

Construction Traffic Management Plan

The Bays – Stage 1 – Site Establishment

Rev 01

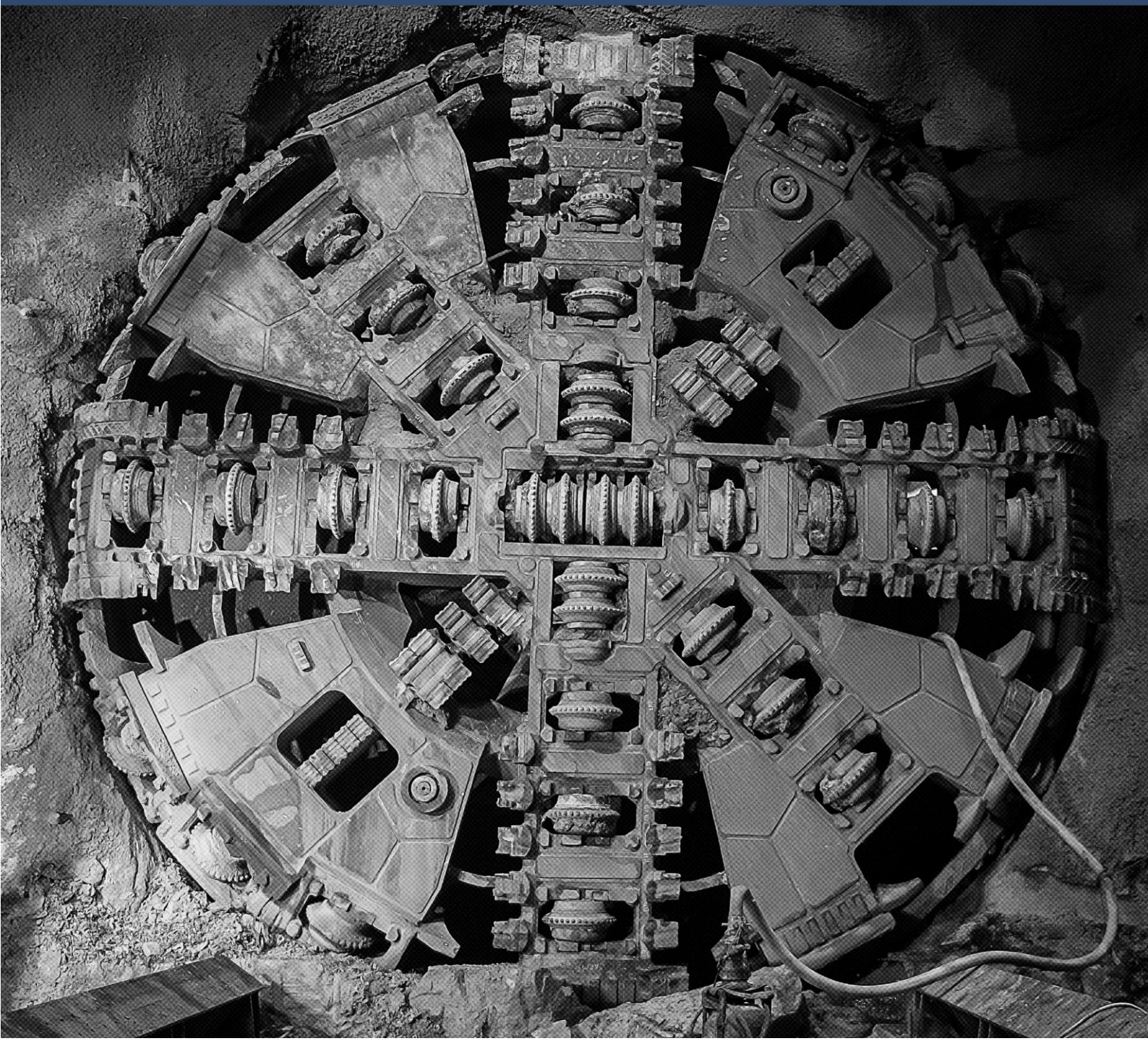


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Definitions

Table 1: Definitions and abbreviations

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

Part A: Overview

1. Introduction

1.1. Purpose

This Site Specific Construction Traffic Management Plan (this Plan) is applicable to the construction of the Sydney Metro West - Eastern Tunnelling Package (ETP Works or the Project). This plan describes provide site and task specific details and considers the traffic management initiatives that will be established to minimise disruption and ensure the safety of the wide range of stakeholders potentially affected by the works, including but not limited to, motorists, pedestrians, cyclists, public transport users, local residents, business owners and workers engaged in the Project. It provides details of how John Holland CPB Ghella Joint Venture (JCG JV) will identify, prevent and manage traffic impacts associated with the construction site specific construction scope detailed within the CTMP.

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

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

1.2. Objectives, targets and key performance indicators

The primary objectives and principles of this CTMP are:

Table 2: Primary Objectives and Principles

Objectives	Targets	Key Performance Indicators
Minimising the impacts on traffic delays and road safety	No traffic delays or road safety incidents attributed to the project	Number of delays and road safety incidents attributed to the project
Minimising disruption to private properties and local businesses	No avoidable complaints associated with traffic disruption to private properties and local businesses	Number of avoidable complaints associated with traffic disruption to private properties and local businesses
Minimising impacts on existing pedestrian footpaths, cycleways, and nearby parking facilities.	No impacts which would result in a delay of more than 5 mins	Number of impacts resulting in a delay of more than 5 minutes
Ensuring coordination between Sydney Metro West and Transport for NSW (TfNSW) through Traffic and Transport Liaison Group (TTLG) and Traffic Control Group (TCG) to manage any cumulative 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 Specifications, CoA, REMMs, and TfNSW Traffic Control at Work Sites (TCaWS) Manual	Meet all requirements of the Project brief, Project Specifications, CoA, REMMs, and TfNSW Traffic Control at Work Sites (TCaWS) Manual	No breaches of the requirements of the Project brief, Project Specifications, CoA, REMMs, and TfNSW Traffic Control at Work Sites (TCaWS) Manual
Ensure full compliance with relevant legislative requirements, CoA and revised environmental management measures (REMMs).	Full compliance with relevant legislative requirements, CoA and revised environmental management measures (REMMs)	No breaches associated with the relevant legislative requirements, CoA and revised environmental management measures (REMMs)
Manage construction traffic and movements to and from construction support sites to ensure pedestrian, cyclist and motorist safety.	No incidents or accidents associated with construction traffic movements	Number of incidents or accidents associated with construction traffic movements
Minimise disruptions on the road network within the vicinity of the construction support sites.	Disruptions on the road network within the vicinity of the construction support sites kept as low as reasonably practical	Number of disruptions on the road network within the vicinity of the construction support sites
Minimise traffic impact on Port Traffic, including freight and cruise traffic	No traffic delays or road safety incidents attributed to the project	Number of delays and road safety incidents attributed to the project

1.3. 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.

1.4. Consultation and approval

Comments and inputs on the EIS received from the community, business owners and operators, local Councils, state government entities were considered in the preparation of this Plan. JCG JV will actively engage with relevant councils, TfNSW, Customer Journey Planning (CJP), Customer Journey Management

(CJM), Sydney Buses, and Transdev (Sydney Light Rail operators), in developing and finalising this Plan. Any comments received from agencies and JCG JV's response to these comments will be provided in TT5. Consultation of this CTMP will be undertaken in accordance with the requirements of the CTMF, including the TCG and the TTLG. Any comments received from agencies and JCG JV's response to these comments will be provided in Appendix G.

Any matters that require referral to the Local Traffic Committee (LTC) will be submitted to Local Council accordingly.

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

1.5. Sub-plan structure

Table 3: Plan structure

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

2. Project Overview

2.1. Background

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

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

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

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

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

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

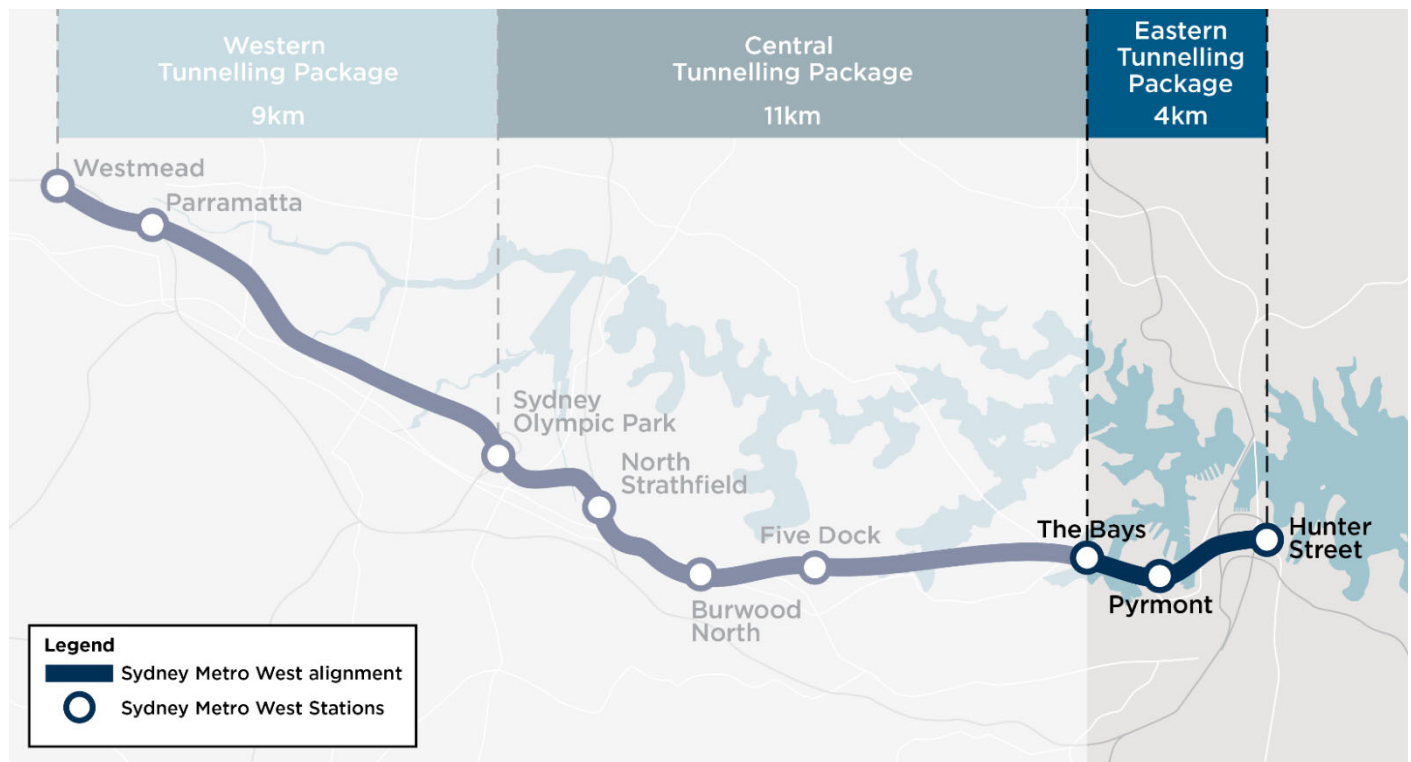


Figure 1: Sydney Metro West alignment

2.2. Project scope

The ETP Works (construction) involves the delivery of:

- Enabling works such as demolition, utility supply to construction sites, utility adjustments and modifications to the existing transport network
- Mined crossover cavern construction
- 4.2 km of TBM tunnel excavation, 650m of mined tunnels and 7 cross passage excavation, from The Bays to Sydney CBD
- Excavation for two new underground metro stations at Pyrmont and Hunter Street

- Construction of a turnback, crossover tunnels and caverns at the eastern end of the tunnel section
- A concrete segment facility for use during construction located at Eastern Creek (outside of the scope of this Sub-plan).

2.3. Project phasing

Construction works at The Bays construction site are to be undertaken over a duration of approximately 27 months, with the first 12 months associated with site establishment works, which forms the scope of this CTMP.

The project phasing and timing for The Bays construction site are detailed in Table 4.

Table 4: Construction activity and timing by stages

Stage	Construction activity	Timing
Site Establishment (this CTMP)	<ul style="list-style-type: none"> ▪ Establishment of an acoustic spoil shed for stockpiling and loading of tunnel spoil, ▪ Establishment of a segment storage shed, inclusive of a gantry crane for unloading and materials handling to the shaft floor ▪ Establishment of a Slurry Treatment Plant (STP) for the processing Tunnel Boring Machine (TBM) slurry ▪ Establishment of a grout plant to service TBM's ▪ Establishment of offices ▪ Establishment of parking and truck marshalling areas ▪ Site levelling works ▪ Installation of tunnelling infrastructure 	<ul style="list-style-type: none"> ▪ Site Access to existing CTP site – 12 May 2023 ▪ Site Access to existing WestConnex site – end of 2023 ▪ Site establishment – May 2023 to March 2024
TBM Assembly & Tunnel Excavation	<ul style="list-style-type: none"> ▪ Delivery and assembly of two slurry TBM's ▪ Launch & operation of two TBM's excavating twin tunnels from The Bays, through Pymont, to Hunter St ▪ TBM support operations, including; grout production, materials handling, slurry treatment ▪ Cross passage excavation and lining ▪ Deliveries including; 16,000 tunnel segments, grout and sodium silicate 	<ul style="list-style-type: none"> ▪ March 2024 to February 2025
Backend Works & Demobilisation	<ul style="list-style-type: none"> ▪ Construction of the tunnel invert ▪ Demobilisation of TBM equipment and support equipment ▪ Demolition of acoustic sheds 	<ul style="list-style-type: none"> ▪ February 2025 to July 2025

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 digging up or disturbance of the surface of a public road. If the applicant is a Public Authority, the Roads Authority must consult with the applicant before deciding whether or not to grant consent or concurrence.

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

3.2. Guidelines

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

- 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

3.3. Other requirements

The transport and traffic associated environmental requirements are listed in Conditions of Approval (SSI 19238057) detailed in Table 16 Table 17 and the Construction Environmental Management Framework detailed in Table 18, along with cross references to the relevant sections of the report, in which the requirements have been addressed.

The NSW Port Authority Deed of Licence stipulates access management principles, which are included in Appendix H

4. Existing Environment

4.1. Site context

The Bays construction site is central to the delivery of the ETP Project and is where TBM operations will take place. The ETP construction site is currently part of the Central Tunnelling Package (CTP) and WestConnex – Rozelle Interchange site areas. The CTP contractor's scope includes the excavation of the station box, fencing the site area and construction of trafficable pavements across the site. Access to the site will be via Port Access Road and a construction access road through the CTP worksite.

4.2. Existing road network

The Bays construction site will be accessed utilising the state arterial road network (i.e. City West Link, Victoria Road and The Crescent), including James Craig Road, and Porth Authority owned local roads (i.e. Solomons Way, Sommerville Road and Port Access Road). It is noted that James Craig Road is owned and maintained by TfNSW with a right of carriage for Port Authority operations.

4.2.1. City West Link

City West Link is a classified state arterial road forming part of the major east-west link between Sydney CBD and western suburbs. City West Link has two eastbound traffic lanes and two westbound traffic lanes separated by a central median. The existing roadworks speed limit is 40km/h on City West Link and parking is not permitted on either side of the road.

4.2.2. The Crescent

The Crescent is a classified state arterial road between City West Link and Victoria Road. There is a diverge in the eastbound carriageway from City West Link, with two traffic lanes towards Anzac Bridge via the "mousehole" and two traffic lanes towards Victoria Road via an off ramp. There are three traffic lanes in the westbound direction.

The existing roadworks speed limit is 40km/h on The Crescent between Victoria Road and City West Link and parking is not permitted on either side of the road.

4.2.3. James Craig Road

James Craig Road functions as a two-lane two-way local port road and provides access to White Bay.

James Craig Road generally has one traffic lane in each direction and is designed for B-double vehicle access, with additional lanes provided at the intersection with The Crescent. Parking is not permitted on both sides of the road. No bus stops are located on James Craig Road.

4.2.4. Solomons Way

Solomons Way functions as a one-way road in the northbound/westbound direction providing access from Sommerville Road to Port Access Road. Parking is prohibited along both sides of the road. The section of Solomons Way within the Port Authority Boundary is owned by the Port Authority.

4.2.5. Sommerville Road

Sommerville Road, is a two-way road between James Craig Road and Solomons Way and functions as a one-way road in the southbound direction between the northern and southern ends of Solomons Way, and as a paired one-way northbound road with Solomons Way. Parking is not permitted on both sides of the road. No bus stops are located on Sommerville Road. The section of Sommerville Road within the Port Authority Boundary is owned by the Port Authority.

It is noted that a remote car park for WestConnex Rozelle Interchange and Sydney Metro CTP workforce is located on the eastern side of Sommersville Road, on Glebe Island. The remote car parks accommodate up to 338 light vehicles and are expected to be utilised until completion of the respective scopes.

4.2.6. Port Access Road

Port Access Road is a two-way road providing access to the NSW Port Authority land adjacent to the White Bay and Glebe Island Berths, including White Bay Cruise Terminal, WestConnex Rozelle Interchange, and the CTP construction site, and functions as a one-way road in eastbound/southbound direction between the northern and southern ends of Solomons Way. Port Access Road is owned and regulated by Port Authority of NSW. Parking is prohibited along both sides of the road. The existing roadwork speed limit is 20km/h on Port Access Road.

4.3. Existing Traffic Volume

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

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

Road Section	Direction	AM Peak Hour Volume (vehicles per hour)	PM Peak Hour Volume (vehicles per hour)
A4-City West Link Road west of James Craig Road	Eastbound	3,260	2,970
	Westbound	2,280	2,510
A4-City West Link Road west of The Crescent	Eastbound	2,650	2,440
	Westbound	1,660	1,970
James Craig Road east of The Crescent	Eastbound	130	40
	Westbound	60	140
Victoria Road north of The Crescent	Northbound	1,720	2,890
	Southbound	3,730	2,820

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

Table 6: Existing Peak Hour Surrounding Intersection Performance

Intersection	Peak Hour	Demand Flow (vehicles per hour)	Average delay (seconds per vehicle)	Level of Service
Victoria Road / Robert Street	AM	5,859	24	B
	PM	6,022	93	F
Victoria Road / A4-City West Link Road	AM	9,992	39	C
	PM	10,430	51	D
A4-City West Link Road / James Craig Road	AM	5,518	9	A
	PM	5,790	7	A
A4-City West Link Road / The Crescent	AM	5,608	25	B
	PM	6,022	30	C
A4-City West Link Road / Catherine Street	AM	4,673	26	B
	PM	5,339	25	B

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

The EIS Technical Report 1 – Traffic and Transport (Section 3.3) outlines that a comparison was undertaken between the existing traffic volumes for pre COVID-19 conditions in March 2019 and post COVID-19 conditions in March 2021 to determine the effects of the COVID-19 pandemic on modelled traffic. The comparison showed that changes in traffic volume were minimal between a typical traffic month of 2021 and 2019 (less than five per cent). As a result, it is considered that the existing traffic volumes collected in March 2021 accurately represent traffic conditions regardless of the impacts of and can be concluded that the March 2021 traffic survey data accurately represent traffic conditions.

The modelled intersection performance shows that most of the intersections perform acceptably at LoS D or better, with the exception of the Victoria Road / Robert Street intersection which performs poorly at LoS F during PM peak hour.

The EIS states that while the Project will result in traffic impacts on some intersections within the study precinct, including Victoria Road / Robert Street, it would not directly result in additional heavy vehicles travelling through this intersection.

4.4. Public transport network

The existing bus and light rail services network within the vicinity of the site are shown in Figure 2. The bus route services travelling along Victoria Road, Robert St, The Crescent and City West Link close to the site and light rail services operating at Rozelle Bay Light Rail Stop are detailed in Table 7.

Table 7: Public transport services and frequencies

Public Transport	Route No.	Route Description	Typical Weekday Service Frequencies (No. of Services)	
			AM Peak (7:00am – 9:00am)	PM Peak (4:00pm – 6:00pm)
Light Rail	L1	Dulwich Hill to Central	12-15	12-15
Bus	433	Balmain Gladstone Park to Central Pitt St	6	5
	437	Five Dock to City QVB via City West Link	12	8
	441	Birchgrove to City Art Gallery via QVB (Loop Service)	7	6
	442	Balmain East Wharf to City QVB (Loop Service)	26	14
	500X	West Ryde to City Hyde Park (Express Service)	12	22
	501	Parramatta to Central Pitt St via Victoria Rd	9	15
	502	Cabarita Wharf to Drummoyne and City Town Hall	12	9
	503	Drummoyne to City Town Hall (Loop Service)	13	9
	504	Chiswick to City Domain	6	10
	505	Woolwich to City Town Hall	4	4
	506	Macquarie University to City Domain via East Ryde	15	13
	507	Meadowbank to Gladesville & City Hyde Park	11	12
	433	Balmain Gladstone Park to Central Pitt St	6	5
	437	Five Dock to City QVB via City West Link	12	8

Figure 2: Public Transport Network Surrounding The Bays Site



4.5. Pedestrian and cyclist network

Pedestrian footpaths are not available along both sides of the Port Access Road in the immediate vicinity of the site. It is noted that the site is within land owned under Port Authority of NSW and has restricted access to the public.

An off-road shared path is provided along the southern side of James Craig Road which adjoins to the wider cycling network along Victoria Road, The Crescent and the Anzac Bridge. Cycling infrastructure is not available on Port Access Road in the immediate vicinity of the site.

Following the completion of WestConnex Rozelle Interchange, the shared path will be restored on the north side of James Craig Road which would be connected to the existing shared path on the south side of The Crescent and Victoria Road intersection, west side of the Victoria Road bridge and north side of Anzac Bridge.

A temporary gantry footbridge will be constructed a part of the ETP site over Port Access Road to provide a safe and direct route between the construction sites.

5. General Construction Details

5.1. Overview of construction activities

Following the site access to the CTP site in May 2023, establishment of The Bays construction site is to commence in May 2023 through to March 2024. The southern end of the site will be handled by the WestConnex contractor at the fourth quarter of 2023. Tunnelling operations are anticipated to commence in March 2024 until February 2025, with backend works and demobilisation until July 2025. The total duration is anticipated to be 26 months.

This CTMP focuses on the site establishment works between May 2023 and March 2024 prior to the commencement of TBM operations. The extent of the site boundary would expand over two stages as shown in Figure 3:

- Stage 1 (from May 2023 to end of 2023): the southern and eastern sections of the existing CTP site to be handed over.
- Stage 2 (from the fourth quarter of 2023 to March 2024): extension to the south following completion of WestConnex Rozelle Interchange project.

Construction activities are concurrent at the CTP and ETP sites during site establishment works in 2023 and 2024, while WestConnex works are concurrent in 2023 only.

The following construction activities will be undertaken in order to establish The Bays construction site and a site layout plan for Stage 1 and 2 is shown in Figure 3 with an enlargement shown in Appendix A:

- Establishment of an acoustic spoil shed for the stockpiling and loading of tunnel spoil
- Establishment of a segment storage shed, inclusive of a gantry crane for unloading and materials handling to the shaft floor
- Establishment of a slurry treatment plant for processing TBM slurry
- Establishment of a grout plant to service TBM's
- Establishment of offices
- Establishment of parking and truck marshalling areas in White Bay.
- Site levelling works
- Installation of tunnelling infrastructure

ROBERT STREET

PORT ACCESS ROAD

WHITE BAY

ADJOINS SMWSTETP-JCG-TBY-SN200-CV-DRG-150102

PORT ACCESS ROAD

METRO WEST UP

METRO WEST DOWN

APPROXIMATE LOCATION OF EXISTING ELECTRICAL RT

WORKSHOP STORE

STAGE 1

STAGE 2

STAGE 1B SOUTH OF THE MIDDLE BOUNDARY IS THE AREA NOTED TO BE HANDLED TO ETP CONTRACTOR ON COMPLETION OF WESTCONNER

EXISTING TEMPORARY BLOCK WALLS BY WESTCONNER ASSUMED TO REMAIN ON COMPLETION OF WORKS. APPROX. 1M LEVEL DIFFERENCE.

ASSUMED EXISTING SURFACE LEVEL: RL 5.5

ASSUMED EXISTING SURFACE LEVEL: RL 5.3

ASSUMED EXISTING SURFACE LEVEL: RL 4.8 (ON SITE)

ASSUMED EXISTING SURFACE LEVEL: RL 6.0 (ON EXISTING PAUL ROAD)

ASSUMED EXISTING SURFACE LEVEL: RL 4.8 (SITE)

RL 4.8 (WESTCONNER)

APPROXIMATE TOE OF EXISTING BATTER (APPROX. 1/4 IN FROM ANZAC BRIDGE)

ASSUMED SURFACE LEVEL: TOE OF BATTER VARIES RL 5.0 TO RL 6.0

ASSUMED TOP OF BATTER RL VARIES

ASSUMED EXISTING SURFACE LEVEL: RL 5.0 AT TOE OF WALL

EXISTING HEIGHT LEVEL: STEP AT BLOCK WALL FROM (ASSUMED) RL 4.5 TO RL 6.0

ASSUMED WESTCONNER WILL CONSTRUCT REVISED RETAINING WALL EDGE ON COMPLETION TO RESOLVE LEVEL DIFFERENCES UP TO 2.0M HIGH ALONG BOUNDARY

PROVISION MADE TO CONSTRUCT TEMPORARY RETAINING WALL UP TO 1.5M HIGH TO SUPPORT TOE OF EXISTING BATTER - 90M LONG

FLOOD PROTECTION BARRIER HEIGHT (VARIES) INSTALLED BY ETP CONTRACTOR

EXISTING RETAINED EDGE OF ANZAC BRIDGE APPROACH TO REMAIN

THE BAYS METRO STATION

ASSUMED EXISTING SURFACE LEVEL: RL 4.6 (SITE)

RL 5.6 (WESTCONNER SITE)

TO 1M AROUND AND WITHIN ACOUSTIC SHED, FILL BEHIND TO LEVEL OF WESTCONNER CORRIDOR (APPROX. RL 6.0)

ASSUMED EXISTING TOE OF BATTER LEVEL: RL 5.6

EXISTING BUILDING

EXISTING LANDSCAPED EDGE

PORT ACCESS ROAD

JAMES CRAIG ROAD

Following the site establishment works, two TBM's will be delivered and launched to excavate a twin tunnel from The Bays, through to Pyrmont and Hunter Street from May 2024. Spoil removal haulage activities will occur during the tunnelling operation , which is subject to a further revision of this CTMP.

The Bays construction site comprises the following key features as shown in the site layout in Figure 3 and the enlargement in Appendix A:

- SMWSTETP-JCG-SWD-SN000-TF-PLN-002049-THE BAYS - STAGE 1 CTMP - SITE ESTABLISHMENT.DOCX

- To the south and south-west of the station box, a high voltage switch yard, workshop store, water treatment plant, slurry treatment plant, segment storage shed and grout plant will be established.
- To the east of the station box, vent fans and compressors will be established.
- The existing four site gates along Port Access Road will continue to be utilised
- The existing CTP B7 site will be handed over to ETP and converted to site amenities with the existing access gate to be used off Port Access Road.
- A stair bridge and pedestrian crossing across Port Access Road between the site office and TBM tunnel site.

5.3. Construction working hours

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 extended standard construction hours for the demolition activities at the The Bays construction site are consistent with the CSSI CoA.

Deliveries of material that is required to be undertaken outside of construction hours are allowed except between 10:00pm and 7:00am to/from the The Bays construction site to minimise the noise impact on the surrounding residents in close proximity to the construction site.

Establishment of Class B hoarding around the perimeter of the existing buildings will require occupation of the adjacent roadway, and therefore must be completed outside of standard working hours, as permitted by the 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.

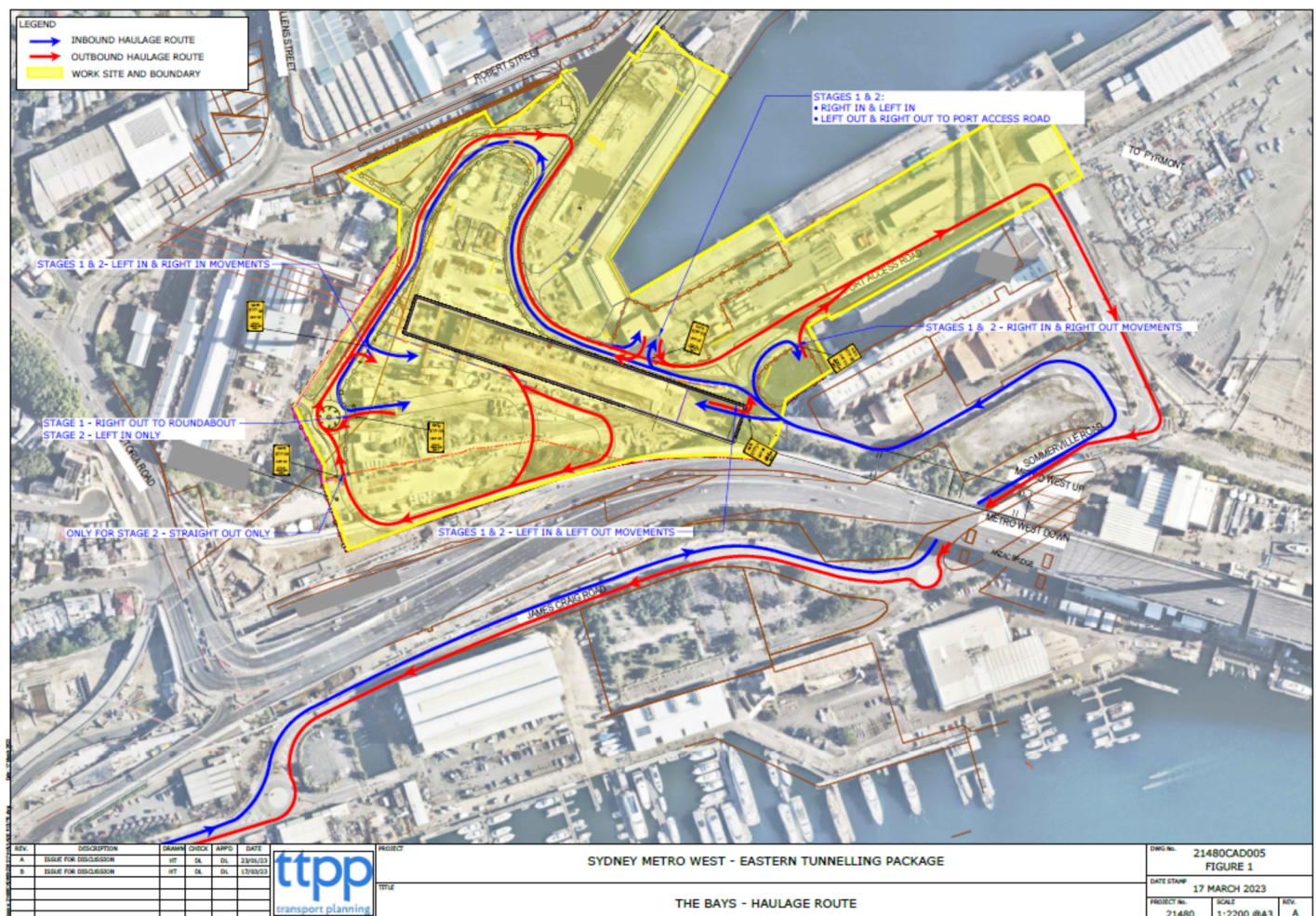
5.4. Construction site access routes

The designated access routes to be used by construction vehicles are detailed below and shown in Figure 4 as consistent with those access routes shown in the Environmental Impact Assessment (EIS):

- Inbound Routes
 - Primary Route: City West Link, The Crescent, James Craig Road and Solomons Way
 - Alternative Route: Victoria Road, The Crescent, James Craig Road, Solomons Way and Port Access Road
- Outbound Routes
 - Primary Route: Port Access Road, Sommersville Road, James Craig Road, The Crescent and City West Link
 - Alternative Route: Sommersville Road, James Craig Road, The Crescent and Victoria Road

Construction vehicles (including light vehicles) will not use Robert Street, Rozelle to access The Bays construction site, unless required in the event of an emergency or in association with the delivery of the Rozelle power supply from the Rozelle sub-transmission substation to The Bays metro station construction site.

Figure 4: Construction vehicle access routes



5.5. Construction gates

The existing and proposed site access gates are detailed in

Table 8 for Stage 1A and Table 9 for Stage 2. All trucks would enter and exit construction sites in a forward direction.

Table 8: Site access and egress arrangements (Stage 1)

Gate Number	Existing or New Gate	Site Access to	Access and Egress Movements	Largest Vehicle Type
ETP 1	New	Ventilation, Compressor, M&E equipment	Left in, left out	Tipper / rigid flatbed
ETP 2	New	Parking and laydown	Right in, right out	12.5m HRV
ETP 3	Existing	Site amenities	Right in, left in and left out, right out to/from Port Access Road	Tipper vehicle, semi-trailer & mobile crane (100t) (delivery of site offices)
ETP 4	Existing	Workshop, store, Slurry Treatment Plant	Left in & right in	19m truck & dog
ETP 5	Existing	Exit only	Right out to roundabout	19m truck & dog

Table 9: Site access and egress arrangements (Stage 2)

Gate Number	Existing or New Gate	Site Access to	Access and Egress Movements	Largest Vehicle Type
ETP 1	New	Ventilation, Compressor, M&E equipment	Left in, left out	Tipper / rigid flatbed
ETP 2	New	Parking and laydown	Right in, right out	12.5m HRV
ETP 3	Existing	Site amenities	Right in, left in and left out, right out to/from Port Access Road	Tipper vehicle, semi-trailer & mobile crane (100t) (delivery of site offices)
ETP 4	Existing	Workshop, store, ring storage, Slurry Treatment Plant, Grout plant, TBM delivery	Left in, right in	19m truck & dog
ETP 5	Existing	Spoil shed	Left in only	19m truck & dog

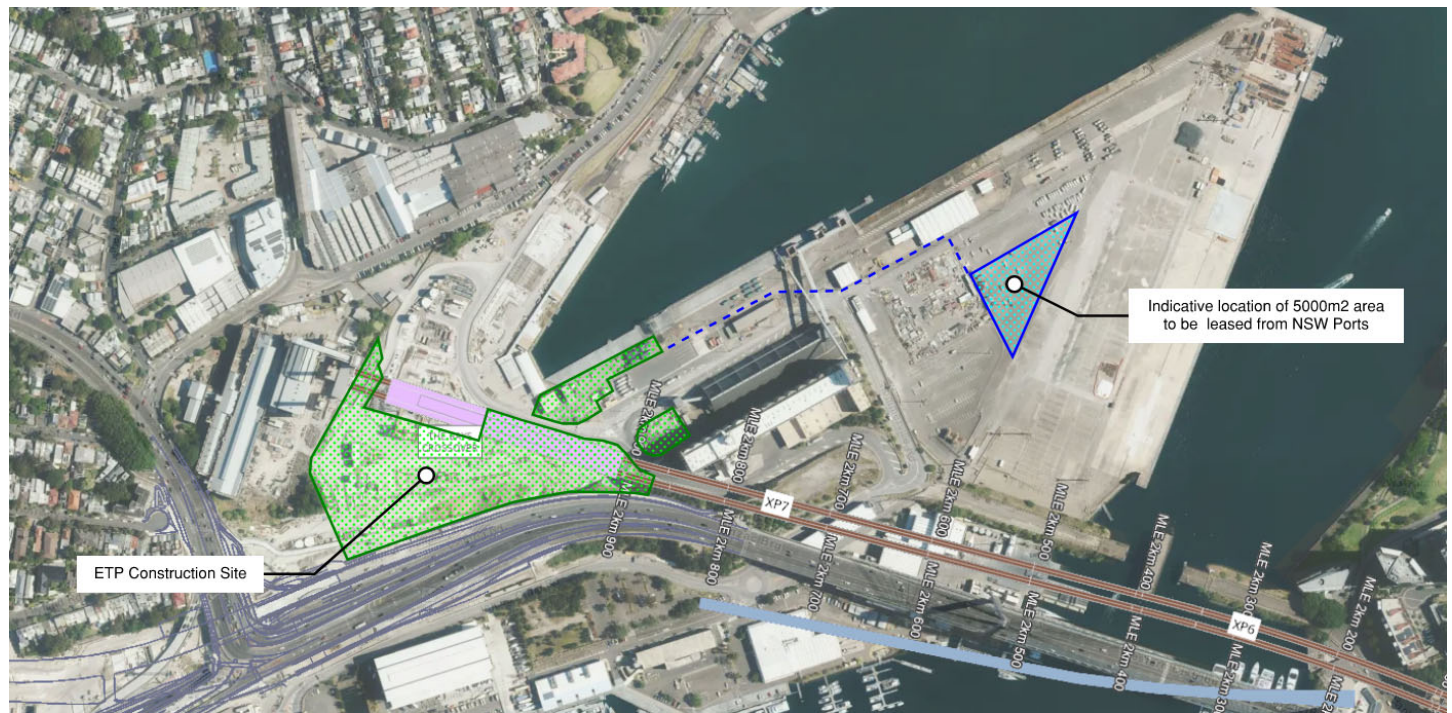
ETP Gates 1, & 2 will be closed for heavy vehicle access except for the scheduled deliveries. As required, JCG JV will station traffic controllers at these gates to assist heavy vehicles entering and exiting the site safely. ETP Gates 4, 5 & 6 will remain open during construction hours, to provide heavy vehicle access to the main construction area. All construction vehicles will enter and exit the site in a forward direction.

As a tenant in the White Bay area, JCG JV has agreed with Port Authority's Access Management Principles in relation to the use of James Craig Road, Sommerville Road and Port Access Road for access to The Bays construction site.

5.6. Truck marshalling area

JCG JV have an in principle agreement with the NSW Port Authority for the lease of a 5000m² block on Glebe Island. This block will be used to provide workforce parking and truck marshalling for up to eight heavy vehicles. Given the location away from sensitive land users, the marshalling area will reduce the likelihood of construction trucks idling and queuing on state and regional roads. HV marshalling on Glebe Island during afterhours will be advised that considerations must be given to the local residents at Pyrmont and to reduce noise levels to minimum.

Figure 5: Indicative Truck marshalling area



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

The GPS tracking feature allows JCG JV to determine the speed and location of the fleet to better manage the construction vehicle movements by determining pinch-points and adjust accordingly. If drivers are found to not comply with the posted speed limit, 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.

6. Construction Traffic and Transport Management

6.1. Construction traffic volumes

The proposed site establishment activities will generate the following heavy vehicle movements (arrival and departure) per day between May 2023 and March 2024:

- 156 heavy vehicle movements (up to 19m prime mover and semi-trailer)
- 192 light vehicle movements.

There would be a total of 156 vehicle movements per day during site establishment, with approximately seven vehicle movements (i.e. four inbound and three outbound movements per hour). These proposed heavy vehicle traffic volumes are no more than the EIS heavy vehicle traffic volumes predicted at 156 heavy vehicle movements per day and seven heavy vehicle movements during the peak hours.

A workforce of up to 160 construction staff and contractors will be required on site (day shift only) at any one time, which is less than the EIS peak figure of 270 at the subject site. It has been assumed that the daily light vehicle traffic generation would be no more than the EIS estimate of 192 vehicle movements per day for the day and night shifts.

Traffic generated by facilities on Glebe Island have been included in the traffic survey undertaken as part of the EIS for the project. i.e. existing / baseline traffic conditions.

A comparison of the proposed construction traffic volume with the EIS is provided in Table 10.

Table 10: Construction traffic generation (two-way) for site establishment

Trip Type	Daily Traffic Volume		AM Peak Hour Traffic Volume		PM Peak Hour Traffic Volume	
	EIS	JCG JV	EIS	JCG JV	EIS	JCG JV
Heavy vehicle	156	156	7	7	7	7
Light vehicle	192	192	8	8	8	8
Total	348	348	15	15	15	15

Note: the above figures are quantified by the number of movements, a vehicle entering then leaving the worksite represents two movements

Source: ETP EIS Technical Paper 1 Table 5-4

The proposed daily and peak hourly traffic volumes associated with The Bays construction site would be consistent with the EIS traffic volumes.

Any additional traffic volume in Stage 2 is to be discussed in a separate CTMP.

6.2. Cumulative projects

6.2.1. WestConnex Rozelle Interchange (until end of 2023)

Construction of the WestConnex Rozelle Interchange is currently underway until the end of 2023 located adjacent to The Bays construction site. As such, both projects will utilise the same haulage route via James Craig Road, Sommerville Road, Solomons Way and Port Access Road. The overlapping period associated with the construction of the ETP and WestConnex Rozelle Interchange would occur between May 2023 and until end of 2023.

WestConnex Rozelle Interchange has undertaken Vissim microsimulation modelling which was built upon the approved EIS model for the anticipated construction traffic volume involving haulage operation, material delivery and workers arrival and departure trips that would occur during its peak haulage operation in March 2021. The peak month of March 2021 was determined based on the cumulative traffic volumes involving WestConnex Rozelle Interchange, Sydney Metro West and other construction projects in White Bay between 2020 and end of 2023. The peak cumulative traffic volumes adopted in the Vissim modelling were higher than the EIS forecast and was approved by TfNSW, SCO and Port Authority to proceed.

The WestConnex Rozelle Interchange project has well passed its peak construction activity period in March 2021 and is currently in a significant reduction in construction vehicle movements towards the end of the project scheduled to complete in year 2023. Based on the monthly WestConnex construction traffic schedule, it can be seen that the daily truck traffic volume in May 2023 (i.e. 380 heavy vehicle two-way trips per day) is expected to be 24% of the peak truck traffic volume in March 2021 (i.e. up to 1,552 heavy vehicle two-way trips per day).

These heavy vehicle trips associated with WestConnex Rozelle Interchange are distributed to various access points of the Rozelle Rail Yard site, with a proportion of heavy vehicles entering Rozelle Rail Yard via Port Access Road with the remaining heavy vehicles entering directly from City West Link.

The WestConnex Rozelle Interchange's monthly construction traffic schedule also shows the light vehicles for the construction sites in Rozelle Rail Yard, The Crescent and Iron Cove Link sites located around Rozelle. It can be seen that the daily light vehicle traffic volume in year 2022 (i.e. 628 light vehicle trips per day) is 30% of the peak light vehicle traffic volume in March 2021 (i.e. up to 2,090 light vehicle trips per day).

Clearly, there is notable overall reduction in the WestConnex Rozelle Interchange traffic volumes in year 2023 following its peak in March 2021, with a fraction of traffic occurring on James Craig Road, Sommersville Road, Solomons Way and Port Access Road, and the remaining traffic would access various construction sites off City West Link and Victoria Road. Therefore, the cumulative traffic impact associated with these projects would be much lower than what was anticipated in the approved WestConnex 3B Vissim model.

6.2.2. Sydney Metro West – Central Tunnelling Package (May 2023 to March 2024)

While construction of the Sydney Metro West CTP at The Bays site is scheduled to finish by August 2024, the southern and eastern sections of the site are to be handed over to the ETP for the tunnelling works to be carried out between The Bays and Sydney CBD. The handover is expected to occur in May 2023, while the CTP works are continuous in the northern section of the site. The concurrent activities of CTP and ETP are expected to peak around May 2024, just before CTP's expected completion in August of the same year.

6.2.3. Western Harbour Tunnel and Warringah Freeway Upgrade

Western Harbour Tunnel involves two stages of excavation, with Stage 1 involving excavation of a 1.7km tunnel connecting Emily Street in Rozelle to Cove Street in Birchgrove, and Stage 2 involving excavation through the harbour to North Sydney with connection to the Warringah Freeway near North Sydney.

Based on the NSW Government website (<https://caportal.com.au/rms/wht>), the Stage 1 work commenced in June 2022 in Rozelle, with the tunnelling excavation to begin in the suburbs of Balmain and Birchgrove in 2023 and 2024, respectively.

The Western Harbour Tunnel EIS states that although construction works in Rozelle commences in 2023, which is outside of the 2022 assessment year for peak construction activities, construction traffic volumes at this site have been included in the assessment to present a worst-case cumulative construction scenario.

A number of Western Harbour Tunnel construction sites are located in Rozelle, two of which are located in White Bay and Glebe Island within close proximity of the subject site.

6.2.4. White Bay Cruise Terminal

The White Bay Cruise Terminal is located at the eastern end of the White Bay and is one of the two terminals for cruise ships in Sydney. It is anticipated that the EIS traffic model has taken into account typical traffic volume associated with the cruise terminal on the road network, hence representative of the typical traffic conditions on a cruise day.

6.2.5. Summary

The ETP EIS provides an overview of the cumulative construction vehicles movements at the Bays site as reiterated in Table 11 below.

Table 11: Number of cumulative construction vehicle movements at The Bays site (two-way) – Peak Year 2024

Project	Construction site	AM Peak Hour Traffic Volume		PM Peak Hour Traffic Volume	
		Light vehicle movements ¹	Heavy vehicle movements ¹	Light vehicle movements ¹	Heavy vehicle movements ¹
ETP - Major civil construction work between The Bays and Sydney CBD	The Bays Station tunnel launch and support site	10	2	28	2
CTP - Major civil construction work between Westmead and The Bays	The Bays Station construction site	2	8	60	8
Western Harbour Tunnel and Warringah Freeway Upgrade	Rozelle Rail Yards construction support site	45	14	30	14
	Victoria Road construction support site	41	37	71	37
	White Bay construction support site	40	63	140	63

Note (1): Movement means a one-way movement. A vehicle entering and then leaving a construction worksite represents two movements

Source: ETP EIS Technical Paper 1 Table 5-16

Comparison of the above ETP peak traffic volumes with the proposed ETP site establishment traffic volume (Table 10) indicates:

- Although the proposed AM peak traffic volume (15 vph) which is consistent with the EIS estimates, it is slightly more than the EIS traffic volume (12 vph) adopted in the cumulative assessment. However, the total traffic volume associated with the CTP, Western Harbor Tunnel and Warringah Freeway Upgrade project would be at a lower level before the peak year (2024).
- The proposed PM peak construction traffic volume (15 vph) in the site establishment stage is much less than the EIS traffic volume (30 vph) adopted in the cumulative assessment.

The above comparison indicates that the proposed traffic volume in the site establishment stage would impose a significantly less traffic impact in 2023-2024, as compared with the cumulative assessment results for the peak year (2024).

The ETP EIS provides the intersection performance for year 2024 as shown in Figure 6, with and without the ETP project. All intersections are forecasted to operate acceptably at LoS D or better, except for the Victoria Road and Robert Street intersection which would operate at LoS F, regardless of the ETP project. This further indicates that the lower traffic volume during the site establishment stage would not impose any adverse impact on the surrounding road network. As such, no mitigation measures are required on this basis.

Figure 6: EIS cumulative assessment



6.3. General traffic management measures

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

Table 12: General 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
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
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

All reasonably practical measures to be implemented to maintain pedestrian, cyclist and vehicular access to, and parking in the vicinity of businesses/ traders, including; commercial and retail properties.	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
Access to all utilities and affected properties will be maintained where practicable, unless otherwise agreed with the relevant utility owner, landowner or occupier.	Site Project Manager

6.4. Traffic Guidance Scheme

By retaining the existing signage implemented for the CTP site, the Traffic Guidance Scheme (TGS) as shown in Appendix B details the traffic management measures for The Bays site including location of appropriate signage on approach to the site gates for Stage 1A and Stage 2.

Any vehicles exiting a gate / driveway, must adhere to the motor traffic Act rules and regulations. They must give way to all vehicles on the road they are entering prior to exiting.

6.5. Vehicle Movement Plan

A Vehicle Management Plan (VMP) is shown in Appendix C.

6.6. Access to local properties, businesses and utilities

Access to all neighbouring properties and businesses in the vicinity of The Bays construction site and Port Authority tenants will be maintained at all times.

In addition, access to the WestConnex Rozelle Interchange site will be maintained via the internal road off Port Access Road. This site access driveway will be shared with CTP, WestConnex, and ETP construction vehicles

Access to all utilities will be maintained during construction unless agreed with the relevant utility owner, landowner or occupier.

6.7. Impact on emergency service and access

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

An Emergency Management Plan SMWSTETP-JCG-SWD-SW000-PN-PLN-002081) has been prepared detailing the standard operating procedures for managing incidents 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. Public transport

The proposed construction activities and operation of the construction site will not impact the existing public transport services on Victoria Road, Robert St, City West Link and The Crescent.

6.9. Pedestrian and cyclists

Pedestrian and cyclists will not be impacted in close proximity of The Bays construction site as public access to Port Access Road is restricted.

Following the completion of WestConnex Rozelle Interchange by the end of 2023, the shared path will be restored on the north side of James Craig Road while the current temporary one will be removed on the south side of James Craig Road. This would continue to provide connectivity to the existing shared path network on the south side of The Crescent and Victoria Road intersection, west side of the Victoria Road bridge and north side of Anzac Bridge.

Changes to the shared user path on James Craig Road means one less crossing point for pedestrians and cyclists across the northern leg of the James Craig Road roundabout (east of The Crescent) as compared with the existing temporary conditions during the WestConnex construction. This will be a safety improvement for vulnerable road users.

Notwithstanding the above, ETP workers will be advised to stay alert for any pedestrian and cyclists travelling on roads that are part of the construction site access routes identified in Section 5.4.

In the site establishment stage prior to the construction of a stair bridge over Port Access Road between the ETP site office and construction site, construction workers are to cross the road at a designated location. Construction workers will be required to use caution when crossing this low trafficked two-lane road. Alternatively, construction workers will access the western area of the site either by light vehicle or a project shuttle bus.

When the stair bridge is built, construction worker movements will be separated from the vehicle movements on Port Access Road, with direct access between the west and east sides of the ETP construction site.

It is acknowledged that no pedestrian access would be provided to Glebe Island as the area has not been agreed by Port Authority.

6.10. Workforce parking

As noted in section 6.6 above, JCG JV have an in-principle agreement with NSW Port Authority, for the lease of a 5,000m² block on Glebe Island. The block is expected to provide 8 heavy vehicle marshalling bays and approx. 140 worker parking spaces.

The terms of the lease are expected commence from May 2023, initially for a 5000m² block, with a proposed increased from Jan 2024 to accommodate the expected increase in demand associated with TBM assembly and operation.

Provision of this designated parking area located 330m walk from the site offices, will encourage the workforce to use the allocated parking in preference of parking in the local streets of Rozelle. Due to the restricted access through Victoria Rd and Robert St, the approximate walking distance from the Rozelle area to the site offices is 1.3km.

Figure 7: Indicative Workforce parking Area



The proposed workforce of up to 160 construction staff and contractors will be required on site (day shift only) at any one time during site establishment. It is expected that sufficient parking spaces are available to accommodate the parking demand.

Notwithstanding the above, JCG JV encourage construction personnel to travel to/from the site via available public transport services, active transport methods and carpooling. Construction worker parking will be contained within proposed lease area, without affecting other tenants in Glebe Island.

Shuttle bus services will operate as required between Glebe Island designated parking area and The Bays worksite.

6.11. Cruise schedule

Access to the White Bay Cruise Terminal will be maintained at all times, particularly on cruise days and special events/ functions held in White Bay. JCG JV will communicate closely with Port Authority to obtain the schedule on a monthly basis and to discuss suitable traffic management measures, where required, to maintain access to the cruise terminal and special events/ functions.

6.12. Special events

A review of websites for Inner West Council, Leichhardt Oval and Sydney Cricket Ground for special events near the subject site has found no events which will be impacted by the site establishment works between May 2023 and March 2024.

City of Sydney's event schedule indicates various small to medium scale events across Sydney CBD across weekdays and weekends. It is expected a significant number of event participants would use public transport to/from these events considering the parking fees in the CBD and the availability and convenience of the public transport services such as trains, buses, taxi and ride share services.

Additional traffic associated with special events that may occur between May 2023 and March 2024 would be dispersed across the wider road network and the impacts would be reduced as drivers travel further away from the event venue.

6.13. Oversized and over massed vehicles

All oversized and over massed vehicles utilised for the proposed construction activities at The Bays site will be procured through specialist haulage contractors. They will abide by the permits obtained from TfNSW's Special Permits Unit "Special permits for oversize and over mass vehicles and loads" (2007) document outlines the various operating restrictions and conditions. Some permits may also require coordination with the NSW Police and will be coordinated by the specialist haulage contractors.

JCG JV will liaise with TfNSW regarding oversized and over massed vehicles and access arrangements.

6.14. Dilapidation survey

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

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

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

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

6.15. Inspections

On-site inspection and monitoring the impact of the CTMP and TGS will be undertaken regularly.

All long-term traffic management arrangements will be inspected daily. Any minor issues identified during the inspection will be recorded and rectified immediately. More significant issues will be recorded for rectification.

Where traffic control deficiencies are identified through these inspections, this CTMP and associated TGS will be amended, as required, by the Traffic Manager.

All identified issues and status of rectification will be documented in the issues register.

6.16. Workforce and staff training

6.16.1. Site induction

All JCG JV workers and staff employed on The Bays metro station construction site (including sub-contractors) will be required to undergo a site induction.

The induction will include information of the construction site access routes for site staff and construction vehicles, on-site parking locations, WH&S, driver protocols and emergency procedures.

All personnel employed with the Project will perform their duties in accordance with the requirements of this CTMP.

6.16.2. Driver Training

Heavy vehicle drivers shall be made fully aware of the traffic management arrangements within and surrounding the site. All drivers will be informed of all relevant site access gates and the access requirements including specific heavy vehicle driver training to ensure the following:

- Appropriate procedures for accessing the site

- Drivers shall adhere to the nominated site access routes mentioned in Section 5.4
- Drivers shall be aware of the speed restrictions along the site access routes
- No queuing and truck marshalling is to be wholly contained within the site and nominated truck marshalling areas
- JCG JV vehicles are prohibited to park on Port Authority owned land that is outside of the exclusive areas.

6.17. Compliance management

6.17.1. 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

6.18. Inspection and monitoring

Regular inspections will be conducted by the Foremen for the compliance of 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.

Regular 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.

6.19. Complaints

The comments and complaints received from all relevant stakeholders will be recorded in the Complaints Register. Complaints Management System will be prepared and implemented before the commencement of any work and maintained for the duration of construction and for a minimum for 12 months following completion of construction of the CSSI. 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, relevant stakeholders, and the Planning Secretary upon request, within the timeframe stated in the request. Further details of the complaints management process has been detailed in the Community Communications Strategy.

6.20. Road Safety Audit

A Road Safety Audit report has been prepared for the proposed design of The Bays metro station construction site for Stage 1A and Stage 2. A copy of the Road Safety Audit report is provided in Appendix C.

6.21. 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.

6.21.1. Monthly reporting

A monthly report would be submitted within eight working days of end of each month to TfNSW 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.

6.21.2. 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.

7. Review and Improvement

7.1. Continual improvement

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

The continuous improvement process will be designed to:

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

7.2. CTMP review and amendment

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

CTMPs will be submitted to the Planning Secretary for information before commencement of any construction in the area identified and managed with the relevant CTMP. Any revision to the CTMP will require endorsement from the TfNSW representatives. A copy of the updated CTMP addressing the changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure.

Part B: Implementation Systems and Tools

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

Part B contains the following:

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

Element 1. Training

Table 13: Element 1: Training

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

Element 2. Monitoring and reporting

Table 14: Element 2: Monitoring and reporting

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

Element 3. Auditing, review and improvement

Table 15: Element 3: Auditing, review and improvement

ID	Expectations/Requirements	How will we meet the Expectation? (minimum requirements)	Responsibility	Deliverables
3.1.	Road safety audits are to be undertaken	Section 6.20	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	<ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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	Approvals, Environment and Sustainability Manager Environment Co-ordinators	

		audit, incident or complaint report may be used to close out the non-conformance and it is not necessary to raise a separate non-conformance reporting process. Corrective and Preventative Actions may also be raised in accordance with the CEMP.		
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Element 4. Project specific requirements

Condition of Approval (SSI 19238057)

Table 16: Conditions of Approval (SSI 19238057)

ID	Requirements (Conditions)	JCG JV Response	Responsibility	Deliverables
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 6.3	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 6.3	Site Project Manager	Pending identification of the impact
D69	During construction of the CSSI, all reasonably practicable measures must be implemented to maintain pedestrian, cyclist and vehicular access to, and parking in the vicinity of affected businesses / traders. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected businesses / traders and relevant Councils and implemented prior to the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	Section 6.3 Section 0 Section 6.10	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 5.7	Traffic Manager	Pre-construction
D72	Construction Traffic Management Plan (CTMPs) must be prepared in accordance with the Construction Traffic Management Framework. A copy of the CTMPs must be submitted to the Planning Secretary for information before commencement of any construction in the area identified and managed with the relevant CTMP.	This CTMP Section 1.4	Traffic Manager	Pre-construction

D73	Local roads proposed to be used by heavy vehicles to directly access construction sites that are not identified in the documents listed in Condition A1 must be approved by the Planning Secretary and be included in the CTMPs.	The condition is not triggered	N/A	N/A
D74	All requests to the Planning Secretary under Condition D73 must include the following:			
	(a) a swept path analysis;	Appendix E	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 5.4 Section 0		
	(c) details as to the date of completion of the road dilapidation surveys for the subject local roads;	Section 6.14	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 5.4	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 5.4	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 6.14	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):			
	(a) compensate the relevant council for the damage so caused; or	Section 6.14	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 6.14	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 6.10	Traffic Manager	Construction
	(b) minimise idling and queueing on state and regional roads;	Section 0 Section 5.7	Traffic Manager	Construction
	(c) not carry out marshalling of construction vehicles near sensitive land user(s);	Section 0 Section 5.7	Traffic Manager	Construction
	(d) not block or disrupt access across pedestrian or shared user paths at any time unless alternative access is provided; and	Section 0	Traffic Manager	Construction

	(e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs.	Section 5.4	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	Traffic Manager	Pre-construction
D79	A Traffic and Transport Liaison Group(s) must be established before construction in accordance with the Construction Traffic Management Framework to inform the development of CTMPs.	Addressed in the OCTMP	Construction Integration Manager	Pre-construction
D80	Supplementary analysis and modelling as required by TfNSW and / or the Traffic and Transport Liaison Group(s) must be undertaken to demonstrate that construction and operational traffic can be managed to minimise disruption to traffic network operations including changes to and the management of pedestrian, bicycle and public transport networks, public transport services, and pedestrian and cyclist movements. Revised traffic management measures must be incorporated into the CTMPs.	Addressed in the OCTMP	Traffic Manager	Pre-construction
D81	Permanent road works, including vehicular access, signalised intersection works, and works relating to pedestrians, cyclists, and public transport users must be subject to safety audits demonstrating consistency with relevant design, engineering and safety standards and guidelines. Safety audits must be prepared in consultation with the relevant Traffic and Transport Liaison Group before the completion and use of the subject infrastructure and must be made available to the Planning Secretary upon request.	Section 6.20 Appendix F	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 0 Section 6.12	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 17: Revised Environmental Mitigation Measures

ID	Requirements (REMM)	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.	Addressed in the OCTMP	Stakeholder and Community Engagement Director	Construction
TT2	In the event of a traffic related incident, coordination would be carried out with Transport for NSW, including Transport Coordination and/or the Transport Management Centre's Operations Manager.	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 0	Site Project Manager Traffic Manager	Construction
TT5	<p>Additional enhancements for pedestrian, cyclist and motorist safety near the construction sites would be implemented during construction. This would include measures such as:</p> <ul style="list-style-type: none"> Assessing the suitability of construction haulage routes through sensitive land use areas with respect to road safety Deployment of speed awareness signs in conjunction with variable message signs near construction sites to provide alerts to drivers Providing community education and awareness about sharing the road safely with heavy vehicles Specific construction driver training to understand route constraints, safety and environmental considerations such as sharing the road safely with other road users and limiting the use of compression braking <p>Requiring technology and equipment to improve vehicle safety, eliminate heavy vehicle blind spots, and monitor vehicle location and driver behaviour.</p>	<p>Section 5.4</p> <p>Section 5.7</p> <p>Section 0</p>	<p>Traffic Manager</p> <p>Stakeholder and Community Engagement Director</p> <p>People and Culture Director</p>	Construction
TT6	All trucks would enter and exit construction sites in a forward direction, where feasible and reasonable.	Section 0	Site Project Manager Traffic Manager	Construction
TT7	Construction site traffic would be managed to minimise movements during peak periods.	Section 6.1	Site Project Manager Traffic Manager	Construction

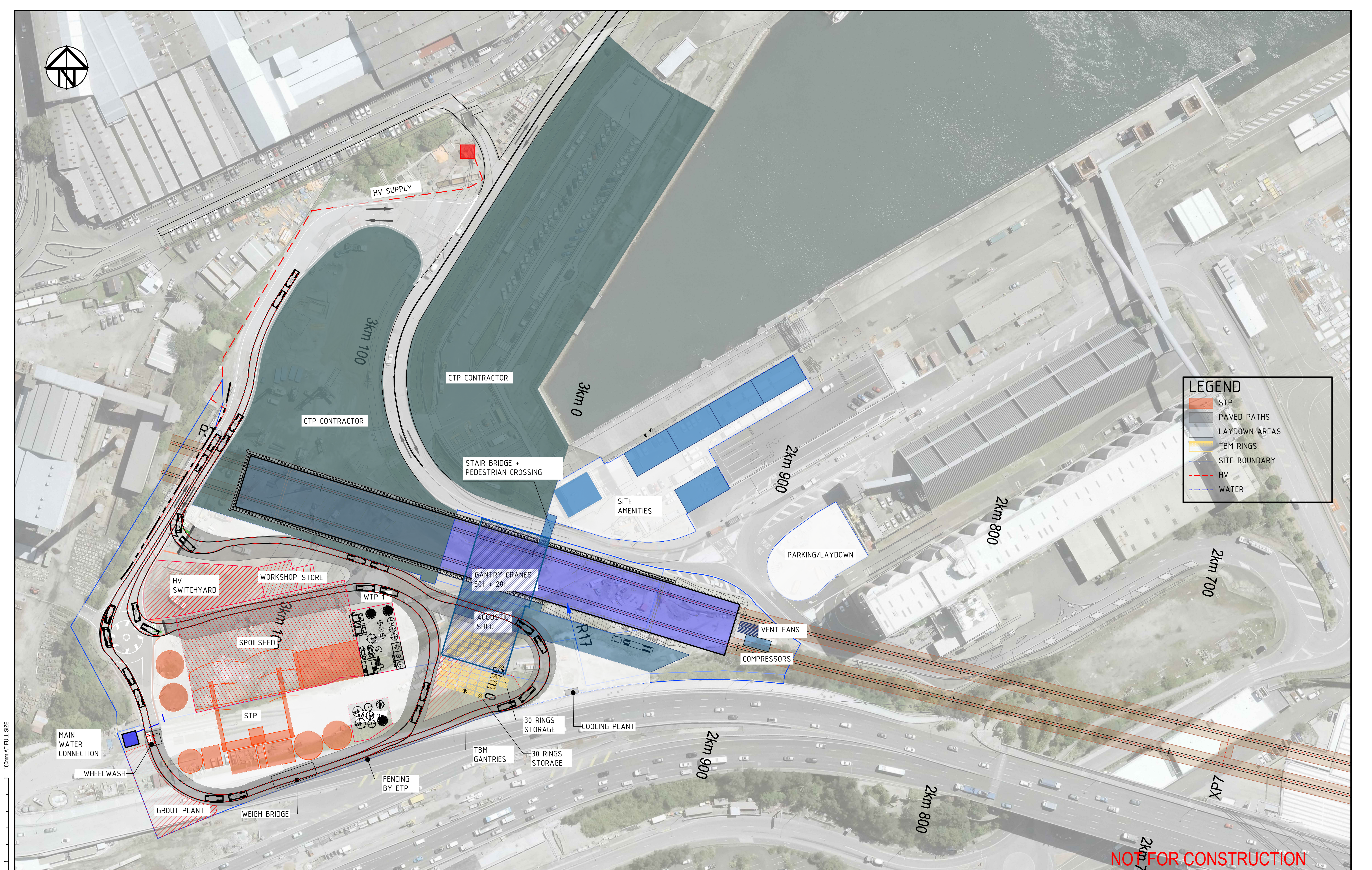
TT10	Where existing parking is removed to facilitate construction activities, consultation would occur with the relevant local council to investigate opportunities to provide alternative parking facilities.	Overarching CTMP	Traffic Manager	Pre-construction
TT11	Construction sites would be managed to minimise the number of construction workers parking on surrounding streets by: <ul style="list-style-type: none"> 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 6.10	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 18: Construction Environmental Management Framework

ID	Requirements (CEMF)	JCG JV Response	Responsibility	Timing
3.3 (a)	Site-specific Construction Traffic Management Plan	This Plan	Traffic and Transport Manager	Construction
(b)	Traffic Guidance Scheme	Section 6.4 Appendix B	Traffic and Transport Manager Environmental Manager	Construction
(c)	Pedestrian Movement Plans	Section 6.4 Appendix D	Traffic and Transport Manager	Construction
(d)	Vehicle Movement Plans	Section 6.4 Appendix C	Traffic and Transport Manager Environmental Manager	Construction
(e)	Parking Management Plan	Section 6.10 CPAS for The Bays to be prepared	Traffic and Transport Manager	Construction

Part C Annexures
Appendix A Site Plan



100mm AT FULL SIZE

<table border="1"><tr><td>REV.</td><td>BY</td><td>DATE</td><td>DESCRIPTION</td><td>APPD.</td></tr><tr><td>A</td><td>J.F.</td><td>11/01/23</td><td>ISSUED FOR INFORMATION</td><td>S.C.</td></tr></table>				REV.	BY	DATE	DESCRIPTION	APPD.	A	J.F.	11/01/23	ISSUED FOR INFORMATION	S.C.	<p>SCALES</p> <p>0 10 20 30 40 50 60mm</p> <p>SCALE 1:1 AT A1 SIZE</p>		<p>CLIENT</p> <p>NSW GOVERNMENT sydney METRO</p>		<p>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.</p> <p>SERVICE PROVIDERS</p> <p>JOHN HOLLAND CPB Ghella</p>		<p>DRAWN: J.FAN DESIGNED: F. ANGHETTI DRG CHECK: F. ANGHETTI DESIGN CHECK: H. LANG APPROVED: S. CONNOR</p>		<p>NOT FOR CONSTRUCTION</p> <p>SYDNEY METRO WEST - EASTERN TUNNELING PACKAGE</p> <p>THE BAYS STATION SITE LAYOUT - STAGE 3 TBM OPERATION</p> <table border="1"><tr><td>STATUS: WORK IN PROGRESS</td><td>SHEET 1 OF 1</td><td>©</td></tr><tr><td colspan="2">DRG No SMWSTP-JCG-TBY-SN200-CV-DRG-045304</td><td>REV. A</td></tr></table>		STATUS: WORK IN PROGRESS	SHEET 1 OF 1	©	DRG No SMWSTP-JCG-TBY-SN200-CV-DRG-045304		REV. A
REV.	BY	DATE	DESCRIPTION	APPD.																									
A	J.F.	11/01/23	ISSUED FOR INFORMATION	S.C.																									
STATUS: WORK IN PROGRESS	SHEET 1 OF 1	©																											
DRG No SMWSTP-JCG-TBY-SN200-CV-DRG-045304		REV. A																											
<p>A1 Original Co-ordinate System: MGA Zone 56 Height Datum: GDA2020 This sheet may be prepared using colour and may be incomplete if copied</p>				<p>NOTE: Do not scale from this drawing.</p>		<p>ALT. DRG No.</p>																							

Appendix B Traffic Guidance Scheme (TGS)

LEGEND

- EXISTING SIGN POST (GREYED OUT)
- PROPOSED SIGN POST
- EXISTING SIGN (GREYED OUT)
- PROPOSED SIGN
- GATE

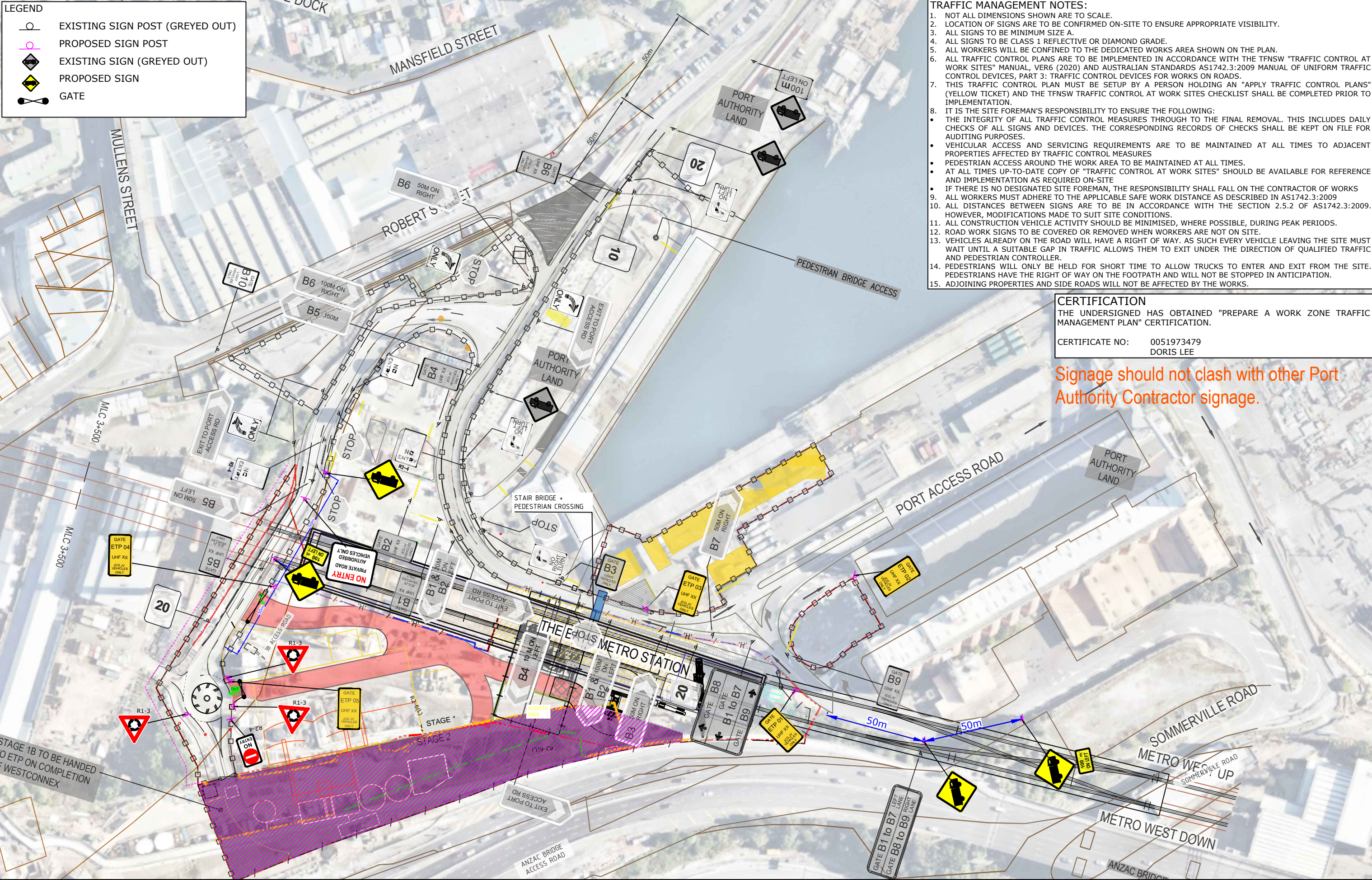
- TRAFFIC MANAGEMENT NOTES:
- NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
 - LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
 - ALL SIGNS TO BE MINIMUM SIZE A.
 - ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
 - ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
 - 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.
 - 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.
 - 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
 - ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009
 - 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.
 - ALL CONSTRUCTION VEHICLE ACTIVITY SHOULD BE MINIMISED, WHERE POSSIBLE, DURING PEAK PERIODS.
 - ROAD WORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
 - 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.
 - 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.
 - 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

Signage should not clash with other Port Authority Contractor signage.



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	DL	WJ	23/01/23
B	ISSUE FOR DISCUSSION	HT	DL	WJ	06/02/23



PROJECT

SYDNEY METRO WEST - EASTERN TUNNELLING PACKAGE

TITLE

TRAFFIC GUIDANCE SCHEME - STAGE 1A

DWG No.	21480CAD004
FIGURE 1	
DATE STAMP	06 FEBRUARY 2023
PROJECT No.	21480
SCALE	1:1700 @A3
REV.	A

LEGEND

- EXISTING SIGN POST (GREYED OUT)
- PROPOSED SIGN POST
- EXISTING SIGN (GREYED OUT)
- PROPOSED SIGN
- GATE

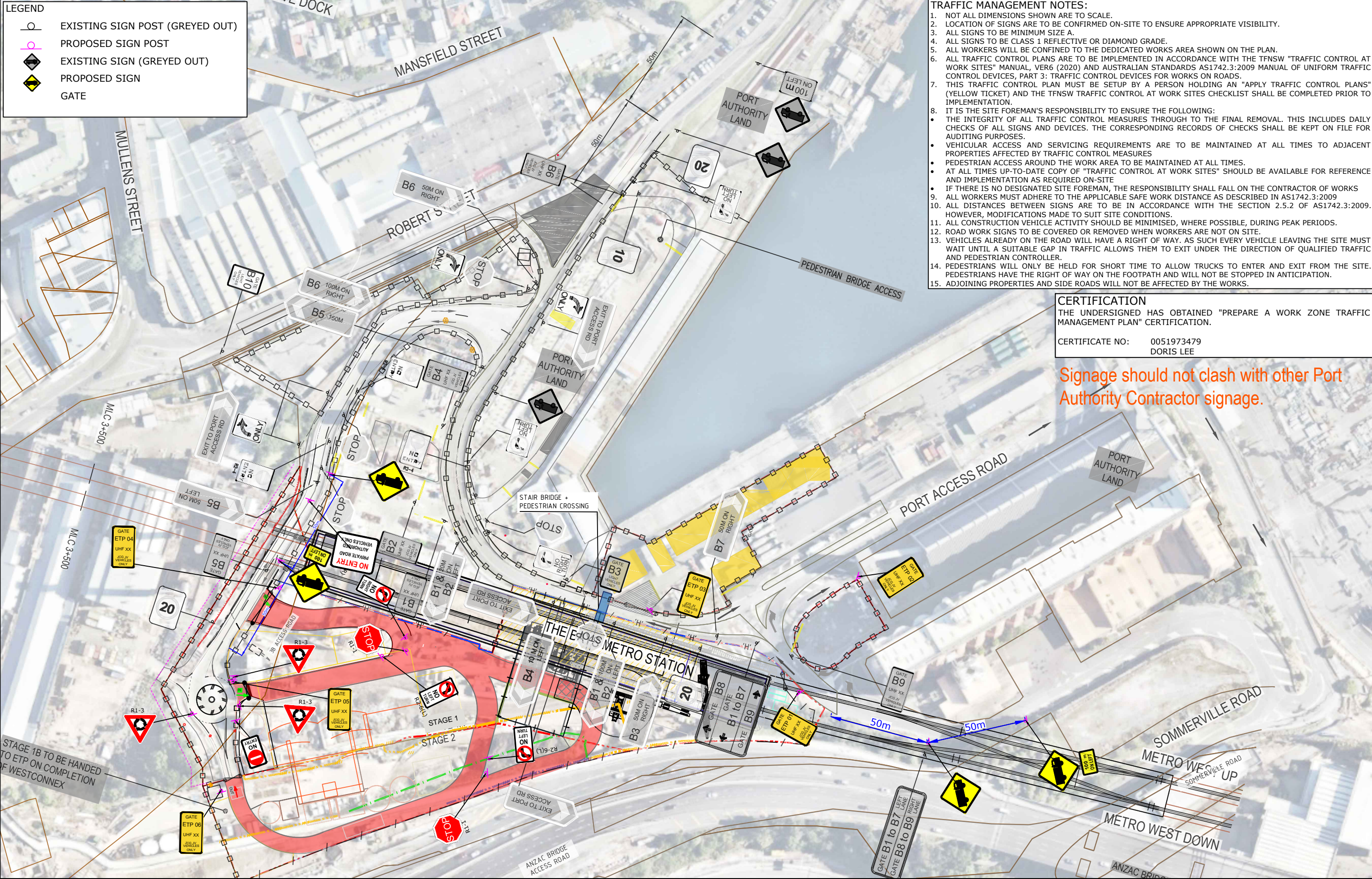
- TRAFFIC MANAGEMENT NOTES:
- NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
 - LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
 - ALL SIGNS TO BE MINIMUM SIZE A.
 - ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
 - ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
 - 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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 - 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
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 - ALL CONSTRUCTION VEHICLE ACTIVITY SHOULD BE MINIMISED, WHERE POSSIBLE, DURING PEAK PERIODS.
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CERTIFICATE NO: 0051973479
DORIS LEE

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REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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B	ISSUE FOR DISCUSSION	HT	DL	WJ	06/02/23



PROJECT

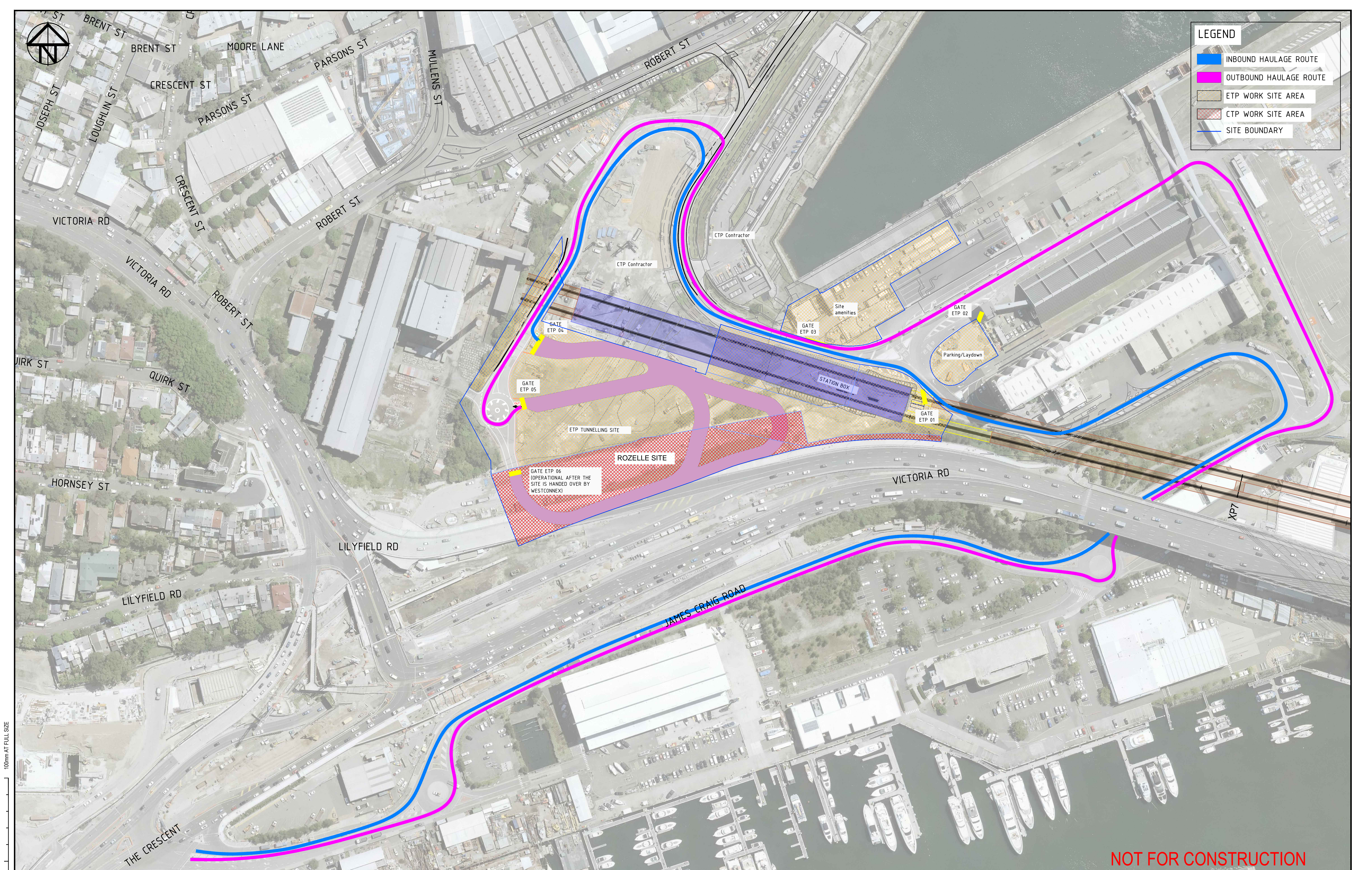
SYDNEY METRO WEST - EASTERN TUNNELLING PACKAGE

TITLE

TRAFFIC GUIDANCE SCHEME - STAGE 2

DWG No.	21480CAD004
FIGURE 2	
DATE STAMP	06 FEBRUARY 2023
PROJECT No.	21480
SCALE	1:1700 @A3
REV.	A

Appendix C Vehicle Movement Plan (VMP)



100mm AT FULL SIZE

A	J.F	30/01/23	ISSUED FOR INFORMATION	S.C.
REV.	BY	DATE	DESCRIPTION	APPD.
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SCALE 1:1 AT A1 SIZE

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CPB
Ghella

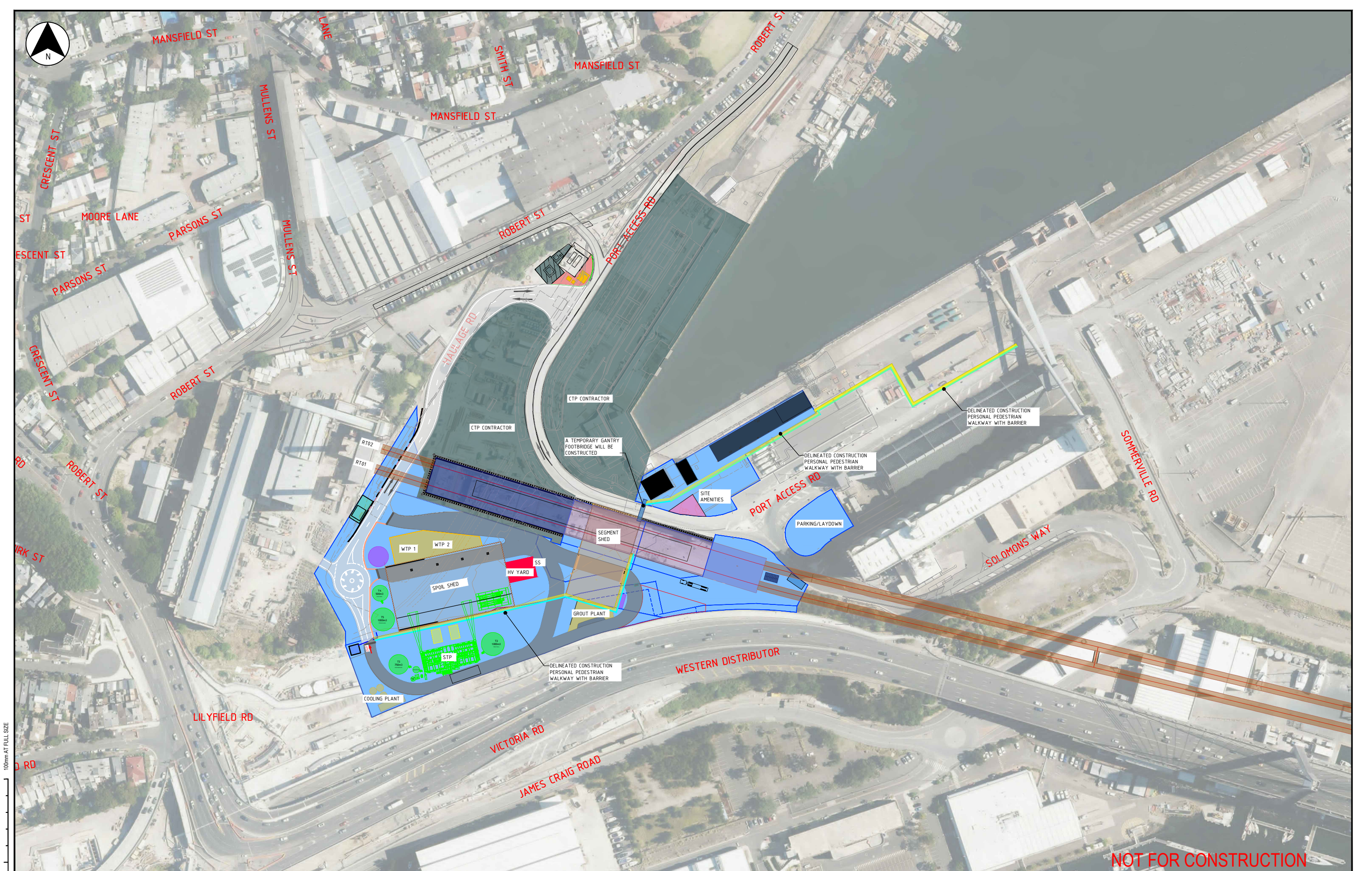
DRAWN: J.FAN
DESIGNED: F. ANGHETTI
DRG CHECK: F. ANGHETTI
DESIGN CHECK: H. LANG
APPROVED: S. CONNOR

NOT FOR CONSTRUCTION

SYDNEY METRO WEST - EASTERN TUNNELING PACKAGE
THE BAYS STATION
SITE LAYOUT
OPERATION HAULAGE
TRAFFIC GUIDANCE SCHEME - STAGE 1

STATUS: WORK IN PROGRESS | SHEET 1 OF 1 | ©
DRG No SMWSTETP-JCG-TBY-SN200-CV-SKE-020010 | REV. A

Appendix D Pedestrian Movement Plan (PMP)



100mm AT FULL SIZE

REV.	BY	DATE	DESCRIPTION	APPD.
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A	J.F.	02/02/23	ISSUED FOR INFORMATION	S.C.

A1 Original Co-ordinate System: GDA2020 MGA Zone 56 Height Datum: A.H.D. This sheet may be prepared using colour and may be incomplete if copied

SCALES

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SCALE 1:1 AT A1 SIZE

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NOT FOR CONSTRUCTION

SYDNEY METRO WEST - EASTERN TUNNELING PACKAGE

THE BAYS STATION
SITE LAYOUT
PEDESTRIAN WALKWAY

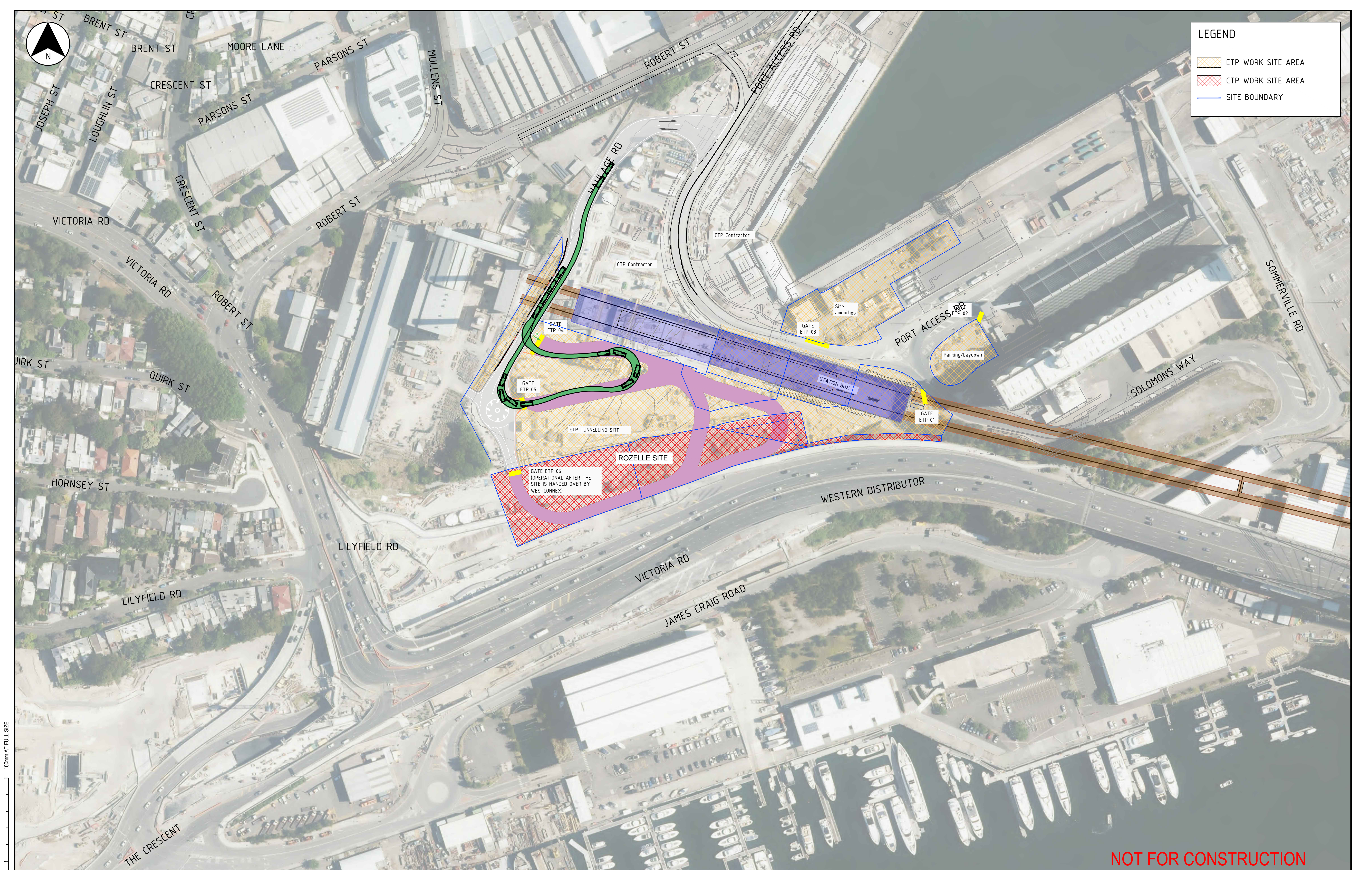
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DRG No:SMWSTETP-JCG-TBY-SN200-CV-SKE-020015		REV. B

Service Providers

JOHN HOLLAND
CPB
Ghella

DRAWN: J.FAN
DESIGNED: F. ANGHETTI
DRG CHECK: F. ANGHETTI
DESIGN CHECK: H. LANG
APPROVED: S. CONNOR

Appendix E Swept Path Assessment



100mm AT FULL SIZE

A	J.F	16/03/23	ISSUED FOR INFORMATION	S.C.
REV.	BY	DATE	DESCRIPTION	APPD.
A1 Original	Co-ordinate System: MGA Zone 56	Height Datum: GDA2020	This sheet may be prepared using colour and may be incomplete if copied	

SCALES

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DESIGNED _____ F. ANGHETTI
DRG CHECK _____ F. ANGHETTI
DESIGN CHECK _____ H. LANG
APPROVED _____ S. CONNOR

NOT FOR CONSTRUCTION

SYDNEY METRO WEST - EASTERN TUNNELING PACKAGE
THE BAYS STATION
OPERATION HAULAGE
VEHICLE MANAGEMENT PLAN - STAGE 1
RIGID TRUCK ROUTE

STATUS: WORK IN PROGRESS
DRG No SMWSTETP-JCG-TBY-SN200-CV-SKE-020010

SHEET 1 OF 1
REV. A

Appendix F Road Safety Audit



The Bays – Site Establishment Construction Roadworks (desktop) Road Safety Audit

Prepared for:

JCG JV

6 February 2023

The Transport Planning Partnership

The Bays – Site Establishment Construction Roadworks (desktop) Road Safety Audit

Client: JCG JV

Version: V02

Date: 6 February 2023

TTPP Reference: 21480

Quality Record

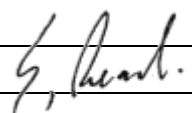
Version	Date	Prepared by	Reviewed by	Approved by	Signature
V01	30/1/2023	Adeline Sim	Stephen Read	Stephen Read	
V02	6/2/2023	Stephen Read	Stephen Read	Stephen Read	

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APPENDICES

A. DESIGN DRAWINGS

1 Road Safety Audit Summary

Audited project:	The Bays – Site Establishment
Client:	JCG JV
Project manager:	Nathan Bryant
Email address:	[REDACTED]
Telephone:	[REDACTED]
Audit Team:	Stephen Read (level 3 lead road safety auditor) Adeline Sim (level 2 road safety auditor)
Audit type:	Construction Roadworks (desktop) Road Safety Audit
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 site establishment of The Bays metro station construction site, as part of the Sydney Metro West Eastern Tunnelling Package (ETP).

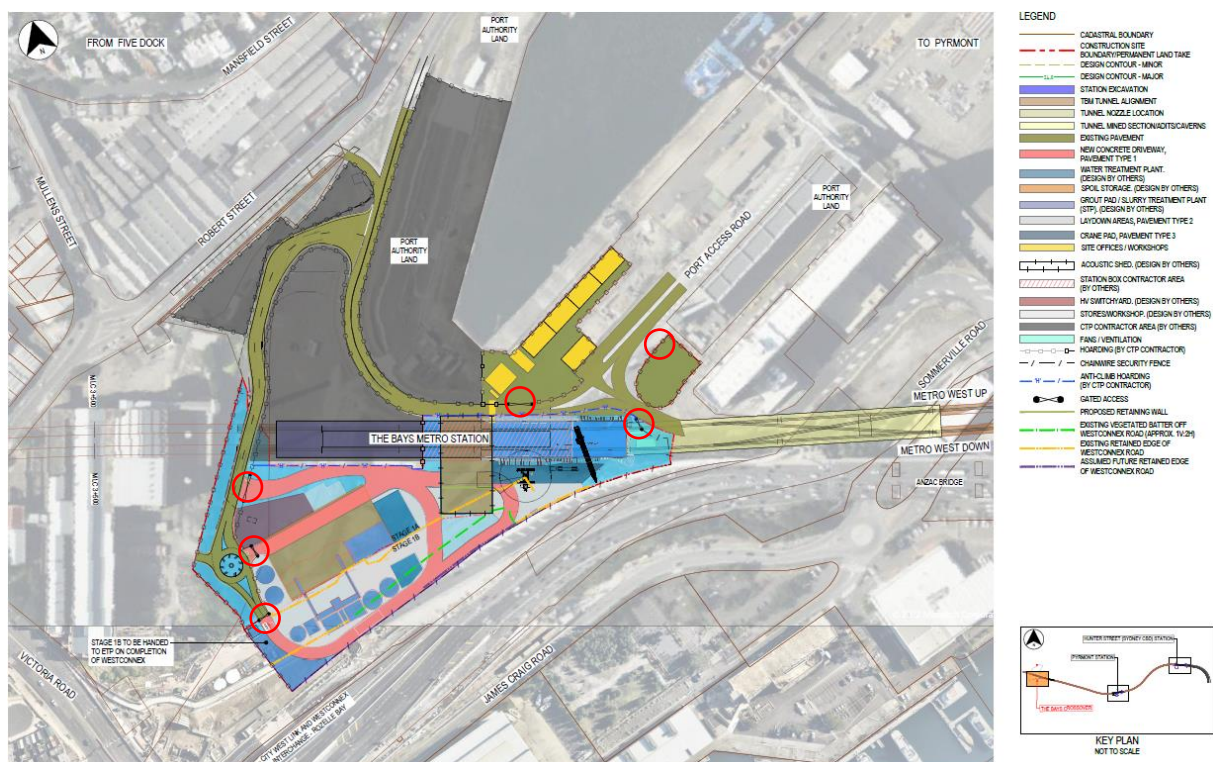
The subject site will be handed from Sydney Metro West Central Tunnelling Package (CTP) and WestConnex Rozelle Interchange in May 2023 and at the end of 2023, respectively.

The extent of the site boundary would expand over two stages as shown in Figure 2.1:

- Stage 1A: the southern and eastern sections of the existing CTP site to be handed over.
- Stage 2: extension to the south following completion of the WestConnex Rozelle Interchange project.

The site boundary of ETP and CTP are shaded in colour and grey, respectively in Figure 2.1. The ETP gates for site access and egress are encircled in Figure 2.1. The gate located south of the temporary roundabout will be operational after the site expansion following the handover from the WestConnex project.

Figure 2.1: ETP Gate Locations



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 site establishment of the ETP 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

No site inspection was undertaken for this desktop design audit.

3.3 Completion Meeting

Not required.

4 Road Safety Audit Findings

4.1 Introduction

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

Table 4.1: Risk Matrix

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

The terms in Table 4.1 are described below.

Likelihood:

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

Severity:

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

Priority:

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

4.2 Responding to the Audit Report

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

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

4.3 Road Safety Audit Findings


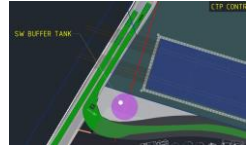
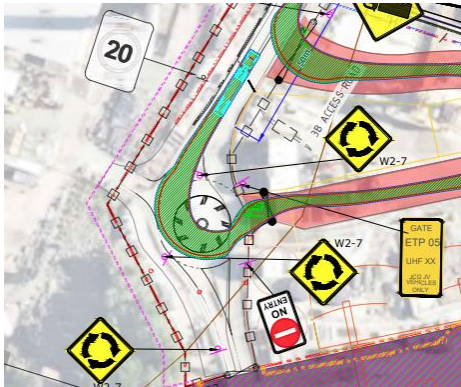
The audit findings are documented in Table 4.2 which provides:

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

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

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

Table 4.2: Road Safety Audit Findings


Item No.	Location	Descriptions of Findings	Photo	Likelihood	Severity	Risk Rating	Designer Response
1.	Between temporary roundabout and Gate 4	The swept path analysis shows a potential overlap of northbound through and southbound left turning truck movements which could lead to potential head on or side swipe crashes between these two movements.		Possible	Minor	Medium	The gate has been relocated to the north to improve the swept path and eliminate the potential overlap of northbound and southbound vehicles. 
2	Roundabout	The plans show incorrect roundabout signs on each approach to the roundabout. The plan includes temporary (yellow diamond) roundabout warning signs. However, it should be the roundabout Give Way signs on the inverted triangle as these are the regulatory signs.				Note only	The TGS has been updated with the Roundabout Give Way signs (R1-3) on each approach.

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

LEGEND

- EXISTING SIGN POST (GREYED OUT)
- PROPOSED SIGN POST
- EXISTING SIGN (GREYED OUT)
- PROPOSED SIGN
- GATE

KEY:

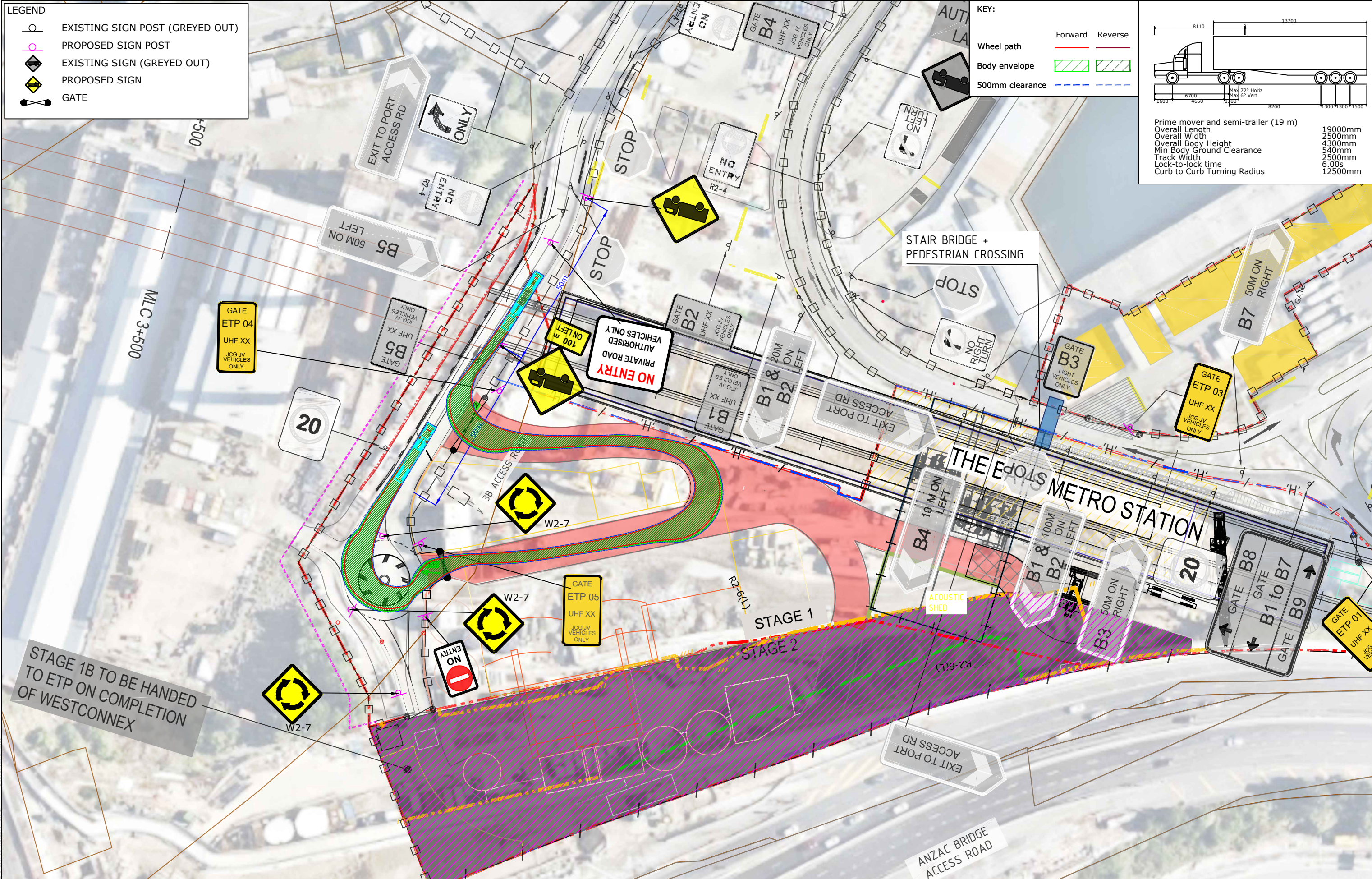
Wheel path Forward Reverse

Body envelope

500mm clearance

Prime mover and semi-trailer (19 m)

Overall Length	19000mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	540mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm



STAGE 1B TO BE HANDED TO ETP ON COMPLETION OF WESTCONNEX

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	DL	WJ	23/01/23
B	ISSUE FOR DISCUSSION	HT	DL	WJ	27/01/23



PROJECT

SYDNEY METRO WEST - EASTERN TUNNELLING PACKAGE

TITLE

SWEPT PATH ANALYSIS - STAGE 1A
19m PRIME MOVER & SEMI-TRAILER

DWG No.	21480CAD004
FIGURE	_1
DATE STAMP	27 JANUARY 2023
PROJECT No.	21480
SCALE	1:1000 @A3
REV.	A

LEGEND

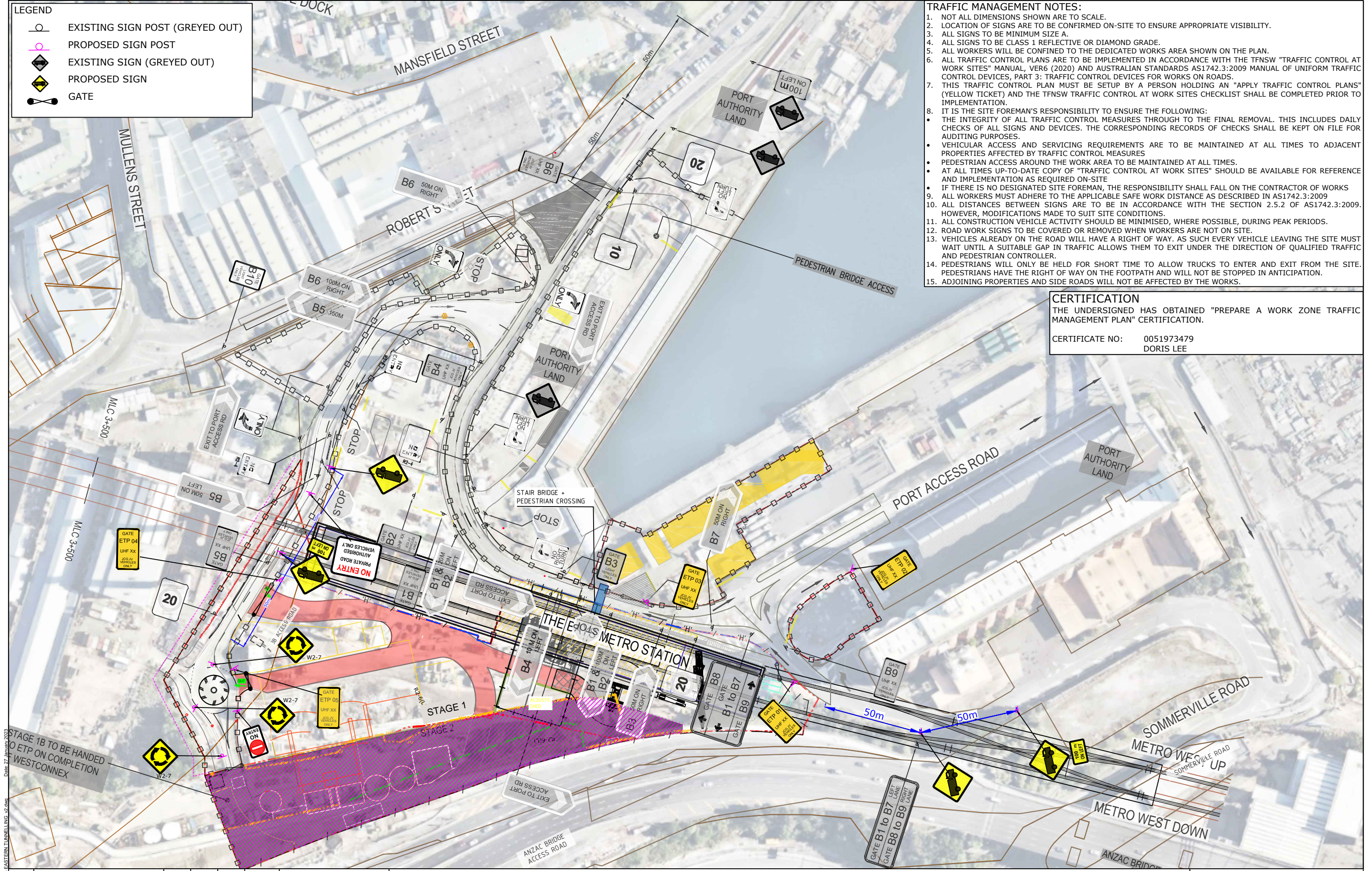
- EXISTING SIGN POST (GREYED OUT)
- PROPOSED SIGN POST
- EXISTING SIGN (GREYED OUT)
- PROPOSED SIGN
- GATE

- TRAFFIC MANAGEMENT NOTES:
- NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
 - LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
 - ALL SIGNS TO BE MINIMUM SIZE A.
 - ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
 - ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
 - 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.
 - 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.
 - 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
 - ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009
 - 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.
 - ALL CONSTRUCTION VEHICLE ACTIVITY SHOULD BE MINIMISED, WHERE POSSIBLE, DURING PEAK PERIODS.
 - ROAD WORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
 - 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.
 - 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.
 - 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



File name: 21480CAD004-2017-7-105 EASTERN TUNNELLING v2.dwg
Date: 27 January 2023

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	DL	WJ	23/01/23
B	ISSUE FOR DISCUSSION	HT	DL	WJ	27/01/23



PROJECT

SYDNEY METRO WEST - EASTERN TUNNELLING PACKAGE

TITLE

TRAFFIC GUIDANCE SCHEME - STAGE 1A

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PROJECT No.	21480
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REV.	A

LEGEND

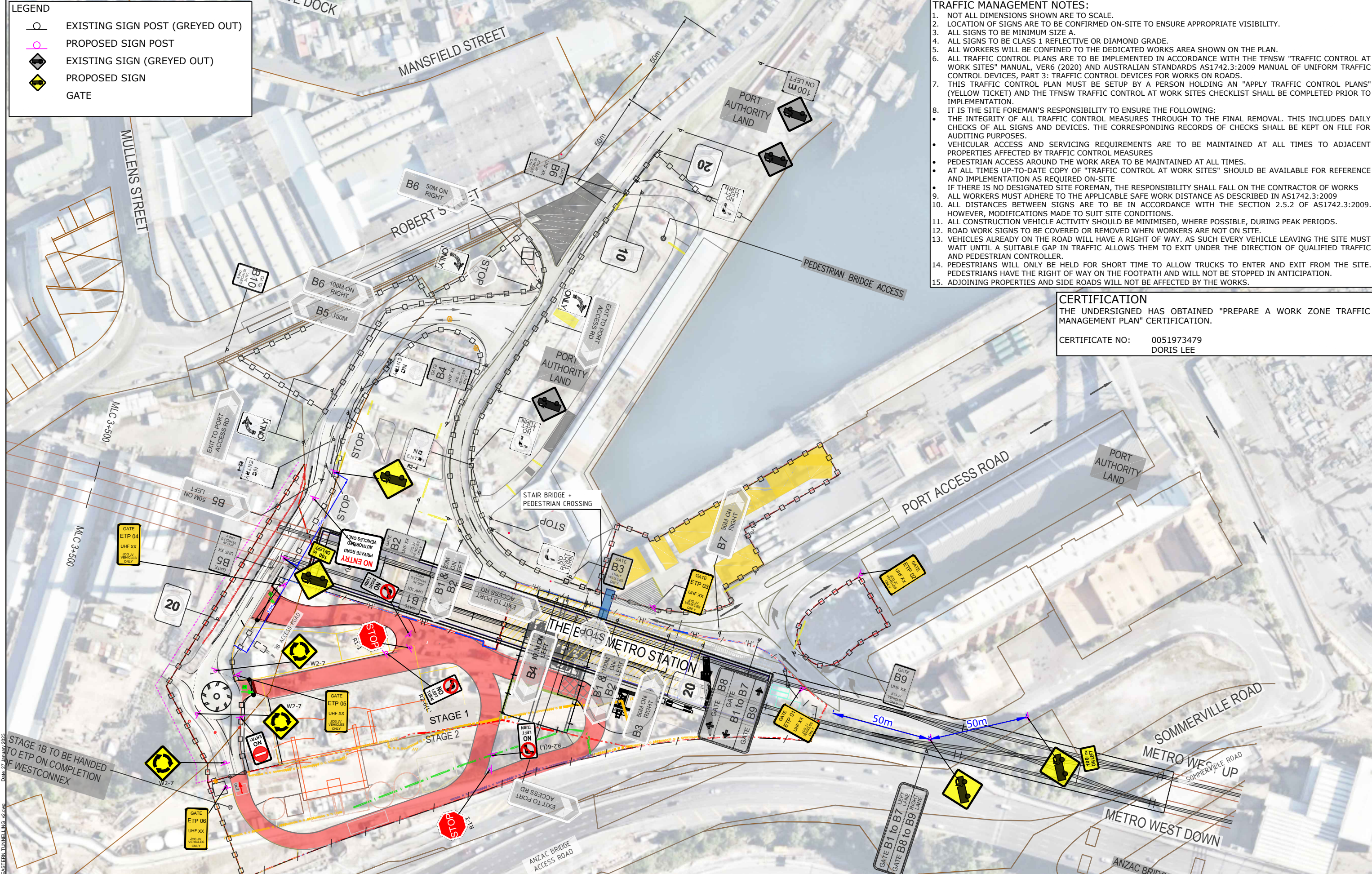
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- PROPOSED SIGN POST
- EXISTING SIGN (GREYED OUT)
- PROPOSED SIGN
- GATE

- TRAFFIC MANAGEMENT NOTES:
- NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
 - LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
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 - 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
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CERTIFICATION

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CERTIFICATE NO: 0051973479
DORIS LEE



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	DL	WJ	23/01/23
B	ISSUE FOR DISCUSSION	HT	DL	WJ	27/01/23



PROJECT

SYDNEY METRO WEST - EASTERN TUNNELLING PACKAGE

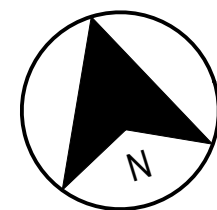
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Plot Date: 18/01/23 - 13:30
100mm AT FULL SIZE

100mm AT FULL SIZE



FROM FIVE DOCK

TO PYRMONT

ADJOINS SMWSTETP-JCG-TBY-SN200-CV-DRG-150702

PORT ACCESS ROAD

THE BAYS METRO STATION

METRO WEST UP

METRO WEST DOWN

EXISTING CULVERT
CROSSING TO REMAIN

150mm PE RISING MAIN

WORKSHOP STORE

HV
SWITCHYARD

WTP

SPOILSHED

STP

WTP 2

GROUT PLANT

RING STORAGE

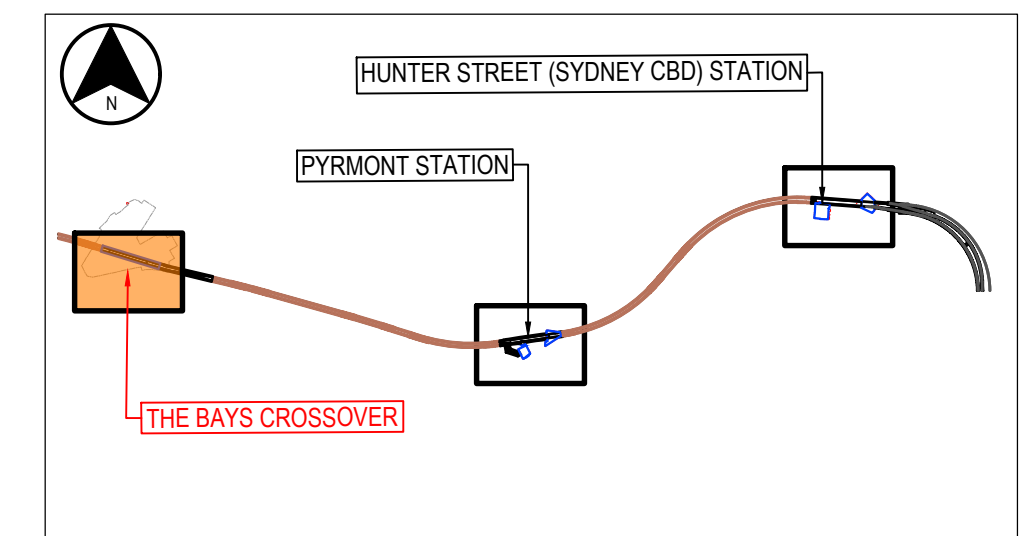
JAMES CRAIG ROAD

LEGEND

- CADASTRAL BOUNDARY
- CONSTRUCTION SITE BOUNDARY/PERMANENT LAND TAKE
- CONSTRUCTION SITE BOUNDARY / TEMPORARY
- SHAFT EXCAVATION
- TBM TUNNEL ALIGNMENT
- TUNNEL NOZZLE LOCATION
- TUNNEL MINED SECTION/ADITS/CAVERNS
- EXISTING CONTOUR - MINOR
- EXISTING CONTOUR - MAJOR
- FLOOD PROTECTION BARRIER
- HOARDING (BY CTP CONTRACTOR)
- CHAINWIRE SECURITY FENCE
- GATED ACCESS
- EXISTING DRAINAGE
- ACOUSTIC SHED. (DESIGN BY OTHERS)
- TEMPORARY PLATFORM
- PASSENGER CAR (5.2m) (AUSTROAD, 2013)
- TIPPER VEHICLE (8.0m) (CONSTRUCTION VEHICLE)
- TRUCK AND DOG (19m)
- PRIME MOVER AND SEMI-TRAILER (19m) (AUSTROADS, 2013)
- PRIME MOVER AND A-DOUBLE (36.2m) (AUSTROADS, 2013)
- PRIME MOVER AND B-DOUBLE (26m) (AUSTROADS, 2013)

NOTES:

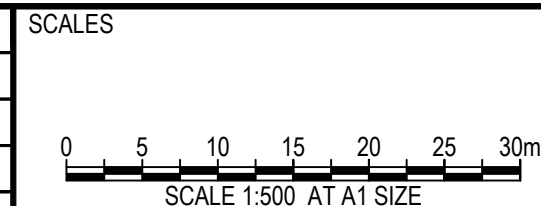
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KEY PLAN
NOT TO SCALE

NOT FOR CONSTRUCTION

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			Height Datum: A.H.D.		
			This sheet may be prepared using colour and may be incomplete if copied		



NOTE: Do not scale from this drawing.

ALT. DRG No.

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.

SERVICE PROVIDERS

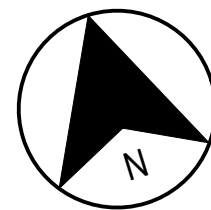


DRAWN_ JANUARY TAN
DESIGNED_ ISAAC ATHFIELD
DRG CHECK_ ROMMEL TACADENA
DESIGN CHECK_ THIBAGAR THEIVENDRAN
APPROVED_ FRANK BANNO

SYDNEY METRO WEST - EASTERN TUNNELLING PACKAGE

THE BAYS CROSSOVER
10_50 CIVIL AND LOCAL AREA WORKS
SWEEP PATH PLAN
SHEET 1

STATUS: WORK IN PROGRESS
DRG No. SMWSTETP-JCG-TBY-SN200-CV-DRG-150701
SHEET 1 OF 2
REV. A.01



FROM FIVE DOCK

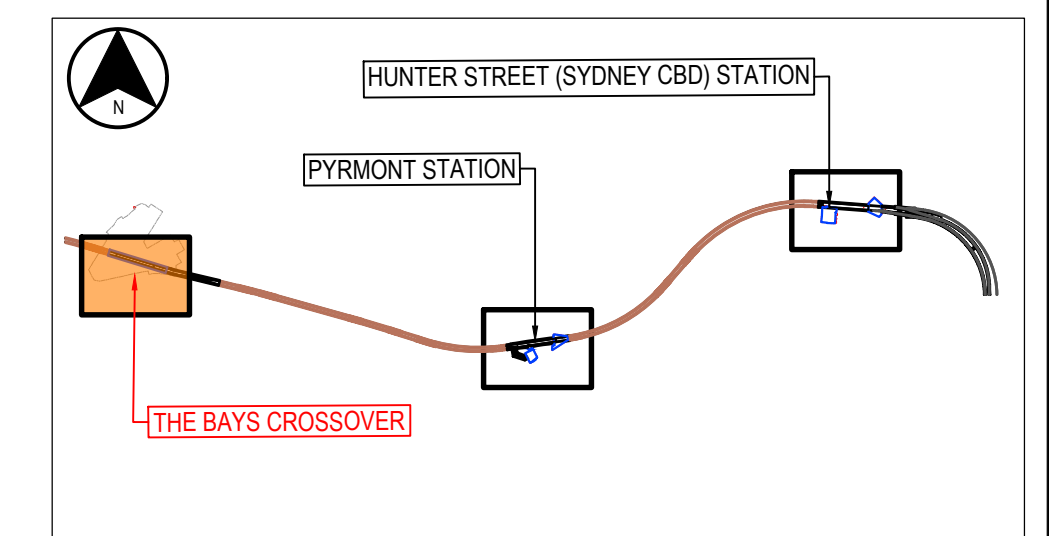
TO PYRMONT

LEGEND

- CADASTRAL BOUNDARY
- CONSTRUCTION SITE BOUNDARY/PERMANENT LAND TAKE
- CONSTRUCTION SITE BOUNDARY / TEMPORARY
- SHAFT EXCAVATION
- TBM TUNNEL ALIGNMENT
- TUNNEL NOZZLE LOCATION
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- EXISTING CONTOUR - MINOR
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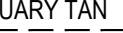




NOTES:

- FOR GENERAL NOTES, REFER TO DRAWING SMWSTETP-JCG-TBY-SN200-CV-DRG-150002.
- FOR GENERAL LEGEND, REFER TO DRAWING SMWSTETP-JCG-TBY-SN200-CV-DRG-150005.



KEY PLAN
NOT TO SCALE

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.	SERVICE PROVIDERS			SYDNEY METRO WEST - EASTERN TUNNELLING PACKAGE THE BAYS CROSSOVER 10_50 CIVIL AND LOCAL AREA WORKS SWEEP PATH PLAN SHEET 2		
A.01	R.TAC	18/01/23	ISSUED FOR STAGE APPROVAL		F.BAN									
REV.	BY	DATE	DESCRIPTION		APPD.		 	  			STATUS: WORK IN PROGRESS	SHEET 2 OF 2	©	
A1 Original	Co-ordinate System: MGA Zone 56		Height Datum: A.H.D.	This sheet may be prepared using colour and may be incomplete if copied		NOTE: Do not scale from this drawing.			ALT. DRG No.					DRG No. SMWSTETP-JCG-TBY-SN200-CV-DRG-150702

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

P.O. Box 237
St Leonards NSW 1590

02 8437 7800

info@tpp.net.au

www.tpp.net.au

Appendix G Stakeholders Communication

REVIEW COMMENTS SHEET

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
SMWSTETP-JCG-SWD-SN000-PM-PLN-002049	Sydney Metro West - ETP - Construction Traffic Management Plan - The Bays - Stage 1 - Site Establishment	A.01	S3	01	10/02/2023	SMD	PBROGAN	SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	Figure 5	Schedule D4	Figure 5 – You may like to acknowledge the use if Robert Street for access in the event of an emergency as per Condition D70 ?	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	Figure 5	Schedule D4	The use of Robert Street in the event of an emergency is detailed in section 5.4.	Observation	N
				02	10/02/2023	SMD	PBROGAN	SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	Section 6.6	Schedule D4	Section 6.6 – the proposed truck marshalling is consistent with Section 7.2 and 7.3 of the CTMF.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	Section 6.6	Schedule D4	Comment only, noted	Observation	N
				03	10/02/2023	SMD	PBROGAN	SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	General	Schedule D4	General – Please state what, if any, matters will require referral to the local traffic committee.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	General	Schedule D4	There are no matters that would require referral to LTC at this stage. Any matters that require referral to the Local Traffic Committee (LTC) will be submitted to Local Council accordingly. Section 1.4 of the report updated	Observation	N
				04	10/02/2023	SMD	PBROGAN	SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	Appendix B - TGS	Schedule D4	Appendix B - Will vehicles exiting Gate B4 be required to give way to vehicles on the Port Access Road ? What signage is proposed at this intersection ?	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	Appendix B - TGS	Schedule D4	Any vehicles exiting a gate / driveway, must adhere to the motor traffic Act rules and regulations. They must give way to all vehicles on the road they are entering prior to exiting.	Observation	N
				05	10/02/2023	SMD	PBROGAN	SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	Appendix D	Schedule D4	Appendix D - The Pedestrian Movement Plan shows a delineated pedestrian walkway with barrier traversing the station box and worksite. Is this a public thoroughfare for pedestrians ?	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	Appendix D	Schedule D4	Not a public thoroughfare, construction personal only. Appendix D amended accordingly	Observation	N
				06	10/02/2023	SMD	EVANDENBRI				No Comments		Y
													Y
				07	14/02/2023	RMS	MTITA				No Comments		Y
													Y
				08	14/02/2023	SCO	PKEYES				No Comments		Y
													Y
				09	20/02/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	1.1	NA	In section 1.1, the term "The Project" is used but no definition if "The Project" is provided.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	1.1	NA	Section 1.1 updated	Observation	N
				10	20/02/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	1.1	NA	The purpose of the CTMP provided in section 1.1 requires additional information. It is recommended that section 1.1 Purpose be consistent with the CEMP sub plans. What is the difference in purpose between the Overarching CTMP and the site specific CTMPs and how do the two interface? This Construction Traffic Management Plan (CTMP) is applicable to the Sydney Metro West - Eastern Tunnelling Package (ETP Works or the Project). This Sub-plan describes how John Holland CPB Ghella Joint Venture (JCG) will minimise and manage the..... etc Is the objective of this CTMP to address D72?	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	1.1	NA	Section 1.1 updated to address the comments	Observation	N
				11	20/02/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	1.2	NA	How will the targets in section 1.2 be measured? What are the Key Performance indicators?	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	1.2	NA	Section 1.2 updated to address the comments	Observation	N

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				12	20/02/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	1.3	NA	Does the Site Specific CTMP interface with the Overarching CTMP, CPAS, Overarching Community Communication Strategy? Section 1.3 needs to explain the overarching CTMP, Site Specific CTMP and CPAS interface. Which plan is addressing which CoA and REMM? Once you establish the scope of each plan you can remove the repetition. Last paragraph of 1.3 states: The purpose of this Overarching Construction Traffic Management Plan. (Im confused)	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	1.3	NA	Section 1.3 updated to address the comments	Observation	N
				13	20/02/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	1.4	NA	In section 1.4 Please specify what consultation is required, what has been completed and where it is provided. This CTMP has no consultation record in the appendices. It is not clear in section 1.4 how D72 is addressed.D72 requires all CTMPs to go to DPE for information.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	1.4	NA	Consultation records (Review Comments Sheet) has been included in Appendix G. DPE will be forwarded an approved copy of this plan.	Observation	N
				14	20/02/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	3.3	NA	In section 3.3 please change the reference to environmental requirements to Condition of Approval (SSI 19238057) (Table 17), Revised Environmental Mitigation Measures (Table 18) and Construction Environmental Management Framework (Table 19).	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	3.3	NA	Section 3.3 has been updated accordingly	Observation	N
				15	20/02/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	CTMP	NA	There is a lot of repetition between the Overarching CTMP and the Site Specific CTMPs. This defeats the purpose of have an overarching CTMP. You need to be clear what the purpose of each plan is and what requirements each plan addresses and then remove the repetition.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	CTMP	NA	The purpose of the site specific CTMP has been updated in Section 1.1. To reduce the repetition between the OCTMP and the CTMP, Section 4 (People & Collaboration) has been deleted	Observation	N
				16	20/02/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	6.3	NA	The process for conducting OOHV (EPL and OOHV Protocol) should be referenced in section 6.3	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	6.3	NA	Section 5.3 (formerly 6.3) has been updated to address the comment	Observation	N
				17	20/02/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	7.19	NA	In section 7.19 please provide a reference to where CoA B2 to B6 are addressed.	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	7.19	NA	CoA B2 to B6 related to Community Information and Reporting are addressed in the Community and Communicatio Strategy. This document has been referenced in Section 6.19 (formerly 7.19)	Observation	N
				18	20/02/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	7.19	NA	In section 7.21.1 please provide the number of days after the end of the month when the monthly report will be submitted to TfNSW	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	7.19	NA	Section 6.21.1 (formerly 7.21.1) updated to address the comment	Observation	N
				19	20/02/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	8.2	NA	The statement in section 8.2 is incorrect. The ER has no authority under the project approval to endorse or approve this CTMP or any revisions of the CTMPs. Refer to A32 and D72, D79	Actual Non-Compliance	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	8.2	NA	Section 7.2 (formerly 8.2) updated to address the comment	Actual Non-Compliance	N
				20	20/02/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	7.3	D67	It is not clear in section 7.3 where D67 is addressed. There is no mention of utilities access	Potential Non-Compliance	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	7.3	D67	Section 6.3 (formerly 7.3) updated to address the comments	Potential Non-Compliance	N
				21	20/02/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	7.3	D67	It is not clear in section 7.3 where D68 is addressed. There is no mention of property access	Potential Non-Compliance	N

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								SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	7.3	D67	Section 6.3 (formerly 7.3) updated to address the comments	Potential Non-Compliance	N
				22	20/02/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	4.1 and 4.2	CEMF 3.1.3	The positions with responsibility in Table 17, 18 and 19 need to be included in Section 4.1 in accordance with CEMF 3.1.3	Minor Non-Compliance	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	4.1 and 4.2	CEMF 3.1.3	Section 4 has been removed from this CTMP to avoid repetition from the overarching CTMP	Minor Non-Compliance	N
				23	20/02/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	Table 17	D67	in Table 17 please provide the reference to where the following requirement of CoA D72 is addressed: A copy of the CTMPs must be submitted to the Planning Secretary for information before commencement of any construction in the area identified and managed with the relevant CTMP.	Potential Non-Compliance	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	Table 17	D67	Table 17 updated to provide reference to the section addressing D72	Potential Non-Compliance	N
				24	20/02/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	Table 17	D73	D73 is applicable it is just not triggered yet. In table 17 Please provide the reference where D73 is addressed. The statement that says it is not triggered.	Potential Non-Compliance	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	Table 17	D73	JCG intend to use the nominated haulage routes to and from The Bays site and therefore are not expecting to trigger D73 at any stage of the work. Table 17 has been updated to include statement that D73 is not triggered.	Potential Non-Compliance	N
				25	20/02/2023	HBI	GBYRNES	SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	Table 17	NA	To help demonstrate compliance and avoid confusion at DPE, it would be beneficial if Table 17 and 18 specified which conditions and REMMS are addressed in the Overarching CTMP, Site Specific CTMP and CPAS	Observation	N
								SMWSTETP-JCG-SWD-SN000-TF-PLN-002049	Table 17	NA	Table 17 and 18 has been updated to address this comment.	Observation	N
				26	20/02/2023	RMS	HYOUSAF	SMWSTETP-JCG-SWD-SN000-PM-PLN-002049	Section 1.3	NA	Remove the reference of overarching CTMP in paragraph-2 from all site specific CTMPs. This is not the overarching CTMP.	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002049	Section 1.3	NA	The intent of the OCTMP reference in section 1.3 is to explain the purpose of the OCTMP and how it interfaces with the site specific CTMP.	Observation	N
				27	20/02/2023	RMS	HYOUSAF	SMWSTETP-JCG-SWD-SN000-PM-PLN-002049	Section 6.1	NA	Clarify the construction stage naming conventions. are there two stages in stage 1 (1A and 1B) ?? in many sections and figures, it is mentioned as stage 2 instead of 1B. Please add a table specifying all stages 1, 2, 3 and so on and against each stage mention any substages and also the specific name given to these stages based on the activities (site est., demolition, tunnelling etc. and so on). Do this for all CTMPs.	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002049	Section 6.1	NA	Section 6.1 and Figure 3 have been updated to address the comment	Observation	N
				28	20/02/2023	RMS	HYOUSAF	SMWSTETP-JCG-SWD-SN000-PM-PLN-002049	Section 6.2, Bullet point 1	NA	Will CTP retain eastern half or western half? It contradicts with figure 6 and others.	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002049	Section 6.2, Bullet point 1	NA	Section 6.2 references the Station Box which is denoted by the large purple rectange the centre of Figure 3, CTP will retain the eastern half of the station box.	Observation	N
				29	20/02/2023	RMS	HYOUSAF	SMWSTETP-JCG-SWD-SN000-PM-PLN-002049	Section 6.5	NA	Review access and egress movement fro all gates fro both tables. Many of them are incorrect. Review the tables and figure again. ETP1 cannot be right out, ETP2 cannot be left out, Is ETP4 access only gate? Conflicting info in tables and note under figure 5. ET5 conflicting info about ingress and egress in tables.	Potential Non-Compliance	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002049	Section 6.5	NA	Section 6.5 and Fig 5 amended to align gate descriptions	Potential Non-Compliance	N
				30	20/02/2023	RMS	HYOUSAF	SMWSTETP-JCG-SWD-SN000-PM-PLN-002049	Table 11	NA	The LV and HV numbers mentioned in EIS are throughout the construction not specified for a particular stage. Is this number expected to be increased during following stages or is this the maximum number?	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002049	Table 11	NA	The proposed construction traffic volume will be no more than the EIS traffic volume for Stage 1. Any additional traffic volume in Stage 2 is to be discussed in a separate CTMP.	Observation	N

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				31	20/02/2023	RMS	HYOUSAF	SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Section 7.10	NA	Are there any shuttle bus services proposed during peak hours between the site and major transport terminals (Town hall station etc.) for workers to encourage use of public transport instead of private cars?	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Section 7.10	NA	It is not proposed to operate a shuttle bus service from major transport terminals. Shuttle busses will operate between the designated parking area on Glebe Islnd as detailed in Section 6.10	Observation	N
				32	20/02/2023	RMS	HYOUSAF	SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Section 7.10	NA	As the majority of workers will rely on private vehicles to reach the site, clarify in this section that there will be no pedestrian access to the site from Victoria Road and Robert Street. This is to ensure that the construction workers do not park around those residential areas of Balmain to reduce impacts on parking.	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Section 7.10	NA	Section 6.10 (formerly 7.1) updated to address the comment	Observation	N
				33	20/02/2023	RMS	HYOUSAF	SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Appendix E	NA	Use the updated drawing in Appendix E based on the comments from RSA.	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Appendix E	NA	Appendix E updated	Observation	N
				34	22/02/2023	SMD	SCLARKE	SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Section 4.4.2	N/A	The heading should be Traffic "Control" Group aligning with the first sentence of the section	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Section 4.4.2	N/A	Section 4 has been removed from this CTMP to avoid repetition the OCTMP	Observation	N
				35	22/02/2023	SMD	SCLARKE	SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Table 9	N/A	Table 9 identifies HRV as 12m where Table 1 has HRV as 12.5m Update consistency (12.5m)	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Table 9	N/A	Table 9 updated to show 12.5m	Observation	N
				36	23/02/2023	TFN	TNGUYEN	SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Section 3.2	N/A	Correct/update guideline dot point "RMS Guidelines for Road Audit Practice (2019)" to TfNSW Guidelines for Road Safety Audit Practices (2011)" which is still current and the key NSW supplement to Austroads Guide to Road Safety, Part 6 Road Safety Audit.	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Section 3.2	N/A	Section 3.2 updated to address the comment	Observation	N
				37	23/02/2023	TFN	TNGUYEN	SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Appendix D	N/A	Appendix D (PMP) indicates the 'delineated pedestrian walkway with barrier' continues straight across the Port Access Road, however the plan also annotates a blue box as 'stair bridge + pedestrian crossing' as described in Section 5.5 "A temporary gantry footbridge will be constructed a part of the CTP site over Port Access Road to provide a safe and direct route between the construction sites". Please amend the PMP to reflect accordingly.	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Appendix D	N/A	Appendix D - PMP amended accordingly	Observation	N
				38	23/02/2023	TFN	TNGUYEN	SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Appendix F	N/A	Appendix F Road Safety Audit. This report is a non-complying RSA in terms of being conducted from a desktop perspective for the construction roadworks project phase. As per TfNSW's Guidelines for Road Safety Audit Practices, one of the minimum activities for this type of audit project phase is "assess the project by inspecting the site, both during day and night conditions" (Table 3.1, page 1:14). How can the auditors gain an appreciation of the site, surrounding environment and gauge the potential risks to assist in identifying risks to various road users who may interact with the site and proposed works. Granted that The Bays site can be considered isolated enough with minimal public interaction due to it's location, but any influences with the neighbouring Ports site and other companies operating in proximity may experience potential safety impacts, which the auditors have not sufficiently covered from not doing a site inspection.	Potential Non-Compliance	N

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								SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Appendix F	N/A	<p>Whilst a desktop RSA was undertaken, the audit team is very familiar with the existing conditions of Somerville Road, Port Access Road and the internal access road, having recently completed the post implementation RSA, including an on-site audit, for the Sydney Metro Central Tunnel Package on behalf of the AF JV. It is noted that the construction site for the Central Tunnelling package will be handed over to the JCG JV for the Sydney Metro Eastern Tunnelling Package project.</p> <p>As such, the audit team has sufficient knowledge of the existing conditions to undertake the subject RSA for the Eastern Tunnelling Package site.</p>	Potential Non-Compliance	N
				39	23/02/2023	PAN	GJOHNSON	SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Page 4 - Item 1.2	NA	Objective should also include: Minimise traffic impact on Port Traffic including freight and cruise traffic.	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Page 4 - Item 1.2	NA	Section 1.2 updated to address the comment	Observation	N
				40	23/02/2023	PAN	GJOHNSON	SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Page 8 - Item 3	NA	Should also include this section "Traffic Management Principals" including in the Port Authority License.	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Page 8 - Item 3	NA	Section 3 updated to address the comment	Observation	N
				41	23/02/2023	PAN	GJOHNSON	SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Page 11 - Item 4.4.2	NA	TCG also includes Port Authority of NSW	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Page 11 - Item 4.4.2	NA	Section 4 has been removed from this CTMP to avoid repetition with the overarching CTMP	Observation	N
				42	23/02/2023	PAN	GJOHNSON	SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Page 11 - Item 4.4.3	NA	Should also include consultation with Port Authority of NSW	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Page 11 - Item 4.4.3	NA	Section 4 has been removed from this CTMP to avoid repetition with the overarching CTMP	Observation	N
				43	23/02/2023	PAN	GJOHNSON	SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Page 11/12 - Item 4.5	NA	Communication outside of TCG / TTLG with Port Authority as a key land owner and stakeholder.	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Page 11/12 - Item 4.5	NA	Section 4 has been removed from this CTMP to avoid repetition with the overarching CTMP	Observation	N
				44	23/02/2023	PAN	GJOHNSON	SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Page 13 - Item 5.2	NA	Refers port local roads, consider changing to Port Authority owned local roads.	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Page 13 - Item 5.2	NA	Section 4.2 (formerly 4.2) updated to address the comment	Observation	N
				45	23/02/2023	PAN	GJOHNSON	SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Page 13 - Item 5.2.4 / 5.2.5	NA	Both Solomons Way and Soomerville Rd inside Port Authority boundaries are owned by Port Authority.	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Page 13 - Item 5.2.4 / 5.2.5	NA	Section 5.2.4 and 5.2.5 updated to address the comment	Observation	N
				46	23/02/2023	PAN	GJOHNSON	SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Page 21 - Item 6.6	NA	Truck marshalling on GI, noise will need to be considered during after hour operations due to local residents at Pyrmont.	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Page 21 - Item 6.6	NA	Section 5.6 (formerly 6.6) updated to address the comment	Observation	N
				47	23/02/2023	PAN	GJOHNSON	SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Page 24 - Item 7	NA	General, tenant traffic from GI should also be considered within this section of the document. That is Cement Australia, Sugar Aust and GRA.	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Page 24 - Item 7	NA	Traffic generated by these facilities would have been included in the traffic survey undertaken as part of the EIS for the project. i.e. existing / baseline traffic conditions.	Observation	N
				48	23/02/2023	PAN	GJOHNSON	SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Page 27 - Item 7.6	NA	Continued access should also be provided to Port Authority tenants, noting that these tenants are on Port Authority owned land as opposed to neighbouring properties.	Observation	N

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								SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Page 27 - Item 7.6	NA	Section 7.6 updated to address the comment	Observation	N
				49	23/02/2023	PAN	GJOHNSON	SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Appendix B	NA	Signage should not clash with other Port Authority / Contractor signage	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Appendix B	NA	Noted and comments added to Appendix B	Observation	N
				50	23/02/2023	PAN	GJOHNSON	SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Appendix D	NA	There is an area blanked out on the map to the north east of the site (behid GI7) this area remains Port Authority land. Access ways are correct.	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Appendix D	NA	Appendix D amended, shading removed from PANSW land.	Observation	N
				51	23/02/2023	PAN	GJOHNSON	SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Appendix E	NA	Signage should not clash with other Port Authority / Contractor signage	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN 002049	Appendix E	NA	Noted and comments added to Appendix E	Observation	N

Appendix H

NSW Port Authority Access Management Principles

Annexure E – Access Management Principles

1. The Licensee acknowledges the importance of the Port Access Road and James Craig Road to Port activities carried out by the Licensor and its tenants.
2. If from time to time the Licensor, acting reasonably, considers that the Licensee's truck movements to and from the Licensed Area via the entry at James Craig Road during the times of 7am to 10am on Ship Days are such that they negatively impact the movements of cruise traffic, then the Licensor may require the Licensee to cease access to and egress from the Licensed Area during such times until either the Licensee has implemented traffic control measures to the reasonable satisfaction of the Licensor or the Licensor has implemented traffic control measures during those times in accordance with clause 4.7(e). A rolling forecast of Ship Days is publicly available, currently <https://www.portauthoritiesnsw.com.au/cruise/cruise-schedule/>.
3. Vehicle movements will be managed to limit any increase in congestion on James Craig Road and limit the effects of vehicle movements on the current and future users of the Port, including tenants at Glebe Island.
4. Subject to clause 4.7(e), the Licensee will be responsible for any reasonable traffic management costs associated with the Permitted Use, including in relation to any traffic solutions required on the Port Access Roads.
5. If required from time to time by the Licensor, acting reasonably, and after having given the Licensee reasonable prior notice and reasons for its decision, the Licensee agrees to implement a traffic marshal or other control measures at the Port Access Road interface and James Craig Road intersections (at its own cost) to manage traffic flows relating to the Licensee's truck movements across and along the Port Access Road and James Craig Road. This clause 5 does not apply if the Licensor elects to implement a traffic marshal or other control measures pursuant to clause 6 of this Annexure E.
6. If from time to time the Licensor, acting reasonably and after having given the Licensee reasonable prior notice and reasons for its decision, considers that the use of the Licensed Area by the Licensee and the use of the Land owned by the Licensor is such that it would warrant the implementation of a traffic marshal or other control measures to manage the traffic of all users of the Land, the Licensor may, at its election, choose to provide this traffic control measure, and if the Licensor makes this election, the Licensee must, subject to clause 4.7(e), reimburse the Licensor's costs in doing so on a proportionate basis having regard to the use of the Port Access Road by the Licensee and all other relevant users, on demand.
7. The Licensee acknowledges that the control measures whether implemented by the Licensor or Licensee, including traffic marshal(s), will preference traffic flows of cruise traffic and port operations during the times of 7am to 10am on Ship Days over the Licensee's truck movements. The Licensee will ensure that the directions of the traffic marshal or other control measures are complied with.
8. If the processes set out in Items 1 to 7 inclusive above have been implemented and, the Licensor acting reasonably and in good faith, considers that vehicle movements are still not being appropriately managed, the Licensor may require these Access Management Principles to be revised in such a way as to limit the incremental congestion on these roads.



General Correspondence

Reference No: SMWSTETP-SMD-GEN-000071
Project Title: Sydney Metro West Project Delivery
Contract No: ETP - 00013/13102 - Eastern Tunnel Package
Sub Contract: -
Orig Ref No:
DLM:

Date: 24 April 2023, 05:02 PM **Response required by:**
From: Nicole Johnson (Sydney Metro)
To: Hedie Masanga (John Holland CPB Ghella JV)
Cc: Frank Van den Brink (Sydney Metro) ; Sean Clarke (Sydney Metro) ; Ash Jarvis (Sydney Metro) ; Revel Bihnam (Sydney Metro) ; Jordan Colomb (Sydney Metro) ; Ken Dillon (Sydney Metro) ; Thais Araujo (Sydney Metro)
Subject: **RE: Sydney Metro West - ETP - Construction Traffic Management Plan - The Bays – Stage 1 – Site Establishment - Rev 01 - Approval from Customer Journey Planning (CJP)**

This mail item is received via EMAIL from Nicole Johnson on 24-04-23 04:56:17 PM +10:00 and processed by Nicole Johnson of Sydney Metro on 2023-04-24 4:59:22 PM +10:00.

From: [REDACTED]
Sent: Monday, 24 April 2023 04:56:14 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Sydney Metro West - ETP - Construction Traffic Management Plan - The Bays – Stage 1 – Site Establishment - Rev 01 - Approval from Customer Journey Planning (CJP)

Hi Hedie,

References:

- (1) Contractor's Transmittal no SMWSTETP-JCG-TX-000369 – 31 March 2023.

Please see below the approval from Customer Journey Planning.

Will issue the formal acceptance via transmittal.

Kind Regards,

Nicole Johnson

Document Control

Eastern Tunnel Package (ETP)
Sydney Metro West

sydneymetro.info

Level 43, 680 George Street, Sydney NSW 2000

PO Box K659, Haymarket NSW 1240



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

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

From: [redacted]
Sent: Tuesday, 4 April 2023 6:56 AM
To: [redacted]
Cc: [redacted]
[redacted]

Subject: FW: Sydney Metro West - ETP - Construction Traffic Management Plan - The Bays – Stage 1 – Site Establishment - Rev 01 - Issued for Comment Close-Out & Approval

Sean,

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:	The Bays - Stage 1 - Site Establishment
Document Number:	SMWSTETP-JCG-SWD-SN000-PM-PLN-002049

Revision:	01
<p>This approval is subject to the following requirements being met:</p> <ul style="list-style-type: none"> • 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



Transport
for NSW

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

Sent: Friday, 31 March 2023 1:59 PM

To: [Redacted]

Subject: Sydney Metro West - ETP - Construction Traffic Management Plan - The Bays – Stage 1 – Site Establishment - Rev 01 - Issued for Review

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Document Transmittal

Transmittal No:	SMWSTETP-JCG-TX-000369
Contract No:	ETP - 00013/13102 - Eastern Tunnel Package
Sub Contract:	ETP
Date:	31 March 2023, 01:58 PM

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

Issued	Name
To	Peter Brown (Sydney Metro) ; Shome Sikdar (Sydney Metro) ; Emre Denk (Sydney Metro) ; Sean Clarke (Sydney Metro) ; Phillip Kelly (Sydney Metro) ; Ari Stypel (Sydney Metro) ; Philip Brogan (Sydney Metro)
Cc	Transmittal SMD OpenAccess (Sydney Metro) ; Demi Tascas (Sydney Metro) ; Mehran Faridi (Sydney Metro) ; Jay Limwattana (Sydney Metro) ; David Huynh (Sydney Metro) ; Naveen Kariyawasam (Sydney Metro) ; Peter Hicks (Sydney Metro) ; Nicole Johnson (Sydney Metro) ; Thais Araujo (Sydney Metro) ; Tom Murray (Sydney Metro) ; Shay Kurz (Sydney Metro) ; Jordan Colomb (Sydney Metro) ; Nathan Bryant (John Holland CPB Ghella JV) ; Hedie Masanga (John Holland CPB Ghella JV)

Reason for Issue	Issued for Review
Subject	Sydney Metro West - ETP - Construction Traffic Management Plan - The Bays – Stage 1 – Site Establishment - Rev 01 - Issued for Review
<p>Dear Sydney Metro,</p> <p>Please find attached Eastern Tunnel Package – The Bays – Stage 1 – Site Establishment CTMP - Rev 01, and the associated comments register.</p> <p>This document is submitted for closeout of the remaining comments and approval by CJP.</p> <p>Regards,</p> <p>Hedie Masanga Document Controller Sydney Metro West – Eastern Tunnelling Package John Holland CPB Ghella Joint Venture</p> <p>Sent on behalf of Nathan Bryant</p> <p>Construction Integration Manager</p>	

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

Item	Document No	Title	Rev	Sts	Type	Design Lots	Alt Doc No
1	SMWSTETP-JCG-SWD-SN000-PM-PLN-002049	Sydney Metro West - ETP - Construction Traffic Management Plan - The Bays - Stage 1 - Site Establishment	01.01	S3	PLN		

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TeamBinder Transmittal Reference: {C455D2EC-BEB7-4FF2-B8D4-E373D82C3644}

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