

Construction Traffic Management Plan – Lansdowne Road Gate 1

Western Sydney Airport – Surface and Civil Alignment Works

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Document Approval

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Signatures					

Distribution and Authorisation

Document Control

The CPBUI JV Project Director is responsible for ensuring this plan is reviewed and approved. The Construction Manager is responsible for updating this plan to reflect changes to the project, legal and other requirements, as required.

The controlled master version will be maintained on Teambinder. All circulated hard copies are deemed to be uncontrolled.

Amendments

The implementation of this Plan is under the authority of the CPBUI Delegated Authority Matrix. All Contract personnel will perform their duties in accordance with this Plan, supporting plans, and related procedures.

Revision Details

Rev.	Details
A	For external review
B	For approval
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01	Issued for construction. All review comments closed by Sydney Metro.
2	For review – changes to SCAW access via previous SBT area
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4	For approval – clarification on revision history provided in Appendix F

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Abbreviations and definitions

Table 1 Abbreviations and definitions

Abbreviation	Description
CJP	Customer Journey Planning (formerly SCO)
CPB	CPB Contractors Pty Ltd
CPBUI JV	CPB Contractors Pty Limited and United Infrastructure Pty Limited Joint Venture
CTMF	Construction Traffic Management Framework (appendix to the EIS)
CTMP	Construction Traffic Management Plan
HML	Higher Mass Limit
HVNL	Heavy Vehicle National Law
IAP	Intelligent Access Program
LTC	Local Traffic Committees
OSOM	Oversize and/or over mass
PedMP	Pedestrian Management Plan
PMP	Project Management Plan
PMS	Project Management System
PkMP	Parking Management Plan
QR	Quick Response
RAV	Restricted Access Vehicle
ROL	Road Occupancy Licence
RSA	Road Safety Audit
SBT	Sydney Metro – Western Sydney Airport, Station Boxes and Tunnelling package
SCAW	Western Sydney Airport Surface and Civil Alignment Works package
SCO	Sydney Coordination Office (now CJP)
SSTOM	Sydney Metro – Western Sydney Airport, Stations, Systems, Trains, Operations and Maintenance package
SWTC	Scope of Work and Technical Criteria
TCG	Transport Coordination Group
TCP	Traffic Control Plan now known as Traffic Guidance Scheme
TfNSW	Transport for New South Wales
TGS	Traffic Guidance Scheme (formerly TCP)
TTLG	Traffic and Transport Liaison Group
UI	United Infrastructure Pty Limited
VMP	Vehicle Movement Plan
VMS	Variable message signs
WSA	Western Sydney Airport
WSI	Western Sydney International

Part A Overview

1. Introduction

1.1. Project Scope

The SMWSA Project involves the construction and operation of a new 23km metro rail line that extends from the existing Sydney Trains suburban T1 western line (at St Marys) in the north to the Aerotropolis (at Bringelly) in the south. The alignment includes a combination of tunnels and civil structures, including viaducts, bridges, and surface and open-cut troughs between the two tunnel sections. The Project also includes six new metro stations, and a stabling and maintenance facility and operational control centre at Orchard Hills. The SCAW package is the second major contract package to be procured for the Project. The successful and timely completion of the SCAW package is critical to the subsequent construction activities and ultimate completion of the entire Project.

1.1.1. Surface, Civil and Alignment Works (SCAW) scope

The scope for the SCAW package includes approximately 10.6km of alignment up to the underside of track formation from Orchard Hills to the WSI airport. This includes approximately:

- 3.6km of viaduct
 - 400m of viaduct over Blaxland Creek
 - 660m of viaduct over the Patons Lane area and un-named creek
 - 2.5km of viaduct in the Luddenham Road area including across the Warragamba pipeline, at Luddenham Station, across Luddenham Road and across Cosgrove Creek
- 205m of bridges
 - An over rail bridge, approximately 180m long, over the proposed M12 Motorway
 - An over rail bridge, approximately 25m long, over the drainage swale on the WSI airport site
- 6.9km of at-grade alignment
 - 600m at Orchard Hills, south of Lansdowne Road
 - 1.6km alongside the stabling maintenance facility in Orchard Hills
 - 900m to the north of the Warragamba pipelines
 - 1.1km north of the proposed M12 motorway
 - 1.4km south of the proposed M12 Motorway on Elizabeth Drive
 - 1.3km within the Airport site from the northern boundary to the Airport Business Park Station
- Temporary and permanent access roads.

The scope of works can be seen on Figure 1, noting that the tunnel and station works are by others.

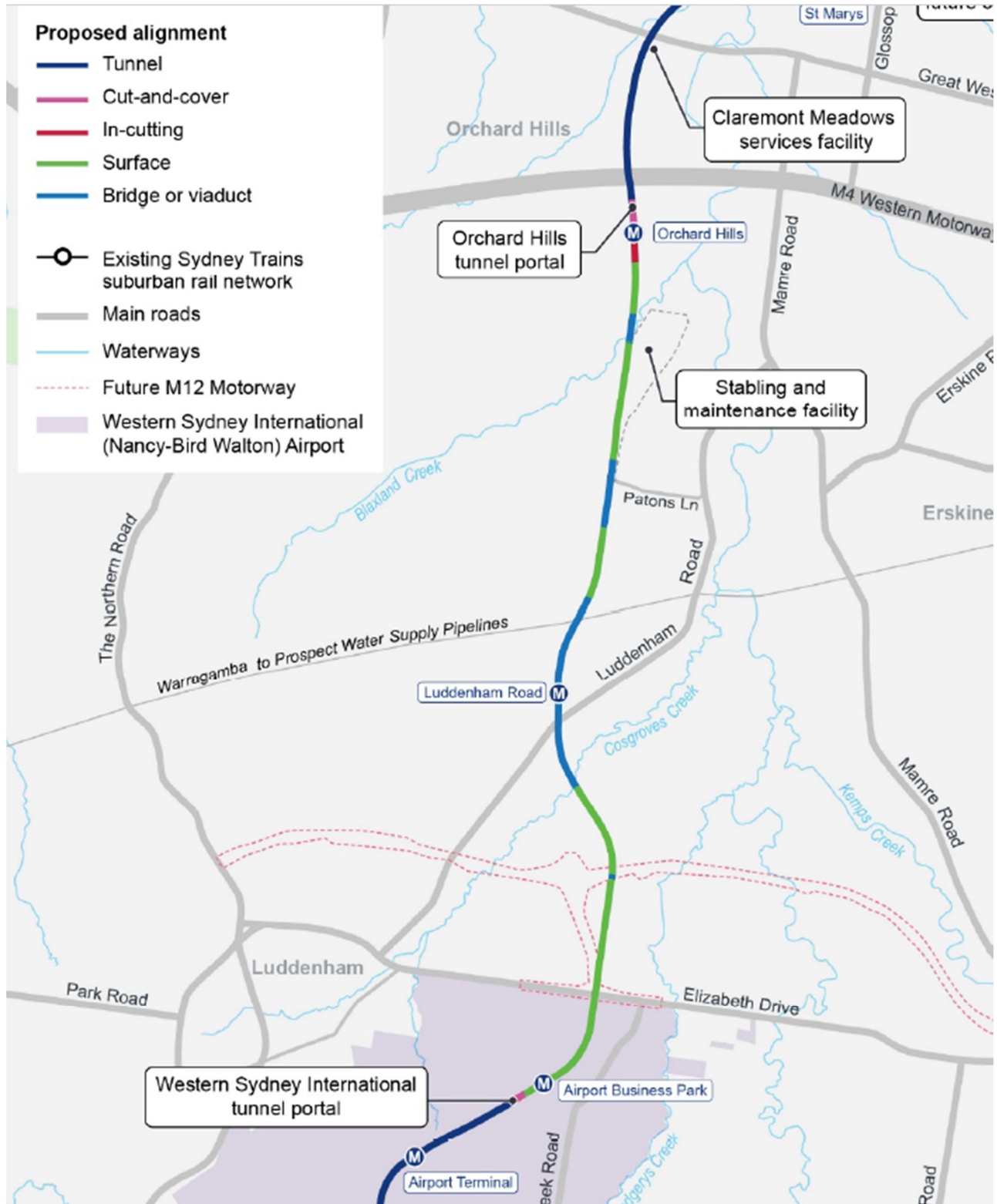


Figure 1: Surface Civil and Alignment Works

1.2. Plan Purpose and Objectives

The Lansdowne Road Construction Traffic Management Plan Gate 1 (CTMP or this plan) has been developed by CPB Contractors, United Infrastructure Joint Venture (CPBUIJV) to identify the traffic management measures at the Lansdowne Road worksite for all phases of works associated with the Sydney Metro Western Sydney Airport Surface Civils and Alignment Works (SCAW works).

The plan sets out the traffic management initiatives that will be deployed to minimise disruption and ensure the safety of the wide range of stakeholders potentially affected by the SCAW works including but not limited to motorists, pedestrians, cyclists, public transport users, local residents, property owners, business owners and workers/ staff.

This plan has been prepared in accordance with the Construction Traffic Management Framework, SSI 10051 Planning Approval Condition E103 and will be submitted to the Planning Secretary of the NSW Department of Planning and Environment for information prior to the commencement of activities noted in the CTMP.

The key objectives of this plan are to ensure:

- The provision of a safe environment for road users, pedestrians, cyclists and workers
- Any impact on road users is kept to a minimum
- Access is maintained for the local community, transport operators and commercial developments
- Works are staged on key parts of the network to maintain levels of service
- The SCAW package is represented as a proactive member of relevant local traffic coordination groups
- Road users, local businesses, local Councils, Emergency Services, stakeholders and local communities are informed to changed traffic conditions, and
- There is sufficient advance warning of changes to normal traffic conditions.

2. Locality and existing conditions

The site is located on the southern side of Lansdowne Road, refer to Figure 2.

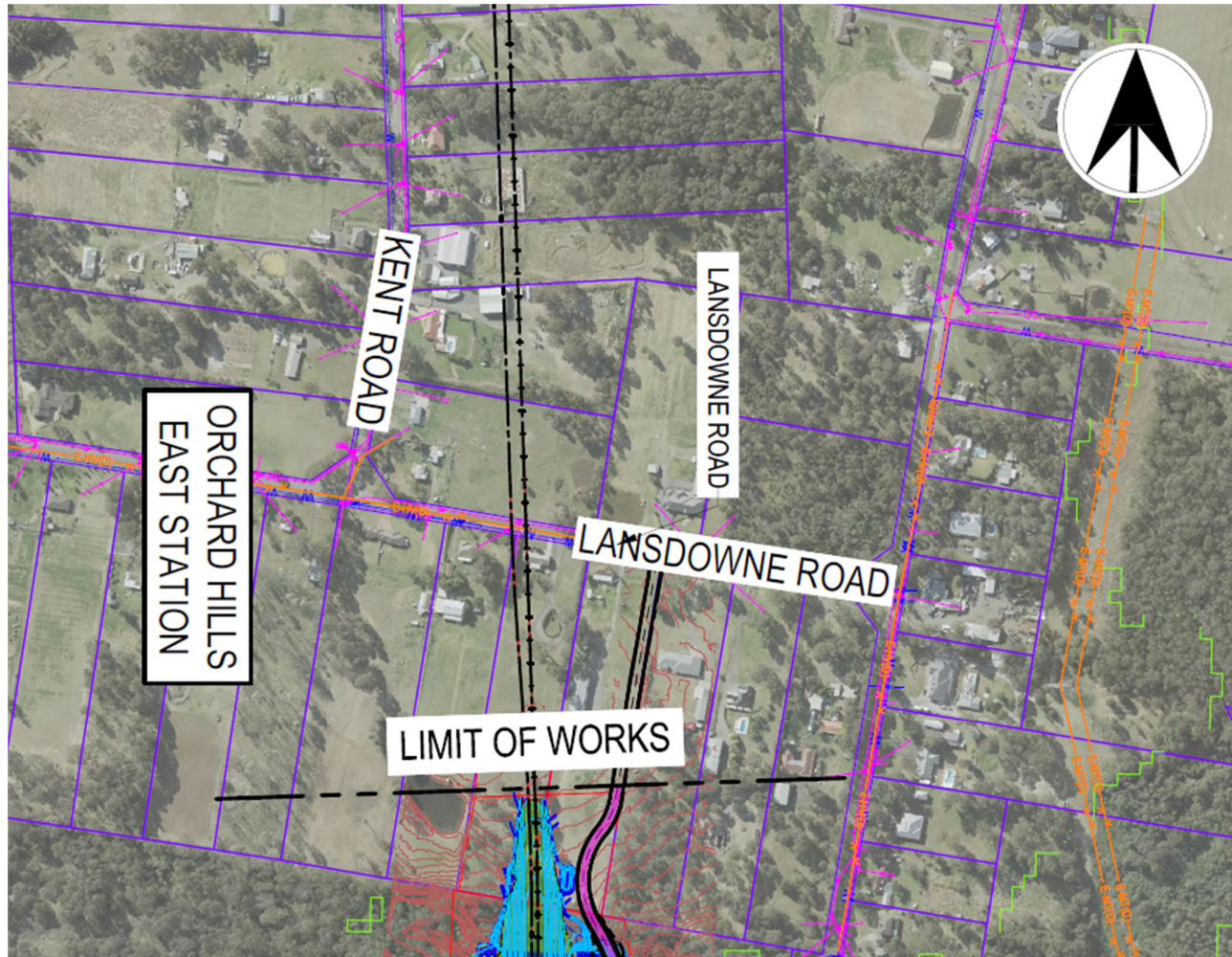


Figure 2: Lansdowne Road site

A further site has been provided by Sydney Metro Western Sydney Airport project team. This site was previously used by the Station Box and Tunnelling contractors. This site has access directly off Lansdowne Road, refer to Figure 3.

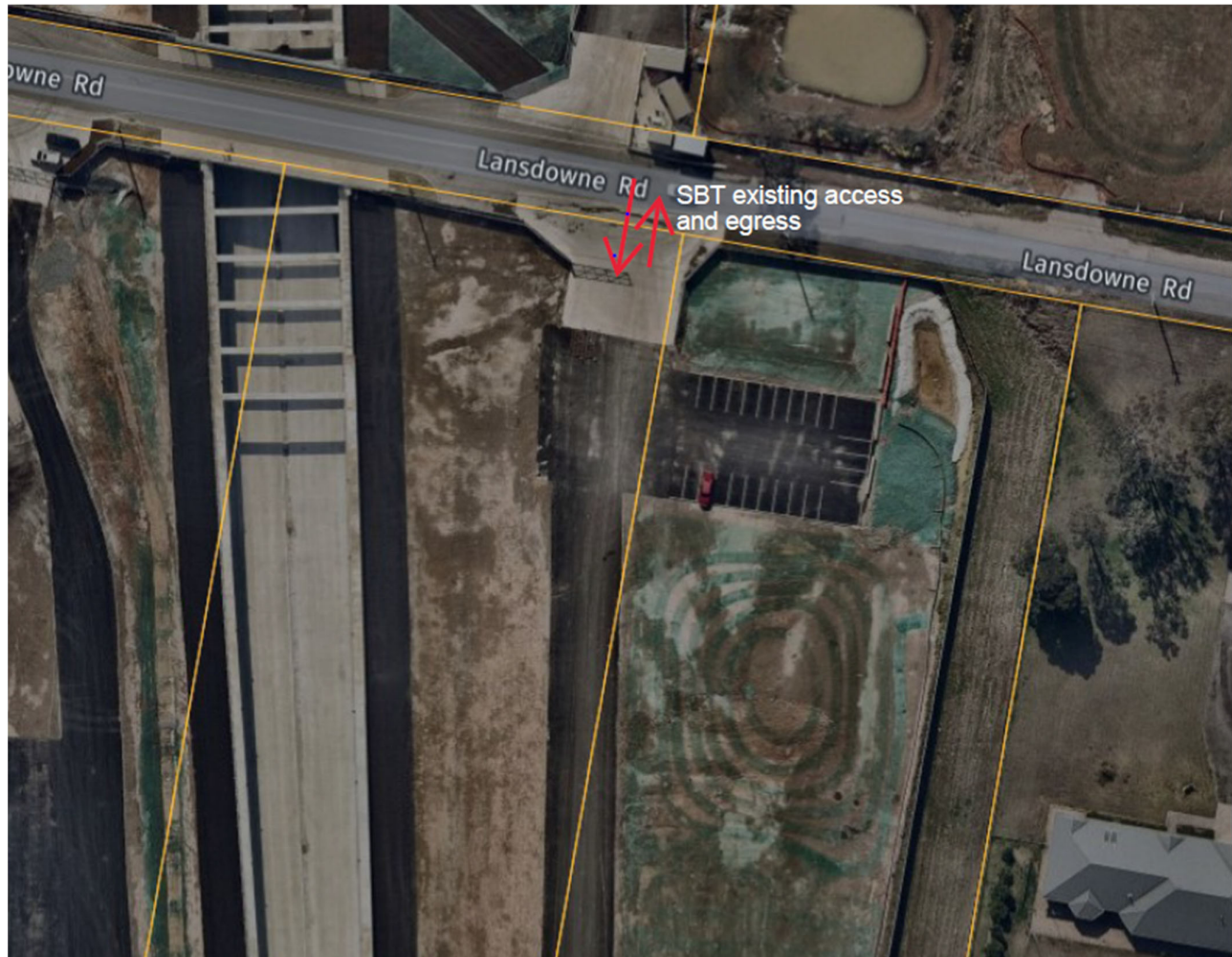


Figure 3: SBT existing access and egress

The road networks surrounding the access points are as noted on Figure 4.

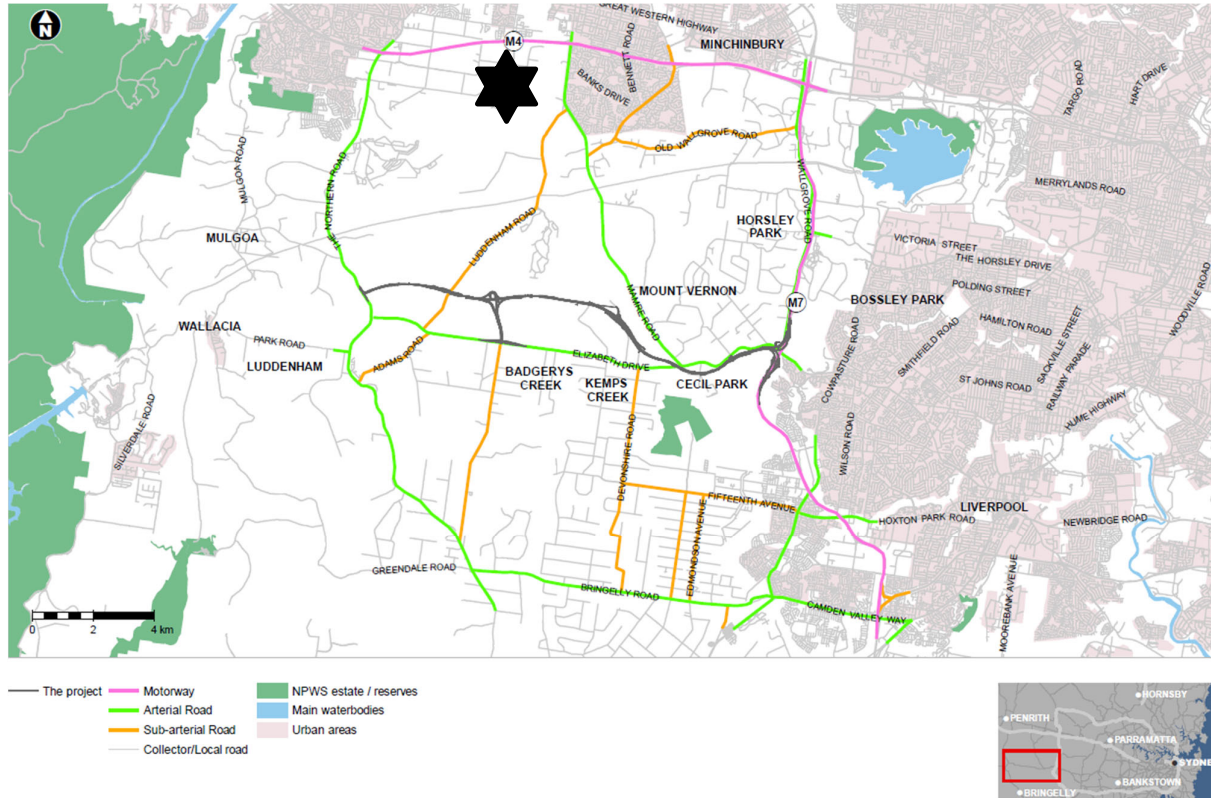


Figure 4 Road network surrounding the project

2.1. Lansdowne Road, Orchard Hills

Lansdowne Road is a local road under the care and control of Penrith City Council. Lansdowne Road runs in an east west direction. Lansdowne Road terminates to the east at Samuel Marsden Road and to the west at Calverts Road. Between Kent Road and Samuel Marsden Road, a speed limit of 40km/hr is in place. To the west of Kent Road it has a speed limit of 70km/hr. There is no on street parking along Lansdowne Road. There are no existing footpaths or off road cycle facilities along Lansdowne Road, refer to Figure 5.

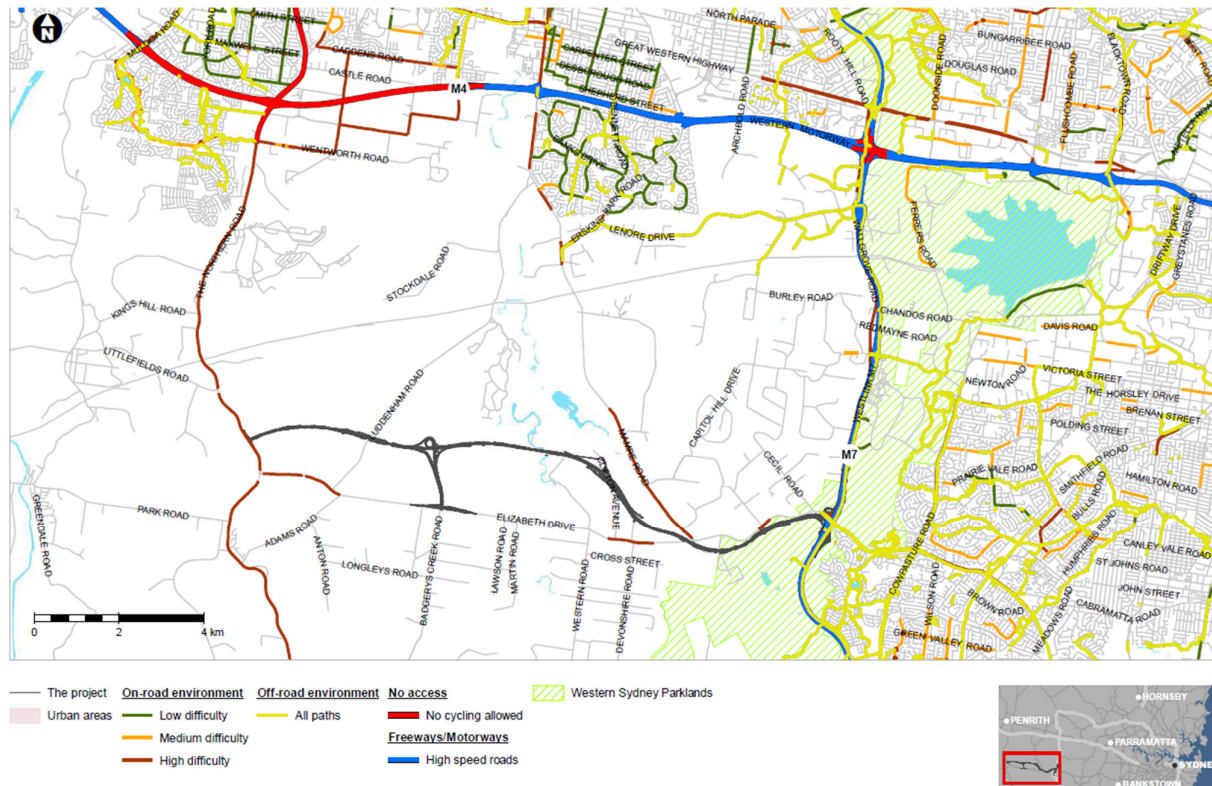


Figure 5: Existing cycle network

There are 4 bus services that operate along Lansdowne Road using the bus stop located on Lansdowne Road to the immediate west of Samuel Marsden Road, refer to Figure 6. The bus routes are:

1. Busways 4606 – operates as a school service between Jamison High School and Penrith Anglican College, Orchard Hills in the PM only (1 service daily on school days)
2. Busways 4644 – operates as a school service between St Pauls Grammar School to Claremont Meadows Shops in the PM only (1 service daily on school days)
3. Busways 4058 – operates as a school service between Surveyors Creek Road at Kiber Drive to St Nicholas of Myra public school in the AM only (1 service daily on school days)
4. Busways 4148 – operates as a school service between Lansdowne Road after Samuel Marsden Road to Kingswood South public school in the AM only (1 service daily on school days)

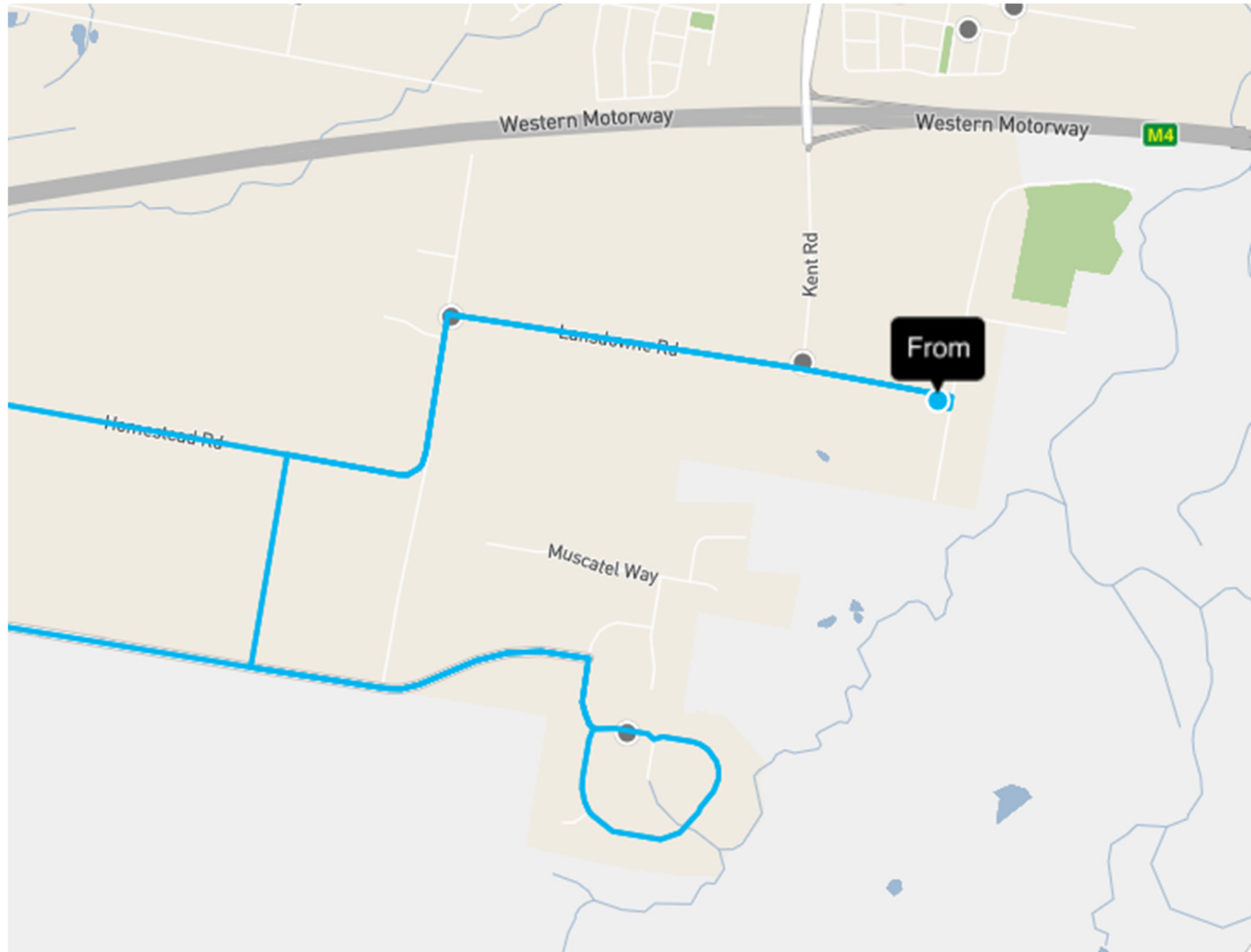


Figure 6: Bus stops along Lansdowne Road

Four (4) other buses operate along Lansdowne Road but do not stop at the bus stop. These include:

1. Route 4062 operating between Cranebrook and St Marys
2. Route 4516 operating between Kemps Creek and Orchard Hills
3. Route 4523 operating between Kingswood and Orchard Hills and
4. Route 4661 operating between Glenmore Park and Orchard Hills

3. Site works

Duration: approximately 25 months

Timing: 2023 -December 2024

3.1. Works required

Works to be undertaken during the site main works include:

- Viaduct construction including substructure and superstructure
- Surface works between Lansdowne Road and Patons Lane

Works will generally be undertaken between the hours of 7AM-6PM Monday to Friday and 8AM-1PM Saturday.

3.2. Operating conditions

Vehicles will enter and exit the site via Lansdowne Road via the existing SBT access/ egress as noted on Figure 7. . The Blaxland Creek crossing south of Lansdowne Road provides access between Lansdowne Road site and Patons Lane. The vehicle numbers included in the Patons Lane Gate 2 CTMP take into account these heavy vehicle numbers for the works.

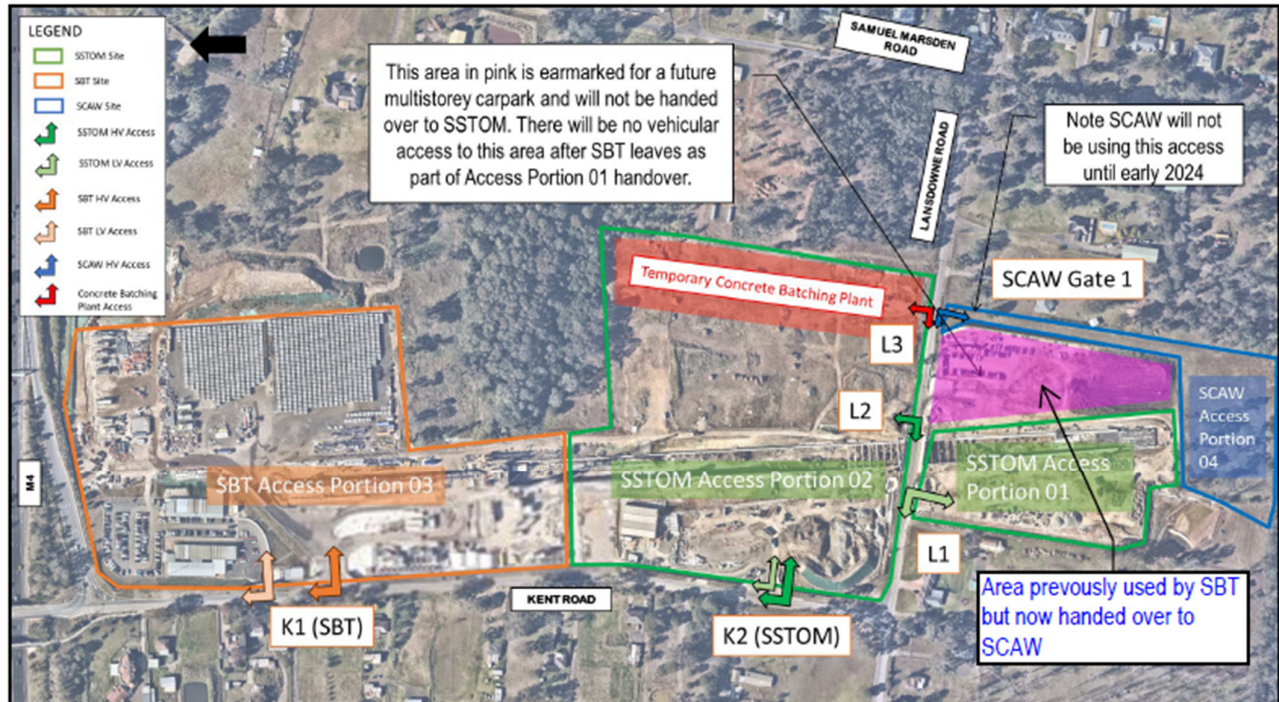


Figure 7: SBT area now handed over to SCAW (excerpt from SSTOM CTMP for Orchard Hills)

3.2.1. Impact on traffic flow

The EIS indicative peak hour vehicle numbers associated with the site operations phase of works are provided in Table 2.

Table 2: EIS predicted vehicle numbers

	Vehicle Type	Peak construction movements ¹					
		AM PEAK ²			PM PEAK ³		
		IN	OUT	Total	IN	OUT	Total
Orchard Hills	LV Staff	178	0	178	0	178	178
	LV Deliveries	2	2	4	2	2	4
	HV	20	20	40	20	20	40

CPBUI JV vehicle numbers are provided in Table 3. It should be noted that the bulk of the workforce will arrive to the site prior to 7AM and leave the site after 6PM.

Table 3: CPBUI JV vehicle numbers

	Vehicle Type	Peak construction movements ¹					
		AM PEAK			PM PEAK		
		IN	OUT	Total	IN	OUT	Total
SBT gate on Lansdowne Road, Orchard Hills	LV Staff	3	0	3	0	3	3
	LV Deliveries	1	1	2	1	1	2
	HV	8	8	16	8	8	16

There will be heavy vehicle movements associated with material import and export of unsuitable material. Based on a standard 10 hour day there will be 8 heavy vehicles per hour outside of the AM and PM peaks with light vehicle movements generally taking place prior to the commencement of the work day and at the end of the work day. As noted the CPBUI JV vehicle numbers are below those predicted in the EIS. It should be further noted that the use of Performance Based Standard vehicles is being actively pursued by CPGUI JV – this would also reduce the number of heavy vehicles required for the transport task. All vehicles will be restricted to right in/ left out and internal management will be in place to ensure that vehicles turning in from Lansdowne Road have a greater priority over vehicles leaving the site. Where a heavy vehicle is required to occupy the full width of Lansdowne Road to exit the site, traffic control will be in place.

Once the works are completed at the SBT area, the access into the SCAW site will be further east – this access was previously approved in the approved CTMP for this site. The vehicle numbers will be substantially reduced with the majority of vehicles using the Patons Lane gate, refer to Table 4

Vehicles will enter and exit Gate 1 on the southern side of Lansdowne Road. An access driveway for Gate 1 will be constructed on Lansdowne Road. This driveway access will cater for right in/ left out only, refer to Figure 7.

¹ Per hour

² AM peak as noted in the EIS 730-830AM

³ PM peak as noted in the EIS 430-530PM

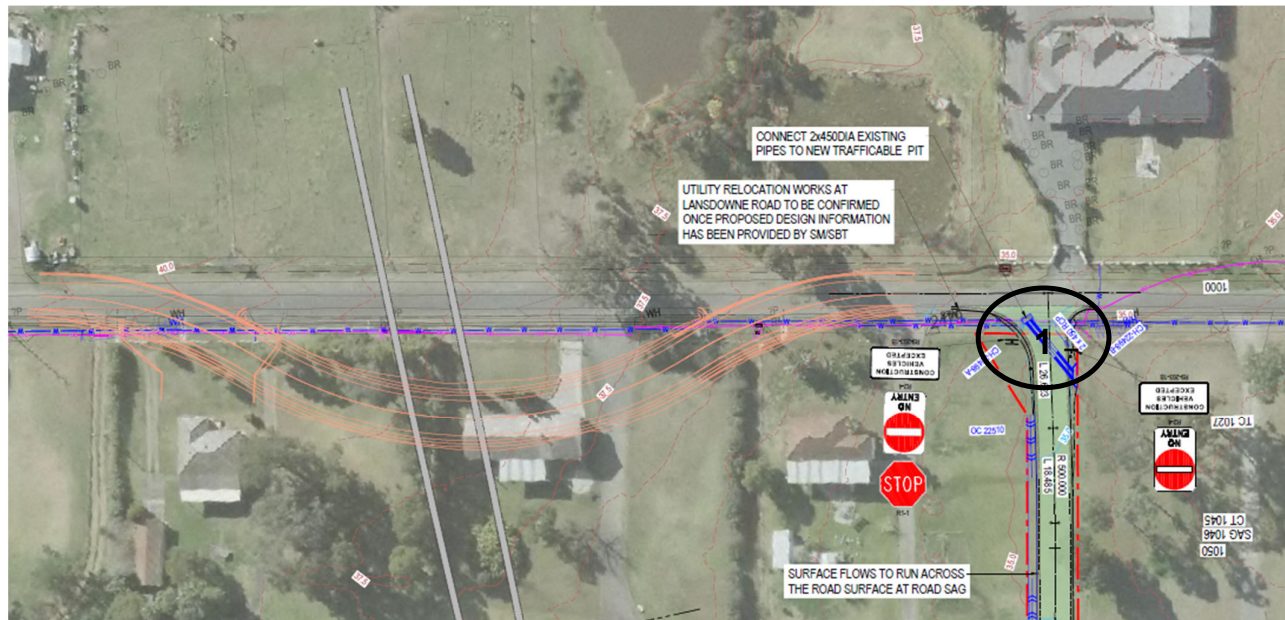


Figure 8: Gate 1

Table 4: Gate 1 proposed vehicle numbers

	Vehicle Type	Peak construction movements ¹					
		AM PEAK			PM PEAK		
		IN	OUT	Total	IN	OUT	Total
Gate 1 Lansdowne Road, Orchard Hills	LV Staff	3	0	3	0	3	3
	LV Deliveries	1	1	2	1	1	2
	HV	2	2	4	2	2	4

3.2.2. Impact on public transport

There is no impact on public transport during these works as there are limited services that operate in the area as noted in section 2.1 No bus stops or services will be affected by the works.

3.2.3. Impact on active transport users

There are no existing footpaths or cycles routes provided along Lansdowne Road other than at the bridge previously installed by others

3.2.4. Impact on property and utilities access

Access to residential-and commercial properties will be retained during the site establishment works and ancillary facilities (compounds) operations. Access for utility providers/ maintainers will not be impacted.

Any property access that is physically affected by the Project Works will be reinstated to at least an equivalent standard, in consultation with the landowner or alternative access provided in consultation with the landowner.

During construction, all reasonably practicable measures will be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, residences, businesses and affected properties. Disruptions will be avoided, where possible and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements will be developed in consultation with affected residents, businesses and affected property owners and

implemented before the disruption. Adequate signage and directions to businesses will be provided before, and for the duration of, any disruption.

Existing property access would be maintained at all times.

Any changes to access arrangements or alternative access that are necessary during construction will be done in with consultation with the landowner. Any changes to access will provide the same equivalent pre-existing level of access unless agreed to by the land owner. Property access that is physically affected by the project will be reinstated to at least an equivalent standard, in consultation with the landowner.

3.2.5. Cumulative impacts

There are a number of construction activities within the immediate area associated with the Western Sydney Airport Metro works. There is ongoing consultation with the SSTOM contractor.

The SSTOM CTMP has been reviewed for Lansdowne Road. The heavy vehicle numbers proposed to use the SSTOM site (which is opposite the SBT access)

TABLE 7: PROJECTED VEHICLE NUMBERS

Vehicle Type	IN	OUT	TOTAL	IN	OUT	TOTAL		
			EIS AM Peak Construction Movements			EIS PM Peak Construction Movements		
LV Staff	178	0	178	0	178	178		
LV Deliveries	2	2	4	2	2	4		
HV	20	20	40	20	20	40		
			PLM AM Peak Construction Movements (OHE construction and concrete batching plant combined peak)			PLM PM Peak Construction Movements (OHE construction and concrete batching plant combined peak)		
LV Staff	60	0	60	0	120	120		
LV Deliveries	1	1	2	1	1	2		
HV	11	11	22	9	9	18		

Figure 9: Excerpt from SSTOM CTMP for Orchard Hills

SBT are no longer operating heavy vehicles on Lansdowne Road.

The combined total of heavy vehicle movements along Lansdowne Road are provided in Table 5. It should be noted that the SCAW vehicle numbers are based on the use of the SBT area handed over by Sydney Metro Western Sydney Airport. Once the works are completed at this location, SCAW will revert to Gate 1 and the vehicle numbers during that phase are substantially lower than given below and are based on the previously approved CTMP.

Table 5: EIS, SCAW and SSTOM vehicle numbers

	Vehicle type	AM IN	Peak OUT	TOTAL	PM IN	PEAK OUT	TOTAL
EIS	Light vehicles	178	0	178	0	178	178
	Light deliveries	2	2	4	2	2	4
	Heavy vehicles	20	20	40	20	20	40
SCAW	Light vehicles	3	0	3	0	3	3
	Light deliveries	1	1	2	1	1	2
	Heavy vehicles	8	8	16	8	8	16

	Vehicle type	AM IN	Peak OUT	TOTAL	PM IN	PEAK OUT	TOTAL
SSTOM	Light vehicles	60	0	60	0	120	120
	Light deliveries	1	1	2	1	1	2
	Heavy vehicles	11	11	22	9	9	18
SCAW/ SSTOM combined	Light vehicles	63	0	63	0	123	123
	Light deliveries	2	2	4	2	2	4
	Heavy vehicles	19	19	38	17	17	17
Difference between EIS and projected #	Light vehicles	-115	0	-115	0	-55	-55
	Light deliveries	0	0	0	0	0	0
	Heavy vehicles	-1	-1	-2	-3	-3	-6

3.3. Staff and labour parking

All vehicles associated with the works will park within the site. As noted previously (section 4.2.1) the bulk of the workforce movements will be via Gate 2 on Patons Lane.

3.4. Traffic Guidance Schemes

No traffic guidance schemes are required for the SBT access point

Traffic guidance schemes are required for Gate 1:

- Stop slow on Lansdowne Road

3.5. Required Council approvals

TfNSW is the approver of this CTMP. Penrith City Council permits will be required for the TGS

4. Fleet management

Trucks to be used for the delivery of the SCAW works will be compliant with NSW legislation and standards including Heavy Vehicle National Legislation (HVNL). All heavy vehicle operations will be conducted in accordance with CPBUI JV Chain of Responsibility (CoR) Management Plan and the Principal's Contractors Safety Standard as noted in the Overarching TMP.

A combination of truck types will be used during the SCAW works including single unit trucks, semi-trailers, truck and dog combinations and low loaders, for example.

The location of all heavy vehicles used for spoil haulage will be monitored in real time and these records can be made available electronically to the Planning Secretary and the Environmental Protection Authority (EPA) upon request for a period of no less than one (1) year following the completion of construction.

There is sufficient room on site for all heavy vehicles required for the works. Therefore, marshalling facilities are not proposed for this site. Heavy vehicle will not idle or queue on roads surrounding the site.

4.1. Haulage routes

Generally, the haulage routes will be via arterial roads, freeways or tollways. The routes included in the EIS have been adopted for this site, refer to Figure 10. The route includes Kent Road and Lansdowne Road. Heavy vehicles will be accessing the arterial network after leaving the construction site. Appendix B includes the haulage routes for this location.

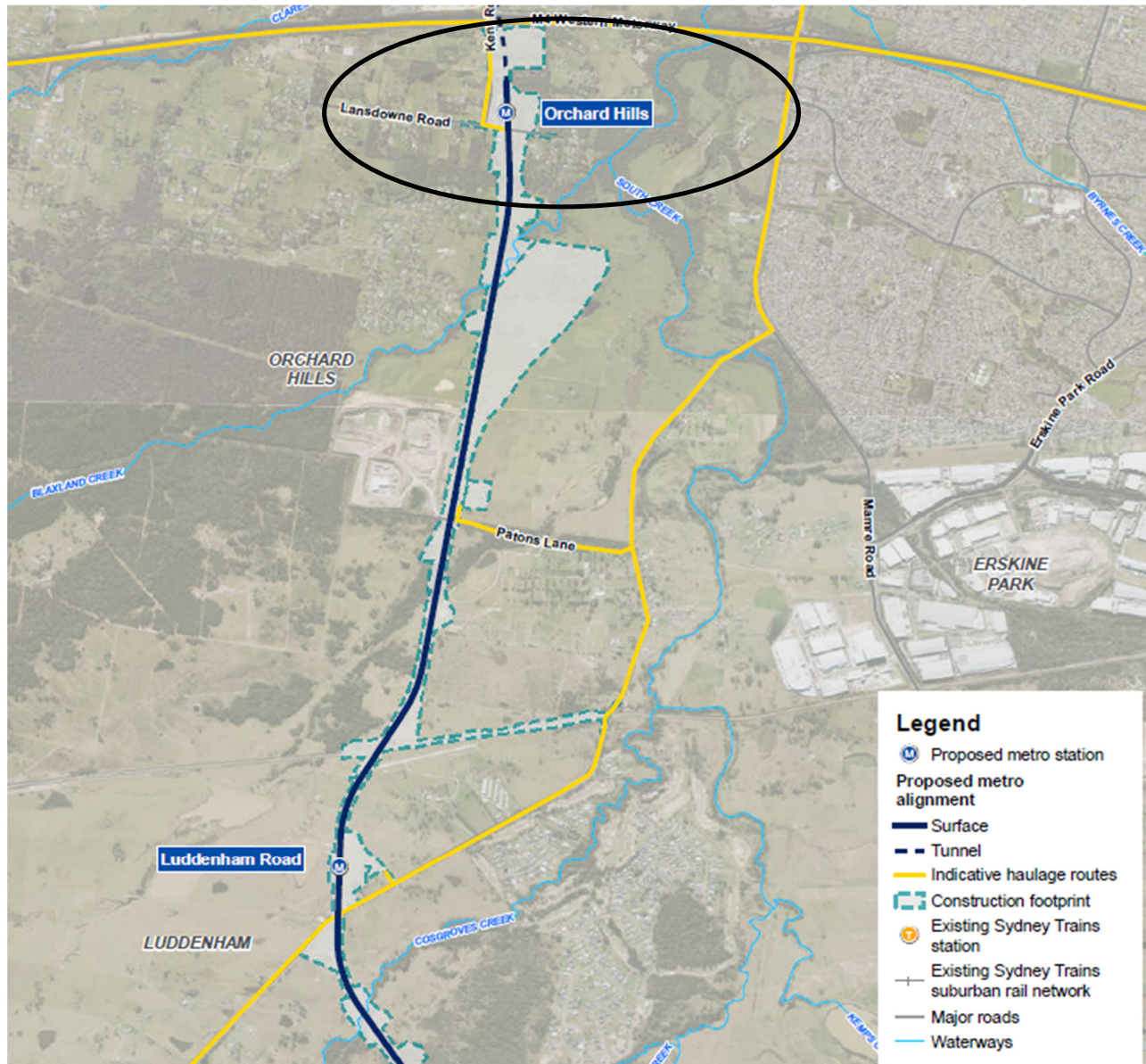


Figure 10: EIS haulage routes from the north

4.2. Road dilapidation report

As noted in the Ministerial Conditions of Approval, road dilapidation report has been prepared for local roads and provided to Penrith City Council.

4.3. Permits for over-dimensional vehicles

Permit for vehicles greater than 4.5t through the National Heavy Vehicle Regulator (NVHR). This applies to particular special purpose vehicles (SPV) such as mobile cranes and other oversize/ over mass (OSOM) vehicles. TfNSW is currently undertaking this permit issue.

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

There is no requirement for over mass/ oversize vehicles during the works identified in this CTMP.

5. Other matters

5.1. Road Safety Audits

Road safety audits will be undertaken during the development and implementation of the CTMP. The audit will be undertaken as noted in section 10 of the Construction Traffic Management Framework. A copy of the road safety audit is provided in Appendix B.

5.2. Communications and the community

CPBUI JV will be responsible for the dissemination of information to the community including affected residents, relevant councils, businesses and the public.

5.2.1. Proposed communications

Typical timelines for the various notifications are:

- Community notices (notifications) issued at least seven (7) days prior to:
 - Start of work
 - New work with a new activity that has the potential to impact on stakeholders and the community
 - Handover of a construction site to a new contractor
 - Activities requiring notification to comply with relevant Environmental Protection License (EPL) usually out of hours works
- Precinct updates/ e-update (newsletters) – published 2 per year and for changes to planning approvals
- email and internet updates - done with publication and deliver to letterboxes of notifications and newsletters
- advertisement – published in advance of significant traffic management changes, detours, traffic disruptions
- advance warning signs – as noted in the CTMP where required.

Table 6: Proposed communications

Notification	Site early works	Site operations
Community notice	Yes	Yes
Precinct update/ e-update	Yes	Yes
Email and internet	Yes	Yes
Print advertising	No	No
Advance warning sign(s)	No	No
Gate signs	Yes	Yes

5.2.2. Travelling public

Where the SCAW works will impact on the travelling public, CPGUI JV will undertake the following communications:

- Public transport interruptions will be communicated via on site signage
- Motoring public will be forewarned of any changes including road closures, road changes and lane changes well in advance using appropriate signs including Variable Message Signs (VMS)
- Active transport users will be provided with advance warning signs

5.3. Stakeholders

There are a number of stakeholders consulted during the development of this CTMP. A copy of their review comments are provided in Appendix C. Table 7 provides an overview of the consultation undertaken for this CTMP.

Table 7: Consultation undertaken

Stakeholder	Consultation Type	Date
Traffic Control Group	Presentation	27 th October 2022
CJP	Submission of CTMP	31 st October 2022
Sydney Metro Western Sydney Airport project team	Submission of CTMP	31 st October 2022
Penrith City Council	Submission of CTMP	31 st October 2022
TfNSW	Submission of CTMP	31 st October 2022
CJP	Resubmission of CTMP	2 nd December 2022
Sydney Metro Western Sydney Airport project team	Resubmission of CTMP	2 nd December 2022
Penrith City Council	Resubmission of CTMP	2 nd December 2022
TfNSW	Resubmission of CTMP	2 nd December 2022
CJP	Resubmission of CTMP	17 th January 2023
Sydney Metro Western Sydney Airport project team	Resubmission of CTMP	17 th January 2023
Penrith City Council	Resubmission of CTMP	17 th January 2023
TfNSW	Resubmission of CTMP	17 th January 2023
CJP	Resubmission of CTMP	13 th February 2023
Sydney Metro Western Sydney Airport project team	Resubmission of CTMP	13 th February 2023
Penrith City Council	Resubmission of CTMP	13 th February 2023
TfNSW	Resubmission of CTMP	13 th February 2023
CJP	Resubmission of CTMP	8 th September 2023
Sydney Metro Western Sydney Airport project team	Resubmission of CTMP	8 th September 2023
Penrith City Council	Resubmission of CTMP	8 th September 2023
TfNSW	Resubmission of CTMP	8 th September 2023
CJP	Resubmission of CTMP	27 September 2023
Sydney Metro Western Sydney Airport project team	Resubmission of CTMP	27 September 2023
Penrith City Council	Resubmission of CTMP	27 September 2023
TfNSW	Resubmission of CTMP	27 September 2023
CJP	Resubmission of CTMP	13 th October 2023
Sydney Metro Western Sydney Airport project team	Resubmission of CTMP	13 th October 2023

5.3.1. Traffic and Transport Liaison Group

The Traffic and Transport Liaison Group (TTLG) has been established by Sydney Metro Western Sydney Airport for the project, as required under MCoA E116. The TTLG consists of members from Sydney Metro Western Sydney Airport project team, Liverpool City Council, Penrith City Council, Customer Journey Planning, Western Sydney Airport Corporation (WSA Co), Western Parkland City Authority (WPCA), TfNSW's Planning and Programs, other contractors associated with the project and Emergency Services.

Further development of this CTMP will occur in consultation with this group. It is noted that this group meets monthly.

Supplementary analysis and modelling as required by Sydney Metro Western Sydney Airport and/ or the TTLG will be undertaken to demonstrate that construction traffic can be managed to minimise disruption

to traffic networks operations including changes to the management of pedestrians, cyclists and public transport networks and services. Any revised traffic management measure will be incorporated into the CTMP.

5.3.2. Traffic Control Group

The Traffic Control Group (TCG) has been established by Sydney Metro Western Sydney Airport for the project. The TCG consists of members from Sydney Metro Western Sydney Airport project team, Liverpool City Council, Penrith City Council, Customer Journey Planning, Western Sydney Airport Corporation (WSA Co), Western Parkland City Authority (WPCA), TfNSW’s Planning and Programs and other contractors associated with the project. The TCG meets fortnightly.

The purpose of the TCG is for open and honest technical discussion on the contractors proposed works, methodologies and traffic management plans. The TCG will:

- Provide feedback on proposals
- Guide CTMP and other document finalization prior to submission for review/ approval
- Guide coordination of works and traffic management activities on and off airport (local, regional and state roads)
- Assist in transport mitigation

5.4. Special events

When planning the works, CPGUI JV will identify special events which directly impact the works or haulage activities and will continue to interrogate event websites that provide details on forthcoming events such as:

- NSW and Sydney events - [Destination NSW](#)
- NSW events and festivals - [Visit NSW](#)
- Major events - [Penrith City Council Upcoming Events](#)

5.5. Training

CPBUI JV will ensure that all personnel, including subcontractors are aware of the specific requirements of TfNSW’s customers, general public, residents and businesses, prior to attending site through the induction process and regular updates through tool box talks. Specific training will be provided to heavy vehicle drivers regarding the possible presence of pedestrians and cyclists and the increased risk of high speed run off the road and head on collision types due to the narrow road widths, high speeds and little to no shoulder availability. The induction will also include acknowledgement that pedestrians and cyclists may be using the roadway and that they should be given priority.

5.6. Inspections and monitoring

The site will be monitored by the site supervisor. Any changes to signs and lines that impact on the public will be recorded. Daily monitoring will be undertaken during the site operating hours.

Traffic control used for pedestrian management, lane closures etc will need to provide records of the traffic control implemented. Any changes required to a traffic control set up will be authorised by a holder of a SafeWork NSW “Prepare a Work Zone Traffic Management Plan” or equivalent. Checklist for monitoring of the implemented CTMP are provided in Appendix D.

5.7. Site contacts

Table 8 provides the contact details for the works identified in this CTMP.

Table 8: Site contacts

Name	Position	Mobile#
[REDACTED]	Foreman	[REDACTED]
[REDACTED]	General Foreman	[REDACTED]

5.8. References

The following documents were used in the development of this CTMP:

- Construction Traffic Management Framework, Sydney Metro West and Sydney Metro Western Sydney Airport
- TfNSW's Traffic Control at Worksites Manual v6.1
- Relevant AustRoads Guides and TfNSW Supplements
- Sydney Metro Principal Contractor Health and Safety Standard

Part C Appendices

Appendix A – Compliance Matrix

Sydney Metro Western Sydney Airport CSSI Infrastructure Approval (SSI 10051)

Project Planning Approval (SSI 10051)		
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.	This plan
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.	Refer to Overarching CTMP
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.	Not applicable to this CTMP as all roads to be used are included in the EIS
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; (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.	Not applicable to this CTMP as all roads to be used are included in the EIS
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 4.2
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 (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.	Section 4.2
E109	Vehicles associated with the project workforce (including light vehicles and Heavy Vehicles) must be managed to: (a) minimise parking on public roads; (b) minimise idling and queueing on state and regional roads; (c) not carry out marshalling of construction vehicles near sensitive use	Section 4

Project Planning Approval (SSI 10051)		
	(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.	
E110	Access to all utilities and properties must be maintained during works, unless otherwise agreed with the relevant utility owner, landowner or occupier.	Section 3.2.4
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 3.2.4
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 3.2.4
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 3.2.4
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 minimised, 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.	Sections 3.2.3 and 3.2.4
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 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.	Not applicable to the SCAW scope of works
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 will establish the TTLG Section 5.3.1
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.	Section 5.3.1
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:	Not applicable to the SCAW scope of works

Project Planning Approval (SSI 10051)

	<p>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.</p>	
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Sydney Metro Western Sydney Airport Environmental Impact Statement

Revised Environmental Management Measures (REMMs)

T1	Construction Traffic Management Plans would be prepared in accordance with the Construction Traffic Management Framework	This plan
T2	The Construction Traffic Management Plan for St Marys would be developed in consultation with the Traffic and Transport Liaison Group to ensure existing transport interchange infrastructure continues to operate effectively within the St Marys station precinct.	Not applicable to the SCAW scope of works
T3	Coordination with Western Sydney Airport and Transport for NSW would be undertaken through the Traffic and Transport Liaison Group to manage potential cumulative construction traffic impacts with M12 Motorway and Elizabeth Drive	Section 5.3.1
T4	Road Safety Audits would be carried out to address vehicular access and egress, and pedestrian, cyclist and public transport safety. Road Safety Audits would be carried out as per the guidelines outlined in Section 10 of the Construction Traffic Management Framework	Section 5.1
T5	Maintain access for pedestrians and cyclists around construction sites as per the guidelines outlined in the Construction Traffic Management Framework. Appropriate signage and line marking would be provided to guide pedestrians and cyclists past construction sites and on the surrounding network to allow access to be maintained	Section 3.2.3
T6	Access for construction vehicles to be planned as per the guidelines outlined in the Construction Traffic Management Framework. Construction site traffic would be managed to minimise movements during peak periods. Vehicle access to and from construction sites would be managed to maintain pedestrian, cyclist and motorist safety	Section 4

Sydney Metro Western Sydney Airport Revised performance outcomes

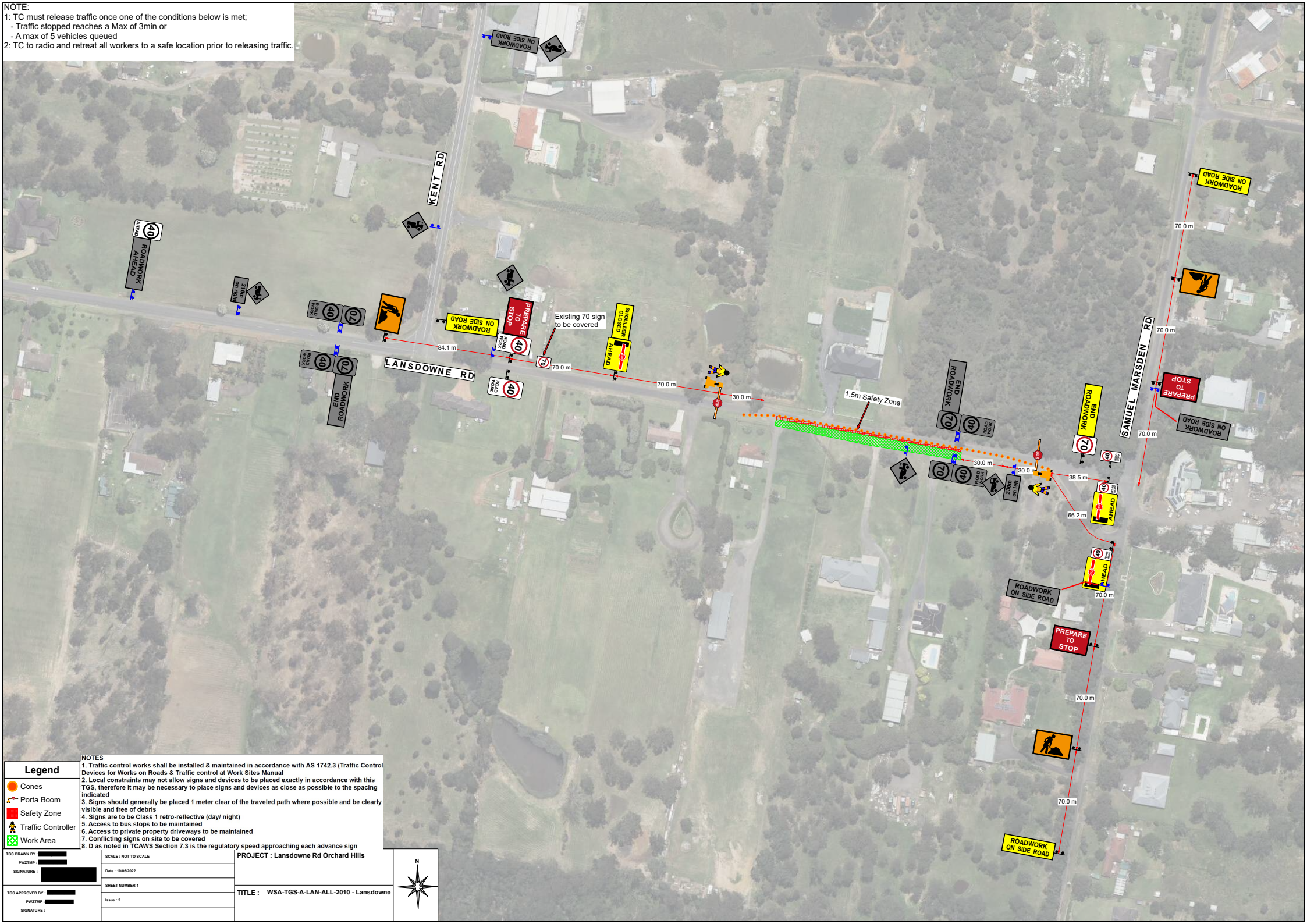
Revised Performance outcomes - Transport

<p>Network connectivity, safety and efficiency of the transport system in the vicinity of the project are managed to minimise impacts. The safety of transport system customers is maintained . impacts on network capacity and the level of service are effectively managed</p>	<p>Safe and efficient routes are provided for pedestrians, cyclists, and road users at/ near construction sites</p>	<p>Not applicable to the SCAW scope of works</p>
	<p>Access to the existing St Marys Station is maintained while train services are operating</p>	<p>Not applicable to the SCAW scope of works</p>
	<p>Safe access to properties and businesses is maintained during construction, unless alternatives are agreed with property owners and businesses</p>	<p>Section 3.2.4</p>
	<p>Heavy vehicles access the arterial network as soon as practicable on route to, and immediately after leaving a construction site</p>	<p>Section 4.1</p>
	<p>The local community and relevant authorities are informed of transport, access and parking changes/ impacts to minimise inconvenience to the public</p>	<p>Section 5.2.1</p>

Appendix B-Traffic Guidance Scheme

TGS#	Location	From	To	Time	Traffic control	Works	Impacts
WSA-TGS-A-LAN-ALL-2010	Lansdowne Road	Kent Road	West of Samuel Marsden Road	Day	Stop slow with new bridge in place	Heavy vehicle access/ egress	Minimal impacts as traffic flow is maintained under stop slow

NOTE:
 1: TC must release traffic once one of the conditions below is met;
 - Traffic stopped reaches a Max of 3min or
 - A max of 5 vehicles queued
 2: TC to radio and retreat all workers to a safe location prior to releasing traffic.



Legend		NOTES	
	Cones	1. Traffic control works shall be installed & maintained in accordance with AS 1742.3 (Traffic Control Devices for Works on Roads & Traffic control at Work Sites Manual)	
	Porta Boom	2. Local constraints may not allow signs and devices to be placed exactly in accordance with this TGS, therefore it may be necessary to place signs and devices as close as possible to the spacing indicated	
	Safety Zone	3. Signs should generally be placed 1 meter clear of the traveled path where possible and be clearly visible and free of debris	
	Traffic Controller	4. Signs are to be Class 1 retro-reflective (day/ night)	
	Work Area	5. Access to bus stops to be maintained	
		6. Access to private property driveways to be maintained	
		7. Conflicting signs on site to be covered	
		8. D as noted in TCAWS Section 7.3 is the regulatory speed approaching each advance sign	
TGS DRAWN BY: [Redacted]	SCALE: NOT TO SCALE	PROJECT : Lansdowne Rd Orchard Hills	
PWZTMP: [Redacted]	Date: 10/06/2022		
SIGNATURE: [Redacted]			
TGS APPROVED BY: [Redacted]	SHEET NUMBER 1	TITLE : WSA-TGS-A-LAN-ALL-2010 - Lansdowne	
PWZTMP: [Redacted]	Issue : 2		
SIGNATURE: [Redacted]			



Appendix C – Haulage routes

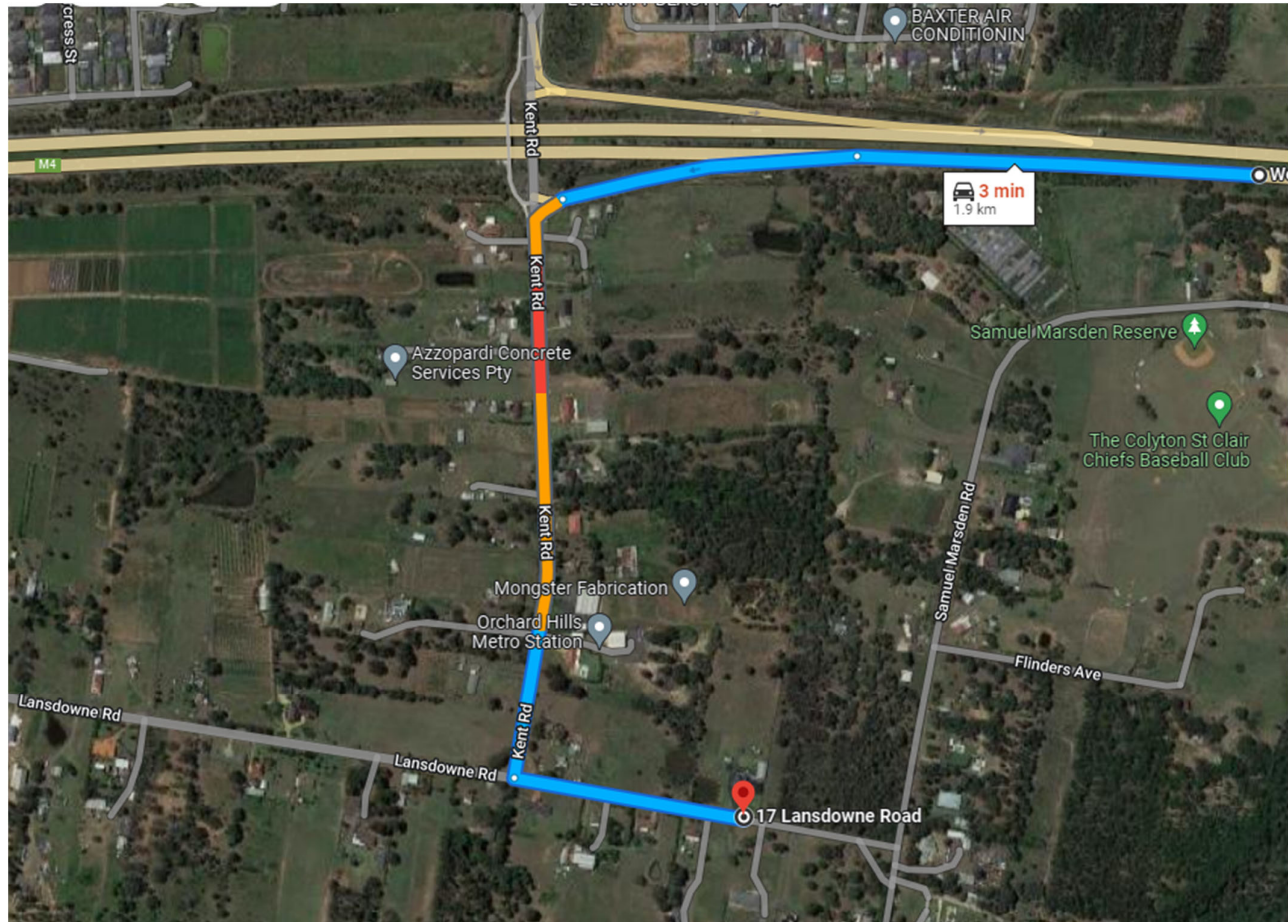


Figure 11: [M4 westbound to Lansdowne Road](#)

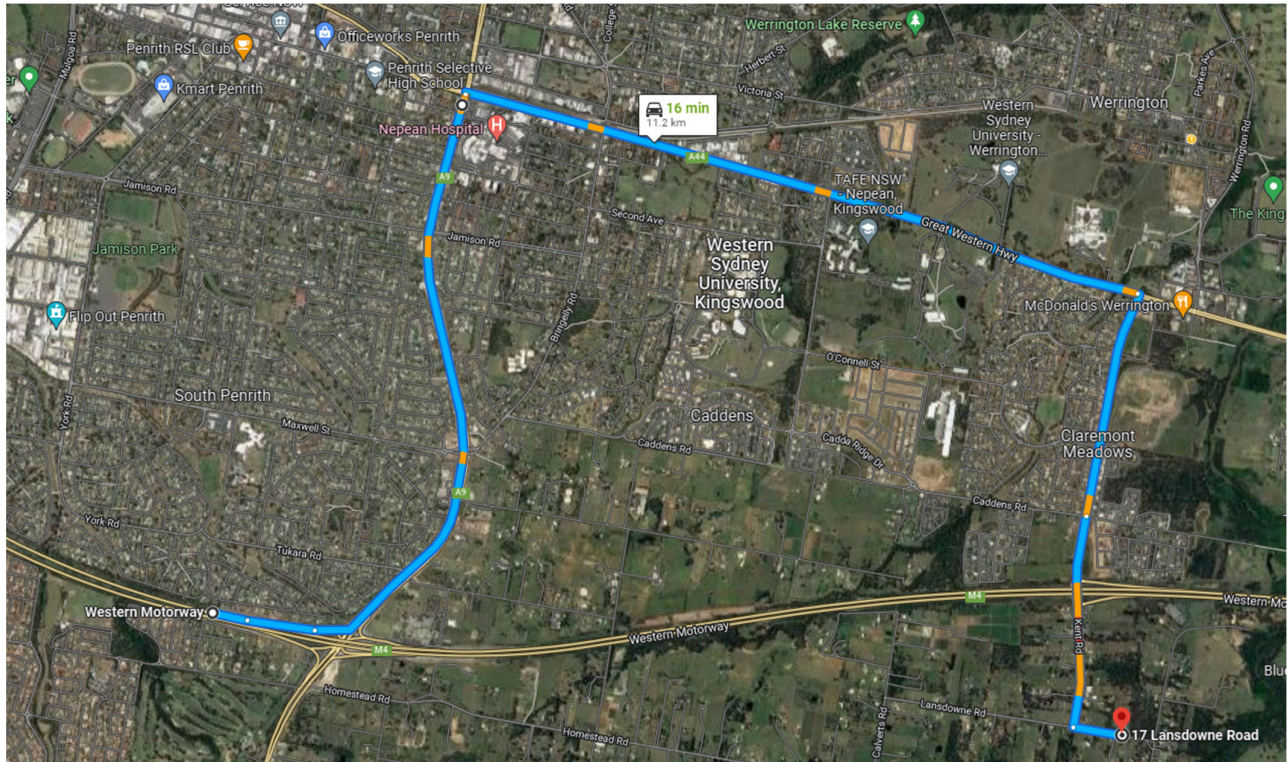


Figure 12: M4 eastbound to Lansdowne Road

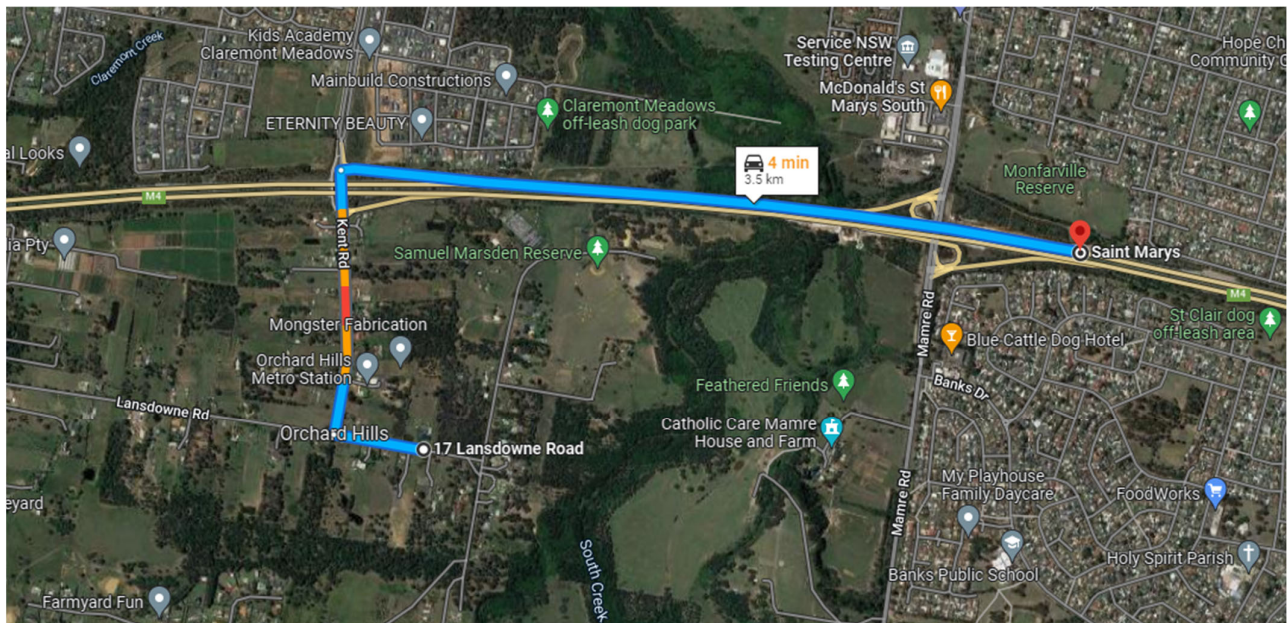


Figure 13: Lansdowne Road to M4 eastbound

Appendix D – SBT swept paths

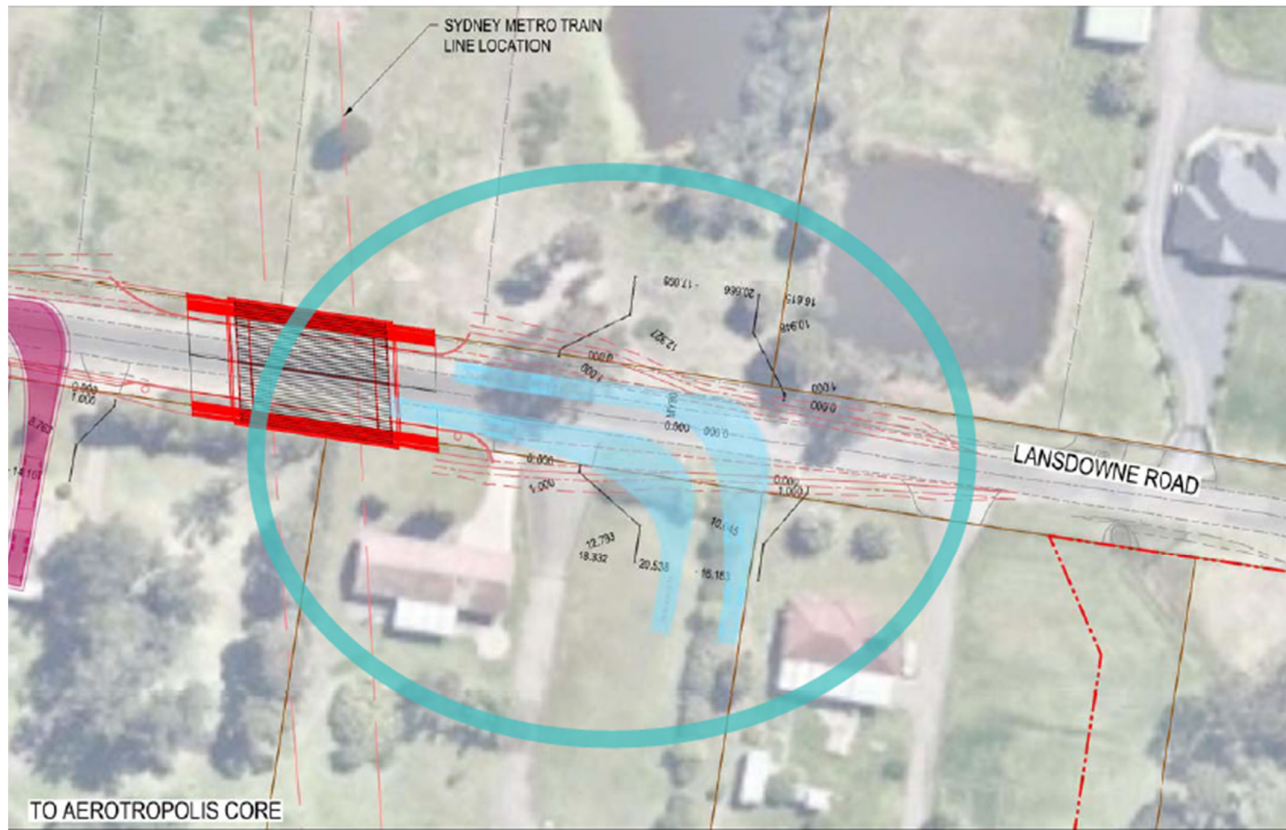
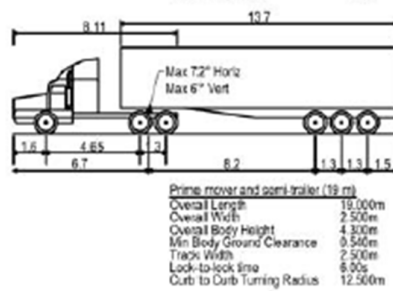


Figure 15: Excerpt from SBT CTMP for Orchard Hills



NOTES

1. SWEEP PATHS HAVE BEEN RUN AT 5km/h
2. VEHICLE MOVEMENTS ACHIEVE A MINIMUM 0.5m CLEARANCE BETWEEN OPPOSING MOVEMENTS

Appendix E - Road Safety Audit



Road Safety Audit Report

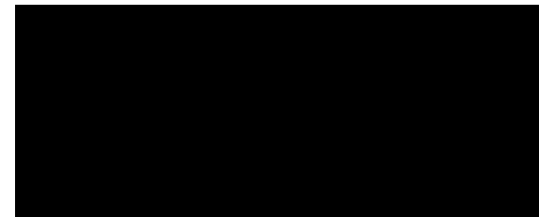
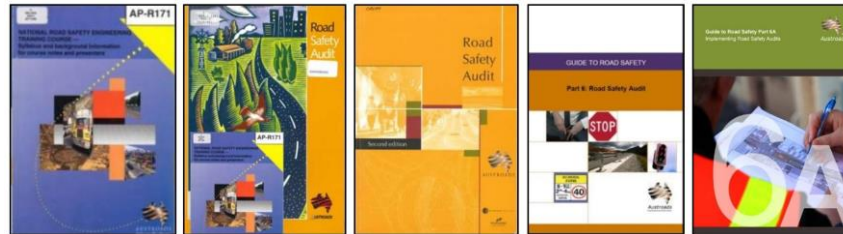
Lansdowne Road CTMP



Practical
Independent
Specialised

Road/Area	Lansdowne Road	Road Safety Audits Reference	RSA-14741
Traffic Stage/Phase	Western Sydney Airport – Surface and Civil Alignment Works	Report Date	8 September 2023
Audit Stage	Desktop Traffic Guidance Scheme	Lead Auditor Second Auditor	[REDACTED]
Client	[REDACTED]	TMP / Drawings	Lansdowne Road Gate 1 - Construction Traffic Management Plan (Document No: SMWSASCA-CPU-1NL-NL000-TF-PLN-000002 Rev 02)
Client Contact	[REDACTED]	Report Provider	Road Safety Audits

Desktop TGS General Scope: The scope of the audit is to assess the plans on their merits and in the context of the road environment, with standards and guidelines as a reference.





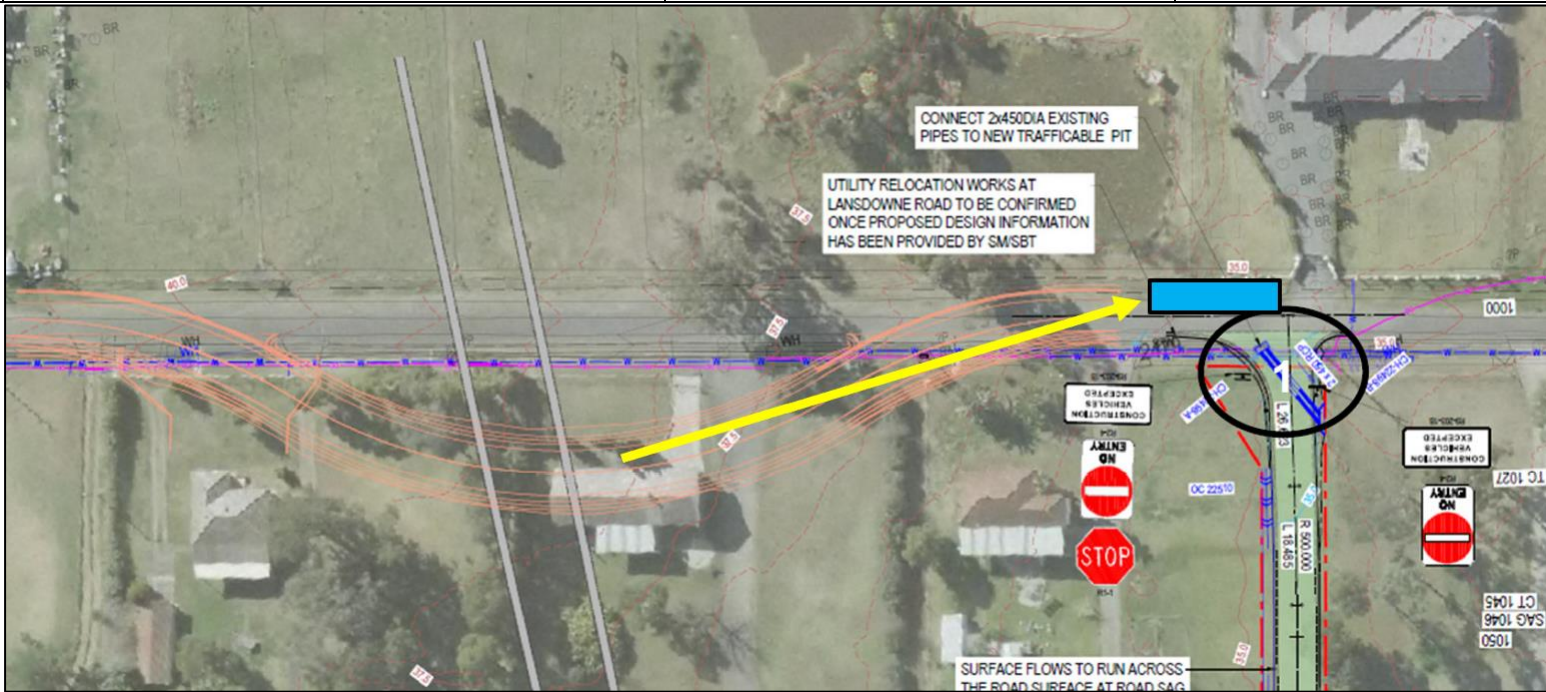
Lansdowne Road CTMP Western Sydney Airport – Surface and Civil Alignment Works

Lansdowne Road CTMP Western Sydney Airport – Surface and Civil Alignment Works				
	Audit Point	Treatment Option	Responder: [REDACTED]	
			Response	Status
1.	No road safety issues are identified in relation to the CTMP.	Nil. Note only.	Noted	Closed
2.	It is noted that truck & dog and possibly other types of articulated vehicles may use Gate 1. It is understood from the CTMP that movements will be restricted to right in and left out at the Gate.	Confirm that the turning movement swept paths for the expected articulated vehicles can be adequately accommodated at the Gate intersection with Lansdowne Road. Risk: N/A	SBT have undertaken swept paths at this location which is now included in the document	Closed



Lansdowne Road CTMP Western Sydney Airport – Surface and Civil Alignment Works

	Audit Point	Treatment Option	Responder: [REDACTED]	
			Response	Status
3.	Site vehicles will be propped on Lansdowne Road to turn right into Gate 1. Given the curved temporary alignment of Lansdowne Road, it is not obvious if adequate stopping sight distance SSD will be available for drivers to sight a stationary vehicle and stop.	Given the flat terrain, it is expected that adequate SSD will be available for the 40km/h expected traffic operating speeds. However, confirm that adequate SSD is available. Risk: Low	There is adequate sight distance	Closed





Explanatory Notes

Short Format: This 'short format' report has been pioneered by RSA (Road Safety Audits) since 2008, initiated through requests by clients to assist their processes, for ease with stakeholders, and for timeliness. It is typically confined in use to construction traffic management and typically for discrete packages of plans / areas and often for large projects with repetitious small audit sections. The use of this format assumes that the reader/s know what a road safety audit is and how to respond to it.

Projects: Audit points are often raised in projects in relation to: 1. specific themes (e.g. the use of a safety barrier type), or 2. the treatment of particular locations. Once key issues have been initially raised, they will not necessarily be re-raised in future audits. This will depend on the issue, the RSA's perception of the client's assessment and understanding of the issue, and other factors. Therefore, discrete audits as part of a project should be read and actioned by a **project representative who is familiar with the audit history**.

Responding: Although the client receiving the report does not have to agree to the audit findings/suggestions, the issues and associated risks should be carefully considered. A written response should be made to all of the audit findings raised, then signed off by the responsible person from the project team.

***Response:** The responder should focus on and consider the **audit point**, regardless of whether the audit team's suggested treatment option is feasible / appropriate / agreed to.

***Status:** The status of the issue as it sits with the Project. i.e. 'actioned', 'closed', 'pending information / further guidance'.

Language:

Austrroads Road Safety Audit Part 6 suggests that the organisation responding to the audit provides a risk assessment. However, RSA will at times offer a guide of 'high' 'medium' and 'low' risk, which is based on a professional appraisal of the risk ('severity' and 'frequency') for the responder to use as a guide. Other language commonly used and its intent is as follows:

- o 'Urgent': Needs immediate attention / changes as per RSA suggestion or similar.
- o 'Recommend' / 'Serious' / 'Important': Must be robustly reviewed. Most likely requires a change to avoid a high-risk road environment for one or more user groups.
- o 'Should' / 'Suggest' / 'Significant': Based on the view of the RSA team the suggestion should be done, but it concedes that there could be reasons why inaction or alternative action may be preferred. Must be robustly reviewed by contractor and where relevant with key traffic engineering project stakeholders.
- o 'Review' / 'Consider': RSA is raising an observation but has no strong opinion on the outcome and need for changes. Project should review because it's not an immediate and high risk and may not be immediately obvious to RSA the reasons for the practice / setup / behaviour. May need monitoring.
- o 'Minor': Typically, a low road-safety consequence / compliance issues (to guidelines or plans) / administrative controls. Unlikely to increase risk of crash.
- o 'Note': Little or no road safety significance. Typically added to give a complete picture of the design, site, context, analysis, auditors understanding.

Intent of Issues Listing Order: Audit points might be clustered according to location, theme, or time. When this is not done and the audit comprises an uncategorised list of points, the key issues are often discussed first. However, there is no official ordering of points, and they should all be read on their merits and on the basis of the language guide above.

References: 1. Austrroads Guide to Road Safety – Road Safety Audit – (2019) 6 and 6A; 2. AS 1742.3 – 2019; 2. State specific codes and guidelines re: Traffic Control at Work Sites; and 3. Design: 1. Austrroads guidelines and 2. state-specific supplements and technical publications as relevant.

Safe System: Austrroads GRS-RSA6A encourages practitioners to adopt safe system principles within the road safety audit. Safe system (roads) calls for a design to not allow serious injury and fatalities to occur for the expected road users and the typical crash types expected for that design type. This design-objective is considered within this road safety audit as a good practice objective. However, in practice, safe system-based analysis of risks and treatment options is typically not adopted for traffic management stage audits in the same way as it is in design stage audits.

Process and Quality: RSA's quality assurance process is based on its senior auditors having a rich experience base, but also utilises customised checklists designed for niche areas in traffic engineering/road design (e.g. safety barriers, pavement shaping, CBD traffic management), in conjunction with a four-layer audit process: 1. on-site inspection; 2. media and data capture and review; 3. specialist / second auditor input; and (where warranted) 4. secondary blinded reviews.

Audit Coverage: The audit has attempted to balance the safety needs of all road users. As per Austrroads guidelines, the suggestions provided have attempted to be realistic/feasible and commensurate with the actual risk posed. Suggestions are made from a safety perspective only, and are made in the absence of full project knowledge and design constraints. RSA can provide a detailed risk assessment / issue evaluation report upon request. The audit raises potential safety risks noted / observed / anticipated by the audit team, and in particular the higher-risk issues. However, a road safety audit is undertaken by people, highly influenced by the experience, views and limitations of the individual team members. It is expected that the project team has competence to identify safety issues itself as the project progresses, and to ask the audit team further questions where necessary.

Appendix F – Stakeholder comments

Briefing paper

Proposed to be inserted into the latest revision of the CTMP.

Lansdowne Road Gate 1 CTMP

Project Name and Scope of Works

- **SM** (Sydney Metro) – Main client of the project
- **SBT** (Station Box and Tunnelling) contractors – Construction of Station Box joining to the Sydney Metro tunnel.
- **SCAW** (Surface Civil and Alignment Works) contractors – Construction of rail formation and Via Ducts from SBT Orchard hills to SBT Badgerys Creek, Stage 1 of Sydney Metro's surface work.
- **SSTOM** (Station System Train Operation Maintenance) contractors (also called as Park Life Metro – PLM) – Construction of Station and System, Stage 2 of Sydney Metro's surface work.

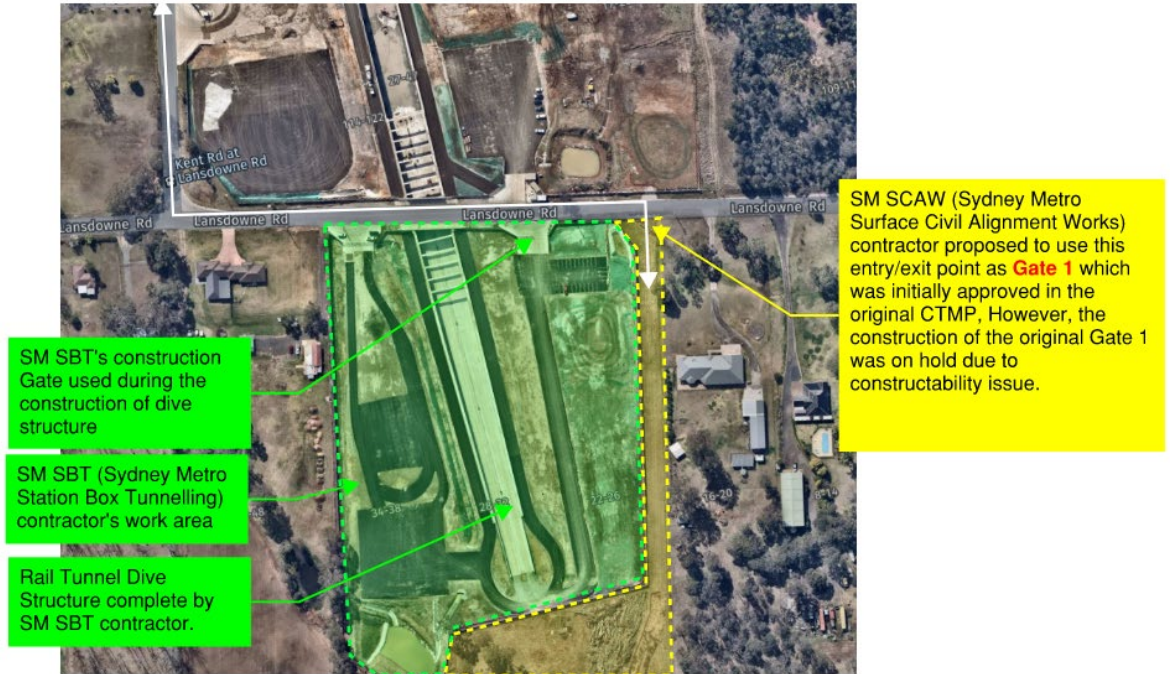
BACKGROUND

The original CTMP was approved in 22/02/2023, details of the approved CTMP were:

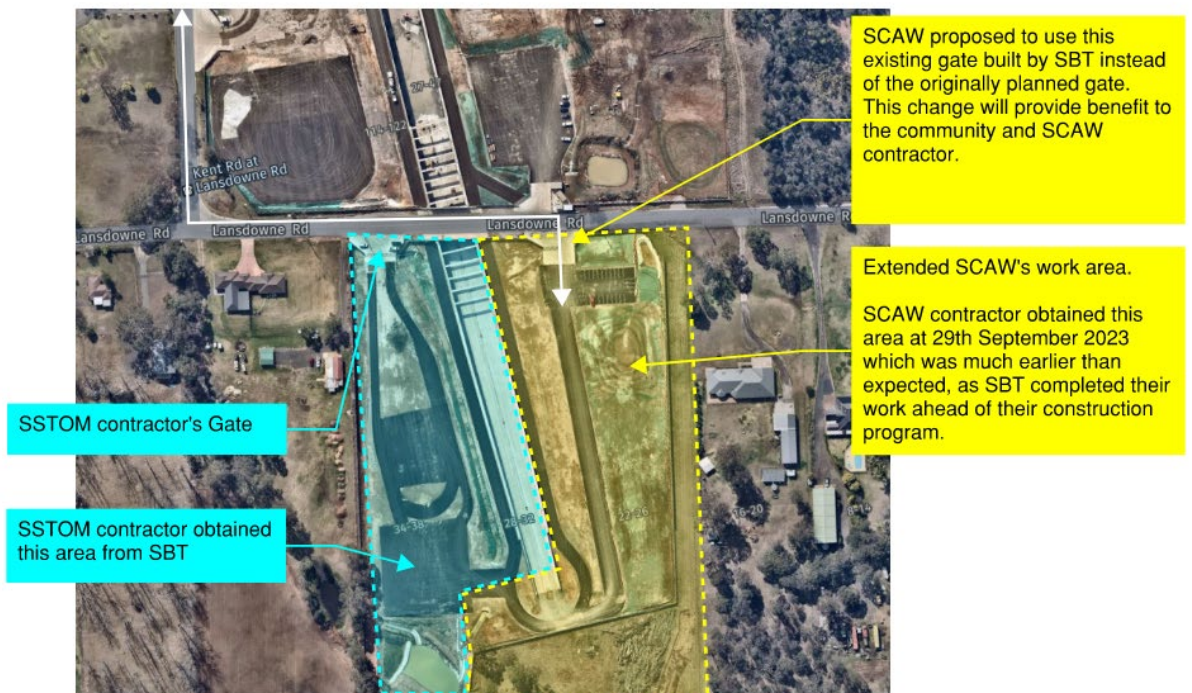
- Gate 1 was located to the east of the rail tunnel dive structure constructed by the Sydney Metro Station Box and Tunnelling contractors (SBT) at Lansdown Road Orchard Hills.
- Utility relocation works and driveway construction were detailed in the original CTMP.
- As noted in the CTMP, this gate had limited use as the bulk of the heavy and light vehicle movements were to use the Paton's Lane Gate 2 once the Blaxland Creek crossing was complete.
- The construction of the original Gate 1 detailed in the original CTMP was delayed and never built due to community and environmental issues of the gate and access road due to its proximity to existing residents.
- The SCAW contractor unexpectedly obtained control of SBT area from Sydney Metro on 29/09/2023, which was earlier than originally anticipated. This occurred because SBT work was completed ahead of schedule, allowing the handover to take place sooner than planned according to the construction program.
- SCAW has proposed using the existing SBT's gate, instead of using the originally planned gate. This change is expected to provide significant benefits to both the community and the SCAW contractor.

By utilizing the existing gate, it would improve convenience and efficiency for the community since the number of construction gates would be reduced from 2 to 1. This consolidation of gates can streamline traffic flow, simplify access, and minimize disruptions in the surrounding area.

- Please note that after the SCAW contractor discontinues the use of the SBT area and gate access, it will revert back to the original Gate 1 at the end of 2024. This means that the gate will return to its original designation and function as intended as per the initial approved CTMP.



< Map 1, Before 29/09/2023 >



< Map 2, After 29/09/2023 >

VERSION 2

Version 2 of the CTMP originally including Gate 1 (as noted in the approved CTMP – refer above) and the use of the access gate that was used by the SBT contractor. This was due to the fact that Sydney Metro had handed over the area previously used by SBT to the Surface Civil and Alignment Works (SCAW) contractor as described in the Background section above.

VERSION 3

Version 3 of the CTMP removed Gate 1 Site Early Works (as noted in the approved CTMP – refer above) and focused solely on the use of the access gate that was used by the SBT contractor. Based on comments received and the provision of the approved Surface, SSTOM (Station System Train Operation Maintenance) contractor's CTMP the vehicle numbers were updated and a new table and figure included to show the cumulative impact of the use of this gate.

VERSION 4

Version 4 of the CTMP includes the details of the use of the SBT gate as per Version 3, however, it also includes reverting back to Gate 1 post the disuse by SCAW of the SBT area and gate access. It should be noted that the environment and community teams are working through the issues raised previously at this location.

Another table has been inserted to show the vehicle numbers post the disuse of the SBT area and going back to using the approved Gate 1 access

CONTRACT NO.	DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.	DOCUMENT REF	DEED REF	COMMENTS / RESPONSE	COMMENT CATEGORY	LINKED ITEM NO	CLOSED OUT
SCA	SMWSASCA-CPU-1NL-NL000-TF-PLN-000002	Traffic Management Plan - TMP Lansdowne Road Gate 1	03.01	S3	34	11/09/2023	SMD	[REDACTED]	SMWSASCA-CPU-1NL-NL000-TF-PLN-000002	Section 3.2, Figures 3 & 7		Clarity is required on the operation of this gate, while the gate was used by SBT this does not preclude providing the usual detail required of gate operations, for example: Will SBT still use the gate? What is the interaction with SSTOM access/movements/vehicle types? What are the cumulative movements, is the Gate in Figure 7 still in operation? Figure 3 uses a current aerial photo while Figure 7 is incorrect (the side track is long gone) and page 14 is blank. The above questions are a guide. Please review, provide detail and remove (as relevant) out of date information.	Potential Non-Compliance		Y
									SMWSASCA-CPU-1NL-NL000-TF-PLN-000002	Section 3.2, Figures 3 & 7			Potential Non-Compliance		Y
					34.01	27/09/2023	CPU		SMWSASCA-CPU-1NL-NL000-TF-PLN-000002	Section 3.2, Figures 3 & 7		SBT are no longer using this gateSSTOM are on the other side of the road as noted in their CTMP The cumulative movements are noted in Table 4Figure 7 has been replacedAs I was trying to keep the CTMP in context over the life of the project, however, the CTMP has now been amended to only reflect the proposed operationsSomething wrong with the pdf	Potential Non-Compliance		Y
									SMWSASCA-CPU-1NL-NL000-TF-PLN-000002	Section 3.2, Figures 3 & 7			Potential Non-Compliance		Y
					34.01.01	28/09/2023	SMD		SMWSASCA-CPU-1NL-NL000-TF-PLN-000002			In an attempt to ensure this project is not delayed further by this CTMP this comment will be closed, with the caveat that the comment is only being closed because: *of the extremely low non-construction traffic volumes on Lansdowne Rd *it appears SCAW will be using an established existing driveway, built and operated by the SBT contractor for over a year *the road/bridge are brand new	Potential Non-Compliance	34.01	Y
									SMWSASCA-CPU-1NL-NL000-TF-PLN-000002				Potential Non-Compliance		Y
					34.02	28/09/2023	SMD					In an attempt to ensure this project is not delayed further by this limited CTMP this comment will be closed, with the caveat that the comment is only being closed because : *of the extremely low non-construction traffic volumes on Lansdowne Rd *it appears SCAW will be using an established existing driveway, built and operated by the SBT contractor for over a year *the road/bridge are brand new	Potential Non-Compliance		Y
													Potential Non-Compliance		Y
					36	11/09/2023	TFN		SMWSASCA-CPU-1NL-NL000-TF-PLN-000002	Appendix C Road safety audit	NA	The road safety audit references a TGS - however this hasn't been provided in the CTMP. Please attach relevant TGS for review. Thanks.	Observation		Y
									SMWSASCA-CPU-1NL-NL000-TF-PLN-000002	Appendix C Road safety audit	NA		Observation		Y
					36.01	27/09/2023	CPU		SMWSASCA-CPU-1NL-NL000-TF-PLN-000002	Appendix C Road safety audit	NA	The TGS is no longer relevant to this CTMP- new RSA attached	Observation		Y
									SMWSASCA-CPU-1NL-NL000-TF-PLN-000002	Appendix C Road safety audit	NA		Observation		Y
					36.01.01	27/09/2023	TFN					Response noted, comment closed.	Observation		Y
													Observation		Y
					37	12/09/2023	SMD		SMWSASCA-CPU-1NL-NL000-TF-PLN-000002	General	CTMF	The absence of track changes makes it difficult to understand what is being sought through this update of the CTMP. Furthermore, the document does not make clear what has changed since the last CTMP approval and the current situation. The Revision table on page ii states: "changes to SCAW access via previous SBT area". What is the SBT area ? Please modify the document with an appropriate explanation of what is being sought through this document revision.	Potential Non-Compliance		Y
									SMWSASCA-CPU-1NL-NL000-TF-PLN-000002	General	CTMF		Potential Non-Compliance		Y
					37.01	27/09/2023	CPU		SMWSASCA-CPU-1NL-NL000-TF-PLN-000002	General	CTMF	I provide tracked changes word document to the document controllers at SCAW - as I discovered yesterday in discussion with CJP - it seems that the word document is not forwarded onto the reviewers - I have no idea why they do not forward this on. Document amended where necessary	Potential Non-Compliance		Y
									SMWSASCA-CPU-1NL-NL000-TF-PLN-000002	General	CTMF		Potential Non-Compliance		Y

CONTRACT NO.	DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	LINKED ITEM NO	CLOSED OUT
					38	14/09/2023	SMD		SMWSASCA-CPU-1NL-NL000-TF-PLN-000002	Section 3	N/A	Site early works have not used Lansdowne Road at all. Text in section 3 is misleading. The site access driveway at Gate 1 has not been constructed. Please update CTMP to reflect what is actually occurring onsite and what is still proposed to occur onsite.	Observation		Y
									SMWSASCA-CPU-1NL-NL000-TF-PLN-000002	Section 3	N/A		Observation		Y
					38.01	27/09/2023	CPU		SMWSASCA-CPU-1NL-NL000-TF-PLN-000002	Section 3	N/A	Noted - document amended	Observation		Y
									SMWSASCA-CPU-1NL-NL000-TF-PLN-000002	Section 3	N/A		Observation		Y
					40	21/09/2023	TFN		SMWSASCA-CPU-1NL-NL000-TF-PLN-000002	1.2	NA	It is very unclear what is the purpose of the TMP and it is not clear what I am meant to be assessing, there are 2 images that seem to contradict what I am guessing is the intent for site access? No further comments can be made at this point.	Observation		N
									SMWSASCA-CPU-1NL-NL000-TF-PLN-000002	1.2	NA		Observation		N
					40.01	27/09/2023	CPU		SMWSASCA-CPU-1NL-NL000-TF-PLN-000002	1.2	NA	Document amended where necessary to provide clearer idea of site operations	Observation		N
									SMWSASCA-CPU-1NL-NL000-TF-PLN-000002	1.2	NA		Observation		N
					40.01.01	6/10/2023	TFN					This document cannot be closed out. This TMP needs to be resubmitted for a proper review because the originally submitted TMP was not clear on what was been assessed making it hard to differentiate from previously approved versions of the TMP.	Observation		N
													Observation		N
					40.02	6/10/2023	TFN					Document to remain open and resubmitted for a proper review as an assessment could not be made prior based on the information previously provided.	Observation		N
												Briefing paper included that outlines the changes to the approved CTMP	Observation		N