
Appendix CC

Construction Management Statement

Sydney Metro West

Hunter Street West Over Station Development Construction Management Statement

Appendix CC

November 2022



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Contents

Glossary	iv
Executive summary	v
1 Introduction	1
1.1 Sydney Metro West	1
1.2 Background and planning context	1
1.2.1 Critical state significant infrastructure	1
1.2.2 State Significant Development application	2
1.2.3 Planning proposal	2
1.3 Purpose of the report	2
2 The site and proposal	4
2.1 Site location and description	4
2.2 Overview of the proposal	5
3 Staging and framework for managing environmental impacts	7
4 Construction traffic management principles	9
4.1 Construction haulage routes	9
4.2 Construction Traffic Management Framework	9
4.3 Other construction considerations	10
4.3.1 Approvals	10
4.3.2 Site perimeter protection	10
4.3.3 Vulnerable road users	10
5 Construction methodologies	12
5.1 Construction staging scenarios	12
5.1.1 Scenario 1 – continuity of construction works from station to proposed development	13
5.1.2 Scenario 2 – gap between completion of station (with full de- mobilisation) and commencement of proposed development works 13	
5.1.3 Potential impacts and preliminary mitigation proposals	13
6 Indicative construction traffic generation	15
6.1 Intersection modelling	15
6.1.1 Impact on road network	16
6.1.2 Impact on public transport	17
6.1.3 Impact on active transport	17
6.1.4 Impact on parking and property access	17
6.1.5 Impact on emergency access	17
6.1.6 Cumulative impacts of nearby construction projects	18
7 Conclusion	19

List of Figures

Figure 1-1 Sydney Metro West	1
Figure 2-1 Location of the site	4
Figure 2-2 Proposed Concept SSDA development and CSSI scope.....	6
Figure 3-1 Project approach to environmental mitigation and management	8
Figure 4-1 Indicative construction haulage routes for the proposed development.....	9
Figure 5-1 Proposed development construction staging scenarios	12

List of Tables

Table 2-1 Site legal description.....	5
Table 2-2 Proposed development overview	5
Table 5-1 Potential impacts and preliminary mitigation proposals	13
Table 6-1 Indicative construction traffic generation estimates for either scenario.....	15
Table 6-2 Future intersection modelled performance (2036).....	16

Glossary

Term	Definition
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 of 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 Sydney
CSSI approval	Critical State Significant Infrastructure Approval
CTMP	Construction Traffic Management Plan
CTMF	Construction Traffic Management Framework
DCP	Development Control Plan
DPE	NSW Department of Planning and Environment
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPA	NSW Environment Protection Authority
FSR	Floor space ratio
GFA	Gross Floor Area
LEP	Local Environmental Plans
LGA	Local Government Area
OSD	Over Station Development
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SSDA	State Significant Development Application
SSI	State Significant Infrastructure
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
The site	The site which is the subject of the Concept SSDA

Executive summary

This Constructability Management Statement 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 concept approval for a commercial tower above the Hunter Street Station western site (the site), otherwise known as the over station development (OSD).

The Concept SSDA seeks consent for a building envelope and its use for a commercial and retail premises, a maximum building height of 51 storeys (213m/reduced level 220.0), a maximum gross floor area (GFA) of 69,863m², pedestrian and vehicular access, circulation arrangements and associated car parking and the strategies and design parameters for the future detailed design of development.

This Constructability Management Statement responds specifically to the Secretary's Environmental Assessment Requirements (SEARs) and forms the framework for the management of construction related impacts for the Hunter Street West OSD (referred to hereafter as the 'proposed development').

Located on the corner of George Street and Hunter Street, this report 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 during SSDA delivery. This report 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 delivery of 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 peak periods and major events in accordance with CTMF
- CTMF outlines mitigation measures that would be implemented to minimise impacts. This would be detailed in the future Construction Traffic Management Plan (CTMP) at Detailed SSDA
- Construction haulage routes are being further investigated with key stakeholders, and will form part of the CTMP.

Mitigation strategies have also been developed to ensure that impacts on pedestrians, light rail and heavy rail users, bus services, local businesses and taxis are manageable for the two staging scenarios outlined in this report.

Following the implementation of these and other mitigation measures the impacts of construction can be minimised.

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

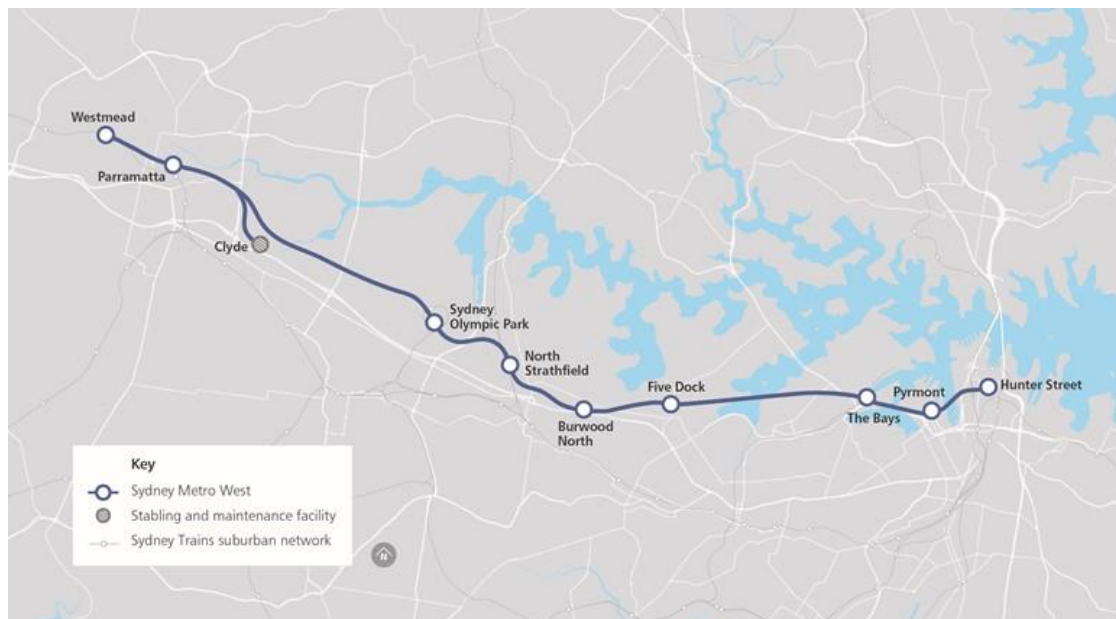


Figure 1-1 Sydney Metro West

1.2 Background and planning context

Sydney Metro is seeking to deliver Hunter Street 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 EP&A Act, while the over station developments are to be delivered under a State Significant Development (SSD) subject to the provisions of Part 4 of the *EP&A Act*. It is noted a Planning Proposal request has been submitted to the City of Sydney Council to amend the planning controls on the site (refer to section 1.2.3).

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:

- 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 (approved 24 August 2022)
- Stage 3 CSSI Application (SSI- 22765520) – Tunnel fit-out, construction of stations, ancillary facilities and station precincts between Westmead and the 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.

1.2.3 Planning proposal

A Planning Proposal request has been submitted to the City of Sydney Council to amend the planning controls that apply to the Hunter Street Station under the Sydney Local Environmental Plan 2012 (LEP). Hunter Street Station includes both a western site (this application) and an eastern site.

The Planning Proposal request seeks to enable the development of a commercial office building on the site that would:

- comprise a maximum building height of between reduced level (RL) 213m and RL 220.0m (as it varies to comply with the relevant sun access plane controls)
- deliver a maximum gross floor area (GFA) of 69,863 m² (resulting in a maximum floor space ratio (FSR) of 18.71:1), measured above ground level.
- facilitate the adaptive reuse of the existing Former Skinners Family Hotel within the overall development.
- include site specific controls which ensure the provision of employment and other non-residential land uses,
- require the mandatory consideration of a site-specific Design Guideline
- allow for the provision of up to 70 car parking spaces distributed across the West and East sites.
- establish an alternative approach to design excellence

The Planning Proposal request was submitted to the City of Sydney in May 2022 and is currently under assessment.

1.3 Purpose of the report

This 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 08 August 2022 which states that the environmental impact statement (EIS) is to address the following requirements:

Key issue	SEARs	Where addressed
9. Traffic, Transport and Accessibility	Provide a transport and accessibility impact assessment, which includes:	
	Provide a Construction Traffic Management Plan detailing predicted construction vehicle movements, routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.	Section 4 and 5
20. Construction, Operation and Staging	If staging is proposed, provide details of how construction and operation would be managed and any impacts mitigated.	Section 3 and 5

2 The site and proposal

2.1 Site location and description

Hunter Street Station is in the northern part of the Sydney CBD, within the commercial core precinct of Central Sydney and within the Sydney Local Government Area (LGA). The Hunter Street metro station includes two sites – the western site and the eastern site. This report relates to the western site only.

The Hunter Street Station western site (the site) is on the corner of George and Hunter Street. It includes De Mestre Place, the heritage listed former Skinners Family Hotel, and land predominantly occupied by the existing Hunter Connection retail plaza. The site is occupied by commercial office buildings, restaurants, shops, as well as a range of business premises and employment and medical/health services premises.

The site area is 3,736 m² and will be cleared of all buildings and utilities prior to commencement of station construction activities. The site location is shown in Figure 2-1.

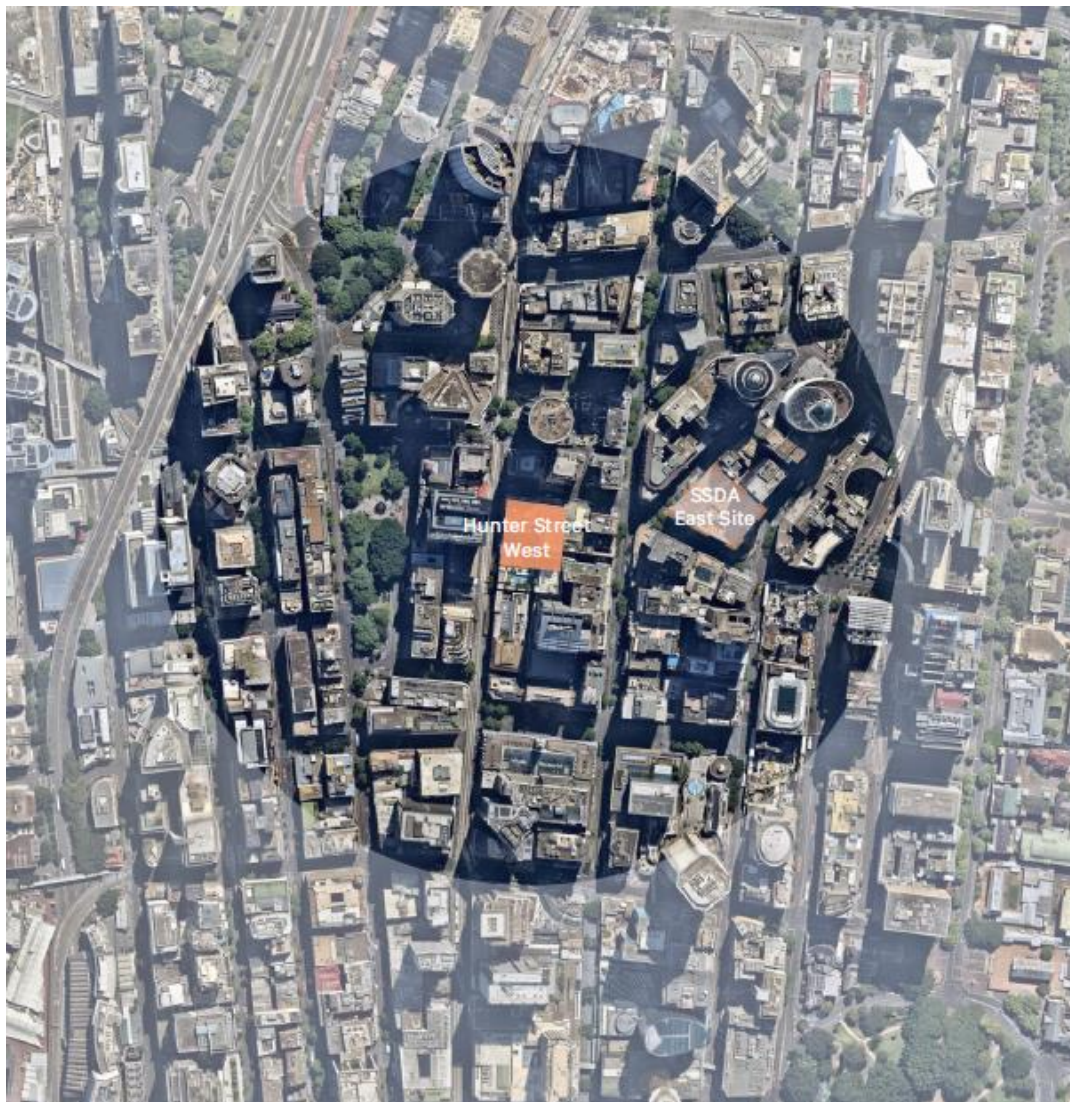


Figure 2-1 Location of the site

Table 2-1 sets out the address and legal description of the parcels of land that comprise the site.

Table 2-1 Site legal description

Address	Lot and DP
296 George Street, Sydney	Lot 1, DP438188
300 George Street, Sydney	CP and Lots 1-43, SP596
312 George Street, Sydney	Lot 1, DP211120
314-318 George Street, Sydney	Lot 13, DP622968
5010 De Mestre Place, Sydney (Over Pass)	Lot 1, DP1003818
9 Hunter Street, Sydney	Lot 2, DP850895
5 Hunter Street, Sydney (Leda House & Hunter Arcade)	CP and Lots 1-63, SP71068
5 Hunter Street, Sydney (Leda House & Hunter Arcade)	CP and Lots 1-14, SP65054
7-13 Hunter Street, Sydney (Hunter Connection)	CP and Lots 1-53, SP50276
7-13 Hunter Street, Sydney (Hunter Connection)	Lots 57 and 58, SP61007
7-13 Hunter Street, Sydney (Hunter Connection)	Lots 54, 55 and 56, SP60441
7-13 Hunter Street, Sydney (Hunter Connection)	Lots 59, 60 and 61, SP62889
7-13 Hunter Street, Sydney (Hunter Connection)	Lots 62, 63, 64 and 65, SP69300
7-13 Hunter Street, Sydney (Hunter Connection)	Lots 66 and 67, SP77409
7-13 Hunter Street, Sydney (Hunter Connection)	Lot 2, SP50276
De Mestre Place, Sydney	N/A
Total Area: 3,736 m²	

2.2 Overview of the proposal

The Concept SSDA will seek consent for a building envelope above the site (the proposed development). As detailed in Table 2-2 and Figure 2-2.

Table 2-2 Proposed development overview

Built form component	Proposed development outcome
Site area	3,736m ²
Height	Building height of 213.0m (RL 220.00)
Gross floor area	Up to 69,863m ²
Land use(s)	Commercial office and retail
Carparking	Up to 70 car parking spaces

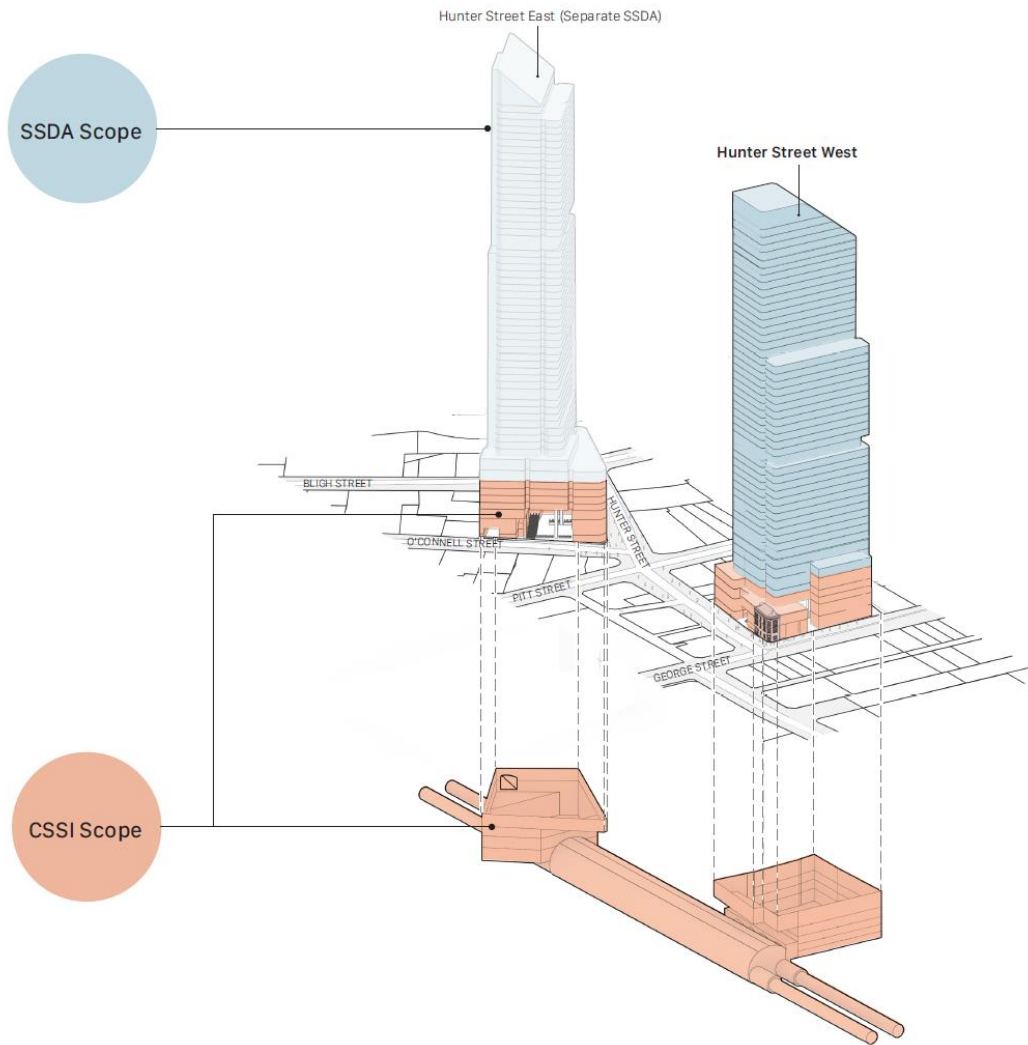


Figure 2-2 Proposed Concept SSDA development and CSSI scope

3 Staging and framework for managing environmental impacts

Hunter Street Station is assessed under the Stage 3 CSSI application. Construction and environmental impacts associated with the Hunter Street Station have been considered under a separate planning approval, however, works required for the station and the proposed development may occur simultaneously.

Separate delivery packages are proposed by Sydney Metro to deliver the excavation of the station boxes/shafts 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 directly associated with the proposed development, the subject of this Concept SSDA

cumulative impacts of the construction of the proposed development as a continuation of the stationworks (subject of the CSSI Approval).

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 Stage 2 and Stage 3 CSSI Applications. 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.

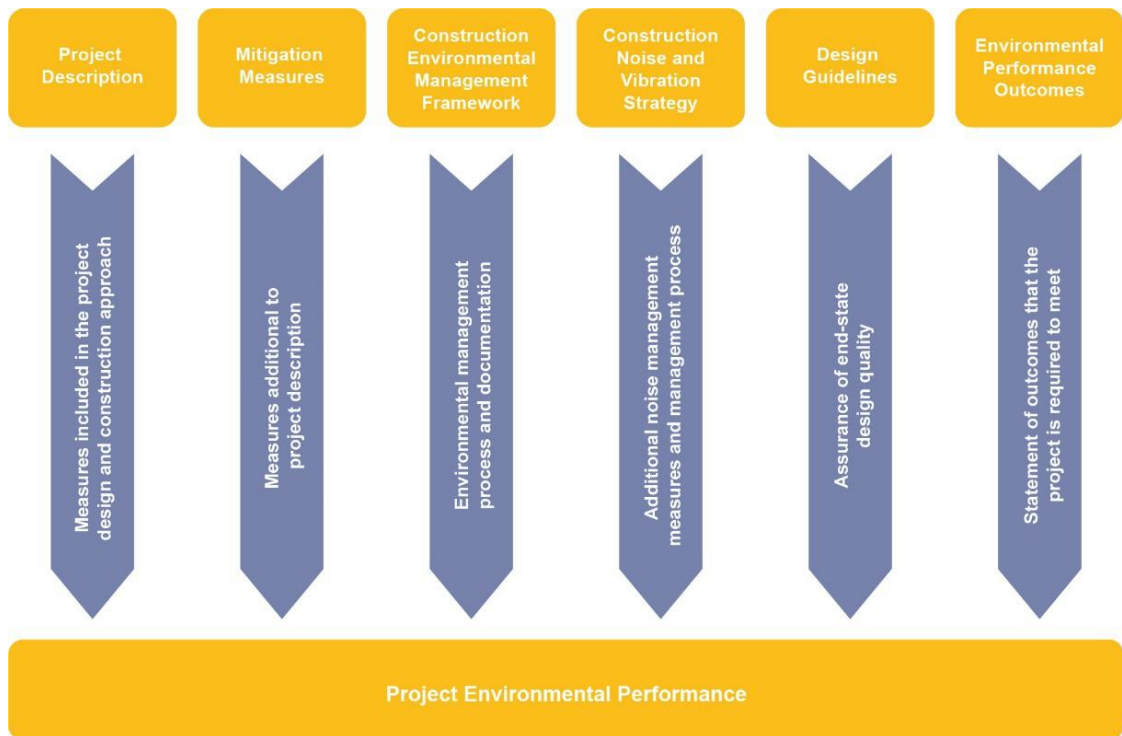


Figure 3-1 Project approach to environmental mitigation and management

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 and construction interface 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 CSSI Approval). Should the proposed development be constructed beyond the practical completion and opening of the section, standard practices for managing construction related environmental impacts would apply in accordance with the relevant guidelines and Conditions of Approval as part of the future detailed SSDA.

4 Construction traffic management principles

4.1 Construction haulage routes

This report details predicted construction vehicle movements, routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated

The indicative construction haulage routes for the proposed development are shown in Figure 4-1. These are subject to the preparation of a CTMP, to further consultation with key stakeholders. This includes the option to cross George Street and Margaret Street.

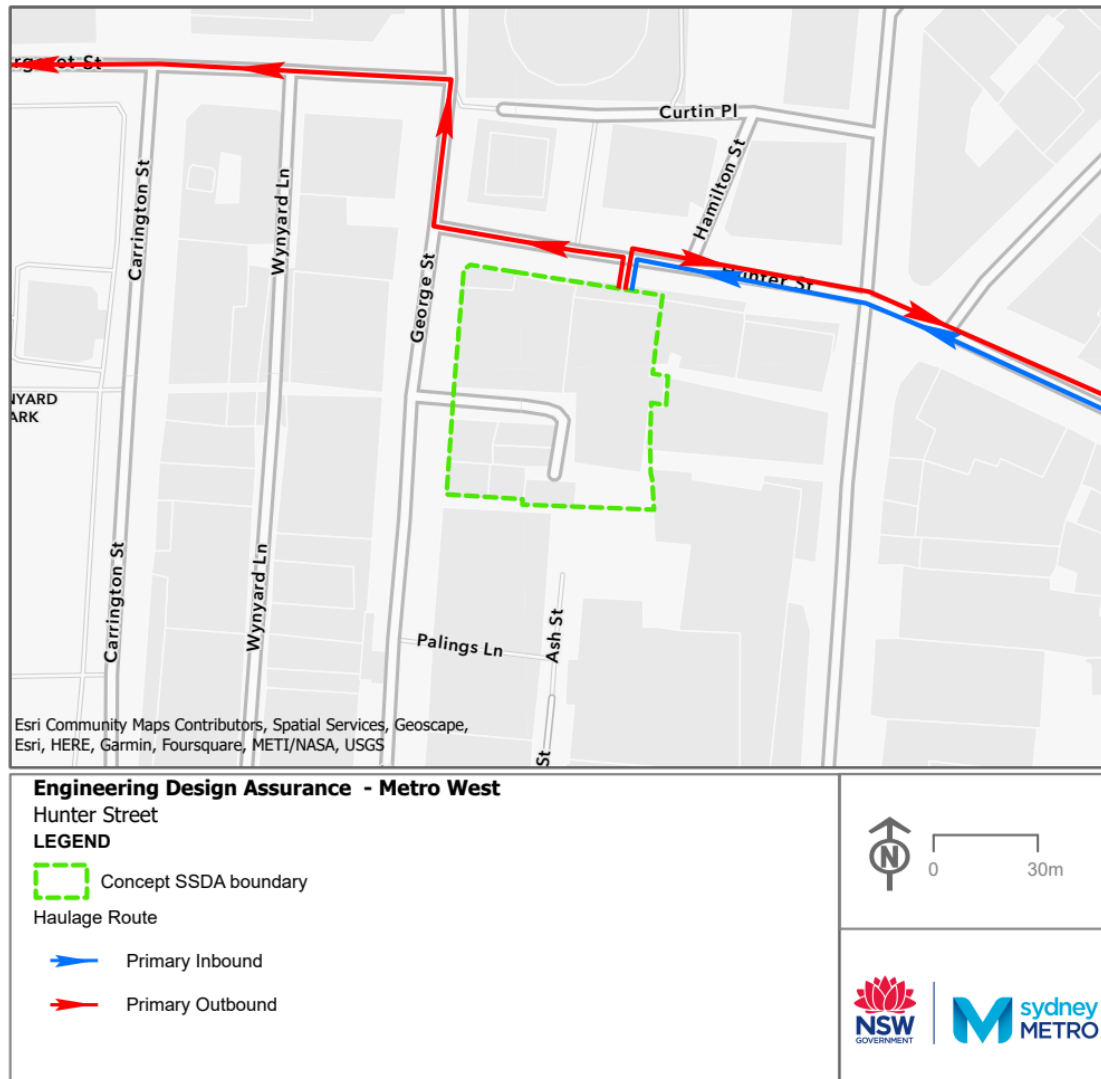


Figure 4-1 Indicative construction haulage routes for the proposed development

4.2 Construction Traffic Management Framework

The Construction Traffic Management Plan (CTMP) will be prepared as part of future stages of the Detailed SSDA. The CTMP will provide the overall approach for construction traffic management for proposed development and sets out the traffic management requirements and processes and acceptable criteria to be considered and followed in managing roads and footpaths adjacent to the works. The principles and procedures outlined in the CTMF are proposed to apply to OSD construction

where there is concurrent station and OSD construction. However, TfNSW may specify additional OSD traffic management requirements to any CTMP approval.

The CTMP will address and mitigate impacts associated with:

- pedestrian and cyclist activity
- bus, bus stop and bus operations
- business and property access
- Have regard to cumulative construction traffic from other developments.

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

4.3 Other construction considerations

As part of the Detailed SSDA, a site layout plan will identify key elements such as perimeter hoardings, construction loading zones for the site along Hunter St and other major construction plant items positioned for delivering the proposed development.

4.3.1 Approvals

The future development will prepare a CTMP and will be required to secure all required statutory approvals prior to the commencement of works.

4.3.2 Site perimeter protection

Hoardings will initially be installed by the CSSI works. They will be adjusted as required by the proposed development contractor.

The site will be surrounded by both A Class Hoarding (2m plus physical fencing) and B-Class Hoardings (portal framed covered walkway secured barrier and protection) along the perimeter of the site. These hoardings will be erected along Hunter Street and George Street along the extent of the works in accordance with their proposed site establishment plan. These hoardings will be adjusted to enclose the development site subject to when construction works for each project milestone occurs.

All hoardings will be designed, installed, and maintained to ensure segregation of pedestrians, construction works, vehicles (including station delivery vehicles accessing the loading dock) and workers providing overhead protection in accordance with relevant standards and having regard to Transport and Access Report (Appendix Q of the EIS). The location of hoardings will need to be considered in conjunction with the required footpath widths to allow for functional pedestrian movements and crossings and entering the station after the station is operational.

As the construction of the tower progresses and starts to rise above the station works, the proposed development footprint will be encapsulated at podium level to prevent materials falling onto the general public below. Initially this will be managed by the installation of perimeter scaffolds. These are typically only effective for the first 3-4 levels. Beyond this point perimeter screens will be used to encapsulate the building. These screens are typically 4-6 levels in height and they follow the construction of the levels up the building. Once the building reaches the top and the building façade is largely installed, they are removed from the building leaving an enclosed building.

4.3.3 Vulnerable road users

The proposed primary construction haulage routes have been selected to ensure that existing cycle and pedestrian paths, bus and light rail passenger boarding and departure locations are maintained.

The proposed development contractor would be required to adopt applicable vulnerable road user safety measures. This will be outlined in the CTMP and other documentation as part of future stages of the Detailed SSDA, in accordance with the CTMF and Sydney Metro Principal Contractor Health and Safety Standard.

5 Construction methodologies

5.1 Construction staging scenarios

Two possible construction staging scenarios have been identified:

- Scenario 1: Continuity of construction works from station to proposed development
- Scenario 2: Gap between completion of station (with full de-mobilisation) and commencement of proposed development works.

These staging scenarios are illustrated in Figure 5-1 below.

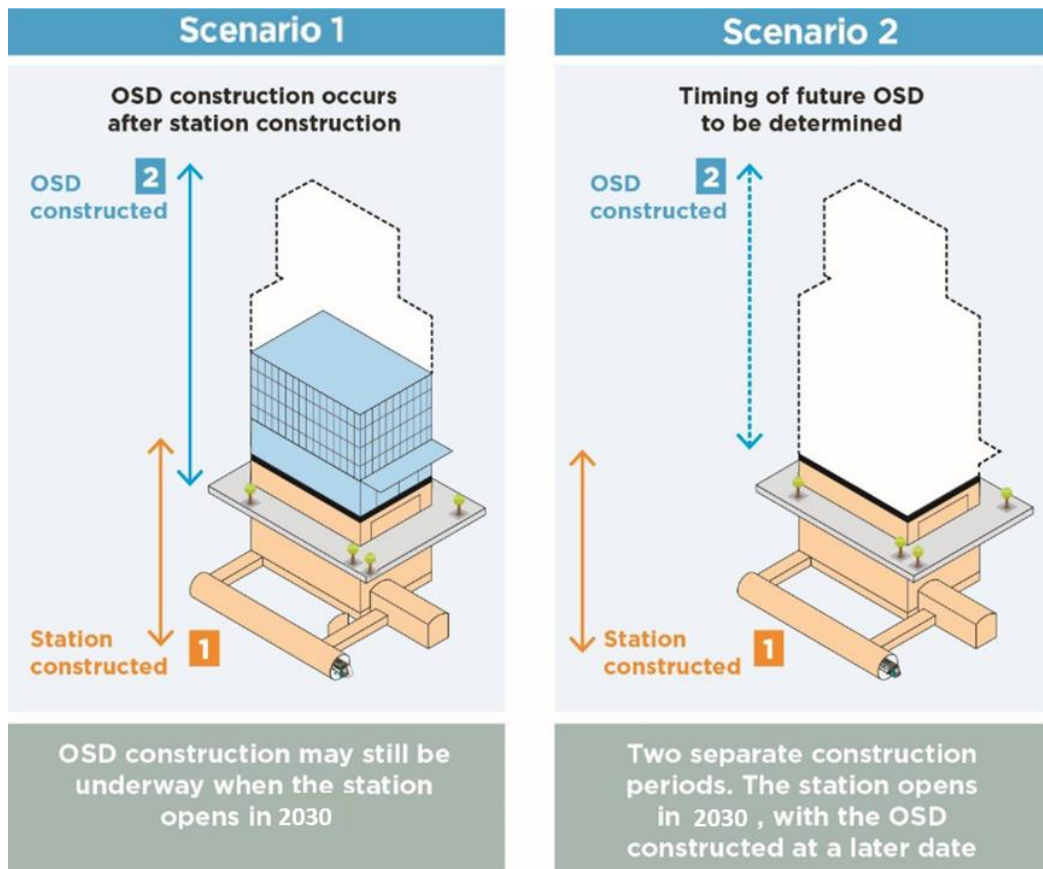


Figure 5-1 Proposed development construction staging scenarios

Anticipated construction timelines for each staging scenario are as follows:

Scenario 1: Station work complete and station operational in 2030. Proposed development start: after 2026

Scenario 2: Station work complete and station operational in 2030. Proposed development start: after 2030.

5.1.1 Scenario 1 – continuity of construction works from station to proposed development

Scenario 1 assumes that metro station construction works will have ceased and operation commenced while the proposed development construction continues. While shared construction access is unlikely to be an issue, the operational metro station will restrict construction vehicle access to the loading docks which may require the proposed development contractor to seek approval for loading or work zones on the street frontages. At least one tower crane will be required.

The construction methodology assumes vehicular access to basement levels for the shared loading dock facilities may be required at some points during construction of the proposed development. The operating metro station and other tenants will also require access to these shared dock facilities. This poses no loading and servicing issues because the OSD land uses are not yet in place and not generating light and heavy vehicle movements.

5.1.2 Scenario 2 – gap between completion of station (with full de-mobilisation) and commencement of proposed development works

The assumption is that the proposed development construction begins after the metro station commences operation. The impacts and risks associated with the metro station and proposed development construction periods are similar to scenario 1 that is proposed development construction activities occurring above and around an operating metro station.

The key impacts and possible mitigations for each staging scenario are considered separately below.

5.1.3 Potential impacts and preliminary mitigation proposals

Table 5-1 summarises the potential impacts and the preliminary mitigation measures of the construction scenarios.

Table 5-1 Potential impacts and preliminary mitigation proposals

Potential impacts	Preliminary mitigation measure – Scenario 1 & 2
Impacts on pedestrians	<p>The risk to pedestrians is high because the proposed development construction is occurring after the metro station has opened. Specific pedestrian management measures would need to be put in place to manage pedestrians on two frontages to the site. This may include a restriction on heavy vehicle access into and out of the site during the AM and PM peak periods.</p> <p>Preparation of a site-specific Pedestrian Management Plan may also be required at future Detailed SSDA.</p>
Impacts on metro customers	<p>The station contractor works have been completed, the metro station is open and the proposed development contractor works are ongoing. This increases risk for metro station customers and pedestrians generally if construction activities are not clearly segregated.</p> <p>The CTMF will need to consider strategies of maintaining the operation of the Metro station</p>

Potential impacts	Preliminary mitigation measure – Scenario 1 & 2
Impacts to light rail and light rail customers	The proposed development construction vehicle activity will need to ensure minimal to no impact on the Light Rail service running along George Street. Measures will need to be put in place to manage pedestrian activity within close proximity to the light rail. The number of proposed development deliveries will be always controlled on site to ensure safety of the commuters is maintained at all times.
Impacts to taxis	Depending on the timing of the start of the proposed development construction and on the kerbside taxi zones, replacement taxi space(s) may need to be considered in the immediate vicinity of the site to mitigate any displacement related to the proposed development.
Impacts to traffic and access to the site	The proposed development contractor may require vehicular access to basement levels for the shared loading dock facilities during construction. The operating metro station will also require access to these dock facilities. This would require careful management of pedestrian and vehicular conflicts along Hunter Street where the loading dock facilities are proposed to be located and accessed.

6 Indicative construction traffic generation

Indicative estimates of traffic generation associated with the Metro station fit out and the proposed development works for either construction scenario are provided below in Table 6-1.

Table 6-1 Indicative construction traffic generation estimates for either scenario

George Street Closure – Service Rate/per hr												
	Peak Hour			Non-Peak Hour			Evening			Night		
	Light	HV Rigid	HV Semi	Light	HV Rigid	HV Semi	Light	HV Rigid	HV Semi	Light	HV Rigid	HV Semi
Station	8	8	0	12	8	0	8	8	0	4	4	0
OSD	4	4	0	8	8	0	4	4	0	-	-	0
Total	12	12	0	20	16	0	12	12	0	4	4	0

Notes:

All figures are hourly; maximum condition

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

² 9-hour period (8-5pm)

³ 3-hour period (7-10pm)

⁴ 8-hour period (11pm-7am), subject to specific permits

The light vehicle numbers at peak hour and evening off peak will be drop off and pick up of workers on site.

The results for heavy vehicles are based on peak concrete deliveries for wall and floor slabs for station and proposed development construction. The single point of delivery from Hunters Street will limit access for materials handling on site.

6.1 Intersection modelling

The road network performance has been modelled via SIDRA 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 Public Transport Project Model (PTPM), which includes the proposed development. An additional scenario, with Hunter Street metro station but without this proposed development, was also assessed by subtracting the traffic generation stated in the Transport and Assess Report (Appendix Q of the EIS).

Modelled network performance for 2036 during the AM and PM peak hours for key intersections in the vicinity of the 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
George Street and Hunter Street	35	D	33	C	37	D	40	D
Pitt Street, O'Connell Street and Hunter Street	131	F	125	F	50	D	58	E
Bligh Street and Hunter Street	54	D	57	E	90	F	82	F

The traffic modelling undertaken shows that with the proposed development the external road network will continue to operate at acceptable levels of service with no notable change associated with the traffic generated purely by the development. Therefore, the proposed development is not anticipated to have a detrimental effect on the surrounding road network operation. TfNSW, however, may still require that restrictions be placed on peak hour heavy vehicle traffic generation in order to maintain road network efficiency. This would be subject to detailed construction methodology planning and considered further as part of future stages of the Detailed SSDA.

6.1.1 Impact on road network

Vehicle movements for the construction of the proposed development would peak during the third and final phase of construction. Forecasts indicate that a maximum of 12 light and 12 heavy vehicle movements per hour (access and departure) in AM and PM peak periods.

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

6.1.2 Impact on public transport

No public transport services are to be relocated or removed as a result of construction related activities. Impacts to buses would be limited to a potential minor increase in travel time due to the additional construction vehicles on the road network.

Construction vehicle haulage routes interface with the light rail network has been requested to be kept at a minimum. Construction vehicle access to George Street will require pre approval for specific one off tasks.

6.1.3 Impact on active transport

Cycling

During construction of the Hunter Street metro station and proposed development, no long term road closures are expected, and cyclist access on Hunter Street and George Street would be maintained. Whilst these roads only have a dedicated cycling lane running north south along Pitt Street, the remainder of the road network are all low speed environments and are likely to be used by cyclists comfortable with sharing road space with vehicles.

Cyclists in the vicinity of the Concept SSDA construction site would still be able to use the off-road cycling facility on Pitt Street.

Walking

Work undertaken under the previous CSSI Applications (namely Stage 2 CSSI) arranged for the underground pedestrian link between Wynyard station and Hunter Street to be closed during station construction only and not OSD delivery. Entrances on Hunter Street, Pitt Street and George Street would be continued to be closed to public access until the station is commissioned and operational.

Temporary short term closures (1-2 months) of footpaths adjacent to the construction site may be required, which can be expected to result in minor additional travel times for pedestrians. In the event of this, appropriate diversions would be implemented to safely guide pedestrians around work zones.

6.1.4 Impact on parking and property access

During construction, kerbside parking will be removed on Hunter Street to enable trucks to turn around on Hunter Street. This will be addressed in the CTMP prepared at Detailed SSDA.

6.1.5 Impact on emergency access

It is not anticipated that there will be any major impacts to emergency vehicles within the area surrounding the site as no road closures are planned as part of any construction phase. Access to nearby buildings is to be maintained, or alternative arrangements put in place in the event that access cannot be achieved. In the event of emergency services requiring access, consultation with the relevant authorities is to be undertaken.

Relevant services will be notified of the works as part of the Construction Traffic Management Plan (CTMP) approval process of the final routes.

The construction activities must not impact station emergency egress.

6.1.6 Cumulative impacts of nearby construction projects

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

- Hunter St East
- 2 Chifley Square
- 4-6 Bligh Street
- 15-25 Hunter Street and 105-107 Pitt Street.

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

If required, construction traffic analyses would be undertaken at the Detailed 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

Two possible construction staging scenarios have been considered for the delivery of the proposed development. The development staging and timeframe will be confirmed as part of the Detailed SSDA.

The future Detailed SSDA applications will need to address the following:

- The construction traffic management principles outlined in the Sydney Metro West's CTMF will apply to proposed development construction
- The principles and mitigation strategies outlined in the CTMF and in this Statement will ensure that impacts on pedestrians, rail users, bus services and taxis are manageable for the two staging scenarios.

