

Construction Traffic Management Plan Parramatta



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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Authorised By (Project Director):	Name: [REDACTED]	Signature: [REDACTED]	Date: 14 th October 2021

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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	16/09/2021	CTMP Initial submission	All	[REDACTED]	[REDACTED]
1	5/10/2021	CTMP revised based on comments received from Sydney Metro, CJP, City of Parramatta Council	All	[REDACTED]	[REDACTED]
2	14/10/2021	CTMP revised based on comments received	All	[REDACTED]	[REDACTED]
3					
<i>Distribution Register</i>					
<i>Rev No.</i>	<i>Date of Issue</i>	<i>Name of Recipient</i>	<i>Position / Organisation</i>		
0	16/09/2021	[REDACTED]	Principal's Representative Project Manager		
1	6/10/2021	[REDACTED]	Principal's Representative Project Manager		
2	14/10/2021	[REDACTED]	Principal's Representative Project Manger		
3					

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 so as 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

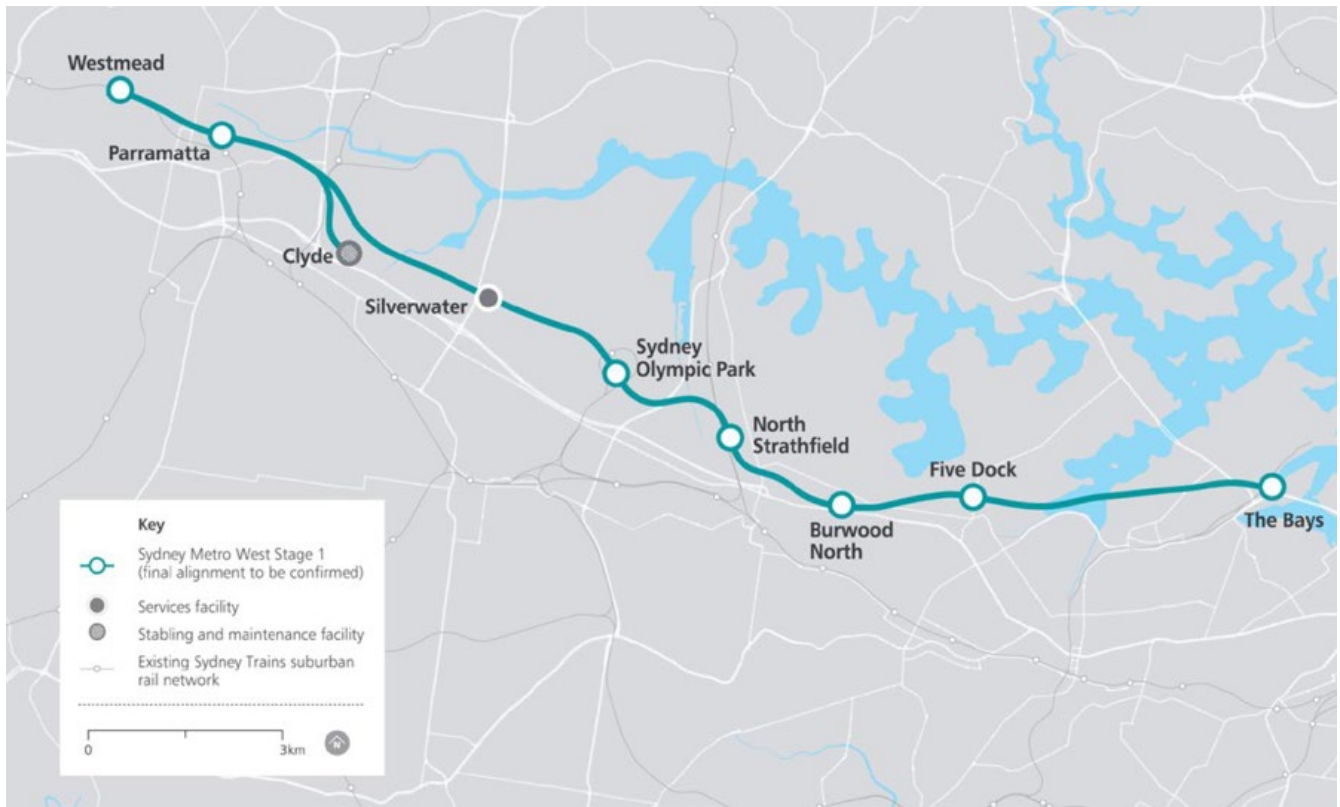
The Sydney Metro is Australia's biggest public transport program comprising four main packages of works. The Sydney Metro West (SMW) package is a critical part of this overall program extending from Westmead to The Bays site in Rozelle. The package aims to:

- 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 1 below.



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 1 provides the key roles and responsibilities under the CTMP.

Table 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 2, below.

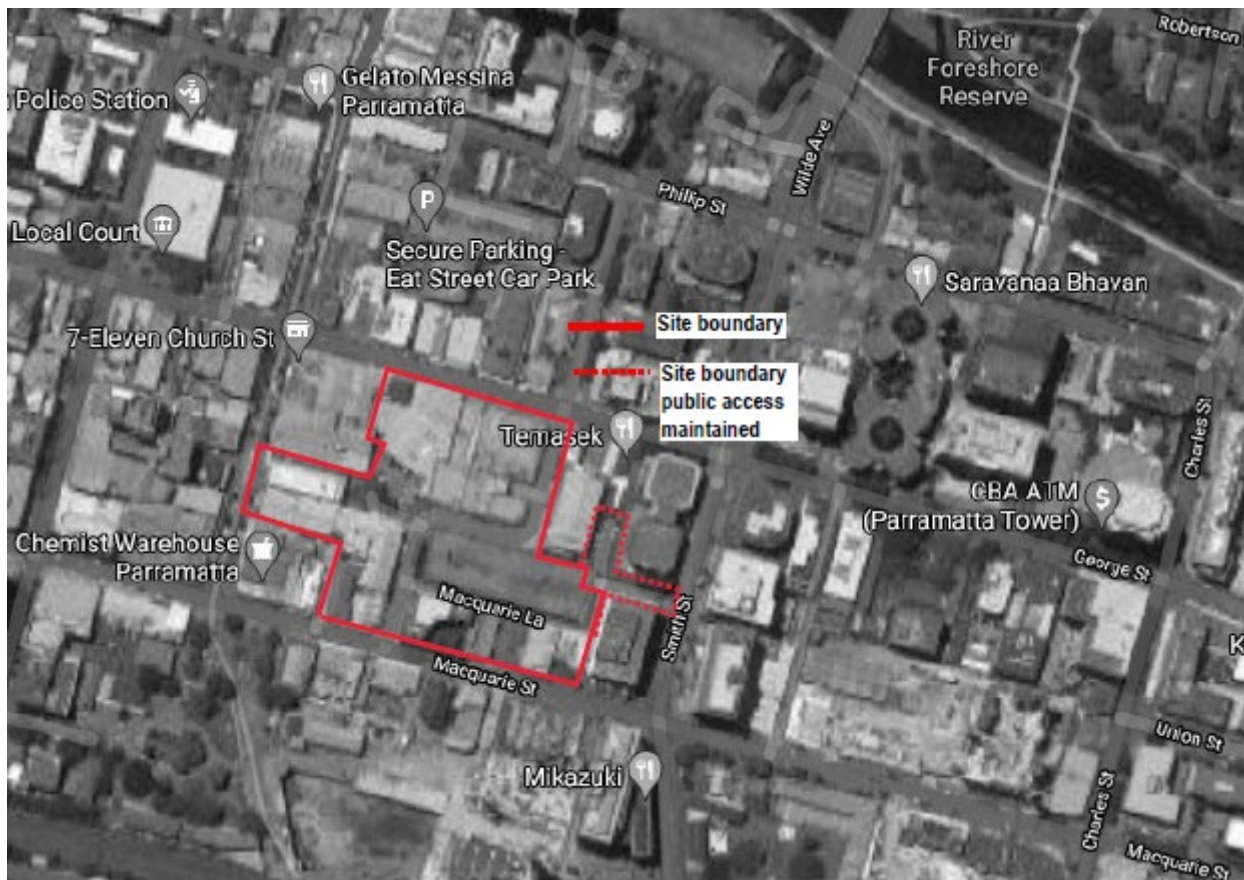


Figure 2: Parramatta site – indicative (refer to Figure 13 for actual boundaries)

6.2 Existing conditions

6.2.1 George Street

George Street is a local road under the care and control of City of Parramatta Council. George Street commences at O’Connell Street to the west and terminates at Arthur Street to the east. The speed limit is 40km/hr as are the majority of streets within the Parramatta CBD, as noted on Figure 3.

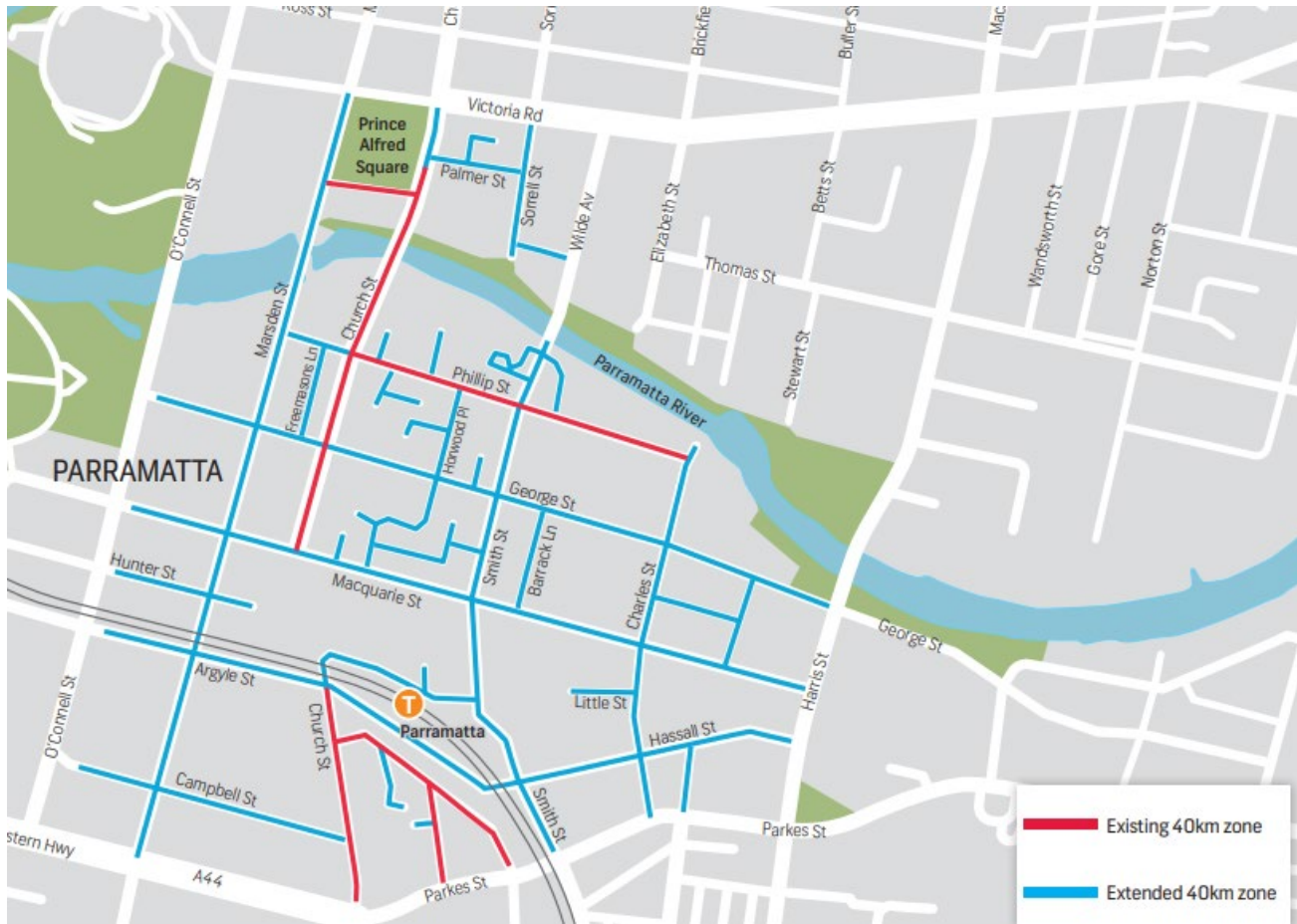


Figure 3: Parramatta CBD 40km/hr speed restrictions area (source: City of Parramatta)

This street is the main “high street” of Parramatta with a number of commercial properties located between Harris Street and Marsden Street, with the Justice precinct located at its western end between Marsden Street and O’Connell Street.

Traffic signals exist at a number of intersections along George Street including O’Connell Street, Marsden Street, Church Street, Smith Street, Charles Street and Harris Street. All traffic signals provide pedestrian crossing facilities.

Footpaths are provided on both sides of George Street and George Street is noted as being a moderate difficult cycle route between Charles Street and Arthur Street, refer to Figure 4

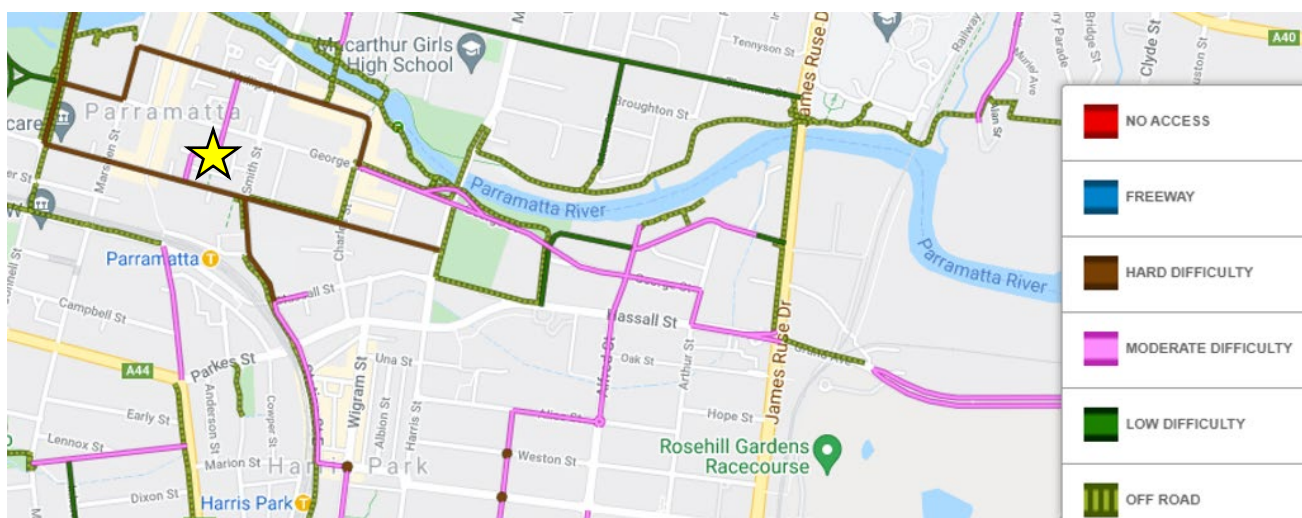


Figure 4: Cycle paths/ routes within the Parramatta CBD

A bus stop are located on George Street near the site as shown on Figure 5, servicing route 900 – Parramatta Free Shuttle service.



Figure 5: Bus900 at George Street bus stop location

However, route 900 has a different route now, as noted on

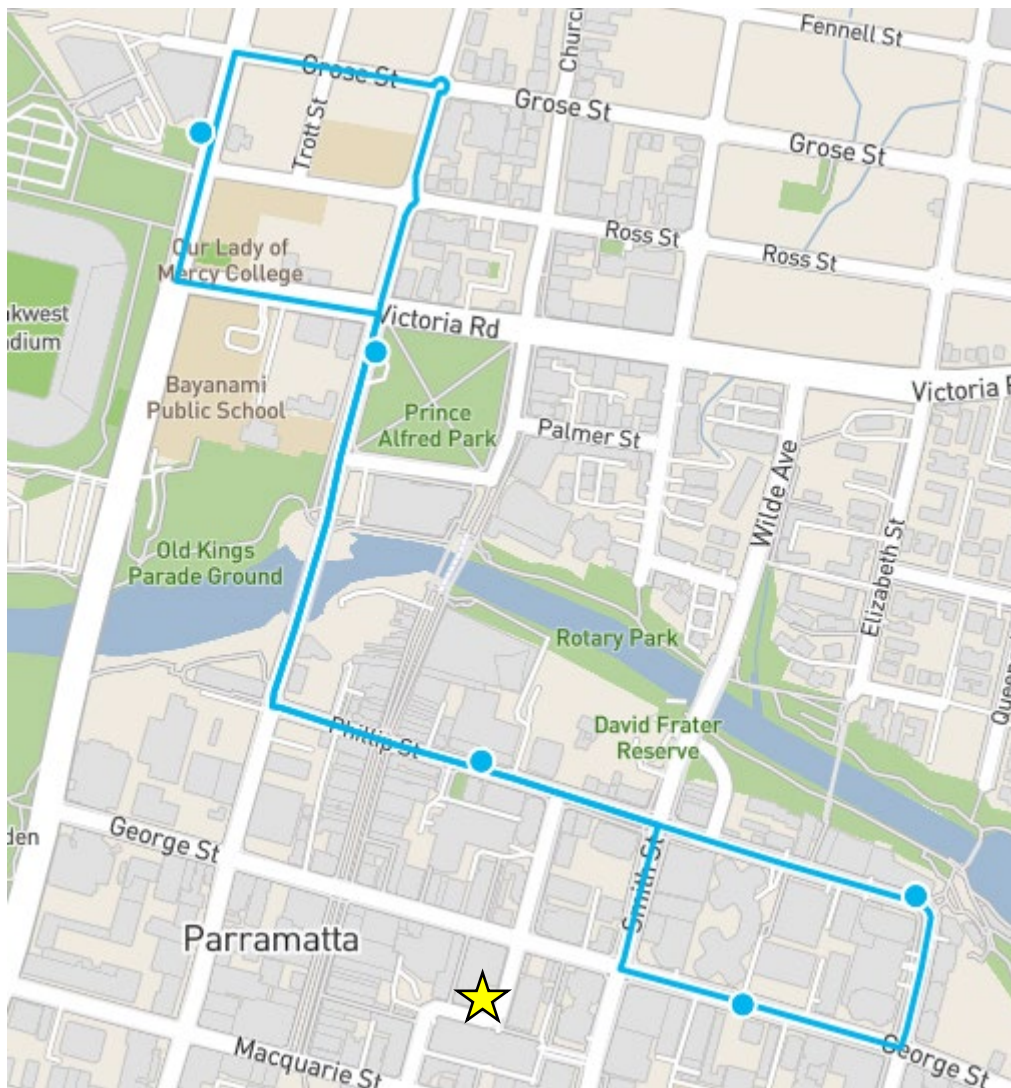


Figure 6: Revised 900 route (source: [900-Parramatta Free Shuttle | transportnsw.info](https://transportnsw.info))

Parking is time restricted around the site and generally within the Parramatta CBD. No Stopping restrictions exist at intersections and along streets which carry high traffic loads and/ or high number of public transport routes.

Parking restrictions for the site and surrounds is shown on Figure 7



Figure 7: Parking restrictions surrounding the site

There are no PBS nominated routes which connect to the site, as noted on Figure 8.

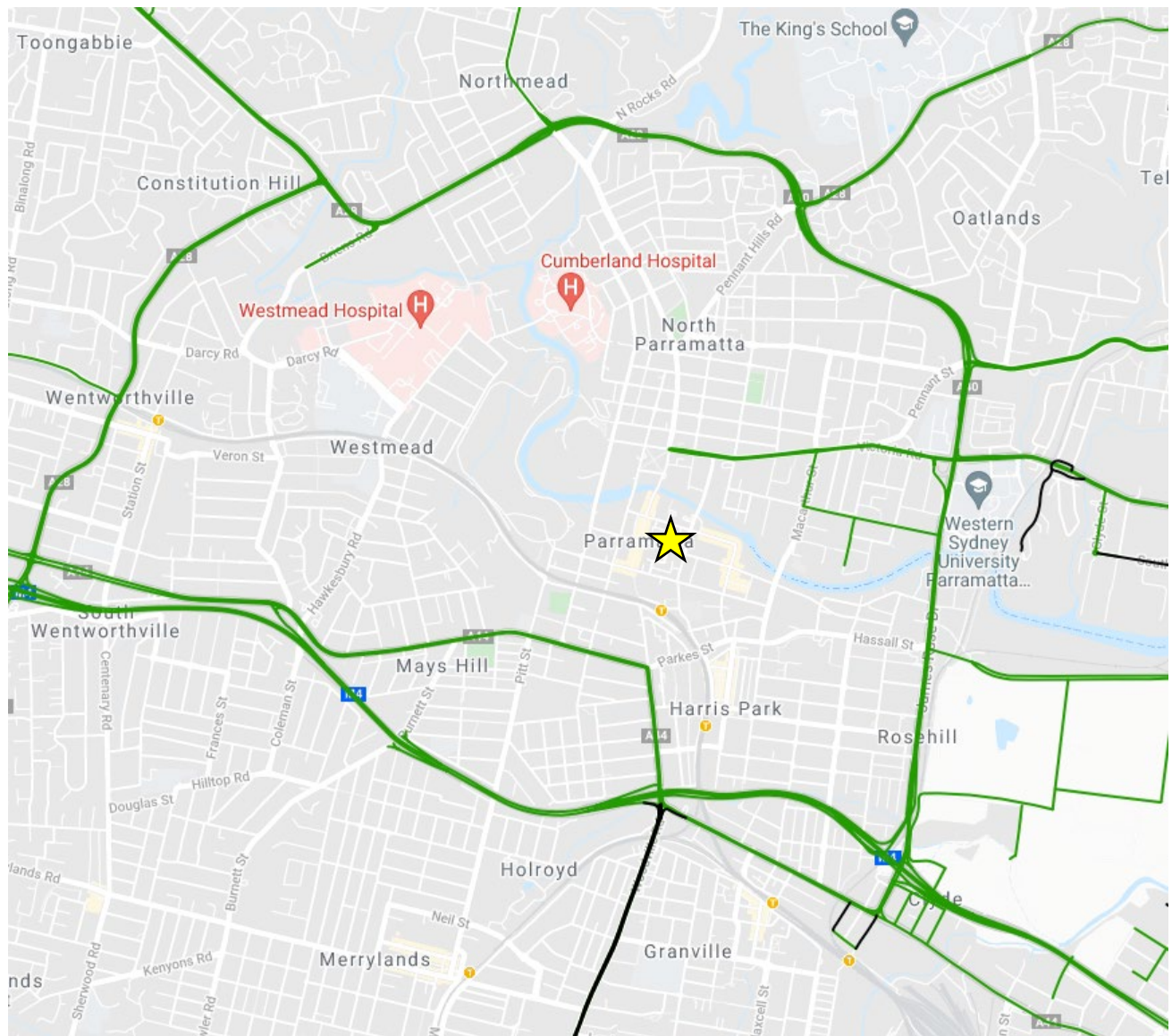


Figure 8: PBS nominated routes surrounding Parramatta site (source: [TfNSW PBS Network](#))

6.2.2 Church Street

Church Street is a local road under the care and control of the City of Parramatta Council. It 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 9, below.



Figure 9: Parramatta Light Rail Shared pedestrian and light rail zones

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, refer to Figure 4.

6.2.3 Macquarie Street

Macquarie Street is a local road under the care and control of the City of Parramatta Council. It 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. Prior to the commencement of construction works associated with the Parramatta Light Rail, parking was time restricted and provided on the southern side of Macquarie Street with the northern side being No Stopping. At present, Macquarie Street is closed to traffic, due to the Parramatta Light Rail works, other than for local access and parking is not provided. Once Macquarie Street is open to traffic, it will become

Footpaths exist on both sides of the street. Signalised pedestrian crossings are provided at the intersections of O’Connell Street, Marsden Street, Church Street, Smith Street, Charles Street and Harris Street. No on road cycle routes operate on Macquarie Street, refer to Figure 4. A shared path exists on Macquarie Street between Smith Street and Charles Street.

No bus stops are provided on Macquarie Street.

Post the completion of the Parramatta Light Rail works, Macquarie Street will be converted to 2 way traffic between Pitt Street and Marsden Street and one way eastbound between Marsden Street to Horwood Place, refer to Figure 8.

6.2.4 Smith Street

Smith Street is a local road under the care and control of the City of Parramatta Council. It is a continuation of Wilde Avenue which commences at Victoria Road and continues south to become Smith Street and Station Street East which terminates at Marion Street. A small section of Station Street between the Parramatta Bus Interchange and Darcy Street is a State Road under the care and control of TfNSW. The speed limit is 40km/hr immediately south of Phillip Street and 50km/hr per hour between Phillip Street and Victoria Road. Bus lanes exist on Station/ Smith streets between Parkes Street and Victoria Road. Time restricted parking is provided along Station Street south of Parkes Street, No Stopping and bus zones are in place along Station/ Smith streets and Wilde Avenue between Parkes Street and Victoria Road, as noted on Figure 6.

A number of bus routes operate along Smith Street, as noted in Table 2.

Table 2: Bus routes operating along Smith Street

Bus route #	Between	Service start and finish
500N	Parramatta	Sydney CBD
501	Parramatta	Central Station
521	Parramatta	Eastwood
523	Parramatta	West Ryde
524	Parramatta	Ryde
525	Parramatta	Strathfield
546	Parramatta	Epping
549	Parramatta	Epping
550	Parramatta	Macquarie Park
552	Parramatta	Oatlands
600	Parramatta	Hornsby
601	Parramatta	Rouse Hill
603	Parramatta	Rouse Hill
604	Parramatta	Dural
606	Parramatta	Winston Hills
609	Parramatta	North Parramatta (Loop)
625	Parramatta	Pennant Hills
706	Parramatta	Blacktown

6.2.5 Existing TfNSW road classification

The existing road classifications are shown on Figure 10.

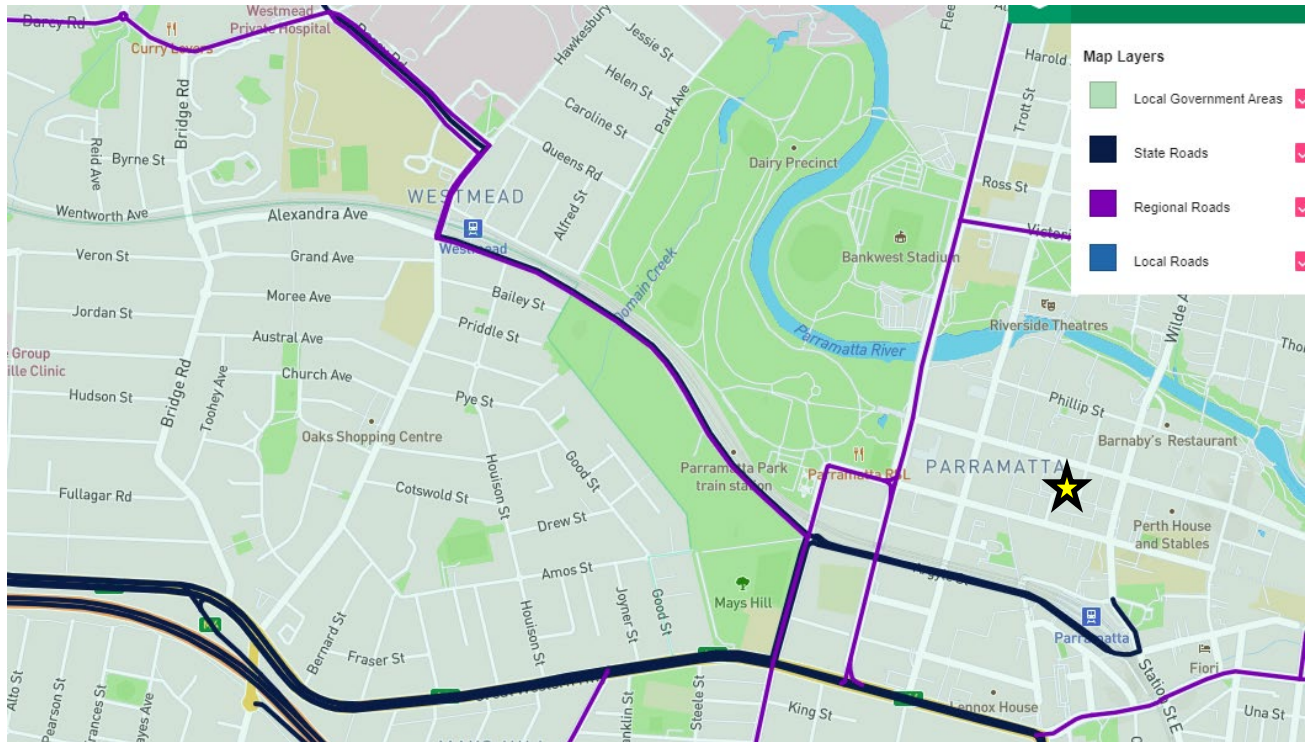


Figure 10: TfNSW Road Classification Map

With the construction of the Parramatta Light Rail Church Street and Macquarie Street have been declared Transitway, refer to Figure 11 and Figure 12.

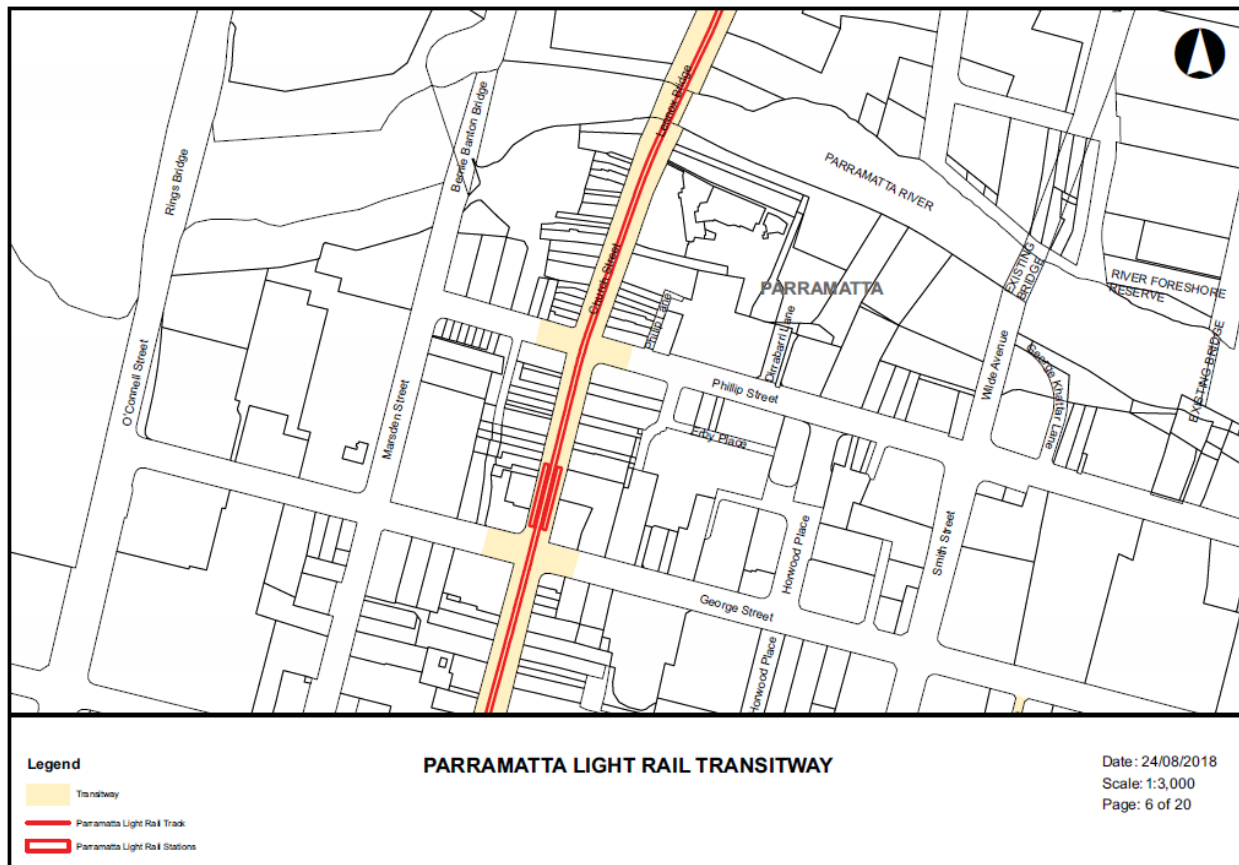


Figure 11: Church Street transitway declared area

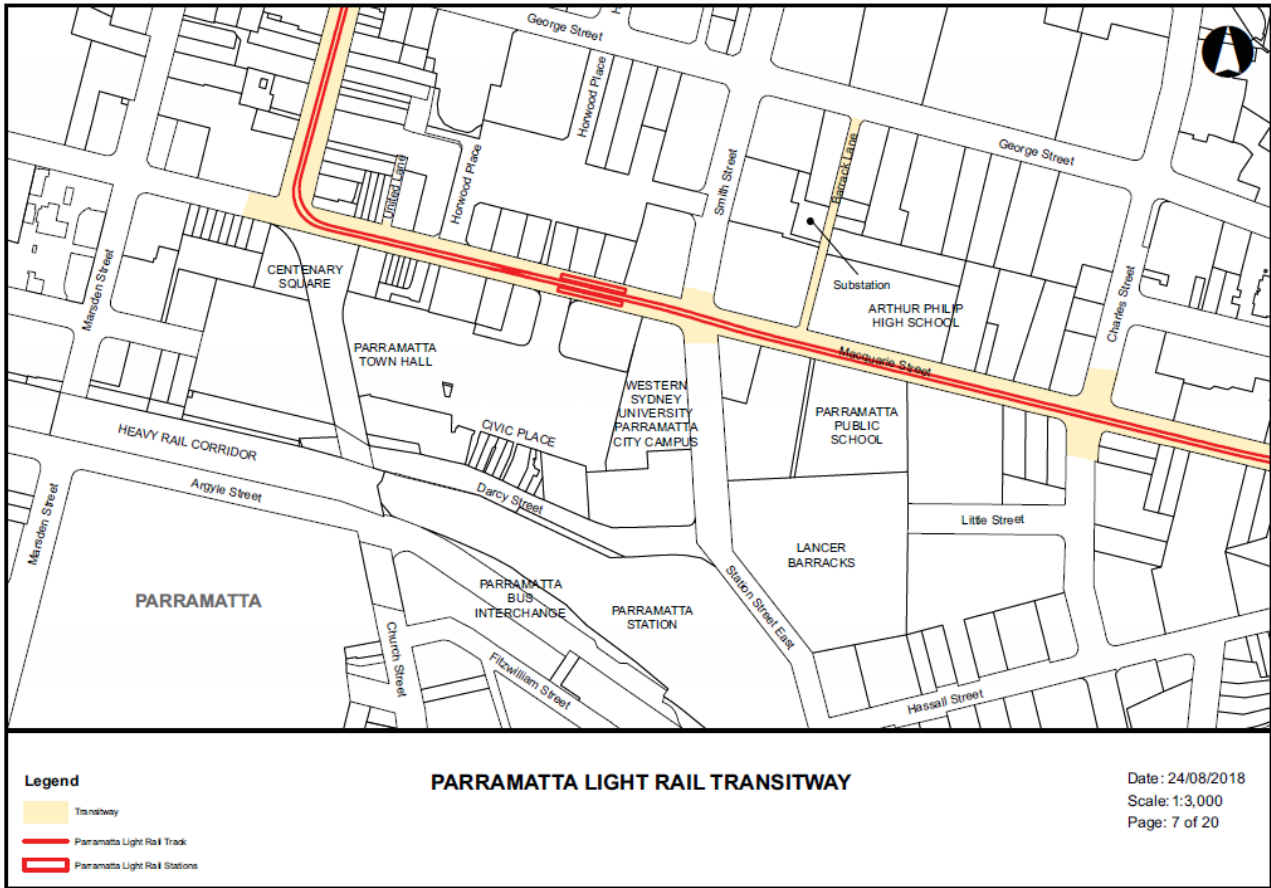


Figure 12: Macquarie Street transitway declared area

7 SITE OPERATIONS

Duration: 8 months

Timing: 21 October 2021 to 20 May 2022

7.1 Works required

All buildings contained within the site are required to be demolished, other than area P3 and P4. The demolition scope of works is shown on Figure 13.

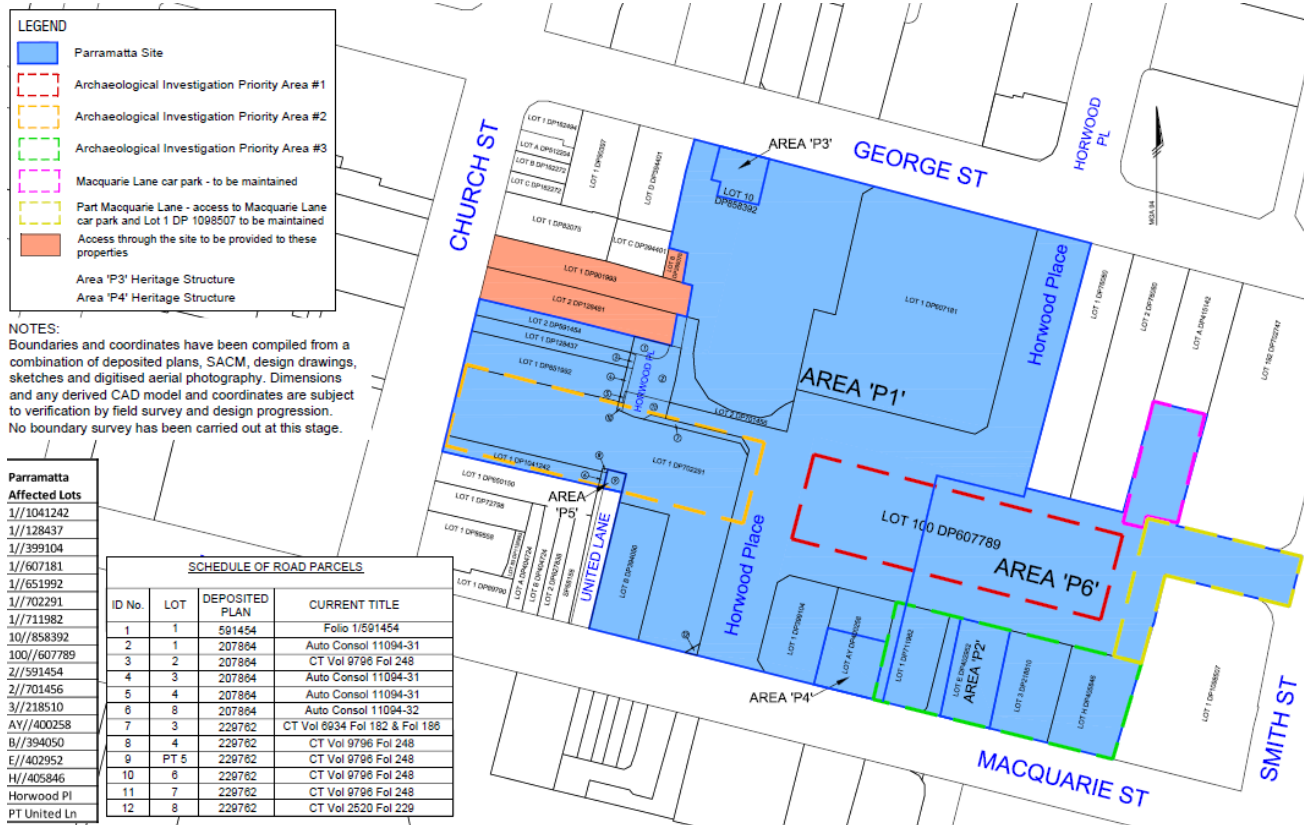


Figure 13: DELTA demolition scope of works

Site access dates for each of the areas is provided in Table 3.

Table 3: Site access dates Parramatta

Area of the site	Site Access Date
Area P1	21 October 2021
Area P3	21 October 2021
Area P4	21 October 2021
Area P5	At a date nominated by the Principal with 4 weeks notice
Area P6	21 October 2021

7.2 Operating Conditions for onsite works

Vehicle access will be provided via Horwood Place for the initial phase of works, October through to Christmas, from George Street with two way access provided for DELTA, Holdmark, Parramatta Light Rail and delivery vehicles to Chemist Warehouse and IGA store. Post the Christmas period access will be from Macquarie Street. The egress of vehicles remains onto George Street.

DELTA will liaise with the businesses who have loading dock access on Horwood Place to ascertain any standard delivery times that they have

DELTA will meet daily with all of the construction parties to understand their vehicle requirements and works for the following day. A logistics schedule will be prepared and provided prior to the commencement of works to all parties

The proposed site operations for the period between September and Christmas is shown on Figure 15. Vehicles along Horwood Place will be 12.5m SU trucks only until demolition works allow larger vehicles.

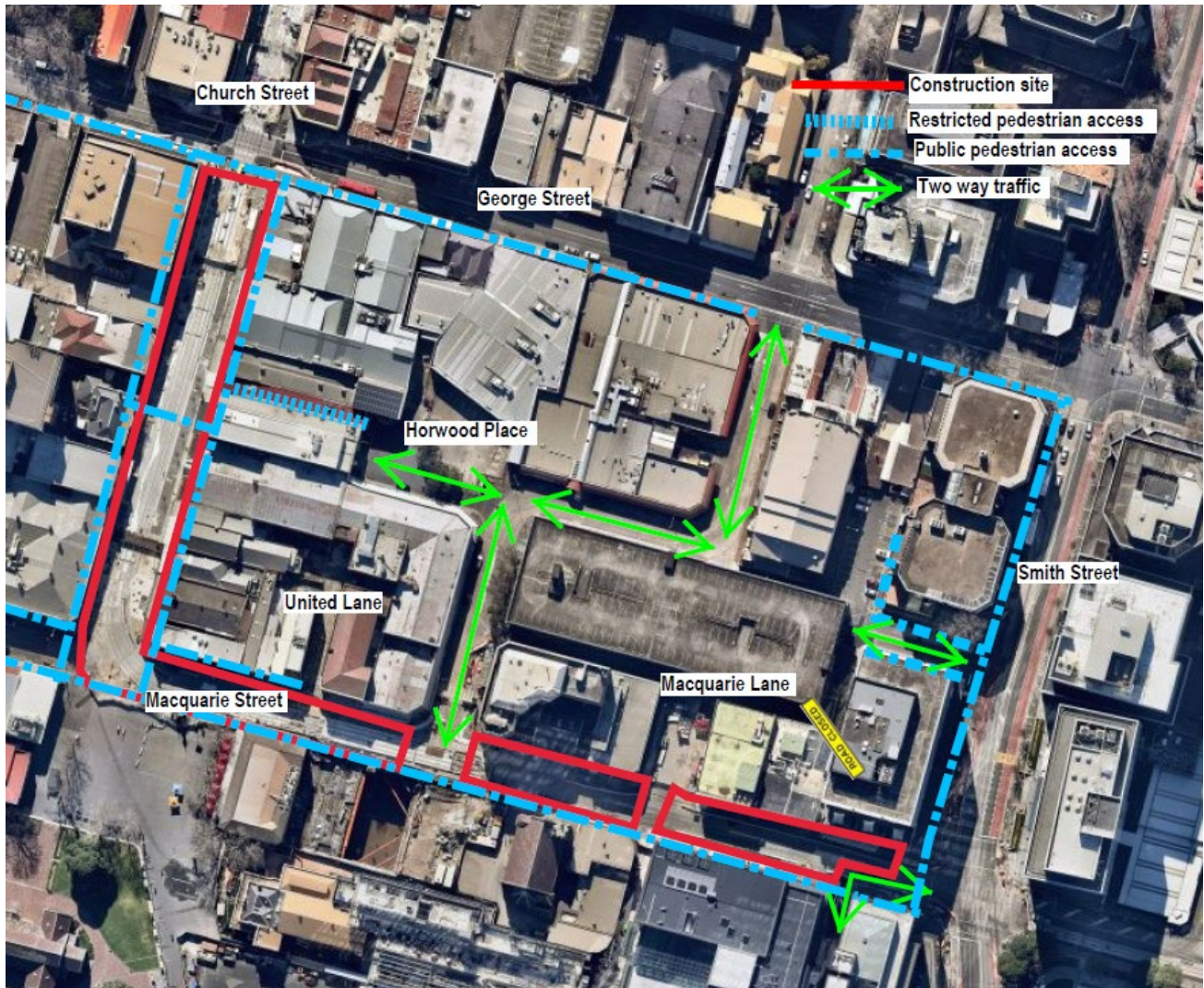


Figure 14: Traffic arrangements mid-September 2021 to Christmas 2021

Changes to the site operations will occur post-Christmas to allow for a one way movement from Macquarie Street through Horwood Place with an exit only at George Street, as shown on Figure 16.

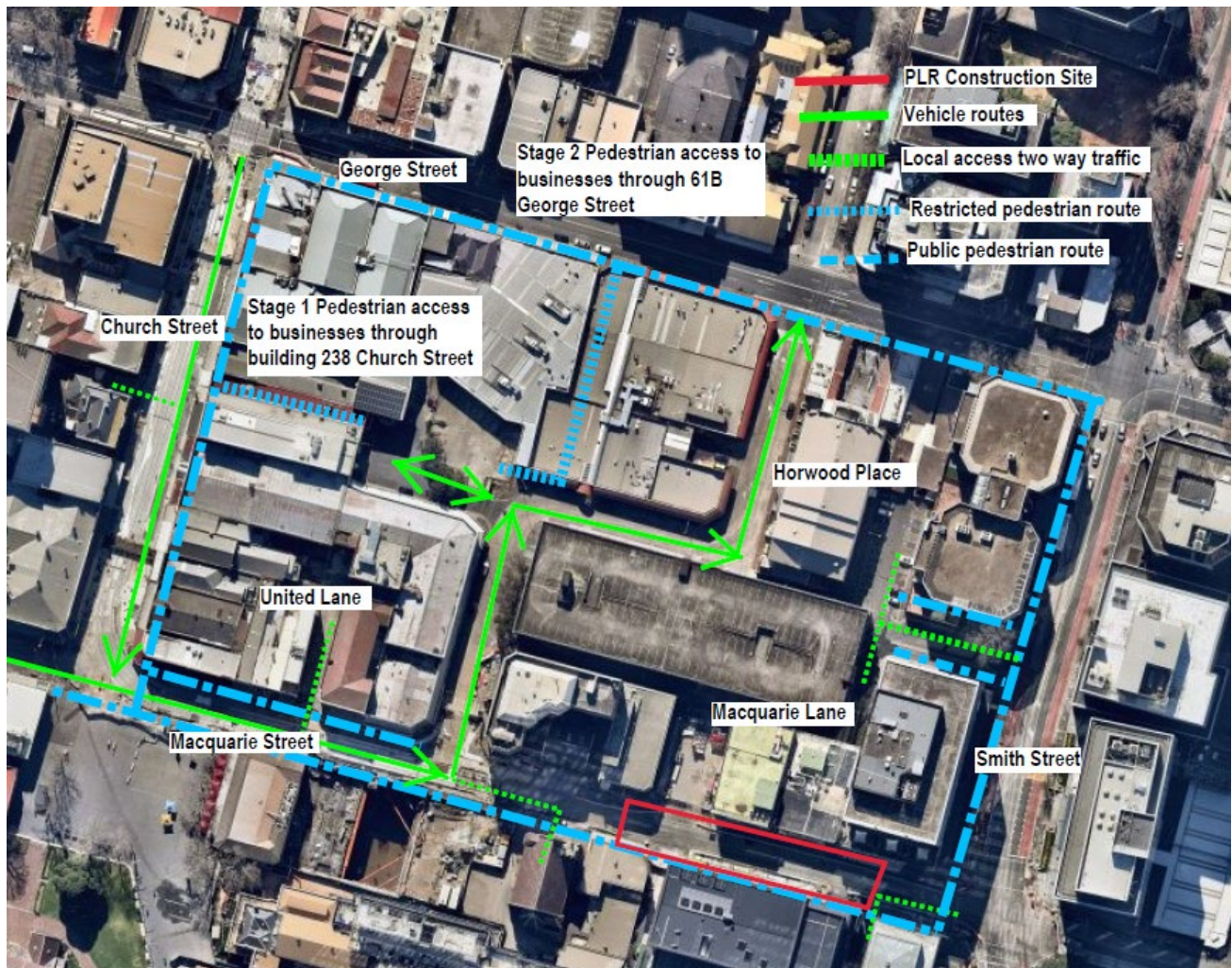


Figure 15: Post Christmas proposed traffic arrangements

7.2.1 Operating Conditions for utility works

Utility works are required at the locations nominated in Table 4 and shown on Figure 17 through to Figure 20.

These works will require intermittent pedestrian detours/ management as noted below and included in Appendix C

Table 4: Utility works

Item	Date - Start	Date - Finish	Utility	Location	Location - Start	Location - Finish	Side of Street	Work - Location	Work - Activity	Work - Area of Affect	Traffic control required	Time	TGS #
1	3/12/2021	20/12/2021	Electricity	George Street	41, George Street, Parramatta, NSW, 2150	59, George Street, Parramatta, NSW, 2150	South	- Southern footpath - Portion of southern lane	- Excavation - Work in Utility Pits	- 55 m x 5 m	Footpath and parking lane closure	Day	TGS-PAR-GOR-WB-1201
2	3/12/2021	20/12/2021	Electricity	George Street	60, George Street, Parramatta, NSW, 2150	67, George Street, Parramatta, NSW, 2150	South	- Southern footpath - Portion of southern lane	- Excavation - Work in Utility Pits	- 50 m x 5 m	Footpath and parking lane closure	Day	TGS-PAR-GOR-WB-1201
3	3/12/2021	20/12/2021	Electricity	Horwood Place	12, Horwood Place, Parramatta, 2150	14, Horwood Place, Parramatta, 2150	West	- Western footpath - Portion of western lane	- Excavation - Work in Utility Pits	- 40 m x 5 m	Traffic control within site	Day	NA
4	3/12/2021	20/12/2021	Electricity	Horwood Place	18, Horwood Place, Parramatta, 2150	30, Horwood Place, Parramatta, 2150	All	- Whole parking lot and surroundings	- Excavation - Work in Utility Pits	- 30 m x 30 m	Traffic control within site	Day	NA
5	3/12/2021	20/12/2021	Electricity	Horwood Place	18, Horwood Place, Parramatta, 2150	24, Horwood Place, Parramatta, 2150	East/ West	- Portion of western lane - Portion of eastern lane	- Excavation - Work in Utility Pits	- 60 m x 20 m	Traffic control within site	Day	NA
6	3/12/2021	20/12/2021	Electricity	Church Street	220, Church Street, Parramatta, NSW, 2150	238, Church Street, Parramatta, NSW, 2150	East	- Eastern footpath - Portion of eastern lane	- Excavation - Work in Utility Pits	- 50 m x 5 m	Footpath closure	Day/ Night	TGS-PAR-CHR-SB-0101
7	3/12/2021	20/12/2021	Electricity	Macquarie Street	48, Macquarie Street, Parramatta, NSW, 2150	56, Macquarie Street, Parramatta, NSW, 2150	North	- Northern footpath - Portion of Northern lane	- Excavation - Work in Utility Pits	- 35 m x 5 m	Footpath closure	Day	TGS-PAR-MAQ-EB-0101
8	3/12/2021	20/12/2021	Electricity	Macquarie Street	58, Macquarie Street, Parramatta, NSW, 2150	68, Macquarie Street, Parramatta, NSW, 2150	North	- Northern footpath - Portion of Northern lane	- Excavation - Work in Utility Pits	- 55 m x 5 m	Assume footpath closed as per CTMP	Day	NA
9	3/12/2021	20/12/2021	Electricity	Macquarie Street	70, Macquarie Street, Parramatta, NSW, 2150	74, Macquarie Street, Parramatta, NSW, 2150	North	- Northern footpath - Portion of Northern lane	- Excavation - Work in Utility Pits	- 55 m x 5 m	Assume footpath closed as per CTMP	Day	NA
10	3/12/2021	20/12/2021	Gas	Church Street	220, Church Street, Parramatta, NSW, 2150	238, Church Street, Parramatta, NSW, 2150	East	- Eastern footpath - Portion of eastern lane	- Excavation - Work in Utility Pits	- 50 m x 5 m	Footpath closure	Day/ Night	TGS-PAR-CHR-SB-0101
11	3/12/2021	20/12/2021	Gas	Macquarie Street	58, Macquarie Street, Parramatta, NSW, 2150	68, Macquarie Street, Parramatta, NSW, 2150	North	- Northern footpath - Portion of Northern lane	- Excavation - Work in Utility Pits	- 55 m x 5 m	Assume footpath closed as per CTMP	Day	NA
12	3/12/2021	20/12/2021	Gas	Horwood Place	12, Horwood Place, Parramatta, 2150	67, Horwood Place, Parramatta, 2150	East	- Eastern footpath - Portion of eastern lane	- Excavation - Work in Utility Pits	- 80 m x 5 m	Traffic control within site	Day	NA
13	3/12/2021	20/12/2021	Communications	George Street	41, George Street, Parramatta, NSW, 2150	59, George Street, Parramatta, NSW, 2150	South	- Southern footpath - Portion of southern lane	- Excavation - Work in Utility Pits	- 55 m x 5 m	Footpath and parking lane closure	Day	TGS-PAR-GOR-WB-1201
14	3/12/2021	20/12/2021	Communications	Church Street	220, Church Street, Parramatta, NSW, 2150	238, Church Street, Parramatta, NSW, 2150	East	- Eastern footpath - Portion of eastern lane	- Excavation - Work in Utility Pits	- 50 m x 5 m	Footpath closure	Day/ Night	TGS-PAR-CHR-SB-0101
15	3/12/2021	20/12/2021	Communications	Macquarie Street	48, Macquarie Street, Parramatta, NSW, 2150	56, Macquarie Street, Parramatta, NSW, 2150	North	- Northern footpath - Portion of Northern lane	- Excavation - Work in Utility Pits	- 35 m x 5 m	Assume footpath closed as per CTMP	Day	NA
16	3/12/2021	20/12/2021	Communications	Macquarie Street	58, Macquarie Street, Parramatta, NSW, 2150	68, Macquarie Street, Parramatta, NSW, 2150	North	- Northern footpath - Portion of Northern lane	- Excavation - Work in Utility Pits	- 55 m x 5 m	Assume footpath closed as per CTMP	Day	NA
17	3/12/2021	20/12/2021	Communications	Macquarie Street	70, Macquarie Street, Parramatta, NSW, 2150	74, Macquarie Street, Parramatta, NSW, 2150	North	- Northern footpath - Portion of Northern lane	- Excavation - Work in Utility Pits	- 55 m x 5 m	Assume footpath closed as per CTMP	Day	NA
18	3/12/2021	20/12/2021	Communications	Horwood Place	58, Macquarie Street, Parramatta, NSW, 2150	24, Horwood Place, Parramatta, 2150	East	- Eastern footpath - Portion of eastern lane	- Excavation - Work in Utility Pits	- 30 m x 5 m	Traffic control within site	Day	NA
19	3/12/2021	20/12/2021	Water	George Street	41, George Street, Parramatta, NSW, 2150	59, George Street, Parramatta, NSW, 2150	South	- Southern footpath - Portion of southern lane	- Excavation - Work in Utility Pits	- 55 m x 5 m	Footpath and parking lane closure	Day	TGS-PAR-GOR-WB-1201
20	3/12/2021	20/12/2021	Water	George Street	60, George Street, Parramatta, NSW, 2150	67, George Street, Parramatta, NSW, 2150	South	- Southern footpath - Portion of southern lane	- Excavation - Work in Utility Pits	- 50 m x 5 m	Footpath and parking lane closure	Day	TGS-PAR-GOR-WB-1201
21	3/12/2021	20/12/2021	Water	Horwood Place	18, Horwood Place, Parramatta, 2150	30, Horwood Place, Parramatta, 2150	All	- Whole parking lot and surroundings	- Excavation - Work in Utility Pits	- 30 m x 30 m	Traffic control within site	Day	NA
22	3/12/2021	20/12/2021	Water	Horwood Place	18, Horwood Place, Parramatta, 2150	24, Horwood Place, Parramatta, 2150	West	- Portion of western lane	- Excavation - Work in Utility Pits	- 60 m x 10 m	Traffic control within site	Day	NA
23	3/12/2021	20/12/2021	Water	Macquarie Street	48, Macquarie Street, Parramatta, NSW, 2150	56, Macquarie Street, Parramatta, NSW, 2150	North	- Northern footpath - Portion of Northern lane	- Excavation - Work in Utility Pits	- 35 m x 5 m	Assume footpath closed as per CTMP	Day	NA
24	3/12/2021	20/12/2021	Water	Macquarie Street	58, Macquarie Street, Parramatta, NSW, 2150	68, Macquarie Street, Parramatta, NSW, 2150	North	- Northern footpath - Portion of Northern lane	- Excavation - Work in Utility Pits	- 55 m x 5 m	Assume footpath closed as per CTMP	Day	NA
25	3/12/2021	20/12/2021	Water	Macquarie Street	70, Macquarie Street, Parramatta, NSW, 2150	74, Macquarie Street, Parramatta, NSW, 2150	North	- Northern footpath - Portion of Northern lane	- Excavation - Work in Utility Pits	- 55 m x 5 m	Assume footpath closed as per CTMP	Day	NA

Electricity



Figure 16: Electrical works

Gas



Figure 17: Gas works

Communications

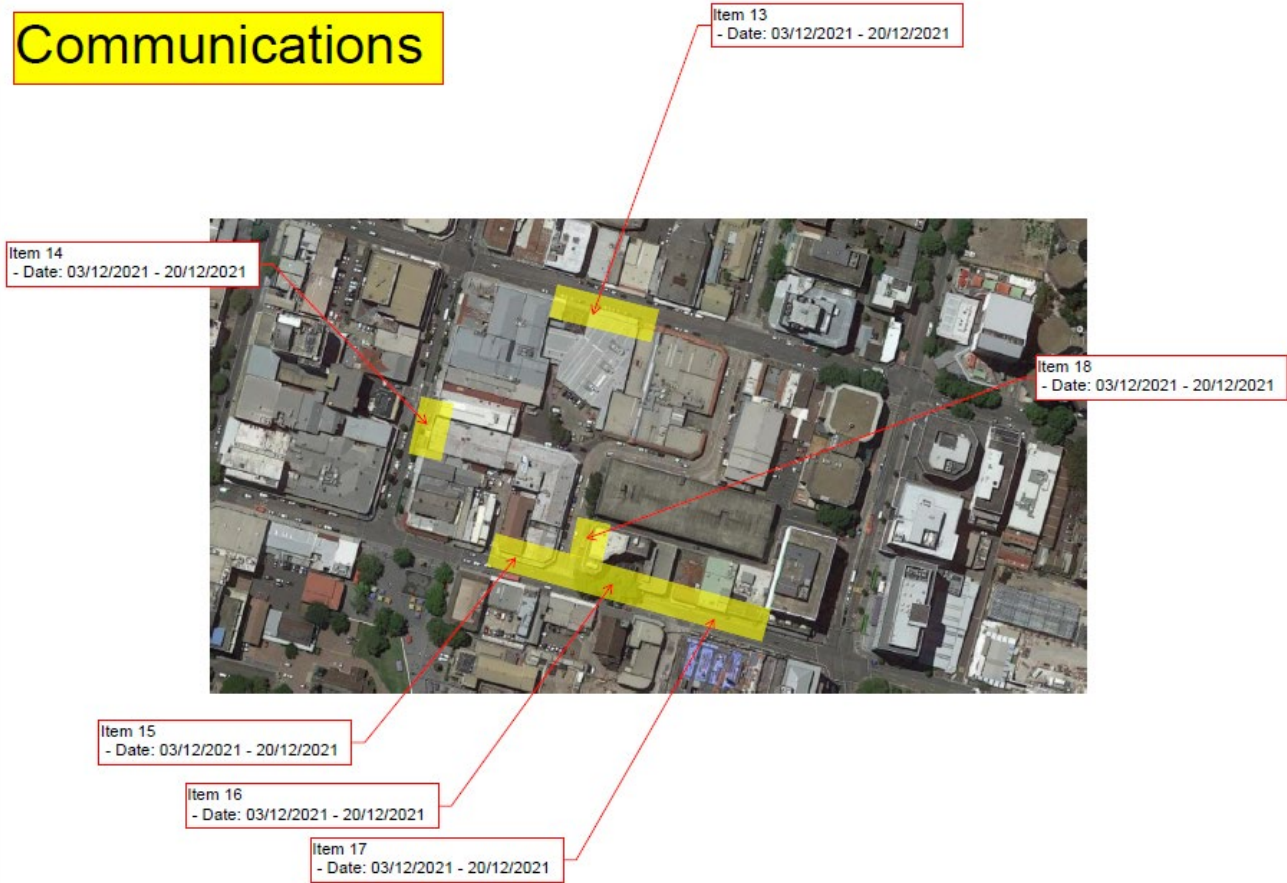


Figure 18: Communications works

Water

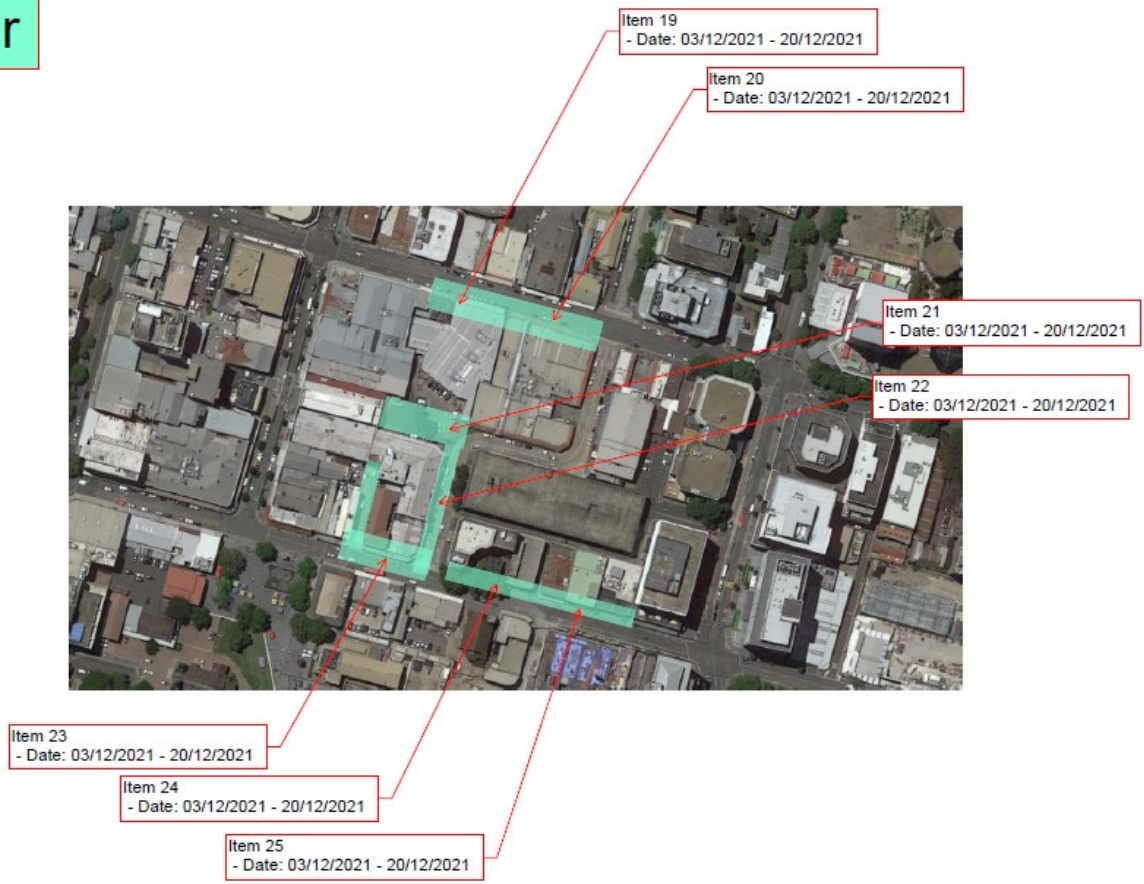


Figure 19: Water works

Awning removal works are also required and are shown on Figure 21, with details of proposed dates included in Table 5.

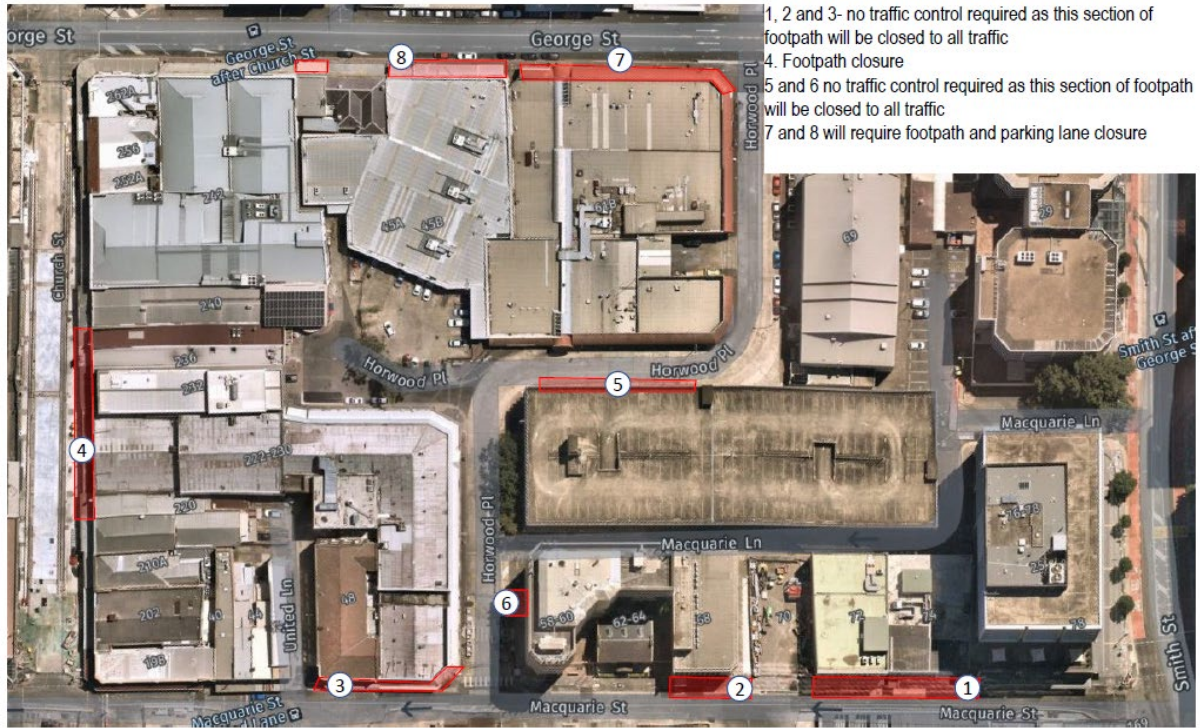


Figure 20: Awning removal works

Table 5: Proposed awning removal dates

Item #	Proposed dates of works	Duration (shifts)	Day/ Night
1	Monday 15 th November to Friday 19 th November 2021	5	Day
2	Monday 15 th November to Friday 19 th November 2021	4	Day
3	Monday 29 th November to Thursday 2 nd December 2021	5	Day
4	Friday 3 rd December to Saturday 11 th December 2021	5	Night
5	Monday 13 th December to Thursday 16 th December 2021	4	Day/ Night
6	Monday 13 th December to Thursday 16 th December 2021	4	Day/ Night
7	Tuesday 8 th March to Monday 14 th March 2022	6	Day/ Night
8	Tuesday 8 th March to Monday 14 th March 2022	6	Day/ Night

Hoarding will be installed around the existing properties as shown on Figure 21

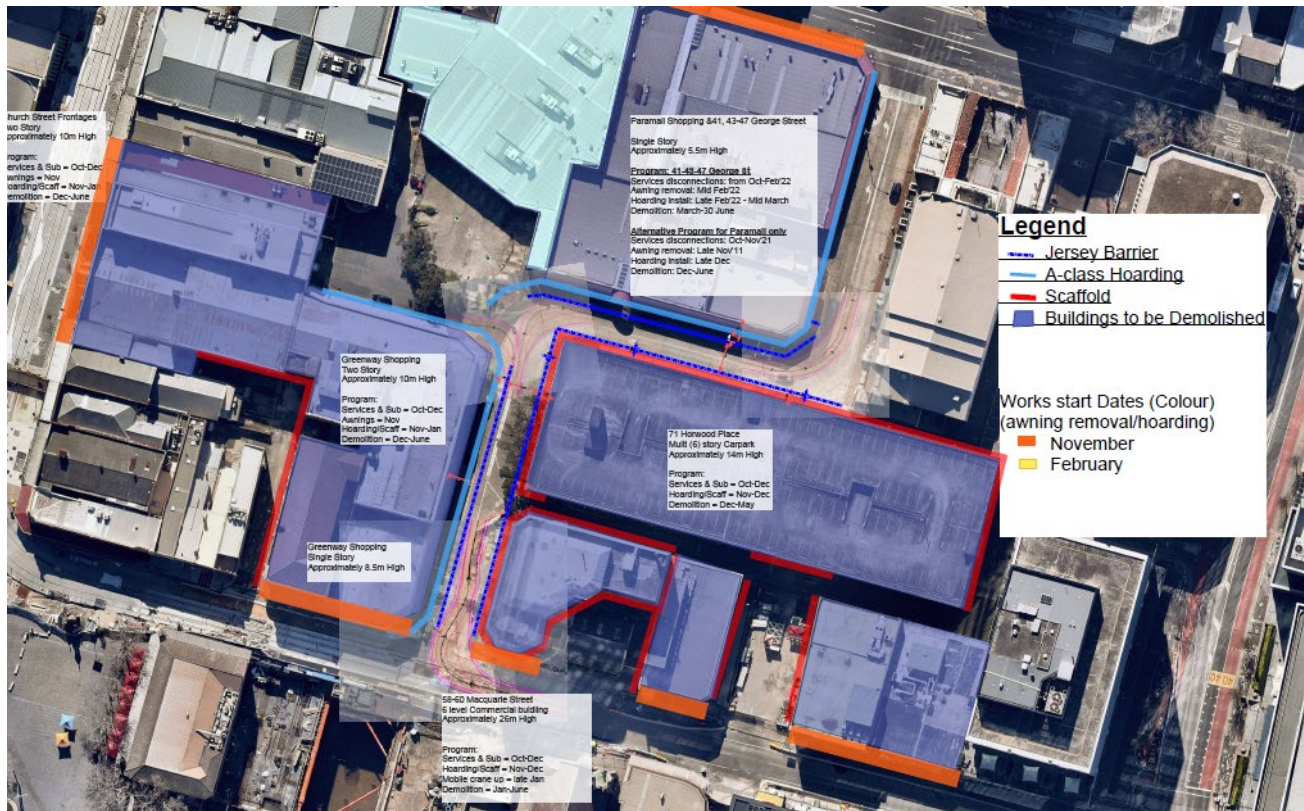


Figure 21: Proposed hoarding

7.2.2 Impact on traffic flow during works

During works, there will be 4 light vehicle and 18 heavy vehicle movements during most hours. These movements match the predicted light vehicle movements from the EIS and the peak period heavy vehicle movements, however, the predicted heavy vehicle movements outside of the peak periods is well below the predicted EIS numbers, refer to Figure 22 and Figure 23, below.

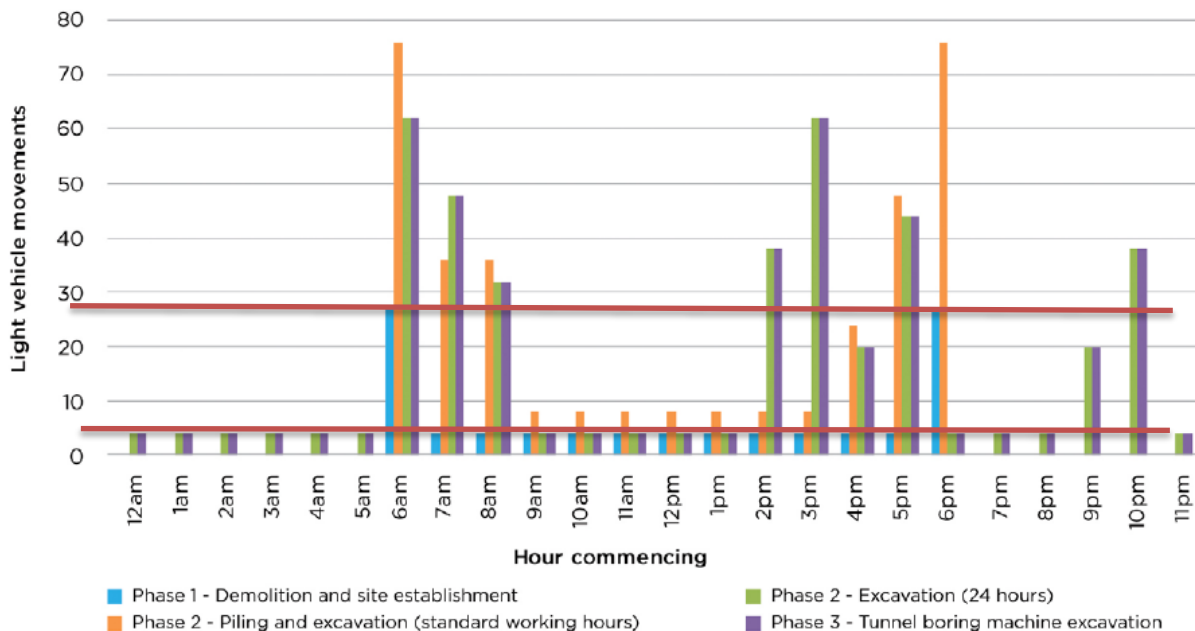


Figure 22: EIS light vehicle movements

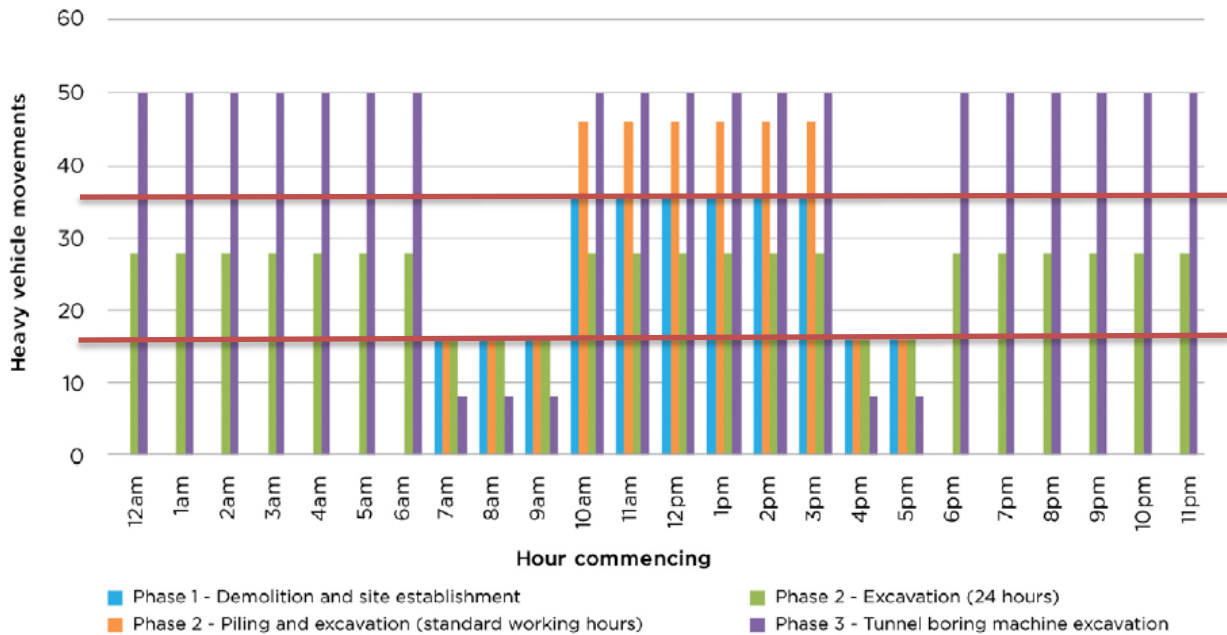


Figure 23: EIS heavy vehicle movements

7.2.3 Impact on public transport

There is no direct impact on existing public transport.

The inbound haul route passes a number of bus stops within the Parramatta CBD as noted on Figure 24 during the October to Christmas haul route operations. Post-Christmas there is no impact on bus stops at all as Macquarie Street does not contain any existing bus stops and, as previously noted in section 6.2.1 and Figure 6, the existing bus stop on George Street is not currently being used.



Figure 24: Existing bus stops and proposed haul routes

7.2.4 Impact on active transport users

Vehicle access to and from construction sites will be managed to maintain pedestrian, cyclist and motorist safety, where there is an interface. During short term works associated with utility adjustments/ decommissioning and hoarding/ awning works active transport users will be managed around the work site. Traffic Guidance Schemes have been developed for the utility and hoarding/ awning works and are included in Appendix C.

The closure of Horwood Place to pedestrians and cyclists will be implemented between Macquarie Street and George Street, as this section of Horwood Place has been bought by Sydney Metro from the City of Parramatta Council. This closure will see the removal of the current cycle route through Horwood Place. It is noted that this route is not available for cyclists due to the construction works on Macquarie Street associated with the Parramatta Light Rail works. An alternative on road route is provided on Charles Street, as noted on Figure 25

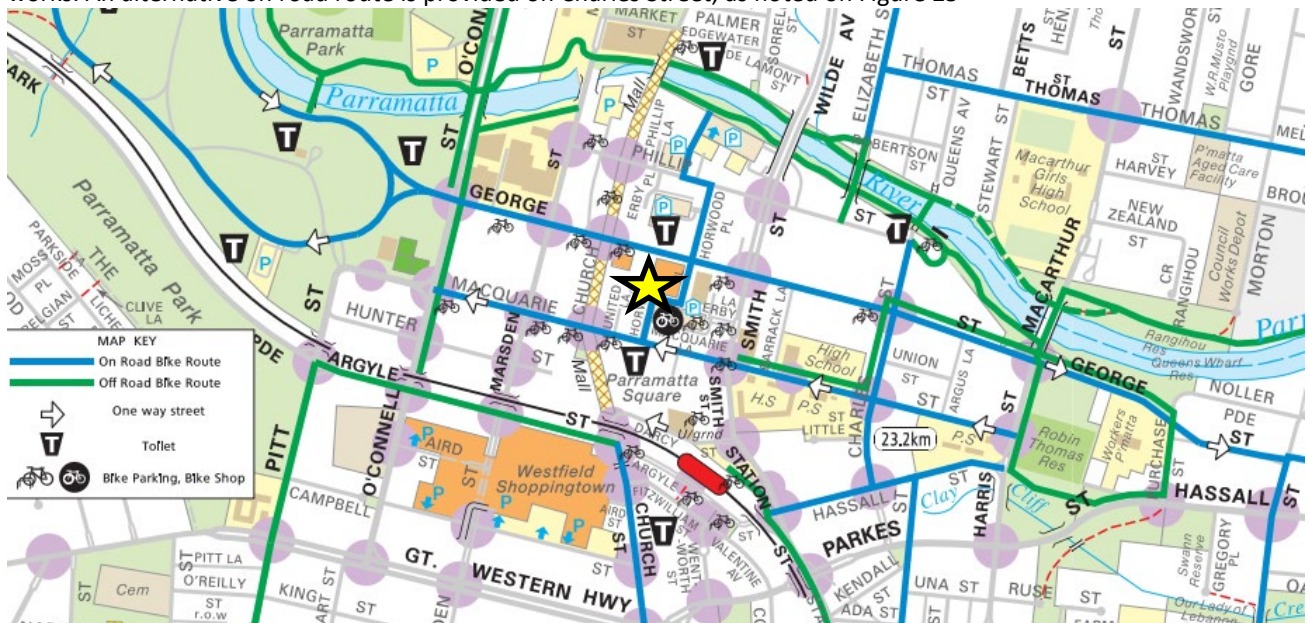


Figure 25: Parramatta cycle routes (source: [Parramatta CBD cycle routes](#))

To heighten awareness of truck movements associated with the DELTA demolition works, it is proposed to install Truck Aware decals at the locations and times noted on Figure 26.

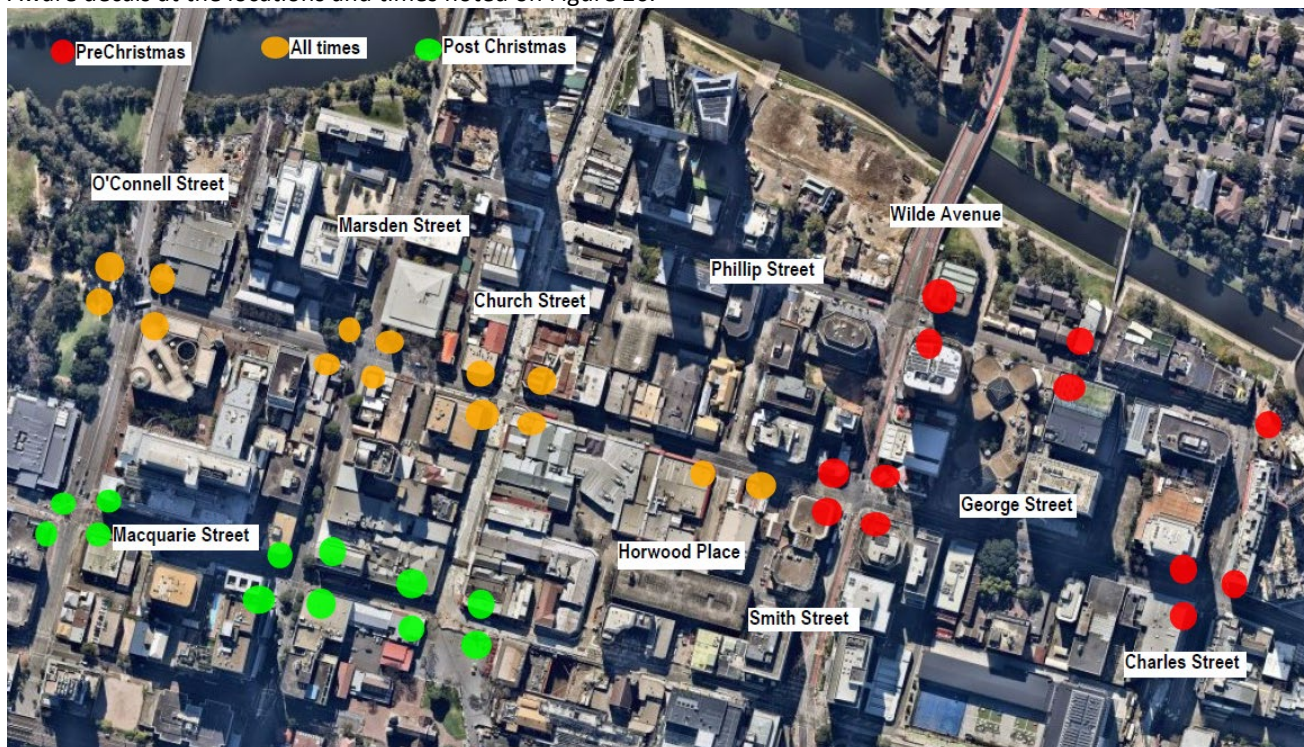


Figure 26: Truck Aware decal proposed locations and timing

7.2.5 Impact on access

All reasonably practicable measures will be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of operating businesses. Access will be provided for utility owners. Any changes required to access will be agreed with the relevant owner/ occupier. If changes are required to access, then the access will be reinstated to an equivalent standard unless agreed with the property occupier/ owner. Any works that will be required these will be completed within 1 month of the works being undertaken. Where access to operating businesses is to be interrupted, DELTA will undertake works outside of businesses operating hours, where possible.

7.2.6 Impact on parking

There will be no permanent changes to exiting parking restrictions on the surrounding street system. A Construction Parking and Access Strategy (CPAS) has been developed and provided as a separate plan. The CPAS addresses the

requirements outlined in the Ministerial Conditions of Approval D91 and will be submitted for approval as required under MCoA D92.

7.2.7 Cumulative impacts

There are a number of adjacent construction sites within close vicinity of the DELTA works. This has resulted in significant changes to access for the Parramatta site, as noted in section Figure 15 and Figure 16. These cumulative works have also resulted in changes to how the works will be performed. This includes utility works and awning removal which are directly impacted by the Parramatta Light Rail works.

Parramatta Light Rail construction is on Church Street and Macquarie Street.

Holdmark are doing development works on Macquarie Street opposite Horwood Place.

Built are undertaking works for Parramatta Square and are using 70 Macquarie Street as a temporary laydown area.

DELTA group will be undertaking the demolition works associated with the Sydney Metro West.

DELTA, Sydney Metro, Parramatta Connect and TfNSW's Parramatta Light Rail project team meet twice weekly to discuss access requirements and works coordination.

7.2.8 Special events

Special events previously held near the Parramatta site are:

- Parramatta Lanes Festival typically scheduled in November -this Festival was digital only in 2020 details are as yet unknown due to COVID-19
- Carols from Parramatta – mid December this was digital only in 2020 details are as yet unknown due to COVID-19
- Christmas – various locations – details are as yet unknown due to COVID-19
- New Year's Eve – various locations details are as yet unknown due to COVID-19
- Australia Day – various locations details are as yet unknown due to COVID-19
- Friday (weekly) Parramatta Farmers Market held in Centenary Square
- NAIDOC week – July

Other events that have recently been announced include:

- Matildas v Brazil at CommBank Stadium – Saturday 23rd October and Tuesday 26th October
- Western Sydney Forage at CommBank Stadium - Saturday 26th March

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.

7.2.9 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 27.

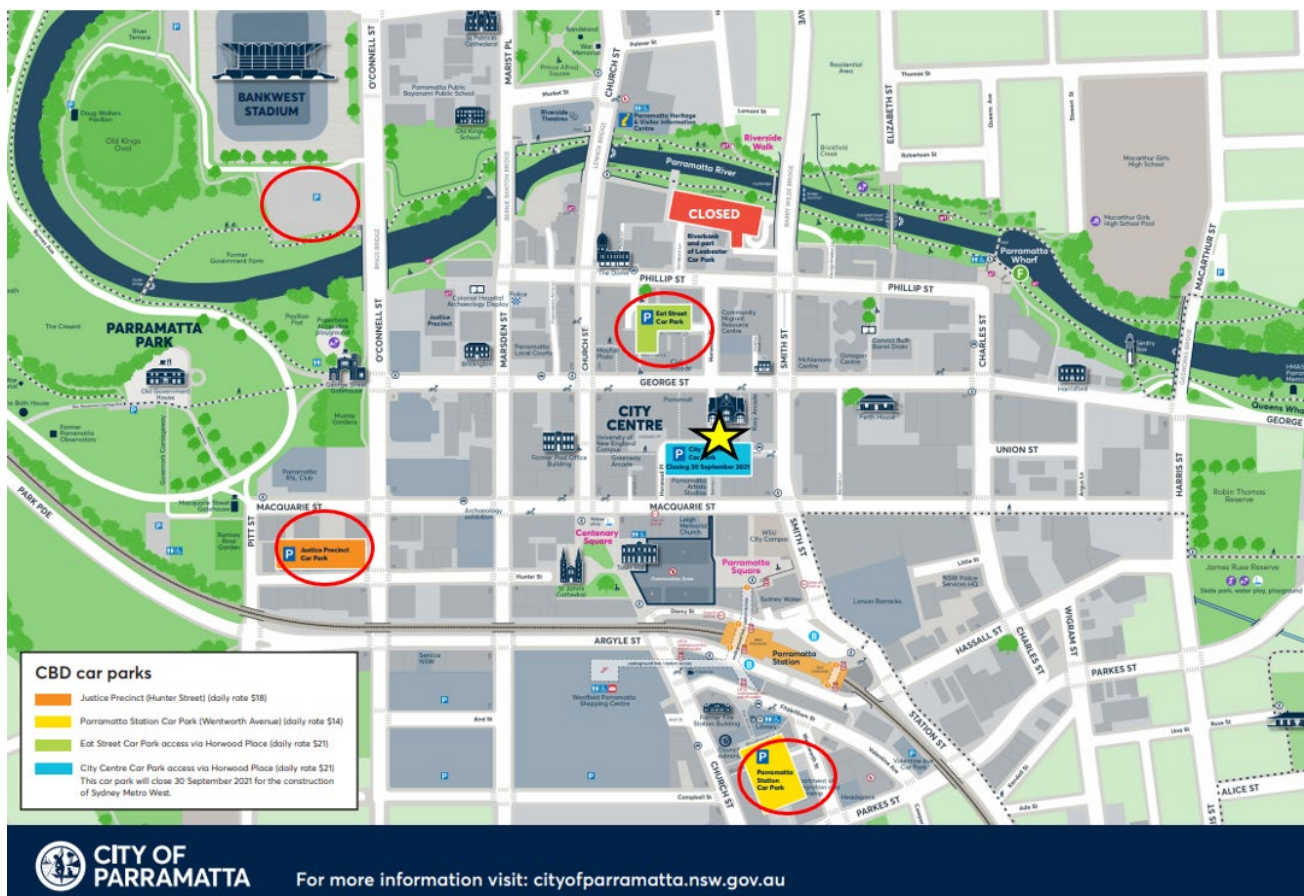


Figure 27: Existing multi car parks

7.2.10 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.

7.2.11 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 Pedestrian detours during utility works, awning removal and hoarding installations— these TGS will be developed as discussions are ongoing
- 2 Portable traffic signal arrangements on Horwood Place for the initial traffic arrangements September 2021 to Christmas 2021
- 3 Pedestrian management on George Street during truck movements

7.2.12 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. 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. 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.

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.

At the George Street end of Horwood Place there is approximately 60m of queuing space available ensuring that heavy vehicles can be accommodated on site. Where this is not possible DELTA's heavy vehicle will be directed to the Clyde site, as noted above, until sufficient space is available. DELTA will coordinate their daily truck movements with other users of Horwood Place.

It is noted that Macquarie Street is currently a construction site and pedestrians are proposed to be banned from the northern footpath of Macquarie Street between Smith Street and United Lane this removes the conflict between pedestrians and vehicles at the intersection of Macquarie Street and Horwood Place, relevant to the post-Christmas period operations.

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

- For the September to Christmas route, right turns are undertaken at the intersection of Charles Street and George Street which is traffic control signal controlled
- Truck aware decals are proposed along the proposed routes, as noted on Figure 26
- Management of the interface between pedestrians and Horwood Place traffic will be undertaken, as noted in Appendix C

8.1 Haulage routes

Generally, the haulage routes will be via arterial roads/ freeways/ tollways. Where possible the routes have taken into account the requirements of the Environmental Impact Statement (EIS). It is noted that the EIS for this site access shows primary access via Pitt Street, Macquarie Street, O’Connell Street and George Street. Secondary access routes are noted as being via Wilde Avenue/ Smith Street/ George Street or Hassall Street, Harris Street, George Street. Egress is proposed via the reverse of the inbound routes, refer to Figure 28.

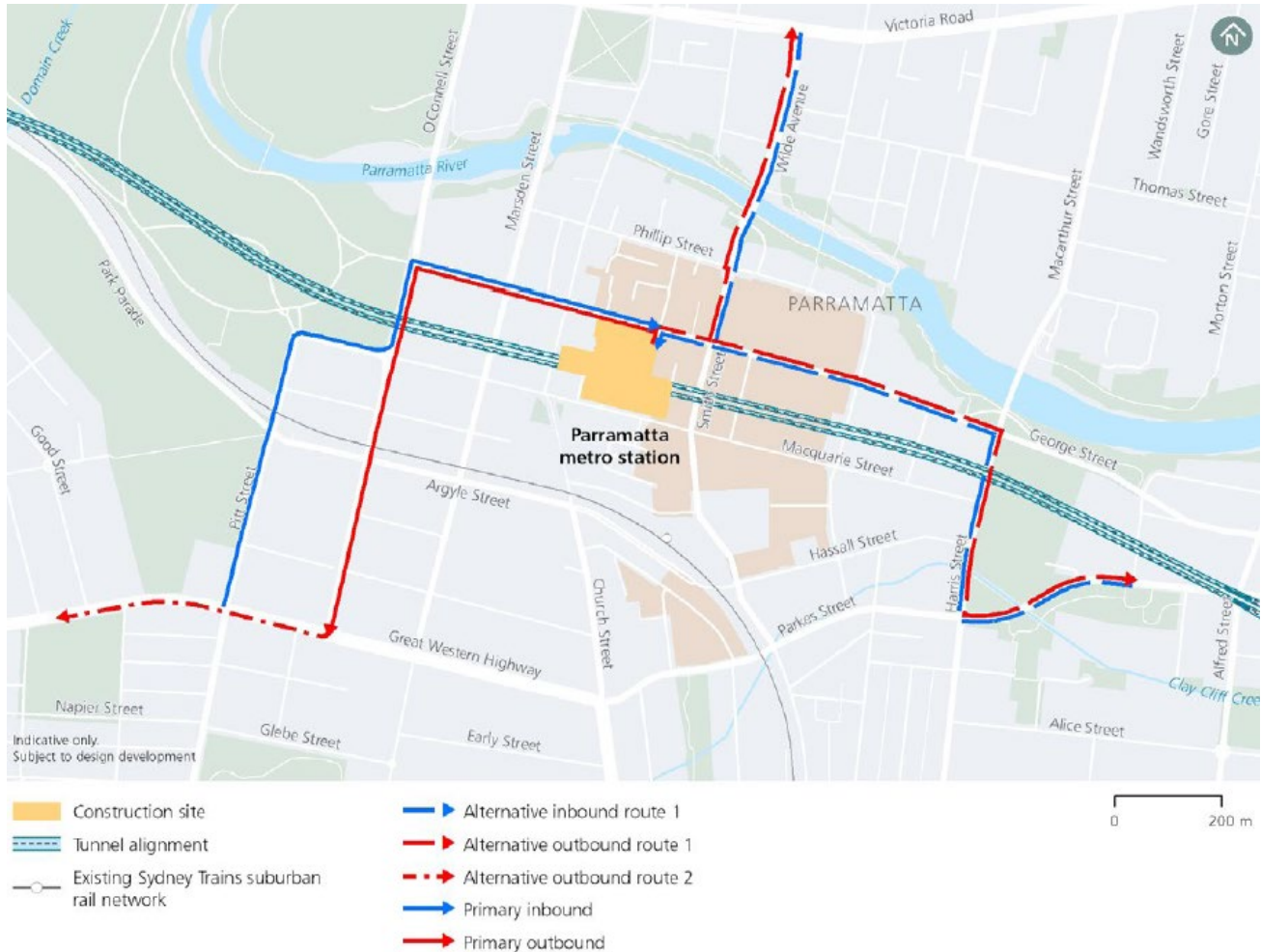


Figure 28: EIS Heavy vehicle routes

A review of the nominated haulage routes was undertaken given the current changes to the Parramatta CBD road network as part of the Parramatta Light Rail works. This review is detailed in Table 6 and is shown on Figure 29:

Table 6: EIS route review

EIS Route#	Route	Route restriction
Primary inbound	Pitt Street, turn onto Macquarie Street, left turn onto O’Connell Street, right turn onto George Street and right turn into Horwood Place	Right turn onto Horwood Place from George Street is banned
Alternative inbound route 1	Wilde Avenue, continue on Smith Street, right turn onto George Street, left turn onto Horwood Place	Right turn from Smith Street onto George Street is banned Left turn from George Street onto Horwood Place is banned for vehicle greater than 9m in length
Primary outbound	Left turn onto George Street from Horwood Place, left turn from George Street onto O’Connell Street	No restriction in place
Alternative outbound route 1	Right turn from Horwood Place onto George Street, right turn from George Street onto	Right turn from Horwood Place onto George Street is banned

EIS Route#	Route	Route restriction
	Harris Street, left turn from Harris Street onto Hassall Street	Right turn into Harris Street is not available due to road closure associated with Parramatta Light Rail works



Figure 29: EIS route issues

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.

8.1.1 Road Dilapidation Report

Road dilapidation reports will be provided for the local roads used by construction vehicles. These reports will be undertaken prior to the use of these roads. A copy of the report(s) will be 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

8.1.2 Heavy vehicle local road report

A Heavy Vehicle Local Road (HVLRL) report will be provided to the Planning Secretary for approval 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 HVLRL is provided in Appendix E.

8.2 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 be required at this site for the delivery of large plant. These deliveries will occur outside of peak hours. Oversize loads will be 30t and 40t excavators with 6 pieces of plant on site which will be mobilised at the commencement of works and as work areas open up. Haulage contractors will manage their own permits.

8.3 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 7: 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
Variable message signs	Applicable

9.1 Stakeholders consulted

Table 8 lists the consultation undertaken in the development of this CTMP and Appendix H provides the comments and responses provided.

Table 8: Stakeholders consulted

Stakeholder	Date	Consultation	Main contact people
TCG	2 September 2021	Meeting/ presentation	[REDACTED]
Parramatta Connect Parramatta Light Rail/ DELTA Coordination Meeting attendees	Ongoing	Meeting/ presentations	[REDACTED]
Sydney Metro including Road Safety, Operations, Customer and Place Making	16 September 2021	Submission of CTMP	[REDACTED]
TfNSW Customer Journey Planning	16 September 2021	Submission of CTMP	[REDACTED]
TfNSW Planning and Program	16 September	Submission of CTMP	[REDACTED]
City of Parramatta Council	16 September 2021	Submission of CTMP	[REDACTED]

Stakeholder	Date	Consultation	Main contact people
NSW Police Force	16 th September	Submission of CTMP	[REDACTED]
NSW Fire and Rescue	16 th September	Submission of CTMP	[REDACTED]
NSW Ambulance Service	16 th September	Submission of CTMP	[REDACTED]
Parramatta Connect Parramatta Light Rail/ DELTA Coordination Meeting attendees	Ongoing	Meeting/ presentations	[REDACTED]
Traffic and Transport Liaison Group	30 th September 2021	Meeting/ presentation	[REDACTED]
Sydney Metro including Road Safety, Operations, Customer and Place Making	6 th October 2021	Resubmission of CTMP	[REDACTED]
TfNSW Customer Journey Planning	6 th October 2021	Resubmission of CTMP	[REDACTED]
TfNSW Planning and Program	6 th October 2021	Resubmission of CTMP	[REDACTED]
City of Parramatta Council	6 th October 2021	Resubmission of CTMP	[REDACTED]
Sydney Metro including Road Safety, Operations, Customer and Place Making	14 th October 2021	Resubmission of CTMP	[REDACTED]
TfNSW Customer Journey Planning	14 th October 2021	Resubmission of CTMP	[REDACTED]
TfNSW Planning and Program	14 th October 2021	Resubmission of CTMP	[REDACTED]
City of Parramatta Council	14 th October 2021	Resubmission of CTMP	[REDACTED]

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. Refer to Appendix F for the audit report.

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 9, below

Table 9: Site contacts

Name	Position	Organisation	Contact #	Email
Angus Lumsden	Project Manager	DELTA	0431 501 281	angusl@deltagroup.com.au

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 10. Checklists are provided in Appendix H.

Table 10: 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 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 7.2.5
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 7.2.5
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	Refer to Heavy Vehicle Local Road Report
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 E
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 7.2.6, 7.2.9 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 F

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 7.2.6
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 7.2.4 and 7.2.5
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 7.2.4

Table 12: 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 9
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 7.2.10
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 7.2.5
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 E
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 F
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 7.2.6 and 7.2.9
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 7.2.4
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 7.2.4, 7.2.8 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 7.2.5
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 7.2.7, 8, 10.2 and 10.3

B.Special Events

CommBank Stadium Events & Tickets

- INFO
- DETAILS
- EVENTS
- CROWDS
- SEATING MAP
- MAP
- SATELLITE
- ACCOMMODATION

UPCOMING EVENTS

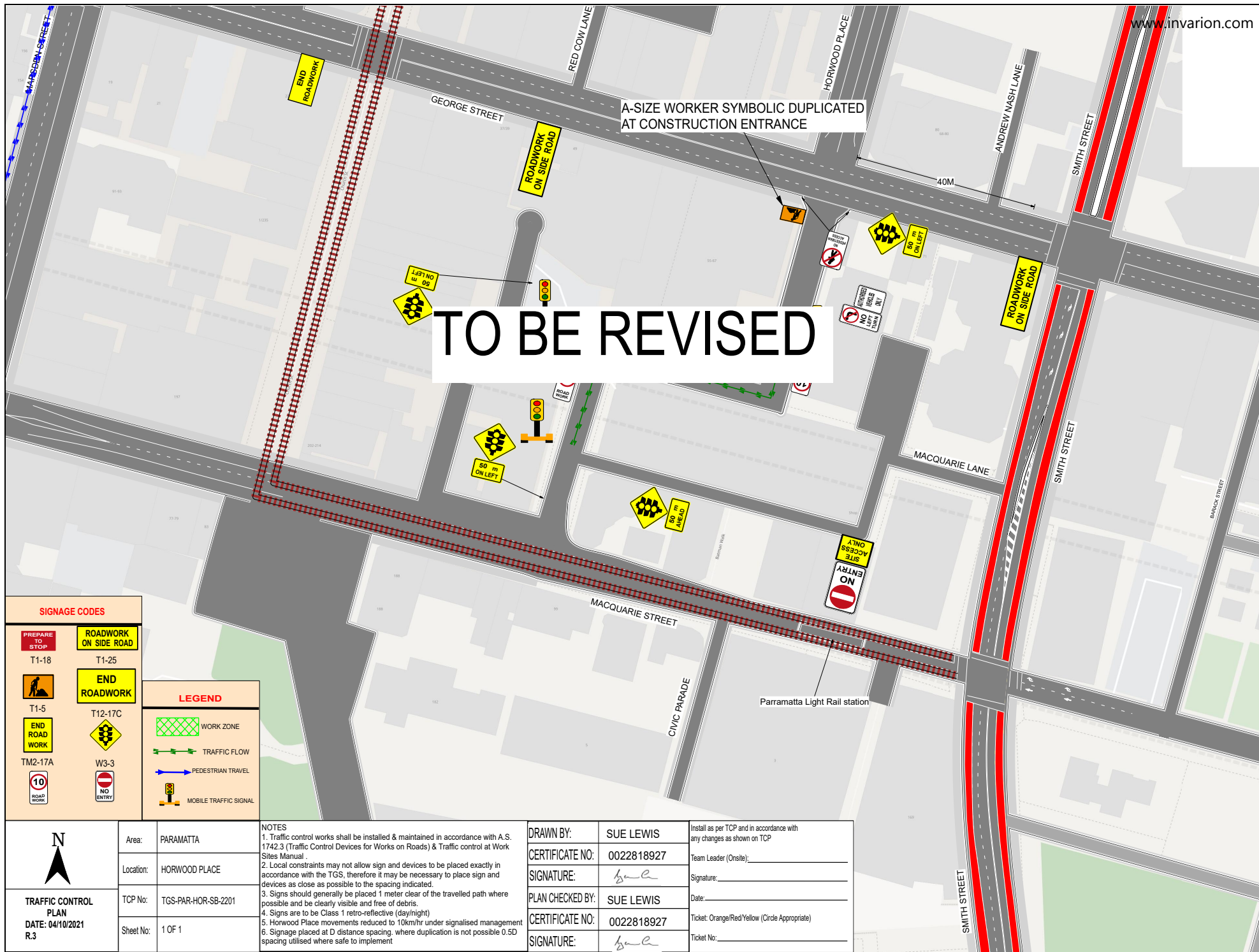
Filter Events by Sport ▼

DATE	SPORT	EVENT
23/10/21	Football	Matildas v Brazil
26/10/21	Football	Matildas v Brazil
20/11/21, 7:45 PM	Football	A-League: Western Sydney Wanderers v Sydney FC
28/11/21, 6:05 PM	Football	A-League: Western Sydney Wanderers v Newcastle Jets
11/12/21, 5:05 PM	Football	ALW: Western Sydney Wanderers v Sydney FC
11/12/21, 7:45 PM	Football	A-League: Western Sydney Wanderers v Macarthur FC

C. Traffic Guidance Schemes

Table 13: TGS

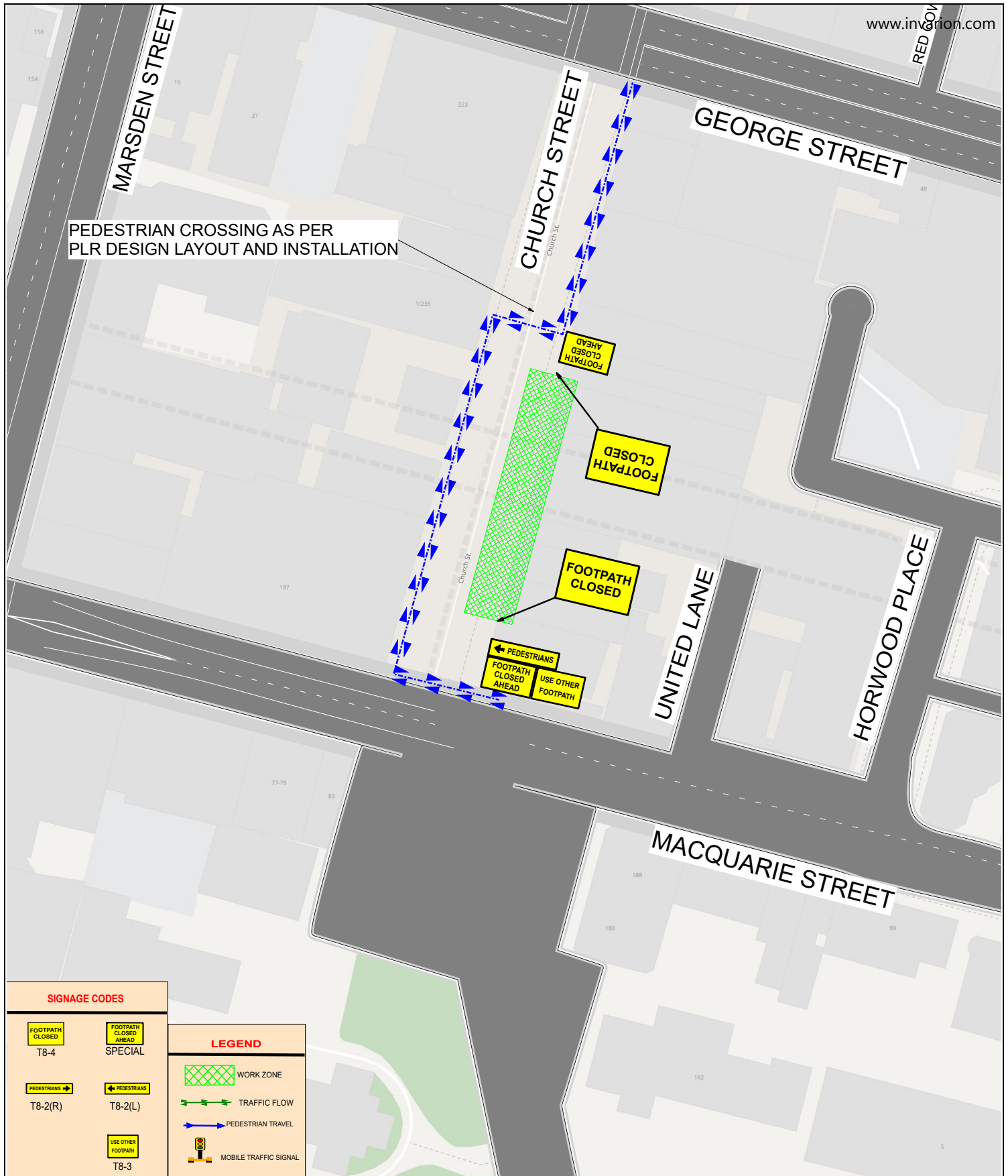
TGS #	Location	From	To	Timing	Traffic control	Works	Impacts
TGS-PAR-HOW-SB-2201	Horwood Place	George Street	Macquarie Street	24/7	Shuttle flow under Portable Traffic Control Device	Allows for access on Horwood Place	Minimal impacts to traffic as Horwood Place is no longer a public road
TGS-PAR-CHR-SB-0101	Church Street	George Street	Macquarie Street	Day/ Night	Footpath closure	Utility and awning works	Minimal impacts as works will be done as agreed with Parramatta Connect
TGS-PAR-GOR-WB-1201	George Street	Horwood Place	Church Street	Day	Footpath and parking lane closure	Utility and awning works	Minimal impacts as pedestrians can be diverted to northern side of George Steet at existing signalised pedestrian crossings
TGS-PAR-HOR-AL-2202	Horwood Place	George Street	Macquarie Street	24/7	Road closure	All	Minimal impacts to traffic as Horwood Place is no longer a public road
TGS-PAR-MAQ-EB-0101	Macquarie Street	Church Street	United Lane	Day/ Night	Footpath closure	Utility and awning works	Minimal impacts as works will be done as agreed with Parramatta Connect
DG-SWM-TYP-0000-01	Horwood Place	George Street		As required	Pedestrian management	Allows for vehicle access/ egress on Horwood Place	Minimal impacts to traffic as Horwood Place is no longer a public road.



TO BE REVISED

SIGNAGE CODES		LEGEND	
T1-18	T1-25	WORK ZONE	
T1-5	T12-17C	TRAFFIC FLOW	
TM2-17A	W3-3	PEDESTRIAN TRAVEL	
ROADWORK 10	NO ENTRY	MOBILE TRAFFIC SIGNAL	

	Area: PARAMATTA	NOTES 1. Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & Traffic control at Work Sites Manual 2. Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated. 3. Signs should generally be placed 1 meter clear of the travelled path where possible and be clearly visible and free of debris. 4. Signs are to be Class 1 retro-reflective (day/night) 5. Horwood Place movements reduced to 10km/hr under signalled management 6. Signage placed at D distance spacing, where duplication is not possible 0.5D spacing utilised where safe to implement	DRAWN BY: SUE LEWIS	Install as per TCP and in accordance with any changes as shown on TCP
	Location: HORWOOD PLACE		CERTIFICATE NO: 0022818927	Team Leader (Onsite):
TCP No: TGS-PAR-HOR-SB-2201	SIGNATURE: <i>Sue Lewis</i>		Signature:	
Sheet No: 1 OF 1	PLAN CHECKED BY: SUE LEWIS		Date:	
	CERTIFICATE NO: 0022818927		Ticket: Orange/Red/Yellow (Circle Appropriate)	
	SIGNATURE: <i>Sue Lewis</i>		Ticket No: _____	



PEDESTRIAN CROSSING AS PER PLR DESIGN LAYOUT AND INSTALLATION

SIGNAGE CODES		LEGEND
T8-4	SPECIAL	
T8-2(R)	T8-2(L)	
	T8-3	
		WORK ZONE
		TRAFFIC FLOW
		PEDESTRIAN TRAVEL
		MOBILE TRAFFIC SIGNAL

TRAFFIC CONTROL PLAN
DATE: 01/10/2021
R.2

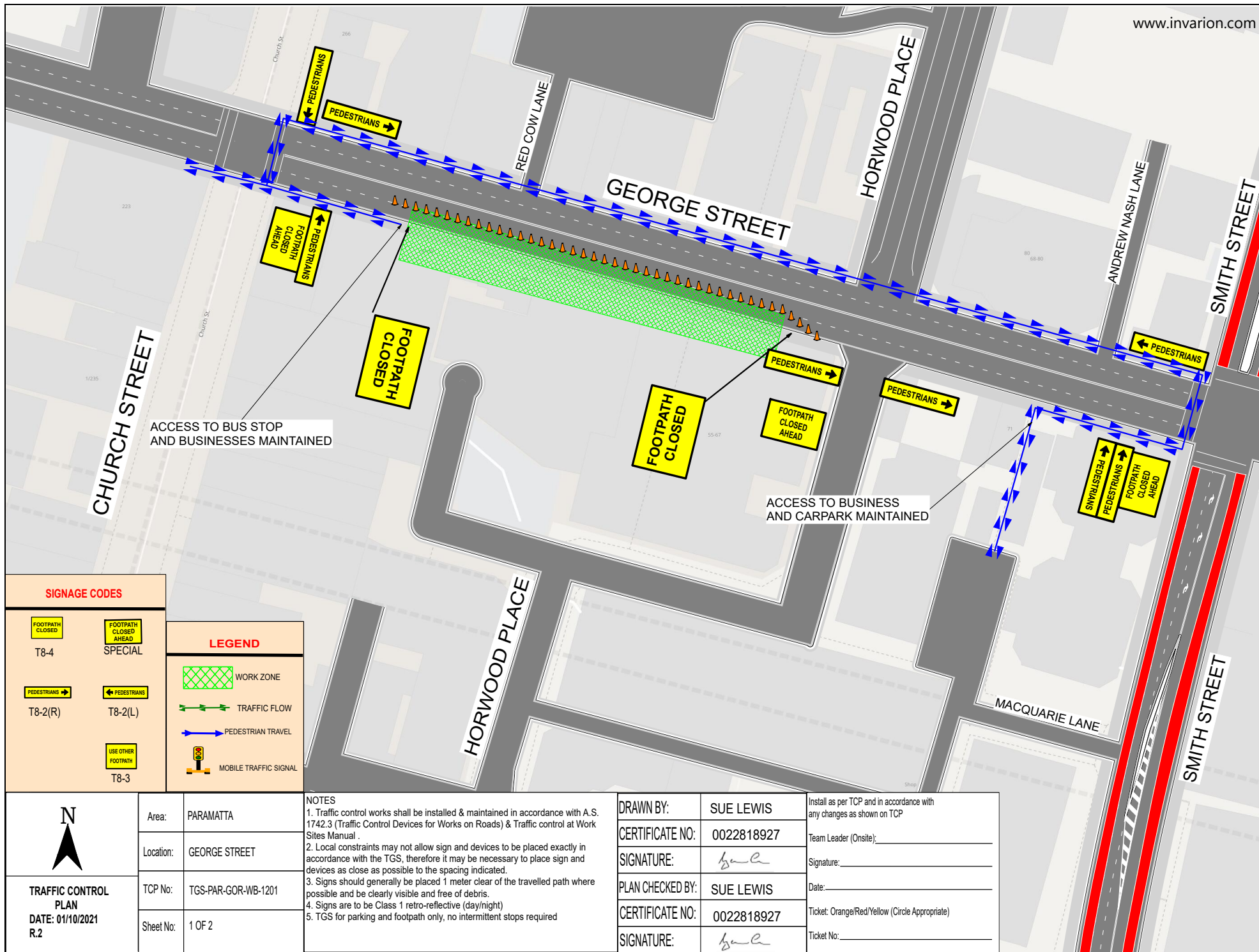
Area:	PARAMATTA
Location:	CHURCH STREET
TCP No:	TGS-PAR-CHR-SB-0101
Sheet No:	1 OF 1

NOTES

- Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & Traffic control at Work Sites Manual.
- Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.
- Signs should generally be placed 1 meter clear of the travelled path where possible and be clearly visible and free of debris.
- Signs are to be Class 1 retro-reflective (day/night)
- Pedestrian wayfinding signs placed in fixed positions at eye height minimum for duration of works

DRAWN BY:	SUE LEWIS
CERTIFICATE NO:	0022818927
SIGNATURE:	
PLAN CHECKED BY:	SUE LEWIS
CERTIFICATE NO:	0022818927
SIGNATURE:	

Install as per TCP and in accordance with any changes as shown on TCP
Team Leader (Onsite): _____
Signature: _____
Date: _____
Ticket: Orange/Red/Yellow (Circle Appropriate)
Ticket No: _____



SIGNAGE CODES

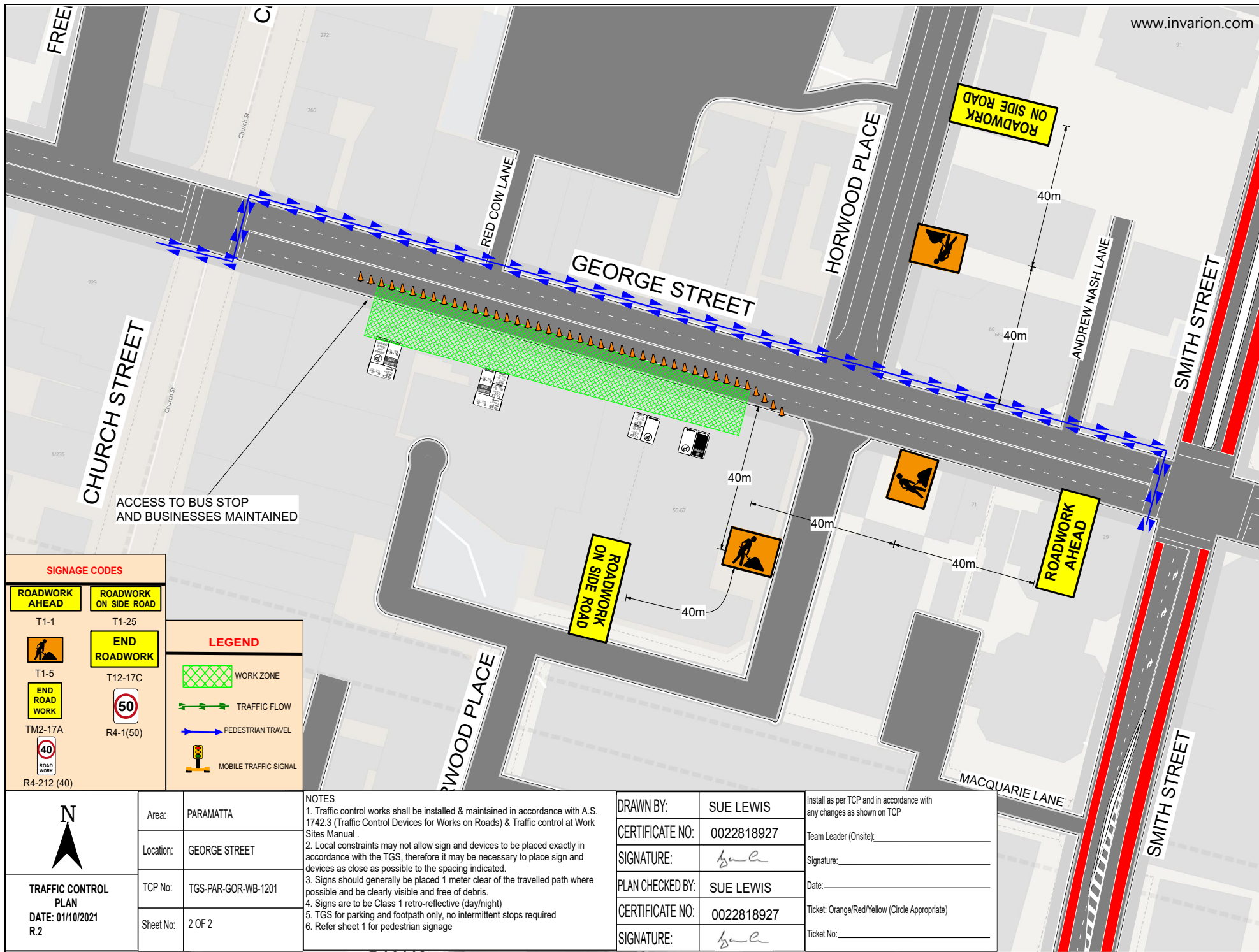
		LEGEND
T8-4	SPECIAL	
T8-2(R)	T8-2(L)	WORK ZONE
		TRAFFIC FLOW
T8-3		PEDESTRIAN TRAVEL
		MOBILE TRAFFIC SIGNAL

TRAFFIC CONTROL PLAN
 DATE: 01/10/2021
 R.2

Area:	PARAMATTA
Location:	GEORGE STREET
TCP No:	TGS-PAR-GOR-WB-1201
Sheet No:	1 OF 2

- NOTES**
- Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & Traffic control at Work Sites Manual.
 - Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.
 - Signs should generally be placed 1 meter clear of the travelled path where possible and be clearly visible and free of debris.
 - Signs are to be Class 1 retro-reflective (day/night)
 - TGS for parking and footpath only, no intermittent stops required

DRAWN BY:	SUE LEWIS	Install as per TCP and in accordance with any changes as shown on TCP
CERTIFICATE NO:	0022818927	Team Leader (Onsite): _____
SIGNATURE:		Signature: _____
PLAN CHECKED BY:	SUE LEWIS	Date: _____
CERTIFICATE NO:	0022818927	Ticket: Orange/Red/Yellow (Circle Appropriate)
SIGNATURE:		Ticket No: _____

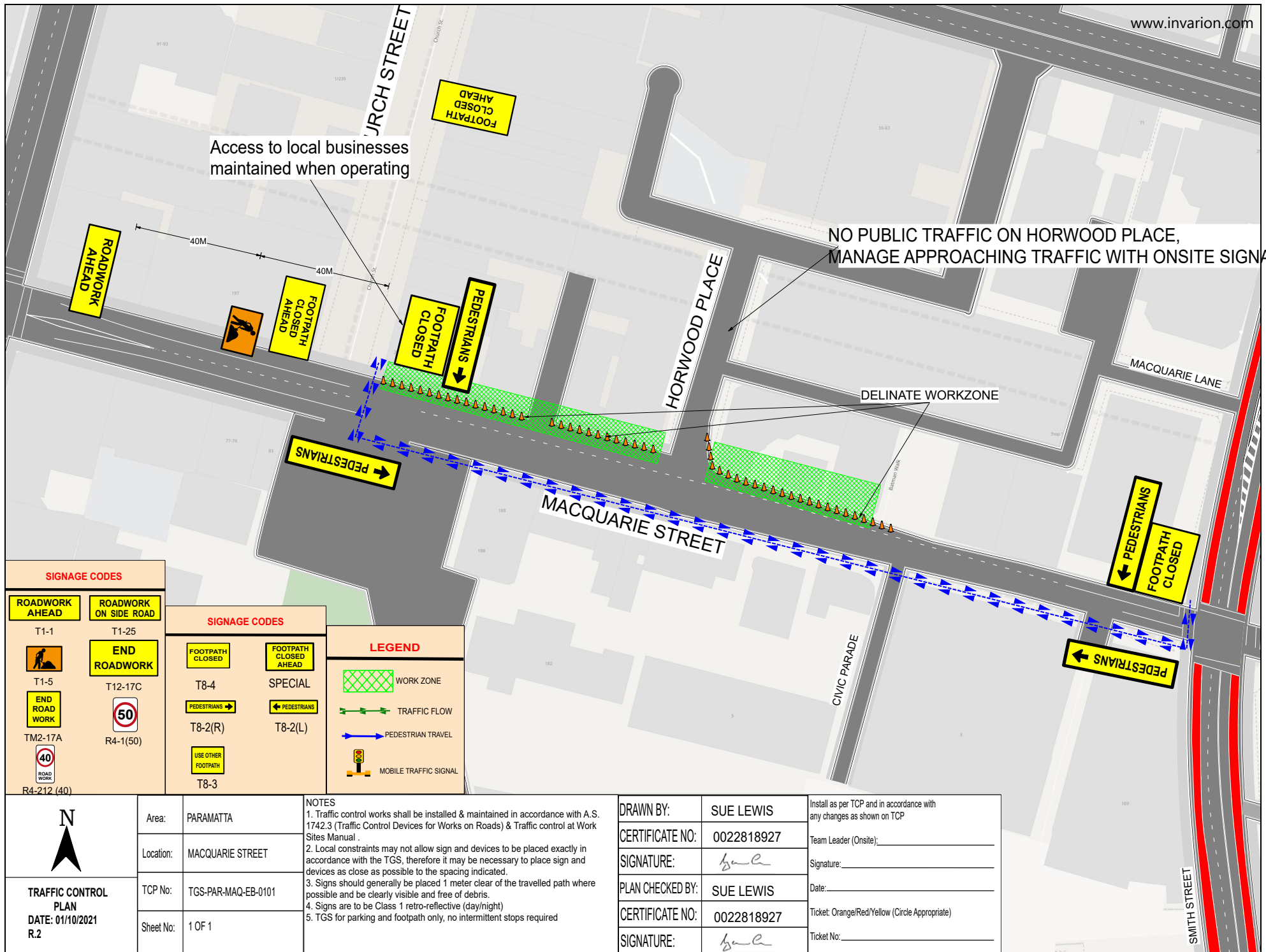


ACCESS TO BUS STOP AND BUSINESSES MAINTAINED

SIGNAGE CODES		LEGEND
ROADWORK AHEAD T1-1 T1-5 TM2-17A R4-212 (40)	ROADWORK ON SIDE ROAD T1-25 T12-17C R4-1(50)	

 TRAFFIC CONTROL PLAN DATE: 01/10/2021 R.2	Area:	PARAMATTA	NOTES 1. Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & Traffic control at Work Sites Manual. 2. Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated. 3. Signs should generally be placed 1 meter clear of the travelled path where possible and be clearly visible and free of debris. 4. Signs are to be Class 1 retro-reflective (day/night) 5. TGS for parking and footpath only, no intermittent stops required 6. Refer sheet 1 for pedestrian signage
	Location:	GEORGE STREET	
	TCP No:	TGS-PAR-GOR-WB-1201	
	Sheet No:	2 OF 2	

DRAWN BY:	SUE LEWIS	Install as per TCP and in accordance with any changes as shown on TCP
CERTIFICATE NO:	0022818927	Team Leader (Onsite): _____
SIGNATURE:		Signature: _____
PLAN CHECKED BY:	SUE LEWIS	Date: _____
CERTIFICATE NO:	0022818927	Ticket: Orange/Red/Yellow (Circle Appropriate)
SIGNATURE:		Ticket No: _____



SIGNAGE CODES		SIGNAGE CODES		LEGEND
ROADWORK AHEAD T1-1 	ROADWORK ON SIDE ROAD T1-25	FOOTPATH CLOSED T8-4	FOOTPATH CLOSED AHEAD SPECIAL	
END ROADWORK T1-5 	END ROADWORK T12-17C 	PEDESTRIANS → T8-2(R)	← PEDESTRIANS T8-2(L)	TRAFFIC FLOW
ROADWORK TM2-17A 	R4-1(50)	USE OTHER FOOTPATH T8-3		PEDESTRIAN TRAVEL
R4-212 (40)				MOBILE TRAFFIC SIGNAL

TRAFFIC CONTROL PLAN
DATE: 01/10/2021
R.2

Area:	PARAMATTA
Location:	MACQUARIE STREET
TCP No:	TGS-PAR-MAQ-EB-0101
Sheet No:	1 OF 1

NOTES

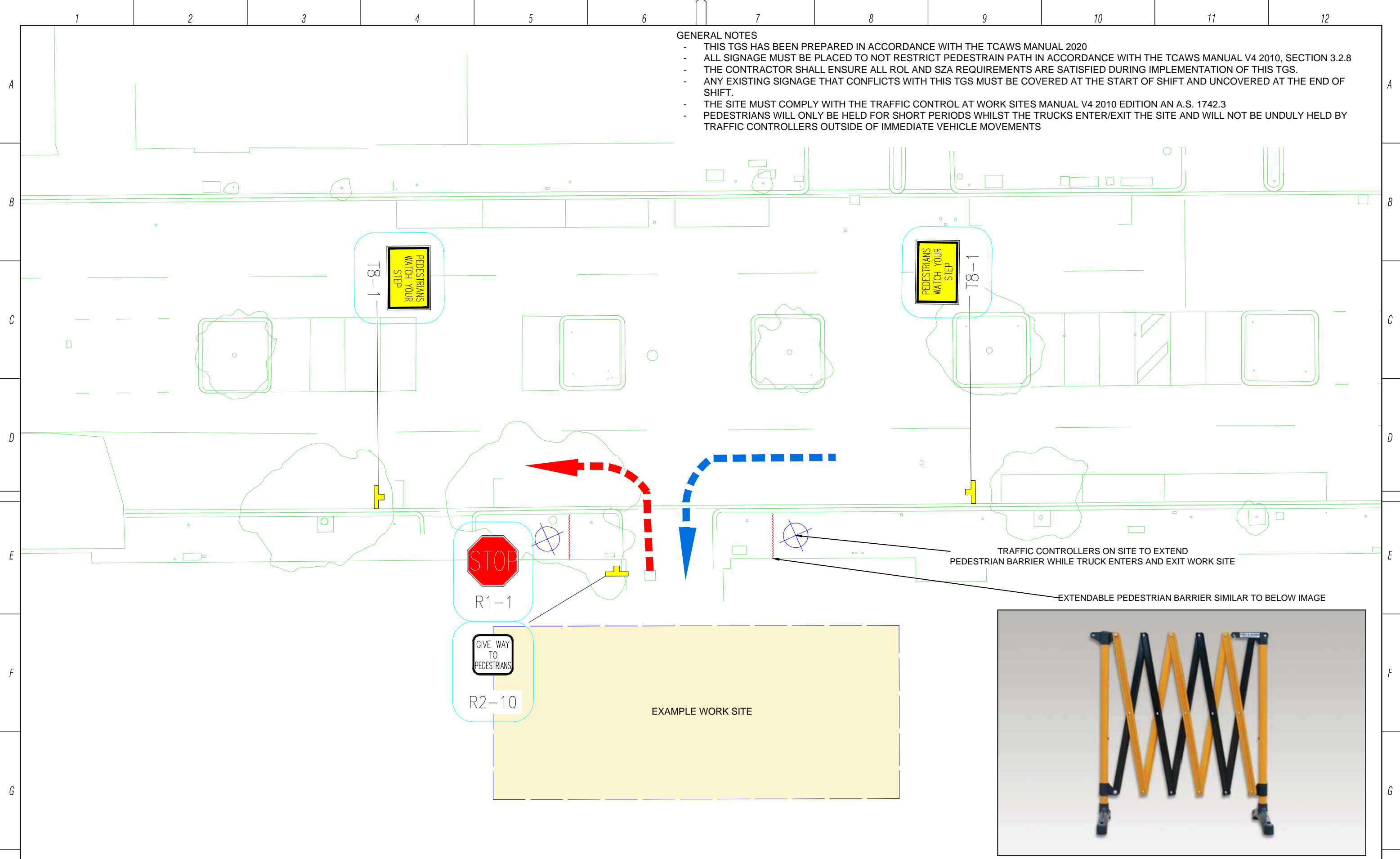
1. Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & Traffic control at Work Sites Manual .
2. Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.
3. Signs should generally be placed 1 meter clear of the travelled path where possible and be clearly visible and free of debris.
4. Signs are to be Class 1 retro-reflective (day/night)
5. TGS for parking and footpath only, no intermittent stops required

DRAWN BY: SUE LEWIS
CERTIFICATE NO: 0022818927
SIGNATURE: *Sue Lewis*
PLAN CHECKED BY: SUE LEWIS
CERTIFICATE NO: 0022818927
SIGNATURE: *Sue Lewis*

Install as per TCP and in accordance with any changes as shown on TCP
Team Leader (Onsite): _____
Signature: _____
Date: _____
Ticket: Orange/Red/Yellow (Circle Appropriate)
Ticket No: _____

GENERAL NOTES

- THIS TGS HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL 2020
- ALL SIGNAGE MUST BE PLACED TO NOT RESTRICT PEDESTRIAN PATH IN ACCORDANCE WITH THE TCAWS MANUAL V4 2010, SECTION 3.2.8
- THE CONTRACTOR SHALL ENSURE ALL ROL AND SZA REQUIREMENTS ARE SATISFIED DURING IMPLEMENTATION OF THIS TGS.
- ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TGS MUST BE COVERED AT THE START OF SHIFT AND UNCOVERED AT THE END OF SHIFT.
- THE SITE MUST COMPLY WITH THE TRAFFIC CONTROL AT WORK SITES MANUAL V4 2010 EDITION AN A.S. 1742.3
- PEDESTRIANS WILL ONLY BE HELD FOR SHORT PERIODS WHILST THE TRUCKS ENTER/EXIT THE SITE AND WILL NOT BE UNDULY HELD BY TRAFFIC CONTROLLERS OUTSIDE OF IMMEDIATE VEHICLE MOVEMENTS



REV	BY	DATE	DESCRIPTION	APPD.
B-00	LS	19/03/2017	AMENDED AS PER COMMENTS	SL
A-01	LS	15/03/2017	UPDATED NOTES	SL
A-00	LS	19/02/2017	INITIAL DRAFT	SL

DRAWN BY:	LS
DRW CHECK:	SS
APPROVED:	SL
IND REVIEW:	N/A

PROJECT

CLIENT

SYDNEY METRO

**DELTA GROUP AUSTRALIA WIDE
TYPICAL PEDESTRIAN MANAGEMENT
SHORT TERM STOP ON FOOTPATH**

DRAWING No:	DG-SMW-TYP-0000-01		
SHEET	1	OF	1
REVISION	B-00		

D. Haul Routes

Figure	Description
Figure 30	M4 inbound to Site
Figure 31	M4 outbound to Site
Figure 32	Cumberland Highway to Site
Figure 33	Site to M4 outbound
Figure 34	Site to M4 inbound
Figure 35	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 Pl

10 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.

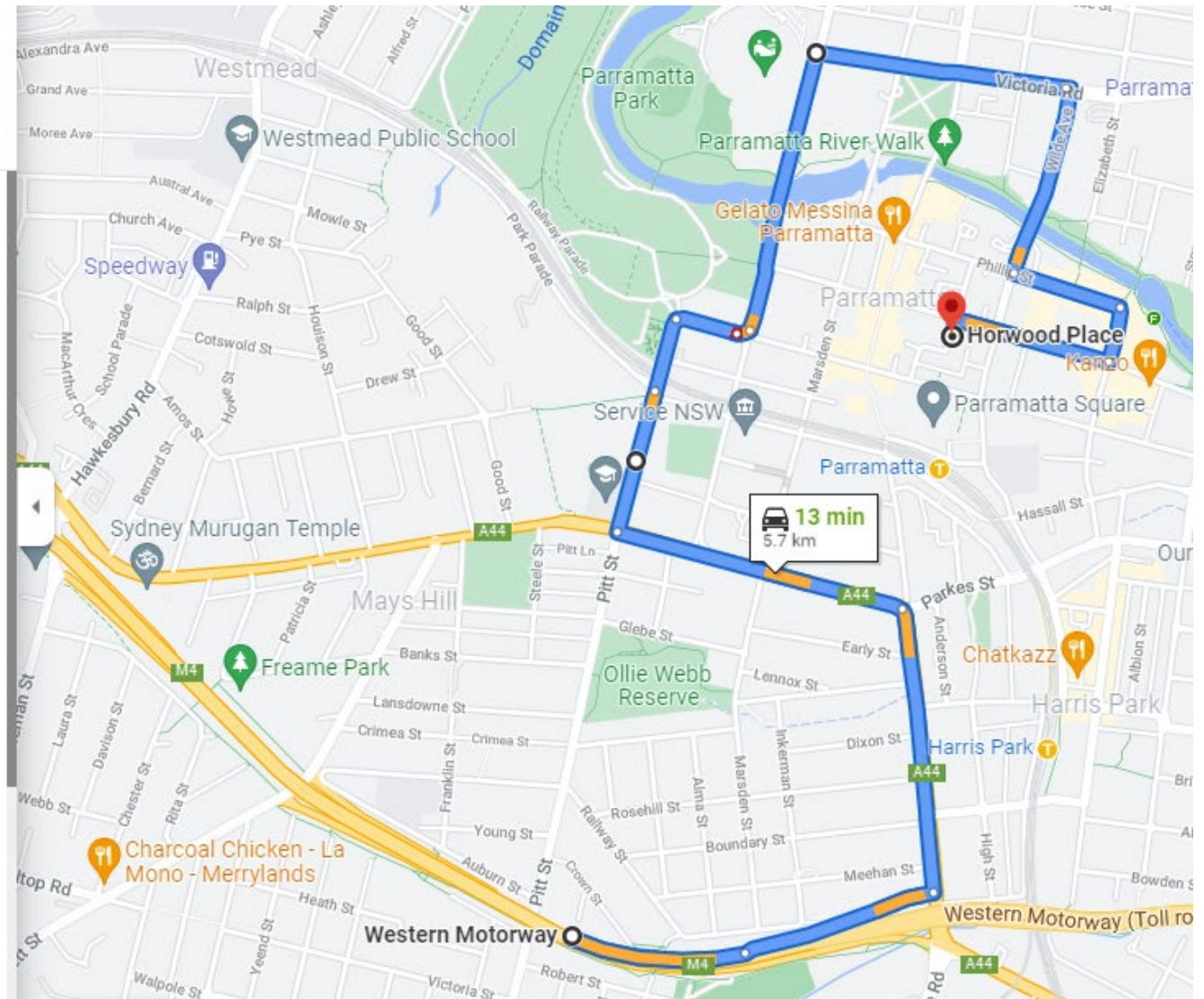


Figure 30: Haul route from M4 Motorway inbound carriageway to Site

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

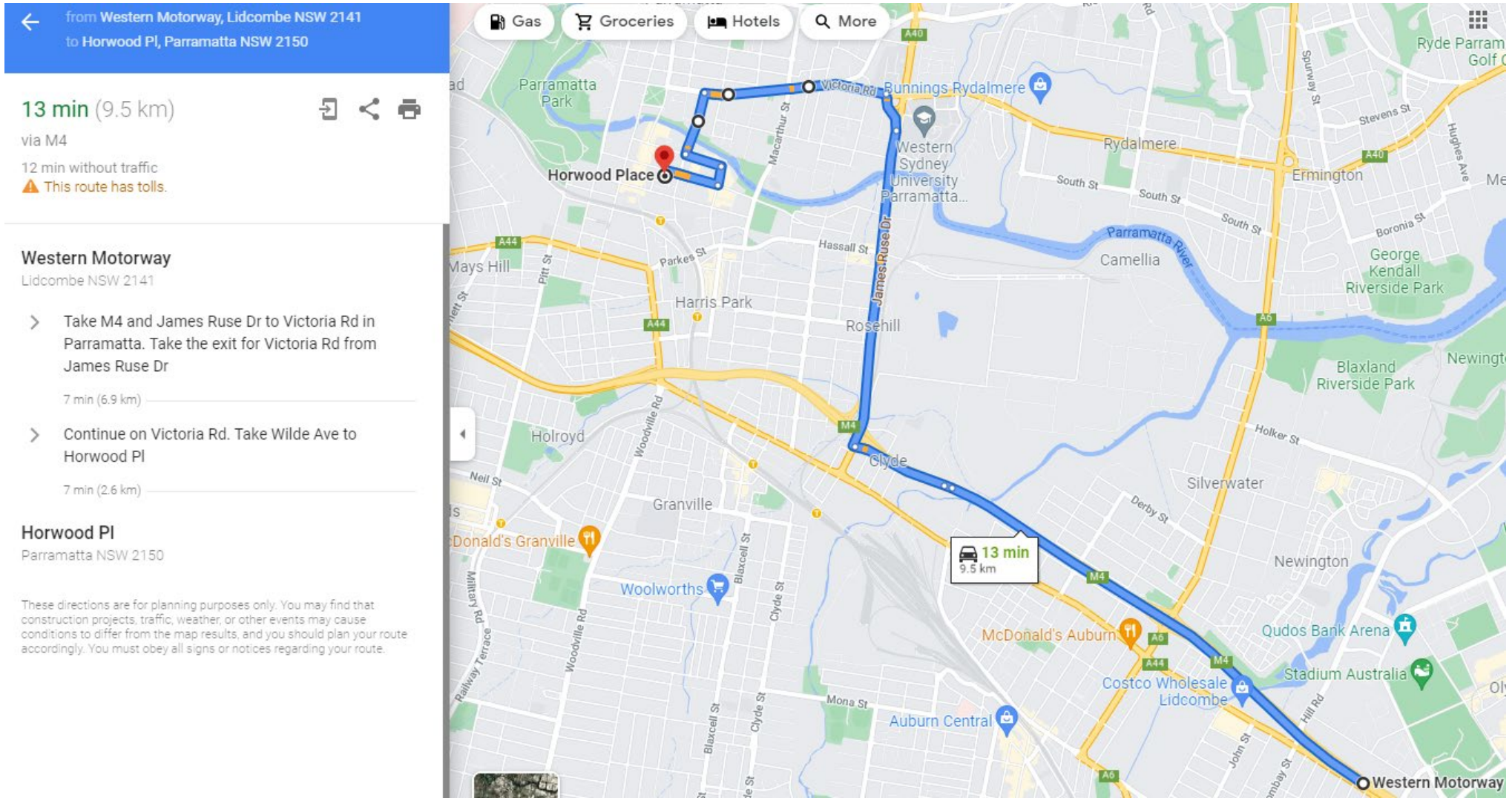


Figure 31: M4 Motorway outbound carriageway to Site

[Western Motorway, Lidcombe NSW 2141 to Horwood Pl, 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.

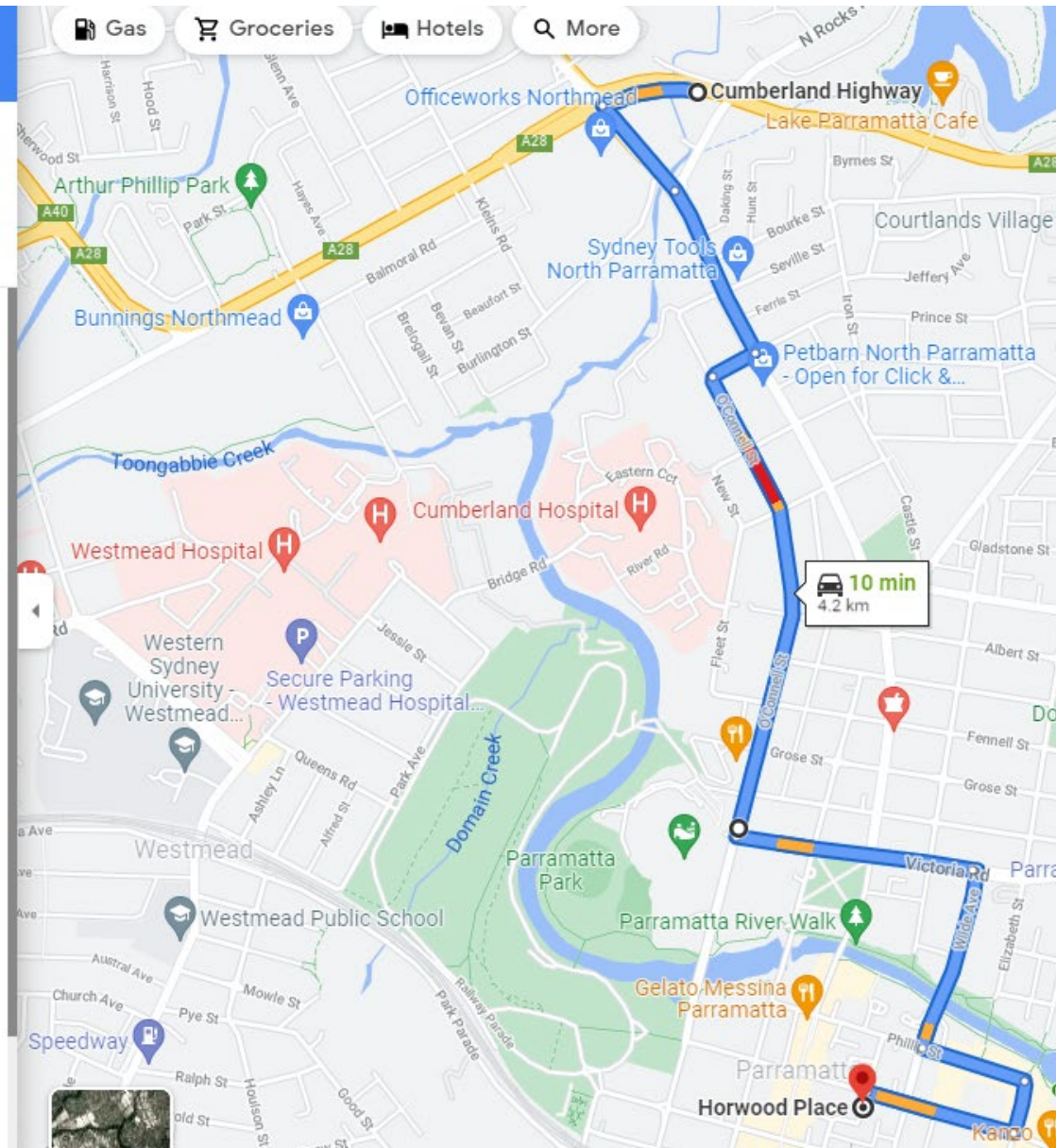


Figure 32: Cumberland Highway to Site

[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

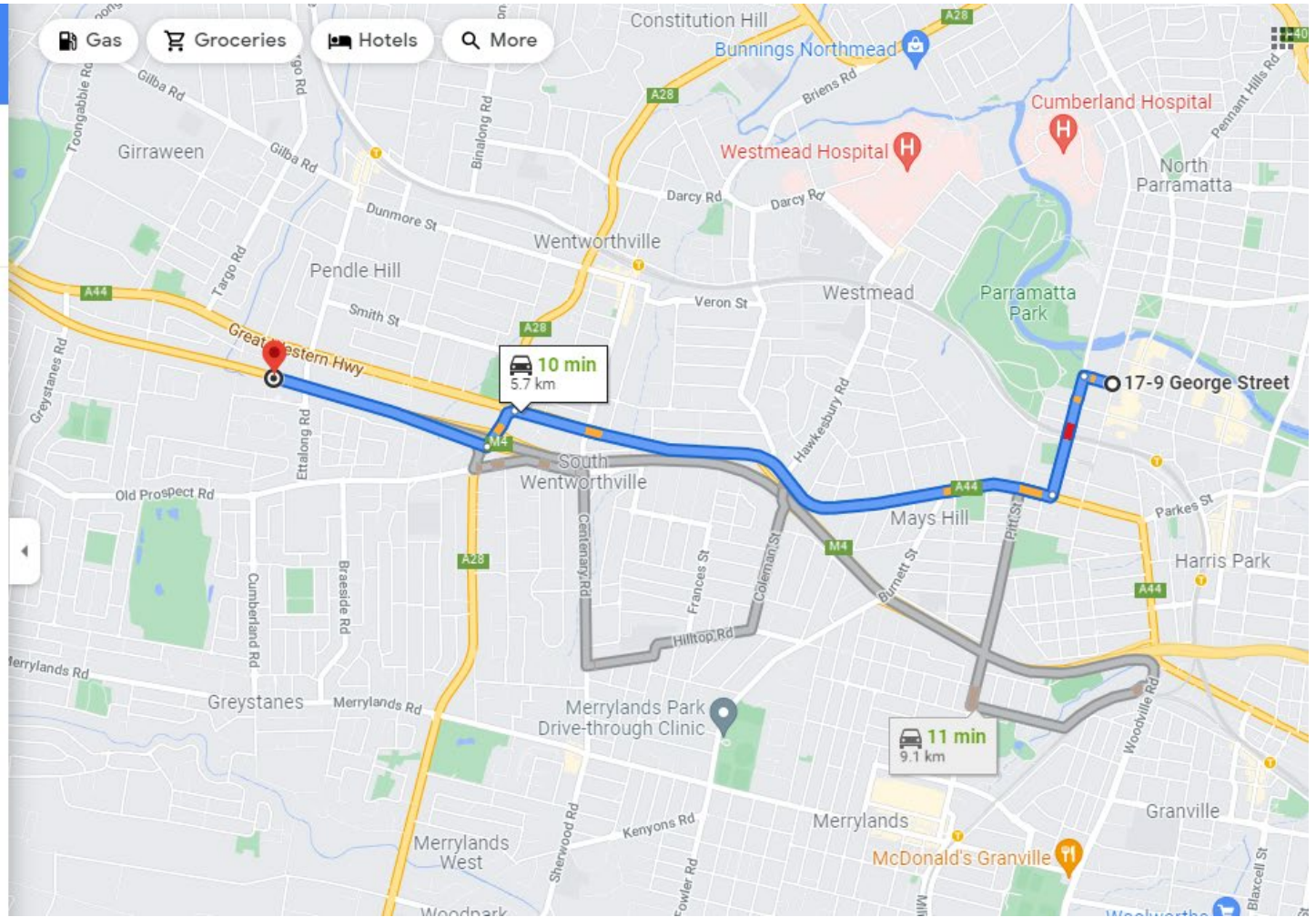


Figure 33: Site to M4 outbound

[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

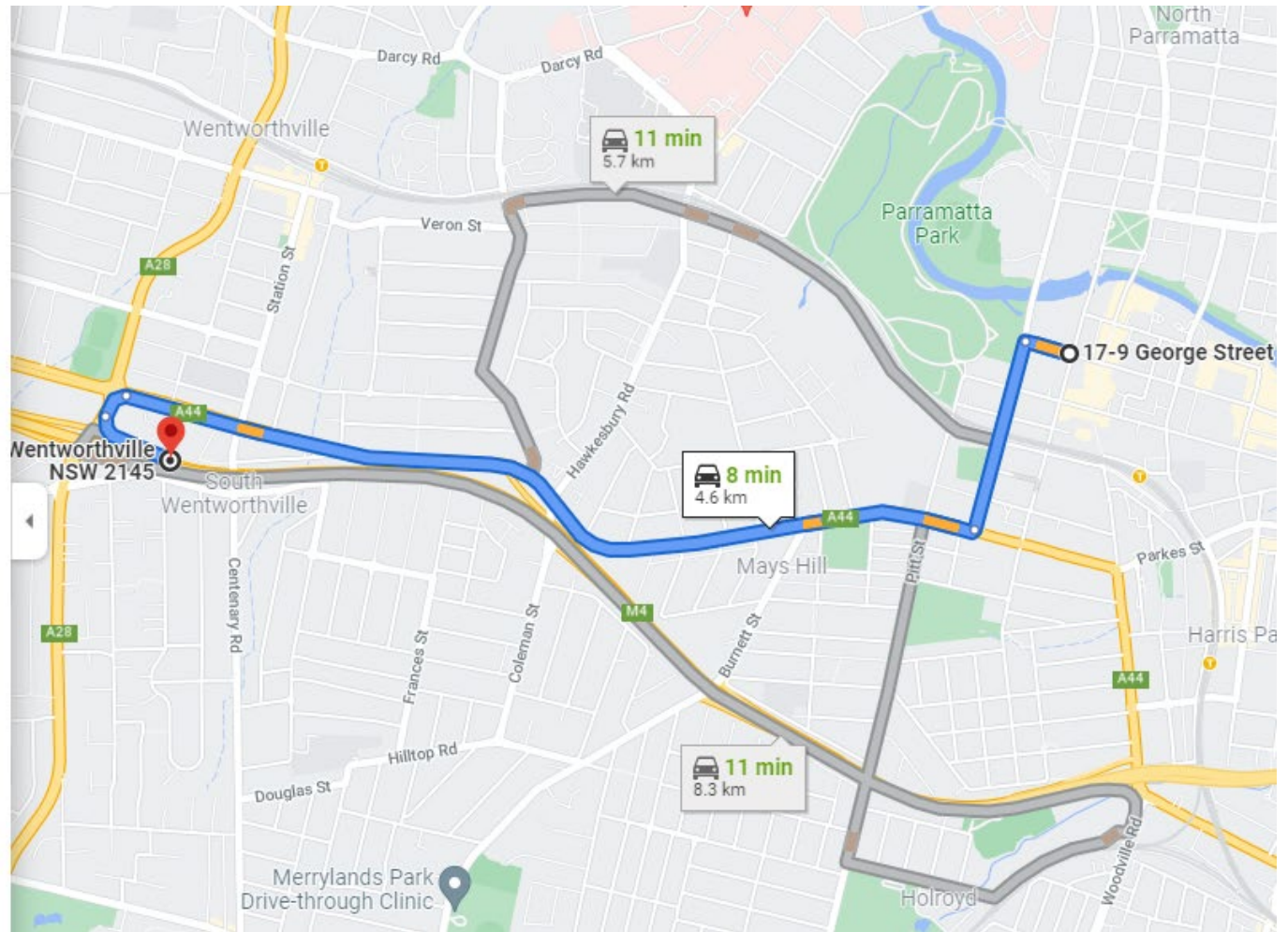


Figure 34: Site to M4 inbound

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

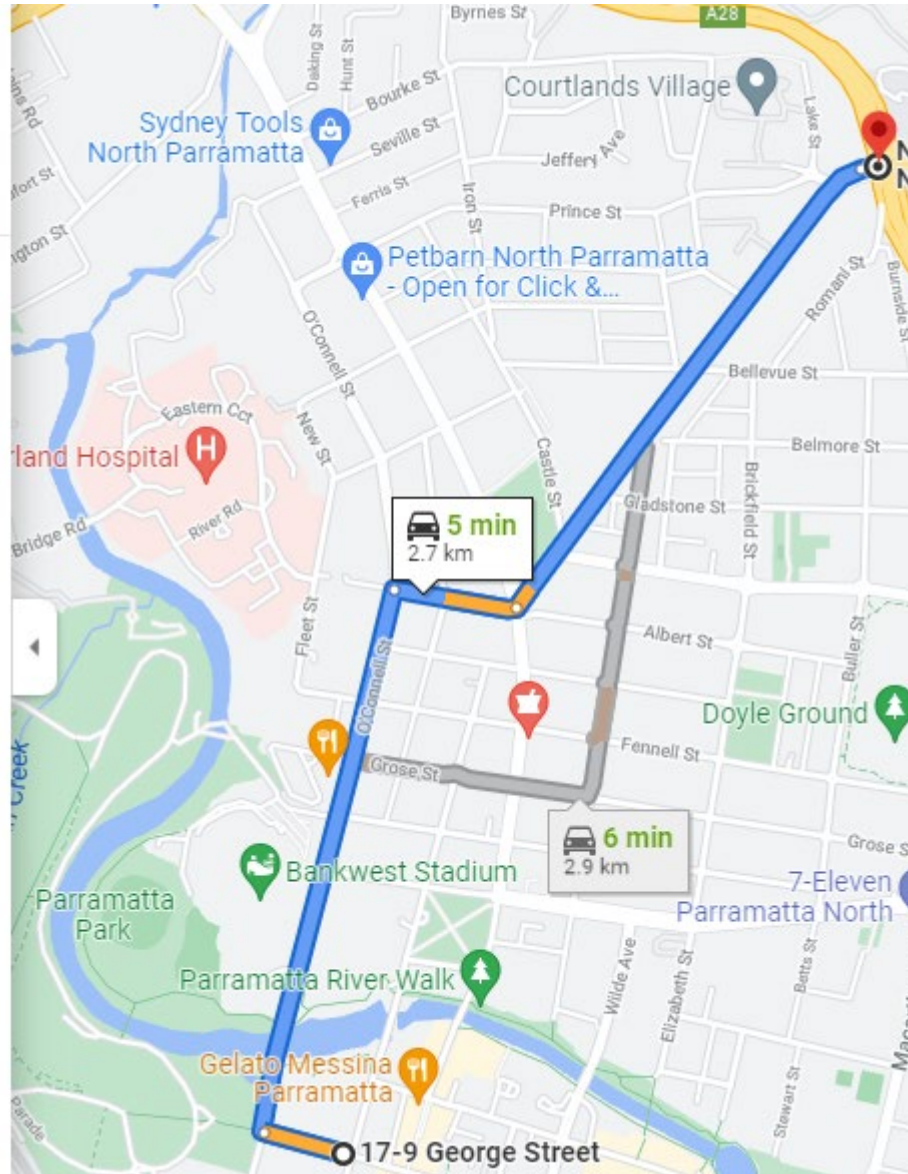


Figure 35: Site to Cumberland Highway

E. Heavy Vehicle Local Road Report

PROVIDED SEPARATLEY

F. Construction Parking and Access Strategy

PROVIDED SEPARATLEY

G. Road safety audit

ROADWORKS TRAFFIC SCHEME ROAD SAFETY AUDIT

Sydney Metro West – Parramatta Precinct Demolition Works - CTMP



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ROADWORK TRAFFIC SCHEME - ROAD SAFETY AUDIT



Sydney Metro West – Parramatta Precinct Demolition Works – CTMP

Document Control

Title:	Description
Ref No.:	20211005-SLC-RTS-RSA-PARRAMATTA
Description:	20211005 – Sydney Metro West – Parramatta Precinct Demolition Works – CTMP – Roadworks Traffic Scheme Audit

Role	Name	Position	Date	Signed
Author:	[REDACTED]	LEVEL 3 ROAD SAFETY AUDITOR	13/09/2021	
Approved by:	[REDACTED]	LEVEL 3 ROAD SAFETY AUDITOR	13/09/2021	

Document Revisions

No.	Date	Issue / Description
00	13/09/2021	ORIGINAL ISSUE
01	05/10/2021	REVIEW OF UPDATED CTMP

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[REDACTED]
Reviewer: [REDACTED]

Approved [REDACTED]

Date 13/09/2021

Distribution: [REDACTED]
[REDACTED]



Executive Summary

Audited Project:	Sydney Metro West - Parramatta CTMP
Audit for:	[REDACTED]
Address:	Not provided
Email Address:	[REDACTED]
Clients Contact:	[REDACTED]
Auditors:	[REDACTED]
Audit Type:	[REDACTED]
Commencement Meeting:	12 September 2021
Site Visit:	N/A
Completion Meeting:	To be advised
Previous Audit:	N/A

This Roadworks Traffic Scheme Road Safety Audit reviewed the Construction Traffic Management Plan package for the proposed works for the demolition of structures at the Parramatta site as part of the Sydney Metro West construction project. The audit checked that the proposed series of temporary arrangements were suitable for the intended purpose and so conducive to a safe road environment for all types of road users.

This report documents the identified audit findings dated 13/09/2021. **A further review of the updated CTMP along with new Traffic Guidance Schemes on the 5th October 20201.**

The road safety audit identified a number of possible deficiencies, each of which have had a risk classification as low and are listed in Section 4 - Audit Findings. **No further audit findings were identified as the review of the updated CTMP.**



1. Introduction

1.1 Project Description

TfNSW 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

1.2 Purpose of Audit

This report presents findings of a Roadwork Traffic Scheme road safety audit. The audit will review the various documents and plans incorporated in the the Construction Traffic Management Plan for the demolition works associated with the Sydney Metro West works at the Parramatta site.

The audit is conducted to verify the manifestation of the documentation and planning for works within road related areas, and within the specified area affected by the project works. The audit scrutinizes the 'safe system' approach to road design and the traffic management planning, targeting roadside hazards including (but not limited to) signage and pavement marking, pedestrian & cyclists' facilities, delineation, sight distances, intersection controls and safety barriers.

The CTMP being audited covers the hoarding, demolition and exporting of materials out of the site in preparation for the Sydney Metro West construction project to take over and construction stations and stabling yards. The areas specific to the CTMP being audited as part of this report is shown in Figure 1, below;

ROADWORK TRAFFIC SCHEME - ROAD SAFETY AUDIT



Sydney Metro West – Parramatta Precinct Demolition Works – CTMP

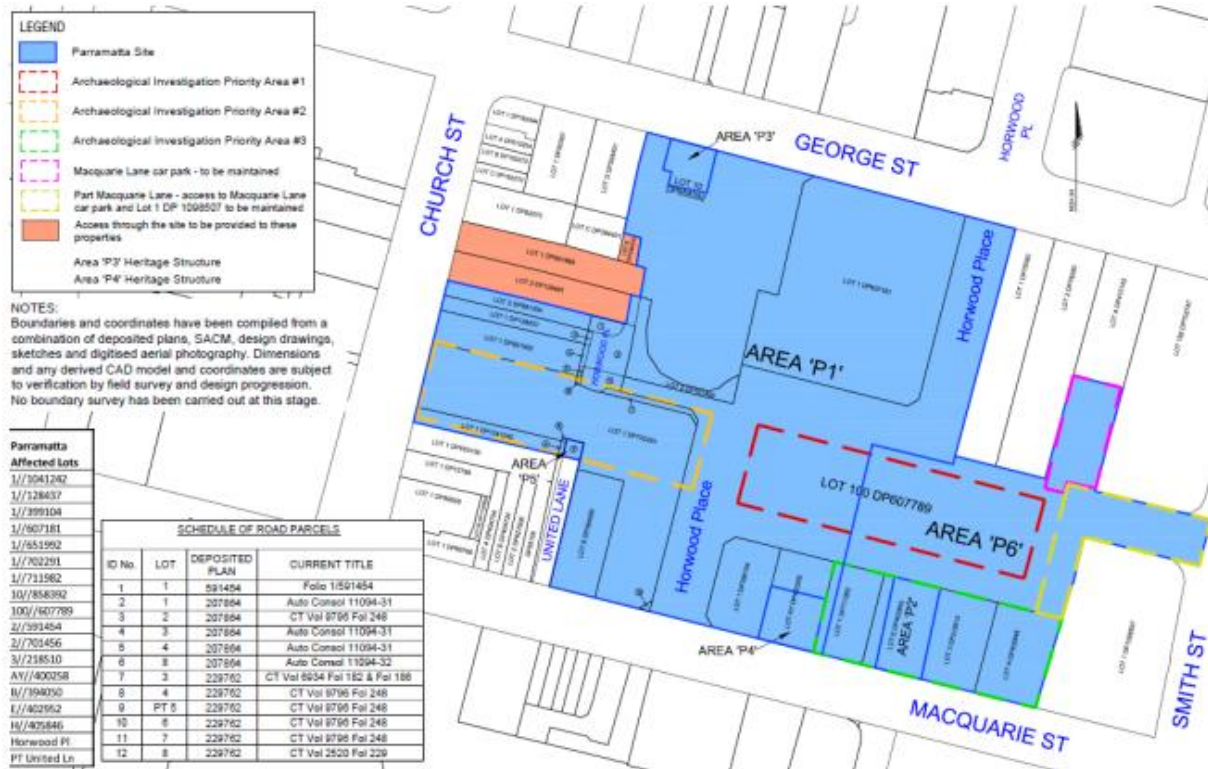


Figure 1: CTMP and Desktop Road Safety Audit Scope [Source: SMW-PARRAMATTA CTMP REV0]

1.3 Audit Objectives

The objective of this road safety audit was to identify relevant road safety deficiencies in the CTMP planning documents which, if addressed, would improve safety for road users.

The other objectives of this Roadwork Traffic Scheme Road Safety Audit were to:

- Check the compatibility between the traffic management's safety features and the functional classification of the roads.
- Identify any design feature's that can, either now or with time, create a traffic safety issue.
- identify additional design's features at the site that pose a safety hazard or risk to any of the road users
- Determine the extent of the deficiencies in the design, considering all road user groups.

1.4 Procedures and reference material

The procedures used are those in the Austroads Guide to Road Safety Part 6A: Implement Road Safety Audits (2019) and RMS Guidelines for Road Safety Audit Practices 2011.

Technical reference documents for Traffic Guidance Schemes is the Traffic Control at Worksites Manual (TCAWS) Version 6, 2020.

1.5 Supporting information

The Construction Traffic Management Plan package was the primary reference document provided for assessment, and audit. The audit was conducted primarily focusing on the areas where changes are proposed within the project, the ways in which these changes will be implemented and a review of how these new temporary arrangements may interact with the existing road configuration.

ROADWORK TRAFFIC SCHEME - ROAD SAFETY AUDIT



Sydney Metro West – Parramatta Precinct Demolition Works – CTMP

The entire CTMP was reviewed as part of the assessment however audit findings were primarily concentrated on the localised Traffic Guidance Schemes and associated construction planning documents.

Description	Version	Notes
Sydney Metro West – Construction Traffic Management Plan – Parramatta Construction Traffic Management Plan	00	Whole document

The following updated documentation was provided as part of the revision to this Road Safety Audit (denoted by bold italic print).

Description	Version	Notes
<i>Sydney Metro West – Construction Traffic Management Plan – Parramatta Construction Traffic Management Plan</i>	<i>01</i>	<i>Whole document – version dated 5.10.21 revised based on comments received</i>

1.6 Audit Team

This Audit Team consisted of:

- a) Alex Gosper (Civlink Consulting Director / Traffic Manager / Senior Civil Engineer). Alex is a registered Road Safety Auditor with the Institute of Public Works Engineers Australia, NSW and senior auditor in both VIC & QLD. Alex is a registered Level 3 Road Safety Auditor in NSW.
- b) Louis Peau (Civlink Consulting Director / Traffic Manager / Senior Civil Engineer). Louis has 10 years construction and traffic experience and is a registered Road Safety Auditor in NSW and senior auditor in both VIC & QLD. Louis is a registered Level 3 Road Safety Auditor in NSW.
- c) Anthony Swann (Acciona / Civil Engineer). Anthony is a registered Level 2 Road Safety Auditor in NSW.

2. Road Safety Audit Program

2.1 Commencement Meeting

On Thursday the 9th of September a commencement email was received from Sue Lewis requesting a desktop audit be conducted on the Construction Traffic Management Plan (CTMP) for the Sydney Metro demolition works by Delta Group at the Parramatta site. ***On the 5th of October an updated TMP was received from Sue Lewis for the*** The audit was to be conducted by Alex Gosper, Lead Road Safety Auditor (Civlink Consulting) with the assistance of Louis Peau and Anthony Swann. The audit was to be conducted on the provided CTMP documentation which outlined the various arrangements for the demolition and clearing of the sites in Parramatta across Areas P1, P3, P4 and P5, generally on the block encompassed by Macquarie Street, Smith Street, Church Street and George Street.

2.2 Completion meeting

Project representatives are to advise of the need for a Completion meeting.



2.3 Responding to the audit report

The responsibility for the design and implementation of this project rests with the client's project management team, not with the auditors. The project manager is under no obligation to accept the audit findings. Also, it is not the role of the auditor to agree or to approve the project manager's responses to the audit. Rather, the audit provides the opportunity to highlight potential road safety problems and have them formally considered by the project manager or design manager in conjunction with all other project considerations.

2.4 Corrective action response

The road safety audit is a formal process. The road safety audit report is by no means the end of the audit process. The audit report documents the audit teams' identified concerns made to improve the safety of the roads. This report must be responded to by the client with a written response to each and every audit finding.

2.5 Disclaimer

The findings and opinions in the report are based on the examination of the preliminary design and might not address all concerns existing at the time of the audit. The auditors have endeavoured to identify features of the CTMP that could be modified or removed in order to improve safety, although it must be recognised that safety cannot be guaranteed since no road can be regarded as absolutely safe. The problems identified have been noted in this report and should be considered for improving road safety. Where corrective actions are not taken, this should be reported in writing, providing the reason for the decision. Readers are urged to seek specific advice on particular matters and not to rely solely on this report. While every effort has been made to ensure the accuracy of this report, it is made available strictly on the basis that everyone relying on it does so at their own risk without any liability to the Auditors.

3. Risk Assessment Approach

This audit identified and rated risks per the Austroads recommendation using the assessment process below. Potential safety hazards were identified and categorised based on the frequency of occurrence and severity (consequence of crash). A preliminary risk rating for each identified issue has been assigned in Section 3 which were determined via a subjective judgement by the Auditor guided by the Austroads "*Guide to Road Safety, Part 6A: Implementing Road Safety Audits*".

Austroads' provides an indication of the level of risk and what response may be appropriate – refer to the tables below.



3.1 Frequency

	Description
Frequent	Once or more per week
Probable	Once or more per year (but less than once a week)
Occasional	Once every five or ten years
Improbable	Less often than once every ten years

3.2 Severity

	Description	Examples
Catastrophic	Likely multiple deaths	High-speed, multi-vehicle crash on freeway. Car runs into crowded bus stop. Bus and Petrol Tanker collide. Collapse of bridge or tunnel.
Serious	Likely death or serious injury	High or medium-speed vehicle collision. High or medium-speed collision with a fixed roadside object. Pedestrian struck at high speed. Cyclist is hit by a motor vehicle.
Minor	Likely minor injury	Some low-speed vehicle collisions. Cyclist falls from bicycle at low speed. Left-turn rear-end crash in a slip lane.
Limited	Likely trivial injury or property damage	Some low-speed vehicle collisions. Pedestrian walks into object (no head injury). Car reverses into post.

3.3 Risk Rating

	Frequent	Probable	Occasional	Improbable
Catastrophic	Intolerable	Intolerable	Intolerable	High
Serious	Intolerable	Intolerable	High	Medium
Minor	Intolerable	High	Medium	Low
Limited	High	Medium	Low	Low

3.4 Treatment

Risk	Suggested treatment approach
Intolerable	Must be corrected.
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.

ROADWORK TRAFFIC SCHEME - ROAD SAFETY AUDIT




Sydney Metro West – Parramatta Precinct Demolition Works – CTMP

2	Appendix C - • TGSPARHORSB2201	<p>Location of the Worker symbolic sign (T1-5) appears to be located in a position that will not provide benefit.</p> <p>The T1-5 sign should be located in advance of areas where workers will be visible to passing traffic. These areas appear to be:</p> <ul style="list-style-type: none"> - Intersection of Church St & George St - Intersection of Macquarie St & Smith St - Approaching Macquarie St from Civic Pde <p>Using the T-5 sign in areas not required can lead to drivers 'loosing respect' for the sign. The loss of 'respect' may result in increased risk to workers.</p>	Improbable	Minor	Low	<p>The worker symbolic sign has been relocated to within Horwood Place as this is the only location where the public will see workers</p>
3	Appendix C - • TGSPARHORSB2201	<p>It is unclear if the TGS is for long term use. If the TGS is to be implemented for long term use, signs should be mounted in a long-term manor.</p> <p>Installing a long term TGS in a temporary state may lead to signs being moved or falling over, increasing the risk of nose to tail & head on type accidents, with insufficient warning of the signals.</p>	Improbable	Minor	Low	<p>Where possible the signs will be installed long term - however the initial installation and demolition works are substantially complete the signs will be installed in a temporary manner</p>

ROADWORK TRAFFIC SCHEME - ROAD SAFETY AUDIT



Sydney Metro West – Parramatta Precinct Demolition Works – CTMP

<p>4 Appendix C - • TGSPARHORSB2201</p>	<p>Location of the No Entry sign on Macquarie Lane WB is immediately after a harp bend.</p> <p>This may lead to drivers failing to see the sign and proceeding down Macquarie Lane approaching Horwood Place.</p> 	<p>Improbable</p>	<p>Minor</p>	<p>Low</p>	<p>Sign relocated to face Macquarie Lane traffic</p>
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ROADWORK TRAFFIC SCHEME - ROAD SAFETY AUDIT



Sydney Metro West – Parramatta Precinct Demolition Works – CTMP


<p>5 Appendix C - • TGSPARHORSB2201</p>	<p>The location of the traffic signals on Horwood Place EB & NB are placed:</p> <ul style="list-style-type: none"> • EB, after a sharp bend • NB, at the intersection of Macquarie Lane <p>There is also no advance warning of these signals.</p> <p>The combination of no advance warning and the location of these signals may lead to drivers not seeing them, increasing the risk of head on type accidents.</p> <p>It is noted Horwood Place will be construction access only, this may lower the risk.</p>	<p>Improbable</p>	<p>Minor</p>	<p>Low</p>	<p>Advance warning signs installed, however, it should be noted that Horwood Place will be closed to the general public, other than for deliveries to the IGA and Chemist Warehouse.</p> <p>Other users of Horwood Place will be Holdmark (developers of 85-97 Macquarie Street) and Parramatta Light Rail.</p>
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ROADWORK TRAFFIC SCHEME - ROAD SAFETY AUDIT



Sydney Metro West – Parramatta Precinct Demolition Works – CTMP

<p>6 Appendix C - • TGSPARHORSB2201</p>	<p>The location of the No Entry sign on George St WB is placed on George St, this may indicate to the public that George St is a worksite access only.</p> <p>This may increase the risk of driver confusion, nose to tail type accidents and public vehicles entering Horwood Place via George St.</p> 	<p>Improbable</p>	<p>Minor</p>	<p>Low</p>		<p>Sign relocated to Horwood Place</p>
<p>7 T Appendix C - • GSPARHORSB2201</p>	<p>There appears to be no advance warning of road closures on Macquarie St & Church St.</p> <p>It is noted that Parramatta Light rail works may have existing road closures in place.</p> <p>Sufficient warning signage should be installed if the existing Parramatta Light Rail closures do not adequately cover this. Or if Parramatta Light Rail works will result in road openings prior to the completion of Metro West works.</p> <p>Insufficient warning of the road closures may increase risk to workers and result in public vehicles entering the work area.</p>	<p>Improbable</p>	<p>Minor</p>	<p>Low</p>		<p>To be monitored</p>

ROADWORK TRAFFIC SCHEME - ROAD SAFETY AUDIT



Sydney Metro West – Parramatta Precinct Demolition Works – CTMP

8	Appendix C - • TGSPARHORSB2201	<p>An End Road work sign is noted on George St, on the WB approach of Church St.</p> <p>This are may still be a 'Roadwork' zone considering the closure of Church St.</p> <p>This may lead drivers increasing speed and lack of attention to continuing Road works, leading to increased risk to workers.</p>	Improbable	Minor	Low	Sign relocated to the west of Church Street
9	Work vehicle access/egress	<p>Consideration should be given to the management of Access and Egress points. Heavy vehicles with large blind spots, in addition to; exiting sight-line issues from existing buildings and other structures & the installation of any hoarding, may create difficulty for pedestrians and drivers to safely giveaway to each other.</p> <p>This may increase the risk of pedestrians being struck by a heavy vehicle.</p>	Improbable	Minor	Low	Noted, however, pedestrians are not permitted in Horwood Place once these works commence

5. Conclusion

The report some areas where additional info may be required, or potential deficiencies have been identified for consideration by the traffic and/or project manager.

Of the updated CTMP provided (Revision 01) no further findings were identified in the associated Traffic Guidance Schemes.

The findings and opinions in the report are based on the examination of the CTMP at the time of the audit. The Auditors have endeavoured to identify features of the design and Traffic Guidance Schemes that could be modified or removed to improve safety, although it must be recognised that safety cannot be guaranteed since no road can be regarded as safe. While every effort has been made to ensure the accuracy of this report, it is made available strictly on the basis that anyone relying on it does so at their own risk without any liability to the Auditors.



Date: 13/09/2021

[Redacted text block]



Date: 13/09/2021

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ROADWORK TRAFFIC SCHEME - ROAD SAFETY AUDIT

Sydney Metro West – Parramatta Precinct Demolition Works – CTMP



APPENDIX A – Construction Traffic Management Plan

H. Stakeholder consultation

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT	RESPONSES
SMWSDDS-DLT-PTA-TF-PLN-000077	Construction Traffic Management plan (Parramatta)	00.01	RVW		22/09/2021	City of Parramatta Council	[REDACTED]	0	Figure 5: Current bus stop locations, page 11		Parramatta shuttle free bus route 900 (https://transportnsw.info/routes/details/sydney-buses-network/900/38900) is shown as not proceeding east along Phillip St between Church St and Smith St. Instead the route is shown as turning right into a non-existent laneway south through to George St. Please correct	Minor Non-compliance		Document amended
SMWSDDS-DLT-PTA-TF-PLN-000078					22/09/2021	City of Parramatta Council	[REDACTED]	0	Figure 7: PBS nominated routes surrounding Westmead site, page 12		Correct Figure description from "Westmead" to "Parramatta" as is for the Parramatta site	Minor Non-compliance		Document amended
					22/09/2021	City of Parramatta Council	[REDACTED]	0	6.2.3 Macquarie Street, page 13		Please correct statement: "No on road or shared path cycle routes operate on Macquarie Street". Macquarie St has a shared path on the north verge between Smith St and Charles St, which then proceeds north on the west verge of Charles St to George St.	Actual Non-compliance		Document amended
					22/09/2021	City of Parramatta Council	[REDACTED]	0	6.2.4 Smith Street, page 14		Correct reference to "Station Street" in "... continues south to become Station Street and Station Street East ..." to "Smith Street"	Minor Non-compliance		Document amended
					22/09/2021	City of Parramatta Council	[REDACTED]	0	6.2.4 Smith Street, page 14		Correct reference to "north" in "The speed limit is 40km.hr immediately north of Philip (sic) Street ..." to "south"	Observation		Document amended
					22/09/2021	City of Parramatta Council	[REDACTED]	0	7.2.4 Impact on active transport users, page 20		Horwood PI is an on-road north - south bike route. Will this remain open to cyclists? If not, request west verge of Smith St be made a temporary shared path, as it is wide	Potential Non-compliance		It is noted that Charles Street provides a north south link between Hassall Street, Macquarie Street, George Street and Phillip Street with a direct connection to Parramatta River
					22/09/2021	City of Parramatta Council	[REDACTED]	0	7.2.7 Cumulative impacts, page 21		There is no mention of cumulative impacts arising from the SMW demolition works, though acknowledgement is given to the nearby PLR construction and the Holdmark / Intercontinental hotel development	Potential Non-compliance		Noted the document has been amended, however, the CTMP submitted is for the demolition works for SMW - it is not for the Western Tunnelling Package of works.
					22/09/2021	City of Parramatta Council	[REDACTED]	0	8.1 Haulage routes, page 23		Review and correct statement for Parramatta context: "... Hawkesbury Road into Bailey Street with the egress directly onto Hakesbury Road."	Observation		Document amended
					22/09/2021	City of Parramatta Council	[REDACTED]	0	8.1.1 Road Dilapidation Report, page 24		Correct spelling of "rod" in "... restore the rod to at least the condition ..."	Observation		Document amended
					22/09/2021	City of Parramatta Council	[REDACTED]	0	8.1.2 Heavy vehicle local road report, page 25		Point d) Inbound haul route passes Parramatta High School on Pitt St and being a regional road should be noted as being unavoidable	Observation		Refer to Heavy Vehicle Local Road report
					22/09/2021	City of Parramatta Council	[REDACTED]	0	8.2 Permits / Over dimensional vehicles, page 25		Correct statement: "Permit issue for vehicles greater than 4.5 tonnes ..." to be vehicle height greater than 4.5m high	Observation		No under Heavy Vehicle National Law it is for any vehicle greater than 4.5t - refer to https://www.nhvr.gov.au/law-policies/heavy-vehicle-national-law-and-regulations
					22/09/2021	City of Parramatta Council	[REDACTED]	0	10.3 Traffic Control Group (TCG)		Correct statement: "... and other project contractors within the Westmead area." for Parramatta project site	Observation		Document amended
					1/10/2021	City of Parramatta Council	[REDACTED]	0	4.1 Legislation, page 7		Add requirement for Application for Works Zone	Potential Non-compliance		Added but DELTA will not require a Work Zone
					1/10/2021	City of Parramatta Council	[REDACTED]	0	Appendix C Traffic Guidance Schemes, page 36		Will the intersection of Horwood PI and George St be signalised?	Observation		Not for these works. That is a requirement for the Western Tunnelling Package Contractor. DELTA is only undertaking the demolition works which will enable the Tunnelling Contractor works

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT	RESPONSES
					1/10/2021	City of Parramatta Council	[REDACTED]	0	8.1 Haulage routes, page 23		Inbound route on Macquarie St is currently not feasible due to configuration of the intersection on O'Connell St and the fact that Macquarie St is one-way westbound. Coordination with Parramatta Light Rail is required owing to their changes of this intersection	Observation		DELTA, Sydney Metro, Parramatta Connect and TfNSW's Parramatta Light Rail project team meet twice weekly to discuss access requirements and works coordination. Document amended to provide this information in Section 7.2.7
					1/10/2021	City of Parramatta Council	[REDACTED]	0	8.1.1 Road Dilapidation Report, page 24		Add information on regime on how regular road inspections will occur. Also advise who will be doing maintenance during the project. Ensure lengths of Pitt Street, Macquarie Street and O'Connell Street used for haulage are included	Observation		There is no maintenance requirement under the SMW and DELTA contract
					1/10/2021	City of Parramatta Council	[REDACTED]	0	8.1.1 Road Dilapidation Report, page 24		There is no information on compensation to Council for long term damage to road pavements such as an increase in pavement wear as a result of the increased number of heavy vehicles on roads. During another project that affected some roads in Epping (Sydney Metro North West project), Council received compensation for increased number of buses on our roads during the closure of the railway line. The compensation was calculated in accordance with TfNSW publication: RMS Report, "Analysis of Marginal Cost of Road Wear - Based on pavement life cycle costing", 21 April 2011. Could the same methodology be used in this case?	Potential Non-compliance		Road dilapidation surveys are to be undertaken prior to the commencement of the demolition works and post completion. Any impacts to Councils roads will be the subject of discussions post the completion of the road dilapidation report
					1/10/2021	City of Parramatta Council	[REDACTED]	0	7.2.12 Road occupation and restoration, page 22		Due to installation of underground utility services, some Council road sections (Pavements or footpath areas) might be affected. There needs to be an agreement on road restoration in accordance with Council's procedures	Potential Non-compliance		Noted
					1/10/2021	City of Parramatta Council	[REDACTED]	0	Figure 7: PBS nominated routes surrounding Westmead (sic) site, page 12		The PBS map supplied must be read in conjunction with a map of restricted structures, such as Wilde Avenue Bridge which requires a structural assessment through NVHR	Potential Non-compliance		All vehicles to be used by DELTA for the demolition works are general access heavy vehicles as noted on https://roads-waterways.transport.nsw.gov.au/business-industry/heavy-vehicles/road-access/general-access-vehicles.html
					1/10/2021	City of Parramatta Council	[REDACTED]	0	7.2.12 Road occupation and restoration, page 22		Council advises fees are payable for Council permits	Observation		Noted
					1/10/2021	City of Parramatta Council	[REDACTED]	0	Appendix C Traffic Guidance Schemes, page 36		Request continued provision for pedestrians and cyclists on Horwood PI between George St and Macquarie St. If this is not possible, adequate safe alternate routes must be established including coordinating with PLR regarding suitability of footpaths on Church and Macquarie Streets. The time duration of closure to pedestrians should be minimised. A shared path detour on the west side of Smith Street is needed for cyclists.	Potential Non-compliance		It is noted that Charles Street provides a north south link between Hassall Street, Macquarie Street, George Street and Phillip Street with a direct connection to Parramatta River
					1/10/2021	City of Parramatta Council	[REDACTED]	0	7.2 Operating Conditions for onsite works		Figure 11 . Proposed Hoarding has not been reviewed by Council. Council will review the hoarding plan when it is submitted with a hoarding application	Observation		Noted
					1/10/2021	City of Parramatta Council	[REDACTED]	0	7.2 Operating Conditions for onsite works		Figure 12. Should show if any vehicle access is provided or allowed for to facilitate servicing properties adjacent to Macquarie Lane.	Potential Non-compliance		Figure amended
					1/10/2021	City of Parramatta Council	[REDACTED]	0	7.2 Operating Conditions for onsite works		Figure 13. Is pedestrian traffic re-established through the site after Christmas? Does it extend through to Macquarie Street?	Observation		No there is no further pedestrian access through Horwood Place for the duration of the demolition works.
					1/10/2021	City of Parramatta Council	[REDACTED]	0	7.2 Operating Conditions for onsite works		Figure 13. Is vehicle access allowed for loading and servicing adjacent properties on United Lane and Macquarie Lane? Does northbound traffic allowed on Horwood Place continue to George Street?	Potential Non-compliance		Yes - figure amended
					1/10/2021	City of Parramatta Council	[REDACTED]	0	7.2 Operating Conditions for onsite works		Figure 13. - What do dotted green lines represent?	Observation		Figure amended - local 2 way access

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					1/10/2021	City of Parramatta Council	[REDACTED]	0	7.2 Operating Conditions for onsite works		Figure 13. - Will vehicle traffic use Church Street as shown?	Observation		This is the information provided by Parramatta Connect who are constructing the Parramatta Light Rail

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SMWSDDS-DLT-PTA-TF-PLN-000077	Construction Traffic Management plan (Parramatta)	00.01	RVW	01	20/09/2021	SMD	[REDACTED]				No Comments		Y
							[REDACTED]				Noted		Y
				02	20/09/2021	SMD	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	Figure 2	N/A	Figure 2 - not correct Parramatta boundary. Missing Macquarie lane car park	Observation	N
							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	Figure 2	N/A	Figure amended	Observation	N
				03	20/09/2021	SMD	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	7.2.8	N/A	7.2.8 - there are a number of known special events in the area that occur annually. The timing may just be unconfirmed due to COVID. These include Parramatta Lanes Festival (which usually incorporates our site - tentatively scheduled for November), Christmas and new year events, weekly/monthly farmers markets, Australia Day celebrations and NAIDOC week.	Observation	N
							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	7.2.8	N/A	Document amended	Observation	N
				04	20/09/2021	SMD	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	Page 35	N/A	Page 35 - Inclusion of Bankwest stadium 2021 calendar is out of date. All events have passed or are relocated to QLD due to COVID. Irrelevant. Also 7.2.8 notes 'no known events' two sections should align.	Observation	N
							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	Page 35	N/A	Noted document amended	Observation	N
				05	20/09/2021	SMD	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	Entire document	D85	Please ensure my comments from the other CTMP documents are also implemented in this plan.	Observation	N
							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	Entire document	D85	There were no comments provided on Clyde and no comments have been received on Westmead CTMP	Observation	N
				06	20/09/2021	SMD	[REDACTED]				No Comments		Y
							[REDACTED]				Noted		Y
				07	21/09/2021	SMD	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	7.2.7	General Specification	This section names two of the Projects on Metro's doorstep and that is all. What are the impacts and the mitigation? For example PLR is closing Smith St Macquarie St intersection every night and weekends, is there an impact? Has this CTMP been discussed with PLR? What have discussions been had with them? Any meetings with Holdmark? Update the document with details on all cumulative impacts, mitigation/s and associated discussions and/or agreements.	Minor Non-Compliance	N
							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	7.2.7	General Specification	Document amended	Minor Non-Compliance	N
				08	21/09/2021	SMD	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	7.2.8	General Specification	Listing websites that list special events does not address the specific needs or impacts on those events. Update the document to list which events (if any) are impacted by the works and include the planned mitigation/s as required.	Minor Non-Compliance	N
							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	7.2.8	General Specification	Document amended	Minor Non-Compliance	N
				09	21/09/2021	SMD	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	Figure 4	General Specification	Bus stops, routes and interchanges are listed and described, but are they impacted? Will they be moved? Changed? Closed at any time? If, so what are the mitigations. Update the document accordingly.	Minor Non-Compliance	N
							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	Figure 4	General Specification	This section, as noted in the heading, is Locality and Existing Conditions. Any impacts of the works are included in Section 7 - Site Operations	Minor Non-Compliance	N
				10	21/09/2021	SMD	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	7.2	General Specification	Provide clarity to the traffic management on Horwood Pl. Only Figures 12 and 13 mention the two stages and then without any preamble or discussion. Suggest a paragraph or two and include dates/time frames. Maybe break the document into stage 1, stage 2 and explain the workings, impacts and mitigation of each stage? Make sure it is clear what short term works occur in each stage. Update document accordingly.	Minor Non-Compliance	N
							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	7.2	General Specification	Document amended	Minor Non-Compliance	N
				11	21/09/2021	SMD	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	7.2.4	General Specification	Cycle routes are listed and described, but are they impacted? Will they be moved? Changed? Closed at any time? If, so what are the mitigation/s. How are they advised Horwood is no longer accessible? Comms strategy? Way-finding signs? Update the document accordingly.	Minor Non-Compliance	N
							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	7.2.4	General Specification	Document amended	Minor Non-Compliance	N

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				12	21/09/2021	SMD	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	7.2.7	General Specification	How will Horwood PI be managed, day to day, on the ground, especially with three contractors operating in the area and the requirement to maintain access to the loading dock? The TGS is a start, but what is the on-ground internal comms process? Is there a all contractor pre-start? Who has right of way, does it change day to day? Update the document with details on the management of the contractors, and access to the loading dock.	Minor Non-Compliance	N
							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	7.2.7	General Specification	Document amended	Minor Non-Compliance	N
				13	21/09/2021	SMD	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	Various	General Specification	The specifics of pedestrian management are not detailed in this document, for example Section 7.2.1 '...require intermittent pedestrian detours/management.' What are they? Life of Project? or Section 7.2.4 '...construction sites will be managed to maintain pedestrian...' How? What way finding signage will be used? What is the Comms strategy? Update the document with detail, impacts and mitigations.	Minor Non-Compliance	N
							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	Various	General Specification	Document amended	Minor Non-Compliance	N
				14	21/09/2021	SMD	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	8.1	General Specification	Suggest focusing on the haulage routes being used, not the history; Including impacts and mitigation/s. This is likely to assist with clarity.	Observation	N
							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	8.1	General Specification	Disagree - the story needs to be told so that everyone has a clear understanding why we need to deviate from the EIS routes	Observation	N
				15	21/09/2021	SMD	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	Response to last comment in the RSA	General Specification	The response to the RSA finding states : "Noted, however, pedestrians are not permitted in Horwood Place once these works commence". Figure 12 shows pedestrians using Horwood PI. Please review, clarify and update the document	Minor Non-Compliance	N
							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	Response to last comment in the RSA	General Specification	Figure 12 updated	Minor Non-Compliance	N
				16	21/09/2021	SMD	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	Figure 14	General Specification	Utilities works are short term works, this should be made clear. Suggest adding time frames for the works and including TGS (only one TGS in Appendix C and it is not for utility works). Update the document. Consider a short term works section.	Minor Non-Compliance	N
							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	Figure 14	General Specification	Document amended	Minor Non-Compliance	N
				17	21/09/2021	HBI	[REDACTED]				No Comments		Y
							[REDACTED]				Noted		Y
				18	22/09/2021	TFN	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	Figure 5: Current bus stop locations	NA	Please consider showing other bus stops close to the haulage route (such as Smith St between Macquarie and George) as pedestrians will likely be crossing the haulage route to move to and from these and as a result it's important to know the locations of these for a full analysis of road safety risk.	Observation	N
							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	Figure 5: Current bus stop locations	NA	Document amended	Observation	N
				19	22/09/2021	TFN	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	6.2.2 Church Street	NA	Note on the last sentence - Church Street between Market Street and Phillip Street will be sign posted as a tram way and only accessible by trams or tram related vehicles (ie no local access along this section).	Observation	N
							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	6.2.2 Church Street	NA	This is not the understanding as local access to the driveway of 211 Church Street is still required	Observation	N
				20	22/09/2021	TFN	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	7.2.4 Impact on active transport users	NA	Please consider spelling out that access along Horwood Place as a through route will be closed and pedestrians and cyclists will be redirected to Smith and Church Streets to move between George Street and Macquarie Street.	Observation	N
							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	7.2.4 Impact on active transport users	NA	Document amended	Observation	N
				21	22/09/2021	TFN	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	8.1 Haulage routes	2.11.1 (f)	There are a number of routes proposed that differ from those in the EIS - however no safety analysis is included in the CTMP to show impact on the community. Please carry out this analysis and include in the report to demonstrate that these routes are safe alternatives. This analysis should also highlight mitigation measures that will be implemented to remove or reduce increased risk through exposure - for example, Be Truck Aware pavement decals at key crossing points along Phillip, Charles and George St to increase the publics awareness of increased presence of heavy vehicles.	Actual Non-Compliance	N

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							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	8.1 Haulage routes	2.11.1 (f)	Document amended	Actual Non-Compliance	N
				22	22/09/2021	TFN	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	TGS-PAR-HOR-SB-2201	NA	Please consider a no left turn, construction vehicle excepted on George Street to prevent general traffic turning left in Horwood Place.	Observation	N
							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	TGS-PAR-HOR-SB-2201	NA	Noted figure amended to No Left Turn Authorised Vehicles Excepted as delivery vehicles not associated with the works will require access onto Horwood Place	Observation	N
				23	22/09/2021	TFN	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	TGS-PAR-HOR-SB-2201	NA	There are no details or signage shown that stops pedestrians from using Horwood Place to short cut between George and Macquarie Streets. There is also no wayfinding signage shown that directs them to either Smith Street or Church Street. Without this signage there is a strong likelihood that pedestrians will travel along Horwood Place and have an increased risk of being struck by a heavy vehicle. Please consider this risk and implement appropriate signage or demonstrate how it will be managed SFAIRP.	Observation	N
							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	TGS-PAR-HOR-SB-2201	NA	Wayfinding included in Appendix C	Observation	N
				24	22/09/2021	TFN	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	TGS-PAR-HOR-SB-2201	NA	Please confirm if signage will be implemented at Marsden Street to prohibit general traffic from travelling along Macquarie Street? Without this it is likely there will be an increased number of vehicles travelling along Horwood Place not related to construction, increasing exposure to incidents. Please consider this risk and demonstrate how it will be mitigated SFAIRP.	Observation	N
							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	TGS-PAR-HOR-SB-2201	NA	This is Parramatta Light Rail works and will be the basis of their permanent design	Observation	N
				25	22/09/2021	TFN	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	TGS-PAR-HOR-SB-2201	2.11.1 (f)	Please confirm how pedestrian and vehicle conflicts will be managed at either end of Horwood Place? In a CBD environment with significant pedestrian movements leaving these conflict points as uncontrolled will present an unacceptable road safety risk and likelihood of serious collision between HV and pedestrian. If traffic controllers and concertina gates across footpaths are to be used please indicate these on the TCP. If they are not proposed at this stage please consider the risk above and demonstrated how it will be managed SFAIRP.	Actual Non-Compliance	N
							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	TGS-PAR-HOR-SB-2201	2.11.1 (f)	Document amended	Actual Non-Compliance	N
				26	22/09/2021	TFN	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	TGS-PAR-HOR-SB-2201	NA	With the proposed signals on Horwood Place there may be times where vehicles queue back onto George or Macquarie Street. What mitigation measures are proposed to ensure they don't queue across the footpath and potentially force pedestrians to walk on the road to move around the stopped vehicles?	Observation	N
							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	TGS-PAR-HOR-SB-2201	NA	Macquarie Street is currently a construction site and pedestrians are proposed to be banned from the northern footpath of Macquarie Street between Smith Street and United Lane. At the George Street end of Horwood Place there is 60m of queuing space available. DELTA will coordinate their daily truck movements with other users of Horwood Place	Observation	N
				27	28/09/2021	HBI	[REDACTED]				No Comments		Y
							[REDACTED]				Noted		Y
				28	28/09/2021	SMD	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077 Rev : 00	Section 3.3, p.6	NA	First paragraph under Figure 1 says Westmead. Shouldn't this be Parramatta?	Observation	N
							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077 Rev : 00	Section 3.3, p.6	NA	Document amended	Observation	N
				29	29/09/2021	HBI	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Section 3.3 Project Description States "Sydney Metro require	N/A	Amend reference from Westmead to Parramatta Precinct	Observation	N
							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Section 3.3 Project Description States "Sydney Metro require	N/A	Document amended	Observation	N
				30	29/09/2021	HBI	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Figure 7 – Title states "PBS nominated routes surrounding We	N/A	Amend reference from Westmead to Parramatta Site	Observation	N

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								SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Figure 7 – Title states "PBS nominated routes surrounding We	N/A	Document amended	Observation	N
				31	29/09/2021	HBI		SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Section 7.2.5	MCoAs D80, D81, D93 and REMM TT18	Section 7.2.5 to address/include "other properties/affected properties" to adequately address how impacts would be avoided or mitigated as per relevant MCoAs D80, D81, D93 and REMM TT18	Actual Non-Compliance	N
								SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Section 7.2.5	MCoAs D80, D81, D93 and REMM TT18	Document amended	Actual Non-Compliance	N
				32	29/09/2021	HBI		SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Section 8 – refers to "... vehicles will be directed to the C	n/A	Please confirm if this text is applicable to the Parramatta site CTMP. If not, text to be amended.	Observation	N
								SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Section 8 – refers to "... vehicles will be directed to the C	n/A	It is applicable - Clyde is the nominated marshalling facility	Observation	N
				33	29/09/2021	HBI		SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Section 8.1 –Haulage Routes	N/A	Review text and applicability to this Parramatta CTMP. If not, amend text as applicable to this CTMP.	Observation	N
								SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Section 8.1 –Haulage Routes	N/A	Document amended	Observation	N
				34	29/09/2021	HBI		SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Appendix A – Compliance - Table 10	MCoA 80, 81 and 89	MCoA 80, 81 and 89 reference to be amended to MCoA D80, D81, and D89	Observation	N
								SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Appendix A – Compliance - Table 10	MCoA 80, 81 and 89	Document amended	Observation	N
				35	29/09/2021	HBI		SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Appendix A – Compliance - Table 10	MCoA D83 and MCoA D99	MCoA D83 and MCoA D99 (Spoil Movement) is not addressed in this CTMP or within HVLR – review/address or alternatively confirm management plans where these MCoAs are addressed	Actual Non-Compliance	N
								SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Appendix A – Compliance - Table 10	MCoA D83 and MCoA D99	Schedule 20 provided by Sydney Metro notes that these MCoA are not applicable to the DELTA works scope	Actual Non-Compliance	N
				36	29/09/2021	HBI		SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Appendix A – Compliance - Table 10	MCoAs D86 and D87	MCoAs D86 and D87– Include Appendix Reference E where HVLR will be included within this CTMP	Minor Non-Compliance	N
								SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Appendix A – Compliance - Table 10	MCoAs D86 and D87	Noted - this document is provided to all as a separate document and will be included once approved by DPIE	Minor Non-Compliance	N
				37	29/09/2021	HBI		SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Appendix A – Compliance - Table 10	MCoA D88	MCoA D88 - Section reference to be amended to Section 8.1.1	Minor Non-Compliance	N
								SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Appendix A – Compliance - Table 10	MCoA D88	Document amended	Minor Non-Compliance	N
				38	29/09/2021	HBI		SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Appendix A – Compliance - Table 10	MCoA D90 e) and f)	MCoA D90 e) and f) - Address/ include Section reference of where MCoA D90 e) and f) are addressed	Actual Non-Compliance	N
								SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Appendix A – Compliance - Table 10	MCoA D90 e) and f)	Appendix F	Actual Non-Compliance	N
				39	29/09/2021	HBI		SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Appendix A – Compliance - Table 10	MCoA D95	MCoA D95 references Section 10.2, however this MCoA is not addressed. Review and update Sec 10.2 to address MCoA D95	Actual Non-Compliance	N
								SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Appendix A – Compliance - Table 10	MCoA D95	Document amended	Actual Non-Compliance	N
				40	29/09/2021	HBI		SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Appendix A – Compliance - Table 10	REMM TT6 and TT7	REMM TT6 and TT7 – Amend Section reference to Section 8	Minor Non-Compliance	N
								SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Appendix A – Compliance - Table 10	REMM TT6 and TT7	Document amended	Minor Non-Compliance	N
				41	29/09/2021	HBI		SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Appendix A – Compliance - Table 10	REMM TT8 and TT19	REMM TT8 and TT19 - States 'Applicable to Parramatta Site' – Address both REMM TT8 and TT19 and include Section Reference	Actual Non-Compliance	N
								SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Appendix A – Compliance - Table 10	REMM TT8 and TT19	Document amended	Actual Non-Compliance	N
				42	29/09/2021	HBI		SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00.	Appendix A – Compliance - Table 10	REMM TT17	Address and include section references for last two bullet points of REMM TT17	Actual Non-Compliance	N

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								SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00	Appendix A - Compliance - Table 10	REMM TT17	Document amended	Actual Non-Compliance	N
				43	29/09/2021	HBI		SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00	Appendix A - Compliance - Table 10	REMM C11	REMM C11 -Refers to Section 7.2.7, 10.2 and 10.3 -include more detail and specifics within this section on what the coordination and consultation with these stakeholders would typically include as per the REMM for e.g. regular updates, conflict identification, mitigation measures that would be developed to manage conflict/cumulative impacts identified etc	Minor Non-Compliance	N
								SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00	Appendix A - Compliance - Table 10	REMM C11	Document amended	Minor Non-Compliance	N
				44	29/09/2021	HBI		SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00	Appendices E, G and H	N/A	Noted that the following Appendices referred to in the Main Sections of the CTMP are still to be included - Appendix E - HVLR , Appendix G (Stakeholder Consultation) comments and responses to be still included) and Appendix H - Checklists	Observation	N
								SMWSDDS-DLT-PTA-TF-PLN-000077.00.RVW.00	Appendices E, G and H	N/A	Noted - these will be included once DPIE approval has been received on the HVLR and CPAS and comments have been closed out. Appendix H included in latest revision	Observation	N
				45	29/09/2021	HBI					No Comments		Y
											Noted		Y
				46	30/09/2021	SMD		SMWSDDS-DLT-PTA-TF-PLN-000077	4.3	n/a	Section 4.3 should reference the condition of approval instrument which is SSI - 10038	Observation	N
								SMWSDDS-DLT-PTA-TF-PLN-000077	4.3	n/a	Document amended	Observation	N
				47	30/09/2021	SMD		SMWSDDS-DLT-PTA-TF-PLN-000077	6.2.3	n/a	".....one way eastbound between Marsden Street to Harris Street, refer to Figure 8." This is incorrect. As a result of PLR works, Macquarie St will be completely closed mid-block from Horwood Place to Smith St. Review and update this paragraph and figure 8.	Observation	N
								SMWSDDS-DLT-PTA-TF-PLN-000077	6.2.3	n/a	Document amended but no need to update Figure 8 as it shows a car free zone between Horwood Place and Smith Street	Observation	N
				48	30/09/2021	SMD		SMWSDDS-DLT-PTA-TF-PLN-000077	6.2.5	n/a	Should also note that Parramatta Light Rail has been declared a Transitway 8012 since December 2018 along Church and Macquarie St (and beyond).	Observation	N
								SMWSDDS-DLT-PTA-TF-PLN-000077	6.2.5	n/a	Document amended	Observation	N
				49	30/09/2021	SMD		SMWSDDS-DLT-PTA-TF-PLN-000077	7.1	n/a	"All buildings contained within the site are required to be demolished." This is incorrect - two heritage buildings to be retained - Kia Ora and the one on George St. Update accordingly.	Minor Non-Compliance	N
								SMWSDDS-DLT-PTA-TF-PLN-000077	7.1	n/a	Document amended	Minor Non-Compliance	N
				50	30/09/2021	SMD		SMWSDDS-DLT-PTA-TF-PLN-000077	Figure 12	n/a	Need to note closure of Macquarie Lane. Place arrows to show green lines are bi-directional. Note that local access only/construction traffic on Horwood Place. Note any restrictions on max vehicle size (if applicable)	Observation	N
								SMWSDDS-DLT-PTA-TF-PLN-000077	Figure 12	n/a	Document amended	Observation	N
				51	30/09/2021	SMD		SMWSDDS-DLT-PTA-TF-PLN-000077	figure 13	n/a	Note closure of Macquarie Lane. Extend green arrow on Horwood through to George St. Note Macquarie St closed between 70 Macquarie and Smith St due to new PLR station. Dashed lines are bi-directional. Add arrows. Note any max vehicle sizes/restrictions.	Observation	N
								SMWSDDS-DLT-PTA-TF-PLN-000077	figure 13	n/a	Document amended	Observation	N
				52	30/09/2021	SMD		SMWSDDS-DLT-PTA-TF-PLN-000077	7.2.7	n/a	Built are undertaken works for Parramatta Square - Using 70 Macquarie St as a temporary site laydown.	Observation	N
								SMWSDDS-DLT-PTA-TF-PLN-000077	7.2.7	n/a	Document amended	Observation	N
				53	30/09/2021	SMD		SMWSDDS-DLT-PTA-TF-PLN-000077	7.2.8	n/a	Note Bankwest Stadium is being renamed to CommBank Stadium from 1 October 2021. Update any references accordingly.	Observation	N
								SMWSDDS-DLT-PTA-TF-PLN-000077	7.2.8	n/a	Document amended	Observation	N
				54	30/09/2021	SMD		SMWSDDS-DLT-PTA-TF-PLN-000077	7.2.11	n/a	Insert reference to the TGS in Appendix C	Observation	N
								SMWSDDS-DLT-PTA-TF-PLN-000077	7.2.11	n/a	Document amended	Observation	N

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
				55	30/09/2021	SMD	[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	Appendix C Traffic Control Plan	n/a	TGS plan should note PLR rail lines (transitway) on Church and Macquarie Streets and that Macquarie St is blocked by PLR station between Horwood Place and Smith Street.	Observation	N
							[REDACTED]	SMWSDDS-DLT-PTA-TF-PLN-000077	Appendix C Traffic Control Plan	n/a	Figure amended	Observation	N

I. Inspection checklists

E.5 Post completion inspection checklist

Completed by:			
Name:		Road name/Staging Plan number:	
Signature:		Date / time:	
ITCP or PWZTMP card number			
Drive through post completed inspection			
Item		Comments / Action	
Have all work activities been completed?	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Has all plant and equipment been removed?	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Have all TTM signs and devices been removed?	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Has all TTM linemarking been obliterated?	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Have existing permanent speed limits been reinstated?	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Have all TTM site hazards been removed?	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Other	<input type="checkbox"/> Yes <input type="checkbox"/> No		

Desktop post completion inspection		
Have all TGSs for completed tasks been retained?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Have all TMP required documents been placed in relevant folders?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Has TMP/TGS designer requested addition information post TTM removal?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Is the road safe for opening to road users?	<input type="checkbox"/> Yes <input type="checkbox"/> No	

Additional comments:

E.4 Shift / Daily TTM inspection checklist

Shift Inspections must be undertaken by a person holding the PWZTMP or ITCP qualification when a TGS is installed, changed or updated, to ensure the TGS is implemented as designed. This includes at a minimum, twice per shift (recommended every 2 hours). This form can also be used for inspecting 'Aftercare' arrangements.

Completed by:						
Name:		Signature:				
TMP Reference:		TGS Reference:				
Date:		Time/s		Inspection 1	Inspection 2	Inspection 3
				00-00	00-00	00-00
Drive through TGS inspection				Inspection 1	Inspection 2	Inspection 3
Have any adjustments been made to the approved TGS?				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, provide details:	Are changes within tolerances? <i>If no, TGS must be reviewed by a PWZTMP</i>			<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
	Have changes been approved? <i>If no, TGS must be approved</i>			<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Comments or details of action taken:						
Have all signs and devices been installed in accordance with approved TGS? <i>If no, provide detail of action taken</i>				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Comments or details of action taken:						

Drive through TGS inspection		<i>Inspection 1</i>	<i>Inspection 2</i>	<i>Inspection 3</i>
Are PTCs positioned as prescribed in TGS? <i>If no, provide detail of action taken</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Comments or details of action taken:				
Are manual traffic controllers clear of travel lane, have suitable escape route? <i>If no, provide detail and reposition manual traffic controllers</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Comments or details of action taken:				
Are sign and devices in good condition, clearly visible to road users? <i>If no, provide detail of action taken</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Comments or details of action taken:				
Are all signs mounted level and suitably clear of travel lanes? <i>If no, provide detail of action taken</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Comments or details of action taken:				
Are conflicting or non-applicable signs covered or removed? <i>If no, provide detail and remove or cover signs</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Comments or details of action taken:				

Drive through TGS inspection		<i>Inspection 1</i>	<i>Inspection 2</i>	<i>Inspection 3</i>
Is temporary delineation installed as prescribed i.e. straight line forming taper?		<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes
<i>If no provide details and rectify delineation</i>		<input type="checkbox"/> No	<input type="checkbox"/> No	<input type="checkbox"/> No
Comments or details of action taken:				
Have site conditions changed due to shade, park vehicles, glare etc.		<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes
<i>If yes provide details and note if action is required</i>		<input type="checkbox"/> No	<input type="checkbox"/> No	<input type="checkbox"/> No
Comments or details of action taken:				
Are registered trailers i.e. VMS / light towers; suitably clear of travel lanes and delineated?		<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes
<i>If no provide details and rectify location</i>		<input type="checkbox"/> No	<input type="checkbox"/> No	<input type="checkbox"/> No
		<input type="checkbox"/> N/A	<input type="checkbox"/> N/A	<input type="checkbox"/> N/A
Comments or details of action taken:				
Are temporary speed zones operating as prescribed?		<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes
<i>If no provide details and discuss with work supervisor</i>		<input type="checkbox"/> No	<input type="checkbox"/> No	<input type="checkbox"/> No
		<input type="checkbox"/> N/A	<input type="checkbox"/> N/A	<input type="checkbox"/> N/A
Comments or details of action taken:				
Are workers on foot / plant clearances been applied / observed?		<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes
<i>If no provide details and implement controls to rectify</i>		<input type="checkbox"/> No	<input type="checkbox"/> No	<input type="checkbox"/> No
		<input type="checkbox"/> N/A	<input type="checkbox"/> N/A	<input type="checkbox"/> N/A
Comments or details of action taken:				

Post drive through confirmation		<i>Inspection 1</i>	<i>Inspection 2</i>	<i>Inspection 3</i>
Is TGS valid for the site activity and operating safely as intended? <i>If no provide details and implement controls to rectify</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Comments or details of action taken:				
Is TGS is appropriate for the current traffic conditions? <i>If no provide details and implement controls to rectify</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Comments or details of action taken:				
Have potential hazards identified in TGS been addressed? i.e. end-of-queue management <i>If no provide details of additional hazards and controls required</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Comments or details of action taken:				

Additional comments:

E.3 Weekly TTM inspection checklist

Weekly inspections must only be carried out by a PWZTMP qualified person. Weekly inspections must be carried out when a site is first open and at least once every week thereafter.

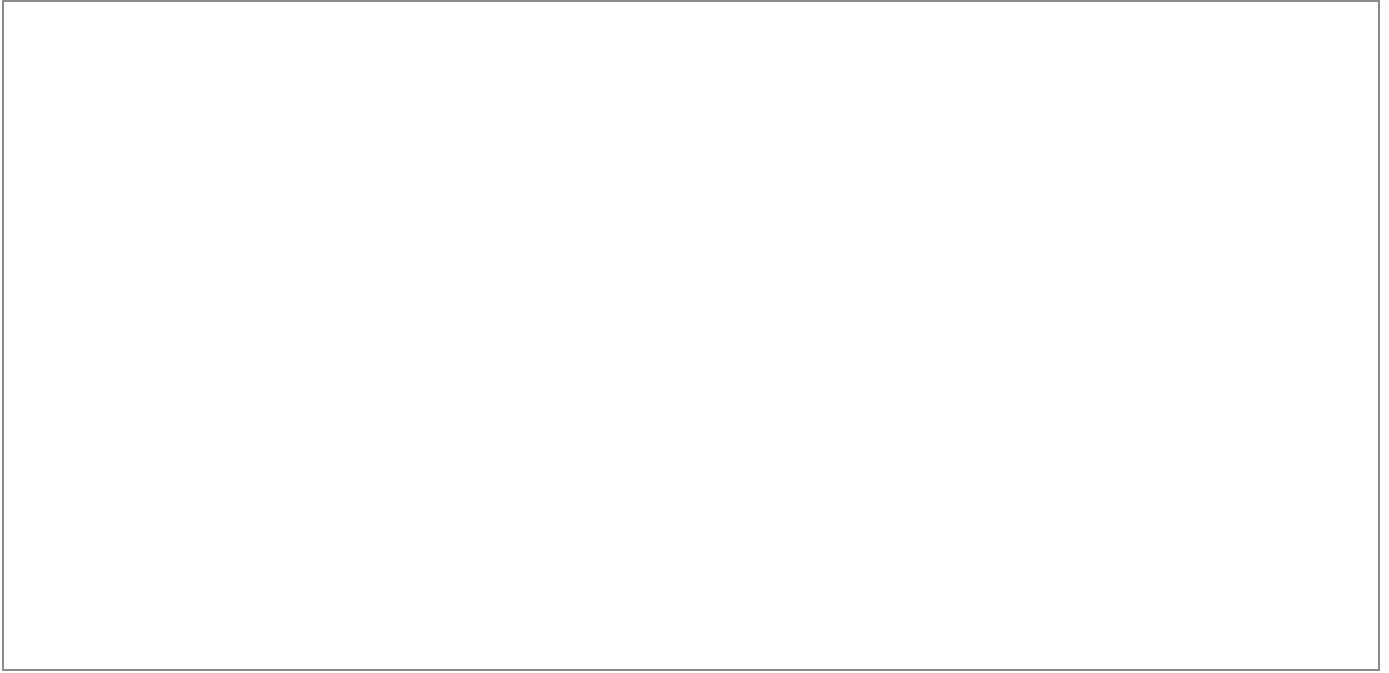
Completed by:			
Name:		Signature:	
TMP Reference:		TGS Reference:	
Date:		Inspection type	<input type="checkbox"/> Pre-opening <input type="checkbox"/> Weekly
Desktop review			
Is a copy of the location TMP and relevant TGS available? <i>If no inspection must not be undertaken until documents are obtained</i>			<input type="checkbox"/> Yes <input type="checkbox"/> No
Details of TMP and TGS:			
Are the location TMP and relevant TGS approved? <i>If no, work must be stopped until documents are approved</i>			<input type="checkbox"/> Yes <input type="checkbox"/> No
Comments or details of action taken:			
Site Inspection			
Inspection completed:	<input type="checkbox"/> During the day <input type="checkbox"/> During the night		
Signs and devices positioned as prescribed and commanding attention? <i>If no provide details and rectify signs</i>			<input type="checkbox"/> Yes <input type="checkbox"/> No
Comments or details of action taken:			

Site Inspection		
Sign sizes as prescribed?		<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If no provide details and rectify signs</i>		
Comments or details of action taken:		
Signs are mounted level and suitably clear of travel lanes?		<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If no provide details and rectify signs</i>		
Comments or details of action taken:		
Has temporary delineation been applied as prescribed, with permanent markings obliterated?		<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If no provide details of action required to rectify delineation</i>		
Comments or details of action taken:		
Are registered trailers i.e. VMS / light towers; suitably clear of travel lanes and delineated?		<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If no provide details and rectify location</i>		
Comments or details of action taken:		
Are temporary speed zones operating as prescribed?		<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If no provide details and discuss with work supervisor</i>		
Comments or details of action taken:		
Are PTCD positioned as prescribed in TGS?		<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If no provide details of action required to rectify</i>		
Comments or details of action taken:		

Site Inspection		
Are manual traffic controllers clear of travel lane, have suitable escape route?		<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If no provide details of action required to rectify</i>		
Comments or details of action taken:		
Are site accesses and egresses well defined and safe for work vehicles?		<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If no provide details of action required to rectify</i>		
Comments or details of action taken:		
Termination signs are suitably located? i.e. D downstream of last activity.		<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If no provide details of action required to rectify</i>		
Comments or details of action taken:		

Post site inspection confirmation	
Is worksite layout operating safely as intended?	<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If no provide details and implement controls to rectify</i>	
Comments or details of action taken:	
Has TMP identified and addressed key TTM risks?	<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If no provide details and implement controls to rectify</i>	
Comments or details of action taken:	
Have key TTM risks been addressed on site?	<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If no provide details of additional hazards and controls required</i>	
Comments or details of action taken:	
Have copies of Shift Inspections been sighted as completed as required?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<i>If no provide details and discuss with nominated rep completing Shift Inspections</i>	
Comments or details of action taken:	

Additional comments:





[REDACTED]
Director Project Environment, Sustainability and Planning
Metro West
Level 43, 680 George Street,
Sydney NSW 2000

13/10/2021

Dear [REDACTED]

**Sydney Metro West – Stage 1 (SSI-10038)
Parramatta Construction Traffic Management Plan**

I refer to the Parramatta Construction Traffic Management Plan (CTMP) which was submitted to the Planning Secretary for information in accordance with Condition D85 of the conditions of approval for the Sydney Metro West - Stage 1 project (SSI-10038).

I note that the CTMP (revision 1.1):

- has been prepared in consultation with City of Parramatta Council, various NSW Emergency Services, TfNSW, and no outstanding issues remain;
- has been reviewed and approved by Sydney Metro and no issues have been raised; and
- has been prepared in accordance with Sydney Metro's Construction Traffic Management Framework.

You are reminded that if there is any inconsistency between the CTMP (revision 1.1) and the conditions of approval, then the requirements of the conditions will prevail.

If you wish to discuss the matter further, please contact [REDACTED] at [REDACTED].

Yours sincerely

[REDACTED]

[REDACTED]
Team Leader - Rail
Infrastructure Management

As nominee of the Planning Secretary