



Burton Street, Burwood North Heavy Vehicle Route

SMWSTCTP-AFJ-BWN-TF-RPT-000002 Revision 01

Sydney Metro West – Central Tunnelling Package



DOCUMENT APPROVAL

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1. INTRODUCTION

Sydney Metro is Australia's biggest public transport program. Services on the North West Metro Line between Rouse Hill and Chatswood started in May 2019. The Sydney Metro network also includes Sydney Metro City & Southwest, Sydney Metro West and Sydney Metro Western Sydney Airport. Sydney Metro West is a new 24 kilometre metro line between Westmead and the Sydney CBD (the Project). This infrastructure investment will double the rail capacity of the Greater Parramatta to Sydney CBD corridor with a travel time target between the two centres of about 20 minutes. The planning approvals and environmental impact assessment for Sydney Metro West has been split into a number of stages recognising the size of the project. This includes:

- Stage 1 – Concept and all major civil construction works including station excavation and tunnelling between Westmead and The Bays. Planning approval for this stage was granted in March 2021.
- Stage 2 – All major civil construction works including station excavation and tunnelling from The Bays to Sydney CBD
- Stage 3 – Tunnel fit-out, construction of stations, ancillary facilities and station precincts, and operation and maintenance of the Sydney Metro West line

Due to the Project's importance, the Project was declared to be Critical State Significant Infrastructure by the Minister for Planning and Public Spaces. An Environmental Impact Statement (EIS) (Jacobs/Arcadis, 2020) for the Concept and Stage 1 (herein referred to as the Project) was placed on public exhibition from 30 April 2020 to 26 June 2020. Submissions were received from government, agencies, organisations and the public in response to the project. A Submissions Report was prepared by Sydney Metro in response to submissions received during the exhibition period and an Amendment Report was prepared by Sydney Metro in 2020 as a result of continued design development and refinement. The Project was approved on 11 March 2021 (SSI 10038).

Stage 1 of the Project is being delivered under a number of packages in accordance with the Sydney Metro West Phasing Report. The packages include:

- Phase A – Power Enabling Works
- Phase B1 – Central Tunnelling Package (Civils Works)
- Phase B2 – Central Tunnelling Package (Tunnelling Works)
- Phase C – Parramatta, Westmead and Clyde Demolition Works
- Phase D – Greater Sydney Road Works
- Phase E – Existing Rail Corridor Enabling Works
- Phase F – Western Tunnelling

The Central Tunnelling Package (CTP) involves the design and construction of 11km of twin tunnels and underground station excavations from The Bays to Sydney Olympic Park.

This document has been prepared for CTP for the proposal of heavy vehicles access on specific local roads within Burwood not identified in Condition A1 of the Project Conditions of Approval (CoA) for Sydney Metro West, to access and/or egress to or from the the CTP Burwood North construction site.

2. PURPOSE AND SCOPE

This document has been prepared to address the Sydney Metro West Central Tunnelling Package (CTP) project Condition of Approval as shown in Table 1, which includes a cross reference to where the information has been addressed within this document.

TABLE 1 RELEVANT CONDITIONS OF APPROVAL

| Project Planning Approval (dated 11 March (SSI 10038)) | Where addressed |
|---|---|
| <p>D86 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 of this schedule must be approved by the Planning Secretary and be included in the CTMPs.</p> | <p>This document</p> |
| <p>D87 All requests to the Planning Secretary for approval to use local roads under Condition D86 above must include the following:</p> <ul style="list-style-type: none"> (a) a swept path analysis; (b) demonstration that the use of local roads by Heavy Vehicles for the CSSI will not compromise the safety of pedestrians and cyclists of the safety of two-way traffic flow on two-way roadways; (c) details as to the date of completion of the road dilapidation surveys for the subject local roads; and (d) measures that will be implemented to avoid where practicable the use of local roads past schools, aged care facilities and child care facilities during their peak operation times; and (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. | <ul style="list-style-type: none"> (a) Section 3.2 & Appendix A (b) Section 3.6 (c) Section 3.3 (d) Section 3.4 (e) Section 5 |
| <p>D88 Before any local road is used by a Heavy Vehicle for the purposes of construction of Stage 1 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 Road Authority(s) 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 Stage 1 of the CSSI.</p> | <p>Section 3.3</p> |
| <p>D89 If damage to roads occurs as a result of the construction of Stage 1 of the CSSI, the Proponent must either (at the Relevant Road Authority’s discretion):</p> <ul style="list-style-type: none"> (a) compensate the Relevant Road Authority for the damage so caused; or (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. | <p>Section 3.3</p> |
| <p>D90 Vehicles associated with the project workforce (including light vehicles and Heavy Vehicles) must be managed to:</p> <ul style="list-style-type: none"> (a) minimise parking on public roads; (b) minimise idling and queueing on state and regional roads; (c) not carry out marshalling of construction vehicles near sensitive land user(s); (d) not block or disrupt access across pedestrian or shared user paths at any time unless alternate access is provided; and | <p>Section 3.5</p> |

| Project Planning Approval (dated 11 March (SSI 10038)) | Where addressed |
|---|--|
| (e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs. | |
| TT6 All trucks would enter and exit construction sites in a forward direction, where feasible and reasonable. | Section 3.1 |
| TT7 Construction site traffic would be managed to minimise movements during peak periods | Section 3.5 |
| TT8 Construction site traffic immediately around construction sites would be managed to minimise vehicle movements through school zones during pick up and drop off times | Section 3.4 |
| <p>TT24 Coordination and consultation with the following stakeholders would occur, where required, to manage the interface of projects under construction at the same time:</p> <ul style="list-style-type: none"> • Transport for NSW including Transport Coordination • Department of Planning, Industry and Environment • Sydney Trains • NSW Trains • Sydney Buses • Sydney Water • Port Authority of NSW • Sydney Motorways Corporation • Emergency service providers • Utility providers <p>Construction contractors Coordination and consultation with these stakeholders would include:</p> <ul style="list-style-type: none"> • Provision of regular updates to the detailed construction program, construction sites and haul routes • Identification of key potential conflict points with other construction projects • Developing mitigation strategies in order to manage conflicts. Depending on the nature of the conflict this could involve: <ul style="list-style-type: none"> ○ Adjustments to the Sydney Metro construction program work activities or haul routes or adjustments to the program activities or haul routes of other construction projects <p>Coordination of traffic management arrangements between projects</p> | <p>Section 4.1</p> <p>Section 4.2</p> <p>Section 4.3</p> |

3. PROPOSED ROUTES

3.1 PROPOSED HEAVY VEHICLE ENTRY ROUTE

In addition to the approved EIS heavy vehicle routes, Acciona Ferrovia Joint Venture (AFJV) propose to use Burton Street, Concord, to access and egress to and from the Burwood North site (also shown in Figure 1):

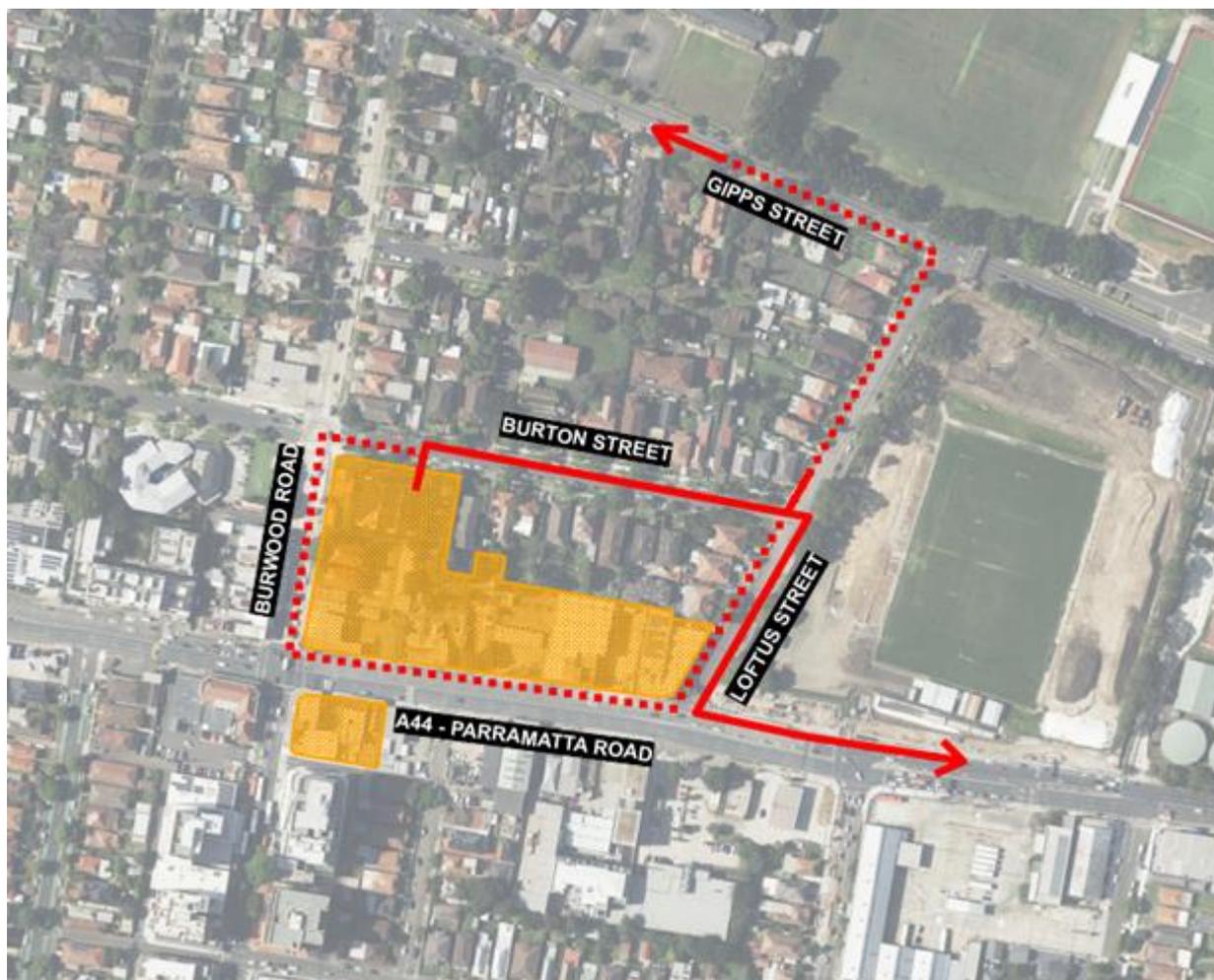


FIGURE 1 PROPOSED HEAVY VEHICLE ROUTE USING BURTON STREET, CONCORD

Burton Street was not identified in documents described in CoA A1 for access to the Burwood North site.

The use of this road as construction site access/egress has been identified in consultation with City of Canada Bay (CoCB) as required under CoA D84. Evidence of this consultation is included in the current, approved CTMP which was issued to City of Canada Bay for review and comment, as required in accordance with CoA A6.

To provide safe access to the work sites, all trucks are to enter sites in a forward direction, where feasible and reasonable.

The site will have several access and egress points, this will form just one but is intended to ensure access is possible across the site without having to provide space enough to turn large trucks and trailers around. The route will be utilised as outlined as part of the attached Vehicle Movement Plans

included in Appendix B and will depend on which portion of the station box excavation the spoil is being generated, as to where it is loaded and where will be most efficient to depart site.

3.2 SWEPT PATH ANALYSIS FOR HEAVY VEHICLE ROUTE

A swept path analysis for the above access roads has been undertaken to determine the suitability of these roads for heavy vehicle use. This is included in **Appendix A** and was developed as part of the local area works design development. The route is anticipated to be suitable for truck and trailer combinations. Where movements are conducted that would otherwise require additional space may be conducted with the assistance of traffic control to hold conflicting movements to ensure safe thoroughfare of the trucks.

Swept path analysis shows that the proposed heavy vehicle entry route is suitable (with the local area works and kerb modifications complete) for trucks up to 19m semi-trailers for regular use.

Trucks will be monitored to ensure minimal queueing and idling is conducted on either state or regional roads. The proposed local roads do not include any state or regional roads.

3.3 ROAD DILAPIDATION SURVEY

Road dilapidation survey was completed in December 2021 for Burton Street as described in CoA D88. A copy of the dilapidation photo/video records was distributed to City of Canada Bay Council in accordance with CoA D87(c) 4th of February 2022.

Any damage caused to the local roads proposed for use will be rectified in consultation with council or council will be compensated for damage caused. A post use joint inspection will be conducted with council representatives when the road is no longer required for use for the project.

3.4 IMPACT TO SCHOOL, AGED CARE, OR CHILDCARE

Burton Street has residential properties on both sides however doesn't have any schools, aged care or childcare centres.

3.5 CONSTRUCTION TRAFFIC MANAGEMENT

Construction traffic volumes proposed to use Burton Street would typically be egressing vehicles only and would only constitute a portion of the trucks accessing the site. Although it is possible all trucks for periods may opt to use the Burton Street egress point to depart site it is unlikely, with alternative routes providing direct access to Parramatta Road expected to be used more frequently. Where possible construction site traffic will be managed to minimise movements during peak periods.

Truck and construction vehicle marshalling will not be carried out near sensitive land user(s). No pedestrian or shared user paths will be blocked during these works unless an alternate access has been provided.

Spoil haulage vehicles will be monitored to ensure they adhere to the haulage routes identified in the site specific CTMPs.

No parking changes are proposed as part of this HVLR submission. Parking of construction vehicles will be minimised on public roads.

3.6 PEDESTRIAN SAFETY

The access and egress point to and from the site crosses a pedestrian footpath on Burton Street. It should be noted there is also a pedestrian footpath on the opposite side of the road, and limited pedestrian generating properties or business which remain on the side which the construction site has been established.

The pedestrian volumes in the area have been observed to be quite low, and where spoil trucks are interfacing with the pedestrian footpath the interface will be managed with either spotters or traffic controllers performing a gatekeeper function to ensure the safety of pedestrians is maintained.

4. CONSULTATION

Comment sheet of the approved CTMP is included in Appendix C along with the Vehicle Movement Plans of the approved CTMP. Note that there are no comments relating to the use of Burton Street. It should be noted that the VMPs in the CTMP were developed assuming would be in use prior to the completion of the kerb modifications in Burton Street, which is reflected in the size restriction of the heavy vehicles. It should also be noted that the G-loop is not currently in use by the project.

4.1 CONSULTATION WITH CoCB

The constraints of the site, and the requirement for use of this route to service the site has been discussed with City of Canada Bay Council in a number of forums, including as information as part of the CTMP provided for the site which has since been approved by CJP and the relevant TfNSW representatives.

All comments from CoCB on the CTMP were closed, none of which related to the use of Burton Street for heavy vehicles.

4.2 TRAFFIC AND TRANSPORT LIAISON GROUP (TTLG)

AFJV has been undertaking consultation and communication with stakeholders regarding traffic management. The community will be notified of any current and upcoming construction works and traffic arrangement that have the potential to impact on stakeholders, community and businesses, prior to them occurring.

A Traffic and Transport Liaison Group (TTLG) will be established to discuss with stakeholders in relation to the proposed construction activities, upcoming works and related traffic and transport implications.

AFJV Traffic Manager is to participate in monthly TTLG meetings throughout the project, or at an agreed frequency. The Traffic Manager is a member of the TTLG and acts as the authorised representative for the Project in matters related to traffic and transport. The Traffic Manager provides the relevant information relating to the Project to the group.

AFJV consult with all relevant stakeholders prior to the commencement of any works. Potential stakeholders for this Project include:

- Sydney Metro
- Transport for NSW including:
 - Centre for Road and Maritime Safety
 - Metro Bus and Ferry Planning and Development
 - Greater Sydney Planning and Programs
- Freight Strategy and Planning
- Customer Journey Planning
- Sydney Trains
- Port Authority of NSW
- Infrastructure NSW
- Department of Planning, Industry and Environment
- NSW Police
- NSW Fire and Rescue
- NSW Ambulance Service
- Inner West Council

- City of Canada Bay Council
- Burwood Council
- Parramatta City Council
- Bus operators
- Sydney Olympic Park Authority
- Concord Oval Redevelopment

4.3 TRAFFIC CONTROL GROUP (TCG)

Sydney Metro has established a project TCG and the Traffic Manager will attend on behalf of AFJV and meet weekly, fortnightly or as agreed. TCG members typically include the Project Traffic Manager and representatives from TfNSW, SM, and where required Councils and SOPA.

The TCG is to discuss and agree on any and traffic and transport related issues associated with the Project. It is the TCG where decisions and changes are made on CTMPs, traffic management issues as they relate to the project work.

5. PROFESSIONAL QUALIFICATION

The author of this document – Alex Gosper, is a qualified engineer and an accredited Level 3 Road Safety Auditor in NSW. He has more than ten years of experience and considers the proposed heavy vehicle route to be suitable for use under CoA D87.

6. APPROVAL

This document will be provided to the Planning Secretary for approval in accordance with CoA D86.

Approved local roads will be included in the Construction Traffic Management Plans (CTMPs) required under CoA D85, which will also be submitted to the Planning Secretary for information before the commencement of any construction in the area identified and managed under each CTMP.

7. CONCLUSION

Swept path analysis have shown that the route will be suitable for the expected heavy vehicles on completion of the enabling / local area works and kerb modifications.

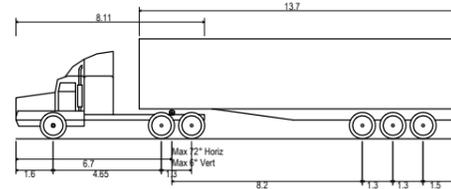
The proposed heavy vehicle entry and exit route is considered suitable for use and is recommended for approval.

APPENDIX A SWEPT PATH ANALYSIS

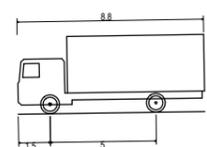
GENERAL NOTES

- TURNING PATHS ARE ASSESSED AS PER AGRD03-16, AGRD04-17, AGRD04A-17, AGRD04B-15 AND AP-G34-13. IN ACCORDANCE WITH AUSTRROADS DESIGN VEHICLES AND TURNING PATH TEMPLATE GUIDE, A 0.5 M OFFSET TO THE KERB LINE IS NOT REQUIRED TO BE PROVIDED FOR LOCAL STREETS IN URBAN AREAS WHERE SPACE IS A CONSTRAINT. CONSEQUENTLY, THE ANALYSIS OF THE SWEEPED PATHS AGAINST THE EXISTING ROAD ALIGNMENT EXCLUDES 0.5 M CLEARANCE TO KERB LINES. A 0.5 M CLEARANCE TO ROADSIDE INFRASTRUCTURE, VEGETATION AND UTILITY STRUCTURES STILL APPLIES.
- ALL VEHICLES SWEEPED PATHS ARE BASED ON 15km/h SPEEDS AND 15 m KERB TO KERB TURNING RADII UNLESS NOTED ON PLANS.

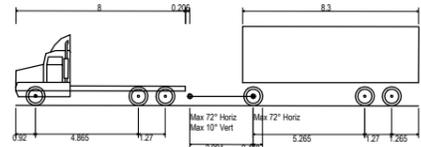
DESIGN VEHICLE PROFILES



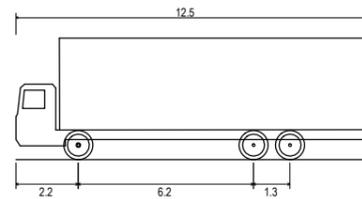
PRIME MOVER AND SEMI-TRAILER (19 m)
 Overall Length 19.000m
 Overall Width 2.500m
 Overall Body Height 4.300m
 Min Body Ground Clearance 0.540m
 Track Width 2.500m
 Lock-to-lock time 6.00s
 Kerb to kerb Turning Radius 12.500m



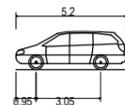
MRV - Medium Rigid Vehicle
 Overall Length 8.800m
 Overall Width 2.500m
 Overall Body Height 3.633m
 Min Body Ground Clearance 0.428m
 Track Width 2.500m
 Lock-to-lock time 4.00s
 Kerb to kerb Turning Radius 10.000m



TIPPER&TRI-DOG (AKA TRUCK&DOG) (19 m)
 Overall Length 19.000m
 Overall Width 2.500m
 Overall Body Height 3.738m
 Min Body Ground Clearance 0.417m
 Track Width 2.500m
 Lock-to-lock time 5.00s
 Kerb to Kerb Turning Radius 12.640m



SINGLE UNIT TRUCK/BUS (12.5 m)
 Overall Length 12.500m
 Overall Width 2.500m
 Overall Body Height 4.300m
 Min Body Ground Clearance 0.490m
 Track Width 2.500m
 Lock-to-lock time 6.00s
 Kerb to kerb Turning Radius 12.500m



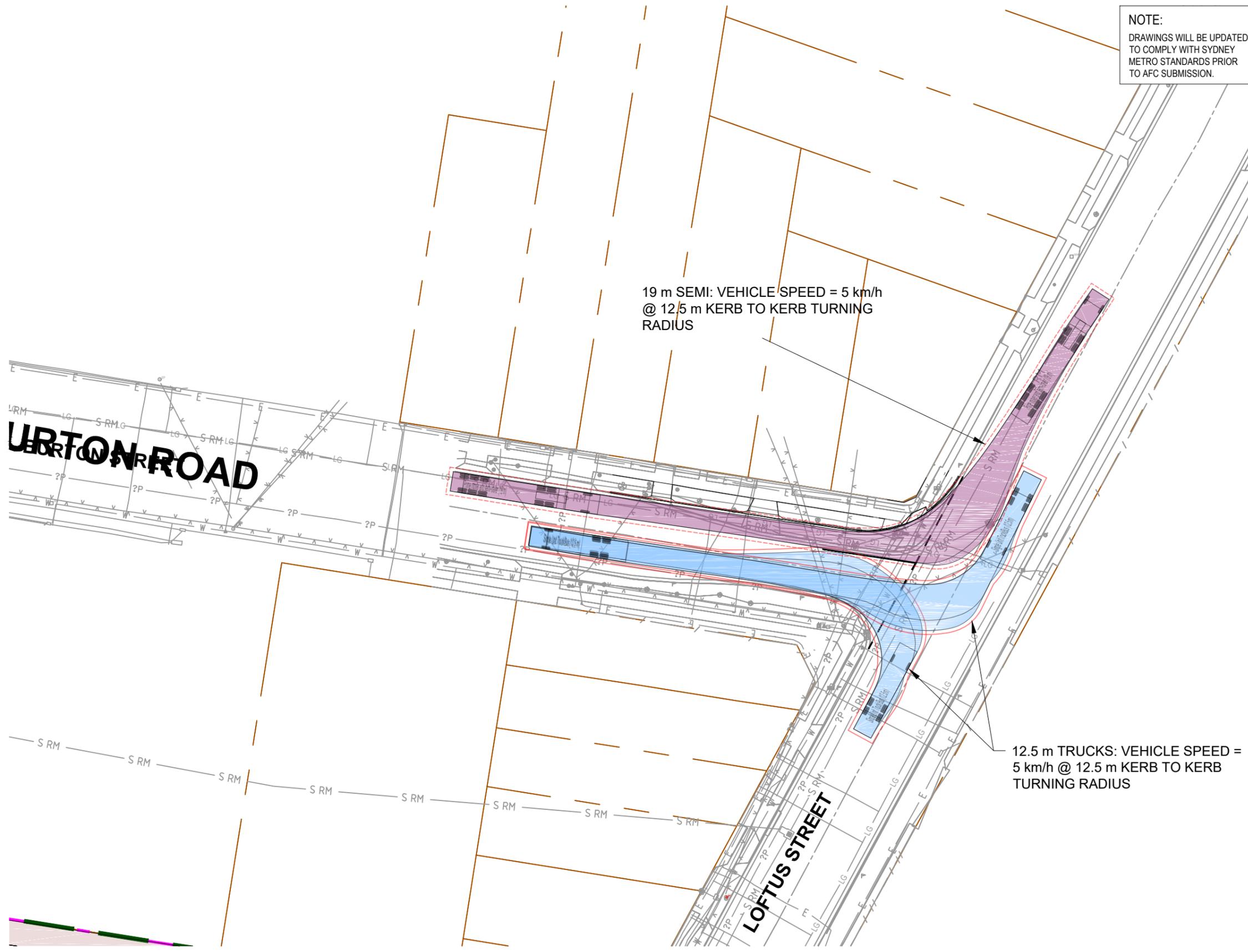
PASSANGER VEHICLE (5.2 m)
 Overall Length 5.200m
 Overall Width 1.940m
 Overall Body Height 1.804m
 Min Body Ground Clearance 0.295m
 Track Width 1.840m
 Lock-to-lock time 4.00s
 Kerb to kerb Turning Radius 6.300m

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LEGEND

- VEHICLE SWEEP PATH ENVELOPE
- 0.5m VEHICLE SWEEP PATH CLEARANCE ENVELOPE
- EXISTING PROPERTY BOUNDARY

- NOTES**
1. THESE DRAWINGS TO BE READ IN CONJUNCTION WITH DETAILED DESIGN REPORT.
 2. FOR DESIGN VEHICLE PROFILES AND GENERAL NOTES REFER SMWSTCTP-AFJ-BWT-SN300-CV-SKE-000000.

19 m SEMI: VEHICLE SPEED = 5 km/h @ 12.5 m KERB TO KERB TURNING RADIUS

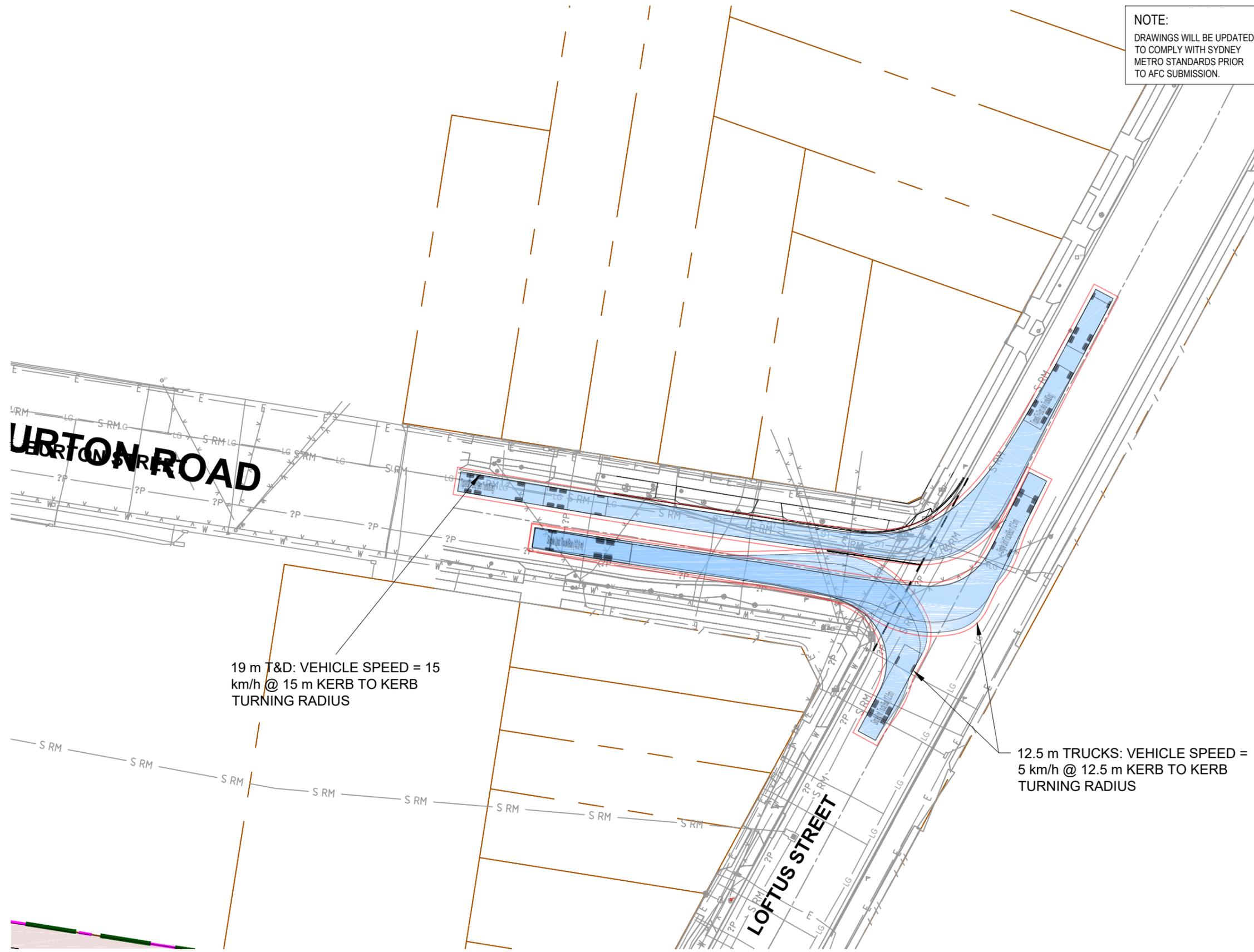
12.5 m TRUCKS: VEHICLE SPEED = 5 km/h @ 12.5 m KERB TO KERB TURNING RADIUS

URTON ROAD

LOFTUS STREET

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| LEGEND | |
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| | VEHICLE SWEEP PATH ENVELOPE |
| | 0.5m VEHICLE SWEEP PATH CLEARANCE ENVELOPE |
| | EXISTING PROPERTY BOUNDARY |

- NOTES**
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 2. FOR DESIGN VEHICLE PROFILES AND GENERAL NOTES REFER SMWSTCTP-AFJ-BWT-SN300-CV-SKE-000000.

19 m T&D: VEHICLE SPEED = 15 km/h @ 15 m KERB TO KERB TURNING RADIUS

12.5 m TRUCKS: VEHICLE SPEED = 5 km/h @ 12.5 m KERB TO KERB TURNING RADIUS

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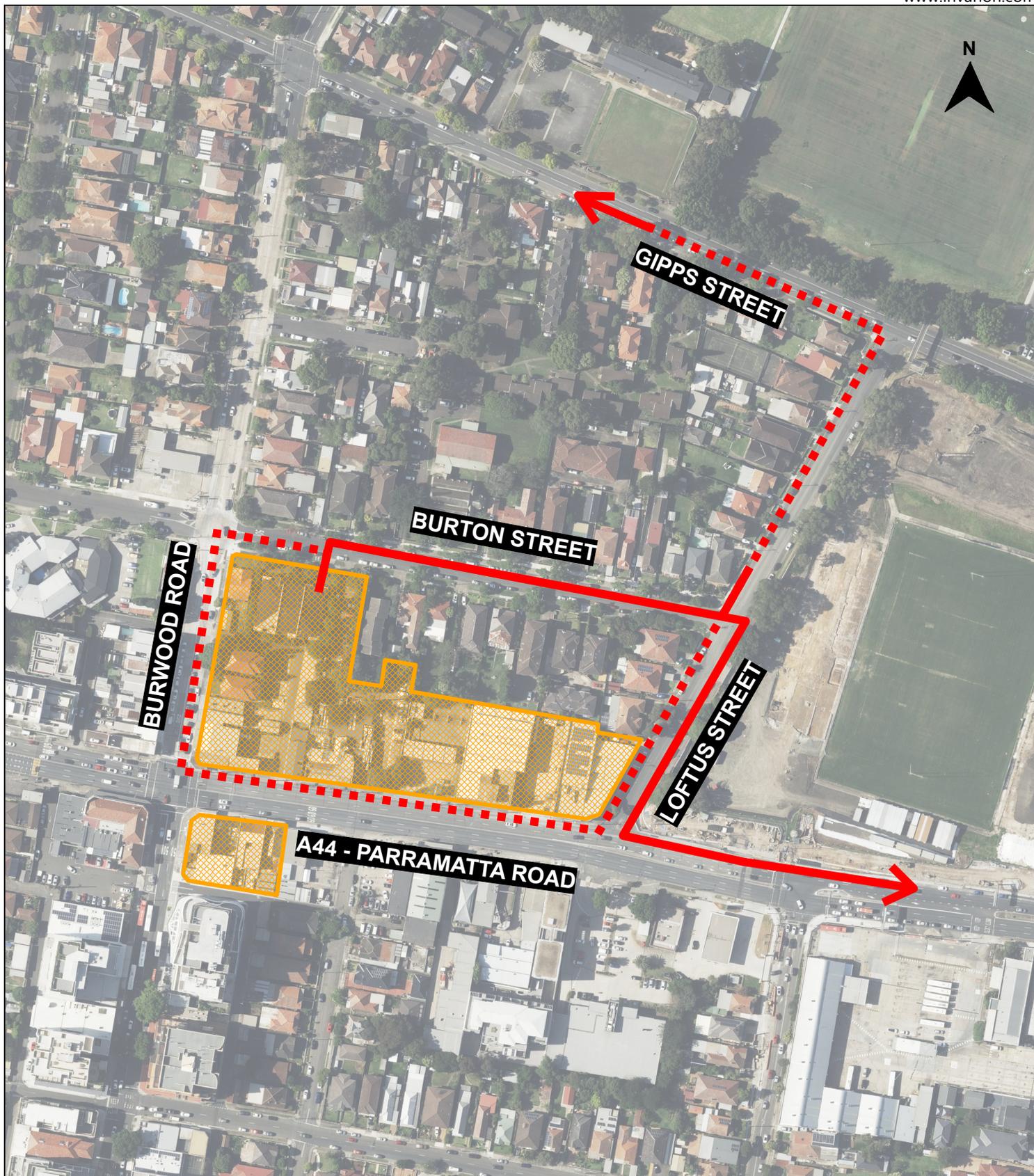
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APPENDIX B PROPOSED VEHICLE MOVEMENT PLAN

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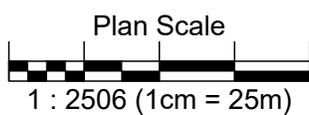
BURWOOD ROAD

GIPPS STREET

BURTON STREET

LOFTUS STREET

A44 - PARRAMATTA ROAD



| | |
|---------------------|---|
| Project: | SYDNEY METRO WEST, CENTRAL TUNNELLING PACKAGE |
| Metro Station Site: | BURWOOD NORTH STATION |
| Drawing Number: | SMWSTCTP-BWD-N-TF-VMP-001 |
| Issue | 00 |
| Author: | CORRINE PORTER |
| PWZTMP Licence: | TCT#0015555 |



APPENDIX C COMMENT FROM BURWOOD CTMP AND VMPS

| DOCUMENT NO. | TITLE | VER | STATUS | NO. | DATE | COMPANY | RAISED BY | REVIEW DOC. NO.* | DOCUMENT REF* | DEED REF* | COMMENTS / RESPONSE | COMMENT CATEGORY* | CLOSED OUT |
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| SMWSTCTP-AFJ-BWT-TF-PLN-000001 | Sydney Metro West - CTP - Construction Traffic Management Plan - Burwood North | 01.01 | S3 | 01 | 19/11/2021 | TFN | LWILBY | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | 4.3 Haulage routes | TT5 | The outbound route from the Northern site in stage 2 is not in line with the EIS on the basis that it minimises disruption for the local community on Broughton Street (assuming Burton St). In the in bound route in stage 1 this section of Burton Street is restricted to 8.8m long vehicles - likely due to the narrow width of Burton Street. Please provide further evidence how this section of Burton Street can be used safely in stage 2, including the size of vehicles proposed and their subsequent ability to traverse along the street without increasing the risk of head on collision with vehicles heading in the opposite direction or striking a parked vehicle. | Actual Non-Compliance | Y |
| | | | | | | | | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | 4.3 Haulage routes | TT5 | | Actual Non-Compliance | Y |
| | | | | 01.01 | 6/01/2022 | AFJ | DFUNG | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | 4.3 Haulage routes | TT5 | During Stage 1 - truck size is limited to 8.8 due to turn path restriction at the corner of Loftus Street/Burton St. Burton St is not too narrow to accommodate two-way movement with trucks and cars (with parking both sides). Road cross section added on Burton St in Appendix B There is 2.1m wide parking lanes on either side while 3m+ of traffic lanes for each direction. This is sufficient for parking and 2-way movement. During Stage 2, the kerb adjustment at the northeastern corner of Burton St/Loftus St will be complete and it will allow truck and dog to turn left from Burton St without crossing to the western side of Loftus St. | Actual Non-Compliance | Y |
| | | | | | | | | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | 4.3 Haulage routes | TT5 | | Actual Non-Compliance | Y |
| | | | | 01.01.01 | 10/01/2022 | TFN | LWILBY | | | | Satisfied with response and evidence provided. Comment closed. | Actual Non-Compliance | Y |
| | | | | | | | | | | | | Actual Non-Compliance | Y |
| | | | | 02 | 19/11/2021 | TFN | LWILBY | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | SMW-AFJV-TM-DWG-BW-10 | NA | The signage plan includes detours for pedestrians where the footpath along Parramatta Road is closed, however without further information to the length of the detour pedestrians are likely to try and cross Parramatta Rd uncontrolled - increasing their likelihood of being struck by a vehicle. This risk was also captured as a 'High' risk in the road safety audit. Please consider providing more detailed wayfinding info at either end of the closure on Parramatta Rd to indicate it is only a minor detour, the detour route and overall reduce the risk of someone attempting to cross Parramatta Rd uncontrolled. Noted the response in the RSA that there is a 1.2m buffer to the kerb if they ignore the signage - however this may increase their risk of being struck by a HV entering or exiting in the driveways along this section who are not expecting pedestrians to be walking through here. | Observation | Y |
| | | | | | | | | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | SMW-AFJV-TM-DWG-BW-10 | NA | | Observation | Y |
| | | | | 02.01 | 6/01/2022 | AFJ | DFUNG | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | SMW-AFJV-TM-DWG-BW-10 | NA | Traffic control/gateman will be on Parramatta Rd to manage truck entry and exit. They will be able to warn drivers of pedestrians that ignored all the signage and barriers to detour around Parramatta Rd. To improve safety, AFJV has try to eliminate the risk of pedestrian / vehicle interaction on Parramatta Rd, assuming that is ignored, there is still a last line of control with Traffic controller/gateman to manage the entry and exit. AFJV will prepare a Pedestrian Management Plan (PMP) which will detail all proposed pedestrian measures (i.e. traffic controllers, concertina gates and associated pedestrian signage). Additional pedestrian detour signage will be installed prior to Parramatta Road - Shaftesbury Road intersection to warn pedestrians in advance of the footpath closure and direct pedestrians to the other footpath on Parramatta Road via crossing at the signalised crossing. Pedestrian management plan added into Appendix D | Observation | Y |

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| | | | | | | | | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | SMW-AFJV-TM-DWG-BW-10 | NA | | Observation | Y |
| | | | | 02.01.01 | 10/01/2022 | TFN | LWILBY | | | | Response noted, comment closed. | Observation | Y |
| | | | | | | | | | | | | Observation | Y |
| | | | | 03 | 19/11/2021 | SMD | ABHATIA | SMWSTCTP-AFJ-BWT-TF-PLN-000001.00.S3.00. | Section 1.1 | Project Specification - Cl. 2.1.1a | The tunnel is 11KM as per the RT kilometrage on the Project specification. 11.5kms is incorrect | Potential Non-Compliance | N |
| | | | | | | | | SMWSTCTP-AFJ-BWT-TF-PLN-000001.00.S3.00. | Section 1.1 | Project Specification - Cl. 2.1.1a | | Potential Non-Compliance | N |
| | | | | 03.01 | 6/01/2022 | AFJ | DFUNG | SMWSTCTP-AFJ-BWT-TF-PLN-000001.00.S3.00. | Section 1.1 | Project Specification - Cl. 2.1.1a | Noted. This has been changed to 11km. | Potential Non-Compliance | N |
| | | | | | | | | SMWSTCTP-AFJ-BWT-TF-PLN-000001.00.S3.00. | Section 1.1 | Project Specification - Cl. 2.1.1a | | Potential Non-Compliance | N |
| | | | | 05 | 29/11/2021 | SMD | PBROGAN | Burwood North CTMP | Figure 9 | tba | The bus shuttle route is via a work site entry on Burwood Rd. Are work site accesses proposed on Burwood Rd ? | Observation | Y |
| | | | | | | | | Burwood North CTMP | Figure 9 | tba | | Observation | Y |
| | | | | 05.01 | 6/01/2022 | AFJ | DFUNG | Burwood North CTMP | Figure 9 | tba | There is a light vehicle entry via Burwood Rd as per the site design.This separate LV and HV interaction reducing the risk of vehicle on vehicle incidents. | Observation | Y |
| | | | | | | | | Burwood North CTMP | Figure 9 | tba | | Observation | Y |
| | | | | 06 | 29/11/2021 | SMD | PBROGAN | Burwood North CTMP | Figure 11 | tba | Will the Burwood Rd bus stop (213431) be removed - the Figure suggests otherwise ? | Observation | Y |
| | | | | | | | | Burwood North CTMP | Figure 11 | tba | | Observation | Y |
| | | | | 06.01 | 6/01/2022 | AFJ | DFUNG | Burwood North CTMP | Figure 11 | tba | Burwood Rd southbound bus stop (213431) is retained. They will be extended to allow for increase capacity.The drawing shows the new signage required to extend the bus zone. | Observation | Y |
| | | | | | | | | Burwood North CTMP | Figure 11 | tba | | Observation | Y |
| | | | | 07 | 29/11/2021 | SMD | PBROGAN | Burwood North CTMP | Section 5.6.2 | tba | Does the CTMP describe the current agreed nightride plan ? | Observation | Y |
| | | | | | | | | Burwood North CTMP | Section 5.6.2 | tba | | Observation | Y |
| | | | | 07.01 | 6/01/2022 | AFJ | DFUNG | Burwood North CTMP | Section 5.6.2 | tba | Yes, Nightride will use the new stops on Parramatta Rd west of Burwood Rd. The northern stop is the current/existing night ride stop. | Observation | Y |
| | | | | | | | | Burwood North CTMP | Section 5.6.2 | tba | | Observation | Y |
| | | | | 08 | 29/11/2021 | SMD | PBROGAN | Burwood North CTMP | Section 5.1.1 | tba | Refer to RSA in Appendix C. | Observation | Y |
| | | | | | | | | Burwood North CTMP | Section 5.1.1 | tba | | Observation | Y |
| | | | | 08.01 | 6/01/2022 | AFJ | DFUNG | Burwood North CTMP | Section 5.1.1 | tba | Reference to RSA in Appendix C made in Section 5.12 of CTMP. | Observation | Y |
| | | | | | | | | Burwood North CTMP | Section 5.1.1 | tba | | Observation | Y |
| | | | | 09 | 29/11/2021 | SMD | PBROGAN | Burwood North CTMP | Appendix C | tba | RSA item 1 - high angled entry - will a marked zebra crossing be provided across the access driveway to accommodate safe pedestrain crossing of the driveway ? | Observation | Y |
| | | | | | | | | Burwood North CTMP | Appendix C | tba | | Observation | Y |
| | | | | 09.01 | 6/01/2022 | AFJ | DFUNG | Burwood North CTMP | Appendix C | tba | Pedestrian path will be closed on Parramatta Rd (north side) between Burwood Rd and Loftus St. No zebra crossing is required here. | Observation | Y |
| | | | | | | | | Burwood North CTMP | Appendix C | tba | | Observation | Y |
| | | | | 10 | 30/11/2021 | SMD | DROBLES | | Table 3: EIS Technical Paper 1 - Stage 1 | | Table 3, TT1 references Section 6.2 in regards to community notification in advance of proposed road and pedestrian changes through appropriate forums of community liaison, however, Section 6.2 is the Traffic and Transport Liaison Group which does not include residents or businesses. Please clarify what forms of community liaison will be used to notify residents and businesses. | Observation | N |

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| | | | | | | | | | Table 3: EIS Technical Paper 1 - Stage 1 | | | Observation | N |
| | | | | 10.01 | 6/01/2022 | AFJ | DFUNG | | Table 3: EIS Technical Paper 1 - Stage 1 | | Refer to Section 6.3 for communications to local residents and businesses.AFJV will notify local residents, businesses and schools affected by the proposed construction activities via letter box drops and door knock notifications. AFJV will undertake community presentations regarding the footpath closure along the northern side of Parramatta Road between Burwood Road and Loftus Street and the proposed pedestrian diversion routes.VMS will be installed two weeks prior to the footpath closure to advise of the proposed changes for pedestrians on the northern side of Parramatta Road and the diversion routes. In addition, pink signs will be placed at the existing bus stops informing passengers of the recent changes to bus stops on Parramatta Road and the new location to board the existing bus route services. | Observation | N |
| | | | | | | | | | Table 3: EIS Technical Paper 1 - Stage 1 | | | Observation | N |
| | | | | 11 | 30/11/2021 | SMD | DROBLES | | 2.2 Objectives | | Port Authority is not required, however, the BWT Southern Entry Shaft is in Burwood Council which should be included. | Observation | N |
| | | | | | | | | | 2.2 Objectives | | | Observation | N |
| | | | | 11.01 | 6/01/2022 | AFJ | DFUNG | | 2.2 Objectives | | Removed Port Authority and included Burwood Council in Section 2.2 of CTMP | Observation | N |
| | | | | | | | | | 2.2 Objectives | | | Observation | N |
| | | | | 12 | 30/11/2021 | SMD | DROBLES | | 4.1 Overview of Construction Activities | | Please include piling, and drilling and installation of rock anchors as part of construction activities. Site Handover of properties commenced on 27th September 2021 | Observation | N |
| | | | | | | | | | 4.1 Overview of Construction Activities | | | Observation | N |
| | | | | 12.01 | 6/01/2022 | AFJ | DFUNG | | 4.1 Overview of Construction Activities | | Included additional construction activities and amended site handover date as per above.Section 4.1 updated Added- Piling, drilling and installation of rock anchors in station shaft- Excavation and construction of pedestrian aditAn indicative construction program is shown as follows for both the northern and southern sites: ? Site handover from 27 September 2021? Stage 1- Utility relocation - Bus stop relocation from late January to allow for hoarding and scaffolding in February 2022 - Demolition from late February 2022- Parramatta Road northern footpath closure and pedestrian diversion from February 2022- Driveway construction from February 2022- Removal of on-street parking from March 2022- Intersection modification works at Loftus Street – Burton Street and Loftus Street – Gipps Street from April 2022? Stage 2- Station shaft excavation and haulage operation from June 2022 ? Completion by early 2024. | Observation | N |
| | | | | | | | | | 4.1 Overview of Construction Activities | | | Observation | N |
| | | | | 13 | 30/11/2021 | SMD | DROBLES | | 5.1 Construction Traffic Volumes | | Section 5.1 states the proposed heavy vehicle traffic volumes are no more than the EIS heavy vehicle volumes, how will this be validated during the construction phase? | Observation | N |
| | | | | | | | | | 5.1 Construction Traffic Volumes | | | Observation | N |
| | | | | 13.01 | 6/01/2022 | AFJ | DFUNG | | 5.1 Construction Traffic Volumes | | Section 5.1 updated During the construction phase, construction heavy vehicles are to be booked through the spoil manager prior to arrival.Linksite (previous Virtual Superintendent) as a GPS truck monitoring system will be used to control truck movements in the project. The system is capable to redirect trucks and notify drivers when the site is full.With the implementation of a combination of bookings, live monitoring and live adjustment, AFJV can control truck movements to be within the EIS volume. | Observation | N |
| | | | | | | | | | 5.1 Construction Traffic Volumes | | | Observation | N |

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| | | | | 14 | 30/11/2021 | SMD | ABHATIA | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | 4.1 OVERVIEW OF CONSTRUCTION ACTIVITIES | | Under Subheading Burwood North metro station south construction site - "Excavation and construction of station box" is incorrect. Should say Excavation and construction of shaft. | Observation | N |
| | | | | | | | | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | 4.1 OVERVIEW OF CONSTRUCTION ACTIVITIES | | | Observation | N |
| | | | | 14.01 | 6/01/2022 | AFJ | DFUNG | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | 4.1 OVERVIEW OF CONSTRUCTION ACTIVITIES | | Changed all references of "station box" to "station shaft" throughout the CTMP. | Observation | N |
| | | | | | | | | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | 4.1 OVERVIEW OF CONSTRUCTION ACTIVITIES | | | Observation | N |
| | | | | 15 | 30/11/2021 | SMD | DROBLES | | 5.0 Construction Traffic and Transport Management | | Please provide details around the timing of when AFJV plan to carry out road modifications on haulage routes, remove on-street parking, commence the staff shuttle bus, close footpaths and implement pedestrian diversion routes, and relocate/close bus stops. | Observation | N |
| | | | | | | | | | 5.0 Construction Traffic and Transport Management | | | Observation | N |
| | | | | 15.01 | 6/01/2022 | AFJ | DFUNG | | 5.0 Construction Traffic and Transport Management | | The following has been added in Section 4.1 and 5.2: Driveway - Feb 2022 Loftus St / Burton St, Loftus St / Gipps St modification - from April 2022 Parking removal - from March 2022 (parking removal around driveway first) Pedestrian diversion - Feb 2022 Bus stop relocation - late January-Feb 2022 (to allow for hoarding and scaffolding) | Observation | N |
| | | | | | | | | | 5.0 Construction Traffic and Transport Management | | | Observation | N |
| | | | | 16 | 30/11/2021 | SMD | DROBLES | | 5.7 Access to local properties, businesses and utilities | | Please provide further details and/or examples of how local residents and businesses will be notified of proposed traffic changes at least two weeks prior to the works. What will be used and where? For example, will VMS boards be used to notify bus stop relocations, footpath closures/diversions, and other traffic changes? | Observation | N |
| | | | | | | | | | 5.7 Access to local properties, businesses and utilities | | | Observation | N |
| | | | | 16.01 | 6/01/2022 | AFJ | DFUNG | | 5.7 Access to local properties, businesses and utilities | | Section 5.8 updated Local residents and businesses will be notified via letter box drops and door knock notifications of the proposed traffic changes at least two weeks prior to the works. In addition, pink signs will be installed at the existing bus stops informing passengers of the location of the new bus stop and associated bus services provided. Variable message signs (VMS) will be installed in the surrounding vicinity of the site informing pedestrians of the footpath closure on Parramatta Road between Burwood Road and Loftus Street. Pedestrian detour signage will be installed to direct oncoming pedestrians safely past the work site. | Observation | N |
| | | | | | | | | | 5.7 Access to local properties, businesses and utilities | | | Observation | N |
| | | | | 17 | 30/11/2021 | SMD | ABHATIA | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | 4.1 OVERVIEW OF CONSTRUCTION ACTIVITIES | | Consider adding - Excavation and construction pedestrian adit under Subheading "Burwood North metro station north construction site" | Observation | N |
| | | | | | | | | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | 4.1 OVERVIEW OF CONSTRUCTION ACTIVITIES | | | Observation | N |
| | | | | 17.01 | 6/01/2022 | AFJ | DFUNG | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | 4.1 OVERVIEW OF CONSTRUCTION ACTIVITIES | | Noted. This has been added to the list. | Observation | N |
| | | | | | | | | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | 4.1 OVERVIEW OF CONSTRUCTION ACTIVITIES | | | Observation | N |
| | | | | 18 | 30/11/2021 | SMD | DROBLES | | 5.8 Special Events | | Please include review and consideration of events from Burwood Council for BWT Southern Shaft site. | Observation | N |
| | | | | | | | | | 5.8 Special Events | | | Observation | N |

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| | | | | 18.01 | 6/01/2022 | AFJ | DFUNG | | 5.8 Special Events | | Following a review of Burwood Council's events schedule, there are no scheduled events in the vicinity of the southern shaft site. Section 5.8 has been amended to include Burwood Council. | Observation | N |
| | | | | | | | | | 5.8 Special Events | | | Observation | N |
| | | | | 19 | 30/11/2021 | SMD | DROBLES | | 5.9 Traffic Guidance Scheme | | Will there be signage near Shaftesbury Road warning pedestrians that the footpath on the north side of Parramatta Road is closed? This may prevent pedestrians walking towards Loftus Street only to find out the footpath is closed and they need to either go back to Shaftesbury Road to cross Parra Road, or take the 4min detour (Loftus, Burton, Burwood Roads). | Observation | N |
| | | | | | | | | | 5.9 Traffic Guidance Scheme | | | Observation | N |
| | | | | 19.01 | 6/01/2022 | AFJ | DFUNG | | 5.9 Traffic Guidance Scheme | | Section 5.10 Refer to Appendix D for pedestrian management plan. Figure added of the pedestrian management plan to direct pedestrian to the southern side of Parramatta Road | Observation | N |
| | | | | | | | | | 5.9 Traffic Guidance Scheme | | | Observation | N |
| | | | | 20 | 30/11/2021 | SMD | DROBLES | | 5.10 Inspections | | Section 5.10 states all identified issues and status of rectification will be documented in the issues register. Is this a Traffic specific issues register? Who is responsible for updating and tracking close out of actions of this register? | Observation | N |
| | | | | | | | | | 5.10 Inspections | | | Observation | N |
| | | | | 20.01 | 6/01/2022 | AFJ | DFUNG | | 5.10 Inspections | | Section 5.11 Added "Lucidity". This item is captured under the Overarching CTMP under Monitoring, and under Continuous Improvement. | Observation | N |
| | | | | | | | | | 5.10 Inspections | | | Observation | N |
| | | | | 21 | 30/11/2021 | SMD | DROBLES | | 5.11 Road Safety Audit | | What triggers a road safety audit? Who is responsible for carrying it out? Is there a requirement to schedule them in? If so, what is the frequency? | Observation | N |
| | | | | | | | | | 5.11 Road Safety Audit | | | Observation | N |
| | | | | 21.01 | 6/01/2022 | AFJ | DFUNG | | 5.11 Road Safety Audit | | Road Safety Audit is covered in Appendix CA separate audit will be conducted after implementation as described in the Overarching CTMP - 3.2.6 Audit and Review. Road safety audits will be conducted in accordance with the Austroads Safety Audit Guide Part 6A (Implementing Road Safety Audits), TfNSW Guidelines for Road Safety Audit Practices and Technical Direction TD 2004/RS01 – Accident Reduction Guide Part 2: Road Safety Audits, with references to Sydney Metro Principal Contractor Health and Safety Standard. Audits will be conducted for each CTMP/TGS and TCS prior to construction of each station construction site, including vehicular access and exit driveway, pedestrian, cyclist and public transport safety, as well as the TCS modification. The audit will be conducted by a qualified, independent, road safety and traffic engineering auditor. The auditor will have Road Safety Auditor Level 3 Certification, have undergone road safety audit training and listed on the NSW Centre for Road Safety's Register of Road Spportunity for the public to have their say on the proposal. The results of the public con | Observation | N |
| | | | | | | | | | 5.11 Road Safety Audit | | | Observation | N |
| | | | | 22 | 30/11/2021 | SMD | DROBLES | | 5.12.4 Driver Training | | How will AFJV ensure that delivery drivers and other drivers who do not frequent the site are informed of the site access requirements, driver protocols, emergency procedures etc? | Observation | N |
| | | | | | | | | | 5.12.4 Driver Training | | | Observation | N |
| | | | | 22.01 | 6/01/2022 | AFJ | DFUNG | | 5.12.4 Driver Training | | Section 5.13.2 Vehcile movement plans are provided to delivery companies, spoil companies, and workforce as part of site access.VMP is included in Figure 5. | Observation | N |
| | | | | | | | | | 5.12.4 Driver Training | | | Observation | N |
| | | | | 23 | 30/11/2021 | SMD | DROBLES | | 6.2 Traffic and Transport Liaison Group | | Roles and responsibilities of the Project Manager and Superintendent are missing from Table 9. Does the Traffic Foreman report to the Traffic Engineer or the Traffic Coordinator? Traffic Engineer was not included as a role in Table 9 | Observation | N |

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| | | | | | | | | | 6.2 Traffic and Transport Liaison Group | | | Observation | N |
| | | | | 23.01 | 6/01/2022 | AFJ | DFUNG | | 6.2 Traffic and Transport Liaison Group | | Section 6.1 Project Manager added Traffic Foreman is still TBA at this time. Currently site Superintendent / foreman to manage this role. Superintendent contact added Traffic Foreman reports to Traffic Manager. | Observation | N |
| | | | | | | | | | 6.2 Traffic and Transport Liaison Group | | | Observation | N |
| | | | | 24 | 30/11/2021 | SMD | DROBLES | | 6.2 Traffic and Transport Liaison Group | | Please include Burwood Council. | Observation | N |
| | | | | | | | | | 6.2 Traffic and Transport Liaison Group | | | Observation | N |
| | | | | 24.01 | 6/01/2022 | AFJ | DFUNG | | 6.2 Traffic and Transport Liaison Group | | Burwood Council has been added to the TTLG list. | Observation | N |
| | | | | | | | | | 6.2 Traffic and Transport Liaison Group | | | Observation | N |
| | | | | 25 | 30/11/2021 | SMD | ABHATIA | | Section 4.1, page 16. | | In the overarching CTMP under section 4.8.4.7.7 it mentions localised section widening at the Parramatta Road and Burwood Road intersection but this document has no mention of it. It can be captured in Section 4.1 under the "in addition..." paragraph. | Observation | N |
| | | | | | | | | | Section 4.1, page 16. | | | Observation | N |
| | | | | 25.01 | 6/01/2022 | AFJ | DFUNG | | Section 4.1, page 16. | | Burwood Road / Parramatta Road has been remove | Observation | N |
| | | | | | | | | | Section 4.1, page 16. | | | Observation | N |
| | | | | 26 | 30/11/2021 | SMD | ABHATIA | | Section 5.1 | | Should 12.5m rigid trucks also be added to this section seeing that the Swept Path Analysis is for 12.5m rigid? | Observation | Y |
| | | | | | | | | | Section 5.1 | | | Observation | Y |
| | | | | 26.01 | 6/01/2022 | AFJ | DFUNG | | Section 5.1 | | The volume is assessed for the worst case (highest estimated volume). Since the volume of heavy vehicle will not exceed the EIS, and the size of the heavy vehicle will be smaller, this means the impact to the local network will be smaller. | Observation | Y |
| | | | | | | | | | Section 5.1 | | | Observation | Y |
| | | | | 27 | 30/11/2021 | SMD | ABHATIA | | Section 4.2, page 16. | | The construction hours stated on EIS Section 9.6. state the construction hours for above ground works to be 7AM - 6PM Monday to Friday and 8AM-1PM for Saturday. Construction hours mentioned in Section 4.2 are stated below: 1) working upto 10PM Monday to Saturday 2) deliveries between 7AM to 10PM, 7 days a week Can AFJV state the document these are approved in? | Potential Non-Compliance | Y |
| | | | | | | | | | Section 4.2, page 16. | | | Potential Non-Compliance | Y |
| | | | | 27.01 | 6/01/2022 | AFJ | DFUNG | | Section 4.2, page 16. | | The construction hours has been amended in accordance with MCoA D35 | Potential Non-Compliance | Y |
| | | | | | | | | | Section 4.2, page 16. | | | Potential Non-Compliance | Y |
| | | | | 28 | 30/11/2021 | SMD | ABHATIA | | Section 4.3 | | Can the activities and timelines be elaborated upon for Stage 1 and Stage 2 mentioned in Section 4.3? When does Stage 1 begin, when does it transition into Stage 2 etc.? | Observation | Y |
| | | | | | | | | | Section 4.3 | | | Observation | Y |
| | | | | 28.01 | 6/01/2022 | AFJ | DFUNG | | Section 4.3 | | Construction activities and timelines have been provided in Section 4.1. | Observation | Y |
| | | | | | | | | | Section 4.3 | | | Observation | Y |
| | | | | 29 | 30/11/2021 | SMD | ABHATIA | | Section 4.3 | | Can AFJV consider and include the management of activities other than Haulage of spoil during excavation phase in the CTMP i.e.concrete deliveries, hauling demolition waste etc.? | Observation | Y |
| | | | | | | | | | Section 4.3 | | | Observation | Y |
| | | | | 29.01 | 6/01/2022 | AFJ | DFUNG | | Section 4.3 | | A Vehicle Management Plan will be provided when AFJV has confirmed a contractor and concrete batching plant for concrete deliveries. | Observation | Y |
| | | | | | | | | | Section 4.3 | | | Observation | Y |

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| | | | | 30 | 30/11/2021 | SMD | ABHATIA | | Section 5.1 | | Has AFJV considered the instance where agi trucks or haulage trucks queue up? Is there a waiting area for them or a management strategy to avoid this queue up from occurring and disrupting traffic on surrounding roads? | Observation | Y |
| | | | | | | | | | Section 5.1 | | | Observation | Y |
| | | | | 30.01 | 6/01/2022 | AFJ | DFUNG | | Section 5.1 | | Section 5.1 updatedDuring the construction phase, construction heavy vehicles are to be booked through the spoil manager prior to arrival.Linkedsite (previous Virtual Superintendent) as a GPS truck monitoring system will be used to control truck movements in the project. The system is capable to redirect trucks and notify drivers when the site is full.With the implementation of a combination of bookings, live monitoring and live adjustment, AFJV can control truck movements to be within the EIS volume. | Observation | Y |
| | | | | | | | | | Section 5.1 | | | Observation | Y |
| | | | | 31 | 30/11/2021 | SMD | ABHATIA | | Section 5.4 | | Section 5.4 accounts for works from Monday - Friday only. What about Saturdays and parking provisions for workforce involved in the 24x7 activities? | Observation | Y |
| | | | | | | | | | Section 5.4 | | | Observation | Y |
| | | | | 31.01 | 6/01/2022 | AFJ | DFUNG | | Section 5.4 | | Section 5.4 updatedAFJV is investigating other off-site parking locations for Saturdays, such as local school car parks and the Hewlett Packard headquarter car park in Rhodes. | Observation | Y |
| | | | | | | | | | Section 5.4 | | | Observation | Y |
| | | | | 32 | 30/11/2021 | SMD | ABHATIA | | Section 5.10 | | Who does the "significant" and "more significant" issues get raised to? | Observation | Y |
| | | | | | | | | | Section 5.10 | | | Observation | Y |
| | | | | 32.01 | 6/01/2022 | AFJ | DFUNG | | Section 5.10 | | Section 5.11 updated More significant issues will be recorded for rectification via Lucidity as outline in the Overarching CTMP. | Observation | Y |
| | | | | | | | | | Section 5.10 | | | Observation | Y |
| | | | | 33 | 30/11/2021 | SMD | ABHATIA | | Table 10 Section 6.3 | | Typo - Change from Contract to Contact in the third column heading for Table 10 | Observation | Y |
| | | | | | | | | | Table 10 Section 6.3 | | | Observation | Y |
| | | | | 33.01 | 6/01/2022 | AFJ | DFUNG | | Table 10 Section 6.3 | | Typo has been amended | Observation | Y |
| | | | | | | | | | Table 10 Section 6.3 | | | Observation | Y |
| | | | | 34 | 30/11/2021 | SMD | ABHATIA | | Appendix B Diagram | | Should there be a Bus Zone sign for the new location of Bus Stop ID 213722 (Parramatta Road eastbound, east of Burwood Road) that is being moved to the west as per Figure 14? | Observation | Y |
| | | | | | | | | | Appendix B Diagram | | | Observation | Y |
| | | | | 34.01 | 6/01/2022 | AFJ | DFUNG | | Appendix B Diagram | | There is an existing bus zone at that location (eastbound west of Burwood Rd). It is an existing Nightride location that will be used. | Observation | Y |
| | | | | | | | | | Appendix B Diagram | | | Observation | Y |
| | | | | 35 | 30/11/2021 | SMD | ABHATIA | | Drawing No. ACC210906-SK-10, Appendix B | | The Swept Path Analysis shows potentially three lanes being affected by the rigid truck turning from the Northern exit (BW08) on Parramatta Road and 2 lanes being affected on Burwood Road while exiting from the Western side (BW07). Can AFJV consider putting some additional caution signage to alert drivers regarding trucks turning? Would the temporary barrier on the Western side of the box be moved every time the rigid truck leave site via BW07? | Observation | Y |
| | | | | | | | | | Drawing No. ACC210906-SK-10, Appendix B | | | Observation | Y |
| | | | | 35.01 | 6/01/2022 | AFJ | DFUNG | | Drawing No. ACC210906-SK-10, Appendix B | | Swept path amended.Truck exiting site will only impact lane 1 and 2 on Parramatta Rd.Truck on Burwood Rd entering the southern shaft can enter site using lane 1 (kerb lane) only. BW07 is an entry gate only. | Observation | Y |
| | | | | | | | | | Drawing No. ACC210906-SK-10, Appendix B | | | Observation | Y |
| | | | | 36 | 1/12/2021 | BCL | RDIFEDERIC | | Section 3.1.2 | | Burwood Road between Parramatta Road and Georges River Road is an unclassified local road, not a Regional Road. | Observation | N |
| | | | | | | | | | Section 3.1.2 | | | Observation | N |
| | | | | 36.01 | 6/01/2022 | AFJ | DFUNG | | Section 3.1.2 | | Description has been amended to detail the correct road classification for each section of Burwood Road. | Observation | N |
| | | | | | | | | | Section 3.1.2 | | | Observation | N |

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| | | | | | | | | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | Section 5.2 and 5.3 | | | Observation | Y |
| | | | | 41.01 | 6/01/2022 | AFJ | DFUNG | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | Section 5.2 and 5.3 | | Noted. Section 5.2 added FJV will obtain the necessary approvals from City of Canada Bay Council and Burwood Council | Observation | Y |
| | | | | | | | | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | Section 5.2 and 5.3 | | | Observation | Y |
| | | | | 42 | 1/12/2021 | SMD | AKHAN | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | Appendix B Drawing SK-1001 | | Swept path provided in Appendix B show trucks exiting from gate BW-08 encroaching into lane 2 and 3 on Parramatta Rd WB. Noting the proximity of this gate to the intersection of Parramatta Rd and Burwood Rd, it will be highly unlikely that all 3 WB lanes will be available for trucks to safely egress the site as shown on the TGS. Please clarify if AFJV is proposing any additional controls to facilitate construction vehicle egress from this gate. | Potential Non-Compliance | Y |
| | | | | | | | | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | Appendix B Drawing SK-1001 | | | Potential Non-Compliance | Y |
| | | | | 42.01 | 6/01/2022 | AFJ | DFUNG | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | Appendix B Drawing SK-1001 | | Swept path updated. Will only use lane 1 and 2 for exit. | Potential Non-Compliance | Y |
| | | | | | | | | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | Appendix B Drawing SK-1001 | | | Potential Non-Compliance | Y |
| | | | | 43 | 1/12/2021 | SMD | PHICKS | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | N/A | | No Comment | | N |
| | | | | | | | | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | N/A | | | | N |
| | | | | 43.01 | 6/01/2022 | AFJ | DFUNG | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | N/A | | N/A | | N |
| | | | | | | | | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | N/A | | | | N |
| | | | | 44 | 1/12/2021 | SMD | KSOH | | General | | Comments captured in the Overarching CTMP to be considered and addressed by AFJV in subsequent Site Specific CTMPs. | Observation | Y |
| | | | | | | | | | General | | | Observation | Y |
| | | | | 44.01 | 6/01/2022 | AFJ | DFUNG | | General | | Relevant comments have been addressed in the CTMP, including the traffic management measures for the footpath closure on the north side of Parramatta Road, off-site parking etc. | Observation | Y |
| | | | | | | | | | General | | | Observation | Y |
| | | | | 45 | 1/12/2021 | SMD | KSOH | | General | | Will any street lighting poles be required to be removed to enable heavy vehicle movement into and out of the site. AFJV to consider an equivalent level of street lighting replacement if this is the case. Comment may also be applicable to other site specific CTMPs. | Observation | Y |
| | | | | | | | | | General | | | Observation | Y |
| | | | | 45.01 | 6/01/2022 | AFJ | DFUNG | | General | | No change to street lighting around Burwood North station. Relocate Loftus St / Gipp St power pole, but no changes to street light | Observation | Y |
| | | | | | | | | | General | | | Observation | Y |
| | | | | 46 | 1/12/2021 | SMD | KSOH | | Section 4 | | Recommend Burwood South Site be referred to as a station 'shaft' instead of a station 'box' to be consistent with delivery terminology. | Observation | Y |
| | | | | | | | | | Section 4 | | | Observation | Y |
| | | | | 46.01 | 6/01/2022 | AFJ | DFUNG | | Section 4 | | All references to "station box" has been changed to "station shaft" throughout the CTMP. | Observation | Y |
| | | | | | | | | | Section 4 | | | Observation | Y |
| | | | | 47 | 1/12/2021 | SMD | KSOH | | Section 4.2 | | Suggest this section be further elaborated upon to eliminate confusion, as it is currently written it is not compliant with MCoA D35. Highlighting the various phases of construction will assist. | Observation | Y |
| | | | | | | | | | Section 4.2 | | | Observation | Y |
| | | | | 47.01 | 6/01/2022 | AFJ | DFUNG | | Section 4.2 | | The construction hours has been amended in accordance with MCoA D35 | Observation | Y |
| | | | | | | | | | Section 4.2 | | | Observation | Y |

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| | | | | 48 | 1/12/2021 | SMD | KSOH | | Section 5.4 | | It is anticipated that the shuttle bus service will also run on Saturdays or when Tunneling proceeds to a potential 24/7 shift pattern. AFJV to confirm. | Observation | Y |
| | | | | | | | | | Section 5.4 | | | Observation | Y |
| | | | | 48.01 | 6/01/2022 | AFJ | DFUNG | | Section 5.4 | | Cintra Park will only be used during Monday to Friday.AFJV is exploring alternative parking during the weekend (e.g. schools, private parking - HP Enterprise at Rhodes)Section 5.4 updated | Observation | Y |
| | | | | | | | | | Section 5.4 | | | Observation | Y |
| | | | | 49 | 1/12/2021 | SMD | KSOH | | Section 5.12.4 | | Consistent with the Overarching CTMP, AFJV to confirm that all trucks would be diverted to The Bays as the dedicated marshalling area to await further instruction in the event of any significant queuing of trucks or in the event of a site emergency. | Observation | Y |
| | | | | | | | | | Section 5.12.4 | | | Observation | Y |
| | | | | 49.01 | 6/01/2022 | AFJ | DFUNG | | Section 5.12.4 | | Section 5.14 addedTrucks will be diverted to alternative sites during any queuing events. This could be to The Bays, Burwood North, North Strathfield, or SOPA. | Observation | Y |
| | | | | | | | | | Section 5.12.4 | | | Observation | Y |
| | | | | 50 | 1/12/2021 | SMD | KSOH | | RSA Audit Findings Item no. 6 | | Is AFJV proposing any pedestrian signage closer to Shaftesbury Rd to give advance warning to cross at the signalised intersection? Robust controls to be adopted to warn westbound pedestrians of the upcoming footpath closure, especially since this is proposed to be a long term arrangement i.e. suitable hoarding or delineation to visually warn/deter pedestrians from a distance approaching Loftus Street | Observation | Y |
| | | | | | | | | | RSA Audit Findings Item no. 6 | | | Observation | Y |
| | | | | 50.01 | 6/01/2022 | AFJ | DFUNG | | RSA Audit Findings Item no. 6 | | Add detour map at Shaftesbury Rd and at Burwood RdSee map in Appendix D | Observation | Y |
| | | | | | | | | | RSA Audit Findings Item no. 6 | | | Observation | Y |
| | | | | 50.01.01 | 17/01/2022 | SMD | KSOH | | | | Acknowledge the provision of a detour map in the revision. However, Sydney Metro will be interested in the wayfinding signage that is proposed by AFJV to ensure a robust set of pedestrian controls well in advance of approaching the northern footpath closure. | Observation | Y |
| | | | | | | | | | | | | Observation | Y |
| | | | | 51 | 2/12/2021 | SCO | PKEYES | | Clause 3.3 | | The Nightride buses have not been included. | Potential Non-Compliance | Y |
| | | | | | | | | | Clause 3.3 | | | Potential Non-Compliance | Y |
| | | | | 51.01 | 6/01/2022 | AFJ | DFUNG | | Clause 3.3 | | Section 3.3 and Table 6 have been updated to include the nightride services. | Potential Non-Compliance | Y |
| | | | | | | | | | Clause 3.3 | | | Potential Non-Compliance | Y |
| | | | | 52 | 2/12/2021 | RMS | CMELLA | | Clause 4.3 | | The proposed outbound haulage routes for Burwood North metro station north construction site in Stage 2 varies from the Environmental Impact Assessment (EIS) to minimise disruption to the local community on Broughton Street." Justification is required as to why the nominated EIS route cannot be used. The new proposed route affects different local community areas that were not advised of impacts in the EIS related to the use of this nominated alternate route. A consistency assessment may be required in regards to any alterations to the haulage routes proposed in the | Potential Non-Compliance | N |
| | | | | | | | | | Clause 4.3 | | | Potential Non-Compliance | N |

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| | | | | 52.01 | 6/01/2022 | AFJ | DFUNG | | Clause 4.3 | | Burton St westbound between Loftus St and Burwood Station northern shaft is marked as an entry haulage route (EIS Figure 10-37).Burton St westbound between Burwood Station northern shaft and Broughton St is marked as exit haulage route (EIS Figure 10-37). The haulage movement will pass through a school and age care facility located at Broughton St and Burton St which will increase risk to vulnerable road users.Travelling eastbound on Burton St between Burwood Station northern shaft and Loftus St will impact the same community and join the approved EIS movement along the northbound movement on Loftus St. Gipps St is a state road and joins to Concord Rd where trucks can enter the M4.SM will confirm if a consistency assessment is required for the use of the route. If required, a consistency assessment will be submitted separately. | Potential Non-Compliance | N |
| | | | | | | | | | Clause 4.3 | | | Potential Non-Compliance | N |
| | | | | 53 | 2/12/2021 | RMS | CMELLA | | Figure 7 | | Haulage routes to/from south site (Stage 1 and 2) – Inbound route (from west) was not a nominated route in the EIS. This nominated use of Burwood Road from Gipps Street, down across Parramatta Rd to the south site was not considered in the modelled performance of the Parramatta Rd/Broughton St intersection. The additionally proposed route affects different local community areas that were not advised of impacts in the EIS related to the use of this nominated alternate route. A consistency assessment may be required in regards to any additional haulage routes proposed in the EIS. | Potential Non-Compliance | N |
| | | | | | | | | | Figure 7 | | | Potential Non-Compliance | N |
| | | | | 53.01 | 6/01/2022 | AFJ | DFUNG | | Figure 7 | | Noted. SM will confirm if a consistency assessment is required for the use of this regional road, and will be completed separately. | Potential Non-Compliance | N |
| | | | | | | | | | Figure 7 | | | Potential Non-Compliance | N |
| | | | | 54 | 2/12/2021 | RMS | CMELLA | | Clause 5.2 | | 'Road Modification on Haulage Routes – "Kerb widening of Burton Street to accommodate AFJV heavy vehicles turning left from Loftus Street to Burton Street and turning left from Burton Street to Loftus Street." The left turn from Burton Street to Loftus Street was not an identified movement as part of the EIS haulage routes. A consistency assessment may be required in regards to any additional haulage routes proposed in the EIS. | Potential Non-Compliance | N |
| | | | | | | | | | Clause 5.2 | | | Potential Non-Compliance | N |
| | | | | 54.01 | 6/01/2022 | AFJ | DFUNG | | Clause 5.2 | | Noted. SM will confirm if a consistency assessment is required for the use of this regional road, and will be completed separately. | Potential Non-Compliance | N |
| | | | | | | | | | Clause 5.2 | | | Potential Non-Compliance | N |
| | | | | 55 | 2/12/2021 | RMS | CMELLA | | Clause 5.3 | | 'Parking on the following roads will be temporarily removed for the duration of the construction period: •Two spaces on the northern side of Burton Street •Two spaces on the southern side of Burton Street •Four spaces on the western side of Loftus Street The spaces to be removed from Burton Street were not identified in the EIS. Approval for the removal for these spaces will need to be obtained from local council. | Potential Non-Compliance | N |
| | | | | | | | | | Clause 5.3 | | | Potential Non-Compliance | N |
| | | | | 55.01 | 6/01/2022 | AFJ | DFUNG | | Clause 5.3 | | CTMP and changes submitted to Canada Bay Council to be presented in the December Traffic Committee meeting. | Potential Non-Compliance | N |
| | | | | | | | | | Clause 5.3 | | | Potential Non-Compliance | N |
| | | | | 56 | 2/12/2021 | SCO | PKEYES | | Clause 5.4 | | What portion of the parking demand will be provided for onsite and will the 111 spaces at the Cintra Park be enough to cater for the residual demand? | Potential Non-Compliance | Y |
| | | | | | | | | | Clause 5.4 | | | Potential Non-Compliance | Y |

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| | | | | 56.01 | 6/01/2022 | AFJ | DFUNG | | Clause 5.4 | | Request for parking spaces has been increased to 196 spaces at the Cintra Park netball court car park. In addition, there are 37 on-site parking spaces within the Burwood North site. This will cover both Five Dock and Burwood North parking demand (106 spaces required for Five Dock, 120 spaces required for Burwood North). | Potential Non-Compliance | Y |
| | | | | | | | | | Clause 5.4 | | | Potential Non-Compliance | Y |
| | | | | 57 | 2/12/2021 | SCO | PKEYES | | Clause 5.4 | | Is it proposed to utilise the Cintra Park carpark on weekends in conjunction with sports events, markets etc? | Potential Non-Compliance | Y |
| | | | | | | | | | Clause 5.4 | | | Potential Non-Compliance | Y |
| | | | | 57.01 | 6/01/2022 | AFJ | DFUNG | | Clause 5.4 | | Cintra Park will only be used during Monday to Friday. AFJV is exploring alternative parking during the weekend (e.g. schools, private parking - HP Enterprise at Rhodes) | Potential Non-Compliance | Y |
| | | | | | | | | | Clause 5.4 | | | Potential Non-Compliance | Y |
| | | | | 58 | 2/12/2021 | SCO | PKEYES | | Clause 5.4 | | The western end of the southern section of the Cintra Park carpark is utilised by Concord High School as a drop off/pickup zone. There is also a coffee van in the northern carpark during AM peak. Alternate arrangements will need to be agreed with Council and the school. | Potential Non-Compliance | Y |
| | | | | | | | | | Clause 5.4 | | | Potential Non-Compliance | Y |
| | | | | 58.01 | 6/01/2022 | AFJ | DFUNG | | Clause 5.4 | | AFJV proposed to use the northwestern and southeastern end of the carpark which is in low demand. | Potential Non-Compliance | Y |
| | | | | | | | | | Clause 5.4 | | | Potential Non-Compliance | Y |
| | | | | 59 | 2/12/2021 | SCO | PKEYES | | Clause 5.5 | | Please include pedestrian counts to support the proposal to close the northern footway. | Potential Non-Compliance | Y |
| | | | | | | | | | Clause 5.5 | | | Potential Non-Compliance | Y |
| | | | | 59.01 | 6/01/2022 | AFJ | DFUNG | | Clause 5.5 | | Now Section 5.6 Pedestrian count data has been included in Appendix E. | Potential Non-Compliance | Y |
| | | | | | | | | | Clause 5.5 | | | Potential Non-Compliance | Y |
| | | | | 60 | 2/12/2021 | SCO | PKEYES | | Clause 5.5 | | No pedestrian detour signage has been provided. | Potential Non-Compliance | Y |
| | | | | | | | | | Clause 5.5 | | | Potential Non-Compliance | Y |
| | | | | 60.01 | 6/01/2022 | AFJ | DFUNG | | Clause 5.5 | | Section 5.6 updated Refer to Appendix D for the Pedestrian Management Plan (PMP) for the proposed measures including traffic controllers, concertina gates and pedestrian detour signage to management pedestrian movements. The PMP also shows the measures to be implemented near Shaftsbury Road to inform pedestrians of the footpath closure and detour route. | Potential Non-Compliance | Y |
| | | | | | | | | | Clause 5.5 | | | Potential Non-Compliance | Y |
| | | | | 60.02 | 17/01/2022 | SCO | VSAHNI | | | | Noted the PMP in Appendix D and wayfinding signage is provided in Appendix B. Changes/ amendments may be required as per the post implementation RSA and/or site inspection. AFJV will be required to install additional bus stop changes signage - CJP will advise via correspondence. Furthermore, AFJV should place Traffic Controllers at Parramatta Rd/ Burwood Rd and Parramatta Rd/ Loftus St (northern side) to guide pedestrians for the first few days once the changes are implemented. | Potential Non-Compliance | Y |
| | | | | | | | | | | | | Potential Non-Compliance | Y |
| | | | | 61 | 2/12/2021 | SCO | PKEYES | | Clause 5.5 | | Provide an indicative cross section of the closed footway / lane 1 so we can see any proposed hoarding/fencing in relation to traffic. | Potential Non-Compliance | Y |
| | | | | | | | | | Clause 5.5 | | | Potential Non-Compliance | Y |
| | | | | 61.01 | 6/01/2022 | AFJ | DFUNG | | Clause 5.5 | | Section 5.6 updated. Appendix F added with scaffolding design around the Burwood North Site for reference | Potential Non-Compliance | Y |
| | | | | | | | | | Clause 5.5 | | | Potential Non-Compliance | Y |

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| | | | | 62 | 2/12/2021 | SCO | PKEYES | | Clause 5.5 | | Project to engage with local schools (MLC, St Marys, Concord Public, Concord High) to ensure that the footway closure is communicated to students. | Potential Non-Compliance | Y |
| | | | | | | | | | Clause 5.5 | | | Potential Non-Compliance | Y |
| | | | | 62.01 | 6/01/2022 | AFJ | DFUNG | | Clause 5.5 | | Section 5.6 updatedAFJV will communicate with local schools (e.g. MLC School, St Mary's Catholic Primary School, Concord Public School, Concord High School) to advice of the footpath closure and pedestrian detour. | Potential Non-Compliance | Y |
| | | | | | | | | | Clause 5.5 | | | Potential Non-Compliance | Y |
| | | | | 63 | 2/12/2021 | SCO | PKEYES | | Clause 5.6 | | Note the existing eastbound bus stop ID on Parramatta Rd eastbound between Broughton and Burwood Rds in TSN 213721 | Observation | Y |
| | | | | | | | | | Clause 5.6 | | | Observation | Y |
| | | | | 63.01 | 6/01/2022 | AFJ | DFUNG | | Clause 5.6 | | Noted. The ID number has been included in Section 5.7.2 and Figure 15. | Observation | Y |
| | | | | | | | | | Clause 5.6 | | | Observation | Y |
| | | | | 64 | 2/12/2021 | SCO | PKEYES | | Clause 5.6 | | 'Alternate westbound Nightride bus stop - is there potential security issues with locating a Nightride stop outside of a pub? | Potential Non-Compliance | Y |
| | | | | | | | | | Clause 5.6 | | | Potential Non-Compliance | Y |
| | | | | 64.01 | 6/01/2022 | AFJ | DFUNG | | Clause 5.6 | | There are similar Nightride location in Sydney that is near a pub, therefore, this new location west of Burwood Rd should be low risk.In addition, this location is well lit and provide shelter to people waiting for the bus. It is comparatively safer to a darker location further east of west of Burwood Rd. | Potential Non-Compliance | Y |
| | | | | | | | | | Clause 5.6 | | | Potential Non-Compliance | Y |
| | | | | 65 | 2/12/2021 | SCO | PKEYES | | Clause 5.8 | | 'The Concord Oval redevelopment is due for completion in early 2022. The project should engage with the operators (West's Tigers/Council?) to ensure that their event management plan doesn't conflict with the construction stage arrangements. | Potential Non-Compliance | Y |
| | | | | | | | | | Clause 5.8 | | | Potential Non-Compliance | Y |
| | | | | 65.01 | 6/01/2022 | AFJ | DFUNG | | Clause 5.8 | | Section 5.8 updatedAFJV will communicate with City of Canada Bay Council and West Tigers of any upcoming major events held at the newly redeveloped Concord Oval and ensure the proposed construction activities would not adversely affect these events. | Potential Non-Compliance | Y |
| | | | | | | | | | Clause 5.8 | | | Potential Non-Compliance | Y |
| | | | | 66 | 2/12/2021 | SCO | PKEYES | | Appendix B | | 'Please include dimensions on the signage plans. | Potential Non-Compliance | Y |
| | | | | | | | | | Appendix B | | | Potential Non-Compliance | Y |
| | | | | 66.01 | 6/01/2022 | AFJ | DFUNG | | Appendix B | | Standard signs will be Size B as per Overarching CTMP.Non standard sign size (e.g. Gate sign) is included in Appendix B | Potential Non-Compliance | Y |
| | | | | | | | | | Appendix B | | | Potential Non-Compliance | Y |
| | | | | 67 | 2/12/2021 | SCO | PKEYES | | Appendix B | | 'The statutory no stopping distance on the departure side of signalised intersections is to be maintained on Parramatta Rd westbound, immediately west of Burwood Rd, before the bus zone can commence. | Potential Non-Compliance | Y |
| | | | | | | | | | Appendix B | | | Potential Non-Compliance | Y |
| | | | | 67.01 | 6/01/2022 | AFJ | DFUNG | | Appendix B | | No Stopping signs added. 20m No Stopping provided from Burwood Rd. | Potential Non-Compliance | Y |
| | | | | | | | | | Appendix B | | | Potential Non-Compliance | Y |
| | | | | 68 | 2/12/2021 | SCO | PKEYES | | Appendix B | | 'The proposed changes to parking signage on the eastern side of Burwood Rd between Burton St and Parramatta Rd has not been shown on the TGS. | Potential Non-Compliance | Y |
| | | | | | | | | | Appendix B | | | Potential Non-Compliance | Y |
| | | | | 68.01 | 6/01/2022 | AFJ | DFUNG | | Appendix B | | Signage updated on Burwood Rd | Potential Non-Compliance | Y |
| | | | | | | | | | Appendix B | | | Potential Non-Compliance | Y |

| DOCUMENT NO. | TITLE | VER | STATUS | NO. | DATE | COMPANY | RAISED BY | REVIEW DOC. NO.* | DOCUMENT REF* | DEED REF* | COMMENTS / RESPONSE | COMMENT CATEGORY* | CLOSED OUT |
|--------------|-------|-----|--------|-------|------------|---------|-----------|--|--------------------|-----------|--|--------------------------|------------|
| | | | | 69 | 2/12/2021 | SCO | PKEYES | | Appendix B | | 'Drawing 1001 - It is not accepted that vehicles turning from the southern site onto Parramatta Rd westbound need to encroach on all three westbound lanes. Either the angle of exit will need to be changed or smaller vehicles will need to be utilised. | Potential Non-Compliance | Y |
| | | | | | | | | | Appendix B | | | Potential Non-Compliance | Y |
| | | | | 69.01 | 6/01/2022 | AFJ | DFUNG | | Appendix B | | Swept path updated. Will only use lane 1 and 2 for exit. | Potential Non-Compliance | Y |
| | | | | | | | | | Appendix B | | | Potential Non-Compliance | Y |
| | | | | 70 | 2/12/2021 | SCO | PKEYES | | Appendix B | | 'Drawing 1002 - The plan does not clearly show the turning path from Parramatta Rd eastbound into the site. | Potential Non-Compliance | Y |
| | | | | | | | | | Appendix B | | | Potential Non-Compliance | Y |
| | | | | 70.01 | 6/01/2022 | AFJ | DFUNG | | Appendix B | | Driveway design had been submitted separately for design approval. Swept path included in the driveway design.Added Appendix G for reference | Potential Non-Compliance | Y |
| | | | | | | | | | Appendix B | | | Potential Non-Compliance | Y |
| | | | | 71 | 2/12/2021 | SCO | PKEYES | | Road Safety Audit | | Confirm that the swept paths and TGS' were provided to the Road Safety Auditors and they had no issues? | Potential Non-Compliance | Y |
| | | | | | | | | | Road Safety Audit | | | Potential Non-Compliance | Y |
| | | | | 71.01 | 6/01/2022 | AFJ | DFUNG | | Road Safety Audit | | RSA for the driveway design included in Appendix G for reference. | Potential Non-Compliance | Y |
| | | | | | | | | | Road Safety Audit | | | Potential Non-Compliance | Y |
| | | | | 72 | 10/01/2022 | SMD | PBROGAN | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | comments close out | tba | Burwood North CTMP - Comments 5, 6, 7 ,8, 9 by P Brogan have been closed out. | Observation | Y |
| | | | | | | | | SMWSTCTP-AFJ-BWT-TF-PLN-000001 | comments close out | tba | | Observation | Y |
| | | | | 73 | 10/01/2022 | SMD | TFREEBURN | | | | No Comments | | Y |
| | | | | | | | | | | | | | Y |
| | | | | 74 | 14/01/2022 | SMD | JHAYWARD | | | | No Comments | | Y |
| | | | | | | | | | | | | | Y |
| | | | | 75 | 14/01/2022 | SMD | OBRADSHAW | | | | No Comments | | Y |
| | | | | | | | | | | | | | Y |
| | | | | 76 | 17/01/2022 | SMD | WJING | | | | No Comments | | Y |
| | | | | | | | | | | | | | Y |
| | | | | 77 | 19/01/2022 | SCO | VSAHNI | SMWSTCTP-AFJ-BWT-TF-PLN-000001.01.S3.01. | 5.7 | - | In consultation with the TfNSW Transport Integration team and bus operators, please be advised that no further actions are needed for the closure of Bus Stop on Parramatta Rd westbound before Burwood Rd (ID 213412). I.e AFJV does not need to extend the bus zone at Burwood Rd southbound (Bus Stop ID 213431). However, buses that stop at Stop ID 213722 on Parramatta Rd eastbound do not currently stop at Bus Stop ID 213462 on Burwood Rd northbound. Due to the merging of the bus stops and the new right turn requirement from Burwood Rd northbound to Parramatta Rd eastbound, there is insufficient distance from the intersection for the buses to travel into lane 2 and turn right. Thus it is required that the whole stop on Burwood Rd northbound (Bus Stop ID 213462) including the additional length (50 Metres) be relocated further south. This would also require the relocation of the bus stop infrastructure, with all costs associated with the relocation to be borne by AFJV. Council approval will also be required. CJPO will provide further information via email correspondence. Please update the TMP accordingly. | Potential Non-Compliance | N |
| | | | | | | | | SMWSTCTP-AFJ-BWT-TF-PLN-000001.01.S3.01. | 5.7 | - | In consultation with Burwood Council the bus stop will be swapped with the parking to address this concern. The Drawings have been updated to show the new location and parking to be put in the place of the previous bus zone. A bus shelter will be relocated or reconstructed in consultation with council. | Potential Non-Compliance | N |
| | | | | 78 | 20/01/2022 | RMS | MTITA | | | | No Comments | | Y |
| | | | | | | | | | | | | | Y |

VEHICLE MOVEMENT PLAN

Refer to relevant VMP for North Site access & egress.

Traffic Control 'Gate Keeper' must be in place Any time these driveways are being used by heavy vehicles.
The Primary duty of the Traffic Controller is to maintain safe Pedestrian & Public vehicles interface.

Vehicles over 10m must NOT enter Burton Street

Vehicles over 12.5m must NOT enter Loftus Street

Vehicles over 10m must NOT turn left into Burwood Road

LENGTH RESTRICTIONS: 12.5M MAX FOR SOUTH SITE, 10M MAX FOR WB LEFT TURN & BURTON STREET

Date: 22/05/2022 **Location:** Burwood - Northern Site

Author name: Anthony Swann **Author accreditation:** TCT0006148 **Signed:**  **VMP Number:** AFJVCTP-VMP-0014 **Page:** 1 of 3

Comments:

- Drivers must be briefed on this VMP
- Gatekeeper/s must be in position when gates are in use and the VMP requires it.
- Drivers must adhere to Gatekeepers directions
- Vehicles entering and exiting site must:
 1. Activate roof mounted beacons on approach
 2. radio intension via UHF
 3. Indicate intensions
 4. Turn into/out of site
 5. Exit with caution, ensuring the safety of pedestrian and other road users
 6. Disable roof mounted beacons after egress and speed has reached normal traffic flow.
 7. follow all road rules and speed limits.
- Use only approved haul routes



VMP Approved by

Name: Alex Gosper

Signature:

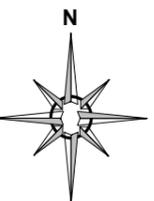
Date:

PROJECT:

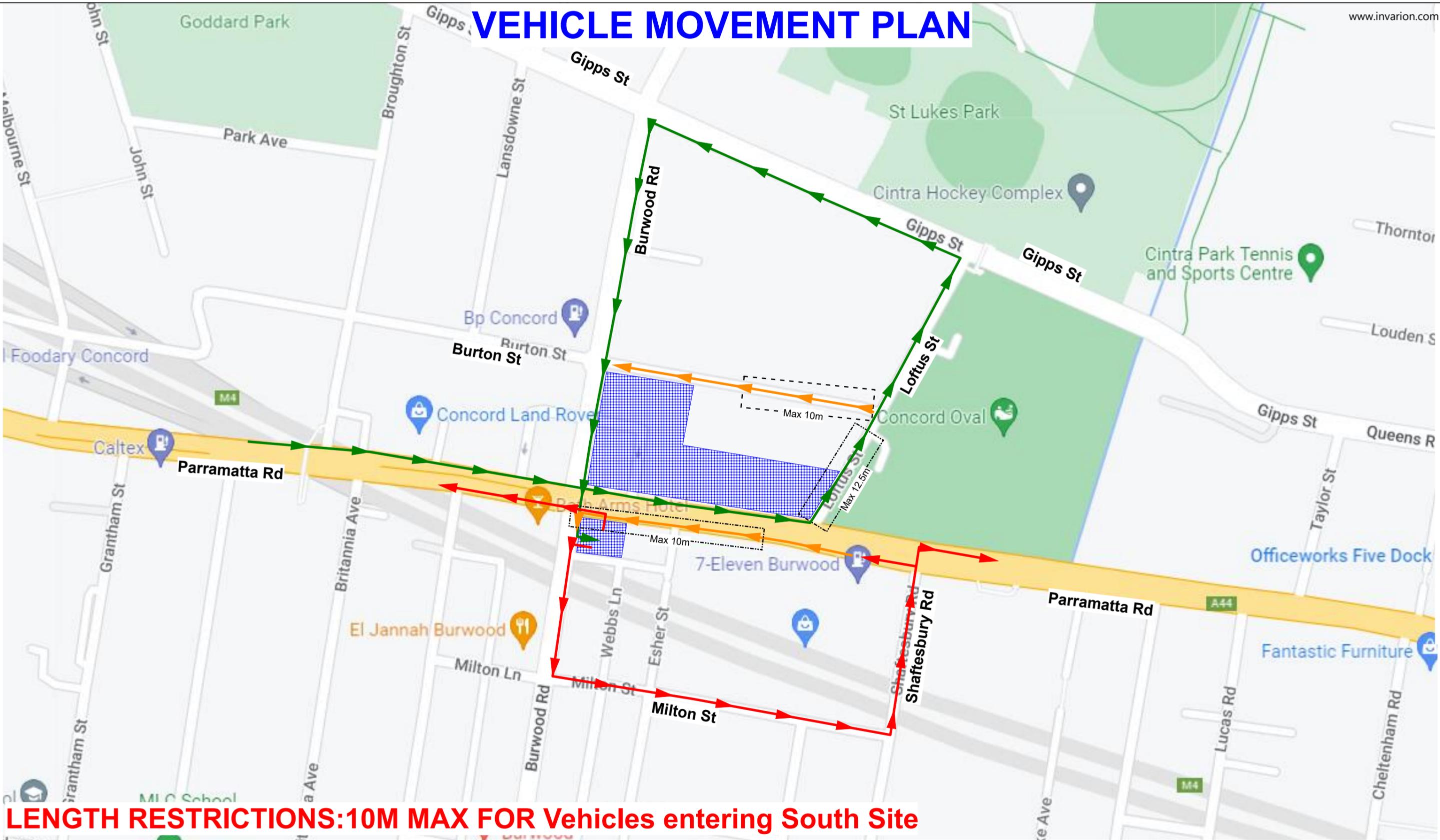
SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND

- | | | | |
|---|----------|---|-------------------------|
|  | Workzone |  | Signalised intersection |
|  | Access |  | Restricted movement |
|  | Egress | | |



VEHICLE MOVEMENT PLAN



LENGTH RESTRICTIONS: 10M MAX FOR Vehicles entering South Site

Date: 22/05/2022 **Location:** Burwood - Northern Site **Author name:** Anthony Swann **Author accreditation:** TCT0006148 **Signed:** **VMP Number:** AFJVCTP-VMP-0014 **Page:** 2 of 3

Comments:

- Drivers must be briefed on this VMP
- Gatekeeper/s must be in position when gates are in use and the VMP requires it.
- Drivers must adhere to Gatekeepers directions
- Vehicles entering and exiting site must:
 1. Activate roof mounted beacons on approach
 2. radio intention via UHF
 3. Indicate intentions
 4. Turn into/out of site
 5. Exit with caution, ensuring the safety of pedestrian and other road users
 6. Disable roof mounted beacons after egress and speed has reached normal traffic flow.
 7. follow all road rules and speed limits.
- Use only approved haul routes

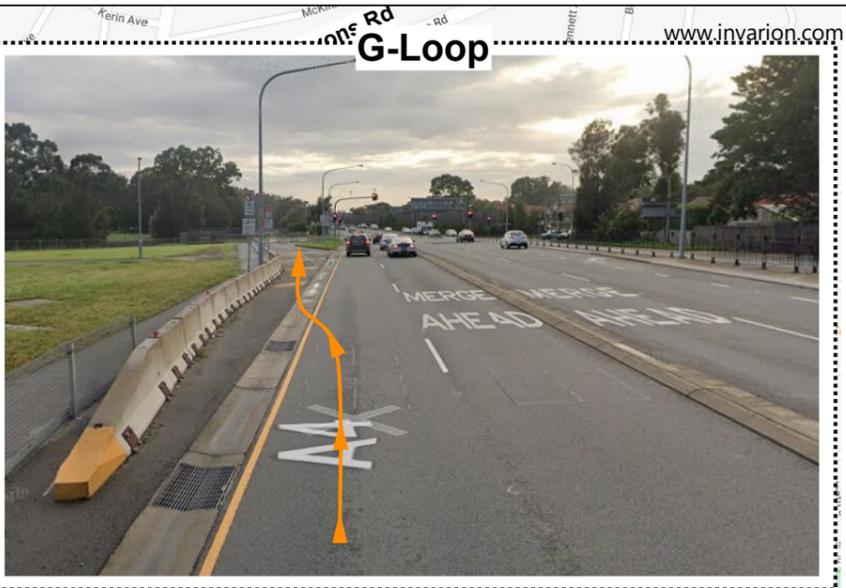
PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

| LEGEND | |
|--------|-------------------------|
| | Workzone |
| | Access |
| | Egress |
| | Signalised intersection |
| | Restricted movement |



VEHICLE MOVEMENT PLAN

G-Loop Option



Date: 22/05/2022 **Location:** Burwood - Northern Site

Author name: Anthony Swann **Author accreditation:** TCT0006148 **Signed:** _____

VMP Number: AFJVCTP-VMP-0014 **Page:** 3 of 3

Comments:

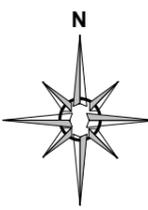
- Drivers must be briefed on this VMP
- Gatekeeper/s must be in position when gates are in use and the VMP requires it.
- Drivers must adhere to Gatekeepers directions
- Vehicles entering and exiting site must:
 1. Activate roof mounted beacons on approach
 2. radio intention via UHF
 3. Indicate intentions
 4. Turn into/out of site
 5. Exit with caution, ensuring the safety of pedestrian and other road users
 6. Disable roof mounted beacons after egress and speed has reached normal traffic flow.
 7. follow all road rules and speed limits.
- Use only approved haul routes

PROJECT:

SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

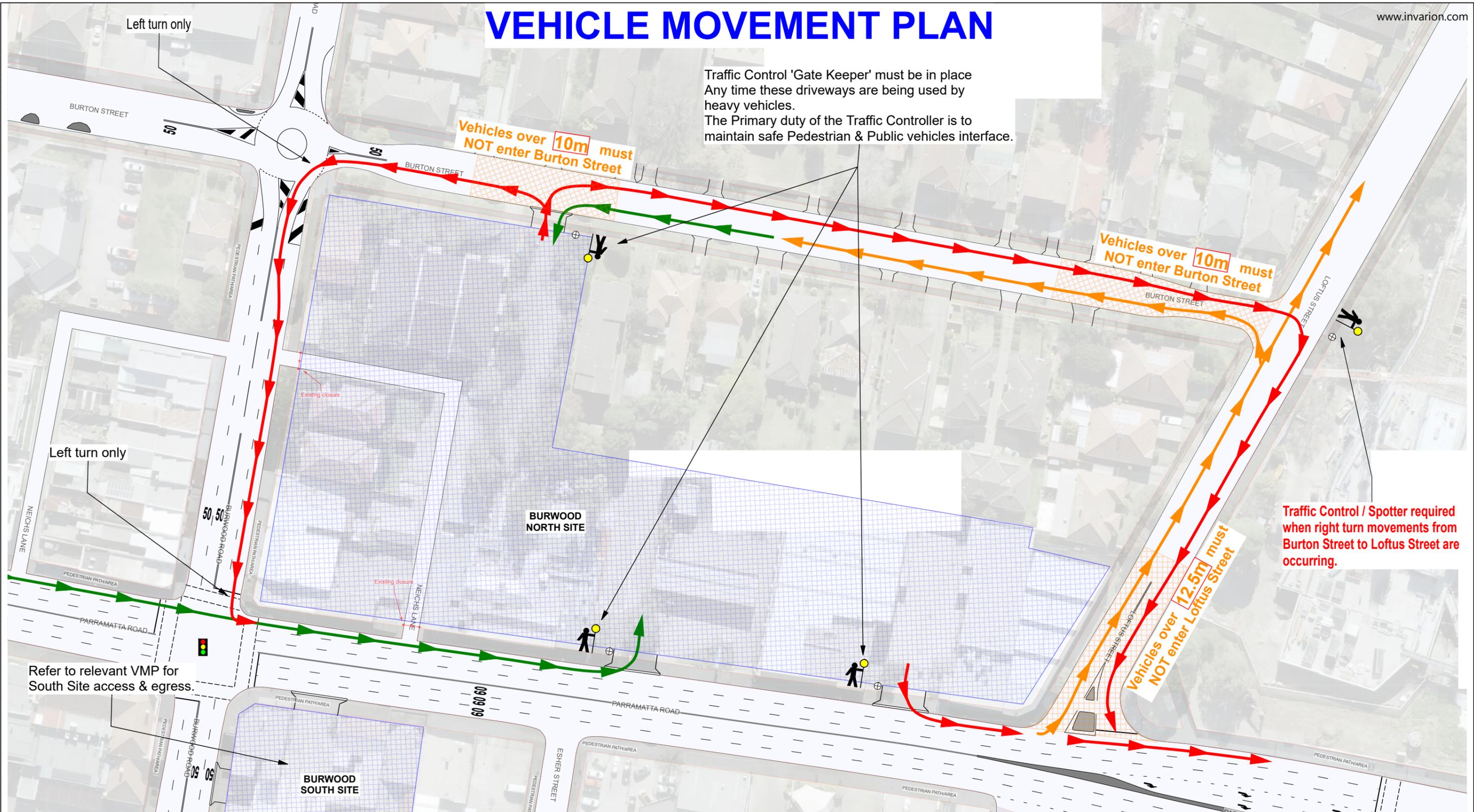
LEGEND

| | | | |
|---|----------|---|-------------------------|
|  | Workzone |  | Signalised intersection |
|  | Access |  | Other movement |
|  | Egress | | |



VEHICLE MOVEMENT PLAN

Traffic Control 'Gate Keeper' must be in place Any time these driveways are being used by heavy vehicles.
The Primary duty of the Traffic Controller is to maintain safe Pedestrian & Public vehicles interface.



Traffic Control / Spotter required when right turn movements from Burton Street to Loftus Street are occurring.

LENGTH RESTRICTIONS: 12.5M MAX IN LOFTUS & 10M MAX IN BURTON STREET

Date: 22/05/2022 **Location:** Burwood - Northern Site **Author name:** Anthony Swann **Author accreditation:** TCT0006148 **Signed:** [Signature] **VMP Number:** AFJVCTP-VMP-0013 **Page:** 1 of 3

Comments:

- Drivers must be briefed on this VMP
- Gatekeeper/s must be in position when gates are in use and the VMP requires it.
- Drivers must adhere to Gatekeepers directions
- Vehicles entering and exiting site must:
 1. Activate roof mounted beacons on approach
 2. radio intension via UHF
 3. Indicate intensions
 4. Turn into/out of site
 5. Exit with caution, ensuring the safety of pedestrian and other road users
 6. Disable roof mounted beacons after egress and speed has reached normal traffic flow.
 7. follow all road rules and speed limits.
- Use only approved haul routes

VMP Approved by

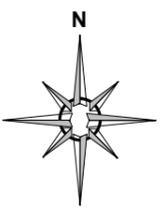
Name:
Signature:
Date:

PROJECT:

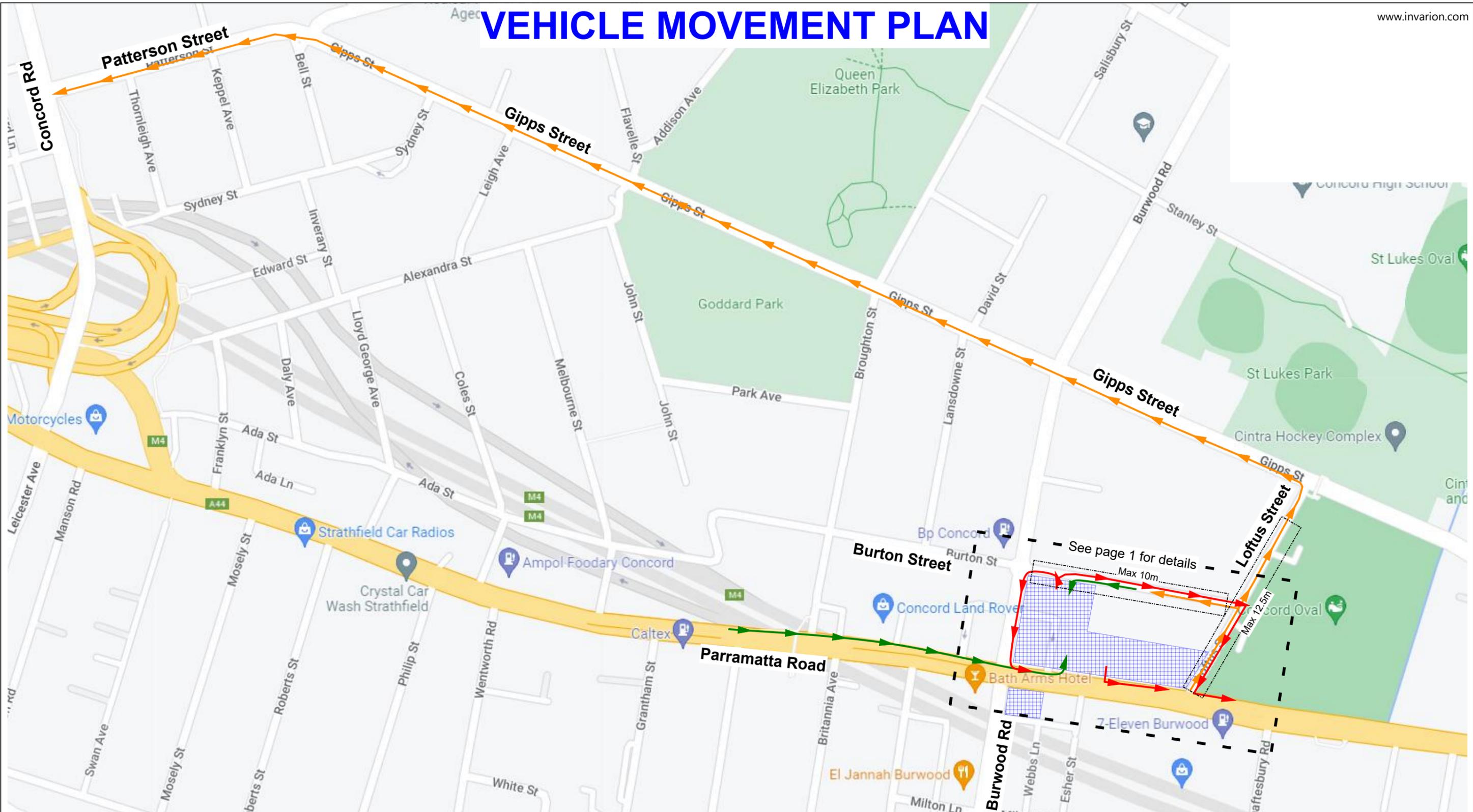
SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND

| | | | |
|--|----------|--|-------------------------|
| | Workzone | | Signalised intersection |
| | Access | | Other movement |
| | Egress | | |



VEHICLE MOVEMENT PLAN



LENGTH RESTRICTIONS: 12.5M MAX IN LOFTUS & 10M MAX IN BURTON STREET

Date: 22/05/2022 **Location:** Burwood - Northern Site **Author name:** Anthony Swann **Author accreditation:** TCT0006148 **Signed:** **VMP Number:** AFJVCTP-VMP-0013 **Page:** 2 of 3

Comments:

- Drivers must be briefed on this VMP
- Gatekeeper/s must be in position when gates are in use and the VMP requires it.
- Drivers must adhere to Gatekeepers directions
- Vehicles entering and exiting site must:
 1. Activate roof mounted beacons on approach
 2. radio intention via UHF
 3. Indicate intentions
 4. Turn into/out of site
 5. Exit with caution, ensuring the safety of pedestrian and other road users
 6. Disable roof mounted beacons after egress and speed has reached normal traffic flow.
 7. follow all road rules and speed limits.
- Use only approved haul routes

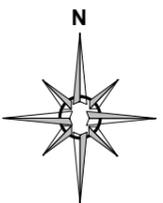


PROJECT:

SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

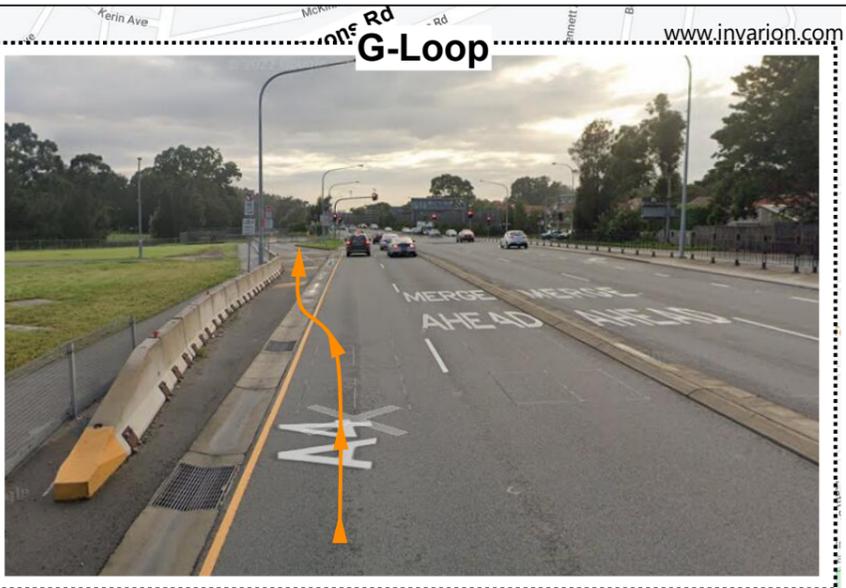
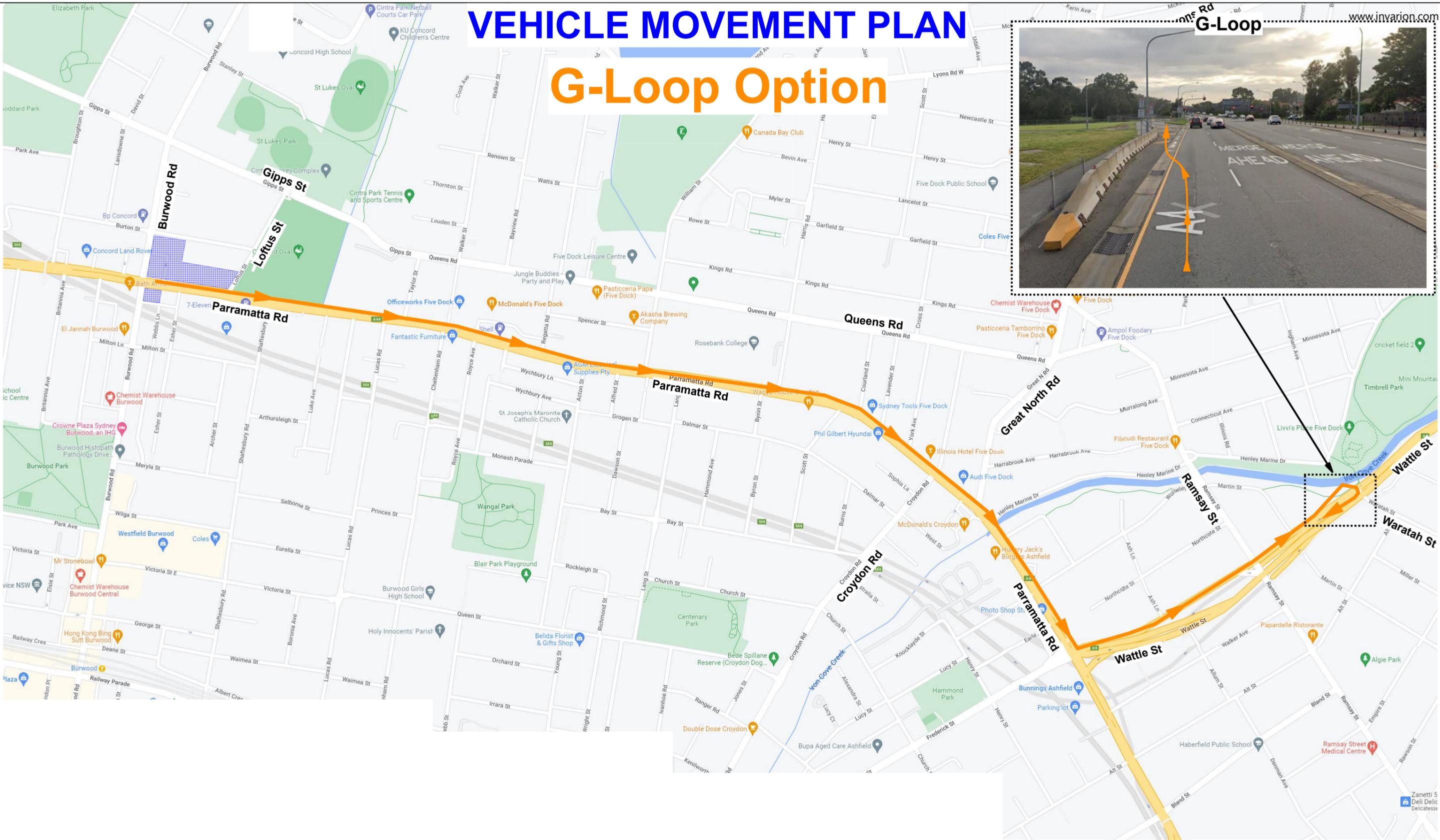
LEGEND

| | | | |
|--|----------|--|-------------------------|
| | Workzone | | Signalised intersection |
| | Access | | Other movement |
| | Egress | | |



VEHICLE MOVEMENT PLAN

G-Loop Option



Date: 22/05/2022 **Location:** Burwood - Northern Site **Author name:** Anthony Swann **Author accreditation:** TCT0006148 **Signed:** [Signature] **VMP Number:** AFJVCTP-VMP-0013 **Page:** 3 of 3

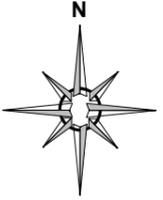
Comments:

- Drivers must be briefed on this VMP
- Gatekeeper/s must be in position when gates are in use and the VMP requires it.
- Drivers must adhere to Gatekeepers directions
- Vehicles entering and exiting site must:
 1. Activate roof mounted beacons on approach
 2. radio intension via UHF
 3. Indicate intensions
 4. Turn into/out of site
 5. Exit with caution, ensuring the safety of pedestrian and other road users
 6. Disable roof mounted beacons after egress and speed has reached normal traffic flow.
 7. follow all road rules and speed limits.
- Use only approved haul routes

PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND

| | | | |
|--|----------|--|-------------------------|
| | Workzone | | Signalised intersection |
| | Access | | Other movement |
| | Egress | | |

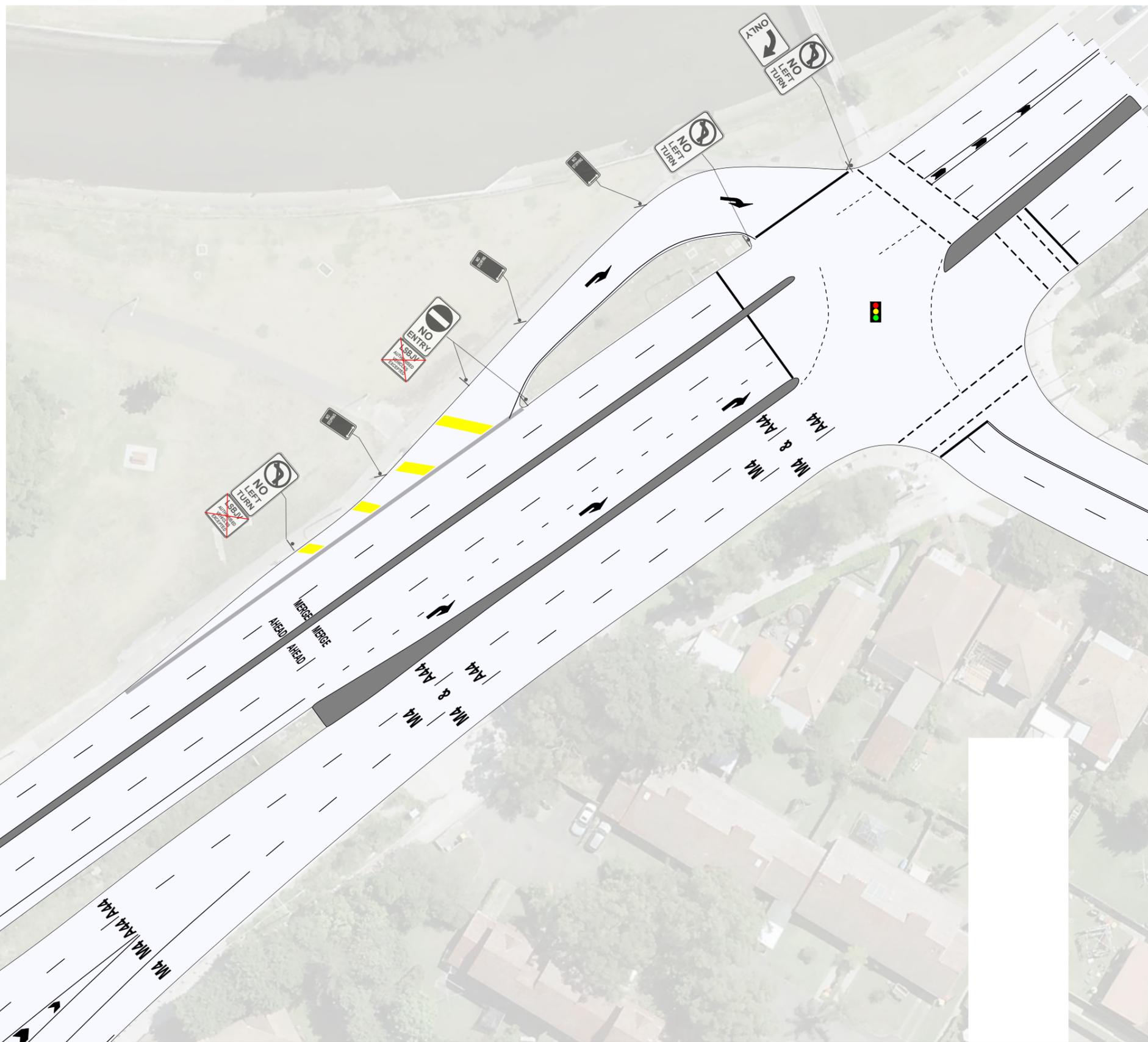


EXISTING SIGNS TO BE RETAINED.

EXISTING SIGNS MARKED IN RED



TO BE REPLACED WITH



PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND



Workzone



Traffic Controller



Traffic Cones



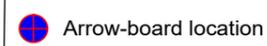
Pedestrian Route



Sign (2 posts)



Signalised intersection



Arrow-board location

Date: 22/05/2022 **Location:** Intersection of Wattle & Waratah - Haberfield **Author name:** Anthony Swann **Author accreditation:** TCT0006148 **Signed:**  **TCP Number:** AFJVCTP-TGS-0246 **Page:** 1 of 2



Comments:

- THIS IS A SHORT TERM TCP, NOT TO SCALE
- THE CONTRACTOR SHALL ENSURE ALL ROL AND SZA REQUIREMENTS ARE SATISFIED DURING IMPLEMENTATION OF THIS TCP
- ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TCP MUST BE COVERED AT THE START OF SHIFT AND UNCOVERED AT THE END OF SHIFT
- ANY CHANGES REQUIRED, SPEAK TO THE SITE FOREMAN AND THEN MODIFY THIS PLAN IF NECESSARY. ANY CHANGES TO THIS PLAN SHALL BE MARKED ON THIS TCP & SIGNED OFF BY A PWZTMP HOLDER.
- A LANE WIDTH OF 3.5m (MINIMUM) IS TO BE MAINTAINED AT ALL TIMES UNLESS NOTED OTHERWISE
- SHOULDER WIDTH / EDGE CLEARANCE TO TRAFFIC CONES OF 0.5m IS TO BE PROVIDED AT ALL TIMES UNLESS NOTED OTHERWISE

- ALL SIGNAGE TO BE 'B' SIZE UNLESS NOTED OTHERWISE
- SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL 2020 Issue 6
- DIMENSION 'D' IS DETERMINED IN ACCORDANCE WITH THE TCAWS MANUAL 2020 Issue 6
- BOLLARDS AND TRAFFIC CONES ARE TO BE INSTALLED IN ACCORDANCE WITH THE 2020 Issue 6
- TAPER LENGTHS ARE TO BE IN ACCORDANCE WITH THE TCAWS MANUAL 2020 Issue 6
- THE SITE MUST COMPLY WITH THE TCAWS MANUAL 2020 Issue 6 AND A.S. 1742.3
- REGULATORY SPEED / ROADWORK SIGNS TO BE REPEATED EVERY 400m UNLESS NOTED OTHERWISE

TGS Number:
AFJVCTP-TGS-0246

Traffic Guidance Scheme - Options & Risk Assessment

Location Details

Road Wattle St Suburb Haberfield Side Street Waratah St
 Direction N E S W Speed of road 50 km/h Speed of Side Streets 50 km/h

Options Assessment

Method selected Around Past Through

Reason for selection NA

Risk Assessment

Section 1 - Does the TGS Involve Detours of traffic? YES NO (If answered no proceed to section 2)

| | YES | NO | Enter description of risks if answered no to any question | Enter Risk Rating |
|--|--------------------------|--------------------------|---|-------------------|
| 1.1 Are Detour routes suitable for all vehicles classes being detoured? | <input type="checkbox"/> | <input type="checkbox"/> | | |
| 1.2 Is Access to local residence and business Maintained | <input type="checkbox"/> | <input type="checkbox"/> | | |
| 1.3 Are Detour signs located at decision points, to clearly guide motorists through the detour? | <input type="checkbox"/> | <input type="checkbox"/> | | |
| 1.4 Can roads and intersections used as detour routes, accommodate the additional traffic volumes? | <input type="checkbox"/> | <input type="checkbox"/> | | |
| 1.5 Is the same level of safety maintained for turn movements? e.g. Traffic using signalized intersections being sent through a detour route that involves turn movements at non-signalized intersections. | <input type="checkbox"/> | <input type="checkbox"/> | | |

Section 2 - Does the TGS involve Stop/Slow arrangements? YES NO (If answered no proceed to section 3)

| | YES | NO | Enter description of risks if answered no to any question | Enter Risk Rating |
|---|--------------------------|--------------------------|---|-------------------|
| 2.1 Are escape routes clearly defined on the TGS, clear and safe to use? | <input type="checkbox"/> | <input type="checkbox"/> | | |
| 2.2 Is a PTCO used in place of a manual Traffic Controller where existing speed is greater than 45km/h? | <input type="checkbox"/> | <input type="checkbox"/> | * | |
| 2.3 Is the operating speed of the road 60km/h or less where Traffic Control or PTCO are in use? | <input type="checkbox"/> | <input type="checkbox"/> | | |
| 2.4 Are x4 Traffic Cones placed on the edge or center line, approaching the Traffic Controller or PTCO? | <input type="checkbox"/> | <input type="checkbox"/> | | |
| 2.5 Is Prepare to stop and Traffic Control or PTCO symbolic signs installed? | <input type="checkbox"/> | <input type="checkbox"/> | | |
| 2.6 Do Traffic Control and PTCO positions have adequate lighting during low light conditions | <input type="checkbox"/> | <input type="checkbox"/> | | |
| 2.7 Does sight distance of at least 1.5D exist on approach to Traffic Control or PTCO | <input type="checkbox"/> | <input type="checkbox"/> | | |

Section 3 - General

| | YES | NO | Enter description of risks if answered no to any question | Enter Risk Rating |
|---|-------------------------------------|--------------------------|---|-------------------|
| 3.1 Does the TGS define minimum clearances required of workers to live traffic, are distances compliant? | <input type="checkbox"/> | <input type="checkbox"/> | NA | |
| 3.2 Are worker symbolic signs to be placed in advance of areas where workers will be visible to traffic? | <input type="checkbox"/> | <input type="checkbox"/> | NA | |
| 3.3 Are all signs placed at correct distances? i.e. D for multiple signs, 2D for single sign above 60km/h | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | |
| 3.4 Are Taper lengths compliant and not placed in areas with poor sight distance? | <input type="checkbox"/> | <input type="checkbox"/> | NA | |
| 3.5 Are lane status signs placed in advance of a lane merge? | <input type="checkbox"/> | <input type="checkbox"/> | NA | |
| 3.6 Are the correct Tapers being used? i.e. Merge Taper, Traffic Control Taper, Lateral Shift Taper. | <input type="checkbox"/> | <input type="checkbox"/> | NA | |
| 3.7 Does the TGS clearly define transition zones between tapers on multilane roads, are they compliant? | <input type="checkbox"/> | <input type="checkbox"/> | NA | |
| 3.8 Does the TGS clearly define Buffer areas, are they compliant and at least 30m in length? | <input type="checkbox"/> | <input type="checkbox"/> | NA | |
| 3.9 Does the TGS clearly define site access and egress for work vehicles, is impact to traffic, managed? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | |
| 3.10 Does the TGS clearly define pedestrian routes, are the routes suitable for all pedestrians? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | |
| 3.11 Does the TGS consider Cyclists, can Cyclists transverse the site safely? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | |

Section 4 - Other Hazards & Risks

| | |
|-----|--|
| 4.1 | |
| 4.2 | |
| 4.3 | |

Risk Management

Any Risks Identified identified during the above Risk Assessment must be assessed, with control measures listed below. Control measures must meet the WHS Risk Management Hierarchy of controls framework.

| Item | Control Measures | Remaining risk rating |
|------|------------------|-----------------------|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

| | | Risk evaluation Matrix | | | | | | |
|---------------|---|------------------------|-------------|----------------|-------------|--------------|--------------------|----|
| Risk ratings: | Very high - VH High - H Medium - M Low - L | Consequence | | | | | | |
| | | Insignificant C6 | Minor C5 | Moderate C4 | Major C3 | Severe C2 | Catastrophic C1 | |
| Likelihood | Almost certain | L1 | M | H | H | VH | VH | VH |
| | Very likely | L2 | M | M | H | H | VH | VH |
| | Likely | L3 | L | M | M | H | H | VH |
| | Unlikely | L4 | L | L | M | M | H | H |
| | Very unlikely | L5 | L | L | L | M | M | H |
| | Almost unprecedented | L6 | L | L | L | L | M | M |

TGS Designer: Name Anthony Swann Signature [Signature] Date 22 / 05 / 22 PWZTMP # TCT0006148
TGS Approved by: Name _____ Signature _____ Date / / PWZTMP # _____
One up Manager: Name _____ Signature _____ Date / / * Denotes approval from one up manger required