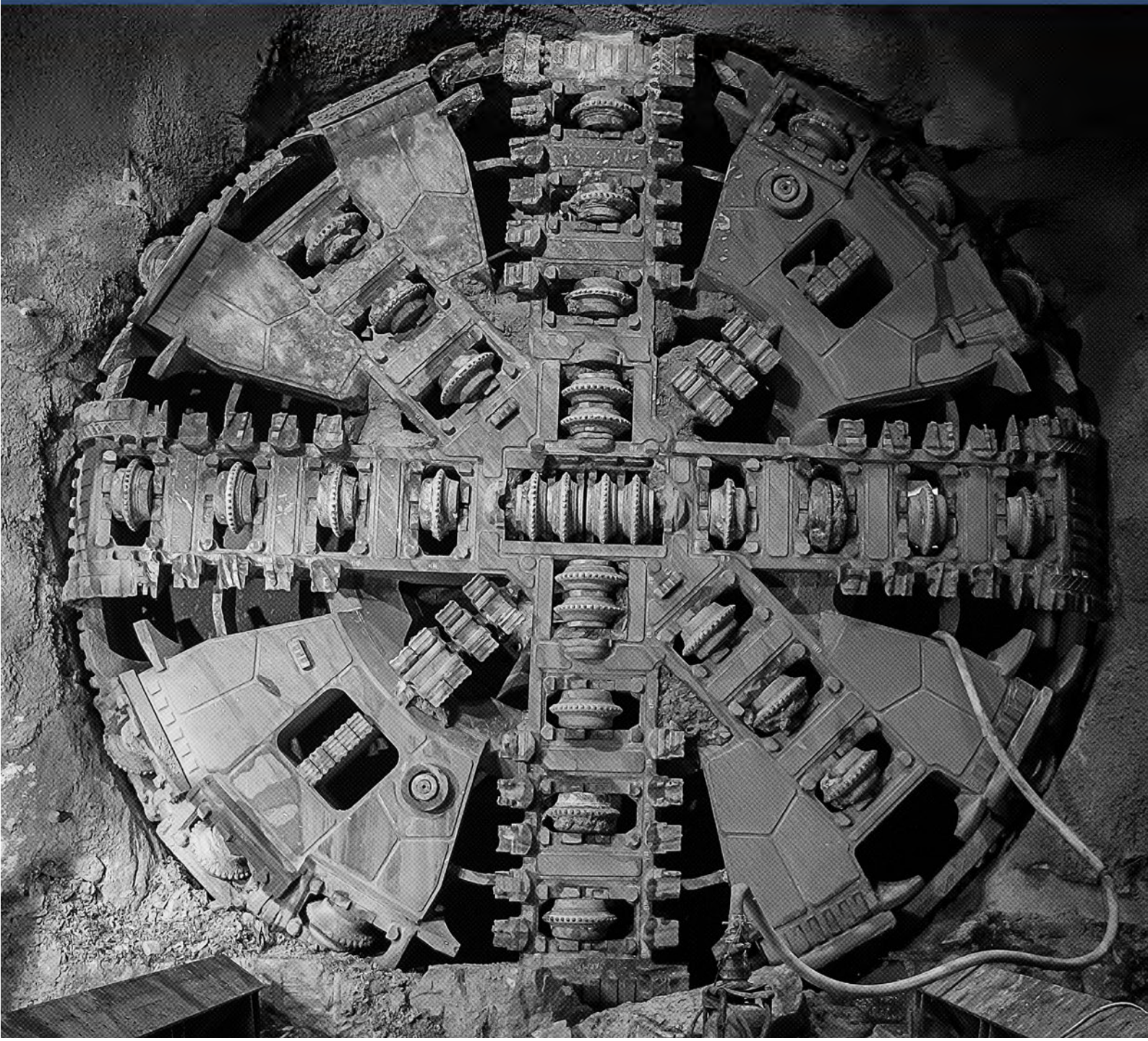


Construction Traffic Management Plan

Hunter Street West – Stage 1 Demolition

Rev 04



Construction Traffic Management Plan

Hunter Street West – Stage 1 - Demolition

Project number	7040
Document number	SMWSTETP-JCG-SCB-SN100-TF-PLN-002391

Document approval

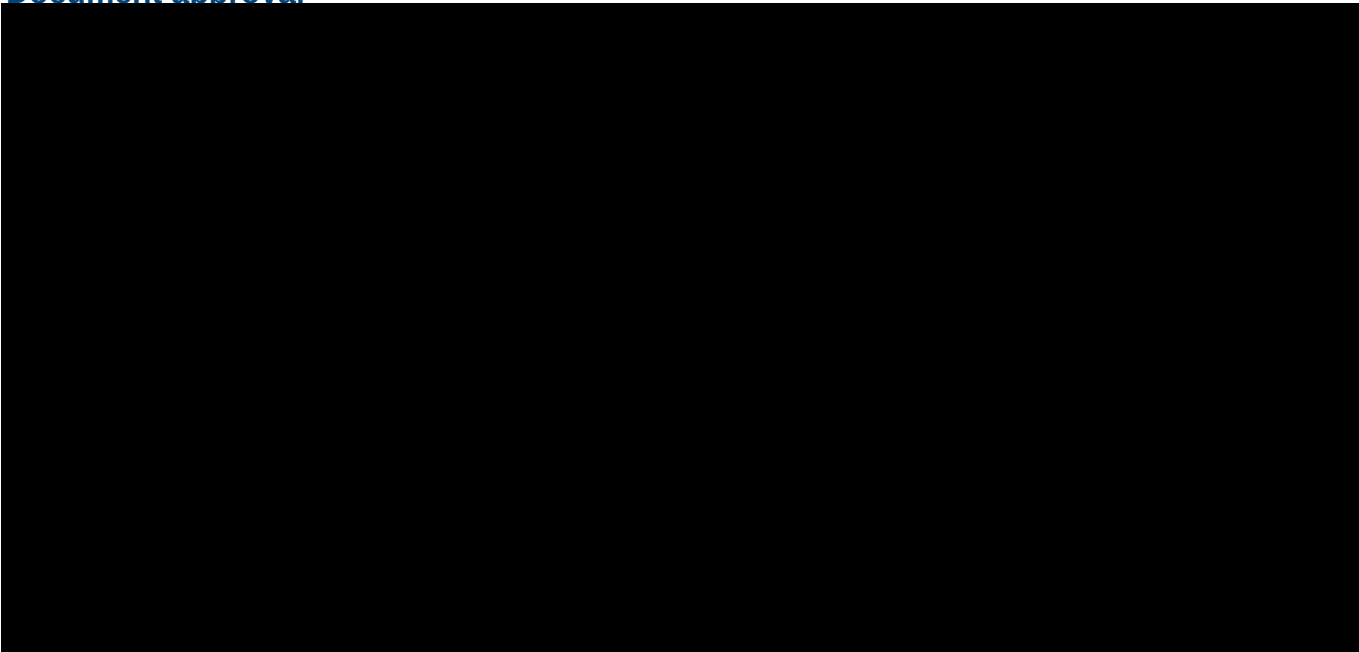


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Definitions

Table 1: Definitions and abbreviations

Abbreviation	Definition
CJP	Customer Journey Planning
CoA	Condition of Approvals
CoS	City of Sydney
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)
LRV	Light Rail Vehicle
LTC	Local Traffic Committee
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
SLR	Sydney Light Rail
SRV	Small Rigid Vehicle
TCaWS	Traffic Control at Work Site
TCG	Traffic Control Group
TfNSW	Transport for NSW
TGS	Traffic Guidance Scheme
TMC	Transport Management Centre
TTLG	Traffic and Transport Liaison Group
VMP	Vehicle Movement Plan
VMS	Variable Message Sign

Part A: Overview

1. Introduction

1.1. Project overview

Sydney Metro West forms part of the broader Sydney Metro network. The first project, the Metro Northwest Line is now operational, running between Rouse Hill in Sydney's Northwest and Chatswood. The second project, Sydney Metro City & Southwest which runs from Chatswood to Bankstown in Sydney's Southwest, is currently in the delivery stage and is expected to be operational in 2024.

The Sydney Metro West, Eastern Tunnelling Package (ETP) 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 east of The Bays Station
- 4.2km 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.

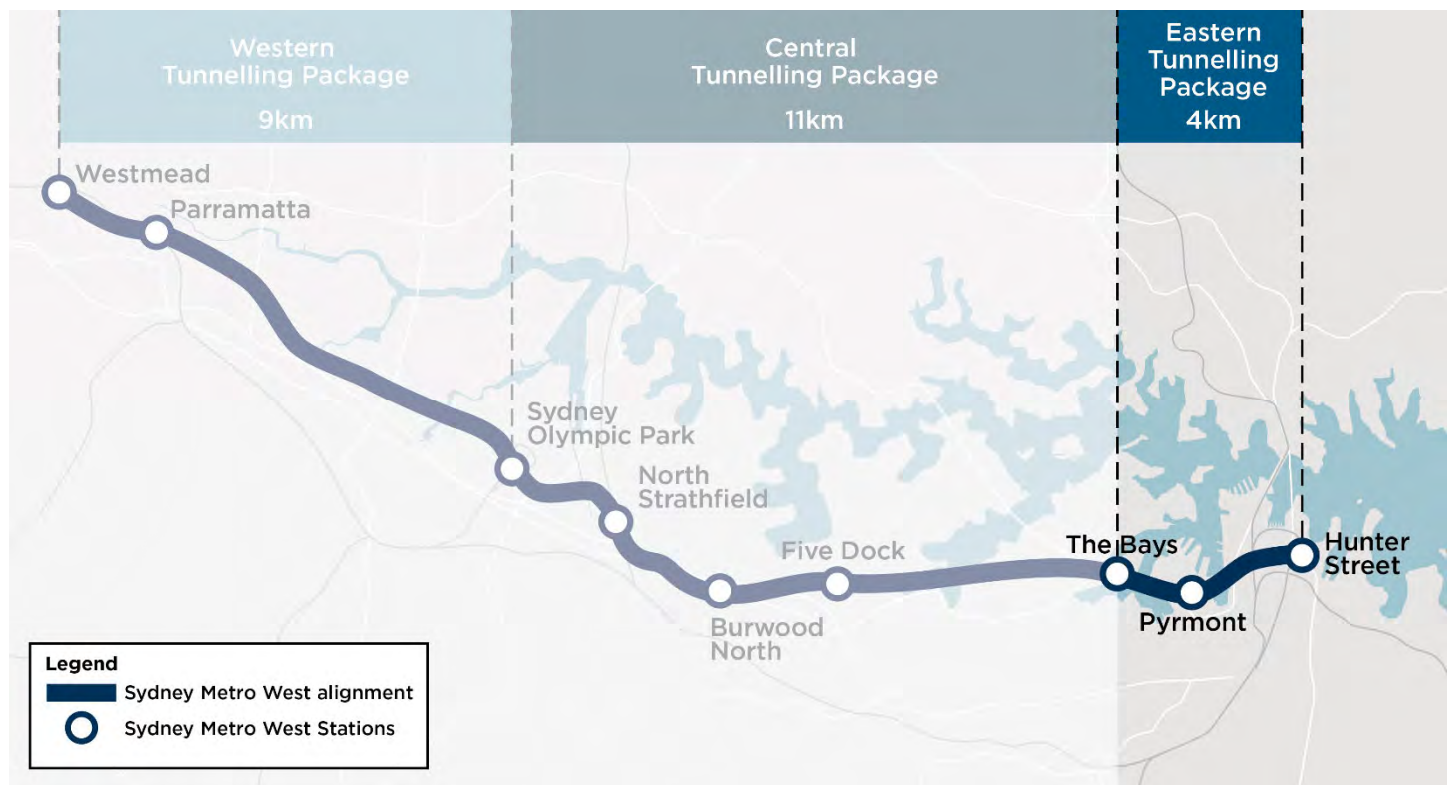


Figure 1: Sydney Metro West alignment

1.2. Sydney Metro's objectives

Sydney Metro West will be Sydney's next underground railway connecting Greater Parramatta and the Sydney CBD. This infrastructure investment will transform Greater Sydney, doubling rail capacity between the two CBDs, linking new communities to rail services, and supporting employment growth and housing supply.

The new metro rail will become the easiest and fastest journey between Parramatta and the Sydney CBD, with a travel time target between the two centres of about 20 minutes.

Sydney Metro West will:

- Relieve the congested T1 Western Line, T9 Northern Line and T2 Inner West and Leppington Line

- Provide travel time savings for customers in Western Sydney and along the Greater Parramatta to Sydney CBD corridor
- Reduce station crowding at some stations
- Provide rail transport to areas where it is currently not available
- Connect Greater Parramatta and the Sydney CBD to support the vision for a metropolis of three cities
- Support delivery of the '30-minute city' as identified in the Future Transport 2056 strategy
- Reinforce the role of Greater Parramatta as the Western River City
- Improve connectivity to major attractions and key precincts located along the corridor, including Sydney Olympic Park and The Bays Precinct
- Support urban renewal and increased housing supply
- Increase accessibility across Sydney and provide customers with a new world-class metro service.

The project infrastructure, when fully completed, will include underground metro tunnels and rail infrastructure, new rolling stock, signalling and train control systems, rail and line-wide systems and a depot, operation and maintenance, and stations, including integrated station and precinct developments at some station locations.

1.3. Our objectives

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 impacts with surrounding projects.	No unforeseen cumulative impacts with surrounding projects	Number of unforeseen cumulative impacts
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	Meet all requirements of the Project brief, Project Specifications, CoA,	No breaches of the requirements of the Project brief, Project Specifications, CoA,

Specifications, CoA, REMMs, and TfNSW Traffic Control at Work Sites (TCaWS) Manual	REMMs, and TfNSW Traffic Control at Work Sites (TCaWS) Manual	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

1.4. 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 ▪ Vehicle movement plan ▪ Road safety audit report ▪ Stakeholder communications

1.5. Interface with other plans

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

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

The purpose of the 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.

1.6. Construction Traffic Management Plan Staging

Two Construction Traffic Management Plans will be developed for Hunter Street West, the plans will be developed in stages to address the traffic strategy for the various construction packages. The stages, scope and target date for submission of the CTMP revision is detailed in Table 4.

Table 4: Plan Staging

CTMP Stage/ Revision	Scope	Target Submission Date
Stage 1 – Demolition	Demolition of high-rise buildings at 7-13 Hunter Street, 5 Hunter Street, 298-302 George Street, 312 George Street and 314-418 George Street	Feb 2023
Stage 2 - Site Establishment and Shaft Excavation	Establishment of an access platform and truck loading equipment, and excavation of the 35m deep shaft	June 23

2. Project Overview

2.1. Background

The New South Wales (NSW) Government through TfNSW is implementing Sydney's Rail Future, a plan to transform and modernise Sydney's rail network to accommodate the growth of city population and meet the future travel demand.

Sydney Metro is a standalone rail network identified in Sydney's Rail Future. The Sydney Metro network consists of Sydney Metro Northwest, Sydney Metro City & Southwest, Sydney Metro West and Sydney Metro Western Sydney Airport.

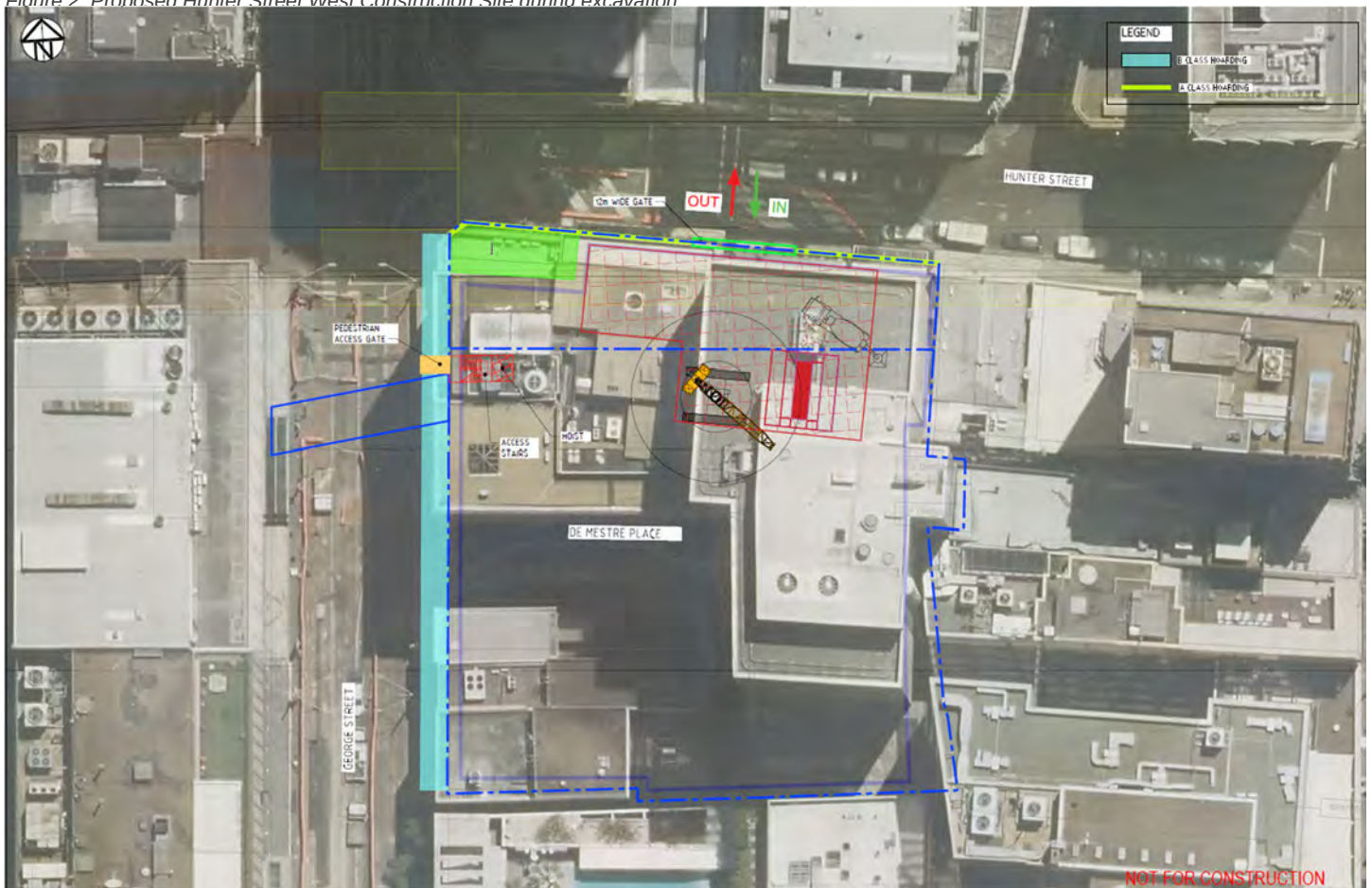
The proposed Sydney Metro West runs between Hunter Street in the Sydney CBD and Westmead in Western Sydney. The project comprises underground metro stations, stabling maintenance facilities, signalling, access tracks / paths and other ancillary components.

One of the metro stations for Sydney Metro West is proposed in the Sydney CBD on Hunter Street. Two construction sites, namely Hunter Street East and Hunter Street West, will be established to undertake the proposed construction works. The construction program for Hunter Street East station comprises three stages, including tunnel excavation, demolition, and shaft excavation and TBM removal.

This CTMP has been developed to account for the demolition of the existing high-rise buildings at the southern section of the Hunter Street East construction site, while tunnelling excavation is concurrent at the northern section of the site where an existing acoustic shed is located. The works will be undertaken by John Holland, CPB Contractors and Ghella Joint Venture (JCG JV).

Signage changes associated with the installation of construction driveways will require approval through the Local Traffic Committee, JCG JV have provided the associated submission to CoS Council. No other works detailed within this CTMP are expected to require LTC approval.

Figure 2: Proposed Hunter Street West Construction Site during excavation



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).

The scope of this Hunter Street West CTMP is to describe how JCG JV will manage the potential traffic, worker parking, transport and access, public transport, and active transport impacts during the demolition works at Hunter Street West construction site. Operational and construction impacts and measures do not fall within the scope of this 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 applications - DNVIS¹	- Sydney Metro Review - ER and AA 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	- PCEMP - Environmental Procedures - DNVISs¹	- Sydney Metro Review - Stakeholder consultation - ER and AA 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	March 2023 to September 2025	- CEMP - Sub-plans - Environmental Procedures - DNVISs (TBA)	- Sydney Metro Review - Stakeholder consultation - ER and AA endorsement - Planning Secretary approval

Notes:

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

The construction works at the Hunter Street West construction site are to be undertaken over a duration of approximately 25 months. The estimated timeline for the following key construction stages to be undertaken at the Hunter Street West construction site is summarised as follows:

- Site access establishment – 15 May 2023
- Demolition – 15 May 2023 to June 2024 (13 months)
- Site Establishment and Shaft Excavation – May 2024 to June 2025 (13 months)

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 demolition activities at the Hunter Street West construction site are consistent with the CSSI CoA.

Establishment of Class B hoarding around the George Street and Hunter Street frontages of the existing buildings will require occupation of the adjacent roadway, and therefore must be completed outside of standard working hours, as permitted by a Road Occupancy Licence (ROL).

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 & Standards

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

- 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)
- TfNSW Guidelines for Road Safety Audit Practice (2011)
- TfNSW QA Specifications
- Construction Traffic Management Framework
- Sydney Metro Principal Contractor Health and Safety Standard V6 (SM-20-00100838)

3.3. Other Environmental Requirements

The transport and traffic associated environmental requirements are listed in Table 14 and Table 15, 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 West construction site is located on the southeast corner of Hunter Street and George Street.

The Hunter Street West construction site is currently occupied by five existing multi-storey commercial/ retail buildings at the following addresses:

- 5 Hunter Street
- 7-13 Hunter Street
- 298-392 George Street
- 312 George Street
- 314-318 George Street

The above existing buildings will be demolished in order to establish the proposed construction site, forming the scope of this CTMP.

The Hunter Street West construction site is surrounded by mixed land uses, with majority of the surrounding structures being multi-storey commercial/ retail buildings. Notably, Circular Quay is located to the north, Royal Botanic Garden Sydney is located to east and Wynyard Park and the Sydney Light Rail track line on George Street are located to the west.

4.2. Abutting Road Network

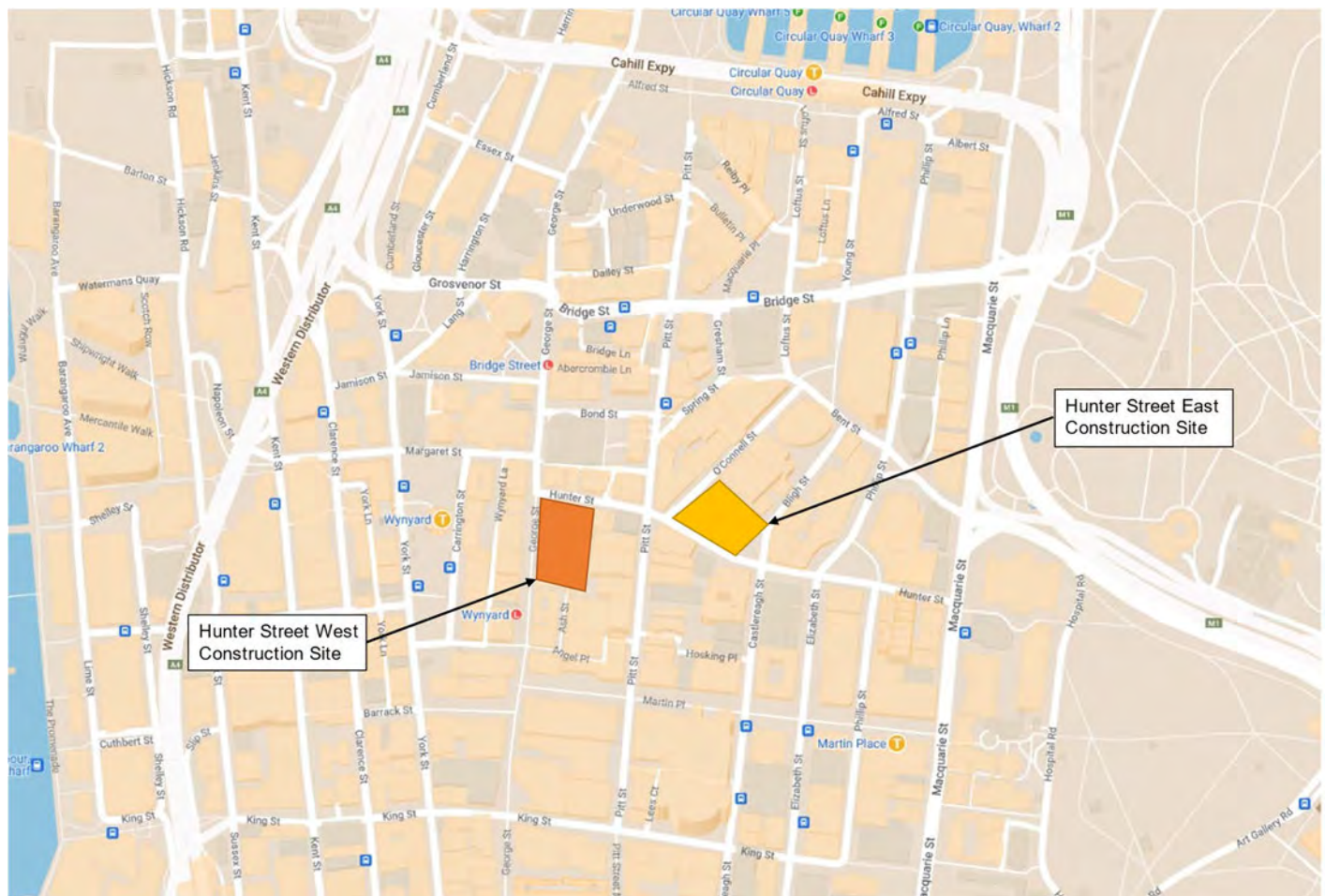
The road network surrounding the subject site comprises the followings:

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 George Street and Pitt Street provides loading zones, taxi zones and four-hour restricted parking along the kerbside of the road. Hunter Street intersects with George Street, Pitt Street and Castlereagh Street via signalised junctions with marked pedestrian crossings on all approaches of the intersections.

George Street between Grosvenor Street and Ultimo Road is pedestrianised with the Sydney light rail track running down the centre of roadway. Vehicle access on George Street is restricted to local residents and tenants where vehicular access to existing buildings along George Street are retained. Parking along both sides of George Street are prohibited in the near vicinity of the site.

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.

Figure 3: Subject Site and Surrounding Road Network



4.3. Active Transport Infrastructure

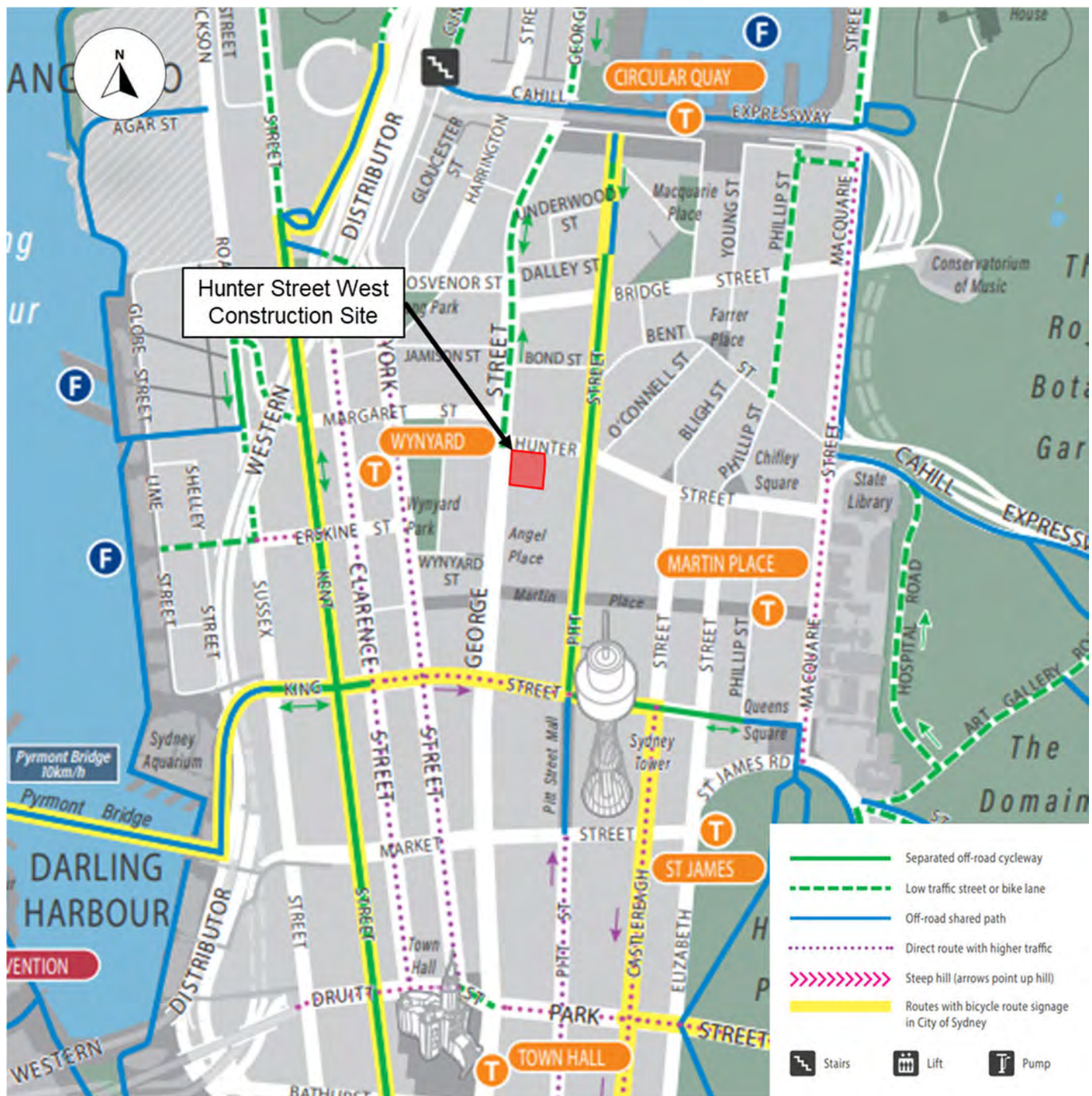
Footpath widths along both sides of most roads in the Sydney CBD are designed to cater for the frequently high volumes of pedestrian movement. Signalised crossings are available at majority of intersections. Pedestrian activities are generally high during both day and night times, considering the proximity of the site to commercial, educational, entertainment and retail uses. In addition, George Street between Grosvenor Street and Ultimo Road has been pedestrianised as part of the Sydney Light Rail servicing between Sydney CBD and Randwick. As a result, pedestrians share the roadway with the light rail services.

In addition, 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 an 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 cycle infrastructure surrounding the Hunter Street West construction site is shown in Figure 4.

Figure 4: Cycle Infrastructure and Routes Surrounding Hunter Street West Construction Site



4.4. Public Transport Infrastructure

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

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 connections across the Sydney Greater Metropolitan Area through the Sydney CBD.

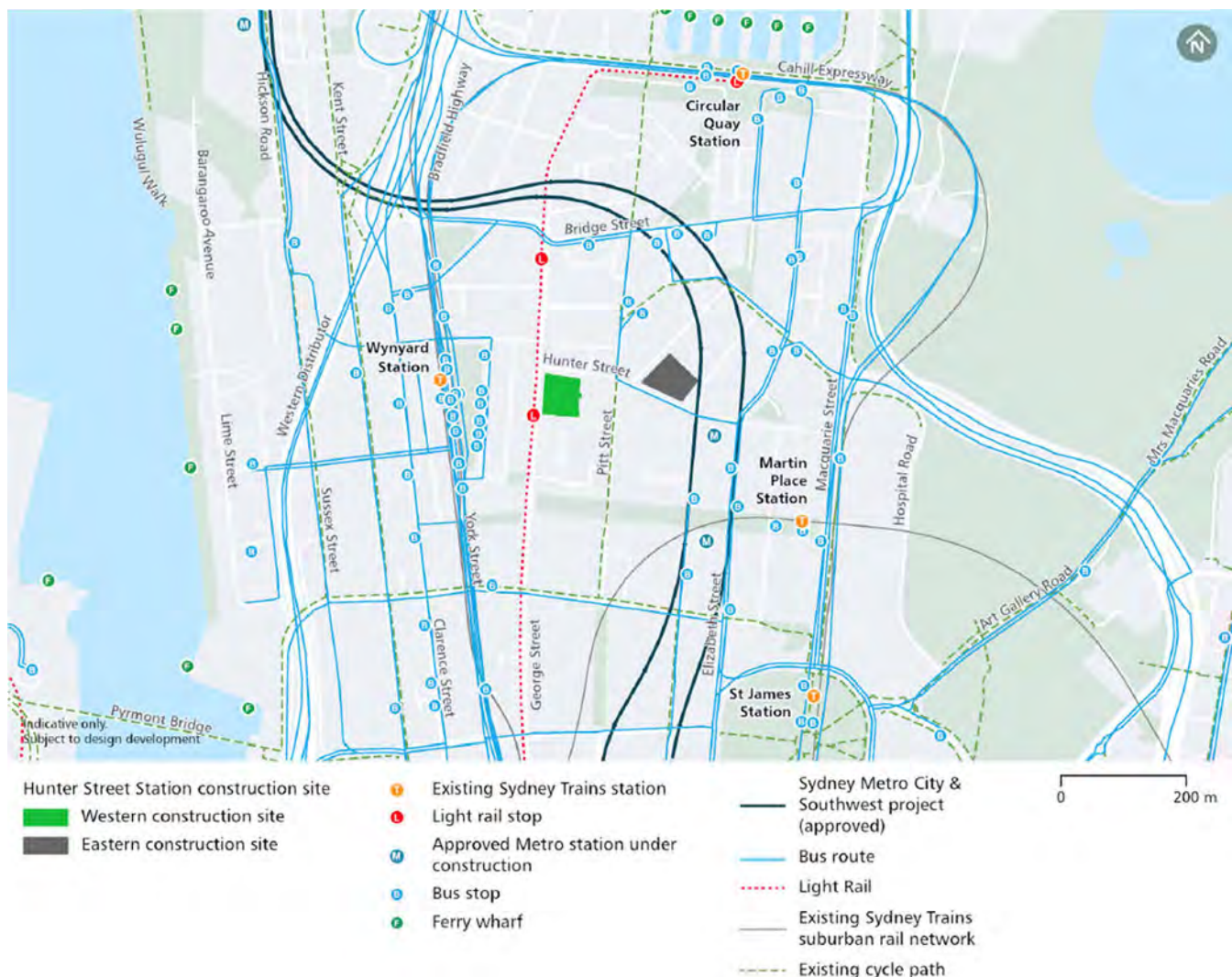
It is noted Sydney Metro City and Southwest (Chatswood to Sydenham) is currently underway, which is expected to be operational in 2024. This would open up three additional metro stations in the Sydney CBD, namely Barangaroo, Martin Place and Pitt Street. These stations are located within the proximity 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 facilities and services in the vicinity of the Hunter Street construction sites are shown in Figure 5.

Figure 5: Public Transport Services Surrounding Hunter Street Construction Sites



4.5. Existing Traffic Volume

A summary of the 2021 traffic volumes in the AM and PM peak hours on the surrounding road network of the Hunter Street West construction site as documented in EIS is provided in Table 5.

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.

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
Bens 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	-	-

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	1,349	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
Clearance Street and Jamison Street	AM	645	12	A
	PM	1,013	12	A

The modelled intersection performance shows that most of the intersections currently perform satisfactorily at LoS C or better with the exception of the Margaret Street and Clarence Street intersection operating at LoS D in the PM peak hour. This is due to high volumes of traffic on all approaches with queues extending past adjacent intersections.

4.6. George Street North Pedestrianisation

TfNSW and City of Sydney Council temporarily closed George Street between Hunter Street and Bridge Street from Monday 9 January 2023, with aims to introduce the changes permanently.

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

The pedestrianisation involves the following traffic changes:

- 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 movements 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 6 displays the above traffic movement changes as part of the George Street North Pedestrianisation project. Figure 7 and Figure 8 show the photos following the implementation of these changes.

Figure 6: Traffic Changes along George Street North Pedestrianisation

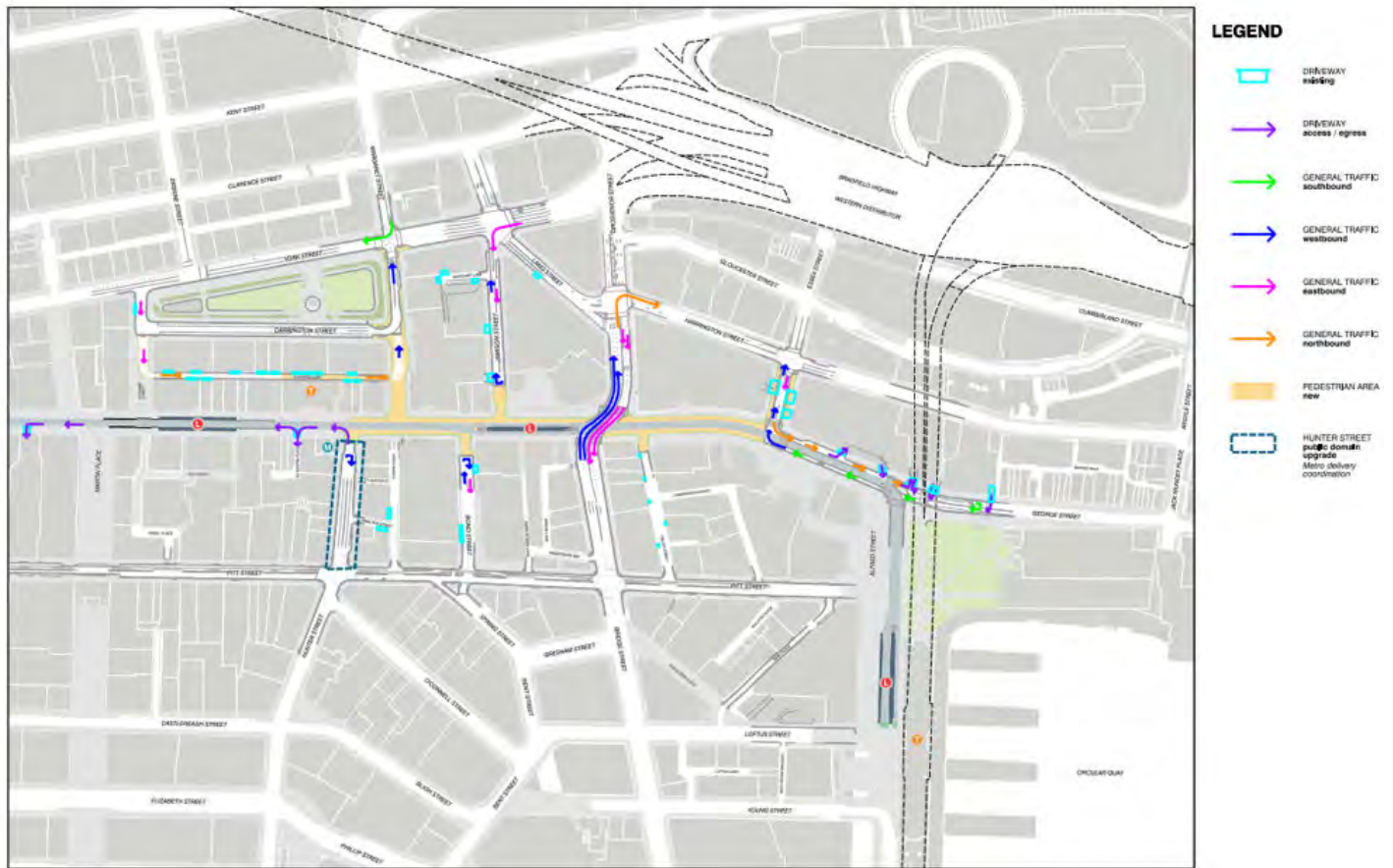


Figure 7: Local Traffic Access on Hunter Street (Looking West from the Pitt Street Intersection)



Photo taken on 29 January 2023

Figure 8: Local Traffic Access on Hunter Street (Looking West Towards the George Street Intersection)



Photo taken on 29 January 2023

The pedestrianisation of George Street would reduce the overall general traffic on Hunter Street due to the partial closure of the George Street and Hunter Street intersection that disconnects the previous travel route between Hunter Street and Margaret Street via George Street. The proposed egress driveway on Hunter Street would not face the existing level of general traffic volume on Hunter Street.

4.7. Existing Kerbside Use

The south side of Hunter Street between George Street and Pitt Street provides a shared 4P parking/ loading zone and a full-time taxi zone. The taxi zone is located fully within the Hunter Street frontage with five spaces.

The north side of Hunter Street between George Street and Hamilton Street provides a shared loading/ taxi zone for three light vehicle spaces.

George Street is a light rail corridor as such parking is restricted at all times.

Any proposed parking changes will be referred to the local traffic committee.

4.8. Concurrent Nearby Developments

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

- Hunter Street East involves the demolition of the existing building and construction of the Hunter Street East side of the Hunter Street metro station. Construction is to run concurrently with the Hunter Street West 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 Street 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 interface 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 6.10. 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. Demolition Works

Full structural demolition of the existing multi-storey mixed-use buildings located at the following:

- 5 Hunter Street
- 7-13 Hunter Street
- 298-392 George Street
- 312 George Street
- 314-318 George Street

The above buildings will be mechanically demolished in a top-down approach to remove all building elements within the Hunter Street west construction site boundaries including the above ground structure, slab on ground and foundations.

The structural demolition will be carried out by licensed demolition contractors in a single set up. The high-rise structures will be mechanically demolished in a staged top-bottom approach, with a planned heavy vehicle access from Hunter St for deliveries and the removal of all building waste. Access via the existing loading dock on De Mestre Place will be required for the initial start-up of the project and intermittently throughout the demolition for the mobilisation of Mobile plant and equipment. The following demolition activities will be undertaken at the Hunter Street West construction site between 15 May 2023 to May 2024:

- Removal of external structures including awnings and signage for the construction of B-class hoardings
- Installation of protective structures to encapsulate the Demolition Site, including the construction of hoardings and heavy-duty scaffolding. The installation, modification and dismantling of the B-Class hoarding will require short term footpath and laneway closures.
- The permanent disconnection of utilities and building services as per Asset Owner requirements. Temporary Services will be installed to facilitate the demolition and excavation works.
- The existing structures will be modified to allow heavy vehicles up to 12.5m to access the structure via the approved routes. The modifications include propping of suspended slabs, installation of column bracing, removal of structural elements for width and height clearances and establishment of safe working areas for mobile plant.
- Identification and removal of Hazardous Materials including Asbestos, waste containing lead and PCB's.
- The stripping and disposal of internal buildings elements
- The modification of the structure for the handling of material through lift shafts and building cross overs between the adjacent high-rise structures
- Mobilisation of key plant and equipment to building rooftops to conduct top-down demolition works including craneage.
- Shoring of the existing basement walls to support basement demolition works and future shaft excavation works.
- Complete structural demolition of the structures using Mobile Plant positioned on suspended slabs including excavators, skid steers and access equipment.
- Mobilisation of larger excavators (>30T) and equipment to conduct the demolition of the lower level structures.
- Removal and disposal of all buildings waste including concrete, brick, steel and glass.
- Temporary propping and/or waterproofing would be provided for structural integrity of adjacent structures as required during the demolition work

A site plan is shown in Appendix A.

Works interfacing with the Sydney Light rail, including installation of Class B hoarding and scaffold, will be undertaken in accordance with Transdev requirements. JCG JV will follow the standard requirements for engineering possession and full track possession for the installation of hoarding.

5.2. Proposed Site Access Arrangements

The following driveways will be used during demolition works as shown in **Error! Reference source not found.** ;

Figure 9: Proposed Hunter Street West Construction Site Access Locations During Demolition



- Existing roadway of De Mestre Place off George Street, located approximately 40m south of Hunter Street (western boundary of the site)
- Proposed access and egress driveway on Hunter Street, located approximately 18m east of George Street (northern boundary of the site). The proposed driveway will be established with a width of 12m to accommodate up to 12.5m heavy rigid vehicles and utilised as the primary site access during demolition and site operations.
- Proposed access and egress driveway on Hunter Street, located approximately 5m west of Hamilton Street (northern boundary of the site). The proposed driveway will be established with a width of 6m to accommodate up to 6.4m small rigid vehicles and utilised as a secondary site access during demolition activities only.

Existing vehicle access to the properties within the Hunter St West site is provided via De Mestre Place. This is the only existing access, and therefore critical during the initial phase of the works. Small plant, tools and equipment, including scaffolding, must be established on site to create access through the buildings, to open up the access from Hunter Street as the primary access for the demolition works.

Use of De Mestre Place for access/ egress is proposed for the first four months of construction, during which time the construction movements will be heavily restricted to mitigate the interface risk with Sydney Light Rail. JCG are proposing to operate this access/egress between the hours of 22:00 and 04:00 and limited to Monday to Thursday. Furthermore, the vehicle size will be restricted to 6.4m SRV during light rail operating hours, with an expected frequency of 2 movements per hour.

During LR operations, JCG JV will only be using the 6.4m SRV (Small Rigid Vehicle). The 12.5m HRV will only be used once the LR has ceased operation. This will alleviate the issue of HRV needing to swing into the Dynamic Kinetic Envelope (DKE) of the LR vehicle (LRV) heading towards Circular Quay.

Traffic Controllers on gate duties at De Mestre Place and George St will assist construction vehicles to exit De Mestre Place between gaps of LRV's . They will also manage pedestrian movements to allow vehicles to exit in a safe manner.

A road safety audits (RSA's) have been completed for both the site access/egress points and the proposed haulage routes, these are included in Appendix E. Further to the RSA's, an assessment of the vehicles passing Wynyard Station has been undertaken.

Australian standard widths for Small rigid vehicles (SRV's) and Medium Rigid Vehicles (MRV's) have been assessed passing a SLR vehicle using the following standard dimensions;

- HRV (2.5m based on AS2890.2)
- SRV (2.3m based on AS2890.2)

Width of Light rail vehicles is 2.65m based on CAD specifications and supported by the research result as shown in Figure 10.

Figure 10 - Sydney Light Rail Vehicle Size

Country	City	Image	Type	Fleet numbers	Quantity	Year	Length	Width	Comments
Australia	Sydney		305 ^[47]	001-060	60 ^[47]	2019	33 ^[48]	2.65	For CBD and South East Light Rail. ^[47] Capable of both APS and pantograph power. ^[49] Single-ended, operating in service as back-to-back pairs. Semi-permanently coupled. ^[49]

Source: https://en.wikipedia.org/wiki/Alstom_Citadis

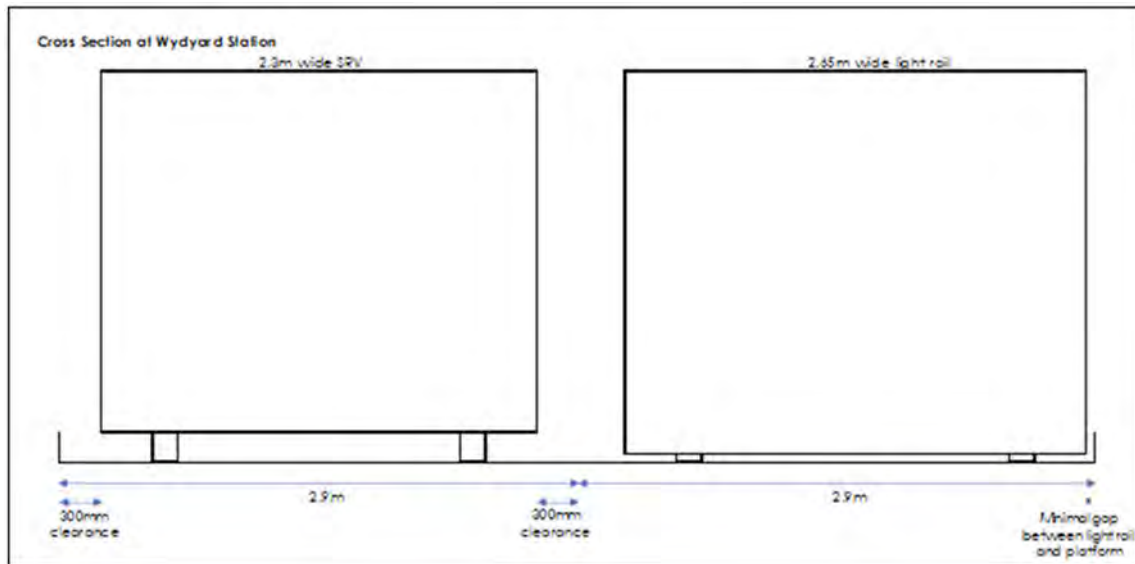
The road carriageway width at Wynyard station provides approximately 5.8m as per Figure 11.

Figure 11 - Road Carriageway Width at Wynyard Light Rail Station



The swept path analysis completed using the largest of the nominated vehicles (12.5m HRV), demonstrates a 300mm clearance can be achieved on both sides of the SRV when passing the light rail at Wynyard Station. This would satisfy the 300mm manoeuvring clearance in accordance with AS2890.2, noting the light rail allows consistent clearances as it moves along its track, this clearance is detailed diagrammatically in Figure 12.

Figure 12 - Cross section detailing HRV passing a LRV



While the assessment has been completed using the 12.5m HRV, this type of vehicle is not proposed to be used within the SLR operating hours. The vehicles used concurrently with SLR is the SRV, which will provide an additional clearance of 200mm.

Considering the above assessment and the current local access operation of George St (deliveries and waste collection), the proposed construction movements are not expected to impact on SLR when passing by Wynyard SLR Station.

Considering the proposed operating restrictions, the additional haulage routes required to access and egress from De Mestre Place as detailed in section 6.3, are not expected to impact on public transport networks.

Although the assessment shows the SRV's can pass stationary LRV's at Wynyard stop with sufficient clearance, at the request of SLR, no construction vehicles will be permitted to pass an LRV on either Wynyard platform. Traffic controllers stationed at De Mestre place will manage construction vehicles exiting the site via De Mestre Place, holding construction vehicles on the site when a LRV is on approach or stopped at Wynyard stop.

The proposed driveways on Hunter Street will be constructed to accommodate access and egress movements of heavy vehicles into and out of the Hunter Street West construction site. The 12m wide driveway will be retained for the subsequent site establishment and shaft excavation activities while the other driveway will be disused completion of demolition activities and associated parking removal reinstated.

The primary driveway on Hunter Street has been designed to accommodate a Heavy Rigid Vehicle (HRV) into and out of the site. The swept paths of a 12.5m long HRV entering and exiting the Hunter Street West construction site are shown in Appendix B. The secondary driveways on Hunter Street and George Street have been designed to accommodate a Medium Rigid Vehicle (SRV) into and out of the site. The swept paths of a 8.8m long MRV entering and exiting the Hunter Street West construction site are also provided in Appendix B.

A range of truck types will be used during the demolition works with the largest being a 12.5m flatbed truck

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 controllers will be deployed at the site access gates to help facilitate construction vehicle movements in and out of the site.

The purpose of constructing two new access and egress driveways on Hunter Street is to overcome the site constraints. There is an issue with the platform level with a difference of 2m between the two driveways due to the steep slope along Hunter Street, but it is required to keep the platform level for crane operation. It is not feasible to provide loop driveways for separate one-way in and one-way out. On this basis, it is required to create two access and egress driveways as shown in above.

The western driveway is located at a redundant mid-block signalised pedestrian crossing on Hunter Street, as can be seen in the old aerial photo in Figure 9. While the line marking had been removed since 2018, the lanterns remained in place until recently but have recently been removed completely as shown in the photo in Figure 13.

Figure 13: Hunter Street, Looking West towards George Street



Photo taken on 29 January 2023

5.3. Proposed Haulage Routes

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 travelling on local roads. Sensitive areas such as schools, aged care facilities and child care facilities have been avoided, where possible.

The JCG JV proposed haulage routes for the Hunter Street West construction site are generally consistent with the EIS revised haulage routes as shown in Figure 14.

The only existing access into the Hunter West construction site, is via De Mestre Place. This access is critical for the mobilisation of plant and equipment required to establish access onto Hunter St and is only proposed for use during the first 4 months of construction (the establishment phase). Plant mobilised from De Mestre place will clear the route through the existing properties up to the proposed access points on Hunter St. . During the establishment phase, deliveries will be required during periods of low pedestrian traffic (10pm to 7am). Beyond the initial establishment period, the De Mestre Place access point will be limited to infrequent OSOM deliveries, restricted to periods outside of tram operating hours. Due to the recent pedestrianisation of George St, the De Mestre Place access point will require additional haulage routes to those listed in the EIS, approval of these routes will be subject of a HVLR report, requiring approval by the Planning Secretary.

Road network configuration changes associated with the Hunter St Closure, specifically the changes to the right turn movement from O'Connell St onto Hunter St, have prevented use of the Primary Inbound B route as nominated in Figure 14 below. To provide for heavy vehicles traveling southbound into the Hunter St West site, an alternative route is proposed, utilising Macquarie Street between Bridge St and Bent St. This route is consistent with the EIS, given the route is currently nominated as the primary outbound haulage route, with the difference being limited to the direction of travel.

JCG JV identifies the largest vehicle to be used at the Hunter Street West construction site, which is a 12.5m HRV. 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.

It is understood that oversize and/ or overmass (OSOM) vehicles may be required to deliver bulky items/ machineries and the City of Sydney Council could 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.

Figure 14: EIS Revised Construction Haulage Routes for Hunter Street

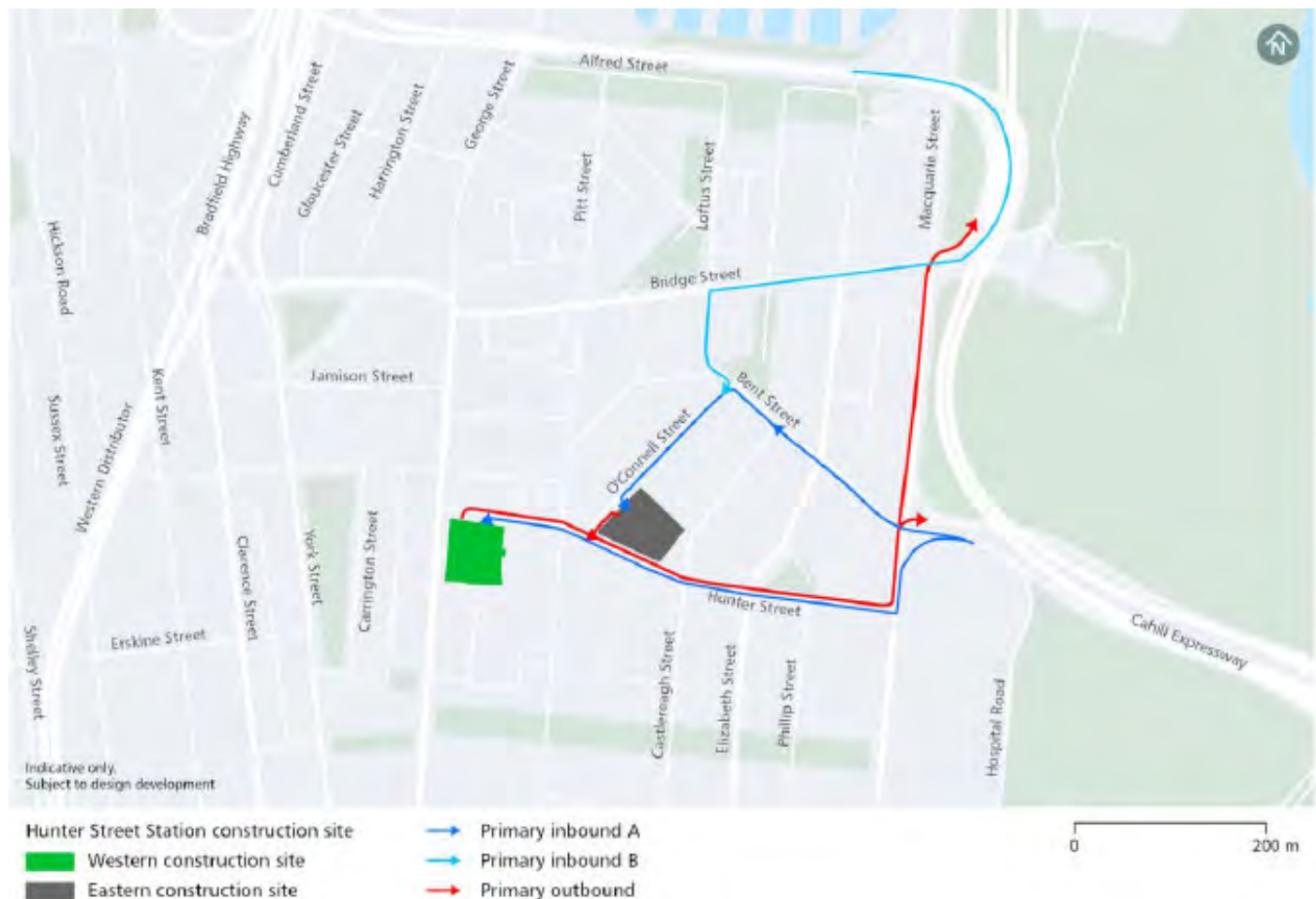
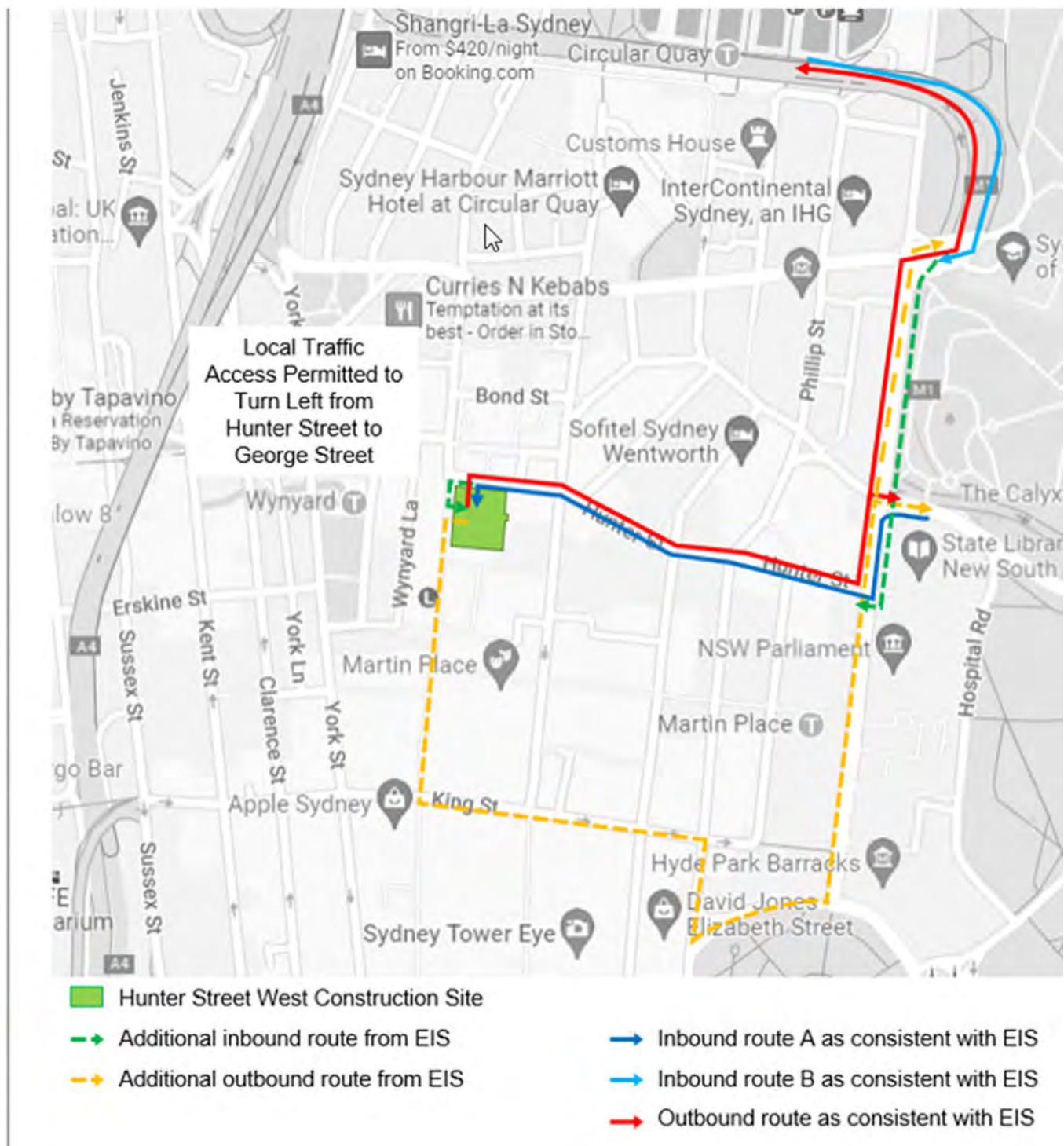


Figure 15: Proposed Additional Construction Haulage Routes for Hunter Street West site



Note: The proposed yellow route via Macquarie St is only required between 22:00 and 04:00 Monday to Thursday for a maximum of 2 vehicles per hour.

5.3.1. Arrival Route

The proposed primary heavy vehicle arrival routes to be adopted for the Hunter Street West construction site to minimise traffic disruptions are shown in Figure 14 and Figure 15, and can be summarised as follows:

- All construction vehicles to come from the east via Shakespeare Place/ Cahill Expressway
- Turn left onto Macquarie Street
- Turn right onto Hunter Street and continue westbound
- Turn left into the Hunter Street West construction site

- Alternatively, turn left onto George Street and subsequently turn left into the Hunter Street West construction site via De Mestre Place site access.

5.3.2. Departure Route

The proposed departure heavy vehicle routes to be adopted for the Hunter Street West construction site to minimise traffic disruptions are shown in Figure 14 and Figure 15, and can be summarised as follows:

- All construction vehicles to turn right onto Hunter Street
- Turn left onto Macquarie Street
- For access to the south, turn right onto Shakespeare Place and continue southbound via Eastern Distributor
- For access to the north, turn right onto Conservatorium Road and continue onto Cahill Expressway northbound
- For the George Street exit heading north, turn left onto George Street, turn left onto King Street, turn left onto Elizabeth Street and proceed along Phillip Street, turn right onto Conservatorium Road and continue onto Cahill Expressway northbound
- For the George Street exit heading south, turn left onto George Street, turn left onto King Street, turn right onto Elizabeth Street, turn left onto St James Road, turn left onto Macquarie Street, turn right onto Shakespeare Place and continue southbound via Eastern Distributor

These additional routes for the George Street driveway are suitable for buses and/or 12.5m service vehicles in the Sydney CBD.

5.3.3. Real Time Monitoring

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 can analyse real-time traffic data, allowing JCG JV to manage its construction vehicles fleet more efficiently by predicting arrival times and communicate directly with construction workers.

A call up system will be implemented, whereby the on-site logistics co-ordinator will manage the call up of trucks as required, to ensure trucks don't queue on local roads. The logistics co-ordinator will advise all vehicles in advance of arrival into the CBD, if the site has capacity.

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

The construction 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 80 construction workers on site at any one time for the demolition works.

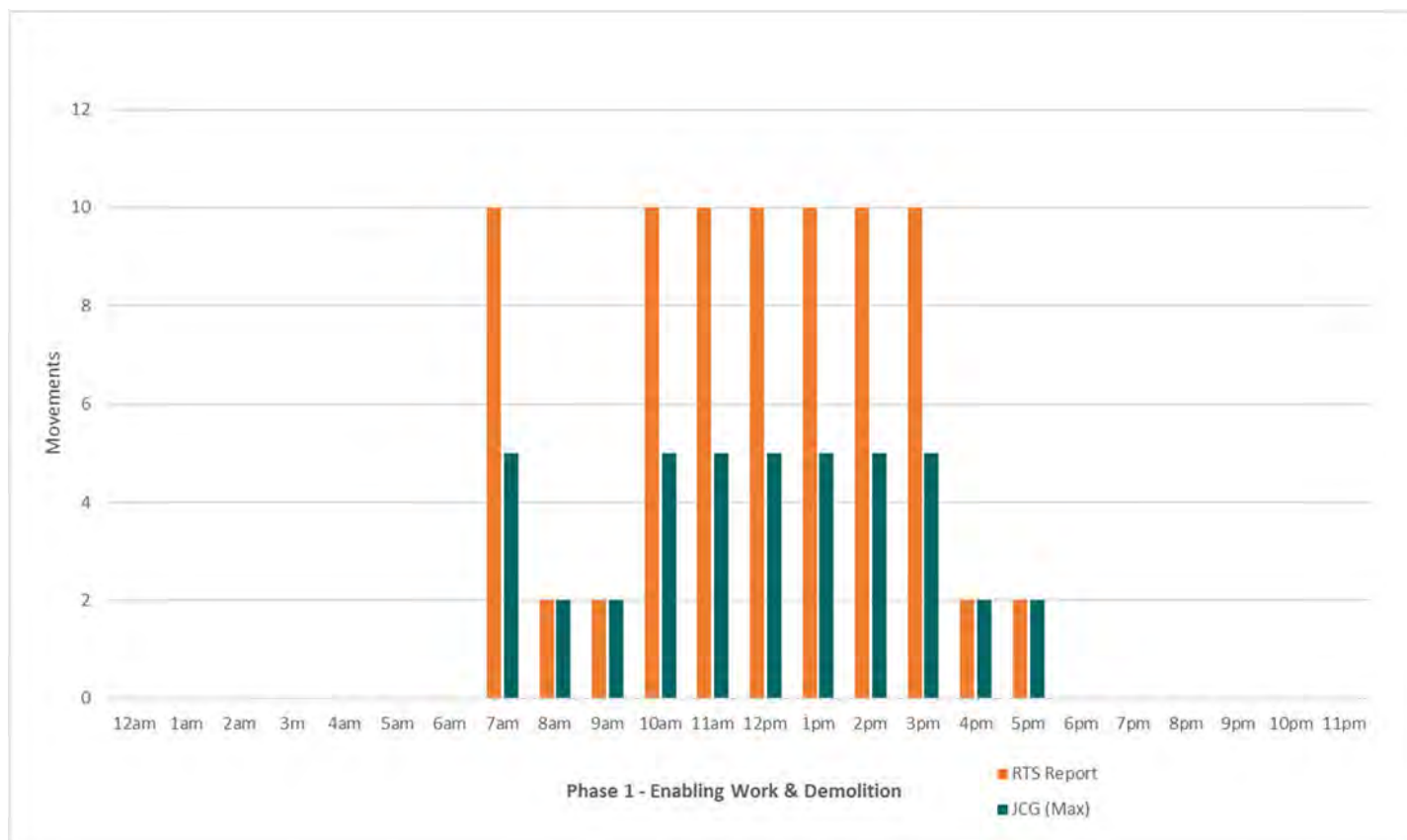
5.5. Construction Worker Parking

Construction worker parking will not be provided in the Hunter Street West construction site. Construction workers must not to 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. Where public transport is not feasible, carpooling combined with the use of commercial carparks will be strongly encouraged amongst construction workers to minimise the number of vehicles on the road network.

5.6. Construction Traffic Generation

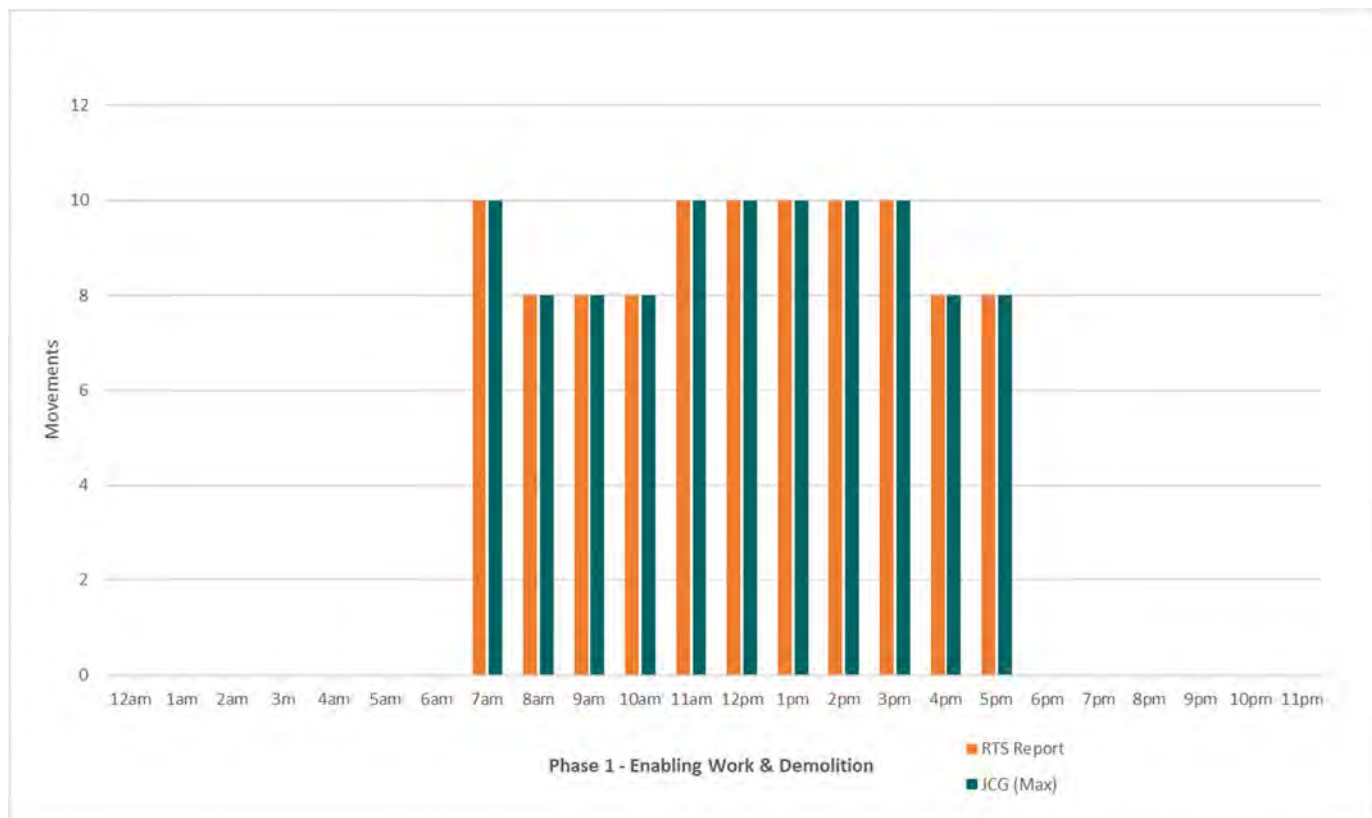
Construction traffic generated by the proposed demolition activities at the Hunter Street West construction site is expected to be consistent with the traffic generation identified in the Response to Submissions Report (RTS). Figure 13 and Figure 14 shows the summary of the proposed construction traffic with a comparison with the RTS construction traffic volumes, taking into consideration light and heavy vehicle movements.

Figure 16 - Indicative hourly light vehicle movements for Hunter St West Demolition Phase



Note: Movement means one way. A vehicle entering then leaving the site represents two movements.

Figure 17 - Indicative hourly heavy vehicle movements for Hunter St West Demolition Phase



Note: Movement means one way. A vehicle entering then leaving the site represents two movements.

As presented in Figure 16, the proposed construction light vehicle volume is significantly less than the RTS in both the AM and PM peaks, Figure 17 details the proposed heavy vehicle movements, which are consistent with the RTS movements.

The proposed daily total traffic volume of 143 daily vehicle movements is less than the RTS total traffic volume of 178 daily vehicle movements.

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 18 and Figure 19 detail the cumulative impact of the two sites.

Figure 18 - Cumulative Hunter East & West Light Vehicle Movements

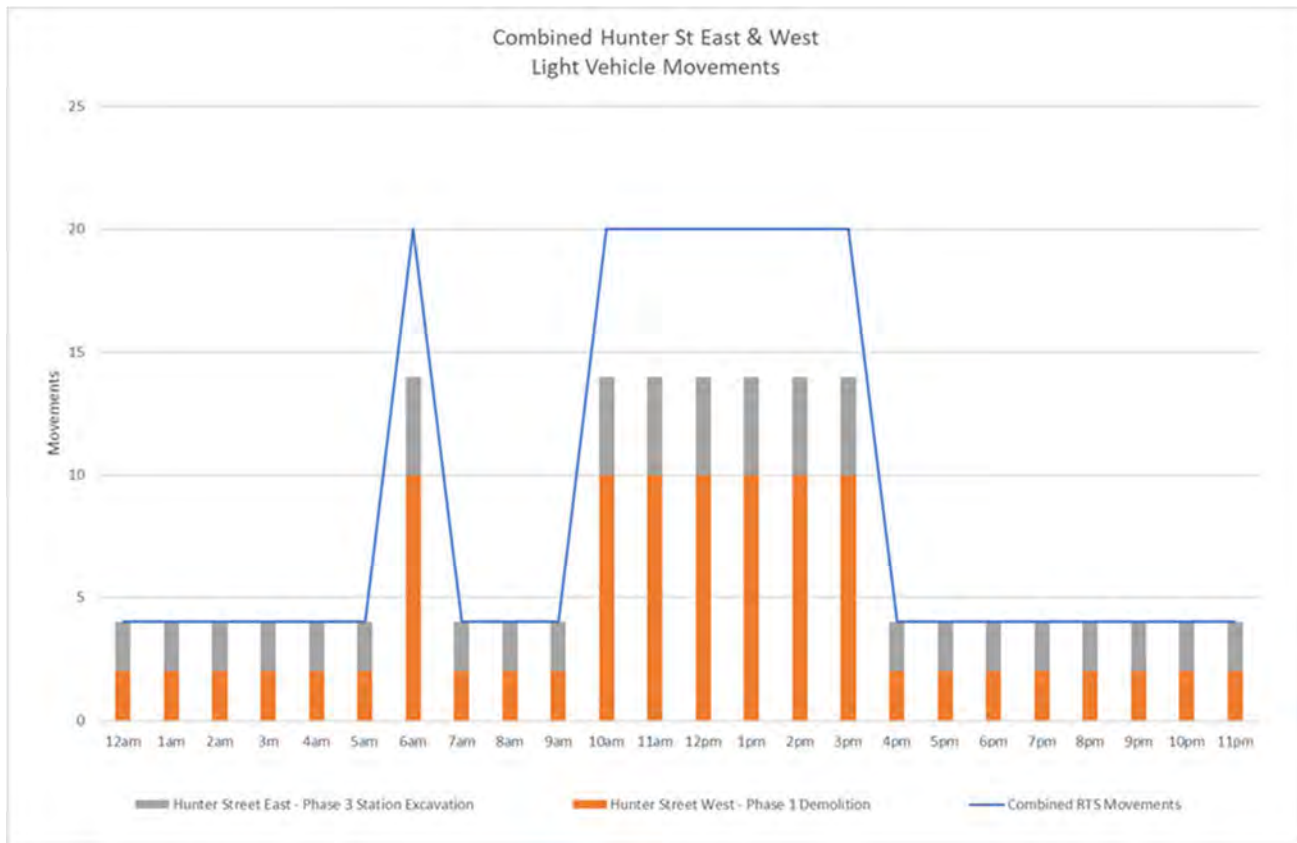
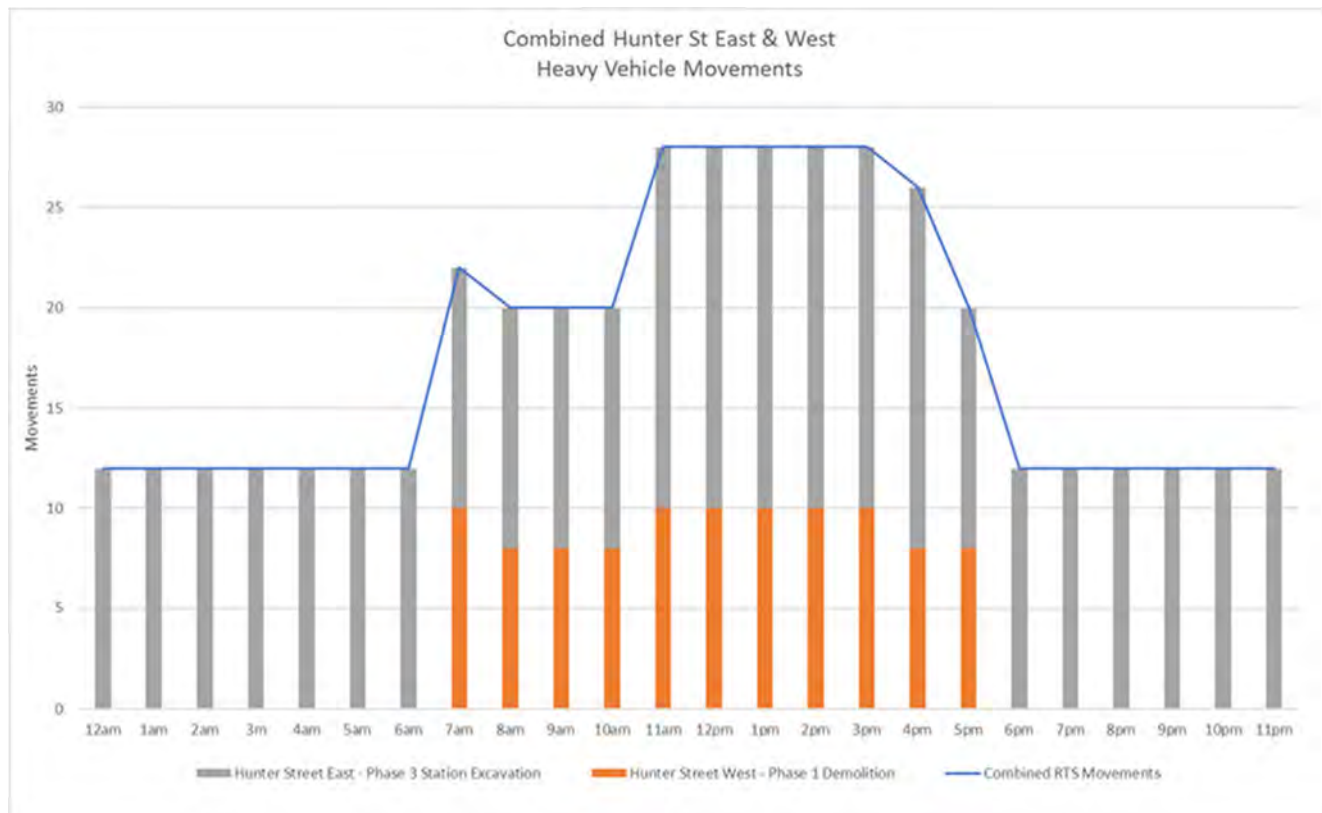


Figure 19 - Cumulative Hunter East & West Heavy Vehicle Movements



5.7. Pedestrian and Cyclist Management

Prior to the commencement of demolition activities, B-class hoarding will be erected along the construction site boundaries on Hunter Street and George Street. B-class hoarding will provide overhead protection to pedestrians while maintaining pedestrian movements along the site frontages throughout the duration of the proposed works.

Details of the B-class hoarding installation will be subject to a separate application, which will be prepared by JCG JV or associated contractors. All relevant permits would be sought prior to any hoarding installation taking place.

Pedestrian footpaths will be maintained surrounding the Hunter Street West construction site on Hunter Street and George Street for the duration of the proposed demolition works. Qualified traffic controllers will be stationed at the proposed site access driveways on Hunter Street to manage and control pedestrian movements, when required.

Where construction vehicles interface with the pedestrians and trams along the pedestrianised section of George St, additional controls will be implemented. During the infrequent deliveries utilising the De Mestre Place access/egress (up to 5 per day), traffic controllers will be stationed at the egress points to direct the construction vehicles. Construction vehicles will be directed to exit immediately behind a tram service, to ensure maximum time/distance is provided to the next service.

During HV movement on Hunter St, traffic controllers will be safely assisting, guiding pedestrians at the intersection of Hunter St and George St. TGS is attached in Appendix C.

Concertina gates will be utilised by JCG JV personnel and extended across the pedestrian footpath on both sides of the driveways 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. It is expected that one traffic controller would be adequate in 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 prior to the concertina gates 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. Access gates to the proposed work site will be made lockable 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. Dilapidation Survey

Road dilapidation surveys will be undertaken on surrounding local roads which form part of the proposed construction haulage routes. The surveys will identify the existing conditions of the surrounding local 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 demolition activities, 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 Hunter Street West construction site, which is also consistent with the EIS.

The EIS has assessed the performance of intersections in close proximity to the Hunter Street East and West construction sites, taking into consideration of the construction traffic generation of the proposed works. The intersection performance is summarised in Table 7.

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 the Bent Street and Phillip Street intersection, which would operate at LoS D during the PM peak regardless of the construction works. 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 the construction works.

Table 7: Modelled Intersection Performance – Hunter Street Station Construction Site (during Peak Construction Activities)

Intersection	AM Peak				PM Peak			
	Future year 2024 without construction		Future year 2024 with construction		Future year 2024 without construction		Future year 2024 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 Response to Submission report for the demolition activities at the Hunter Street West construction site.

The intersection performance is modelled based on the peak construction activities in 2024, with spare capacity at the key intersections surrounding the Hunter Street Station site. Given the construction traffic generation is generally lower during the demolition works, when compared with the peak construction period, traffic impacts during the tunnel demolition works are expected to be less than what is shown in the above intersection performance.

Therefore, the impacts of the proposed Hunter Street West demolition activities 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, the traffic impacts including emergency vehicle access will be minimal around the site.

6.2. Macquarie St & Shakespeare Modelling

6.2.1. Scope

The scope of the modelling is to assess the traffic effects associated with construction traffic that will be assigned to the Macquarie Street- Bent Street- Shakespeare Place intersection. JCG JV are exploring alternative routes from Sydney Harbour Bridge (SHB) to access the Hunter Street West site. The proposed alternative route was not identified in the project EIS. To justify the new route, traffic modelling is required to ascertain the intersection performance impact by implementing additional traffic to the intersection.

Following discussion with TfNSW, the following modelling scenarios have been developed to assess the performance of the Macquarie Street- Bent Street- Shakespeare Place intersection:

- Existing conditions
- Construction Phase 1 Enabling Works and Demolition

This traffic modelling statement assesses the traffic impact associated with additional heavy vehicles from construction activities at the Macquarie Street and Bent Street intersection in the AM and PM peak hours on weekdays.

6.2.2. Traffic Modelling Parameters

6.2.2.1. Input Parameters / Model Development

6.2.2.1.1. Intersection Layout and Geometry

Nearmap aerial imagery has been used to code the intersection layout. The SIDRA layout is shown in Figure 20 for the existing AM layout and Figure 21 for the existing PM layout.

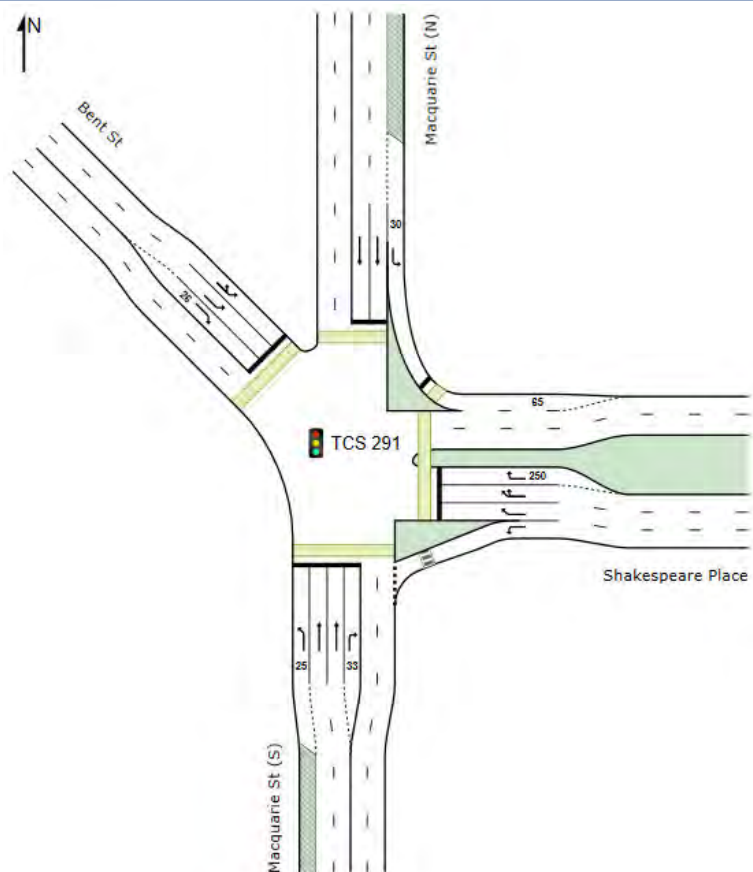


Figure 20: Existing AM Layout at the Macquarie Street- Bent Street Intersection

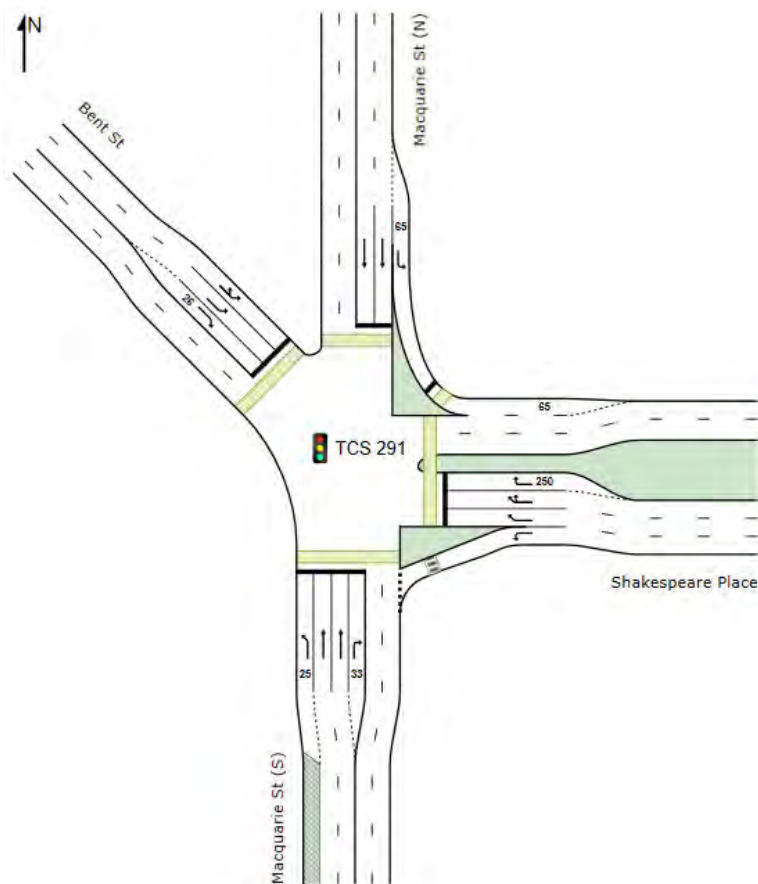


Figure 21: Existing PM Layout at the Macquarie Street- Bent Street Intersection

6.2.2.1.2. Transport for New South Wales SCATS Detector Counts

JCG JV provided TTPP with SCATS traffic volume data for March 2022 which is the most recent dataset when all detectors were working to enable a full dataset. TfNSW advised detectors 4 and 12 were not working in more recent data and therefore would not be appropriate for analysis purposes.

The existing AM Peak (8am to 9am) and PM peak (5pm to 6pm) traffic volumes are shown in Figure 22 and Figure 23 respectively for Wednesday 16 March 2022 which presents the average weekday traffic volume.

AM peak Hour (8-9am)								
Total								
HV								
1	26	↑		Macquarie St	27	15		
11	218	→			542	292		
1	26	↓			↓	↙		
					Shakespeare Pl			
Bent St								
↙	↑	↘		↙	405	20		
196	483	208		←	525	26		
10	24	10		↓	396	20		

Figure 22: AM Peak Traffic Volume

PM peak Hour (5-6pm)							
Total							
HV							
3	58	↑		Macquarie St	28	35	
20	398	→			550	709	
3	68	↓			↓	↙	
					Shakespeare Pl		
Bent St							
↖	↑	↗		↖	211	11	
101	457	297		←	266	13	
5	23	15		↙	300	15	

Figure 23: PM Peak Traffic Volume

6.2.2.1.3. TCS Signal Plan

The TCS signal plans were used for geometric details of the intersection including the gradients, layout and lane widths. They also provide details of the phasing arrangements and additional information about how the intersection operates.

6.2.2.1.4. SCATS History, TCS Intersection and Sub System Data

Signal timing was input as user-given phase times. The basic timing for the signalised intersection has been taken from the SCATS history files. TCS and intersection data including Pedestrian Walk Times, Clearance 1 and 2 times and Inter green (yellow and red) times were also obtained from TfNSW.

Pedestrian phases are called in every phase between 6am and 10pm as the subject intersection has been installed with automated pedestrian crossing similar to other intersections in the Sydney CBD.

6.2.2.1.5. Model Calibration and Validation

The model was calibrated with the use of the SCATS history files. The modelled queue lengths have been validated and compared against Google Maps traffic queues for a typical Wednesday AM (8am-9am) and PM (5pm-6pm) peaks and the SCATS phase times.

The modelled queue lengths against the Google traffic queues for the AM peak and PM peak are shown in Figure 24 and Figure 25, respectively.

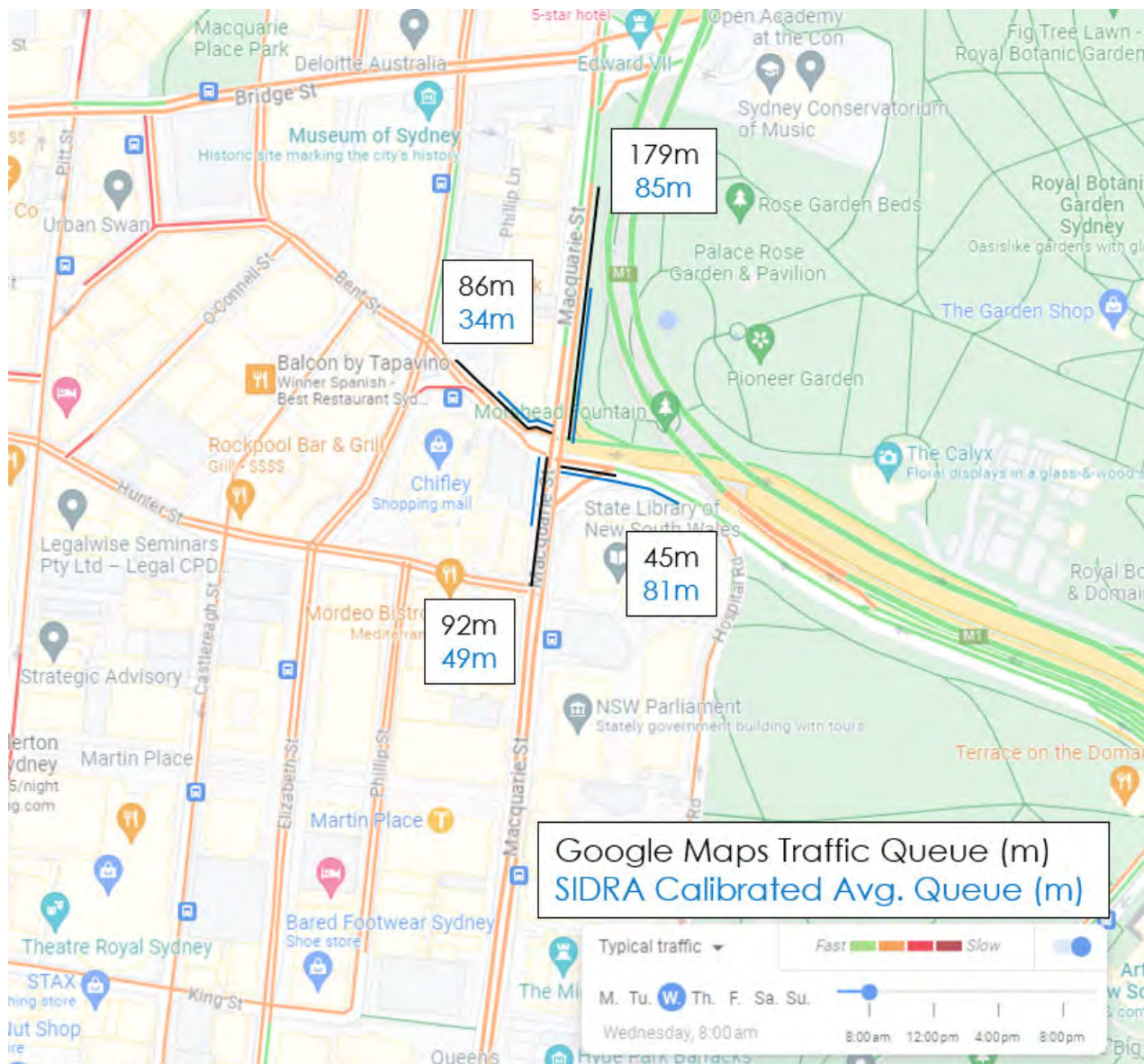


Figure 24: AM Peak Queue Length Calibration/Validation at Macquarie Street and Bent Street

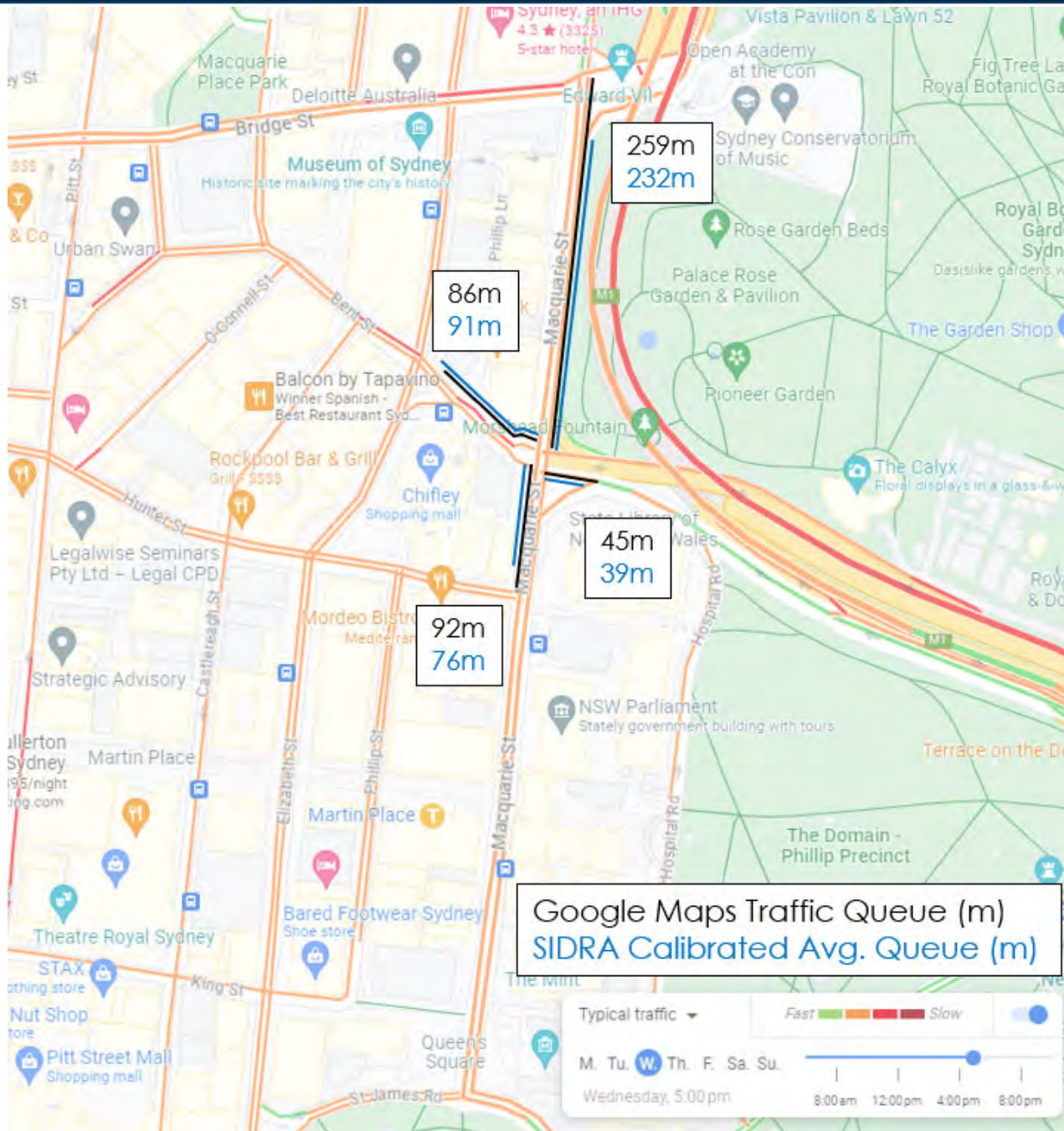


Figure 25: PM Peak Queue Length Calibration/Validation at Macquarie Street and Bent Street

6.2.2.2. Construction Haulage

6.2.2.2.1. Additional Construction Traffic Volume

The additional construction traffic volume that was assessed involves two trucks and one light vehicle (total 3 vehicles) in the southbound direction along Macquarie Street towards the Hunter Street west site in both AM and PM peak hours.

Figure 26 shows the additional construction traffic volume at the Macquarie Street and Bent Street intersection.

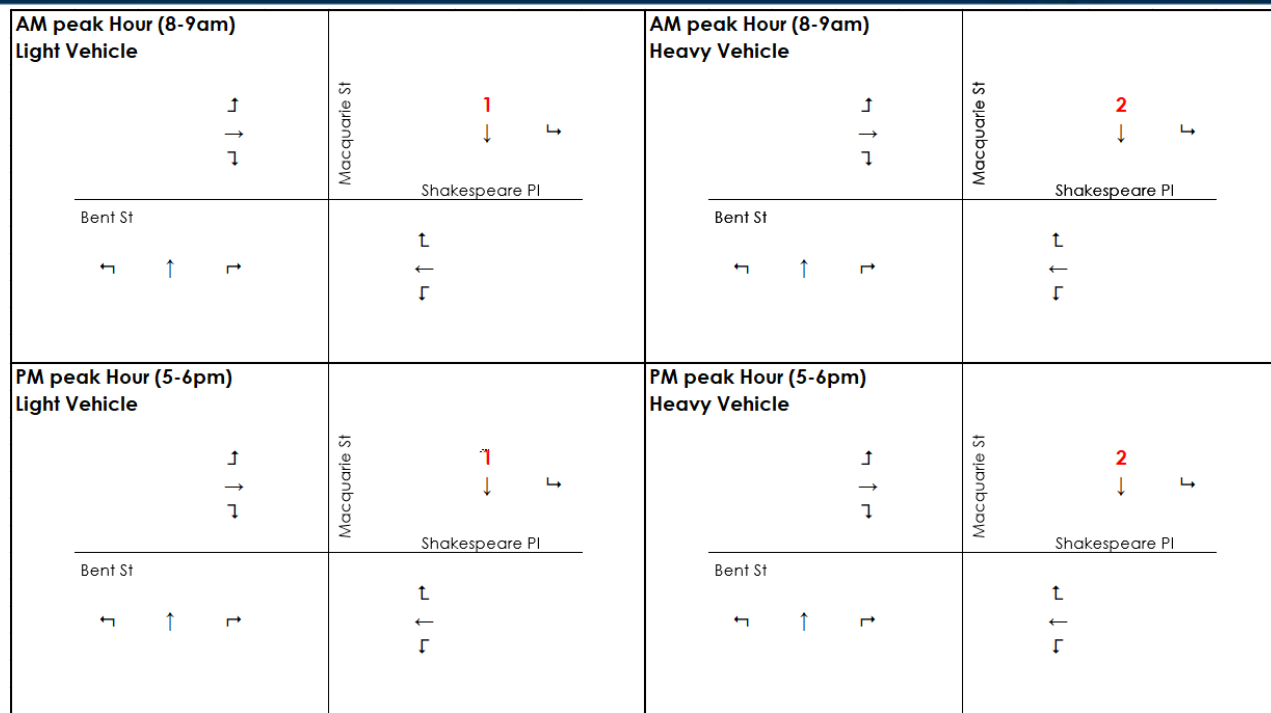


Figure 26: Additional AM and PM peak hour construction traffic volume at the Macquarie Street and Bent Street intersection

As noted above, JCG JV are exploring alternative routes from SHB to access the Hunter Street West site. The proposed alternative route was not identified in the project EIS. To justify the new route, traffic modelling is required to ascertain the intersection performance impact by increasing traffic to the intersection.

6.2.2.3. Modelling Results

6.2.2.3.1. EIS Results

The Environmental Impact Statement indicates the Macquarie Street and Bent Street intersection currently operates at LoS C in the AM and PM peak hours, as shown in Figure 27 based on the Aimsun modelling results.

Intersection and peak hour	Demand flow (vehicles per hour)	Average delay (seconds per vehicle)	Level of Service ¹	Maximum queue length by directional approach (metres)	
Macquarie Street / Bent Street / Shakespeare Place					
Morning	3,383	29	C	NB	70
				EB	50
				SB	180
				WB	150
Evening	3,875	32	C	NB	80
				EB	80
				SB	100
				WB	120

Figure 27: EIS intersection Performance (2021)

The Response to Submission (RTS) indicates the intersection was forecasted to operate at LoS C during the peak construction activities in 2025. The intersection would not be affected by the construction traffic volume given the intersection delay was very similar without the ETP project, as shown in Figure 28.

Modelled intersection performance – Hunter Street Station (Sydney CBD) construction sites (preferred route)

Intersection and peak hour	2025 without this proposal				2025 with this proposal as described in the Environmental Impact Statement				2025 with this proposal as described within this Submissions Report			
	Demand flow (vehicles per hour)	Average delay (seconds per vehicle)	Level of Service	Maximum queue length by directional approach (vehicles)	Demand flow (vehicles per hour)	Average delay (seconds per vehicle)	Level of Service	Maximum queue length by directional approach (vehicles)	Demand flow (vehicles per hour)	Average delay (seconds per vehicle)	Level of Service	Maximum queue length by directional approach (vehicles)
Macquarie Street/Bent Street/Shakespeare Place												
Morning	3,422	30	C	NB 70	3,409	31	C	NB 70	3,457	30	C	NB 70
				EB 40				EB 40				EB 50
				SB 100				SB 140				SB 100
				WB 160				WB 140				WB 140
Evening	4,014	41	C	NB 90	4,041	41	C	NB 90	4,060	39	C	NB 90
				EB 100				EB 100				EB 90
				SB 140				SB 160				SB 150
				WB 140				WB 140				WB 160

Figure 28: RTS intersection Performance during Peak Construction Activities (2025)

6.2.2.4. SIDRA Modelling Results

The scope of this modelling report is to compare the intersection performance based on the existing conditions with the additional construction traffic.

The SIDRA modelling results for the AM and PM peak hours with and without the additional construction traffic are presented in Table 8.

Table 8: AM and PM Modelling Results

Intersection	Peak	Existing			Additional Construction Traffic		
		Avg Delay (s)	LoS	Avg Queue	Avg Delay (s)	LoS	Avg Queue
TCS 0291 – Macquarie Street and Bent Street	AM Peak	41	C	85	41	C	86
	PM Peak	56	D	232	56	D	233

Based on Table 8, the Macquarie Street and Bent Street intersection is expected to operate satisfactorily during both the AM peak and PM, including with the additional construction traffic (3 vehicles). The addition of 3 vehicles in each peak period would have no impact to average delay and would increase average queues by 1m in both peak periods.

Furthermore, the SIDRA results are generally consistent with the EIS results discussed above in that it concluded the intersection would not be affected by the additional construction traffic given the intersection delay was very similar without the ETP project.

6.2.2.5. Summary

Based on the above assessment, the additional construction vehicles would have an imperceptible impact to the operation of the Macquarie Street and Bent Street intersection.

6.3. Impact on Public Transport

The demolition activities will not result in any major impacts on the public transport network as all bus and light rail services will be maintained for the duration of the proposed demolition works. This is consistent with what has been identified in the EIS.

Four on-street parking space within the existing taxi zone will be temporarily removed to accommodate the eastern site access driveway on Hunter Street. Following completion of the demolition activities, the eastern site access driveway on Hunter Street will be removed and the taxi zone will be reinstated to its pre-existing condition.

JCG JV is investigating and liaising with CJP, Taxi Council and CoS to provide additional Taxi Zones on Hunter St between George St and Pitt St northern side.

The peak number of construction workers at the Hunter Street West construction site during the demolition activities is expected to be 80 workers at any one time. 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 trip distribution across different modes, the impact on public transport is expected to be minimal and would not be worse than what was identified in the EIS.

The additional haulage routes detailed in section 5.3 are not expected to impact on public transport networks. The proposed operational hours for these routes will be restricted to between 22:00 and 04:00 and limited to Monday to Thursday. Furthermore, the vehicle size will be restricted to 6.4m SRV, with an expected frequency of 2 movements per hour. With consideration of these restrictions, no impacts are expected on the bus and light rail services in the CBD.

6.4. Impact on Pedestrians

The initial stages of the demolition scope, including driveway establishment, the associated utility adjustment, and establishment of hoardings, will require short term closures of the footpaths adjacent the site. Full detail of the closures, including pedestrian modelling, construction program and the associated TGS's will be included in Appendix H following approval of the strategy by CJP and CoS.

Once the construction site has been established, the proposed demolition activities will not result in any major pedestrian impacts as pedestrian movements will be maintained on existing footpaths along the site frontages on Hunter Street and George Street.

Qualified traffic controllers will be deployed at the site access/ pedestrian interface to manage pedestrian movements on Hunter Street and George 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 utilised to hold pedestrian movements for a short period (maximum of one minute) to facilitate construction vehicle movements and minimising pedestrian and construction vehicle conflict at the site access driveways.

Flashing lights will be mounted on the construction vehicle to alert pedestrians of the presence of the construction vehicle in the low-speed environment, especially in the pedestrianised George Street.

To increase awareness of heavy vehicle operations at the construction sites and along the haulage routes, JCG will implement a truck awareness campaign. The campaign will include the installation of truck awareness decals similar to the example provided in Figure 29, installed on either side of construction driveways and at key location along the nominated haulage routes. The proposed locations for these decals are provided in Appendix G and are subject to CoS Council approval.

Figure 29: Pavement Message to be Installed on Both Sides of the Driveways



Truck arrival and departure will be scheduled to avoid having pedestrians waiting for both truck access and egress movements at the two Hunter Street driveways in any given temporary footpath closure at the driveways. This is to minimise pedestrian waiting time that will allow for one truck movement only across the Hunter Street driveways. Arrival and departure of trucks will be scheduled to avoid simultaneous truck movements at any given time.

Pedestrians crossing the new driveways will result in momentary delays as compared with the existing conditions as there is no driveway at this location. The above mentioned mitigation measures such as truck flashing lights, pavement messages, concertina gates and traffic controller will be adopted to separate vehicle and pedestrian movements when a truck is entering/leaving the site.

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

6.5. Impact on Cyclists

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

6.6. 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.

6.7. Impact on Emergency Service and Access

The proposed demolition activities 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.

A Emergency 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) and Customer Journey Planning (CJP). 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.

6.8. Impact on On-Street Parking

Four spaces within the existing full time taxi zone on the southern side of Hunter Street along the site frontage will be temporarily removed to accommodate the two proposed site access driveways. The temporary removal of four taxi spaces is considered minimal, while the part time taxi zone with three spaces will remain unchanged on the opposite side of Hunter Street.

JCG JV is investigating and liaising with CJP, Taxi Council and CoS to provide additional Taxi Zones on Hunter St between George St and Pitt St northern side.

Taxi Council has been informed of the proposed Taxi Stand changes, including the new proposed sites.

The next nearest taxi rank is located on eastern side of Pitt Street, directly north of Martin Place, which is approximately 350m walking distance (i.e. 4 minutes) from the Hunter Street West construction site. Furthermore, patrons can hail a taxi at other locations within the Sydney CBD (where permitted) to use the taxi services.

There will be no on-site parking spaces provided for construction workers. All workers will be strongly encouraged to use the extensive public transport available around the construction site as well as the commercial off-street parking facilities. Car sharing amongst construction workers will also be strongly encouraged. Construction workers will be informed and advised to not use any on-street parking to access the

construction site. These initiatives will be introduced and stressed on during the site induction trainings and toolbox talks.

Furthermore, 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. As such, the traffic impact of construction staff is considered insignificant.

Construction heavy vehicles will park wholly within the site vicinity, in the designated loading space and avoid the surrounding on-street parking at all times

JCG JV is currently liaising and under negotiation with the Port Authority and TfNSW regarding a potential lease of an area adjacent to the Bays construction site within Glebe Island for truck marshalling. This would provide a marshalling area for up to eight heavy vehicles, which are located away from sensitive land and road users. This marshalling area is expected to be utilised for construction deliveries for all sites, including Pyrmont, Hunter Street and the Bay. This would minimise the impacts on sensitive land users and reduce the likelihood of construction trucks idling and queuing on state and regional roads.

Therefore, no major impacts are expected on the nearby on-street parking.

6.9. Impact on Special Events

A summary of the special events, which would be held in close proximity to the Hunter Street West construction site includes, but are not limited to, those provided in Table 9.

Table 9: Planned Special Events in Close Proximity to the Hunter Street West 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 demolition activities.

Ongoing liaison with event organisers, City of Sydney Council, TfNSW and CJP would be undertaken to manage the potential impacts on the event attendees, general public and the construction works.

6.10. Cumulative Impacts

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

- Hunter Street East
- 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 potential to generate traffic and transport impacts, the EIS does not consider these projects would significantly affect the Hunter Street West 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

7.1. General Traffic Management Measures

Effective traffic and transport management enables the provision of a safe road environment, which contributes to the success of the Project. The following management measures in Table 10 are proposed to minimise the impacts of the proposed works.

Table 10: 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 and Transport 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 and Transport 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 and Transport 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 and Transport Manager Site Project Manager
Hoardings would be utilised to separate pedestrians and site vehicle movements and to provide overhead protection.	Traffic and Transport Manager Site Project Manager
Upon completion of the Sydney Metro station works, vehicular crossings would be removed, and footpath would be restored to at least the state which existed prior to the commencement of the works.	Sydney Metro Project Manager
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 and Transport 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 and Transport 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 and Transport 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 and Transport 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 following:

- 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.

The TGS is shown in Appendix C while the VMP is shown in Appendix D.

7.3. Pedestrian Movement Plan

A Pedestrian Movement Plan (PMP) has been incorporated in Appendix C to show pedestrian management measures and the pedestrian path along the existing footpaths on Hunter Street and George Street.

7.4. Parking Management Plan

A Construction Parking and Access Strategy has been developed to detail the loss of parking resulted from the proposed works, including the loss of parking already identified in the EIS. The plan outlines 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

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. Road Safety Auditing

Road Safety 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 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.

Refer to Section 8.4 for the road safety audit undertaken for this CTMP.

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 continual 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. Any revision to the CTMP will require endorsement from the TfNSW representatives, the Environmental Representative and depending on the changes, the approval from the Planning Secretary prior to the implementation of the update may be required. 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

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. Leadership, accountability and culture

Table 11: Element 1: Leadership, accountability and culture

Expectations	How will we meet the Expectation? (minimum requirements)	Responsible/ Key Contributors	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 learn	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

Element 2. Monitoring and reporting

Table 12: Element 2: Monitoring and reporting

Expectations	How will we meet the Expectation? (minimum requirements)	Responsible/ Key Contributors	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 13: Element 3: Auditing, review and improvement

Expectations	How will we meet the Expectation? (minimum requirements)	Responsible/ Key Contributors	Deliverables
3.1. Road safety audits are to be undertaken	Section 9.4	People and Culture Manager Traffic and Transport 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 nonconformance 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**Conditions of Approval (SSI 19238057)**

Table 14: Conditions of Approval (SSI 19238057)

ID	Requirements (CEMF)	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 6.6	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 6.6	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 6.4, Section 6.5, Section 6.6 and Section 6.8	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	This CTMP	Traffic Manager	Pre-construction

	Planning Secretary for information before commencement of any construction in the area identified and managed with the relevant CTMP.			
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 B	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 6.4 and Section 6.5		
	(c) details as to the date of completion of the road dilapidation surveys for the subject local roads;	Section 5.8	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 5.8	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 5.8		
	(a) compensate the relevant council for the damage so caused; or	Section 5.8	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 5.8	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 6.8	Traffic Manager	Construction
	(b) minimise idling and queueing on state and regional roads;	Section 6.8	Traffic Manager	Construction
	(c) not carry out marshalling of construction vehicles near sensitive land user(s);	Section 6.8	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 6.4	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 to be prepared under 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.	Section 5.3.1	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	Section 5.3.1	Traffic Manager	Pre-construction

	and the management of pedestrian, bicycle and public transport networks, public transport services, and pedestrian and cyclist movements. Revised traffic management measures must be incorporated into the CTMPs.			
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 E	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 6.4, Section 6.5 and Section 6.9	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 6.7 and a separate CPAS document	Site Project Manager Traffic Manager	Pre-construction

Revised Environmental Mitigation Measures

Table 15: Revised Environmental Mitigation Measures

ID	Requirements (CEMF)	JCG JV Response	Responsibility	Timing
TT1	The community would be notified in advance of proposed road and pedestrian network changes through appropriate forms of community liaison.	Section 5.4 and Section 5.5	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.	Section 6.7	Traffic Manager	Construction
TT3	Access to properties for emergency vehicles would be provided at all times.	Section 6.7	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 6.4 and Section 6.5	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	Section 5.5, Section 5.3, Section 5.7 and Section 6.1	Traffic Manager Stakeholder and Community Engagement Director People and Culture Director	Construction

	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.			
TT6	All trucks would enter and exit construction sites in a forward direction, where feasible and reasonable.	Section 5.3	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 6.8 and Section 0	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 0	Site Project Manager Traffic Manager	Construction
TT18	Access to existing properties and buildings would be maintained in consultation with property owners.	Section 6.6	Site Project Manager Stakeholder and Community Engagement Director	Construction

Construction Environmental Management Framework

Table 16: Construction Environmental Management Framework

ID	Requirements (CEMF)	JCG JV Response	Responsibility	Timing
3.3 (a)	Site-specific Construction Traffic Management Plan	This Plan	Traffic and Transport Manager	Construction
(b)	Traffic Guidance Scheme	Section 7.2 and Appendix C	Traffic and Transport Manager Environmental Manager	Construction
(c)	Pedestrian Movement Plans	Section 7.3 and Appendix C	Traffic and Transport Manager	Construction
(d)	Vehicle Movement Plans	Section 7.2 and Appendix D	Traffic and Transport Manager Environmental Manager	Construction
(e)	Parking Management Plan	Section 7.4 and in a separate CPAS for Hunter Street	Traffic and Transport Manager	Construction

Part C Annexures

Appendix A Demolition Access/Egress



100mm AT FULL SIZE

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

SCALES
0 2 4 6 8 10 12m
SCALE 1:200 AT A1 SIZE

NOTE: Do not scale from this drawing.
ALT. DRG No.

CLIENT



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SERVICE PROVIDERS



DRAWN J.FAN

DESIGNED P. SHEPHERD

DRG CHECK P. SHEPHERD

DESIGN CHECK D.MAYTOM

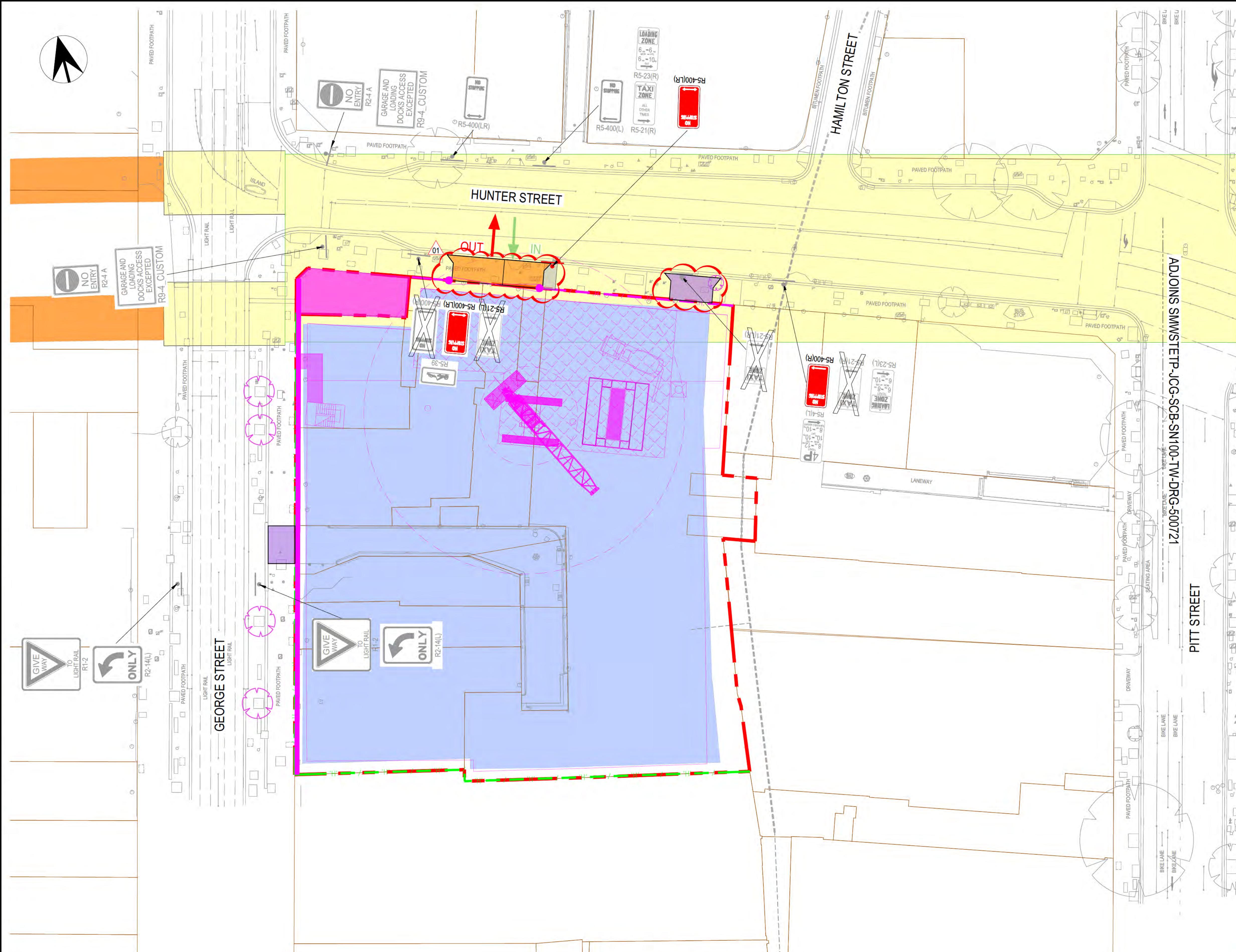
APPROVED S.CONNOR

NOT FOR CONSTRUCTION

SYDNEY METRO WEST - EASTERN TUNNELING PACKAGE

HUNTER STREET STATION
SHAFT EXCAVATION
WEST SHAFT SITE LAYOUT - STAGE 1
DEMOLITION

STATUS: WORK IN PROGRESS	SHEET 1 OF 1	©
DRG No: SMWSTETP-JCG-SCB-SN100-CV-DRG-045204	REV.	A



LEGEND

GENERAL

- CADASTRAL BOUNDARY
- PROJECT AREA
- LOCAL WORKS CONTROL LINE

PROPOSED SIGN FACE

R5-400(L)

EXISTING SIGN FACE TO BE RETAINED

R5-400(L)

EXISTING SIGN FACE TO BE REMOVED OR COVERED

R5-400(L)

PROPOSED POST MOUNTED SIGN FACE

PROPOSED WALL/POLE MOUNTED SIGN FACE

EXISTING POST MOUNTED SIGN FACE

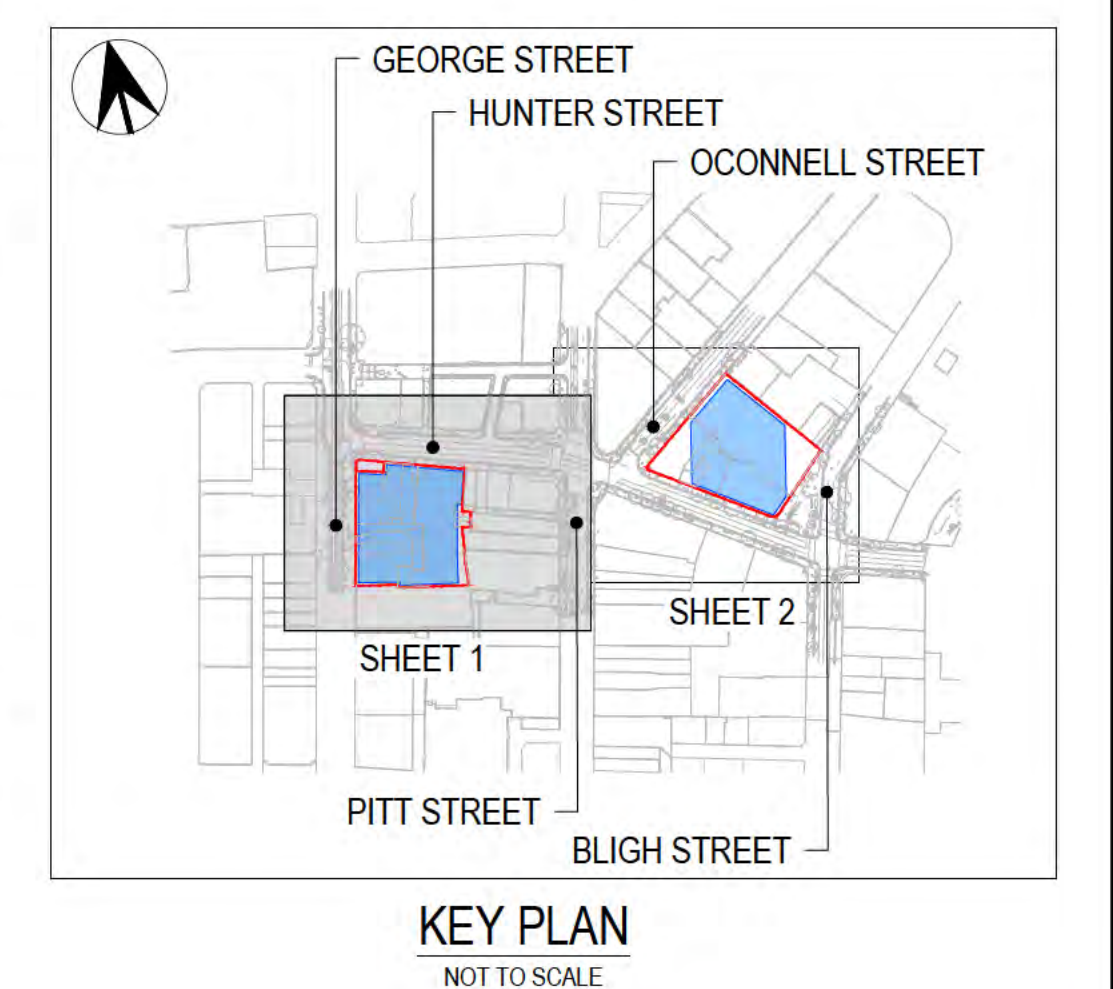
EXISTING WALL/POLE MOUNTED SIGN FACE

LINEMARKING TAG

C1

HUNTER SITE CIVIL WORKS. REFER TO PACKAGE 30_51 FOR DETAILS

- NOTES:**
- FOR DRIVEWAY SETOUT DETAILS, REFER TO DRAWING SMWSTETP-JCG-SCB-SN100-TW-DRG-500705 AND SMWSTETP-JCG-SCB-SN100-TW-DRG-500706.
 - FOR DRIVEWAY CROSS SECTIONS, REFER TO DRAWING SMWSTETP-JCG-SCB-SN100-TW-DRG-500710 AND SMWSTETP-JCG-SCB-SN100-TW-DRG-500711.
 - FOR HUNTER STREET LOCAL AREA WORKS, REFER TO DESIGN PACKAGE 30_50.
 - FOR HUNTER STREET SITE CIVIL WORKS, REFER TO DESIGN PACKAGE 30_51.
 - FOR HUNTER STREET SHAFT EXCAVATION, SHORING AND SUPPORT DETAILS, REFER TO PACKAGE 30_52.
 - FOR HUNTER STREET TEMPORARY STEEL PLATFORM DETAILS, REFER TO PACKAGE 30_82.



HUNTER STREET (WEST) METRO STATION

APPROVED FOR CONSTRUCTION

REV	BY	DATE	DESCRIPTION	APPD.
01	R.TAC	04/06/23	APPROVED FOR CONSTRUCTION	F.BAN
00	R.TAC	27/03/23	APPROVED FOR CONSTRUCTION	F.BAN

SCALES
0 2.5 5.0 7.5 10 12.5 15m
SCALE 1:250 AT A1 SIZE

NOTE
Do not scale from this drawing.
ALT. DRG No.



SERVICE PROVIDERS
JOHN HOLLAND
CPB CONTRACTORS
Ghella
DESIGNED
ANICA PEREZ
DRG CHECK
ROMMEL TACADENA
DESIGN CHECK
THIBAGAR THEIVENDRAN
APPROVED
FRANK BANNO

SHEET 1 OF 2
STATUS: APPROVED FOR CONSTRUCTION
DRG No: SMWSTETP-JCG-SCB-SN100-TW-DRG-500720
REV. 01



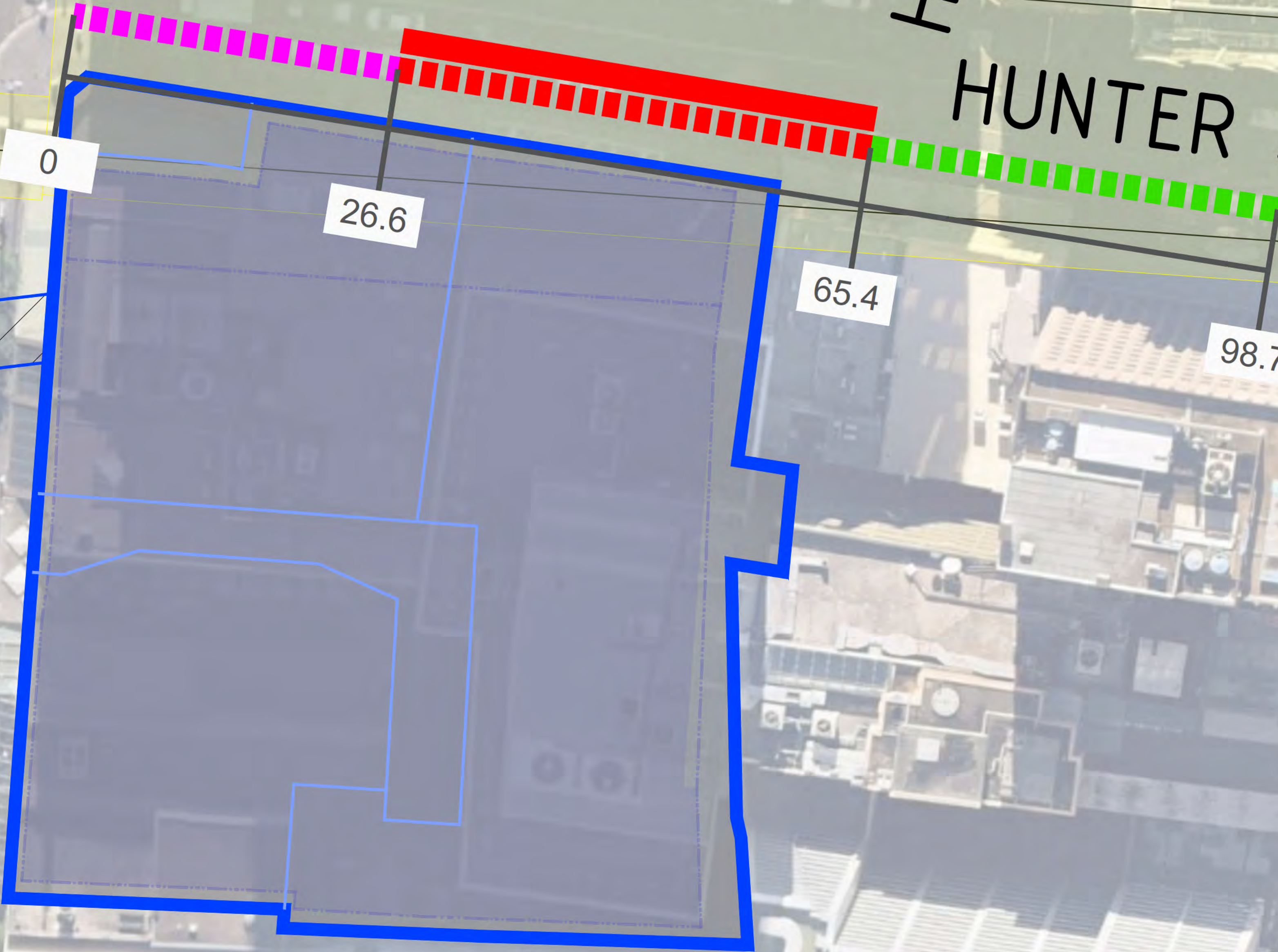
WYNYARD LANE

GEORGE ST

HAMILTON ST

PITT ST

HUNTER ST



LEGEND

PROPOSED PARKING REMOVAL
BECOMES NO STOPPING

SITE BOUNDARY

EXISTING PARKING/LOADING:

LOADING ZONE - 8AM-8PM (MON-FRI)
6AM-10AM (SAT)

4P PARKING:
8PM-12AM (MON-FRI)
10AM-10PM (SAT)
8AM-10PM (SUN & P HOLIDAYS)

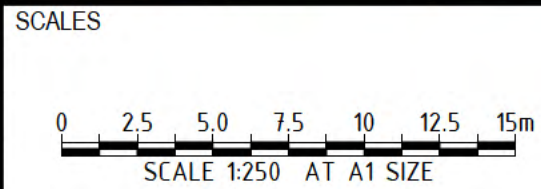
EXISTING NO STOPPING

EXISTING TAXI ZONE

ST
NOT FOR CONSTRUCTION

-	-	-	-	-	-
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-	-	-	-	-	-
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NOTE: Do not scale from this drawing.

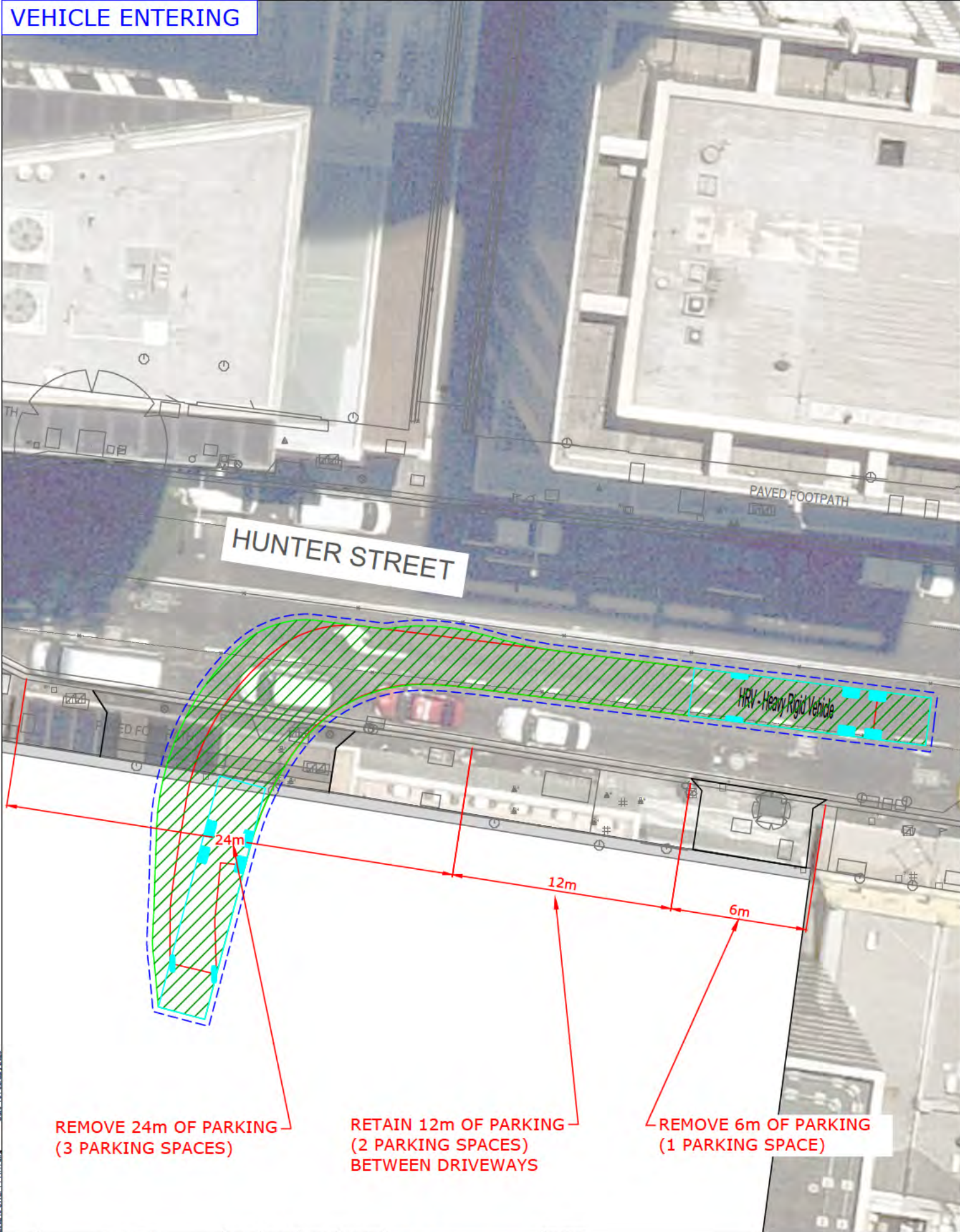


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SERVICE PROVIDERS	
	DRAWN _____ A.MCGONIGAL
	DESIGNED _____
	DRG CHECK _____
	DESIGN CHECK _____
	APPROVED _____

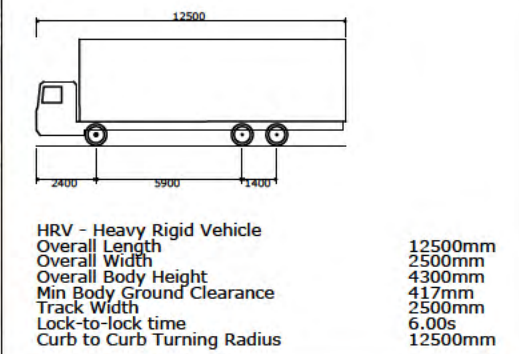
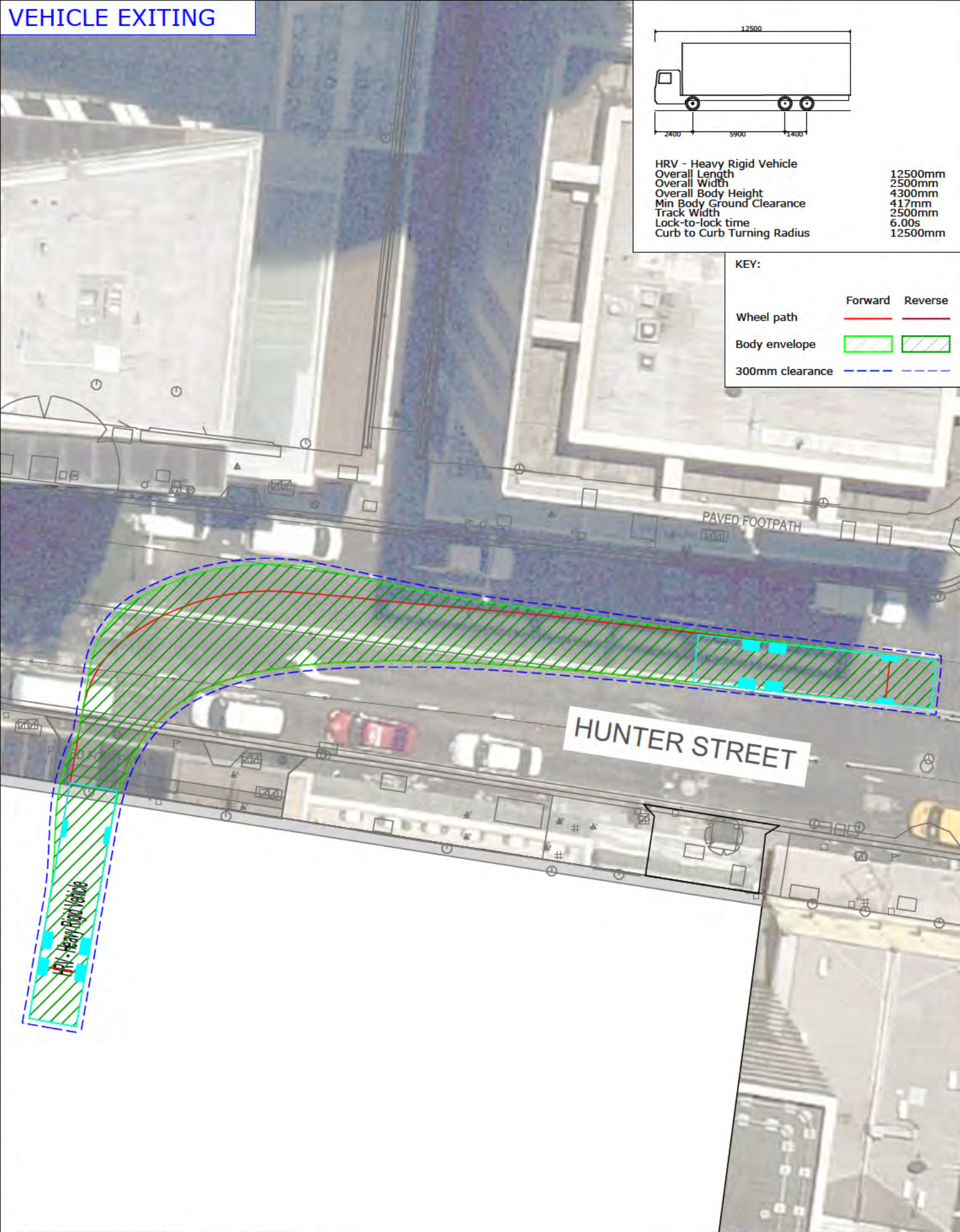
SYDNEY METRO WEST - EASTERN TUNNELING PACKAGE		
HUNTER STREET STATION		
HUNTER STREET WEST		
CONSTRUCTION PARKING & ACCESS STRATEGY		
PROPOSED ON-STREET PARKING REMOVAL		
STATUS: WORK IN PROGRESS	SHEET 1 OF 1	©
DRG No: SMWSTETP-JCG-SCB-SW000-TM-DRG-045010	REV.	A

Appendix B Swept Path Analysis

VEHICLE ENTERING



VEHICLE EXITING



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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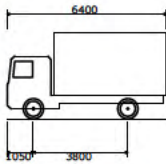


PROJECT	SYDNEY METRO WEST PROJECT HUNTER STREET WEST - STAGE 1 DEMOLITION
TITLE	SWEPT PATH ANALYSIS AS2890.2 12.5m HEAVY RIGID VEHICLE

DWG No.	21480CAD-HUNTER-W-002
FIGURE 1	
DATE STAMP	10 FEBRUARY 2023
PROJECT No.	21480
SCALE	1:250 @A3
REV.	A

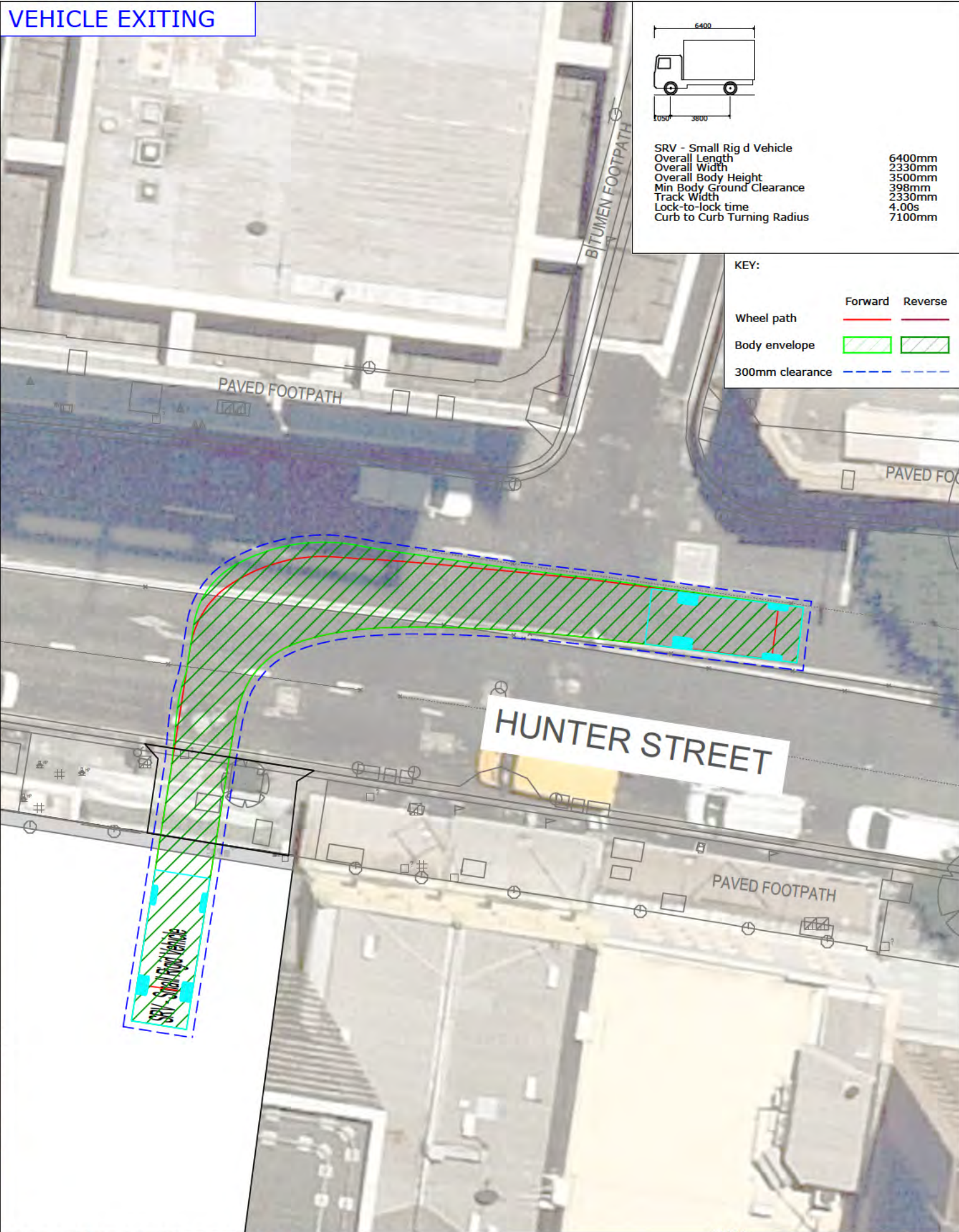
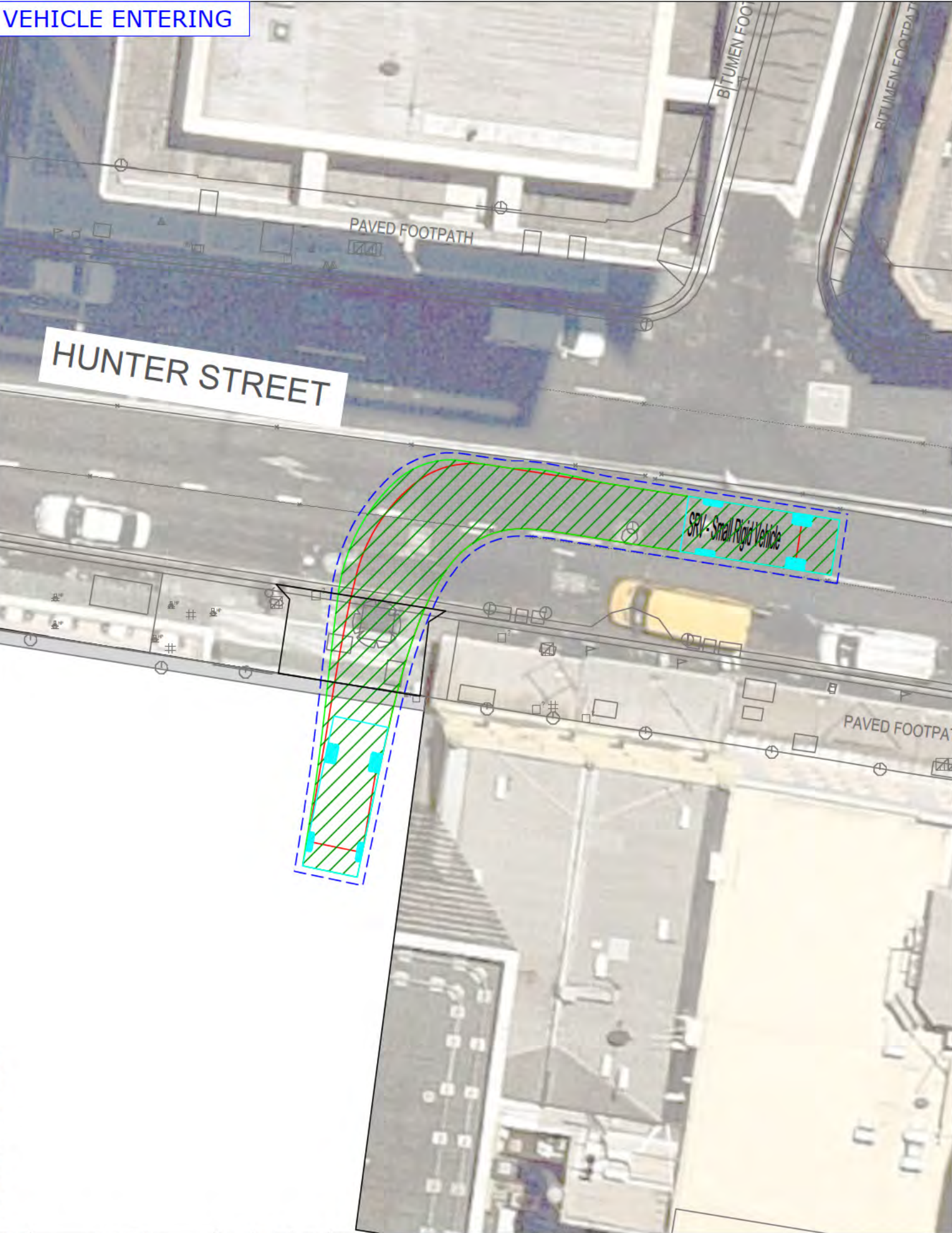
VEHICLE ENTERING

VEHICLE EXITING



SRV - Small Rigid Vehicle	
Overall Length	6400mm
Overall Width	2330mm
Overall Body Height	3500mm
Min Body Ground Clearance	398mm
Track Width	2330mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7100mm

KEY:	
	Forward Reverse
Wheel path	
Body envelope	
300mm clearance	



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	JG	DL	WJ	10/02/23

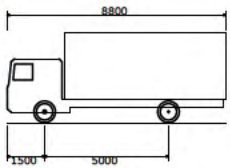


PROJECT	SYDNEY METRO WEST PROJECT HUNTER STREET WEST - STAGE 1 DEMOLITION	
TITLE	SWEPT PATH ANALYSIS AS2890.2 6.4m SMALL RIGID VEHICLE	

DWG No.	21480CAD-HUNTER-W-002 FIGURE 2	
DATE STAMP	10 FEBRUARY 2023	
PROJECT No.	SCALE	REV.
21480	1:200 @A3	A

VEHICLE ENTERING

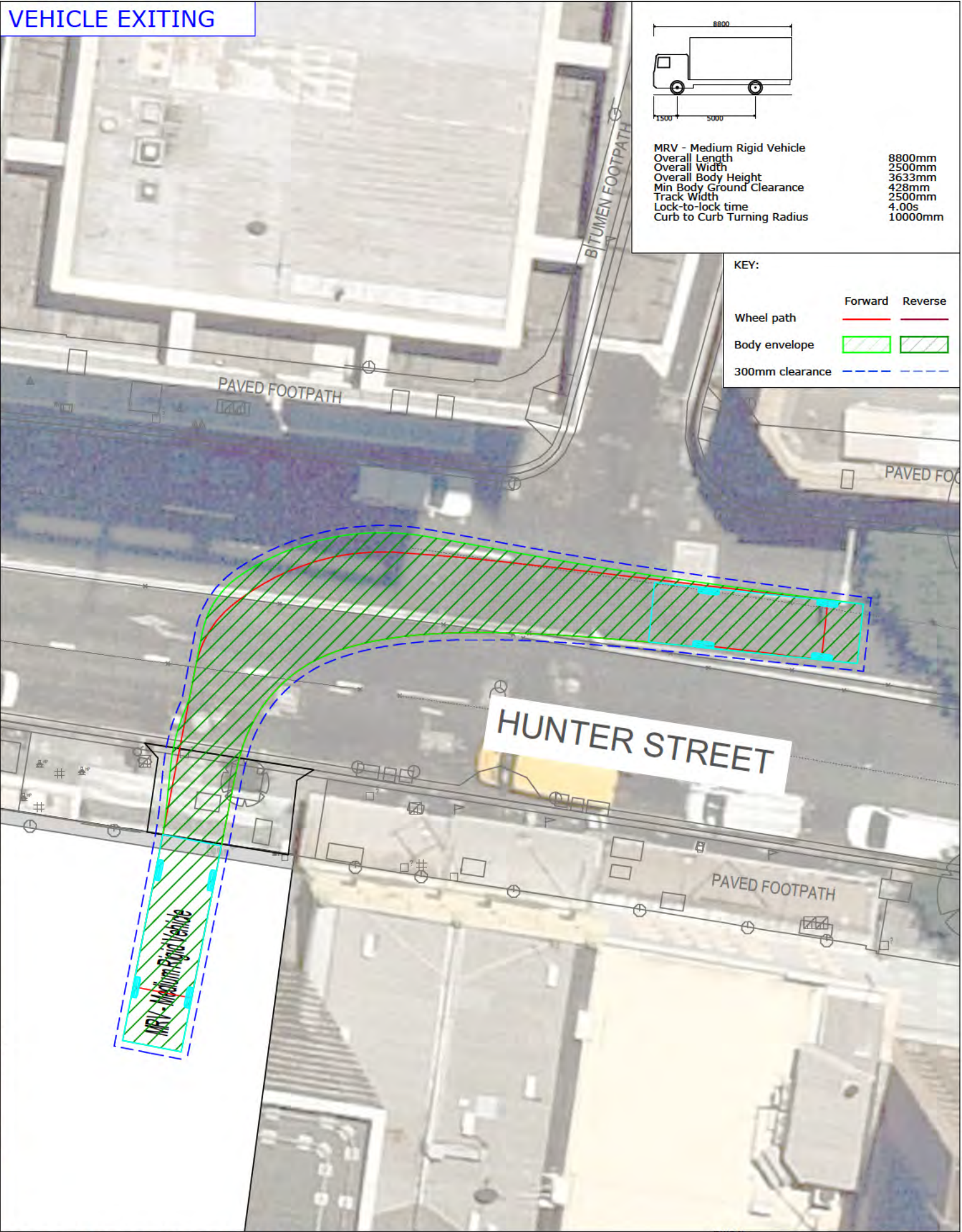
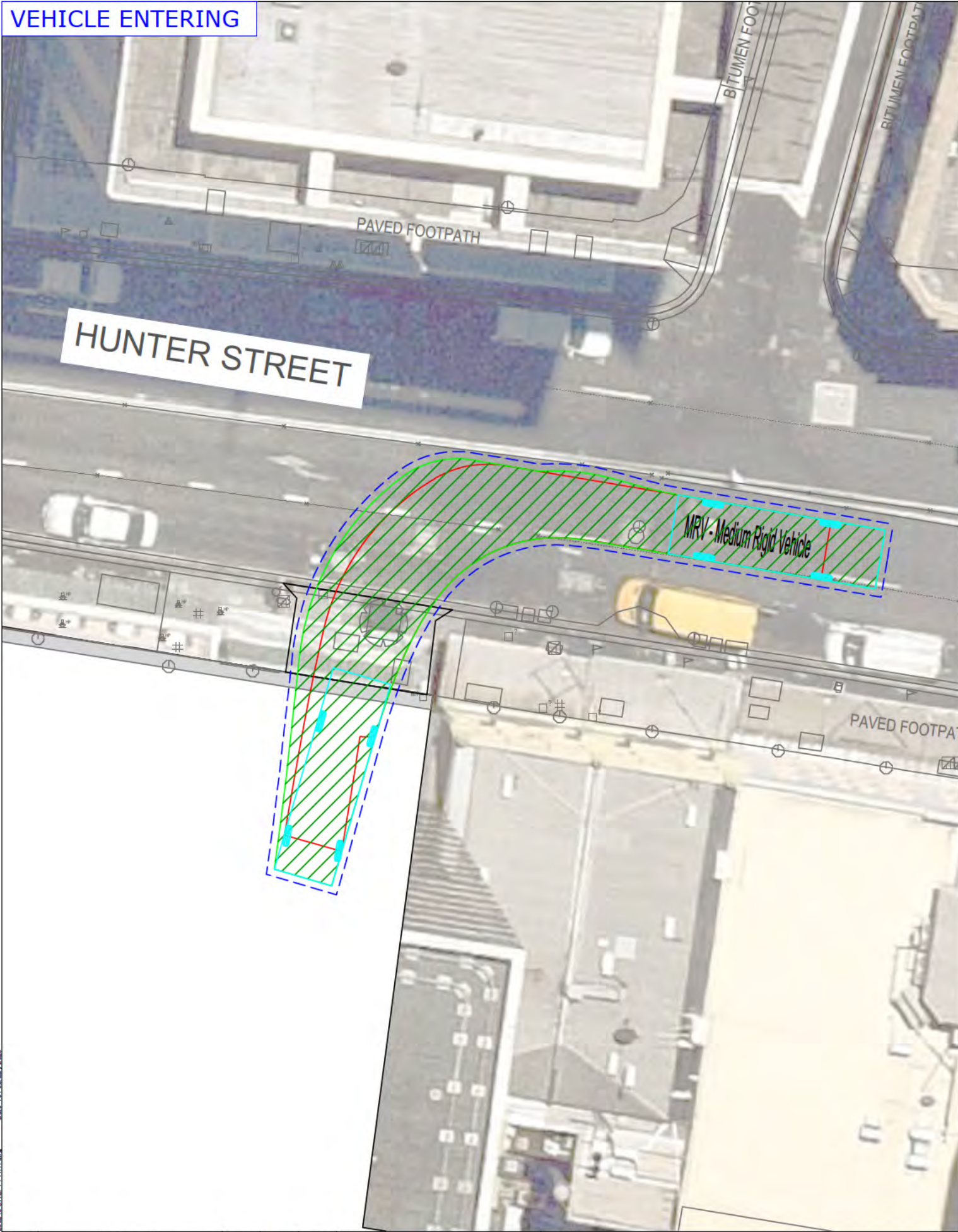
VEHICLE EXITING



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		



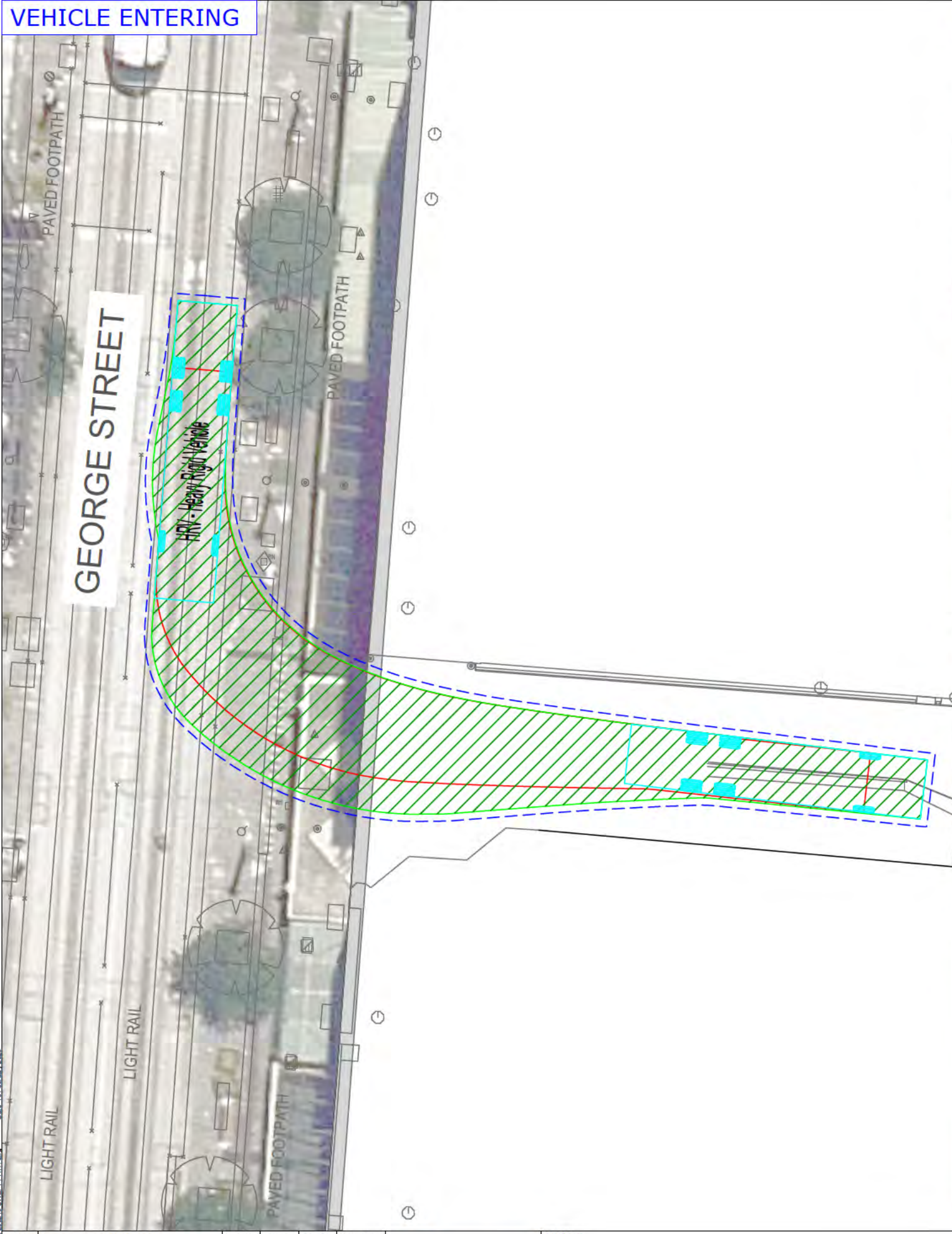
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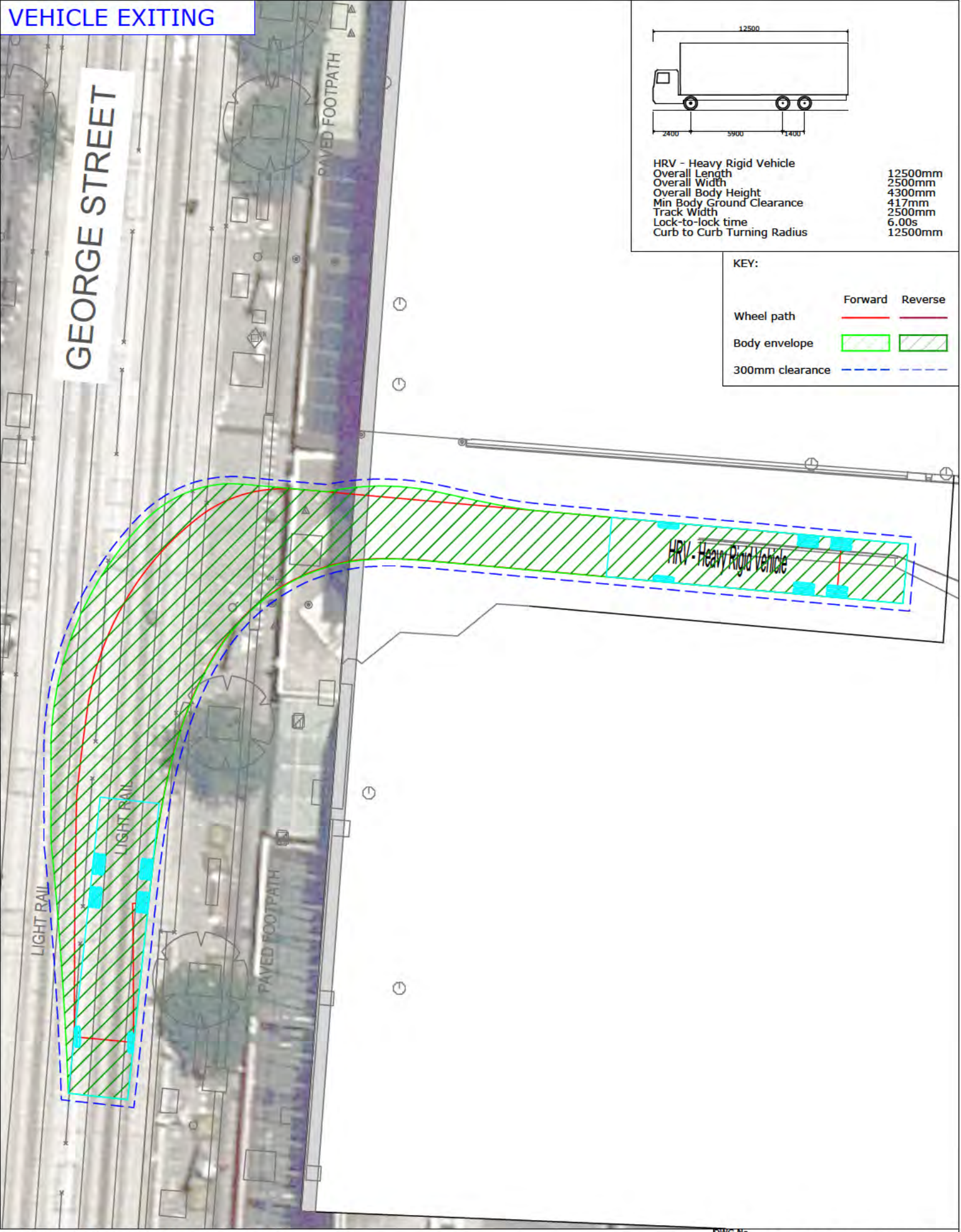
PROJECT	SYDNEY METRO WEST PROJECT HUNTER STREET WEST - STAGE 1 DEMOLITION		
TITLE	SWEPT PATH ANALYSIS AS2890.2 8.8m MEDIUM RIGID VEHICLE		

DWG No. 21480CAD-HUNTER-W-002 FIGURE 3		
DATE STAMP 10 FEBRUARY 2023		
PROJECT No. 21480	SCALE 1:200 @A3	REV. A

VEHICLE ENTERING



VEHICLE EXITING



HRV - Heavy Rigid Vehicle	12500mm
Overall Length	25000mm
Overall Width	4300mm
Overall Body Height	417mm
Min Body Ground Clearance	2500mm
Track Width	6.00s
Lock-to-lock time	12500mm
Curb to Curb Turning Radius	

KEY:	Forward	Reverse
Wheel path	—	—
Body envelope	—	—
300mm clearance	—	—

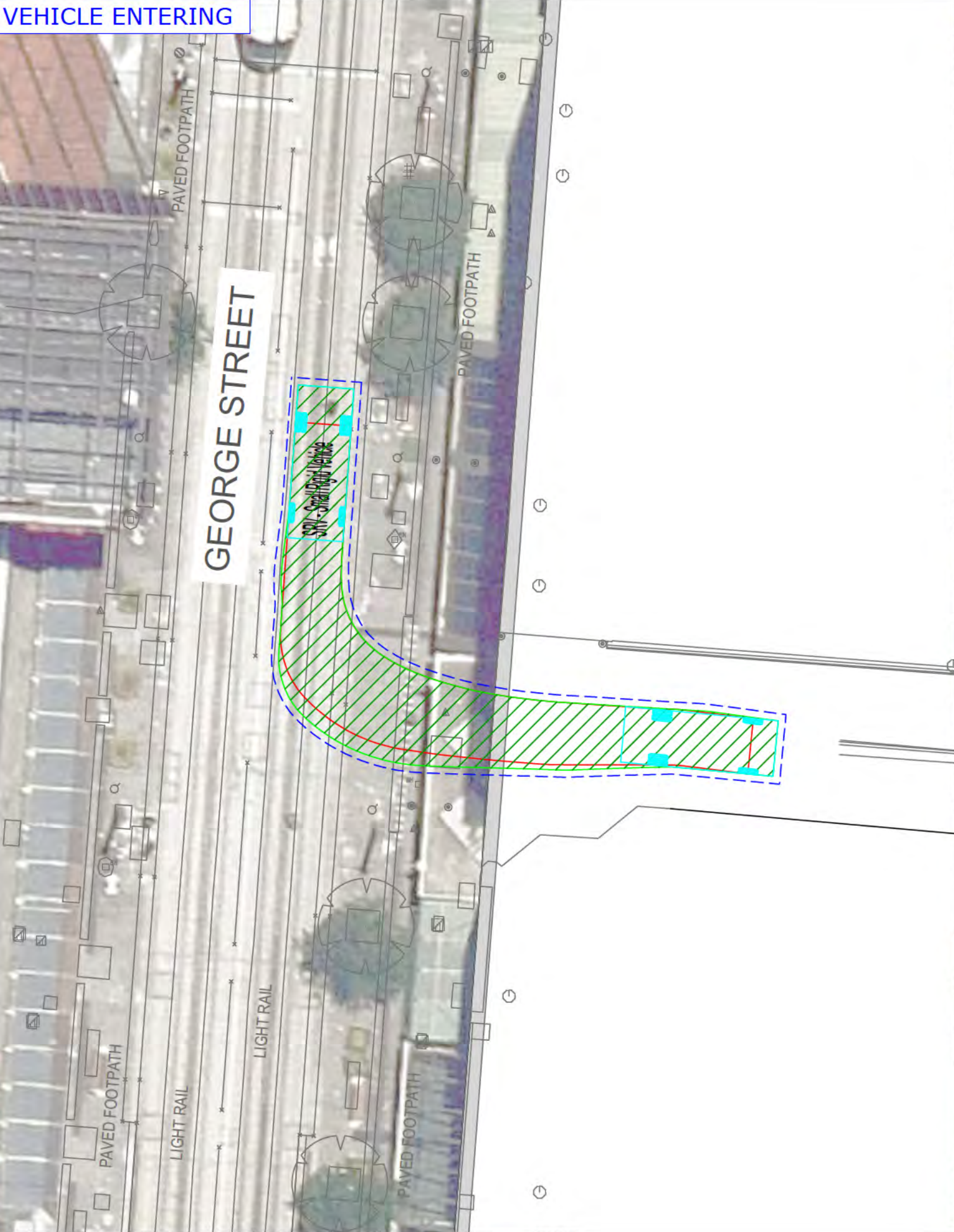
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A	ISSUE FOR DISCUSSION	JG	DL	WJ	10/02/23



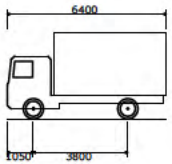
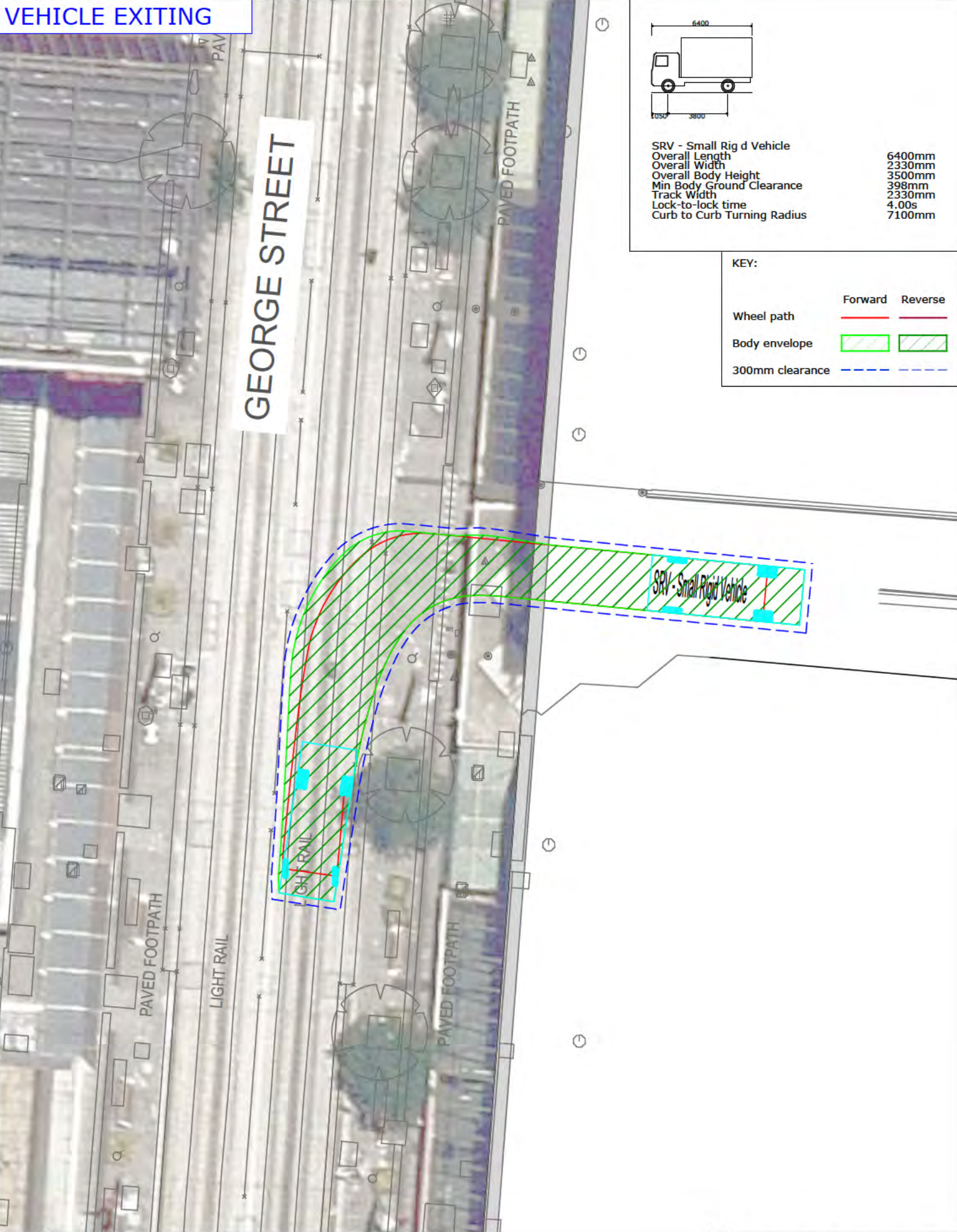
PROJECT	SYDNEY METRO WEST PROJECT HUNTER STREET WEST - STAGE 1 DEMOLITION
TITLE	SWEPT PATH ANALYSIS AS2890.2 12.5m HEAVY RIGID VEHICLE

DWG No.	21480CAD-HUNTER-W-002
FIGURE 4	
DATE STAMP	10 FEBRUARY 2023
PROJECT No.	21480
SCALE	1:200 @A3
REV.	A

VEHICLE ENTERING



VEHICLE EXITING



SRV - Small Rigid Vehicle
Overall Length 6400mm
Overall Width 2330mm
Overall Body Height 3500mm
Min Body Ground Clearance 398mm
Track Width 2330mm
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 7100mm

KEY:

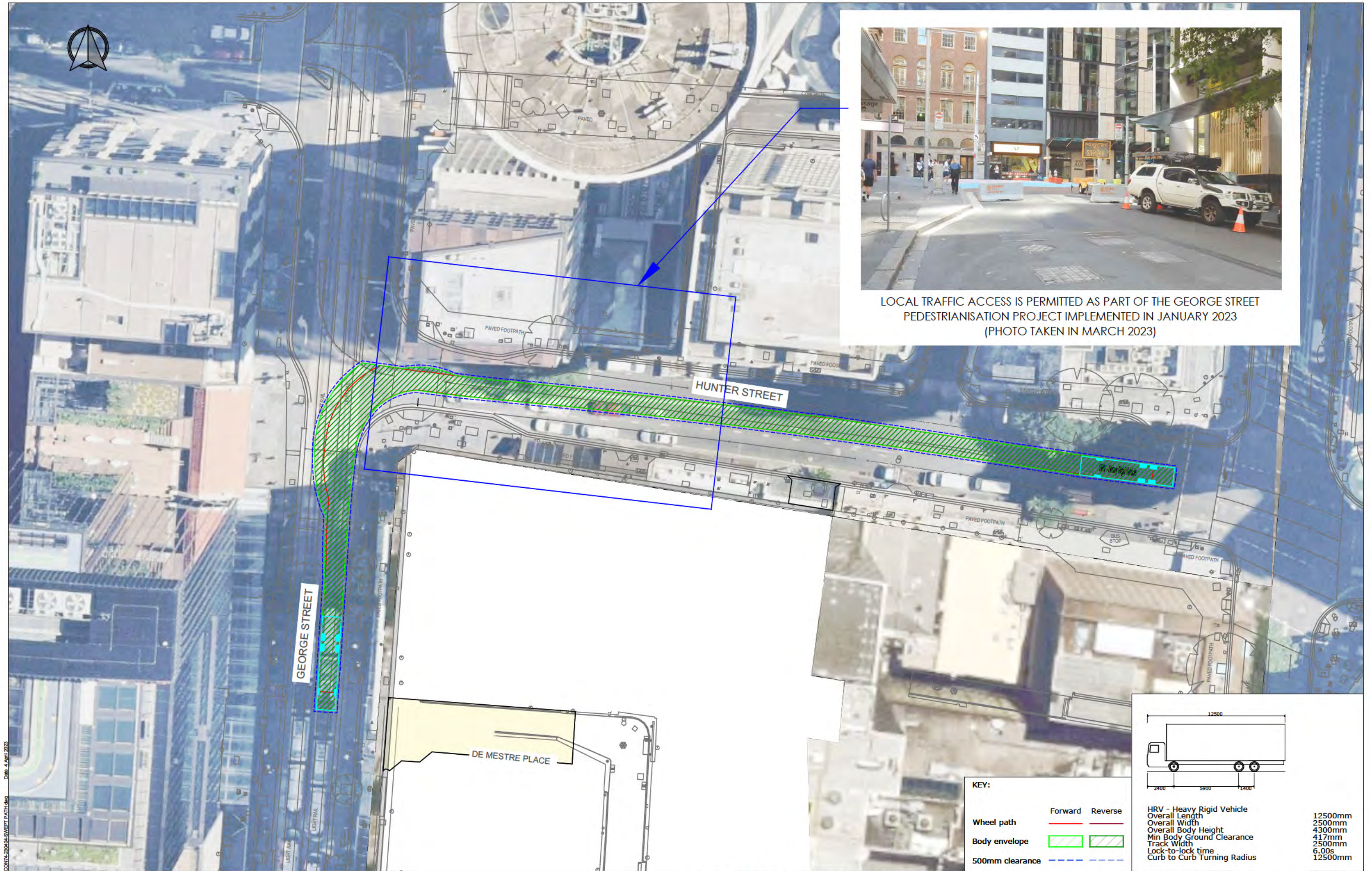
	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	JG	DL	WJ	10/02/23



PROJECT	SYDNEY METRO WEST PROJECT HUNTER STREET WEST - STAGE 1 DEMOLITION	
TITLE	SWEPT PATH ANALYSIS AS2890.2 6.4m SMALL RIGID VEHICLE	

DWG No. 21480CAD-HUNTER-W-002 FIGURE 5		
DATE STAMP 10 FEBRUARY 2023		
PROJECT No. 21480	SCALE 1:200 @A3	REV. A



Filename: 21480CAD-HUNTER-W-001-2024-04-SWEPT PATH.dwg Date: 4 April 2023

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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B	ISSUE FOR DISCUSSION	HT	DL	WJ	04/04/23



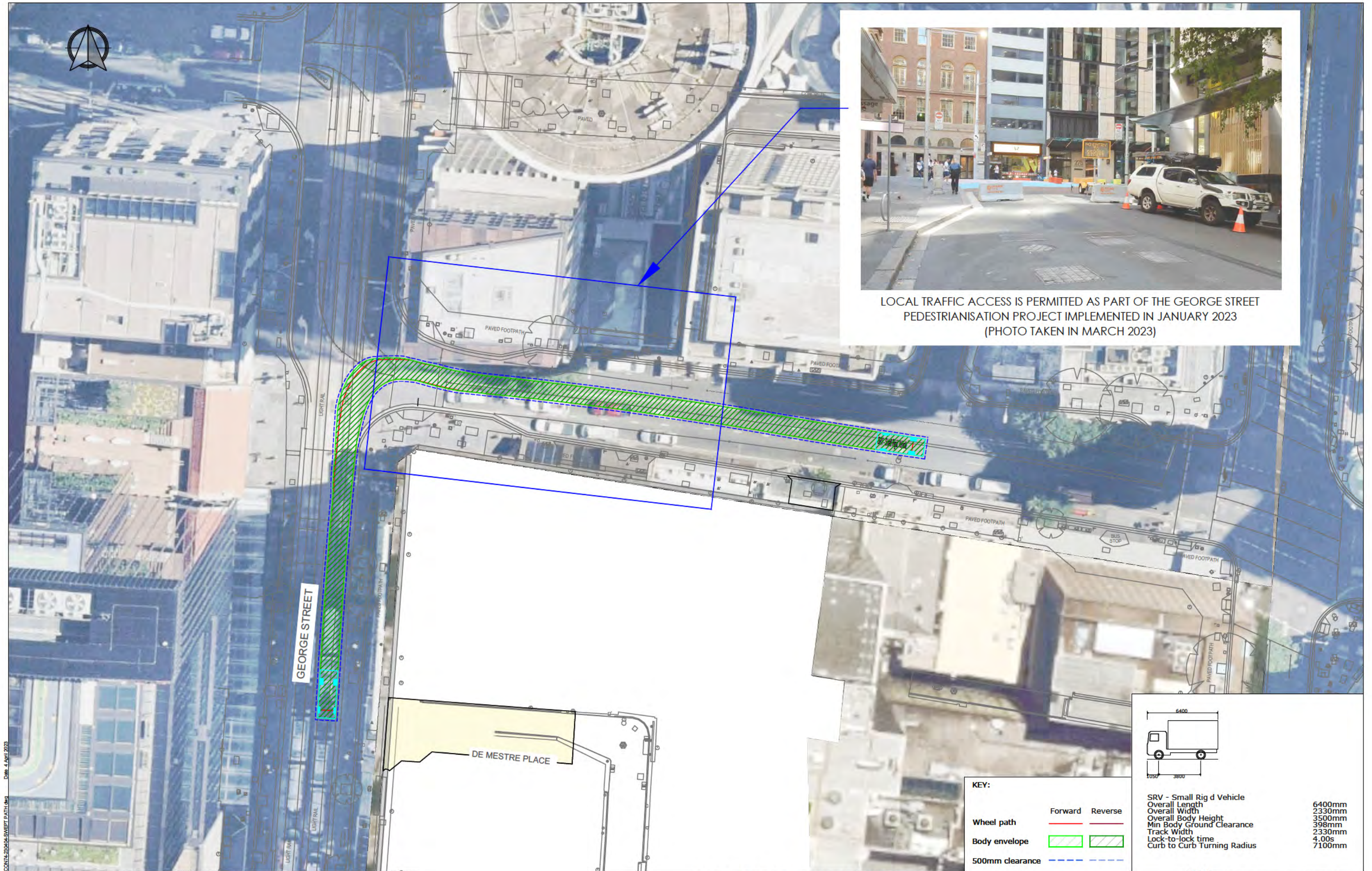
PROJECT
TITLE

SYDNEY METRO WEST PROJECT
HUNTER STREET WEST - STAGE 0 DEMOLITION - CONDITION 74
SWEPT PATH ANALYSIS - HUNTER STREET
AS2890.2 12.5m HEAVY RIGID VEHICLE

KEY:		
Wheel path	Forward	Reverse
Body envelope		
500mm clearance		

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

DWG No. 21480CAD-HUNTER-W-001 FIGURE 1		
DATE STAMP 04 APRIL 2023		
PROJECT No. 21480	SCALE 1:250 @A3	REV. A



File name: 21480CAD-HUNTER-W-001-2024-04-SWEPT PATH.dwg Date: 4 April 2023

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	DL	WJ	03/04/23
B	ISSUE FOR DISCUSSION	HT	DL	WJ	04/04/23



PROJECT

SYDNEY METRO WEST PROJECT
HUNTER STREET WEST - STAGE 0 DEMOLITION - CONDITION 74

TITLE

SWEPT PATH ANALYSIS - HUNTER STREET
AS2890.2 6.4m SMALL RIGID VEHICLE

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
500mm clearance		

SRV - Small Rigid Vehicle	6400mm
Overall Length	2330mm
Overall Width	3500mm
Overall Body Height	398mm
Min Body Ground Clearance	2330mm
Track Width	4.00s
Lock-to-lock time	7100mm
Curb to Curb Turning Radius	

DWG No.	21480CAD-HUNTER-W-001
	FIGURE 2
DATE STAMP	04 APRIL 2023
PROJECT No.	21480
SCALE	1:250 @A3
REV.	A

Appendix C Traffic Guidance Scheme

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



LEGEND				
	SUBJECT SITE			
	B-CLASS HOARDING			
	PEDESTRIAN ROUTE			
	SIGN POST			
	TRAFFIC CONTROLLER			
	SITE PERSONNEL			
	PROPOSED VEHICLE CROSSOVER			
	CONSTRUCTION ACCESS GATE			
	CONCERTINA GATE			

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 AND SITE PERSONNEL TO MANAGE CONCERTINA GATES AT EACH DRIVEWAY.

Filename: 21480CAD008-2023-05-HUNTER ST WEST.dwg Date: 25 January 2023

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	JG	DL	WJ	25/01/23



PROJECT
TITLE

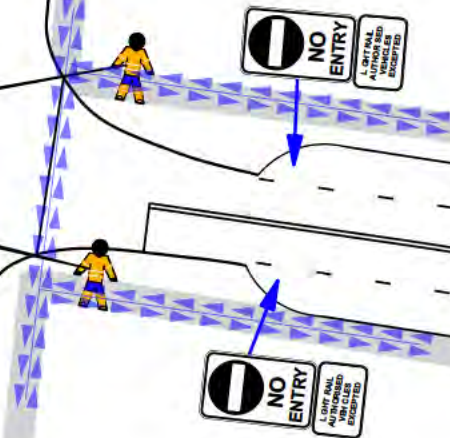
SYDNEY METRO EAST PROJECT
HUNTER STREET WEST - STAGE 1 DEMOLITION

TRAFFIC GUIDANCE SCHEME

DWG No.	21480CAD008		
	FIGURE 1		
DATE STAMP	25 JANUARY 2023		
PROJECT No.	21480	SCALE	NTS
REV.	A		

Traffic controller(s)
to assist and guide all
pedestrian movements

George Street



Hunter Street



- Notes:
- 1: Local constraints may not allow signage and devices to be placed in accordance with this TGS.
 - 2: This TGS is suitable for Short & Long term works.
 - 3: Signs to be mounted 200mm from ground height for frame mounted and 2.2m for post mounted.
 - 4: This TGS is based on guidelines provided within the TCAWS Manual Issue 6.1 2022.
 - 5: For Night works adequate lighting is to be provided at all control points.
 - 6: Pedestrians MUST be monitored and assisted at all times and suitable controls implemented.
 - 7: If not already noted, The existing speed limits are to be noted on this plan.
 - 8: The value of speed limits displayed shall match the speed zone approval.
 - 9: Signage used in the TGS is to be B Size.
 - 10: Ensure all approval requirements are met prior to commencing set up.
 - 11: Cover all conflicting & Contradicting road signage & devices where required.
 - 12: Frequency of shift TTM inspections to be in accordance with TCAWS, AS 1742.3 & Ausroad guide & noted on Lack Group sign diary
 - 13: If required cone spacing is to be no greater than 24m centres.
 - 14: TTM Inspections to be undertaken on a regular basis.
 - 15: Estimated Queue Lengths to be noted here
 - 16: The site MUST comply with the TCAWS (Traffic Control at Worksites) Manual Issue 6.1 2022 and AS 1742.3 (MUTCD) 2019.
 - 17: The installation and removal of signage and devices must be carried out in a forward direction in the advance warning area, starting on the approaches of the work site and progress towards the work area, unless shown otherwise on the related documents.
- Amendments:
All amendments to the TGS must be clearly documented on this plan. Amendments can only be made by the Traffic Control Supervisor holding a current PWZTMP card in consultation with the relevant project works supervisor.
- Name: _____
PWZTMP Card Number: _____
Exp Date: _____
Date: _____ Sign: _____
Reason for modification: _____

Personnel Requirements	Asset Requirements						
	UTE	CONE TRUCK	ESAS	TMA	ESTOP	BOOMGATE	
②	①						

Revisions	No:	Date:	Time:	Description:	Appr:
	1	30/03/23	13:15	Issued for Implementation	AC
	2	30/03/23	15:00	Added regulatory posted signage	AC
	3				
	4				
	5				

Original Size A3
Planning Division Ph: 02 8319 4898

Scale : 1:750
Email : LGP@Lackgroup.com.au

EASTERN TUNNELLING PACKAGE
John Holland CPB Contractors Ghella JV

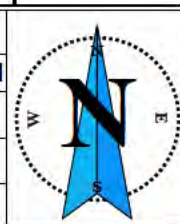
JOHN HOLLAND CPB GHELLA

CL ENT: John Holland CPB Contractors Ghella JV
CL ENT CONTACT: Keith Varga
CONTACT NUMBER: 0412 957 799

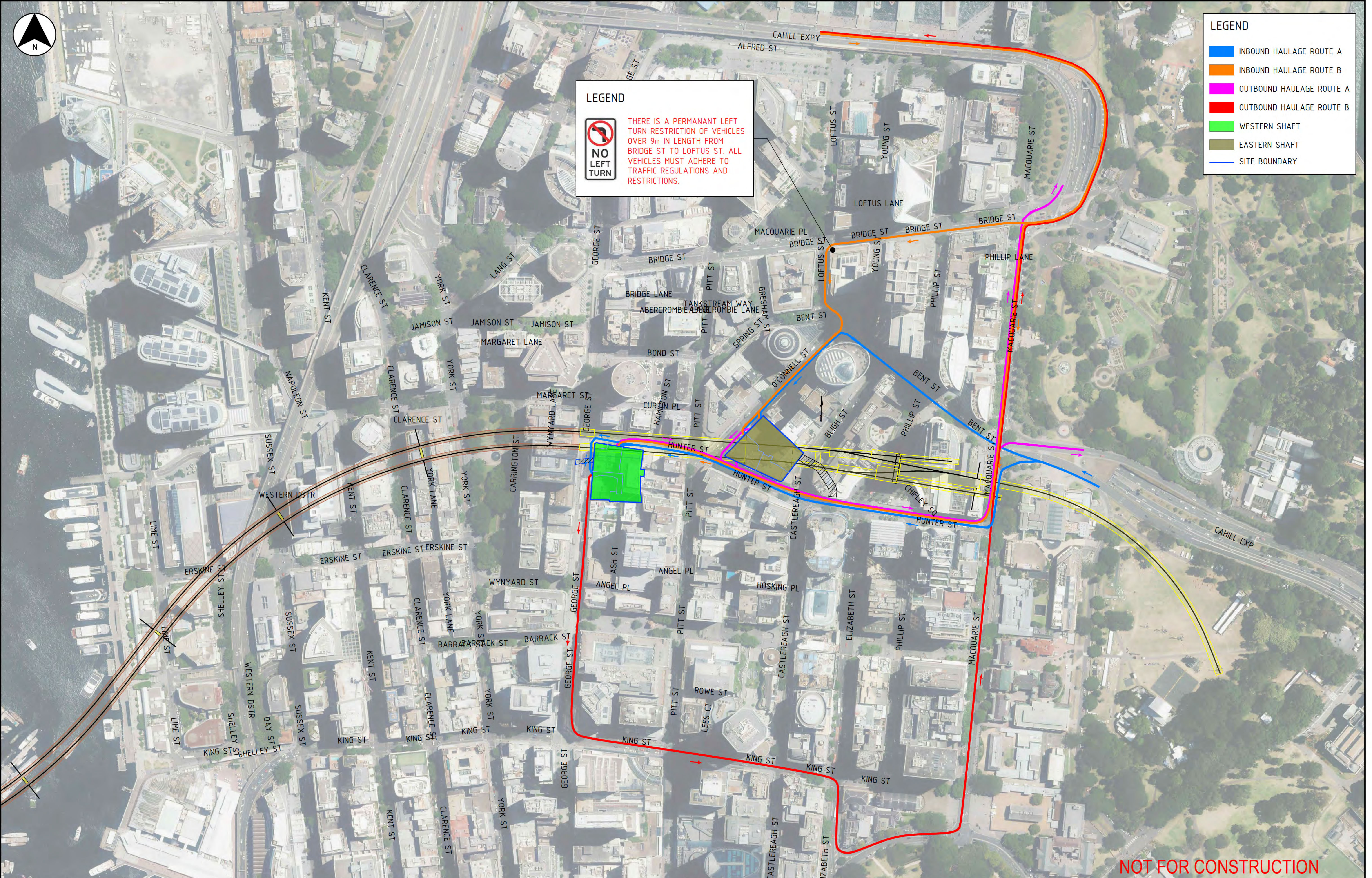
Lack group

Lack Safe
Work Safe. Home safe. #LackSafe

PROJECT : Eastern Tunneling Package		WORK ACTIVITY: Pedestrian management	
ADDRESS : Hunter St x George St - Sydney		TGS NUMBER: LG - TGS - 45	PAGE NO: 1 of 1
Drawn By: Alec Czarnowski	Certification Type : PWZ	Certification Number: TCT1010645	Signed: AC
Approved By: Peter Ingram	Certification Type : PWZ	Certification Number: TCT0058356	Signed: PGI
Implemented by:	Certification Type :	Certification Number:	Signed:



Appendix D Vehicle Movement Plan



LEGEND

INBOUND HAULAGE ROUTE A

INBOUND HAULAGE ROUTE B

OUTBOUND HAULAGE ROUTE A

OUTBOUND HAULAGE ROUTE B

WESTERN SHAFT

EASTERN SHAFT

SITE BOUNDARY

LEGEND

NO LEFT TURN

THERE IS A PERMANANT LEFT TURN RESTRICTION OF VEHICLES OVER 9m IN LENGTH FROM BRIDGE ST TO LOFTUS ST. ALL VEHICLES MUST ADHERE TO TRAFFIC REGULATIONS AND RESTRICTIONS.

NOT FOR CONSTRUCTION

				SCALES		CLIENT		The information shown on this drawing is for the purposes of the Sydney Metro Project only. No warranty is given or implied as to its suitability for any other purpose. The Service Providers accept no liability arising from the use of this drawing and the information shown thereon for any purpose other than the Sydney Metro Project.		SYDNEY METRO WEST - EASTERN TUNNELING PACKAGE	
						NSW GOVERNMENT		SERVICE PROVIDERS		HUNTER STREET STATION	
						M sydney METRO		DRAWN J.FAN		SITE LAYOUT	
								JOHN HOLLAND		OPERATION HAULAGE	
								CPB CONTRACTORS		VEHICLE MANAGEMENT PLAN	
								Ghella		STATUS: WORK IN PROGRESS	
								DESIGNED N.BRYANT		SHEET 1 OF 1	
								DRG CHECK N.BRYANT		©	
								DESIGN CHECK K.VARGA		DRG No SMWSTETP-JCG-SCB-SN100-CV-SKE-020011	
								APPROVED S.CONNOR		REV. C	

Appendix E Road Safety Audit



Hunter Street West – Demolition Roadworks Construction (Desktop) Safety Audit

Prepared for:

JCG JV

31 January 2023

The Transport Planning Partnership

Hunter Street West – Demolition Roadworks Construction (Desktop) Safety Audit

Client: JCG JV

Version: V02

Date: 30 January 2023

TPP Reference: 21480

Quality Record

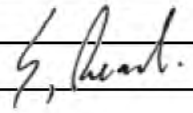
Version	Date	Prepared by	Reviewed by	Approved by	Signature
V01	30/1/2023	Adeline Sim	Stephen Read	Stephen Read	
V02	31/1/2023	Stephen Read	Stephen Read	Stephen Read	

Table of Contents

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2	Introduction	2
2.1	Background	2
2.2	Audit Objective	3
2.3	Procedures and Reference Material	3
2.4	Audit Team	3
3	Road Safety Audit Program	4
3.1	Commencement Meeting	4
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4.2	Responding to the Audit Report.....	6
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5	Concluding Statement	8

Tables

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Table 4.2:	Road Safety Audit Findings	7

APPENDICES

A. DESIGN DRAWINGS

1 Road Safety Audit Summary

Audited project:	Hunter Street West – Demolition
Client:	JCG JV
Project manager:	[REDACTED]
Email address:	[REDACTED]
Telephone:	[REDACTED]
Audit Team:	Stephen Read (level 3 lead road safety auditor) Adeline Sim (level 2 road safety auditor)
Audit type:	Roadworks Construction (Desktop)
Commencement meeting:	N/A
Audit date:	30 January 2023
Completion meeting:	Not required

2 Introduction

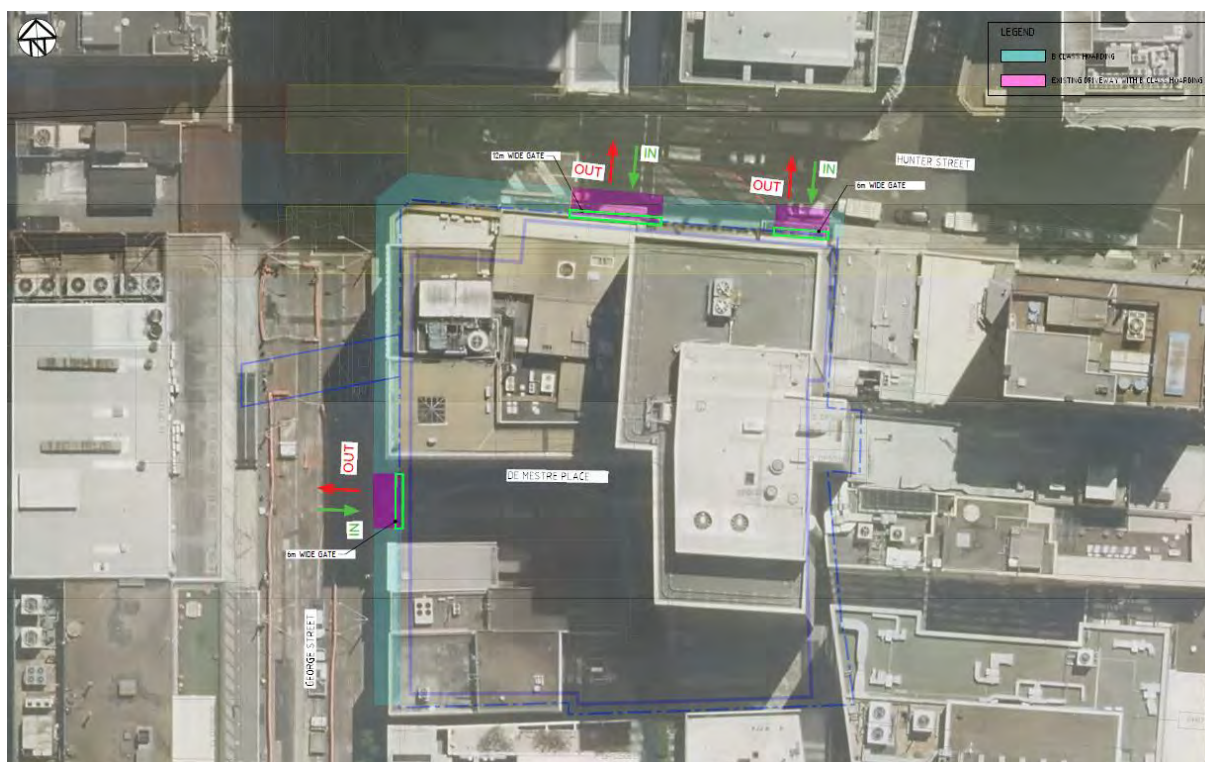
2.1 Background

This report has been prepared on behalf of JCG JV to present road safety audit findings that have been identified from the proposed traffic control measures during demolition of the high-rise buildings at the Hunter Street West site, as part of the Sydney Metro West Eastern Tunnelling Package.

The following driveways will be used for site access and egress as shown in Figure 2.1:

- Two proposed two-way driveways to be constructed on the Hunter Street frontage
- Existing two-way driveway on the George Street frontage.

Figure 2.1: Driveway Locations and Access Arrangement



It is acknowledged that as part of the George Street Pedestrianisation project, the Hunter Street and George Street intersection has been partially closed to permit a left turn from Hunter Street only, as well as closure of George Street between Hunter Street and Bridge Street since January 2023. This is to create more new pedestrian space with wider footpaths by restricting through traffic on George Street.

2.2 Audit Objective

The objective of this Audit is to examine the road safety issues associated with the traffic control measures that will be implemented during the demolition of the high-rise buildings at the Hunter Street West 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)
- Adeline Sim (RSA-02-1527) – level 2 road safety auditor (team member)

Stephen and Adeline 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

The audit team has undertaken a site inspection in day and night conditions for the area covered in the scope of this audit, following pedestrianisation of George Street and closure of the George Street and Hunter Street intersection. The weather condition was fine and visibility was good. The site visit was recorded through photographs and video dashcam recordings.

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

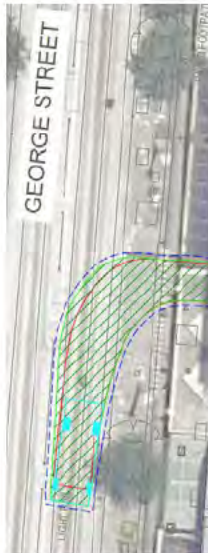
The audit findings are documented in Table 4.2 which provides:

- 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.	Driveway along George Street	Swept path analysis of both entering and exiting truck movements indicate encroachment into the light rail corridor. It is acknowledged that traffic controllers are proposed for pedestrian safety, however the traffic guidance system does not show information regarding traffic control to avoid light rail vehicles.		Rare	Moderate	Low	A traffic controller will assist the egress movement of construction vehicle, by picking a safe gap in the light rail traffic before the construction vehicle can leave the site.
2.	Driveway along George Street	The plan shows traffic control managing pedestrian conflicts walking in the north/south direction along the footpath on the eastern side of George Street. However, this section of George Street has been pedestrianised with no kerbs. Pedestrians are therefore not necessarily walking along the side of the road and may be walking in the light rail corridor. There is a potential conflict between pedestrians and trucks that may lead to a pedestrian being struck by a turning truck.		Rare	Moderate	Low	The use of the existing George Street driveway will be infrequent with up to two movements per day. Flashing lights mounted on the construction vehicle will be used to alert pedestrians of the presence of the construction vehicle in this low speed environment.

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



Adeline Sim
Level 2 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.
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CERTIFICATE NO: 0051973479
DORIS LEE

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



LEGEND				
	SUBJECT SITE			
	B-CLASS HOARDING			
	PEDESTRIAN ROUTE			
	SIGN POST			
	TRAFFIC CONTROLLER			
	SITE PERSONNEL			
	PROPOSED VEHICLE CROSSOVER			
	CONSTRUCTION ACCESS GATE			
	CONCERTINA GATE			

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 AND SITE PERSONNEL TO MANAGE CONCERTINA GATES AT EACH DRIVEWAY.

Filename: 21480CAD008-2023-05-HUNTER ST WEST.dwg Date: 25 January 2023

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	JG	DL	WJ	25/01/23



PROJECT
TITLE

SYDNEY METRO EAST PROJECT
HUNTER STREET WEST - STAGE 1 DEMOLITION

TRAFFIC GUIDANCE SCHEME

DWG No.	21480CAD008		
	FIGURE 1		
DATE STAMP	25 JANUARY 2023		
PROJECT No.	21480	SCALE	NTS
REV.	A		

VEHICLE ENTERING

VEHICLE EXITING

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		

HUNTER STREET

HUNTER STREET

REMOVE 24m OF PARKING
(3 PARKING SPACES)

RETAIN 12m OF PARKING
(2 PARKING SPACES)
BETWEEN DRIVEWAYS

REMOVE 6m OF PARKING
(1 PARKING SPACE)

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	JG	DL	WJ	25/01/23



PROJECT

SYDNEY METRO WEST PROJECT
HUNTER STREET WEST - STAGE 1 DEMOLITION

TITLE

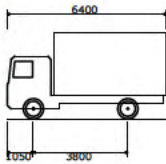
SWEPT PATH ANALYSIS
AS2890.2 12.5m HEAVY RIGID VEHICLE

DWG No.	21480CAD009
FIGURE 1	
DATE STAMP	25 JANUARY 2023
PROJECT No.	21480
SCALE	1:250 @A3
REV.	A

Filename: 21480CAD009-2023-01-25-SWEPT PATHS HUNTER ST WEST.dwg Date: 30 January 2023

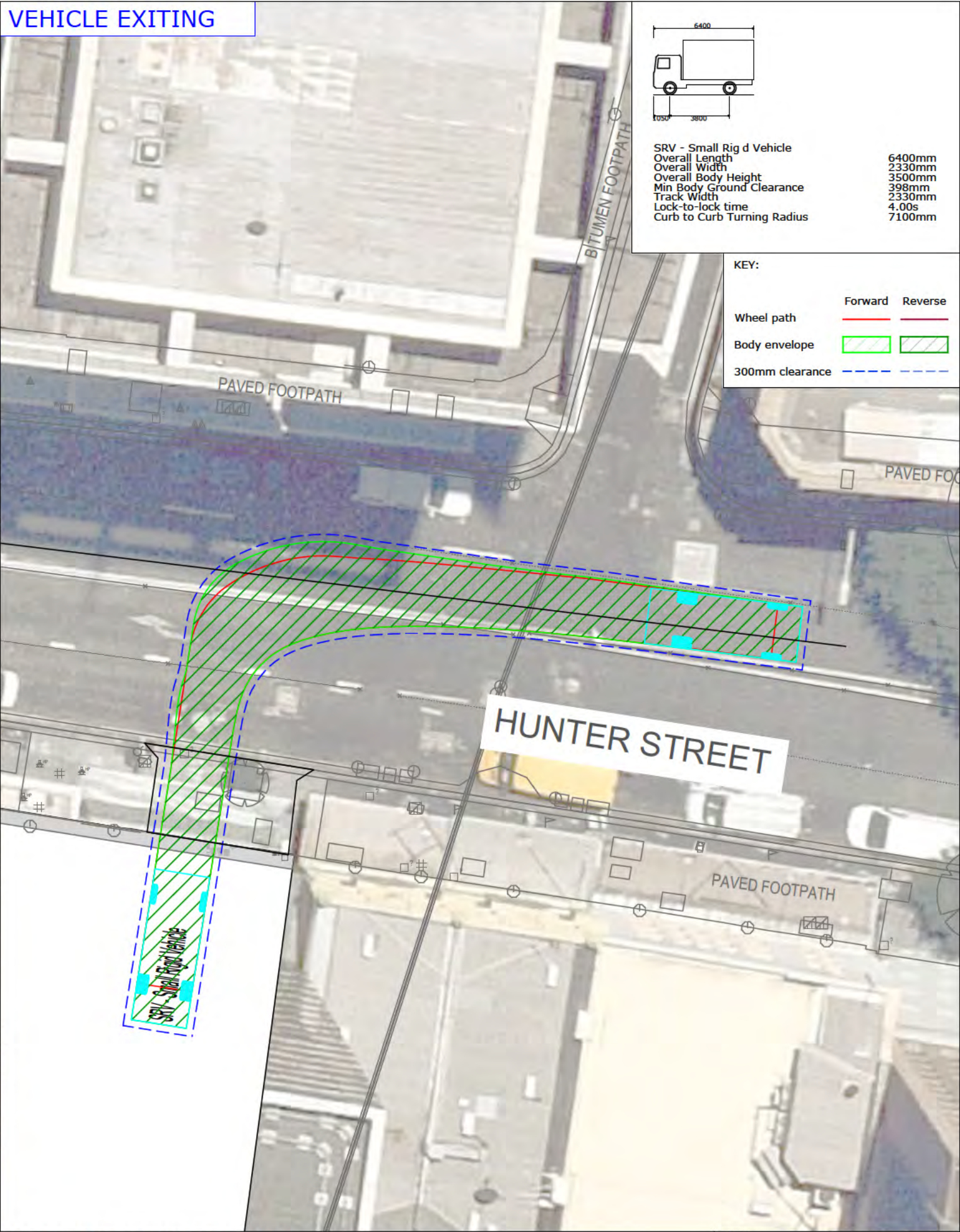
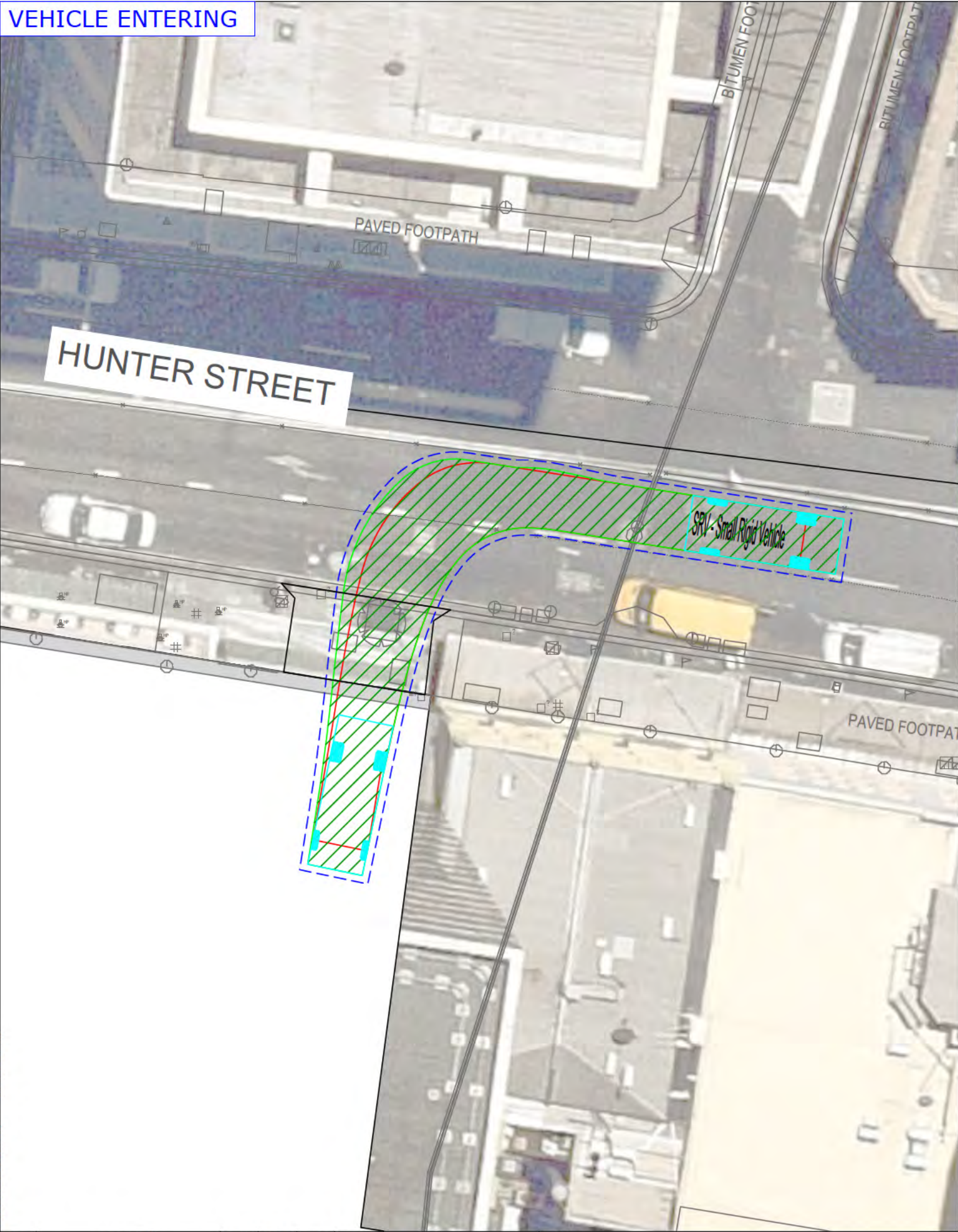
VEHICLE ENTERING

VEHICLE EXITING



SRV - Small Rigid Vehicle	
Overall Length	6400mm
Overall Width	2330mm
Overall Body Height	3500mm
Min Body Ground Clearance	398mm
Track Width	2330mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7100mm

KEY:		
	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



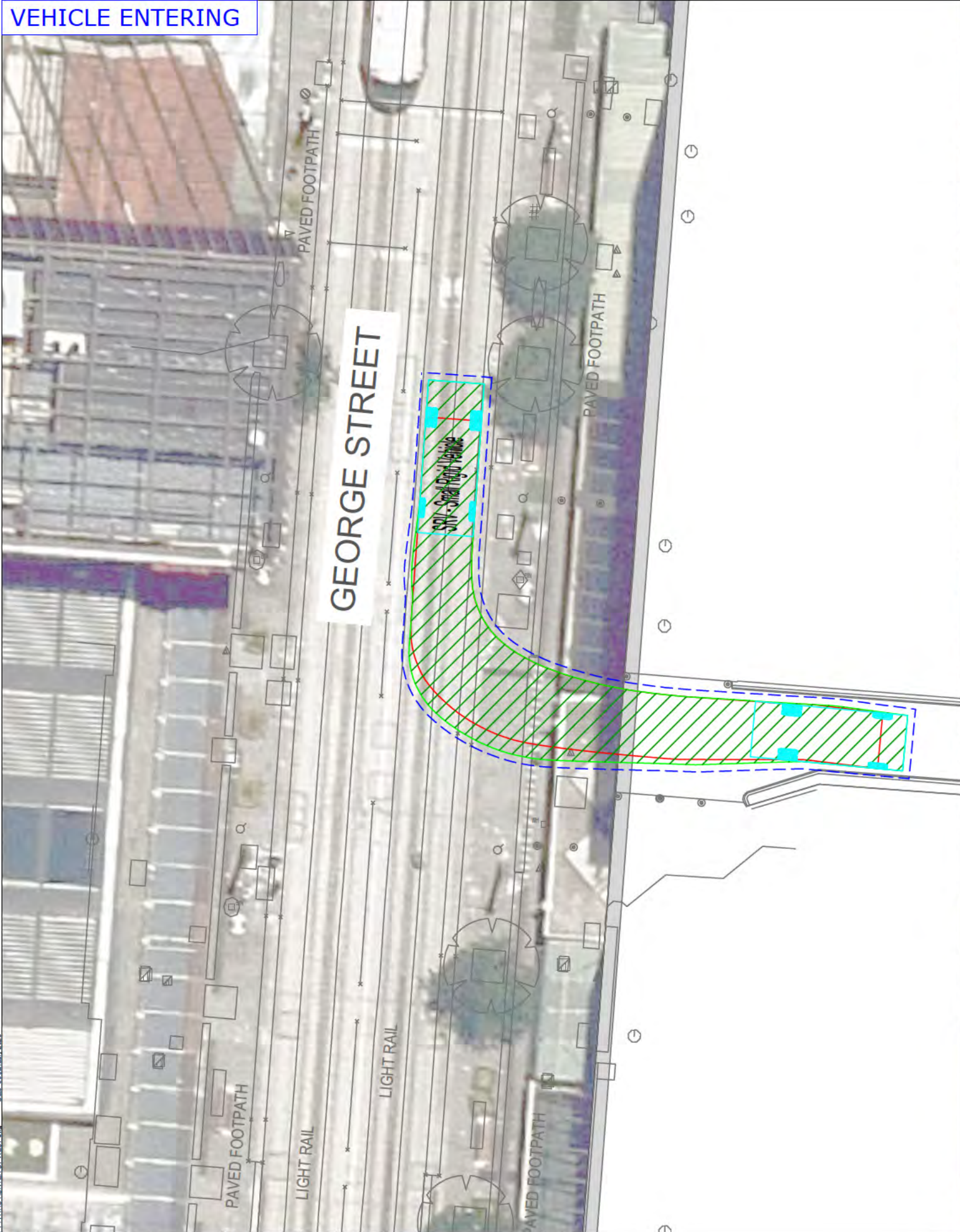
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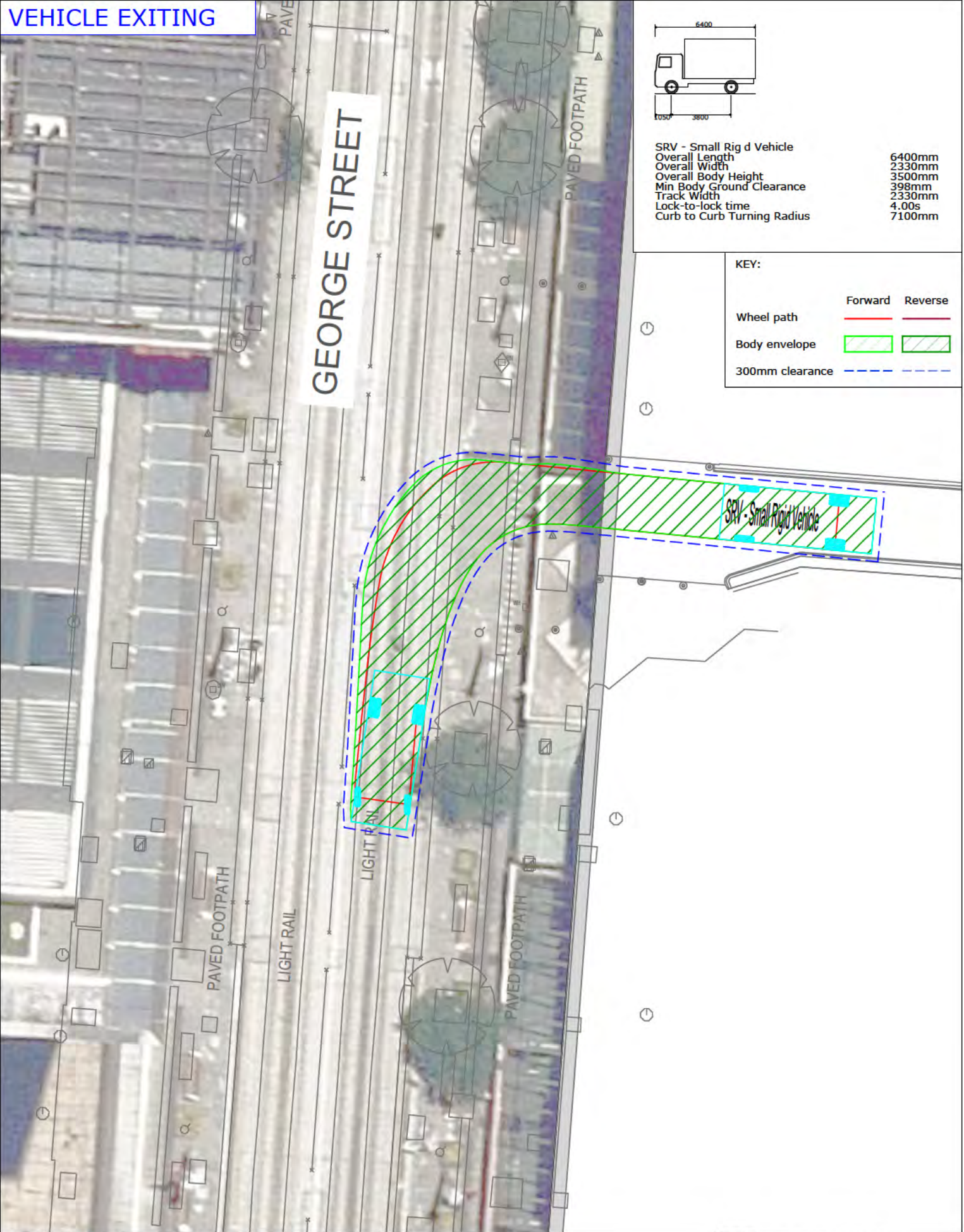
PROJECT		SYDNEY METRO WEST PROJECT HUNTER STREET WEST - STAGE 1 DEMOLITION	
TITLE		SWEPT PATH ANALYSIS AS2890.2 6.4m SMALL RIGID VEHICLE	

DWG No.		21480CAD009 FIGURE 2	
DATE STAMP		25 JANUARY 2023	
PROJECT No.	SCALE	REV.	
21480	1:200 @A3	A	

VEHICLE ENTERING



VEHICLE EXITING



SRV - Small Rigid Vehicle	
Overall Length	6400mm
Overall Width	2330mm
Overall Body Height	3500mm
Min Body Ground Clearance	398mm
Track Width	2330mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7100mm

KEY:		
Wheel path	Forward	Reverse
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	JG	DL	WJ	24/01/23



PROJECT	SYDNEY METRO WEST PROJECT HUNTER STREET WEST - STAGE 1 DEMOLITION
TITLE	SWEPT PATH ANALYSIS AS2890.2 6.4m SMALL RIGID VEHICLE

DWG No.	21480CAD009
FIGURE 3	
DATE STAMP	25 JANUARY 2023
PROJECT No.	21480
SCALE	1:200 @A3
REV.	A

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Hunter Street West – Proposed Haulage Routes

Existing Conditions Road Safety Audit

Prepared for:

JCG JV

2 March 2023

The Transport Planning Partnership

Hunter Street West – Proposed Haulage Routes

Existing Conditions Road Safety Audit

Client: JCG JV

Version: V02

Date: 2 March 2023

TPP Reference: 21480

Quality Record

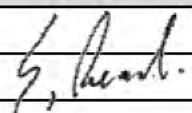
Version	Date	Prepared by	Reviewed by	Approved by	Signature
V01	17/2/2023	Adeline Sim	Stephen Read	Stephen Read	
V02	2/3/2023	Stephen Read	Stephen Read	Stephen Read	

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APPENDICES

- A. SWEPT PATH ASSESSMENT
- B. ADDITIONAL SWEPT PATH ASSESSMENT

1 Road Safety Audit Summary

Audited project:	Hunter Street West – Proposed Haulage Routes
Client:	JCG JV
Project manager:	[REDACTED]
Email address:	[REDACTED]
Telephone:	[REDACTED]
Audit Team:	Stephen Read (level 3 lead road safety auditor) Adeline Sim (level 2 road safety auditor)
Audit type:	Existing Conditions
Commencement meeting:	N/A
Audit date:	15 January 2023
Completion meeting:	Not required

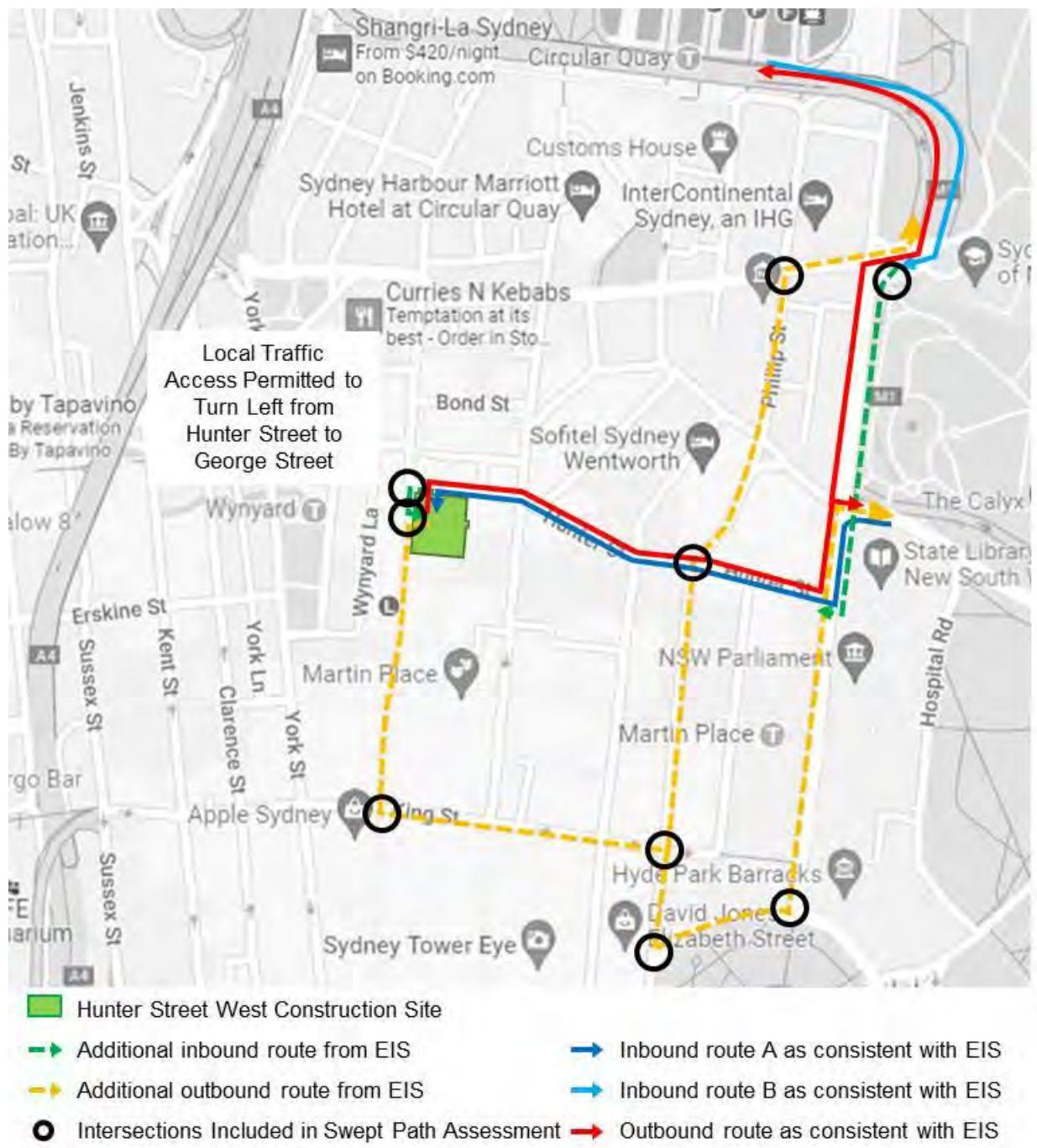
2 Introduction

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 proposed haulage routes associated with the construction of the Hunter Street West metro station as part of the Sydney Metro West Eastern Tunnelling Package.

JCG JV are proposing additional haulage routes to be used by construction heavy vehicles to travel to and from De Mestre Place. These haulage routes are shown in the green and yellow dotted lines in Figure 2.1 which are not identified in Condition A1 of the Conditions of Approval for this project.

Figure 2.1: Additional Haulage Routes (Dotted Lines) and Intersections Included in Swept Path Assessment



The audit included the swept path assessment of the intersections where turning movements of the design vehicle (12.5m HRV) would occur along the proposed haulage routes. A site inspection was carried out along the proposed haulage routes to identify road safety issues associated with different road users.

It is acknowledged that as part of the George Street Pedestrianisation project implemented in January 2023, the Hunter Street and George Street intersection has been partially closed to

permit a left turn from Hunter Street only, as well as closure of George Street between Hunter Street and Bridge Street.

2.2 Audit Objective

The objective of this Audit is to examine the road safety issues associated with the proposed haulage routes that will be used during the demolition of the high-rise buildings at the Hunter Street West 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)
- Adeline Sim (RSA-02-1527) – level 2 road safety auditor (team member)

Stephen and Adeline 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

A site inspection was carried out on Tuesday 15 February 2023 in fine weather conditions in the evening from 7:00pm – 9:00pm. Each of the vehicle routes were walked to identify possible road safety concerns. Several photographs and video footage were taken.

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.	St James Road approaching Macquarie Street	Trucks (12.5m) turning left from St James Road onto Macquarie Street are required to use two lanes on the approach. Vehicles traveling in the adjacent lane may not be aware of the truck taking up two lanes prior to turning left into Edward Street and this could cause side swipe crashes. However, we note that this movement is permitted in the NSW road rules for trucks with the correct signage.		Rare	Minor	Negligible	JCG JV to ensure construction vehicles longer than 7.5m are to display a Do Not Overtake Turning Vehicle sign at the back, in accordance with Road Rule 32. 
2.	Macquarie Street	Swept path shows the truck crossing two travel lanes after turning left from St James Road onto Macquarie Street.				Note only	JCG JV to ensure construction vehicles longer than 7.5m are to display a Do Not Overtake Turning Vehicle sign at the back, in accordance with Road Rule 32. 

Item No.	Location	Descriptions of Findings	Photo	Likelihood	Severity	Risk Rating	Designer Response
3.	Phillip Street – Bridge Street intersection	As shown from the swept path from Phillip Street onto Bridge Street, trucks would straddle two lanes before making the right turn. This increases the risk of side swipe incidents along Phillip Street as motorists in the kerb side lane may not expect trucks to straddle the lane.		Rare	Minor	Negligible	Straddling across two lanes is safer than occupying one lane to turn, as general vehicle using another lane may attempt to overtake a turning vehicle. JCG JV to ensure construction vehicles longer than 7.5m are to display a Do Not Overtake Turning Vehicle sign at the back, in accordance with Road Rule 32. 
4.	Macquarie Street – Cahill Expressway intersection	No swept path provided to show the right turn movement from Macquarie Street to on-ramp Cahill Expressway.				Note only	This turning movement is as part of the EIS haulage route, hence a swept path assessment was not required.
5.	Macquarie Street – St James Street intersection	No swept path provided to show the right turn movement from Macquarie Street to St James Street.				Note only	This turning movement is as part of the EIS haulage route, hence a swept path assessment was not required.
6.	Macquarie Street – Cahill Expressway intersection	No swept path provided to show the right turn movement from Macquarie Street to Hunter Street.				Note only	This turning movement is as part of the EIS haulage route, hence a swept path assessment was not required.

Item No.	Location	Descriptions of Findings	Photo	Likelihood	Severity	Risk Rating	Designer Response
7.	George Street at Martin Place	There are strong desire lines for pedestrians crossing at Martin Place and opposite Wynyard Station. Pedestrians may not be expecting trucks in this section of George Street. There is a risk of pedestrians being struck by trucks.		Rare	Serious	Medium	Haulage operation is between 7pm and 7am when pedestrian activity is low. Construction vehicles will be mounted with a flashing light and quacker to alert pedestrians on the road. Construction vehicles will travel at no more than 20km/h along George Street, as consistent with the light rail speed limit.

Item No.	Location	Descriptions of Findings	Photo	Likelihood	Severity	Risk Rating	Designer Response
8	George Street Light Rail Station	The raised light rail platform on George Street is not well delineated. There is a risk of trucks driving up the platform on one wheel creating minor damage to the platform and vehicle. Further, it is not clear if the swept paths have assessed whether a light rail vehicle can pass a truck with adequate clearance near the platforms.		Possible	Minor	Medium	An additional swept path diagram (Appendix B) has been prepared for a light rail and an HRV passing each other. Each light rail lane is 3.2m wide which is sufficient to accommodate a HRV with a 2.5m design width and a 2.7m wide light rail passing each other. As the yellow line is not worn out, no improvement in delineation is required at this stage. JCG JV will communicate with truck drivers in the toolbox meeting and raise awareness of the raised kerbline along the station platform. This will avoid the risk of straddling on the platform.

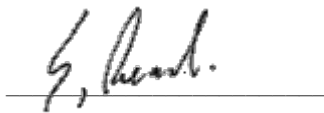
Item No.	Location	Descriptions of Findings	Photo	Likelihood	Severity	Risk Rating	Designer Response
9	Hunter Street	The gradient of Hunter Street is relatively steep. Potential for truck brakes to fail while travelling down hill resulting in rear end type crashes.		Unlikely	Minor	Low	Hunter Street site inspection revealed that the speed limit is 40km/h. The topography of the road doesn't show a "relatively steep" conditions. There are large number of heavy vehicles utilising Hunter Street in both directions at present without any observed issues or concerns regarding the "relatively steep" grade conditions mentioned in the report. Heavy vehicles that are proposed to be utilised on the project, will be fully conformed to roadworthy conditions with the latest technology and driver training. All heavy vehicle operators will be project inducted and made aware of the CBD traffic conditions. VMP will be provided to all heavy vehicle drivers and further reminded about the CBD driving conditions at our site pre-starts.

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.



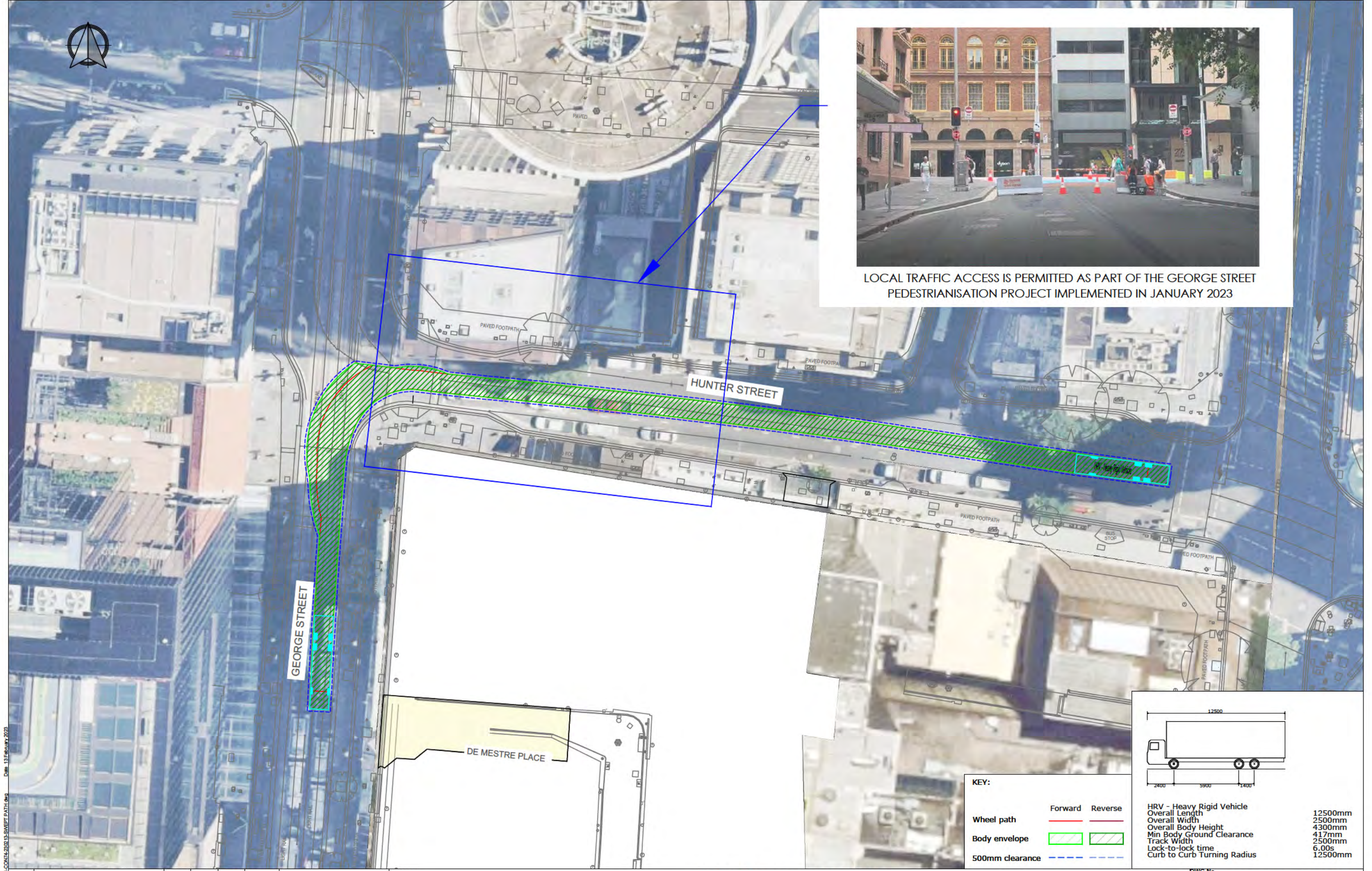
Stephen Read
Level 3 Lead Road Safety Auditor
The Transport Planning Partnership



Adeline Sim
Level 2 Road Safety Auditor
The Transport Planning Partnership

Appendix A

Swept Path Assessment



KEY:

	Forward	Reverse
Wheel path		
Body envelope		
500mm clearance		

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

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	DL	WJ	13/02/23



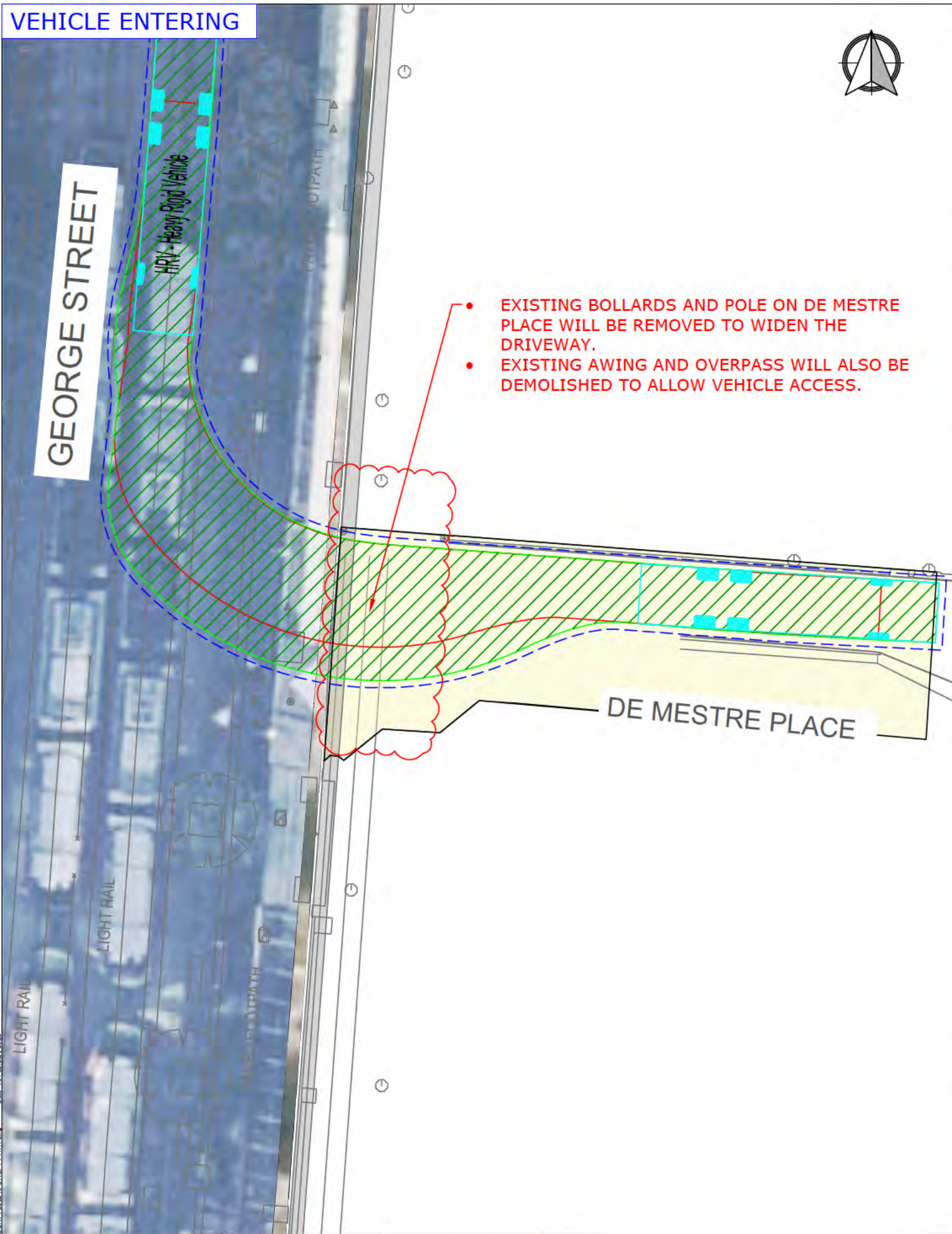
PROJECT
SYDNEY METRO WEST PROJECT
HUNTER STREET WEST - STAGE 0 DEMOLITION - CONDITION 74

TITLE
SWEPT PATH ANALYSIS - HUNTER STREET
AS2890.2 12.5m HEAVY RIGID VEHICLE

DWG No. 21480CAD-HUNTER-W-001		
FIGURE 1		
DATE STAMP 13 FEBRUARY 2023		
PROJECT No. 21480	SCALE 1:250 @A3	REV. A

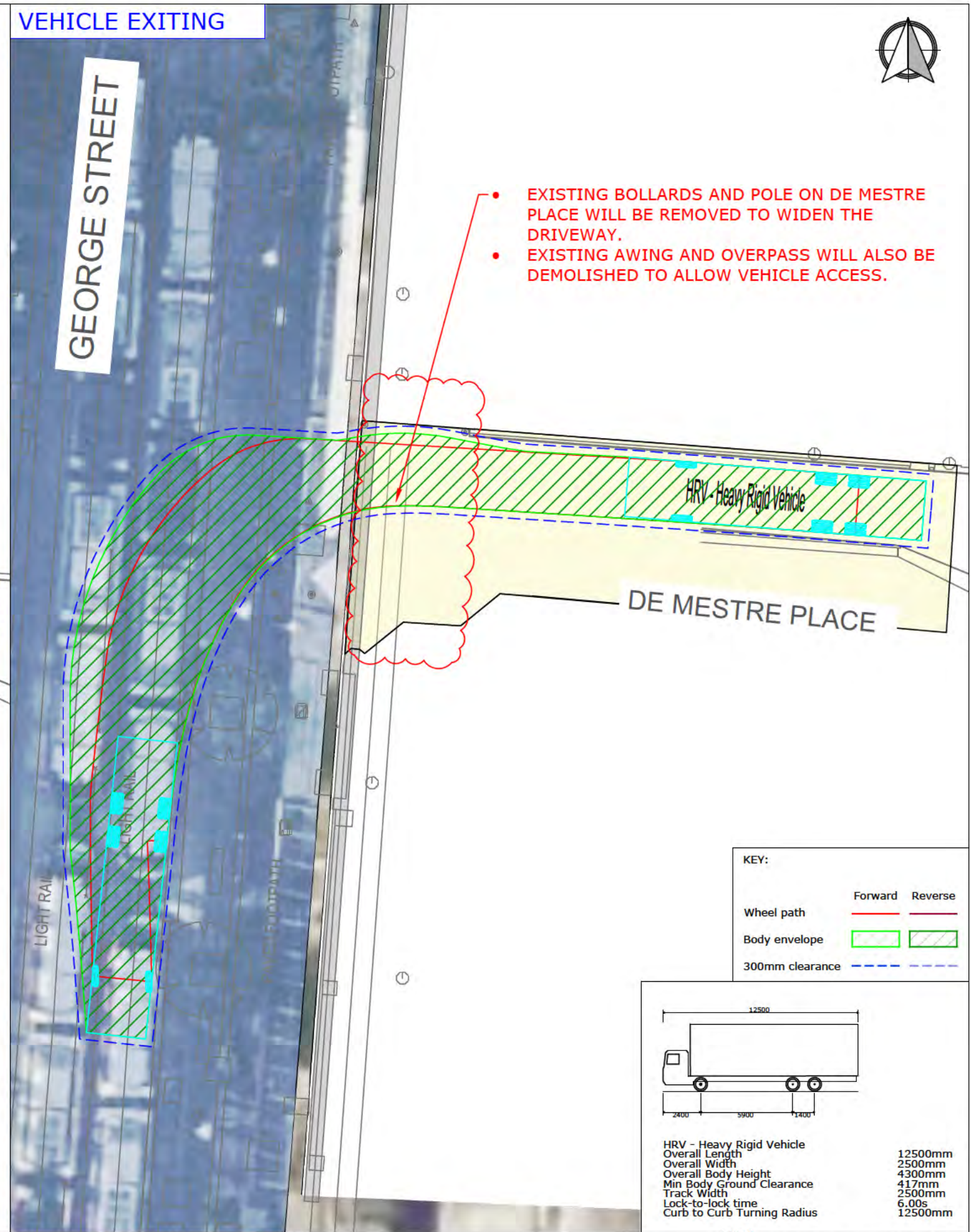
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VEHICLE ENTERING



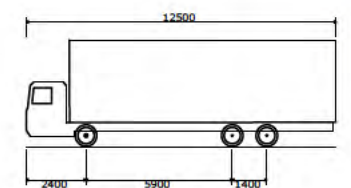
- EXISTING BOLLARDS AND POLE ON DE MESTRE PLACE WILL BE REMOVED TO WIDEN THE DRIVEWAY.
- EXISTING AWING AND OVERPASS WILL ALSO BE DEMOLISHED TO ALLOW VEHICLE ACCESS.

VEHICLE EXITING



- EXISTING BOLLARDS AND POLE ON DE MESTRE PLACE WILL BE REMOVED TO WIDEN THE DRIVEWAY.
- EXISTING AWING AND OVERPASS WILL ALSO BE DEMOLISHED TO ALLOW VEHICLE ACCESS.

KEY:		
	Forward	Reverse
Wheel path	—	—
Body envelope	 	
300mm clearance	---	---



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

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	DL	WJ	13/02/23



PROJECT
TITLE

SYDNEY METRO WEST PROJECT
HUNTER STREET WEST - STAGE 0 DEMOLITION - CONDITION 74

SWEPT PATH ANALYSIS - GEORGE STREET
AS2890.2 12.5m HEAVY RIGID VEHICLE

DWG No. 21480CAD-HUNTER-W-001 FIGURE 2		
DATE STAMP 13 FEBRUARY 2023		
PROJECT No. 21480	SCALE 1:200 @A3	REV. A

GEORGE STREET

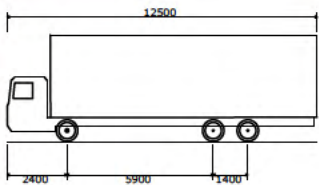
HUNTER STREET

EXISTING BOLLARDS

KING STREET

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
500mm clearance		



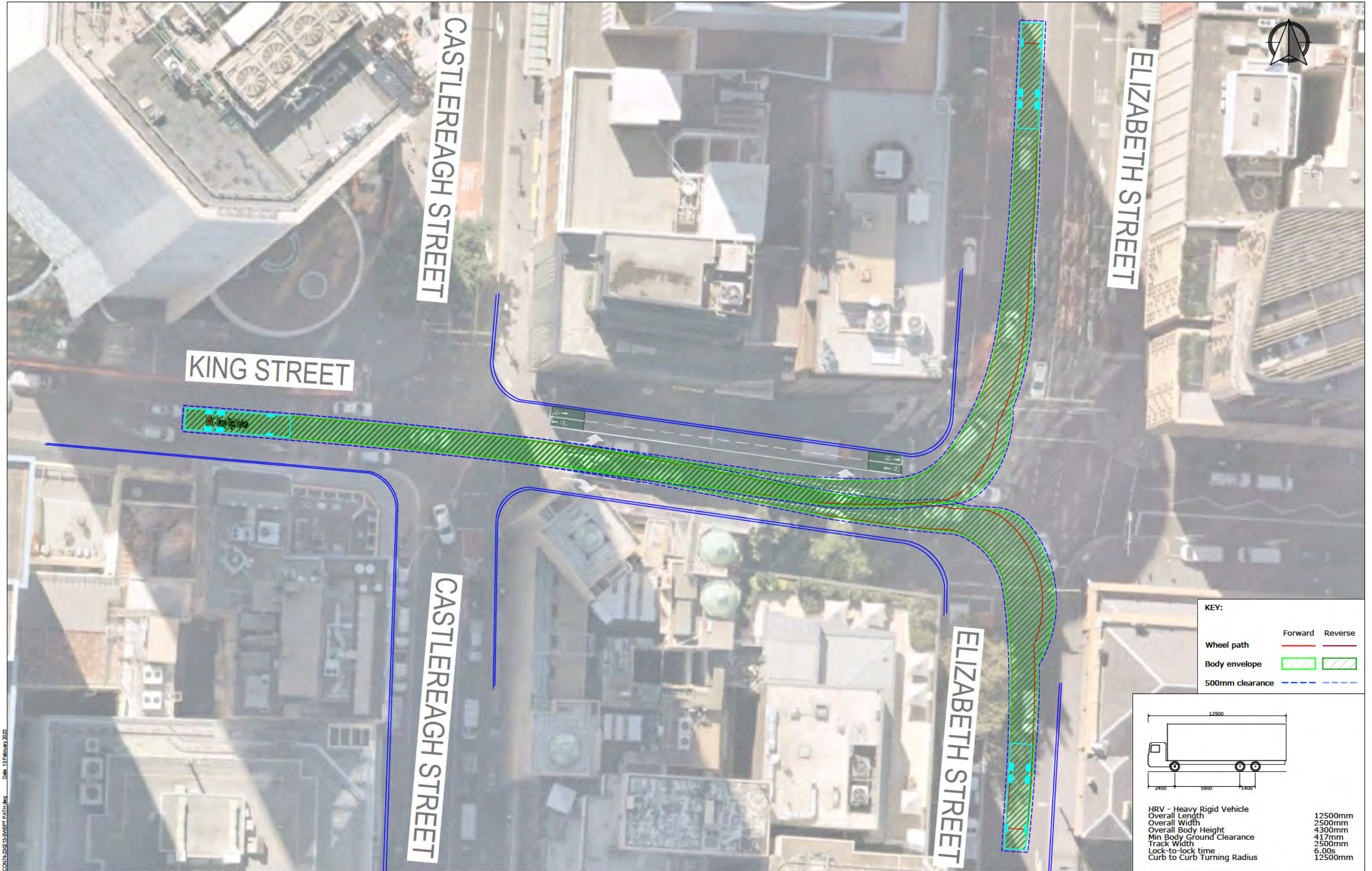
HRV - Heavy Rigid Vehicle
Overall Length 12500mm
Overall Width 2500mm
Overall Body Height 4300mm
Min Body Ground Clearance 417mm
Track Width 2500mm
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 12500mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	DL	WJ	13/02/23



PROJECT	SYDNEY METRO WEST PROJECT HUNTER STREET WEST - STAGE 0 DEMOLITION - CONDITION 74	
TITLE	SWEPT PATH ANALYSIS - GEORGE STREET & KING STREET AS2890.2 12.5m HEAVY RIGID VEHICLE	

DWG No. 21480CAD-HUNTER-W-001 FIGURE 3		
DATE STAMP 13 FEBRUARY 2023		
PROJECT No. 21480	SCALE 1:200 @A3	REV. A



KEY:

	Forward	Reverse
Wheel path	—	—
Body envelope		
500mm clearance		

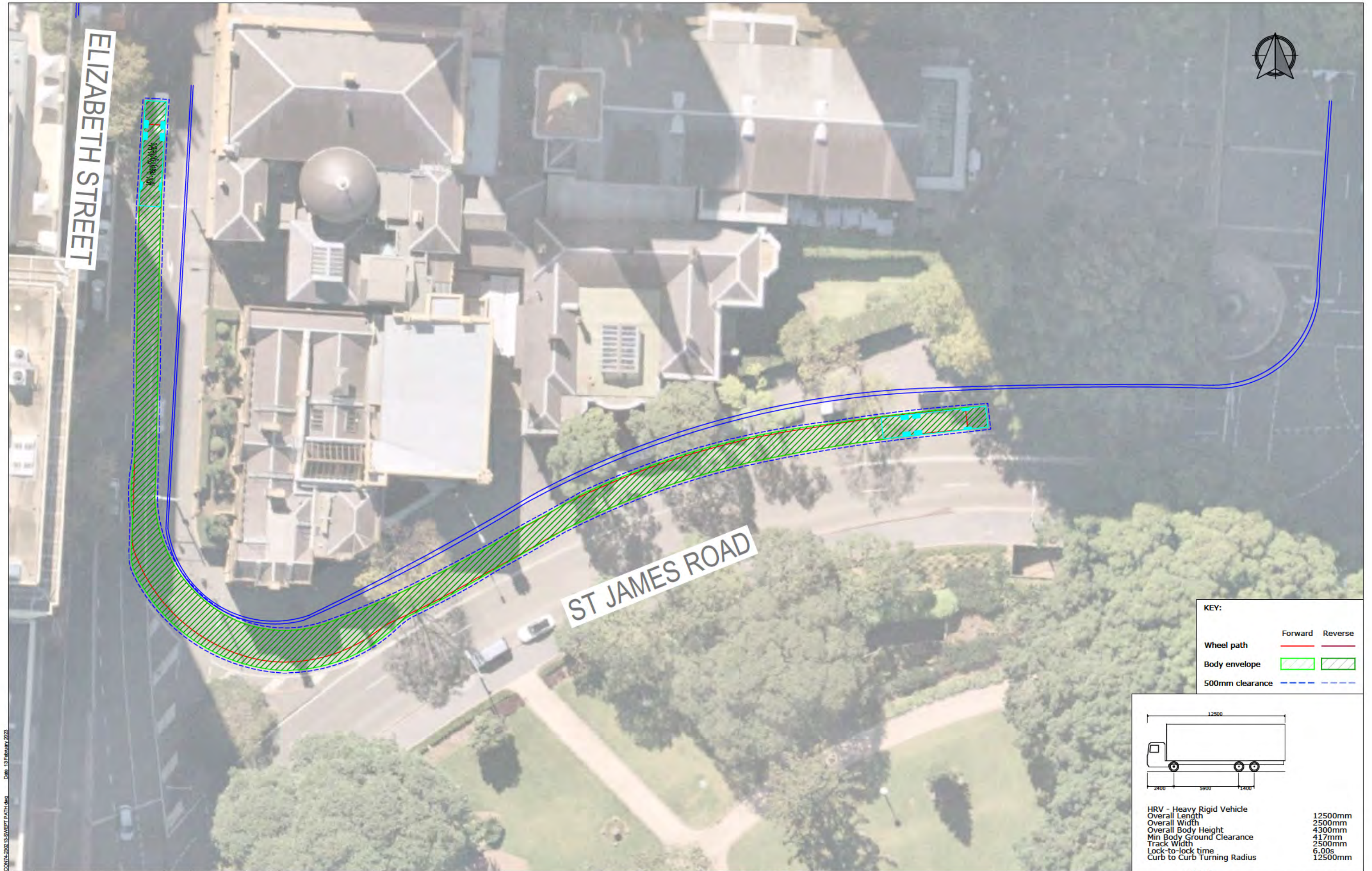
HRV - Heavy Rigid Vehicle	12500mm
Overall Length	2500mm
Overall Width	4300mm
Overall Body Height	417mm
Min Body Ground Clearance	2500mm
Track Width	6.00s
Lock-to-lock time	12500mm
Curb to Curb Turning Radius	

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	DL	WJ	13/02/23



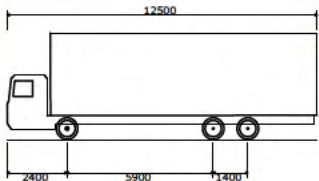
PROJECT	SYDNEY METRO WEST PROJECT HUNTER STREET WEST - STAGE 0 DEMOLITION - CONDITION 74	
TITLE	SWEPT PATH ANALYSIS - KING STREET & ELIZABETH STREET AS2890.2 12.5m HEAVY RIGID VEHICLE	

DWG No.	21480CAD-HUNTER-W-001 FIGURE 4	
DATE STAMP	13 FEBRUARY 2023	
PROJECT No.	SCALE	REV.
21480	1:200 @A3	A



KEY:

	Forward	Reverse
Wheel path	---	---
Body envelope		
500mm clearance	---	---



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

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	DL	WJ	13/02/23

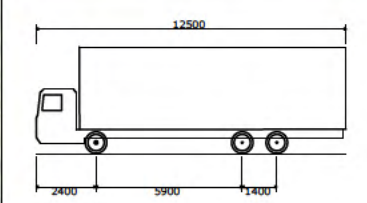


PROJECT	SYDNEY METRO WEST PROJECT HUNTER STREET WEST - STAGE 0 DEMOLITION - CONDITION 74
TITLE	SWEPT PATH ANALYSIS - ELIZABETH STREET & ST JAMES ROAD AS2890.2 12.5m HEAVY RIGID VEHICLE

DWG No.	21480CAD-HUNTER-W-001
FIGURE 5	
DATE STAMP	13 FEBRUARY 2023
PROJECT No.	21480
SCALE	1:200 @A3
REV.	A



KEY:		
	Forward	Reverse
Wheel path	---	---
Body envelope		
500mm clearance		



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

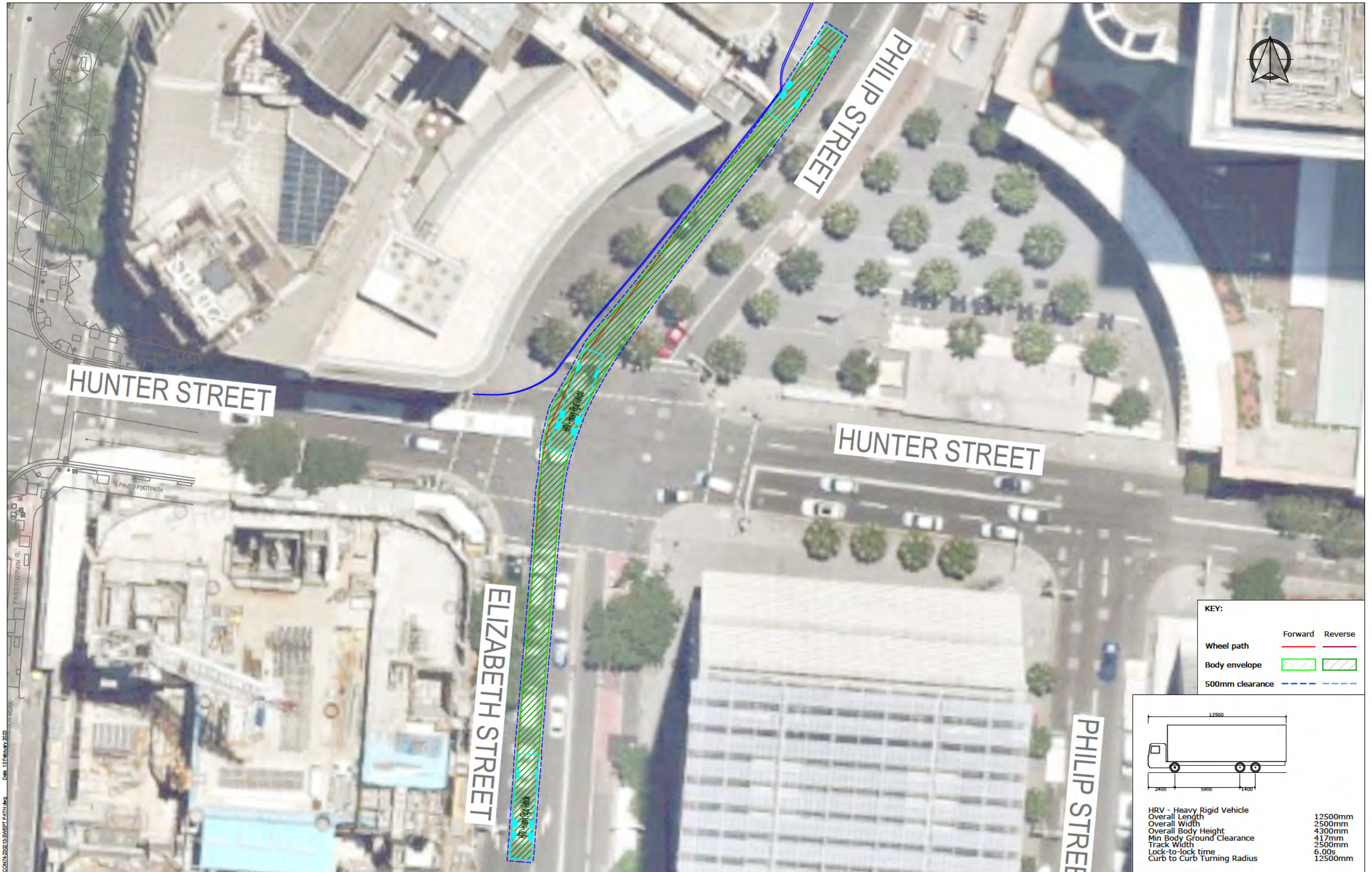
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A	ISSUE FOR DISCUSSION	HT	DL	WJ	13/02/23



PROJECT	SYDNEY METRO WEST PROJECT HUNTER STREET WEST - STAGE 0 DEMOLITION - CONDITION 74
TITLE	SWEPT PATH ANALYSIS - ST JAMES ROAD & MACQUARIE STREET AS2890.2 12.5m HEAVY RIGID VEHICLE

DWG No. 21480CAD-HUNTER-W-001 FIGURE 6	
DATE STAMP 13 FEBRUARY 2023	
PROJECT No. 21480	SCALE 1:200 @A3
REV. A	

Filename: 21480CAD-HUNTER-W-001-CONT-2023-02-13-SWEPT PATH.dwg Date: 13 February 2023



KEY:

	Forward	Reverse
Wheel path		
Body envelope		
500mm clearance		

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

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	DL	WJ	13/02/23



PROJECT	SYDNEY METRO WEST PROJECT HUNTER STREET WEST - STAGE 0 DEMOLITION - CONDITION 74	
TITLE	SWEPT PATH ANALYSIS - ELIZABETH STREET & HUNTER STREET AS2890.2 12.5m HEAVY RIGID VEHICLE	

DWG No. 21480CAD-HUNTER-W-001 FIGURE 7	
DATE STAMP 13 FEBRUARY 2023	
PROJECT No. 21480	SCALE 1:200 @A3
REV. A	

Filename: 21480CAD-HUNTER-W-001-COND74-2023-02-13-SWEPT PATH.dwg Date: 13 February 2023

VEHICLE TRAVELLING FROM SOUTH OF PHILIP STREET

MACQUARIE



PHILIP STREET

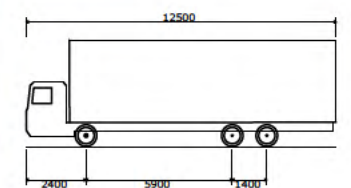
BRIDGE STREET

BRIDGE STREET

MACQUARIE STREET

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
500mm clearance		



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

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	DL	WJ	13/02/23



PROJECT

SYDNEY METRO WEST PROJECT
HUNTER STREET WEST - STAGE 0 DEMOLITION - CONDITION 74

TITLE

SWEPT PATH ANALYSIS - PHILIP STREET & BRIDGE STREET
AS2890.2 12.5m HEAVY RIGID VEHICLE

DWG No.

21480CAD-HUNTER-W-001
FIGURE 8

DATE STAMP

13 FEBRUARY 2023

PROJECT No.

21480

SCALE

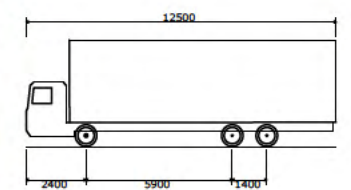
1:200 @A3

REV.

A



KEY:		
	Forward	Reverse
Wheel path	—	—
Body envelope	▨	▨
500mm clearance	---	---



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

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	DL	WJ	13/02/23

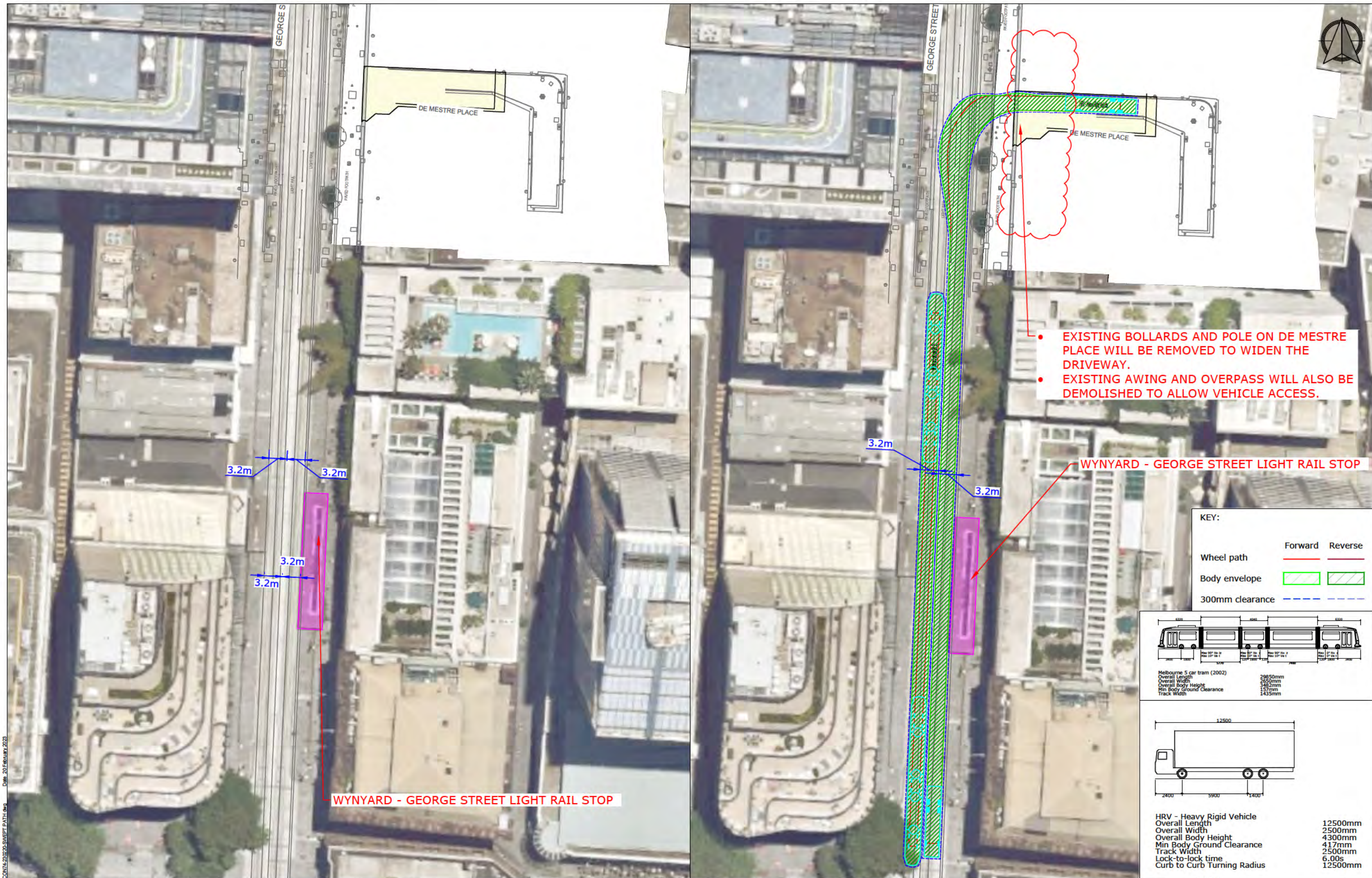


PROJECT		SYDNEY METRO WEST PROJECT	
TITLE		HUNTER STREET WEST - STAGE 0 DEMOLITION - CONDITION 74	
TITLE		SWEPT PATH ANALYSIS - PHILIP STREET & BRIDGE STREET	
TITLE		AS2890.2 12.5m HEAVY RIGID VEHICLE	

DWG No.		21480CAD-HUNTER-W-001	
DATE STAMP		13 FEBRUARY 2023	
PROJECT No.	SCALE	REV.	A
21480	1:200 @A3		

Appendix B

Additional Swept Path Assessment



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	DL	WJ	20/02/23



PROJECT	SYDNEY METRO WEST PROJECT HUNTER STREET WEST - STAGE 0 DEMOLITION - CONDITION 74	
TITLE	SWEPT PATH ANALYSIS - GEORGE STREET AS2890.2 12.5m HEAVY RIGID VEHICLE & 2.7m WIDE LIGHT RAIL	

DWG No.	21480CAD-HUNTER-W-002 FIGURE_1	
DATE STAMP	20 FEBRUARY 2023	
PROJECT No.	21480	SCALE
1:200 @A3	REV.	A

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02 8437 7800

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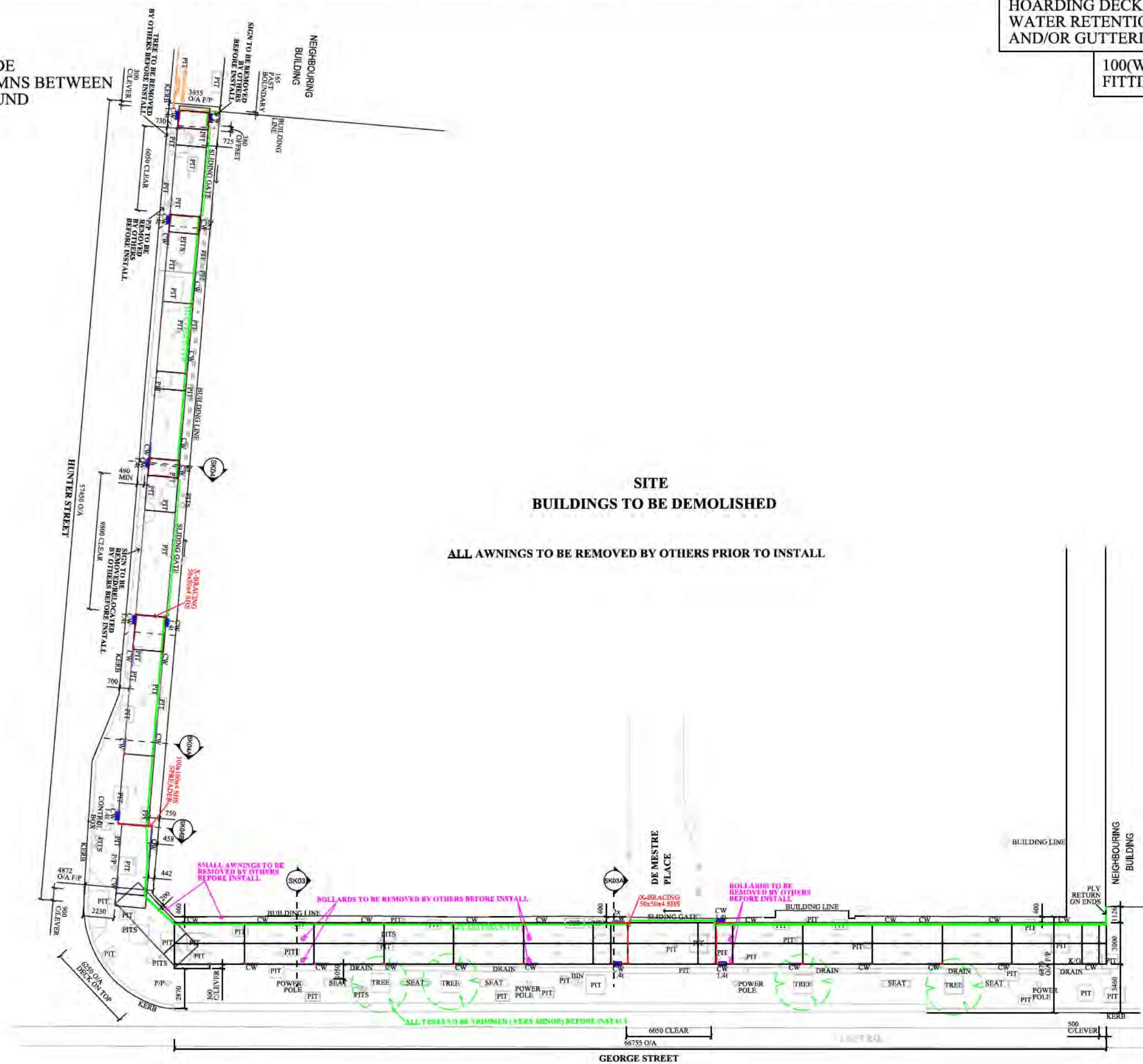
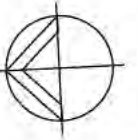
www.tpp.net.au

Appendix F Hoarding Design

COLOURS:
BLACK STRUCTURE
BLACK FASCIA
WHITE DECK UNDERSIDE
WHITE STRIP ON COLUMNS BETWEEN
500 TO 1500 FROM GROUND

HOARDING DECKS TO BE WATERPROOFED:
WATER RETENTION / REMOVAL SYSTEM
AND/OR GUTTERING BY OTHERS.

100(W) BULKHEAD LIGHT
FITTINGS MAX 5000 SPACINGS.



Council Notes:
Hoarding Designed to take loads within its 10Kpa Rating.
Superimposed loads from site shade materials/ scaffold
and all items placed on hoarding are not to exceed 40
percent of hoarding 10Kpa design live load capacity.
All loads to be distributed evenly across hoarding
with suitable spreader beams made to Australian
Standards to distribute loads over the full width
of the hoarding.
Loading suitable for:
SCAFFOLD

Comments:
LED LIGHT FITTINGS EVERY 5M.

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Sheet Size: A3

Builder: MANN GROUP

Site Address: HUNTER ST WEST PROJECT

Drawn by: KP
Drawn Date: 21/03/23

Checked/Approved by: LM
Checked/Approved Date: 21/03/23

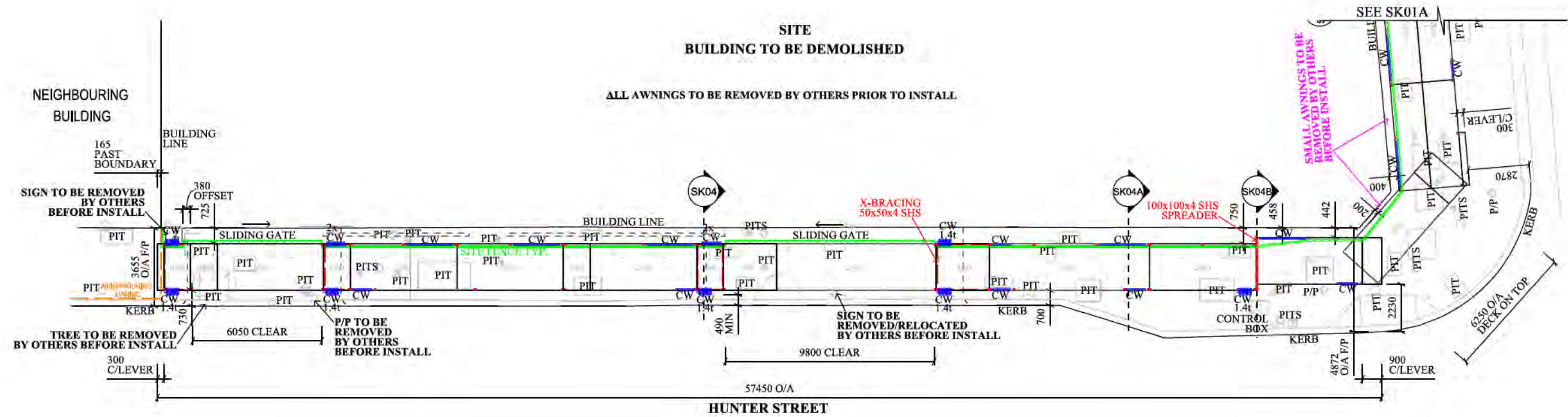
Associated drawing numbers

Drawing Number:	Job Number:	Revisions:
SK01	SG2302-03	02

COLOURS: BLACK STRUCTURE
BLACK FASCIA
WHITE DECK UNDERSIDE
WHITE STRIP ON COLUMNS BETWEEN
500 TO 1500 FROM GROUND

HOARDING DECKS TO BE WATERPROOFED:
WATER RETENTION / REMOVAL SYSTEM
AND/OR GUTTERING BY OTHERS.

100(W) BULKHEAD LIGHT
FITTINGS MAX 5000 SPACINGS.



Council Notes
Hoarding Designed to take loads within it's 10Kpa Rating.
Superimposed loads from site sheds materials/ scaffold
and all items placed on hoarding are not to exceed 40
percent of hoarding 10Kpa design live load capacity.
All loads to be distributed evenly across hoarding
with suitable spreader beams made to Australian
Standards to distribute loads over the full width
of the hoarding.
Loading suitable for :
SCAFFOLD

Comments :
LED LIGHT FITTINGS EVERY 5M

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Builder: MANN GROUP

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Drawn by: KP
Drawn Date: 21/03/23

Checked/Approved by: LM
Checked/Approved Date: 21/03/23

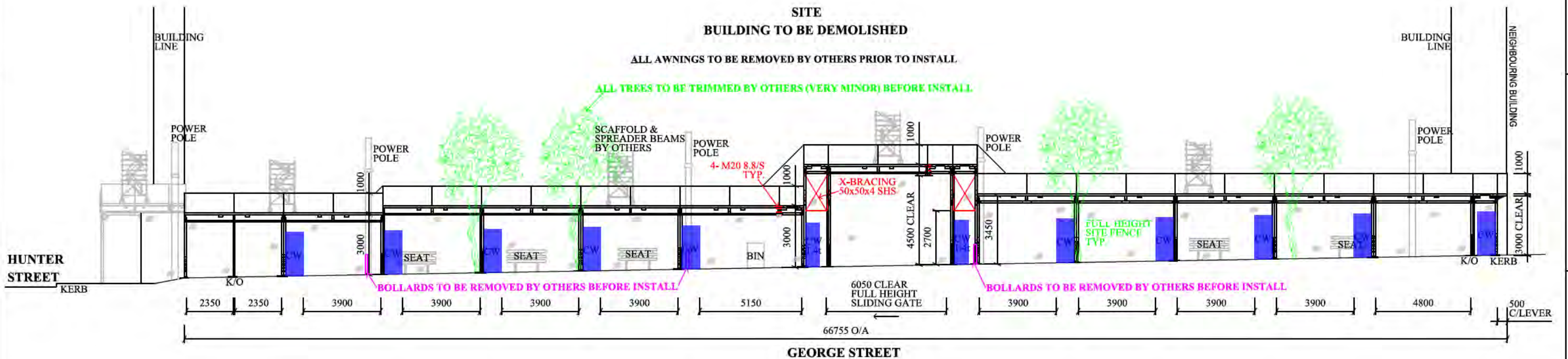
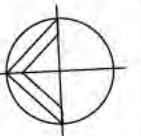
Associated drawing numbers

Drawing Numbers: SK01B
Job Numbers: SG2302-03
Revisions: 02

COLOURS: BLACK STRUCTURE
BLACK FASCIA
WHITE DECK UNDERSIDE
WHITE STRIP ON COLUMNS BETWEEN
500 TO 1500 FROM GROUND

HOARDING DECKS TO BE WATERPROOFED:
WATER RETENTION / REMOVAL SYSTEM
AND/OR GUTTERING BY OTHERS.

100(W) BULKHEAD LIGHT
FITTINGS MAX 5000 SPACINGS.



Council Notes Hoarding Designed to take loads within it's 10Kpa Rating. Superimposed loads from site sheds/ materials/ scaffold and all items placed on hoarding are not to exceed 40 percent of hoarding 10Kpa design live load capacity. All loads to be distributed evenly across hoarding with suitable spreader beams made to Australian Standards to distribute loads over the full width of the hoarding. Loading suitable for : SCAFFOLD Comments : LED LIGHT FITTINGS EVERY 5M.	Revision Table		This drawing and any information or descriptive material set out on it are the confidential and copyright property of Speedy Gantry Hire and MUST NOT BE DISCLOSED, COPIED, LOANED in whole or part or used for any purpose without the written permission of Speedy Gantry Hire. Document Type: ELEVATION GEORGE STREET FRONTAGE Company Confidential Legal Owners:  Speedy Gantry Hire , 95-97 Stanley Road Ingleburn, 1300 Gantry, n@speedygantry.com.au	Builder: MANN GROUP			
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				Checked/Approved Date: 21/03/23			
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			Job Number: SG2302-03				
			Revision: 02				

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BLACK FASCIA
WHITE DECK UNDERSIDE
WHITE STRIP ON COLUMNS BETWEEN
500 TO 1500 FROM GROUND

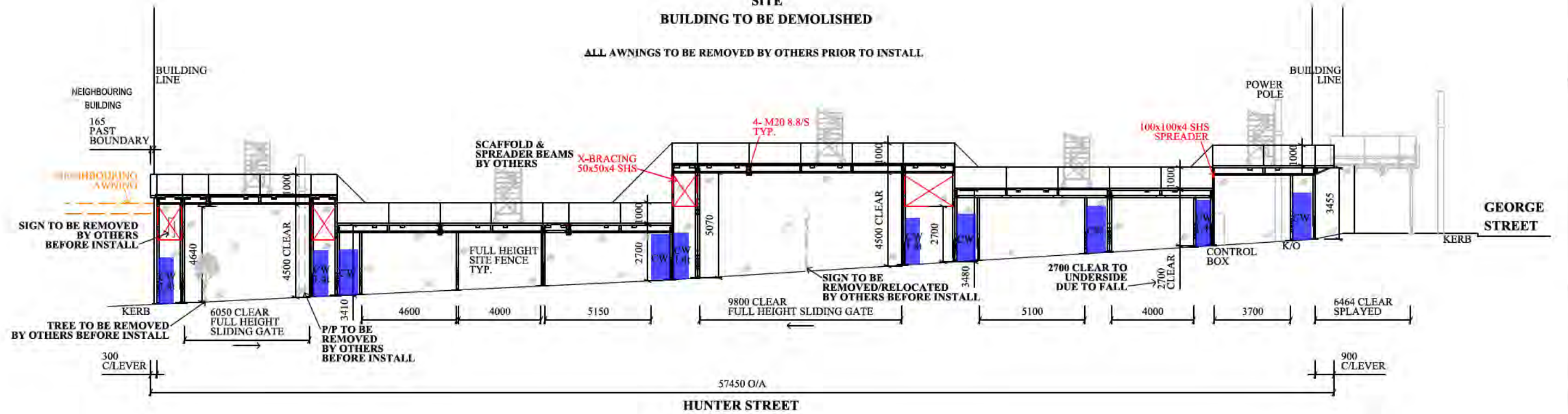
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WATER RETENTION / REMOVAL SYSTEM
AND/OR GUTTERING BY OTHERS.

100(W) BULKHEAD LIGHT
FITTINGS MAX 5000 SPACINGS.



SITE
BUILDING TO BE DEMOLISHED

ALL AWNINGS TO BE REMOVED BY OTHERS PRIOR TO INSTALL.



Council Notes
Hoarding Designed to take loads within it's 10Kpa Rating.
Superimposed loads from site sheds/ materials/ scaffold
and all items placed on hoarding are not to exceed 40
percent of hoarding 10Kpa design live load capacity.
All loads to be distributed evenly across hoarding
with suitable spreader beams made to Australian
Standards to distribute loads over the full width
of the hoarding.
Loading suitable for :
SCAFFOLD

Comments :
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Builder: MANN GROUP

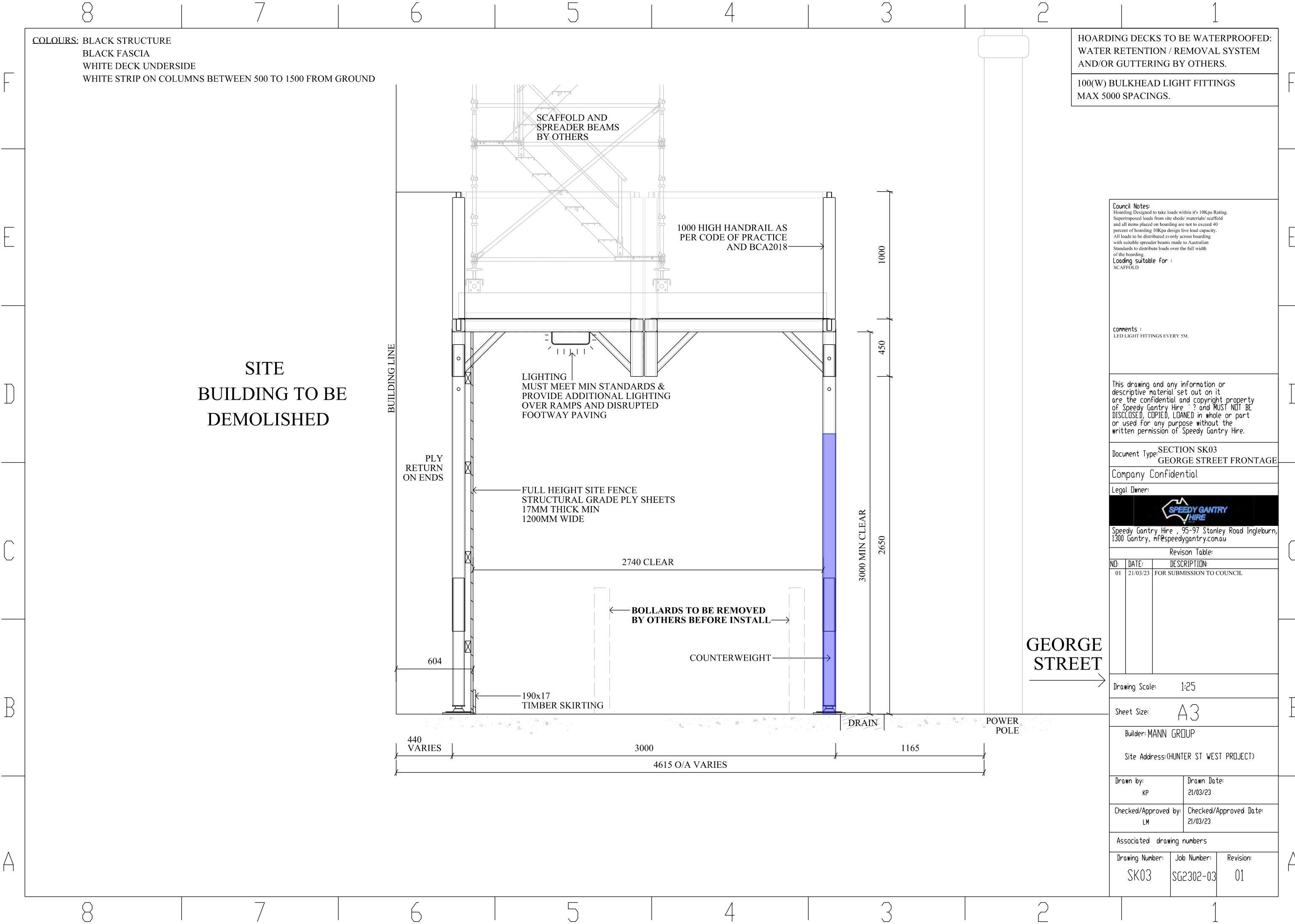
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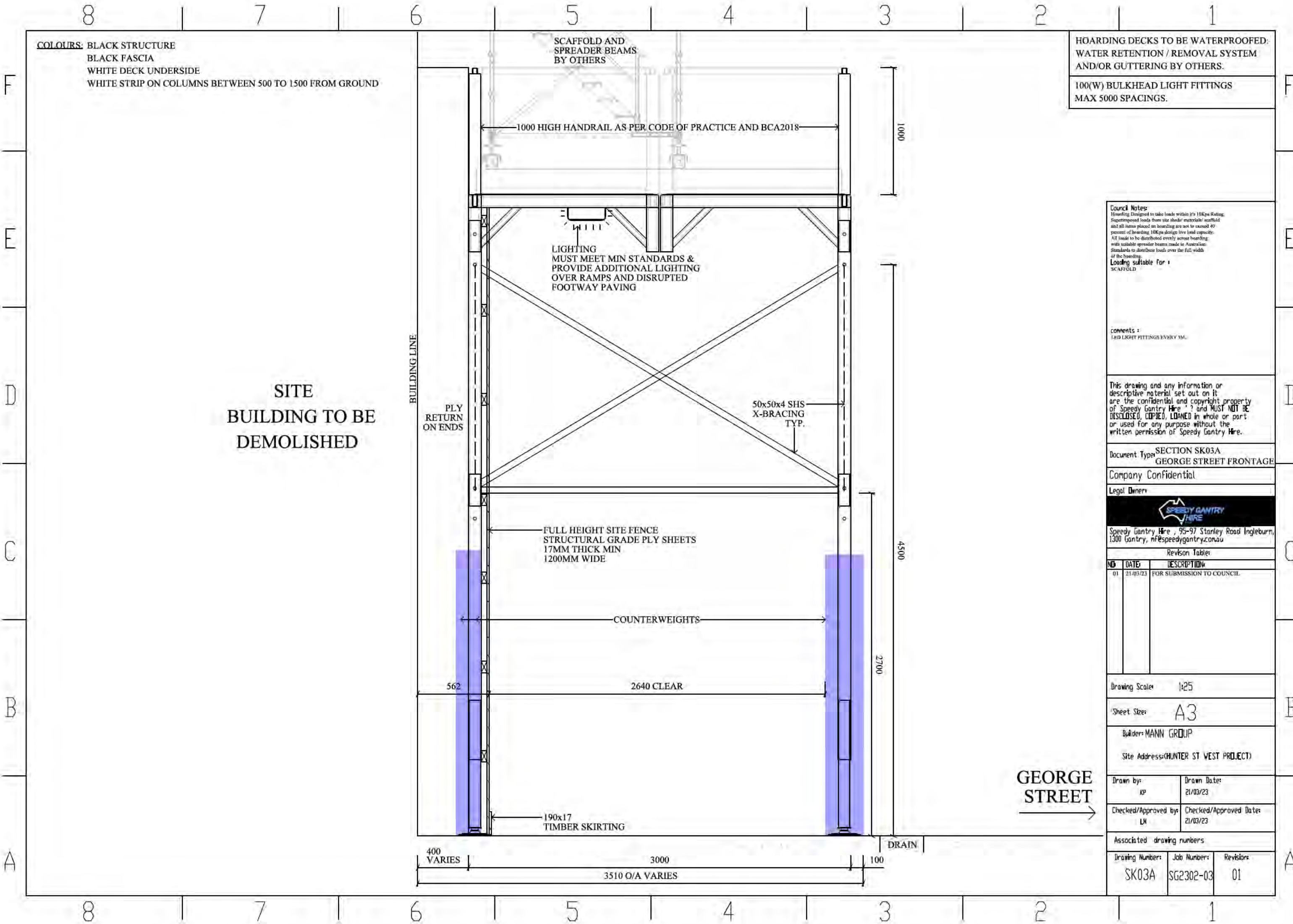
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Drawn Date: 15/03/23

Checked/Approved by: LM
Checked/Approved Date: 15/03/23

Associated drawing numbers

Drawing Number: SK02B
Job Number: SG2302-03
Revision: 01





HOARDING DECKS TO BE WATERPROOFED:
WATER RETENTION / REMOVAL SYSTEM
AND/OR GUTTERING BY OTHERS.

100(W) BULKHEAD LIGHT FITTINGS
MAX 5000 SPACINGS.

Council Notes:
Hoarding Designed to take loads within it's 10Kpa Rating.
Superimposed loads from site sheds/ materials/ scaffold
and all items placed on hoarding are not to exceed 40
percent of hoarding 10Kpa design live load capacity.
All loads to be distributed evenly across hoarding,
with suitable spreader beams made to Australian
Standards to distribute loads over the full width
of the hoarding.
Loading suitable for:
SCAFFOLD

Comments:
LED LIGHT FITTINGS EVERY 3M.

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Builder: MANN GROUP

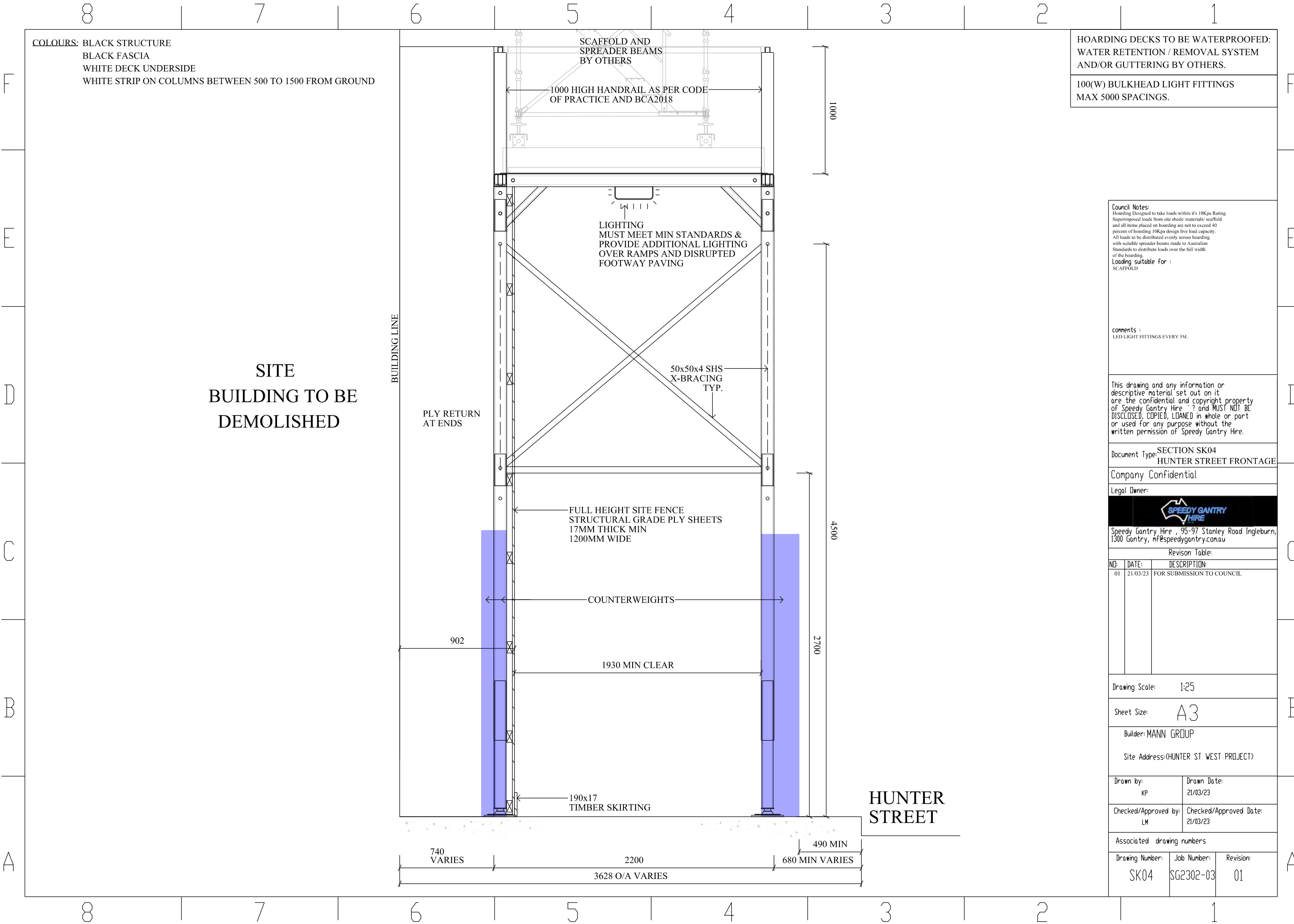
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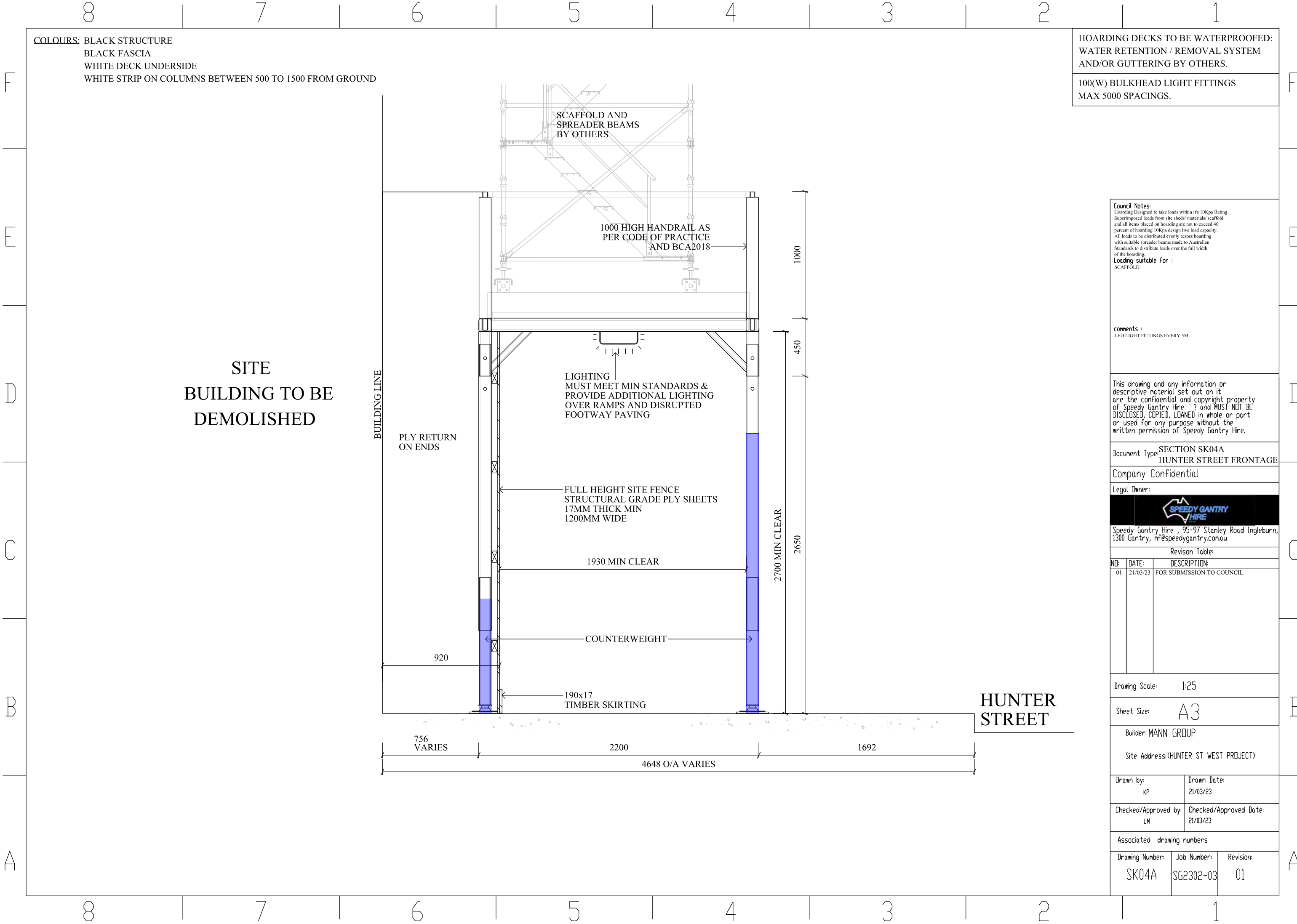
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Drawn Date: 21/03/23

Checked/Approved by: LM
Checked/Approved Date: 21/03/23

Associated drawing numbers

Drawing Numbers	Job Numbers	Revisions
SK03A	SG2302-03	01





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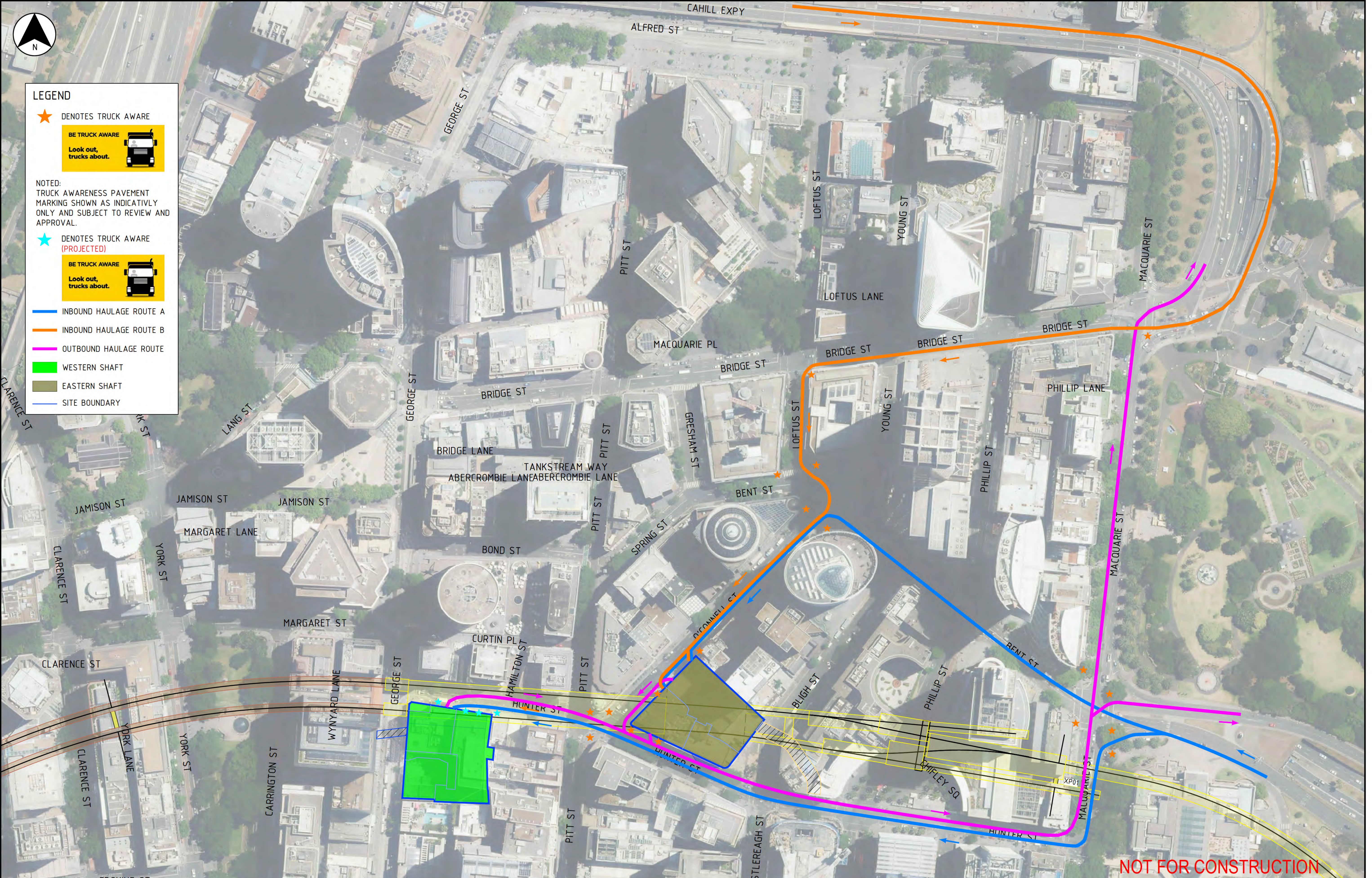
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Appendix G Truck Awareness Decals



LEGEND

★

DENOTES TRUCK AWARE

BE TRUCK AWARE
Look out,
trucks about.

NOTED:
TRUCK AWARENESS PAVEMENT
MARKING SHOWN AS INDICATIVELY
ONLY AND SUBJECT TO REVIEW AND
APPROVAL.

★

DENOTES TRUCK AWARE
(PROJECTED)

BE TRUCK AWARE
Look out,
trucks about.

—

INBOUND HAULAGE ROUTE A

—

INBOUND HAULAGE ROUTE B

—

OUTBOUND HAULAGE ROUTE

■

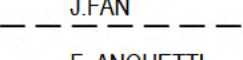
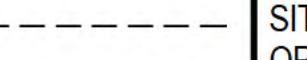
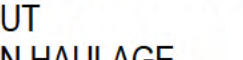
WESTERN SHAFT

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EASTERN SHAFT

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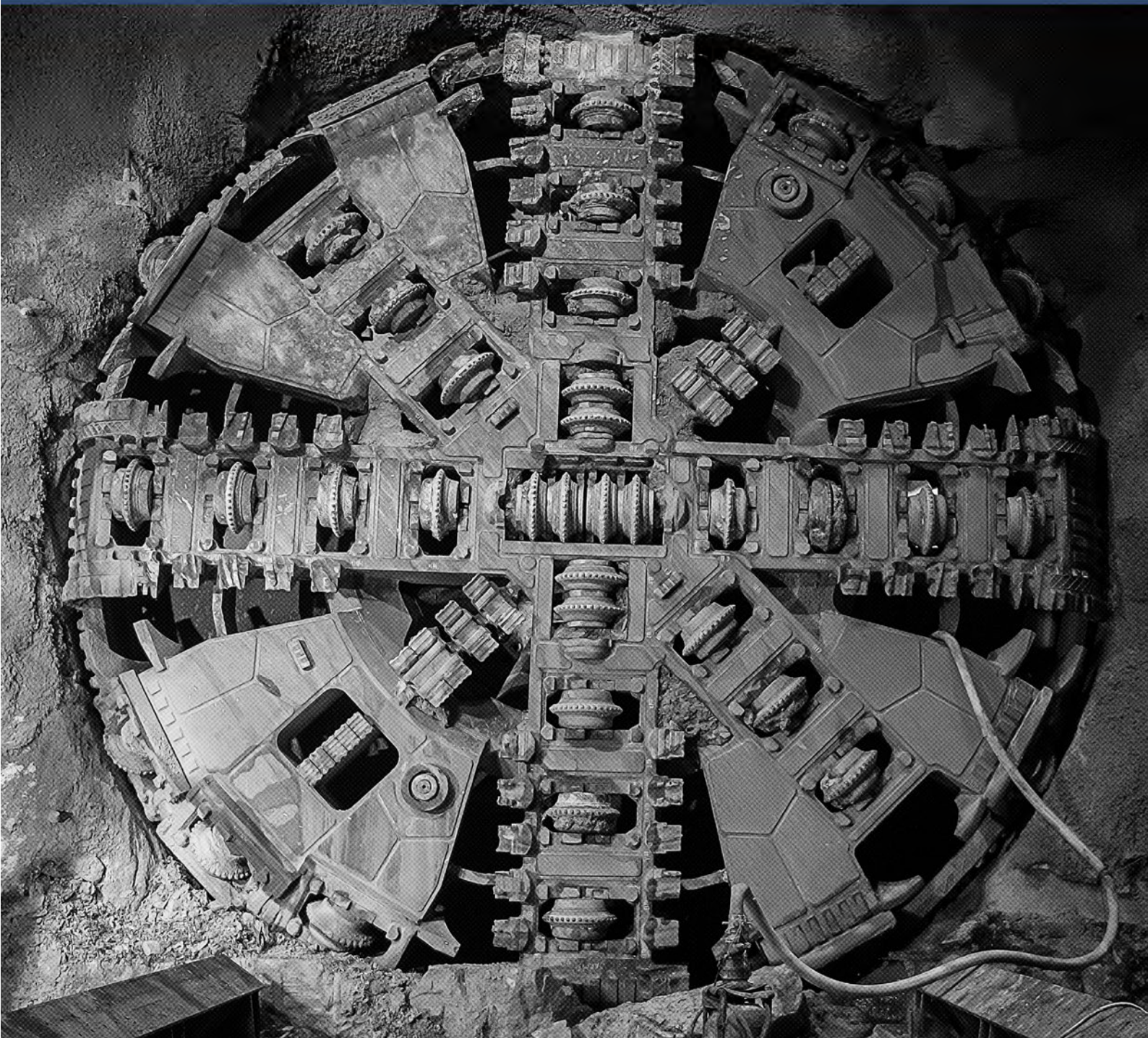
SITE BOUNDARY

				SCALES		CLIENT		SERVICE PROVIDERS		SYDNEY METRO WEST - EASTERN TUNNELING PACKAGE		
						 		  		HUNTER STREET STATION		
				SCALE 1:1 AT A1 SIZE				DRAWN _____ J. FAN		SITE LAYOUT		
								DESIGNED _____ F. ANGHETTI		OPERATION HAULAGE		
								DRG CHECK _____ F. ANGHETTI		SIGNING AND PAVEMENT MARKING - ALTERNATIVE		
								DESIGN CHECK _____ H. LANG		STATUS: WORK IN PROGRESS		
								APPROVED _____ S. CONNOR		SHEET 1 OF 1		
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										DRG No SMWSTETP-JCG-SCB-SN100-CV-SKE-020021		
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						</						

Appendix H Footpath Closures

Construction Traffic Management Plan

Hunter St West Demolition - Sub Plan –
Footpath Closures
Rev 00



Construction Traffic Management Plan

Hunter St West Demolition – Sub Plan - Footpath Closures

Project number	7040
Document number	SMWSTETP-JCG-SCB-SN100-TF-PLN-002248

Document approval

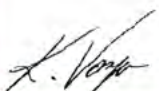
Rev	Date	Prepared by	Reviewed by	Comments	Approved by
00	15/5/23	K. Varga	K. Varga	Submitted for review	N. Bryant
Signature:					

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1. Introduction

One of the metro stations for Sydney Metro West is proposed in the Sydney CBD on Hunter Street. Two construction sites, namely Hunter Street East and Hunter Street West, is established to undertake the proposed construction works. The construction program for Hunter Street East station comprises three stages, including tunnel excavation, demolition, and shaft excavation and TBM removal.

A CTMP has been developed detailing demolition of existing high-rise buildings at the Hunter Street West construction site. This plan has been developed as a sub plan to the demolition CTMP, addressing the proposed footpath closures required for the demolition establishment works.

Demolition establishment works, including; local adjustment of utilities to enable driveway construction, construction of driveways, and erection of hoardings, require short term closures of the associated footpaths to complete the works.

2. Proposed daytime footpath closures.

JCG JV is proposing to close footpaths to complete works during the day works on Hunter St, southern side, between George St, to approximately 65m east of George St, as shown in Figure 1

While footpath closures would typically be undertaken during low traffic periods i.e. nightworks, it is preferable to complete the works on dayshift to reduce the impacts of the high noise generating activities on the adjacent properties, including hotels.

The closures would be implemented for a maximum of one shift, at times as specified by the ROL's e.g. 7am – 6pm. To pour the driveways and achieve the initial set, a longer shift is required. For the pours, the footpath closure is proposed to be implemented on day shift and continued into the nightshift, demobilised prior to the following day shift. Long term closures are not proposed i.e. longer than 1 day.

There will be no footpath closures during any special events within the CBD.

ROLs will be applied for the proposed footpath and parking lane closures, and all ROL conditions will be adhered to accordingly.



Figure 1 Proposed footpath closure on Hunter St

2.1. 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.

2.2. Proposed works on footpaths.

JCG JV are planning the following works across the subject footpaths,

- Utility adjustment required to enable the construction of driveways.
- Erect of hoardings along the southern side of Hunter St between George St and some 65m east of George St.
- Construct new driveways which involves the following works:
 - Saw cutting & Excavation
 - Subgrade and subbase preparation/installation
 - Reo, Form & Concrete Pour
 - Stripping of Form and clean up

A construction program detailing the works nominated above has been provided in Appendix B

2.3. Existing Conditions

The high-rise dwellings on Hunter St southern side between George St to approximately 65m east of George St are unoccupied. Hunter St connection and arcade, within the same block has recently been closed to Hunter St.

Footpath width on both sides of Hunter St are 3.7m wide.

2.4. Pedestrian Survey

Pedestrian survey counts have been conducted on Hunter St on 10th of May 2023, 0730 – 0930, 1200 – 1400 and 1600 – 1800.

2.5. Fruin Pedestrian Modelling

Fruin pedestrian analyses have been carried out to ascertain the footpath capacity and performance. Results are shown in Figure 2 – Figure 4

- The LoS and Ped/min/m indicators shows that combining the two footpath volumes onto one side of the road, the footpath still performs at LoS “A” at Noon and in the PM peaks. In the AM peak during the train arrivals and with cluster of people exiting the train station, the LoS shows “B” in two fifteen minutes periods, 0830 – 0845 and 0845 -0900.
- Fruin LoS chart is shown in Figure 5
- The modelling confirms that the proposed footpath closures can be safely implemented, merging pedestrians on one footpath during the temporary closures.

Site: Hunter St W - AM	1	2	3	4	5	6	7	8
Peak ped/15min	488	637	870	1112	1497	1311	996	615
Peak 15min Period	0730-0745	0745-0800	0800-0815	0815-0830	0830-0845	0845-0900	0900-0915	0915-0930
Scale Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Scaled Peak ped/15min	488	637	870	1112	1497	1311	996	615
Ped/min	33	42	58	74	100	87	66	41
Footpath Width	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Effective Footpath Width	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Ped/min/m	9	11	16	20	27	24	18	11
LOS	A	A	A	A	B	B	A	A

Figure 2 - Hunter St West AM Fruin Output

Site: Hunter St W - Noon	1	2	3	4	5	6	7	8
Peak ped/15min	442	731	555	756	858	746	701	712
Peak 15min Period	1200-1215	1215-1230	1230-1245	1245-1300	1300-1315	1315-1330	1330-1345	1345-1400
Scale Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Scaled Peak ped/15min	442	731	555	756	858	746	701	712
Ped/min	29	49	37	50	57	50	47	47
Footpath Width	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Effective Footpath Width	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Ped/min/m	8	13	10	14	15	13	13	13
LOS	A	A	A	A	A	A	A	A

Figure 3 - Hunter St West Noon Fruin Output

Site: Hunter St W - PM	1	2	3	4	5	6	7	8
Peak ped/15min	494	503	588	687	866	1018	1090	748
Peak 15min Period	1600-1615	1615-1630	1630-1645	1645-1700	1700-1745	1745-1730	1730-1745	1745-1800
Scale Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Scaled Peak ped/15min	494	503	588	687	866	1018	1090	748
Ped/min	33	34	39	46	58	68	73	50
Footpath Width	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Effective Footpath Width	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Ped/min/m	9	9	11	12	16	18	20	13
LOS	A	A	A	A	A	A	A	A

Figure 4 - Hunter St West PM Fruin Output

LOS	Flow rate (ped/min/m)	
	From	To
LOS A	0	23
LOS B	23	33
LOS C	33	49
LOS D	49	66
LOS E	66	82
LOS F	82	100

Figure 5 Fruin LoS rating chart

3. Pedestrian management

During the subject footpath closures, the pedestrian detour routes will be managed by qualified Traffic Controllers. Access to all buildings abutting the construction site will be maintained.

Traffic guidance schemes (TGS) have been developed which will be implemented during the footpath closures. TGS plans are shown in Appendix A.

4 Consultation

City of Sydney have been consulted regarding the proposed footpath closures and supports JCG's proposal to implement dayshift closures, allowing nightshift noise impacts to be minimised.

All properties impacted by the proposed footpath closures will be notified by JCG JC community team via email and text messages. The impacted properties are along the southern side of Hunter St, between the construction site eastern boundary to Pitt St, as shown in Figure 6.



Figure 6 - Extent of property consultation proposed.

5 Conclusion

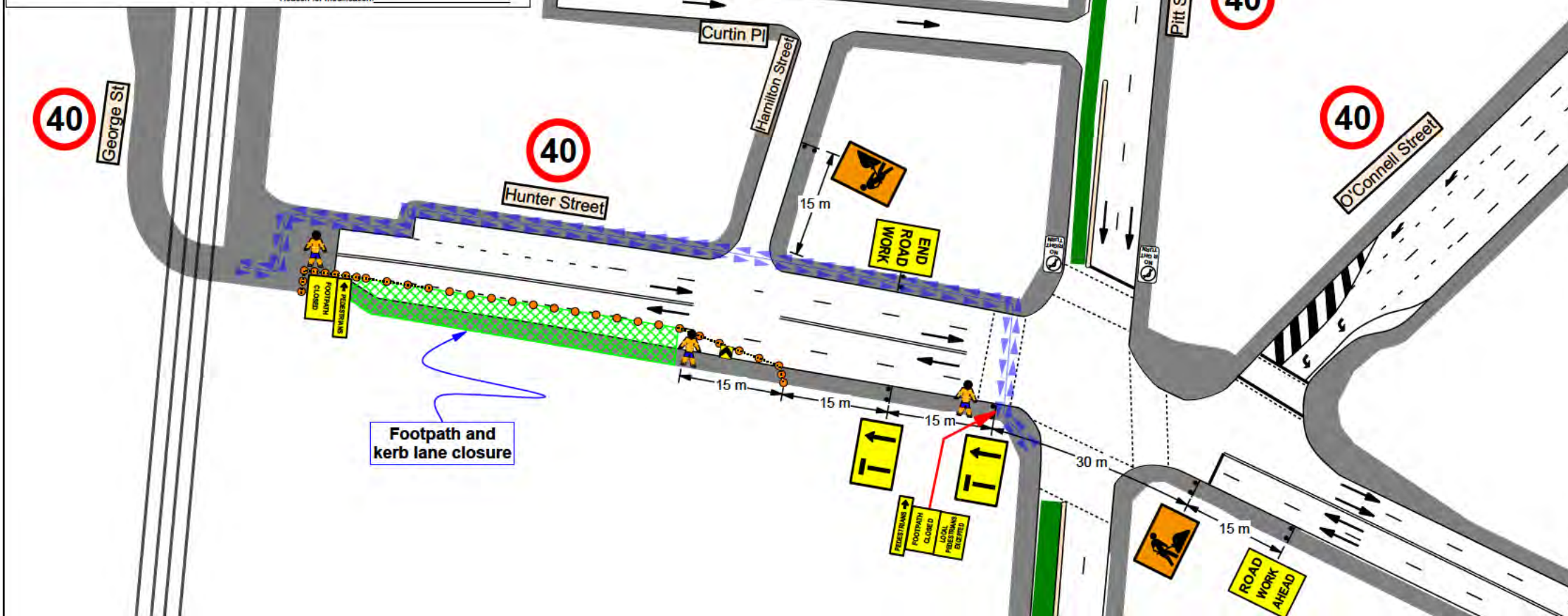
The proposed footpath closures on Hunter St, southern side, between George St, and some 65m east of George St, can be satisfactory and safely managed by detour routes. Traffic controllers assisting and guiding the pedestrians to the detour routes as shown on the TGS plans attached in Appendix A.

Fruin pedestrian analysis shows that there is spare capacity on the opposing footpath to carry the extra detoured pedestrians safely and adequately.

Appendix A TGS Plans

- Notes:
- 1: Local constraints may not allow signage and devices to be placed in accordance with this TGS.
Signs and devices are to be positioned in accordance with tolerances shown in section 3.5.8 of the TCAWS Manual Issue 6.1 2020.
 - 2: This TGS is suitable for Short & Long term works.
 - 3: Signs to be mounted 200mm from ground height for frame mounted and 2.2m for post mounted.
 - 4: This TGS is based on guidelines provided within the TCAWS Manual Issue 6.1 2022.
 - 5: For Night works adequate lighting is to be provided at all control points.
 - 6: Pedestrians MUST be monitored and assisted at all times and suitable controls implemented.
 - 7: If not already noted, The existing speed limits are to be noted on this plan.
 - 8: The value of speed limits displayed shall match the speed zone approval.
 - 9: Signage used in the TGS is to be B Size.
 - 10: Ensure all approval requirements are met prior to commencing set up.
 - 11: Cover all conflicting & Contradicting road signage & devices where required.
 - 12: Frequency of shift TTM inspections to be in accordance with TCAWS, AS 1742.3 & Ausroad guide & noted on Lack Group sign diary
 - 13: If required cone spacing is to be no greater than 24m centres.
 - 14: TTM Inspections to be undertaken on a regular basis.
 - 15: Estimated Queue Lengths to be noted here
 - 16: The site MUST comply with the TCAWS (Traffic Control at Worksites) Manual Issue 6.1 2022 and AS 1742.3 (MUTCD) 2019.
 - 17: The installation and removal of signage and devices must be carried out in a forward direction in the advance warning area, starting on the approaches of the work site and progress towards the work area, unless shown otherwise on the related documents.
- Amendments:
- All amendments to the TGS must be clearly documented on this plan. Amendments can only be made by the Traffic Control Supervisor holding a current PWZTMP card in consultation with the relevant project works supervisor.
- Name: _____
- PWZTMP Card Number: _____
- Exp Date: _____
- Date: _____ Sign: _____
- Reason for modification: _____

Personnel Requirements		Asset Requirements					
Traffic Controllers	UTE	CONE TRUCK	ESAS	TMA	ESTOP	BOOMGATE	
3	1	0	0	0	0	0	



Revisions	No.	Date & Time:	Description:	Appr.
	1	15/05/2023 11:12	Issued for Implementation	AC
	2			
	3			
	4			
	5			
Original Size A3		Scale : 1:750		
Planning Division Ph: 02 8319 4898		Email : LGP@lackgroup.com.au		

EASTERN TUNNELLING PACKAGE
John Holland CPB Contractors Ghella JV

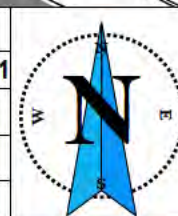
JOHN HOLLAND CPB GHELLA

CLIENT: John Holland CPB Contractors Ghella JV
CLIENT CONTACT: Marcus Lowe
CONTACT NUMBER: 0408 016 176

Lack group

Lack Safe
Work Safe. Home safe. #LackSafe

PROJECT : Eastern Tunneling Package		WORK ACTIVITY: Kerb lane closure	
ADDRESS : Hunter St, Sydney - NSW 2000, Australia		TGS NUMBER: 2023-ETP-20	PAGE NO: 1 of 1
Drawn By: Alec Czarnowski	Certification Type : PWZ	Certification Number: TCT1010645	Signed: AC
Approved By: Peter Ingram	Certification Type : PWZ	Certification Number: TCT0058356	Signed: PB
Implemented by:	Certification Type :	Certification Number:	Signed:



Appendix B Construction Program

Ferry carrig Ressources	
X	Civil Crew (Exc./FRP)
X	Slit Trench Crew
X	2nd Civil Crew (Exc./FRP)
X	Night Crew (testing)
X	Ausgrid
X	Telstra

Hunter St - Construction Program for Works Requiring a Footpath Closure

Appendix I Stakeholder Communication

Minutes
Sydney Metro West – Traffic Control Group – Meeting 43

Date	Thursday 2 February 2023		Time	3:30pm – 4:00pm
Venue	Microsoft Teams meeting			
	Name	Initials	Organisation	Role
Chair	Ghaith Farfour	GF	SM	Sr. Mgr Transport Planning
Attendees	Thais Araujo	TA	SM	ETP Project Manager
	Rabih Bekdache	RB	TfNSW (CJP)	Short term bus changes
	Philip Brogan	PAB	SM	Traffic & transport
	Nathan Bryant	NB	JCGJV	ETP Contractor
	Sean Clarke	SC	SM	Traffic & transport
	Jordan Colomb	JC	SM	ETP contract mgt
	Nathan English	NE	City of Sydney Cl.	Traffic & Transport
	Mehran Faridi	MF	SM	ETP Project Engineer
	Joshua Faull	JF	City of Sydney Cl.	Traffic & Transport
	Ross Gliddon	RG	TfNSW	Light Rail Ops Manager
	Berin Gordon	BG	SM	Traffic & transport
	Michael Holmes	MH	SM	Road safety
	Ash Jarvis	AJ	SM	ETP Interface Mgt
	Glenn Johnson	GJ	Port Authority	Project manager
	Phillip Kelly	PK	SM	Agency relationships
	Shay Kurz	SKu	SM	ETP Project Manager
	Doris Lee	DL	TTPP	ETP Traffic & Transport
	Des Leyden	DL	Quickway	Power supply contractor
	Jay Limwattana	JL	SM	ETP Project Engineer
	David Maytom	DM	JHGJV	ETP Contractor
	Barry McGrattan	BM	SM	Interface Mgt
	Brendan McNally	BMc	GLC	WTP contractor
	Tony L Nguyen	TLN	TfNSW	Road Safety
	Frankie Passarelli	FP	TfNSW (CJP)	Short term bus changes
	Giovanny Ramirez	GR	TfNSW (CJP)	Traffic & transport
	Andrew Richardson	AR	SM	ETP Engagement
	Vidushi Sahni	VS	TfNSW (CJP)	Traffic & transport
	Ajmesh Sharma	AS	Inner West 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
	Manod Wickramasinghe	MW	Inner West Cl.	Traffic & transport
	Jenny Williams	JW	SM	Communications
	Hassan Yousaf	HY	TfNSW (P&P)	Transport planning

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. - Ajmesh Sharma – Innerwest Council - Joshua Faull – City of Sydney Council <i>Note: Nathan English – City of Sydney Council, Manod Wickramasinghe – Innerwest Council arrived after the introductions</i> - The Minutes of TCG Meeting 42 (12 January 2023) were accepted as an accurate record of the meeting and were adopted by the TCG Group.
2.	Actions Arising	Ghaith Farfour	1. 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 (12/01/2023): 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 Update (2/2/2023): NB advised the PK has been on leave and will discuss when returned. Status: OPEN
3.	Western Tunnelling Package (WTP) Works Overview - Traffic documents status - Parramatta proposed changes to traffic arrangements in Horwood Place	Brendan McNally	BMcN spoke to the tabled slides noting as follows: - Traffic document status - All approved - TBM TMP for delivery to Clyde to be submitted - Parramatta – Horwood Place - Installation of pipe required under the road between 6-12 February 2023 - Works will require the shifting of the traffic to the south (along the old Horwood Place roadway) - A swept path has been checked for 19m AV - Barriers will be in place to provide a walking width of 1.8 m (low pedestrian activity) - Traffic Management consists of short term TGS and revert to long term TGS Questions from the Attendees - GR: Enquired the width and length of the trafficable area. BMcN advised that the minimum width will be 5m and the length is not known. PK advise that the TCG has already been reviewed by CJP and Council. Actions: - Nil
4.	Central Tunnelling Package (CTP) Works Overview Nil report	Anthony Swann	Nil report.

5.	Eastern Tunnelling Package (ETP) Works Overview - The Bays: Stage 1 CTMP – Site Establishment - Hunter St East: Stage 2 CTMP – Demolition - Hunter St West: Stage 1 CTMP - Demolition	Nathan Bryant	NB spoke to the tabled slides noting as follows: • The Bays: Stage 1 CTMP – Site Establishment - CTMP scheduled to be submitted 6 February 2023 - Site works commence 28 April 2023 - Scope of works as outlined in slides - Site access via 5 designated gates - Swept path review has been undertaken for 19m AV - Haulage routes as per planning approval (via James Craig Road) - Parking to be provided by an agreed in-principle lease with NSW Ports - Traffic volumes to be in line with planning documents - Road Safety Audit completed and identified 2 key items. Item 1 can be resolved by shifting the fence to allow a suitable turn path at Gate 4. Item 2 has updated signage at the roundabout to Gate 5 • Hunter St East: Stage 2 CTMP – Demolition - CTMP scheduled to be submitted 6 February 2023 - Site works commence 3 April 2023 - Scope of works as outlined in slides - Site as shown in yellow in the slides - Site access via existing driveway on O'Connell St and egress via a new driveway on Hunter St - Egress not available on O'Connell St due to swept requirements of vehicles - Swept path has been reviewed up to 12.5m HRV - Haulage routes as per planning approval - Traffic volumes to be in line with planning documents - No Road Safety Audit findings • Hunter St West: Stage 1 CTMP – Demolition - CTMP scheduled to be submitted 6 February 2023 - Site works commence 3 April 2023 - Scope of works as outlined in slides - Site access/egress via 2 driveways on Hunter St. - A second access is proposed via De Mestre Place for site establishment and miscellaneous deliveries. No haulage of waste - Acknowledge the interaction with pedestrian and Light Rail on George St - De Mestre Place proposed to be used for 4 months and limited to up to 10 movements per day with no deliveries during AM/PM period (7am-9am and 4pm-6pm) - OSOM deliveries to be undertaken outside light rail operation - Haulage arrival route as per planning documents with egress for De Mestre Place via Gorge St (south), King St and either Elizabeth St (onto Phillip St) to travel north via Cahill Expressway or Macquarie St onto Eastern Distributor to head east/south
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Item	Overview / Action by	Actions
		- Propose to utilise Traffic Control at site access/egress to manage pedestrian and vehicle movements - Propose to utilise and escort vehicle along George St to escort construction vehicle southbound. Vehicles to enter George Street immediately following a tram to maximise time between vehicle exiting the site and arrival of next tram - Maximum travel speed to be 10 km/h along George St - Works on George St include: - Demolition of awnings (2 weeks @ 3 nights per week): Will require closure of footpath areas - Installation of hoarding (4 days): Will be carried out during rail procession as HV access will require footpath and single lane closure. - Refer to slides for diagrammatic hoarding extent - Swept path review has been completed for 12.5m HRV - Haulage routes for Hunter St access/egress as per planning documents, With new road use for De Mestre Place site access - Traffic volumes in line with planning documents - Road Safety identified the key item is the interface of construction vehicles and pedestrian activity along Georg St Questions from the Attendees • GR: noted that consultation will need to be undertaken with Transdev for Light Rail. NB noted that initial discussions has commenced • JF: Queried whether the escort vehicle is required along George St with consideration of storage requirements for the escort vehicle which would not be permitted to stored on street. Preference would be to have no escort vehicle, with traffic control only escorting construction vehicles. NB will review options, however noted that traffic control escort was considered, but noted the length of 300m of travel along George St. JF suggested potential traffic control at end of George St and site egress. NB to review options of management of construction vehicle on George St • FV: Queried will there be the need to remove street furniture. NB advised that it is currently under review. Actions: • Hunter St west – Site egress De Mestre Place: NB to review options of management of construction vehicles on George St

Item		Overview / Action by	Actions
6.	Bays and Rozelle Power Supply Works - Upcoming works in February 2023 - Robert St – Asphalt restoration - Mullens St – Asphalt restoration - Darling St and Merton St – Linemarking - Mullens St and Robert St – Linemarking	Des Leyden	DS spoke to the tabled slides noting as follows: • Upcoming works in February 2023 - Restoration of asphalt in Mullens St and Robert Street - Robert St: 15 February - Mullen St: 16 February - Landmarking reinstatement in Darling St, Merton St, Mullen St and Robert St - Darling St/Merton St: 10 February - Mullens St/Robert St: end of February • Refer to the TGS's attached in presentation for traffic management • Key items to note is the temporary removal of parking and shuttle flow traffic management will be in place Questions from the Attendees • Nil Actions: • Nil
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 16 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-002051	Sydney Metro West - ETP - Hunter St West - Stage 1 Construction Traffic Management Plan - Demolition	02.02	S3	09	20/02/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 6.2	.	The proposed construction vehicle access from George St is not supported.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 6.2	.		Observation	Y
				09.01	5/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 6.2	.	De Mestre Place is the only existing access into the Hunter St West site and is therefore critical to establishing the plant and equipment required to open up the primary demolition access on Hunter Street. Section 5.2 has been updated to include further controls, including; time restrictions, restricted operating days, restrictions on vehicle size, and number of movements.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 6.2	.		Observation	Y
				09.01.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 6.2	.	No further update to the previous response (09.01)	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 6.2	.		Observation	Y
				11	20/02/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 6.3	.	Figure 13: the proposed haulage routes to/from Goerge St are not consistent with the EIS and are not supported.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 6.3	.		Observation	Y
				11.01	5/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 6.3	.	The EIS does not consider the existing access constraints and how access will be established to the nominated primary access on Hunter St. JCG have detailed further controls associated with the proposed additional haulage routes.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 6.3	.		Observation	Y
				11.01.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 6.3	.	Haulage routes in addition to those listed in the EIS are addressed in the associated HVLR report	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 6.3	.		Observation	Y
				16	20/02/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 7.2 & 7.7	.	Any changes to the taxi zone will require consultation with the NSW Taxi Council.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 7.2 & 7.7	.		Observation	Y
				16.01	5/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 7.2 & 7.7	.	JCG JV is investigating and liaising with CJP, Taxi Council and CoS to provide additional Taxi Zones on Hunter St between George St and Pitt St northern side.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 7.2 & 7.7	.		Observation	Y
				16.01.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 7.2 & 7.7	.	JCG JV continues to consult with the relevant stakeholders to implement alternative taxi zone(s)	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 7.2 & 7.7	.		Observation	Y
				18	20/02/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix A	.	Kerbside signage (existing / proposed) to be shown on site plans.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix A	.		Observation	Y

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				18.01	5/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix A	.	Road furniture, signs and linemarking drawing added to Appendix A	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix A	.		Observation	Y
				18.01.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix A	.	Road Furniture, Signage and Linemarking drawing (SMWSTETP-JCG-SCB-SN100-TW-DRG-500720) has been added to Appendix A	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix A	.		Observation	Y
				18.02	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix A	.	Road Furniture, Signage and Linemarking drawing (SMWSTETP-JCG-SCB-SN100-TW-DRG-500720) has been added to Appendix A	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix A	.		Observation	Y
				30	21/02/2023	CSC	TMITCHELL	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	NA	2.1 Background - Why is an A-class hoarding proposed along the site frontage on Hunter Street? - The length of the gate and driveway proposed on Hunter Street is wider than permitted.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	NA		Observation	Y
				30.01	5/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	NA	Figure 2 details the layout during the excavation phase. A copy of the hoarding design has been provided in Appendix F for information.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	NA		Observation	Y
				30.01.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	NA	No further updated to the above response (30.01)	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	NA		Observation	Y
				31	21/02/2023	CSC	TMITCHELL	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	NA	6.2 Proposed Site Access Arrangements- The proposed driveway on Hunter Street is 12m wide which is not permitted.- A 12.5m HRV would not be able to travel along the light rail track on George Street. The City suggests (given the high-pedestrian nature of George Street), that all HRV movements in and out of the De Mestre Place access be limited to between 9pm to 6am Sun-Thurs weekly, not 7pm and 7am seven days a week.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	NA		Observation	Y
				31.01	5/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	NA	Section 6.2 updated. Further detail of the proposed driveway width will be provided with the CoS driveway application.JCG will consult with Sydney Light Rail on the maximum vehicle size permitted to travel along the light rail track. Proposed operating hours for the De Mestre Place access has been restricted to 10pm to 4am, between Monday to Thursday.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	NA		Observation	Y
				31.01.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	NA	Further to the response above (31.01), driveway widths have been agreed with CoS through the driveway permitting process (Approval TA/2023/556)	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	NA		Observation	Y

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				32	21/02/2023	CSC	TMITCHELL	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	NA	6.3.1 Arrival Route- Would traffic controllers be provided to assist right turning vehicles from Bent Street to O'Connell Street? Given that the intersection is unsignalised, traffic controllers are required to manage vehicles and pedestrians on Bent Street. When demolition work commences, the number of construction vehicles turing right would increase. There is a high volume of pedestrians crossing Bent Street and without traffic controllers there is a risk of crashes involving right turning construction traffic and pedestrians. - The City prefers trucks not use Loftus St into Bent St to access O'Connell Street. Instead, use the left turn from Bent Street only - or consider closing O'Connell Street (midblock) so that construction vehciles can enter and exit from Hunter Street	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	NA		Observation	Y
				32.01	5/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	NA	Due to the reconfiguration of O'Connell St at Hunter St, which prevents a right turn from O'Connell Street, to Hunter WB. The inbound haulage route was revised as detailed in the RTS. Bent Street and O'Connel Streets are no longer part of the inbound haulage route.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	NA		Observation	Y
				32.01.01	2/05/2023	CSC	TMITCHELL				Not closed out , this comment should also address 30km/hr which the City consistently requests as a solution to improving safety for epople wa king and riding	Observation	Y
												Observation	Y
				32.01.01.01	5/05/2023	JCG	NBRYANT				The previous comment made no reference to the requested 30km/h speed limit. Implementing such speed limit requires consultation and approvals outside of the CTMP process and therefore the comment should be closed in the site specific CTMP.	Observation	Y
												Observation	Y
				32.01.02	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	NA	No further update to the above response (32.01)	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	NA		Observation	Y
				35	21/02/2023	PLR	BZREIKA	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Section 6.2 Page 23	TfNSW Works Access Deed - Clause 7	The TMP states that SM proposes for its vehicles to access George St between the times of 7pm to 7am At this stage TfNSW Light Rail will not approve pending further discussions with Sydney Metro.	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Section 6.2 Page 23	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				35.01	5/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Section 6.2 Page 23	TfNSW Works Access Deed - Clause 7	Section 5.2 (previously 6.2) has been updated to show the proposed times of operation between 22:00 – 04:00	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Section 6.2 Page 23	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				35.01.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Section 6.2 Page 23	TfNSW Works Access Deed - Clause 7	No further update to the above response (35.01)	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Section 6.2 Page 23	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				36	21/02/2023	PLR	BZREIKA	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Section 6.2 Page 23	TfNSW Works Access Deed - Clause 7	The TMP states that vehicles will be infrequent. TfNSW will need an approximate number of vehicles which are being proposed to enter the George St corridor; both Light and Heavy vehicles	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Section 6.2 Page 23	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				36.01	5/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Section 6.2 Page 23	TfNSW Works Access Deed - Clause 7	Section 5.2 (previously 6.2) has been updated to include the expected frequency of movements (2 movements per hour)	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Section 6.2 Page 23	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y

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				36.02	19/04/2023	PLR	BZREIKA	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Section 6.2 Page 23	TfNSW Works Access Deed - Clause 7	Updated 5.2 is satisfactory. There is a grammatical error in Para 2 which has a .44 at the end of the paragraph. Suggest amending	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Section 6.2 Page 23	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				36.02.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Section 6.2 Page 23	TfNSW Works Access Deed - Clause 7	Grammatical error in section 5.2 has been corrected.	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Section 6.2 Page 23	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				37	21/02/2023	PLR	BZREIKA	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Section 6.3 Figure 13	TfNSW Works Access Deed - Clause 7	Although the EIS states the additional outbound route is via George St towards King St, TfNSW Light Rail will need to access the impact this will have on Light Rail services	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Section 6.3 Figure 13	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				37.01	5/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Section 6.3 Figure 13	TfNSW Works Access Deed - Clause 7	The proposed hours of operation are between 22:00 and 04:00 to minimise any potential impact on light rail services	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Section 6.3 Figure 13	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				37.02	19/04/2023	PLR	BZREIKA	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B	TfNSW Works Access Deed - Clause 7	Amendments are satisfactory.	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				37.02.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B	TfNSW Works Access Deed - Clause 7	Comment assumed closed	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				38	21/02/2023	PLR	BZREIKA	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B Page 52	TfNSW Works Access Deed - Clause 7	The swept path of the HRV entering De Mestre PI will need to swing into the Dynamic Kinetic Envelope (DKE) of the Light Rail Vehicle (LRV) heading towards Circular Quay (down line). TfNSW Light Rail does not accept this movement as there should be any conflict with the opposing track; until further consultation with Sydney Metro	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B Page 52	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				38.01	5/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B Page 52	TfNSW Works Access Deed - Clause 7	During the hours of light rail operation, vehicle movements will be restricted to a 6.4m SRV, Section 6.2 updated accordingly	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B Page 52	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				38.02	19/04/2023	PLR	BZREIKA	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B Page 52	TfNSW Works Access Deed - Clause 7	Amendments are satisfactory	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B Page 52	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				38.02.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B Page 52	TfNSW Works Access Deed - Clause 7	Comment assumed closed	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B Page 52	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				39	21/02/2023	PLR	BZREIKA	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B Page 52	TfNSW Works Access Deed - Clause 7	The swept path of the HRV exiting De Mestre PI wil swing onto the the down line. TfNSW Light Rail does not accept this proposal; until further consultation with Sydney Metro	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B Page 52	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				39.01	5/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B Page 52	TfNSW Works Access Deed - Clause 7	During the hours of light rail operation, vehicle movements will be restricted to a 6.4m SRV, eliminating the swept path encroaching on the down line, Section 5.2 updated accordingly	Potential Non-Compliance	Y

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B Page 52	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				39.02	19/04/2023	PLR	BZREIKA	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B Page 52	TfNSW Works Access Deed - Clause 7	Amendments are satisfactory	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B Page 52	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				39.02.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B Page 52	TfNSW Works Access Deed - Clause 7	Comment assumed closed	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B Page 52	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				40	21/02/2023	PLR	BZREIKA	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix C	TfNSW Works Access Deed - Clause 7	The current TGS shows Traffic Controllers managing the footpath area. How does Sydney Metro propose to allow safe ingress and egress out of De Mestre PI without impacting Light Rail operations	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix C	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				40.01	5/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix C	TfNSW Works Access Deed - Clause 7	Section 5.2 details the measures JCG propose to implement to manage safe ingress and egress to/from De Mestre Place	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix C	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				40.02	19/04/2023	PLR	BZREIKA	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix C	TfNSW Works Access Deed - Clause 7	As per item 5	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix C	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				40.02.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix C	TfNSW Works Access Deed - Clause 7	During operation of the De Mestre Place driveway, traffic controllers will be stationed at both the driveway and the intersction of Hunter and George, as per the TGS drawings included in Appendix C. The traffic controllers will communicate via radio to ensure the vehicles exiting are not jumping ahead of a LRV.	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix C	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				41	21/02/2023	PLR	BZREIKA	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B	TfNSW Works Access Deed - Clause 7	There is no swept path analysis for vehicles entering George St from Hunter St.Commented By - T Walton	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				41.01	5/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B	TfNSW Works Access Deed - Clause 7	Swept path analysis for the intersection of George St and Hunter St for both 6.4m and 12.5m vehicles have been added to Appendix B	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				41.02	19/04/2023	PLR	BZREIKA	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B	TfNSW Works Access Deed - Clause 7	Amendments are satisfactory	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				41.02.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B	TfNSW Works Access Deed - Clause 7	Comment assumed closed	Potential Non-Compliance	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix B	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	Y
				42	21/02/2023	PLR	BZREIKA	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix E	TfNSW Works Access Deed - Clause 7	There should be a risk assessment undertaken on having both class of vehicles passing by Wynyard stop whilst there is a vehicle on the down line heading towards Circular Quay.Commented By - T Walton	Potential Non-Compliance	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix E	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	N

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
				42.01	5/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix E	TfNSW Works Access Deed - Clause 7	Section 5.2 has been updated to address the comment.During LR operations, vehicle size will be restricted to a 6.4m SRV (Small Rigid Vehicle). Larger 12.5m HRV's will only be used once the LR has ceased operation. This will alleviate the issue of HRV needing to swing into the Dynamic Kinetic Envelope (DKE) of the LR vehicle (LRV) heading towards Circular Quay.	Potential Non-Compliance	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix E	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	N
				42.02	19/04/2023	PLR	BZREIKA	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix E	TfNSW Works Access Deed - Clause 7	Not covered in road safety audit	Potential Non-Compliance	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix E	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	N
				42.02.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix E	TfNSW Works Access Deed - Clause 7	An additional RSA has been included in Appendix E covering the proposed haulage route, including assessment of Wynard Station (Item 8). Section 5.2 has also been updated to include further assessment of construction vehicles passing Wynyard SLR Stop	Potential Non-Compliance	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix E	TfNSW Works Access Deed - Clause 7		Potential Non-Compliance	N
				42.02.01.01	15/05/2023	PLR	PWU				No construction vehicles are allowed to pass through Wynyard stop when an LRV is stationed at either platform into the CTMP	Potential Non-Compliance	N
											Section 5.2 has been updated to include restrictions associated with construction vehicles passing Wynyard stop while a LRV is stationed on either platform.	Potential Non-Compliance	N
				43	10/04/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.2	.	Clause 5.2 states that the George St access will only be used 2200-0400 Mon-Thu while Clause 5.3 states it will be used 1900-0700. Please clarify.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.2	.		Observation	Y
				43.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.2	.	Clause 5.3 has been updated in line with clause 5.2	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.2	.		Observation	Y
				44	10/04/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.3	.	The proposed alternate construction vehicle access/egress routes are not supported. All construction vehicle routes should be in accordance with the EIS. Where alternatives are proposed a detailed justification for each change is to be provided. Intersection modelling will be required to determine the impact of any proposed changes.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.3	.		Observation	Y
				44.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.3	.	Justification for the proposed De Mestre place access has been provided in Section 5.2, with further justification provided in Section 5.3	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.3	.		Observation	Y
				45	10/04/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.3	.	Figure 12: The proposed yellow route via Phillip St is not supported.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.3	.		Observation	Y
				45.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.3	.	The proposed route via Phillip St has been removed.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.3	.		Observation	Y
				46	10/04/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.3	.	Figure 12: It should be noted that the proposed yellow route via Macquarie St is only required 2200-0400 Mon-Thu for a maximum of 2 vehicle movements per hour.	Observation	Y

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.3	.		Observation	Y
				46.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.3	.	A note has been added to Figure 15 (previously Figure 12), clarifying the intended hours of use and associated vehicle numbers	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.3	.		Observation	Y
				47	10/04/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Missing Content	.	No signage plan has been provided to show the existing/proposed parking sign changes.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Missing Content	.		Observation	Y
				47.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Missing Content	.	Road Furniture, Signage and Linemarking drawing (SMWSTETP-JCG-SCB-SN100-TW-DRG-500720) has been added to Appendix A	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Missing Content	.		Observation	Y
				49	17/04/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.2	.	Revision 01 Second Issue 14/04/2023: Clause 5.2 states that the George St access will only be used 2200-0400 Mon-Thu while Clause 5.3 states it will be used 1900-0700. Please clarify.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.2	.		Observation	Y
				49.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.2	.	Clause 5.3 has been updated in line with clause 5.2	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.2	.		Observation	Y
				50	17/04/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.3	.	Revision 01 Second Issue 14/04/2023: The proposed alternate construction vehicle access/egress routes are not supported. All construction vehicle routes should be in accordance with the EIS. Where alternatives are proposed a detailed justification for each change is to be provided. Intersection modelling will be required to determine the impact of any proposed changes.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.3	.		Observation	Y
				50.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.3	.	Justification for the proposed De Mestre place access has been provided in Section 5.2, with further justification provided in Section 5.3	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.3	.		Observation	Y
				51	17/04/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.3	.	Revision 01 Second Issue 14/04/2023: Figure 12: The proposed yellow route via Phillip St is not supported.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.3	.		Observation	Y
				51.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.3	.	The proposed route via Phillip St has been removed.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.3	.		Observation	Y
				52	17/04/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.3	.	Revision 01 Second Issue 14/04/2023: Figure 12: It should be noted that the proposed yellow route via Macquarie St is only required 2200-0400 Mon-Thu for a maximum of 2 vehicle movements per hour.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.3	.		Observation	Y
				52.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.3	.	A note has been added to Figure 15 (previously Figure 12), clarifying the intended hours of use and associated vehicle numbers	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Clause 5.3	.		Observation	Y

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
				53	17/04/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Missing Content	.	Revision 01 Second Issue 14/04/2023: No signage plan has been provided to show the existing/proposed parking sign changes.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Missing Content	.		Observation	Y
				53.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Missing Content	.	Road Furniture, Signage and Linemarking drawing (SMWSTETP-JCG-SCB-SN100-TW-DRG-500720) has been added to Appendix A	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Missing Content	.		Observation	Y
				55	1/05/2023	SMD	ASTYPEL	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Table 5	N/A	A. Style: Table 5 requires update in line with the CEMP	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Table 5	N/A		Observation	Y
				55.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Table 5	N/A	Table 5 has been updated in line with the CEMP	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Table 5	N/A		Observation	Y
				56	1/05/2023	SMD	ASTYPEL	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix	N/A	Provide Additional Appendix to place the "Approvals" (i.e. CJP approval).	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix	N/A		Observation	Y
				56.01	5/05/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix	N/A	Appendix H has been added to include approval documentation, which will be appended to the document once received	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	Appendix	N/A		Observation	Y
				57	15/05/2023	CSC	TMITCHELL	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	N/A	City requires additional discusson about the location and content of the proposed DECALS on pavements specifically:where? How many? Who will maintain them? When they are removed Metro must clean the surface. The Decal must be removed once it starts to degrade, residue should be left on the foopath. These issues need to be resolved prior to installation.	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	N/A	Further detail on the proposed locations for the truck awareness decals have been provided in section 6.3 and Appendix G. JCG will consult and seek approval from Council on the placement of the decals. The consultation will address the installation location, number of decals, maintenance, removal and any other concerns Council may have in relation to the decals.	Observation	N
				58	15/05/2023	CSC	TMITCHELL	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	N/A	Include reference to King Street Cycleway. Remove reference to "generous footpaths ". The level of serice of footpath width in the CBD is measured against the Walking Space guide, there are many footpaths that are too narrow - this is especially true on Hunter Street where there are up to 100 000 people walking between 7am and 7 pm.	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	SMWSTETP-JCG-SCB-SN100-TF-PLN-002051	N/A	Reference to "generous footpaths" has been removed	Observation	N

Appendix J Approvals

Type text here



West

General Correspondence

Reference No: SMWSTETP-SMD-GEN-000121
Project Title: Sydney Metro West Project Delivery
Contract No: ETP - 00013/13102 - Eastern Tunnel Package
Sub Contract: -
Orig Ref No:
DLM:

Date: 05 June 2023, 04:13 PM **Response required by:**
From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: **RE: Sydney Metro West - ETP - Construction Traffic Management Plan - Hunter Street West - Stage 1 - Demolition - Rev 04 - Approval from Customer Journey Planning (CJP)**

This mail item is received via EMAIL from Nicole Johnson on 05-06-23 04:07:07 PM +10:00 and processed by Nicole Johnson of Sydney Metro on 2023-06-05 4:10:53 PM +10:00.

[REDACTED]

Subject: RE: Sydney Metro West - ETP - Construction Traffic Management Plan - Hunter Street West - Stage 1 - Demolition - Rev 04 - Approval from Customer Journey Planning (CJP)

[REDACTED]

References:

- (1) Contractor's Transmittal no SMWSTETP-JCG-TX-000665 – 31 May 2023.

Please see below the approval from Customer Journey Planning.

Will issue the formal acceptance via transmittal.

Kind Regards,

[REDACTED]

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.

[REDACTED]

Subject: FW: Sydney Metro West - ETP - Construction Traffic Management Plan - Hunter Street West - Stage 1 - Demolition - Rev 04 - Issued for Review & Approval

[REDACTED]

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 West - Stage 1 - Demolition
Document Number:	SMWSTETP-JCG-SCB-SN100-TF-PLN-002391

Revision:	04
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 Signature]



Transport
for NSW

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

Sent: Wednesday, 31 May 2023 1:52 PM

To: [REDACTED]
Subject: Sydney Metro West - ETP - Construction Traffic Management Plan - Hunter Street West - Stage 1 - Demolition - Rev 04 - Issued for Review

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Document Transmittal

Transmittal No:	SMWSTETP-JCG-TX-000665
Contract No:	ETP - 00013/13102 - Eastern Tunnel Package
Sub Contract:	ETP
Date:	31 May 2023, 01:52 PM

Issued	Name
By	[REDACTED]

Issued	Name
To	[REDACTED]
Cc	[REDACTED]

Reason for Issue	Issued for Review
Subject	Sydney Metro West - ETP - Construction Traffic Management Plan - Hunter Street West - Stage 1 - Demolition - Rev 04 - Issued for Review

Dear Sydney Metro,

Please find attached the ETP - Hunter West – Stage 1 – Demolition Construction Traffic Management Plan – Rev 04.

This document has been updated to include modelling for the Macquarie Street and Shakespeare Place intersection, and the associated updated outbound haulage route.

The document has been submitted for approval.

Regards,


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-002051	Sydney Metro West - ETP - Hunter St West - Stage 1 Construction Traffic Management Plan - Demolition	04.01	S3	PLN		SMWSTETP-JCG-SCB-SN100-TF-PLN-002391

TeamBinder Transmittal Reference: {2D84B248-D002-4FD4-9461-2B780E1099C1}

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