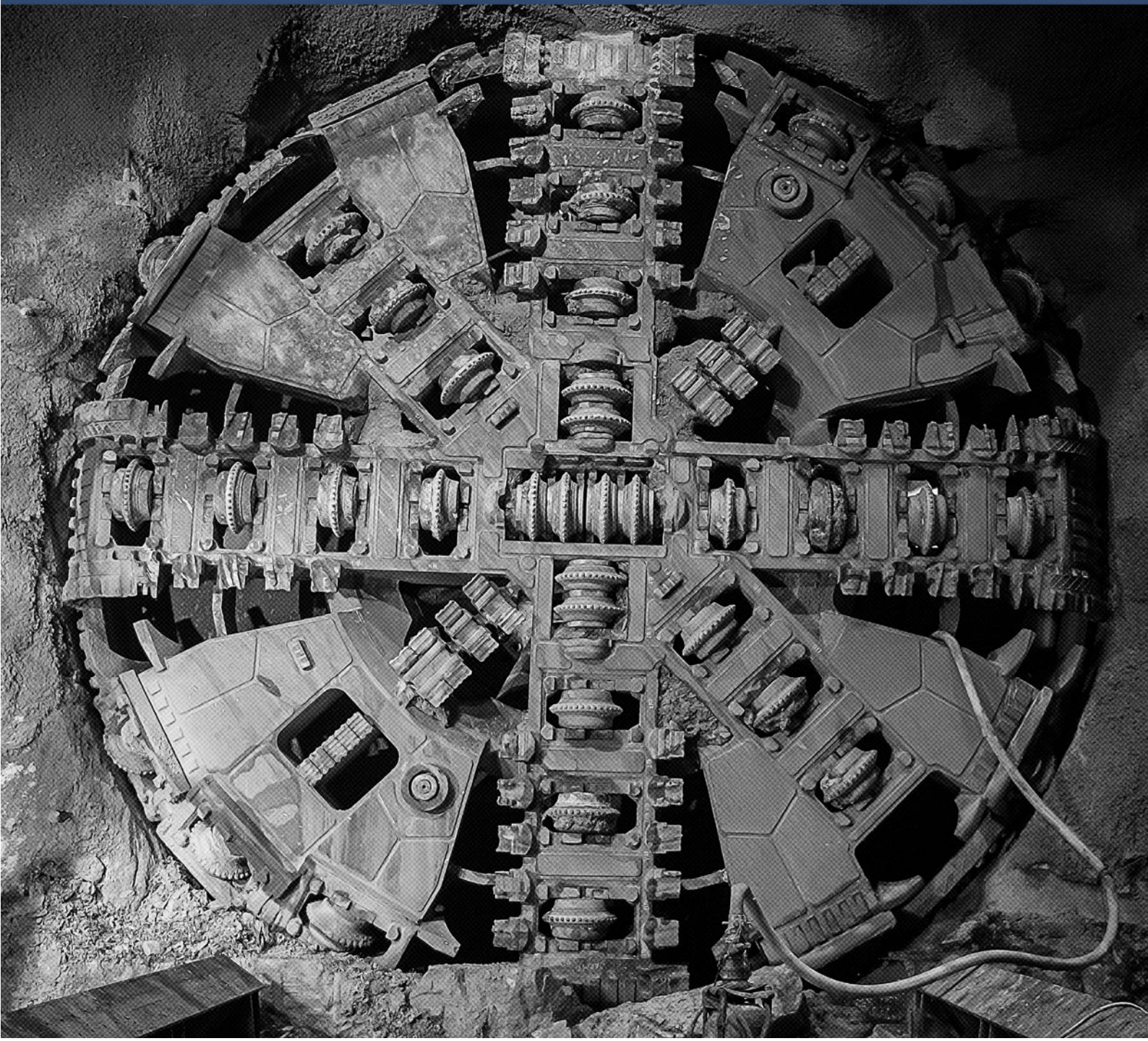


Construction Traffic Management Plan

Hunter Street East – Stage 2 - Demolition

Rev 02



Construction Traffic Management Plan

Hunter Street East – Stage 2 - Demolition

Project number	7040
Document number	SMWSTETP-JCG-SCB-SN100-TF-PLN-002059

Document approval

Rev	Date	Prepared by	Reviewed by	Comments	Approved by
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Definitions

Table 1: Definitions and abbreviations

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

Part A: Overview

1. Introduction

1.1. Project overview

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).

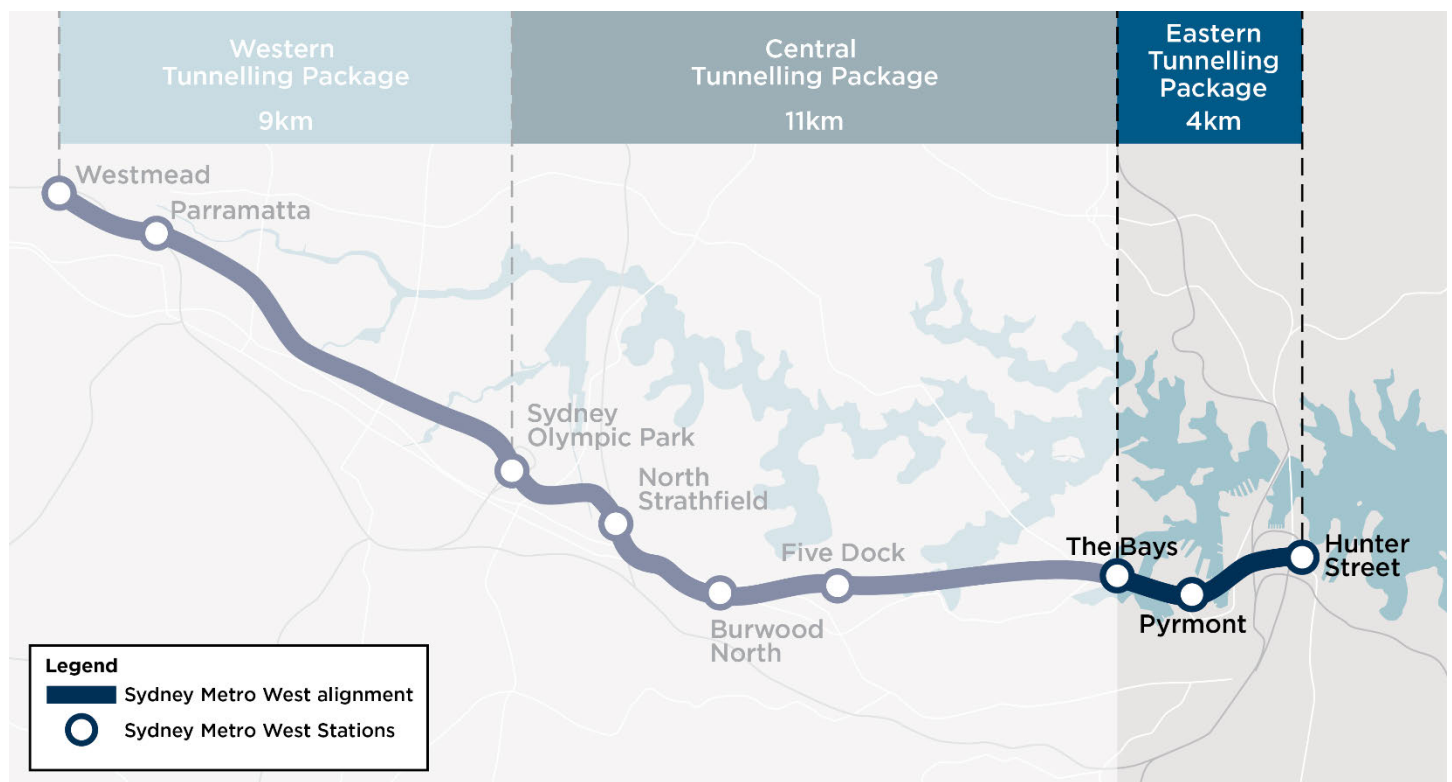


Figure 1: Sydney Metro West alignment

1.2. Sydney Metro's objectives

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

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

Sydney Metro West will:

- Relieve the congested T1 Western Line, T9 Northern Line and T2 Inner West and Leppington Line
- Provide travel time savings for customers in Western Sydney and along the Greater Parramatta to Sydney CBD corridor
- Reduce station crowding at some stations
- Provide rail transport to areas where it is currently not available
- Connect Greater Parramatta and the Sydney CBD to support the vision for a metropolis of three cities
- Support delivery of the '30-minute city' as identified in the Future Transport 2056 strategy
- Reinforce the role of Greater Parramatta as the Western River City
- Improve connectivity to major attractions and key precincts located along the corridor, including Sydney Olympic Park and The Bays Precinct
- Support urban renewal and increased housing supply
- Increase accessibility across Sydney and provide customers with a new world-class metro service.

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

1.3. Our Objectives

The primary objectives and principles of this CTMP are:

Table 2 - Primary Objectives and Principles

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

Meet the requirements of the Project brief, Project Specifications, CoA, REMMs, and TfNSW Traffic Control at Work Sites (TCaWS) Manual	Meet all requirements of the Project brief, Project Specifications, CoA, REMMs, and TfNSW Traffic Control at Work Sites (TCaWS) Manual	No breaches of the requirements of the Project brief, Project Specifications, CoA, REMMs, and TfNSW Traffic Control at Work Sites (TCaWS) Manual
Ensure full compliance with relevant legislative requirements, CoA and revised environmental management measures (REMMs).	Full compliance with relevant legislative requirements, CoA and revised environmental management measures (REMMs)	No breaches associated with the relevant legislative requirements, CoA and revised environmental management measures (REMMs)
Manage construction traffic and movements to and from construction support sites to ensure pedestrian, cyclist and motorist safety.	No incidents or accidents associated with construction traffic movements	Number of incidents or accidents associated with construction traffic movements
Minimise disruptions on the road network within the vicinity of the construction support sites.	Disruptions on the road network within the vicinity of the construction support sites kept as low as reasonably practical	Number of disruptions on the road network within the vicinity of the construction support sites

1.4. Plan Structure

Table 3: Plan structure

Part	Details
Part A: Overview	<p>This section clearly defines:</p> <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	<p>This section outlines the key aspects for managing controls on this Project including:</p> <ul style="list-style-type: none"> ▪ Expectations ▪ How they will be met ▪ Responsibilities ▪ Associated deliverables
Part C: Annexure	<p>Further documents and information that support this Plan include:</p> <ul style="list-style-type: none"> ▪ Swept path analysis ▪ Traffic guidance scheme ▪ Vehicle movement plan ▪ Road safety audit reports ▪ Stakeholder communications

1.5. Interface with Other Plans

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

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

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

1.6. Construction Traffic Management Plan Staging

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

Table 4: Plan Staging

CTMP Stage	Scope	Target Submission Date
Stage 1 – Tunnel Excavation & Lining	<ul style="list-style-type: none"> ▪ Establishment of tunnelling plant & equipment ▪ Roadheader excavation of temporary decline ▪ Roadheader excavation of Station Cavern ▪ Roadheader excavation of turnback's 	16 January 2023
Stage 2 – Demolition	Demolition of high-rise buildings at 28-34 O'Connell St, 50-58 Hunter Street and 44-48 Hunter Street	February 2023
Stage 3 – Shaft Excavation	Excavation of the shaft, extending to the property boundaries of the Hunter Street site	January 2024
Stage 4 – TBM Demobilisation	Extraction, loading and transportation of OSOM tunnel boring machine (TBM) components from the Hunter Street East site	TBC

2.2. Project Scope

The ETP Works (construction) involves the delivery of:

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

The scope of this Hunter Street East CTMP is to describe how JCG JV will manage the potential traffic, worker parking, transport and access, public transport, and active transport impacts during the demolition works at Hunter Street East construction site. Operational and construction impacts and measures do not fall within the scope of this Plan.

2.3. Project Phasing

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

Table 5 - Overview of ETP Works phasing

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

Notes:

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

The construction works at the Hunter Street East construction site are to be undertaken over a duration of approximately 28 months, with 25 months for the tunnelling operations, which forms the scope of this CTMP. The estimated timeline of the proposed works is summarised as follows:

- Site Access Date – March 2023
- Tunnelling Operations (Tunnel Excavation and Lining) – April 2023 to June 2025
- Demolition & Site Establishment – May 2023 to March 2024
- Stage 4 Excavation & TBM Demobilisation – March 2024 to June 2025

2.4. Hours of Work

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

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

The proposed standard construction hours for the demolition activities at the southern section of the Hunter Street East construction site are consistent with the EIS. All aboveground construction work at the Hunter Street East site is consistent with the CSSI CoA.

The concurrent tunnelling excavation activities at the northern section of the Hunter Street East construction site are 24 hours, 7 days per week which is consistent with the EIS. All aboveground construction work at the Hunter Street East site is consistent with the CSSI CoA.

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

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

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

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

3. Legal and other Requirements

3.1. Legislation

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

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

3.2. Guidelines

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

- 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 Environmental Requirements

The transport and traffic associated environmental requirements are listed in Table 17 and Table 18, along with cross reference to the sections of the report, in which the requirements have been addressed.

4. Existing Environment

4.1. Site Context

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

The existing construction site is the Sydney Metro City and Southwest tunnelling support site, which comprises acoustic shed, utility connections and site office buildings. This construction site will be handed over to JCG JV in mid April 2023. The three existing commercial buildings will be demolished to make way for the proposed Hunter Street East construction site, and are located at the following addresses:

- 50-56 Hunter Street
- 40-48 Hunter Street
- 28-34 O'Connell Street.

The northern part of the site has an acoustic shed over the site and includes site access and egress driveways off O'Connell Street, pedestrian access off Bligh Street, secondary pedestrian access off O'Connell Street, and site office & amenities.

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

4.2. Abutting Road Network

The road network surrounding the subject site comprises the followings:

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

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

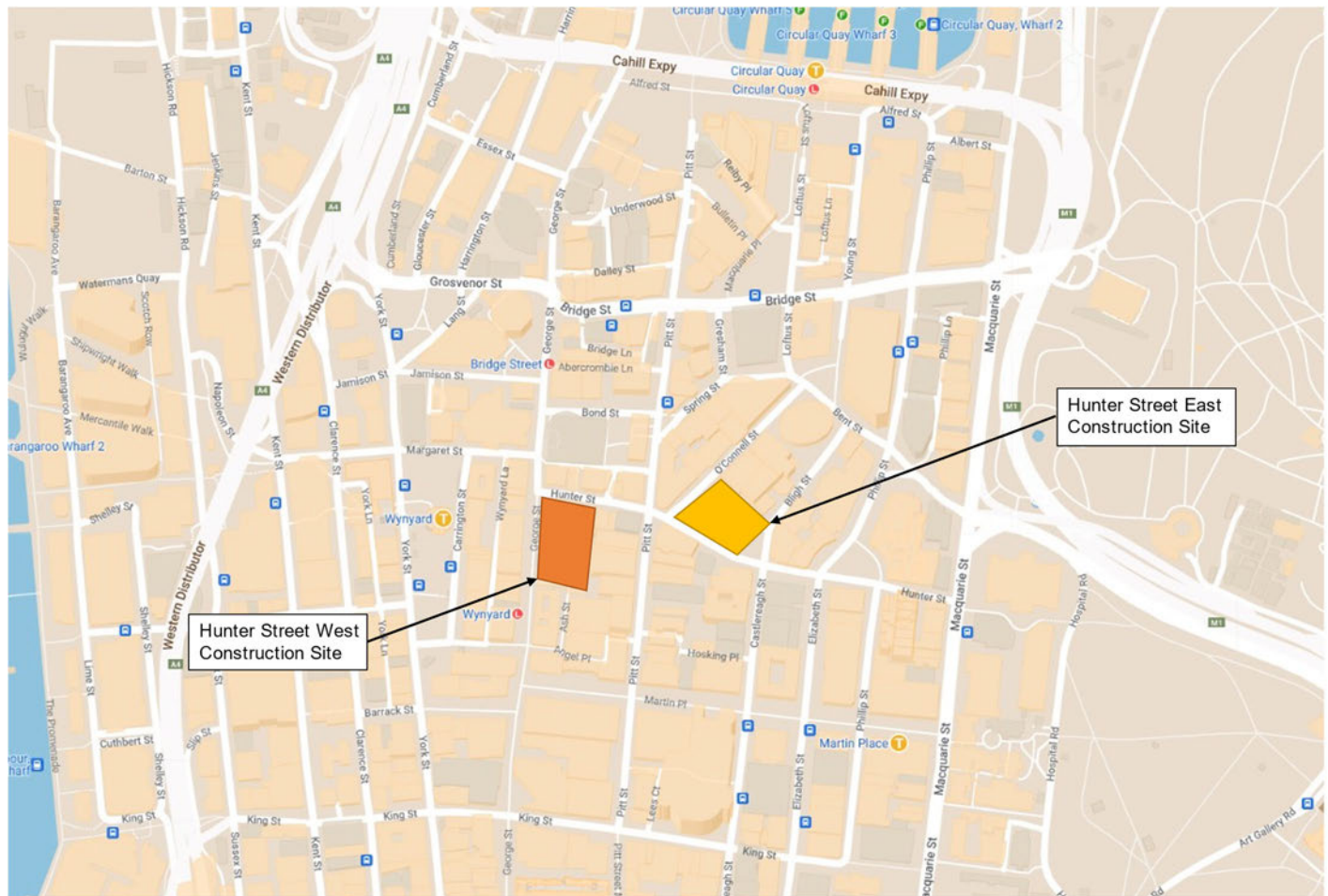
O'Connell Street is a two-lane, one-way road in the southbound direction extending, between Bent Street and Hunter Street. Indented parking is provided on the eastern side of the road and a kerbside parking lane is available on the western side of the street. Bus layover zones are located on both sides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

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

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

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

Figure 3: Subject Site and Surrounding Road Network



4.3. Active Transport Infrastructure

Footpaths are provided along both sides of all roads in the vicinity of the proposed Hunter Street East construction site. Controlled crossings are also available at all signalised intersections around the site vicinity.

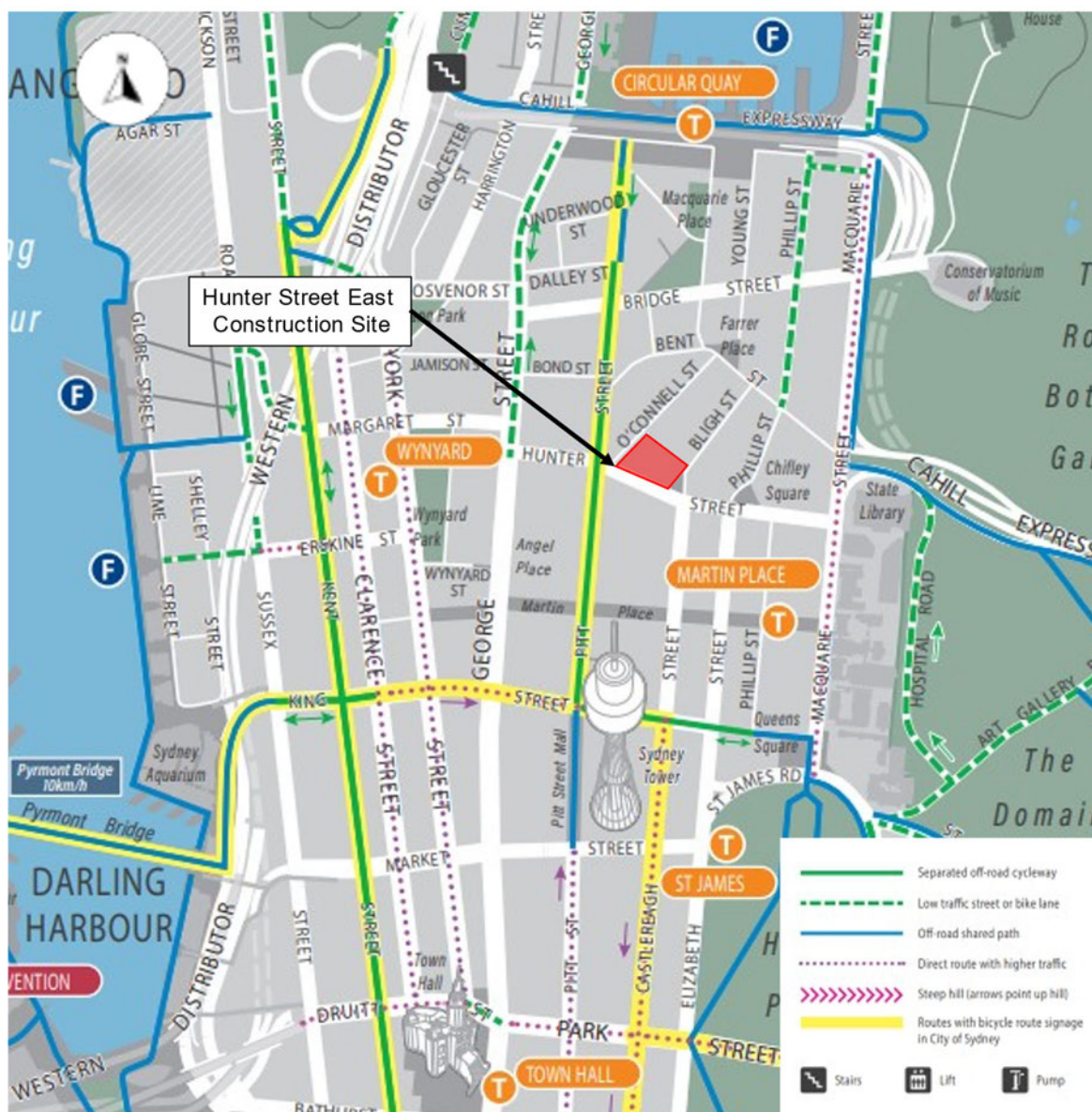
Pedestrian activities are generally high during the daytime, considering the proximity of the site to commercial, retail and hospitality land uses in the Sydney CBD.

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

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

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

Figure 4: Hunter Street Station Cycling Map



4.4. Public Transport Infrastructure

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

Train stations in vicinity of the subject site include Wynyard, Circular Quay and Martin Place station. These train stations are serviced by multiple train lines, including T2 Inner West, T8 Airport and South, T1 North Shore and Western, T9 Northern Line and Central Coast & Newcastle, T4 Eastern Suburbs and Illawarra train lines. These train lines provide connection across the Sydney Greater Metropolitan Area through the Sydney CBD.

It is noted Sydney Metro City and Southwest (Chatswood to Sydenham) is currently underway, which is expected to be operational in 2024. This would open up three additional metro stations in the Sydney CBD, namely Barangaroo, Martin Place and Pitt Street. These stations are located within the proximity of the subject site. It is also noted that the proposed construction works would coincide with the Sydney Metro City and Southwest project.

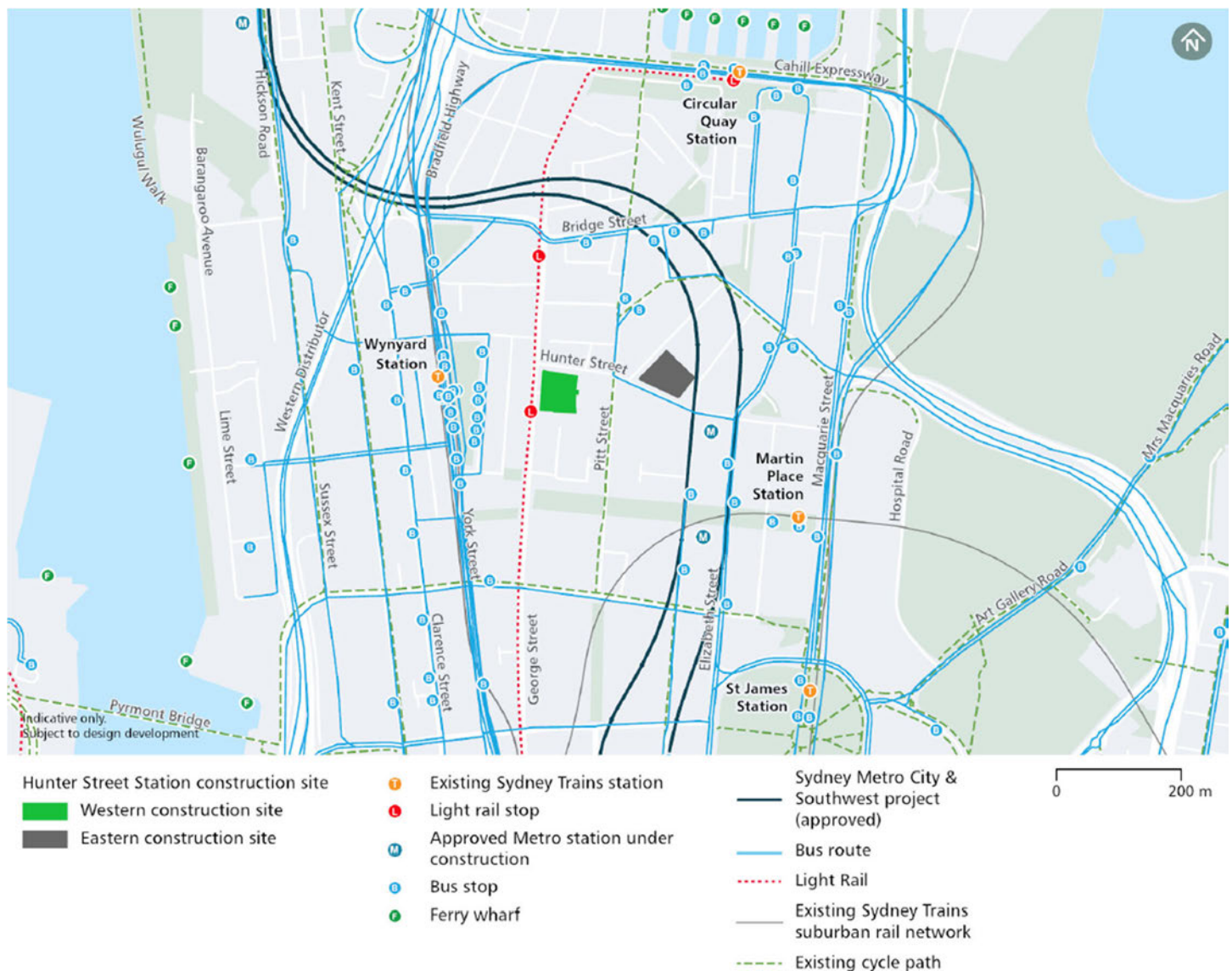
Light rail services can be accessed at the nearby Bridge Street and Wynyard light rail stops. Both of these light rail stops are serviced by L2 Randwick Line and L3 Kingsford Line, which provide connection between the Sydney CBD, Surry Hills, Moore Park, Kingsford and Randwick. Bus stops are extensively available across the Sydney CBD, consolidating along York Street, Carrington Street, Clarence Street, Kent Street, Bridge Street,

Phillip Street and Macquarie Street. The buses running through the Sydney CBD and servicing these bus stops provide connections to a number of suburbs and suburban hubs across the Greater Sydney Metropolitan Area. Night bus services are also available at some of these bus stops to accommodate the night travel demand induced by the surrounding licenced and entertainment venues within the Sydney CBD.

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

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

Figure 5: Hunter Street Station Transport Network



4.5. Existing Kerbside Use

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

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

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

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

4.6. Existing Traffic Volume

A summary of the 2021 peak hourly traffic volumes on the surrounding road network as documented within the Sydney Metro EIS is provided in Table 6. A summary of the 2021 existing intersection performance surrounding the site is provided in Table 7.

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

Table 6: Existing Peak Hour Traffic Volume on the Surrounding Road Network

Intersection	Peak Hour	Demand Flow (Vehicles per hour)	Average Delay (seconds per vehicle)
Grosvenor Street east of Harrington Street	Eastbound	610	610
	Westbound	270	560
Bridge Street west of Macquarie Street	Eastbound	460	790
	Westbound	730	320
Margaret Street east of Clarence Street	Eastbound	170	160
	Westbound	480	280
Hunter Street west of Macquarie Street	Eastbound	370	350
	Westbound	570	310
O'Connell Street north of Hunter Street	Northbound	-	-
	Southbound	90	70
Bent Street west of Macquarie Street	Eastbound	320	460
	Westbound	570	430
Macquarie Street north of Bent Street	Northbound	980	880
	Southbound	880	1,300
George Street north of Margaret Street	Northbound	110	90
	Southbound	-	-
Clarence Street north of Margaret Street	Northbound	370	680
	Southbound	-	-

Source EIS Chapter 6 – Transport and Traffic (2021)

Table 7: Existing Peak Hour Surrounding Intersection Performance

Intersection	Peak Hour	Demand Flow (Vehicles per hour)	Average Delay (seconds per vehicle)	Level of Service
Macquarie Street and Bridge Street	AM	2,176	26	B
	PM	2,655	25	B
Macquarie Street, Bent Street and Shakespeare Place	AM	3,383	29	C
	PM	3,875	32	C
Macquarie Street and Hunter Street	AM	2,213	31	C
	PM	2,073	23	B
Hunter Street and Elizabeth Street	AM	1,936	26	B
	PM	1,843	22	B
Hunter Street and Castlereagh Street	AM	1,191	11	A
	PM	900	9	A
Hunter Street, Pitt Street and O'Connell Street	AM	1,016	21	B
	PM	753	22	B
Bent Street and Phillip Street	AM	1,439	26	B
	PM	1,729	30	C
Bent Street and Bligh Street	AM	643	9	A
	PM	726	9	A
Hunter Street, George Street and Margaret Street	AM	526	20	B
	PM	427	27	B
Margaret Street and York Street	AM	1,578	14	A
	PM	1,227	20	B
Margaret Street and Clarence Street	AM	939	41	C
	PM	1,165	51	D
Clarence Street and Jamison Street	AM	645	12	A
	PM	1,013	12	A

Source EIS Chapter 6 – Transport and Traffic (2021)

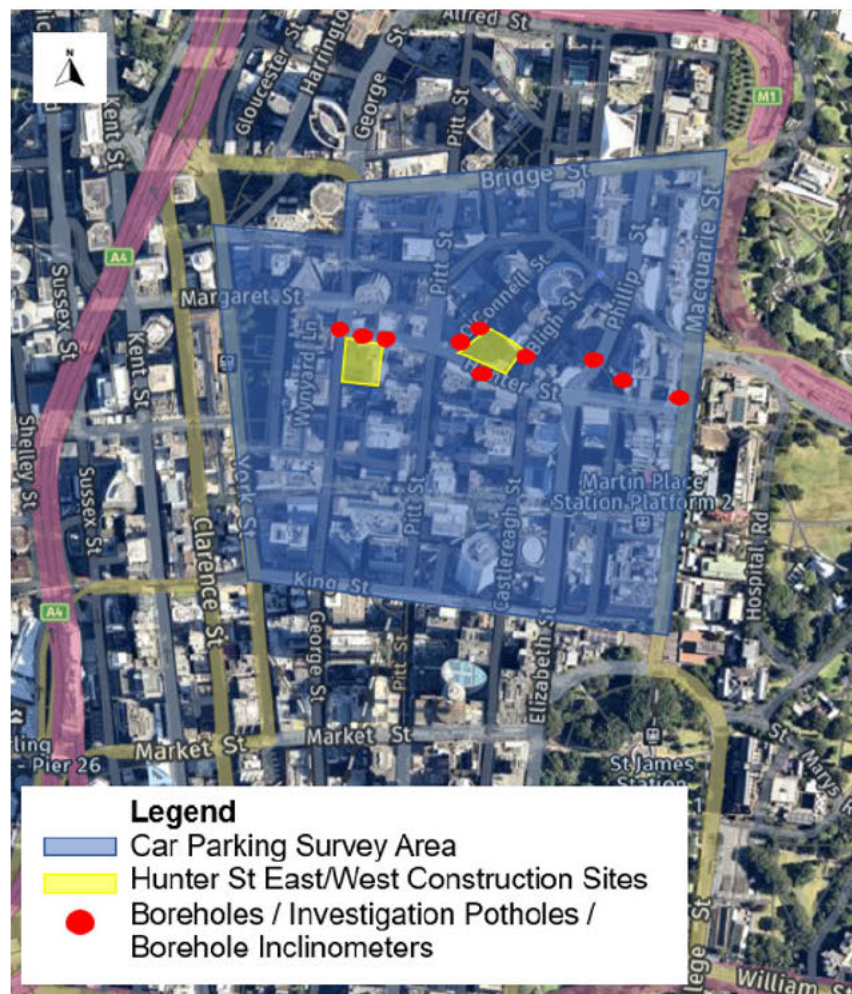
The modelled intersection performance shows that most of the intersections perform satisfactorily at LoS C or better, with the exception of the Margaret Street and Clarence Street intersection which performs at an acceptable LoS D during the PM peak hour.

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

4.7. Existing On-Street Parking

JCG JV conducted a parking survey to establish the existing demand surrounding the Hunter Street construction sites within an area confirmed by TfNSW, SM and CJP as shown in Figure 6.

Figure 6: Extent of the Parking Survey around Hunter Street East Construction Site



The parking survey undertaken in December 2022 indicates the overall survey area provide in the order of 495 parking spaces around Hunter Street, of which Hunter Street (between George Street and Macquarie Street) provides in the order of 44 parking spaces.

A summary of the existing peak parking occupancy is shown as follows:

- Hunter Street: 55% on an average weekday and 81% on an average weekend
- Overall parking survey area: the peak parking demand was 77% on an average weekday and 78% on an average weekend

Table 8: Parking Supply and Occupancy around Hunter Street East Construction Site

Location	Existing Parking Spaces	Existing Parking Occupancy Rate	
		Average Weekday	Average Weekend
Hunter Street (between George Street and Macquarie Street)	44	55%	81%
Overall Parking Survey Area (refer to Figure 6)	495	77%	78%

4.8. Concurrent Nearby Developments

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

- Hunter Street West involves the demolition of the existing buildings and construction of the Hunter Street West side of the Hunter Street metro station. The construction is to run concurrently with the Hunter Street East site, further information is subject of a separate Construction Traffic Management Plan.
- Martin Place Metro Station involves the construction of the Martin Place Metro Station across three sites: Martin Place North, Martin Place South, and Bligh Street. The works are currently underway and are expected to be completed in 2024.
- 4-6 Bligh Street involves the demolition of the existing buildings and construction of a mixed-use hotel and commercial development of 59 storeys. An Environment Impact Statement is yet to be prepared and hence the work program has not been made available.
- One Sydney Harbour is a skyscraper complex under construction within the major urban renewal precinct of Barangaroo with an expected completion year of 2025. Given the location of this project, construction vehicle routes are not likely to directly interface with routes for this proposal and therefore cumulative transport and traffic impacts are not anticipated.
- 65-77 Market Street is a 32-storey mixed use residential and commercial tower and is currently under construction. Given the location of this project, construction vehicle routes are not likely to directly interface with routes for this proposal and therefore cumulative transport and traffic impacts are not anticipated.
- 317 and 319-321 George Street involves the demolition of existing structures on site for the construction of a 14 storey commercial building. Given the size of the development, a low number of construction vehicles is expected to be generated and therefore cumulative impacts are anticipated to be minimal.
- 194-204 Pitt Street involves the demolition of existing structures on site for the construction of a 50-storey hotel and residential tower. Given the location of this project, construction vehicle routes interface with routes for this proposal are expected to be limited and therefore cumulative transport and traffic impacts would be minimal.
- 301 and 305 Kent Street involves the demolition of existing structures on site for the construction of a 26-storey hotel development.

A summary of the estimated construction traffic generation of the above major projects and the associated cumulative impacts with the subject site are discussed in Section 7.9. Ongoing review of cumulative heavy vehicle traffic generation and coordination of heavy vehicle routes used by these major projects would be routinely undertaken between JCG JV and CJP to minimise the impacts on the surrounding road network.

5. Work Methodology

5.1. Proposed Site Access Arrangements

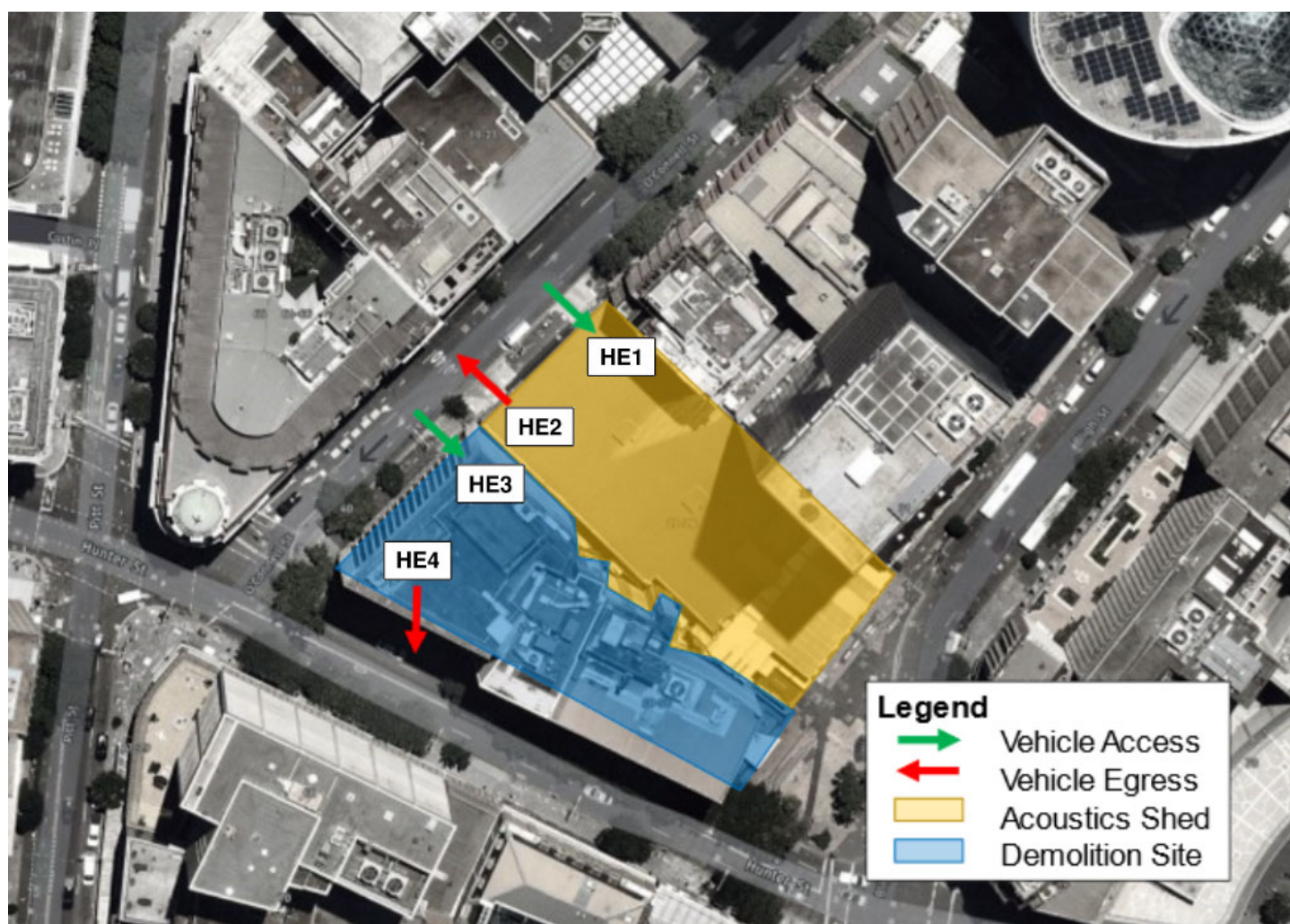
A site plan for the Hunter Street East site is shown in Appendix A. Site access and site egress for the Hunter Street East construction site during the demolition works are proposed off O'Connell Street via the existing two access and egress driveways. In addition, the existing driveway will be used to access the demolition site on O'Connell Street and an egress will be provided on Hunter Street. Figure 7 shows the proposed access arrangements for the Hunter Street East construction site whereas

Table 9 illustrates the associated vehicle movements and vehicle types.

JCG JV proposed site access arrangement and construction route for Hunter Street East is consistent with what was proposed in the EIS except for the new egress point on Hunter Street. Due to site constraints and the required swept path for a 12.5m HRV, implementing an access and egress on O'Connell would not provide the required on site que distance, and would require the egress to be constructed in close proximity to the O'Connell & Hunter St traffic signals. To mitigate these issues, a heavy vehicle egress driveway is proposed on Hunter St. There should not be any significant impact as the trucks will continue to use the same routes. Swept path analysis has been conducted in Appendix B showing that these movements are feasible, there will be some reduction in parking which is discussed in Section 7.7. In addition, the access and egress driveways for the acoustics shed have been previously used for the City and Southwest project at the site, and discussed in Hunter St Stage 1 – Tunnel Excavation CTMP.

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

Figure 7: Proposed Hunter Street East Construction Site Access and Egress During Demolition



Egress driveway (HE2) servicing the tunnelling operations is the northern part of the site, is located immediately adjacent the access driveway (HE3) servicing the demolition operation in the southern part of the site. Due to site constraints as detailed above, JCG are proposing to combine the two driveways to cater for the required swept paths and limit the approach angle required for a single driveway.

The safety of pedestrians interfacing with the driveway will be managed by traffic control, with one traffic controller stationed on either side of the driveway at all times the driveway is in use.

Table 9: Summary of Proposed Site Access / Egress at Hunter Street East Construction Site

Gate Number	Identified in the EIS? (Yes/No)	Existing or New Driveway?	Location	Access to / from	Access and Egress Movement	Vehicle Type
HE1	Yes	Existing	O'Connell Street	Hunter Street East	Left in only	Heavy Vehicles and light vehicles
HE2	Yes	Existing	O'Connell Street	Hunter Street East	Left out only	Heavy Vehicles and light vehicles
HE3	Yes	Existing (to be widened to form a combined driveway with EG2)	O'Connell Street	Hunter Street East	Left in only	Heavy Vehicles and light vehicles
HE4	No	New	Hunter Street	Hunter Street East	Left out only	Heavy Vehicles and light vehicles

5.2. Proposed Demolition Works

This stage of the project involves the structural demolition of three multi-story high rise buildings located at , 50-56 Hunter Street, 40-48 Hunter Street and 28-34 O'Connell Street.

The Structural Demolition will be carried out by licensed demolition contractors in a single set up. The three adjoining high-rise structures will be mechanically demolished simultaneously in a top-bottom approach, with a planned heavy vehicle access at 28 O'Connell St for deliveries and the removal of all building waste. The demolition work will be staged as follows:

2. Removal of existing trees along O'Connell St and Hunter St required to accommodate the proposed work zones and Class B hoarding installation. The tree removal scope will require a short-term footpath closures of the Hunter Street northern footpath and the O'Connell Street eastern footpath, combined with the adjacent parking lanes. The required closures will be detailed in a task specific TGS and submitted for approval through the ROL application process.
3. Removal of external structures including awnings and signage for the construction of B-class hoardings
4. Installation of protective structures to encapsulate the Demolition Site, including the construction of hoardings and heavy-duty scaffolding. The installation, modification and dismantling of the B-Class hoarding will require short term footpath and laneway closures as denoted in step 1.
5. The permanent disconnection of utilities and building services as per Asset Owner requirements. Temporary Services will be installed to facilitate the demolition and excavation works.
6. The existing structures will be modified to allow heavy vehicles up to 12.5m to access the structure via the approved routes. The modifications include propping of suspended slabs, installation of column bracing, removal of structural elements for width and height clearances and establishment of safe working areas for mobile plant.
7. Identification and removal of Hazardous Materials including Asbestos, waste containing lead and PCB's.
8. The stripping and disposal of internal buildings elements
9. The modification of the structure for the handling of material through lift shafts and building cross overs between the adjacent high-rise structures

10. Mobilisation of key plant and equipment to building rooftops to conduct top down demolition works including craneage.
11. Shoring of the existing basement walls to support basement demolition works and future shaft excavation works.
12. Complete structural demolition of the structures using Mobile Plant positioned on suspended slabs including excavators, skid steers and access equipment.
13. Mobilisation of larger excavators (>30T) and equipment to conduct the demolition of the lower level structures.
14. Removal and disposal of all buildings waste including concrete, brick and steel.
15. Temporary propping and/or waterproofing would be provided for structural integrity of adjacent structures as required during the demolition work
16. Establishment of Class B hoarding, scaffolding and protection barriers around the perimeter of the site to provide protection to the public during the demolition scope. Hoarding installation will be constructed in accordance with the hoarding approval obtained from City of Sydney Council, the ROL and the associated TGS. Installation of B-Class hoarding surrounding the construction site. Where the adjacent roadway lane is utilised by buses, the hoarding columns and other obstructions must be located at least 600mm behind the face of kerb. Where the 600mm distance cannot be met, analysis will be undertaken to determine the proposed offset is safe and unlikely to be impacted by buses, with consideration of road alignment, lane width, lane crossfall and frequency of buses.

All services into the buildings will be decommissioned and made safe. This scope will be undertaken in the footpaths immediately adjacent the demolition site and will require short term footpath occupancy. A hazardous materials assessment would be carried out prior to stripping and demolition of the main structure

5.3. Proposed Haulage Routes

JCG JV recognise that effective management of haulage operations is not only critical to the success of the project, but it is also necessary to minimise the impacts on the road network and increase pedestrian safety.

The proposed haulage routes have been selected on the basis that trucks are to utilise State and Regional Roads, where possible, before traveling on local roads. Sensitive areas such as schools, aged care facilities and childcare facilities will be avoided, where possible.

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

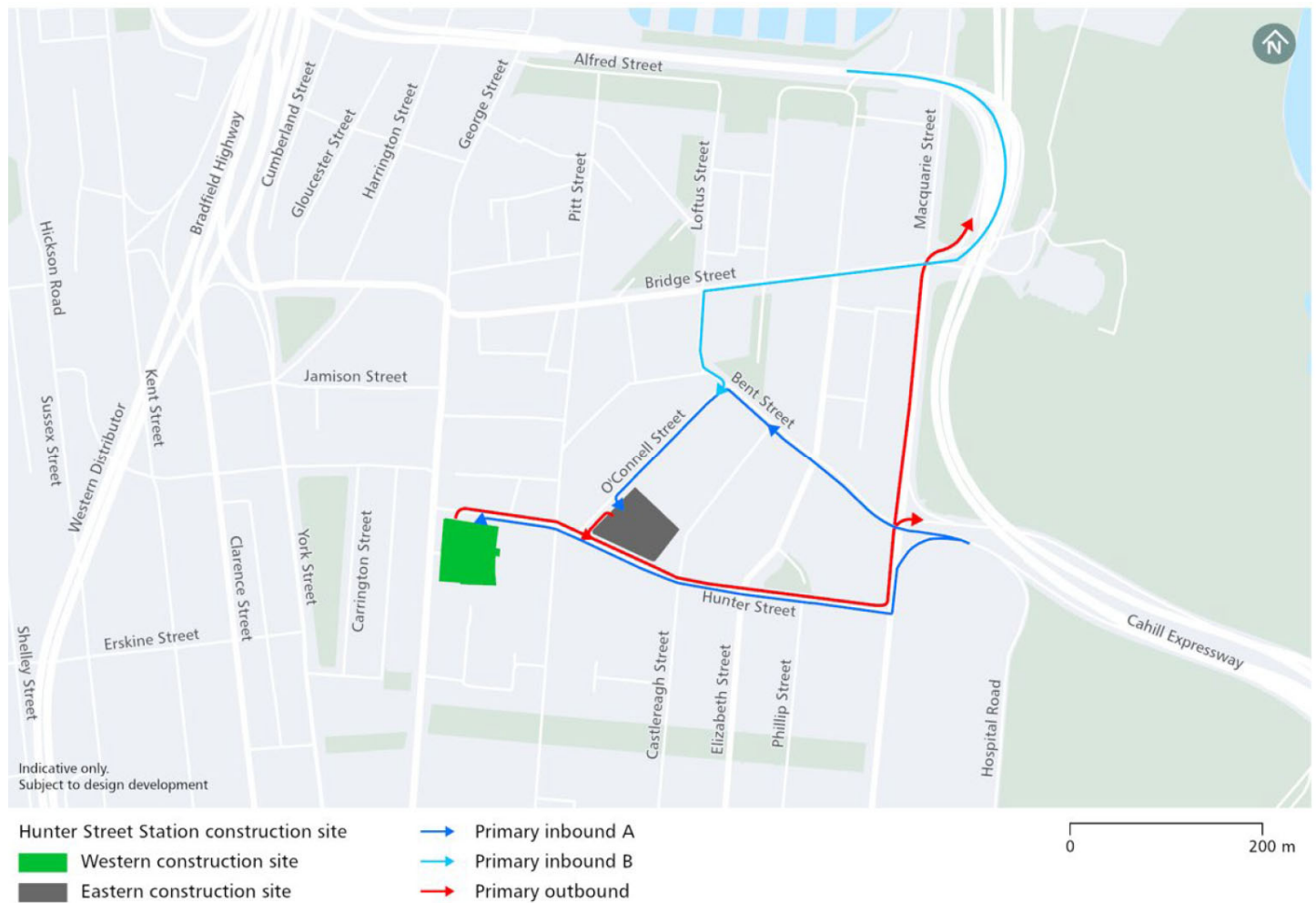
The relevant swept paths for the proposed haulage route are contained in Appendix B.

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

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

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

Figure 8: Proposed Hunter Street East Construction Site Access and Egress During Demolition



5.3.1. Arrival Routes

The proposed primary heavy vehicle arrival routes to be adopted for Hunter Street East construction site to minimise traffic disruptions are shown in Figure 8, these are consistent with the routes detailed in the RTS report.

Vehicles travelling southbound on the Cahill Expressway can be summarised as follows:

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

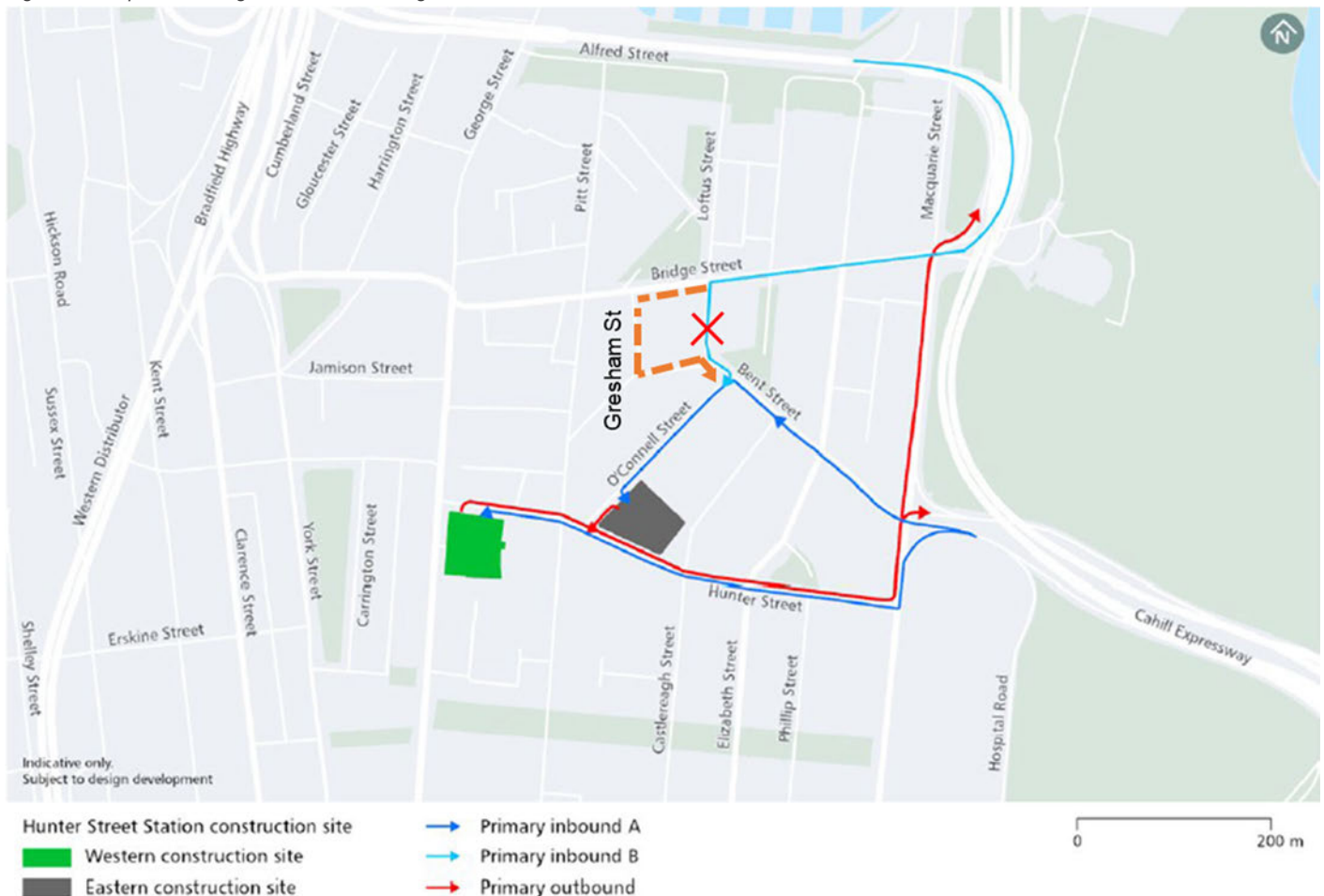
Vehicles travelling northbound on the Eastern Distributor can be summarised as follows:

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

We note that the inbound route from the Cahill Expressway as detailed above, includes a section of Loftus Street which CoS council are proposing convert to a shared zone. Due to these planned changes, JCG are proposing a change to the nominated inbound haulage route, described as follows and detailed in Figure 10;

- Turn right from Cahill Expressway onto Bridge Street (as consistent with EIS)
- Turn left from Bridge Street onto Gresham Street (proposed)
- Turn left from Gresham Street onto Bent Street (proposed)
- Turn right from Bent Street onto O'Connell Street towards the Hunter Street East site (proposed)

Figure 9 - Proposed Change to Inbound Haulage Route



Implementation of the proposed alternate route continues to be assessed and will be subject of a Heavy Vehicle Local Road (HVLR) submission to DPE, required to address planning condition D74. Until such time as the alternate route is approved by DPE, and this CTMP is updated to reflect the changes, JCG will continue utilising the haulage route as nominated in the RTS report.

To address concerns regarding pedestrian safety at the intersection of Bent Street and O'Connell Street, JCG will station traffic controllers at the intersection for a period of a week to monitor heavy vehicle movements and the associated pedestrian interface. Should safety issues be identified, these will be further assessed.

5.3.2. Departure Routes

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

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

- For access north via the Cahill Expressway, vehicles are to continue northbound then turn right onto the Cahill Expressway on ramp.

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

5.3.3. Real Time Monitoring for Spoil Haulage

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

The real time monitoring will be undertaken using a Telematic system to track and analyse construction vehicle movements. Telematics are able to analyse real-time traffic data, allowing JCG JV to manage its 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.

5.4. Construction Workforce

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

5.5. Construction Worker Parking

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

A tool drop-off and storage facility will be provided on-site. This will allow construction workers to drop off and store their tools, allowing them to use public transport to travel to and from the site.

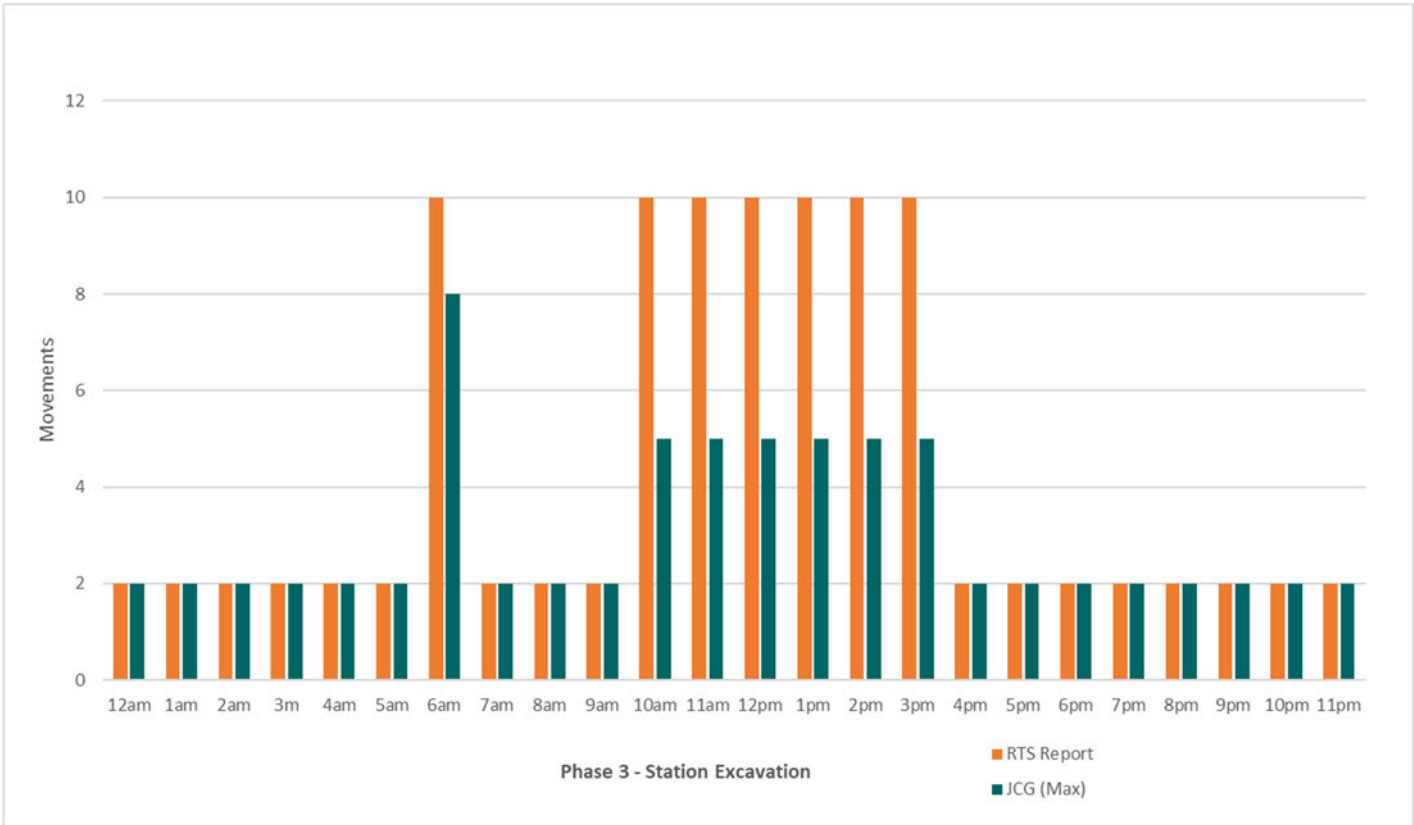
Carpooling, combined with the use of paid parking stations will be strongly encouraged amongst construction workers to minimise the number of vehicles on the road network.

5.6. Construction Traffic Generation

Construction traffic generated by the Hunter Street East construction site is expected to be consistent with the traffic generation identified in the Response to Submissions Report (RTS). Figure 10 and Figure 11 provide a summary of the proposed light vehicle and heavy vehicle construction traffic compared against the RTS construction traffic.

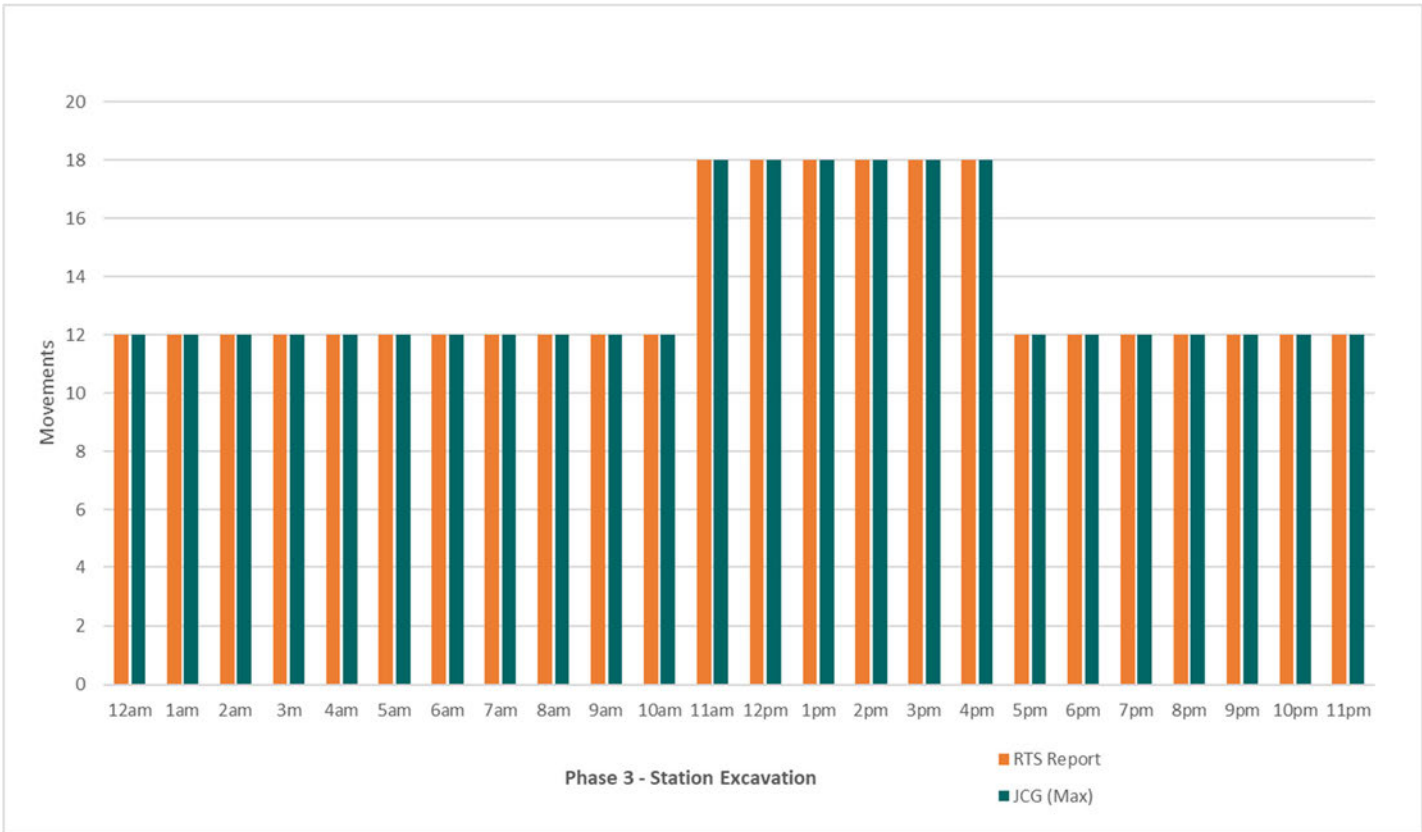
Construction traffic volumes detailed in Figure 10 and Figure 11 (JCG Max) account for the traffic generated by the demolition scope (detailed in this CTMP) and the station excavation scope (detailed in the CTMP – Hunter St East – Stage 1 Tunnel Excavation and Lining). These two packages of works are detailed in the RTS report respectively as Phase 1 – Enabling Work & Demolition and Phase 3 – Station Excavation. Noting that the RTS report does not consider these phases being completed concurrently, the values adopted in Figure 10 and Figure 11 are the RTS Phase 3 values, being the highest number of daily and hourly movements.

Figure 10 - Hunter St East Light Vehicle Movements



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

Figure 11 - Hunter St East Heavy Vehicle Movements



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

As depicted in Figure 10, the proposed construction traffic for light vehicles is significantly less than the RTS volumes. The proposed heavy vehicle movements as detailed in Figure 11 are consistent with the RTS estimates.

The proposed total traffic volume of 396 daily movements is less than the RTS traffic volume of 428 movements per day.

Considering that both the Hunter Street East and Hunter Street west sites use similar haulage routes, it's important to assess the combined traffic generation on the local road network. Figure 12 and Figure 13 detail the cumulative impact of the two sites.

Further discussion on the traffic impacts to the local road network is detailed in Section 7.1.

Figure 12 - Cumulative Hunter East & West Light Vehicle Movements

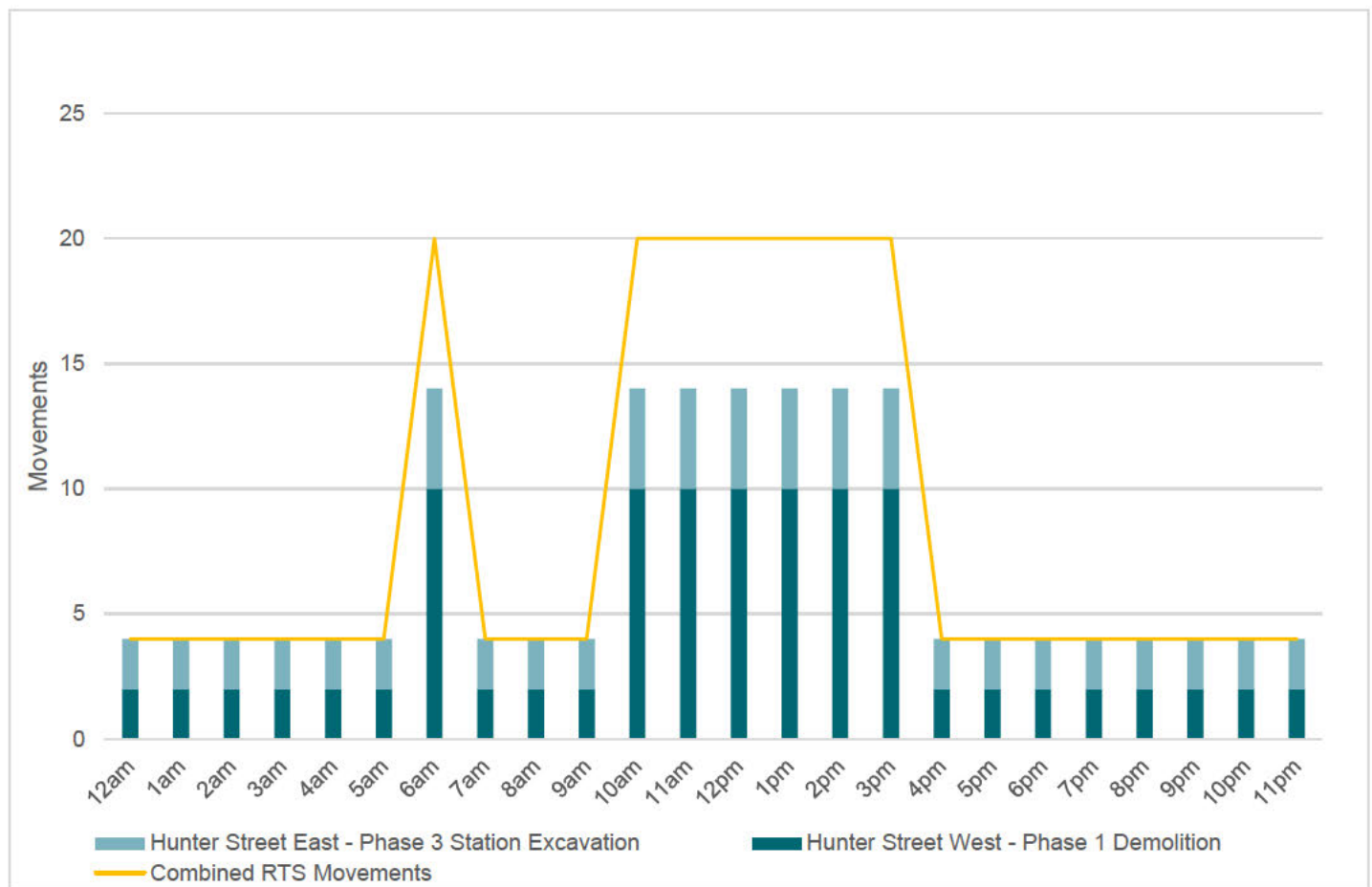


Figure 13 - Cumulative Hunter East & West Heavy Vehicle Movements



5.7. Pedestrian and Cyclist Management

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

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

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

Relevant information regarding the Project and the nominated contact person will be made available at the site access gate. The construction site will have appropriate arrangements to discourage entry without approval and minimise vandalism. Access gates to the proposed work site will be made lockable to prevent any unauthorised access, which could result in safety issues.

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

5.8. George Street North Pedestrianisation

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

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

The pedestrianisation involves the following traffic changes:

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

Figure 14 displays the above traffic movement changes as part of the George Street North Pedestrianisation project.

Figure 15 and Figure 16 show the photos after implementation of these changes.

Figure 14: Traffic Changes along George Street North Pedestrianisation

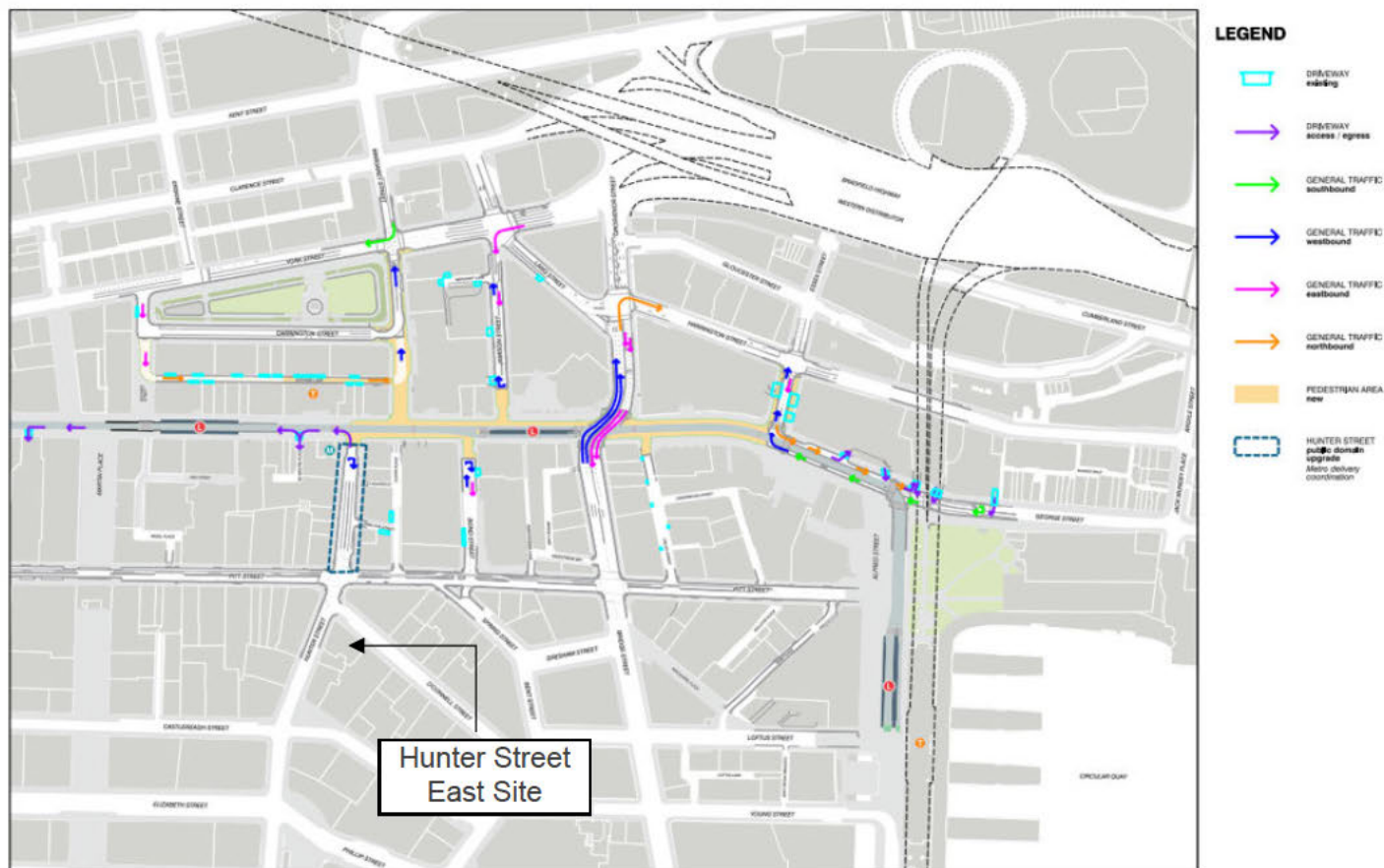


Figure 15: Local Traffic Access on Hunter Street (Looking West from the Pitt Street Intersection)



Figure 16: Local Traffic Access on Hunter Street (Looking West Towards George Street Intersection)



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

5.9. Dilapidation Survey

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

The condition reports will include a written survey, photo and/or video of each road. A copy of the report, including such mechanisms to be considered for the repair of damage on 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 caused or

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

6. Traffic and Transport Impact

6.1. Impact on Traffic Flow

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

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

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

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

Intersection	AM Peak				PM Peak			
	Future year 2024 without construction		Future year 2024 with construction		Future year 2024 without construction		Future year 2024 with construction	
	Delay (sec)	LoS	Delay (sec)	LoS	Delay (sec)	LoS	Delay (sec)	LoS
Macquarie Street and Bridge Street	27	B	27	B	27	B	27	B
Macquarie Street, Bent Street and Shakespeare Place	30	C	30	C	41	C	39	C
Macquarie Street and Hunter Street	28	B	30	C	38	C	35	C
Hunter Street and Elizabeth Street	30	C	39	C	29	C	34	C
Hunter Street and Castlereagh Street	22	B	42	C	13	A	17	B
Hunter Street, Pitt Street and O'Connell Street	24	B	42	C	19	B	20	B
Bent Street and Phillip Street	27	B	28	B	54	D	54	D
Bent Street and Bligh Street	5	A	6	A	7	A	9	A
Hunter Street, George Street and Margaret Street	21	B	19	B	28	B	28	B
Margaret Street and York Street	18	B	18	B	21	B	21	B
Margaret Street and Clarence Street	59	E	59	E	53	D	52	D
Clarence Street and Jamison Street	18	B	27	B	14	A	15	B

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

Note: The George St pedestrian project closures/changes were not considered in the intersection analysis. George St was pedestrianised in January 2023, after the EIS modelling had been undertaken.

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

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

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

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

6.2. Impact on Public Transport

The construction works will not result in any major impacts on the public transport network as all bus services and light rail services will be maintained for the duration of the proposed works. There is no anticipated impact on the operation of bus stops.

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

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

6.3. Impact on Pedestrians

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

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

Furthermore, the existing pavement message "LOOK OUT FOR TRUCKS" will continue to be used to warn pedestrians to look out for trucks entering and leaving the site on O'Connell Street at HE1 and HE2, as shown in Figure 17. These are located on the footpath on both sides of the site access and egress driveways. The pavement message will also be provided on both sides of the widened O'Connell Street driveway (HE3), the new Hunter Street driveway (HE4), and both sides of the existing zebra crossing at the northern and southern ends of Gresham St, to provide enhanced warning to pedestrians for the trucks into and out of the driveways.

Figure 17: Existing pavement message on both sides of the driveway



BE TRUCK AWARE

The proposed combined driveways (HE2 and HE3) on O'Connell Street result in a driveway wider than the CoS standard, increasing the pedestrian crossing distance. JCG propose to manage the additional crossing width through the implementation of traffic control equipped with concertina gates on either side of the driveway, preventing trucks from crossing the driveway until it is clear and delineated. With these controls implemented, the additional width is not expected to result in any adverse impact on pedestrian safety.

Truck arrival and departure will be scheduled to avoid having pedestrians waiting for both truck access and egress movements at the combined driveway (HE2 and HE3) in any given temporary footpath closure at the combined driveway. This is to minimise pedestrian waiting time that will allow for one truck movement only. Furthermore, trucks leaving from the acoustic shed via the adjacent driveway (HE2) will be held within the site until the arriving truck has completely entered HE3. Concurrent truck movements will be prohibited on safety grounds.

Pedestrians crossing the new driveway on Hunter Street (HE4) will result in momentary delays as compared with the existing conditions as there is no driveway at this location. The above-mentioned mitigation measures such as pavement messages, concertina gates and a traffic controller will be adopted to separate vehicle and pedestrian movements when a truck is leaving the site.

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

To address concerns regarding pedestrian safety at the intersection of Bent Street and O'Connell Street, JCG will station traffic controllers at the intersection for a period of a week to monitor heavy vehicle movements and the associated pedestrian interface. Should safety issues be identified, these will be further assessed.

6.4. Impact on Cyclists

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

6.5. Impact on Property and Utility Access

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

6.6. Impact on Emergency Service and Access

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

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

In the event of a traffic and transport related incident, the primary point of contact for incident management would be Customer Journey Management (CJM) 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.

6.7. Impact on On-Street Parking

As the north portion of the Hunter Street East site for the demolition has already been established and in use, there will be no reduction in parking on O'Connell Street.

Construction of the new egress driveway on Hunter Street will require removal of approximately five on-street parking spaces on the Hunter Street as shown in Figure 19, in order to accommodate heavy vehicles exiting the site. The existing restriction of these parking spaces is 'No Parking' between 3pm and 8pm on Monday to Friday, a 'Loading Zone' restriction from 6am to 3pm on Monday to Fridays and a '4P ticket' zone at all other times.

JCG JV is aware that there are limited loading zones within the identified work zone and therefore, will liaise with CoS to identify any possibilities of providing additional alternative loading zones within the precinct.

The JCG JV Construction Parking and Access Strategy (CPAS) - Stage 1 - Pyrmont & Hunter Street Worksites, provides a detailed assessment of the proposed on-street parking removal, the surrounding kerbside uses, and their availability. An extract from the CPAS is provided in Figure 18 detailing the proposed parking removal and distance to alternate parking zones.

Figure 18 - Proposed Parking Removal and Surrounding Kerbside Uses at Hunter St

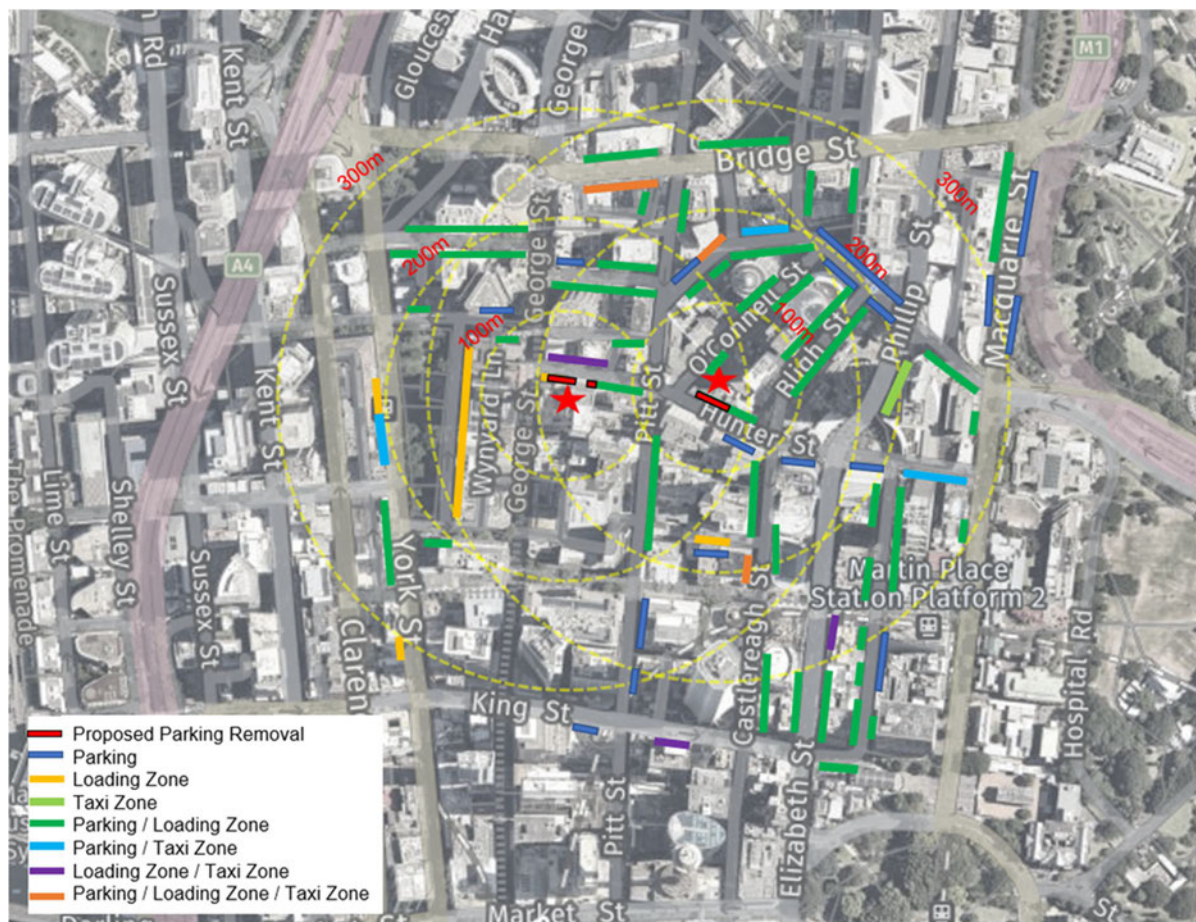


Table 11 provides a summary of the existing and the future estimated parking occupancy, based on the removal of five parking spaces in Hunter Street and the existing parking demand captured in December 2022.

Table 11: Parking Supply and Occupancy around Hunter Street East Construction Site

Location	Existing Parking Spaces	Existing Parking Occupancy Rate		Future Parking Spaces ⁽¹⁾	Estimated Future Parking Occupancy Rate	
		Average Weekday	Average Weekend		Average Weekday	Average Weekend
Hunter Street (between George Street and Macquarie Street)	44	55%	81%	39	62%	91%
Overall Parking Survey Area (refer to Figure 6)	495	77%	78%	490	78%	79%

Note: Future parking spaces based on removal of five on-street parking spaces from the Hunter Street frontage

With the removal of five parking spaces, the peak parking occupancy on Hunter Street would increase by some 7% on weekday and 10% on Saturday during the peak parking demand hour. The increase would be no more than 1% for the weekday and weekend peak parking occupancy. This indicates there is still parking spaces to accommodate the existing parking demand. Considering the recent traffic changes on Hunter Street that involve partial closure of Hunter Street at the George Street intersection, the parking demand may change locally as drivers may change their driving routes away from Hunter Street, albeit broadly speaking these local changes would not significantly alter the overall parking occupancy in the wider survey area.

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

All truck marshalling is to be contained at The Bays site, with the site capable of holding eight trucks. Therefore, no on-street parking is required for truck marshalling in the vicinity of the site.

6.8. Impact on Special Events

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

Table 12: Planned Special Events in Close Proximity to the Hunter Street East Construction Site

Indicative Month	Event	Location
January	Field Day	The Domain
January	Sydney Festival	Sydney CBD
January	Australia Day Celebrations	Primarily harbour foreshore area
February	Sydney Lunar Festival	Throughout Sydney CBD
February	Opera in the Domain	The Domain
March	Mardi Gras Parade / Party	Oxford Street / Hyde Park area
March	St Patrick's Day Parade and Festival	The Rocks
April	Anzac Day Parade	Martin Place, Pitt Street, George Street, Bathurst Street, Elizabeth Street, Hyde Park
April to May	Sydney Comedy Festival	Throughout Sydney CBD
May	Mother's Day Classic	Martin Place, Hyde Park and The Domain
May	Sydney Morning Herald Half Marathon	Throughout Sydney CBD
May/June	Vivid Festival	Throughout Sydney CBD
June	Sydney Film Festival	Throughout Sydney CBD
July	Reserve Forces Day	Macquarie Street
July	Sydney Harbour 10k & 5k	Throughout Sydney CBD

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

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

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

6.9. Cumulative Impacts

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

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

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

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

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

7. Environmental Control Measures

As the site has been functioning under the City and Southwest project and there are no significant changes to the road network, active transport, and parking, the expected impacts are minimal for the demolition stage of construction. However, management and mitigation measurements are to be implemented to minimise any impacts on the road environment which are outlined in the sections below.

7.1. General Traffic Management Measures

Effective traffic and transport management enables the provision of a safe road environment, which contributes to the success of the Project. The following management measures in Table 13 are proposed to minimise the impacts of the proposed works.

Table 13: Traffic Management Measures

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

7.2. Traffic Guidance Scheme / Vehicle Movement Plans

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

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

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

7.3. Pedestrian Movement Plan

A Pedestrian Movement Plans (PMP) has been incorporated into the TGS in Appendix C to show pedestrian management measures and the pedestrian path along the existing footpaths on O'Connell Street and Hunter Street.

7.4. Construction Parking & Access Strategy

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

The Stage 1 CPAS detailing Pyrmont and Hunter St (SMWSTETP-JCG-SWD-SN000-TF-PLN-002043), was approved by the Department of Planning on 23 March 23.

8. Compliance Management

8.1. Training and Competency

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

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

8.2. Inspection and Monitoring

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

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

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

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

8.3. Complaints

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

8.4. Road Safety Auditing

Audits (both internal and external) will be undertaken to assess the effectiveness of the proposed management measures, compliance with this site-specific CTMP, CoA and other relevant approvals, license and guidelines. The audits will be undertaken by independent road safety auditors to assess the safety performance of new or modified local road, parking, pedestrians and cycle infrastructure (including ancillary facilities) to ensure the requirements of relevant design, engineering and safety guidelines are met.

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

8.5. Reporting

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

8.5.1. Monthly Reporting

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

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

- Recent traffic and pedestrian accidents on and in the vicinity of the proposed construction site and traffic management works, including cumulative totals
- Construction scheduling for the Project works, including the current status of all construction stages and impacts of traffic management and approved ROLs
- Approved and anticipated ROL applications, together with any associated issues of concern to the Project, TfNSW, TTLG and other relevant stakeholders, including comparisons of base-case performance indicators with those for the current and proposed traffic conditions and achieving the specified targets
- Community and media comments and complaints and JCG JV responses to these comments and complaints

8.5.2. TTLG Meeting Reports

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

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

9. Review and Improvement

9.1. Continual Improvement

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

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

9.2. CTMP Review and Amendment

This CTMP may require to be updated or revised, which would occur where there is a change to the construction scope or methodology, resulting in an increase of the potential impacts on traffic, transport or access. Any revision to the CTMP will require endorsement from TfNSW representatives and depending on the changes, approval from the Planning Secretary prior to the implementation of the update may be required. A copy of the updated CTMP addressing the changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure.

Traffic management changes may, at CJPs discretion, be accommodated through Contractor preparation of addendums to the CTMP.

Part B: Implementation

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

Part B contains the following:

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

Element 1. Leadership, accountability and culture

Table 14: Element 1: Leadership, accountability and culture

Expectations	How will we meet the Expectation? (minimum requirements)	Responsible/ Key Contributors	Deliverables
1.1. All personnel have completed an induction containing relevant traffic information before they are authorised to work on the project	<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 learn	<p>Toolbox talks will be held regularly during construction works and investigations. They will reinforce and reiterate information from inductions.</p>	Approvals, Environment and Sustainability Manager Site Manager	<ul style="list-style-type: none"> Toolbox records

Element 2. Monitoring and reporting

Table 15: Element 2: Monitoring and reporting

Expectations	How will we meet the Expectation? (minimum requirements)	Responsible/ Key Contributors	Deliverables
2.1. Worksites are regularly inspected to ensure the adequacy of controls	<p>Weekly inspection of onsite traffic management controls will be undertaken as detailed in our traffic procedures</p>	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
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Element 3. Auditing, review and improvement

Table 16: Element 3: Auditing, review and improvement

Expectations	How will we meet the Expectation? (minimum requirements)	Responsible/ Key Contributors	Deliverables
3.1. Road safety audits are to be undertaken	Section 9.4	People and Culture Manager Traffic and Transport Manager	Road Safety Audit reports
3.2. Audits are undertaken to ensure compliance with the requirement of this CTMP	Procedures for corrective actions are addressed in the CEMP. Audits will be performed in line with the CEMP and this CTMP and associated documents or procedures will be updated if required.	Approvals, Environment and Sustainability Manager Environment Co-ordinators	<ul style="list-style-type: none"> Audit Reports Corrective Action Reports
3.3. All non-compliances are reported and actioned	<p>A traffic non-conformance can generally be defined as a failure to comply with:</p> <ul style="list-style-type: none"> Project Planning Approval or Revised Environmental Management Measures <p>Where a non-conformance is raised as part of an audit or an incident or complaint investigation the audit, incident or complaint report may be used to close out the nonconformance and it is not necessary to raise a separate non-conformance reporting process.</p> <p>Corrective and Preventative Actions may also be raised in accordance with the CEMP.</p>	Approvals, Environment and Sustainability Manager Environment Co-ordinators	

Project specific requirements

Conditions of Approval (SSI 19238057)

Table 17: Conditions of Approval (SSI 19238057)

ID	Requirements (CEMF)	JCG JV Response	Responsibility	Timing
D67	Access to all utilities and affected properties must be maintained where practicable, unless otherwise agreed with the relevant utility owner, landowner or occupier.	Section 6.5	Site Project Manager	Commencement of construction
D68	Any property access physically affected by the CSSI must be reinstated to at least an equivalent standard, unless otherwise agreed by the relevant landowner or occupier.	Section 6.5	Site Project Manager	Pending identification of the impact
D69	During construction of the CSSI, all reasonably practicable measures must be implemented to maintain pedestrian, cyclist and vehicular access to, and parking in the vicinity of affected businesses / traders. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected businesses / traders and relevant Councils and implemented prior to the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	Section 6.3, Section 6.4, Section 6.5 and Section 6.7	Site Project Manager Stakeholder and Community Engagement Director Traffic Manager	Pre-construction
D71	The locations of all heavy vehicles used for spoil haulage for the CSSI must be monitored in real time and the records of monitoring be made available electronically to the Planning Secretary and the EPA upon request for a period of no less than one (1) year following the completion of construction.	Section 5.3.3	Traffic Manager	Pre-construction
D72	Construction Traffic Management Plan (CTMPs) must be prepared in accordance with the Construction Traffic Management Framework. A copy of the CTMPs must be submitted to the	This site specific CTMP	Traffic Manager	Pre-construction

	Planning Secretary for information before commencement of any construction in the area identified and managed with the relevant CTMP.			
D73	Local roads proposed to be used by heavy vehicles to directly access construction sites that are not identified in the documents listed in Condition A1 must be approved by the Planning Secretary and be included in the CTMPs.	Not Applicable		
D74	All requests to the Planning Secretary under Condition D73 must include the following:			
	(a) a swept path analysis;	Appendix B	Traffic Manager	Pre-construction
	(b) demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;	Section 5.3, Section 6.3 and Section 6.4		
	(c) details as to the date of completion of the road dilapidation surveys for the subject local roads;	Section 5.9	Interface & Integration Director	Pre-construction
	(d) measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times; and	Section 5.3	Traffic Manager	Pre-construction
	(e) written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a) to (d) of this condition.	Section 5.3	Traffic Manager	Pre-construction
D75	Prior to any local road being used by a heavy vehicle for the purposes of construction of the CSSI, a Road Dilapidation Report must be prepared for the road. A copy of the Road Dilapidation Report must be provided to the relevant council within three (3) weeks of completion of the survey and at no later than one (1) month before the road being used by heavy vehicles associated with the construction of the CSSI.	Section 5.9	Interface & Integration Director	Pre-construction

D76	If damage to roads occurs as a result of the construction of the CSSI, the Proponent must either (at the relevant council's discretion):	Section 5.9		
	(a) compensate the relevant council for the damage so caused; or	Section 5.9	Interface & Integration Director	Pre-construction
	(b) rectify the damage to restore the road to at least the condition it was in pre-work as identified in the Road Dilapidation Report.	Section 5.9	Interface & Integration Director	Pre-construction
D77	All vehicles associated the CSSI (including light vehicles and heavy vehicles) must be managed to:			
	(a) minimise parking on public roads;	Section 6.7	Traffic Manager	Construction
	(b) minimise idling and queueing on state and regional roads;	Section 6.7	Traffic Manager	Construction
	(c) not carry out marshalling of construction vehicles near sensitive land user(s);	Section 6.7	Traffic Manager	Construction
	(d) not block or disrupt access across pedestrian or shared user paths at any time unless alternative access is provided; and	Section 6.3	Traffic Manager	Construction
	(e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs.	Section 5.3	Traffic Manager	Construction
D78	A Construction Parking and Access Strategy must be prepared to identify and mitigate impacts resulting from on and off-street parking changes during construction of the CSSI.	CPAS to be prepared under a separate document	Traffic Manager	Pre-construction
D79	A Traffic and Transport Liaison Group(s) must be established before construction in accordance with the Construction Traffic Management Framework to inform the development of CTMPs.	Section Error! Reference source not found.	Construction Integration Manager	Pre-construction
D80	Supplementary analysis and modelling as required by TfNSW and / or the Traffic and Transport Liaison Group(s) must be undertaken to demonstrate that construction and operational traffic can be managed to minimise disruption to traffic network operations including changes to	Section Error! Reference source not found.	Traffic Manager	Pre-construction

	and the management of pedestrian, bicycle and public transport networks, public transport services, and pedestrian and cyclist movements. Revised traffic management measures must be incorporated into the CTMPs.			
D81	Permanent road works, including vehicular access, signalised intersection works, and works relating to pedestrians, cyclists, and public transport users must be subject to safety audits demonstrating consistency with relevant design, engineering and safety standards and guidelines. Safety audits must be prepared in consultation with the relevant Traffic and Transport Liaison Group before the completion and use of the subject infrastructure and must be made available to the Planning Secretary upon request.	Section 8.4, Appendix D	Traffic Manager	Pre-construction
D82	Safe pedestrian and cyclist access must be maintained and signposted around CSSI construction sites during construction, including during the operation of festivals and special events, in accordance with the CTMPs. Note: Pedestrian and cyclist access around construction sites must be as direct as reasonably practicable.	Section 6.3 and Section 6.8	Traffic Manager	Pre-construction
D83	The Proponent must maintain emergency vehicle access, in consultation with TfNSW, relevant Councils and emergency services at all times throughout the CSSI. Measures must be outlined in the Construction Parking and Access Strategy required under Condition D78 above.	Section 6.6 and a separate CPAS document	Site Project Manager Traffic Manager	Pre-construction

Revised Environmental Mitigation Measures

Table 18: Revised Environmental Mitigation Measures

ID	Requirements (CEMF)	JCG JV Response	Responsibility	Timing
TT1	The community would be notified in advance of proposed road and pedestrian network changes through appropriate forms of community liaison.	Section Error! Reference source not found. and Section Error! Reference source not found.	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 6.6	Traffic Manager	Construction
TT3	Access to properties for emergency vehicles would be provided at all times.	Section 6.6	Site Project Manager	Construction
TT4	Vehicle access to and from construction sites would be managed to maintain pedestrian, cyclist and motorist safety. Depending on the location, this may require manual supervision, physical barriers, temporary traffic signals and modifications to existing signals or, on occasions, police presence.	Section 6.3 and Section 6.4	Site Project Manager Traffic Manager	Construction
TT5	Additional enhancements for pedestrian, cyclist and motorist safety near the construction sites would be implemented during construction. This would include measures such as: <ul style="list-style-type: none"> Assessing the suitability of construction haulage routes through sensitive land use areas with respect to road safety Deployment of speed awareness signs in conjunction with variable message signs near construction sites to provide alerts to drivers Providing community education and awareness about sharing the road safely with heavy vehicles 	Section Error! Reference source not found. , Section 5.3, Section 5.7 and Section 6.1	Traffic Manager Stakeholder and Community Engagement Director People and Culture Director	Construction

	<ul style="list-style-type: none"> Specific construction driver training to understand route constraints, safety and environmental considerations such as sharing the road safely with other road users and limiting the use of compression braking <p>Requiring technology and equipment to improve vehicle safety, eliminate heavy vehicle blind spots, and monitor vehicle location and driver behaviour.</p>			
TT6	All trucks would enter and exit construction sites in a forward direction, where feasible and reasonable.	Section 5.1	Site Project Manager Traffic Manager	Construction
TT7	Construction site traffic would be managed to minimise movements during peak periods.	Section 7.1	Site Project Manager Traffic Manager	Construction
TT10	Where existing parking is removed to facilitate construction activities, consultation would occur with the relevant local council to investigate opportunities to provide alternative parking facilities.	Section 6.7 and Section 7	Traffic Manager	Pre-construction
TT11	<p>Construction sites would be managed to minimise the number of construction workers parking on surrounding streets by:</p> <p>Encouraging workers to use public or active transport</p> <ul style="list-style-type: none"> Encouraging ride sharing <p>Provision of alternative parking locations and shuttle bus transfers where feasible and reasonable.</p>	Section 5.5	Site Project Manager Traffic Manager	Construction
TT18	Access to existing properties and buildings would be maintained in consultation with property owners.	Section 6.5	Site Project Manager Stakeholder and Community Engagement Director	Construction

Construction Environmental Management Framework

Table 19: Construction Environmental Management Framework

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

Part C Annexures
Appendix A Site Plan



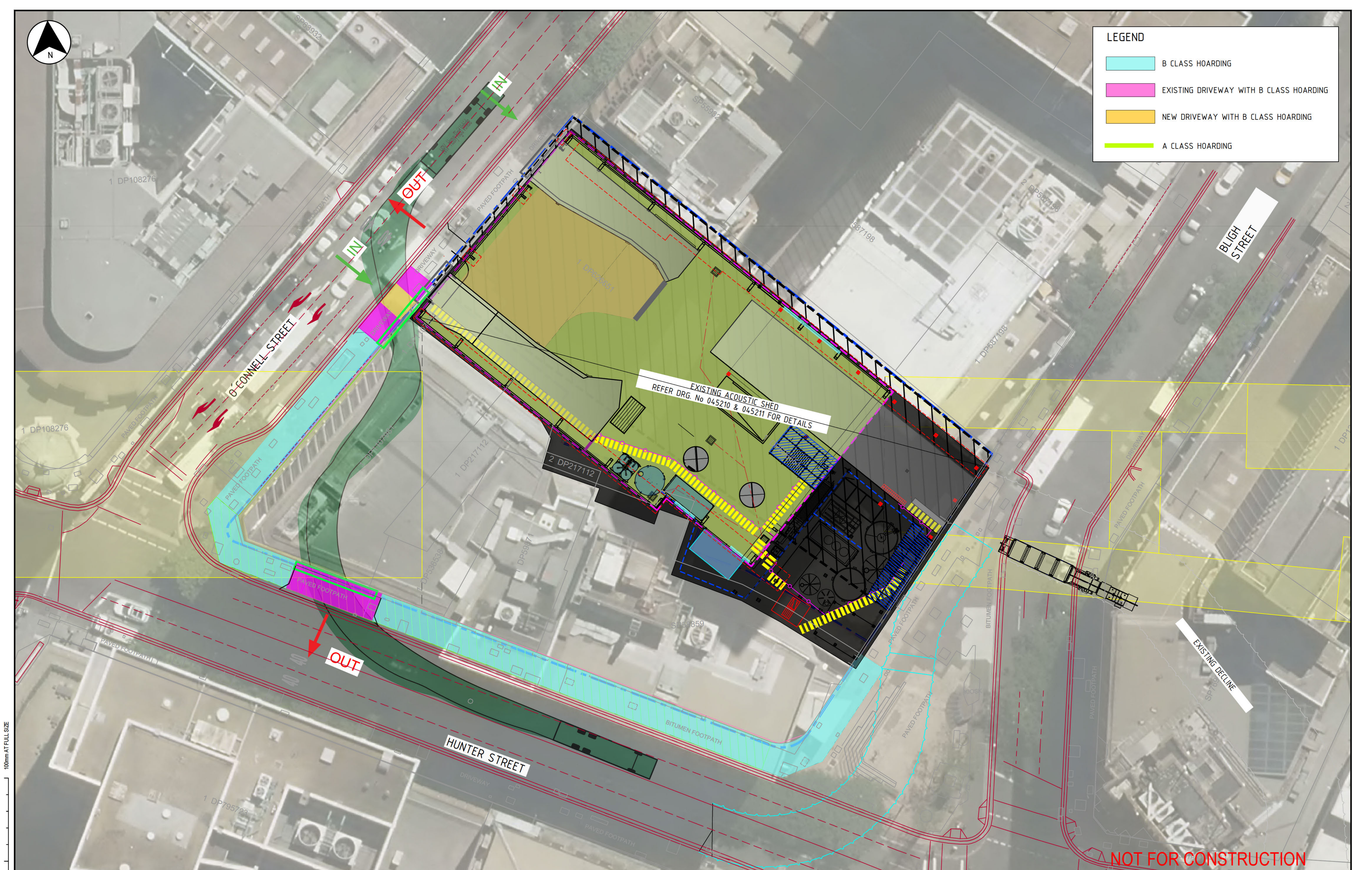
LEGEND

B CLASS HOARDING

EXISTING DRIVEWAY WITH B CLASS HOARDING

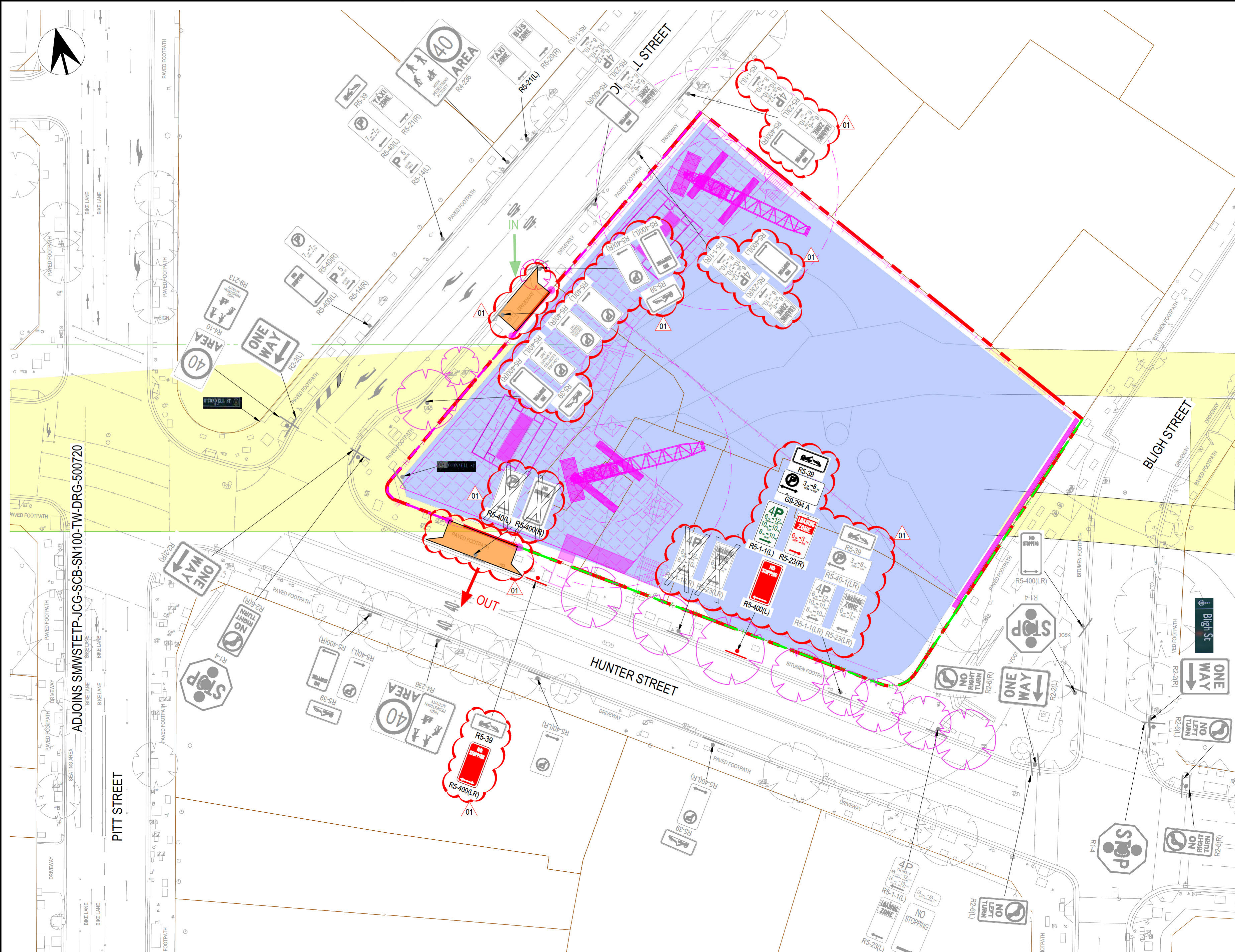
NEW DRIVEWAY WITH B CLASS HOARDING

A CLASS HOARDING



100mm AT FULL SIZE

<div><div>REV</div><div>BY</div><div>DATE</div><div>DESCRIPTION</div><div>APPD.</div></div> <div><div>A</div><div>J.F</div><div>04/04/23</div><div>ISSUED FOR INFORMATION</div><div>S.C.</div></div>				<div>SCALES</div> <div><div>0 2 4 6 8 10 12m</div><div>SCALE 1:200 AT A1 SIZE</div></div>		<div>CLIENT</div> <div><div>NSW GOVERNMENT</div><div>sydney METRO</div></div>		<div><div>The information shown on this drawing is for the purposes of the Sydney Metro Project only. No warranty is given or implied as to its suitability for any other purpose. The Service Providers accept no liability arising from the use of this drawing and the information shown thereon for any purpose other than the Sydney Metro Project.</div><div>SERVICE PROVIDERS</div><div><div>JOHN HOLLAND</div><div>CPB CONTRACTORS</div><div>Ghella</div></div></div>		<div><div>DRAWN</div><div>DESIGNED</div><div>DRG CHECK</div><div>DESIGN CHECK</div><div>APPROVED</div></div> <div><div>J.FAN</div><div>P. SHEPHERD</div><div>P. SHEPHERD</div><div>D.MAYTOM</div><div>S.CONNOR</div></div>		<div><div>SYDNEY METRO WEST - EASTERN TUNNELING PACKAGE</div><div>HUNTER STREET STATION</div><div>EAST SHAFT SITE LAYOUT DEMOLITION - STAGE 1</div><div>OPERATION HAULAGE</div><div>VEHICLE MANAGEMENT PLAN</div></div> <div><div>STATUS: WORK IN PROGRESS</div><div>SHEET 1 OF 1</div><div>©</div></div> <div><div>DRG No: SMWSTETP-JCG-SCB-SN100-CV-SKE-020201</div><div>REV.</div><div>A</div></div>	
<div>A1 Original</div> <div>Co-ordinate System: GDA2020 MGA Zone 56</div> <div>Height Datum: A.H.D</div> <div>This sheet may be prepared using colour and may be incomplete if copied</div>				<div>NOTE: Do not scale from this drawing.</div>		<div>ALT. DRG No.</div>							



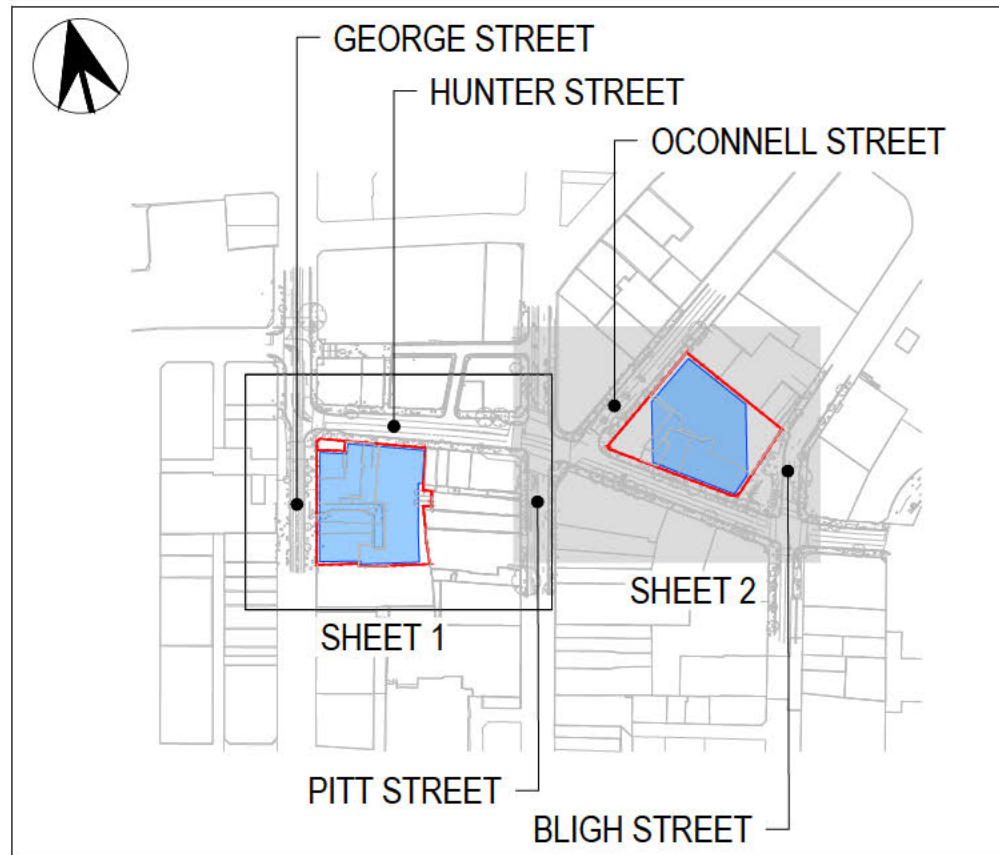
LEGEND

GENERAL

- CADASTRAL BOUNDARY
- PROJECT AREA
- LOCAL WORKS CONTROL LINE
- PROPOSED SIGN FACE
- EXISTING SIGN FACE TO BE RETAINED
- EXISTING SIGN FACE TO BE REMOVED OR COVERED
- PROPOSED POST MOUNTED SIGN FACE
- PROPOSED WALL/POLE MOUNTED SIGN FACE
- EXISTING POST MOUNTED SIGN FACE
- EXISTING WALL/POLE MOUNTED SIGN FACE
- LINEMARKING TAG
- HUNTER SITE CIVIL WORKS. REFER TO PACKAGE 30_51 FOR DETAILS

NOTES:

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



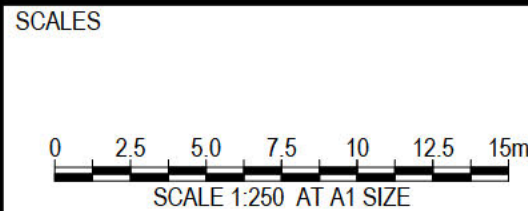
KEY PLAN

NOT TO SCALE

HUNTER STREET (EAST) METRO STATION

APPROVED FOR CONSTRUCTION

REV	BY	DATE	DESCRIPTION	APPD.
01	R.TAC	05/06/23	APPROVED FOR CONSTRUCTION	F.BAN
00	R.TAC	27/03/23	APPROVED FOR CONSTRUCTION	F.BAN

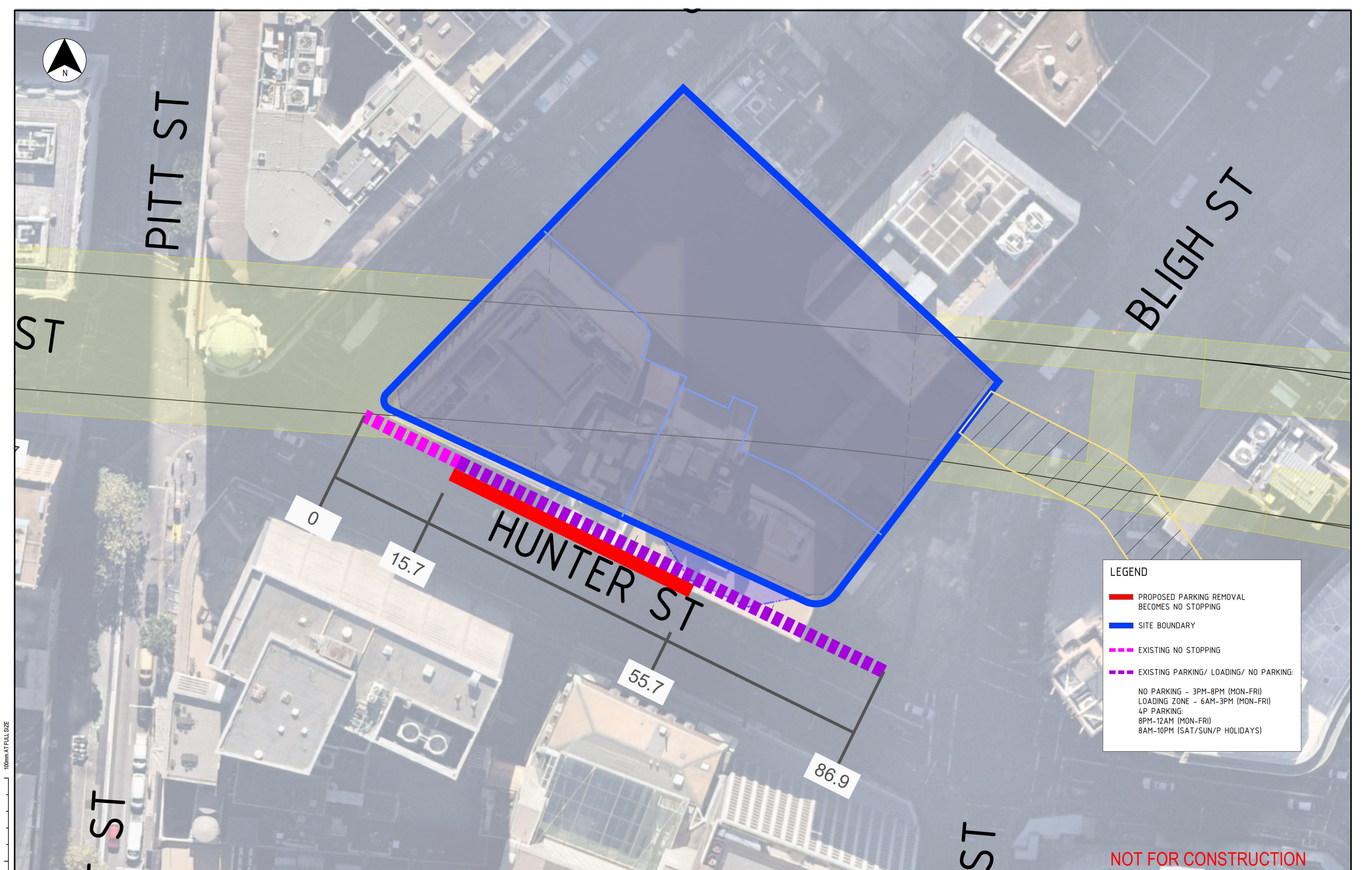


NOTE: Do not scale from this drawing.	ALT. DRG No.
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SERVICE PROVIDERS	
JOHN HOLLAND	
CPB CONTRACTORS	
Ghella	
DRAWN	JANNETTE RAMOS
DESIGNED	ANICA PEREZ
DRG CHECK	ROMMEL TACADENA
DESIGN CHECK	THIBAGAR THEIVENDRAN
APPROVED	FRANK BAINO

SYDNEY METRO WEST - EASTERN TUNNELLING PACKAGE		
HUNTER STREET (SYDNEY CBD) STATION		
TW-0007 TEMPORARY WORKS - HUNTER STREET DRIVEWAY ACCESS AND ROAD SIGNAGE		
ROAD FURNITURE, SIGNAGE AND LINEMARKING		
STATUS: AFC	SHEET 2 OF 2	©
DRG No: SMWSTETP-JCG-SCB-SN100-TW-DRG-500721	REV.	01



100mm AT FULL SIZE

LEGEND

PROPOSED PARKING REMOVAL
BECOMES NO STOPPING

SITE BOUNDARY

EXISTING NO STOPPING

EXISTING PARKING/ LOADING/ NO PARKING:

NO PARKING - 3PM-8PM (MON-FRI)
LOADING ZONE - 6AM-3PM (MON-FRI)
4P PARKING:
8PM-12AM (MON-FRI)
8AM-10PM (SAT/SUN/P HOLIDAYS)

<div><div>SYDNEY METRO WEST - EASTERN TUNNELING PACKAGE</div><div>HUNTER STREET STATION</div><div>HUNTER STREET EAST</div><div>CONSTRUCTION PARKING & ACCESS STRATEGY</div><div>PROPOSED ON-STREET PARKING REMOVAL</div></div>				<div>STATUS: WORK IN PROGRESS</div> <div>SHEET 1 OF 1</div> <div>©</div>	
<div>DRG No: SMWSTETP-JCG-SCB-SW000-TM-DRG-045011</div> <div>REV. A</div>					

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

sydney METRO

JOHN HOLLAND

CPB

Ghella

DRAWN: AMCGONIGAL

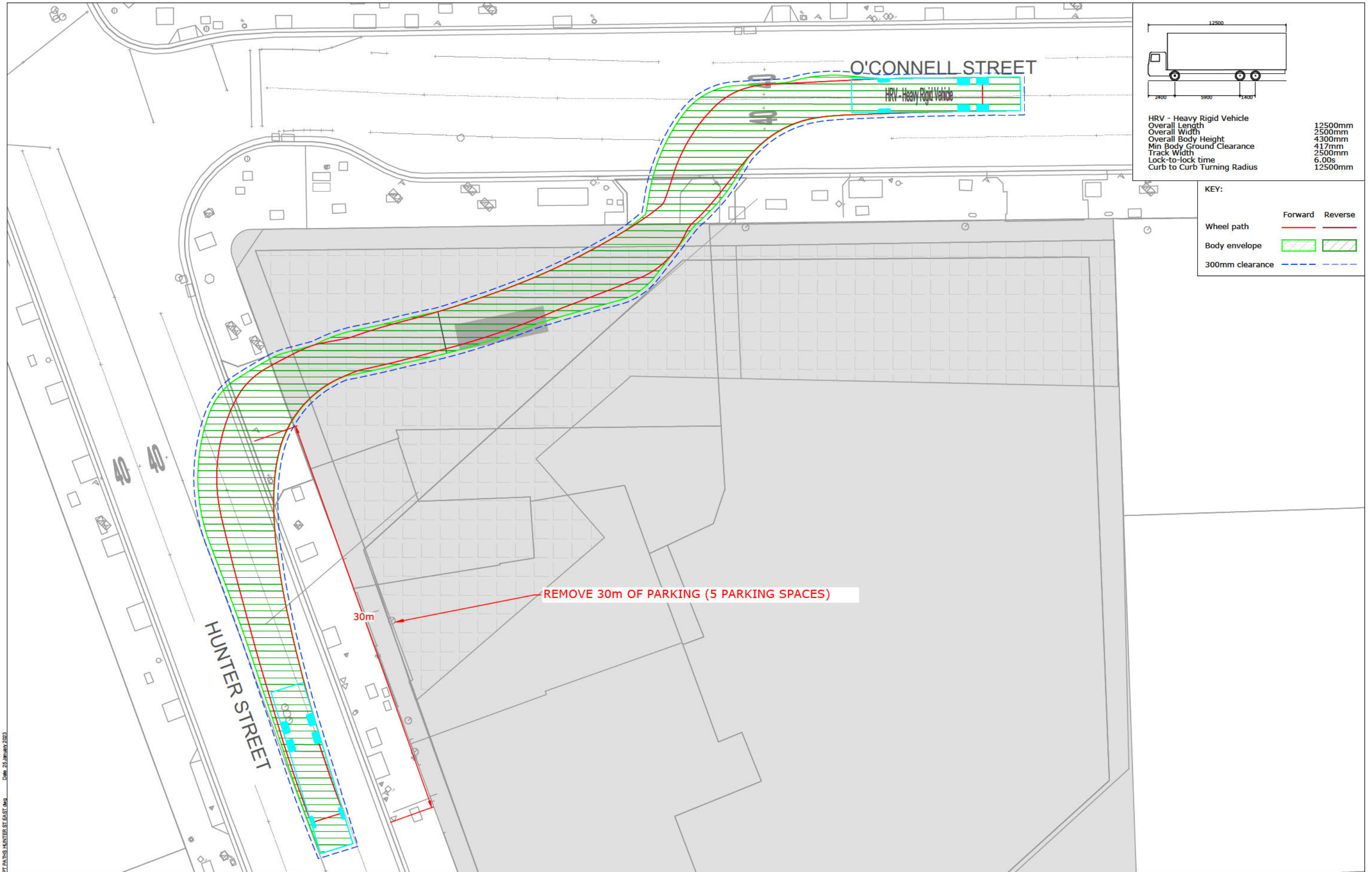
DESIGNED:

DRG CHECK:

DESIGN CHECK:

APPROVED:

Appendix B Swept Path Analysis



Filename: 21480CAD007-202315-SWEPT PATHS HUNTER ST EAST.dwg Date: 25 January 2023

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



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

DWG No.	21480CAD007 FIGURE 3		
DATE STAMP	25 JANUARY 2023		
PROJECT No.	SCALE	REV.	
21480	1:250 @A3	A	

Appendix C Traffic Guidance Scheme

TRAFFIC MANAGEMENT NOTES:

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

CERTIFICATION

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

CERTIFICATE NO: 0051973479
DORIS LEE

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

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



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

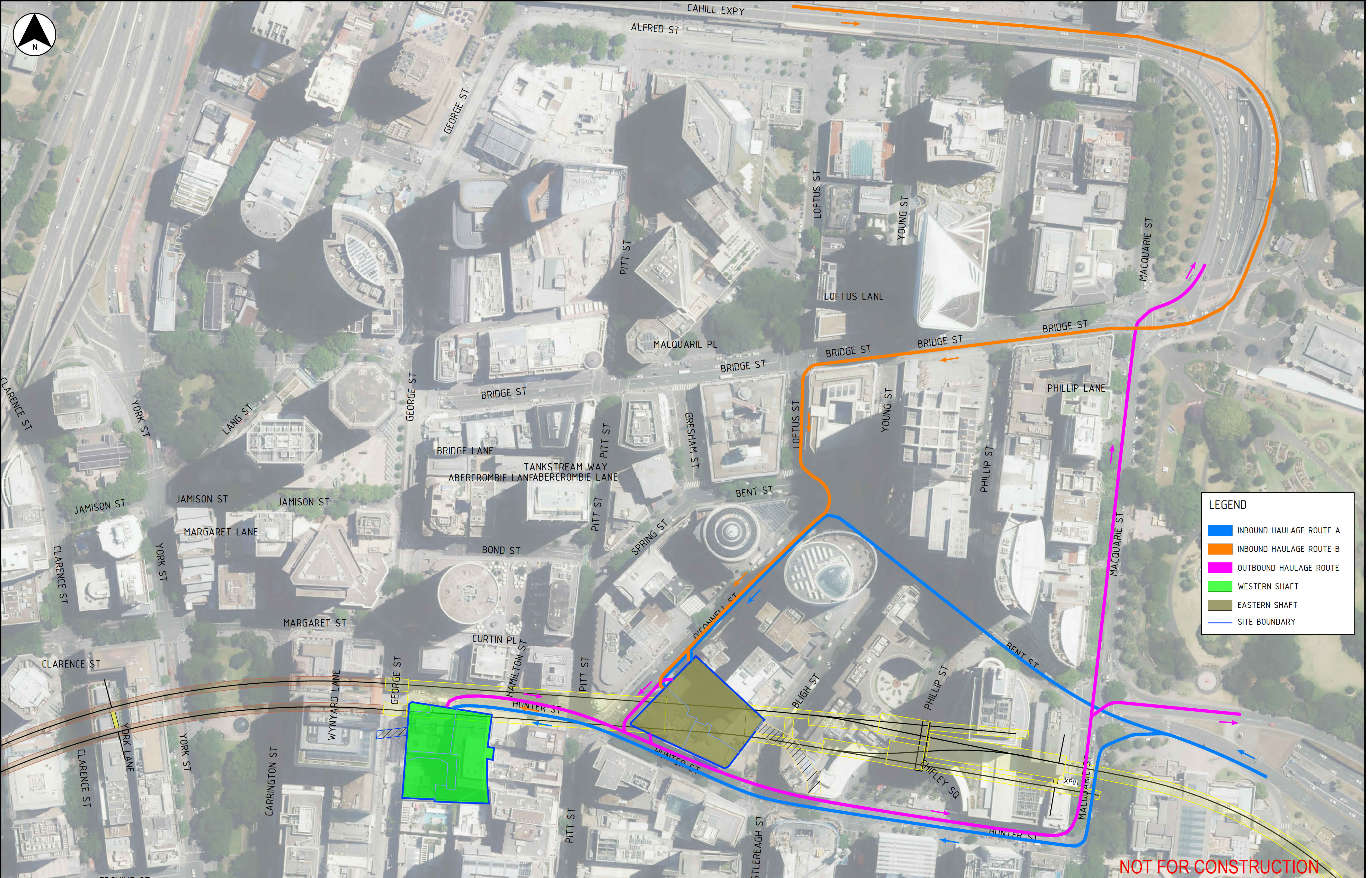
File name: 21480CAD006-2023-05-HUNTER ST EAST.dwg Date: 25 January 2023

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



PROJECT	SYDNEY METRO WEST PROJECT HUNTER STREET EAST - STAGE 2 DEMOLITION			DWG No.	21480CAD006 FIGURE 1	
TITLE	TRAFFIC GUIDANCE SCHEME			DATE STAMP	25 JANUARY 2023	
				PROJECT No.	21480	SCALE NTS
				REV.	A	

Appendix D Vehicle Movement Plan



LEGEND

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

SYDNEY METRO WEST - EASTERN TUNNELING PACKAGE			
HUNTER STREET STATION			
OPERATION HAULAGE			
VEHICLE MANAGEMENT PLAN			
STATUS: WORK IN PROGRESS		SHEET 1 OF 1	©
DRG No: SMWSTETP-JCG-SCB-SN100-CV-SKE-020011		REV.	A

REV.	BY	DATE	DESCRIPTION	APPD.
A	J.F.	21/04/23	ISSUED FOR INFORMATION	S.C.

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CLIENT

NSW GOVERNMENT

sydney METRO

SERVICE PROVIDERS

JOHN HOLLAND

CPB

Ghella

DRAWN: J.FAN

DESIGNED: F. ANGHETTI

DRG CHECK: F. ANGHETTI

DESIGN CHECK: H. LANG

APPROVED: S. CONNOR

SCALES

0 10 20 30 40 50 60mm

SCALE 1:1 AT A1 SIZE

100mm AT FULL SIZE

NOT FOR CONSTRUCTION

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.

Appendix E Road Safety Audit



Hunter Street East – Demolition of Southern Buildings

Construction Road Safety Audit

Prepared for:

JCG JV

3 May 2023

The Transport Planning Partnership

Hunter Street East – Demolition of Southern Buildings

Construction Road Safety Audit

Client: JCG JV

Version: V05

Date: 3 May 2023

TPP Reference: 21480

Quality Record

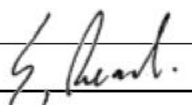
Version	Date	Prepared by	Reviewed by	Approved by	Signature
V01	30/1/2023	Adeline Sim	Stephen Read	Stephen Read	
V02	30/1/2023	Stephen Read	Stephen Read	Stephen Read	
V03	01/02/2023	Adeline Sim	Stephen Read	Stephen Read	
V04	04/04/2023	Adeline Sim	Stephen Read	Stephen Read	
V05	03/05/2023	Adeline Sim	Stephen Read	Stephen Read	

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2.2	Audit Objective	3
2.3	Procedures and Reference Material	3
2.4	Audit Team	3
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3.1	Commencement Meeting	4
3.2	Site and Field Audit.....	4
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4	Road Safety Audit Findings.....	5
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4.2	Responding to the Audit Report	6
4.3	Road Safety Audit Findings	6
5	Concluding Statement	8

Tables

Table 4.1:	Risk Matrix	5
Table 4.2:	Road Safety Audit Findings	7

APPENDICES

A. DESIGN DRAWINGS

1 Road Safety Audit Summary

Audited project:	Hunter Street East – Demolition of the Southern Buildings
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:	Roadworks Construction
Commencement meeting:	N/A
Audit date:	04 April 2023
Completion meeting:	Not required

2 Introduction

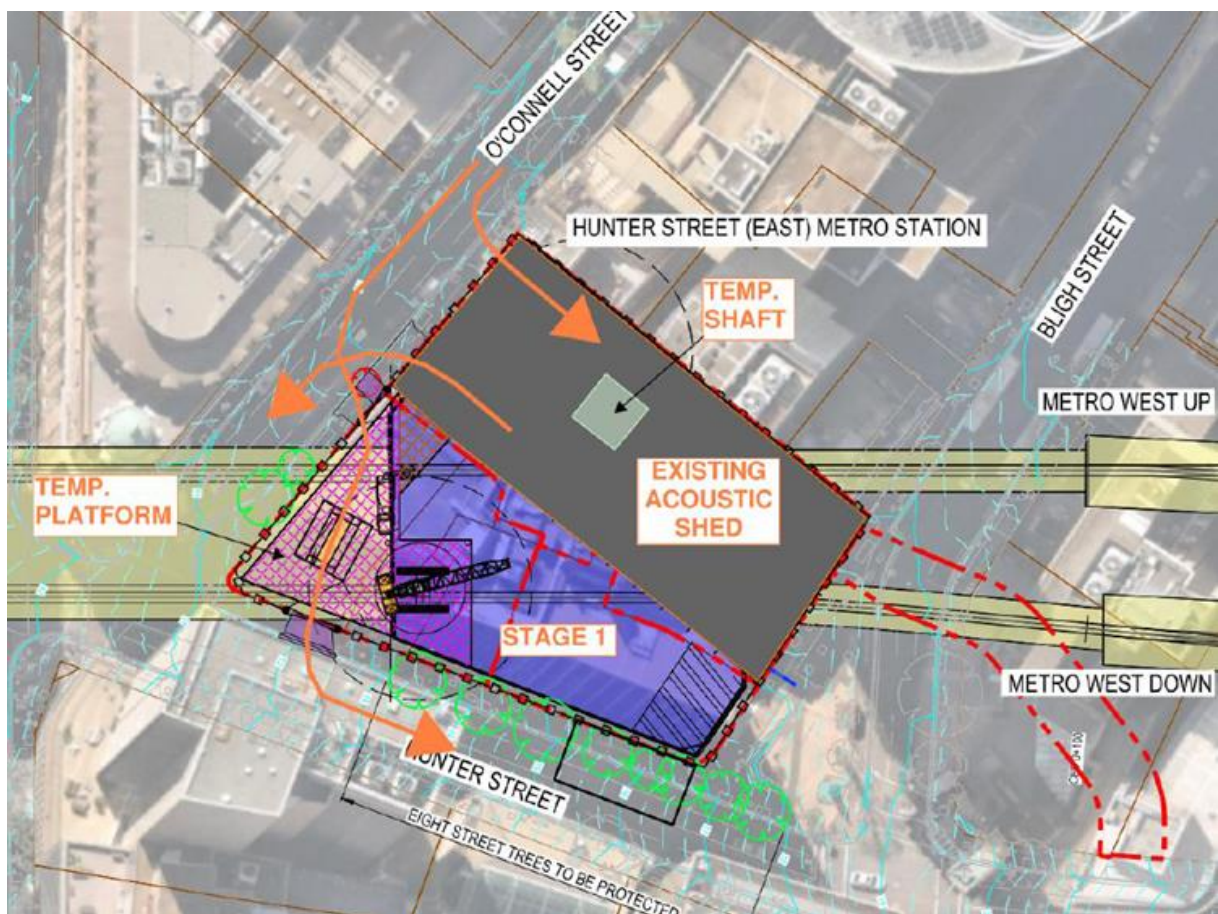
2.1 Background

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

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

- Existing access driveway to the northern section of the site on O'Connell Street
- Existing egress driveway from the northern section of the site on O'Connell Street
- Existing driveway to be widened as an access driveway for the southern section of the site on O'Connell Street
- Proposed driveway to be constructed as an egress driveway on Hunter Street for the southern section of the site.

Figure 2.1: Driveway Locations and Access Arrangement



The plans provided for the audit were:

- Sydney Metro West Project – Hunter Street East – Stage 2 Demolition, Traffic Guidance Scheme, 25 January 2023, Figure 1 (21480CAD006).
- Sydney Metro West Project – Hunter Street East – Stage 2 Demolition, Swept Path Analysis – Demolition Site AS2890.2 12.5m Heavy Rigid Vehicle, 25 January 2023 (21480CAD007).

These plans are attached in Appendix A of this report.

2.2 Audit Objective

The objective of this Audit is to examine the road safety issues associated with the traffic control measures that will be implemented during the demolition of the high-rise buildings along the southern section of the Hunter Street East site.

2.3 Procedures and Reference Material

The procedures used are described in the following guidelines:

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

2.4 Audit Team

The RSA was carried out by the following team:

- Stephen Read (RSA-02-0652) – level 3 road safety auditor (lead auditor)
- Adeline Sim (RSA-02-1527) – level 2 road safety auditor (team member)

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

3 Road Safety Audit Program

3.1 Commencement Meeting

A formal meeting was not held.

3.2 Site and Field Audit

The audit team has undertaken a site inspection in day and night conditions for the area covered in the scope of this audit on 4 April, 2023. The weather condition was fine and visibility was good. The site visit was recorded through photographs and video recordings.

3.3 Completion Meeting

Not required.

4 Road Safety Audit Findings

4.1 Introduction

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

Table 4.1: Risk Matrix

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

The terms in Table 4.1 are described below.

Likelihood:

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

Severity:

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

Priority:

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

4.2 Responding to the Audit Report

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

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

4.3 Road Safety Audit Findings

The audit findings are documented in Table 4.2 which provides:

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

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

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

Table 4.2: Road Safety Audit Findings

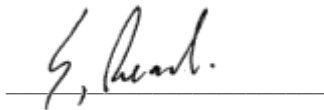
Item No.	Location	Descriptions of Findings	Photo	Likelihood	Severity	Risk Rating	Designer Response
No findings							

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.

A handwritten signature in black ink, appearing to read 'S. Read.', is positioned above a horizontal line.

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

A handwritten signature in black ink, appearing to read 'Adeline Sim', is positioned above a horizontal line.

Adeline Sim
Level 2 Road Safety Auditor
The Transport Planning Partnership

Appendix A

Design Drawings

TRAFFIC MANAGEMENT NOTES:

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. ALL SIGNS TO BE MINIMUM SIZE A.
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CERTIFICATION

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

CERTIFICATE NO: 0051973479
DORIS LEE

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

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



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

File name: 21480CAD006-2023-05-SS HUNTER ST EAST.dwg Date: 25 January 2023

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



PROJECT

SYDNEY METRO WEST PROJECT
HUNTER STREET EAST - STAGE 2 DEMOLITION

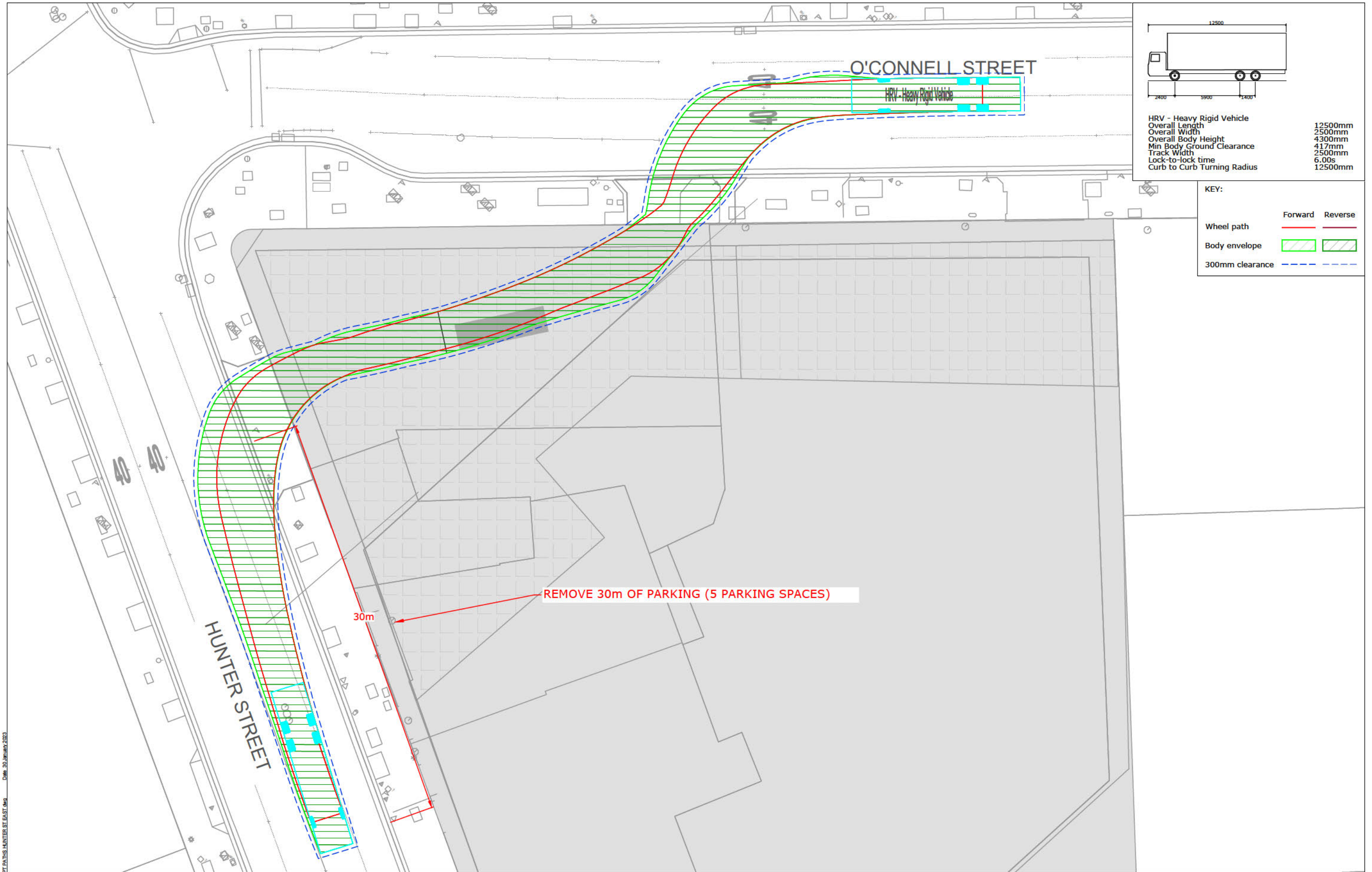
TITLE

TRAFFIC GUIDANCE SCHEME

DWG No. 21480CAD006
FIGURE 1

DATE STAMP
25 JANUARY 2023

PROJECT No.	SCALE	REV.
21480	NTS	A



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	JG	DL	WJ	25/01/23
B	ISSUE FOR DISCUSSION	JG	DL	WJ	30/01/23



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

DWG No.	21480CAD007 FIGURE 3		
DATE STAMP	30 JANUARY 2023		
PROJECT No.	21480	SCALE	1:250 @A3
REV.	B		

Filename: 21480CAD007-201310-SWEPT PATHS HUNTER ST EAST.dwg Date: 30 January 2023

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

P.O. Box 237
St Leonards NSW 1590

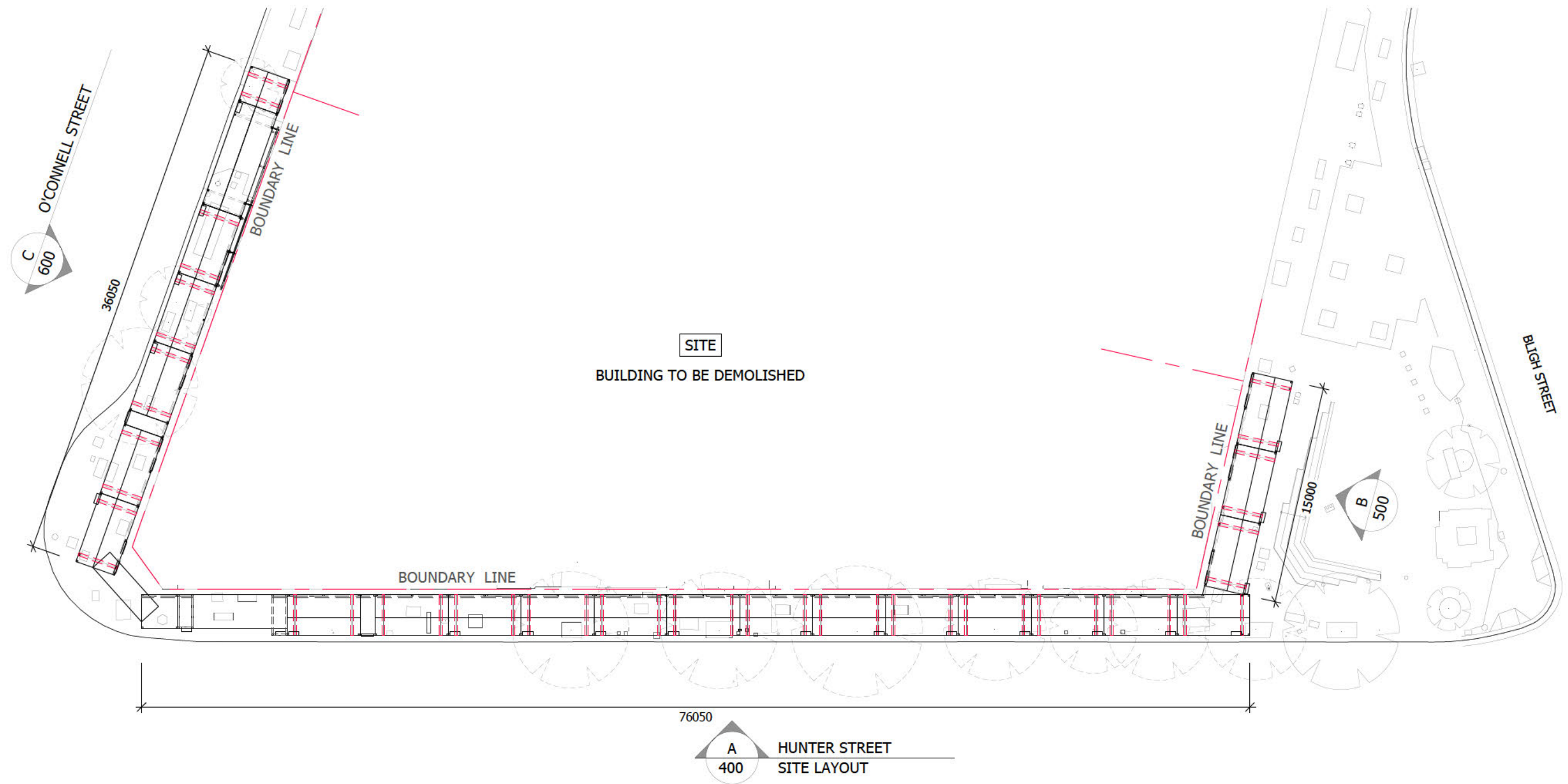
02 8437 7800

info@tpp.net.au

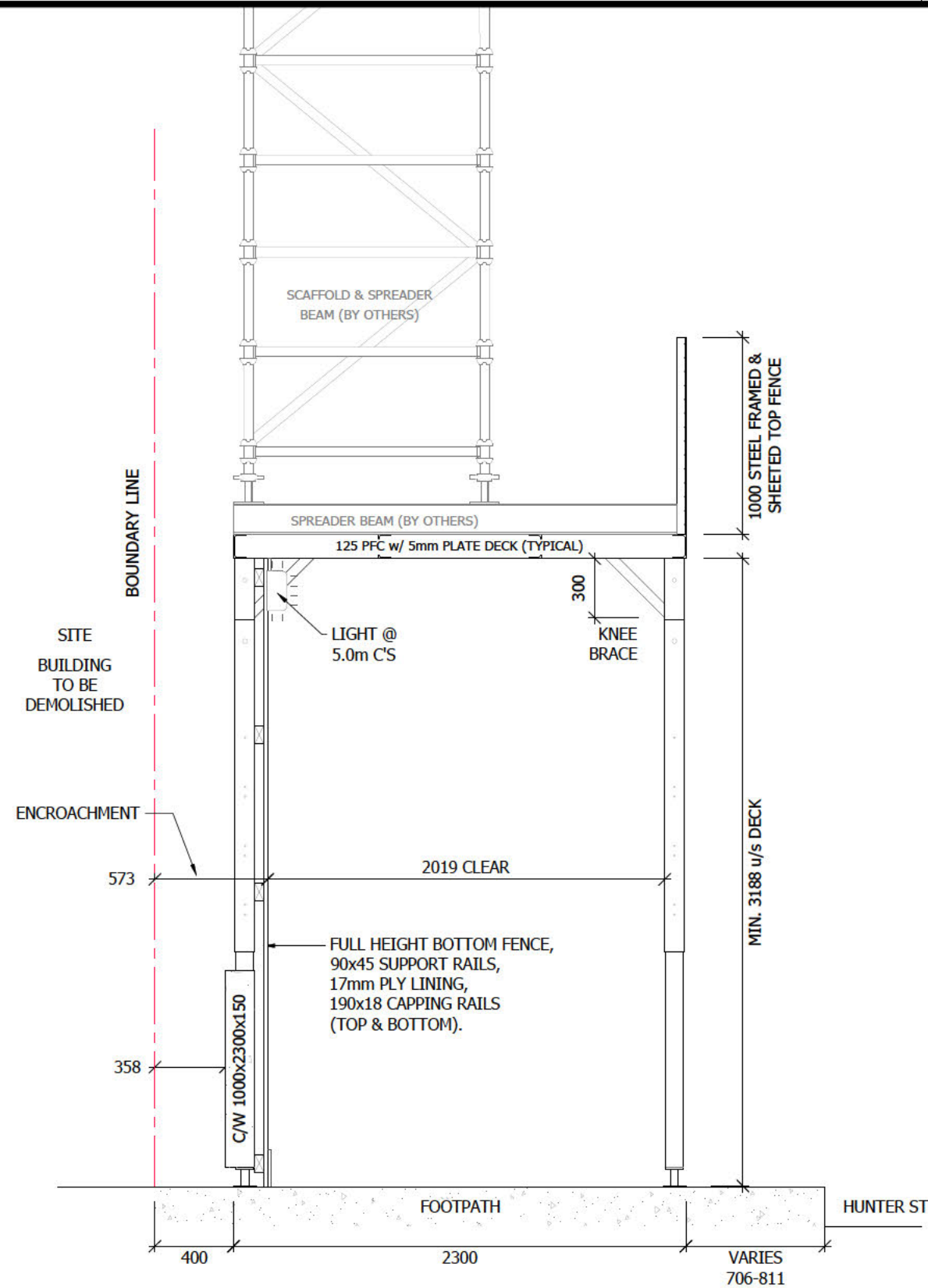
www.tpp.net.au

Appendix F Hoarding Design

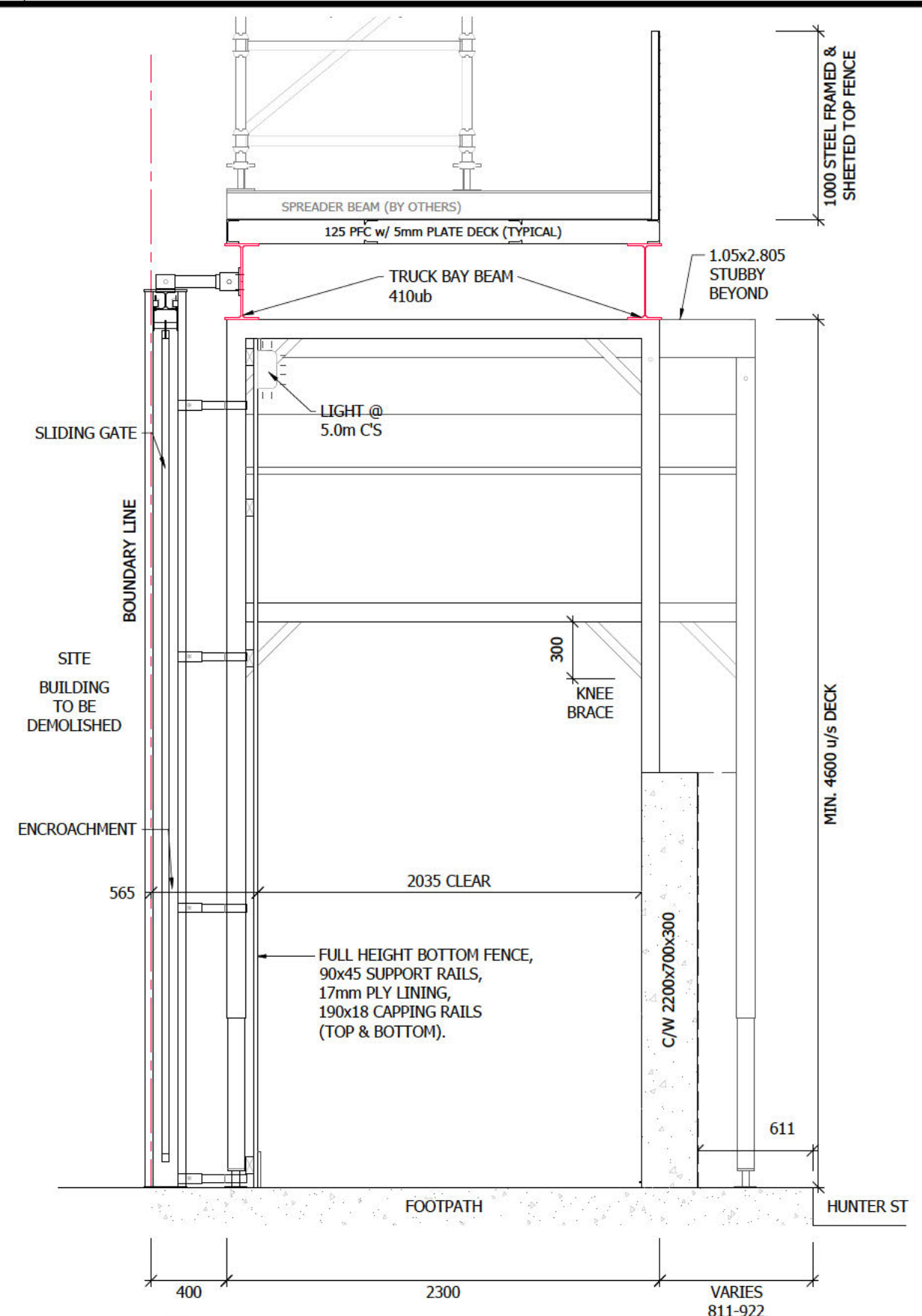
NORTH



DESIGN LOAD NOTES: LIVE LOAD DESIGN RATING: 10 kPa 1. *MAX. LIVE LOAD RATING : 4 kPa * 40% max design load rating in accordance with workcover requirements for overhead protective structures 2. ALL LOADS TO BE TO BE EVENLY DISTRIBUTED ACROSS THE FULL WIDTH OF THE HOARDING BY A SUITABLY SIZED SPREADER BEAM COMPLIANT WITH AUSTRALIAN STANDARDS.	COLOURS: - STRUCTURE, TOP & BOTTOM FENCE: BLACK - UNDERSIDE OF DECK: WHITE	PROJECT LOCATION: HUNTER STREET EAST TUNNELLING PROJECT SYDNEY	PROPOSED HOARD NG FOR: MANN GROUP	DRAW NG TITLE: SITE LAYOUT	ALESSI JOB NO: 207000	HOARDINGS JOB NO: TH13390	DRAWING NO: 002	ISSUE: 01
	HOARDING TO BE WATERPROOFED	HOARDINGS BY: TOTAL HOARDINGS P/L 22 POWERS ROAD, SEVEN HILLS, NSW 2147 PHONE: (02) 8811 2900 FAX: (02) 9674 9200 www.hoardings.com.au sales@hoardings.com.au Postal: PO BOX 908, SEVEN HILLS NSW 1730 ABN 63 083 076 073	REVISION TABLE: NO. DATE DESCRIPTION 01 16.03.23 ORIGINAL ISSUE	ENGINEER: ALESSI CONSULTING 1/50 PONSONBY PDE, SEAFORTH NSW 2092 PHONE: (02) 9949 7697 FAX: (02) 9949 2880 orazioa@tpg.com.au ABN 45 163 749 648	SCALE: NTS @ A3	DATE: 16.03.23	VERIFIED DRAFTER: IP	VERIFIED ENG NEER: OA
	TIME ON SITE: WEEKS PROTECTION / TRIMMING & OR REMOVAL OF TREES, BY OTHERS, DOES NOT FORM PART OF THIS APPLICATION.				COPYRIGHT: THE CONTENTS OF THIS DRAWING MAY NOT BE REPRODUCED WHOLE OR IN PART WITHOUT THE WRITTEN PERMISSION OF ALESSI CONSULTING. ALESSI CONSULTING RESERVES THE RIGHT TO WITHDRAW PERMISSION FOR USE OF THIS DRAWING.			



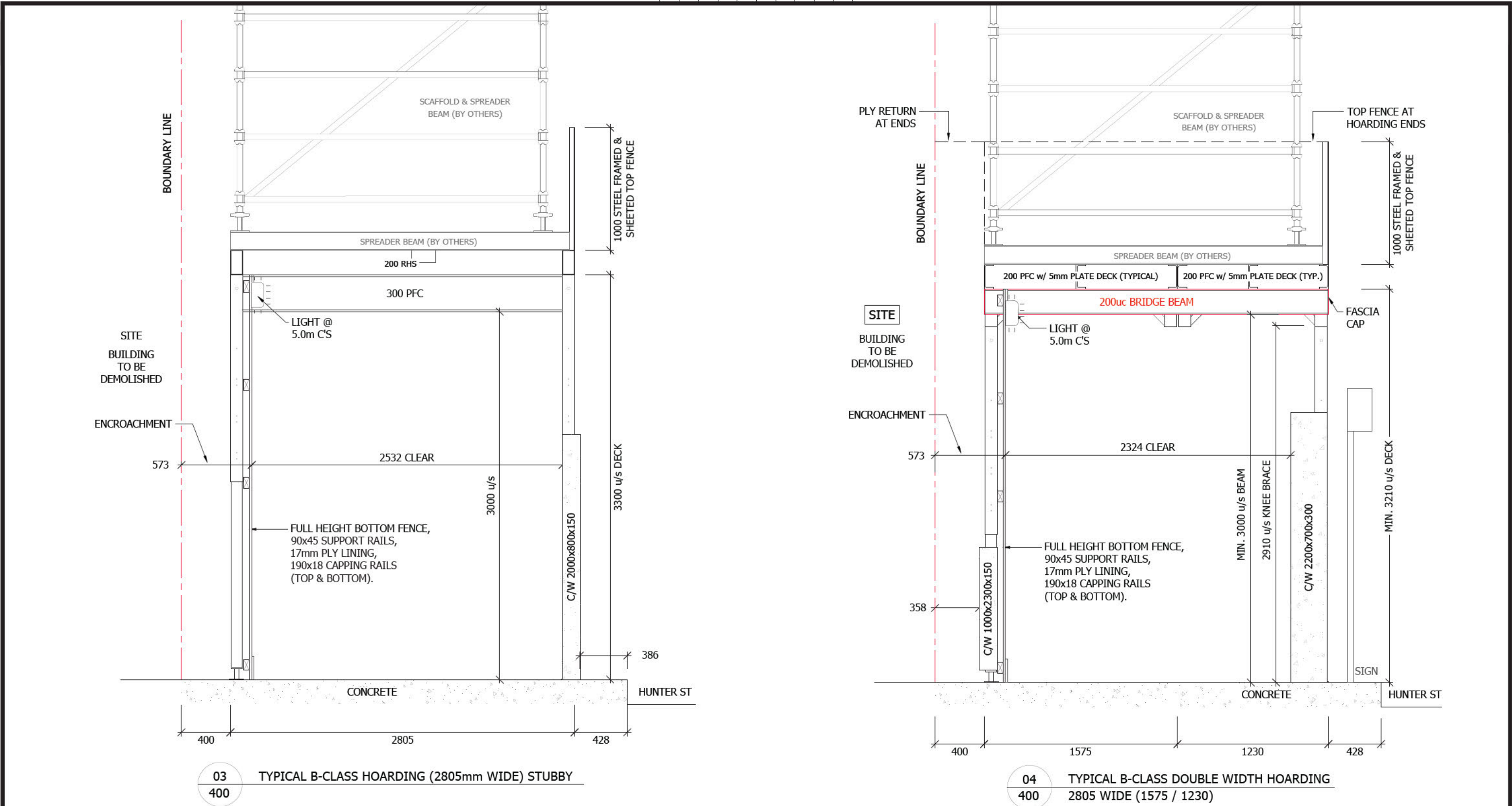
01
400
TYPICAL B-CLASS HOARDING (2300mm WIDE)



02
400
TYPICAL B-CLASS HOARDING (2300mm WIDE) TRUCK BAY

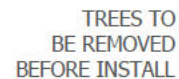
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		HOARDINGS BY: TOTAL HOARDINGS P/L 22 POWERS ROAD, SEVEN HILLS, NSW 2147 PHONE: (02) 8811 2900 FAX: (02) 9674 9200 www.hoardings.com.au sales@hoardings.com.au Postal: PO BOX 908, SEVEN HILLS NSW 1730 ABN 63 083 076 073	REVISION TABLE:		ENGINEER:	SCALE: 1:30 @ A3 DATE: 20.03.23			
	HOARDING TO BE WATERPROOFED			NO: DATE: DESCRIPTION: 01 16.03.23 ORIGINAL ISSUE 02 20.03.23 ADJUSTED PANELS.	ALESSI CONSULTING 1/50 PONSONBY PDE, SEAFORTH NSW 2092 PHONE: (02) 9949 7697 FAX: (02) 9949 2880 orazioa@tpg.com.au ABN 45 163 749 648	VERIFIED DRAFTER: JB		VERIFIED ENG NEER: OA	
	TIME ON SITE: WEEKS	PROTECTION / TRIMMING & OR REMOVAL OF TREES, BY OTHERS, DOES NOT FORM PART OF THIS APPLICATION.				COPYRIGHT: THE CONTENTS OF THIS DRAWING MAY NOT BE REPRODUCED WHOLE OR IN PART WITHOUT THE WRITTEN PERMISSION OF ALESSI CONSULTING. ALESSI CONSULTING RESERVES THE RIGHT TO WITHDRAW PERMISSION FOR USE OF THIS DRAWING.			

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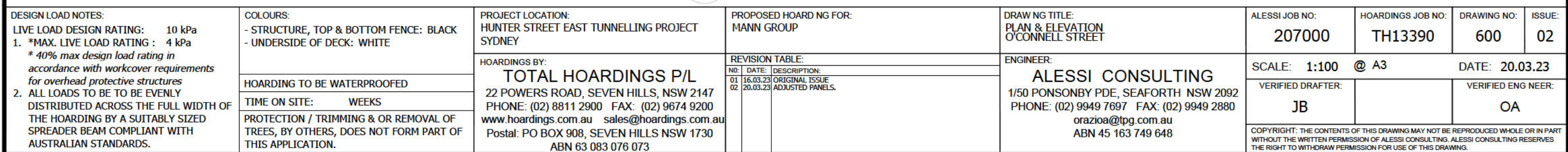


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	HOARDING TO BE WATERPROOFED	HOARDINGS BY: TOTAL HOARDINGS P/L 22 POWERS ROAD, SEVEN HILLS, NSW 2147 PHONE: (02) 8811 2900 FAX: (02) 9674 9200 www.hoardings.com.au sales@hoardings.com.au Postal: PO BOX 908, SEVEN HILLS NSW 1730 ABN 63 083 076 073	REVISION TABLE: NO. DATE DESCRIPTION: 01 16.03.23 ORIGINAL ISSUE	ENGINEER: ALESSI CONSULTING 1/50 PONSONBY PDE, SEAFORTH NSW 2092 PHONE: (02) 9949 7697 FAX: (02) 9949 2880 orazioa@tpg.com.au ABN 45 163 749 648	SCALE: 1:30 @ A3	DATE: 16.03.23		
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	PROTECTION / TRIMMING & OR REMOVAL OF TREES, BY OTHERS, DOES NOT FORM PART OF THIS APPLICATION.				COPYRIGHT: THE CONTENTS OF THIS DRAWING MAY NOT BE REPRODUCED WHOLE OR IN PART WITHOUT THE WRITTEN PERMISSION OF ALESSI CONSULTING. ALESSI CONSULTING RESERVES THE RIGHT TO WITHDRAW PERMISSION FOR USE OF THIS DRAWING.			

A circle with a shaded sector and a shaded segment. The sector is shaded gray and has a central angle of 90° . The segment is shaded gray and is the region between the arc and the chord.



<div>DESIGN LOAD NOTES:</div> <div>LIVE LOAD DESIGN RATING: 10 kPa</div> <div>1. *MAX. LIVE LOAD RATING : 4 kPa</div> <div>* 40% max design load rating in accordance with workcover requirements for overhead protective structures</div> <div>2. ALL LOADS TO BE TO BE EVENLY DISTRIBUTED ACROSS THE FULL WIDTH OF THE HOARDING BY A SUITABLY SIZED SPREADER BEAM COMPLIANT WITH AUSTRALIAN STANDARDS.</div>	<div>COLOURS:</div> <div>- STRUCTURE, TOP & BOTTOM FENCE: BLACK</div> <div>- UNDERSIDE OF DECK: WHITE</div>	<div>PROJECT LOCATION:</div> <div>HUNTER STREET EAST TUNNELLING PROJECT</div> <div>SYDNEY</div>	<div>PROPOSED HOARD NG FOR:</div> <div>MANN GROUP</div>		<div>DRAW NG TITLE:</div> <div>PLAN & ELEVATION</div> <div>BLIGH STREET</div>	<div>ALESSI JOB NO:</div> <div>207000</div>	<div>HOARDINGS JOB NO:</div> <div>TH13390</div>	<div>DRAWING NO:</div> <div>500</div>	<div>ISSUE:</div> <div>01</div>	
		<div>HOARDINGS BY:</div> <div>TOTAL HOARDINGS P/L</div> <div>22 POWERS ROAD, SEVEN HILLS, NSW 2147</div> <div>PHONE: (02) 8811 2900 FAX: (02) 9674 9200</div> <div>www.hoardings.com.au sales@hoardings.com.au</div> <div>Postal: PO BOX 908, SEVEN HILLS NSW 1730</div> <div>ABN 63 083 076 073</div>	<div>REVISION TABLE:</div>		<div>ENGINEER:</div> <div>ALESSI CONSULTING</div> <div>1/50 PONSONBY PDE, SEAFORTH NSW 2092</div> <div>PHONE: (02) 9949 7697 FAX: (02) 9949 2880</div> <div>orazioa@tpg.com.au</div> <div>ABN 45 163 749 648</div>	<div>SCALE: 1:100 @ A3</div> <div>DATE: 16.03.23</div>				
	<div>HOARDING TO BE WATERPROOFED</div>		<div>NO:</div> <div>01</div>	<div>DATE:</div> <div>16.03.23</div>	<div>DESCRIPTION:</div> <div>ORIGINAL ISSUE</div>		<div>VERIFIED DRAFTER:</div> <div>IP</div>		<div>VERIFIED ENG NEER:</div> <div>OA</div>	
	<div>TIME ON SITE: WEEKS</div>									
	<div>PROTECTION / TRIMMING & OR REMOVAL OF TREES, BY OTHERS, DOES NOT FORM PART OF THIS APPLICATION.</div>						<div>COPYRIGHT: THE CONTENTS OF THIS DRAWING MAY NOT BE REPRODUCED WHOLE OR IN PART WITHOUT THE WRITTEN PERMISSION OF ALESSI CONSULTING. ALESSI CONSULTING RESERVES THE RIGHT TO WITHDRAW PERMISSION FOR USE OF THIS DRAWING.</div>			



Appendix G Stakeholder Communications

Minutes
Sydney Metro West – Traffic Control Group – Meeting 44

Date	Thursday 16 February 2023		Time	3:30pm – 4:00pm
Venue	Microsoft Teams meeting			
	Name	Initials	Organisation	Role
Chair	Sean Clarke	SC	SM	Traffic & transport
Attendees	Ankur Arora	AA	SM	Interface mgt
	Rabih Bekdache	RB	TfNSW (CJP)	Short term bus changes
	Philip Brogan	PAB	SM	Traffic & transport
	Nathan Bryant	NB	JCGJV	ETP Contractor
	Darren Crowley	DCr	TfNSW (CJP)	Traffic & transport
	Nathan English	NE	City of Sydney Cl.	Traffic & Transport
	Joshua Faull	JF	City of Sydney Cl.	Traffic & Transport
	Berin Gordon	BG	SM	Traffic & transport
	Michael Holmes	MH	SM	Road safety
	John Inglese	JI	Strathfield Cl.	Traffic & transport
	Glenn Johnson	GJ	Port Authority	Project manager
	Sasi Kumar	SK	Parramatta Cl.	Planning & Design
	Doris Lee	DL	TTPP	ETP Traffic & Transport
	Des Leyden	DL	Quickway	Power supply contractor
	Jay Limwattana	JL	SM	ETP Project Engineer
	Nicole Li	NL	TfNSW (P&P)	Project Integration
	David Maytom	DM	JCGJV	ETP Contractor
	Tony L Nguyen	TLN	TfNSW	Road Safety
	Frankie Passarelli	FP	TfNSW (CJP)	Short term bus changes
	Giovanny Ramirez	GR	TfNSW (CJP)	Traffic & transport
	Ajresh Sharma	AS	Inner West Cl.	Traffic & transport
	Todd Solomon	TS	SM	ETP Demolition Manager
	Ari Stypel	ASt	SM	ETP Environment Manager
	Anthony Swann	AS	AFJV	CTP contractor
	Mohamed Tita	MT	TfNSW (P&P)	Traffic & transport
	Nelson Wallis	NW	SM	ETP Comms Manager
	Amy Walgers	AW	TfNSW (CJP)	Traffic & transport
	Jenny Williams	JW	SM	Communications
	Maryam Yadak	MY	TfNSW	Operational Improvement Planning
	Hassan Yousaf	HY	TfNSW (P&P)	Transport planning
	Bilal Zreika	BZ	TfNSW	Interface Mgt Light Rail

Item		Overview / Action by	Actions
1.	Welcome and Introductions	Sean Clarke	<ul style="list-style-type: none"> Acknowledgment of Country. SC welcomed all to the meeting and asked for new attendees to introduce themselves. <ul style="list-style-type: none"> Amy Walgers – CJP Sasi Kumar – Parramatta Council Joshua Faull – City of Sydney Ajmesh Sharma – Inner West Council John Inglese – Strathfield Council <i>Note: Nathan English – City of Sydney arrived after the introductions</i> The Minutes of TCG Meeting 44 (2 February 2023) were accepted as an accurate record of the meeting and were adopted by the TCG Group. With the following noted <ul style="list-style-type: none"> Email received from Lisa McGill dated 9/2/2023 stating: <ul style="list-style-type: none"> De Mestre Place proposed to be used for 4 months and limited to up to 10 movements per day with no deliveries during AM/PM period (7am-9am and 4pm-6pm) The busiest times for pedestrians in this area would be from 7am-7pm so any movements would need to be outside of these times. Also there would need to be agreement with the LR contracts team about whether this will be acceptable. This email was forwarded to Nathan Bryant to review and address in the CTMP BZ noted he is interfacing with FV regarding accesses into George St and De Mestre Place and Hunter St West site
2.	Actions Arising	Sean Clarke	<ol style="list-style-type: none"> ETP – The Bays CPAS study extent Action (15/12/2022): NB to discuss with PK the extent of the parking survey required for the CPAS for The Bays, following a review of the on site parking provision and worker parking demand. Update (12/01/2023): NB advised the CPAS has concentrated on the Pyrmont and Hunter St sites. Will advise an update for The Bays CPAS at the next meeting Update (2/2/2023): NB advised the PK has been on leave and will discuss when returned. Update (16/2/2023): NB advised discussions have been undertaken with PK on the extent of the survey and to be incorporated into the CPAS STATUS: CLOSED Hunter St west – Site egress De Mestre Place: Action (2/2/2023): NB to review options of management of construction vehicles on George Street Update (16/2/2023): NB advised the proposed approach is outline in the CTMP which has been submitted for review STATUS: CLOSED
3.	Western Tunnelling Package (WTP) Works Overview - Nil report	Brendan McNally	Nil report.

Item	Overview / Action by	Actions
4.	Central Tunnelling Package (CTP) Works Overview <ul style="list-style-type: none"> - Five Dock: Update CTMP (Rev 7) - Proposed truck marshalling area in Sydney Olympic Park 	<p>AS spoke to the tabled slides noting as follows:</p> <ul style="list-style-type: none"> • Five Dock: Update CTMP (Rev 7) <ul style="list-style-type: none"> - Incorporates the closure of the western footpath on Great North Road during truck haulage activities to maintain pedestrian safety - Proposed to commence March 2023 until end of 2023 - The closure previously occurred on temporary basis with no safety issues raised - CTMP has been submitted for review • Proposed truck marshalling area in Sydney Olympic Park <ul style="list-style-type: none"> - Truck marching area currently in discussion with SOP to use P5 parking area located of Hill Road - To be used for truck marshalling and break times for drivers - Utilise the service road to access the car park via Hill Road (regional road) <p>Questions from the Attendees</p> <ul style="list-style-type: none"> • Nil <p>Actions:</p> <ul style="list-style-type: none"> • Nil

5.	Eastern Tunnelling Package (ETP) Works Overview <ul style="list-style-type: none"> - Traffic Plans Status Update - Pyrmont East Stage 1 CTMP - Demolition 	Nathan Bryant	<p>NB spoke to the tabled slides noting as follows:</p> <ul style="list-style-type: none"> • Traffic Plans Status Update <ul style="list-style-type: none"> - Refer to slide pack - OCTMP, CPAS and Pyrmont West Demolition CTMP are scheduled for resubmission this week - Pyrmont East Demolition CTMP scheduled for submission next week • Pyrmont East Stage 1 CTMP – Demolition <ul style="list-style-type: none"> - CTMP schedule for submission Monday 20/2/2023 - Early site access planned for 28/4/2023 - Sept Path have been reviewed using 12.5m HRV and will require the removal of 3 parking spaces on Union St to accommodate the vehicle egress - Haulage route in line with the planning documents - Traffic volume aligns with the planning approval - Trees along Pyrmont Bridge Road – to avoid removal, establish class a hoarding close between Edward and Union St for 3 months of the demolition phase - Pyrmont Bridge Road northern footpath between Edward St and Union St closure proposed for 3 months - The diversion will be via Edward and Union St (total distance 145m compared to the original 100m) - Class A hoarding mounted to a jersey kerb along the property boundary, June to August 2023 - A RSA has been completed and noted one finding – the left turn into Edward St from Pyrmont Bridge Road requires heavy vehicles to straddle the two lanes. It was noted that the “Do Not Overtake Turning Vehicle” signage will be installed on all large vehicles longer than 7.5m. <p>Questions from the Attendees</p> <ul style="list-style-type: none"> • GR queried why left into the Pyrmont East site (off Edward St) and out of the site is not proposed. NB advised that the proposed access aligns with the EIS approved routes and has been discussed with the council and agreed that the right turn in from Edward is preferred. GR noted acceptance if discussed with the council. • TS queried whether A class hoarding would be better on kerb side to form part of the closure. Thereby able to leave the A class these post the 3 months and then not have to move it again. Noting however trees would make it difficult. • SC queried whether the proposed footpath closure would need to go through Local Traffic Committee. JF advised that if it was agreed, it would not need to go through LTC but would need engineering consideration and sign off. JF noted that an alternate option has been proposed which includes the removal of the trees on Pyrmont Bridge Road and use of the
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Item		Overview / Action by	Actions
			<p>central median to shift traffic and maintain pedestrian footpath access.</p> <p>Actions:</p> <ul style="list-style-type: none"> Pyrmont Bridge Road Footpath path closure alternate option to use central median to shift traffic, remove trees to maintain pedestrian access on the northern footpath. SC to follow up with Phillip Kelly status of option.
6.	Bays and Rozelle Power Supply Works - Nil report	Des Leyden	<p>DS provided an email dated 13/2/2023 noting: <i>No works have been undertaken on site since TCG Meeting 43 (2/2/2023). There has been a 1 week delay in the remaining works due to inclement weather</i></p> <p>Actions:</p> <ul style="list-style-type: none"> Nil
7.	Brownfield Works - Nil report	Ivan Panich	Nil report.
8.	Eastern Creek Pre-cast Facility - Nil report	Luke Tobin	Nil report.
9.	Other Matters:	All	Nil other matters raised.
10.	Next Meeting		<ul style="list-style-type: none"> The next TTLG meeting is scheduled for 23 February 2023 at 3:30 pm. The next TCG meeting is scheduled for 2 March 2023.at 3:30 pm.

REVIEW COMMENTS SHEET

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Sydney Metro West - ETP - Construction Traffic Management Plan - Stage 2 - Hunter Street East Demolition	01.01	S3	01	10/02/2023	SMD	PBROGAN	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	General	Schedule D4	General – Please state what, if any, matters will require referral to the local traffic committee.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	General	Schedule D4		Observation	Y
				01.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	General	Schedule D4	KVARGA: Section 2.1 has been updated to include details of the works requiring referral to the Local Traffic Committee	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	General	Schedule D4		Observation	Y
				02	10/02/2023	SMD	PBROGAN	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Table 11	Schedule D4	Table 11 – Perhaps include a footnote to explain that the analysis does not take account of the George Street Pedestrianisation Project closures/changes.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Table 11	Schedule D4		Observation	Y
				02.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Table 11	Schedule D4	KVARGA: A footnote has been added to Table 11 as suggested	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Table 11	Schedule D4		Observation	Y
				03	10/02/2023	SMD	PBROGAN	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 8.4	Schedule D4	Section 8.4 – Can we include some additional information on the status of the CPAS ?	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 8.4	Schedule D4		Observation	Y
				03.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 8.4	Schedule D4	KVARGA: Section 7.4 updated to include further detail on the CPAS plan.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 8.4	Schedule D4		Observation	Y
				04	10/02/2023	SMD	PBROGAN	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 10.2	Schedule D4	Section 10.2 – Perhaps note that traffic management changes may, at CJP's discretion, be accommodated through Contractor preparation of addendums to the CTMP.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 10.2	Schedule D4		Observation	Y
				04.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 10.2	Schedule D4	KVARGA: Section 9.2 updated to address the comment	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 10.2	Schedule D4		Observation	Y
				07	16/02/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Clause 4.6.2		Please note that TfNSW, Short Term & Temporary Transport Planning and Operational Communications will work with the JV to provide communications to the travelling public on planned disruptions to the public transport network. All collateral to be developed in consultation with Customer Journey Planning's Customer Behaviour Communications team.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Clause 4.6.2			Observation	Y
				07.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Clause 4.6.2		KVARGA: Comment noted. Section 4 has been removed from the site specific CTMP to avoid repetition with the OCTMP.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Clause 4.6.2			Observation	Y
				08	16/02/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Clause 5.5 & 7.7		The existing loading zones will service more than the building frontage where they are located. Alternate loading areas and their availability must be identified to ensure sufficient space to service the area.	Observation	Y

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								SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Clause 5.5 & 7.7			Observation	Y
				08.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Clause 5.5 & 7.7		KVARGA: Section 6.7 updated to address the comments.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Clause 5.5 & 7.7			Observation	Y
				09	16/02/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Clause 6.2 & Appendix A		Item 15: As the adjacent roadway lane is utilised by buses the hoarding columns and other obstructions must be located at least 600mm behind the face of kerb. Consideration can be given to reduce this distance where an analysis is undertaken to determine the proposed offset is safe and unlikely to be impacted by buses, with consideration of road alignment, lane width, lane crossfall and frequency of buses.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Clause 6.2 & Appendix A			Observation	Y
				09.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Clause 6.2 & Appendix A		KVARGA: Section 5.2 (previously 6.2) Item 15 has been updated to address the comment.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Clause 6.2 & Appendix A			Observation	Y
				10	16/02/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Clause 6.6		The construction vehicle movements quantification and impact analysis for both the East and West Hunter St sites should be included as a single analysis as there will be a cumulative impact of both sites operating in the same area.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Clause 6.6			Observation	Y
				10.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Clause 6.6		KVARGA: Figure 10 and 11 added to show the cumulative impact of both sites operating at the same time	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Clause 6.6			Observation	Y
				11	16/02/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Clause 6.6		The heavy vehicle volumes specified are materially larger than the volumes specified in the EIS and RTS. Additional HV volumes can be considered, however additional traffic modelling will be required to identify the impacts on the road and transport networks.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Clause 6.6			Observation	Y
				11.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Clause 6.6		KVARGA: Clause 5.6 (previously 6.6) has been updated to clarify the proposed traffic volumes and show consistency between the proposed volumes and those permitted by the RTS.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Clause 6.6			Observation	Y
				12	16/02/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Appendix A		Kerbside signage (existing / proposed) to be shown on site plans / construction staging drawing.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Appendix A			Observation	Y
				12.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Appendix A		KVARGA: Drawings detailing the existing and proposed parking arrangement are shown in Appendix A	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Appendix A			Observation	Y
				13	16/02/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Appendices A, B, C & E		The swept path shown doesn't appear to use the exit gate shown in Appendix A. Same for the TGS and RSA. Please clarify which gate location will be used and update the relevant plans accordingly.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Appendices A, B, C & E			Observation	Y

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				13.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Appendices A, B, C & E		KVARGA: The swept path detailed in Appendix A has been amended to align with swept paths detailed in the TGS and RSA.	Observation	Y
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Appendices A, B, C & E			Observation	Y
				14	20/02/2023	RMS	HYOUSAF	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 1.5	NA	Remove the reference of overarching CTMP in paragraph 2 from all site specific CTMPs. This is not the overarching CTMP.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 1.5	NA		Observation	Y
				14.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 1.5	NA	KVARGA: Section 1.5 details interface with other plans, the reference to the OCTMP is detailing the purpose of the OCTMP in relation to the CTMP	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 1.5	NA		Observation	Y
				15	20/02/2023	RMS	HYOUSAF	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 2.3, last bullet point	NA	Clarify the construction stage naming conventions. Is TBM demobilisation stage 2 or stage 4? it has been mentioned as stage 4 in table 3.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 2.3, last bullet point	NA		Observation	Y
				15.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 2.3, last bullet point	NA	KVARGA: Section 2.3 updated to clarify naming convention	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 2.3, last bullet point	NA		Observation	Y
				16	20/02/2023	RMS	HYOUSAF	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 6.6	NA	The duration of Stage 1 (Tunnel exc & lining) and stage 2 (demolition) suggest that both stages will be overlapped, so the traffic volumes will be cumulative. Provide comparison of the cumulative traffic with the EIS (LV and HV numbers and modelling etc.)	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 6.6	NA		Observation	N
				16.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 6.6	NA	KVARGA: The required construction traffic volumes detailed in section 5.6 (previously 6.6) are cumulative volumes inclusive of Stage 1 (Tunnel Excavation & Lining) and Stage 2 (Demolition)	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 6.6	NA		Observation	N
				16.01.01	17/04/2023	RMS	HYOUSAF	SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Section 5.6		Figure 10 and 11 has title below as 'Phase 3 - station excavation'. This CTMP is for phase 2 demolition and should mention cumulative traffic volumes for stage 1 and 2 not 3. Please check. Also the volumes in the figure does not match up with the RTS traffic and transport technical memo.	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Section 5.6		Section 5.6 has been updated, clarifying that the RTS movements for Phase 1 & Phase 3 are not cumulative.	Observation	N
				17	20/02/2023	RMS	HYOUSAF	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 6.4 and 7.2	NA	In section 6.4 the construction workforce is mentioned as 90 and In section 7.2 this numbers is mentioned as 80. which one is correct and is this the cumulative number of tunnel exc and lining works + demo works? Please clarify and compare the cumulative numbers with EIS. The total number mentioned should be cumulative of all concurrent stages at any one time.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 6.4 and 7.2	NA		Observation	Y
				17.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 6.4 and 7.2	NA	KVARGA: Section 6.2, (previous 7.2) has been amended to show the peak workforce of 90. This is the peak cumulative workforce at the Hunter East site during the demolition phase.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 6.4 and 7.2	NA		Observation	Y
				18	20/02/2023	RMS	HYOUSAF	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 6.6	NA	Please provide reference to the RTS report section from where these numbers have been taken. Are these numbers relating to the subject stage or it is cumulative of all stages?	Observation	N

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								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 6.6	NA		Observation	N
				18.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 6.6	NA	KVARGA: Section 5.6 (previously 6.6) has been updated for clarity, including Figure 10 and Figure 11 which details the hourly construction traffic requirements against the volumes provided by RTS Phase 3 (Station Excavation)	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 6.6	NA		Observation	N
				18.01.01	20/04/2023	RMS	HYOUSAF	SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Section 5.6	NA	Clarification is required why stage 2 demolition of Eastern site is compared with Phase 3 numbers (Figure 3-2) in memo. Same question for light vehicles. How is Stage vs Phase compared?	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Section 5.6	NA	Section 5.6 has been updated to include rationale for the use of Phase 3 numbers in the assessment of the demolition scope.	Observation	N
				19	20/02/2023	RMS	HYOUSAF	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 7.7	NA	Removal of 5 parking spaces seems excessive. Can swept paths be refined to maintain as much parking as possible?	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 7.7	NA		Observation	Y
				19.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 7.7	NA	KVARGA: The number of parking spaces to be removed is governed by the turning path required to manoeuvre a 12.5m HRV safely, without encroaching on the opposing traffic. The turning path has been re-assessed, with the same results.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 7.7	NA		Observation	Y
				20	20/02/2023	RMS	HYOUSAF	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Appendix A	NA	Location of driveway in this site plan is different to what is on other plans and also the swept path shown here doesn't look correct and are different to Appendix B.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Appendix A	NA		Observation	Y
				20.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Appendix A	NA	KVARGA: Appendix A updated to align with Appendix B	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Appendix A	NA		Observation	Y
				21	22/02/2023	SMD	SCLARKE	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 4.4.1	N/A	The heading should be Traffic "Control" Group aligning with the first sentence of the section	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 4.4.1	N/A		Observation	Y
				21.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 4.4.1	N/A	KVARGA: Section 4 has been removed from the document for consistency with other CTMP's and to minimise duplication with the OCTMP	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 4.4.1	N/A		Observation	Y
				22	22/02/2023	SMD	SCLARKE	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 2.1	N/A	Paragraph 4 in section 2.1 states 3 stages of works where is the text and table 3 states 4 stages.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 2.1	N/A		Observation	Y
				22.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 2.1	N/A	KVARGA: Section 2.1 is updated to show 4 stages	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 2.1	N/A		Observation	Y
				23	22/02/2023	SMD	SCLARKE	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Figure 11	N/A	Figure 11 identifies the location of the Hunter St West site. This CTMP is in reference to Hunter St East. Update figure to identify Hunter St East	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Figure 11	N/A		Observation	Y

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				23.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Figure 11	N/A	KVARGA: Figure 12 (previously figure 11) has been updated to identify the location of the Pyrmont East site	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Figure 11	N/A		Observation	Y
				24	22/02/2023	SMD	SCLARKE	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 7.3	N/A	Please check the numbering/labelling on the Access /egress gates for consistency. Figure 8 and table 9 refer to gates as HE#, where as section 7.3 refer to gates EG#	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 7.3	N/A		Observation	Y
				24.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 7.3	N/A	KVARGA: For consistency Section 7.3 has been updated to HE#	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 7.3	N/A		Observation	Y
				33	23/02/2023	TFN	TNGUYEN	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	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	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 3.2	N/A		Observation	Y
				33.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 3.2	N/A	KVARGA: Section 3.2 updated	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 3.2	N/A		Observation	Y
				33.01.01	18/04/2023	TFN	LWILBY				References have been added, comment closed.	Observation	Y
												Observation	Y
				34	23/02/2023	TFN	TNGUYEN	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 9.4	N/A	Please update/clarify the subheading of Section 9.4 Auditing; not to be confused with other forms of auditing. The content covers Road Safety Auditing hence should be titled accordingly.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 9.4	N/A		Observation	Y
				34.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 9.4	N/A	KVARGA: Section 9.4 amended accordingly	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 9.4	N/A		Observation	Y
				34.01.01	18/04/2023	TFN	LWILBY				Heading of section has been updated, comment closed.	Observation	Y
												Observation	Y
				35	23/02/2023	TFN	TNGUYEN	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Appendix E	N/A	Appendix E 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 findings relevant to various road users who may interact with the site and proposed works. Given the site is in the CBD and the RSA report has not identified any findings, it is unlikely that there are no potential risks present to the different road users expected in the CBD. For example, the RSA did not identify the potential risk with the supplied TGS where the traffic control warning signs proposed along O'Connell St may be obscured if there is any on-street parking remaining upstream to the site, however it is noted #2 on the TGS Traffic Management Notes.	Potential Non-Compliance	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Appendix E	N/A		Potential Non-Compliance	Y

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				35.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Appendix E	N/A	KVARGA: The Road Safety Audit detailed in Appendix E has been updated to address the comment	Potential Non-Compliance	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Appendix E	N/A		Potential Non-Compliance	Y
				35.01.01	18/04/2023	TFN	LWILBY				Site inspection details added to RSA, comment closed.	Potential Non-Compliance	Y
												Potential Non-Compliance	Y
				36	23/02/2023	TFN	TNGUYEN	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 6.3, Figure 10 and Appendix C	N/A	The TGS in Appendix C indicates six (6) locations where the proposed 'Look out for trucks' pavement decals will appear, which these are part of TfNSW's Be Truck Aware safety campaign. It would be good to see a figure that increases the number of locations these decals appear in relation to the haulage routes and key CBD intersections as outlined in Section 6.3 and Figure 10. The increased awareness for pedestrians at busy CBD intersections along the haulage routes would provide a visual cue and benefit.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 6.3, Figure 10 and Appendix C	N/A		Observation	Y
				36.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 6.3, Figure 10 and Appendix C	N/A	KVARGA: JCG are currently consulting with CoS Council regarding the installation of additional pavement decals around the CBD	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Section 6.3, Figure 10 and Appendix C	N/A		Observation	Y
				36.01.01	18/04/2023	TFN	LWILBY				Satisfied with response. Please involve me in the discussions as I am here to provide road safety advice and input across the project. Thanks.	Observation	Y
												Observation	Y
				37	21/02/2023	CSC	TMITCHELL	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA	6.3.1 Arrival Routes- Would traffic controllers be provided to assist right-turning vehicles from Bent Street into O'Connell Street? Given that the intersection is unsignalised, traffic controllers are required to manage vehicles and pedestrians on Bent Street. When demolition work commences, the number of construction vehicles turning right would increase. There is a high volume of pedestrians crossing Bent Street and without traffic controllers there is a risk of crashes involving right-turning construction traffic and pedestrians. - The City prefers trucks not use Loftus St into Bent St to access O'Connell Street. Instead, use the left turn from Bent Street only -. Other options could also be considered such as the midblock closure of O'Connell street to allow construction traffic to enter and exit via Hunter Street and remove construction traffic from Bent St.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA		Observation	Y
				37.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA	KVARGA: The right turn movement from Bent St EB to O'Connell St provides an improved line of sight and is therefore not expected to require the assistance of traffic control. JCG will provide Traffic controllers for a one week period, to monitor the interface between heavy vehicle and pedestrians. Should safety issues be identified, further assessment will be undertaken. Section 5.3.1 has been updated accordingly.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA		Observation	Y
				38	21/02/2023	CSC	TMITCHELL	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA	7.7 Impact on-street parking- Please submit a parking change plan which shows the parking changes on the northern kerb's side of Hunter Street. The plan should show the current and proposed parking restrictions.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA		Observation	Y
				38.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA	KVARGA: Plan showing the existing and proposed parking arrangement has been provided in Appendix A	Observation	Y

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								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA		Observation	Y
				39	21/02/2023	CSC	TMITCHELL	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA	Appendix B - Swept Paths- Left out from the driveway on Hunter Street. - In Figure 3, the swept path suggests vehicles will mount the footpath during egress. Please redraw the swept paths and show their widths, ensuring they don't dictate any future mounting of the footpath.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA		Observation	Y
				39.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA	KVARGA: Swept path drawing error has been corrected, vehicles will not mount the footpaths on entry or exit.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA		Observation	Y
				40	21/02/2023	CSC	TMITCHELL	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA	Figure 2 Driveways - Driveways along O'Connell St will be joined together in the mark-up, which will increase the width above what is permitted.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA		Observation	Y
				40.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA	KVARGA: JCG acknowledges that the combined access and egress driveway is wider than the CoS Council standard and will seeking an exemption through the Council driveway approval process.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA		Observation	Y
				41	21/02/2023	CSC	TMITCHELL	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA	6.2 Proposed Demolition Works - 1) Trees are not approved to be removed and their removal is not supported. The shed may need to be relocated to another area to avoid this. Hoardings work is carried out in and around trees every day in the CBD.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA		Observation	Y
				41.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA	KVARGA: Consultation with CoS Council regarding the removal of trees is ongoing. Reference to specific numbers and locations of trees has been removed from the CTMP.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA		Observation	Y
				42	21/02/2023	CSC	TMITCHELL	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA	6.5 Construction Worker Parking - This should read that staff will not park on the street and only in off-street parking stations or they will arrive on public transport. Carpooling is not encouraged as parking on-street is not supported.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA		Observation	Y
				42.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA	KVARGA: Section 5.5 (previously 6.5) has been updated to include "Carpooling, combined with the use of paid parking stations will be strongly encouraged amongst construction workers to minimise the number of vehicles on the road network."	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA		Observation	Y
				43	21/02/2023	CSC	TMITCHELL	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA	7.3 Impact on Pedestrians - See previous comments regarding width of combined driveways. This is much too large and outside of the permitted widths.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA		Observation	Y
				43.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA	KVARGA: JCG acknowledge the driveway widths are wider than the CoS standard detail and will be seeking exemption through the driveway permit application process. Section 6.3 (previously 7.3) has been updated to detail planned controls for the management of pedestrians.	Observation	Y

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA		Observation	Y
				44	21/02/2023	CSC	TMITCHELL	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA	7.7 Impact on street parking - This is an excessive removal of parking.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA		Observation	Y
				44.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA	KVARGA: The number of parking spaces to be removed is governed by the turning path required to manoeuvre a 12.5m HRV safely, without encroaching on the opposing traffic. The turning path has been re-assessed, with the same results.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA		Observation	Y
				45	21/02/2023	CSC	TMITCHELL	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA	7.1 Impact on Traffic Flow - The speed should be reduced to 30km/hr for all haulage routes inside the CBD. Speed reduction will reduce the severity and frequency of crashes. The major benefit will be to the safety of people.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA		Observation	Y
				45.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA	KVARGA: JCG will comply with all posted speed limits, however do not propose any changes to the existing speed limits throughout the CBD. Should CoS implement any speed zone changes, JCG will manage compliance with the project heavy vehicle operators.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA		Observation	Y
				46	21/02/2023	CSC	TMITCHELL	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA	7.3 The impacts of the interaction of haulage vehicles and a significant volume of people in the north of the City has not be adequately described, or addressed. There are clusters of crashes on Bent St, Loftus street and Bridge Street involving people, bikes and vehicles. To reduce the likelihood and severity of vehicles the speed zone should be reduced to 30k/hr.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA		Observation	Y
				46.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA	KVARGA: There are no evidential data available through the Centre for Road Safety that supports the comment of "clusters of crashes", nor any records from the recent Sydney Metro City & Southwest project detailing incidents on Bent St. JCG will station traffic controllers on the Bent St and O'Connell Street intersection, to monitor the heavy vehicle and pedestrian interface. Should any issues be identified, these will be further assessed.Regarding the reduced speed limit, while JCG will manage compliance with the posted speed limits, no changes are proposed to the existing arrangements.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA		Observation	Y
				47	21/02/2023	CSC	TMITCHELL	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA	The EIS haulage routes were developed before the pedestrianisation of George Street North and prior to the development of the City North public domain plan.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA		Observation	Y
				47.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA	KVARGA: The EIS was developed prior to the pedestrianisation of George St with information available at that time. These routes have been and will continue to be assessed in terms of heavy vehicle and pedestrian interface.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA		Observation	Y
				48	21/02/2023	CSC	TMITCHELL	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA	Loftus Street : Loftus street has been identified as a future shared zone, and is completely unsuitable as a haulage routes	Observation	Y

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA		Observation	Y
				48.01	3/04/2023	JCG	NBRYANT	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA	KVARGA: Section 5.3.1 has been updated to address the proposed implementation of a shared zone on Loftus Street.	Observation	Y
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	NA		Observation	Y
				49	17/04/2023	SMD	PBROGAN				No Comments		Y
													Y
				50	19/04/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Clause 5.3.1		CJP does not object to the proposed alternate approach route via Gresham St, however the EIS route via Loftus St should be utilised until such times as Loftus St is no longer available.	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Clause 5.3.1		Section 5.3.1 has been updated to note the alternate route will not be implemented until the HVLR is approved and the CTMP is updated accordingly	Observation	N
				51	19/04/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Appendix DWG:SMWSTETP-JCG-SCB-SN100-CV-DRG-150602 Sheet 2 of 2	A	Hunter St – the existing tow away and No Parking 3-8pm Mon-Fri signage is to remain in place.	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Appendix DWG:SMWSTETP-JCG-SCB-SN100-CV-DRG-150602 Sheet 2 of 2	A	Road Furniture, Signage & Linemarking drawing in Appendix A has been updated to address the comment	Observation	N
				52	19/04/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Appendix DWG:SMWSTETP-JCG-SCB-SN100-CV-DRG-150602 Sheet 2 of 2	A	Hunter St – The 4P (right) and Loading Zone (right) is to be installed with the proposed No Stopping (left) sign.	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Appendix DWG:SMWSTETP-JCG-SCB-SN100-CV-DRG-150602 Sheet 2 of 2	A	Road Furniture, Signage & Linemarking drawing in Appendix A has been updated to address the comment	Observation	N
				53	19/04/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Appendix DWG:SMWSTETP-JCG-SCB-SN100-CV-DRG-150602 Sheet 2 of 2	A	O'Connell St – The coach parking bay signage is to be retained. The proposed loading zone signage is not accepted.	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Appendix DWG:SMWSTETP-JCG-SCB-SN100-CV-DRG-150602 Sheet 2 of 2	A	Road Furniture, Signage & Linemarking drawing in Appendix A has been updated to address the comment	Observation	N
				54	19/04/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Appendix DWG:SMWSTETP-JCG-SCB-SN100-CV-DRG-150602 Sheet 2 of 2	A	O'Connell St – The existing tow away signage is to remain in place.	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Appendix DWG:SMWSTETP-JCG-SCB-SN100-CV-DRG-150602 Sheet 2 of 2	A	Road Furniture, Signage & Linemarking drawing in Appendix A has been updated to address the comment	Observation	N
				55	19/04/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Appendix D		The vehicle movement plan shows a route from the Cahill Exp to Macquarie St southbound that is not in accordance with the EIS or this CTMP and should be removed.	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Appendix D		Macquarie St southbound route has been removed from Appendix D	Observation	N
				56	19/04/2023	SCO	PKEYES	SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Appendix E		The RSA must include a list of the drawings that have been audited, or the drawings themselves.	Observation	N
								SMWSTETP-JCG-SCB-SN100-TF-PLN-002059	Appendix E		The drawings audited as part of the RSA have been added to Appendix A of the RSA	Observation	N
				57	1/05/2023	SMD	ASTYPEL	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Table 5	N/A	A. STYPEL: Table 5 requires update in line with the CEMP	Observation	N

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Table 5	N/A	Table 5 has been updated in line with the CEMP	Observation	N
				58	1/05/2023	SMD	ASTYPEL	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Appendix	N/A	A. STYPEL: Add an additional appendix in preparation for "Approvals" eg CJP approval	Observation	N
								SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Appendix	N/A	Appendix H "Approvals" has been added to append the approval documentation once received	Observation	N

Appendix H Approvals



West

General Correspondence

Reference No: SMWSTETP-SMD-GEN-000084
Project Title: Sydney Metro West Project Delivery
Contract No: ETP - 00013/13102 - Eastern Tunnel Package
Sub Contract: -
Orig Ref No:
DLM:

Date: 12 May 2023, 06:19 PM **Response required by:**
From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: **RE: Sydney Metro West - ETP - Construction Traffic Management Plan - Hunter Street East - Stage 2 - Demolition - Approval from Customer Journey Planning (CJP)**

This mail item is received via EMAIL from Nicole Johnson on 12-05-23 06:14:29 PM +10:00 and processed by Nicole Johnson of Sydney Metro on 2023-05-12 6:16:46 PM +10:00.

[REDACTED]

Subject: RE: Sydney Metro West - ETP - Construction Traffic Management Plan - Hunter Street East - Stage 2 - Demolition - Approval from Customer Journey Planning (CJP)

Hi Hedio,

References:

- (1) Contractor's Transmittal no SMWSTETP-JCG-TX-000531 – 09 May 2023.

Please see below the approval from Customer Journey Planning.

Will issue the formal acceptance via transmittal.

Kind Regards,

Nicole Johnson

Document Control

Eastern Tunnel Package (ETP)
Sydney Metro West

[Redacted]

sydneymetro.info
Level 43, 680 George Street, Sydney NSW 2000
PO Box K659, Haymarket NSW 1240



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

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

From: Peter Keyes [Redacted]
Sent: Wednesday, 10 May 2023 7:49 AM
To: Sean Clarke [Redacted]
Cc: [Redacted]
Subject: FW: Sydney Metro West - ETP - Construction Traffic Management Plan - Hunter Street East - Stage 2 - Demolition - Issued for Comment Close-Out & Approval

Hi 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:	Hunter St East - Stage 2 – Demolition
Document Number:	SMWSTETP-JCG-SCB-SN100-TF-PLN-002059
Revision:	02

This approval is subject to the following requirements being met:

- The alternate haulage arrival route via Gresham St is only to be utilised once the EIS route via Loftus St is unavailable, once the prohibition of the left turn from Bridge Rd westbound into Loftus St southbound is implemented by the City of Sydney.
- Apply to and obtain approval from TMC for ROLs for any required lane closures and/or Speed Zone Authorisations as part of the ROL;
- All temporary lane closures to be implemented in accordance with Transport for NSW Traffic Control at Worksites Technical Manual Issue No.6;
- Conduct a Road Safety Audit post implementation of the road closure and address any issues identified in the Road Safety Audit and Risk Assessment
- Regularly monitor the implemented traffic arrangements, traffic queues and road conditions along the adjacent road network, to identify any operational/safety issues and rectify in consultation with stakeholders, including CJP and TMC as required;
- Approval of this CTTMP does not constitute approval of the Traffic Guidance Schemes therein.
- Ensure close liaison with CJP post implementation of the road closures to allow for a coordinated management of traffic impacts; and
- Ensure the requirements of the Communication Strategy in the TMP, in consultation with CJP, are fulfilled prior to the implementation of the TMP.
- addressing any issues raised by Council, STA, Taxi Council, residents/businesses or Emergency Services in the CTMP approval process;
- addressing the requirements arising as an outcome of the Local Traffic Committee meeting.

Pete Keyes

Operations Manager | Project & Service Changes

Customer Journey Planning | Greater Sydney

Transport for NSW

[REDACTED]



Transport
for NSW

From: [REDACTED]
Sent: Tuesday, 9 May 2023 10:16 AM
To: [REDACTED]

Subject: Sydney Metro West - ETP - Construction Traffic Management Plan - Hunter Street East - Stage 2 - Demolition - Issued for Review

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Document Transmittal

Transmittal No:	SMWSTETP-JCG-TX-000531
Contract No:	ETP - 00013/13102 - Eastern Tunnel Package
Sub Contract:	ETP
Date:	09 May 2023, 10:15 AM

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

Issued	Name
To	Sean Clarke (Sydney Metro) ; Phillip Kelly (Sydney Metro) ; Peter Brown (Sydney Metro) ; Ari Stypel (Sydney Metro) ; Shay Kurz (Sydney Metro) ; Philip Brogan (Sydney Metro) ; Shome Sikdar (Sydney Metro)
Cc	Tom Murray (Sydney Metro) ; Demi Tascas (Sydney Metro) ; Nicole Johnson (Sydney Metro) ; Transmittal SMD OpenAccess (Sydney Metro) ; Samuel Cutting (John Holland CPB Ghella JV) ; 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 - Hunter Street East - Stage 2 - Demolition - Issued for Review

Dear Sydney Metro,

Please find attached the ETP - Hunter Street East – Stage 2 – Demolition Construction Traffic Management Plan – Rev 02, and the associated comments register*.

* JCG JV's Responses to Sydney Metro's Review Comments on SMWSTETP-SMD-TX-000892, dated 02 May 2023.

This document is submitted for closeout of comments and approval in accordance with the CTMF.

Regards,

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

Sent on behalf of
Nathan Bryant
Construction Integration Manager

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

Item	Document No	Title	Rev	Sts	Type	Design Lots	Alt Doc No
1	SMWSTETP-JCG-SWD-SN000-PM-PLN-002059	Sydney Metro West - ETP - Construction Traffic Management Plan - Stage 2 - Hunter Street East Demolition	02.01	S3	PLN		SMWSTETP-JCG-SCB-SN100-TF-PLN-002059

TeamBinder Transmittal Reference: {C1627389-AB54-4475-97DE-7C329C90E966}

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