

Bringelly

Construction Traffic Management Plan

All phases of works

Sydney Metro Western Sydney Airport Station Boxes and Tunnelling Works

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Signature				

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Document Control

The Project Director is responsible for ensuring that this plan is reviewed and approved. The Project Traffic Manager is responsible for updating this plan to reflect changes to construction and other requirements, as required.

Amendments

Any revisions or amendments must be approved by the Project Traffic Manager

Revision Details

Revision	Details
A	For review
B	For approval
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1.Introduction

1.1. Project and location

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 includes a combination of tunnels and civil structures, including viaduct, bridges, surface and open-cut troughs between the two tunnel sections (Figure 1).

The Project will be delivered through a number of works packages including the Station Boxes and Tunnelling Works (SBT Works). The SBT Works includes the design and construction of:

- Two sections of twin tunnels with a total combined length of approximately 9.8km, plus associated portal structures, one from Orchard Hills to St Marys and the other under Western Sydney International (WSI) airport to the new Aerotropolis Station in New South Wales (NSW)
- Excavations at either end to enable trains to turn back and stub tunnels to enable future extensions
- Station box excavations with temporary ground support for four stations at St Marys, Orchard Hills, Airport Terminal and Aerotropolis
- Excavations for two intermediate service facilities, one in each of the tunnel sections at Claremont and Bringelly.

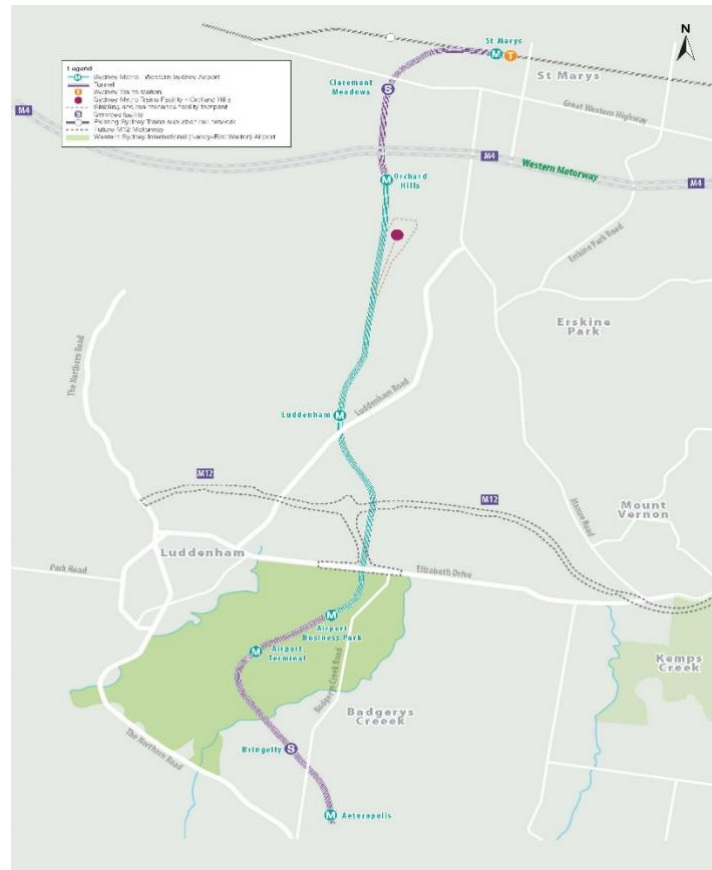


Figure 1: Project location



1.2. Purpose

This Bringelly site specific Construction Traffic Management Plan (CTMP or this plan) has been developed by CPB Contractors Ghella Joint Venture (CPBG) to identify the traffic management measures at the Bringelly shaft worksite for site establishment, site operations and site demobilisation associated with the Sydney Metro Western Sydney Airport Station Boxes and Tunnelling Works (SBT Works).

This 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 SBT 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 SSI 10051 Planning Approval Condition E103 and will be submitted to the Planning Secretary of the NSW Department of Planning, Environment and Industry for information.



2. Locality and existing conditions

This plan has been prepared assuming that the works to be undertaken by other contractors as identified below have been implemented.

Location	Activity
Derwent Road, Bringelly	New access/ egress to the southern services facility

The site is located at the northern end of Derwent Road on the western side and is within the Liverpool City Council Local Government Area (LGA). The site is shown on Figure 2.

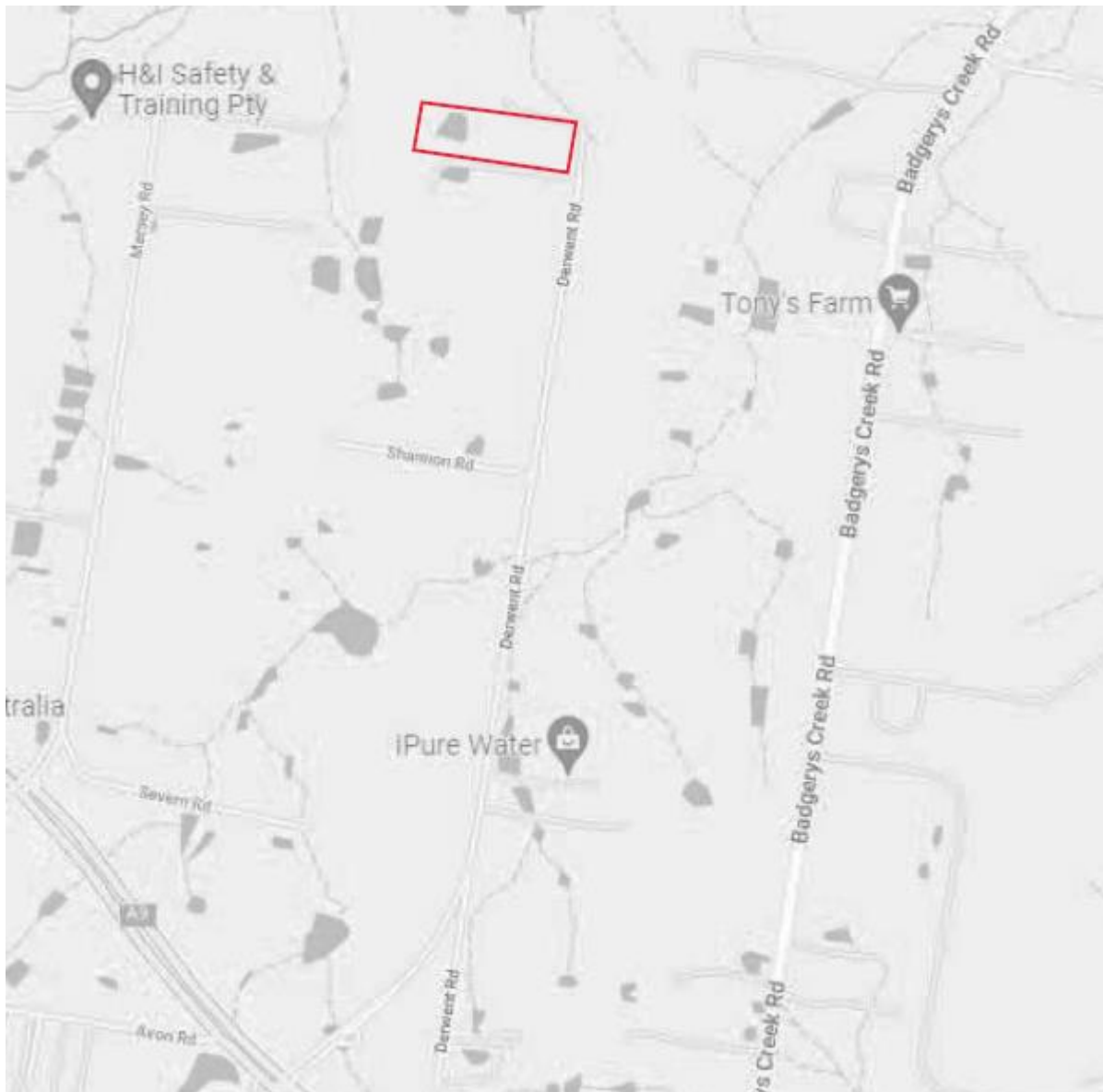


Figure 2: Site locality

2.1.1. Derwent Road

Derwent Road is a local road which falls under the care and control of Liverpool City Council which commences at The Northern Road and terminates to the north of the site. The current speed limit is 80km/hr.



The intersection of Derwent Road and The Great Northern Road was upgraded in 2020 by the Australian and NSW Governments, refer to Figure 3.



Figure 3: The Northern Road and Derwent Road upgrade



Further north of the upgraded section of Derwent Road, the road is an asphalt surface with unsealed shoulders. Parking is not available along Derwent Road. There are no footpaths or cycle paths provided and no public transport uses Derwent Road, refer to Figure 4. Derwent Road services rural-residential properties located along its length.



Figure 4: Derwent Road north of the upgraded section



3. Site establishment

Duration: Approximately 5 months

Timing May to September 2022

3.1. Works required

The works to be undertaken during the site establishment phase of works include the low impact works and pre-CEMP approval works as defined in the Ministerial Conditions of Approval and as noted below:

- Installation of fencing and hoarding around the site
- Site levelling works
- Local area works and adjustments
- Installation of environmental controls within the site including run off protection
- Installation of site services including power, potable water and storm water
- Excavation for piling pad installation
- Pavement construction

Traffic generating activities during the works involve the movement of light and heavy vehicles such as concrete trucks, tippers, bin trucks and single unit trucks and truck and dogs. Machinery includes excavators, mobile and truck mounted cranes, concrete pumps and miscellaneous small machinery.

Works will generally be undertaken during standard construction hours of 7AM to 6PM Monday to Friday and 8AM to 1PM on Saturdays in accordance with SSI Planning Approval Condition E38.

3.2. Operating Conditions

Vehicles would enter the site from Derwent Road via the newly constructed access/ egress constructed by the Early Works Contractor. The indicative site layout is shown on Figure 5 also provided in Appendix 1.



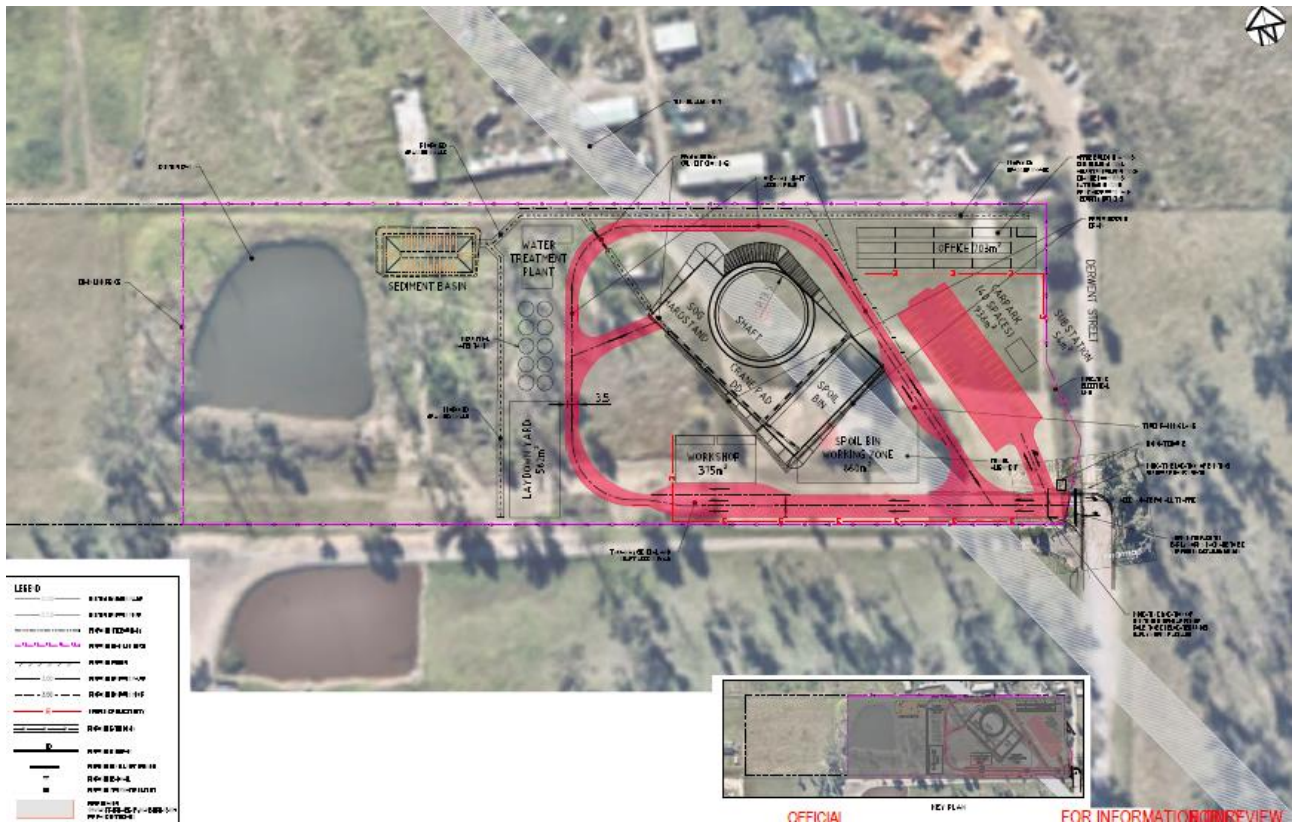


Figure 5: Proposed site layout



3.2.1. Impact on traffic flow

There will be minimal impact on traffic flows as the vehicle numbers are significantly less for the site establishment phase of works, in comparison to the site operations. A listing of the anticipated vehicle numbers associated with each of the site establishment tasks is provided in Table 1.

Table 1: Indicative vehicle numbers

Activity	Number of heavy vehicles
Installation of fencing	5 vehicles over 3 weeks
Installation of noise hoarding	5 vehicles over 3 weeks
Delivery of site amenities	5 vehicles over 3 weeks
Delivery of machinery	15 vehicles over 3 weeks
Site maintenance	3 vehicles per week
Vacuum trucks to service amenities	4 vehicles per week

3.2.2. Impact on public transport

There is no impact on public transport during these works, as no public transport operates in this area.

3.2.3. Impact on active transport users

There are no existing footpaths or cycles routes provided along Derwent Road. No existing footpaths or shared use paths will be blocked during the works. Where pedestrians/ cyclists use the road, CPG drivers will be instructed to reduce their speed to allow the pedestrians/ cyclists safe passage. Care to be taken when passing parked vehicles within the verge area.

3.2.4. Impact on property and utility access

Access to the resident-rural properties will be retained during the site establishment works. Access for utility providers/ maintainers will not be impacted.

3.2.5. Cumulative impacts

There are no known construction activities within the immediate area.

3.3. Staff parking and transportation to site

It is anticipated that there will be 10-30 personnel on site. There will be ample room on site to cater for this demand.

3.4. Traffic Guidance Scheme/ Road Occupancy License identified works

Works that have been identified as requiring a Traffic Guidance Scheme (TGS) are listed below:

1. Traffic control during Dilapidation survey
2. Delivery of oversize and/ or over mass plant/ equipment

3.4.1. Required Council approvals

Works that have been identified as requiring Council approval include:

1. Road occupation during Dilapidation survey
2. Delivery of oversize and/ or over mass plant/ equipment



3.4.2. Road occupation and openings

For any works that involve an occupation of the road/ footpath, a Road Occupancy Licence (ROL) will be sought from the Transport Management Centre (TMC), through OpLinc (electronic lodgement portal). The ROL will be applied for a minimum of 10 business days from the proposed start date.

Council permits will be lodged electronically in accordance with the City of Liverpool Council's requirements. For any road opening required, the relevant Road Opening Permit (ROP) will be applied for through the existing City of Liverpool Council website. The ROP will also be accompanied by a ROL. Details on the permits required are found at [City of Liverpool Council road permits](#).

A register of permits/ licenses will be maintained through the works period and can be tabled at the TCG, if requested.



4. Site operations

Duration: Approximately 26 months

Timing: October 2022 – December 2024

4.1. Works required

Works to be undertaken during the site operations phase of works include:

- Piling and pile capping
- Shaft excavation
- Spoil handling, storage and transport
- Construction of above and below ground structures for the services facility
- TBM maintenance and relaunch
- Services facility fit out and
- Rail and tunnel systems fit out.

Works will occur during standard construction hours of 7am to 6pm Monday to Friday and 8am to 1pm on Saturdays. Mined tunnel excavation will occur 24/7 for the duration of the task. Spoil will not be removed from site outside of standard construction hours..

4.2. Operating Conditions

Vehicles would enter the site from Derwent Road via the newly constructed access/ egress constructed by the Early Works Contractor.

4.2.1. Impact on traffic flow

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

Table 2: EIS peak construction numbers

Vehicle type	Peak construction movements					
	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Light vehicle staff	31	0	31	0	31	31
Light vehicle deliveries	1	1	2	1	1	2
Heavy vehicles	5	5	10	5	5	10

The CPBG peak hour vehicle numbers associated with the site operations phase of works is provided in Table 3. Movements during peak periods will be minimised through scheduling.

Table 3: CPBG peak construction vehicle numbers

Vehicle type	Peak construction movements					
	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Light vehicle staff	31	0	31	0	31	31
Light vehicle deliveries	1	1	2	1	1	2
Heavy vehicles	5	5	10	5	5	10



As can be seen from the tables, CPBG vehicle movements will be similar to those nominated in the EIS.

4.2.2. Impact on public transport

There is no impact on public transport during these works, as no public transport operates in this area.

4.2.3. Impact on active transport users

There are no existing footpaths or cycles routes provided along Derwent Road. No existing footpaths or shared use paths will be blocked during the works. Where pedestrians/ cyclists use the road, CPG drivers will be instructed to reduce their speed to allow the pedestrians/ cyclists safe passage.

4.2.4. Impact on property and utility access

Access to the resident-rural properties will be retained during the site establishment works. Access for utility providers/ maintainers will not be impacted.

4.2.5. Cumulative impacts

There are no known construction activities within the immediate area.

4.3. Staff parking and transportation to site

It is anticipated that there will be 20 personnel on site. There will be ample room on site to cater for this demand.

4.4. Traffic Guidance Scheme/ Road Occupancy License identified works

Works that have been identified as requiring a Traffic Guidance Scheme (TGS) are listed below:

1. Delivery of oversize and/ or over mass plant/ equipment

4.4.1. Required Council approvals

Works that have been identified as requiring Council approval include:

1. Delivery of oversize and/ or over mass plant/ equipment

4.4.2. Road occupation and openings

For any works that involve an occupation of the road/ footpath, a Road Occupancy Licence (ROL) will be sought from the Transport Management Centre (TMC), through OpLinc (electronic lodgement portal). The ROL will be applied for a minimum of 10 business days from the proposed start date.

Council permits will be lodged electronically in accordance with the City of Liverpool Council's requirements. For any road opening required, the relevant Road Opening Permit (ROP) will be applied for through the existing City of Liverpool Council website. The ROP will also be accompanied by a ROL. Details on the permits required are found at [City of Liverpool Council road permits](#).

A register of permits/ licenses will be maintained through the works period and can be tabled at the TCG, if requested.



5.Site demobilisation

Duration: Approximately 1 month

Timing: December 2024

5.1. Works required

Works to be undertaken during the site demobilisation phase of works include:

- Removal of plant/ equipment – no other works are required,

Works will generally be undertaken during standard construction hours of 7AM to 6PM Monday to Friday and 8AM to 1PM on Saturdays in accordance with SSI Planning Approval Condition E38.

5.2. Operating Conditions

Vehicles would enter the site from Derwent Road via the existing access/ egress.

5.2.1. Impact on traffic flow

Vehicle numbers are significantly lower than those nominated for the site establishment works, as noted in Table 4

Table 4: Site demobilisation vehicle numbers

Activity	Number of heavy vehicles
Removal of machinery	15 vehicles over 3 weeks
Site maintenance	3 vehicles per week
Vacuum trucks to service amenities	4 vehicles per week

5.2.2. Impact on public transport

There is no impact on public transport during these works, as no public transport operates in this area.

5.2.3. Impact on active transport users

There are no existing footpaths or cycles routes provided along Derwent Road. No existing footpaths or shared use paths will be blocked during the works. Where pedestrians/ cyclists use the road, CPG drivers will be instructed to reduce their speed to allow the pedestrians/ cyclists safe passage.

5.2.4. Impact on property and utility access

Access to the resident-rural properties will be retained during the site demobilisation works. Access for utility providers/ maintainers will not be impacted.

5.2.5. Cumulative impacts

There are no known construction activities within the immediate area.

5.3. Staff parking and transportation to site

It is anticipated that there will be 10 personnel on site. There will be ample room on site to cater for this demand.



5.4. Traffic Guidance Scheme/ Road Occupancy License identified works

Works that have been identified as requiring a Traffic Guidance Scheme (TGS) are listed below:

1. Sign removal

5.4.1. Required Council approvals

Works that have been identified as requiring Council approval include:

1. Removal of oversize and/ or over mass plant/ equipment
2. Road occupancy for sign removal

5.4.2. Road occupation and openings

For any works that involve an occupation of the road/ footpath, a Road Occupancy Licence (ROL) will be sought from the Transport Management Centre (TMC), through OpLinc (electronic lodgement portal). The ROL will be applied for a minimum of 10 business days from the proposed start date.

Council permits will be lodged electronically in accordance with the City of Liverpool Council's requirements. For any road opening required, the relevant Road Opening Permit (ROP) will be applied for through the existing City of Liverpool Council website. The ROP will also be accompanied by a ROL. Details on the permits required are found at [City of Liverpool Council road permits](#).

A register of permits/ licenses will be maintained through the works period and can be tabled at the TCG, if requested.



6. Fleet management

Trucks to be used for the delivery of the SBT 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 CPBG's Chain of Responsibility (CoR) Management Plan and the Principal Contractors Safety Standard, as noted in the Project Wide CTMP.

A combination of truck types will be used during the SBT 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 of monitoring will 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 to provide for all heavy vehicles required for the works, therefore, marshalling facilities are not proposed for this site. Heavy vehicles will not idle on roads surrounding the site.

6.1. 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 6. The routes include The Northern Road and Derwent Road. Motorway access will be from The Northern Road to the Hume Highway or M4 Motorway or Elizabeth Drive to access the M7. The Heavy vehicles will carry spoil to the primary spoil site On Airport. Non reusable spoil will be disposed offsite at approved EPA/ Council tip sites.

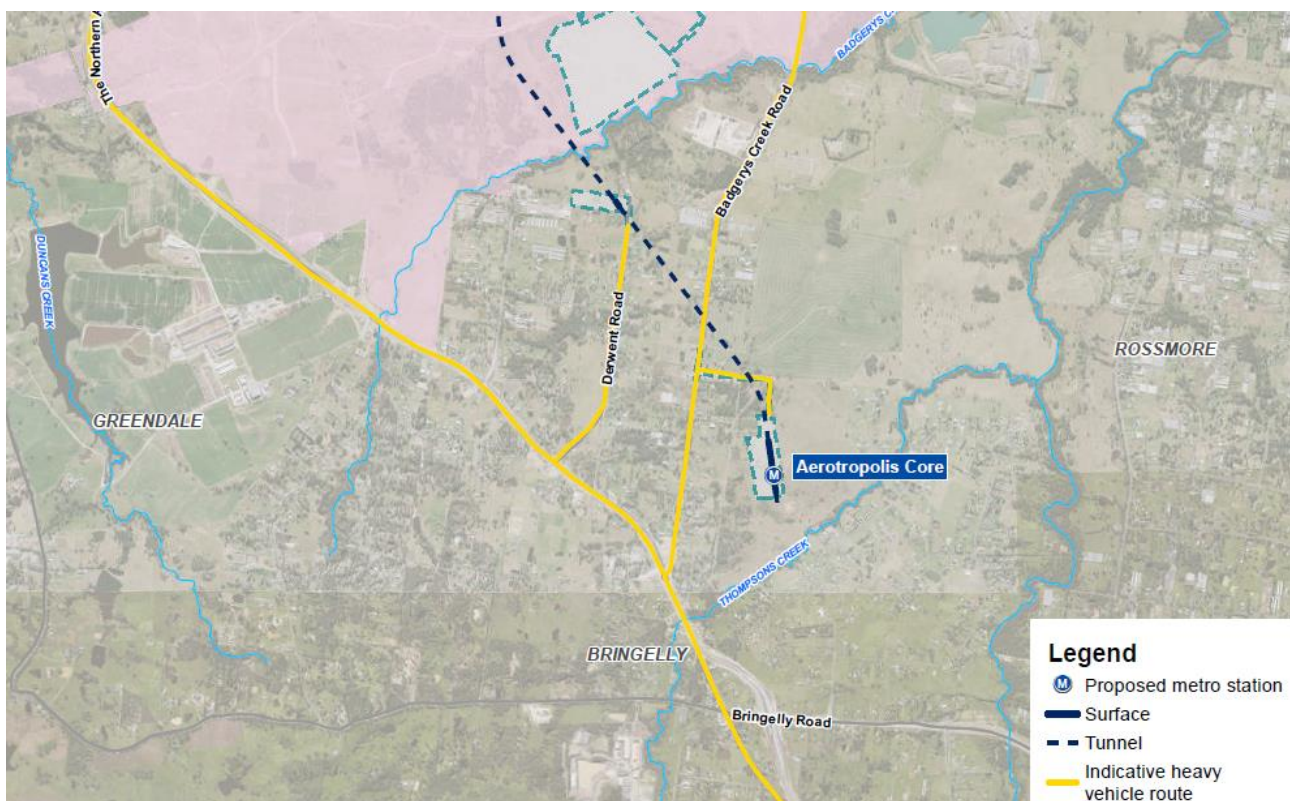


Figure 6: EIS haulage routes



6.2. Road dilapidation report

Before any local road, i.e.: Derwent Road, is used by Heavy Vehicles, a Road Dilapidation Report will be prepared. A copy of that report will be provided to Liverpool City Council within three (3) weeks of completion of the survey and no later than one (1) month before the road is used by Heavy Vehicles associated with the project.

If damage to roads occurs as a result of the construction of the project CPBG will either (at Liverpool City Council's discretion):

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

6.3. Permits for Over Dimensional vehicles

Permits for vehicles greater than 4.5t are through the National Heavy Vehicle Regulator (NHVR). 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 were generally applied for by the transport operator.

There is a requirement for over mass/ oversize vehicles during the works identified in this CTMP.



7. Other matters

7.1. Road safety audits

Road safety audits will be undertaken during the implementation of the CTMP. The audits will be undertaken as noted in the section 10 of the Construction Traffic Management Framework. A copy of the road safety audit is provided in Appendix 6.

7.2. Communications and the community

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

7.2.1. Proposed communications

Typical timelines for the various notifications are:

- Community Notices (Notifications) issued at least 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 Licence (EPL) usually out of hours work.
- Precinct updates/e-update (Newsletters) - published 2x/year and for changes to planning approvals
- Email and internet updates – done with publication and delivery to letterboxes of Notifications and Newsletters.
- Advertisements – published in advance of significant traffic management changes, detours, traffic disruptions
- Advance warning sign – as noted in the CTMP, where required

Table 5 provides the proposed communications to be implemented for this CTMP.

Table 5: Proposed communications

Notification	Site establishment	Site operations	Site demobilisation
Community Notice	Yes	Yes	Yes
Precinct update/ e-update	Yes	Yes	Yes
Email	Yes	Yes	Yes
Internet	Yes	Yes	Yes
Print advertising	No	No	No
Advance warning sign	No	No	No

7.2.2. Travelling public

Where the SBT works will impact on the travelling public, CPBG 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.



7.3. Stakeholders

There are a number of stakeholders consulted during the development of this CTMP. A copy of their review comments are provided in Appendix 7. Table 6 provides an overview of the consultation undertaken for this CTMP.

Table 6: Consultation undertaken

Stakeholder	Consultation type	Date
Traffic Control Group	Presentation	10 th March 2022
Traffic and Transport Liaison Group	Presentation	3 rd March 2022
Customer Journey Planning	Submission of CTMP	28 th March 2022
Planning and Programs	Submission of CTMP	28 th March 2022
Sydney Metro project team	Submission of CTMP	28 th March 2022
Liverpool City Council	Submission of CTMP	28 th March 2022
Customer Journey Planning	Resubmission of CTMP	26 th April 2022
Planning and Programs	Resubmission of CTMP	26 th April 2022
Sydney Metro project team	Resubmission of CTMP	26 th April 2022
Liverpool City Council	Resubmission of CTMP	26 th April 2022
Customer Journey Planning	Resubmission of CTMP	16 th May 2022
Planning and Programs	Resubmission of CTMP	16 th May 2022
Sydney Metro project team	Resubmission of CTMP	16 th May 2022
Liverpool City Council	Resubmission of CTMP	16 th May 2022
Customer Journey Planning	Resubmission of CTMP	24 th May 2022
Planning and Programs	Resubmission of CTMP	24 th May 2022
Sydney Metro project team	Resubmission of CTMP	24 th May 2022
Liverpool City Council	Resubmission of CTMP	24 th May 2022

7.3.1. 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, 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 the TTLG 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 network operations including changes to the management of



pedestrians, cyclists and public transport networks and services. Any revised traffic management measures will be incorporated into the CTMP.

7.3.2. 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 contractor proposed works methodologies and traffic management plans. The TCG will:

- Provide feedback on proposals;
- Guide CTMP and other document finalisation 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 impact mitigation.

7.4. Special events

When planning the works, CPBG will identify special events which directly impact the worksites 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](#) and
- Upcoming Events - [Liverpool City Council](#)

7.5. Training

CPBG will ensure that all personnel, including sub-contractors are aware of the specific requirements of TfNSW 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 increased risk of high speed run off the road and head on collision types due the narrow road widths, high speeds and little to no shoulder availability.

7.6. 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 site operating hours.

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

Checklists for monitoring of the implemented CTMP are provided in Appendix 8.

7.7. Environmental maintenance

All works will be undertaken in accordance with the SBT works NSW Site Establishment Management Plan and associated procedures and the Construction Environmental Management Plan and associated sub plans. The SBT works are regulated by the NSW Environment Protection



Authority and works to be undertaken outside of standard construction hours will need to comply with the requirements of the Environmental Protection License (EPL)

7.8. Site contacts

Table 7 provides the contact details for the works identified in this CTMP

Table 7: Site contacts

Name	Position	Contact details
Abbas Abbas	Project Manager	0402 114 114

7.9. 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 Construction
- Traffic Control at Worksites Manual v6.1
- Relevant AustRoads Guides and TfNSW Supplements
- Sydney Metro Principal Contractor Health and Safety Standards



Appendix 1 Indicative site layout



Cal File: P:\2022_JOBS\20228_SBT_CSAS\Working\Draws & BIM Models\CV\Civil 3D\04_SHEETS\SMWSASBT-CPG-AEC-SF400-MB-DRG-051006.dwg
Plot Date: 26/03/22 - 10:10
100mm AT FULL SIZE



LEGEND

3.00

EXISTING CONTOURS MAJOR

3.50

EXISTING CONTOURS MINOR

PROPOSED SITE BOUNDARY

PROPOSED CHAIN LINK FENCE

PROPOSED BUILDING

3.00

PROPOSED CONTOURS MAJOR

3.50

PROPOSED CONTOURS MINOR

E

PROPOSED ELECTRICITY

PROPOSED CATCH DRAIN

DD

PROPOSED DISH DRAIN

PROPOSED BOX CULVERT CROSSING

PROPOSED HEADWALL

PROPOSED STORMWATER INLET PIT

REFER DRAWING
SMWSASBT-CPG-AEC-SF400-MB-DRG-051009
FOR PAVEMENT DETAILS

-	-	-	-	-	SCALES: NOT TO SCALE	
-	-	-	-	-		
-	-	-	-	-		
-	-	-	-	-		
-	-	-	-	-		
-	-	-	-	-		
A01	ISSUED FOR INFORMATION	GB	CH	IMc	18.03.22	<div>05 10 15 20 25 30m</div> <div>SCALE 1:500 AT A1 SIZE</div>
REV.	AMENDED DESCRIPTION	Design by	Verified by	Approved by	Date	
A1 Original	Co-ordinate System: GDA2020 /MGAZone56	Height Datum: A.H.D		This sheet may be prepared using colour and may be incomplete if copied		NOTE: Do not scale from this drawing.

CLIENT

SYDNEY METRO

The information shown on this drawing is for the purposes of the Sydney Metro Project only. No warranty is given or implied as to its suitability for any other purpose. The Service Providers accept no liability arising from the use of this drawing and the information shown thereon for any purpose other than the Sydney Metro Project.

MODEL INFO ORIGINATOR

AEO DISCIPLINE DESCRIPTION

DRAWN

S.MANANDHAR

22.03.2022

DESIGNED

G.BAPTISTA

22.03.2022

DRG CHECK

C.HUANG

22.03.2022

DESIGN CHECK

C.HUANG

22.03.2022

APPROVED

I.MCCUBBIN

22.03.2022

SYDNEY METRO - WESTERN SYDNEY AIRPORT - STATION BOXES AND TUNNELLING WORKS

BRINGELLY SERVICES FACILITY

SITE ESTABLISHMENT CIVIL WORKS

GENERAL ARRANGEMENT PLAN

FILE No: -

STATUS: PRELIMINARY

DRG No. SMWSASBT-CPG-AEC-SF400-MB-DRG-051006

SHEET: 1 OF 1

EDMS No: "EDMS NO"

REV A01

VER 1.1

Appendix 2 Compliance Tables

Table 8: Ministerial Conditions of Approval

MCoA #	Requirement	Where addressed
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 and section 2
E104	The location 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 6
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 are as per the EIS
E106	<p>All requests to the Planning Secretary for approval to use local roads under Condition E105 above must include the following:</p> <ul style="list-style-type: none"> 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 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 <p>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</p>	Not applicable to this CTMP as all roads are as per 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 6.2



MCoA #	Requirement	Where addressed
E108	<p>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):</p> <ul style="list-style-type: none"> a) Compensate the Relevant road Authority for the damage so caused or <p>Rectify the damage to restore the road to at least the condition it was in pre-work as identified in the Road Dilapidation Report</p>	Section 6.2
E109	<p>Vehicles associated with the project workforce (including light vehicles and Heavy Vehicles) must be managed to:</p> <ul style="list-style-type: none"> a) Minimise parking on public roads 	Sections 3.3, 4.3 and 5.3
	<ul style="list-style-type: none"> b) Minimise idling and queuing on state and regional roads 	Section 6
	<ul style="list-style-type: none"> c) Not carry out marshalling of construction vehicles near sensitive land use(s) 	Section 6
	<ul style="list-style-type: none"> d) Not block or disrupt access across pedestrian or shared use paths at any time unless alternative access is provided and 	Sections 3.2.3, 4.2.3 and 5.2.3
	<ul style="list-style-type: none"> e) Ensure spoil haulage vehicle adhere to the nominated haulage routes identified in the CTMP 	Section 6.1
E110	Access to all utilities and properties must be maintained during works unless otherwise agreed with the relevant utility owner, landowner or occupier	Sections 3.2.4, 4.2.4 and 5.2.4
E111	The proponent must maintain access to properties during the entirety of the works unless an alternative access is agreed in writing with the landowner(s) whose access is impacted by the CSSI works	Sections 3.2.4, 4.2.4 and 5.2.4
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 construction with the landowner, at no cost to the property landowner, unless agreed with the landowner	Sections 3.2.4, 4.2.4 and 5.2.4
E113	Any property access physically affected by the CSSI must be reinstated to at least an equivalent standard, unless 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	Sections 3.2.4, 4.2.4 and 5.2.4
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	Sections 3.2.3, 4.2.3 and 5.2.3



MCoA #	Requirement	Where addressed
	where avoidance is not possible, minimised. Where disruption cannot be avoided, alternate 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	
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 this CTMP
E116	A Traffic and Transport Liaison Group(s) must be established in accordance with the Construction Traffic Management Framework to inform the development of the CTMP	Section 7.3.1
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 7.3.1

Table 9: Revised Environmental Management Measures

REMM#	Requirement	Where addressed
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	Applicable to the St Marys construction site only
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 7.3.1
T4	Road Safety Audits would be carried out to address vehicular access and egress, and pedestrian, cyclists and	Section 7.1



REMM#	Requirement	Where addressed
	public transport safety. Road Safety Audits would be carried out as per the guidelines outlined in Section 10 of the Construction Traffic Management Framework.	
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 be maintained	Sections 3.2.3, 4.2.3 and 5.2.3
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, cyclists and motorist safety	Section 6
T7	Temporary relocation of bus stops and the bus layovers at the Station Street car park in St Marys would be implemented prior to the commencement of construction works that impacts on the existing bus facilities. The temporary relocation of bus stops and the bus layover at St Marys would be carried out in consultation with the Transport for NSW, Penrith City Council and bus operators. Wayfinding and customer information would guide customers to temporary bus stop locations.	Applicable to the St Marys construction site only
T8	Transport for NSW would be consulted to discuss opportunities for their delivery of intersection upgrades at Mamre Road/ M4 Western Motorway on and off ramps prior to the peak year of construction	TfNSW is the responsible entity
T9	<p>A construction worker car parking strategy for St Marys would be prepared in consultation with Penrith City Council and Transport for NSW prior to the commencement of construction. The strategy would seek to:</p> <ul style="list-style-type: none"> Minimise overall demand for construction worker car parking through initiatives such as use of other project construction worksites in combination with shuttle buses, carpooling and encouraging the use of public transport Minimise potential use of on street car parking by construction workers <p>The construction worker car parking strategy would be implemented throughout construction</p>	Applicable to the St Marys construction site only



Appendix 3 Swept paths

Drawing #	Location	Heavy vehicle type
2206CAD003 Figure 5	The Northern Road at Derwent Road from the north	Semi-trailer
2206CAD003 Figure 6	The Northern Road at Derwent Road from the south	Semi-trailer
2206CAD003 Figure 7	The Northern Road at Derwent Road from the north	19m Truck and Dog
2206CAD003 Figure 8	The Northern Road at Derwent Road from the south	19m Truck and Dog





KEY:

Wheel path	Forward	Reverse
Body envelope		
500mm clearance		

Prime mover and semi-trailer (19 m)

Overall Length	19000mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	540mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm

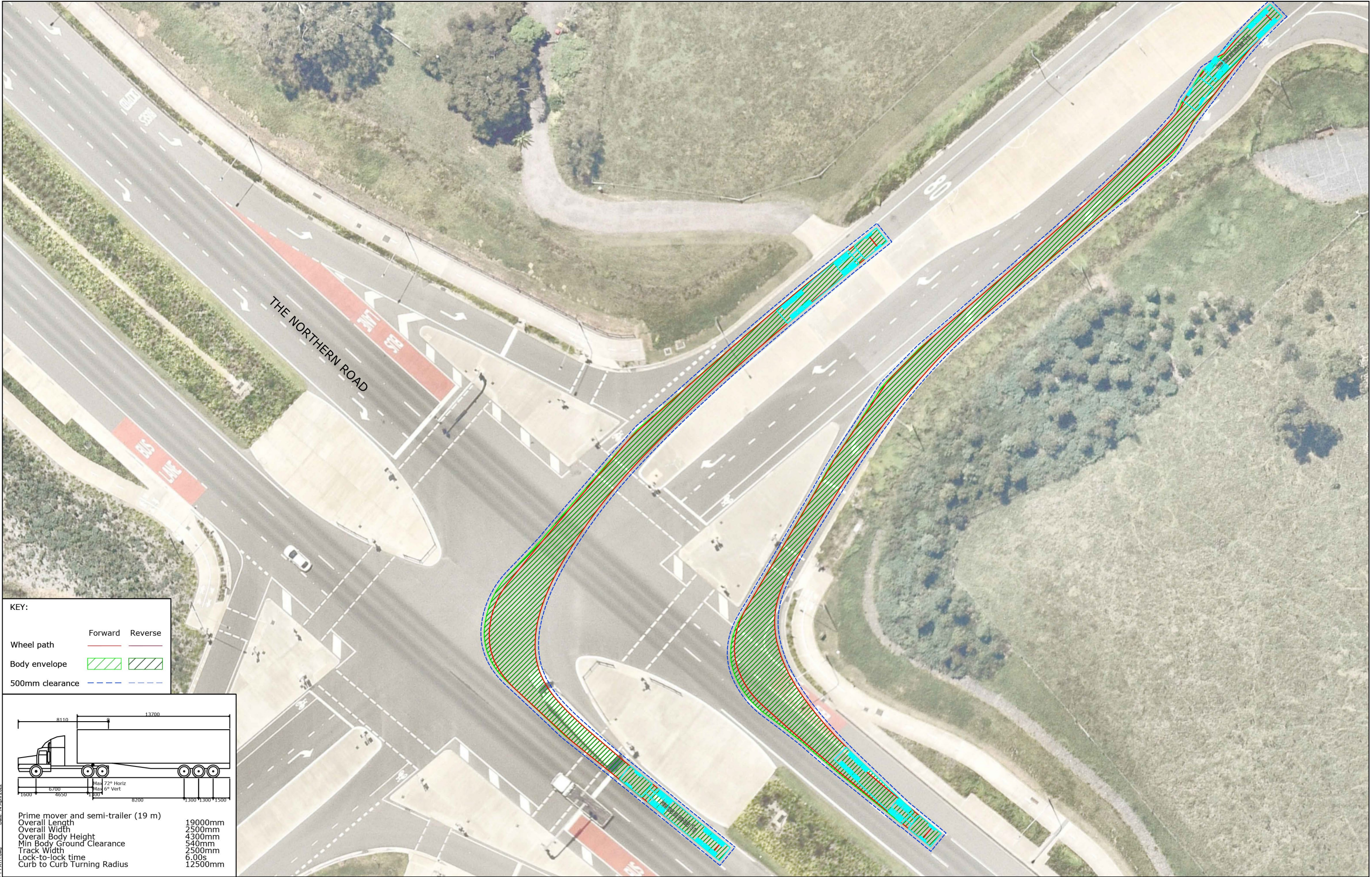
REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	WJ	WJ	14/04/22



PROJECT	WESTERN SYDNEY AIRPORT WORKS	
TITLE	SWEPT PATH ANALYSIS 19m PRIME MOVER & SEMI-TRAILER	

DWG No.	22063CAD003	
	FIGURE 5	
DATE STAMP	14 APRIL 2022	
PROJECT No.	SCALE	REV.
22063	1:400 @ A3	A

Filename: 22063CAD003-220414-SWEPT PATH.dwg Date: 14 April 2022



KEY:

	Forward	Reverse
Wheel path		
Body envelope		
500mm clearance		

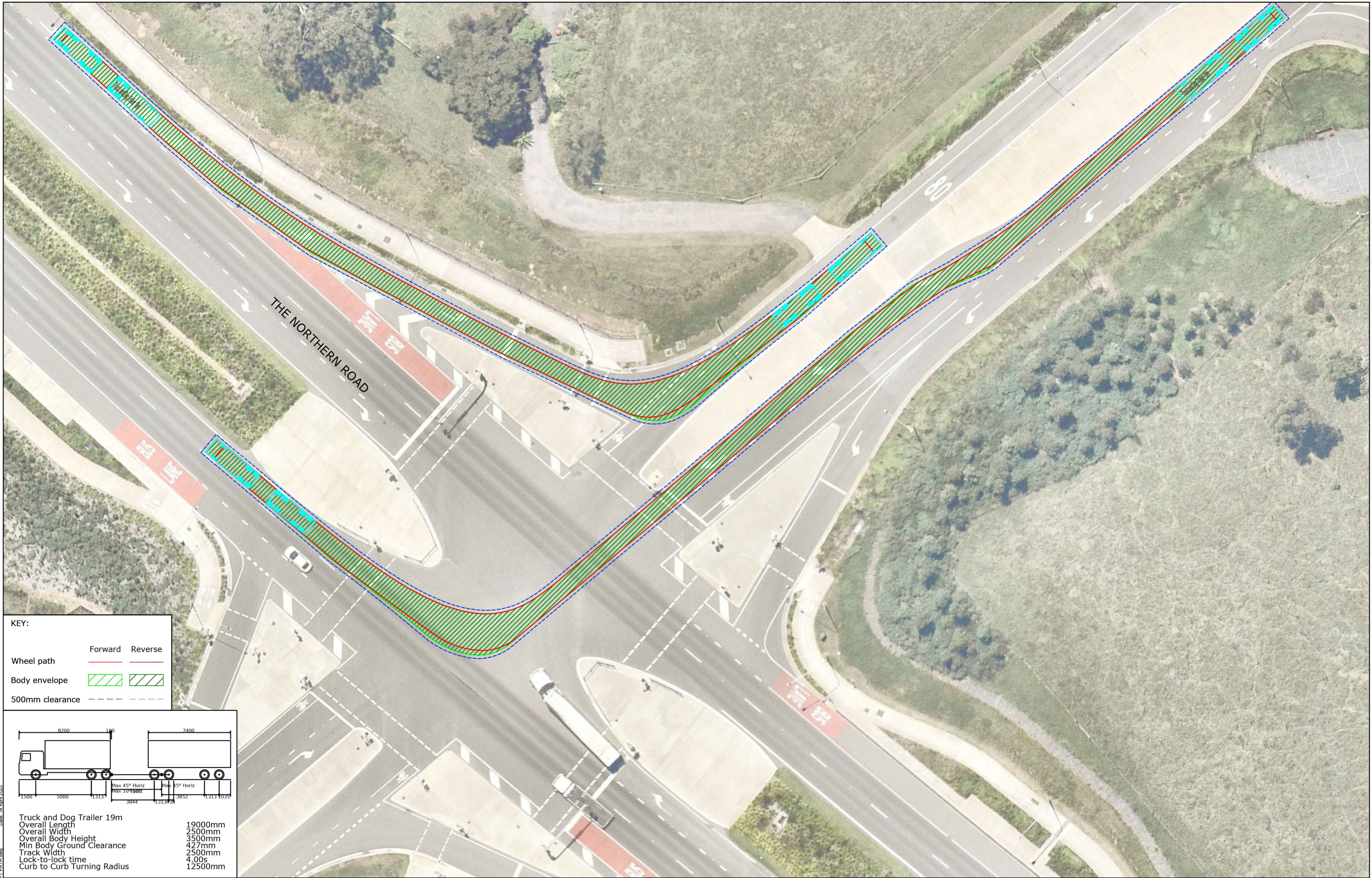
Prime mover and semi-trailer (19 m)	
Overall Length	19000mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	540mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	WJ	WJ	14/04/22



PROJECT	WESTERN SYDNEY AIRPORT WORKS		
TITLE	SWEPT PATH ANALYSIS 19m PRIME MOVER & SEMI-TRAILER		

DWG No.	22063CAD003 FIGURE 6		
DATE STAMP	14 APRIL 2022		
PROJECT No.	SCALE	REV.	
22063	1:400 @ A3	A	



KEY:

	Forward	Reverse
Wheel path		
Body envelope		
500mm clearance		

Truck and Dog Trailer 19m

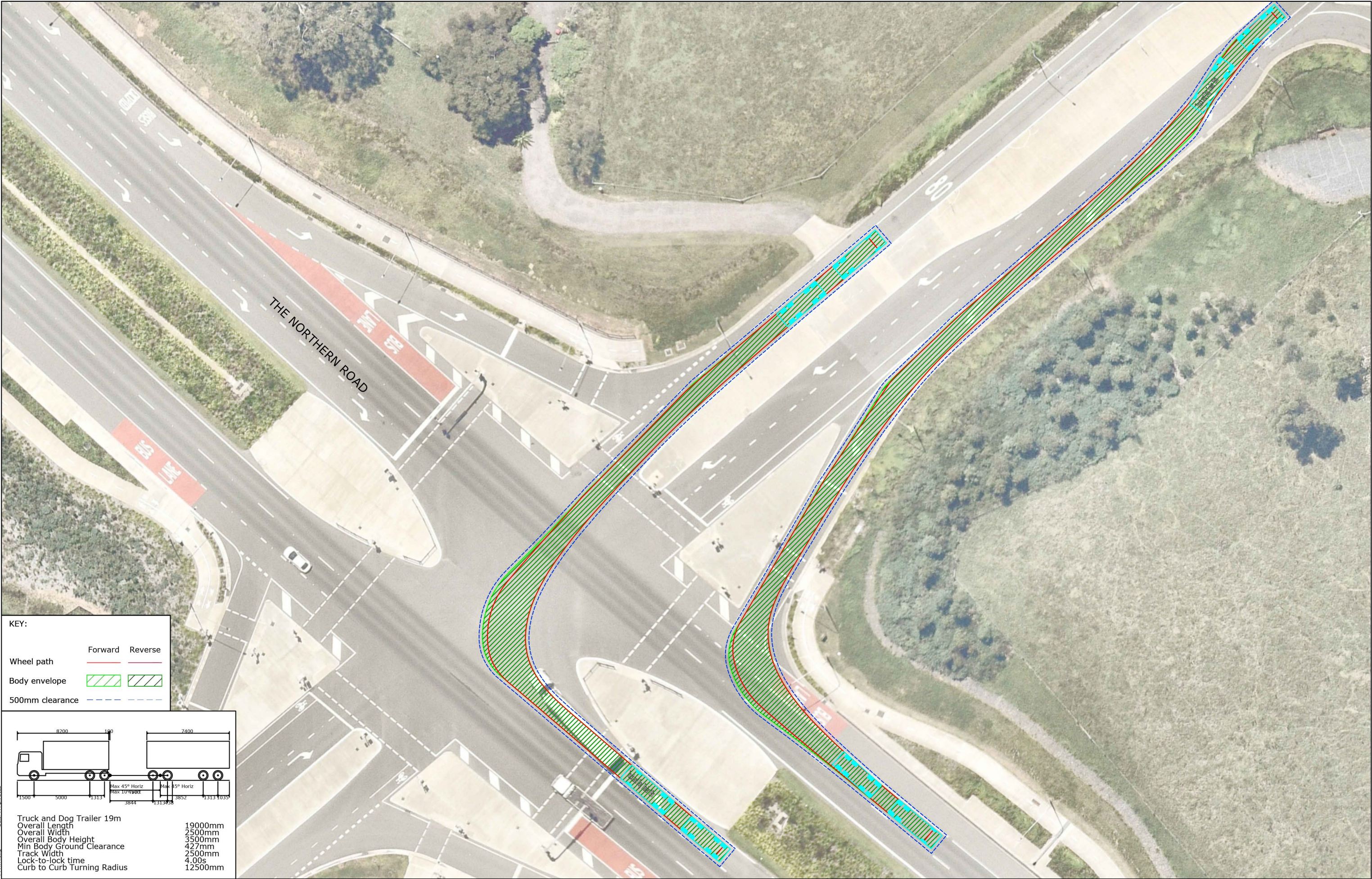
Overall Length	19000mm
Overall Width	2500mm
Overall Body Height	3500mm
Min Body Ground Clearance	427mm
Track Width	2500mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12500mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	WJ	WJ	14/04/22



PROJECT	WESTERN SYDNEY AIRPORT WORKS	
TITLE	SWEPT PATH ANALYSIS 19m TRUCK & DOG	

DWG No.	22063CAD003	
	FIGURE 7	
DATE STAMP	14 APRIL 2022	
PROJECT No.	SCALE	REV.
22063	1:400 @ A3	A



KEY:

	Forward	Reverse
Wheel path		
Body envelope		
500mm clearance		

Truck and Dog Trailer 19m

Overall Length	19000mm
Overall Width	2500mm
Overall Body Height	3500mm
Min Body Ground Clearance	427mm
Track Width	2500mm
Lock-to-lock time	4.00s
Curb to curb Turning Radius	12500mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	WJ	WJ	14/04/22



PROJECT	WESTERN SYDNEY AIRPORT WORKS		
TITLE	SWEPT PATH ANALYSIS 19m TRUCK & DOG		

DWG No.	22063CAD003 FIGURE 8		
DATE STAMP	14 APRIL 2022		
PROJECT No.	SCALE	REV.	
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Filename: 22063CAD003-220414-SWEPT PATH.dwg Date: 14 April 2022

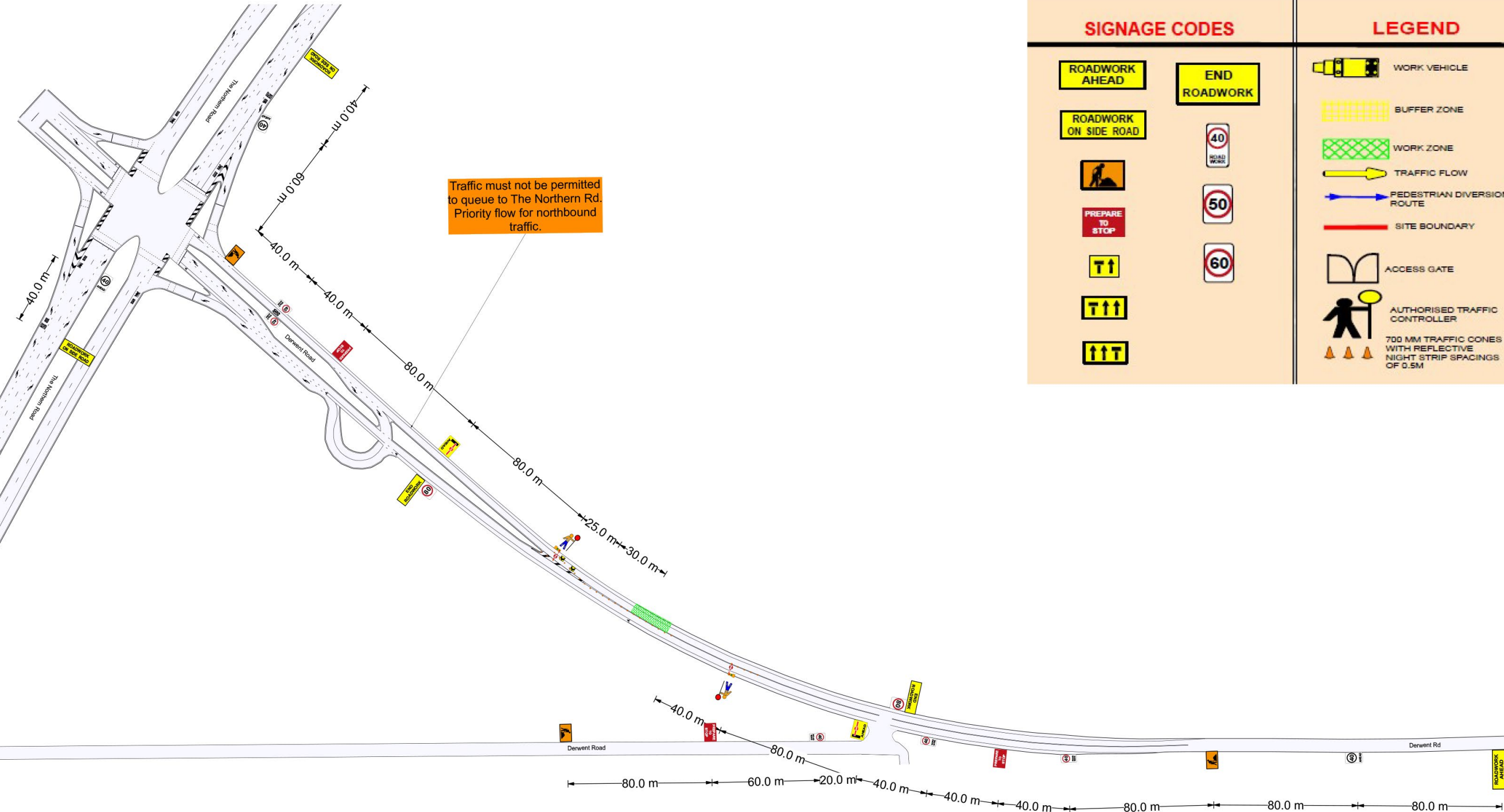
Appendix 4 TGS/ VMP/ PMP¹

Table 10: TGS/ VMP/ PMP

Plan #	Location	From	To	Time	Traffic control	Works	Impacts
WSA-TGS-A-DER-ALL-0201	Derwent Road	Great Northern Road	Site	Day	Stop/ Slow	Installation of truck warning signs	Local impacts only
WSA-TGS-A-DER-ALL-0202	Derwent Road	South of Derwent Road		Day	Stop/ Slow	Installation of truck warning signs	Local impacts only
WSA-TGS-A-DER-ALL-0202	Derwent Road	South of Shannon Road		Day	Stop/ Slow	Installation of truck warning signs	Local impacts only
WSA-TGS-A-DER-ALL-TWS	Derwent Road	Great Northern Road	Site	Day	NA	Truck warning signs	NA
GEN-TGS-SURV-80kph	Derwent Road	Great Northern Road	Site	Day	Stop/ Slow	FWD testing	Local impacts only

¹ As applicable to the site



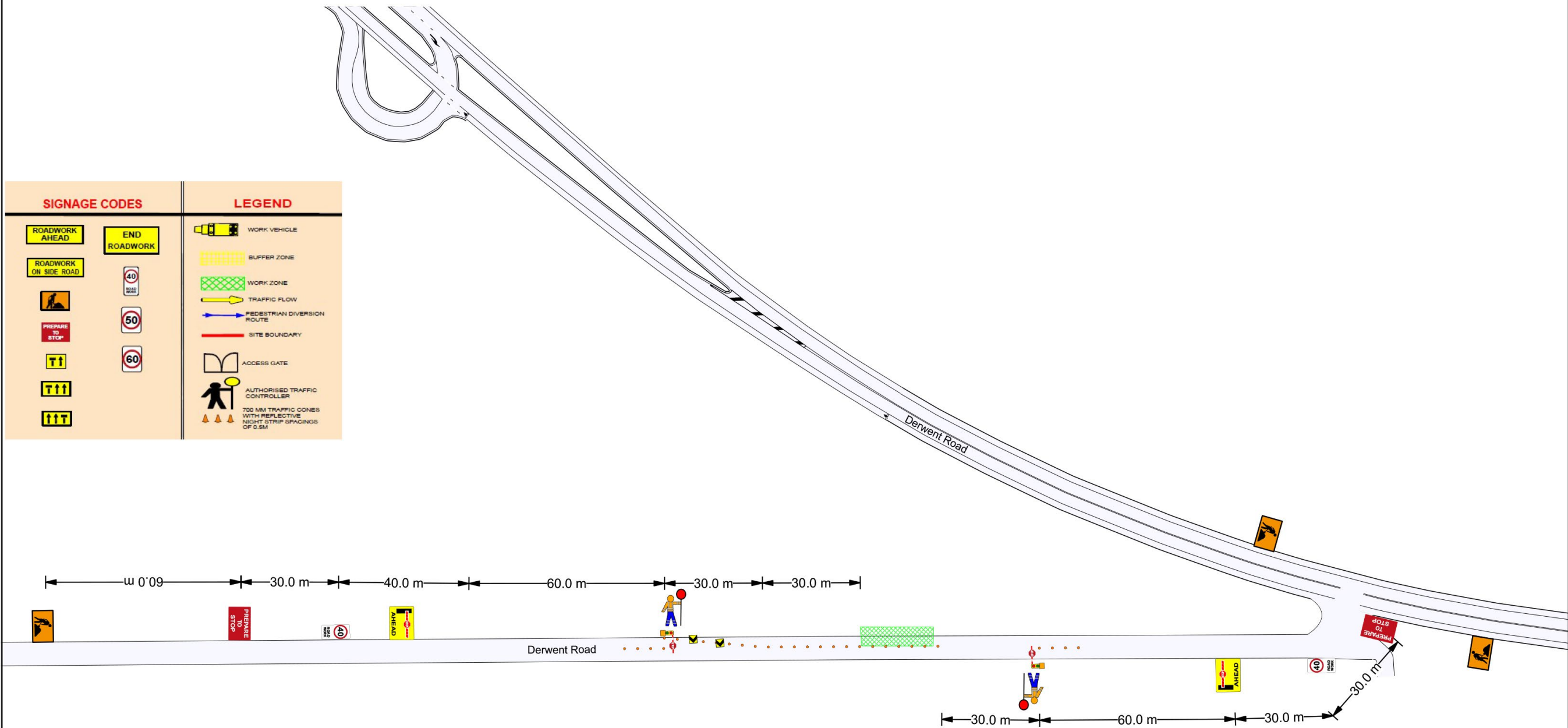


SIGNAGE CODES		LEGEND
		WORK VEHICLE
		BUFFER ZONE
		WORK ZONE
		TRAFFIC FLOW
		PEDESTRIAN DIVERSION ROUTE
		SITE BOUNDARY
		ACCESS GATE
		AUTHORISED TRAFFIC CONTROLLER
		700 MM TRAFFIC CONES WITH REFLECTIVE NIGHT STRIP SPACINGS OF 0.5M

	Area	BRINGELLY	NOTES 1. Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & Traffic control at Work Sites Manual . 2. Local constraints may not allow sign and devices to be placed exactly in accordance with the TCP, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated. 3. Signs should generally be placed 1 metre clear of the travelled path where possible and be clearly visible and free of debris. 4. Signs are to be Class 1 retro-reflective (day/night) 5. Access to bus stops to be maintained 6. Access to private property driveways to be maintained 7. D as noted in TCAWS manual	DRAWN BY:	
	Location	DERWENT ROAD		CERTIFICATE NO:	0022818927
	TGS #	WSA-TGS-A-DER-ALL-0201		SIGNATURE:	
	Sheet #	1 OF 1		PLAN CHECKED BY:	
Traffic Guidance Scheme Date: 17 April 22				CERTIFICATE NO:	0022818927
				SIGNATURE:	



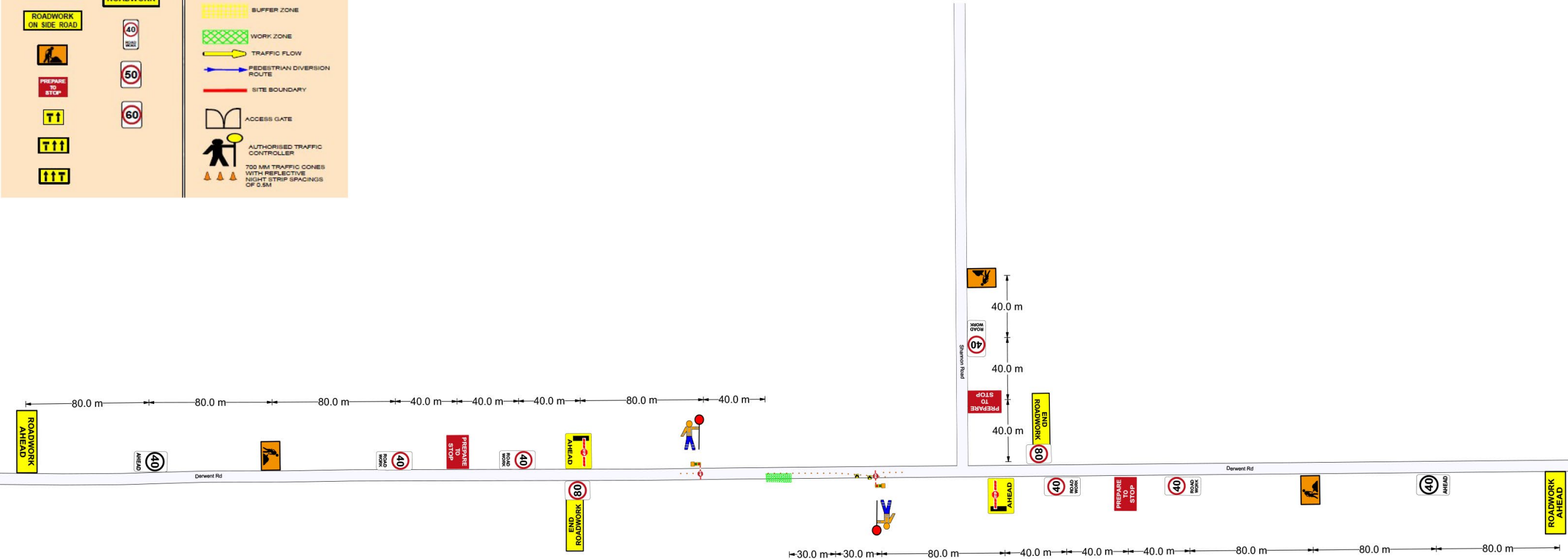
SIGNAGE CODES		LEGEND	
			WORK VEHICLE
			BUFFER ZONE
			WORK ZONE
			TRAFFIC FLOW
			PEDESTRIAN DIVERSION ROUTE
			SITE BOUNDARY
			ACCESS GATE
			AUTHORISED TRAFFIC CONTROLLER
			700 MM TRAFFIC CONES WITH REFLECTIVE NIGHT STRIP SPACINGS OF 0.5M



	Area	Bringelly	NOTES 1. Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & Traffic control at Work Sites Manual . 2. Local constraints may not allow sign and devices to be placed exactly in accordance with the TCP, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated. 3. Signs should generally be placed 1 metre clear of the travelled path where possible and be clearly visible and free of debris. 4. Signs are to be Class 1 retro-reflective (day/night) 5. Access to bus stops to be maintained 6. Access to private property driveways to be maintained 7. D as noted in TCAWS manual	DRAWN BY:	
	Location	Derwent Road		CERTIFICATE NO:	0022818927
	TGS No	WSA-TGS-A-DER-ALL-0202		SIGNATURE:	
	Sheet #	1 of 1		PLAN CHECKED BY:	
				CERTIFICATE NO:	0022818927
Traffic Guidance Scheme Rev 17 April 22				SIGNATURE:	



SIGNAGE CODES	LEGEND
<div>ROADWORK AHEAD</div> <div>ROADWORK ON SIDE ROAD</div> <div></div> <div>PREPARE TO STOP</div> <div></div> <div></div> <div></div> <div></div>	<div>END ROADWORK</div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div> <div>WORK VEHICLE</div> <div>SUPPER ZONE</div> <div>WORK ZONE</div> <div>TRAFFIC FLOW</div> <div>PEDESTRIAN DIVERSION ROUTE</div> <div>SITE BOUNDARY</div>



<div></div> <div>Traffic Guidance Scheme Rev 17 April 22</div>	Area	BRINGELLY	<div>NOTES</div> <div>1. Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & Traffic control at Work Sites Manual .</div> <div>2. Local constraints may not allow sign and devices to be placed exactly in accordance with the TCP, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.</div> <div>3. Signs should generally be placed 1 meter clear of the travelled path where possible and be clearly visible and free of debris.</div> <div>4. Signs are to be Class 1 retro-reflective (day/night)</div> <div>5. Access to bus stops to be maintained</div> <div>6. Access to private property driveways to be maintained</div> <div>7. President Avenue northside between Cross Lane and Crawford Road is typically unrestricted parking</div> <div>8. President Avenue southside between Lachal Avenue and O'Connell Street - is unrestricted parking with small sections allocated to timed restrictions as identified</div> <div>9. D as noted in TCAWS, Section 7.3 is the regulatory speed approaching each advance sign</div>	DRAWN BY:	<div></div>
	Location	DERWENT ROAD		CERTIFICATE NO:	0022818927
	TGS #	WSA-TGS-A-DER-ALL-0203		SIGNATURE:	<div></div>
	Sheet No	1 of 1		PLAN CHECKED BY:	<div></div>
				CERTIFICATE NO:	0022818927
				SIGNATURE:	<div></div>

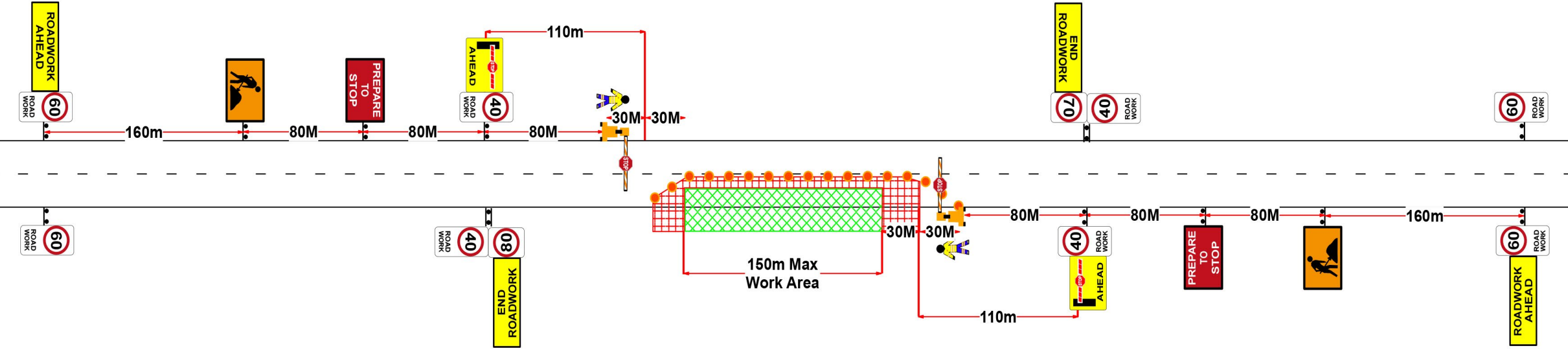


WSA-TGS-DER-ALL-TWS

DRAWN BY:	
CERTIFICATE NO	0022818927
SIGNATURE	
CHECKED BY:	
CERTIFICATE NO	0022818927
SIGNATURE	

NOTE:
This is a generic style TGS designed to be used at multiple locations on this project within an 80kph speed zone and the following conditions to be met.
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 Team Leader to determine North Marker and markup on the TGS
3: TC to radio and retreat all workers to a safe location prior to releasing traffic.
4: All Side Roads are to be signed up in accordance with the TCAWS 6.0 and MUST be marked-up on the TGS

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- NOTES
- 1. Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & Traffic control at Work Sites Manual .
 - 2. Local constraints may not allow sign and devices to be placed exactly in accordance with the TCP, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.
 - 3. Signs should generally be placed 1 meter clear of the travelled path where possible and be clearly visible and free of debris.
 - 4. Signs are to be Class 1 retro-reflective (day/night)
 - 5. Access to bus stops to be maintained
 - 6. Access to private property driveways to be maintained
 - 7. President Avenue northside between Cross Lane and Crawford Road is typically unrestricted parking
 - 8. President Avenue southside between Lachal Avenue and O'Connell Street - is unrestricted parking with small sections allocated to timed restrictions as identified
 - 9. D as noted in TCAWS, Section 7.3 is the regulatory speed approaching each advance sign

Legend

Cones

Porta Boom

Safety Zone

Traffic Controller

Work Area

TGS DRAWN BY : <div></div> PWZTMP : TCT0073331 SIGNATURE : <div></div>	SCALE : NOT TO SCALE	ROAD LOCATION:	NORTH
	Date : 05/05/2022		
	TGS APPROVED BY : <div></div> PWZTMP : 0022818927 SIGNATURE : <div></div>	SHEET NUMBER 1 of 1	TITLE : GEN-TGS-SURV-80kph
Issue : 2			

Appendix 5 Drawings by TfNSW

The design drawings provided by Sydney Metro Western Sydney Airport are provided in this Appendix. It is assumed that road safety audits were undertaken during the design development and post construction of the works by Sydney Metro.

Table 11: Design drawings by TfNSW

Drawing #	Description
SHT-GE-000001	Aerotropolis Access Road and Derwent Road Access
SHT-GE-000011	Aerotropolis Access Road and Derwent Road Access Drawing index
SHT-GE-000052	Aerotropolis Access Road and Derwent Road Access Typical Cross Sections Derwent Road Access
SHT-MS-002003	Aerotropolis Access Road and Derwent Road Access Derwent Road Vehicle Tracking Options 1&2
SHT-RD-001202	Aerotropolis Access Road and Derwent Road Access Aerotropolis General Arrangement Plan Derwent Road Option 1



THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 10 20 30 40 50 60 70 80 90 100
Drawing on A3 size original

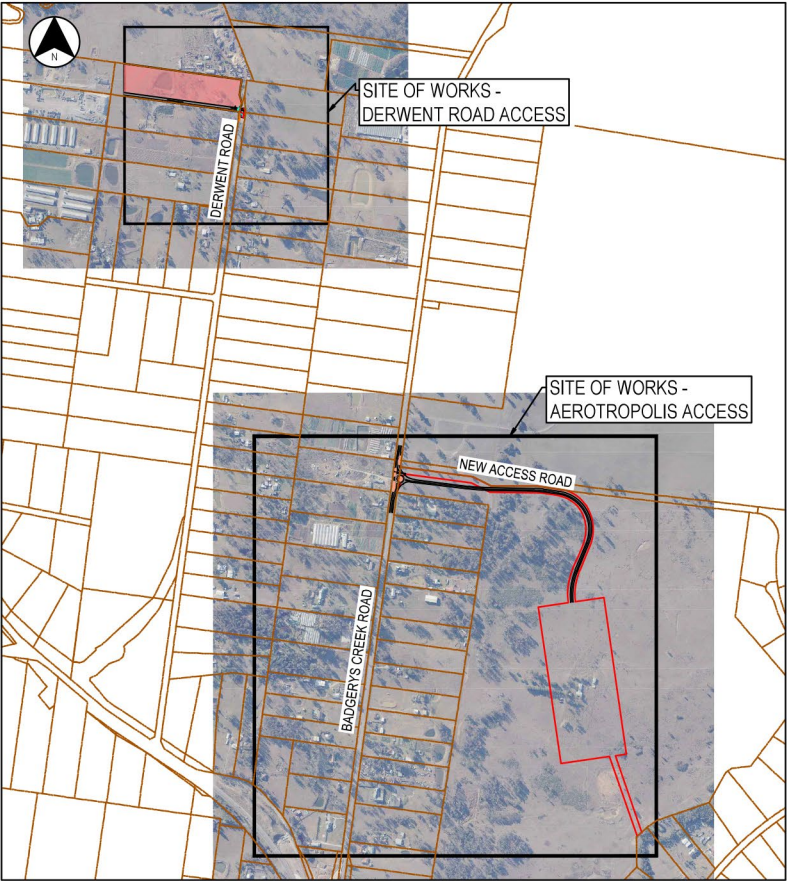
LIVERPOOL CITY COUNCIL

SYDNEY METRO WESTERN SYDNEY AIRPORT ENABLING WORKS

BADGERYS CREEK ROAD

AEROTROPOLIS ACCESS ROAD AND DERWENT ROAD ACCESS

STRATEGIC DESIGN



LOCALITY PLAN
NTS

AERIAL IMAGERY: © NEARMAP 2020

DRAWINGS ISSUED FOR
INFORMATION ONLY AND SUBJECT
TO FURTHER DESIGN DEVELOPMENT
AND INTERNAL VERIFICATION

NOT FOR CONSTRUCTION

DRAWING FILE LOCATION / NAME
PW/P0054028-SHT-GE-000001.DWG

PREPARED BY
TRANSPORT FOR NSW
DESIGN TEAM
GREATER SYDNEY DIVISION
EASING SYDNEY'S CONGESTION
SYDNEY METRO WEST, SYDNEY AIRPORT

DESIGNED

SIGNED
NAME..... S. ANDREWS
TITLE..... DESIGNER
DATE..... 05.02.21

LINEAR REFERENCING

REVIEWED

SIGNED
NAME..... Z. JONES
TITLE..... DESIGN LEAD
DATE..... 05.02.21

VERIFIED

SIGNED
NAME..... J. McDERMOTT
TITLE..... VERIFIER
DATE..... 05.02.21

PLOT DATE / TIME
5-Feb-21 / 2:37:33 PM

PLOT BY
TANGPA

TNSW PROJECT MANAGER
NAME..... T. RASUL
TITLE..... PROJECT MANAGER
VALIDATION AND ACCEPTANCE OF THESE
DRAWINGS AND THE DESIGN SHOWN
THEREON IS TO BE CARRIED OUT UNDER
SEPARATE PROCESS

CLIENT



PREPARED FOR
GREATER SYDNEY DIVISION
EASING SYDNEY'S CONGESTION
SYDNEY METRO WEST, SYDNEY AIRPORT

LIVERPOOL CITY COUNCIL
SYDNEY METRO WESTERN SYDNEY AIRPORT ENABLING WORKS
AEROTROPOLIS ACCESS ROAD
AND DERWENT ROAD ACCESS

TNSW PROJECT No.
P0054028

TNSW REGISTRATION No.
DSxxxx/xxxxxx

ISSUE STATUS
STRATEGIC DESIGN

EDMS No.
-

SHEET No.
SHT-GE-000001

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THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
0 5 10 15 20 25 30 35 40 45 50mm OR A3 SIZE ORIGINAL


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DRAWING INDEX

COVER SHEET	
SHT-GE-000001	COVER SHEET SHEET 1 OF 1
DRAWING INDEX	
SHT-GE-000011	DRAWING INDEX SHEET 1 OF 1
TYPICAL CROSS SECTIONS	
SHT-GE-000051	TYPICAL CROSS SECTIONS-AEROTROPOLIS ACCESS SHEET 1 OF 1
SHT-GE-000052	TYPICAL CROSS SECTIONS-DERWENT ROAD ACCESS SHEET 1 OF 1
GENERAL ARRANGEMENT PLAN	
SHT-RD-001201	GENERAL ARRANGEMENT PLAN-AEROTROPOLIS ACCESS SHEET 1 OF 1
SHT-RD-001202	GENERAL ARRANGEMENT PLAN-DERWENT ROAD ACCESS SHEET 1 OF 1
LONGITUDINAL SECTION - MCA01	
SHT-RL-003001	LONGITUDINAL SECTION - MCA01 SHEET 1 OF 1
LONGITUDINAL SECTION - MCB01	
SHT-RL-003101	LONGITUDINAL SECTION - MCB01 SHEET 1 OF 2
SHT-RL-003102	LONGITUDINAL SECTION - MCB01 SHEET 2 OF 2
STORMWATER MANAGEMENT PLAN	
SHT-SM-001001	STORMWATER MANAGEMENT PLAN-AEROTROPOLIS ACCESS SHEET 1 OF 1
SHT-SM-001002	STORMWATER MANAGEMENT PLAN-DERWENT ROAD ACCESS SHEET 1 OF 1
UTILITIES IMPACT ASSESSMENT PLAN	
SHT-UT-001001	UTILITIES IMPACT ASSESSMENT PLAN-AEROTROPOLIS ACCESS SHEET 1 OF 1
SHT-UT-001002	UTILITIES IMPACT ASSESSMENT PLAN-DERWENT ACCESS ROAD SHEET 1 OF 1
TURNING PATH PLAN	
SHT-MS-002001	AEROTROPOLIS VEHICLE TRACKING - ROUNDABOUT INTERSECTION OPTION SHEET 1 OF 2
SHT-MS-002002	AEROTROPOLIS VEHICLE TRACKING - T-INTERSECTION OPTION SHEET 2 OF 2
SHT-MS-002003	DERWENT ROAD VEHICLE TRACKING-OPTIONS 1 & 2 SHEET 1 OF 1

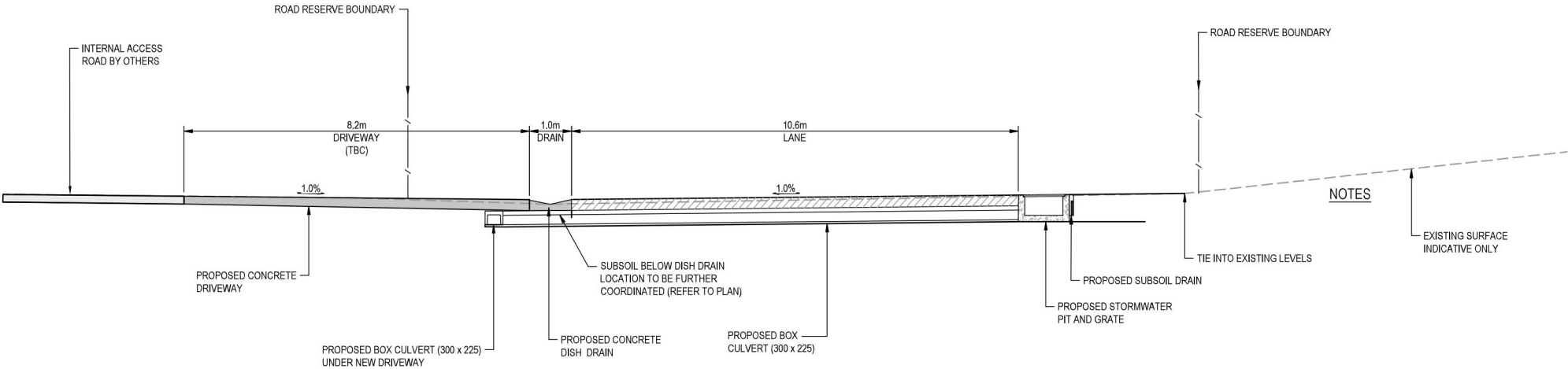
CODE INDEX	
	NAME
GE	GENERAL
RD	ROAD WORKS
RL	ROAD LONGITUDINAL SECTIONS
RC	ROAD CROSS SECTIONS
UT	UTILITIES
SM	STORMWATER MANAGEMENT
PV	PAVEMENT
LT	ROAD LIGHTING
IT	INTELLIGENT TRANSPORT SYSTEMS
SC	SITE CLEARING AND SPOIL SITE
LS	LANDSCAPING AND SIGHT ENVELOPES
ST	STRUCTURAL DETAILS
PW	PROPERTY WORKS
CS	CONSTRUCTION STAGING
MS	MISCELLANEOUS / SUPPLEMENTARY
GT	GEOTECHNICAL
SV	SURVEY
GI	GIS

NOT FOR CONSTRUCTION

DRAWING FILE LOCATION / NAME PW/P0054028-SHT-GE-000011.DWG						DESIGN LOT CODE -		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING				PLOT DATE / TIME 5-Feb-21 / 2:37:38 PM		PLOT BY PERRY,KOSTANICH		CLIENT		LIVERPOOL CITY COUNCIL SYDNEY METRO WESTERN SYDNEY AIRPORT ENABLING WORKS AEROTROPOLIS ACCESS ROAD AND DERWENT ROAD ACCESS DRAWING INDEX		A3	
EXTERNAL REFERENCE FILES		REV 0	DATE 05.02.21	AMENDMENT / REVISION DESCRIPTION DRAFT ISSUE (STRATEGIC)		WVR No.	APPROVAL T.RASUL	SCALES ON A3 SIZE DRAWING		DRAWINGS / DESIGN PREPARED BY		TITLE		NAME		DATE		 <div>Transport for NSW</div> <div>PREPARED FOR GREATER SYDNEY DIVISION EASING SYDNEY'S CONGESTION SYDNEY METRO WEST. SYDNEY AIRPORT</div> <div>TNSW REGISTRATION No. DSxxxx/xxxxxx</div> <div>ISSUE STATUS STRATEGIC DESIGN</div> <div>EDMS No. -</div> <div>SHEET No. SHT-GE-000011</div> <div>PART 1</div> <div>ISSUE 0</div> <td colspan="2">SHEET 1 OF 1</td>		SHEET 1 OF 1	
												DRAWN P. HURST		05.02.21							
												DRG CHECK P. MASURKAR		05.02.21							
												DESIGN S. ANDREWS		05.02.21							
												DESIGN CHECK Z. JONES		05.02.21							
												VERIFIER J. McDERMOTT		05.02.21							
												PROJECT MNGR T.RASUL		05.02.21							
								CO-ORDINATE SYSTEM GDA94/MGA ZONE 56		HEIGHT DATUM AHD											


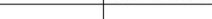
LEGEND

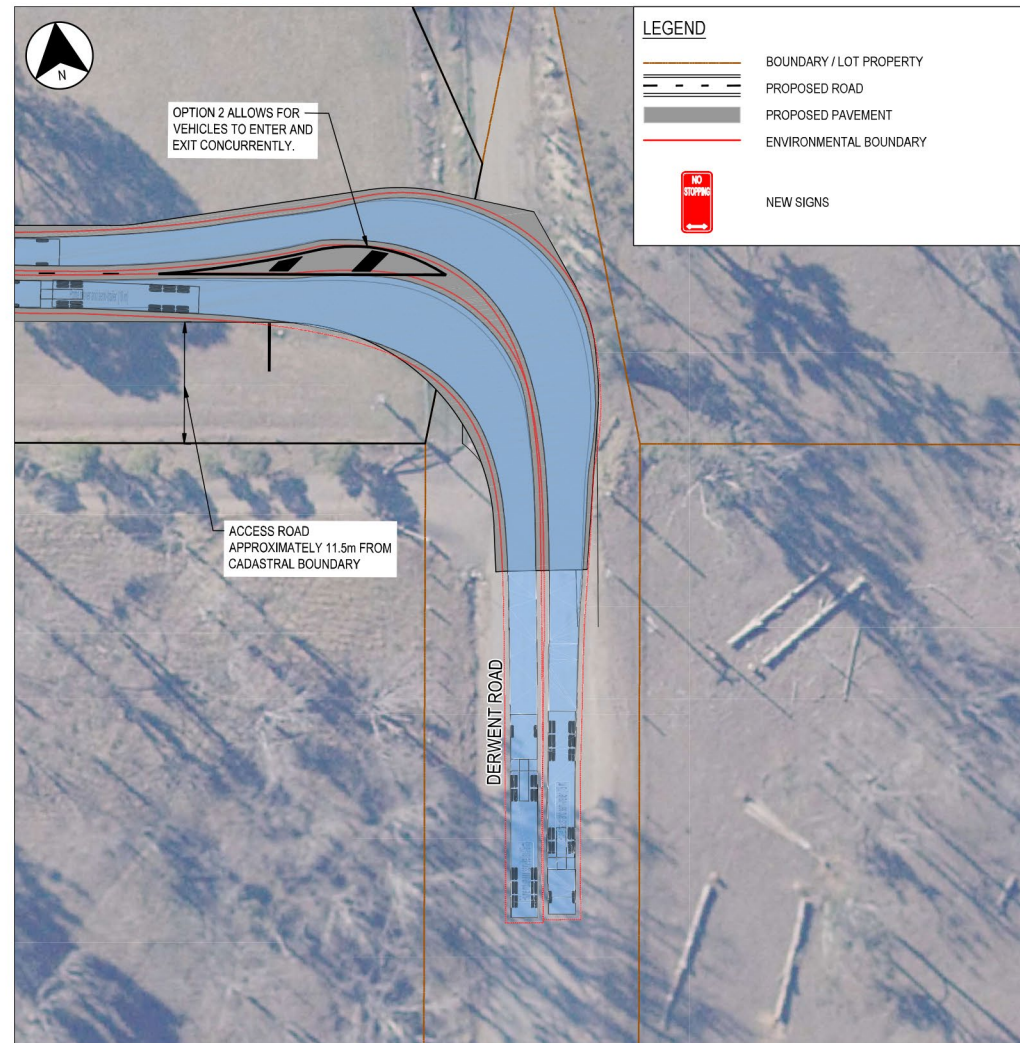
EXISTING SURFACE

NEW PAVEMENT

SECTION B-B
DERWENT ROAD
TYPICAL SECTION
SCALE 1:100

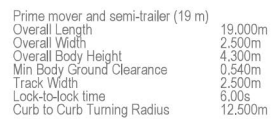
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EXTERNAL REFERENCE FILES			REV 0	DATE 05.02.21	AMENDMENT / REVISION DESCRIPTION DRAFT ISSUE (STRATEGIC)		WVR No.	APPROVAL T.RASUL	SCALES ON A3 SIZE DRAWING <div></div>					DRAWINGS / DESIGN PREPARED BY			TITLE		NAME		DATE	
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									DRG CHECK					P. MASURKAR			05.02.21					
									DESIGN					S. ANDREWS			05.02.21					
									DESIGN CHECK					Z. JONES			05.02.21					
									VERIFIER					J. McDERMOTT			05.02.21					
									PROJECT MNGR					T.RASUL			05.02.21					
									CO-ORDINATE SYSTEM GDA94/MGA ZONE 56					HEIGHT DATUM AHD								



INTERSECTION DETAIL - DERWENT ROAD ACCESS (OPTION 2)
SCALE 1:500

NOTE



1. AERIAL IMAGERY IS DATED NOVEMBER 2020 AND HAS BEEN PRODUCED BY © NEARMAP 2020.
2. INTERSECTION AND ROAD MODIFICATION BASED ON EXISTING SITE CONDITIONS AT THE TIME OF DESIGN. .

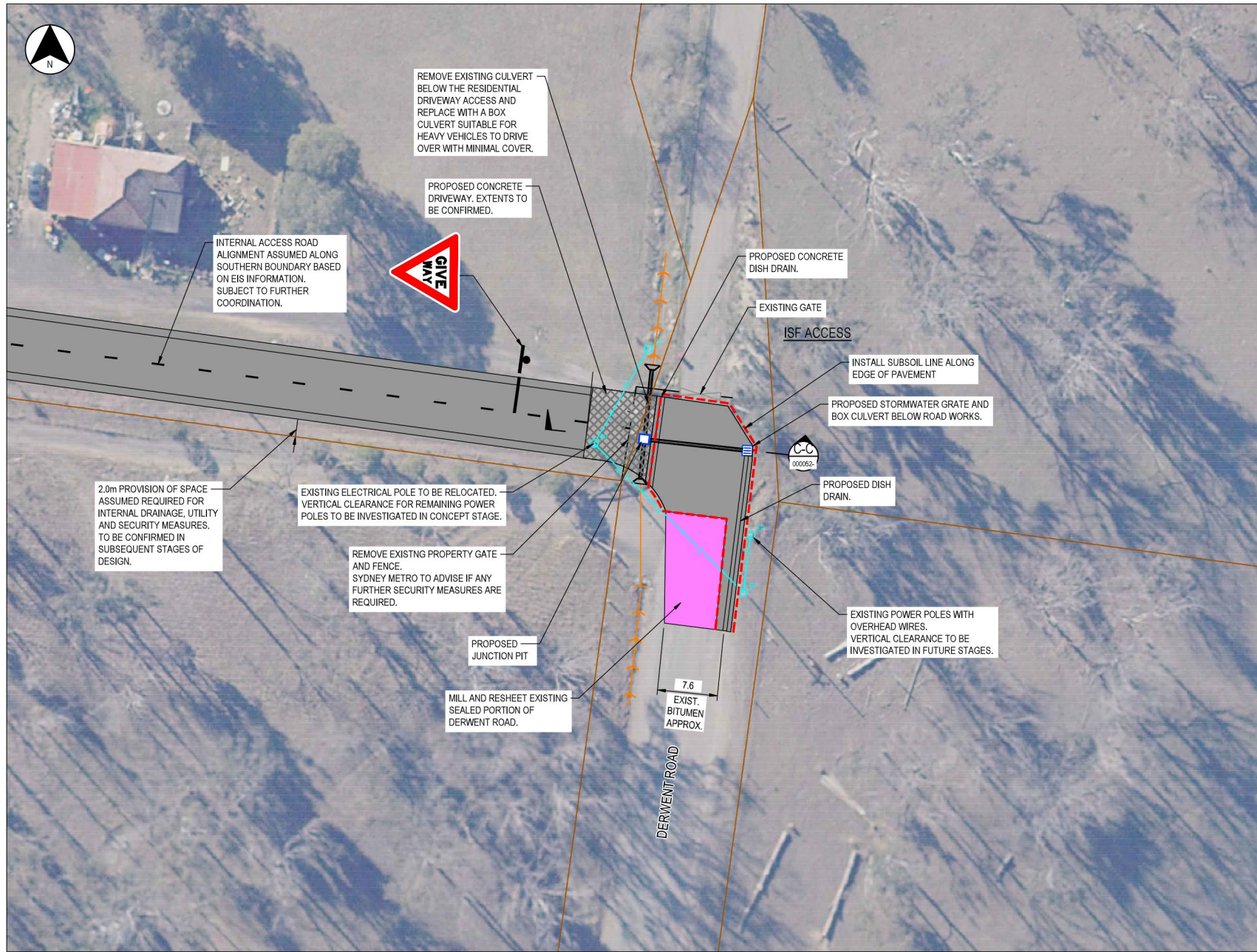
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80mm ON A3 SIZE ORIGINAL



LEGEND

- BOUNDARY / LOT PROPERTY
- PROPOSED ROAD
- PROPOSED PAVEMENT
- CONCRETE PAVEMENT
- REGRADE EXISTING SEALED PAVEMENT
- NEW STORMWATER PIT
- NEW HEADWALL AND CULVERT
- NEW SUBSOIL DRAIN
- EXISTING PROPERTY BOUNDARY / FENCE
- EXISTING OPEN CHANNEL
- EXISTING ELECTRICAL OH
- EXISTING ELECTRICAL POLE

NOTES

- GENERAL GRADES/FALL WITHIN THE REGION HAS BEEN OBTAINED FROM NSW LIDAR. A DETAILED SURVEY WILL BE INCORPORATED AS PART OF THE NEXT STAGE OF WORKS.
- DESIGN HAS BEEN PROGRESSED BASED ON AN ALLOWANCE FOR ONE VEHICLE ENTERING/EXITING AT A TIME. TRAFFIC CONTROL MAY BE REQUIRED TO PREVENT TWO DRIVERS FROM USING THE ACCESS AT THE SAME TIME.



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DRAWING FILE LOCATION / NAME PW/P0054028-SHT-RD-001202.DWG				DESIGN LOT CODE -		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING -		PLOT DATE / TIME 5-Feb-21 / 2:39:13 PM		PLOT BY PERRY,KOSTANICH		CLIENT LIVERPOOL CITY COUNCIL SYDNEY METRO WESTERN SYDNEY AIRPORT ENABLING WORKS AEROTROPOLIS ACCESS ROAD AND DERWENT ROAD ACCESS GENERAL ARRANGEMENT PLAN-DERWENT ROAD OPTION 1 SHEET 1 OF 1		TNSW REGISTRATION No. DSxxxx/xxxxxx		ISSUE STATUS STRATEGIC DESIGN		EDMS No. -		SHEET No. SHT-RD-001202		PART 1		ISSUE 0		© Transport for NSW	
EXTERNAL REFERENCE FILES				REV 0	DATE 05.02.21	AMENDMENT / REVISION DESCRIPTION DRAFT ISSUE (STRATEGIC)		WVR No.	APPROVAL T.RASUL	SCALES ON A3 SIZE DRAWING 1: 500 FULL SIZE A3		DRAWINGS / DESIGN PREPARED BY		TITLE P. HURST P. MASURKAR S. ANDREWS Z. JONES J. McDERMOTT T.RASUL		NAME P. HURST P. MASURKAR S. ANDREWS Z. JONES J. McDERMOTT T.RASUL		DATE 05.02.21 05.02.21 05.02.21 05.02.21 05.02.21 05.02.21		CO-ORDINATE SYSTEM GDA94/MGA ZONE 56		HEIGHT DATUM AHD					

Appendix 6 Road Safety Audit report





RSA Contact

Raj Muthusamy
0417 310 907
rajm@rsaudits.com.au

RSA Ref: 12472A

TECHNICAL MEMORANDUM

To: Sue Lewis

From: Raj Muthusamy

Date: 14 May 2022

Subject: Sydney Metro West Sydney Airport Station – Bringelly CTMP

I refer to your request for a road safety audit to be conducted on the construction management plan (CTMP) for Bringelly worksite for site establishment, site operations and site demobilisation.

The following was supplied to facilitate the audit:

- Bringelly CTMP – document number SWMSASBT-CPG-AEC-SF400-TF-PLN-000001 Rev B.01;
- TGS drawings: WSA-TGS-A-DER-ALL-0201, 0202, 0203 and WSA-TGS-DER-ALL-TWS;
- GEN-TGS-SURV-80kph.

Road Safety Audit Findings/Comments

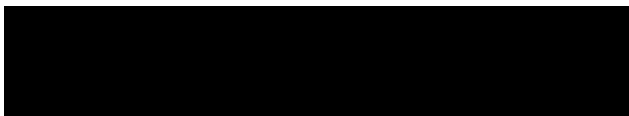
Having assessed the CTMP, it is noted that routes for the movement of construction traffic to and from the site have already been established and is noted that be such movements will be mainly confined to the arterial road network.

It is noted that the 19m truck and dog turning movements can be adequately accommodated at The Northern Road / Derwent Road signalised intersection. Access into the site will be via a newly constructed access/egress on Derwent Road by the Early Works contractor.

It is understood that public transport will not be affected by the works. Bicycle and footpath networks include the road network are not impacted by the works.

No road safety issues are identified with the CTMP.

No road safety issues are identified for the specific TGS's assessed as part of this audit.



Raj Muthusamy

Level 3 Road Safety Auditor
(NSW), Senior Road Safety
Auditor, CP Eng, RPEQ, NER,
BE(Civil)

Peter Harris

Level 3 Road Safety Auditor
(NSW), Senior Road Safety
Auditor, CP Eng, RPEQ, NER,
BE(Civil), BB(Bus. Admin)

Appendix 8 Inspection checklists



E.4 Shift / Daily TTM inspection checklist

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

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

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

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

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

Additional comments:

Reset forms - pages 278 to 281

E.5 Post completion inspection checklist

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

Desktop post completion inspection

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

Additional comments:

Reset forms - pages 282 to 283

E.3 Weekly TTM inspection checklist

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

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

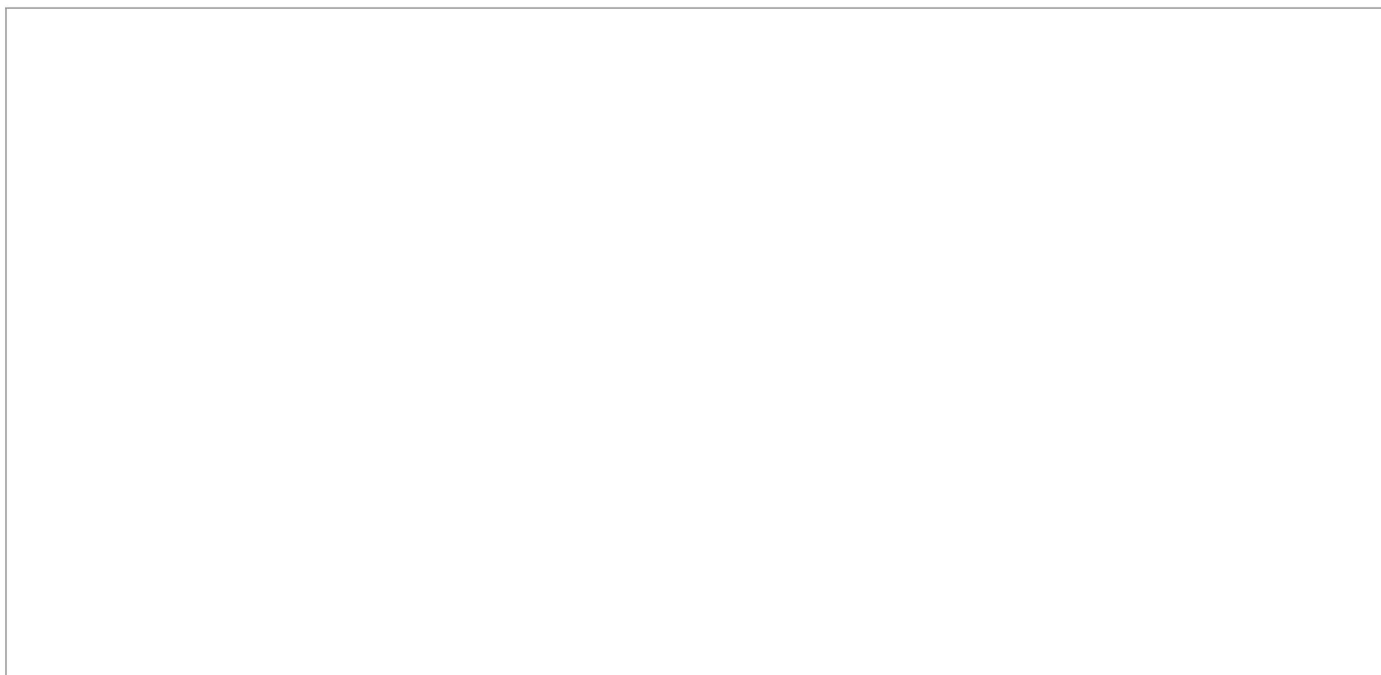
Site Inspection		
Sign sizes as prescribed?		<input type="checkbox"/> Yes <input type="checkbox"/> No <i>If no provide details and rectify signs</i>
Comments or details of action taken:		
Signs are mounted level and suitably clear of travel lanes?		<input type="checkbox"/> Yes <input type="checkbox"/>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

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

Post site inspection confirmation

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

Additional comments:



Reset forms - pages 273 to 277

Subject: FW: Conditional Approval: SMWSA - SBT - Bringelly CTMP All Phases of Works (Rev. D)

Transport for NSW Customer Journey Planning approve the following Construction Traffic and Transport Management Plan:

Project: Sydney Metro Western Sydney Airport – Station Boxes and Tunnelling (SBT)
Title: Bringelly CTMP – All Phases of Works
Document Number: SMWSASBT-CPG-AEC-SF400-TF-PLN-000001
Revision: D

This approval is subject to the following requirements being met:

- Apply to and obtain approval from TMC for ROLs for any required lane closures and/or Speed Zone Authorisations as part of the ROL;
- All temporary lane closures to be implemented in accordance with Transport for NSW Traffic Control at Worksites Technical Manual Issue No.6;
- Conduct a Road Safety Audit post implementation of each phase of works and address any issues identified in the Road Safety Audit and Risk Assessment;
- Regularly monitor the implemented arrangements, traffic queues, and road conditions to identify any operational/safety issues and rectify in consultation with all relevant stakeholders as required, including CJP;
- Ensure close liaison with CJP post implementation of this TMP and each phase of works to allow for a coordinated management of traffic impacts;
- Ensure the requirements of the Communication Strategy in the TMP, in consultation with CJP, are fulfilled prior to the implementation of each phase of works;
- Significant changes to the existing road environment and/or network conditions throughout the duration of works may require a new CTMP and/or addendum to be submitted; and
- Any works found to have an impact on public transport will require additional liaison and approval from CJP. A 28-day lead time will be required.

Kind Regards,

[Redacted Signature Block]



Transport
for NSW