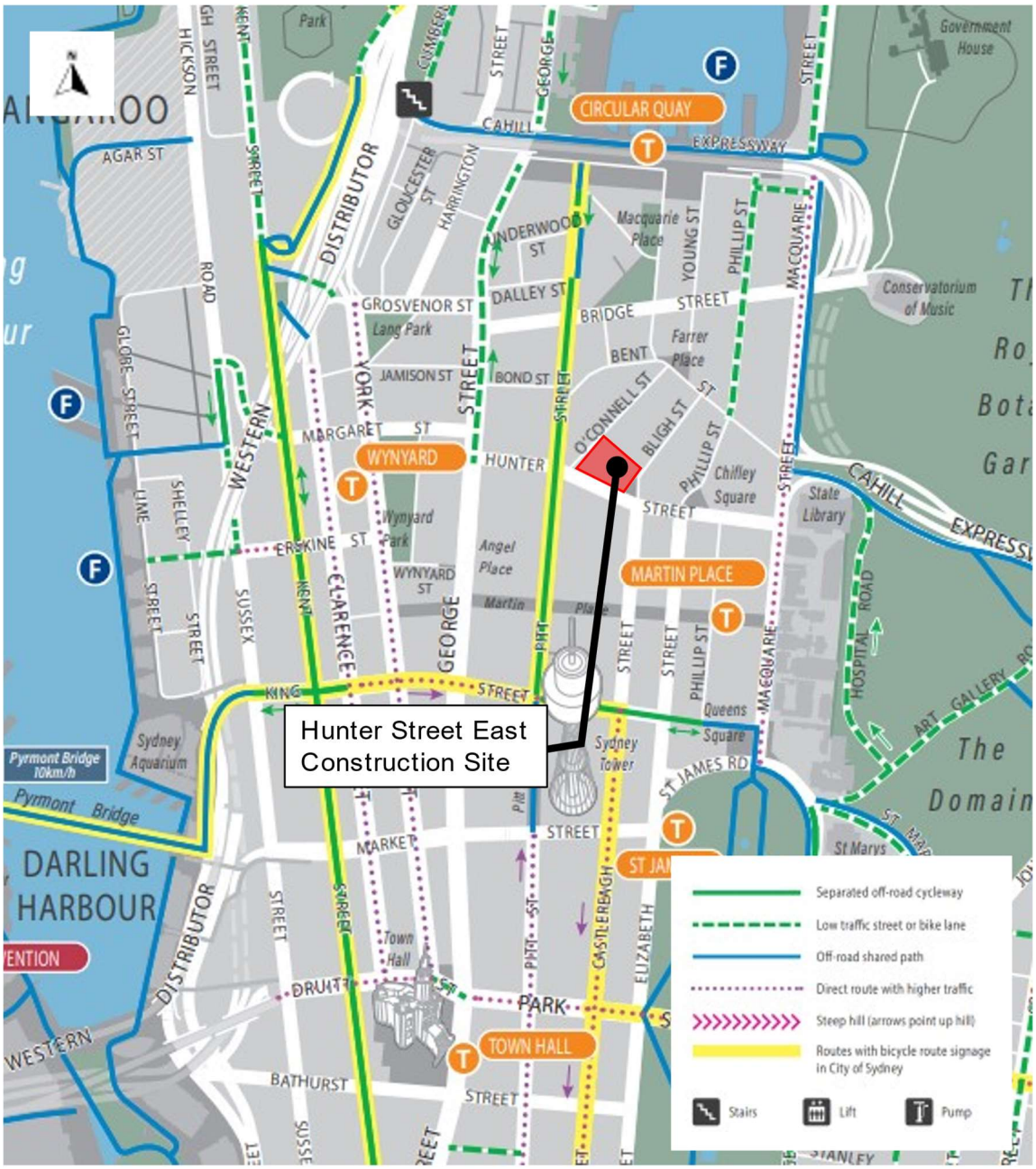
Footpaths are provided along both sides of all roads in the vicinity of the proposed Hunter Street East construction site. Controlled crossings are also available at all signalised intersections around the site vicinity. Pedestrian activities are generally high during the daytime, considering the proximity of the site to commercial, retail and hospitality land uses in the Sydney CBD.

There is an underground walkway known as Hunter Connection, which provides pedestrian access between Wynyard Station and Pitt Street.

Cycling infrastructure around the construction site is well established, which consists of off-road cycle route along Kent Street, shared user path on Macquarie Street and a dedicated cycleway along the western side of Pitt Street. Bicycle parking facilities are located through the Sydney CBD, including Hunter Street and Margaret Street.

The existing cycling infrastructure around the vicinity of the site is shown in Figure 4.

Figure 4: Hunter Street Station Construction Site Cycling Map



4.4 Public Transport Infrastructure

The Hunter Street East construction site is surrounded by extensive public transport services due to the location with the Sydney CBD in close proximity to various commercial office, retail, hospitality, and shopping centre. Public transport services around the site vicinity include trains, buses, light rails and ferries.

The train stations in vicinity of the subject site 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.

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 up three additional metro stations in the Sydney CBD, namely Barangaroo, Martin Place and Pitt Street. These stations are located within the proximity of the subject

site. It is also noted that the proposed construction works would coincide with the Sydney Metro City and Southwest project.

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.

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 connections to a number of suburbs and 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.

Ferry services can be accessed at Circular Quay, which is located at approximately 650m walking distance (8-minute walk) from the Hunter Street East construction site. 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 context in the vicinity of the subject site is shown in Figure 5.

Figure 5: Hunter Street East Construction Site Transport Network

4.5 Existing Kerbside Use

The Hunter Street East construction site is surrounded with four hour ticketed parking restrictions and loading zones along the O'Connell Street and Hunter Street frontages of the site.

The four hour ticketed parking along O'Connell Street typically applies from 6:00am to 12:00pm on Monday to Friday, 10:00am to 10:00pm on Saturdays and 8:00am to 10:00pm on Sundays and public holidays. In

addition, the loading zone applies from 6:00pm to 6:00am from Monday to Friday and 6:00pm to 10:00pm on Saturdays. To the north of the site layover 'Bus Zones' are provided along both sides of O'Connell Street for route service buses, restricted to a 15 minute limit.

Along the Hunter Street frontage, the four hour ticketed parking applies from 8:00pm to 12:00am on Monday to Friday and from 8:00am to 10:00pm on weekends and public holidays. Loading zones applies from 6:00am to 3:00pm on Monday to Friday and No Parking restrictions applies during weekday evening period (i.e. 3:00pm to 8:00pm).

Along the Bligh Street frontage, it is signposted as a bus zone with a time restriction of up to 15 minutes for local bus route services.

4.6 Existing Traffic Volume

A summary of the 2021 peak hourly traffic volumes on the surrounding road network as documented within the Sydney Metro EIS is provided in Table 5. A summary of the 2021 existing intersection performance surrounding the site is provided in Table 6.

Table 5: Existing Peak Hour Traffic Volume on the Surrounding Road

Road Section	Direction	AM Peak Hour Volume (vehicles per hour)	PM Peak Hour Volume (vehicles per hour)
Grosvenor Street east of Harrington Street	Eastbound	610	610
	Westbound	270	560
Bridge Street west of Macquarie Street	Eastbound	460	790
	Westbound	730	320
Margaret Street east of Clarence Street	Eastbound	170	160
	Westbound	480	280
Hunter Street west of Macquarie Street	Eastbound	370	350
	Westbound	570	310
O'Connell Street north of Hunter Street	Northbound	-	-
	Southbound	90	70
Bent Street west of Macquarie Street	Eastbound	320	460
	Westbound	570	430
Macquarie Street north of Bent Street	Northbound	980	880
	Southbound	880	1,300
George Street north of Margaret Street	Northbound	110	90
	Southbound	-	-
Clarence Street north of Margaret Street	Northbound	370	680
	Southbound	-	-

Source: EIS Chapter 6 – Transport and Traffic (2021)

Table 6: Existing Peak Hour Surrounding Intersection Performance

Intersection	Peak Hour	Demand Flow (vehicles per hour)	Average delay (seconds per vehicle)	Level of Service
Macquarie Street and Bridge Street	AM	2,176	26	B
	PM	2,655	25	B
Macquarie Street, Bent Street and Shakespeare Place	AM	3,383	29	C
	PM	3,875	32	C

Macquarie Street and Hunter Street	AM	2,213	31	C
	PM	2,073	23	B
Hunter Street and Elizabeth Street	AM	1,936	26	B
	PM	1,843	22	B
Hunter Street and Castlereagh Street	AM	1,191	11	A
	PM	900	9	A
Hunter Street, Pitt Street and O'Connell Street	AM	1,016	21	B
	PM	753	22	B
Bent Street and Phillip Street	AM	1,439	26	B
	PM	1,729	30	C
Bent Street and Bligh Street	AM	643	9	A
	PM	726	9	A
Hunter Street, George Street and Margaret Street	AM	526	20	B
	PM	427	27	B
Margaret Street and York Street	AM	1,578	14	A
	PM	1,227	20	B
Margaret Street and Clarence Street	AM	939	41	C
	PM	1,165	51	D
Clarence Street and Jamison Street	AM	645	12	A
	PM	1,013	12	A

Source: EIS Chapter 6 – Transport and Traffic (2021)

The EIS Technical Report 1 – Traffic and Transport (Section 3.3) outlines that a comparison was undertaken between the existing traffic volumes for pre COVID-19 conditions in March 2019 and post COVID-19 conditions in March 2021 to determine the effects of the COVID-19 pandemic on modelled traffic. The comparison showed that changes in traffic volume were minimal between a typical traffic month of 2021 and 2019 (less than five per cent). As a result, it is considered that the existing traffic volumes collected in March 2021 accurately represent traffic conditions regardless of the impacts of and can be concluded that the March 2021 traffic survey data accurately represent traffic conditions. The modelled intersection performance shows that most of the intersections perform satisfactorily at LoS C or better, with the exception of the Margaret Street and Clarence Street intersection which performs at an acceptable LoS D during PM peak hour.

Changes associated with the recently implemented extension of the George St pedestrian boulevard, between Hunter St and Essex St, was not considered in the EIS assessment. The closure prevents the use of the alternate haulage route for Hunter St West as detailed in the EIS (Hunter St, George St, Margaret St & Clarence St), which eliminates any construction impact on the Margaret St & Clarence St intersection. The closure is also expected to significantly reduce the traffic volumes on Hunter St.

4.7 Concurrent Nearby Developments

Nearby major projects, which have been approved or under construction and are likely to overlap with the proposed tunnel excavation and lining works at the subject site include the following:

- **Hunter Street West** involves the demolition of the existing buildings and construction of the Hunter Street West side of the Hunter Street metro station. The construction is to run concurrently with the Hunter Street East site, further information is subject of a separate Construction Traffic Management Plan.
- **Martin Place Metro Station** involves the construction of the Martin Place Metro Station across three sites: Martin Place North, Martin Place South, and Bligh Street. The works are currently underway and are expected to be completed in 2024.

- **4-6 Bligh Street** involves the demolition of the existing buildings and construction of a mixed-use hotel and commercial development of 59 storeys. An Environment Impact Statement is yet to be prepared and hence the work program has not been made available.
- **One Sydney Harbour** is a skyscraper complex under construction within the major urban renewal precinct of Barangaroo with an expected completion year of 2025. Given the location of this project, construction vehicle routes are not likely to directly interface with routes for this proposal and therefore cumulative transport and traffic impacts are not anticipated.
- **65-77 Market Street** is a 32-storey mixed use residential and commercial tower and is currently under construction. Given the location of this project, construction vehicle routes are not likely to directly interface with routes for this proposal and therefore cumulative transport and traffic impacts are not anticipated.
- **317 and 319-321 George Stree**t involves the demolition of existing structures on site for the construction of a 14 storey commercial building. Given the size of the development, a low number of construction vehicles is expected to be generated and therefore cumulative impacts are anticipated to be minimal.
- **194-204 Pitt Street** involves the demolition of existing structures on site for the construction of a 50-storey hotel and residential tower. Given the location of this project, construction vehicle routes interfaces with routes for this proposal are expected to be limited and therefore cumulative transport and traffic impacts would be minimal.
- **301 and 305 Kent Street** involves the demolition of existing structures on site for the construction of a 26-storey hotel development.

A summary of the estimated construction traffic generation of the above major projects and the associated cumulative impacts with the subject site are discussed in Section 6.9. Ongoing review of cumulative heavy vehicle traffic generation and coordination of heavy vehicle routes used by these major projects would be routinely undertaken between JCG JV and CJP to minimise the impacts on the surrounding road network.

5 Work Methodology

5.1 Proposed Site Access Arrangements

Site access and site egress for the Hunter Street East construction site during the tunnel excavation and lining works are proposed off O'Connell Street via the existing two access and egress driveways. Figure 6 shows the proposed access arrangements for the Hunter Street East construction site whereas Table 7 illustrates the associated vehicle movements and vehicle types. Traffic controllers will be stationed at the access and egress points to manage the traffic and pedestrian interface.

JCG JV proposed site access arrangement and construction route for Hunter Street East is consistent to what was proposed in the EIS. In addition, the access and egress driveways have been previously used for the City and Southwest project at the site.

All construction vehicles will enter and exit the site in a forward direction. Vehicles already on the frontage roads will have right of way. Traffic controller will be deployed at the site access gates to help facilitate construction vehicle movements in and out of the sites.

Figure 6: Proposed Hunter Street East Construction Site Access and Egress During Tunnelling Excavation and Lining

Table 7: Summary of Proposed Site Access / Egress at Hunter Street East Construction Site

Gate Number	Identified in the EIS? (Yes / No)	Location	Access to / from	Access and Egress Movement	Vehicle Type
EG1	Yes	O'Connell Street	Hunter Street East	Left in only	Heavy vehicles and light vehicles
EG2	Yes	O'Connell Street	Hunter Street East	Left out only	Heavy vehicles and light vehicles

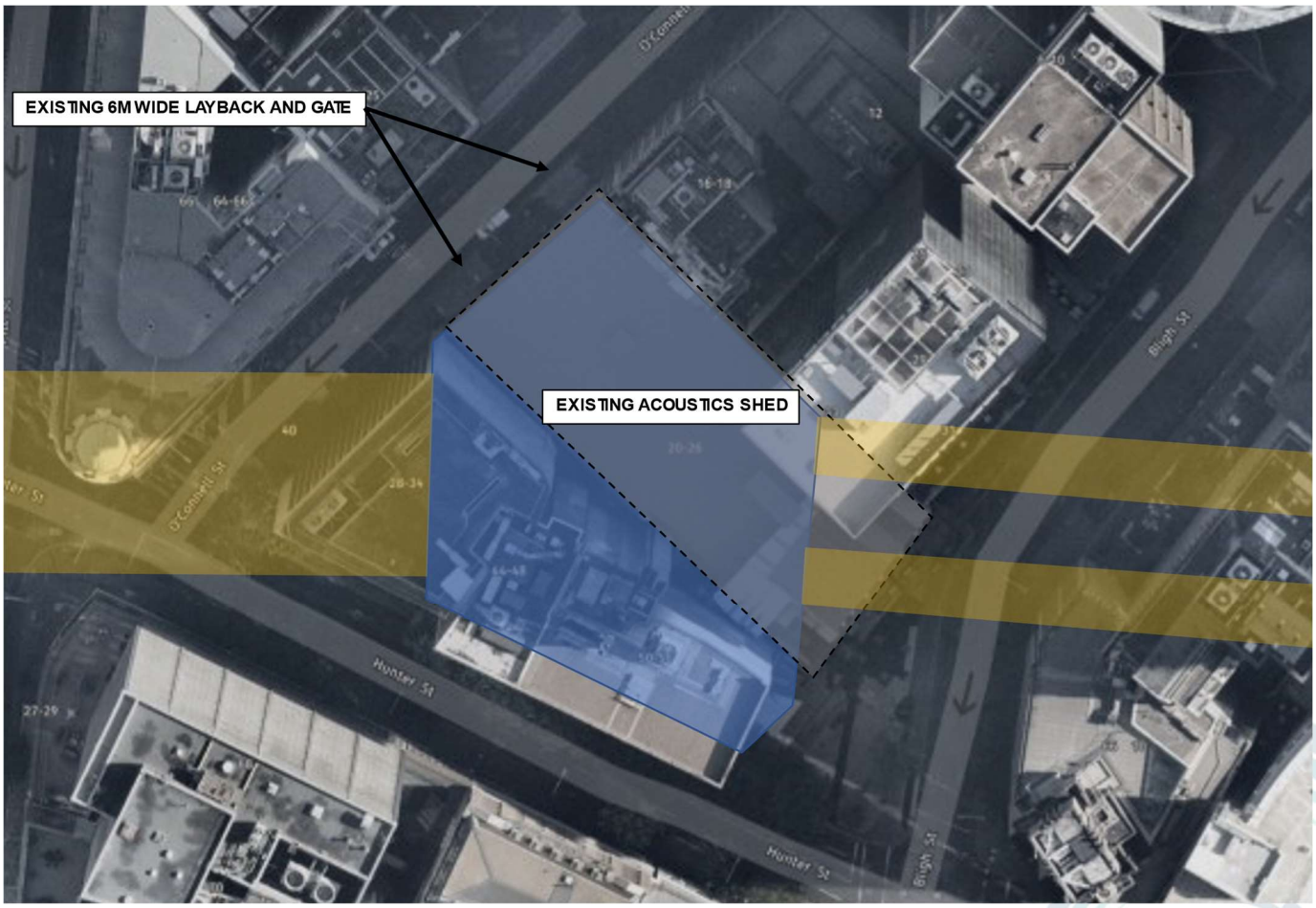
5.2 Proposed Tunnel Excavation and Lining Works

The Hunter Street East construction site has been previously established for tunnelling works during the Sydney Metro City and South West project and is equipped with majority of required infrastructure and equipment. As such, JCG JV will require to undertake minor works only prior to the tunnel excavation and lining works.

Excavation of the tunnel decline will commence from April 2023, using a roadheader and excavators to excavate from the existing Sydney Metro City and Southwest decline to the Hunter Street Station cavern and Turnback tunnels. Spoil from the tunnelling operation will be hauled to the stockpile area within the surface site (see Figure 7) and transferred to single unit trucks (10 wheelers) for offsite disposal.

At completion of tunnel excavation, cavern lining formwork will be mobilised and the concrete lining will be constructed.

Figure 7: Hunter Street East Construction Site Layout During Tunnelling Excavation and Lining



5.3 Proposed Haulage Route

JCG JV recognise that effective management of haulage operations is not only critical to the success of the project, but it is also necessary to minimise the impacts on the road network and increase pedestrian safety. The proposed haulage routes have been selected on the basis that trucks are to utilise State and Regional Roads, where possible, before traveling on local roads. Sensitive areas such as schools, aged care facilities and childcare facilities will be avoided, where possible.

The JCG JV proposed haulage route for the Hunter Street East construction site is consistent to what was proposed in the revised EIS haulage routes, which are shown in Figure 8. The relevant swept paths for the proposed haulage route are contained in Appendix A.

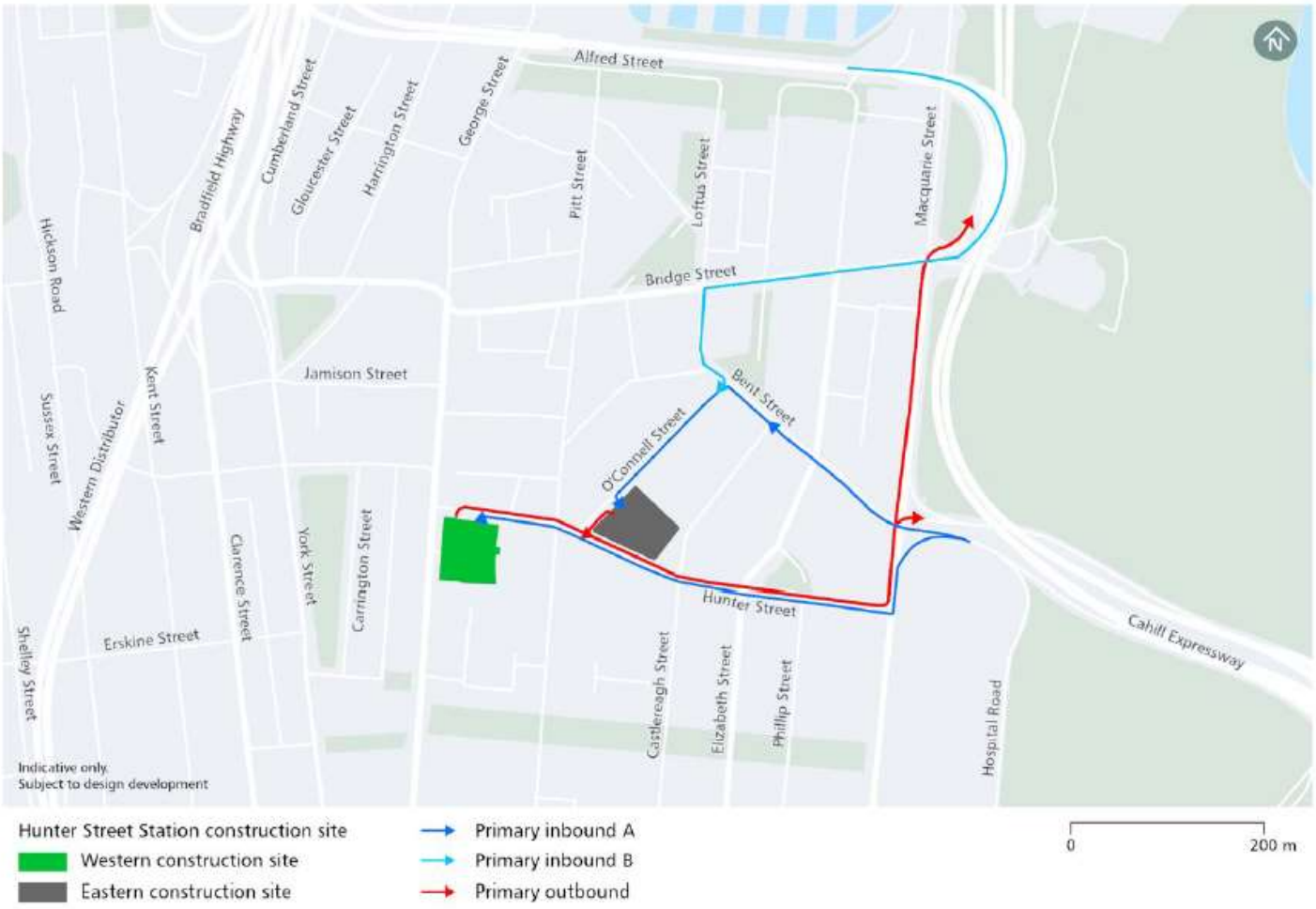
JCG JV identifies the largest vehicle to be used at the Hunter Street East construction site, which is a 12.5m heavy rigid vehicle (HRV). This is the largest vehicle allowed to travel in the Sydney CBD without requiring permit. The proposed largest construction vehicle is consistent with what was identified in the EIS. Therefore, the traffic impacts would be no worse than what was identified in the EIS.

The proposed haulage routes will be communicated and adhered to by drivers through the implementation of a Drivers Code of Conduct, which would be made available to the relevant personnel during the site induction training. All drivers will undergo the mandatory project-specific induction training provided by JCG JV.

Oversize and / or overmass (OSOM) vehicles may be required to deliver bulky items / machineries and the City of Sydney Council to approve the access of these vehicles on the road network. Relevant permits would be obtained through permit application process prior to the operations of any OSOM vehicles on the road network.

Construction vehicles must not occupy the bus layover zone in O'Connell Street at all times.

Figure 8: Construction Haulage Route as identified in the EIS Submissions Report



5.3.1 Arrival Routes

The proposed primary heavy vehicle arrival routes to be adopted for Hunter Street East construction site to minimise traffic disruptions are shown in Figure 8. Vehicles travelling southbound on the Cahill Expressway can be summarised as follows:

- Construction vehicles to travel southbound from the Cahill Expressway
- Take the Bridge Street off ramp and continue straight on Bridge Street
- Turn left onto Loftus Street
- Turn left onto Bent Street
- Turn right onto O'Connell Street
- Turn left into site

Vehicles travelling northbound on the Eastern Distributor can be summarised as follows:

- Construction vehicles to travel northbound from the Eastern Distributor
- Take the Macquarie Street off ramp and continue straight on Bent Street
- Turn left onto O'Connell Street
- Turn left into site

5.3.2 Departure Routes

The proposed primary heavy vehicle departure routes to be adopted for Hunter Street East construction site to minimise traffic disruptions are shown in Figure 8 and can be summarised as follows:

- All construction vehicles to turn left onto O'Connell Street
- Turn left onto Hunter Street
- Turn left onto Macquarie Street
- For access south via the Eastern Distributor, vehicles are to turn right onto the M1 on ramp
- For access north via the Cahill Expressway, vehicles are to continue northbound then turn right onto the Cahill Expressway on ramp

Construction heavy vehicles will follow the revised EIS haulage routes into and out of the site without accessing the western end of Hunter Street which will be partially closed whilst permitting local access.

5.3.3 Real Time Monitoring for Spoil Haulage

The locations of all heavy vehicles used for spoil haulage will be monitored in real time and the records of monitoring will be made available electronically to the Planning Secretary and the Environmental Protection Authority (EPA) upon request for a period of no less than one year following the completion of the construction.

The real time monitoring will be undertaken using a Telematic system to track and analyse construction vehicle movements. Telematics are able to analyse real-time traffic data, allowing JCG JV to manage its spoil haulage 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 spoil haulage vehicle movements by determining pinch-points and adjust accordingly. If drivers are found to not comply with the posted speed limit, the traffic manager will receive notifications, enabling immediate action to mitigate the unsafe driver behaviour.

The spoil haulage vehicles will be restricted to use only the approved vehicle routes and avoid any unapproved local roads unless it is permitted for specific works by the authorities. Geofencing will be used to set a boundary from local roads to ensure vehicles only travel along the designated roads and stay out of areas, which they should not operate. Alerts can be triggered when vehicles are entering / leaving the designated route, with the data such as speed and location can be logged into the system.

5.4 Construction Workforce

JCG JV proposes a peak workforce of 90 construction workers at any one time for the tunnelling works. A peak construction workforce of 120 construction workers was identified in the EIS for the tunnelling works. Therefore, the impacts associated with construction workforce traffic generation would be no worse than what was identified in the EIS.

5.5 Construction Worker Parking

Construction worker parking will not be provided in the Hunter Street East construction site. Construction workers will be encouraged not park in any on-street parking spaces and make use of the extensive public transport network available and commercial parking facilities in the vicinity of the site to minimise the parking impacts on the surrounding road network.

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.

Carpooling will be strongly encouraged amongst construction workers to minimise the number of vehicles on the road network.

5.6 Construction Traffic Generation

Construction traffic generated by the Hunter Street East construction site are expected to be consistent with the traffic generation identified in the Response to Submissions Report (RTS). Table 8 and Table 9 shows the summary of the proposed construction traffic with a comparison with the RTS construction traffic, taking into consideration light vehicle movements and heavy vehicle movements.

Table 8: Heavy Vehicle Construction Traffic Generated (per Hour) at Hunter Street East Construction Site During Tunnel Excavation and Lining

Vehicle Type	JCG JV							RTS						
	5pm to 11am			11am to 5pm			Total Per Day	5pm to 11am			11am to 5pm			Total Per Day
	In	Out	**Total**	In	Out	**Total**	**Total**	In	Out	**Total**	In	Out	**Total**	**Total**
Heavy Vehicles	6	6	**12**	9	9	**18**	**324**	6	6	**12**	9	9	**18**	**324**

Table 9: Light Vehicle Construction Traffic Generated (per Hour) at Hunter Street East Construction Site During Tunnel Excavation and Lining

Vehicle Type	JCG JV							RTS						
	4pm to 6am & 8am to 10am			6am to 7am & 10am to 4pm			Total Per Day	4pm to 6am & 8am to 10am			6am to 7am - & 10am to 4pm			Total Per Day
	In	Out	**Total**	In	Out	**Total**	**Total**	In	Out	**Total**	In	Out	**Total**	**Total**
Light Vehicles	1	1	**2**	2	2	**4**	**62**	1	1	**2**	5	5	**10**	**104**

Note: Traffic volumes are shown in inbound and outbound movements separately. The movements detailed in Table 10 reflect the Traffic & Transport Technical Memo update forming part of the RTS.

As depicted in Table 8, the proposed construction traffic for light vehicles is significantly less than the RTS in the interpeak periods. The proposed heavy vehicle movements will be no more than 12 movements (in and out) and consistent with the RTS estimates.

The proposed total traffic volume of 20 vehicle movements per hour in peak periods and 386 daily movements is no more than the RTS traffic volume of 16 vehicle movements per hour in the peak and less than the 428 movements per day.

Further discussion on the traffic impacts to the local road network is detailed in Section 6.1.

Considering that both the Hunter Street East and Hunter Street west sites use similar haulage routes, it's important to assess the combined traffic generation on the local road network. Figure 9 and Figure 10 detail the cumulative impact of the two sites.

Figure 9 - Cumulative Hunter East & West Light Vehicle Movements

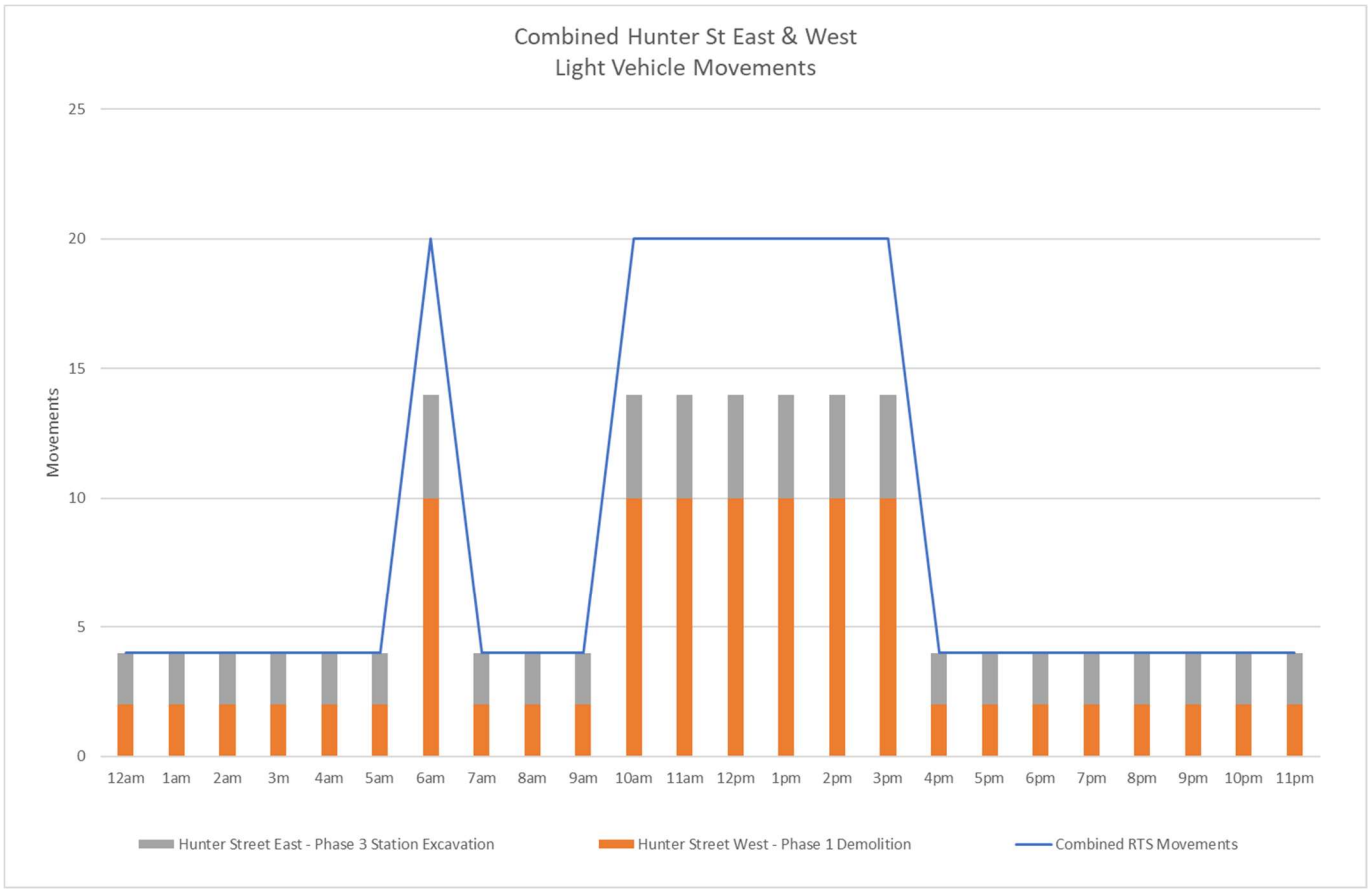
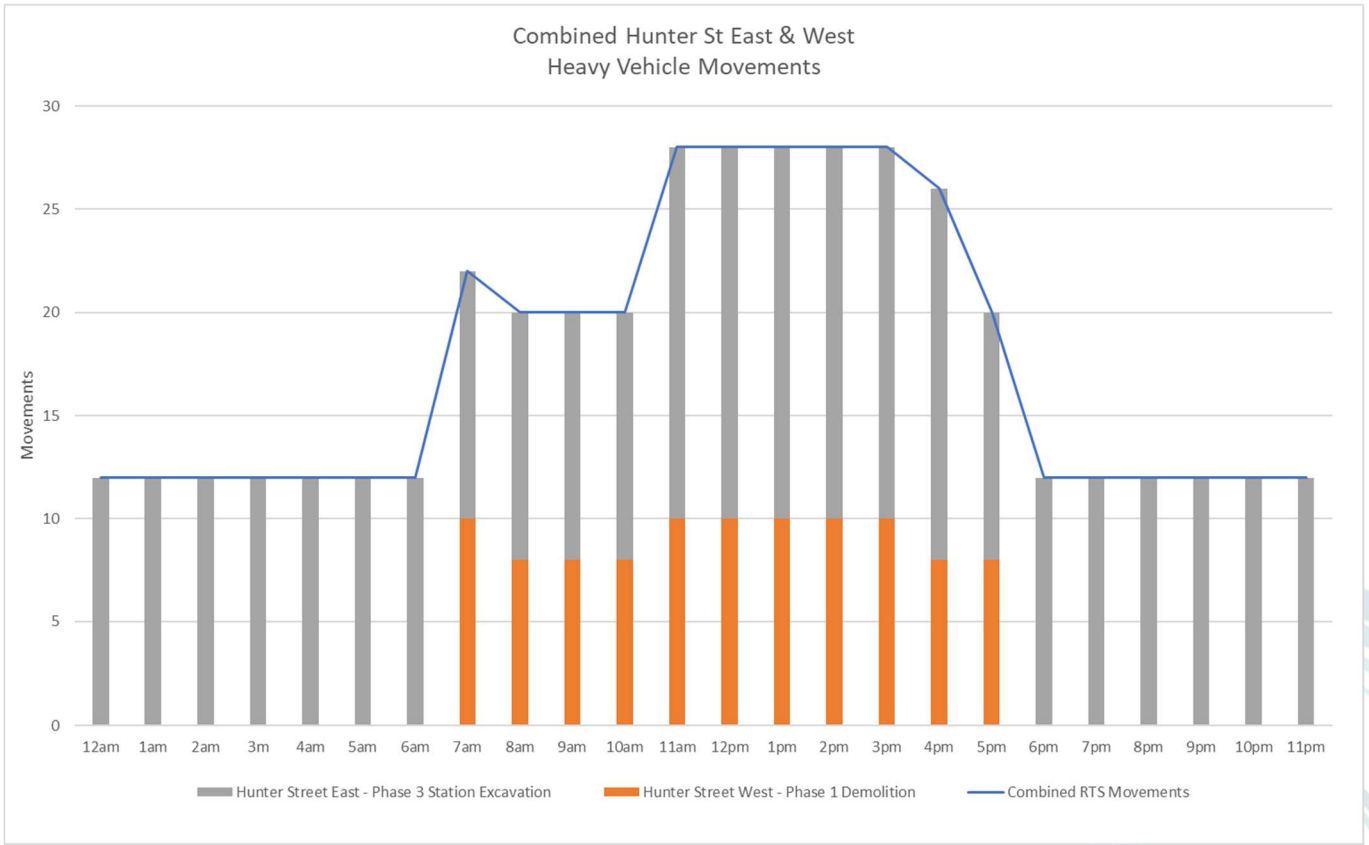


Figure 10 - Cumulative Hunter East & West Heavy Vehicle Movements



5.7 Pedestrian and Cyclist Management

Pedestrian footpaths will be maintained surrounding the Hunter Street East construction site on Bligh Street, O'Connell Street and Hunter Street for the duration of the proposed works. Qualified traffic controllers will be stationed at the proposed access and egress driveways on O'Connell Street to manage and control pedestrian movements, when required.

Concertina gates will be used by JCG JV personnel and extended across the pedestrian footpath on both sides of the driveway to temporarily manage pedestrian movements when the driveway is in use. When the driveway is not in use, the concertina gates would be opened to enable pedestrian movements along the footpath. One traffic controller on the egress managing pedestrian movements with the use of the concertina gates.

Traffic controller will not stop pedestrian movements in anticipation. Pedestrians on the footpath will have the right of way at all times. Pedestrian hold will be limited to one minute to minimise pedestrian delays. Appropriate signage will be installed to prior to the concertina gate to provide advanced warning for pedestrians walking toward the site access driveways.

Relevant information regarding the Project and the nominated contact person will be made available at the site access gate. The construction site will have appropriate arrangements to discourage entry without approval and minimise vandalism. Lockable access gates and roller doors are installed on the site access and egress points, these will be closed and locked as required to prevent any unauthorised access, which could result in safety issues.

Cyclists and cycle infrastructure around the site vicinity will not be impacted by the proposed works. However, if required, cyclist may be required to follow traffic controller's directions.

5.8 George Street North Pedestrianisation

It is understood that TfNSW and City of Sydney Council will temporarily close George Street between Hunter Street and Bridge Street from Monday 9 January 2023, with aims to introduce the changes permanently.

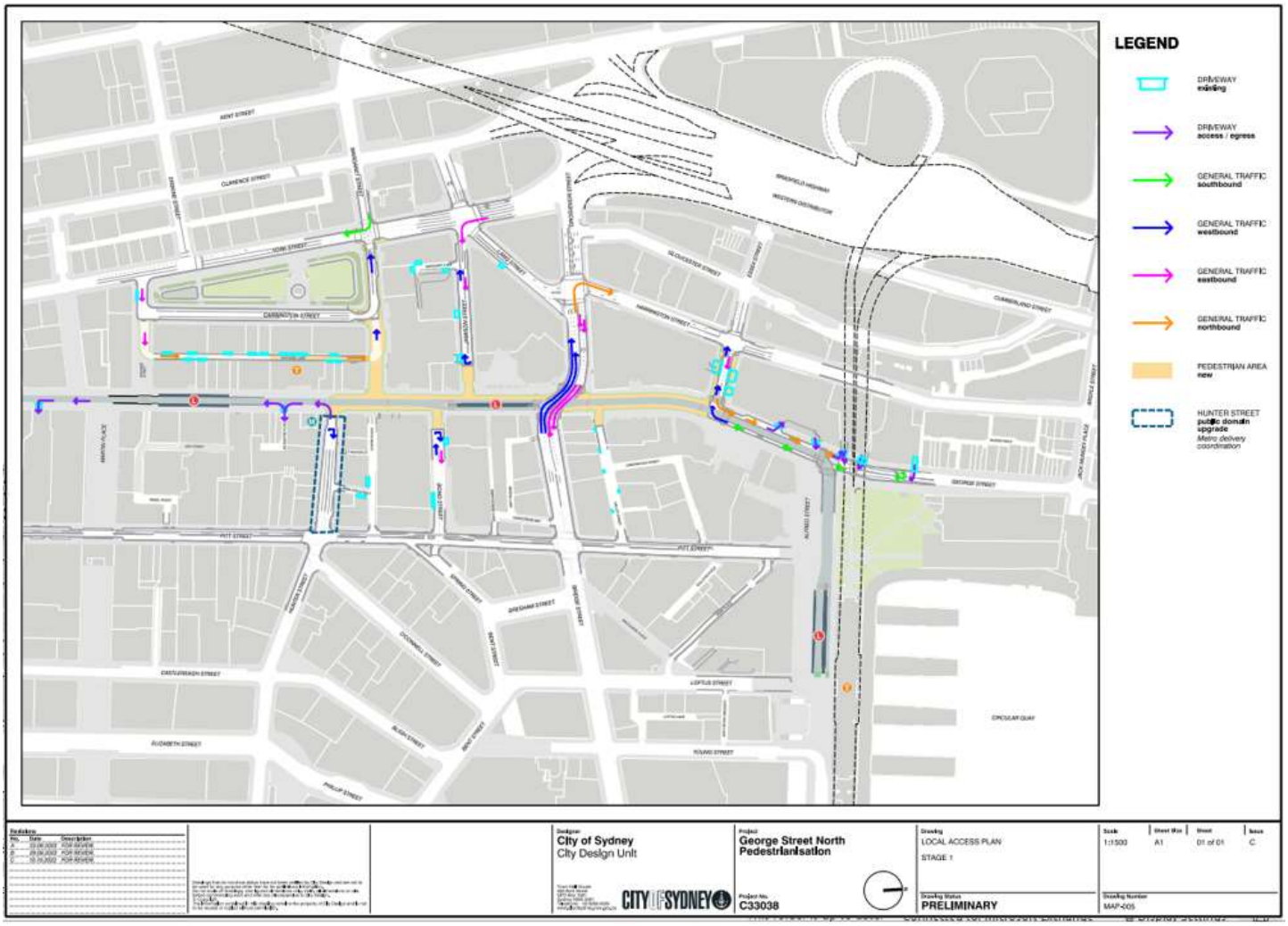
The pedestrianisation will create 5,900m² of new pedestrian space with wider footpaths by restricting through traffic on George Street.

The following traffic changes will take place:

- closing the remaining northbound and southbound traffic lanes on George Street, between Hunter Street and Grosvenor Street
- closing the intersections of Margaret Street, Bond Street and Jamison Street with George Street
- banning the right turn from Hunter Street into George Street, only allowing left turn for local access into De Mestre Place
- changing traffic direction from one-way to two-way on Bond Street and Jamison Street
- changing the direction of vehicular flow at Wynyard Lane from southbound to northbound
- changing traffic direction from two-way to one-way eastbound on Wynyard Street, between York Street and Wynyard Lane
- changing traffic direction from two-way to one-way westbound on Margaret Street, between York Street and Wynyard Lane
- removing right-turn restrictions from Margaret Street (eastbound) into York Street
- introducing a left turn into Jamison Street from York Street.

Figure 11 displays the above traffic movement changes proposed by the George Street North Pedestrianisation project.

Figure 11: Proposed Traffic Changes along George Street North Pedestrianisation



These changes will not affect the construction traffic routes for the Hunter Street East site and therefore should not impact the project. The pedestrianisation of George Street would reduce the overall general traffic on Hunter Street as the partial closure of the George Street and Hunter Street intersection, whilst permitting local access from Hunter Street to George Street via a left turn movement only, would reduce the east-west traffic movements on Hunter Street.

5.9 Dilapidation Survey

Road dilapidation surveys will be undertaken on surrounding roads which form part of the proposed construction haulage routes. The surveys will identify the existing conditions of the surrounding roads before the start of the Project and the conditions following the completion of the Project.

The condition reports will include a written survey, photo and/or video of each road. A copy of the report, including such mechanisms to be considered for the repair of damage to the surrounding road(s) caused by heavy vehicle movements associated with the Project, shall be provided to the relevant authorities within three weeks of completing the surveys and no later than one month prior to the commencement of roads being used by construction vehicles.

If damages to roads occur as a result of the Project, JCG JV will either (at the discretion of the relevant road authorities):

- Compensate the landowner of the damage so caused
- Rectify the damage to restore the road to at least the condition it was in pre-construction works as identified in the Road Dilapidation Report.

6 Traffic and Transport Impact

6.1 Impact on Traffic Flow

There is no proposed road or lane closure to accommodate the proposed works, which is consistent with the EIS. Traffic conditions along the frontage roads will be maintained at all times. There is also no proposed roadwork speed zone within the vicinity of the construction site, which is also consistent with the EIS.

The EIS documents the performance of intersections in close proximity to the Hunter Street East and West construction sites, taking into consideration the construction traffic generation of the proposed works. The intersection performance is summarised in Table 10.

The intersection performance shows that most intersections would continue to operate satisfactorily at LoS C or better, with or without the proposed Hunter Street Station construction works, with the exception of Bent Street and Phillip Street intersection, which would operate at LoS D during the PM peak regardless of the construction. In addition, the Margaret Street and Clarence Street intersection will operate at LoS E during the AM peak and LoS D during the PM peak regardless of construction.

Table 10: Modelled Intersection Performance – Hunter Street Station Construction Site (during Peak Construction Activates)

Intersection	AM Peak				PM Peak			
	Future year 2025 without construction		Future year 2025 with construction		Future year 2025 without construction		Future year 2025 with construction	
	Delay (sec)	LoS	Delay (sec)	LoS	Delay (sec)	LoS	Delay (sec)	LoS
Macquarie Street and Bridge Street	27	B	27	B	27	B	27	B
Macquarie Street, Bent Street and Shakespeare Place	30	C	30	C	41	C	39	C
Macquarie Street and Hunter Street	28	B	30	C	38	C	35	C
Hunter Street and Elizabeth Street	30	C	39	C	29	C	34	C
Hunter Street and Castlereagh Street	22	B	42	C	13	A	17	B
Hunter Street, Pitt Street and O'Connell Street	24	B	42	C	19	B	20	B
Bent Street and Phillip Street	27	B	28	B	54	D	54	D
Bent Street and Bligh Street	5	A	6	A	7	A	9	A
Hunter Street, George Street and Margaret Street	21	B	19	B	28	B	28	B
Margaret Street and York Street	18	B	18	B	21	B	21	B
Margaret Street and Clarence Street	59	E	59	E	53	D	52	D
Clarence Street and Jamison Street	18	B	27	B	14	A	15	B

Source: Response to Submission Report – Appendix B Modelled Intersection Performance (2022)

The proposed construction traffic generation is consistent with what was identified in the RTS for Hunter Street East construction site during the Station Excavation Phase.

The intersection performance is modelled based on the peak construction activities in 2025, with spare capacity in the key intersections surrounding the Hunter Street Station site. Given the construction traffic generation is generally lower during the demolition works, when compared to the peak construction period, traffic impacts during the tunnel excavation works are expected to be less than what is shown in the above intersection performance.

Therefore, the impacts of the proposed Hunter Street East tunnel excavation works would be no worse than what was identified in the RTS.

The existing road capacity will be maintained on the surrounding road network, and construction vehicles are to access and exit the site via a left turn movement on Hunter Street and O'Connell Street. As such, it is anticipated impact on traffic flow including emergency vehicle access will be minimal around the site.

6.2 Impact on Public Transport

JCG JV is aware that construction trucks associated with Sydney Metro City & Southwest have at times impeded the busses accessing the bus layover zone and even occupy the bus layover zone in O'Connell Street. After the site hand over the ETP project, JCG JV will advise truck drivers in the site induction training that construction trucks are not to occupy the bus layover zone at any given time, this will be policed by our site traffic controllers stationed at the site egress. Furthermore, 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 St.

JCG will maintain close liaison with the buses throughout the project and ensure they are notified of any potential changes and/or impacts.

The peak number of construction workers at the Hunter Street East construction site during the tunnel excavation works is expected to be 90 workers at any one time. The EIS identifies the peak construction workers for the Hunter Street East construction site to be 120 workers at any one time, which is higher than what JCG JV proposes.

It is expected that construction workers would travel to / from the construction site using various public transport modes available within the site vicinity. Considering the small workforce and the trip distribution across different transport modes, the impact on public transport is expected to be minimal and would be no worse than what was identified in the EIS.

6.3 Impact on Pedestrians

The proposed works will not result in any major pedestrian impacts as pedestrian movements will be maintained on the existing footpath under the B-class hoarding along the site frontages.

Traffic controller will be deployed at the site access / pedestrian interface to manage pedestrian movements on the O'Connell Street driveways and construction vehicle movements in and out of the site. Pedestrians on the footpath will always have the right of way. Where required, concertina gates will be used to hold pedestrian movements for a short period (maximum of one minute) to facilitate construction vehicle movements and increasing the safety of pedestrians traveling past the construction site. This is expected to have minimal impacts on the pedestrian travel time.

Advanced warning sign will be erected to warn and inform pedestrians of the changes in travel conditions and the traffic arrangement in place.

6.4 Impact on Cyclists

The proposed works will not result in any major impacts on cyclist activities in close proximity to the construction site. All cycle routes will be maintained for the duration of the proposed works.

6.5 Impact on Property and Utility Access

No impacts are expected on property and utility access from the proposed works as accesses to all surrounding properties and utilities will be maintained at all times.

6.6 Impact on Emergency Service and Access

The proposed works will not result in any impacts on emergency services and associated emergency accesses to and from nearby properties as emergency accesses to the subject site and neighbouring sites will be maintained at all times.

An Emergency Incident Management Plan is being prepared to detail the standard operating procedures for managing incident and access for emergency services.

In the event of a traffic and transport related incident, the primary point of contact for incident management would be Customer Journey Management (CJM), Customer Journey Planning (CJP), Transport Coordination and TMC's Operations Manager. Ongoing liaison would be undertaken with the police and emergency service agencies throughout the construction period and a 24-hour contact would be made available for 'out-of-hour' emergencies and accesses.

6.7 Impact on On-Street Parking

As the north portion of the Hunter Street East site for the tunnelling and excavation and lining has already been established and in use, there will be no reduction in parking on the surrounding road network.

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.

During demolition of the existing shed in the north portion of the site, the existing buildings in the south side of the site will be demolished, and parking will be removed for a site access on Hunter Street and establishing hoarding, however this will be addressed in a separate CTMP.

6.8 Impact on Special Events

A summary of the special events, which would be held in close proximity to the Hunter Street East construction site includes, but are not limited to, those provided in Table 11.

Table 11: Planned Special Events in Close Proximity to the Hunter Street East Construction Site

Indicative Month	Event	Location
January	Field Day	The Domain
January	Sydney Festival	Sydney CBD
January	Australia Day Celebrations	Primarily harbour foreshore area
February	Sydney Lunar Festival	Throughout Sydney CBD
February	Opera in the Domain	The Domain
March	Mardi Gras Parade / Party	Oxford Street / Hyde Park area
March	St Patrick's Day Parade and Festival	The Rocks
April	Anzac Day Parade	Martin Place, Pitt Street, George Street, Bathurst Street, Elizabeth Street, Hyde Park
April to May	Sydney Comedy Festival	Throughout Sydney CBD
May	Mother's Day Classic	Martin Place, Hyde Park and The Domain
May	Sydney Morning Herald Half Marathon	Throughout Sydney CBD
May/June	Vivid Festival	Throughout Sydney CBD

June	Sydney Film Festival	Throughout Sydney CBD
July	Reserve Forces Day	Macquarie Street
July	Sydney Harbour 10k & 5k	Throughout Sydney CBD
July	Bastille Day	The Rocks
August	City 2 Surf	Hyde Park, Park Street, William Street
September	Sydney Marathon	Milsons Point, Circular Quay, Sussex Street, Macquarie Street, Phillip Street, The Domain, Hyde Park, Oxford Street and Darling Harbour
September	Sydney Fringe Festival	Throughout Sydney CBD
September to October	Art and About Sydney	Throughout Sydney CBD
October	Sydney Spring Cycle	Milsons Point, Barangaroo, Cahill Expressway, Sussex Street
October	Seven Bridges Walk	Throughout Sydney CBD
October	Australian Beer Festival	The Rocks
October	Oktoberfest in the Gardens	The Domain
October to November	Good Food Month	Hyde Park
October to November	Night Noodle Markets	Hyde Park
November	Sydney International Art Series	Throughout Sydney CBD
December	Carols in the Domain	The Domain
December	Christmas Tree and Lights	Martin Place
December	Sydney to Hobart Yacht Race	Sydney Harbour foreshore
December/January	New Years' Eve Celebrations	Primarily Circular Quay, Blues Point and Barangaroo areas. Whole Sydney CBD would be affected.

A majority of the listed events occur on an annual basis, and JCG JV will coordinate and liaison with event organisers and TfNSW and CJP would be undertaken to manage the potential impacts on the event attendees, general public and the construction works.

Ongoing liaisons with event organisers and TfNSW and CJP would be undertaken to manage the potential impacts on the event attendees, general public and the construction works.

6.9 Cumulative Impacts

The EIS identifies the following development as major projects in close proximity to the Hunter Street East construction site:

- Hunter Street West
- Martin Place Metro Station
- 4-6 Bligh Street
- One Sydney Harbour
- 50-52 Phillip Street
- 65-77 Market Street
- 317 and 319-321 George Street
- 194-204 Pitt Street
- 301 and 305 Kent Street

All vehicle movements generated by the proposed works would be minimised during the peak hours, where possible

While these projects have potentials to generate traffic and transport impacts, the EIS does not consider these projects would significantly affect the Hunter Street East construction site, therefore no modelling has been undertaken for the cumulative assessment with this proposal on the surrounding road network. This is because different construction vehicle routes will be used, or the volume of construction vehicles for the developments will be negligible.

No other major projects have been identified in the vicinity of the site. Therefore, the cumulative impacts would be no worse than what was identified in the EIS.

7 Environmental Control Measures

As the site has been functioning under the City and Southwest project and there are no significant changes to the road network, active transport, and parking, the expected impacts are minimal for the tunnelling and excavation stage of construction.

However, management and mitigation measurements are to be implemented to minimise any impacts on the road environment which are outlined in the sections below.

7.1 General Traffic Management Measures

Effective traffic and transport management enables the provision of a safe road environment, which contributes the success of the Project. The following management measures in Table 12 are proposed to minimise the impacts of the proposed works.

Table 12: Traffic Management Measures

Management and Mitigation Measures	Responsibility
Traffic controllers with approved clothing shall be provided to guide and control pedestrians on the footpath while trucks are entering/exiting the site.	Traffic Manager Site Project Manager
Concertina gates and traffic controller would be deployed to temporarily hold pedestrians on either side of the driveway whenever a truck is entering/ exiting the site.	Site Project Manager Traffic Controller
Nominated construction haulage route would be communicated to truck drivers and adhered to. Where practicable, these routes shall involve using major arterial roads, before using local roads.	Traffic Manager Site Project Manager
Material haulage would be managed to maximise vehicle loads and minimise vehicle movements, where practicable.	Site Project Manager
All traffic control plans shall comply with AS1742.3:2002 Traffic Control Devices for Works on Roads and Roads and Maritime's Traffic Control at Work Sites.	Traffic Manager Environmental Officer
General signposting would be displayed on the hoardings with the appropriate warning signs to guide pedestrians across the site access driveways.	Site Project Manager
Clean-up crews, including street sweepers, would be available to manage material spills.	Site Project Manager
All loads except loads carrying machineries and metals (steel reinforcement, black iron, heavy steel, etc.) would be covered prior to leaving site.	Site Project Manager
General public access to surrounding areas including commercial, retail and residential properties would be maintained during excavation and construction.	Traffic Manager Site Project Manager
Hoardings would be utilised to separate pedestrians and site vehicle movements and to provide overhead protection.	Traffic Manager Site Project Manager

7.2 Traffic Guidance Scheme / Vehicle Movement Plans

Traffic guidance scheme or TGS (previously known as Traffic Control Plan (TCP)) and vehicle movement plan details the arrangement of signage and traffic devices to manage traffic at and around the construction site. The preparation of TGSs generally considers the followings:

- Warning signage for vehicles and pedestrians at the site access to alert them of the presence of heavy vehicle traffic, warn/ inform drivers of changes to the usual road conditions, and to guide drivers through the construction site area.
- Qualified traffic controllers to manage pedestrian and control activities at the existing site accesses.
- The movement of trucks to and from the site access would be maintained under normal traffic conditions.
- Pedestrians and all passing vehicles will have the right of way at all times.
- The construction site would be separated from pedestrians and general traffic by erection of hoarding around the site boundaries.
- All traffic signage would be clean, clearly visible and not obscured
- All vehicle movements generated by the proposed works would be minimised during the peak hours, where possible.

7.3 Pedestrian Movement Plan

Pedestrian Movement Plans (PMP) will be developed for each stage of works when there are identified impacts of the construction works on the pedestrian travel paths. This plan will be attached in the relevant CTMP.

In general, the PMP outlines the impacted pedestrian paths and the alternative paths or measures in place to manage pedestrian movements. This includes, but are not limited, traffic signage and traffic devices.

7.4 Construction Parking and Access Strategy

Construction Parking and Access Strategy is being developed to detail the loss of parking resulted from the proposed works, including the loss of parking already identified in the EIS. The plan would outline the parking arrangements including identification of impacts and proposed mitigation measures, where relevant.

8 Compliance Management

8.1 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
- Relevant legislation and guidelines
- Nominated construction transport routes
- Construction parking and access / egress requirements
- Construction trucks must not occupy the bus layover zone in O'Connell Street at all times.

8.2 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.

8.3 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.

8.4 Auditing

Audits (both internal and external) will be undertaken to assess the effectiveness of the proposed management measures, compliance with this site-specific CTMP, CoA and other relevant approvals, license and guidelines. The audits will be undertaken by independent road safety auditors to assess the safety performance of new or modified local road, parking, pedestrians and cycle infrastructure (including ancillary facilities) to ensure the requirements of relevant design, engineering and safety guidelines are met. The road safety audits will be undertaken by auditors that are independent with Level 3 certification and another auditor with Level 2 or higher certification in line with the TfNSW Road Safety Audit Practices guideline.

The audit will be undertaken by an appropriately qualified and experienced road safety auditors during the detailed design development (audits of plans) and audits findings. Recommendations must be actioned prior to the commencement of the construction of the relevant infrastructure.

8.5 Reporting

JCG JV would report to the TMC, TTLG 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.

8.5.1 Monthly Reporting

A monthly report would be submitted to TfNSW and TMC 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
- Community and media comments and complaints and JCG JV responses to these comments and complaints

8.5.2 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.

9 Review and Improvement

9.1 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.

9.2 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 13: 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	The traffic component of the site induction will include information on: ▪ site access/ egress arrangements (workers, vehicles) ▪ .pedestrian areas and no go zones ▪ Driver awareness of designated routes Requirements to comply with approved CTMP	People and Culture Manager Traffic and Transport Manager	▪ Induction Presentation
1.2	Personnel are trained and assessed according to the training plan	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: ▪ 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. RMS certification requirements for the development and implementation of TGS/ CTMP	People and Culture Manager Traffic and Transport Manager Spoil Manager	▪ Signed Heavy Vehicle Code of Conduct ▪ RMS Certification
1.3	Toolbox talks are used to reinforce key management, requirements and lessons learnt	Toolbox talks will be held regularly during construction works and investigations. They will reinforce and reiterate information from inductions.	Approvals, Environment and Sustainability Manager Site Manager	▪ Toolbox records
1.4	All personnel have completed an induction containing relevant traffic information before they are authorised to work on the Project	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 • improve vehicle safety, eliminate heavy vehicle blind spots, and monitor vehicle location and driver behaviour.	People and Culture Manager Traffic and Transport Manager Spoil Manager	Signed Heavy Vehicle Code of Conduct ▪ TfNSW Certification

		Additional enhancements for pedestrian, cyclist and motorist safety near the construction sites would be implemented during construction. This would include measures such as: • 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 safety risks will be removed or reduced so far as is reasonably practicable. • Requiring technology and equipment to improve vehicle safety, eliminate heavy vehicle blind spots, and monitor vehicle location and driver behaviour. Driver training and vehicle requirements are outlined in the Sydney Metro Principal Contractor Health and Safety Standard. As described in the Construction Traffic Management Framework heavy vehicle drivers will be made fully aware by the contractor of the construction site traffic management arrangements and site-access requirements, including approach and departure routes and any heavy		

		vehicle noise management measures required. Driver training will consider current best practice and information, including cycle awareness training. The contractor must ensure that regular briefings are provided to drivers on routes, potential changes and impacts on the routes in the form of toolbox talks. Contractors must ensure mandatory completion of the Sydney Metro project-specific heavy vehicle driver introduction training and are required to have systems in place to monitor vehicle locations at all times and report and address any identified non-conformances.		

Element 2: Monitoring and reporting

Table 14: 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	▪ 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 15: Element 3: Auditing, review and improvement

ID	Expectations/Requirements	JCG JV Response	Responsibility	Deliverables
3.1	Road safety audits are to be undertaken	Section 8.4	Traffic and Transport Manager Site Manager	▪ 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 Co-ordinators	▪ Audit Reports ▪ Corrective Action Reports

3.3	All non-compliances are reported and actioned	A traffic non-conformance can generally be defined as a failure to comply with: ▪ Project Planning Approval or ▪ Revised Environmental Management Measures 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. Corrective and Preventative Actions may also be raised in accordance with the CEMP.	Approvals, Environment and Sustainability Manager Environment Co-ordinators	

Element 4: Project specific requirements

Condition of Approval (SSI 19238057)

Table 16: Conditions of Approval (SSI 19238057)

ID	Requirements (Conditions)	JCG JV Response	Responsibility	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 6.5	Site Project Manager	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 6.5.	Site Project Manager	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 6.3, Section 6.4, Section 6.5 and Section 6.7	Site Project Manager Stakeholder and Community Engagement Director Traffic Manager	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 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.	Section 5.3.3	Traffic Manager	Pre-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 CTMP and the overarching CTMP in a separate document	Traffic Manager	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.	Section 5.3	Traffic Manager	Pre-construction
D74	All requests to the Planning Secretary under Condition D73 must include the following:			
	(a) a swept path analysis;	Appendix A	Traffic Manager	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;	Section 5.3, Section 6.3 and Section 6.4		
	(c) details as to the date of completion of the road dilapidation surveys for the subject local roads;	Section 5.9	Interface & Integration Director	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	Section 5.3	Traffic Manager	Pre-construction
	(e) written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a) to (d) of this condition.	Section 5.3	Traffic Manager	Pre-construction
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 5.9	Interface & Integration Director	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):	Section 5.9		
	(a) compensate the relevant council for the damage so caused; or	Section 5.9	Interface & Integration Director	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 5.9	Interface & Integration Director	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 6.7	Traffic Manager	Construction
	(b) minimise idling and queueing on state and regional roads;	Section 6.7	Traffic Manager	Construction
	(c) not carry out marshalling of construction vehicles near sensitive land user(s);	Section 6.7	Traffic Manager	Construction
	(d) not block or disrupt access across pedestrian or shared user paths at any time unless alternative access is provided; and	Section 6.3	Traffic Manager	Construction
	(e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs.	Section 5.3	Traffic Manager	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.	CPAS in a separate document	Traffic Manager	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.	Addressed in the OCTMP	Construction Integration Manager	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	Addressed in the OCTMP	Traffic Manager	Pre-construction

	networks, public transport services, and pedestrian and cyclist movements. Revised traffic management measures must be incorporated into the CTMPs.			
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 Group before the completion and use of the subject infrastructure and must be made available to the Planning Secretary upon request.	Section 8.4, Appendix C	Traffic Manager	Pre-construction
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 6.3, Section 6.8	Traffic Manager	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 0 and a separate CPAS document	Site Project Manager Traffic Manager	Pre-construction

Revised Environmental Mitigation Measures

Table 17: Revised Environmental Mitigation Measures

ID	Requirements (REMM)	JCG JV Response (refer to this CTMP)	Responsibility	Timing
TT1	The community would be notified in advance of proposed road and pedestrian network changes through appropriate forms of community liaison.	Addressed in the OCTMP	Stakeholder and Community Engagement Director	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.	Addressed in the OCTMP	Traffic Manager	Construction
TT3	Access to properties for emergency vehicles would be provided at all times.	Addressed in the OCTMP	Site Project Manager	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 6.3 and Section 6.4	Site Project Manager Traffic Manager	Construction

TT5	Additional enhancements for pedestrian, cyclist and motorist safety near the construction sites would be implemented during construction. This would include measures such as: ▪ 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 Requiring technology and equipment to improve vehicle safety, eliminate heavy vehicle blind spots, and monitor vehicle location and driver behaviour.	Section 5.3, Section 5.7 and Section 6.1	Traffic Manager Stakeholder and Community Engagement Director People and Culture Director	Construction
TT6	All trucks would enter and exit construction sites in a forward direction, where feasible and reasonable.	Section 5.1	Site Project Manager Traffic Manager	Construction
TT7	Construction site traffic would be managed to minimise movements during peak periods.	Section 7.1	Site Project Manager Traffic Manager	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 6.7 and Section 7	Traffic Manager	Pre-construction
TT11	Construction sites would be managed to minimise the number of construction workers parking on surrounding streets by: Encouraging workers to use public or active transport ▪ Encouraging ride sharing Provision of alternative parking locations and shuttle bus transfers where feasible and reasonable.	Section 5.5	Site Project Manager Traffic Manager	Construction
TT18	Access to existing properties and buildings would be maintained in consultation with property owners.	Section 6.5	Site Project Manager Stakeholder and Community Engagement Director	Construction

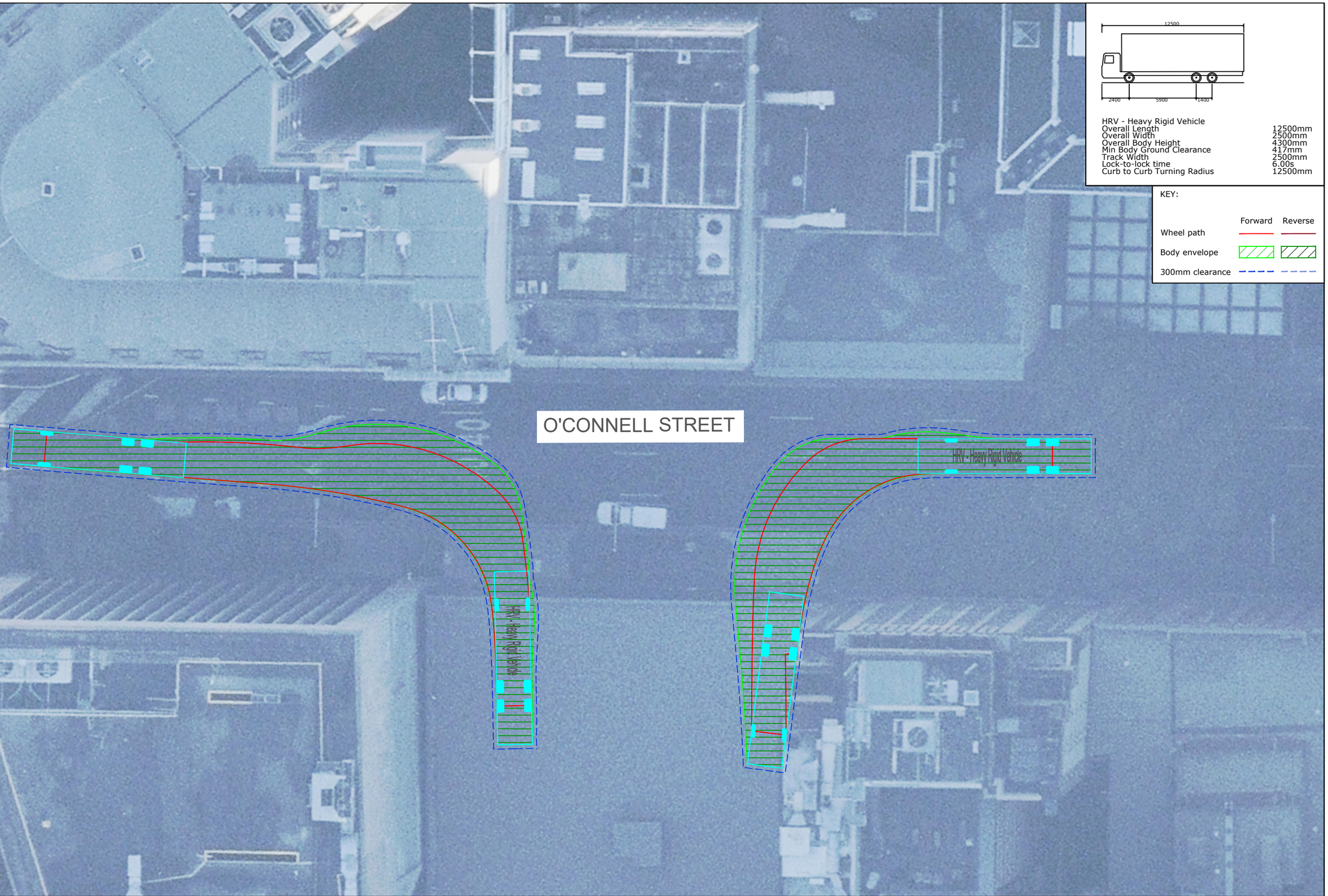
Construction Environmental Management Framework

Table 18: Construction Environmental Management Framework

ID	Requirements (CEMF)	JCG JV Response	Responsibility	Timing
3.3 (a)	Site-specific Construction Traffic Management Plan	This Plan	Traffic Manager	Construction
(b)	Traffic Guidance Scheme	Section 7.2	Traffic Manager Environmental Manager	Construction
(c)	Pedestrian Movement Plans	Section 7.3	Traffic Manager	Construction
(d)	Vehicle Movement Plans	Section 7.2	Traffic Manager Environmental Manager	Construction
(e)	Parking Management Plan	Section 7.4	Traffic Manager	Construction

Part C Appendices

Appendix A Swept Path Analysis



HRV - Heavy Rigid Vehicle

Overall Length	12500mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	417mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	JG	DL	DL	05/01/23
B	ISSUE FOR DISCUSSION	JG	DL	DL	11/01/23
C	ISSUE FOR DISCUSSION	JG	DL	DL	06/02/03

ttpp transport planning

PROJECT
SYDNEY METRO WEST PROJECT
HUNTER STREET EAST - TUNNELING OPERATIONS

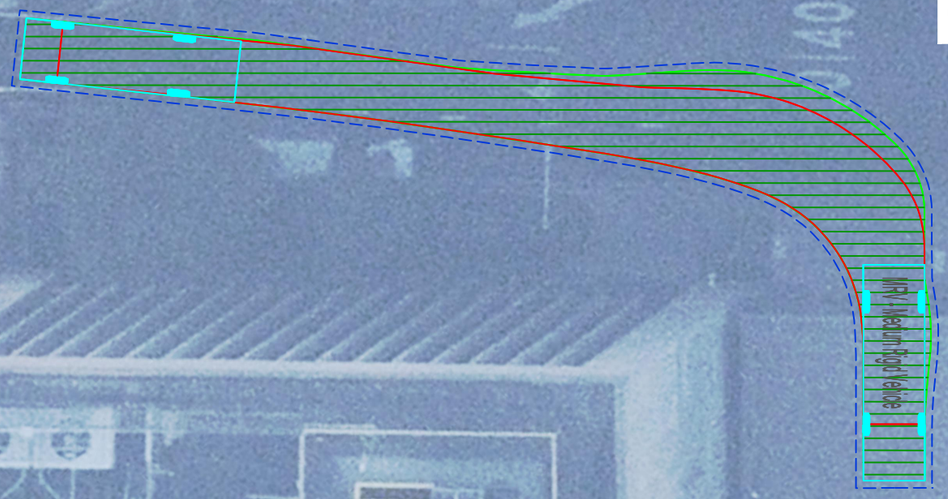
TITLE
SWEPT PATH ANALYSIS
AS290.2 12.5m HEAVY RIGID VEHICLE

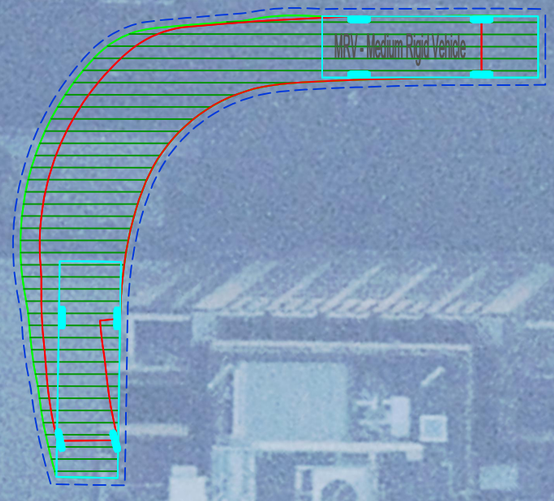
DWG No. 21480CAD003
FIGURE 1

DATE STAMP 06 FEBRUARY 2023

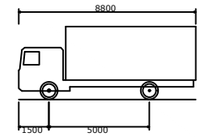
PROJECT No.	SCALE	REV.
21480	1:250 @A3	C

Filename: 21480CAD003-230206-SWEPT PATHS HUNTER ST EAST.dwg Date: 6 February 2023





O'CONNELL STREET



MRV - Medium Rigid Vehicle

Overall Length	8800mm
Overall Width	2500mm
Overall Body Height	3633mm
Min Body Ground Clearance	428mm
Track Width	2500mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10000mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	JG	DL	DL	05/01/23
B	ISSUE FOR DISCUSSION	JG	DL	DL	11/01/23
C	ISSUE FOR DISCUSSION	JG	DL	DL	06/02/03

ttpp transport planning

PROJECT
SYDNEY METRO WEST PROJECT
HUNTER STREET EAST - TUNNELING OPERATIONS

TITLE
SWEPT PATH ANALYSIS
AS290.2 8.8m MEDIUM RIGID VEHICLE

DWG No. 21480CAD003
FIGURE 2

DATE STAMP 06 FEBRUARY 2023

PROJECT No.	SCALE	REV.
21480	1:250 @A3	C

Filename: 21480CAD003-230206-SWEPT PATHS HUNTER ST EAST.dwg Date: 6 February 2023

Appendix B Traffic Guidance Schemes

TRAFFIC MANAGEMENT NOTES:

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. ALL SIGNS TO BE MINIMUM SIZE A.
4. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
5. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
6. ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE TFNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER6 (2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
7. THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "APPLY TRAFFIC CONTROL PLANS" (YELLOW TICKET) AND THE TFNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
8. IT IS THE SITE FOREMAN'S RESPONSIBILITY TO ENSURE THE FOLLOWING:
   - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
   - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES
   - PEDESTRIAN ACCESS AROUND THE WORK AREA TO BE MAINTAINED AT ALL TIMES.
   - AT ALL TIMES UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE
   - IF THERE IS NO DESIGNATED SITE FOREMAN, THE RESPONSIBILITY SHALL FALL ON THE CONTRACTOR OF WORKS
9. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009
10. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH THE SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS MADE TO SUIT SITE CONDITIONS.
11. ALL CONSTRUCTION VEHICLE ACTIVITY SHOULD BE MINIMISED, WHERE POSSIBLE, DURING PEAK PERIODS.
12. NO TRUCK QUEUING OR PARKING WILL BE PERMITTED IN ANY PUBLIC ROAD OUTSIDE THE PROPOSED WORKS ZONE.
13. VEHICLES ALREADY ON THE ROAD WILL HAVE A RIGHT OF WAY. AS SUCH EVERY VEHICLE LEAVING THE SITE MUST WAIT UNTIL A SUITABLE GAP IN TRAFFIC ALLOWS THEM TO EXIT UNDER THE DIRECTION OF QUALIFIED TRAFFIC AND PEDESTRIAN CONTROLLER.
14. PEDESTRIANS WILL ONLY BE HELD FOR SHORT TIME TO ALLOW TRUCKS TO ENTER AND EXIT FROM THE SITE. PEDESTRIANS HAVE THE RIGHT OF WAY ON THE FOOTPATH AND WILL NOT BE STOPPED IN ANTICIPATION.
15. ADJOINING PROPERTIES AND SIDE ROADS WILL NOT BE AFFECTED BY THE WORKS.

CERTIFICATION

THE UNDERSIGNED HAS OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN" CERTIFICATION.

CERTIFICATE NO: 0051973479
DORIS LEE

'LOOK OUT FOR TRUCKS' PAVEMENT MESSAGE INSTALLED ON BOTH APPROACHES TO EACH DRIVEWAY

TFNSW QUALIFIED TRAFFIC CONTROLLERS TO ASSIST VEHICLE ARRIVAL/DEPARTURE FROM SITE ACCESS.
IT IS THE INTENTION TRAFFIC ON O'CONNELL STREET WILL NOT BE STOPPED OR HELD. AS A CONTINGENCY MEASURE IF REQUIRED, WORKERS SYMBOLIC (T1-5), PREPARE TO STOP (T1-8) AND TRAFFIC CONTROLLER SYMBOLIC (T1-34) SIGNS CAN BE INSTALLED IN A RARE OCCASION THAT TRAFFIC IS REQUIRED TO STOP INTERMITTENTLY. TRAFFIC CONTROLLERS TO MANAGE CONCERTINA GATES AT EACH DRIVEWAY.

O'CONNELL STREET
HUNTER STREET
PITT STREET
BLIGH STREET
STOP
R1-1
15m
30m
T1-5
W8-5
W5-22
T1-18
PREPARE TO STOP
WS-22
T1-34

LEGEND
- SUBJECT SITE
- DEMOLITION AREA
- B-CLASS HOARDING
- PEDESTRIAN ROUTE
- SIGN POST
- TRAFFIC CONTROLLER
- CONSTRUCTION ACCESS GATE
- CONCERTINA GATE

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	JG	DL	DL	05/01/23
B	ISSUE FOR DISCUSSION	JG	DL	DL	11/01/23
C	FOR APPROVAL	JG	DL	DL	06/02/23

ttpp transport planning

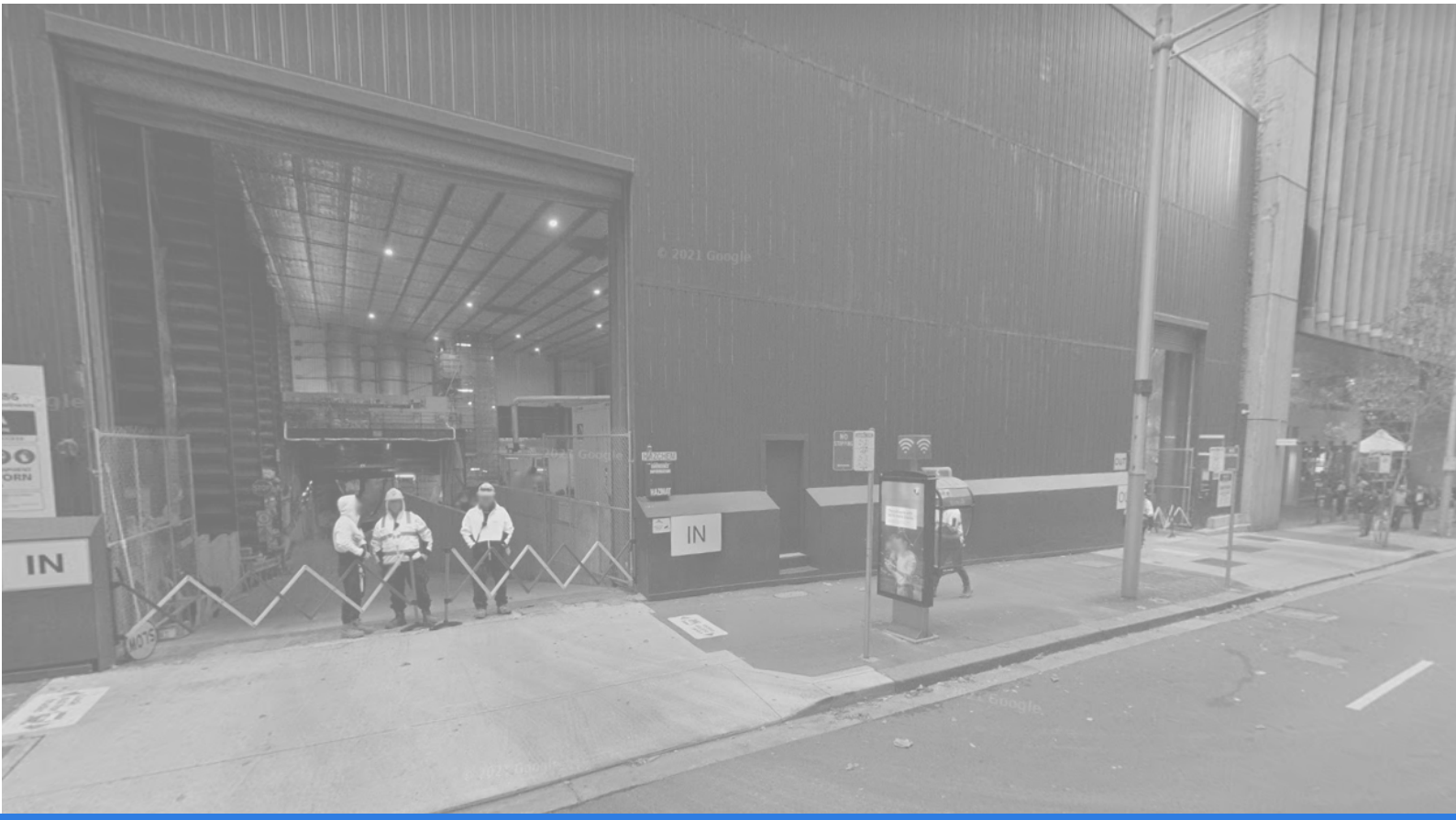
PROJECT: SYDNEY METRO WEST PROJECT
HUNTER STREET EAST - TUNNELING OPERATIONS

TITLE: TRAFFIC GUIDANCE SCHEME

DWG No. 21480CAD001 FIGURE 1
DATE STAMP 06 FEBRUARY 2023
PROJECT No. 21480 | SCALE NTS | REV. C

Filename: 21480CAD001-230206_TGS_HUNTER-ST-EAST.dwg
Date: 6 February 2023

Appendix C Road Safety Audit



Hunter Street East - Tunnelling and Lining Design Road Safety Audit

Prepared for:

JCG JV

11 January 2023

The Transport Planning Partnership

Hunter Street East - Tunnelling and Lining Design Road Safety Audit

Client: JCG JV

Version: V02

Date: 11 January 2023

TTPP Reference: 21480

Quality Record

Version	Date	Prepared by	Reviewed by	Approved by	Signature
V01	11/1/2023	Stephen Read	Wayne Johnson	Wayne Johnson	
V02	11/1/2023	Stephen Read	Wayne Johnson	Wayne Johnson	

Table of Contents

Tables

APPENDICES

1 Road Safety Audit Summary

Audited project:	Hunter Street East - Tunnelling and Lining
Client:	JCG JV
Project manager:	Nathan Bryant
Email address:	[redacted]
Telephone:	[redacted]
Audit Team:	Stephen Read (level 3 lead road safety auditor) Wayne Johnson (level 3 road safety auditor)
Audit type:	Design (Desktop)
Commencement meeting:	N/A
Audit date:	5 January 2023
Completion meeting:	Not required

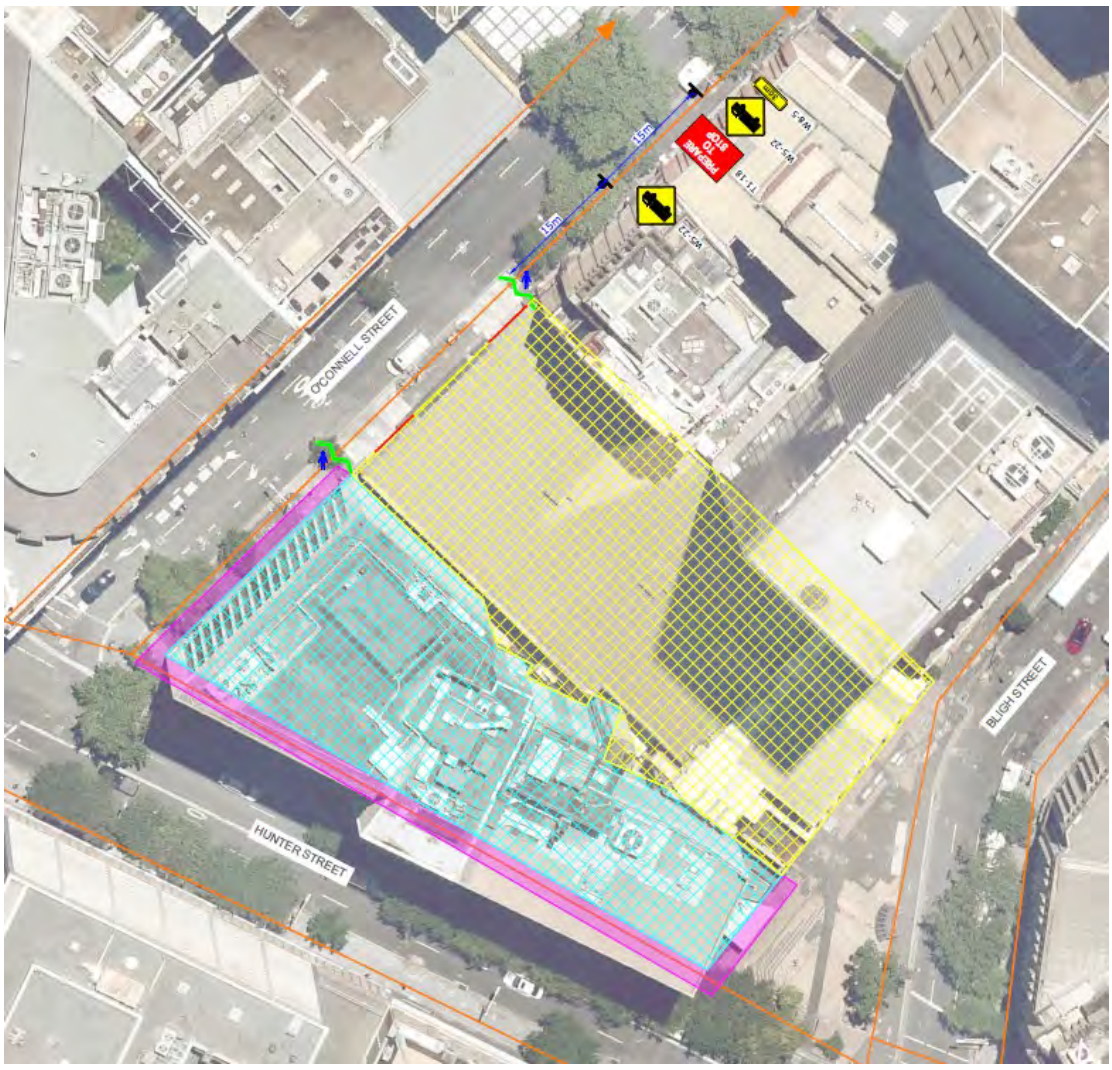
2 Introduction

2.1 Background

This report has been prepared on behalf of JCG JV to present road safety audit findings that have been identified from the implementation of traffic control measures during the tunnelling operation at the Hunter Street East site, as part of the Sydney Metro West Eastern Tunnelling Package.

The existing use of the site is a tunnelling site as part of the Sydney Metro City and Southwest project. After the handover of the site, the existing access and egress driveways on the east side of O'Connell Street as shown in Figure 2.1 will continue to be used by heavy vehicles to access the existing acoustic shed that will be utilised during the tunnelling operation.

Figure 2.1: Existing Driveways To be Used during Tunnelling Operation



2.2 Audit Objective

The objective of this Audit is to examine the road safety issues associated with the traffic management controls that will be implemented during the tunnelling operation at the Hunter Street East site.

2.3 Procedures and Reference Material

The procedures used are described in the following guidelines:

- Roads and Maritime Services' 2011 Guidelines for Road Safety Audit Practices
- Austroads Guide to Road Safety 2022: Part 6 Road Safety Audits

2.4 Audit Team

The RSA was carried out by the following team:

- Stephen Read (RSA-02-0652) – level 3 road safety auditor (lead auditor)
- Wayne Johnson (RSA-02-0769) - level 3 road safety auditor (team member)

Stephen and Wayne are registered road safety auditors with the NSW Centre for Road Safety and are experienced in traffic engineering and design/ inspection of traffic management schemes. Both auditors are independent of the road design process.

3 Road Safety Audit Program

3.1 Commencement Meeting

A formal meeting was not held.

3.2 Site and Field Audit

No site inspection was undertaken for this desktop design audit.

3.3 Completion Meeting

Not required.

4 Road Safety Audit Findings

4.1 Introduction

Table 4.1 provides specific details of the road safety deficiencies and a risk rating as extreme, high, medium, low or negligible. The risk ratings have been based on the risk matrix presented in Table 4.1, which has been adopted from the latest Austroads Guide to Road Safety: Road Safety Audit (2022).

Table 4.1: Risk Matrix

			Severity				
			Insignificant	Minor	Moderate	Serious	Fatal
			Property damage	Minor first aid	Major first aid and/or presents to hospital (not admitted)	Admitted to hospital	Death within 30 days of the crash
Likelihood (includes exposure)	Almost Certain	One per quarter	Medium	High	High	Extreme (FSI)	Extreme (FSI)
	Likely	Quarter to 1-year	Medium	Medium	High	Extreme (FSI)	Extreme (FSI)
	Possible	1 to 3 years	Low	Medium	High	High (FSI)	Extreme (FSI)
	Unlikely	3 to 7 years	Negligible	Low	Medium	High (FSI)	Extreme (FSI)
	Rare	7 years+	Negligible	Negligible	Low	Medium (FSI)	High (FSI)

The terms in Table 4.1 are described below.

Likelihood:

- Almost certain – occurrence once per quarter
- Likely – occurrence once per quarter to once per year
- Possible – occurrence once per year to once every three years
- Unlikely – occurrence once every three years to once every seven years
- Rare – occurrence less than once every seven years.

Severity:

- Insignificant – property damage
- Minor – minor first aid
- Moderate – major first aid and/or presents to hospital (not admitted)
- Serious – admitted to hospital
- Fatal – at scene or within 30 days of the crash.

Priority:

- Negligible – no action required
- Low – should be corrected or the risk reduced if the treatment cost is low
- Medium – should be corrected or the risk significantly reduced, if the treatment cost is moderate, but not high
- High – should be corrected or the risk significantly reduced, even if the treatment cost is high
- Extreme – must be corrected regardless of cost.

4.2 Responding to the Audit Report

As set out in the road safety audit guidelines, the responsibility for the road rests with the project manager, not with the auditor. The project manager is under no obligation to accept the audit findings. Neither is it the role of the auditor to agree to, or approve the project manager's responses to the audit.

The audit provides the opportunity to highlight potential road safety problems and have them formally considered by the project manager in conjunction with all other project considerations.

4.3 Road Safety Audit Findings

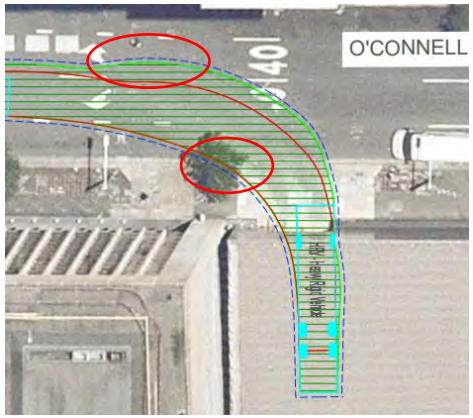
The audit findings are documented in Table 4.2 which provides:

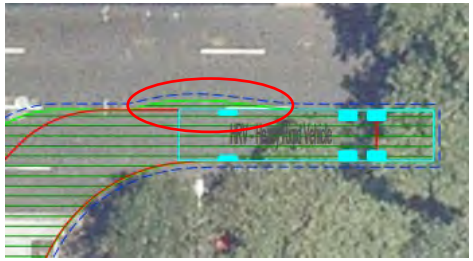
- specific details of the road safety issues identified during the audit
- a risk level rating for each of the road safety audit findings.

It should be acknowledged that positive attributes of the audited road section have not been discussed. Deficiencies that do not cause a safety problem are also not listed.

In-line with TfNSW's best practice recommendations have not been included in the road safety audit findings.

Table 4.2: Road Safety Audit Findings

Item No.	Location	Descriptions of Findings	Photo	Likelihood	Severity	Risk Rating	Designer Response
1.	Exit Driveway	The swept path appears to be outside the driveway layback and runs over the footpath, through parking signage and over the kerb when exiting. Further, the swept path crosses adjacent lanes. There is a chance of side swipe type crashes given the high traffic volumes in the Sydney CBD. Also, there may be damage to kerbs. However, it appears that the swept path could be shifted to demonstrate that these issues can be avoided by using more of the driveway.	 	Possible	Property damage	Low	Swept path diagram has been updated to avoid encroaching the kerb by straddling the third travel lane (right turn lane), as consistent with how trucks leave the existing site as part of the Sydney Metro City & Southwest project. Qualified traffic controller will assist construction truck arrival and departure from the site. It is the intention that traffic on O'Connell Street will not be stopped or held. As a contingency measure if required, WORKERS symbolic (T1-5), PREPARE TO STOP (T1-18) and traffic controller symbolic (T1-34) signs can be installed in a rare occasion that traffic is required to stop intermittently.

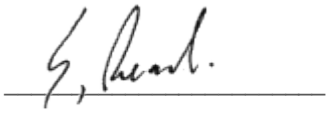
Item No.	Location	Descriptions of Findings	Photo	Likelihood	Severity	Risk Rating	Designer Response
2.	Entry Driveway	The swept path shows that the rear of the vehicle turning would encroach on the adjacent lane. This may lead to side swipe type crashes. Note: Scale could be out on this drawing as the lanes should be about 3m and design vehicle is 2.5m wide		Unlikely	Minor	Low	Swept path assessment has been updated with the truck straddling the second and third lanes to avoid side-swiping the vehicle in the third lane.
3.	Pedestrian gates	There appears to be no signage or pavement decal for pedestrians to warn them that trucks are accessing the construction site. It is however acknowledged that traffic controllers will be placed at either end of the closures.				Note Only	The existing pavement message will continue to be used to warn pedestrians to look out for trucks entering and leaving the site on O'Connell Street. These are located on the footpath on both sides of the site access and egress driveways. 

5 Concluding Statement

The findings and opinions in the report are based on the examination of the specific road and environs, and might not address all concerns existing at the time of the audit.

The auditors have endeavoured to identify features of the road that could be modified in order to improve safety, although it must be recognised that safety cannot be guaranteed since no road can be regarded as absolutely safe.

While every effort has been made to ensure the accuracy of this report, it is made available strictly on the basis that anyone relying on it does so at their own risk without any liability to the Auditors.



Stephen Read
Level 3 Lead Road Safety Auditor
The Transport Planning Partnership

Wayne Johnson
Level 3 Road Safety Auditor
The Transport Planning Partnership

Appendix A

Design Drawings

TRAFFIC MANAGEMENT NOTES:

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. ALL SIGNS TO BE MINIMUM SIZE A.
4. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
5. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
6. ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE TFNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER6 (2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
7. THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "APPLY TRAFFIC CONTROL PLANS" (YELLOW TICKET) AND THE TFNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
8. IT IS THE SITE FOREMAN'S RESPONSIBILITY TO ENSURE THE FOLLOWING:
   - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
   - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES
   - PEDESTRIAN ACCESS AROUND THE WORK AREA TO BE MAINTAINED AT ALL TIMES.
   - AT ALL TIMES UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE
   - IF THERE IS NO DESIGNATED SITE FOREMAN, THE RESPONSIBILITY SHALL FALL ON THE CONTRACTOR OF WORKS
9. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009
10. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH THE SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS MADE TO SUIT SITE CONDITIONS.
11. ALL CONSTRUCTION VEHICLE ACTIVITY SHOULD BE MINIMISED, WHERE POSSIBLE, DURING PEAK PERIODS.
12. NO TRUCK QUEUING OR PARKING WILL BE PERMITTED IN ANY PUBLIC ROAD OUTSIDE THE PROPOSED WORKS ZONE.
13. VEHICLES ALREADY ON THE ROAD WILL HAVE A RIGHT OF WAY. AS SUCH EVERY VEHICLE LEAVING THE SITE MUST WAIT UNTIL A SUITABLE GAP IN TRAFFIC ALLOWS THEM TO EXIT UNDER THE DIRECTION OF QUALIFIED TRAFFIC AND PEDESTRIAN CONTROLLER.
14. PEDESTRIANS WILL ONLY BE HELD FOR SHORT TIME TO ALLOW TRUCKS TO ENTER AND EXIT FROM THE SITE. PEDESTRIANS HAVE THE RIGHT OF WAY ON THE FOOTPATH AND WILL NOT BE STOPPED IN ANTICIPATION.
15. ADJOINING PROPERTIES AND SIDE ROADS WILL NOT BE AFFECTED BY THE WORKS.

CERTIFICATION

THE UNDERSIGNED HAS OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN" CERTIFICATION.

CERTIFICATE NO: 0051973479
DORIS LEE

'LOOK OUT FOR TRUCKS' PAVEMENT MESSAGE INSTALLED ON BOTH APPROACHES TO EACH DRIVEWAY

TFNSW QUALIFIED TRAFFIC CONTROLLERS TO ASSIST VEHICLE ARRIVAL/DEPARTURE FROM SITE ACCESS.
IT IS THE INTENTION TRAFFIC ON O'CONNELL STREET WILL NOT BE STOPPED OR HELD. AS A CONTINGENCY MEASURE IF REQUIRED, WORKERS SYMBOLIC (T1-5), PREPARE TO STOP (T1-8) AND TRAFFIC CONTROLLER SYMBOLIC (T1-34) SIGNS CAN BE INSTALLED IN A RARE OCCASION THAT TRAFFIC IS REQUIRED TO STOP INTERMITTENTLY. TRAFFIC CONTROLLERS TO MANAGE CONCERTINA GATES AT EACH DRIVEWAY.

O'CONNELL STREET
HUNTER STREET
PITT STREET
BLIGH STREET
STOP
R1-1
T1-5
T1-8
PREPARE TO STOP
W8-5
30km
W5-22
T1-34
1.5m

LEGEND
- SUBJECT SITE
- DEMOLITION AREA
- B-CLASS HOARDING
- PEDESTRIAN ROUTE
- SIGN POST
- TRAFFIC CONTROLLER
- CONSTRUCTION ACCESS GATE
- CONCERTINA GATE

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	JG	DL	DL	05/01/23
B	ISSUE FOR DISCUSSION	JG	DL	DL	11/01/23
C	FOR INFORMATION	JG	DL	DL	06/02/23

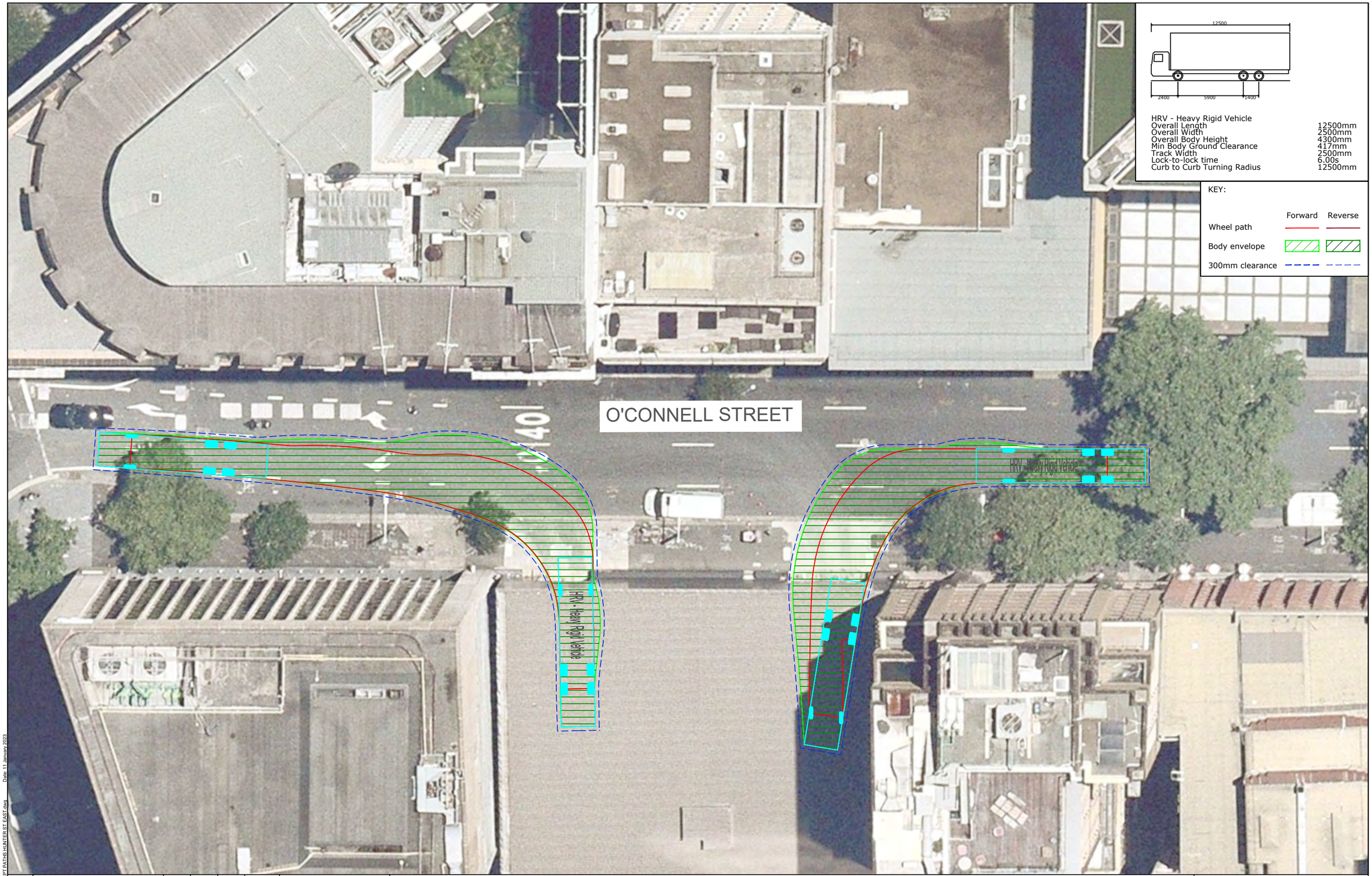
ttpp transport planning

PROJECT: SYDNEY METRO WEST PROJECT
HUNTER STREET EAST - TUNNELING OPERATIONS

TITLE: TRAFFIC GUIDANCE SCHEME

DWG No. 21480CAD-HU FIGURE 1
DATE STAMP 06 FEBRUARY 2023
PROJECT No. 21480 | SCALE NTS | REV. C

Date: 10 March 2023
Filename: 21480CAD-HUNTER-F-002-230206-TGS.dwg



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	JG	DL	DL	05/01/23

ttpp transport planning

PROJECT
SYDNEY METRO WEST PROJECT
HUNTER STREET EAST - TUNNELING OPERATIONS

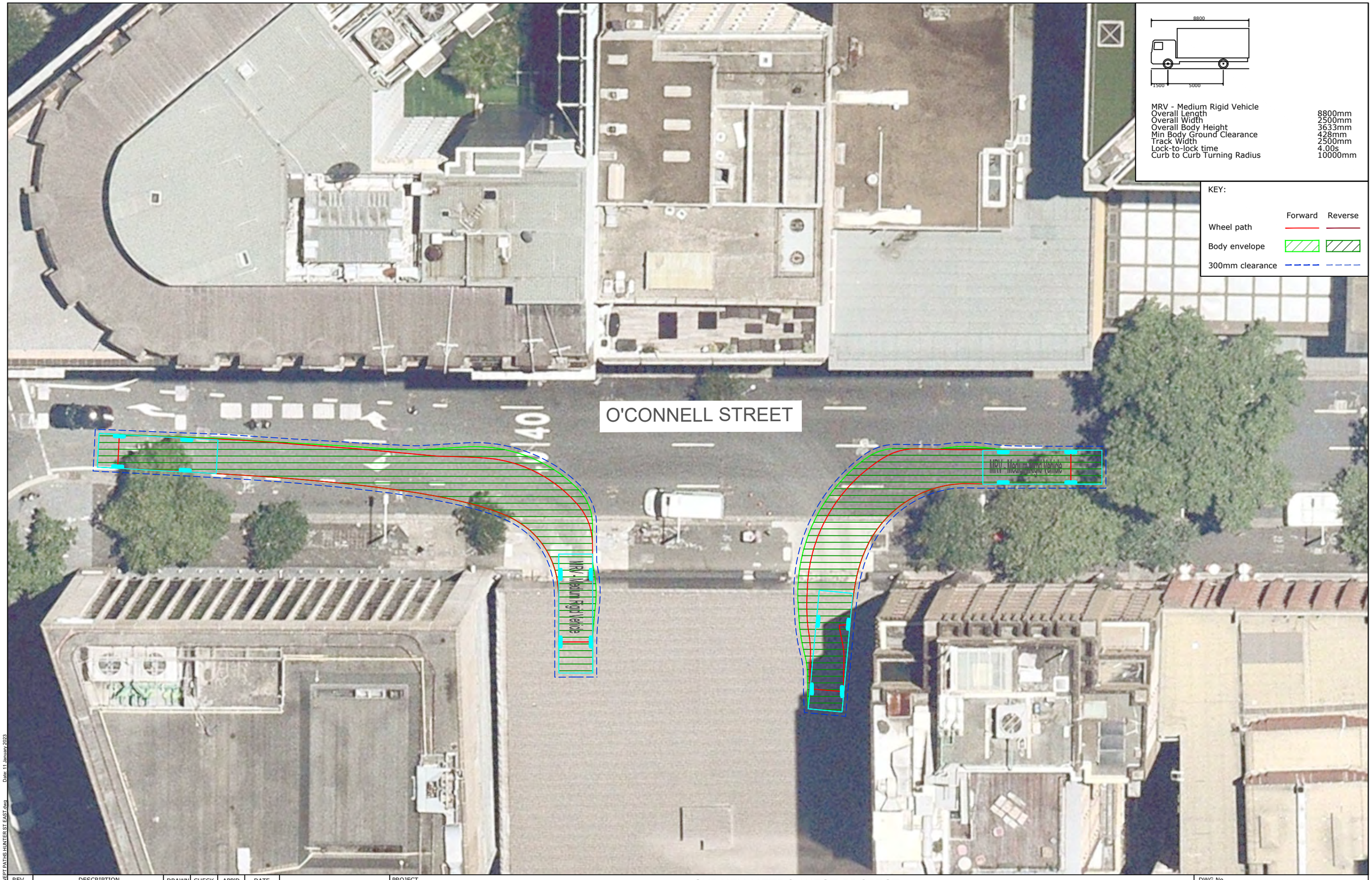
TITLE
SWEPT PATH ANALYSIS
AS290.2 12.5m HEAVY RIGID VEHICLE

DWG No. 21480CAD003
FIGURE 1

DATE STAMP 05 JANUARY 2023

PROJECT No.	SCALE	REV.
21480	1:250 @A3	A

Filename: 21480CAD003-230105-SWEPT PATHS HUNTER ST EAST.dwg Date: 11 January 2023



Date: 11 January 2023

Filename: 21480CAD003-230105-SWEPT PATHS HUNTER ST EAST.dwg

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	JG	DL	DL	05/01/23

ttpp transport planning

PROJECT

SYDNEY METRO WEST PROJECT
HUNTER STREET EAST - TUNNELING OPERATIONS

TITLE

SWEPT PATH ANALYSIS
AS290.2 8.8m MEDIUM RIGID VEHICLE

DWG No. 21480CAD003
FIGURE 2

DATE STAMP 05 JANUARY 2023

PROJECT No.	SCALE	REV.
21480	1:250 @A3	A

The Transport Planning Partnership
Suite 402 Level 4, 22 Atchison Street
St Leonards NSW 2065

P.O. Box 237
St Leonards NSW 1590

02 8437 7800

info@ttpp.net.au

www.ttpp.net.au

Appendix D Stakeholders Communication

Objective Ref: <insert>

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	• Acknowledgment of Country. • JA welcomed all to the meeting and asked for new attendees to introduce themselves. - 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	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** 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**
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** - Overarching CTMP - Pyrmont West CTMP (Stage 1) - Hunter St East CTMP (Stage 1) - Construction Parking & Access	Nathan Bryant	NB spoke to the tabled slides noting as follows: • Overarching CTMP - Target Submission date 16/1/2023 - OCTMP will cover general project scope, safety and outline the proposed breakdown of site specific CTMPs • Pyrmont West CTMP Stage 1 - 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 Pyrmont 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 Pyrmont Bridge Road and Pyrmont 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 - 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 - CPAS for Pyrmont/Hunter Street in development and due for submission 16/1/2023 - Surveys were undertaken in December 2022

Item		Overview / Action by	Actions

			- Parking impacts include:
			  - 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
			
			Questions from the Attendees
			• 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
			
			Actions:
			• 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.

Objective Ref: <insert>

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	SCl	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
	Ajnesh 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	• Acknowledgment of Country. • GF welcomed all to the meeting and asked for council attendees to introduce themselves. - Nathan English – City of Sydney Council - Ajnesh Shjarma – Innerwest Council - Eric Wong – Canada Bay Council - Siva Sivakumar – Cumberland Council - *Note: Robert Di Federico – Burwood Council and John Earls – Canada Bay Council arrived after the introductions* • 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	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**.

Item		Overview / Action by	Actions
3.	**Western Tunnelling Package (WTP) Works Overview** - Traffic document status - Westmead works overview - Parramatta works overview - Clyde/Rosehill works overview - Eastern Creek works overview	Brendan McNally	BMcN spoke to the tabled slides noting as follows: • Traffic document status - Westmead Site Operations CTMP under review - Parramatta Site Operations has been approved • Westmead works overview - Geotechnical works continues - High Voltage works continues external to the site - Construction of driveways underway - Utility works continuing - Earthworks nearing completion • Parramatta works overview - 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 - 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 - 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 Questions from the Attendees • Nil **Actions**: • Nil

4.	**Central Tunnelling Package (CTP) Works Overview** - 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	AS spoke to the tabled slides noting as follows: • CTMP status overview - All approved except for North Strathfield Stage 1B • The Bays works overview - Site establishment and excavation woks ongoing • Five Dock works overview - Site facilities establishment continuing • Burwood North works overview - Site establishment and excavation woks ongoing - No key changes to traffic arrangement proposed at this stage • North Strathfield works overview - North Strathfield Stage 1A - CTMP Approved to include diversion of pedestrian on western footpath tot parking lane and shift the northbound buss stop south on Queen St western kern 40 m north - North Strathfield Stage 1B - TMP consists of 3 phases with the CTMP submitted for review - Phase 1 - 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 - 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 - Opening of the northern arm of the intersection with a temporary signalised pedestrian crossing - Target date mid July 2023 • Sydney Olympic Park works overview - Site establishment and excavation woks ongoing - No key changes to traffic arrangement proposed at this stage Questions from the Attendees • Nil **Actions**: • Nil

5.	**Eastern Tunnelling Package (ETP) Works Overview** - Overarching CTMP - Pyrmont West Demolition CTMP (Stage 1) - Hunter St Tunnel Excavation CTMP (Stage 1) - Construction Parking and Access	Nathan Bryant	NB spoke to the tabled slides noting as follows: • Overarching CTMP - 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 outing the management of specific sites • Pyrmont West CTMP Stage 1 - 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 - 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 - CPAS for Pyrmont/Hunter Street submitted 17/1/2023 - Surveys were undertaken in December 2022 - Parking impacts include: - Removal to accommodate construction of new site driveways - Proposed to offset as far as practical by reinstating redundant driveways

Item		Overview / Action by	Actions
			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 Questions from the Attendees • 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. **Actions**: • Nil
6.	**Bays and Rozelle Power Supply Works** - Christmas works update	Des Leyden	DS spoke to the tabled slides noting as follows: • December 2022 works completed (Christmas period - Rigid Pavement restoration in Darling St - Flexible and footpath permanent works in Merton St / Mullens St - Showed slides/photos on works completed for - pavement works in Merton St/ Belmore St/Darling St - January/February 2023 scheduled works: • January/February 2023 scheduled works - Port Access Road bridge - Asphalt restoration Mullens and Robert St - Landmarking early February 2022, weather permitting Questions from the Attendees • Nil **Actions**: • Nil

7.	**Brownfield Works** - Westmead Station: Alexandra Avenue traffic management - North Strathfield Station: Queen Street, Parramatta Road, M4 Motorway traffic management	Ivan Panich	IP spoke to the tabled slides noting as follows: • 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 - 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 - Local lane closures on Alexandra Ave (eastbound, east of Hawkesbury Road) - Local pedestrian diversions - Works schedule (WE34) 18/19 February 2023. Night shifts - 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: - 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 - 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 - 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 - 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)

Item		Overview / Action by	Actions
			- 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 Questions from the Attendees • 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 **Actions**: • 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
SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	**Sydney Metro West - ETP - Construction Traffic Management Plan - Hunter Street East - Stage 1 - Tunnel Excavation and Lining**	01.01	S3	01	17/01/2023	SMD	PBROGAN	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Definitions	tba	Definitions – Add CTMF. Definitions – Change RMS to (Former) RMS	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Definitions	tba		Observation	Y
				01.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Definitions	tba	This has been added in the CTMP.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Definitions	tba		Observation	Y
				02	17/01/2023	SMD	PBROGAN	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 2.1	tba	Section 2.1 – Make it clear whether this CTMP applies to the excavation and tunnelling works for the East worksite only and that it applies to April 2023 through to May 2025 ? Should paragraph 4 refer to four stages ?	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 2.1	tba		Observation	Y
				02.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 2.1	tba	This has been added in the CTMP.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 2.1	tba		Observation	Y
				03	17/01/2023	SMD	PBROGAN	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 3.2	tba	Section 3.2 - include CTMF	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 3.2	tba		Observation	Y
				03.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 3.2	tba	This has been added in the CTMP.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 3.2	tba		Observation	Y
				04	17/01/2023	SMD	PBROGAN	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Figure 3 & 5 (Appendix C swept path bases)	tba	Figure 3 and 5 (and Appendix C swept path bases) - Note that the base of this Figure still shows the right turn provision out of O'Connell Street into Hunter Street which no longer exists. Traffic can only turn left out of O'Connell Street into Hunter Street since Q3 2022.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Figure 3 & 5 (Appendix C swept path bases)	tba		Observation	Y
				04.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Figure 3 & 5 (Appendix C swept path bases)	tba	These figures and Appendix C have been amended in the CTMP to reflect the current intersection layout.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Figure 3 & 5 (Appendix C swept path bases)	tba		Observation	Y
				05	17/01/2023	SMD	PBROGAN	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	general	tba	Please include a statement clarifying whether any aspect of the works covered by this CTMP triggers referral to the local traffic committee.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	general	tba		Observation	Y
				05.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	general	tba	Statement added to section 1.4	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	general	tba		Observation	Y
				07	25/01/2023	SCO	VSAHNI	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	1.6 - Table 3	-	Suggest separate CTMPs be submitted for each stage.	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	1.6 - Table 3	-		Observation	N

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				07.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	1.6 - Table 3	-	Noted and agree, separate CTMP's will be submitted for each stage	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	1.6 - Table 3	-	Section 1.6 has been updated, detailing separate CTMP's to be submitted for each stage	Observation	N
				08	25/01/2023	SCO	VSAHNI	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	4.1 and document approval	-	Section 4.1 states who the Traffic Manager is. Why has the ETP Traffic Manager not prepared, reviewed or approved the CTMP?	Potential Non-Compliance	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	4.1 and document approval	-		Potential Non-Compliance	N
				08.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	4.1 and document approval	-	While the Traffic Manager had been confirmed, he had not commenced on the project prior to the Rev 0 submission. Keith is now on board and has reviewed the Rev 1 submission of the document	Potential Non-Compliance	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	4.1 and document approval	-	Response provided in previous submision	Potential Non-Compliance	N
				09	25/01/2023	SCO	VSAHNI	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	5.6	-	Given the significantly reduced traffic volume loads in 2021 it would be appropriate to update these figures to represent existing traffic loads, which would be materially higher. Please detail.	Potential Non-Compliance	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	5.6	-		Potential Non-Compliance	N
				09.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	5.6	-	Refer to the comment in #15. A short paragraph has been extracted from the EIS Technical report 1 - Traffic and Transport (Section 3.3). The EIS compared the existing traffic volumes for pre COVID-19 conditions in March 2019 and post COVID-19 conditions in March 2021 to determine the effects of the COVID-19 pandemic on modelled traffic. The comparison showed that changes in traffic volume were minimal between a typical traffic month of 2021 and 2019 (less than five per cent). As a result, it is considered that the existing traffic volumes collected in March 2021 accurately represent traffic conditions regardless of the impacts of and can be concluded that the March 2021 traffic survey data accurately represent traffic conditions.	Potential Non-Compliance	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	5.6	-	Response provided in previous submision	Potential Non-Compliance	N
				10	25/01/2023	SCO	VSAHNI	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	6.1	-	Contractor to maintain close liaison with the buses to notify them of any potential changes/ impacts. Contractor to also maintain pedestrian management at the access and egress points.	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	6.1	-		Observation	N
				10.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	6.1	-	Noted, section 6.1 updated to address pedestrian management at access and egress points.	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	6.1	-	Section 6.2 has been updated to includle interface requiremets with the buses and pedestrian management requirements st the access and egress points.	Observation	N
				11	25/01/2023	SCO	VSAHNI	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	6.6	-	Noted re 14 heavy vehicle movement during AM and PM peak hours. For completeness, please detail how many heavy vehicle movements will be during interpeak hours as well. E.g. if 14 HV movements are taking place during AM and PM peaks, this equates to approx 112 HV movements across 8hrs (6am-10am and 3pm-7pm). This means a 212 HV movements remain (324-112). With the work hours proposed in section 2.4, it implies that these movements will take place between 10am-3pm, equating to 43 HV movements per hour. Please detail if this is also as per EIS / RTS.	Potential Non-Compliance	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	6.6	-		Potential Non-Compliance	N
				11.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	6.6	-	Section 2.4 has been updated, clarifying the hours of spoil haulage are in line with the tunnelling excavation activities, which are permitted 24/7.Table 9 updated to reflect the RTS.	Potential Non-Compliance	N

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								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	6.6	-	Traffic volumes in table 8 & 9 have been updated	Potential Non-Compliance	N
				12	25/01/2023	SCO	VSAHNI	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Appendix B	-	The TGSs in Appendix B are noted as info only. TGSs will be approved as part of an ROL, subject to conflict check, cumulative impacts and impacts to buses.	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Appendix B	-		Observation	N
				12.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Appendix B	-	The TGSs have been amended to note as "For Approval".	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Appendix B	-	Response provided in previous submision	Observation	N
				13	25/01/2023	SCO	VSAHNI	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	General	-	The TMP should include the layout of the site and road configuration as it will be handed over by contractor of Sydney Metro City & Southwest. Any subsequent changes to the road configuration will be subject to a revision of the CTMP or a separate CTMP.	Potential Non-Compliance	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	General	-		Potential Non-Compliance	N
				13.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	General	-	Section 5.1 updated to include a figure detailing the current configuration of the site. The ETP project are not proposing to change the existing configuration of the site, including access/egress or the adjacent road network.	Potential Non-Compliance	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	General	-	Figure 6 has been updated to include current configuration of the site	Potential Non-Compliance	N
				15	30/01/2023	SMD	SCLARKE	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 5.6	N/A	Suggest to include a short paragraph extracted/based on the EIS Technical report 1 - Traffic and Transport (Section 3.3) outlining the comparison undertaken on the 2021 existing traffic survey and it being adopted given consideration to potential COVID-19 traffic impactsSuggest to include a short paragraph extracted/based on the EIS Technical report 1 - Traffic and Transport (Section 3.3) outlining the comparison undertaken on the 2021 existing traffic survey and it being adopted given consideration to potential COVID-19 traffic impacts	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 5.6	N/A		Observation	Y
				15.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 5.6	N/A	Noted. The EIS compared the existing traffic volumes for pre COVID-19 conditions in March 2019 and post COVID-19 conditions in March 2021 to determine the effects of the COVID-19 pandemic on modelled traffic. The comparison showed that changes in traffic volume were minimal between a typical traffic month of 2021 and 2019 (less than five per cent). As a result, it is considered that the existing traffic volumes collected in March 2021 accurately represent traffic conditions regardless of the impacts of and can be concluded that the March 2021 traffic survey data accurately represent traffic conditions.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 5.6	N/A		Observation	Y
				16	30/01/2023	SMD	SCLARKE	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 4.2	N/A	Include reference that the RSAs will be carried out by 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	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 4.2	N/A		Observation	Y
				16.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 4.2	N/A	This has been added in the CTMP.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 4.2	N/A		Observation	Y
				17	30/01/2023	SMD	SCLARKE	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 4.1	N/A	Suggest to include contact details of key personnel	Observation	Y

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								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 4.1	N/A		Observation	Y
				17.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 4.1	N/A	Contact details for key personnel have been included in the OCTMP. Section 4.1 has been removed from the site the site specific CTMP's to avoid repitition.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 4.1	N/A		Observation	Y
				18	30/01/2023	SMD	SCLARKE	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 5	N/A	The CTMP does not outline the existing kerbside parking restrictions around the site.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 5	N/A		Observation	Y
				18.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 5	N/A	Addressed in Section 5.5 of the original CTMP. Additional information added regarding bus layover zones.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 5	N/A		Observation	Y
				19	30/01/2023	SMD	SCLARKE	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 6.2	N/A	Suggest the second sentence of the second dot point be moved to the first dot point, so the reference to the use of Paternoster Row driveway is contained within the same dot point	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 6.2	N/A		Observation	Y
				19.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 6.2	N/A	Paternoster Row is located adjcacent to Pyrmont West site. This comment is not relevant for the Hunter Street East CTMP.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 6.2	N/A		Observation	Y
				20	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	1.1	NA	The purpose of the CTMP provided in section 1.1 requires additional information. It is recommended that section 1.1 Purpose be consistent with the CEMP sub plans. What is the difference in purpose between the Overarching CTMP and the site specific CTMPs and how do the two interface? This Construction Traffic Management Plan (CTMP) is applicable to the Sydney Metro West - Eastern Tunnelling Package (ETP Works or the Project). This Sub-plan describes how John Holland CPB Ghella Joint Venture (JCG) will minimise and manage the..... etc	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	1.1	NA		Observation	Y
				20.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	1.1	NA	Section 1.1 has been updated with additional information	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	1.1	NA		Observation	Y
				21	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	1.2	NA	How will the targets in section 1.2 be measured? What are the Key Performance indicators?	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	1.2	NA		Observation	Y
				21.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	1.2	NA	Section 1.2 has been updated to include targets and Key Performance indicators	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	1.2	NA		Observation	Y
				22	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	1.3	NA	Does the Site Specific CTMP interface with the Overarching CTMP, CPAS, Spoil Managment Sub plan, Waste Management Sub Plan, Overarching Community Communication Strategy? Section 1.3 needs to explain the overarching CTMP, Site Specific CTMP and CPAs interface. Which plan is addressing which CoA and REMM? Once you establish the scope of each plan you can remove the repitition.	Minor Non-Compliance	Y

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								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	1.3	NA		Minor Non-Compliance	Y
				22.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	1.3	NA	Section 1.3 is updated to site specific CTMP relevance, the overarching project CTMP shows the interface with other plans as shown in the comments 22.	Minor Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	1.3	NA		Minor Non-Compliance	Y
				23	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	1.4	NA	In section 1.4 Please specify what consultation is required, what has been completed and where it is provided. This CTMP has no consultation record in the appendices. It is not clear in section 1.4 how D72 is addressed.D72 requires all CTMPS to go to DPE	Minor Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	1.4	NA		Minor Non-Compliance	Y
				23.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	1.4	NA	Section 1.4 has been updated with the consultation requirements.	Minor Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	1.4	NA		Minor Non-Compliance	Y
				24	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	1.4	NA	Records of the consultation commitments JCG have made in section 1.4 are not provided in Appendices. It is recommended that JCG specify what is going out for consultation, to whom and where the records will be provided. Is consultation with the Traffic and Transport Liaison Group required?	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	1.4	NA		Observation	Y
				24.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	1.4	NA	Section 1.4 has been updated and consultation records provided in Appendix D	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	1.4	NA		Observation	Y
				25	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	2.1	NA	To avoid confusion and minimise DPE comments all plans going to DPE should be consistent. Please revise section 2.1 and 2.2 to be consistent with the CEMP Sub plans and include the relevant figure. Please use the FFMP as an example. 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 and operation of 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. The Eastern Tunnelling Package (ETP or this Project) is addressed under the Stage 2 Planning Approval (SSI 19238057). This Project includes all major civil construction work including station excavation (at the Pyrmont Station and Hunter Street Station (Sydney CBD) construction sites) and tunnelling between The Bays and Sydney CBD (Figure 2).	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	2.1	NA		Observation	Y
				25.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	2.1	NA	Sections 2.1 and 2.2 have been updated	Observation	Y

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								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	2.1	NA		Observation	Y
				26	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	2.2	NA	section 2.2 in all the other management plans provided the ETP project scope. Section 1.1 to 1.4 provide the scope of the CTMP. To avoid confusion at DPE please just copy sections 2.1, 2.2 and Table 5 from the other management plans, such as the FFMP.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	2.2	NA		Observation	Y
				26.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	2.2	NA	Section 2.1, 2.2 & 2.3 have been updated	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	2.2	NA		Observation	Y
				27	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	2.4	NA	The process for conducting OOHW (EPL and OOHW Protocol) should be referenced in section 2.4	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	2.4	NA		Observation	Y
				27.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	2.4	NA	OOHW process has been addes to section 2.4	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	2.4	NA		Observation	Y
				28	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	CTMP	NA	There is a lot of repetition between the Overarching CTMP and the Site Specific CTMPs. This defeats the purpose of have an overarching CTMP. You need to be clear what the purpose of each plan is and what requirements each plan addresses and then remove the repetition.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	CTMP	NA		Observation	Y
				28.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	CTMP	NA	Section 1.1 has been updated with the purpose of the plan.Section 4 has been removed	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	CTMP	NA		Observation	Y
				29	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	8.4	NA	Please update the title of section 8.4 to Construction Parking and Access Strategy	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	8.4	NA		Observation	Y
				29.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	8.4	NA	Section 7.4 (previously 8.4) has been updated	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	8.4	NA		Observation	Y
				30	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	10.2	NA	The statement in section 10.2 is incorrect. The ER has no authority under the project approval to endorse or approve this CTMP or any revisions of the CTMPs. Refer to A32 and D72, D79	Minor Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	10.2	NA		Minor Non-Compliance	Y
				30.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	10.2	NA	The second paragraph in this section has been reworded. 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.	Minor Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	10.2	NA		Minor Non-Compliance	Y
				31	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16 and 4.1	NA	The positions with responsibility in Table 16 need to be included in Section 4.1 in accordance with CEMF 3.1.3	Minor Non-Compliance	Y

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								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16 and 4.1	NA		Minor Non-Compliance	Y
				31.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16 and 4.1	NA	Position responsibilities have been detailed in the OCTMP.To reduce the repitition between documents, Section 4 has been removed.	Minor Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16 and 4.1	NA		Minor Non-Compliance	Y
				32	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16	NA	To help demonstrate compliance and avoid confusion at DPE, it would be beneficial if Table 16 specified which conditions and REMMS are addressed in the Overarching CTMP, Site Specific CTMP and CPAS	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16	NA		Observation	Y
				32.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16	NA	References in Table 16 are addressed in the site-specific CTMP, with two references made to CPAS. No references are made to the overarching CTMP.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16	NA		Observation	Y
				33	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16	NA	It is not clear if the Overarching CTMP or the CTMP Pyrmont West – Stage 1 - Demolition is addressing D72	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16	NA		Observation	Y
				33.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16	NA	Reference in Table 16 has been made clear to address D72.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16	NA		Observation	Y
				34	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16 and 7.7	NA	It is not clear in 7.7 where D77(a) is addressed. There is no measures to minimise parking on public roads. How do you propose to minimise truck idling whilst they are parked at the Bays or anywhere else in accordance with D77(b). It is also not clear in 7.7 how JCG will ensure spoil haulage vehicles adhere to the nominated haulage routes. Please provide additional references or update the CTMP as required.	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16 and 7.7	NA		Potential Non-Compliance	Y
				34.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16 and 7.7	NA	Reference has been updated to Section 5.5 (previously 6.5) (Construction Worker Parking) to address D77(a).The truck marshalling area in The Bays will enable truck arrival to be more accurate and evenly spaced, and therefore minimising trucks idling on the roads around the Hunter Street East site if they arrive too early. Section 5.3 has addressed D77(e). The last paragraph in Section 5.3.3 specifies real time monitoring will be used to track and analyse construction vehicle movements. For clarity, reference has been updated to Section 5.3.3 to address D77(e).	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16 and 7.7	NA		Potential Non-Compliance	Y
				35	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16 and 7.7	NA	It is not clear in section 0 where REMM TT2 is addressed. Please update Table 16 or the CTMP as required	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16 and 7.7	NA		Observation	Y
				35.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16 and 7.7	NA	Reference has been updated to Section 6.6 (previously 7.6) to address REMM TT2. In Section 6.6, TfNSW, including Transport Coordination and/or the TMC's Operations Manager have been included.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16 and 7.7	NA		Observation	Y

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				36	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16 and Table 13: Element 1: Training	NA	Further detail is required on your Heavy Vehicle Driver Training to address TT5 including route constraints, safety and environmental considerations such as sharing the road safely with other road users and limiting the use of compression braking Is JCG doing anything to eliminate heavy vehicle blind spots?	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16 and Table 13: Element 1: Training	NA		Observation	Y
				36.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16 and Table 13: Element 1: Training	NA	Table 13, Element 1 is updated.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16 and Table 13: Element 1: Training	NA		Observation	Y
				37	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16 and 7.7	NA	section 7.7 confirms that JCG will be removing parking spots. However, It is not clear in section 7.7 and 8 where REMM TT10 is addressed. There is no information or records of consultation with the local council. Please update Table 16 and the CTMP as required.	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16 and 7.7	NA		Potential Non-Compliance	Y
				37.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16 and 7.7	NA	No parking spaces will be lost as part of this CTMP. The site access points are as per the existing Sydney Metro City and Southwest project, thus no parking spaces will be removed.	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16 and 7.7	NA		Potential Non-Compliance	Y
				38	31/01/2023	HBI	GBYRNES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16 and 6.5	NA	In Table 16 the reference for TT11 is missing. Should it be 6.5?	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16 and 6.5	NA		Observation	Y
				38.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16 and 6.5	NA	Reference has been updated to Section 6.5 (Construction Worker Parking) to address TT11.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 16 and 6.5	NA		Observation	Y
				39	31/01/2023	RMS	HYOUSAF	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 7.1, Table 10	NA	Modelled construction year for this is 2025 as per RTS Appendix B.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 7.1, Table 10	NA		Observation	Y
				39.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 7.1, Table 10	NA	Noted. This has been updated in Section 6.1 (previously 7.1) for the modelled construction year.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 7.1, Table 10	NA		Observation	Y
				40	31/01/2023	RMS	HYOUSAF	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 6.6	NA	Double check the numbers in the table 9, it does not match up with the RTS numbers and the 'EIS Technical Paper 2 - Construction transport'. Keep the numbers associated with Eastern site only for this CTMP. Also add relevant section and document title for the reference made to any planning document.	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 6.6	NA		Observation	N
				40.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 6.6	NA	Table 10 (previously 9) has been updated to reflect the RTS	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 6.6	NA	Table 8 & 9 (previously table 10) have been updated to reflect the RTS numbers which superseed the numbers detailed in the EIS Technical Paper 2 - Construction Transport	Observation	N

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				40.01.01	1/03/2023	RMS	HYOUSAF	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 8 and 9		My understanding of EIS2 chapter 6, figures 6-13 to 6-15 is that on y-axis it is vehicle movements (in+out). For example, in table 8 it is 3+3 not 6+6. and the total is 162 not 324. Please recheck and confirm. Read the note underneath figures of EIS2 chapter 6. Same for table 9.	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Table 8 and 9		The EIS2 Chapter 6 has been superseeded by the RTS figures as detailed in the Transport and Traffic Technical Memo Update.	Observation	N
				41	31/01/2023	RMS	HYOUSAF	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 2.3	NA	Clarification is required regarding stages. It would be best to keep the construction stages similar to what is shown in the EIS documents where the LVs and HVs number associated with each stage is provided to make a comparison.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 2.3	NA		Observation	Y
				41.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 2.3	NA	Section 2.3 has been updated.Construction stages described align with the CTMP stageing as detailed in Section 1.6.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Section 2.3	NA		Observation	Y
				42	2/02/2023	TFN	FPASSARELL	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	4.3	NA	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 an 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-SCB-SN100-TF-PLN-002041	4.3	NA		Observation	N
				42.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	4.3	NA	Section 4.1 has been removed from the site the site specific CTMP's to avoid repitition with the OCTMP.	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	4.3	NA	Collaboration with TfNSW and other stakeholders has been detailed in the OCTMP to avoid repitition. "Bus Operator" has been deleted from the TTLG list.	Observation	N
				43	2/02/2023	TFN	FPASSARELL	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	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-SCB-SN100-TF-PLN-002041	4.5	NA		Observation	N
				43.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	4.5	NA	Section 4.1 has been removed from the site the site specific CTMP's to avoid repitition with the OCTMP.	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	4.5	NA	The communictaions associated with bussses has been detailed in the OCTMP to avoid repitition	Observation	N
				44	2/02/2023	TFN	FPASSARELL	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	6.3	NA	Haulage Routes •No real problem with route paths, however, we have had an ongoing problem with haulage vehicles laying over in bus zones/ inhibiting access to bus zones in and around O'Connell St, •Need to ensure that no vehicles layover in any bus zones or impact on the ability of buses to access and effectively us the bus zones within the CBD	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	6.3	NA		Observation	N
				44.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	6.3	NA	This has been updated in Section 6.3 that construction vehicles must not occupy the bus layover zone in O'Connell Street at all times.	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	6.3	NA	The associated document update is now detailed in Section 6.2	Observation	N

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				45	2/02/2023	TFN	FPASSARELL	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	7.2	NA	Impact on Public Transport •The suggestion that there is no impact on public transport is false, haulage vehicles have impacted on ability of public transport vehicles to access recovery areas/ bus stops and has introduced traffic issues (in particularly in O'Connel St) which has resulted in bus delays to our network. •Would like to see how the projects intends on managing egress from O'Connell St to ensure nil impacts on the public transport network	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	7.2	NA		Observation	N
				45.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	7.2	NA	Section 6.2 (previously 7.2) has been updated to detail how JCG JV will manage haulage trucks interfacing with the public transport vehicles.	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	7.2	NA	Response provided in previous submision	Observation	N
				46	3/02/2023	SMD	MTYNAN	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	NA	"Appendix A - Swept paths The swept paths are acceptable. However, traffic controller must manage the egress and ingress of constuction vehicles to ensure impact to traffic on O'Connell Street and pedestrians are minimised. " COMMENT FROM CITY OF SYDNEY	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	NA		Observation	Y
				46.01	21/02/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	NA	Traffic controllers will be stationed at the access and egress points as noted in the TGS and updated in section 5.1	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	NA		Observation	Y
				47	24/02/2023	SMD	PBROGAN				No Comments		Y
													Y
				48	1/03/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	General	.	The impact of all Hunter St sites must be assessed together so that the cumulative impact of SMW ETP sites can be identified. This CTMP must be revised to include the identification and assessment of all construction vehicle movements for all the SMW Hunter St sites.	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	General	.	The cumulative impact of the two sites have been assessed and provided in Tables 9 & 10.	Observation	N

General Correspondence

Reference No: SMWSTETP-SMD-GEN-000042
Project Title: Sydney Metro West Project Delivery
Contract No: ETP - 00013/13102 - Eastern Tunnel Package
Sub Contract: -
Orig Ref No:
DLM:

Date: 20 March 2023, 04:11 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) ; Miguel Lopez (John Holland CPB Ghella JV)

Subject: **RE: Sydney Metro West - ETP - Construction Traffic Management Plan - Hunter Street East - Stage 1 - Tunnel Excavation and Lining - Rev 02 - Approval from Customer Journey Planning (CJP)**

This mail item is received via EMAIL from Nicole Johnson on 20-03-23 04:08:26 PM +10:00 and processed by Nicole Johnson of Sydney Metro on 2023-03-20 4:10:24 PM +11:00.

From: Nicole Johnson[redacted]>
Sent: Monday, 20 March 2023 04:08:17 PM
To: Hedie Masanga[redacted]>
Cc: Frank Van den Brink<[redacted]>, Sean Clarke[redacted]>, Ash Jarvis<[redacted]>, Shome Sikdar[redacted]>, Shay Kurz<[redacted], Miguel Lopez-ETP<[redacted]>, [redacted]
Subject: RE: Sydney Metro West - ETP - Construction Traffic Management Plan - Hunter Street East - Stage 1 - Tunnel Excavation and Lining - Rev 02 - Approval from Customer Journey Planning (CJP)

Hi Hedie,

References:

(1) Contractor's Transmittal no SMWSTETP-JCG-TX-000244 – 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

[redacted]

sydneymetro.info
Level 43, 680 George Street, Sydney NSW 2000

PO Box K659, Haymarket NSW 1240

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 Crowly <[redacted]>; Amy Walgers <[redacted]>
Subject: FW: Sydney Metro West - ETP - Construction Traffic Management Plan - Hunter Street East - Stage 1 - Tunnel Excavation and Lining - 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:	Hunter Street East - Stage 1 - Tunnel Excavation and Lining
Document Number:	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041
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

[redacted] [redacted]

Transport for NSW

From: Hedie Masanga via InEight Document [redacted]>
Sent: Monday, 13 March 2023 10:44 AM
To: Nicole Johnson <[redacted]>
Subject: Sydney Metro West - ETP - Construction Traffic Management Plan - Hunter Street East - Stage 1 - Tunnel Excavation and Lining - Rev 02 - Issued for Review

Document Transmittal

Transmittal No:	SMWSTETP-JCG-TX-000244
Contract No:	ETP - 00013/13102 - Eastern Tunnel Package
Sub Contract:	ETP
Date:	13 March 2023, 10:44 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	Transmittal SMD OpenAccess (Sydney Metro) ; Demi Tascas (Sydney Metro) ; Nicole Johnson (Sydney Metro) ; Tom Murray (Sydney Metro) ; Bob Nowotny (John Holland CPB Ghella JV) ; Nathan Bryant (John Holland CPB Ghella JV) ; Samuel Cutting (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 - Construction Traffic Management Plan - Hunter Street East - Stage 1 - Tunnel Excavation and Lining - Rev 02 - Issued for Review**

Dear Sydney Metro,

Please find attached **Eastern Tunnel Package – Hunter Street East – Stage 1 – Tunnel Excavation and Lining CTMP - Rev 02**, and the associated comments register.

This document is submitted for closeout of the remaining comments and approval.

Regards,

Hedie Masanga
Document Controller
Sydney Metro West – Eastern Tunnelling Package
John Holland CPB Ghella Joint Venture

Sent on behalf of
Nathan Bryant
Construction Integration Manager

Click here to download all Transmittal files.

Item	Document No	Title	Rev	Sts	Type	Design Lots	Alt Doc No
1	SMWSTETP-JCG-SCB-SN100-TF-PLN-002041	Sydney Metro West - ETP - Construction Traffic Management Plan - Hunter Street East - Stage 1 - Tunnel Excavation and Lining	02.01	S3	PLN		SMWSTETP-JCG-SCB-SN100-TF-PLN-002041

Discipline:

Design Series:

Location:

Sub Discipline: -

Design Lots:

Sub-Location: -