

PROJECT MANAGEMENT PLAN

Burwood North Station Construction Traffic Management Plan

Sydney Metro - West

Stations Package West

SMWSTSPW-GEA-BWT-PM-PLN-000001

Revision 01

Gamuda

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DOCUMENT CONTROL

The current document version number and date of revision are shown in the document footer. All changes made to the Management Plan during its implementation on a live project are to be recorded in the amendment tables below.

Revision History

Revision	Date	Description of changes	Prepared by	Approved by
00	05/06/2026	First Issue	Wendy Zheng	
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Abbreviations and Acronyms

Acronyms/Abbreviations	Meaning
AV	Articulated Vehicle
B99	Austroads Design Vehicle
BC	Burwood Council
CCBC	City of Canada Bay Council
CEMP	Construction Environmental Management Plan
CoA	Conditions of Approval
CSSI	Critical State Significant Infrastructure
CTMP	Construction Traffic Management Plan
EIS	Environmental Impact Statement
EPL	Environmental Protection Licence
FDK	Five Dock Station
HRV	Heavy Rigid Vehicle
HV	Heavy Vehicle
LV	Light Vehicle
MEP	Mechanical, Electrical and Plumbing
NHVR	National Heavy Vehicle Regulator
OP	TfNSW Operations Planning
OSOM	Oversize and/or Overmass
PMP	Pedestrian Movement Plan
ROL	Road Occupancy Licence
RSA	Road Safety Audit
RUM	Road User Movement

SPW	Stations Package West
SRV	Small Rigid Vehicle
SSI	State Significant Infrastructure
SZA	Speed Zone Authorisation
TCAWS	Traffic Control at Work Sites
TC	Traffic Controller
TfNSW	Transport for New South Wales
TGS	Traffic Guidance Scheme
UHF	Ultra High Frequency
veh/hr	Vehicle movements per hour, 1 vehicle in and out = 2 movements
VMS	Variable Message Sign
VRU	Vulnerable Road User
CPAS	Construction Parking and Access Strategy
CTP	Central Tunnelling Package
VMP	Vehicle Movement Plan

1 INTRODUCTION

1.1 Purpose

This site-specific Construction Traffic Management Plan (CTMP) applies to construction traffic and transport management associated with the Burwood North Station works being delivered by Gamuda Engineering Pty Ltd for the Sydney Metro West Stations Package West project.

The works are proposed to be delivered across five construction stages, comprising Stage 1: Site Mobilisation, Stage 2: Construction Work of the Main Station Structure, Stage 3: MEP and Vertical Transport Works, Stage 4: Testing, Commissioning and Finishing Works, and Stage 5: Station Precinct Works and Station Handover.

The purpose of this CTMP is to identify the traffic and transport impacts associated with the works and set out the management measures that will be implemented to minimise disruption and maintain safety for road users and stakeholders. This includes motorists, pedestrians, cyclists, public transport customers, local residents, nearby businesses, adjoining properties, utility providers, emergency services, construction workers and other users of the surrounding road network.

This CTMP describes the site-specific approach for managing construction vehicle access, haulage routes, temporary traffic management, pedestrian and cyclist interfaces, public transport interfaces, worker access, parking, truck marshalling, stakeholder notification and monitoring for the works covered by this CTMP. For Burwood North Station, these arrangements are focused on the northern site on Loftus Street, Burwood Road and Parramatta Road and the southern site at Burwood Road.

This CTMP has been prepared to address, and should be read in conjunction with, the relevant requirements of:

- State Significant Infrastructure Approval SSI 22765520 and relevant Conditions of Approval.
- Sydney Metro West planning documentation, including the Environmental Impact Statement, Submissions Report and relevant Revised Environmental Mitigation Measures.
- Sydney Metro Construction Traffic Management Framework.
- Sydney Metro Construction Environmental Management Framework.
- Overarching Construction Traffic Management Plan for Sydney Metro West.
- Construction Parking and Access Strategy for Burwood North.
- Relevant Traffic Guidance Schemes, Vehicle Movement Plans, Pedestrian Movement Plans, swept path assessments and site access arrangements.
- Contractual requirements for the Stations Package West works.
- Applicable legislation, standards, guidelines and road authority requirements.

1.2 Consultation and Approval

Consultation for Burwood site construction traffic arrangements will be undertaken with Sydney Metro, Transport for NSW, City of Canada Bay Council, Burwood Council, bus operators, affected

utility providers, adjacent construction teams including Linewise where relevant, local businesses, residents, schools and other affected landowners. Consultation will occur where a proposed arrangement affects their assets, operations, access, parking, public transport services or active transport connections. Comments, agreed actions and close-out evidence will be recorded in the stakeholder comments register or relevant consultation records.

2 PROJECT OVERVIEW

2.1 Project Scope

The SPW construction works at Burwood North involve the delivery of Burwood North Station and associated station construction activities across two main work areas, comprising the northern site on Loftus Street and Parramatta Road and the southern site at Burwood Road and Parramatta Road.

The Burwood North Station works include:

- Site establishment and preparation of the construction areas.
- Construction of the main station structure.
- Mechanical, electrical and plumbing works and vertical transport works.
- Testing, commissioning and finishing works.
- Station precinct works and station handover.
- Utility connection, adjustment, protection or enabling works, where required.
- Associated construction support activities, including site access, loading, unloading, worker access, worker parking and temporary traffic management.

This CTMP applies to the traffic and transport interfaces associated with the Burwood North Station construction works, including construction vehicle access, haulage routes, site access gates, loading and unloading areas, worker access, worker parking, pedestrian and cyclist interfaces, public transport interfaces, adjoining property and utility access, surrounding local road network impacts and stakeholder notification requirements.

The construction methodology, staging, site access arrangements and traffic management requirements will continue to be reviewed as the program develops. Any material change to construction traffic impacts, access arrangements, haulage routes, worker parking, pedestrian and cyclist interfaces, public transport interfaces or stakeholder impacts will be addressed through updates to this CTMP, the relevant Traffic Guidance Schemes or activity-specific traffic management documentation.

2.2 Project Phasing

The Burwood North Station works are forecast to be undertaken from July 2026 to June 2031. The construction staging, worker numbers, heavy vehicle demand and access requirements will continue to be reviewed as the program develops. The indicative construction phasing is summarised in Table 1.

Table 1: Overview of Burwood North Station Construction Phasing

CONSTRUCTION STAGE	START DATE	END DATE
Stage 1 – Site Mobilisation	July 2026	September 2026
Stage 2 – Construction Work of Main Station Structure	October 2026	July 2028
Stage 3 – MEP and Vertical Transport Works	February 2028	December 2028
Stage 4 – Testing & Commissioning and Finishing Works	January 2029	January 2030

Stage 5 – Station Precinct Works and Station Handover February 2030 June 2031

3 LEGAL AND OTHER REQUIREMENTS

The TfNSW Roads Interface Agreement for the Five Dock works under SSI 22765520, together with the City of Canada Bay Council Third Party Agreement, establishes the key road, public domain, access and third-party interface requirements relevant to the site.

Relevant requirements from these instruments have been incorporated into this CTMP and the approval pathways in Section 8. Any additional third-party agreement affecting traffic, access, parking or public-domain works will be reviewed and incorporated before the relevant activity is implemented.

4 EXISTING ENVIRONMENT

4.1 Site Location



Figure 1: Site Location

The Burwood North Station construction site is located to the north of the Burwood town centre. The works are located across two main works areas, comprising the northern site on the northern frontage of Parramatta Road and the southern site on the southern side of Parramatta Road, as shown in Figure 1.

4.2 Road Network



Figure 2: Road Hierarchy

The surrounding road hierarchy is shown in Figure 2, with the key roads surrounding the site summarised in Table 2. These roads provide the primary local and sub-arterial connections to the site and form the basis of vehicle access arrangements during construction. They also form the basis of construction vehicle access, haulage and temporary traffic management arrangements during the works.

Table 2: Road Network

Road Name	Section	Speed Limit	Parking	Road Classification
Patterson Street / Gipps Street	Concord Road to Loftus Street	60km/hr	Yes	State
Loftus Street	Gipps Street to Parramatta Road	50km/hr	Yes	Local
Burton Street	Loftus Street to Burwood Road	50km/hr	Yes	Local
Parramatta Road (Great Western Hwy)	Loftus Street to Wentworth Road	60km/hr	No	State

Burwood Road	Gipps Street to Milton Street	50km/hr	Yes	Regional / Local
Shaftesbury Road	Parramatta Road to Milton Street	50km/hr	Yes	Local
Milton Street	Shaftesbury Road to Burwood Road	50km/hr	Yes	Local

The surrounding road network provides the primary access routes to the Burwood North Station northern and southern construction sites. Construction vehicle movements will be managed through approved haulage routes, delivery scheduling, gate controls and UHF call-up procedures to minimise queuing and avoid unnecessary disruption to the surrounding road network.

4.3 Vulnerable Road Users

Vulnerable road users include pedestrians, cyclists, public transport customers and workers walking between parking areas, site offices and active work areas. These users have limited protection in the event of a crash and require specific consideration in the planning and implementation of construction traffic management measures.

Vulnerable road user facilities and public transport interfaces on roads surrounding the site are summarised in Table 3.

Table 3: Vulnerable Road Users

ROAD NAME	PEDESTRIAN	CYCLING	PUBLIC TRANSPORT
Gipps Street	Yes, both sides of Gipps Street.	On-road cycle markings are present at the Loftus Street and Gipps Street intersection and along sections of Gipps Street. Cyclists otherwise share the traffic lane with general traffic.	No scheduled public bus stops on the site frontage. School bus services may operate in the surrounding area.
Loftus Street	Yes, both sides of Loftus Street.	No separated cycle path or shared path is provided. Cyclists share the traffic lane with general traffic.	No scheduled public bus stops on the site frontage.
Burton Street	Yes, both sides of Burton Street.	No separated cycle path or shared path is provided. Cyclists share the traffic lane with general traffic.	No scheduled public bus stops on the site frontage.

Parramatta Road	Yes, both sides of Parramatta Road. Eastbound between Grantham Street and Neich Parade is a shared use path.	Shared path between Grantham Street and Neich Parade. Cyclists otherwise share the traffic lane or use available shared path sections.	Yes. Parramatta Road operates as a key public transport corridor near the site.
Burwood Road	Yes, both sides of Burwood Road.	No separated cycle path or shared path is provided near the site frontage. Cyclists share the traffic lane with general traffic.	Yes. Bus stops are located near the site, including stops serving routes 410, 464 and 466.
Shaftesbury Road	Yes, both sides of Shaftesbury Road.	No separated cycle path or shared path is provided. Cyclists share the traffic lane with general traffic.	No scheduled public bus stops on the site frontage.
Milton Street	Yes, both sides of Milton Street.	No separated cycle path or shared path is provided. Cyclists share the traffic lane with general traffic.	No scheduled public bus stops on the site frontage.
Patterson Street	Yes, both sides of Patterson Street.	Yes, On-road cycle markings are present on Patterson Street.	No scheduled public bus stops on the site frontage.

Active transport access will be managed through site induction, access controls, driver briefings, traffic controller support and appropriate signage to maintain safe separation between workers, pedestrians, cyclists and construction vehicles.

4.4 Public Transport

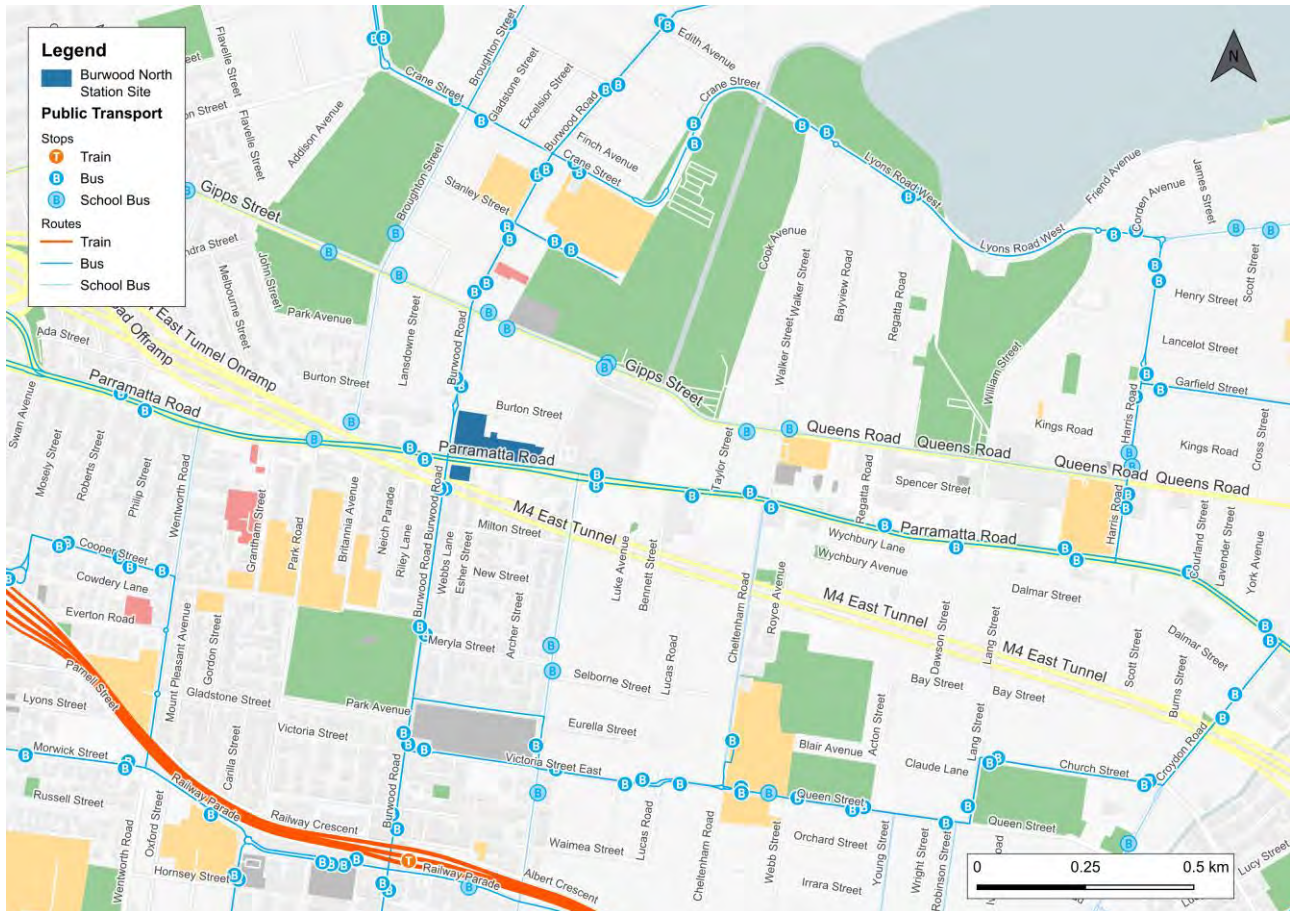


Figure 3: Public Transport Surrounding the Site

Public transport services surrounding the site are shown in Figure 3 and are available on the surrounding road network, including Parramatta Road and Burwood Road. These services provide connections between the Site and Burwood, Ashfield, Chatswood, Macquarie Park, Hurstville, the Sydney CBD and surrounding inner west suburbs.

4.4.1 Bus

Key bus service details for services within approximately 400 metres of the Burwood North Station site are provided in

Table 4. The availability of surrounding bus services complements the project parking and access strategy by providing an alternative access mode for construction workers and reducing demand for local parking.

There are school bus services that operate along Parramatta Road, Burwood Road and Gipps Street. However, no bus stops are located along both site location's frontages.

Table 4: Existing Bus Services

ROUTE	DIRECTION	AM FREQUENCY (7:00 – 9:00AM)	AM AVERAGE WAIT	PM FREQUENCY (4:30 – 6:30PM)	PM AVERAGE WAIT
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410	Concord Hospital	0 Services	N/A	1 Service	120 Minutes
	Ryde Shops	0 Services	N/A	1 Service	120 Minutes
	Macquarie Park	12 Services	10 Minutes	9 Services	13 Minutes
	Hurstville	11 Services	11 Minutes	11 Services	11 Minutes
415	Strathfield	1 Service	120 Minutes		
	Campsie	4 Services	30 Minutes	4 Services	30 Minutes
	Five Dock Shops	1 Service	120 Minutes	0 Services	N/A
	Chiswick	3 Services	40 Minutes	4 Services	30 Minutes
461X	Burwood	8 Services	15 Minutes	13 Services	9 Minutes
	Hyde Park			2 Services	60 Minutes
	City Domain	11 Services	11 Minutes	8 Services	15 Minutes
464	Mortlake	9 Services	13 Minutes	12 Services	10 Minutes
	Burwood			2 Services	60 Minutes
	Ashfield	12 Services	10 Minutes	10 Services	12 Minutes
530	Burwood	4 Services	30 Minutes	6 Services	20 Minutes
	Chatswood	5 Services	24 Minutes	5 Services	24 Minutes
568s	Rosebank College	2 Services	60 Minutes	0 Services	N/A
575s	Rosebank College	1 Service	120 Minutes	0 Services	N/A
577s	St Patrick's Strathfield	1 Service	120 Minutes	0 Services	N/A
593s	St Patrick's Strathfield	1 Service	120 Minutes	0 Services	N/A
665s	Domremy College	1 Service	120 Minutes	0 Services	N/A
674s	Domremy College	2 Services	60 Minutes	0 Services	N/A

4.4.2 Train

Rail services can be accessed from Burwood Station, located within a 15 minute walk to the Site. T2 Leppington & Inner West, T3 Liverpool & Inner West, and T9 Northern Line train services are available at Burwood Station, providing connectivity between the Site and the Sydney CBD, Parramatta, Hornsby and the Inner West. Burwood Station can also be reached by taking bus routes 410, 415, 461X, 464, 466 and 530 from the Burwood Rd before/at Parramatta Rd bus stop located just south of the Southern Site.

Existing rail service frequencies are summarised in Table 5.

Table 5: Existing Train Services

ROUTE	DIRECTION	AM FREQUENCY (6:00 AM – 8:00AM)	AM AVERAGE WAIT	PM FREQUENCY (3:00 – 5:00PM)	PM AVERAGE WAIT
T2 Leppington & Inner West Line	City Circle	20 services	6 minutes	16 services	8 minutes
	Homebush	1 service	120 minutes	0 Services	N/A
	Parramatta	8 services	15 minutes	8 services	15 Minutes
	Leppington	8 services	15 minutes	13 services	9 minutes
T3 Liverpool & Inner West Line	City Circle	8 services	15 minutes	4 services	30 minutes
	Liverpool	7 services	17 minutes	8 services	15 minutes
T9 Northern Line	Central	7 services	17 minutes	8 services	15 minutes
	Gordon	2 services	60 minutes	8 services	15 minutes
	Eastwood	1 service	120 minutes	0 Services	N/A
	Epping	3 services	40 minutes	0 Services	N/A
	Hornsby	8 services	15 minutes	8 services	15 minutes

4.5 Active Transport



Figure 4: Bicycle Network Surrounding the Site

The surrounding bicycle network is shown in Figure 4. Overall, cycling infrastructure in the area is limited, with most routes being general traffic lanes where cyclists share the road with other vehicles. There are disconnected sections of shared paths along Parramatta Road near the site, particularly between Grantham Street and Broughton Street. These sections connect with the broader shared path network on Broughton Street and Queen Elizabeth Park, providing access towards Canada Bay.

Pedestrian access is also supported by footpaths along Parramatta Road, Burwood Road and surrounding streets. These links provide important access for workers, public transport customers, nearby businesses, recreational users and people moving between Burwood North, Concord, Burwood and the surrounding precinct. Signalised pedestrian crossings at the Parramatta Road / Burwood Road intersection and the Parramatta Road / Shaftesbury Road intersection provide safe crossing opportunities across Parramatta Road. Additionally, there is a pedestrian refuge island on Loftus Street near Parramatta Road to allow pedestrians to find suitable gaps in traffic and cross Loftus Road in two stages.

4.6 Adjacent land uses and interfaces

The Burwood North Station site interfaces with adjacent Sydney Metro works, nearby construction activities, public transport corridors, residences, local businesses, road authority assets and recreational walking and cycling routes.

Access for adjoining properties, local businesses, residents, pedestrians, cyclists, public transport customers, utility providers, emergency services and construction vehicles will be considered during work planning. Where works may affect these interfaces, the relevant stakeholders will be consulted and appropriate traffic management measures will be confirmed before implementation.

Construction activities will be managed to maintain safe and reasonable access to surrounding properties and businesses where practicable. Any temporary changes to access, parking, pedestrian routes, bus stop access or frontage conditions will be managed through the relevant Traffic Guidance Schemes, stakeholder consultation and community notification processes.

5 GENERAL CONSTRUCTION DETAILS

5.1 Overview of Construction Activities

The works covered by this CTMP relate to the construction of Burwood North Station as part of the Sydney Metro West Stations Package West project. The works will be delivered progressively across five construction stages and will generate traffic associated with worker access, material deliveries, plant movements, temporary works, loading activities, waste removal where required and temporary traffic management.

The key construction activities expected to generate traffic and access requirements include:

- Site mobilisation, establishment and adjustment of site facilities.
- Establishment and modification of site offices, amenities, laydown areas, storage areas and construction support areas.
- Installation and modification of hoarding, fencing, gates, access controls, barriers, signage and temporary works.
- Modification of kerb and gutter to layback on Parramatta Road associated with the modified exit gate location.
- Delivery and removal of construction plant, equipment, materials and temporary works.
- Establishment and operation of internal vehicle circulation routes, loading areas and unloading areas.
- Construction of the main station structure.
- Concrete pours, reinforcement deliveries, formwork deliveries and general construction material deliveries associated with station construction.
- MEP and vertical transport works.
- Testing, commissioning, finishing works, station precinct works and station handover activities.
- Craneage, lifting activities and delivery of large plant or prefabricated elements, where required.
- Utility connection, adjustment, protection or enabling works, where required.
- Waste removal and general construction logistics associated with the Burwood North Station works.
- Traffic control, gate management, truck marshalling and pedestrian management associated with construction access and egress.

The traffic and transport requirements associated with these activities will include light vehicle access, heavy vehicle deliveries, worker access, worker parking, truck marshalling, loading and unloading, crane and plant access, pedestrian movements, internal circulation and temporary traffic management.

The construction methodology and staging will continue to be reviewed as the program develops. Any material change to construction traffic impacts, access arrangements, haulage routes, worker parking or temporary traffic management will be addressed through updates to this CTMP, the relevant Traffic Guidance Schemes or activity-specific traffic management documentation.

5.2 Site Layout and Internal Circulation

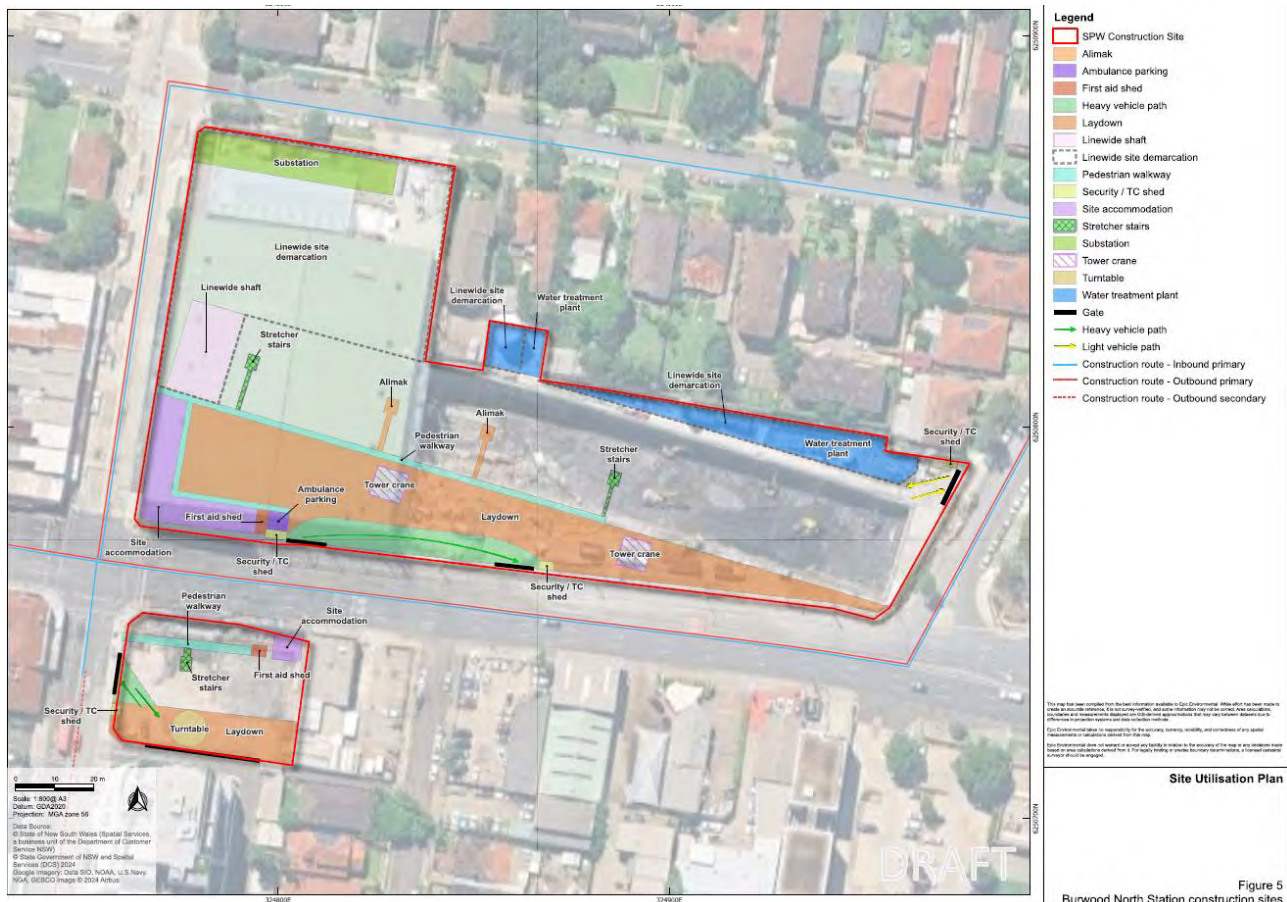


Figure 5: BWT Site Layout

The SPW Burwood North construction site contains the following key features as shown in Figure 5 and the A3 layout in Appendix A:

A station box is located in the northern portion of the site only, a pedestrian only sized tunnel connects both sides of the site underneath Parramatta Road and the pedestrian tunnel opening is located in the southern portion of the site

Northern Site:

- The existing site entry gate on Parramatta Road will continue to be utilised.
- The existing site exit gate on Parramatta Road will be relocated to the west to accommodate tower crane 2 location.
- The existing site access gates on Loftus Street and Burton Street will continue to be utilised.
- Site amenities will be established south of the station box in the south-west corner.
- Laydown will be established south of the station box on either side of the tower cranes.
- A covered pedestrian walkway in the southern side will connect the site amenities to the station box and continue along the station box.
- Two tower cranes will be mobilised in the southern side of the station box.
- Hardstand accessible through Burton Street gate will be used for light vehicle parking (up to 10 LVs), materials storage and concrete pumping through a small static concrete pump prior to Linewide possession of this area.

Southern Site:

- The existing site access gate on Burwood Road will continue to be utilised.
- The existing site access gate on Parramatta Road will be closed to vehicular access.
- Site amenities will be established at the northern side of the site.
- A covered walkway will connect the site amenities to the existing pedestrian turnstile on Burwood Road.
- Limited laydown will be located south of the pedestrian tunnel opening.
- A mobile crane will be mobilised in the southern side of the pedestrian tunnel opening adjacent to the existing turntable.
- The existing turntable will continue to be utilised.



Figure 6: BWT Linewide Access Staging

SPW will hand over possession of the areas north of the station box to the Linewide contractors after May 2027.

5.3 Construction Hours

Construction works will be undertaken in accordance with the applicable Conditions of Approval and any other project-specific approvals. Standard construction hours are outlined in Table 6.

Table 6: Construction Hours

ACTIVITY	DAY	TIME
Construction Works	Monday to Friday	7:00 am to 6:00 pm
	Saturday	8:00 am to 6:00 pm
	Sunday or public holidays	At no time

Where work is required outside standard construction hours, the relevant approval pathway will be followed and any associated traffic impacts will be assessed and managed through the applicable Traffic Guidance Schemes, Road Occupancy Licences, permits and stakeholder notifications.

Out-of-hours traffic management and notification requirements will be managed in accordance with the relevant CSSI Conditions of Approval, Environment Protection Licence requirements where applicable, Sydney Metro requirements and project notification procedures.

5.4 Site Access

SPW will continue to use the site access gates established by the tunnelling package, as shown in Figure 7.

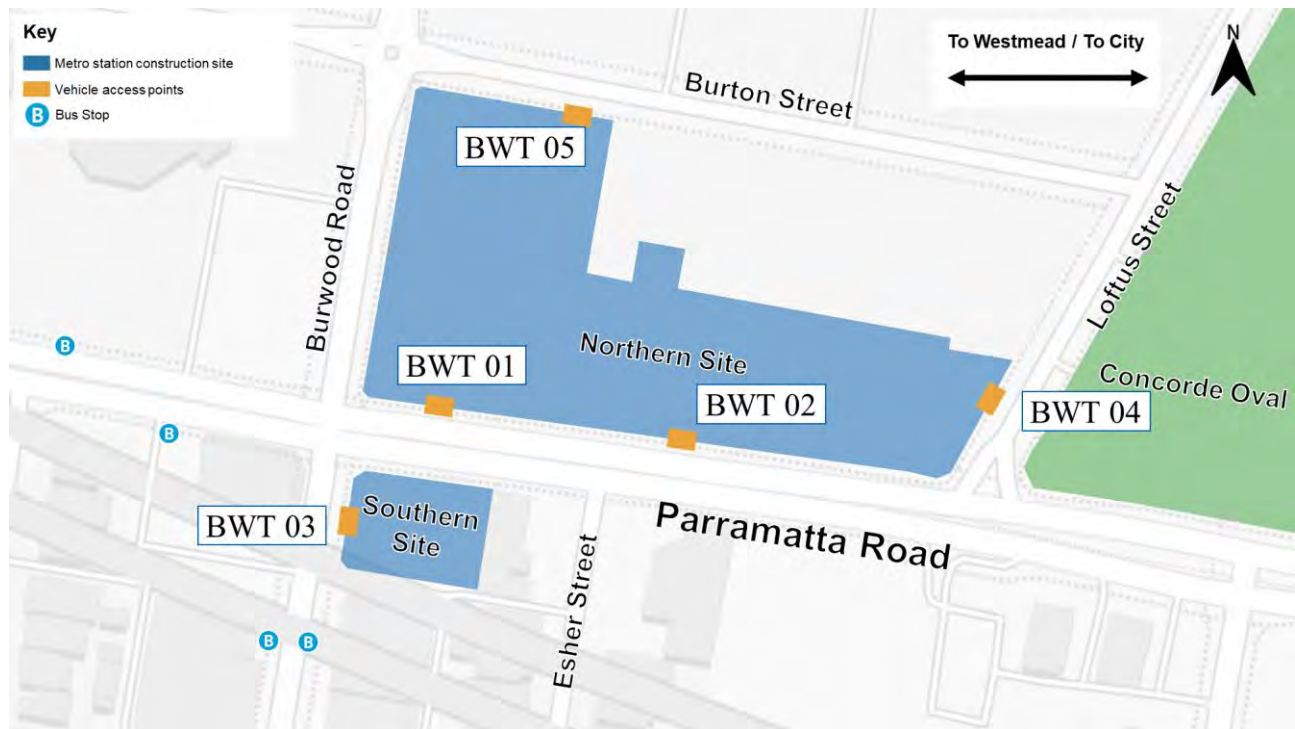


Figure 7: BWT Site Access Gates

All vehicles will enter and exit the construction sites in a forward direction and operate in accordance with the arrangements in Table 7.

Table 7: Site Access and Egress Arrangements

GATE NUMBER	EXISTING OR NEW GATE	SITE ACCESS TO	ACCESS AND EGRESS MOVEMENTS	LARGEST VEHICLE TYPE
BWT 01	Existing	Laydown and site amenities	Left in only from Parramatta Road	19m AV, OSOM vehicle for tower crane erection
BWT 02	Existing (modified)	Laydown and site amenities	Left out only from Parramatta Road	19m AV, OSOM vehicle for tower crane erection
BWT 03	Existing	Southern site	Left in, left out from Burwood Road	8.8m MRV
BWT 04	Existing	Linewide assets	Left in, left out from Loftus Street	5.2m B99

BWT 05	Existing	Linewide assets and temporary car parking	Left in, left out from Burton Street	10.5m truck, up to 19m AV under traffic control only
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No internal vehicular access is available between the northern and southern sites.

Gates BWT 01 and BWT 02 open directly onto Parramatta Road. Vehicles will enter via BWT 01 and exit via BWT 02. Due to the proposed tower crane 2 location, BWT 02 will be relocated to the west of the existing gate as part of site establishment works.

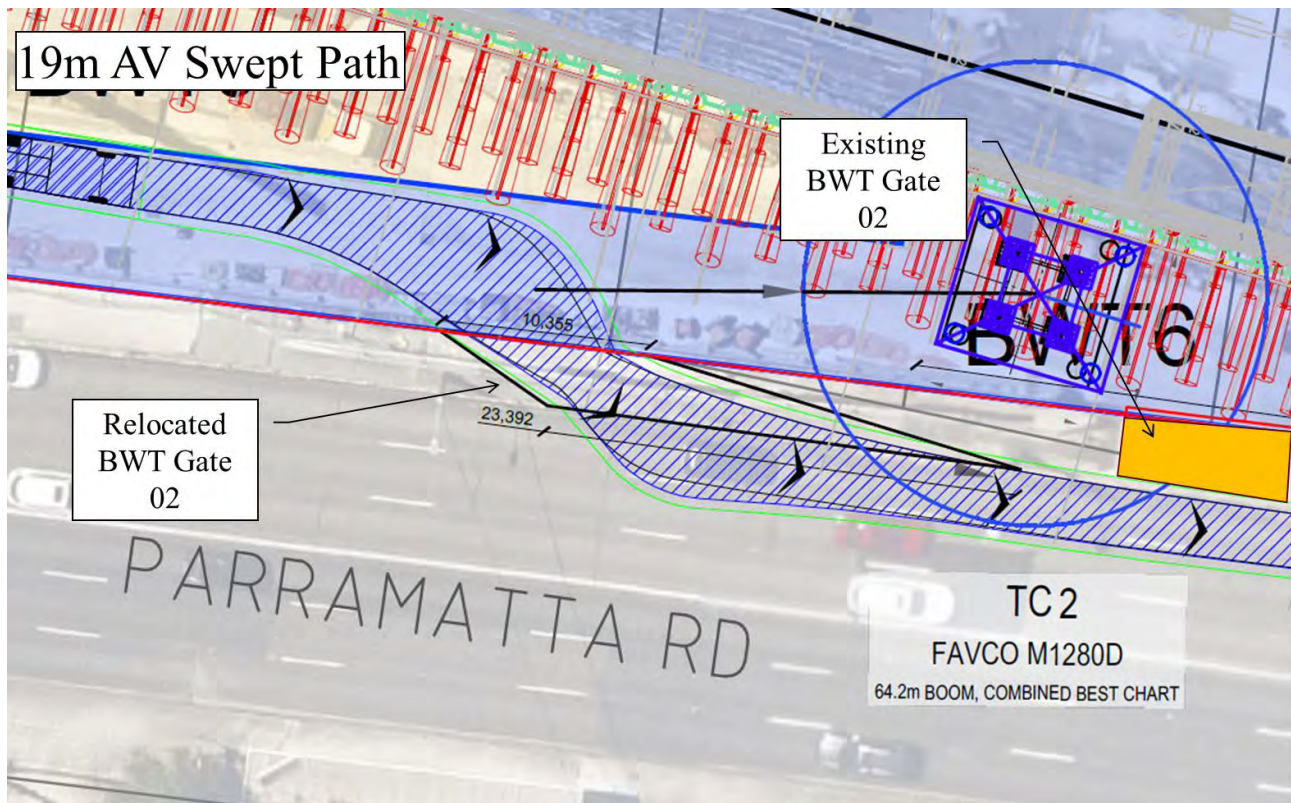


Figure 8: BWT Gate 02 Relocation

As shown in Figure 8, BWT 02 will be relocated to the west of the existing gate, with a proposed 11 m wide opening in the hoarding and approximately 24 m of the existing kerb and gutter on Parramatta Road modified to form a layback.

Discussions and approval processes associated with the gate relocation and kerb modification along Parramatta Road will be carried out with the relevant road authorities and stakeholders. These approvals will progress in parallel with the detailed design and construction planning process. Detailed design for the kerb modification will be submitted to TfNSW and City of Canada Bay Council separately from this CTMP.

Gate operation, delivery booking, traffic controller support and UHF call-up procedures will be implemented to ensure vehicles accessing the site do not queue back into the Parramatta Road / Burwood Road intersection.

BWT 01 and 02 have been designed to accommodate 19m AVs to enter and exit from the kerbside lane on Parramatta Road without the need to manage traffic on Parramatta Road.

Due to site constraints BWT 03 cannot be modified and can accommodate vehicles up to 8.8m MRVs accessing the site and turning around using the the existing turntable. Vehicles entering southern site via this gate can drive in from the kerbside lane on Burwood Road. However, due to the angle of the gate, the exiting vehicle will exit directly into the centre lane on Burwood Road as shown in Figure 9.

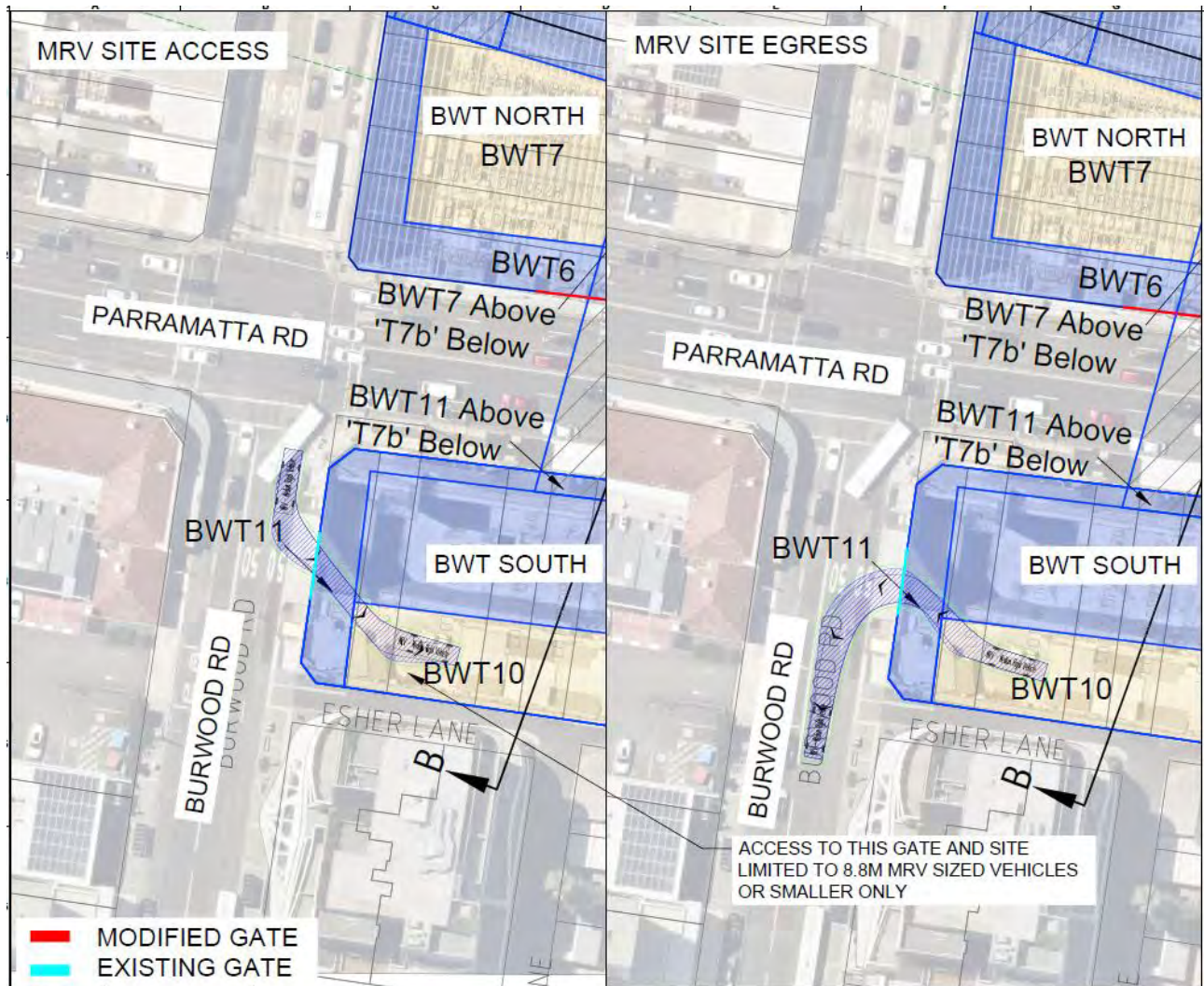


Figure 9: BWT 03 Entry Exit Swept Path

Given the proximity of BWT 03 to the signalised intersection at Parramatta Road / Burwood Road and the start of the parking lane south of Esher Lane, a spotter will be utilised at BWT 03 to ensure the road is clear before allowing exiting vehicles to drive out onto Burwood Road. The spotter will be instructed to stop exiting vehicles on the driveway with collapsible gates extended to manage pedestrians if required before then moving to the intersection to ensure there are no vehicles turning left from Parramatta Road before allowing vehicles to exit.

SPW does not require access through gate BWT 04 by vehicles larger than a B99 car. This gate will be closed at all times when not in use.

Traffic control will be provided at the intersection of Burton Street and Loftus Street if SPW requires vehicles larger than a 10.5m rigid vehicle through this intersection per the TGS provided in Appendix F.

When operating all Burwood North site access gates will be managed by accredited traffic controllers aided by collapsible pedestrian barriers and diagrams for each gate can be found in Appendix B. The gates will remain open at all times on days when deliveries are scheduled to avoid construction vehicles queuing on road.

5.5 Truck Routes

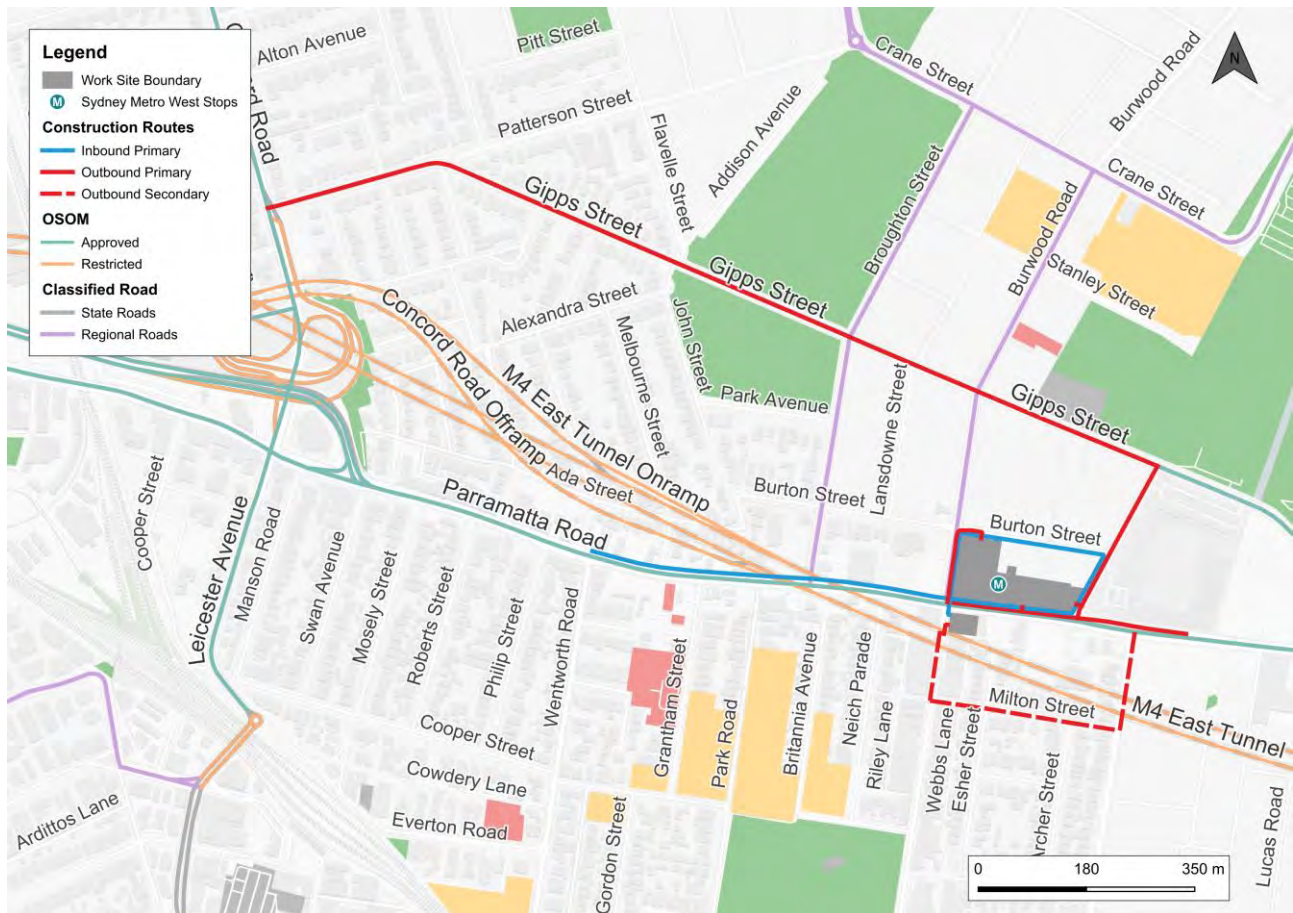


Figure 10: Approved Heavy Vehicle Routes

The designated access routes to be used by construction vehicles are detailed below and shown in Figure 10 as consistent with those access routes shown in the Environmental Impact Assessment (EIS):

North Site Inbound Route: Parramatta Road or Loftus Street or Loftus Street via Burton Street

North Site Outbound Route: Parramatta Road, or Loftus Street, Burton Street, Burwood Road, Gipps Street/Patterson Street, Concord Road and Parramatta Road where approved for the relevant vehicle type and activity. SPW is aware of the 3t limitation on parts of Gipps Street and will only use this route in accordance with the relevant approval pathway.

South Site Inbound Route: Parramatta Road, Burwood Road

South Site Outbound Route: Burwood Road, Milton Street, Shaftesbury Road and Parramatta Road

The approved routes will also be identified in the relevant Traffic Guidance Schemes, the Vehicle Movement Plan included in Appendix C and driver induction material.

The approved routes are intended to minimise impacts on local streets and sensitive receivers, manage movements on roads suitable for heavy vehicles, maintain safe interaction with vulnerable road users and reduce the likelihood of queuing or circulating through residential areas. Any change to approved haulage routes will be reviewed and approved through the relevant process before implementation.

No truck marshalling area is proposed for this phase of works. Deliveries will be booked and managed through the project delivery management system. The system can cap the number of deliveries per site and per laydown area and will be used to manage the number of delivery bookings accepted for each time period, having regard to site capacity, laydown capacity, gate availability and hourly vehicle movement limits.

Where the booking cap for a nominated time period, site or laydown area has been reached, additional deliveries will not be accepted for that period and will be rescheduled.

Dedicated UHF call-up locations will be nominated on Parramatta Road, approximately 100 m east or west of the site, as shown in Figure 11 and Figure 12. Delivery drivers will contact the site from the nominated call-up location before proceeding to the relevant access gate or delivery area.

Where sufficient space is available on site, the driver will be instructed to proceed to the nominated access gate. Where the site or laydown area cannot receive the vehicle, the driver will be instructed to use the designated loop route via Loftus Street / Burwood Road, Gipps Street, Concord Road and Parramatta Road until advised that the site is ready to receive the vehicle. This arrangement will assist in managing delivery arrivals, maintaining internal circulation and avoiding vehicle waiting or queuing on the surrounding road network.

Drivers will be permitted to complete one loop. If the site is not ready after one loop, the vehicle will be turned away and the delivery will be rescheduled through the delivery management system rather than waiting or queuing on the local road network.

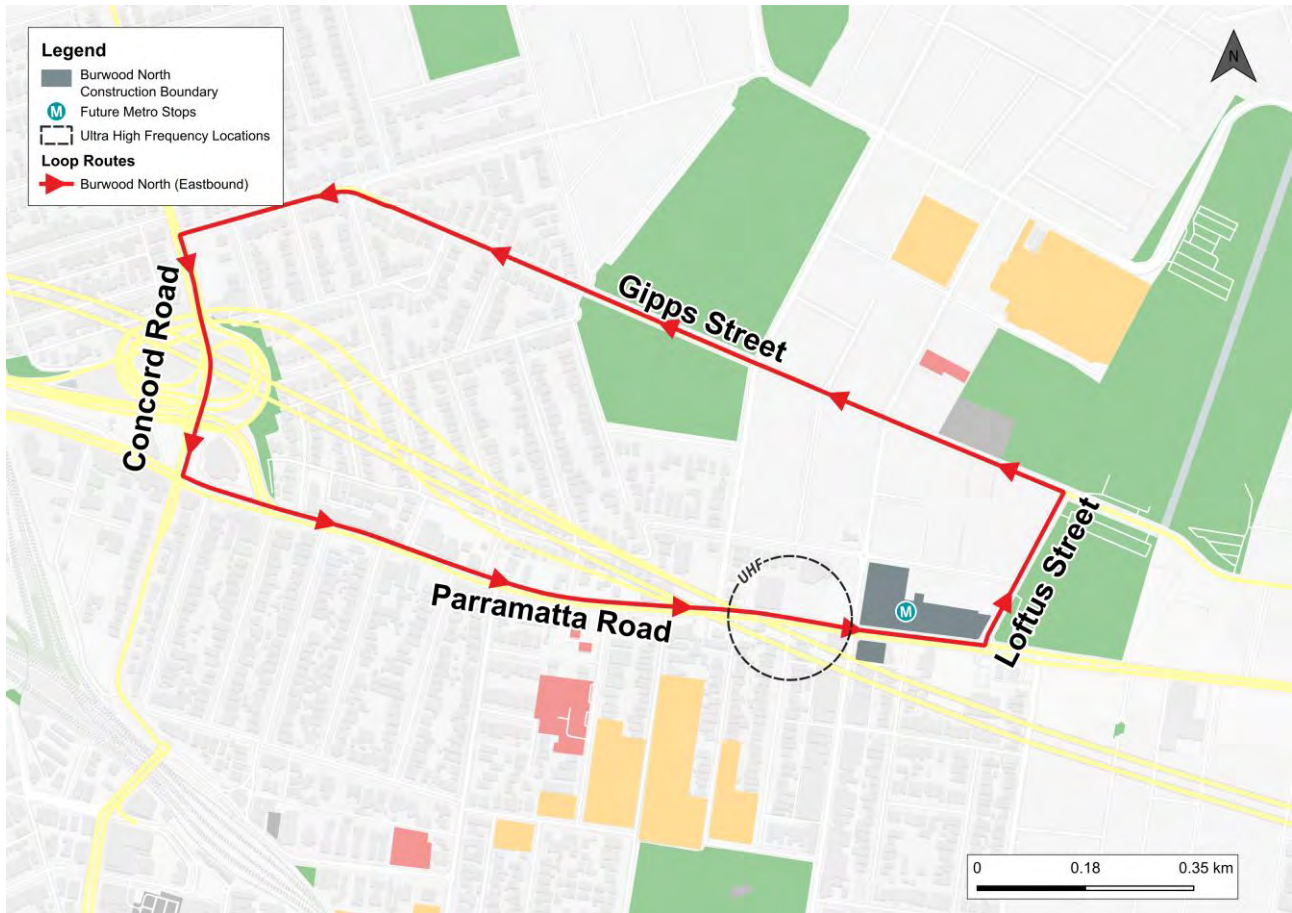


Figure 11: Delivery Vehicle Call Up Location and Eastbound Loop Route

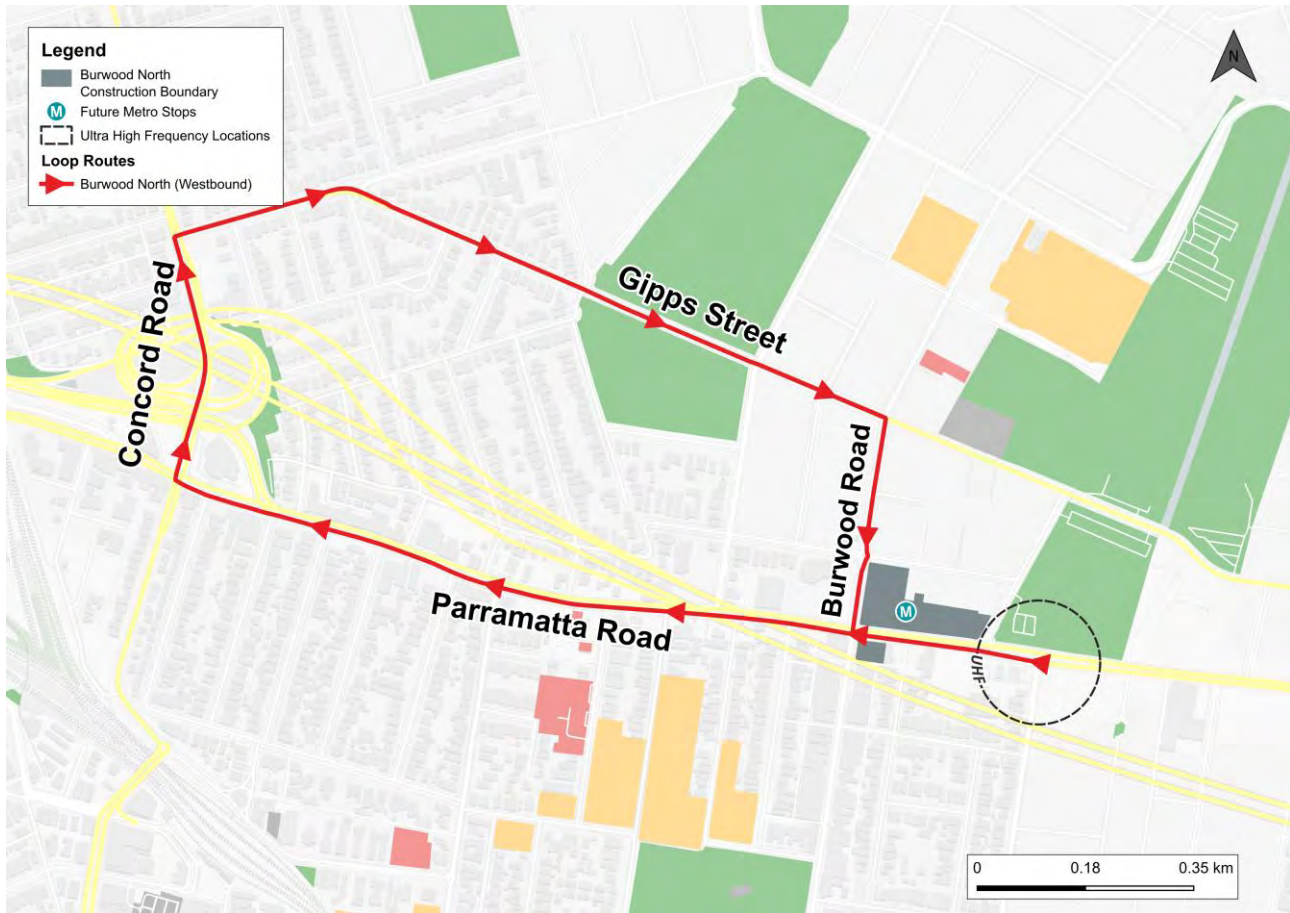


Figure 12: Delivery Vehicle Call Up Location and Westbound Loop Route

5.6 Real Time Monitoring

All heavy vehicles used for spoil haulage will be monitored in real time using GPS tracking, telematics or an equivalent system in accordance with Conditions E106 and E108(e). Monitoring will record vehicle location, compliance with the nominated haulage routes and speed behaviour. Monitoring records will be retained in accordance with project requirements and made available to the relevant authority where required.

Monitoring records will be retained in accordance with project requirements and made available to the relevant authority where required. Monitoring will be used to:

- Confirm that vehicles are using approved haulage routes.
- Identify potential route deviations or unauthorised use of local roads.
- Monitor speed compliance and driver behaviour.
- Identify queuing, idling or access constraints near the site.
- Support investigation of complaints, incidents or stakeholder feedback.
- Inform updates to driver briefings, haulage routes, access controls or delivery scheduling.
- Where non-compliance is identified, corrective actions may include driver re-briefing, delivery booking restrictions, subcontractor notification, route reinforcement, increased gate control or other measures required by the project.

- Repeated or material non-compliances will be reviewed through the project corrective action process and may trigger updates to haulage routes, delivery booking controls, driver briefings, TGSs, VMPs or this CTMP.

Where non-compliance is identified, corrective actions may include driver re-briefing, delivery booking restrictions, subcontractor notification, route reinforcement, increased gate control or other measures required by the project.

Repeated or material non-compliances will be reviewed through the project corrective action process and may trigger updates to haulage routes, delivery booking controls, driver briefings, TGSs, VMPs or this CTMP.

6 CONSTRUCTION TRAFFIC IMPACT MANAGEMENT

6.1 General Traffic Management Approach

Construction traffic impacts will be managed through a combination of planning, staging, approved access routes, Traffic Guidance Schemes, Vehicle Movement Plans, site induction, delivery booking, traffic controller support, community notification, stakeholder coordination and monitoring.

The following general measures will be implemented where relevant:

- Schedule deliveries to minimise unnecessary concentration of heavy vehicles at site gates and on the surrounding road network.
- Use approved haulage routes and site access points.
- Manage entry and exit movements in a forward direction where feasible.
- Provide traffic controllers or gatekeepers where required by approved TGSs or site risk assessments.
- Maintain safe, clear and accessible pedestrian and cyclist routes where practicable.
- Maintain access to adjacent properties, businesses, utilities and emergency services.
- Monitor traffic, access, parking and stakeholder issues and implement corrective actions where required.

The VMP, PMP and swept path assessments included in Appendix C, Appendix D and Appendix E respectively support the implementation of these measures by identifying the proposed vehicle paths, pedestrian routes and design vehicle access requirements.

Construction vehicle movements will also be managed to remain within the relevant traffic volumes assessed in the EIS, unless otherwise approved.

6.2 Construction Vehicle Movements

The forecast construction vehicle movements for the works covered by this CTMP have been developed based on the current construction program, expected work activities, delivery requirements and staging assumptions. The forecast demand will be reviewed as the construction methodology, program and delivery strategy are refined.

The SPW construction works at Burwood North Station are expected to generate the light and heavy vehicle movements, including arrivals and departures, per typical day as shown in Table 8.

Table 8: Forecast Daily SPW Heavy and Light Vehicle Movements in Comparison to EIS

CONSTRUCTION PHASE	LIGHT VEHICLES	HEAVY VEHICLES
BURWOOD NORTH (NORTH)		
EIS Limit Phase 1 – Site Establishment	194	180
SPW Forecast Phase 1 – Site Establishment	76	88
EIS Limit Phase 2 – Station Construction and Fit-out	360	320
SPW Forecast Phase 2 – Station Construction and Fit-out	138	190
EIS Limit Phase 3 – Aboveground Station Buildings and Precinct	222	152

SPW Forecast Phase 3 – Aboveground Station Buildings and Precinct	76	82
BURWOOD NORTH (SOUTH)		
EIS Limit Phase 1 – Site Establishment	116	104
SPW Forecast Phase 1 – Site Establishment	76	44
EIS Limit Phase 2 – Station Construction and Fit-out	168	168
SPW Forecast Phase 2 – Station Construction and Fit-out	98	110
EIS Limit Phase 3 – Aboveground Station Buildings and Precinct	116	104
SPW Forecast Phase 3 – Aboveground Station Buildings and Precinct	70	70

A comparison of the Gamuda proposed hourly construction heavy and light vehicle traffic volumes against the EIS figures is provided in Figure 13 to Figure 24. Note the forecasted hourly vehicle movements will include vehicles generated by Linewide Low Impact Works prior to Linewide site possession in the north site.

The proposed daily and peak hour traffic volumes associated with SPW works at Burwood North Station will not exceed the traffic volumes nominated in the EIS.



Figure 13: BWT Hourly Vehicle Volumes

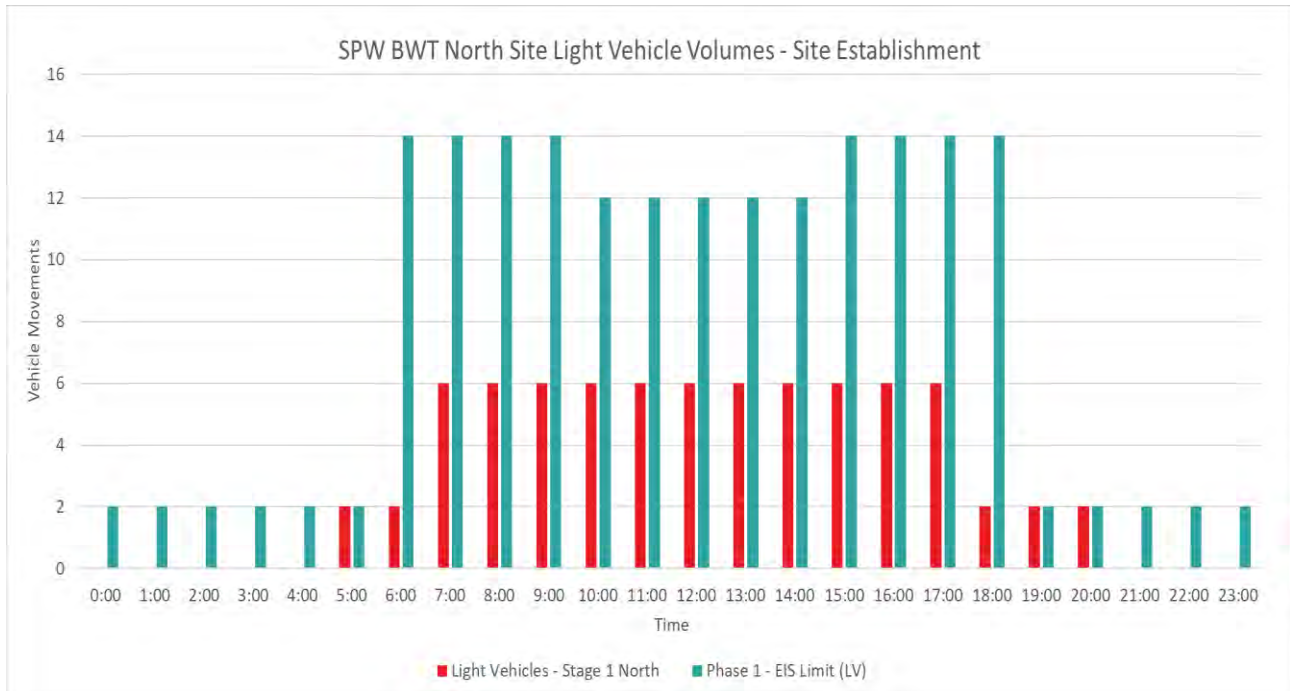


Figure 14: BWT Hourly Vehicle Volumes

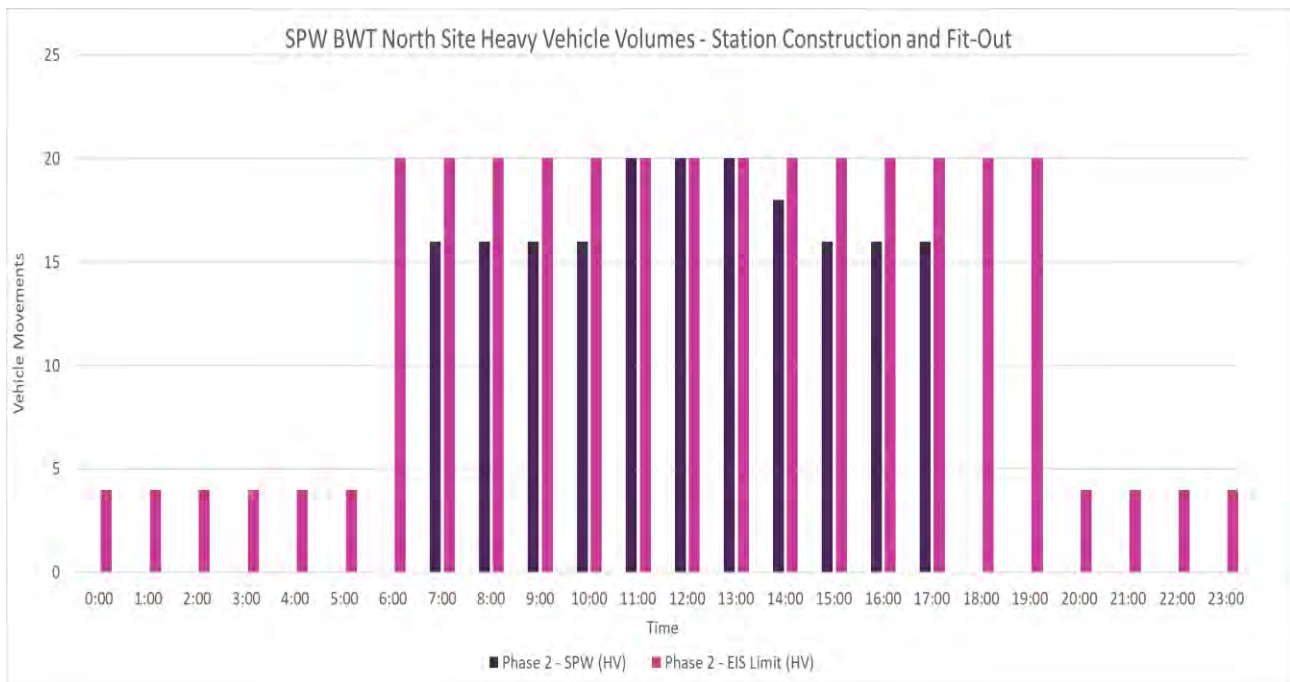


Figure 15: BWT Hourly Vehicle Volumes

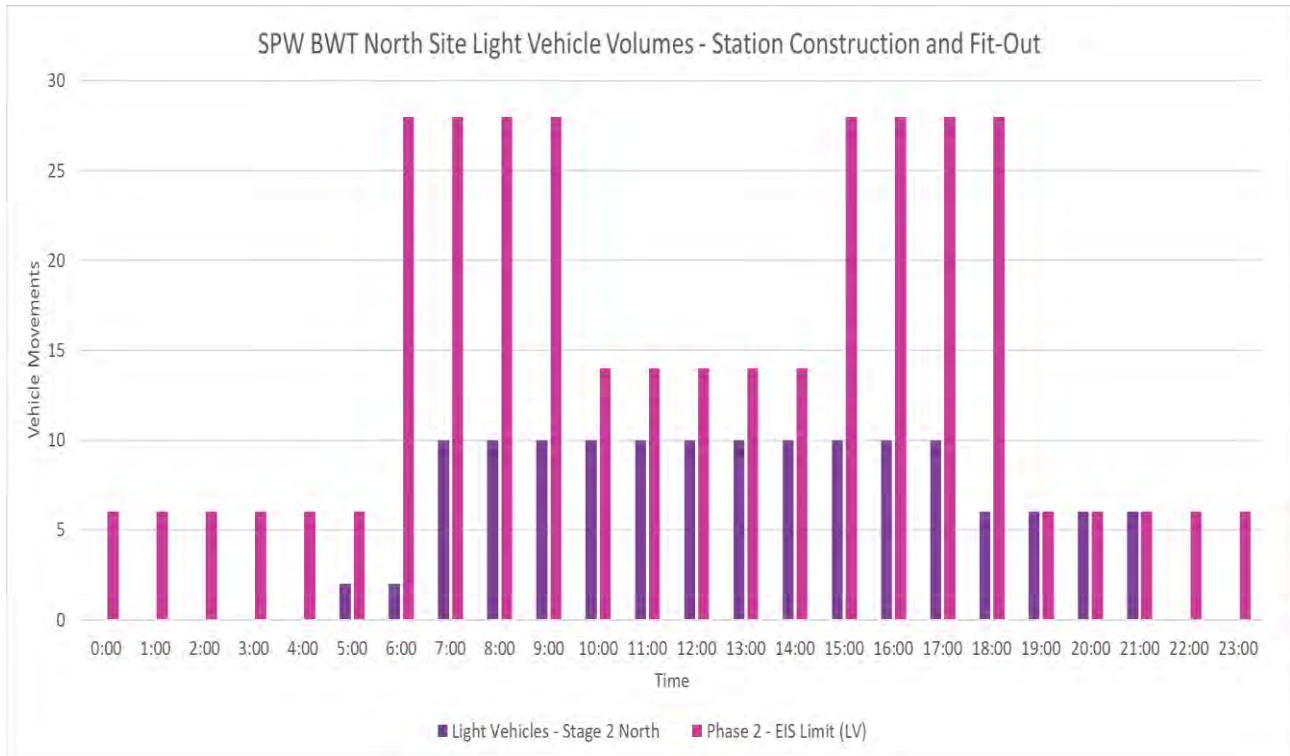


Figure 16: BWT Hourly Vehicle Volumes

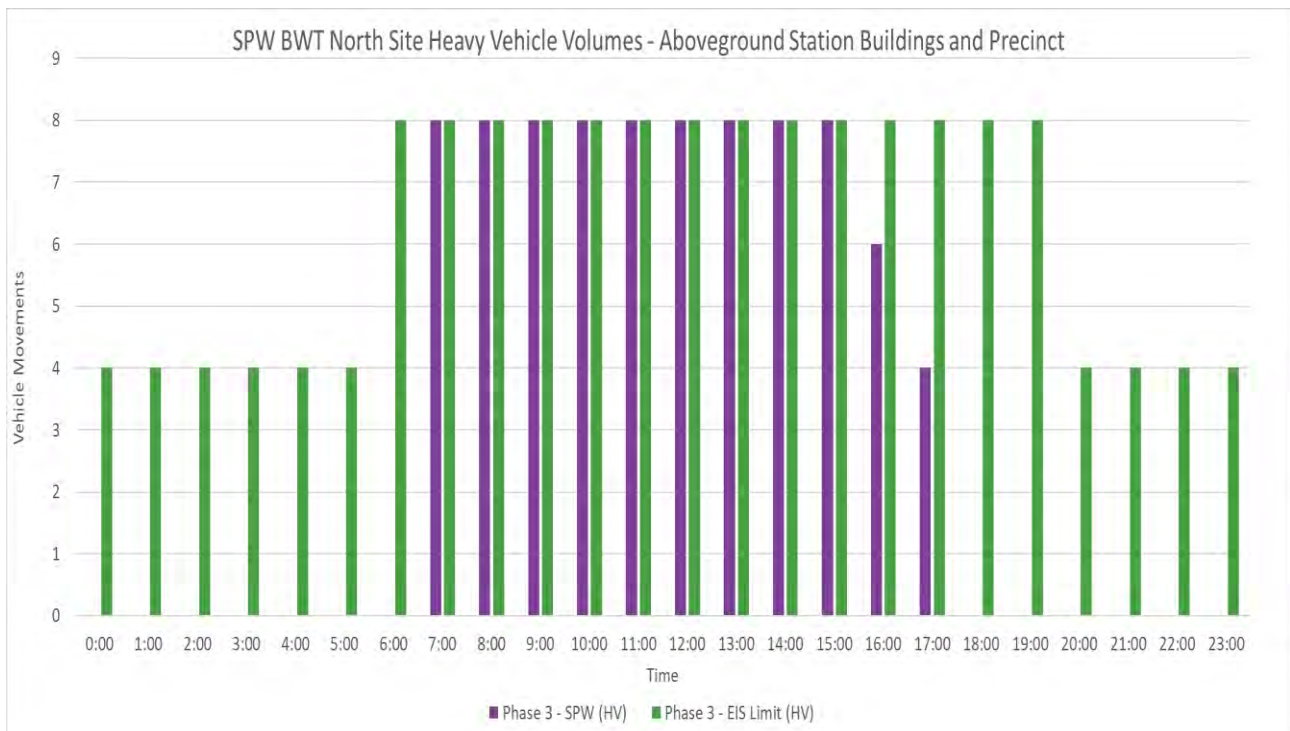


Figure 17: BWT Hourly Vehicle Volumes

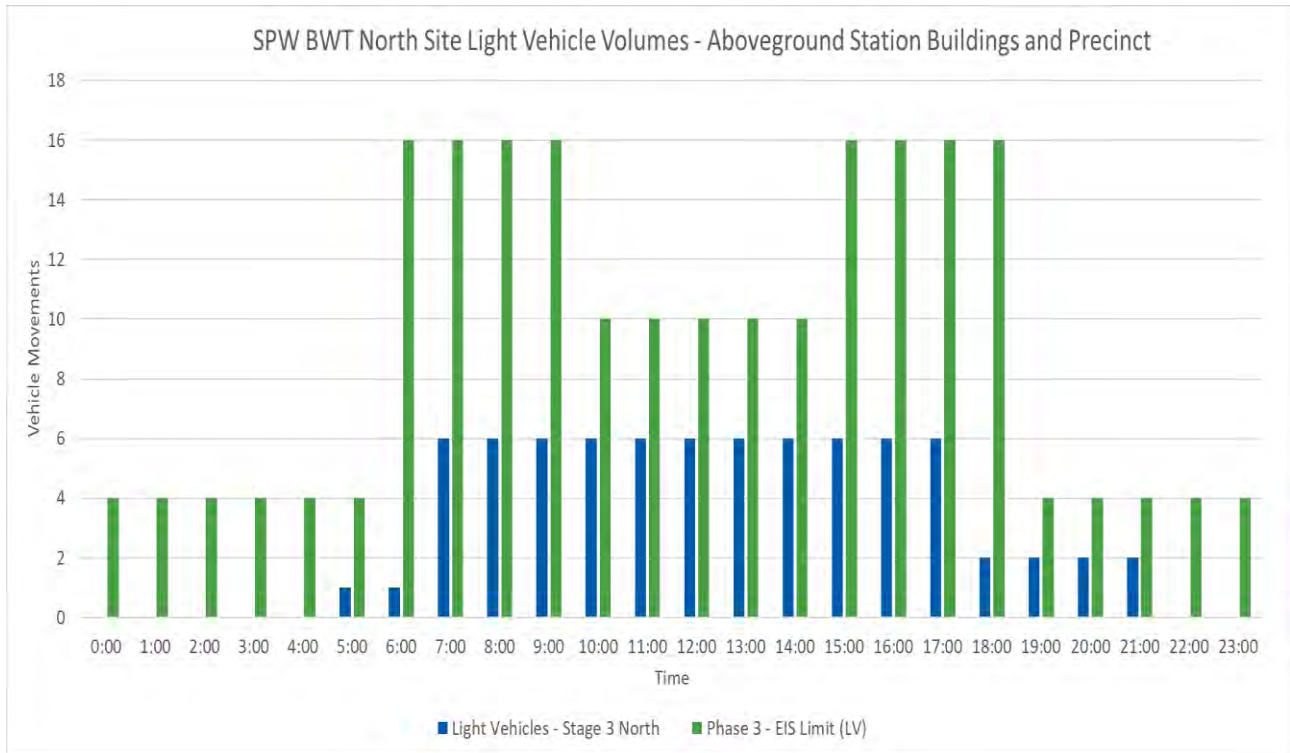


Figure 18: BWT Hourly Vehicle Volumes

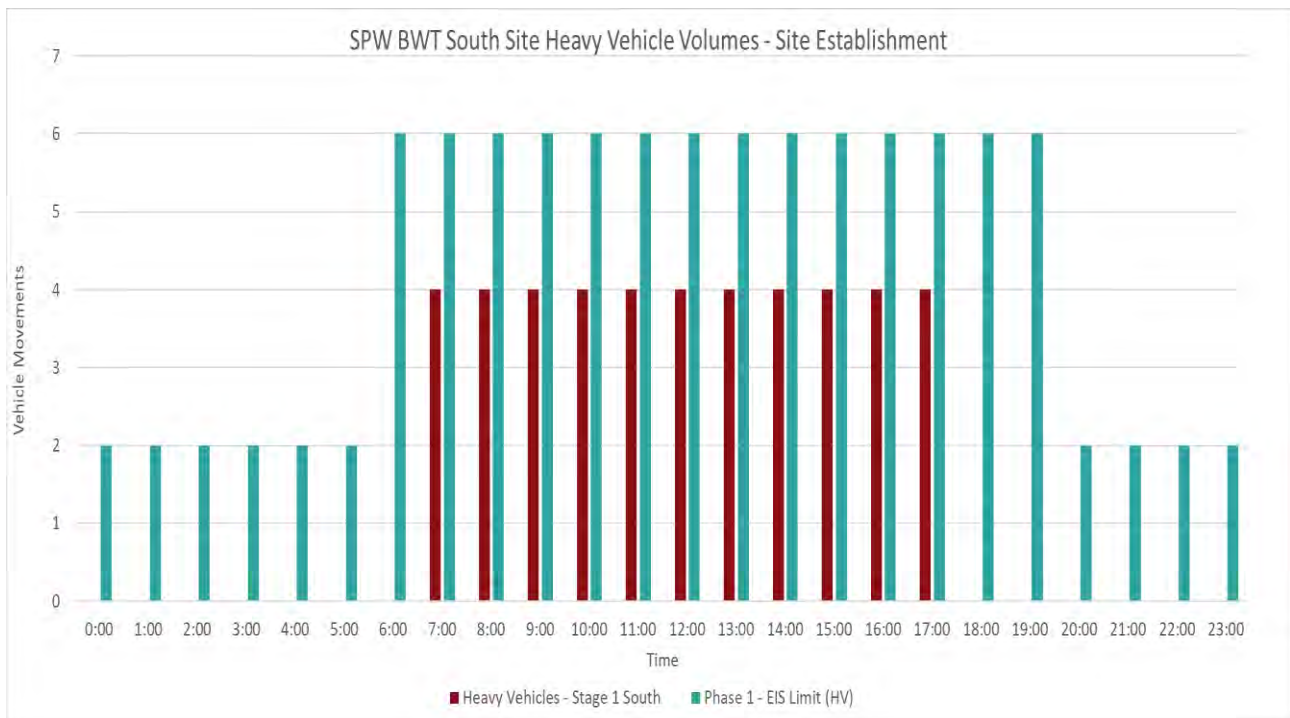


Figure 19: BWT Hourly Vehicle Volumes

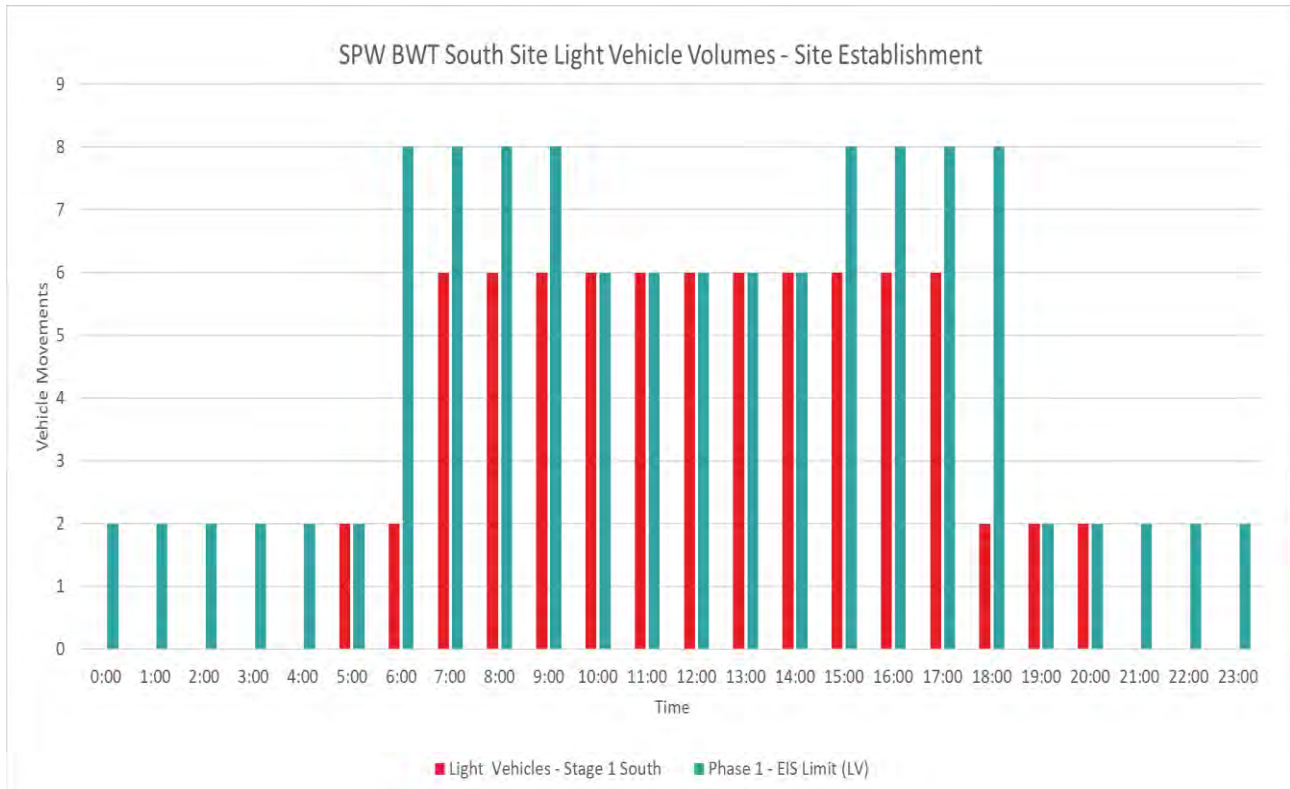


Figure 20: BWT Hourly Vehicle Volumes

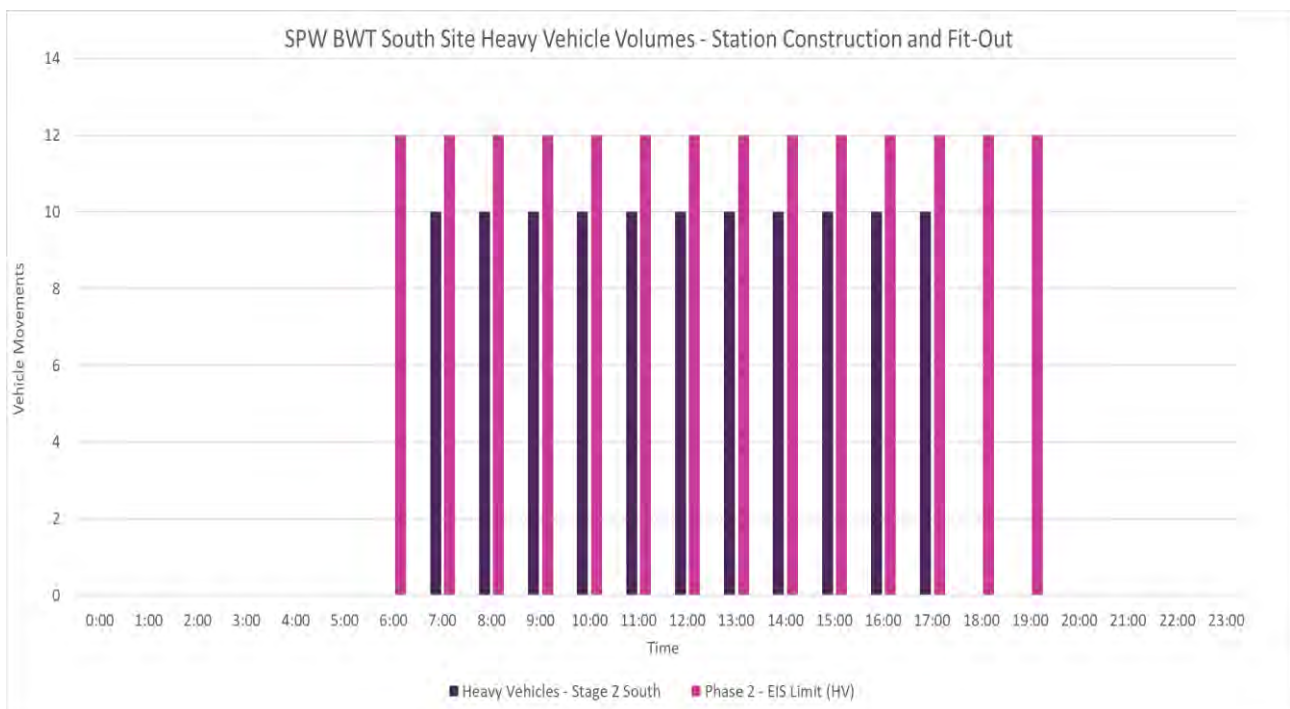


Figure 21: BWT Hourly Vehicle Volumes

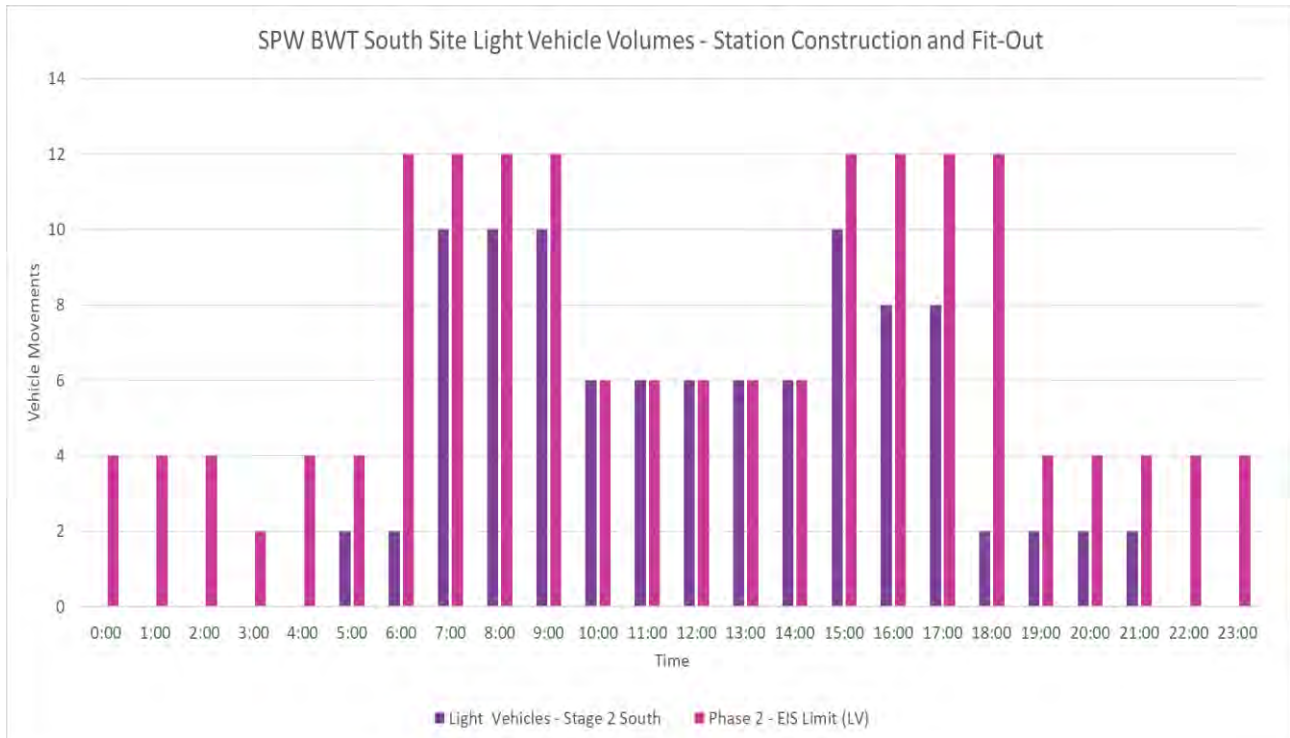


Figure 22: BWT Hourly Vehicle Volumes

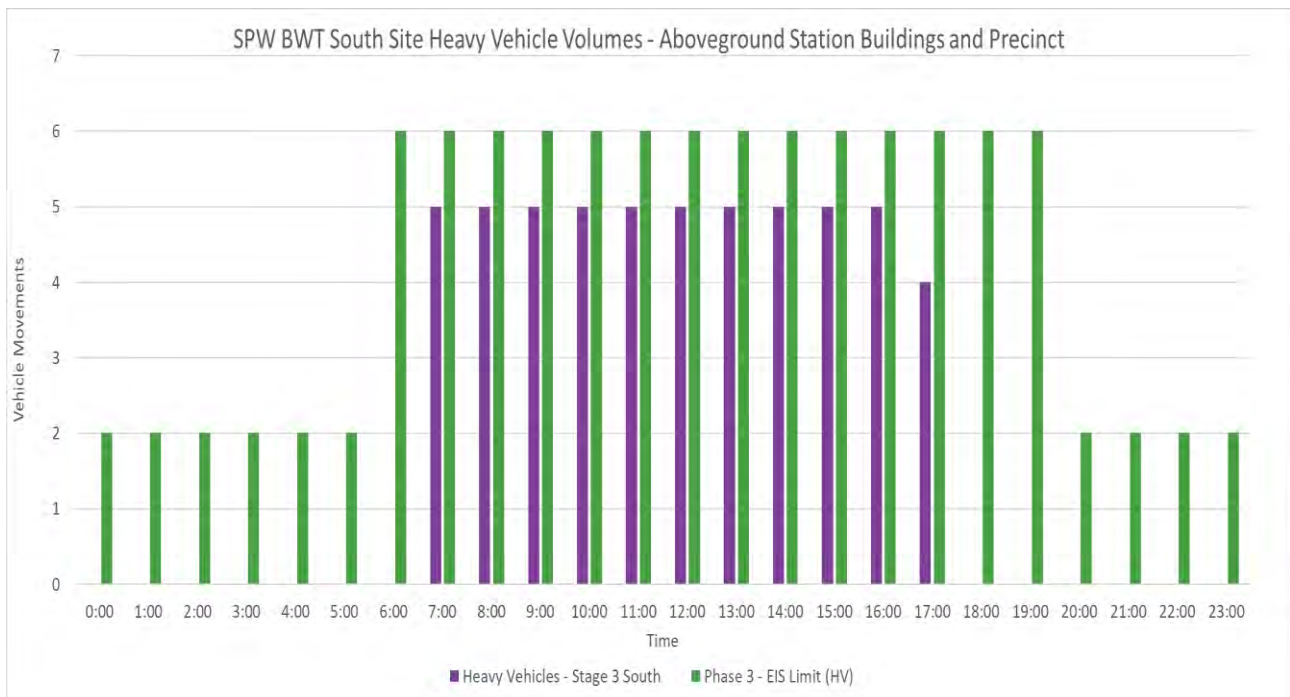


Figure 23: BWT Hourly Vehicle Volumes

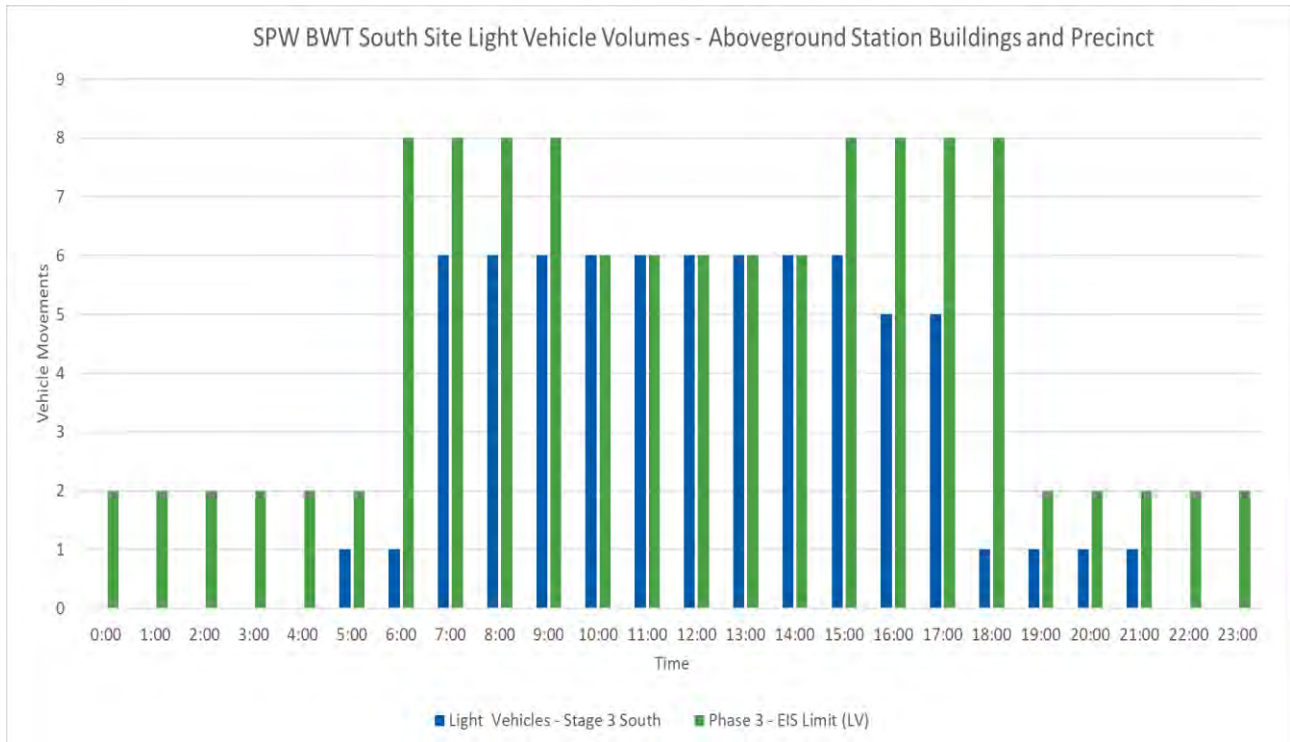


Figure 24: BWT Hourly Vehicle Volumes

6.3 Cumulative Projects and Adjacent Works

Linewide will join SPW at this site in May 2027. Linewide will have no access to the south site, all Linewide vehicle generation is for the north site only.

SPW will peak at the north site with 190 heavy vehicle movements and Linewide will peak at 150 heavy vehicle movements. SPW and Linewide have agreed to reduce heavy vehicle movements during the peak period from October 2027 to January 2028 to remain within the EIS heavy vehicle movement limit, as shown in Figure 25.

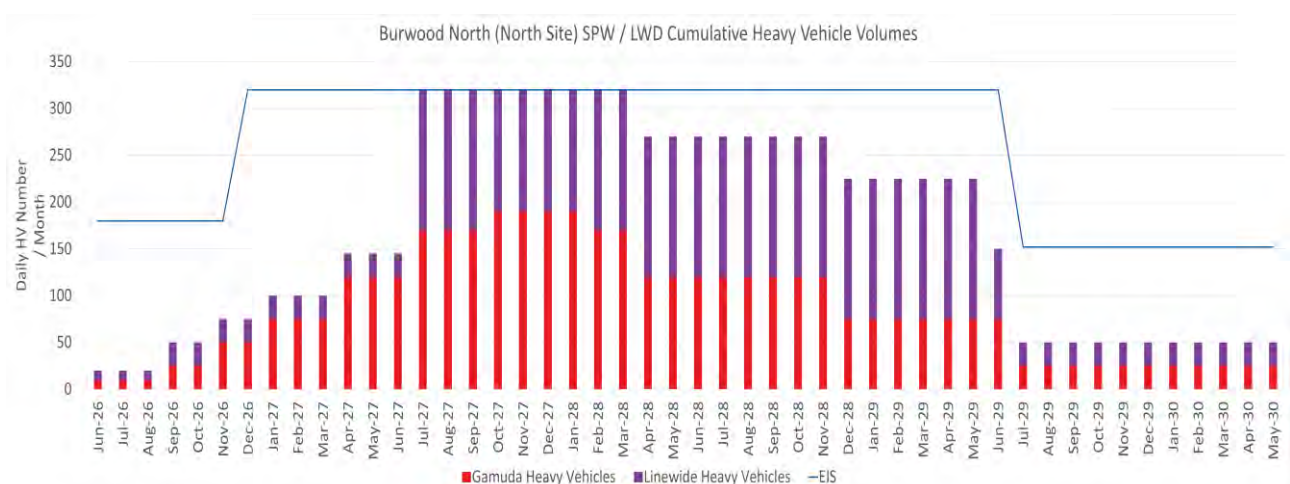


Figure 25: BWT North Cumulative HV Volumes

SPW and Linewide will hold weekly coordination meetings between superintendents and site logistics coordinators to ensure hourly movements do not exceed the EIS limits on peak days.

No other significant construction sites affecting local road network or the same local haul roads have been identified in this area.

In the case that another construction site commences work and will affect the same area, cumulative impacts will be managed through coordination with Sydney Metro, adjacent contractors, Transport for NSW, City of Canada Bay Council, Burwood Council, utility providers and other relevant stakeholders where required.

Management measures may include coordination of delivery times, review of lookahead programs, coordination of Road Occupancy Licences, shared access planning, stakeholder notifications and updates to Traffic Guidance Schemes or Vehicle Movement Plans where required.

6.4 Temporary Traffic Management

The existing signage implemented for the tunnelling package will be retained on Parramatta Road, Loftus Street and Burton Street as required. The Traffic Staging Plan in Appendix B details the long-term temporary traffic management measures for the Burwood North sites, including the locations of additional signage on approach to site access gates.

Temporary traffic management arrangements will be implemented in accordance with the approved Traffic Guidance Schemes, relevant Road Occupancy Licences, permits and site access requirements. Traffic Guidance Schemes will be prepared, reviewed and implemented by appropriately qualified personnel in accordance with the Traffic Control at Work Sites Technical Manual and relevant project requirements.

SPW does not intend to allow vehicles larger than 12.5 m HRVs to access BWT 05 off Burton Street without separate approval. HRV-sized or smaller heavy vehicles can turn left at the Burton Street / Burwood Road intersection subject to the approved TGS and site access arrangements. Vehicles larger than a 10.5 m MRV will require traffic control to turn left from Loftus Street into Burton Street.

The relevant TGSs for Burton Street/Burwood Road egress and Loftus Street/Burton Street access are included in Appendix F and will be activated under the relevant approval pathway where required. Figure 26 shows the TGS for the Loftus Street / Burton Street intersection to support heavy vehicle access to Burton Street. Figure 27 shows the TGS for the Burton Street / Burwood Road intersection to support heavy vehicle access from BWT 05.

SYDNEY METRO WEST - STATIONS PACKAGE WEST

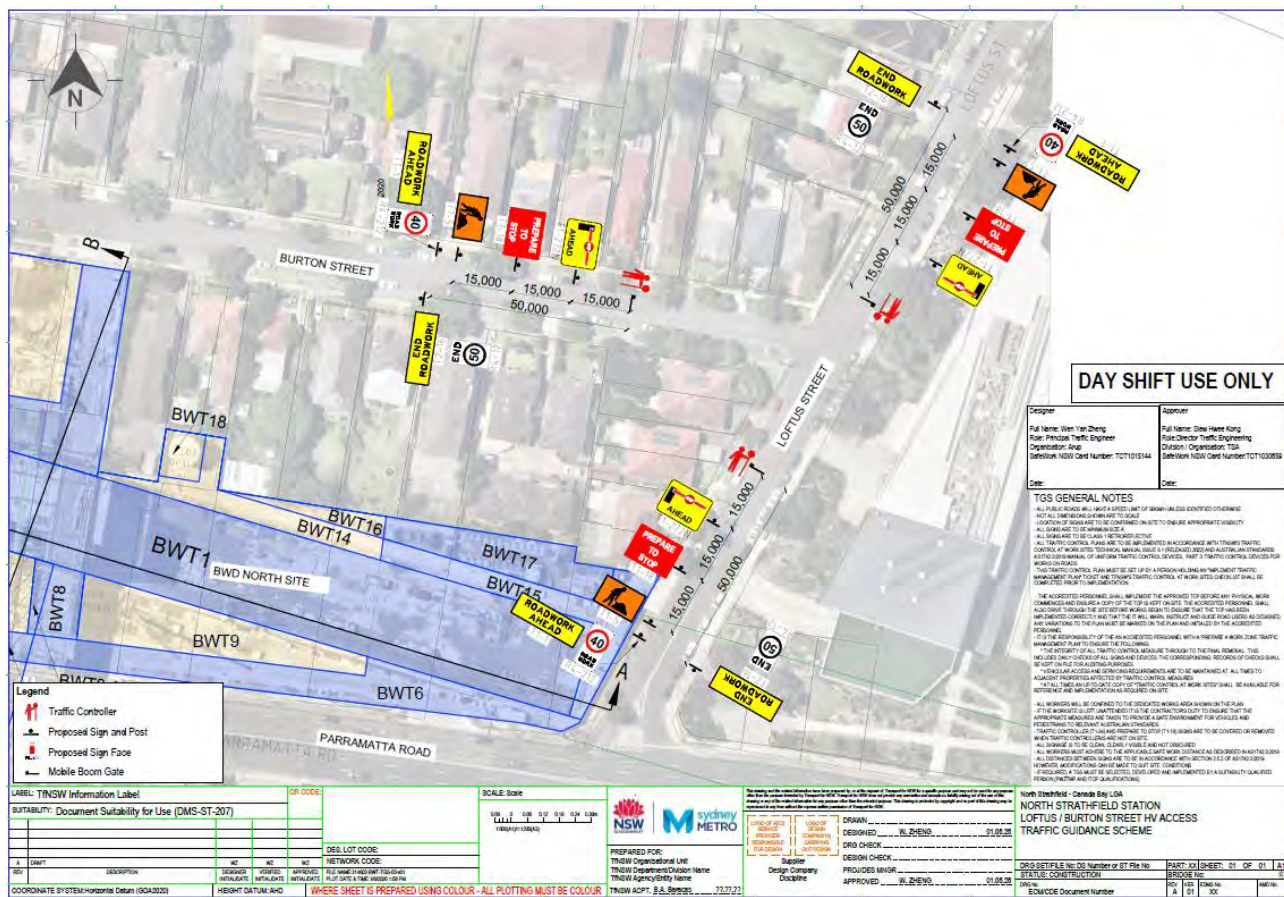
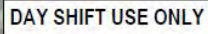


Figure 26: Burton / Loftus St TGS



Where OSOM vehicles are required to deliver components, plant or machinery to the Burwood North Station site, the movement will be planned in advance and managed in accordance with the relevant permits, swept path assessments, Traffic Guidance Schemes and stakeholder notifications. OSOM access will be via the Parramatta Road gates unless otherwise approved.

Gate operation, delivery booking and UHF call-up procedures will be used to avoid construction vehicle queuing back to the Parramatta Road/Burwood Road intersection.

6.5 Pedestrian and Cyclist Impact Management

The procedure for workers accessing gate BWT 04 is to arrange for a site traffic controller to open the gate prior to light vehicles arriving to site, wait for the light vehicle to enter and close the gate behind them. The reverse is required for a light vehicle to exit this gate. The site traffic controller will act as a spotter for the vehicle in case of pedestrian / cyclist interaction.

The same procedure applies for BWT 05, noting that heavy vehicle access may be required. When a pedestrian requires access, the traffic controllers will hold deliveries and then allow the pedestrian to cross to the other traffic controller, as shown in Figure 28.

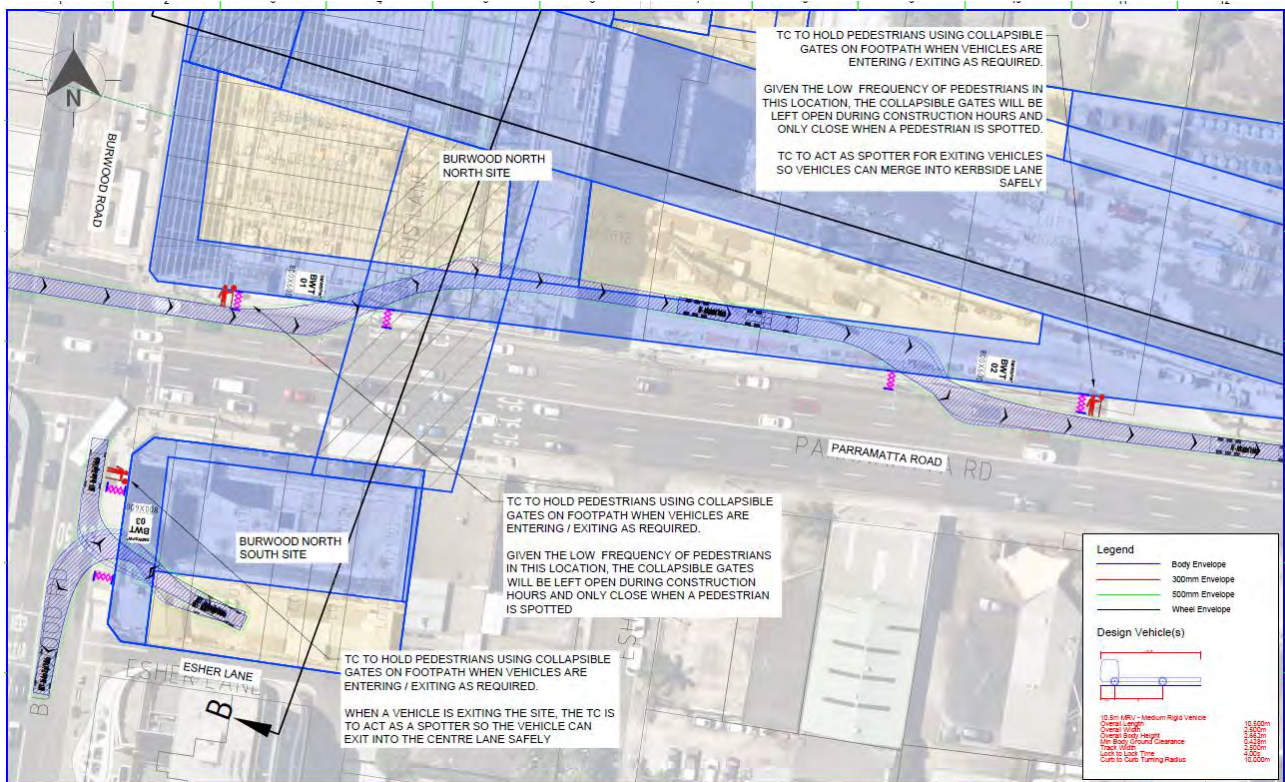


Figure 28: BWT long term vehicle gate management

Gates BWT 01 and 02 are wide gates due to the swept path movement required to merge in and out to the kerbside lane on Parramatta Road. The site team has observed low pedestrian demand on this section of the footpath (between Burwood Road and Loftus Street) and pedestrian surveys completed by the tunnelling package also noted low pedestrian demand. To ensure pedestrian safety and minimise pedestrian / heavy vehicle interactions, collapsible pedestrian gates (shown in pink) on the west side of BWT 01 and east side of BWT 02 will be open at all times when deliveries are scheduled and looked after by traffic controllers. When a pedestrian requires access the traffic controllers will clear the deliveries and then allow the pedestrian cross to the other traffic controller as shown in Figure 28. TC on BWT 02 will act as spotter for exiting vehicles given the high vehicular volumes on Parramatta Road.

Pedestrian / vehicle interaction at gate BWT 03 will be managed as described in Section 5.4 and the plan for each gate in Appendix B is to be read in conjunction with the Traffic Staging Plan.

The footpath decals warning pedestrians to look for approaching vehicles, including the additional decals shown in Figure 29, will be installed or maintained by SPW at the relevant gate interfaces during the works. Note the decal on Parramatta Road footpath are nominated to be on approach to the modified gate locations.



Figure 29: Pedestrian Decal Locations

Construction worker pedestrian routes for the site are shown in Figure 30 and the Pedestrian Movement Plan included in Appendix D.

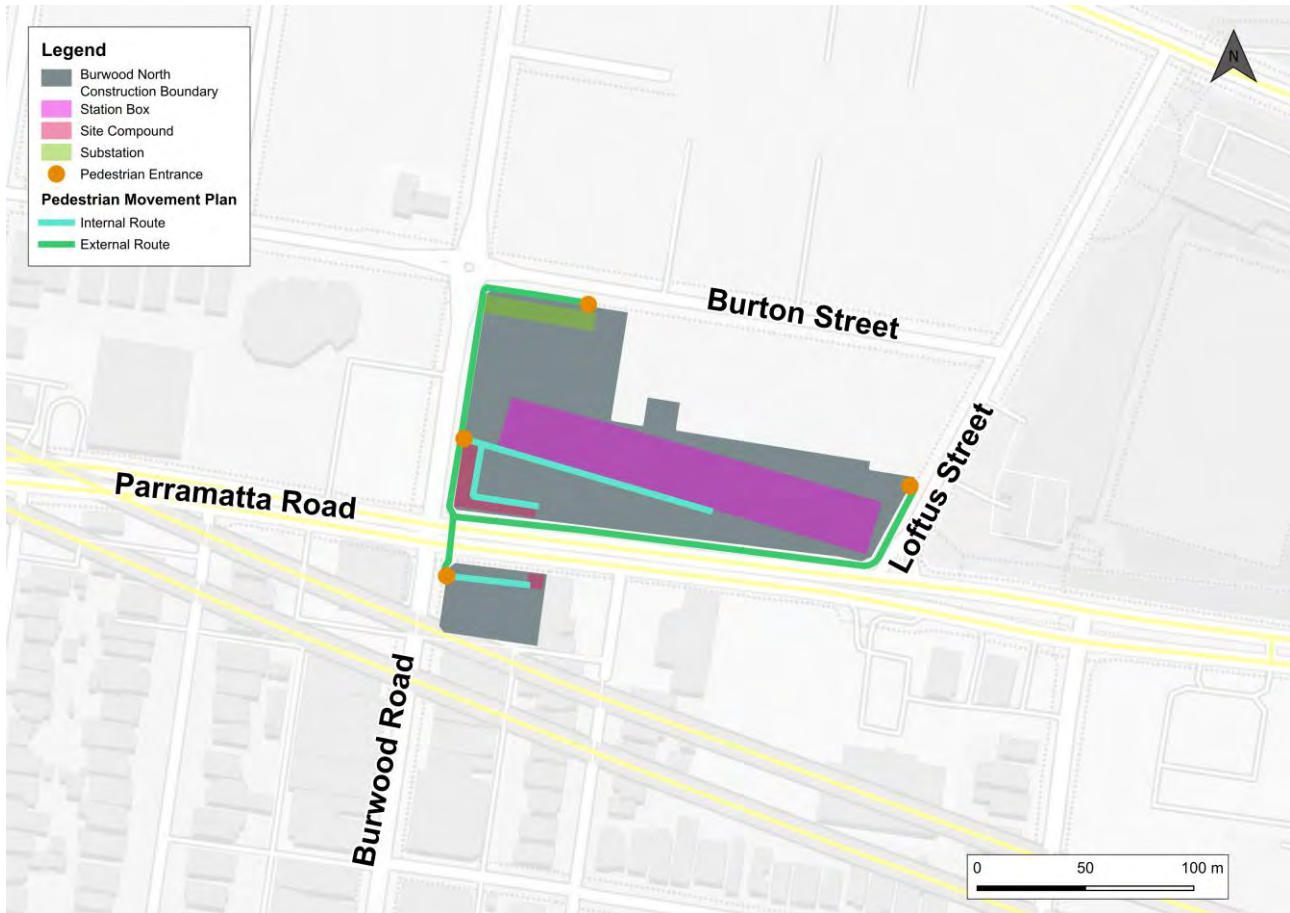


Figure 30: Pedestrian Movement Plan

Notwithstanding the above, SPW workers will be advised to pay particular attention at interfaces with active site access gates, Parramatta Road, Burwood Road, Burton Street, Loftus Street and nearby town centre connections. Construction vehicle movements will be managed to minimise conflict with pedestrians and cyclists, particularly at access points, crossing points and areas where workers move between parking areas, site offices and active work areas.

Where temporary changes to pedestrian or cyclist routes are required, alternative routes will be safe, legible and communicated to affected users where required. Temporary changes may include signage, barriers, controlled crossings, traffic controller support or temporary route adjustments.

Drivers will be briefed on vulnerable road user interfaces through site induction, the Driver Code of Conduct, toolbox talks and delivery instructions.

6.6 Public Transport Management

Existing public transport services are not expected to be directly altered by the works covered by this CTMP.

Where works have the potential to affect bus operations, bus stops, pedestrian access to public transport stops or traffic conditions on public transport corridors, consultation will be undertaken with Transport for NSW and relevant stakeholders before implementation.

Construction vehicle movements will be managed to minimise impacts to public transport operations on the surrounding road network, including Parramatta Road, Loftus Street, Burton Street, Burwood Road and Patterson Street/Gipps Street. Where temporary traffic management may affect public transport reliability or access to stops, the relevant approvals and notifications will be completed before the change is implemented.

SPW is aware that bus stops on Parramatta Road on the site frontage were relocated as part of works undertaken by the tunnelling package.

The bus stops will remain in the relocated locations detailed in Figure 31 and Figure 32 during SPW construction works subject to permanent design for precinct works.



Figure 31: Bus Stop Relocation (source: CTP Burwood North CTMP)

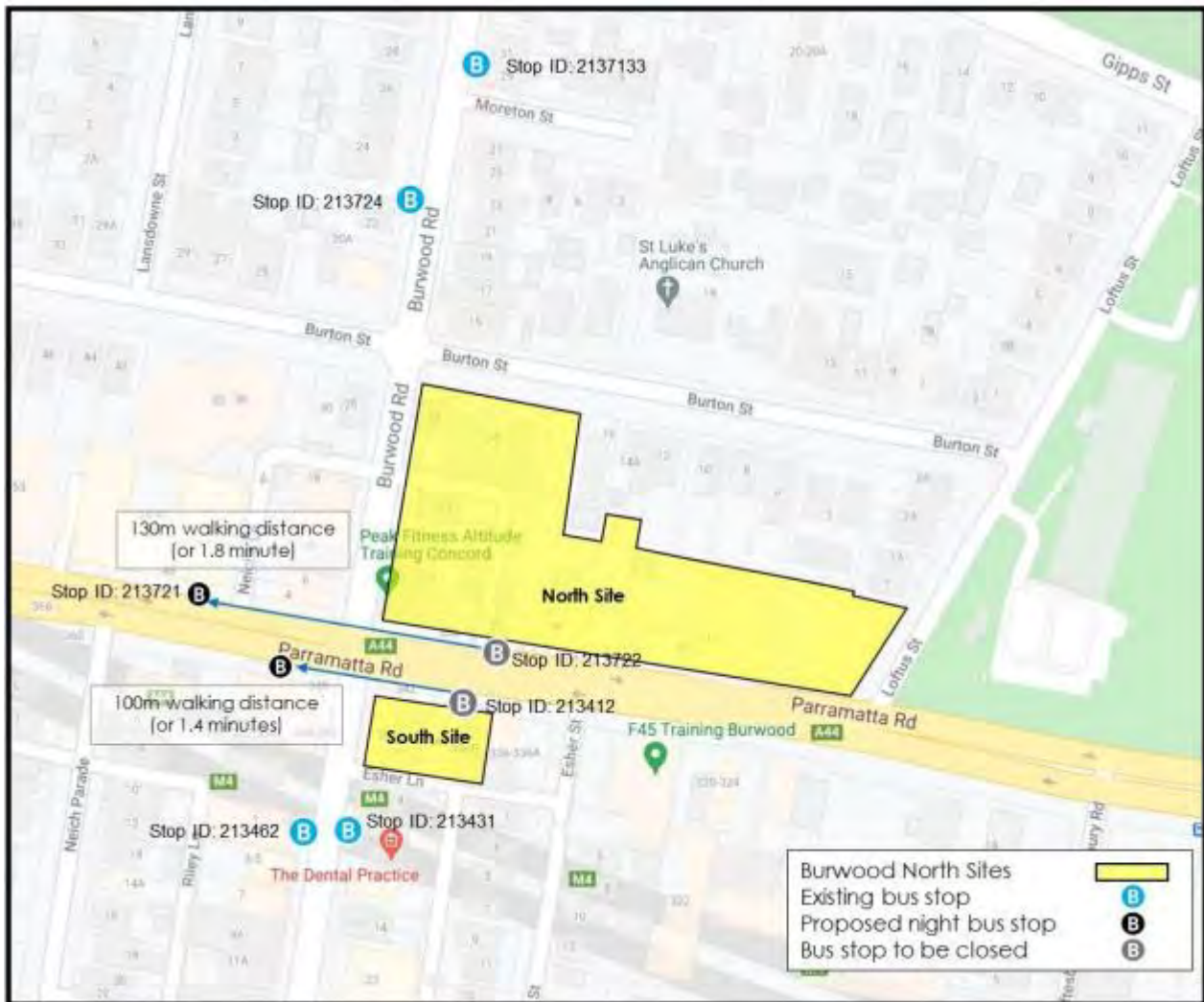


Figure 32: NightRide Bus Stop Relocation (source: CTP Burwood North CTMP)

6.7 Property, Business and Utility Access

Access to adjacent properties, businesses, utilities, freight access, emergency services and adjacent construction areas will be maintained where practicable.

Where temporary access changes are required, these will be coordinated with affected stakeholders before implementation. This may include consultation with Sydney Metro, TfNSW, City of Canada Bay Council, Burwood Council, utility providers, adjacent projects, businesses and affected landowners where relevant.

Access management measures may include traffic controller support, temporary signage, access staging, gate coordination, delivery scheduling, stakeholder notification and temporary adjustments to Traffic Guidance Schemes.

Access to property driveways, business frontages, utility assets, emergency access points and local access routes must not be blocked by parked vehicles, queuing trucks, stored materials or temporary works unless specifically approved and managed through the relevant access arrangements.

6.8 Special Events

Event calendars for City of Canada Bay Council and Burwood Council will be monitored to identify upcoming events that may be affected by construction activities. Where relevant, potential impacts to special events will be discussed with the relevant Council and managed through the applicable traffic management, stakeholder notification and approval processes.

It is also noted that the site is located in close proximity to Concord Oval. Coordination with the City of Canada Bay Council and the West Tigers will be undertaken to identify any forthcoming major events and to ensure that planned construction activities do not negatively impact events scheduled at Concord Oval.

6.9 Oversize and Overmass Vehicles

OSOM movements will be undertaken by a specialist haulage contractor in accordance with the applicable NHVR permit or notice and road-manager consent.

Before an OSOM movement occurs, Gamuda will confirm the approved route, vehicle configuration, swept-path assessment, ROL, TGS, police or escort requirements, temporary parking restrictions and stakeholder notifications. Route-specific approvals will be retained in the project records.

The movement timing and traffic controls will be coordinated with TfNSW, CCBC, BC, Sydney Metro and NSW Police where required by the permit or movement plan. The movement will only proceed after the required traffic, pedestrian and cyclist controls have been implemented.

7 WORKFORCE PARKING MANAGEMENT

Table 9 summarises how the workforce parking arrangements address the minimum workforce parking management requirements.

Table 9: Workforce parking management summary

REQUIREMENT	MANAGEMENT APPROACH
Estimated workforce parking demand by construction stage	SPW workforce will peak at 375 workers on this site during construction. Parking demand will be reviewed as workforce numbers and construction staging progress.
Location and capacity of designated worker parking areas	The Cintra parking area is shared across the SPW station works. The Burwood North team will have access to 10 spaces in this location.
Measures to direct workforce vehicles away from local streets	Workers will be required to use public transport to access the site where possible. Burwood North has access to Burwood Station and multiple bus routes within walking distance. Parking allocation controls, worker communication, tool storage and monitoring will be used to discourage worker parking on surrounding local streets.
Enforcement and compliance mechanisms	Parking will be managed through site induction requirements, worker briefings, toolbox talks, parking allocation controls, site supervision and corrective actions where non-compliance is identified. Repeated non-compliance may be escalated through the project corrective action process.
Monitoring and reporting arrangements	Following construction start on site, workforce journey to work surveys will be conducted every 6 months and car parking occupancy surveys of nominated street will be conducted. Monitoring outcomes, complaints, non-compliances and corrective actions will be recorded and retained and will inform future CPAS or CTMP updates where required.

Parking demand, worker access arrangements and parking-related complaints will be monitored during the works. Where issues are identified, additional management measures may include further worker communication, revised shuttle arrangements, increased parking compliance checks, revised parking allocation controls or updates to the Construction Parking and Access Strategy.

7.1 Workforce Parking

The forecast peak workforce for one shift on the Burwood North site for each phase is shown in Table 10.

Table 10: Peak workforce per phase

PHASE	FORECASTED WORKFORCE
Phase 1	160
Phase 2	375
Phase 3	285

Per the latest Australia Bureau of Statistics (ABS) Journey to Work (JTW) data, approximately 70% of those working in the Canada Bay LGA journey to work using private vehicles. However, given the constrained nature of the site, limited workforce parking is provided and all workforce will be required to use public transport to access the site.

City of Canada Bay Council has allocated the Cintra parking area shown in Figure 33 to SPW for shared construction workforce parking. The Burwood North team will have access to 10 spaces in this location.

The allocation reflects the broader SPW parking strategy. Burwood North has stronger public transport accessibility and higher service frequency than Five Dock, including access to Burwood Station and multiple bus routes within walking distance. On this basis, the larger share of the Cintra parking allocation has been assigned to Five Dock, where public transport access is comparatively less direct and service frequency lower.

The Burwood North site team will assign access to the 10 Cintra parking spaces based on operational need, with priority given to workers who carpool, require vehicles for tools-of-trade, supervision or operational duties, or cannot reasonably access the site by public transport. Workers using the Cintra parking area will access the site via Concord Oval, which is approximately an 8-minute walk from this location.



Figure 33: SPW Cintra Carparking Area

Prior to Linewide access to site, another 10 car parking spaces will be allocated to the northern side of the station box on the north site.

All workforce on site will be required to use public transport to access site where possible. Tool drop off and storage will be available on site and use will be mandatory for all subcontractors. Lunchrooms and other amenities will be provided on site and if workers need to go off site for lunch they will be directed to walk to Burwood Westfield which is approximately 8 minute walk away.

From experience in managing workforce parking on other Metro station construction sites, the most workers on the major packages (e.g. concrete pours or steel reinforcement) will not need to bring personal tools to site. There is a small percentage of workers on minor packages such as surveyors or concrete testers who are needed on site for one shift and have unique tools which cannot be stored on site. Those are the workers who will be prioritised for parking at Cintra.

There are numerous bus stops and Burwood Train Station within 10 minute walk of the site as shown in Figure 34.



Figure 34: Public Transport Stops surrounding site

Direct public transport services to site is available for workers living in metro Sydney per Figure 35.

In the weekday AM construction peak (6am to 8am), 74 services stop at the bus stops within 10 minute walking distance to site in both direction and in the weekday PM construction peak (3pm to 5pm), 77 services do the same as shown in Table 11.

Similarly, there are 67 train services available in the AM peak and 56 train services in the PM peak at Burwood Train Station per Table 12.



Figure 35: Public transport connectivity to site

Table 11: Construction Peak Bus Availability

ROUTE	DIRECTION	AM FREQUENCY (6:00 – 8:00AM)	PM FREQUENCY (3:00 – 5:00PM)
410	Macquarie Park	12 Services	11 Services
	Hurstville	7 Services	8 Services
415	Strathfield	1 Service	
	Campsie	2 Services	4 Services
	Five Dock Shops	1 Service	
	Chiswick	3 Services	4 Services
461N	Burwood	1 Service	
461X	Burwood	5 Services	9 Services
	Hyde Park	1 Service	
	City Domain	11 Services	10 Services
464	Mortlake	9 Services	12 Services
	Ashfield	10 Services	10 Services
530	Burwood	5 Services	4 Services
	Chatswood	6 Services	5 Services

Table 12: Construction Peak Train Availability

ROUTE	DIRECTION	AM FREQUENCY (6:00 AM – 8:00AM)	PM FREQUENCY (3:00 – 5:00PM)
T2 Leppington & Inner West Line	City Circle	20 services	16 services
	Parramatta	8 services	8 services
	Leppington	8 services	8 services
T3 Liverpool & Inner West Line	City Circle	6 services	4 services
	Liverpool	7 services	5 services
T9 Northern Line	Central	3 services	
	Gordon	6 services	8 services
	Epping	1 service	3 services
	Hornsby	8 services	4 services

7.2 Monitoring

SPW will implement an ongoing workforce parking monitoring program to confirm that construction workforce vehicles are not parked on local streets in the vicinity of the Burwood North Station construction site.

Monitoring will be undertaken at a frequency commensurate with construction activity levels, workforce numbers, parking demand and any stakeholder or community feedback received.

Car parking surveys in locations shown in Figure 36 will be conducted every 6 months following start of construction on site. These surveys will capture:

- **Parking supply:** Street name, side, survey area, restriction, bay count, special use spaces and temporary restrictions visible during fieldwork
- **Parking demand:** Occupied spaces and available spaces by time interval, with occupancy percentage calculated for each street segment and precinct.
- **Access observation:** Driveways, loading areas, bus stops, disabled spaces, no stopping zones, illegal parking, queuing and any pedestrian or cyclist constraints.
- **Context notes:** Construction activity, worker parking patterns, public transport influences, school peaks, local events and unusual conditions affecting demand.

Parking surveys will generally be undertaken during the time periods and windows shown in Table 13.

Table 13: Survey timing windows

TIME PERIOD	RECOMMENDED WINDOW	PURPOSE
Weekday AM peak	6:00am to 10:00am	Worker arrival, commuter parking, early resident demand and school drop-off overlap

Weekday off-peak	10:00am to 3:00pm	Daytime resident, visitor and construction activity baseline
School peaks	8:30am to 9:30am and 2:30pm to 3:30pm	Only where schools or childcare uses could influence curbside demand
Weekday PM	3:00pm to 7:00pm	Worker departure, commuter return, evening visitor demand and local peaks

The survey extent for the site has been based on the tunnelling package CPAS surveys and consultation with TfNSW. If complaints are received for areas outside the nominated survey extent during construction, the survey extent will be reviewed and extended where required.

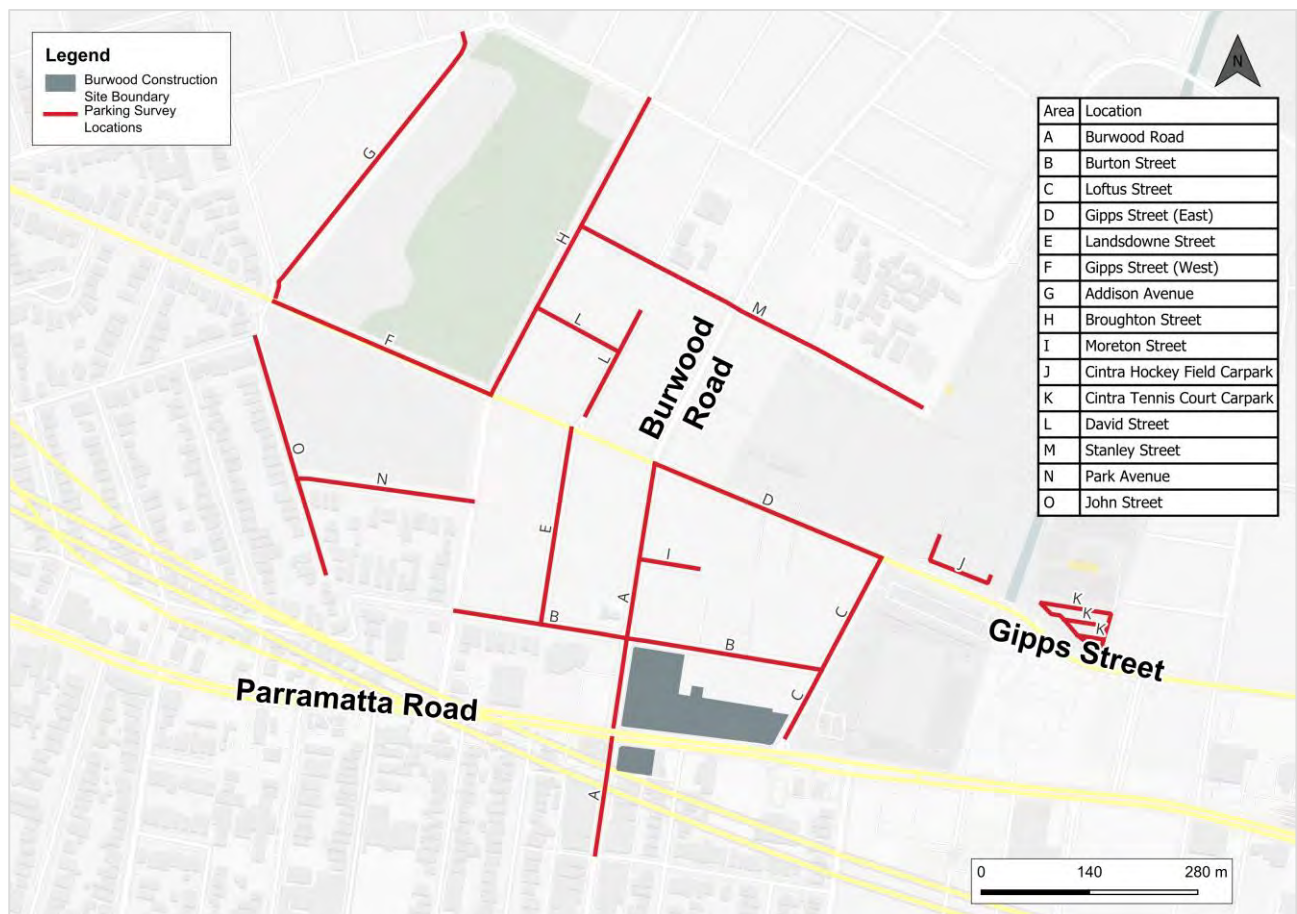


Figure 36: Carparking Survey Location

Monitoring will confirm, where relevant, that:

- Construction workers are not parking on surrounding local roads.
- Construction workers are complying with parking restrictions and designated parking arrangements.

- Construction heavy vehicles are avoiding idling, queuing or parking on local roads, where practicable.
- Workers are being encouraged to use public transport, active transport and carpooling where practicable.
- Heavy vehicles are complying with nominated haulage routes and site access arrangements.

The results of monitoring will be recorded and retained. Records may include inspection notes, photographs, traffic controller observations, vehicle observations, complaints records, corrective action records and relevant project reporting outputs.

Where non-compliance is identified, SPW will implement corrective actions promptly and document the actions taken.

7.3 Mitigation Measures

SPW will implement workforce parking mitigation measures to prevent unauthorised or unmanaged parking on surrounding local streets.

The primary mitigation measures are limited designated parking allocation at Cintra Carpark, use of public transport and active transport, tool storage on site, worker communication, parking allocation controls and ongoing monitoring.

Mitigation measures will include:

- Providing designated worker parking at Cintra Carpark where allocation has been confirmed.
- Directing workers not to park on surrounding residential or local streets.
- Managing parking allocation controls and prioritising spaces for workers who require vehicles for tools-of-trade, supervision or operational duties.
- Encouraging public transport, active transport and carpooling where practicable.
- Providing secure on-site tool storage to reduce the need for workers to drive to site each day.
- Providing site amenities to reduce the need for workers to leave site during the day.
- Reinforcing parking requirements through site inductions, toolbox talks, pre-starts and worker communications.
- Reviewing parking arrangements where demand, workforce numbers or construction staging changes.
- Increasing parking compliance checks where issues are identified.

SPW will consult with TfNSW Operations Planning and the relevant Council(s) in the development or amendment of workforce parking mitigation measures. Consultation outcomes, including any Council requirements or recommendations and how SPW has addressed them, will be documented in consultation records, the stakeholder comments register, CPAS monitoring reports or the next revision of the CTMP or CPAS, as relevant.

7.4 Approval Conditions E108 and E109

The workforce parking arrangements outlined in this section have been prepared with regard to the relevant construction parking and access management requirements of Conditions E108 and E109, where applicable to the works covered by this CTMP.

Condition E109 requires a Construction Parking and Access Strategy to be prepared to identify and mitigate impacts resulting from on-street parking changes during construction. Condition E109

is not triggered under this CTMP revision, as no direct impact to public on-street parking is proposed at this stage.

Notwithstanding this, SPW will continue to undertake six-monthly car parking surveys as a workforce parking monitoring measure, as outlined in Section 7.2.

Should Condition E109 be triggered at a later date, a corresponding CPAS will be developed and will include the relevant information required by Condition E109. The CTMP will also be updated where required.

Table 14 sets out the relevant approval conditions for construction parking and access management and identifies where each requirement is addressed in this CTMP.

Table 14: Conditions E108 and E109 Response

CONDITION	REQUIREMENT	RESPONSE
E108	Vehicles, including light vehicles and heavy vehicles, associated with the CSSI must be managed to:	Addressed through the CTMP measures listed below.
E108(a)	Minimise parking on public roads.	Addressed. Refer to Sections 7.1, 7.2 and 7.3.
E108(b)	Minimise idling and queuing on all roads.	Addressed. Refer to Sections 5.4, 5.5, 5.6, 6.1, 6.11 and 10.2.
E108(c)	Prevent marshalling of construction vehicles near sensitive land use(s).	Addressed. Refer to Section 5.5.
E108(d)	Ensure parked vehicles do not block or disrupt access across pedestrian or shared user paths at any time.	Addressed. Refer to Sections 6.5, 6.7, 7.1 and 7.2.
E108(e)	Ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs.	Addressed. Refer to Sections 5.5, 5.6, 6.11 and Appendix C.
E109	A Construction Parking and Access Strategy must be prepared to identify and mitigate impacts resulting from on-street parking changes during construction.	Not triggered under this CTMP revision, as no direct impact to public on-street parking is proposed at this stage. Should Condition E109 be triggered at a later date, a corresponding CPAS will be developed and will include the relevant information required by Condition E109.
E109(a)	Achieving the requirements of Condition E108.	Not triggered under this CTMP revision. E108 requirements are

		addressed in the relevant sections of this CTMP, as outlined above.
E109(b)	Confirmation of timing and duration of the removal of on-street parking associated with construction.	Not triggered under this CTMP revision, as no direct impact to public on-street parking is proposed. To be addressed in a site-specific CPAS if required.
E109(c)	Parking surveys of publicly accessible parking spaces to be removed, or on-street parking spaces potentially occupied by the project workforce.	Not triggered under this CTMP revision. Six-monthly car parking surveys will still be completed as a workforce parking monitoring measure. Refer to Section 7.2.
E109(d)	Consultation with affected stakeholders that use existing on-street parking which may be directly impacted.	Not triggered under this CTMP revision, as no direct impact to public on-street parking is proposed. Consultation will be undertaken if Condition E109 is triggered at a later date.
E109(e)	Identification of practicable mitigation measures to manage impacts to stakeholders as a result of on-street parking changes.	Not triggered under this CTMP revision, as no on-street parking changes are proposed. Workforce parking mitigation measures are addressed in Sections 7.1 and 7.3.
E109(f)	Where residential parking permit schemes do not exist, off-street parking facilities must be provided for the CSSI workforce where alternate means of transport are not preferred or feasible.	Not triggered under this CTMP revision. Workforce parking and access measures are addressed in Sections 7.1 and 7.3.
E109(g)	Mechanisms for monitoring, over appropriate intervals, to determine the effectiveness of implemented mitigation measures.	Not triggered under this CTMP revision. General workforce parking monitoring is retained in Section 7.2. If Condition E109 is triggered at a later date, the CPAS will include the relevant monitoring mechanisms, frequencies and reporting requirements.
E109(h)	Details of shuttle bus service(s) to transport the CSSI workforce to work sites from public transport hubs and off-site car parking facilities, where provided, and between work sites.	Not triggered under this CTMP revision. Public transport access and worker parking arrangements are addressed in Section 7.1. Shuttle arrangements will be addressed in the CPAS if required.

E109(i)	Identification and implementation of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective.	Not triggered under this CTMP revision. General corrective actions for workforce parking are addressed in Sections 7.2, 7.3, 7.5 and 7.6. If Condition E109 is triggered at a later date, contingency measures will be included in the CPAS.
E109(j)	Provision of reporting of monitoring results to the Planning Secretary and Relevant Council(s), at six-monthly intervals.	Not triggered under this CTMP revision. Six-monthly car parking surveys will still be completed as a workforce parking monitoring measure. If Condition E109 is triggered at a later date, reporting requirements will be addressed through the CPAS.
E109 final paragraph	CPAS to be submitted for approval at least one month before construction that reduces existing parking, implemented before impacting on on-street parking and incorporated into relevant CTMP(s).	Not triggered under this CTMP revision, as no public on-street parking is proposed to be removed. To be addressed through a CPAS and CTMP update if required.

7.5 Sub-Contractor and Workforce Communication

SPW will ensure that construction contractors, sub-contractors and workforce personnel are clearly informed of the designated parking arrangements, public transport access options and the prohibition on parking on surrounding local streets.

Sub-contractors will be required to communicate the approved parking arrangements to their workforce before attending site and throughout the works where arrangements change.

Worker parking requirements will be communicated through:

- Site inductions and onboarding material.
- Toolbox talks and pre-start meetings.
- Worker briefings.
- Project alerts and workforce communications.
- Signage and wayfinding, where required.
- Parking allocation instructions.
- Public transport and active transport access information.
- Updates to sub-contractors and supervisors where arrangements change.

Communication material will identify where worker parking is provided, where parking is not permitted, how workers are expected to travel between the designated parking area and the worksite, and the requirement to avoid parking on local streets.

Evidence of communication will be retained and made available to TfNSW Operations Planning upon request. Evidence may include induction records, attendance records, toolbox talk records,

briefing material, project alerts, signage records, photographs or other relevant project communication records.

Where monitoring identifies non-compliance or recurring issues, parking requirements will be reinforced through further worker communication, targeted toolbox talks, supervisor briefings, re-induction or other corrective actions.

7.6 Incident and Complaints Reporting

SPW will maintain a register of traffic and parking-related complaints, incidents and inspection observations arising from construction activities.

Traffic and parking-related complaints will be managed in accordance with the Sydney Metro Overarching Community Communications Strategy and the Sydney Metro Construction Complaints Management System. Complaints, incidents and inspection observations will be reviewed, investigated and closed out in accordance with project requirements.

Traffic and parking-related complaints or incidents may include unauthorised worker parking on local streets, non-compliance with designated parking arrangements, unsafe access behaviour, obstruction of access, queuing or idling issues, haulage route non-compliance, or other traffic and parking matters associated with construction activities.

The register will include, where relevant:

- Date, time and location of the complaint, incident or observation.
- Site or precinct.
- Nature of the issue.
- Source of the complaint or observation.
- Immediate actions taken.
- Investigation outcomes.
- Corrective or preventative actions.
- Close-out status.

Table 15 provides the register template to be completed during implementation of the works.

Table 15: Summary of Traffic and Parking Complaints, Incidents and Inspection Observations

DATE REPORTED / DATE OF INSPECTION	LOCATION	SITE / PRECINCT	COMPLAINT, INCIDENT OR INSPECTION OBSERVATION	ACTION TAKEN	CLOSE- OUT STATUS
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The complaints, incidents and inspection observations register will be made available to the relevant Council(s) and TfNSW Operations Planning upon request. Complaint trends, incident trends and resolution actions will be summarised as part of CTMP or CPAS revision and review submissions, where relevant.

Where complaint or incident trends are identified, SPW will review the effectiveness of the parking mitigation measures and implement additional corrective actions where required.

Where monitoring, inspections or community complaints identify non-conformances, the matter will be managed in accordance with the relevant Sydney Metro and Gamuda incident, complaint and non-compliance procedures.

Corrective actions may include:

- Notifying the relevant site Project Manager.
- Directly addressing the issue with the worker or sub-contractor, where details are available.
- Reminding workers of parking requirements during pre-start meetings and toolbox talks.
- Reinforcing the requirement to use public transport, active transport, carpooling, shuttle buses or designated parking.
- Issuing warning notices where the owner of an offending vehicle can be identified.
- Increasing parking compliance checks.
- Revising parking allocation or shuttle arrangements.
- Escalating repeated non-compliance through the project corrective action process.

7.7 Coordination with Relevant Authorities

SPW will maintain ongoing liaison with TfNSW Operations Planning, City of Canada Bay Council, Burwood Council, Sydney Metro and other relevant authorities regarding the management of construction traffic and workforce parking throughout the approval period.

Coordination will occur through established project consultation forums and communication channels, including Traffic and Transport Liaison Group meetings, Traffic Control Group meetings, stakeholder meetings, email correspondence, phone calls and project communication processes, as required.

Ongoing coordination will be used to discuss, where relevant:

- Workforce parking arrangements.
- Parking demand and monitoring outcomes.
- Complaints, incidents or non-conformances.
- Corrective actions and contingency measures.
- Changes to construction staging or workforce numbers.
- Local street parking conditions.
- Cumulative impacts associated with adjacent projects or Linewide works.
- Special events and local access requirements.
- Updates required to the CTMP, CPAS or supporting traffic management documentation.

Table 16 provides the authority coordination register template to be completed where a traffic or parking matter is raised by TfNSW Operations Planning, City of Canada Bay Council, Burwood Council, Sydney Metro or another relevant authority.

Table 16: Summary of Authority Coordination, Directions and Actions

DATE	AUTHORITY / STAKEHOLDER	FORUM / CORRESPONDENCE	MATTER RAISED	DIRECTION / REQUIREMENT	ACTION / RESPONSE
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Any direction or requirement issued by TfNSW Operations Planning, the relevant Council(s) or another relevant authority in relation to traffic or parking management will be reviewed and

reflected in the next relevant revision of the Overarching CTMP, site-specific CTMP, CPAS, Traffic Guidance Scheme, Vehicle Movement Plan or other relevant project documentation.

8 AGENCY PERMITS AND APPROVALS

8.1 Council Permits

Where works affect City of Canada Bay Council or Burwood Council assets, local road reserves, footpaths, kerbside areas, drainage assets, street furniture, parking restrictions or other Council-controlled assets, the relevant Council approvals will be obtained before those works occur.

Potential approval requirements may include driveway works, ancillary works, road reserve occupancy, road opening or excavation, construction work zones, temporary parking changes, temporary road closures, temporary footpath changes, signage approvals, temporary traffic management approvals or other approvals required by the relevant road authority.

Where driveway or ancillary works applications are required, the relevant application will be submitted to Council at least 14 business days before the relevant works, or otherwise in accordance with Council requirements.

Temporary traffic management affecting Loftus Street, Burton Street, Burwood Road, Milton Street, Shaftesbury Road or other local roads will be coordinated with the relevant Council and supported by the appropriate TGS and approval pathway.

For the kerb modification proposed on Parramatta Road, following design approval SPW will submit the appropriate driveway and ancillary works application to Council for assessment a minimum of 14 business days prior to works.

8.2 Road Occupancy Licences

Road Occupancy Licences will be obtained where required for works that affect traffic flow, road capacity, public transport operations, pedestrian access, cyclist access, property access, business access, emergency access or the operation of State, regional or local roads.

Gamuda will apply for Road Occupancy Licences where required for the modified north site access arrangements, temporary traffic management, local road traffic control, OSOM movements or other works requiring occupation of the road corridor.

Road Occupancy Licences will be coordinated with the relevant road authority and supported by approved Traffic Guidance Schemes where required. Approved licence conditions will be communicated to relevant site personnel, traffic controllers, subcontractors and delivery drivers before implementation.

8.3 Speed Zone Authorisation Permits

No Speed Zone Authorisation is currently required for routine construction activities covered by this revision of the CTMP. If future temporary traffic arrangements require a temporary speed zone change, the required authorisation will be obtained as part of the relevant approval process before implementation.

8.4 NHVR Permits and Notices

Oversize and overmass movements will be undertaken in accordance with the applicable NHVR permits, notices and exemptions, including all required road-manager consents. Route, timing, mass, dimension, pilot, escort, traffic-control and notification conditions will be confirmed before each movement and communicated to the relevant drivers, subcontractors and traffic-management personnel.

9 COMMUNITY NOTIFICATION AND STAKEHOLDER MANAGEMENT

9.1 Site Contact

The current site contacts for the works identified in this CTMP are listed in Table 17 and are to be confirmed before issue.

Table 17: Site Contact

NAME	ROLE	PHONE NUMBER	EMAIL
Chris Paul	Station Manager	0448 241 416	chrispaul@gamuda.com.au
Mahmoud Yassine	Superintendent	0426 270 012	mahmoud.yassine@gamuda.com.au

9.2 Travelling Public

Gamuda will provide advance warning to the travelling public for construction activities that result in changed traffic, transport, pedestrian, cyclist or access conditions. Notifications will be prepared in accordance with the Sydney Metro OCCS and relevant project notification requirements.

Notifications will identify the nature, location, timing and duration of the impact, any detour or access change, and relevant project contact details. This may include notification of road closures, changed traffic conditions, lane changes, temporary parking changes, pedestrian or cyclist detours, bus stop access changes, traffic controller operations and temporary access arrangements.

Advance warning will be provided through communication methods appropriate to the scale and duration of the impact. This may include static signage, VMS, community notifications, project updates or other project communication channels.

Where approved heavy vehicle routes use local residential streets, affected residents and stakeholders along the relevant routes will be notified before those arrangements are implemented. This includes Gipps Street/Patterson Street, Milton Street/Shafesbury Road and other streets shown on the approved heavy vehicle route figures, where applicable. The relevant approved heavy vehicle route figures will be included or referenced in notification material where useful to explain the route and expected vehicle movements.

9.3 Variable Message Signs

VMS may be used to provide advance warning of changed traffic conditions, road closures, detours or other traffic management arrangements that may affect road users. The need for VMS will be assessed during traffic management planning and confirmed with TfNSW Operations Planning before installation, where required.

9.4 Stakeholders

Gamuda will liaise with relevant stakeholders regarding construction traffic management measures and will raise potential conflicts at the earliest opportunity. Stakeholders may include Sydney Metro, City of Canada Bay Council, Burwood Council, Transport for NSW, NSW Police, emergency

services, adjacent construction projects, local businesses, residents, utility providers and affected landowners.

Stakeholder comments and responses will be captured in the stakeholder comments register or relevant consultation records. Any actions affecting traffic management arrangements will be incorporated into the CTMP, TGSs, VMPs or work method documentation as required.

10 MONITORING, INSPECTIONS, REPORTING AND REVIEW

10.1 Road Safety Audit

Road Safety Audits will be undertaken where required by the Sydney Metro Construction Traffic Management Framework, TCAWS requirements, road authority requirements or the relevant TGS approval process.

Road Safety Audit findings will be reviewed before implementation of the relevant traffic management arrangement. Identified actions will be closed out, or otherwise managed through an agreed action plan, before the arrangement is implemented.

The Road Safety Audit can be found in Appendix H of this CTMP.

10.2 Monitoring Program

This CTMP will be subject to ongoing monitoring and review throughout the works. Regular reviews will be undertaken by suitably qualified personnel to confirm that traffic management measures remain appropriate for the construction methodology, site conditions, vehicle demand and stakeholder interfaces.

Key monitoring considerations include:

- Tracking actual heavy vehicle movements against forecast volumes and relevant EIS allowances.
- Monitoring monthly, daily and peak hourly construction vehicle movements.
- Maintaining vehicle logs where required, including vehicle registration, time of entry and time of exit.
- Monitoring delivery bookings, UHF call-up procedures, gate activity, vehicle arrivals and site access performance.
- Identifying parking, queuing, idling, access or safety issues.
- Confirming TGSs remain current and consistent with site conditions.
- Monitoring pedestrian and cyclist interfaces at active site access points.
- Monitoring bus operations, bus stop access, adjacent works, utility interfaces and local access where relevant.
- Monitoring complaints and stakeholder feedback relating to construction traffic, access, parking and driver behaviour.
- Reviewing the effectiveness of corrective actions and mitigation measures.

If actual vehicle movements approach the relevant forecast or EIS allowance, the traffic management arrangements will be reviewed and additional controls implemented as required. These may include revised delivery scheduling, increased gate coordination, additional driver briefings, updated UHF call-up procedures or amendments to the relevant TGSs.

10.3 Worksite Inspections, Records and Reporting

Temporary traffic management inspections, records and reporting will be undertaken in accordance with TCAWS and project requirements. Inspection records will be retained for monitoring, auditing and continual improvement purposes.

Inspection records may include daily temporary traffic management checks, pre-start checks, shift handover records, site access checks, traffic controller observations, vehicle movement records, corrective action records, incident reports and photographs of implemented traffic management arrangements.

Inspections will consider the condition and effectiveness of signage, barriers, delineation, pedestrian and cyclist routes, site access gates, traffic controller positions, lighting, road cleanliness and any temporary traffic management devices.

10.4 Environmental Maintenance

All works will be undertaken in accordance with the relevant CEMP, environmental procedures and EPL requirements where applicable. Roadways, footpaths, kerbside areas and public domain areas affected by the works will be kept in a serviceable condition for the duration of construction.

Road cleanliness, dust, mud tracking, loose material, spills, signage, barriers, lighting and delineation will be monitored as part of routine worksite inspections. Any environmental or traffic safety issue identified will be rectified where practicable or escalated through the corrective action process.

10.5 Compliance Management

Compliance with this CTMP will be managed by the project team through defined roles and responsibilities, approved TGSs, VMPs, site inductions, driver briefings, traffic controller supervision, delivery booking controls, UHF call-up procedures, inspections and corrective action processes.

Compliance monitoring will include consideration of approved haulage routes, site access arrangements, worker parking requirements, Driver Code of Conduct requirements, ROL conditions, Road Safety Audit actions and relevant stakeholder commitments.

Non-compliances, incidents, near misses and recurring issues will be recorded, investigated and managed in accordance with the project systems. Lessons learned will be communicated to relevant workers, subcontractors and drivers through toolbox talks, pre-starts, alerts or revised work method documentation.

10.6 Continual Improvement

The effectiveness of traffic management measures will be reviewed throughout construction. Opportunities for improvement may be identified through inspections, stakeholder feedback, complaints, incidents, road safety audits, worker feedback, site observations, monitoring data or changes to construction staging.

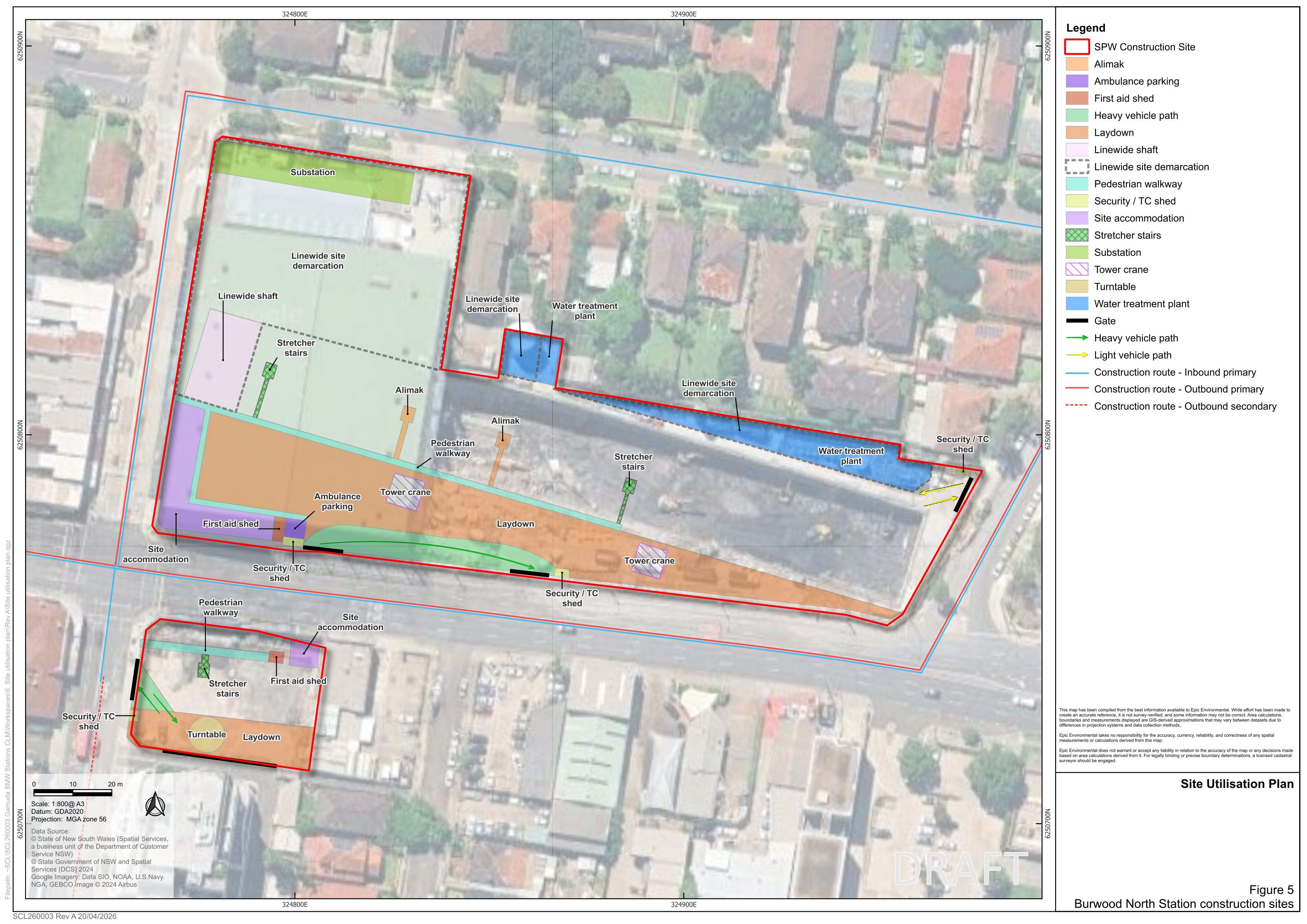
Improvement actions may include revising signage, modifying gate controls, changing delivery times, updating driver briefings, improving pedestrian wayfinding, adding traffic controller support, amending TGSs, updating VMPs or revising this CTMP.

10.7 CTMP Review and Amendment

This CTMP is a live document and will be reviewed and amended as required to reflect changes to construction staging, site access, haulage routes, traffic impacts, stakeholder requirements, approvals, mitigation measures or monitoring outcomes.

Material changes to traffic management arrangements will be reviewed by appropriately qualified personnel. Sydney Metro, Transport for NSW, City of Canada Bay Council, Burwood Council and other relevant stakeholders will be consulted before implementation where the change affects their assets, operations, approvals or stakeholder interests.

A SITE PLAN



B TRAFFIC STAGING PLAN

A

B

C

D

E

F

G

H

A

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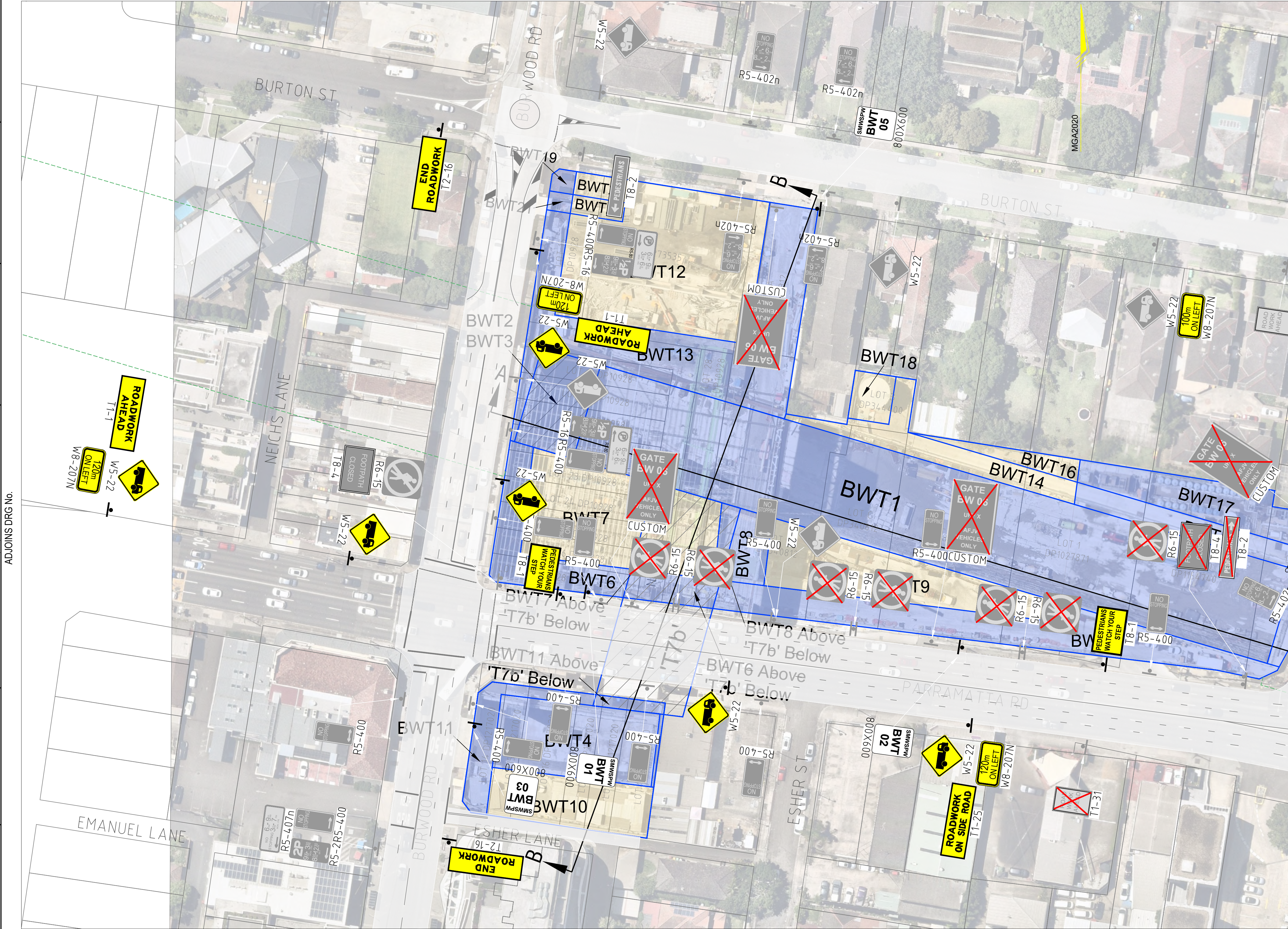
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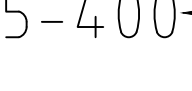
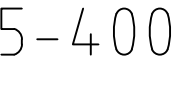
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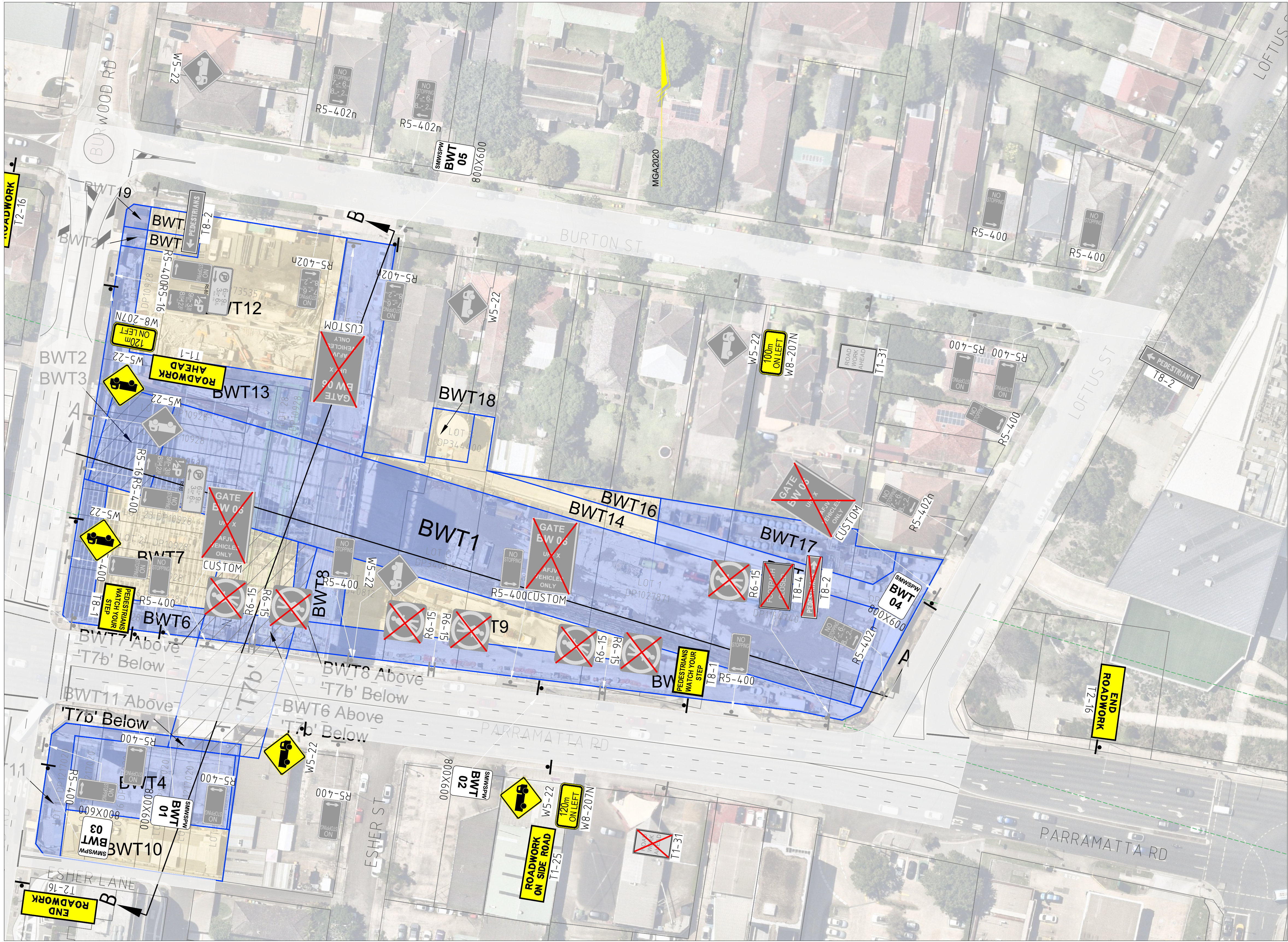
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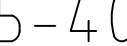
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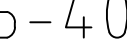


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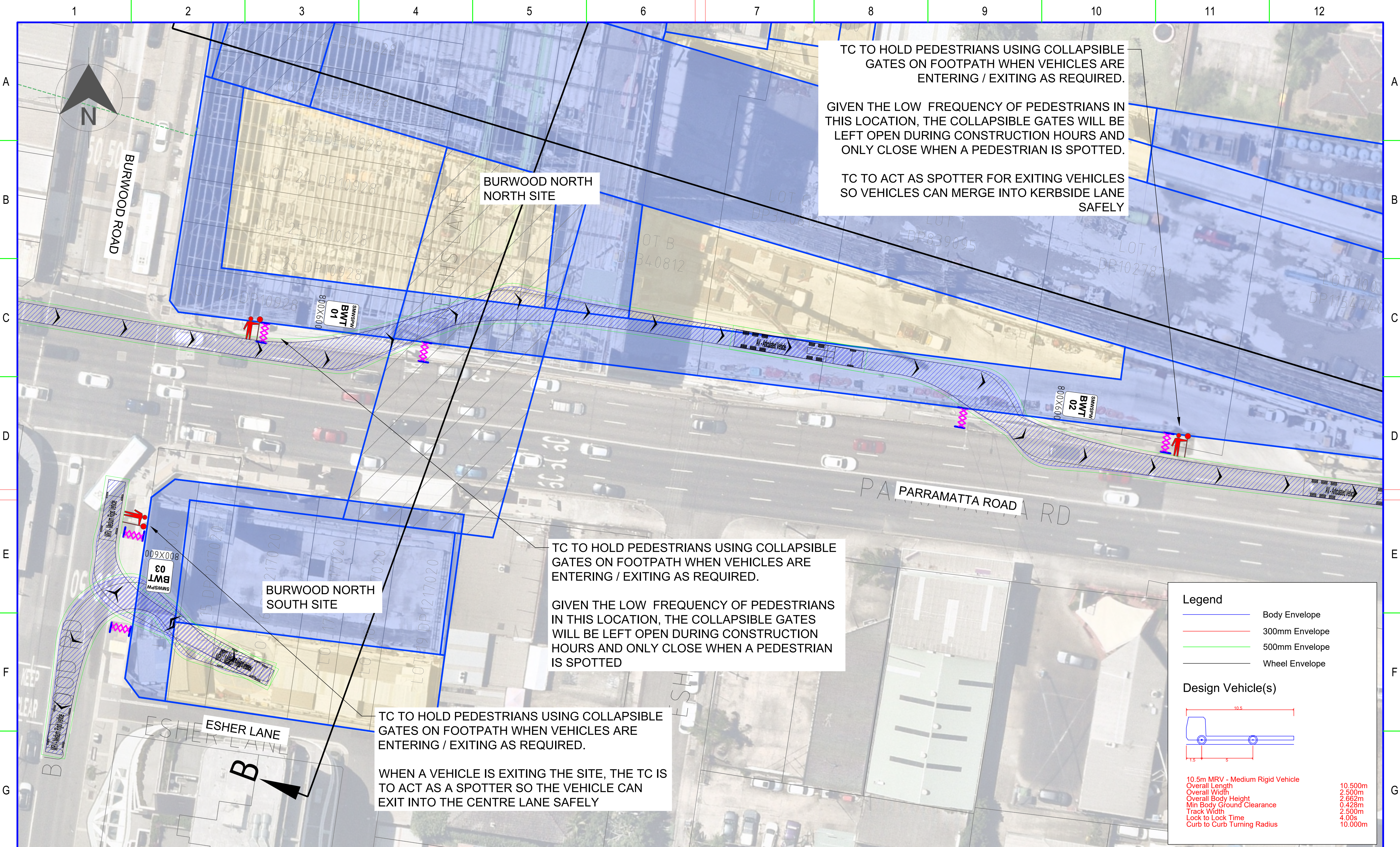
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SUITABILITY: Document Suitability for Use (DMS-ST-207)

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NSW GOVERNMENT

sydney METRO

PREPARED FOR:

TfNSW Organisational Unit

TfNSW Department/Division Name

TfNSW Agency/Entity Name

TfNSW ACPT. B.A. Baracas

LOGO OF AEO/ SERVICE PROVIDER RESPONSIBLE FOR DESIGN

LOGO OF DESIGN COMPANY(S) CARRYING OUT DESIGN

Supplier Design Company Discipline

DRAWN _____

DESIGNED _____ W. ZHENG _____ 01.06.26

DRG CHECK _____

DESIGN CHECK _____

PROJ/DES MNGR _____

APPROVED _____ W. ZHENG _____ 01.06.26

North Strathfield - Canada Bay LGA

BURWOOD NORTH STATION

GATE MANAGEMENT

DRG SET/FILE No: DS Number or ST File No

PART: XX SHEET: 01 OF 01 A1

STATUS: CONSTRUCTION

BRIDGE No: _____

DRG No: _____

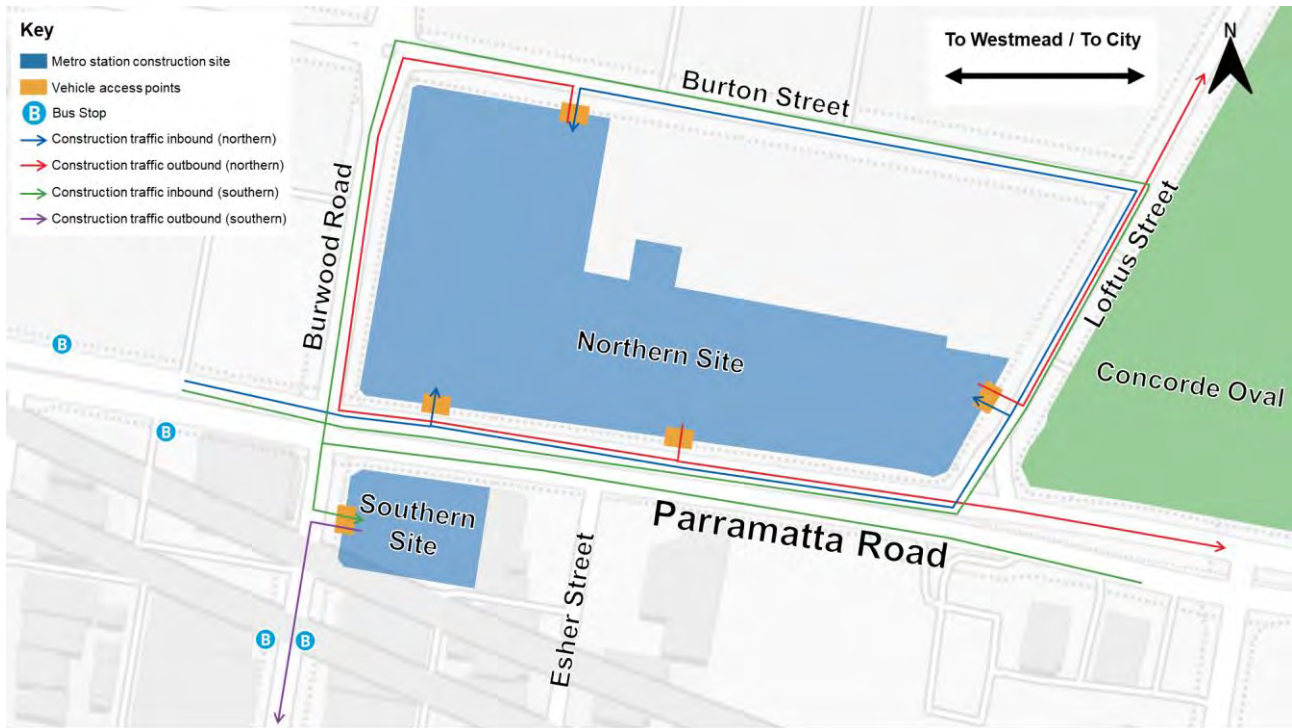
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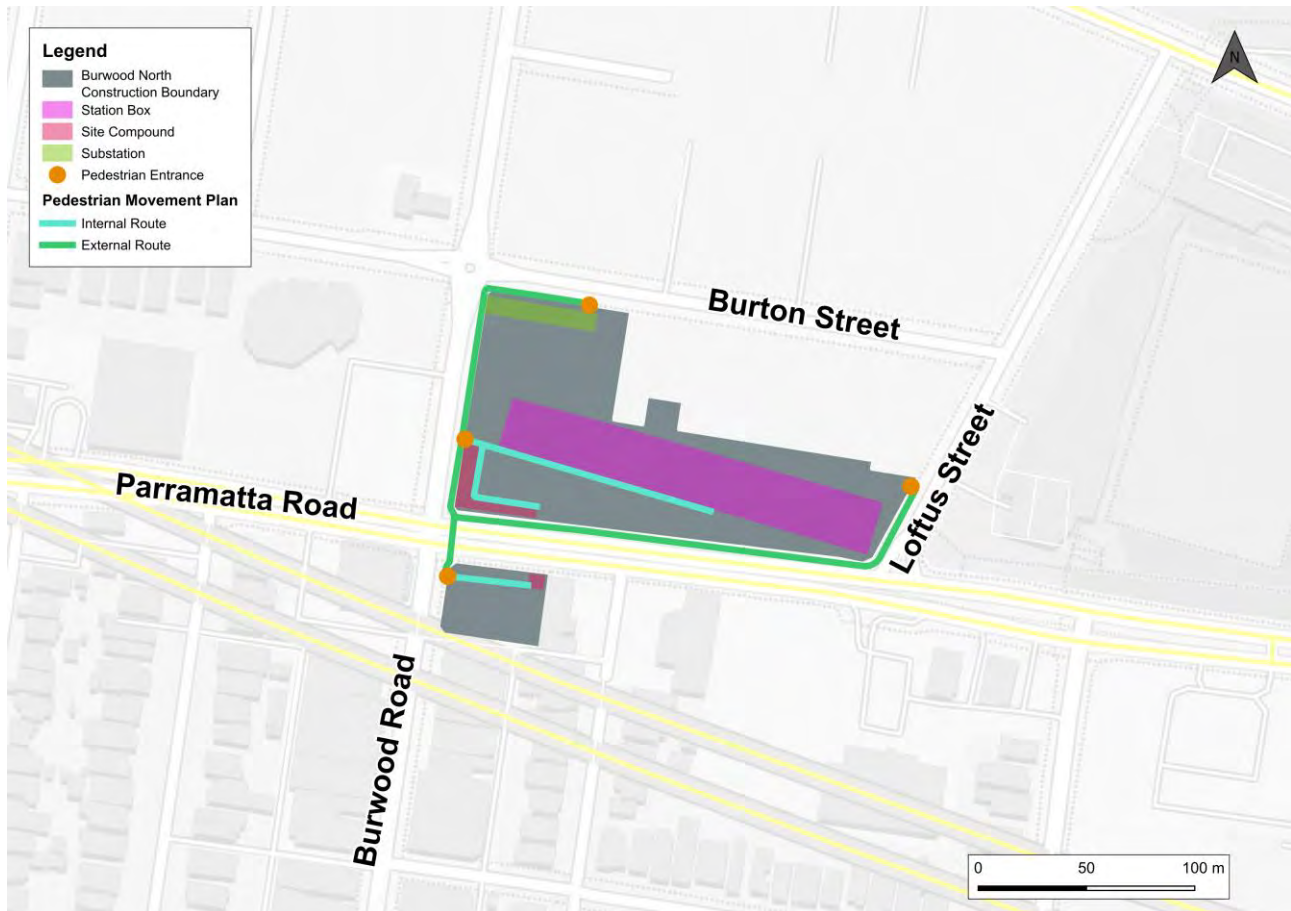
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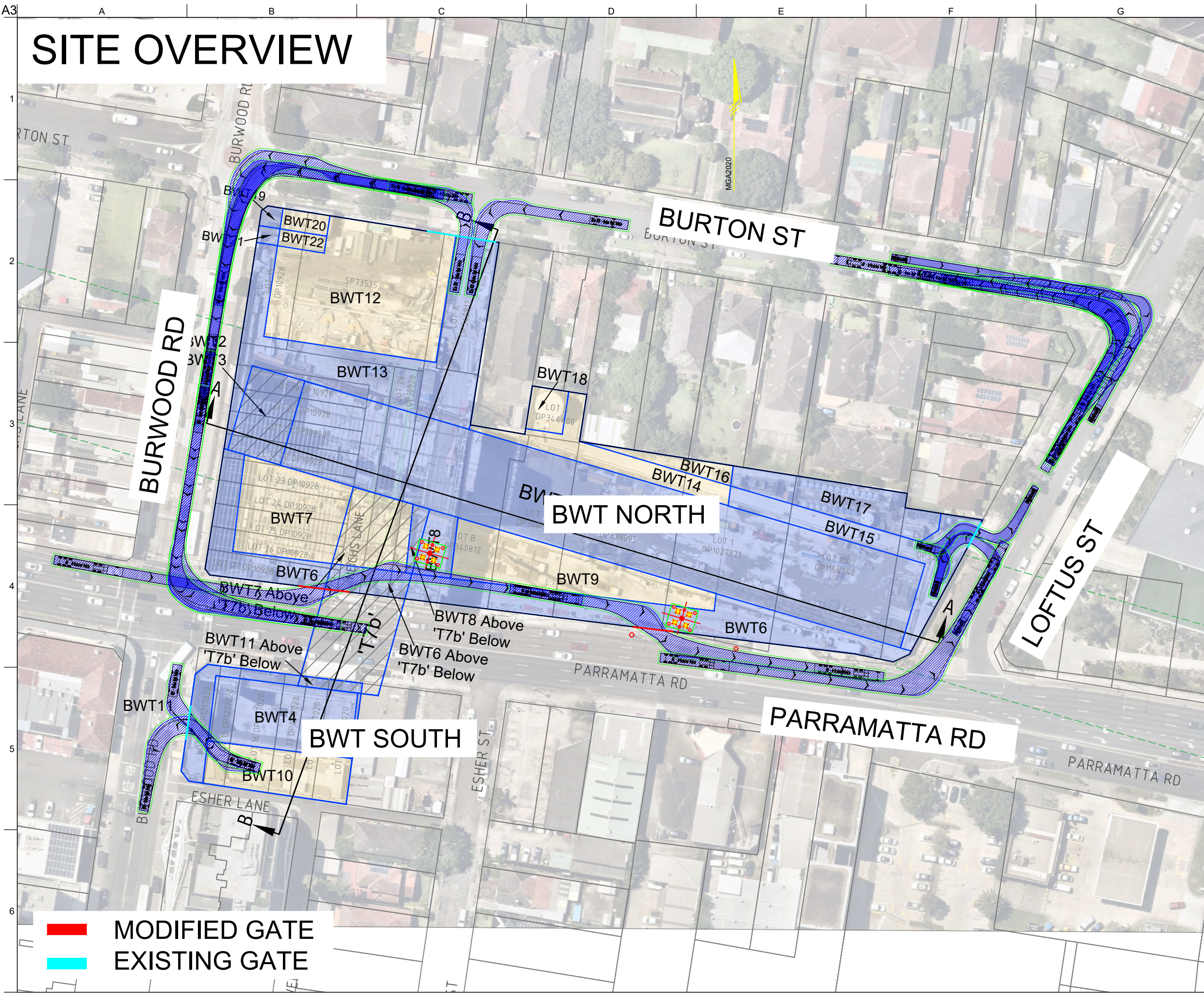


D PEDESTRIAN MOVEMENT PLAN (PMP)



E SWEPT PATH ASSESSMENT

SITE OVERVIEW



Legend

- Body Envelope
- 300mm Envelope
- 500mm Envelope
- Wheel Envelope

Design Vehicle(s)

AV - Articulated Vehicle
Overall Length 19.000m
Overall Width 2.500m
Overall Body Height 4.301m
Min Body Ground Clearance 0.418m
Track Width 2.500m
Lock to Lock Time 6.00 sec
Curb to Curb Turning Radius 12.500m

A	29/06/26	LW	WZ	WZ
For Information				
Issue	Date	By	Chkd	Appd

ARUP

Arup, Level 5, 151 Clarence St
Sydney, NSW, 2000
Tel +61(02)9320 9320 Fax +61(02)9320 9321
www.arup.com.au

Client
GAMUDA

Job Title
SYDNEY METRO STATIONS PACKAGE WEST BURWOOD NORTH STATION

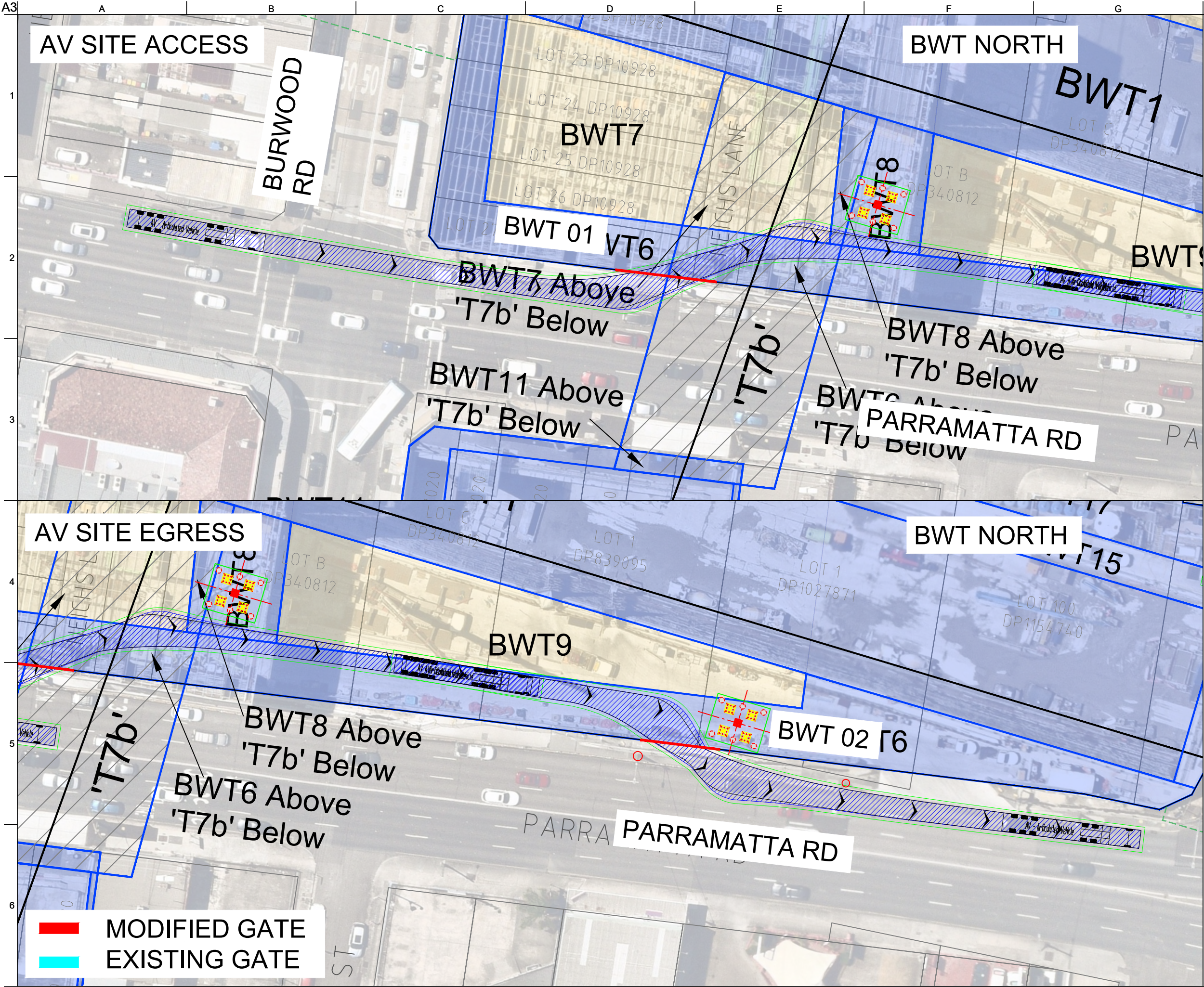
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Discipline Transport

Drawing Status
Draft

Job No 315729-60	Drawing No SKT001	Issue A
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Legend

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- 300mm Envelope
- 500mm Envelope
- Wheel Envelope

Design Vehicle(s)

AV - Articulated Vehicle
Overall Length 19.000m
Overall Width 2.500m
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Min Body Ground Clearance 0.418m
Track Width 2.500m
Lock to Lock Time 6.00 sec
Curb to Curb Turning Radius 12.500m

A	29/06/26	LW	WZ	WZ
For Information				
Issue	Date	By	Chkd	Appd

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Client
GAMUDA

Job Title
**SYDNEY METRO
STATIONS PACKAGE WEST
BURWOOD NORTH STATION**

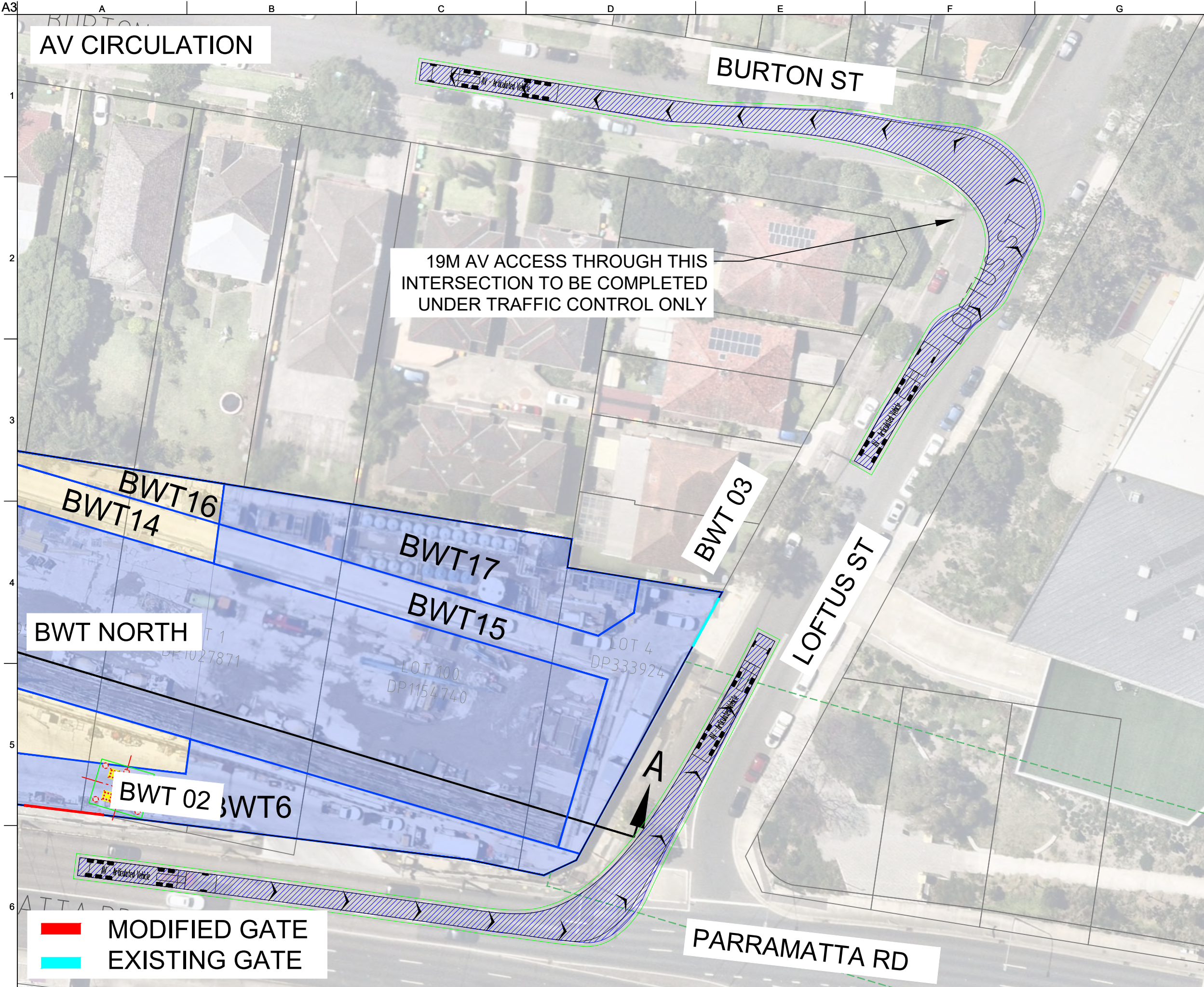
Drawing Title
**CONSTRUCTION ACCESS
SWEEP PATH ASSESSMENT
EGRESS ROUTE**

Scale at A3
1:500

Discipline
Transport

Drawing Status
Draft

Job No 315729-60	Drawing No SKT002	Issue A
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Legend

- Body Envelope
- 300mm Envelope
- 500mm Envelope
- Wheel Envelope

Design Vehicle(s)

AV - Articulated Vehicle
Overall Length 19.000m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.418m
Track Width 2.500m
Lock to Lock Time 6.00 sec
Curb to Curb Turning Radius 12.500m

A	29/06/26	LW	WZ	WZ
For Information				
Issue	Date	By	Chkd	Appd

ARUP

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Sydney, NSW, 2000
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www.arup.com.au

Client
GAMUDA

Job Title
**SYDNEY METRO
STATIONS PACKAGE WEST
BURWOOD NORTH STATION**

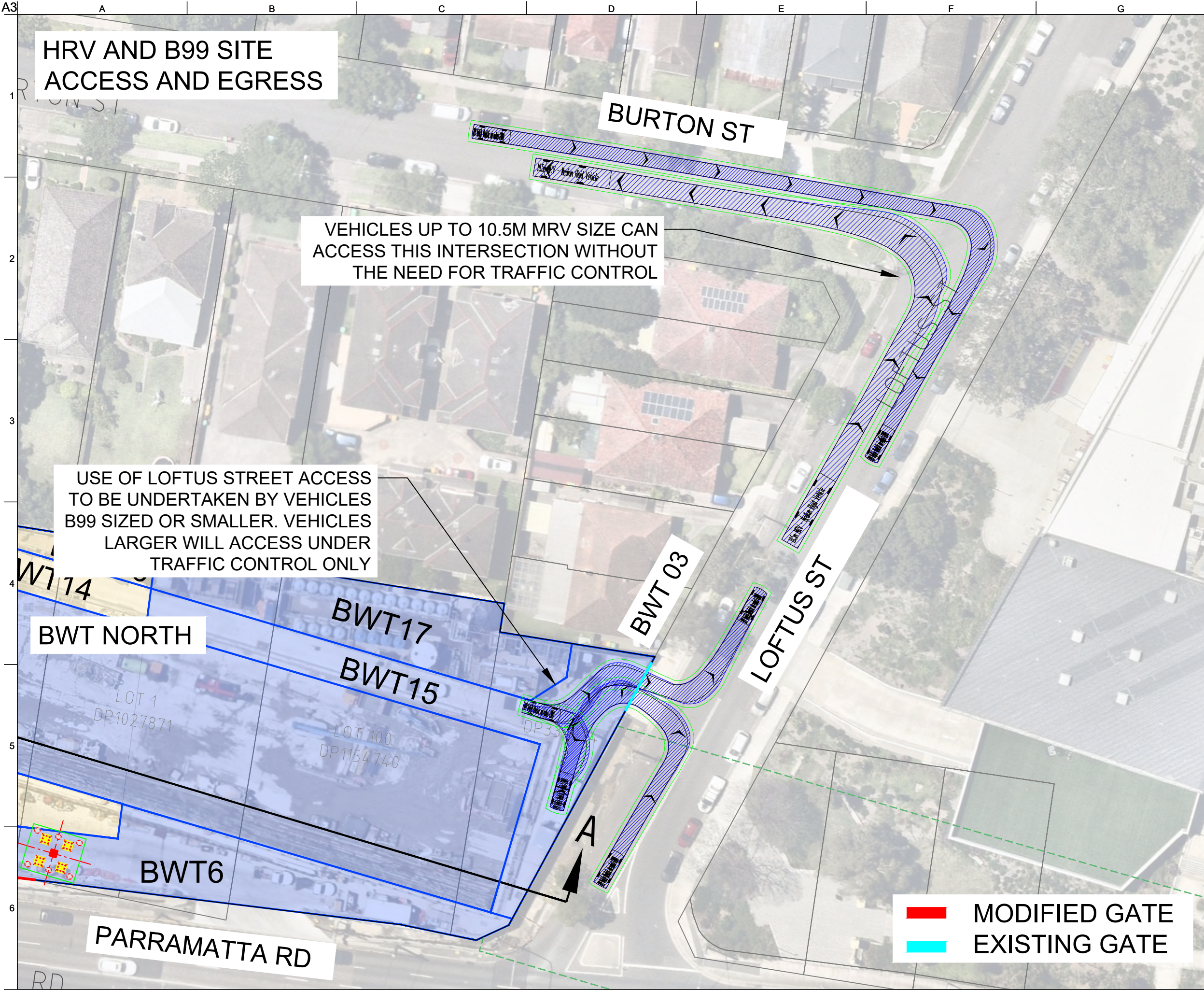
Drawing Title
**CONSTRUCTION ACCESS
SWEEP PATH ASSESSMENT
EGRESS ROUTE**

Scale at A3
1:500

Discipline
Transport

Drawing Status
Draft

Job No 315729-60	Drawing No SKT003	Issue A
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HRV AND B99 SITE
ACCESS AND EGRESS

VEHICLES UP TO 10.5M MRV SIZE CAN
ACCESS THIS INTERSECTION WITHOUT
THE NEED FOR TRAFFIC CONTROL

USE OF LOFTUS STREET ACCESS
TO BE UNDERTAKEN BY VEHICLES
B99 SIZED OR SMALLER. VEHICLES
LARGER WILL ACCESS UNDER
TRAFFIC CONTROL ONLY

MODIFIED GATE
EXISTING GATE

Legend

- Body Envelope
- 300mm Envelope
- 500mm Envelope
- Wheel Envelope

Design Vehicle(s)

10.5m MRV - Medium Rigid Vehicle

Overall Length	10.500m
Overall Width	2.500m
Overall Body Height	2.662m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock to Lock Time	4.00s
Curb to Curb Turning Radius	10.000m

B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.250m

A	29/06/26	LW	WZ	WZ
For Information				
Issue	Date	By	Chkd	Appd

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Client
GAMUDA

Job Title
**SYDNEY METRO
STATIONS PACKAGE WEST
BURWOOD NORTH STATION**

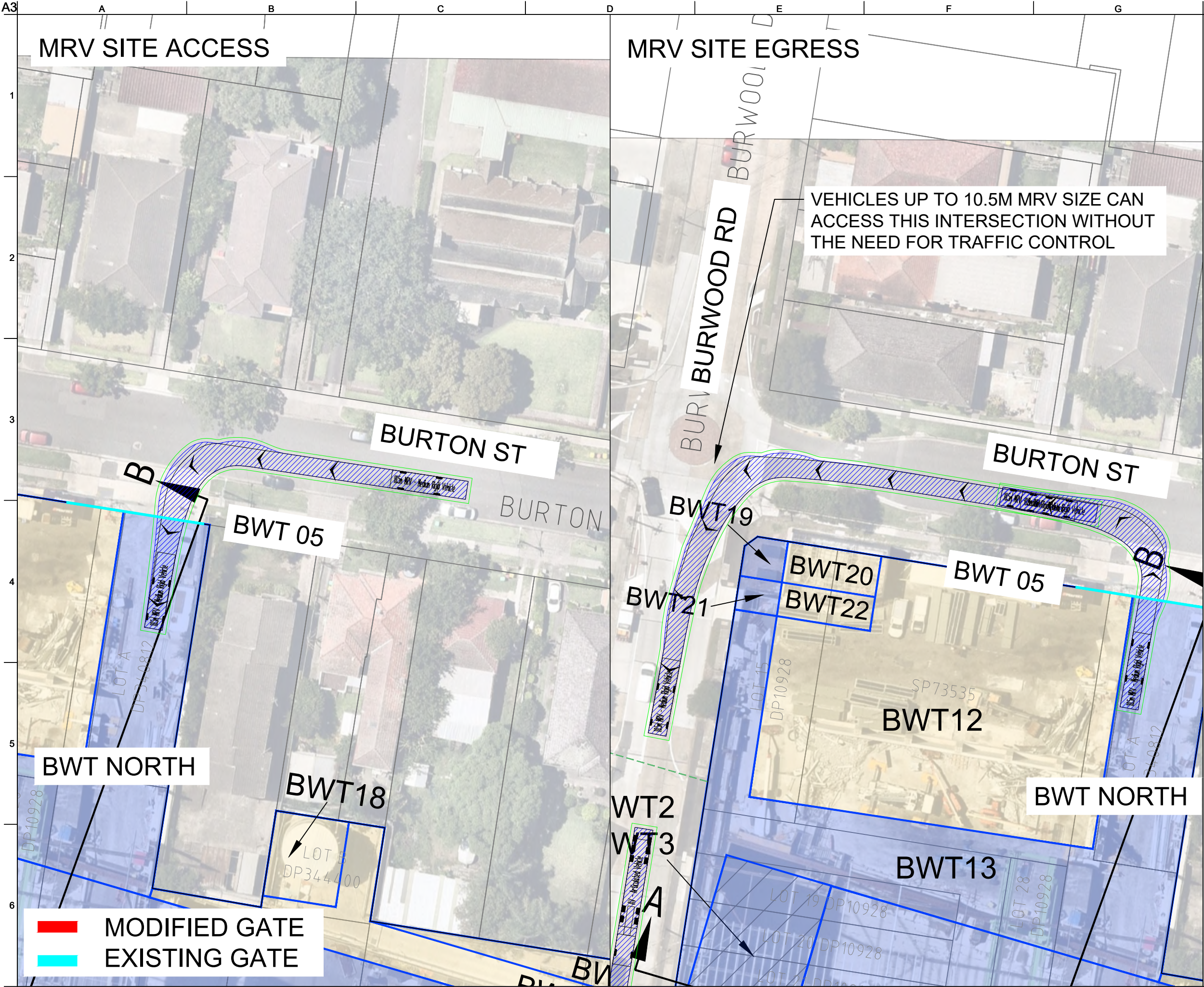
Drawing Title
**CONSTRUCTION ACCESS
SWEPT PATH ASSESSMENT
EGRESS ROUTE**

Scale at A3
1:500

Discipline
Transport

Drawing Status
Draft

Job No 315729-60	Drawing No SKT004	Issue A
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Legend

- Body Envelope
- 300mm Envelope
- 500mm Envelope
- Wheel Envelope

Design Vehicle(s)

10.5m MRV - Medium Rigid Vehicle

Overall Length	10.500m
Overall Width	2.500m
Overall Body Height	2.662m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock to Lock Time	4.00s
Curb to Curb Turning Radius	10.000m

899 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.250m

A	29/06/26	LW	WZ	WZ
For Information				
Issue	Date	By	Chkd	Appd

ARUP

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Client
GAMUDA

Job Title
**SYDNEY METRO
STATIONS PACKAGE WEST
BURWOOD NORTH STATION**

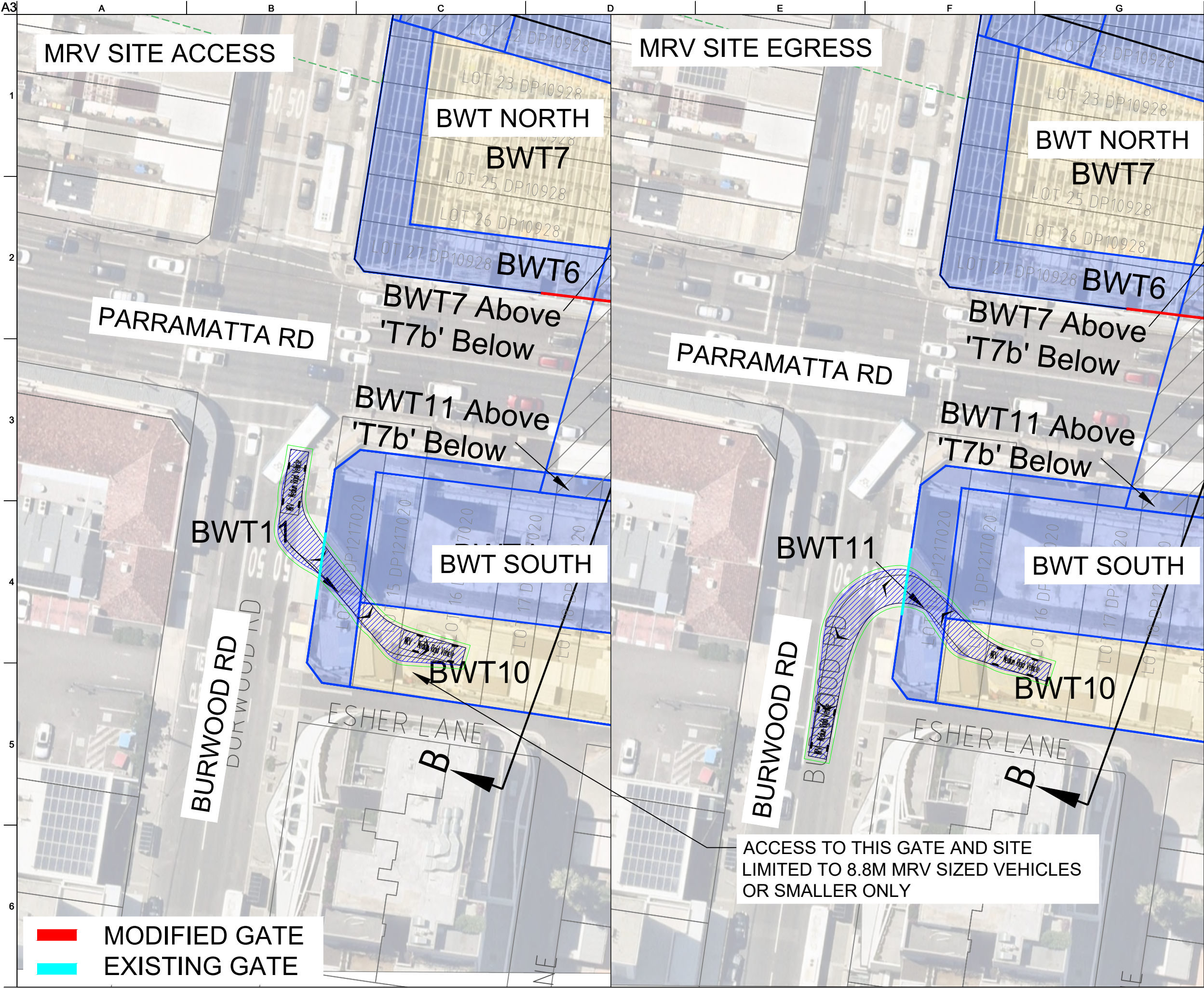
Drawing Title
**CONSTRUCTION ACCESS
SWEEP PATH ASSESSMENT
EGRESS ROUTE**

Scale at A3
1:500

Discipline
Transport

Drawing Status
Draft

Job No 315729-60	Drawing No SKT006	Issue A
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Legend

- Body Envelope
- 300mm Envelope
- 500mm Envelope
- Wheel Envelope

Design Vehicle(s)

10.5m MRV - Medium Rigid Vehicle

Overall Length 10.500m
Overall Width 2.500m
Overall Body Height 2.662m
Min Body Ground Clearance 0.428m
Track Width 2.500m
Lock to Lock Time 4.00s
Curb to Curb Turning Radius 10.000m

B99 Vehicle (Realistic min radius) (2004)

Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 2.200m
Min Body Ground Clearance 0.312m
Track Width 1.840m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 6.250m

A	29/06/26	LW	WZ	WZ
For Information				
Issue	Date	By	Chkd	Appd

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Tel +61(02)9320 9320 Fax +61(02)9320 9321
www.arup.com.au

Client
GAMUDA

Job Title
SYDNEY METRO
STATIONS PACKAGE WEST
BURWOOD NORTH STATION

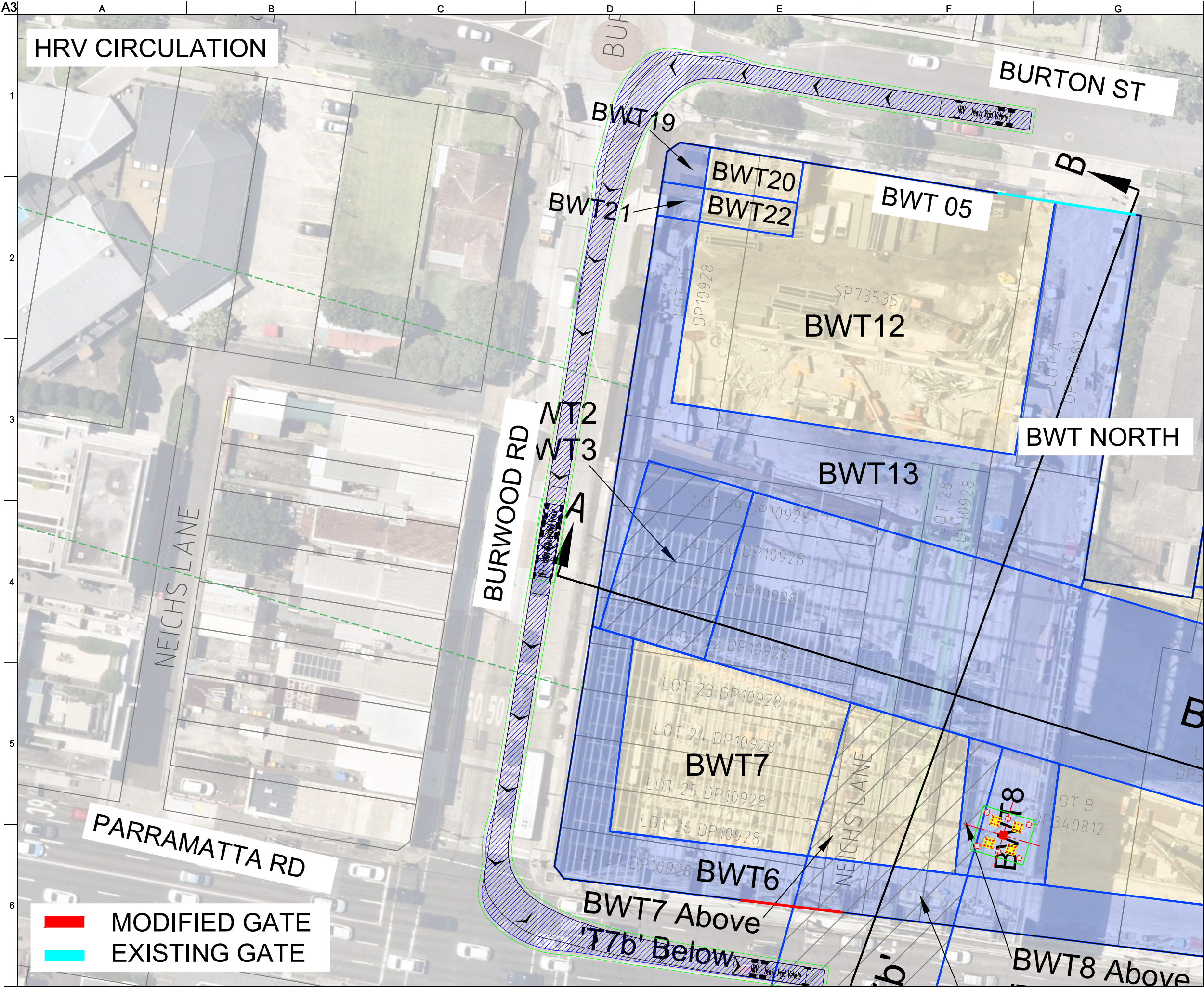
Drawing Title
CONSTRUCTION ACCESS
SWEEP PATH ASSESSMENT
EGRESS ROUTE

Scale at A3 1:500

Discipline Transport

Drawing Status
Draft

Job No 315729-60	Drawing No SKT007	Issue A
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Legend

- Body Envelope
- 300mm Envelope
- 500mm Envelope
- Wheel Envelope

Design Vehicle(s)

HRV - Heavy Rigid Vehicle
Overall Length 12.500m
Overall Width 2.400m
Overall Height 4.300m
Min Body Ground Clearance 0.417m
Track Width 2.500m
Lock to Lock Time 6.00 sec
Curb to Curb Turning Radius 12.500m

A	29/06/26	LW	WZ	WZ
For Information				
Issue	Date	By	Chkd	Appd

ARUP

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GAMUDA

Job Title
SYDNEY METRO
STATIONS PACKAGE WEST
BURWOOD NORTH STATION

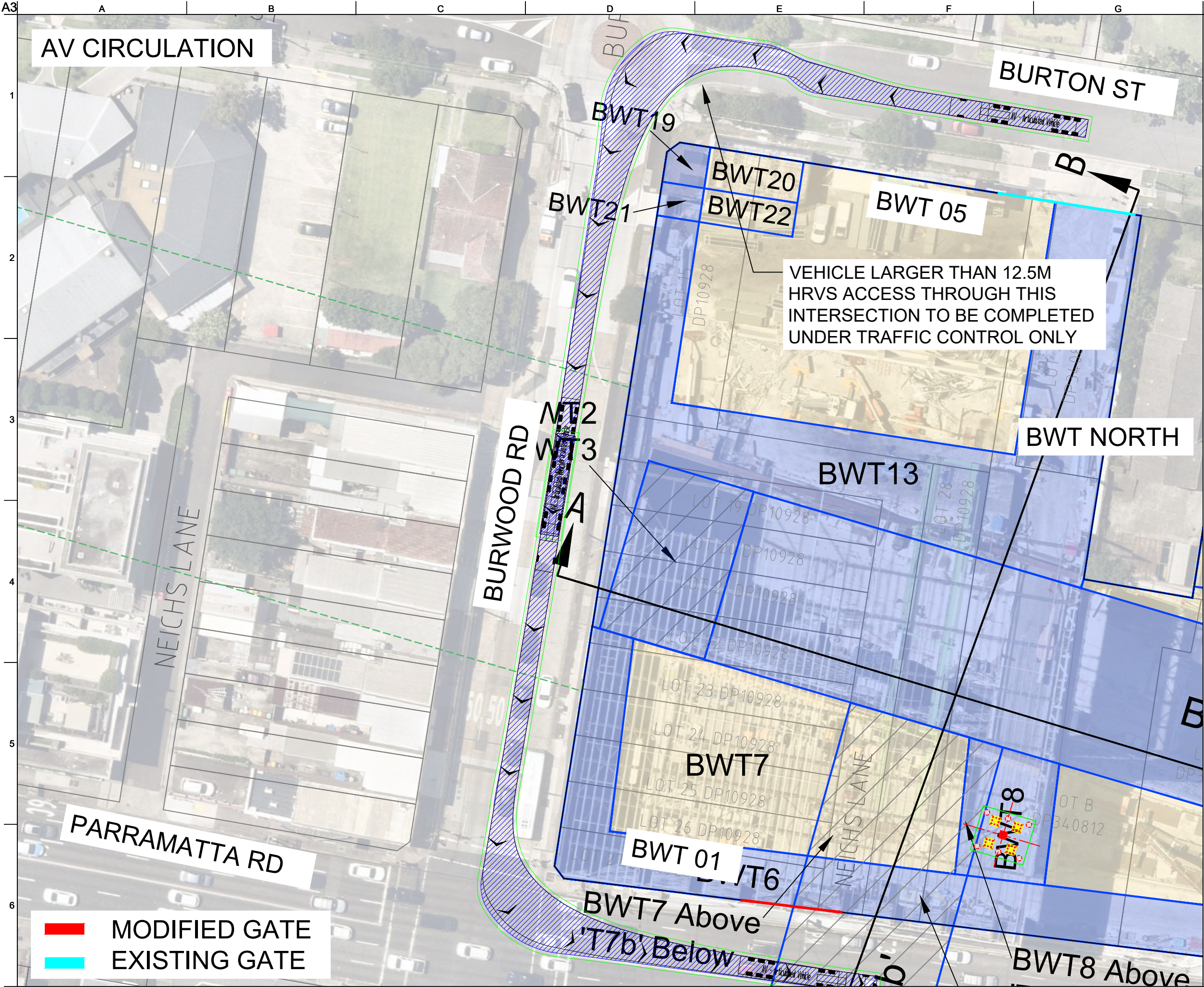
Drawing Title
CONSTRUCTION ACCESS
SWEPT PATH ASSESSMENT
EGRESS ROUTE

Scale at A3
1:500

Discipline
Transport

Drawing Status
Draft

Job No 315729-60	Drawing No SKT005	Issue A
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Legend

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- 300mm Envelope
- 500mm Envelope
- Wheel Envelope

Design Vehicle(s)

AV - Articulated Vehicle
Overall Length 19.000m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.418m
Track Width 2.500m
Lock to Lock Time 6.00 sec
Curb to Curb Turning Radius 12.500m

A	29/06/26	LW	LW	WZ
For Information				
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Client
GAMUDA

Job Title
**SYDNEY METRO
STATIONS PACKAGE WEST
BURWOOD NORTH STATION**

Drawing Title
**CONSTRUCTION ACCESS
SWEEP PATH ASSESSMENT
EGRESS ROUTE**

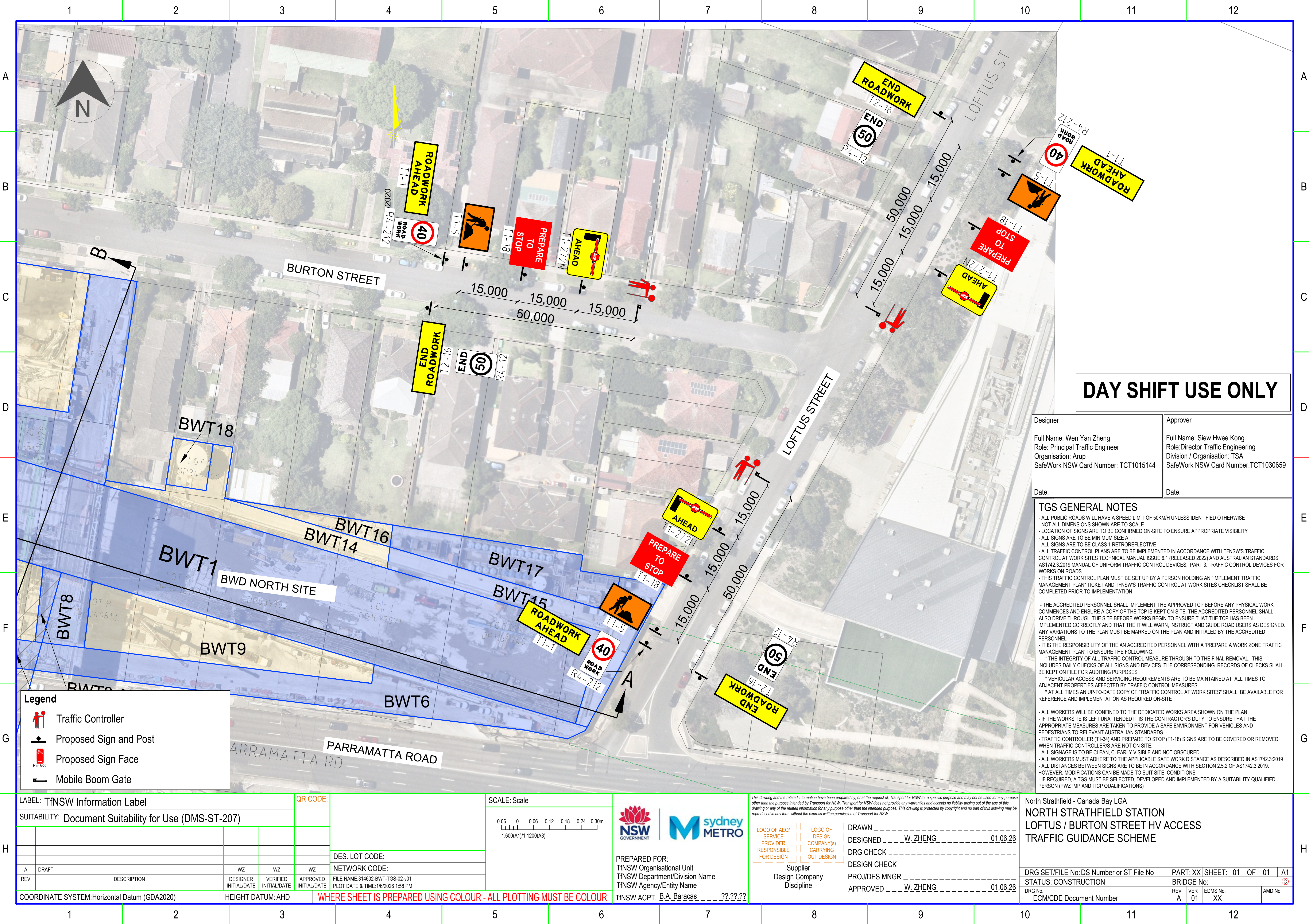
Scale at A3 1:500

Discipline Transport

Drawing Status
Draft

Job No 315729-60	Drawing No SKT005	Issue A
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F TRAFFIC GUIDANCE SCHEME



DAY SHIFT USE ONLY

Designer	Approver
Full Name: Wen Yan Zheng	Full Name: Siew Hwee Kong
Role: Principal Traffic Engineer	Role: Director Traffic Engineering
Organisation: Arup	Organisation / Organisation: TSA
SafeWork NSW Card Number: TCT1015144	SafeWork NSW Card Number: TCT1030659
Date:	Date:

- TGS GENERAL NOTES**
- ALL PUBLIC ROADS WILL HAVE A SPEED LIMIT OF 50KM/H UNLESS IDENTIFIED OTHERWISE
 - NOT ALL DIMENSIONS SHOWN ARE TO SCALE
 - LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY
 - ALL SIGNS ARE TO BE MINIMUM SIZE A
 - ALL SIGNS ARE TO BE CLASS 1 RETROREFLECTIVE
 - ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH TfNSW'S TRAFFIC CONTROL AT WORK SITES TECHNICAL MANUAL ISSUE 6.1 (RELEASED 2022) AND AUSTRALIAN STANDARDS AS1742.3:2019 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS
 - THIS TRAFFIC CONTROL PLAN MUST BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLAN" TICKET AND TfNSW'S TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION
 - THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES AND ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL ALSO DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT THE IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY VARIATIONS TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE ACCREDITED PERSONNEL
 - IT IS THE RESPONSIBILITY OF THE AN ACCREDITED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TO ENSURE THE FOLLOWING:
 - * THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURE THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES
 - * VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES
 - * AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE
 - ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN
 - IF THE WORKSITE IS LEFT UNATTENDED IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS
 - TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS ARE TO BE COVERED OR REMOVED WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE
 - ALL SIGNAGE IS TO BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED
 - ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2019
 - ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2019. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS
 - IF REQUIRED, A TGS MUST BE SELECTED, DEVELOPED AND IMPLEMENTED BY A SUITABILITY QUALIFIED PERSON (PWZTMP AND TCFP QUALIFICATIONS)

Legend

- Traffic Controller
- Proposed Sign and Post
- Proposed Sign Face
- Mobile Boom Gate

LABEL: TfNSW Information Label		QR CODE:	
SUITABILITY: Document Suitability for Use (DMS-ST-207)			
A	DRAFT		
REV	DESCRIPTION	WZ	WZ
		DESIGNER INITIAL/DATE	VERIFIED INITIAL/DATE
		APPROVED INITIAL/DATE	
COORDINATE SYSTEM: Horizontal Datum (GDA2020)		HEIGHT DATUM: AHD	

DES. LOT CODE:

NETWORK CODE:

FILE NAME: 314602-BWT-TGS-02-v01

PLOT DATE & TIME: 1/6/2026 1:58 PM

SCALE: Scale

0.06 0 0.06 0.12 0.18 0.24 0.30m

1:600(A1)/1:1200(A3)

WHERE SHEET IS PREPARED USING COLOUR - ALL PLOTTING MUST BE COLOUR

PREPARED FOR:
TfNSW Organisational Unit
TfNSW Department/Division Name
TfNSW Agency/Entity Name
TfNSW ACPT. B.A. Baracas

LOGO OF AEO/ SERVICE PROVIDER RESPONSIBLE FOR DESIGN

LOGO OF DESIGN COMPANY(S) CARRYING OUT DESIGN

Supplier Design Company Discipline

DRAWN _____

DESIGNED _____ W. ZHENG _____ 01.06.26

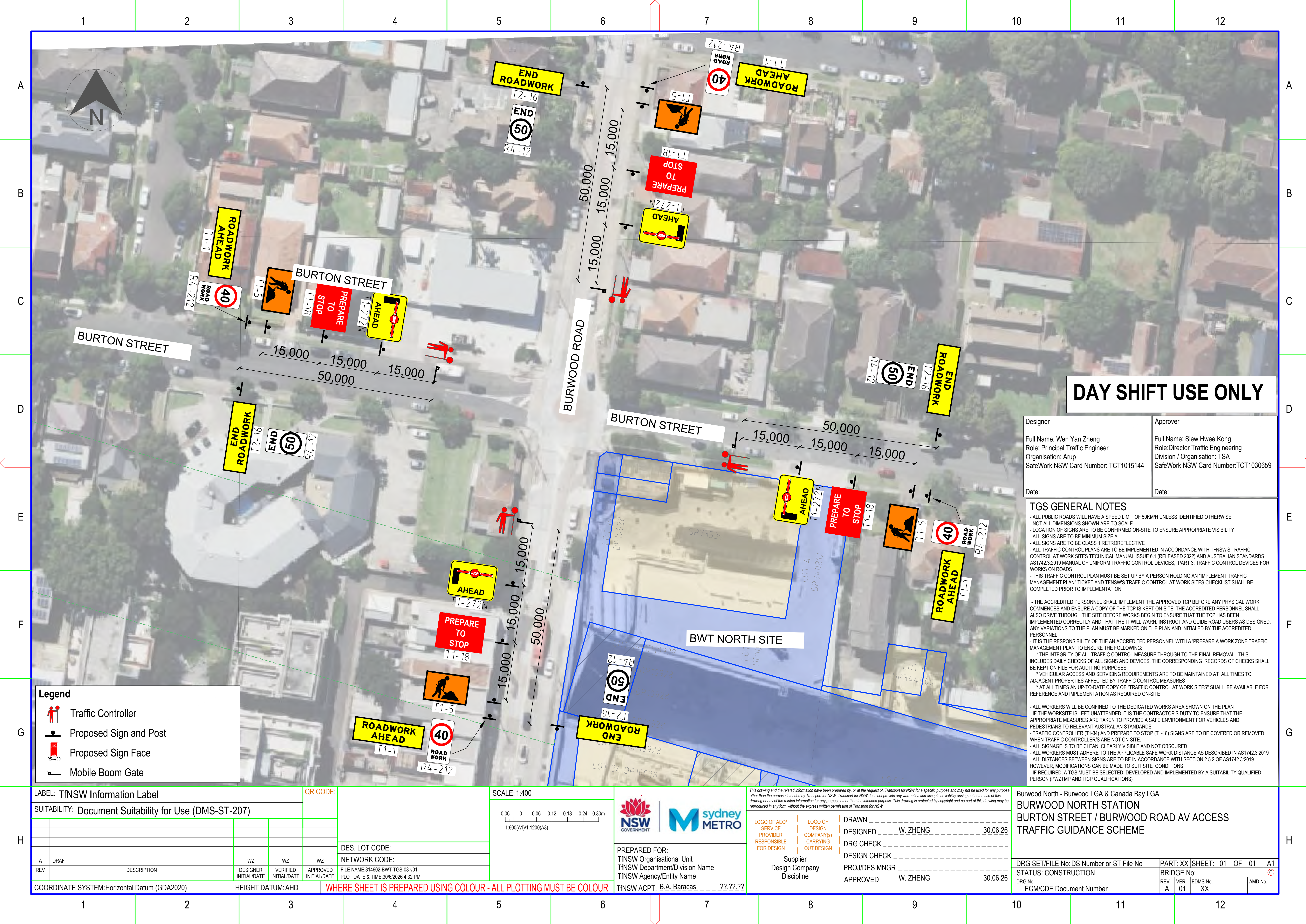
DRG CHECK _____

DESIGN CHECK _____

PROJ/DES MNGR _____

APPROVED _____ W. ZHENG _____ 01.06.26

North Strathfield - Canada Bay LGA			
NORTH STRATHFIELD STATION			
LOFTUS / BURTON STREET HV ACCESS			
TRAFFIC GUIDANCE SCHEME			
DRG SET/FILE No: DS Number or ST File No		PART: XX SHEET: 01 OF 01 A1	
STATUS: CONSTRUCTION		BRIDGE No:	
DRG No:		REV A VER 01 EDMS No. XX AMD No.	
ECM/CDE Document Number			



G RISK ASSESSMENT

Sydney Metro SMW

Risk Assessment and Communication Tool

Site Name	Burwood North Station		
Site Location	Burwood Road and Parramatta Road, Burwood North		
Date of Assessment	02 June 2026		
Revision	Issue I		
Document Control			
Date Issued	Revision	Issued By	Checked By
02/06/2026	Issue I	W. Zheng	

Risk Matrix							
Impact Likelihood		Insignificant	Minor	Moderate	Major	Severe	Catastrophic
		C6	C5	C4	C3	C2	C1
Almost certain	L1	8	19	27	29	34	36
Very Likely	L2	7	18	21	28	31	35
Likely	L3	6	11	20	23	30	33
Possible	L4	4	10	13	22	25	32
Very Unlikely	L5	3	9	12	15	24	26
Rare	L6	1	2	5	14	16	17

Risk Consequences						
	Insignificant	Minor	Moderate	Major	Severe	Catastrophic
	C6	C5	C4	C3	C2	C1
Health and Safety	Illness, first aid or injury not requiring medical treatment.	Illness or minor injuries requiring medical treatment.	Single recoverable lost time injury or illness, alternate/restricted	1-10 major injuries requiring hospitalisation and numerous days lost,	Single fatality and/or 10-20 major injuries/permanent	Multiple fatalities and/or >20 major injuries/permanent

			duties injury, or short-term occupational illness.	or medium-term occupational illness.	disabilities/chronic diseases.	disabilities/chronic diseases.
Environment	No appreciable changes to environment and/or highly localised event.	Change from normal conditions within environmental regulatory limits and environmental effects are within site boundaries.	Short-term and/or well-contained environmental effects. Minor remedial actions probably required.	Impacts external ecosystem and considerable remediation is required.	Long-term environmental impairment in neighbouring or valued ecosystems. Extensive remediation required.	Irreversible large-scale environmental impact with loss of valued ecosystems.

Likelihood		One off event (How likely?)		Repeated (How often?)
Almost certain	L1	Expected to occur frequently during time of activity or project.	> 90%	10 times or more every year
Very Likely	L2	Expected to occur occasionally during time of activity or project.	75 - 90 %	1-10 times every year
Likely	L3	More likely to occur than not occur during time of activity or project.	50 - 75 %	Once each year
Possible	L4	More likely not to occur than occur during time of activity or project.	25 - 50 %	Once every 1 to 10 years
Very Unlikely	L5	Not expected to occur during the time of activity or project.	5 - 25 %	Once every 10 to 100 years
Rare	L6	Not expected to ever occur during time of activity or project.	< 5 %	Less than once every 100 years

Risk Assessment and Communication Tool

ID. Ref	Risk and/ or Hazard	Risk Description	Location	Existing Control	Initial Risk Rating			Design Response to risk and /or hazard	Status of Risk	Assignment of risk or hazard	Residual risk rating		
					L	I	RR				C	L	RR
1	Unauthorised Access to the Site	Unauthorised access to the construction site by members of the public, visitors or unauthorised personnel	Entire site	Nil	L3	C2	High 28	Boundary fencing, hoarding and controlled access gates will be provided to define the separation between public areas, local roads, adjoining properties and the construction work area. Site access will be managed through designated entry points, sign-in requirements, visitor controls and security protocols to minimise unauthorised access	Design Solution	Main Contractor	L6	C2	Low 16
2	Interaction between pedestrians /	Vehicles and pedestrians / cyclists are to be separated	Entire site, Burwood Road, Parramatta	Nil	L3	C1	High 33	Pedestrian and cyclist interaction with construction vehicles will be	Design Solution	Main Contractor	L6	C2	Low 16

	cyclists and vehicles	as far as practicable	Road, Burton Street, Loftus Street, Gipps Street, site access gates and internal construction access routes					managed through designated pedestrian routes, physical separation where practicable, signed crossing points, collapsible pedestrian barriers, traffic controller supervision at active access points, site speed limits, driver induction requirements and ongoing monitoring of access arrangements					
3	Potential vehicle conflict points	Vehicles can crash with each other while manoeuvring through the site	Entire site, Burwood Road, Parramatta Road, Burton Street, Loftus Street, Gipps Street, site access gates and internal access roads	Nil	L4	C1	High 32	Vehicle conflict points will be managed through designated internal traffic routes, speed limits, signage, swept path verification, traffic controller support where	Operational Solution	Main Contractor	L6	C2	Low 16

								required and separation of light vehicles, heavy vehicles and pedestrian movements where practicable. One-way circulation will be implemented where supported by the site layout.						
4	Fatigue	Injury caused by fatigue	Entire site	Nil	L3	C2	High 30	Fatigue risks will be managed through toolbox talks, shift planning, regular breaks and compliance with the contractor's WHS fatigue management procedures	Operational Solution	Main Contractor	L6	C2	Low 16	
5	Fall risks	Injury due to falls (in general)	Entire site	Nil	L4	C1	High 32	Fall risks will be managed by maintaining safe walking surfaces, minimising level changes where practicable, marking hazards, providing	Design Solution	Main Contractor	L6	C2	Low 16	

								temporary ramps or handrails where required, maintaining adequate lighting and inspecting pedestrian and work areas regularly					
6	Misdirected access into incorrect site gate or neighbouring property	Construction vehicles entering the wrong Burwood North site access gate, incorrect northern or southern work area, adjacent property, local road frontage or unauthorised internal access route	Entire site	Nil	L4	C3	Medium 22	Directional signage, access gate identification, driver induction material, delivery booking information, UHF call-up procedures and traffic controller support will be provided to ensure construction vehicles access the correct Burwood North gate and do not enter adjacent properties, local business frontages, unauthorised local roads or the incorrect	Design Solution	Main Contractor	L5	C4	Low 12

								northern or southern work area					
7	Conflicting Traffic Management	Multiple traffic controllers or overlapping traffic management arrangements could result in inconsistent or conflicting directions	Entire site	Nil	L4	C3	Medium 22	Traffic management will be coordinated through regular liaison with the contractor, Sydney Metro, TfNSW, Burwood Council, City of Canada Bay Council, public transport operators, adjacent property owners, local businesses and other relevant stakeholders. TGSs, signage and access arrangements will be reviewed to minimise conflicting directions, duplicated signage or inconsistent traffic controller instructions	Operational Solution	Main Contractor	L5	C4	Low 12

8	Vehicle crash into barrier system resulting in serious injury or fatality	Construction vehicles, general traffic, buses, cyclists or local access traffic could impact temporary barriers, hoarding, gates or site access controls if access arrangements are unclear or if vehicle paths are constrained	Site access gates, Burwood Road, Parramatta Road, Burton Street, Loftus Street, Gipps Street, internal construction access roads and interfaces with adjacent properties, businesses and local roads	Existing access controls, speed restrictions and site boundary treatments where installed	L4	C1	High 32	Barriers, hoarding, signage and access controls will be installed in accordance with approved traffic management plans and site layout drawings. Vehicle access routes will be checked against swept paths and reviewed where layouts change. Traffic controllers, speed limits, delineation and driver communication will be used where required to manage vehicle movements safely	Design and Operational Solution	Main Contractor	L5	C4	Low 12
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H ROAD SAFETY AUDIT

Construction Traffic Management Road Safety Audit Report

Sydney Metro West – Burwood North Station

Project Number 250841

Draft Report 5/06/2026

Client Gamuda Engineering Pty Ltd

Document control record

Document prepared by:

Trafficworks Pty Ltd

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Document control

Report title	Sydney Metro West – Burwood North Station
Project number	250841
Client	Gamuda Engineering Pty Ltd
Client contact	Wendy Zheng

Revision	Date issued	Revision details / status	Prepared by	Authorised by
Draft	5/06/2026	Preliminary draft	Bailey Vroom Bernard Chan	Paul Mihailidis

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Appendix 1 – Severity guidance sheet		
Appendix 2 – Likelihood / severity risk matrix		

1 Introduction

Gamuda Engineering Pty Ltd engaged Trafficworks to undertake a road safety audit (RSA) of the construction traffic management plan (CTMP) for Sydney Metro West – Burwood North Station.

We conducted this RSA in line with the procedures set out in the Austroads Guide to Road Safety Part 6: Road Safety Audits (2022). For more information, see section 2, Road Safety Audit (RSA) overview.

Both the site and the supporting documentation were reviewed to identify issues that impact road user safety – for more information, see section:

- Supporting information used in the audit – see section 2.5
- Site Description - see section 3.

Our findings are presented in section 4.

Note that the auditor cannot guarantee that every issue that impacts road user safety has been identified.

2 Road safety audit (RSA) overview

2.1 Audit team

The audit was conducted by:

Bernard Chan [BEng (Civil) (Hons), MIEAust, CPEng, RPEng (Civil)]

RSA-03-0796 – Level 3 - road safety auditor (lead auditor),

Paul Mihailidis [BEng (Civil), GradCert (Mgt), MIEAust, CPEng, RPEng (Civil), Cert IV Access Consulting]

RSA-03-1649 – Level 3 - road safety auditor (team member)

and

Bailey Vroom [BEng (Civil & Infrastructure) (Hons)]

Observer

2.2 Inspection

The audit included an inspection of the site during the:

- Evening of 28/05/2026
- Morning of 29/05/2026

The conditions during the daytime inspection were overcast and dry and at night, the conditions were clear and calm.

2.3 Risk ratings

The findings of this audit have been assigned a risk rating based on the likelihood of a crash occurring, together with the potential severity of that crash. For more information about:

- crash severity – see Appendix 1
- the likelihood/severity risk matrix, see Appendix 2.

The risk ratings adopted for this audit are as follows:

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

Trafficworks also denotes a risk rating of ‘Note only’ for:

- drafting errors, omissions and issues that are outside the scope of works
- items within the scope of works that do not represent a road safety risk.

2.4 Safe System approach

Transport for NSW (TfNSW) and Austroads have formally adopted the Safe System approach. The basic principles of the Safe System approach are:

- Humans are fallible, and will inevitably make mistakes when driving, riding, or walking.
- Despite this, road trauma should not be accepted as inevitable. No one should be killed or seriously injured on our roads.
- To prevent serious trauma, the road system must be forgiving, so that the forces of collisions do not exceed the limits that the human body can tolerate.

Therefore, as far as is practically possible, infrastructure should be designed, and travel speeds managed, so that crash impact speeds are below the thresholds outlined in Appendixes 1 and 2.

Each road safety issue has been assessed based on:

- its kinetic energy transfer
- the likelihood of a serious injury or fatality occurring assessed against the thresholds outlined in Appendixes 1 and 2.

Table 1 shows the definitions adopted for this audit.

Table 1: Definition of Safe System energy transfer

Classification	Definition
Above tolerance	The impact angles or the impact speeds are above the Safe System crash outcome threshold, and the chances of surviving a crash are low.
Below tolerance	The impact angles or the impact speeds are below the Safe System crash outcome threshold.
Not applicable	The crash is likely to result in only property damage or trivial injury.

2.5 Supporting information used in the audit

The following plans were used when conducting the audit:

- Burwood Station Construction Traffic Management Plan, Sydney Metro – West, Stations Package West, prepared by Gamuda, Document No. SMWSTSPW-GEA-BWT-PM-PLN-000001 Revision 00, dated 3/06/2026

3 Site Description

3.1 Background

Burwood North Metro Station is being constructed as part of the Sydney Metro West Stations Package West (SPW) project. The station comprises the northern site on the north side of Parramatta Road, and the southern site on the south side of Parramatta Road.

A construction traffic management plan has been completed for the site and proposes the use of 5 existing gates, including:

- Northern Site:
 - 2 gates on Parramatta Road
 - 1 gate on Loftus Street
 - 1 gate on Burton Street
- Southern Site:
 - 1 gate on Burwood Road.

The works are proposed to be delivered across five construction stages, comprising of:

- Stage 1: Site Establishment
- Stage 2: Construction Work of Main Station Structure
- Stage 3: MEP and Vertical Transport Works
- Stage 4: Testing and Commissioning and Finishing Works
- Stage 5: Station Precinct Works and Station Handover.

Figure 1 shows the site and surrounding road network.



Figure 1: Burwood North Metro Station site plan and access gates

3.2 Existing conditions

See Table 2 below for a summary of the characteristics of the surrounding road network, at the time of this audit.

Table 2: Road characteristics

Road	Classification	Characteristics	Speed limit
Parramatta Road	State road	Two-way 17.5 m carriageway Parallel parking on both sides of the road with Clearway, Transit Lane and No Stopping parking restrictions	60 km/h
Burwood Road	Regional road north of Parramatta Road Local road south of Parramatta Road	Two-way 13 m carriageway Parallel parking on the west side of the road, north of Parramatta Road	50 km/h

Road	Classification	Characteristics	Speed limit
Loftus Street	Local road	Two-way 12.5 m carriageway Parallel parking on both sides of the road	Default urban 50 km/h
Burton Street	Local road	Two-way 10.5 m carriageway Parallel parking on both sides of the road	Default urban 50 km/h

During the inspection for this stage of the audit, the site was unoccupied and the access gates were not in operation.

3.3 Proposed conditions

The proposed works at the site include:

- Stage 1: Site Establishment
- Stage 2: Main Station Structure Works
- Stage 3: MEP & Vertical Transport Works
- Stage 4: Testing & Commissioning & Finishing Works
- Stage 5: Precinct Works & Station Handover.

The proposed temporary traffic management includes:

- Gate 1: Left in only, vehicles up to 19 m AV, OSOM vehicle for tower crane erection
- Gate 2: Left out only, vehicles up to 19 m AV, OSOM vehicle for tower crane erection
- Gate 3: Left in left out only, vehicles up to 8.8 m MRV
- Gate 4: Left in left out only, vehicles up to 5.2 m B99
- Gate 5: Left in left out only, vehicles up to 10.5 m truck or 19 m with traffic control
- pedestrian and vehicular traffic management at gates by accredited traffic controllers
- traffic control on Loftus Street and Burton Street, and the Burton Street / Burwood Road roundabout to allow oversized vehicle movements
- 40 km/h roadwork speed limit on Loftus Street and Burton Street
- new roadwork signage and associated truck and pedestrian signage
- removing some existing signage implemented for the tunnelling package

- retaining some existing signage implemented for the tunnelling package.

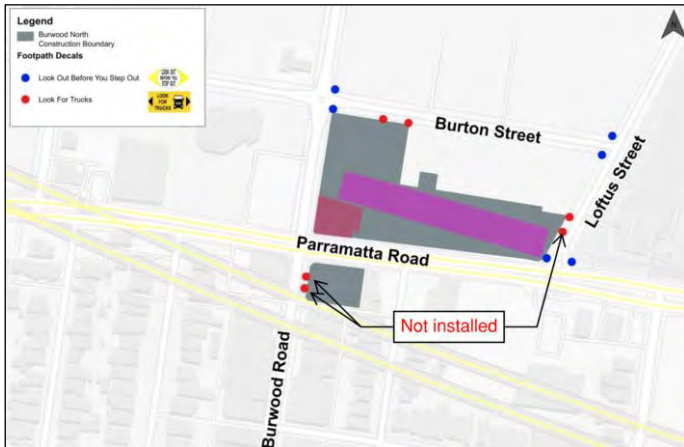
4 Findings

Table 3 outlines the findings of this audit, noting the columns to the right of the table will be completed by the client after receiving and reviewing this report.

RSAs are a formal process and the client is required to respond to the audit's findings in writing. A client is under no obligation to accept all of the audit findings and should consider these in conjunction with all other project considerations. If the client does not accept the findings, then reasons should be included within the written response.

It is not the role of the auditor to approve the client's response to the audit.

Table 1: Audit findings

No	Audit findings	Risk rating / safe system energy	Client response	
			Accept: Yes/No	Reasons/ Comments
1.	General issues			
1.1.	“Look For Trucks” footpath decals are proposed to be retained on both sides of each gate. The decals have not been installed at Gate 3, or the south approach to Gate 5. Additionally, no decals are installed or proposed at Gates 1 or 2. The absence of decals at these locations reduces pedestrian awareness of truck movements at the gates. This increase the risk of a pedestrian being struck whilst crossing the gates.	Likelihood: Rare Severity: Moderate Risk rating: LOW Safe system energy: Below tolerance	Yes	Missing decals will be reinstalled by the site team.
				

No	Audit findings	Risk rating / safe system energy	Client response	
			Accept: Yes/No	Reasons/ Comments
1.2.	The block and hold arrangements at Loftus Street and Burton Street has been proposed to manage the left turn from Loftus Street into Burton Street for vehicles larger than 10.5 m, as the vehicle will be required to take up the full width of the road while turning. The TGS shows that boom gates will be set up on all 3 legs of the intersection. The boom gate on the south approach of Loftus Street is set back approximately 70 m from Parramatta Road. Although unlikely, there is a risk of queuing back onto Parramatta Road, increasing the risk of a rear end crash.	Likelihood: Rare Severity: Moderate Risk rating: LOW Safe system energy: Below tolerance	Yes	The HV vehicle movement this TGS is helping to facilitate is the HV left turn from Loftus Street into Burton Street. Loftus Street northbound vehicles will be held for a very short amount of time and is not expected to create queuing back to Parramatta Road.



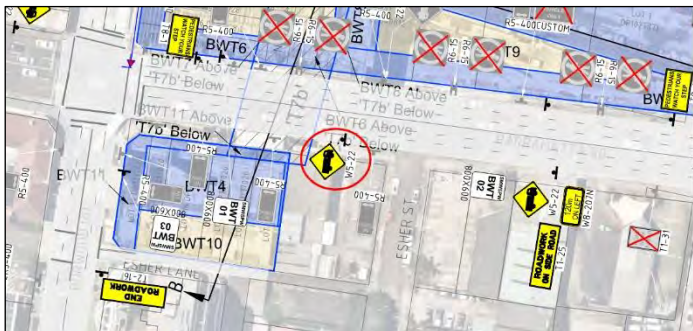
No	Audit findings	Risk rating / safe system energy	Client response	
			Accept: Yes/No	Reasons/ Comments

- 1.3. A W5-22 Truck Warning sign with '120m ON LEFT' supplementary sign has been proposed in the westbound direction to warn motorists of the truck access gate on Burwood Road for the southern site.
- A repeater W5-22 Truck Warning sign has been proposed, however, this sign is not provided with a supplementary 'ON LEFT' sign. This may be misleading, as there is no site access gate onto Parramatta Road in the westbound direction.

NOTE ONLY

Yes

An "on left" sign will be added to the repeater to reduce confusion on Parramatta Road.



Client response completed by:

Name: __Wendy Zheng__

Signed: ____ Date: __05/06/2026__



Client response completed by:

Name: _____

Signed: _____ Date: _____

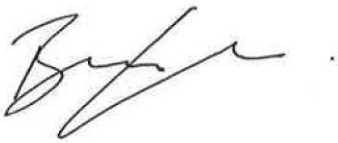
5 Conclusion

This Road Safety Audit has been conducted in accordance with the procedures set out in the *Austroads Guide to Road Safety Part 6: Road Safety Audits (2022)*.

The site was inspected and supporting documentation examined.

The findings presented in the previous section of this document are provided for consideration by the client and any other interested parties.

Auditors



Friday, 5 June 2026

Bernard Chan [BEng (Civil) (Hons), MIEAust, CPEng, RPEng (Civil)]

RSA-03-0796 – Level 3 – road safety auditor (lead auditor)



Friday, 5 June 2026

Paul Mihailidis [BEng (Civil), GradCert (Mgt), MIEAust, CPEng, RPEng (Civil), Cert IV Access Consulting]

RSA-03-1649 – Level 3 – road safety auditor (team member)

Appendix 1 – Severity guidance sheet

Research has found the chances of surviving a crash decrease markedly above certain speeds, depending on the type of crash. It should be noted that the road user, as well as the angle of impact of a collision are also factors that impact the severity of a crash.

Figure 2 provides a severity guidance sheet.

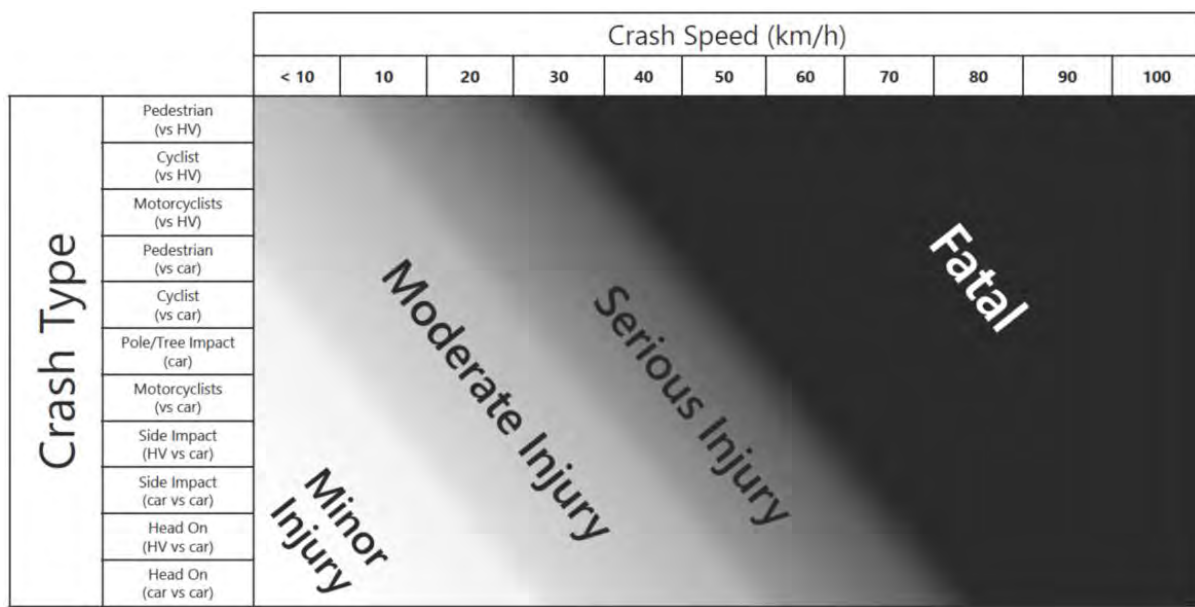


Figure 2: Severity guidance sheet

Appendix 2 – Likelihood / severity risk matrix

Figure 3 presents the likelihood / severity risk matrix.

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

*see Severity Guidance Sheet

Safe System crash outcome threshold

Figure 3: Likelihood / severity risk matrix (Source: Austroads Guide to Road Safety Part 6 – Road Safety Audit (2022))

I STAKEHOLDER COMMENTS

NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	LINKED ITEM NO	CLOSED OUT
01	10/06/2026	TFN	LWILBY	SMWSTSPW-GEA-BWT-PM-PLN-000001	4.3 Vulnerable road users	NA	Table 6 incorrectly states that there are no marked on road cycle path available for Patterson Street and Gipps Street. However, there is cycle markings at the intersection between Loftus St and Gipps St which is part of the haulage routes and also further along Gipps St. Please consider updating the table to reflect this so the potential risks involving cyclists are not understated. Thanks.	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	4.3 Vulnerable road users	NA	Addressed. The vulnerable road user table has been updated to identify on-road cycle markings at the Loftus Street/Gipps Street intersection, sections of Gipps Street and Patterson Street.	Observation		N
02	10/06/2026	TFN	LWILBY	SMWSTSPW-GEA-BWT-PM-PLN-000001	6.5 Pedestrian and Cyclist Impact Management	NA	Figure 28 shows the proposed Be Truck Aware decals. Previously the footpath along Parramatta Road has been closed to pedestrian traffic and hence no decals have been applied. As this CTMP proposes to allow pedestrians to travel along Parramatta Road in front of the Northern Station box, there will be conflicts from time to time with pedestrians. Noted the extendable gates and traffic controllers will be in use, but as a safety control the decals should also be installed on both sides of these driveways. This would assist in addressing risk 1.1 raised in the road safety audit and ensuring risk of collisions with pedestrians is reduced SFAIRP. Thanks.	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	6.5 Pedestrian and Cyclist Impact Management	NA	Addressed. Figure 28 has been updated to show the additional pedestrian warning decals at the relevant Parramatta Road gate interfaces.	Observation		N
03	16/06/2026	SMD	CJONES	SMWSTSPW-GEA-BWT-PM-PLN-000001	00	S3	Pg 64 Section 8, Permits - No mention of required permits from NHVR and also vehicles travelling under Notices,	Potential Non-Compliance		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	00	S3	Added NHVR permits and notices to Section 8 (Section 8.5) and corrected the NHVR reference in the OSOM vehicle section.	Potential Non-Compliance		N
04	17/06/2026	SCO	PKEYES	SMWSTSPW-GEA-BWT-PM-PLN-000001	Abbreviations and Acronyms		Remove abbreviations that are not used in the document.	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	Abbreviations and Acronyms		Reviewed the abbreviations and acronyms table and removed entries not used in the final CTMP.	Observation		N
05	17/06/2026	SCO	PKEYES	SMWSTSPW-GEA-BWT-PM-PLN-000001	Clause 1.2, 1.3, 1.4, 6.8, 6.11, Appendix G		Remove generic information already included in the Over-arching CTMP. Site Specific CTMP's should only include information specific to each site.	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	Clause 1.2, 1.3, 1.4, 6.8, 6.11, Appendix G		Removed or condensed generic Overarching CTMP content in the identified sections and retained only Burwood North-specific traffic, access, stakeholder and driver-management requirements. Sections 1.3, 1.4, 6.8 and 6.11 has been removed.	Observation		N
06	17/06/2026	SCO	PKEYES	SMWSTSPW-GEA-BWT-PM-PLN-000001	Clause 1.5, Clause 3, Clause 6.7		Clause is redundant and should be removed.	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	Clause 1.5, Clause 3, Clause 6.7		Removed Section 1.5. Clause 3 has been revised to acknowledge the applicable TfNSW Roads Interface Agreement, relevant third-party agreements and associated approval requirements. Clause 6.7 has been retained to address provisions for maintaining private land access or providing appropriate detours in response to TfNSW Roads Interface Agreement Annexure A, Clause 6(d)	Observation		N

NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	LINKED ITEM NO	CLOSED OUT
07	17/06/2026	SCO	PKEYES	SMWSTSPW-GEA-BWT-PM-PLN-000001	Clause 7.2	.	Figure 35: The survey area should also include the hockey and tennis centre carparks on the northern side of Gipps St between Loftus St and Taylor St. Also include Moreton St (off Burwood Rd)	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	Clause 7.2	.	Addressed. Figure 35 has been updated to include the hockey and tennis centre carparks on the northern side of Gipps Street between Loftus Street and Taylor Street within the parking survey area.	Observation		N
08	17/06/2026	SCO	PKEYES	SMWSTSPW-GEA-BWT-PM-PLN-000001	Clause 11	.	A Conclusion is not required in a TMP. Remove Clause	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	Clause 11	.	Removed the Conclusion section and updated the contents page and cross-references accordingly.	Observation		N
09	17/06/2026	SCO	PKEYES	SMWSTSPW-GEA-BWT-PM-PLN-000001	Appendix E	.	Show gate extents on turning path drawings	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	Appendix E	.	Addressed. Appendix E swept path drawings have been updated to show the relevant gate extents.	Observation		N
10	17/06/2026	SCO	PKEYES	SMWSTSPW-GEA-BWT-PM-PLN-000001	Appendix E	.	There are several instances where vehicles mount the median or footway area to make the proposed turns. Please clarify if these movements will be prohibited? Or will kerblines be modified to accommodate the turns?	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	Appendix E	.	Addressed. Appendix E swept path drawings have been updated	Observation		N
11	17/06/2026	SCO	PKEYES	SMWSTSPW-GEA-BWT-PM-PLN-000001	Appendix E	.	The right turn from Burwood Rd southbound into Parramatta Rd westbound is a banned turn which can not be utilised by the project.	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	Appendix E	.	Addressed. Appendix E swept path showing this turn has been removed	Observation		N
12	17/06/2026	SCO	PKEYES	SMWSTSPW-GEA-BWT-PM-PLN-000001	Appendix H	.	The RSA clause 2.5 states it audited a single drawing that doesn't appear in the CTMP. RSA to include all traffic staging drawings, turning paths and TGS used in the day to day operations of the site.	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	Appendix H	.	RSA Clause 2.5 had a typo. The drawing reference was a drafting error and was referring to the document reference for the Rev 00 of BWT CTMP that was audited.	Observation		N
13	17/06/2026	SCO	DCROWLY	SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 7.1	.	In the Five Dock CTMP, it is stated that the City of Canada Bay Council has allocated 87 parking spaces at the Cintra car park, with the forecasted SPW workforce requiring 86 of those spaces. However, Section 7.1 of this document indicates that the Burwood North team will also have access to 10 spaces within the same location. Could you please clarify how these allocations align, particularly with respect to the apparent discrepancy between the total number of available spaces and the combined projected demand?	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 7.1	.	Addressed. Section 7.1 has been updated to clarify that the Cintra parking area is shared across the SPW station works and that Burwood North has access to 10 spaces. The allocation reflects the stronger public transport accessibility and service frequency at Burwood North, including access to Burwood Station and surrounding bus services, with the larger share of spaces allocated to Five Dock due to its comparatively lower public transport accessibility and service frequency.	Observation		N

NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	LINKED ITEM NO	CLOSED OUT
14	17/06/2026	HBI	SGOWDA	SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev: 00	Table 1: CTMP Objectives, Targets and Key Performance Indicators	N/A	In Table 1 under line item “Minimise impacts to the road network” – the ‘target’ column refers to internal port access roads – text to be reviewed/ updated to reflect surrounding local roads in the context of Burwood North site, instead?	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev: 00	Table 1: CTMP Objectives, Targets and Key Performance Indicators	N/A	The former objectives table containing the internal port access road reference has been removed as per comment 5.	Observation		N
15	17/06/2026	HBI	SGOWDA	SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Table 2: Interface with Other Project Plans and Documents	N/A	For line item related to OCTMP in Table 2, text states that the OCTMP “Sets the project-wide approach to managing traffic, access and road user impacts across the wider Sydney Metro West works” Should Sydney Metro West works refer specifically to Sydney Metro West - Station Package West (Gamuda) – recommend updating, as appropriate and consistently across site specific CTMPs	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Table 2: Interface with Other Project Plans and Documents	N/A	The generic interface table has been removed from the final site-specific CTMP text as per comment 5.	Observation		N
16	17/06/2026	HBI	SGOWDA	SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Section 2.1 – Para 1	N/A	Section 2.1 –Para 1 – refers to ‘eastern site’ at Burwood Rdshould reference be ‘southern site’ – please review/amend, as applicable	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Section 2.1 – Para 1	N/A	Addressed. Section 2.1 has been updated to refer to the southern site at Burwood Road and Parramatta Road.	Observation		N
17	17/06/2026	HBI	SGOWDA	SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Under Section 5.3 Construction Hours and Table 9	N/A	Saturday Construction Hours are inaccurate in Table 9 – review/amend in accordance with CoA E25 of the Planning Approval	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Under Section 5.3 Construction Hours and Table 9	N/A	Addressed. The Saturday construction hours have been corrected to 8:00 am to 6:00 pm in accordance with CoA E25.	Observation		N
18	17/06/2026	HBI	SGOWDA	SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Under Section 5.4	N/A	Under Section 5.4 – Reference to Table 9 should be Table 10? Review/amend, as applicable.	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Under Section 5.4	N/A	Addressed. The table reference in Section 5.4 has been corrected and will be updated with final table numbering before issue.	Observation		N
19	17/06/2026	HBI	SGOWDA	SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Under Section 5.6 Real Time Monitoring - refer first para	N/A	Under Section 5.6 Real Time Monitoring - refer first para which refers to terminology such as “...where applicable” Review / update text within this section to clearly reflect and address Planning Approval Conditions- E106 and E108 e) requirements. Please ensure above comment is addressed consistently across site specific CTMPs as requirements are applicable to HV used for spoil haulage / spoil haulage vehicles	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Under Section 5.6 Real Time Monitoring - refer first para	N/A	Noted and Section 5.6 has been updated	Observation		N
20	17/06/2026	HBI	SGOWDA	SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Under Section 6.1	N/A	Under Section 6.1 – Refer below comments · Sixth bullet point and text below, refers to port operations – review/update in context of Burwood North Site context “Maintain access to adjacent properties, port operations and emergency services” · Below text is missing from this CTMP (is included in FDK site specific CTMP as a general measure – recommend review/inclusion, as appropriate “Manage construction vehicle movements to avoid queuing, standing or marshalling on public roads or local residential streets unless specifically approved.” · Review /update text “Error! Reference source not found”	Observation		N

NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	LINKED ITEM NO	CLOSED OUT
				SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Under Section 6.1	N/A	Addressed. Section 6.1 has been updated to remove the port operations reference and the references have been corrected.	Observation		N
21	17/06/2026	HBI	SGOWDA	SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Under Section 6.7– Refer last para	N/A	Under Section 6.7– Refer last para – refers to ‘port roads’ – please review/update last para in the context of Burwood North site , for e.g. property driveways, business frontages and any local access routes, as applicable to the Burwood North site context	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Under Section 6.7– Refer last para	N/A	Addressed. Section 6.7 has been updated to remove the port roads reference.	Observation		N
22	17/06/2026	HBI	SGOWDA	SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Under Section 6.10 OSOM Vehicles	N/A	Refer Paragraph 3 – refers to Port operations – review and amend if not relevant to Burwood North site?	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Under Section 6.10 OSOM Vehicles	N/A	Addressed. Section 6.10 has been updated to remove the port operations reference.	Observation		N
23	17/06/2026	HBI	SGOWDA	SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Under Section 7.2 Monitoring	N/A	Under Section 7.2 Monitoring – other than for car parking surveys on a six monthly basis, this section currently does not clearly state mechanisms for monitoring (for e.g. surveillance inspections by the Project) and appropriate intervals that monitoring will be conducted (no frequency specified for monitoring mechanisms) to determine the effectiveness of implemented mitigation measures and address Planning Approval Condition E109 g) – please review/update to address E109 (g) requirements	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Under Section 7.2 Monitoring	N/A	CTMP Section 7.4 notes that Condition E109 (CPAS) is not triggered as no on-street parking is impacted at this stage. The 6 monthly car parking surveys will still completed. Should condition E109 be triggered at a later date, a corresponding CPAS will be developed and include the relevant information required E109	Observation		N
24	17/06/2026	HBI	SGOWDA	SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Under Section 7.3 Mitigation Measures	N/A	Under Section 7.3 Mitigation Measures Refer second paragraph and mitigation measures – first bullet point, referring to worker parking at the Bays site– please review/update below text in the context of Burwood North site, as applicable · “The primary mitigation measure is the provision of designated worker parking at TBY58, supported shuttle bus services, worker communication, parking allocation controls and ongoing monitoring” · “Providing designated worker parking at TBY58.” · Operating shuttle bus services between TBY58 and the worksite, where required.	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Under Section 7.3 Mitigation Measures	N/A	Addressed. Section 7.3 has been updated to remove The Bays/TBY58 references.	Observation		N
25	17/06/2026	HBI	SGOWDA	SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Under Section 7.4	N/A	Under Section 7.4 – review/update text “Error! Reference source not found.”	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Under Section 7.4	N/A	Addressed. The broken cross-reference in Section 7.4 has been corrected.	Observation		N
26	17/06/2026	HBI	SGOWDA	SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Under Section 7.5 S	N/A	Under Section 7.5 Sub-Contractor and Workforce Communication-below text refers to worker parking at The Bays site – please review/update below text in the context of Burwood North site , as applicable “Communication material will identify where worker parking is provided, where parking is not permitted, how workers are expected to travel between TBY58 and the worksite, and the requirement to avoid parking on local streets”	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Under Section 7.5 S	N/A	Addressed. Section 7.5 has been updated to remove The Bays/TBY58 worker parking references	Observation		N

NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	LINKED ITEM NO	CLOSED OUT
27	17/06/2026	HBI	SGOWDA	SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Under Section 7.7 Coordination with Relevant Authorities	N/A	Under Section 7.7 Coordination with Relevant Authorities – refer below comments - first and second last para refers to, Inner West Council, NSW Port Authority - second last bullet point refers to port operations Please review/update above text in the context of Burwood North site for relevant Councils / Authority, as applicable	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001 Rev 00	Under Section 7.7 Coordination with Relevant Authorities	N/A	Section 7.7 has been updated to remove Inner West Council and NSW Port Authority references.	Observation		N
28	18/06/2026	SMD	RBANZON	SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 4.4.1	N/A	Please correct formatting issue in the first sentence in this section that references Table 7	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 4.4.1	N/A	Addressed. Section 4.4 has been reformatted so the bus service table reference reads correctly.	Observation		N
29	18/06/2026	SMD	RBANZON	SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 4.5	N/A	Should the last sentence in the first paragraph under Figure 4 be Queen Elizabeth Park? If so, please correct.	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 4.5	N/A	Addressed. Section 4.5 has been corrected to refer to Queen Elizabeth Park.	Observation		N
30	18/06/2026	SMD	RBANZON	SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 5.2, Figure 6	N/A	In Figure 6, add a legend to show that the red lines represent the access gates.	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 5.2, Figure 6	N/A	Addressed. Figure 6 has been updated to include a legend identifying the red lines as access gates.	Observation		N
31	18/06/2026	SMD	RBANZON	SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 5.5	N/A	Consider adding Burton Street and Burwood Road to the North Site Outbound Route commentary, and Shaftesbury Road to the South Site Outbound Route commentary since they are shown in Figure 10	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 5.5	N/A	Addressed. Section 5.5 has been updated to include Burton Street and Burwood Road in the north site outbound route and Shaftesbury Road in the south site outbound route.	Observation		N
32	18/06/2026	SMD	RBANZON	SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 8.2	N/A	The CTMP refers to ROLs for modifications required at the north site yet this section states No ROLs are needed. Please update this section that Gamuda will apply for ROLs.	Potential Non-Compliance		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 8.2	N/A	Addressed. Section 8.2 has been updated to confirm that Road Occupancy Licences will be obtained where required.	Potential Non-Compliance		N
33	19/06/2026	SMD	GNINAUS	SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 3	Schedule D5	Section 3 Legal and Other Requirements fails to mention the RIA (which will be the critical agreement for traffic management)	Potential Non-Compliance		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 3	Schedule D5	Updated Section 3 to acknowledge the TfNSW RIA and the CCBC third-party agreement, with the relevant approval pathways identified in Section 8.	Potential Non-Compliance		N
34	19/06/2026	SMD	GNINAUS	SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 6.2 pages 36 to 41 figures 15 to 24	NA	Page 36 figure 15, 37 Figure 17, 39 figure 20, page 40 figure 22 and page 41 figure 24 all seem to predict maximum thresholds with no contingency allowance. If delays occur in the morning or disruptions impact the early or middle of the day, how will thresholds be managed or maintained	Potential Non-Compliance		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 6.2 pages 36 to 41 figures 15 to 24	NA	Addressed. Section 5.5 has been updated to clarify that deliveries will be booked and managed through the project delivery management system, which can cap the number of deliveries per site and per laydown area.	Potential Non-Compliance		N
35	19/06/2026	SMD	GNINAUS	SMWSTSPW-GEA-BWT-PM-PLN-000001	Page 77	NA	Inner West Council referenced rather than City of Canada Bay or Burwood Council	Observation		N

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				SMWSTSPW-GEA-BWT-PM-PLN-000001	Page 77	NA	Noted, reference corrected	Observation		N
36	19/06/2026	SMD	GNINAUS	SMWSTSPW-GEA-BWT-PM-PLN-000001	Page 63	NA	NSW Port Authority is only required at TBY. Please remove (twice)	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	Page 63	NA	Noted, removed	Observation		N
37	19/06/2026	TFN	KDIB	SMWSTSPW-GEA-BWT-PM-PLN-000001	E Swept Path Assessment	NA	Separate discussions and process being carried out around gate and kerb drop in along Parramatta Rd. Approvals to happen in parallel. Project to ensure no queuing back into Parramatta Rd/Burwood Rd intersection when vehicles access site.	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	E Swept Path Assessment	NA	Addressed. Section 5.4 has been updated to acknowledge the BWT 02 gate relocation and Parramatta Road kerb modification approval process, and to confirm that gate operations will manage site access to avoid queuing back to the Parramatta Road / Burwood Road intersection.	Observation		N
38	19/06/2026	TFN	KDIB	SMWSTSPW-GEA-BWT-PM-PLN-000001	E Swept Paths	NA	There is a restriction "NO RIGHT TURN" southbound on Burwood Rd. Please remove from swept paths.	Actual Non-Compliance		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	E Swept Paths	NA	Addressed. Appendix E swept path showing this turn has been removed	Actual Non-Compliance		N
39	19/06/2026	TFN	KDIB	SMWSTSPW-GEA-BWT-PM-PLN-000001	General	NA	Has traffic modelling been conducted with the additional vehicles traversing through the precinct?	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	General	NA	No additional light or heavy vehicles has been proposed for use in this CTMP compared to what has been assessed in the EIS as part of the construction traffic paper. Therefore no traffic modelling has been conducted as part of this CTMP.	Observation		N
40	19/06/2026	SMD	PAREVALO	SMWSTSPW-GEA-BWT-PM-PLN-000001	7.6	NA	Under Incident and Complaint Reporting Include that traffic and parking-related complaints will be managed in accordance with Sydney Metro's Overarching Community Communications Strategy and Construction Complaints Management System.	Potential Non-Compliance		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	7.6	NA	Updated Section 7.6 to confirm that traffic and parking-related complaints will be managed in accordance with the OCCS and CCMS.	Potential Non-Compliance		N
41	19/06/2026	SMD	PAREVALO	SMWSTSPW-GEA-BWT-PM-PLN-000001	9 Community and notification stakeholder management	NA	Please include in this section that the community will be notified of all traffic, transport or parking related impacts in accordance with the Sydney Metro Overarching Community Communications Strategy.	Potential Non-Compliance		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	9 Community and notification stakeholder management	NA	Updated Section 9 to require traffic and parking notifications in accordance with the OCCS.	Potential Non-Compliance		N
42	22/06/2026	SMD	RBANZON	SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 3	N/A	The RIA and any other third part agreements should be acknowledged in this section, and in Section 8 if applicable.	Observation		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 3	N/A	Updated Section 3 to acknowledge the TfNSW RIA and the CCBC third-party agreement, with the relevant approval pathways identified in Section 8.	Observation		N
43	23/06/2026	CCB	LHUANG	SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 6.4 Page 42	N/A	Implementing temporary traffic management at the Loftus/Burton Street intersection would involve Council approval as these are Local Roads under the care and control of Council. Please amend accordingly.	Potential Non-Compliance		N

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				SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 6.4 Page 42	N/A	Addressed. Sections 6.4 and 8.1 have been updated to confirm that temporary traffic management affecting Loftus Street, Burton Street or other local roads will be supported by the appropriate TGS and Council approval in addition to TfNSW via ROL.	Potential Non-Compliance		N
44	23/06/2026	CCB	LHUANG	SMWSTSPW-GEA-BWT-PM-PLN-000001	Figure 8 & Section 8.1	N/A	Per Figure 8 and section 8.1, ensure appropriate driveway and ancillary works application is submitted to Council for assessment a minimum of 14 business days. Council recommends a spotter to be utilised to assist egressing vehicles due to high vehicle volumes on Parramatta Road and pedestrian movements on the footpath.	Potential Non-Compliance		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	Figure 8 & Section 8.1	N/A	Noted. Section 8.1 has been updated to acknowledge the Council permit required for kerb modification. The TCs manning the gate BWT 02 will also act as a spotter for exiting vehicle per Section 6.5.	Potential Non-Compliance		N
45	23/06/2026	CCB	LHUANG	SMWSTSPW-GEA-BWT-PM-PLN-000001	Figure 10	N/A	Figure 10. Approved Heavy Vehicle routes notification must be provided to the residents along the outbound route on Gipps Street/ Patterson Street and Milton Street / Shaftesbury Road. Figure 10 and 11 to also be included within the notification to advise of heavy vehicle movements due to previous residential complaints.	Potential Non-Compliance		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	Figure 10	N/A	Gamuda issues monthly works notifications to residents around the Burwood North site, with the distribution area extending to 100 metres from the construction site for work taking place during the day, and 200 metres for work taking place at night. Gamuda also issues project newsletters to properties 500 metres from site as well as email distribution. Monthly notifications include details on any scheduled large deliveries, traffic impacts and contact details for the project. Gamuda has a complaints management process to address all complaints relating to construction immediately as they arise. All complaints will be answered and responded to 24 hours per day, seven days per week. The project has the ability to track and identify trucks travelling to site through our logistics management system, so that we can directly manage vehicles travelling to site.	Potential Non-Compliance		N
46	23/06/2026	CCB	LHUANG	SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 6.1	N/A	Section 6.1 - Remove error note.	Potential Non-Compliance		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 6.1	N/A	Addressed. The error note in Section 6.1 has been removed.	Potential Non-Compliance		N
47	23/06/2026	CCB	LHUANG	SMWSTSPW-GEA-BWT-PM-PLN-000001	Figure 28	N/A	Figure 28. Additional look out before you step out decal to be installed at the following locations for additional awareness of vehicle inbound and outbound movements: - Burwood Road/ Parramatta Road intersection on all legs.(inbound and outbound) - Burwood Road/ Milton Street (outbound route secondary) - Milton Street/ Shaftesbury Road (outbound route secondary) - Burton Street/ Burwood Road western side	Potential Non-Compliance		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	Figure 28	N/A	Addressed. Figure 28 has been updated to show the additional look-out decals at the relevant site access points and Section 6.5 confirms that the Figure 28 decals will be maintained by SPW.	Potential Non-Compliance		N
48	23/06/2026	CCB	LHUANG	SMWSTSPW-GEA-BWT-PM-PLN-000001	Figure 35	N/A	Figure 35, the survey area will require expansion to include Burton Street, John Street, Park Avenue, David Street and Stanley Street as these locations are within walking distance to the site with unrestricted parking. Please provide the data to Council for future use and comparison needs once the Metro is operational.	Potential Non-Compliance		N

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				SMWSTSPW-GEA-BWT-PM-PLN-000001	Figure 35	N/A	Figure 35 has been updated for the expansion	Potential Non-Compliance		N
49	23/06/2026	CCB	LHUANG	SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 7.4	N/A	Section 7.4 - Remove error note.	Potential Non-Compliance		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 7.4	N/A	Addressed. The error note in Section 7.4 has been removed.	Potential Non-Compliance		N
50	23/06/2026	CCB	LHUANG	SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 7.7	N/A	Section 7.7 - Remove Inner West Council and update with City of Canada Bay Council and Burwood Council	Potential Non-Compliance		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	Section 7.7	N/A	Addressed. Section 7.7 has been updated to remove Inner West Council and refer to City of Canada Bay Council and Burwood Council where relevant.	Potential Non-Compliance		N
51	23/06/2026	CCB	LHUANG	SMWSTSPW-GEA-BWT-PM-PLN-000001	SMWSTSPW-GEA-BWT-PM-PLN-000001	N/A	TGS must be created and included within the TMP for Burton Street and Burwood Road egress movements	Potential Non-Compliance		N
				SMWSTSPW-GEA-BWT-PM-PLN-000001	SMWSTSPW-GEA-BWT-PM-PLN-000001	N/A	TGS for this Burton St and Burwood Rd egress movement in the case of vehicles larger than 12.5m HRVs has been created and is included in Appendix F	Potential Non-Compliance		N