Appendix CC

Construction Management Statement

Sydney Metro West

Hunter Street East Over Station Development Construction Management Statement

Appendix CC

November 2022

NSW GOVERNMENT

sydney METRO

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Technical Checker	Technical Directory - Advisory	Rick Hopkins	28/10/2022
Technical Reviewer	Senior Constructability Advisor	Wei Jin Chuah	28/10/2022
Coordinator	Senior Environmental Advisor	Jonathon Cook	04/11/2022
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Glossary

Term	Definition
CMS	Construction Management Statement
Concept and Stage 1 CSSI Application	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 Sydney
CSSI	Critical State Significant Infrastructure
CTMF	Construction Traffic Management Framework
CTMP	Construction Traffic Management Plan
DPE	NSW Department of Planning and Environment
EIS	Environmental impact statement
EP&A Act	Environmental Planning and Assessment Act 1979
EPA	NSW Environment Protection Authority
FSR	Floor space ratio
GFA	Gross floor area
LEP	Local Environmental Plan
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
TfNSW	Transport for New South Wales
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 eastern 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 58 storeys (257.7m, reduced level 269.10), a maximum gross floor area (GFA) of 84,223m^2, 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 East OSD (referred to hereafter as the 'proposed development').

Located on the corner of O'Connell Street, Bligh 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.

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
- CTMF outlines mitigation measures that would be implemented to minimise impacts. This would be detailed in future Construction Traffic Management Plan (CTMP) at Detailed SSDA.

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

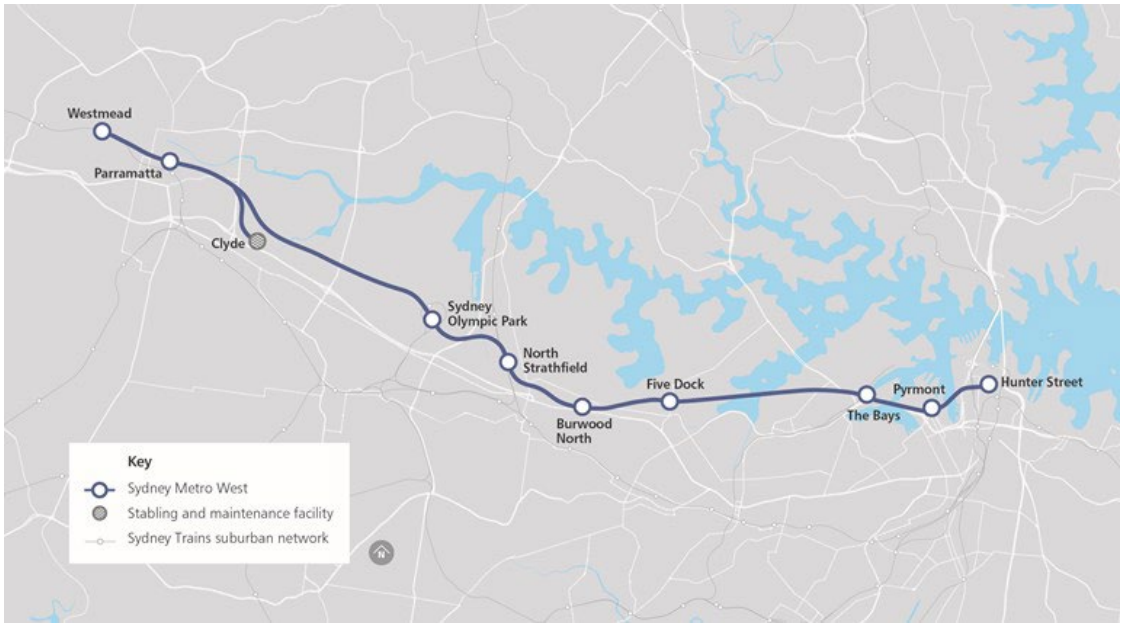

Figure 1-1 Sydney Metro West

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:

- Concept and 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 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 an eastern site (this application) and western 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) 257.7m and RL 269.10m (as it varies to comply with the relevant sun access plane controls)
- deliver a maximum gross floor area (GFA) of 84,287m^2 (resulting in a maximum floor space ratio (FSR) of 22.82:1), 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
- establish an alternative approach to design excellence.

1.3 Purpose of the report

This Constructability 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 in report
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 – This proposal
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 – This proposal

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 Station includes two sites – the eastern site and the western site. This report relates to the eastern site only.

The Hunter Street Station eastern site (the site) is on the corner of O'Connell Street, Hunter Street and Bligh Street. The east site is adjacent to the new Martin Place Station which forms part of the Sydney Metro City and Southwest, Australia's biggest public transport project connecting Chatswood to Sydenham and extending to Bankstown. The remainder of the site is currently occupied by commercial office buildings and a range of ground floor business premises including retail, restaurants and cafes.

The site area is 3,694m^2 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
28 O'Connell Street, Sydney	Lot 1, DP217112
28 O'Connell Street, Sydney	Lot 1, DP536538
28 O'Connell Street, Sydney	Lot 1, DP1107981
48 Hunter Street, Sydney	Lot 1, DP59871
48 Hunter Street, Sydney	Lot 2, DP217112
33 Bligh Street, Sydney	Lot 1, DP626651
37 Bligh Street, Sydney	CP and Lots 1-14, 21-31, 33-36, and 40, SP58859
37 Bligh Street, Sydney	CP and Lots 41-49, SP61852
37 Bligh Street, Sydney	CP and Lots 50-57, SP61922
37 Bligh Street, Sydney	CP and Lots 58-65, SP61923
37 Bligh Street, Sydney	CP and Lots 66 and 67, SP63146
37 Bligh Street, Sydney	CP and Lots 67-70, SP63147
37 Bligh Street, Sydney	CP and Lot 72, SP74004
37 Bligh Street, Sydney	CP and Lots 75-82, SP87437
37 Bligh Street, Sydney	CP and Lots 73-74, SP87628
	Total Area: 3,694 m^2

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	3,694 m^2
Height	Building height of 257.7m (RL 269.10)
Gross floor area	Up to 84,223m^2
Land Use(s)	Commercial office and retail
Carparking	Up to 70 car parking spaces

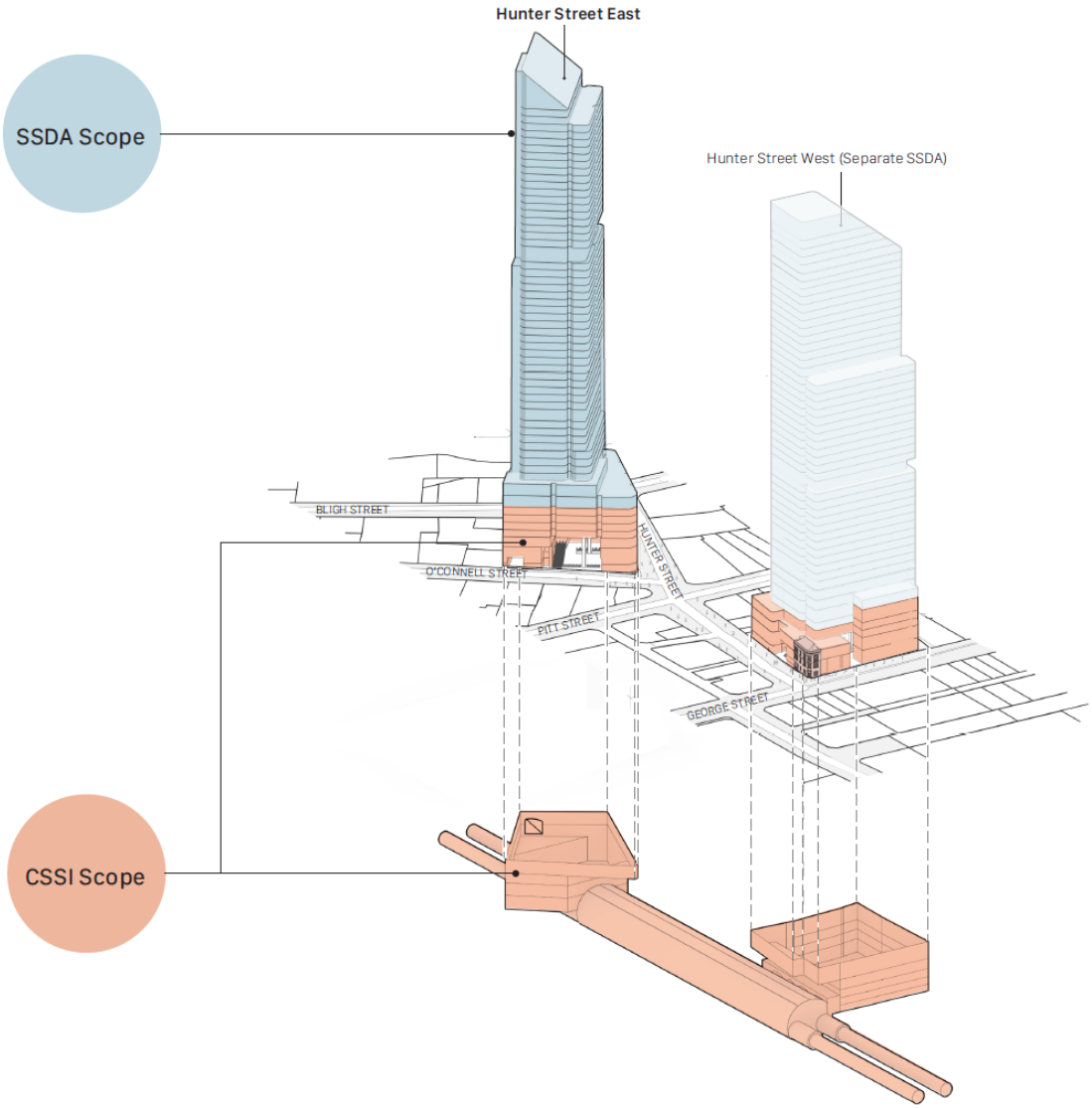

Figure 2-2 Proposed Concept SSDA development and CSSI scope

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 temporary 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 station works (subject of the CSSI Approval).

Sydney Metro proposes the framework detailed in Figure 3-1 to manage the design and environmental impacts, 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.

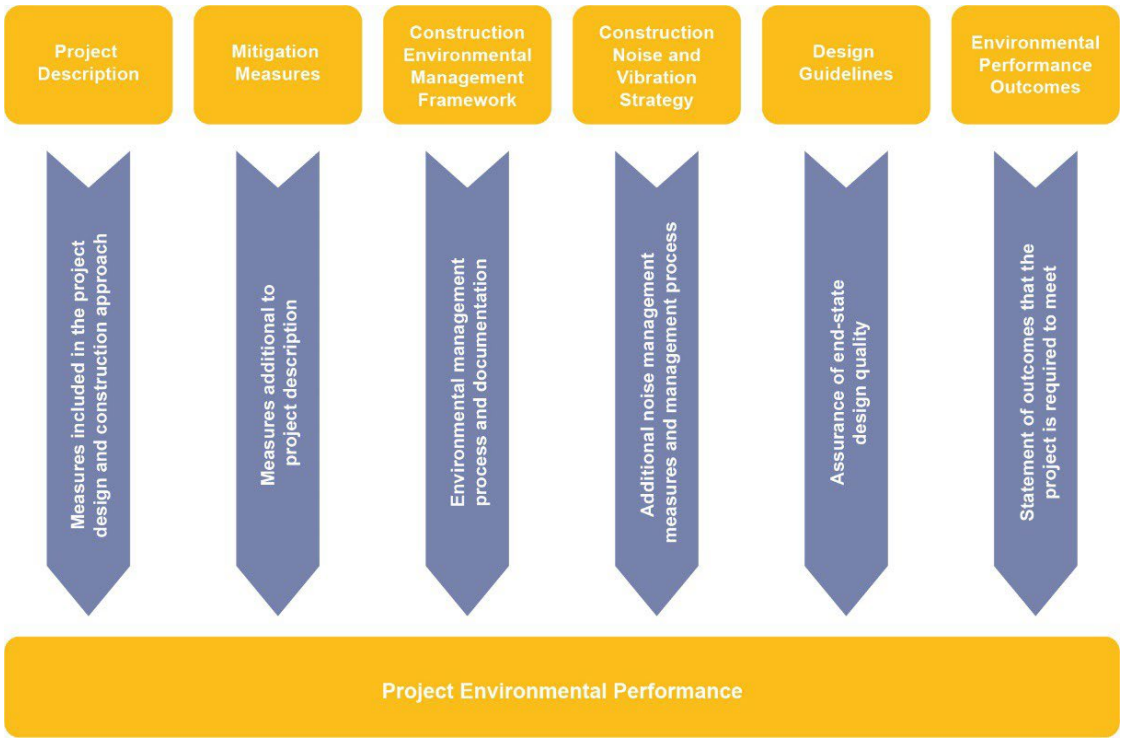

Figure 3-1 Project approach to environmental mitigation and management

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 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 CSSI Approval). Should the proposed development be constructed beyond the practical completion and opening of the station, 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 must detail 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.

One option of the construction haulage routes identified within the Sydney Metro West Stage 3 CSSI EIS would generally apply to the proposed development construction works, subject to CMTP preparation and road authority views. Refer to the below image identifying the primary route for construction vehicles to approach and depart the construction site. There is a further option being considered as a secondary approach route to the site down Bligh Street. This will be investigated by the appointed contractor as this is also viable access to deliver certain works on the Bligh Street frontage of the site.

Figure 4-CSSI construction haulage route, access via O'Connell Street to Hunter Street

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 CTMPs for the site

Approval will be required to complete the CTMP as part of future stages of the Detailed SSDA. The CTMP will provide the following:

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

These approvals will need to be endorsed by TfNSW.

4.4 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

4.4.1 Approvals

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

4.4.2 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 O'Connell, Hunter and Bligh St, all of the frontages by the OSD contractor in accordance with their proposed site establishment plans. 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 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 queuing at bus stops and crossings and entering the station after the station is operational.

As the construction of the tower progresses and starts to rise above the class B hoarding crash deck, the site 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 with the tower crane.

4.4.3 Vulnerable road users

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

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

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 below.

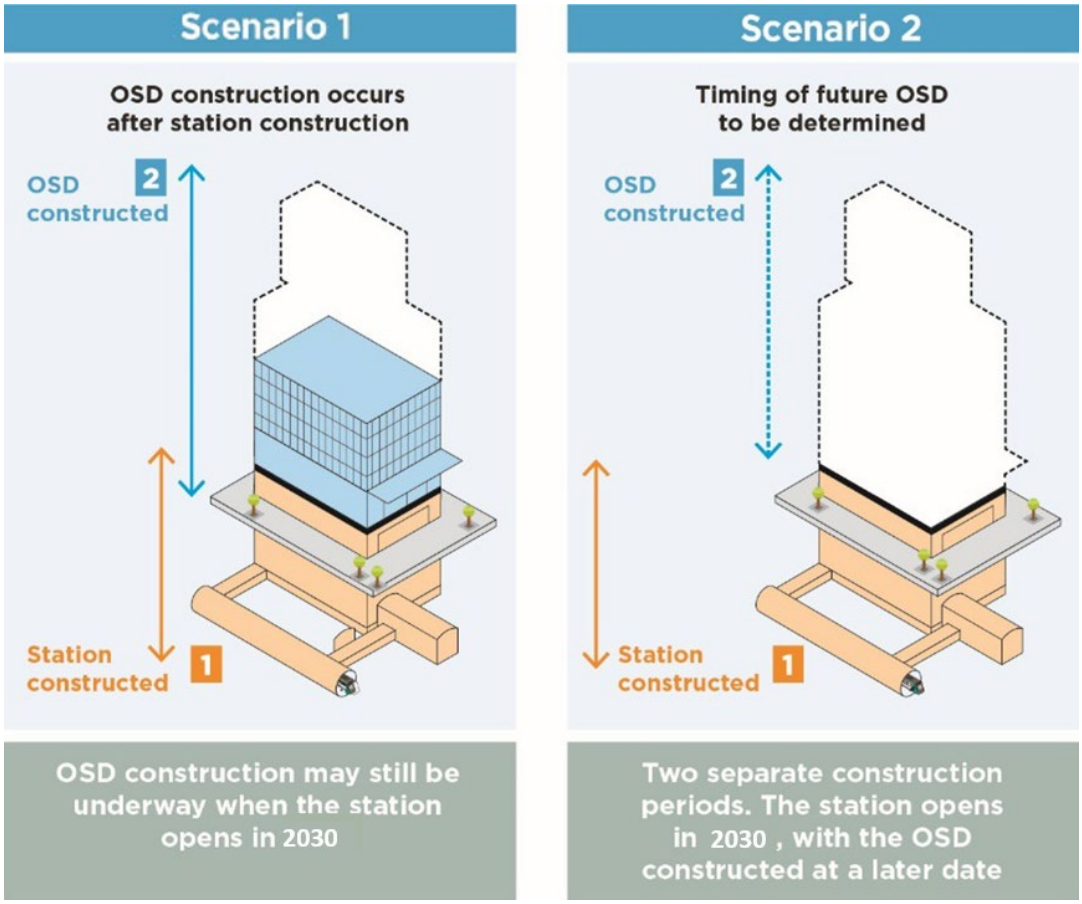

Figure 5-1 Proposed development construction staging scenarios

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.

5.2 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.

5.2.1 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.

5.2.2 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	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 beput in place to manage pedestrians on all three 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. Preparation of a site-specific Pedestrian Management Plan may also be required at future Detailed SSDA.
Impacts on metro customers	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. The CTMF will need to consider strategies of maintaining the operation of the Metro station
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.

Potential impacts	Preliminary mitigation measure – Scenario 1 & 2
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 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

Time of day	Peak [1]		Off-Peak [2]		Evening [3]		Night [4]	
Vehicle type	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy
Station	6	6	12	12	4	6	2	2
OSD	3	3	6	6	2	3	-	-
Total	9	9	18	24	6	9	2	2

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 largest number of vehicle movements (access and departure) is 18 light vehicles and 24 heavy vehicle movements in the off-peak periods during the construction of both the proposed development and station.

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 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 Metro		With Metro + SSD		Without Metro		With Metro + 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, may 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 18 light and 24 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 active transport

Cycling

During construction of the proposed development no road closures are expected, and cyclist access on Hunter Street, O'Connell Street and Bligh Street would be maintained. Whilst these roads have no dedicated cycling infrastructure, they are low speed environments and are likely to be used by cyclists comfortable with sharing road space with vehicles.

Cyclists in the vicinity of the 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 O'Connell Street and Bligh Street to be closed during station construction only and not OSD delivery. During the duration that this link is closed, pedestrians would be directed to the Hunter Street footpath.

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.

6.1.3 Impact on parking and property access

Other than minor impact with closures of some on-street parking spaces on the eastern shoulder of O'Connell Street, there is no impact on parking during construction under any of the scenarios. The location and number of those spaces would be determined at a later stage.

Existing AM peak clearway parking restrictions on the northern shoulder of Hunter Street between Pitt Street and Bligh Street are to be expanded to include parking restrictions in the PM peak.

There will be no impact on property access during the construction of the proposed OSD development.

6.1.4 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. TfNSW and CoS will communicate the access implications associated with the pedestrianisation of Hunter Street to the various emergency services agencies. 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 relevant authorities is to be undertaken.

Relevant services will be notified of the works as part of the CTMP approval process of the final routes. Access to the site may also be made available for emergency vehicle access if required.

The construction activities must not impact station emergency egress.

6.1.5 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 West
- 2 Chifley Square
- 4-6 Bligh Street
- 15-25 Hunter St 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.

Construction traffic modelling 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 integrated station development package. 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 CTMF are those that will apply to Hunter Street Station and 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 both staging scenarios.