

Construction Parking and Access Strategy (CPAS) - Westmead



Project Name:	Sydney Metro West		
Client Name:	Sydney Metro		
Project Address:	DELTA will demolish buildings across the following sites: <ol style="list-style-type: none"> 1. Parramatta 2. Clyde 3. Westmead 		
Project Description/Scope:	DELTA Pty Ltd (DELTA) is responsible for the demolition of existing structures including removal of all hazardous materials and utility works of the Sydney Metro West Project at Clyde, Parramatta and Westmead.		
Prepared By:	Name: [Redacted]	Signature: [Redacted]	Date: 12 th October 2021
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Authorised By (Project Director):	Name: [Redacted]	Signature: [Redacted]	Date: 12 th October 2021

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2 GLOSSARY/ ABBREVIATIONS

Term/ abbreviation	Definition
CoPC	City of Parramatta Council
CJP	Customer Journey Planning
CPAS	Construction Parking and Access Strategy
CTMF	Construction Traffic Management Framework (by Sydney Metro)
CTMP	Construction Traffic Management Plan (site specific)
MCoA	Ministerial Conditions of Approval
REMM	Revised Environmental Management Measure(s)
ROL	Road Occupancy License
RPS	Residential Parking Scheme
TCP	Traffic Control Plan – superseded by TGS
TfNSW	Transport for NSW
TGS	Traffic Guidance Scheme (formerly TCP)

3 AUTHORISATION AND CONTROL

3.1 Authorisation

This Plan is authorised by the Project Director. All project personnel are to ensure that their work activities and those of Project Consultants, Contractors and Suppliers are carried out in accordance with the requirements of this Plan.

3.2 Distribution

This Plan is a Controlled Document and must be distributed and revised under the guidance of the Project Manager. People who hold Controlled copies are responsible for maintaining their copies up-to-date.

3.3 Revision

The Project Director will monitor the implementation of this Plan and review the need for change or improvements having due regard to:

- Change in work scope, client comments etc.
- Internal and external audits
- Suggestions and comments from project personnel
- Incidence and frequency of non-conformance
- Necessity for corrective or preventative action
- Legal Update and Requirements
- Review by Delta Groups Management team
- Annual Review

All changes must be formally approved by the Project Director. Changes to the recent revision will be highlighted.

The following table provides a record of amendments made to this document.

<i>Rev</i>	<i>Date</i>	<i>Description</i>	<i>Page</i>	<i>Developed By</i>	<i>Approved By</i>
0	1 September 2021	Draft – Issued for comment	All	██████████	██████████
1	20 Sept 2021	Revised to address comments received	All	██████████	██████████
2	22 Sept 2021	Revised to address comments received	All	██████████	██████████
3	1 st October 2021	Revised to address comments received 29 Sept from SMW and DPIE	All	██████████	██████████
4	12 th October 2021	Revised to address comments	All	██████████	██████████
<i>Distribution Register</i>					
<i>Rev No.</i>	<i>Date of Issue</i>	<i>Name of Recipient</i>	<i>Position / Organisation</i>		
0	1/09/21	██████████	Principal's Representative Project Manager		
1	20/09/2021	██████████	Principal's Representative Project Manager		
2	22/09/2021	██████████	Principal's Representative Project Manager		
3	1/10/2021	██████████	<i>Principal's Representative Project Manager</i>		
4	12/10/2021	██████████	<i>Principal's Representative Project Manager</i>		

4 EXECUTIVE SUMMARY

This Construction Parking and Access Strategy (CPAS) has been developed to address the requirements of the Ministerial Conditions of Approval related to the Critical State Significant Infrastructure of Sydney Metro West.

The CPAS identifies that there is no permanent impact on parking within the Westmead area associated with the DELTA works. There are temporary impacts to parking during utility and demolition works which are noted within this document. These short term impacts will occur during the implementation of short term works. Short term work is defined as:

short-term work	work requiring traffic control taking less than or equal to one work shift and where road conditions are returned to normal when the shift ends
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Figure 1: Excerpt from Table 1-1 Terms and Definitions Traffic Control at Worksites Manual v6

As the parking impacts are temporary, no parking surveys have been undertaken.

All vehicles associated with the works at Westmead will be accommodated on site for the duration of the works.

5 INTRODUCTION

5.1 Background

The Sydney Metro is Australia’s biggest public transport program comprising four main packages of works. The Sydney Metro West (SMW) package is a critical part of this overall program extending from Westmead to The Bays site in Rozelle. The package aims to:

- Provide faster more reliable public transport options between greater Parramatta and the Sydney CBD
- Double the existing rail capacity between Parramatta and Sydney CBDs
- Support growing residential and employment zones between Westmead and The Bays and
- Allow for better public transport transfers between rail lines

The project includes:

- Approximately 24-kilometres of twin tunnels between Westmead and the Sydney CBD
- New metro stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays and Sydney CBD
- A turn-up-and-go metro service operating between Westmead and Sydney CBD.
- The approved Stage 1 construction works includes:
 - Tunnel excavation including tunnel support activities between Westmead and The Bays
 - Station excavation for new stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays
 - Shaft excavation for services facilities at Rosehill, Silverwater and between Five Dock and The Bays
 - Civil work for a stabling and maintenance facility at Clyde
 - A concrete segment facility for use during tunnelling located at Clyde
 - Excavation of a tunnel dive structure and associated tunnels at Rosehill to support a connection between the Clyde facility and the mainline metro tunnels.

The proposed Sydney Metro West alignment and the locations of proposed stations and operational ancillary infrastructure are shown in Figure 2 below.

Sydney Metro has engaged DELTA Group to undertake the demolition works at three sites associated with the Sydney Metro West project, specifically at Clyde, Parramatta and Westmead.

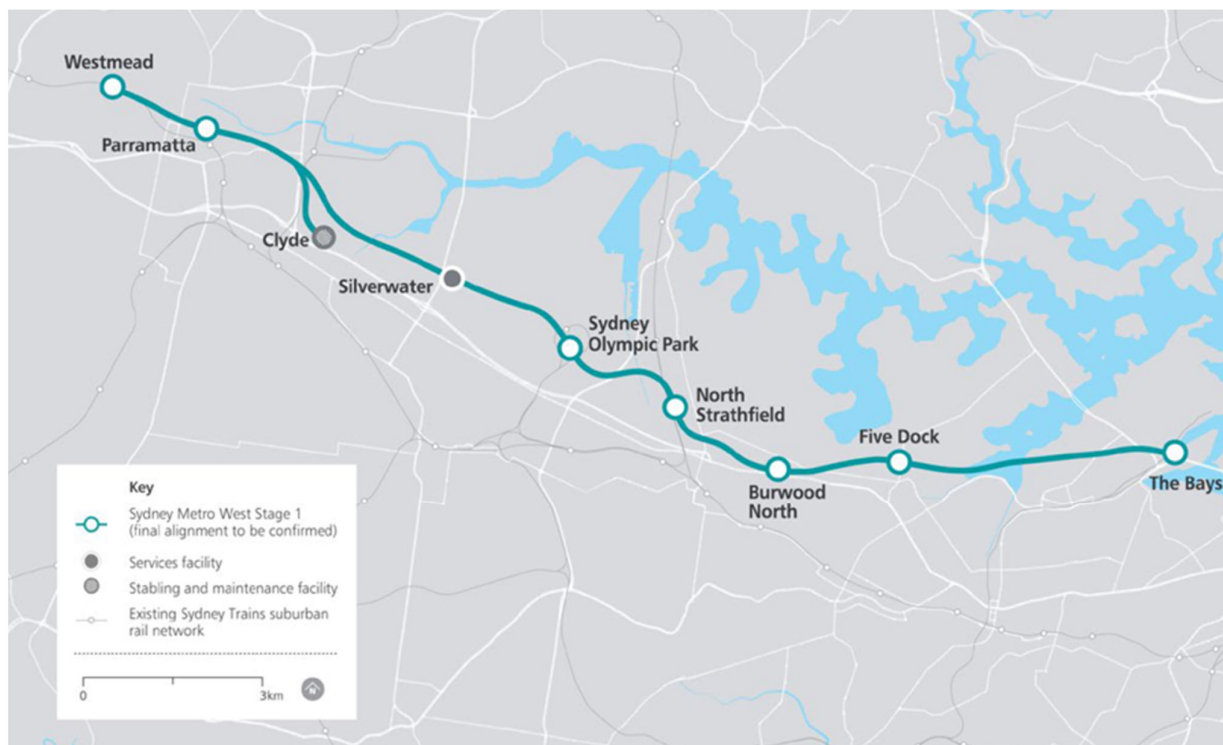


Figure 2: Sydney Metro West alignment and facilities

5.2 Purpose

This Construction Parking and Access Strategy (CPAS) has been prepared to describe how DELTA propose to manage potential and actual traffic and parking impacts as a result of the demolition works for the Westmead site. The CPAS outlines how DELTA will comply with the applicable NSW Minister for Planning Conditions of Approval (MCoA) and the Sydney Metro Construction Environmental Management Framework (CEMF). It also outlines how DELTA will minimise environmental risks and achieve environmental outcomes on the project by creating a well-defined approach to the implementation of EIS Revised Environmental Management Measures (REMM).

5.3 Scope

5.3.1 Minister's Conditions of Approval and Revised Environmental Mitigation Measures

DELTA notes that the Project must be carried out generally in accordance with the description provided in the Environmental Impact Statement (EIS) as amended by the Sydney Metro West Westmead to The Bays and Sydney CBD – Amendment Report Concept and Stage 1 2020, and the CSSI Ministerial Conditions of Approval (MCoA) and Revised Environmental Management Measures (REMMs) detailed in Table 1 and Table 2, below

The content of this CPAS has been prepared to comply with MCoA D91 and applies to all works to be undertaken for the demolition works at the Westmead site only. Separate CPAS will be provided for the Parramatta and Clyde sites.

Table 1: Ministerial Conditions of Approval requirements for CPAS

Requirement	Detail	Where addressed
MCoA D90	Vehicles associated with the project workforce (including light vehicles and Heavy Vehicle) must be managed to:	
	a) Minimise parking on public roads	Section 9.2.7
	b) Minimise idling and queuing on state and regional roads	Section 9.2.7
	c) Not carry out marshalling of construction vehicles near sensitive land user(s)	Section 9.2.7
	d) Not block or disrupt access across pedestrian or shared user paths at any time unless alternate access is provided and	Section 9.2.4
	e) Ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPS's	Section 10
MCoA D91	A Construction Parking and Access Strategy must be prepared to identify and mitigate impacts resulting from on and off-street parking changes during construction the construction Parking and Access Strategy must include, but not necessarily limited to:	This Strategy
	a) Achieving the requirements of Condition D90 above	
	b) Confirmation and timing of the removal of on and off-street parking associated with construction of Stage 1 of the CSSI	Section 9.1
	c) Parking surveys of all parking spaces to be removed or occupied by the project workforce to determine current demand during peak, off peak, school drop off and pick up, weekend periods and during special events	Section 8.1
	d) Consultation with affected stakeholders utilising existing on and off-street parking stock which will be impacted as a result of construction	Appendix A
	e) Assessment of the impacts to on and off-street parking stock taking into consideration, occupation by the project workforce, outcomes of consultation with affected stakeholders and considering the impacts of special events	Section 4 and 9.2
	f) Identification of reasonable and practicable mitigation measures to manage impacts to stakeholders as a result of on and off-street parking changes including, but not necessarily limited to, staged removal and replacement of parking, provision of alternative parking arrangements, managed staff parking arrangements and working with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes	Section 9.3
	g) Where residential parking schemes already exist, off road parking facilities must be provided for the project workforce	Not applicable to Westmead CPAS as this area contains no residential parking schemes
	h) Mechanisms for monitoring, over appropriate intervals (not less than 6 months), to determine the effectiveness of implemented mitigation measures	Section 11
	i) Details of shuttle bus service(s) to transport the project workforce to construction sites from public transport hubs and off-site car parking facilities (where these are provided) and between construction sites	Not applicable to Westmead CPAS as all workers will be accommodated on site
	j) Provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective and	Section 11
k) Provision of reporting or monitoring results to the Planning Secretary and Relevant Council(s) at six (6) monthly intervals	Section 11	
MCoA D92	The Construction Parking and Access Strategy must be submitted to the Planning Secretary for approval at least one (1) month before the commencement of any construction that reduces the availability of existing parking. The approved Construction Parking and Access Strategy must be implemented before impacting on on-street and parking and incorporated into the CTMPS	This strategy and this document should be read in conjunction with the CTMP
MCoA D93	During construction, all reasonably practicable measures must be implemented to maintain pedestrian, cyclist and vehicle 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 vehicle access, and parking arrangement must be developed in consultation with affected businesses and implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption	Sections 9.2.3, 9.2.4 and 10
MCoA D100	Emergency Vehicle Access The Proponent must maintain emergency vehicle access, in consultation with TfNSW, emergency services and NSW Health, to Westmead	Sections 9.2.5 and 10

Requirement	Detail	Where addressed
	Hospital at all times throughout Stage 1 of the CSSI. Measures must be outlined in the Construction Parking and Access Strategy required under Condition D91 above	

Table 2: Revised Environmental Management Measures

Requirement	Impact/ Issue	Mitigation Measure	Where addressed
TT10	Loss of parking	Where existing parking is removed to facilitate construction activities, consultation would occur with the relevant local council to investigate opportunities to provide alternative parking facilities	No permanent parking is being removed. Temporary parking impacts are as noted in Section 9.3. Appendix A for consultation. Consultation with appropriate stakeholders would continue as and when required should existing parking requirements need to be changed in future.
TT11	Loss of parking	Construction sites would be managed to minimise the number of construction workers parking on surrounding streets by: <ul style="list-style-type: none"> ▪ Encouraging workers to use public or active transport ▪ Encouraging ride sharing ▪ Provision of alternative parking locations and shuttle bus transfers where feasible and reasonable 	Section 9.3

Note that all other allocated traffic, transport and parking MCoA and REMMs will be managed through the preparation and implementation of the Construction Traffic Management Plans prepared in accordance with MCOA D85, and in line with Sydney Metro's Construction Traffic Management Framework (CTMF).

5.4 Objectives

DELTA is committed to delivering the Project in a way that minimises impacts on parking and access through the implementation of reasonable and feasible mitigation measures. To achieve this the CPAS will outline:

- The proposed methodology for transporting site staff and workforce between Project sites, where reasonable and feasible
- Available parking for site staff and workforce across the Project sites
- Management strategies for site staff and workforce parking
- The existing on-street parking capacity in the area surrounding the Project construction sites and
- The proposed impacts to existing parking and the assessment of existing parking capacity across the construction sites.

6 LEGAL AND OTHER REQUIREMENTS

6.1 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.

Legislation relevant to traffic management also includes the *Environmental Planning and Assessment Act 1979* (EP&A Act), under which the project approval was granted.

DELTA regularly reviews its legislative requirements in accordance with its Integrated Management System (IMS).

6.2 Guidelines and Other Documents

Guidelines, specifications, and policies relevant to traffic include:

- AUSTRROADS Cycling Aspects of AustRoads Guides, 2017
- AUSTRROADS Guide to Traffic Management, 2020 – Parts 1-13
- AUSTRROADS Guide to Road Design, 2009-2020 – Parts 1-8
- AUSTRROADS Guide to Road Safety, 2006-2019 – Parts 1-9
- AUSTRROADS Road Safety Audit Second Edition, 2019: Checklist 4. Pre-opening scheme audit.
- AUSTRROADS Road Safety Audit Second Edition, 2019: Checklist 5: Roadwork traffic scheme audit.
- AUSTRROADS Road Safety Audit Second Edition, 2019: Checklist 6: Existing roads: road safety audit.
- Department of Infrastructure, Planning and Natural Resources Planning Guidelines for Walking and Cycling (2004)
- Roads & Traffic Authority NSW Guide to Traffic Generating Developments, 2002
- Roads & Traffic Authority NSW Bicycle Guidelines Version 1.2, 2005
- Roads and Maritime QA Specification G10 – Traffic Management, 2020.
- Roads and Maritime NSW Speed Zoning Guidelines, 2011.
- Roads and Maritime Traffic Control at Worksites Manual, 2020

7 PROJECT WORKS AND MANAGEMENT

The scope of works for the Westmead site is as follows:

- Mobilisation and site set up
- Project planning, approvals and stakeholder management
- Service relocations and decommissioning
- Removal of existing substations
- Demolition of structures

7.1 Locality

The site is located south of the health precinct in Westmead and is bounded by Hawkesbury Road to the west, Bailey Street to the south, Hassall Street to the east and Alexandra Avenue to the north, as shown on Figure 3, below.



Figure 3: Westmead site location

Figure 4 provides the details of the works areas, whilst Table 3 provides the access dates

Table 3: Site access schedule

Area of the site	Location	Site Access Date
Area W1	Bounded by Bailey Street and Hawkesbury Road	21 October 2021
Area W2	Bounded by Hawkesbury Road, Alexandra Avenue, Hassall Street and Bailey Street	21 October 2021

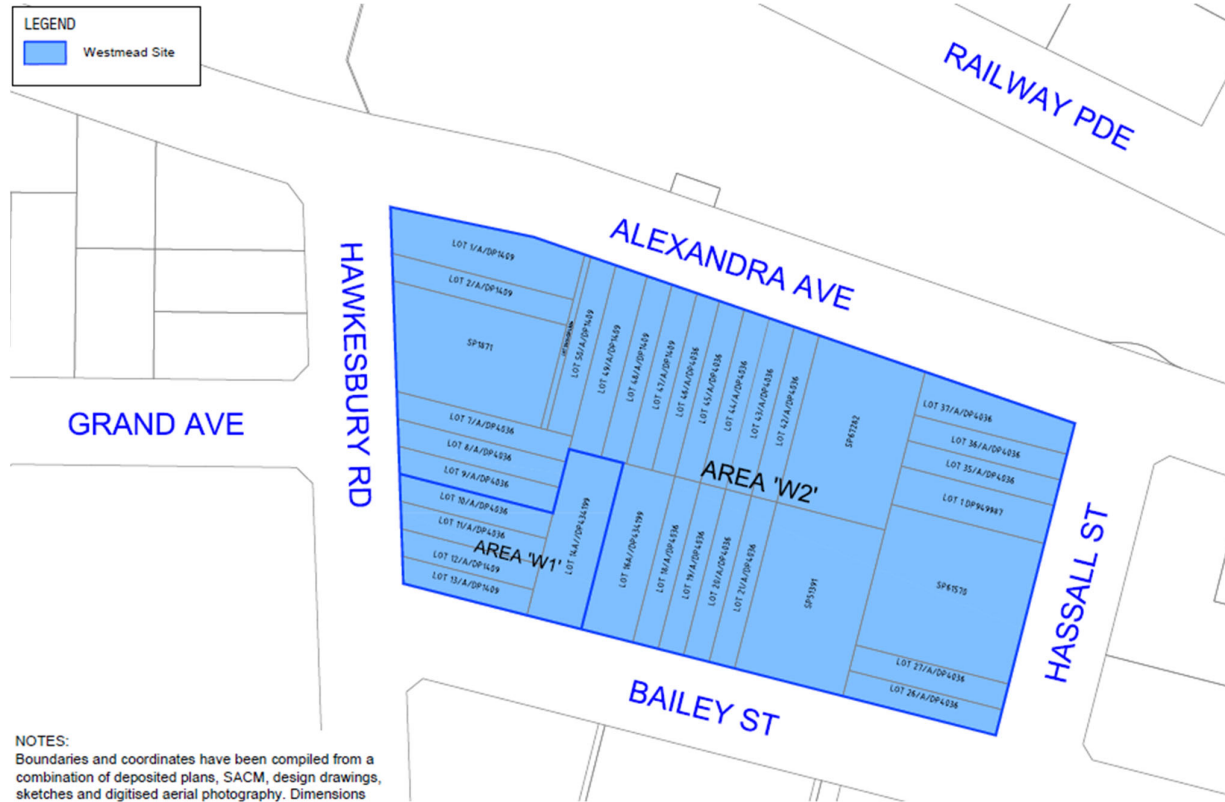


Figure 4: Areas of work

7.2 Construction site management

The hierarchy of traffic management plans, in accordance with the Construction Traffic Management Framework (CTMF) developed by Sydney Metro, is as noted in Figure 5, below.

Document	Purpose	Produced by
Construction Traffic Management Framework (CTMF) (this document)	Provides the approach within which subsequent site specific CTMPs will be prepared.	Sydney Metro
Site-specific Construction Traffic Management Plan (CTMP)	Site-specific CTMPs are to be prepared for each Sydney Metro construction site, for each contract.	Contractor
Traffic Control Plans (TCP)	Prepared as part of the site specific CTMP or as a standalone drawing for submission with Road Occupancy License applications and/or Council permits.	Contractor
Pedestrian Movement Plans (PMP) Vehicle Movements Plans (VMP)	Prepared, where required, as part of the site specific CTMP, combined with a TCP or as a standalone drawing for submission with Road Occupancy License applications and/or Council permits.	Contractor
Parking Management Plan (PkMP)	Prepared, where required, as part of the site specific CTMP or as a standalone document for submission with Road Occupancy License applications and/or Council permits.	Contractor

Figure 5: Table 3-1 from the CTMF

Separate site specific CTMP will be developed for each of the areas where demolition works are required, specifically:

- Clyde
- Parramatta and
- Westmead

CTMPs are currently in development at both Parramatta and Clyde. The Westmead CTMP will be provided to:

- City of Parramatta Council,
- Cumberland Council,
- TfNSW including Greater Sydney and Customer Journey Planning the latter being a division of Greater Sydney
- Sydney Metro
- Traffic Control Group (TCG) and
- Traffic and Transport Liaison Group

Each relevant CTMP will provide details of all reasonably practicable measures to be implemented to maintain pedestrian, cyclist and vehicular access to, and parking in the vicinity of businesses and affected properties. Disruptions will be avoided where possible, if not feasible then the disruption will be minimised.

With the revision of the Sydney Metro Traffic Control at Work Sites Manual (TCAWS v.6 released in 2020) Traffic Control Plans (TCP) are now known as Traffic Guidance Schemes (TGS). TGS are a diagram showing signs and devices arranged to warn traffic and guide it around, past or, if necessary, through a work site or temporary hazard.

All required site specific TGS for traffic, pedestrian and cyclists will be included in the relevant site CTMP for each section. Each CTMP also addresses impacts to public transport (where applicable) emergency access requirements within and around the work areas, parking impacts (as noted in this document), haulage routes and site access/ egress.

The following documents for the 3 demolition sites address the requirements of the MCoA and REMMs:

- Construction Traffic Management Plans (CTMP) – site specific
- Construction Parking and Access Strategy (CPAS) – this plan
- Heavy Vehicle use of Local Roads (HVLR)

Traffic management at the Westmead site will be undertaken as noted in Table 4

Table 4: Traffic control – source: Sydney Metro’s TCAWS Manual

Term	Definition
Short term work	Work requiring traffic control taking less than or equal to one work shift and where road conditions are returned to normal when the shift ends
Long term work	Works requiring traffic control for longer than one work shift and where some form of traffic control remains when the site is left unattended
Shuttle flow	Where a single lane is used alternatively by both directions of traffic (eg: where insufficient width is available for a lane to be provided in each direction)
Lane closure	Closing of a traffic lane normally open for traffic flow
Parking lane	Lane normally reserved for parking of vehicles

7.2.1 Road occupation

For any works that involve an occupation of the road/ footpath, a Road Occupancy License (ROL) from Transport Management Centre (TMC) will be applied for prior to the submission of a Road Occupancy License from Cumberland Council. ROL through the TMC will be applied for 10 business days from the requirement. Electronic lodgement of the ROL will be undertaken using RMS’ OpLinc system. Council permits will be lodged electronically in accordance with the Cumberland Council requirements 10 business days prior to the commencement of works. For any works where parking is temporary impacted, DELTA will ensure that the temporary parking removal is staged to minimise the time of parking space occupation.

A register of permits/ licenses will be maintained through the Works period and can be tabled at the TCG if requested. The register will also contain details of any traffic accidents that occur across the project.

8 EXISTING CONDITIONS

8.1 Existing land use

The site is located south of the Western Sydney Health Precinct and is within an existing residential area with some spaces zoned commercial, as noted on Figure 6.



Figure 6: Existing land use (source: Chapter 14 EIS)

8.2 Existing parking restrictions

Temporary parking impacts are proposed in the Westmead area. These temporary impacts are required to facilitate utility and demolition works in the area. No other impacts on parking are required.

The existing parking restrictions installed in the area surrounding the Westmead site are shown on Figure 7. As noted, the area is predominantly timed parking generally limited to 2P during the hours of 830AM-6PM Monday to Friday and 830AM-1230PM Saturday. There is little unrestricted parking.



Figure 7: Existing parking restrictions

9 CONSTRUCTION IMPACTS

9.1 Existing parking to be removed

There is no permanent parking to be removed from the demolition and utility works. There will be temporary parking lane occupation during short term traffic control and works. These impacts will be removed at the end of each day post the completion of works at the nominated locations.

As noted in the EIS Technical Paper 1: Transport and traffic, section 4.7.5:

“On street parking spaces may be temporarily removed along Hassall Street and Bailey Street adjacent to the construction site...The combined loss of on street parking spaces would have minor impacts to the road network given the availability of parking on other local roads nearby, and the permanent demolition of properties that would currently generate parking demand.”

9.2 Proposed mitigation measures

Given that all businesses and residents have been relocated from the construction site and that all workers will be accommodated on site, no parking surveys have been undertaken.

To minimise impacts on the existing parking stock during the utility and awning removal works, the works will be planned to ensure that the following mitigation measures can be achieved.

9.2.1 Staged temporary removal of parking

Temporary parking changes, associated with the short term traffic control to be implemented for the utility and demolition works will be required at the locations noted on Figure 8 through to Figure 10. These short term works will result in a temporary loss of parking, where parking is currently allowed. The parking would be removed for approximately 2 days at each location.

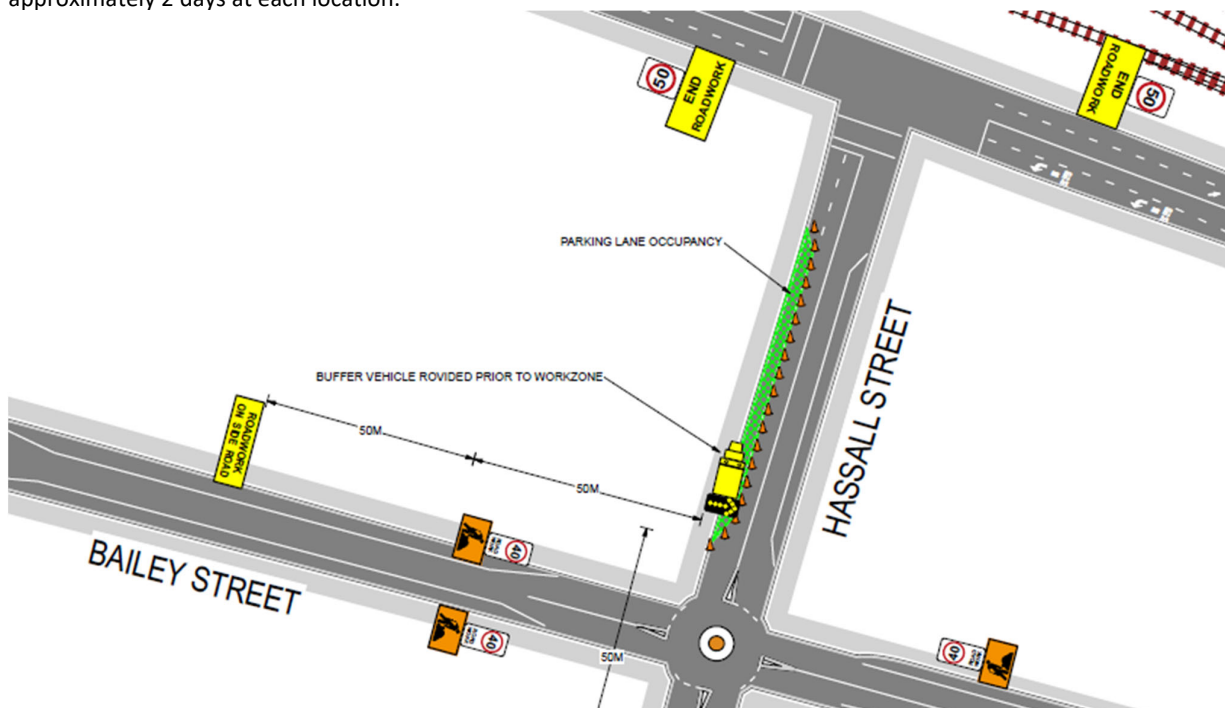


Figure 8: Hassall Street temporary occupation of parking lane

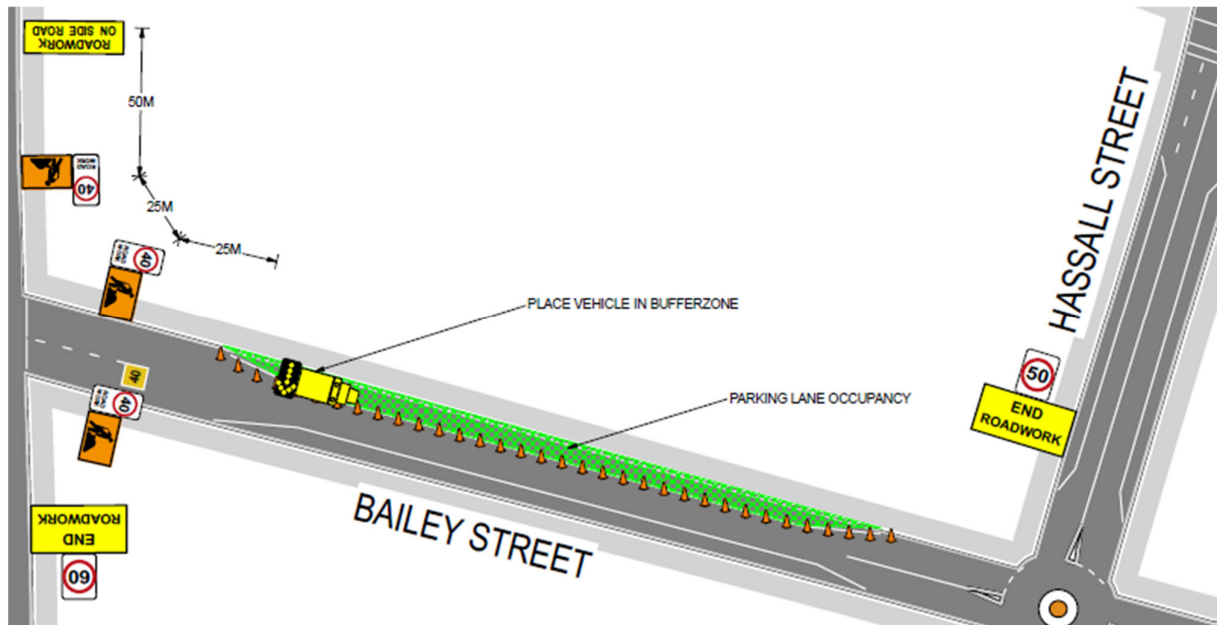


Figure 9: Bailey Street temporary occupation of parking lane

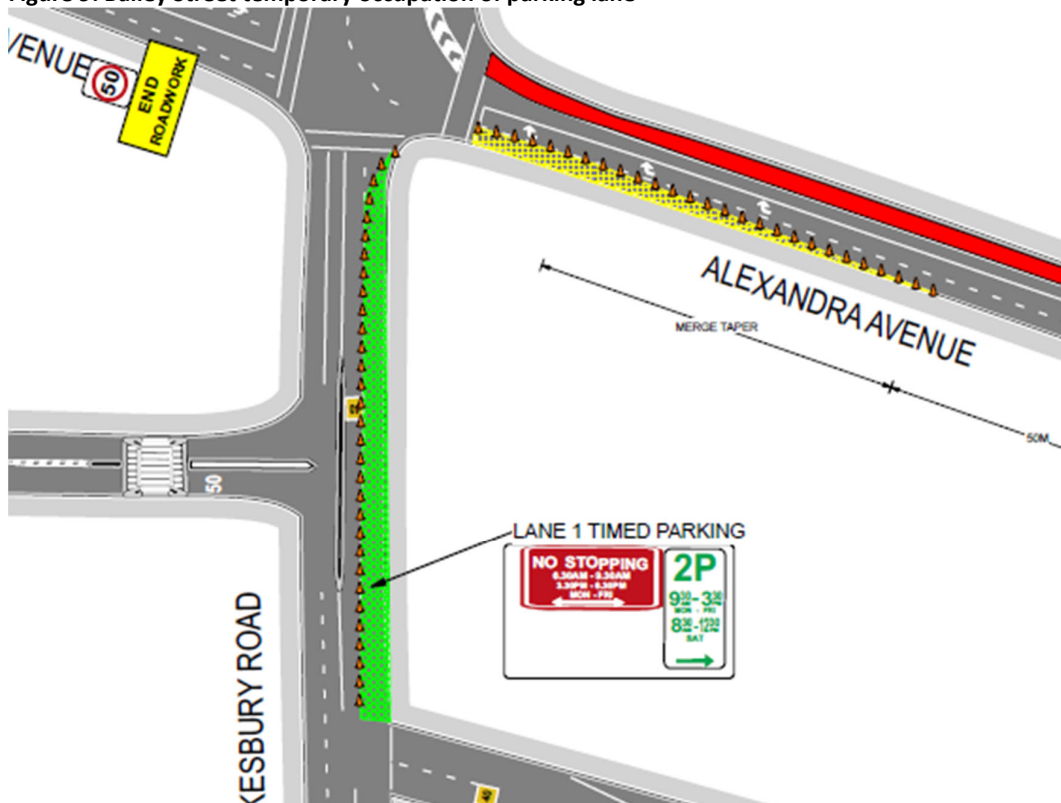


Figure 10: Hawkesbury Road temporary occupation of parking lane

9.2.2 Special events

There are no known special events in the area. We will continue to interrogate event websites that provide details on up and coming events such as:

- [NSW and Sydney Events - Destination NSW](#)
- [NSW Events & Festivals | Official NSW Tourism Website \(visitsnw.com\)](#)
- [Cumberland Council What's On](#)

Where major special events are held, we would minimise our level of construction activity and ensure that access is maintained to the events.

9.2.3 Impact on access

All pedestrian and vehicular access to, and parking in the vicinity of operating businesses will be maintained. Access will be provided for utility owners. Any changes required to access will be agreed with the relevant owner/ occupier. There is no impact on existing businesses in the area who remain. If changes are required to access, then the access will be

reinstated to an equivalent standard unless agreed with the property occupier/ owner. Any works that will be required these will be completed within 1 month of the works being undertaken.

9.2.4 Active transport users

Vehicle access to and from construction sites will be managed to maintain pedestrian, cyclist and motorist safety, where there is an interface. There are footpaths provided on all roads surrounding the site. Given the number of vehicles being generated by the demolition works, there is no impact on active transport users and routes. Where access is not available during the utility and demolition works, an alternative will be provided.

9.2.5 Police and Emergency Services

The Police and relevant Emergency Services will be informed, in a timely manner of relevant activities proposed within this CPAS. 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. Access to properties and Westmead Hospital for emergency vehicles will be provided at all times.

9.2.6 Staff and workforce parking

Staff and workforce parking will be available on site for all personnel. Parking spaces available at the sites and numbers provided are as noted in Table 5, below.

Table 5: DELTA onsite parking

Area	DELTA workforce and staff #	DELTA parking space #
All	12	12

All staff parking will be provided at 3 Hassall Street, as noted on Figure 11



Figure 11: 3 Hassall Street onsite parking

The peak light vehicle movements at the site, as identified in the EIS Figure 12, is at the start and end of the shifts with approximately 28 vehicle movements. Outside of the peak hours, approximately 4 vehicle movements will be undertaken. DELTA anticipated light vehicles will be substantially less than that detailed in the EIS and all vehicles will be accommodated on site.

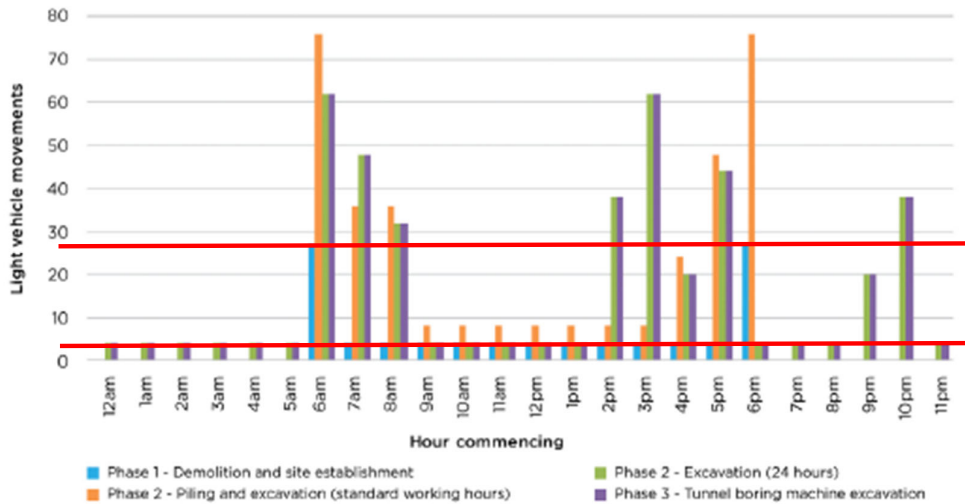


Figure 12: EIS light vehicle movements

9.2.7 Heavy vehicles

During works, there will be 18 heavy vehicle movements during most hours. These movements match the predicted EIS peak period heavy vehicle movements, however, the predicted heavy vehicle movements outside of the peak periods is well below the predicted EIS numbers (heavy vehicle movements per hour = 18 during peak periods and 36 out of peak periods), refer to Figure 13 below.

DELTA will provide sufficient onsite parking for heavy vehicles associated with the works. This will ensure that vehicles are not idling or queuing on state, regional and local roads. In the event that vehicles are unable to be accommodated, vehicles will be directed to the Clyde site as an extended marshalling facility. Given the amount of space available at the Clyde demolition sites, there is no requirement for any further marshalling facilities.

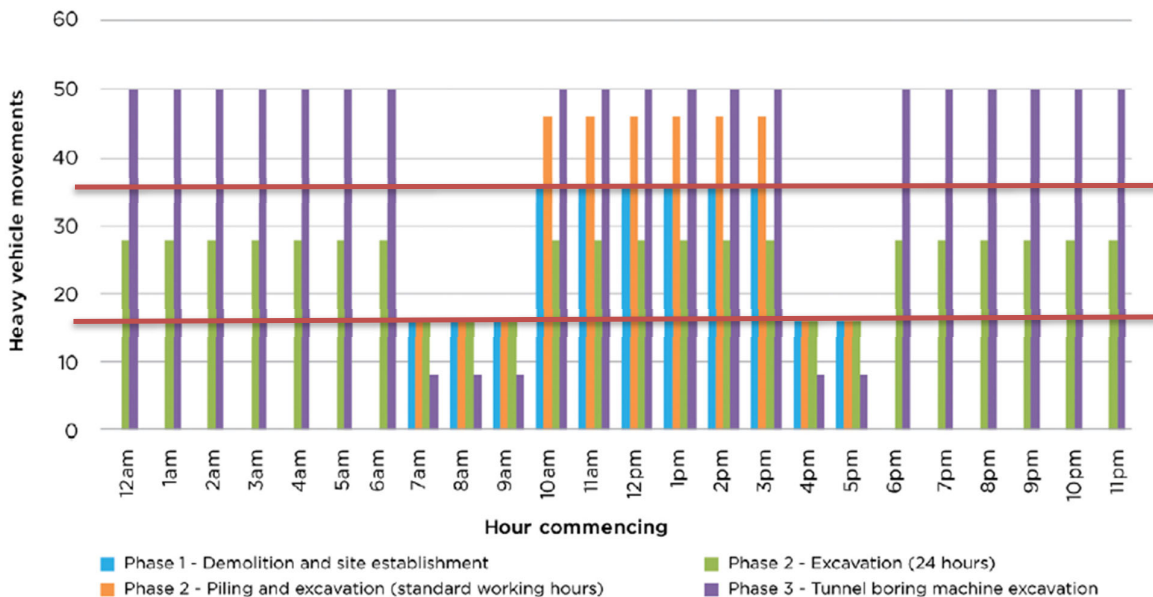


Figure 13: EIS heavy vehicle movements

9.3 Proposed mitigation measures

To minimise impacts on the existing parking stock during the awning and utility works, the works will be planned to ensure that the following mitigation measures can be achieved. Consultation with appropriate stakeholders, would continue as and when required should existing parking requirements need to be changed in the future.

9.3.1 Staged removal of parking

Temporary parking changes, associated with the short term traffic control to be implemented for the awning/ utility work will be required at the following locations:

- Hassall Street – 5 spaces for 5 shifts
- Bailey Street – 5 spaces for 5 shifts
- Hawkesbury Road – 5 spaces for 5 shifts

9.3.2 Sustainable transport options

DELTA will encourage the use of sustainable transport options to reduce the use of private motor vehicles. Options to be encouraged are:

9.3.2.1 Public transport

The EIS for the project noted the existing transport network, as shown on Figure 14.

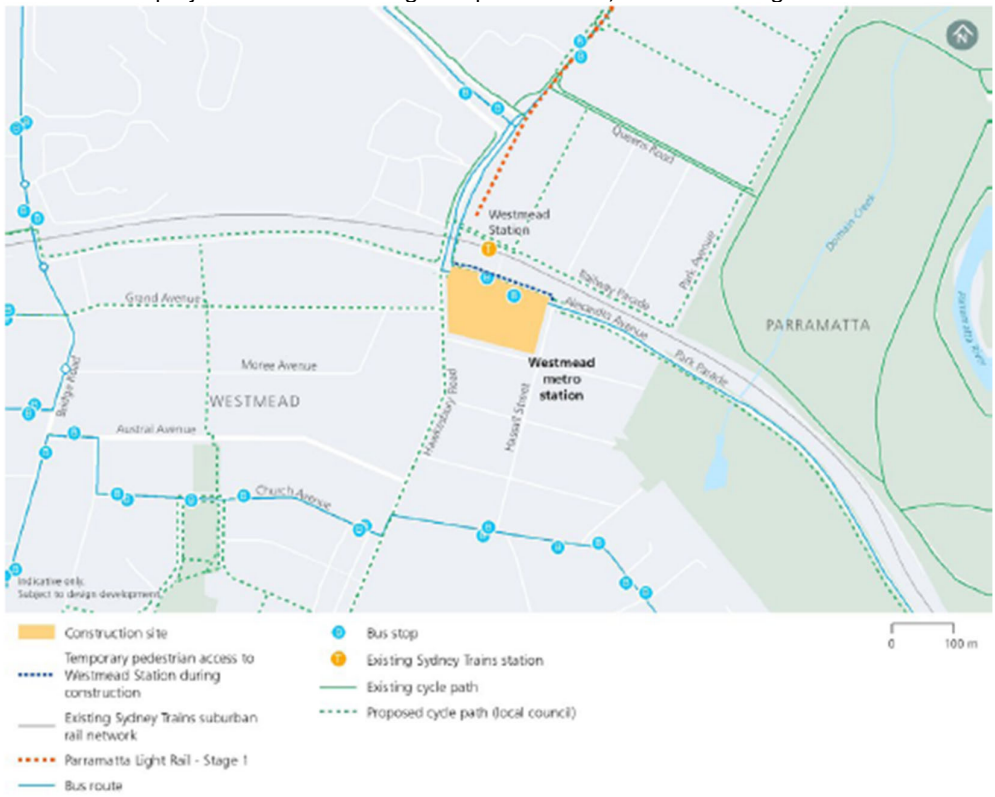


Figure 14: Existing transport network

The Westmead site is located approximately 50m from the Westmead rail station, an easy 1 minute walk, as noted in Figure 15



Figure 15: Westmead walking distance to rail station

The Westmead rail station is located on the T1 and T2 lines with easy interchanges at both Parramatta and Lidcombe transport interchanges, as noted on Figure 16.



Figure 16: Westmead rail station T1 and T2 lines

Bus stops are located on Alexandra Avenue to the west of Hassall Street immediately outside of the site, as shown on Figure 17.



Figure 17: Current bus stop locations

These bus stops services routes as noted in Table 6.

Table 6: Bus services on Alexandra Avenue

Bus route #	Between		Service start and finish
660	Castlewood	Parramatta	0545 - 1945
661	Blacktown	Parramatta	0518 - 2330
662	Castle Hill	Parramatta	0530-2215
663	Rouse Hill Station	Parramatta	0600-1940
664	Rouse Hill Station	Parramatta	0540 – midnight
665	Rouse Hill Station	Parramatta	0520-0200
705	Blacktown	Parramatta	0615 – 2300
708	Constitution Hill	Parramatta	0935 – 1415
711	Blacktown	Parramatta	0500 – midnight
712	Westmead Children’s Hospital	Parramatta	0645 - 1900

9.3.2.2 Active transport

Active transport links surrounding the Westmead site is shown on Figure 18. DELTA will encourage the use of active transport to gain access to the site. Secure bicycle parking is provided at Westmead rail station.

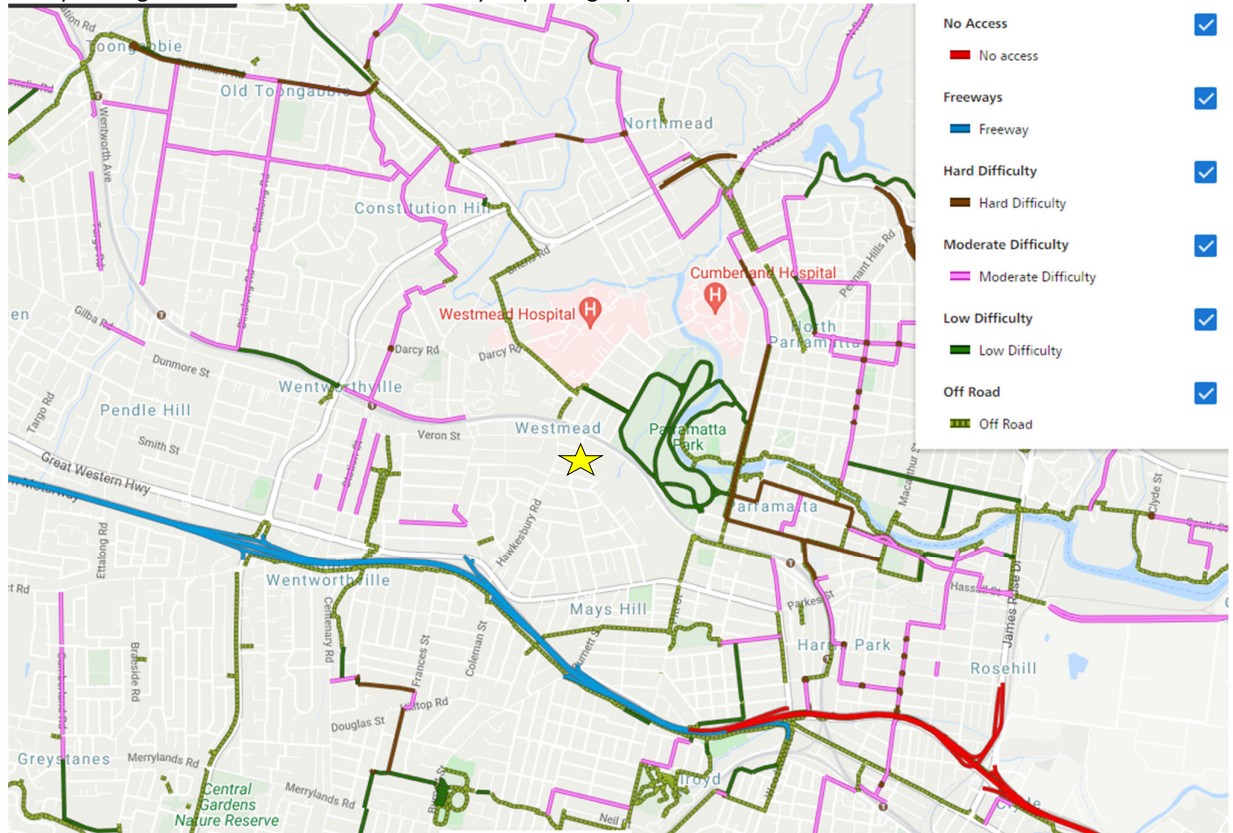


Figure 18: Active transport link, Westmead

10 CONSULTATION AND COMMUNICATION

10.1 Stakeholders consulted

Table 7 lists the consultation undertaken in the development of this CPAS. Appendix A contains comments from the various stakeholders and DELTA’s responses. All consultation will be undertaken in accordance with:

- Sydney Metro’s Overarching Community Communications Strategy
- Small Business Owners Engagement Plan
- Contractor specific community communication strategy

Consultation with appropriate stakeholders, would continue as and when required should existing parking requirements need to be changed in the future.

Consultation with Westmead Public School is ongoing with both Westmead Public School and Schools Infrastructure NSW attending regular consultation with Sydney Metro West about Construction Traffic Management including at Westmead. The SINSW personnel attending these meetings include the Director of Educational Leadership who is the boss of the Westmead PS principal, and the SINSW Sustainable Transport Advisor. As a result of these discussions, the Haul Routes proposed by Delta have been changed, when compared with the Metro West Stage One EIS Determination. EIS One showed inbound haul routes coming from the south along Hawkesbury Road, past Westmead Public School, and outbound also exiting the Metro West site with a left turn onto Hawkesbury Road and travelling south.

Delta Group’s proposed inbound and outbound routes come from the east along Alexandra Avenue. This avoids the intersections of Mowle and Hawkesbury and of Priddle and Hawkesbury. These are very busy locations for school pedestrian activity. From Metro West’s regular engagement with SINSW, we know that Westmead PS has an 85% walk-up population. Very few students are dropped off by parents in motor vehicles. The Kiss and Drop zone for the school is on the western side of the school in Moree Avenue whereas the Metro West construction site is on the eastern side of the school.

Sydney Metro West most recently met with Department of Health and Health Infrastructure NSW regarding Westmead on 3 August 2021. The presentation is provided in Appendix A. The presentation included information about construction haul routes that were current at the time. In via Alexandra Parade and out via a left turn onto Hawkesbury Road.

Sydney Metro West met with Matt Vizard, Director Wester Region (which includes Westmead), Department of Health and Caleb The, Senior Project Director, Health Infrastructure. As noted there is no impact any emergency vehicle access as there are no road closures. Emergency vehicle access will be maintained throughout out work.

The Traffic and Transport Liaison Group minutes are distributed to all people invited include Emergency Services and Schools Infrastructure NSW traffic advisor, refer to Appendix A.

Table 7: Stakeholders consulted

Stakeholder	Date	Consultation	Main contact people
Sydney Metro including Road Safety, Operations, Customer and Place Making	1 September 21	Sydney Metro,	[REDACTED]
TfNSW Customer Journey Planning	1 September 21	Submission of CPAS	[REDACTED]
Cumberland Council	1 September 21	Submission of CPAS	Council
TfNSW Planning and Program	1 September 21	Submission of CPAS	[REDACTED]
Healthy Buildings International	1 September 21	Submission of CPAS	[REDACTED]

Stakeholder	Date	Consultation	Main contact people
Sydney Metro including Road Safety, Operations, Customer and Place Making	20 th September 2021	Resubmission of CPAS	[REDACTED]
TfNSW Customer Journey Planning	20 th September 2021	Resubmission of CPAS	[REDACTED]
TfNSW Planning and Program	20 th September 2021	Resubmission of CPAS	[REDACTED]
Cumberland Council	20 th September 2021	Resubmission of CPAS	Council
Sydney Metro including Road Safety, Operations, Customer and Place Making	22 nd September 2021	Resubmission of CPAS	[REDACTED]
TfNSW Customer Journey Planning	22 nd September 2021	Resubmission of CPAS	[REDACTED]
TfNSW Planning and Program	22 nd September 2021	Resubmission of CPAS	[REDACTED]
Cumberland Council	22 nd September 2021	Resubmission of CPAS	Council
Healthy Buildings International	22 nd September 2021	Submission of CPAS	[REDACTED]
DPIE	23 rd September 2021	Submission of CPAS	DPIE
Traffic and Transport Liaison Group	30 th September 2021	Presentation	Various
Sydney Metro including Road Safety, Operations, Customer and Place Making	1 st October 2021	Resubmission of CPAS	[REDACTED]
NSW Police Force	1 st October 2021	Submission of CPAS	[REDACTED]
NSW Fire and Rescue	1 st October 2021	Submission of CPAS	[REDACTED]
NSW Ambulance Service	1 st October 2021	Submission of CPAS	[REDACTED]
Sydney Metro including Road Safety, Operations, Customer and Place Making	12 th October 2021	Resubmission of CPAS	[REDACTED]
TfNSW Customer Journey Planning	12 th October 2021	Resubmission of CPAS	[REDACTED]
TfNSW Planning and Program	12 th October 2021	Resubmission of CPAS	[REDACTED]

Stakeholder	Date	Consultation	Main contact people
Cumberland Council	12 th October 2021	Resubmission of CPAS	Council
Healthy Buildings International	12 th October 2021	Resubmission of CPAS	██

10.2 Inductions

All personnel, including subcontractors, are required to attend a compulsory site induction before commencing any works o site. Similarly, visitors will be required to undertake a Visitor’s induction.
 The parking management strategies and mitigation measures as detailed within this strategy will be included as part of the mandatory induction and public transport information such as maps, and timetables of local bus services will be accessible at the site.
 A record of all inductions will be maintained.

10.3 Toolbox talks

Toolbox talks will be conducted weekly as a minimum, and will be used to present the status of safety and environmental performance including the Construction Parking and Access Strategy requirements, incidents, safety and security alerts, lessons learnt, bulletins, messages, etc.

11 MONITORING AND REPORTING

11.1 Monitoring and inspections

Monitoring to assess the effectiveness of this Strategy will be carried out by daily visual inspections of the use of the surrounding street parking on Bailey Street, Hawkesbury Road and Hassall Street. The inspections will be recorded on spreadsheet noting how many spaces are occupied. This spreadsheet will form part of the reporting requirement as noted in section 11.2. Staff surveys will also be conducted at pre-start meetings to ascertain their journey to work, refer to Appendix B.

Where monitoring or community complaints identify non-conformances with this strategy, corrective actions shall be undertaken through the Project's non-conformance works procedure. Corrective actions would be documented as per the procedure. Where practicable, non-conformances and corresponding corrective actions would be communicated to the workforce and reinforced through various communications including but not limited to:

- Project toolbox and pre-start meetings,
- Investigation and implementation of alternative methods to reinforce the parking strategy,
- Investigation and implementation of other viable options for staff to use public transport,
- Where the owner of an offending vehicle can be identified, issuing warning notices,
- Reassessment and planning of works to further minimise site vehicles on affected streets, and
- Documenting actions in weekly and monthly internal reports.

The criteria to be used to determine the effectiveness of the measures are that all staff parking is maintained on site and this will be measured through the daily journey to work surveys which will form part of the reporting requirements as noted in section 11.2..

11.2 Reporting

A summary report for each quarter will be provided to Cumberland Council, Sydney Metro and DPIE regarding the outcomes of the monitoring undertaken for the preceding quarter. This report will also provide details of non-conformances and corrective actions taken.

11.3 Contingency measures

Contingency measures would be dependent upon the issues/non-conformances identified during monitoring, and the effectiveness of corrective actions implemented.

Contingency measures would be investigated if it is determined that the corrective actions implemented are ineffective, and may include:

- Revising site induction and toolbox talk content to better encourage the use of active and public transport
- Revising the site parking arrangements to include further parking areas.

APPENDIX A -STAKEHOLDER CONSULTATION

Project	Sydney Metro West (SSI 10038)
Document	Westmead Station Construction Site – Construction Parking and Access Strategy
Date received from SM	23 September 2021
Date comments sent to SM	29 September 2021

Comment No.	Condition	Requirement	Document reference	DPIE comment	Project team response	Amendment made Y/N?	Page/section number	DPIE comment	Final Status
1	D90	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 land user(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 CTMPs.	Section 9 & 10	Section 9.2.4 notes that all parking would be within the site, not on public roads. Section 9.2.5 indicates heavy vehicles can park within the site, reducing possible queueing. The Clyde site is proposed as a backup rather than road parking. Section 9.2.3 notes vehicle access to/from the construction site would be managed to maintain pedestrian, cyclist and motorist safety, however no impact is anticipated. DPIE Comment 1.1: Spoil haulage to be reviewed with the CTMP and is not considered here.	Noted Noted Noted Noted	N	NA		
2	D91	Construction Parking and Access Strategy must be prepared to identify and mitigate impacts resulting from on- and off-street parking changes during construction. The Construction Parking and Access Strategy must include, but not necessarily be limited to: a) achieving the requirements of Condition D90 above;		The document has been prepared to address the requirements of D90. Closed.	Noted	N	NA		
3		(b) confirmation and timing of the removal of on- and off-street parking associated with construction of Stage 1 of the CSSI;	Exec Summary & Section 9	The Executive Summary and Section 9 mentions that temporary short term impacts would apply during utility and demolition works and their location. DPIE Comment 3.1: Include estimated timing (duration) of when the parking impacts would occur at the locations indicated in Figures 8 – 10.	Document amended	Y	Section 9.2.1 Pages 17-18		
4		(c) parking surveys of all parking spaces to be removed or occupied by the project workforce to determine current demand during peak, off-peak, school drop off and pickup, weekend periods and during special events;	Section 9	Section 9 indicates no parking surveys have been undertaken because all workers will park on site. DPIE Comment 4.1: Further justification for not undertaking parking surveys is needed. If parking spaces are to be removed (including temporarily) the Condition requires a parking survey unless there is no impact to peak, off-peak, school drop-off/pick-up, weekend periods and special events. Identify who the current parking users are.	Document amended	Y	Section 9.1 page 18		

Comment No.	Condition	Requirement	Document reference	DPIE comment	Project team response	Amendment made Y/N?	Page/section number	DPIE comment	Final Status
5		(d) consultation with affected stakeholders utilising existing on- and off-street parking stock which will be impacted as a result of construction;	Section 10 & App A	Section 10 and App A contains a list of stakeholders and their comments. DPIE Comment 5.1: Include if any businesses nearby are expected to be impacted, including Westmead Public School, and if they have been consulted and how their comments were addressed.	Document amended	Y	Section 10 pages 25-27		
6		(e) assessment of the impacts to on- and off-street parking stock taking into consideration, occupation by the project workforce, outcomes of consultation with affected stakeholders and considering the impacts of special events;	Section 8	It is noted all worker parking will be within the construction site. Stakeholder consultation is included in Section 10 and App A. Section 9.2.2 indicates there are no known Special Events in the area that might impact on parking. DPIE Comment 6.1: Refer DPIE Comment 5.1 regarding consultation with nearby businesses and Westmead Public School.	Refer to response to item 5				
7		(f) identification of reasonable and practicable mitigation measures to manage impacts to stakeholders as a result of on- and off-street parking changes including, but not necessarily limited to, staged removal and replacement of parking, provision of alternative parking arrangements, managed staff parking arrangements and working with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes;	Section 9	Section 9 indicates mitigation measures to manage impacts from works, noting that impacts are expected to be limited to utility and demolition works and short-term only as identified in Figs 8 – 10. DPIE Comment 7.1: The document does not indicate who is currently using the restricted parking around the site and for what purpose to know if the impacts are being managed. Please include details of the who is currently parking so that appropriate management can occur.	Document amended	Y	Section 9.1 page 18		
8		(g) where residential parking schemes already exist, off-road parking facilities must be provided for the project workforce;	Table 1	The document notes this is not applicable to Westmead works as there are no residential parking schemes. Closed.	Noted	N	NA		
9		(h) mechanisms for monitoring, over appropriate intervals (not less than 6 months), to determine the effectiveness of implemented mitigation measures;	Section 11	Section 11 indicates monitoring and inspections would occur daily of the surrounding streets. DPIE Comment 9.1: Include specifically what is being monitoring (where, how and what), and what criteria will be used to determine the effectiveness of the measures, including what level would trigger additional mitigation measures. Include how the inspections will be recorded and filed.	Document amended to include journey to work travel surveys and details on monitoring to be undertaken	Y	Section 11.1 page 26 and Appendix B		
10		(i) details of shuttle bus service(s) to transport the project workforce to construction sites from public transport hubs and off-site car parking facilities (where these are provided) and between construction sites;	Table 1	The document notes this is not applicable to Westmead as all worker parking will be accommodated on site. Closed.	Noted	N	NA		

Comment No.	Condition	Requirement	Document reference	DPIE comment	Project team response	Amendment made Y/N?	Page/section number	DPIE comment	Final Status
11		(j) provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective; and	Section 11	DPIE Comment 11.1: Include details on what contingency measures would be considered should parking in the surround streets become an issue.	Document amended to include additional contingency measure	Y	Section 11.3 page 26		
12		(k) provision of reporting of monitoring results to the Planning Secretary and Relevant Council(s) at six (6) monthly intervals.	Section 11	Section 11 notes a summary report would be provided to Council and the Department regarding the outcomes of monitoring for each quarter, including non-conformances and corrective actions. DPIE Comment 12.1: Refer DPIE Comment 9.1	Noted	N	NA		
13	D92	The Construction Parking and Access Strategy must be submitted to the Planning Secretary for approval at least one (1) month before the commencement of any construction that reduces the availability of existing parking. The approved Construction Parking and Access Strategy must be implemented before impacting on on-street parking and incorporated into the CTMPs .	Table 1	The CPAS has been submitted to the Department for review. Table 1 notes the CPAS will be implemented in conjunction with the CTMP. Closed.	Noted	N	NA		
14	D93	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 implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	Table 1	DPIE Comment 14.1: Include Condition D93 in Table 1 and include references to within the document where it is addressed (noting most of the Condition is addressed via other Conditions).	Document amended	Y	Table 1, page 8 Section 9.2.3 page 19 Section 10 page 26		
15	D100	Emergency Vehicle Access The Proponent must maintain emergency vehicle access, in consultation with TfNSW, emergency services and NSW Health, to Westmead Hospital at all times throughout Stage 1 of the CSSI. Measures must be outlined in the Construction Parking and Access Strategy required under Condition D91 above.	Table 1	DPIE Comment 15.1: Include Condition D100 in Table 1 and include within the document, specifically noting that access to Westmead Hospital would be maintained at all times (and how access would be maintained). Include consultation with emergency services and NSW Health in this Condition.	Document amended	Y	Table 7 pages 25 - 27 and Appendix A		
16	TT10	Where existing parking is removed to facilitate construction activities, consultation would occur with the relevant local council to investigate opportunities to provide alternative parking facilities	Table 2 & Section 9.3 & 10	Table 2 notes no permanent parking would be lost. Section 10.1 lists the stakeholders consulted in the formation of the CPAS. DPIE Comment: Include that consultation with appropriate stakeholders, would continue as and when required should existing parking requirements need to be changed in future.	Document amended	Y	Table 2, page 9, Section 9.3 page 20 and Section 10.1 page 24		

Comment No.	Condition	Requirement	Document reference	DPIE comment	Project team response	Amendment made Y/N?	Page/section number	DPIE comment	Final Status
17	TT11	Construction sites would be managed to minimise the number of construction workers parking on surrounding streets by: <input checked="" type="checkbox"/> Encouraging workers to use public or active transport <input checked="" type="checkbox"/> Encouraging ride sharing <input checked="" type="checkbox"/> Provision of alternative parking locations and shuttle bus transfers where feasible and reasonable	Section 9	Section 9 notes worker parking would be available wholly within the site compound, therefore no impact to surrounding streets is expected. Closed.	Noted	N	NA		
18	CPAS	General comment	CPAS	DPIE Comment 18.1: Many of the references to Figures need to be updated for example Section 9.2.1 refers to “Figures 7 through to Figure 9”, this should be Figure 8 to 10. Similarly, the references included in Table 1 do not reference the correct location where the Condition is addressed.	Document amended	Y	Table 1 page 8 Figure 1 now Figure 2 page 6 Figure 2 now Figure 3 page 12 and 13 Figure 4 now Figure 5 page 13 Figure 5 now Figure 6 page 15 Figure 6 now Figure 7 page 16 Figure 7 now Figure 8 page 17 Figure 8 now Figure 9 page 18 Figure 9 now Figure 10 page 18 Figure 10 now Figure 11 page 19 Figure 11 now Figure 12 page 19 Figure 12 now Figure 13 pages 19&20 Figure 13 now Figure 14 pages 20&21 Figure 14 now Figure 15 page 21 Figure 15 now Figure		

Comment No.	Condition	Requirement	Document reference	DPIE comment	Project team response	Amendment made Y/N?	Page/section number	DPIE comment	Final Status
							16 pages 21&22 Figure 16 now Figure 17 page 22 Figure 17 now Figure 18 page 23		



West

Metro West

Briefing Health Infrastructure



Acknowledgement of country

I would like to acknowledge Aboriginal peoples as the traditional owners and custodians of the land on which we are all meeting today.

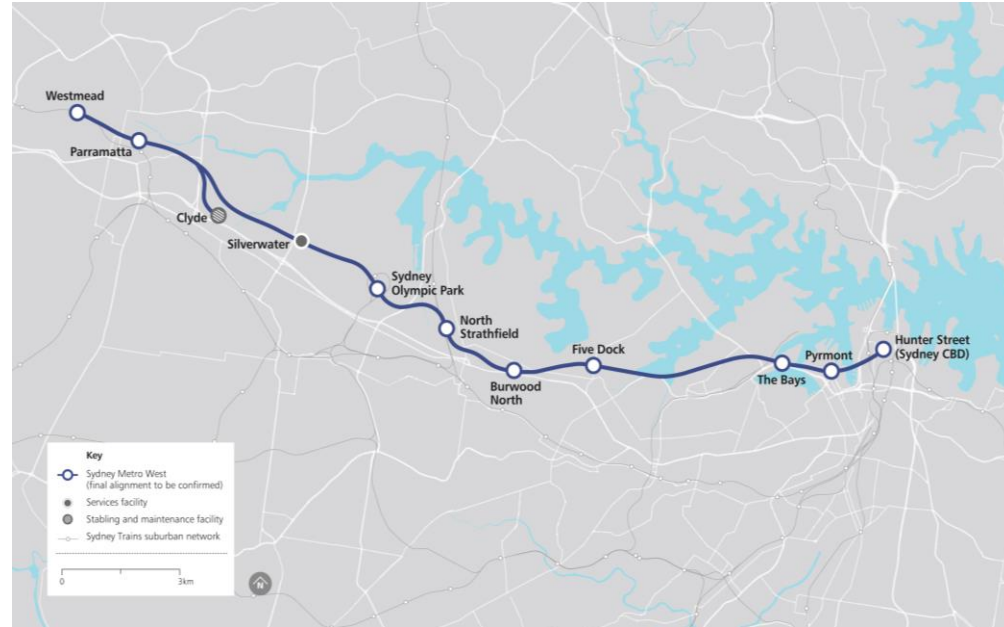
I would also like to pay my respects to Elders, past and present and acknowledge other Aboriginal people joining this meeting today and their respective cultures and nations.



Sydney Metro West - overview

Stations are confirmed at:

- Westmead – interchange with Sydney Trains
- Parramatta
- Sydney Olympic Park
- North Strathfield – interchange with Sydney Trains
- Burwood North
- Five Dock
- The Bays
- Pyrmont
- Hunter Street (Sydney CBD) – interchange with City & South West, Sydney Trains



Westmead Metro Station

- Located immediately south of the existing Westmead Station
- Direct interchange with the T1 Western Line, providing connectivity to the hospital precinct (through interchange with Parramatta Light Rail Stage 1)
- Westmead metro station would provide increased accessibility to the Westmead employment, health and education hub, as well as residential areas experiencing growth and renewal.

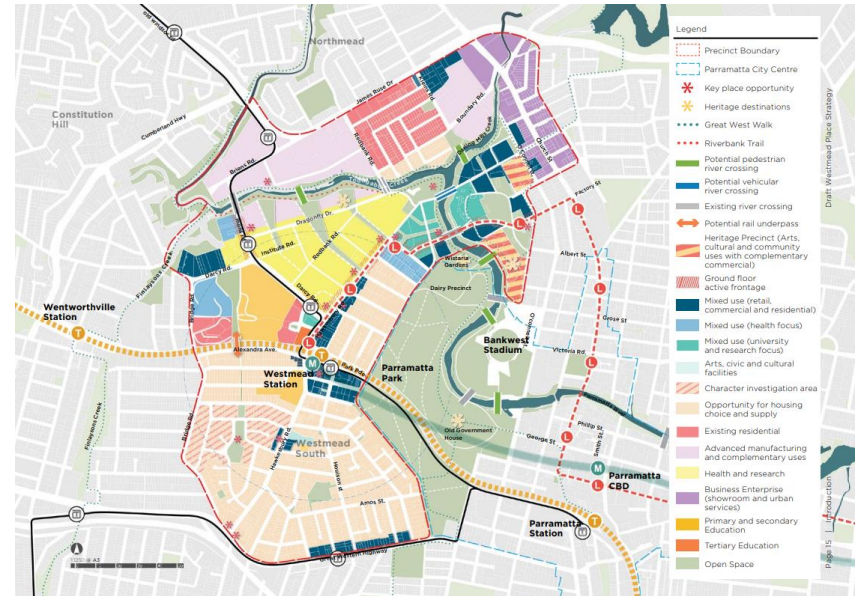
Travel times

Parramatta	Sydney Olympic Park	North Strathfield
2 minutes	7 minutes	10 minutes



A Civic Heart for Westmead

A well connected and accessible health and education precinct, and a revitalised, high amenity living and employment centre.



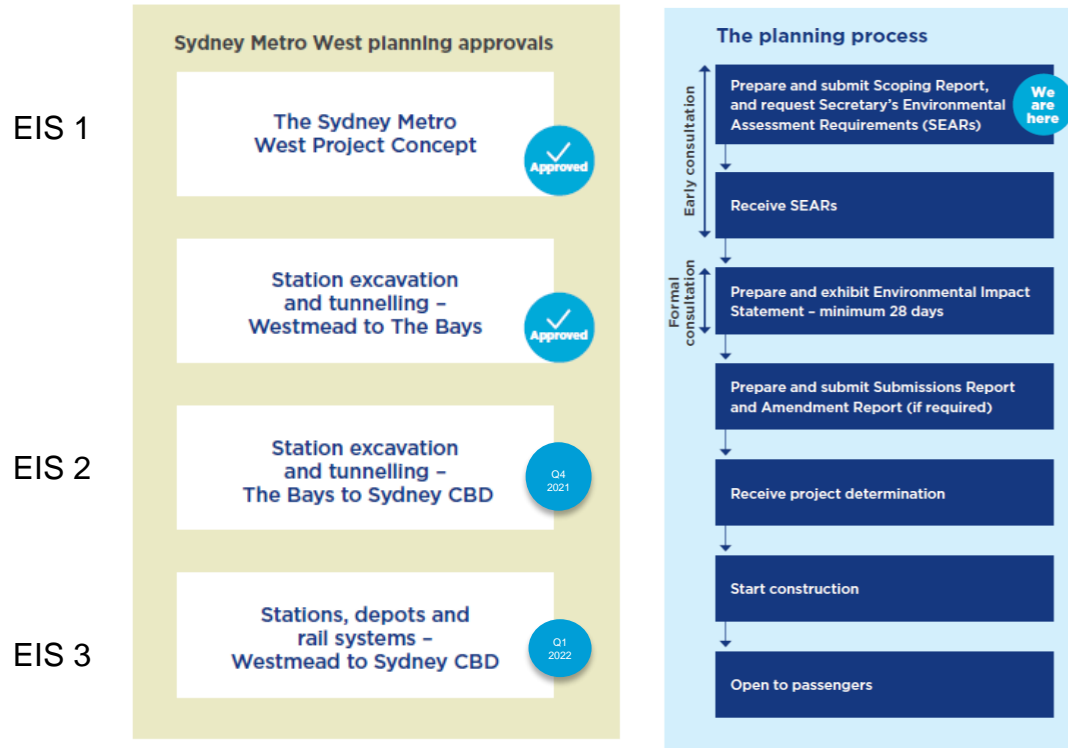
Place and design principles

- Facilitate an integrated transport hub with direct interchange between Sydney Metro and Sydney Trains services and safe, equitable and legible connections with active transport, buses and the future Parramatta Light Rail
- Provide a gateway to the Westmead Health and Education Precinct in recognition of its status
- Support greater activation along Hawkesbury Road, unifying North and South Westmead.
- Support growth and renewal opportunities by enhancing connections across the existing railway line with the station as a focal point
- Create an inviting public place at the station with high amenity and landscaped spaces that will encourage activation.

Indicative place and design principles for Westmead are shown in Figure 7-3.



Environmental assessment process

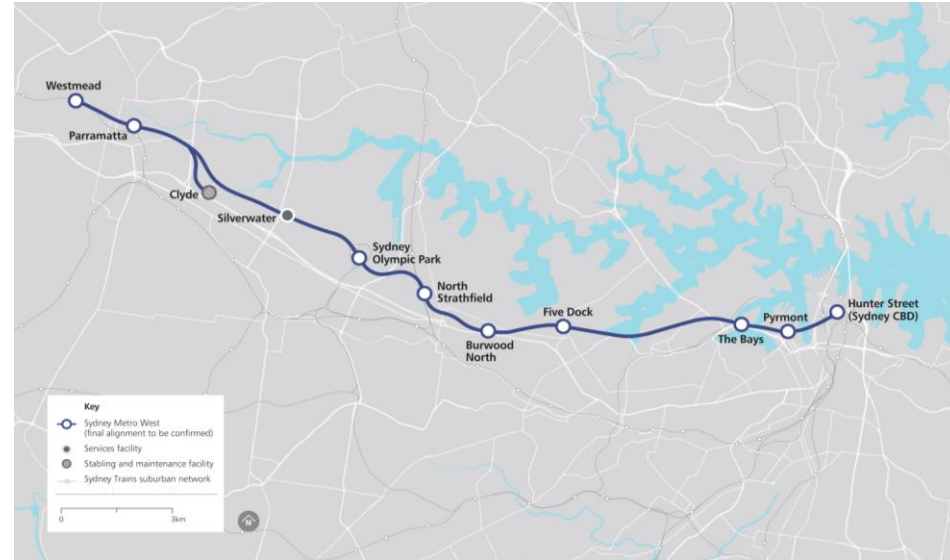


Stage 3 Proposal

Rail infrastructure, stations, precincts and operations

The proposal would involve:

- Fit-out of tunnels
- Construction, fit-out and operation of:
 - station buildings and surrounding precincts
 - services facilities and traction substations
 - a control centre, test track and stabling and maintenance facility at Clyde
- Provisions for integrated station and/or precinct developments at relevant stations
- Rail interchange support works at Westmead and North Strathfield and transport network modifications
- Operation and maintenance of the metro line.



Strategic Shift in General Traffic Approach

TfNSW

- TfNSW wishes to take this opportunity of change to focus on suitable transport modes through the new Westmead town centre
- The aim is to minimise the impacts on the transport hierarchy favouring pedestrians, active and public transport (bus and rail) during construction and beyond
- The end state Westmead town centre will be significantly different, TfNSW are seeking to discourage daily commuter travelling through Westmead from afar in peak periods, whilst still enabling local resident travel
- TfNSW are seeking a shift in transport mode choices and a reduction in general traffic through Westmead in the long term
- Less so on through travel of general traffic in peak period eastbound. While still enabling local communities to choose at non peak times

Westmead – Temp. Traffic Arrangements

Stage 2/3 Design Package Summary

Inbound Construction Routes

- Hawkesbury Road Northbound to Pye St, between 6am to 8pm, and
- Hawkesbury Road Northbound to Bailey St, between 8pm to 6am

Outbound Construction Route

- Hawkesbury Road, South bound

General Traffic Diversions (allowance for current traffic volumes)

- Eastbound via Bailey St
- Westbound via Priddle St
- Northbound via Mowle St



Westmead – Temp. Traffic Arrangements

Revised Scheme

Inbound Construction Route

- Park Pde, Hassall St, RT into site

Outbound Construction Route

- Hawkesbury Road, South bound

General Traffic Diversions

- Eastbound via Bailey St (bus only)
- Westbound via Priddle St

Southbound traffic to continue to GWH or re-route more broadly.

- AM peak ban on access to Mowle St to discourage rat run



Next Steps

End State

Consultation for EIS 3 until November 2021

EIS 3 on public exhibition Q1 2021

Determination of EIS 3 Q3 2022 TBC

Construction Traffic Routes

80% Design late August 2021

100% Design Sept-Oct 2021 followed by civil works.



Questions and answers



Contact us



1800 612 173 Community information line open 24 hours



sydneymetrowest@transport.nsw.gov.au



Sydney Metro West, PO Box K659, Haymarket NSW 1240



If you need an interpreter, contact TIS National on **131 450**
and ask them to call **1800 612 173**

Draft Westmead Place Strategy

Directions

Objectives

- 1 Allow for better precinct permeability, wayfinding and personal mobility.**
- 2 Deliver people-orientated streets to encourage healthy lifestyles and a strong sense of community and place.**

Planning priorities

- D2.P1** Establish a centralised pedestrian experience on Hawkesbury Road connecting north and south Westmead.
- D2.P2** Investigate potential pedestrian crossings at key locations over existing barriers to improve connections between north and south Westmead.
- D2.P3** Improve urban amenity and apply pedestrian safety design to mitigate high traffic volumes on major road networks such as Great Western Highway and Hawkesbury Road.
- D2.P4** Improve active transport links to existing regional and heritage walks, i.e. Great West Walk, Redbank Trail and Governor Phillip Walk.
- D2.P5** Improve safe pedestrian and cycling access between all transport mode.

Objectives

- 1 Support the changing needs of Westmead's future population.**

- 2 Drive social connections, cohesion and a sense of community.**

Planning priorities

- D7.P1** Deliver social infrastructure through urban renewal opportunities.
- D7.P2** Encourage the delivery of community facilities, such as libraries, parks, recreational facilities, cycleways and much more.
- D7.P3** Promote co-location of active high-order community facilities in accessible locations to create neighbourhood hubs.
- D7.P4** Revitalise Hawkesbury Road to become the civic, transport, commercial and community heart of Westmead.

Catchment

Considerations:

- **Gateway** to the Health & Education Precinct to the North and mixed use residential to the south (significant public housing)
- New Metro Station providing **major interchange** with Sydney Trains (T1 and T5) , PLR , T-way from north-west Sydney & Local Buses, active transport.
- Integrated and well designed **place based outcomes** achieved from day 1 opening , providing safe and effective pedestrian experience, activation.
- Significant **growth** in population and change in built environment.
- **Topography** & achieving compliant access between modes, efficient interchange and meeting journey time requirements.
- Achieving effective and seamless north-south pedestrian **connectivity** along Hawkesbury Road
- Enhanced access to Parramatta Park and other key destinations



Minutes
Sydney Metro West – Traffic & Transport Liaison Group (TTLG) – Meeting 7

Date	Thursday 30 September 2021	Time	3:30am – 4:35pm
Venue	Microsoft Teams meeting		
	Name	Organisation	Role
Chair	[REDACTED]	SM	A/Mgr Transport Planning
Attendees	[REDACTED]	SM	Agency relationships
	[REDACTED]	SM	Early works
	[REDACTED]	SM	Central tunnelling contract mgt
	[REDACTED]	TfNSW	WestConnex
	[REDACTED]	SM	Traffic & transport
	[REDACTED]	TfNSW (CJP)	Traffic & transport
	[REDACTED]	Inner West Cl.	Traffic & transport
	[REDACTED]	TfNSW (I&P)	WestConnex
	[REDACTED]	TfNSW (CJP)	Operational Comms
	[REDACTED]	SM	Central tunnelling contract mgt
	[REDACTED]	Burwood Council	Traffic & transport
	[REDACTED]	AFJV	Central tunnelling contractor
	[REDACTED]	SM	Demolition contract mgt
	[REDACTED]	SM	Interface mgt
	[REDACTED]	SM	Traffic & transport
	[REDACTED]	SM	Central tunnelling contract mgt
	[REDACTED]	Port Authority	Project manager
	[REDACTED]	DPIE	SSI approvals
	[REDACTED]	SM	Central tunnelling contract mgt
	[REDACTED]	SM	Interface mgt
	[REDACTED]	Schools Infra.	Transport planning
	[REDACTED]	TfNSW (P&P)	Metro interface mgt
	[REDACTED]	Parramatta Cl.	Traffic & transport
	[REDACTED]	Delta Group	Parra/Clyde Enabling Works
	[REDACTED]	TfNSW (P&P)	Project integration
	[REDACTED]	Delta Group	Parra/Clyde Enabling Works
	[REDACTED]	TfNSW	WestConnex
	[REDACTED]	Canada Bay Cl.	Traffic & transport
	[REDACTED]	TfNSW (P&P)	Metro Interface mgt
	[REDACTED]	SM	Interface mgt
	[REDACTED]	Quickway	Power Supply contractor
	[REDACTED]	TfNSW (P&P)	Metro interface mgt
	[REDACTED]	SM	Interface mgt
	[REDACTED]	TfNSW (CJP)	Short term bus changes
	[REDACTED]	Abergeldie	E Ck. / Speedway contractor
	[REDACTED]	Hillsbus	Bus operator
	[REDACTED]	SM	Transport planning
	[REDACTED]	Transit Systems	Bus operator
	[REDACTED]	TfNSW (CJP)	Traffic & transport
	[REDACTED]	SM	Central tunnelling contract mgt
	[REDACTED]	SM	Central tunnelling contract mgt
	[REDACTED]	SM	Central tunnelling contract mgt
	[REDACTED]	Cumberland Cl.	Traffic & transport
	[REDACTED]	SM	Central tunnelling contract mgt
	[REDACTED]	Cumberland Cl.	Traffic & transport
	[REDACTED]	SM	Interface mgt
	[REDACTED]	TfNSW (P&P)	Project integration
	[REDACTED]	Inner West Cl.	Transport planning
	[REDACTED]	TfNSW	Road safety
	[REDACTED]	HBI	Environmental rep.

Apologies:			
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Item		Overview	Actions
1.	Welcome and Introductions	AK	The minutes of TTLG meeting 6 (26 August 2021) were accepted as an accurate record of the meeting.
2.	Actions Arising:		Nil actions arising.
3.	Metro West Contracts Update: - Central Tunnelling Package Works	DF	<p>DF spoke to the tabled slides noting as follows:</p> <ul style="list-style-type: none"> • AFJV to carry out the following early works: September 2021– Survey work; October 2021 – geotechnical and utility investigations; late 2021 – modifications to kerb lines for site access / truck swept paths; late 2021 – modifications to parking (minor) and late 2021 – utility relocations. • Program and current focus: September 2021 – finalise site layouts; September 2021 – finalise haulage routes; October 2021 – prepare CTMP; October 2021 – prepare the Construction Parking and Access Strategy (CPAS); October 2021 – finalise early works designs and late 2021 – start early works which will have some traffic impacts. • CTMP overview for Bays, Five Dock and Burwood North. • Upcoming submissions in October 2021 include: Overarching CTMP, The Bays CTMP, CPAS, Five Dock CTMP & Burwood North CTMP. <p>PAB asked for clarity on the 8.8m long heavy vehicle accessing the southern Burwood North work site.</p>
4.	Metro West Contracts Update: - Westmead / Parramatta / Clyde Enabling (Demolition) Works	AL / SL	<p>SL spoke to the tabled slides:</p> <ul style="list-style-type: none"> • SL noted that Demolition and WTP works are not the same & that demolition has to occur before WTP works can occur. • SL noted that demolition works are being planned on the basis of EIS routing assumptions that apply to the major works contracts and may not be applicable to these initial demolition works for e.g. traffic signal control at the George St / Horwood PI intersection is more applicable to the WTP works. <p><u>Westmead:</u></p> <ul style="list-style-type: none"> • EIS routes and proposed demolition accesses via three of the four site frontages except Hawkesbury Rd. • Existing driveways and proposed parking areas on site for staff. • Routes & known sensitive receivers. • Proposed haul routes and locations of swept paths, during school drop off and pick up Alexandra Avenue will be the primary route. • Issues with turning movements requires smaller trucks to be used for Bailey Street access/ egress. • EIS vehicle volumes were compared to proposed. • Three TCPs tabled showing lane closures for awning removal and utilities works.

Item	Overview	Actions
4.	Metro West Contracts Update: <ul style="list-style-type: none"> - Westmead / Parramatta / Clyde Enabling (Demolition) Works 	<p>AL / SL</p> <p><u>Parramatta:</u></p> <ul style="list-style-type: none"> • Site access dates and EIS routes. • Issues with EIS routes due to PRL related works changes. • October 21, 2021 to December 2021 traffic arrangements including: No public pedestrian/ cycle access. Pedestrian access to Church St properties. 2 way traffic provided on Horwood Place to provide access for: Holdmark Development, Parramatta Light Rail, deliveries to IGA / Chemist & Delta vehicles. • Portable traffic signal TCP tabled. December to June 2022 routing: Access on Horwood PI one-way from Macquarie St exit onto George St for all vehicles, no general public pedestrian access provided, pedestrian access to IGA / Chemist via path from George St. • EIS vehicle volumes were compared to proposed. • Utilities (short term) works overview. <p>RL asked about the three TCPs showing lane closures for awning removal and utilities works and asked that the times be modified to avoid peak school student arrival and departure times. AL noted that this would be accommodated and shared with Sydney Metro.</p> <p>Regarding the Parramatta work site access routes into and out of the site, BG noted that deviations from the EIS routes and accesses would be required. See above.</p> <p>FL asked about program and AL noted that the works would be complete in late June 2022.</p> <p>PAB noted the requirements of SSI condition D86 and SL noted that the relevant report has been circulated for comment.</p>
5.	Metro West Contracts Update: <ul style="list-style-type: none"> Bays and Rozelle Power Supply Works 	<p>JM</p> <p>JM spoke to the tabled slides noting as follows:</p> <ul style="list-style-type: none"> • Progress overview and look ahead. • Specific Street overviews provided (refer to slides). • Darling St HDD bores overview. • Working with the community overviews. <p>JM thanked CJP for its help in securing day time works RoLs. PAB asked if any complaints have been received and JM noted that some have been received but feedback has been generally positive.</p>
6.	Metro West Contracts Update: <ul style="list-style-type: none"> - Speedway Works & Eastern Creek Pre-cast Facility Works 	<p>LP</p> <p>LP spoke to the tabled slides noting as follows:</p> <p><u>Eastern Creek Road Works:</u></p> <ul style="list-style-type: none"> • Status of the Traffic Management Plans • Works completed in the last month • Upcoming works <p><u>Sydney International Speedway Works:</u></p> <ul style="list-style-type: none"> • Progress Update
7.	Other Matters: <ul style="list-style-type: none"> - 	<p>All</p> <p>Nil other matters.</p>
8.	Next Meeting	<p>All</p> <p>Thursday 28 October 2021 at 3:30 pm.</p>

Traffic and Transport Liaison Group

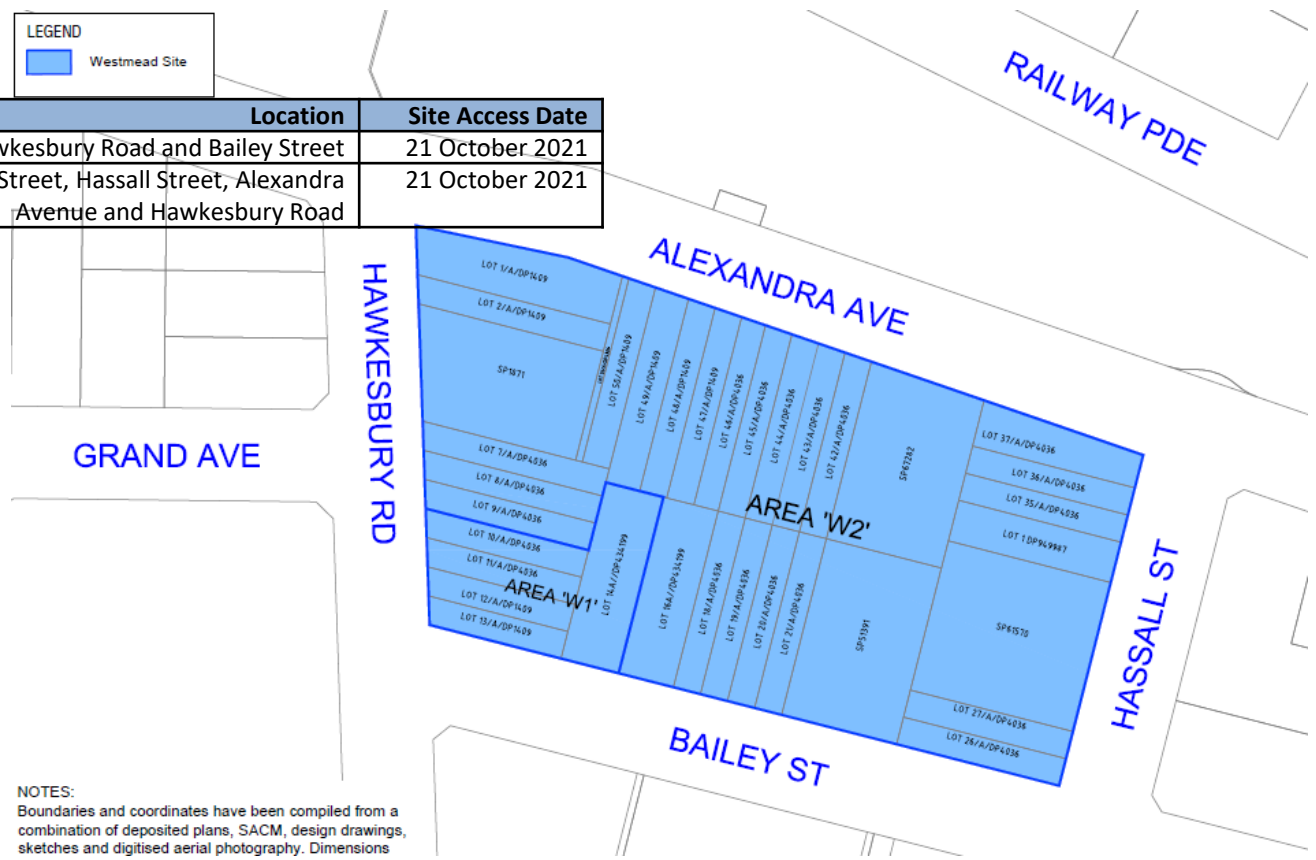
DELTA Westmead and Parramatta Construction Traffic Management Plan



Westmead Site

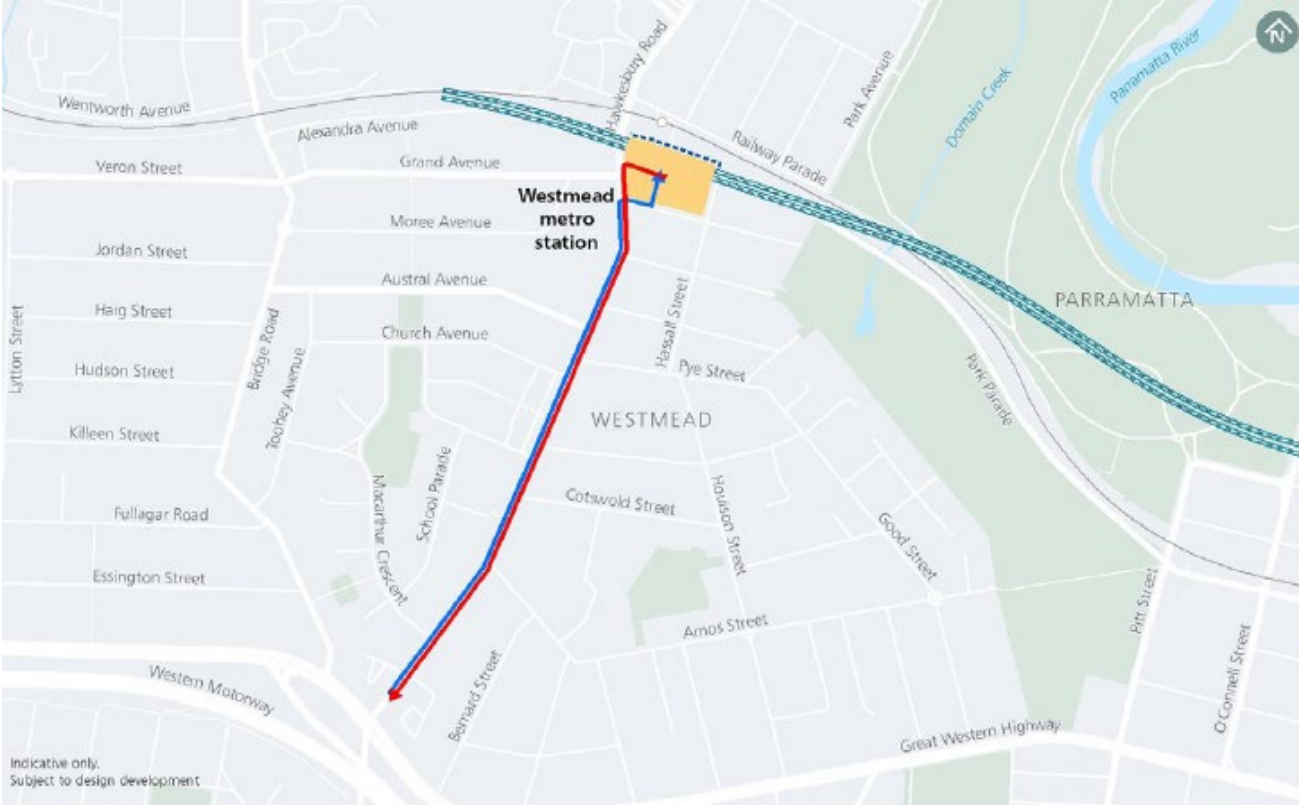
LEGEND
 Westmead Site

Area of the site	Location	Site Access Date
W1	Bounded by Hawkesbury Road and Bailey Street	21 October 2021
W2	Bounded by Bailey Street, Hassall Street, Alexandra Avenue and Hawkesbury Road	21 October 2021



NOTES:
 Boundaries and coordinates have been compiled from a combination of deposited plans, SACM, design drawings, sketches and digitised aerial photography. Dimensions

EIS route to site Hawkesbury Road and Bailey Street



- Construction site
- Temporary pedestrian access to Westmead Station during construction
- Tunnel alignment
- Existing Sydney Trains suburban rail network
- Inbound
- Outbound



**EIS assumes
all building demo
complete**

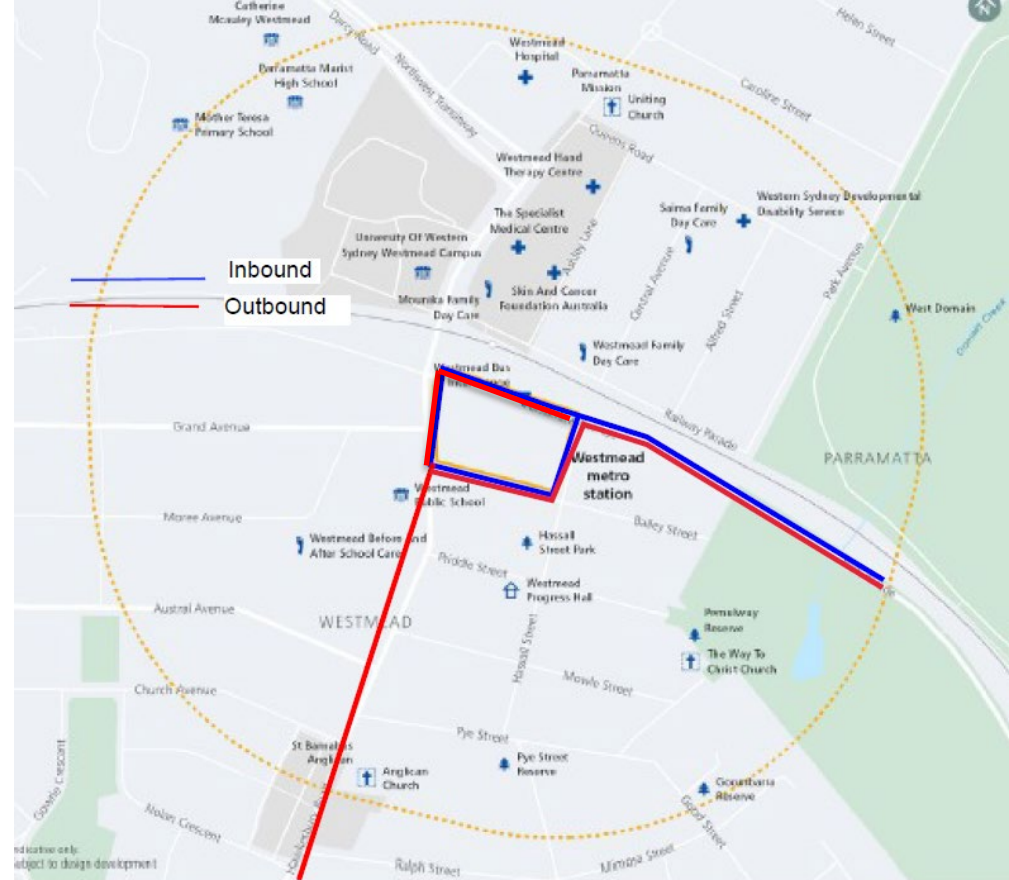
**Existing driveways
to be used for site
access/ egress**



Existing driveways and proposed parking areas on site for staff



Routes and known sensitive receivers



- | | | |
|--|--------------------------|-----------------------|
| Construction site | Health and Medical | Place of Worship |
| 400m buffer | Local Community Facility | Transport Interchange |
| Existing Sydney Trains suburban rail network | Education | |
| Main activity area | Childcare | |
| Open space | Social infrastructure | |
| Water | Open Space | |

0 100 m

Proposed haul routes and locations of swept paths

During school drop off and pick up Alexandra Avenue will be the primary route



Issues with turning movements requires smaller trucks to be used for Bailey Street access/ egress



EIS light vehicle numbers

Area	DELTA light vehicle #	DELTA parking space #
All	12	12

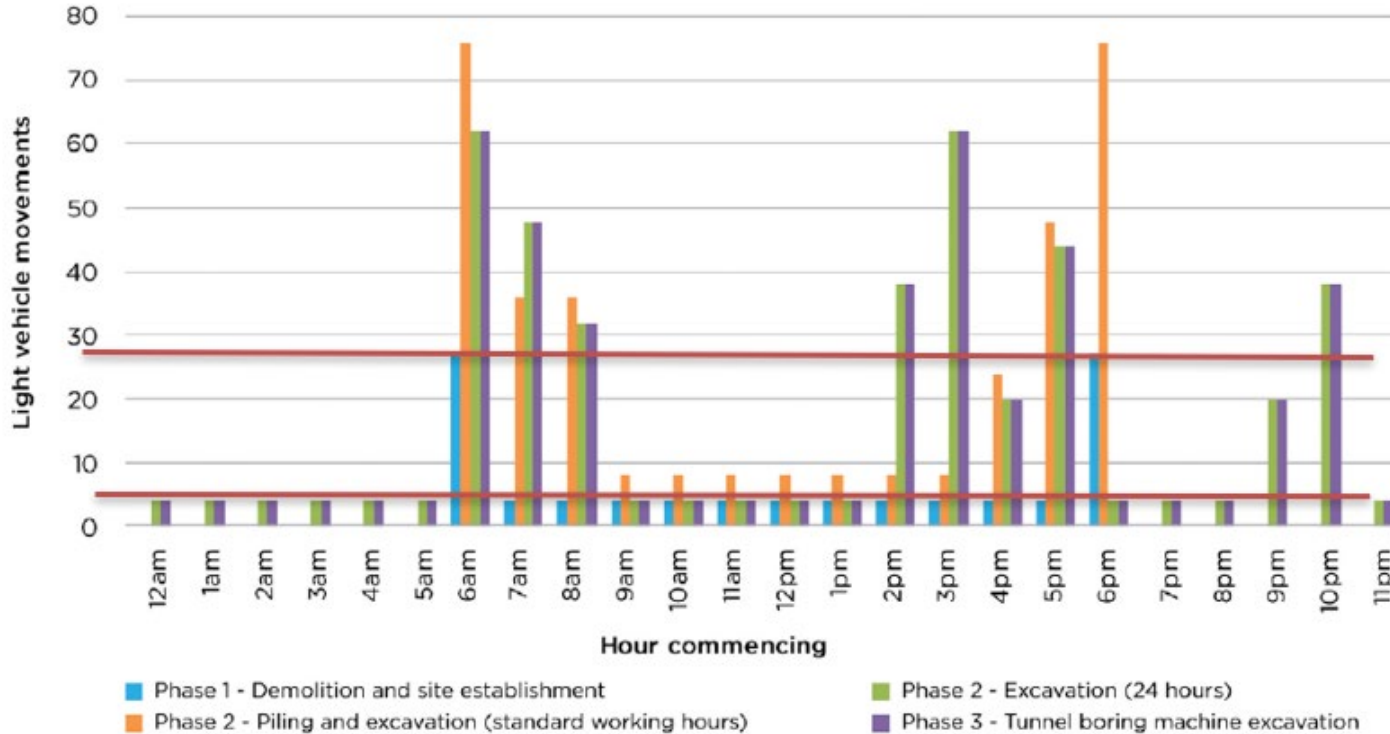


Figure 17: EIS light vehicle movements

Heavy Vehicle numbers

Time	EIS heavy vehicles per hour	DELTA heavy vehicles per hour
0700-1000	9	9
1000-1500	19	9
1500-1800	9	9

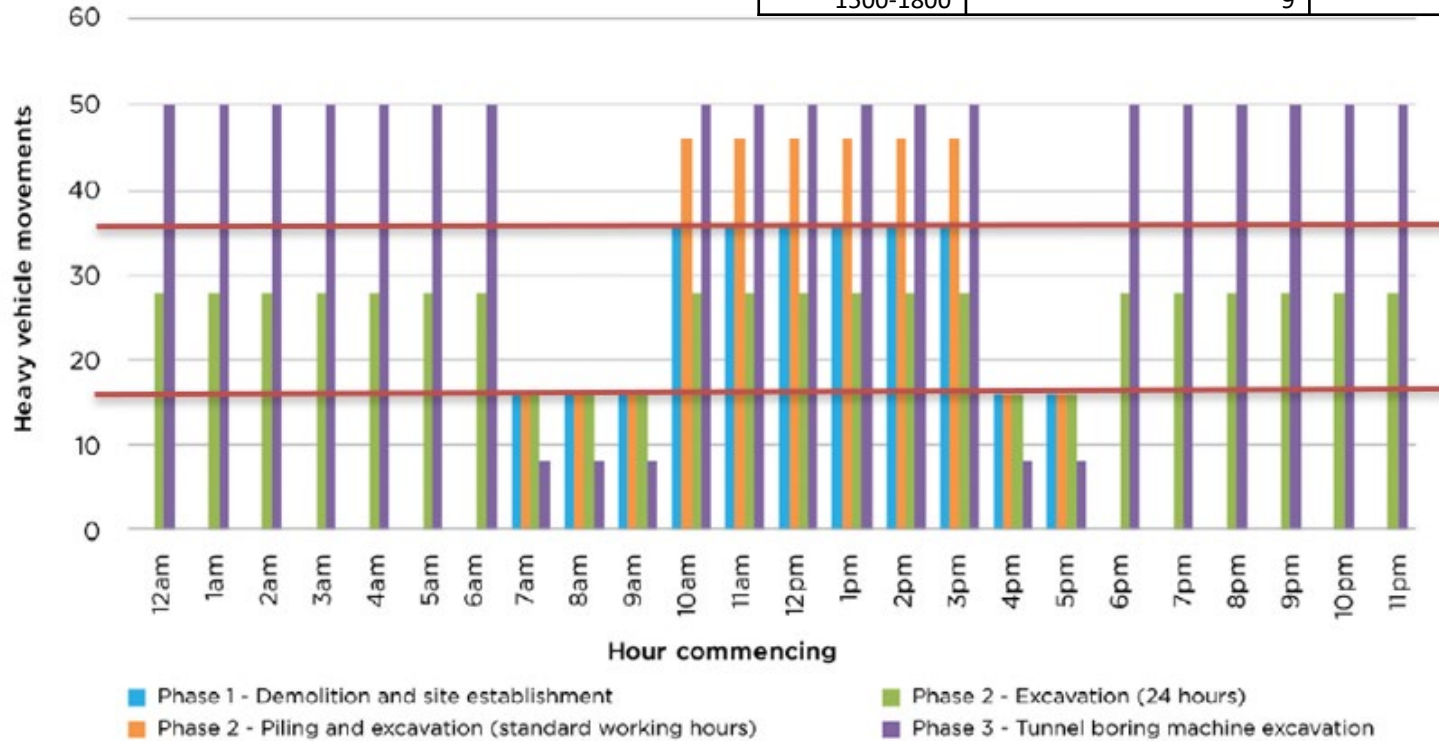
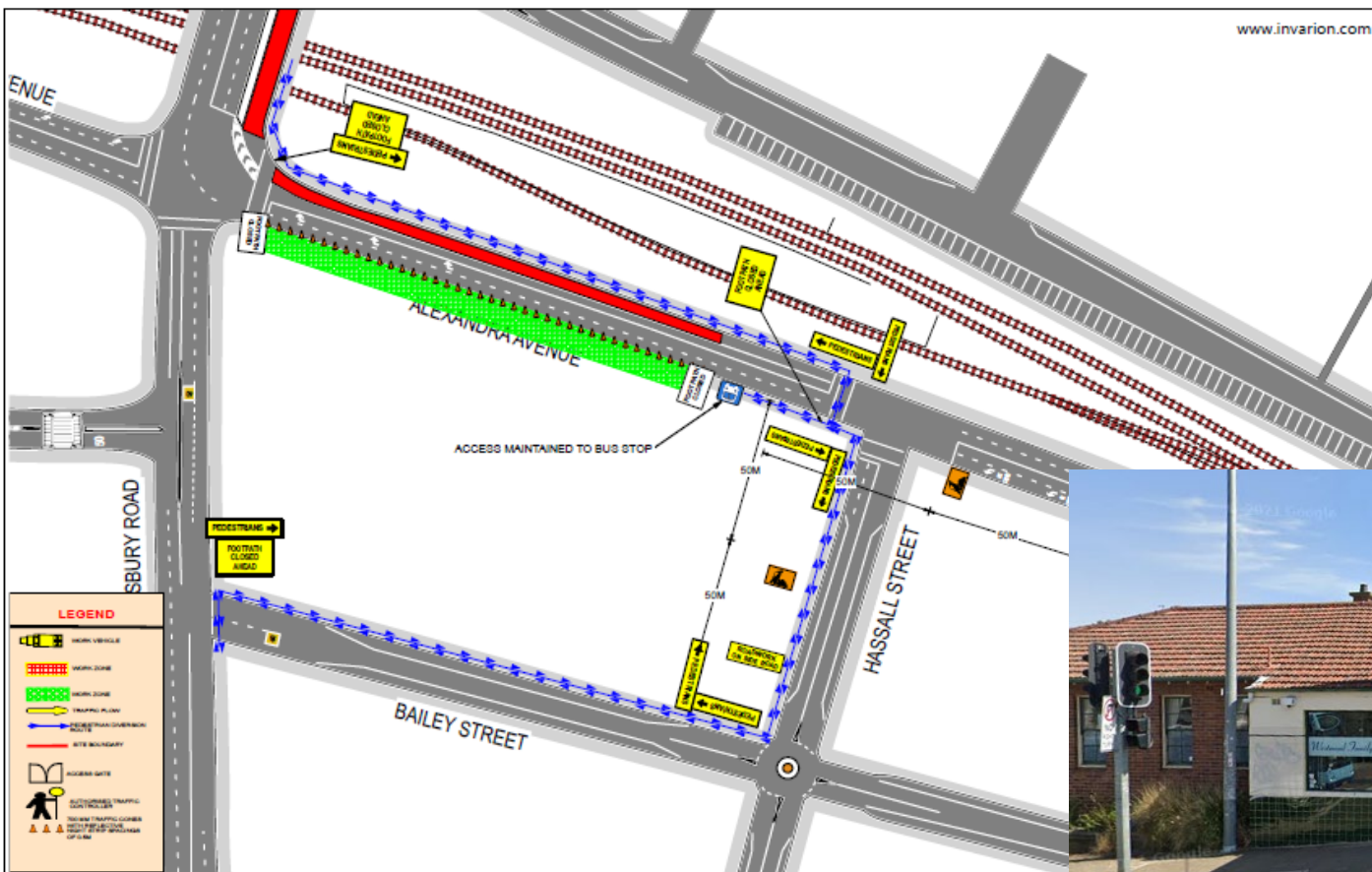


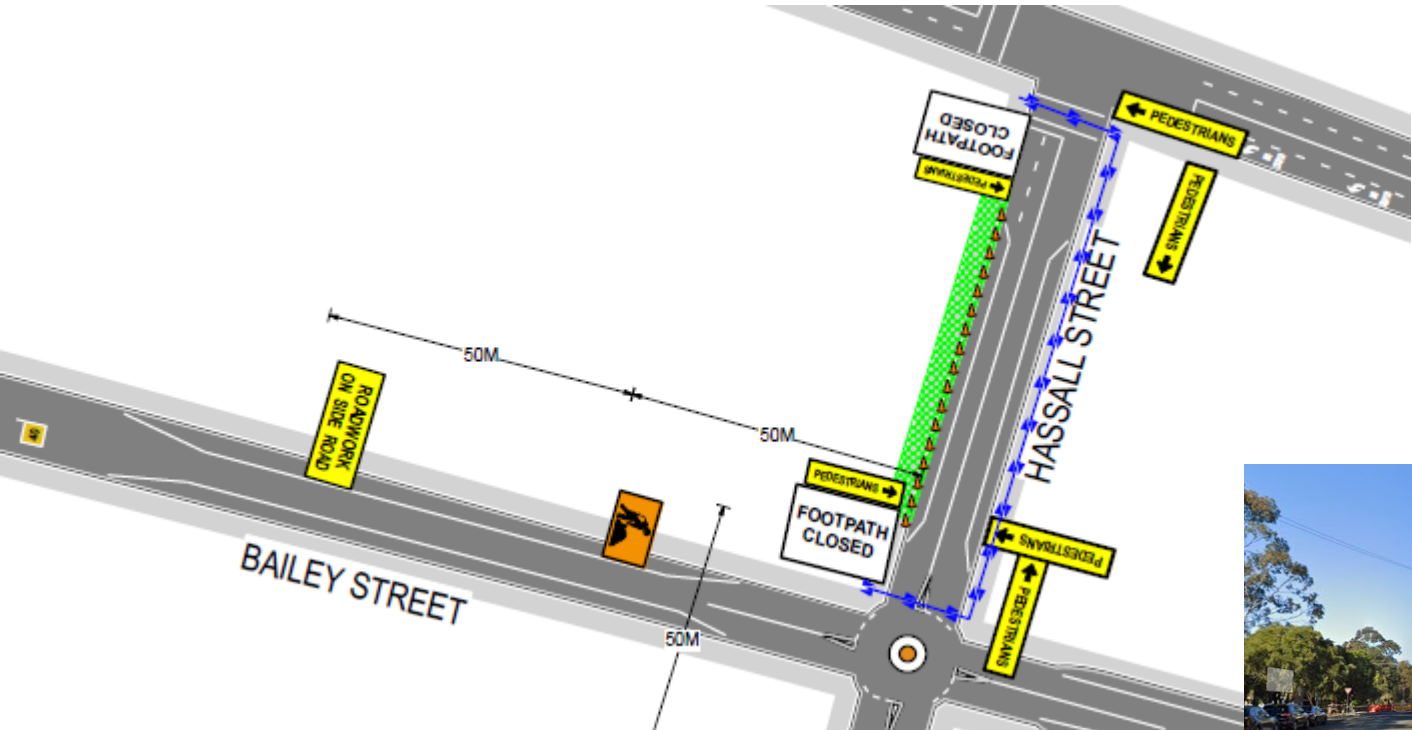
Figure 18: EIS heavy vehicle movements

Lane closures awning removal and utility works

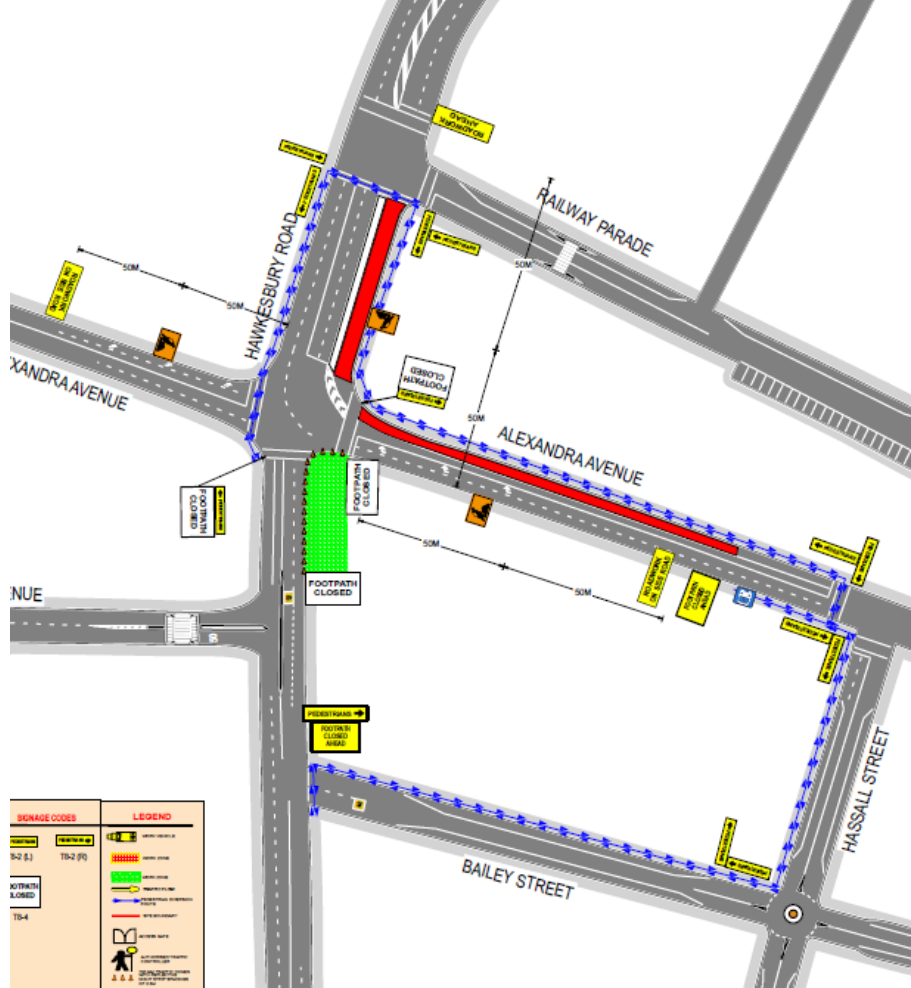


	Area:	WESTMEAD	NOTED	DRAWN BY:	SUE LEWIS	Install as per TGO and in accordance with any changes as shown on TGO
	Location:	ALEXANDRA AVENUE	1. Traffic control works shall be installed & maintained in accordance with A.S. 1742.3 (Traffic Control Devices for Works on Roads) & Traffic Control at Work Sites Manual. 2. Local constraints may not allow sign and devices to be placed exactly in accordance with the TGO, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated. 3. Signs should generally be placed 1 meter clear of the travelled path where possible and be clearly visible and free of debris. 4. Signs are to be Class 1 retro-reflective (day/night) 5. Signage placed at D distance spacing (TGAIND Sec 7.3). Where duplication is not possible 0.5D spacing utilised where safe to implement	CERTIFICATE NO.:	0022818627	Team Leader (Onsite):
TRAFFIC GUIDANCE SCHEME DATE: 16/09/2021 R.2	TOP No.:	TGS-MES-ALX-101		SIGNATURE:	<i>[Signature]</i>	Signature:
	Sheet No.:	1 OF 1		PLAN CHECKED BY:	SUE LEWIS	Date:
				CERTIFICATE NO.:	0022818627	Ticket: Orange-Red/Yellow (Circle Appropriate)
				SIGNATURE:	<i>[Signature]</i>	Ticket No.:

Lane closure, pedestrian detour during awning removal and utility works



Lane closure, pedestrian detour during awning removal and utility works



Parramatta Site

LEGEND

- Parramatta Site
- Archaeological Investigation Priority Area #1
- Archaeological Investigation Priority Area #2
- Archaeological Investigation Priority Area #3
- Macquarie Lane car park - to be maintained
- Part Macquarie Lane - access to Macquarie Lane car park and Lot 1 DP 1098507 to be maintained
- Access through the site to be provided to these properties
- Area 'P3' Heritage Structure
- Area 'P4' Heritage Structure

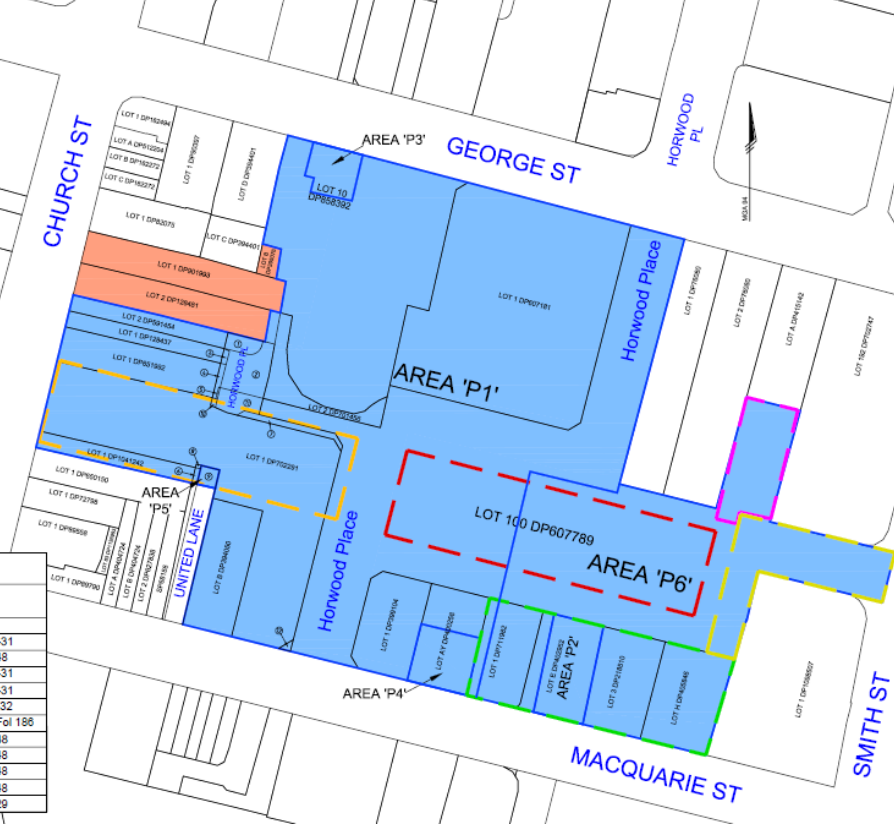
NOTES:
 Boundaries and coordinates have been compiled from a combination of deposited plans, SACM, design drawings, sketches and digitised aerial photography. Dimensions and any derived CAD model and coordinates are subject to verification by field survey and design progression. No boundary survey has been carried out at this stage.

Parramatta Affected Lots

1//1041242
1//128437
1//399104
1//607181
1//651992
1//702291
1//711982
10//858392
100//607789
2//591454
2//701456
3//218510
AV//400258
B//394050
E//402952
H//405846
Horwood Pl
PT United Ln

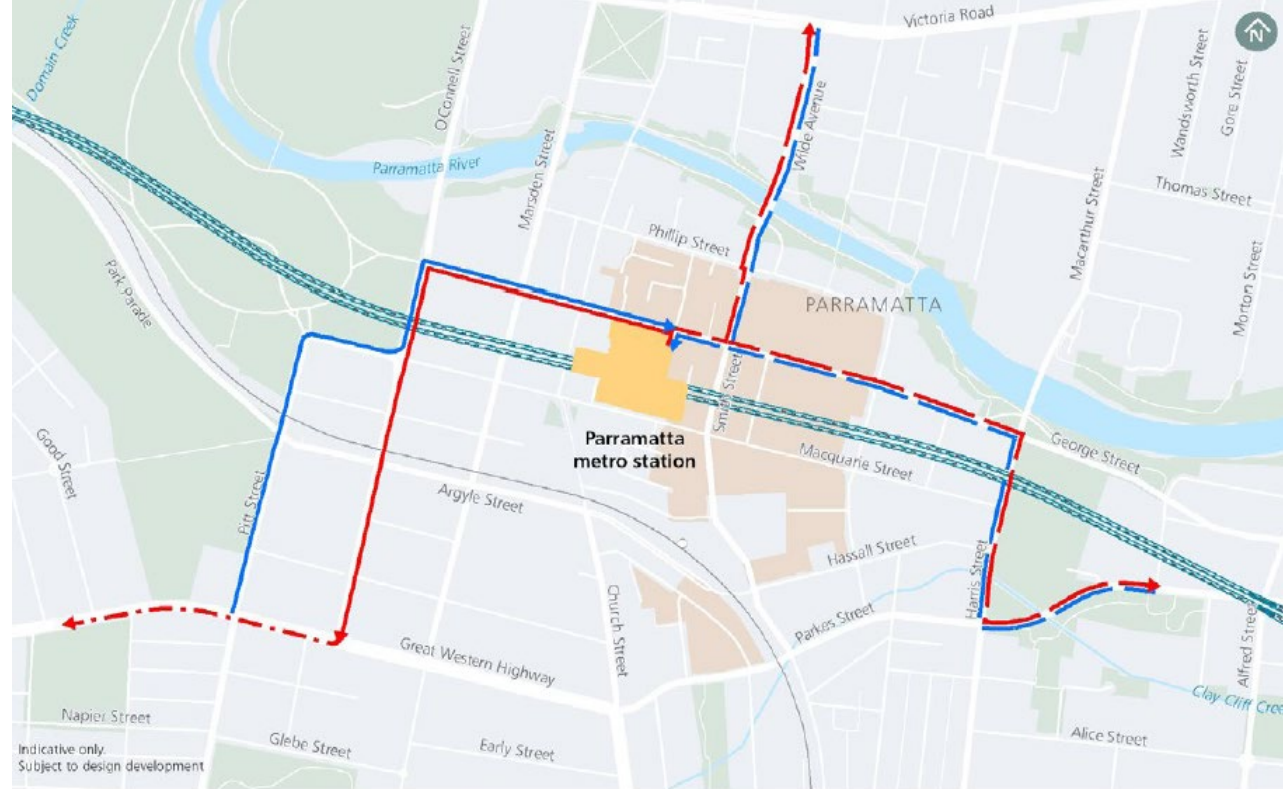
SCHEDULE OF ROAD PARCELS

ID No.	LOT	DEPOSITED PLAN	CURRENT TITLE
1	1	561454	Folio 1/591454
2	1	207804	Auto Consol 11094-31
3	2	207804	CT Vol 9796 Fol 248
4	3	207804	Auto Consol 11094-31
5	4	207804	Auto Consol 11094-31
6	8	207804	Auto Consol 11094-32
7	3	229762	CT Vol 8934 Fol 182 & Fol 188
8	4	229762	CT Vol 9796 Fol 248
9	PT 5	229762	CT Vol 9796 Fol 248
10	6	229762	CT Vol 9796 Fol 248
11	7	229762	CT Vol 9796 Fol 248
12	8	229762	CT Vol 2520 Fol 229



Area of the site	Site Access Date
Area P1	21 October 2021
Area P3	21 October 2021
Area P4	21 October 2021
Area P5	At a date nominated by the Principal with 4 weeks notice
Area P6	21 October 2021

EIS routes to site




Indicative only.
Subject to design development

 Construction site

 Tunnel alignment

 Existing Sydney Trains suburban rail network

 Alternative inbound route 1

 Alternative outbound route 1

 Alternative outbound route 2

 Primary inbound

 Primary outbound

0 200 m

Issues with EIS routes



September to Christmas traffic arrangements including:

No public pedestrian/ cycle access

Pedestrian access to Church St properties

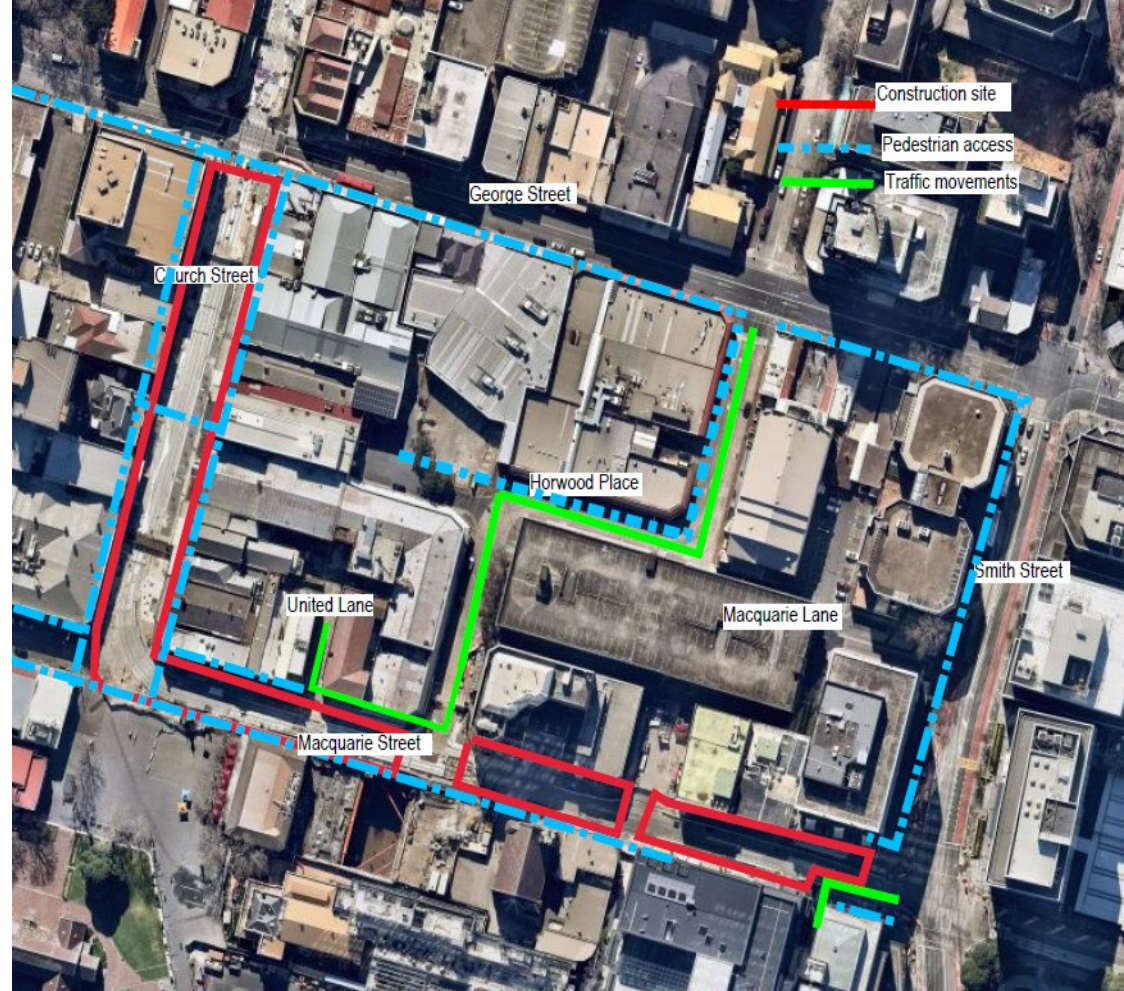
2 way traffic provided on Horwood Place to provide access for:

Holdmark Development

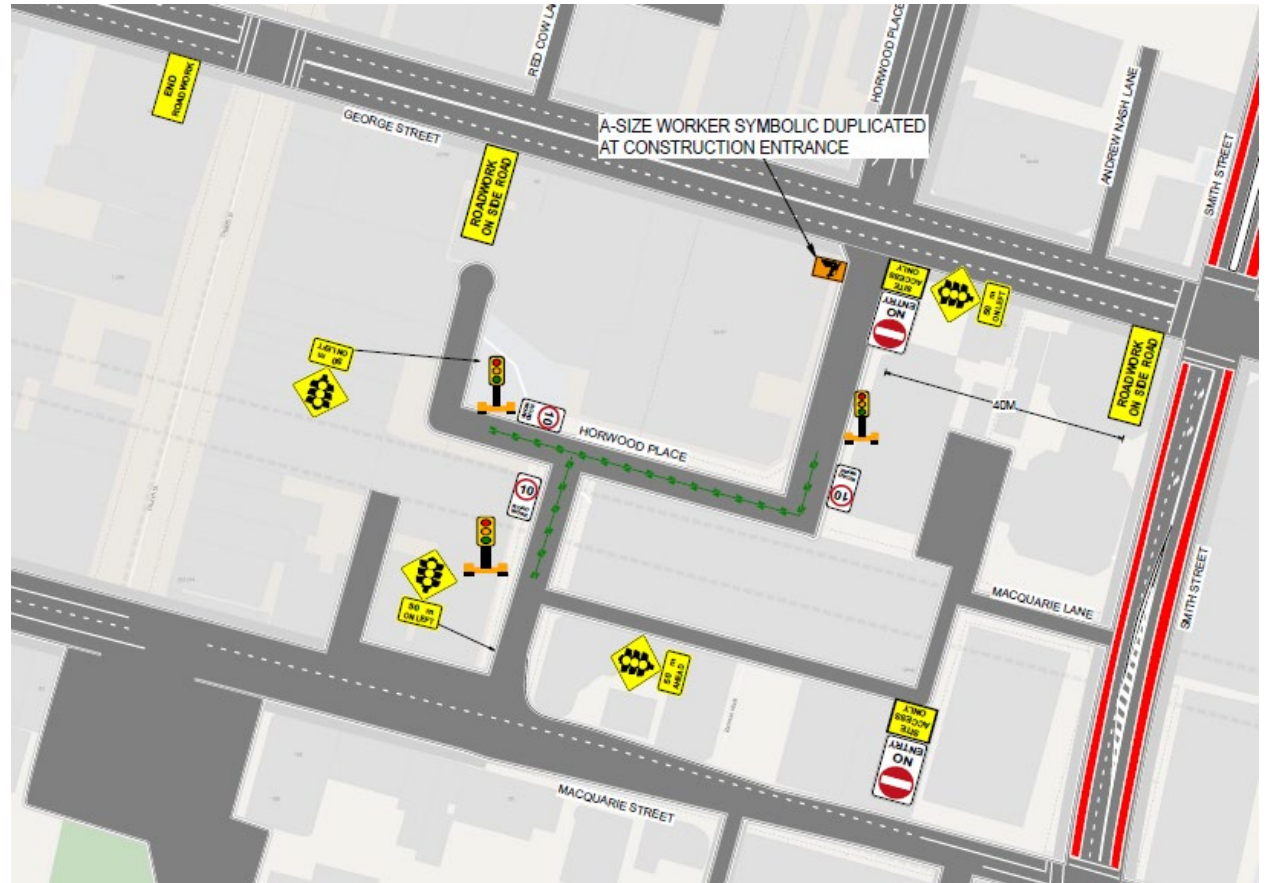
Parramatta Light Rail

Deliveries to IGA/ Chemist and

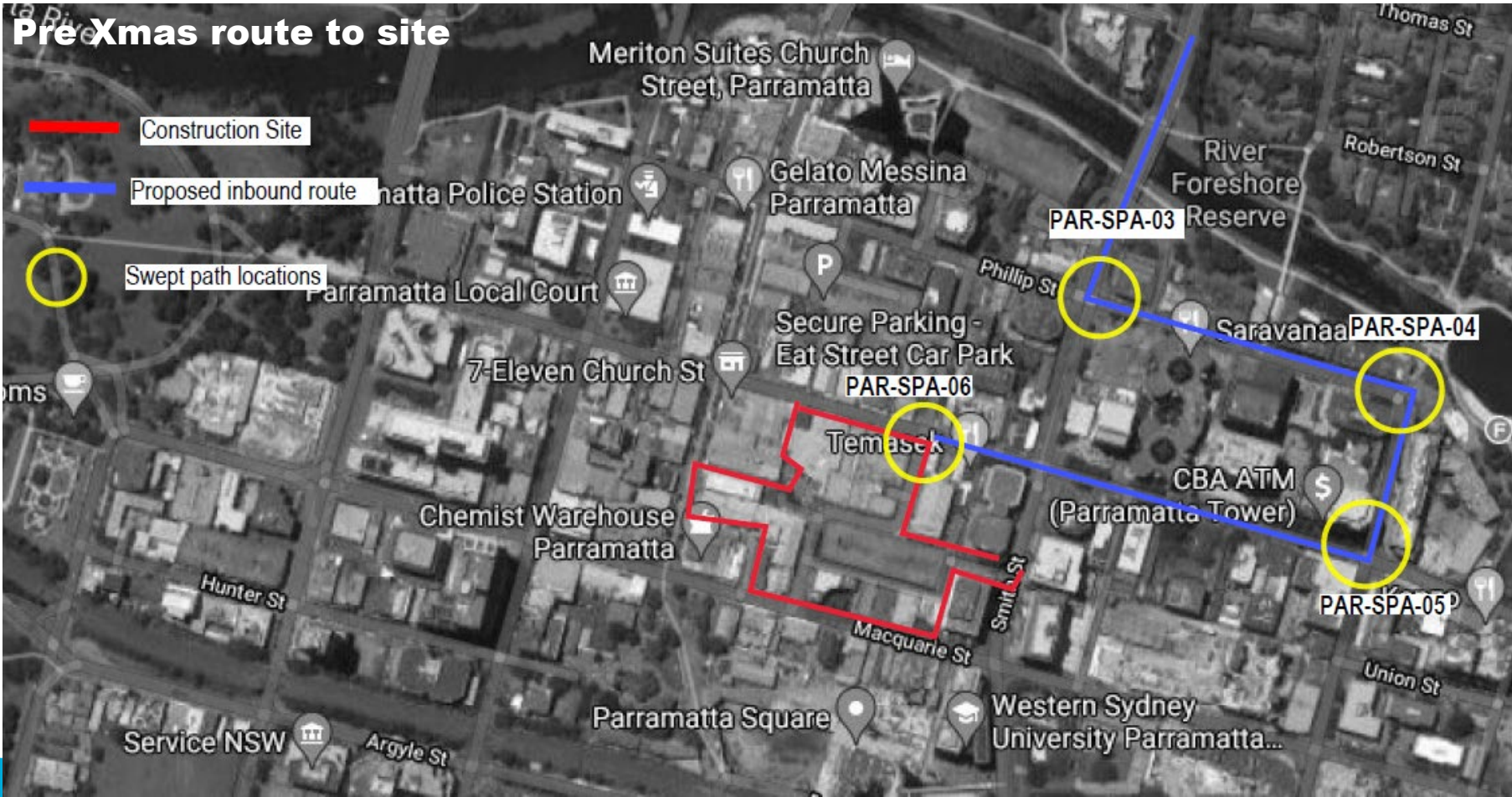
DELTA vehicles



Access/ egress regulated via Portable Traffic Signals



Pre Xmas route to site



Construction Site

Proposed inbound route

Swept path locations

Meriton Suites Church
Street, Parramatta

Parramatta Police Station

Gelato Messina
Parramatta

PAR-SPA-03

River
Foreshore
Reserve

Parramatta Local Court

Parramatta Local Court

Secure Parking -
Eat Street Car Park
PAR-SPA-06

Saravanaa
PAR-SPA-04

7-Eleven Church St

Temasek

CBA ATM
(Parramatta Tower)

Chemist Warehouse
Parramatta

PAR-SPA-05

Hunter St

Macquarie St

Smit St

Parramatta Square

Western Sydney
University Parramatta...

Service NSW

Argyle St

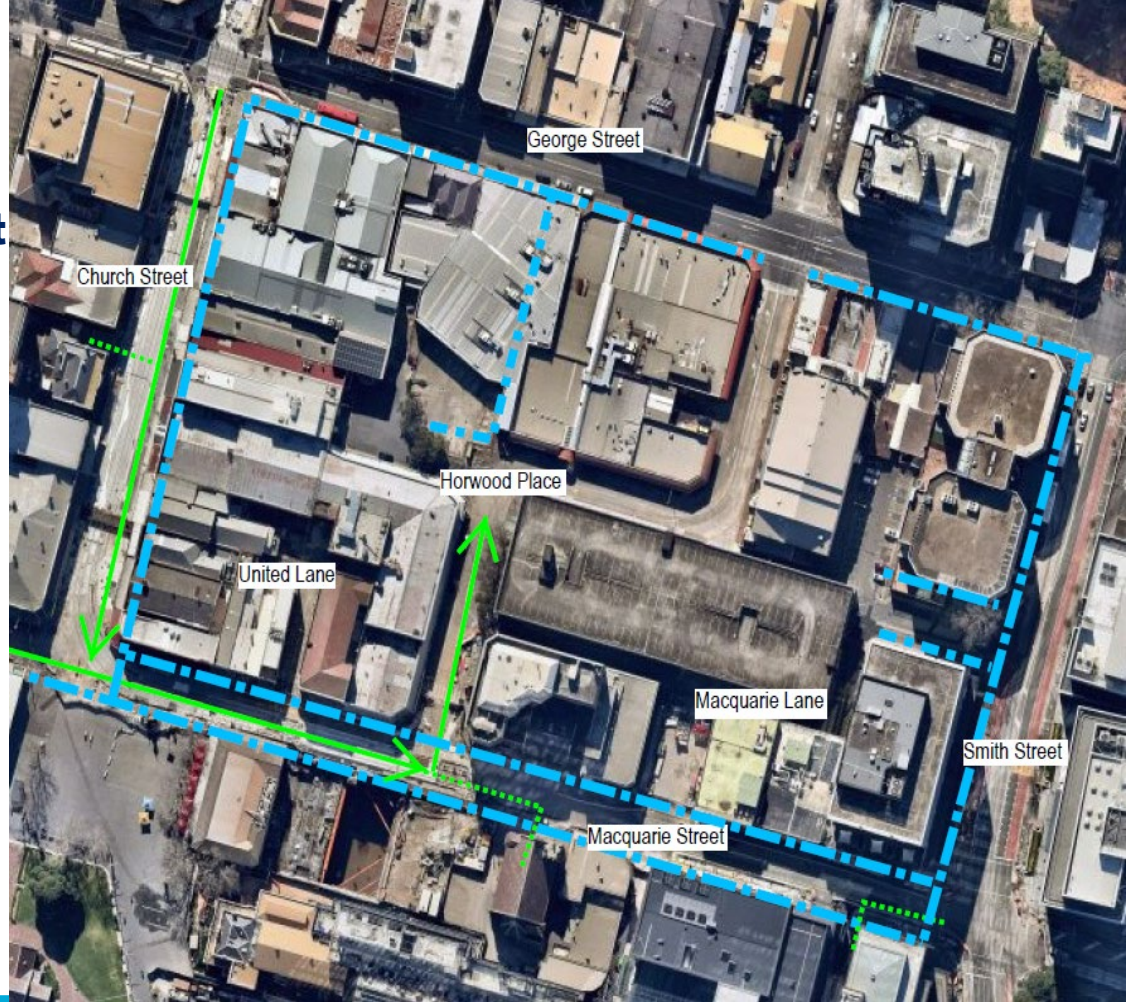
Union St

Thomas St

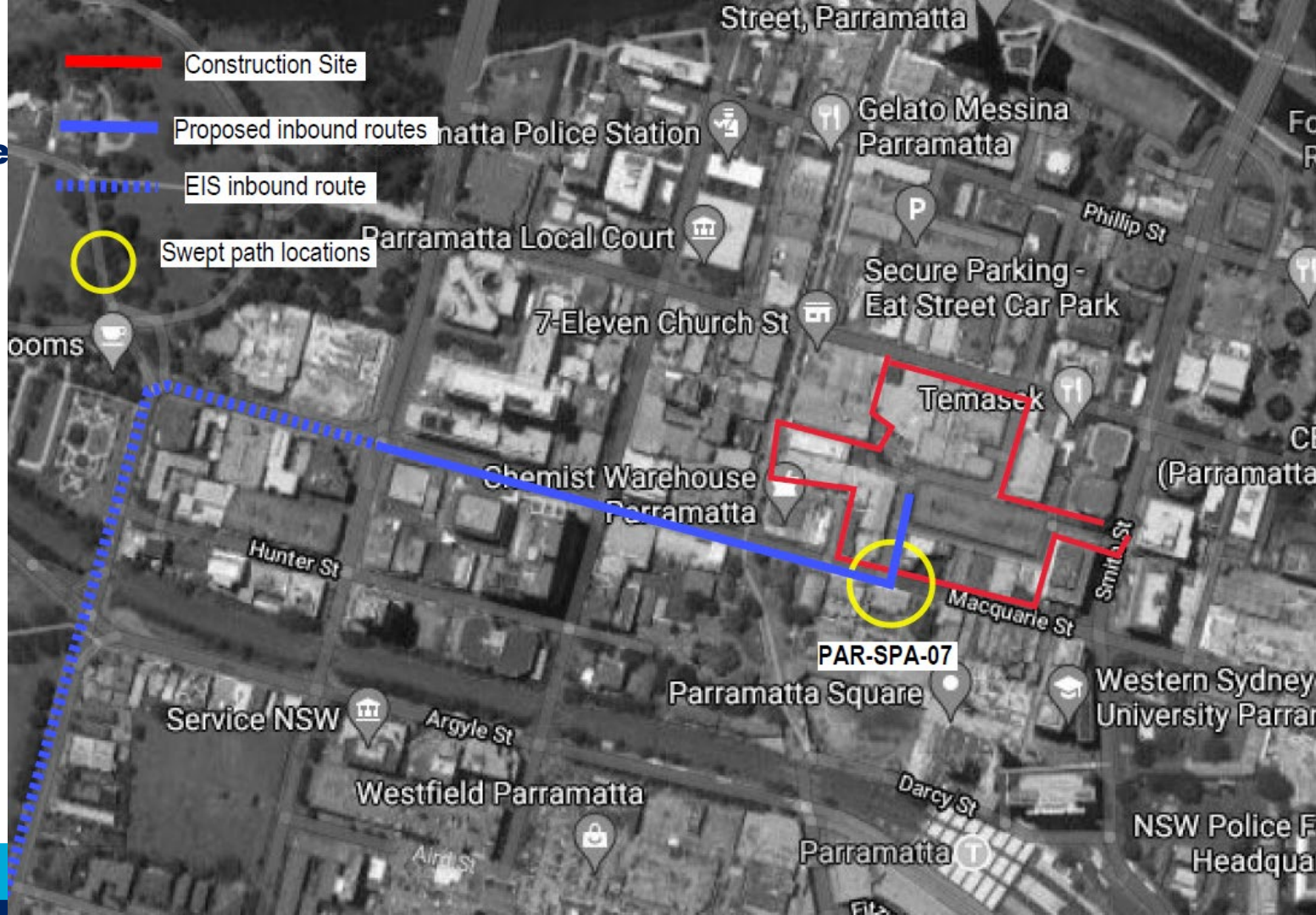
Robertson St

Phillip St

Post Christmas traffic arrangements
Access from Macquarie Street
Egress onto George Street for all vehicles
No general public pedestrian access provided
Pedestrian access to IGA/ Chemist via path from George Street



Post Xmas route to site



EIS light vehicle numbers

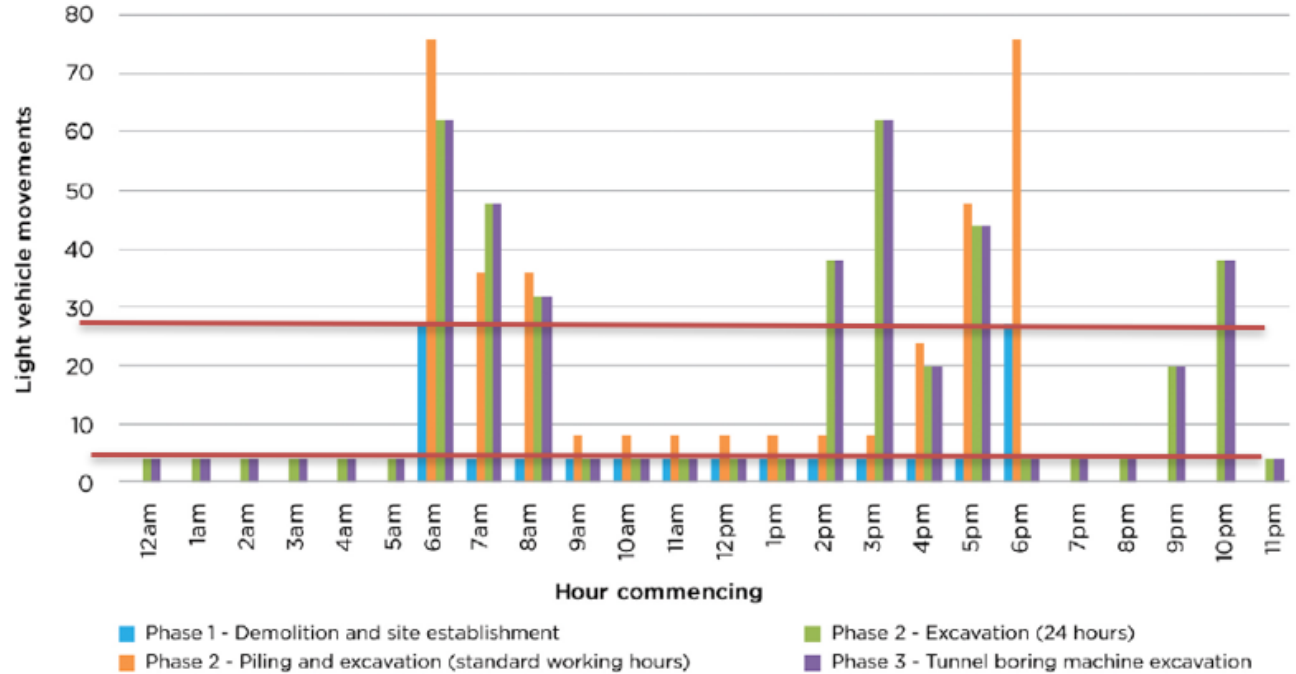


Figure 16: EIS light vehicle movements

Heavy Vehicle numbers

Time	EIS heavy vehicles per hour	DELTA heavy vehicles per hour
0700-1000	4	4
1000-1500	11	11
1500-1800	4	4

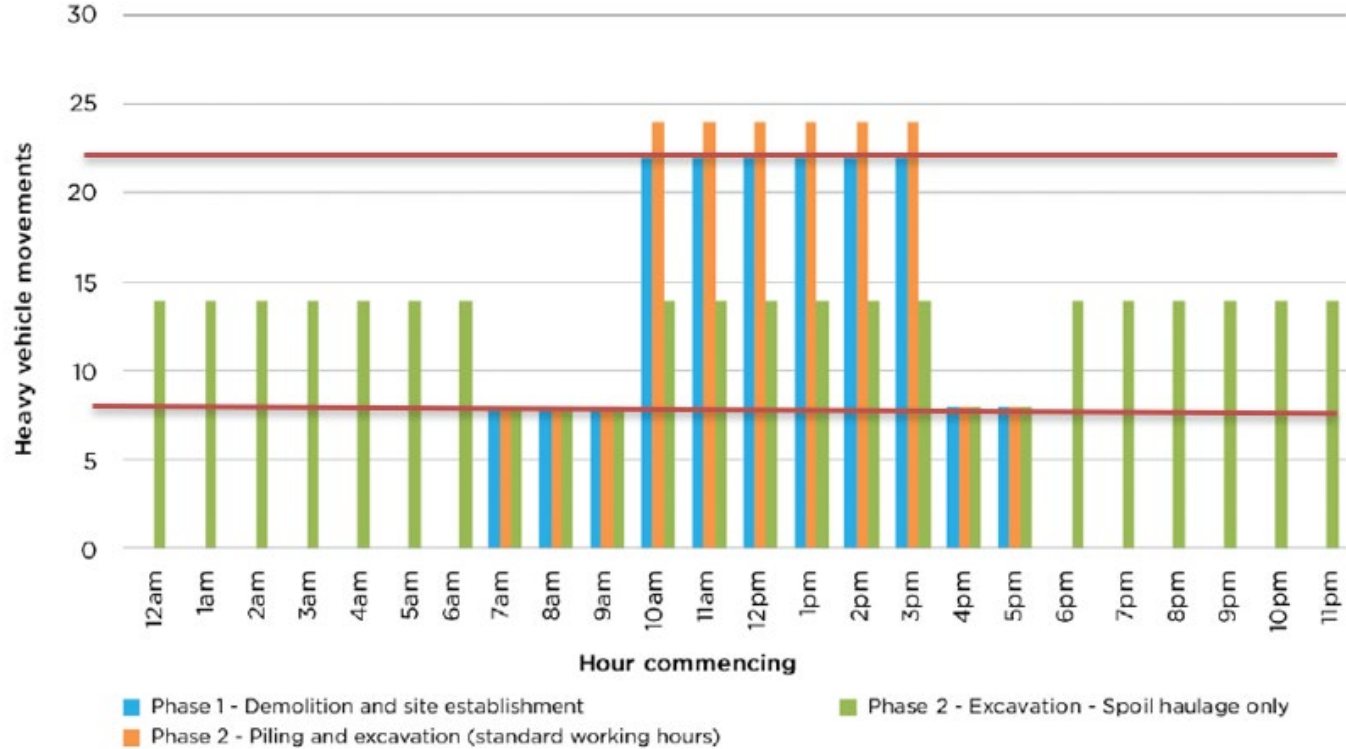


Figure 11: EIS heavy vehicle movements

Electricity

Item 01
- Date: 03/12/2021 - 20/12/2021

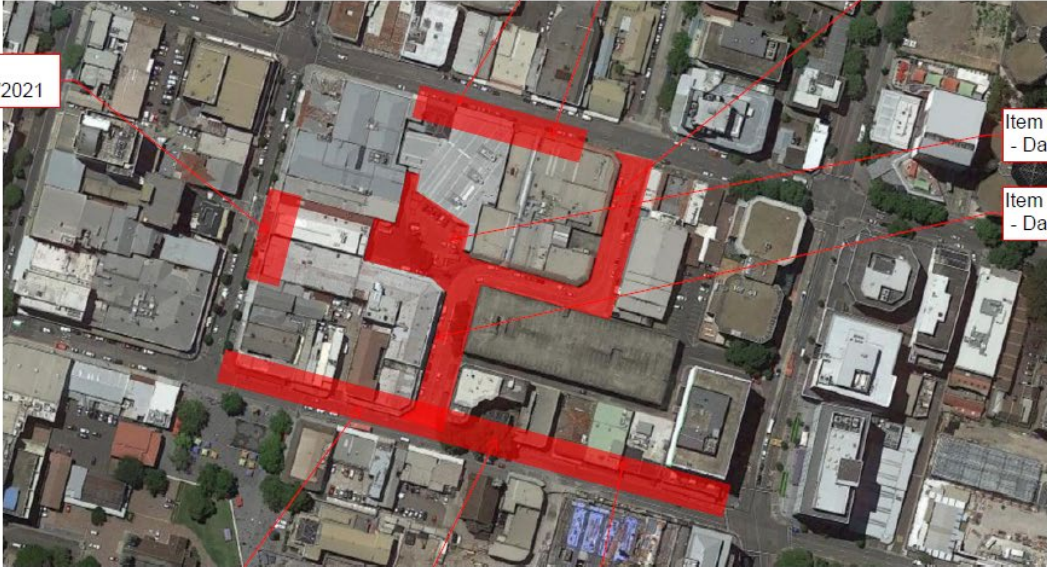
Item 02
- Date: 03/12/2021 - 20/12/2021

Item 03
- Date: 03/12/2021 - 20/12/2021

Item 06
- Date: 03/12/2021 - 20/12/2021

Item 04
- Date: 03/12/2021 - 20/12/2021

Item 05
- Date: 03/12/2021 - 20/12/2021



Item 07
- Date: 03/12/2021 - 20/12/2021

Item 08
- Date: 03/12/2021 - 20/12/2021

Item 09
- Date: 03/12/2021 - 20/12/2021

Gas

Item 10
- Date: 03/12/2021 - 20/12/2021



Item 12
- Date: 03/12/2021 - 20/12/2021

Item 11
- Date: 03/12/2021 - 20/12/2021

Communications

Item 13
- Date: 03/12/2021 - 20/12/2021

Item 14
- Date: 03/12/2021 - 20/12/2021

Item 18
- Date: 03/12/2021 - 20/12/2021



Item 15
- Date: 03/12/2021 - 20/12/2021

Item 16
- Date: 03/12/2021 - 20/12/2021

Item 17
- Date: 03/12/2021 - 20/12/2021

Water



Item 19
- Date: 03/12/2021 - 20/12/2021

Item 20
- Date: 03/12/2021 - 20/12/2021

Item 21
- Date: 03/12/2021 - 20/12/2021

Item 22
- Date: 03/12/2021 - 20/12/2021

Item 23
- Date: 03/12/2021 - 20/12/2021

Item 24
- Date: 03/12/2021 - 20/12/2021

Item 25
- Date: 03/12/2021 - 20/12/2021

Questions and answers






DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
SMWSDDS-DLT-WMD-TF-REP-000060	Construction Parking Access Strategy (CPAS) - Westmead	03.01	RVW	06	7/09/2021	SMD	[REDACTED]	SMWSDDS-DLT-WMD-TF-REP-000060	Section 6.2	D91(b)	There is no confirmation or timing of removal of on and off street parking associated with your site.	Actual Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000060	Section 6.2	D91(b)		Actual Non-Compliance	Y
				06.01	21/09/2021	DLT	[REDACTED]	SMWSDDS-DLT-WMD-TF-REP-000060	Section 6.2	D91(b)	Executive Summary now included at beginning of document to clearly identify parking impacts. Table 5 (now Table 6) clearly identifies that all staff parking will be catered for on site	Actual Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000060	Section 6.2	D91(b)		Actual Non-Compliance	Y
				06.01.01	27/09/2021	SMD	[REDACTED]	SMWSDDS-DLT-WMD-TF-REP-000060	Section 7.2	D91(b)	The executive summary does not comply with D91(b), Table 1 still refers to section 7.2 which also does not comply with D91(b).	Actual Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000060	Section 7.2	D91(b)		Actual Non-Compliance	Y
				06.01.01.01	5/10/2021	DLT	[REDACTED]	SMWSDDS-DLT-WMD-TF-REP-000060	Section 7.2	D91(b)	Reference amended	Actual Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000060	Section 7.2	D91(b)		Actual Non-Compliance	Y
				06.01.02	5/10/2021	DLT	[REDACTED]	SMWSDDS-DLT-WMD-TF-REP-000060	Section 6.2	D91(b)	NA	Actual Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000060	Section 6.2	D91(b)		Actual Non-Compliance	Y
				06.02	5/10/2021	DLT	[REDACTED]	SMWSDDS-DLT-WMD-TF-REP-000060	Section 6.2	D91(b)	Document amended	Actual Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000060	Section 6.2	D91(b)		Actual Non-Compliance	Y
				07	7/09/2021	SMD	[REDACTED]	SMWSDDS-DLT-WMD-TF-REP-000060	Section 7.1	D91(c)	There are no parking surveys contained in this CPAS. A diagram of land use is not a parking survey. Please arrange for a parking survey to be conducted and include the report.	Actual Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000060	Section 7.1	D91(c)		Actual Non-Compliance	Y
				07.01	21/09/2021	DLT	[REDACTED]	SMWSDDS-DLT-WMD-TF-REP-000060	Section 7.1	D91(c)	Executive Summary now included at beginning of document to clearly identify parking impacts. Table 5 (now Table 6) clearly identifies that all staff parking will be catered for on site	Actual Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000060	Section 7.1	D91(c)		Actual Non-Compliance	Y
				07.01.01	27/09/2021	SMD	[REDACTED]	SMWSDDS-DLT-WMD-TF-REP-000060	Section 8.1	D91(c)	The executive summary does not comply with D91(c), Table 1 still refers to section 8.1 which also does not comply with D91(c).	Actual Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000060	Section 8.1	D91(c)		Actual Non-Compliance	Y
				07.01.01.01	5/10/2021	DLT	[REDACTED]	SMWSDDS-DLT-WMD-TF-REP-000060	Section 8.1	D91(c)	Sydney Metro have previously confirmed that parking surveys were not required for the temporary removal of parking to facilitate works. The condition notes that surveys must be undertaken where parking spaces are to be removed or occupied by the project workforce. All personnel will have access to off street parking	Actual Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000060	Section 8.1	D91(c)		Actual Non-Compliance	Y
				07.01.02	5/10/2021	DLT	[REDACTED]	SMWSDDS-DLT-WMD-TF-REP-000060	Section 7.1	D91(c)	NA	Actual Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000060	Section 7.1	D91(c)		Actual Non-Compliance	Y

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
				07.02	5/10/2021	DLT		SMWSDDS-DLT-WMD-TF-REP-000060	Section 7.1	D91(c)	Sydney Metro have previously confirmed that parking surveys were not required for the temporary removal of parking to facilitate works. The condition notes that surveys must be undertaken where parking spaces are to be removed or occupied by the project workforce. All personnel will have access to off street parking	Actual Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000060	Section 7.1	D91(c)		Actual Non-Compliance	Y
				09	7/09/2021	SMD		SMWSDDS-DLT-WMD-TF-REP-000060	Section 9.3	D91(j)	The contingency measures described lack detail and are not comprehensive. This section should be re-written to address the following questions: Where will residents park if they cannot park around your site and many of them complain? Where is the overflow parking area? How will this contingency system be made to work? Will Delta provide special parking permits or security or a labourer to assist residents with their shopping? What interface has Delta had with Council to enable this to work (or will Council Rangers fine people for parking in areas that Delta have told them to park in)?	Actual Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000060	Section 9.3	D91(j)		Actual Non-Compliance	Y
				09.01	21/09/2021	DLT		SMWSDDS-DLT-WMD-TF-REP-000060	Section 9.3	D91(j)	All staff and workforce parking will be accommodated on site. There is no requirement for any permits as parking is not impacted	Actual Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000060	Section 9.3	D91(j)		Actual Non-Compliance	Y
				09.01.01	27/09/2021	SMD		SMWSDDS-DLT-WMD-TF-REP-000060	Section 11.3	D91(j)	Table 1 refers to section 11 for D91(j) Section 11.3 has not been amended and still does not comply with D91(j).	Actual Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000060	Section 11.3	D91(j)		Actual Non-Compliance	Y
				09.01.01.01	5/10/2021	DLT		SMWSDDS-DLT-WMD-TF-REP-000060	Section 11.3	D91(j)	Document amended	Actual Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000060	Section 11.3	D91(j)		Actual Non-Compliance	Y
				09.01.02	5/10/2021	DLT		SMWSDDS-DLT-WMD-TF-REP-000060	Section 9.3	D91(j)	NA	Actual Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000060	Section 9.3	D91(j)		Actual Non-Compliance	Y
				09.02	5/10/2021	DLT		SMWSDDS-DLT-WMD-TF-REP-000060	Section 9.3	D91(j)	It is noted that this area is largely timed parking restricted without resident parking exemptions. It is further noted that all residential areas have off street parking provided. The area around the site will have a small impact during the temporary removal of parking for the utility disconnection works/ awning works. This parking occupation will occur over 2 days. All staff and workforce parking will be accommodated on site. There is no requirement for any permits as parking is not permanently impacted.	Actual Non-Compliance	Y
								SMWSDDS-DLT-WMD-TF-REP-000060	Section 9.3	D91(j)		Actual Non-Compliance	Y
				27	24/09/2021	CUB		SMWSDDS-DLT-WMD-TF-REP-000060	-	-	"Section 7.2.1-Road Occupation" should also indicate that 10 business days are required for Council Road Occupancy applications. "Section 9.2.5 -Heavy Vehicles" states that vehicles are not idling or queuing on state and regional roads. This should include that no vehicles will be idling or queuing on local roads also. A site contact number is needed at different stages of the works	Observation	Y
								SMWSDDS-DLT-WMD-TF-REP-000060	-	-	Document amended	Observation	Y
				27.01	5/10/2021	DLT		SMWSDDS-DLT-WMD-TF-REP-000060	-	-	Document amended - site contacts are included in the CTMP which this plan is a sub plan of.	Observation	Y

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
								SMWSDDS-DLT-WMD-TF-REP-000060	-	-		Observation	Y
				28	29/09/2021	SMD		SMWSDDS-DLT-WMD-TF-REP-000060	Whole document DPIE comments	na	Comments from DPIE provided in the attached to be addressed.	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000060	Whole document DPIE comments	na	Document amended	Actual Non-Compliance	N
				28.01	5/10/2021	DLT		SMWSDDS-DLT-WMD-TF-REP-000060	Whole document DPIE comments	na	Document amended	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000060	Whole document DPIE comments	na	NA	Actual Non-Compliance	N
				29	7/10/2021	SMD					No Comments		Y
													Y
				30	11/10/2021	SMD		SMWSDDS-DLT-WMD-TF-REP-000060	entire document	D100	Please address comment as per attached email sent on 11 Oct 2021 relating to Condition D100.	Minor Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-REP-000060	entire document	D100	Document amended	Minor Non-Compliance	N

APPENDIX B -STAFF JOURNEY TO WORK SURVEY

Form:	Staff Journey to Work Survey	  
Revision: A		

Please complete this form and give to your supervisor DATE:.....

What days of the week do you work?

- Monday
- Tuesday
- Wednesday
- Thursday
- Friday
- Saturday
- All

How do you get to work?

- Personal car
- Motorbike
- Bus
- Train
- Ferry
- Bicycle
- Walking

If you drive where did you park?

.....

What postcode do you live in?

What postcode do you work in?

Are you an employee or subcontractor?

- Employee
- Subcontractor



Stuart Hodgson
Director, Project Environment, Sustainability and Planning
Metro West
Level 43, 680 George Street,
Sydney NSW 2000

20/10/2021

Dear Mr Hodgson

**Sydney Metro West (SSI-10038)
Westmead Construction Parking and Access Strategy**

I refer to the Westmead Construction Parking and Access Strategy (CPAS) submitted to the Planning Secretary for approval in accordance with Condition D92 of SSI 10038. I also acknowledge your response to the Department's request for information.

I note that the CPAS:

- has been reviewed by Sydney Metro and no issues have been raised;
- has been prepared in consultation with TfNSW and Cumberland Council; and
- meets the conditions of approval.

Accordingly, as nominee of the Planning Secretary, I approve the Westmead Construction Parking and Access Strategy (Revision 4, dated 12 October). Please ensure that the approved plan is placed on the project website at the earliest convenience.

You are reminded that if there is any inconsistency with the Westmead CPAS and the conditions of approval, then the requirements of the conditions of approval will prevail.

If you wish to discuss the matter further, please contact Matthew Todd-Jones at Matthew.Todd-Jones@planning.nsw.gov.au.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Jake Shackleton'.

Jake Shackleton
Director – Infrastructure Management

As nominee of the Planning Secretary