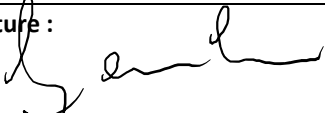




SYDNEY METRO CITY & SOUTH WEST  
**CONSTRUCTION TRAFFIC MANAGEMENT PLAN**  
**MARRICKVILLE DIVE SITE**  
 MAY 2017



DEVELOPMENT	VERIFICATION	VALIDATION
<b>Name:</b> S Lewis	<b>Name:</b> E Nuberg	<b>Name:</b> B Shum
<b>Signature :</b> 	<b>Signature :</b> 	<b>Signature :</b> 
RMS Card # 0022818927 Exp 12/06/18		

## Document Approval

REV	DATE	DESCRIPTION	PREPARED	REVIEWED	APPROVED
A-00	21 Mar 2017	Draft for Review	S. Lewis		
A-01	26 Mar 2017	For internal review	S Lewis		
B-00	9 Apr 2017	For Road Safety Auditor/ internal review	S Lewis		
B-01	13 Apr 2017	For external review	S Lewis	E Nuberg	B Shum
C-00	16 May 17	Response to comments received	S Lewis	E Nuberg	B Shum
C-01	18 May 17	RMS comments incorporated	S Lewis	E Nuberg	B Shum

## Glossary

REQUIREMENT	REFERENCE
CTMF	Construction Traffic Management Framework
CTMP	Construction Traffic Management Plan
IWC	Inner West Council
RMS	Roads and Maritime Service
ROL	Road Occupancy License
SCO	Sydney Coordination Office
TCP	Traffic Control Plan
TfNSW	Transport for New South Wales

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## 1. Introduction

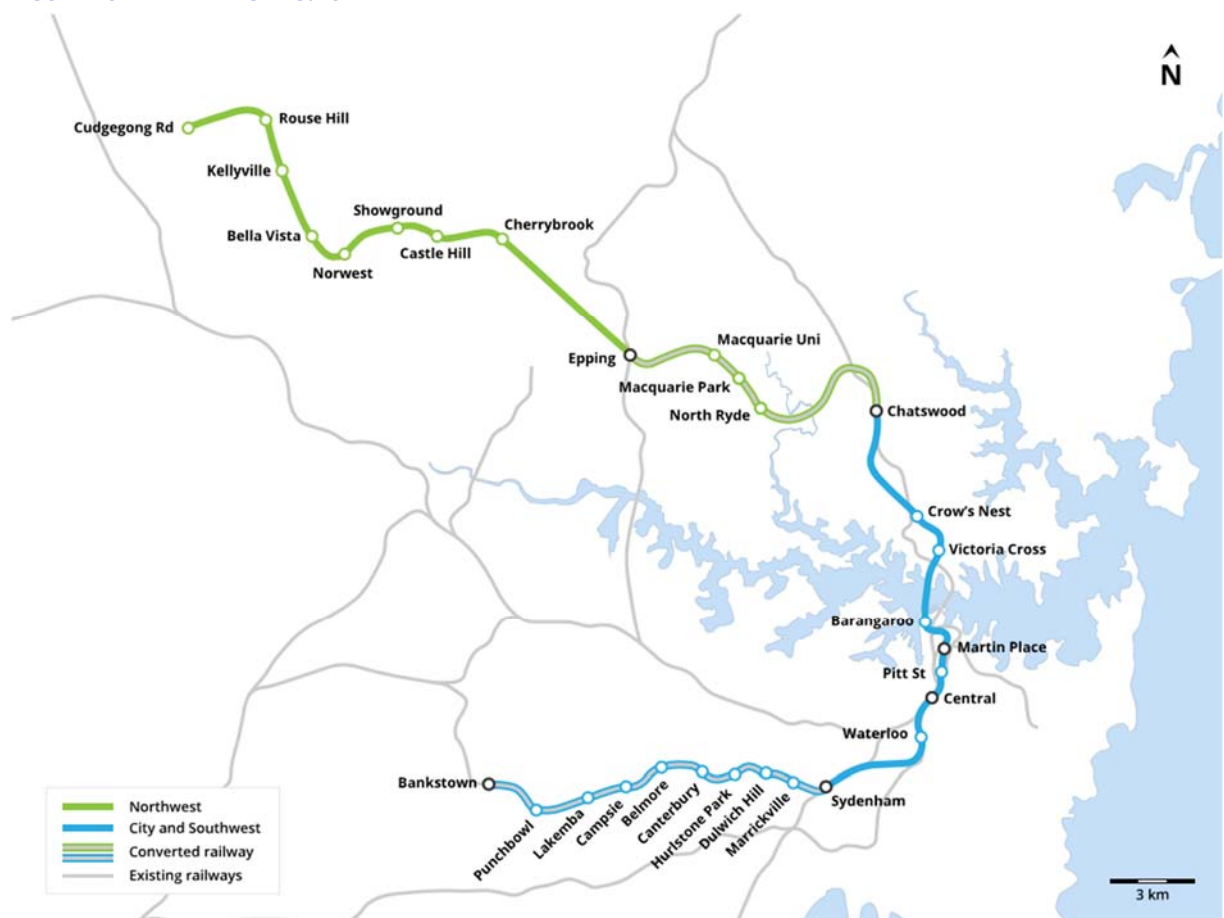
### 1.1. Project Overview

The Sydney Metro is Australia's biggest public transport project. The metro project currently consists of:

- Stage one is the Sydney Metro Northwest, formerly the North West Rail Link, connecting the north western suburbs of Sydney, through to Chatswood.
- Stage two is the City & South West project linking Chatswood through to Sydenham.
- Stage three includes the upgrade of the existing rail line between Sydenham and Bankstown.

Figure 1 shows the proposed Sydney Metro project and stages.

FIGURE 1 SYDNEY METRO PROJECT



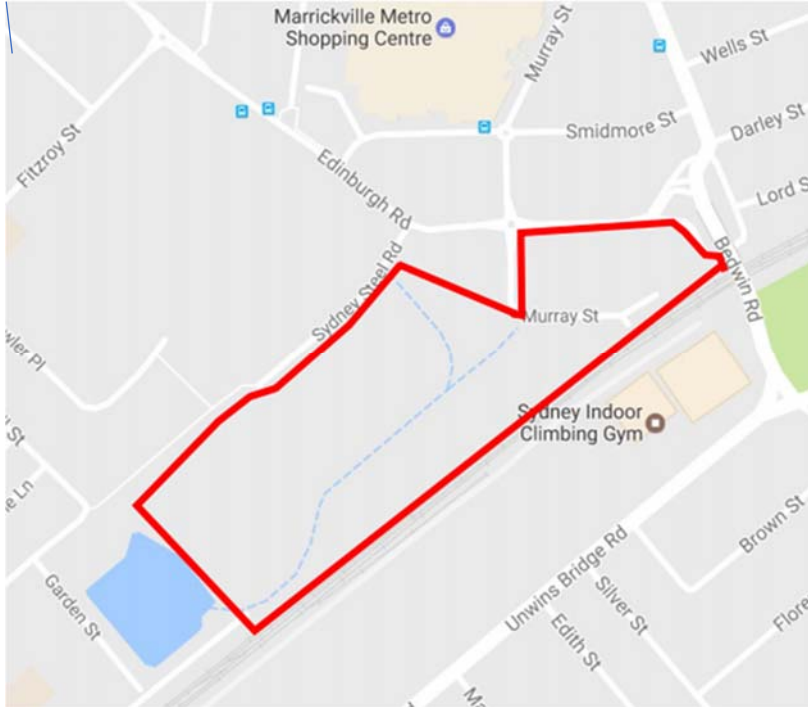
### 1.2. Purpose of this Plan

The purpose of this *Construction Traffic Management Plan (CTMP)*: MARRICKVILLE DIVE SITE is to detail the site operations for the demolition phase of the Sydney Metro City & South West project. This plan will set out the traffic management initiative that will be deployed to minimise disruption to, and ensure the safety of the wide range of stakeholders potentially affected by the works, including but not limited to: motorists, pedestrians; cyclists; public transport users, local residents and property owners; business owners; and workers/staff engaged on the Project.

## 2. Locality and existing conditions

The Marrickville Dive site is bounded by Sydney Steel Road to the west, Edinburgh Road to the north, Sydenham rail corridor to the east and a water treatment adjacent to Garden Street. The site is shown in Figure 2 below in red. The existing parking restrictions at the site are detailed below and are also included in Appendix 1.

FIGURE 2 MARRICKVILLE DIVE SITE



### 2.1.1. Edinburgh Road

Edinburgh Road is a local road under the care and control of Inner West Council. It commences at Bedwin Road and ends at Victoria Road in Enmore. The speed limit is 60km/hr. This area has substantial industrial land uses with high heavy vehicle use. Edinburgh Road is one of the main access points into the Marrickville Metro Shopping Centre and the industrial areas of Sydenham and Marrickville.

Roundabouts exist at the intersections of Railway Parade and Murray Street. significant drainage infrastructure and driveways exists on the southern side of Edinburgh Road.

No bus stops exist on this section of Edinburgh Road, bus service 355 travels along Edinburgh Road.

Parking is typically unrestricted in the area, with No Stopping signposted at all intersections.

There is no on road cycling facility. The footpaths are 1.6m with verges typically located between the footpath and roadway (2.1m). there are no pedestrian crossing facilities along Edinburgh Road other than the use of the splitter islands located at the roundabouts

### 2.1.2. Murray Street

Murray Street is classified as a local road and is under the control of council. Murray Street commences at Victoria Road Enmore and ceases at the Sydenham Rail line. The speed limit on Murray Street is the default speed limit of 50km/hr.

There are no bus stops on Murray Street. There are no restrictions on parking in this street.

The existing footpaths are approximately 3.7m wide. There are no cycling facilities on this section of Murray Street.

### 2.1.3. Sydney Steel Road

Sydney Steel Road is a local road which connects Edinburgh Road to a pedestrian connection to Shirlow Street. The default speed limit of 50km/hr applies.

No Stopping restrictions exist at its intersection with Edinburgh Road, with a small amount of No Parking installed on the western side near Edinburgh Road intersection.

The existing footpaths are approximately 1m wide which disappear near the angle parking area. There are no cycling facilities on Sydney Steel Road, however, the pedestrian connection is used by cyclists to access Sydenham Road.

## 2.2. Site operations

*Duration:* 3 months

*Timing:* June 2017 to August 2017

### 2.2.1. Works Required

There are two stages to the demolition works. Stage 1 involves the Sydney Steel Road properties extending through to the rail lines and the water treatment area. Stage 2 involves the Murray Street properties.

Demolition of the existing buildings within the site, will occur during normal construction hours of 0700-1800 Monday to Friday and 0800-1300 on Saturday.

### 2.2.2. Operating Conditions

The main access/ egress is proposed for Stage 1 works are on Sydney Steel Road and Stage 2 works are from Murray Street. All access/ egress points will use existing driveways. There will be a significant reduction of truck movements once the current developments are removed and the demolition works commence.

A vehicle/ pedestrian/ cyclist count was undertaken at Sydney Steel Road on numerous days and numerous times as noted below in Table 1 below.

TABLE 1 SYDNEY STEEL ROAD TRAFFIC COUNTS (15 MINUTE)

15 MINUTE COUNTS	LIGHT VEHICLES IN	HEAVY VEHICLES IN	LIGHT VEHICLES OUT	HEAVY VEHICLES OUT	PEDESTRIANS (CYCLISTS)
Friday 17 March 1530-1545	2	15	6	1	3
Sunday 19 March 1515-1530	10	5	12	4	5(2)
Tuesday 21 March 1100-1115	10	3	8	9	9 (1)
Sunday 26 March 1100-1115	1	3	1	1	9 (1)



15 MINUTE COUNTS	LIGHT VEHICLES IN	HEAVY VEHICLES IN	LIGHT VEHICLES OUT	HEAVY VEHICLES OUT	PEDESTRIANS (CYCLISTS)
Wednesday 29 March	2	10	6	5	3

Counts were also take at the intersection of Sydney Steel Road and Edinburgh Road. These counts showed the largest movement are the thorough movements on Edinburgh Road.

The results of these counts are shown below in Table 2. Note that movements are based on Figure 3 below.

TABLE 2 SYDNEY STEEL ROAD EDINBURGH RD INTERSECTION COUNTS (15 MINUTES) TUESDAY 21 MARCH 1115-1130

MOVEMENTS	1	2	3	4	5	6
Light vehicles	47	6	6	2	4	32
Heavy vehicles	6	0	4	5	3	4
Pedestrians	0	2	0	3	2	0
Cyclists	0	1	0	0	0	0



FIGURE 3 EDINBURGH/ SYDNEY STEELL ROAD INTERSECTION MOVEMENTS

A vehicle/ pedestrian/ cyclist count was undertaken at Murray Street on numerous days and numerous times as noted in Table 3 below.

TABLE 3 MURRAY STREET TRAFFIC COUNTS

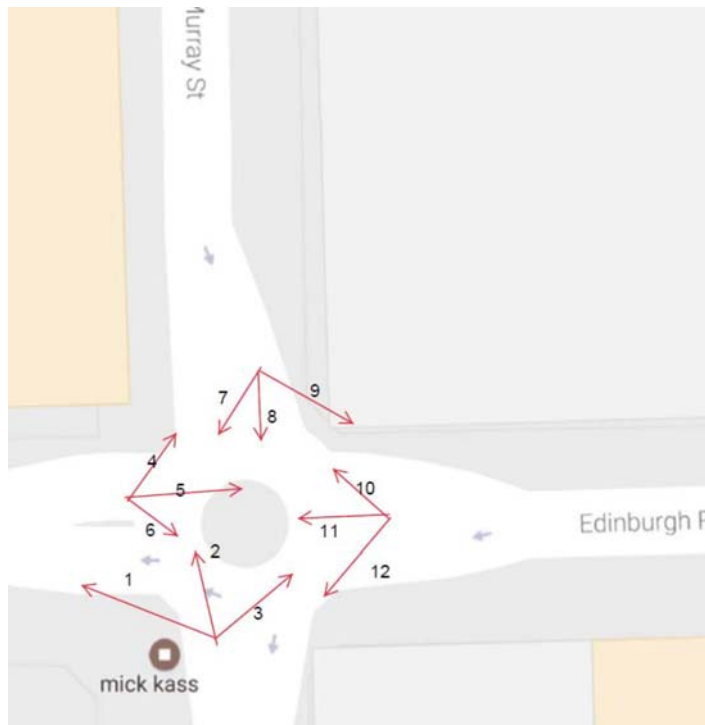
15 MINUTE COUNTS	LIGHT VEHICLES IN	HEAVY VEHICLES IN	LIGHT VEHICLES OUT	HEAVY VEHICLES OUT	PEDESTRIANS (CYCLISTS)
Friday 17 March 1515-1530	5	2	4	1	0
Sunday 19 March 1500-1515	2	1	2	0	0
Tuesday 21 March 1000-1015	3	1	3	2	0
Sunday 26 March 1045-1100	3	0	1	1	0
Wednesday 29 March 1230-1245	4	2	6	2	0

Counts were also take at the intersection of Murray Street and Edinburgh Road. These counts showed the largest movement was heading towards the Marrickville Metro site. Murray Street is a mixture of land uses and seems to be typically used as an on-street work shop particularly for taxis.

The results of these counts are shown below in Table 4 below.

TABLE 4 MURRAY ST EDINBURGH RD INTERSECTION COUNTS (15 MINUTES) TUESDAY 21 MARCH 1015-1030

MOVEMENTS	1	2	3	4	5	6	7	8	9	10	11	12
Light vehicles	1	0	1	2	7	0	2	1	5	3	9	1
Heavy vehicles	0	1	0	0	0	0	1	1	1	0	2	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Cyclists	0	0	0	0	0	0	0	0	0	0	0	0



The largest movements are the through movements on Edinburgh Road, however there is a predominant movement into and out of the northern end of Murray Street as this is the most direct route into the Marrickville Metro car park and loading docks.

Post the arrival of machinery on site, traffic generation at this site will typically be in the order of 240 truck movements per month, with an average of 10 movements per day. There will be minimal truck numbers during the peak periods (AM and PM), refer to Table 6 for further details.

2.2.2.1. Scaffolding placement

Scaffolding will generally be within the site at the project boundary. Typical scaffolding arrangement is included within Appendix 2.

2.2.3. Impact on Traffic Flows

The operation of either site will have minimal impact on existing traffic conditions as the traffic generation for demolition works is typically low. The land uses on Sydney Steel Road and Murray Street are industrial in nature with significant truck volumes throughout the day, refer to previous tables for existing vehicle counts.

#### 2.2.4. Impact on Public Transport

There is no long-term impact on public transport as there are no existing bus stops on Sydney Steel Road or Murray Street. Bus route 355 will not be impacted by the works as the route runs along Edinburgh Road with no bus stops adjacent to the sites.

#### 2.2.5. Impact on Pedestrians and Cyclists

Sydney Steel Road is not a particularly friendly environment for either pedestrians or cyclists. The existing footpath on the western side of Sydney Steel Road is narrow (<1.6m) and disappears past the first driveway – from that point the angle parking area removes the current footpath so pedestrians share the roadway with vehicles.

There is an existing pedestrian/ cyclist connection between the southern end of Sydney Steel Road and Sydenham Road and Lillian Fowler Place, providing an alternative route for pedestrians to gain access over the rail lines and to the residential areas further west and south.

Murray Street is a dead end between Edinburgh Road and the rail line, which provides no access to anywhere and with the demolition works, it is highly likely that no pedestrians/ cyclists will use this section of Murray Street, other than those associated with the works.

#### 2.2.6. Impacts on commercial and residential access

There is one commercial property on the southern end of Murray Street which will still be in operation, Casa Del Deserts. Access and egress for this business is only via Murray Street.

There are commercial properties on the western side of Sydney Steel Road, it is unlikely that the demolition works will impact these businesses.

There are no residential properties within close proximity to the sites.

#### 2.2.7. Staff parking and transportation to site

There are significant amounts of unrestricted parking available in both Murray Street and Sydney Steel Road, east of Edinburgh Road. However, based on previous experience with demolition works, the workers will typically arrive by public transport. Sydenham Rail Station is 1.2km (15 minutes walking) from Sydney Steel Road and St Peters Rail Station is 950m (12 minutes walking).

#### 2.2.8. Cumulative impacts

It is noted that there is advertising of apartment construction on Edinburgh Road but no details are provided on timing of the works.

WestConnex have commenced works on Campbell Street and have closed Campbell Street, east of Unwins Bridge Road. However, this closure should be completed prior to the commencement of works at this location. WestConnex updates will be reviewed through the life of the project for any impacts to current traffic routes

#### 2.2.9. Special Events

In reviewing Inner West Council's website for special events near the site, there are no special events listed, which would be impacted by the works.

### 2.2.10. Traffic Control Plan (TCP) / Road Occupancy License (ROL) Identified Works

Works that have been identified as requiring a Traffic Control Plan are detailed below. Appendix 3 provides details on expected durations, timing for implementation, the works being undertaken and the expected traffic impacts.

1. Installation of fencing
2. Lane closures required for aerial bundling of cables, scaffolding installation

### 2.2.11. Inner West Council required approvals

Works that have been identified as requiring Council approval include:

1. Scaffolding installation

## 3. Fleet Management

Trucks to be used on the project will be compliant with NSW legislation and standards including the Heavy Vehicle National Legislation. A combination of truck types will be used during the demolition works. These trucks may be Truck and Dogs, bin trucks and semi-trailers. Table 5 provides an estimation of materials to be removed over the life of the works, whilst Table 6 provides a comparison of the EIS and DELTA traffic movements at the site.

TABLE 5 MATERIAL (TONNES) ESTIMATES

BRICK	CONCRETE	STEEL	DEMOLITION WASTE
3,550	1,980	3,335	2,010

TABLE 6 AVERAGE VEHICLE MOVEMENTS PER HOUR

TIME	EIS LIGHT VEHICLES	DELTA LIGHT VEHICLES	EIS HEAVY VEHICLES	DELTA HEAVY VEHICLES
0700-1000	2	2	6	5
1000-1200	10	1	12	4
1200-1400	10	1	12	3
1400-1600	6	1	8	3
1600-1800	2	1	6	1
1800-0700	0-9	0	6	0

### 3.1. Logistics Routes

Generally, the haulage routes will be via arterial roads/ freeway or Tollway. Where possible the routes have taken into account the requirements of the Environmental Impact Statement (EIS). Where the routes differ from that in the EIS, the routes chosen are based on the availability of the arterial road system and these are detailed in this CTMP

Material will be removed from site using truck and dogs and taken to authorised disposal sites around Sydney. Refer to Appendix 4 for details on the proposed routes.

### 3.2. Permits/ Over Dimensional Vehicles

Permit issue for vehicles greater than 4.5 tonnes is through the National Heavy Vehicle Regulator (NHVR). This applies to particular special purpose vehicles (SPV) such as mobile cranes and other oversize/overmass vehicles (OSOM). At present, RMS is currently undertaking this permit issue.

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

There is no requirement for over mass/ over dimension vehicles during these works.

### 3.3. Environmental Considerations

All vehicles used on the Project will comply with national and state regulations for exhaust emissions and noise and:

- Switch off their engines when idle, particularly in residential areas
- Avoid the use of their engine brakes in residential areas at night
- Have their load covered prior to leaving site to reduce dust
- Be fitted with broadband reverse beepers.

Refer to our Construction Environmental Management Plan (CEMP) for further details

### 3.4. Drivers and Operators

Operator selection will be based on safety performance criteria. Operators and drivers will be required to have general construction industry induction cards and will be required to attend ongoing general project and site specific inductions.

All operators will be comprehensively trained with regard to community expectations and impacts from haulage operations. The induction will have a particular focus on operator behaviour. Operator competency and standards of behaviour will be continually assessed and discipline procedures will be put in place to maintain compliance.

Queuing of trucks in local streets around the demolition sites will not occur as there will be sufficient designated area within site for trucks to wait. It is noted that there are minimal truck movements required during the demolition phase.

The primary access point into the Marrickville sites will be via the existing driveways on Murray Street and Sydney Steel Road.

## 4. Other Considerations

### 4.1. Road Safety Audits

Road safety audits will be undertaken during the development of the CTMP and are included in Appendix 5.

## 4.2. Police and Emergency Services

The Police and relevant Emergency Services will be informed in a timely manner of relevant activities proposed within this CTMP. The initial communication to these stakeholders will be via the Traffic and Transport Liaison Group (TTLG). Regular updates will be provided to emergency services, including changes to road network configurations, changes to road conditions and worksite access locations, through emails and face to face discussions.

## 4.3. Communications and the community

TfNSW will be responsible for the dissemination of information to the community including affected residents, relevant Councils, businesses and the public. Refer to Sydney Metro Community Consultation Strategy – Early Works.

Any enquiries, complaints and/ or compliments should be directed to the TfNSW’s Sydney Metro Project Information line - **1800 171 386** or via mail to: [sydneymetro@transport.nsw.gov.au](mailto:sydneymetro@transport.nsw.gov.au) or Sydney Metro City & Southwest, PO Box K659, Haymarket, NSW 1240 or [Sydney Metro City & Southwest Website](#).

### 4.3.1. Travelling public

Public transport interruptions will be communicated via on site signage. The motoring public will be forewarned of any changes, including road closures, road changes and lane closures well in advance using appropriate signage, including variable message signs (VMS).

appropriate signage, including variable message signs (VMS).

### 4.3.2. Stakeholders consulted

TABLE 7 identifies the stakeholders consulted during the development of this CTMP:

TABLE 7 STAKEHOLDER CONSULTATION

STAKEHOLDER	DATE	CONSULTATION	MAIN CONTACT PEOPLE
Inner West Council	5 <sup>th</sup> April 2017	Meeting	Emilio Andari
TCG		All members	SCO/ TfNSW/ IWC/ RMS
Roads and Maritime Service			
TfNSW			

## 4.4. Inspections and monitoring

The site will be monitored by the site supervisor. Any changes as noted in this CTMP, to signs/ lines that impact on the public will be monitored daily during site operating hours.

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

## 4.5. Environmental Maintenance

All works associated with the temporary traffic arrangements proposed within this plan will conform to the Construction EMP.

## 4.6. On Site Contacts

TABLE 8 ON SITE CONTACTS

NAME	POSITION	CONTACT #
Ben Shum	Project Director	0423 796 946
Elliot Nuberg	Project Manager	0437 833 005
Brian MacPhee	Site Supervisor	0413 870 625
Kevan Zulu	Safety Manager	0411 092 898
Matthew Stephenson	Environment and Sustainability Manager	0418 284 226

## 4.7. References

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

- Construction Traffic Management Framework – TfNSW, v.4.4 provided by TfNSW 4<sup>th</sup> March 2017
- Principal’s General Specification G10 Traffic and Transport Management, v2.0
- Roads and Maritime Service Traffic Control at Worksites Manual v 4.0
- Relevant AustRoads Guides and RMS Supplements
- Sydney Metro Principal Contractor Health and Safety Standard

## Appendix 1 Existing parking restrictions

DRAWING NUMBER	DESCRIPTION
DD-SYDM-DWG-0006-01	Existing Parking Restrictions





DRAWN BY:	LS
DRW CHECK:	SS
APPROVED:	SL
IND REVIEW:	N/A

PROJECT



CLIENT



**SYDNEY METRO**

DELTA GROUP AUSTRALIA WIDE  
MARRACKVILLE  
EXISTING PARKING RESTRICTIONS

DRAWING No:	DD-SYDM-DWG-0006-01	
SHEET	1	OF 1
REVISION	A-00	

## Appendix 2 Proposed site operations including scaffolding arrangements

DRAWING NUMBER	DESCRIPTION
DD-SYDM-DWG-0006-02	Proposed Access/ egress arrangements
DD-SYDM-DWG-0006-03	Site Establishment layout
DD-SYDM-DWG-0006-04	Semi trailer swept path into site

A

B

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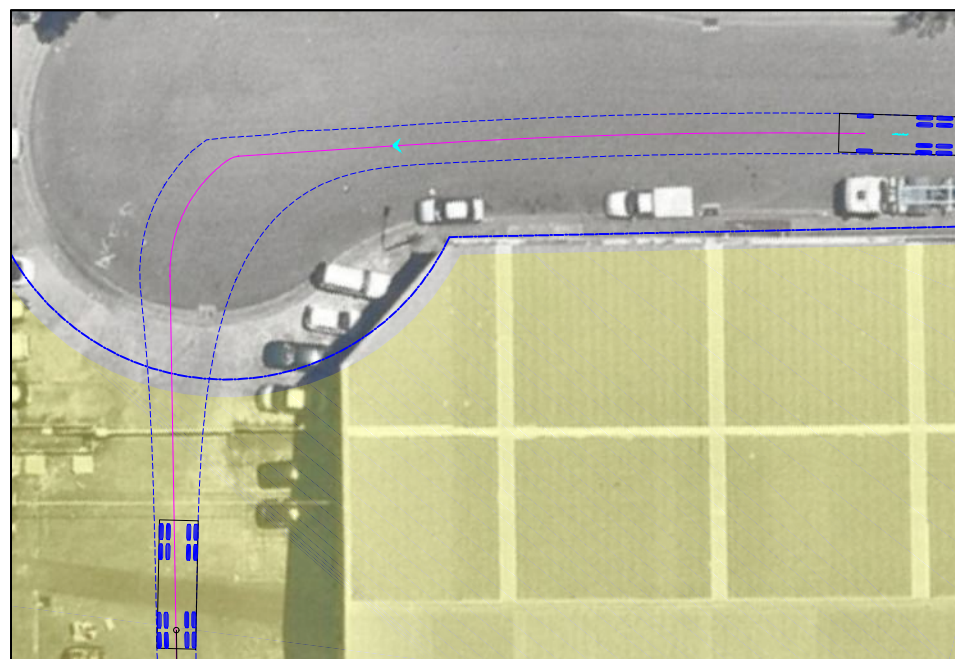
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FRAME 1



FRAME 2



FRAME 3

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DRW CHECK:		SS	
APPROVED:		SL	
IND REVIEW:		N/A	
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REV	BY	DATE	DESCRIPTION
COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:



**SYDNEY METRO**  
**DELTA GROUP AUSTRALIA WIDE**  
**MARRACKVILLE**  
**SITE ACCESS**

DRAWING No: DD-SYDM-DWG-0006-02

SHEET 1 OF 1

REVISION A-00

## SITE ESTABLISHMENT



DD-SYDM-DWG-0006-3

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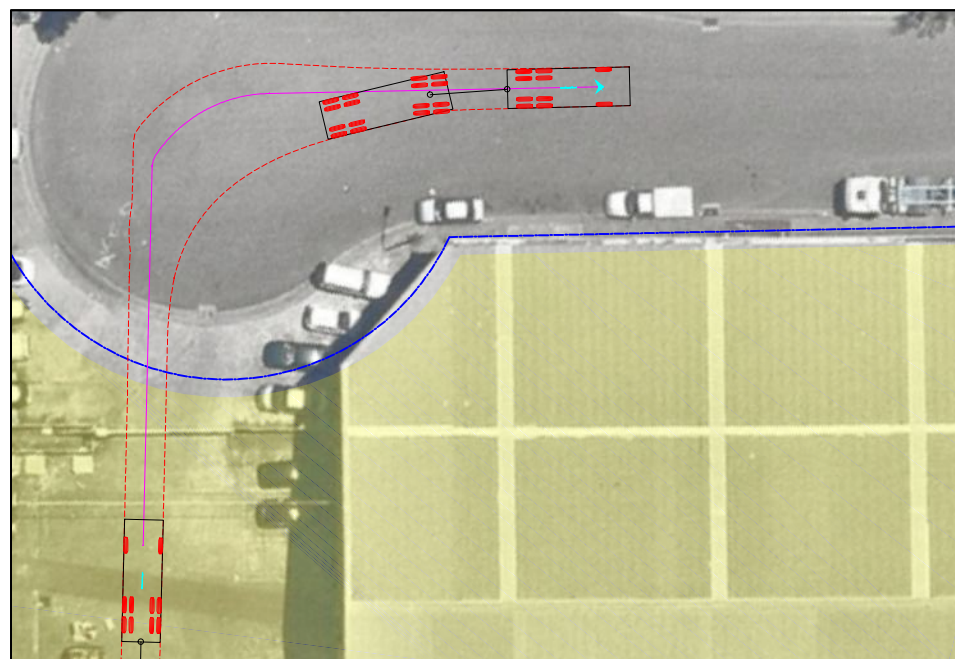
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FRAME 1



FRAME 2



FRAME 3

DRAWN BY:		LS	
DRW CHECK:		SS	
APPROVED:		SL	
IND REVIEW:		N/A	
A-00	LS	09/04/2017	INITIAL DRAFT
REV	BY	DATE	DESCRIPTION
COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:



**SYDNEY METRO**  
 DELTA GROUP AUSTRALIA WIDE  
 MARRACKVILLE  
 SITE EGRESS

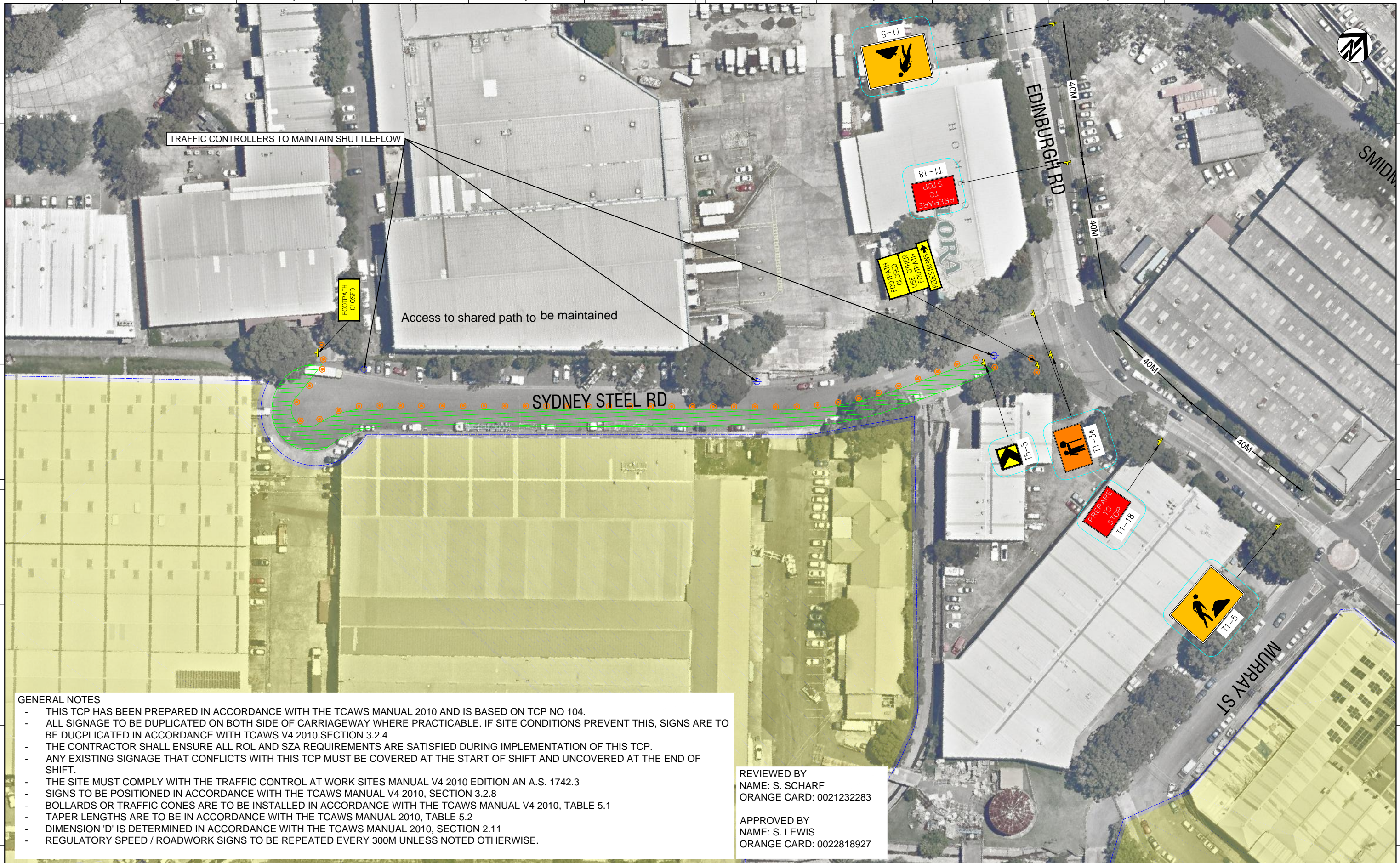
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SHEET 1 OF 1

REVISION A-00

## Appendix 3 Traffic control plans and implementation

TCP #	LOCATION	FROM	TO	TIMING	TRAFFIC CONTROL	WORKS	IMPACTS
0006-05	Sydney Steel Road	Edinburgh Road	South of site	Day	Kerbside lane closure	<ul style="list-style-type: none"> <li>Scaffold installation</li> <li>Plant delivery/ removal</li> </ul>	Minimal impacts to traffic as this is a No Through Road and the bulk of commercial premises are within the demolition site
0006-06	Edinburgh Road	Railway Parade	Murray Street	Night	Kerbside lane closure	<ul style="list-style-type: none"> <li>Scaffold installation</li> </ul>	Works undertaken at night, not Thursday night until shopping centre closure
0006-07	Murray Street	Edinburgh Road	Rail line	Day	Kerbside lane closure	<ul style="list-style-type: none"> <li>Scaffold installation</li> <li>Plant delivery/ removals</li> </ul>	Minimal impacts to traffic as this is a No Through Road and the bulk of commercial premises are within the demolition site



**GENERAL NOTES**

- THIS TCP HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL 2010 AND IS BASED ON TCP NO 104.
- ALL SIGNAGE TO BE DUPLICATED ON BOTH SIDE OF CARRIAGEWAY WHERE PRACTICABLE. IF SITE CONDITIONS PREVENT THIS, SIGNS ARE TO BE DUCPLICATED IN ACCORDANCE WITH TCAWS V4 2010. SECTION 3.2.4
- THE CONTRACTOR SHALL ENSURE ALL ROL AND SZA REQUIREMENTS ARE SATISFIED DURING IMPLEMENTATION OF THIS TCP.
- ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TCP MUST BE COVERED AT THE START OF SHIFT AND UNCOVERED AT THE END OF SHIFT.
- THE SITE MUST COMPLY WITH THE TRAFFIC CONTROL AT WORK SITES MANUAL V4 2010 EDITION AN A.S. 1742.3
- SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL V4 2010, SECTION 3.2.8
- BOLLARDS OR TRAFFIC CONES ARE TO BE INSTALLED IN ACCORDANCE WITH THE TCAWS MANUAL V4 2010, TABLE 5.1
- TAPER LENGTHS ARE TO BE IN ACCORDANCE WITH THE TCAWS MANUAL 2010, TABLE 5.2
- DIMENSION 'D' IS DETERMINED IN ACCORDANCE WITH THE TCAWS MANUAL 2010, SECTION 2.11
- REGULATORY SPEED / ROADWORK SIGNS TO BE REPEATED EVERY 300M UNLESS NOTED OTHERWISE.

REVIEWED BY  
NAME: S. SCHARF  
ORANGE CARD: 0021232283

APPROVED BY  
NAME: S. LEWIS  
ORANGE CARD: 0022818927

DRAWN BY:		LS		
DRW CHECK:		SS		
APPROVED:		SL		
IND REVIEW:		N/A		
A-00	LS	09/04/2017	INITIAL DRAFT	SL
REV	BY	DATE	DESCRIPTION	APPD.
COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:	

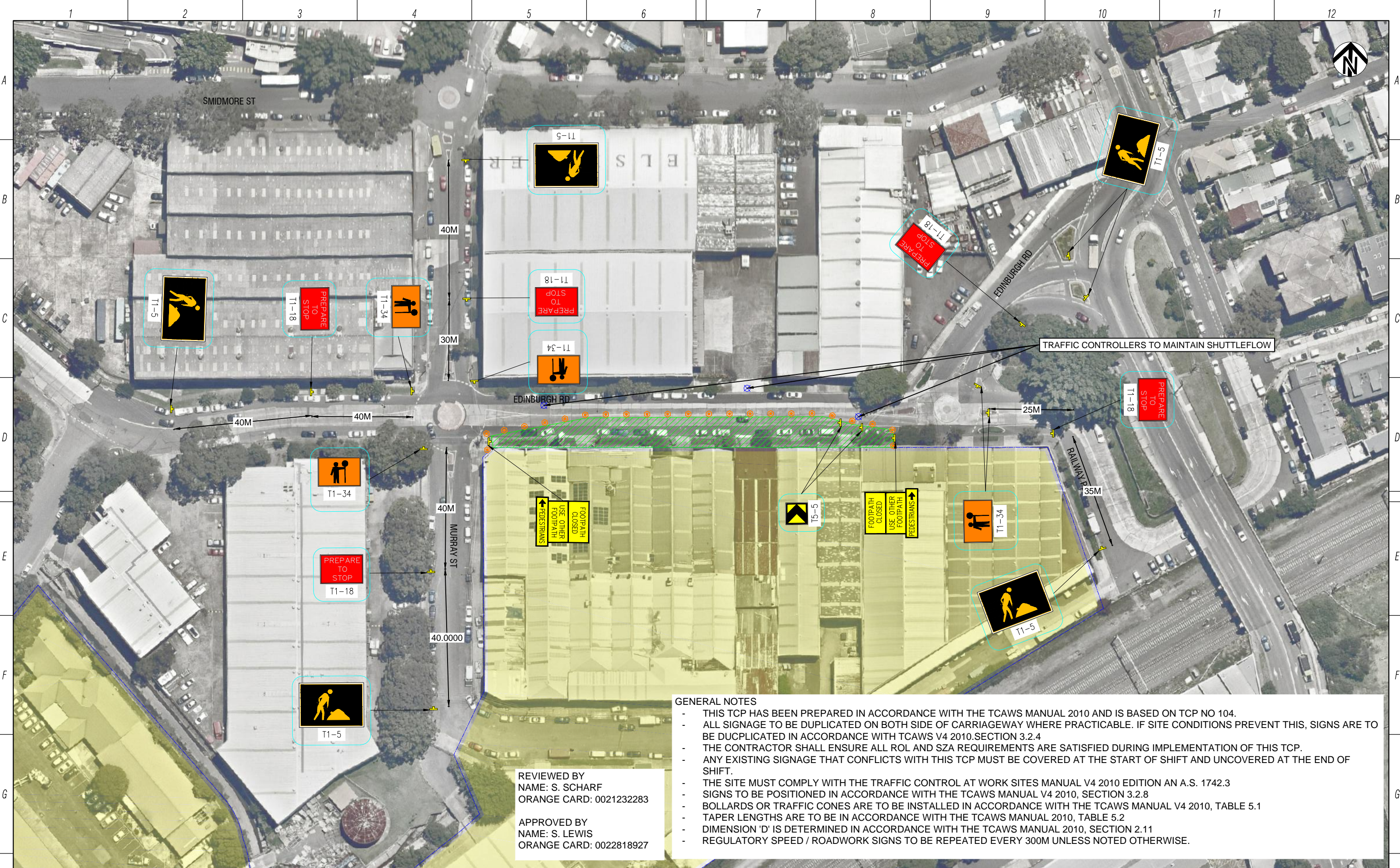
PROJECT CLIENT




**SYDNEY METRO**

DELTA GROUP AUSTRALIA WIDE  
MARRICKVILLE  
SYDNEY STEEL RD LANE CLOSURE

DRAWING No:	DD-SYDM-DWG-0006-05		
SHEET	1	OF	1
REVISION	B-00		



**GENERAL NOTES**

- THIS TCP HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL 2010 AND IS BASED ON TCP NO 104.
- ALL SIGNAGE TO BE DUPLICATED ON BOTH SIDE OF CARRIAGEWAY WHERE PRACTICABLE. IF SITE CONDITIONS PREVENT THIS, SIGNS ARE TO BE DUCPLICATED IN ACCORDANCE WITH TCAWS V4 2010,SECTION 3.2.4
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- SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL V4 2010, SECTION 3.2.8
- BOLLARDS OR TRAFFIC CONES ARE TO BE INSTALLED IN ACCORDANCE WITH THE TCAWS MANUAL V4 2010, TABLE 5.1
- TAPER LENGTHS ARE TO BE IN ACCORDANCE WITH THE TCAWS MANUAL 2010, TABLE 5.2
- DIMENSION 'D' IS DETERMINED IN ACCORDANCE WITH THE TCAWS MANUAL 2010, SECTION 2.11
- REGULATORY SPEED / ROADWORK SIGNS TO BE REPEATED EVERY 300M UNLESS NOTED OTHERWISE.

REVIEWED BY  
NAME: S. SCHARF  
ORANGE CARD: 0021232283

APPROVED BY  
NAME: S. LEWIS  
ORANGE CARD: 0022818927

DRAWN BY:		LS		
DRW CHECK:		SS		
APPROVED:		SL		
IND REVIEW:		N/A		
A-00	LS	09/04/2017	INITIAL DRAFT	SL
REV	BY	DATE	DESCRIPTION	APPD.
COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:	

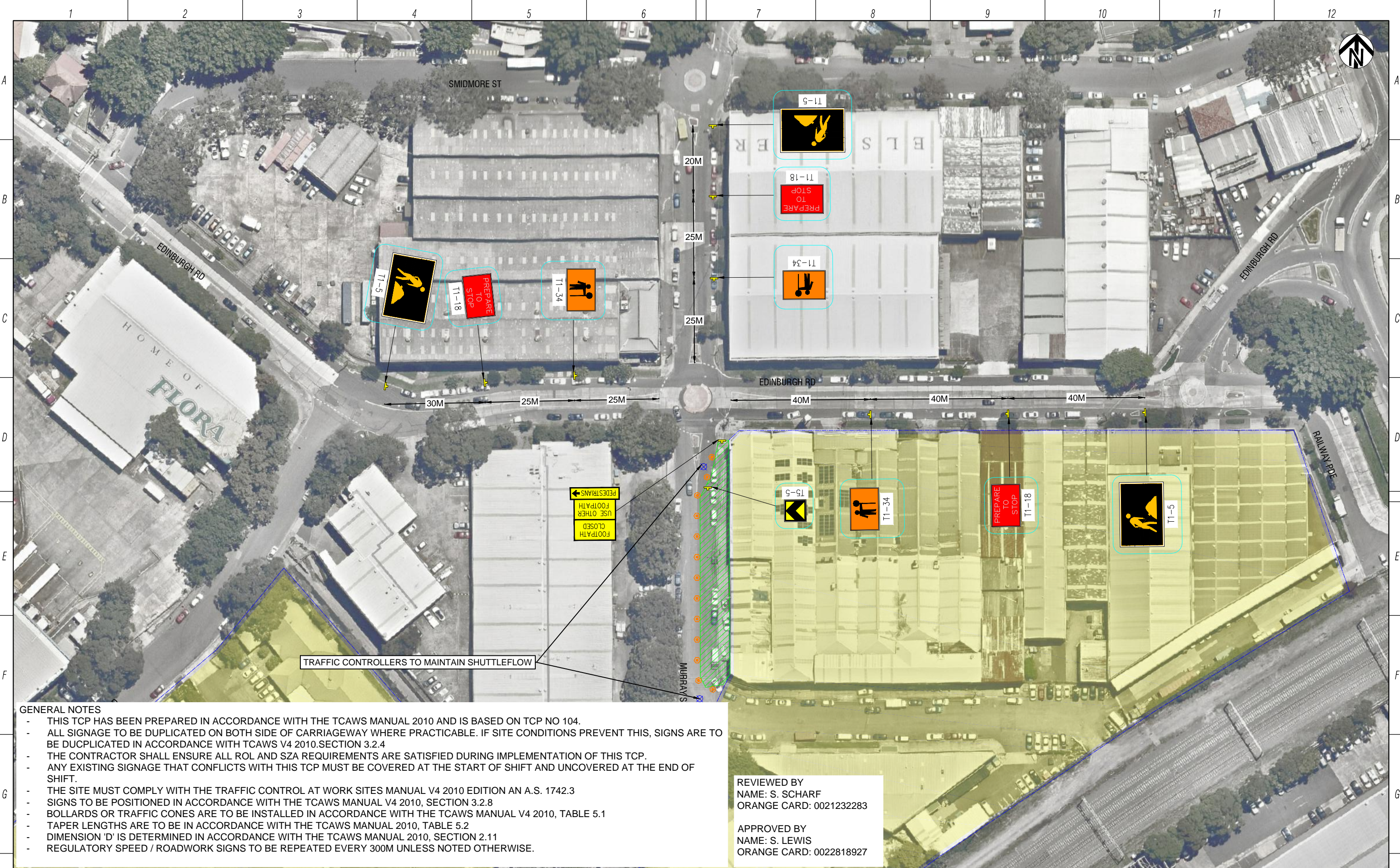
PROJECT CLIENT

**SYDNEY METRO**

DELTA GROUP AUSTRALIA WIDE  
MARRACKVILLE  
EDINBURGH RD LANE CLOSURE

DRAWING No:	DD-SYDM-DWG-0006-06	
SHEET	1	OF 1
REVISION	A-00	





**GENERAL NOTES**

- THIS TCP HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL 2010 AND IS BASED ON TCP NO 104.
- ALL SIGNAGE TO BE DUPLICATED ON BOTH SIDE OF CARRIAGEWAY WHERE PRACTICABLE. IF SITE CONDITIONS PREVENT THIS, SIGNS ARE TO BE DUPLICATED IN ACCORDANCE WITH TCAWS V4 2010, SECTION 3.2.4
- THE CONTRACTOR SHALL ENSURE ALL ROL AND SZA REQUIREMENTS ARE SATISFIED DURING IMPLEMENTATION OF THIS TCP.
- ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TCP MUST BE COVERED AT THE START OF SHIFT AND UNCOVERED AT THE END OF SHIFT.
- THE SITE MUST COMPLY WITH THE TRAFFIC CONTROL AT WORK SITES MANUAL V4 2010 EDITION AN A.S. 1742.3
- SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL V4 2010, SECTION 3.2.8
- BOLLARDS OR TRAFFIC CONES ARE TO BE INSTALLED IN ACCORDANCE WITH THE TCAWS MANUAL V4 2010, TABLE 5.1
- TAPER LENGTHS ARE TO BE IN ACCORDANCE WITH THE TCAWS MANUAL 2010, TABLE 5.2
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- REGULATORY SPEED / ROADWORK SIGNS TO BE REPEATED EVERY 300M UNLESS NOTED OTHERWISE.

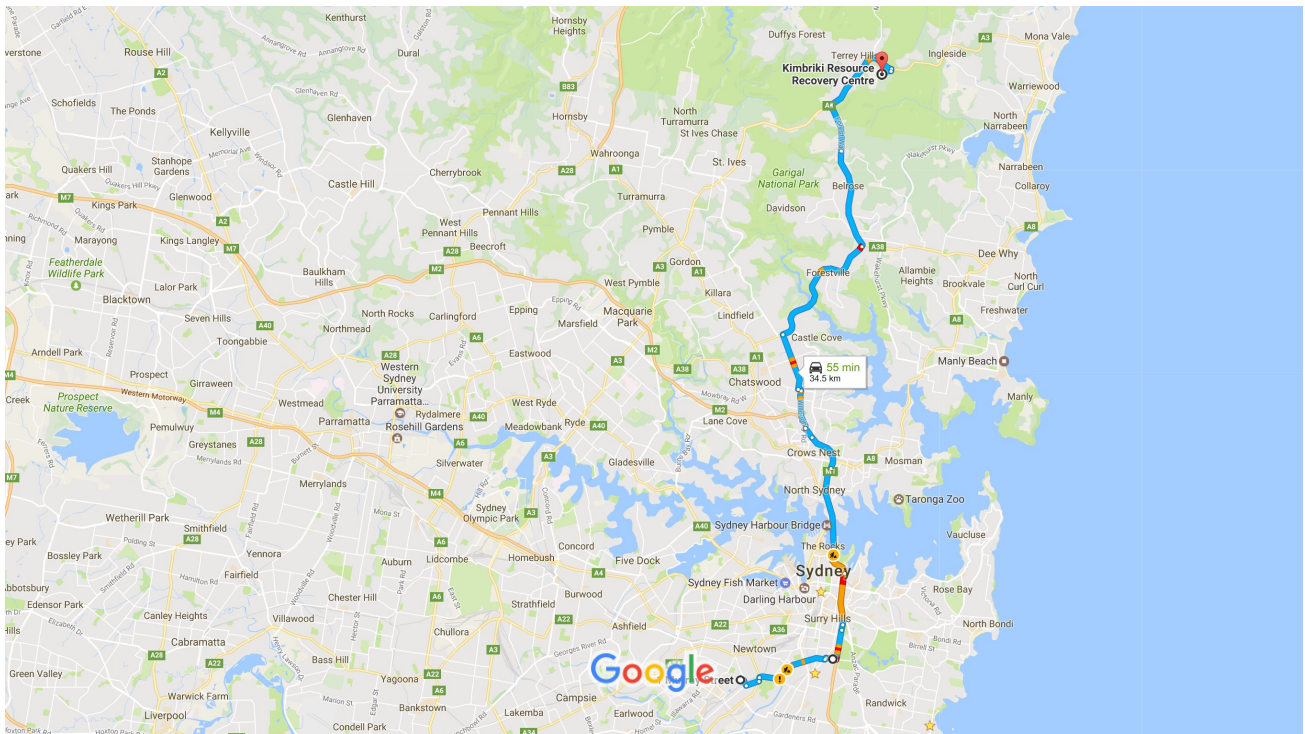
REVIEWED BY  
 NAME: S. SCHARF  
 ORANGE CARD: 0021232283

APPROVED BY  
 NAME: S. LEWIS  
 ORANGE CARD: 0022818927

DRAWN BY: LS			<b>SYDNEY METRO</b> DELTA GROUP AUSTRALIA WIDE MARRACKVILLE MURRAY ST LANE CLOSURE		DRAWING No: DD-SYDM-DWG-0006-07			
DRW CHECK: SS					SHEET	1	OF	1
APPROVED: SL					REVISION			
IND REVIEW: N/A					A-00			

## Appendix 4 Haulage routes

DRAWING NUMBER	DESCRIPTION
DD-SYDM-DWG-0006-08	Logistics route – Marrickville to Terrey Hills
DD-SYDM-DWG-0006-09	Logistics route – Terrey Hills to Marrickville
DD-SYDM-DWG-0006-10	Logistics route – Marrickville to Eastern Creek
DD-SYDM-DWG-0006-11	Logistics route – Eastern Creek to Marrickville



Map data ©2017 Google 2 km

### 1 Murray St

Marrickville NSW 2204

#### Follow Edinburgh Rd, Bedwin Rd and May St to King St/Princes Hwy/A36 in Saint Peters

3 min (1.0 km)

- ↑ 1. Head south on Murray St  


---

40 m
- 📍 2. At the roundabout, take the 1st exit onto Edinburgh Rd  


---

140 m
- 📍 3. At the roundabout, take the 1st exit and stay on Edinburgh Rd  


---

40 m
- ↪ 4. Turn right to stay on Edinburgh Rd  


---

28 m
- ↪ 5. Turn right onto Bedwin Rd  


---

250 m
- ↶ 6. Turn left onto May St  


---


550 m
- ↶ 7. Use the right lane to turn left onto King St/Princes Hwy/A36  


---


42 s (160 m)

#### Get on Eastern Distributor/M1 in Surry Hills from McEvoy St and S Dowling St


13 min (4.9 km)

-  8. Use the right 2 lanes to turn right onto Sydney Park Rd


---

800 m
-  9. At the roundabout, take the 1st exit onto Euston Rd


---

550 m
-  10. Continue onto McEvoy St


---

1.6 km
-  11. Use the right lane to turn left onto Bourke St


---


85 m
-  12. Turn right onto Lachlan St

---

400 m
-  13. Turn left onto S Dowling St

---


1.2 km
-  14. Use the right lane to merge onto Eastern Distributor/M1 via the slip road to City/Western Subs/Newcastle


 Partial toll road

---


210 m


**Follow M1 to Willoughby Rd in Naremburn. Take the Willoughby Rd exit from M1**

- 7 min (8.8 km)
-  15. Merge onto Eastern Distributor/M1


 Toll road

---


2.1 km
  -  16. Keep right to continue on M1

 Partial toll road


---

4.6 km
  -  17. Keep left to stay on M1

---

1.7 km
  -  18. Take the Willoughby Rd exit towards Roseville


---

450 m
  -  19. Keep right to continue towards Willoughby Rd


---

37 m


**Follow Willoughby Rd and Penshurst St to Boundary St/A38 in Roseville**

- 7 min (4.0 km)
-  20. Use any lane to turn right onto Willoughby Rd


---


1.6 km
  -  21. Use the left 2 lanes to turn left onto Mowbray Rd

---

140 m
  -  22. Use the right 2 lanes to turn right onto Penshurst St

---

2.3 km
  -  23. Turn right onto Boundary St/A38

 Continue to follow A38


---

7 min (5.6 km)

## Follow Forest Way to Mona Vale Rd/A3

- 
- 7 min (6.0 km)
- ↶ 24. Use the left 2 lanes to turn left onto Forest Way
- 
- 4.1 km
- ↑ 25. Continue straight to stay on Forest Way
- 
- 1.9 km
- ↷ 26. Use any lane to turn right onto Mona Vale Rd/A3
- 
- 4 min (3.5 km)

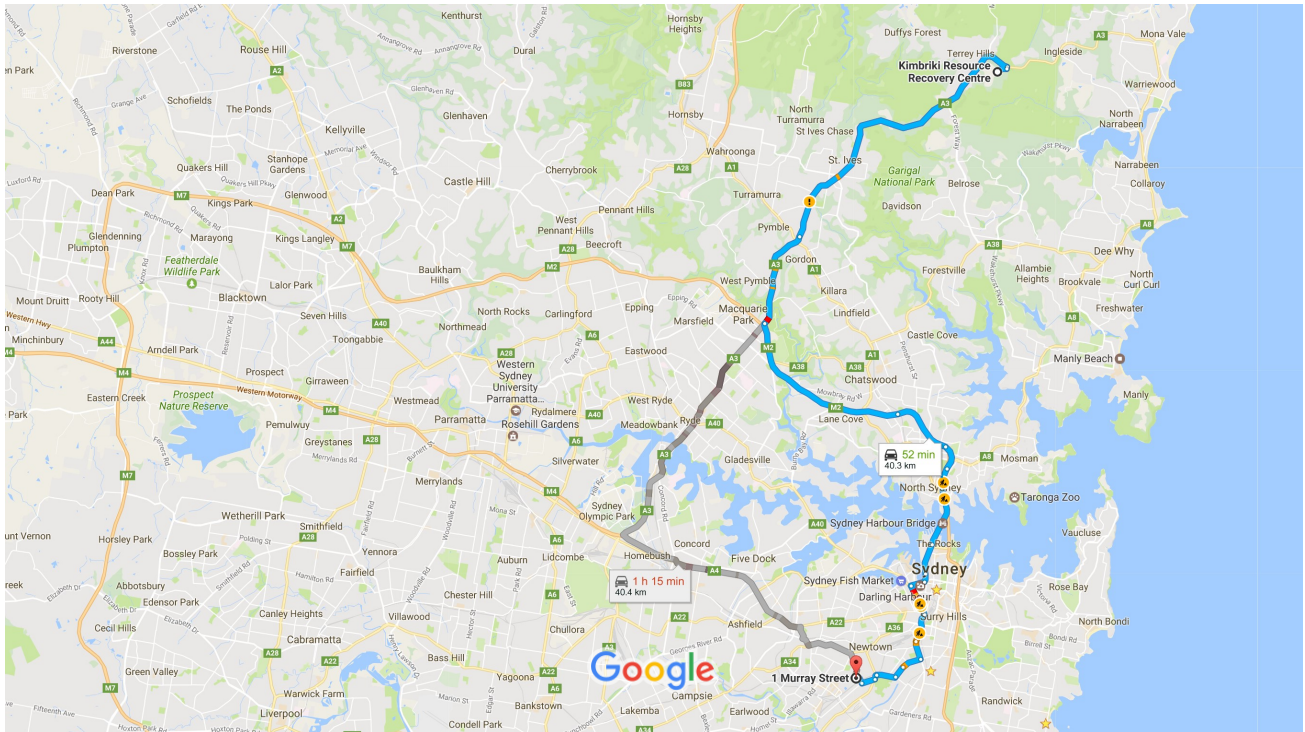
## Drive to your destination

- 
- 1 min (550 m)
- ↷ 27. Turn right onto Kimbriki Rd
- 
- 82 m
- ↗ 28. Slight right
- 
- 400 m
- ↶ 29. Turn left
-  Destination will be on the left
- 
- 30 m

## Kimbriki Resource Recovery Centre

Kimbriki Road, Off Mona Vale Road, Terrey Hills NSW 2084

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.



Map data ©2017 Google 2 km

## Kimbriki Resource Recovery Centre

Kimbriki Road, Off Mona Vale Road, Terrey Hills NSW 2084

### Continue to Mona Vale Rd/A3

- 1 min (550 m)
- ↑ 1. Head north
- 30 m
- 2. Turn right towards Kimbriki Rd
- 400 m
- ↙ 3. Slight left onto Kimbriki Rd
- 82 m

### Continue on A3. Take M2 to Western Distributor in Sydney

- 31-min (32.7 km)
- ↶ 4. Turn left onto Mona Vale Rd/A3
- 12.8 km
- 5. Keep right to continue on Ryde Rd/A3
- 4.1 km
- i Continue to follow A3
- ⬆ 6. Use the left lane to merge onto M2 via the slip road to Sydney
- 7.4 km
- ⚠ Toll road

- ↑ 7. Continue onto M1

---

2.6 km
- ↙ 8. Use the left 3 lanes to take the Nth Sydney/City E exit towards Cahill Expy

⚠ Partial toll road

---

1.0 km
- ↘ 9. Use the right lane to continue on Warringah Fwy

---

550 m
- ↘ 10. Keep right to stay on Warringah Fwy

⚠ Partial toll road

---

650 m
- ↑ 11. Continue onto Bradfield Hwy

⚠ Partial toll road

---

2.0 km
- ↘ 12. Keep right to continue on Western Distributor

⚠ Toll road

---

1.2 km
- ↑ 13. Continue straight to stay on Western Distributor

⚠ Partial toll road

---

350 m

**Take Harris St, Regent St, Botany Rd, McEvoy St and Sydney Park Rd to King St/Princes Hwy/A36**

- ↘ 14. Use the right 2 lanes to turn slightly right to stay on Western Distributor

---

550 m
- ↙ 15. Use the left 2 lanes to turn left onto Harris St

---

1.1 km
- ↑ 16. Continue straight onto Regent St

---

170 m
- ↘ 17. Use the right 3 lanes to turn right to stay on Regent St

---

1.2 km
- ↑ 18. Continue onto Botany Rd

---

750 m
- ↘ 19. Turn right onto McEvoy St

---

800 m
- ↑ 20. Continue onto Euston Rd

---

500 m
- 📍 21. At the roundabout, take the 2nd exit onto Sydney Park Rd

---

800 m
- ↙ 22. Use the left 2 lanes to turn left onto King St/Princes Hwy/A36

---

47 s (200 m)

**Continue on May St. Take Bedwin Rd to Murray St in Marrickville**

3 min (1.1 km)

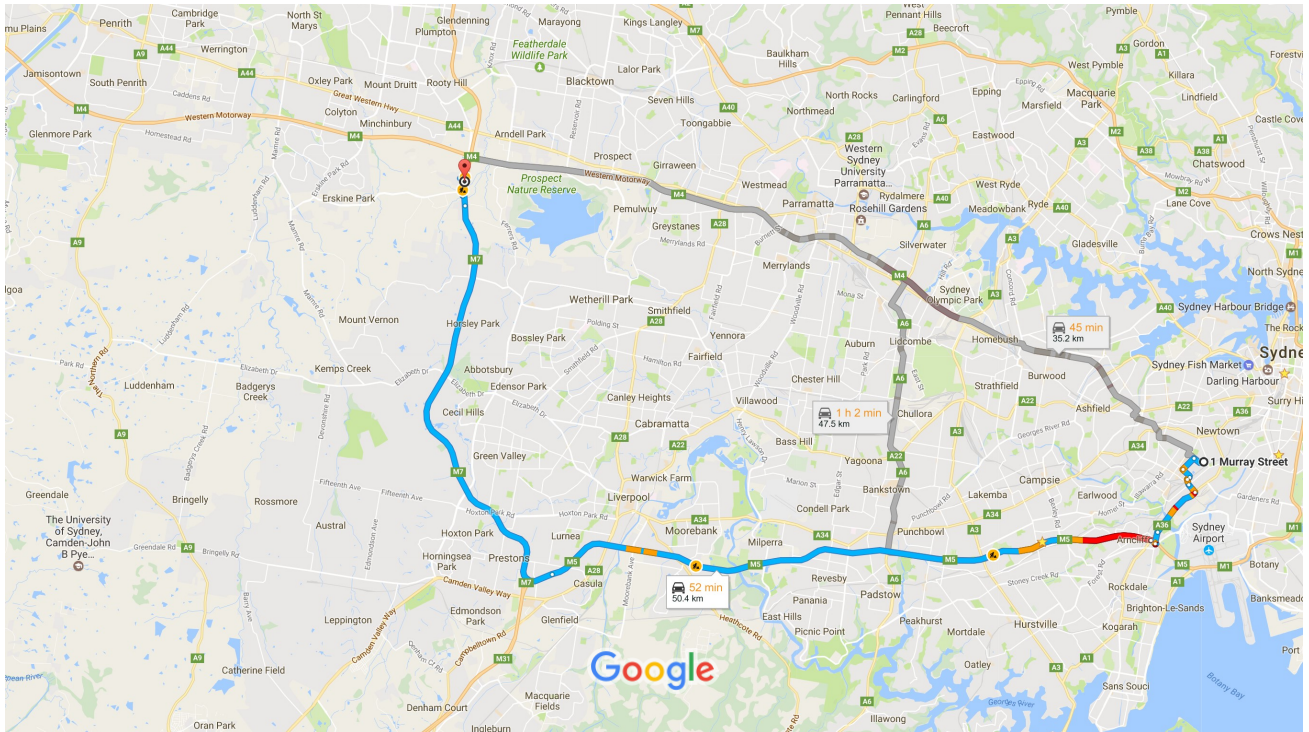
- 23. Use the right 2 lanes to turn right onto May St  
550 m
- 24. Turn right onto Bedwin Rd  
230 m
- ⬅ 25. Turn left onto Edinburgh Rd  
59 m
- 📍 26. At the roundabout, take the 2nd exit and stay on Edinburgh Rd  
150 m
- 📍 27. At the roundabout, take the 3rd exit onto Murray St  
[📘 Destination will be on the right](#)  
67 m

## 1 Murray St

Marrickville NSW 2204

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.






Map data ©2017 Google 2 km

## 1 Murray St







Marrickville NSW 2204

### Get on M5 in Arncliffe from Fitzroy St and Princes Hwy/A36





- 11 min (5.4 km)
- ↑ 1. Head south on Murray St 40 m
- 📍 2. At the roundabout, take the 3rd exit onto Edinburgh Rd 450 m
- 📍 3. At the roundabout, take the 1st exit onto Fitzroy St 650 m
- ↶ 4. Turn left onto Sydenham Rd 450 m
- ↑ 5. Continue onto Railway Parade 130 m
- ↶ 6. Use the left 3 lanes to turn slightly left onto Gleeson Ave 240 m
- ↑ 7. Continue onto Railway Rd 400 m
- ↷ 8. Turn right onto Princes Hwy/A36 2.2 km
- ↶ 9. Slight left onto W Botany St 450 m

-  10. Use the left lane to merge onto M5 via the slip road to Liverpool/Canberra  
350 m

**Follow M5 and M7 to Wallgrove Rd in Eastern Creek. Take the Wallgrove Rd exit from M7**

- 29 min (43.7 km)
-  11. Merge onto M5  
 Partial toll road  
25.0 km
-  12. Use the left 2 lanes to merge onto M7 towards Blacktown/Newcastle  
 Partial toll road  
18.3 km
-  13. Take the Wallgrove Rd exit towards Eastern Ck  
 Toll road  
450 m

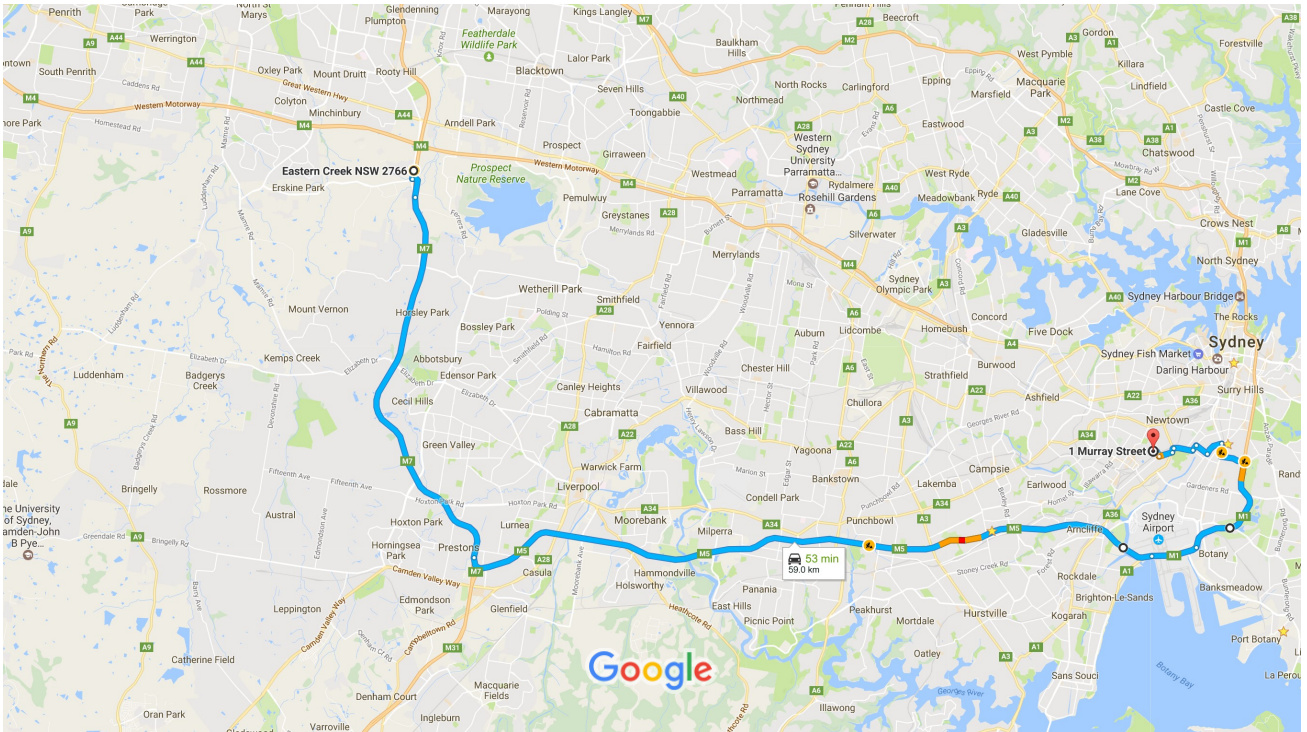
**Continue on Wallgrove Rd. Take Wonderland Dr to Wallgrove Rd**

- 4 min (1.3 km)
-  14. Use any lane to turn right onto Wallgrove Rd  
750 m
-  15. Turn left onto Wonderland Dr  
160 m
-  16. At the roundabout, take the 3rd exit and stay on Wonderland Dr  
250 m
-  17. Use any lane to turn right onto Wallgrove Rd  
190 m

## Eastern Creek

New South Wales 2766

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.



Map data ©2017 Google 2 km

## Eastern Creek

New South Wales 2766

### Get on M7

- 2 min (1.3 km)

↑ 1. Head south on Wallgrove Rd

---

↗ 2. Turn left to merge onto M7 towards Liverpool/Canberra

⚠ Toll road

---

1.0 km

### Continue on M7. Take M5 to Link Rd in Zetland. Take the exit for Link Rd from M1

- 38 min (52.6 km)

↗ 3. Merge onto M7

⚠ Toll road

---

16.6 km
- ↘ 4. Use the left 2 lanes to merge onto M5 towards Airport/Sydney

⚠ Partial toll road

---

29.0 km
- ↑ 5. Continue onto M1

---

1.8 km
- ↙ 6. Keep left to stay on M1

---

5.1 km

↶ 7. Take the Link Rd exit towards Rosebery

110 m

### Take Epsom Rd, Botany Rd, Bourke St, Maddox St ... and May St to Murray St in Marrickville

13 min (5.1 km)

↑ 8. Continue onto Link Rd

140 m

📍 9. At the roundabout, take the 2nd exit onto Epsom Rd

850 m

↷ 10. Turn right onto Botany Rd

500 m

↶ 11. Turn left onto Bourke St

750 m

↷ 12. Turn right onto Maddox St

550 m

↶ 13. Turn left at the 1st cross street onto Euston Rd

240 m

📍 14. At the roundabout, take the 2nd exit onto Sydney Park Rd

800 m

↶ 15. Use the left 2 lanes to turn left onto King St/Princes Hwy/A36

200 m

↷ 16. Use the right 2 lanes to turn right onto May St

550 m

↷ 17. Turn right onto Bedwin Rd

230 m

↶ 18. Turn left onto Edinburgh Rd

59 m

📍 19. At the roundabout, take the 2nd exit and stay on Edinburgh Rd

150 m

📍 20. At the roundabout, take the 3rd exit onto Murray St

📘 Destination will be on the right

67 m

## 1 Murray St

Marrickville NSW 2204

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

## Appendix 5 Road safety audit

## ROAD SAFETY AUDIT FINDINGS AND RECOMMENDATIONS

**Audit Stage:** Desktop Traffic Management

**Title of package:** Marrickville Dive Site (Sydney Metro Project)

**Description of works:** Building Construction

**Plans / documents:** CTCP 0006 April 2017 Rev B-01

**Client:** Delta Group (Sue Lewis)

**Audit company:** Road Safety Audits P/L

**Senior auditor/s:** Peter Harris (Level 3 SRSA NSW)

**Report date:** 11/04/07

**RSA P/L reference:** RSA-05548

**Notes:** The focus of the Road Safety Audit is on the traffic layout drawings, not the detour, capacity, or swept paths.

Point No.	Issue	Suggestion	Delta Group (Sue Lewis) Response	
			Accept / Reject	Comment / Status
1.	Plan DD-SYDM-TYP-0000-04 is an elevation of B-class hoarding appearing to show traffic signs, street signs and other road furniture. It's unclear whether this plan is generic or refers to a specific location. Regardless, it's important that the hoarding does not obscure any relevant signals / street furniture.	Review.	Accept	This plan is generic and is no longer relevant to the CTMP
2.	In Appendix 3 plan 006-06, there's shuttle flow occurring at night with traffic controllers positioned at the departure sides of roundabouts.  It's unclear how good the lighting is in this area.  It might not be suitable for traffic controllers in the absence of flood lighting.	Consider this issue accordingly.	Accept	Lighting towers to be installed during works.

Notes: -

## Appendix 6    Review comments



---

**Re: CTMP - Marrickville Site for Sydney Metro City & Southwest Demolition Works**

1 message

**Sue Lewis** <siouxzie.lewis@gmail.com>

Tue, May 16, 2017 at 7:21 PM

To: Emilio Andari &lt;emilio.andari@innerwest.nsw.gov.au&gt;

Cc: Elliot Nuberg &lt;elliottn@deltagroup.com.au&gt;, Ben Shum &lt;ben.shum@deltagroup.com.au&gt;, "McNamara, Alan" &lt;ALAN.MCNAMARA2@transport.nsw.gov.au&gt;, Idris Hessam &lt;idris.hessam@innerwest.nsw.gov.au&gt;

Thanks Emilio- - responses below

On Tue, May 16, 2017 at 4:39 PM, Emilio Andari &lt;emilio.andari@innerwest.nsw.gov.au&gt; wrote:

Hi Elliot/Sue,

After reviewing the CTMP attached for the Marrickville Dive Site, no objections are raised to the TCMP however, I will put forward some comments which will need to be considered.

- Firstly, as per plan *DD-SYDM-DWG-0006-05 – Sydney Steel Road Lane Closure*, the TCP is OK as long as there is enough manoeuvring space to allow vehicles to turn around at the cul-de-sac. Please keep in mind that there is a business which is still operating directly opposite to the Dive Site and has access into their premises through Sydney Steel Road. Also note, parking is highly utilised within the angle parking section located directly opposite (western side of Sydney Steel Road). The 'Footpath Closed' sign located at the pedestrian footway access at the cul-de-sac in Sydney Steel Road will need to consider the closure on the other end (at Saywell Street/Shirlow Street). A Pedestrian Management Plan should be considered and presented for this section of footpath since the proposal is to temporarily close this thoroughfare (footpath connecting Saywell Street/Shirlow Street and Sydney Steel Road) for pedestrians.

The footpath closure is only on the eastern side of Sydney Steel Road during scaffolding works - I will place a note on the drawing to make sure that the shared path access is maintained

- As per plan *DD-SYDM-DWG-0006-06 – Edinburgh Road Lane Closure*, the TCP is OK. Please ensure that there is a sufficient traffic lane width maintained at all times as this is also a bus route (along Edinburgh Road).

Noted

- As per plan *DD-SYDM-DWG-0006-07 – Murray Street Lane Closure*, the TCP is OK. Please keep in mind that there is a business which is still operating directly opposite to the Dive Site and has access into their premises through Murray Street. **Noted**

- Lastly, for each of these partial road occupancies and footpath occupancies that will be required in the future, an application for either should be lodged and a clear description of the proposed works with dates and times should be illustrated. Partial road occupancies and/or footpath/hoarding occupancies can take up to 1 week to assess and approve. A web link to locate these relevant forms is listed here: <https://www.marrickville.nsw.gov.au/en/council/forms-and-publications/forms/> **Noted**

Any questions to the above mentioned comments, I'm happy to discuss.

Kind regards,

**Emilio Andari** | Engineer – Traffic Services

**Inner West Council**

**P:** +61 2 9335 2292 | **E:** [emilio.andari@innerwest.nsw.gov.au](mailto:emilio.andari@innerwest.nsw.gov.au)

**Ashfield Service Centre:** 260 Liverpool Road, Ashfield NSW 2131

**Leichhardt Service Centre:** 7-15 Wetherill Street, Leichhardt NSW 2040

**Petersham Service Centre:** 2-14 Fisher Street, Petersham NSW 2049



*Council acknowledges the Traditional Custodians of this land, the Gadigal-Wangal people of the Eora Nation.*

---

**From:** Elliot Nuberg [<mailto:elliottn@deltagroup.com.au>]

**Sent:** Friday, 5 May 2017 10:27 AM

**To:** Emilio Andari; 'Sue Lewis'

**Cc:** Ben Shum; 'McNamara, Alan'; Idris Hessam

**Subject:** RE: Dilapidation Surveys - Marrickville Site for Sydney Metro City & Southwest Demolition Works

Emilio

We managed to get the CTMP quicker than anticipated. Please find it attached.

So you now have CTMP and dilaps for review.

Thanks

## COMMENTS REGISTER

Report Name:	Sydney Metro City and Southwest - CONSTRUCTION TRAFFIC MANAGEMENT PLAN MARRICKVILLE DIVE SITE		
Author:	Sydney Metro Chatswood to Sydneyham		
Version:	B-01		
Date:	20/4/17		
Section	Issue	Stakeholder Comment	Metro/ Contractor Response
2.2.2	Operating conditions	Deliveries of machinery to site require may require oversize vehicle permits. These may be issued by the RMS and the council.	Noted
3.1 and Appendix 4	Logistics routes	Westconnex and Ausgrid have long term worksites on Euston Rd and Sydney Park Rd that may cause disruption to the transport network during the operation of this TMP, similarly as well Warringah Rd and Forest Way may experience disruptions and potential closures due to the construction of Northern Beaches Hospital upgrade. Appropriate adjustments to routes may be required for when this occurs.	Noted
Appendix 3	TCP's	Are TCP's shown in drawings 5 and 7 intended to be implemented at all times during the operation of the site? If the answer is positive there is need to advise the reasons for this to happen.	No

## CTMP Review Comments Sheet

**Project Title**
**Sydney Metro City & south west – Demolition Contract**

CTMP Title: Marrickville Dive Site

Document Number:

DD SYDM CTMP 0001 C 00

Reviewer: Gordon Farrelly

Responder: Sue Lewis

Date: 15 May 2017

Date: 15 May 2017

Item	Section/ Page	Comments	Response
1	General	As requested from Ian, we have reviewed the CTMP for the demolition of buildings on the Marrickville Dive site. There are no major issues raised on the CTMP however the following comments are provided for consideration. It is noted that these comments will be included in the Briefing Note to Sydney Co-ordination Office for approval of the CTMP	Noted
2	General	Governance Planning Approval for the Sydney Metro City & South West was granted by the Minister for Planning, NSW on 9 January 2017. Condition E81 of the project approval requires a Construction Traffic Management Framework (CTMF) to be prepared and Condition E82 requires Construction Traffic Management Plans (CTMP) to be consistent with the CTMF. Sydney Metro Project Office	TfNSW to provide response

Item	Section/ Page	Comments	Response
		would be requested to verify that the CTMP is consistent with the approved CTMF.	
3	General	<p>Traffic Impacts</p> <p>The CTMP indicates that the maximum vehicle movements per hour for the proposed demolition works would be 7 vehicles per/hour (including 5 heavy vehicles). This amount of movement is unlikely to have an impact on the state road network. It is also noted that the existing industrial land use on the site (if operational) would likely generate more traffic than the proposed works.</p>	Noted
4		<p>Logistic Haulage Routes</p> <p>Regional Haulage Routes</p> <p>The designation of the regional haulage routes along the following roads requires further clarification as there seems to be alternate designated truck (b-double) routes:</p> <ul style="list-style-type: none"> <li>• McEvoy Street and Lachlan Street (alternate route - Canal Road and Botany Road)</li> <li>• Mowbray Road and Penshurst Street (alternate route - Pacific Highway and Boundary Street)</li> </ul> <p>Justification on the use of these routes (as opposed to the alternate routes) should be provided in the CTMP.</p>	The routes nominated have followed where feasible the State road network system. The proposed vehicles to be used do not include B-Doubles
5		<p>Local Roads</p> <p>The proposed haulage routes along local roads at the following intersections may have geometric constraints which could restrict access for very large vehicles:</p>	As acknowledged, the area is an industrial area which facilitates all of the heavy vehicles proposed to be used

Item	Section/ Page	Comments	Response
		<ul style="list-style-type: none"> <li>• Sydney Steel Road/Edinburgh Road</li> <li>• Edinburgh Road/ Railway Parade</li> <li>• Edinburgh Road/Bedwin Road</li> <li>• Bedwin Road/May Street</li> </ul> <p>Swept path analysis for the largest vehicles at the above intersections could be undertaken to verify heavy vehicle access to Council's requirements. It is however acknowledged that considering the industrial land use surrounding the site, heavy vehicles are likely to be traversing through these intersections.</p>	
6		<p>Road Closures</p> <p>Partial road closures are proposed along sections of on Sydney Steel Road, Edinburgh Road and Murray Street. These are all local roads under the care and control of Council. It is understood that Council have been consulted and raised no objection to the closures subject to minor comments which have been incorporated in the CTMP.</p>	Noted
7		<p>It is however noted that sections of Edinburgh Road and Sydney Steel Road are designated cycleways. The TMP and associated TCPs for the partial road closures should ensure cyclist access and safety are maintained at all times.</p>	Noted – drawing had been amended to maintain cycle access
8		<p>Other Comments</p> <p>The CTMP states that "Edinburgh Road is a regional road. Regional roads typically fall under Council care with control</p>	Noted document amended

Item	Section/ Page	Comments	Response
		<p>of the road exercised between Council and RMS, with RMS agreement required for changes".</p> <p>It is noted that Edinburgh Road is a local road under the care and control of Council.</p>	
9		<p>Please let me know if you have any comments or if you are happy for us to draft the Briefing Note with these comments and submit the CTMP for Sydney Co-ordination Office approval.</p>	<p>Noted. I understand that SCO does not approve but provide endorsement</p>

Mr Stuart Hodgson  
Principal Manager,  
Program Sustainability Environment & Planning  
Sydney Metro  
Transport for NSW  
PO Box 588  
NORTH RYDE BC NSW 1670

27 July 2017

Ref: CTMP- MarrickvilleRev2

Dear Stuart

**RE: Endorsement of Construction Traffic Management Plan – Marrickville Dive Site, Sydney Metro City & Southwest**

Thank you for providing the following documents for Environmental Representative (ER) review and endorsement as required by the Condition of Approval E82 of the Sydney Metro City & Southwest project (SSI – 15\_7400 January 9 2017).

- Construction Traffic Management Plan – Marrickville Dive Site, (Revision C-01 dated 18 May 2017).
- Email dated 1 June 2017 stating *“In accordance with clause 2.3 (c) of the General Conditions, Schedule E3-Project Planning Approval and Conditions & the SMR E – Sydney Metro City and Southwest Demolition Contract the Roads and Maritime Service of NSW and the Sydney Coordination Office approve the Sydney Metro City & South West Construction Traffic Management Plan Marrickville Dive Site May 2017 Rev C-00 for demolition and related removal works for the Marrickville Dive Site”*.

The Roads and Maritime Service of NSW and the Sydney Coordination Office approval above is conditional on the following:

- (the project) Shall apply and obtain approval from the Transport Management Centre for Road Occupancy Licences (ROLs) for any required lane closures and/or speed limit reductions;
- Obtaining an approved hoarding installation certificate from Inner West Council;
- Verifying haulage routes along local roads and non-designated truck (B-double) routes prior to heavy vehicle use;
- Ensuring Traffic Control Plans for the partial closure of designated cycleways would maintain cyclist access and safety at all times;
- Addressing any safety issues identified within the Road safety Audit review of the Construction Traffic Management Plan;
- Addressing any issues raised by Council, residents/business and/or Emergency Services as required;





- The Construction Traffic Management Plan being updated as required prior to construction commencing to ensure consistency with the final Construction Traffic Management Framework when it is approved
- Promptly addressing any CBD Taskforce and/or TMC and/or RMS issue that eventuates during the works

As an approved ER for the Sydney Metro City & Southwest project, I have reviewed the above documents. The review did not comprise a technical review, as the ERs are not traffic experts. It is noted the document has had consultation as described in Table 3 and includes review comments and responses.

It is considered that the plan is generally consistent with Condition E82 and the Sydney Metro Construction Traffic Management Framework (CTMF) as referenced in Condition E81 of the Project Approval (subject to the above conditions being complied with).

It is noted that Sydney Metro is having ongoing communications with DPE about the need for the development of Consistency Assessments in the instances of differences between haul routes described in the CTMPs and in the EIS. This matter will be resolved as part of a separate process.

Yours sincerely

Michael Woolley

Environmental Representative – Sydney Metro – City and South West