

Construction Traffic Management Plan - Overarching

Sydney Metro Western Sydney Airport Station Boxes and Tunnelling Works

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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	Initial submission to stakeholders
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Part A: Overview

Part A of this Plan provides an overview of the project and how CPBG will develop and implement appropriate traffic controls during the works.

1. Introduction

1.1. Purpose and application

This Construction Traffic Management Plan (CTMP or this Plan) has been developed to identify the systems and measures taken by the CCPB Contractors, Ghella Joint Venture (CPBG) for traffic management associated with the Sydney Metro Western Sydney Airport Station Boxes and Tunnelling Works (SBT Works). This Plan has been prepared to address the relevant requirements of the Sydney Metro Construction Traffic Management Framework (CTMF), all local and state planning approvals and specifications, including Traffic Control at Worksites (TCAWS) Manual, relevant AustRoads guidelines, Australian standards and relevant supplements and required OH&S standards.

1.2. Project Scope

1.2.1. Project overview

The Project forms part of the broader Sydney Metro network. It involves the construction and operation of a 23km new metro rail line that extends from the existing Sydney Trains suburban T1 Western Line (at St Marys) in the north and the Aerotropolis (at Bringelly) in the south. The alignment 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.

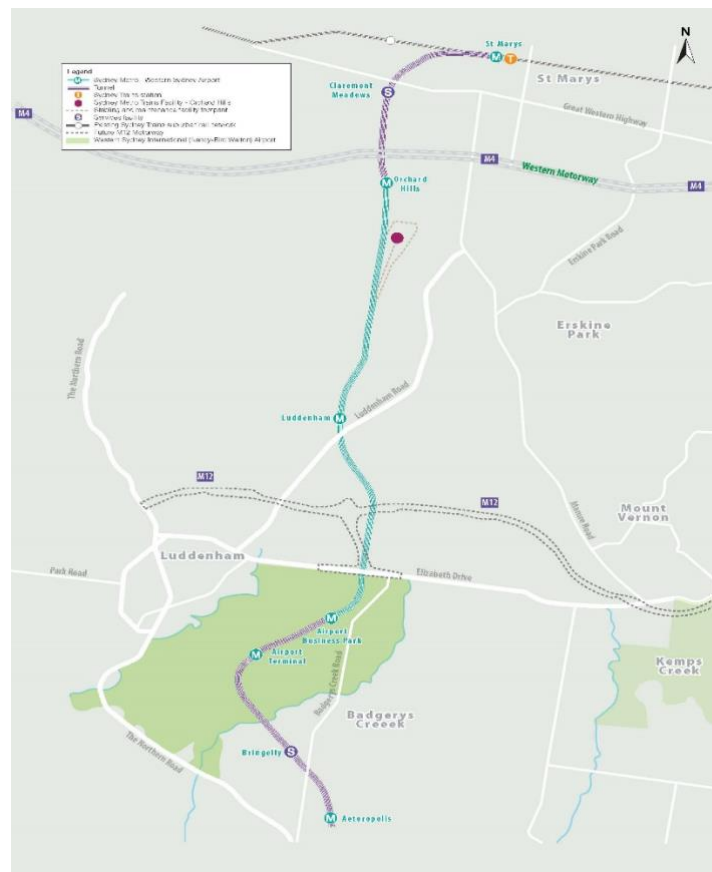


Figure 1: Project location



1.2.2. SBT construction methodology

The construction methodology for the SBT works entails:

- Utility works including removal, diversion, protection and connection to SBT worksites
- Local area works including provision of site accesses and some road upgrades
- Site establishment works including:
 - Fencing
 - Installation of environmental mitigation including erosion and sediment controls and noise barriers and acoustic enclosures
 - Clearing and grubbing of existing vegetation
 - Demolition of existing buildings and structures
 - Site levelling and drainage works
- Establishment and operation of a temporary precast facility to store TBM concrete segments
- Construction of station, shaft and dive excavation excavations predominately completed by piling out excavators with rippers and hammers, however, roadheaders will also be used at St Marys and Aerotropolis to complete the stub tunnels.
- Four TBMs will be used to construct the mainline tunnels
 - Two earth pressure balance TBMs will be launched from Orchard Hills and tunnel north to St Marys, a distance of approximately 4.3km including traversing the Claremont Shaft and be retrieved from the St Marys station box
 - Two double shield TBMs will be launched from the Airport Dive and tunnel south, traverse the Airport Terminal Station box and shaft, whereupon tunnelling will stop and the conveyor and backend equipment will be demobilised from the airport Dive and reestablished at Airport Terminal Shaft. The TBMs will recommence tunnelling including traversing the Bringelly Shaft and be retrieved from the Aerotropolis Station Box (a distance of 5.5km from the Airport Dive, with 2.5km of the southern tunnels located within NSW's jurisdiction)
 - Cross passages will be constructed using concrete saws and excavators with hammers.

It is anticipated that the shaft and station excavations will be completed in advance of TBM tunnel construction. The TBMs will be delivered via oversize heavy vehicles to Orchard Hills and the Airport Dive and retrieved from St Marys and Aerotropolis, subject to relevant approvals.

Tunnelling including station box, shaft and dive excavation and associated support activities including the operation of the precast facility will be undertaken 24 hours a day and seven days per week. Utility and local area works, which cannot be completed during standard daytime hours due to Road Occupancy License requirements or due to utility authority requirements will also be undertaken out of hours.

Completed sections of the SBT works, including established construction worksites, will be progressively handed over the Sydney Metro to enable follow on contractors to commence works. The exception is temporary precast facility, where the site will be decommissioned following the completion of segment storage and hydroseeded.



Table 1 provides an overview of the worksites and works to be undertaken and the legal jurisdiction which covers the work sites.

Table 1: SBT Worksite overview

Jurisdiction	Worksite	Indicative scope of works
NSW	St Marys	<ul style="list-style-type: none"> Demolition of existing industrial premises Offices, amenities, car parking and access roads Piling and station box excavation using rippers and rock hammers Stub tunnel excavation using roadheaders TBM retrieval
NSW	Claremont Meadows	<ul style="list-style-type: none"> Offices, amenities, car parking and access roads Piling and services facility shaft excavation using ripper and rock hammers Construction of part of the cast in-situ permanent shaft Cross passage construction support Invert construction support (subject to Sydney Metro approval)
NSW	Orchard Hills	<ul style="list-style-type: none"> Demolition of existing buildings and removal of septic tanks Offices, amenities, car parking, and access roads Lansdown Road temporary diversion and construction of the permanent road bridge. Piling and portal, station box and dive excavation using rippers and rock hammers Construction of cast-in-situ permanent portal structure TBM assembly, launch and tunnelling support works Cross passage construction support
On Airport - Federal	Airport Portal Dive Structure	<ul style="list-style-type: none"> Offices, amenities, car parking and access roads Piling and portal excavation using rippers and rock hammers Open cut dive excavation using rippers and rock hammers Construction of cast-in-situ permanent dive structure



Jurisdiction	Worksite	Indicative scope of works
		<ul style="list-style-type: none"> TBM assembly, launch and tunnelling support works Cross passage construction support
On Airport - Federal	Airport Terminal and TBM shaft	<ul style="list-style-type: none"> Offices, amenities car parking and access roads Piling and station box and shaft excavation using rippers and rock hammers TBM re-launch and tunnelling support works Cross passage construction support
On Airport - Federal	Primary Spoil receipt	<ul style="list-style-type: none"> Access road TBM spoil conveyor set up Earthworks in accordance with Sydney Metro specification
NSW	Bringelly	<ul style="list-style-type: none"> Offices, amenities, car parking and access roads Piling and Services facility shaft using rippers and rock hammers Construction of part of the cast-in-situ permanent shaft. Cross passage construction support Invert construction support (subject to Sydney Metro approval)
NSW	Aerotropolis	<ul style="list-style-type: none"> Offices, amenities, car parking and access roads Piling and Station box excavation using rippers and rock hammers Stub tunnel excavation using roadheaders TBM retrieval



1.3. Background

This plan builds on the traffic and transport assessment and analysis undertaken in the Environmental Impact Statement (EIS) and Submissions Report. CBPG has adopted Sydney Metro's site access arrangements and haulage routes.

It is noted that some key traffic management works are to be undertaken by other constructors prior to the handover of the SBT worksites as summarised in Table 2. This plan has been prepared assuming these works are completed.

Table 2: Works to be undertaken by other contractors

Location	Activity	Timing
Off Airport		
Glossop Street, St Marys	Glossop Street Widening and Rail Corridor Improvement works	Quarter 4 2021
St Marys	Temporary Bus Interchange	Quarter 4 2021
St Marys Station	Sydney Trains Lift replacement works	Quarter 1 2022
East Lane, St Marys	Conversion of East Lane to 10km/hr shared zone	Quarter 2 2022
Gipps Street, Claremont Meadows	Opening of 4 th leg of existing intersection with Sunflower Drive	Quarter 1, 2022
Derwent Road, Bringelly	New access/ egress to the southern services facility	Quarter 1, 2022
Aerotropolis	Area access road from Badgerys Creek Road including roundabout	Quarter 2, 2022
On Airport		
	Pitt Street upgrade	Quarter 1, 2022
	Badgerys Creek Road roundabout upgrade	Quarter 1, 2022
	Construction of Longleys Road	Quarter 3, 2022

1.4. Objectives

The CPBG traffic management objectives include:

- Maximising safety for all road users and project personnel by implementing systems to allow clear separation between the works and public space, including heavy vehicle operations
- Minimising disruption to public transport, pedestrians, cycles, emergency services and the motoring public including freight operations
- Maintaining access to adjoining businesses, residents, public transport operations and commercial properties including over dimensional and service vehicles



- Encouraging site personnel and office workers, where feasible to actively use public transport and
- Collaborative planning of traffic management including identification of cumulative impacts especially with the construction of the M12 Motorway and works surrounding the Airport site through attendance at the Traffic and Transport Liaison Group

1.5. Agency consultation and approval

The development of this Plan will include consultation with:

- Penrith City Council
- City of Liverpool Council
- Transport for NSW various entities
- The Traffic and Transport Liaison Group

This plan will be updated to address and relevant comments received from agencies. The approval of this plan will follow the process outlined in the Construction Traffic Management Framework, Appendix G to the Environmental Impact Statement and the subsequent amendment of the CTMF in April 2022.

1.6. Plan structure

PART A – OVERVIEW

Section 1: An introduction to the Plan, the SBT Works, objectives, and interrelationships to other plans and management documents

Section 2 Legal and other requirements Legal and other requirements

Section 3 People and collaboration

Section 4: Our traffic management strategy

PART B – IMPLEMENTATION SYSTEMS AND TOOLS

- Element 1: Training
- Element 2: Monitoring and reporting
- Element 3: Auditing, review, and improvement
- Element 4: Package specific requirements

PART C – ANNEXURES

Annexure A: Haul Routes

Annexure B: Comments



1.7. Interactions with other plans

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

- The Construction and Site Management Plan (SMWSASBT-CPG-SWD=SW000-MB-PLN-000001) provides a framework for managing the establishment and operation of construction worksites and includes relevant incident management procedures
- Risk Management Plan (SMWSASBT-CPG-1NL-N-L000-RM-PLN-000001) sets out the risk management approach and procedures to be applied to the SBT works
- The Spoil Management Plan (SMWSASBT-CPG-1NL-000-SF-PLN-000005) sets out the spoil management and reuse strategy to be adopted for the SBT works
- The Chain of Responsibility Plan (SMWSASBT-CPG-1NL-NL000-SF-PLN-000005) addresses the management of all heavy vehicles associated with the project, including compliance with Heavy Vehicle National Law
- The Security Management Plan (SMWSASBT-CPG-1NL-NL000-SF-PLN-000002) addresses managing, recording, investigation, notification and reporting for all criminal and other security breaches of the construction sites
- The SBT Community Communication Strategy (SMWSASBT-CPB-1NL000-CY-PLN-000002) details procedures and processes for community notification, consultation and complaints management
- The SBT Business Management Plan (SMWSASBT-CPG-1NL-NL000-CG-PLN-000001) details procedures and processes for business notification, consultation and management
- Western Sydney Airport – Shared Access Road Protocol details locations of Shared Access Roads and the processes and standards applying to the specifications, construction, access, permitted use, operation, maintenance, and removal of Shared Access Roads



2. Legal and other requirements

2.1. Legislation

Identified regulatory requirements are:

An approved and valid Road Occupancy Licence (ROL).

- An approved relevant Speed Zone Authorisation (SZA).
- Australian Road Rules form the basis for state and territory road rules.
- *Roads Act 1993* (NSW) sets out rights along a public road, establishes procedures for a public road and provides the classification of roads.
- *Heavy Vehicle National Act 2013 and Regulation, 2013* (NSW)
- *Heavy Vehicle (Adoption of National Law) Act, 2013* (NSW)
- *Dangerous Goods (Road and Rail Transport) Act, 2008*
- Road and Rail Transport (Dangerous Goods) (Road) Regulation, 1998
- Australian Code for the Transport of Dangerous Goods by Road and Rail (National Transport Commission, 2008)
- Dangerous Goods (Road and Rail Transport) Regulation, 2014
- Australia Code for the Transport of Dangerous Goods by Road and Rail Edition 7.7 (National Transport Commission, 2020)
- *Environmental Planning and Assessment Act, 1979* – under which the project approval was granted.

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

2.2. Guidelines

Guidelines and standards relating to the management of traffic on the SBT Works include:

- Sydney Metro Western Sydney Airport EIS– Appendix G Construction Traffic Management Framework and the subsequent amendment of the CTMF in April 2022.
- Sydney Metro Principal Contractor Health and Safety Standard
- TfNSW Traffic Control at Worksites Manual, 2022 v6.1
- AUSTROADS Cycling Aspects of Austroads Guides, 2017
- AUSTROADS Guide to Traffic Management, 2020 – Parts 1-13
- AUSTROADS Guide to Road Design, 2013-2021 – Parts 1-7
- AUSTROADS Guide to Road Safety, -2019 -2021 – Parts 1-7
- AS 1742.3 Manual of Uniform Traffic Control Devices Part 3 Traffic control for works on roads (2019)
- Roads & Traffic Authority NSW Guide to Traffic Generating Developments, 2002 and further updates as provided
- AS 1742.9 Manual of Uniform Traffic Control Devices, Part 9 Bicycle Facilities (2018) TfNSW Cycleway Design Toolbox – Designing for cycling and micromobility (2020)
- Roads and Maritime NSW Speed Zoning Guidelines, 2011.
- TfNSW Traffic Control at Worksites Manual, 2022 v6.1
- Transport for NSW, NSW Sustainable Design Guidelines Version 4.0, 2017

2.3. Other requirements

Third Party agreements with:

- Penrith City Council



- Liverpool City Council
- Western Parkland City Authority Interface Agreement
- TfNSW Road Interface Deed
- Western Sydney Airport Corporation under the Airport Rail Integration Deed



3. People and collaboration

3.1. Our team

The roles and responsibilities of key project personnel with respect to traffic management are outlined in Table 3.

Table 3: Roles and responsibilities

Roles	Responsibility
Project Director	<ul style="list-style-type: none"> Manage the delivery of the SBT Works including overseeing the implementation of traffic management Act as Contractor's Representative
Construction and Tunnelling Managers	<ul style="list-style-type: none"> Manage the delivery of the construction process in relation to traffic management across all sites together with the Traffic Manager.
Commercial Manager	<ul style="list-style-type: none"> Ensure sufficient resources are allocated to traffic management.
Traffic Manager	<ul style="list-style-type: none"> Oversee the implementation of traffic management initiatives set out in this plan
Traffic Coordinators	<ul style="list-style-type: none"> Assist the Traffic Manager and Construction Manager and Tunnelling Managers in implementing this Plan Oversee traffic management training, including inductions, toolbox talks Monitor and report on compliance Manage, review and continuously improve this Plan.
Project Managers, Project Engineers, Site Supervisors	<ul style="list-style-type: none"> Assist the Construction Manager and Tunnelling Managers in implementing this Plan Ensure compliance with this Plan.

3.2. Collaboration with Sydney Metro, ER and IC

Sydney Metro and the Independent Certifier (IC) will have roles that include overseeing traffic management. The CPBG will provide Sydney Metro and the IC with

- Traffic documents
- Access to monitoring activities and data

3.3. Traffic and Transport Liaison Group

Sydney Metro has established the Traffic and Transport Liaison Group which meets monthly. CPBG will ensure that appropriate personnel and technical experts attend the TTLG and provide monthly updates that will address the following:

- Works carried out since the last meeting
- Up and coming construction works and
- The status of Construction Traffic Management Plans



This group will be provided with safety audits and discussions on the permanent road works designs. All designs will take into account the integration of the facilities to be constructed into the existing transport and utility network. All copies of design plans will be submitted to the relevant road authority. For further information on the design process, refer to CPBG's Design Management Plan.

3.4. Traffic Control Group

A TCG has been established for the project by Sydney Metro. The TCG meets fortnightly and comprises of Sydney Metro, council(s) and other project contractor representatives. The TCG is a forum for discussion on proposed traffic management measures at each construction site. CPBG will present updates to this forum.



4. Our traffic management strategy

4.1. Overview

CPBG JV's traffic management strategy will:

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

4.2. Planning for safety

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

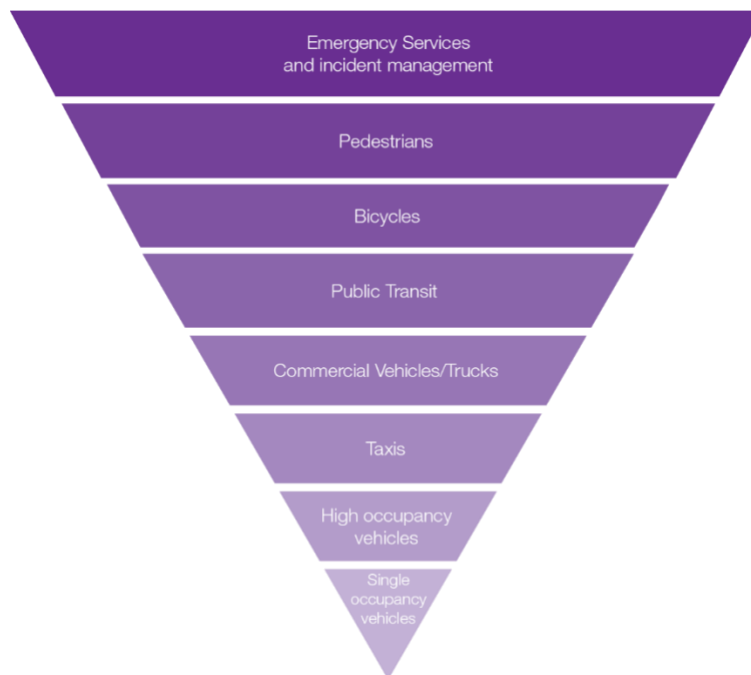


Figure 2: Hierarchy of access

Standardised site signage will be used to ensure that site entry and exit points are easily recognisable to all road users and emergency services. Where the site entry and exit cross existing footpaths, suitable traffic control or traffic control devices will be implemented, such as signalised crossings, e.g., Gipps Road entry at the Claremont Meadows site. The details of the traffic control to be implemented will be included within the site specific Construction Traffic Management Plan(s).



Impacts on public transport will be minimised through careful planning of the works. Access to St Marys Train Station and Bus interchange will be maintained throughout the SBT Works.

We will provide safe access and egress to operating businesses, residents, utility owners and maintainers during the SBT Works. All changes to access and egress arrangements will be agreed with affected owners and occupiers prior to implementation and be at no cost to the affected property owner unless otherwise agreed. Where alternate access is provided, CPBG will ensure that the property access is reinstated within one month of the works being completed and that this access will be to the equivalent standard of the previous access, unless agreed with the landowner or occupier.

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

Particularly at the St Marys site, CPBG will provide alternate cyclists and pedestrian routes, where these may conflict with construction access/ egress. Any alternate route will comply with the relevant standards, as noted in section 2.2.

It is integral to the success of the project, that site safety, for both the workforce and community, is instilled from the day of initial occupation until the end of the SBT Works. To do this CPBG will ensure that all personnel are provided with project and site specific inductions detailing the expectation that CPBG has for site operations and interactions with the community. Mandatory training will be provided to both workforce and subcontractors to ensure that these expectations are clearly understood.

It is not anticipated that there is any requirement for changes to bus stops or bus access. However, if there is any impacts this will be documented in the site specific CTMPs, refer to 4.4.

Road Safety Audits will be carried out to address vehicular access and egress, and pedestrian, cyclist and public transport safety. The audits will be carried out as per the guidelines outlined in Section 10 of the Construction Traffic Management Framework.

4.3. Informing the community

CPBG recognises that the key to providing a safe environment for all workers and the community is succinct and readily understood information. CPBG will work closely with Sydney Metro to provide information on the types of traffic management control to be implemented, the road users that will be affected and the proposed duration of those works, noting the timelines for communicating changes to the public. Furthermore, CPBG will consult with the community during utility works which will impact the supply of services. These details will also be provided to the workforce through tool box talks and prestart meetings.

Notifications will be provided via doorknocks, letter box drops, advertisements and social media updates – the types of communication will be dependent on the nature of the traffic changes or disruptive works.

The Stakeholder and Community Engagement Manager and Traffic Manager will use the existing Sydney Metro systems and attendance at various forums, including the Traffic and Transport Liaison Group (TTLG), to ensure that stakeholders are aware of up-and-coming changes.

The use of Variable Message Signs will be detailed in the relevant site specific CTMP, or Traffic Guidance Scheme developed to accompany a Road Occupancy License (ROL) application.

Further to the St Marys site, wayfinding information will be incorporated on the temporary hoardings around the construction site. This wayfinding signage will be developed by the CPBG



Communications team and included in the applicable communications plan(s). The signage will look to enhance the understanding of the locality and space.

The current TfNSW's Truck Aware campaign will be used at the St Marys site to highlight the existence of heavy vehicle movements in high pedestrian/ cyclist areas. Typical timelines for the various community 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 site specific CTMP, where required

4.4. Traffic approvals delivery approach

4.4.1. Off airport

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

4.4.1.1. Site specific Construction Traffic Management Plan(s)

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

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

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



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

All site specific CTMPs will be developed in consultation with the Traffic and Transport Liaison Group (TTLG) and Traffic Control Group(s) (TCG). Details of this consultation and other stakeholders will be included within the site specific CTMPs. All site specific CTMPs will be provided to the Planning Secretary for information prior to the commencement of construction, as noted in the site specific CTMPs.

4.4.1.2. Local Traffic Committee

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

- Penrith City Council is the responsible road authority for the following sites:
 - St Marys Station
 - Claremont Meadows Service Facility
 - Orchard Hills Station
- Liverpool City Council is the responsible road authority for the following sites:
 - Bringelly Service Facility
 - Bradfield (Aerotropolis Core) Station.

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

4.4.1.3. Other traffic approvals

It is also recognised that other traffic documentation approvals are required including:



- Road Occupancy License (ROL) will be required from the Transport Management Centre prior to occupation of any part of the road/ footpath network.
- Speed Zone Authorisation (SZA) will be required from TfNSW for both long term and short term SZA. The SZA application will form part of the Road Occupancy License (ROL) application.
- Road Opening Permits (ROP) will be required from the relevant local council prior to undertaking any works that can impact the council assets. Applications will be made a minimum of 10 business days prior to the works commencing
- Road/ Footpath Occupation Permits will be required from the relevant local council prior to occupation of any local road or footpath. Applications will be made a minimum of 10 business days prior to the works commencing
- Traffic Control Signal (TCS) design will be required in the event that changes are proposed to existing TCS or new TCS is required to facilitate access and egress at the worksite. We will ensure that any traffic signal design is undertaken by an accredited TfNSW signal designer, comply with TfNSW Traffic Signal Design Manual (RTA Pub 08.092) and that the works are carried out by an TfNSW accredited traffic signal contractor. CPG notes the lengthy approval process for traffic signal changes.
- Roadside furniture changes will be identified early as will consultation with the relevant owners (for example Australia Post) and relevant council to gain acceptance of the proposed changes. CPBG JV recognises that roadside furniture also includes signposting and linemarking changes and where these are regulatory in nature, they will also be provided to Council's LTC for ratification and subsequent acceptance by Council.
- The movement of oversize and over-mass vehicles will be undertaken at night and, where required, under escort. This will include deliveries and removal of large plant. We will meet all TfNSW and relevant authority requirements including permits and oversize and/or over-mass (OSOM) load declarations.
- The use of local roads not included in the Environmental Impact Statement or other environmental documents will require the development of Heavy Vehicle Local Road report which must be approved by the Planning Secretary and be incorporated into the relevant CTMP. The report must include:
 - a) Swept path analysis
 - b) Demonstration that the use of local roads by Heavy Vehicles for the CSSI will not compromise the safety of pedestrians and cyclists of the safety of two way traffic flow on two way roadways
 - c) Details as to the date of completion of the road dilapidation surveys for the subject local road and
 - d) Measures that will be implemented to avoid where practicable the use of local roads past schools, aged care facilities and child care facilities during their peak operation times and
 - e) Written advice from an appropriately qualified professional on the suitability of the proposed Heavy Vehicle route which takes into consideration of items (a) to (d)

4.4.1.4. Traffic instructions

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

4.4.1.5. Special events

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



Known Class 1 and Class 2 events have been incorporated into the D&C program and will be reviewed on a monthly basis for any new or changed requirements. CPBG will also continue to interrogate event websites that provide details on up and coming events such as:

- [NSW and Sydney Events - Destination NSW](#)
- [NSW Events & Festivals](#)
- [Penrith City Council Events](#)
- [Liverpool City Council Events](#)

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

- Easter
- School holidays
- June and October long weekends.

4.4.2. On airport

Sydney Metro is responsible for preparing and obtaining approval for Construction Environmental Management Plans and sub plans including the 01.01.04.02.08 Traffic and Access CEMP. CPBG will prepare the following where required:

- Traffic Guidance Schemes (formerly Traffic Control Plans)
- Vehicle Movement Plans
- Traffic Staging Plan
- Any documentation flowing from the requirements of the Shared Access Roads Protocol (SARP)

4.5. Recognising and managing our impacts

4.5.1. Heavy vehicles

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

All Heavy Vehicles used for spoil haulage will be clearly marked on the sides and rear with the project name and application number to enable immediate identification by a person viewing the Heavy Vehicle standing 20 metres away. This markings will be provided to the Sydney Metro for approval prior to the commencement of hauling spoil. Furthermore, for spoil haulage vehicles CPG will use GPS to control and monitor truck movements. These GPS records can be supplied to the relevant authorities and will be maintained for 1 year post the completion of works

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

- Initial induction, mandatory training and regular briefings for all transport contractors
- Logistics monitoring station to identify and regulate truck operations
- Providing personnel at the site gates, if necessary to meter the despatch of trucks onto the road network
- Management of truck movements along discrete routes to minimise cumulative impacts from heavy vehicles (see haulage routes in Annexure A)
- Regular checks of special and other events, not associated with SBT work activities, that could impact on heavy vehicle operations
- Scheduling, where feasible, to avoid operating school zones, high pedestrian activity times and peak road periods.
- Heavy vehicles will access the arterial roads via the most direct route



For further details on the management of heavy vehicles refer to CPG's Spoil Management Plan (SMWSASBT-CPG-1NL-000-SF-PLN-000005) and CPG's Chain of Responsibility Management Plan ([SMWSASBT-CPG-1NL-NL000-SF-PLN-000005](#))

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

4.5.1.1. Fleet safety

CPG is committed to safety for all aspects of the project with road safety being paramount to the success of the project. To demonstrate this commitment the requirements listed in Table 4 will be implemented.

Table 4: Heavy vehicle requirements

Requirement(s)	Purpose	Managed by
Ensure all heavy vehicles are registered and comply with the Australian Design Rules	Ensure compliance with legislative requirements	Checking prior to attendance at site through subcontractor engagement
Blind spot elimination or minimise front, side and rear blind spots, including <ul style="list-style-type: none"> Class V and VI mirrors as per ADR14.02 where blind spots cannot be permanently eliminated The prohibition of accessories that restrict the forward field of vehicles including opaque or chrome bug deflectors	Ensure compliance with SWTC and increase visibility of active transport users	Checking prior to attendance at site through subcontractor engagement
Side underrun protection fitted to both sides of the vehicle: <ul style="list-style-type: none"> Between the front and rear axle of all rigid (SU) trucks and Between the front axle/ landing legs and rear axle of trailers forming part of a combination	Improved protection for active transport users	Checking prior to attendance at site through subcontractor engagement
Signage placed on heavy vehicles including: <ul style="list-style-type: none"> Rear warning signs alerting other roads users to the dangers of overtaking and Front nearside signs warning pedestrians about walking close to the front of a moving or stationary heavy vehicle	Increasing road safety awareness for all users	Checking prior to attendance at site through subcontractor engagement
Full body line and contour conspicuity markings and reflective	Increasing visibility of heavy vehicles	Checking prior to attendance at site through subcontractor engagement



Requirement(s)	Purpose	Managed by
markings fitted to the drawbar of all trailers		
Heavy vehicle drivers to complete the Sydney Metro Safe Heavy Vehicle Driver Induction program or similar	Training and induction to address safety of pedestrians/ cyclists along street frontages	Training and induction process
All heavy vehicles used for spoil haulage must be clearly marked on the sides and rear with the project name and application number to enable immediate identification by a person viewing the heavy vehicle standing 20m away	Compliance with MCoA	Checking prior to attendance at site through subcontractor engagement

4.5.1.2. Road dilapidation surveys and reports

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

The proposed survey locations and relevant road authority is provided in Table 5.

Table 5: Road dilapidation survey locations and relevant road authority

Local Road	Between	Between	Road Authority
Philip Street	Site extent	Glossop Street	Penrith City Council
Station Street	Lethbridge Street	Site extent	Penrith City Council
Lethbridge Street	Phillip Street	Station Street	Penrith City Council
Kent Road	M4 Motorway ramp	Lansdowne Road	Penrith City Council
Lansdowne Road	Kent Road	Samuel Marsden Road	Penrith City Council
Derwent Road	The Northern Road	Site extent	Liverpool City Council

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

- Compensate the relevant Road Authority for the damage 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

4.5.2. Site operations

The sites have been designed to minimise their impact on the surrounding roads and to provide for trucks entering and exiting the worksites in a forward direction. All driveways will be constructed to ensure they are suitable for the heavy vehicle loads expected over the life of the SBT works and easily traversed by pedestrians, including people with mobility aids, parents with prams and cyclists. An overview of site operations is provided in Table 6.



Table 6: Site operations

Construction site operations	
St Marys site – off airport – from July 2022	
Access and egress	Access will be from Glossop Street Egress will be onto Phillip Street
Active transport users	Traffic control will be in place at the heavy vehicle access and egress locations
Public transport	Minor impact on bus travel times where haul routes are shared with bus routes
Motorists	New link road between Station Street and Phillip Street Station Street converted to one way westbound between Lethbridge Street and new link road
Parking	Onsite parking will be limited.
Other	Changes to road network undertaken by others during Enabling Works not including Station Street one way or new link road connecting Station Street to Phillip Street
Claremont Meadows site – off airport October 2022 to December 2024-	
Access and egress	Sunflower Drive intersection extension with Gipps Street
Active transport users	No footpaths currently available for public use within the local road section of Gipps Street. Signalised pedestrian crossings are provided across all approaches of the signalised intersection of Gipps Street/ Sunflower Drive
Public transport	No public transport operates within the site area Buses operate along Gipps Street (arterial road section) adjacent to the site
Motorists	Extension of existing intersection with Gipps Street
Parking	Onsite parking will accommodate the workforce
Other	Changes to road network undertaken by others during Enabling Works Requirement for traffic control and active logistics management at entry and exit as current design does not facilitate concurrent entry and exit
Orchard Hills Station – off airport from July/ August 2022	
Access and egress	Kent Road, Lansdowne Road
Active transport users	No footpaths currently available for use Footpaths provided along the new bridge
Public transport	No public transport operates in the area
Motorists	A temporary side track will be in place to allow the construction of a new bridge which will be in place over the site to allow the continued operation of Lansdowne Road
Parking	Onsite parking will accommodate the workforce
Other	NA



Construction site operations	
Airport Portal Dive Structure – on airport from June 2022	
Access and egress	Badgerys Creek Road, Pitt Street
Active transport users	No footpaths currently available and no change proposed to existing condition
Public transport	No public transport operates in the area
Motorists	Upgraded roundabout at Badgerys Creek Road – work by others
Parking	Onsite parking will accommodate the workforce
Other	NA
Airport Terminal Station – on airport from June 2022	
Access and egress	Badgerys Creek Road/ Pitt Street roundabout
Active transport users	No footpaths currently available and no change proposed to existing condition
Public transport	No public transport operates in the area
Motorists	No change to current arrangements
Parking	Onsite parking will accommodate the workforce
Other	NA
Primary spoil site – on airport – from June 2022	
Access and egress	Badgerys Creek Road/ Pitt Street roundabout
Active transport users	No footpaths currently available and no change proposed to existing condition
Public transport	No public transport operates in the area
Motorists	No change to current arrangements
Other	NA
Bringelly Service Facility – off airport – from October 2022	
Access and egress	Derwent Road
Active transport users	No footpaths currently available and no change proposed to existing condition
Public transport	No public transport operates in the area
Motorists	No change to current arrangements
Parking	Onsite parking will accommodate the workforce
Other	Requirement for traffic control and active logistics management at entry and exit as current design does not facilitate concurrent entry and exit
Aerotropolis Core Station – off airport – from August 2022	
Access and egress	Badgerys Creek Road and new Aerotropolis Access Road(s)
Active transport users	No footpaths currently available and no change proposed to existing condition
Public transport	No public transport services operate in this area



Construction site operations	
Motorists	No change to current arrangements
Parking	Onsite parking will accommodate the workforce
Other	NA

In accordance with the current TfNSW's Traffic Control at Worksites Manual (TCAWS v6), Sydney Metro's Principal Contractor Health and Safety Standard, Australian Standard AS1742.3 Manual of uniform traffic control devices – Traffic control for works on roads and in line with CPB Contractors Safety Essentials – Manage work near live traffic, CPBG will implement systems to provide for clear separation between workers and traffic. The most appropriate form of separation will be determined through risk assessments, that will be included in the site specific CTMP or that accompany any ROL applications, where required. The determination and risk assessment will also be based on the adoption of the Hierarchy of Hazard Controls as noted on Figure 3. The adoption of these controls will also be based on the principles of SFAIRP (So Far As Is Reasonably Practicable).

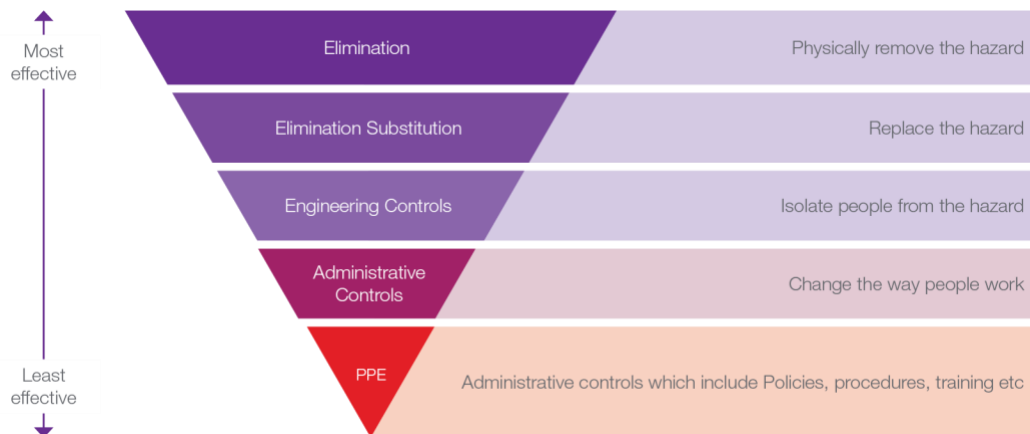


Figure 3: Hierarchy of hazard controls

4.5.3. On and off street parking changes

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

End of trip cycling facilities and tool lockers will also be provided at the various compounds. The opportunity to provide shuttle bus services from remote parking locations to sites will also be further explores, where necessary.

4.5.3.1. Construction Parking and Access Strategy

A requirement of the Revised Environmental Management Measures, refer to Element 4, is the development of a Construction Parking and Access Strategy (CPAS) for the St Marys site. This CPAS will be developed in consultation with Penrith City Council and TfNSW. This CPAS will seek to minimise the overall demand for construction worker parking through initiatives such as:

- The provision of shuttle buses
- Promotion of carpooling and
- Encouraging the use of public transport



This document will be developed prior to the commencement of construction works, as defined in the Ministerial Conditions of Approval.

4.5.4. Ongoing monitoring

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

Every TGS and VMS implemented for the works will be subject to checking as required by Traffic Control at Worksites. These checks are as noted in Table 7.

Table 7: Stages of checks to be undertaken

Stage	Activity	Purpose
Planning	TGS verification	To ensure that the TGS selected or designed is suitable for the works and location
	Road safety audits	To identify road safety crash potential and areas of risk that could lead to traffic incidents
During temporary traffic management	Weekly inspections	To ensure that the CTMP and relevant TGS are appropriate and operating safely, effectively and efficiently
	Shift inspections	To ensure that the TGS is implemented as designed. This includes at a minimum twice per shift and when a: <ul style="list-style-type: none"> a) TGS is installed, changed or updated b) At regular intervals after work commences – recommended every 2 hours and c) Once aftercare arrangements have been installed, if required
	CTMP review	To ensure that the CTMP controls are achieving the required outcomes
	Road Safety Audits	To identify road safety crash potential and areas of risk that could lead to traffic incidents
Post completion	Post completion inspections	To ensure that the site has been demobilised as planned and is safe for opening to traffic

Space beneath table

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



5. Overview of traffic management

Table 8 provides an overview of how traffic will be managed during the SBT activities including meeting the requirements of sections 2.11 and 2.12 of the General Specification). Specific traffic management arrangements for the Lansdowne bridge works and St Marys sites are set out in Table 9.

Table 8: General phases of the SBT works and impact management

Phase of works	Activity	Potential impacts	Impacts addressed through
Site establishment	Deliveries	Traffic control implemented to facilitate the deliveries	TGS and ROL
	Sign installation	Temporary changes to pedestrian paths	TGS, ROL and communications with impacted stakeholders
	Hoarding/ Fencing	Temporary changes to pedestrian paths in highly urbanised areas	TGS and ROL
	Utility works	Lane and path closures night works in highly urbanised areas	TGS, ROL, EPL requirements and communications with impacted stakeholders
	Driveway works	Lane and path closures and night works in high traffic zones	TGS, ROL, EPL requirements and communications with impacted stakeholders
	Site shed installation	Lane and path closures and night works in high traffic zones	TGS, ROL, EPL requirements and communications with impacted stakeholders
	Road upgrade works	Traffic control implemented for works to maintain access to existing properties	CTMP, TGS, ROL, EPL requirements and communications with impacted stakeholders
Site operations	Deliveries	Traffic control implemented to facilitate the deliveries	CTMP, TGS and ROL
	Crane works	Lane and path closures and night works in high traffic zones	CTMP, TGS and ROL
	Spoil haulage/ Segment deliveries	Traffic control at work sites entry/ exist points where footpaths are crossed to manage pedestrian/ vehicle interactions	CTMP, TGS and ROL
	TBM delivery and removal	Rolling traffic control and impacts to existing furniture	OSOM permits, CTMP, TGS, ROL, Special Event Clearway, where required



Phase of works	Activity	Potential impacts	Impacts addressed through
			including communications with impacted stakeholders
Site operations	General site operations	Temporary and permanent changes to the road and path networks as described in	CTMP, TGS, ROL and communications with impacted stakeholders
Site demobilisation	Removal of plant and equipment	Traffic control implemented to facilitate the removals	CTMP, TGS and ROL
	Site shed removal	Lane and path closures, night works in high traffic areas	TGS, ROL, EPL requirements and communications with impacted stakeholders

Table 9: Site specific impacts and proposed management

Phase of works	Activity	Potential impacts	Impacts addressed through
Orchard Hills	Lansdowne bridge construction	Temporary and permanent changes to the road networks Access and egress impacts to existing premises	CTMP, TGS, ROL and communications with impacted stakeholders
St Marys	Station Street one way movement	Temporary changes to pedestrian and vehicle paths	CTMP, TGS, ROL and communications with impacted stakeholders Wayfinding signage on hoardings to guide pedestrians around the construction site and enhance understanding and experience of the locality and space



6. Incident management

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

For unplanned traffic activities around sites, CPBG will:

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

CPBG will document its emergency and incident response plans as part of the Construction and Site Management Plan. The development of this Plan will be done in consultation with the Transport Management Centre and Customer Journey Planning.



Part B: Implementation System and Tools

Part B of this Plan explains how the traffic management impacts of the SBT works will be minimised. All relevant mitigation measures from the Construction Environmental Management Framework (CEMF) and Revised Environmental Measures (REMMs) identified in Section 7 of the Submissions Report, are addressed in this section of the Plan. Compliance with all elements of these systems and tools is required at all times to minimise the likelihood of causing unauthorised environmental harm and maximise the uptake of opportunities to reduce environmental impact.

Part B contains the following:

- Element 1: Training
- Element 2: Monitoring and reporting
- Element 3: Auditing, review and improvement
- Element 4: Package specific requirements



All staff, employees and subcontractors will actively drive continuous improvement in the environmental performance of the SBT works.

Element 1 Training

Expectations	How will CPBG meet the expectation	Responsible key contributor	Deliverables
1.1 All personnel have completed an induction containing relevant environmental information before they are authorised to works on the SBT works	<p>All personnel working on the SBT works will undertake a site induction, which will provide initial training on various environmental aspects, including traffic management. It will cover:</p> <ul style="list-style-type: none"> • Site access/ egress arrangements for both workers and vehicles • Pedestrian areas and no go zones • Cyclist areas/ routes • Driver awareness designated routes and • Requirements to comply with the Construction Traffic Management Plan(s) 	Human Resources Manager	Induction process
1.2 Toolbox talks are used to reinforce key management requirements and lessons learnt	Tool boxing will be undertaken to reinforce and reiterate information from inductions and where procedures are amended or new procedures are introduced	Traffic Manager	Toolbox records



Element 2 Monitoring and reporting

Expectations	How will CPBG meet the expectation	Responsible key contributor	Deliverables
2.1 Worksites are regularly inspected to ensure the adequacy of controls	Site supervisor to undertake daily inspections of worksite to ensure management of traffic controls	Traffic Manager	Site dairy entries
2.2 Monitoring is performed to establish baseline data and ensure compliance is maintained	CBPG will monitor trends in traffic data including incidents	Traffic Manager	Reports
2.3 Monitoring records are maintained	Compliance records will be retained by CPBG and will include: <ul style="list-style-type: none"> Daily inspections of long term implemented traffic controls Inspection of short term implemented traffic controls 	Traffic Manager	Inspection records



Element 3 Auditing, review and improvement

Expectations	How will CPBG meet the expectation	Responsible key contributor	Deliverables
3.1 Audits are undertaken to ensure compliance with the requirements of this plan	Procedures for corrective actions are addressed in the Construction Environmental Management Plan Audits will be performed in line with the CEMP and we will update this plan and/ or associated documents or procedures if required	Environmental Manager	Audit reports
3.2 All non-compliances are reported and actioned	<p>A non-conformance can generally be defined as a failure to comply with:</p> <ul style="list-style-type: none"> Project planning approval <p>Where a non-conformance is raised as part of an audit or an incident or complaint investigation, the audit, incident or complaint report may be used to close out the non-conformance and it is not necessary to raise a separate non-conformance reporting process.</p> <p>Procedures for corrective actions are addressed in the Construction Environmental Management Plan</p>	Traffic Manager	Reports



Element 4 Package specific requirements

SS1 10051 – Planning Approval

MCoA #	Requirement	How will CPBG meet this requirement	Responsible key contributor	Deliverables	Timing
A46	All Heavy Vehicles used for spoil haulage must be clearly marked on the sides and rear with the project name and application number to enable immediate identification by a person viewing the Heavy Vehicle standing 20 metres away	Section 4.5.1	Spoil Manager	Spoil Management Plan	Prior to the commencement of spoil haulage
E61	Wayfinding information must be incorporated on temporary hoardings to guide pedestrians around the St Marys construction site and enhance their understanding and experience of the locality and space	Table 6	Traffic Manager	Site specific CTMP for works at St Marys	For the duration of the works
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	Sections 2.2 and 4.4.1.1	Traffic Manager	Site specific CTMPs for works	Prior to the commencement of construction identified in the CTMP
E104	The locations of all heavy vehicles used for spoil haulage must be monitored in real time and the records of monitoring be made available electronically to the Planning Secretary and the EPA upon request for a period of no less than one (1) year following the completion of construction	Section 4.5.1	Spoil Manager	Records retained for one year post the completion of the works	For one year post the completion of works



MCoA #	Requirement	How will CPBG meet this requirement	Responsible key contributor	Deliverables	Timing
E105	Local roads proposed to be used by Heavy Vehicles to directly access ancillary facilities/ construction sites that are not identified in the documents listed in Condition A1 must be approved by the Planning Secretary and be included in the CTMP	Section 4.4.1.3	Spoil Manager/ Traffic Manager	Production of site specific CTMPs	Prior to the use of local roads not identified in Condition A1
E106	All requests to the Planning Secretary for approval to use local roads under Condition E105 above must include the following: (a) a swept path analysis; (b) demonstration that the use of local roads by Heavy Vehicles for the CSSI will not compromise the safety of pedestrians and cyclists of the safety of two-way traffic flow on two-way roadways; (c) details as to the date of completion of the road dilapidation surveys for the subject local roads; and (d) measures that will be implemented to avoid where practicable the use of local roads past schools, aged care facilities and child care facilities during their peak operation times; and (e) written advice from an appropriately qualified professional on the suitability of the proposed Heavy Vehicle route which takes into consideration items (a) to (d) of this condition.	Section 4.4.1.3	Traffic Manager	Production of the Heavy Vehicle Local Road report where required	Prior to the use of local roads not identified in Condition A1
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 weeks of completion of the survey and at no later than one (1) month before the road being used by Heavy Vehicles associated with the construction of the CSSI.	Section 4.5.1.1	Project Manager	Production of the Road Dilapidation Reports and provision to the relevant road authority	One month prior to the use of Heavy Vehicles on local roads



MCoA #	Requirement	How will CPBG meet this requirement	Responsible key contributor	Deliverables	Timing
E108	If damage to roads occurs as a result of the construction of the CSSI, the Proponent must either (at the Relevant Road Authority's discretion): (a) compensate the Relevant Road Authority for the damage so caused; or (b) rectify the damage to restore the road to at least the condition it was in pre-work as identified in the Road Dilapidation Report.	Section 4.5.1.1	Project Manager	Post Road Dilapidation Report	Post completion of construction
E109	Vehicles associated with the project workforce (including light vehicles and Heavy Vehicles) must be managed to: (a) minimise parking on public roads; (b) minimise idling and queueing on state and regional roads; (c) not carry out marshalling of construction vehicles near sensitive use (s); (d) not block or disrupt access across pedestrian or shared user paths at any time unless alternate access is provided; and (e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMP.	Table 5, sections 4.2, 4.5.1, Element 4	Spoil Manager/ Project Manager	Electronic records of monitoring Site specific CTMPs	Throughout the construction phase of works
E110	Access to all utilities and properties must be maintained during works, unless otherwise agreed with the relevant utility owner, landowner or occupier.	Section 4.2	Project Manager	Site specific CTMPs and consultation	Throughout the construction phase of works
E111	The Proponent must maintain access to properties during the entirety of works unless an alternative access is agreed in writing with the landowner(s) whose access is impacted by the CSSI works.	Section 4.2	Project Manager	Site specific CTMPs and consultation	Throughout the construction phase of works
E112	Where construction of the CSSI restricts a property's access to a public road, the Proponent must, until their primary access is reinstated, provide the property with temporary alternate access to an agreed road decided through consultation with the landowner, at no	Section 4.2	Project Manager	Site specific CTMPs and consultation	Throughout the construction phase of works



MCoA #	Requirement	How will CPBG meet this requirement	Responsible key contributor	Deliverables	Timing
	cost to the property landowner, unless otherwise agreed with the landowner.				
E113	Any property access physically affected by the CSSI must be reinstated to at least an equivalent standard, unless otherwise agreed by the landowner or occupier. Property access must be reinstated within one (1) month of the work that physically affected the access is completed or in any other timeframe agreed with the landowner or occupier	Section 4.2	Traffic Manager/ Project Manager	Site specific CTMPs and consultation	
E114	During construction, all reasonably practicable measures must be implemented to maintain pedestrian, cyclist and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian, cyclist and vehicular access, and parking arrangements must be developed in consultation with affected businesses and landowners and implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	Section 4.2	Traffic Manager/ Project Manager	Site specific CTMPs and consultation	
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.	Section 4.2	Traffic Manager/ Project Manager	Site specific CTMPs and consultation	
E116	A Traffic and Transport Liaison Group(s) must be established in accordance with the Construction Traffic Management Framework to inform the development of CTMP.	Sydney Metro will be responsible for E116, except that the SBT			



MCoA #	Requirement	How will CPBG meet this requirement	Responsible key contributor	Deliverables	Timing
		Contractor will participate as part of the TTLG and provide the TTLG with any information or documentation it requires to meet its obligations under this approval Section 3.3			
E117	<p>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.</p> <p>Permanent road works included in the CSSI must be designed, constructed and operated with the objective of integrating with existing and proposed road and related transport networks and minimising adverse changes to the safety, efficiency and, accessibility of the network. Design and assessment of related traffic, parking, pedestrian and cycle accessibility impacts and changes shall be undertaken:</p> <ul style="list-style-type: none"> a) in consultation with, and to the reasonable requirements of the relevant Traffic and Transport Liaison Group; b) in consideration of existing and future demand, connectivity (in relation to permanent changes), performance and safety requirements; c) to minimise and manage local area traffic impacts; 	<p>Sydney Metro will in relation to E117, establish the TTLG. The SBT Contractor will participate as part of the TTLG and provide the TTLG with any information or documentation it requires to meet its obligations under this approval</p> <p>Section 3.3</p>	Traffic Manager/ Design Manager	Design reports	Through the life of the works



MCoA #	Requirement	How will CPBG meet this requirement	Responsible key contributor	Deliverables	Timing
	<p>d) to, where possible and appropriate, retain or reinstate parking in St Marys;</p> <p>e) to ensure access is maintained to property and infrastructure</p> <p>f) to address relevant design, engineering and safety guidelines, including Austroads, Australian Standards and TfNSW requirements.</p> <p>Copies of civil, structural and traffic signal design plans shall be submitted to the Relevant Road Authority for consultation during design development and before completion of construction of the CSSI.</p>				
E118	<p>As part of Condition E117 the Traffic and Transport Liaison Group(s) is to identify opportunities to improve the intersection performance during operation at:</p> <p>a) Queen Street/Great Western Highway/Mamre Road in St Marys;</p> <p>b) Glossop Street/ Forrester Road in St Marys; and</p> <p>c) Glossop Street / Great Western highway in St Marys.</p> <p>Identified improvements must be implemented prior to the commencement of operation.</p>	Requirement held by Sydney Metro			
E119	<p>Permanent road works, including vehicular access, signalised intersection works, and works relating to pedestrians, cyclists, and public transport users must be subject to safety audits demonstrating consistency with relevant design, engineering and safety standards and guidelines. Safety audits must be prepared in consultation with the relevant Traffic and Transport Liaison Group before the completion and use of the subject infrastructure and must be made available to the Planning Secretary upon request.</p>	Section 3.3	Design Manager	Design reports	Through the life of the works



Revised Environment Performance Outcomes

REMM#	Requirement	How will CPBG meet this requirement	Responsible key contributors	Deliverables	Timing
1	Safe and efficient routes are provided for pedestrians, cyclists and road users at/near construction sites	Section 4.2			
2	Access to the existing St Marys Station is maintained while train services are operating	Section 4.2			
3	Safe access to properties and businesses is maintained during construction, unless alternatives are agreed with property owners and businesses	Section 4.2			
4	Heavy vehicles access the arterial network as soon as practicable on route to, and immediately after leaving, a construction site	Section 4.5.1			
5	The local community and relevant authorities are informed of transport, access and parking changes/impacts to minimise inconvenience to the public	Section 4.3			

Revised Environmental Mitigation Measures

REMM#	Requirement	How will CPBG meet this requirement	Responsible key contributors	Deliverables	Timing
T2	The Construction Traffic Management Plan for St Marys would be developed to ensure existing transport interchange infrastructure continues to operate effectively within the St Marys station precinct	Section 4.4.1.1			



REMM#	Requirement	How will CPBG meet this requirement	Responsible key contributors	Deliverables	Timing
	would be developed in consultation with the Traffic and Transport Liaison Group.				
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	Sydney Metro will in relation to T3, establish the TTLG, the SBT Contractor will participate as part of the TTLG and provide the TTLG with any information or documentation it requires to meet its obligations under this approval Section 3.3			
T4	Road Safety Audits would be carried out to address vehicular access and egress, and pedestrian, cyclist and public transport safety. Road Safety Audits would be carried out as per the guidelines outlined in Section 10 of the Construction Traffic Management Framework	Section 4.2	Traffic Manager/ Design Manager	Road safety audit reports	For the life of the works
T5	Maintain access for pedestrians and cyclists around construction sites as per the guidelines outlined in the Construction Traffic Management Framework. Appropriate signage and line marking would be provided to guide pedestrians and cyclists past construction sites and on the surrounding network to allow access to be maintained	Section 4.2	Traffic Manager/ Project Manager/ Community Manager	Site specific CTMPs	For the life of the works



REMM#	Requirement	How will CPBG meet this requirement	Responsible key contributors	Deliverables	Timing
T6	Access for construction vehicles to be planned as per the guidelines outlined in the Construction Traffic Management Framework. Construction site traffic would be managed to minimise movements during peak periods. Vehicle access to and from construction sites would be managed to maintain pedestrian, cyclist and motorist safety	Section 4.5.1			
T7	Temporary relocation of bus stops and 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 Traffic and Transport Liaison Group which includes Transport for NSW, Penrith City Council and bus operators. Wayfinding and customer information would guide customers to temporary bus stop locations	Requirement held by Sydney Metro			
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	Requirement held by Sydney Metro			
T9	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 works. The strategy would seek to: minimise overall demand for construction worker car-parking through initiatives such as use of other project construction worksites in combination with shuttle buses, car-pooling and encouraging the use of public transport minimise potential use of on-street car-parking by construction workers	Section 4.5.3.1			



REMM#	Requirement	How will CPBG meet this requirement	Responsible key contributors	Deliverables	Timing
	The construction worker car-parking strategy would be implemented throughout construction.				
OT2	The project would be designed such that access to properties and existing infrastructure neighbouring the proposed stations would be maintained	Requirement held by Sydney Metro			



Sydney Metro General Specification

#	Requirement	How will CPBG meet this requirement?	Responsible key contributor	Deliverables	Timing
2.5.4(a)	<p>(a) The SBT Contractor must develop, implement and maintain an integrated audit program that includes: <i>[SM-WSA-SBT-GS-1124]</i></p> <p>(i) all audits notified by the Principal; <i>[SM-WSA-SBT-GS-1125]</i></p> <p>(ii) all audits notified by the Independent Certifier and Independent Safety Assessor; <i>[SM-WSA-SBT-GS-1126]</i></p> <p>(iii) all audits the SBT Contractor plans to carry out on itself and its Subcontractors; <i>[SM-WSA-SBT-GS-1127]</i></p> <p>(iv) assessment of compliance with all Planning Approvals conditions allocated to the SBT Contractor including the effectiveness of any environmental management systems required by the Sydney Metro Construction Environmental Management Framework (CEMF), the Construction Noise and Vibration Standard (CNVS), the Construction Traffic Management Framework (CTMF) and the On-Airport Construction (Rail) Plan and associated</p>	Refer to the Construction Environmental Management Plan	Environment Manager	Integrated audit program	Throughout the construction phase of the project



#	Requirement	How will CPBG meet this requirement?	Responsible key contributor	Deliverables	Timing
	Construction Environmental Management Plans (CEMPs); [SM-WSA-SBT-GS-1128] (v) all audits notified by any Authority; and [SM-WSA-SBT-GS-1129] all audits carried out in accordance with the D&C Deed.				
2.7.1(a)	The SBT Contractor must comply with the Planning Approvals, the Sydney Metro Construction Environmental Management Framework (CEMF), the Construction Noise Vibration Standard (CNVS), the Construction Traffic Management Framework (CTMF) and the On-Airport Construction (Rail) Plan and associated CEMPs. [SM-WSA-SBT-GS-1252]	Refer to the Construction Environmental Management Plan and Part B of this plan	Environment Manager	Audit reports	Throughout construction
2.7.1(b)	The SBT Contractor must maintain current documented evidence demonstrating compliance with the Planning Approvals, the requirements allocated to the SBT Contractor in Schedule D4, the requirements of the CEMF, CNVS, CTMF including a Construction Traffic Management Plan and the On-Airport Construction (Rail) Plan and associated CEMPs. [SM-WSA-SBT-GS-1253]	Refer to the Construction Environmental Management Plan and Element 4 of this plan	Environment Manager	Audit reports	Throughout construction
2.11.1(a)	The SBT Contractor must plan traffic and transport management associated with the SBT Contractor's Activities to avoid delays and detours that will inconvenience the Affected Public, including Road Users, and Vulnerable Road Users (as defined in the Construction Traffic Management Framework (CTMF)), particularly during periods of heavy traffic flows. [SM-WSA-SBT-GS-1608]	This plan	Traffic Manager Project Managers	Site specific CTMP	Throughout construction
2.11.1(b)	The SBT Contractor must plan and execute the SBT Contractor's Activities to ensure conditions for safe and efficient road based public	Section 4.2	Traffic Manager	Site specific CTMP	Throughout construction



#	Requirement	How will CPBG meet this requirement?	Responsible key contributor	Deliverables	Timing
	transport services and operations are maintained at all times during the SBT Contractor's Activities. <i>[SM-WSA-SBT-GS-1609]</i>		Project Managers		
2.11.1(c)	The SBT Contractor must obtain endorsement and approval from relevant Authorities prior to implementing any changes to traffic flow, vehicle, pedestrian, public transport and bicycle movements or adjustments to arrangements for control of traffic on roads, footpaths and shared paths. <i>[SM-WSA-SBT-GS-1610]</i>	Section 4.4	Traffic Manager	ROL/ Site specific CTMP	Throughout construction
2.11.1(d)	<p>The SBT Contractor must comply with the Planning Approvals and the following: <i>[SM-WSA-SBT-GS-1611]</i></p> <ul style="list-style-type: none"> (i) Construction Traffic Management Plan (CTMP); <i>[SM-WSA-SBT-GS-1612]</i> (ii) TfNSW (formerly RMS) Traffic Control at Work Sites Manual; <i>[SM-WSA-SBT-GS-1613]</i> (iii) AS 1742.3 Manual of uniform traffic control devices - Traffic control for works on roads; <i>[SM-WSA-SBT-GS-1614]</i> (iv) Sydney Metro Principal Contractor Health and Safety Standard (SM-20-00100838); <i>[SM-WSA-SBT-GS-1615]</i> (v) relevant Austroads guides; <i>[SM-WSA-SBT-GS-1616]</i> (vi) the Construction Traffic Management Framework (CTMF); and <i>[SM-WSA-SBT-GS-1617]</i> 	Section 2	Traffic Manager Project Manager	ROL/ Site specific CTMP	Throughout construction



#	Requirement	How will CPBG meet this requirement?	Responsible key contributor	Deliverables	Timing
	TfNSW (formerly RMS) Supplements to Australian standards and Austroads. <i>[SM-WSA-SBT-GS-1618]</i>				
2.11.1(e)	The SBT Contractor must comply with the requirements of all relevant Authorities regarding temporary traffic lanes on roads, including minimum lane width, in accordance with the TfNSW (formerly RMS) Traffic Control at Work Sites Manual. <i>[SM-WSA-SBT-GS-1619]</i>	Section 2	Traffic Manager Project Manager	ROL/ Site specific CTMP	Throughout construction
2.11.1(f)	Vehicles involved in the SBT Contractor's Activities must only enter, operate within or exit from a worksite in a manner which does not endanger the public and under suitably designed and appropriate traffic control measures. Vehicles must only travel along approved haulage routes. Details must be included within the CTMP. <i>[SM-WSA-SBT-GS-1620]</i>	Table 5 and section 4.5.1	Traffic Manager Project Manager	ROL/ Site specific CTMP	Throughout construction
2.11.1(g)	At locations where the traffic volumes are increased as a result of the SBT Contractor's Activities the SBT Contractor must take measures to reduce the traffic volumes. These measures may include the introduction of intersections and construction access points. <i>[SM-WSA-SBT-GS-1621]</i>	Table 5	Traffic Manager Project Manager	ROL/ Site specific CTMP	Throughout construction
2.11.1(h)	The SBT Contractor must provide suitable intersections or construction access points for vehicles entering or leaving the Construction Site that comply with the requirements of all relevant Authorities. <i>[SM-WSA-SBT-GS-1622]</i>	Sections 2 and 4.4.1.1	Traffic Manager Project Manager	ROL/ Site specific CTMP	Throughout construction
2.11.2(a)	Affected Public Notification	Section 4.3	Community Manager	ROL/ Site specific CTMP	Throughout construction



#	Requirement	How will CPBG meet this requirement?	Responsible key contributor	Deliverables	Timing
	The SBT Contractor must undertake community notification to advise the Affected Public of the proposed changes to traffic flow, vehicle, pedestrian and bicycle movements and arrangements for control of traffic on roads in accordance with the requirements in the Stakeholder and Community Engagement section 6 of this General Specification. <i>[SM-WSA-SBT-GS-1624]</i>				
2.11.3	<p>Traffic and Transport Liaison Group</p> <p>(a) The SBT Contractor must provide appropriate personnel and technical experts to attend and present monthly updates at the Traffic and Transport Liaison Group (TTLG) (as defined in the CTMF) meetings. <i>[SM-WSA-SBT-GS-1626]</i></p> <p>(b) The SBT Contractor's monthly updates to the TTLG must address the following: <i>[SM-WSA-SBT-GS-1627]</i></p> <p>(i) construction works carried out since last TTLG; <i>[SM-WSA-SBT-GS-1628]</i></p> <p>(ii) upcoming construction works; <i>[SM-WSA-SBT-GS-1629]</i></p> <p>(iii) CTMP status; and <i>[SM-WSA-SBT-GS-1630]</i></p> <p>the mitigations to be implemented to reduce the risks to traffic due to the SBT Contractor's Activities. <i>[SM-WSA-SBT-GS-1631]</i></p>	Section 3.3	Traffic Manager Project Managers	Attendance at TTLG	Throughout construction
2.11.4(a)	Traffic Control Group	Section 3.4	Traffic Manager	Attendance at TCG	Throughout construction



#	Requirement	How will CPBG meet this requirement?	Responsible key contributor	Deliverables	Timing
	The SBT Contractor must provide appropriate personnel and technical experts to attend and present weekly updates at the Traffic Control Group (as defined in the CTMF) meetings. <i>[SM-WSA-SBT-GS-1633]</i>		Project Managers		
2.11.5	<p>Traffic Manager</p> <p>(a) The SBT Contractor must provide a Traffic Manager in accordance with Schedule A9. <i>[SM-WSA-SBT-GS-1635]</i></p> <p>(b) The Traffic Manager must have Authority and responsibility for issues relating to traffic and transport management, including liaison with relevant Authorities, the Transport Management Centre, and the TTLG. <i>[SM-WSA-SBT-GS-1636]</i></p> <p>(c) The Traffic Manager must hold relevant current NSW traffic control tickets. <i>[SM-WSA-SBT-GS-4960]</i></p>	Table 3	Project Director	Appointment of Traffic Manager	Prior to construction
2.11.6	<p>Road Conditions</p> <p>(a) The SBT Contractor must ensure that any road, footpath, shared path or cycleway which is open to the public is at all times kept free of mud, dirt, dust, deleterious material, debris, obstructions and trip hazards arising from the SBT Contractor's Activities. <i>[SM-WSA-SBT-GS-1638]</i></p> <p>(b) The SBT Contractor must cover all construction vehicles to prevent any loss of fuels, lubricants, load or other</p>	Section 4.5.1	Project Managers	Road dilapidation reports and no incidents	Throughout construction



#	Requirement	How will CPBG meet this requirement?	Responsible key contributor	Deliverables	Timing
	<p>substances, whether in the form of dust, liquids, solids or otherwise. <i>[SM-WSA-SBT-GS-1639]</i></p> <p>(c) Any spillage or build-up of such material or debris must be cleaned up promptly and any damage caused by such an occurrence must be immediately repaired. <i>[SM-WSA-SBT-GS-1640]</i></p> <p>(d) The SBT Contractor must install, maintain and utilise wheel wash facilities. <i>[SM-WSA-SBT-GS-1641]</i></p> <p>(e) The SBT Contractor must apply appropriate treatments to roads, footpaths, shared paths, or cycleways that protect the roads, footpaths, shared paths or cycleways from damage arising from the SBT Contractor's Activities. <i>[SM-WSA-SBT-GS-1642]</i></p> <p>The SBT Contractor must immediately repair any damage caused by the SBT Contractor's Activities, to any road, footpath, shared path or cycleway which is open to the public to a condition at least equivalent to the condition it was in prior to the occurrence of the damage. <i>[SM-WSA-SBT-GS-1643]</i></p>				
2.11.7	<p>Road, Footpath & Shared Path Occupancies, Detours & Closures</p> <p>(a) The SBT Contractor must obtain endorsement and approval from relevant Authorities for all road and footpath occupancies, detours, and closures in accordance with the CTMF. <i>[SM-WSA-SBT-GS-1645]</i></p>	Section 4.4	Traffic Manager	ROL/ Site specific CTMPs	Throughout construction



#	Requirement	How will CPBG meet this requirement?	Responsible key contributor	Deliverables	Timing
	<p>(b) Relevant Authorities may elect to defer or modify road and footpath occupancies, detours or closures due to high pedestrian or vehicle traffic demands including during Special Events. [SM-WSA-SBT-GS-1646]</p> <p>(c) The SBT Contractor must immediately advise the Principal and the relevant Authorities of any unplanned closure of a lane, shoulder, footpath or shared path or a restriction in the flow of pedestrians, cyclists, public transport services or traffic due to an emergency. [SM-WSA-SBT-GS-1647]</p> <p>(d) The SBT Contractor must immediately advise the Principal and the relevant Authorities of the details of the closure or restriction and of the schedule for reopening of the lanes, shoulders, footpaths or shared paths or removal of the restriction. [SM-WSA-SBT-GS-1648]</p> <p>(e) The SBT Contractor must take all required measures to open the lanes, shoulders, or footpaths or shared paths as quickly as possible. [SM-WSA-SBT-GS-1649]</p>				
2.11.8	<p>Compliance with traffic instructions during construction</p> <p>a) The SBT Contractor must comply with any traffic direction or instruction given by the NSW Police Force, a relevant Authority or the Principal in respect of traffic and transport management</p> <p>b) The NSW Police Force, a relevant Authority or the Principal may, at any time, instruct the SBT Contractor to re-open a</p>	Section 4.4.1.4	Traffic Manager Project Managers	Compliance with direction	Throughout construction



#	Requirement	How will CPBG meet this requirement?	Responsible key contributor	Deliverables	Timing
	lane, shoulder, footpath or shared path without delay, whether or not that lane, shoulder, footpath or shared path was closed by prior agreement				
2.11.9	<p>Pedestrian and Cyclist Provisions</p> <p>The SBT Contractor must plan and execute the SBT Contractor's Activities to ensure safe pedestrian and cyclist conditions are maintained at all times during the SBT Contractor's Activities. [SM-WSA-SBT-GS-1655]</p> <p>The SBT Contractor must comply with Austroads Guide to Traffic Engineering Practice - Part 14 – Bicycles and any relevant TfNSW (formerly RMS) Supplements, in relation to the measures to be taken to ensure safe cycling conditions. [SM-WSA-SBT-GS-1656]</p> <p>Temporary or modified provisions for pedestrians and cyclists must comply with the requirements of relevant Authorities. [SM-WSA-SBT-GS-1657]</p>	Sections 4.2 and 2.2	<p>Traffic Manager</p> <p>Project Managers</p>	Site specific CTMPs	Throughout construction
2.11.10	<p>Train Station Provisions</p> <p>(a) The SBT Contractor must plan and execute the SBT Contractor's Activities to ensure conditions for safe and efficient use of train stations by customers and other train station users are maintained at all times during the SBT Contractor's Activities. [SM-WSA-SBT-GS-1659]</p> <p>(b) The SBT Contractor must minimise the impact of the SBT Contractor's Activities on train station customers and other</p>	Section 4.2	Project Manager(s)	Compliance with relevant authorities requirements	Throughout construction



#	Requirement	How will CPBG meet this requirement?	Responsible key contributor	Deliverables	Timing
	<p>train station users during the SBT Contractor's Activities. <i>[SM-WSA-SBT-GS-1660]</i></p> <p>The SBT Contractor must comply with the requirements of relevant Authorities and relevant stakeholder for any temporary modifications made by the SBT Contractor to train stations during the SBT Contractor's Activities. <i>[SM-WSA-SBT-GS-1661]</i></p>				
2.11.11	<p>Bus Provisions</p> <p>(a) The SBT Contractor must maintain bus vehicle access, bus customer access and provide for bus operational requirements at all times during the SBT Contractor's Activities. <i>[SM-WSA-SBT-GS-1663]</i></p> <p>(b) The SBT Contractor must comply with the requirements of applicable codes and standards for any temporary modifications made by the SBT Contractor to maintain bus vehicle access, bus customer access and provide for bus operational requirements. <i>[SM-WSA-SBT-GS-1664]</i></p> <p>(c) The SBT Contractor must maintain access for rail replacement buses (the bus services operated as an alternative to rail services) including associated temporary bus stop, customer areas and paths for any Track Possessions held during the SBT Contractor's Activities. <i>[SM-WSA-SBT-GS-1665]</i></p> <p>The SBT Contractor must comply with the requirements of relevant Authorities and relevant stakeholders including bus operators, Sydney Trains, and the Principal, for any temporary modifications made by the</p>	Section 4.2	<p>Traffic Manager</p> <p>Project Manager(s)</p>	Site specific CTMPs and program of works	Throughout construction



#	Requirement	How will CPBG meet this requirement?	Responsible key contributor	Deliverables	Timing
	SBT Contractor for rail replacement buses and bus stops during the SBT Contractor's Activities. <i>[SM-WSA-SBT-GS-1666]</i>				
2.11.12	<p>Traffic Control</p> <p>(a) Safety barriers must: <i>[SM-WSA-SBT-GS-1668]</i></p> <p>(i) comply with the TfNSW (formerly RMS) Traffic Control at Work Sites Manual; and <i>[SM-WSA-SBT-GS-1669]</i></p> <p>(ii) be offset from the edge of the nearest adjacent traffic lane in accordance with the TfNSW (formerly RMS) Traffic Control at Work Sites Manual. <i>[SM-WSA-SBT-GS-1670]</i></p> <p>(b) The SBT Contractor must comply with the requirements of the SBT Specification and any Third Party Agreement in respect of: <i>[SM-WSA-SBT-GS-1671]</i></p> <p>(i) road traffic management and safety; and <i>[SM-WSA-SBT-GS-1672]</i></p> <p>(ii) waterborne traffic management and safety. <i>[SM-WSA-SBT-GS-1673]</i></p> <p>The SBT Contractor must supply, install, and remove public transport service-related portable and temporary fixed regulatory and advisory signage in accordance with the requirements of the CTMF and relevant standards. <i>[SM-WSA-SBT-GS-1674]</i></p>	Section 2	Traffic Manager	Detailed in site specific CTMPs	Throughout construction
2.11.13	<p>Special Events</p> <p>(a) Where Special Events are expected to generate additional vehicle or pedestrian traffic in any areas directly or</p>	Section 4.4.1.4	Traffic Manager	Site specific CTMPs	Throughout construction



#	Requirement	How will CPBG meet this requirement?	Responsible key contributor	Deliverables	Timing
	<p>indirectly affected by the Project Works, the Temporary Works or the SBT Contractor's Activities, the SBT Contractor must cooperate with the Principal and all relevant Authorities and Emergency Services in relation to the planning and preparation for the Special Event, to facilitate the Special Event and any associated traffic and pedestrian flows around and adjacent to the Construction Site or any Extra Land. [SM-WSA-SBT-GS-1676]</p> <p>(b) The SBT Contractor must modify the SBT Contractor's Activities to accommodate the requirements of Special Events and perform the SBT Contractor's Activities so as to minimise any interference with or disruption to any Special Event or the planning and preparation for any Special Event. [SM-WSA-SBT-GS-1677]</p> <p>(c) The SBT Contractor must attend any meeting relating to any Special Event or the planning and preparation for any Special Event as required and requested by the Principal. [SM-WSA-SBT-GS-1678]</p> <p>The SBT Contractor must consider and implement any additional security requirements during Special Events as directed by the Principal. [SM-WSA-SBT-GS-1679]</p>				
2.11.14	<p>Emergency/Incident Management</p> <p>(a) The SBT Contractor must undertake emergency and incident management planning in accordance with Sydney Metro Principal Contractor Health and Safety Standard. [SM-WSA-SBT-GS-1681]</p>	Section 6	Project Manager(s)	Emergency and Incident Response Plans	Throughout construction

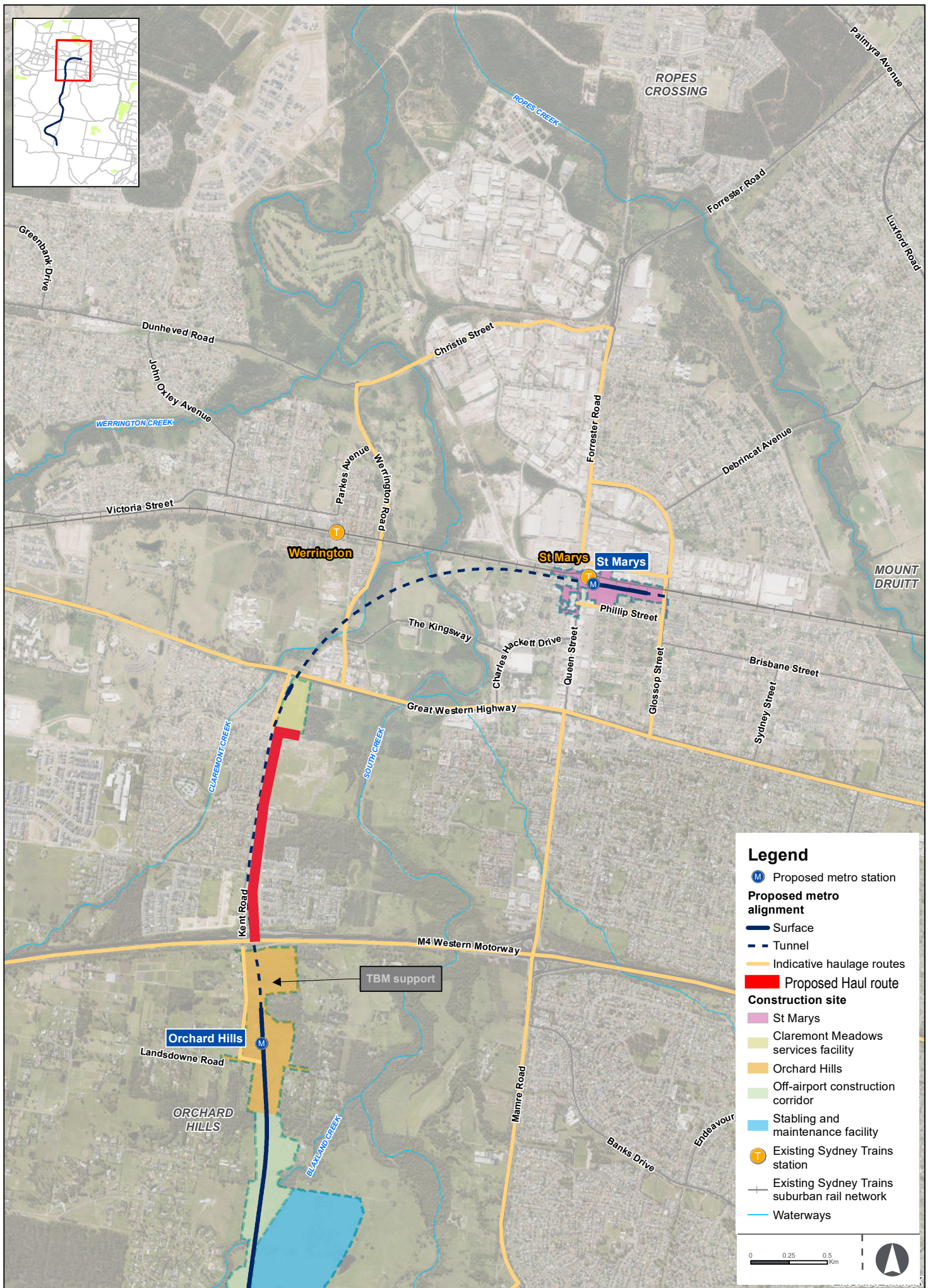


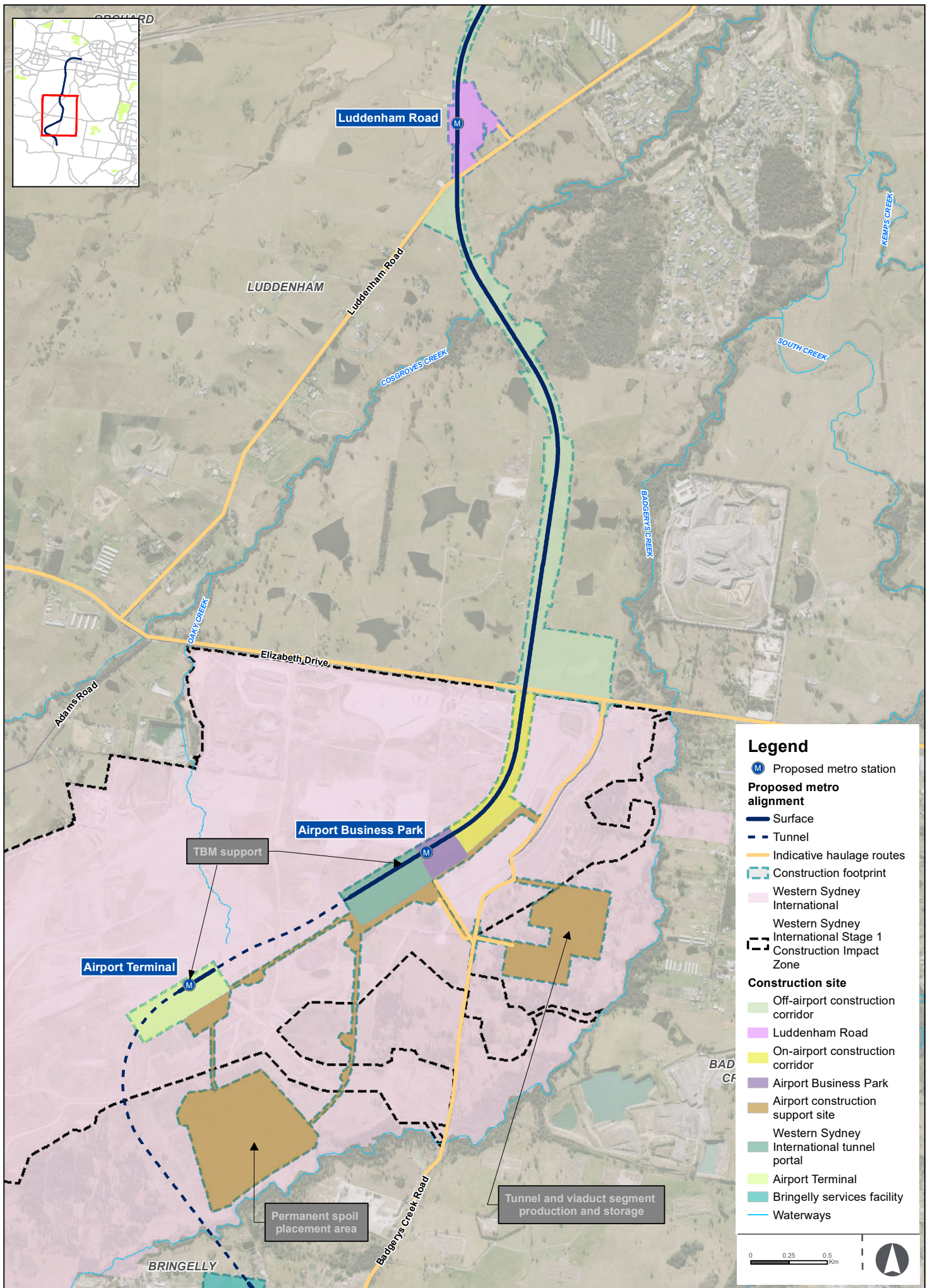
#	Requirement	How will CPBG meet this requirement?	Responsible key contributor	Deliverables	Timing
	<p>(b) The SBT Contractor must document its emergency and incident response plans as part of the Construction and Site Management Plan. <i>[SM-WSA-SBT-GS-1682]</i></p> <p>(c) The SBT Contractor must include input from the following stakeholders when developing its emergency and incident response plans: <i>[SM-WSA-SBT-GS-1683]</i></p> <p>(i) Transport Management Centre; <i>[SM-WSA-SBT-GS-1684]</i></p> <p>(ii) Transport Coordination (as defined in the CTMF) now known as Customer Journey Planning; and <i>[SM-WSA-SBT-GS-1685]</i></p> <p>TfNSW traffic management stakeholders. <i>[SM-WSA-SBT-GS-1686]</i></p>				
5.1.12.2	<p>Construction Traffic Management Plan</p> <p>The SBT Contractor must prepare a Construction Traffic Management Plan (CTMP). The CTMP must align with the requirements in the Construction Traffic Management Framework (CTMF). <i>[SM-WSA-SBT-GS-2935]</i></p>	This plan	Traffic Manager	This plan	Not nominated

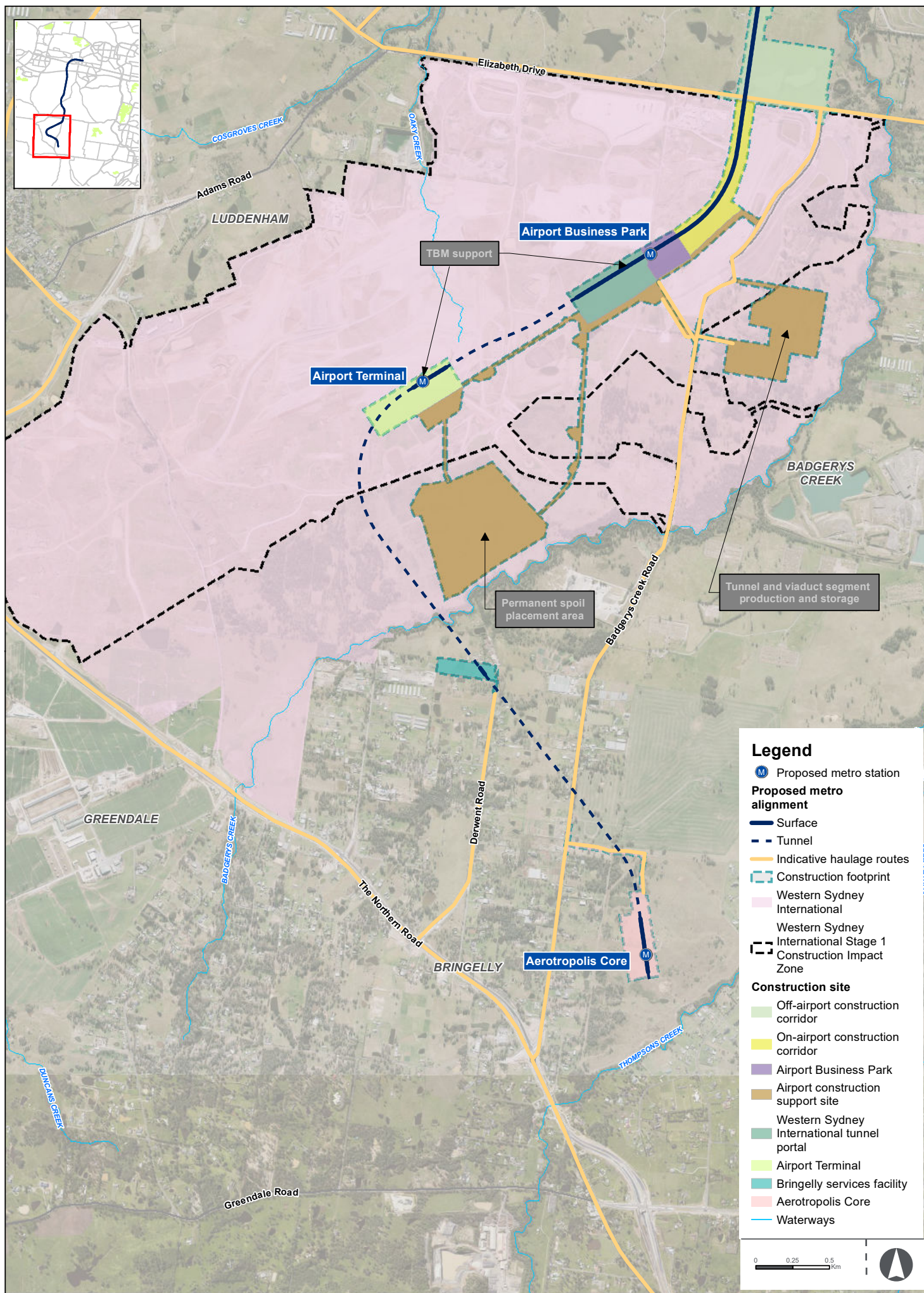


Annexure A Haul Routes









Annexure B Comments





FW: Sydney Metro WSA - SBT – Traffic Management Documentation - Issued for Review

1 message

[REDACTED]

Hi Everyone

RE: SBT CTMP Overarching Revision A

Unfortunately, I don't have provision to access TeamBinder to provide comment on the SBT Overarching CTMP (Rev).

I usually receive a 'Systems' email that allows access to TeamBinder where I can add comment. In this instance, access was only to download the document.

Nevertheless, comments were due today, so may I please ask that the below comment be formally recorded with all other comments received against the document.

1. Section 4.4.1.3 Other Traffic Approvals

With regard to Road Opening Permits and Road/Footpath Occupation Permit applications, an additional sentence is required that specifies a minimum of 10 Business Days is to be allowed for Council to respond.

Thanks

Kind Regards

[REDACTED]

[REDACTED]

[REDACTED]

PENRITH
CITY COUNCIL



Subject: Sydney Metro WSA - SBT – Traffic Management Documentation - Issued for Review

EXTERNAL EMAIL: This email was received from outside the organisation. Use caution when clicking any links or opening attachments.

Document Transmittal

Transmittal No:	SMWSASBT-CPG-TX-000125
Contract No:	SBT - Station Boxes and Tunnelling
Sub Contract:	SBT
Date:	14 April 2022, 10:35 AM

Issued	Name
By	

To	

	<div></div>
Cc	<div></div>

Reason for Issue	Issued for Review		
Respond By Message	Your Response is required by	Respond By Date	28 April 2022
Subject	Sydney Metro WSA - SBT – Traffic Management Documentation - Issued for Review		

Dear all,

Please find attached:

Contract No: WSA-200-SBT - **Traffic Management Plan**

- Sydney Metro WSA - SBT – **Construction Traffic Management Plan (CTMP) Overarching**, Revision A

For your review and comments,

Dear Customer Journey Planning (TfNSW),/ Penrith City Council, /Liverpool City Council,

Please find attached for your comments:

- TeamBinder - General Comment Input Sheet - Template and guides to use the spreadsheet.

Best Regards,

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

Item	Document No	Title	Rev	Sts	Type	Design Lots	Alt Doc No
1	SMWSASBT CPG SWD SW000 TF PLN 000001	Sydney Metro WSA SBT Construction Traffic Management Plan (CTMP) Overarching	A.01	S3	PLN	0000	
2	SMWSAWSA SMD 1NL DC GUD 000001	TeamBinder Guide How to fill Comment Spreadsheet	A.01	S2	GUD		
3	SMWSAWSA SMD 1NL DC GUD 000002	TeamBinder Guide How to response a comment Comment Spreadsheet	A.01	S2	GUD		
4	SMWSAWSA SMD 1NL DC GUD 000003	TeamBinder Guide How to response a comment	A.01	S2	GUD		
5	SMWSAWSA SMD 1NL DC GUD 000004	TeamBinder Guide How to close comment	A.01	S2	GUD		
6	SMWSAWSA SMD 1NL GN TMP 000001	TeamBinder General Comment Input Sheet Template	B.01	S3	TMP		

Subject: FW: Conditional Approval: SMWSA - SBT - Overarching CTMP

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: Overarching CTMP
Document Number: SMWSASBT-CPG-SWD-SW000-TF-PLN-000001
Revision: C

This approval is subject to the following requirements being met:

- Apply to and obtain approval from TMC for ROLs for any required lane closures and/or Speed Zone Authorisations as part of the ROL;
- All temporary lane closures to be implemented in accordance with Transport for NSW Traffic Control at Worksites Technical Manual Issue No.6;
- Conduct a Road Safety Audit post implementation of each phase of works and address any issues identified in the Road Safety Audit and Risk Assessment;
- Regularly monitor the implemented arrangements, traffic queues, and road conditions to identify any operational/safety issues and rectify in consultation with all relevant stakeholders as required, including CJP;
- Ensure close liaison with CJP post implementation of this TMP and each phase of works to allow for a coordinated management of traffic impacts; and
- 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.

Kind Regards,

[Redacted Signature]

[Redacted Name]

[Redacted Title]



Transport
for NSW



Subject: FW: Sydney Metro WSA - SBT – Construction Traffic Management Plan (CTMP) Overarching - Rev C - SM Comment Close out & CJP Approval

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



**Sydney Metro -
Western Sydney Airport**

Document Transmittal

Transmittal No:	SMWSASBT-SMD-TX-001064
Contract No:	SBT - Station Boxes and Tunnelling
Sub Contract:	
Date:	09 June 2022, 03:43 PM

Issued	Name

Issued	Name
To	

Reason for Issue	Issued for Information
Subject	Sydney Metro WSA - SBT – Construction Traffic Management Plan (CTMP) Overarching - Rev C - SM Comment Close out & CJP Approval
<p>Dear CPBG,</p> <p>References:</p> <p>(1) SBT Contractor's Transmittal, TeamBinder reference SMWSASBT-CPG-TX-000125, dated 14 April 2022</p> <p>(2) Principal's Transmittal, TeamBinder reference SMWSASBT-SMD-TX-000655, dated 03 May 2022</p> <p>(3) SBT Contractor's Transmittal, TeamBinder reference SMWSASBT-CPG-TX-000282, dated 26 May 2022</p> <p>(4) Principal's Transmittal, TeamBinder reference SMWSASBT-SMD-TX-000696, dated 06 May 2022</p> <p>(5) SBT Contractor's Transmittal, TeamBinder reference SMWSASBT-SMD-TX-000999 , dated 03 June 2022</p> <p>Further to the SBT contractor's transmittal (Reference (5) 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) Overarching Rev C.</p>	

*Note: The approved document notice is attached in **Comment No. 62** within the comment sheet in Teambinder.*

[REDACTED],

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

Item	Document No	Title	Rev	Sts	Type	Design Lots	Alt Doc No
1	SMWSASBT-CPG-SWD-SW000- TF-PLN-000001	Sydney Metro WSA - SBT – Construction Traffic Management Plan (CTMP) Overarching	C.01	S3	PLN		

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