

Overarching Construction Traffic Management Plan

SMWSASSM-PLD-1NL-PLN-000071

Parklife Metro D&C

1 Version Control

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Glossary

Acronym	Description
AGRD	Austroads Guide to Road Design
AGTM	Austroads Guide to Traffic Management
AGRS	Austroads Guide to Road Safety
Ancillary facility	A temporary facility for construction of the CSSI including an office and amenities compound, construction compound, material crushing and screen plant, materials storage compound, maintenance workshop, testing laboratory and material stockpile area and parking facilities
CEMP	Construction Environmental Management plan
CJP	Customer Journey Planning (TfNSW)
CNVS	Construction Noise and Vibration Standard
CPTED	Crime Prevention through Environmental Design
CTMF	Construction Traffic Management Framework
DPE	Department of Planning and Environment (formerly Department of Planning, Industry and Environment)
EIS	Environmental Impact statement
EMF	Environmental Management Framework
EMP	Environmental Management Plan
EMS	Environmental Management System
EPA	Environmental Protection Authority
EP&A Act	Environmental Planning and Assessment Act 1979
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
Evening	The period from 6pm to 10pm
Feasible	Means what is possible and practical in the circumstances
Night	The period from 10pm to 7am on Monday to Saturday, and 10pm to 8am on Sundays and Public Holidays.
NSW RFS	New South Wales Rural Fire Service
OEMP	Operational Environmental Management Plan
DCP	Development Control Plan
DoS	Degree of Saturation
LEP	Local Environmental Plan
LGA	Local Government Area
LoS	Level of Service

Acronym	Description
NHVR	National Heavy Vehicle Regulator
RMS Guide	Transport for NSW (formerly Roads and Traffic Authority), Guide to Traffic Generating Developments, 2002
TDT 2013/04a	TfNSW Technical Direction, Guide to Traffic Generating Developments – Updated traffic surveys, August 2013
TfNSW	Transport for New South Wales
veh/hr	Vehicle movements per hour (1 vehicle in & out = 2 movements)

Document Updates in Response to Stakeholder Comments

TABLE 1: DOCUMENT CHANGES / UPDATES

Date	Section	Original Text	Changes Made (new / additional text in green)
06/06/2023	1.6, Table 4, Condition 107	PLM D&C Response: Section 4.4	Section 4.4 and 4.6.4
06/06/2023	Section 4.2	All changes to access and egress arrangements will be agreed with affected owners and occupiers prior to implementation and be at no cost to the affected property owner unless otherwise agreed.	Access to all utilities and properties must be maintained during the works unless agreed with affected utility owners, landowners and / or occupiers during the entirety of works unless an alternate access is agreed in writing with the landowner(s) whose access is impacted by the CSSI works.
06/06/2023	Section 4.2	No original text – additional section within Section 4.2	Vehicles associated with the project workforce (including light and heavy vehicles) will 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 use(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 CTMP.
06/06/2023	Section 4.5	No original text – additional dot point	• Construction Environmental Management Framework - Section 5.2 (c)

06/06/2023	Section 4.6.1	No original text – additional section within Section 4.6.1	Note the records of monitoring will be made available electronically to the Planning Secretary and the EPA upon request for a period of no less than one year following the completion of construction.
06/06/2023	Section 1.7	No original text – additional dot point	- Chain of Responsibility Management Plan – ensures that everyone in the supply chain bares equal responsibility for preventing violations of the HVNL - Green Travel Plan – details the measures to encourage the use of mass transit, shared and active transport, and develop and implement green travel plans for Parklife Metro personnel and Parklife Metro Contractors’ personnel engaged in Parklife Metro’s Activities during construction - Crime Prevention Through Environmental Design (CPTED) assessment outlines the crime prevention strategy that focuses on the planning, design and structure of the construction site layouts
06/06/2023	Section 4.2	No original text – additional section within Section 4.2	If the haul route for a specific site passes through a town centre such as St Marys, the RSA will be extended to assess impact of heavy vehicle movements on the town centre.
06/06/2023	Section 4.3.2	No original text – additional dot point	At site accesses and egresses where it crosses

a footpath or shared path, signage (such as “Be Truck Aware” decals) will be provided to warn pedestrians on the presence of heavy vehicles

06/06/2023	Section 4.4.1	No original text – additional dot point	○ Vehicle Movement Plans ○ Pedestrian Movement Plans ○ Driver Induction / Training
06/06/2023	Section 1.1	This Plan has been prepared to address the relevant requirements for Sydney Metro Construction Traffic Management Framework (CTMF), all local and State planning approvals and specifications including Traffic Control at Worksites (TCAWS) Manual, relevant Austroads guidelines, Australian Standards and relevant supplements and required WHS standards.	This Plan has been prepared to address the relevant requirements for Sydney Metro Construction Traffic Management Framework (CTMF), Sydney Metro Construction Environmental Management Framework (CEMF) , all local and State planning approvals and specifications including Traffic Control at Worksites (TCAWS) Manual, relevant Austroads guidelines, Australian Standards and relevant supplements and required WHS standards.
06/06/2023	Section 2.2	No original text – additional dot point	• Sydney Metro Construction Environmental Management Framework
06/06/2023	Section 3.1	No original text – additional line in table	Environment Manager • Coordinate with the Traffic Manager to ensure Planning Approval conditions are complied with
06/06/2023	Section 4.3.2	No original text – additional paragraph in Section 4.3.2	Parklife Metro notes that any impact to the public transport network must be discussed and agreed to with TfNSW’s CJP team prior to approaching bus operators. Bus changes will usually required 28 days’ notice prior to being implemented to make the necessary infrastructure and notifications including the development of communications

material (wayfinding bus notifications, etc).

06/06/2023	Section 4.4.2	No original text – additional paragraph in Section 4.4.2	The Parklife Metro D&C Traffic Manager will be the single point of contact across the SSTOM phase of the project for all stakeholder interaction.
06/06/2023	Section 4.4.2	- All subcontractors under Parklife Metro D&C (Richard Crookes, Rhomberg etc) will be required to ensure the ROL application tracking register is kept up to date and applications are coordinated with Parklife JV. This is to ensure all existing ROL permits and proposed ROL applications are aligned and Parklife JV is aware of any out of hours work at all times. - Any other construction approvals (Council, TfNSW, etc) are to be tracked using the same process and managed by Parklife Metro D&C	- All subcontractors under Parklife Metro D&C (Richard Crookes, Rhomberg etc) will be required to submit ROLs through Parklife Metro D&C and are not to submit ROLs independently noting CJP has requested an ROL to be submitted to TMC for all SSTOM related works irrespective of road classification. This is to allow cumulative impacts and potential conflicts to be effectively managed and identified. - Any other construction approvals (Council, TfNSW, etc) are to submitted through Parklife Metro D&C following traffic team approval
06/06/2023	Section 4.8	No original text – additional paragraph in Section 4.8	Parklife Metro notes that the information provided in the table above will need to be discussed in detail with the relevant site specific CTMP and approval of the OCTMP will not translate to an approval of the information.
06/06/2023	Section 5.2	The site specific Parking Management Plan for St Marys will seek to minimise the overall demand for construction worker parking through initiatives such as: - Provision of shuttle buses - Promotion of carpooling	There will be a shortfall in the amount of on-site parking provision at St Marys. The site-specific Parking Management Plan for St Marys will seek to minimise the impact of the overall demand for construction worker parking through initiatives such as:

		Encouraging the use of public transport	- Investigation of remote parking facility options in conjunction with the provision of shuttle buses - Promotion of carpooling - Encouraging the use of public transport Parklife Metro will endeavour to ensure the impact of the contractor parking demand within the St Marys area will not adversely affect the St Marys CBD and residential amenities (existing car parking spaces).
06/06/2023	Appendix A	Entire length of Elizabeth Dr is labelled as "Haulage route (OSOM route, not recommend)" Haul route around St Marys shows Werrington, Christie, Forrester and Glossop Entire length of Luddenham Rd is labelled as "Haulage Route (Regional Road)"	Elizabeth Dr east of Badgerys Creek Rd is now labelled as "do not use as part of haulage route" Haul route around St Marys is updated to show Glossop and Philip only Luddenham Rd between Patons Ln and Luddenham Rd Station access is now labelled as "do not use as part of haulage route"
06/06/2023	Section 4.3.2	All oversize truck movements will be registered with the Sydney Coordination Office with strict adherence to travel route requirements.	All oversize truck movements will be registered with Customer Journey Planning (CJP) with strict adherence to travel route requirements
06/06/2023	Section 4.6.5, Table 8	No original text – additional line in table	Lansdowne Road Kent Road to Samuel Marsden Road Penrith City Council Glossop Street Great Western Highway to Forrester Road Penrith City Council Werrington Road Christie Street to Great Western Highway Penrith City Council Forrester Road Christie Street to Glossop Street Penrith City Council Christie Street Werrington Road to Forrester Road Penrith City Council

			Luddenham Road Mamre Road to Elizabeth Drive Penrith City Council Gipps Street (existing 4 laned road) The Great Western Highway past Sunflower Drive Penrith City Council Gipps Street (existing 2 laned road) Great Western Highway to Sunflower Drive intersection Penrith City Council Reserve Road Great Western Highway to Putland Street Penrith City Council Putland Street Reserve Road to Gipps Street (existing 2 laned road) Penrith City Council Derwent Road The Northern Road to end Liverpool City Council
06/06/2023	Section 4.6.5	No original text – additional paragraph in Section 4.6.5	Harris Street in St Marys has not been included as part of the table above as SSTOM does not have access to any SMWSA areas north of St Marys station.
06/06/2023	Section 4.3.2	No original text – additional dot point in Section 4.3.2	In the case that accessibility to footpaths / shared paths / bus stops are impacted by works, alternate access for residents with impairments or mobility vehicle users will be established
06/06/2023	Section 1.3, Table 3	Stabling and Maintenance Facility: Construction of station box Western Sydney Aerotropolis: Construction of stabling and maintenance facility	Stabling and Maintenance Facility: Construction of stabling and maintenance facility Western Sydney Aerotropolis: Construction of station box
06/06/2023	Section 5.1	End of trip cycling facilities and tool lockers will also be provided at the various compounds. The opportunity to provide shuttle bus services from remote parking locations to sites will also be further explores, where necessary.	Tool lockers and amenities (food and beverage trucks, lunchrooms, etc) will also be provided at the various compounds. Nine shuttle buses will be provided initially across the project to pick up and drop off construction workers from railway stations and / or bus stops convenient to site. Additionally, an initial 40 pool vehicles will be provided across the sites to reduce the need for single occupancy vehicle usage.

06/06/2023	Section 4.4.1	All site specific CTMPs will be developed in consultation with the Traffic and Transport Liaison Group (TTLG) and Traffic Control Group(s) (TCG). Details of this consultation and other stakeholders will be included within the site specific CTMPs.	All site specific CTMPs will be developed in consultation with the Traffic and Transport Liaison Group (TTLG) and Traffic Control Group(s) (TCG) noting the planned traffic disruptions scheduled by the following works: • Airport Entrance Precinct Utilities Works • Mamre Road Widening Works • M12 Works • M7 Widening Works Details of this consultation and other stakeholders will be included within the site specific CTMPs.
06/06/2023	Section 4.4.1	○ Traffic impact assessments over various peak periods	○ Traffic impact in terms of vehicle volumes over EIS identified AM and PM peak periods
06/06/2023	Section 4.8, Table 9	Orchard Hills Station: Access: Kent Road intersection with Lansdowne Road Egress: Kent Road intersection with Lansdowne Road	Orchard Hills Station: Access: Kent Road or Lansdowne Road Egress: Kent Road or Lansdowne Road
06/06/2023	Section 4.6.4, Table 7	No original text – additional line in table	A telematics monitoring system which measures and reports on vehicle location, speed compliance, fatigue, and driver behaviour (such as harsh acceleration and braking - Improved road safety by ensuring all HV drivers are fit to drive - Checking prior to attendance at site through subcontractor engagement Anti-lock braking systems - To prevent skidding where loss of steering and control result from locked wheels when braking hard - Checking prior to attendance at site through subcontractor engagement

06/06/2023	Section 1.2.2	No original text – additional dot point in Section 1.2.2	Construction of stabling and maintenance facility
06/06/2023	Section 1.2.2	Construction and fitout of stations and associated support activities including the operation of the temporary concrete batching plants will be undertaken 24 hours a day and seven days per week. All other works which cannot be completed during standard daytime hours due to authority requirements will also be undertaken outside of hours.	Construction and fitout of stations and associated support activities including the operation of the temporary concrete batching plants may be undertaken 24 hours a day and seven days per week. All other works which cannot be completed during standard daytime hours due to authority requirements will also be undertaken outside of hours (subject to an out-of-hour approval process in accordance to the SSI).
06/06/2023	Section 4.6.3	New section	With the exception of the two Service Facilities (Claremont Meadows and Bringelly) and Aerotropolis Station site, when SSTOM is given site access all other sites will be shared with either SCAW or SBT or both which necessitates all three phases to coordinate traffic volumes in order to stay under the peak hour construction movement cap nominated in Table 4-1 of SMWSA EIS Technical Paper – Transport. SSTOM construction traffic volumes will ramp up as SCAW and SBT ramp down, however coordination between the three phases in the form of site specific weekly or monthly (dependent on need) traffic coordination meetings will occur to ensure scheduling of large deliveries (in terms of both volume and overmass / oversize) will not impact the public road network.
06/06/2023	Section 4.6.6	New section	There is a projected 6000 tonnes of rail that will need to be laid as part of the SSTOM Linewide scope between St Marys and Aerotropolis stations. The tunnel rails will be fed through the TBM tunnel entries at either Orchard Hills (northern Linewide) or Airport

Business Park (southern Linewide) and the at grade tracks delivered to the same locations as well as the Orchard Hills Stabling and Maintenance Yard. The rail deliveries are projected to start in Q3 2024. Procurement of the rails are in progress and will form part of site specific CTMPs for the three nominated locations (shown in Figure 3).

12 trains in total will be delivered to the Stabling and Maintenance Facility starting in Q4 2025 on 36 oversized vehicles from Port Kembla. Parklife Metro D&C will ensure all necessary OSOM permits and approval mechanisms are in place for the train deliveries.

06/06/2023

Table 2, Section 1.2.2

No original text – additional line in table

Orchard Hills • OSOM delivery for track to supply Linewide North

Stabling and Maintenance Facility

- OSOM delivery for track to supply Linewide works
- OSOM delivery of trains (36 deliveries projected)

Airport Business Park • OSOM delivery for track to supply Linewide South

06/06/2023

Table 3, Section 1.3

No original text – additional line in table

Orchard Hills

OSOM delivery for track to supply Linewide North Q3 2025 to Q4 2026

Stabling and Maintenance Facility

OSOM delivery for track to supply Linewide works Q4 2024 to Q4 2026

OSOM delivery of trains (36 deliveries projected) Q4 2025 to Q2 2026

Airport Business Park

OSOM delivery for track to supply Linewide South Q3 2025 to Q4 2026

1 Introduction

1.1 Purpose and Application

This Construction Traffic Management Plan (CTMP) has been developed to identify the systems and measures taken by the Parklife Metro JV (specifically Parklife Metro D&C) for traffic management associated with Sydney Metro Western Sydney Airport - Stations, Systems, Trains, Operations and Maintenance works (SSTOM works).

This Plan has been prepared to address the relevant requirements for Sydney Metro Construction Traffic Management Framework (CTMF), Sydney Metro Construction Environmental Management Framework (CEMF), all local and State planning approvals and specifications including Traffic Control at Worksites (TCAWS) Manual, relevant Austroads guidelines, Australian Standards and relevant supplements and required WHS standards.

1.2 Project Scope

1.2.1 Project Overview

The Project forms part of the broader Sydney Metro network. It involves the construction and operation of a 23km new metro rail line that extends from the existing Sydney Trains suburban T1 Western Line (at St Marys) in the north and the Aerotropolis (at Bringelly) in the south. The alignment (Figure 1) includes a combination of tunnels and civil structures, including viaduct, bridges, surface and open-cut troughs between the two tunnel sections.

The Project will be delivered through four packages:

- AEW – Advanced and Enabling Works
- SCAW – Surface and Civil Alignment Works
- SBT – Station Boxes and Tunnelling Works
- SSTOM – Stations, Systems, Trains, Operations and Maintenance.

The SSTOM works include:

- The construction and fitout of six new metro stations at St Marys, Orchard Hills, Luddenham, Airport Business Park, Airport Terminal and Aerotropolis
- Rail system fitout of the entire line
- All operational systems and infrastructure
- Systems testing and commissioning of the entire line.

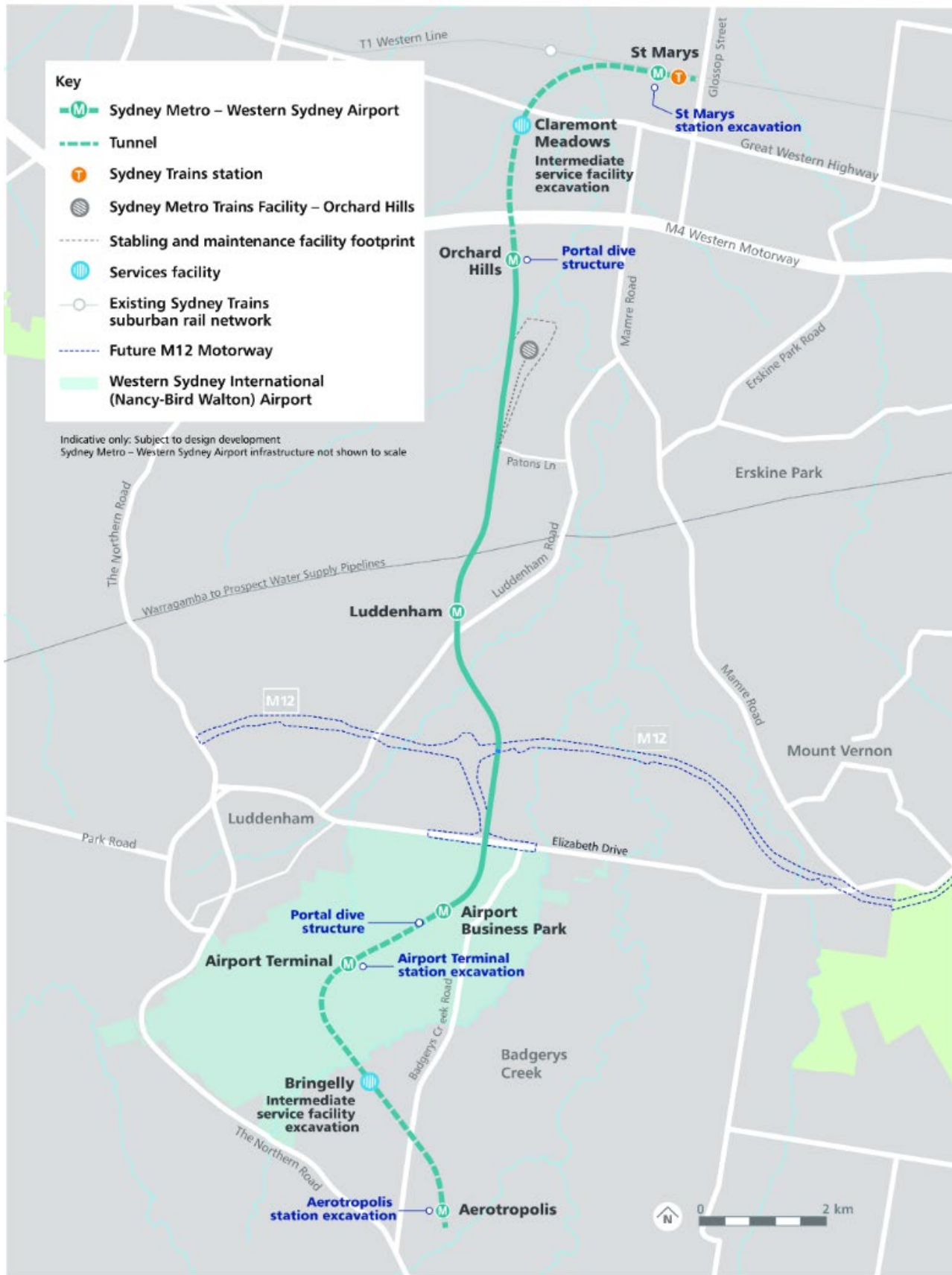


FIGURE 1: SYDNEY METRO – WESTERN SYDNEY AIRPORT PROJECT ALIGNMENT

1.2.2 Construction Methodology

The construction methodology for the SSTOM works entails:

- Utility works including removal, diversion, protection and connection to SSTOM worksites
- Local area works including provision of site accesses and some road upgrades
- Site establishment works including:
 - Fencing
 - Installation of environmental mitigation including erosion and sediment controls and noise barriers and acoustic enclosures
 - Clearing and grubbing of existing vegetation
 - Demolition of existing buildings and structures
 - Site levelling and drainage works
- Establishment and operation of two temporary concrete batching plants to supply concrete
- Construction of stabling and maintenance facility
- Construction and fitout of stations
- Rail system fitout of entire line from St Marys to Aerotropolis
- Installation of operational systems and associated infrastructure.

Construction and fitout of stations and associated support activities including the operation of the temporary concrete batching plants may be undertaken 24 hours a day and seven days per week.

All other works which cannot be completed during standard daytime hours due to authority requirements will also be undertaken outside of hours (subject to an out-of-hour approval process in accordance to the SSI).

The temporary concrete batching facilities will be decommissioned during the systems testing and commissioning phase of works.

Table 2 provides an overview of the worksites, works to be undertaken and legal jurisdiction which covers the work sites.

TABLE 2: SSTOM WORKSITE OVERVIEW

Jurisdiction	Worksite	Indicative Scope of Works
NSW (Off Airport)	St Marys	• Construction of station box • Construction of line between St Marys and Orchard Hills stations
NSW (Off Airport)	Orchard Hills	• Construction of station box • Construction of line between Orchard Hills and Luddenham stations • OSOM delivery for track to supply Linewide North
NSW (Off Airport)	Stabling and Maintenance Facility	• Construction of stabling and maintenance facility for the WSA Metro line • OSOM delivery for track to supply Linewide works

Jurisdiction	Worksite	Indicative Scope of Works
		OSOM delivery of trains (36 deliveries projected)
NSW (Off Airport)	Luddenham	- Construction of station box - Construction of line between Luddenham and Airport Business Park stations
Federal (On Airport)	Airport Business Park	- Construction of station box - Construction of line between Airport Business Park and Airport Terminal stations - OSOM delivery for track to supply Linewide South
Federal (On Airport)	Airport Terminal	- Construction of station box - Construction of line between Airport Terminal and Western Sydney Aerotropolis stations
NSW (Off Airport)	Western Sydney Aerotropolis	Construction of station box

1.3 Background

This plan builds on the traffic and transport assessment and analysis undertaken in the Environmental Impact Statement (EIS) and Submissions report. Parklife Metro D&C has adopted Sydney Metro's (SBT phase) site access arrangements and haulage routes.

Initial timing for the SSTOM station box construction works are nominated in Table 3.

TABLE 3: WORKS TO BE UNDERTAKEN

Location	Activity	Timing
Off Airport		
St Marys	Construction of station box	Q3 2023 to Q3 2025
Orchard Hills	Construction of station box	Q3 2023 to Q3 2024
	OSOM delivery for track to supply Linewide North	Q3 2025 to Q4 2026
Stabling and Maintenance Facility	Construction of stabling and maintenance facility	Q3 2023 to Q3 2024
	OSOM delivery for track to supply Linewide works	Q4 2024 to Q4 2026
	OSOM delivery of trains (36 deliveries projected)	Q4 2025 to Q2 2026
Luddenham	Construction of station box	Q3 2023 to Q2 2026
Western Sydney Aerotropolis	Construction of station box	Q3 2023 to Q4 2025

Location	Activity	Timing
On Airport		
Airport Business Park	Construction of station box	Q1 2024 to Q3 2025
	OSOM delivery for track to supply Linewide South	Q3 2025 to Q4 2026
Airport Terminal	Construction of station box	Q3 2023 to Q2 2025

1.4 Objectives

The Parklife Metro D&C traffic management objectives include:

- Maximising safety for all road users and project personnel by implementing systems to allow clear separation between the works and public space, including heavy vehicle operations
- Minimising disruption to public transport, pedestrians, cycles, emergency services and the motoring public including freight operations
- Maintaining access to adjoining businesses, residents, public transport operations and commercial properties including over dimensional and service vehicles
- Encouraging site personnel and office workers, where feasible to actively use public transport
- Collaborative planning of traffic management including identification of cumulative impacts especially with the construction of the M12 Motorway and works surrounding the Airport site through a Heavy Vehicle Monitoring program and attendance at all traffic coordination meetings (TTLG, TCWG, TCG).

1.5 Agency Consultation and Approval

The development of this Plan will include consultation with:

- Penrith City Council (PCC)
- Liverpool City Council (LCC)
- Transport for NSW (TfNSW)
- Traffic and Transport Liaison Group (TTLG)
- Traffic Coordination Working Group (TCWG)
- Traffic Coordination Group (TCG).

This Plan will be updated to address all relevant comments received from agencies. The approval of this Plan will follow the process outlined in the Sydney Metro Construction Traffic Management Framework.

1.6 Authority Requirements

This Plan has been prepared to meet the following conditions of the State Significant Development Instrument (SSI 10051), approved 23 July 2021.

TABLE 4: RESPONSE TO SSI 10051

Condition No.	Condition	Parklife Metro D&C Response	Responsible Key Contributor	Deliverables	Timing
A46	All Heavy Vehicles used for spoil haulage must be clearly marked on the sides and rear with the project name and application number to enable immediate identification by a person viewing the Heavy Vehicle standing 20 metres away.	Section 4.6	Spoil Manager	Spoil Management Plan	Prior to the commencement of spoil haulage

Condition No.	Condition	Parklife Metro D&C Response	Responsible Key Contributor	Deliverables	Timing
C14	Each Construction Monitoring Program must provide: (a) details of baseline data available including the period of baseline monitoring; (b) details of baseline data to be obtained and when; (c) details of all monitoring of the project to be undertaken; (d) the parameters of the project to be monitored; (e) the frequency of monitoring to be undertaken; (f) the location of monitoring; (g) the reporting of monitoring results and analysis results against relevant criteria; (h) details of the methods that will be used to analyse the monitoring data; (i) procedures to identify and implement additional mitigation measures where the results of the monitoring indicated unacceptable project impacts; (j) a consideration of SMART principles; (k) any consultation to be undertaken in relation to the monitoring programs; and (l) any specific requirements as required by Conditions C15 to C16.	Section 4.6	Environment Coordinator	Construction Monitoring Program to be conducted per requirements of C14	Prior to the commencement of spoil haulage

Condition No.	Condition	Parklife Metro D&C Response	Responsible Key Contributor	Deliverables	Timing
E103	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.	Section 4.4	Traffic Manager	Overarching CTMP for SSTOM scope and site specific CTMPs for works	For the duration of the SSTOM scope
E104	The locations of all Heavy Vehicles used for spoil haulage must be monitored in real time and the records of monitoring be made available electronically to the Planning Secretary and the EPA upon request for a period of no less than one (1) year following the completion of construction.	Section 4.6	Environment Coordinator / Traffic Manager	Construction Monitoring Program records to be stored for one year following completion of construction.	Prior to the commencement of spoil haulage
E105	Local roads proposed to be used by Heavy Vehicles to directly access ancillary facilities / construction sites that are not identified in the documents listed in Condition A1 must be approved by the Planning Secretary and be included in the CTMP.	Section 4.4	Traffic Manager	Production of site / operation specific CTMP and application for Oversize Overmass (OSOM) Permit.	Prior to the use of local roads not identified in Condition A1
E106	All requests to the Planning Secretary for approval to use local roads under Condition E105 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;	Section 4.4	Traffic Manager	Production of site / operation specific CTMP inclusive of requirements of Condition E106 and application for Oversize Overmass (OSOM) Permit.	Prior to the use of local roads not identified in Condition A1

Condition No.	Condition	Parklife Metro D&C Response	Responsible Key Contributor	Deliverables	Timing
	(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.				
E107	Before any local road is used by a Heavy Vehicle for the purposes of construction 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 the CSSI.	Section 4.4 and 4.6.4	Project Manager	Production and of Road Dilapidation Report and submission to the Relevant Road Authority.	Within 3 weeks of completion of survey and no later than 1 month before use of Heavy Vehicles on local roads
E108	If damage to roads occurs as a result of the construction 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	Section 4.4	Project Manager	Production of Road Dilapidation Report post construction completion	Post completion of construction

Condition No.	Condition	Parklife Metro D&C Response	Responsible Key Contributor	Deliverables	Timing
E109	(b) rectify the damage to restore the road to at least the condition it was in pre-work as identified in the Road Dilapidation Report.				
	Vehicles associated with the project workforce (including light vehicles and Heavy Vehicles) must be managed to:	Section 4.2	Spoil Manager / Traffic Manager / Project Manager	Production of site specific CTMPs	Throughout the construction phase of works
	(a) minimise parking on public roads;	Section 5		Construction Monitoring Program	
	(b) minimise idling and queueing on state and regional roads;			Contractor briefings prior to start of works	
	(c) not carry out marshalling of construction vehicles near sensitive land use(s);				
	(d) not block or disrupt access across pedestrian or shared user paths at any time unless alternate access is provided; and				
E110	(e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMP.				
	Access to all utilities and properties must be maintained during works, unless otherwise agreed with the relevant utility owner, landowner or occupier.	Section 4.2	Project Manager	Production of site / issue specific CTMPs and community consultation	Throughout the construction phase of works
E111	The Proponent must maintain access to properties during the entirety of works unless an alternative access is agreed in writing with the landowner(s) whose access is impacted by the CSSI works.	Section 4.2	Project Manager	Production of site / issue specific CTMPs and community consultation	Throughout the construction phase of works

Condition No.	Condition	Parklife Metro D&C Response	Responsible Key Contributor	Deliverables	Timing
E112	Where construction of the CSSI restricts a property's access to a public road, the Proponent must, until their primary access is reinstated, provide the property with temporary alternate access to an agreed road decided through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner.	Section 4.2	Project Manager	Production of site / issue specific CTMPs and community consultation	Throughout the construction phase of works
E113	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 timeframe agreed with the landowner or occupier.	Section 4.2	Project Manager	Production of site / issue specific CTMPs and community consultation	Throughout the construction phase of works
E114	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 avoided, alternative pedestrian, cyclist and vehicular access, and parking arrangements must be developed in consultation with affected businesses and landowners and implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	Section 4.2			
E115	Safe pedestrian and cyclist access must be maintained around the St Marys construction site during construction. In circumstances where pedestrian and cyclist access is restricted or	Section 4.2	Traffic Manager	Production of site / issue specific CTMPs and community consultation	Throughout the construction phase of works

Condition No.	Condition	Parklife Metro D&C Response	Responsible Key Contributor	Deliverables	Timing
	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.				
E116	A Traffic and Transport Liaison Group(s) must be established in accordance with the Construction Traffic Management Framework to inform the development of CTMP.	Sydney Metro is responsible for the establishment of the TTLG. SSTOM will participate when necessary and provide the TTLG with all required documentation.			
E117	Supplementary analysis and modelling as required by TfNSW 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 CTMP. Permanent road works included in the CSSI must be designed, constructed and operated with the objective of integrating with existing and proposed road and related transport networks and minimising adverse changes to the safety, efficiency and, accessibility of the	Section 4.6	Traffic Manager / Environment Coordinator	Production of site / issue specific CTMPs and community consultation	Throughout the construction phase of works

Condition No.	Condition	Parklife Metro D&C Response	Responsible Key Contributor	Deliverables	Timing
	network. Design and assessment of related traffic, parking, pedestrian and cycle accessibility impacts and changes shall be undertaken: (a) in consultation with, and to the reasonable requirements of the relevant Traffic and Transport Liaison Group; (b) in consideration of existing and future demand, connectivity (in relation to permanent changes), performance and safety requirements; (c) to minimise and manage local area traffic impacts; (d) to, where possible and appropriate, retain or reinstate parking in St Marys; (e) to ensure access is maintained to property and infrastructure (f) to address relevant design, engineering and safety guidelines, including Austroads, Australian Standards and TfNSW requirements. Copies of civil, structural and traffic signal design plans shall be submitted to the Relevant Road Authority for consultation during design development and before completion of construction of the CSSI.				

Condition No.	Condition	Parklife Metro D&C Response	Responsible Key Contributor	Deliverables	Timing
E118	As part of Condition E117 the Traffic and Transport Liaison Group(s) is to identify opportunities to improve the intersection performance during operation at: (a) Queen Street/Great Western Highway/Mamre Road in St Marys; (b) Glossop Street/ Forrester Road in St Marys; and (c) Glossop Street / Great Western highway in St Marys. Identified improvements must be implemented prior to the commencement of operation.	Requirement held by Sydney Metro			
E119	Permanent road works, including vehicular access, signalised intersection works, and works relating to pedestrians, cyclists, and public transport users must be subject to safety audits demonstrating consistency with relevant design, engineering and safety standards and guidelines. Safety audits must be prepared in consultation with the relevant Traffic and Transport Liaison Group before the completion and use of the subject infrastructure and must be made available to the Planning Secretary upon request.	Section 4.2	Traffic Manager	Production of Road Safety Audit associated with every site / issue specific CTMP	Throughout the construction phase of works

1.7 Interaction with Other Plans

This plan is required by the Construction Traffic Management Framework and Sydney Metro – Western Sydney Airport construction. It has the following interrelationships with other management plans and documents:

- Project Management Plan provides a framework for the management of the SSTOM scope of works.
- Construction Management Plan provides a framework for managing the establishment and operation of construction worksites and includes relevant incident management procedures.
- Construction Environment Management Plan provides a framework for managing the environmental impacts of construction and procedures to be applied to the SSTOM works.
- Risk Management Plan sets out the risk management approach and procedures to be applied to the SSTOM works.
- Security Management Plan addresses managing, recording, investigation, notification and reporting for all criminal and other security breaches of the construction sites.
- Community Communications Strategy Plan details procedures and processes for community notification, consultation and complaints management
- Strategic Business Plan details procedures and processes for business notification, consultation and management.
- Western Sydney Airport – Shared Access Road Protocol details locations of Shared Access Roads and the processes and standards applying to the specifications, construction, access, permitted use, operation, maintenance, and removal of Shared Access Roads
- Traffic Control Scope of Works – outlines the scope of works and safety procedures for all traffic control providers on this project
- Chain of Responsibility Management Plan – ensures that everyone in the supply chain bears equal responsibility for preventing violations of the HVNL
- Green Travel Plan – details the measures to encourage the use of mass transit, shared and active transport, and develop and implement green travel plans for Parklife Metro personnel and Parklife Metro Contractors' personnel engaged in Parklife Metro's Activities during construction
- Crime Prevention Through Environmental Design (CPTED) assessment outlines the crime prevention strategy that focuses on the planning, design and structure of the construction site layouts

2 Legal and Other Requirements

2.1 Legislation

The identified regulatory requirements are:

- Roads Act 1993 (NSW)
- Heavy Vehicles National Act 2013 and Regulations 2013 (NSW)
- Heavy Vehicle (Adoption of National Law) Act 2013 No 42 (NSW)
- Dangerous Goods (Road and Rail Transport) Act 2008 No 95 (NSW)
- Dangerous Goods (Road and Rail Transport) Regulation 2022 (under the Dangerous Goods (Road and Rail Transport) Act 2008, NSW)
- The Australian Code for the Transport of Dangerous Goods by Road & Rail (ADG Code) Edition 7.8, effective 1 April 2023
- Environmental Planning and Assessment Act, 1979 – under which the project approval was granted
- Approved and valid TfNSW Road Occupancy Licence (ROL)
- Approved relevant Speed Zone Authorisation (SZA)
- Approved Oversize Overmass (OSOM) Permit

Legislation relevant to traffic management also includes the Environmental Planning and Assessment Act 1979 (EP&A Act), under which the project approval was granted. Relevant provisions of the EP&A Act are explained in the register of legal and other requirements included in the CEMP.

2.2 Guidelines

Guidelines and standards relating to the management of traffic on SSTOM works include:

- Sydney Metro Western Sydney Airport EIS
- Sydney Metro Construction Traffic Management Framework
- Sydney Metro Construction Environmental Management Framework
- Sydney Metro Principal Contractor Health and Safety Standard
- Transport for NSW Traffic control at work sites (TCAWS) Technical Manual version 6.1, 2022 (including amendments TD 00031:2022 and TD00003:2022)
- Austroads Guide to Traffic Management, 2020 Parts 1-13
- Austroads Guide to Temporary Traffic Management, 2021 Parts 1-10
- Austroads Guide to Road Design, 2021 Parts 1-7
- Austroads Guide to Road Safety, 2021 Parts 1-7
- AS 1742.3 Manual of Uniform Traffic Control Devices Part 3 Traffic control for works on roads (2019)
- Roads & Traffic Authority NSW Guide to Traffic Generating Developments, 2002 and further updates as provided
- AS 1742.9 Manual of Uniform Traffic Control Devices, Part 9 Bicycle Facilities (2018)
- TfNSW Cycleway Design Toolbox – Designing for cycling and micromobility (2020)

- Roads and Maritime NSW Speed Zoning Guidelines, 2011
- Transport for NSW, NSW Sustainable Design Guidelines Version 4.0, 2017

2.3 Other Requirements

Third Party Agreements with:

- Penrith City Council
- Liverpool City Council
- Western Parkland City Authority Interface Agreement
- TfNSW Road Interface Deed
- Western Sydney Airport Corporation under the Airport Rail Integration Deed
- Shared Access Roads Protocol (SubSARP)

3 People and Collaboration

3.1 Our Team

The roles and responsibilities of key personnel with respect to traffic management are outlined in Table 5:

TABLE 5: TEAM ROLES AND RESPONSIBILITIES

Role	Responsibility
Project Director	- Manage the delivery of the entire SSTOM Works including all upstream client matters - Act as Contractor's Representative
Construction Manager	Manage the delivery of the construction process including but not limited to traffic management across all sites together with the Traffic manager and project managers
Traffic Manager	Oversee the implementation of traffic management initiatives set out in this plan
Environment Manager	Coordinate with the Traffic Manager to ensure Planning Approval conditions are complied with
Environment Coordinator	Coordinate with the traffic manager for the construction monitoring program
Place Manager	Coordinate with the traffic manager to notify the community of any traffic impacts
Traffic Coordinator	- Assist the Traffic Manager and Construction Manager in implementing this Plan - Oversee traffic management training, including inductions, toolbox talks - Monitor and report on compliance - Manage, review and continuously improve this Plan.
Logistics & Expediting Manager	Coordinate with the traffic manager to ensure heavy vehicles stay on the identified haulage routes
Project Managers, Project Engineers, Site Supervisors	- Assist the Construction Manager in implementing this Plan - Ensure compliance with this Plan.

This report has been prepared by the traffic manager who holds a SafeWork NSW Work Health & Safety Traffic Control Work card, accredited for the 'Prepare a Work Zone Traffic Management Plan'. Details of the accredited consultant is provided below:

- Wendy Zheng Ticket No. TCT1015144

This Construction Traffic Management Plan has been prepared to meet the requirements outlined in Appendix A and Appendix E, Section E.2 of the Transport for NSW Traffic Control at Work Sites Technical Manual (Issue No. 6.1, 2022).

3.2 Collaboration with Sydney Metro, IC

Sydney Metro and the Independent Certifier (IC) will have roles that include overseeing traffic management. Parklife Metro D&C will provide Sydney Metro and the IC with the following:

- Traffic documents
- Access to data from the construction monitoring program

3.3 Traffic and Transport Liaison Group

Sydney Metro has established the Traffic and Transport Liaison Group which meets monthly. Parklife Metro D&C will ensure the Traffic Manager attend the TTLG and provide monthly updates that will provide notification / consultation with stakeholders (Emergency Services, taxis, buses, Councils, Bicycle NSW, CJP, other relevant stakeholders) regarding:

- Works which have occurred in the last month
- Works which has been planned for the upcoming month
- Status of site

3.4 Traffic Control Group

Sydney Metro has established the Traffic Control Group which meets either weekly or fortnightly. Parklife Metro D&C will ensure the appropriate personnel and technical experts attend the TCG and provide updates that will address the following:

- Specific details regarding the implementation of traffic management (utilizing maps, drawings, detailed design, aerial photos, cross sections, etc)
- Draft site / issue specific CTMP

3.5 Traffic Coordination Working Group

Western Sydney Airport (WSA) has established the Traffic Coordination Working Group which meets bi-monthly. Parklife Metro D&C will ensure the appropriate personnel and technical experts attend the TCG and provide updates regarding any construction coordination between WSA contractors and SSTOM.

4 Traffic Management Strategy

4.1 Overview

Parklife Metro D&C's traffic management strategy will:

- Maximise safety for all road users and project personnel by implementing systems to allow clear separation between the works and public space, including heavy vehicle operations
- Minimise disruption to emergency services, pedestrians, cyclists, public transport, and the motoring public, including freight operations
- Maintain access to adjoining businesses, residents, public transport operations and commercial properties, including over-dimensional and service vehicles
- Plan the works to minimise changes to the road and path networks
- Encourage site personnel and office workers to actively use public transport at sites serviced by public transport
- Encourage site personnel and office workers to carpool where possible
- Ensure collaborative planning of traffic management including identification of cumulative impacts.

4.2 Planning for Safety

Parklife Metro D&C will identify the access priorities for the various road and path users such as emergency services, active transport users, public transport customers and operators, freight and service vehicles and motorists. These priorities will be based on the hierarchy of access included in the Construction Traffic Management Framework and replicated in Figure 2.

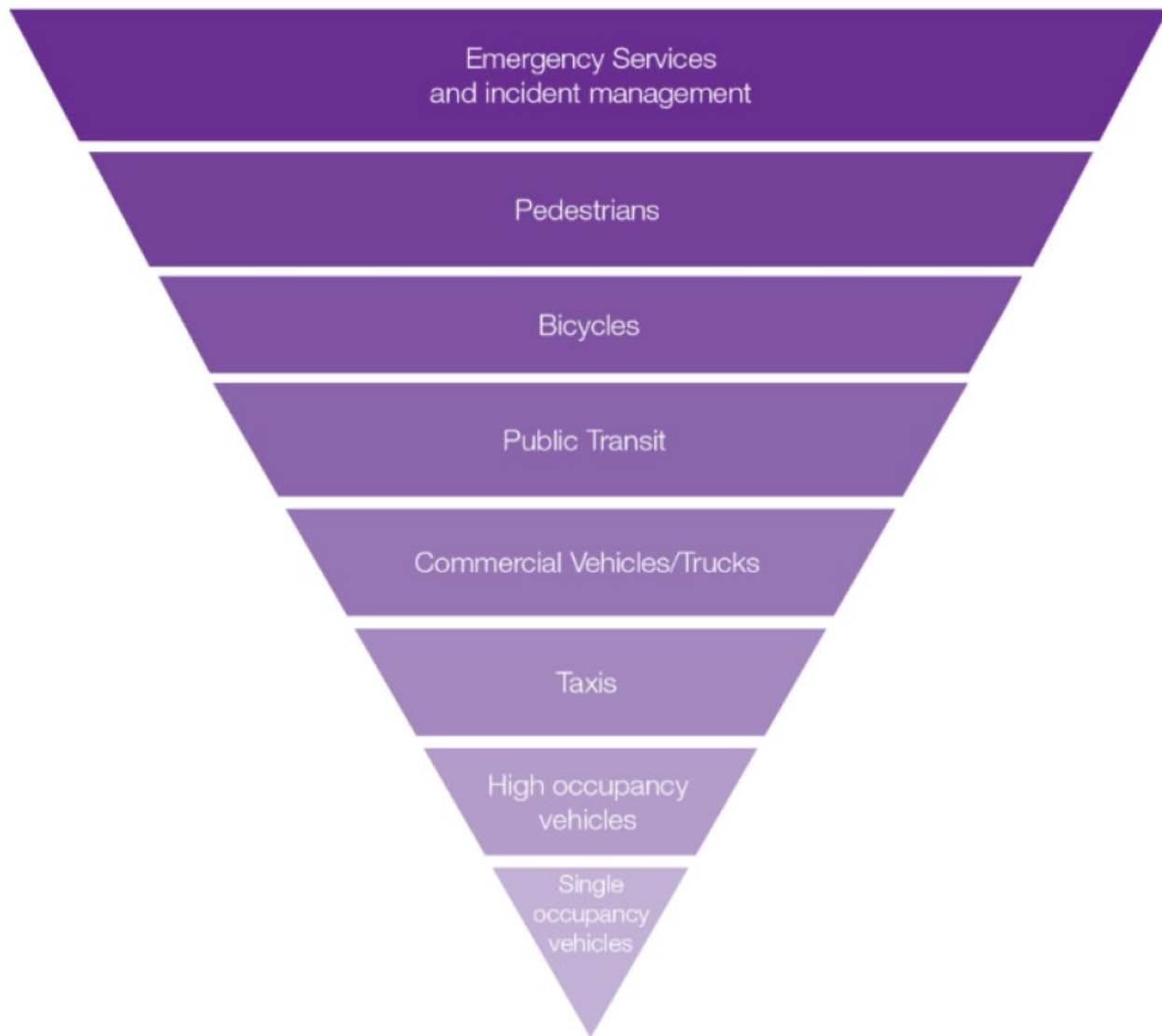


FIGURE 2: CTMP HIERARCHY OF ACCESS

Standardised site signage will be used to ensure site access points are easily recognisable to all road users and emergency services. Where site accesses cross existing footpaths, suitable traffic management will be implemented such as retractable pedestrian gates (e.g. Glossop St access to St Marys site). The details of the traffic management measures to be implemented will be included within the site / issue specific Construction Traffic Management Plans.

Impacts on public transport will be minimised through careful planning of works. Access to public transport hubs such as St Marys Train Station and Bus Interchange will be maintained through SSTOM works. Similarly access to existing bus stops along all haulage routes will be maintained.

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 will be avoided, and where avoidance is not possible, minimised. Where disruption cannot be avoided, alternative pedestrian, cyclist and vehicular access, and parking arrangements must be developed in consultation with affected businesses and landowners and implemented before the disruption.

Access to all utilities and properties must be maintained during the works unless agreed with affected utility owners, landowners and / or occupiers during the entirety of works unless an alternate access is agreed in writing with the landowner(s) whose access is impacted by the CSSI works. Where alternate access is provided, Parklife Metro D&C will ensure that the property access is reinstated within one month of the works being completed and that this access

will be to the equivalent standard of the previous access, unless agreed with the landowner or occupier. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.

All reasonably practicable measures will be implemented to avoid disruptions to access and parking. Where disruptions are unavoidable, Parklife Metro D&C will ensure that alternate access is available and that alternate parking is provided in consultation with affected businesses and occupiers prior to implementing the revised access and/or parking changes. Wayfinding signage will be used to guide the community to these alternate locations.

Vehicles associated with the project workforce (including light and heavy vehicles) will be managed to:

- f** Minimise parking on public roads
- g** Minimise idling and queuing on state and regional roads
- h** Not carry out marshalling of construction vehicles near sensitive land use(s)
- i** Not block or disrupt access across pedestrian or shared user paths at any time unless alternate access is provided; and
- j** Ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMP.

Particularly at the St Marys site, Parklife Metro D&C will provide alternate cyclists and pedestrian routes, where these may conflict with construction access/ egress. Any alternate route will comply with the relevant standards. It is integral to the success of the project, that site safety, for both the workforce and community, is instilled from the day of initial occupation until the end of the SSTOM Works. To do this Parklife Metro D&C will ensure that all personnel are provided with project and site specific inductions detailing the expectation that Parklife Metro D&C has for site operations and interactions with the community. Mandatory training will be provided to both workforce and subcontractors to ensure that these expectations are clearly understood.

It is not anticipated that there is any requirement for changes to bus stops or bus access. However, if there is any impacts this will be documented in the site / issue specific CTMPs.

Road Safety Audits (RSA) will be carried out to address vehicular access and egress, and pedestrian, cyclist and public transport safety. The audits of site specific CTMPs will be carried out as per the guidelines outlined in Section 10 of the Construction Traffic Management Framework. If the haul route for a specific site passes through a town centre such as St Marys, the RSA will be extended to assess impact of heavy vehicle movements on the town centre.

Sydney Metro and/or its contractors will undertake Road Safety Audits for site-specific CTMPs, to be submitted with the CTMP to stakeholders. The contractor will be required to respond and address all RSA comments before endorsement of the CTMP by TfNSW and approval by CJP.

Regular safety audits of work zones are also to be undertaken to ensure all construction site safety arrangements are in place. These audits will be additional to the daily inspections by the site staff. Attention will be given to WHS guidelines, work areas adjacent to the road, movement of construction traffic, vehicle speeds and all warning devices or systems.

4.3 Informing the Community

4.3.1 Objectives

Parklife Metro's communication and engagement objectives for traffic impact management are to:

- Proactively advise stakeholders of upcoming works to ensure they are fully informed of potential impacts
- Ensure stakeholders understand how they can find out more information and who to contact in the event they have an enquiry or complaint.
- Provide an effective and timely response to complaints and enquiries

- Minimising cumulative traffic and transport impacts

Where practicable, Parklife Metro will adopt a common Construction Traffic Management Plan (CTMP) with interfacing contractors. This coordinated approach will streamline traffic changes and reduce the combined impact of trucks from multiple construction sites.

4.3.2 Public transport and road users impact mitigations

Parklife Metro will minimise disruption to public transport users, pedestrians and travelling public with the following mitigations and actions:

- Maintaining access to the existing St Marys Station while train services are operating
- At site accesses and egresses where it crosses a footpath or shared path, signage (such as “Be Truck Aware” decals) will be provided to warn pedestrians on the presence of heavy vehicles
- Heavy vehicles will access the arterial network as soon as practicable on route to, and immediately after leaving, a construction site.
- All oversize truck movements will be registered with Customer Journey Planning (CJP) with strict adherence to travel route requirements.
- Coordinated delivery programs will avoid potential congestion of site access areas.
- Providing traffic management and signage to safely direct vehicles and pedestrians around the construction site
- Footpaths and cycleways around construction sites will be surveyed and reinstated if affected by construction. Any necessary modifications to be carried out in consultation with the relevant local council
- Interfacing contractors will be provided with detailed information regarding the type and size of heavy vehicles and a daily delivery schedule.
- In the case that accessibility to footpaths / shared paths / bus stops are impacted by works, alternate access for residents with impairments or mobility vehicle users will be established

Parklife Metro notes that any impact to the public transport network must be discussed and agreed to with TfNSW’s CJP team prior to approaching bus operators. Bus changes will usually required 28 days’ notice prior to being implemented to make the necessary infrastructure and notifications including the development of communications material (wayfinding bus notifications, etc).

4.3.3 Communication tools and activities

Parklife Metro’s Stakeholder and Community Engagement Team will provide information in advance of traffic, transport or access changes via a broad range of communication tools including:

TABLE 6: COMMUNICATION TOOLS

Tools and Activities	Description
Signage	Information or directional signage at the traffic change location to advise road users/pedestrians of alternative paths and duration, and disrupted access to bus stops.
Traffic alert email	Communication to transport operators and emergency services to advise of traffic changes, including road or lane closures and detours, via Customer Journey Planning live traffic.com.
Written notifications	Distributed to surrounding residents and businesses to advise them of changes to traffic conditions requiring traffic alerts

Tools and Activities	Description
	and/or modifications to pedestrian routes, cycle ways and bus stops. Notifications will describe: • scope, location and hours of work • duration of activity • alterations to access routes • type of equipment used and likely impacts of the work including noise, vibration, traffic, access and dust • mitigation measures; and • contact details for enquiries and complaints Required timelines include: • 10 days for Sydney Metro approvals • seven days' notice for residents and businesses.
Variable message signs (VMS)	Electronic VMS provides advanced notice to road users of traffic changes.
Advertisements	Advertisements in local newspapers before major changes in traffic conditions including detours, traffic disruptions and work outside working hours contained in the Environmental Documents
Briefings	Briefings of key stakeholders identified in liaison with Sydney Metro Place Managers
Doorknock	Discuss major traffic changes with nearest residents, businesses and other stakeholders prior to implementation

4.3.4 Communication Plans

Specific communications plans will be developed around any major traffic or transport change that can have a major impact on road users, pedestrians or shared paths. Each of these plans will provide detail about the specific activity, duration of the event, streets, roads and routes affected, stakeholders impacted, traffic, rail or bus management and staging requirements, approval frameworks, maps, key messages and any media requirements that would be instigated during the project. These plans will also include specific communication relating to way-finding strategies for people with reduced visibility, people from non-English speaking backgrounds and for people with a disability.

4.4 Traffic Management Strategy Approval Process (Off Airport)

Parklife Metro D&C recognises that significant lead times are required to allow for the review and approval of site / issue specific CTMPs. Parklife Metro D&C also recognise that the approval process can be an iterative process and that as a minimum the CTMPs will need to be provided to the relevant stakeholders for review at least four months from the proposed date of the commencement of works, that are to be detailed in the CTMP. A six month look ahead of site specific CTMPs will be provided to the Traffic Control Group (TCG) to ensure that any identified or potential issues are raised and addressed to ensure that works proceed in line with the agreed program. This group will meet weekly, or as otherwise agreed, and will include TfNSW, Customer Journey Planning and relevant Councils.

4.4.1 Site / Issue Specific Construction Traffic Management Plans

Site specific CTMP will be provided for all Off Airport construction sites. These documents will include details on the proposed changes for each discrete construction area that interfaces with public roads and footways. At St Marys the CTMP developed will ensure the continued operation of the exiting transport interchange.

Parklife Metro D&C is committed to minimising disruption to local businesses and the communities surrounding SSTOM worksites. Businesses affected by the SSTOM Works will be surveyed to ascertain their access, parking, deliveries hours of operation and peak times and communication requirements including any need for translation services. This information will be used to inform the detailed construction planning and programming and site specific CTMPs.

The details to be included site specific CTMPs, where applicable, are:

- Work location, map and extent of work areas
- Site access and egress points and proposed traffic control
- Existing and proposed speed limits and justification of any proposed changes
- Safety barrier positioning and type including crash cushions
- Design drawings, including design speeds and certification
- Swept path analysis for haulage routes and site access and egress points
- Impacts on emergency services, businesses and freight, pedestrians, cyclists, public transport, property access, vehicle access and parking including:
 - Changes to bus routes
 - Changes to the footpath and roadways
 - Changes to business access – both pedestrians and vehicles
 - Signage and linemarking changes
 - Traffic signal adjustments
 - Public notifications and communication strategies
 - Stakeholder consultation
 - Traffic impact in terms of vehicle volumes over EIS identified AM and PM peak periods
 - Road safety audits
 - Mitigation strategies
 - Hour by hour works program
 - Traffic staging plans
 - Traffic Guidance Schemes (formerly known as Traffic Control Plans)
 - Vehicle Movement Plans
 - Pedestrian Movement Plans
 - Driver Induction / Training
 - Parking Management Plan for staff including any bussing arrangements that may be proposed.

All site specific CTMPs will be developed in consultation with the Traffic and Transport Liaison Group (TTLG) and Traffic Control Group(s) (TCG) noting the planned traffic disruptions scheduled by the following works:

- Airport Entrance Precinct Utilities Works

- Mamre Road Widening Works
- M12 Works
- M7 Widening Works

Details of this consultation and other stakeholders will be included within the site specific CTMPs.

All site specific CTMPs will be provided to the Planning Secretary for information prior to the commencement of construction, as noted in the site specific CTMPs.

4.4.2 Parklife Metro JV Internal Coordination

Under the Parklife Metro D&C component, WeBuild has subcontracted Richard Crookes and Rhomberg Rail to deliver components of the construction works.

In order to ensure traffic requirements are coordinated across the project:

- Parklife Metro D&C will hold weekly internal traffic coordination meetings with all traffic managers working as part of SSTOM with Parklife Metro D&C Traffic Manager to manage the traffic impacts overall
- All subcontractors under Parklife Metro D&C (Richard Crookes, Rhomberg etc) will be required to submit ROLs through Parklife Metro D&C and are not to submit ROLs independently noting CJP has requested an ROL to be submitted to TMC for all SSTOM related works irrespective of road classification. This is to allow cumulative impacts and potential conflicts to be effectively managed and identified.
- Any other construction approvals (Council, TfNSW, etc) are to be submitted through Parklife Metro D&C following traffic team approval
- All subcontractors are to provide forecasts of any activities with additional traffic impact (use of alternate haulage route, truck volumes outside of EIS, road closures, OSOM requirements, etc) prior to weekly meetings and provide the information to Parklife Metro D&C for coordination.
- All subcontractors have been briefed that in all ordinary circumstances they are to follow the recommended haulage routes in **Appendix A**.

The Parklife Metro D&C Traffic Manager will be the single point of contact across the SSTOM phase of the project for all stakeholder interaction.

4.4.3 Local Traffic Committee

For works that require changes to regulatory signposting, line marking or traffic control devices, not identified in the environmental planning documents on the local road network, a submission to the Local Traffic Committee (LTC) is required. There are two local councils that are responsible for the SSTOM Works approvals:

- Penrith City Council is the responsible road authority for the following sites:
 - St Marys Station
 - Stabling and Maintenance Facility
 - Orchard Hills Station
 - Luddenham Station
- Liverpool City Council is the responsible road authority for the following sites:
 - Bradfield (Aerotropolis Core) Station.

It is acknowledged that although the TMP may be ratified by the LTC, the works cannot be undertaken until Council has adopted the LTC recommendations, which may be between 2-4 weeks post the meeting. In some areas, council officers have the authority to approve minor works.

4.4.4 Other Traffic Approvals

- Road Occupancy License (ROL) will be required from the Transport Management Centre prior to occupation of any part of the road/ footpath network.
- Speed Zone Authorisation (SZA) will be required from TfNSW for both long term and short term SZA. The SZA application will form part of the Road Occupancy License (ROL) application.
- Road Opening Permits (ROP) will be required from the relevant local council prior to undertaking any works that can impact the council assets. Applications will be made a minimum of 10 business days prior to the works commencing
- Road/ Footpath Occupation Permits will be required from the relevant local council prior to occupation of any local road or footpath. Applications will be made a minimum of 10 business days prior to the works commencing
- Traffic Control Signal (TCS) design will be required in the event that changes are proposed to existing TCS or new TCS is required to facilitate access and egress at the worksite. We will ensure that any traffic signal design is undertaken by an accredited TfNSW signal designer, comply with TfNSW Traffic Signal Design Manual (RTA Pub 08.092) and that the works are carried out by an TfNSW accredited traffic signal contractor. CPG notes the lengthy approval process for traffic signal changes.
- Roadside furniture changes will be identified early as will consultation with the relevant owners (for example Australia Post) and relevant council to gain acceptance of the proposed changes. Parklife Metro D&C recognises that roadside furniture also includes signposting and linemarking changes and where these are regulatory in nature, they will also be provided to Council's LTC for ratification and subsequent acceptance by Council.
- The movement of oversize and over-mass vehicles will be undertaken at night and, where required, under escort. This will include deliveries and removal of large plant. We will meet all TfNSW and relevant authority requirements including oversize and/or over-mass (OSOM) permits and load declarations.
- The use of local roads not included in the Environmental Impact Statement or other environmental documents will require the development of Heavy Vehicle Local Road report which must be approved by the Planning Secretary and be incorporated into the relevant CTMP. The report must include:
 - 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 road and;
 - d. Measures that will be implemented to avoid where practicable the use of local roads post 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 of items (a) to (d)

4.4.5 Traffic Instructions

Parklife Metro D&C will comply with any traffic direction or instruction given by the NSW Police Force, a relevant Authority or the Principal in respect of traffic and transport management. We note that the NSW Police Force or other relevant authority may instruct Parklife Metro D&C to reopen lanes, shoulder, footpaths, shared paths regardless of whether it was closed by previous agreement.

4.4.6 Special Events

When planning construction works, consultation will be undertaken with councils, event organisers, TfNSW, and TTLG to identify special events which may directly impact worksites or haulage activities. Parklife Metro D&C will also identify areas of work that may impact on special events to allow us to plan activities to minimise any disruption. Special events will be included within the site specific CTMPs.

Known Class 1 and Class 2 events have been incorporated into the D&C program and will be reviewed on a monthly basis for any new or changed requirements. Parklife Metro D&C 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
- Penrith City Council Events
- Liverpool City Council Events

Parklife Metro D&C will work closely with the relevant road authorities to explore opportunities to undertake works in low traffic times, especially over holiday periods such as:

- Public Holidays
- School Holidays

4.5 Traffic Management Strategy Approval Process (On Airport)

Sydney Metro is responsible for preparing and obtaining approval for Construction Environmental Management Plans and sub plans including the Traffic and Access CEMP. Parklife Metro D&C will prepare the following where required:

- Traffic Guidance Schemes (formerly Traffic Control Plans)
- Vehicle Movement Plans
- Traffic Staging Plan
- Any documentation flowing from the requirements of the Shared Access Roads Protocol (subSARP)
- Construction Environmental Management Framework - Section 5.2 (c)

4.6 Traffic Impact Management

4.6.1 Heavy Vehicle Access

Heavy vehicle types to be used on the project will range from 4.5t trucks through to 19m semi-trailers, 19m truck and dog combinations, low loaders for plant delivery/ removal and transport special purpose vehicles.

All Heavy Vehicles used for spoil haulage will be clearly marked on the sides and rear with the project name and application number to enable immediate identification by a person viewing the Heavy Vehicle standing 20 metres away. This markings will be provided to the Sydney Metro for approval prior to the commencement of hauling spoil.

The following practices and measures will be used to promote efficient scheduling of all heavy vehicles to minimise the impact on road users during the SSTOM works.

- Initial induction, mandatory training and regular briefings for all transport contractors
- Logistics monitoring sof to identify and regulate truck operations
- Providing personnel at the site gates, if necessary to meter the despatch of trucks onto the road network
- Management of truck movements along discrete routes to minimise cumulative impacts from heavy vehicles (see haulage routes in Annexure A)
- Regular checks of special and other events, not associated with SSTOM work activities, that could impact on heavy vehicle operations

- Scheduling, where feasible, to avoid operating school zones, high pedestrian activity times and peak road periods.
- Heavy vehicles will access the arterial roads via the most direct route

Note the records of monitoring will be made available electronically to the Planning Secretary and the EPA upon request for a period of no less than one year following the completion of construction.

For further details on the management of heavy vehicles refer to Parklife Metro D&C's Spoil Management Plan (and Parklife Metro D&C's Chain of Responsibility Management Plan).

All loads will be covered prior to leaving the site. Parklife Metro D&C will ensure that site inspections are undertaken around the surrounding road and path network to ensure that the roads and paths are free of debris, deleterious materials, obstructions and trip hazards. Any spillage or build-up of material will be cleaned up promptly. Wheel wash facilities will be installed within the sites. Where damage occurs to infrastructure outside of the construction site, which has been caused by Parklife Metro D&C, it is ensured that the damage is rectified.

4.6.2 Heavy Vehicle Monitoring

For spoil haulage vehicles Parklife Metro D&C will use a software platform to manage and monitor truck movements. These records can be supplied to the relevant authorities and will be retained for 1 year post the completion of works.

4.6.3 Construction Traffic Volumes

With the exception of the two Service Facilities (Claremont Meadows and Bringelly) and Aerotropolis Station site, when SSTOM is given site access all other sites will be shared with either SCAW or SBT or both which necessitates all three phases to coordinate traffic volumes in order to stay under the peak hour construction movement cap nominated in Table 4-1 of SMWSA EIS Technical Paper – Transport.

SSTOM construction traffic volumes will ramp up as SCAW and SBT ramp down, however coordination between the three phases in the form of site specific weekly or monthly (dependent on need) traffic coordination meetings will occur to ensure scheduling of large deliveries (in terms of both volume and overmass / oversize) will not impact the public road network.

4.6.4 Fleet Safety

Parklife Metro D&C is committed to safety for all aspects of the project with road safety being paramount to the success of the project. To demonstrate this commitment the requirements listed in Table 7 will be implemented.

TABLE 7: HEAVY VEHICLE REQUIREMENTS

Requirements	Purpose	Managed By
Ensure all heavy vehicles are registered and comply with the Australian Design Rules	Ensure compliance with legislative requirements	Checking prior to attendance at site through subcontractor engagement
Blind spot elimination or minimise front, side and rear blind spots, including • Class V and VI mirrors as per ADR14.02 where blind spots cannot be permanently eliminated	Ensure compliance with SWTC and increase visibility of active transport users	Checking prior to attendance at site through subcontractor engagement

Requirements	Purpose	Managed By
The prohibition of accessories that restrict the forward field of vehicles including opaque or chrome bug deflectors		
Side underrun protection fitted to both sides of the vehicle: - Between the front and rear axle of all rigid (SU) trucks and - Between the front axle/ landing legs and rear axle of trailers forming part of a combination	Improved protection for active transport users	Checking prior to attendance at site through subcontractor engagement
Signage placed on heavy vehicles including: - Rear warning signs alerting other roads users to the dangers of overtaking and - Front nearside signs warning pedestrians about walking close to the front of a moving or stationary heavy vehicle	Increasing road safety awareness for all users	Checking prior to attendance at site through subcontractor engagement
Full body line and contour conspicuity markings and reflective markings fitted to the drawbar of all trailers	Increasing visibility of heavy vehicles	Checking prior to attendance at site through subcontractor engagement
Heavy vehicle drivers to complete the Sydney Metro Safe Heavy Vehicle Driver Induction program or similar	Training and induction to address safety of pedestrians/ cyclists along street frontages	Training and induction process
All heavy vehicles used for spoil haulage must be clearly marked on the sides and rear with the project name and application number to enable immediate identification by a person viewing the heavy vehicle standing 20m away	Compliance with MCoA	Checking prior to attendance at site through subcontractor engagement
A telematics monitoring system which measures and reports on vehicle location, speed compliance, fatigue, and driver behaviour (such as harsh acceleration and braking	Improved road safety by ensuring all HV drivers are fit to drive	Checking prior to attendance at site through subcontractor engagement
Anti-lock braking systems	To prevent skidding where loss of steering and control result from locked wheels when braking hard	Checking prior to attendance at site through subcontractor engagement

4.6.5 Road Dilapidation Survey and Reporting

Road dilapidation surveys will be undertaken prior to use of local roads by Heavy Vehicles. A copy of these surveys will be provided to the relevant road authority at least three (3) weeks post completion of the survey and at no later than one (1) month before the road is used by Heavy Vehicles associated with the construction of the project.

The proposed survey locations and relevant road authority is provided in Table 8.

TABLE 8: ROAD DILAPIDATION SURVEY LOCATIONS

Local Road	Segment	Road Authority
Kent Road	M4 to Lansdowne Road	Penrith City Council
Lansdowne Road	Kent Road to Samuel Marsden Road	Penrith City Council
Station Street	Queen Street to Gidley Street	Penrith City Council
Queen Street	Phillip Street to Station Street	Penrith City Council
Phillip Street	Queen Street to Glossop Street	Penrith City Council
Chesham Street	Lethbridge Road to Glossop Street	Penrith City Council
Lethbridge Street	Station Street to Phillip Street	Penrith City Council
Glossop Street	Great Western Highway to Forrester Road	Penrith City Council
Werrington Road	Christie Street to Great Western Highway	Penrith City Council
Forrester Road	Christie Street to Glossop Street	Penrith City Council
Christie Street	Werrington Road to Forrester Road	Penrith City Council
Patons Lane	Stockdale Road to Luddenham Road	Penrith City Council
Luddenham Road	Mamre Road to Elizabeth Drive	Penrith City Council
Gipps Street (existing 4 laned road)	The Great Western Highway past Sunflower Drive	Penrith City Council
Gipps Street (existing 2 laned road)	Great Western Highway to Sunflower Drive intersection	Penrith City Council
Reserve Road	Great Western Highway to Putland Street	Penrith City Council
Putland Street	Reserve Road to Gipps Street (existing 2 laned road)	Penrith City Council
Derwent Road	The Northern Road to end	Liverpool City Council

Harris Street in St Marys has not been included as part of the table above as SSTOM does not have access to any SMWSA areas north of St Marys station.

Note if any portion of the haulage route is change to utilize any local roads, a dilapidation report will be undertaken prior to use.

If any damage occurs to local roads as a result of construction activity, Parklife Metro D&C will, at the relevant road authority's discretion):

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

4.6.6 Track and Train Deliveries

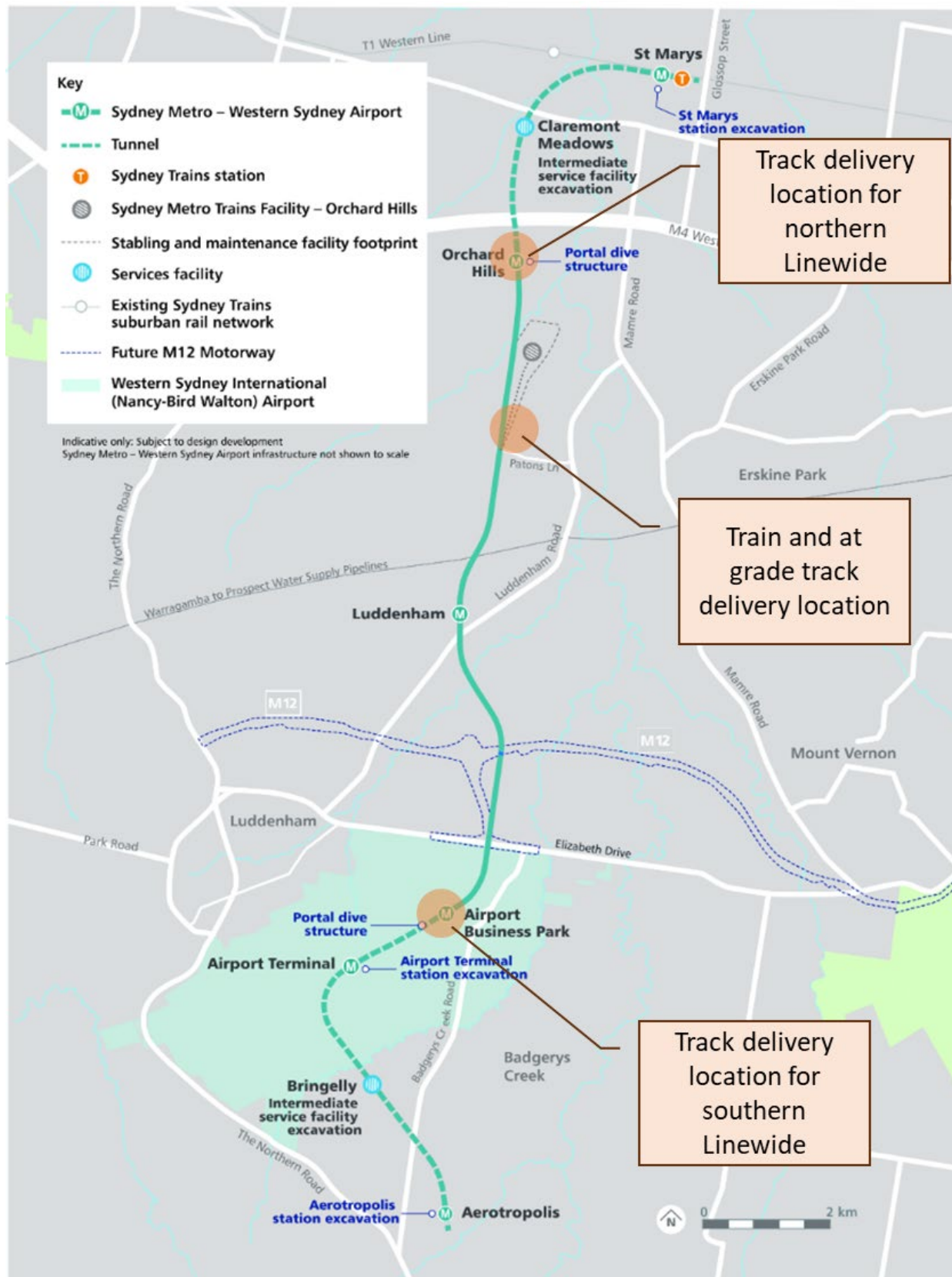


FIGURE 3: TRACK AND TRAIN DELIVERY LOCATIONS

There is a projected 6000 tonnes of rail that will need to be laid as part of the SSTOM Linewide scope between St Marys and Aerotropolis stations. The tunnel rails will be fed through the TBM tunnel entries at either Orchard Hills (northern Linewide) or Airport Business Park (southern Linewide) and the at grade tracks delivered to the same locations as well as the Orchard Hills Stabling and Maintenance Yard. The rail deliveries are projected to start in Q3 2024. Procurement of the rails are in progress and will form part of site specific CTMPs for the three nominated locations (shown in Figure 3).

12 trains in total will be delivered to the Stabling and Maintenance Facility starting in Q4 2025 on 36 oversized vehicles from Port Kembla. Parklife Metro D&C will ensure all necessary OSOM permits and approval mechanisms are in place for the train deliveries.

4.7 Authorised Traffic Controller

In the event that a Traffic Controller (TC) is required, whilst on Site, the responsibilities of the Traffic Controller include:

- Implementation of the Traffic Guidance Scheme.
- Pedestrian and cyclist management, to ensure that adverse conflicts between vehicle movements and pedestrians do not occur.
- Supervision of all vehicle movements across pedestrian footpaths at all times, and
- Supervision of all loading and unloading of construction materials during the deliveries in the construction phase of the project.

All TCs on Site will hold a TfNSW approved SafeWork NSW Traffic Control Work Training (TCWT) card.

4.8 Site Operations

The sites have been designed to minimise their impact on the surrounding roads and to provide for trucks entering and exiting the worksites in a forward direction. All driveways will be constructed to ensure they are suitable for the heavy vehicle loads expected over the life of the SSTOM works and easily traversed by pedestrians, including people with mobility aids, parents with prams and cyclists. An overview of site operations is provided in Table 9.

TABLE 9: SITE OPERATIONS

St Marys Station – Off Airport - DATE	
Access and Egress	Access: Glossop Street Egress: Philip Street
Active Transport Users	Pedestrian / cyclist traffic management measures will be in place at every active access and egress locations
Public Transport	Minor impact on bus travel times where haul routes are shared with bus routes
Motorists	May be subject to additional temporary traffic control measures on Phillip Street
Parking	Onsite parking for construction workers will be limited but workers will be under strict instruction to follow the site specific parking management plan
Other	N/A

SMF – Off Airport - DATE

Access and Egress	Access: Kent Road intersection with Lansdowne Road Egress: Kent Road intersection with Lansdowne Road
Active Transport Users	No footpaths currently available for use along Kent Road
Public Transport	No public transport operates on Kent Road south of the M4
Motorists	May be subject to additional temporary traffic control measures on Kent Road
Parking	Onsite parking will accommodate the workforce
Other	NA

Orchard Hills Station – Off Airport - DATE

Access and Egress	Access: Kent Road or Lansdowne Road Egress: Kent Road or Lansdowne Road
Active Transport Users	No footpaths currently available for use along Kent Road
Public Transport	No public transport operates on Kent Road south of the M4
Motorists	May be subject to additional temporary traffic control measures on Kent Road
Parking	Onsite parking will accommodate the workforce
Other	NA

Luddenham Station – Off Airport - DATE

Access and Egress	Access: Luddenham Road Egress: Luddenham Road
Active Transport Users	No footpaths currently available for use along Luddenham Road
Public Transport	1 school bus services operates in the morning on Luddenham Road – haulage vehicles to be aware of the bus service timing to avoid impact
Motorists	May be subject to additional temporary traffic control measures on Luddenham Road
Parking	Onsite parking will accommodate the workforce
Other	NA

Airport Business Park Station – Off Airport - DATE

Access and Egress	Access: Badgerys Creek Road/ Pitt Street roundabout Egress: Badgerys Creek Road/ Pitt Street roundabout
Active Transport Users	No footpaths currently available for use along Badgerys Creek Road

Public Transport	1 bus service (801) operates 3 services in the AM and 3 services in the PM on Badgerys Creek Road - haulage vehicles to be aware of the bus service timing to avoid impact
Motorists	May be subject to additional temporary traffic control measures on Luddenham Road
Parking	Onsite parking will accommodate the workforce
Other	NA

Airport Terminal Station – Off Airport - DATE

Access and Egress	Access: Badgerys Creek Road/ Pitt Street roundabout Egress: Badgerys Creek Road/ Pitt Street roundabout
Active Transport Users	No footpaths currently available for use along Badgerys Creek Road
Public Transport	1 bus service (801) operates 3 services in the AM and 3 services in the PM on Badgerys Creek Road - haulage vehicles to be aware of the bus service timing to avoid impact
Motorists	May be subject to additional temporary traffic control measures on Luddenham Road
Parking	Onsite parking will accommodate the workforce
Other	NA

Aerotropolis Station – Off Airport - DATE

Access and Egress	Access: Badgerys Creek Road Egress: Badgerys Creek Road
Active Transport Users	No footpaths currently available for use along Badgerys Creek Road
Public Transport	1 bus service (801) operates 3 services in the AM and 3 services in the PM on Badgerys Creek Road - haulage vehicles to be aware of the bus service timing to avoid impact
Motorists	May be subject to additional temporary traffic control measures on Luddenham Road
Parking	Onsite parking will accommodate the workforce
Other	NA

Parklife Metro notes that the information provided in the table above will need to be discussed in detail with the relevant site specific CTMP and approval of the OCTMP will not translate to an approval of the information.

In accordance with the current TfNSW's Traffic Control at Worksites Manual (TCAWS v6.1), Sydney Metro's Principal Contractor Health and Safety Standard, Australian Standard AS1742.3 Manual of uniform traffic control devices – Traffic control for works on roads and in line with Parklife Metro D&C's policy to manage work near live traffic, Parklife Metro D&C will implement systems to provide for clear separation between workers and traffic.

The most appropriate form of separation will be determined through risk assessments, that will be included in the site specific CTMP or that accompany any ROL applications, where required. The determination and risk assessment will also be based on the adoption of the Hierarchy of Hazard Controls as noted on Figure 4. The adoption of these controls will also be based on the principles of SFAIRP (So Far As Is Reasonably Practicable).

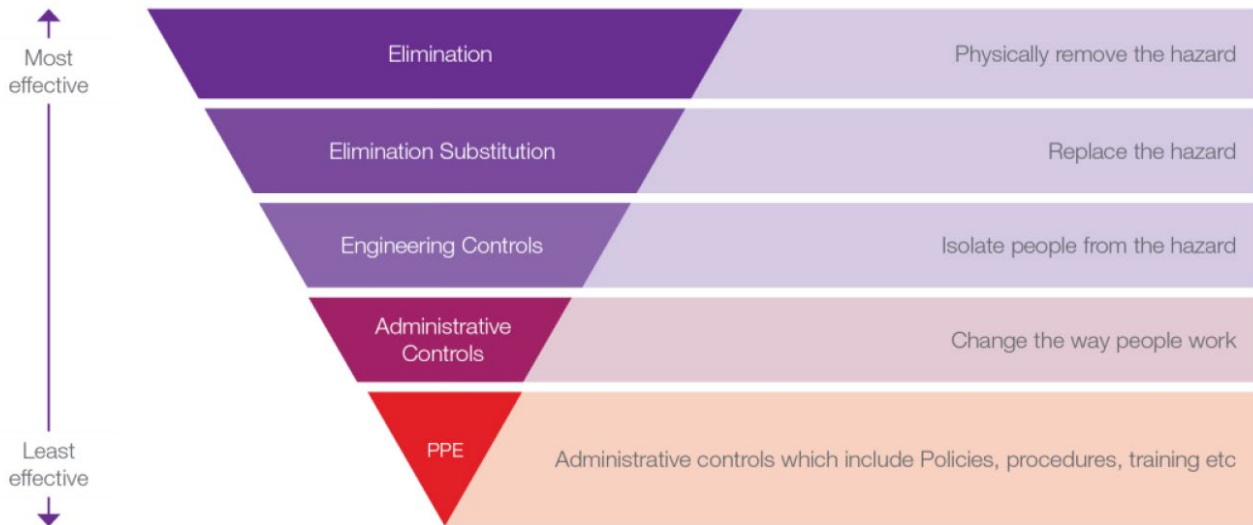


FIGURE 4: HIERARCHY OF HAZARD CONTROLS

5 Parking Management Plan

5.1 Construction Worker Parking Requirements

Parking changes will be limited to St Marys and are associated with implement of traffic changes included within the EIS to improve road safety and operation. To reduce the impact on existing parking stock construction workers will be encouraged to travel to and from work via the existing public transport network, where possible or the use of car share opportunities.

Tool lockers and amenities (food and beverage trucks, lunchrooms, etc) will also be provided at the various compounds. Nine shuttle buses will be provided initially across the project to pick up and drop off construction workers from railway stations and / or bus stops convenient to site. Additionally, an initial 40 pool vehicles will be provided across the sites to reduce the need for single occupancy vehicle usage.

Table 10 shows the construction worker parking demand at each site noting that with the exception of St Marys all construction worker parking requirements will be able to be accommodated within each site.

TABLE 10: CONSTRUCTION WORKER PARKING

Location	Indicative Car Parking Requirements
St Marys	80
Claremont	28
Orchard Hills	320
Stabling and Maintenance Facility	350
Luddenham	270
Airport Business Park	240
Airport Terminal	230
Bringelly	15
Aerotropolis	360

5.2 St Mary's Station Access and Parking Strategy

There will be a shortfall in the amount of on-site parking provision at St Marys. The site-specific Parking Management Plan for St Marys will seek to minimise the impact of the overall demand for construction worker parking through initiatives such as:

- Investigation of remote parking facility options in conjunction with the provision of shuttle buses
- Promotion of carpooling
- Encouraging the use of public transport

Parklife Metro will endeavour to ensure the impact of the contractor parking demand within the St Marys area will not adversely affect the St Marys CBD and residential amenities (existing car parking spaces).

6 Monitoring and Review

Parklife Metro D&C will undertake inspections of implemented long term traffic measures to ensure that they are fit for purpose and that all devices are clear and legible for all road users at all times of day and types of weather. These inspections will include checks both day and night by a qualified Prepare a Work Zone Traffic Management Plan person.

Every TGS and VMS implemented for the works will be subject to checking as required by Traffic Control at Worksites. These checks are as noted in Table 11.

TABLE 11: MONITORING STAGES

Stage	Activity	Purpose
Planning	TGS Verification	To ensure that the TGS selected or designed is suitable for the works and location
	Road Safety Audit	To identify road safety crash potential and areas of risk that could lead to traffic incidents
During Temporary Traffic Management	Weekly Inspections	To ensure that the CTMP and relevant TGS are appropriate 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: a) TGS is installed, changed or updated b) At regular intervals after work commences – recommended every 2 hours and c) Once aftercare arrangements have been installed, if required
	CTMP review	To ensure that the CTMP controls are achieving the required outcomes
	Road Safety Audit	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

Records will be maintained of all traffic guidance facilities and any adjustments or changes made to such facilities, together with dates and times the facilities were installed, varied and/ or removed.

7 Overview of Traffic Management

Table 12 provide an overview of how traffic will be managed during the SSTOM activities.

TABLE 12 GENERAL PHASES OF THE SSTOM WORKS AND IMPACT MANAGEMENT

Phase of Works	Activity	Potential Impacts	Impact Management
Site Establishment	Deliveries	Traffic control implemented to facilitate deliveries	TGS, ROL and internal procedures
	Sign Installation	Temporary changes to pedestrian / cyclist paths	TGS, ROL and communications with impacted stakeholders
	Hoarding / Fencing	Temporary changes to pedestrian / cyclist paths in urban areas	TGS and ROL
	Utility Works	Lane and path closures and undertaken as nightworks (in urban areas)	TGS, ROL, EPL requirements and communications with impacted stakeholders
	Driveway Works	Lane and path closures and undertaken as nightworks (in high traffic areas)	TGS, ROL, EPL requirements and communications with impacted stakeholders
	Site Shed Installation	Lane and path closures and undertaken as nightworks (in high traffic areas)	TGS, ROL, EPL requirements and communications with impacted stakeholders
	Road Upgrade Works	Temporary traffic management measures to be implemented and access to existing properties to be maintained	CTMP, TGS, ROL, EPL requirements and communications with impacted stakeholders
Site Operations	Deliveries	Traffic control implemented to facilitate deliveries	TGS, ROL and internal procedures
	Crane Works	Lane, path and road closures when required in high traffic zones	CTMP, TGS and ROL
	Spoil Haulage	Pedestrian / cyclist traffic management measures will be in place at every active access and egress locations	CTMP, TGS and ROL
	OSOM Access	Lane, path and road closures when required in high traffic zones. Pedestrian / cyclist traffic management measures will be in place at every active access and egress locations	OSOM permits, CTMP, ROL, TGS, Special Event Clearway (when required) and communications with impacted stakeholders

Phase of Works	Activity	Potential Impacts	Impact Management
	General Site Operations	Temporary and permanent changes to the road and / or footpath paths when required	CTMP, TGS, ROL and communications with impacted stakeholders
Site Demobilisation	Removal of Plant and Equipment	Temporary traffic management to be implemented when required to facilitate removals	CTMP, TGS and ROL
	Site Shed Removal	Lane, path and road closures when required in high traffic zones. Pedestrian / cyclist traffic management measures will be in place at every active access and egress locations	OSOM permits, CTMP, ROL, TGS, Special Event Clearway (when required) and communications with impacted stakeholders

8 Incident Management

Unplanned traffic control, such as lane closures or footpath restrictions, will be notified to the TMC, Customer Journey Planning and TfNSW with information on the cause of the traffic impact and likely duration. Parklife Metro D&C will provide appropriate resources to minimise the time that the traffic control needs to be in place.

For unplanned traffic activities around sites, Parklife Metro D&C will:

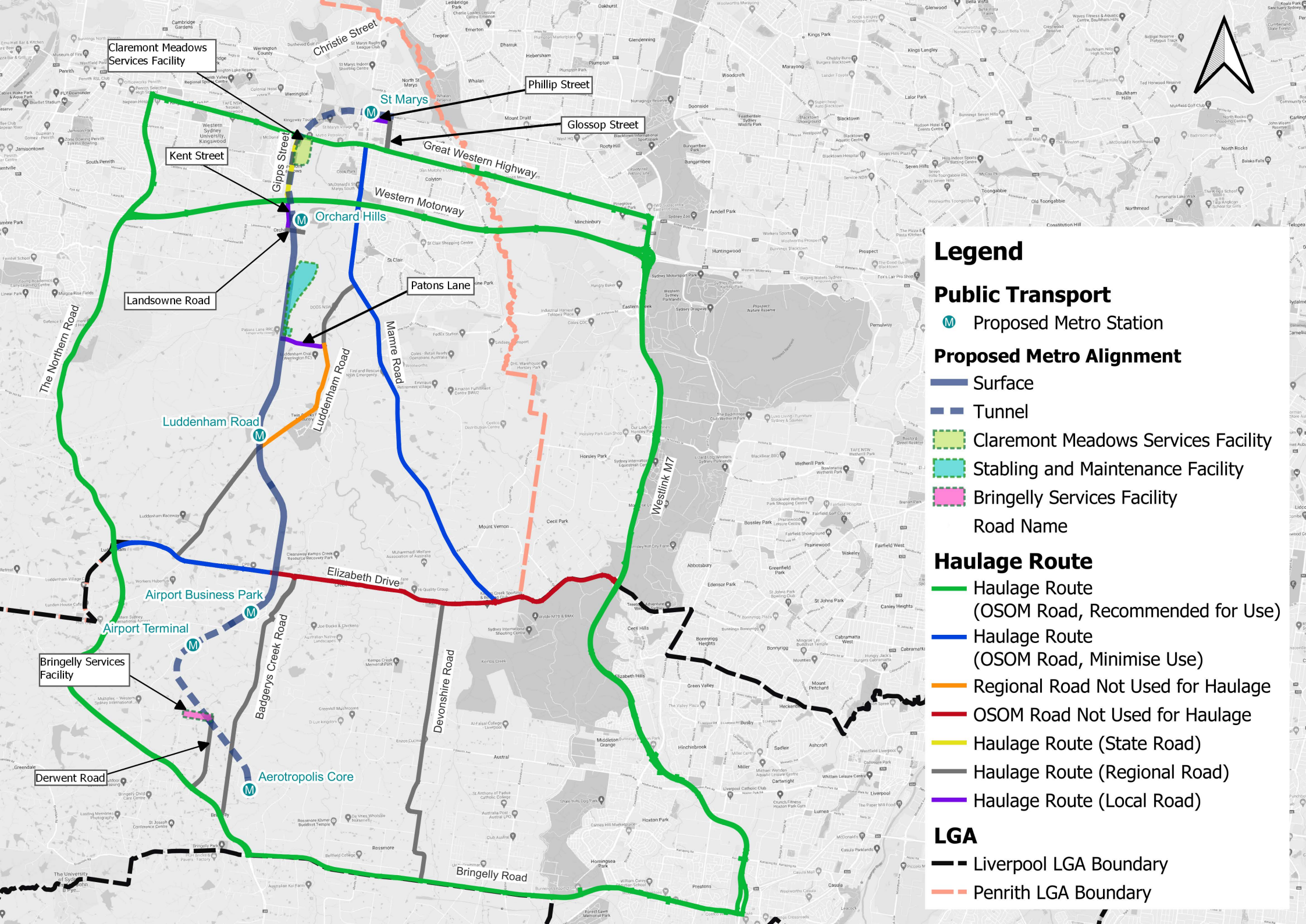
- Contact emergency services and NSW Police about the incident if required
- Contact the TMC and Customer Journey Planning immediately identifying the location, extent of the traffic control and estimated duration
- Contact the appropriate provider if the works are due to utility service issues
- Implement forewarning signs informing the road user of what to expect
- Provide alternative travel paths, including extra traffic control, where required
- Provide sufficient work resources to complete any required emergency work and expedite the reopening of lanes

An overview of incident management is provided in Table 13. The development of this Plan will be done in consultation with the Transport Management Centre and Customer Journey Planning.

TABLE 13 INCIDENT MANAGEMENT PLAN

Type	Internal Escalation	External Escalation
Cause by Construction	Site manager to inform traffic manager, construction manager and senior safety advisor, Senior safety advisor to decide on incident type and escalation. Traffic manager to inform external authorities.	Notify TMC, CJP and Emergency Services (if required)
Occurs Near Construction	Site manager to inform traffic manager, construction manager and senior safety advisor, Senior safety advisor to decide on incident type and escalation. Traffic manager to inform external authorities.	Notify TMC, CJP and Emergency Services (if required)
Not related to Construction (outside site, affecting traffic)	Site manager to inform traffic manager. Then traffic manager to inform internal operations if required to adjust haulage routes and external authorities.	Notify TMC (minor) Notify TMC and CJP (major)

Appendix A Haul Routes



Legend

Public Transport

 Proposed Metro Station

Proposed Metro Alignment

 Surface

 Tunnel

 Claremont Meadows Services Facility

 Stabling and Maintenance Facility

 Bringelly Services Facility

Road Name

Haulage Route

 Haulage Route
(OSOM Road, Recommended for Use)

 Haulage Route
(OSOM Road, Minimise Use)

 Regional Road Not Used for Haulage

 OSOM Road Not Used for Haulage

 Haulage Route (State Road)

 Haulage Route (Regional Road)

 Haulage Route (Local Road)

LGA

 Liverpool LGA Boundary

 Penrith LGA Boundary

Appendix B Authority Comments

NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	LINKED ITEM NO	CLOSED OUT
01	5/05/2023	SMD	PBROGAN	SMWSASSM-PLD-1NL-PCPLN- 000071	General	CTMF and Gen Specs	What are the forecast light and heavy vehicle volumes by SSTOM work site, do their generations coincide and what, if any, implications are there for the nominated haulage routes across the project having regard to other Metro and other major project contractor works traffic generations. What mitigations are proposed to take traffic pressure off the central section of Elizabeth Drive?	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PCPLN- 000071	General	CTMF and Gen Specs	Refer to Sections 4.4.1, 4.6.3 and Appendix A	Observation		N
02	5/05/2023	SMD	PBROGAN	SMWSASSM-PLD-1NL-PCPLN- 000071	General	CTMF & Gen Specs	Give consideration to including a copy of each work site layout and the nominated haulage routes.	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PCPLN- 000071	General	CTMF & Gen Specs	worksite layout will be provided in the site specific CTMPs and nominated haulage routes are located in Appendix A	Observation		N
03	5/05/2023	SMD	PBROGAN	SMWSASSM-PLD-1NL-PCPLN- 000071	Glossary	CTMF	Include CTMF in the Glossary	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PCPLN- 000071	Glossary	CTMF	Glossary updated for definition of "CTMF"	Observation		N
04	5/05/2023	SMD	PBROGAN	SMWSASSM-PLD-1NL-PCPLN- 000071	Tables 1 and 2	CTMF & Gen Specs	A more thorough summary of the works by work site location is required in Tables 1 and 2. Likely OSOM deliveries and indicatives timings should also be provided.	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PCPLN- 000071	Tables 1 and 2	CTMF & Gen Specs	updated in Section 1.2, Table 2 and Section 1.3, Table 3	Observation		N
05	8/05/2023	SMD	CBERG				No Comments			Y
	6/06/2023	PLM	WZ							Y
06	9/05/2023	SMD	PBROGAN	SMWSASSM-PLD-1NL-PCPLN- 000071	Table 3	CoA E107	Table 3, E107: Add reference to Section 4.6.4.	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PCPLN- 000071	Table 3	CoA E107	updated in Section 1.6, Table 4	Observation		N
07	9/05/2023	SMD	PBROGAN	SMWSASSM-PLD-1NL-PCPLN- 000071	Section 4.2	CoA E110 and E111	Section 4.2 to include text to address the requirements of CoA E110 and E111.	Potential Non-Compliance		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PCPLN- 000071	Section 4.2	CoA E110 and E111	updated in Section 4.2	Potential Non-Compliance		N
08	9/05/2023	SMD	PBROGAN	SMWSASSM-PLD-1NL-PCPLN- 000071	Section 4.2	CoA E109	Section 4.2 to include text to address the requirements of CoA E109. Suggest including the condition wording (bullet points).	Potential Non-Compliance		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PCPLN- 000071	Section 4.2	CoA E109	Updated in Section 4.2	Potential Non-Compliance		N
09	9/05/2023	SMD	PBROGAN	SMWSASSM-PLD-1NL-PCPLN- 000071	Section 4.5	CEMF Section 5.2(c)	Section 4.5 should make reference to Section 5.2 (c) within the Construction Environmental Management Framework.	Potential Non-Compliance		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PCPLN- 000071	Section 4.5	CEMF Section 5.2(c)	Updated in Section 4.5	Potential Non-Compliance		N
10	9/05/2023	SMD	PBROGAN	SMWSASSM-PLD-1NL-PCPLN- 000071	Section 4.6.1	CoA E104	Section 4.6.1 should be reference to "records of monitoring be made available electronically to the Planning Secretary and the EPA upon request for a period of no less than one (1) year following the completion of construction" as per MCoA E104.	Potential Non-Compliance		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PCPLN- 000071	Section 4.6.1	CoA E104	Updated in Section 4.6.1	Potential Non-Compliance		N
11	10/05/2023	SMD	MHOLMES	SMWSASSM-PLD-1NL-PC-PLN-000071	Section 21.7 Interaction with Other Plans	2.12.15 SSTOM General Specification	Section 1.7 Interaction with Other Plans does not reference the "Parklife Metro D&C Chain of Responsibility Management Plan" for management of heavy vehicle transport risks despite being mentioned in section 4.6.1	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	Section 21.7 Interaction with Other Plans	2.12.15 SSTOM General Specification	Updated in Section 1.7	Observation		N
12	10/05/2023	SMD	MHOLMES	SMWSASSM-PLD-1NL-PC-PLN-000071	Section 4.6.3 Fleet Safety	2.12.15 (g) SSTOM General Specification	4.6.3 Fleet Safety doesn't include all vehicle safety requirements on the SSTOM Project, namely Anti-lock Braking Systems; Front Under-run Protection and Telematics Monitoring Systems. Refer to SSTOM General Specification 2.12.15 (g) for specific requirements.	Potential Non-Compliance		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	Section 4.6.3 Fleet Safety	2.12.15 (g) SSTOM General Specification	updated in Section 4.6.3, Table 7	Potential Non-Compliance		N
13	10/05/2023	TFN	LWILBY	SMWSASSM-PLD-1NL-PC-PLN-000071	Condition E115	NA	As well as site specific CTMPs being issued to meet this condition, those CTMPs should include a pedestrian movement plan that highlights how pedestrians will travel safely around and through the site. Please consider calling out in the deliverables.	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	Condition E115	NA	Updated in Section 4.4.1	Observation		N
14	10/05/2023	TFN	LWILBY	SMWSASSM-PLD-1NL-PC-PLN-000071	1.7 Interaction with other plans	NA	Please consider including the Chain of Responsibility Plan in this list as a number of the heavy vehicle requirements and mitigation measures captured within that document will significantly improve road safety for all road users, especially pedestrians and cyclists.	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	1.7 Interaction with other plans	NA	Updated in Section 1.7	Observation		N
15	10/05/2023	TFN	LWILBY	SMWSASSM-PLD-1NL-PC-PLN-000071	4.2 Planning for Safety	NA	The paragraph on page 29 highlights road safety audits being used to assess access and egress - they should also be assessing movement through town centres such as St Marys as the movements will likely present some risk to other road users (not just at entry and exit points). Please consider updating wording to reflect this.	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	4.2 Planning for Safety	NA	updated wording in Section 4.2	Observation		N
16	10/05/2023	TFN	LWILBY	SMWSASSM-PLD-1NL-PC-PLN-000071	4.3.2 Public transport and road users impact mitigations	NA	Please confirm that signage at site, especially on either side of driveway entries and exits, will include Be Truck Aware footpath decals and other safety messaging as required. The decals are used across all Metro sites and provide a low cost mitigation measure to warn pedestrians on the presence of heavy vehicles before they step out onto the road.	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	4.3.2 Public transport and road users impact mitigations	NA	The only site we have where trucks will be crossing a footpath for access / egress will be at St Marys. Signage at site for pedestrian safety will be confirmed in the signage plan attached to that site specific CTMP. Also updated into section 4.3.2	Observation		N
17	10/05/2023	TFN	LWILBY	SMWSASSM-PLD-1NL-PC-PLN-000071	4.4.1 Site / Issue specific CTMPs	NA	As well as identifying how heavy vehicles will enter and exit site, the CTMPs should include Vehicle Movement Plans and Pedestrian Movement Plans that indicate how other road users will move around and through the site. Please considering capturing these two documents in the list of bullet points on page 32.	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	4.4.1 Site / Issue specific CTMPs	NA	Updated into section 4.4.1	Observation		N
18	10/05/2023	TFN	LWILBY	SMWSASSM-PLD-1NL-PC-PLN-000071	4.4.1 Site / Issue specific CTMPs	NA	Please add to the list 'driver training' as this is an important mitigation measure that is generally included in CTMPs to highlight any site specific training or awareness that will be provided to drivers - e.g. presence of vulnerable road users, risk of run off road and head on crashes on high speed single lane roads etc.	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	4.4.1 Site / Issue specific CTMPs	NA	Updated into section 4.4.1	Observation		N

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19	11/05/2023	SMD	PBROGAN	SMWSASSM-PLD-1NL-PCPLN- 000071	Section 1.1 and 2.2	CEMF	Section 1.1 and 2.2 should make reference to Sydney Metro's Construction Environmental Management Framework.	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PCPLN- 000071	Section 1.1 and 2.2	CEMF	Updated into sections 1.1 and 2.2	Observation		N
20	11/05/2023	SMD	PBROGAN	SMWSASSM-PLD-1NL-PCPLN- 000071	Table 4	N/A	Table 4 should also include the Environment Manager as the person also has a responsibility to work with the Traffic Manager to ensure Planning Approval conditions are complied with.	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PCPLN- 000071	Table 4	N/A	Updated into Section 3.1	Observation		N
21	17/05/2023	TFN	JHODDER	SMWSASSM-PLD-1NL-PC-PLN-000071	4.3.2	NA	Note: Any impact to public transport network must be discussed and agreed to with TfNSW's CJP team prior to approaching bus operators. Bus changes usually require 28 days' notice prior to being implemented to make the necessary infrastructure and notifications including the development of comms material (wayfinding, bus notifications etc).	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	4.3.2	NA	Noted, reflected in OCTMP updated section 4.3.2	Observation		N
22	17/05/2023	TFN	JHODDER	SMWSASSM-PLD-1NL-PC-PLN-000071	4.4.2	NA	It will be important for there to be a single point of contact from Parklife Metro for all works. Who will this representative be?	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	4.4.2	NA	this will be the PLM D&C traffic manager and the OCTMP has been updated to reflect that in section 4.4.2	Observation		N
23	17/05/2023	TFN	JHODDER	SMWSASSM-PLD-1NL-PC-PLN-000071	4.4.2	NA	To limit confusion, all ROL applications should be submitted under a single project name to TMC via the Oplic system irrespective of who the subcontractor undertaking the works is.	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	4.4.2	NA	noted and the instruction has been issued to all subcontractors. OCTMP updated to reflect this in section 4.4.2	Observation		N
24	17/05/2023	TFN	JHODDER	SMWSASSM-PLD-1NL-PC-PLN-000071	4.4.4	NA	An ROL should be submitted to TMC for all SSTOM related works, irrespective of road classification. This will allow cumulative impacts and potential conflicts to be effectively managed and identified.	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	4.4.4	NA	noted and the instruction has been issued to all subcontractors. OCTMP updated to reflect this in section 4.4.2	Observation		N
25	17/05/2023	TFN	JHODDER	SMWSASSM-PLD-1NL-PC-PLN-000071	4.8	NA	The information provided in Table 8 will need to be discussed in detail within the relevant site specific TMP, where the impact can be appropriately assessed. Any future approval of this OCTMP does not translate to an approval of the information listed here.	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	4.8	NA	additional text, section 4.8	Observation		N
26	17/05/2023	TFN	JHODDER	SMWSASSM-PLD-1NL-PC-PLN-000071	5.1 and 5.2	NA	Noted that the majority of parking requirements can be accommodated within each site, however the 'short fall' of parking availability and associated impact at St Marys will need to be discussed in the site specific TMP (incl. location of the remote parking facility, timing and frequency of the proposed shuttle bus). There should be no impact to the existing parking demand or available spaces within the St Marys area that will adversely affect the CBD and residential amenities.	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	5.1 and 5.2	NA	addressed in the section 5.2 update and will be addressed in detail in the St Marys Station site specific CTMP	Observation		N
27	17/05/2023	TFN	FLARUE	SMWSASSM-PLD-1NL-PC-PLN-000071	Appendix A - Haul Route	NA	Elizabeth Drive east of Badgerys Creek Road should not be used as a SSTOM haul route, this is to minimise the cumulative impact to the community. That said Elizabeth Dr between The Northern Road and Badgerys Creek Road is an acceptable haul route.	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	Appendix A - Haul Route	NA	haul routes updated in Appendix A	Observation		N
28	17/05/2023	TFN	JHODDER	SMWSASSM-PLD-1NL-PC-PLN-000071	General	NA	There is reference to the 'Sydney Coordination Office' in the document. This group is now referred to as 'Customer Journey Planning (CJP)'	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	General	NA	updated in section 4.3.2	Observation		N
29	19/05/2023	PCC	LVALLEJO	SMWSASSM-PLD-1NL-PC-PLN-000071	Section 5	NA	Section 5 of the CTMP states that not all parking can be accommodated on-site for the St Marys site. This has been previously raised by Council and needs to be addressed. There is to be no reduction in parking available to the public in St Marys.	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	Section 5	NA	addressed in the section 5.2 update and will be addressed in detail in the St Marys Station site specific CTMP	Observation		N
30	19/05/2023	PCC	LVALLEJO	SMWSASSM-PLD-1NL-PC-PLN-000071	Appendix A	NA	Appendix A shows a number of haulage routes on local roads including Phillip Street, St Marys. Usage of local roads as haulage routes is not supported unless it can be demonstrated that there is no other option. With the internal haul road constructed under the SBT contract at St Marys, haulage route into the site should be from Glossop Street and not Phillip Street.	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	Appendix A	NA	haulage routes updated in Appendix A	Observation		N
31	19/05/2023	PCC	LVALLEJO	SMWSASSM-PLD-1NL-PC-PLN-000071	4.6.4 Road Dilapidation Survey and Reporting	NA	Road dilapidation survey and report is to be completed for all Council owned roads expected to be travelled on and utilised. Table 7 does not include the full list of roads that Council expects to be surveyed. Roads excluded from the list include, but is not necessarily limited to: Luddenham Road and Lansdowne Road, Orchard Hills, Harris Street and Glossop Street, St Marys.	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	4.6.4 Road Dilapidation Survey and Reporting	NA	updated in section 4.6.4 to reflect PCC 3rd party agreement local roads. Note that as SSTOM has no site access to any Metro locations north of St Marys Station, we have not nominated Harris St	Observation		N
32	19/05/2023	PCC	LVALLEJO	SMWSASSM-PLD-1NL-PC-PLN-000071	General	NA	Luddenham Road is not to be travelled for its full length. Access to sites along Luddenham Road are to be to and from whichever is closest, Mamre Road or Elizabeth Drive.	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	General	NA	updated in Appendix A. The site specific CTMPs for SMF and LDN will also reflect this.	Observation		N
33	19/05/2023	TFN	MTOWICZ	SMWSASSM-PLD-1NL-PC-PLN-000071	1.6 Authority Requirements (E117); 4.3.2 Public transport and road users impact mitigations	N/A	No clear statements about maintaining footpath or bus stop accessibility for mobility vehicle users or customers with impairments where alternative routes/temporary paths or stops have been established.	Potential Non-Compliance		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	1.6 Authority Requirements (E117); 4.3.2 Public transport and road users impact mitigations	N/A	additional text, section 4.3.2	Potential Non-Compliance		N
34	19/05/2023	TFN	MTOWICZ	SMWSASSM-PLD-1NL-PC-PLN-000071	1.6 Authority Requirements	N/A	No clear statements around CPTED - statements on safety are focused around vehicle/pedestrian and vehicle/cyclist safety (only reference to CPTED is in the Glossary).	Potential Non-Compliance		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	1.6 Authority Requirements	N/A	CPTED report is a separate plan which this OCTMP will be interacting with. additional text, section 1.7	Potential Non-Compliance		N
35	19/05/2023	SMD	KYOON	SMWSASSM-PLD-1NL-PC-PLN-000071 – Rev A	Section 4.1	SM-WSA-SSTOM-GS-6617	A chapter on Green Travel Plan to be included on this report and subsequent station specific CTMPs.	Potential Non-Compliance		N

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	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071 – Rev A	Section 4.1	SM-WSA-SSTOM-GS-6617	There is a separate Green Travel Plan which will cover the SSTOM construction phase. additional text, section 1.7	Potential Non-Compliance		N
36	19/05/2023	TFN	TNG	SMWSASSM-PLD-1NL-PC-PLN-000071	Table 2	-	K Hind - Table 2 - Activity for Stabling facility and Western Sydney (Aerotropolis incorrect). K Hind - General - Minimise heavy vehicle movements during road network peaks.	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	Table 2	-	activity for SMF and AEC updated in Section 1.3, Table 3 And yes we have planned to get the first batch of deliveries to arrive on site before network peak so the unloading etc will occur on site during network peak to take the pressure off	Observation		N
37	19/05/2023	TFN	TNG	SMWSASSM-PLD-1NL-PC-PLN-000071	Section 4.8 (pg 40)	-	Isabella Kim - Aerotropolis Station - will vehicles be accessing Badgerys Creek Rd off Elizabeth Dr or The Northern Rd or from both ends? If vehicles are using The Northern Rd, operating bus services (including school buses) will need to be reviewed and included in this CTMP. All measures should be made to minimise disruptions to these services.	Minor Non-Compliance		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	Section 4.8 (pg 40)	-	Impact of vehicular access to Aerotropolis Station will be addressed in the site-specific CTMP for Aerotropolis Station and not in the OCTMP. Our principles for mitigating impact on public transport are presented in Section 1.4, 4.2, and 4.3.2 of this OCTMP	Minor Non-Compliance		N
38	19/05/2023	TFN	TNG	SMWSASSM-PLD-1NL-PC-PLN-000071	Section 4.8	-	Isabella Kim - Please include a map that shows the main routes vehicles (particularly the heavy vehicles) will be using to access the various station sites. (e.g. will vehicles use Elizabeth Dr and The Northern Rd to get onto Badgerys Creek Rd?). This map should include the surrounding road network that will be used (e.g. M4, M7, etc).	Minor Non-Compliance		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	Section 4.8	-	This has been provided in Appendix A for the entire scope of SSTOM works. Detailed vehicle movement plans will be provided as part of the site specific CTMPs	Minor Non-Compliance		N
39	19/05/2023	TFN	TNG	SMWSASSM-PLD-1NL-PC-PLN-000071	Section 5.1 (pg 41)	-	Isabella Kim - Has there been an investigation to provide shuttle bus services from St Marys and Leppington stations to encourage workers to use public transport? Note that shuttle bus services have been considered between remote parking loctions to work sites.	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	Section 5.1 (pg 41)	-	Yes shuttle buses will be provided as part of our site vehicle allowance in addition to pool vehicles for shared transport within and external to the sites. Updated in Section 5.1	Observation		N
40	19/05/2023	TFN	TNG	SMWSASSM-PLD-1NL-PC-PLN-000071	Appendix A (pg 47)	-	Isabella Kim - Assume that OSOM vehicles are restricted to using the regional and local roads (grey and purple)? If so, can this be added in the figure? Isabella Kim - Given that Mamre Rd intersects with Elizabeth Dr, why are OSOM vehicles not recommended to use Elizabeth Dr? Where will these vehicles go otherwise at this intersection? Elizabeth Dr is approved for OSOM vehicles.	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	Appendix A (pg 47)	-	OSOM routes are determined by NVHR and that is separate to the OCTMP process. Refer to Section 4.4.4 for our principles regarding the OSOM process. Per CJP's direction, there will be no haulage use of Elizabeth Dr east of Badgerys Creek Rd	Observation		N
41	19/05/2023	TFN	TNG	SMWSASSM-PLD-1NL-PC-PLN-000071	Setion 4.1	-	Please consider the following when developing managing strategy for site-specific CTMPs: - Traffic disruptions scheduled by utility providers (eg Sydney Water, Endeavour Energy) within the Airport Entrance Precinct - eg. on ED, Luddenham Rd and BCR. - The M7 Widening CTMP proposes onerous road works along Elizabeth Dr for the coming years to 2026. - Coordination of the WSIA, Sydney Metro and M12 works as mentioned in the OCTMP.	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	Setion 4.1	-	The management strategy to account for traffic disruptions will be accounted for in each site specific CTMP. Updated in Section 4.4.1	Observation		N
42	19/05/2023	TFN	TNG	SMWSASSM-PLD-1NL-PC-PLN-000071	Section 4.4.1	-	It is assumed that traffic impact assessment will quantify traffic volume, construction traffic movement and impact (delays, LoS) of traffic control/TGS at work sites with mitigating strategy.	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	Section 4.4.1	-	The impact of construction traffic and traffic management was assessed in the EIS. Refer to Section 4.4.1 and 4.6.3 for our principles regarding vehicle volumes. Refer to Appendix A for routes	Observation		N
43	19/05/2023	TFN	TNG	SMWSASSM-PLD-1NL-PC-PLN-000071	Section 5.2	-	Would there be provision for on-site parking? The parking requirement (80) is considered significant that requires strict staff parking monitoring at the work site. Would there be concurrent works by SBT/SCAW around the St Marys work site?	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	Section 5.2	-	Refer to Section 5. The St Marys site specific CTMP will details regarding concurrent works by SBT at St Marys.	Observation		N
44	19/05/2023	TFN	TNG	SMWSASSM-PLD-1NL-PC-PLN-000071	Appendix A - Haul Routes	-	Please note: - Luddenham Road is not a B-double-approved route. - M7 widening will likely impact the SSTOM's haul accesses via M4 & Elizabeth Dr. - Would site access at Orchard Hills use Lansdowne Rd?	Observation		N
	6/06/2023	PLM	WZ	SMWSASSM-PLD-1NL-PC-PLN-000071	Appendix A - Haul Routes	-	Orchard Hills Station Site can be accessed only through either Kent Rd or Lansdowne Rd so yes Orchard Hills Station Site will be using Lansdowne Rd. Refer to Section 4.8, Table 9	Observation		N