

# Claremont Meadows Construction Traffic Management Plan All Phases of Works

Sydney Metro Western Sydney Airport Station Boxes and Tunnelling Works

|                        |                                      |
|------------------------|--------------------------------------|
| <b>Project number</b>  | WSA-200-SBT                          |
| <b>Document number</b> | SMWSASBT-CPG-OHE-SF150-TF-PLN-000001 |
| <b>Revision date</b>   | 15 June 2022                         |
| <b>Revision</b>        | Rev 00                               |

## Document approval

| Rev        | Date     | Prepared by | Reviewed by | Approved |
|------------|----------|-------------|-------------|----------|
| A          | March 22 |             |             |          |
| B          | March 22 |             |             |          |
| C          | May 22   |             |             |          |
| D          | May 22   |             |             |          |
| 00         | June 22  |             |             |          |
| Signature: |          |             |             |          |

## Details of Revision Amendments

### 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, legal and other requirements, as required.

### Amendments

Any revisions or amendments must be approved by the Project Traffic Manager and/or client before being distributed/implemented.

### Revision Details

| Revision | Details                           |
|----------|-----------------------------------|
| A.01     | External issue to stakeholders    |
| B.01     | For approval                      |
| C.01     | For approval                      |
| D.01     | For approval                      |
| 00       | Approved version for construction |



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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.

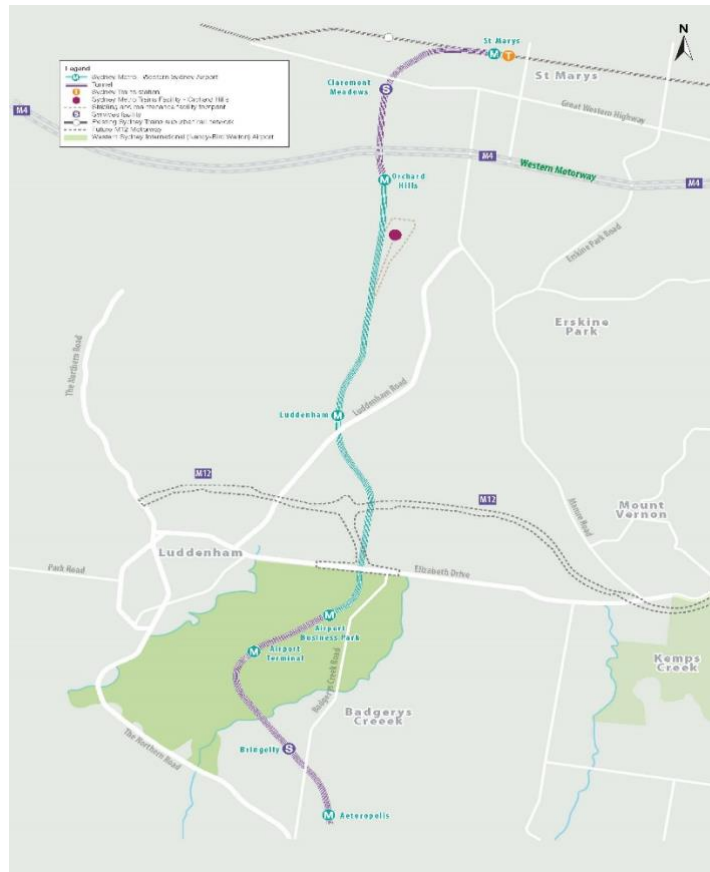


Figure 1: Project location



## 1.2. Purpose

This Claremont Meadows 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 Claremont Meadows 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                                  |
|---------------------------------|---|
| Gipps Street, Claremont Meadows | New signalised access/ egress at the site |

The site is located at the northern end of Gipps Street Gipps Street and (Old) Gipps Street and is within the Penrith City Council Local Government Area (LGA). The site is shown on Figure 2.

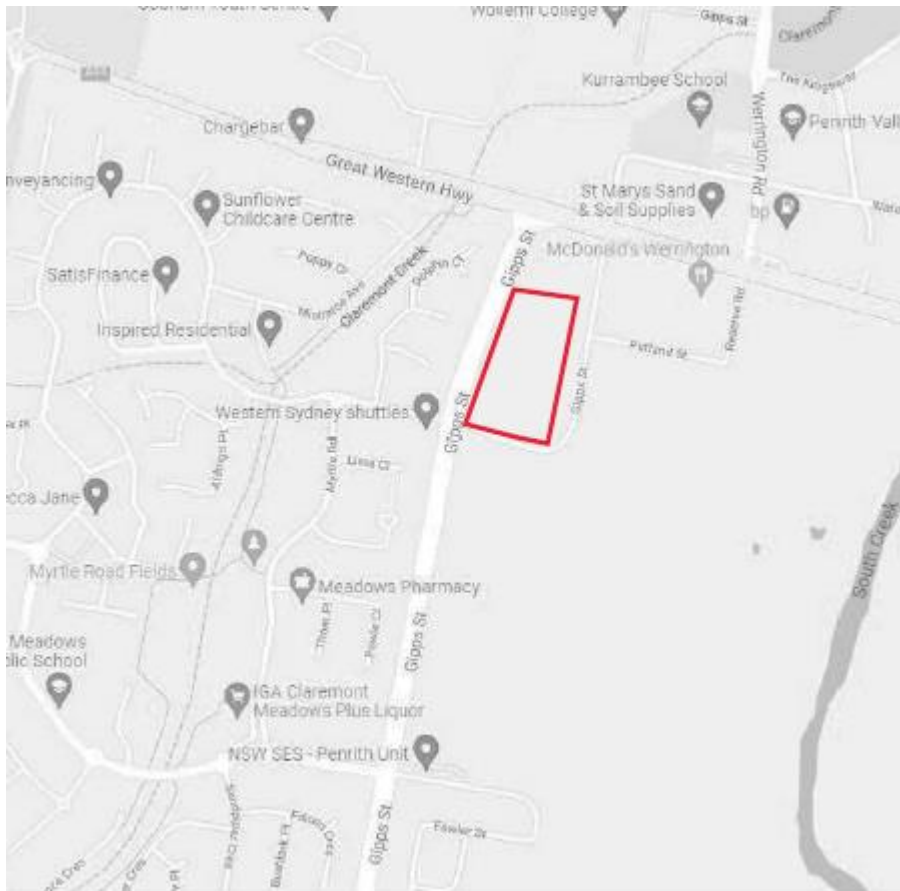


Figure 2: Site locality

### 2.1.1. Gipps Street – arterial

Gipps Street is an arterial road which falls under the care and control of TfNSW. It commences at the Great Western Highway and ceases at Kent Road, refer to Figure 4 below. Gipps Street has two (2) through lanes along its entire length with dedicated right turn bays provided at all signalised intersections.



Gipps Street is signposted as 80km/hr speed limit. A footpath is available on the eastern side of the road and a shared path is located on the western verge. An on road cycle route is provided on the southbound carriageway and is deemed as moderate difficulty, refer to Figure 3.

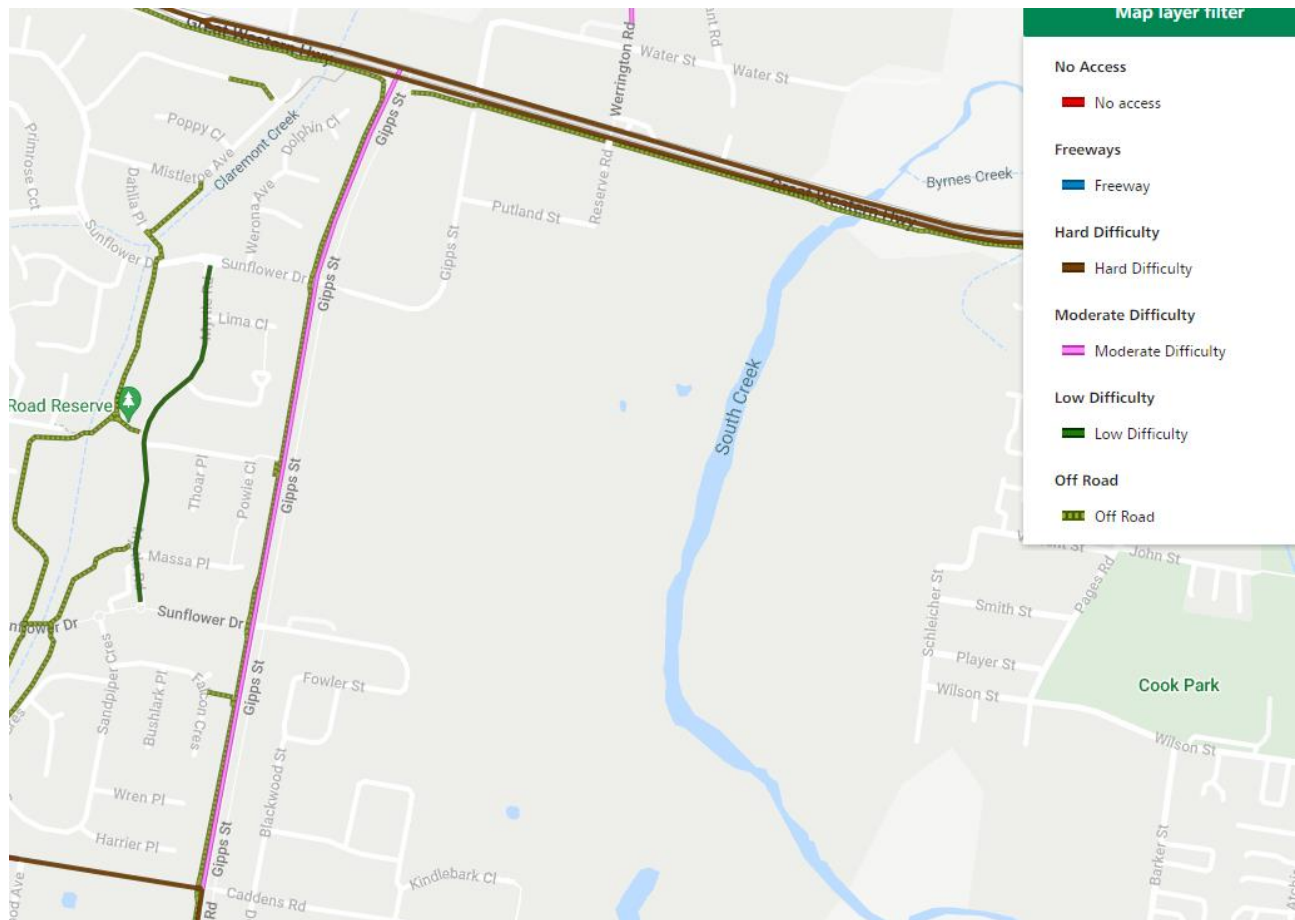


Figure 3: Cycleway Finder (nsw.gov.au)



Traffic signals are located at:

- Great Western Highway – signalised pedestrian crossings provided on the southern and western approaches
- Sunflower Drive – signalised pedestrian crossings provided on all approaches
- Sunflower Drive/ Fowler Street – signalised pedestrian crossings provided on all approaches
- Caddens Road/ Kent Road – signalised pedestrian crossings provided on all approaches

The road classification surrounding the site is shown on Figure 4.

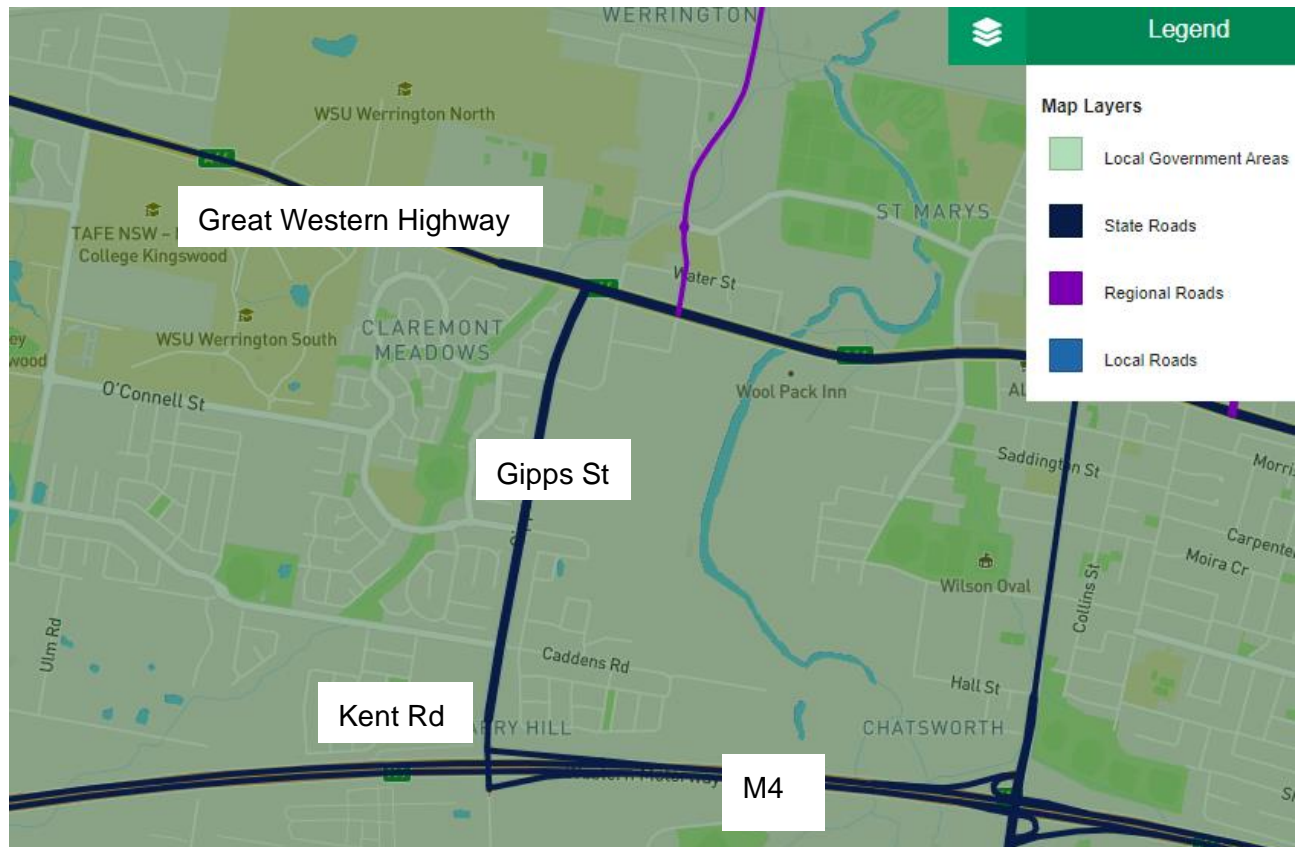


Figure 4: NSW Road Network Classifications (source: <https://roads-waterways.transport.nsw.gov.au/classification/map>)

Public transport along Gipps Street including:

- Route 770 Mount Druitt to Penrith via St Marys – operating daily
- Route 774 Mount Druitt to Penrith via Nepean Hospital – operating daily
- Route 781 Penrith to St Marys via Glenmore Park – weekdays only with AM services and minimal PM services

Bus stops are located at the locations noted in Table 1.

Table 1: Existing bus stops and services

| Northbound                        | Stop ID | Route(s) | Southbound                       | Stop ID | Route(s) |
|-----------------------------------|---------|----------|----------------------------------|---------|----------|
| North of Caddens Road             | 2747365 | 774, 781 | Gipps Street, opposite Sunflower | 274757  | 781      |
| North of Sunflower/ Fowler Street | 274752  | 781      | South of Fowler Street           | 274759  | 774, 781 |





| Northbound                      | Stop ID | Route(s)      | Southbound | Stop ID | Route(s) |
|---------------------------------|---------|---------------|------------|---------|----------|
| North of Sunflower/<br>Gipps St | 274754  | 770, 774, 781 |            |         |          |

No counting stations are located along Gipps Street; therefore, traffic volumes are unknown.

### 2.1.2. Gipps Street – local

Gipps Street is a local road which falls under the care and control of Penrith City Council. It commences at the intersection of Gipps Street and Sunflower Drive and terminates to the north of the site prior to the Great Western Highway, refer to Figure 5 below. No posted speed limit is on this section of Gipps Street, it has therefore been assumed that the State default speed limit of 50km/hr is applicable.

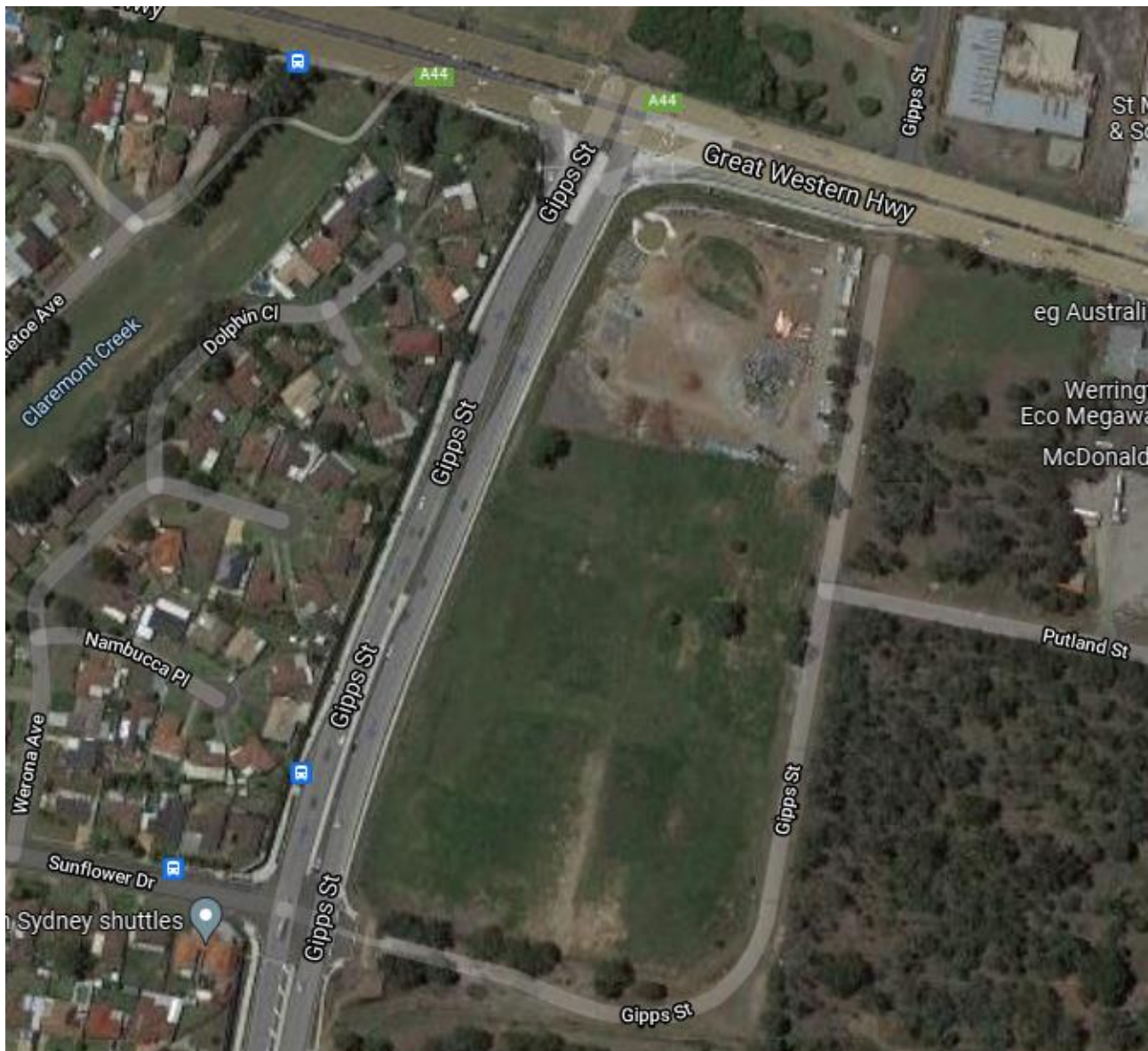


Figure 5: Gipps Street local road connection



The intersection of Gipps Street (local) with Gipps Street (arterial) and Sunflower Drive is signalised with the Gipps Street (local) road tying into the intersection, refer to Figure 6



Figure 6: Gipps Street tie into existing signalised intersection





Further east and north of the upgraded section of Gipps Street, Gipps Street is an asphalt surfaced road with unsealed shoulders. Parking is not available along Gipps Street. There is a small section of footpath which has been constructed to the east of the site entry/ exit on Gipps Street local. There are no footpaths or cycle paths provided outside of that noted above and no public transport uses Gipps Street, refer to Figure 7.



Figure 7: Gipps Street east of the upgraded section

Gipps Street services the previous Penrith City Council tip site.



### 3. Site establishment

*Duration:* Approximately 5 months

*Timing:* May to September 2022

#### 3.1. Works required

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
- 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
- Site levelling works
- Local area works and adjustments

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

Heavy vehicles would enter the site from Gipps Street, via the newly modified signalised intersection constructed by the Early Works Contractor which is now operational. Light vehicles would enter the site via Reserve Road, Putland Street. This provides a separation of light and heavy vehicles. The indicative site layout is shown on Figure 8 also provided in Appendix 1.



Figure 8: 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 2. Movements during peak periods will be minimised through scheduling of deliveries.

Table 2: Indicative vehicle numbers

| Activity                           | Total heavy vehicles |
|------------------------------------|----------------------|
| Installation of fencing            | 5 over 3 weeks       |
| Installation of noise hoarding     | 5 over 3 weeks       |
| Delivery of site amenities         | 5 over 3 weeks       |
| Delivery of machinery              | 15 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. It is noted, refer to section 2.1.1, that bus stops exist on Gipps Street (arterial road section). Access to these bus stops will be maintained. It is further noted that there are signalised pedestrian crossings that will provide safe access to and from these stops. The interaction between the buses and heavy vehicles will be controlled by the newly modified traffic signal intersection of Gipps Street (arterial) and Gipps Street (local).

### 3.2.3. Impact on active transport users

There are no existing cycles routes provided along the local road sections of Gipps Street or Putland Street. A shared path is located on the western side of Gipps St (arterial section) and a footpath is provided on the eastern side. A footpath is provided along the western side of Reserve Road between the Great Western Highway and McDonald's pedestrian entry. There is also a shared path along the Great Western Highway. None of these paths will be impacted by the works. Signalised crossings are provided at the modified signals at Gipps Street/ Gipps Street intersection across all legs of the intersection, refer to Figure 9.



Figure 9: Modified signals at Gipps Street/ site entry/ Sunflower Drive intersection





Signalised crossings are also provided at the intersection of Reserve Road/ Great Western Highway, refer to Figure 10.



Figure 10: Signalised crossings at the intersection of Reserve Road and Great Western Highway



Truck Aware decals are proposed at the locations as noted on Figure 11. No existing footpaths or shared use paths will be blocked or impacted during the works. As noted in section 3,2 it is proposed that light vehicles only use the Reserve Road and Putland Street entry to provide a clear separation between heavy vehicle and light vehicle movements. In the event that cyclists and/ or pedestrians use Putland Street, Reserve Road or Gipps Street, CPG will ensure that heavy and light vehicle drivers associated with the works slow down to provide safe passage.



Figure 11: Truck Aware decal proposed locations

### 3.2.4. Impact on property and utility access

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

### 3.2.5. Cumulative impacts

During the site establishment works. Quickway will be undertaking works on Gipps Street to facilitate the power supply works. CPG have been advised by Penrith City Council of imminent commencement of works at the Gipps Street Recreation Precinct- in addition to start of development on adjacent properties at the corner of Putland Street and Gipps Street. CPG will liaise with Penrith City Council's Project Management team to coordinate works in the area and ensure minimal impact on local road network.

## 3.3. Staff and worker parking and transportation to site

It is anticipated that there will be 10-30 personnel on site for the site establishment works. For the sewer main works, a crew of 10 people will be 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, where required



### 3.5. 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

#### 3.5.1. Road occupation and openings

For any works that involve an occupation of the road/ footpath, a Road Occupancy Licences (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 through the agreed process with Penrith City Council. Road Opening permits will be accompanied by a ROL. Details on the permits required can be found at [Penrith City Council](#).

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 18 months

**Timing:** October 2022 – April 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

Heavy vehicles would enter the site from Gipps Street via the newly constructed access/ egress and modified traffic signals at Gipps Street and Sunflower Drive. Light vehicles would enter the site via Reserve Road/ Putland Street.

#### 4.2.1. Impact on traffic flow

The EIS indicative hourly peak vehicle numbers associated with the site operations phase of works is provided in Table 3. The EIS does not provide for overall daily vehicle numbers.

Table 3: EIS peak construction numbers

| Vehicle type             | Peak construction movements |     |       |         |     |       |
|--------------------------|-----------------------------|-----|-------|---------|-----|-------|
|                          | AM Peak                     |     |       | PM Peak |     |       |
|                          | In                          | Out | Total | In      | Out | Total |
| Light vehicle staff      | 50                          | 0   | 50    | 0       | 50  | 50    |
| Light vehicle deliveries | 1                           | 1   | 2     | 1       | 1   | 2     |
| Heavy vehicles           | 6                           | 6   | 12    | 6       | 6   | 12    |

The CPBG hourly peak vehicle numbers associated with the site operations phase of works is provided in Table 4. Movements during peak periods will be minimised through scheduling.

Table 4: CPBG peak construction vehicle numbers

| Vehicle type             | Peak construction movements |     |       |         |     |       |
|--------------------------|-----------------------------|-----|-------|---------|-----|-------|
|                          | AM Peak                     |     |       | PM Peak |     |       |
|                          | In                          | Out | Total | In      | Out | Total |
| Light vehicle staff      | 50                          | 0   | 50    | 0       | 50  | 50    |
| Light vehicle deliveries | 1                           | 1   | 2     | 1       | 1   | 2     |





| Vehicle type   | Peak construction movements |     |       |         |     |       |
|----------------|-----------------------------|-----|-------|---------|-----|-------|
|                | AM Peak                     |     |       | PM Peak |     |       |
|                | In                          | Out | Total | In      | Out | Total |
| Heavy vehicles | 6                           | 6   | 12    | 6       | 6   | 12    |

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

No change to the site establishment phase of works

#### 4.2.3. Impact on active transport users

No change to the site establishment phase of works

#### 4.2.4. Impact on property and utility access

Access to properties will be retained during the site operation works. Access for utility providers/ maintainers will not be impacted.

#### 4.2.5. Cumulative impacts

CPG have been advised by Penrith City Council of commencement of works at the Gipps Street Recreation Precinct by mid-2022 in addition to start of development on adjacent properties at the corner of Putland Street and Gipps Street. Moreover, Public access will be required to Gipps Street Recreation Precinct from mid-2023. CPG will liaise with Penrith City Council's Project Management team to coordinate works in the area and ensure minimal impact on local road network.

### 4.3. Staff and worker parking and transportation to site

It is anticipated that there will be 50 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

No works have been identified as requiring a Traffic Guidance Scheme (TGS).

### 4.5. Required Council approvals

Works that have been identified as requiring Council approval include:

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



## 5. Site demobilisation

*Duration:* Approximately 1 month

*Timing:* May 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

Heavy vehicles would enter the site from Gipps Street via the existing access/ egress. Light vehicles would use Reserve Road/ Putland Street

#### 5.2.1. Impact on traffic flow

Vehicle numbers are significantly lower than those nominated for the site establishment works.

#### 5.2.2. Impact on public transport

No change to site operations phase of works

#### 5.2.3. Impact on active transport users

No change to the site operations phase of works.

#### 5.2.4. Impact on property and utility access

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

#### 5.2.5. Cumulative impacts

CPG have been advised by Penrith City Council that Gipps Street Recreation Precinct will be operational during this stage of works and public access will be required. CPG's scope with impact on road network will be minor during this stage as all major construction would be complete by this stage. CPG will continue to liaise with Penrith City Council's Project Management team to coordinate works in the area and ensure minimal impact on local road network..

### 5.3. Staff and worker 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

No works have been identified as requiring a Traffic Guidance Scheme (TGS).

### 5.5. Required Council approvals

Works that have been identified as requiring Council approval include:

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

#### 5.5.1. 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 through the agreed process with Penrith City Council. Road Opening permits will be accompanied by a ROL. Details on the permits required can be found at [Penrith City Council](#).

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 12. Further to the EIS, the route along Kent Road/ Gipps Street from the M4 Motorway to Gipps Street (local) will also be adopted. Both Gipps Street and Kent Road between the M4 and Gipps Street are arterial road managed by TfNSW, refer to Figure 4 for the NSW road classification map. The routes include Kent Road to the south of the site to the M4 Motorway, Gipps Street to the north to the Great Western Highway. Heavy vehicles will carry spoil to the primary spoil sites On Airport. Non reusable spoil will be disposed offsite at approved EPA/ Council tip sites.

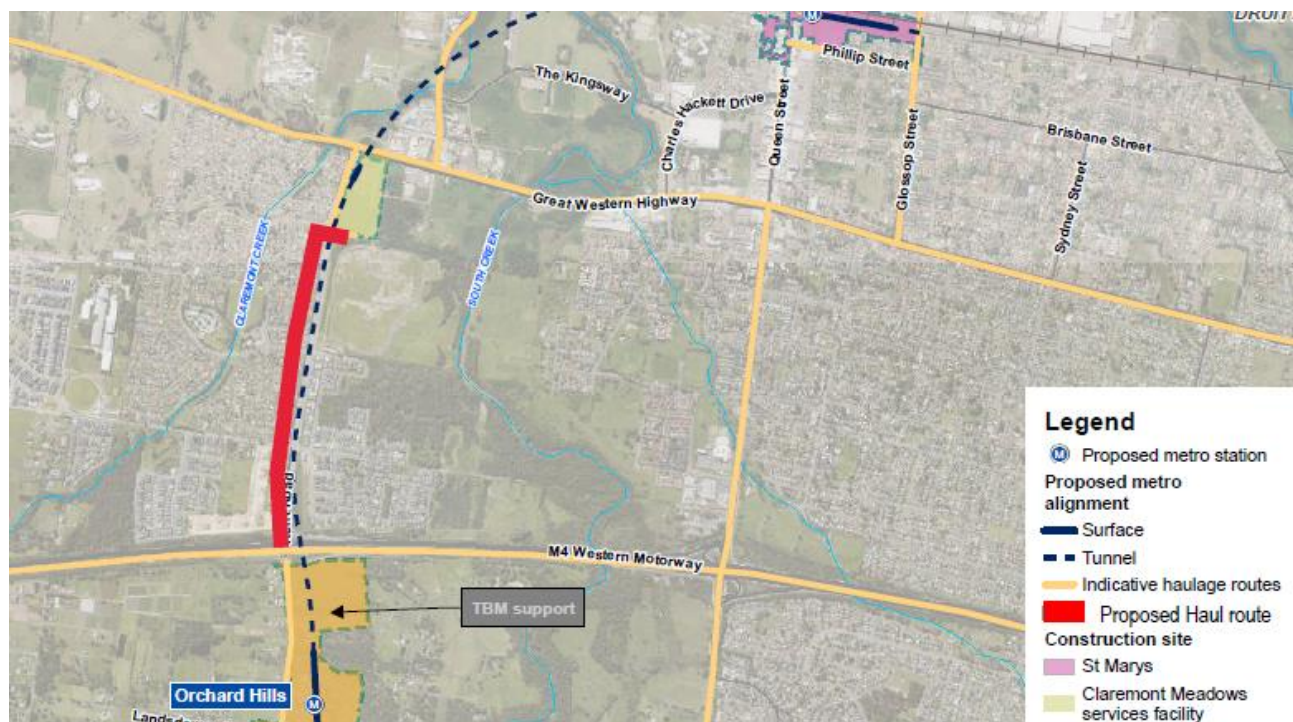


Figure 12: EIS haulage routes



## 6.2. Road dilapidation report

Before any local road, i.e., Gipps Street (local), Reserve Road and Putland Street, is used by Heavy Vehicles, a Road Dilapidation Report will be prepared. A copy of that report will be provided to Penrith 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.

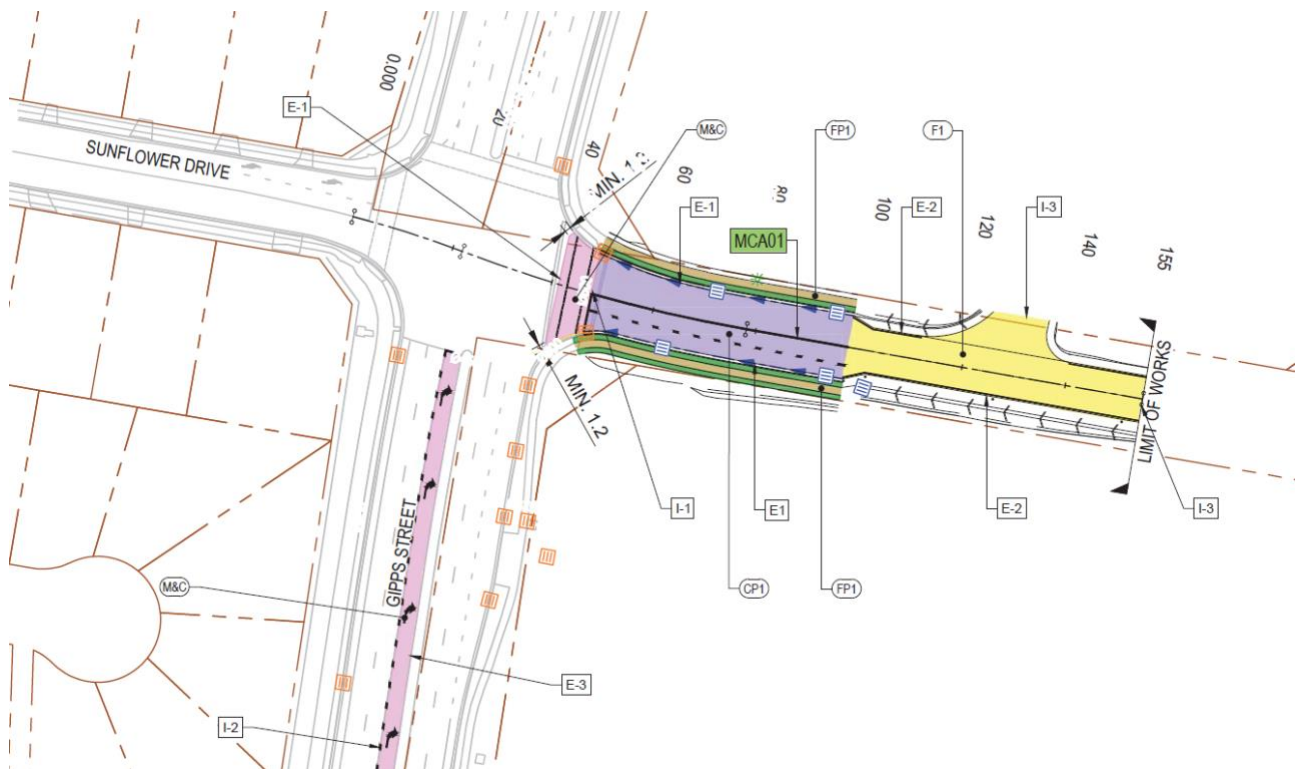


Figure 13: Access road

Figures 13 and 14 show a section of Gipps Street (local) where temporary pavement has been installed by Metro's Advanced and Enabling Works Contractor. The temporary pavement has a





design life of five (5) years and will be replaced or removed at the end of the SBT works, by the follow on contractor appointed by Metro, refer to Figure 14.

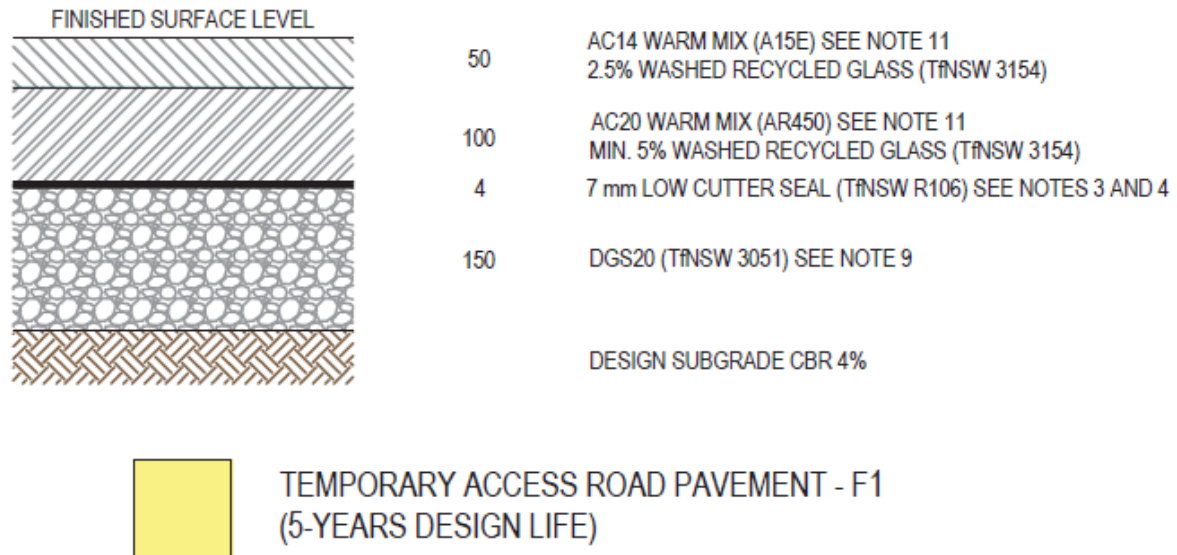


Figure 14: Temporary access road pavement type



In the event of an incident preventing the use of Gipps Street as the heavy vehicle access/ egress route, the use of Putland Street and Reserve Road may be required. These roads are included in the EIS for use by heavy vehicles, refer to Figure 15 but were not included in the overall route strategy.

All trucks using Reserve Road and Putland Street will be accessing the site from west and will therefore turn right from Great Western Highway onto Reserve Road to access the site.

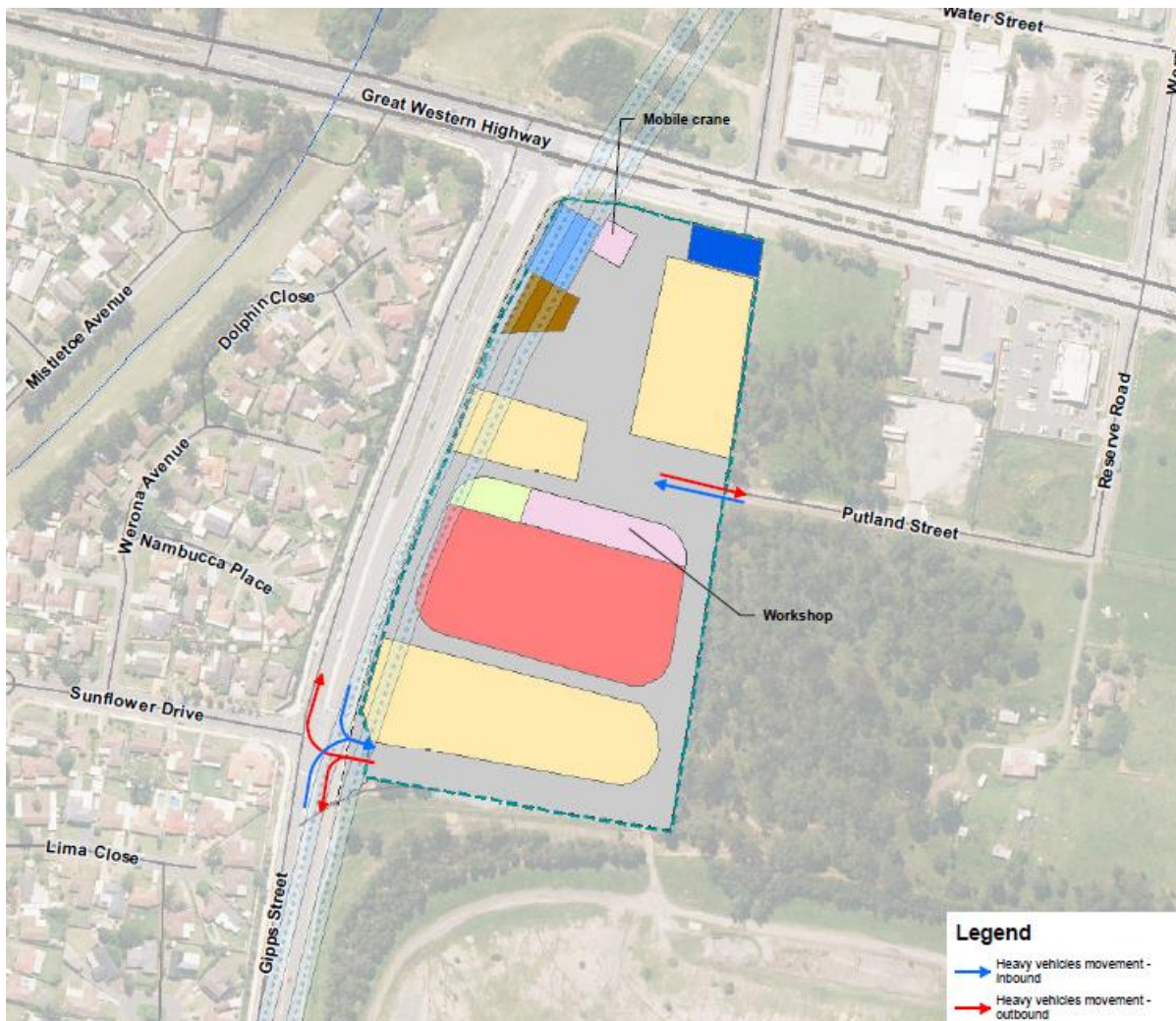


Figure 15: EIS nominated access egress routes

Road Dilapidation Reports will be prepared for Reserve Road and Putland Street. A copy of those reports will be provided to Penrith 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 Penrith City Council's discretion):

- Compensate Penrith 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 development and 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      | Yes                | Yes             | Yes                 |

#### 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 3. 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 <sup>th</sup> Mar 2022   |
| Traffic and Transport Liaison Group | Presentation         |                             |
| Customer Journey Planning           | Submission of CTMP   | 30 <sup>th</sup> March 2022 |
| Sydney Metro project team           | Submission of CTMP   | 30 <sup>th</sup> March 2022 |
| Penrith City Council                | Submission of CTMP   | 30 <sup>th</sup> March 2022 |
| Customer Journey Planning           | Resubmission of CTMP | 26 April 2022               |
| Sydney Metro project team           | Resubmission of CTMP | 26 April 2022               |
| Penrith City Council                | Resubmission of CTMP | 26 April 2022               |
| Customer Journey Planning           | Resubmission of CTMP | 19 <sup>th</sup> May 2022   |
| Sydney Metro project team           | Resubmission of CTMP | 19 <sup>th</sup> May 2022   |
| Penrith City Council                | Resubmission of CTMP | 19 <sup>th</sup> 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 (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 the TTLG meets monthly.

Supplementary analysis and modelling as required by Sydney Metro 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 - [Penrith City Council events](#)

## 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 interactions with vulnerable road users moving around the site and along the haulage routes.

## 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 |
|----------------|-----------------|-----------------|
| Juliano Soares | Project Manager | 0438 193 126    |

## 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









## 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"> <li>a) A swept path analysis</li> <li>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</li> <li>c) Details as the date of completion of the road dilapidation surveys for the subject local roads and</li> <li>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</li> </ul> <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 or are classified roads as detailed in the Roads Act 1993 in accordance with the definition provided in the MCoA |
| 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> <p>a) Compensate the Relevant road Authority for the damage so caused or</p> <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> <p>a) Minimise parking on public roads</p>   | Sections 3.3, 4.3 and 5.3       |
|        | b) Minimise idling and queuing on state and regional roads   | Section 6                       |
|        | c) Not carry out marshalling of construction vehicles near sensitive land use(s)   | Section 6                       |
|        | 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 |
|        | 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"> <li>• 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</li> <li>• Minimise potential use of on street car parking by construction workers</li> </ul> <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

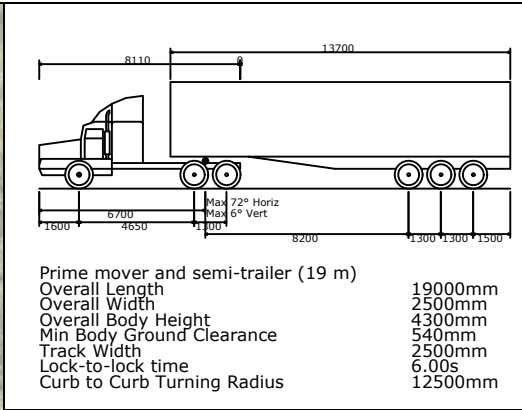
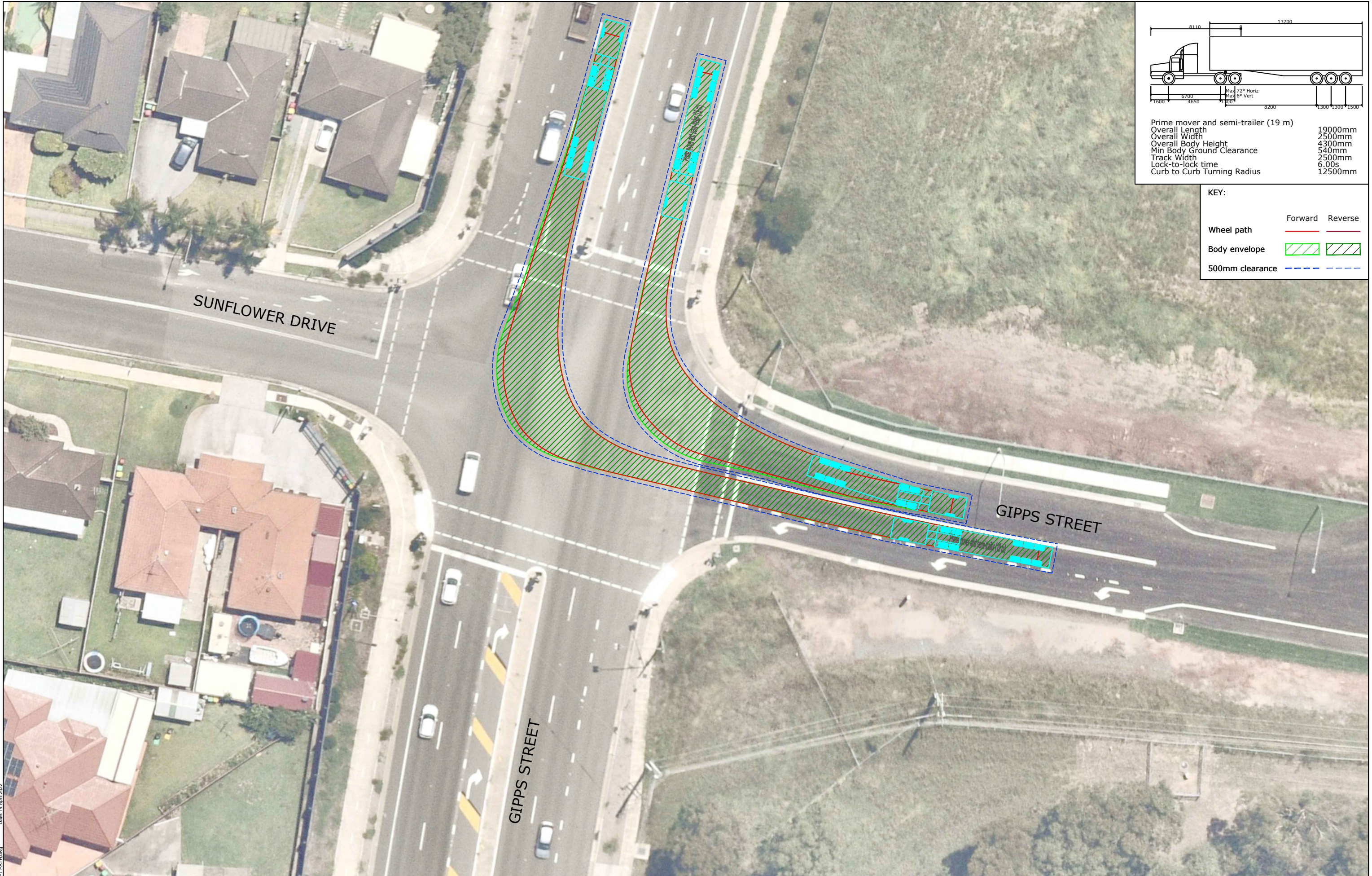
Swept paths are provided as noted in the following table:

Table 10: Swept paths

| Drawing #            | Location                                    | Heavy Vehicle type |
|----------------------|---|--------------------|
| 22063CAD003 Figure 1 | Gipps Street at Gipps Street from the north | Semi-trailer       |
| 22063CAD003 Figure 2 | Gipps Street at Gipps Street from the south | Semi-trailer       |
| 22063CAD003 Figure 3 | Gipps Street at Gipps Street from the north | 19m Truck and Dog  |
| 22063CAD003 Figure 4 | Gipps Street at Gipps Street from the south | 19m Truck and Dog  |







| KEY:            |             |             |
|-----------------|-------------|-------------|
|                 | Forward     | Reverse     |
| Wheel path      | <div></div> | <div></div> |
| Body envelope   | <div></div> | <div></div> |
| 500mm clearance | <div></div> | <div></div> |

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

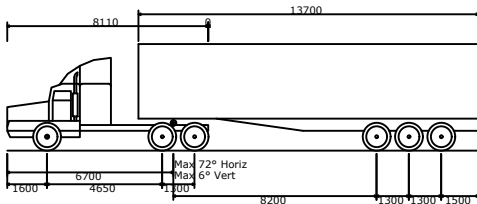
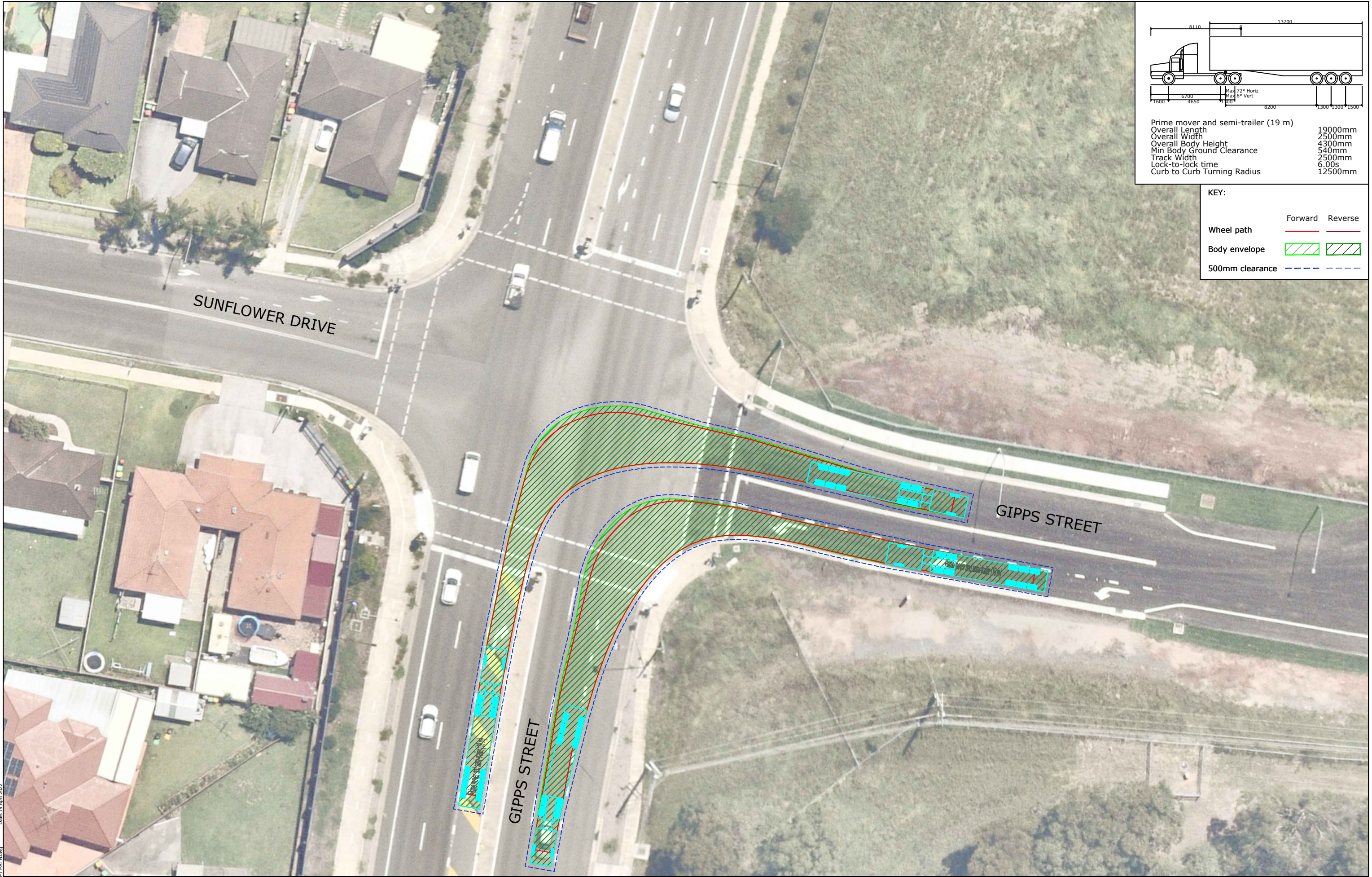


|         |   |  |
|---------|---|--|
| PROJECT | WESTERN SYDNEY AIRPORT WORKS                          |  |
| TITLE   | SWEPT PATH ANALYSIS<br>19m PRIME MOVER & SEMI-TRAILER |  |

|             |                         |      |  |
|-------------|-------------------------|------|--|
| DWG No.     | 22063CAD003<br>FIGURE 1 |      |  |
| DATE STAMP  | 14 APRIL 2022           |      |  |
| PROJECT No. | SCALE                   | REV. |  |
| 22063       | 1:400 @ A3              | A    |  |

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





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

|                 |         |         |
|-----------------|---------|---------|
| KEY:            |         |         |
|                 | Forward | Reverse |
| Wheel path      |         |         |
| Body envelope   |         |         |
| 500mm clearance |         |         |

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

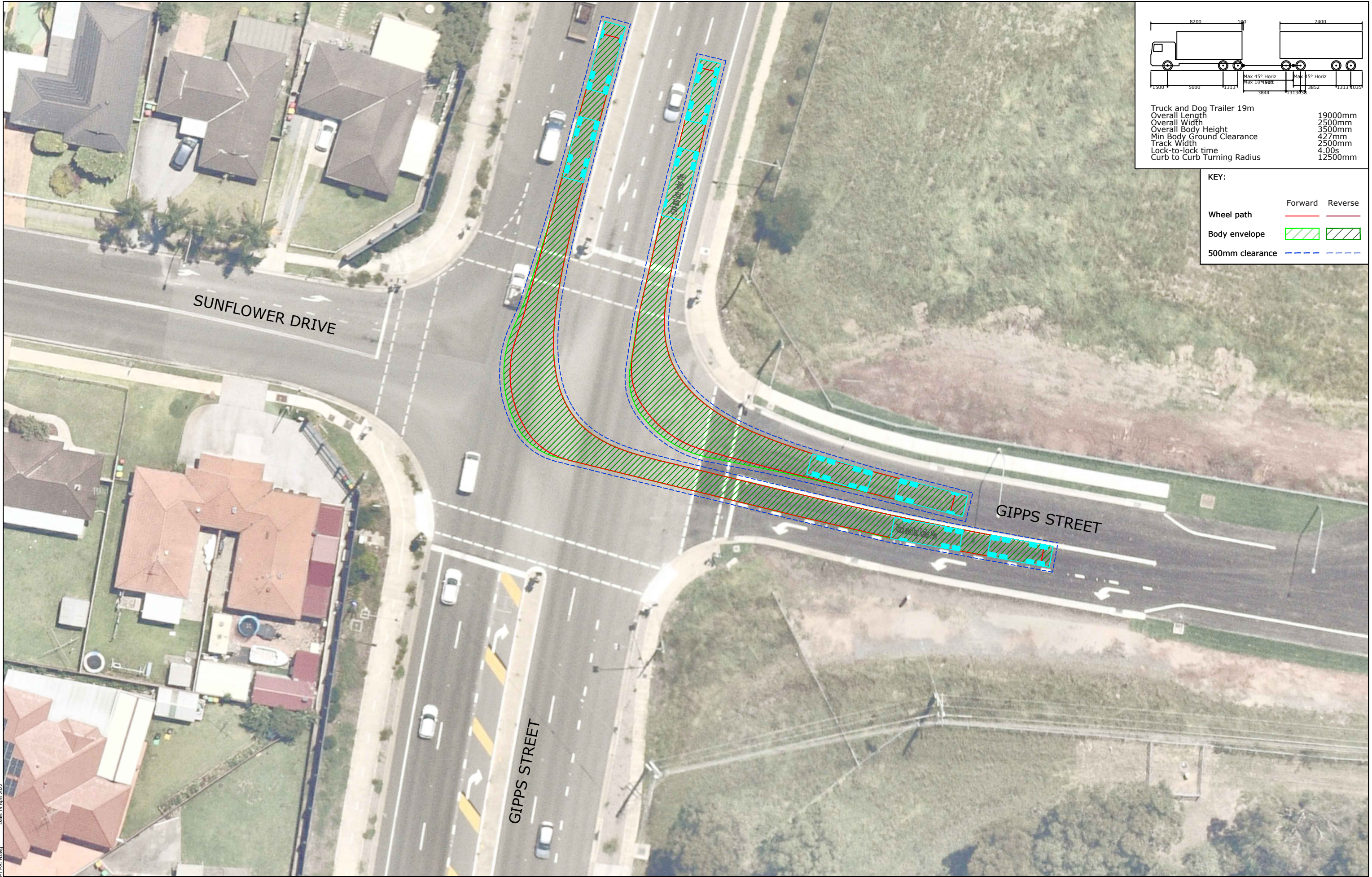


|         |   |  |
|---------|---|--|
| PROJECT | WESTERN SYDNEY AIRPORT WORKS                          |  |
| TITLE   | SWEPT PATH ANALYSIS<br>19m PRIME MOVER & SEMI-TRAILER |  |

|             |                         |      |  |
|-------------|-------------------------|------|--|
| DWG No.     | 22063CAD003<br>FIGURE 2 |      |  |
| DATE STAMP  | 14 APRIL 2022           |      |  |
| PROJECT No. | SCALE                   | REV. |  |
| 22063       | 1:400 @ A3              | A    |  |

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





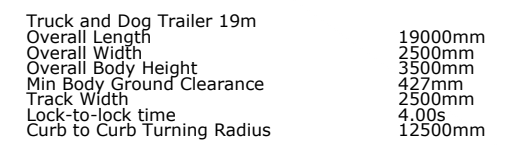
| REV. | DESCRIPTION          | DRAWN | CHECK | APP'D | DATE     |
|------|----------------------|-------|-------|-------|----------|
| A    | ISSUE FOR DISCUSSION | KM    | WJ    | WJ    | 14/04/22 |
|      |                      |       |       |       |          |
|      |                      | 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







|         |  |  |  |
|---------|--|--|--|
| PROJECT | WESTERN SYDNEY AIRPORT WORKS           |  |  |
| TITLE   | SWEPT PATH ANALYSIS<br>19m TRUCK & DOG |  |  |

|             |                         |      |  |
|-------------|-------------------------|------|--|
| DWG No.     | 22063CAD003<br>FIGURE 3 |      |  |
| DATE STAMP  | 14 APRIL 2022           |      |  |
| PROJECT No. | SCALE                   | REV. |  |
| 22063       | 1:400 @ A3              | A    |  |





|                 | Forward   | Reverse   |
|-----------------|---|---|
| Wheel path      |  |  |
| Body envelope   |  |  |
| 500mm clearance |  |  |



| 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<br>19m TRUCK & DOG |

|                          |                  |        |
|--------------------------|------------------|--------|
| DWG No. 22063CAD003      |                  |        |
| FIGURE 4                 |                  |        |
| DATE STAMP 14 APRIL 2022 |                  |        |
| PROJECT No. 22063        | SCALE 1:400 @ A3 | REV. A |



## Appendix 4 Drawings

Detailed design drawings were provided by Sydney Metro Western Sydney Airport to the SBT contractor for the site works undertaken by others. The design drawings are now included in this CTMP for information as the works have been completed by others. CPBG do not have access to the road safety audit undertaken during the design development or on implementation of the works. It is assumed that this is held by Sydney Metro Western Sydney Airport.

Table 11: Design drawings by TfNSW

| Drawing #                            | Description  |
|--------------------------------------|--|
| DS2020/000663<br>Sheet SHT-GE-000001 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows  |
| DS2020/000663<br>Sheet SHT-GE-000011 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows – Drawing index                                    |
| DS2020/000663<br>Sheet SHT-GE-000021 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows – General Notes                                    |
| DS2020/000663<br>Sheet SHT-GE-000041 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows – Legend   |
| DS2020/000663<br>Sheet SHT-GE-000051 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows – Typical Cross Sections                           |
| DS2020/000663<br>Sheet SHT-RD-001001 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows – Alignment Control Plan                           |
| DS2020/000663<br>Sheet SHT-RD-001051 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows – Alignment Control Set out tables                 |
| DS2020/000663<br>Sheet SHT-RD-001101 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows – kerb returns and set out tables                  |
| DS2020/000663<br>Sheet SHT-RD-001201 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows – General Arrangements Plan                        |
| DS2020/000663<br>Sheet SHT-RD-003001 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows – Longitudinal Section MCA01                       |
| DS2020/000663<br>Sheet SHT-RD-003101 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows – Longitudinal Section MKA01, MKA02, MKA03 & MKA04 |
| DS2020/000663<br>Sheet SHT-RD-005001 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows – Cross Sections MCA01                             |
| DS2020/000663<br>Sheet SHT-RD-005002 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows – Cross Sections MCA01                             |





| Drawing #                            | Description   |
|--------------------------------------|---|
| DS2020/000663<br>Sheet SHT-RD-005003 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows<br>– Cross Sections MCA01                 |
| DS2020/000663<br>Sheet SHT-SM-001001 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows<br>– Stormwater Management Plan           |
| DS2020/000663<br>Sheet SHT-SM-002001 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows<br>– Stormwater Schedule                  |
| DS2020/000663<br>Sheet SHT-SM-003001 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows<br>– Stormwater Longitudinal Sections     |
| DS2020/000663<br>Sheet SHT-PV-000501 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows<br>– Pavement profiles                    |
| DS2020/000663<br>Sheet SHT-PV-000521 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows<br>– Pavement Interface Details           |
| DS2020/000663<br>Sheet SHT-PV-000541 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows<br>– Pavement Edge Details                |
| DS2020/000663<br>Sheet SHT-PV-001001 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows<br>– Pavement Plan                        |
| DS2020/000663<br>Sheet SHT-RF-001001 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows<br>– Line Marking Plan                    |
| DS2020/000663<br>Sheet SHT-RF-001101 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows<br>– Signage Plan                         |
| DS2020/000663<br>Sheet SHT-RF-002001 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows<br>– Signage Schedule                     |
| DS2020/000663<br>Sheet SHT-UT-001001 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows<br>– Utilities Impact Assessment Plan     |
| DS2020/000663<br>Sheet SHT-UT-002001 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows<br>– Utilities Impact Assessment Schedule |
| DS2020/000663<br>Sheet SHT-SC-001001 | Extension of Old Gipps Street at Sunflower Drive, Claremont Meadows<br>– Site Clearing Plan                   |



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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

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PENRITH CITY COUNCIL  
SYDNEY METRO WESTERN SYDNEY AIRPORT  
EXTENSION OF OLD GIPPS STREET AT  
SUNFLOWER DRIVE, CLAREMONT MEADOWS  
DETAILED DESIGN



LOCALITY PLAN  
NTS

FOR INFORMATION ONLY

NOT FOR CONSTRUCTION

|   |  |  |  |  |   |  |   |                    |                            |
|---|--|--|--|--|---|--|---|--------------------|----------------------------|
| DRAWING FILE LOCATION / NAME<br>PW:/P0099981-SHT-GE-000001.DWG  |  | LINEAR REFERENCING   |  | PLOT DATE / TIME<br>1-Oct-20 / 5:10:26 PM  | PLOT BY<br>MASURKARP  | <div><div>Transport<br/>for NSW</div></div> | PENRITH CITY COUNCIL<br>SYDNEY METRO WESTERN SYDNEY AIRPORT<br>EXTENSION OF OLD GIPPS STREET AT<br>SUNFLOWER DRIVE, CLAREMONT MEADOWS |                    | A3                         |
| PREPARED BY<br>TRANSPORT FOR NSW<br>DESIGN TEAM<br>GREATER SYDNEY DIVISION<br>EASING SYDNEY'S CONGESTION<br>SYDNEY METRO GREATER WEST | DESIGNED   | REVIEWED   | VERIFIED   | TfNSW PROJECT MANAGER<br>NAME . T. RASUL<br>TITLE . PROJECT MANAGER                                | VALIDATION AND ACCEPTANCE OF THESE<br>DRAWINGS AND THE DESIGN SHOWN<br>THEREON IS TO BE CARRIED OUT UNDER<br>SEPARATE PROCESS |  | TfNSW PROJECT No.<br>P0099981   | DESIGN PROJECT No. |                            |
|   | SIGNED .....   | SIGNED .....   | SIGNED .....   | PREPARED FOR<br>GREATER SYDNEY DIVISION<br>EASING SYDNEY'S CONGESTION<br>SYDNEY METRO GREATER WEST |   |  | TfNSW REGISTRATION No.  | DS2020/000663      | PART<br>1                  |
|   | NAME . S. ANDREWS<br>TITLE . DESIGNER<br>DATE . 01.10.20 | NAME . V. ECCLES<br>TITLE . DESIGN LEAD<br>DATE . 01.10.20 | NAME . C.VAVOULAS<br>TITLE . VERIFIER<br>DATE . 01.10.20 |  |   |  | ISSUE STATUS<br>DETAILED DESIGN   | EDMS No.<br>-      | SHEET No.<br>SHT-GE-000001 |

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| 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                             |

| ASSOCIATED DRAWINGS |   |
|---------------------|---|
| TCS PLAN            |   |
| SHT-TC-001001       | TCS 4596 PLAN SHEET 1 OF 1                    |
| SURVEY              |   |
| GT0280              | DETAIL SURVEY GIPSS ST                        |
| 080920PH1           | SUBSURFACE UTILITY INVESTIGATION SHEET 1 OF 1 |
| MISCELLANEOUS       |   |
| SKT-SL-002001       | STREET LIGHTING DESIGN ARP4559                |
| SKT-SL-002002       | STREET LIGHTING DESIGN ARP4559                |

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|  |  |        |                      |                                  |  |  |                      |   |  |                               |  |              |  |  |          |  |  |   |  |                  |                            |                   |
|--|--|--------|----------------------|----------------------------------|--|--|----------------------|---|--|-------------------------------|--|--------------|--|--|----------|--|--|---|--|------------------|----------------------------|-------------------|
| DRAWING FILE LOCATION / NAME<br>PW:/P0099981-SHT-GE-000011.DWG |  |        |                      | DESIGN LOT CODE<br>-             |  | DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING<br>- |                      | PLOT DATE / TIME<br>1-Oct-20 / 5:10:32 PM |  | PLOT BY<br>MASURKARP          |  | CLIENT       |  | PENRITH CITY COUNCIL<br>SYDNEY METRO WESTERN SYDNEY AIRPORT<br>EXTENSION OF OLD GIPPS STREET AT<br>SUNFLOWER DRIVE, CLAREMONT MEADOWS<br>DRAWING INDEX |          | A3   |  |   |  |                  |                            |                   |
| EXTERNAL REFERENCE FILES                                       |  | REV    | DATE                 | AMENDMENT / REVISION DESCRIPTION |  | WVR No.  | APPROVAL             | SCALES ON A3 SIZE DRAWING                 |  | DRAWINGS / DESIGN PREPARED BY |  | TITLE        |  | NAME   | DATE     | <div> <b>Transport<br/>for NSW</b></div> <div>PREPARED FOR<br/>GREATER SYDNEY DIVISION<br/>EASING SYDNEY'S CONGESTION<br/>SYDNEY METRO GREATER WEST</div> |  | TINSW REGISTRATION No. <b>DS2020/000663</b> |  | PART<br><b>1</b> |                            |                   |
|  |  | 0<br>1 | 08.09.20<br>01.10.20 | ISSUED FOR INFORMATION<br>IFT    |  |  | T. RASUL<br>T. RASUL |   |  |                               |  | DRAWN        |  | P. KOSTANICH   | 01.10.20 |  |  | ISSUE STATUS<br>DETAILED DESIGN             |  | EDMS No.<br>-    | SHEET No.<br>SHT-GE-000011 | ISSUE<br><b>1</b> |
|  |  |        |                      |                                  |  |  |                      |   |  |                               |  | DRG CHECK    |  | P. MASURKAR  | 01.10.20 |  |  |   |  |                  |                            |                   |
|  |  |        |                      |                                  |  |  |                      |   |  |                               |  | DESIGN       |  | S. ANDREWS   | 01.10.20 |  |  |   |  |                  |                            |                   |
|  |  |        |                      |                                  |  |  |                      |   |  |                               |  | DESIGN CHECK |  | V. ECCLES  | 01.10.20 |  |  |   |  |                  |                            |                   |
|  |  |        |                      |                                  |  |  |                      |   |  |                               |  | VERIFIER     |  | J. McDERMOTT   | 01.10.20 |  |  |   |  |                  |                            |                   |
|  |  |        |                      |                                  |  |  |                      |   |  |                               |  | PROJECT MNGR |  | T. RASUL   | 01.10.20 |  |  |   |  |                  |                            |                   |
|  |  |        |                      |                                  |  |  |                      | CO-ORDINATE SYSTEM<br>GDA94/MGA ZONE 56   |  | HEIGHT DATUM<br>AHD           |  |              |  |  |          |  |  |   |  |                  |                            |                   |

1. ALL CONSTRUCTION MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE RMS SPECIFICATION FOR THE WORKS TOGETHER WITH THE REQUIREMENTS OF ALL RELEVANT CODES OR PRACTICE REFERRED TO THEREIN AND THE REQUIREMENTS OF ALL STATUTORY AUTHORITIES WHERE APPLICABLE.
2. DRAWINGS TO BE READ IN CONJUNCTION WITH ALL OTHER SPECIFICATIONS FOR THE PROJECT.
3. LEVELS ARE TO AUSTRALIAN HEIGHT DATUM (AHD).
4. CO-ORDINATES ARE TO MAP GRID AUSTRALIA (MGA) CO-ORDINATE SYSTEM (ZONE 56).
5. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE (UNO). ALL LEVELS, CHAINAGES, STATIONS AND CO-ORDINATES ARE EXPRESSED IN METRES.
6. WHERE REFERENCE IS MADE TO PROPRIETARY COMPONENT NAMES ON THE DRAWINGS THE CONTRACTOR MAY PROPOSE AN ALTERNATIVE PRODUCT PROVIDED THE ALTERNATIVE IS EQUIVALENT AND SATISFIES THE REQUIREMENTS OF THE SPECIFICATION AND IS APPROVED BY THE PRINCIPAL.
7. ACCESS TO PROPERTIES TO BE MADE AVAILABLE BY THE CONTRACTOR AT ALL TIMES DURING CONSTRUCTION.
8. ALL WORK TO BE UNDERTAKEN IN ACCORDANCE WITH THE VERSION OF RMS STANDARDS LATEST AT THE TIME OF TENDER UNO.
9. WHERE AREAS ARE SHOWN AS BEING "ON HOLD" ON PLANS, ALL CORRESPONDING LONGITUDINAL SECTIONS, CROSS SECTIONS, DRAINAGE, PAVEMENTS AND OTHER DETAILS RELATING TO THAT AREA SHALL ALSO BE DEEMED TO BE "ON HOLD" UNO.
10. ALL PROPERTY WORKS WITHIN PROPERTY BOUNDARY SUBJECT TO AGREEMENT WITH PROPERTY OWNER AND THE PRINCIPAL.
11. DRAWING REFERENCES QUOTED ARE ONLY SHOWING THE LAST SIX DIGITS FOR SIMPLICITY.
12. ALL GRADING POINTS ARE RELATED TO FINISHED ROAD LEVEL. REFER TO TYPICAL CROSS-SECTIONS FOR STRING LABELLING CONVENTION (GE SERIES).
13. ALL LOCATIONS, ORIENTATION AND LEVELS SHALL BE VERIFIED ON SITE BY THE CONTRACTOR BEFORE COMMENCING ANY WORK. REFER DISCREPANCIES TO THE PRINCIPAL. DO NOT OBTAIN DIMENSIONS FROM SCALING. EXISTING SURFACE LEVELS ON THE DRAWINGS ARE INDICATIVE ONLY.

1. THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH RMS SPECIFICATION G22. THIS DOCUMENT LISTS SOME DESIGN RELATED WORK HEALTH AND SAFETY HAZARDS ASSOCIATED WITH THE PROJECT DESIGN, CONSTRUCTION AND OPERATION. THERE MAY BE OTHER HAZARDS AND RISKS NOT STATED IN THIS DOCUMENT. THIS DOCUMENT DOES NOT RELIEVE THE CONTRACTOR OF ITS OBLIGATIONS UNDER THE CONTRACT AND RELEVANT LEGISLATION.
2. REFER TO SID REPORT AND DESIGN REPORT.

1. TO ELIMINATE EXCESSIVE GLARE FROM THE SURFACE OF A SIGN IT IS TO BE TURNED APPROXIMATELY 5° AWAY FROM THE NORMAL TO THE HEADLIGHT BEAM / LINE OF SIGHT.
2. ALL SIGNAGE TO BE CLEAR OF ALL VEGETATION AND OBSTRUCTIONS.
3. SIGNS TO BE INSTALLED IN ACCORDANCE WITH AS1742.
4. THE LOCATION OF ALL EXISTING SIGNS TO BE CONFIRMED PRIOR TO COMMENCING WORK. ENSURE ADOPTED METHOD OF CONSTRUCTION WILL AVOID DAMAGE TO ALL SERVICES.
5. CONDITION ASSESSMENT TO BE UNDERTAKEN ON ALL EXISTING SIGN FACES TO BE RELOCATED PRIOR TO BEING REUSED IN ACCORDANCE WITH RELEVANT SPECIFICATIONS AND STANDARDS OR AS DIRECTED BY THE PRINCIPAL.
6. ALL EXISTING LINE MARKING EFFECTED BY THE NEW WORKS AND NOT OTHERWISE CONFLICTING WITH NEW LINE MARKING IS TO BE REINSTATED.
7. ALL LINE MARKING TO BE THERMOPLASTIC IN ACCORDANCE WITH RMS SPECIFICATION R141.
8. FOR NOTES ON PAVEMENTS REFER TO RMS DELINEATION GUIDELINE SECTION 9.
9. FOR REMOVAL OF LINE MARKING REFER TO RMS DELINEATION GUIDELINE SECTION 14.
10. RAISED PAVEMENT MARKERS SHALL BE PLACED ON ALL LANE, EDGE AND BARRIER LINES. SPACING OF RAISED PAVEMENT MARKERS SHALL BE IN ACCORDANCE WITH RMS DELINEATION GUIDE AND RMS SPECIFICATION R142.
11. SIGNAGE AND LINE MARKING PLANS TO BE READ IN CONJUNCTION WITH TCS PLANS.

| STRUCTURE TYPE<br>(DENOTED ON SCHEDULE) | STANDARD DRAWING NUMBER | DESCRIPTION  | LAST AMENDED |
|---|-------------------------|--|--------------|
|   | R0220                   | RMS STORMWATER DRAINAGE SERIES - GULLY PITS            |              |
|   | R0220-01                | GULLY PIT TYPE SA                                      | Jan-17       |
|   | R0220-03                | PRECAST CONCRETE LINTELS FOR TYPE SA KERB GULLY PITS   | Jan-17       |
|   | R0220-04                | STANDARD GULLY PIT TYPE SA (LARGE) GRATINGS AND FRAMES | Jan-17       |
|   | R0220-36                | INLET SUMP WITH RAISED STEEL GRATE                     | Jan-17       |
|   | R0240                   | RMS STORMWATER DRAINAGE SERIES - PIPES                 |              |
|   | R0240-01                | TYPE HS3 CONDITIONS                                    | Jan-17       |
|   | MISCELLANEOUS           |  |              |
| EXISTING                                | -                       | EXISTING PIT / PIPE / CULVERT                          | -            |

|   |  |  |  |  |  |                 |                      |  |  |         |                      |   |  |                               |                      |   |  |  |                                 |  |  |  |    |  |  |      |           |
|---|--|--|--|--|--|-----------------|----------------------|--|--|---------|----------------------|---|--|-------------------------------|----------------------|---|--|--|---------------------------------|--|--|--|----|--|--|------|-----------|
| DRAWING FILE LOCATION / NAME<br>PW/P0099981-SHT-GE-000021.DWG |  |  |  |  |  | DESIGN LOT CODE |                      | DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING<br>- |  |         |                      | PLOT DATE / TIME<br>1-Oct-20 / 5:10:39 PM |  |                               | PLOT BY<br>MASURKARP |   | <div><div>Transport<br/>for NSW</div></div> |  |                                 | PENRITH CITY COUNCIL<br>SYDNEY METRO WESTERN SYDNEY AIRPORT<br>EXTENSION OF OLD GIPPS STREET AT<br>SUNFLOWER DRIVE, CLAREMONT MEADOWS<br>GENERAL NOTES |  |  | A3 |  |  |      |           |
| EXTERNAL REFERENCE FILES                                      |  |  |  |  |  | REV             | DATE                 | AMENDMENT / REVISION DESCRIPTION                                 |  | WVR No. | APPROVAL             | SCALES ON A3 SIZE DRAWING                 |  | DRAWINGS / DESIGN PREPARED BY |                      |   |  |  |                                 |  |  |  |    | TITLE                                      |  | NAME | DATE      |
|   |  |  |  |  |  | 0<br>1          | 08.09.20<br>01.10.20 | ISSUED FOR INFORMATION<br>IFT                                    |  |         | T. RASUL<br>T. RASUL |   |  |                               |                      |   | DRAWN  |  | P. KOSTANICH                    | 01.10.20   | PREPARED FOR<br>GREATER SYDNEY DIVISION<br>EASING SYDNEY'S CONGESTION<br>SYDNEY METRO GREATER WEST |  |    | TNSW REGISTRATION No. <b>DS2020/000663</b> |  |      | PART<br>1 |
|   |  |  |  |  |  |                 |                      |  |  |         |                      |   |  |                               |                      |   | DRG CHECK  |  | P. MASURKAR                     | 01.10.20   |  |  |    |  |  |      |           |
|   |  |  |  |  |  |                 |                      |  |  |         |                      |   |  |                               |                      |   | DESIGN   |  | S. ANDREWS                      | 01.10.20   |  |  |    |  |  |      |           |
|   |  |  |  |  |  |                 |                      |  |  |         |                      |   |  |                               |                      |   | DESIGN CHECK   |  | V. ECCLES                       | 01.10.20   |  |  |    |  |  |      |           |
|   |  |  |  |  |  |                 |                      |  |  |         |                      |   |  |                               |                      |   | VERIFIER   |  | J. McDERMOTT                    | 01.10.20   |  |  |    |  |  |      |           |
|   |  |  |  |  |  |                 |                      |  |  |         |                      | CO-ORDINATE SYSTEM<br>GDA94/MGA ZONE 56   |  | HEIGHT DATUM<br>AHD           |                      | - |  |  |                                 |  |  |  |    | ISSUE<br>1                                 |  |      |           |
|   |  |  |  |  |  |                 |                      |  |  |         |                      | PROJECT MNGR                              |  | T. RASUL                      | 01.10.20             |   |  |  | ISSUE STATUS<br>DETAILED DESIGN | EDMS No.<br>-  | SHEET No.<br>SHT-GE-000021   |  |    |  |  |      |           |
| SHEET 1 OF 1  |  |  |  |  |  |                 |                      |  |  |         |                      |   |  |                               |                      |   |  |  |                                 |  |  |  |    |  |  |      |           |



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50mm ON A3 SIZE ORIGINAL

LEGEND SHEET

SURVEY (EXISTING)

|  |   |  |  |
|--|---|--|--|
|  | CABLE JUNCTION BOX (PEJB)                 |  | POWER SERVICE PILLAR UNDERGROUND (PEUP)        |
|  | LARGE SIGN (SI)                           |  | G I PIPE (PGPI)                                |
|  | ELECTRICAL CABLE MANHOLE (PEMH)           |  | FIRE HYDRANT (WATER)                           |
|  | SIGN POST (PSIN)                          |  | OPTICAL FIBRE PIT (POFP)                       |
|  | DRILL HOLE AND WING (PDHL)                |  | BOLLARD (AC)                                   |
|  | EXISTING VALVE BOX                        |  | TOP OF CONCRETE JUNCTION BOX                   |
|  | POLE LIGHT (PLPL)                         |  | UNIDENTIFIED POLE                              |
|  | STOP VALVE (WATER)                        |  | BUS STOP (PBUS)                                |
|  | KERB INLET (KI)                           |  |  |
|  | WATER HYDRANT                             |  | PETROL PUMP                                    |
|  | SURVEY MARKS ( BOLTS, PEGS, NAILS )       |  | DRAINAGE PIPE INVERT                           |
|  | TRAFFIC SIGNAL JUNCTION BOX (PSJX)        |  | OPTICAL FIBRE JUNCTION BOX (POFJ)              |
|  | TRAFFIC CONTROL SIGNAL (PSGL)             |  | SPEED ZONE LINEMARKING                         |
|  | RUBBISH BIN (PBIN)                        |  | ARROW RIGHT TURN (AR)                          |
|  | TELEPHONE SINGLE CONCRETE PIT (PTSP)      |  | ARROW LEFT TURN (AL)                           |
|  | TELEPHONE TWIN CONCRETE PIT (PTTP)        |  | ARROW STRAIGHT AHEAD (AS)                      |
|  | PIER COLUMN POINT (PBPI)                  |  | EXISTING POST - DOUBLE SIDED (PSDS)            |
|  | DRAINAGE JUNCTION MANHOLE (PDJM)          |  | TRANSFORMER CABINET CENTRE (PETC)              |
|  | TELEPHONE BOX POINT (PTBX)                |  | FENCE POST OR GUIDE POST (POST)                |
|  | TELEPHONE DISTRIBUTION PILLAR (PTDP)      |  | WATER MAIN MARKER (PWMM)                       |
|  | TELEPHONE SUMP (TS)                       |  | EXISTING STD 1.1m BY 1.1m MAIN PIT (PTMP)      |
|  | UNIDENTIFIED SERVICE                      |  | EXISTING TRAFFIC MARKER (SILENT COP) (PTMX)    |
|  | DISTRIBUTION FUSE POINT (PEFP)            |  | EXISTING GULLY PIT (PGUL)                      |
|  | TRAFFIC SIGNAL CONTROLLER (TCS)           |  | EXISTING PIPE - 375 DIA (U3)                   |
|  | WATER HYDRANT (PWHY)                      |  | EXISTING PIPE - 525 DIA (U5)                   |
|  | POLE POWER (PPPL)                         |  | EXISTING LAMPHOLES (PSLH)                      |
|  | LUMINAIRE                                 |  | EXISTING VENT PIPE (PSVP)                      |
|  | MAIL BOX                                  |  | EXISITING ALIGNMENT PIN (PAPN)                 |
|  | POWER POLE AND LIGHT (PPLP)               |  | EXISTING GARDEN LIGHT (PLGN)                   |
|  | MANHOLE COVER (PSMH)                      |  | EXISTING DRAIN SUBSOIL FLUSH POINT (PSFP)      |
|  | EXISTING PIPE - 450 DIA (U4)              |  | EXISTING AIR VALVE (PWAV)                      |
|  | EXISTING LIGHT WITH OUTREACH (LI)         |  | EXISTING CAMERA - FLASH UNIT (PCFU)            |
|  | EXISTING ABOVE GROUND JOINING POST (PTJP) |  | EXISTING RED LIGHT-SPEED-TRAFFIC CAMERA (PCAM) |
|  | EXISTING PIPE - 300 DIA (U2)              |  |  |
|  | EXISTING INLET TO SUMP (PILT)             |  |  |
|  | EXISTING METER (PWMR)                     |  |  |
|  | EXISTING DISH DRAIN (DD)                  |  |  |
|  | EXISTING PARKING METER (PKME)             |  |  |


|  |  |
|--|--|
|  | EXISTING INVERT - 300 DIA (PI02)             |
|  | EXISTING TOPO SPOT HEIGHT                    |
|  | EXISTING DRAIN TABLE                         |
|  | EXISTING SIGN WITH OUTREACH                  |
|  | EXISTING TRAFFIC LIGHT WITH OUTREACH (TO)    |
|  | EXISTING HISTORICAL POINT OF INTEREST (PHIS) |
|  | TREE TRUNK - 1200mm DIA PT11                 |
|  | TREE TRUNK - 1000mm DIA PT10                 |
|  | TREE TRUNK - 900mm DIA PT09                  |
|  | TREE TRUNK - 800mm DIA PT08                  |
|  | TREE TRUNK - 700mm DIA PT07                  |
|  | TREE TRUNK - 600mm DIA PT06                  |
|  | TREE TRUNK - 500mm DIA PT05                  |
|  | TREE TRUNK - 400mm DIA PT04                  |
|  | TREE TRUNK - 300mm DIA PT03                  |
|  | TREE TRUNK - 200mm DIA PT02                  |
|  | TREE TRUNK - 100mm DIA PT01                  |
|  | TREE FOLIAGE - 1M SPREAD (PF01)              |
|  | TREE FOLIAGE - 2M SPREAD (PF02)              |
|  | TREE FOLIAGE - 4M SPREAD (PF03)              |
|  | TREE FOLIAGE - 6M SPREAD (PF04)              |
|  | TREE FOLIAGE - 7M SPREAD (PF05)              |
|  | TREE FOLIAGE - 8M SPREAD (PF06)              |
|  | TREE FOLIAGE - 10M SPREAD (PF07)             |
|  | TREE FOLIAGE - 12M SPREAD (PF08)             |
|  | TREE FOLIAGE - 15M SPREAD (PF09)             |

ABBREVIATIONS

|     |                                |
|-----|--------------------------------|
| TCS | TRAFFIC CONTROL SIGNAL         |
| DRG | DRAWING(S)                     |
| RCP | STEEL REINFORCED CONCRETE PIPE |
| STD | STANDARD                       |

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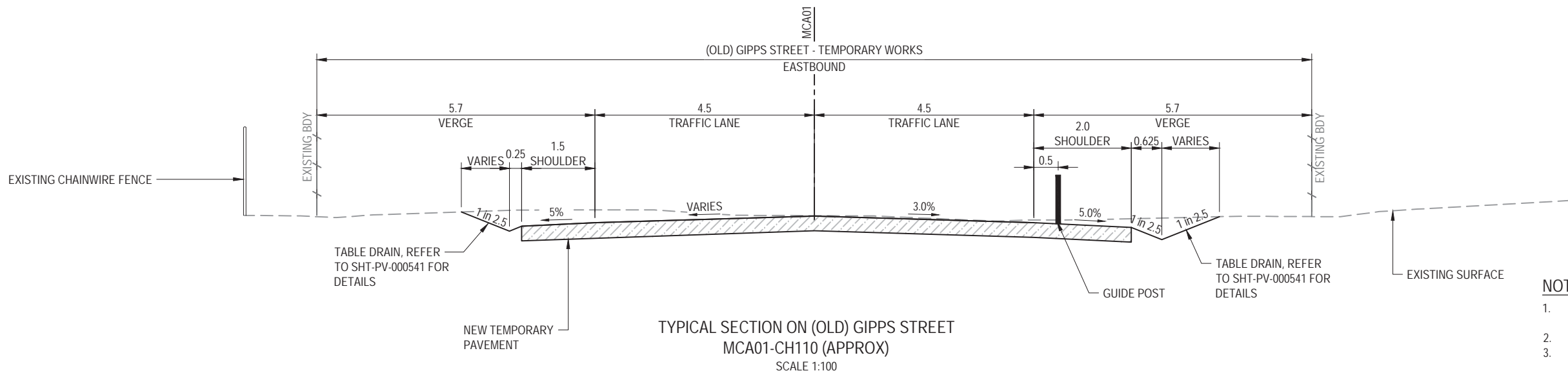
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| DRAWING FILE LOCATION / NAME<br>PW:/P0099981-SHT-GE-000041.DWG |  |        |                      | DESIGN LOT CODE                  |  | DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING<br>- |          | PLOT DATE / TIME<br>1-Oct-20 / 5:10:45 PM |  | PLOT BY<br>MASURKARP          |              | CLIENT       |              | PENRITH CITY COUNCIL<br>SYDNEY METRO WESTERN SYDNEY AIRPORT<br>EXTENSION OF OLD GIPPS STREET AT<br>SUNFLOWER DRIVE, CLAREMONT MEADOWS<br>LEGEND |              | A3   |  |   |  |                  |                            |            |
| EXTERNAL REFERENCE FILES                                       |  | REV    | DATE                 | AMENDMENT / REVISION DESCRIPTION |  | WVR No.  | APPROVAL | SCALES ON A3 SIZE DRAWING                 |  | DRAWINGS / DESIGN PREPARED BY |              | TITLE        |              | NAME  | DATE         | <div> <b>Transport<br/>for NSW</b></div> <div>PREPARED FOR<br/>GREATER SYDNEY DIVISION<br/>EASING SYDNEY'S CONGESTION<br/>SYDNEY METRO GREATER WEST</div> |  | TINSW REGISTRATION No. <b>DS2020/000663</b> |  | PART<br><b>1</b> |                            |            |
|  |  | 0<br>1 | 08.09.20<br>01.10.20 | ISSUED FOR INFORMATION<br>IFT    |  | T. RASUL<br>T. RASUL   |          |   |  |                               | DRAWN        |              | P. KOSTANICH | 01.10.20  | SHEET 1 OF 1 |  |  |   |  |                  |                            |            |
|  |  |        |                      |                                  |  |  |          |   |  |                               | DRG CHECK    |              | P. MASURKAR  | 01.10.20  |              |  |  |   |  |                  |                            |            |
|  |  |        |                      |                                  |  |  |          |   |  |                               | DESIGN       |              | S. ANDREWS   | 01.10.20  |              |  |  |   |  |                  |                            |            |
|  |  |        |                      |                                  |  |  |          |   |  |                               | DESIGN CHECK |              | V. ECCLES    | 01.10.20  |              |  |  |   |  |                  |                            |            |
|  |  |        |                      |                                  |  |  |          |   |  |                               |              | VERIFIER     |              | J. McDERMOTT  | 01.10.20     |  |  |   |  |                  |                            |            |
|  |  |        |                      |                                  |  |  |          |   |  |                               |              | PROJECT MNGR |              | T. RASUL  | 01.10.20     |  |  |   |  |                  |                            |            |
|  |  |        |                      |                                  |  |  |          | CO-ORDINATE SYSTEM<br>GDA94/MGA ZONE 56   |  | HEIGHT DATUM<br>AHD           |              |              |              |   |              |  |  | ISSUE STATUS<br>DETAILED DESIGN             |  | EDMS No.<br>-    | SHEET No.<br>SHT-GE-000041 | ISSUE<br>1 |

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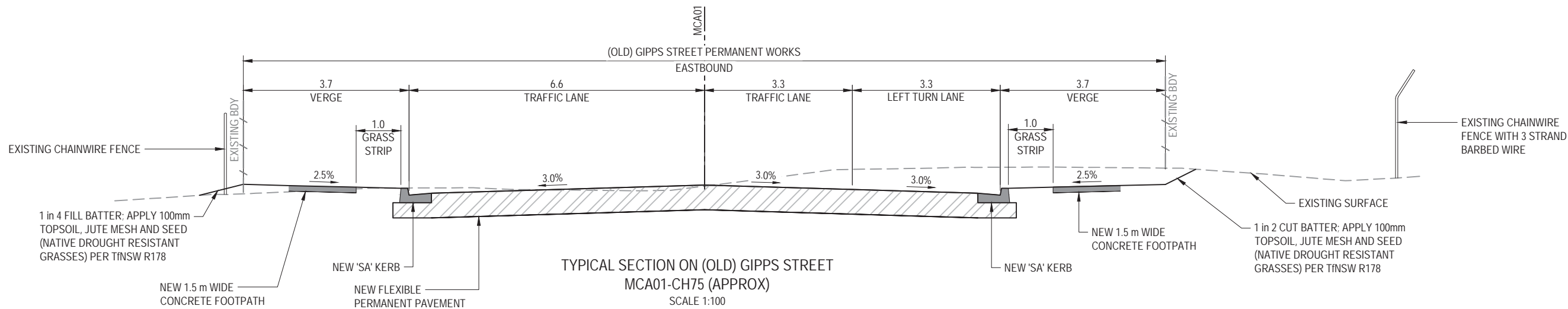


**LEGEND**

EXISTING SURFACE


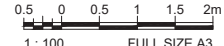
NEW PAVEMENT (REFER NOTE 1)

- NOTES**
- FOR PAVEMENT PROFILES AND DETAILS, REFER TO PAVEMENT DRAWING SHT-PV-000501.
  - FOR GENERAL NOTES REFER TO DRAWINGS SHT-GE-000021.
  - FOR CROSS FALL DETAILS ON EXISTING AND PROPOSED ROADS REFER TO CROSS SECTION DRAWINGS SHT-RC-005001 TO SHT-RC-005003.



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| DRAWING FILE LOCATION / NAME<br>PW:/P0099981-SHT-GE-000051.DWG |  |              |          | DESIGN LOT CODE<br>- |   | DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING<br>- |                     | PLOT DATE / TIME<br>1-Oct-20 / 5:10:51 PM |                      | PLOT BY<br>MASURKARP  |              | CLIENT<br><div> <b>Transport for NSW</b></div> |  | PENRITH CITY COUNCIL<br>SYDNEY METRO WESTERN SYDNEY AIRPORT<br>EXTENSION OF OLD GIPPS STREET AT<br>SUNFLOWER DRIVE, CLAREMONT MEADOWS<br>TYPICAL CROSS SECTIONS |   | A3                         |           |            |
| EXTERNAL REFERENCE FILES                                       |  |              |          | REV                  | DATE                                    | AMENDMENT / REVISION DESCRIPTION                                 |                     | WVR No.                                   | APPROVAL             | SCALES ON A3 SIZE DRAWING   |              | DRAWINGS / DESIGN PREPARED BY   |  | TITLE   |   | NAME                       | DATE      |            |
|  |  |              |          | 0<br>1               | 08.09.20<br>01.10.20                    | ISSUED FOR INFORMATION<br>IFT                                    |                     |   | T. RASUL<br>T. RASUL |  |              |   |  | DRAWN   | P. KOSTANICH                                | 01.10.20                   |           |            |
|  |  |              |          |                      |   |  |                     |   |                      |   |              |   |  | DRG CHECK   | P. MASURKAR                                 | 01.10.20                   |           |            |
|  |  |              |          |                      |   |  |                     |   |                      |   |              |   |  | DESIGN  | S. ANDREWS                                  | 01.10.20                   |           |            |
|  |  |              |          |                      |   |  |                     |   |                      | DESIGN CHECK  | V. ECCLES    | 01.10.20  |  |   |   |                            |           |            |
|  |  |              |          |                      |   |  |                     |   |                      | VERIFIER  | J. McDERMOTT | 01.10.20  |  |   |   |                            |           |            |
|  |  | PROJECT MNGR | T. RASUL | 01.10.20             | CO-ORDINATE SYSTEM<br>GDA94/MGA ZONE 56 |  | HEIGHT DATUM<br>AHD |   |                      |   |              |   | PREPARED FOR<br>GREATER SYDNEY DIVISION<br>EASING SYDNEY'S CONGESTION<br>SYDNEY METRO GREATER WEST |   | TINSW REGISTRATION No. <b>DS2020/000663</b> |                            | PART<br>1 |            |
|  |  |              |          |                      |   |  |                     |   |                      |   |              | ISSUE STATUS<br>DETAILED DESIGN   |  | EDMS No.<br>-   |   | SHEET No.<br>SHT-GE-000051 |           | ISSUE<br>1 |



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| HORIZONTAL ALIGNMENT REPORT - CONTROL LINE MCA01 |          |            |             |               |         |          |         |
|--|----------|------------|-------------|---------------|---------|----------|---------|
| PT   | CHAINAGE | EASTING    | NORTHING    | BEARING       | DEP.SEG | DEP.RAD  | DEP.LEN |
| Start  | 0.000    | 291885.530 | 6261038.891 | 104°26'12.65" | ARC     |          |         |
| CC   | 21.885   | 291906.383 | 6261032.287 | 110°42'18.48" | ARC     | -300.000 | 56.299  |
|  | 35.000   | 291918.749 | 6261027.920 | 108°12'01.37" |         | -300.000 |         |
|  | 40.000   | 291923.511 | 6261026.398 | 107°14'43.62" |         | -300.000 |         |
|  | 45.000   | 291928.299 | 6261024.955 | 106°17'25.88" |         | -300.000 |         |
|  | 50.000   | 291933.109 | 6261023.593 | 105°20'08.13" |         | -300.000 |         |
|  | 55.000   | 291937.942 | 6261022.311 | 104°22'50.38" |         | -300.000 |         |
|  | 60.000   | 291942.796 | 6261021.109 | 103°25'32.64" |         | -300.000 |         |
|  | 65.000   | 291947.668 | 6261019.989 | 102°28'14.89" |         | -300.000 |         |
|  | 70.000   | 291952.559 | 6261018.950 | 101°30'57.14" |         | -300.000 |         |
|  | 75.000   | 291957.467 | 6261017.993 | 100°33'39.40" |         | -300.000 |         |
| CT   | 78.185   | 291960.600 | 6261017.426 | 99°57'09.88"  | LINE    |          | 76.815  |
|  | 80.000   | 291962.388 | 6261017.112 | 99°57'09.88"  |         |          |         |
|  | 85.000   | 291967.313 | 6261016.248 | 99°57'09.88"  |         |          |         |
|  | 90.000   | 291972.238 | 6261015.383 | 99°57'09.88"  |         |          |         |
|  | 95.000   | 291977.163 | 6261014.519 | 99°57'09.88"  |         |          |         |
|  | 100.000  | 291982.087 | 6261013.655 | 99°57'09.88"  |         |          |         |
|  | 105.000  | 291987.012 | 6261012.791 | 99°57'09.88"  |         |          |         |
|  | 110.000  | 291991.937 | 6261011.927 | 99°57'09.88"  |         |          |         |
|  | 115.000  | 291996.862 | 6261011.063 | 99°57'09.88"  |         |          |         |
|  | 120.000  | 292001.786 | 6261010.198 | 99°57'09.88"  |         |          |         |
|  | 125.000  | 292006.711 | 6261009.334 | 99°57'09.88"  |         |          |         |
|  | 130.000  | 292011.636 | 6261008.470 | 99°57'09.88"  |         |          |         |
|  | 135.000  | 292016.561 | 6261007.606 | 99°57'09.88"  |         |          |         |
|  | 140.000  | 292021.485 | 6261006.742 | 99°57'09.88"  |         |          |         |
|  | 145.000  | 292026.410 | 6261005.877 | 99°57'09.88"  |         |          |         |
|  | 150.000  | 292031.335 | 6261005.013 | 99°57'09.88"  |         |          |         |
| End  | 155.000  | 292036.260 | 6261004.149 | 99°57'09.88"  |         |          |         |

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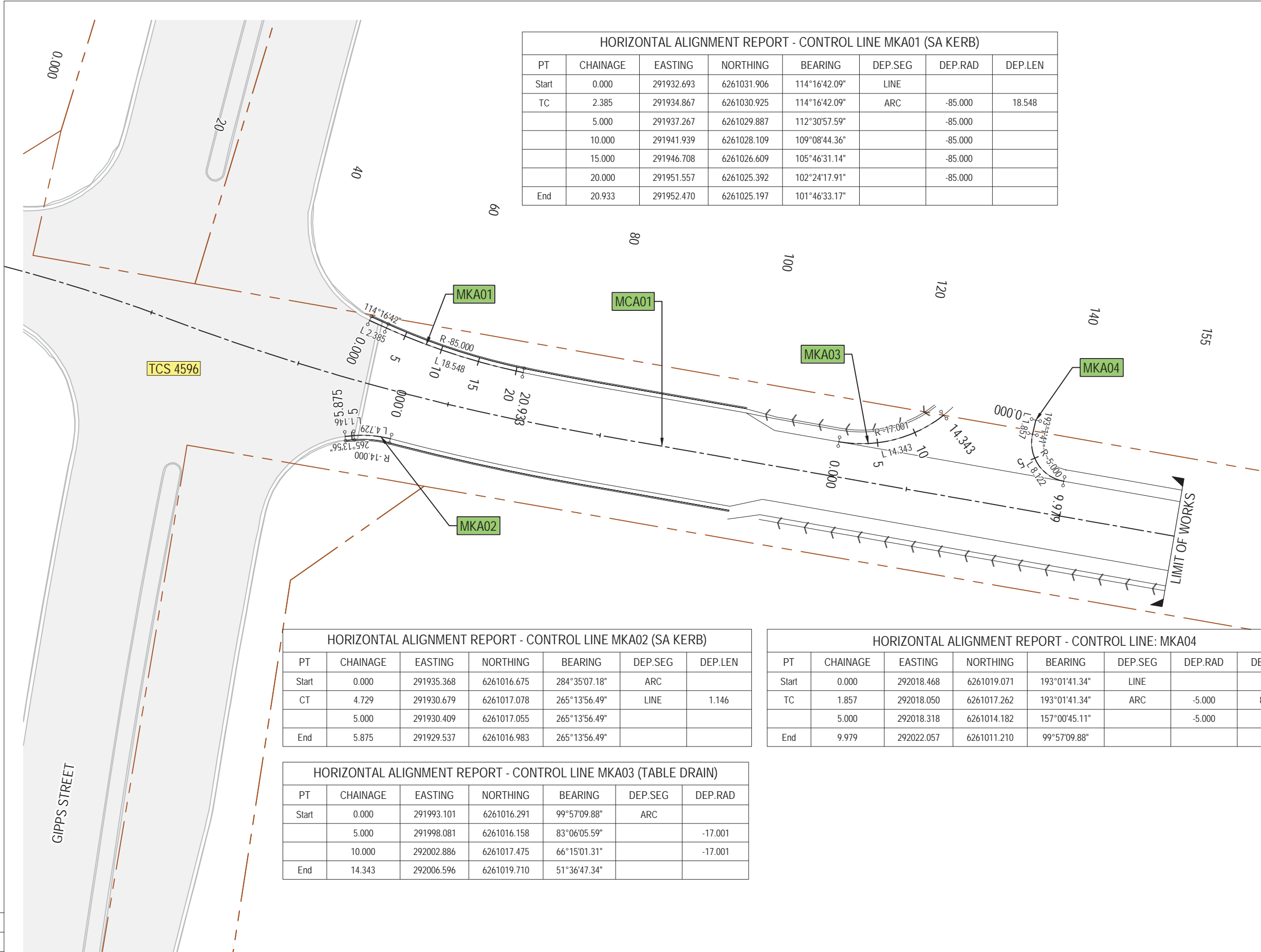
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| DRAWING FILE LOCATION / NAME<br>PW:/P0099981-SHT-RD-001051.DWG |   |          |      | DESIGN LOT CODE                  |  | DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING<br>- |          | PLOT DATE / TIME<br>1-Oct-20 / 5:11:59 PM |  | PLOT BY<br>MASURKARP          |              | CLIENT       |              | PENRITH CITY COUNCIL<br>SYDNEY METRO WESTERN SYDNEY AIRPORT<br>EXTENSION OF OLD GIPPS STREET AT<br>SUNFLOWER DRIVE, CLAREMONT MEADOWS<br>ALIGNMENT CONTROL SET-OUT TABLES |              | A3   |  |   |  |                  |                            |  |  |
| EXTERNAL REFERENCE FILES                                       |   | REV      | DATE | AMENDMENT / REVISION DESCRIPTION |  | WVR No.  | APPROVAL | SCALES ON A3 SIZE DRAWING                 |  | DRAWINGS / DESIGN PREPARED BY |              | TITLE        |              | NAME  | DATE         | <div> <b>Transport<br/>for NSW</b></div> <div>PREPARED FOR<br/>GREATER SYDNEY DIVISION<br/>EASING SYDNEY'S CONGESTION<br/>SYDNEY METRO GREATER WEST</div> |  | TINSW REGISTRATION No. <b>DS2020/000663</b> |  | PART<br><b>1</b> |                            |  |  |
|  | 0 | 01.10.20 | IFT  |                                  |  | T. RASUL   |          |   |  |                               | DRAWN        |              | P. KOSTANICH | 01.10.20  | SHEET 1 OF 1 |  |  | ISSUE<br><b>0</b>                           |  |                  |                            |  |  |
|  |   |          |      |                                  |  |  |          |   |  |                               | DRG CHECK    |              | P. MASURKAR  | 01.10.20  |              |  |  |   |  |                  |                            |  |  |
|  |   |          |      |                                  |  |  |          |   |  |                               | DESIGN       |              | S. ANDREWS   | 01.10.20  |              |  |  |   |  |                  |                            |  |  |
|  |   |          |      |                                  |  |  |          |   |  |                               | DESIGN CHECK |              | V. ECCLES    | 01.10.20  |              |  |  |   |  |                  |                            |  |  |
|  |   |          |      |                                  |  |  |          | CO-ORDINATE SYSTEM<br>GDA94/MGA ZONE 56   |  | HEIGHT DATUM<br>AHD           |              | VERIFIER     |              | J. McDERMOTT  | 01.10.20     |  |  |   |  |                  |                            |  |  |
|  |   |          |      |                                  |  |  |          |   |  | -                             |              | PROJECT MNGR |              | T. RASUL  | 01.10.20     |  |  | ISSUE STATUS<br>DETAILED DESIGN             |  | EDMS No.<br>-    | SHEET No.<br>SHT-RD-001051 |  |  |

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| HORIZONTAL ALIGNMENT REPORT - CONTROL LINE MKA01 (SA KERB) |          |            |             |               |         |         |         |
|--|----------|------------|-------------|---------------|---------|---------|---------|
| PT   | CHAINAGE | EASTING    | NORTHING    | BEARING       | DEP.SEG | DEP.RAD | DEP.LEN |
| Start  | 0.000    | 291932.693 | 6261031.906 | 114°16'42.09" | LINE    |         |         |
| TC   | 2.385    | 291934.867 | 6261030.925 | 114°16'42.09" | ARC     | -85.000 | 18.548  |
|  | 5.000    | 291937.267 | 6261029.887 | 112°30'57.59" |         | -85.000 |         |
|  | 10.000   | 291941.939 | 6261028.109 | 109°08'44.36" |         | -85.000 |         |
|  | 15.000   | 291946.708 | 6261026.609 | 105°46'31.14" |         | -85.000 |         |
|  | 20.000   | 291951.557 | 6261025.392 | 102°24'17.91" |         | -85.000 |         |
| End  | 20.933   | 291952.470 | 6261025.197 | 101°46'33.17" |         |         |         |

| LEGEND |                         |
|--------|-------------------------|
|        | ROAD CONTROL LINE       |
|        | BOUNDARY / LOT PROPERTY |
|        | EXISTING SURVEY         |
|        | KERB CONTROL LINE LABEL |
|        | PRAM RAMP TAG           |

- NOTES
- FOR ALIGNMENT CONTROL PLAN AND SETOUT, REFER TO SHEETS SHT-RD-001001 AND SHT-RD-001051.
  - ALL KERBS AND VEHICULAR CROSSINGS AS PER RMS STANDARD DRAWINGS **R0300-01 AND R0300-04 UNO.**

| HORIZONTAL ALIGNMENT REPORT - CONTROL LINE MKA02 (SA KERB) |          |            |             |               |         |         |
|--|----------|------------|-------------|---------------|---------|---------|
| PT   | CHAINAGE | EASTING    | NORTHING    | BEARING       | DEP.SEG | DEP.LEN |
| Start  | 0.000    | 291935.368 | 6261016.675 | 284°35'07.18" | ARC     |         |
| CT   | 4.729    | 291930.679 | 6261017.078 | 265°13'56.49" | LINE    | 1.146   |
|  | 5.000    | 291930.409 | 6261017.055 | 265°13'56.49" |         |         |
| End  | 5.875    | 291929.537 | 6261016.983 | 265°13'56.49" |         |         |

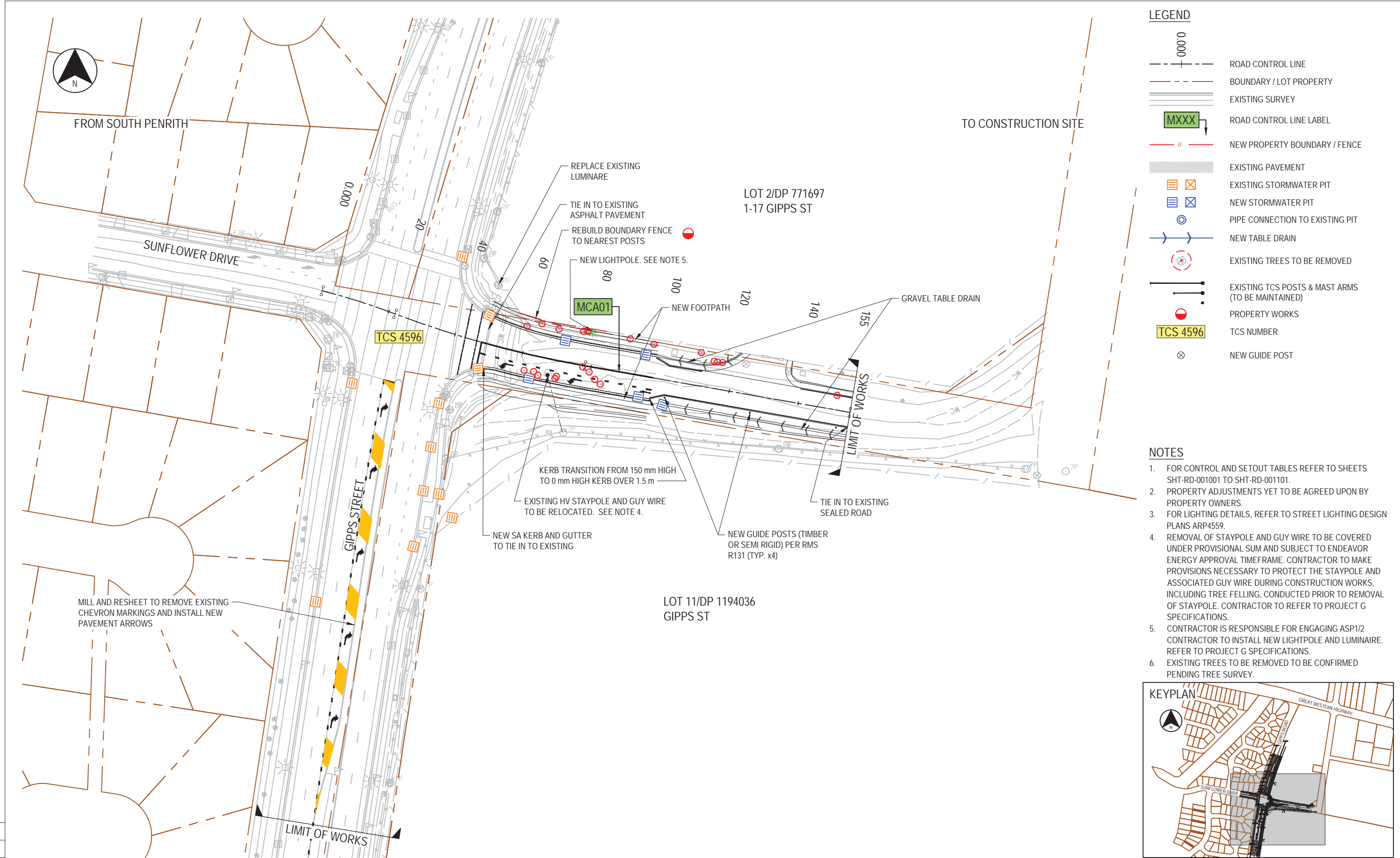
| HORIZONTAL ALIGNMENT REPORT - CONTROL LINE: MKA04 |          |            |             |               |         |         |         |
|---|----------|------------|-------------|---------------|---------|---------|---------|
| PT  | CHAINAGE | EASTING    | NORTHING    | BEARING       | DEP.SEG | DEP.RAD | DEP.LEN |
| Start   | 0.000    | 292018.468 | 6261019.071 | 193°01'41.34" | LINE    |         |         |
| TC  | 1.857    | 292018.050 | 6261017.262 | 193°01'41.34" | ARC     | -5.000  | 8.122   |
|   | 5.000    | 292018.318 | 6261014.182 | 157°00'45.11" |         | -5.000  |         |
| End   | 9.979    | 292022.057 | 6261011.210 | 99°57'09.88"  |         |         |         |

| HORIZONTAL ALIGNMENT REPORT - CONTROL LINE MKA03 (TABLE DRAIN) |          |            |             |              |         |         |
|--|----------|------------|-------------|--------------|---------|---------|
| PT   | CHAINAGE | EASTING    | NORTHING    | BEARING      | DEP.SEG | DEP.RAD |
| Start  | 0.000    | 291993.101 | 6261016.291 | 99°57'09.88" | ARC     |         |
|  | 5.000    | 291998.081 | 6261016.158 | 83°06'05.59" |         | -17.001 |
|  | 10.000   | 292002.886 | 6261017.475 | 66°15'01.31" |         | -17.001 |
| End  | 14.343   | 292006.596 | 6261019.710 | 51°36'47.34" |         |         |



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| EXTERNAL REFERENCE FILES                                       | REV<br>0 | DATE<br>01.10.20 | AMENDMENT / REVISION DESCRIPTION<br>IFT | WVR No.              | APPROVAL<br>T. RASUL   | SCALES ON A3 SIZE DRAWING<br>           | DRAWINGS / DESIGN PREPARED BY             | TITLE<br>DRAWN<br>DRG CHECK<br>DESIGN<br>DESIGN CHECK<br>VERIFIER<br>PROJECT MNGR                  | NAME<br>P. KOSTANICH<br>P. MASURKAR<br>S. ANDREWS<br>V. ECCLES<br>J. McDERMOTT<br>T. RASUL   | DATE<br>01.10.20<br>01.10.20<br>01.10.20<br>01.10.20<br>01.10.20<br>01.10.20 |
|  |          |                  |   |                      |  | CO-ORDINATE SYSTEM<br>GDA94/MGA ZONE 56 | HEIGHT DATUM<br>AHD                       | PREPARED FOR<br>GREATER SYDNEY DIVISION<br>EASING SYDNEY'S CONGESTION<br>SYDNEY METRO GREATER WEST |  |  |
|  |          |                  |   |                      |  |   |   | TINSW REGISTRATION No. <b>DS2020/000663</b>  |  |  |
|  |          |                  |   |                      |  |   |   | ISSUE STATUS<br>DETAILED DESIGN  |  |  |
|  |          |                  |   |                      |  |   |   | EDMS No.<br>-  |  |  |
|  |          |                  |   |                      |  |   |   | SHEET No.<br>SHT-RD-001101   |  |  |
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|--|--|--|--|-----------------|----------------------|--|--|---|----------------------|---|--|--|--|---|--|---|----------|----------------------------|--|------------|--|
| DRAWING FILE LOCATION / NAME<br>PW:/P0099981-SHT-RD-001201.DWG |  |  |  | DESIGN LOT CODE |                      | DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING<br>- |  | PLOT DATE / TIME<br>1-Oct-20 / 5:12:14 PM |                      | PLOT BY<br>MASURKARP                    |  | CLIENT   |  | PENRITH CITY COUNCIL<br>SYDNEY METRO WESTERN SYDNEY AIRPORT<br>EXTENSION OF OLD GIPPS STREET AT<br>SUNFLOWER DRIVE, CLAREMONT MEADOWS<br>GENERAL ARRANGEMENT PLAN |  | A3  |          |                            |  |            |  |
| EXTERNAL REFERENCE FILES                                       |  |  |  | REV             | DATE                 | AMENDMENT / REVISION DESCRIPTION                                 |  | WVR No.                                   | APPROVAL             | SCALES ON A3 SIZE DRAWING               |  | DRAWINGS / DESIGN PREPARED BY  |  | TITLE   |  | NAME  | DATE     |                            |  |            |  |
|  |  |  |  | 0<br>1          | 08.09.20<br>01.10.20 | ISSUED FOR INFORMATION<br>IFT                                    |  |   | T. RASUL<br>T. RASUL |   |  |  |  | DRAWN   |  | P. KOSTANICH                                | 01.10.20 |                            |  |            |  |
|  |  |  |  |                 |                      |  |  |   |                      |   |  |  |  | DRG CHECK   |  | P. MASURKAR                                 | 01.10.20 |                            |  |            |  |
|  |  |  |  |                 |                      |  |  |   |                      |   |  |  |  | DESIGN  |  | S. ANDREWS                                  | 01.10.20 |                            |  |            |  |
|  |  |  |  |                 |                      |  |  |   |                      |   |  |  |  | DESIGN CHECK  |  | V. ECCLES                                   | 01.10.20 |                            |  |            |  |
|  |  |  |  |                 |                      |  |  |   |                      |   |  |  |  | VERIFIER  |  | J. McDERMOTT                                | 01.10.20 |                            |  |            |  |
|  |  |  |  |                 |                      |  |  |   |                      |   |  |  |  | PROJECT MNGR  |  | T. RASUL                                    | 01.10.20 |                            |  |            |  |
|  |  |  |  |                 |                      |  |  |   |                      | CO-ORDINATE SYSTEM<br>GDA94/MGA ZONE 56 |  | HEIGHT DATUM<br>AHD  |  |   |  |   |          |                            |  |            |  |
|  |  |  |  |                 |                      |  |  |   |                      |   |  | PREPARED FOR<br>GREATER SYDNEY DIVISION<br>EASING SYDNEY'S CONGESTION<br>SYDNEY METRO GREATER WEST |  |   |  | TINSW REGISTRATION No. <b>DS2020/000663</b> |          |                            |  | PART<br>1  |  |
|  |  |  |  |                 |                      |  |  |   |                      |   |  | ISSUE STATUS<br>DETAILED DESIGN  |  |   |  | EDMS No.<br>-                               |          | SHEET No.<br>SHT-RD-001201 |  | ISSUE<br>1 |  |



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DATUM 30

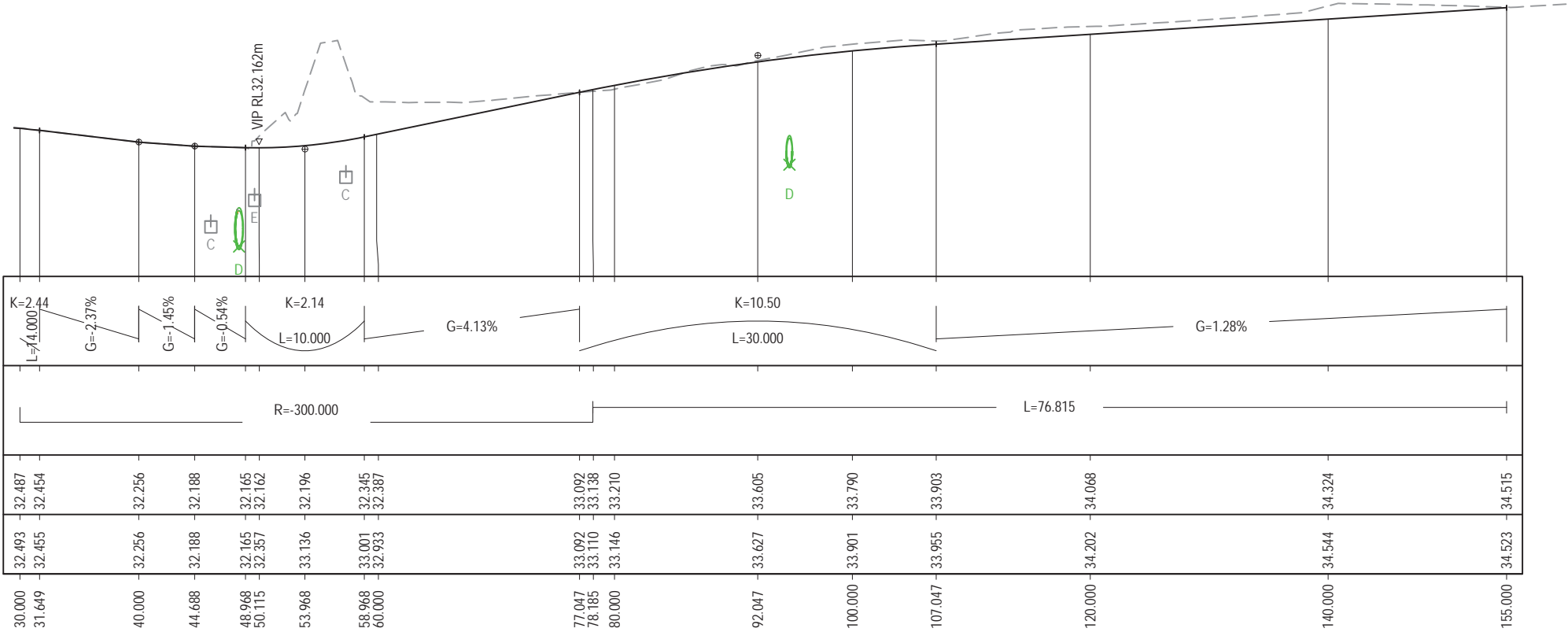
VERTICAL GEOMETRY

HORIZONTAL GEOMETRY

DESIGN LEVELS

EXISTING LEVELS

CHAINAGE



(OLD) GIPPS STREET - CONTROL LINE MCA01

A3 Horizontal scale 1:500  
A3 Vertical scale 1:100

## LEGEND


|  |                             |
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|  | DESIGN SURFACE LEVELS       |
|  | EXISTING SURFACE LEVELS     |
|  | UTILITY (COMMS)             |
|  | UTILITY (ELECTRICAL)        |
|  | UTILITY (STORMWATER INVERT) |
|  | NEW                         |
|  | ABANDONED                   |
|  | EXISTING                    |

## NOTES

- CIVIL CROSS SECTIONS DO NOT SHOW ABANDONED STORMWATER FOR CLARITY

FOR INFORMATION ONLY

NOT FOR CONSTRUCTION

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| DRAWING FILE LOCATION / NAME<br>PW:/P0099981-SHT-RL-003001.DWG |  |  |  |  | DESIGN LOT CODE<br>- |                              | DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING<br>- |  |         | PLOT DATE / TIME<br>1-Oct-20 / 5:12:43 PM |  | PLOT BY<br>MASURKARP |  | <div><div>Transport<br/>for NSW</div></div> |  | PENRITH CITY COUNCIL<br>SYDNEY METRO WESTERN SYDNEY AIRPORT<br>EXTENSION OF OLD GIPPS STREET AT<br>SUNFLOWER DRIVE, CLAREMONT MEADOWS<br>LONGITUDINAL SECTION - MCA01<br>(OLD) GIPPS STREET |   | SHEET 1 OF 1 |  |                                    |  |               |       |                            |      |            |      |                      |  |          |  |                           |  |          |  |                          |  |          |  |                          |  |          |  |  |  |   |  |           |  |
| EXTERNAL REFERENCE FILES                                       |  |  |  |  | REV<br>0<br>1        | DATE<br>08.09.20<br>01.10.20 | AMENDMENT / REVISION DESCRIPTION<br>IFT                          |  | WVR No. | APPROVAL<br>T. RASUL<br>T. RASUL          | SCALES ON A3 SIZE DRAWING<br><div><div>HORIZ. 1 : 500<br/>2.5 0 2.5 5 7.5 10 12.5m<br/>0.5 0 0.5 1 1.5 2 2.5m<br/>VERT. 1 : 100<br/>FULL SIZE A3</div></div> |                      |  |  |  |   |   |              |  | DRAWINGS / DESIGN PREPARED BY<br>- |  |               | TITLE |                            | NAME |            | DATE |                      |  |          |  |                           |  |          |  |                          |  |          |  |                          |  |          |  |  |  |   |  |           |  |
|  |  |  |  |  |                      |                              |  |  |         |   | CO-ORDINATE SYSTEM<br>GDA94/MGA ZONE 56  |                      |  | HEIGHT DATUM<br>AHD  |  |   | - |              |  | DRAWN<br>P. KOSTANICH              |  | 01.10.20      |       | DRG CHECK<br>P. MASURKAR   |      | 01.10.20   |      | DESIGN<br>S. ANDREWS |  | 01.10.20 |  | DESIGN CHECK<br>V. ECCLES |  | 01.10.20 |  | VERIFIER<br>J. McDERMOTT |  | 01.10.20 |  | PROJECT MNGR<br>T. RASUL |  | 01.10.20 |  | PREPARED FOR<br>GREATER SYDNEY DIVISION<br>EASING SYDNEY'S CONGESTION<br>SYDNEY METRO GREATER WEST |  | TINSW REGISTRATION No. <b>DS2020/000663</b> |  | PART<br>1 |  |
|  |  |  |  |  |                      |                              |  |  |         |   |  |                      |  |  |  |   |   |              |  | ISSUE STATUS<br>DETAILED DESIGN    |  | EDMS No.<br>- |       | SHEET No.<br>SHT-RL-003001 |      | ISSUE<br>1 |      |                      |  |          |  |                           |  |          |  |                          |  |          |  |                          |  |          |  |  |  |   |  |           |  |

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50mm ON A3 SIZE ORIGINAL

DATUM 31

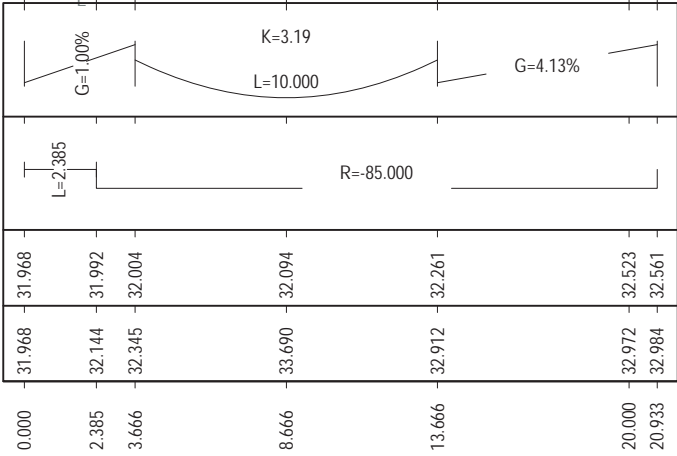
VERTICAL GEOMETRY

HORIZONTAL GEOMETRY

DESIGN LEVELS

EXISTING LEVELS

CHAINAGE



PROPOSED KERB LIP - CONTROL LINE MKA01

A3 Horizontal scale 1:250  
A3 Vertical scale 1:50

DATUM 33

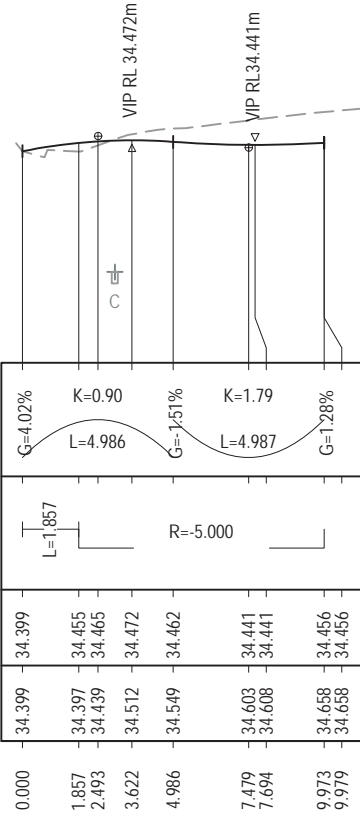
VERTICAL GEOMETRY

HORIZONTAL GEOMETRY

DESIGN LEVELS

EXISTING LEVELS

CHAINAGE



PROPOSED EDGE OF BITUMEN - CONTROL LINE MKA04

A3 Horizontal scale 1:250  
A3 Vertical scale 1:50

DATUM 30

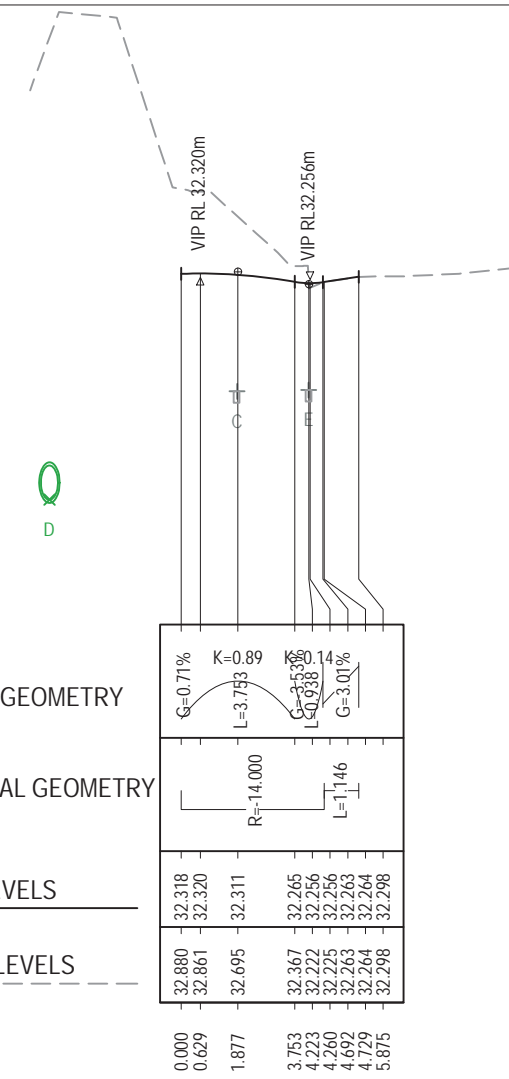
VERTICAL GEOMETRY

HORIZONTAL GEOMETRY

DESIGN LEVELS

EXISTING LEVELS

CHAINAGE



PROPOSED KERB LIP - CONTROL LINE MKA02

A3 Horizontal scale 1:250  
A3 Vertical scale 1:50

DATUM 33

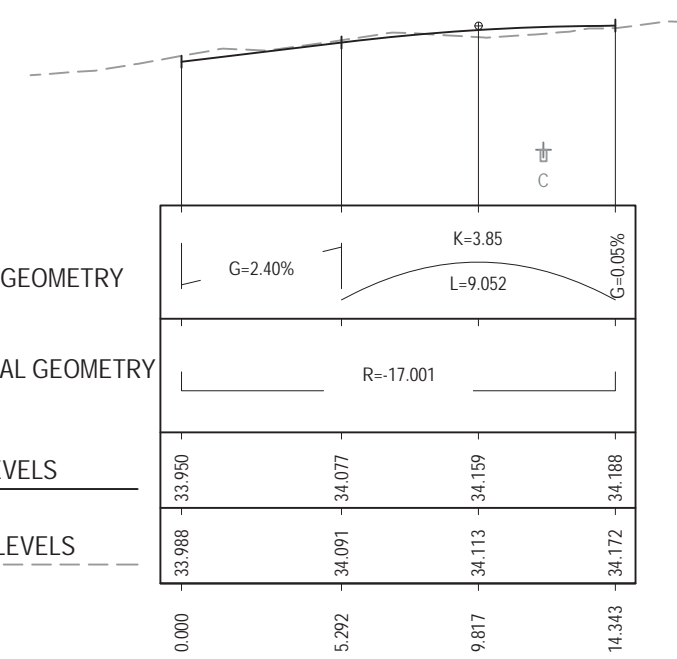
VERTICAL GEOMETRY

HORIZONTAL GEOMETRY

DESIGN LEVELS

EXISTING LEVELS

CHAINAGE



PROPOSED EDGE OF BITUMEN - CONTROL LINE MKA03

A3 Horizontal scale 1:250  
A3 Vertical scale 1:50

### LEGEND

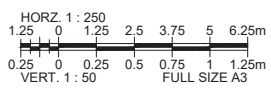
- DESIGN SURFACE LEVELS
- EXISTING SURFACE LEVELS
- EXISTING UTILITY (COMMS)
- NEW UTILITY (ELECTRICAL)
- ABANDONED UTILITY (STORMWATER INVERT)

### NOTES

- CIVIL CROSS SECTIONS DO NOT SHOW ABANDONED STORMWATER FOR CLARITY

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| DRAWING FILE LOCATION / NAME   |        |                      |                                  | DESIGN LOT CODE | DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING |   | PLOT DATE / TIME              | PLOT BY      | CLIENT       | PENRITH CITY COUNCIL<br>SYDNEY METRO WESTERN SYDNEY AIRPORT<br>EXTENSION OF OLD GIPPS STREET AT<br>SUNFLOWER DRIVE, CLAREMONT MEADOWS<br>LONGITUDINAL SECTIONS - MKA01,MKA02,MKA03 & MKA04<br>ROAD NAME | A3         |
|--------------------------------|--------|----------------------|----------------------------------|-----------------|---|---|-------------------------------|--------------|--------------|---|------------|
| PW:/P0099981-SHT-RL-003101.DWG |        |                      |                                  | -               | -   |   | 1-Oct-20 / 5:12:49 PM         | MASURKARP    |              |   |            |
| EXTERNAL REFERENCE FILES       | REV    | DATE                 | AMENDMENT / REVISION DESCRIPTION | WVR No.         | APPROVAL  | SCALES ON A3 SIZE DRAWING   | DRAWINGS / DESIGN PREPARED BY | TITLE        | NAME         | DATE  | PART<br>1  |
|                                | 0<br>1 | 08.09.20<br>01.10.20 | ISSUED FOR INFORMATION<br>IFT    |                 | T. RASUL<br>T. RASUL  |  |                               | DRAWN        | P. KOSTANICH | 01.10.20  |            |
|                                |        |                      |                                  |                 |   | CO-ORDINATE SYSTEM<br>GDA94/MGA ZONE 56   | HEIGHT DATUM<br>AHD           | DRG CHECK    | P. MASURKAR  | 01.10.20  | ISSUE<br>1 |
|                                |        |                      |                                  |                 |   |   |                               | DESIGN       | S. ANDREWS   | 01.10.20  |            |
|                                |        |                      |                                  |                 |   |   |                               | DESIGN CHECK | V. ECCLES    | 01.10.20  |            |
|                                |        |                      |                                  |                 |   |   |                               | VERIFIER     | J. McDERMOTT | 01.10.20  |            |
|                                |        |                      |                                  |                 |   |   |                               | PROJECT MNGR | T. RASUL     | 01.10.20  |            |

CO-ORDINATE SYSTEM  
GDA94/MGA ZONE 56

HEIGHT DATUM  
AHD

-



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

ISSUE STATUS  
DETAILED DESIGN

EDMS No.

SHEET No.

SHT-RL-003101

© Transport for NSW

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0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

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| DRAWING FILE LOCATION / NAME<br>PW:/P0099981-SHT-RC-005001.DWG |  |     |          |                                  | DESIGN LOT CODE |         |          |
| EXTERNAL REFERENCE FILES                                       |  | REV | DATE     | AMENDMENT / REVISION DESCRIPTION |                 | WVR No. | APPROVAL |
|  |  | 0   | 08.09.20 | ISSUED FOR INFORMATION<br>IFT    |                 |         | T. RASUL |
|  |  | 1   | 01.10.20 |                                  |                 |         |          |
|  |  |     |          |                                  |                 |         | T. RASUL |
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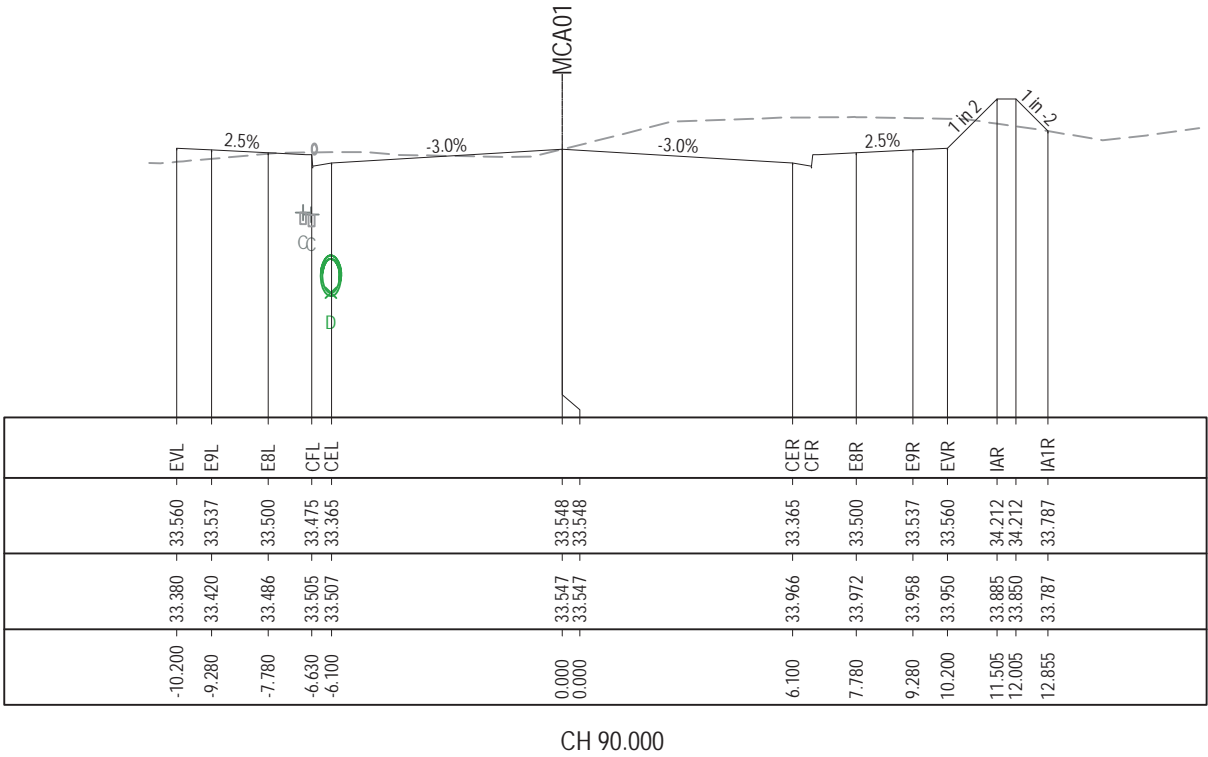


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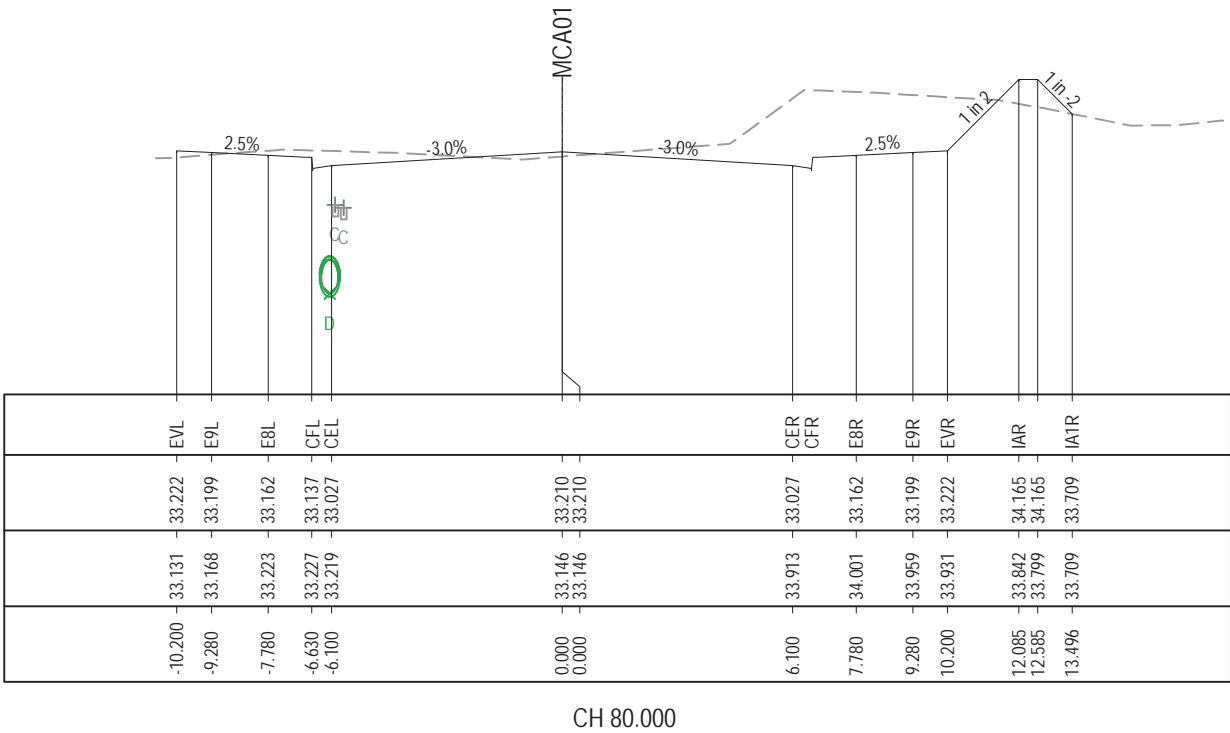
50mm ON A3 SIZE ORIGINAL

Last saved by: MASURKARP(2020-10-01) Last Plotted: 2020-10-01

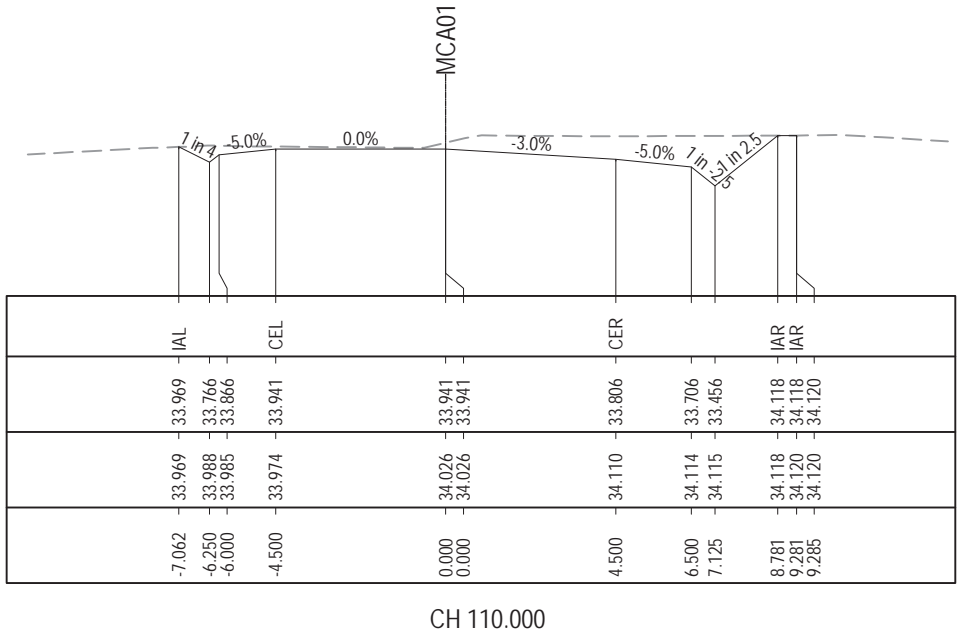
DATUM 30.000  
CUT STRINGS  
DESIGN LEVELS  
EXISTING LEVELS  
DESIGN OFFSETS



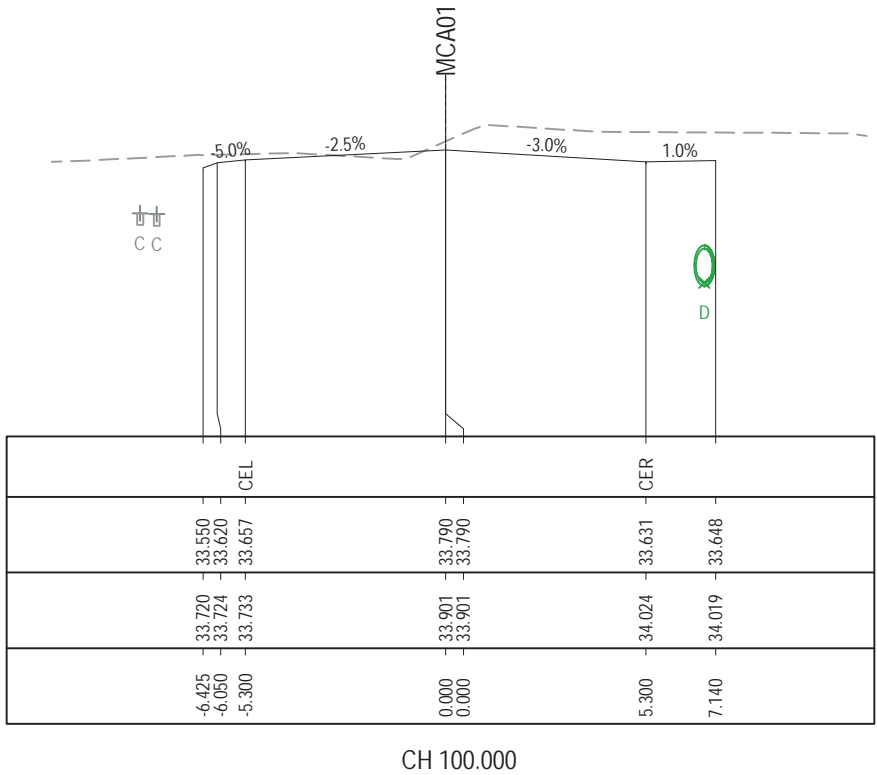
DATUM 30.000  
CUT STRINGS  
DESIGN LEVELS  
EXISTING LEVELS  
DESIGN OFFSETS



DATUM 32.000  
CUT STRINGS  
DESIGN LEVELS  
EXISTING LEVELS  
DESIGN OFFSETS



DATUM 30.000  
CUT STRINGS  
DESIGN LEVELS  
EXISTING LEVELS  
DESIGN OFFSETS



## LEGEND

- EXISTING  
NEW  
ABANDONED  
UTILITY (COMMS)  
UTILITY (ELECTRICAL)  
UTILITY (STORMWATER INVERT)



- DESIGN SURFACE LEVELS  
EXISTING SURFACE LEVELS  
EXISTING PAVEMENT

## NOTES

1. CIVIL CROSS SECTIONS DO NOT SHOW EXISTING UTILITIES FOR CLARITY.

FOR INFORMATION ONLY

NOT FOR CONSTRUCTION

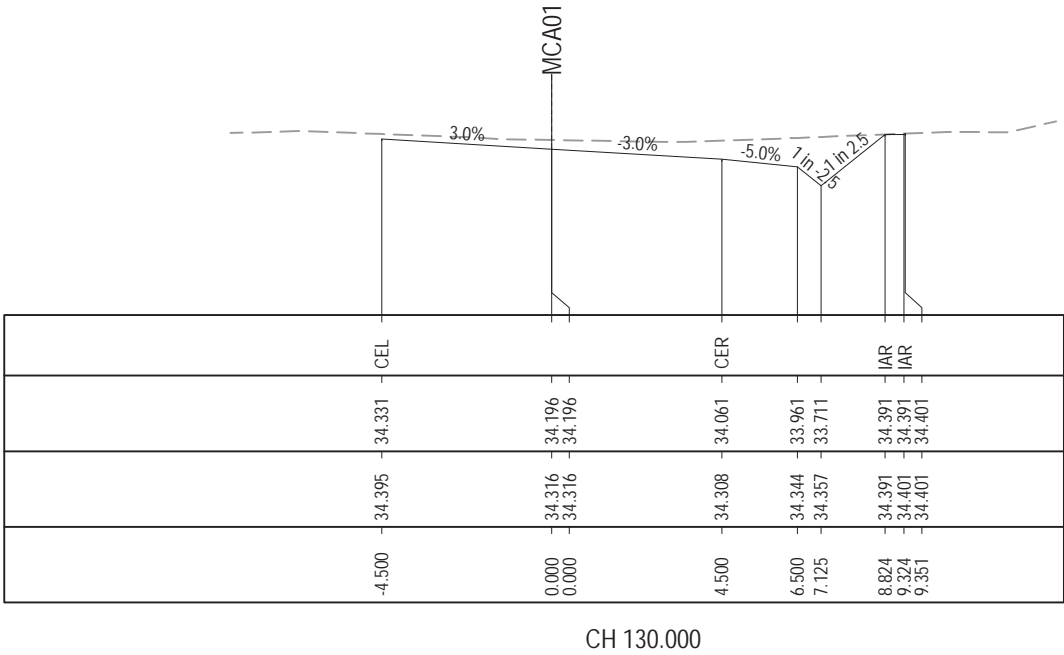
|  |  |  |  |                      |                      |  |         |   |  |                          |                               |   |               |   |          |  |    |       |  |      |           |
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| DRAWING FILE LOCATION / NAME<br>PW:/P0099981-SHT-RC-005002.DWG |  |  |  | DESIGN LOT CODE<br>- |                      | DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING<br>- |         | PLOT DATE / TIME<br>1-Oct-20 / 5:11:40 PM |  | PLOT BY<br>MASURKARP     |                               | CLIENT<br><div> <b>Transport for NSW</b></div> |               | PENRITH CITY COUNCIL<br>SYDNEY METRO WESTERN SYDNEY AIRPORT<br>EXTENSION OF OLD GIPPS STREET AT<br>SUNFLOWER DRIVE, CLAREMONT MEADOWS<br>CROSS SECTIONS - MCA01<br>(OLD) GIPPS STREET |          |  | A3 |       |  |      |           |
| EXTERNAL REFERENCE FILES                                       |  |  |  | REV                  | DATE                 | AMENDMENT / REVISION DESCRIPTION                                 | WVR No. | APPROVAL                                  | SCALES ON A3 SIZE DRAWING  |                          | DRAWINGS / DESIGN PREPARED BY |   |               |   |          |  |    | TITLE | NAME                                       | DATE |           |
|  |  |  |  | 0<br>1               | 08.09.20<br>01.10.20 | ISSUED FOR INFORMATION<br>IFT                                    |         | T. RASUL<br>T. RASUL                      | <div><div>HORZ. 1 : 200</div><div></div><div>VERT. 1 : 100</div><div>FULL SIZE A3</div></div> |                          |                               |   | DRAWN         | P. KOSTANICH  | 01.10.20 | PREPARED FOR<br>GREATER SYDNEY DIVISION<br>EASING SYDNEY'S CONGESTION<br>SYDNEY METRO GREATER WEST |    |       | TNSW REGISTRATION No. <b>DS2020/000663</b> |      | PART<br>1 |
|  |  |  |  |                      |                      |  |         |   |  |                          |                               |   | DRG CHECK     | P. MASURKAR   | 01.10.20 |  |    |       |  |      |           |
|  |  |  |  |                      |                      |  |         |   | DESIGN   | S. ANDREWS               | 01.10.20                      | ISSUE STATUS<br>DETAILED DESIGN   | EDMS No.<br>- | SHEET No.<br>SHT-RC-005002  | 1        |  |    |       |  |      |           |
|  |  |  |  |                      |                      |  |         |   | DESIGN CHECK   | V. ECCLES                | 01.10.20                      |   |               |   |          |  |    |       |  |      |           |
|  |  |  |  |                      |                      |  |         |   |  | VERIFIER<br>J. McDERMOTT |                               | 01.10.20  |               |   |          |  |    |       |  |      |           |
|  |  |  |  |                      |                      |  |         |   |  | PROJECT MNGR<br>T. RASUL |                               | 01.10.20  |               |   |          |  |    |       |  |      |           |
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THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

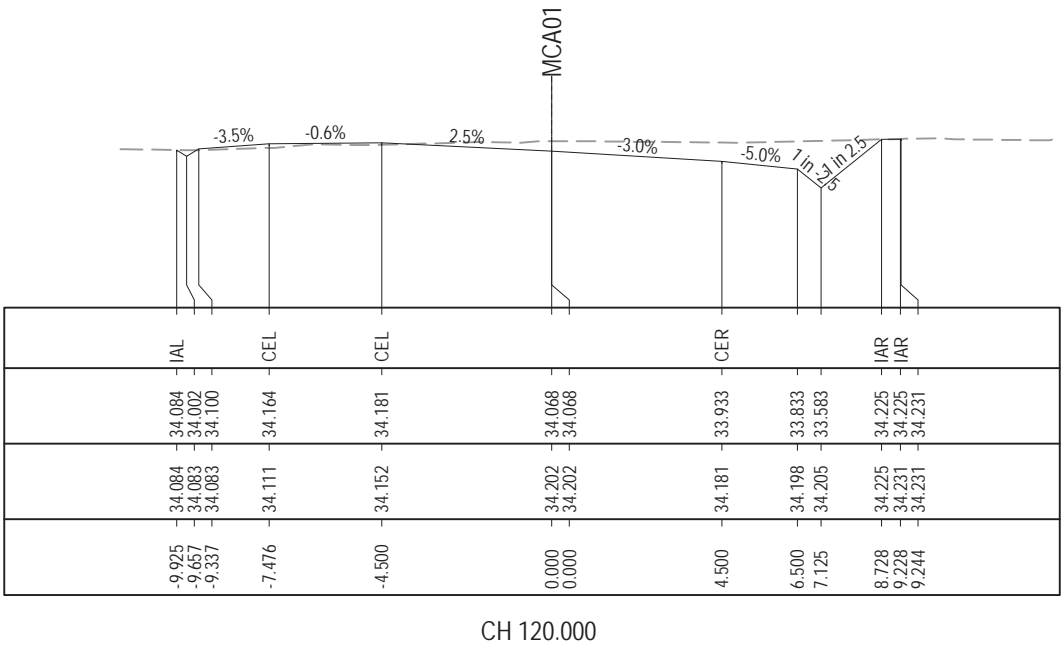
50mm ON A3 SIZE ORIGINAL

Last saved by: MASURKARP(2020-10-01) Last Plotted: 2020-10-01

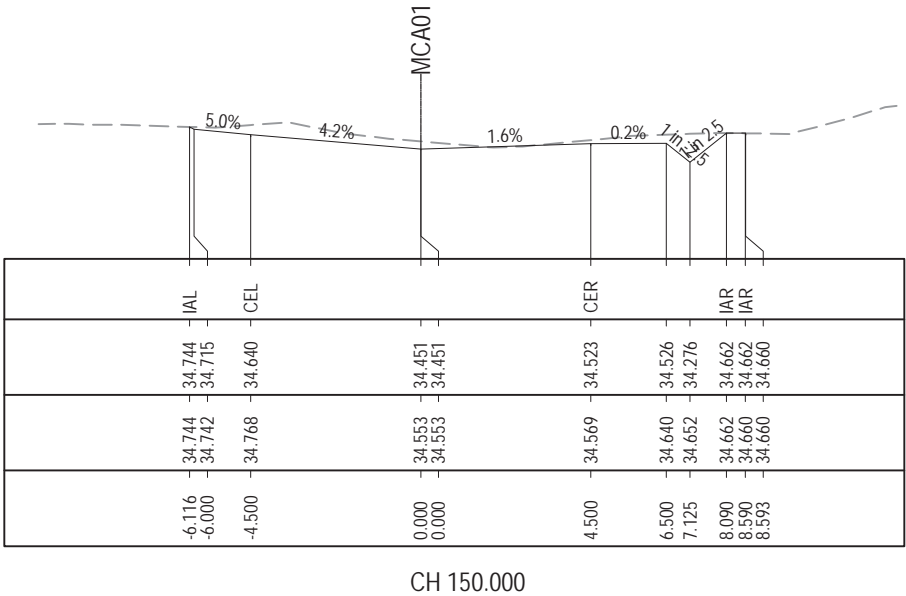
DATUM 32.000  
CUT STRINGS  
DESIGN LEVELS  
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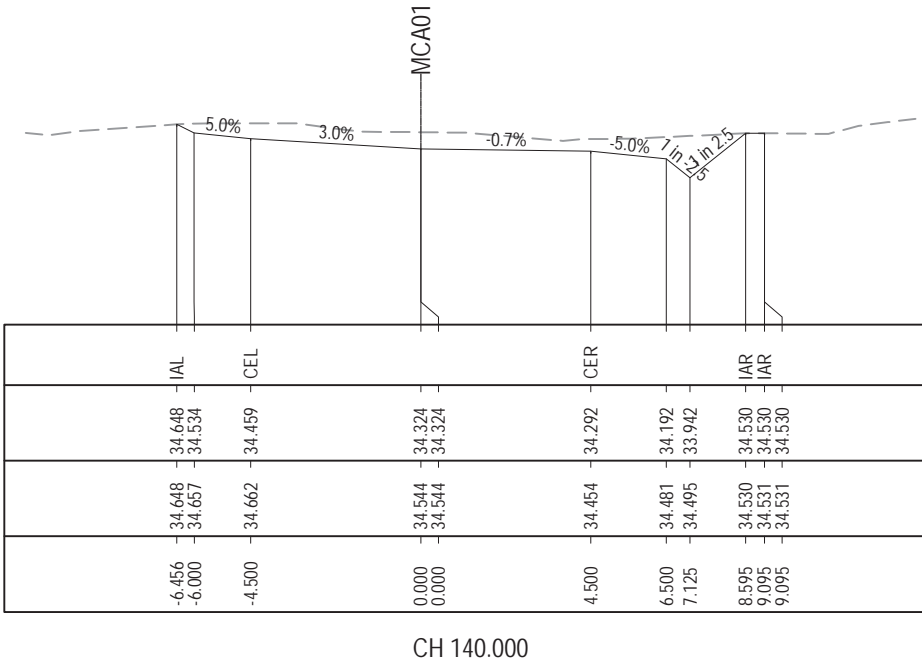
DATUM 32.000  
CUT STRINGS  
DESIGN LEVELS  
EXISTING LEVELS  
DESIGN OFFSETS



DATUM 33.000  
CUT STRINGS  
DESIGN LEVELS  
EXISTING LEVELS  
DESIGN OFFSETS



DATUM 32.000  
CUT STRINGS  
DESIGN LEVELS  
EXISTING LEVELS  
DESIGN OFFSETS



EXISTING  
NEW  
ABANDONED  
UTILITY (COMMS)  
UTILITY (ELECTRICAL)  
UTILITY (STORMWATER INVERT)

LEGEND  
DESIGN SURFACE LEVELS  
EXISTING SURFACE LEVELS  
EXISTING PAVEMENT  
NOTES

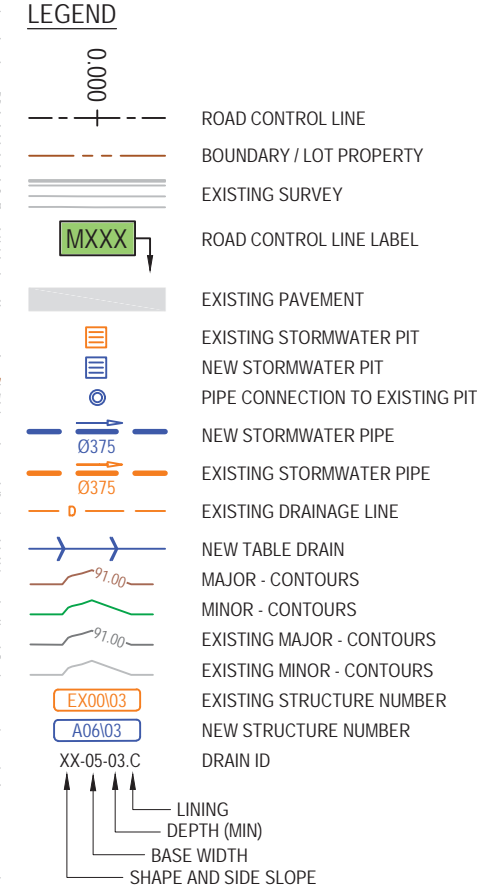
1. CIVIL CROSS SECTIONS DO NOT SHOW EXISTING UTILITIES FOR CLARITY.

FOR INFORMATION ONLY

NOT FOR CONSTRUCTION

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| DRAWING FILE LOCATION / NAME<br>PW:/P0099981-SHT-RC-005003.DWG |  |  |  | DESIGN LOT CODE |                      | DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING<br>- |  | PLOT DATE / TIME<br>1-Oct-20 / 5:11:46 PM |                      | PLOT BY<br>MASURKARP  |  | CLIENT                                  |  | PENRITH CITY COUNCIL<br>SYDNEY METRO WESTERN SYDNEY AIRPORT<br>EXTENSION OF OLD GIPPS STREET AT<br>SUNFLOWER DRIVE, CLAREMONT MEADOWS<br>CROSS SECTIONS - MCA01<br>(OLD) GIPPS STREET |      |      | A3   |                                   |   |                                      |           |                                  |  |                                       |  |                                      |  |                                      |  |              |  |
| EXTERNAL REFERENCE FILES                                       |  |  |  | REV             | DATE                 | AMENDMENT / REVISION DESCRIPTION                                 |  | WVR No.                                   | APPROVAL             | SCALES ON A3 SIZE DRAWING   |  | DRAWINGS / DESIGN PREPARED BY           |  | TITLE   | NAME | DATE | PREPARED FOR<br>GREATER SYDNEY DIVISION<br>EASING SYDNEY'S CONGESTION<br>SYDNEY METRO GREATER WEST |                                   | TINSW REGISTRATION No.<br>DS2020/000663 |                                      | PART<br>1 |                                  |  |                                       |  |                                      |  |                                      |  |              |  |
|  |  |  |  | 0<br>1          | 08.09.20<br>01.10.20 | ISSUED FOR INFORMATION<br>IFT                                    |  |   | T. RASUL<br>T. RASUL | <div><div>HORIZ. 1 : 200</div><div><div><div><div>1</div><div>0</div><div>1</div><div>2</div><div>3</div><div>4</div><div>5m</div></div><div><div>0.5</div><div>0</div><div>0.5</div><div>1</div><div>1.5</div><div>2</div><div>2.5m</div></div></div><div>VERT. 1 : 100</div><div>FULL SIZE A3</div></div></div> |  | CO-ORDINATE SYSTEM<br>GDA94/MGA ZONE 56 |  | HEIGHT DATUM<br>AHD   |      | -    |  | DRAWN<br>P. KOSTANICH<br>01.10.20 |   | DRG CHECK<br>P. MASURKAR<br>01.10.20 |           | DESIGN<br>S. ANDREWS<br>01.10.20 |  | DESIGN CHECK<br>V. ECCLES<br>01.10.20 |  | VERIFIER<br>J. McDERMOTT<br>01.10.20 |  | PROJECT MNGR<br>T. RASUL<br>01.10.20 |  | SHEET 3 OF 3 |  |
|  |  |  |  |                 |                      |  |  |   |                      |   |  |   |  |   |      |      |  | ISSUE STATUS<br>DETAILED DESIGN   |   | EDMS No.<br>-                        |           | SHEET No.<br>SHT-RC-005003       |  | ISSUE<br>1                            |  |                                      |  |                                      |  |              |  |






1. EXISTING PROPERTY STORMWATER DRAINAGE REFER TO GENERAL NOTES SHT-GE-000021 TO SHT-GE-000023.
2. FOR UTILITY CLASHES REFER TO COMBINED UTILITY PLANS.
3. PIT SIZE AND SPACING ARE INDICATIVE ONLY AND ARE SUBJECT TO HYDRAULIC MODELLING IN 100% DETAILED DESIGN.
4. PROPOSED GRAVEL TABLE DRAIN IS TO BE SIZED IN 100% DETAILED DESIGN.
5. HYDRAULIC IMPACT TO THE EXISTING DRAINAGE SYSTEM TO BE CONFIRMED IN 100% DETAILED DESIGN.



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| EXTERNAL REFERENCE FILES                                      |  |  |  |  |  | REV             | DATE                 | AMENDMENT / REVISION DESCRIPTION                                 |          | VWR No. | APPROVAL             | SCALES ON A3 SIZE DRAWING  |  | DRAWINGS / DESIGN PREPARED BY |                      |       |   |                                      |   |  |  |           |    |
|   |  |  |  |  |  | 0<br>1          | 08.09.20<br>01.10.20 | ISSUED FOR INFORMATION<br>IFT                                    |          |         | T. RASUL<br>T. RASUL | <div><div><div>5</div><div>0</div><div>5</div><div>10</div><div>15</div><div>20m</div></div><div>1 : 1000</div><div>FULL SIZE A3</div></div> |  | -                             |                      | TITLE |   | NAME                                 | DATE  |  |  |           |    |
|   |  |  |  |  |  | DRAWN           |                      | P. KOSTANICH   | 01.10.20 |         |                      |  |  |                               |                      |       |   |                                      |   |  |  |           |    |
|   |  |  |  |  |  | DRG CHECK       |                      | P. MASURKAR  | 01.10.20 |         |                      |  |  |                               |                      |       |   |                                      |   |  |  |           |    |
|   |  |  |  |  |  | DESIGN          |                      | S. ANDREWS   | 01.10.20 |         |                      |  |  |                               |                      |       |   |                                      |   |  |  |           |    |
|   |  |  |  |  |  | DESIGN CHECK    |                      | V. ECCLES  | 01.10.20 |         |                      |  |  |                               |                      |       |   |                                      |   |  |  |           |    |
|   |  |  |  |  |  |                 |                      |  |          |         |                      | CO-ORDINATE SYSTEM<br>GDA94/MGA ZONE 56  |  | HEIGHT DATUM<br>AHD           |                      | -     |   |                                      |   |  |  |           |    |
|   |  |  |  |  |  | VERIFIER        |                      | J. McDERMOTT   | 01.10.20 |         |                      |  |  |                               |                      |       |   |                                      |   |  |  |           |    |
|   |  |  |  |  |  |                 |                      |  |          |         |                      | PROJECT MNGR   |  | T. RASUL                      | 01.10.20             |       |   |                                      |   |  |  |           |    |
|   |  |  |  |  |  |                 |                      |  |          |         |                      | PREPARED FOR<br>GREATER SYDNEY DIVISION<br>EASING SYDNEY'S CONGESTION<br>SYDNEY METRO GREATER WEST   |  |                               |                      |       |   | TINSW REGISTRATION No. DS2020/000663 |   |  |  | PART<br>1 |    |
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THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

50mm ON A3 SIZE ORIGINAL


Last saved by: MASURKARP(2020-10-01) Last Plotted: 2020-10-01

| LONGITUDINAL PAVEMENT DRAINAGE - STRUCTURES SCHEDULE - DSXXXX- XXXX |                |             |             |                          |                  |   |
|---|----------------|-------------|-------------|--------------------------|------------------|---|
| STRUCTURE NO.   | STRUCTURE TYPE | COORDINATES |             | DETAIL DRAWING REFERENCE | DRAWING PLAN NO. | COMMENTS  |
|   |                | EASTING     | NORTHING    |                          |                  |   |
| A01\05  | RSG 600x600    | 291983.016  | 6261005.370 | R0220-36                 | SM-1001          | TOP OF PIT TO BE FLUSH WITH INVERT OF PROPOSED TABLE DRAIN.                                       |
| A01\04  | SA2            | 291975.813  | 6261008.565 | R0220-01 Sheet 1         | SM-1001          |   |
| A01\03  | SA2            | 291977.922  | 6261020.582 | R0220-01 Sheet 1         | SM-1001          |   |
| A01\02  | SA2            | 291955.035  | 6261024.674 | R0220-01 Sheet 1         | SM-1001          |   |
| EX 27\10  | SA1-CONN       | 291930.035  | 6261016.746 | R0220-43                 | SM-1001          | CONNECT NEW PIPES TO EXISTING PITS. CONFIRM INVERT LEVELS OF EXISTING PITS PRIOR TO CONSTRUCTION. |
| B01\02  | SA2            | 291944.599  | 6261013.913 | R0220-01 Sheet 1         | SM-1001          |   |
| EX 27\09  | SA1-CONN       | 291933.301  | 6261031.962 | R0220-43                 | SM-1001          | CONNECT NEW PIPES TO EXISTING PITS. CONFIRM INVERT LEVELS OF EXISTING PITS PRIOR TO CONSTRUCTION. |

- NOTES:
- REFER TO DRAINAGE PROFILES FOR PIPE INVERTS, PIPE CLASS AND FINISHED PIT / LID LEVELS.
  - REFER TO RMS ROADWORKS STORMWATER DRAINAGE (R11) MODEL DRAWINGS FOR PIT SETOUT / REFERENCE POINTS.
  - DRAWING REFERENCE PROVIDED FOR GENERAL ARRANGEMENT, STRUCTURE DIMENSIONS, SETOUT POINT AND SURFACE DETAILS.
  - PRECAST STRUCTURES COMPLYING WITH RMS SPECIFICATION D&C R11 ARE TO BE USED.
  - EXISTING STRUCTURES ARE SHOWN IN GREYSSCALE AND ARE PROVIDED FOR INFORMATION ONLY.
  - PIT COORDINATES ARE INDICATIVE ONLY AND SUBJECT TO CHANGE DURING 100% DETAILED DESIGN.

FOR INFORMATION ONLY

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| DRAWING FILE LOCATION / NAME<br>PW:/P0099981-SHT-SM-002001.DWG |  |     |          | DESIGN LOT CODE                  |  | DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING<br>- |          | PLOT DATE / TIME<br>1-Oct-20 / 5:13:17 PM |  | PLOT BY<br>MASURKARP          |  | CLIENT       |  | PENRITH CITY COUNCIL<br>SYDNEY METRO WESTERN SYDNEY AIRPORT<br>EXTENSION OF OLD GIPPS STREET AT<br>SUNFLOWER DRIVE, CLAREMONT MEADOWS<br>STORMWATER SCHEDULE |          | A3   |  |
| EXTERNAL REFERENCE FILES                                       |  | REV | DATE     | AMENDMENT / REVISION DESCRIPTION |  | WVR No.  | APPROVAL | SCALES ON A3 SIZE DRAWING                 |  | DRAWINGS / DESIGN PREPARED BY |  | TITLE        |  | NAME   | DATE     | <div> <b>Transport for NSW</b></div> <div>PREPARED FOR<br/>GREATER SYDNEY DIVISION<br/>EASING SYDNEY'S CONGESTION<br/>SYDNEY METRO GREATER WEST</div> |  |
|  |  | 0   | 01.10.20 | IFT                              |  |  | T. RASUL |   |  |                               |  | DRAWN        |  | P. KOSTANICH   | 01.10.20 |  |  |
|  |  |     |          |                                  |  |  |          |   |  |                               |  | DRG CHECK    |  | P. MASURKAR  | 01.10.20 |  |  |
|  |  |     |          |                                  |  |  |          |   |  |                               |  | DESIGN       |  | S. ANDREWS   | 01.10.20 |  |  |
|  |  |     |          |                                  |  |  |          |   |  |                               |  | DESIGN CHECK |  | V. ECCLES  | 01.10.20 |  |  |
|  |  |     |          |                                  |  |  |          | CO-ORDINATE SYSTEM<br>GDA94/MGA ZONE 56   |  | HEIGHT DATUM<br>AHD           |  | VERIFIER     |  | J. McDERMOTT   | 01.10.20 |  |  |
|  |  |     |          |                                  |  |  |          |   |  | -                             |  | PROJECT MNGR |  | T. RASUL   | 01.10.20 |  |  |

SHEET 1 OF 1

TINSW REGISTRATION No. **DS2020/000663**

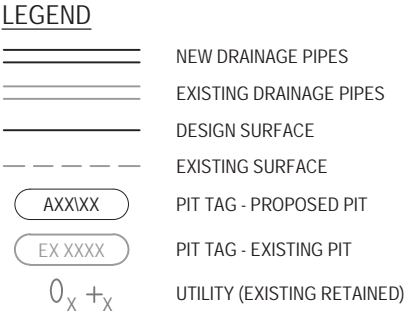
ISSUE STATUS  
DETAILED DESIGN

EDMS No.  
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SHEET No.  
SHT-SM-002001


PART  
1

ISSUE  
0



1. PIPE SIZES AND INVERTS ARE INDICATIVE ONLY AND SUBJECT TO HYDRAULIC DESIGN DURING DETAILED DESIGN
2. LOCATION OF PROPOSED UTILITIES ARE NOT SHOWN. PIPE INVERTS AND PIT LOCATIONS MAY BE SUBJECT TO CHANGE DURING DETAILED DESIGN IF UTILITIES ARE RELOCATED.
3. RELOCATION/PROTECTION MAY BE REQUIRED BY TELSTRA. REFER TELSTRA APPROVED DESIGN DRAWINGS FOR DETAILS.

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NOT FOR CONSTRUCTION

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| EXTERNAL REFERENCE FILES                                      |  | REV                 | DATE     | AMENDMENT / REVISION DESCRIPTION |  | WVR No.         | APPROVAL | SCALES ON A3 SIZE DRAWING  |  | DRAWINGS / DESIGN PREPARED BY |          | TITLE  |  | NAME                       | DATE                                       |              |  |           |  |   |  |  |    |
|   |  | 0                   | 01.10.20 | IFT                              |  |                 | T. RASUL |  |  |                               |          | DRAWN  |  | P. KOSTANICH               | 01.10.20                                   |              |  |           |  |   |  |  |    |
|   |  |                     |          |                                  |  |                 |          |  |  |                               |          | DRG CHECK  |  | P. MASURKAR                | 01.10.20                                   |              |  |           |  |   |  |  |    |
|   |  |                     |          |                                  |  |                 |          |  |  |                               |          | DESIGN   |  | S. ANDREWS                 | 01.10.20                                   |              |  |           |  |   |  |  |    |
|   |  |                     |          |                                  |  |                 |          |  |  |                               |          | DESIGN CHECK   |  | V. ECCLES                  | 01.10.20                                   |              |  |           |  |   |  |  |    |
|   |  |                     |          |                                  |  |                 |          | VERIFIER   |  | J. McDERMOTT                  | 01.10.20 |  |  |                            |  |              |  |           |  |   |  |  |    |
| PROJECT MNGR  |  | T. RASUL            | 01.10.20 |                                  |  |                 |          |  |  |                               |          |  |  |                            |  |              |  |           |  |   |  |  |    |
| CO-ORDINATE SYSTEM<br>GDA94/MGA ZONE 56                       |  | HEIGHT DATUM<br>AHD |          |                                  |  |                 |          |  |  |                               |          |  |  |                            |  |              |  |           |  |   |  |  |    |
|   |  |                     |          |                                  |  |                 |          |  |  |                               |          | PREPARED FOR<br>GREATER SYDNEY DIVISION<br>EASING SYDNEY'S CONGESTION<br>SYDNEY METRO GREATER WEST |  |                            | TNSW REGISTRATION No. <b>DS2020/000663</b> |              |  | PART<br>1 |  |   |  |  |    |
| ISSUE STATUS<br>DETAILED DESIGN                               |  |                     |          |                                  |  |                 |          |  |  |                               |          | EDMS No.<br>-  |  | SHEET No.<br>SHT-SM-003001 |  | ISSUE<br>0   |  |           |  |   |  |  |    |
|   |  |                     |          |                                  |  |                 |          |  |  |                               |          |  |  |                            |  | SHEET 1 OF 1 |  |           |  |   |  |  |    |

- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
2. MATERIAL SUPPLY AND CONSTRUCTION:
  - a. ALL ASPHALT TO CONFORM TO TNSW R116.
  - b. PRIME, PRIMERSEALS AND SPRAY SEALS TO CONFORM TO TNSW R106.
  - c. ALL EARTHWORKS TO CONFORM TO TNSW R44, UNLESS OTHERWISE INDICATED ON THE DRAWINGS.
  - d. JOINT FILLER TO COMPLY WITH TNSW 3204.
  - e. LEAN-MIX CONCRETE TO CONFORM TO TNSW R82.
  - f. CONCRETE FOR FOOTPATH TO CONFORM TO TNSW R173.
3. THE THICKNESS OF SEAL SHALL BE TAKEN INTO ACCOUNT IN THE DESIGN MILLING DEPTH AND SHALL APPROXIMATELY BE EQUIVALENT TO THE AVERAGE LEAST DIMENSION (ALD) OF THE AGGREGATE. UNTIL SUCH TIME ALD TESTS ARE CONDUCTED ON THE AGGREGATES, AN ALD OF 4 mm MAY BE ASSUMED FOR A 7 mm NOMINAL SIZE AGGREGATE.
4. LOW CUTTER SEAL (C170 BINDER WITH MAXIMUM 2% CUTTER) SHALL BE APPLIED UNDERNEATH ASPHALT BASE COURSE. NOMINAL AGGREGATE SPREAD RATE AND RESIDUAL BINDER APPLICATION RATE SHALL BE BETWEEN 200 AND 250 m<sup>2</sup>/m<sup>3</sup> AND 0.80 l/m<sup>2</sup> RESPECTIVELY.
5. PRIMERSEAL (C170 BINDER WITH PERCENTAGE OF CUTTER TO CONFORM TO TNSW FORM 395A) SHALL BE APPLIED UNDERNEATH LEAN-MIX CONCRETE SUBBASE. AGGREGATE AND RESIDUAL BINDER SPREAD RATE SHALL CONFORM TO TNSW FORM 395A.
6. FOUNDATION TREATMENT FOR PAVEMENT TYPE CP1 AND F1:
  - EXCAVATE TO DESIGNED FLOOR LEVEL.
  - WHERE CBR AT THE DESIGNED FLOOR LEVEL IS LESS THAN 5%, OR PI GREATER THAN 12%, PROVIDE 200 mm HEAVILY BOUND SUBBASE GRAVE LAITIER (TNSW R73) AS WORKING PLATFORM AND COMPACT TO REQUIREMENTS OF TNSW R50.
  - IF CBR AT DESIGNED FLOOR LEVEL IS GREATER THAN 5%, PROVIDE FOUNDATION TREATMENT C1 TO TNSW R44.
7. SMZ / DGB20 CAN BE REPLACED WITH 200 mm THICK HBSB GRAVE LAITIER LAYER (TNSW R73) SUBJECT TO PRINCIPAL'S APPROVAL.
8. SAND/CEMENT MIX SHALL BE COMPACTED IN MAXIMUM 100 mm THICK LAYERS.
9. FOR PAVEMENT TYPE FP1, THE SURFACE OF THE COMPACTED UNBOUND GRANULAR MATERIAL SHALL BE MOISTENED PRIOR TO PLACING THE CONCRETE TO MINIMISE MOISTURE LOSS.
10. ALL ASPHALT LAYERS INCLUDING THE CORRECTIVE LAYER SHALL BE WITHIN THE RANGE OF THE ALLOWABLE ASPHALT LAYER THICKNESS LISTED IN TABLE 1:

| ASPHALT TYPE               | ALLOWABLE ASPHALT LAYER THICKNESS<br>FOR DIFFERENT NOMINAL ASPHALT SIZE (mm) |         |         |         |          |
|----------------------------|--|---------|---------|---------|----------|
|                            | 5  | 7       | 10      | 14      | 20       |
| DENSE GRADED ASPHALT (DGA) | 15 - 25  | 21 - 35 | 30 - 50 | 42 - 70 | 60 - 100 |

- |  |     |   |
|--|-----|---|
|  | 50  | AC14 WARM MIX (A15E) SEE NOTE 11<br>2.5% WASHED RECYCLED GLASS (TfNSW 3154)             |
|  | 130 | AC20 WARM MIX (AR450) SEE NOTES 11 AND 13<br>MIN. 5% WASHED RECYCLED GLASS (TfNSW 3154) |
|  | 4   | 7 mm LOW CUTTER SEAL (TfNSW R106) SEE NOTES 3 AND 4                                     |
|  | 230 | LEAN-MIX CONCRETE SUBBASE (TfNSW R82)   |
|  | 4   | 7 mm PRIMER SEAL (TfNSW R106) SEE NOTES 3 AND 5   |
|  | 300 | SELECTED MATERIAL ZONE. SEE NOTE 14   |
|  |     | DESIGNED FLOOR LEVEL. SEE NOTE 6  |

- 

- PAVEMENT TYPE - M&C  
MILL AND CORRECTION

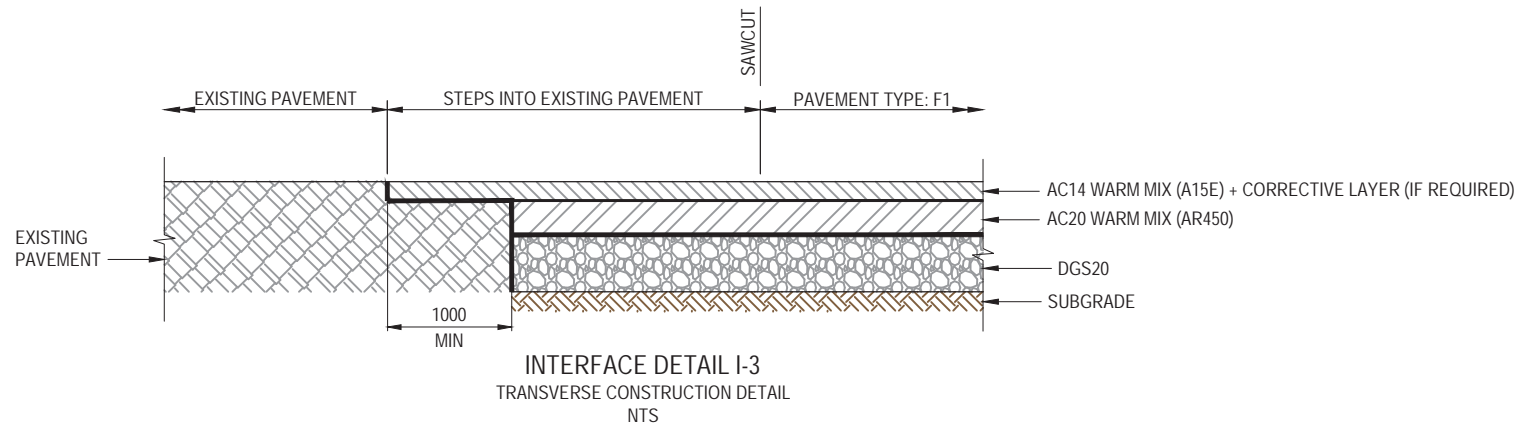
- PAVEMENT TYPE - FP1  
CONCRETE FOOTPATH  
(SEE NOTE 12)

- PAVEMENT TYPE - TF
- 
- TURF

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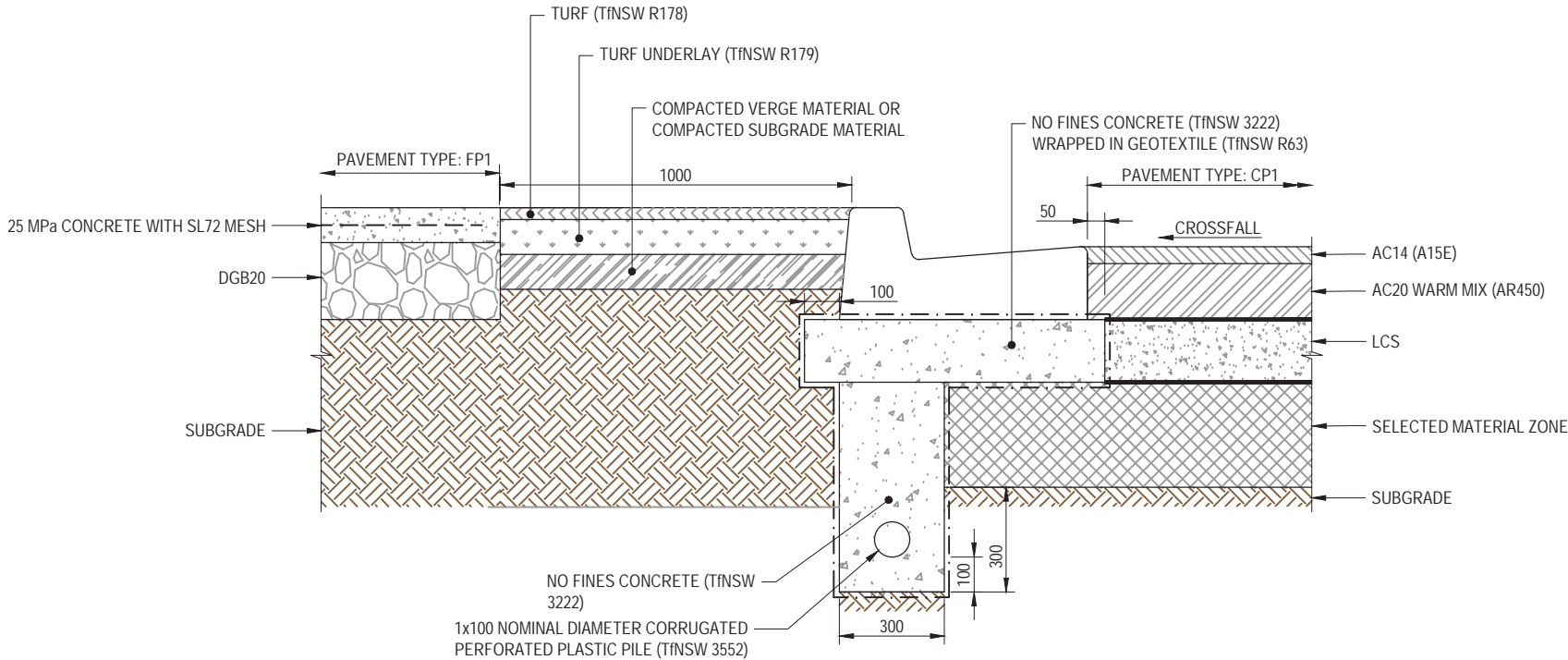


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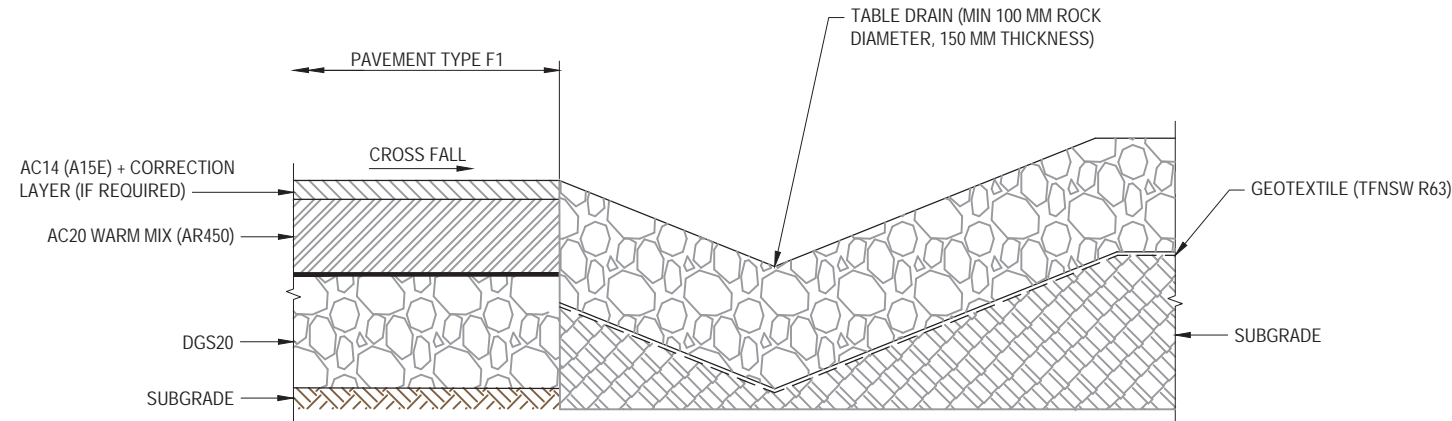
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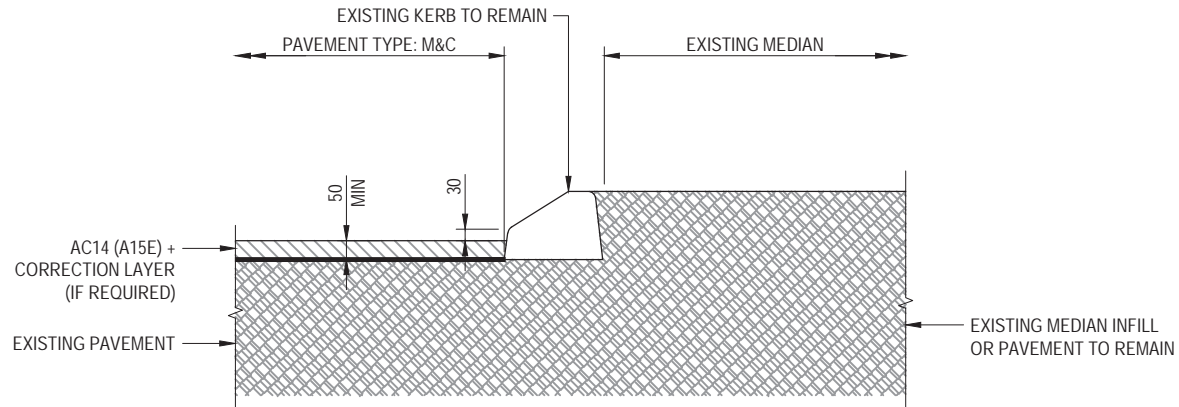
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EDGE DETAIL E-1  
PAVEMENT TYPE FP1 WITH SA KERB AND PAVEMENT TYPE CP1  
SCALE 1:20



EDGE DETAIL E-2  
PAVEMENT TYPE F1 WITH TABLE DRAIN  
SCALE 1 : 20





EDGE DETAIL E-3  
PAVEMENT TYPE M&C WITH EXISTING KERB AND EXISTING PAVEMENT  
SCALE 1 : 20

NOTES:

1. ALL DIMENSIONS SHOWN IN MILLIMETERS UNLESS NOTED OTHERWISE.
2. REFER TO PAVEMENT PLAN SHT-PV-001001 FOR LOCATION OF THE EDGE JOINT.
3. REFER TO SHEET SHT-PV-000501 FOR PAVEMENT PROFILE DETAILS.
4. REFER TO SHT-SM SERIES STORMWATER DRAINAGE DETAILS.
5. REFER TO SHT-RD SERIES FOR KERB CONTROL SET OUT PLAN
6. REFER TO T1NSW MODEL DRAWINGS ON DRG SHT-GE-00021 FOR STANDARD KERB AND GUTTER SHAPES
7. PROVIDE SUBSURFACE DRAIN ONLY WHERE INDICATED ON PAVEMENT PLAN DRAWINGS.
8. DEPTH OF KERB AT LID OF GUTTER IS TO MATCH TOTAL AC THICKNESS.

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| DRAWING FILE LOCATION / NAME<br>PW:/P0099981-SHT-PV-000541.DWG |  |  |  | DESIGN LOT CODE<br>- |                  | DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING<br>- |  | PLOT DATE / TIME<br>1-Oct-20 / 5:11:20 PM |                      | PLOT BY<br>MASURKARP |   | CLIENT<br><div><div>Transport<br/>for NSW</div></div> |                               | PENRITH CITY COUNCIL<br>SYDNEY METRO WESTERN SYDNEY AIRPORT<br>EXTENSION OF OLD GIPPS STREET AT<br>SUNFLOWER DRIVE, CLAREMONT MEADOWS<br>PAVEMENT EDGE DETAILS |                                       | A3 |                                   |      |  |  |   |  |               |  |                            |  |            |  |
| EXTERNAL REFERENCE FILES                                       |  |  |  | REV<br>0             | DATE<br>01.10.20 | AMENDMENT / REVISION DESCRIPTION<br>IFT                          |  | WVR No.                                   | APPROVAL<br>T. RASUL |                      | SCALES ON A3 SIZE DRAWING<br><div></div> |  | DRAWINGS / DESIGN PREPARED BY |  | TITLE                                 |    | NAME                              | DATE | SHEET 1 OF 1   |  |   |  |               |  |                            |  |            |  |
|  |  |  |  |                      |                  |  |  |   |                      |                      | CO-ORDINATE SYSTEM<br>GDA94/MGA ZONE 56   |  | HEIGHT DATUM<br>AHD           |  | -                                     |    | DRAWN<br>P. KOSTANICH<br>01.10.20 |      | PREPARED FOR<br>GREATER SYDNEY DIVISION<br>EASING SYDNEY'S CONGESTION<br>SYDNEY METRO GREATER WEST |  | T1NSW REGISTRATION No. <b>DS2020/000663</b> |  | PART<br>0     |  |                            |  |            |  |
|  |  |  |  |                      |                  |  |  |   |                      |                      |   |  |                               |  | DRG CHECK<br>P. MASURKAR<br>01.10.20  |    |                                   |      |  |  | ISSUE STATUS<br>DETAILED DESIGN             |  | EDMS No.<br>- |  | SHEET No.<br>SHT-PV-000541 |  | ISSUE<br>0 |  |
|  |  |  |  |                      |                  |  |  |   |                      |                      |   |  |                               |  | DESIGN<br>S. ANDREWS<br>01.10.20      |    |                                   |      |  |  |   |  |               |  |                            |  |            |  |
|  |  |  |  |                      |                  |  |  |   |                      |                      |   |  |                               |  | DESIGN CHECK<br>V. ECCLES<br>22.09.20 |    |                                   |      |  |  |   |  |               |  |                            |  |            |  |
|  |  |  |  |                      |                  |  |  |   |                      |                      |   |  |                               |  | VERIFIER<br>J. McDERMOTT<br>01.10.20  |    |                                   |      |  |  |   |  |               |  |                            |  |            |  |
|  |  |  |  |                      |                  |  |  |   |                      |                      |   |  |                               |  | PROJECT MNGR<br>T. RASUL<br>01.10.20  |    |                                   |      |  |  |   |  |               |  |                            |  |            |  |
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THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

Last saved by: MASURKARP (2020-10-01) Last Plotted: 2020-10-01



LEGEND

000'0

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ROAD CONTROL LINE

---

EXISTING SURVEY

MXXX

↓

ROAD CONTROL LINE LABEL

CP1

CP1

TEMPORARY ROAD PAVEMENT F1

TEMPORARY ROAD PAVEMENT F1

FP1

FP1

M&C

M&C

TF

TF

XXXX

●

PAVEMENT TAG

I-1 OR E-1

INTERFACE OR EDGE DETAILS

EXISTING STORMWATER PIT

EXISTING STORMWATER PIT

NEW STORMWATER PIT

NEW STORMWATER PIT

PIPE CONNECTION TO EXISTING PIT

PIPE CONNECTION TO EXISTING PIT

ADJUST / MODIFY EXISTING PIT INLET

ADJUST / MODIFY EXISTING PIT INLET

NEW HAUNCHED PIT

NEW HAUNCHED PIT

SUBSURFACE DRAINAGE

SUBSURFACE DRAINAGE

NEW TABLE DRAIN

NEW TABLE DRAIN

- NOTES
1. ALL DIMENSIONS ARE IN METRES UNO

2. REFER TO SHT-GE-000021 FOR GENERAL NOTES

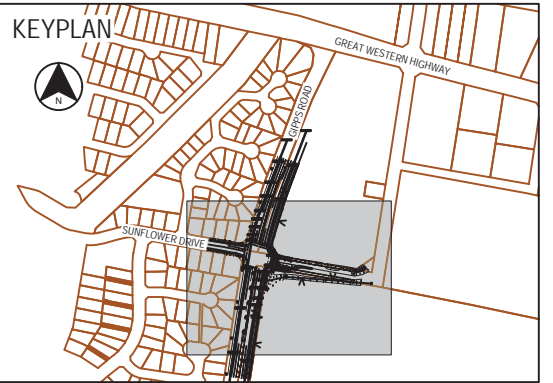
3. REFER TO SHT-PV-000501 FOR PAVEMENT PROFILE DETAILS

4. REFER TO SHT-PV-000521 FOR INTERFACE DETAILS

5. REFER TO SHT PV-000541 FOR EDGE DETAILS

6. SAWCUT EXISTING GUTTER (FULL DEPTH) ALONG LIP OF GUTTER AND CAREFULLY REMOVE EXISTING KERB AND GUTTER WITHOUT DAMAGING EXISTING ADJACENT ASPHALT / FLEXIBLE PAVEMENT LAYERS

7. SUBSURFACE DRAINAGE AGAINST GRADE SHALL BE AT MINIMUM 0.5% GRADE

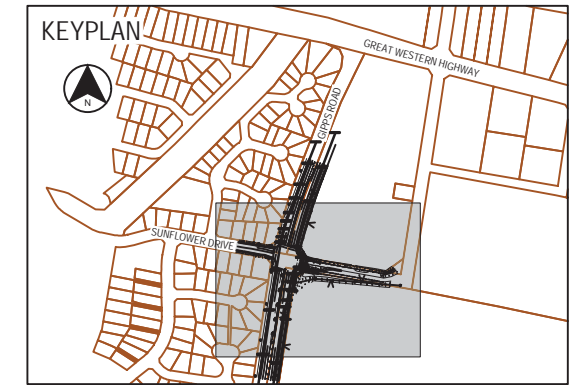
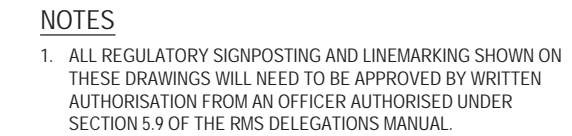


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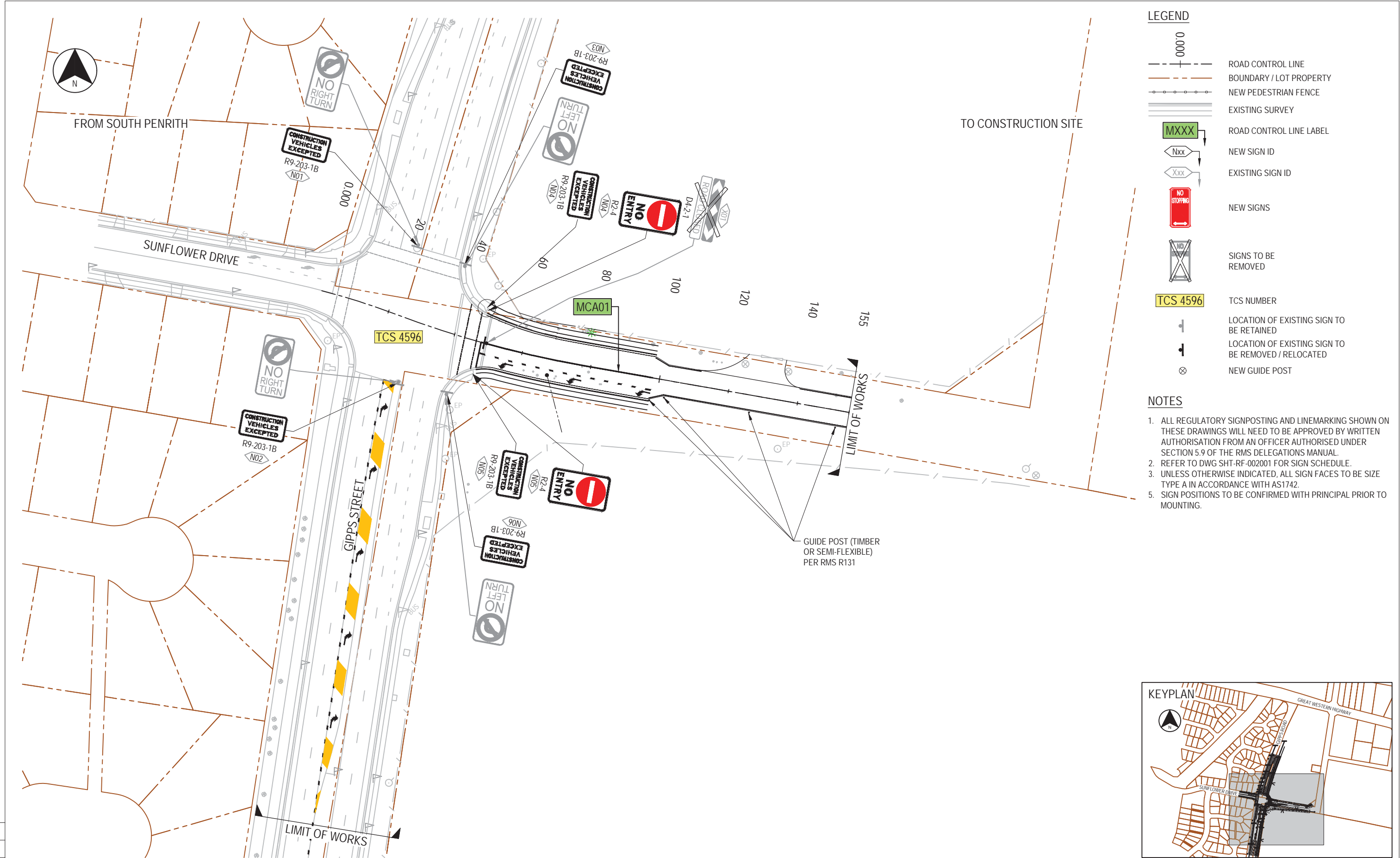
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| DRAWING FILE LOCATION / NAME<br>PW:/P0099981-SHT-PV-001001.DWG |  |  |  | DESIGN LOT CODE |              | DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING<br>- |  | PLOT DATE / TIME<br>1-Oct-20 / 5:11:28 PM |                      | PLOT BY<br>MASURKARP  |  | CLIENT                        |  | PENRITH CITY COUNCIL<br>SYDNEY METRO WESTERN SYDNEY AIRPORT<br>EXTENSION OF OLD GIPPS STREET AT<br>SUNFLOWER DRIVE, CLAREMONT MEADOWS<br>PAVEMENT PLAN |              | A3   |      |   |  |                            |  |         |  |
| EXTERNAL REFERENCE FILES                                       |  |  |  | REV             | DATE         | AMENDMENT / REVISION DESCRIPTION                                 |  | WVR No.                                   | APPROVAL             | SCALES ON A3 SIZE DRAWING   |  | DRAWINGS / DESIGN PREPARED BY |  | TITLE  |              | NAME   | DATE |   |  |                            |  |         |  |
|  |  |  |  | 0               | 08.09.20     | ISSUED FOR INFORMATION<br>IFT                                    |  |   | T. RASUL<br>T. RASUL | <div><div><div>505101520m</div><div>1 : 1000</div><div>FULL SIZE A3</div></div></div> |  |                               |  | DRAWN  | P. KOSTANICH | 01.10.20   |      |   |  |                            |  |         |  |
|  |  |  |  | DRG CHECK       | P. MASURKAR  |  |  |   |                      |   |  |                               |  | 01.10.20   |              |  |      |   |  |                            |  |         |  |
|  |  |  |  | DESIGN          | S. ANDREWS   |  |  |   |                      |   |  |                               |  | 08.09.20   |              |  |      |   |  |                            |  |         |  |
|  |  |  |  | DESIGN CHECK    | V. ECCLES    |  |  |   |                      |   |  |                               |  | 01.10.20   |              |  |      |   |  |                            |  |         |  |
|  |  |  |  | VERIFIER        | J. McDERMOTT |  |  |   |                      |   |  |                               |  | 01.10.20   |              |  |      |   |  |                            |  |         |  |
|  |  |  |  |                 |              | CO-ORDINATE SYSTEM<br>GDA94/MGA ZONE 56                          |  | HEIGHT DATUM<br>AHD                       |                      |   |  |                               |  |  |              |  |      |   |  |                            |  |         |  |
|  |  |  |  |                 |              |  |  |   |                      |   |  |                               |  | PROJECT MNGR<br>T. RASUL   |              | 01.10.20   |      |   |  |                            |  |         |  |
|  |  |  |  |                 |              |  |  |   |                      |   |  | NSW GOVERNMENT                |  | Transport for NSW  |              | PREPARED FOR<br>GREATER SYDNEY DIVISION<br>EASING SYDNEY'S CONGESTION<br>SYDNEY METRO GREATER WEST |      | TINSW REGISTRATION No. <b>DS2020/000663</b> |  | PART 1                     |  |         |  |
|  |  |  |  |                 |              |  |  |   |                      |   |  |                               |  |  |              | ISSUE STATUS<br>DETAILED DESIGN  |      | EDMS No.<br>-                               |  | SHEET No.<br>SHT-PV-001001 |  | ISSUE 1 |  |





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| DRAWING FILE LOCATION / NAME<br>PW:\P0099981-SHT-RF-001001.DWG |  |  |  | DESIGN LOT CODE |          | DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING<br>- |  | PLOT DATE / TIME<br>1-Oct-20 / 5:12:23 PM |          | PLOT BY<br>MASURKARP   |  | CLIENT<br> PENRITH CITY COUNCIL<br>SYDNEY METRO WESTERN SYDNEY AIRPORT<br>EXTENSION OF OLD GIPPS STREET AT<br>SUNFLOWER DRIVE, CLAREMONT MEADOWS<br>LINE MARKING PLAN |                            | A3        |  |
| EXTERNAL REFERENCE FILES                                       |  |  |  | REV             | DATE     | AMENDMENT / REVISION DESCRIPTION                                 |  | VWR No.                                   | APPROVAL | SCALES ON A3 SIZE DRAWING  |  | DRAWINGS / DESIGN PREPARED BY  |                            |           |  |
|  |  |  |  | 0               | 01.10.20 | IFT  |  |   | T. RASUL | <br>1 : 1000 FULL SIZE A3 |  |  |                            |           |  |
|  |  |  |  |                 |          |  |  |   |          | CO-ORDINATE SYSTEM<br>GDA94/MGA ZONE 56  |  | HEIGHT DATUM<br>AHD  |                            |           |  |
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|  |  |  |  |                 |          |  |  |   |          | DRAWN  |  | P. KOSTANICH   | 01.10.20                   |           |  |
|  |  |  |  |                 |          |  |  |   |          | DRG CHECK  |  | P. MASURKAR  | 01.10.20                   |           |  |
|  |  |  |  |                 |          |  |  |   |          | DESIGN   |  | S. ANDREWS   | 01.10.20                   |           |  |
|  |  |  |  |                 |          |  |  |   |          | DESIGN CHECK   |  | V. ECCLES  | 01.10.20                   |           |  |
|  |  |  |  |                 |          |  |  |   |          | VERIFIER   |  | J. McDERMOTT   | 01.10.20                   |           |  |
|  |  |  |  |                 |          |  |  |   |          | PROJECT MNGR   |  | T. RASUL   | 01.10.20                   |           |  |
|  |  |  |  |                 |          |  |  |   |          | PREPARED FOR<br>GREATER SYDNEY DIVISION<br>EASING SYDNEY'S CONGESTION<br>SYDNEY METRO GREATER WEST             |  |  |                            |           |  |
|  |  |  |  |                 |          |  |  |   |          | TNSW REGISTRATION No.  |  | DS2020/000663  |                            | PART<br>1 |  |
|  |  |  |  |                 |          |  |  |   |          | ISSUE STATUS<br>DETAILED DESIGN  |  | EDMS No.<br>-  | SHEET No.<br>SHT-RF-001001 | ISSU<br>0 |  |

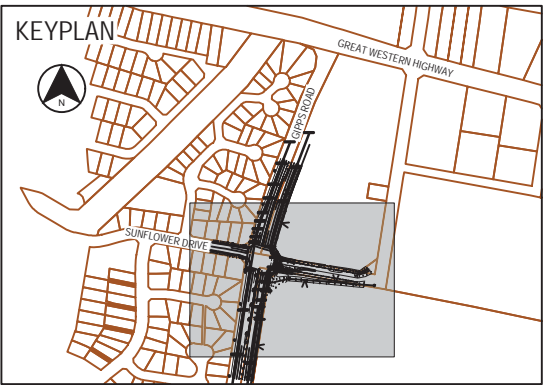


LEGEND

- ROAD CONTROL LINE
- BOUNDARY / LOT PROPERTY
- NEW PEDESTRIAN FENCE
- EXISTING SURVEY
- ROAD CONTROL LINE LABEL
- NEW SIGN ID
- EXISTING SIGN ID
- NEW SIGNS
- SIGNS TO BE REMOVED
- TCS NUMBER
- LOCATION OF EXISTING SIGN TO BE RETAINED
- LOCATION OF EXISTING SIGN TO BE REMOVED / RELOCATED
- NEW GUIDE POST



NOTES

- ALL REGULATORY SIGNPOSTING AND LINEMARKING SHOWN ON THESE DRAWINGS WILL NEED TO BE APPROVED BY WRITTEN AUTHORISATION FROM AN OFFICER AUTHORISED UNDER SECTION 5.9 OF THE RMS DELEGATIONS MANUAL.
- REFER TO DWG SHT-RF-002001 FOR SIGN SCHEDULE.
- UNLESS OTHERWISE INDICATED, ALL SIGN FACES TO BE SIZE TYPE A IN ACCORDANCE WITH AS1742.
- SIGN POSITIONS TO BE CONFIRMED WITH PRINCIPAL PRIOR TO MOUNTING.



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|  |  |  |  |                      |                  |  |  |   |                      |   |                                       |   |  |   |  |                               |  |  |
|--|--|--|--|----------------------|------------------|--|--|---|----------------------|---|---------------------------------------|---|--|---|--|-------------------------------|--|--|
| DRAWING FILE LOCATION / NAME<br>PW:/P0099981-SHT-RF-001101.DWG |  |  |  | DESIGN LOT CODE<br>- |                  | DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING<br>- |  | PLOT DATE / TIME<br>1-Oct-20 / 5:12:31 PM |                      | PLOT BY<br>MASURKARP  |                                       | <div> <b>Transport<br/>for NSW</b></div> |  | PENRITH CITY COUNCIL<br>SYDNEY METRO WESTERN SYDNEY AIRPORT<br>EXTENSION OF OLD GIPPS STREET AT<br>SUNFLOWER DRIVE, CLAREMONT MEADOWS<br>SIGNAGE PLAN |  | A3                            |  |  |
| EXTERNAL REFERENCE FILES                                       |  |  |  | REV<br>0             | DATE<br>01.10.20 | AMENDMENT / REVISION DESCRIPTION<br>IFT                          |  | WVR No.                                   | APPROVAL<br>T. RASUL | SCALES ON A3 SIZE DRAWING<br><div></div> |                                       |   |  |   |  | DRAWINGS / DESIGN PREPARED BY |  |  |
|  |  |  |  |                      |                  |  |  |   |                      |   |                                       | DRAWN<br>P. KOSTANICH<br>01.10.20   |  | <div>PREPARED FOR<br/>GREATER SYDNEY DIVISION<br/>EASING SYDNEY'S CONGESTION<br/>SYDNEY METRO GREATER WEST</div>                                      |  | SHEET 1 OF 1                  |  |  |
|  |  |  |  |                      |                  |  |  |   |                      |   | DRG CHECK<br>P. MASURKAR<br>01.10.20  |   | TNSW REGISTRATION No. <b>DS2020/000663</b> |   |  | PART<br>1                     |  |  |
|  |  |  |  |                      |                  |  |  |   |                      |   | DESIGN<br>S. ANDREWS<br>01.10.20      |   | ISSUE STATUS<br>DETAILED DESIGN            |   |  | EDMS No.<br>-                 |  |  |
|  |  |  |  |                      |                  |  |  |   |                      |   | DESIGN CHECK<br>V. ECCLES<br>01.10.20 |   | SHEET No.<br>SHT-RF-001101                 |   |  | ISSUE<br>0                    |  |  |
|  |  |  |  |                      |                  |  |  |   |                      |   | VERIFIER<br>J. McDERMOTT<br>01.10.20  |   |  |   |  |                               |  |  |
|  |  |  |  |                      |                  |  |  |   |                      |   |                                       | PROJECT MNGR<br>T. RASUL<br>01.10.20  |  |   |  |                               |  |  |
|  |  |  |  |                      |                  |  |  |   |                      |   |                                       | CO-ORDINATE SYSTEM<br>GDA94/MGA ZONE 56   |  | HEIGHT DATUM<br>AHD   |  |                               |  |  |
|  |  |  |  |                      |                  |  |  |   |                      |   |                                       | -   |  |   |  |                               |  |  |

| EXISTING SIGN SCHEDULE                    |         |           |        |                              |           |              |          |          |   |
|---|---------|-----------|--------|------------------------------|-----------|--------------|----------|----------|---|
| SIGN TAG<br>X - EXISTING<br>R - RELOCATED | CONTROL | CHAINAGE  | CODE   | SIGN DESCRIPTION             | TREATMENT | NEW LOCATION |          | MOUNTING | REMARKS   |
|   |         |           |        |                              |           | CONTROL      | CHAINAGE |          |   |
| X01                                       | MCA01   | 40.000000 | D4-2-1 | BI-DIRECTIONAL HAZARD MARKER | REMOVE    | -            | -        | -        | TO BE RETAINED UNTIL ROAD EXTENSION IS OPEN FOR USE |
|   |         |           |        |                              |           |              |          |          |   |
|   |         |           |        |                              |           |              |          |          |   |

| NEW SIGN SCHEDULE |                    |          |          |   |                          |   |
|-------------------|--------------------|----------|----------|---|--------------------------|---|
| SIGN TAG          | CODE               | LOCATION |          | SIGN DESCRIPTION                          | MOUNTING                 | REMARKS   |
|                   |                    | CONTROL  | CHAINAGE |   |                          |   |
| N01               | R9-203-1B          | MCA01    | 20       | CONSTRUCTION VEHICLES EXCEPTED            | EXISTING SIGN POST       | R9-203-1B SIGN TO BE BAGGED UNTIL AFTER PROPOSED ROAD EXTENSION IS OPEN FOR USE |
| N02               | R9-203-1B          | MCA02    | 25       | CONSTRUCTION VEHICLES EXCEPTED            | EXISTING SIGN POST       | R9-203-1B SIGN TO BE BAGGED UNTIL AFTER PROPOSED ROAD EXTENSION IS OPEN FOR USE |
| N03               | R9-203-1B          | MCA03    | 40       | CONSTRUCTION VEHICLES EXCEPTED            | EXISTING SIGN POST       | R9-203-1B SIGN TO BE BAGGED UNTIL AFTER PROPOSED ROAD EXTENSION IS OPEN FOR USE |
| N04               | R2-4 AND R9-203-1B | MCA04    | 50       | NO ENTRY & CONSTRUCTION VEHICLES EXCEPTED | EXISTING TCS POST TYPE 2 | R9-203-1B SIGN TO BE BAGGED UNTIL AFTER PROPOSED ROAD EXTENSION IS OPEN FOR USE |
| N05               | R2-4 AND R9-203-1B | MCA05    | 50       | NO ENTRY & CONSTRUCTION VEHICLES EXCEPTED | EXISTING TCS POST TYPE 3 | R9-203-1B SIGN TO BE BAGGED UNTIL AFTER PROPOSED ROAD EXTENSION IS OPEN FOR USE |
| N06               | R9-203-1B          | MCA06    | 40       | CONSTRUCTION VEHICLES EXCEPTED            | EXISTING SIGN POST       | R9-203-1B SIGN TO BE BAGGED UNTIL AFTER PROPOSED ROAD EXTENSION IS OPEN FOR USE |
|                   |                    |          |          |   |                          |   |

FOR INFORMATION ONLY

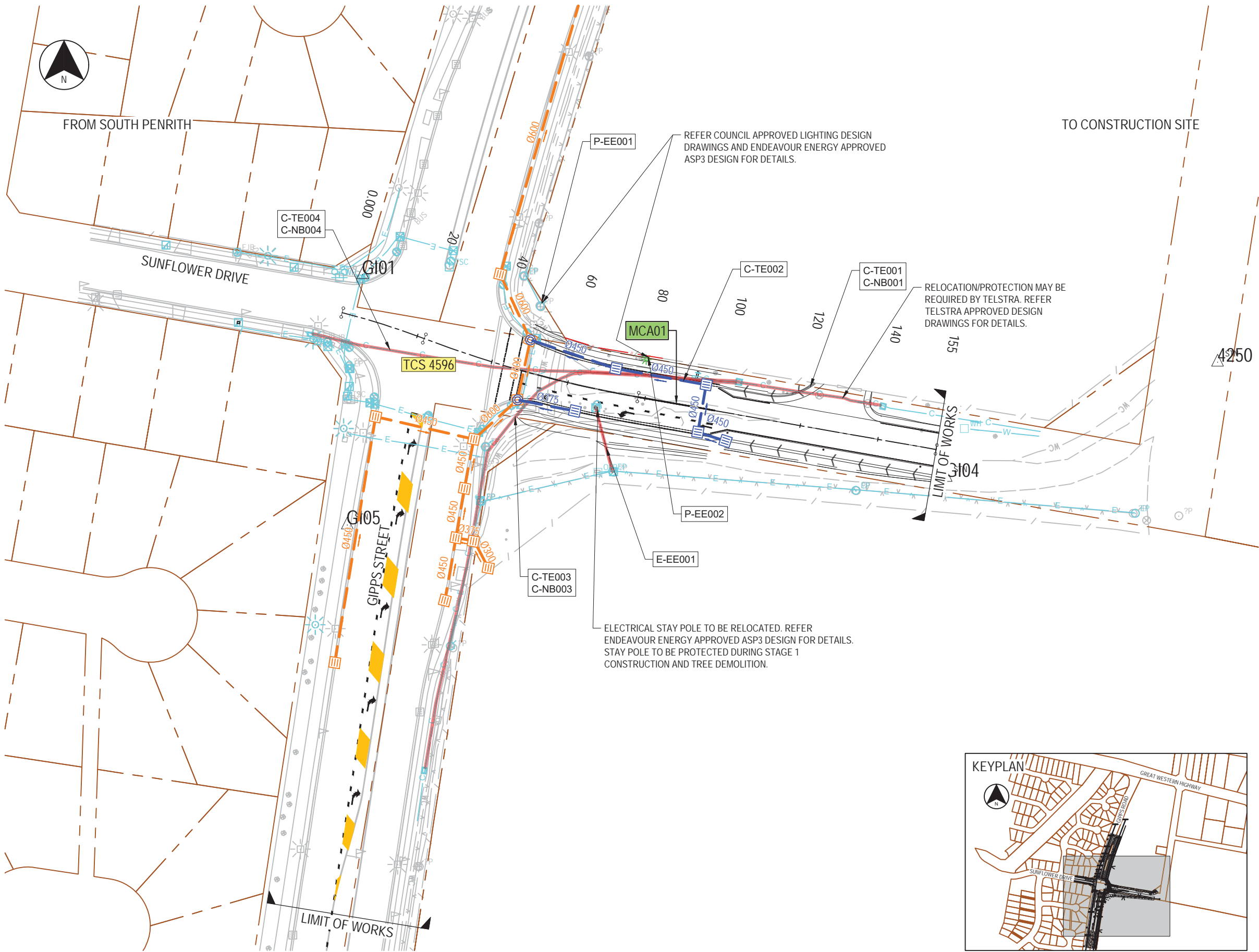
NOT FOR CONSTRUCTION

|  |  |     |          |                                  |                 |         |  |                           |  |   |  |                     |                      |              |   |  |   |   |    |                     |      |                            |  |            |  |
|--|--|-----|----------|----------------------------------|-----------------|---------|--|---------------------------|--|---|--|---------------------|----------------------|--------------|---|--|---|---|----|---------------------|------|----------------------------|--|------------|--|
| DRAWING FILE LOCATION / NAME<br>PW:/P0099981-SHT-RF-002001.DWG |  |     |          |                                  | DESIGN LOT CODE |         | DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING<br>- |                           |  | PLOT DATE / TIME<br>1-Oct-20 / 5:12:37 PM |  |                     | PLOT BY<br>MASURKARP |              | <div> <b>Transport<br/>for NSW</b></div> |  | PENRITH CITY COUNCIL<br>SYDNEY METRO WESTERN SYDNEY AIRPORT<br>EXTENSION OF OLD GIPPS STREET AT<br>SUNFLOWER DRIVE, CLAREMONT MEADOWS<br>SIGNAGE SCHEDULE |   | A3 |                     |      |                            |  |            |  |
| EXTERNAL REFERENCE FILES                                       |  | REV | DATE     | AMENDMENT / REVISION DESCRIPTION |                 | WVR No. | APPROVAL   | SCALES ON A3 SIZE DRAWING |  | DRAWINGS / DESIGN PREPARED BY             |  |                     | TITLE                | NAME         |   |  |   |   |    |                     | DATE |                            |  |            |  |
|  |  | 0   | 01.10.20 | IFT                              |                 |         | T. RASUL   |                           |  |   |  |                     | DRAWN                | P. KOSTANICH | 01.10.20  | <div>PREPARED FOR<br/>GREATER SYDNEY DIVISION<br/>EASING SYDNEY'S CONGESTION<br/>SYDNEY METRO GREATER WEST</div> |   | TINSW REGISTRATION No. <b>DS2020/000663</b> |    | PART<br><b>1</b>    |      |                            |  |            |  |
|  |  |     |          |                                  |                 |         |  |                           |  |   |  |                     | DRG CHECK            | P. MASURKAR  | 01.10.20  |  |   |   |    |                     |      |                            |  |            |  |
|  |  |     |          |                                  |                 |         |  |                           |  |   |  |                     | DESIGN               | S. ANDREWS   | 01.10.20  |  |   |   |    |                     |      |                            |  |            |  |
|  |  |     |          |                                  |                 |         |  |                           |  |   |  |                     | DESIGN CHECK         | V. ECCLES    | 01.10.20  |  |   |   |    |                     |      |                            |  |            |  |
|  |  |     |          |                                  |                 |         |  |                           |  |   |  |                     | VERIFIER             | J. McDERMOTT | 01.10.20  |  |   |   |    |                     |      |                            |  |            |  |
|  |  |     |          |                                  |                 |         |  |                           |  |   |  |                     | PROJECT MNGR         | T. RASUL     | 01.10.20  |  |   |   |    |                     |      |                            |  |            |  |
|  |  |     |          |                                  |                 |         |  |                           |  | CO-ORDINATE SYSTEM<br>GDA94/MGA ZONE 56   |  | HEIGHT DATUM<br>AHD |                      |              |   |  |   |   |    |                     |      |                            |  |            |  |
|  |  |     |          |                                  |                 |         |  |                           |  |   |  |                     |                      |              |   |  |   | ISSUE STATUS<br>DETAILED DESIGN             |    | EDMS No.<br>-       |      | SHEET No.<br>SHT-RF-002001 |  | ISSUE<br>0 |  |
|  |  |     |          |                                  |                 |         |  |                           |  |   |  |                     |                      |              |   |  |   |   |    | © Transport for NSW |      |                            |  |            |  |



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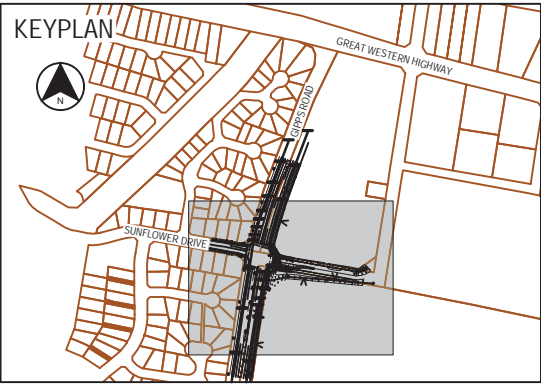


LEGEND



- EXISTING PROPERTY BOUNDARY
- DESIGN COMMUNICATION
- DESIGN COMMUNICATION OH
- DESIGN ELECTRICAL
- DESIGN ELECTRICAL OH
- DESIGN GAS
- DESIGN SEWER
- DESIGN WATER
- EXISTING COMMUNICATION
- EXISTING COMMUNICATION OH
- EXISTING ELECTRICAL
- EXISTING ELECTRICAL OH
- EXISTING GAS
- EXISTING SEWER
- EXISTING WATER
- PROTECT
- ABANDON
- NEW DESIGN
- PROPOSED BOUNDARY
- UTILITIES TAG
- XXXX
- MXXX
- EXISTING ELECTRICAL POLE WITH LIGHT
- EXISTING ELECTRICAL POLE
- EXISTING STREET LIGHT COLUMN
- DESIGN ELECTRICAL POLE WITH LIGHT
- DESIGN ELECTRICAL POLE
- DESIGN STREET LIGHT LOCATION
- ELECTRICAL ASSET TRANSITION POINT
- NEW TCS POSTS & MAST ARMS
- EXISTING STORMWATER PIT AND PIPE
- NEW STORMWATER PIT AND PIPE

NOTES

- CONTRACTOR TO UNDERTAKE THEIR OWN DBYD AND POTHOLING INVESTIGATION PRIOR TO CONSTRUCTION ACTIVITIES.
- REFER TO UTILITY TABLE ON **SHT-UT-002001** FOR MORE INFORMATION AND **SHT-GE-000021** FOR GENERAL NOTES.
- UTILITIES DRAWINGS SUBJECT TO FURTHER COORDINATION WITH UTILITIES AUTHORITIES.
- THE SHOWN PROPOSED STREET LIGHT COLUMN IS INDICATIVE ONLY. PROPOSED UTILITY ROUTES ARE NOT SHOWN ON THIS PLAN. REFER RELEVANT UTILITIES DRAWING FOR DETAILS.
- DOMESTIC AND OTHER INDIVIDUAL UTILITIES IMPACT ASSESSMENT IS NOT INCLUDED IN THE DRAWINGS.
- TCS/ITS DESIGN NETWORK CONDUITS ARE NOT SHOWN IN THIS DRAWING.
- DISCREPANCIES BETWEEN COMBINED UTILITY PLANS AND UTILITY AUTHORITY PLANS TO BE BROUGHT TO THE DESIGNERS ATTENTION.
- DRAINAGE AND TCS ARE SHOWN ON PLANS FOR REFERENCE ONLY.
- NOT AFFECTED = UTILITY IDENTIFIED WITH NO AUTHORITY REQUIREMENTS. PROTECTED = UTILITY OWNER HAS APPROVED PROTECTION (ie. ENCASE SLAB) THAT DOES NOT REQUIRE RELOCATION. ABANDON = WILL BE OUT OF SERVICE, ABANDON, DECOMMISSIONED AS PER AS5488 AFTER 'NEW' IS LIVE. NEW = NEW UTILITY ROUTE.
- ASSET ID:



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|  |  |          |                  |   |  |  |                      |   |  |                               |  |   |  |   |  |              |  |       |  |
|--|--|----------|------------------|---|--|--|----------------------|---|--|-------------------------------|--|---|--|---|--|--------------|--|-------|--|
| DRAWING FILE LOCATION / NAME<br>PW:/P0099981-SHT-UT-001001.DWG |  |          |                  | DESIGN LOT CODE                         |  | DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING<br>- |                      | PLOT DATE / TIME<br>1-Oct-20 / 5:13:31 PM   |  | PLOT BY<br>MASURKARP          |  | <div> <b>Transport<br/>for NSW</b></div> |  | CLIENT<br><br>PENRITH CITY COUNCIL<br>SYDNEY METRO WESTERN SYDNEY AIRPORT<br>EXTENSION OF OLD GIPPS STREET AT<br>SUNFLOWER DRIVE, CLAREMONT MEADOWS<br>UTILITIES IMPACT ASSESSMENT PLAN |  | A3           |  |       |  |
| EXTERNAL REFERENCE FILES                                       |  | REV<br>0 | DATE<br>01.10.20 | AMENDMENT / REVISION DESCRIPTION<br>IFT |  | WVR No.  | APPROVAL<br>T. RASUL | SCALES ON A3 SIZE DRAWING<br><div></div> |  | DRAWINGS / DESIGN PREPARED BY |  |   |  |   |  |              |  | TITLE |  |
|  |  |          |                  |   |  |  |                      |   |  |                               |  | DRAWN   |  | P. KOSTANICH  |  | 01.10.20     |  |       |  |
|  |  |          |                  |   |  |  |                      |   |  |                               |  | DRG CHECK   |  | P. MASURKAR   |  | 01.10.20     |  |       |  |
|  |  |          |                  |   |  |  |                      |   |  |                               |  | DESIGN  |  | S. ANDREWS  |  | 01.10.20     |  |       |  |
|  |  |          |                  |   |  |  |                      |   |  |                               |  | DESIGN CHECK  |  | V. ECCLES   |  | 01.10.20     |  |       |  |
|  |  |          |                  |   |  |  |                      |   |  |                               |  | VERIFIER  |  | J. McDERMOTT  |  | 01.10.20     |  |       |  |
|  |  |          |                  |   |  |  |                      |   |  |                               |  | PROJECT MNGR  |  | T. RASUL  |  | 01.10.20     |  |       |  |
|  |  |          |                  |   |  |  |                      | CO-ORDINATE SYSTEM<br>GDA94/MGA ZONE 56   |  | HEIGHT DATUM<br>AHD           |  |   |  |   |  |              |  |       |  |
|  |  |          |                  |   |  |  |                      |   |  |                               |  |   |  |   |  | SHEET 1 OF 1 |  |       |  |
|  |  |          |                  |   |  |  |                      |   |  |                               |  | TINSW REGISTRATION No. <b>DS2020/000663</b>   |  |   |  | PART<br>1    |  |       |  |
| ISSUE STATUS<br>DETAILED DESIGN                                |  |          |                  |   |  |  |                      |   |  |                               |  | EDMS No.<br>-   |  | SHEET No.<br>SHT-UT-001001  |  | ISSUE<br>0   |  |       |  |

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50mm ON A3 SIZE ORIGINAL

145

140

135

130

125

120

115

110


105

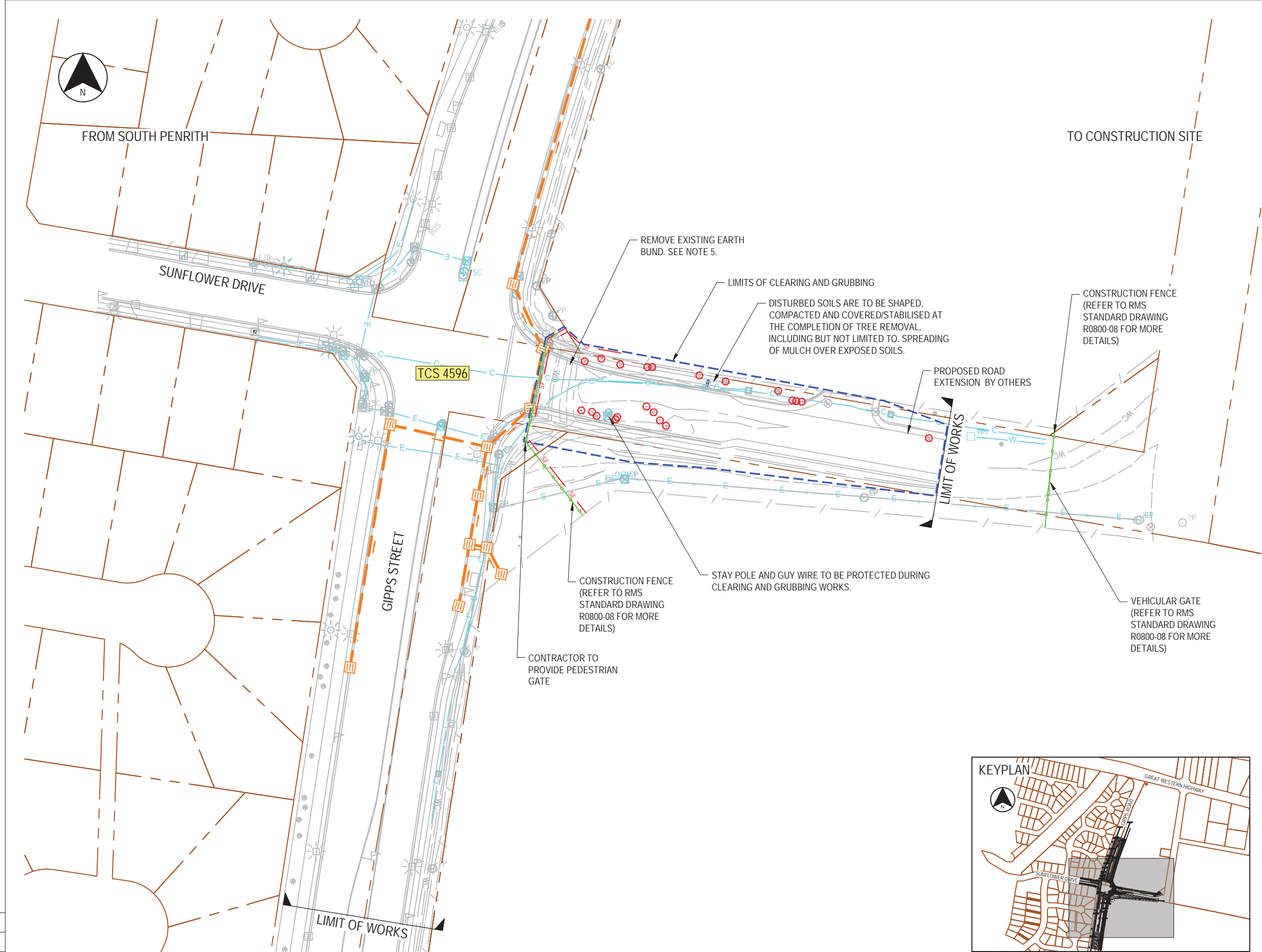
100

| S.No | Street 1     | Street 2 | Utility type | Service Provider      | Existing Asset ID. | Service Size & Type   | Why modifying asset ?<br>(ie clash with new pavement, new SWD etc)   | Treatment<br>Not Affected<br>Protect<br>Abandon | Design<br>route Asset ID | Proposed Scope<br>(ie lower, new route etc)  | Remarks / Comments                         |
|------|--------------|----------|--------------|-----------------------|--------------------|---|--|---|--------------------------|--|--|
| 1    | GIPPS ST     | GIPPS ST | E ELEC       | E EE ENDEAVOUR ENERGY | E-EE001            | ELECTRICAL STAY POLE  | ASSET IMPACTED BY PROPOSED ROAD EXTENSION WORKS.   | ABANDON   |                          | RELOCATE ENDEAVOUR ENERGY STAY POLE TO THE NEW LOCATION OUTSIDE THE PROPOSED ROAD. REFER ENDEAVOUR ENERGY APPROVED DESIGN DRAWINGS FOR DETAILS.  | SCOPE TO BE CONFIRMED BY ENDEAVOUR ENERGY. |
| 2    | GIPPS ST     | GIPPS ST | C COMMS      | C TE TELSTRA          | C-TE001            | 4 X 100Ø ASBESTOS CONDUITS CONTAINING LOCAL AND MAIN CABLES | ASSET HAS A MINIMUM OF 730MM COVER. PROPOSED TEMPORARY PAVEMENT PROFILE HAS NO IMPACT ON THE ASSET.  | NOT AFFECTED                                    |                          | REFER TO PROCEDURES SET OUT IN DBYD FOR EXCAVATING BESIDE EXISTING ASSETS.   | SCOPE TO BE CONFIRMED BY TELSTRA           |
| 3    | GIPPS ST     | GIPPS ST | C COMMS      | C TE TELSTRA          | C-TE002            | 4 X 100Ø PVC SPARE CONDUITS                                 | ASSET UNDER PROPOSED SHARED-PATH. ASSET IS 0.5 m BELOW CURRENT SURFACE.  | NOT AFFECTED                                    | -                        | REFER TO PROCEDURES SET OUT IN DBYD FOR EXCAVATING BESIDE EXISTING ASSETS.   | SCOPE TO BE CONFIRMED BY TELSTRA           |
| 4    | GIPPS ST     | GIPPS ST | C COMMS      | C TE TELSTRA          | C-TE003            | 4 X 100Ø PVC CONDUITS CONTAINING LOCAL AND MAIN CABLES      | ASSET UNDER PROPOSED CARRIAGEWAY WITH PERMANENT PAVEMENT PROFILE. ASSET IS 1.25-1.17 m BELOW CURRENT SURFACE AND BETWEEN 120mm AND 430mm BELOW DESIGN SURFACE LEVEL. ASSET IS IN CLOSE PROXIMITY TO PROPOSED DRAINAGE NETWORK. | ABANDON   |                          | RELOCATE CONDUITS AND CABLES TO NEW VERGE. REFER TO PROCEDURES SET OUT IN DBYD FOR EXCAVATING BESIDE EXISTING ASSETS. EXPOSE AND PROTECT CONDUITS WITH STABILISED SAND, TO BOTTOM OF NEW PAVEMENT LATER. REFER TELSTRA APPROVED DESIGN DRAWINGS FOR DETAILS. | SCOPE TO BE CONFIRMED BY TELSTRA           |
| 5    | SUNFLOWER DR | GIPPS ST | C COMMS      | C TE TELSTRA          | C-TE004            | 4 X 100Ø PVC CONDUITS CONTAINING LOCAL AND MAIN CABLES      | ASSET UNDER PROPOSED CARRIAGEWAY WITH PERMANENT PAVEMENT PROFILE. ASSET IS 1.25-2.4 m BELOW CURRENT SURFACE AND BETWEEN 280mm AND 500mm BELOW DESIGN SURFACE LEVEL. ASSET IS IN CLOSE PROXIMITY TO PROPOSED DRAINAGE NETWORK.  | ABANDON   |                          | RELOCATE CONDUITS AND CABLES TO NEW VERGE. REFER TO PROCEDURES SET OUT IN DBYD FOR EXCAVATING BESIDE EXISTING ASSETS. EXPOSE AND PROTECT CONDUITS WITH STABILISED SAND, TO BOTTOM OF NEW PAVEMENT LATER. REFER TELSTRA APPROVED DESIGN DRAWINGS FOR DETAILS. | SCOPE TO BE CONFIRMED BY TELSTRA           |
| 6    | GIPPS ST     | GIPPS ST | C COMMS      | C NB NBN              | C-NB001            | CABLES WITHIN C-TE001 CONDUITS                              | CABLES IN TELSTRA BANK. NO IMPACT ON THE ASSET.  | NOT AFFECTED                                    |                          | REFER TO PROCEDURES SET OUT IN DBYD FOR EXCAVATING BESIDE EXISTING ASSETS.   | SCOPE TO BE CONFIRMED BY NBN               |
| 7    | GIPPS ST     | GIPPS ST | C COMMS      | C NB NBN              | C-NB003            | CABLES WITHIN C-TE003 CONDUITS                              | CABLES IN TELSTRA BANK. IMPACTED BY DESIGN SURFACE LEVEL.  | ABANDON   |                          | CABLES TO BE RELOCATED WITH C-TE003. REFER NBN APPROVED DESIGN DRAWINGS FOR DETAILS.   | SCOPE TO BE CONFIRMED BY NBN               |
| 8    | SUNFLOWER DR | GIPPS ST | C COMMS      | C NB NBN              | C-NB004            | CABLES WITHIN C-TE004 CONDUITS                              | CABLES IN TELSTRA BANK. IMPACTED BY DESIGN SURFACE LEVEL.  | ABANDON   |                          | CABLES TO BE RELOCATED WITH C-TE004. REFER NBN APPROVED DESIGN DRAWINGS FOR DETAILS.   | SCOPE TO BE CONFIRMED BY NBN               |
| 9    | GIPPS ST     | GIPPS ST | E ELEC       | E EE ENDEAVOUR ENERGY | P-EE001            | EXISTING LIGHTING POLE AND LUMINARIES                       | LIGHTING DESIGN REQUIRED DUE TO THE DEVELOPMENT OF THE GIPPS ST INTERSECTION   | REPLACE LUMINARIES                              |                          | KEEP THE EXISTING LIGHTING POLE AND REPLACE LUMINARIES. REFER COUNCIL AND ENDEAVOUR ENERGY APPROVED DESIGN DRAWINGS FOR DETAILS.   | SCOPE TO BE CONFIRMED BY COUNCIL           |
| 10   | GIPPS ST     | GIPPS ST | E ELEC       | E EE ENDEAVOUR ENERGY | P-EE002            | NEW LIGHTING COLUMN AND LUMINARIES                          | LIGHTING DESIGN REQUIRED DUE TO THE DEVELOPMENT OF THE GIPPS ST INTERSECTION   | NEW LIGHTING COLUMN AND LUMINARIES              |                          | NEW LIGHTING COLUMN AND LUMINARIES TO BE CONSTRUCTED. REFER COUNCIL AND ENDEAVOUR ENERGY APPROVED DESIGN DRAWINGS FOR DETAILS.   | SCOPE TO BE CONFIRMED BY COUNCIL           |

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|  |  |              |          |                                  |  |  |          |   |  |                               |  |              |  |  |  |   |  |   |               |                            |            |
|--|--|--------------|----------|----------------------------------|--|--|----------|---|--|-------------------------------|--|--------------|--|--|--|---|--|---|---------------|----------------------------|------------|
| DRAWING FILE LOCATION / NAME<br>PW:/P0099981-SHT-UT-002001.DWG |  |              |          | DESIGN LOT CODE                  |  | DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING<br>- |          | PLOT DATE / TIME<br>1-Oct-20 / 5:13:37 PM |  | PLOT BY<br>MASURKARP          |  | CLIENT       |  | <div> <b>Transport for NSW</b></div> <div>PREPARED FOR<br/>GREATER SYDNEY DIVISION<br/>EASING SYDNEY'S CONGESTION<br/>SYDNEY METRO GREATER WEST</div> |  | PENRITH CITY COUNCIL<br>SYDNEY METRO WESTERN SYDNEY AIRPORT<br>EXTENSION OF OLD GIPPS STREET AT<br>SUNFLOWER DRIVE, CLAREMONT MEADOWS<br>UTILITIES IMPACT ASSESSMENT SCHEDULE |  | A3  |               |                            |            |
| EXTERNAL REFERENCE FILES                                       |  | REV          | DATE     | AMENDMENT / REVISION DESCRIPTION |  | WVR No.  | APPROVAL | SCALES ON A3 SIZE DRAWING                 |  | DRAWINGS / DESIGN PREPARED BY |  | TITLE        |  |  |  | NAME  |  | DATE  |               |                            |            |
|  |  | 0            | 01.10.20 | IFT                              |  |  | T. RASUL |   |  |                               |  | DRAWN        |  |  |  | P. KOSTANICH  |  | 01.10.20                                    |               |                            |            |
|  |  | DRG CHECK    |          | P. MASURKAR                      |  | 01.10.20   |          |   |  |                               |  |              |  |  |  |   |  |   |               |                            |            |
|  |  | DESIGN       |          | S. ANDREWS                       |  | 01.10.20   |          |   |  |                               |  |              |  |  |  |   |  |   |               |                            |            |
|  |  | DESIGN CHECK |          | V. ECCLES                        |  | 01.10.20   |          |   |  |                               |  |              |  |  |  |   |  |   |               |                            |            |
|  |  |              |          |                                  |  |  |          |   |  |                               |  | VERIFIER     |  | J. McDERMOTT   |  | 01.10.20  |  |   |               |                            |            |
|  |  |              |          |                                  |  |  |          | CO-ORDINATE SYSTEM<br>GDA94/MGA ZONE 56   |  | HEIGHT DATUM<br>AHD           |  | PROJECT MNGR |  | T. RASUL   |  | 01.10.20  |  |   |               |                            |            |
|  |  |              |          |                                  |  |  |          |   |  |                               |  |              |  |  |  |   |  | TINSW REGISTRATION No. <b>DS2020/000663</b> |               | PART<br>1                  |            |
|  |  |              |          |                                  |  |  |          |   |  |                               |  |              |  |  |  |   |  | ISSUE STATUS<br>DETAILED DESIGN             | EDMS No.<br>- | SHEET No.<br>SHT-UT-002001 | ISSUE<br>0 |



LEGEND

- C EXISTING COMMUNICATION
- A-C EXISTING COMMUNICATION OH
- E EXISTING ELECTRICAL
- A-E EXISTING ELECTRICAL OH
- G EXISTING GAS
- S EXISTING SEWER
- W EXISTING WATER
- [Symbol] EXISTING STORMWATER PIT AND PIPE
- [Symbol] NEW STORMWATER PIT AND PIPE
- [Symbol] EXISTING TREE
- [Symbol] EXISTING TREE TO BE REMOVED
- [Symbol] LIMITS OF CLEARING AND GRUBBING
- [Symbol] CONSTRUCTION FENCE
- [Symbol] TEMPORARY EROSION CONTROL SILT FENCE

NOTES

- CONTRACTOR TO POSITIVELY IDENTIFY THE LOCATION OF ALL SERVICES PRIOR TO CONSTRUCTION ACTIVITIES.
- EXISTING TREES SHOWN ARE INDICATIVE ONLY. CONTRACTOR TO NOTIFY TFNSW OF DISCREPANCIES.
- CONTRACTOR TO PROTECT EXISTING STAYPOLE, GUYWIRE AND EXISTING INGROUND SERVICES DURING TREE FELLING AND REMOVAL OF TREE STUMPS/ROOTS. REFER TO PROJECT G40 SPECIFICATIONS.
- MULCH FROM TREE CLEARING WORKS MAY BE SPREAD TO STABILISE DISTURBED AREA.
- MATERIAL FROM EARTH BUND CAN BE USED AS BACKFILL MATERIAL AFTER TREE STUMPS REMOVAL
- TCS/ITS DESIGN NETWORK CONDUITS ARE NOT SHOWN IN THIS DRAWING.
- CONTRACTOR IS RESPONSIBLE FOR ALL EROSION AND SEDIMENTATION CONTROL MEASURES.



FOR INFORMATION ONLY  
NOT FOR CONSTRUCTION

|   |  |  |  |                      |      |  |  |   |          |                           |  |                               |  |   |  |      |      |
|---|--|--|--|----------------------|------|--|--|---|----------|---------------------------|--|-------------------------------|--|---|--|------|------|
| DRAWING FILE LOCATION / NAME<br>PW/P0099981-SHT-SC-001001.DWG   |  |  |  | DESIGN LOT CODE<br>- |      | DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING<br>- |  | PLOT DATE / TIME<br>1-Oct-20 / 6:02:28 PM |          | PLOT BY<br>LEUNGSA        |  | CLIENT                        |  | PENRITH CITY COUNCIL<br>SYDNEY METRO WESTERN SYDNEY AIRPORT<br>EXTENSION OF OLD GIPPS STREET AT<br>SUNFLOWER DRIVE, CLAREMONT MEADOWS<br>SITE CLEARING PLAN |  | A3   |      |
| EXTERNAL REFERENCE FILES  |  |  |  | REV                  | DATE | AMENDMENT / REVISION DESCRIPTION                                 |  | WVR No.                                   | APPROVAL | SCALES ON A3 SIZE DRAWING |  | DRAWINGS / DESIGN PREPARED BY |  | TITLE   |  | NAME | DATE |
| ESC: CHA REF: 000-SHT-AS-11<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 000-GE-REF-PAN<br>0009981 REF: 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## Appendix 5 TGS/ VMP/ PMP

Table 12: TGS/ VMP/ PMP<sup>1</sup>

| Plan #    | Location     | From         | To   | Time | Traffic control | Works                 | Impacts |
|-----------|--------------|--------------|------|------|-----------------|-----------------------|---------|
| CMF-00001 | Gipps Street | Gipps Street | Site | Day  | NA              | Vehicle Movement Plan | NA      |

<sup>1</sup> Where relevant to the works



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

**SITE RULES:**

ALL SITE PERSONNEL MUST WEAR:

- HARD HAT
- HI-VIZ VEST
- STEEL-CAP BOOTS
- LONG PANTS & LONG SLEEVE SHIRT
- SAFETY GLASSES

ALL VEHICLES/PLANT MUST HAVE:

- UHF RADIO
- REVERSING SQUAWKER
- FLASHING LIGHT

ALL VISITORS / WORKERS / DELIVERY DRIVERS MUST REPORT TO SECURITY GATEHOUSE AT ST-01 (OFF GLOSSOP STREET, ST MARYS) AND SIGN ON THE SITE ACCESS REGISTER AND MUST HAVE COMPLETED A PROJECT INDUCTION OR A VISITOR INDUCTION BEFORE ENTERING THE WORKSITE

| CONTACT         | DETAILS |
|-----------------|---------|
| SUPERINTENDENT  |         |
| PROJECT MANAGER |         |
| SITE ENGINEER   |         |



**CALL  
UHF**

|     |                      |      |    |     |          |   |  |   |  |   |                |     |
|-----|----------------------|------|----|-----|----------|---|--|---|--|---|----------------|-----|
|     |                      |      |    |     |          | CONTRACTOR  |  | EMPLOYER  |  | DRAWING TITLE   |                |     |
|     |                      |      |    |     |          |  |  |   |  | CLAREMONT MEADOWS VEHICLE<br>MANAGEMENT PLAN  |                |     |
| A   | FOR INFORMATION ONLY | CPBG | SR | AA  | 22/02/22 |   |  |  |  |  |                |     |
| REV | DETAILS              | CRN  | BY | CHK | DATE     |   |  |   |  | DATE  | DRAWING NUMBER | REV |
|     |                      |      |    |     |          |   |  |   |  | 22/02/22  | CMF-00001      | A   |



## Appendix 6 Road safety audit report







RSA Ref: 12470

## TECHNICAL MEMORANDUM

[Redacted]

[Redacted]

**Date:** 20 April 2022

**Subject:** Sydney Metro West Sydney Airport Station – Claremont Meadows CTMP

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

The following document was supplied to facilitate the audit:

- Claremont Meadows CTMP – document number SWMSASBT-CPG-OHE-SF-150-TF-PLN-000001 Rev B.01 dated April 2022.

### Road Safety Audit Findings/Comments

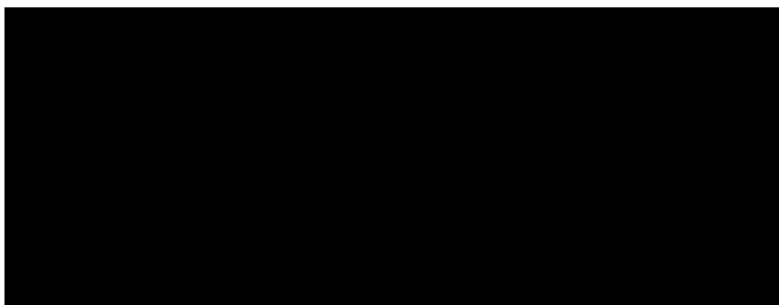
Having assessed the CTMP, it is noted that routes for the movement of construction traffic to and from the site have already been established and is noted that be such movements will be mainly confined to the arterial road network.

Site access for trucks will be facilitated at Gipps Street via a newly modified signalised intersection by the Early Works contractor. Light vehicles will use Reserve Road and Putland Street.

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.

Swept path plots supplied in the report show that truck turning movements can be adequately accommodated at the signalised intersection at Flower Drive and Gipps Street.

No road safety issues are identified with the CTMP.



## Appendix 7      Review comments



## 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  | Inspection 2  | Inspection 3  |
|  |  |                |  | 00-00   | 00-00   | 00-00   |
| Drive through TGS inspection   |  |                |  | Inspection 1  | Inspection 2  | Inspection 3  |
| Have any adjustments been made to the approved TGS?                        |  |                |  | <input type="checkbox"/> Yes<br><input type="checkbox"/> No | <input type="checkbox"/> Yes<br><input type="checkbox"/> No | <input type="checkbox"/> Yes<br><input type="checkbox"/> No |
| If yes, provide details:   | Are changes within tolerances?                 |                |  | <input type="checkbox"/> Yes<br><input type="checkbox"/> No | <input type="checkbox"/> Yes<br><input type="checkbox"/> No | <input type="checkbox"/> Yes<br><input type="checkbox"/> No |
|  | <i>If no, TGS must be reviewed by a PWZTMP</i> |                |  |   |   |   |
|  | Have changes been approved?                    |                |  | <input type="checkbox"/> Yes<br><input type="checkbox"/> No | <input type="checkbox"/> Yes<br><input type="checkbox"/> No | <input type="checkbox"/> Yes<br><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<br><input type="checkbox"/> No | <input type="checkbox"/> Yes<br><input type="checkbox"/> No | <input type="checkbox"/> Yes<br><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  |
|---|--|---|---|---|
| <b>Are PTCD positioned as prescribed in TGS?</b><br><i>If no, provide detail of action taken</i>  |  | <input type="checkbox"/> Yes<br><br><input type="checkbox"/> No<br><br><input type="checkbox"/> N/A | <input type="checkbox"/> Yes<br><br><input type="checkbox"/> No<br><br><input type="checkbox"/> N/A | <input type="checkbox"/> Yes<br><br><input type="checkbox"/> No<br><br><input type="checkbox"/> N/A |
| Comments or details of action taken:  |  |   |   |   |
| <b>Are manual traffic controllers clear of travel lane, have suitable escape route?</b><br><i>If no, provide detail and reposition manual traffic controllers</i> |  | <input type="checkbox"/> Yes<br><br><input type="checkbox"/> No<br><br><input type="checkbox"/> N/A | <input type="checkbox"/> Yes<br><br><input type="checkbox"/> No<br><br><input type="checkbox"/> N/A | <input type="checkbox"/> Yes<br><br><input type="checkbox"/> No<br><br><input type="checkbox"/> N/A |
| Comments or details of action taken:  |  |   |   |   |
| <b>Are sign and devices in good condition, clearly visible to road users?</b><br><i>If no, provide detail of action taken</i>                                     |  | <input type="checkbox"/> Yes<br><br><input type="checkbox"/> No                                     | <input type="checkbox"/> Yes<br><br><input type="checkbox"/> No                                     | <input type="checkbox"/> Yes<br><br><input type="checkbox"/> No                                     |
| Comments or details of action taken:  |  |   |   |   |
| <b>Are all signs mounted level and suitably clear of travel lanes?</b><br><i>If no, provide detail of action taken</i>  |  | <input type="checkbox"/> Yes<br><br><input type="checkbox"/> No                                     | <input type="checkbox"/> Yes<br><br><input type="checkbox"/> No                                     | <input type="checkbox"/> Yes<br><br><input type="checkbox"/> No                                     |
| Comments or details of action taken:  |  |   |   |   |
| <b>Are conflicting or non-applicable signs covered or removed?</b><br><i>If no, provide detail and remove or cover signs</i>                                      |  | <input type="checkbox"/> Yes<br><br><input type="checkbox"/> No<br><br><input type="checkbox"/> N/A | <input type="checkbox"/> Yes<br><br><input type="checkbox"/> No<br><br><input type="checkbox"/> N/A | <input type="checkbox"/> Yes<br><br><input type="checkbox"/> No<br><br><input type="checkbox"/> N/A |
| Comments or details of action taken:  |  |   |   |   |

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



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

Additional comments:

## E.5 Post completion inspection checklist

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

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

Additional comments:



### E.3 Weekly TTM inspection checklist

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

| Completed by:   |   |                 |  |
|---|---|-----------------|--|
| Name:   |   | Signature:      |  |
| TMP Reference:  |   | TGS Reference:  |  |
| Date:   |   | Inspection type | <input type="checkbox"/> Pre-opening <input type="checkbox"/> Weekly |
| Desktop review  |   |                 |  |
| Is a copy of the location TMP and relevant TGS available?                   |   |                 | <input type="checkbox"/> Yes<br><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<br><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<br><input type="checkbox"/> No          |
| <i>If no provide details and rectify signs</i>                              |   |                 |  |
| Comments or details of action taken:  |   |                 |  |

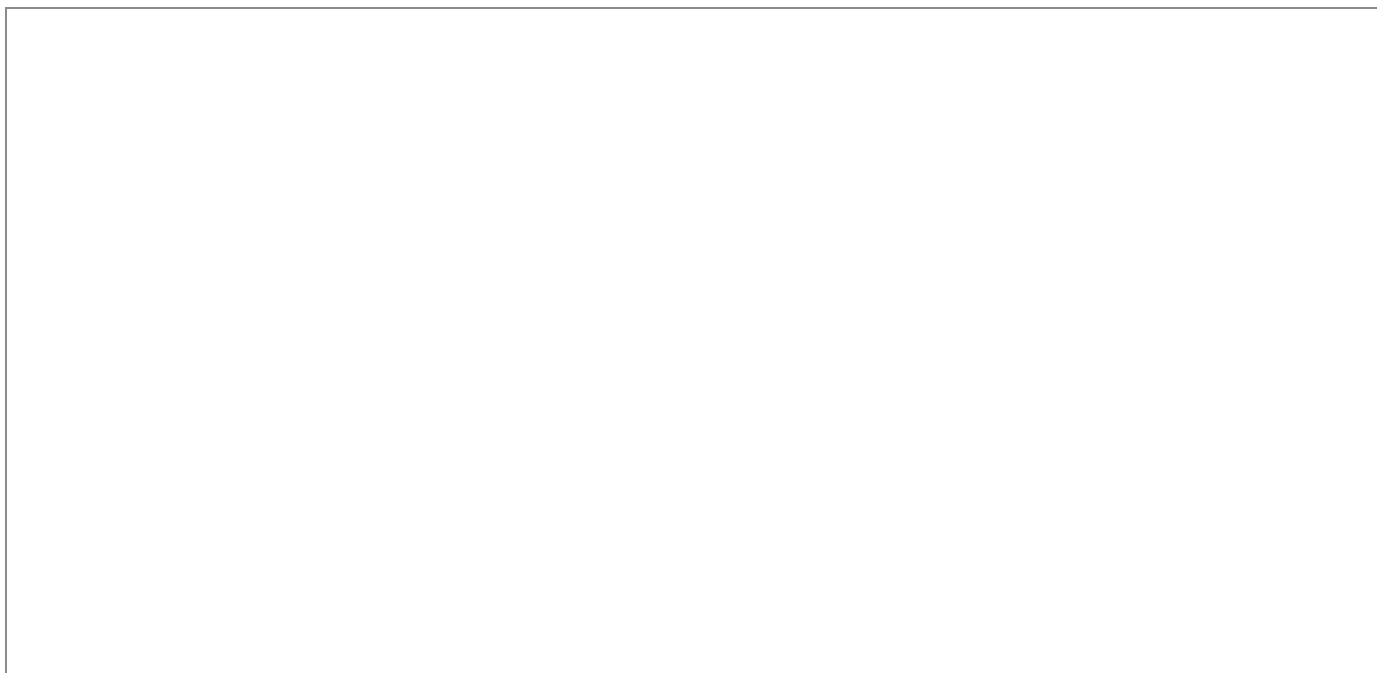
| Site Inspection   |  |   |
|---|--|---|
| Sign sizes as prescribed?   |  | <input type="checkbox"/> Yes<br><input type="checkbox"/> No<br><i>If no provide details and rectify signs</i>                         |
| Comments or details of action taken:  |  |   |
| Signs are mounted level and suitably clear of travel lanes?                                     |  | <input type="checkbox"/> Yes<br><input type="checkbox"/> No<br><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<br><input type="checkbox"/> No<br><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<br><input type="checkbox"/> No<br><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<br><input type="checkbox"/> No<br><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<br><input type="checkbox"/> No<br><i>If no provide details of action required to rectify</i>             |
| Comments or details of action taken:  |  |   |

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



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

Additional comments:



**Subject:** FW: Conditional Approval: SMWSA - SBT - Claremont Meadows CTMP All Phases of Works

Afternoon [REDACTED],

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:** Claremont Meadows CTMP – All Phases of Works  
**Document Number:** SMWSASBT-CPG-OHE-SF150-TF-PLN-000001  
**Revision:** **D.01**

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, in addition to any permits required from Local Council;
- 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;
- A CTMP addendum will be required should use of Reserve Rd and Putland St be required by heavy vehicles at any stage during works;
- 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; and
- It is the Contractors responsibility to minimise and mitigate cumulative impacts with neighbouring projects throughout all phases of works, particularly with regards to vehicular movements

Kind Regards,

[REDACTED]

[REDACTED]

[REDACTED]



Transport  
for NSW



**Subject:** FW: Sydney Metro WSA - SBT – Construction Traffic Management Plan (CTMP) Claremont Meadows - All Phases of Works - Rev D - SM Comment Close out & CJP Approval

**Attachments:** SMWSA1 - Feedback on Document Comments or Responses.xlsx

**CAUTION:** This email originated from outside of the Organisation.



**Sydney Metro -  
Western Sydney Airport**

## Document Transmittal

|                        |                                    |
|------------------------|------------------------------------|
| <b>Transmittal No:</b> | SMWSASBT-SMD-TX-001104             |
| <b>Contract No:</b>    | SBT - Station Boxes and Tunnelling |
| <b>Sub Contract:</b>   |                                    |
| <b>Date:</b>           | 14 June 2022, 05:25 PM             |

| Reason for Issue | Issued for Information   |
|------------------|--|
| Subject          | Sydney Metro WSA - SBT – Construction Traffic Management Plan (CTMP) Claremont Meadows - All Phases of Works - Rev D - SM Comment Close out & CJP Approval |

Dear CPBG,

**References:**

- (1) SBT Contractor's Transmittal, TeamBinder reference SMWSASBT-CPG-TX-000088, dated 31 March 2022
- (2) Principal's Transmittal, TeamBinder reference SMWSASBT-SMD-TX-000504, dated 13 April 2022
- (3) SBT Contractor's Transmittal, TeamBinder reference SMWSASBT-CPG-TX-00015, dated 28 April 2022
- (4) Principal's Transmittal, TeamBinder reference SMWSASBT-SMD-TX-000710, dated 06 May 2022
- (5) SBT Contractor's Transmittal, TeamBinder reference SMWSASBT-CPG-TX-000254, dated 20 May 2022
- (6) Principal's Transmittal, TeamBinder reference SMWSASBT-SMD-TX-000838, dated 20 May 2022

(7) SBT Contractor's Transmittal, TeamBinder reference SMWSASBT-CPG-TX-000293, dated 31 May 2022

Further to the SBT contractor's transmittal (Reference (7) above), the Principal attaches the approval email notice received via email from Customer Journey Planning for the Sydney Metro WSA - SBT – Construction Traffic Management Plan (CTMP) Claremont Meadows - All Phases of Works rev D.

*Note: The approved document notice is attached in **Comment No. 60** within the comment sheet in Teambinder.*



[Click here to download all Transmittal files.](#)

| Item | Document No  | Title  | Rev  | Sts | Type | Design Lots | Alt Doc No |
|------|--|--|------|-----|------|-------------|------------|
| 1    | <a href="#">SMWSASBT-CPG-OHE-SF150-TF-PLN-000001</a> | Sydney Metro WSA - SBT – Construction Traffic Management Plan (CTMP) Claremont Meadows - All Phases of Works | D.01 | S3  | PLN  |             |            |