
Appendix FF

Construction Management Statement

Sydney Olympic Park Over and Adjacent Station Development Construction Management Statement

Appendix FF

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Technical Checker	Constructability Advisor	Alex Cooney	25/07/2022
Technical Reviewer	Technical Director	Rick Hopkins	26/07/2022
Coordinator	Technical Director - Environmental	Lucy Baker	26/07/2022
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Glossary

Term	Definition
ASD	Adjacent Station Development
CBD	Central Business District
CMS	Construction Management Statement
Concept and Stage 1 CSSI Approval	Application SSI-10038, including all major civil construction works between Westmead and The Bays, including station excavation and tunnelling, associated with the Sydney Metro West line
Concept SSDA	A concept development application as defined in section 4.22 the EP&A Act, as a development application that sets out concept proposals for the development of a site, and for which detailed proposals for the site or for separate parts of the site are to be the subject of a subsequent development application or applications.
Council	City of Parramatta
CSSI	Critical State Significant Infrastructure
CTMF	Construction Traffic Management Framework
CTMP	Construction Traffic Management Plan
DPE	Department of Planning and Environment
EIS	Environmental impact statement
EP&A Act	Environmental Planning and Assessment Act 1979
EPA	Environment Protection Authority
GFA	Gross floor area
LOS	Level of service
OSD	Over Station Development
SEARs	Secretary's Environmental Assessment Requirements
SOPA	Sydney Olympic Park Authority
SSD	State Significant Development
SSDA	State Significant Development Application
Stage 2 CSSI Application	Application SSI-19238057, including major civil construction works between The Bays and Hunter Street Station
Stage 3 CSSI Application	Application SSI-22765520, including rail infrastructure, stations, precincts and operation of the Sydney Metro West line
Sydney Metro West	Construction and operation of a metro rail line and associated stations between Westmead and the Sydney CBD as described in section 1.1
TfNSW	Transport for New South Wales
The site	The site which is the subject of the Concept SSDA

Executive summary

This Construction Management Statement (CMS) supports a Concept State Significant Development Application (Concept SSDA) submitted to the Department of Planning and Environment (DPE) pursuant to part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The Concept SSDA is made under section 4.22 of the EP&A Act.

Sydney Metro is seeking to secure concept approval for an over station development (OSD) and adjacent station development (ASD) on an area defined as Site 47 within the Central Precinct of Sydney Olympic Park (referred collectively as the 'proposed development'). The proposed development will comprise of one new commercial and retail building (Building 1) above the Sydney Olympic Park metro station and two residential accommodation buildings (Buildings 2 and 3) with retail and commercial space, adjacent to the Sydney Olympic Park metro station.

The Concept SSDA seeks consent for a building envelope and mixed-use purposes, maximum building height, a maximum gross floor area (GFA), pedestrian and vehicular access, circulation arrangements and associated car parking and the strategies and design parameters for the future detailed design of development.

This CMS responds specifically to the Secretary's Environmental Assessment Requirements (SEARs). It outlines the approach the project could take to deliver the works within the safety and environmental compliances required to be adhered to. This CMS highlights the key principles of constructability and the key mitigation measures to be taken to ensure the community are considered and impacts are kept to a minimum.

This report concludes that the proposed development is suitable from an accessibility perspective subject to the implementation of the following mitigation measures:

- Appropriate diversions would be established to safely guide pedestrians around work zones in accordance with Construction Traffic Management Framework (CTMF).
- Appropriate diversions would be established to safely guide pedestrians around work zones in accordance with CTMF.
- Limited construction vehicle movements during major events in accordance with CTMF.
- Multiple parking alternatives within precinct in consultation with Sydney Olympic Park Authority (SOPA) and in accordance with parking management plan and CTMF
- CTMF outlines mitigation measures that would be implemented to minimise impacts during major events which would be detailed in future Construction Traffic Management Plans.

Following the implementation of the above mitigation measures, the remaining impacts are appropriate.

1 Introduction

1.1 Sydney Metro West

Sydney Metro West will double rail capacity between Greater Parramatta and the Sydney Central Business District (CBD), transforming Sydney for generations to come. The once in a century infrastructure investment will have a target travel time of about 20 minutes between Parramatta and the Sydney CBD, link new communities to rail services and support employment growth and housing supply.

Stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street (Sydney CBD).

Sydney Metro West station locations are shown in Figure 1-1.

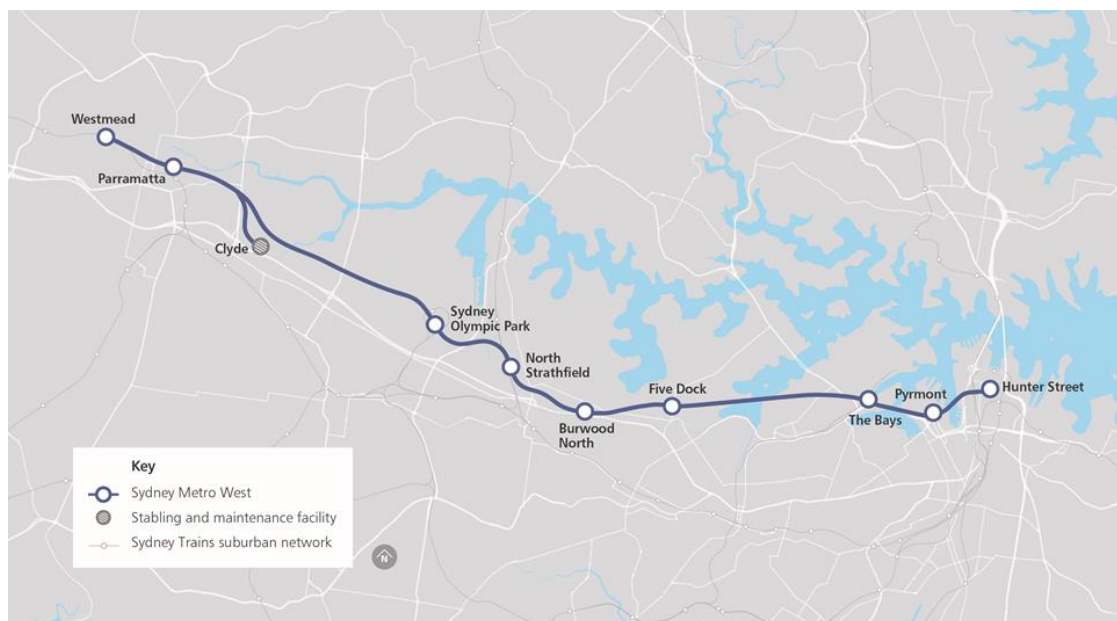


Figure 1-1 Sydney Metro West

1.2 Background and planning context

Sydney Metro is seeking to deliver Sydney Olympic Park metro station under a two-part planning approval process. The station fit-out infrastructure is to be delivered under a Critical State Significant Infrastructure (CSSI) application subject to provisions under division 5.2 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), while the over and adjacent station developments are to be delivered under a State Significant Development (SSD) subject to the provisions of part 4 of the EP&A Act.

1.2.1 Critical State Significant Infrastructure

The State Significant Infrastructure (SSI) planning approval process for the Sydney Metro West metro line, including delivery of station infrastructure, has been broken down into a number of planning application stages, comprising the following:

- Concept Stage 1 CSSI Approval (SSI-10038) – All major civil construction works between Westmead and The Bays including station excavation, tunnelling and demolition of existing buildings (approved 11 March 2021).
- Stage 2 CSSI Application (SSI- 19238057) – All major civil construction works between The Bays and Hunter Street Station (under assessment).

- Stage 3 CSSI Application (SSI- 22765520) – Tunnel fit-out, construction of stations, ancillary facilities and station precincts between Westmead and Hunter Street Station, and operation and maintenance of the Sydney Metro West line (under assessment).

1.2.2 State Significant Development Application

The SSD will be undertaken as a staged development with the subject Concept State Significant Development Application (Concept SSDA) being consistent with the meaning under section 4.22 of the EP&A Act and seeking conceptual approval for a building envelope, land uses, maximum building heights, a maximum gross floor area, pedestrian and vehicle access, vertical circulation arrangements and associated car parking. A subsequent Detailed SSD/s is to be prepared by a future development partner which will seek consent for detailed design and construction of the development.

1.3 Purpose of the report

This preliminary Construction Management Statement (CMS) supports a Concept SSDA submitted to the Department of Planning and Environment (DPE) pursuant to part 4 of the EP&A Act. The Concept SSDA is made under section 4.22 of the EP&A Act.

This report has been prepared to specifically respond to the Secretary's Environmental Assessment Requirements (SEARs) issued for the Concept SSDA on 18 February 2022 which states that the environmental impact statement (EIS) is to address the following requirements:

SEARs requirement	Where addressed in report
9. Traffic, transport and accessibility <ul style="list-style-type: none"> • Provide a Construction Traffic Management Plan detailing predicted construction vehicle movements, routes, access and parking arrangements, coordination with other construction or major events occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated. 	Section 4 and Section 6
22. Construction, operation and staging <ul style="list-style-type: none"> • If staging is proposed, provided details of how construction and operation would be managed, and any impacts mitigated 	Section 3

2 The site and proposal

2.1 Site location and description

The site is located within Sydney Olympic Park and is situated within the City of Parramatta Local Government Area. The site is in the Central Precinct of Sydney Olympic Park and defined as Site 47 in the Proposed SOP Master Plan (Interim Metro Review). The broader metro site is bound by Herb Elliot Avenue to the north, Olympic Boulevard to the west and Figtree Drive to the south as shown in Figure 2-1.

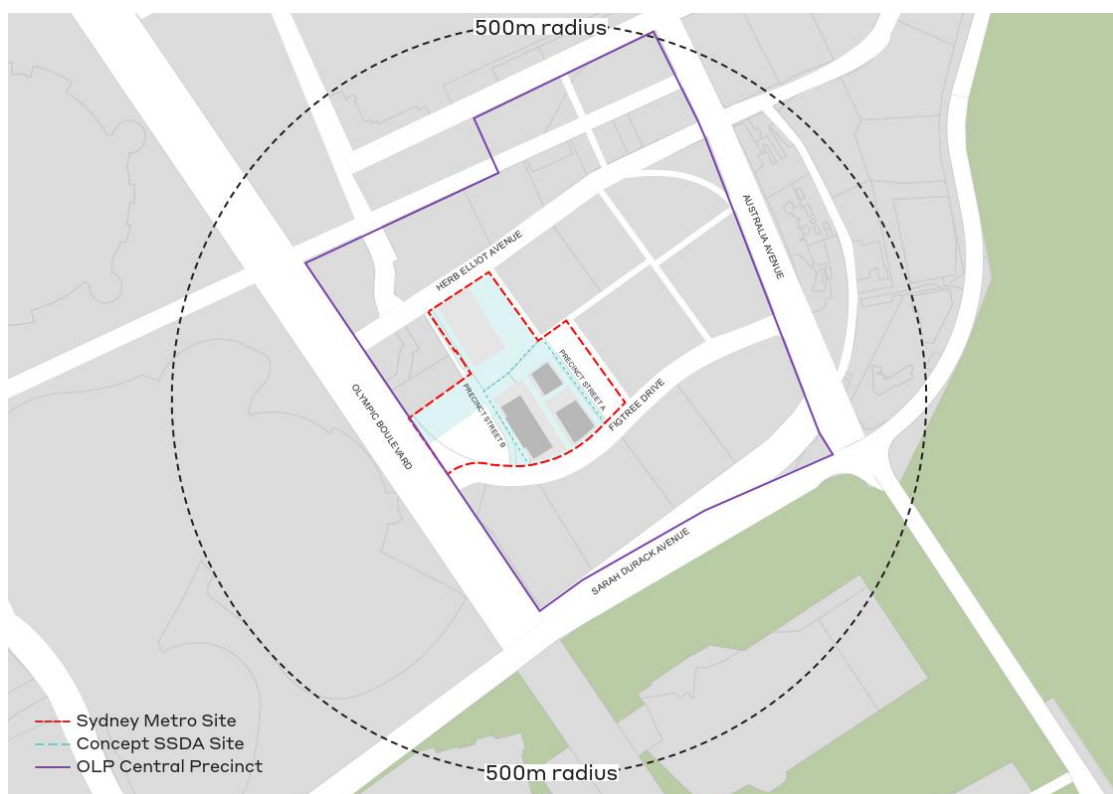


Figure 2-1 Sydney Olympic Park metro station location precinct

As described in Table 2-1, the site comprises part of Lot 59 in DP 786296 and Lot 58 in DP 786296, and comprises approximately 11,407m² of land.

Table 2-1 Site legal description

Street address	Legal description
5 Figtree Drive, Sydney Olympic Park	Lot 58 in DP 786296
7 Figtree Drive, Sydney Olympic Park	Lot 59 in DP 786296

2.2 Overview of this proposal

The Concept SSDA will seek consent for three building envelopes and the delivery of Precinct Street A as detailed in Table 2-2 and Figure 2-2.

Table 2-2 Sydney Olympic Park proposed development overview

Item	Description
Land use	Building 1: Commercial and retail Building 2: Commercial, retail and residential Building 3: Commercial, retail and residential
Building height (RL) / Number of storeys	Building 1: 120.20 / 21 storeys Building 2: 116.90 / 27 storeys Building 3: 171.50 / 45 storeys
Gross floor area (m ²)	Building 1: 28,517 Building 2: 12,089 Building 3: 27,384 TOTAL: 68,000
Car parking spaces	358

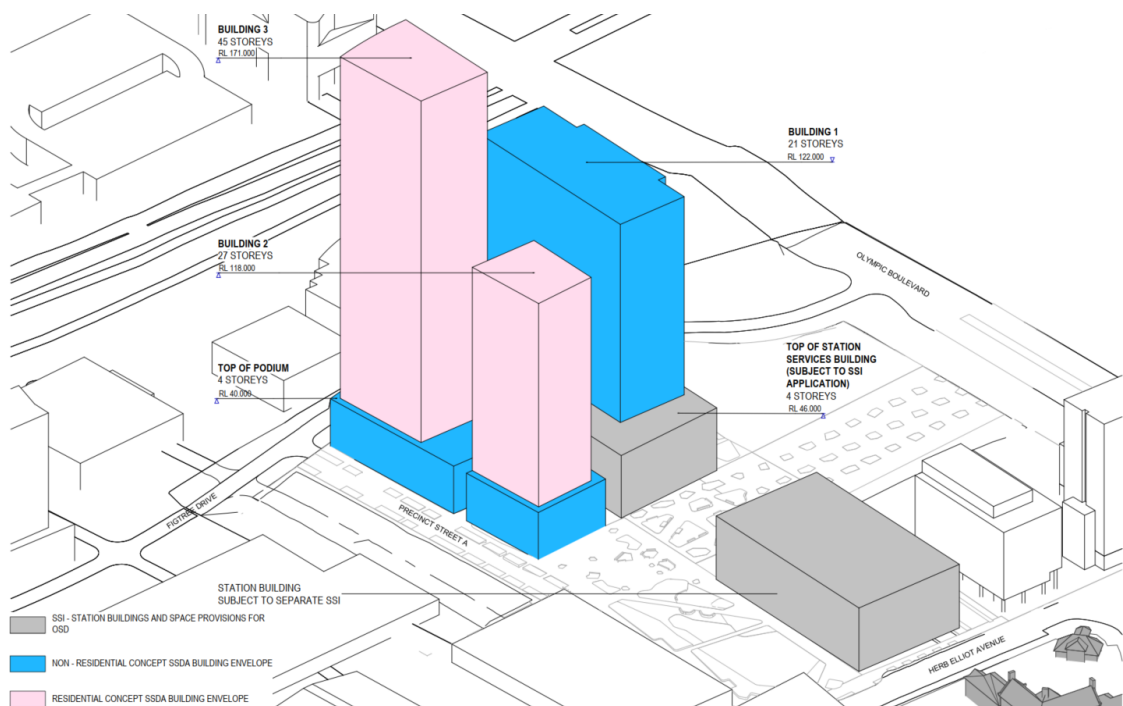


Figure 2-2 Proposed Concept SSDA development and CSSI scope

3 Staging framework for managing environmental impacts

Sydney Metro proposes to procure the delivery of the proposed development in one single package, which would include the station construction and fit out. Sydney Olympic Park metro station has been assessed and approved under the Sydney Metro West Concept and Stage 1 CSSI Approval. Construction and environmental impacts associated with the Sydney Olympic Park metro station have been considered under this separate planning approval, however, works required for the station and the proposed development may occur simultaneously.

Separate delivery packages are also proposed by Sydney Metro to deliver the excavation of the station box and tunnelling ahead of the proposed development delivery package, and line-wide systems (e.g. track, power, ventilation) and operational readiness works prior to the Sydney Metro West commencing operations.

For the purposes of providing a high-level assessment of the potential environmental impacts associated with construction, the following have been considered:

- impacts of the construction of the Sydney Olympic Park metro station (subject of the Concept and Stage 1 CSSI Approval)
- impacts directly associated with the proposed development (subject of this Concept SSDA).

Sydney Metro proposes the framework detailed in Figure 3-1 to manage the design and environmental impacts which is consistent with the framework adopted for the Concept and Stage 1 CSSI Approval. This includes:

- Project design – measures which are inherent in the design of the project to avoid and minimise impacts.
- Mitigation measures – additional to the project design which are identified through the environmental impact assessment.
- Construction environmental management framework – details the management processes and documentation for the project.
- Construction noise and vibration strategy – identifies measures to manage construction noise and vibration.
- Design guidelines – provides an assurance of end-state quality.
- Environmental performance outcomes – establishes intended outcomes which would be achieved by the project.

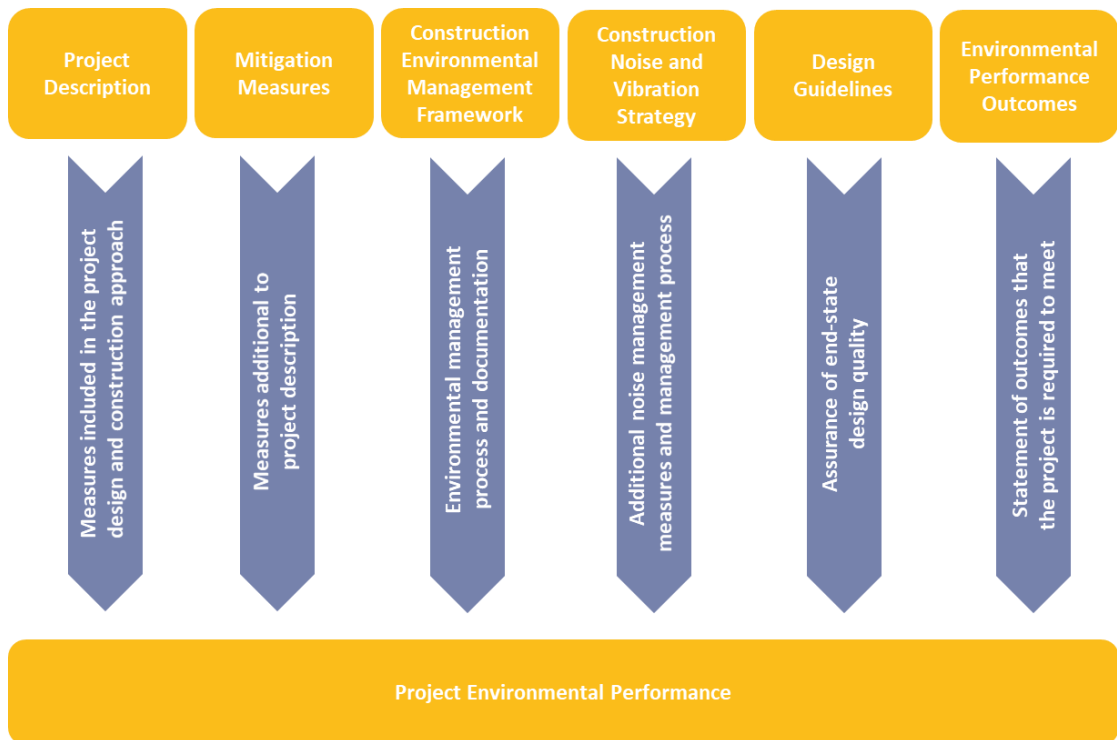


Figure 3-1 Proposed development staging framework

Sydney Metro proposes to implement a similar environmental management framework where the integrated delivery of the CSSI station works and the proposed development occur concurrently. This would ensure a consistent approach to management of design interface and construction-related issues.

Sydney Metro proposes this environmental management framework would apply to the proposed development until completion of the station and public domain components of the integrated station development delivery contract (i.e., those works under the Concept and Stage 1 CSSI Approval). Should the proposed development be constructed beyond the practical completion and opening of the metro station, standard practices for managing construction related environmental impacts would apply in accordance with the relevant guidelines and conditions of approval as part of future Detailed SSDAs.

4 Construction traffic management principles

4.1 Stage 1 CSSI EIS & CSSI approval conditions

Condition C-A4 of schedule 2 of the Stage 1 CSSI Approval states that any proposed development, including any future uses, does not form part of the CSSI and will be subject to the relevant assessment pathway prescribed by the EP&A Act. Notwithstanding, the construction haulage routes identified within the Sydney Metro West Concept and Stage 1 CSSI EIS would generally apply to the proposed development construction works, subject to CMS preparation and road authority views.



Figure 4-1 Proposed construction haulage routes – Scenario 1

4.2 Construction Traffic Management Framework

The Construction Traffic Management Framework (CTMF) will be prepared as part of the Detailed SSDAs. The CTMF provides the overall strategy and approach for construction traffic management for the proposed development and will establish the traffic management requirements and processes and acceptable criteria to be considered and followed in managing roads and footpaths adjacent to the proposed development. The principles and procedures outlined in the CTMF are proposed to apply to the concurrent construction of the metro station and proposed development. However, Transport for NSW (TfNSW) may specify additional requirements for the proposed development.

The CTMF may identify issues at the proposed development that the CTMP will need to address and mitigate for all staging scenarios. These may include:

- pedestrian activity within Sydney Olympic Park
- pedestrian and cyclist safety
- impact on bus stops and bus operations
- impact of heavy vehicle movements on sensitive receivers (residents, schools)
- business and residential access
- cumulative construction traffic from other developments
- events that will be held as they frequently are in this neighbouring suburb.

The CTMP will also need to address the contractors' approach to the management of active transport activities and the general public.

4.3 CTMPs for the site

Approval will be required for future CTMPs as part of Detailed SSDAs. The CTMPs will provide the following:

- removal of the demolition related B class hoardings
- vehicular access and egress to the proposed development site which will likely use the approved access and egress points.

These approvals will need to be endorsed by TfNSW and SOPA.

4.4 Other construction considerations

Subject future CTMPs will need to consider any specific requirements of the station works which are occurring concurrently to the proposed development.

4.5 Approvals

Sydney Metro contractors would be required to secure all required statutory approvals prior to the commencement of works. Once complete, the CTMF will outline the traffic management related approvals required as part of the proposed development.

4.6 Site perimeter protection (hoardings)

The site would be enclosed by hoardings along the perimeter of the site including Herb Elliot Avenue, Olympic Boulevard, Figtree Drive and the private car parks adjacent to the site. Refer to section 4.1 proposed construction haulage routes and Proposed Site Establishment Plan.

Hoardings will be installed by the preceding contractors (tunnelling and station) and would be adjusted by the proposed development contractor. Hoardings would be designed, installed, and maintained to ensure segregation of pedestrians, workforce, heavy vehicles and light vehicles.

4.7 Contractor site parking requirements

There will be limited site parking on the work premises during delivery of the project. The proposed requirements for the head contractor and all subcontractors parking arrangements will be restricted to a set number of onsite parking spaces.

Therefore, the majority of the labour force will be required to arrange travel to and from site or use public transport to ensure contractor parking does not increase the demand of on street parking within close proximity to the site.

4.8 Vulnerable road users

The proposed primary construction haulage routes have been selected to ensure that existing cycle and pedestrian paths are maintained.

During major events, the western end on Herb Elliot Avenue may be closed and the CTMF would outline mitigation measures that would be implemented to minimise impacts. These would be detailed in future CTMPs.

The proposed development contractor would be required to adopt applicable vulnerable road user safety measures. This will be outlined in the CTMF as part of

Detailed SSDAs in accordance with the Sydney Metro Principal Contractor Health and Safety Standard.

Along with the above, a further detailed assessment of the pedestrian and bicycle pathways will be conducted to highlight any alternate routes that may need to be temporary adopted during delivery of the proposed development.

Figure 4-2 shows the existing public transport network and cycle paths around the proposed development site. The proposed primary haulage routes shown have been selected to avoid existing cycle and pedestrian paths and ensure left hand turns only for heavy vehicles



Engineering Design Services - Metro West
Sydney Olympic Park - Existing transport network



Figure 4-2 Existing public transport network and cycle paths

5 Construction methodologies

5.1 Construction staging scenarios

The construction of the proposed development at Sydney Olympic Park would be delivered using three possible staging scenarios:

- Scenario 1 (Preferred): proposed development construction would be completed prior to commencement of Sydney Olympic Park metro station operations.
- Scenario 2: proposed development construction would commence prior to Sydney Olympic Park Station operations but completed after Sydney Olympic Park is operational.
- Scenario 3: proposed development construction would commence after Sydney Olympic Park metro station is operational.

Figure 5-1 shows the proposed site establishment plan for Scenario 1 (preferred) including hoardings and the segregation of pedestrians, workforce, heavy vehicles and light vehicles.

Figure 5-2 shows the proposed Site layout for Scenarios 2 and 3 if the proposed development construction is not completed prior to the commencement of the Sydney Olympic Park metro station operations or construction commences after the Sydney Olympic Park metro station is operational.

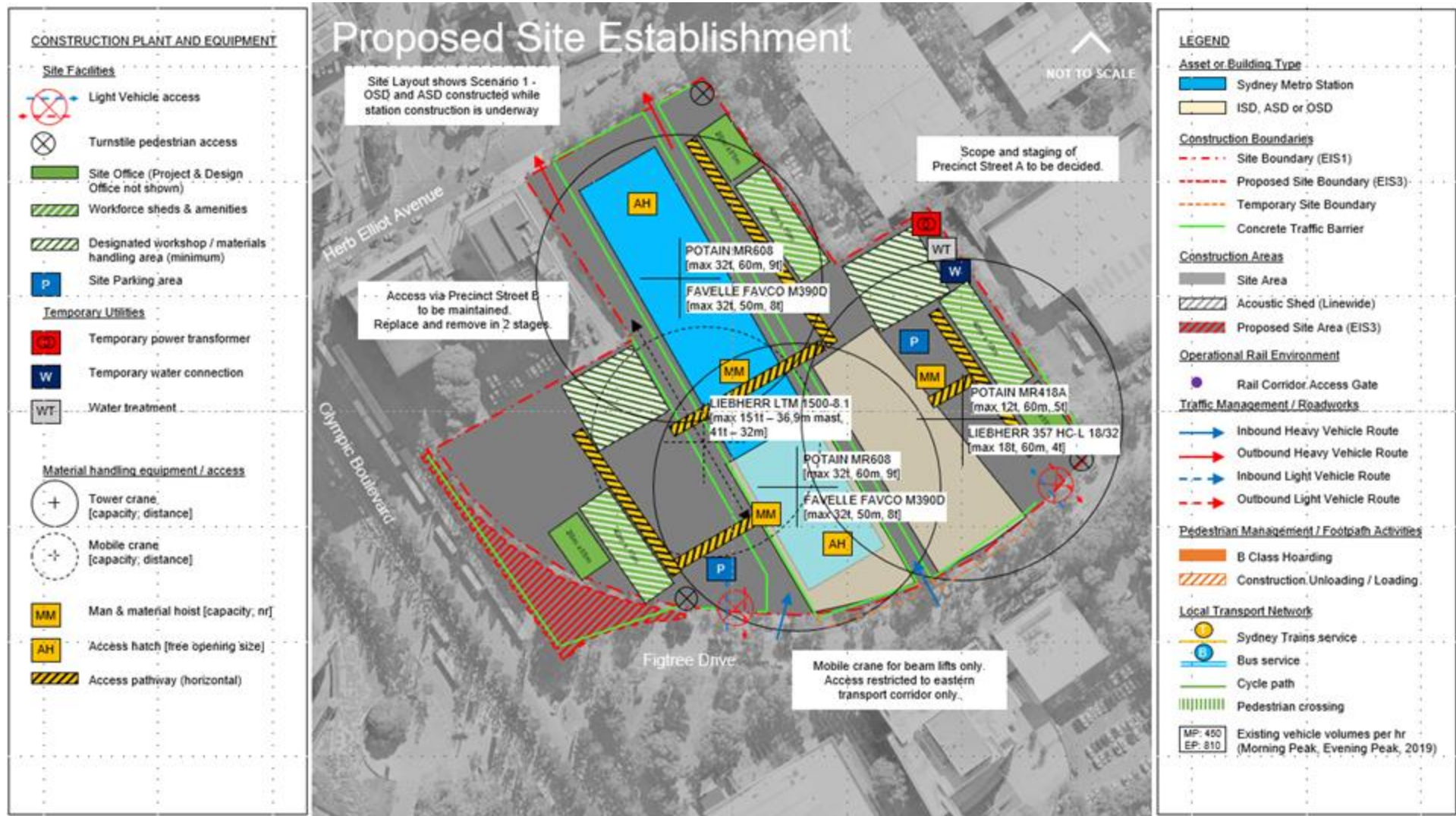
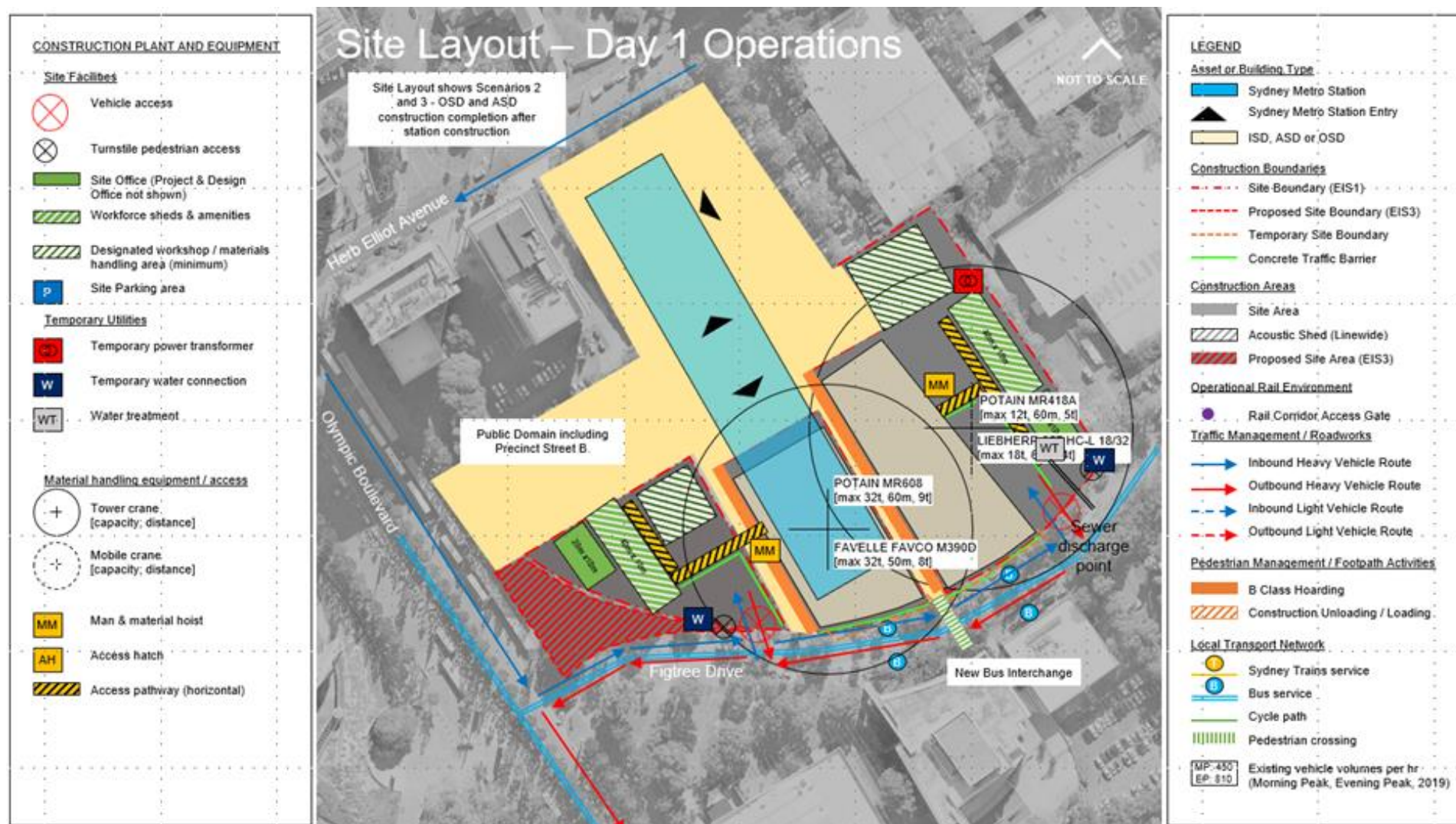


Figure 5-1 Proposed site establishment plan – Scenario 1



6 Indicative construction traffic generation

Indicative estimates of traffic generation associated with the proposed development construction works are provided below in Table 6-1.

Table 6-1 Indicative traffic generation estimates

Period / vehicle type	Peak hour ¹			Non-peak hour ²			Evening ³			Night ⁴		
	Light	HV	Total	Light	HV	Total	Light	HV	Total	Light	HV	Total
Station	6	6	12	12	12	24	4	6	10	2	2	4
Concept SSD	3	3	6	6	6	12	2	3	5	-	-	-
Total	9	9	18	18	18	36	6	9	15	2	2	4

All figures are per hour, maximum condition

1. AM peak hour and PM peak hour (7-8am / 5-6pm)

2. 9-hour period (8-5pm)

3. 4-hour period (6-10pm)

4. 9-hour period (10pm-7am), subject to specific permits

6.1 Intersection modelling

The road network performance has been modelled for the future year 2036. The traffic demand has been based on 2021 counts with an agreed growth factor applied, calculated using outputs extracted from the PTPM model, which includes the Concept SSDA. An additional scenario, with Sydney Olympic Park metro station but without the Concept SSDA was also assessed, by subtracting the traffic generation provided in the Sydney Metro West Sydney Olympic Park Over and Adjacent Station Development Transport and Access Report (Appendix T of the EIS).

Modelled network performance for 2036 during the AM and PM peak hours for key intersections in the vicinity of the Concept SSDA site are provided in Table 6-2.

Table 6-2 Future intersection modelled performance (2036)

Intersection	AM Peak				PM Peak			
	Without SSD		With SSD		Without SSD		With SSD	
	Ave delay (sec)	LOS	Ave delay (sec)	LOS	Ave delay (sec)	LOS	Ave delay (sec)	LOS
Australia Avenue and Sarah Durack Avenue	46	D	41	D	72	E	72	E
Olympic Boulevard and Sarah Durack Avenue	22	C	23	C	27	C	26	C
Olympic Boulevard and Figtree Drive ^{1,2}	4	A	4	A	4	A	4	A
Olympic Boulevard and Herb Elliot Avenue ¹	2	A	3	A	2	A	3	A
Australia Avenue and Herb Elliott Avenue	48	D	36	D	39	D	39	D
Australia Avenue and Figtree Drive ^{1,2}	13	B	16	B	14	B	26	C

¹Level of service (LOS) of worst movement

²Buses for future network approval included

The traffic modelling undertaken shows that future intersection performance across the local network is similar with and without the Concept SSDA. Minor increased congestion occurs at the intersection of Australia Avenue/Figtree Drive during the PM peak, though this is not anticipated to have a detrimental effect on the surrounding road network operation. Slightly decreased intersection performance at this location is being caused by private and service vehicle movements to and from the Concept SSDA between Precinct Street A, Precinct Street B and Figtree Drive.

6.2 Impact on road network

Traffic access arrangements under Scenario 1, when both the metro station and Concept SSDA are constructed at the same time are shown in Figure 5-1 with access for both light vehicles and heavy vehicles from Figtree Drive. Heavy vehicles would exit the proposed development site into Herb Elliot Avenue and light vehicles into Figtree Drive to segregate both vehicle types.

Construction vehicle movement forecasts indicate that a maximum of 9 light vehicles would access the site during the peak hours (three vehicles associated with the SSD Concept A and six with the station construction). Also, it is estimated that 9 heavy vehicles would access the construction site during the peak hours (three vehicles associated with the Concept SSDA and six with the station construction). This indicates a very minor impact on the adjacent road network with no adverse impacts on the network performance.

Under Scenarios 2 and 3, the metro station will be already constructed and access to the proposed development construction site will be through Figtree Drive as shown in Figure 5-2.

Construction vehicle movement forecasts indicate that a maximum of three light vehicles would access the site during the peak hours. Also, it is estimated that three heavy vehicles would access the construction site during the peak hours. This

indicates a very minor impact on the adjacent road network with no adverse impacts on the network performance during those scenarios.

Construction traffic modelling would be undertaken at further stages of the SSDA to ensure that changes to traffic arrangements would not result in significant impact on network performance.

The largest construction vehicles anticipated to travel to the proposed development site via the proposed haul routes would be a 19m semi-trailer truck and 19m truck and dog.

A swept path analysis of access and egress movements at the indicative construction site location has been undertaken for the 8.5m medium rigid vehicle and 19m semi-trailer. The swept path analysis indicates that turning movements for these vehicles could be adequately accommodated.

6.3 Cumulative impacts of nearby construction projects

The following construction projects are the subject of separate SSDAs and could be in delivery at the same time as the development:

- Sydney Olympic Park, Site 2 (2A and 2B), Lot 71, DP 1134933
- Sydney Olympic Park, Site 43 & 44, Lot 56, DP 773763 and Lot 72, DP 1134933.

A review of the publicly available construction information indicates that Homebush Bay Drive, Australia Avenue, and Herb Elliott Avenue east of the construction site form part of primary construction vehicle routes for the construction of Site 2A and 2B, Sydney Olympic Park and Site 43/44 Sydney Olympic Park. Australia Avenue also forms part of the primary and secondary construction routes for this proposal.

Information about the estimated number of construction vehicles that are associated with the construction of the projects is not publicly available, however, the number of vehicles is not anticipated to have an impact on the road network and intersections in the vicinity of the development.

Construction traffic modelling would be undertaken at the detailed design stage of the SSDA to ensure that changes to traffic arrangements would not result in significant impact on network performance.

Cumulative impacts on the public transport are not anticipated as a result of the construction of the projects. In addition, cumulative impacts on the pedestrian infrastructure are not anticipated as a result of the construction of the projects.

7 Conclusion

This report presents the results of the constructability and accessibility impact assessment for the Concept SSDA in Sydney Olympic Park. It has been prepared to outline the impacts to the community in contact during construction delivery of the proposed development in response to the SEARs.

The construction of the proposed development at Sydney Olympic Park would be delivered using three possible staging scenarios:

- Scenario 1 (Preferred): proposed development construction would be completed prior to commencement of Sydney Olympic Park metro station operations.
- Scenario 2: proposed development construction would commence prior to Sydney Olympic Park metro station operations but completed after Sydney Olympic Park is operational.
- Scenario 3: proposed development construction would commence after Sydney Olympic Park metro station is operational.

The primary construction haulage routes facilitate left turns only – Australia Avenue, Herb Elliot Avenue, Olympic Boulevard, Figtree Drive and Sarah Durack Avenue. Secondary haulage routes may also include Edwin Flak Avenue, Old Hill Link and Hill Road.

During major events, the western end on Herb Elliot Avenue may be closed and the CTMF would outline mitigation measures that would be implemented to minimise impacts. These would be detailed in future CTMPs.

Table 7-1 summarises the potential impacts and the preliminary mitigation proposals of the construction traffic at the Sydney Olympic Park site.

Table 7-1 Potential impacts and preliminary mitigation proposals

Potential impacts	Preliminary mitigation measures
Existing pedestrian and cycle routes maintained	for a preliminary review there will not be any need for mitigation of interrupted Pedestrian and Cycling routes as the delivery of the project and traffic required to do so will not affect current pedestrian and cycling routes.
Precinct works leading to short-term closures	Appropriate diversions would be established to safely guide pedestrians around work zones in accordance with CTMF
Temporary footpath closure for construction adjacent to Figtree Drive	Appropriate diversions would be established to safely guide pedestrians around work zones in accordance with CTMF
Potential minor increase in bus travel times; no impact to bus stops	Not required
Potential impact to special event bus services and bus stops during major events	Limited construction vehicle movements during major events in accordance with CTMF
Parramatta Light Rail Stage 2 (not approved and not operational during Sydney Metro West)	Not required
Minor impact with closures of some on-street parking spaces on Herb Elliot Avenue and Figtree Drive	Multiple parking alternatives within precinct. in consultation with SOPA and in accordance with parking management plan and CTMF
No impacts on property access	Not required

Potential impacts	Preliminary mitigation measures
Intersection performance modelling	Refer to the Sydney Metro West Sydney Olympic Park Over and Adjacent Station Development Transport and Access Report (Appendix T of the EIS)
Major events may involve the closer of the western end on Herb Elliot Avenue	CTMF outlines mitigation measures that would be implemented to minimise impacts during major events which would be detailed in future CTMPs

