

Construction Traffic Management Plan

Greenway Plaza and 48 Macquarie Street, Parramatta – Demolition works



Project Name:	Sydney Metro West		
Client Name:	Transport for New South Wales		
Project Address:	DELTA will undertake demolition and utility works at the following sites: 1. Clyde 2. Parramatta 3. Westmead		
Project Description/Scope:	DELTA Pty Ltd (DELTA) is responsible for the demolition of existing structures including removal of all hazardous materials and utility works of the Sydney Metro West Project at Clyde, Parramatta and Westmead		
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2 AUTHORISATION AND CONTROL

2.1 Authorisation

This Plan is authorised by the Project Director. All project personnel are to ensure that their work activities and those of Project Consultants, Contractors and Suppliers are carried out in accordance with the requirements of this Plan.

2.2 Distribution

This Plan is a Controlled Document and must be distributed and revised under the guidance of the Project Manager. People who hold Controlled copies are responsible for maintaining their copies up-to-date.

2.3 Revision

The Project Director will monitor the implementation of this Plan and review the need for change or improvements having due regard to:

- Change in work scope, client comments etc.
- Internal and external audits
- Suggestions and comments from project personnel
- Incidence and frequency of non-conformance
- Necessity for corrective or preventative action
- Legal Update and Requirements
- Review by Delta Groups Management team
- Annual Review

All changes must be formally approved by the Project Director. Changes to the recent revision will be highlighted.

The following table provides a record of amendments made to this document.

<i>Rev</i>	<i>Date</i>	<i>Description</i>	<i>Page</i>	<i>Developed By</i>	<i>Approved By</i>
0	12/04/2022	CTMP Initial submission	All		
1	3/05/2022	CTMP Revised submission	All		
2	5/05/2022	CTMP Revised submission	All		
3	12/05/2022	CTMP Revised submission	All		
4	17/05/2022	CTMP Revised submission	All		
<i>Distribution Register</i>					
<i>Rev No.</i>	<i>Date of Issue</i>	<i>Name of Recipient</i>	<i>Position / Organisation</i>		
0	12/04/2022		<i>Principal's Representative Project Manager</i>		
1	3/05/2022		<i>Principal's Representative Project Manager</i>		
2	5/05/2022		<i>Transport Advisor</i>		
3	12/05/2022		<i>Transport Advisor</i>		
4	17/05/2022		<i>Principal's Representative Project Manager</i>		

3 INTRODUCTION

3.1 Purpose

This Construction Traffic Management Plan (CTMP) has been prepared by DELTA Group Pty Ltd. (DELTA) to comply with the Ministerial Conditions of Approval (MCoA), Revised Environmental Management Measures (REMMs) and Sydney Metro's SMW and Greater West Construction Traffic Management Framework (Appendix to the Environmental Impact Statement (EIS) for the demolition phase of the Sydney Metro West (Western Tunnelling Package) Project and to meet the requirements of the Project Deed and various Scope of Technical Works appendices including the General and Particular Specifications as they relate to traffic.

DELTA has been engaged to carry out the scope of works as described in Section 7.

This CTMP provides specific management measures to ensure that DELTA's demolition works are carried out to manage traffic and transport aspects of the Project in a responsible and sensitive manner.

Implementing the CTMP effectively will ensure that the Project meets regulatory and contract requirements in a systematic manner and continually improves its performance.

3.2 Scope of the CTMP

This CTMP addresses traffic management associated with the Project. It covers the Parramatta site where physical works will occur and is applicable over the full duration of the Project.

All DELTA staff and subcontractors are required to comply fully with the requirements of this CTMP.

The plan forms part of the project management documentation that has been prepared in accordance with the requirements of the Contract. The Project will be guided by DELTA's Integrated Management System (IMS). DELTA's IMS is certified as meeting the requirements of:

- ISO45001 Occupational Health and Safety Management Systems.
- ISO14001 Environmental management; and
- ISO9001 Quality Management Systems.

3.3 Project Description

The Sydney Metro is Australia's biggest public transport program comprising four main packages of works. The Sydney Metro West (SMW) package is a critical part of this overall program extending from Westmead to The Bays site in Rozelle. The package aims to:

- Provide faster more reliable public transport options between greater Parramatta and the Sydney CBD
- Double the existing rail capacity between Parramatta and Sydney CBDs
- Support growing residential and employment zones between Westmead and The Bays and
- Allow for better public transport transfers between rail lines

The Sydney Metro West project includes:

- Approximately 24-kilometres of twin tunnels between Westmead and the Sydney CBD
- New metro stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays and Sydney CBD
- A turn-up-and-go metro service operating between Westmead and Sydney CBD.
- The approved Stage 1 construction works includes:
 - Tunnel excavation including tunnel support activities between Westmead and The Bays
 - Station excavation for new stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays
 - Shaft excavation for services facilities at Rosehill, Silverwater and between Five Dock and The Bays
 - Civil work for a stabling and maintenance facility at Clyde
 - A concrete segment facility for use during tunnelling located at Clyde
 - Excavation of a tunnel dive structure and associated tunnels at Rosehill to support a connection between the Clyde facility and the mainline metro tunnels.

The proposed Sydney Metro West alignment and the locations of proposed stations and operational ancillary infrastructure are shown in Figure 3-1 below.

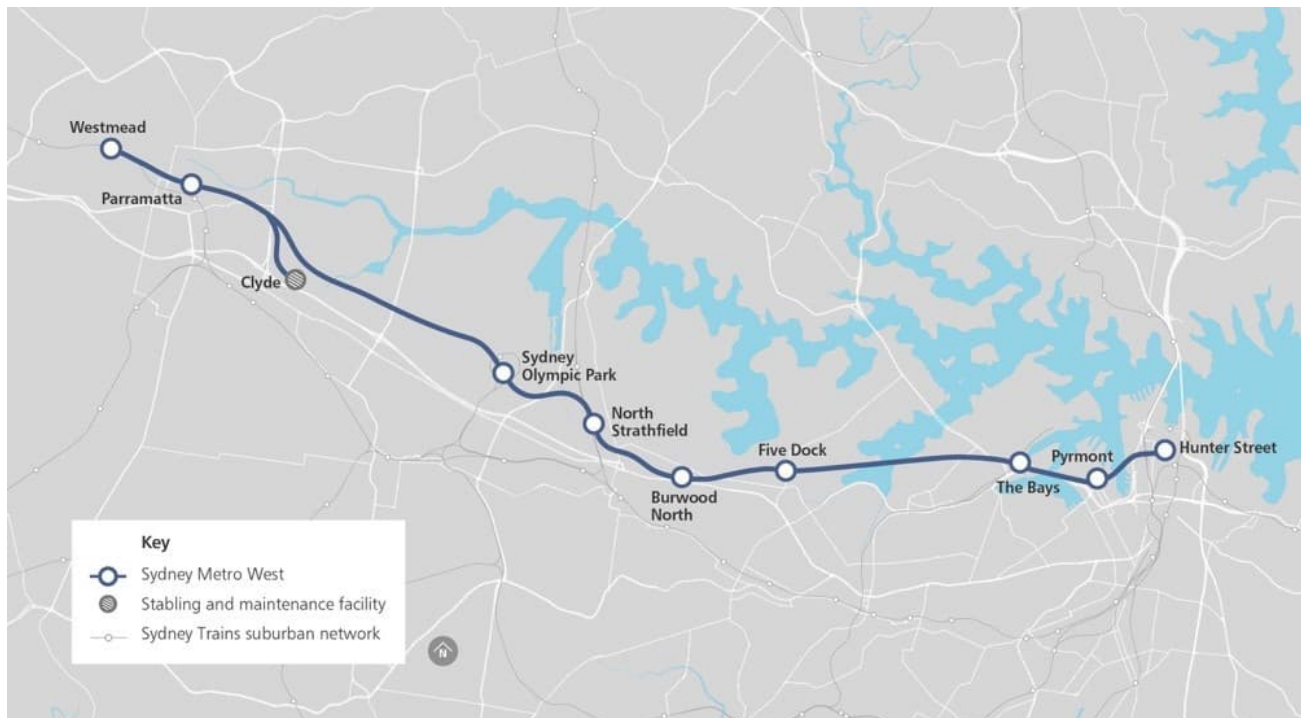


Figure 3-1: Sydney Metro West alignment and facilities

Sydney Metro requires the demolition of a number of buildings within the Parramatta precinct to make way for development of the Sydney Metro West project. The successful and timely completion of DELTA's activities is required to facilitate works by the Main Works Tunnels and Stations Excavation Contractor at the station locations of Parramatta and Westmead and the Maintenance Stabling Facility (MSF) at Clyde.

This CTMP addresses the DELTA scope of works described within Schedule 10 of the Executed Contract. DELTA notes that the Project must be carried out generally in accordance with the description provided in the Environmental Impact Statement as amended by the Preferred Infrastructure Report and the Conditions of Approval.

The demolition sites are described below:

- Clyde site bounded by Unwin Street, Shirley Street Clyde
- Parramatta site bounded by George Street to the north, Macquarie Lane to the east, Macquarie Street to the south and by heritage and retained structures to the west, mainly located on Church Street.
- Westmead site bounded by Alexandra Parade to the north, Hawkesbury Road to the west, Bailey Street to the south and Hassall Street to the east

3.4 Objectives

DELTA's traffic objectives for the Project are:

- To minimise our impacts on traffic and road users
- To avoid accidents and minimise potential road safety risks
- Minimise changes to the road and path network

4 LEGAL AND OTHER REQUIREMENTS

4.1 Legislation

Identified regulatory requirements are:

- An approved and valid Road Occupancy Licence (ROL) both Transport Management Centre and City of Parramatta Council
- An approved relevant Speed Zone Authorisation (SZA)
- Approved permits from City of Parramatta including Road Opening Permit (ROP) and Hoarding Permit, Work Zone Application, where required
- Australian Road Rules form the basis for state and territory road rules.
- Roads Act 1993 (NSW) sets out rights along a public road, establishes procedures for a public road and provides the classification of roads.

Legislation relevant to traffic management also includes the *Environmental Planning and Assessment Act 1979* (EP&A Act), under which the project approval was granted.

DELTA regularly reviews its legislative requirements in accordance with its Integrated Management System (IMS).

4.2 Guidelines and Other Documents

Guidelines, specifications, and policies relevant to traffic include:

- AUSTRROADS Cycling Aspects of AustRoads Guides, 2017
- AUSTRROADS Guide to Traffic Management, 2020 – Parts 1-13
- AUSTRROADS Guide to Road Design, 2009-2020 – Parts 1-8
- AUSTRROADS Guide to Road Safety, 2006-2019 – Parts 1-9
- AUSTRROADS Road Safety Audit Second Edition, 2019: Checklist 4. Pre-opening scheme audit.
- AUSTRROADS Road Safety Audit Second Edition, 2019: Checklist 5: Roadwork traffic scheme audit.
- AUSTRROADS Road Safety Audit Second Edition, 2019: Checklist 6: Existing roads: road safety audit.
- Department of Infrastructure, Planning and Natural Resources Planning Guidelines for Walking and Cycling (2004)
- Roads & Traffic Authority NSW Guide to Traffic Generating Developments, 2002
- Roads & Traffic Authority NSW Bicycle Guidelines Version 1.2, 2005
- Roads and Maritime QA Specification G10 – Traffic Management, 2020.
- Roads and Maritime NSW Speed Zoning Guidelines, 2011.
- Roads and Maritime Traffic Control at Worksites Manual, 2020

4.3 Minister's Conditions of Approval and Revised Environmental Mitigation Measures

DELTA notes that the Project must be carried out generally in accordance with the description provided in the Environmental Impact Statement (EIS) as amended by the Sydney Metro West Westmead to The Bays and Sydney CBD – Amendment Report Concept and Stage 1 2020, and the CSSI Ministerial Conditions of Approval (MCoA) SSI-10038. Tables detailing the above requirements are included in Appendix A.

5 ROLES AND RESPONSIBILITIES

Table 5-1 provides the key roles and responsibilities under the CTMP.

Table 5-1: Project roles and responsibilities

Project Role	Responsibilities
Project Director	<ul style="list-style-type: none"> • Primary contact with the Principal's Representative on all aspects of the Project. • Approve and ensure implementation of this CTMP. • Approve monthly reports and issue to the Principal.
Project Manager	<ul style="list-style-type: none"> • Implement the CTMP. • Lead by example. • Organise on-site personnel with regard to their responsibilities within the CTMP. • Carry out periodic audits of the incident response process. • Manage non-conformances and initiate corrective action as required. • Review reports and follow up on recommendations.
Demolition Site Manager	<ul style="list-style-type: none"> • Implement the CTMP. • Lead by example. • Provide advice and assistance on the CTMP to employees. • Decide when training is required. • Undertaking inspection of the contracted or planned works to ensure that CTMP measures are implemented and effective. • Carry out weekly toolbox talks. • Manage the Site Folder and ensure all CTMP requirements are compiled.
Environment and Sustainability Manager	<ul style="list-style-type: none"> • Lead by example. • Ensure relevant information from the CTMP is incorporated into project inductions. • Prepare monthly reports and submit to the Project Director. • Participate in Principal-led site audits. • Attend toolbox meetings and inductions.

6 LOCALITY AND EXISTING CONDITIONS

6.1 Locality

The site is located in the Central Business District (CBD) of the city of Parramatta and is bounded by Macquarie Street/Lane to the south, premises on Church Street to the west, George Street to the north and Macquarie Lane to the east, as shown on Figure 6-1, below.

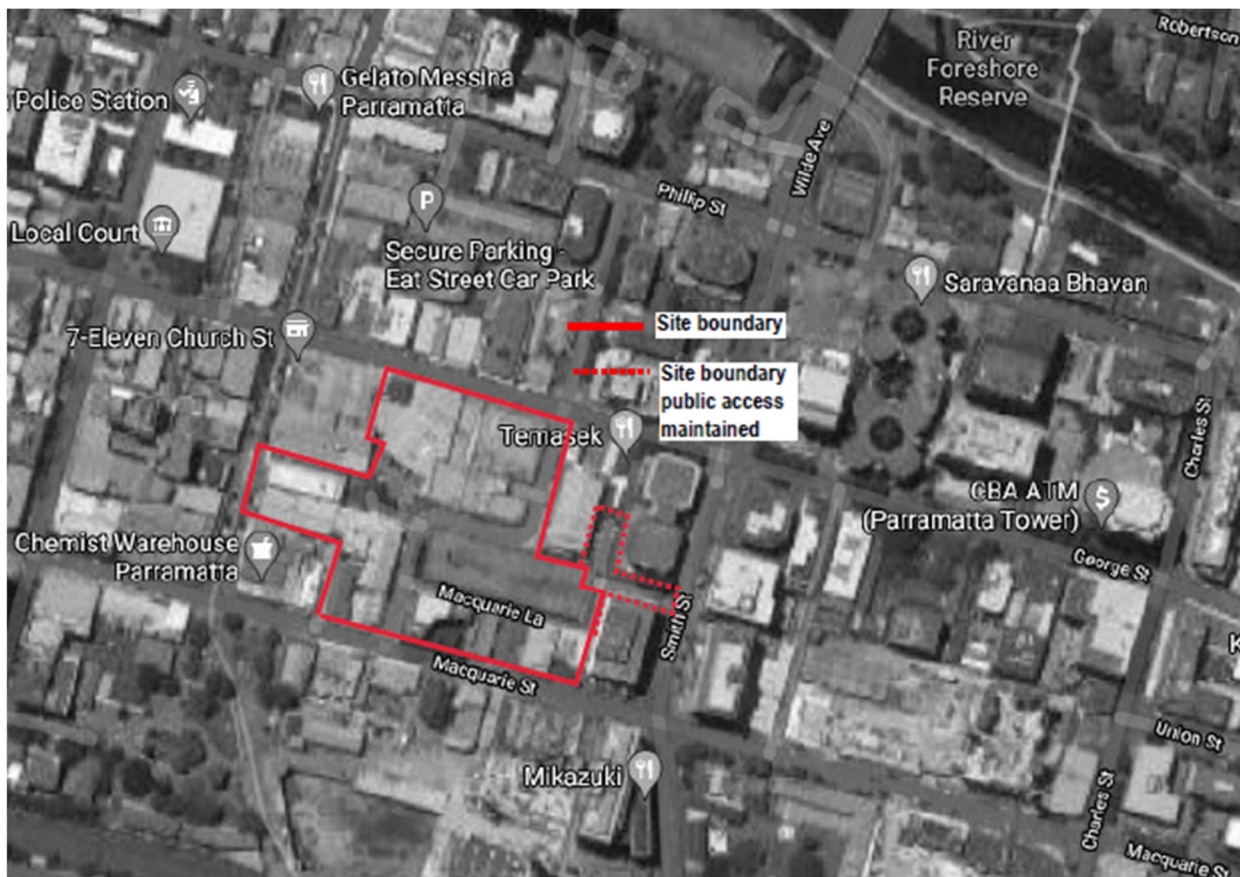


Figure 6-1: Parramatta site – indicative (refer to

Figure 7-1 for actual boundaries)

6.2 Existing conditions

6.2.1 United Lane

United Lane is a local road under the care and control of City of Parramatta Council. United Lane commences at Macquarie Street to the south and terminates to the north. The speed limit is 40km/hr as are the majority of streets within the Parramatta CBD, as noted on Figure 6-2.



Figure 6-2: Parramatta CBD 40km/hr speed restrictions area (source: City of Parramatta)

Kerbs and Gutter exists in United Lane but there are no useable pedestrian footpaths available, refer to Figure 6-3. United Lane is approximately 6m in width



Figure 6-3: Kerb and gutter within United Lane

There is no parking allowed within the United Lane footprint. The loading zone shown in Figure 6-4 below has been removed and deliveries are now required to be made from the council provided loading zones in the surrounding areas.



Figure 6-4: Parking restrictions United Lane

6.2.2 Macquarie Street

Macquarie Street is a local road under the care and control of the City of Parramatta Council between Pitt Street and Church Street and a declared transitway between Church Street and Harris Street, as noted on Figure 6-5

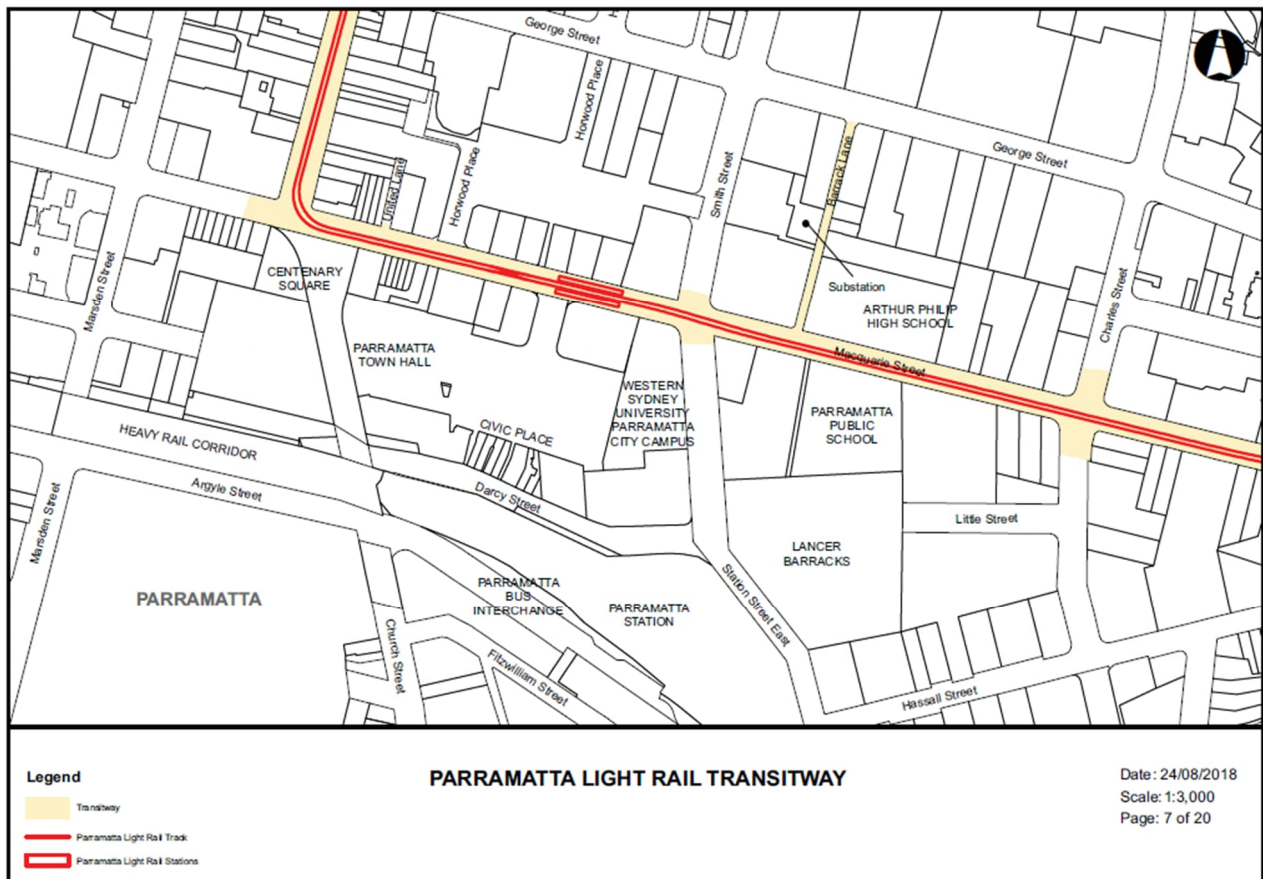


Figure 6-5: Macquarie St Transitway declaration

Macquarie Street commences at Pitt Street and terminates at Harris Street. The speed limit is 40km/hr between O’Connell Street and Harris Street and 50km/hr between Pitt Street and O’Connell Street. Macquarie Street is one way eastbound between Marsden Street and Horwood Place and provides the only access/ egress for United Lane. Macquarie Street is closed east of Horwood Place.

Footpaths exist on both sides of the street. Signalised pedestrian crossings are provided at the intersections of O’Connell Street, Marsden Street, Church Street No on road cycle routes operate on Macquarie Street. No bus stops are provided on Macquarie Street.

6.2.3 Church Street

Church Street is a local road under the care and control of the City of Parramatta Council south of Macquarie Street and a declared Transitway between Factory Street, North Parramatta and Macquarie Street, refer to Figure 6-5 and Figure 6-6.

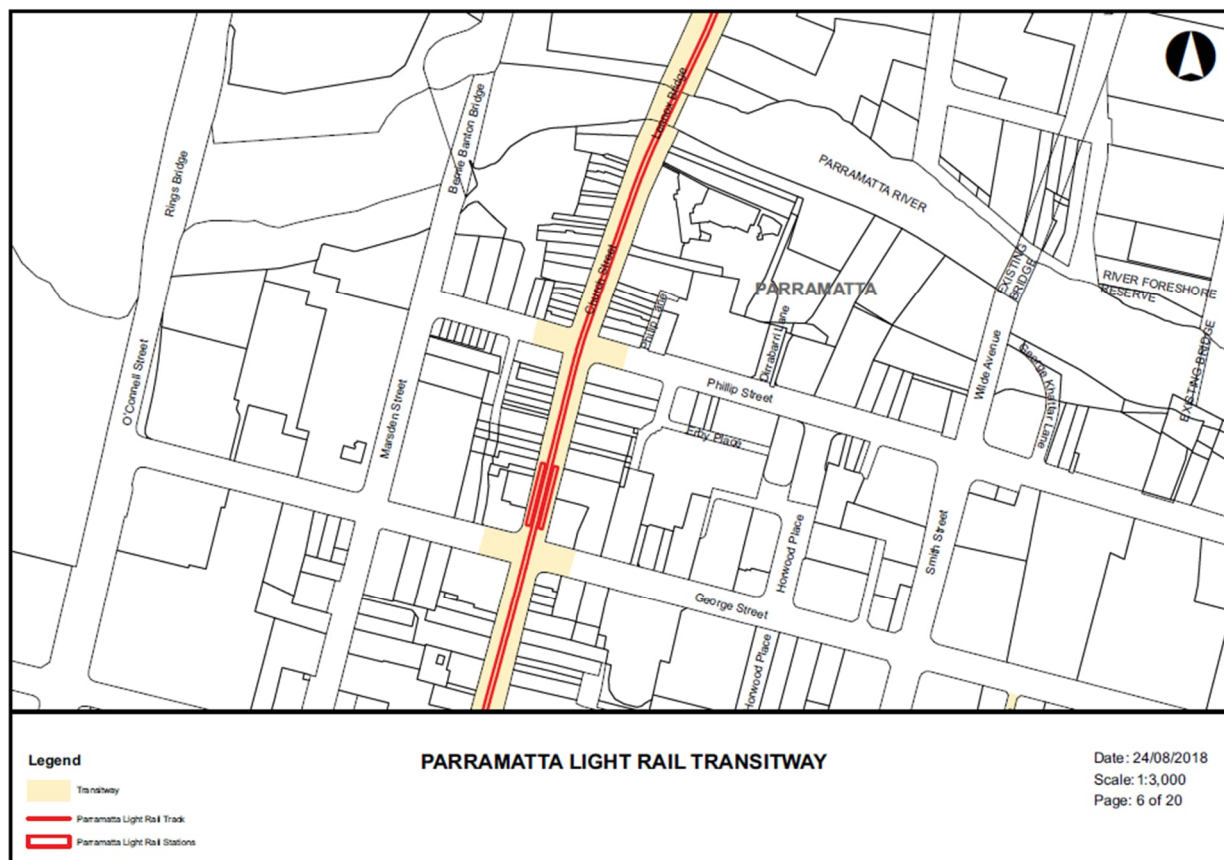


Figure 6-6: Church Street Transitway declaration

Church Street commences at North Rocks Road to the north and terminates at Great Western Highway/ Parramatta Road to the south. The speed limit within the CBD is typically 40km/hr and outside of the CBD it varies between 50km/hr to 60km/hr. There is currently no vehicular traffic on Church Street between Factory Street and Macquarie Street, local access provided due to the Parramatta Light Rail construction works. Post the completion of these works, Church Street will be reopened for local access only between Market Street and Macquarie Street, as noted on Figure 6-7, below.

Footpaths exist on both sides of the street with crossings provided across the light rail construction sites, typically mid-block and at the signalised intersections noted earlier. No shared cycle paths or on road routes are noted along Church Street.



Figure 6-7: Parramatta Light Rail Shared pedestrian and light rail zones

6.2.4 Horwood Place

Horwood Place was previously a public road but is now owned by Sydney Metro. Currently Horwood Place is one way from Macquarie Street through to George Street. Public access is currently allowed to access the alternate parking area for the Macquarie Lane car park relocation, as approved in the Construction Parking and Access Strategy. The eastern footpath adjacent to the Roxy Theatre from George Street is open to the public to access this relocated parking area.

Restricted pedestrian access (for the tenants of the properties that front Church Street and workers) is provided from Macquarie Street on the western side of Horwood Place, during the demolition works on Parramall. The current speed limit is 20km/hr.

7 SITE OPERATIONS

7.1 Works required

Demolish Greenway Plaza and the building at 48 Macquarie Street, all highlighted in blue in

Figure 7-1.

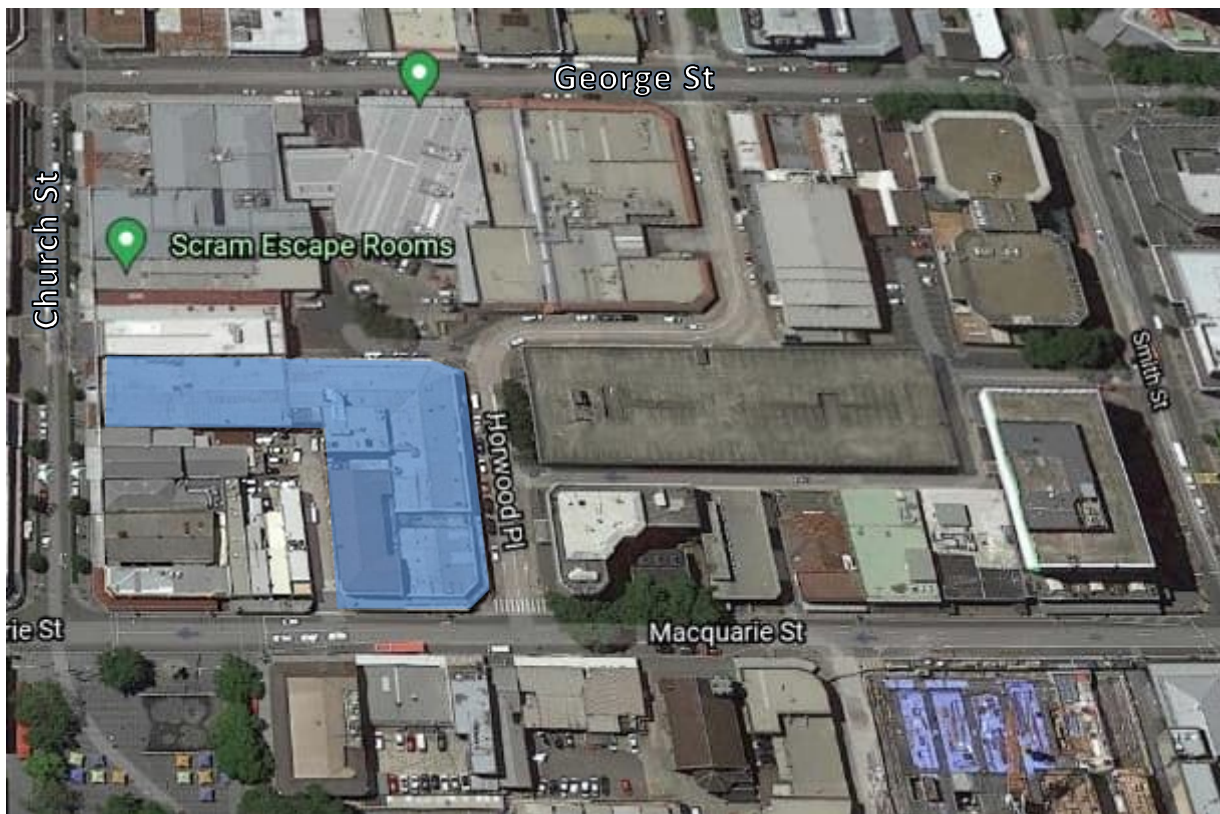


Figure 7-1: Location of Greenway Plaza and 48 Macquarie St

Greenway Plaza has frontage on Church Street (Figure 7-2), Macquarie Street (Figure 7-3), Horwood Place (Figure 7-4).



Figure 7-2: Greenway Plaza frontage on Church St (prior to Church St works by PLR)



Figure 7-3: Macquarie St frontage of Greenway Plaza



Figure 7-4: Horwood Place frontage

The building at 48 Macquarie Street is a multistorey building as shown on Figure 7-5 with frontages on United Lane and Macquarie Street.



Figure 7-5: Street view of 48 Macquarie Street

7.1.1 Program of works

The staging of the Gateway Plaza demolition works is shown on Figure 7-6



Figure 7-6: Proposed staging of the demolition works

The proposed program of works is as per Table 7-1.

Table 7-1: Proposed program of works

Location	Impact	Proposed dates
Greenway Plaza Stage 1	No impact on United Lane or Horwood Place	04/05/2022
Greenway Plaza Stage 2	No impact on United Lane – changes required to Horwood Place	14/05 to 18/05
Greenway Plaza Stage 3 + 48 Macquarie Street	United Lane closure – Horwood Place as per Greenway Plaza Stage 2	18//05/2022 to 29/06/2022

7.2 Greenway Plaza Stage 1

There is no impact on United Lane or Horwood Place. Scaffolding and B Class hoarding was installed on Church St on 04/05/2022 and will remain in place until the demolition is complete

7.3 Greenway Plaza Stage 2

To facilitate the demolition works of the Greenway Plaza frontage onto Horwood Place, the following changes are required:

7.3.1 Construction Vehicle Access

Access is as per the previously approved CTMP and Briefing Note. Drawings from aforementioned documents provided in Appendix D

7.3.1.1 Impact on public transport

There is no direct impact on existing public transport.

7.3.1.2 Impact on pedestrians

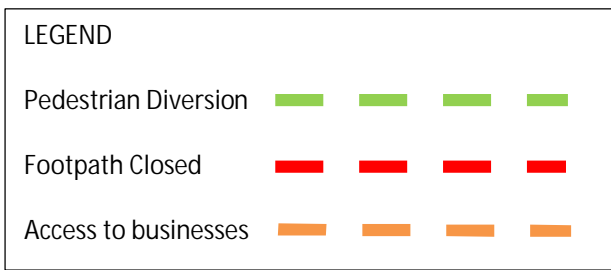
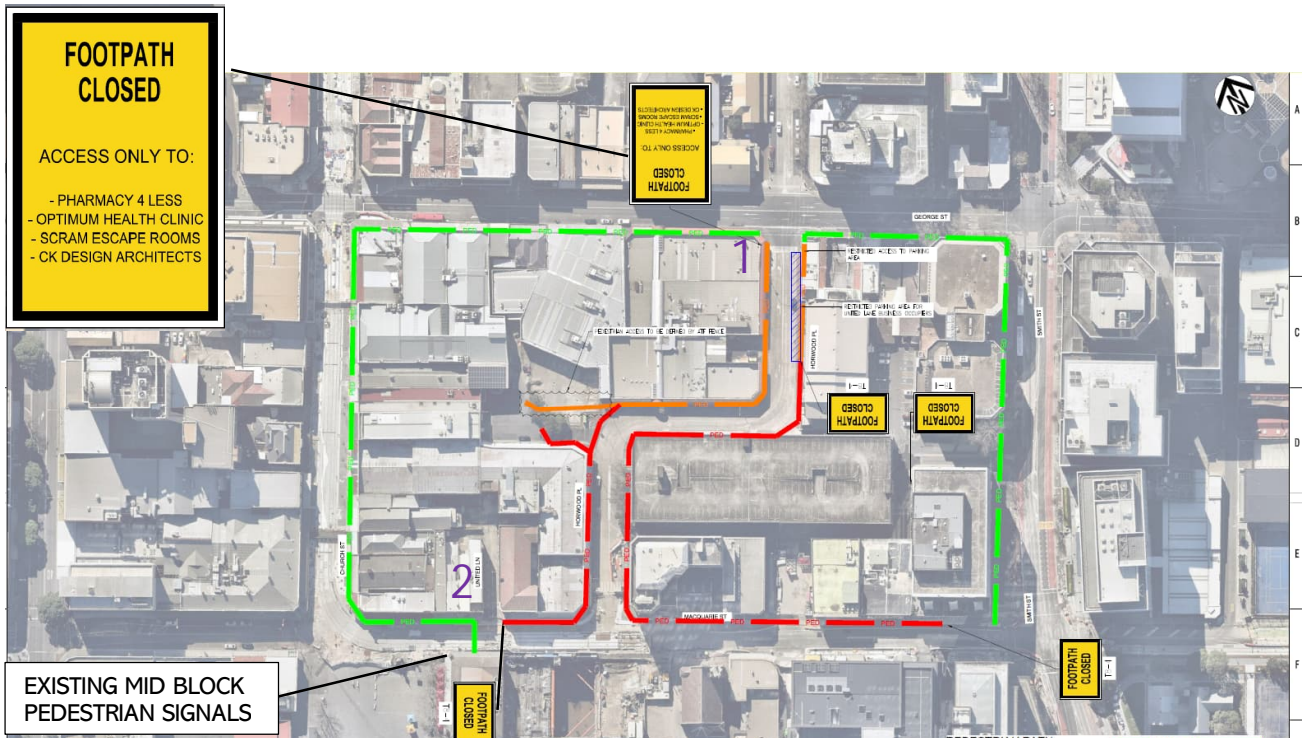
The works will require the closure of the western footpath along Horwood Place between Macquarie Street and the laneway which provides access to the loading dock of IGA and Chemist Warehouse

This lane allows access only for pedestrians associated with the premises of:

- Pharmacy 4 Less

- Optimum Health Clinic
- SCRAM Escape Rooms and
- CK Design Architects

Access for the business above will remain, but instead, it will be provided along the western footpath of Horwood Place between George Street and the loading dock area, as per the drawing below. The eastern footpath along Horwood Place will be closed to the public.



In addition to the above the signs below and over the page are installed at the corner of Macquarie St and United Ln eastern side (No 1 on the drawing above), and the corner of George St and Horwood Pl, western side (No 2 on the drawing above).

Sydney Metro West

Pedestrian access temporarily closed

Pedestrian access to Horwood Place from Macquarie Street is temporarily closed while construction work is underway at the future Parramatta metro station site.

For safety, please follow the pedestrian detour signs.

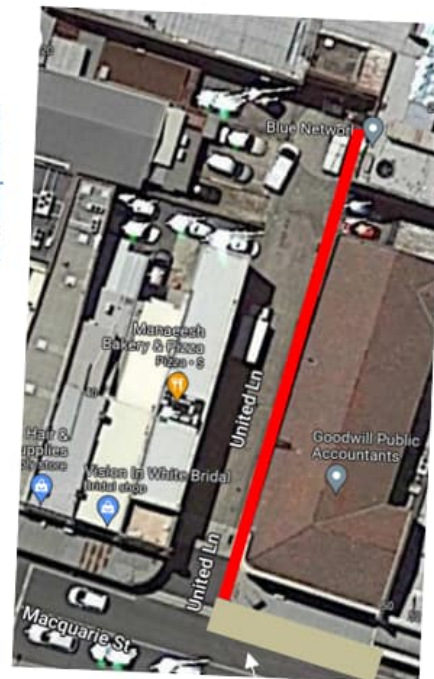
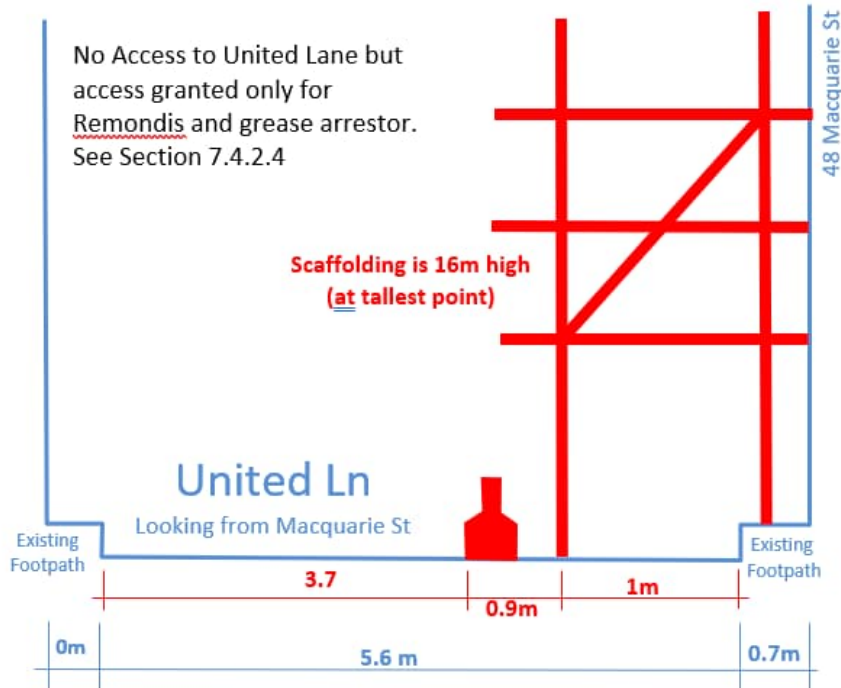
We apologise for any inconvenience.

Contact us
 1800 612 173 Community information line open 24 hours
sydnymetrowest@transport.nsw.gov.au
 Sydney Metro West, PO Box K659, Haymarket NSW 1240

7.4 Greenway Plaza Stage 3 (includes 48 Macquarie Street)

Only scaffolding and barrier protection will be installed within United Lane, the installation of which will substantially reduce the width of United Ln to less than 4m as shown in Error! Reference source not found.

The work will be split into two parts:

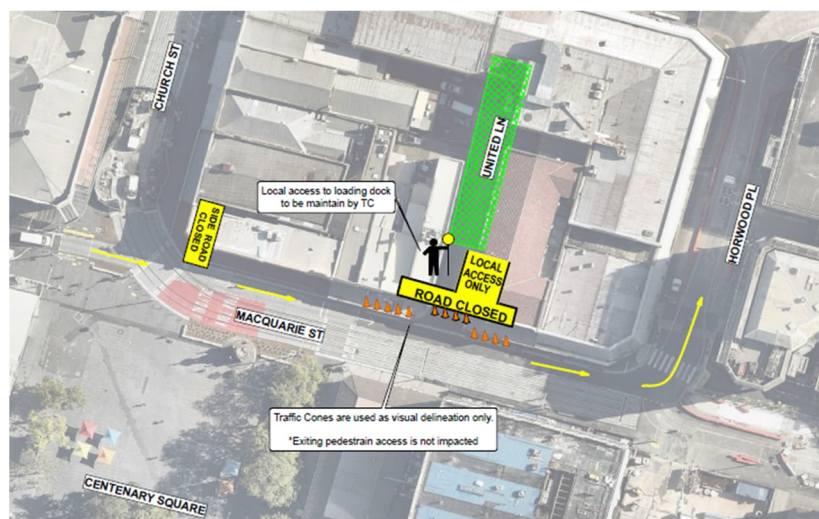


Scaffolding starts at existing Type B hoarding

Figure 7-7: Scaffolding and barrier placement in United Lane. Blue lines are existing. Red scaffolding & changes

7.4.1 Part 1 – Scaffolding Installation

- Full closure of United Ln
- Starting on morning of 18/05/2022 the TGS below will be in place for 6 weeks see Table 7-1
- Full TGS in Appendix D. Excerpt of said TGS below



During the full closure, as shown above, traffic control will be in place during all hours of delivery (4am to 5pm) to allow access into the northern end of United Lane for the businesses and loading area. Demolition works would cease whilst these vehicles were entering and exiting United Lane. Drawings are provided in Appendix D.

7.4.2 Part 2 - Operations (during demolition)

DELTA vehicles do not require access to United Lane. They will use existing areas on Horwood Place for loading of materials. Heavy vehicles required for the Greenway Plaza demolition works are 2 for concrete recycling and 20 for steel over the life of the demolition works.

7.4.2.1 Impact on public transport

There is no direct impact on existing public transport.

7.4.2.2 Impact on cyclists and pedestrians

Footpaths are not available in United Lane. Where pedestrian access is required, works will stop whilst pedestrians enter or exit United Lane. Pedestrians remain the same as Stage 2.

No cyclists are expected to use United Lane (as it is not a thoroughfare - dead end).

7.4.2.3 Impact on access

Businesses with delivery and/ or service vehicle requirements have been contacted. Remondis typically services skip bins at 4AM Monday to Saturday at the northern end of United Lane. Remondis waste removal trucks currently reverse into United Ln, something they have always done. Remondis operates outside of the project, on contracts not related to the Project. Mouth of intersection remains unchanged so no swept path, with the scaffolding X m in from Macquarie St so the existing swept path remains unchanged. DELTA will ensure that access is available for the Remondis vehicle at 4AM and for the grease arrestor service vehicle.



The pizza shop on the corner of United Lane/ Macquarie Street has a grease arrestor which requires servicing. The next service of the grease arrestor is in June 2022. The stakeholders who currently use United Lane are as noted in Table 7-2.

There are no over mass vehicle movements associated with this work or using United Ln at any time.

United Lane will be completely closed to all public vehicles and pedestrians. The location where United Lane meets Macquarie St will be manned by traffic control to assist the Remondis vehicles access. Deliveries will have to be made from the council provided Loading Zone in the surrounding area. There is currently no loading zone within United Lane and deliveries will not be able to be made from United Lane during and after the closure.

Refer to Table 7.4.2.4 for information relating to the surrounding Loading Zones and Figure 7-8 for aerial.

7.4.2.4 Location of Current Surrounding Loading Zone and Truck Zones

Location of LZ / TZ	Length	Restrictions?	Photo
16 George St Parramatta	6m	N/A	
25 George St Parramatta	8m	N/A	

26 George St Parramatta	45m	N/A
-------------------------	-----	-----



41 George St Parramatta	15m	N/A
-------------------------	-----	-----



48 George St Parramatta	25m	N/A
-------------------------	-----	-----



20 Macquarie St Parramatta	7m	N/A
----------------------------	----	-----




28 Macquaire St Parramatta	10m	Truck Zone only
----------------------------	-----	-----------------



79 Macquarie St Parramatta	10m	N/A
----------------------------	-----	-----



Freemasons Arms Lane	18m	Narrow laneway	
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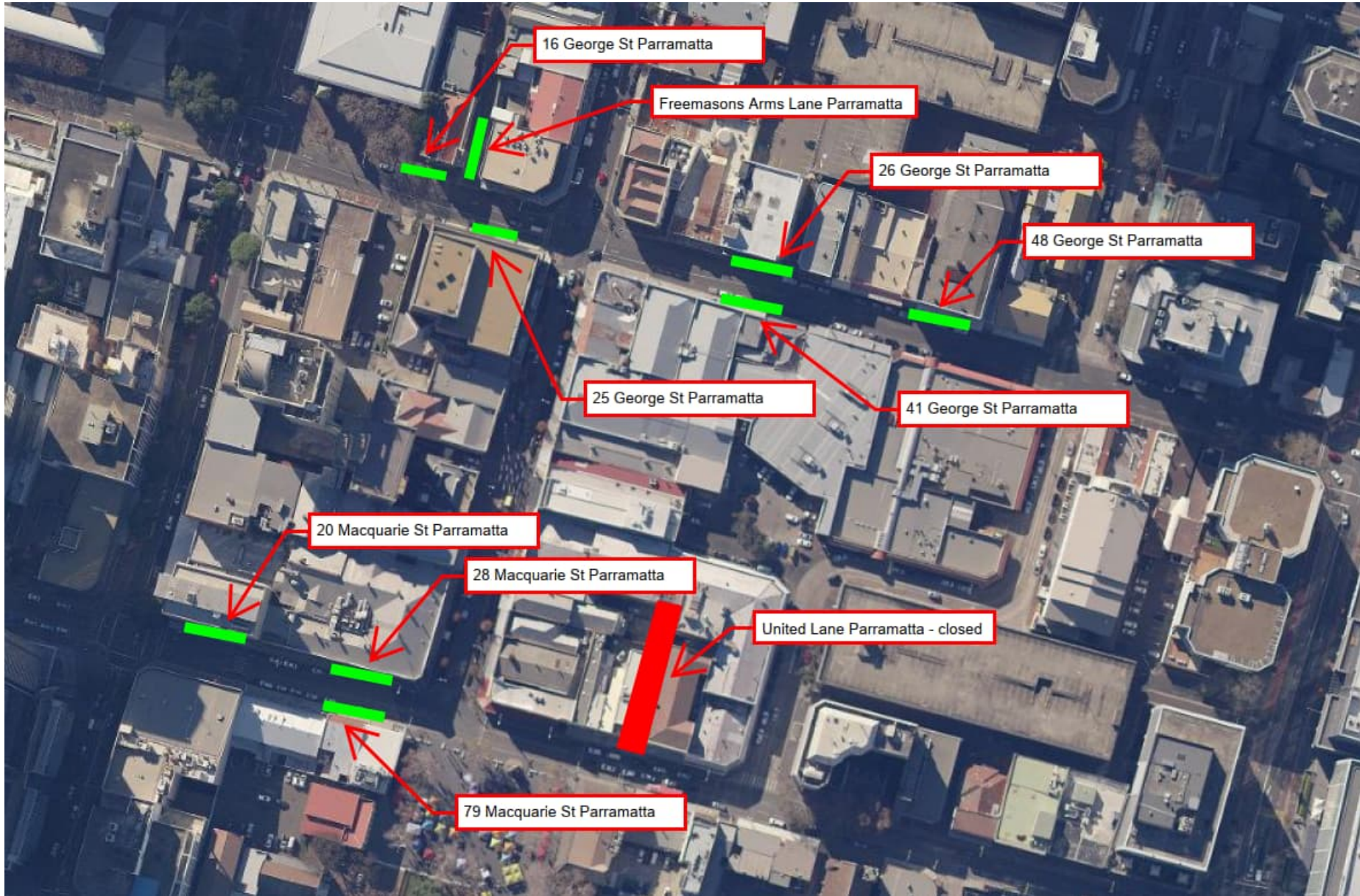


Figure 7-8: Aerial Showing Locations of United Lane and Surrounding Loading Zones

Loading Zones



Figure 7-7: Loading Zones in Surrounding Areas – Excerpt from City of Parramatta Website – note Horwood PI LZs are now closed.

An alternative load point (it is not a dock) is available to the west of United Lane, refer to Figure 7-8. It is understood that when Parramatta Light Rail had previously closed United Lane for six weeks to facilitate their works, this loading point was used in lieu of United Lane access. The City of Parramatta Council have raised concerns regarding this loading point and therefore its use will not be further pursued. All deliveries are to utilize the surrounding council loading zones and truck zones. This arrangement is a pre existing condition as of December 2021. Loading Point and United Lane in Figure 7-9 were not to be used for deliveries.



Figure 7-8: Alternative loading dock west of United Lane

Alternatively, there is a contingency location for deliveries within the Crunch Fitness area. This area is an option to ensure that delivery drivers do not become stuck without a location to stop. There is a coded gate (Code 3112) to allow vehicles to come into the area, unload and make their delivery.

It is to be noted that the direction of travel as noted in the image below means the delivery will have to travel through Horwood Place, to George St, to Church St, to Macquarie St before arriving at United Lane.

The location below is only to be communicated to and adhered to by a very select amount of vehicles. There is to be no parking or standing vehicles in that location. Deliveries are to be made immediately, and vehicles are to move on from the location as soon as deliveries are done. The location is also being used for the demolition works contractor access / egress.

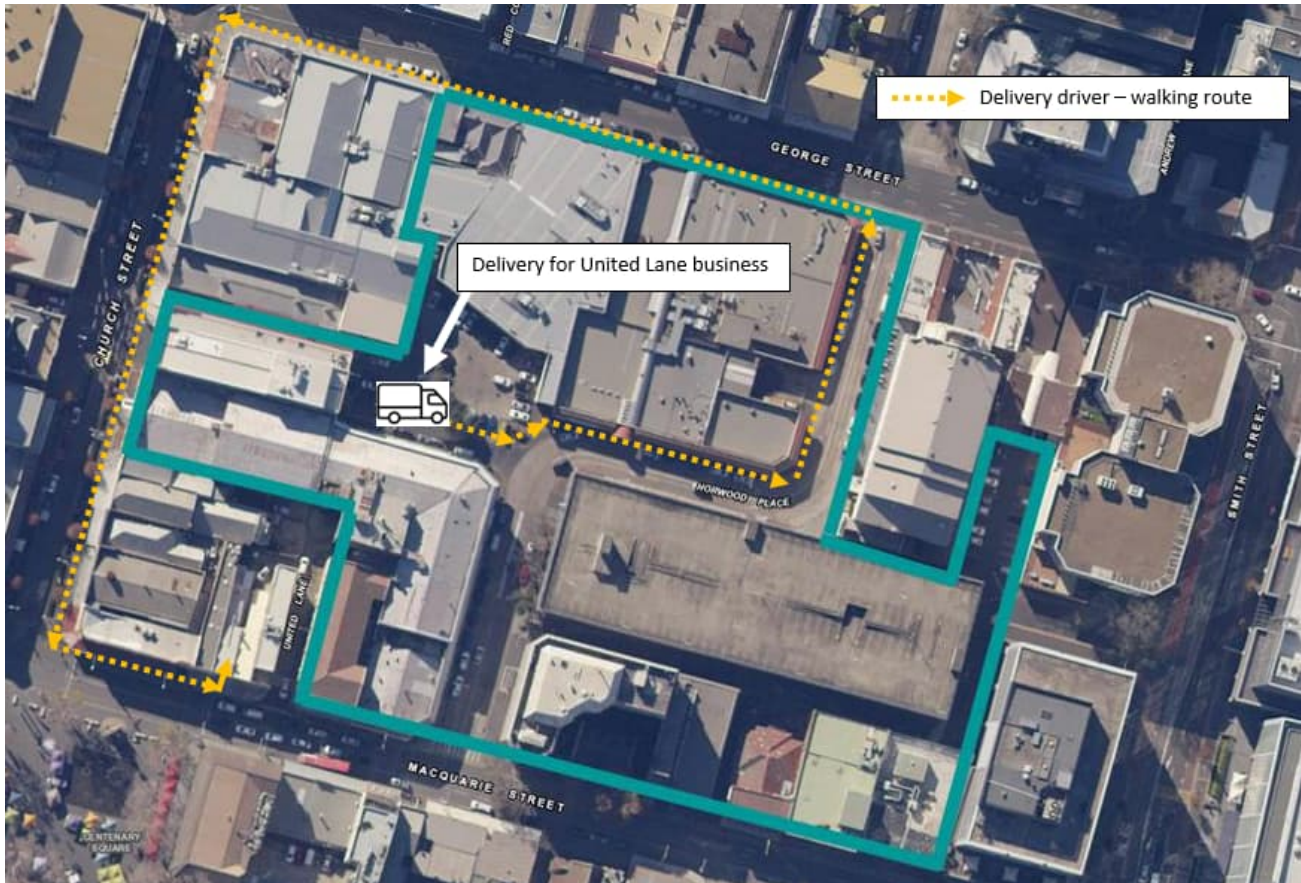


Figure 7-10: Alternative Delivery Location

7.4.3 After Demolition

United Lane will be reopened, and local businesses will be able to resume parking in their allocations within United Lane. Public parking and Loading Zones will still not be allowed.

The scaffold will be removed. The barriers placed will be removed. The roadway will be reopened to its original state.

Building 48 Macquarie St will have been demolished. An A Class hoarding will be established replicating the property boundary of Greenway Plaza.

Table 7-2: United Lane stakeholders

Business	Location	Private parking space in United Lane	Require alternative parking	Deliveries before demo start	Deliveries during Demolition Works	Grease arrestor	Bin collection
Manaeesh Bakery and Pizza	Street level 46 Macquarie Street	1	Yes	<ul style="list-style-type: none"> Regular deliveries – drivers park in United Lane and use front and back doors Mix of small trucks and vans No set schedule 	Refer to Table 7.4.2.4 for information relating to the surrounding Loading Zones and Figure 7-8 for aerial.	Yes, in private parking area at rear. Next pump out is scheduled for 1 June 2022. Delta will provide access in United Ln. A gate with coded lock will be installed 12m in from Macquarie St	2xRedmonis skip bins at rear of property Collections are daily Mon-Sat 7:30AM with a large truck via reversing movement into United Lane Delta will provide access in United Ln. A gate with coded lock will be installed 12m in from Macquarie St
Robin Raju & Associates	First floor 46 Macquarie Street	0	NA	<ul style="list-style-type: none"> Occasional deliveries via United Lane Mostly vans or cars No set schedule 	Refer to Table 7.4.2.4 for information relating to the surrounding Loading Zones and Figure 7-8 for aerial.	No	Council pick up Mon/ Wed/ Fri eastern side of United Lane at corner of Macquarie St via truck reversing movement into United Lane
Bright Star Travel	First floor 46 Macquarie Street	0	NA	No deliveries to United Lane	N/A	No	
Real Estate Education and Training	First floor 46 Macquarie Street	0	NA	<ul style="list-style-type: none"> Occasional deliveries via United Lane Mostly vans or cars No set schedule 	Refer to Table 7.4.2.4 for information relating to the surrounding Loading Zones and Figure 7-8 for aerial.	No	
Boone and Willard Plumbing	Second floor 46 Macquarie Street	0	NA	No		No	
Vision in White	44 Macquarie Street	1	Yes	<ul style="list-style-type: none"> Regular deliveries – drivers park in United Lane and use trolley to 	Refer to Table 7.4.2.4 for information relating to the surrounding	No	

Business	Location	Private parking space in United Lane	Require alternative parking	Deliveries before demo start	Deliveries during Demolition Works	Grease arrestor	Bin collection
				get items in/out of store via front door <ul style="list-style-type: none"> No set schedules Mostly vans 	Loading Zones and Figure 7-8 for aerial.		
Optimum Med Health Clinic	42 Macquarie St (Clinic has relocated to 240 Church St but they still use private parking off United Lane)	3	Yes	<ul style="list-style-type: none"> All deliveries go to 240 Church Street, none to United Lane 	No change.	No	NA
Nature's Hair	40 Macquarie Street	0	NA	<ul style="list-style-type: none"> Regular deliveries – either via United Lane or to loading dock next to shop front on Macquarie St Loading dock shared with Chemist Warehouse Daily deliveries 	Refer to Table 7.4.2.4 for information relating to the surrounding Loading Zones and Figure 7-8 for aerial.	No	Private skip bin in shared loading dock on Macquarie Street
iFade Barber	85 Macquarie Street	0	NA	<ul style="list-style-type: none"> Occasional deliveries via United Lane 	Refer to Table 7.4.2.4 for information relating to the surrounding Loading Zones and Figure 7-8 for aerial.	No	
Various	186-190 Church Street	0	NA	<ul style="list-style-type: none"> TBC 	TBC	No	Use Remondis skip bins at rear of Maneesh Bakery and Pizza
Bendigo Bank	198 Church Street	0	NA	N/A	N/A	No	NA
Chemist Warehouse	202-214 Church Street	0	NA	Regular deliveries to United Lane	Refer to Table 7.4.2.4 for information relating to the surrounding Loading Zones and	No	NA

Business	Location	Private parking space in United Lane	Require alternative parking	Deliveries before demo start	Deliveries during Demolition Works	Grease arrestor	Bin collection
					Figure 7-8 for aerial.		
Currently vacant (Previously occupied by Smart Dollar)	Ground floor 216-218 Church Street	2	Yes		N/A	No	Council pick up Mon/ Wed/ Fri eastern side of united Lane at corner of Macquarie St
TSG Tobacconist	Ground floor 216-218 Church Street	0	NA	No deliveries via United Lane all from Macquarie/ Church	No change	No	
KX Pilates	First floor 216-218 Church Street	0	NA	<ul style="list-style-type: none"> Occasional deliveries via United Lane Mostly vans or cars No set schedule 	Refer to Table 7.4.2.4 for information relating to the surrounding Loading Zones and Figure 7-8 for aerial.	No	

Sydney Metro Community Relations personnel will consult on the impending arrangements detailed throughout this document and respond to ongoing queries as required

Table 7-3: United Lane closure – community engagement overview

Business	Address	Engagement activity	Matters discussed
Manaeesh Bakery & Pizza	Street level 46 Macquarie St	Door knock – 5 April Purpose: gather info about operations to inform planning of laneway	<ul style="list-style-type: none"> Regular deliveries to United Lane, small trucks/vans. No set schedule 1 parking space off United Lane at rear of shop, requires alternate parking Access required for large truck for grease arrestor pump out early June Remondis need access to skip bins at rear of property Mon – Sat at 4am Lane closure expected to be 6 weeks from late April – to be confirmed
		Notification letter – 2 May	Update on site works in May, including United Lane closure
		Door knock – 2 May Purpose: Provide update on status of United Lane closure	<ul style="list-style-type: none"> Lane closure likely to be mid-May Temporary parking space to be provided in nearby multi-storey car park for duration of closure Access to lane to be maintained for Remondis and grease arrestor pump out Area for deliveries to be provided at rear of Crunch Fitness within Metro site More detailed information to be provided before closure begins Tenant heavily impacted by previous laneway closure by PLR, which ran longer than expected. Parking at alternate location provided by PLR was always full
		Phone calls and door knock – proposed date 13 May Purpose: to explain closure plan in detail including arrangements for access, deliveries, and alternative parking	To be provided once consultation has happened
Robin Raju & Associates	First floor 46 Macquarie St	Door knock – 5 April Purpose: gather info about operations to inform planning of laneway	<ul style="list-style-type: none"> Occasional deliveries to United Lane - vans or cars, no set schedule No parking spaces off United Lane. Council rubbish pick up Mon/Weds/Fri corner United Lane and Macquarie Street Lane closure expected to be 6 weeks from late April – to be confirmed
		Notification letter – 2 May	Update on site works in May, including United Lane closure
		Door knock – 2 May Purpose: Provide update on status of United Lane closure	<ul style="list-style-type: none"> Lane closure likely to be mid-May Area for deliveries to be provided at rear of Crunch Fitness within Metro site More detailed information to be provided before closure begins
		Phone calls and door knock – proposed date 13 May	To be provided once consultation has happened

		Purpose: to explain closure plan in detail including arrangements for access, deliveries, and alternative parking	
Bright Star Travel	First floor 46 Macquarie St	Phone call – 5 April Purpose: gather info about operations to inform planning of United Lane closure	<ul style="list-style-type: none"> • Store not open, working remotely • No deliveries to United Lane • No parking spaces off United Lane • Tenant grateful for the information, but won't be impacted • Lane closure expected to be 6 weeks from late April – to be confirmed
		Notification letter – 2 May	Update on site works in May, including United Lane closure
Real Estate Education & Training	First floor 46 Macquarie St	Door knock – 5 April Purpose: gather info about operations to inform planning of laneway	<ul style="list-style-type: none"> • Occasional deliveries via United Lane, mostly vans or cars, no set schedule • Council rubbish pick up Mon/Weds/Fri corner United Lane and Macquarie Street • Lane closure expected to be 6 weeks from late April – to be confirmed
		Notification letter – 2 May	Update on site works in May, including United Lane closure
		Door knock – 2 May Purpose: Provide update on status of United Lane closure	<ul style="list-style-type: none"> • Lane closure likely to be mid-May • Area for deliveries to be provided at rear of Crunch Fitness within Metro site • More detailed information to be provided before closure begins
		Phone calls and door knock – proposed date 13 May Purpose: to explain closure plan in detail including arrangements for access, deliveries, and alternative parking	To be provided once consultation has happened
Boone & Willard Plumbing	Second floor 46 Macquarie St	Door knock – 5 April Purpose: gather info about operations to inform planning of laneway	<ul style="list-style-type: none"> • No deliveries to United Lane • No parking spaces off United Lane. • Tenant grateful for the information, but won't be impacted • Lane closure expected to be 6 weeks from late April – to be confirmed
		Notification letter – 2 May	Update on site works in May, including United Lane closure
Vision in White	44 Macquarie St	Door knock – 5 April	<ul style="list-style-type: none"> • Regular deliveries to United Lane, items brought to front door via trolley, no set schedule, mostly small vans • 2 private parking spaces off United Lane, require alternative parking

		<p>Purpose: gather info about operations to inform planning of laneway</p>	<ul style="list-style-type: none"> • Council rubbish pick up Mon/Weds/Fri corner United Lane and Macquarie Street • Lane closure expected to be 6 weeks from late April – to be confirmed
		<p>Notification letter – 2 May</p>	<p>Update on site works in May, including United Lane closure</p>
		<p>Door knock – 2 May</p> <p>Purpose: Provide update on status of United Lane closure</p>	<ul style="list-style-type: none"> • Lane closure likely to be mid-May • Area for deliveries to be provided at rear of Crunch Fitness within Metro site • Temporary parking space to be provided in nearby multi-storey car park for duration of closure • More detailed information to be provided before closure begins
		<p>Phone calls and door knock – proposed date 13 May</p> <p>Purpose: to explain closure plan in detail including arrangements for access, deliveries, and alternative parking</p>	<p>To be provided once consultation has happened</p>
Optimum Med Health Clinic	42 Macquarie St	<p>Phone call – 5 April</p> <p>Purpose: gather info about operations to inform planning of United Lane closure</p>	<ul style="list-style-type: none"> • Clinic relocated to 240 Church St, but still lease this property • All deliveries go to 240 Church Street, none to united Lane • 3 private parking spaces at rear of property, requires alternative parking • Lane closure expected to be 6 weeks from late April – to be confirmed
		<p>Notification letter – 2 May</p>	<ul style="list-style-type: none"> • Update on site works in May, including United Lane closure
		<p>Door knock – 2 May</p> <p>Purpose: Provide update on status of United Lane closure</p>	<ul style="list-style-type: none"> • Lane closure likely to be mid-May • Area for deliveries to be provided at rear of Crunch Fitness within Metro site • Temporary parking space to be provided in nearby multi-storey car park for duration of closure • More detailed information to be provided before closure begins
		<p>Phone calls and door knock – proposed date 13 May</p> <p>Purpose: to explain closure plan in detail including arrangements for access, deliveries, and alternative parking</p>	<p>To be provided once consultation has happened</p>
Nature's Hair	40 Macquarie St	<p>Door knock – 5 April</p>	<ul style="list-style-type: none"> • Daily deliveries – either via United Lane or to loading dock next to shop front on Macquarie St • Loading dock shared with Chemist Warehouse

		<p>Purpose: gather info about operations to inform planning of laneway</p> <p>Notification letter – 2 May</p> <p>Door knock – 2 May</p> <p>Purpose: Provide update on status of United Lane closure</p> <p>Phone calls and door knock – proposed date 13 May</p> <p>Purpose: to explain closure plan in detail including arrangements for access, deliveries, and alternative parking</p>	<ul style="list-style-type: none"> • Private skip bin in shared loading dock • No parking off United Lane • Lane closure expected to be 6 weeks from late April – to be confirmed • Update on site works in May, including United Lane closure • Lane closure likely to be mid-May • Area for deliveries to be provided at rear of Crunch Fitness within Metro site • More detailed information to be provided before closure begins • Tenant worried about distance from rear of Crunch Fitness to shop front for delivery drivers with large amounts of boxes on trolleys <p>To be provided once consultation has happened</p>
iFade Barber	85 Macquarie St	<p>Door knock – 5 April</p> <p>Purpose: gather info about operations to inform planning of laneway</p> <p>Notification letter – 2 May</p>	<ul style="list-style-type: none"> • No deliveries to United Lane • No parking spaces off United Lane • Tenant grateful for the information, but won't be impacted • Lane closure expected to be 6 weeks from late April – to be confirmed • Update on site works in May, including United Lane closure
Various	186-190 Church St	<p>Phone call – 2 May</p> <p>Purpose: gather info about operations to inform planning of laneway</p> <p>Notification letter – 2 May</p> <p>Phone calls and door knock – proposed date 13 May</p> <p>Purpose: to explain closure plan in detail including arrangements for access, deliveries, and alternative parking</p>	<ul style="list-style-type: none"> • Regular deliveries to United Lane, small trucks/vans. No set schedule • No parking spaces off United Lane • Building uses skip bins at rear of pizza shop. Remondis need access to skip bins at rear of pizza shop Mon – Sat at 4am • Lane closure expected to be 6 weeks from – to be closed from mid-May • Update on site works in May, including United Lane closure <p>To be provided once consultation has happened</p>

Bendigo Bank	198 Church St	Phone call – 5 April Purpose: gather info about operations to inform planning of laneway	<ul style="list-style-type: none"> No deliveries to United Lane No parking spaces off United Lane Grateful for the information, but won't be impacted Lane closure expected to be 6 weeks from late April – to be confirmed
		Notification letter – 2 May	<ul style="list-style-type: none"> Update on site works in May, including United Lane closure
Chemist Warehouse	202-214 Church St	Phone call – 5 April Purpose: gather info about operations to inform planning of laneway	<ul style="list-style-type: none"> Daily deliveries to United Lane Have their own loading dock on Macquarie Street shared with Nature's Hair but PLR told them they cannot use it as vans need to pull out onto tracks to reverse in No parking spaces off United Lane Lane closure expected to be 6 weeks from late April – to be confirmed
		Notification letter – 2 May	Update on site works in May, including United Lane closure
		Phone call – 2 May Purpose: Provide update on status of United Lane closure	<ul style="list-style-type: none"> Lane closure likely to be mid-May Area for deliveries to be provided at rear of Crunch Fitness within Metro site More detailed information to be provided before closure begins Tenant worried about distance from rear of Crunch Fitness to shop front for delivery drivers with large amounts of boxes on trolleys. Asked if they could use their own loading dock on Macquarie Street
		Phone calls and door knock – proposed date 13 May Purpose: to explain closure plan in detail including arrangements for access, deliveries, and alternative parking	To be provided once consultation has happened
Smart Dollar (vacant)	Ground floor 216-218 Church St	Email – 5 April Purpose: gather info about operations to inform planning of laneway	<ul style="list-style-type: none"> Property Manager advised that shop has 2 private parking spaces off United Lane, require alternative parking Lane closure expected to be 6 weeks from late April – to be confirmed
		Email – 2 May Update on status of United Lane closure	<ul style="list-style-type: none"> Lane closure likely to be mid-May Area for deliveries (if new tenant requires) to be provided at rear of Crunch Fitness within Metro site Temporary parking space to be provided in nearby multi-storey car park for duration of closure More detailed information to be provided before closure begins
		Notification letter – 2 May	Update on site works in May, including United Lane closure
		Email – proposed date 13 May	To be provided once consultation has happened

		Purpose: to explain closure plan in detail including arrangements for access, deliveries, and alternative parking	
TSG Tobacconist	Ground floor 216-218 Church St	Door knock – 5 April	<ul style="list-style-type: none"> No deliveries via United Lane, all from Macquarie/Church Street 2 private parking spaces off United Lane, require alternative parking Lane closure expected to be 6 weeks from late April – to be confirmed
		Purpose: gather info about operations to inform planning of laneway	
		Notification letter – 2 May	Update on site works in May, including United Lane closure
		Door knock – 2 May	<ul style="list-style-type: none"> Lane closure likely to be mid-May Area for deliveries (if new tenant requires) to be provided at rear of Crunch Fitness within Metro site Temporary parking space to be provided in nearby multi-storey car park for duration of closure More detailed information to be provided before closure begins
		Purpose: Provide update on status of United Lane closure	
		Phone calls and door knock – proposed date 13 May	To be provided once consultation has happened
		Purpose: to explain closure plan in detail including arrangements for access, deliveries, and alternative parking	
KX Pilates	First floor 216-218 Church St	Email – 5 April	<ul style="list-style-type: none"> Occasional deliveries via United Lane, mostly vans or cars, no set schedule No parking off United Lane Lane closure expected to be 6 weeks from late April – to be confirmed
		Purpose: gather info about operations to inform planning of laneway	
		Notification letter – 2 May	Update on site works in May, including United Lane closure
		Email – proposed date 13 May	To be provided once consultation has happened
		Purpose: to explain closure plan in detail including arrangements for access, deliveries, and alternative parking	

7.4.3.1 Impact on parking

There are eleven (11) private car parking spaces in United Lane with seven (7) of those are currently being used. Two (2) spaces belong to the old Smart Dollar shop at 218 Church Street. That shop is currently vacant and discussions with the Property Manager note that they do not have a new tenant as of yet.

Alternate parking is proposed to be provided in a secure location. Discussions have concluded with the provider and vouchers provided to Sydney Metro for distribution to the impacted stakeholders. Each of the affected stakeholders will be given a pass authorising 24/7 secured access into parking located at 87 Marsden Street Parramatta. This carpark is managed by Secure Parking.

7.4.3.2 Cumulative impacts

There are several adjacent construction sites within close vicinity of the DELTA works.

- Parramatta Light Rail construction is on Macquarie Street.
- Holdmark are doing development works on Macquarie Street opposite Horwood Place.
- Built are undertaking works for Parramatta Square and use 70 Macquarie Street as a temporary laydown area.

7.4.3.3 Special events

Special events previously held near the Parramatta site are:

- Parramatta Lanes Festival typically scheduled in November
- Carols from Parramatta – mid December
- Christmas – various locations
- New Year's Eve – various locations
- Australia Day – various locations
- Friday (weekly) Parramatta Farmers Market held in Centenary Square
- NAIDOC week – July

Other events that have recently been announced include:

- Various NRL games
- Various Football games
- Various Rugby Union games

We will also continue to interrogate event websites that provide details on up-and-coming events such as:

[NSW and Sydney Events - Destination NSW](#)

[NSW Events & Festivals | Official NSW Tourism Website \(visitnsw.com\)](#)

[City of Parramatta Events](#)

[What's On – CommBank Stadium](#) (formerly Bankwest Stadium)

[What's on in Sydney Australia - Events \(experiencesydneyaustralia.com\)](#)

Where major special events are held, we would minimise our level of construction activity, schedule deliveries outside of event hours and ensure that access is maintained to the events.

7.5 Staff Transport

Staff and workforce parking will not be available on site. Staff and workforce will be encouraged to use public transport and/ or be provided with the locations of existing car parks within the Parramatta area, as per Figure 7-9.

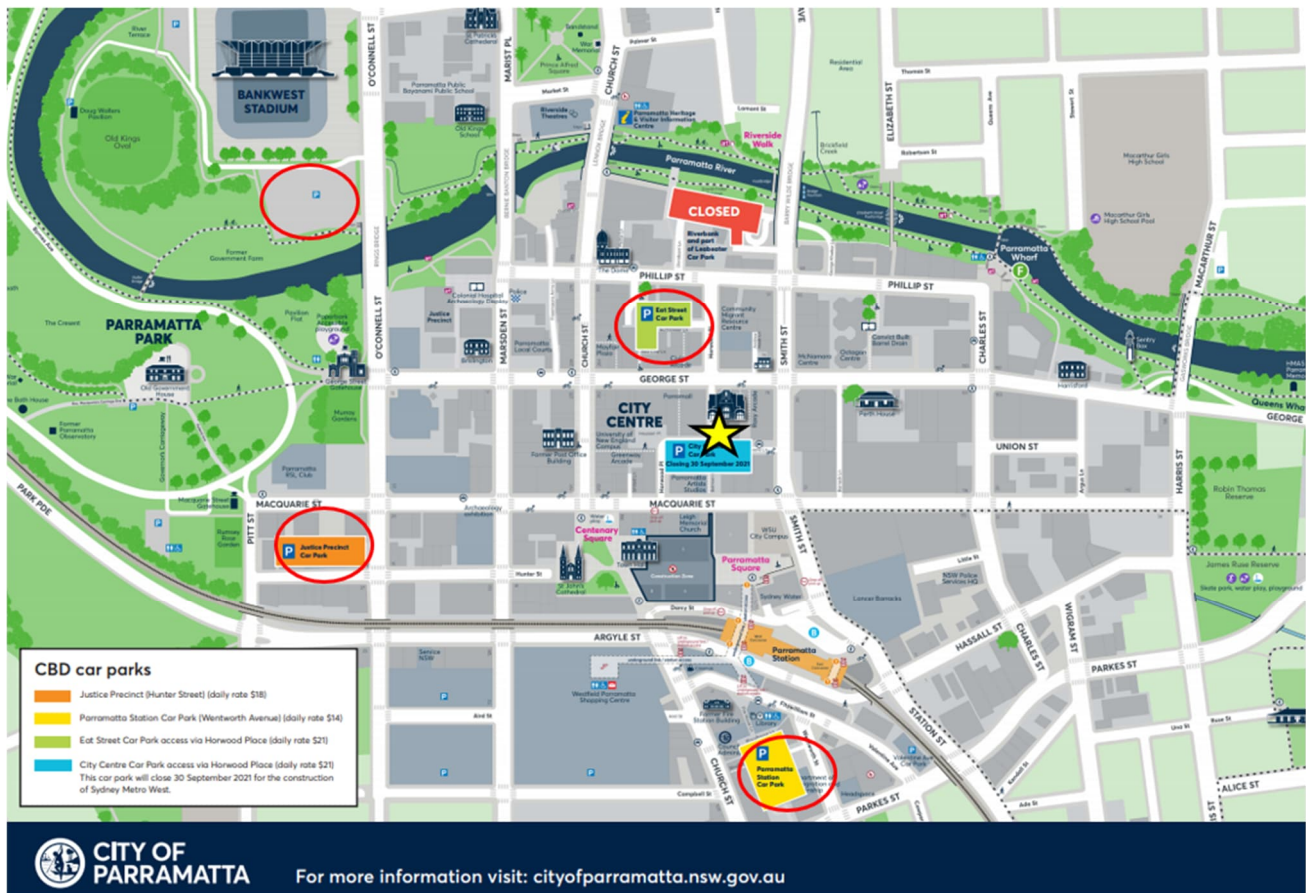


Figure 7-9: Existing multi car parks

7.5.1 Incident response

In the event of an incident that has the potential to impact traffic or public transport, at sites managed by DELTA, we will ensure that traffic control resources are provided. These resources will consist of the following:

- Traffic control personnel
- Traffic control van including:
 - Barrier boards
 - Cones
 - Flashing arrows
 - Signs
 - Spill kit

DELTA will report all traffic accidents to Sydney Metro, the Transport Management Centre (13 17 00) and Customer Journey Planning.

7.5.2 Traffic Guidance Schemes (TGS). Road Occupancy License (ROL)/ Council permits identified works

Works that have been identified as requiring at Traffic Guidance Scheme are detailed below and the TGS are provided in Appendix C. This Appendix provides details on timing of implementation, the works being undertaken and expected traffic impacts.

- 1 Closure of United Lane
- 2 Closure of footpath on Church Street

7.5.3 Road occupation and restoration

For any works that involve an occupation of the road/ footpath, a Road Occupancy License (ROL) from TMC will be applied for prior to the submission of a Road Occupancy License from the City of Parramatta Council. For works on Macquarie Street or Church Street within the declared transitway area will require a permit from Parramatta Light Rail/ TfNSW. ROL through the TMC will be applied for 10 business days from the requirement. Electronic lodgement of the ROL will be undertaken using RMS' OpLinc system. Permits for works that occupy the declared transitway will be

applied for a minimum of 10 business days. Council permits will be lodged electronically in accordance with the City of Parramatta Council requirements. For any works where parking is temporary impacted, DELTA will ensure that the parking removal is staged to minimise the time of parking space occupation.

For any road opening required, the relevant road opening permit will be applied for through the existing City of Parramatta Council website. The Road Opening permit will also be accompanied by a Road Occupation Permit. Details on the permits required are found at <https://www.cityofparramatta.nsw.gov.au/development/development-application-da/application-requirements/road-reserve>

A register of permits/ licenses will be maintained through the Works period and can be tabled at the TCG if requested. The register will also contain details of any traffic accidents that occur across the project.

8 FLEET MANAGEMENT

Trucks to be used on the project will be compliant with NSW legislation, Sydney Metro’s Principal Contractor Health and Safety Standard, relevant Australian Design Rules and vehicle standards and the Heavy Vehicle National Legislation. All heavy vehicle operations will be conducted in accordance with DELTA’s Chain of Responsibility (CoR) Management Plan.

A combination of truck types will be used during the site operations. These trucks may be truck and dog, bin trucks, 12.5m SU truck, 10 wheeler bin truck, 5t tippers and low loaders.

All trucks will enter and exit the demolition sites in a forward direction, where reasonable and feasible. Where there is a requirement to undertake reversing movements not on the public road system, traffic control will be implemented.

8.1 Management Strategy

Construction site traffic will be managed to minimise movements during peak periods. This will be achieved by staggered start times for trucks and daily booking of trucks ensuring that only the truck numbers required for the loading tasks for that day are ordered. Given that the trucks will be loaded sequentially this provides for a staggered release of trucks onto the road network during the AM peak. The PM peak is also reduced as typically disposal sites are closed from 5PM meaning that if the disposal site is an hour away, the latest a truck can leave site is 4PM reducing our impact on the road network.

DELTA’s site traffic immediately around construction sites will be managed to minimise vehicle movements through school zones during pick up and drop off times. It is noted that only one school zone exists on the nominated haulage routes on Pitt Street between Great Western Highway and Park Parade only.

DELTA will provide sufficient onsite parking for heavy vehicles associated with the works. This will ensure that vehicles are not idling or queuing on state, regional and local roads. In the event that vehicles are unable to be accommodated, vehicles will be directed to the Clyde site as an extended marshalling facility. Given the amount of space available at the Clyde demolition sites, there is no requirement for any further marshalling facilities. The site supervisor will be responsible for ensuring heavy vehicles are not queuing around the site.

DELTA does not have any heavy vehicle entering United Ln or heavy vehicles will continue to use Horwood Pl in the same manner they currently are, as per approved CTMP

The Parramatta Light Rail constructors have installed barriers along Macquarie Street to prevent heavy vehicles from travelling over the majority of the track slab, as noted on Figure 8-1

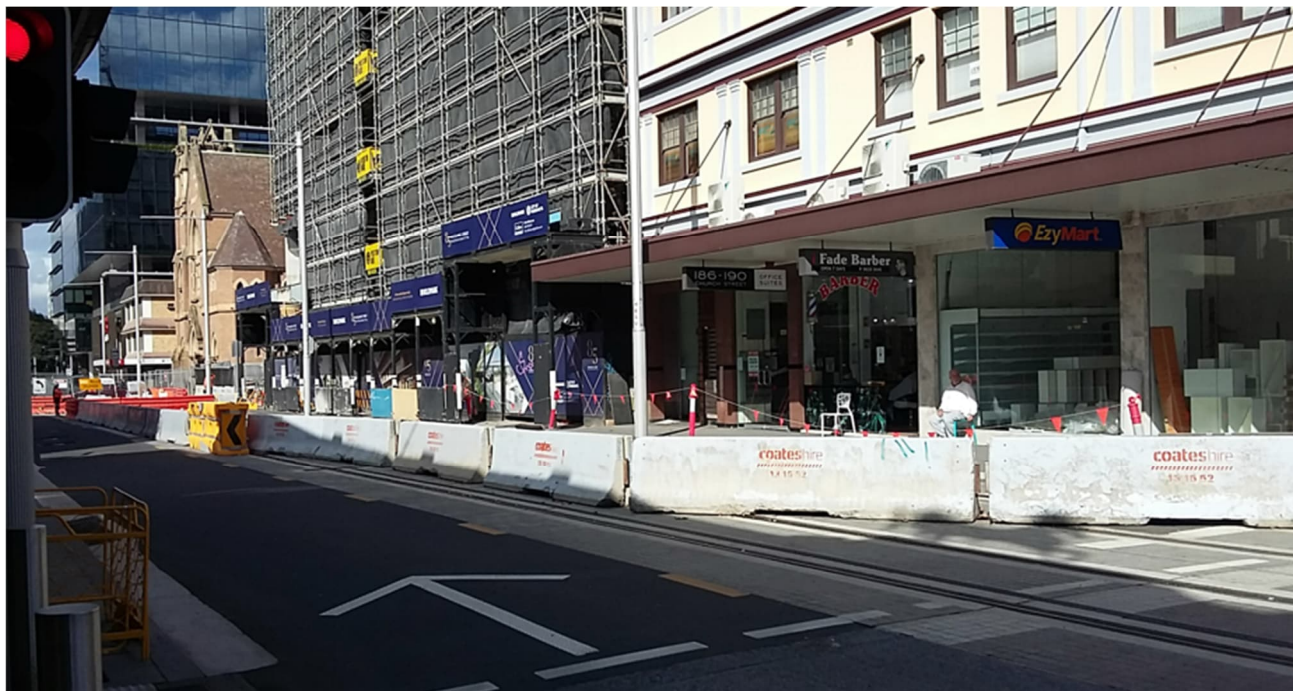


Figure 8-1: PLR installed barriers

A review of the proposed routes to site has been undertaken and the following mitigation measures are noted:

- Truck aware decals are installed along the proposed routes.

8.2 Haulage routes

Generally, the haulage routes will be via arterial roads/ freeways/ tollways. The previously approved routes into the site will be used and are as shown on Figure 8-2.

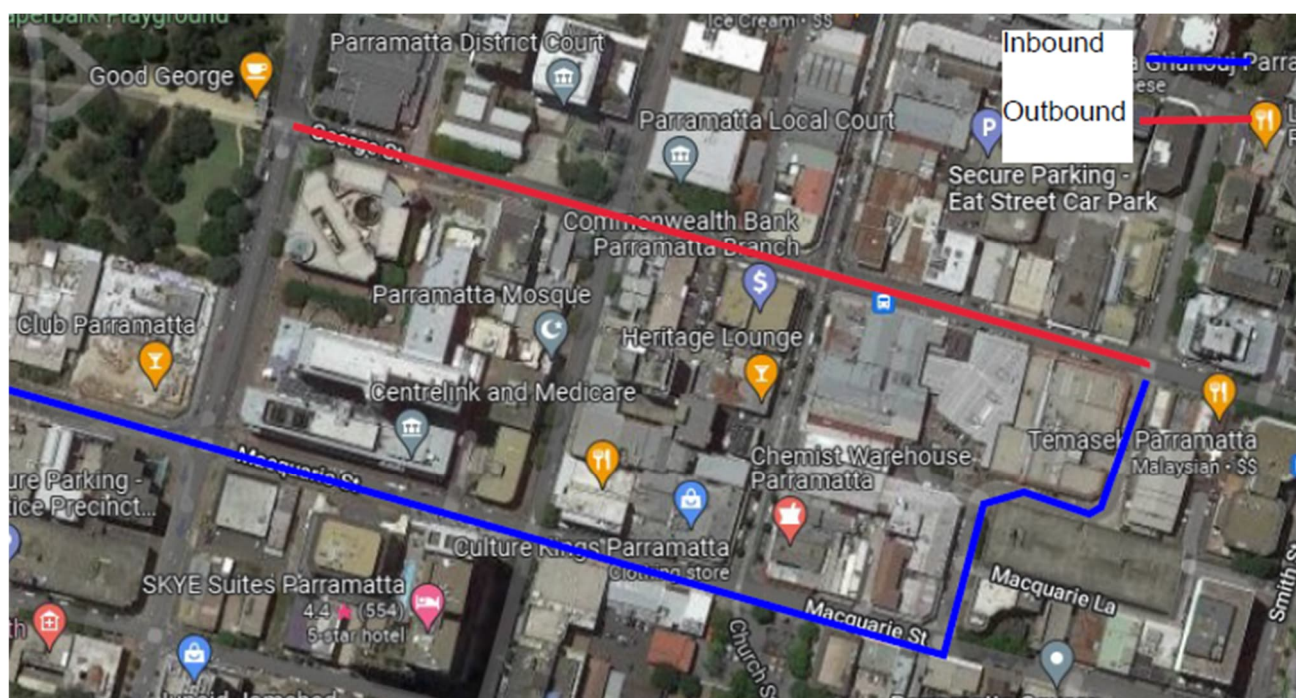


Figure 8-2: Heavy Vehicle approved routes

Material will be removed from site using a combination of vehicles. These trucks will range in size from 12.5m Single Unit to 19.0m and material will be taken to authorised disposal sites around Sydney. Refer to Appendix D for details on the proposed routes to the closest Motorway.

8.2.1 Road Dilapidation Report

Road dilapidation reports were previously provided for the local roads used by construction vehicles. These reports were undertaken prior to the use of these roads. A copy of the report(s) was provided to the relevant road authority within three (3) weeks of completion of the survey and no later than 1 month before the road being used.

If damage to roads occurs as a result of heavy vehicle use associated with the demolition works, DELTA will (at the Relevant Road Authority's discretion):

- Compensate the Relevant Road Authority for the damage so caused or.
- Rectify the damage to restore the road to at least the condition it was in pre-work as identified in the Road Dilapidation Report

8.2.2 Heavy vehicle local road report

A Heavy Vehicle Local Road (HVLR) report was previously approved by the Planning Secretary for use of local roads not identified in the Environmental Impact Statement or other planning documents. The report includes the following:

- a) A swept path analysis
- b) Demonstration that the use of local roads by Heavy Vehicles for the CSSI will not compromise the safety of pedestrians and cyclists of the safety of two-way traffic flow on two way roadways
- c) Details as to the date of completion of the road dilapidation surveys for the subject local roads and
- d) Measures that will be implemented to avoid where practicable the use of local roads past schools, aged care facilities and child care facilities during their peak operation times and
- e) Written advice from an appropriately qualified professional on the suitability of the proposed Heavy Vehicle route which takes into consideration items a) to d) of this condition

A copy of that HVLR is provided in Appendix F.

8.3 Permits/ Over dimensional vehicles

Permit issue for vehicles greater than 4.5 tonnes is through the National Heavy Vehicle Regulator (NHVR). This applies to particular special purpose vehicles (SPV) such as mobile cranes and other oversize/ over mass vehicles (OSOM). At present, Sydney Metro is currently undertaking this permit issue.

For over dimensional vehicles, generally vehicles that are greater than 25m in length or 3.5m width require a pilot(s). Extremely long or wide vehicles will require an escort (fee payable). Permits will be applied for by the transport operator.

Oversize vehicles will not be required at this site for the operation of this CTMP.

8.4 Drivers and operators

Operator selection will be based on safety performance criteria. Operators and drivers will be required to have general construction industry induction cards and will be required to attend ongoing general project and site specific inductions.

All operators will be comprehensively trained with regard to community expectations and impacts from haulage operations through site inductions and attendance at the Sydney Metro Industry Curriculum (SMIC) – Safe Heavy Vehicle Introduction Skills which provides drivers with the knowledge, skills, motivation and confidence to drive heavy vehicles safely and professionally in an urban built up road environments whilst undertaking a transport task required on the project. This training course focuses on low risk driver behaviors, sharing the road safety with vulnerable road users and reinforces heavy vehicle driver knowledge and skill. The project and site inductions will have a particular focus on operator behavior. Operator competency and standards of behavior will be continually assessed, and discipline procedures will be put in place to maintain compliance.

9 COMMUNITY

Sydney Metro will be responsible for the dissemination of information to the community including affected residents, relevant Councils, businesses and the public.

Any enquiries, complaints and/ or compliments will be directed to Sydney Metro's Sydney Metro Project:

- Information line 1800 612 173
- Email: sydneymetrowest@transport.nsw.gov.au
- [Enquiry Form](#)
- Sydney Metro West PO Box K659, Haymarket NSW 1240

Table 9-1: Proposed community notifications

Notification	Applicable
Newsletters	Applicable
Construction email updates	Applicable
Sydney Metro direct mail email updates	Applicable
Fact sheets	Applicable
Site signage and hoarding banners	Applicable
Sydney Metro website	Applicable

9.1 Stakeholders consulted

Table 9-2 lists the consultation undertaken in the development of this CTMP and Appendix H provides the comments and responses provided.

Table 9-2: Stakeholders consulted

Stakeholder	Date	Consultation
TCG	17 th March 2022	Meeting/ presentation
Sydney Metro including Road Safety, Operations, Customer and Place Making	8 th April 2022	Submission of CTMP
TfNSW Customer Journey Planning	8 th April 2022	Submission of CTMP
TfNSW Planning and Program	8 th April 2022	Submission of CTMP
City of Parramatta Council	8 th April 2022	Submission of CTMP
Traffic and Transport Liaison Group	28 th April 2022	Meeting/ presentation
Sydney Metro including Road Safety, Operations, Customer and Place Making	3 rd May 2022	Resubmission of CTMP
TfNSW Customer Journey Planning	3 rd May 2022	Resubmission of CTMP
TfNSW Planning and Program	3 rd May 2022	Resubmission of CTMP
City of Parramatta Council	3 rd May 2022	Resubmission of CTMP

10 OTHER CONSIDERATIONS

10.1 Road Safety Audits

Road safety audits will be undertaken during the development of the CTMP and upon implementation of the long term work site.

10.2 Traffic and Transport Liaison Group (TTLG)

The Traffic and Transport Liaison Group has been established by Sydney Metro for the project, as required under the MCoA D94. The TTLG consists of members from Sydney Metro, City of Parramatta Council and Emergency Services. The development of this Construction Traffic Management Plan will occur in consultation with this group, including Road Occupancy License(s) (ROL) applications. The TTLG meets monthly.

Supplementary analysis and modelling as required by Sydney Metro and/ or the Traffic and Transport Liaison Group(s) will be undertaken to demonstrate that construction traffic can be managed to minimise disruption to traffic network operations including changes to and the management of pedestrian, bicycle and public transport networks, public transport services, and pedestrian and cyclist movements. Any revised traffic management measures will be incorporated into the CTMP.

10.3 Traffic Control Group (TCG)

A Traffic Coordination Group has been established for the project by Sydney Metro. The TCG meets fortnightly and comprises of Sydney Metro representatives, Council representatives and other project contractors within the Parramatta area.

10.4 Police and Emergency Services

The Police and relevant Emergency Services will be informed in a timely manner of relevant activities proposed within this CTMP. The initial communication to these stakeholders will be via the Traffic and Transport Liaison Group (TTLG). Regular updates will be provided to emergency services, including changes to road network configurations, changes to road conditions and worksite access locations, through emails and face to face discussions. Access to properties for emergency vehicles will be provided at all times

10.5 Toolbox Talks

Toolbox talks will be conducted weekly as a minimum, and will be used to present the status of safety and environmental performance, incidents, safety and security alerts, lessons learnt, bulletins, messages, etc.

Delta's IMS Form 054 Toolbox Meeting will be used to record all toolbox talks.

10.6 Site contacts

Site contacts are provided in Table 10-1, below

Table 10-1: Site contacts

Name	Position	Organisation	Contact #	Email
██████████	Project Manager	DELTA	██████████	██████████

11 MONITORING AND INSPECTION

11.1 Site Inspections

The site will be monitored by the site supervisor. Any changes as noted in this CTMP, to signs/ lines that impact on the public will be monitored daily during site operating hours.

Traffic control used for pedestrian management, lane closures etc will need to provide records of the traffic control implemented. Any changes required to the traffic control set up will be authorised by a holder of an RMS "Prepare a Work Zone Traffic Management Plan" or equivalent.

DELTA will carry out surveillance of traffic control devices and set ups Regular site inspections are carried out by the Site Manager and recorded on SEF 049 Site Inspection Report. Site inspections will be undertaken as noted in Table 11-1. Checklists are provided in Appendix I.

Table 11-1: Inspection timetable

Stage	Activity	Purpose
Planning	TGS verification	To ensure that the TGS selected or designed is suitable for the works and location
During temporary traffic management	Weekly inspections	To ensure that the CTMP and relevant TGS are appropriated and operating safely, effectively and efficiently
	Shift inspections	To ensure that the TGS is implemented as designed. This includes at a minimum twice per shift and when a: <ul style="list-style-type: none"> A. TGS is installed/ changed or updated B. At regular frequency after work commences (recommended every 2 hours) C. Once aftercare arrangements have been installed if required
	CTMP review	To ensure that the CTMP controls are achieving the required outcomes
	Road safety audits	To identify road safety crash potential and areas of risk that could lead to traffic incidents
Post completion	Post completion inspection	To ensure that the site has been demobilised as planned and is safe for opening to traffic

APPENDICES

A. Compliance

Table 11-2 Relevant Ministerial Conditions of Approval

Requirement	Detail	Where addressed
MCoA D80	Access to all utilities and properties must be maintained during works, unless otherwise agreed with the relevant utility owner, landowner or occupier	Section 7.4.3
MCoA D81	Any property access physically affected by the CSSI must be reinstated to at least an equivalent standard, unless otherwise agreed by the landowner or occupier. Property access must be reinstated within one (1) month of the work that physically affected the access is completed or in any other time frame agreed with the landowner or occupier	Section 7.4.3
MCoA D85	Construction Traffic Management Plans (CTMPs) must be prepared in accordance with the Construction Traffic Management Framework. A copy of the CTMPs must be submitted to the Planning Secretary for information before the commencement of any construction in the area identified and managed within the relevant CTMP	This plan
MCoA D86	Local roads proposed to be used by Heavy Vehicles to directly access construction sites that are not identified in the documents listed in Condition A1 of this schedule must be approved by the Planning Secretary and be included in the CTMPs	Refer to Heavy Vehicle Local Road Report
MCoA D87	All requests to the Planning Secretary for approval to use local roads under Condition D86 above must include the following: a) A swept path analysis b) Demonstration that the use of local roads by Heavy Vehicles for the CSSI will not compromise the safety of pedestrians and cyclists of the safety of two-way traffic flow on two way roadways c) Details as to the date of completion of the road dilapidation surveys for the subject local roads and d) Measures that will be implemented to avoid where practicable the use of local roads past schools, aged care facilities an child care facilities during their peak operation times and e) Written advice from an appropriately qualified professional on the suitability of the proposed Heavy Vehicle route which takes into consideration items a) to d) of this condition	Appendix F
MCoA D88	Before any local road is used by a heavy Vehicle for the purposes of construction of Stage 1 of the CSSI, a Road Dilapidation Report must be prepared for the road. A copy of the Road Dilapidation Report must be provided to the Relevant Road Authority (s) within three (3) weeks of completion of the survey and at no later than one (1) month before the road being used by Heavy Vehicles associated with the construction of Stage 1 of the CSSI	Section 8.1.1 and Appendix F
MCoA D89	If damage to roads occurs as a result of the construction of Stage 1 of the CSSI, the Proponent must either (at the Relevant Road Authority's discretion): a) Compensate the Relevant Road Authority for the damage so caused or. b) Rectify the damage to restore the rod to at least the condition it was in pre-work as identified in the Road Dilapidation Report	Section 8.1.1
MCoA D90	Vehicles associated with the project workforce (including light vehicles and Heavy Vehicles) must be managed to: a) Minimise parking on public roads b) Minimise idling and queuing on state and regional roads c) Not carry out marshalling of construction vehicles near sensitive land user(s) d) Not block or disrupt access across pedestrian or shared user paths at any time unless alternate access is provided and e) Ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs	Sections 7.4.4, 7.4.7 and 8
MCoA D91	A Construction Parking and Access Strategy must be prepared to identify and mitigate impacts resulting from on and off-street parking changes during construction the construction Parking and Access Strategy must include, but not necessarily limited to: a) Achieving the requirements of Condition D90 above b) Confirmation and timing of the removal of on and off-street parking associated with construction of Stage 1 of the CSSI c) Parking surveys of all parking spaces to be removed or occupied by the project workforce to determine current demand during peak, off peak, school drop off and pick pup, weekend periods and during special events	Appendix G

Requirement	Detail	Where addressed
	<ul style="list-style-type: none"> d) Consultation with affected stakeholders utilising existing on and off-street parking stock which will be impacted as a result of construction e) Assessment of the impacts to on and off-street parking stock taking into consideration, occupation by the project workforce, outcomes of consultation with affected stakeholders and considering the impacts of special events f) Identification of reasonable and practicable mitigation measures to manage impacts to stakeholders as a result of on and off-street parking changes including, but not necessarily limited to, staged removal and replacement of parking, provision of alternative parking arrangements, managed staff parking arrangements and working with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes g) Where residential parking schemes already exist, off road parking facilities must be provided for the project workforce h) Mechanisms for monitoring, over appropriate intervals (not less than 6 months), to determine the effectiveness of implemented mitigation measures i) Details of shuttle bus service(s) to transport the project workforce to construction sites from public transport hubs and off-site car parking facilities (where these are provided) and between construction sites j) Provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective and k) Provision of reporting or monitoring results to the Planning Secretary and Relevant Council(s) at six (6) monthly intervals 	
MCoA D92	The Construction Parking and Access Strategy must be submitted to the Planning Secretary for approval at least one (1) month before the commencement of any construction that reduces the availability of existing parking. The approved Construction Parking and Access Strategy must be implemented before impacting on on-street and parking and incorporated into the CTMPs	Section 7.4.4
MCoA D93	During construction, all reasonably practicable measures must be implemented to maintain pedestrian, cyclist and vehicular access to, and parking in the vicinity of businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian, cyclist and vehicle access, and parking arrangements, must be developed in consultation with affected businesses and implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of any disruption	Sections 7.4.2 and 7.4.3
MCoA D94	A Traffic and Transport Liaison Group(s) must be established in accordance with the Construction Traffic Management Framework to inform the development of CTMPs	Section 10.2
MCoA D 95	Supplementary analysis and modelling as required by Sydney Metro and/ or the Traffic and Transport Liaison Group(s) must be undertaken to demonstrate that construction and operational traffic can be managed to minimise disruption to traffic network operations including changes to and the management of pedestrian, bicycle and public transport networks, public transport services, and pedestrian and cyclist movements. Revised traffic management measures must be incorporated into the CTMPs	Section 10.2
MCoA D98	Safe pedestrian and cyclist access must be maintained around construction sites during construction. In circumstances where pedestrian and cyclist access is restricted or removed due to construction activities, a proximate alternate route which complies with the relevant standards must be provided and signposted before the restriction or removal of the impacted access	Section 7.4.2

Table 11-3: Revised Environmental Management Measures (REMMs)

Requirement	Impact/ Issue	Mitigation Measure	Where addressed
TT1	Changes to the network	The community would be notified in advance of proposed road and pedestrian network changes through appropriate forms of community liaison	Section 9Error! Reference source not found.
TT2	Traffic incidents	In the event of a traffic related incident, coordination would be carried out with Transport for NSW, including Transport Coordination and / or the Transport Management Centre's Operations Manager	Section 7.4.8
TT3	Emergency vehicles access	Access to properties for emergency vehicles would be provided at all times	Section 10.4
TT4	Road safety	Vehicle access to and from construction sites would be managed to maintain pedestrian, cyclist and motorist safety. Depending on the location this may require manual supervision, physical barriers, temporary traffic signals and modifications to existing signals or on occasions police presence	Section 7.4.3
TT5		Additional enhancements for pedestrian, cyclist and motorist safety near the construction sites would be implemented during construction. This would include measures such as: <ul style="list-style-type: none"> ▪ Assessing the suitability of construction haulage routes through sensitive land use areas with respect to road safety ▪ Deployment of speed awareness signs in conjunction with variable message signs near construction sites to provide alerts to driver ▪ Providing community education and awareness about sharing the road safely with heavy vehicles ▪ Specific construction driver training to understand route constraints, safety and environmental considerations such as sharing the road safely with other road users and limiting the use of compression braking ▪ Requiring technology and equipment to improve vehicle safety, eliminate heavy vehicle blind spots and monitor vehicle location and driver behaviour 	Section 8 and Appendix F
TT6		All trucks would enter and exit construction sites in a forward direction, where reasonable and feasible	Section 8
TT7	Congestion	Construction site traffic would be managed to minimise movements during peak periods	Section 8
TT8		Construction site traffic immediately around construction sites (WMS, PMS, BNS and FDS) would be managed to minimise vehicle movements through school zones during pick up and drop off times	Section 8
TT9	Congestion	Opportunities to minimise impacts at the Alexandra Avenue/ Bridge Road intersection would be determined in consultation with Transport for NSW	Not applicable to the Parramatta site only Westmead
TT10	Loss of parking	Where existing parking is removed to facilitate construction activities, consultation would occur with the relevant local council to investigate opportunities to provide alternative parking facilities	Appendix G
TT11		Construction sites would be managed to minimise the number of construction workers parking on surrounding streets by: <ul style="list-style-type: none"> ▪ Encouraging workers to use public or active transport ▪ Encouraging ride sharing ▪ Provision of alternative parking locations and shuttle bus transfers where feasible and reasonable 	Sections 7.4.4 and 7.4.7
TT15	Impacts on active transport	Where existing cyclists facilities (eg: bicycle parking) would be temporarily unavailable to facilitate construction activities, suitable replacement facilities would be provided for this duration	Section 7.4.2
TT17	Impacts on special events	During major special events, impacts to the transport and traffic network would be reduced by (as necessary) <ul style="list-style-type: none"> ▪ Minimising the level of construction activity and, if necessary, ceasing all construction activity ▪ Maintaining appropriate access to all areas within the event precinct 	Section 7.4.2 and Appendix B

Requirement	Impact/ Issue	Mitigation Measure	Where addressed
		<ul style="list-style-type: none"> ▪ Erection of hoardings, site fencing and gates at key locations within the construction site boundary, to permit pedestrian movements adjacent to the construction site and separate pedestrians from construction vehicles ▪ Scheduling deliveries to the construction site outside of special event periods <p>For special events that require specific traffic measures, those measures would be developed in consultation with Transport for NSW, including Transport Coordination (for relevant locations) and the organisers of the event</p>	
TT18	Property access	Access to existing properties and buildings would be maintained in consultation with property owners	Section 7.4.3
TT19	Construction vehicle impacts	Traffic control measures require at the Parramatta metro station construction site access on George Street would be determined in consultation with Transport for NSW	This document
C11	Occurrence of cumulative impacts	<p>Coordination and consultation with the following stakeholders would occur, where required, to manage the interface of projects under construction at the same time:</p> <ul style="list-style-type: none"> ▪ Transport for NSW including Transport Coordination ▪ Department of Planning, Industry and Environment ▪ Sydney Trains ▪ NSW Trains ▪ Sydney Buses ▪ Sydney Water ▪ Port Authority of NSW ▪ Sydney Motorways Corporation ▪ Emergency service providers ▪ Utility providers ▪ Construction contractors <p>Coordination and consultation with these stakeholders would include:</p> <ul style="list-style-type: none"> ▪ Provision of regular updates to the detailed construction program, construction sites and haul routes ▪ Identification of key potential conflict points with other construction projects ▪ Developing mitigation strategies in order to manage conflicts. Depending on the nature of the conflict this could involve: <ul style="list-style-type: none"> • Adjustments to the Sydney Metro construction program work activities or haul routes or adjustments to the program activities or haul routes of other construction projects • Coordination of traffic management arrangements between projects 	Sections 8, 10.2 and 10.3

B.Special Events

C. Traffic Guidance Schemes

Table 11-4: TGS

TGS #	Location	From	To	Timing	Traffic control	Works	Impacts
WTP-TGS-A-UNI-1101	United Lane	Macquarie St	End of road	24hour	Road closure	Demolition works	Minor impacts to traffic.
WTP-TGS-A-UNI-1102	Macquarie Street	United Lane	Church Street	During truck access	Stop/ slow	Garbage removal	Minor impacts to traffic as typically undertaken in the early morning hours

D. Drawings

Drawing #	Description
102-24-0017	Barrier, hoarding and fencing placement for Stages 2 and 3 works
PAR-SPA-07&08	Swept path from Horwood Street onto George Street for 19m Truck and dog combination

E. Haul Routes

Figure	Description
Figure 11-1	M4 inbound to Site
Figure 11-2	M4 outbound to Site
Figure 11-3	Cumberland Highway to Site
Figure 11-4	Site to M4 outbound
Figure 11-5	Site to M4 inbound
Figure 11-6	Site to Cumberland Highway

13 min (5.7 km)

via Great Western Hwy/A44

12 min without traffic



Western Motorway

Merrylands NSW 2160

> Take Great Western Hwy/A44 to Pitt St in Parramatta

5 min (2.3 km)

> Continue on Pitt St. Take O'Connell St, Victoria Rd, Wilde Ave and George St to Horwood PI

10 min (3.3 km)

Horwood PI

Parramatta NSW 2150

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

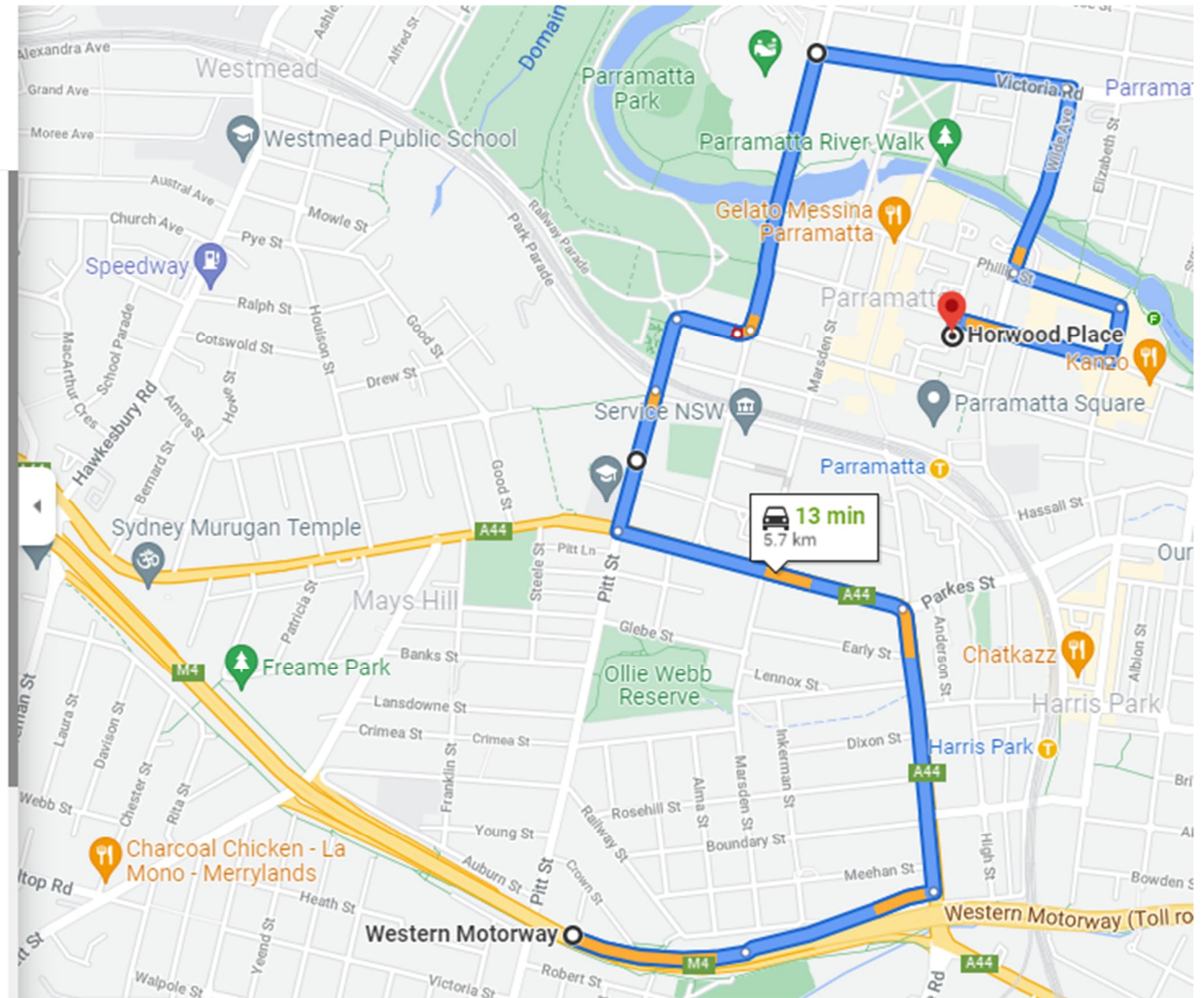


Figure 11-1: Haul route from M4 Motorway inbound carriageway to Site

[Western Motorway, Merrylands NSW 2160 to Horwood PI, Parramatta NSW 2150 - Google Maps](#)

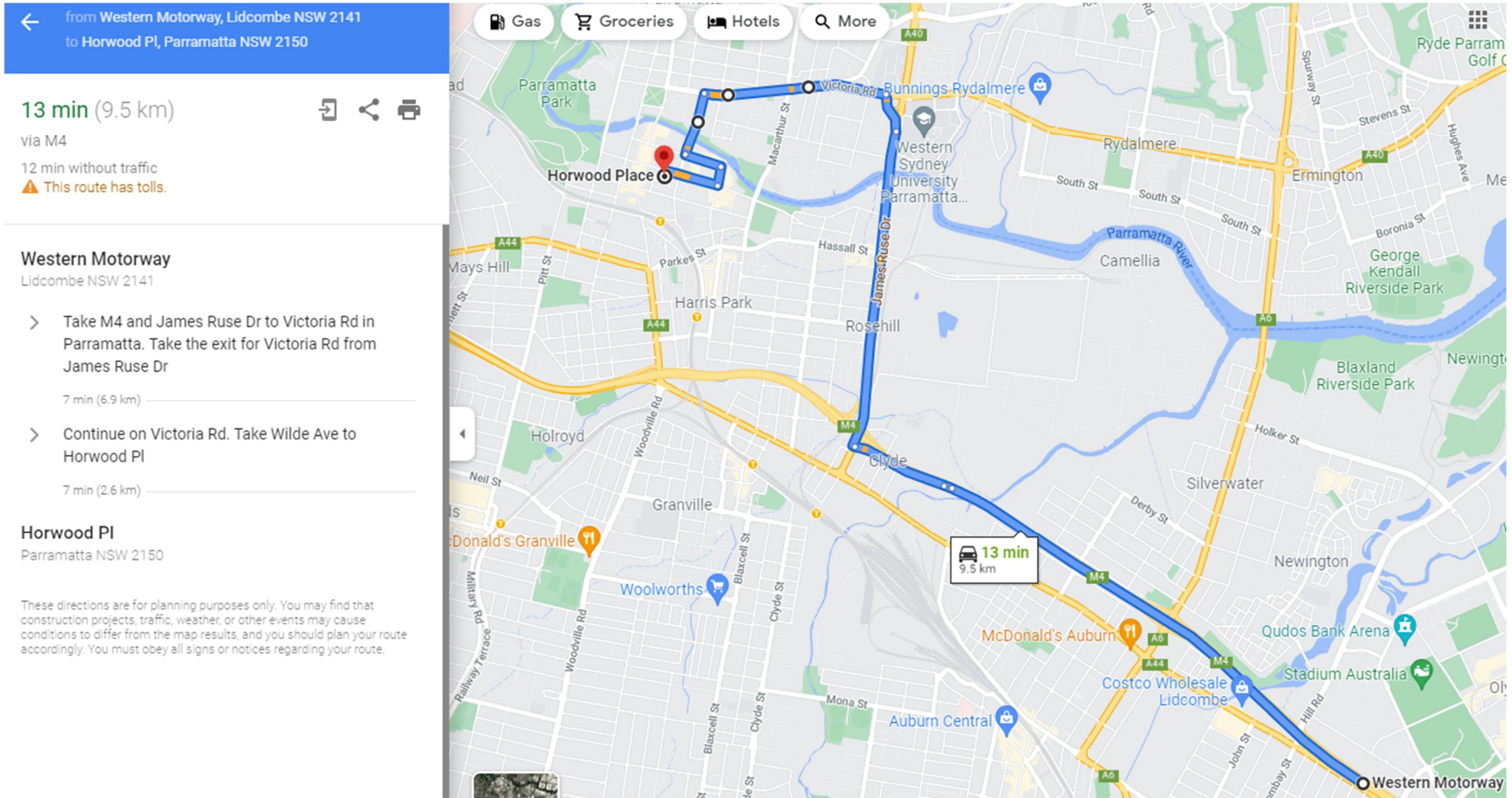


Figure 11-2: M4 Motorway outbound carriageway to Site
[Western Motorway, Lidcombe NSW 2141 to Horwood PI, Parramatta NSW 2150 - Google Maps](#)

← from Cumberland Hwy, North Rocks NSW 2151 to Horwood Pl, Parramatta NSW 2150

10 min (4.2 km)

via O'Connell St
9 min without traffic

Cumberland Hwy

North Rocks NSW 2151

- > Take Church St to Barney St in North Parramatta
2 min (1.0 km)
- > Take O'Connell St, Victoria Rd and Wilde Ave to Horwood Pl in Parramatta
9 min (3.3 km)

Horwood Pl

Parramatta NSW 2150

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

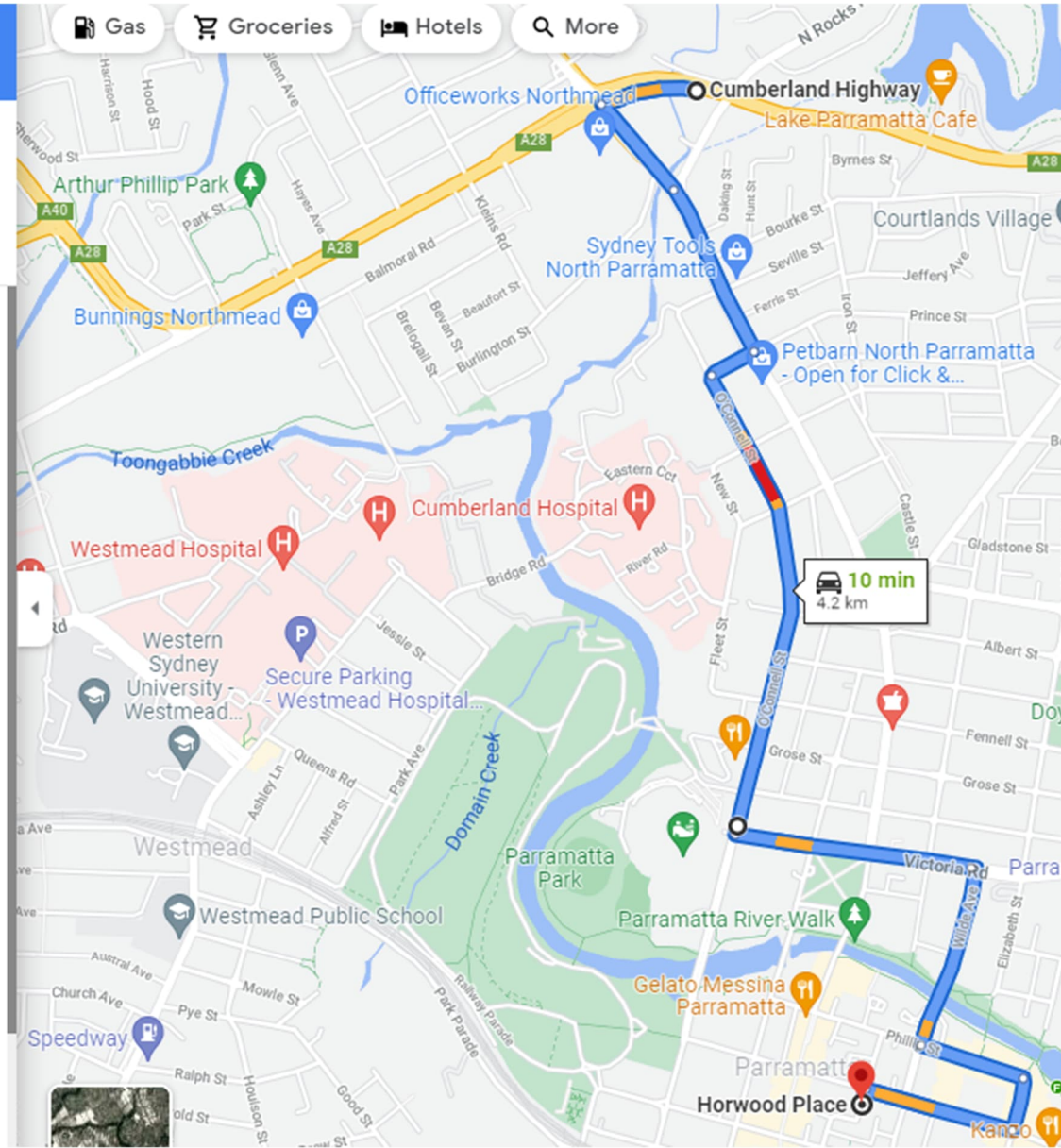


Figure 11-3: Cumberland Highway to Site

[Cumberland Hwy, North Rocks NSW 2151 to Horwood Pl, Parramatta NSW 2150 - Google Maps](#)

← from 17-9 George St, Parramatta NSW 2150 to Western Motorway, Greystanes NSW 2145

10 min (5.7 km)

via Great Western Hwy/A44

Fastest route, lighter traffic than usual

17-9 George St

Parramatta NSW 2150

↑ Head west on George St towards O'Connell St

170 m

↶ Turn left onto O'Connell St

700 m

↷ Use any lane to turn right onto Great Western Hwy/A44

3.3 km

↶ Turn left onto Cumberland Hwy/Jersey Rd/A28

270 m

↗ Use the right 2 lanes to turn right to merge onto Western Motorway/M4 towards Penrith/Blue Mtns

1.3 km

Western Motorway

Greystanes NSW 2145

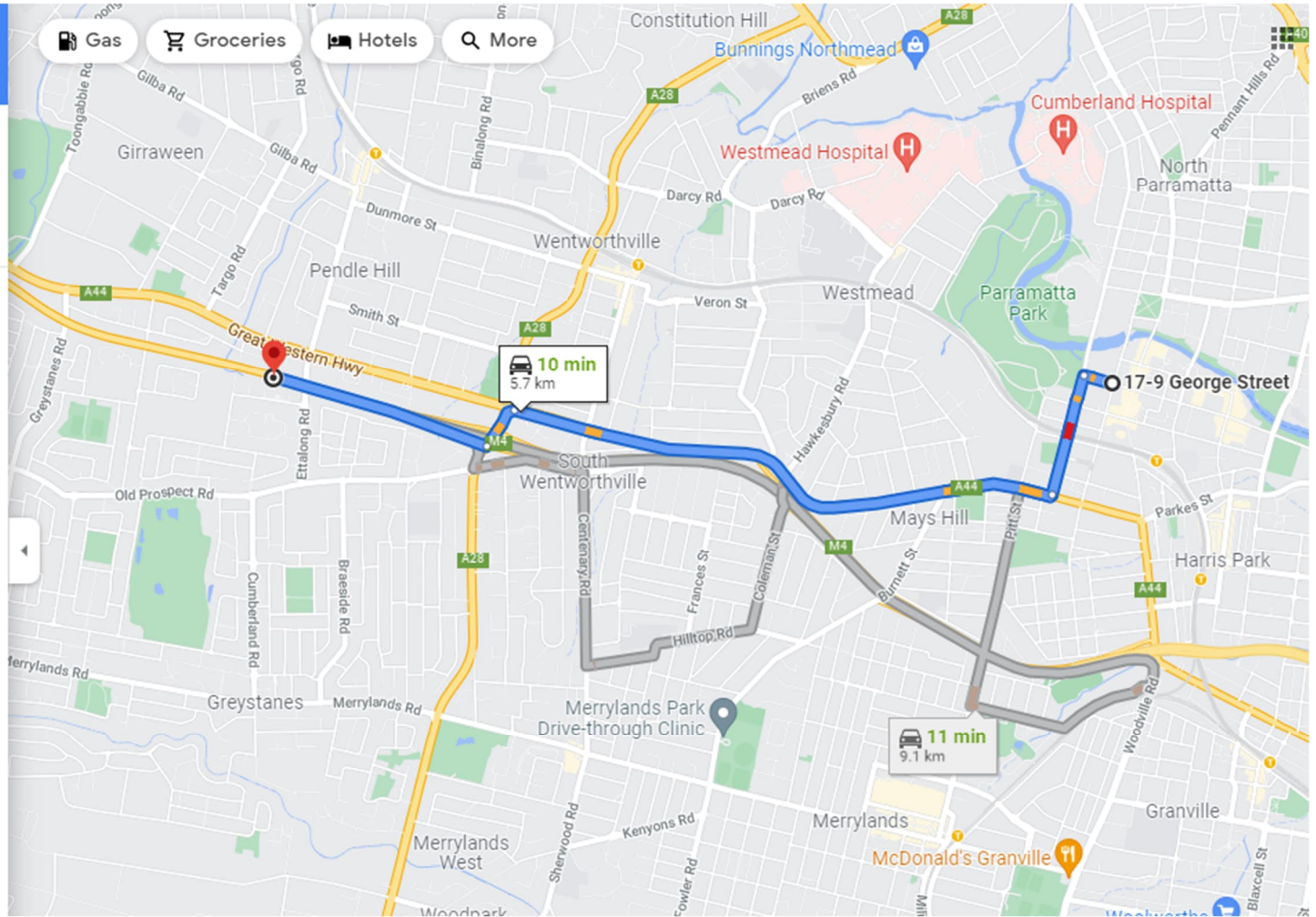


Figure 11-4: Site to M4 outbound

[17-9 George St, Parramatta NSW 2150 to Western Motorway, Greystanes NSW 2145 - Google Maps](#)

8 min (4.6 km)

via Great Western Hwy/A44

Fastest route, lighter traffic than usual



17-9 George St

Parramatta NSW 2150

↑ Head west on George St towards O'Connell St

170 m

↶ Turn left onto O'Connell St

700 m

↷ Use any lane to turn right onto Great Western Hwy/A44

3.3 km

↶ Turn left onto Cumberland Hwy/Jersey Rd/A28

110 m

↶ Turn left onto the M4 ramp to Sydney

300 m

South Wentworthville

New South Wales 2145

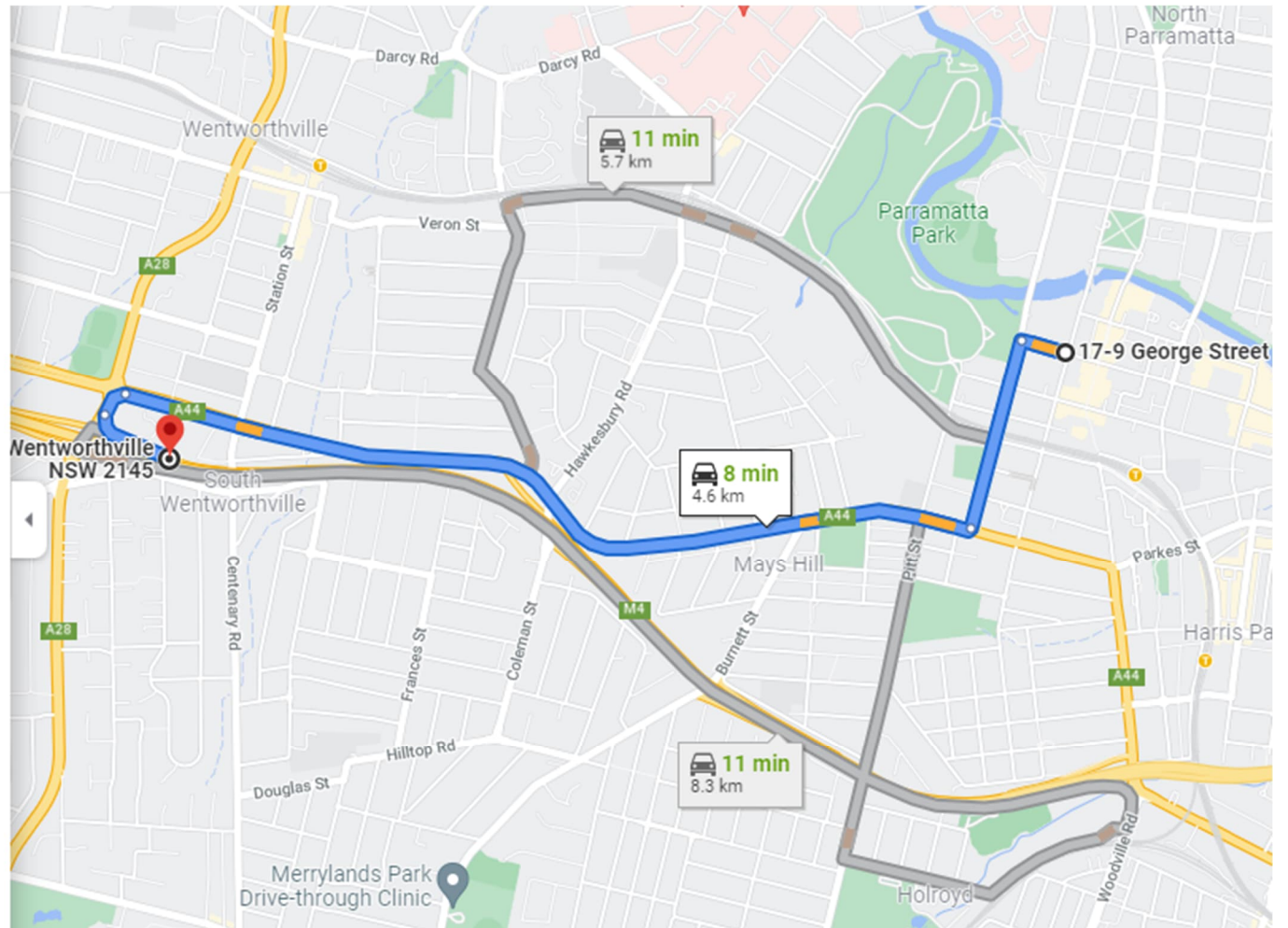


Figure 11-5: Site to M4 inbound

[17-9 George St, Parramatta NSW 2150 to South Wentworthville, New South Wales 2145 - Google Maps](#)

5 min (2.7 km)



via O'Connell St and Pennant Hills Rd
Fastest route, lighter traffic than usual

17-9 George St

Parramatta NSW 2150

↑ Head west on George St towards O'Connell St

160 m

↘ Turn right onto O'Connell St

1.1 km

↘ Turn right onto Albert St

250 m

↙ Albert St turns left and becomes Pennant Hills Rd

1.1 km

↘ Keep right to stay on Pennant Hills Rd

35 m

North Parramatta

New South Wales 2151

These directions are for planning purposes only. You may find that

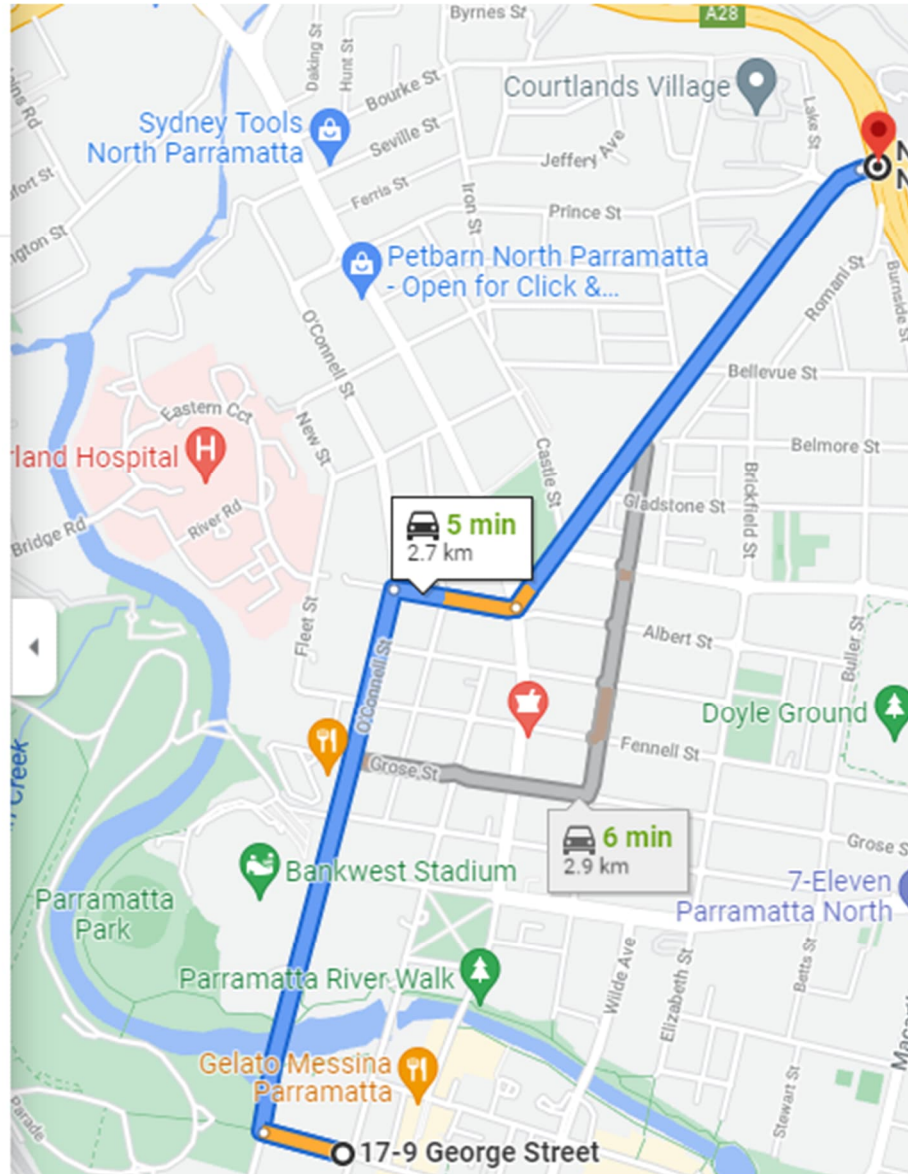


Figure 11-6: Site to Cumberland Highway

F. Heavy Vehicle Local Road Report

PROVIDED SEPARATLEY

G. Construction Parking and Access Strategy

PROVIDED SEPARATLEY

H. Road Safety Audit report

I. Stakeholder consultation

J. Inspection checklists