



Burwood North Metro Station Construction Traffic Management Plan

SMWSTCTP-AFJ-BWT-TF-PLN-000001 Revision 10

Sydney Metro West – Central Tunnelling Package



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INTRODUCTION

1.1 CTMP CHANGE SUMMARY

Throughout the duration of the project, updates to CTMPs may be required. These updates may result in changes to the CTMP to cater for legislation changes, scope of work changes, or for other reasons to maintain the safe and efficient operation of the project. Changes associated with this

1. revision are as detailed below, within Table 1.

TABLE 1: CTMP CHANGE SUMMARY

CTMP Revision	Date of Revision	Summary of changes
09	21/02/2025	This CTMP has been updated to address completion of AFJV's CTP works at Burwood North. The update consists of: • The Local Area Works (LAW) and driveway designs, included within Appendix I. These designs show the arrangements that would be in place at completion of AFJV's CTP works. • Adjustments to the Traffic Staging Plan provided within Appendix I, to better detail the opening of the northern pedestrian footpath along Parramatta Road. • Adjusted wording throughout the TMP to better detail the opening of the northern footpath along Parramatta Road. • Other updates throughout to better represent the current stage of works i.e. deleting redundant information and changes to wording where required.
10	19/03/2025	This CTMP has been updated to revision 10 to address comments from CJP on revision 09.

1.2 PROJECT BACKGROUND

The Sydney Metro West Central Tunnelling Package involves the construction of 11km of twin tunnel metro line from The Bays Precinct to Sydney Olympic Park, which will be connected with the Sydney Metro City & Southwest and double the rail capacity to/from Sydney CBD.

FIGURE 1: OVERVIEW OF SYDNEY METRO WEST



The Acciona Ferrovia Joint Venture (AFJV) will deliver the Project in partnership with NSW Government and Sydney Metro (SM).

PURPOSE AND SCOPE

2.1 PURPOSE

AFJV aims to maintain a safe environment for all road users by effectively maintaining traffic flows during the works and managing construction vehicles to/from the work sites.

2. This site-specific Construction Traffic Management Plan (CTMP) has been prepared to meet the following requirements for Burwood North metro station site as part of the Sydney Metro West – Central Tunnelling Package (the Project):
 - The Project's General Specifications Section 2.11, Section 5.1.11.1)
 - EIS Technical Paper 1 – Stage 1 Traffic and Transport Mitigation Measures
 - EIS Construction Traffic Management Plan Framework
 - Minister for Planning and Public Spaces' Concept and Stage 1 Conditions of Approval (COA) for the State Significant Infrastructure (SSI 10038).

The scope of this CTMP is to detail the long and short-term traffic changes associated with the construction of Burwood North metro station site. This CTMP and the documents referenced in the CTMP have been prepared in accordance with the relevant standards and guidelines.

AFJV will provide safety measures to a 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.

2.2 OBJECTIVES

The primary objectives and principles of this CTMP are:

- Keeping traffic delays to a minimum
- Minimising disruption to businesses
- Minimising disturbance to the environment
- Ensuring traffic impacts are within the scope permitted by Transport for NSW (TfNSW), SM, City of Canada Bay Council and Burwood Council.
- Ensure the safety of employees, contractors and road users
- Meet the requirements of the Project brief, project specifications, COA and TfNSW Traffic Control at Work Sites (TCaWS) Manual 2020.

EXISTING TRAFFIC CONDITIONS

3.1 EXISTING ROAD NETWORK

3.1.1 PARRAMATTA ROAD

3. Parramatta Road is a classified state arterial road that forms part of the Great Western Highway, which is a key east-west link from Broadway to Parramatta CBD. In the immediate vicinity of the construction sites, Parramatta Road is configured with three traffic lanes in both directions. Parking is not permitted along both sides of the road enforced with all-day clearway restrictions. The posted speed limit on Parramatta Road is 60km/h.

Parramatta Road bisects the Burwood North metro station construction sites into the north site and south site adjacent to Burwood Road.

3.1.2 BURWOOD ROAD

Burwood Road between Parramatta Road and Crane Street is a north-south regional road and is a local road south of Parramatta Road. Burwood Road provides one traffic lane in both directions with kerbside parking provided along both sides of the road. In the immediate vicinity of the north construction site, short-term parking is permitted with a time limit of 30 minutes. The posted speed limit of Burwood Road is 50km/h.

3.1.3 BURTON STREET

Burton Street is a local road aligned in the east-west direction primarily serving access to residential dwellings. Burton Street has a road carriageway width ranging between 10.4m to 12.8m with some local traffic management measures, such as kerb blisters, installed near Burwood Road. Unrestricted kerbside parking is permitted along both sides of the road. The posted speed limit of Burton Road is 50km/h.

3.1.4 LOFTUS STREET

Loftus Street is a local two-way road between Parramatta Road and Gipps Street serving access to local residents and visitors of Concord Oval. The road carriageway width of Loftus Street is approximately 13m with unrestricted kerbside parking provided along both sides of the road. Loftus Street has a default speed limit of 50km/h.

3.1.5 ESHER LANE

Esher Lane is a local service laneway along the southern boundary of Burwood North metro station south construction site and adjacent local businesses. Esher Lane between Burwood Road and Webbs Lane has a road carriageway width varying between 4.5m and 5.5m and narrows to approximately 2.7m between Webbs Lane and Esher Street.

3.2 EXISTING TRAFFIC VOLUMES

Environmental Impact Statement of Sydney Metro West Stage 1 (Chapter 10 Transport and Traffic) documents the existing traffic volumes around Burwood North metro station construction sites, as shown in Table 2.

TABLE 2: EXISTING TRAFFIC VOLUMES (2019)

Road	Location	Direction	AM Peak Traffic Volume (vph)	PM Peak Traffic Volume (vph)
Parramatta Road	West of Loftus Street	Eastbound	2,380	2,820
		Westbound	1,840	2,010

Road	Location	Direction	AM Peak Traffic Volume (vph)	PM Peak Traffic Volume (vph)
Burwood Road	South of Gipps Street	Northbound	350	380
		Southbound	360	350
	South of Parramatta Road	Northbound	440	450
		Southbound	520	430
Loftus Street	North of Parramatta Road	Northbound	<10	30
		Southbound	180	140

Reference: EIS

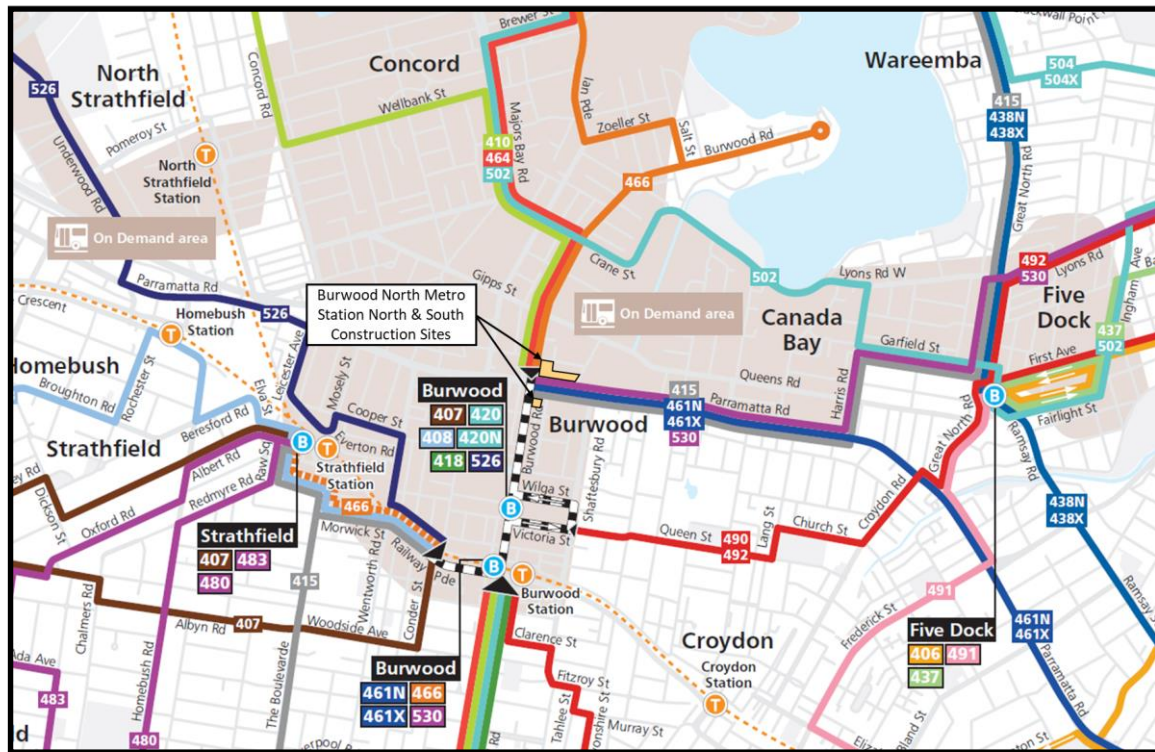
3.3 PUBLIC TRANSPORT NETWORK

The existing bus service network within the vicinity of the Burwood North metro station construction sites is shown in Figure 2. The bus route services, including night ride services, in the vicinity of Burwood North metro station construction sites are detailed in Table 3.

TABLE 3: BUS SERVICES AND FREQUENCIES

Route No.	Route Description	Weekday Service Frequencies (No. of services)	
		AM Peak (7:00am–9:00am)	PM Peak (4:00pm–6:00pm)
410	Hurstville to Macquarie Park	11	10
415	Campsie to Chiswick	4	4
461X	Burwood to City Domain (Express Service)	13	11
464	Ashfield to Mortlake	12	12
466	Cabarita to Burwood	8	5
530	Burwood to Chatswood	5	6
N70	Penrith to City Town Hall (Night Service)	4 services between 1:22am and 4:22am	
N71	Richmond to City Town Hall (Night Service)	5 services between 12:52am and 4:52am	
N80	Hornsby to City Town Hall via Strathfield (Night Service)	5 services between 12:52am and 5:02am	
N81	Parramatta to City Town Hall via Sydney Olympic Park (Night Service)	4 services between 1:22am and 4:22am (Thursdays and Fridays only)	

FIGURE 2: PUBLIC TRANSPORT NETWORK SURROUNDING BURWOOD NORTH METRO STATION CONSTRUCTION SITES

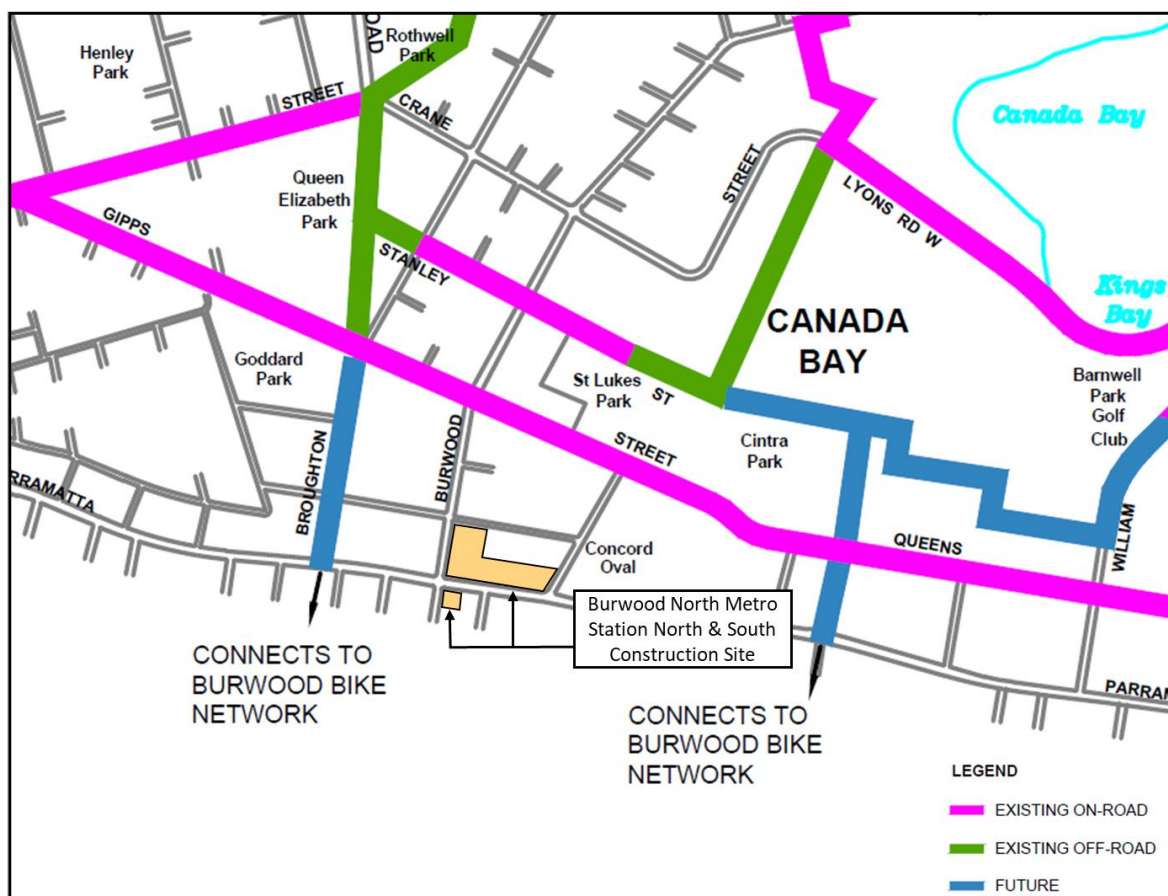


3.4 PEDESTRIAN AND CYCLIST NETWORK

Well established footpaths are provided along both sides of all roads surrounding Burwood North metro station construction sites. Signalised pedestrian crossings are available at Parramatta Road and Burwood Road intersection and the Parramatta Road and Shaftesbury Road intersection which provide safe crossing opportunities across Parramatta Road. In addition, there is a pedestrian refuge island on Loftus Street near Parramatta Road to allow pedestrians to find suitable gaps in traffic and cross Loftus Road in two stages.

Cycling facilities are not available in the immediate vicinity of the construction sites. Based on City of Canada Bay Council's bike map (Figure 3), it is identified that Gipps Street is an existing cycle route. Cyclists would travel along the kerbside parking lanes as defined by edge line marking and bicycle pavement markings.

FIGURE 3: CYCLE NETWORK SURROUNDING BURWOOD NORTH METRO STATION CONSTRUCTION SITES



Source: City of Canada Bay Bike Network Map

3.5 ON-STREET PARKING

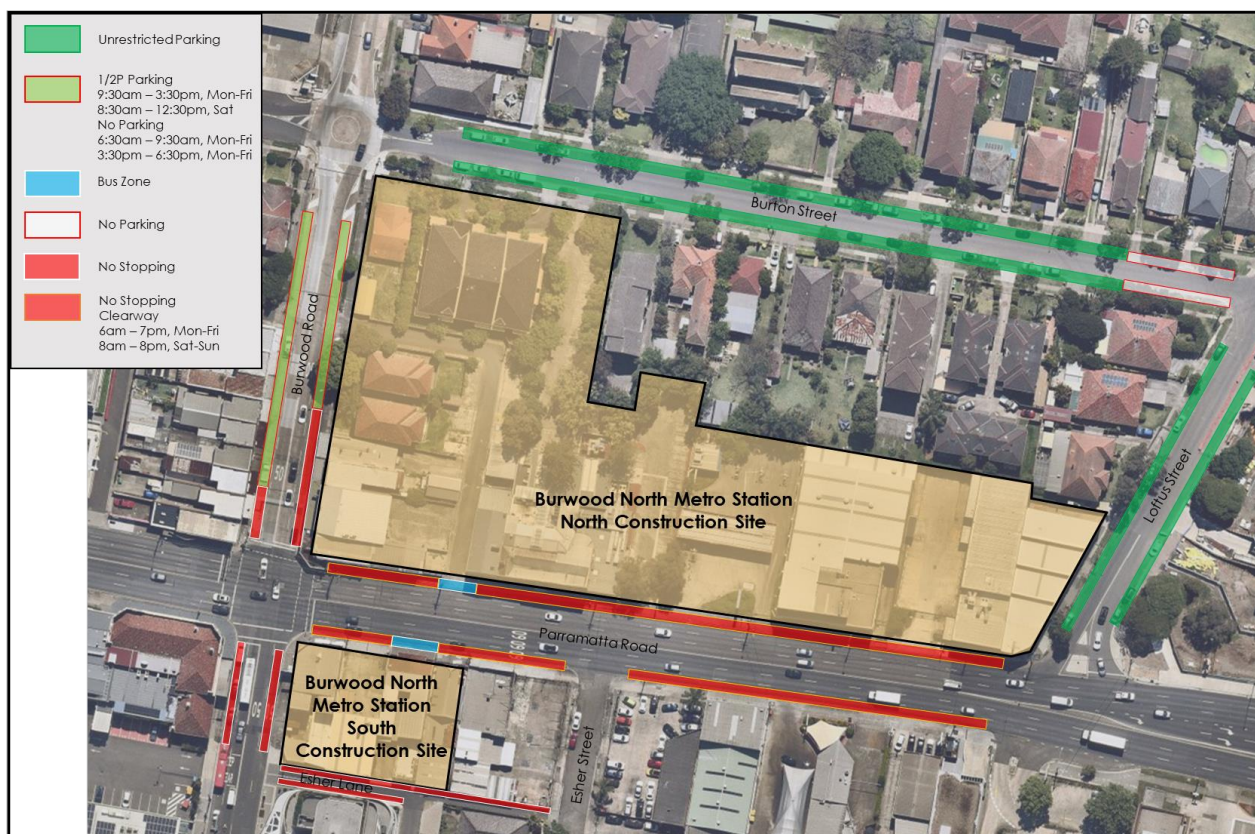
The existing on-street parking in the near vicinity of Burwood North metro station construction sites is shown in Figure 4.

Burton Street and Loftus Street have unrestricted parking available along both sides of the roads. Short-term parking of 30 minutes is permitted along both sides of Burwood Road between Burton Street and Parramatta Road and is “No Parking” at all other times. Parking is prohibited at all times on Parramatta Road with clearway restrictions from 6:00am to 7:00pm on Mondays – Fridays and 8:00am to 8:00pm on Saturdays and Sundays.

At the road frontages of the northern construction site, there are four short-term parking spaces on Burwood Road. There are five unrestricted parking spaces along the Burton Street frontage of the site. In addition, there is a 14m long bus zone on the Parramatta Road frontage of the site.

There is no parking available along all road frontages of the southern construction site. It is noted that there is a 12m long bus zone on the Parramatta Road frontage of the site.

FIGURE 4: ON-STREET PARKING SURROUNDING BURWOOD NORTH METRO STATION CONSTRUCTION SITES



GENERAL CONSTRUCTION DETAILS

4.1 OVERVIEW OF CONSTRUCTION ACTIVITIES

This section describes the various construction activities required to establish and construct Burwood North metro station north and south construction sites:

4. On completion of all construction activities, the site will be handed over to Sydney Metro or their nominated follow-on contractor. This will include signs and Line-Marking arrangements outlined in the Local Area Works and driveway design packages (designs approved outside of this CTMP). A copy of these designs are provided within Appendix I for reference purposes. This will see any temporary signs associated directly with works installed by AFJV, to be removed if not included in the designs, any other variations in parking restrictions, kerbs and driveways will be installed and handed over as completed works. This will be completed within consultation with CJP, Council, Sydney Metro and other relevant stake holders

4.1.1 BURWOOD NORTH METRO STATION NORTH CONSTRUCTION SITE

Completed works include:

- Installation of signage and safety barriers on Parramatta Road – Eastbound shoulder
- Demolition of existing buildings within the site (including scaffold and hoarding as needed)
- Undertake various internal works
- Modification of barriers at northern shaft to accommodate driveway construction
- Removal of any barriers that are no longer required
- Excavation and construction of station shaft
- Installation of road deck across the station shaft
- Construction of car parking spaces
- Installation of crib and office facilities
- Installation of site utility services (i.e. high voltage electricity switchyard, water tanks and treatment plant)
- Establishment of stockpile areas and acoustic shed
- Installation of a lift at the northwest corner of station shaft
- Construction of vehicle cross overs and site access gates on Parramatta Road, Burwood Road, Burton Road and Loftus Street
- Construction of internal roadway between Parramatta Road and Burton Street.
- Piling, drilling and installation of rock anchors in station shaft
- Initial removal and adjustments of some onsite parking and crib huts to facilitate the start of demobilisation.

With completion of establishment and construction activities, the following activities are now taking place as part of the demobilisation phase, and are planned to continue until completion of AFJV's CTP works:

- Removal of the acoustic shed, gantry cranes and all other redundant site facilities and equipment.
- Restoration of footpaths and removal of any redundant barriers
- The re-opening of the Northern footpath on Parramatta Road
- The removal of redundant temporary roadwork signage

4.1.2 BURWOOD NORTH METRO STATION SOUTH CONSTRUCTION SITE

Completed works include:

- Installation of Roadwork signage
- Demolition of existing buildings within the site (including scaffold and hoarding as needed)
- Undertake various internal works
- Excavation of shaft

- Installation of road deck across excavation shaft
- Installation of site utility services (i.e. high voltage electricity switchyard and water tanks)
- Installation of site office and ancillary facilities
- Piling, drilling and installation of rock anchors in station shaft Excavation and construction of station shaft
- Establish up to 10 off-street worker parking spaces, followed by their later removal at commencement of the demobilisation phase.

With completion of establishment and construction activities, the following activities are now taking place as part of the demobilisation phase, and are planned to continue until completion of AFJV's CTP works:

- Removal of redundant site crib sheds
- The removal of redundant temporary roadwork signage

The Burwood North metro station north and south construction site layouts are provided in Appendix A. Traffic staging plans are included in Appendix B.

4.1.3 INDICATIVE CONSTRUCTION PROGRAM

The works listed above within Sections 4.1.1 & 4.1.2 started in September 2021. An indicative construction program is provided below for the remaining demobilisation works:

- Demobilisation activities – Started in October 2024 and will continue until 21st March 2025.
- Removal of all redundant site facilities and equipment – Now until 21st March 2025.
- Restoration of footpaths and removal of any redundant barriers – Now until 21st March 2025
- Re-open the Northern footpath on Parramatta Road – at first opportunity following approval of this CTMP.
- Removal of redundant temporary roadwork signage – at first opportunity following approval of this CTMP.

The target completion for major works is the 21st of March 2025, it's noted that following this date there maybe some minor works remaining, such as opening the northern footpath on Parramatta Road, removal of roadwork signage and defect rectifications.

Furthermore, the above program is indicative only and may be subject to change for a variety of reasons such as weather or changes to construction program.

4.2 CONSTRUCTION WORKING HOURS

The proposed construction activities at Burwood North metro station construction sites would be carried out during the following working days and hours:

- Monday to Friday: 7:00am – 6:00pm
- Saturday: 8:00am – 6:00pm
- Deliveries between 7:00am – 10:00pm as per Condition D37 (d)(iii)

Tunnel and other activities exempted under CoA D37 will operate 24 hours a day, 7 days a week (not traffic related)

No construction work will be undertaken on Sundays and public holidays.

Works outside of these hours may be required on occasion. These works will only occur following consultation with residents, businesses and stakeholders, times will be restricted to approved ROL times only, where applicable.

4.3 HAULAGE ROUTES

The designated haulage routes to be used by construction heavy vehicles are detailed below and included in Vehicle Movement Plans in Appendix C. It is proposed to change these routes, the revised routes are described below in Sections 4.3.4, 4.3.5, 4.3.6 and 4.3.7.

Construction light vehicles would typically be associated with construction workers travelling to/from the sites and would not have restrictions like construction heavy vehicles. Notwithstanding, AFJV light vehicles would generally utilise the spoil haulage routes to enter and exit the sites.

4.3.4 NORTHERN SITE ACCESS

To access the northern site, vehicles must approach from the west and enter via Parramatta Road eastbound carriageway. Infrequent and smaller trucks may wish to enter via Burton Street however these movements will be limited to 10m or smaller. At times when larger vehicles need to use Burton Street, temporary Traffic Management will be deployed to safely manage the movements.

4.3.5 NORTHERN SITE EGRESS

There are two main routes for use as part of this CTMP, option 1 and option 2. It's intended to use option 1 as the primary route, and option 2 as the secondary route and to cater for overflow during peak times.

Option 1 - Loftus Street Northbound, left onto Gipps Street Westbound, follow to Concord Road.

Option 2 - Parramatta Road Eastbound, left onto Wattle Street, Left into Ramsay Street, left onto Fairlight Street, left onto Great North Road, follow to Parramatta Road.

At times, Burton Street will be used to facilitate site egress, vehicles would travel eastbound on Burton Street and; turn left for option 1, or right for option 2. Burton Street will be restricted to vehicles of 10m length or less, when larger vehicles are required traffic control will be installed to safely manage movements as detailed within section 5.9 of this CTMP.

19m semis would be restricted to the option 2 route, due to swept path restrictions at the intersection of Gipps Street and Loftus Street. A copy of the VMPs can be found within Appendix C of this CTMP. A breakdown of daily and hourly heavy vehicle volumes can be found within Section 5.1.

4.3.6 SOUTHERN SITE ACCESS

To access the southern site at Burwood, all truck entry will be via the driveway on the western side of the site. The site will have a turntable installed to facilitate turning the vehicles around.

When entering site from the west, trucks will turn up Loftus Street, left into Burton Street, and left onto Burwood Road. They will continue straight through the traffic lights and be able to turn left into site. To enter the site when travelling from the East, trucks will be permitted to turn left into Burwood Road and then left into the site driveway.

4.3.7 SOUTHERN SITE EGRESS

Trucks departing the southern site, after using the turntable within site will turn south onto Burwood Road, left onto Milton Street and left into Shaftesbury Street. From the Shaftesbury St intersection trucks can turn either left or right onto Parramatta Road. This movement and loop will be limited to trucks of 10m length or less due to swept path restrictions.

Additional controls to assist in the turn movements will include placement of additional truck awareness decals placed at strategic locations, regular monitoring, and traffic control at identified locations if required.

4.4 SITE ACCESS LOCATIONS

The expected site access gates as shown in Appendix A are detailed in Table 4.

TABLE 4: SITE ACCESS AND EGRESS ARRANGEMENTS

Gate Number	Site Access to	Access and Egress Movements	Largest Vehicle Type
BW01	Workforce car park entry at north construction site	Left in only	Light vehicle only
BW02	North construction site via Burton Street	Left and right in/out	Truck & Dog and 19m Semi
BW04	North construction site via Loftus Street	Left in and out only	Truck and dog
BW05	North construction site exit via Parramatta Road	Left out only	Truck & dog and 19m Semi
BW06	North construction site entry via Parramatta Road	Left in only	Truck & dog and 19m Semi
BW07	South construction site via Burwood Road	Left in only	Medium rigid vehicle
BW08	South construction site via Parramatta Road	Left out only	Medium rigid vehicle

These gates will be opened during the working hours specified in Section 4.2 for access to the construction site. Concertina gate or swing gates will be used at the heavy vehicle site gates to safely manage pedestrian movements across the driveways.

On occasion, some heavy vehicle movements may need to occur that are not shown within this CTMP, in this instance the vehicles would still be restricted to state roads and the haulage routes defined within this CTMP. Variation to these access routes will only be adopted if width, swept path and access constraints exist. These movements will only occur with an approved TGSs and VMP in place, and ROLs and/or council approvals, where required.

CONSTRUCTION TRAFFIC AND TRANSPORT MANAGEMENT

5.1 CONSTRUCTION TRAFFIC VOLUMES

The proposed construction activities will generate the following heavy vehicle movements (arrival and departure) per day during the demobilisation activities:

5.
 - 306 heavy vehicle movements at the north construction site involving 19m truck and dogs and semis
 - 306 heavy vehicle movements at the south construction site involving 8.8m medium rigid trucks

From the above, the proposed construction activities at both construction sites would generate Approximately 612 heavy vehicle movements per day. It is however noted that during the demobilisation phase, the project is unlikely to reach volumes anywhere near those listed. These volumes show a worst case scenario only, and remain consistent with the EIS.

A comparison of the proposed construction traffic volumes within the EIS is provided in Table 5, an hourly breakdown of the movements is provided below within Table 6.

TABLE 5: DAILY AND PEAK HOURLY CONSTRUCTION TRAFFIC GENERATION

Construction Site	Trip Type	Peak Daily Traffic Volume		AM Peak Hour Traffic Volume		PM Peak Hour Traffic Volume	
		EIS	AFJV	EIS	AFJV	EIS	AFJV
North	Light vehicle	328	328	36	36	36	36
	Heavy vehicle	306	306	8	8	8	8
South	Light vehicle	96	96	12	12	8	8
	Heavy vehicle	306	306	8	8	8	8
Total		1,036	1,036	64	64	60	60

TABLE 6: SUMMERY OF PEAK HOURLY HEAVY VEHICLE MOVEMENTS

Site:	Expected hourly heavy vehicle volumes							
North Site	Route Option	0700-0800	0800-0900	0900-1000	At all other times of site operation	1600-1700	1700-1800	total
	1	4	4	4	Site movements as required, not exceeding daily total.	4	4	306
	2	4	4	4		4	4	
South Site	NA	0700-0800	0800-0900	0900-1000	At all other times of site operation	1600-1700	1700-1800	total
		8	8	8	Site movements as required, not exceeding daily total.	8	8	306

If for any reason, one of the route options were to become unavailable, the above noted maximum peak hourly movements for the relevant route option, would not be exceeded.

During non-peak times, an increase in the hourly heavy vehicle movements may be required. If this occurs, the total daily movements will not exceed the volumes noted above.

Linkedsite (previously Virtual Superintendent) is a GPS truck monitoring system and will be used to control spoil truck movements on the project. The system is capable to redirect trucks and notify drivers when the site is full.

With the implementation of a combination of bookings, live monitoring and live adjustment, AFJV can control truck movements to be in-line with Table 5 and Table 6.

5.2 ON-STREET PARKING

The existing on-street parking across Gates BW02 and BW04 will be restricted to “No Stopping” between 7:00am and 6:00pm on Mondays to Fridays and between 8:00am and 2:00pm on Saturdays. The parking restrictions at the site access gates on Burton Street and Loftus Street is to accommodate the site access gates and turning movements of heavy vehicles entering and exiting Burwood North metro station north construction site.

Existing on street Parking on Burwood Road, South of Parramatta Road will be adjusted to accommodate extended Bus Zones.

A summary of the parking impacts is as detailed below and within Figure 5:

- Two spaces on the northern side of Burton Street
- Two spaces on the southern side of Burton Street
- Four spaces on the western side of Loftus Street.
- 2 Spaces on the West side of Burwood Road.

FIGURE 5: ON-STREET PARKING CHANGES



Occasionally on-street parking may need to be temporarily occupied to facilitate localised, short-term works but would be reinstated at the conclusion of the works.

5.3 WORKFORCE PARKING

Off-street worker parking is generally not provided at the Burwood North sites during the demobilisation phase. To mitigate the risk of workers parking on public roads, parking has been

secured through agreement with City Of Canada Bay Council to allow worker parking at the nearby Cintra car park.

For further detail on worker parking arrangements refer to the Construction Parking and Access Strategy (CPAS)

5.4 PEDESTRIAN AND CYCLISTS

The footpath on the north side of Parramatta Road was closed during construction to eliminate conflict with construction vehicles access and egress driveways on Parramatta Road. Pedestrians were diverted to the south side of parramatta road as the primary detour, between Burwood Road and Shaftesbury Road, which requires an additional 150m (1.5 minutes) walking distance. A secondary detour was also be installed, sending pedestrians around the block via Burwood Road, Burton Street and Loftus Street which requires an additional 300m (4 minutes) walking distance. Refer to Figure 6 for the pedestrian diversion routes.

This pedestrian footpath is intended to be re-opened to the public on week starting 10th of March 2025 (weather, construction program and approvals permitting).

FIGURE 6: PEDESTRIAN DIVERSION ROUTES



A pedestrian movement count survey was undertaken on Wednesday, 20 February 2019 at the Parramatta Road – Loftus Street intersection. The survey recorded pedestrian movements along the north and south sides of Parramatta Road during the morning peak period (6:00am to 10:00am) and evening peak period (3:00pm to 7:00pm). From the pedestrian survey data, a maximum of one pedestrian movement occurred during the morning peak period and three pedestrian movements during the evening peak period along the northern side of Parramatta Road crossing Loftus Street. Along the southern side of Parramatta Road, there was a maximum of 21 pedestrian movements in the morning peak period and 34 pedestrian movements in the evening peak period.

The pedestrian survey results indicate there are low pedestrian movements in the morning and evening peak periods along the northern and southern footpaths on Parramatta Road. The proposed pedestrian detour would accommodate the existing pedestrian movements on the northern side of

Parramatta Road. Therefore, the proposed footpath closure is not anticipated to impose any adverse impact on pedestrian accessibility.

Refer to Appendix B for details of the pedestrian management measures implemented to facilitate the long-term closure of the Northern footpath of Parramatta Road. The Pedestrian Management plan found within Appendix D shows the pedestrian management measures installed at each site access and egress gate, where a pedestrian interface exists with heavy vehicles. Concertina gate or swing gate will be used at the heavy vehicle site gates to safely manage pedestrian movements across the driveways while heavy vehicles are entering and exiting the construction sites.

A copy of the pedestrian movement survey data is provided in Appendix E.

AFJV has communicated with local schools (e.g. MLC School, St Mary's Catholic Primary School, Concord Public School, Concord High School) to advise of the footpath closure and pedestrian detour.

truck awareness stencils are also proposed to be placed adjacent to site access and egress driveways and other relevant locations as determined within consultation with the relevant council. locations of these stencils can be found within Appendix B of this CTMP.

5.5 PUBLIC TRANSPORT

5.5.1 RELOCATION OF STA BUS STOPS

The construction of the site access and exit driveways will necessitate relocation of the following State Transit Authority (STA) bus stops that currently serve routes to Burwood station, Sydney CBD, Hurstville, Rhodes and Macquarie Park and Inner West suburbs:

- Bus Stop ID 213722 – Parramatta Road eastbound, east of Burwood Road
- Bus Stop ID 213412 – Parramatta Road westbound, east of Burwood Road
- Bus Stop ID 213431 – Burwood Road southbound, south of Parramatta Road

A summary of the proposed changes to existing bus stops is shown in Figure 7 and detailed in Sections 5.5.1.1 and 5.5.1.2.

FIGURE 7: PROPOSED RELOCATION OF STA BUS STOPS



5.5.1.1 RELOCATION OF STA BUS STOP FROM PARRAMATTA ROAD EASTBOUND TO BURWOOD ROAD NORTHBOUND

The existing eastbound bus stop on Parramatta Road (ID 213722) has been removed and combined with the existing bus stop on Burwood Road northbound (ID 213462) into one stop. A slight increase of 140m in walking distance will not cause any adverse impacts on pedestrians to/from the east.

This existing bus stop on Burwood Road northbound (ID 213462) is approximately 40m long. Based on the STA Bus Infrastructure Guide, the following minimum lengths for draw in and draw out are shown as follows:

- Length of buses: 12.5m
- Minimum draw in length: 11.5m (N/A – intersection is in advance of the new location)
- Minimum draw out length: 6.0m
- Minimum bus zone length for two buses (including space between buses): 38m
- Minimum bus zone length for three buses (including space between buses): 51m

A draw in length is not required at this location as an intersection is positioned in advance of the proposed bus zone.

FIGURE 8: EXTENSION & RELOCATION OF BUS STOP ON BURWOOD ROAD NORTHBOUND



The existing bus zone 213462 will not be sufficient to accommodate three buses, and therefore it is suggested to adjust the bus zone to provide a total length of 51m to better accommodate bus demand. This could be achieved by removing 11m of on-street parking (two spaces) adjacent the proposed bus zone 213462.

Further to the extension of the bus zone, feedback from the operators suggests they will require additional length to manoeuvre into position to be able to turn right onto Parramatta Road. It is therefore proposed to swap the remaining car spaces with the existing (extended) bus zone to the north, providing an equivalent length bus zone just north of Milton Street, on the Northbound side of Burwood Road. The proposed change is reflected in the signage drawings showing the proposed change in Appendix B

5.5.1.2 RELOCATION OF STA BUS STOP FROM PARRAMATTA ROAD WESTBOUND TO BURWOOD ROAD SOUTHBOUND

The existing westbound bus stop on Parramatta Road (ID 213412) will be removed and combined with the existing bus stop on Burwood Road southbound (ID 213431) into one stop. A slight increase of 100m in walking distance will not cause any adverse impacts on pedestrians to/from the east.

This existing bus stop on Burwood Road southbound (ID 213431) is approximately 40m long. Based on the STA Bus Infrastructure Guide, the following minimum lengths for draw in and draw out are shown as follows:

- Length of buses: 12.5m
- Minimum draw in length: 11.5m (N/A – a No Stopping zone is available for drawing in)
- Minimum draw out length: 6.0m
- Minimum bus zone length for two buses (including space between buses): 32m
- Minimum bus zone length for three buses (including space between buses): 45m

A draw in length is not required at this location as a No Stopping zone (8.5m long) is located north of the bus zone.

A review of the timetable for bus stop 213431 indicates that typically a maximum of two buses will currently occur at the bus stop at any given time. With additional bus services at bus stop 213431, it is expected that up to 2-3 buses will occur at the same time based on the timetables for bus stop 213431 and 213412. The existing bus zone 213431 will still be sufficient to accommodate up to three buses, albeit a minor encroachment in the No Stopping zone.

5.5.2 NIGHTRIDE BUSES

In addition to the STA buses, the nearby bus stops on Parramatta Road currently serve NightRide buses to Sydney CBD, Richmond, Penrith, Parramatta and Hornsby. Construction of the site access and exit driveways will necessitate relocation of the following bus stops:

- Bus Stop ID 213722 – Parramatta Road eastbound, east of Burwood Road
- Bus Stop ID 213412 – Parramatta Road westbound, east of Burwood Road

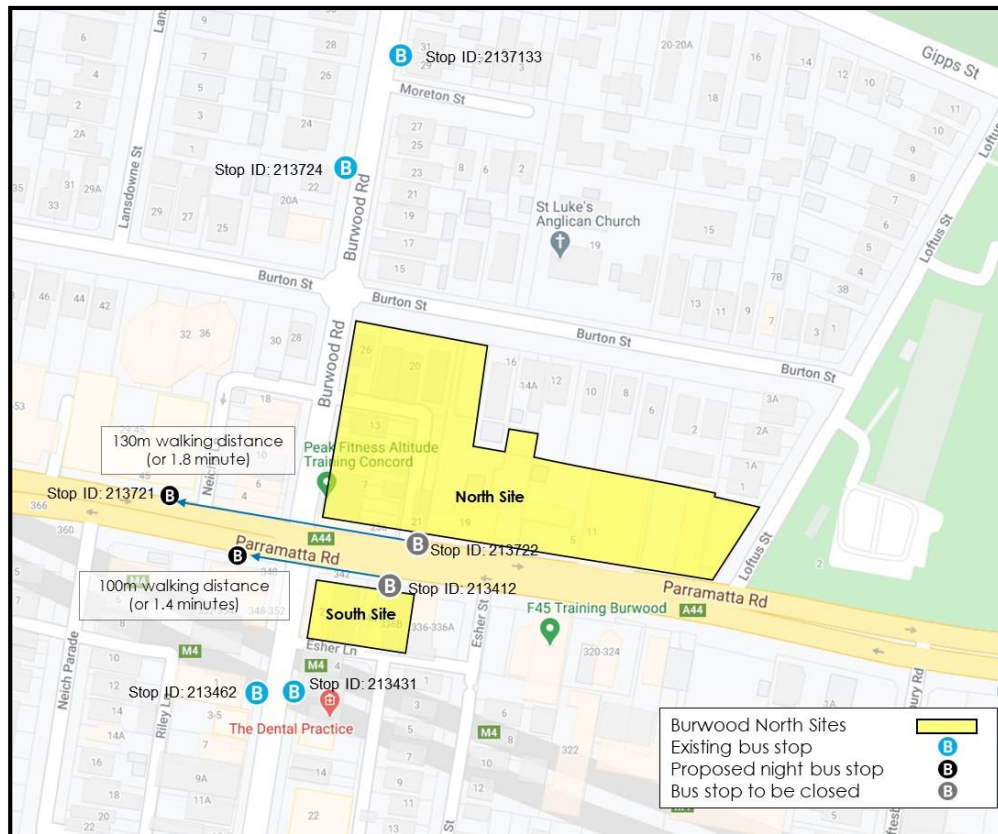
The existing eastbound and westbound NightRide bus services on the Parramatta Road frontage (ID 213722 and 213412) will be temporarily relocated 100m-130m to the west. these changes include the following adjustments to the bus stops:

- Bus Stop ID 213722 – Parramatta Road eastbound: Buses are redirected to an existing bus stop; no changes are required at this exiting bus stop.
- Bus Stop ID 213412 – Parramatta Road westbound: A new bus stop has been installed in accordance with the design provided within Appendix I.

It is noted that there is an existing school bus stop (ID 213721) at the relocated NightRide bus stop on Parramatta Road eastbound. The school bus stop serves 585s and 586s routes for St Patrick's College which is only utilised after school in the afternoon. Therefore, there will be no clashes between the school bus services and NightRide services at this bus stop.

A summary of the NightRide bus stop relocation is presented in Figure 9.

FIGURE 9: PROPOSED RELOCATION OF NIGHTRIDE BUS STOPS



5.6 ACCESS TO LOCAL PROPERTIES, BUSINESSES AND UTILITIES

Access to all neighbouring properties and businesses in the vicinity of Burwood North metro station construction sites will be maintained at all times.

Access to all utilities will be maintained during construction unless agreed with the relevant utility owner, landowner or occupier.

Local residents and businesses will be notified via letter box drops and door knock notifications of the proposed traffic changes at least two weeks prior to the works.

AFJV will communicate with City of Canada Bay Council and West Tigers of any upcoming major events held at the newly redeveloped Concord Oval and ensure the proposed construction activities would not adversely affect these events.

5.7 SPECIAL EVENTS

A review of City of Canada Bay Council and Burwood Council's website for special events near the subject site shows that there are currently no scheduled special events which will be impacted by the proposed construction works.

AFJV will continue to monitor Council's event calendar for any upcoming events that may be impacted by the proposed construction activities. AFJV will further discuss with Council of the impacted special events where necessary.

It is noted that the redevelopment of Concord Oval has been completed. AFJV will communicate with City of Canada Bay Council and West Tigers of any upcoming major events held at the newly redeveloped Concord Oval and ensure the proposed construction activities would not adversely affect these events.

5.8 TRAFFIC STAGING PLANS

A Traffic staging plan has been prepared to detail the proposed traffic management measures for the north and south construction sites with the following key features as shown in Appendix B.

- Stage 1:
 - Appropriate signage on approach to the site, including truck warning signs and distance plates.
 - Pedestrian management at the site access gates.
 - Pedestrian diversion signs due to the closure of the footpath on the north side of Parramatta Road
 - Temporary changes to on-street parking on Burton Street and Loftus Street.
 - Proposed new locations of existing bus zone on Parramatta Road.
 - Extension of existing bus zone on Burwood Road.

Further detail on the post CTP traffic conditions is provided below within Section 6.

5.9 TRAFFIC GUIDANCE SCHEMES

Where trucks over 10m in length need to navigate through the Burton Street and Loftus Street intersection, traffic control will be in place as per AFJVCTP-TGS-0454. Traffic Control will manage traffic and allow these movements to occur safely. A copy of AFJVCTP-TGS-0454 can be found within Appendix G of this CTMP.

Additional Traffic Management measures maybe required from time to time, to facilitate various civil, utility and demobilisation works. TGSs will be developed as 'sub plans' to this CTMP and will only be installed in accordance with an ROL and/or council approval where required.

5.10 INSPECTIONS

On-site inspection and monitoring the impact of this CTMP and TGS will be undertaken regularly.

All long-term traffic management arrangements will be inspected at regular intervals and in accordance with the project's Overarching Construction Traffic Management plan. Any minor issues identified during the inspection will be recorded and rectified immediately. More significant issues will be recorded for rectification via Lucidity as outline in the Overarching CTMP.

Where traffic control deficiencies are identified through inspections, this CTMP and associated TGS will be amended, as required, by the Traffic Manager.

All identified issues and status of rectification will be documented in the AFJV issues register - Lucidity.

5.11 ROAD SAFETY AUDIT

When required, a road safety audit will be conducted by a suitably qualified and independent auditor with Level 3 certification and another auditor with Level 2 or higher certification.

Where road safety deficiencies are identified through the audit, the relevant design/ implementation will be amended to address the deficiencies, where required. A Road Safety Audit report will be made available.

Refer to Appendix F for the road safety audit report for the proposed site establishment.

5.12 WORKFORCE AND STAFF TRAINING

5.12.1 SITE INDUCTION

All AFJV workers and staff employed on Burwood North metro station north and south construction sites (including sub-contractors) will be required to undergo a site induction.

The induction will include information of the construction site access routes for site staff and construction vehicles, on-site parking locations, WH&S, driver protocols and emergency procedures.

All personnel employed with the Project will perform their duties in accordance with the requirements of this CTMP.

5.12.2 DRIVER TRAINING

Heavy vehicle drivers shall be made fully aware of the traffic management arrangements within and surrounding the site. All drivers will be informed of all site access gates and the access requirements including specific heavy vehicle driver training to ensure the following:

- Appropriate procedures for accessing the site
- Drivers shall adhere to the nominated site access routes mentioned in Section 4.3
- Drivers are to be cautious to other road users (pedestrians and cyclists) travelling past the sites
- Drivers shall be aware of the speed restrictions along the site access routes, and
- No queuing and truck marshalling is permitted in areas not approved and detailed within this CTMP.

Vehicle Movement Plans (Section 4.3) will be provided to suppliers, trucking companies, spoil trucks as part of the contract and induction.

5.13 MARSHALLING, OVERFLOW QUEUING AND EMERGENCY MANAGEMENT

In the event of any significant queuing of trucks or in the event of a site emergency, trucks will be Diverted:

- To alternative sites, such as The Bays, Five Dock, North Strathfield or Sydney Olympic Park.
- Via a 'loop-option' as detailed within the VMP (if the delay is expected to be short in duration).
- To a Designated marshalling area, detailed within this CTMP.

At no time are:

- Heavy vehicles to queue onto roadways or across public spaces such as footpaths.
- To use haul routes not approved for use and detailed within the CTMP.
- Marshal on a roadway or area that has not been approved and detailed within the CTMP.

COMPLETION OF CTP WORKS AND HANDOVER TO SYDNEY METRO

AFJV's CTP works at Burwood North are scheduled to be completed on 21st March 2025. Following this date, the site will be handed over to Sydney Metro. It is also noted that AFJV may have some minor defect rectification works following this date.

To facilitate handover of the site to Sydney Metro, AFJV will:

6.
 - Re-open the footpath located on the northern side of Parramatta Road
 - Remove the redundant roadwork signage
 - Make the site consistent with LAW and Driveway designs provided within Appendix I

These works will occur after the handover date and at first opportunity following approval of this CTMP.

At completion of AFJV works, the intention is to have all the street signage and traffic arrangements consistent with those in the Local Area Works and Driveway designs. A copy of these designs have been included within Appendix I for reference purposes.

COMPLIANCE MANAGEMENT

7.1 ROLES AND RESPONSIBILITIES

The AFJV project team's organisational structure and key roles and responsibilities for managing traffic and transport relating to the construction activities and construction personnel are summarised in Table 7.

7.

TABLE 7: AFJV ROLES AND RESPONSIBILITIES

Roles	Responsibilities
Project Wide Construction Manager Contact Name [REDACTED] Contact Num [REDACTED]	- Reports to the Project Director as part of the Project Management Team. - Accountable for the overall construction delivery of the Surface Works. - Directs the Traffic Manager and ensures work is prioritised to ensure safety of all road users, the community and construction personnel.
Project Manager Contact Name [REDACTED] Contact Num [REDACTED]	- Reports to the Construction Director as part of the Project Management Team - Accountable for the overall construction of the Surface Works - Directs the Traffic Manager to prioritise work for the safety of road users, community and construction personnel
Traffic Manager Contact Name [REDACTED] Contact Numb [REDACTED]	- Reports to the Project Wide Construction Manager. - Leads the traffic management team. - Implements the CTMP and ensure it is followed. - Ensures risk assessments are done. - Reviews Construction Traffic Management Plans (CTMPs)/ Traffic Guidance Schemes (TGSs or formerly known as Traffic Control Plans)/ Road Occupancy Licence (ROLs) prior to submission to the stakeholders. - Ensures that sub-contractors meet the requirements of the CTMP. - Defines the requirements for traffic management and ensures that they are satisfied through spot checks and audits.
Traffic Coordinator Contact Name: [REDACTED] Contact Numb [REDACTED]	- Reports to the Traffic Manager. - Develops CTMP/ TGS/ ROL submission. - Ensures that long-term layouts are implemented in accordance with the

Roles	Responsibilities
	CTMP/ TGS/ ROL, are safe and are maintained appropriately.

7.2 TRAFFIC AND TRANSPORT LIAISON GROUP

AFJV Traffic Manager will present at the monthly Traffic and Transport Liaison Group (TTLG) meetings for the Project. The TTLG will primarily include representatives from:

- Sydney Metro Delivery Office
- Transport for NSW (TfNSW)
- Customer Journey Management (formerly known as TMC)
- Customer Journey Planning (formerly known as SCO)
- NSW Police
- City of Canada Bay Council
- Burwood Council
- Representative of any other authority or road user group affected by the Project..

The AFJV Traffic Manager is a member of the TTLG and will act as the authorised representative for the Project in matters related to traffic and transport. The AFJV Traffic Manager provides the following information and related updates to the TTLG:

- Construction site operations and activities
- Traffic operations, including changes in local road network
- Community concerns and comments or feedback
- Issues relating to pedestrians and cyclists or mobility impaired road users.

7.3 COMMUNICATIONS TO LOCAL RESIDENTS AND BUSINESSES

AFJV will notify local residents, businesses and schools affected by the proposed construction activities via letter box drops and door knock notifications. AFJV will undertake community presentations regarding the footpath closure along the northern side of Parramatta Road between Burwood Road and Loftus Street and the proposed pedestrian diversion routes.

VMS will be installed two weeks prior to the footpath closure to advise of the proposed changes for pedestrians on the northern side of Parramatta Road and the diversion routes.

7.4 KEY SITE CONTACTS

Key site contact details are listed in Table 8.

TABLE 8: KEY SITE CONTACT DETAILS

Name	Role	Contact Details

CONCLUSION

This CTMP has been prepared to document the proposed construction activities and operations at Burwood North metro station north and south construction sites for the construction period between January 2022 and early 2025. The CTMP details the management measures to mitigate the identified traffic and transport impacts that would occur during the construction traffic period.

8. Based on the findings of the CTMP, it is concluded that:

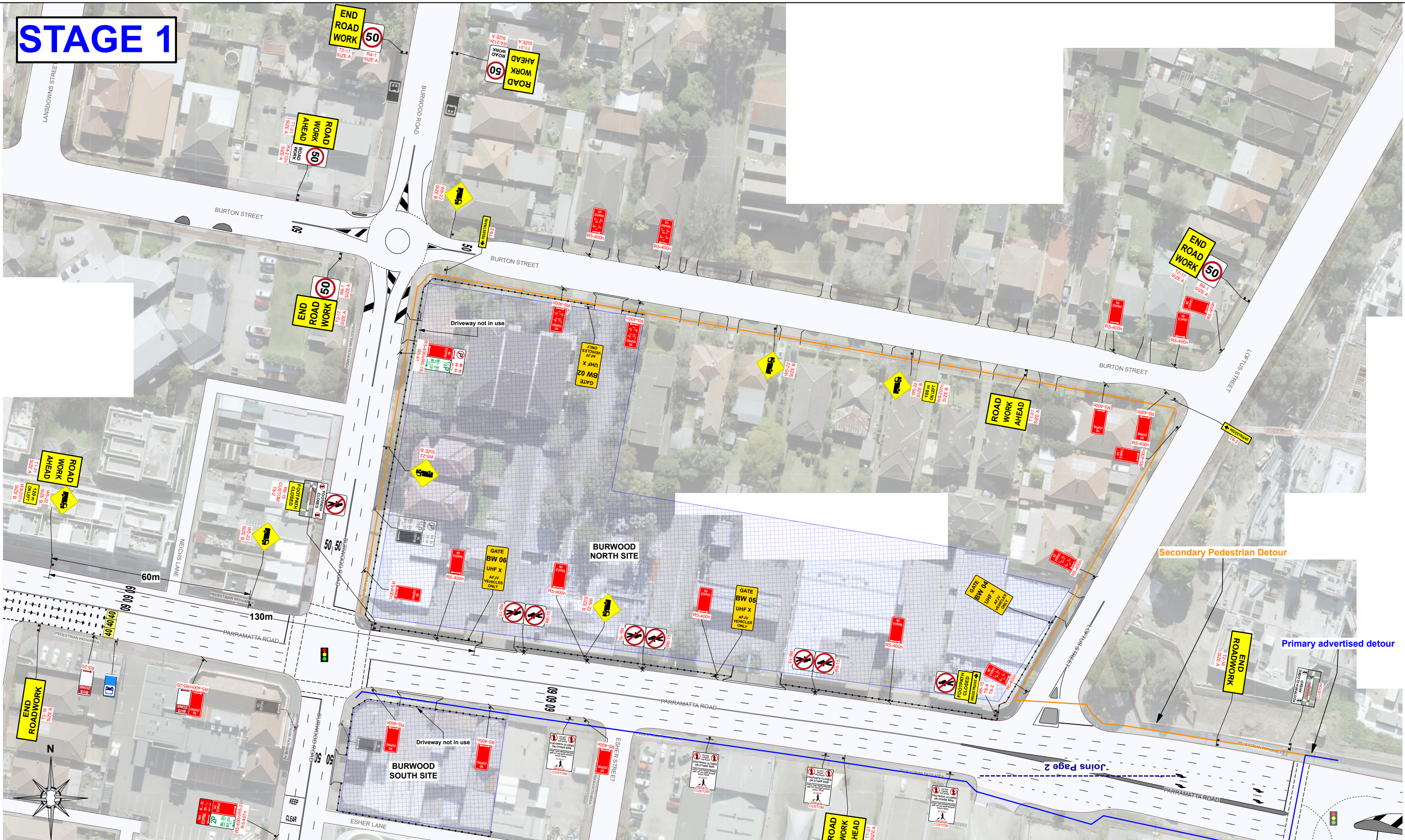
- The construction activities and operations at Burwood North metro station construction sites will generate the following traffic movements per day during the peak construction activities:
 - Northern construction site
 - 328 light vehicle movements
 - 306 heavy vehicle movements (19m long truck and dogs)
 - Southern construction site
 - 96 light vehicle movements
 - 306 heavy vehicle movements (8.8m long medium rigid trucks)
- Removal of eight on-street parking spaces at the site access gates on Burton Street and Loftus Street to accommodate heavy vehicle movements on Burwood North metro station north construction site. These parking spaces will be restricted to “No Stopping” between 7:00am and 6:00pm on Mondays to Fridays and between 8:00am and 2:00pm on Saturdays.
- Existing STA bus stops on Parramatta Road eastbound (Stop ID 213722) and westbound (Stop ID 213412) will be closed and combined with the existing bus stops on Burwood Road northbound (Stop ID 213462) and southbound (Stop ID 213431). The bus zones will be extended where required.
- NightRide bus stops on Parramatta Road eastbound and westbound will be relocated west of Burwood Road.
- Footpath on northern side of Parramatta Road between Burwood Road and Loftus Street will be closed during the construction period. Pedestrians will be diverted via Loftus Street, Burton Street and Burwood Road which requires an additional 300m (4 minutes) walking distance. Alternatively, pedestrians could cross Parramatta Road at the signalised crossings at Shaftesbury Road and Burwood Road and walk along the footpath on the south side of Parramatta Road which requires an additional 150m (1.5 minutes) walking distance.
 - The footpath is then to be re-opened to the public on week starting 10th March 2025 (weather, construction program and approvals permitting).
- Moveable pedestrian gates to be used at the construction site driveways to manage pedestrian movements while AFJV heavy vehicles are entering and exiting the construction site.
- AFJV will conduct regular inspections and monitor the traffic management measures detailed in this CTMP. Any deficiencies identified will be recorded and rectified accordingly.
- At completion of AFJV’s major works (target 21st March 2025), temporary roadwork signage would be removed and the sites made consistent with the Local Area Works and driveway designs. A copy of these designs have been provided within Appendix I for reference purposes.

APPENDIX A - CONSTRUCTION SITE LAYOUT PLAN



APPENDIX B - TRAFFIC STAGING AND TURN PATHS

STAGE 1



PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE	LEGEND	Workzone	Traffic Controller	Traffic Cones	Pedestrian Route	Sign (2 posts)	Signalised intersection	Arrow-board location
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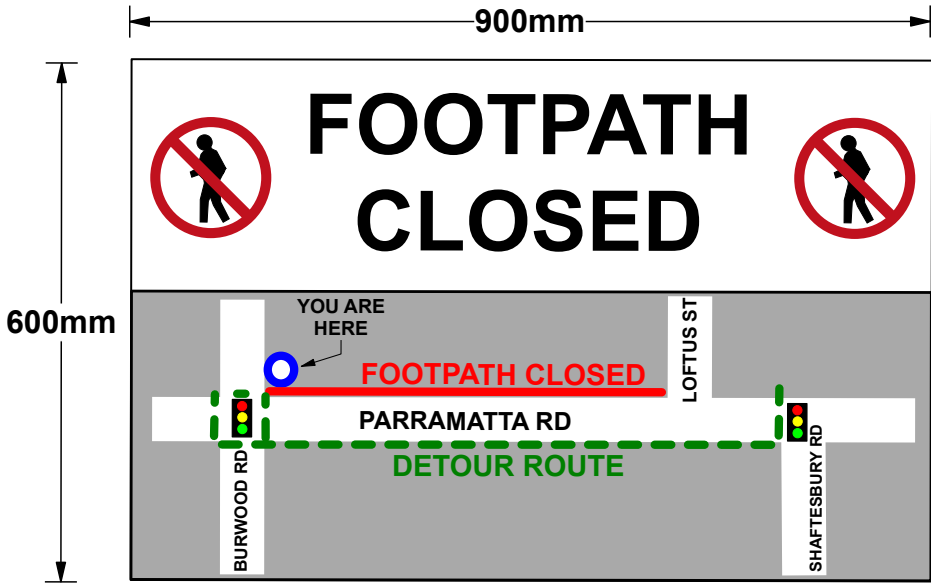
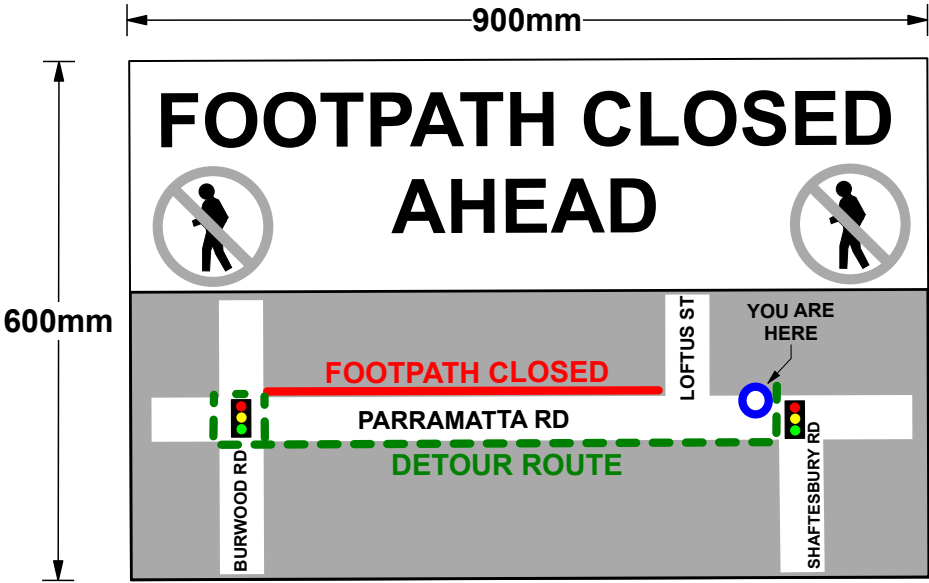
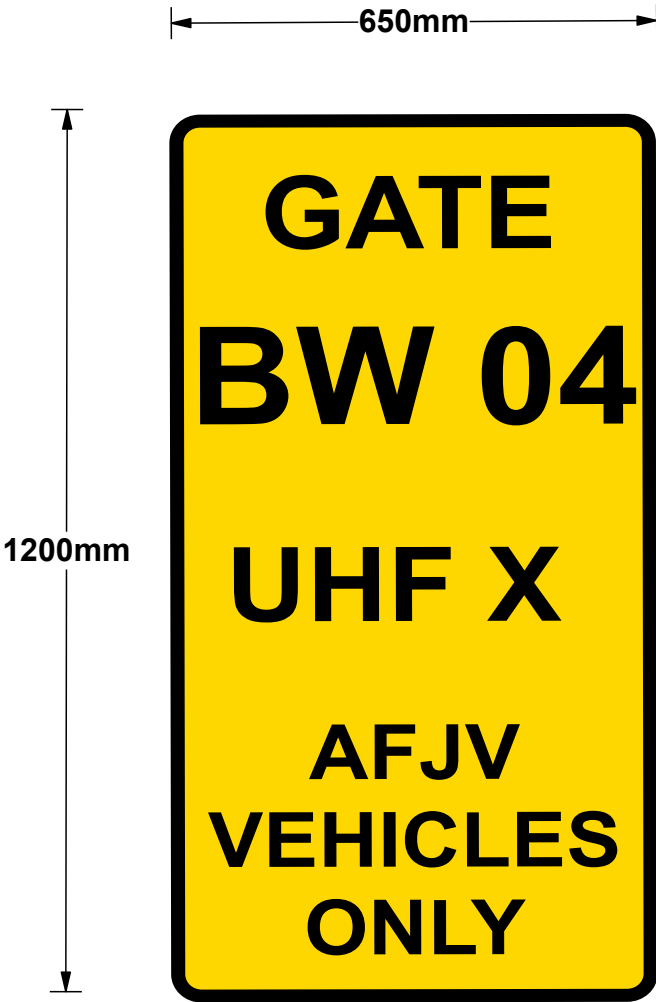
	Date: 08/11/2022 Location: Burwood North - Station sites TCP Number: AFJVCPT-GS-0450 Page: 1 of 5	Rev06
Comments: - THIS IS A SHORT TERM TGS, NOT TO SCALE - THE CONTRACTOR SHALL ENSURE ALL ROL AND SZA REQUIREMENTS ARE SATISFIED DURING IMPLEMENTATION OF THIS TGS - ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TGS MUST BE COVERED AT THE START OF SHIFT AND UNCOVERED AT THE END OF SHIFT - ANY CHANGES REQUIRED, SPEAK TO THE SITE FOREMAN AND THEN MODIFY THIS PLAN IF NECESSARY. ANY CHANGES TO THIS PLAN SHALL BE MARKED ON THIS TGS & SIGNED OFF BY A PWZTMP HOLDER. - A LANE WIDTH OF 3.5m (MINIMUM) IS TO BE MAINTAINED AT ALL TIMES UNLESS NOTED OTHERWISE - SHOULDER WIDTH / EDGE CLEARANCE TO TRAFFIC CONES OF 0.5m IS TO BE PROVIDED AT ALL TIMES UNLESS NOTED OTHERWISE	- ALL SIGNAGE TO BE 'B' SIZE UNLESS NOTED OTHERWISE - SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL 2022 Issue 6.1 - DIMENSION 'D' IS DETERMINED IN ACCORDANCE WITH THE TCAWS MANUAL 2022 Issue 6.1 - BOLLARDS AND TRAFFIC CONES ARE TO BE INSTALLED IN ACCORDANCE WITH THE 2022 Issue 6.1 - TAPER LENGTHS ARE TO BE IN ACCORDANCE WITH THE TCAWS MANUAL 2022 Issue 6.1 - THE SITE MUST COMPLY WITH THE TCAWS MANUAL 2022 Issue 6.1 AND A.S. 1742.3 - REGULATORY SPEED / ROADWORK SIGNS TO BE REPEATED EVERY 400m UNLESS NOTED OTHERWISE	



PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE	LEGEND	Workzone	Traffic Controller	Traffic Cones	Pedestrian Route	Sign (2 posts)	Signalled intersection	Arrow-board location
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 Date: 08/11/2022 Location: Burwood North - Station sites Comments: - THIS IS A SHORT TERM TGS, NOT TO SCALE - THE CONTRACTOR SHALL ENSURE ALL ROL AND SZA REQUIRMENTS ARE SATISFIED DURING IMPLEMENTATION OF THIS TGS - ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TGS MUST BE COVERED AT THE START OF SHIFT AND UNCOVERED AT THE END OF SHIFT - ANY CHANGES REQUIRED, SPEAK TO THE SITE FOREMAN AND THEN MODIFY THIS PLAN IF NECESSARY. ANY CHANGES TO THIS PLAN SHALL BE MARKED ON THIS TGS & SIGNED OFF BY A PWZTMP HOLDER. - A LANE WIDTH OF 3.5m (MINIMUM) IS TO BE MAINTAINED AT ALL TIMES UNLESS NOTED OTHERWISE - SHOULDER WIDTH / EDGE CLEARANCE TO TRAFFIC CONES OF 0.5m IS TO BE PROVIDED AT ALL TIMES UNLESS NOTED OTHERWISE	TCP Number: AFJVCPT-GS-0450 Page: 2 of 5 - ALL SIGNAGE TO BE 'B' SIZE UNLESS NOTED OTHERWISE - SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL 2022 Issue 6.1 - DIMENSION 'D' IS DETERMINED IN ACCORDANCE WITH THE TCAWS MANUAL 2022 Issue 6.1 - BOLLARDS AND TRAFFIC CONES ARE TO BE INSTALLED IN ACCORDANCE WITH THE 2022 Issue 6.1 - TAPER LENGTHS ARE TO BE IN ACCORDANCE WITH THE TCAWS MANUAL 2022 Issue 6.1 - THE SITE MUST COMPLY WITH THE TCAWS MANUAL 2022 Issue 6.1 AND A.S. 1742.3 - REGULATORY SPEED / ROADWORK SIGNS TO BE REPEATED EVERY 400m UNLESS NOTED OTHERWISE

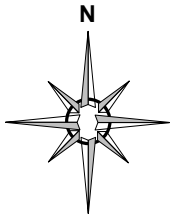
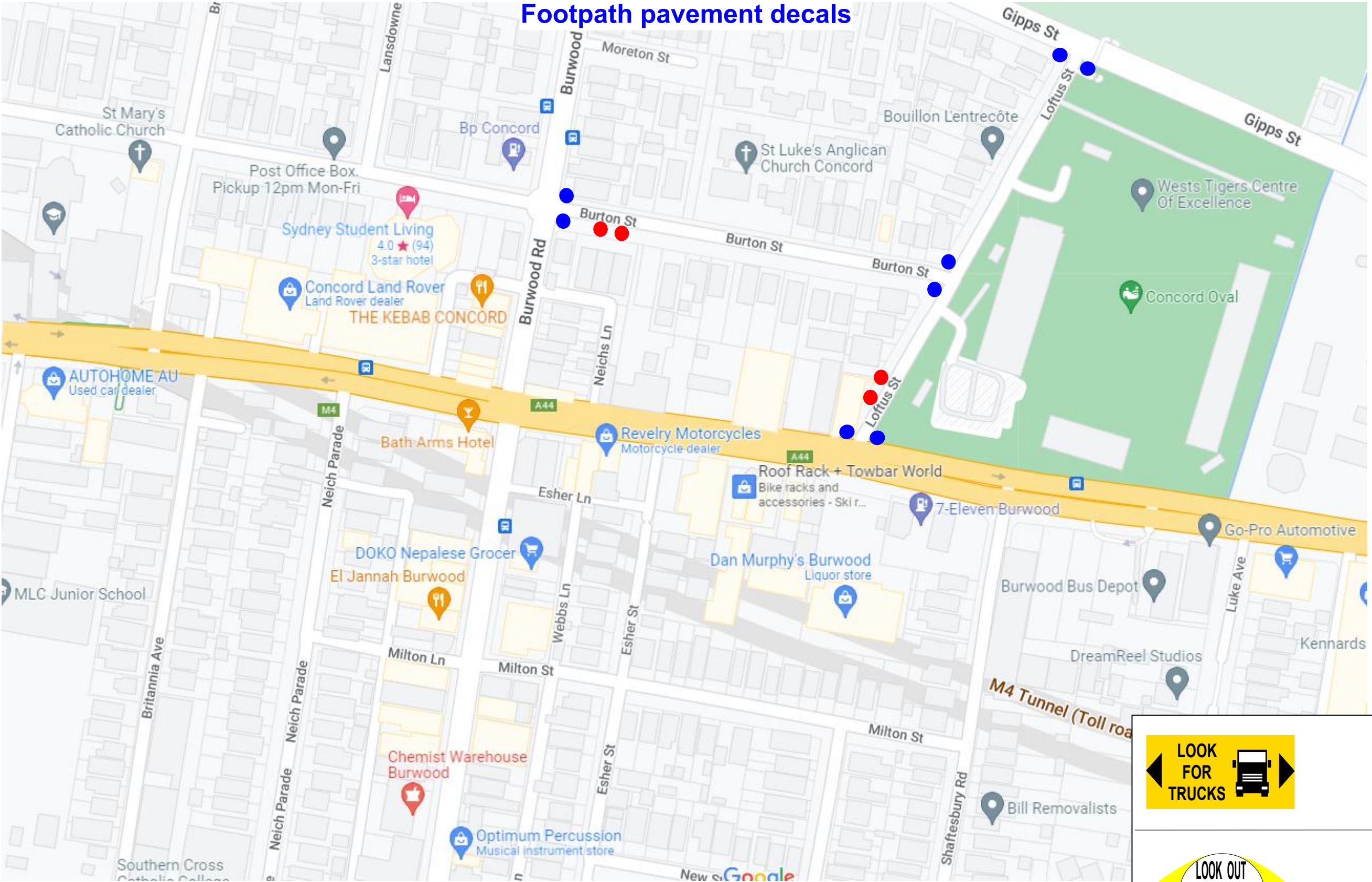
Custom Sign Detail



PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE	LEGEND	Workzone	Traffic Controller	Traffic Cones	Pedestrian Route	Sign (2 posts)	Signalised intersection	Arrow-board location
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	Date: 30/08/2022 Location: Loftus/Gipps/Burton - Burwood TCP Number: AFJVCCTP-TGS-0358 Page: 3 of 5
Comments: - THIS IS A SHORT TERM TGS, NOT TO SCALE - THE CONTRACTOR SHALL ENSURE ALL ROL AND SZA REQUIRMENTS ARE SATISFIED DURING IMPLEMENTATION OF THIS TGS - ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TGS MUST BE COVERED AT THE START OF SHIFT AND UNCOVERED AT THE END OF SHIFT - ANY CHANGES REQUIRED, SPEAK TO THE SITE FOREMAN AND THEN MODIFY THIS PLAN IF NECESSARY. ANY CHANGES TO THIS PLAN SHALL BE MARKED ON THIS TGS & SIGNED OFF BY A PWZTMP HOLDER. - A LANE WIDTH OF 3.5m (MINIMUM) IS TO BE MAINTAINED AT ALL TIMES UNLESS NOTED OTHERWISE - SHOULDER WIDTH / EDGE CLEARANCE TO TRAFFIC CONES OF 0.5m IS TO BE PROVIDED AT ALL TIMES UNLESS NOTED OTHERWISE	- ALL SIGNAGE TO BE 'B' SIZE UNLESS NOTED OTHERWISE - SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL 2022 Issue 6.1 - DIMENSION 'D' IS DETERMINED IN ACCORDANCE WITH THE TCAWS MANUAL 2022 Issue 6.1 - BOLLARDS AND TRAFFIC CONES ARE TO BE INSTALLED IN ACCORDANCE WITH THE 2022 Issue 6.1 - TAPER LENGTHS ARE TO BE IN ACCORDANCE WITH THE TCAWS MANUAL 2022 Issue 6.1 - THE SITE MUST COMPLY WITH THE TCAWS MANUAL 2022 Issue 6.1 AND A.S. 1742.3 - REGULATORY SPEED / ROADWORK SIGNS TO BE REPEATED EVERY 400m UNLESS NOTED OTHERWISE

Footpath pavement decals



PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND



Workzone



Traffic Controller



Traffic Cones



Pedestrian Route



Sign (2 posts)



Signalised intersection



Arrow-board location

Date: 30/08/2022 **Location:** Loftus/Gipps/Burton - Burwood

TCP Number: AFJVCTP-TGS-0358 **Page:** 4 of 5

Comments:

- THIS IS A SHORT TERM TGS, NOT TO SCALE
- THE CONTRACTOR SHALL ENSURE ALL ROL AND SZA REQUIREMENTS ARE SATISFIED DURING IMPLEMENTATION OF THIS TGS
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- ALL SIGNAGE TO BE 'B' SIZE UNLESS NOTED OTHERWISE
- SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL 2022 Issue 6.1
- DIMENSION 'D' IS DETERMINED IN ACCORDANCE WITH THE TCAWS MANUAL 2022 Issue 6.1
- BOLLARDS AND TRAFFIC CONES ARE TO BE INSTALLED IN ACCORDANCE WITH THE 2022 Issue 6.1
- TAPER LENGTHS ARE TO BE IN ACCORDANCE WITH THE TCAWS MANUAL 2022 Issue 6.1
- THE SITE MUST COMPLY WITH THE TCAWS MANUAL 2022 Issue 6.1 AND A.S. 1742.3
- REGULATORY SPEED / ROADWORK SIGNS TO BE REPEATED EVERY 400m UNLESS NOTED OTHERWISE





TGS Number:

AFJVCTP-TGS-0450

Traffic Guidance Scheme - Options & Risk Assessment

Location Details

Road Multiple - Burwood Station Suburb Burwood North Side Street VariousDirection N E S W Speed of road 60/50 km/h Speed of Side Streets 50 km/h

Options Assessment

Method selected Around Past ThroughReason for selection Traffic can pass while maintaining sufficient worker/traffic offset.

Risk Assessment

Section 1 - Does the TGS Involve Detours of traffic? YES NO (If answered no proceed to section 2)Enter
Risk
Rating

	YES	NO	Enter description of risks if answered no to any question	
1.1 Are Detour routes suitable for all vehicles classes being detoured?	☐	☐		
1.2 Is Access to local residence and business Maintained	☐	☐		
1.3 Are Detour signs located at decision points, to clearly guide motorists through the detour?	☐	☐		
1.4 Can roads and intersections used as detour routes, accommodate the additional traffic volumes?	☐	☐		
1.5 Is the same level of safety maintained for turn movements? e.g. Traffic using signalized intersections being sent through a detour route that involves turn movements at non-signalized intersections.	☐	☐		

Section 2 - Does the TGS involve Stop/Slow arrangements? YES NO (If answered no proceed to section 3)Enter
Risk
Rating

	YES	NO	Enter description of risks if answered no to any question	
2.1 Are escape routes clearly defined on the TGS, clear and safe to use?	☐	☐		
2.2 Is a PTCO used in place of a manual Traffic Controller where existing speed is greater than 45km/h?	☐	☐		
2.3 Is the operating speed of the road 60km/h or less where Traffic Control or PTCO are in use?	☐	☐		
2.4 Are x4 Traffic Cones placed on the edge or center line, approaching the Traffic Controller or PTCO?	☐	☐		
2.5 Is Prepare to stop and Traffic Control or PTCO symbolic signs installed?	☐	☐		
2.6 Do Traffic Control and PTCO positions have adequate lighting during low light conditions	☐	☐		
2.7 Does sight distance of at least 1.5D exist on approach to Traffic Control or PTCO	☐	☐		

Section 3 - General

YES NO

Enter description of risks if answered no to any question

Enter
Risk
Rating

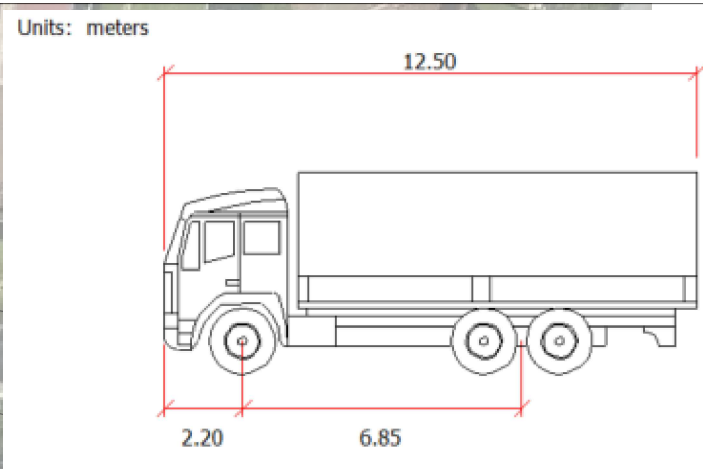
3.1 Does the TGS define minimum clearances required of workers to live traffic, are distances compliant?	☐	☐	NA	
3.2 Are worker symbolic signs to be placed in advance of areas where workers will be visible to traffic?	☐	☐	NA	
3.3 Are all signs placed at correct distances? i.e. D for multiple signs, 2D for single sign above 60km/h	☒	☐		
3.4 Are Taper lengths compliant and not placed in areas with poor sight distance?	☐	☐	NA	
3.5 Are lane status signs placed in advance of a lane merge?	☐	☐	NA	
3.6 Are the correct Tapers being used? i.e. Merge Taper, Traffic Control Taper, Lateral Shift Taper.	☐	☐	NA	
3.7 Does the TGS clearly define transition zones between tapers on multilane roads, are they compliant?	☐	☐	NA	
3.8 Does the TGS clearly define Buffer areas, are they compliant and at least 30m in length?	☐	☐	NA	
3.9 Does the TGS clearly define site access and egress for work vehicles, is impact to traffic, managed?	☒	☐		
3.10 Does the TGS clearly define pedestrian routes, are the routes suitable for all pedestrians?	☒	☐		
3.11 Does the TGS consider Cyclists, can Cyclists transverse the site safely?	☒	☐		

Section 4 - Other Hazards & Risks	4.1			
	4.2	Pedestrians - ignore signage for footpath closure, struck by vehicle		VH
	4.3	Truck access/egress - nose-to-tail, side-swipe accidents		M

Risk Management

Any Risks Identified identified during the above Risk Assessment must be assessed, with control measures listed below. Control measures must meet the WHS Risk Management Hierarchy of controls framework.

Item	Control Measures	Remaining risk rating	Risk evaluation Matrix							
4.2	Custom way finding signs, warning signs, allow Intermittent offset of fencing from kerb to allow a pedestrian to get off the road	L	Risk ratings: Very high - VH High - H Medium - M Low - L	Consequence						
				Insignificant	Minor	Moderate	Major	Severe	Catastrophic	
4.3	Truck symbolic signs, VMP to be in place and followed, vehicle mounted flashing lights, TC Gate keeper at every gate running trucks	L	Likelihood Almost certain Very likely Likely Unlikely Very unlikely Almost unprecedented	L1	M	H	H	VH	VH	VH
				L2	M	M	H	H	VH	VH
				L3	L	M	M	H	H	VH
				L4	L	L	M	M	H	H
				L5	L	L	L	M	M	H
				L6	L	L	L	L	M	M



SWEPT PATH ANALYSIS - Burwood North 12.5m truck entry

Plan details:

Project: Sydney Metro - Central Tunnel Package

Client: Sydney Metro

Location: Burwood North, North & South sites

Drawn by: [Redacted]

Date: 16/06/2023

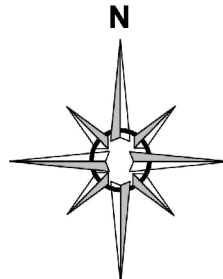
Legend:

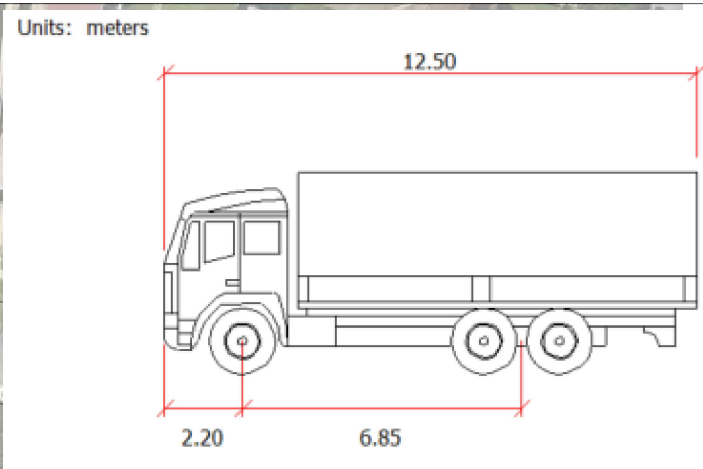
Existing features: [Red line]

New driveways: [Black line]

Excavation: [Brown rectangle]

Capping beam: [Blue line]





SWEPT PATH ANALYSIS - Burwood North 12.5m truck entry

Plan details:

Project: Sydney Metro - Central Tunnel Package

Client: Sydney Metro

Location: Burwood North, North & South sites

Drawn by: [Redacted]

Date: 16/06/2023

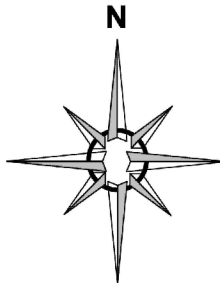
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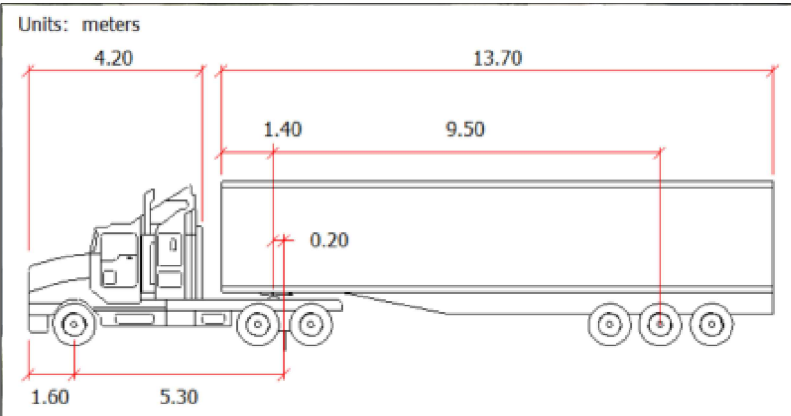
Existing features: [Line]

New driveways: [Line]

Excavation: [Brown box]

Capping beam: [Blue line]





SWEPT PATH ANALYSIS - Burwood North 19m Semi

Plan details:

Project: Sydney Metro - Central Tunnel Package

Client: Sydney Metro

Location: Burwood North, North & South sites

Drawn by:

Date:

16/06/2023

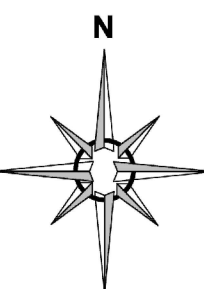
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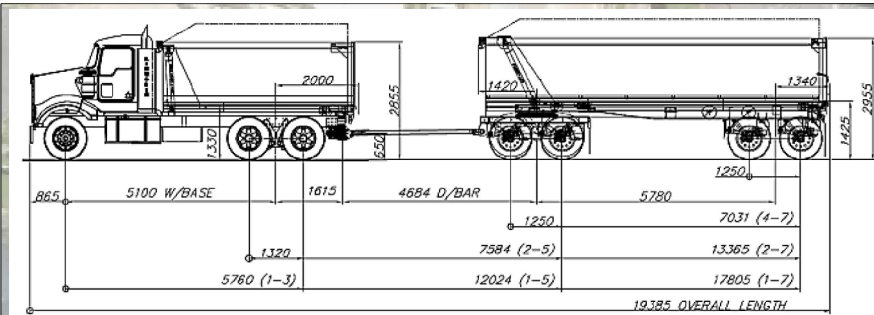
Existing features:

New driveways:

Excavation:

Capping beam:





SWEPT PATH ANALYSIS - Burwood North 19m truck & dog



Plan details:

Project: Sydney Metro - Central Tunnel Package

Client: Sydney Metro

Location: Burwood North, North & South sites

Drawn by:



Date:

16/06/2023

Legend:

Existing features:



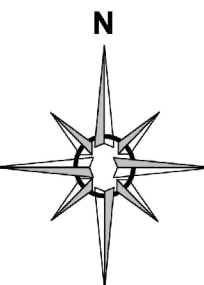
New driveways:

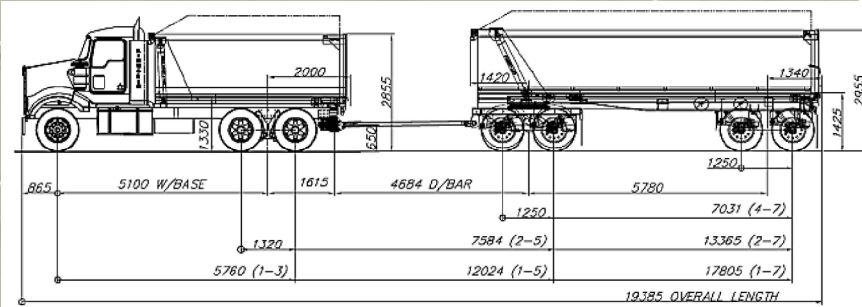


Excavation:



Capping beam:





SWEPT PATH ANALYSIS - Loftus & Gipps intersection 19m truck & dog

Plan details:

Project: Sydney Metro - Central Tunnel Package

Client: Sydney Metro

Location: Burwood North, North & South sites

Drawn by: [Redacted]

Date: 16/06/2023

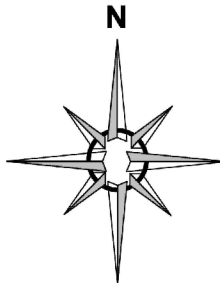
Legend:

Existing features: [Solid line]

New driveways: [Dashed line]

Excavation: [Brown shaded area]

Capping beam: [Double line]



APPENDIX C - VEHICLE MOVEMENT PLANS

VEHICLE MOVEMENT PLAN

UHF: 13

ACCESS & EGRESS AT BURTON STREET & LOFTUS STREET IS RESTRICTED TO MAX 10M VEHICLE LENGTH.
AN APPROVED TGS & TRAFFIC CONTROL MUST BE IN PLACE FOR THE USE OF VEHICLES OVER 10M.

Vehicles over 10m are not permitted.

Traffic Control 'Gate Keeper' must be in place Any time these driveways are being used by heavy vehicles.
The Primary duty of the Traffic Controller is to maintain safe Pedestrian & Public vehicles interface.

LENGTH RESTRICTIONS: 10M MAX FOR BURTON ST ACCESS & EGRESS

Date: 25/05/2023 **Location:** Burwood Station - Northern Site

VMP Number: AFJVCTP-VMP-0068 **Page:** 1 of 5

Comments:

- Drivers must be briefed on this VMP
- Gatekeeper/s must be in position when gates are in use and the VMP requires it.
- Drivers must adhere to Gatekeepers directions
- Vehicles entering and exiting site must:
 1. Activate roof mounted beacons on approach
 2. radio intention via UHF
 3. Indicate intentions
 4. Turn into/out of site
 5. Exit with caution, ensuring the safety of pedestrian and other road users
 6. Disable roof mounted beacons after egress and speed has reached normal traffic flow.
 7. follow all road rules and speed limits.
- Use only approved haul routes

VMP Approved by

Name:

Signature:

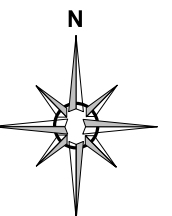
Date:

PROJECT:

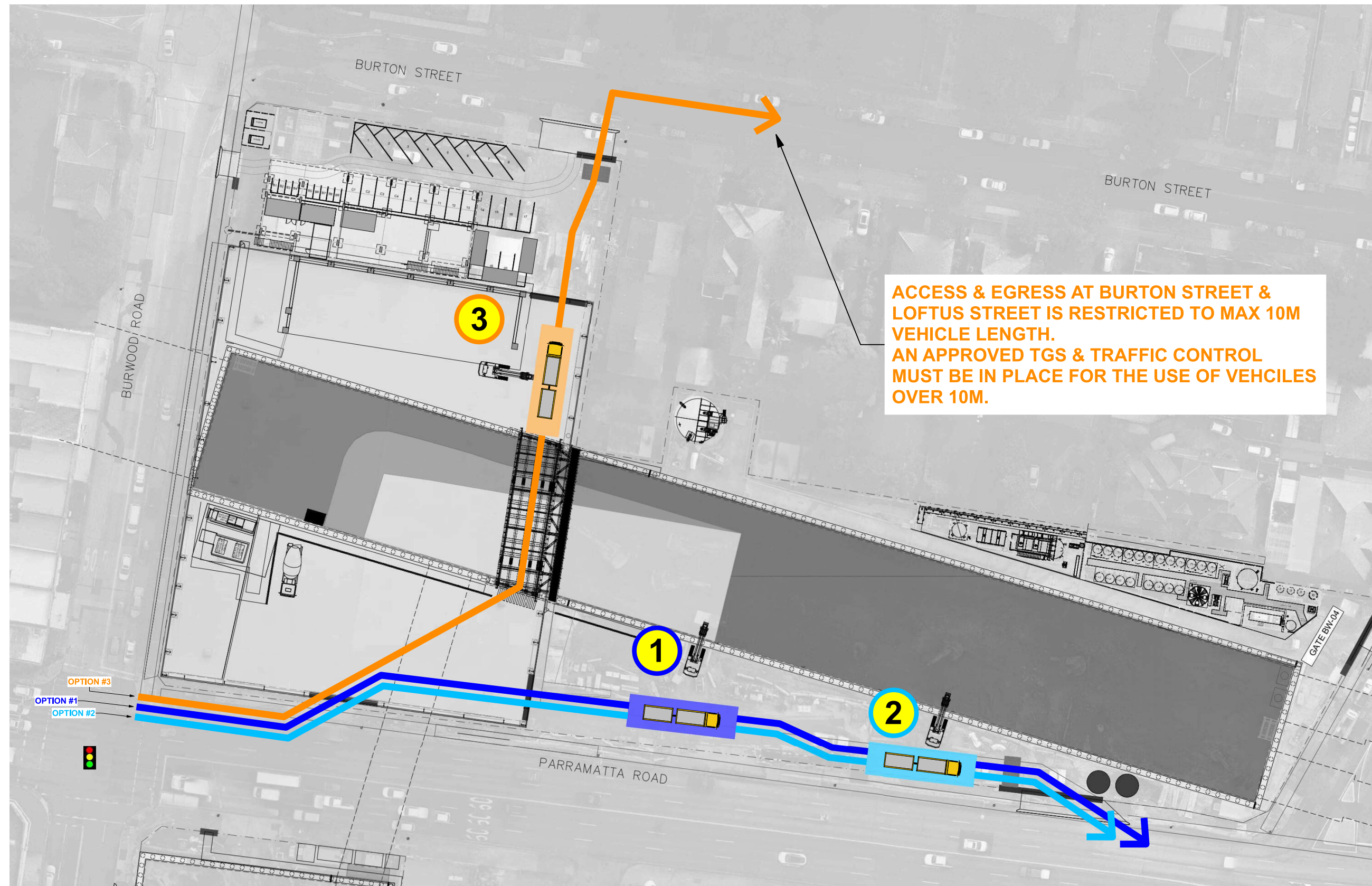
SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND

	Station Site Boundary		Signalised Intersection
	Access		Restricted Movement
	Egress		Qualified Gatekeeper



SITE SPOIL AREAS



Date: 25/05/2023 **Location:** Burwood Station - Northern Site

VMP Number: AFJVCTP-VMP-0068 **Page:** 2 of 5

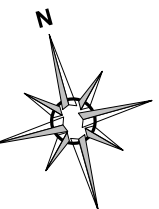
Comments:

- Drivers must be briefed on this VMP
- Gatekeeper/s must be in position when gates are in use and the VMP requires it.
- Drivers must adhere to Gatekeepers directions
- Vehicles entering and exiting site must:
 1. Activate roof mounted beacons on approach
 2. radio intention via UHF
 3. Indicate intentions
 4. Turn into/out of site
 5. Exit with caution, ensuring the safety of pedestrian and other road users
 6. Disable roof mounted beacons after egress and speed has reached normal traffic flow.
 7. follow all road rules and speed limits.
- Use only approved haul routes

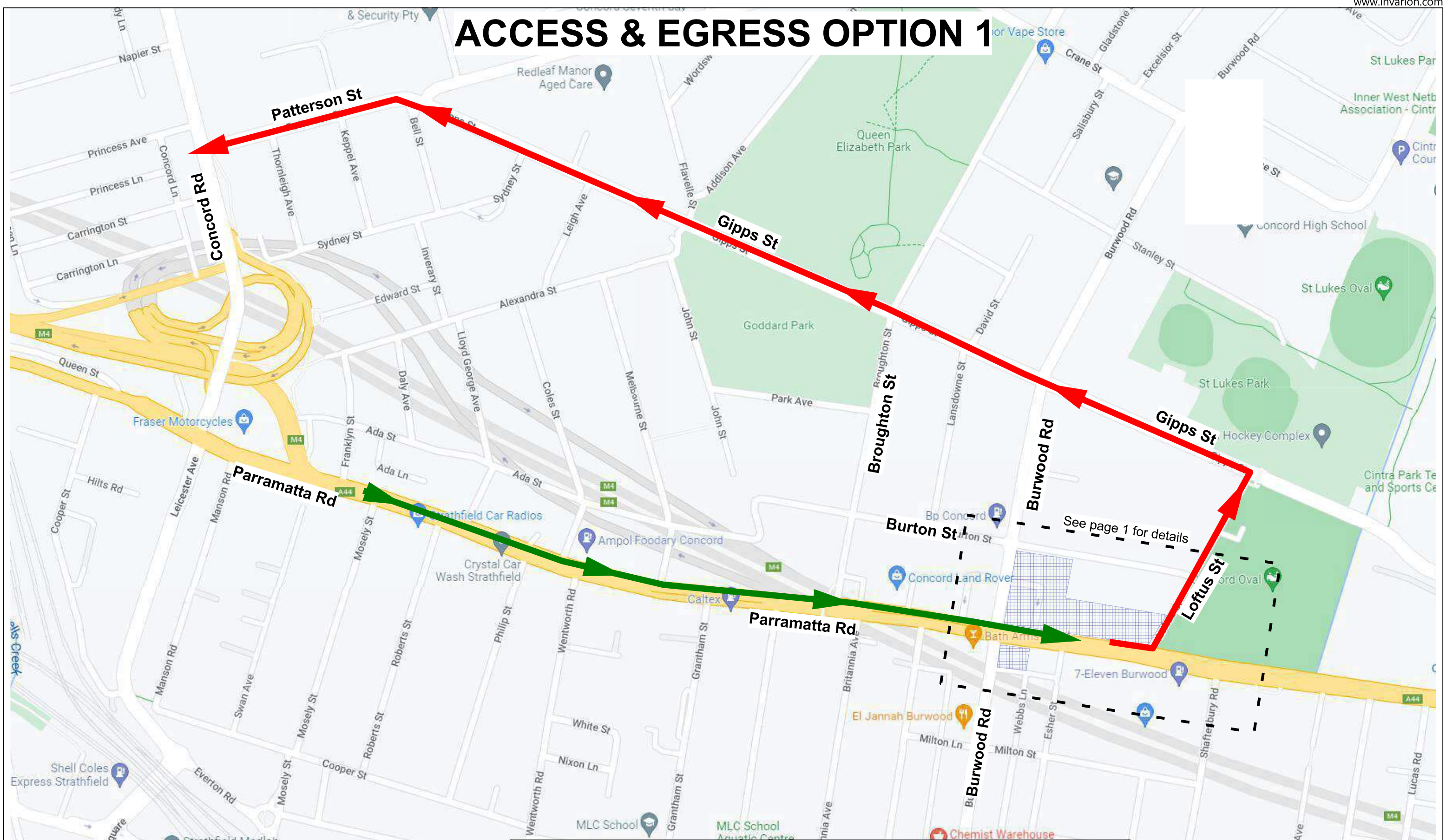
PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND

① ② ③	Spoil Area Locations	🚦	Signalised intersection
	Option #1		Option #3 (Restricted movement)
	Option #2		



ACCESS & EGRESS OPTION 1



Date: 25/05/2023 **Location:** Burwood Station - Northern Site **VMP Number:** AFJVCTP-VMP-0068 **Page:** 3 of 5

Comments:

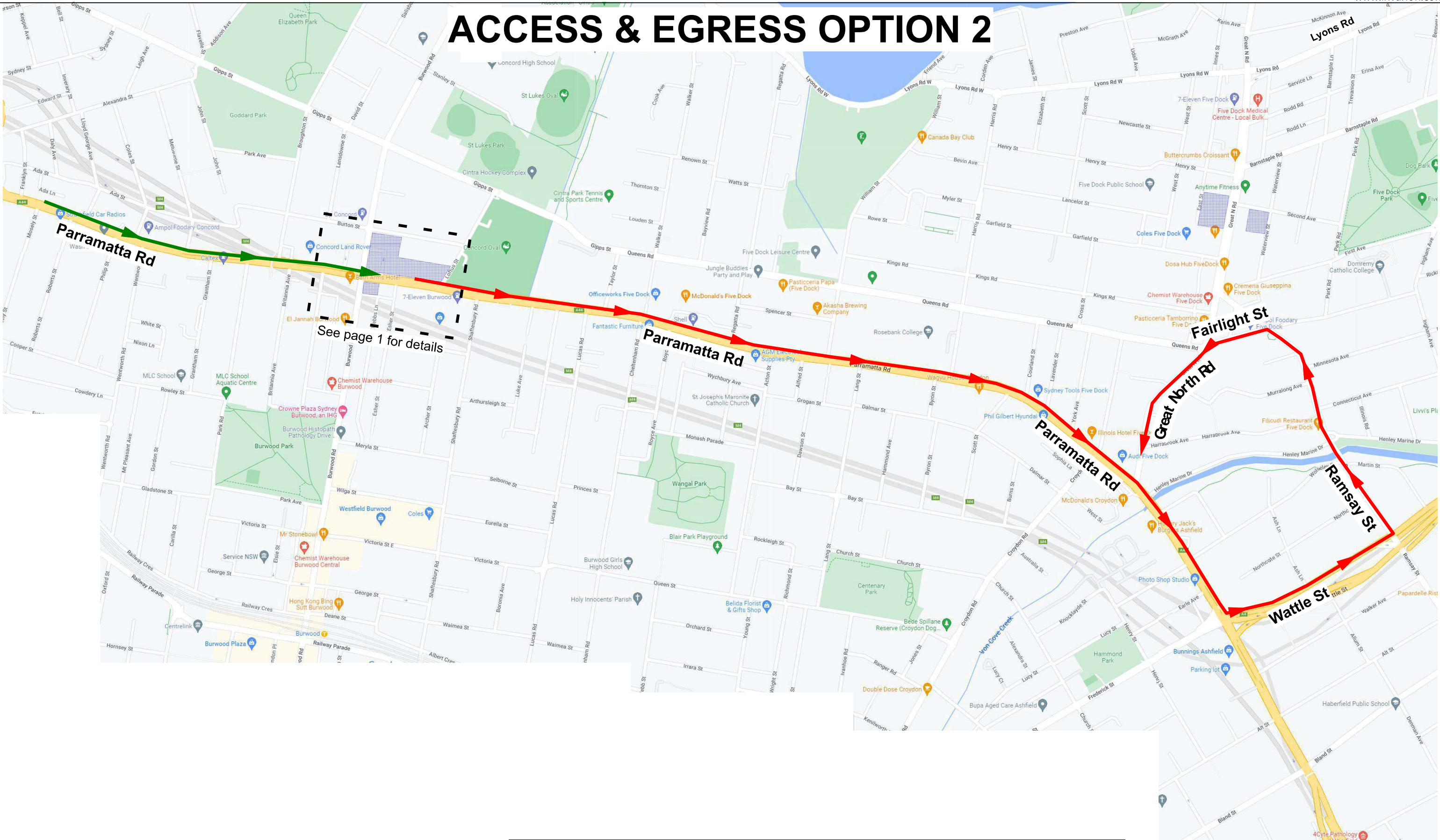
- Drivers must be briefed on this VMP
- Gatekeeper/s must be in position when gates are in use and the VMP requires it.
- Drivers must adhere to Gatekeepers directions
- Vehicles entering and exiting site must:
 1. Activate roof mounted beacons on approach
 2. radio intention via UHF
 3. Indicate intentions
 4. Turn into/out of site
 5. Exit with caution, ensuring the safety of pedestrian and other road users
 6. Disable roof mounted beacons after egress and speed has reached normal traffic flow.
 7. follow all road rules and speed limits.
- Use only approved haul routes

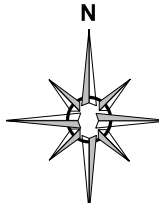
PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND	
	Station Site Boundary
	Access
	Egress
	Signalised intersection

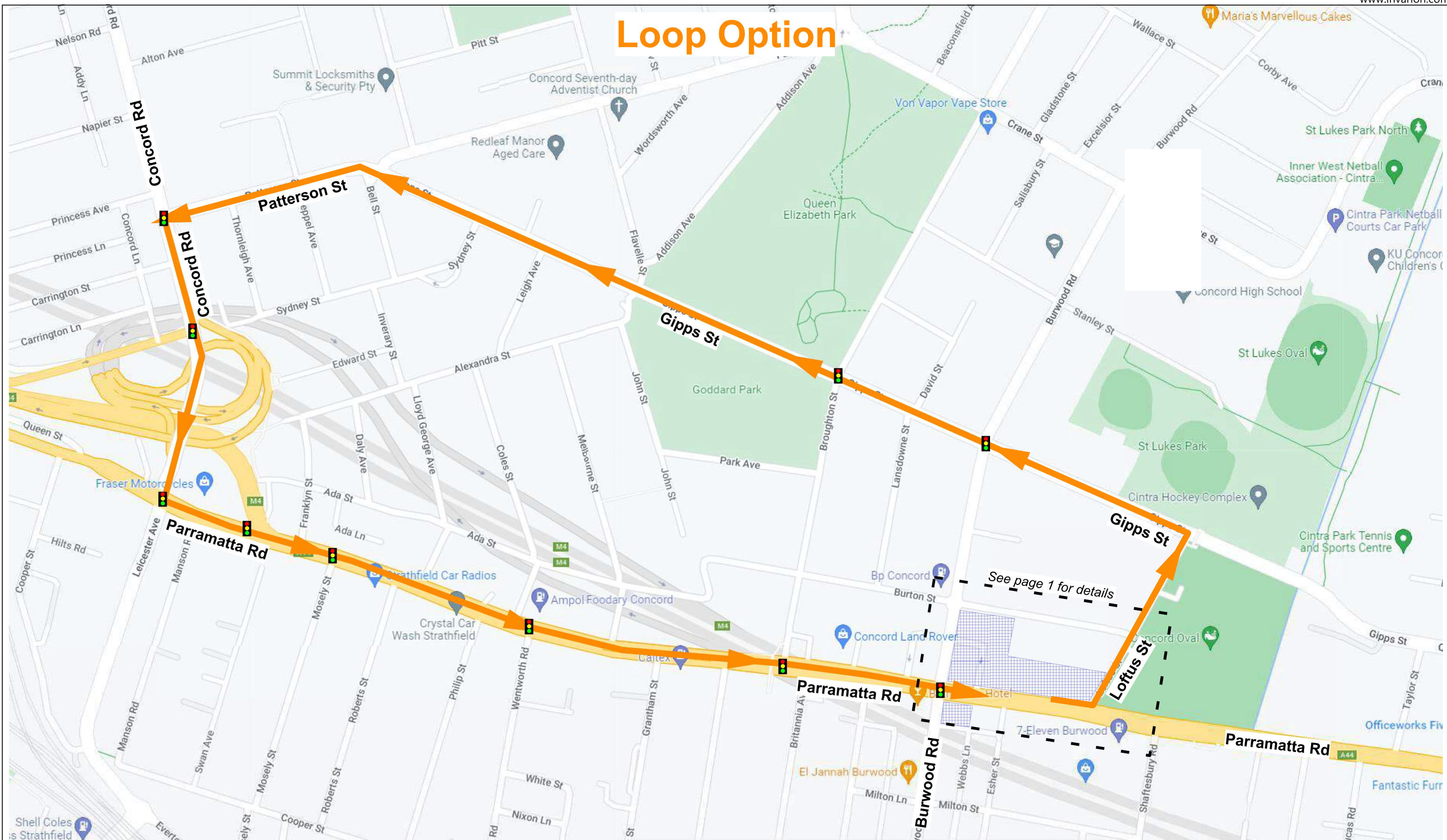


ACCESS & EGRESS OPTION 2



	Date: 25/05/2023 Location: Burwood Station - Northern Site		VMP Number: AFJVCTP-VMP-0068		Page: 4 of 5		
	Comments: - Drivers must be briefed on this VMP - Gatekeeper/s must be in position when gates are in use and the VMP requires it. - Drivers must adhere to Gatekeepers directions - Vehicles entering and exiting site must: 1. Activate roof mounted beacons on approach 2. radio intention via UHF 3. Indicate intensions 4. Turn into/out of site 5. Exit with caution, ensuring the safety of pedestrian and other road users 6. Disable roof mounted beacons after egress and speed has reached normal traffic flow. 7. follow all road rules and speed limits. - Use only approved haul routes			PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE			
				LEGEND			
				 Station Site Boundary		 Signalised intersection	
				 Access			
 Egress							

Loop Option



Date: 25/05/2023 **Location:** Burwood Station - Northern Site

VMP Number: AFJVCTP-VMP-0068 **Page:** 5 of 5

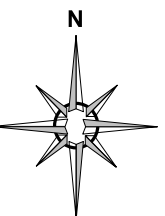
Comments:

- Drivers must be briefed on this VMP
- Gatekeeper/s must be in position when gates are in use and the VMP requires it.
- Drivers must adhere to Gatekeepers directions
- Vehicles entering and exiting site must:
 1. Activate roof mounted beacons on approach
 2. radio intention via UHF
 3. Indicate intentions
 4. Turn into/out of site
 5. Exit with caution, ensuring the safety of pedestrian and other road users
 6. Disable roof mounted beacons after egress and speed has reached normal traffic flow.
 7. follow all road rules and speed limits.
- Use only approved haul routes

PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND

	Station Site Boundary		Signalised intersection
	Access		Loop Option
	Egress		



Vehicles over 10m must NOT enter Burton Street

**BURWOOD
NORTH SITE**

Vehicles over **10m** must NOT turn left into Burwood Road

**BURWOOD
SOUTH SITE**

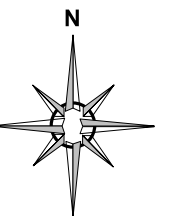
LENGTH RESTRICTIONS: 10M MAX FOR VEHICLES ENTERING SOUTH SITE

VMP Number: AFJVCTP-VMP-0070 Page: 1 of 3

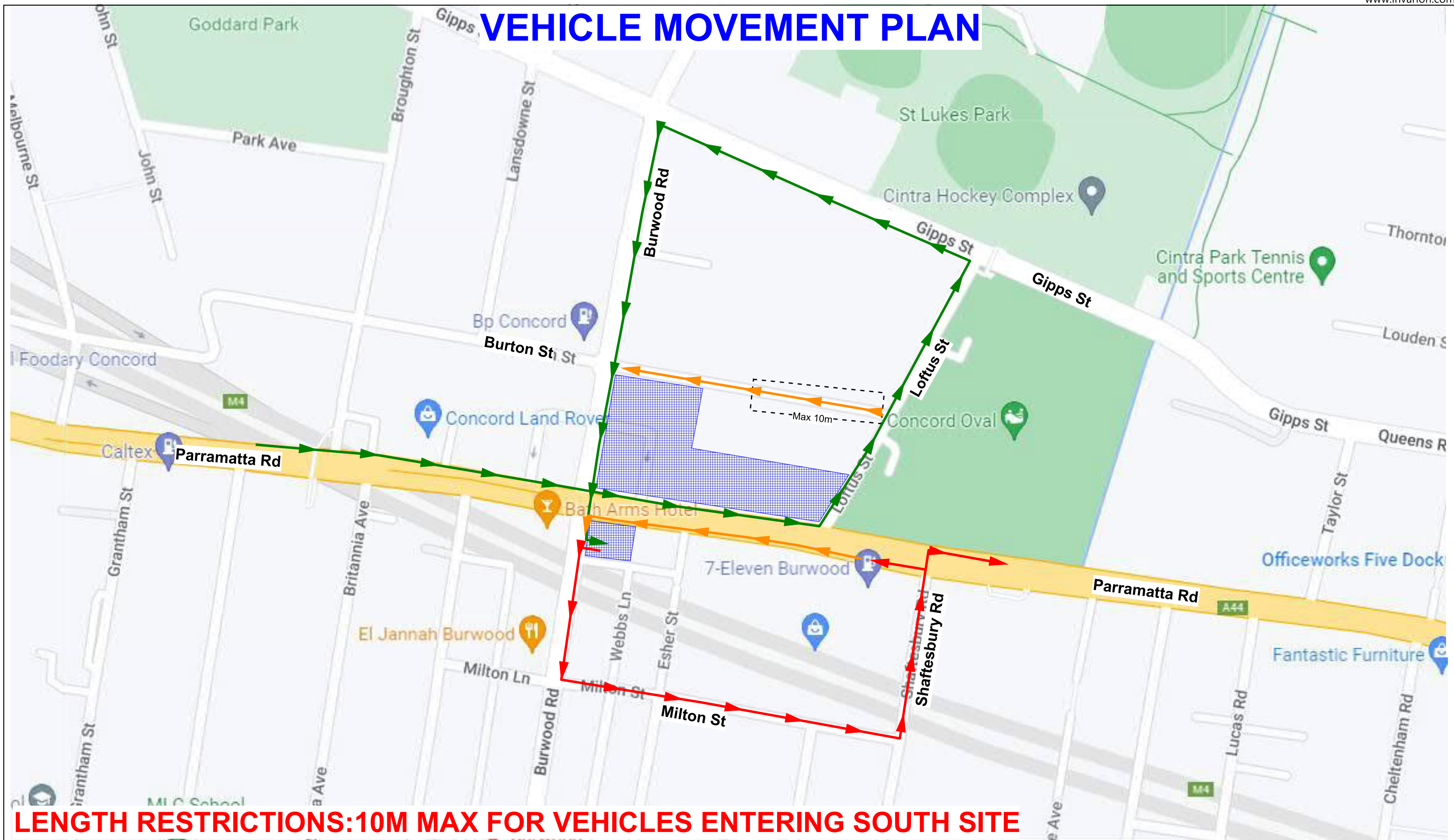
SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE



Egress



VEHICLE MOVEMENT PLAN



LENGTH RESTRICTIONS: 10M MAX FOR VEHICLES ENTERING SOUTH SITE

Date: 15/06/2023 **Location:** Burwood - Southern Site

VMP Number: AFJVCTP-VMP-0070 **Page:** 2 of 3

Comments:

- Drivers must be briefed on this VMP
- Gatekeeper/s must be in position when gates are in use and the VMP requires it.
- Drivers must adhere to Gatekeepers directions
- Vehicles entering and exiting site must:
 1. Activate roof mounted beacons on approach
 2. radio intention via UHF
 3. Indicate intentions
 4. Turn into/out of site
 5. Exit with caution, ensuring the safety of pedestrian and other road users
 6. Disable roof mounted beacons after egress and speed has reached normal traffic flow.
 7. follow all road rules and speed limits.
- Use only approved haul routes

PROJECT:

SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND



Workzone



Access



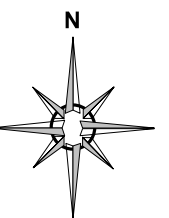
Egress



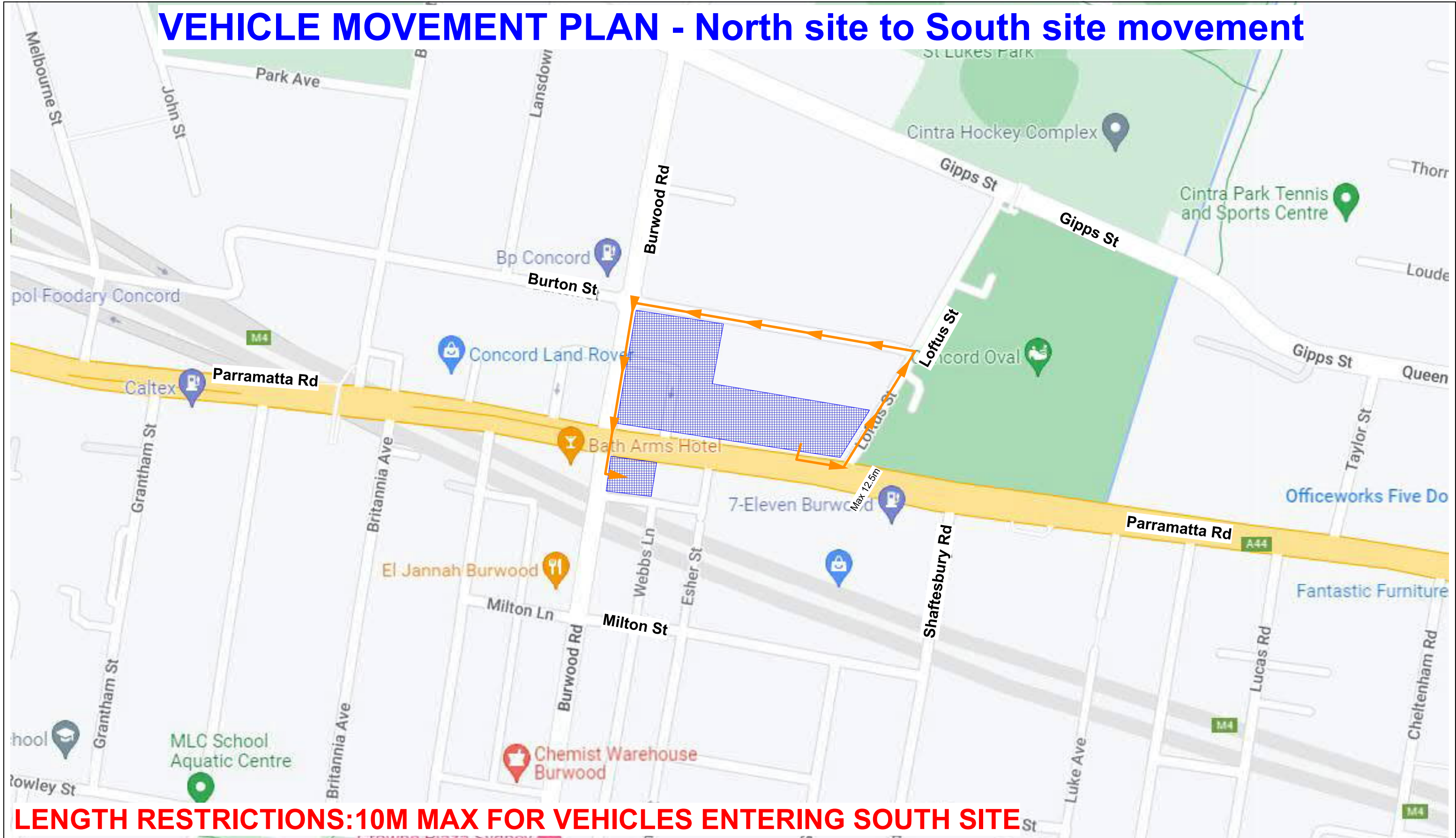
Signalised intersection



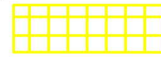
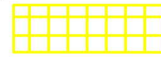
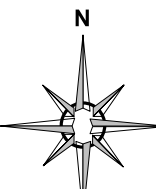
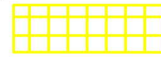
Restricted movement

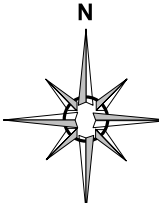


VEHICLE MOVEMENT PLAN - North site to South site movement



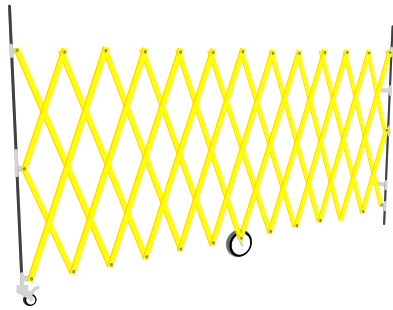
LENGTH RESTRICTIONS: 10M MAX FOR VEHICLES ENTERING SOUTH SITE

	Date: 15/06/2023 Location: Burwood - Southern Site		VMP Number: AFJVCTP-VMP-0070 Page: 3 of 3														
	Comments: - Drivers must be briefed on this VMP - Gatekeeper/s must be in position when gates are in use and the VMP requires it. - Drivers must adhere to Gatekeepers directions - Vehicles entering and exiting site must: 1. Activate roof mounted beacons on approach 2. radio intention via UHF 3. Indicate intensions 4. Turn into/out of site 5. Exit with caution, ensuring the safety of pedestrian and other road users 6. Disable roof mounted beacons after egress and speed has reached normal traffic flow. 7. follow all road rules and speed limits. - Use only approved haul routes		PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE														
	<table><tr><td colspan="2">LEGEND</td></tr><tr><td></td><td>Workzone</td><td></td><td>Signalised intersection</td></tr><tr><td></td><td>Access</td><td></td><td>Restricted movement</td></tr><tr><td></td><td>Egress</td><td></td><td></td></tr></table>		LEGEND			Workzone		Signalised intersection		Access		Restricted movement		Egress			
LEGEND																	
	Workzone		Signalised intersection														
	Access		Restricted movement														
	Egress																



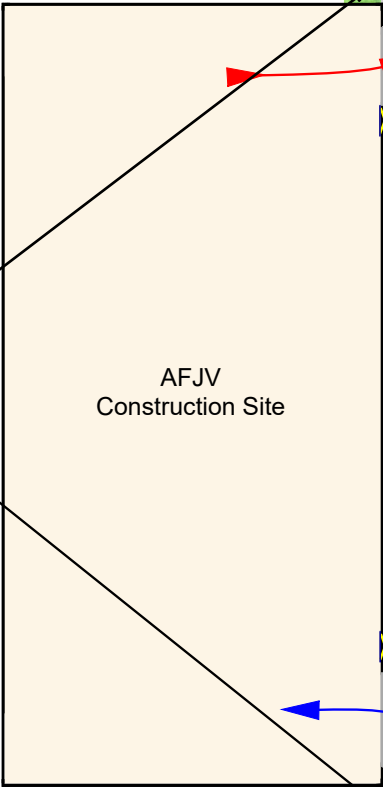
APPENDIX D - PEDESTRIAN MANAGEMENT PLAN

Pedestrian management plan - to be used outside of bulk haulage activities at the west site, and during bulk haulage at the east site



Example of Retractable Gate

When vehicles make contact on UHF in advance to their approach of the entrance/exit driveways, Gatekeepers must temporarily hold pedestrian movements by extending the retractable-gate at one side of the driveway and hold pedestrians on the other side of the driveway before approving the vehicles to approach. Once vehicle enters/exits the driveway, Gatekeepers are to pull back the gate to resume footpath movements.



Legend

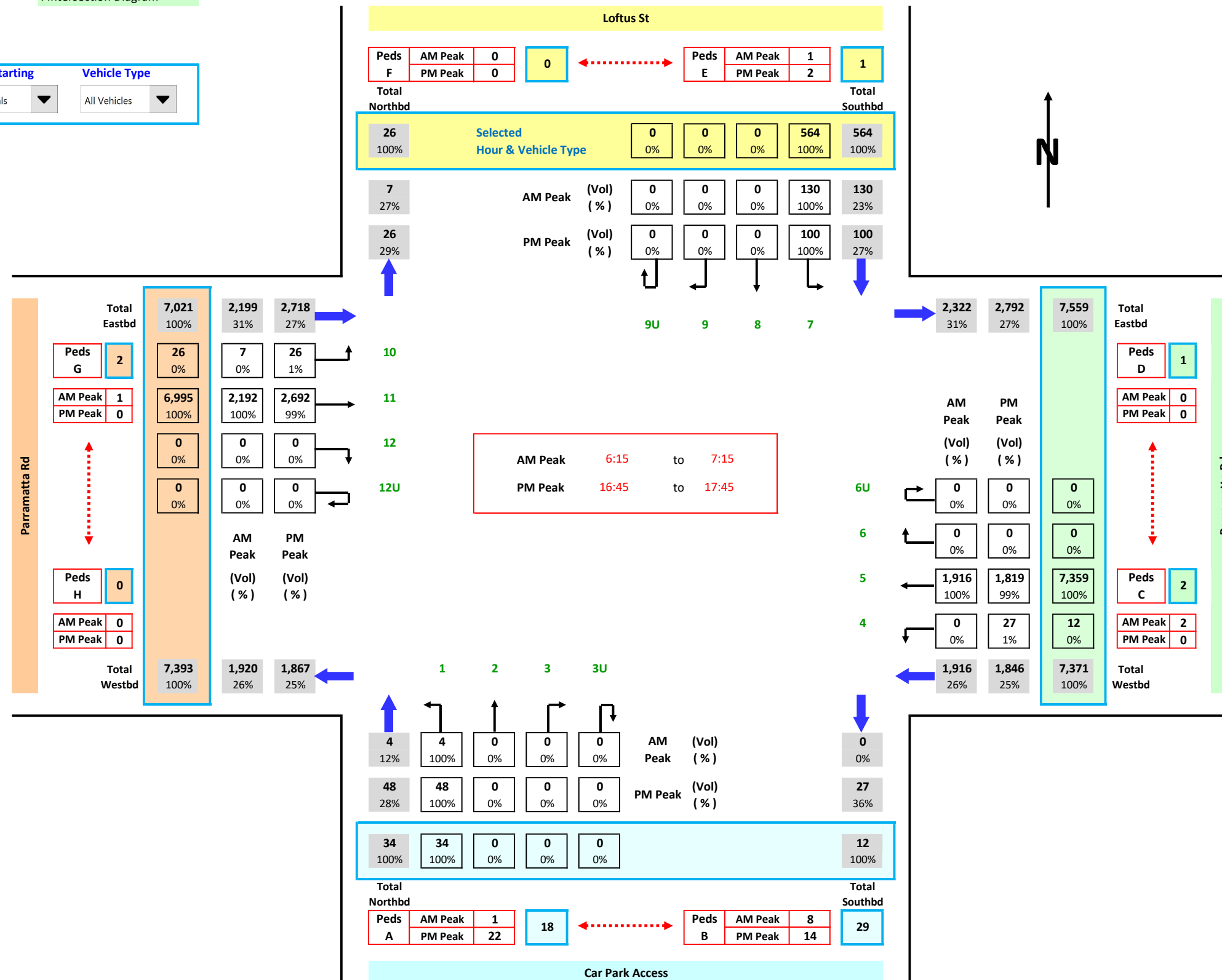
- Gatekeeper
- T8-1 PEDESTRIANS WATCH YOUR STEP
- T2-25 TRUCKS
- Truck Route - Inbound
- Truck Route - Outbound
- Pedestrian Route
- Retractable Gate
- Retractable Gate (Large Scaled)

Project:	SYDNEY METRO WEST, CENTRAL TUNNELLING PACKAGE
Metro Station Site:	NON LOCATION SPECIFIC
Drawing Number:	SMWSTCTP-AFJ-1NL-TF-TGS-GATES-PMP-001
Issue	02



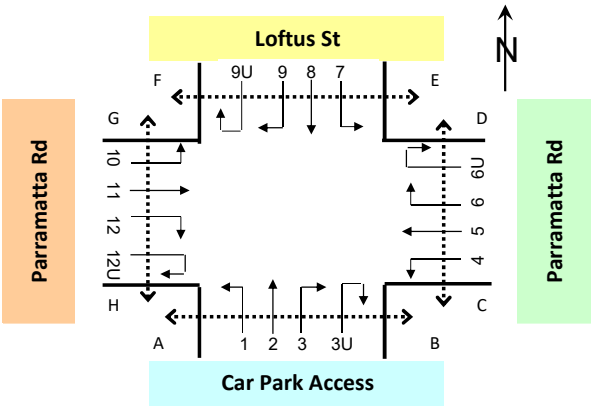
APPENDIX E - PEDESTRIAN SURVEY

Day/Date : Wed, 20 Feb 2019
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram



Job No. : N4798
Client
Suburb : Westmead to Burwood
Location : 13. Parramatta Rd / Loftus St

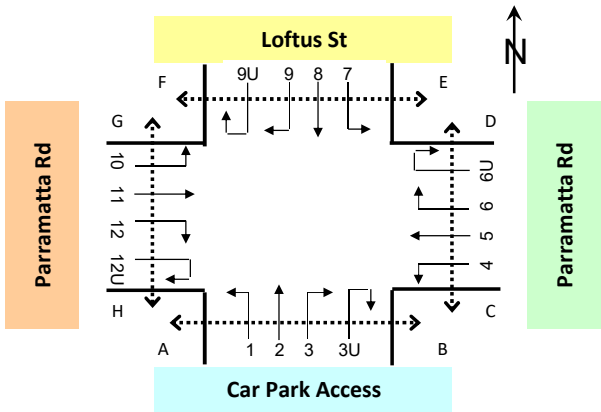
Day/Date : Wed, 20 Feb 2019
Weather : Fine
Description : Classified Intersection Count
: Pedestrian Data



Direction	Pedestrians							
Time Period	A	B	C	D	E	F	G	H
6:00 to 6:15	0	1	0	1	0	0	1	0
6:15 to 6:30	0	1	1	0	0	0	1	0
6:30 to 6:45	0	3	0	0	0	0	0	0
6:45 to 7:00	1	2	1	0	1	0	0	0
7:00 to 7:15	0	2	0	0	0	0	0	0
7:15 to 7:30	4	1	0	0	0	0	0	0
7:30 to 7:45	1	3	0	0	0	0	0	0
7:45 to 8:00	0	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	0	0	0	0	0
8:15 to 8:30	1	2	0	0	0	0	0	0
8:30 to 8:45	0	3	0	0	0	0	0	0
8:45 to 9:00	1	0	0	0	0	0	0	0
9:00 to 9:15	0	2	0	0	0	0	0	0
9:15 to 9:30	2	1	0	0	0	0	0	0
9:30 to 9:45	7	2	0	0	0	0	0	0
9:45 to 10:00	1	6	0	0	0	0	0	0
AM Totals	18	29	2	1	1	0	2	0
15:00 to 15:15	1	2	0	0	2	0	0	0
15:15 to 15:30	4	4	0	0	0	0	1	0
15:30 to 15:45	4	1	0	0	0	0	1	0
15:45 to 16:00	4	5	0	0	0	1	0	0
16:00 to 16:15	1	4	0	0	0	0	0	0
16:15 to 16:30	0	3	0	0	0	0	0	0
16:30 to 16:45	0	5	0	0	0	0	1	0
16:45 to 17:00	10	3	0	0	1	0	0	0
17:00 to 17:15	8	5	0	0	0	0	0	0
17:15 to 17:30	1	0	0	0	0	0	0	0
17:30 to 17:45	3	6	0	0	1	0	0	0
17:45 to 18:00	2	5	0	0	0	0	0	0
18:00 to 18:15	0	1	0	0	0	0	0	0
18:15 to 18:30	7	3	0	0	0	0	0	0
18:30 to 18:45	2	3	0	0	0	0	0	0
18:45 to 19:00	4	3	0	0	0	0	0	0
PM Totals	51	53	0	0	4	1	3	0

Job No. : N4798
Client :
Suburb : Westmead to Burwood
Location : 13. Parramatta Rd / Loftus St

Day/Date : Wed, 20 Feb 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary

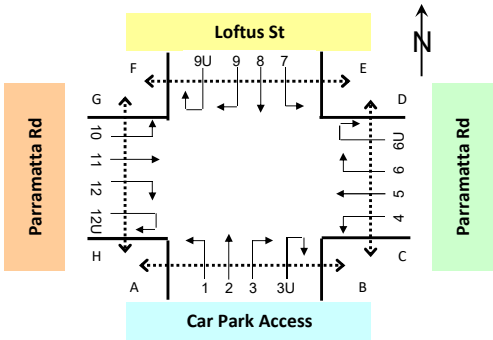


Approach	Car Park Access				Parramatta Rd				Loftus St				Parramatta Rd				Grand Total
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
AM 6:15 to 7:15	3	1	0	4	1,779	107	30	1,916	125	4	1	130	1,863	313	23	2,199	4,249
PM 16:45 to 17:45	46	2	0	48	1,724	105	17	1,846	99	0	1	100	2,634	49	35	2,718	4,712

Approach		Car Park Access				Parramatta Rd				Loftus St				Parramatta Rd				Grand Total
Time Period		Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
6:00 to 7:00		6	0	0	6	1,758	98	23	1,879	107	3	0	110	1,857	352	24	2,233	4,228
6:15 to 7:15		3	1	0	4	1,779	107	30	1,916	125	4	1	130	1,863	313	23	2,199	4,249
6:30 to 7:30		1	1	0	2	1,765	107	36	1,908	139	4	1	144	1,912	252	26	2,190	4,244
6:45 to 7:45		2	2	0	4	1,741	107	31	1,879	143	1	1	145	1,952	172	24	2,148	4,176
7:00 to 8:00		2	3	0	5	1,722	107	31	1,860	149	1	1	151	1,909	119	25	2,053	4,069
7:15 to 8:15		4	2	0	6	1,717	113	27	1,857	155	0	0	155	1,722	131	15	1,868	3,886
7:30 to 8:30		5	2	0	7	1,683	125	24	1,832	159	0	0	159	1,531	145	10	1,686	3,684
7:45 to 8:45		3	1	0	4	1,665	142	34	1,841	160	2	0	162	1,298	160	6	1,464	3,471
8:00 to 9:00		6	0	0	6	1,697	152	34	1,883	159	4	0	163	1,176	171	0	1,347	3,399
8:15 to 9:15		6	0	0	6	1,665	160	34	1,859	155	4	0	159	1,193	175	0	1,368	3,392
8:30 to 9:30		11	0	0	11	1,681	180	36	1,897	158	6	0	164	1,218	192	0	1,410	3,482
8:45 to 9:45		13	0	0	13	1,633	181	28	1,842	146	4	1	151	1,226	197	0	1,423	3,429
9:00 to 10:00		17	0	0	17	1,541	181	27	1,749	135	2	3	140	1,196	192	0	1,388	3,294
AM Totals		31	3	0	34	6,718	538	115	7,371	550	10	4	564	6,138	834	49	7,021	14,990
15:00 to 16:00		31	2	0	33	1,706	158	39	1,903	89	2	6	97	2,242	100	40	2,382	4,415
15:15 to 16:15		35	1	0	36	1,687	167	31	1,885	81	1	7	89	2,367	92	42	2,501	4,511
15:30 to 16:30		36	1	0	37	1,717	162	24	1,903	84	1	7	92	2,374	84	43	2,501	4,533
15:45 to 16:45		36	1	0	37	1,656	144	21	1,821	79	0	7	86	2,452	67	33	2,552	4,496
16:00 to 17:00		43	0	0	43	1,659	145	18	1,822	80	0	4	84	2,546	49	32	2,627	4,576
16:15 to 17:15		47	0	0	47	1,664	134	18	1,816	86	0	2	88	2,559	45	33	2,637	4,588
16:30 to 17:30		46	2	0	48	1,647	116	19	1,782	95	0	1	96	2,649	41	27	2,717	4,643
16:45 to 17:45		46	2	0	48	1,724	105	17	1,846	99	0	1	100	2,634	49	35	2,718	4,712
17:00 to 18:00		47	5	0	52	1,745	96	20	1,861	110	0	1	111	2,586	45	34	2,665	4,689
17:15 to 18:15		39	5	0	44	1,769	83	23	1,875	120	0	2	122	2,568	43	27	2,638	4,679
17:30 to 18:30		43	3	0	46	1,776	78	24	1,878	101	0	4	105	2,534	44	27	2,605	4,634
17:45 to 18:45		44	3	0	47	1,739	74	30	1,843	91	0	4	95	2,470	40	19	2,529	4,514
18:00 to 19:00		43	1	0	44	1,738	59	34	1,831	72	0	6	78	2,396	44	15	2,455	4,408
PM Totals		164	8	0	172	6,848	458	111	7,417	351	2	17	370	9,770	238	121	10,129	18,088

Job No. : N4798
Client :
Suburb : Westmead to Burwood
Location : 13. Parramatta Rd / Loftus St

Day/Date : Wed, 20 Feb 2019
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data



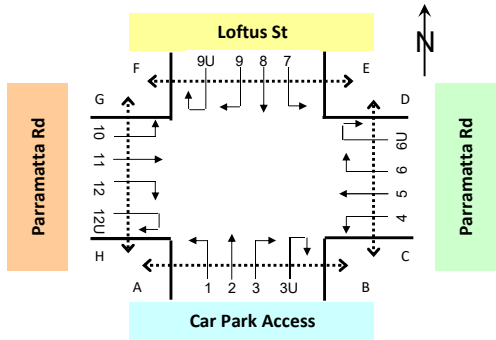
	Class 1	Class 2	Class 3
Classifications	Cars	Trucks	Buses

Approach	Car Park Access																Parramatta Rd															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
6:00 to 6:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	425	24	6	455	0	0	0	0	0	0	0	0
6:15 to 6:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	450	21	3	474	0	0	0	0	0	0	0	0
6:30 to 6:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	454	23	8	485	0	0	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	429	30	6	465	0	0	0	0	0	0	0	0
7:00 to 7:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	446	33	13	492	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	434	21	9	464	0	0	0	0	0	0	0	0
7:30 to 7:45	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	430	23	3	456	0	0	0	0	0	0	0	0
7:45 to 8:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	410	29	6	445	0	0	0	0	0	0	0	0
8:00 to 8:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	440	39	9	488	0	0	0	0	0	0	0	0
8:15 to 8:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	402	33	6	441	0	0	0	0	0	0	0	0
8:30 to 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	412	40	13	465	0	0	0	0	0	0	0	0
8:45 to 9:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	441	40	6	487	0	0	0	0	0	0	0	0
9:00 to 9:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	409	47	9	465	0	0	0	0	0	0	0	0
9:15 to 9:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	415	53	8	476	0	0	0	0	0	0	0	0
9:30 to 9:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	360	41	5	406	0	0	0	0	0	0	0	0
9:45 to 10:00	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	350	40	5	395	0	0	0	0	0	0	0	0
AM Totals	31	3	0	34	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	12	6,707	537	115	7,359	0	0	0	0	0	0	0	0
15:00 to 15:15	6	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	430	36	13	479	0	0	0	0	0	0	0	0
15:15 to 15:30	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	405	44	11	460	0	0	0	0	0	0	0	0
15:30 to 15:45	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	440	43	9	492	0	0	0	0	0	0	0	0
15:45 to 16:00	6	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	420	34	6	460	0	0	0	0	0	0	0	0
16:00 to 16:15	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	412	45	5	462	0	0	0	0	0	0	0	0
16:15 to 16:30	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	434	39	4	477	0	0	0	0	0	0	0	0
16:30 to 16:45	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	380	26	6	412	0	0	0	0	0	0	0	0
16:45 to 17:00	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	418	35	3	456	0	0	0	0	0	0	0	0
17:00 to 17:15	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	414	33	5	452	0	0	0	0	0	0	0	0
17:15 to 17:30	8	2	0	10	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	6	416	19	5	440	0	0	0	0	0	0	0	0
17:30 to 17:45	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	10	453	14	4	471	0	0	0	0	0	0	0	0
17:45 to 18:00	14	3	0	17	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	437	26	6	469	0	0	0	0	0	0	0	0
18:00 to 18:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	440	21	8	469	0	0	0	0	0	0	0	0
18:15 to 18:30	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	417	16	6	439	0	0	0	0	0	0	0	0
18:30 to 18:45	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	420	11	10	441	0	0	0	0	0	0	0	0
18:45 to 19:00	13	1	0	14	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	441	11	10	462	0	0	0	0	0	0	0	0
PM Totals	164	8	0	172	0	0	0	0	0	0	0	0	0	0	0	0	71	5	0	76	6,777	453	111	7,341	0	0	0	0	0	0	0	0

Approach	Loftus St																Parramatta Rd																Crossing Pedestrians									
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)													
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	A	B	C	D	E	F	G	H	Total					
6:00 to 6:15	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	480	75	11	566	0	0	0	0	0	0	1	0	1	0	0	1	0	3				
6:15 to 6:30	28	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	431	87	2	520	0	0	0	0	0	0	1	1	0	0	0	1	0	3				
6:30 to 6:45	35	3	0	38	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	463	105	6	574	0	0	0	0	0	3	0	0	0	0	0	0	0	3				
6:45 to 7:00	27	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	470	85	5	560	0	0	0	0	0	1	2	1	0	1	0	0	0	5				
7:00 to 7:15	35	1	1	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	492	36	10	538	0	0	0	0	0	0	2	0	0	0	0	0	0	2				
7:15 to 7:30	42	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	482	26	5	513	0	0	0	0	0	4	1	0	0	0	0	0	0	5				
7:30 to 7:45	39	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	506	25	4	535	0	0	0	0	0	1	3	0	0	0	0	0	0	4				
7:45 to 8:00	33	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	428	31	6	465	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 to 8:15	41	0	0	41	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	304	48	0	352	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:15 to 8:30	46	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	292	40	0	332	0	0	0	0	0	1	2	0	0	0	0	0	0	3				
8:30 to 8:45	40	2	0	42	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	269	40	0	309	0	0	0	0	0	0	3	0	0	0	0	0	0	3				
8:45 to 9:00	32	2	0	34	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	304	43	0	347	0	0	0	0	0	1	0	0	0	0	0	0	0	1				
9:00 to 9:15	37	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	322	52	0	374	0	0	0	0	0	0	2	0	0	0	0	0	0	2				
9:15 to 9:30	49	2	0	51	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	314	57	0	371	0	0	0	0	0	2	1	0	0	0	0	0	0	3				
9:30 to 9:45	28	0	1	29	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	280	45	0	325	0	0	0	0	0	7	2	0	0	0	0	0	0	9				
9:45 to 10:00	21	0	2	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	276	38	0	314	0	0	0	0	0	1	6	0	0	0	0	0	0	7				
AM Totals	550	10	4	564	0	0	0	0	0	0	0	0	0	0	0	0	25	1	0	26	6,113	833	49	6,995	0	0	0	0	0	18	29	2	1	1	0	2	0	53				
15:00 to 15:15	21	1	1	23	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	522	23	6	551	0	0	0	0	0	1	2	0	0	2	0	0	0	5				
15:15 to 15:30	25	0	2	27	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	556	22	10	588	0	0	0	0	0	4	4	0	0	0	0	1	0	9				
15:30 to 15:45	23	1	0	24	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	562	24	14	600	0	0	0	0	0	4	1	0	0	0	0	1	0	6				
15:45 to 16:00	20	0	3	23	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	578	30	10	618	0	0	0	0	0	4	5	0	0	0	1	0	0	10				
16:00 to 16:15	13	0	2	15	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	642	15	8	665	0	0	0	0	0	1	4	0	0	0	0	0	0	5				
16:15 to 16:30	28	0	2	30	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	569	13	11	593	0	0	0	0	0	0	3	0	0	0	0	0	0	3				
16:30 to 16:45	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	637	8	4	649	0	0	0	0	0	0	5	0	0	0	0	1	0	6				
16:45 to 17:00	21	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	677	12	9	698	0	0	0	0	0	10	3	0	0	1	0	0	0	14				
17:00 to 17:15	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	660	11	9	680	0	0	0	0	0	8	5	0	0	0	0	0	0	13				
17:15 to 17:30	37	0	1	38	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	651	10	5	666	0	0	0	0	0	1	0	0	0	0	0	0	0	1				
17:30 to 17:45	22	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	620	16	12	648	0	0	0	0	0	3	6	0	0	1	0	0	0	10				
17:45 to 18:00	32	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	628	8	8	644	0	0	0	0	0	2	5	0	0	0	0	0	0	7				
18:00 to 18:15	29	0	1	30	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	640	9	2	651	0	0	0	0	0	0	1	0	0	0	0	0	0	1				
18:15 to 18:30	18	0	3	21	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	620	11	5	636	0	0	0	0	0	7	3	0	0	0	0	0	0	10				
18:30 to 18:45	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	563	11	4	578	0	0	0	0	0	2	3	0	0	0	0	0	0	5				
18:45 to 19:00	13	0	2	15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	557	12	4	573	0	0	0	0	0	4	3	0	0	0	0	0	0	7				
PM Totals	351	2	17	370	0	0	0	0	0	0	0	0	0	0	0	0	88	3	0	91	9,682	235	121	10,038	0	0	0	0	0	51	53	0	0	4	1	3	0	112				

Job No. : N4798
Client : XXXXXXXXXX
Suburb : Westmead to Burwood
Location : 13. Parramatta Rd / Loftus St

Day/Date : Wed, 20 Feb 2019
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



Approach	Car Park Access																Parramatta Rd															
Direction	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
6:00 to 7:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,758	98	23	1,879	0	0	0	0	0	0	0	0
6:15 to 7:15	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,779	107	30	1,916	0	0	0	0	0	0	0	0
6:30 to 7:30	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1,763	107	36	1,906	0	0	0	0	0	0	0	0
6:45 to 7:45	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1,739	107	31	1,877	0	0	0	0	0	0	0	0
7:00 to 8:00	2	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	1,720	106	31	1,857	0	0	0	0	0	0	0	0
7:15 to 8:15	4	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	1,714	112	27	1,853	0	0	0	0	0	0	0	0
7:30 to 8:30	5	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1,682	124	24	1,830	0	0	0	0	0	0	0	0
7:45 to 8:45	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1,664	141	34	1,839	0	0	0	0	0	0	0	0
8:00 to 9:00	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1,695	152	34	1,881	0	0	0	0	0	0	0	0
8:15 to 9:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1,664	160	34	1,858	0	0	0	0	0	0	0	0
8:30 to 9:30	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	1,677	180	36	1,893	0	0	0	0	0	0	0	0
8:45 to 9:45	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	1,625	181	28	1,834	0	0	0	0	0	0	0	0
9:00 to 10:00	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	1,534	181	27	1,742	0	0	0	0	0	0	0	0
AM Totals	31	3	0	34	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	12	6,707	537	115	7,359	0	0	0	0	0	0	0	0
15:00 to 16:00	31	2	0	33	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	12	1,695	157	39	1,891	0	0	0	0	0	0	0	0
15:15 to 16:15	35	1	0	36	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	11	1,677	166	31	1,874	0	0	0	0	0	0	0	0
15:30 to 16:30	36	1	0	37	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	12	1,706	161	24	1,891	0	0	0	0	0	0	0	0
15:45 to 16:45	36	1	0	37	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	1,646	144	21	1,811	0	0	0	0	0	0	0	0
16:00 to 17:00	43	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	1,644	145	18	1,807	0	0	0	0	0	0	0	0
16:15 to 17:15	47	0	0	47	0	0	0	0	0	0	0	0	0	0	0	0	18	1	0	19	1,646	133	18	1,797	0	0	0	0	0	0	0	0
16:30 to 17:30	46	2	0	48	0	0	0	0	0	0	0	0	0	0	0	0	19	3	0	22	1,628	113	19	1,760	0	0	0	0	0	0	0	0
16:45 to 17:45	46	2	0	48	0	0	0	0	0	0	0	0	0	0	0	0	23	4	0	27	1,701	101	17	1,819	0	0	0	0	0	0	0	0
17:00 to 18:00	47	5	0	52	0	0	0	0	0	0	0	0	0	0	0	0	25	4	0	29	1,720	92	20	1,832	0	0	0	0	0	0	0	0
17:15 to 18:15	39	5	0	44	0	0	0	0	0	0	0	0	0	0	0	0	23	3	0	26	1,746	80	23	1,849	0	0	0	0	0	0	0	0
17:30 to 18:30	43	3	0	46	0	0	0	0	0	0	0	0	0	0	0	0	29	1	0	30	1,747	77	24	1,848	0	0	0	0	0	0	0	0
17:45 to 18:45	44	3	0	47	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	25	1,714	74	30	1,818	0	0	0	0	0	0	0	0
18:00 to 19:00	43	1	0	44	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	1,718	59	34	1,811	0	0	0	0	0	0	0	0
PM Totals	164	8	0	172	0	0	0	0	0	0	0	0	0	0	0	0	71	5	0	76	6,777	453	111	7,341	0	0	0	0	0	0	0	0

Approach	Loftus St																Parramatta Rd																Crossing Pedestrians									
Direction	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)													
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	A	B	C	D	E	F	G	H	Total	
6:00 to 7:00	107	3	0	110	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	1,844	352	24	2,220	0	0	0	0	0	0	0	0	1	7	2	1	1	0	2	0	14	
6:15 to 7:15	125	4	1	130	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	1,856	313	23	2,192	0	0	0	0	0	0	0	0	1	8	2	0	1	0	1	0	13	
6:30 to 7:30	139	4	1	144	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	1,907	252	26	2,185	0	0	0	0	0	0	0	0	5	8	1	0	1	0	0	0	15	
6:45 to 7:45	143	1	1	145	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1,950	172	24	2,146	0	0	0	0	0	0	0	6	8	1	0	1	0	0	0	16		
7:00 to 8:00	149	1	1	151	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1,908	118	25	2,051	0	0	0	0	0	0	0	5	6	0	0	0	0	0	0	11		
7:15 to 8:15	155	0	0	155	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	1,720	130	15	1,865	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	9		
7:30 to 8:30	159	0	0	159	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1,530	144	10	1,684	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	7		
7:45 to 8:45	160	2	0	162	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	1,293	159	6	1,458	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	6		
8:00 to 9:00	159	4	0	163	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	1,169	171	0	1,340	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	7		
8:15 to 9:15	155	4	0	159	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	1,187	175	0	1,362	0	0	0	0	0	0	0	2	7	0	0	0	0	0	0	9		
8:30 to 9:30	158	6	0	164	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	1,209	192	0	1,401	0	0	0	0	0	0	0	3	6	0	0	0	0	0	0	9		
8:45 to 9:45	146	4	1	151	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	1,220	197	0	1,417	0	0	0	0	0	0	0	10	5	0	0	0	0	0	0	15		
9:00 to 10:00	135	2	3	140	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	1,192	192	0	1,384	0	0	0	0	0	0	0	10	11	0	0	0	0	0	0	21		
AM Totals	550	10	4	564	0	0	0	0	0	0	0	0	0	0	0	0	25	1	0	26	6,113	833	49	6,995	0	0	0	0	0	0	0	18	29	2	1	1	0	2	0	53		
15:00 to 16:00	89	2	6	97	0	0	0	0	0	0	0	0	0	0	0	0	24	1	0	25	2,218	99	40	2,357	0	0	0	0	0	0	0	13	12	0	0	2	1	2	0	30		
15:15 to 16:15	81	1	7	89	0	0	0	0	0	0	0	0	0	0	0	0	29	1	0	30	2,338	91	42	2,471	0	0	0	0	0	0	0	13	14	0	0	0	1	2	0	30		
15:30 to 16:30	84	1	7	92	0	0	0	0	0	0	0	0	0	0	0	0	23	2	0	25	2,351	82	43	2,476	0	0	0	0	0	0	0	9	13	0	0	0	1	1	0	24		
15:45 to 16:45	79	0	7	86	0	0	0	0	0	0	0	0	0	0	0	0	26	1	0	27	2,426	66	33	2,525	0	0	0	0	0	0	0	5	17	0	0	0	1	1	0	24		
16:00 to 17:00	80	0	4	84	0	0	0	0	0	0	0	0	0	0	0	0	21	1	0	22	2,525	48	32	2,605	0	0	0	0	0	0	0	11	15	0	0	1	0	1	0	28		
16:15 to 17:15	86	0	2	88	0	0	0	0	0	0	0	0	0	0	0	0	16	1	0	17	2,543	44	33	2,620	0	0	0	0	0	0	0	18	16	0	0	1	0	1	0	36		
16:30 to 17:30	95	0	1	96	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	24	2,625	41	27	2,693	0	0	0	0	0	0	0	19	13	0	0	1	0	1	0	34		
16:45 to 17:45	99	0	1	100	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	26	2,608	49	35	2,692	0	0	0	0	0	0	0	22	14	0	0	2	0	0	0	38		
17:00 to 18:00	110	0	1	111	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	27	2,559	45	34	2,638	0	0	0	0	0	0	0	14	16	0	0	1	0	0	0	31		
17:15 to 18:15	120	0	2	122	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0	29	2,539	43	27	2,609	0	0	0	0	0	0	0	6	12	0	0	1	0	0	0	19		
17:30 to 18:30	101	0	4	105	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	26	2,508	44	27	2,579	0	0	0	0	0	0	0	12	15	0	0	1	0	0	0	28		
17:45 to 18:45	91	0	4	95	0	0	0	0	0	0	0	0	0	0	0	0	19	1	0	20	2,451	39	19	2,509	0	0	0	0	0	0	0	11	12	0	0	0	0	0	0	23		
18:00 to 19:00	72	0	6	78	0	0	0	0	0	0	0	0	0	0	0	0	16	1	0	17	2,380	43	15	2,438	0	0	0	0	0	0	0	13	10	0	0	0	0	0	0	23		
PM Totals	351	2	17	370	0	0	0	0	0	0	0	0	0	0	0	0	88	3	0	91	9,682	235	121	10,038	0	0	0	0	0	0	0	51	53	0	0	4	1	3	0	112		

APPENDIX F - DESKTOP ROAD SAFETY AUDIT



Burwood North Stage 1 Construction (Roadworks) Road Safety Audit

Prepared for:
Acciona Ferrovia Joint Venture

10 November 2022

The Transport Planning Partnership

Burwood North Stage 1 Construction (Roadworks) Road Safety Audit

Client: Acciona Ferrovia Joint Venture

Version: V01

Date: 10 November 2022

TPP Reference: 21319

Quality Record

Version	Date	Prepared by	Reviewed by	Approved by	Signature
V01	11/11/2022				

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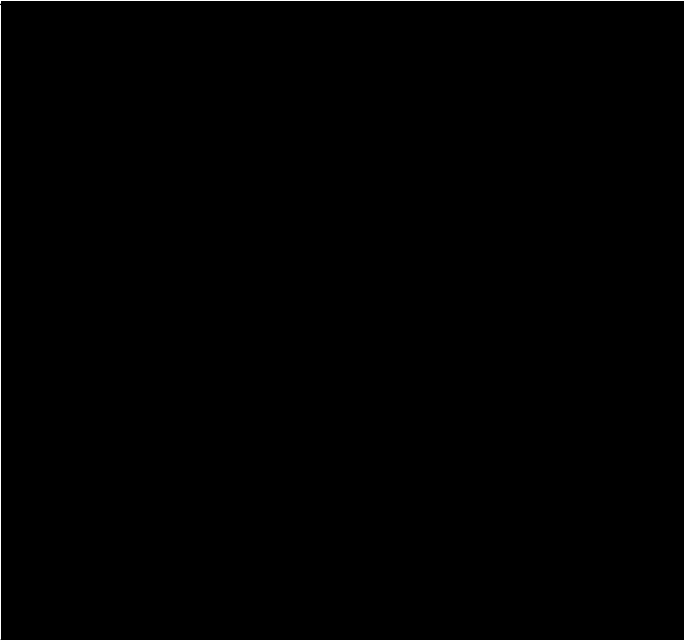
Tables

Table 4.1:	Risk Matrix	5
Table 4.2:	Road Safety Audit Findings	7

APPENDICES

A. DESIGN DRAWINGS

1 Road Safety Audit Summary

Audited project:	
Client:	
Project manager:	
Email address:	
Telephone:	
Audit Team:	
Audit type:	
Commencement meeting:	
Audit date:	
Completion meeting:	

2 Introduction

2.1 Background

This report has been prepared on behalf of Acciona Ferrovia Joint Venture (AFJV) for the Traffic Management Plan as part of the Sydney Metro West construction.

This audit in particular addresses the traffic management arrangements proposed for the Burwood North construction site.

2.2 Audit Objective

The objective of this Audit was to identify and report on aspects of the design that may result in unnecessary or unreasonable hazards for all road users.

2.3 Procedures and Reference Material

The procedures used are described in the following guidelines:

- Roads and Maritime Services' 2011 Guidelines for Road Safety Audit Practices
- Austroads Guide to Road Safety 2019: Part 6 Managing Road Safety Audits
- Austroads Guide to Road Safety 2019: Part 6A Implementing Road Safety Audits.

Austroads checklist was used by the audit team as a reference in this road safety audit. Key elements examined included:

- general topics – drainage, type and degree of access to development
- design issues
- intersections
- lighting, signs and delineation
- physical objects
- environmental constraints
- other matters including over size vehicles.

2.4 Audit Team

The RSA was carried out by the following team:

- [REDACTED] – level 3 road safety auditor (lead auditor)
- [REDACTED] – level 3 road safety auditor (team member).

[REDACTED] are registered road safety auditors with the NSW Centre for Road Safety and are experienced in traffic engineering and design/ inspection of traffic management schemes.

3 Road Safety Audit Program

3.1 Commencement Meeting

A formal meeting was not held.

3.2 Site and Field Audit

Not required however, the audit team have undertaken a number of previous site visits in the past 12 months and are familiar with the site.

3.3 Completion Meeting

Not required.

4 Road Safety Audit Findings

4.1 Introduction

Table 4.1 provides specific details of the audit findings and a risk rating as high, medium or low. The risk ratings have been based on the risk matrix presented in Table 4.1, which has been adopted from the standard Austroads Risk Matrix.

Table 4.1: Risk Matrix

	Likelihood	Highly probable	Occasional	Improbable
Severity				
Major		High	High	Medium
Moderate		High	Medium	Low
Minor		Medium	Low	Low

The terms in Table 4.1 are described below.

Likelihood:

- Highly probable: It is likely that more than one crash of this type could occur within a five-year period.
- Occasional: It is likely that less than one crash of this type could occur within a five-year period.
- Improbable: Less than one crash of this type could occur within a 10-year period.

Severity:

- Major: The crash is likely to result in a fatality or serious injuries
For example, high/medium speed vehicle collision, high/medium speed collision with a fixed object, pedestrian struck at high speed, and cyclist hit by car.
- Moderate: The crash is likely to result in minor injuries or large scale of property damage
For example, some slow speed vehicle collisions, cyclist falls, and rear end crashes.
- Minor: The crash is likely to result in minor property damage or many near miss crash events
For example, some slow speed collisions, pedestrian walks into object (no head injury), and car reverses into post.

Priority:

- High: Very important, and needs to be addressed urgently.
- Medium: Important, and needs to be addressed as soon as possible.
- Low: Needs to be considered as part of regular maintenance/planning program.

4.2 Responding to the Audit Report

As set out in the road safety audit guidelines, the responsibility for the road rests with the project manager, not with the auditor. The project manager is under no obligation to accept the audit findings. Neither is it the role of the auditor to agree to, or approve the project manager's responses to the audit.

The audit provides the opportunity to highlight potential road safety problems and have them formally considered by the project manager in conjunction with all other project considerations.

4.3 Road Safety Audit Findings

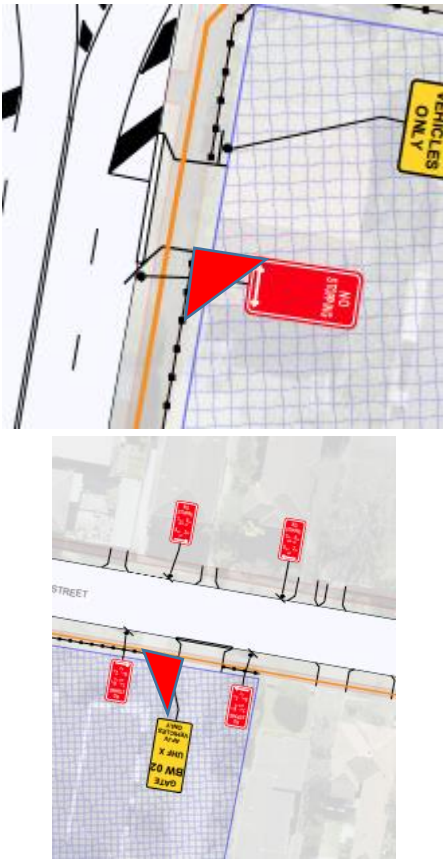
The audit findings are documented in Table 4.2 which provides:

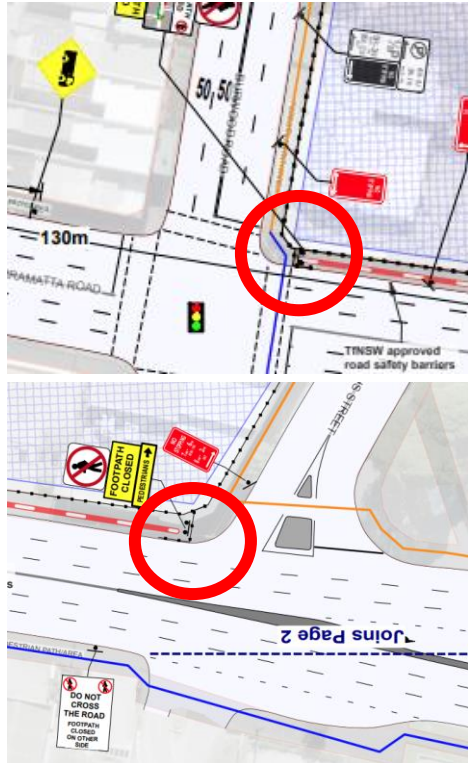
- specific details of the road safety issues identified during the audit
- a risk level rating for each of the road safety audit findings.

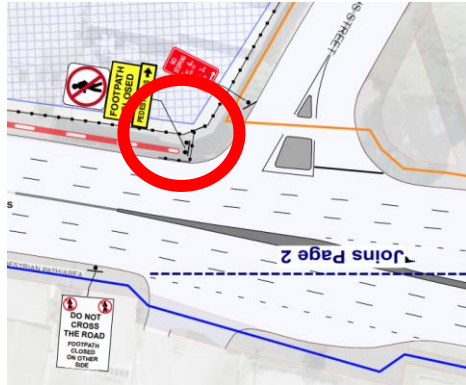
It should be acknowledged that positive attributes of the audited road section have not been discussed. Deficiencies that do not cause a safety problem are also not listed.

In-line with Roads and Maritime Services' best practice recommendations have not been included in the road safety audit findings.

Table 4.2: Road Safety Audit Findings

Item No.	Location	Descriptions of Findings	Design/ Photo	Likelihood	Severity	Risk Rating	Designer Response
1	Burwood Road - eastern footpath south of Burton Street Burton Street Southern footpath	The driveways do not appear to provide driver sight line triangles to the pedestrian footpath. The sight lines would be restricted by the fencing. There is a risk that a vehicle may hit a pedestrian while exiting the compound.		Improbable	Moderate	Low	Noted: fencing is to be installed to the hoarding design. TC gate keeper will be on site at all times when this gate is operational. truck warning decals will be placed on the footpaths

Item No.	Location	Descriptions of Findings	Design/ Photo	Likelihood	Severity	Risk Rating	Designer Response
2	Parramatta Road – Pedestrian Fencing North – eastern corner of Parramatta Road / Burwood Road and north – western corner of Parramatta Road and Loftus Street	The design shows a fence located adjacent to the kerb on Parramatta Road. The details of the fencing have not been provided. As the fence is located adjacent to a major road the fence should be designed to be safe in a crash and not cause spearing incidents or other hazards.		Improbable	Moderate	Low	Noted, fencing and types will be installed as per the hoarding design.

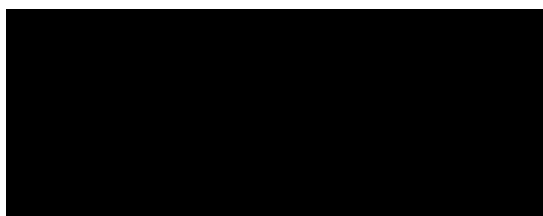
Item No.	Location	Descriptions of Findings	Design/ Photo	Likelihood	Severity	Risk Rating	Designer Response
3	Intersection of Parramatta Road and Loftus Street.	Vehicles turning left from Parramatta Road may have their vision of the pedestrian crossing in Loftus Street obstructed by fencing. As a result, a pedestrian crossing Loftus Street may be hit by a vehicle turning left.		Improbable	Serious	Medium	Noted, this will be taken into consideration with signage placement on site.

5 Concluding Statement

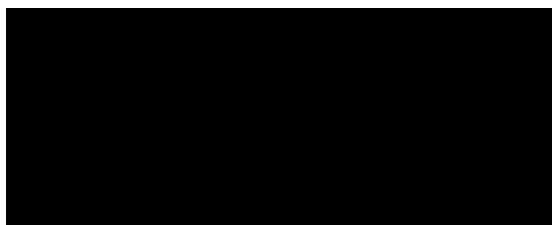
The findings and opinions in the report are based on the examination of the specific road and environs, and might not address all concerns existing at the time of the audit.

The auditors have endeavoured to identify features of the road that could be modified in order to improve safety, although it must be recognised that safety cannot be guaranteed since no road can be regarded as absolutely safe.

While every effort has been made to ensure the accuracy of this report, it is made available strictly on the basis that anyone relying on it does so at their own risk without any liability to the Auditors.



Level 3 Lead Road Safety Auditor
The Transport Planning Partnership

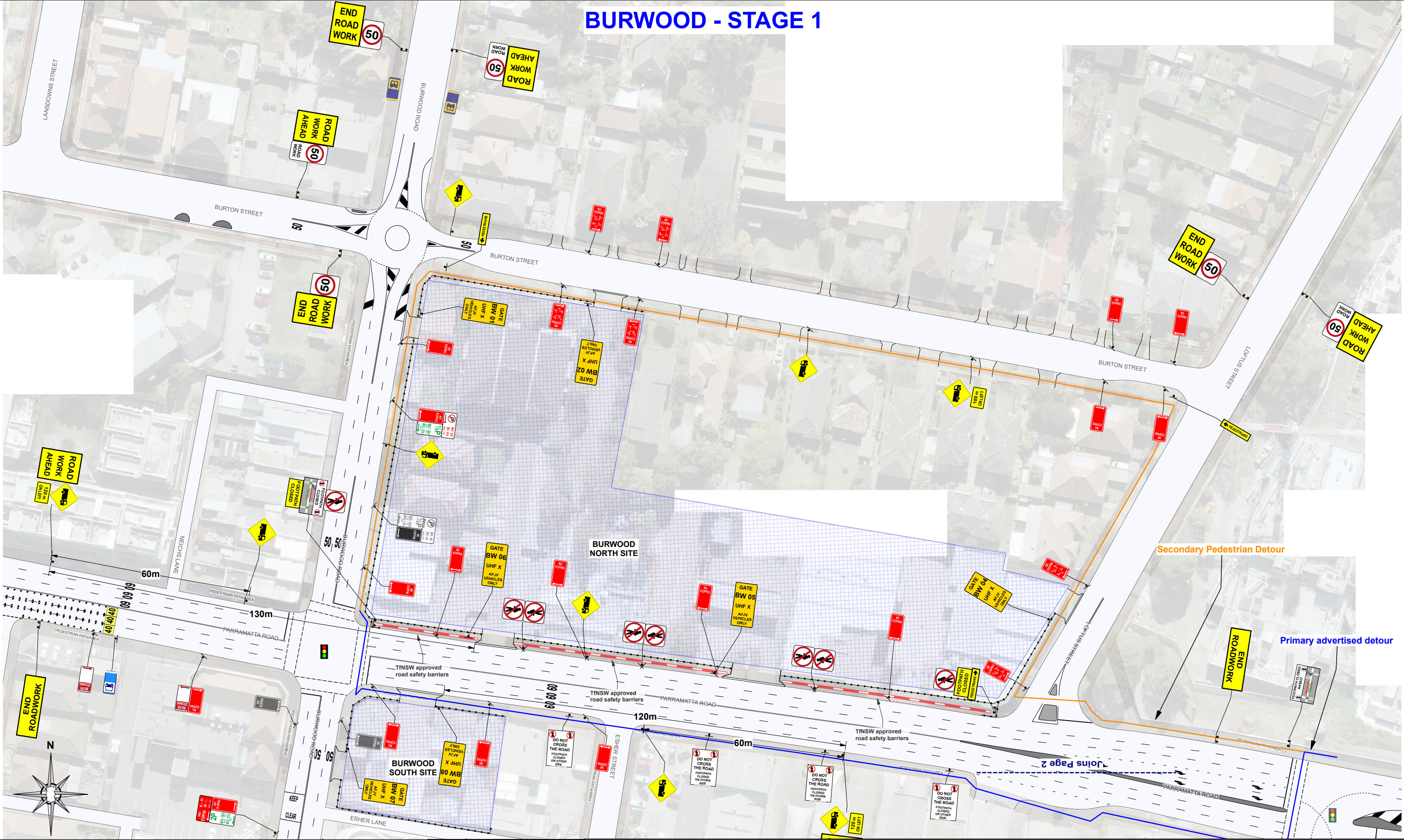


Level 3 Road Safety Auditor
The Transport Planning Partnership

Appendix A

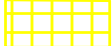
Design Drawings

BURWOOD - STAGE 1



PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND



Workzone



Traffic Controller



Traffic Cones



Pedestrian Route



Sign (2 posts)



Signalised intersection



Arrow-board location

Date: 08/11/2022 Location: Burwood North - Station sites

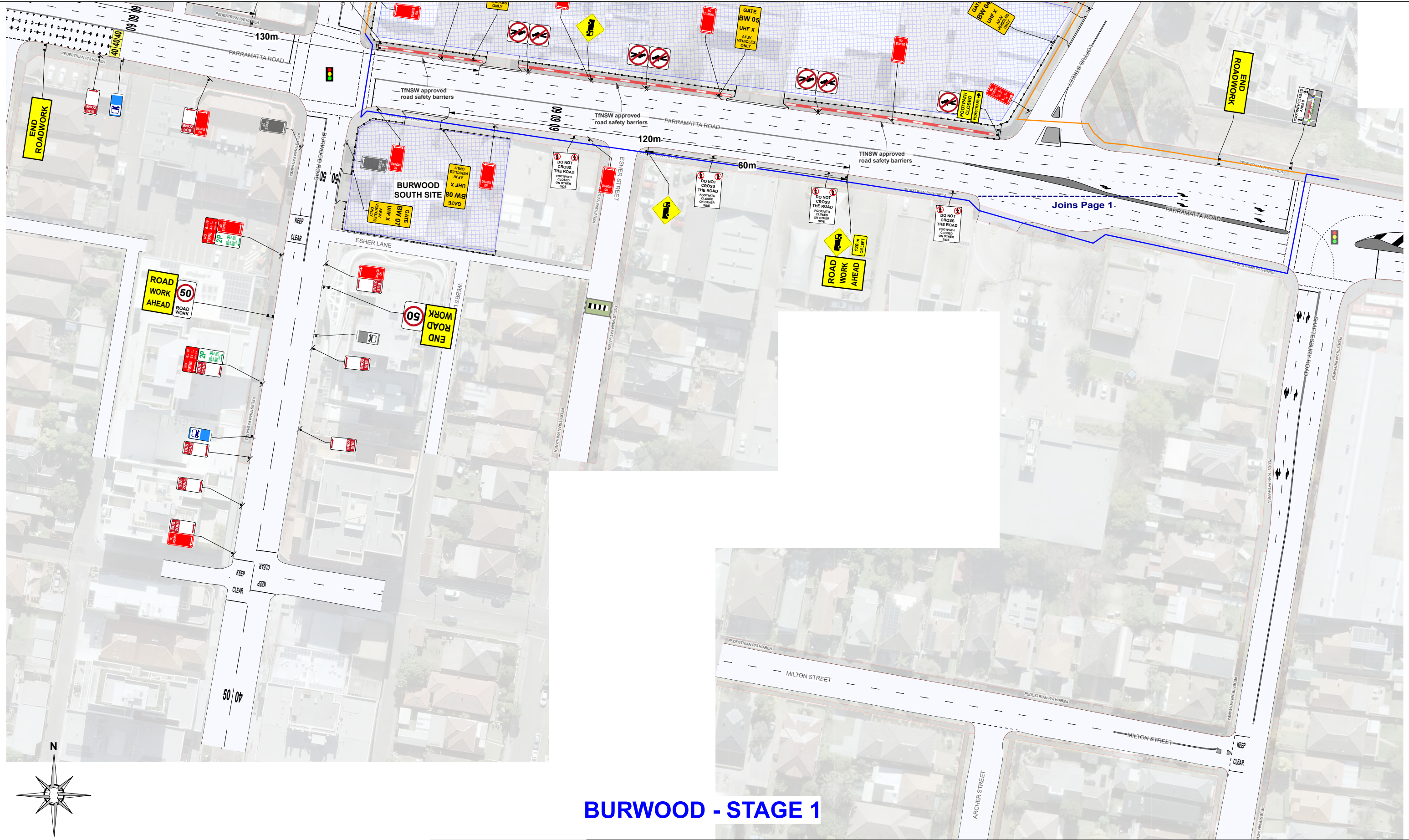
TCP Number: AFJVCTP-TGS-0450 Page: 1 of 7



Comments:

- THIS IS A SHORT TERM TGS, NOT TO SCALE
- THE CONTRACTOR SHALL ENSURE ALL ROL AND SZA REQUIREMENTS ARE SATISFIED DURING IMPLEMENTATION OF THIS TGS
- ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TGS MUST BE COVERED AT THE START OF SHIFT AND UNCOVERED AT THE END OF SHIFT
- ANY CHANGES REQUIRED, SPEAK TO THE SITE FOREMAN AND THEN MODIFY THIS PLAN IF NECESSARY. ANY CHANGES TO THIS PLAN SHALL BE MARKED ON THIS TGS & SIGNED OFF BY A PWZTMP HOLDER.
- A LANE WIDTH OF 3.5m (MINIMUM) IS TO BE MAINTAINED AT ALL TIMES UNLESS NOTED OTHERWISE
- SHOULDER WIDTH / EDGE CLEARANCE TO TRAFFIC CONES OF 0.5m IS TO BE PROVIDED AT ALL TIMES UNLESS NOTED OTHERWISE

- ALL SIGNAGE TO BE 'B' SIZE UNLESS NOTED OTHERWISE
- SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL 2022 Issue 6.1
- DIMENSION 'D' IS DETERMINED IN ACCORDANCE WITH THE TCAWS MANUAL 2022 Issue 6.1
- BOLLARDS AND TRAFFIC CONES ARE TO BE INSTALLED IN ACCORDANCE WITH THE 2022 Issue 6.1
- TAPER LENGTHS ARE TO BE IN ACCORDANCE WITH THE TCAWS MANUAL 2022 Issue 6.1
- THE SITE MUST COMPLY WITH THE TCAWS MANUAL 2022 Issue 6.1 AND A.S. 1742.3
- REGULATORY SPEED / ROADWORK SIGNS TO BE REPEATED EVERY 400m UNLESS NOTED OTHERWISE



BURWOOD - STAGE 1

PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND



Workzone



Traffic Controller



Traffic Cones



Pedestrian Route



Sign (2 posts)



Signalised intersection



Arrow-board location

Date: 08/11/2022 Location: Burwood North - Station sites

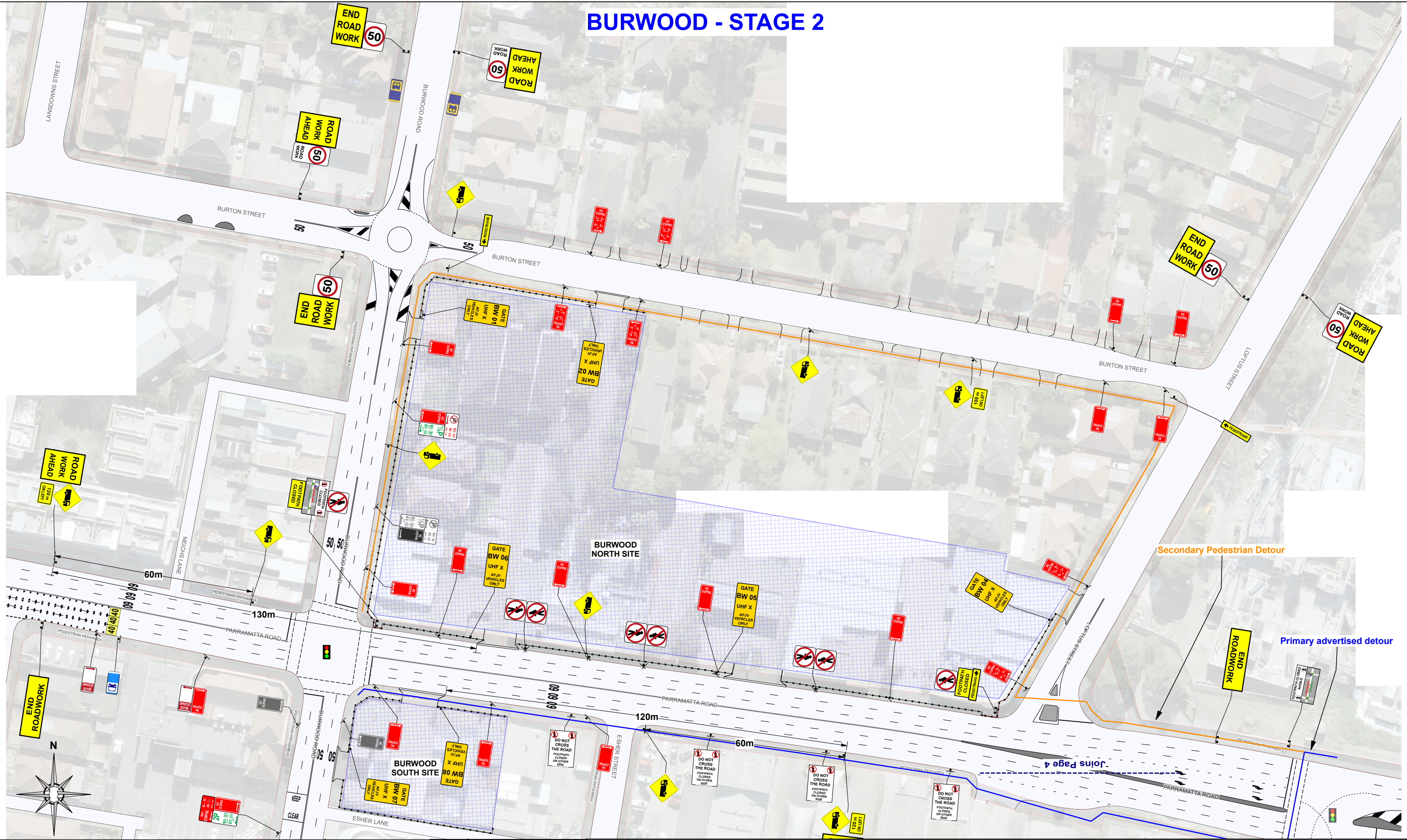
TCP Number: AFJVCTP-TGS-0450 Page: 2 of 7



Comments:

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PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND



Workzone



Traffic Controller



Traffic Cones



Pedestrian Route



Sign (2 posts)



Signalised intersection



Arrow-board location

Date: 08/11/2022 **Location:** Burwood North - Station sites

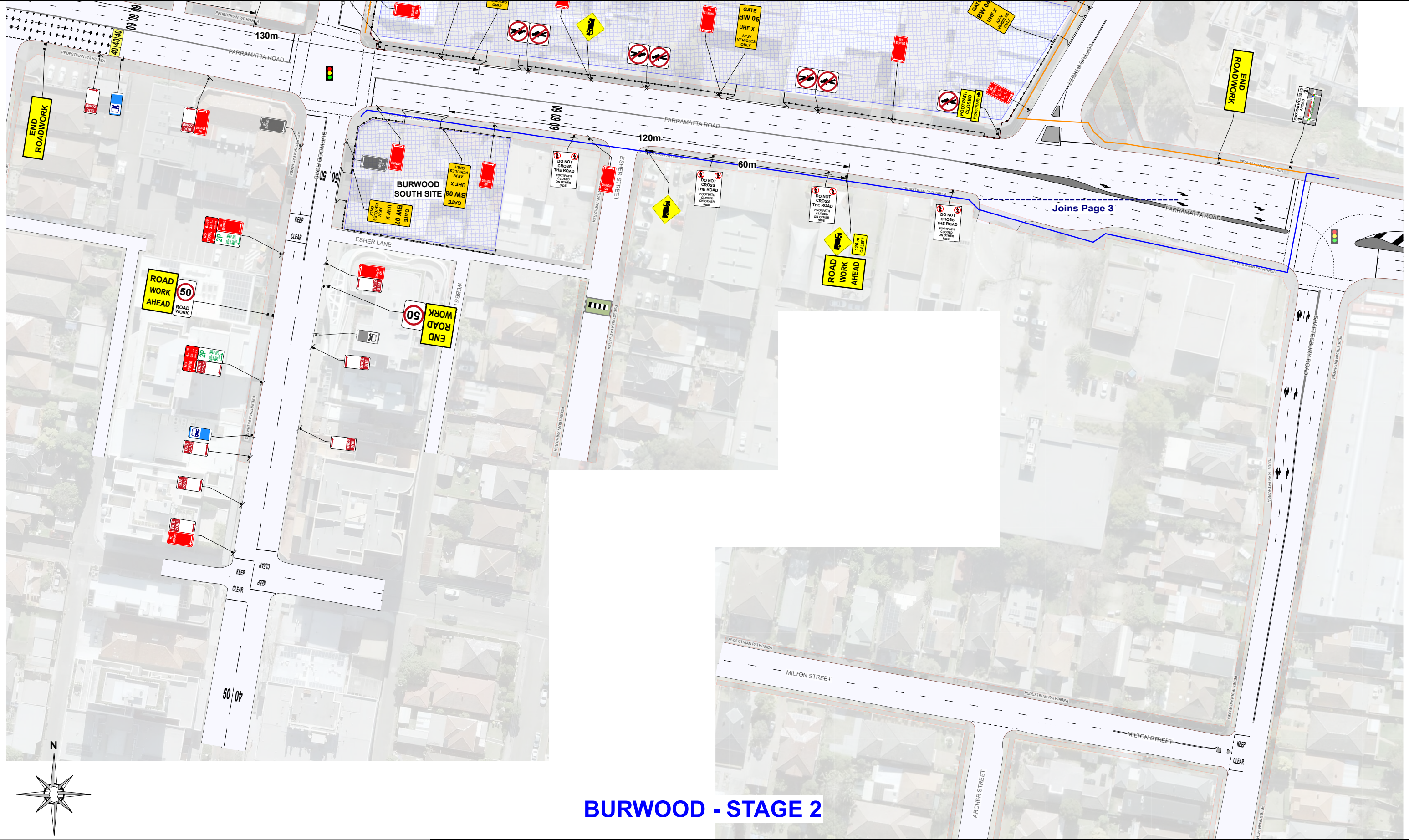
TCP Number: AFJVCTP-TGS-0450 **Page:** 3 of 7



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BURWOOD - STAGE 2

PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND



Workzone



Traffic Controller



Traffic Cones



Pedestrian Route



Sign (2 posts)



Signalled intersection



Arrow-board location

Date: 08/11/2022 Location: Burwood North - Station sites

TCP Number: AFJVCTP-TGS-0450 Page: 4 of 7

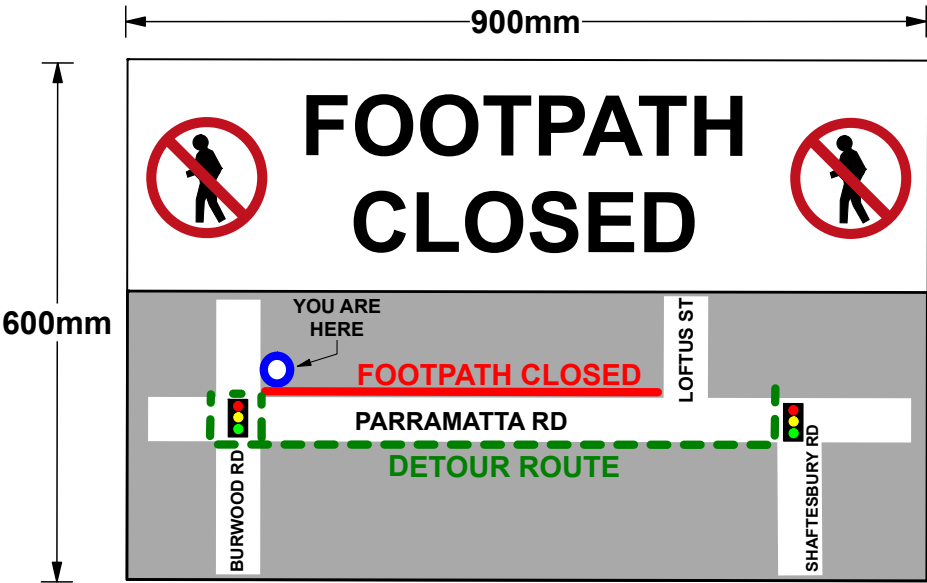
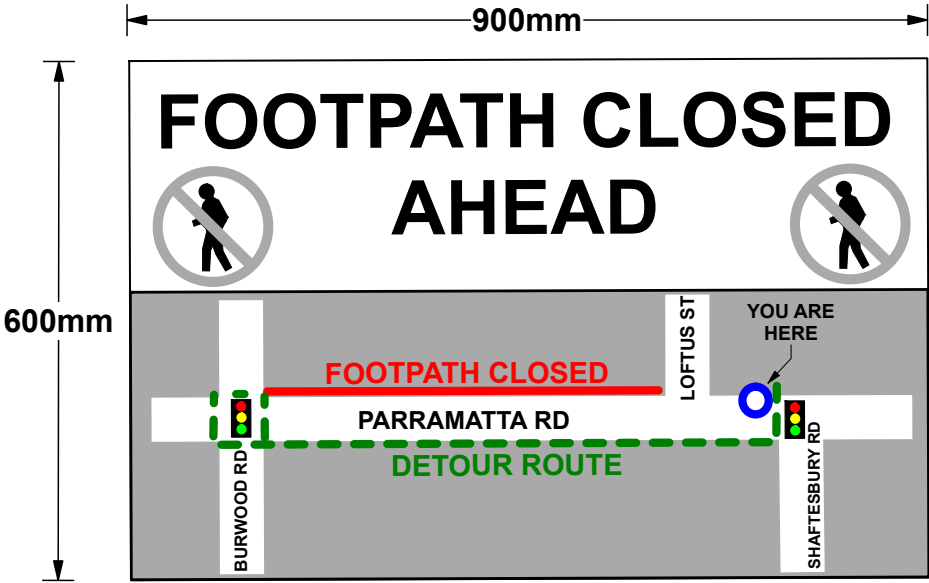
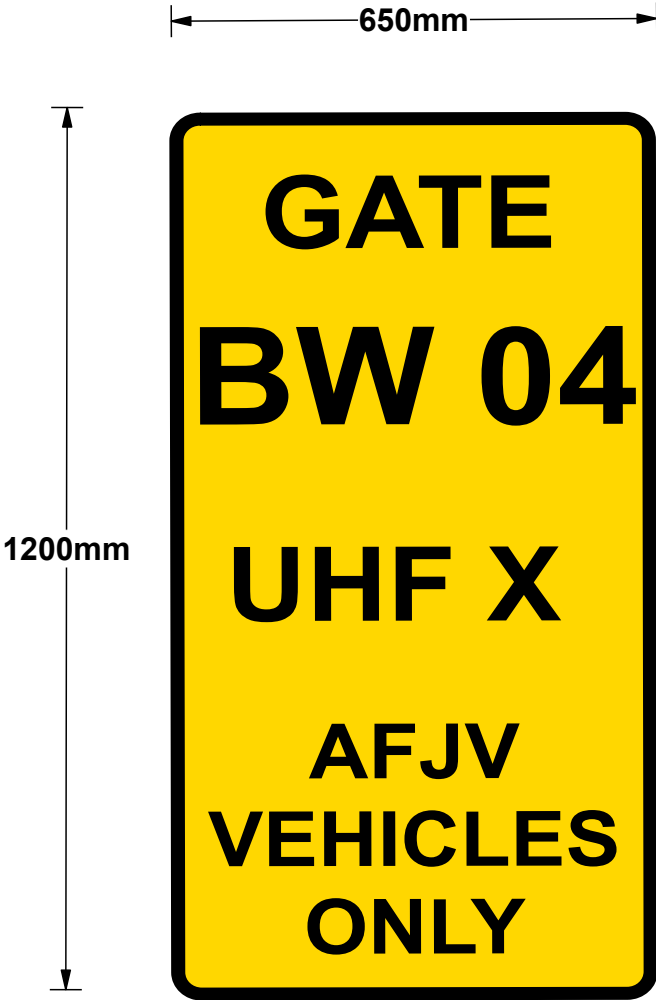


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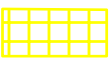
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Custom Sign Detail



PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND



Workzone



Traffic Controller



Traffic Cones



Pedestrian Route



Sign (2 posts)



Signalised intersection



Arrow-board location

Date: 30/08/2022 Location: Loftus/Gipps/Burton - Burwood

TCP Number: AFJVCTP-TGS-0358 Page: 5 of 7

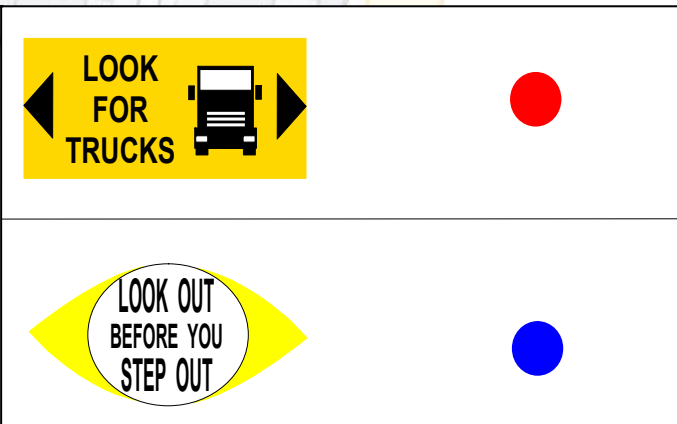
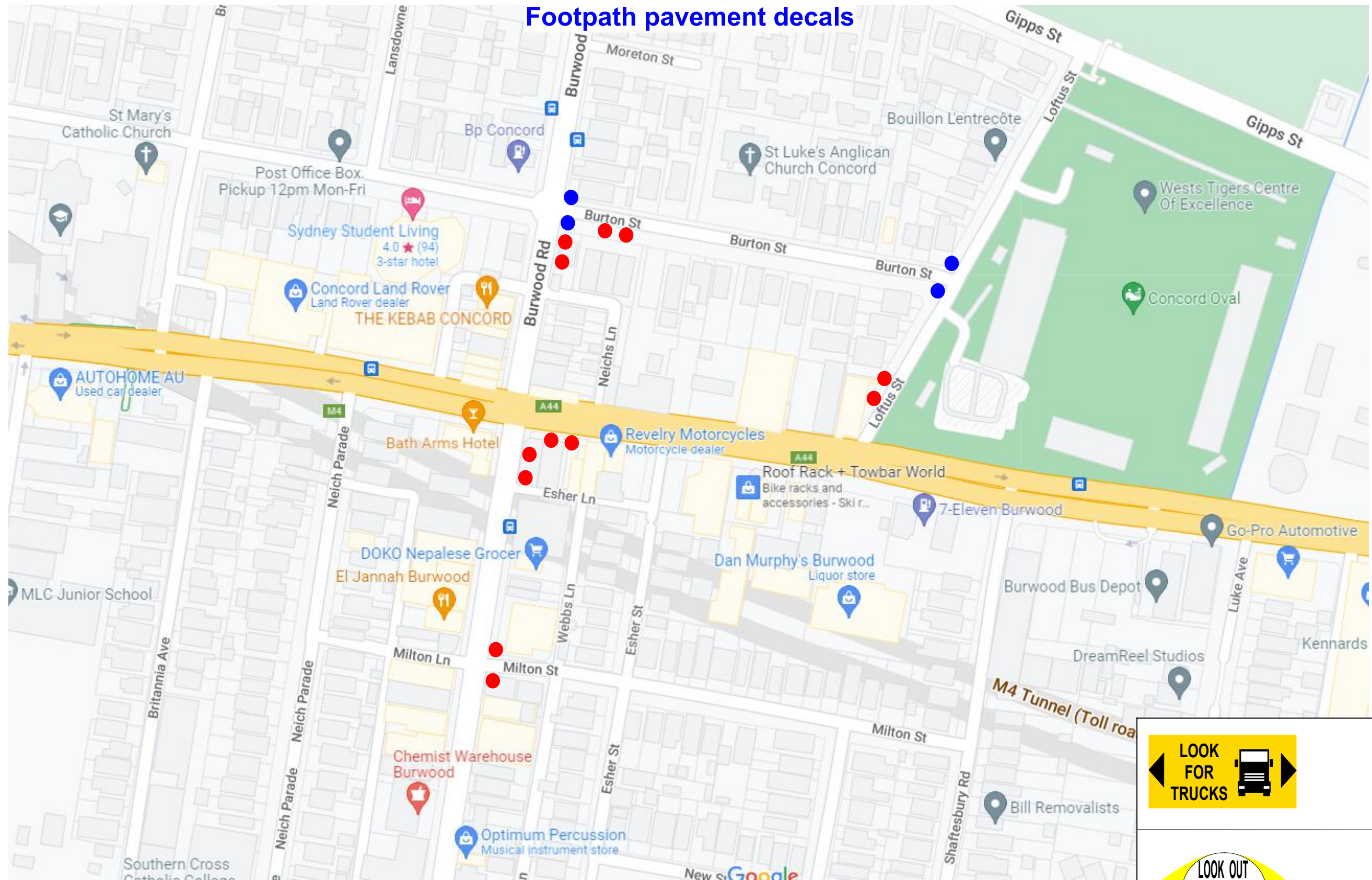


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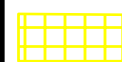
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Footpath pavement decals



PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND



Workzone



Traffic Controller



Traffic Cones



Pedestrian Route



Sign (2 posts)



Signalled intersection



Arrow-board location

Date: 30/08/2022 **Location:** Loftus/Gipps/Burton - Burwood

TCP Number: AFJVCTP-TGS-0358 **Page:** 6 of 7

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TGS Number:

AFJVCTP-TGS-0450

Traffic Guidance Scheme - Options & Risk Assessment

Location Details

Road Multiple - Burwood Station Suburb Burwood North Side Street Various

Direction N E S W Speed of road 60/50 km/h Speed of Side Streets 50 km/h

Options Assessment

Method selected Around Past ThroughReason for selection Traffic can pass while maintaining sufficient worker/traffic offset.

Risk Assessment

Section 1 - Does the TGS Involve Detours of traffic? YES NO (If answered no proceed to section 2)

	YES	NO	Enter description of risks if answered no to any question	Enter Risk Rating
1.1 Are Detour routes suitable for all vehicles classes being detoured?	☐	☐		
1.2 Is Access to local residence and business Maintained	☐	☐		
1.3 Are Detour signs located at decision points, to clearly guide motorists through the detour?	☐	☐		
1.4 Can roads and intersections used as detour routes, accommodate the additional traffic volumes?	☐	☐		
1.5 Is the same level of safety maintained for turn movements? e.g. Traffic using signalized intersections being sent through a detour route that involves turn movements at non-signalized intersections.	☐	☐		

Section 2 - Does the TGS involve Stop/Slow arrangements? YES NO (If answered no proceed to section 3)

	YES	NO	Enter description of risks if answered no to any question	Enter Risk Rating
2.1 Are escape routes clearly defined on the TGS, clear and safe to use?	☐	☐		
2.2 Is a PTCO used in place of a manual Traffic Controller where existing speed is greater than 45km/h?	☐	☐	*	
2.3 Is the operating speed of the road 60km/h or less where Traffic Control or PTCO are in use?	☐	☐		
2.4 Are x4 Traffic Cones placed on the edge or center line, approaching the Traffic Controller or PTCO?	☐	☐		
2.5 Is Prepare to stop and Traffic Control or PTCO symbolic signs installed?	☐	☐		
2.6 Do Traffic Control and PTCO positions have adequate lighting during low light conditions	☐	☐		
2.7 Does sight distance of at least 1.5D exist on approach to Traffic Control or PTCO				

Section 3 - General

	YES	NO	Enter description of risks if answered no to any question	Enter Risk Rating
3.1 Does the TGS define minimum clearances required of workers to live traffic, are distances compliant?	☐	☐	NA	
3.2 Are worker symbolic signs to be placed in advance of areas where workers will be visible to traffic?	☐	☐	NA	
3.3 Are all signs placed at correct distances? i.e. D for multiple signs, 2D for single sign above 60km/h	☒	☐		
3.4 Are Taper lengths compliant and not placed in areas with poor sight distance?	☐	☐	NA	
3.5 Are lane status signs placed in advance of a lane merge?	☐	☐	NA	
3.6 Are the correct Tapers being used? i.e. Merge Taper, Traffic Control Taper, Lateral Shift Taper.	☐	☐	NA	
3.7 Does the TGS clearly define transition zones between tapers on multilane roads, are they compliant?	☐	☐	NA	
3.8 Does the TGS clearly define Buffer areas, are they compliant and at least 30m in length?	☐	☐	NA	
3.9 Does the TGS clearly define site access and egress for work vehicles, is impact to traffic, managed?	☒	☐		
3.10 Does the TGS clearly define pedestrian routes, are the routes suitable for all pedestrians?	☒	☐		
3.11 Does the TGS consider Cyclists, can Cyclists transverse the site safely?	☒	☐		

Section 4 - Other Hazards & Risks	4.1	Barrier deflection - worker struck by barrier	H
	4.2	Pedestrians - ignore signage for footpath closure, struck by vehicle	VH
	4.3	Truck access/egress - nose-to-tail, side-swipe accidents	M

Risk Management

Any Risks Identified identified during the above Risk Assessment must be assessed, with control measures listed below. Control measures must meet the WHS Risk Management Hierarchy of controls framework.

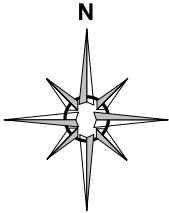
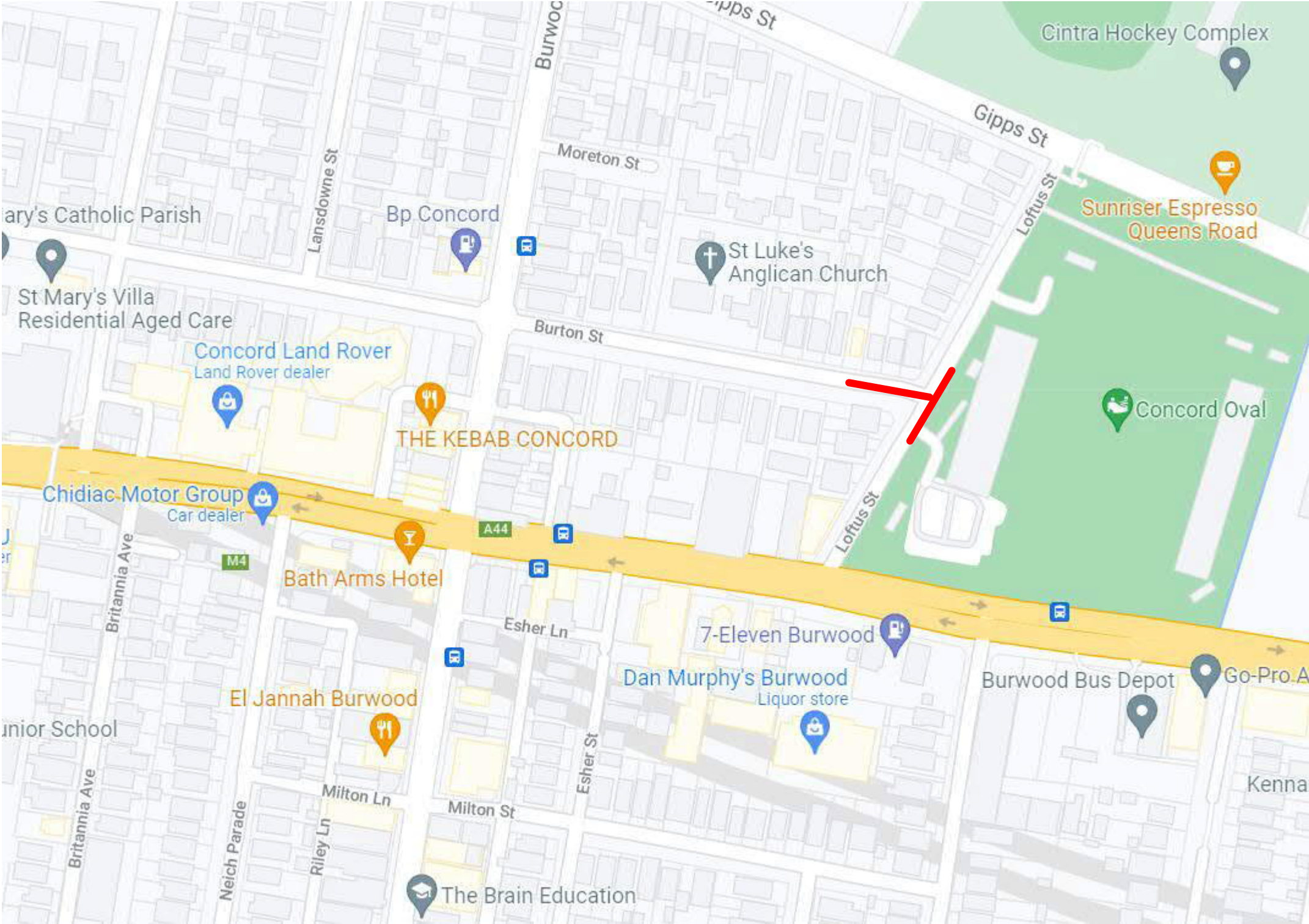
Item	Control Measures	Remaining risk rating
4.1	Barriers to be pinned for minimum deflection setup. exclusion zone setup to enforce no-go zone within deflection area	L
4.2	Custom way finding signs, warning signs, allow Intermittent offset of barriers from kerb to allow a pedestrian to get off the road	L
4.3	Truck symbolic signs, VMP to be in place and followed, vehicle mounted flashing lights, TC Gate keeper at every gate running trucks	L

		Risk evaluation Matrix					
Risk ratings	Very high - VH High - H Medium - M Low - L	Consequence					
		Insignificant C6	Minor C5	Moderate C4	Major C3	Severe C2	Catastrophic C1
Likelihood	Almost certain L1	M	H	H	VH	VH	VH
	Very likely L2	M	M	H	H	VH	VH
	Likely L3	L	M	M	H	H	VH
	Unlikely L4	L	L	M	M	H	H
	Very unlikely L5	L	L	L	M	M	H
	Almost unprecedented L6	L	L	L	L	M	M

APPENDIX G – TRAFFIC GUIDANCE SCHEME (TGS)

TRAFFIC GUIDANCE SCHEME

Worker offset from traffic	
Within 1.5m	- Speed reduced to 40km/h or below - Delineation of worksite - Shadow vehicle or reduce speed below 40km/h
1.5m to 3m	- Speed reduction to 60km/h or below - Delineation of worksite - Shadow vehicle or reduce speed below 60km/h
3m to 6m	- Speed reduction to 80km/h or below - delineation of worksite - Shadow vehicle or reduce speed below 80km/h
Each location of work is to be assessed to consider site conditions, including: Driver compliance, road configuration and geometry. If deemed required, additional controls are to be implemented, and noted within the Risk Assessment.	



PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND



Workzone



Traffic Controller



Traffic Cones



Pedestrian Route



Sign (2 posts)



Signalised intersection



Arrow-board location



Date: 10/01/2022 Location: Cnr Loftus & Burton

TCP Number: AFJVCTP-TGS-0454 Page:1 of 4

REV - 00

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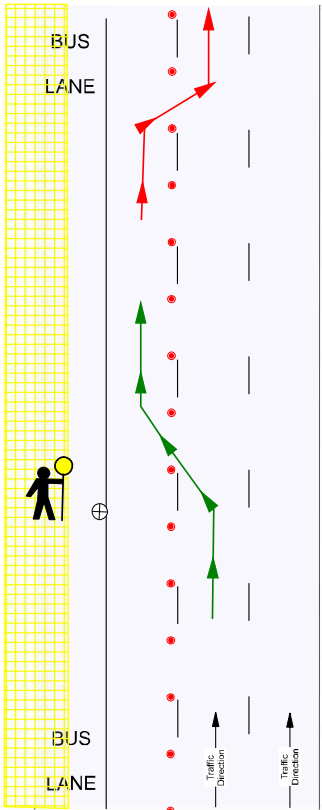


PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE	LEGEND	Workzone	Traffic Controller	Traffic Cones	Pedestrian Route	Sign (2 posts)	Signalised intersection	Arrow-board location
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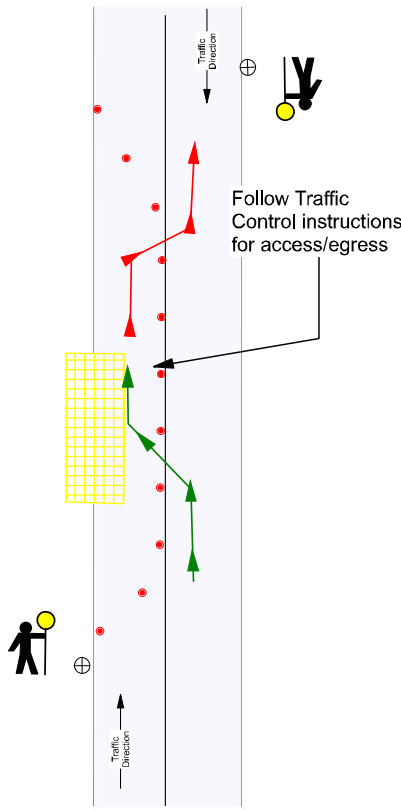
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Site Access & Egress, generic examples

MULTI LANE ROAD



SINGLE LANE ROAD



Access:

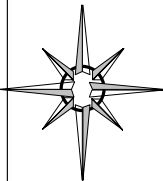
- 1. Any vehicles entering site, must be fitted with at-least x1 flashing/rotating beacon and a working UHF radio.
- 2. Vehicle entering site is to activate the beacon and announce intent via use of UHF radio min 100m in advance of the access location.
- 3. Vehicle entering site must activate the indicator (blinker).
- 4. Vehicle entering site is to steadily reduce speed (no sudden breaking) before entering site.

Traffic Control are ensure access point has been determined at prestart, and is controlled to ensure safe movements.

Egress:

- 1. Any vehicles exiting site, must be fitted with at-least x1 flashing/rotating beacon and a working UHF radio.
- 2. Vehicle exiting site is to ensure the beacon has been activated and announce intent via use of UHF radio, prior to attempting egress.
- 3. Vehicle exiting site must activate the indicator (blinker).
- 4. Vehicle exiting site is to Give-Way to public traffic and only exit site, when a clear gap exists AND Traffic Control has advised 'safe to do so'.
- 5. Vehicle exiting site is to ensure the beacon has been deactivated, AFTER exiting site and the vehicle speed has increased to match the speed limit.

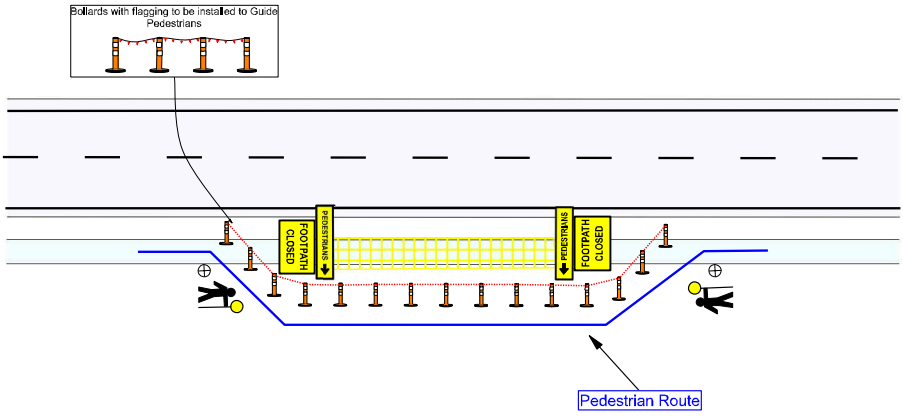
Traffic Control are ensure Egress point has been determined at prestart, and is controlled to ensure safe movements.



Pedestrian management, generic examples

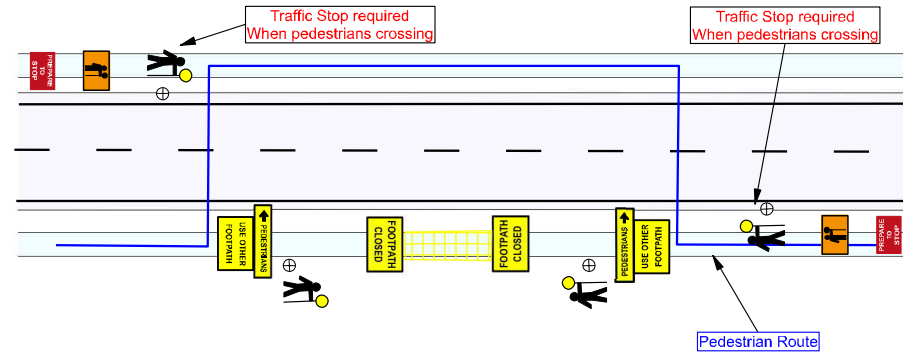
Option 1: Divert Pedestrians around the worksite

- THIS IS NOT A TRAFFIC CONTROL PLAN this is a Pedestrian Management plan only, refer to a Traffic Control Plan for setup on roadway.
- Bollards and flagging to be used to guide pedestrians.
- Traffic Controllers to guide pedestrians around the worksite
- Pedestrian diversion area MUST be clear, level, easily traversable for all pedestrians and free from any hazards



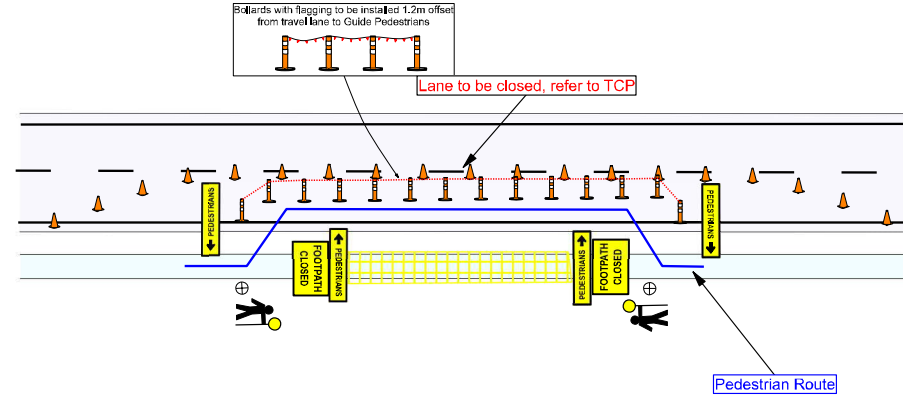
Option 2: Divert Pedestrians onto the adjacent footpath

- THIS IS NOT A TRAFFIC CONTROL PLAN this is a Pedestrian Management plan only, refer to a Traffic Control Plan for setup on roadway.
- Traffic Controllers to Stop traffic in accordance with an approved Traffic Control Plan when pedestrians cross the road.
- Traffic Controllers to guide pedestrians.
- Pedestrian diversion area MUST be clear, level, easily traversable for all pedestrians and free from any hazards



Option 3: Divert Pedestrians around the worksite using the roadway

- THIS IS NOT A TRAFFIC CONTROL PLAN this is a Pedestrian Management plan only, refer to a Traffic Control Plan for setup on roadway.
- Bollards and flagging to be used to guide Pedestrians, Bollards and flagging to be offset Minimum of 1.5m from the travel lane.
- Traffic speed to be reduced to 40km/h
- Traffic Controllers to guide pedestrians around the worksite
- Pedestrians diversion area MUST be clear, level, easily traversable for all pedestrians and free from any hazards
- Traffic Lane or Shoulder to be closed in accordance with an approved Traffic Control Plan.

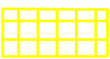


IMPORTANT:

- 1. Pedestrian management details noted on the TGS, take priority over any generic examples above.
- 2. Approval must be gained prior to the implementation of any of the above examples.
- 3. For Shared Paths - minimum 3m width must be maintained.
- 4. For Footpaths - minimum 1.5m width must be maintained.
- 5. If the existing width of a Shared Path or Footpath is less then 3m or 1.5m respectively, the existing width must be maintained.
- 6. When the above is not possible, changes to Paths must be detailed on the TGS.

PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND



Workzone



Traffic Controller



Traffic Cones



Pedestrian Route



Sign (2 posts)



Signalised intersection



Arrow-board location

Date: 10/01/2022 Location: Cnr Loftus & Burton

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TCP Number: AFJVCTP-TGS-0454 Page:3 of 4



Traffic Guidance Scheme - Options & Risk Assessment

Enter
Risk
Rating

Enter Risk Rating

Enter description of risks if answered no to any question

Item	Control Measures	Initial risk rating	Risk evaluation Matrix								
3.3	Existing speed limit of 50km/h	L	Risk ratings: Very high - VH High - H Medium - M Low - L	Consequence							
				Insignificant	Minor	Moderate	Major	Severe	Catastrophic		
				C6	C5	C4	C3	C2	C1		
			Likelihood	Almost certain	L1	M	H	H	VH	VH	VH
				Very likely	L2	M	M	H	H	VH	VH
				Likely	L3	L	M	M	H	H	VH
				Unlikely	L4	L	L	M	M	H	H
				Very unlikely	L5	L	L	L	M	M	H
				Almost unprecedented	L6	L	L	L	L	M	M

APPENDIX H – HEAVY VEHICLE LOCAL ROADS (HVLR)

HVLRs included for reference only, approval of these documents are obtained outside of this CTMP.



Burwood Road, Milton Street and Shaftesbury Heavy Vehicle Route

SMWSTCTP-AFJ-BWT-TF-RPT-000001 Revision 0

Sydney Metro West – Central Tunnelling Package



DOCUMENT APPROVAL

	Prepared By	Reviewed By	Approved By
Name:			
Position:			
Date:			

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1. INTRODUCTION

Sydney Metro is Australia's biggest public transport program. Services on the North West Metro Line between Rouse Hill and Chatswood started in May 2019. The Sydney Metro network also includes Sydney Metro City & Southwest, Sydney Metro West and Sydney Metro Western Sydney Airport. Sydney Metro West is a new 24 kilometre metro line between Westmead and the Sydney CBD (the Project). This infrastructure investment will double the rail capacity of the Greater Parramatta to Sydney CBD corridor with a travel time target between the two centres of about 20 minutes. The planning approvals and environmental impact assessment for Sydney Metro West has been split into a number of stages recognising the size of the project. This includes:

- Stage 1 – Concept and all major civil construction works including station excavation and tunnelling between Westmead and The Bays. Planning approval for this stage was granted in March 2021.
- Stage 2 – All major civil construction works including station excavation and tunnelling from The Bays to Sydney CBD
- Stage 3 – Tunnel fit-out, construction of stations, ancillary facilities and station precincts, and operation and maintenance of the Sydney Metro West line

Due to the Project's importance, the Project was declared to be Critical State Significant Infrastructure by the Minister for Planning and Public Spaces. An Environmental Impact Statement (EIS) (Jacobs/Arcadis, 2020) for the Concept and Stage 1 (herein referred to as the Project) was placed on public exhibition from 30 April 2020 to 26 June 2020. Submissions were received from government, agencies, organisations and the public in response to the project. A Submissions Report was prepared by Sydney Metro in response to submissions received during the exhibition period and an Amendment Report was prepared by Sydney Metro in 2020 as a result of continued design development and refinement. The Project was approved on 11 March 2021 (SSI 10038).

Stage 1 of the Project is being delivered under a number of packages in accordance with the Sydney Metro West Phasing Report. The packages include:

- Phase A – Power Enabling Works
- Phase B1 – Central Tunnelling Package (Civils Works)
- Phase B2 – Central Tunnelling Package (Tunnelling Works)
- Phase C – Parramatta, Westmead and Clyde Demolition Works
- Phase D – Greater Sydney Road Works
- Phase E – Existing Rail Corridor Enabling Works
- Phase F – Western Tunnelling

The Central Tunnelling Package (CTP) involves the design and construction of 11km of twin tunnels and underground station excavations from The Bays to Sydney Olympic Park.

This document has been prepared for the CTP for the proposal of heavy vehicles access on specific local roads within Burwood not identified in Condition A1 of the Project Conditions of Approval (CoA) for Sydney Metro West, to access the CTP Burwood North southern construction site.

2. PURPOSE AND SCOPE

This document has been prepared to address the Sydney Metro West Central Tunnelling Package (CTP) project Condition of Approval as shown in Table 1, which includes a cross reference to where the information has been addressed within this document.

TABLE 1 RELEVANT CONDITIONS OF APPROVAL

Project Planning Approval (dated 11 March (SSI 10038))		Where addressed
D86	Local roads proposed to be used by Heavy Vehicles to directly access construction sites that are not identified in the documents listed in Condition A1 of this schedule must be approved by the Planning Secretary and be included in the CTMPs.	This document
D87	All requests to the Planning Secretary for approval to use local roads under Condition D86 above must include the following: (a) a swept path analysis; (b) demonstration that the use of local roads by Heavy Vehicles for the CSSI will not compromise the safety of pedestrians and cyclists of the safety of two-way traffic flow on two-way roadways; (c) details as to the date of completion of the road dilapidation surveys for the subject local roads; and (d) measures that will be implemented to avoid where practicable the use of local roads past schools, aged care facilities and child care facilities during their peak operation times; and (e) written advice from an appropriately qualified professional on the suitability of the proposed Heavy Vehicle route which takes into consideration items (a) to(d) of this condition.	(a) Section 3.2 Appendix A (b) Appendix B (c) Section 3.4 (d) Section 3.5 (e) Section 5
TT6	All trucks would enter and exit construction sites in a forward direction, where feasible and reasonable.	Section 3.1
TT7	Construction site traffic would be managed to minimise movements during peak periods	Section 3.6
TT24	Coordination and consultation with the following stakeholders would occur, where required, to manage the interface of projects under construction at the same time: • Transport for NSW including Transport Coordination • Department of Planning, Industry and Environment • Sydney Trains • NSW Trains • Sydney Buses • Sydney Water • Port Authority of NSW • Sydney Motorways Corporation • Emergency service providers • Utility providers Construction contractors Coordination and consultation with these stakeholders would include: • Provision of regular updates to the detailed construction program, construction sites and haul routes • Identification of key potential conflict points with other construction projects	Section 4.1 Section 4.2 Section 4.3

Project Planning Approval (dated 11 March (SSI 10038))	Where addressed
- Developing mitigation strategies in order to manage conflicts. Depending on the nature of the conflict this could involve: - Adjustments to the Sydney Metro construction program work activities or haul routes or adjustments to the program activities or haul routes of other construction projects Coordination of traffic management arrangements between projects	

The scope will cover the heavy vehicle route to be taken for heavy vehicles exiting the **Southern site** at Burwood North station; swept path analysis; road safety analysis; dates of road dilapidation survey; any measures to avoid schools, aged care facilities, and childcare facilities; and recommendation that the route is suitable for the proposed use.

3. PROPOSED ROUTE

3.1 PROPOSED HEAVY VEHICLE EXIT ROUTE

In addition to the approved EIS heavy vehicle exit route, AFJV proposed to use the following heavy vehicle route to exit the Southern site at the Burwood North station (shown in Figure 1):

- Burwood Road (south of Parramatta Road) (Southbound)
- Milton Street (Eastbound)
- Shaftesbury Street (Northbound)



FIGURE 1 PROPOSE ADDITIONAL HEAVY VEHICLE EXIT ROUTE FROM BURWOOD NORTH, SOUTH

Of those listed above, the following local roads were **not** identified in documents described in CoA A1 for access to the Burwood North southern site:

- Burwood Road (South of site) (Southbound)
- Milton Street (Eastbound)
- Shaftesbury Street (Northbound)

To provide a safe exit to the work sites, all trucks are to exit sites in a forward direction, where feasible and reasonable.

3.2 SWEPT PATH ANALYSIS FOR HEAVY VEHICLE EXIT ROUTE

A swept path analysis for the above roads has been undertaken to determine the suitability of these roads for heavy vehicle use. This is included in **Appendix A**.

Swept path analysis shows that the proposed heavy vehicle exit route is suitable for 8.8m rigid trucks or similar. This would include tippers and concrete trucks. The swept paths demonstrate the vehicles are not expected to impact opposing lanes nor kerb and gutter or parked vehicles for the proposed route. The vehicles will be able to turn comfortably back onto Parramatta Road to travel either East or West.

3.3 ROAD SAFETY ANALYSIS

The author is a Level 3 Road Safety Auditor and has reviewed the proposed route. The risk elements (as also raised by members of the Traffic Coordination Group meeting) were the interface of truck movements at uncontrolled intersections when turning left from Burwood Road into Milton Street, and left into Shaftesbury from Milton.

This has been considered and will look to provide pavement stencils in line with the TfNSW truck awareness campaign, some additional monitoring by gate keepers or traffic controllers initially to ensure any pedestrian safety can be maintained with administrative controls. Consideration as been given to closure of the footpath however due to the following points this has been discounted;

- Reduced truck numbers (as the route is only for the southern shaft delivery, and only for trucks departing the site).
- Multiple origin and destination options as well as business access requirements for pedestrians may see any footpath closure generate additional risks for pedestrians and undesired movements.

3.4 ROAD DILAPIDATION SURVEY

Road dilapidation surveys are being completed in March 2022 for Burwood Road, Milton Street and Shaftesbury Street as described in CoA D88. A copy of the dilapidation photo/video records **will be** distributed to Burwood Council in accordance with CoA D87(c). ***The route will not be used until one month has passed from issuing the dilapidation reports and information to council.***

3.5 IMPACT TO SCHOOL, AGED CARE, OR CHILDCARE

There is no discernible impact on any school, aged care or childcare facilities in the area. The route doesn't travel past any of the above.

3.6 CONSTRUCTION TRAFFIC MANAGEMENT

Construction traffic volumes of heavy vehicles is expected to be consistent with the EIS and see a total of 306 vehicles accessing the site daily, only half of which would travel along the proposed route as the access would be directly from Parramatta Road or Burwood Road. This will see approximate peak daily movements using the Milton Street and Shaftesbury route of around 153 heavy vehicles.

Table 3.1 shows the proposed heavy construction traffic volumes departing site and utilising the proposed route on a typical day.

TABLE 3.1: DAILY HEAVY CONSTRUCTION TRAFFIC VOLUMES (ONE-WAY MOVEMENT) DURING PEAK ACTIVITY

Construction Site	Trip Type	Peak Daily Traffic Volume		AM Peak Hour Traffic Volume		PM Peak Hour Traffic Volume	
		EIS	AFJV	EIS	AFJV	EIS	AFJV
South	Heavy vehicle	153	153	4	4	4	4
	Total	153	153	4	4	4	4

4. CONSULTATION

4.1 CONSULTATION WITH BURWOOD COUNCIL

The constraints of the site and the requirement for use of this route to service the southern shaft at Burwood North station site has been discussed with Burwood Council. Evidence of this consultation and confirmation of the proposed routes will be provided in **Appendix B**.

Council did not object to the proposed route.

4.2 TRAFFIC AND TRANSPORT LIAISON GROUP (TTLG)

AFJV has been undertaking consultation and communication with stakeholders in regard to traffic management. A communication strategy is being developed with stakeholders and the site-specific CTMPs outline consultation activities during the works. The community will be notified of any current and upcoming construction works and traffic arrangement that have the potential to impact on stakeholders, community and businesses, prior to them occurring.

A Traffic and Transport Liaison Group (TTLG) will be established to discuss with stakeholders in relation to the proposed construction activities, upcoming works and related traffic and transport implications.

AFJV Traffic Manager is to participate in monthly TTLG meetings throughout the project, or at an agreed frequency. The Traffic Manager is a member of the TTLG and acts as the authorised representative for the Project in matters related to traffic and transport. The Traffic Manager provides the relevant information relating to the Project to the group.

AFJV consult with all relevant stakeholders prior to the commencement of any works. Potential stakeholders for this Project include:

- Sydney Metro
- Transport for NSW including:
 - Centre for Road and Maritime Safety
 - Metro Bus and Ferry Planning and Development

- Greater Sydney Planning and Programs
- Freight Strategy and Planning
- Customer Journey Planning
- Sydney Trains
- Port Authority of NSW
- Infrastructure NSW
- Department of Planning, Industry and Environment
- NSW Police
- NSW Fire and Rescue
- NSW Ambulance Service
- Inner West Council
- City of Canada Bay Council
- Burwood Council
- Parramatta City Council
- Bus operators
- Sydney Olympic Park Authority
- Concord Oval Redevelopment

4.3 TRAFFIC CONTROL GROUP (TCG)

Sydney Metro to establish Metro West wide TCG and the Traffic Manager will attend on behalf of AFJV and meet weekly, fortnightly or as agreed. TCG members typically include the Project Traffic Manager and representatives from TfNSW, SM, and where required Councils and SOPA.

The TCG is to discuss and agree on any and traffic and transport related issues associated with the Project. It is the TCG where decisions and changes are made on CTMPs, traffic management issues as they relate to the project work.

5. PROFESSIONAL QUALIFICATION

The author of this document – [REDACTED] is a qualified engineer and an accredited Level 3 Road Safety Auditor in NSW. He has more than ten years of experience and considers the proposed heavy vehicle route to be suitable for use under CoA D87.

6. APPROVAL

Following consultation with Burwood Council, this document will be finalised (where changes have been identified as being required) and provided to the Planning Secretary for approval in accordance with CoA D86

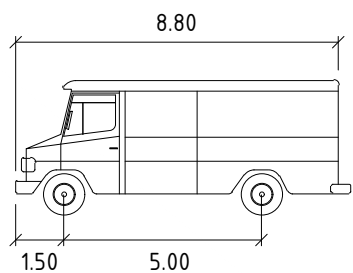
Approved local roads will be included in the Construction Traffic Management Plans (CTMPs) required under CoA D85, which will also be submitted to the Planning Secretary for information before the commencement of any construction in the area identified and managed under each CTMP.

7. CONCLUSION

Swept path analysis have shown that there are no swept path clashes with the proposed heavy vehicle route. The heavy vehicle sizes are to be limited to ~10m in length (including rigid tip trucks and concrete agitators). The proposed route would only be used for vehicles exiting the site and would therefore only receive half of the site movements (153 daily movements at peak).

The proposed heavy vehicle proposed exit route is considered suitable for use and is recommended for approval.

APPENDIX A SWEPT PATH ANALYSIS



SERVICE VEHICLE

	units
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 38.7

APPENDIX B CONSULTATION EVIDENCE



While it is not our preference to have trucks traveling through local residential streets I understand the need. It would have been best if the site at 336 Parramatta Road had been purchased and incorporated into the site.

My biggest concern is what happens in the event that the turntable breaks down and cannot be used? We try to avoid approving turntables for commercial vehicles in new developments as it has been our experience from sites that do have them that they can be notoriously troublesome.

As you mentioned we would also need to ensure that a dilapidation report has been prepared.

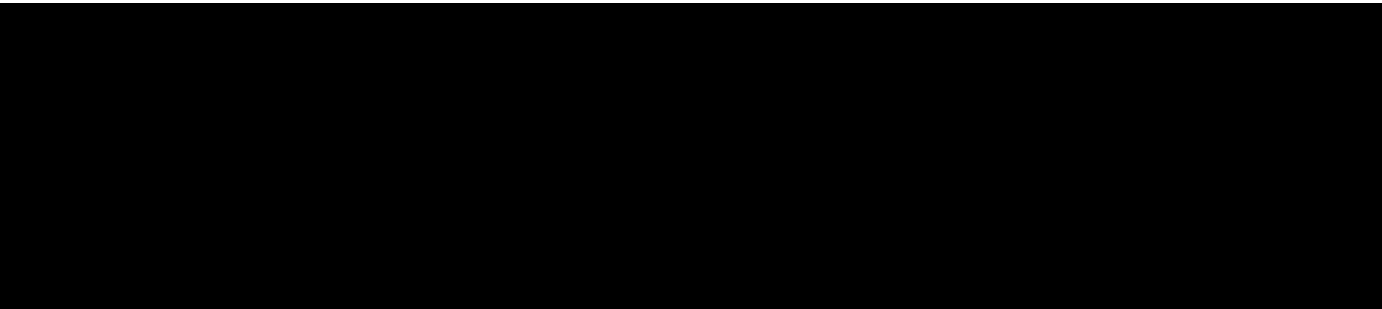
Regards



How would you rate my service?



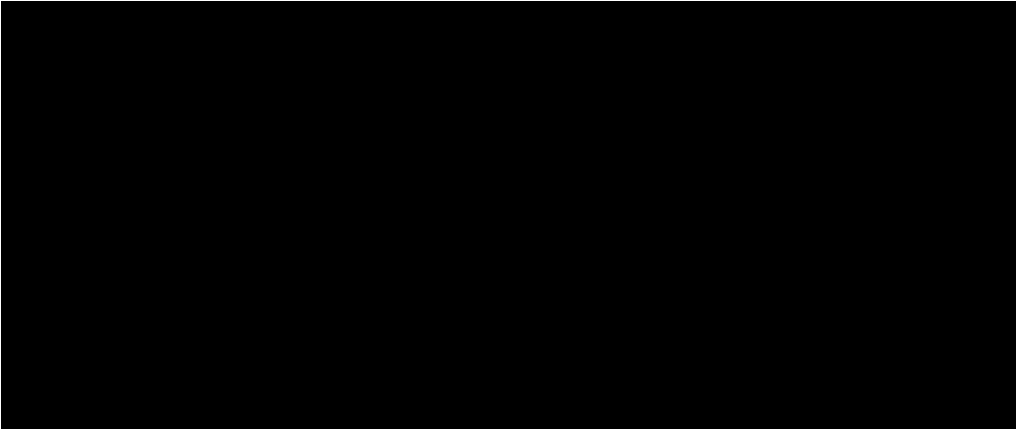
It takes 10 seconds and our management reads every response.



Any chance you had an opportunity to review below?? Hoped to table this for discussion at the TCG tomorrow for the project.

Many thanks in advance.

Regards,



Appreciate you're being bombarded with queries and clarifications from me lately but hopefully this will be the last big thing for consultation.

We are looking (due to some site issues and constraints) to alter one of our truck routes for our Burwood Road southern shaft. We are looking to install a turntable inside the southern site to allow trucks to enter from Burwood Road and exit back onto Burwood Road to avoid having to try to construct an internal bridging structure in the shaft as the bridge is proving problematic to say the least.

What we are looking at would be to have exiting trucks (expecting it would only be concrete trucks or smaller type rigid heavies / tippers) to head south on Burwood Road, and loop the block back to Shaftesbury via Milton Street.

I've attached a quick swept path of the route for reference but it appears that rigid trucks, tippers and concrete trucks will be able to achieve this route without any significant impacts or any required changes to the existing route but as is local roads there are some conditions obviously to being permitted to use this route.

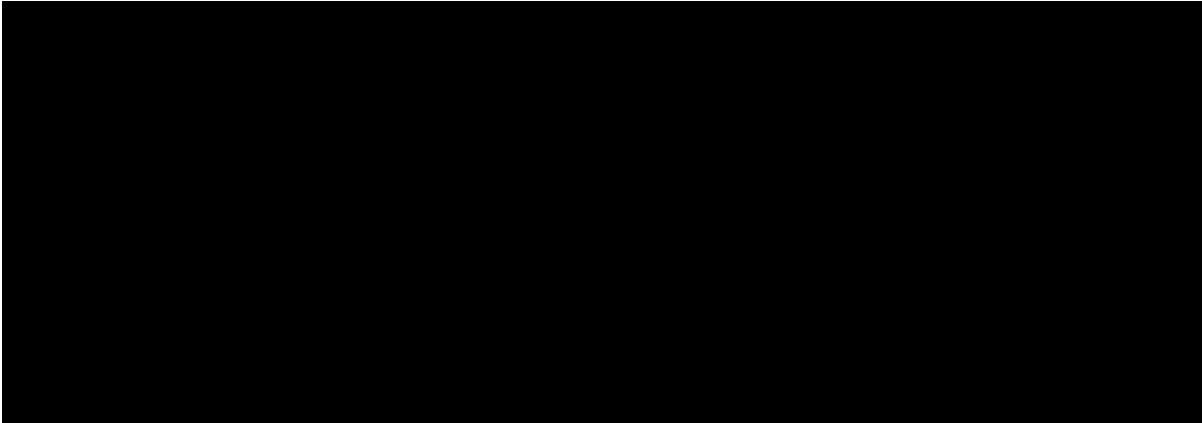
The volumes at peak are expected to be a maximum of 10 trucks (EIS states 20 however that's movements so is expected that this being only the exiting trucks would be 10 of the movements). Typically I would expect otherwise the movements to be more likely somewhere between 2 and 5 per hour.

To use the route we would have to conduct further dilapidation for the expanded network, and provide a summary report to DPIE with the proposed route, dilap and any feedback from council so if you've got any thoughts or feedback, otherwise no objection a response would be appreciated.

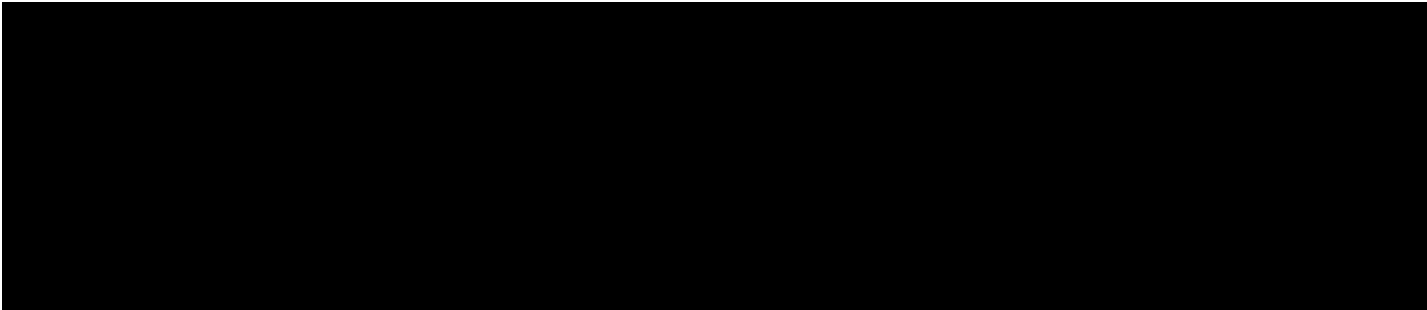
If you feel it requires further discussion happy to line up a meeting for sometime next week?? It would also require an update to the CTMP but we are also looking to update some of the routes for the sites north of Parramatta Road as well so are in the process now of updating this anyway.

Many thanks 

Regards,



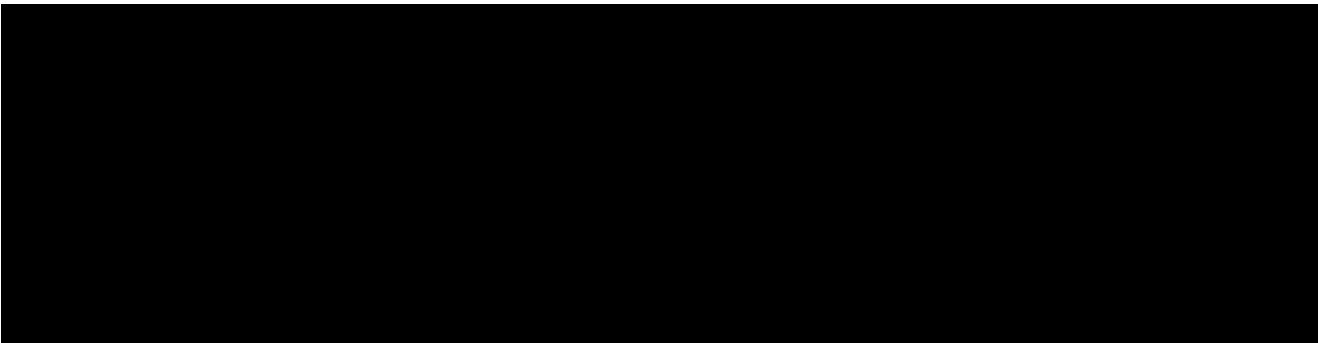
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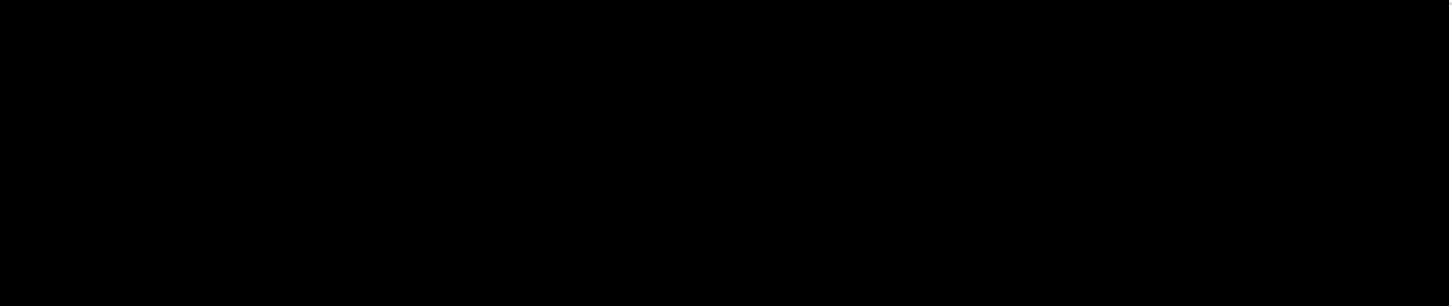


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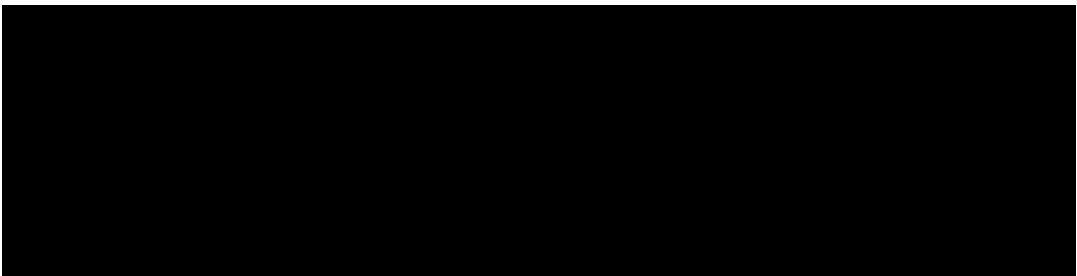
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*Sydney Metro West
Central Tunnelling Package
M: 0432 544 458*



Burton Street, Burwood North Heavy Vehicle Route

SMWSTCTP-AFJ-BWN-TF-RPT-000002 Revision 01

Sydney Metro West – Central Tunnelling Package



DOCUMENT APPROVAL

	Prepared By	Reviewed By	Approved By
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Position:			
Date:			

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1. INTRODUCTION

Sydney Metro is Australia's biggest public transport program. Services on the North West Metro Line between Rouse Hill and Chatswood started in May 2019. The Sydney Metro network also includes Sydney Metro City & Southwest, Sydney Metro West and Sydney Metro Western Sydney Airport. Sydney Metro West is a new 24 kilometre metro line between Westmead and the Sydney CBD (the Project). This infrastructure investment will double the rail capacity of the Greater Parramatta to Sydney CBD corridor with a travel time target between the two centres of about 20 minutes. The planning approvals and environmental impact assessment for Sydney Metro West has been split into a number of stages recognising the size of the project. This includes:

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Due to the Project's importance, the Project was declared to be Critical State Significant Infrastructure by the Minister for Planning and Public Spaces. An Environmental Impact Statement (EIS) (Jacobs/Arcadis, 2020) for the Concept and Stage 1 (herein referred to as the Project) was placed on public exhibition from 30 April 2020 to 26 June 2020. Submissions were received from government, agencies, organisations and the public in response to the project. A Submissions Report was prepared by Sydney Metro in response to submissions received during the exhibition period and an Amendment Report was prepared by Sydney Metro in 2020 as a result of continued design development and refinement. The Project was approved on 11 March 2021 (SSI 10038).

Stage 1 of the Project is being delivered under a number of packages in accordance with the Sydney Metro West Phasing Report. The packages include:

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- Phase B1 – Central Tunnelling Package (Civils Works)
- Phase B2 – Central Tunnelling Package (Tunnelling Works)
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- Phase F – Western Tunnelling

The Central Tunnelling Package (CTP) involves the design and construction of 11km of twin tunnels and underground station excavations from The Bays to Sydney Olympic Park.

This document has been prepared for CTP for the proposal of heavy vehicles access on specific local roads within Burwood not identified in Condition A1 of the Project Conditions of Approval (CoA) for Sydney Metro West, to access and/or egress to or from the the CTP Burwood North construction site.

2. PURPOSE AND SCOPE

This document has been prepared to address the Sydney Metro West Central Tunnelling Package (CTP) project Condition of Approval as shown in Table 1, which includes a cross reference to where the information has been addressed within this document.

TABLE 1 RELEVANT CONDITIONS OF APPROVAL

Project Planning Approval (dated 11 March (SSI 10038))		Where addressed
D86	Local roads proposed to be used by Heavy Vehicles to directly access construction sites that are not identified in the documents listed in Condition A1 of this schedule must be approved by the Planning Secretary and be included in the CTMPs.	This document
D87	All requests to the Planning Secretary for approval to use local roads under Condition D86 above must include the following: (a) a swept path analysis; (b) demonstration that the use of local roads by Heavy Vehicles for the CSSI will not compromise the safety of pedestrians and cyclists of the safety of two-way traffic flow on two-way roadways; (c) details as to the date of completion of the road dilapidation surveys for the subject local roads; and (d) measures that will be implemented to avoid where practicable the use of local roads past schools, aged care facilities and child care facilities during their peak operation times; and (e) written advice from an appropriately qualified professional on the suitability of the proposed Heavy Vehicle route which takes into consideration items (a) to(d) of this condition.	(a) Section 3.2 & Appendix A (b) Section 3.6 (c) Section 3.3 (d) Section 3.4 (e) Section 5
D88	Before any local road is used by a Heavy Vehicle for the purposes of construction of Stage 1 of the CSSI, a Road Dilapidation Report must be prepared for the road. A copy of the Road Dilapidation Report must be provided to the Relevant Road Authority(s) within three (3) weeks of completion of the survey and at no later than one (1) month before the road being used by Heavy Vehicles associated with the construction of Stage 1 of the CSSI.	Section 3.3
D89	If damage to roads occurs as a result of the construction of Stage 1 of the CSSI, the Proponent must either (at the Relevant Road Authority's discretion): (a) compensate the Relevant Road Authority for the damage so caused; or (b) rectify the damage to restore the road to at least the condition it was in pre-work as identified in the Road Dilapidation Report.	Section 3.3
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	Section 3.5

Project Planning Approval (dated 11 March (SSI 10038))		Where addressed
	(e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs.	
TT6	All trucks would enter and exit construction sites in a forward direction, where feasible and reasonable.	Section 3.1
TT7	Construction site traffic would be managed to minimise movements during peak periods	Section 3.5
TT8	Construction site traffic immediately around construction sites would be managed to minimise vehicle movements through school zones during pick up and drop off times	Section 3.4
TT24	Coordination and consultation with the following stakeholders would occur, where required, to manage the interface of projects under construction at the same time:	Section 4.1
		Section 4.2
	• Transport for NSW including Transport Coordination • Department of Planning, Industry and Environment • Sydney Trains • NSW Trains • Sydney Buses • Sydney Water • Port Authority of NSW • Sydney Motorways Corporation • Emergency service providers • Utility providers	Section 4.3
	Construction contractors Coordination and consultation with these stakeholders would include:	
	• Provision of regular updates to the detailed construction program, construction sites and haul routes • Identification of key potential conflict points with other construction projects • Developing mitigation strategies in order to manage conflicts. Depending on the nature of the conflict this could involve: ○ Adjustments to the Sydney Metro construction program work activities or haul routes or adjustments to the program activities or haul routes of other construction projects	
	Coordination of traffic management arrangements between projects	

3. PROPOSED ROUTES

3.1 PROPOSED HEAVY VEHICLE ENTRY ROUTE

In addition to the approved EIS heavy vehicle routes, Acciona Ferrovia Joint Venture (AFJV) propose to use Burton Street, Concord, to access and egress to and from the Burwood North site (also shown in Figure 1):



FIGURE 1 PROPOSED HEAVY VEHICLE ROUTE USING BURTON STREET, CONCORD

Burton Street was not identified in documents described in CoA A1 for access to the Burwood North site.

The use of this road as construction site access/egress has been identified in consultation with City of Canada Bay (CoCB) as required under CoA D84. Evidence of this consultation is included in the current, approved CTMP which was issued to City of Canada Bay for review and comment, as required in accordance with CoA A6.

To provide safe access to the work sites, all trucks are to enter sites in a forward direction, where feasible and reasonable.

The site will have several access and egress points, this will form just one but is intended to ensure access is possible across the site without having to provide space enough to turn large trucks and trailers around. The route will be utilised as outlined as part of the attached Vehicle Movement Plans

included in Appendix B and will depend on which portion of the station box excavation the spoil is being generated, as to where it is loaded and where it will be most efficient to depart site.

3.2 SWEPT PATH ANALYSIS FOR HEAVY VEHICLE ROUTE

A swept path analysis for the above access roads has been undertaken to determine the suitability of these roads for heavy vehicle use. This is included in **Appendix A** and was developed as part of the local area works design development. The route is anticipated to be suitable for truck and trailer combinations. Where movements are conducted that would otherwise require additional space may be conducted with the assistance of traffic control to hold conflicting movements to ensure safe thoroughfare of the trucks.

Swept path analysis shows that the proposed heavy vehicle entry route is suitable (with the local area works and kerb modifications complete) for trucks up to 19m semi-trailers for regular use.

Trucks will be monitored to ensure minimal queueing and idling is conducted on either state or regional roads. The proposed local roads do not include any state or regional roads.

3.3 ROAD DILAPIDATION SURVEY

Road dilapidation survey was completed in December 2021 for Burton Street as described in CoA D88. A copy of the dilapidation photo/video records was distributed to City of Canada Bay Council in accordance with CoA D87(c) 4th of February 2022.

Any damage caused to the local roads proposed for use will be rectified in consultation with council or council will be compensated for damage caused. A post use joint inspection will be conducted with council representatives when the road is no longer required for use for the project.

3.4 IMPACT TO SCHOOL, AGED CARE, OR CHILDCARE

Burton Street has residential properties on both sides however doesn't have any schools, aged care or childcare centres.

3.5 CONSTRUCTION TRAFFIC MANAGEMENT

Construction traffic volumes proposed to use Burton Street would typically be egressing vehicles only and would only constitute a portion of the trucks accessing the site. Although it is possible all trucks for periods may opt to use the Burton Street egress point to depart site it is unlikely, with alternative routes providing direct access to Parramatta Road expected to be used more frequently. Where possible construction site traffic will be managed to minimise movements during peak periods.

Truck and construction vehicle marshalling will not be carried out near sensitive land user(s). No pedestrian or shared user paths will be blocked during these works unless an alternate access has been provided.

Spoil haulage vehicles will be monitored to ensure they adhere to the haulage routes identified in the site specific CTMPs.

No parking changes are proposed as part of this HVLR submission. Parking of construction vehicles will be minimised on public roads.

3.6 PEDESTRIAN SAFETY

The access and egress point to and from the site crosses a pedestrian footpath on Burton Street. It should be noted there is also a pedestrian footpath on the opposite side of the road, and limited pedestrian generating properties or business which remain on the side which the construction site has been established.

The pedestrian volumes in the area have been observed to be quite low, and where spoil trucks are interfacing with the pedestrian footpath the interface will be managed with either spotters or traffic controllers performing a gatekeeper function to ensure the safety of pedestrians is maintained.

4. CONSULTATION

Comment sheet of the approved CTMP is included in Appendix C along with the Vehicle Movement Plans of the approved CTMP. Note that there are no comments relating to the use of Burton Street. It should be noted that the VMPs in the CTMP were developed assuming would be in use prior to the completion of the kerb modifications in Burton Street, which is reflected in the size restriction of the heavy vehicles. It should also be noted that the G-loop is not currently in use by the project.

4.1 CONSULTATION WITH CoCB

The constraints of the site, and the requirement for use of this route to service the site has been discussed with City of Canada Bay Council in a number of forums, including as information as part of the CTMP provided for the site which has since been approved by CJP and the relevant TfNSW representatives.

All comments from CoCB on the CTMP were closed, none of which related to the use of Burton Street for heavy vehicles.

4.2 TRAFFIC AND TRANSPORT LIAISON GROUP (TTLG)

AFJV has been undertaking consultation and communication with stakeholders regarding traffic management. The community will be notified of any current and upcoming construction works and traffic arrangement that have the potential to impact on stakeholders, community and businesses, prior to them occurring.

A Traffic and Transport Liaison Group (TTLG) will be established to discuss with stakeholders in relation to the proposed construction activities, upcoming works and related traffic and transport implications.

AFJV Traffic Manager is to participate in monthly TTLG meetings throughout the project, or at an agreed frequency. The Traffic Manager is a member of the TTLG and acts as the authorised representative for the Project in matters related to traffic and transport. The Traffic Manager provides the relevant information relating to the Project to the group.

AFJV consult with all relevant stakeholders prior to the commencement of any works. Potential stakeholders for this Project include:

- Sydney Metro
- Transport for NSW including:
 - Centre for Road and Maritime Safety
 - Metro Bus and Ferry Planning and Development
 - Greater Sydney Planning and Programs
- Freight Strategy and Planning
- Customer Journey Planning
- Sydney Trains
- Port Authority of NSW
- Infrastructure NSW
- Department of Planning, Industry and Environment
- NSW Police
- NSW Fire and Rescue
- NSW Ambulance Service
- Inner West Council

- City of Canada Bay Council
- Burwood Council
- Parramatta City Council
- Bus operators
- Sydney Olympic Park Authority
- Concord Oval Redevelopment

4.3 TRAFFIC CONTROL GROUP (TCG)

Sydney Metro has established a project TCG and the Traffic Manager will attend on behalf of AFJV and meet weekly, fortnightly or as agreed. TCG members typically include the Project Traffic Manager and representatives from TfNSW, SM, and where required Councils and SOPA.

The TCG is to discuss and agree on any and traffic and transport related issues associated with the Project. It is the TCG where decisions and changes are made on CTMPs, traffic management issues as they relate to the project work.

5. PROFESSIONAL QUALIFICATION

The author of this document – [REDACTED] is a qualified engineer and an accredited Level 3 Road Safety Auditor in NSW. He has more than ten years of experience and considers the proposed heavy vehicle route to be suitable for use under CoA D87.

6. APPROVAL

This document will be provided to the Planning Secretary for approval in accordance with CoA D86.

Approved local roads will be included in the Construction Traffic Management Plans (CTMPs) required under CoA D85, which will also be submitted to the Planning Secretary for information before the commencement of any construction in the area identified and managed under each CTMP.

7. CONCLUSION

Swept path analysis have shown that the route will be suitable for the expected heavy vehicles on completion of the enabling / local area works and kerb modifications.

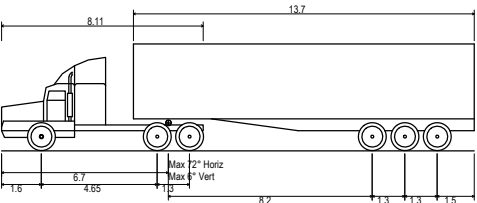
The proposed heavy vehicle entry and exit route is considered suitable for use and is recommended for approval.

APPENDIX A SWEPT PATH ANALYSIS

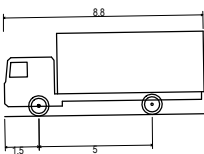
GENERAL NOTES

1. TURNING PATHS ARE ASSESSED AS PER AGRD03-16, AGRD04-17, AGRD04A-17, AGRD04B-15 AND AP-G34-13. IN ACCORDANCE WITH AUSTRROADS DESIGN VEHICLES AND TURNING PATH TEMPLATE GUIDE, A 0.5 M OFFSET TO THE KERB LINE IS NOT REQUIRED TO BE PROVIDED FOR LOCAL STREETS IN URBAN AREAS WHERE SPACE IS A CONSTRAINT. CONSEQUENTLY, THE ANALYSIS OF THE SWEEPED PATHS AGAINST THE EXISTING ROAD ALIGNMENT EXCLUDES 0.5 M CLEARANCE TO KERB LINES. A 0.5 M CLEARANCE TO ROADSIDE INFRASTRUCTURE, VEGETATION AND UTILITY STRUCTURES STILL APPLIES.
2. ALL VEHICLES SWEEPED PATHS ARE BASED ON 15km/h SPEEDS AND 15 m KERB TO KERB TURNING RADII UNLESS NOTED ON PLANS.

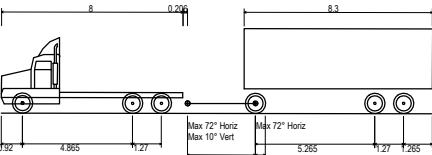
DESIGN VEHICLE PROFILES



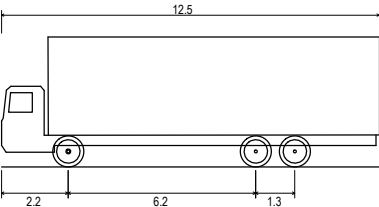
PRIME MOVER AND SEMI-TRAILER (19 m)
Overall Length 19.000m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.540m
Track Width 2.500m
Lock-to-lock time 6.00s
Kerb to kerb Turning Radius 12.500m



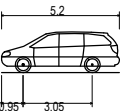
MRV - Medium Rigid Vehicle
Overall Length 8.800m
Overall Width 2.500m
Overall Body Height 3.633m
Min Body Ground Clearance 0.428m
Track Width 2.500m
Lock-to-lock time 4.00s
Kerb to kerb Turning Radius 10.000m



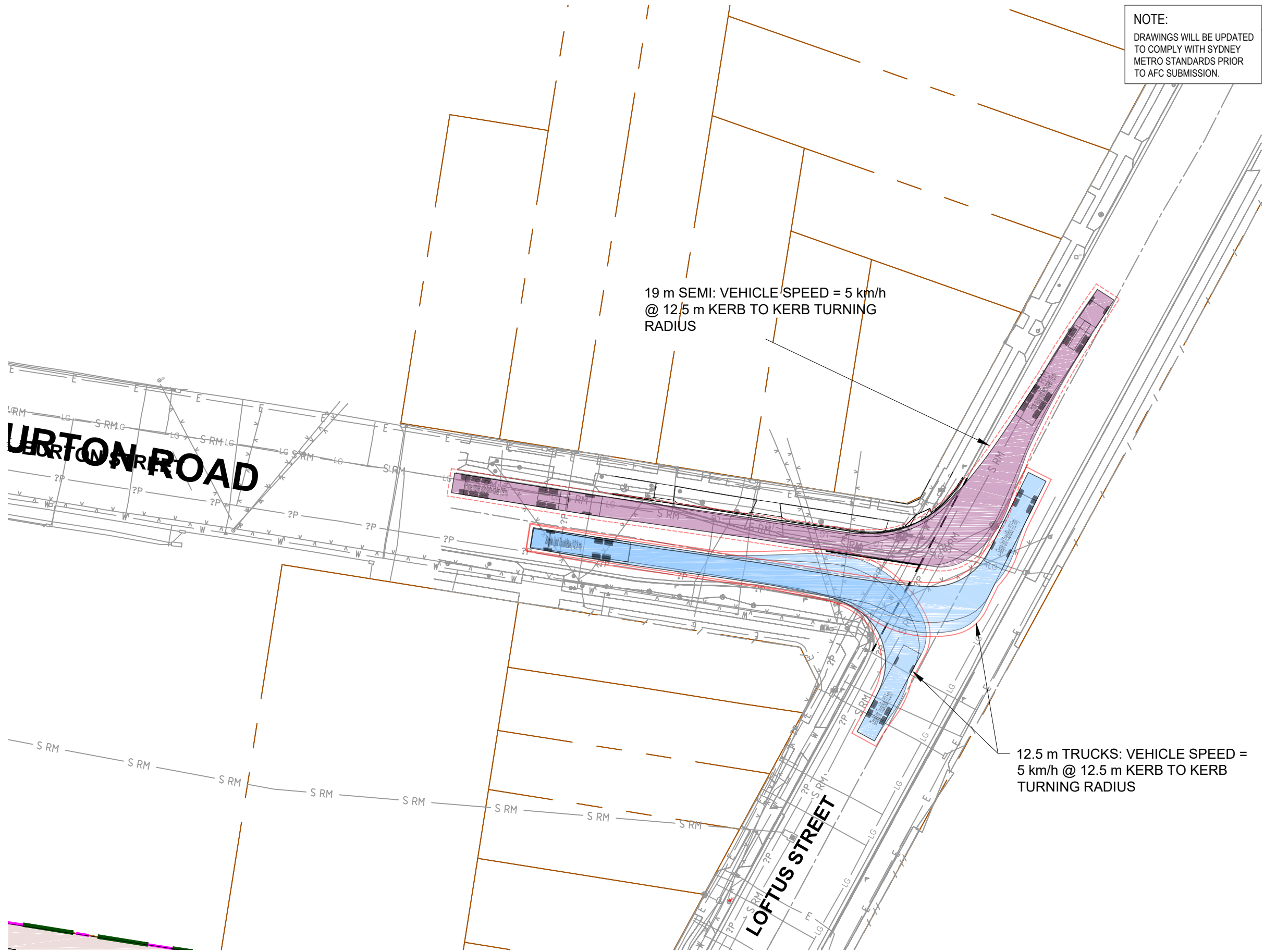
TIPPER&TRI-DOG (AKA TRUCK&DOG) (19 m)
Overall Length 19.000m
Overall Width 2.500m
Overall Body Height 3.738m
Min Body Ground Clearance 0.417m
Track Width 2.500m
Lock-to-lock time 5.00s
Kerb to Kerb Turning Radius 12.640m



SINGLE UNIT TRUCK/BUS (12.5 m)
Overall Length 12.500m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.490m
Track Width 2.500m
Lock-to-lock time 6.00s
Kerb to kerb Turning Radius 12.500m



PASSANGER VEHICLE (5.2 m)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.804m
Min Body Ground Clearance 0.295m
Track Width 1.840m
Lock-to-lock time 4.00s
Kerb to kerb Turning Radius 6.300m



NOTE:
DRAWINGS WILL BE UPDATED
TO COMPLY WITH SYDNEY
METRO STANDARDS PRIOR
TO AFC SUBMISSION.

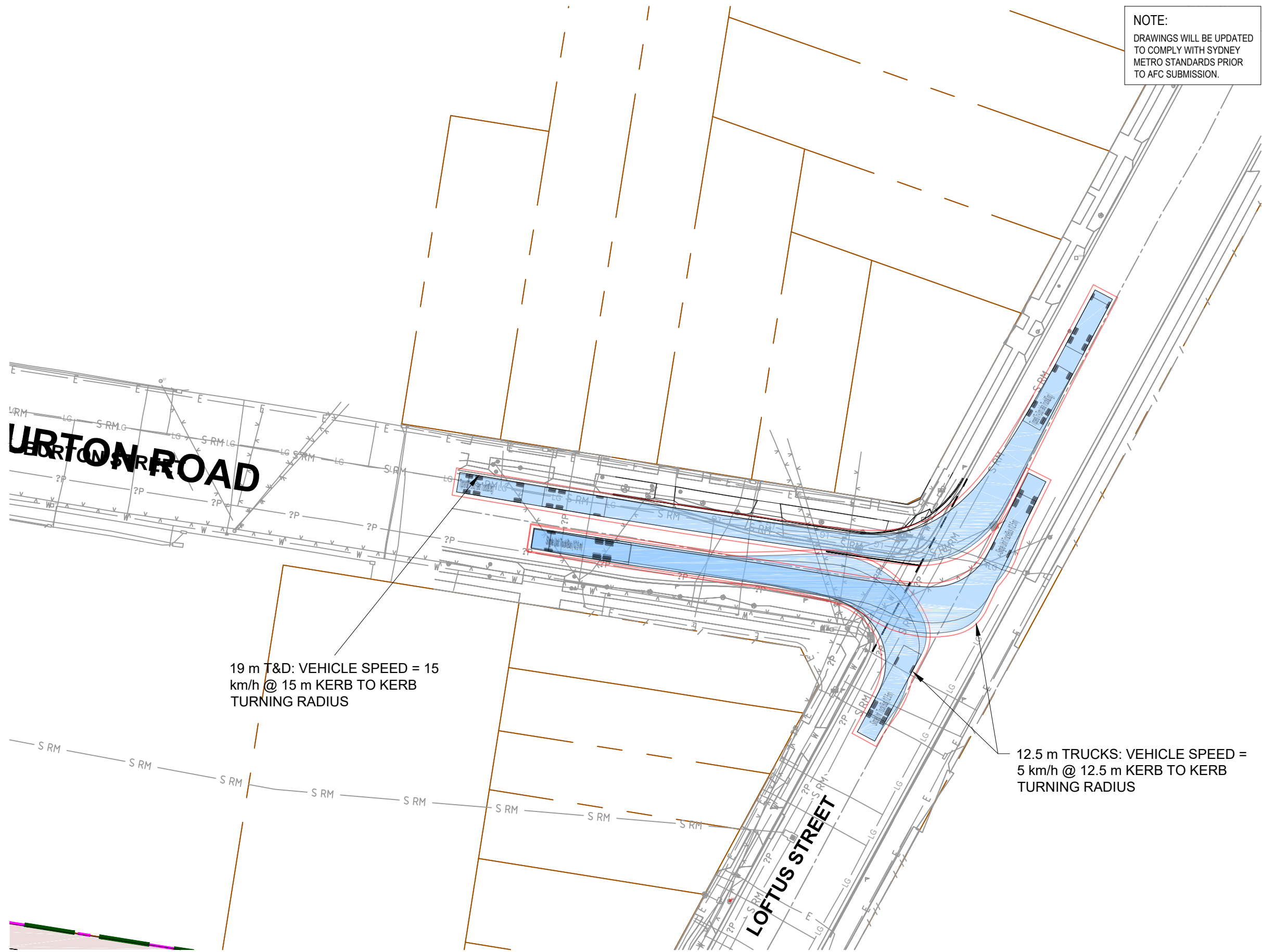
- LEGEND
- VEHICLE SWEEP PATH ENVELOPE
 - 0.5m VEHICLE SWEEP PATH CLEARANCE ENVELOPE
 - EXISTING PROPERTY BOUNDARY

- NOTES
- THESE DRAWINGS TO BE READ IN CONJUNCTION WITH DETAILED DESIGN REPORT.
 - FOR DESIGN VEHICLE PROFILES AND GENERAL NOTES REFER SMWSTCTP-AFJ-BWT-SN300-CV-SKE-000000.

19 m SEMI: VEHICLE SPEED = 5 km/h
@ 12.5 m KERB TO KERB TURNING
RADIUS

12.5 m TRUCKS: VEHICLE SPEED =
5 km/h @ 12.5 m KERB TO KERB
TURNING RADIUS

CHECK PRINT



NOTE:
DRAWINGS WILL BE UPDATED
TO COMPLY WITH SYDNEY
METRO STANDARDS PRIOR
TO AFC SUBMISSION.

LEGEND

	VEHICLE SWEEP PATH ENVELOPE
	0.5m VEHICLE SWEEP PATH CLEARANCE ENVELOPE
	EXISTING PROPERTY BOUNDARY

- NOTES**
1. THESE DRAWINGS TO BE READ IN CONJUNCTION WITH DETAILED DESIGN REPORT.
 2. FOR DESIGN VEHICLE PROFILES AND GENERAL NOTES REFER SMWSTCTP-AFJ-BWT-SN300-CV-SKE-000000.

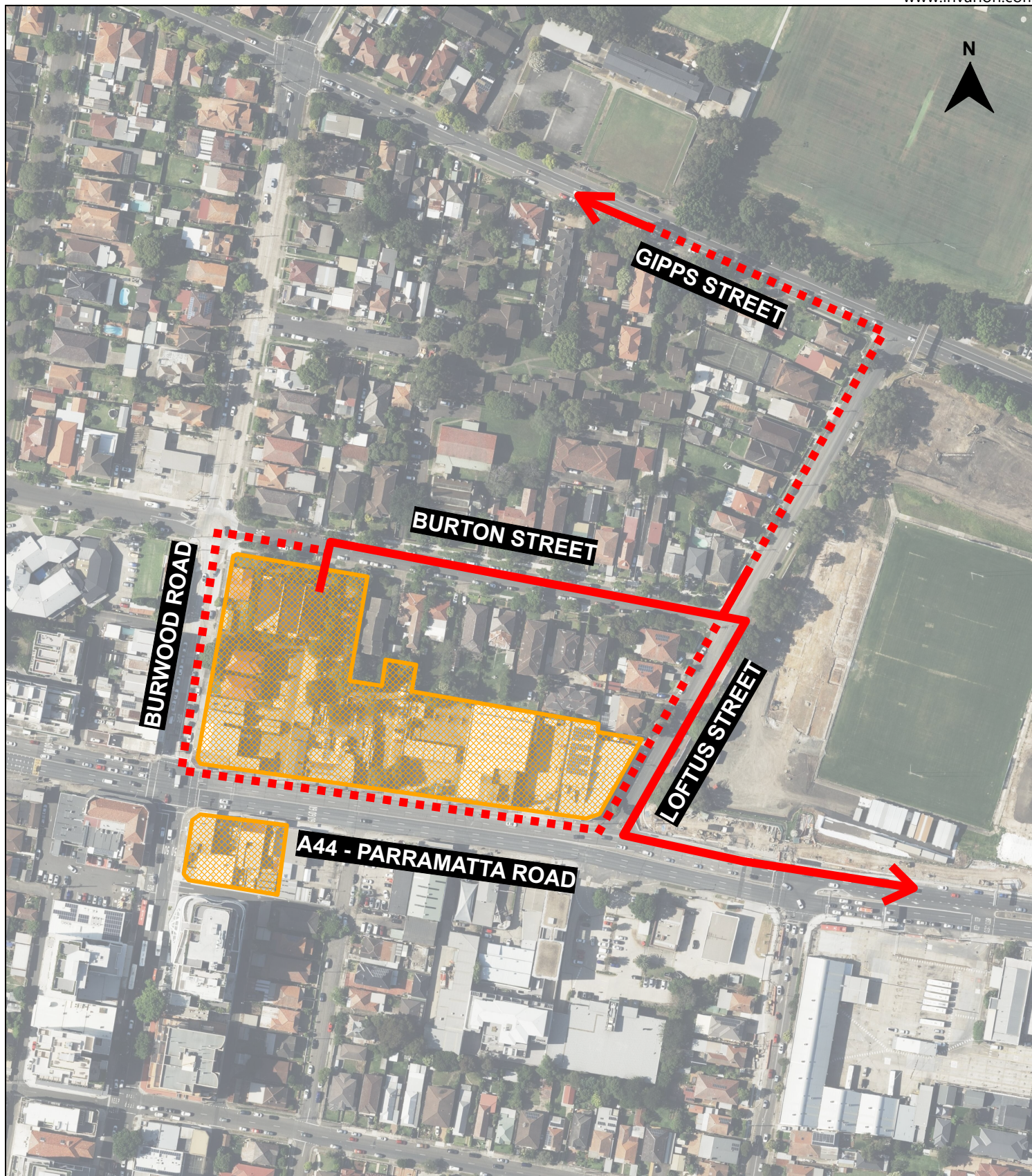
19 m T&D: VEHICLE SPEED = 15
km/h @ 15 m KERB TO KERB
TURNING RADIUS

12.5 m TRUCKS: VEHICLE SPEED =
5 km/h @ 12.5 m KERB TO KERB
TURNING RADIUS

CHECK PRINT

APPENDIX B PROPOSED VEHICLE MOVEMENT PLAN

N



Plan Scale



1 : 2506 (1cm = 25m)

Project:	SYDNEY METRO WEST, CENTRAL TUNNELLING PACKAGE
Metro Station Site:	BURWOOD NORTH STATION
Drawing Number:	SMWSTCTP-BWD-N-TF-VMP-001
Issue	00



APPENDIX C COMMENT FROM BURWOOD CTMP AND VMPS

REVIEW COMMENTS SHEET

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
SMWSTCTP-AFJ-BWT-TF-PLN-000001	Sydney Metro West - CTP - Construction Traffic Management Plan - Burwood North	01.01	S3	01	19/11/2021	TFN		SMWSTCTP-AFJ-BWT-TF-PLN-000001	4.3 Haulage routes	TT5	The outbound route from the Northern site in stage 2 is not in line with the EIS on the basis that it minimises disruption for the local community on Broughton Street (assuming Burton St). In the in bound route in stage 1 this section of Burton Street is restricted to 8.8m long vehicles - likely due to the narrow width of Burton Street. Please provide further evidence how this section of Burton Street can be used safely in stage 2, including the size of vehicles proposed and their subsequent ability to traverse along the street without increasing the risk of head on collision with vehicles heading in the opposite direction or striking a parked vehicle.	Actual Non-Compliance	Y
								SMWSTCTP-AFJ-BWT-TF-PLN-000001	4.3 Haulage routes	TT5		Actual Non-Compliance	Y
				01.01	6/01/2022	AFJ		SMWSTCTP-AFJ-BWT-TF-PLN-000001	4.3 Haulage routes	TT5	During Stage 1 - truck size is limited to 8.8 due to turn path restriction at the corner of Loftus Street/Burton St. Burton St is not too narrow to accommodate two-way movement with trucks and cars (with parking both sides).Road cross section added on Burton St in Appendix BThere is 2.1m wide parking lanes on either side while 3m+ of traffic lanes for each direction. This is sufficient for parking and 2-way movement.During Stage 2, the kerb adjustment at the northeastern corner of Burton St/Loftus St will be complete and it will allow truck and dog to turn left from Burton St without crossing to the western side of Loftus St.	Actual Non-Compliance	Y
								SMWSTCTP-AFJ-BWT-TF-PLN-000001	4.3 Haulage routes	TT5		Actual Non-Compliance	Y
				01.01.01	10/01/2022	TFN					Satisfied with response and evidence provided. Comment closed.	Actual Non-Compliance	Y
												Actual Non-Compliance	Y
				02	19/11/2021	TFN		SMWSTCTP-AFJ-BWT-TF-PLN-000001	SMW-AFJV-TM-DWG-BW-10	NA	The signage plan includes detours for pedestrians where the footpath along Parramatta Road is closed, however without further information to the length of the detour pedestrians are likely to try and cross Parramatta Rd uncontrolled - increasing their likelihood of being struck by a vehicle. This risk was also captured as a 'High' risk in the road safety audit. Please consider providing more detailed wayfinding info at either end of the closure on Parramatta Rd to indicate it is only a minor detour, the detour route and overall reduce the risk of someone attempting to cross Parramatta Rd uncontrolled. Noted the response in the RSA that there is a 1.2m buffer to the kerb if they ignore the signage - however this may increase their risk of being struck by a HV entering or exiting in the driveways along this section who are not expecting pedestrians to be walking through here.	Observation	Y
								SMWSTCTP-AFJ-BWT-TF-PLN-000001	SMW-AFJV-TM-DWG-BW-10	NA		Observation	Y
				02.01	6/01/2022	AFJ		SMWSTCTP-AFJ-BWT-TF-PLN-000001	SMW-AFJV-TM-DWG-BW-10	NA	Traffic control/gateman will be on Parramatta Rd to manage truck entry and exit. They will be able to warn drivers of pedestrians that ignored all the signage and barriers to detour around Parramatta Rd. To improve safety, AFJV has try to eliminate the risk of pedestrian / vehicle interaction on Parramatta Rd, assuming that is ignored, there is still a last line of control with Traffic controller/gateman to manage the entry and exit.AFJV will prepare a Pedestrian Management Plan (PMP) which will detail all proposed pedestrian measures (i.e. traffic controllers, concertina gates and associated pedestrian signage). Additional pedestrian detour signage will be installed prior to Parramatta Road - Shaftesbury Road intersection to warn pedestrians in advance of the footpath closure and direct pedestrians to the other footpath on Parramatta Road via crossing at the signalised crossing.Pedestrian management plan added into Appendix D	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
								SMWSTCTP-AFJ-BWT-TF-PLN-000001	SMW-AFJV-TM-DWG-BW-10	NA		Observation	Y
				02.01.01	10/01/2022	TFN					Response noted, comment closed.	Observation	Y
												Observation	Y
				03	19/11/2021	SMD		SMWSTCTP-AFJ-BWT-TF-PLN-000001.00.S3.00.	Section 1.1	Project Specification - Cl. 2.1.1a	The tunnel is 11KM as per the RT kilometrage on the Project specification. 11.5kms is incorrect	Potential Non-Compliance	N
								SMWSTCTP-AFJ-BWT-TF-PLN-000001.00.S3.00.	Section 1.1	Project Specification - Cl. 2.1.1a		Potential Non-Compliance	N
				03.01	6/01/2022	AFJ		SMWSTCTP-AFJ-BWT-TF-PLN-000001.00.S3.00.	Section 1.1	Project Specification - Cl. 2.1.1a	Noted. This has been changed to 11km.	Potential Non-Compliance	N
								SMWSTCTP-AFJ-BWT-TF-PLN-000001.00.S3.00.	Section 1.1	Project Specification - Cl. 2.1.1a		Potential Non-Compliance	N
				05	29/11/2021	SMD		Burwood CTMP North	Figure 9	tba	The bus shuttle route is via a work site entry on Burwood Rd. Are work site accesses proposed on Burwood Rd ?	Observation	Y
								Burwood CTMP North	Figure 9	tba		Observation	Y
				05.01	6/01/2022	AFJ		Burwood CTMP North	Figure 9	tba	There is a light vehicle entry via Burwood Rd as per the site design.This separate LV and HV interaction reducing the risk of vehicle on vehicle incidents.	Observation	Y
								Burwood CTMP North	Figure 9	tba		Observation	Y
				06	29/11/2021	SMD		Burwood CTMP North	Figure 11	tba	Will the Burwood Rd bus stop (213431) be removed - the Figure suggests otherwise ?	Observation	Y
								Burwood CTMP North	Figure 11	tba		Observation	Y
				06.01	6/01/2022	AFJ		Burwood CTMP North	Figure 11	tba	Burwood Rd southbound bus stop (213431) is retained. They will be extended to allow for increase capacity.The drawing shows the new signage required to extend the bus zone.	Observation	Y
								Burwood CTMP North	Figure 11	tba		Observation	Y
				07	29/11/2021	SMD		Burwood CTMP North	Section 5.6.2	tba	Does the CTMP describe the current agreed nightride plan ?	Observation	Y
								Burwood CTMP North	Section 5.6.2	tba		Observation	Y
				07.01	6/01/2022	AFJ		Burwood CTMP North	Section 5.6.2	tba	Yes, Nightride will use the new stops on Parramatta Rd west of Burwood Rd. The northern stop is the current/existing night ride stop.	Observation	Y
								Burwood CTMP North	Section 5.6.2	tba		Observation	Y
				08	29/11/2021	SMD		Burwood CTMP North	Section 5.1.1	tba	Refer to RSA in Appendix C.	Observation	Y
								Burwood CTMP North	Section 5.1.1	tba		Observation	Y
				08.01	6/01/2022	AFJ		Burwood CTMP North	Section 5.1.1	tba	Reference to RSA in Appendix C made in Section 5.12 of CTMP.	Observation	Y
								Burwood CTMP North	Section 5.1.1	tba		Observation	Y
				09	29/11/2021	SMD		Burwood CTMP North	Appendix C	tba	RSA item 1 - high angled entry - will a marked zebra crossing be provided across the access driveway to accommodate safe pedestrain crossing of the driveway ?	Observation	Y
								Burwood CTMP North	Appendix C	tba		Observation	Y
				09.01	6/01/2022	AFJ		Burwood CTMP North	Appendix C	tba	Pedestrian path will be closed on Parramatta Rd (north side) between Burwood Rd and Loftus St. No zebra crossing is required here.	Observation	Y
								Burwood CTMP North	Appendix C	tba		Observation	Y
				10	30/11/2021	SMD			Table 3: EIS Technical Paper 1 - Stage 1		Table 3, TT1 references Section 6.2 in regards to community notification in advance of proposed road and pedestrian changes through appropriate forums of community liaison, however, Section 6.2 is the Traffic and Transport Liaison Group which does not include residents or businesses. Please clarify what forms of community liaison will be used to notify residents and businesses.	Observation	N

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
									Table 3: EIS Technical Paper 1 - Stage 1			Observation	N
				10.01	6/01/2022	AFJ			Table 3: EIS Technical Paper 1 - Stage 1		Refer to Section 6.3 for communications to local residents and businesses.AFJV will notify local residents, businesses and schools affected by the proposed construction activities via letter box drops and door knock notifications. AFJV will undertake community presentations regarding the footpath closure along the northern side of Parramatta Road between Burwood Road and Loftus Street and the proposed pedestrian diversion routes.VMS will be installed two weeks prior to the footpath closure to advise of the proposed changes for pedestrians on the northern side of Parramatta Road and the diversion routes. In addition, pink signs will be placed at the existing bus stops informing passengers of the recent changes to bus stops on Parramatta Road and the new location to board the existing bus route services.	Observation	N
									Table 3: EIS Technical Paper 1 - Stage 1			Observation	N
				11	30/11/2021	SMD			2.2 Objectives		Port Authority is not required, however, the BWT Southern Entry Shaft is in Burwood Council which should be included.	Observation	N
									2.2 Objectives			Observation	N
				11.01	6/01/2022	AFJ			2.2 Objectives		Removed Port Authority and included Burwood Council in Section 2.2 of CTMP	Observation	N
									2.2 Objectives			Observation	N
				12	30/11/2021	SMD			4.1 Overview of Construction Activities		Please include piling, and drilling and installation of rock anchors as part of construction activities. Site Handover of properties commenced on 27th September 2021	Observation	N
									4.1 Overview of Construction Activities			Observation	N
				12.01	6/01/2022	AFJ			4.1 Overview of Construction Activities		Included additional construction activities and amended site handover date as per above.Section 4.1 updated Added- Piling, drilling and installation of rock anchors in station shaft- Excavation and construction of pedestrian aditAn indicative construction program is shown as follows for both the northern and southern sites: ? Site handover from 27 September 2021? Stage 1- Utility relocation - Bus stop relocation from late January to allow for hoarding and scaffolding in February 2022 - Demolition from late February 2022- Parramatta Road northern footpath closure and pedestrian diversion from February 2022- Driveway construction from February 2022- Removal of on-street parking from March 2022- Intersection modification works at Loftus Street – Burton Street and Loftus Street – Gipps Street from April 2022? Stage 2- Station shaft excavation and haulage operation from June 2022 ? Completion by early 2024.	Observation	N
									4.1 Overview of Construction Activities			Observation	N
				13	30/11/2021	SMD			5.1 Construction Traffic Volumes		Section 5.1 states the proposed heavy vehicle traffic volumes are no more than the EIS heavy vehicle volumes, how will this be validated during the construction phase?	Observation	N
									5.1 Construction Traffic Volumes			Observation	N
				13.01	6/01/2022	AFJ			5.1 Construction Traffic Volumes		Section 5.1 updated During the construction phase, construction heavy vehicles are to be booked through the spoil manager prior to arrival.Linksite (previous Virtual Superintendent) as a GPS truck monitoring system will be used to control truck movements in the project. The system is capable to redirect trucks and notify drivers when the site is full.With the implementation of a combination of bookings, live monitoring and live adjustment, AFJV can control truck movements to be within the EIS volume.	Observation	N
									5.1 Construction Traffic Volumes			Observation	N

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
				14	30/11/2021	SMD		SMWSTCTP-AFJ-BWT-TF-PLN-000001	4.1 OVERVIEW OF CONSTRUCTION ACTIVITIES		Under Subheading Burwood North metro station south construction site - "Excavation and construction of station box" is incorrect. Should say Excavation and construction of shaft.	Observation	N
								SMWSTCTP-AFJ-BWT-TF-PLN-000001	4.1 OVERVIEW OF CONSTRUCTION ACTIVITIES			Observation	N
				14.01	6/01/2022	AFJ		SMWSTCTP-AFJ-BWT-TF-PLN-000001	4.1 OVERVIEW OF CONSTRUCTION ACTIVITIES		Changed all references of "station box" to "station shaft" throughout the CTMP.	Observation	N
								SMWSTCTP-AFJ-BWT-TF-PLN-000001	4.1 OVERVIEW OF CONSTRUCTION ACTIVITIES			Observation	N
				15	30/11/2021	SMD			5.0 Construction Traffic and Transport Management		Please provide details around the timing of when AFJV plan to carry out road modifications on haulage routes, remove on-street parking, commence the staff shuttle bus, close footpaths and implement pedestrian diversion routes, and relocate/close bus stops.	Observation	N
									5.0 Construction Traffic and Transport Management			Observation	N
				15.01	6/01/2022	AFJ			5.0 Construction Traffic and Transport Management		The following has been added in Section 4.1 and 5.2:Driveway - Feb 2022Loftus St / Burton St, Loftus St / Gipps St modification - from April 2022Parking removal - from March 2022 (parking removal around driveway first)Pedestrian diversion - Feb 2022Bus stop relocation - late January-Feb 2022 (to allow for hoarding and scaffolding)	Observation	N
									5.0 Construction Traffic and Transport Management			Observation	N
				16	30/11/2021	SMD			5.7 Access to local properties, businesses and utilities		Please provide further details and/or examples of how local residents and businesses will be notified of proposed traffic changes at least two weeks prior to the works. What will be used and where? For example, will VMS boards be used to notify bus stop relocations, footpath closures/diversions, and other traffic changes?	Observation	N
									5.7 Access to local properties, businesses and utilities			Observation	N
				16.01	6/01/2022	AFJ			5.7 Access to local properties, businesses and utilities		Section 5.8 updatedLocal residents and businesses will be notified via letter box drops and door knock notifications of the proposed traffic changes at least two weeks prior to the works.In addition, pink signs will be installed at the existing bus stops informing passengers of the location of the new bus stop and associated bus services provided.Variable message signs (VMS) will be installed in the surrounding vicinity of the site informing pedestrians of the footpath closure on Parramatta Road between Burwood Road and Loftus Street. Pedestrian detour signage will be installed to direct oncoming pedestrians safely past the work site.	Observation	N
									5.7 Access to local properties, businesses and utilities			Observation	N
				17	30/11/2021	SMD		SMWSTCTP-AFJ-BWT-TF-PLN-000001	4.1 OVERVIEW OF CONSTRUCTION ACTIVITIES		Consider adding - Excavation and construction pedestrian adit under Subheading "Burwood North metro station north construction site"	Observation	N
								SMWSTCTP-AFJ-BWT-TF-PLN-000001	4.1 OVERVIEW OF CONSTRUCTION ACTIVITIES			Observation	N
				17.01	6/01/2022	AFJ		SMWSTCTP-AFJ-BWT-TF-PLN-000001	4.1 OVERVIEW OF CONSTRUCTION ACTIVITIES		Noted. This has been added to the list.	Observation	N
								SMWSTCTP-AFJ-BWT-TF-PLN-000001	4.1 OVERVIEW OF CONSTRUCTION ACTIVITIES			Observation	N
				18	30/11/2021	SMD			5.8 Special Events		Please include review and consideration of events from Burwood Council for BWT Southern Shaft site.	Observation	N
									5.8 Special Events			Observation	N

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				18.01	6/01/2022	AFJ			5.8 Special Events		Following a review of Burwood Council's events schedule, there are no scheduled events in the vicinity of the southern shaft site. Section 5.8 has been amended to include Burwood Council.	Observation	N
									5.8 Special Events			Observation	N
				19	30/11/2021	SMD			5.9 Traffic Guidance Scheme		Will there be signage near Shaftesbury Road warning pedestrians that the footpath on the north side of Parramatta Road is closed? This may prevent pedestrians walking towards Loftus Street only to find out the footpath is closed and they need to either go back to Shaftesbury Road to cross Parra Road, or take the 4min detour (Loftus, Burton, Burwood Roads).	Observation	N
									5.9 Traffic Guidance Scheme			Observation	N
				19.01	6/01/2022	AFJ			5.9 Traffic Guidance Scheme		Section 5.10Refer to Appendix D for pedestrian management plan. Figure added of the pedestrian management plan to direct pedestrian to the southern side of Parramatta Road	Observation	N
									5.9 Traffic Guidance Scheme			Observation	N
				20	30/11/2021	SMD			5.10 Inspections		Section 5.10 states all identified issues and status of rectification will be documented in the issues register. Is this a Traffic specific issues register? Who is responsible for updating and tracking close out of actions of this register?	Observation	N
									5.10 Inspections			Observation	N
				20.01	6/01/2022	AFJ			5.10 Inspections		Section 5.11Added "Lucidity".This item is captured under the Overarching CTMP under Monitoring, and under Continuous Improvement.	Observation	N
									5.10 Inspections			Observation	N
				21	30/11/2021	SMD			5.11 Road Safety Audit		What triggers a road safety audit? Who is responsible for carrying it out? Is there a requirement to schedule them in? If so, what is the frequency?	Observation	N
									5.11 Road Safety Audit			Observation	N
				21.01	6/01/2022	AFJ			5.11 Road Safety Audit		Road Safety Audit is covered in Appendix CA separate audit will be conducted after implementation as described in the Overarching CTMP - 3.2.6 Audit and Review. Road safety audits will be conducted in accordance with the Austroads Safety Audit Guide Part 6A (Implementing Road Safety Audits), TfNSW Guidelines for Road Safety Audit Practices and Technical Direction TD 2004/RS01 – Accident Reduction Guide Part 2: Road Safety Audits, with references to Sydney Metro Principal Contractor Health and Safety Standard.Audits will be conducted for each CTMP/TGS and TCS prior to construction of each station construction site, including vehicular access and exit driveway, pedestrian, cyclist and public transport safety, as well as the TCS modification. The audit will be conducted by a qualified, independent, road safety and traffic engineering auditor. The auditor will have Road Safety Auditor Level 3 Certification, have undergone road safety audit training and listed on the NSW Centre for Road Safety's Register of Road Spportunity for the public to have their say on the proposal. The results of the public con	Observation	N
									5.11 Road Safety Audit			Observation	N
				22	30/11/2021	SMD			5.12.4 Driver Training		How will AFJV ensure that delivery drivers and other drivers who do not frequent the site are informed of the site access requirements, driver protocols, emergency procedures etc?	Observation	N
									5.12.4 Driver Training			Observation	N
				22.01	6/01/2022	AFJ			5.12.4 Driver Training		Section 5.13.2 Vehcile movement plans are provided to delivery companies, spoil companies, and workforce as part of site access.VMP is included in Figure 5.	Observation	N
									5.12.4 Driver Training			Observation	N
				23	30/11/2021	SMD			6.2 Traffic and Transport Liaison Group		Roles and responsibilities of the Project Manager and Superintendent are missing from Table 9. Does the Traffic Foreman report to the Traffic Engineer or the Traffic Coordinator? Traffic Engineer was not included as a role in Table 9	Observation	N

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									6.2 Traffic and Transport Liaison Group			Observation	N
				23.01	6/01/2022	AFJ			6.2 Traffic and Transport Liaison Group		Section 6.1Project Manager addedTraffic Foreman is still TBA at this time. Currently site Superintendent / foreman to manage this role.Superintendent contact addedTraffic Foreman reports to Traffic Manager	Observation	N
									6.2 Traffic and Transport Liaison Group			Observation	N
				24	30/11/2021	SMD			6.2 Traffic and Transport Liaison Group		Please include Burwood Council.	Observation	N
									6.2 Traffic and Transport Liaison Group			Observation	N
				24.01	6/01/2022	AFJ			6.2 Traffic and Transport Liaison Group		Burwood Council has been added to the TTLG list.	Observation	N
									6.2 Traffic and Transport Liaison Group			Observation	N
				25	30/11/2021	SMD			Section 4.1, page 16.		In the overarching CTMP under section 4.8.4.7.7 it mentions localised section widening at the Parramatta Road and Burwood Road intersection but this document has no mention of it. It can be captured in Section 4.1 under the "in addition..." paragraph.	Observation	N
									Section 4.1, page 16.			Observation	N
				25.01	6/01/2022	AFJ			Section 4.1, page 16.		Burwood Road / Parramatta Road has been remove	Observation	N
									Section 4.1, page 16.			Observation	N
				26	30/11/2021	SMD			Section 5.1		Should 12.5m rigid trucks also be added to this section seeing that the Swept Path Analysis is for 12.5m rigid?	Observation	Y
									Section 5.1			Observation	Y
				26.01	6/01/2022	AFJ			Section 5.1		The volume is assessed for the worst case (highest estimated volume). Since the volume of heavy vehicle will not exceed the EIS, and the size of the heavy vehicle will be smaller, this means the impact to the local network will be smaller.	Observation	Y
									Section 5.1			Observation	Y
				27	30/11/2021	SMD			Section 4.2, page 16.		The construction hours stated on EIS Section 9.6. state the construction hours for above ground works to be 7AM - 6PM Monday to Friday and 8AM-1PM for Saturday. Construction hours mentioned in Section 4.2 are stated below: 1) working upto 10PM Monday to Saturday 2) deliveries between 7AM to 10PM, 7 days a week Can AFJV state the document these are approved in?	Potential Non-Compliance	Y
									Section 4.2, page 16.			Potential Non-Compliance	Y
				27.01	6/01/2022	AFJ			Section 4.2, page 16.		The construction hours has been amended in accordance with MCoA D35	Potential Non-Compliance	Y
									Section 4.2, page 16.			Potential Non-Compliance	Y
				28	30/11/2021	SMD			Section 4.3		Can the activities and timelines be elaborated upon for Stage 1 and Stage 2 mentioned in Section 4.3? When does Stage 1 begin, when does it transition into Stage 2 etc.?	Observation	Y
									Section 4.3			Observation	Y
				28.01	6/01/2022	AFJ			Section 4.3		Construction activities and timelines have been provided in Section 4.1.	Observation	Y
									Section 4.3			Observation	Y
				29	30/11/2021	SMD			Section 4.3		Can AFJV consider and include the management of activities other than Haulage of spoil during excavation phase in the CTMP i.e.concrete deliveries, hauling demolition waste etc.?	Observation	Y
									Section 4.3			Observation	Y
				29.01	6/01/2022	AFJ			Section 4.3		A Vehicle Management Plan will be provided when AFJV has confirmed a contractor and concrete batching plant for concrete devlieries.	Observation	Y
									Section 4.3			Observation	Y

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				30	30/11/2021	SMD			Section 5.1		Has AFJV considered the instance where agi trucks or haulage trucks queue up? Is there a waiting area for them or a management strategy to avoid this queue up from occurring and disrupting traffic on surrounding roads?	Observation	Y
									Section 5.1			Observation	Y
				30.01	6/01/2022	AFJ			Section 5.1		Section 5.1 updatedDuring the construction phase, construction heavy vehicles are to be booked through the spoil manager prior to arrival.Linkedsite (previous Virtual Superintendent) as a GPS truck monitoring system will be used to control truck movements in the project. The system is capable to redirect trucks and notify drivers when the site is full.With the implementation of a combination of bookings, live monitoring and live adjustment, AFJV can control truck movements to be within the EIS volume.	Observation	Y
									Section 5.1			Observation	Y
				31	30/11/2021	SMD			Section 5.4		Section 5.4 accounts for works from Monday - Friday only. What about Saturdays and parking provisions for workforce involved in the 24x7 activities?	Observation	Y
									Section 5.4			Observation	Y
				31.01	6/01/2022	AFJ			Section 5.4		Section 5.4 updatedAFJV is investigating other off-site parking locations for Saturdays, such as local school car parks and the Hewlett Packard headquarter car park in Rhodes.	Observation	Y
									Section 5.4			Observation	Y
				32	30/11/2021	SMD			Section 5.10		Who does the "significant" and "more significant" issues get raised to?	Observation	Y
									Section 5.10			Observation	Y
				32.01	6/01/2022	AFJ			Section 5.10		Section 5.11 updated More significant issues will be recorded for rectification via Lucidity as outline in the Overarching CTMP.	Observation	Y
									Section 5.10			Observation	Y
				33	30/11/2021	SMD			Table 10 Section 6.3		Typo - Change from Contract to Contact in the third column heading for Table 10	Observation	Y
									Table 10 Section 6.3			Observation	Y
				33.01	6/01/2022	AFJ			Table 10 Section 6.3		Typo has been amended	Observation	Y
									Table 10 Section 6.3			Observation	Y
				34	30/11/2021	SMD			Appendix B Diagram		Should there be a Bus Zone sign for the new location of Bus Stop ID 213722 (Parramatta Road eastbound, east of Burwood Road) that is being moved to the west as per Figure 14?	Observation	Y
									Appendix B Diagram			Observation	Y
				34.01	6/01/2022	AFJ			Appendix B Diagram		There is an existing bus zone at that location (eastbound west of Burwood Rd). It is an existing Nightride location that will be used.	Observation	Y
									Appendix B Diagram			Observation	Y
				35	30/11/2021	SMD			Drawing No. ACC210906-SK-10, Appendix B		The Swept Path Analysis shows potentially three lanes being affected by the rigid truck turning from the Northern exit (BW08) on Parramatta Road and 2 lanes being affected on Burwood Road while exiting from the Western side (BW07). Can AFJV consider putting some additional caution signage to alert drivers regarding trucks turning? Would the temporary barrier on the Western side of the box be moved every time the rigid truck leave site via BW07?	Observation	Y
									Drawing No. ACC210906-SK-10, Appendix B			Observation	Y
				35.01	6/01/2022	AFJ			Drawing No. ACC210906-SK-10, Appendix B		Swept path amended.Truck exiting site will only impact lane 1 and 2 on Parramatta Rd.Truck on Burwood Rd entering the southern shaft can enter site using lane 1 (kerb lane) only. BW07 is an entry gate only.	Observation	Y
									Drawing No. ACC210906-SK-10, Appendix B			Observation	Y
				36	1/12/2021	BCL			Section 3.1.2		Burwood Road between Parramatta Road and Georges River Road is an unclassified local road, not a Regional Road.	Observation	N
									Section 3.1.2			Observation	N
				36.01	6/01/2022	AFJ			Section 3.1.2		Description has been amended to detail the correct road classification for each section of Burwood Road.	Observation	N
									Section 3.1.2			Observation	N

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								SMWSTCTP-AFJ-BWT-TF-PLN-000001	Section 5.2 and 5.3			Observation	Y
				41.01	6/01/2022	AFJ		SMWSTCTP-AFJ-BWT-TF-PLN-000001	Section 5.2 and 5.3		Noted. Section 5.2 addedFJV will obtain the necessary approvals from City of Canada Bay Council and Burwood Council	Observation	Y
								SMWSTCTP-AFJ-BWT-TF-PLN-000001	Section 5.2 and 5.3			Observation	Y
				42	1/12/2021	SMD		SMWSTCTP-AFJ-BWT-TF-PLN-000001	Appendix B Drawing SK-1001		Swept path provided in Appendix B show trucks exiting from gate BW-08 encroaching into lane 2 and 3 on Parramatta Rd WB. Noting the proximity of this gate to the intersection of Parramatta Rd and Burwood Rd, it will be highly unlikely that all 3 WB lanes will be available for trucks to safely egress the site as shown on the TGS. Please clarify if AFJV is proposing any additional controls to facilitate construction vehicle egress from this gate.	Potential Non-Compliance	Y
								SMWSTCTP-AFJ-BWT-TF-PLN-000001	Appendix B Drawing SK-1001			Potential Non-Compliance	Y
				42.01	6/01/2022	AFJ		SMWSTCTP-AFJ-BWT-TF-PLN-000001	Appendix B Drawing SK-1001		Swept path updated. Will only use lane 1 and 2 for exit.	Potential Non-Compliance	Y
								SMWSTCTP-AFJ-BWT-TF-PLN-000001	Appendix B Drawing SK-1001			Potential Non-Compliance	Y
				43	1/12/2021	SMD		SMWSTCTP-AFJ-BWT-TF-PLN-000001	N/A		No Comment		N
								SMWSTCTP-AFJ-BWT-TF-PLN-000001	N/A				N
				43.01	6/01/2022	AFJ		SMWSTCTP-AFJ-BWT-TF-PLN-000001	N/A		N/A		N
								SMWSTCTP-AFJ-BWT-TF-PLN-000001	N/A				N
				44	1/12/2021	SMD			General		Comments captured in the Overarching CTMP to be considered and addressed by AFJV in subsequent Site Specific CTMPs.	Observation	Y
									General			Observation	Y
				44.01	6/01/2022	AFJ			General		Relevant comments have been addressed in the CTMP, including the traffic management measures for the footpath closure on the north side of Parramatta Road, off-site parking etc.	Observation	Y
									General			Observation	Y
				45	1/12/2021	SMD			General		Will any street lighting poles be required to be removed to enable heavy vehicle movement into and out of the site. AFJV to consider an equivalent level of street lighting replacement if this is the case. Comment may also be applicable to other site specific CTMPs.	Observation	Y
									General			Observation	Y
				45.01	6/01/2022	AFJ			General		No change to street lighting around Burwood North station. Relocate Loftus St / Gipp St power pole, but no changes to street light	Observation	Y
									General			Observation	Y
				46	1/12/2021	SMD			Section 4		Recommend Burwood South Site be referred to as a station 'shaft' instead of a station 'box' to be consistent with delivery terminology.	Observation	Y
									Section 4			Observation	Y
				46.01	6/01/2022	AFJ			Section 4		All references to "station box" has been changed to "station shaft" throughout the CTMP.	Observation	Y
									Section 4			Observation	Y
				47	1/12/2021	SMD			Section 4.2		Suggest this section be further elaborated upon to eliminate confusion, as it is currently written it is not compliant with MCoA D35. Highlighting the various phases of construction will assist.	Observation	Y
									Section 4.2			Observation	Y
				47.01	6/01/2022	AFJ			Section 4.2		The construction hours has been amended in accordance with MCoA D35	Observation	Y
									Section 4.2			Observation	Y

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				48	1/12/2021	SMD			Section 5.4		It is anticipated that the shuttle bus service will also run on Saturdays or when Tunneling proceeds to a potential 24/7 shift pattern. AFJV to confirm.	Observation	Y
									Section 5.4			Observation	Y
				48.01	6/01/2022	AFJ			Section 5.4		Cintra Park will only be used during Monday to Friday.AFJV is exploring alternative parking during the weekend (e.g. schools, private parking - HP Enterprise at Rhodes)Section 5.4 updated	Observation	Y
									Section 5.4			Observation	Y
				49	1/12/2021	SMD			Section 5.12.4		Consistent with the Overarching CTMP, AFJV to confirm that all trucks would be diverted to The Bays as the dedicated marshalling area to await further instruction in the event of any significant queuing of trucks or in the event of a site emergency.	Observation	Y
									Section 5.12.4			Observation	Y
				49.01	6/01/2022	AFJ			Section 5.12.4		Section 5.14 addedTrucks will be diverted to alternative sites during any queuing events. This could be to The Bays, Burwood North, North Strathfield, or SOPA.	Observation	Y
									Section 5.12.4			Observation	Y
				50	1/12/2021	SMD			RSA Audit Findings Item no. 6		Is AFJV proposing any pedestrian signage closer to Shaftesbury Rd to give advance warning to cross at the signalised intersection? Robust controls to be adopted to warn westbound pedestrians of the upcoming footpath closure, especially since this is proposed to be a long term arrangement i.e. suitable hoarding or delineation to visually warn/deter pedestrians from a distance approaching Loftus Street	Observation	Y
									RSA Audit Findings Item no. 6			Observation	Y
				50.01	6/01/2022	AFJ			RSA Audit Findings Item no. 6		Add detour map at Shaftesbury Rd and at Burwood RdSee map in Appendix D	Observation	Y
									RSA Audit Findings Item no. 6			Observation	Y
				50.01.01	17/01/2022	SMD					Acknowledge the provision of a detour map in the revision. However, Sydney Metro will be interested in the wayfinding signage that is proposed by AFJV to ensure a robust set of pedestrian controls well in advance of approaching the northern footpath closure.	Observation	Y
												Observation	Y
				51	2/12/2021	SCO			Clause 3.3		The Nightride buses have not been included.	Potential Non-Compliance	Y
									Clause 3.3			Potential Non-Compliance	Y
				51.01	6/01/2022	AFJ			Clause 3.3		Section 3.3 and Table 6 have been updated to include the nightride services.	Potential Non-Compliance	Y
									Clause 3.3			Potential Non-Compliance	Y
				52	2/12/2021	RMS			Clause 4.3		The proposed outbound haulage routes for Burwood North metro station north construction site in Stage 2 varies from the Environmental Impact Assessment (EIS) to minimise disruption to the local community on Broughton Street." Justification is required as to why the nominated EIS route cannot be used. The new proposed route affects different local community areas that were not advised of impacts in the EIS related to the use of this nominated alternate route. A consistency assessment may be required in regards to any alterations to the haulage routes proposed in the	Potential Non-Compliance	N
									Clause 4.3			Potential Non-Compliance	N

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				52.01	6/01/2022	AFJ			Clause 4.3		Burton St westbound between Loftus St and Burwood Station northern shaft is marked as an entry haulage route (EIS Figure 10-37).Burton St westbound between Burwood Station northern shaft and Broughton St is marked as exit haulage route (EIS Figure 10-37). The haulage movement will pass through a school and age care facility located at Broughton St and Burton St which will increase risk to vulnerable road users.Travelling eastbound on Burton St between Burwood Station northern shaft and Loftus St will impact the same community and join the approved EIS movement along the northbound movement on Loftus St. Gipps St is a state road and joins to Concord Rd where trucks can enter the M4.SM will confirm if a consistency assessment is required for the use of the route. If required, a consistency assessment will be submitted separately.	Potential Non-Compliance	N
									Clause 4.3			Potential Non-Compliance	N
				53	2/12/2021	RMS			Figure 7		Haulage routes to/from south site (Stage 1 and 2) – Inbound route (from west) was not a nominated route in the EIS. This nominated use of Burwood Road from Gipps Street, down across Parramatta Rd to the south site was not considered in the modelled performance of the Parramatta Rd/Broughton St intersection. The additionally proposed route affects different local community areas that were not advised of impacts in the EIS related to the use of this nominated alternate route. A consistency assessment may be required in regards to any additional haulage routes proposed in the EIS.	Potential Non-Compliance	N
									Figure 7			Potential Non-Compliance	N
				53.01	6/01/2022	AFJ			Figure 7		Noted. SM will confirm if a consistency assessment is required for the use of this regional road, and will be completed separately.	Potential Non-Compliance	N
									Figure 7			Potential Non-Compliance	N
				54	2/12/2021	RMS			Clause 5.2		'Road Modification on Haulage Routes – “Kerb widening of Burton Street to accommodate AFJV heavy vehicles turning left from Loftus Street to Burton Street and turning left from Burton Street to Loftus Street.” The left turn from Burton Street to Loftus Street was not an identified movement as part of the EIS haulage routes. A consistency assessment may be required in regards to any additional haulage routes proposed in the EIS.	Potential Non-Compliance	N
									Clause 5.2			Potential Non-Compliance	N
				54.01	6/01/2022	AFJ			Clause 5.2		Noted. SM will confirm if a consistency assessment is required for the use of this regional road, and will be completed separately.	Potential Non-Compliance	N
									Clause 5.2			Potential Non-Compliance	N
				55	2/12/2021	RMS			Clause 5.3		'Parking on the following roads will be temporarily removed for the duration of the construction period: •Two spaces on the northern side of Burton Street •Two spaces on the southern side of Burton Street •Four spaces on the western side of Loftus Street The spaces to be removed from Burton Street were not identified in the EIS. Approval for the removal for these spaces will need to be obtained from local council.	Potential Non-Compliance	N
									Clause 5.3			Potential Non-Compliance	N
				55.01	6/01/2022	AFJ			Clause 5.3		CTMP and changes submitted to Canada Bay Council to be presented in the December Traffic Committee meeting.	Potential Non-Compliance	N
									Clause 5.3			Potential Non-Compliance	N
				56	2/12/2021	SCO			Clause 5.4		What portion of the parking demand will be provided for onsite and will the 111 spaces at the Cintra Park be enough to cater for the residual demand?	Potential Non-Compliance	Y
									Clause 5.4			Potential Non-Compliance	Y

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				56.01	6/01/2022	AFJ			Clause 5.4		Request for parking spaces has been increased to 196 spaces at the Cintra Park netball court car park. In addition, there are 37 on-site parking spaces within the Burwood North site.This will cover both Five Dock and Burwood North parking demand (106 spaces required for Five Dock, 120 spaces required for Burwood North).	Potential Non-Compliance	Y
									Clause 5.4			Potential Non-Compliance	Y
				57	2/12/2021	SCO			Clause 5.4		Is it proposed to utilise the Cintra Park carpark on weekends in conjunction with sports events, markets etc?	Potential Non-Compliance	Y
									Clause 5.4			Potential Non-Compliance	Y
				57.01	6/01/2022	AFJ			Clause 5.4		Cintra Park will only be used during Monday to Friday.AFJV is exploring alternative parking during the weekend (e.g. schools, private parking - HP Enterprise at Rhodes)	Potential Non-Compliance	Y
									Clause 5.4			Potential Non-Compliance	Y
				58	2/12/2021	SCO			Clause 5.4		The western end of the southern section of the Cintra Park carpark is utilised by Concord High School as a drop off/pickup zone. There is also a coffee van in the northern carpark during AM peak. Alternate arrangements will need to be agreed with Council and the school.	Potential Non-Compliance	Y
									Clause 5.4			Potential Non-Compliance	Y
				58.01	6/01/2022	AFJ			Clause 5.4		AFJV proposed to use the northwestern and southeastern end of the carpark which is in low demand.	Potential Non-Compliance	Y
									Clause 5.4			Potential Non-Compliance	Y
				59	2/12/2021	SCO			Clause 5.5		Please include pedestrian counts to support the proposal to close the northern footway.	Potential Non-Compliance	Y
									Clause 5.5			Potential Non-Compliance	Y
				59.01	6/01/2022	AFJ			Clause 5.5		Now Section 5.6Pedestrian count data has been included in Appendix E.	Potential Non-Compliance	Y
									Clause 5.5			Potential Non-Compliance	Y
				60	2/12/2021	SCO			Clause 5.5		No pedestrian detour signage has been provided.	Potential Non-Compliance	Y
									Clause 5.5			Potential Non-Compliance	Y
				60.01	6/01/2022	AFJ			Clause 5.5		Section 5.6 updatedRefer to Appendix D for the Pedestrian Management Plan (PMP) for the proposed measures including traffic controllers, concertina gates and pedestrian detour signage to management pedestrian movements. The PMP also shows the measures to be implemented near Shaftsbury Road to inform pedestrians of the footpath closure and detour route.	Potential Non-Compliance	Y
									Clause 5.5			Potential Non-Compliance	Y
				60.02	17/01/2022	SCO					Noted the PMP in Appendix D and wayfinding signage is provided in Appendix B. Changes/ amendments may be required as per the post implementation RSA and/or site inspection. AFJV will be required to install additional bus stop changes signage - CJP will advise via correspondence. Furthermore, AFJV should place Traffic Controllers at Parramatta Rd/ Burwood Rd and Parramatta Rd/ Loftus St (northern side) to guide pedestrians for the first few days once the changes are implemented.	Potential Non-Compliance	Y
												Potential Non-Compliance	Y
				61	2/12/2021	SCO			Clause 5.5		Provide an indicative cross section of the closed footway / lane 1 so we can see any proposed hoarding/fencing in relation to traffic.	Potential Non-Compliance	Y
									Clause 5.5			Potential Non-Compliance	Y
				61.01	6/01/2022	AFJ			Clause 5.5		Section 5.6 updated.Appendix F added with scaffolding design around the Burwood North Site for reference	Potential Non-Compliance	Y
									Clause 5.5			Potential 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
				62	2/12/2021	SCO			Clause 5.5		Project to engage with local schools (MLC, St Marys, Concord Public, Concord High) to ensure that the footway closure is communicated to students.	Potential Non-Compliance	Y
									Clause 5.5			Potential Non-Compliance	Y
				62.01	6/01/2022	AFJ			Clause 5.5		Section 5.6 updatedAFJV will communicate with local schools (e.g. MLC School, St Mary's Catholic Primary School, Concord Public School, Concord High School) to advice of the footpath closure and pedestrian detour.	Potential Non-Compliance	Y
									Clause 5.5			Potential Non-Compliance	Y
				63	2/12/2021	SCO			Clause 5.6		Note the existing eastbound bus stop ID on Parramatta Rd eastbound between Broughton and Burwood Rds in TSN 213721	Observation	Y
									Clause 5.6			Observation	Y
				63.01	6/01/2022	AFJ			Clause 5.6		Noted. The ID number has been included in Section 5.7.2 and Figure 15.	Observation	Y
									Clause 5.6			Observation	Y
				64	2/12/2021	SCO			Clause 5.6		'Alternate westbound Nightride bus stop - is there potential security issues with locating a Nightride stop outside of a pub?	Potential Non-Compliance	Y
									Clause 5.6			Potential Non-Compliance	Y
				64.01	6/01/2022	AFJ			Clause 5.6		There are similar Nightride location in Sydney that is near a pub, therefore, this new location west of Burwood Rd should be low risk.In addition, this location is well lit and provide shelter to people waiting for the bus. It is comparatively safer to a darker location further east of west of Burwood Rd.	Potential Non-Compliance	Y
									Clause 5.6			Potential Non-Compliance	Y
				65	2/12/2021	SCO			Clause 5.8		'The Concord Oval redevelopment is due for completion in early 2022. The project should engage with the operators (West's Tigers/Council?) to ensure that their event management plan doesn't conflict with the construction stage arrangements.	Potential Non-Compliance	Y
									Clause 5.8			Potential Non-Compliance	Y
				65.01	6/01/2022	AFJ			Clause 5.8		Section 5.8 updatedAFJV will communicate with City of Canada Bay Council and West Tigers of any upcoming major events held at the newly redeveloped Concord Oval and ensure the proposed construction activities would not adversely affect these events.	Potential Non-Compliance	Y
									Clause 5.8			Potential Non-Compliance	Y
				66	2/12/2021	SCO			Appendix B		'Please include dimensions on the signage plans.	Potential Non-Compliance	Y
									Appendix B			Potential Non-Compliance	Y
				66.01	6/01/2022	AFJ			Appendix B		Standard signs will be Size B as per Overarching CTMP.Non standard sign size (e.g. Gate sign) is included in Appendix B	Potential Non-Compliance	Y
									Appendix B			Potential Non-Compliance	Y
				67	2/12/2021	SCO			Appendix B		'The statutory no stopping distance on the departure side of signalised intersections is to be maintained on Parramatta Rd westbound, immediately west of Burwood Rd, before the bus zone can commence.	Potential Non-Compliance	Y
									Appendix B			Potential Non-Compliance	Y
				67.01	6/01/2022	AFJ			Appendix B		No Stopping signs added. 20m No Stopping provided from Burwood Rd.	Potential Non-Compliance	Y
									Appendix B			Potential Non-Compliance	Y
				68	2/12/2021	SCO			Appendix B		'The proposed changes to parking signage on the eastern side of Burwood Rd between Burton St and Parramatta Rd has not been shown on the TGS.	Potential Non-Compliance	Y
									Appendix B			Potential Non-Compliance	Y
				68.01	6/01/2022	AFJ			Appendix B		Signage updated on Burwood Rd	Potential Non-Compliance	Y
									Appendix B			Potential 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
				69	2/12/2021	SCO			Appendix B		'Drawing 1001 - It is not accepted that vehicles turning from the southern site onto Parramatta Rd westbound need to encroach on all three westbound lanes. Either the angle of exit will need to be changed or smaller vehicles will need to be utilised.	Potential Non-Compliance	Y
									Appendix B			Potential Non-Compliance	Y
				69.01	6/01/2022	AFJ			Appendix B		Swept path updated. Will only use lane 1 and 2 for exit.	Potential Non-Compliance	Y
									Appendix B			Potential Non-Compliance	Y
				70	2/12/2021	SCO			Appendix B		'Drawing 1002 - The plan does not clearly show the turning path from Parramatta Rd eastbound into the site.	Potential Non-Compliance	Y
									Appendix B			Potential Non-Compliance	Y
				70.01	6/01/2022	AFJ			Appendix B		Driveway design had been submitted separately for design approval. Swept path included in the driveway design.Added Appendix G for reference	Potential Non-Compliance	Y
									Appendix B			Potential Non-Compliance	Y
				71	2/12/2021	SCO			Road Safety Audit		Confirm that the swept paths and TGS' were provided to the Road Safety Auditors and they had no issues?	Potential Non-Compliance	Y
									Road Safety Audit			Potential Non-Compliance	Y
				71.01	6/01/2022	AFJ			Road Safety Audit		RSA for the driveway design included in Appendix G for reference.	Potential Non-Compliance	Y
									Road Safety Audit			Potential Non-Compliance	Y
				72	10/01/2022	SMD		SMWSTCTP-AFJ-BWT-TF-PLN-000001	comments close out	tba	Burwood North CTMP - Comments 5, 6, 7 ,8, 9 by P Brogan have been closed out.	Observation	Y
								SMWSTCTP-AFJ-BWT-TF-PLN-000001	comments close out	tba		Observation	Y
				73	10/01/2022	SMD					No Comments		Y
													Y
				74	14/01/2022	SMD					No Comments		Y
													Y
				75	14/01/2022	SMD					No Comments		Y
													Y
				76	17/01/2022	SMD					No Comments		Y
													Y
				77	19/01/2022	SCO		SMWSTCTP-AFJ-BWT-TF-PLN-000001.01.S3.01.	5.7	-	In consultation with the TfNSW Transport Integration team and bus operators, please be advised that no further actions are needed for the closure of Bus Stop on Parramatta Rd westbound before Burwood Rd (ID 213412). I.e AFJV does not need to extend the bus zone at Burwood Rd southbound (Bus Stop ID 213431). However, buses that stop at Stop ID 213722 on Parramatta Rd eastbound do not currently stop at Bus Stop ID 213462 on Burwood Rd northbound. Due to the merging of the bus stops and the new right turn requirement from Burwood Rd northbound to Parramatta Rd eastbound, there is insufficient distance from the intersection for the buses to travel into lane 2 and turn right. Thus it is required that the whole stop on Burwood Rd northbound (Bus Stop ID 213462) including the additional length (50 Metres) be relocated further south. This would also require the relocation of the bus stop infrastructure, with all costs associated with the relocation to be borne by AFJV. Council approval will also be required. CJPO will provide further information via email correspondence. Please update the TMP accordingly.	Potential Non-Compliance	N
								SMWSTCTP-AFJ-BWT-TF-PLN-000001.01.S3.01.	5.7	-	In consultation with Burwood Council the bus stop will be swapped with the parking to address this concern. The Drawings have been updated to show the new location and parking to be put in the place of the previous bus zone. A bus shelter will be relocated or reconstructed in consultation with council.	Potential Non-Compliance	N
				78	20/01/2022	RMS					No Comments		Y
													Y

[illegible]

VEHICLE MOVEMENT PLAN

www.invarion.com

Refer to relevant VMP for North Site access & egress.

Vehicles over **10m** must NOT enter Burton Street

Traffic Control 'Gate Keeper' must be in place Any time these driveways are being used by heavy vehicles.
The Primary duty of the Traffic Controller is to maintain safe Pedestrian & Public vehicles interface.

BURWOOD NORTH SITE

Vehicles over **12.5m** must NOT enter Loftus Street

Vehicles over **10m** must NOT turn left into Burwood Road

BURWOOD SOUTH SITE

LENGTH RESTRICTIONS: 12.5M MAX FOR SOUTH SITE, 10M MAX FOR WB LEFT TURN & BURTON STREET

Date: 22/05/2022 Location: Burwood - Northern Site

VMP Number: AFJVCTP-VMP-0014 Page: 1 of 3

Comments:

- Drivers must be briefed on this VMP
- Gatekeeper/s must be in position when gates are in use and the VMP requires it.
- Drivers must adhere to Gatekeepers directions
- Vehicles entering and exiting site must:
 1. Activate roof mounted beacons on approach
 2. radio intention via UHF
 3. Indicate intentions
 4. Turn into/out of site
 5. Exit with caution, ensuring the safety of pedestrian and other road users
 6. Disable roof mounted beacons after egress and speed has reached normal traffic flow.
 7. follow all road rules and speed limits.
- Use only approved haul routes

VMP Approved by

Name

Sign

Date

PROJECT:

SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND



Workzone



Access



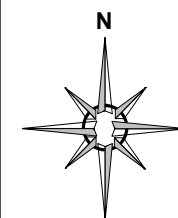
Egress

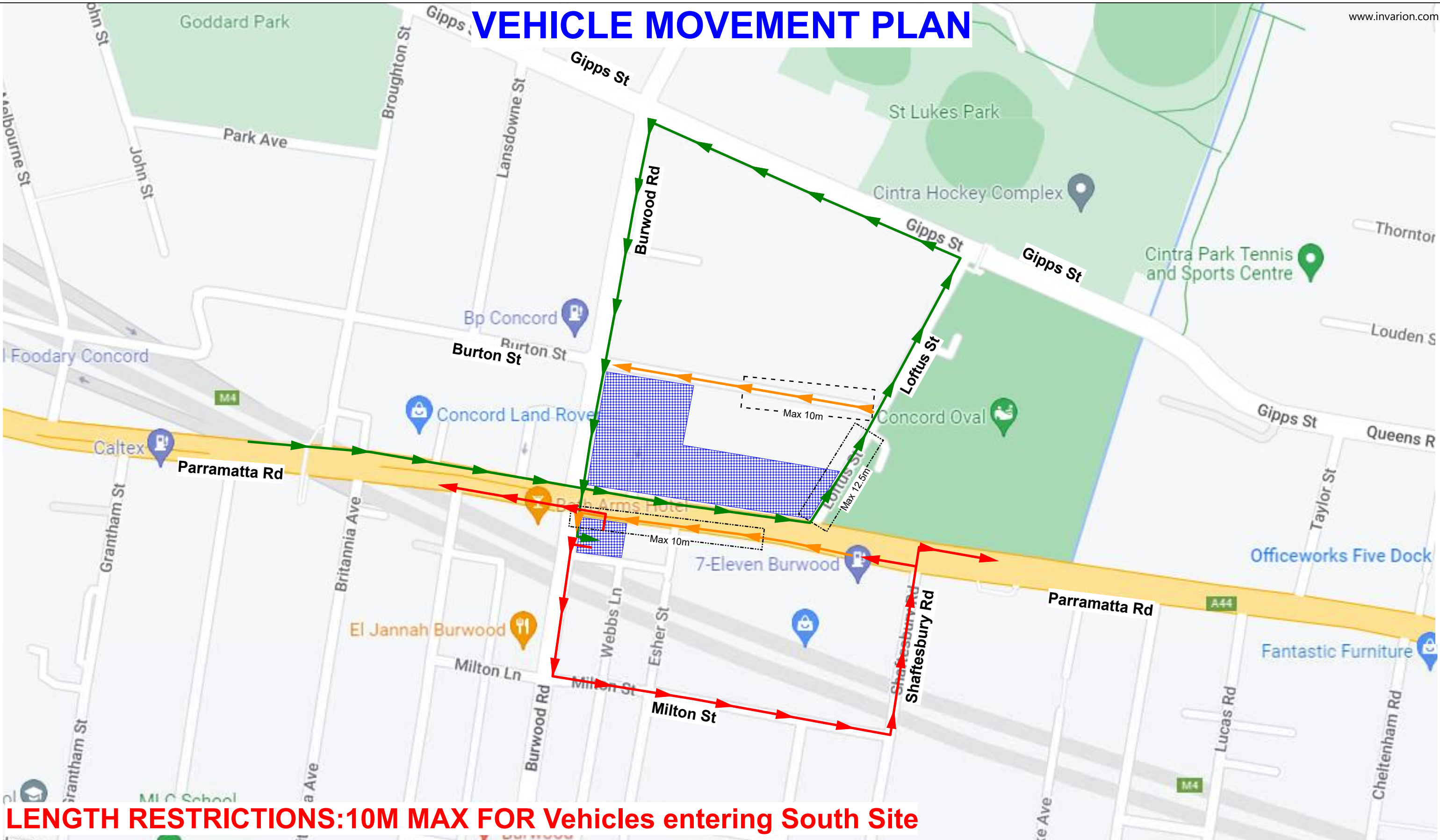


Signalised intersection



Restricted movement





LENGTH RESTRICTIONS:10M MAX FOR Vehicles entering South Site



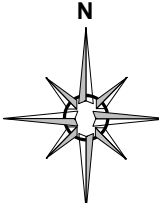
Date: 22/05/2022 **Location:** Burwood - Northern Site **VMP Number:** AFJVCTP-VMP-0014 **Page:** 2 of 3

Comments:

- Drivers must be briefed on this VMP
- Gatekeeper/s must be in position when gates are in use and the VMP requires it.
- Drivers must adhere to Gatekeepers directions
- Vehicles entering and exiting site must:
 1. Activate roof mounted beacons on approach
 2. radio intention via UHF
 3. Indicate intentions
 4. Turn into/out of site
 5. Exit with caution, ensuring the safety of pedestrian and other road users
 6. Disable roof mounted beacons after egress and speed has reached normal traffic flow.
 7. follow all road rules and speed limits.
- Use only approved haul routes

PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND	
	Workzone
	Access
	Egress
	Signalised intersection
	Restricted movement



VEHICLE MOVEMENT PLAN

G-Loop Option



Date: 22/05/2022 **Location:** Burwood - Northern Site

VMP Number: AFJVCTP-VMP-0014 **Page:** 3 of 3

Comments:

- Drivers must be briefed on this VMP
- Gatekeeper/s must be in position when gates are in use and the VMP requires it.
- Drivers must adhere to Gatekeepers directions
- Vehicles entering and exiting site must:
 1. Activate roof mounted beacons on approach
 2. radio intention via UHF
 3. Indicate intentions
 4. Turn into/out of site
 5. Exit with caution, ensuring the safety of pedestrian and other road users
 6. Disable roof mounted beacons after egress and speed has reached normal traffic flow.
 7. follow all road rules and speed limits.
- Use only approved haul routes

PROJECT:

SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND



Workzone



Access



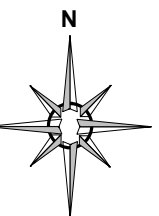
Egress



Signalised intersection

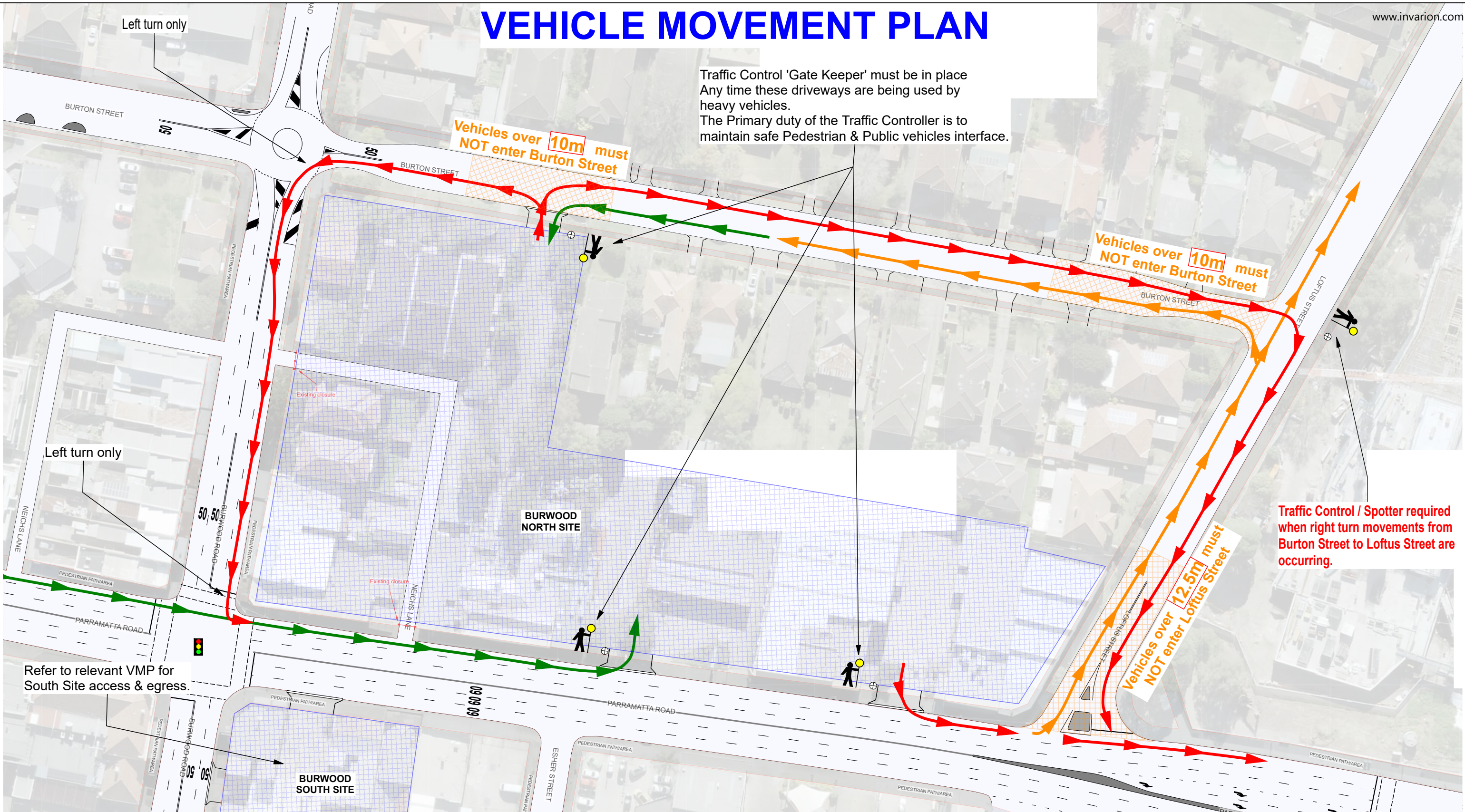


Other movement



VEHICLE MOVEMENT PLAN

Traffic Control 'Gate Keeper' must be in place Any time these driveways are being used by heavy vehicles.
The Primary duty of the Traffic Controller is to maintain safe Pedestrian & Public vehicles interface.



LENGTH RESTRICTIONS: 12.5M MAX IN LOFTUS & 10M MAX IN BURTON STREET

Date: 22/05/2022 Location: Burwood - Northern Site VMP Number: AFJVCTP-VMP-0013 Page: 1 of 3

Comments:

- Drivers must be briefed on this VMP
- Gatekeeper/s must be in position when gates are in use and the VMP requires it.
- Drivers must adhere to Gatekeepers directions
- Vehicles entering and exiting site must:
 1. Activate roof mounted beacons on approach
 2. radio intention via UHF
 3. Indicate intentions
 4. Turn into/out of site
 5. Exit with caution, ensuring the safety of pedestrian and other road users
 6. Disable roof mounted beacons after egress and speed has reached normal traffic flow.
 7. follow all road rules and speed limits.
- Use only approved haul routes

VMP Approved by

Name: [Redacted]

Signature: [Redacted]

Date: [Redacted]

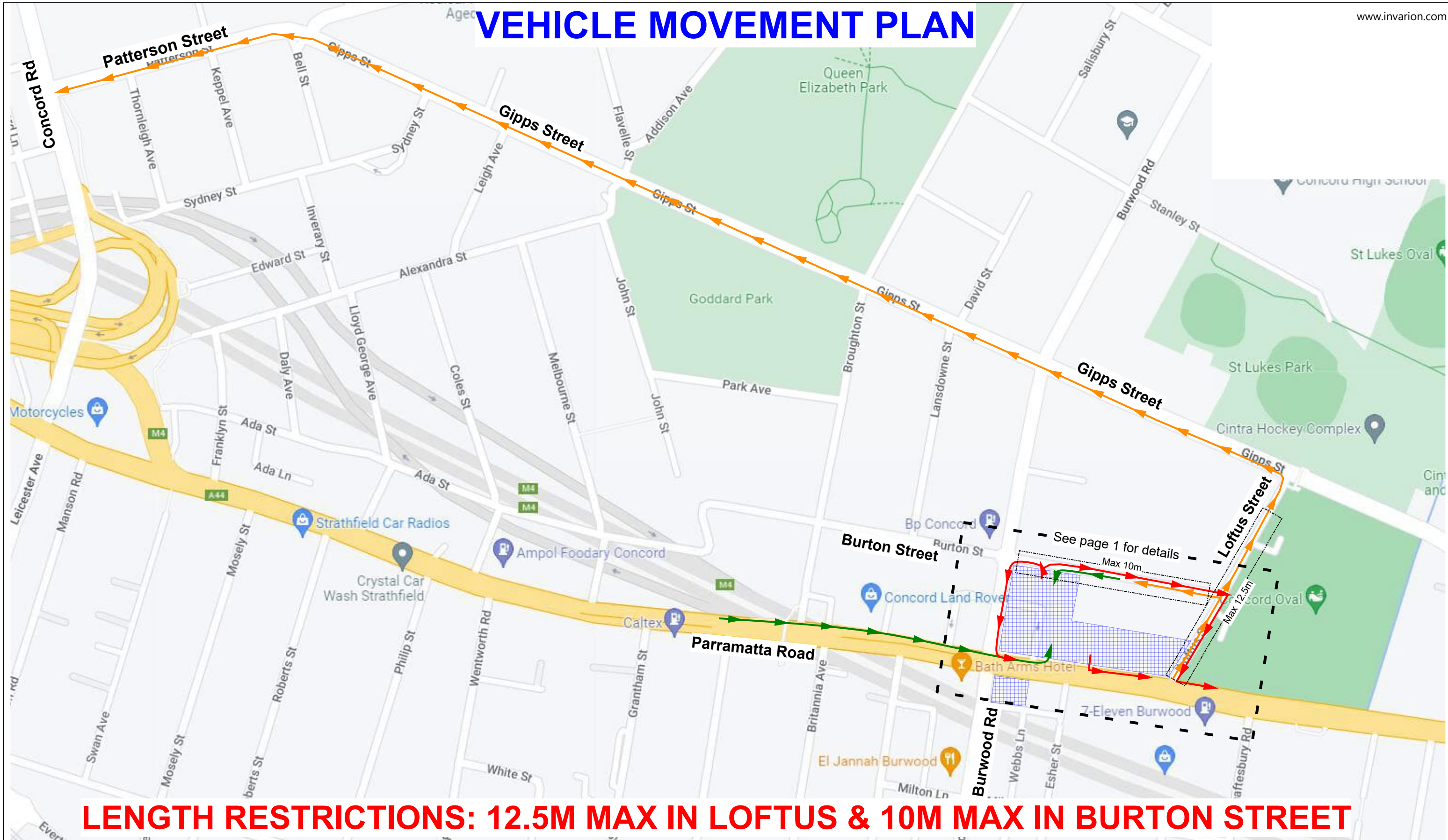
PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND

	Workzone		Signalised intersection
	Access		Other movement
	Egress		

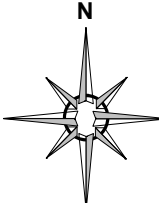


VEHICLE MOVEMENT PLAN



LENGTH RESTRICTIONS: 12.5M MAX IN LOFTUS & 10M MAX IN BURTON STREET

		Date: 22/05/2022 Location: Burwood - Northern Site	VMP Number: AFJVCTP-VMP-0013 Page: 2 of 3
Comments: - Drivers must be briefed on this VMP - Gatekeeper/s must be in position when gates are in use and the VMP requires it. - Drivers must adhere to Gatekeepers directions - Vehicles entering and exiting site must: 1. Activate roof mounted beacons on approach 2. radio intention via UHF 3. Indicate intentions 4. Turn into/out of site 5. Exit with caution, ensuring the safety of pedestrian and other road users 6. Disable roof mounted beacons after egress and speed has reached normal traffic flow. 7. follow all road rules and speed limits. - Use only approved haul routes		PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE	
		LEGEND	
		Workzone	 Signalled intersection
		Access	 Other movement
		Egress	



VEHICLE MOVEMENT PLAN

G-Loop Option



Date: 22/05/2022 **Location:** Burwood - Northern Site

VMP Number: AFJVCTP-VMP-0013 **Page:** 3 of 3

Comments:

- Drivers must be briefed on this VMP
- Gatekeeper/s must be in position when gates are in use and the VMP requires it.
- Drivers must adhere to Gatekeepers directions
- Vehicles entering and exiting site must:
 1. Activate roof mounted beacons on approach
 2. radio intention via UHF
 3. Indicate intentions
 4. Turn into/out of site
 5. Exit with caution, ensuring the safety of pedestrian and other road users
 6. Disable roof mounted beacons after egress and speed has reached normal traffic flow.
 7. follow all road rules and speed limits.
- Use only approved haul routes

PROJECT:

SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND



Workzone



Access



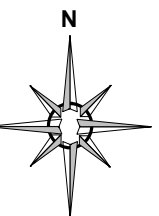
Egress



Signalised intersection



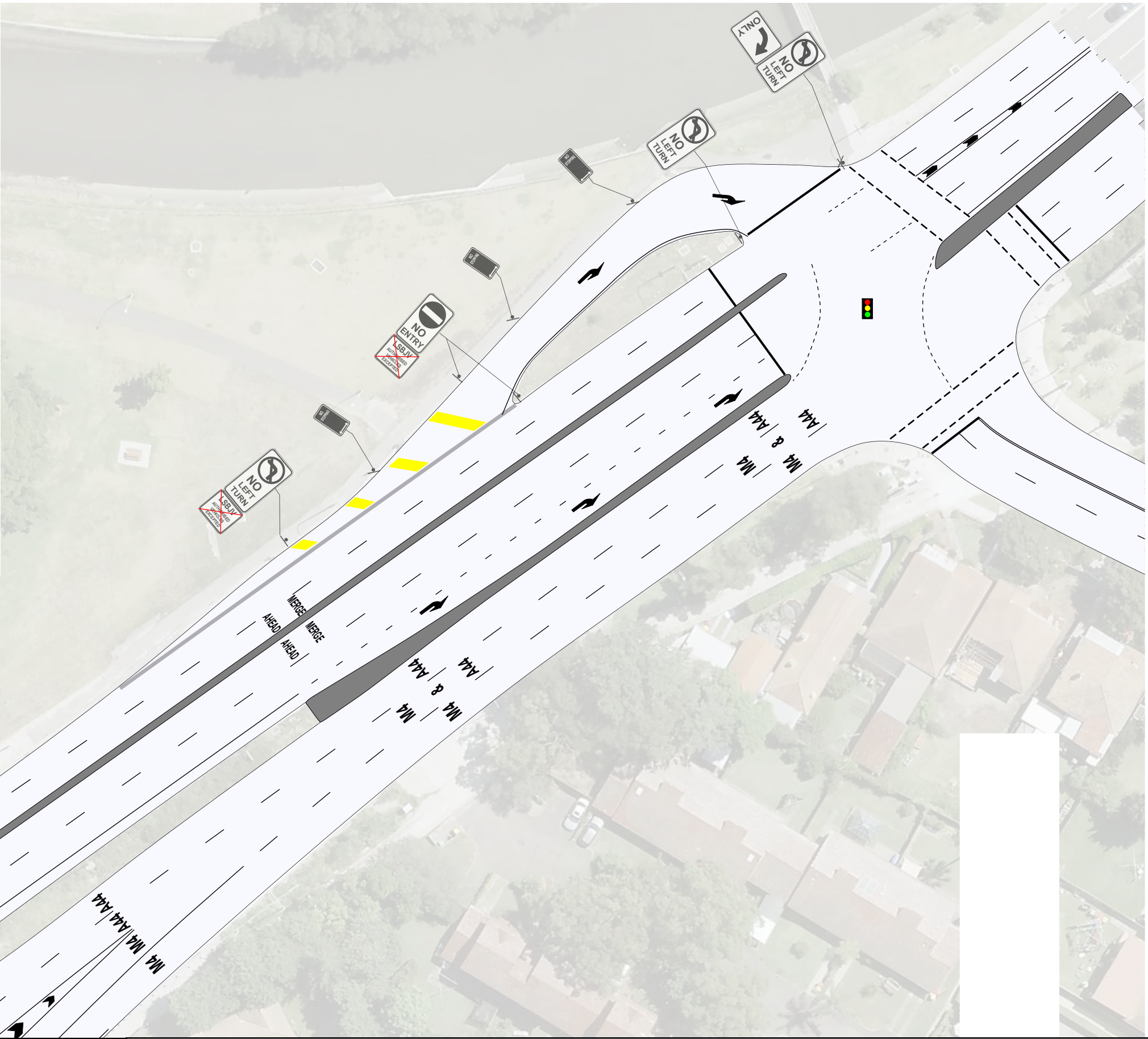
Other movement



EXISTING SIGNS TO BE RETAINED.

EXISTING SIGNS
MARKED IN RED

TO BE REPLACED
WITH



PROJECT: SYDNEY METRO WEST - CENTRAL TUNNEL PACKAGE

LEGEND



Workzone



Traffic Controller



Traffic Cones



Pedestrian Route



Sign (2 posts)



Signalised intersection



Arrow-board location

Date: 22/05/2022 **Location:** Intersection of Wattle & Waratah - Haberfield

TCP Number: AFJVCTP-TGS-0246 **Page:** 1 of 2



Comments:

- THIS IS A SHORT TERM TCP, NOT TO SCALE
- THE CONTRACTOR SHALL ENSURE ALL ROL AND SZA REQUIRMENTS 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
- ANY CHANGES REQUIRED, SPEAK TO THE SITE FOREMAN AND THEN MODIFY THIS PLAN IF NECESSARY. ANY CHANGES TO THIS PLAN SHALL BE MARKED ON THIS TCP & SIGNED OFF BY A PWZTMP HOLDER.
- A LANE WIDTH OF 3.5m (MINIMUM) IS TO BE MAINTAINED AT ALL TIMES UNLESS NOTED OTHERWISE
- SHOULDER WIDTH / EDGE CLEARANCE TO TRAFFIC CONES OF 0.5m IS TO BE PROVIDED AT ALL TIMES UNLESS NOTED OTHERWISE

- ALL SIGNAGE TO BE 'B' SIZE UNLESS NOTED OTHERWISE
- SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL 2020 Issue 6
- DIMENSION 'D' IS DETERMINED IN ACCORDANCE WITH THE TCAWS MANUAL 2020 Issue 6
- BOLLARDS AND TRAFFIC CONES ARE TO BE INSTALLED IN ACCORDANCE WITH THE 2020 Issue 6
- TAPER LENGTHS ARE TO BE IN ACCORDANCE WITH THE TCAWS MANUAL 2020 Issue 6
- THE SITE MUST COMPLY WITH THE TCAWS MANUAL 2020 Issue 6 AND A.S. 1742.3
- REGULATORY SPEED / ROADWORK SIGNS TO BE REPEATED EVERY 400m UNLESS NOTED OTHERWISE

Traffic Guidance Scheme - Options & Risk Assessment

Road Wattle St Suburb Haberfield Side Street Waratah St
 Direction N E S W Speed of road 50 km/h Speed of Side Streets 50 km/h

Reason for selection NA

Section 1 - Does the TGS Involve Detours of traffic? YES ☒ NO (If answered no proceed to section 2)

	YES	NO	Enter description of risks if answered no to any question	Risk Rating
1.1 Are Detour routes suitable for all vehicles classes being detoured?	☐	☐		
1.2 Is Access to local residence and business Maintained	☐	☐		
1.3 Are Detour signs located at decision points, to clearly guide motorists through the detour?	☐	☐		
1.4 Can roads and intersections used as detour routes, accommodate the additional traffic volumes?	☐	☐		
1.5 Is the same level of safety maintained for turn movements? e.g. Traffic using signalized intersections being sent through a detour route that involves turn movements at non-signalized intersections.	☐	☐		

Section 2 - Does the TGS involve Stop/Slow arrangements? YES **NO** (If answered no proceed to section 3)

	YES	NO	Enter description of risks if answered no to any question	Risk Rating
2.1 Are escape routes clearly defined on the TGS, clear and safe to use?	☐	☐		
2.2 Is a PTCD used in place of a manual Traffic Controller where existing speed is greater than 45km/h?	☐	☐	*	
2.3 Is the operating speed of the road 60km/h or less where Traffic Control or PTCD are in use?	☐	☐		
2.4 Are x4 Traffic Cones placed on the edge or center line, approaching the Traffic Controller or PTCD?	☐	☐		
2.5 Is Prepare to stop and Traffic Control or PTCD symbolic signs installed?	☐	☐		
2.6 Do Traffic Control and PTCD positions have adequate lighting during low light conditions	☐	☐		
2.7 Does sight distance of at least 1.5D exist on approach to Traffic Control or PTCD				

Section 3 - General	YES	NO	Enter description of risks if answered no to any question	Risk Rating
3.1 Does the TGS define minimum clearances required of workers to live traffic, are distances compliant?	☐	☐	NA	
3.2 Are worker symbolic signs to be placed in advance of areas where workers will be visible to traffic?	☐	☐	NA	
3.3 Are all signs placed at correct distances? i.e. D for multiple signs, 2D for single sign above 60km/h	☒	☐		
3.4 Are Taper lengths compliant and not placed in areas with poor sight distance?	☐	☐	NA	
3.5 Are lane status signs placed in advance of a lane merge?	☐	☐	NA	
3.6 Are the correct Tapers being used? i.e. Merge Taper, Traffic Control Taper, Lateral Shift Taper.	☐	☐	NA	
3.7 Does the TGS clearly define transition zones between tapers on multilane roads, are they compliant?	☐	☐	NA	
3.8 Does the TGS clearly define Buffer areas, are they compliant and at least 30m in length?	☐	☐	NA	
3.9 Does the TGS clearly define site access and egress for work vehicles, is impact to traffic, managed?	☒	☐		
3.10 Does the TGS clearly define pedestrian routes, are the routes suitable for all pedestrians?	☒	☐		
3.11 Does the TGS consider Cyclists, can Cyclists transverse the site safely?	☒	☐		

4.3	
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Any Risks Identified identified during the above Risk Assessment must be assessed, with control measures listed below. Control measures must meet the WHS Risk Management Hierarchy of controls framework

Item	Control Measures	Remaining risk rating	Risk evaluation Matrix								
			Risk ratings: Very high - VH High - H Medium - M Low - L	Consequence							
				C6	C5	C4	C3	C2	C1		
			Likelihood	Almost certain	L1	M	H	H	VH	VH	VH
				Very likely	L2	M	M	H	H	VH	VH
				Likely	L3	L	M	M	H	H	VH
				Unlikely	L4	L	L	M	M	H	H
				Very unlikely	L5	L	L	L	M	M	H
				Almost unprecedented	L6	L	L	L	L	M	M

APPENDIX I – LOCAL AREA WORKS (LAW) AND DRIVEWAY DESIGNS

These designs have been included to show the intended conditions at completion of CTP works and handover of the sites to Sydney Metro. Approval of these documents are obtained outside of this CTMP.

METRO ENABLING WORKS

BURWOOD COUNCIL AND CITY OF CANADA BAY

SYDNEY METRO WEST ENABLING WORKS

BURWOOD NORTH - DRIVEWAYS
CTPPW5102

NOTE:

UTILITIES SHOWN ON THE DRAWINGS ARE EXISTING ONLY AND DO NOT SHOW THE DESIGN FOR ANY PROPOSED UTILITIES. REFER TO RELEVANT UTILITIES DESIGN PACKAGES FOR THE PROPOSED UTILITIES DESIGN. CONSTRUCTION IS NOT TO COMMENCE UNTIL THE PROPOSED UTILITY DESIGN IS ISSUED FOR CONSTRUCTION.

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NOTE TO BE REMOVED

NOTE:

This plan is the 'Red Line Markup'(RLM), this shows the design with any adjustments made during the construction shown in red.

Some works (primarily sign installations) are yet to be finalised and included within the final RLM. For this reason, this plan has been marked-up in blue to clearly show any changes to what is shown on this design, compared to what is intended to be handed over at completion of CTP works.

Any changes from the design will follow the established procedures for Red Line Markups and Request For Information (RFIs) where required. This marked-up design does not replace these procedures



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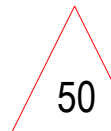
WORKS TO BE CARRIED
OUT BY CoCB

OFFICIAL

RED LINE MARKUP

DRAWING INDEX

DRAWING LIST	
SHEET	TITLE
SMWSTCTP-AFJ-BWT-SN300-CV-DRG-030001	COVER SHEET SHEET 1 OF 1
SMWSTCTP-AFJ-BWT-SN300-CV-DRG-030002	OVERALL LAYOUT PLAN SHEET 1 OF 1
SMWSTCTP-AFJ-BWT-SN300-CV-DRG-030003	DRAWING INDEX SHEET 1 OF 1
SMWSTCTP-AFJ-BWT-SN300-CV-DRG-030004	GENERAL NOTES SHEET 1 OF 1
SMWSTCTP-AFJ-BWT-SN300-CV-DRG-030005	LEGEND SHEET 1 OF 1
SMWSTCTP-AFJ-BWT-SN300-FN-DRG-030004	SIGNAGE SCHEDULE SHEET 1 OF 4
SMWSTCTP-AFJ-BWT-SN300-FN-DRG-030005	SIGNAGE SCHEDULE SHEET 2 OF 4
SMWSTCTP-AFJ-BWT-SN300-FN-DRG-030006	SIGNAGE SCHEDULE SHEET 3 OF 4
SMWSTCTP-AFJ-BWT-SN300-FN-DRG-030007	SIGNAGE SCHEDULE SHEET 4 OF 4
SMWSTCTP-AFJ-BWT-SN300-PV-DRG-030001	PAVEMENT PROFILES SHEET 1 OF 1
SMWSTCTP-AFJ-BWT-SN300-PV-DRG-030002	PAVEMENT EDGE DETAILS SHEET 1 OF 1
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030001	GENERAL ARRANGEMENT PLAN SHEET 1 OF 3
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030002	GENERAL ARRANGEMENT PLAN SHEET 2 OF 3
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030003	GENERAL ARRANGEMENT PLAN SHEET 3 OF 3
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030007	LONGITUDINAL SECTION SHEET 1 OF 4
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030008	LONGITUDINAL SECTION SHEET 2 OF 4
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030009	LONGITUDINAL SECTION SHEET 3 OF 4
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030010	LONGITUDINAL SECTION SHEET 4 OF 4
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030011	CROSS SECTIONS - BW01 DRIVEWAY SHEET 1 OF 8
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030012	CROSS SECTIONS - BW03 DRIVEWAY SHEET 2 OF 8
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030013	CROSS SECTIONS - BW04 DRIVEWAY SHEET 3 OF 8
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030014	CROSS SECTIONS - BW05 DRIVEWAY SHEET 4 OF 8
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030015	CROSS SECTIONS - BW06 DRIVEWAY SHEET 5 OF 8
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030016	CROSS SECTIONS - BW07 DRIVEWAY SHEET 6 OF 8
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030017	CROSS SECTIONS - BW08 DRIVEWAY SHEET 7 OF 8
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030018	CROSS SECTIONS - NEICHS LNE & BURWOOD RD SHEET 8 OF 8
SMWSTCTP-AFJ-BWT-SN300-SD-DRG-030001	STORMWATER MANAGEMENT PLAN SHEET 1 OF 3
SMWSTCTP-AFJ-BWT-SN300-SD-DRG-030002	STORMWATER MANAGEMENT PLAN SHEET 2 OF 3
SMWSTCTP-AFJ-BWT-SN300-SD-DRG-030003	STORMWATER MANAGEMENT PLAN SHEET 3 OF 3



NOTE TO BE REMOVED

NOTE:
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OFFICIAL

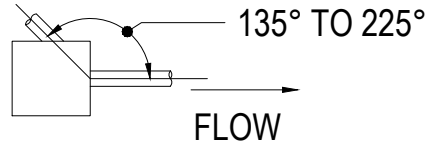
RED LINE MARKUP

GENERAL NOTES

- ALL CONSTRUCTION MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH COUNCIL'S SPECIFICATION AND REQUIREMENTS FOR THE WORKS TOGETHER WITH THE REQUIREMENTS OF ALL RELEVANT CODES OF PRACTICE REFERRED TO THEREIN AND THE REQUIREMENTS OF ALL STATUTORY AUTHORITIES WHERE APPLICABLE.
- DRAWINGS TO BE READ IN CONJUNCTION WITH ALL OTHER SPECIFICATIONS FOR THE PROJECT.
- LEVELS ARE TO AUSTRALIAN HEIGHT DATUM (AHD).
- CO-ORDINATES ARE TO GDA 2020 MAP GRID AUSTRALIA (MGA) CO-ORDINATE SYSTEM (ZONE 56).
- ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE (UNO). ALL LEVELS, CHAINAGES, STATIONS AND CO-ORDINATES ARE EXPRESSED IN METRES.
- WHERE REFERENCE IS MADE TO PROPRIETARY COMPONENT NAMES ON THE DRAWINGS THE CONTRACTOR MAY PROPOSE AN ALTERNATIVE PRODUCT PROVIDED THE ALTERNATIVE IS EQUIVALENT AND SATISFIES THE REQUIREMENTS OF THE SPECIFICATION AND IS APPROVED BY THE PRINCIPAL.
- ACCESS TO PROPERTIES TO BE MADE AVAILABLE BY THE CONTRACTOR AT ALL TIMES DURING CONSTRUCTION.
- ALL WORK TO BE UNDERTAKEN IN ACCORDANCE WITH THE VERSION OF COUNCIL REQUIREMENTS AND TNSW STANDARDS LATEST AT THE TIME OF TENDER UNO.
- WHERE AREAS ARE SHOWN AS BEING "ON HOLD" ON PLANS, ALL CORRESPONDING LONGITUDINAL SECTIONS, CROSS SECTIONS, DRAINAGE, PAVEMENTS AND OTHER DETAILS RELATING TO THAT AREA SHALL ALSO BE DEEMED TO BE "ON HOLD" UNO.
- ALL PROPERTY WORKS WITHIN PROPERTY BOUNDARY SUBJECT TO AGREEMENT WITH PROPERTY OWNER AND THE PRINCIPAL.
- DRAWING REFERENCES QUOTED ARE ONLY SHOWING THE LAST SIX DIGITS FOR SIMPLICITY.
- ALL EXISTING LOCATIONS, ORIENTATION AND LEVELS SHALL BE VERIFIED ON SITE BY THE CONTRACTOR BEFORE FINAL DESIGN AND BEFORE COMMENCING ANY WORK. REFER DISCREPANCIES TO THE PRINCIPAL. DO NOT OBTAIN DIMENSIONS FROM SCALING. EXISTING SURFACE LEVELS ON THE DRAWINGS ARE INDICATIVE ONLY.
- ALL WORKS ARE TO BE IN ACCORDANCE WITH COUNCIL SPECIFICATIONS, RELEVANT AUSTRALIAN STANDARDS AND TNSW SPECIFICATIONS.

DRAINAGE - GENERAL

- THE DOCUMENTED DRAINAGE SYSTEM IS DETAILED ONLY FOR THE PERMANENT ROAD CONFIGURATION UNO. CONSTRUCTION REQUIREMENTS SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
- PIPES THROUGH PITS ARE TO BE ALIGNED WITH UPSTREAM PIPE CENTRELINE TO OUTLET PIPE CENTRELINE AT DOWNSTREAM PIT FACE AS SHOWN;



- ANY PERMITS FOR DIVERSION WORKS REQUIRED DURING CONSTRUCTION SHALL BE OBTAINED FROM COUNCIL AND TNSW PRIOR TO CONSTRUCTION WORKS BY THE CONTRACTOR.
- IN LOCATIONS WHERE NEW PAVEMENT OR ROAD WIDENING WORKS ARE PROPOSED, ANY NEW PIPES WITH LESS THAN 600 MM COVER BELOW FINISHED ROAD LEVEL SHALL BE CONCRETE ENCASED.
- DURING CONSTRUCTION EXCAVATIONS SHALL BE SECURELY SHORED AND BENCHED TO PREVENT THE SIDES OF THE EXCAVATION FROM COLLAPSING. AS REQUIRED ON NSW WORK COVER EXCAVATIONS WORK CODE OF PRACTICE.
- NO DETAILED LEVEL A DRAINAGE SURVEY HAS BEEN PROVIDED AND THEREFORE THE LOCATION, SIZE AND TYPE OF EXISTING DRAINAGE STRUCTURES HAS BEEN DESIGNED BASED ON AVAILABLE COUNCIL GIS INFORMATION AND LEVEL C SURVEY. LOCATION, SIZE AND TYPE OF EXISTING PITS AND PIPES TO CONFIRMED WITH LEVEL A DRAINAGE PRIOR TO CONSTRUCTION. COUNCIL'S INFORMATION ARE ONLY INDICATIVE. THEREFORE DETAILED INVESTIGATION MUST BE UNDERTAKEN AND EXISTING CHARACTERISTICS VERIFIED PRIOR TO FINAL DESIGN.

DRAINAGE - LONGITUDINAL AND TRANSVERSE DRAINAGE

- ALL PIPES ARE TO BE STEEL REINFORCED SPUN CONCRETE UNO. ALL CONCRETE PIPES SHALL HAVE HS3 TYPE INSTALLATION AS PER TFNSW R0240-01.
- BEDDING AND SUPPORT FILL MATERIAL FOR ALL NEW LONGITUDINAL DRAINAGE TRENCHES SHALL BE IN ACCORDANCE WITH TFNSW SPECIFICATION R11 AND R44.
- CONCRETE PIPE CLASSES HAVE BEEN DETERMINED BASED ON TYPE HS3 SUPPORT, FINISHED SURFACE LEVEL AND TRENCH OR EMBANKMENT CONDITION INSTALLATION TO AS3725 AND SPECIFICATION UNO. CONCRETE PIPES ARE TO BE RUBBER RING JOINTED SPIGOT AND SOCKET TYPE UNO. THERMAL ENVIRONMENT CONDITION OF TABLE 3.1 OF AS/NZS 4058:2007 APPLIES. MINIMUM COVER FOR REINFORCEMENT IS 10 MM.
- MINIMUM 600 mm COVER TO ALL NEW PIPES SHALL BE PROVIDED.
- ALL CONNECTION BETWEEN PIPES AND STRUCTURES TO BE UNDERTAKEN IN ACCORDANCE WITH COUNCIL'S SPECIFICATION AND REQUIREMENTS UNO.
- PIPE LENGTHS PROVIDED IN DRAINAGE LONG SECTIONS ARE CALCULATED FROM PIT REFERENCE POINT TO PIT REFERENCE POINT.

DRAINAGE - EXISTING STORMWATER PIPES

- EXISTING STORMWATER DRAINAGE PIPE AND PIT LAYOUT SHOWN IN THE DRAWINGS ARE INDICATIVE ONLY. ALL LOCATIONS, ORIENTATION AND LEVELS OF EXISTING SHALL BE VERIFIED ON SITE BY THE CONTRACTOR BEFORE FINAL DESIGN AND COMMENCING ANY WORK.
- IN LOCATIONS WHERE NEW PAVEMENT OR ROAD WIDENING WORKS ARE PROPOSED, ANY EXISTING RETAINED PIPES WITH LESS THAN 600 MM COVER BELOW FINISHED ROAD LEVEL SHALL BE CONCRETE ENCASED.
- WHERE A CONNECTION IS MADE TO AN EXISTING DRAINAGE PIPE OR PIT, THEN THE LEVEL OF THAT ELEMENT MUST BE SURVEYED AND ANY DISCREPANCIES SUBMITTED TO THE PRINCIPAL PRIOR TO COMMENCEMENT OF CONSTRUCTION.

DRAINAGE STRUCTURES

- CONCRETE DRAINAGE STRUCTURES TO BE IN ACCORDANCE WITH TNSW QA SPECIFICATION R53 UNO
- DRAINAGE STRUCTURES HAVE BEEN DESIGNED IN ACCORDANCE WITH AS3600-2018 UNO
- DESIGN LIFE OF NEW CONCRETE DRAINAGE STRUCTURES IS 50 YEARS UNO.
- DESIGN LIFE OF NEW INACCESSIBLE CONCRETE STRUCTURES IS 100 YEARS UNO.
- DESIGN LOADS HAVE BEEN DETERMINED IN ACCORDANCE WITH AS5100.2 – 2017.
- THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN AND PROVISION OF ANY TEMPORARY BRACING, PROPPING, ETC. REQUIRED DURING CONSTRUCTION. STRUCTURES SHALL BE MAINTAINED IN A STABLE CONDITION AND NO PART SHALL BE OVERSTRESSED.
- FOUNDATION SUPPORT FOR DRAINAGE STRUCTURES TO BE PROVIDED IN ACCORDANCE WITH TNSW QA SPECIFICATION R11.
- INADEQUATE FOUNDING MATERIAL FOR PIPES AND STRUCTURES SHALL BE REMOVED OR IMPROVED IN ACCORDANCE WITH TNSW QA SPECIFICATION R11.
- TNSW STANDARD DETAILS TO BE ADOPTED ONLY WHERE REFERENCED.
- ALL PITS DEEPER THAN 600 TO BE FITTED WITH STEP IRONS IN ACCORDANCE WITH TNSW DRAWING R0220-45
- STEEL GRATES AND FRAMES ARE TO BE FABRICATED FROM MILD STEEL AND HOT DIPPED GALVANISED. ALL GRATES AND FRAMES TO BE "MEDIUM / HEAVY TRAFFICABLE" CLASS D UNO. GRATES AND FRAMES WITHIN THE PAVEMENT SURFACE (INCLUDES ADJOINING SO GUTTER) ARE TO BE BICYCLE SAFE IN ACCORDANCE WITH AS 3996 UNO.
- ALL WELDS TO COMPLY WITH AUSTRALIAN STANDARD AS 1554.1. FILLET WELDS TO BE NOT LESS THAN 6 mm UNO.
- ALL EXPOSED STEEL TO BE GALVANISED IN ACCORDANCE WITH AS/NZS 2312 AND AS/NZS 4680. GALVANISING TO THREADED FASTENERS TO BE IN ACCORDANCE WITH AS 1214. MINIMUM GALVANISING 600 G / SQM OTHER THAN ON FASTENERS.
- GRATE SUPPORT TO BE CONSTRUCTED LEVEL TO ENSURE THAT THE GRATE DOES NOT ROCK AFTER INSTALLATION.
- FOR LOCATION AND LEVEL OF PITS AND HEADWALLS REFER TO DRAINAGE DRAWING LONG SECTIONS AND SCHEDULES.
- CONSTRUCTION JOINT PREPARATION: EXISTING CONCRETE SURFACE TO BE CLEANED, SCABBLED AND ROUGHENED IN ACCORDANCE WITH TNSW QA SPECIFICATION R53 PRIOR TO CASTING OF NEW PIT SECTION
- CONCRETE EXPOSURE CLASSIFICATION B1 UNO.
- MINIMUM 28-DAY CONCRETE COMPRESSIVE STRENGTH AND NOMINAL COVER TO REINFORCEMENT FOR DRAINAGE PITS UNO :

CAST IN-SITU – CAST AGAINST GROUND:32 MPa / 75 mm

CAST IN-SITU – CAST ELSEWHERE:32 MPa / 40 mm
- EDGES SHALL BE CHAMFERED 20 x 20
- EXPOSED SAWCUT REINFORCEMENT BARS TO BE TREATED WITH CORROSION INHIBITING COATING
- PIT BASE TO BE CLEANED, SCABBLED AND ROUGHENED IN ACCORDANCE WITH TNSW QA SPECIFICATION R53 PRIOR TO PLACING MASS CONCRETE BENCHING.
- MINIMUM 28 DAY CONCRETE COMPRESSIVE STRENGTH AND NOMINAL COVER TO REINFORCEMENT FOR CONCRETE CASING TO PIPES UNO. 25 MPa / 60 mm. CONCRETE TO BE PLACED USING MECHANICAL VIBRATION.

SIGNAGE AND LINEMARKING

- TO ELIMINATE EXCESSIVE GLARE FROM THE SURFACE OF A SIGN IT IS TO BE TURNED APPROXIMATELY 5° AWAY FROM THE NORMAL TO THE HEADLIGHT BEAM / LINE OF SIGHT.
- ALL SIGNAGE TO BE CLEAR OF ALL VEGETATION AND OBSTRUCTIONS.
- SIGNS TO BE INSTALLED IN ACCORDANCE WITH AS1742.
- THE LOCATION OF ALL EXISTING SIGNS TO BE CONFIRMED PRIOR TO COMMENCING WORK. ENSURE ADOPTED METHOD OF CONSTRUCTION WILL AVOID DAMAGE TO ALL SERVICES.
- CONDITION ASSESSMENT TO BE UNDERTAKEN ON ALL EXISTING SIGN FACES TO BE RELOCATED PRIOR TO BEING REUSED IN ACCORDANCE WITH RELEVANT SPECIFICATIONS AND STANDARDS OR AS DIRECTED BY THE PRINCIPAL.
- ALL EXISTING LINEMARKING EFFECTED BY THE NEW WORKS AND NOT OTHERWISE CONFLICTING WITH NEW LINEMARKING IS TO BE REINSTATED.
- ALL LINEMARKING TO BE THERMOPLASTIC IN ACCORDANCE WITH TNSW SPECIFICATION R145.
- FOR NOTES ON PAVEMENTS REFER TO TNSW DELINEATION GUIDELINE SECTION 9.
- FOR REMOVAL OF LINEMARKING REFER TO TNSW DELINEATION GUIDELINE SECTION 14.
- RAISED PAVEMENT MARKERS SHALL BE PLACED ON ALL LANE, EDGE AND BARRIER LINES. SPACING OF RAISED PAVEMENT MARKERS SHALL BE IN ACCORDANCE WITH TNSW DELINEATION GUIDE AND TNSW SPECIFICATION R142.
- SIGNAGE AND LINEMARKING PLANS TO BE READ IN CONJUNCTION WITH TCS PLANS.
- ALL REGULATORY SIGNPOSTING AND LINEMARKING SHOWN ON THESE DRAWINGS WILL NEED TO BE APPROVED BY WRITTEN AUTHORISATION FROM AN OFFICER AUTHORISED UNDER SECTION 5.9 OF THE TNSW DELEGATIONS MANUAL.
- UNLESS OTHERWISE INDICATED, ALL SIGN FACES TO BE SIZE TYPE A IN ACCORDANCE WITH AS1742.
- SIGN POSITIONS TO BE CONFIRMED WITH PRINCIPAL PRIOR TO MOUNTING.
- REFER TO TNSW R103 AND TNSW R145 FOR HIGH PRESSURE WATER BLASTING LINEMARKING REMOVAL.
- TYPICAL SIGN MOUNTING IN ACCORDANCE WITH AS1742 - MOUNTING HEIGHT:

a. MINIMUM 2.0 m ABOVE FOOTPATH

b. 0.2 m ABOVE ROAD SURFACE

KERB OFFSET: 0.3 m FROM FACE OF KERB.

SAFETY - IN - DESIGN INFORMATION

- THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH TNSW SPECIFICATION G22. THIS DOCUMENT LISTS SOME DESIGN RELATED WORK HEALTH AND SAFETY HAZARDS ASSOCIATED WITH THE PROJECT DESIGN, CONSTRUCTION AND OPERATION. THERE MAY BE OTHER HAZARDS AND RISKS NOT STATED IN THIS DOCUMENT. THIS DOCUMENT DOES NOT RELIEVE THE CONTRACTOR OF ITS OBLIGATIONS UNDER THE CONTRACT AND RELEVANT LEGISLATION.
- REFER TO SMWSTCTP-AFJ-BWT-SN300-CV-RPT-030011 FOR THE DETAILED DESIGN REPORT AND REFER TO APPENDIX G OF THE REPORT FOR THE CONSTRUCTABILITY AND HSID WORKSHOP REPORT.

UTILITIES

- IN ORDER TO AVOID DAMAGE TO THE UTILITIES THE CONTRACTOR SHALL BE RESPONSIBLE FOR CO-ORDINATING THE WORKS ADJACENT TO ANY UTILITY WITH THE RELEVANT UTILITY AUTHORITY IN ACCORDANCE WITH THE AUTHORITY REQUIREMENTS.
- THE CONTRACTOR SHALL CO-ORDINATE WITH THE RELEVANT UTILITY AUTHORITIES AND THE PRINCIPAL WITH RESPECT TO ANY TEMPORARY DIVERSIONS NECESSARY FOR CONSTRUCTION STAGING WORKS.
- LOCATION AND LEVEL OF ALL SERVICES CROSSING NEW DRAINAGE MUST BE OBTAINED PRIOR TO FINAL DESIGN AND PRIOR TO CONSTRUCTION BY THE CONTRACTOR. ALL LEVELS MUST BE CHECKED FOR CONFLICT WITH ANY SERVICES, AND ANY CONFLICTS TO BE RESOLVED WITH THE PRINCIPAL.
- THE LOCATION OF EXISTING PROPERTY CONNECTIONS TO UTILITIES LOCATED WITHIN THE ROAD RESERVE HAVE NOT BEEN LOCATED AND SURVEYED. IT WILL BE THE CONTRACTORS RESPONSIBILITY TO LOCATE EACH PROPERTY CONNECTION AND ARRANGE ANY REQUIREMENT FOR RECONNECTION TO NEW LINES. THE CONTRACTOR SHALL ALSO PROTECT ALL PROPERTY CONNECTIONS DURING CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL MANAGE ANY DISRUPTION TO SUPPLY TO PRIVATE PROPERTY AND ENSURE THAT SUPPLY IS AVAILABLE AT THE END OF EACH DAYS ACTIVITIES.
- SERVICES SHOWN ARE INDICATIVE ONLY AND IS NOT GUARANTEED COMPLETE NOR CORRECT. CONTRACTOR TO CONFIRM POSITION AND LOCATION OF ALL SERVICES PRIOR TO FINAL DESIGN AND PRIOR TO COMMENCING WORK. CONTRACTOR TO ENSURE ADOPTED METHOD OF CONSTRUCTION WILL AVOID DAMAGE TO ALL SERVICES.
- SERVICE AUTHORITIES ARE TO BE CONTACTED PRIOR TO THE COMMENCEMENT OF WORKS FOR ARRANGEMENTS TO BE MADE REGARDING THE PROTECTION, ADJUSTMENT OR RELOCATION OF SERVICES IF NECESSARY. INFORMATION PROVIDED ON THE DRAWINGS WITH RESPECT TO SERVICES IS FOR GUIDANCE ONLY.
- PRIOR TO THE START OF EXCAVATION, ALL NEW TEMPORARY EXCAVATIONS FOR UTILITIES NEAR CUT OR FILL BATTERS ARE TO BE ASSESSED ON SITE BY THE CONTRACTOR'S EXPERIENCED GEOTECHNICAL ENGINEER FOR THEIR POTENTIAL IMPACT ON BATTER STABILITY DURING CONSTRUCTION.
- ALL TRENCH BACKFILL ASSOCIATED WITH UTILITIES TO BE UNDERTAKEN IN ACCORDANCE WITH RELEVANT UTILITY AUTHORITIES' STANDARDS.

PROPERTY WORKS CONSTRUCTION

- MAKE GOOD ANY DISTURBANCE TO EXISTING LAWNS AND TOP SOIL. TURF AND RESHAPE ALL DISTURBED AREAS INCLUDING REPLACEMENT OF EXISTING SHRUBS, HEDGES ETC. AS SHOWN ON DRAWINGS AND AGREED WITH THE PROPERTY OWNER AND THE PRINCIPAL.
- CLEAN UP AND REMOVE CONTRACTOR'S WASTE FROM THE SITE CAUSED DURING THE ADJUSTMENT WORK.
- RELOCATE / REMOVE AND REPLACE EXISTING FENCES, GATES, LETTERBOX AS SHOWN ON THE DRAWING. PRINCIPAL TO CONFIRM EXACT INSTRUCTION WITH PROPERTY OWNER.
- THE POSITION OF ALL SERVICES IS TO BE CONFIRMED PRIOR TO FINAL DESIGN AND PRIOR TO COMMENCING ANY WORKS BY THE CONTRACTOR. EXISTING PRIVATE PROPERTY SERVICE CONNECTIONS AND DRAINAGE ARE NOT INDICATED ON THESE DRAWINGS. THESE NEED TO BE LOCATED AND ADJUSTED AS REQUIRED. MAINTAIN EXISTING ALIGNMENT WHERE POSSIBLE.
- ACCESS TO PROPERTIES TO BE MAINTAINED BY THE CONTRACTOR AT ALL TIMES DURING CONSTRUCTION, OR AS OTHERWISE AGREED WITH THE PROPERTY OWNER AND THE PRINCIPAL.
- ALL REDUNDANT FENCING TO BE REMOVED AND RECYCLED WHERE POSSIBLE.
- THE CADASTRAL BOUNDARY IS SUBJECT TO CONFIRMATION ON SITE BY THE CONTRACTOR USING A REGISTERED LAND SURVEYOR.
- WHERE REMOVAL OF TREES ARE REQUIRED, OBTAIN APPROVAL FROM THE RELEVANT AUTHORITY (SUCH AS COUNCIL, PLANNING SECRETARY, THE PRINCIPAL OR OTHER).
- ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH RMS SPECIFICATION R204.

STANDARD DRAWINGS

- CITY OF CANADA BAY STANDARD DRAWINGS CAN BE FOUND AT THE BELOW LOCATION:
<https://www.canadabay.nsw.gov.au/development/plans-policies-and-controls/planning-controls-LEP-DCP>

COUNCIL STANDARD DRAWINGS			
STANDARD DRAWING NUMBER	DESCRIPTION	COUNCIL	LAST AMENDED
6A - KERB & GUTTER DETAILS 1	STANDARD KERB AND GUTTER DETAILS SHEET 1 OF 2	CITY OF CANADA BAY	Sep-2014
1A - CONCRETE VEHICULAR LAYBACK	CONCRETE VEHICLUAR LAYBACK DETAILS	CITY OF CANADA BAY	Sep-2014
C10	DETAIL SHEET 2 - RAMPED CROSSING	CITY OF CANADA BAY	September-2016
DRIVEWAY DETAILS - SECTION 28.4 DRIVEWAY WIDTHS OF DRIVEWAY AND ANCILLARY WORKS PROCESS AND CONSTRUCTION SPECIFICATIONS	DRIVEWAY DETAILS	CITY OF CANADA BAY	August-2019

- TRANSPORT FOR NEW SOUTH WALES STANDARD DRAWINGS CAN BE FOUND AT BELOW LOCATION:
<https://roads-waterways.transport.nsw.gov.au/business-industry/partners-suppliers/document-types/standard-drawings/road/fencing.html>

TNSW STANDARD DRAWINGS		
STANDARD DRAWING NUMBER	DESCRIPTION	LAST AMENDED
R0300-29	PEDESTRIAN FENCE - PIPE HANDRAIL DETAILS	January-2017

NOTE:

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NOTE TO BE REMOVED

OFFICIAL

RED LINE MARKUP

SURVEY (EXISTING)

	CABLE JUNCTION BOX (PEJB)
	LARGE SIGN (SI)
	ELECTRICAL CABLE MANHOLE (PEMH)
	SIGN POST (PSIN)
	DRILL HOLE AND WING (PDHL)
	EXISTING VALVE BOX
	POLE LIGHT (PLPL)
	STOP VALVE (WATER)
	KERB INLET (KI)
	WATER HYDRANT
	SURVEY MARKS (BOLTS, PEGS, NAILS)
	TRAFFIC SIGNAL JUNCTION BOX (PSJX)
	TRAFFIC CONTROL SIGNAL (PSGL)
	RUBBISH BIN (PBIN)
	TELEPHONE SINGLE CONCRETE PIT (PTSP)
	TELEPHONE TWIN CONCRETE PIT (PTTP)
	PIER COLUMN POINT (PBPI)
	DRAINAGE JUNCTION MANHOLE (PDJM)
	TELEPHONE BOX POINT (PTBX)
	TELEPHONE DISTRIBUTION PILLAR (PTDP)
	TELEPHONE SUMP (TS)
	UNIDENTIFIED SERVICE
	DISTRIBUTION FUSE POINT (PEFP)
	TRAFFIC SIGNAL CONTROLLER (TCS)
	WATER HYDRANT (PWHY)
	POLE POWER (PPPL)
	LUMINAIRE
	MAIL BOX
	POWER POLE AND LIGHT (PPLP)
	MANHOLE COVER (PSMH)
	EXISTING PIPE - 450 DIA (U4)
	EXISTING LIGHT WITH OUTREACH (LI)
	EXISTING ABOVE GROUND JOINING POST (PTJP)
	EXISTING PIPE - 300 DIA (U2)
	EXISTING INLET TO SUMP (PILT)
	EXISTING METER (PWMR)
	EXISTING DISH DRAIN (DD)
	EXISTING PARKING METER (PKME)

	POWER SERVICE PILLAR UNDERGROUND (PEUP)
	G I PIPE (PGPI)
	FIRE HYDRANT (WATER)
	OPTICAL FIBRE PIT (POFP)
	BOLLARD (AC)
	TOP OF CONCRETE JUNCTION BOX
	UNIDENTIFIED POLE
	BUS STOP (PBUS)
	PETROL PUMP
	DRAINAGE PIPE INVERT
	OPTICAL FIBRE JUNCTION BOX (POFJ)
	SPEED ZONE LINEMARKING
	ARROW RIGHT TURN (AR)
	ARROW LEFT TURN (AL)
	ARROW STRAIGHT AHEAD (AS)
	EXISTING POST - DOUBLE SIDED (PSDS)
	TRANSFORMER CABINET CENTRE (PETC)
	FENCE POST OR GUIDE POST (POST)
	WATER MAIN MARKER (PWMM)
	EXISTING STD 1.1m BY 1.1m MAIN PIT (PTMP)
	EXISTING TRAFFIC MARKER (SILENT COP) (PTMX)
	EXISTING GULLY PIT (PGUL)
	EXISTING PIPE - 375 DIA (U3)
	EXISTING PIPE - 525 DIA (U5)
	EXISTING LAMPHOLES (PSLH)
	EXISTING VENT PIPE (PSVP)
	EXISTING ALIGNMENT PIN (PAPN)
	EXISTING GARDEN LIGHT (PLGN)
	EXISTING DRAIN SUBSOIL FLUSH POINT (PSFP)
	EXISTING AIR VALVE (PWAV)
	EXISTING CAMERA - FLASH UNIT (PCFU)
	EXISTING RED LIGHT-SPEED-TRAFFIC CAMERA (PCAM)

LEGEND SHEET

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

ABBREVIATIONS

BCC	BURWOOD CITY COUNCIL
CCB	CITY OF CANADA BAY
TCS	TRAFFIC CONTROL SIGNAL
DRG	DRAWING(S)
RCP	STEEL REINFORCED CONCRETE PIPE
STD	STANDARD

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NOTE TO BE REMOVED

OFFICIAL

RED LINE MARKUP

100mm AT FULL SIZE Plot Date & Time: 29/11/23 - 15:17

EXISTING SIGN SCHEDULE								
SIGN TAG X - EXISTING R - RELOCATED	EXISTING LOCATION	CODE	SIGN DESCRIPTION	TREATMENT	NEW LOCATION		MOUNTING	REMARKS
					CONTROL	CHAINAGE		
X1	BURWOOD ROAD - SHEET 3	-	BUS STOP SIGN	RETAIN				STOP ID 2137244
X2	BURWOOD ROAD - SHEET 3	R5-20 (L)	BUS ZONE (L)	RETAIN				
X3	BURWOOD ROAD - SHEET 3	R5-400 (R)	NO STOPPING (R)	RETAIN				
X4	BURWOOD ROAD - SHEET 3	T5-5 (R)	HAZARD WARNING MARKER (R)	RETAIN				
X5	BURWOOD ROAD - SHEET 3	R1-3	ROUNDAABOUT GIVE WAY	RETAIN				
X6	BURTON STREET - SHEET 3	-	BURTON ST	RETAIN				
X7	BURTON STREET - SHEET 3	-	HISTORIC ST LUKES ANGLICAN CHURCH	RETAIN				
X8	BURTON STREET - SHEET 3	R5-40 (LR)	NO PARKING (LR)	RETAIN				
X9	BURTON STREET - SHEET 3	R5-40 (L)	NO PARKING (L)	RETAIN				
X10	BURTON STREET - SHEET 3	R5-40 (R)	NO PARKING (R)	RETAIN				
X11	BURWOOD ROAD - SHEET 3	G9-237	DO NOT QUEUE ACROSS INTERSECTION	RETAIN				
X12	BURWOOD ROAD - SHEET 3	R5-40 (L)	NO PARKING (L)	RETAIN				
X13	BURWOOD ROAD - SHEET 3	R5-16 (R)	PARKING SERIES (1/2 HOUR) (R)	RETAIN				
X14	BURWOOD ROAD - SHEET 3	R5-41 (R)	NO PARKING (SPECIFIED TIMES) (R)	RETAIN				
X15	BURWOOD ROAD - SHEET 3	R5-41 (LR)	NO PARKING (SPECIFIED TIMES) (LR)	RETAIN				
X16	BURWOOD ROAD - SHEET 3	R5-16 (LR)	PARKING SERIES (1/2 HOUR) (LR)	RETAIN				
X17	BURWOOD ROAD - SHEET 3	R5-16 (L)	PARKING SERIES (1/2 HOUR) (L)	REMOVE				
X18	BURWOOD ROAD - SHEET 3	R5-41 (L)	NO PARKING (SPECIFIED TIMES) (L)	REMOVE				
X19	BURWOOD ROAD - SHEET 3	R5-40 (R)	NO PARKING (R)	REMOVE				
X20	BURWOOD ROAD - SHEET 3	-	NEICHS LA COUNCIL SIGN	REMOVE				
X21	BURWOOD ROAD - SHEET 3	R2-2_R	ONE WAY (ARROW RIGHT SYMBOLIC)	REMOVE				
X22	BURWOOD ROAD - SHEET 3	R2-2_L	ONE WAY (ARROW LEFT SYMBOLIC)	REMOVE				
X23	BURWOOD ROAD - SHEET 3	R5-40 (L)	NO PARKING (L)	REMOVE				
X24	BURWOOD ROAD - SHEET 3	R5-16 (R)	PARKING SERIES (1/2 HOUR) (R)	REMOVE				
X25	BURWOOD ROAD - SHEET 3	R5-41 (R)	NO PARKING (SPECIFIED TIMES) (R)	REMOVE				SIGN ADJUSTMENTS AS DISPLAYED ON THE DRAWINGS
X26	BURWOOD ROAD - SHEET 3	G6-356N	RED LIGHT SPEED CAMERA AHEAD (WITH SPEED LIMIT ON SIGN)	RETAIN				
X27	BURWOOD ROAD - SHEET 3	R5-16 (L)	PARKING SERIES (1/2 HOUR) (L)	RETAIN				
X28	BURWOOD ROAD - SHEET 3	R5-41 (L)	NO PARKING (SPECIFIED TIMES) (L)	RETAIN				
X29	BURWOOD ROAD - SHEET 3	R5-400 (R)	NO STOPPING (R)	RETAIN				
X30	BURWOOD ROAD - SHEET 3	R5-16 (L)	PARKING SERIES (1/2 HOUR) (L)	RETAIN				
X31	BURWOOD ROAD - SHEET 3	R5-41 (L)	NO PARKING (SPECIFIED TIMES) (L)	RETAIN				
X32	BURWOOD ROAD - SHEET 3	R5-40 (R)	NO PARKING (R)	RETAIN				
X33	BURWOOD ROAD - SHEET 3	R2-2_R	NO STOPPING (LR)	RETAIN				
X34	BURWOOD ROAD - SHEET 3	-	NEICHS LA	RETAIN				
X35	BURWOOD ROAD - SHEET 3	R2-2_L	ONE WAY (ARROW LEFT SYMBOLIC)	RETAIN				
X36	BURWOOD ROAD - SHEET 3	R5-40 (L)	NO PARKING (L)	RETAIN				
X37	BURWOOD ROAD - SHEET 3	R5-16 (R)	PARKING SERIES (1/2 HOUR) (R)	RETAIN				
X38	BURWOOD ROAD - SHEET 3	R5-41 (R)	NO PARKING (SPECIFIED TIMES) (R)	RETAIN				

NOTE:
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NOTE TO BE REMOVED

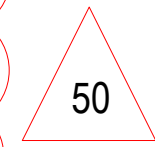
OFFICIAL
RED LINE MARKUP

100mm AT FULL SIZE Plot Date & Time: 29/11/23 - 13:54

EXISTING SIGN SCHEDULE							
SIGN TAG X - EXISTING R - RELOCATED	EXISTING LOCATION	CODE	SIGN DESCRIPTION	TREATMENT	NEW LOCATION		REMARKS
					CONTROL	CHAINAGE	
X39	BURWOOD ROAD - SHEET 3	R5-16 (L)	PARKING SERIES (1/2 HOUR) (L)	RETAIN			
X40	BURWOOD ROAD - SHEET 3	R5-41 (L)	NO PARKING (SPECIFIED TIMES) (L)	RETAIN			
X41	BURWOOD ROAD - SHEET 3	R5-40 (R)	NO PARKING (R)	RETAIN			
X42	BURWOOD ROAD - SHEET 3	R1-3	ROUNDAABOUT GIVE WAY	RETAIN			
X43	BURTON STREET - SHEET 3	R5-400 (L)	NO STOPPING (L)	RETAIN			
X44	BURTON STREET - SHEET 3	R5-400 (R)	NO STOPPING (R)	RETAIN			
X45	BURTON STREET - SHEET 3	R1-3	ROUNDAABOUT GIVE WAY	RETAIN			
X46	LOFTUS STREET - SHEET 1	R5-16 (LR)	PARKING SERIES (1/2 HOUR) (LR)	REMOVE			ELECTRICAL POLE
X47	LOFTUS STREET - SHEET 1	R5-400 (L)	NO STOPPING (L)	RETAIN			
X48	LOFTUS STREET - SHEET 1	R5-16 (R)	PARKING SERIES (1/2 HOUR) (R)	REMOVE			
X49	LOFTUS STREET - SHEET 1	G5-1	LOFTUS STREET	RETAIN			
X50	LOFTUS STREET - SHEET 1	-	HISTORIC ST LUKES ANGLICAN CHURCH	RETAIN			
X51	LOFTUS STREET - SHEET 1	R2-3	KEEP LEFT	RETAIN			
X52	LOFTUS STREET - SHEET 1	R2-14	LEFT ONLY	RETAIN			
X53	LOFTUS STREET - SHEET 1	R1-1	STOP	RETAIN			
X54	LOFTUS STREET - SHEET 1	R1-1	STOP	RETAIN			
X55	PARRAMATTA ROAD - SHEET 1	R5-400 (LR)	NO STOPPING (LR)	RETAIN			
X56	PARRAMATTA ROAD - SHEET 1	R5-400 (LR)	NO STOPPING (LR)	RETAIN			
X57	PARRAMATTA ROAD - SHEET 1	R5-400 (LR)	NO STOPPING (LR)	RETAIN			
X58	PARRAMATTA ROAD - SHEET 1	R5-50	CLEARWAY SERIES	RETAIN			
X59	PARRAMATTA ROAD - SHEET 1	R5-400 (LR)	NO STOPPING (LR)	RETAIN			
X60	PARRAMATTA ROAD - SHEET 1	R5-400 (LR)	NO STOPPING (LR)	RETAIN			
X61	PARRAMATTA ROAD - SHEET 1	R5-50	CLEARWAY SERIES	RETAIN			
X62	PARRAMATTA ROAD - SHEET 1	R5-400 (LR)	NO STOPPING (LR)	RETAIN			
X63	PARRAMATTA ROAD - SHEET 1	R5-400 (LR)	NO STOPPING (LR)	RETAIN			
X64	PARRAMATTA ROAD - SHEET 1	R5-50	CLEARWAY SERIES	RETAIN			
X65	PARRAMATTA ROAD - SHEET 2	G6-356N	RED LIGHT SPEED CAMERA AHEAD (WITH SPEED LIMIT ON SIGN)	RETAIN			
X66	PARRAMATTA ROAD - SHEET 2	R5-400 (L)	NO STOPPING (L)	REMOVE			
X67	PARRAMATTA ROAD - SHEET 2	R5-50	CLEARWAY SERIES	RETAIN			
X68	PARRAMATTA ROAD - SHEET 2	R5-20 (R)	BUS ZONE (R)	REMOVE			
X69	PARRAMATTA ROAD - SHEET 2	-	BUS STOP SIGN	REMOVE			STOP ID 213412
X70	PARRAMATTA ROAD - SHEET 2	R5-50	CLEARWAY SERIES	REMOVE			
X71	PARRAMATTA ROAD - SHEET 2	R5-400 (R)	NO STOPPING (R)	REMOVE			
X72	PARRAMATTA ROAD - SHEET 2	R5-20 (L)	BUS ZONE (L)	REMOVE			
X73	PARRAMATTA ROAD - SHEET 2	-	BUS ROUTE SIGN	RETAIN			
X74	PARRAMATTA ROAD - SHEET 2	-	BUS ROUTE SIGN	RETAIN			
X75	PARRAMATTA ROAD - SHEET 2	R5-50	CLEARWAY SERIES	RETAIN			
X76	PARRAMATTA ROAD - SHEET 2	R5-400 (LR)	NO STOPPING (LR)	RETAIN			

NOTE:

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NOTE TO BE REMOVED

OFFICIAL

RED LINE MARKUP

EXISTING SIGN SCHEDULE								
SIGN TAG X - EXISTING R - RELOCATED	EXISTING LOCATION	CODE	SIGN DESCRIPTION	TREATMENT	NEW LOCATION		MOUNTING	REMARKS
					CONTROL	CHAINAGE		
X77	PARRAMATTA ROAD - SHEET 2	R2_6N_R	NO RIGHT TURN	RETAIN				
X78	PARRAMATTA ROAD - SHEET 2	R2_6N_R	NO RIGHT TURN	RETAIN				
X79	PARRAMATTA ROAD - SHEET 2	R2_6N_R	NO RIGHT TURN	RETAIN				
X80	PARRAMATTA ROAD - SHEET 2	G3-4	BURWOOD ROAD	RETAIN				
X81	PARRAMATTA ROAD - SHEET 2	G3-4	BURWOOD ROAD	RETAIN				
X82	BURWOOD ROAD - SHEET 2	R5-400 (LR)	NO STOPPING (LR)	RETAIN				
X83	BURWOOD ROAD - SHEET 2	R2_6N_R	NO RIGHT TURN	RETAIN				
X84	BURWOOD ROAD - SHEET 2	R9-2	BUSES EXCEPTED	RETAIN				
X85	BURWOOD ROAD - SHEET 2	R5-400 (R)	NO STOPPING (R)	RETAIN				
X86	BURWOOD ROAD - SHEET 2	-	ESHER LANE	RETAIN				
X87	BURWOOD ROAD - SHEET 2	R5-400 (L)	NO STOPPING (L)	RETAIN				
X88	BURWOOD ROAD - SHEET 2	R5-20 (R)	BUS ZONE (R)	RETAIN				
X89	BURWOOD ROAD - SHEET 2	-	BUS ROUTE SIGN	RETAIN				
X90	BURWOOD ROAD - SHEET 2	-	BUS ROUTE SIGN	RETAIN				
X91	BURWOOD ROAD - SHEET 2	G6-356N	RED LIGHT SPEED CAMERA AHEAD (WITH SPEED LIMIT ON SIGN)	RETAIN				
X92	BURWOOD ROAD - SHEET 2	R5-400 (LR)	NO STOPPING (LR)	RETAIN				
X93	BURWOOD ROAD - SHEET 2	R2_6N_R	NO RIGHT TURN	RETAIN				
X94	PARRAMATTA ROAD - SHEET 2	R1-4N	TRAFFIC SIGNAL STOP	RETAIN				
X95	PARRAMATTA ROAD - SHEET 2	R5-50	CLEARWAY SERIES	RETAIN				
X96	PARRAMATTA ROAD - SHEET 2	R5-50	CLEARWAY SERIES	RETAIN				
X97	PARRAMATTA ROAD - SHEET 2	R5-400 (LR)	NO STOPPING (LR)	REMOVE				
X98	PARRAMATTA ROAD - SHEET 2	R5-50	CLEARWAY SERIES	RETAIN				
X99	PARRAMATTA ROAD - SHEET 2	R5-400 (LR)	NO STOPPING (LR)	REMOVE				
X100	PARRAMATTA ROAD - SHEET 2	R5-50	CLEARWAY SERIES	RETAIN				
X101	PARRAMATTA ROAD - SHEET 2	R5-40 (L)	NO PARKING (L)	RETAIN				
X102	PARRAMATTA ROAD - SHEET 2	R5-400 (R)	NO STOPPING (R)	RETAIN				
X103	PARRAMATTA ROAD - SHEET 2	R2_6N_R	NO RIGHT TURN	RETAIN				
X104	PARRAMATTA ROAD - SHEET 2	R2_6N_R	NO RIGHT TURN	RETAIN				
X105	PARRAMATTA ROAD - SHEET 2	R2_6N_R	NO RIGHT TURN	RETAIN				
X106	PARRAMATTA ROAD - SHEET 2	G3-4	BURWOOD ROAD	RETAIN				
X107	PARRAMATTA ROAD - SHEET 2	G3-4	BURWOOD ROAD	RETAIN				
X108	BURWOOD ROAD - SHEET 2	R2_6N_R	NO RIGHT TURN	RETAIN				
X109	BURWOOD ROAD - SHEET 2	-	NEIGHBOURHOOD WATCH	RETAIN				
X110	BURWOOD ROAD - SHEET 2	-	NSW GOVERNMENT SIGN	RETAIN				
X111	BURWOOD ROAD - SHEET 2	R5-400 (L)	NO STOPPING (L)	RETAIN				
X112	BURWOOD ROAD - SHEET 2	R5-16 (R)	PARKING SERIES (1/2 HOUR) (R)	RETAIN				
X113	BURWOOD ROAD - SHEET 2	R5-41 (R)	NO PARKING (SPECIFIED TIMES) (R)	RETAIN				
X114	BURWOOD ROAD - SHEET 2	R4-1	SPEED LIMIT (SYMBOLIC)	RETAIN				

NOTE:

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OFFICIAL

RED LINE MARKUP

100mm AT FULL SIZE Plot Date & Time: 29/11/23 - 13:57

EXISTING SIGN SCHEDULE								
SIGN TAG X - EXISTING R - RELOCATED	EXISTING LOCATION	CODE	SIGN DESCRIPTION	TREATMENT	NEW LOCATION		MOUNTING	REMARKS
					CONTROL	CHAINAGE		
X115	BURWOOD ROAD - SHEET 2	R4-1	SPEED LIMIT (SYMBOLIC)	RETAIN				
X116	BURWOOD ROAD - SHEET 2	G9-15	FORM ONE LANE	RETAIN				
X117	BURWOOD ROAD - SHEET 2	R5-16 (LR)	PARKING SERIES (1/2 HOUR) (LR)	RETAIN				
X118	BURWOOD ROAD - SHEET 2	R5-41 (LR)	NO PARKING (SPECIFIED TIMES) (LR)	RETAIN				
X119	BURWOOD ROAD - SHEET 2	R1-4N	TRAFFIC SIGNAL STOP	RETAIN				
X120	BURWOOD ROAD - SHEET 2	R2_6N_R	NO RIGHT TURN	RETAIN				
X121	BURWOOD ROAD - SHEET 2	R9-2	BUSES EXCEPTED	RETAIN				
X122	PARRAMATTA ROAD - SHEET 2	R5-650	CLEARWAY SERIES	RELOCATE			3	RELOCATE TO ELECTRICAL POLE
X123	PARRAMATTA ROAD - SHEET 2	R5-50	CLEARWAY SERIES	RELOCATE			2.5	RELOCATE TO ELECTRICAL POLE
X124	PARRAMATTA ROAD - SHEET 2	R5-400 (LR)	NO STOPPING (LR)	RELOCATE			2.5	RELOCATE TO ELECTRICAL POLE
X125	PARRAMATTA ROAD - SHEET 2	-	NEICHS LA	REMOVE				
X126	PARRAMATTA ROAD - SHEET 2	R2-2_R	ONE WAY (ARROW RIGHT SYMBOLIC)	REMOVE				
X127	PARRAMATTA ROAD - SHEET 2	R5-20 (R)	BUS ZONE (R)	REMOVE				
X128	PARRAMATTA ROAD - SHEET 2	-	BUS STOP SIGN	REMOVE				STOP ID 213722
X129	PARRAMATTA ROAD - SHEET 2	R5-50	CLEARWAY SERIES	RETAIN				
X130	PARRAMATTA ROAD - SHEET 2	R5-400 (R)	NO STOPPING (R)	REMOVE				
X131	PARRAMATTA ROAD - SHEET 2	R5-20 (L)	BUS ZONE (L)	REMOVE				
X132	PARRAMATTA ROAD - SHEET 2	G6-356N	RED LIGHT SPEED CAMERA AHEAD (WITH SPEED LIMIT ON SIGN)	RETAIN				
X133	PARRAMATTA ROAD - SHEET 2	R4-1	SPEED LIMIT (SYMBOLIC)	RETAIN				
X134	PARRAMATTA ROAD - SHEET 2	R5-50	CLEARWAY SERIES	RETAIN				
X135	PARRAMATTA ROAD - SHEET 2	R5-400 (LR)	NO STOPPING (LR)	RETAIN				

NEW SIGN SCHEDULE												
SIGN TAG N - NEW SIGN	PROPOSED LOCATION	CODE	SIGN DESCRIPTION	SIGN FACE SIZE			MOUNTED HEIGHT H (m)	NO. OF POSTS	POST SIZE	FOUNDATION	POST TYPE	REMARK
				WIDTH A (mm)	HEIGHT B (mm)	AREA (m ²)						
N1	BURTON STREET - SHEET 3	R5-402 (R)	NO STOPPING - TIME SPECIFIED (R)	225	450	0.10125	2.5	1	60.3 x 3.6 CHS	SIMPLE POST	FRANGIBLE	
N2	BURTON STREET - SHEET 3	R5-402 (L)	NO STOPPING - TIME SPECIFIED (L)	225	450	0.10125	2.5	1	60.3 x 3.6 CHS	SIMPLE POST	FRANGIBLE	
N3	BURTON STREET - SHEET 3	R5-402 (L)	NO STOPPING - TIME SPECIFIED (L)	225	450	0.10125	2.5	TO BE MOUNTED WITH EXISTING X10				SIGN ADJUSTMENTS AS DISPLAYED ON THE DRAWINGS
N4	BURTON STREET - SHEET 3	R5-402 (LR)	NO STOPPING - TIME SPECIFIED (LR)	225	450	0.10125	2.5	1	60.3 x 3.6 CHS	SIMPLE POST	FRANGIBLE	
N5	BURTON STREET - SHEET 3	R5-402 (R)	NO STOPPING - TIME SPECIFIED (R)	225	450	0.10125	2.5	1	60.3 x 3.6 CHS	SIMPLE POST	FRANGIBLE	
N6	LOFTUS STREET - SHEET 1	R5-402 (L)	NO STOPPING - TIME SPECIFIED (L)	225	450	0.10125	2.5	1	60.3 x 3.6 CHS	SIMPLE POST	FRANGIBLE	
N7	LOFTUS STREET - SHEET 1	R5-402 (R)	NO STOPPING - TIME SPECIFIED (R)	225	450	0.10125	2.5	TO BE MOUNTED WITH EXISTING X47				
N8	PARRAMATTA ROAD - SHEET 2	R5-400 (LR)	NO STOPPING (LR)	225	450	0.10125	2.5	TO BE MOUNTED WITH EXISTING X67				TO BE MOUNTED WITH X67
N9	PARRAMATTA ROAD - SHEET 2	R5-400 (LR)	NO STOPPING (LR)	225	450	0.10125	2.5	1	60.3 x 3.6 CHS	SIMPLE POST	FRANGIBLE	
N10	PARRAMATTA ROAD - SHEET 2	R5-400(LR)	NO STOPPING (LR)	225	450	0.10125	2.5	TO BE MOUNTED WITH EXISTING X129				TO BE MOUNTED WITH X129 AND X131
N11	BURWOOD ROAD - SHEET 3	R5-16(LR)	1/2 HOUR PARKING	225	450	0.10125	2.5	USE EXISTING POST FROM X23, X24 AND X25				TO BE MOUNTED WITH N12
N12	BURWOOD ROAD - SHEET 3	R5-41(LR)	NO PARKING - TIME SPECIFIED (LR) (CUSTOM - LANDSCAPE)	450	225	0.10125	2.5	USE EXISTING POST FROM X23, X24 AND X25				SIGN ADJUSTMENTS AS DISPLAYED ON THE DRAWINGS TO BE MOUNTED WITH N11

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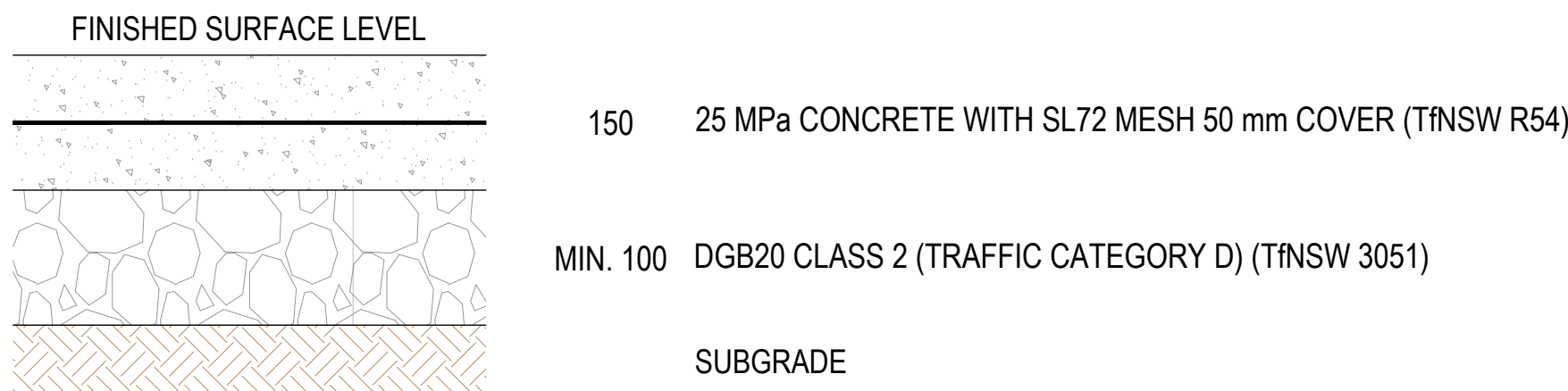


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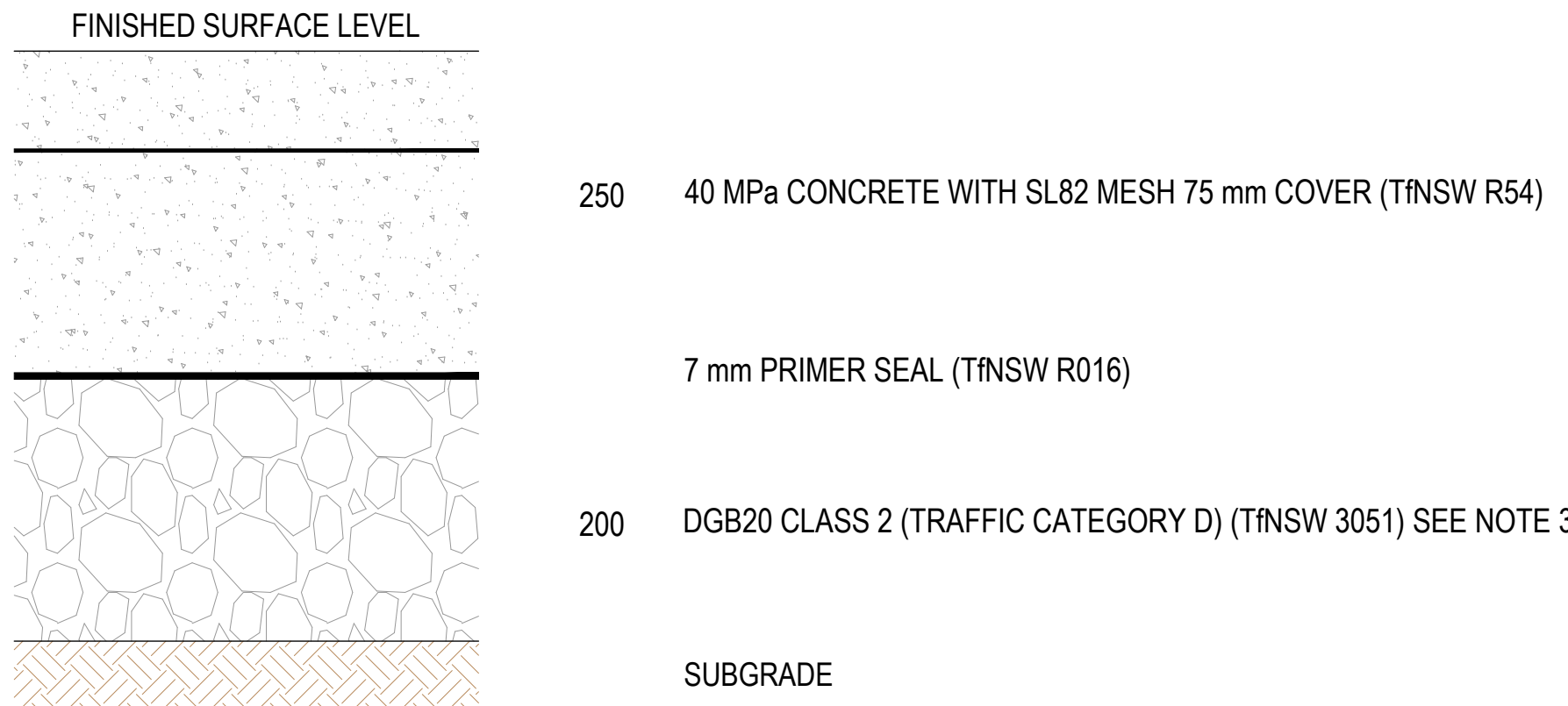
RED LINE MARKUP

NOTES:

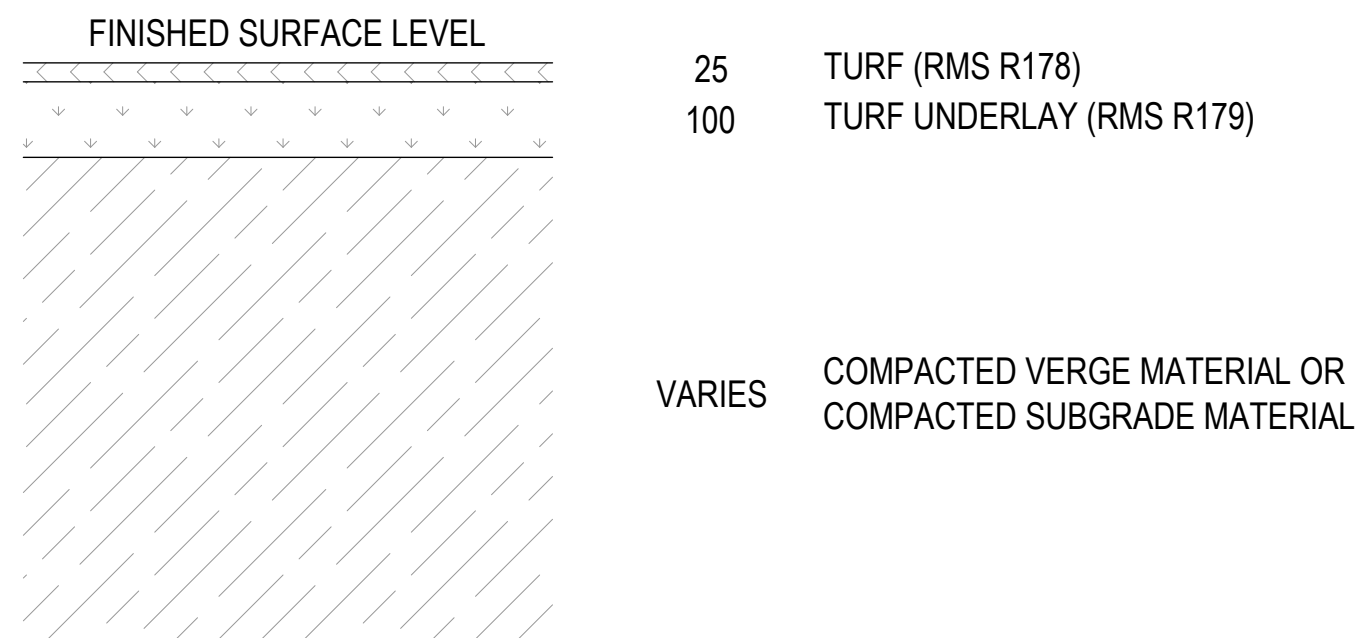
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
2. MATERIAL SUPPLY AND CONSTRUCTION:
 - a. CONCRETE FOR FOOTPATH AND DRIVEWAYS TO CONFORM TO T1NSW R54.
 - b. JOINT FILLER TO COMPLY WITH T1NSW 3204.
 - c. DGB20 AND DGS20 TO CONFORM TO T1NSW 3051.
3. THE SURFACE OF THE COMPACTED UNBOUND GRANULAR MATERIAL SHALL BE MOISTENED PRIOR TO PLACING THE CONCRETE TO MINIMIZE MOISTURE LOSS.
4. JOINTING FOR THE CONCRETE FOOTPATHS SHALL BE IN ACCORDANCE WITH THE CITY OF CANADA BAY COUNCIL ENGINEERING SPECIFICATIONS.
5. PAVEMENT PROFILES SUBJECT TO CHANGE DEPENDING ON LOCATION OF EXISTING UTILITIES. CONTRACTOR TO COORDINATE PAVEMENT DESIGNS WITH UTILITIES.



PAVEMENT TYPE - FP
CONCRETE FOOTPATH
(SEE NOTE 4)



PAVEMENT TYPE - DW
DRIVEWAYS



PAVEMENT TYPE - TF
TURF

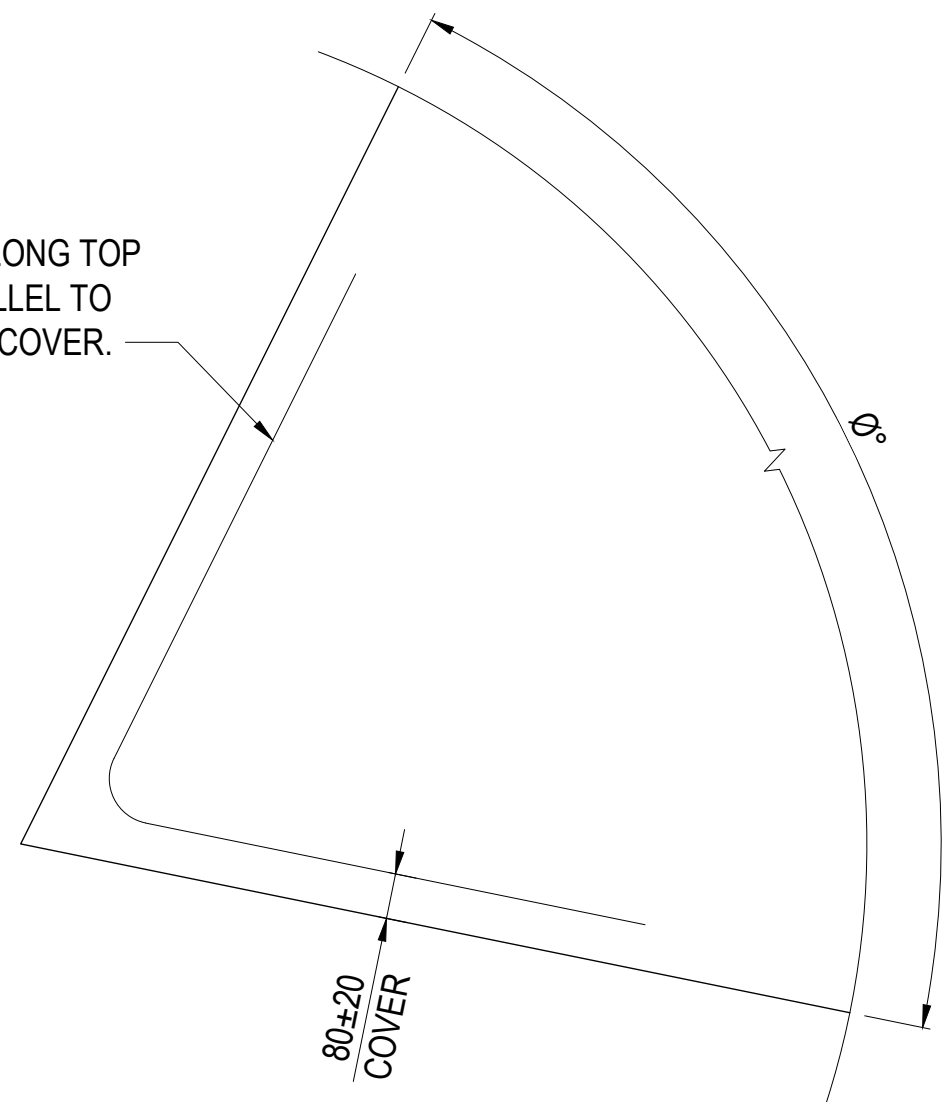
NOTE:

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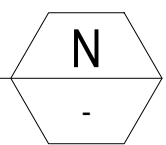
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NOTE TO BE REMOVED

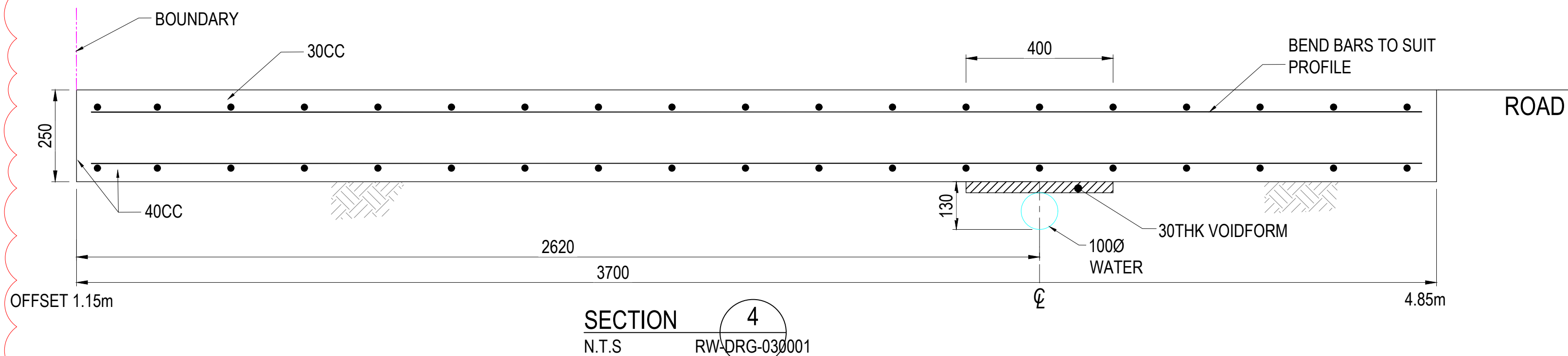
2 x N20 BARS 1.5 m LONG TOP AND BOTTOM PARALLEL TO EDGES WITH 60 mm COVER.



DETAIL
N.T.S.

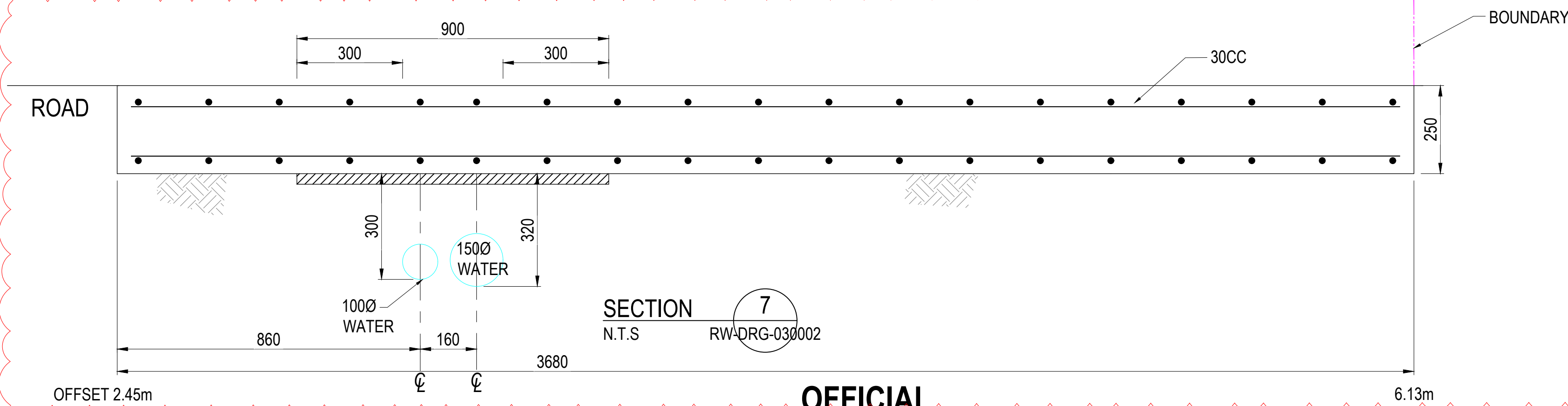


CORNER REINFORCEMENT IN SLABS
WITH CORNER ANGLE $\theta < 75^\circ$



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RFI #616
ADD PAVEMENT DETAIL FOR
BW04 - (Aecom memo)



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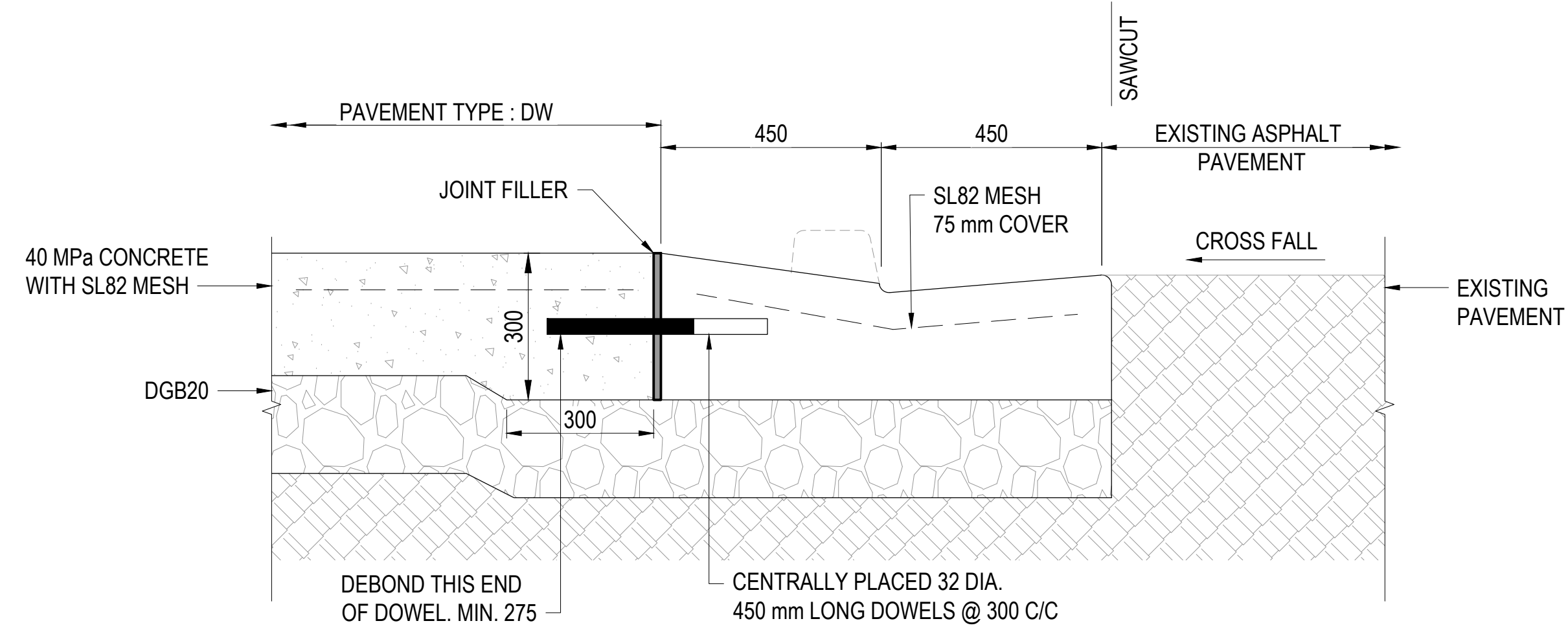
RFI #616
ADD PAVEMENT DETAIL FOR
BW07 - (Aecom memo)

OFFICIAL

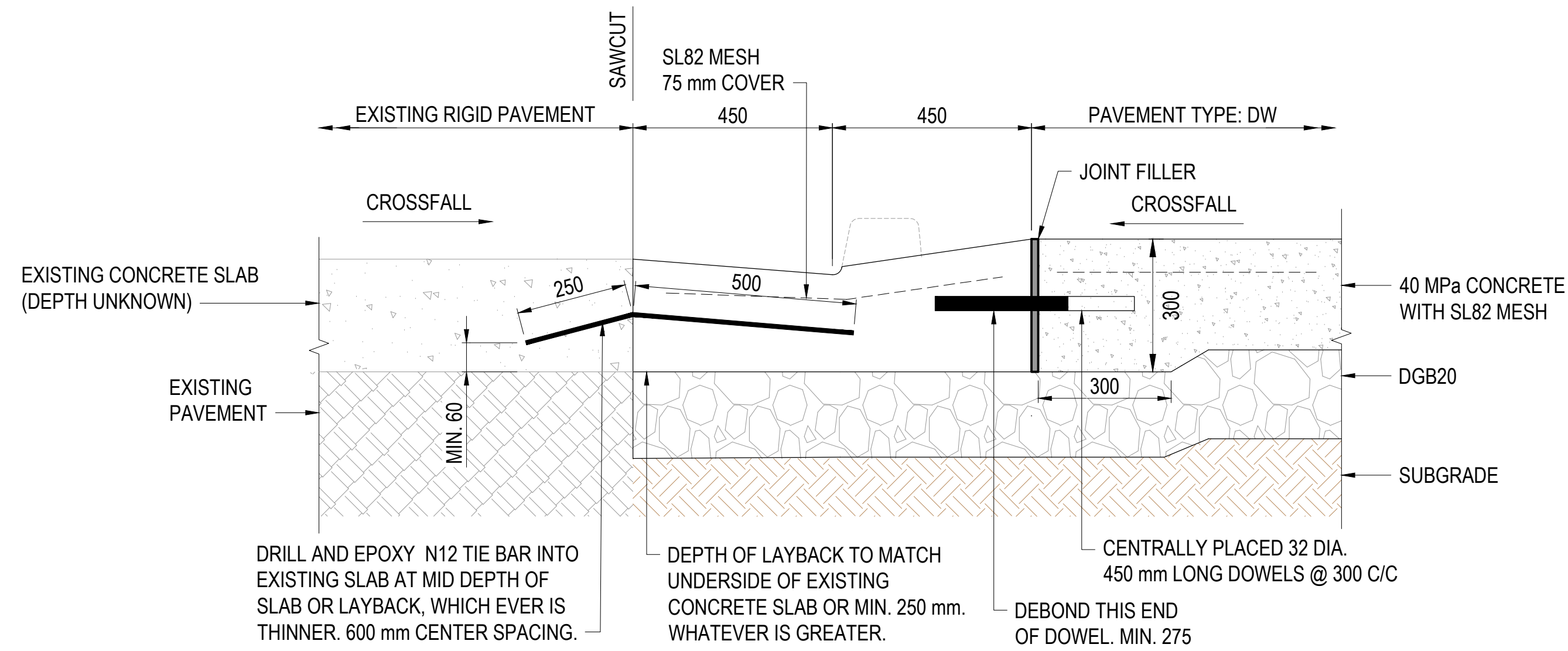
RED LINE MARKUP

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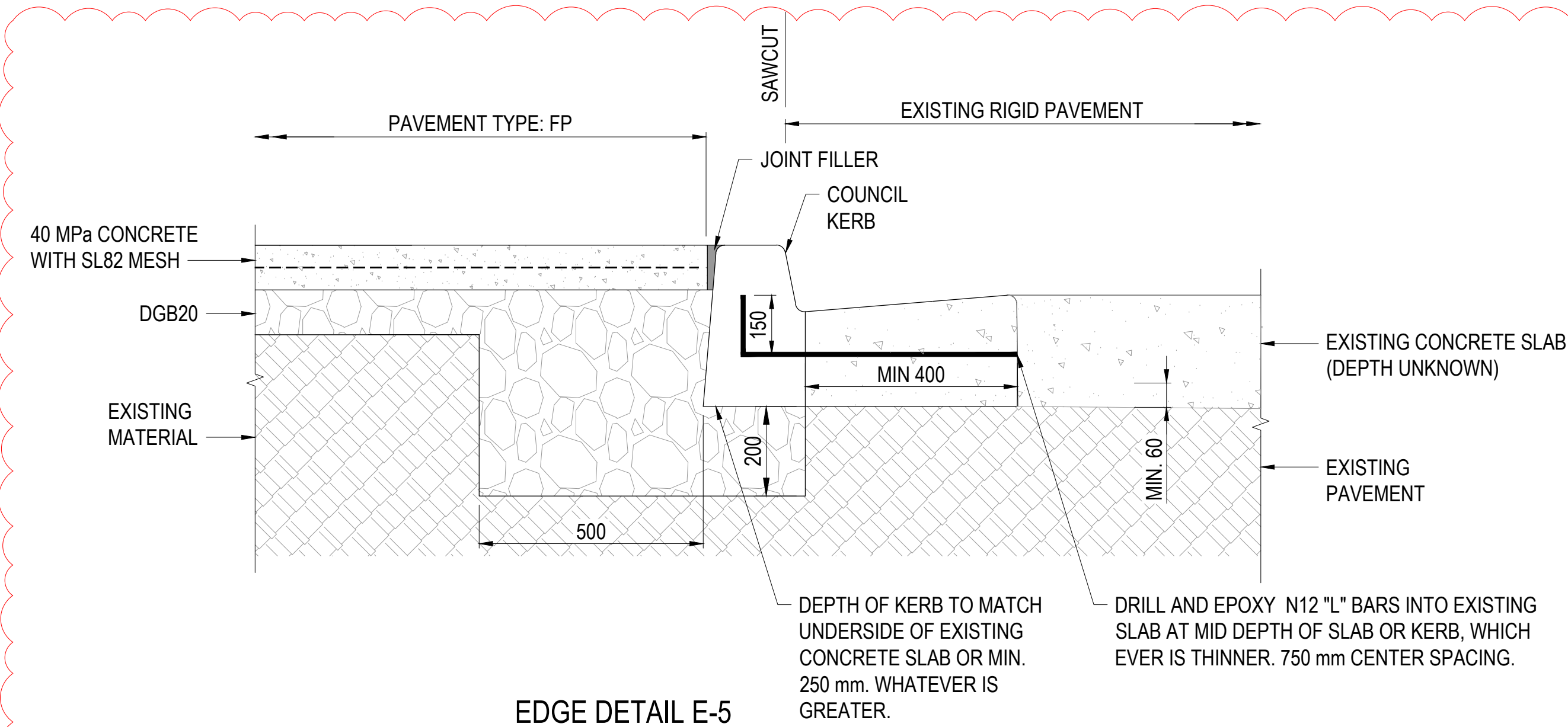
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NOTE TO BE REMOVED



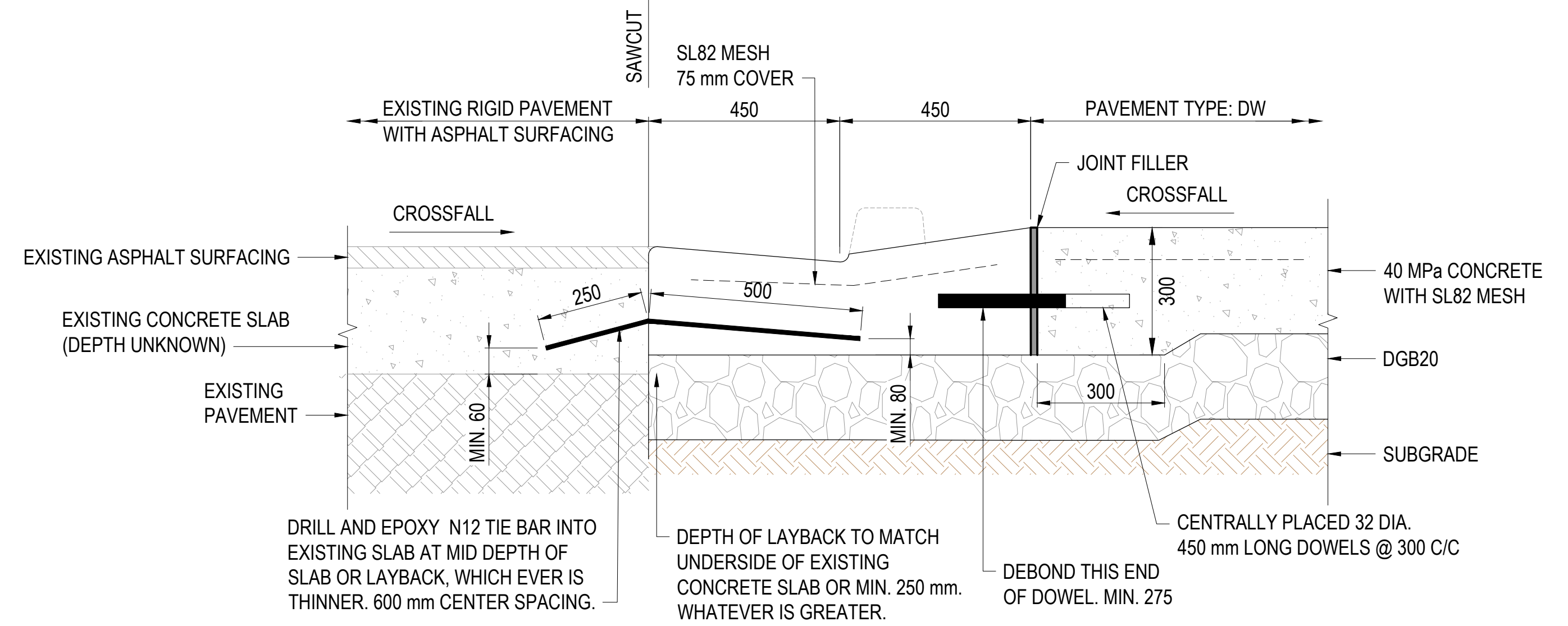
EDGE DETAIL E-1
PAVEMENT TYPE DW WITH EXISTING ASPHALT PAVEMENT
NTS



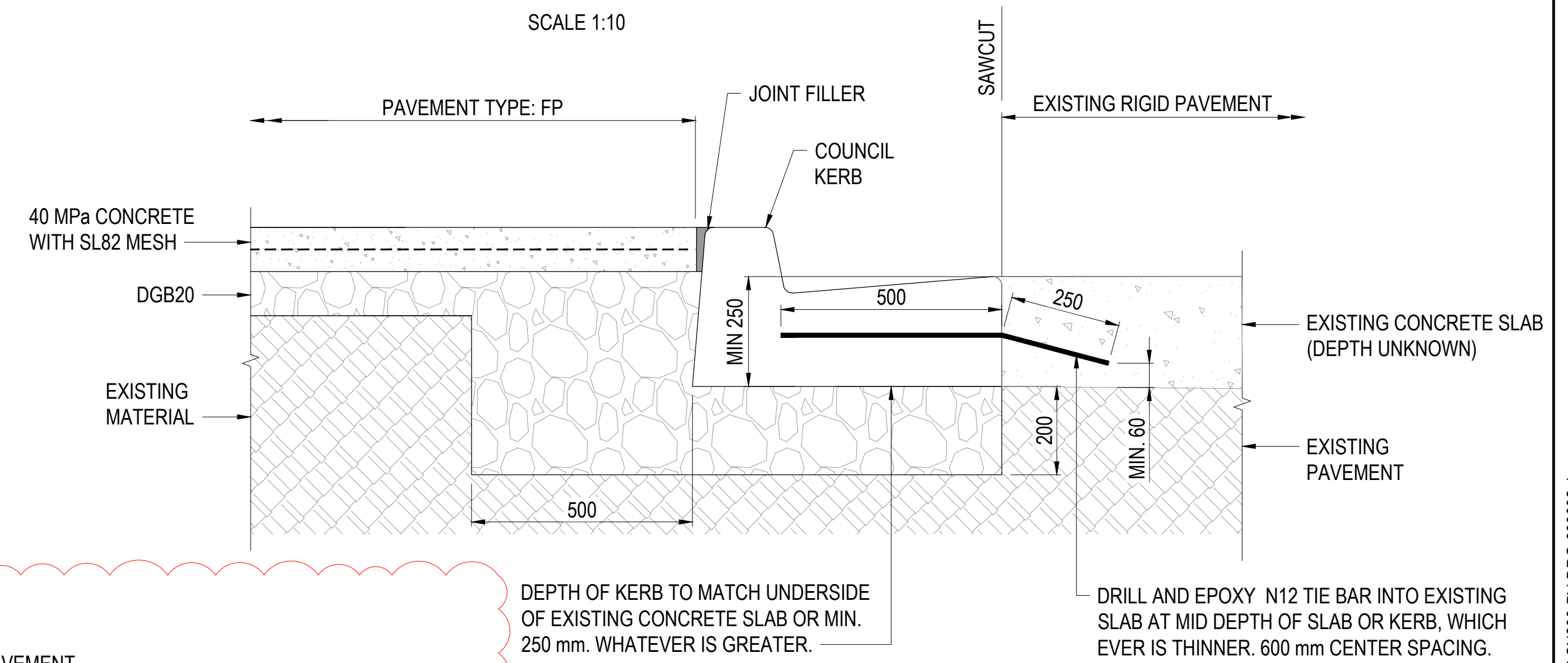
EDGE DETAIL E-3
EXISTING RIGID PAVEMENT AND PAVEMENT TYPE DW
SCALE 1:10



EDGE DETAIL E-5
PAVEMENT TYPE FP WITH COUNCIL KERB AND EXISTING RIGID PAVEMENT
(NO GUTTER)
NTS



EDGE DETAIL E-2
EXISTING RIGID PAVEMENT WITH ASPHALT SURFACING AND PAVEMENT TYPE DW
SCALE 1:10



EDGE DETAIL E-4
PAVEMENT TYPE FP WITH COUNCIL KERB AND EXISTING RIGID PAVEMENT
SCALE 1:10

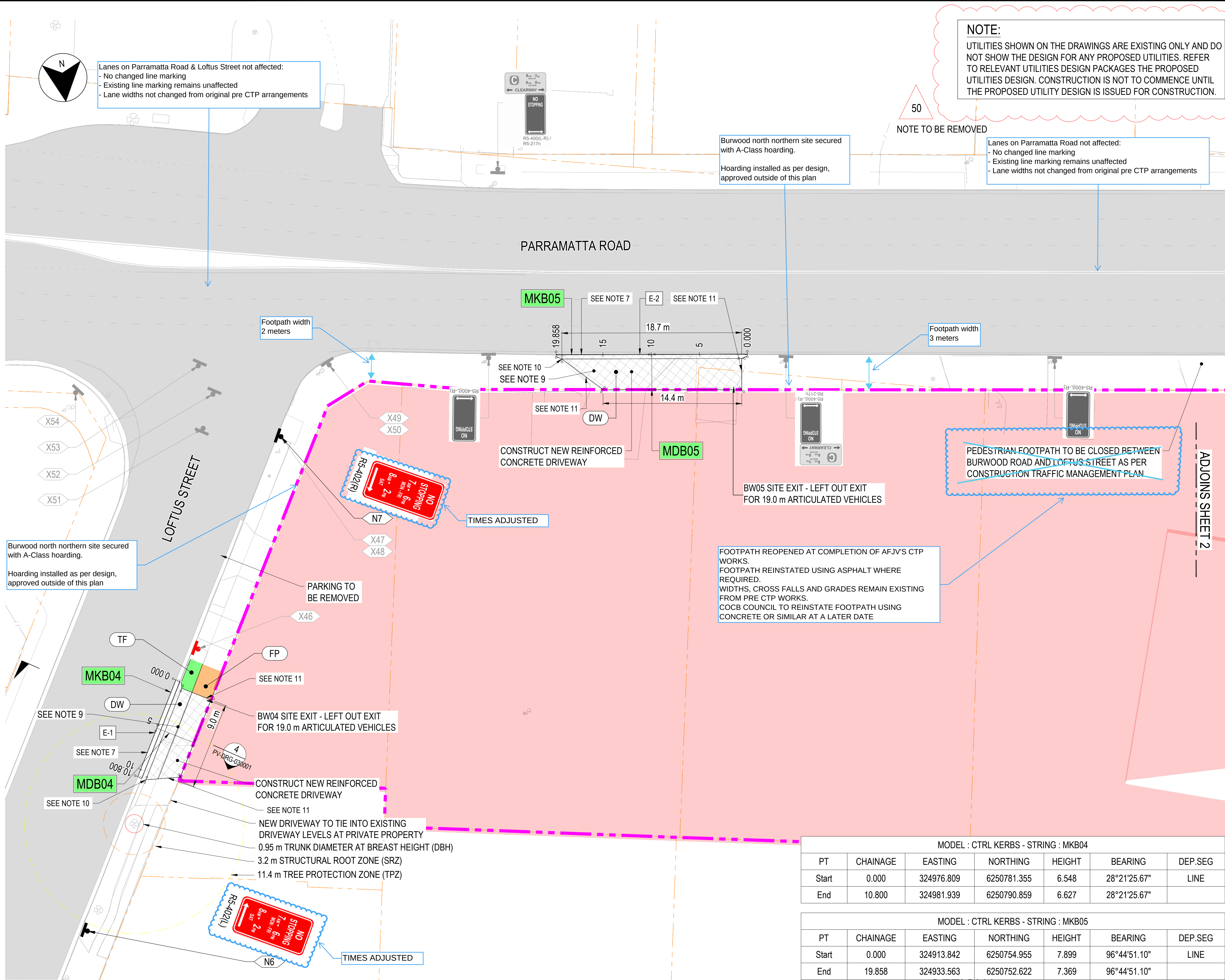
NOTES:

1. ALL DIMENSIONS SHOWN IN MILLIMETERS UNO.
2. REFER TO GENERAL ARRANGEMENT PLANS FOR LOCATION OF THE EDGE JOINTS.
3. REFER TO SN300-PV-DRG-030001 FOR PAVEMENT PROFILE DETAILS.
4. PAVEMENT EDGE DETAILS SUBJECT TO CHANGE DEPENDING ON LOCATION OF EXISTING UTILITIES. CONTRACTOR TO COORDINATE PAVEMENT DESIGNS WITH UTILITIES.

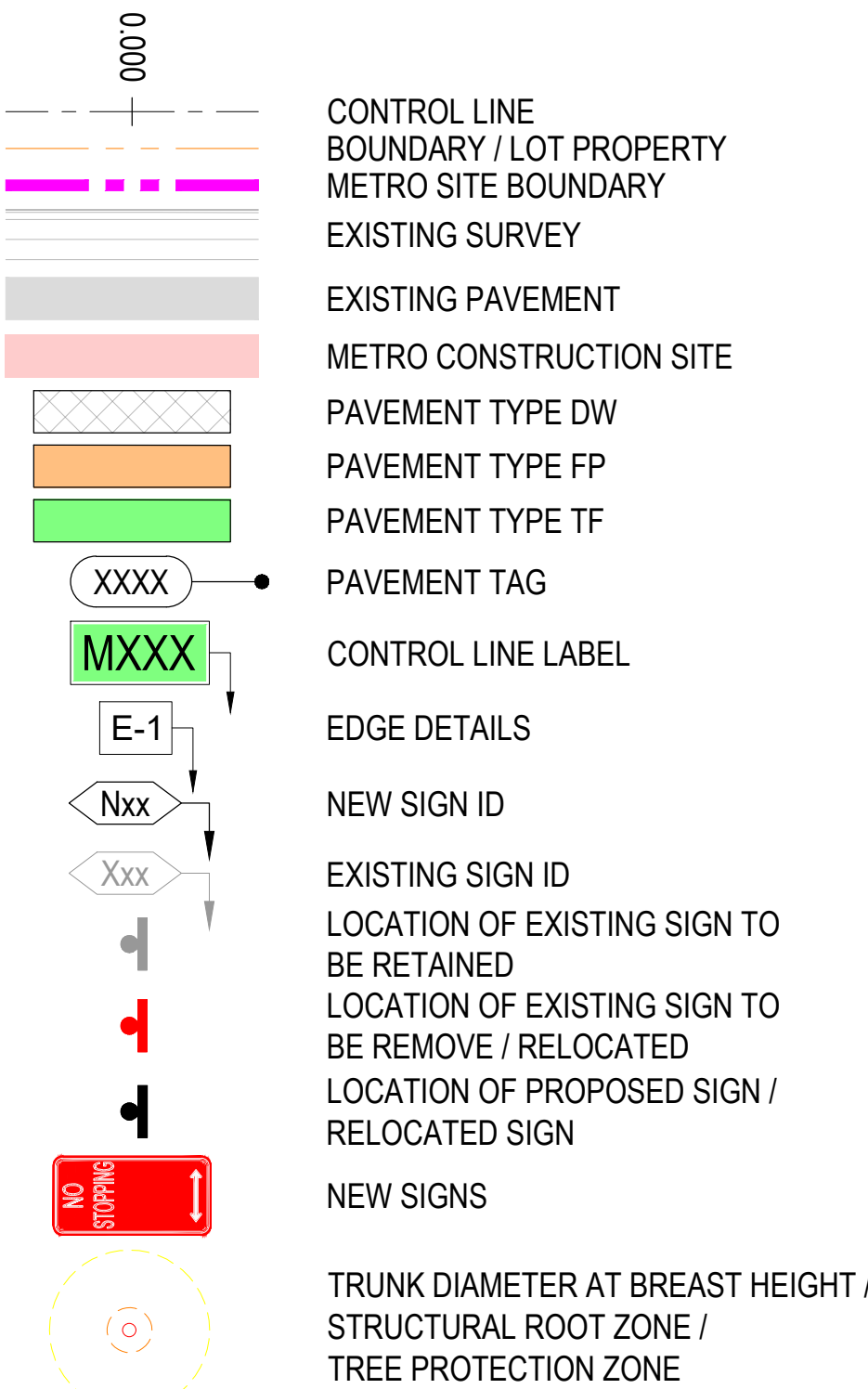
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RFI #0391
ADD NEW DETAIL E-5

OFFICIAL

RED LINE MARKUP



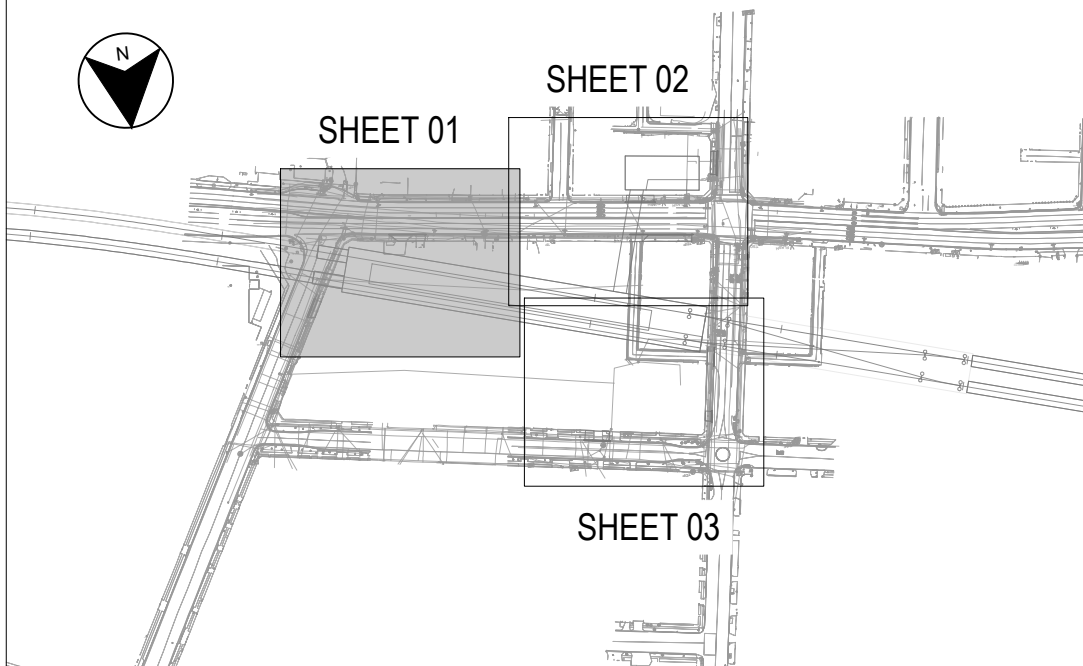
LEGEND



NOTES

1. ALL DIMENSIONS SHOWN IN METRES UNLESS NOTED OTHERWISE.
2. REFER TO SN300-CV-DRG-030004 FOR GENERAL NOTES.
3. REFER TO SN300-CV-DRG-030005 FOR LEGEND.
4. REFER TO SN300-PV-DRG-030001 FOR PAVEMENT PROFILE DETAILS.
5. REFER TO SN300-PV-DRG-030002 FOR EDGE DETAILS.
6. MINIMUM PAVING WIDTH SHALL BE 1.2 m TO ENABLE MACHINE COMPACTION.
7. SAWCUT ALONG LIP OF EXISTING GUTTER (FULL DEPTH) AND CAREFULLY REMOVE EXISTING KERB AND GUTTER WITHOUT DAMAGING EXISTING ADJACENT PAVEMENT. REINSTATE PAVEMENT TO MATCH EXISTING IF PAVEMENT IS DAMAGED DURING KERB AND GUTTER REMOVAL.
8. CONTRACTOR TO CONTACT DESIGNER IF EXISTING PAVEMENT ADJACENT TO DRIVEWAYS VARY WITH THE DESIGN.
9. SLAB WIDTHS LIMITED TO 4.3 m BY CONSTRUCTING LONGITUDINAL TIED AND SAWN JOINTS. REFER TO JOINT TYPE J1 ON SHEET 08 OF THE TNSW JRCP STANDARD DRAWINGS FOR JOINT DETAILS.
10. 2 x N20 1.5 m LONG BARS T&B PARALLEL TO EDGES WITH 60 mm COVER SEE DETAIL N ON SN300-PV-DRG-030001 FOR PAVEMENT PROFILE DETAILS.
11. APPROVED FULL DEPTH JOINT FILLER TO BE PLACED BETWEEN DRIVEWAY AND EXISTING FOOTPATH.
12. REFER TO SN300-FN-DRG-030001 TO SN300-FN-DRG-030004 NEW SIGN SCHEDULE.
13. TYPICAL SIGN MOUNTING
 - MOUNTING HEIGHT:
 - a) MINIMUM 2.0 m ABOVE FOOTPATH
 - b) 0.2 m ABOVE ROAD SURFACE
 - KERB OFFSET: 0.3 m FROM FACE OF KERB

KEYPLAN



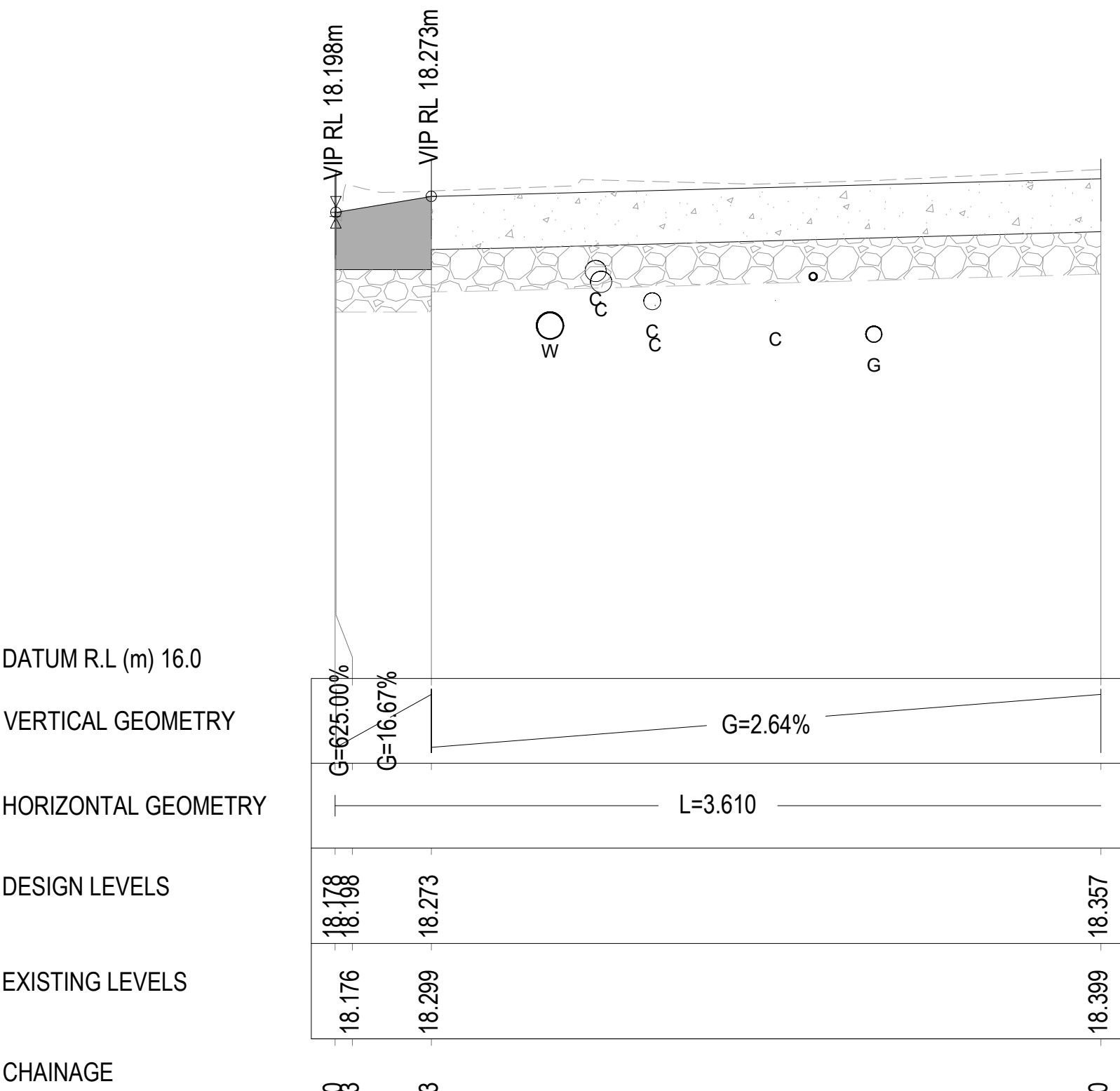
MODEL : CTRL KERBS - STRING : MKB04						
PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	DEP.SEG
Start	0.000	324976.809	6250781.355	6.548	28°21'25.67"	LINE
End	10.800	324981.939	6250790.859	6.627	28°21'25.67"	

MODEL : CTRL KERBS - STRING : MKB05						
PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	DEP.SEG
Start	0.000	324913.842	6250754.955	7.899	96°44'51.10"	LINE
End	19.858	324933.563	6250752.622	7.369	96°44'51.10"	

OFFICIAL

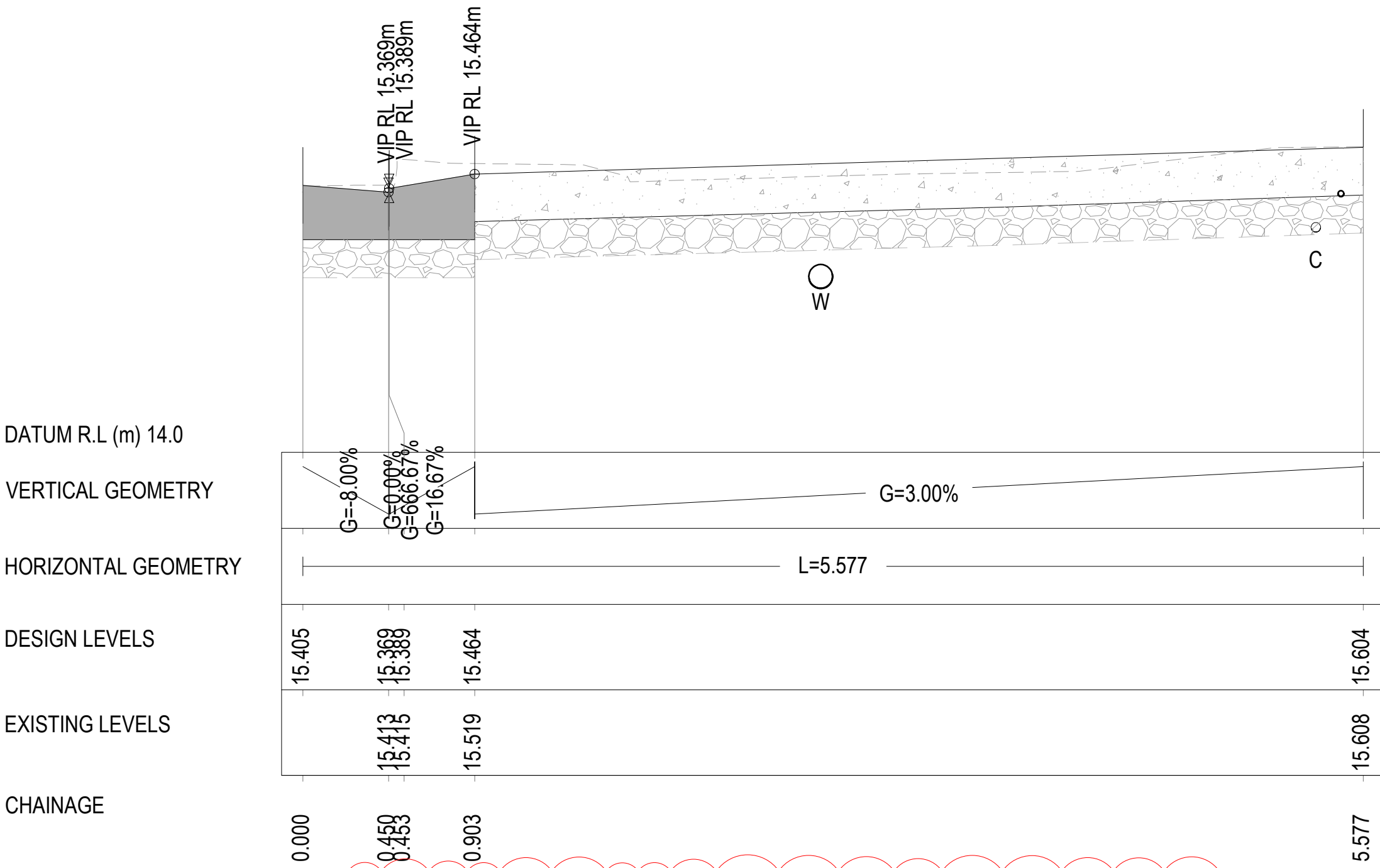
RED LINE MARKUP





LONGITUDINAL SECTION - MDB01 - BURWOOD NORTH GATE 01
A1 HORIZONTAL SCALE 1:25
A1 VERTICAL SCALE 1:25

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NCR #0194
SUBGRADE LEVEL AND FSL
NON CONFORMANCE



LONGITUDINAL SECTION - MDB03 - BURWOOD NORTH GATE 03
A1 HORIZONTAL SCALE 1:25
A1 VERTICAL SCALE 1:25

50
NCR #0187
SUBGRADE LEVEL AND FSL
NON CONFORMANCE

NOTE:
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50
NOTE TO BE REMOVED

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REMOVE UTILITIES FROM LEGEND
AND CROSS SECTIONS

LEGEND

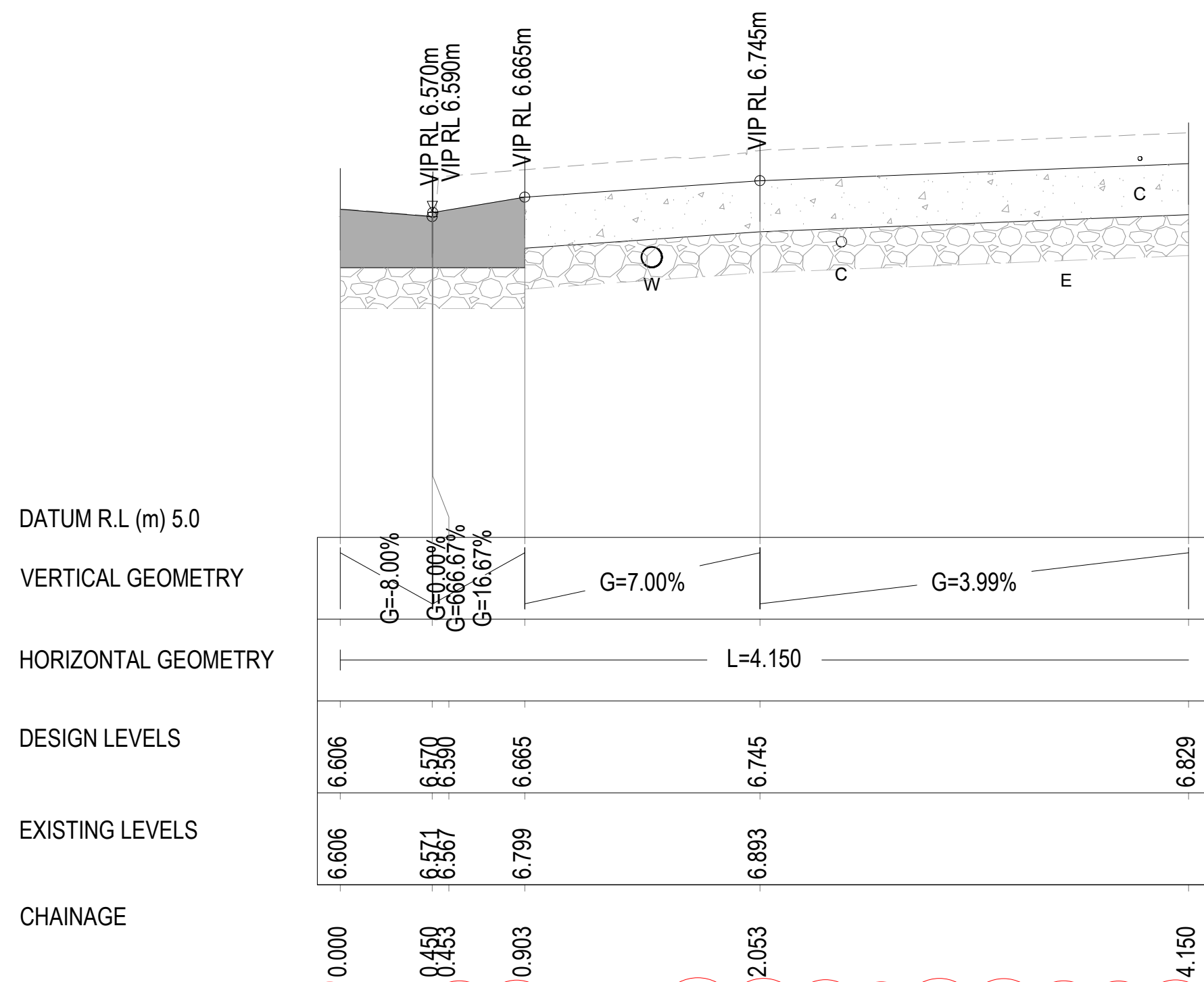
- DESIGN SURFACE LEVELS
- EXISTING SURFACE LEVELS
- UTILITY (COMMS)
- UTILITY (ELECTRICAL)
- UTILITY (GAS)
- UTILITY (SEWER)
- UTILITY (WATER)
- UTILITY (STORMWATER INVERT)

NOTE:

- FOR PAVEMENT PROFILES AND EDGE DETAILS, REFER TO SN300-PV-DRG-030001 AND SN300-PV-DRG-030002.

OFFICIAL

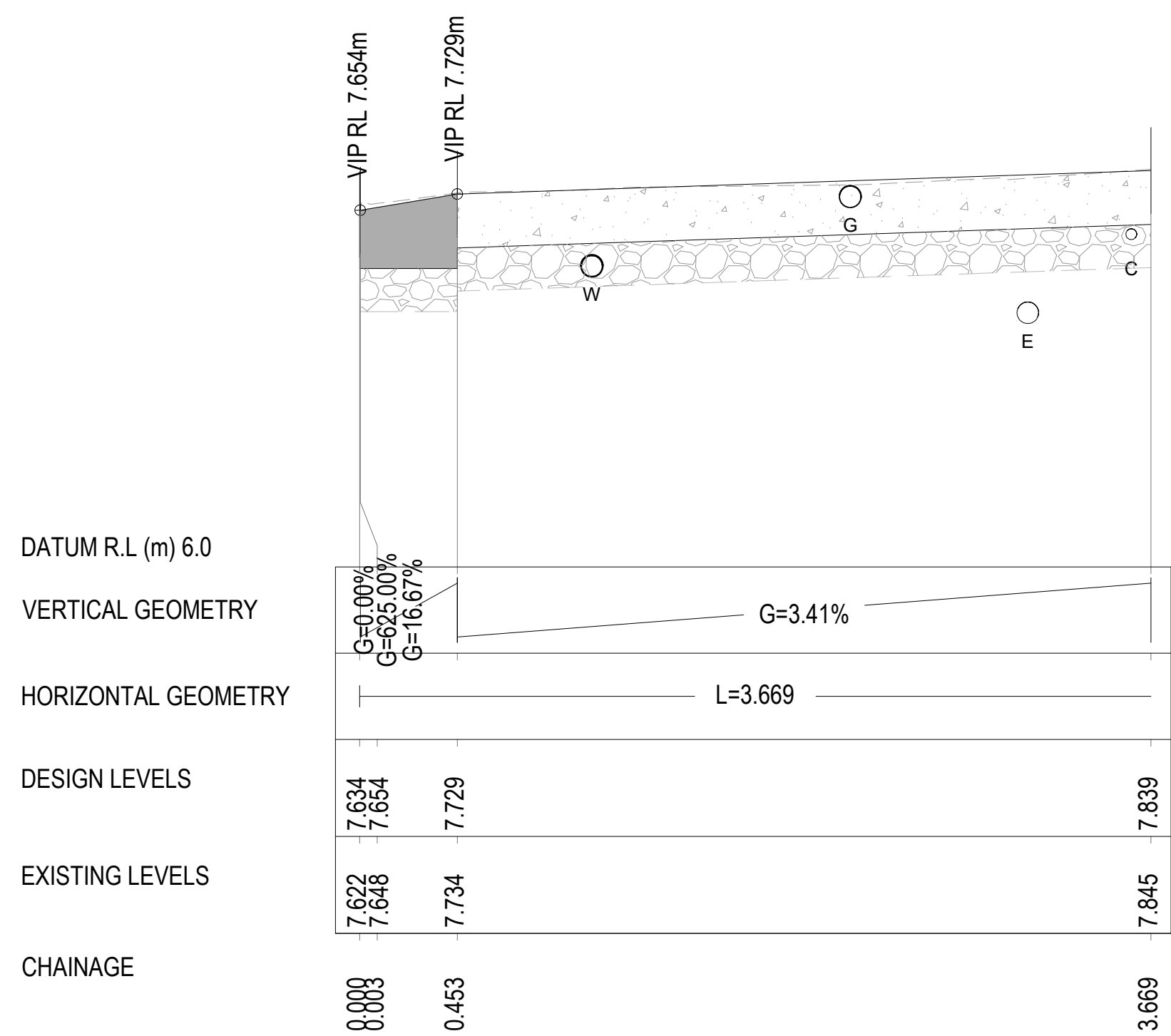
RED LINE MARKUP



LONGITUDINAL SECTION - MDB04 - BURWOOD NORTH GATE 04
A1 HORIZONTAL SCALE 1:25
A1 VERTICAL SCALE 1:25

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NCR #0250
SUBGRADE LEVEL AND FSL
NON CONFORMANCE



LONGITUDINAL SECTION - MDB05 - BURWOOD NORTH GATE 05
A1 HORIZONTAL SCALE 1:25
A1 VERTICAL SCALE 1:25

NOTE:

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NOTE TO BE REMOVED

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REMOVE UTILITIES FROM LEGEND
AND CROSS SECTIONS

LEGEND

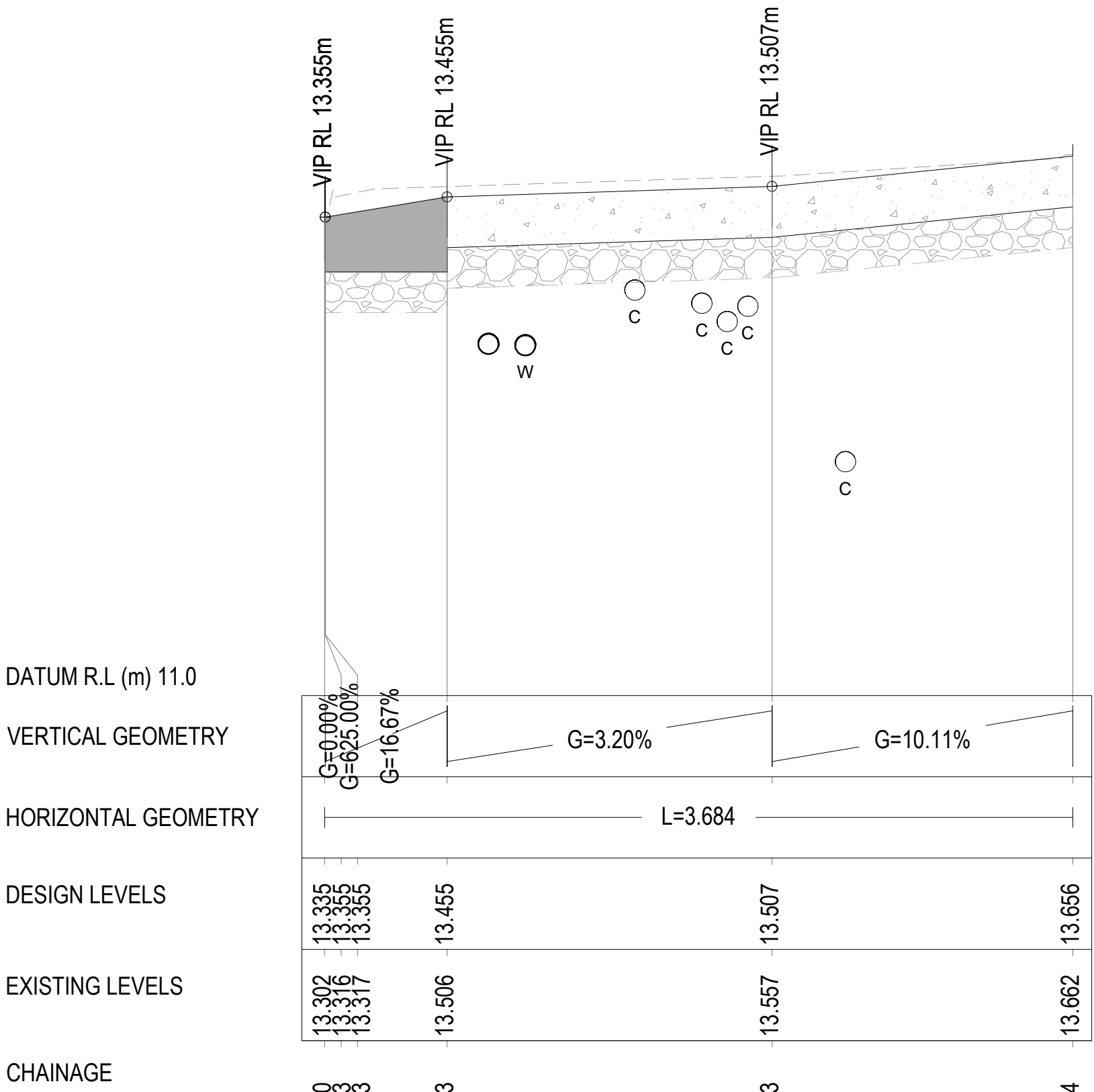
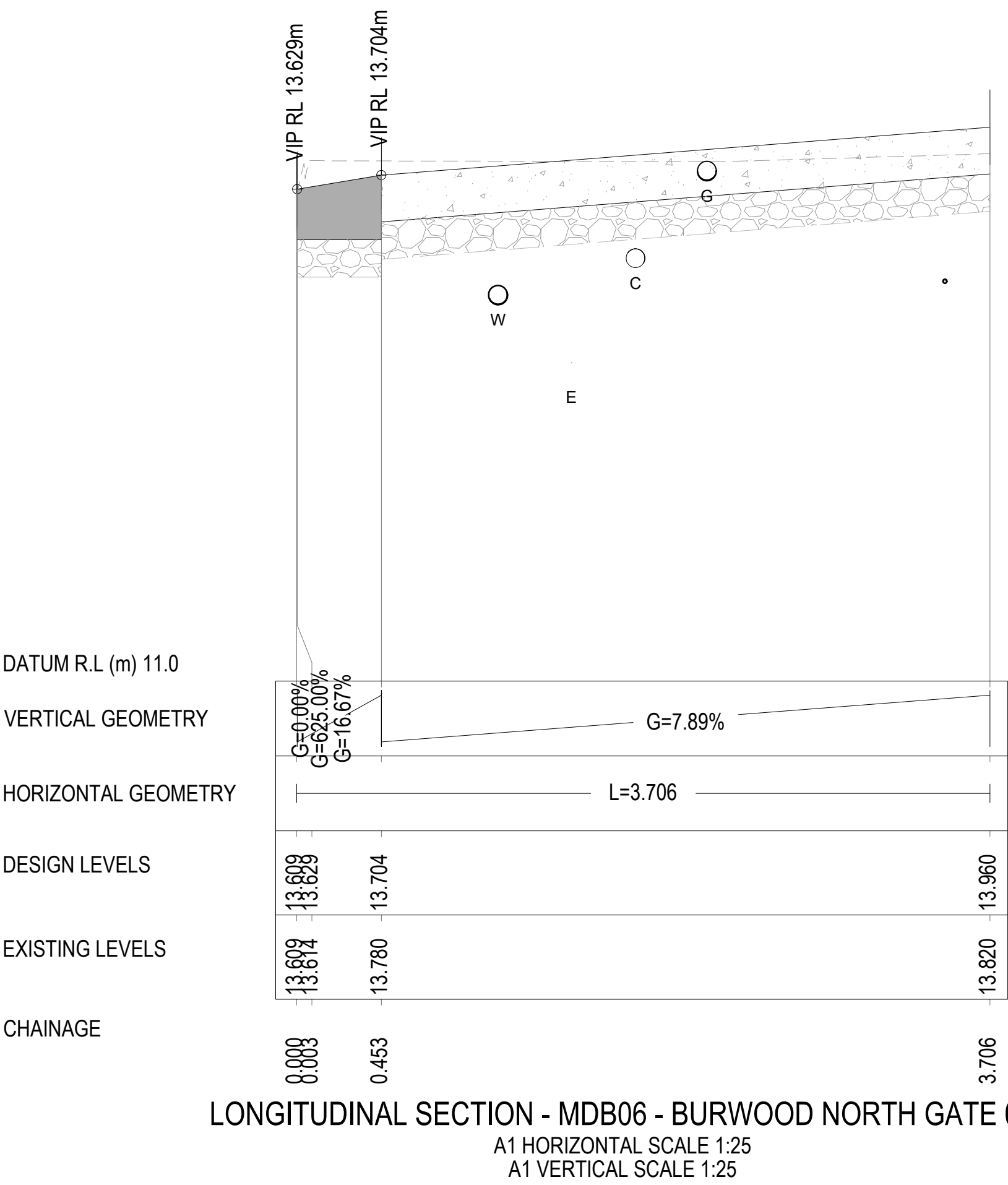
- DESIGN SURFACE LEVELS
- EXISTING SURFACE LEVELS
- UTILITY (COMMS)
- UTILITY (ELECTRICAL)
- UTILITY (GAS)
- UTILITY (SEWER)
- UTILITY (WATER)
- UTILITY (STORMWATER INVERT)

NOTE:

- FOR PAVEMENT PROFILES AND EDGE DETAILS, REFER TO SN300-PV-DRG-030001 AND SN300-PV-DRG-030002.

OFFICIAL

RED LINE MARKUP



NOTE:
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50
NOTE TO BE REMOVED

REMOVE UTILITIES FROM LEGEND AND CROSS SECTIONS

LEGEND

- DESIGN SURFACE LEVELS
- EXISTING SURFACE LEVELS
- UTILITY (COMMS)
- UTILITY (ELECTRICAL)
- UTILITY (GAS)
- UTILITY (SEWER)
- UTILITY (WATER)
- UTILITY (STORMWATER INVERT)

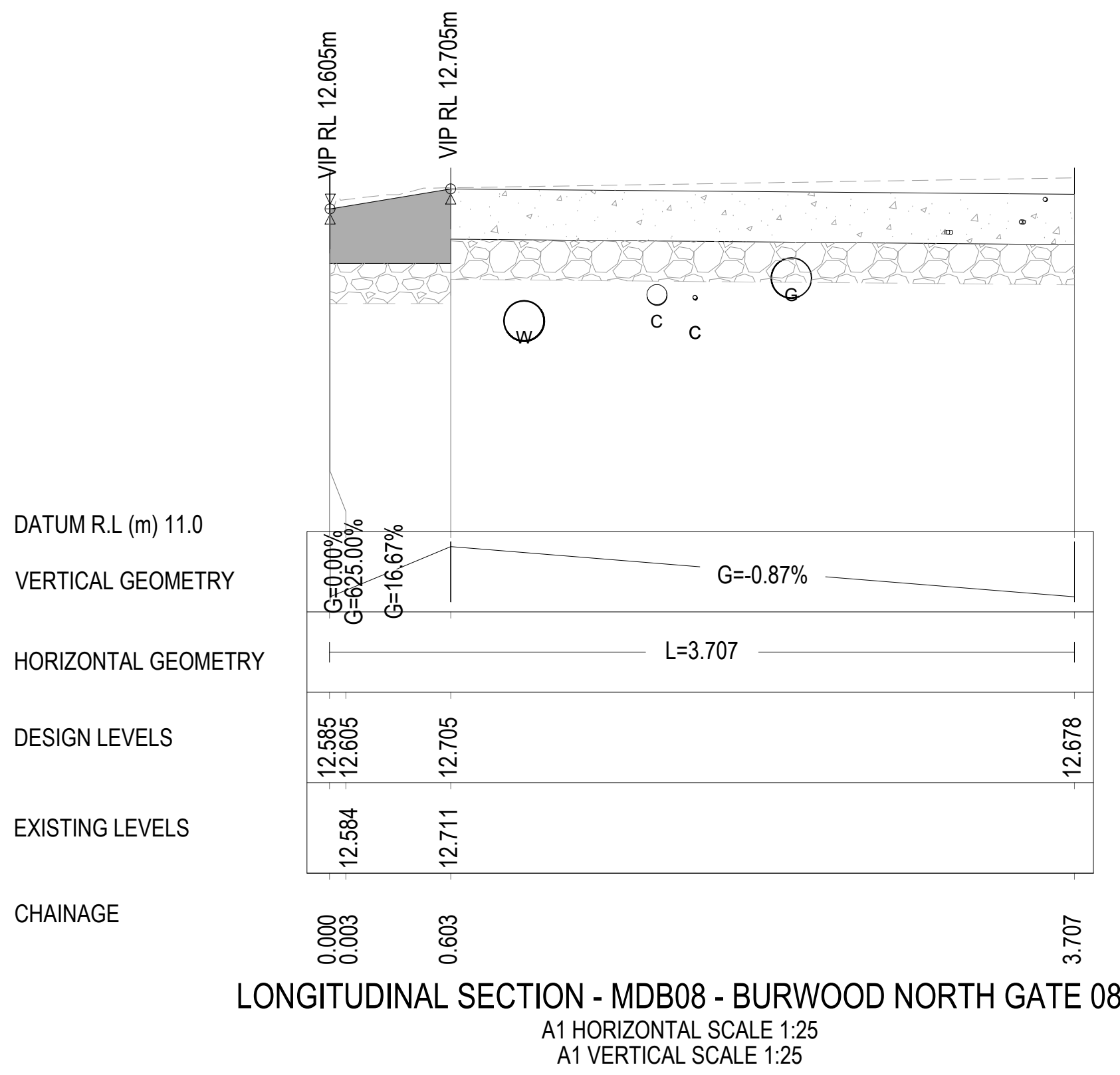
NOTE:

- FOR PAVEMENT PROFILES AND EDGE DETAILS, REFER TO SN300-PV-DRG-030001 AND SN300-PV-DRG-030002.

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NCR #0362
SUBGRADE LEVEL AND FSL
NON CONFORMANCE

OFFICIAL

RED LINE MARKUP



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50
NOTE TO BE REMOVED

REMOVE UTILITIES FROM LEGEND AND CROSS SECTIONS

50

LEGEND

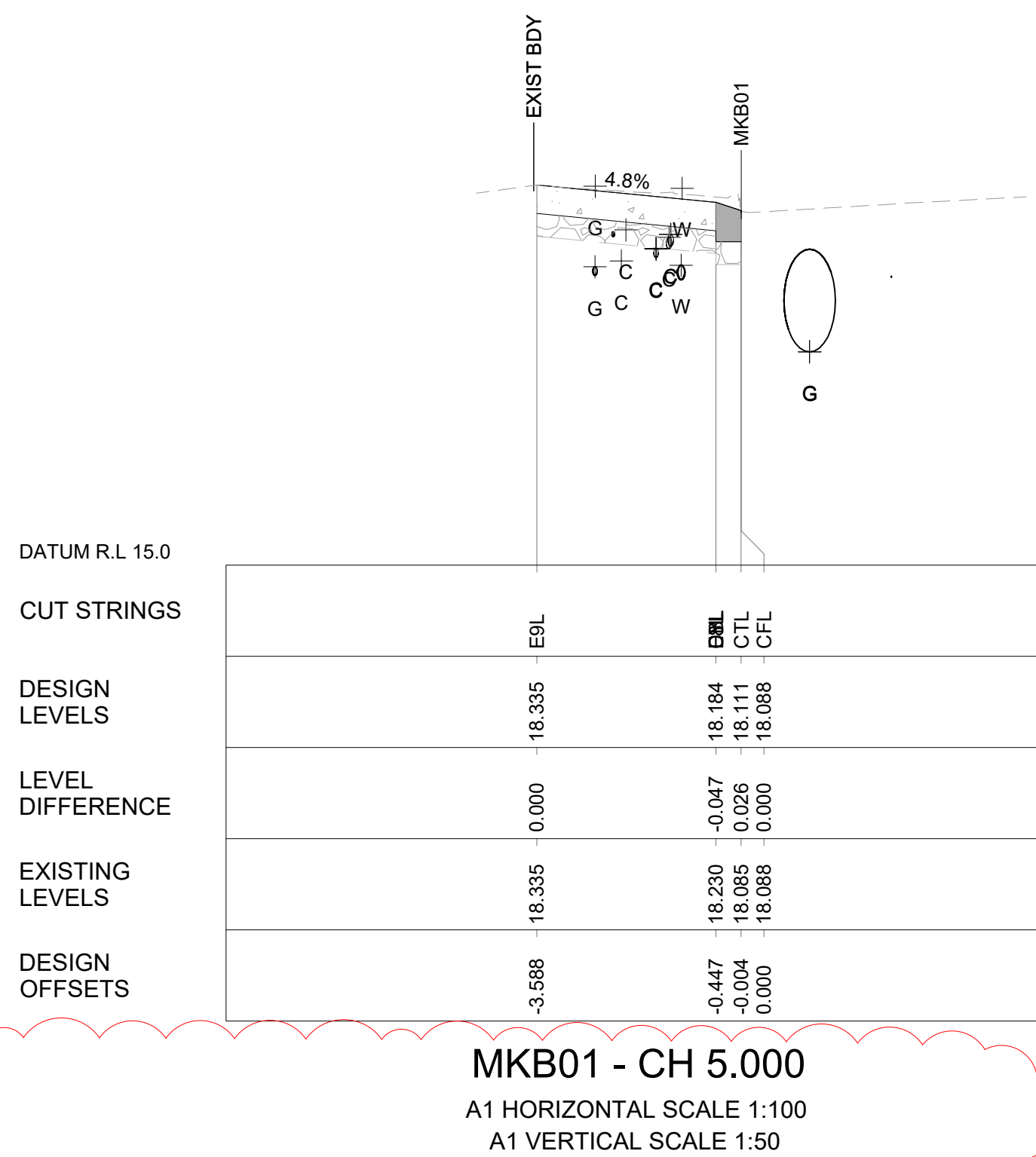
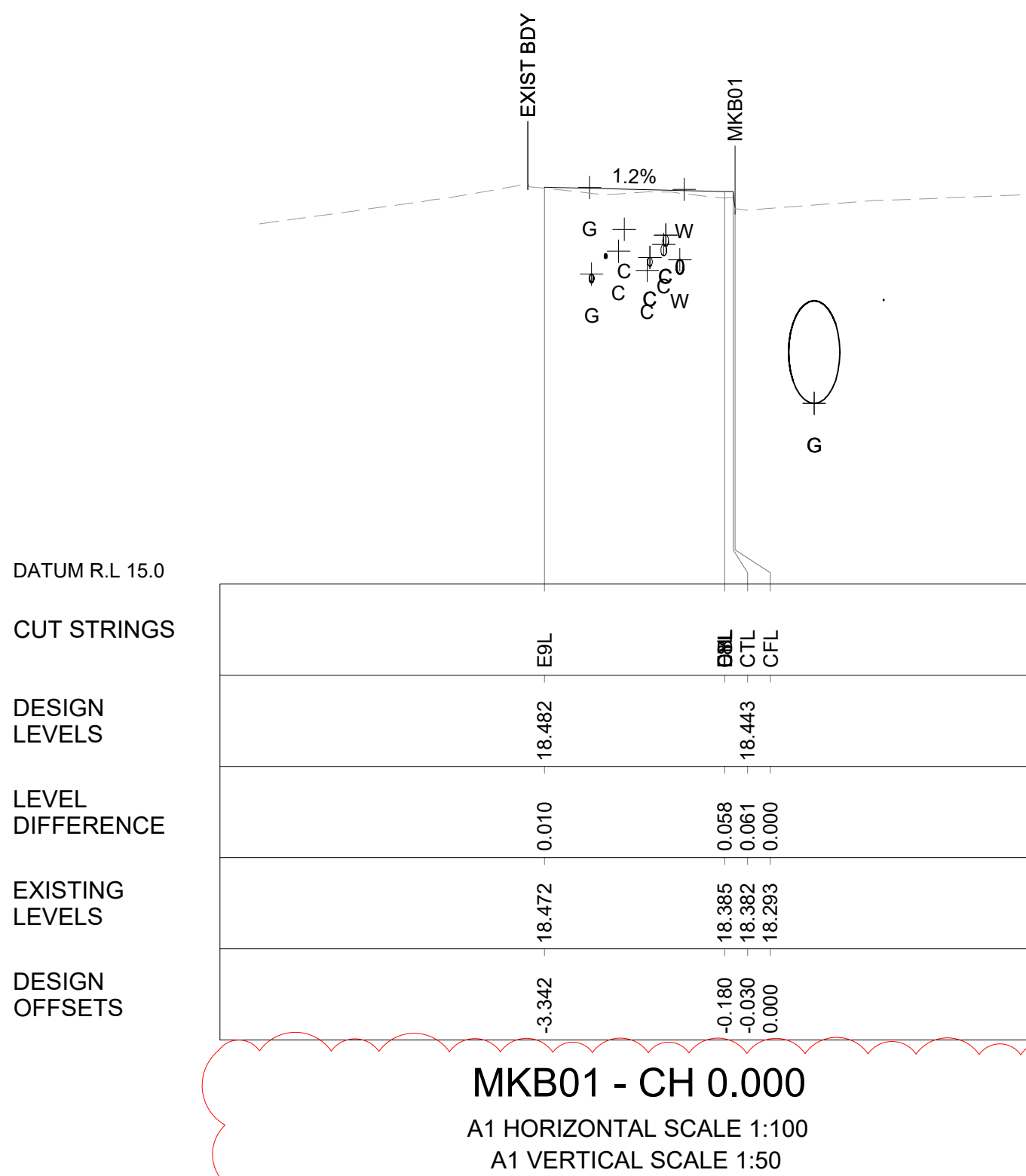
———— DESIGN SURFACE LEVELS
----- EXISTING SURFACE LEVELS

EXISTING

- C UTILITY (COMMS)
- E UTILITY (ELECTRICAL)
- G UTILITY (GAS)
- S UTILITY (SEWER)
- W UTILITY (WATER)
- D UTILITY (STORMWATER INVERT)

NOTE:

- FOR PAVEMENT PROFILES AND EDGE DETAILS, REFER TO SN300-PV-DRG-030001 AND SN300-PV-DRG-030002.



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NCR #0194
SUBGRADE LEVEL AND FSL
NON CONFORMANCE

50
NOTE TO BE REMOVED

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REMOVE UTILITIES FROM LEGEND
AND CROSS SECTIONS

NOTE:
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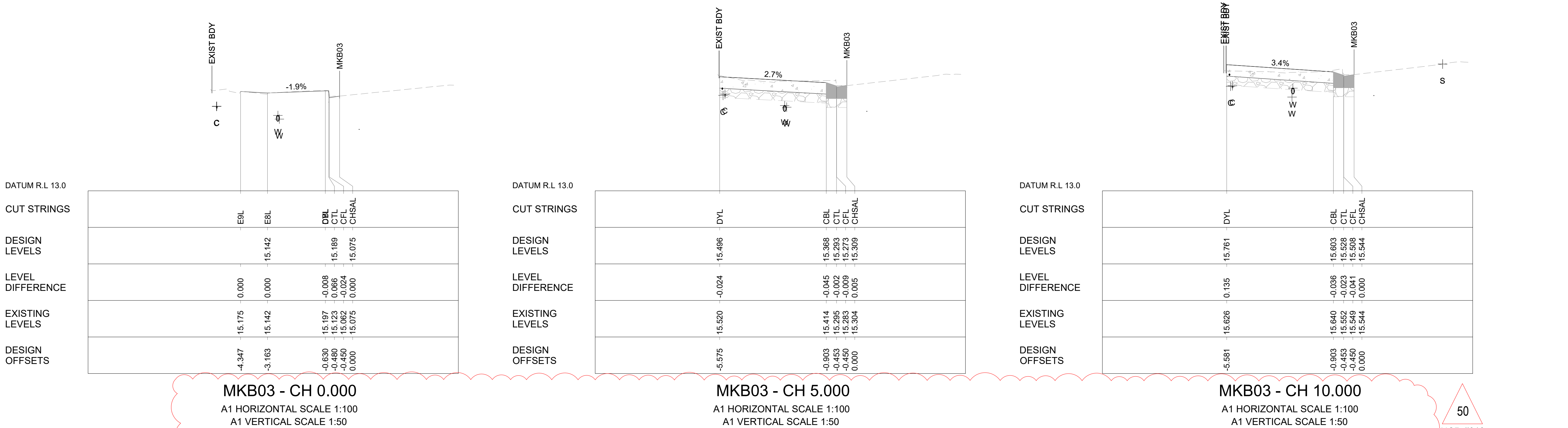
LEGEND

- DESIGN SURFACE LEVELS
- EXISTING SURFACE LEVELS
- UTILITY (COMMS)
- UTILITY (ELECTRICAL)
- UTILITY (GAS)
- UTILITY (SEWER)
- UTILITY (WATER)
- UTILITY (STORMWATER INVERT)

NOTE:
1. FOR PAVEMENT PROFILES AND EDGE DETAILS, REFER TO SN300-PV-DRG-030001 AND SN300-PV-DRG-030002.

OFFICIAL

RED LINE MARKUP



NOTE:
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50
NOTE TO BE REMOVED

REMOVE UTILITIES FROM LEGEND AND CROSS SECTIONS

LEGEND

- DESIGN SURFACE LEVELS
- EXISTING SURFACE LEVELS
- UTILITY (COMMS)
- UTILITY (ELECTRICAL)
- UTILITY (GAS)
- UTILITY (SEWER)
- UTILITY (WATER)
- UTILITY (STORMWATER INVERT)

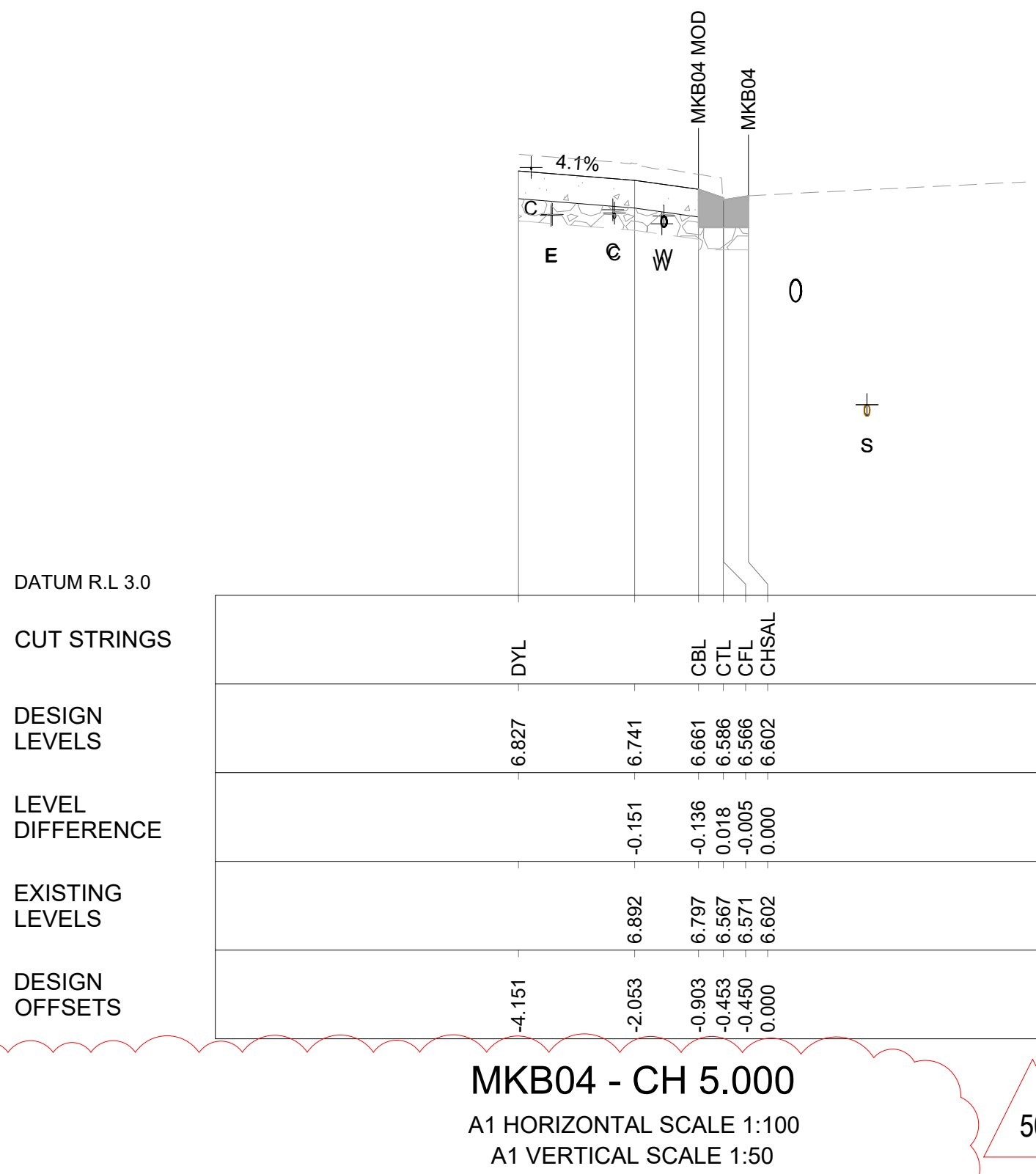
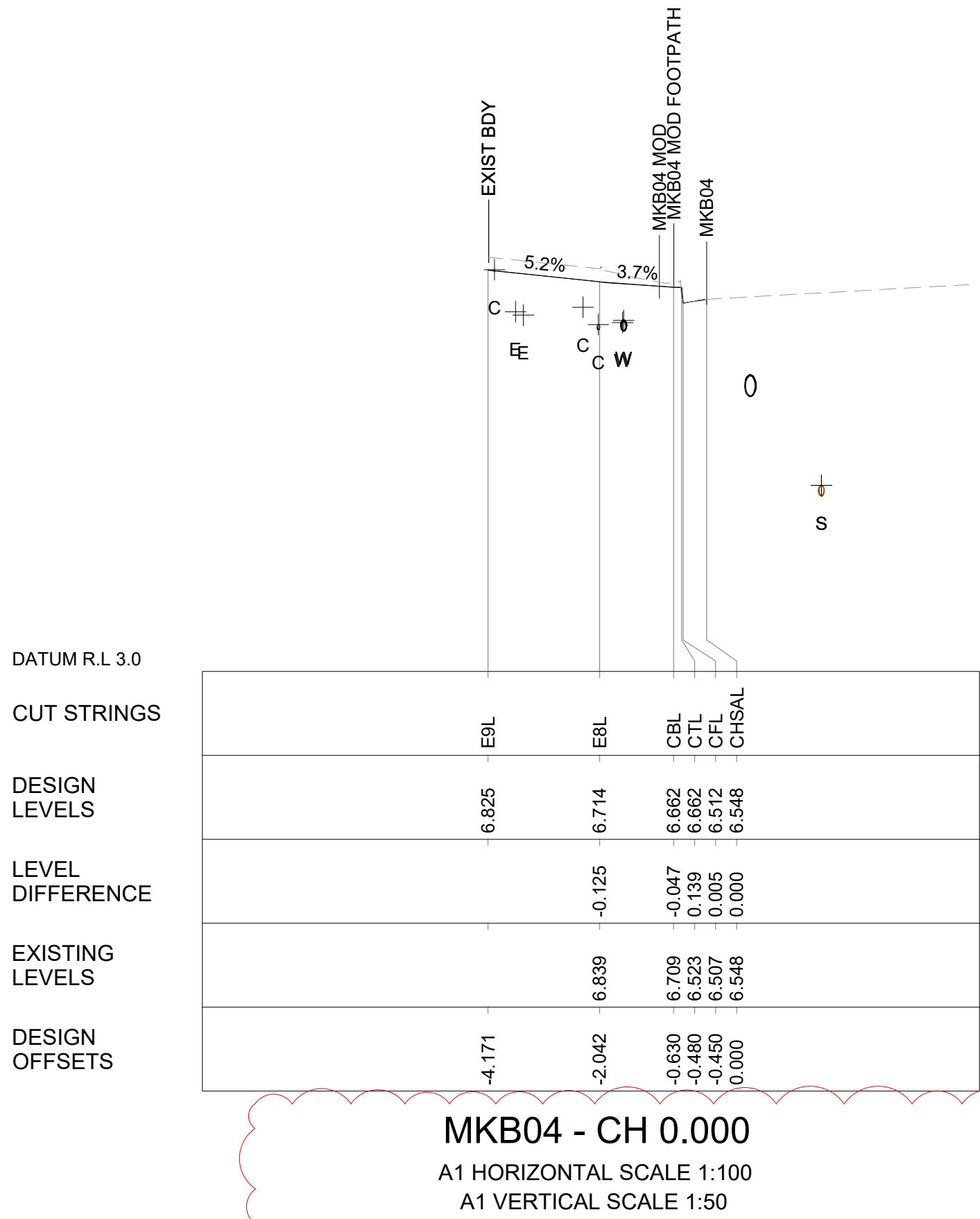
NOTE:

- FOR PAVEMENT PROFILES AND EDGE DETAILS, REFER TO SN300-PV-DRG-030001 AND SN300-PV-DRG-030002.

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NCR #0187
SUBGRADE LEVEL AND FSL
NON CONFORMANCE

OFFICIAL

RED LINE MARKUP



50

NCR #0250
SUBGRADE LEVEL AND FSL
NON CONFORMANCE

OFFICIAL

NOTE:

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NOTE TO BE REMOVED

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REMOVE UTILITIES FROM LEGEND
AND CROSS SECTIONS

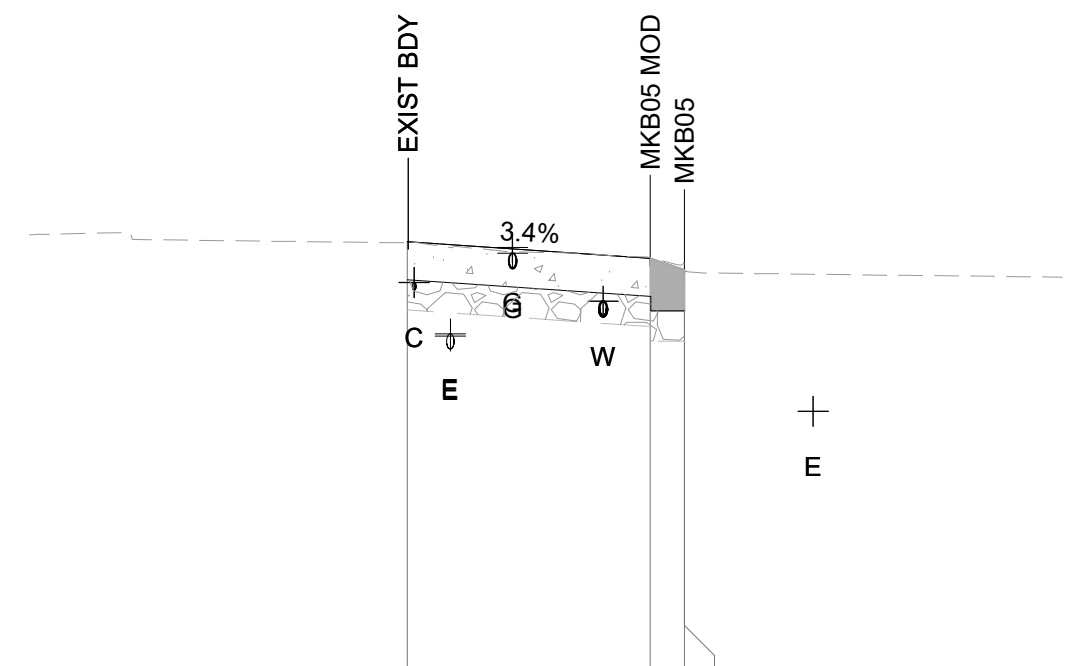
LEGEND

- DESIGN SURFACE LEVELS
- EXISTING SURFACE LEVELS
- UTILITY (COMMS)
- UTILITY (ELECTRICAL)
- UTILITY (GAS)
- UTILITY (SEWER)
- UTILITY (WATER)
- UTILITY (STORMWATER INVERT)

NOTE:

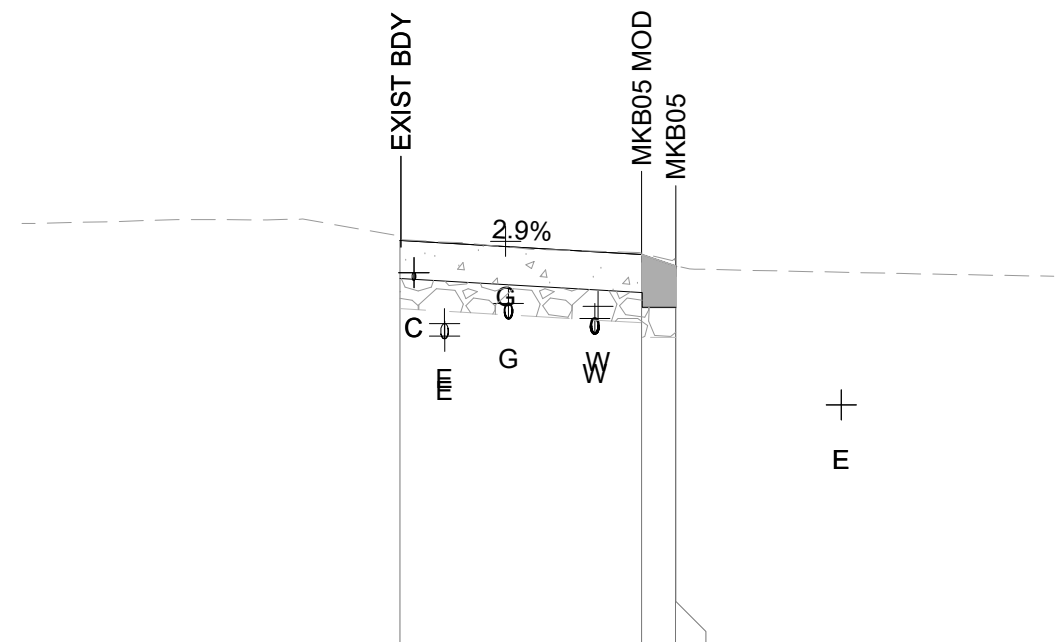
- FOR PAVEMENT PROFILES AND EDGE DETAILS, REFER TO SN300-PV-DRG-030001 AND SN300-PV-DRG-030002.

RED LINE MARKUP



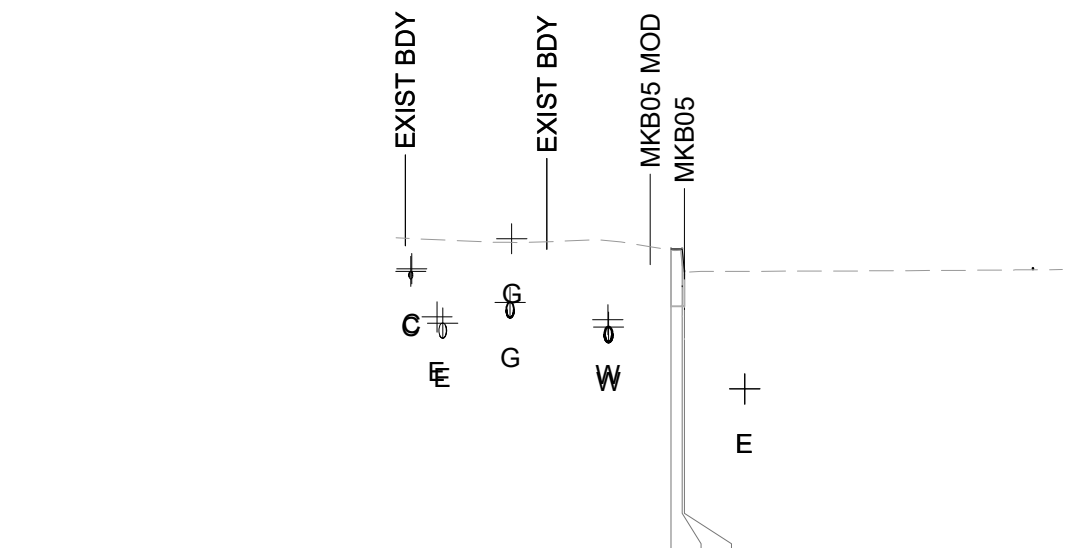
DATUM R.L 5.0		
CUT STRINGS	DYL	CBL
DESIGN LEVELS	7.837	7.727
LEVEL DIFFERENCE	-0.004	-0.005
EXISTING LEVELS	7.841	7.732
DESIGN OFFSETS	-3.668	-0.453

MKB05 - CH 10.000
A1 HORIZONTAL SCALE 1:100
A1 VERTICAL SCALE 1:50



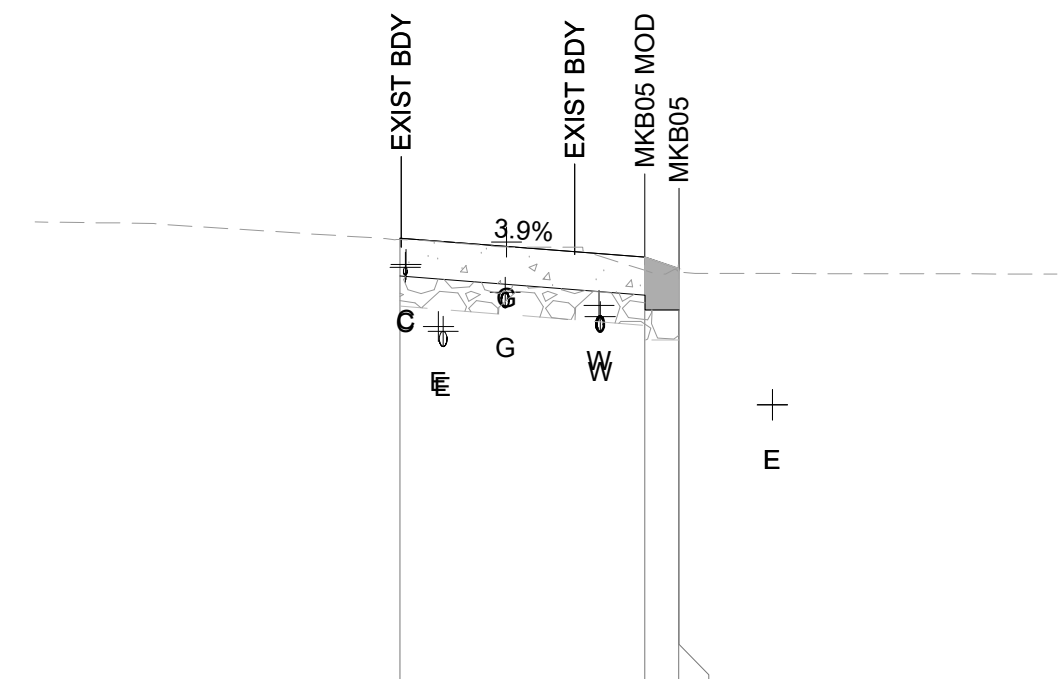
DATUM R.L 5.0		
CUT STRINGS	DYL	CBL
DESIGN LEVELS	7.686	7.594
LEVEL DIFFERENCE	-0.007	-0.009
EXISTING LEVELS	7.693	7.603
DESIGN OFFSETS	-3.648	-0.453

MKB05 - CH 15.000
A1 HORIZONTAL SCALE 1:100
A1 VERTICAL SCALE 1:50



DATUM R.L 6.0		
CUT STRINGS		DBL
DESIGN LEVELS		8.049
LEVEL DIFFERENCE		0.008
EXISTING LEVELS		8.041
DESIGN OFFSETS		-0.180

MKB05 - CH 0.000
A1 HORIZONTAL SCALE 1:100
A1 VERTICAL SCALE 1:50



DATUM R.L 5.0		
CUT STRINGS	DYL	CBL
DESIGN LEVELS	7.987	7.861
LEVEL DIFFERENCE	0.010	0.087
EXISTING LEVELS	7.977	7.774
DESIGN OFFSETS	-3.668	-0.453

MKB05 - CH 5.000
A1 HORIZONTAL SCALE 1:100
A1 VERTICAL SCALE 1:50

NOTE:

UTILITIES SHOWN ON THE DRAWINGS ARE EXISTING ONLY AND DO NOT SHOW THE DESIGN FOR ANY PROPOSED UTILITIES. REFER TO RELEVANT UTILITIES DESIGN PACKAGES THE PROPOSED UTILITIES DESIGN. CONSTRUCTION IS NOT TO COMMENCE UNTIL THE PROPOSED UTILITY DESIGN IS ISSUED FOR CONSTRUCTION.

50

NOTE TO BE REMOVED

LEGEND

- DESIGN SURFACE LEVELS
- EXISTING SURFACE LEVELS
- UTILITY (COMMS)
- UTILITY (ELECTRICAL)
- UTILITY (GAS)
- UTILITY (SEWER)
- UTILITY (WATER)
- UTILITY (STORMWATER INVERT)

NOTE:

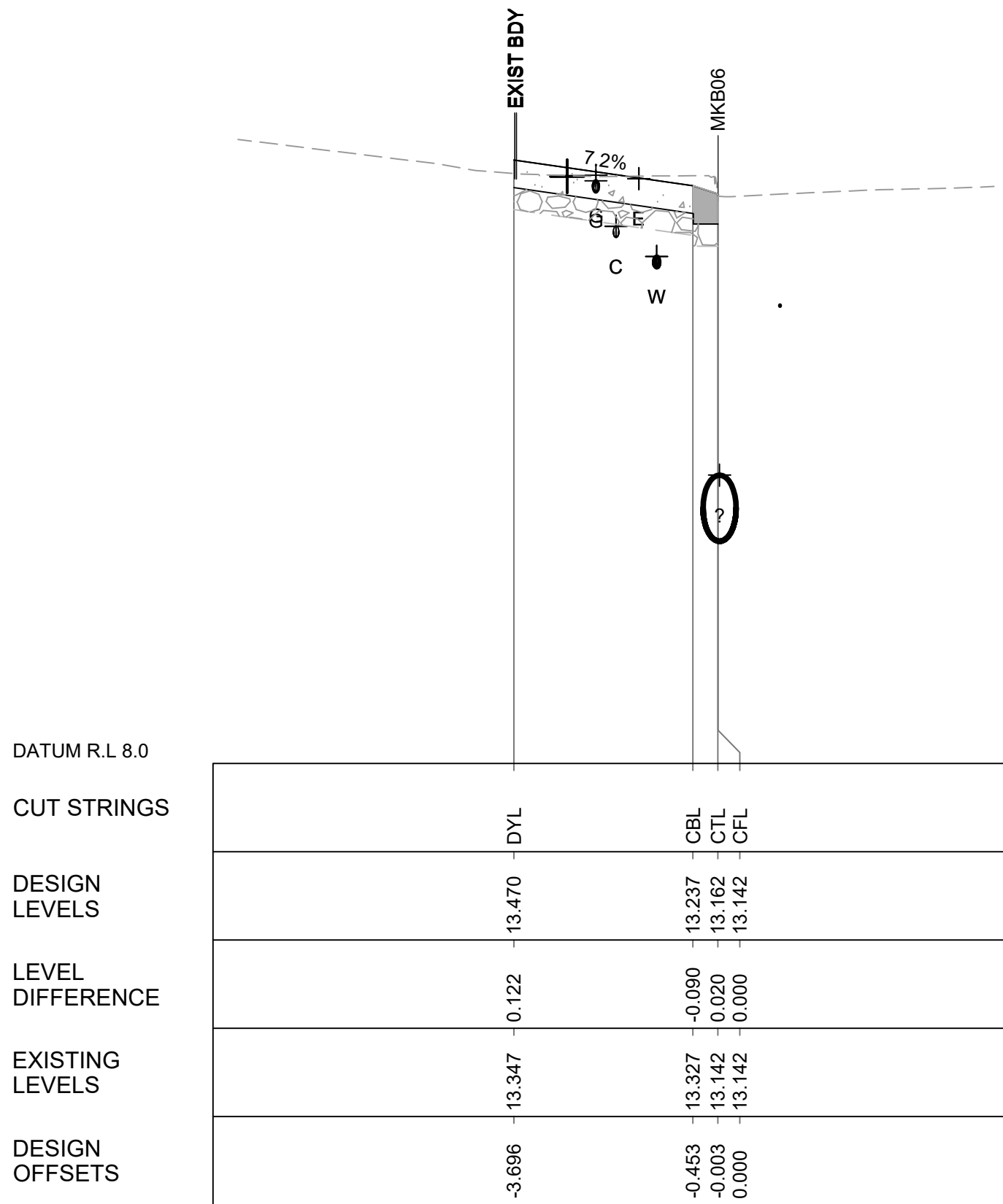
- FOR PAVEMENT PROFILES AND EDGE DETAILS, REFER TO SN300-PV-DRG-030001 AND SN300-PV-DRG-030002.

REMOVE UTILITIES FROM LEGEND AND CROSS SECTIONS

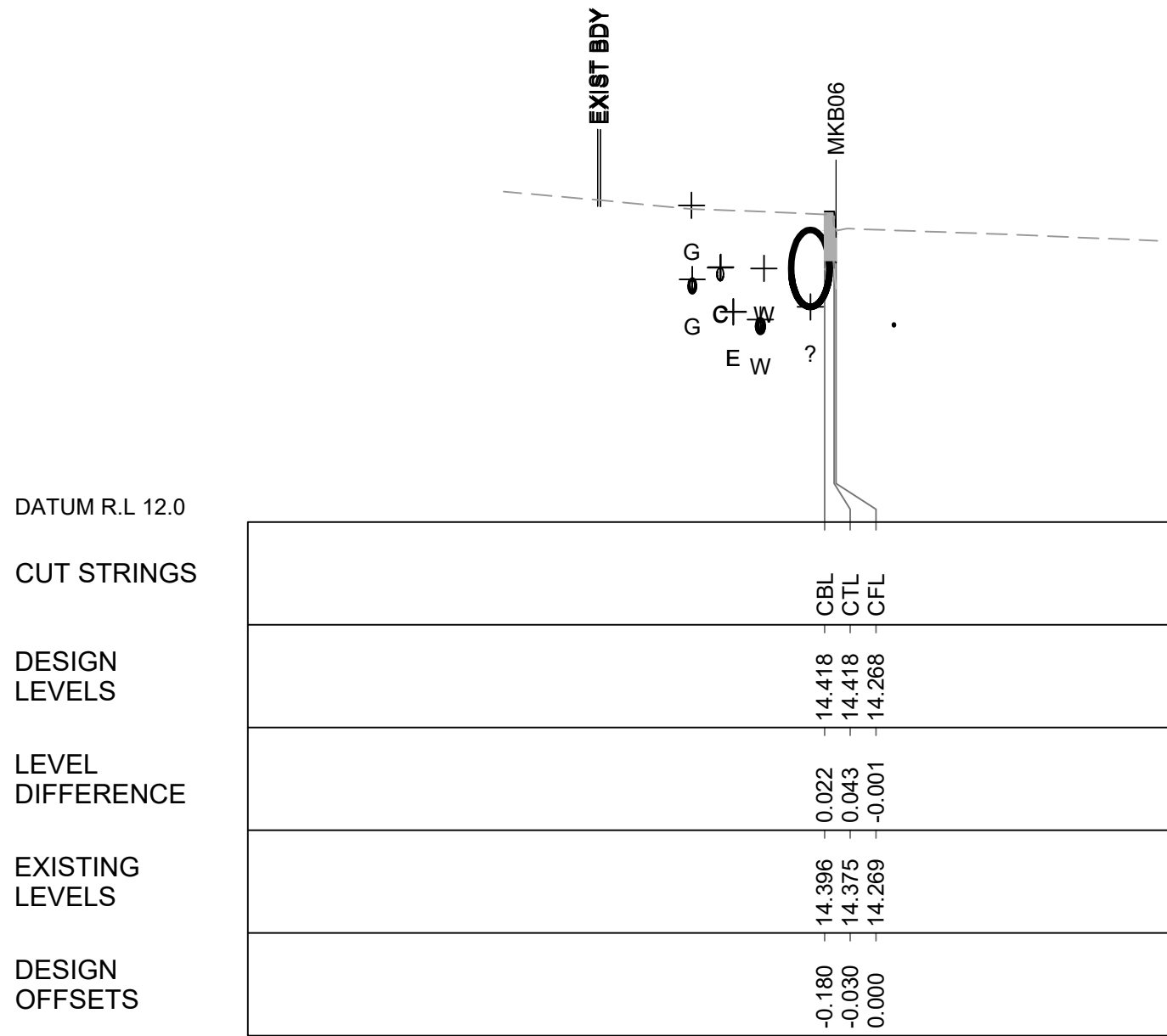
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OFFICIAL

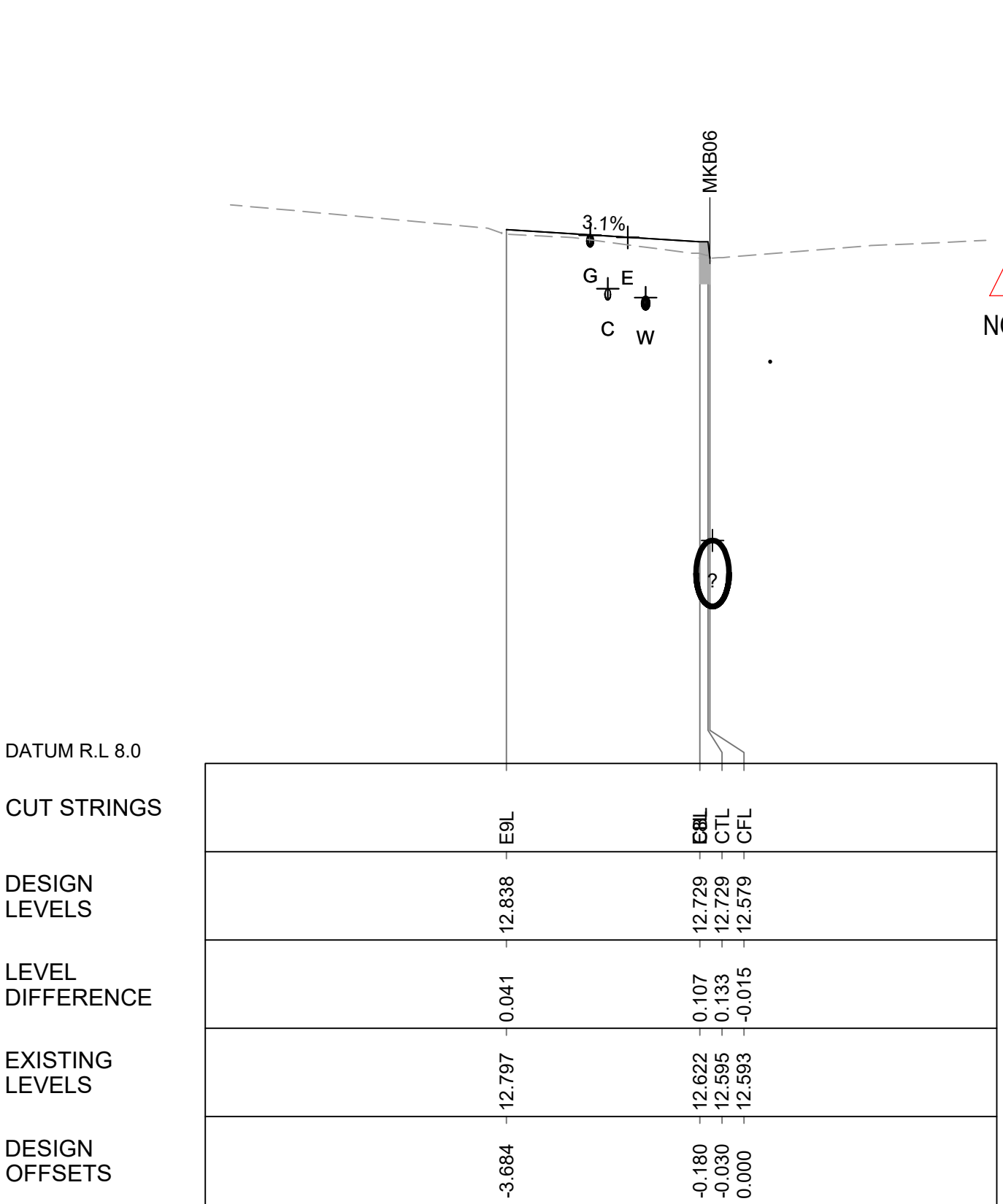
RED LINE MARKUP



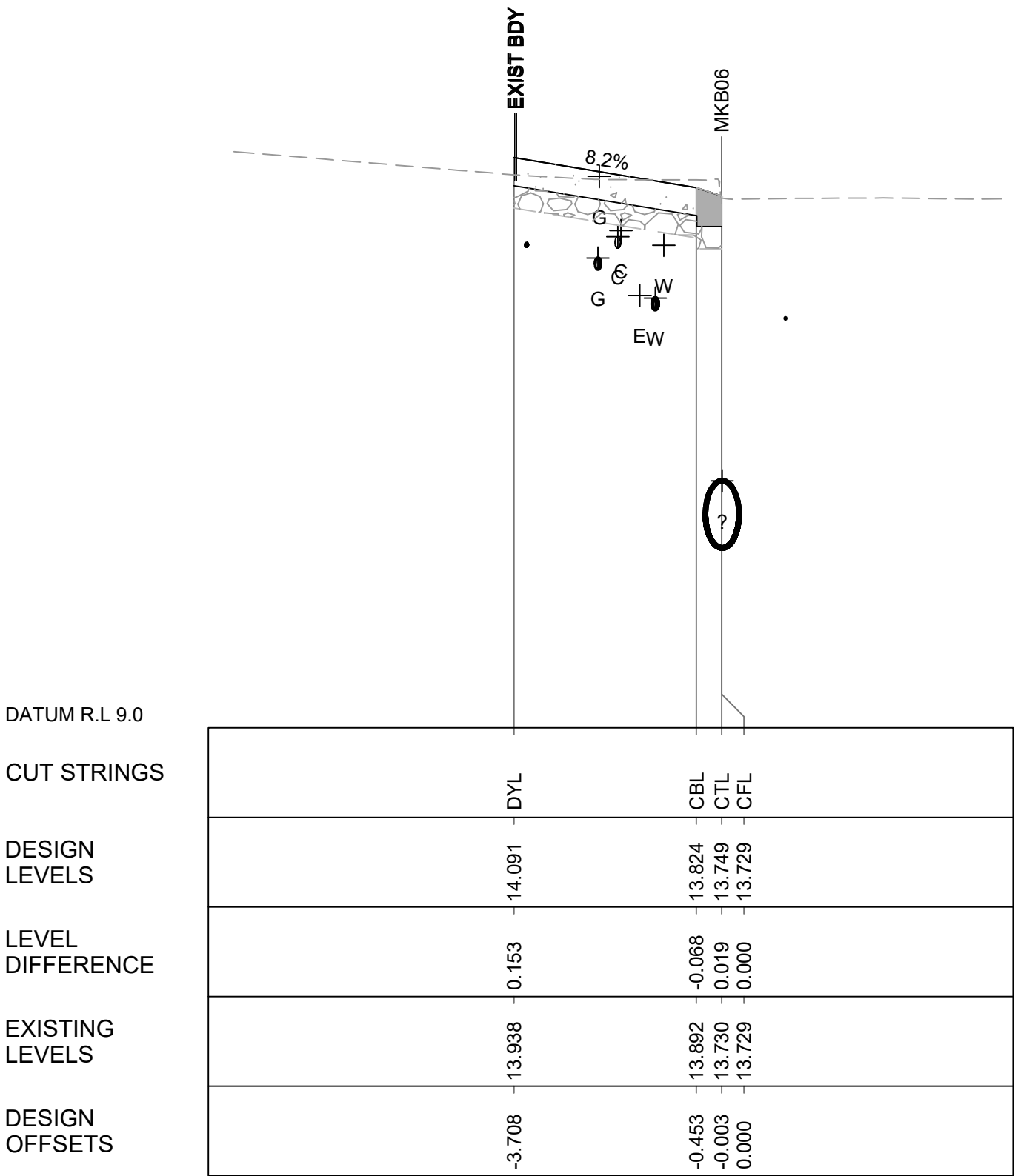
MKB06 - CH 20.000
A1 HORIZONTAL SCALE 1:100
A1 VERTICAL SCALE 1:50



MKB06 - CH 0.000
A1 HORIZONTAL SCALE 1:100
A1 VERTICAL SCALE 1:50



MKB06 - CH 30.000
A1 HORIZONTAL SCALE 1:100
A1 VERTICAL SCALE 1:50



MKB06 - CH 10.000
A1 HORIZONTAL SCALE 1:100
A1 VERTICAL SCALE 1:50

NOTE:
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50
NOTE TO BE REMOVED

50

REMOVE UTILITIES FROM LEGEND AND CROSS SECTIONS

LEGEND

- DESIGN SURFACE LEVELS
- EXISTING SURFACE LEVELS
- UTILITY (COMMS)
- UTILITY (ELECTRICAL)
- UTILITY (GAS)
- UTILITY (SEWER)
- UTILITY (WATER)
- UTILITY (STORMWATER INVERT)

NOTE:

- FOR PAVEMENT PROFILES AND EDGE DETAILS, REFER TO SN300-PV-DRG-030001 AND SN300-PV-DRG-030002.

OFFICIAL

RED LINE MARKUP

50

NOTE TO BE REMOVED

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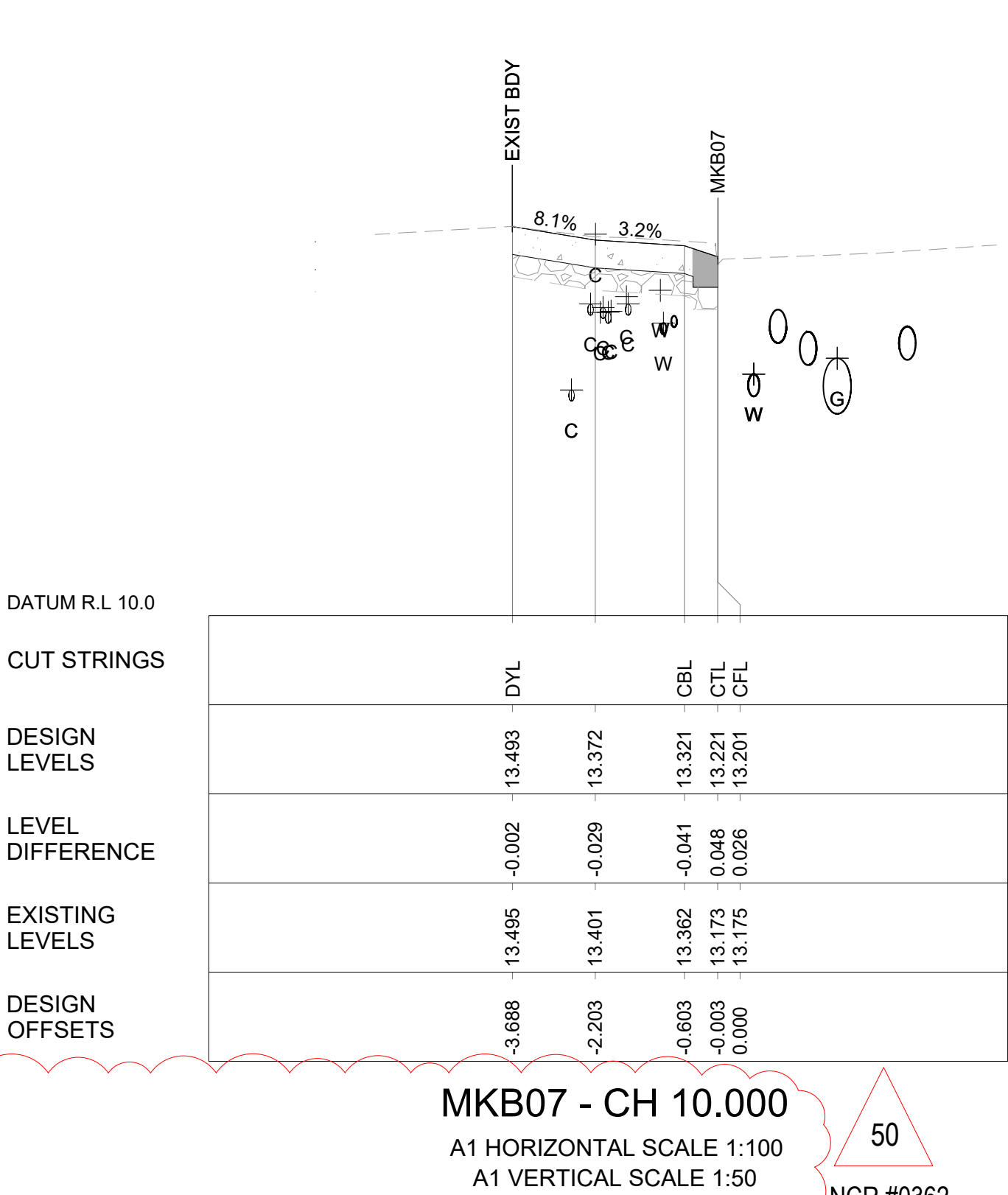
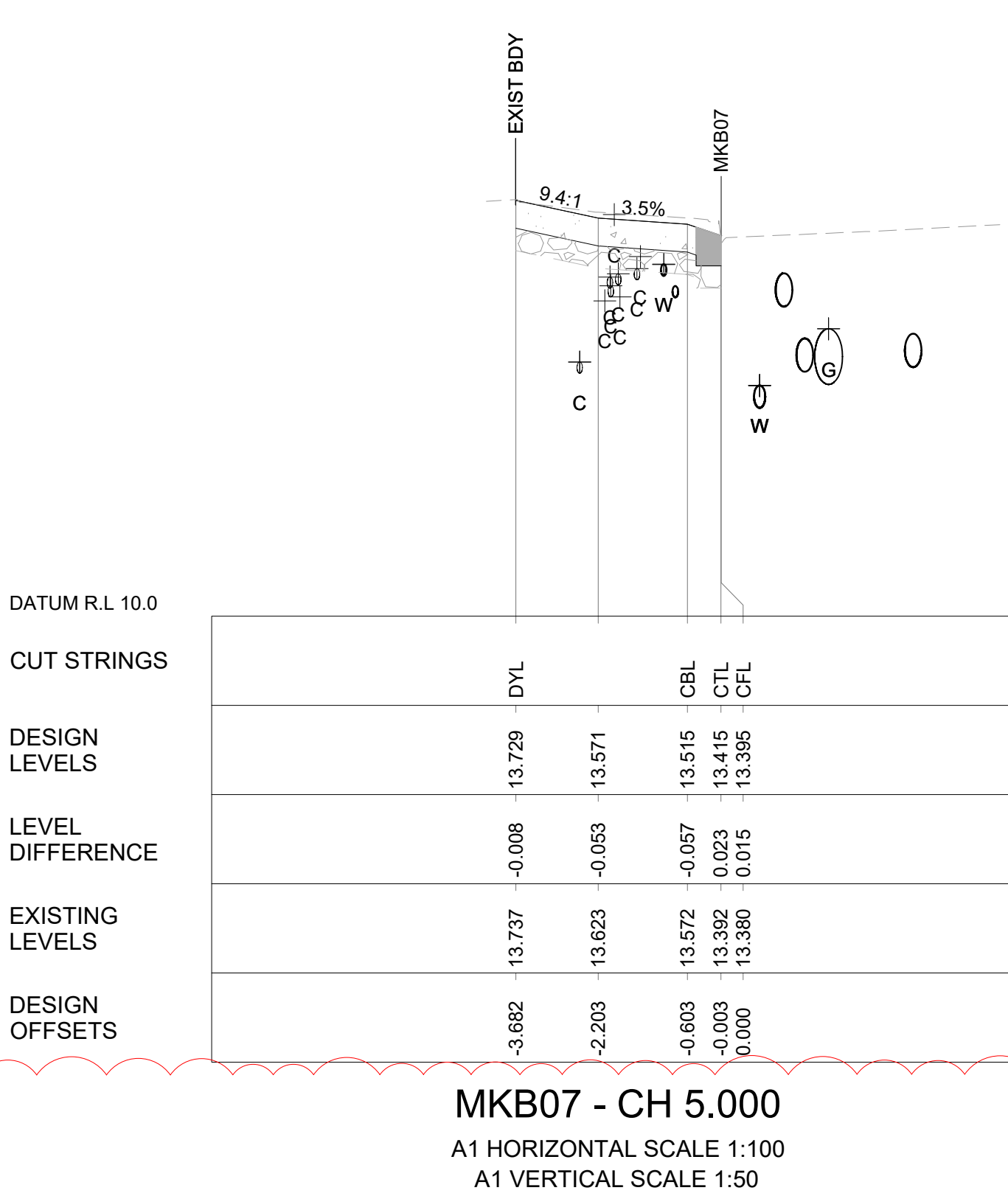
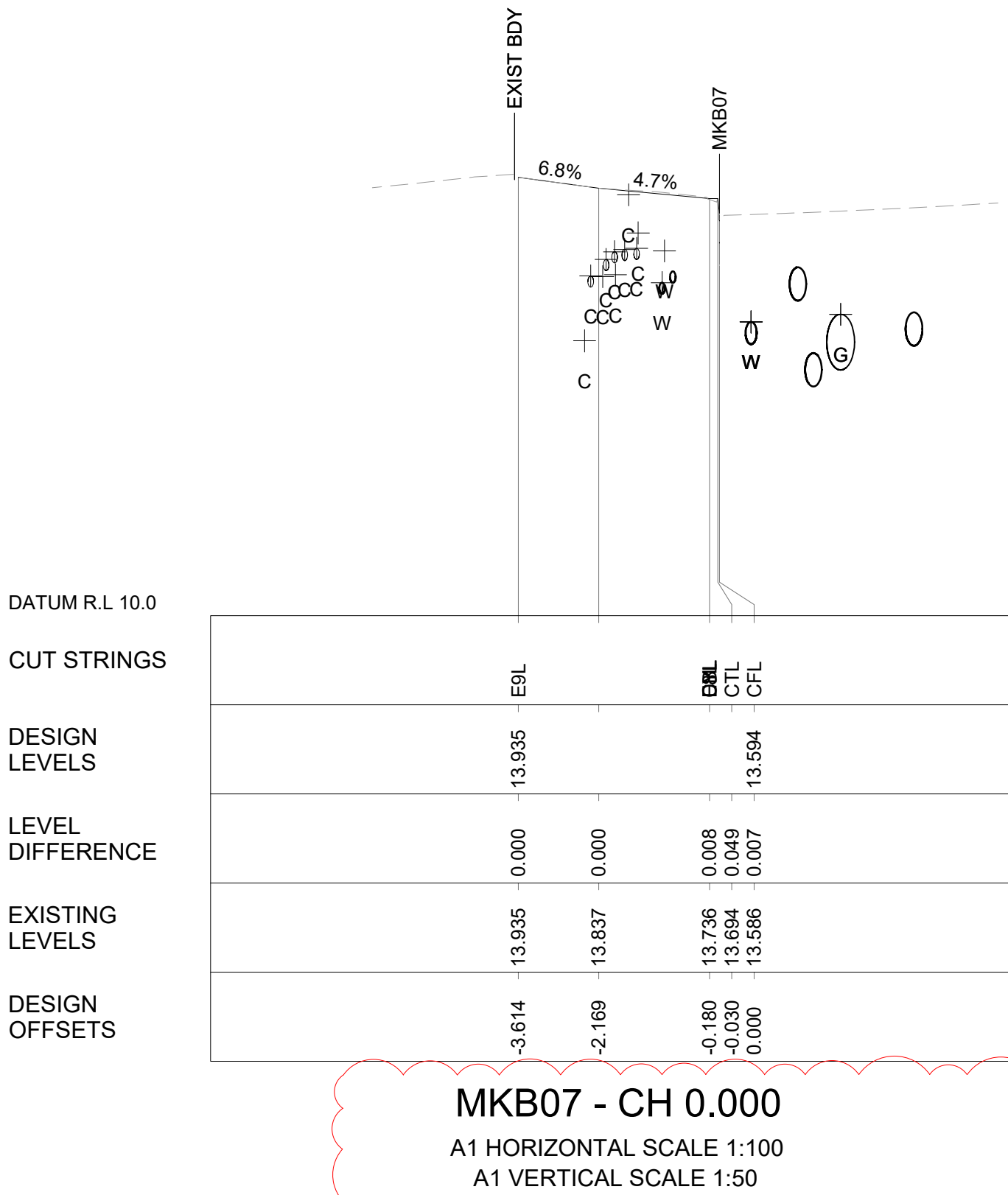
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REMOVE UTILITIES FROM LEGEND AND CROSS SECTIONS

LEGEND

- DESIGN SURFACE LEVELS
- EXISTING SURFACE LEVELS
- UTILITY (COMMS)
- UTILITY (ELECTRICAL)
- UTILITY (GAS)
- UTILITY (SEWER)
- UTILITY (WATER)
- UTILITY (STORMWATER INVERT)

NOTE:
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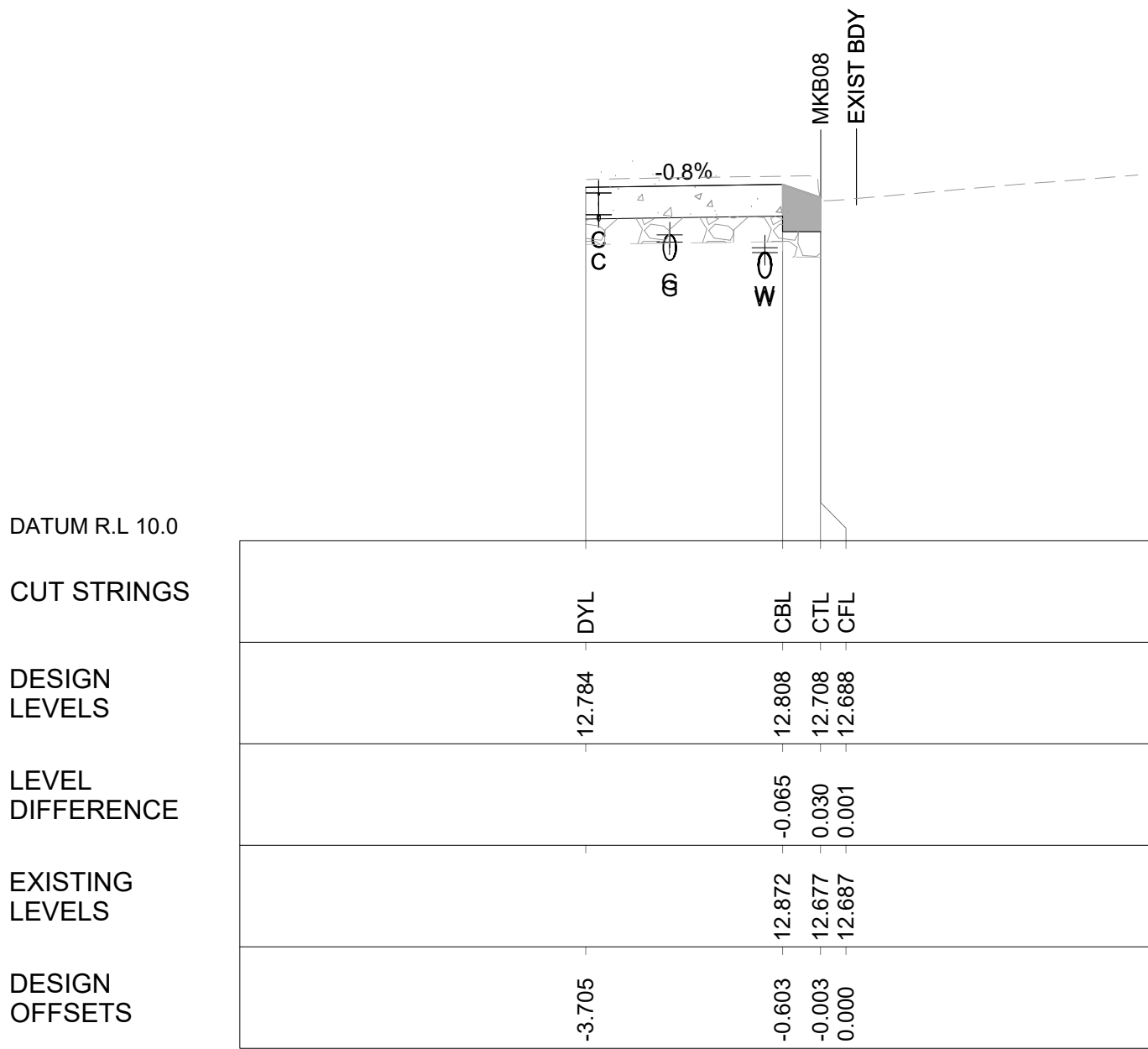


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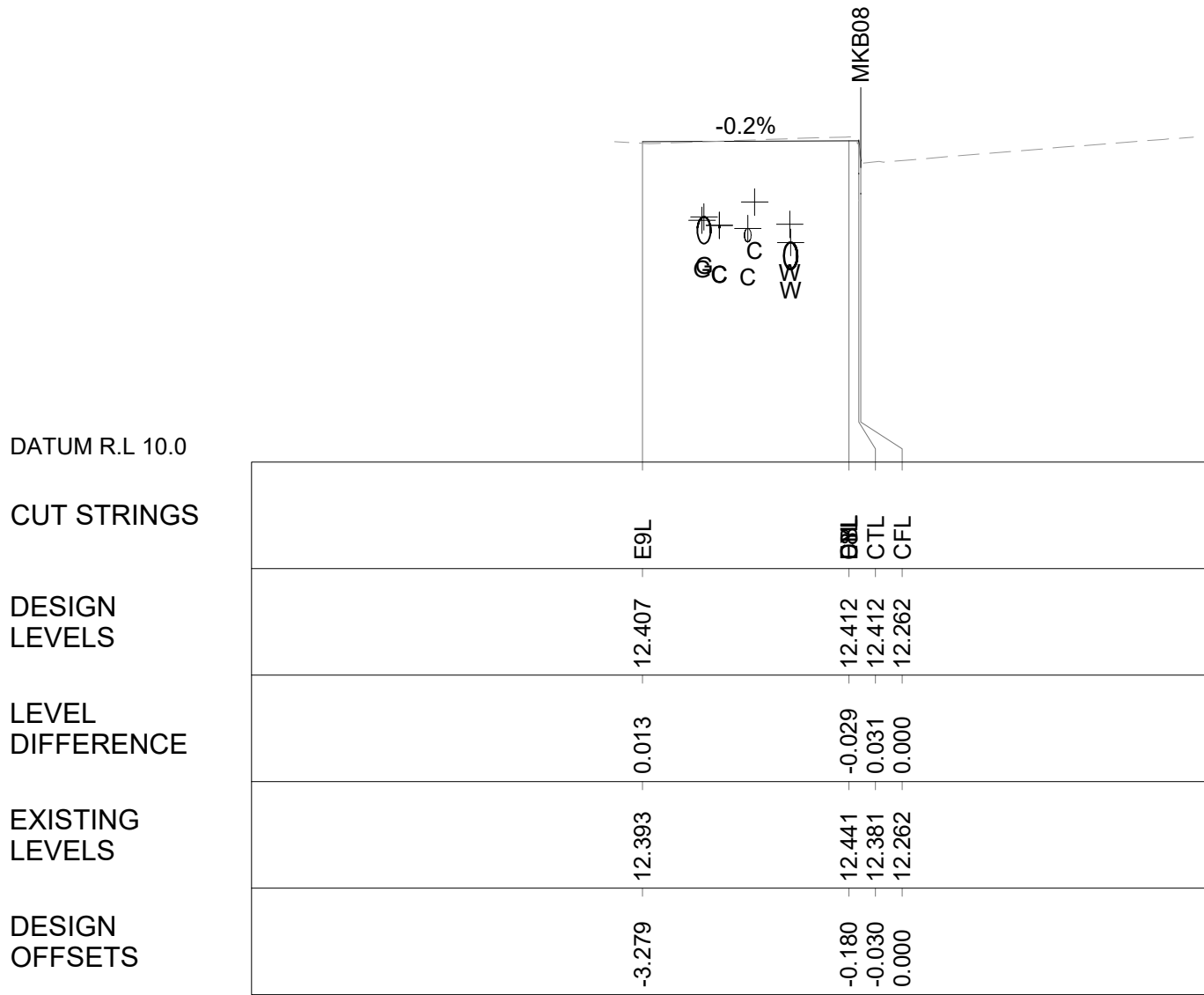
NCR #0362
SUBGRADE LEVEL AND FSL
OUT OF TOLERANCE

OFFICIAL

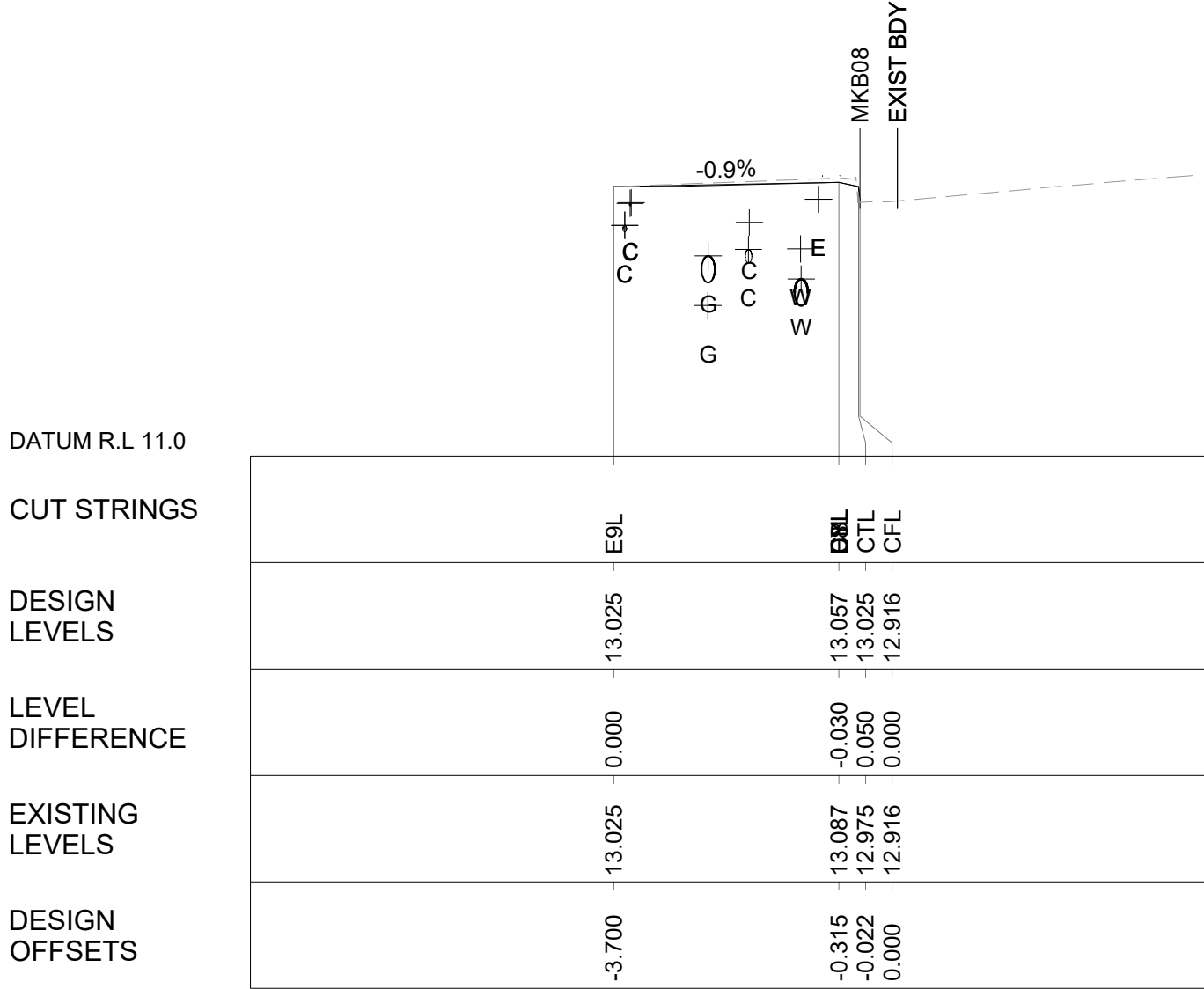
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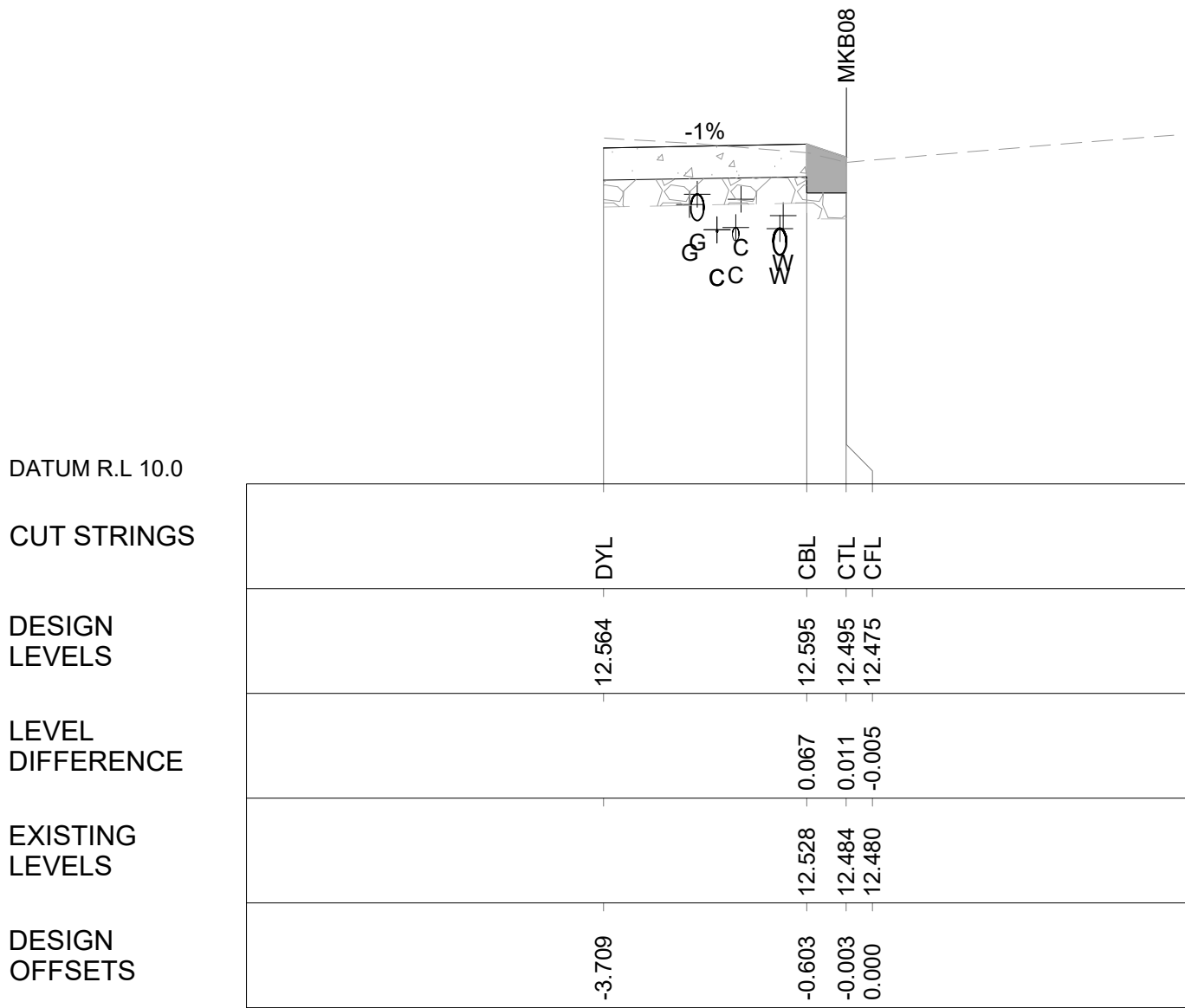
MKB08 - CH 10.000
A1 HORIZONTAL SCALE 1:100
A1 VERTICAL SCALE 1:50



MKB08 - CH 0.000
A1 HORIZONTAL SCALE 1:100
A1 VERTICAL SCALE 1:50



MKB08 - CH 15.000
A1 HORIZONTAL SCALE 1:100
A1 VERTICAL SCALE 1:50



MKB08 - CH 5.000
A1 HORIZONTAL SCALE 1:100
A1 VERTICAL SCALE 1:50

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50

NOTE TO BE REMOVED

LEGEND

- DESIGN SURFACE LEVELS
- EXISTING SURFACE LEVELS
- UTILITY (COMMS)
- UTILITY (ELECTRICAL)
- UTILITY (GAS)
- UTILITY (SEWER)
- UTILITY (WATER)
- UTILITY (STORMWATER INVERT)

NOTE:

- FOR PAVEMENT PROFILES AND EDGE DETAILS, REFER TO SN300-PV-DRG-030001 AND SN300-PV-DRG-030002.

OFFICIAL

RED LINE MARKUP

NOTE TO BE REMOVED

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REMOVE UTILITIES FROM LEGEND
AND CROSS SECTIONS

———— DESIGN SURFACE LEVELS
 - - - - - EXISTING SURFACE LEVELS

EXISTING	C	UTILITY (COMMS)
	E	UTILITY (ELECTRICAL)
	G	UTILITY (GAS)
	S	UTILITY (SEWER)
	W	UTILITY (WATER)
		UTILITY (STORMWATER INVERT)

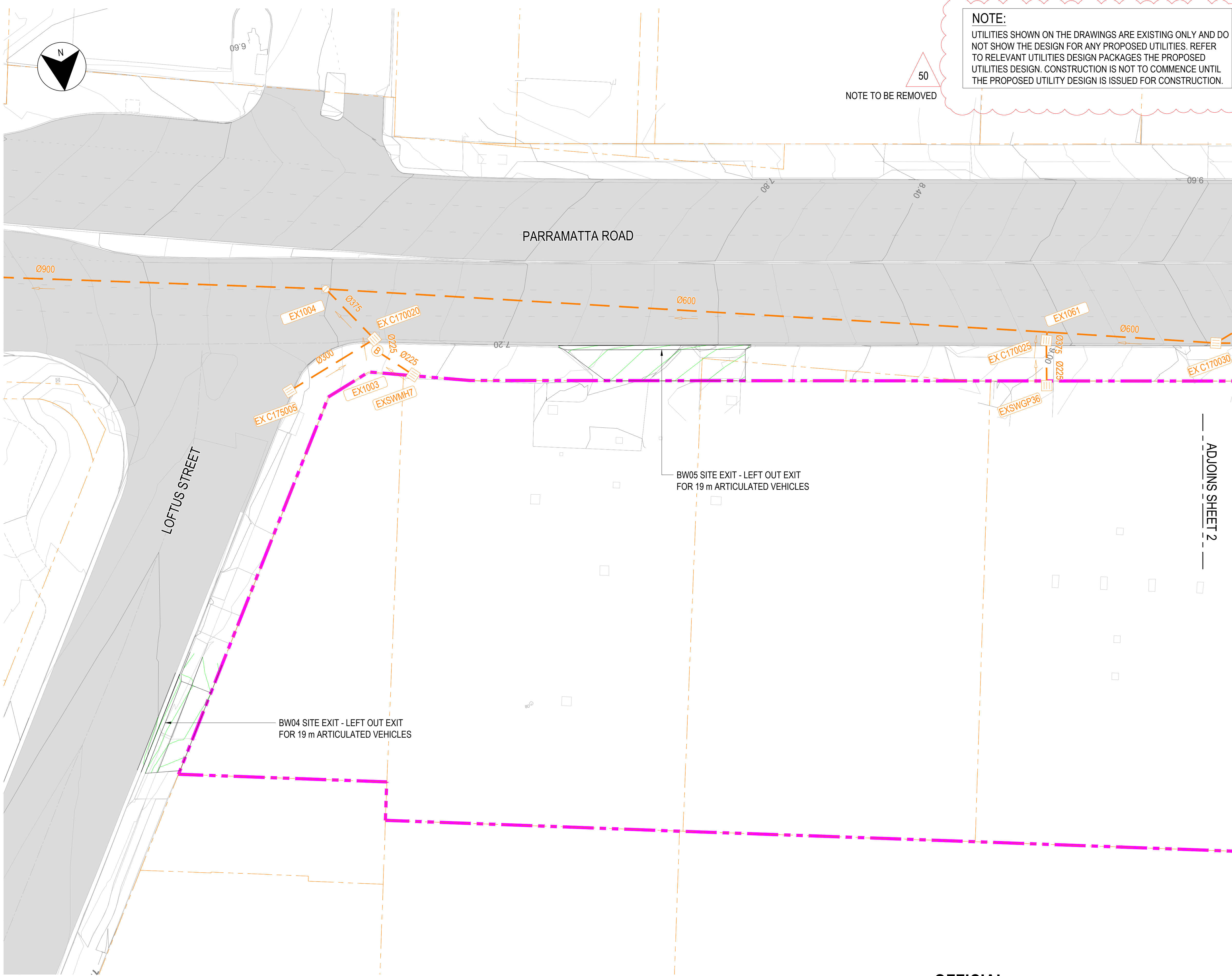
1. FOR PAVEMENT PROFILES AND EDGE DETAILS, REFER TO SN300-PV-DRG-030001 AND SN300-PV-DRG-030002.



WORKS TO BE CARRIED OUT BY CoCB

OFFICIAL

RED LINE MARKUP



NOTE TO BE REMOVED

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LEGEND

EXISTING PROPERTY BOUNDARY

EXISTING SURVEY

EXISTING PAVEMENT

SITE BOUNDARY

NEW PIPE HANDRAIL

SYDNEY METRO CONSTRUCTION SITE

EXCAVATION EXTENTS

EXISTING PIT LABEL

EXISTING PIPE TO PIPE CONNECTION

EXISTING OUTLET

EXISTING BLIND PIT

EXISTING PIPE BEND

EXISTING STORMWATER PIT

EXISTING GRATED TRENCH DRAIN

CONCRETE ENCASE EXISTING PIPE

EXISTING STORMWATER PIPE

NEW PIT LABEL

ADJUST / MODIFY EXISTING PIT INLET

NEW STORMWATER PIT

NEW HAUNCHED PIT

PIPE CONNECTION - NEW TO EXISTING

NEW GRATED TRENCH DRAIN (LARGE SLOT)

CONCRETE ENCASE PIPE

NEW STORMWATER PIPE

ABANDON EXISTING PIPE / PIT

MAJOR - CONTOURS

MINOR - CONTOURS

EXISTING MAJOR - CONTOURS

EXISTING MINOR - CONTOURS

NEW PIPE CONVERTER

EX01101

EXISTING PIT LABEL

EXISTING PIPE TO PIPE CONNECTION

EXISTING OUTLET

EXISTING BLIND PIT

EXISTING PIPE BEND

EXISTING STORMWATER PIT

EXISTING GRATED TRENCH DRAIN

CONCRETE ENCASE EXISTING PIPE

EXISTING STORMWATER PIPE

NEW PIT LABEL

ADJUST / MODIFY EXISTING PIT INLET

NEW STORMWATER PIT

NEW HAUNCHED PIT

PIPE CONNECTION - NEW TO EXISTING

NEW GRATED TRENCH DRAIN (LARGE SLOT)

CONCRETE ENCASE PIPE

NEW STORMWATER PIPE

ABANDON EXISTING PIPE / PIT

MAJOR - CONTOURS

MINOR - CONTOURS

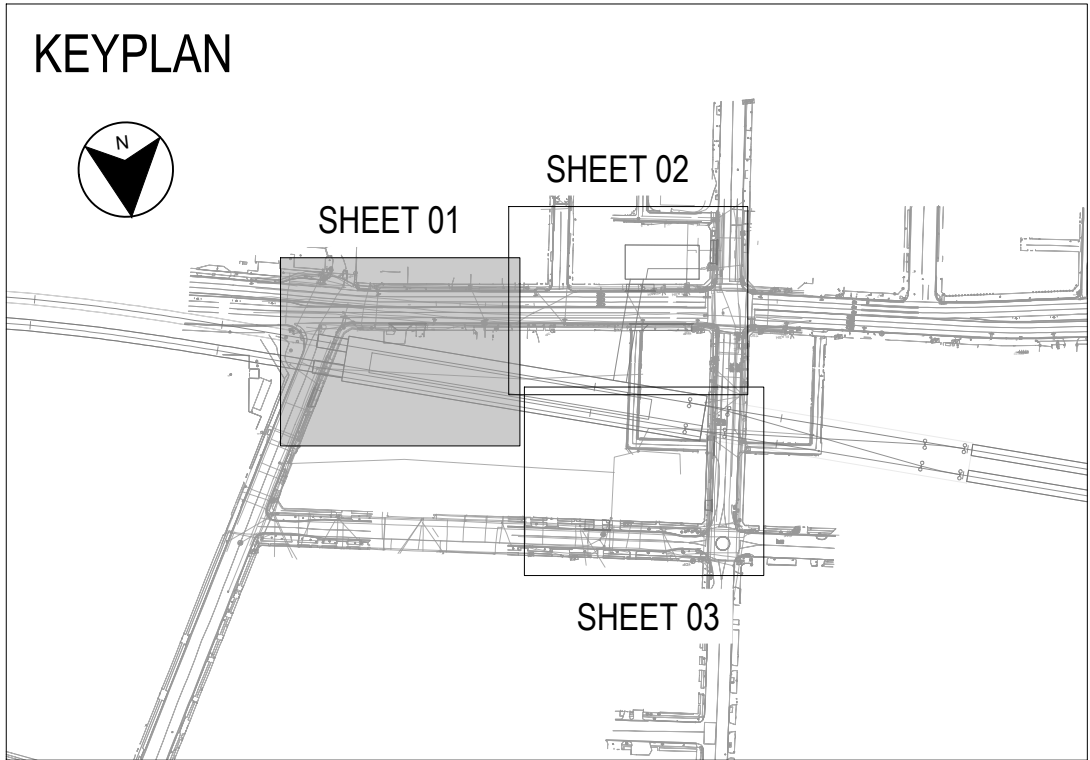
EXISTING MAJOR - CONTOURS

EXISTING MINOR - CONTOURS

NEW PIPE CONVERTER

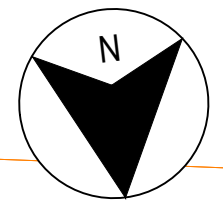
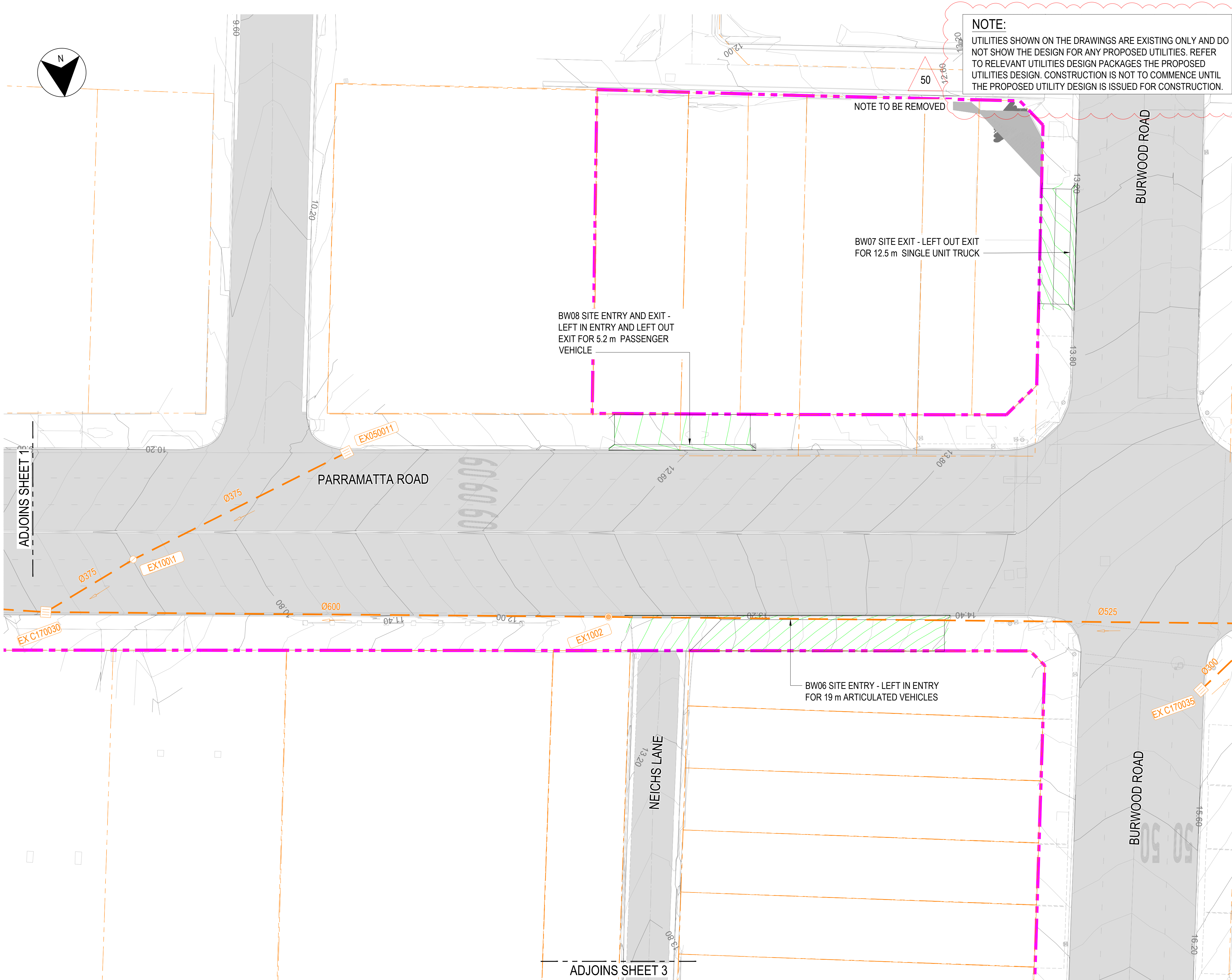
- NOTES
1. REFER SN300-CV-DRG-030014 FOR GENERAL NOTES.

2. REFER SN300-CV-DRG-030015 FOR SURVEY LEGEND.



OFFICIAL

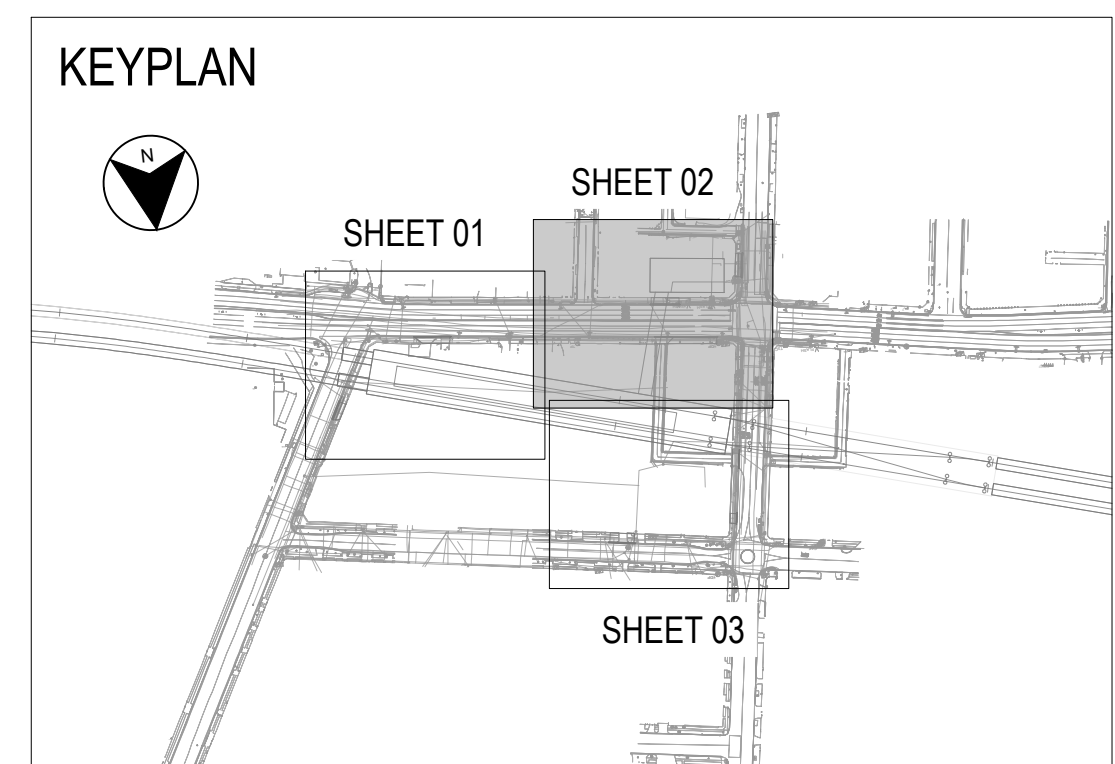
RED LINE MARKUP



NOTE:
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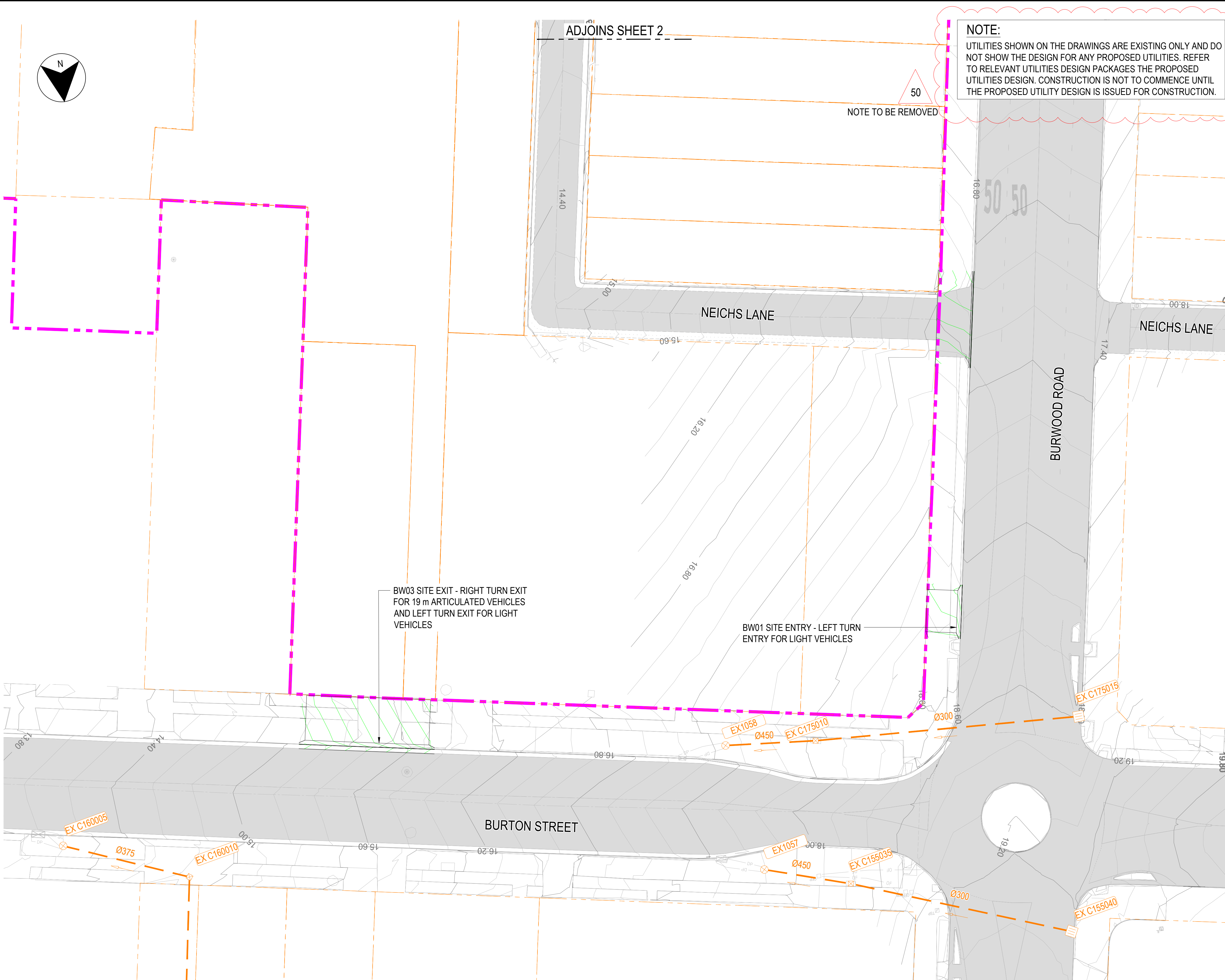
- LEGEND**
- EXISTING PROPERTY BOUNDARY
 - EXISTING SURVEY
 - EXISTING PAVEMENT
 - SITE BOUNDARY
 - NEW PIPE HANDRAIL
 - SYDNEY METRO CONSTRUCTION SITE
 - EXCAVATION EXTENTS
 - EXISTING PIT LABEL
 - EXISTING PIPE TO PIPE CONNECTION
 - EXISTING OUTLET
 - EXISTING BLIND PIT
 - EXISTING PIPE BEND
 - EXISTING STORMWATER PIT
 - EXISTING GRATED TRENCH DRAIN
 - CONCRETE ENCASE EXISTING PIPE
 - EXISTING STORMWATER PIPE
 - NEW PIT LABEL
 - ADJUST / MODIFY EXISTING PIT INLET
 - NEW STORMWATER PIT
 - NEW HAUNCHED PIT
 - PIPE CONNECTION - NEW TO EXISTING
 - NEW GRATED TRENCH DRAIN (LARGE SLOT)
 - CONCRETE ENCASE PIPE
 - NEW STORMWATER PIPE
 - ABANDON EXISTING PIPE / PIT
 - MAJOR - CONTOURS
 - MINOR - CONTOURS
 - EXISTING MAJOR - CONTOURS
 - EXISTING MINOR - CONTOURS
 - NEW PIPE CONVERTER

- NOTES**
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 - REFER SN300-CV-DRG-030015 FOR SURVEY LEGEND.



RED LINE MARKUP

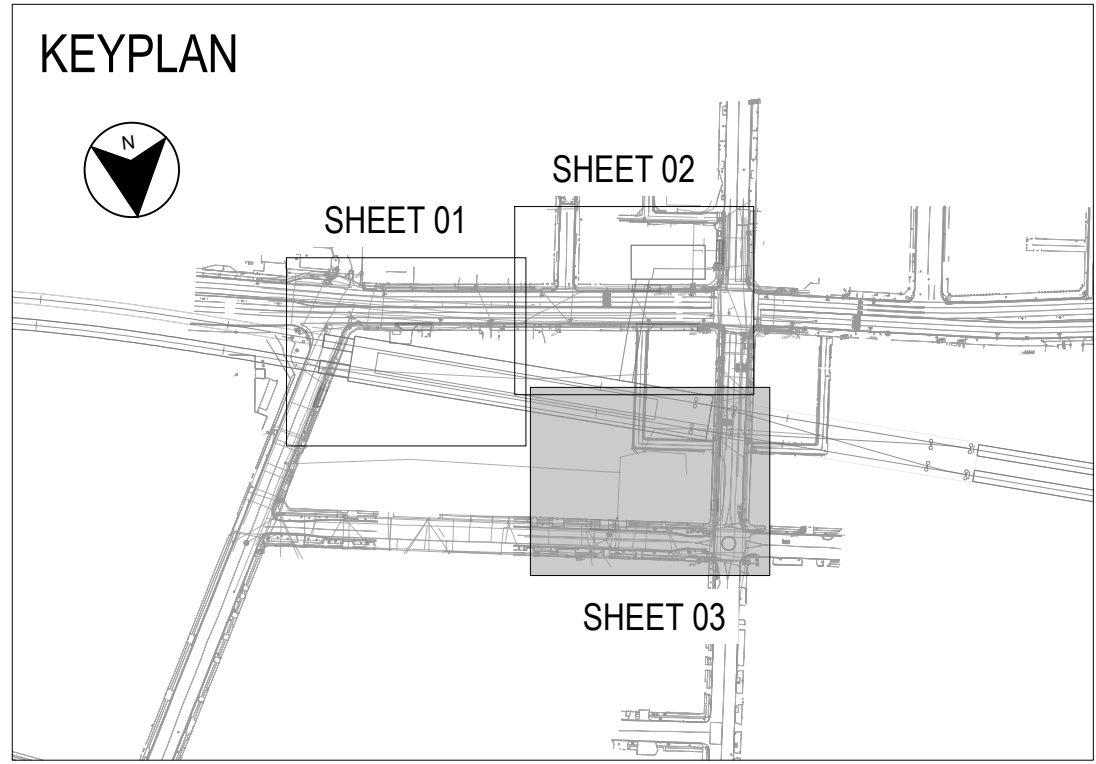
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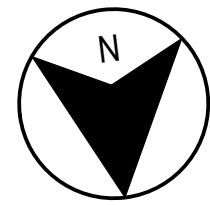
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- LEGEND**
- EXISTING PROPERTY BOUNDARY
 - EXISTING SURVEY
 - EXISTING PAVEMENT
 - SITE BOUNDARY
 - NEW PIPE HANDRAIL
 - SYDNEY METRO CONSTRUCTION SITE
 - EXCAVATION EXTENTS
 - EXISTING PIT LABEL
 - EXISTING PIPE TO PIPE CONNECTION
 - EXISTING OUTLET
 - EXISTING BLIND PIT
 - EXISTING PIPE BEND
 - EXISTING STORMWATER PIT
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 - NEW PIT LABEL
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 - NEW HAUNCHED PIT
 - PIPE CONNECTION - NEW TO EXISTING
 - NEW GRATED TRENCH DRAIN (LARGE SLOT)
 - CONCRETE ENCASE PIPE
 - NEW STORMWATER PIPE
 - ABANDON EXISTING PIPE / PIT
 - MAJOR - CONTOURS
 - MINOR - CONTOURS
 - EXISTING MAJOR - CONTOURS
 - EXISTING MINOR - CONTOURS
 - NEW PIPE CONVERTER

- NOTES**
- REFER SN300-CV-DRG-030014 FOR GENERAL NOTES.
 - REFER SN300-CV-DRG-030015 FOR SURVEY LEGEND.



RED LINE MARKUP



ADJOINS SHEET 2

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LEGEND

- EXISTING PROPERTY BOUNDARY
- EXISTING SURVEY
- EXISTING PAVEMENT
- SITE BOUNDARY
- SYDNEY METRO CONSTRUCTION SITE
- EXCAVATION EXTENTS
- EXISTING PIT LABEL
- EXISTING PIPE TO PIPE CONNECTION
- EXISTING OUTLET
- EXISTING BLIND PIT
- EXISTING STORMWATER PIT
- EXISTING GRATED TRENCH DRAIN (LARGE SLOT)
- CONCRETE ENCASE EXISTING PIPE
- EXISTING STORMWATER PIPE
- MAJOR - CONTOURS
- MINOR - CONTOURS
- EXISTING MAJOR - CONTOURS
- EXISTING MINOR - CONTOURS

NOTES

- REFER SN300-CV-DRG-030004 FOR GENERAL NOTES.
- REFER SN300-CV-DRG-030005 FOR SURVEY LEGEND.

BW03 SITE EXIT - RIGHT TURN EXIT FOR 19 m ARTICULATED VEHICLES AND LEFT TURN EXIT FOR LIGHT VEHICLES

BW01 SITE ENTRY - LEFT TURN ENTRY FOR LIGHT VEHICLES

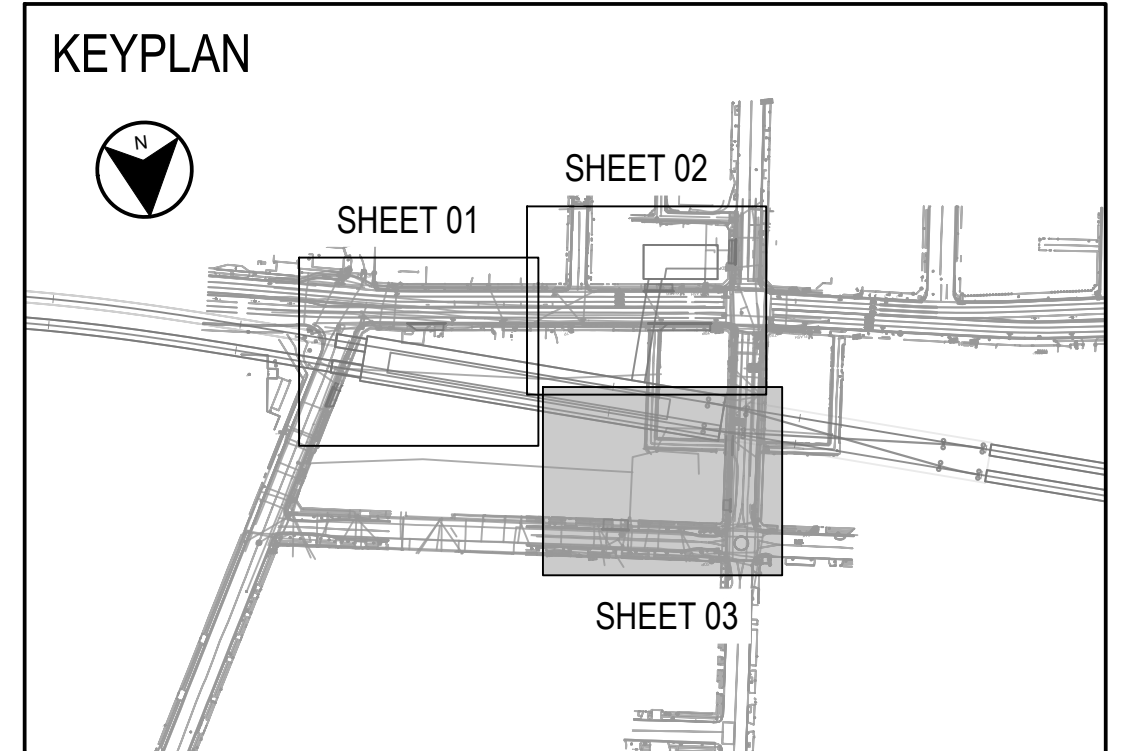
BURTON STREET

NEICHS LANE

NEICHS LANE

BURWOOD ROAD

OFFICIAL

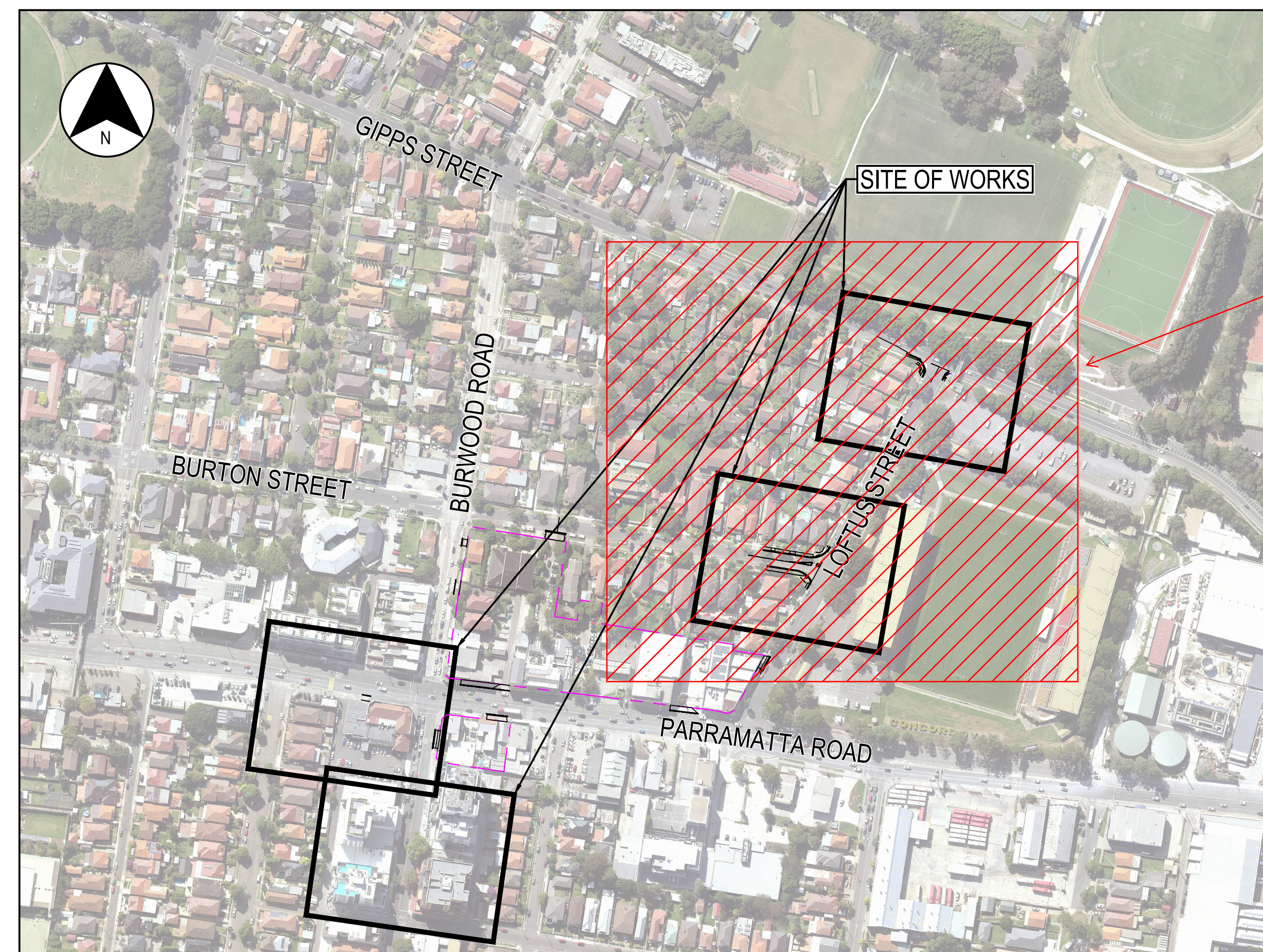


FOR CONSTRUCTION

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Any changes from the design will follow the established procedures for Red Line Markups and Request For Information (RFIs) where required. This marked-up design does not replace these procedures

CTPPW5106



WORKS DESCOPEO

RED LINE MARKUP



LEGEND
SITE BOUNDARY

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WORKS DESCOPE

OFFICIAL

RED LINE MARKUP

DRAWING INDEX

DRAWING LIST	
SHEET	TITLE
SMWSTCTP-AFJ-BWT-SN300-CV-DRG-030011	COVER SHEET SHEET 1 OF 1
SMWSTCTP-AFJ-BWT-SN300-CV-DRG-030012	OVERALL LAYOUT PLAN SHEET 1 OF 1
SMWSTCTP-AFJ-BWT-SN300-CV-DRG-030013	DRAWING INDEX SHEET 1 OF 1
SMWSTCTP-AFJ-BWT-SN300-CV-DRG-030014	GENERAL NOTES SHEET 1 OF 1
SMWSTCTP-AFJ-BWT-SN300-CV-DRG-030015	LEGEND SHEET 1 OF 1
SMWSTCTP-AFJ-BWT-SN300-FN-DRG-030011	SIGNAGE SCHEDULE SHEET 1 OF 3
SMWSTCTP-AFJ-BWT-SN300-FN-DRG-030012	SIGNAGE SCHEDULE SHEET 2 OF 3
SMWSTCTP-AFJ-BWT-SN300-FN-DRG-030013	SIGNAGE SCHEDULE SHEET 3 OF 3
SMWSTCTP-AFJ-BWT-SN300-PV-DRG-030011	PAVEMENT PROFILES SHEET 1 OF 1
SMWSTCTP-AFJ-BWT-SN300-PV-DRG-030012	PAVEMENT EDGE DETAILS SHEET 1 OF 2
SMWSTCTP-AFJ-BWT-SN300-PV-DRG-030013	PAVEMENT EDGE DETAILS SHEET 2 OF 2
SMWSTCTP-AFJ-BWT-SN300-PV-DRG-030014	PAVEMENT INTERFACE DETAILS SHEET 1 OF 1
SMWSTCTP-AFJ-BWT-SN300-PV-DRG-030021	PAVEMENT TREATMENT PLAN SHEET 1 OF 3
SMWSTCTP-AFJ-BWT-SN300-PV-DRG-030022	PAVEMENT TREATMENT PLAN SHEET 2 OF 3
SMWSTCTP-AFJ-BWT-SN300-PV-DRG-030023	PAVEMENT TREATMENT PLAN SHEET 3 OF 3
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030021	TYPICAL DETAILS SHEET 1 OF 1
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030022	KERB RAMP SETOUT DETAILS SHEET 1 OF 1
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030031	GENERAL ARRANGEMENT PLAN SHEET 1 OF 4
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030032	GENERAL ARRANGEMENT PLAN SHEET 2 OF 4
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030033	GENERAL ARRANGEMENT PLAN SHEET 3 OF 4
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030034	GENERAL ARRANGEMENT PLAN SHEET 4 OF 4
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030035	ISLAND ALIGNMENT SET-OUT PLAN SHEET 1 OF 1
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030036	GENERAL ARRANGEMENT KERB SETOUT SHEET 1 OF 1
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030041	LONGITUDINAL SECTION SHEET 1 OF 2
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030042	CROSS SECTIONS SHEET SHEET 1 OF 4
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030043	CROSS SECTIONS SHEET SHEET 2 OF 4
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030044	CROSS SECTIONS SHEET SHEET 3 OF 4
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030045	CROSS SECTIONS SHEET SHEET 4 OF 4
SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030046	LONGITUDINAL SECTION SHEET 2 OF 2
SMWSTCTP-AFJ-BWT-SN300-SD-DRG-030011	PIT DETAIL SHEET 1 OF 3
SMWSTCTP-AFJ-BWT-SN300-SD-DRG-030012	PIT DETAIL SHEET 2 OF 3
SMWSTCTP-AFJ-BWT-SN300-SD-DRG-030013	PIT DETAIL SHEET 3 OF 3
SMWSTCTP-AFJ-BWT-SN300-SD-DRG-030014	PIPE CONVERTER DETAIL SHEET 1 OF 1

DRAWING LIST	
SHEET	TITLE
SMWSTCTP-AFJ-BWT-SN300-SD-DRG-030021	STORMWATER MANAGEMENT PLAN SHEET 1 OF 2
SMWSTCTP-AFJ-BWT-SN300-SD-DRG-030022	STORMWATER MANAGEMENT PLAN SHEET 2 OF 2
SMWSTCTP-AFJ-BWT-SN300-SD-DRG-030031	STORMWATER LONGITUDINAL SECTION SHEET 1 OF 2
SMWSTCTP-AFJ-BWT-SN300-SD-DRG-030032	STORMWATER LONGITUDINAL SECTION SHEET 2 OF 2
SMWSTCTP-AFJ-BWT-SN300-SD-DRG-030041	PIT SCHEDULE SHEET 1 OF 1

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OFFICIAL

RED LINE MARKUP

GENERAL NOTES

- ALL CONSTRUCTION MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH COUNCIL'S SPECIFICATION AND REQUIREMENTS FOR THE WORKS TOGETHER WITH THE REQUIREMENTS OF ALL RELEVANT CODES OF PRACTICE REFERRED TO THEREIN AND THE REQUIREMENTS OF ALL STATUTORY AUTHORITIES WHERE APPLICABLE.
- DRAWINGS TO BE READ IN CONJUNCTION WITH ALL OTHER SPECIFICATIONS FOR THE PROJECT.
- LEVELS ARE TO AUSTRALIAN HEIGHT DATUM (AHD).
- CO-ORDINATES ARE TO GDA 2020 MAP GRID AUSTRALIA (MGA) CO-ORDINATE SYSTEM (ZONE 56).
- ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE (UNO). ALL LEVELS, CHAINAGES, STATIONS AND CO-ORDINATES ARE EXPRESSED IN METRES.
- WHERE REFERENCE IS MADE TO PROPRIETARY COMPONENT NAMES ON THE DRAWINGS THE CONTRACTOR MAY PROPOSE AN ALTERNATIVE PRODUCT PROVIDED THE ALTERNATIVE IS EQUIVALENT AND SATISFIES THE REQUIREMENTS OF THE SPECIFICATION AND IS APPROVED BY THE PRINCIPAL.
- ACCESS TO PROPERTIES TO BE MADE AVAILABLE BY THE CONTRACTOR AT ALL TIMES DURING CONSTRUCTION.
- ALL WORK TO BE UNDERTAKEN IN ACCORDANCE WITH THE VERSION OF COUNCIL REQUIREMENTS AND TNSW STANDARDS LATEST AT THE TIME OF TENDER UNO.
- WHERE AREAS ARE SHOWN AS BEING "ON HOLD" ON PLANS, ALL CORRESPONDING LONGITUDINAL SECTIONS, CROSS SECTIONS, DRAINAGE, PAVEMENTS AND OTHER DETAILS RELATING TO THAT AREA SHALL ALSO BE DEEMED TO BE "ON HOLD" UNO.
- ALL PROPERTY WORKS WITHIN PROPERTY BOUNDARY SUBJECT TO AGREEMENT WITH PROPERTY OWNER AND THE PRINCIPAL.
- DRAWING REFERENCES QUOTED ARE ONLY SHOWING THE LAST SIX DIGITS FOR SIMPLICITY.
- ALL EXISTING LOCATIONS, ORIENTATION AND LEVELS SHALL BE VERIFIED ON SITE BY THE CONTRACTOR BEFORE FINAL DESIGN AND BEFORE COMMENCING ANY WORK. REFER DISCREPANCIES TO THE PRINCIPAL. DO NOT OBTAIN DIMENSIONS FROM SCALING. EXISTING SURFACE LEVELS ON THE DRAWINGS ARE INDICATIVE ONLY.
- ALL WORKS ARE TO BE IN ACCORDANCE WITH COUNCIL SPECIFICATIONS, RELEVANT AUSTRALIAN STANDARDS AND TNSW SPECIFICATIONS.

DRAINAGE - GENERAL

- THE DOCUMENTED DRAINAGE SYSTEM IS DETAILED ONLY FOR THE PERMANENT ROAD CONFIGURATION UNO. CONSTRUCTION REQUIREMENTS SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
- PIPES THROUGH PITS ARE TO BE ALIGNED WITH UPSTREAM PIPE CENTRELINE TO OUTLET PIPE CENTRELINE AT DOWNSTREAM PIT FACE AS SHOWN:
- ANY PERMITS FOR DIVERSION WORKS REQUIRED DURING CONSTRUCTION SHALL BE OBTAINED FROM COUNCIL AND TNSW PRIOR TO CONSTRUCTION WORKS BY THE CONTRACTOR.
- IN LOCATIONS WHERE NEW PAVEMENT OR ROAD WIDENING WORKS ARE PROPOSED, ANY NEW PIPES WITH LESS THAN 600 MM COVER BELOW FINISHED ROAD LEVEL SHALL BE CONCRETE ENCASED.
- DURING CONSTRUCTION EXCAVATIONS SHALL BE SECURELY SHORED AND BENCHED TO PREVENT THE SIDES OF THE EXCAVATION FROM COLLAPSING. AS REQUIRED ON NSW WORK COVER EXCAVATIONS WORK CODE OF PRACTICE.
- NO DETAILED LEVEL A DRAINAGE SURVEY HAS BEEN PROVIDED AND THEREFORE THE LOCATION, SIZE AND TYPE OF EXISTING DRAINAGE STRUCTURES HAS BEEN DESIGNED BASED ON AVAILABLE COUNCIL GIS INFORMATION AND LEVEL C SURVEY. LOCATION, SIZE AND TYPE OF EXISTING PITS AND PIPES TO CONFIRMED WITH LEVEL A DRAINAGE PRIOR TO CONSTRUCTION. COUNCIL'S INFORMATION ARE ONLY INDICATIVE. THEREFORE DETAILED INVESTIGATION MUST BE UNDERTAKEN AND EXISTING CHARACTERISTICS VERIFIED PRIOR TO FINAL DESIGN.

DRAINAGE - LONGITUDINAL AND TRANSVERSE DRAINAGE

- ALL PIPES ARE TO BE STEEL REINFORCED SPUN CONCRETE UNO. ALL CONCRETE PIPES SHALL HAVE HS3 TYPE INSTALLATION AS PER TNSW R0240-01.
- BEDDING AND SUPPORT FILL MATERIAL FOR ALL NEW LONGITUDINAL DRAINAGE TRENCHES SHALL BE IN ACCORDANCE WITH TNSW SPECIFICATION R11 AND R44.
- CONCRETE PIPE CLASSES HAVE BEEN DETERMINED BASED ON TYPE HS3 SUPPORT, FINISHED SURFACE LEVEL AND TRENCH OR EMBANKMENT CONDITION INSTALLATION TO AS3725 AND SPECIFICATION UNO. CONCRETE PIPES ARE TO BE RUBBER RING JOINTED SPIGOT AND SOCKET TYPE UNO. THERMAL ENVIRONMENT CONDITION OF TABLE 3.1 OF AS/NZS 4058:2007 APPLIES. MINIMUM COVER FOR REINFORCEMENT IS 10 MM.
- MINIMUM 600 mm COVER TO ALL NEW PIPES SHALL BE PROVIDED.
- ALL CONNECTION BETWEEN PIPES AND STRUCTURES TO BE UNDERTAKEN IN ACCORDANCE WITH COUNCIL'S SPECIFICATION AND REQUIREMENTS UNO.
- PIPE LENGTHS PROVIDED IN DRAINAGE LONG SECTIONS ARE CALCULATED FROM PIT REFERENCE POINT TO PIT REFERENCE POINT.

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WORKS DESCOPE

DRAINAGE - EXISTING STORMWATER PIPES

- EXISTING STORMWATER DRAINAGE PIPE AND PIT LAYOUT SHOWN IN THE DRAWINGS ARE INDICATIVE ONLY. ALL LOCATIONS, ORIENTATION AND LEVELS OF EXISTING SHALL BE VERIFIED ON SITE BY THE CONTRACTOR BEFORE FINAL DESIGN AND COMMENCING ANY WORK.
 - IN LOCATIONS WHERE NEW PAVEMENT OR ROAD WIDENING WORKS ARE PROPOSED, ANY EXISTING RETAINED PIPES WITH LESS THAN 600 MM COVER BELOW FINISHED ROAD LEVEL SHALL BE CONCRETE ENCASED.
 - WHERE A CONNECTION IS MADE TO AN EXISTING DRAINAGE PIPE OR PIT, THEN THE LEVEL OF THAT ELEMENT MUST BE SURVEYED AND ANY DISCREPANCIES SUBMITTED TO THE PRINCIPAL PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- DRAINAGE STRUCTURES**
- CONCRETE DRAINAGE STRUCTURES TO BE IN ACCORDANCE WITH TNSW QA SPECIFICATION R53 UNO
 - DRAINAGE STRUCTURES HAVE BEEN DESIGNED IN ACCORDANCE WITH AS3600:2018 UNO
 - DESIGN LIFE OF NEW CONCRETE DRAINAGE STRUCTURES IS 50 YEARS UNO.
 - DESIGN LIFE OF NEW INACCESSIBLE CONCRETE STRUCTURES IS 100 YEARS UNO.
 - DESIGN LOADS HAVE BEEN DETERMINED IN ACCORDANCE WITH AS5100.2 - 2017.
 - THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN AND PROVISION OF ANY TEMPORARY BRACING, PROPPING, ETC. REQUIRED DURING CONSTRUCTION. STRUCTURES SHALL BE MAINTAINED IN A STABLE CONDITION AND NO PART SHALL BE OVERSTRESSED.
 - FOUNDATION SUPPORT FOR DRAINAGE STRUCTURES TO BE PROVIDED IN ACCORDANCE WITH TNSW QA SPECIFICATION R11.
 - INADEQUATE FOUNDING MATERIAL FOR PIPES AND STRUCTURES SHALL BE REMOVED OR IMPROVED IN ACCORDANCE WITH TNSW QA SPECIFICATION R11.
 - TNSW STANDARD DETAILS TO BE ADOPTED ONLY WHERE REFERENCED.
 - ALL PITS DEEPER THAN 600 TO BE FITTED WITH STEP IRONS IN ACCORDANCE WITH TNSW DRAWING R0220-45
 - STEEL GRATES AND FRAMES ARE TO BE FABRICATED FROM MILD STEEL AND HOT DIPPED GALVANISED. ALL GRATES AND FRAMES TO BE 'MEDIUM / HEAVY TRAFFICABLE' CLASS D UNO. GRATES AND FRAMES WITHIN THE PAVEMENT SURFACE (INCLUDES ADJOINING SO GUTTER) ARE TO BE BICYCLE SAFE IN ACCORDANCE WITH AS 3996 UNO
 - ALL WELDS TO COMPLY WITH AUSTRALIAN STANDARD AS 1554.1. FILLET WELDS TO BE NOT LESS THAN 6 mm UNO.
 - ALL EXPOSED STEEL TO BE GALVANISED IN ACCORDANCE WITH AS/NZS 2312 AND AS/NZS 4680. GALVANISING TO THREADED FASTENERS TO BE IN ACCORDANCE WITH AS 1214. MINIMUM GALVANISING 600 G / SQM OTHER THAN ON FASTENERS.
 - GRATE SUPPORT TO BE CONSTRUCTED LEVEL TO ENSURE THAT THE GRATE DOES NOT ROCK AFTER INSTALLATION.
 - FOR LOCATION AND LEVEL OF PITS AND HEADWALLS REFER TO DRAINAGE DRAWING LONG SECTIONS AND SCHEDULES.
 - CONSTRUCTION JOINT PREPARATION: EXISTING CONCRETE SURFACE TO BE CLEANED, SCABBLED AND ROUGHENED IN ACCORDANCE WITH TNSW QA SPECIFICATION R53 PRIOR TO CASTING OF NEW PIT SECTION
 - CONCRETE EXPOSURE CLASSIFICATION B1 UNO.
 - MINIMUM 28-DAY CONCRETE COMPRESSIVE STRENGTH AND NOMINAL COVER TO REINFORCEMENT FOR DRAINAGE PITS UNO :

CAST IN-SITU - CAST AGAINST GROUND:	32 MPa / 75 mm
CAST IN-SITU - CAST ELSEWHERE:	32 MPa / 40 mm
 - EDGES SHALL BE CHAMFERED 20 x 20
 - EXPOSED SAWCUT REINFORCEMENT BARS TO BE TREATED WITH CORROSION INHIBITING COATING
 - PIT BASE TO BE CLEANED, SCABBLED AND ROUGHENED IN ACCORDANCE WITH TNSW QA SPECIFICATION R53 PRIOR TO PLACING MASS CONCRETE BENCHING.
 - MINIMUM 28 DAY CONCRETE COMPRESSIVE STRENGTH AND NOMINAL COVER TO REINFORCEMENT FOR CONCRETE CASING TO PIPES UNO. 25 MPa / 60 mm. CONCRETE TO BE PLACED USING MECHANICAL VIBRATION.

SIGNAGE AND LINEMARKING

- TO ELIMINATE EXCESSIVE GLARE FROM THE SURFACE OF A SIGN IT IS TO BE TURNED APPROXIMATELY 5° AWAY FROM THE NORMAL TO THE HEADLIGHT BEAM / LINE OF SIGHT.
- ALL SIGNAGE TO BE CLEAR OF ALL VEGETATION AND OBSTRUCTIONS.
- SIGNS TO BE INSTALLED IN ACCORDANCE WITH AS1742.
- THE LOCATION OF ALL EXISTING SIGNS TO BE CONFIRMED PRIOR TO COMMENCING WORK. ENSURE ADOPTED METHOD OF CONSTRUCTION WILL AVOID DAMAGE TO ALL SERVICES.
- CONDITION ASSESSMENT TO BE UNDERTAKEN ON ALL EXISTING SIGN FACES TO BE RELOCATED PRIOR TO BEING REUSED IN ACCORDANCE WITH RELEVANT SPECIFICATIONS AND STANDARDS OR AS DIRECTED BY THE PRINCIPAL.
- ALL EXISTING LINEMARKING EFFECTED BY THE NEW WORKS AND NOT OTHERWISE CONFLICTING WITH NEW LINEMARKING IS TO BE REINSTATED.
- ALL LINEMARKING TO BE THERMOPLASTIC IN ACCORDANCE WITH TNSW SPECIFICATION R145.
- FOR NOTES ON PAVEMENTS REFER TO TNSW DELINEATION GUIDELINE SECTION 9.
- FOR REMOVAL OF LINEMARKING REFER TO TNSW DELINEATION GUIDELINE SECTION 14.
- RAISED PAVEMENT MARKERS SHALL BE PLACED ON ALL LANE, EDGE AND BARRIER LINES. SPACING OF RAISED PAVEMENT MARKERS SHALL BE IN ACCORDANCE WITH TNSW DELINEATION GUIDE AND TNSW SPECIFICATION R142.
- SIGNAGE AND LINEMARKING PLANS TO BE READ IN CONJUNCTION WITH TCS PLANS.
- ALL REGULATORY SIGNPOSTING AND LINEMARKING SHOWN ON THESE DRAWINGS WILL NEED TO BE APPROVED BY WRITTEN AUTHORISATION FROM AN OFFICER AUTHORISED UNDER SECTION 5.9 OF THE TNSW DELEGATIONS MANUAL.
- UNLESS OTHERWISE INDICATED, ALL SIGN FACES TO BE SIZE TYPE A IN ACCORDANCE WITH AS1742.
- SIGN POSITIONS TO BE CONFIRMED WITH PRINCIPAL PRIOR TO MOUNTING.
- REFER TO TNSW R103 AND TNSW R145 FOR HIGH PRESSURE WATER BLASTING LINEMARKING REMOVAL.
- TYPICAL SIGN MOUNTING IN ACCORDANCE WITH AS1742 - MOUNTING HEIGHT:

- MINIMUM 2.0 m ABOVE FOOTPATH
 - 0.2 m ABOVE ROAD SURFACEKERB OFFSET: 0.3 m FROM FACE OF KERB.

SAFETY - IN - DESIGN INFORMATION

- THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH TNSW SPECIFICATION G22. THIS DOCUMENT LISTS SOME DESIGN RELATED WORK HEALTH AND SAFETY HAZARDS ASSOCIATED WITH THE PROJECT DESIGN, CONSTRUCTION AND OPERATION. THERE MAY BE OTHER HAZARDS AND RISKS NOT STATED IN THIS DOCUMENT. THIS DOCUMENT DOES NOT RELIEVE THE CONTRACTOR OF ITS OBLIGATIONS UNDER THE CONTRACT AND RELEVANT LEGISLATION.
- REFER TO SMWSTCTP-AFJ-BWT-SN300-CV-RPT-030011 FOR THE DETAILED DESIGN REPORT AND REFER TO APPENDIX G OF THE REPORT FOR THE CONSTRUCTABILITY AND HSID WORKSHOP REPORT.

UTILITIES

- IN ORDER TO AVOID DAMAGE TO THE UTILITIES THE CONTRACTOR SHALL BE RESPONSIBLE FOR CO-ORDINATING THE WORKS ADJACENT TO ANY UTILITY WITH THE RELEVANT UTILITY AUTHORITY IN ACCORDANCE WITH THE AUTHORITY REQUIREMENTS
- THE CONTRACTOR SHALL CO-ORDINATE WITH THE RELEVANT UTILITY AUTHORITIES AND THE PRINCIPAL WITH RESPECT TO ANY TEMPORARY DIVERSIONS NECESSARY FOR CONSTRUCTION STAGING WORKS.
- LOCATION AND LEVEL OF ALL SERVICES CROSSING NEW DRAINAGE MUST BE OBTAINED PRIOR TO FINAL DESIGN AND PRIOR TO CONSTRUCTION BY THE CONTRACTOR. ALL LEVELS MUST BE CHECKED FOR CONFLICT WITH ANY SERVICES, AND ANY CONFLICTS TO BE RESOLVED WITH THE PRINCIPAL.
- THE LOCATION OF EXISTING PROPERTY CONNECTIONS TO UTILITIES LOCATED WITHIN THE ROAD RESERVE HAVE NOT BEEN LOCATED AND SURVEYED, IT WILL BE THE CONTRACTORS RESPONSIBILITY TO LOCATE EACH PROPERTY CONNECTION AND ARRANGE ANY REQUIREMENT FOR RECONNECTION TO NEW LINES. THE CONTRACTOR SHALL ALSO PROTECT ALL PROPERTY CONNECTIONS DURING CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL MANAGE ANY DISRUPTION TO SUPPLY TO PRIVATE PROPERTY AND ENSURE THAT SUPPLY IS AVAILABLE AT THE END OF EACH DAYS ACTIVITIES.
- SERVICES SHOWN ARE INDICATIVE ONLY AND IS NOT GUARANTEED COMPLETE NOR CORRECT. CONTRACTOR TO CONFIRM POSITION AND LOCATION OF ALL SERVICES PRIOR TO FINAL DESIGN AND PRIOR TO COMMENCING WORK. CONTRACTOR TO ENSURE ADOPTED METHOD OF CONSTRUCTION WILL AVOID DAMAGE TO ALL SERVICES.
- SERVICE AUTHORITIES ARE TO BE CONTACTED PRIOR TO THE COMMENCEMENT OF WORKS FOR ARRANGEMENTS TO BE MADE REGARDING THE PROTECTION, ADJUSTMENT OR RELOCATION OF SERVICES IF NECESSARY. INFORMATION PROVIDED ON THE DRAWINGS WITH RESPECT TO SERVICES IS FOR GUIDANCE ONLY.
- PRIOR TO THE START OF EXCAVATION, ALL NEW TEMPORARY EXCAVATIONS FOR UTILITIES NEAR CUT OR FILL BATTERS ARE TO BE ASSESSED ON SITE BY THE CONTRACTOR'S EXPERIENCED GEOTECHNICAL ENGINEER FOR THEIR POTENTIAL IMPACT ON BATTER STABILITY DURING CONSTRUCTION.
- ALL TRENCH BACKFILL ASSOCIATED WITH UTILITIES TO BE UNDERTAKEN IN ACCORDANCE WITH RELEVANT UTILITY AUTHORITIES' STANDARDS.

PROPERTY WORKS CONSTRUCTION

- MAKE GOOD ANY DISTURBANCE TO EXISTING LAWNS AND TOP SOIL. TURF AND RESHAPE ALL DISTURBED AREAS INCLUDING REPLACEMENT OF EXISTING SHRUBS, HEDGES ETC. AS SHOWN ON DRAWINGS AND AGREED WITH THE PROPERTY OWNER AND THE PRINCIPAL.
- CLEAN UP AND REMOVE CONTRACTOR'S WASTE FROM THE SITE CAUSED DURING THE ADJUSTMENT WORK.
- RELOCATE / REMOVE AND REPLACE EXISTING FENCES, GATES, LETTERBOX AS SHOWN ON THE DRAWING. PRINCIPAL TO CONFIRM EXACT INSTRUCTION WITH PROPERTY OWNER.
- THE POSITION OF ALL SERVICES IS TO BE CONFIRMED PRIOR TO FINAL DESIGN AND PRIOR TO COMMENCING ANY WORKS BY THE CONTRACTOR. EXISTING PRIVATE PROPERTY SERVICE CONNECTIONS AND DRAINAGE ARE NOT INDICATED ON THESE DRAWINGS. THESE NEED TO BE LOCATED AND ADJUSTED AS REQUIRED. MAINTAIN EXISTING ALIGNMENT WHERE POSSIBLE.
- ACCESS TO PROPERTIES TO BE MAINTAINED BY THE CONTRACTOR AT ALL TIMES DURING CONSTRUCTION, OR AS OTHERWISE AGREED WITH THE PROPERTY OWNER AND THE PRINCIPAL.
- ALL REDUNDANT FENCING TO BE REMOVED AND RECYCLED WHERE POSSIBLE.
- THE CADASTRAL BOUNDARY IS SUBJECT TO CONFIRMATION ON SITE BY THE CONTRACTOR USING A REGISTERED LAND SURVEYOR.
- WHERE REMOVAL OF TREES ARE REQUIRED, OBTAIN APPROVAL FROM THE RELEVANT AUTHORITY (SUCH AS COUNCIL, PLANNING SECRETARY, THE PRINCIPAL OR OTHER).
- ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH RMS SPECIFICATION R204.

STANDARD DRAWINGS

- CITY OF CANADA BAY STANDARD DRAWINGS CAN BE FOUND AT THE BELOW LOCATION:
<https://www.canadabay.nsw.gov.au/development/plans-policies-and-controls/planning-controls-LEP-DCP>
- TRANSPORT FOR NEW SOUTH WALES STANDARD DRAWINGS CAN BE FOUND AT BELOW LOCATION:
<https://roads-waterways.transport.nsw.gov.au/business-industry/partners-suppliers/document-types/standard-drawings/road/fencing.html>

COUNCIL STANDARD DRAWINGS		
STANDARD DRAWING NUMBER	DESCRIPTION	LAST AMENDED
6A - KERB & GUTTER DETAILS 1	STANDARD KERB AND GUTTER DETAILS SHEET 1 OF 2	CITY OF CANADA BAY Sep-2014
1A - CONCRETE VEHICULAR LAYBACK	CONCRETE VEHICLUAR LAYBACK DETAILS	CITY OF CANADA BAY Sep-2014
C10	DETAIL SHEET 2 - RAMPED CROSSING	CITY OF CANADA BAY September-2016
DRIVEWAY DETAILS - SECTION 28.4 DRIVEWAY WIDTHS OF DRIVEWAY AND ANCILLARY WORKS PROCESS AND CONSTRUCTION SPECIFICATIONS	DRIVEWAY DETAILS	CITY OF CANADA BAY August-2019

TNSW STANDARD DRAWINGS		
STANDARD DRAWING NUMBER	DESCRIPTION	LAST AMENDED
R0300-29	PEDESTRIAN FENCE - PIPE HANDRAIL DETAILS	January-2017

OFFICIAL

RED LINE MARKUP

SURVEY (EXISTING)

	CABLE JUNCTION BOX (PEJB)
	LARGE SIGN (SI)
	ELECTRICAL CABLE MANHOLE (PEMH)
	SIGN POST (PSIN)
	DRILL HOLE AND WING (PDHL)
	EXISTING VALVE BOX
	POLE LIGHT (PLPL)
	STOP VALVE (WATER)
	KERB INLET (KI)
	WATER HYDRANT
	SURVEY MARKS (BOLTS, PEGS, NAILS)
	TRAFFIC SIGNAL JUNCTION BOX (PSJX)
	TRAFFIC CONTROL SIGNAL (PSGL)
	RUBBISH BIN (PBIN)
	TELEPHONE SINGLE CONCRETE PIT (PTSP)
	TELEPHONE TWIN CONCRETE PIT (PTTP)
	PIER COLUMN POINT (PBPI)
	DRAINAGE JUNCTION MANHOLE (PDJM)
	TELEPHONE BOX POINT (PTBX)
	TELEPHONE DISTRIBUTION PILLAR (PTDP)
	TELEPHONE SUMP (TS)
	UNIDENTIFIED SERVICE
	DISTRIBUTION FUSE POINT (PEFP)
	TRAFFIC SIGNAL CONTROLLER (TCS)
	WATER HYDRANT (PWHY)
	POLE POWER (PPPL)
	LUMINAIRE
	MAIL BOX
	POWER POLE AND LIGHT (PPLP)
	MANHOLE COVER (PSMH)
	EXISTING PIPE - 450 DIA (U4)
	EXISTING LIGHT WITH OUTREACH (LI)
	EXISTING ABOVE GROUND JOINING POST (PTJP)
	EXISTING PIPE - 300 DIA (U2)
	EXISTING INLET TO SUMP (PILT)
	EXISTING METER (PWMR)
	EXISTING DISH DRAIN (DD)
	EXISTING PARKING METER (PKME)

	POWER SERVICE PILLAR UNDERGROUND (PEUP)
	G I PIPE (PGPI)
	FIRE HYDRANT (WATER)
	OPTICAL FIBRE PIT (POFP)
	BOLLARD (AC)
	TOP OF CONCRETE JUNCTION BOX
	UNIDENTIFIED POLE
	BUS STOP (PBUS)
	PETROL PUMP
	DRAINAGE PIPE INVERT
	OPTICAL FIBRE JUNCTION BOX (POFJ)
	SPEED ZONE LINEMARKING
	ARROW RIGHT TURN (AR)
	ARROW LEFT TURN (AL)
	ARROW STRAIGHT AHEAD (AS)
	EXISTING POST - DOUBLE SIDED (PSDS)
	TRANSFORMER CABINET CENTRE (PETC)
	FENCE POST OR GUIDE POST (POST)
	WATER MAIN MARKER (PWMM)
	EXISTING STD 1.1m BY 1.1m MAIN PIT (PTMP)
	EXISTING TRAFFIC MARKER (SILENT COP) (PTMX)
	EXISTING GULLY PIT (PGUL)
	EXISTING PIPE - 375 DIA (U3)
	EXISTING PIPE - 525 DIA (U5)
	EXISTING LAMPHOLES (PSLH)
	EXISTING VENT PIPE (PSVP)
	EXISTING ALIGNMENT PIN (PAPN)
	EXISTING GARDEN LIGHT (PLGN)
	EXISTING DRAIN SUBSOIL FLUSH POINT (PSFP)
	EXISTING AIR VALVE (PWAV)
	EXISTING CAMERA - FLASH UNIT (PCFU)
	EXISTING RED LIGHT-SPEED-TRAFFIC CAMERA (PCAM)

LEGEND SHEET

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

ABBREVIATIONS

BCC	BURWOOD CITY COUNCIL
CCB	CITY OF CANADA BAY
TCS	TRAFFIC CONTROL SIGNAL
DRG	DRAWING(S)
RCP	STEEL REINFORCED CONCRETE PIPE
STD	STANDARD

NOTE:
UTILITIES SHOWN ON THE DRAWINGS ARE EXISTING ONLY AND DO NOT SHOW THE DESIGN FOR ANY PROPOSED UTILITIES. REFER TO RELEVANT UTILITIES DESIGN PACKAGES FOR THE PROPOSED UTILITIES DESIGN. CONSTRUCTION IS NOT TO COMMENCE UNTIL THE PROPOSED UTILITY DESIGN IS ISSUED FOR CONSTRUCTION.

OFFICIAL

RED LINE MARKUP

100mm AT FULL SIZE Plot Date & Time: 25/11/22 - 16:47

EXISTING SIGN SCHEDULE								
SIGN TAG X - EXISTING R - RELOCATED	EXISTING LOCATION	CODE	SIGN DESCRIPTION	TREATMENT	NEW LOCATION		MOUNTING	REMARKS
					CONTROL	CHAINAGE		
X1	LOFTUS STREET - SHEET 2	R6-222	TRUCKS PROHIBITED 3t AND OVER	REMOVE				
X2	LOFTUS STREET - SHEET 2	R5-40(R)	NO PARKING (R)	REMOVE				
X3	GIPPS STREET - SHEET 2	R5-40(L)	NO PARKING (L)	RETAIN				
X4	GIPPS STREET - SHEET 2	G9-258-1	WATCH FOR (BICYCLE SYMBOL)	RETAIN				
X5	GIPPS STREET - SHEET 2	R5-40(LR)	NO PARKING (LR)	RETAIN				
X6	GIPPS STREET - SHEET 2	R5-40(LR)	NO PARKING (LR)	RETAIN				
X7	GIPPS STREET - SHEET 2	W5-22	TRUCKS CROSSING OR ENTERING	RETAIN				
X8	LOFTUS STREET - SHEET 2	COUNCIL SIGN	LOFTUS ST	RETAIN				
X9	LOFTUS STREET - SHEET 2	COUNCIL SIGN	CONCORD OVAL ENTRY VIA LOFTUS ST	RETAIN				
X10	LOFTUS STREET - SHEET 2	COUNCIL SIGN	HISTORIC ST LUKES CHURCH	RETAIN				
X11	GIPPS STREET - SHEET 2	R5-40(R)	NO PARKING (R)	REMOVE				
X12	GIPPS STREET - SHEET 2	R5-40(L)	NO PARKING (L)	RETAIN				
X13	GIPPS STREET - SHEET 2	G9-258-1	WATCH FOR (BICYCLE SYMBOL)	RETAIN				
X14	GIPPS STREET - SHEET 2	R5-20	BUS ZONE	RETAIN				
X15	GIPPS STREET - SHEET 2	R5-40(R)	NO PARKING (R)	RETAIN				
X16	GIPPS STREET - SHEET 2	R5-40(LR)	NO PARKING (LR)	RETAIN				
X17	BURTON STREET - SHEET 1	R5-40(LR)	NO PARKING (LR)	REMOVE				
X18	BURTON STREET - SHEET 1	R5-40(R)	NO PARKING (R)	REMOVE				
X19	BURTON STREET - SHEET 1	T1-25	ROADWORK ON SIDE ROAD	RETAIN				
X20	BURTON STREET - SHEET 1	COUNCIL SIGN	BURTON ST	RELOCATE			ELECTRICAL POLE	RELOCATE AND MOUNT WITH X21 ON NEW ELECTRICAL POLE (LOCATION PENDING ELECTRICAL DESIGN)
X21	BURTON STREET - SHEET 1	COUNCIL SIGN	HISTORIC ST LUKES CHURCH	RELOCATE			ELECTRICAL POLE	RELOCATE AND MOUNT WITH X21 ON NEW ELECTRICAL POLE (LOCATION PENDING ELECTRICAL DESIGN)
X22	BURTON STREET - SHEET 1	R5-40(L)	NO PARKING (L)	REMOVE				
X23	BURTON STREET - SHEET 1	R5-40(L)	NO PARKING (L)	REMOVE				
X24	LOFTUS STREET - SHEET 1	R5-40(L)	NO PARKING (L)	REMOVE				
X25	LOFTUS STREET - SHEET 1	R5-40(R)	NO PARKING (R)	REMOVE				
X26	LOFTUS STREET - SHEET 1	R5-400(R)	NO STOPPING (R)	RETAIN				
R27	BURWOOD ROAD - SHEET 3	R5-20(L)	BUS ZONE	RELOCATE Retain				
R28	BURWOOD ROAD - SHEET 3	R5-2(R)	2 HOUR PARKING TIME SPECIFIED	RELOCATE Retain				
R29	BURWOOD ROAD - SHEET 3	R5-402(R)	NO STOPPING (R) TIME SPECIFIED (CUSTOM - LANDSCAPE)	RELOCATE Retain				
R30	BURWOOD ROAD - SHEET 3	R5-20(R)	BUS ZONE (R)	RELOCATE			ELECTRICAL POLE	RELOCATE AND MOUNT WITH X44 ON ITS EXISTING POST
X31	BURWOOD ROAD - SHEET 4	R5-2(L)	2 HOUR PARKING TIME SPECIFIED	REMOVE			ELECTRICAL POLE	
X32	BURWOOD ROAD - SHEET 4	R5-402(L)	NO STOPPING (L) TIME SPECIFIED (CUSTOM - LANDSCAPE)	REMOVE			ELECTRICAL POLE	
X33	BURWOOD ROAD - SHEET 3	R5-2(LR)	2 HOUR PARKING TIME SPECIFIED	REMOVE				
X34	BURWOOD ROAD - SHEET 3	R5-402(LR)	NO STOPPING (LR) TIME SPECIFIED (CUSTOM - LANDSCAPE)	REMOVE				
X35	BURWOOD ROAD - SHEET 3	R6-11	LOW CLEARANCE 3.6 m	RETAIN RELOCATE				
X36	BURWOOD ROAD - SHEET 3	CUSTOM	HIGH VEHICLES USE DETOUR AHEAD	RETAIN RELOCATE				
X37	BURWOOD ROAD - SHEET 3	R5-20(R)	BUS ZONE (R)	RETAIN RELOCATE				
X38	BURWOOD ROAD - SHEET 3	R5-400(L)	NO STOPPING (L)	RETAIN RELOCATE				

OFFICIAL

RED LINE MARKUP

EXISTING SIGN SCHEDULE								
SIGN TAG X - EXISTING R - RELOCATED	EXISTING LOCATION	CODE	SIGN DESCRIPTION	TREATMENT	NEW LOCATION		MOUNTING	REMARKS
					CONTROL	CHAINAGE		
X39	BURWOOD ROAD - SHEET 4	COUNCIL SIGN	ESHER LA	RETAIN				
X40	BURWOOD ROAD - SHEET 3	R5-2(LR)	2 HOUR PARKING TIME SPECIFIED (LR)	REMOVE				
X41	BURWOOD ROAD - SHEET 3	R5-402(LR)	NO STOPPING (LR) TIME SPECIFIED (CUSTOM - LANDSCAPE)	REMOVE				
X42	BURWOOD ROAD - SHEET 3	R5-402(LR)	NO STOPPING (LR) TIME SPECIFIED (CUSTOM - LANDSCAPE)	REMOVE				
X43	BURWOOD ROAD - SHEET 3	R5-2(R)	2 HOUR PARKING TIME SPECIFIED (R)	REMOVE				
X44	BURWOOD ROAD - SHEET 3	R5-20(R) R5-400(L)	BUS ZONE (R) NO STOPPING (L)	REMOVE RETAIN				
X45	PARRAMATTA ROAD - SHEET 4	R5-217	CLEARWAY (AM & PM) REPEATER (LR)	RETAIN			ELECTRICAL POLE	
X46	PARRAMATTA ROAD - SHEET 4	CUSTOM	NO ACCESS TO M4 FROM LEFT LANE	RETAIN				
X47	PARRAMATTA ROAD - SHEET 4	R5-218	CLEARWAY (AM & PM) REPEATER (LR)	RETAIN			ELECTRICAL POLE	
X48	PARRAMATTA ROAD - SHEET 4	R5-400(LR)	NO STOPPING (LR)	REMOVE			ELECTRICAL POLE	
X49	PARRAMATTA ROAD - SHEET 4	R5-218	CLEARWAY (AM & PM) REPEATER (LR)	RETAIN			ELECTRICAL POLE	
X50	PARRAMATTA ROAD - SHEET 4	R5-400(R)	NO STOPPING (R)	RETAIN			ELECTRICAL POLE	
X51	PARRAMATTA ROAD - SHEET 4	R5-40(L)	NO PARKING (L)	RETAIN			ELECTRICAL POLE	
X52	PARRAMATTA ROAD - SHEET 4	R4-230N	SCHOOL ZONE (8-9:30AM 2:30-4PM) SCHOOL DAYS	RETAIN				
X53	PARRAMATTA ROAD - SHEET 4	G6-356N	RED LIGHT SPEED CAMERA AHEAD (WITH SPEED LIMIT ON RIGHT)	RETAIN				
X54	PARRAMATTA ROAD - SHEET 4	R5-218	CLEARWAY (AM & PM) REPEATER (LR)	RETAIN			ELECTRICAL POLE	
X55	PARRAMATTA ROAD - SHEET 4	R5-40(R)	NO PARKING (R)	RETAIN			ELECTRICAL POLE	
X56	PARRAMATTA ROAD - SHEET 4	R5-20(L)	BUS ZONE (L)	RETAIN			ELECTRICAL POLE	
X57	PARRAMATTA ROAD - SHEET 4	R4-231N	END SCHOOL ZONE	RETAIN				
X58	PARRAMATTA ROAD - SHEET 4	R5-218	CLEARWAY (AM & PM) REPEATER (LR)	RETAIN			ELECTRICAL POLE	
X59	PARRAMATTA ROAD - SHEET 4	R5-40(L)	NO PARKING (L)	RETAIN			ELECTRICAL POLE	
X60	PARRAMATTA ROAD - SHEET 4	R5-20(R)	BUS ZONE (R)	RETAIN			ELECTRICAL POLE	

OFFICIAL

RED LINE MARKUP

100mm AT FULL SIZE Plot Date & Time: 25/11/22 - 16:47

NEW SIGN SCHEDULE												
SIGN TAG N - NEW SIGN	PROPOSED LOCATION	CODE	SIGN DESCRIPTION	SIGN FACE SIZE			MOUNTED HEIGHT H (m)	NO. OF POSTS	POST SIZE	FOUNDATION	POST TYPE	REMARK
				WIDTH A (mm)	HEIGHT B (mm)	AREA (m²)						
N1	LOFTUS STREET - SHEET 2	R1-2	GIVE WAY	866	750	0.32475	2.5	1	60.3 x 3.6 CHS	SIMPLE POST	FRANGIBLE	
N2	BURTON STREET - SHEET 1	R1-2	GIVE WAY	866	750	0.32475	2.5	1	60.3 x 3.6 CHS	SIMPLE POST	FRANGIBLE	
N3	GIPPS STREET - SHEET 2	R5-400 (L)	NO STOPPING (L)	225	450	0.10125	2.5	1	60.3 x 3.6 CHS	SIMPLE POST	FRANGIBLE	MOUNT WITH N26
N4	LOFTUS STREET - SHEET 2	R5-400(R)	NO STOPPING (R)	225	450	0.10125	2.5	1	60.3 x 3.6 CHS	SIMPLE POST	FRANGIBLE	
N5	BURTON STREET - SHEET 1	R5-400(LR)	NO STOPPING (LR)	225	450	0.10125	2.5		USE EXISTING POST FROM X22			
N6	BURTON STREET - SHEET 1	R5-400(L)	NO STOPPING (L)	225	450	0.10125	2.5		USE EXISTING POST FROM X26			
N7	BURTON STREET - SHEET 1	R5-400(R)	NO STOPPING (R)	225	450	0.10125	2.5	1	60.3 x 3.6 CHS	SIMPLE POST	FRANGIBLE	
N8	LOFTUS STREET - SHEET 1	R5-400(R)	NO STOPPING (R)	225	450	0.10125	2.5	1	60.3 x 3.6 CHS	SIMPLE POST	FRANGIBLE	
N9	LOFTUS STREET - SHEET 1	R5-400(L)	NO STOPPING (L)	225	450	0.10125	2.5		USE EXISTING POST FROM X24			
N10	LOFTUS STREET - SHEET 2	R5-400(L)	NO STOPPING (L)	225	450	0.10125	2.5		MOUNT ON ELECTRICAL POLE			
N11	GIPPS STREET - SHEET 2	R5-400(R)	NO STOPPING (R)	225	450	0.10125	2.5		USE EXISTING POST FROM X11 AND MOUNT WITH X12			
N12	BURWOOD ROAD - SHEET 3	R5-20(LR)	BUS ZONE (LR)	225	450	0.10125	2.5	1	60.3 x 3.6 CHS	SIMPLE POST	FRANGIBLE	
N13	BURWOOD ROAD - SHEET 3	R5-20(L)	BUS ZONE (L)	225	450	0.10125	2.5		MOUNT ON ELECTRICAL POLE			MOUNT WITH N22 AND N23
N14	BURWOOD ROAD - SHEET 4	R5-400(R)	NO STOPPING (R)	225	450	0.10125	2.5	1	60.3 x 3.6 CHS	SIMPLE POST	FRANGIBLE	N14, N18 AND N19 TO BE MOUNTED TOGETHER ON THE SAME POST
N15	PARRAMATTA ROAD - SHEET 4	R5-400(L)	NO STOPPING (L)	225	450	0.10125	2.5	1	60.3 x 3.6 CHS	SIMPLE POST	FRANGIBLE	MOUNT TOGETHER
N16	PARRAMATTA ROAD - SHEET 4	R5-20(R)	BUS ZONE (R)	225	450	0.10125	2.5					
N17	PARRAMATTA ROAD - SHEET 4	R5-20(L)	BUS ZONE (L)	225	450	0.10125	2.5		MOUNT ON ELECTRICAL POLE WITH N25			
N18	PARRAMATTA ROAD - SHEET 4	R5-2(L)	2 HOUR PARKING TIME SPECIFIED (L)	225	450	0.10125	2.5		MOUNT TOGETHER WITH N14			
N19	PARRAMATTA ROAD - SHEET 4	R5-402(L)	NO STOPPING (L) TIME SPECIFIED (CUSTOM - LANDSCAPE)	450	225	0.10125	2.5					
N20	BURWOOD ROAD - SHEET 3	R5-2(LR)	2 HOUR PARKING TIME SPECIFIED (LR)	225	450	0.10125	2.5	1	60.3 x 3.6 CHS	SIMPLE POST	FRANGIBLE	MOUNT TOGETHER
N21	BURWOOD ROAD - SHEET 3	R5-402(LR)	NO STOPPING (LR) TIME SPECIFIED (CUSTOM - LANDSCAPE)	450	225	0.10125	2.5		MOUNT WITH N20, PLACE ON TOP OF N20			
N22	BURWOOD ROAD - SHEET 3	R5-2(R)	2 HOUR PARKING TIME SPECIFIED (R)	225	450	0.10125	2.5		MOUNT ON ELECTRICAL POLE			MOUNT WITH N13
N23	BURWOOD ROAD - SHEET 3	R5-402(R)	NO STOPPING (R) TIME SPECIFIED (CUSTOM - LANDSCAPE)	450	225	0.10125	2.5					
N24	BURWOOD ROAD - SHEET 3	R5-20(LR)	BUS ZONE (LR)	225	450	0.10125	2.5		USE EXISTING POST FROM X40 AND X41			
N25	PARRAMATTA ROAD - SHEET 4	R5-400(R)	NO STOPPING (R)	225	450	0.10125	2.5		MOUNT ON ELECTRICAL POLE WITH N17			
N26	GIPPS STREET - SHEET 2	R5-40(R)	NO PARKING (R)	225	450	0.10125	2.5		MOUNT WITH N3			
N27	BURTON STREET - SHEET 1	R2-3	KEEP LEFT	300	450	0.13500	1.5	1	60.3 x 3.6 CHS	SIMPLE POST	FRANGIBLE	
N28	BURTON STREET - SHEET 1	R2-3	KEEP LEFT	300	450	0.13500	1.5	1	60.3 x 3.6 CHS	SIMPLE POST	FRANGIBLE	
N29	BURTON STREET - SHEET 1	R5-400(L)	NO STOPPING (L)	225	450	0.10125	2.5	1	60.3 x 3.6 CHS	SIMPLE POST	FRANGIBLE	
N30	BURTON STREET - SHEET 1	R5-400(R)	NO STOPPING (R)	225	450	0.10125	2.5	1	60.3 x 3.6 CHS	SIMPLE POST	FRANGIBLE	
N31	BURTON STREET - SHEET 1	R1-2	GIVE WAY	866	750	0.32475	2.5		MOUNT WITH N27, PLACE ON TOP OF N27			
R27	BURWOOD ROAD - SHEET 3	R5-20(L)	BUS ZONE (L)	225	450	0.10125	2.5	1	60.3 x 3.6 CHS	SIMPLE POST	FRANGIBLE	R27, R28 AND R29 TO BE MOUNTED TOGETHER ON THE SAME POST
R28	BURWOOD ROAD - SHEET 3	R5-2(R)	2 HOUR PARKING TIME SPECIFIED (R)	225	450	0.10125	2.5					
R29	BURWOOD ROAD - SHEET 3	R5-402(R)	NO STOPPING (R) TIME SPECIFIED (CUSTOM - LANDSCAPE)	450	225	0.10125	2.5					
R30	BURWOOD ROAD - SHEET 3	R5-20(R)	BUS ZONE (R)	225	450	0.10125	2.5		USE EXISTING POST FROM X42, X43 AND X44			MOUNT WITH X44

OFFICIAL

RED LINE MARKUP

NOTES:

1.

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
2.

MATERIAL SUPPLY AND CONSTRUCTION:

a.

WARM MIX ASPHALT TO CONFORM TO TNSW R116.

b.

PRIME, PRIMERSEALS AND SPRAY SEALS TO CONFORM TO TNSW R106.

c.

ALL EARTHWORKS TO BE IN ACCORDANCE WITH TNSW R44, UNLESS NOTED OTHERWISE ON THE DRAWINGS.

d.

JOINT FILLER TO COMPLY WITH TNSW 3204.

e.

DGB20 (100% RECYCLED CRUSHED CONCRETE) TO CONFORM TO TNSW 3051.

f.

HEAVILY BOUND SUBBASE (GRAVE LAITIER) TO CONFORM TO TNSW R73.

g.

SAND:CEMENT MIX (8:1) TO CONFORM TO TNSW M258.

h.

CONCRETE FOR PAVEMENT TYPE DW-R AND MI, THE 32 MPa CONCRETE MIX MUST CONFORM TO R54. THE MIX MUST HAVE A MINIMUM 30% SUPPLEMENTARY CEMENTITIOUS MATERIALS (SCM) TO TNSW 3211 ANNEXURE E3 OR A GLOBAL WARMING POTENTIAL LESS THAN 260 kg CO2 EQ BY MEASURE FROM AN ENVIRONMENTAL PRODUCT DECLARATION.

i.

FOR PAVEMENT TYPE MI, THE 25 MPa CONCRETE MIX MUST CONFORM TO R53 AND MUST HAVE A MINIMUM 30% SUPPLEMENTARY CEMENTITIOUS MATERIALS (SCMs) TO TNSW 3211 ANNEXURE E3 OR A GLOBAL WARMING POTENTIAL LESS THAN 225 kg CO2 EQ BY MEASURE FROM AN ENVIRONMENTAL PRODUCT DECLARATION.
3.

THE THICKNESS OF SEAL / PRIMERSEAL SHALL BE TAKEN INTO ACCOUNT IN THE DESIGN MILLING DEPTH AND SHALL APPROXIMATELY BE EQUIVALENT TO THE AVERAGE LEAST DIMENSION (ALD) OF THE AGGREGATE. UNTIL SUCH TIME ALD TESTS ARE CONDUCTED ON THE AGGREGATES, AN ALD OF 4 mm MAY BE ASSUMED FOR A 7 mm NOMINAL SIZE AGGREGATE.
4.

LOW CUTTER SEAL (C240 BINDER WITH MAXIMUM 2% CUTTER) SHALL BE APPLIED UNDERNEATH ASPHALT BASE COURSE. AGGREGATE SPREAD RATE SHALL BE BETWEEN 200 AND 250 m²/m³ AND RESIDUAL BINDER APPLICATION RATE SHALL BE TYPICALLY 0.80 L/m².
5.

FOUNDATION TREATMENTS FOR PAVEMENT TYPE F1:

-

EXCAVATE TO FOUNDATION LEVEL.

-

TRIM THE FLOOR OF THE CUTTING TO CONFORM TO THE TOLERANCES STATED IN CLAUSE 7.7 OF TNSW R44.

-

COMPACT THE MATERIAL EXPOSED WITH NO LESS THAN 6 PASSES OF A VIBRATING ROLLER. STATIC ROLLER OR HAND PLATE COMPACTOR CAN BE USED IF REQUIRED BY UTILITY AUTHORITIES

-

PROOF ROLLING TO TNSW T198. CONTRACTOR TO NOMINATE AN ALTERNATIVE METHOD TO ASSESS COMPACTION IF PROOF ROLLING AS PER TNSW T198 IS DEEMED UNFEASIBLE

-

IF UNSUITABLE MATERIAL IS ENCOUNTERED, REMOVE AND REPLACE WITH MIN. 150 mm HBSB OR SAND:CEMENT MIX (8:1) (COMPACTED AS A SEPARATE LAYER)

-

PLACE HBSB OR SAND:CEMENT MIX (8:1) AND COMPACT TO REQUIREMENTS OF TNSW R73 OR TNSW M258 RESPECTIVELY.
6.

ALL PROFILING OPERATIONS SHALL BE IN ACCORDANCE WITH TNSW R101
7.

MILL AND CORRECT: AFTER MILLING THE TOP 50 mm OF THE EXISTING PAVEMENT, THE EXPOSED SURFACE MAY REQUIRE A CORRECTIVE LAYER IF DEPTH TO FINISHED SURFACE LEVEL IS GREATER THAN 70 mm. CORRECTIVE LAYER SHALL BE A MINIMUM 20 mm AC7 (C450). ASPHALT TYPES SHOULD COMPLY WITH TNSW R116
8.

ON COMPLETION OF THE MILLING OPERATION FOR THE PAVEMENT TYPE M&C, THE REMAINING ASPHALT LAYER SHALL BE INSPECTED. IF IT IS CRACKED, STRIPPED OR DELAMINATED OR IF THE REMAINING LAYER IS LESS THAN 40 mm THICK IT SHALL BE REMOVED AS WELL. CRACKS WIDER THAN 3 mm SHALL BE SEALED IN ACCORDANCE WITH TNSW M211, PRIOR TO CONSTRUCTION OF THE NEW ASPHALT LAYERS.
9.

ALL ASPHALT LAYERS INCLUDING THE CORRECTIVE LAYER SHALL BE WITHIN THE RANGE OF THE ALLOWABLE ASPHALT LAYER THICKNESS LISTED IN TABLE 1:

TABLE 1 : ALLOWABLE ASPHALT LAYER THICKNESS

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

10.

FOR PAVEMENT TYPES DW-R AND FP, THE SURFACE OF THE COMPACTED UNBOUND GRANULAR MATERIAL SHALL BE MOISTENED PRIOR TO PLACING THE CONCRETE TO MINIMIZE MOISTURE LOSS.

11.

FOOTPATHS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF CANADA BAY COUNCIL ENGINEERING SPECIFICATIONS.

12.

RESIDENTIAL DRIVEWAYS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF CANADA BAY PLAN A4.

13.

EXISTING SUBBASE TO BE PROOF ROLLED WITH A SUITABLE ROLLER. AREAS WHICH SHOW VISIBLE HEAVE UNDER COMPACTION SHALL BE OVER-EXCAVATED BY 300 mm AND REPLACED WITH COMPACTED AND APPROVED GRANULAR FILL.

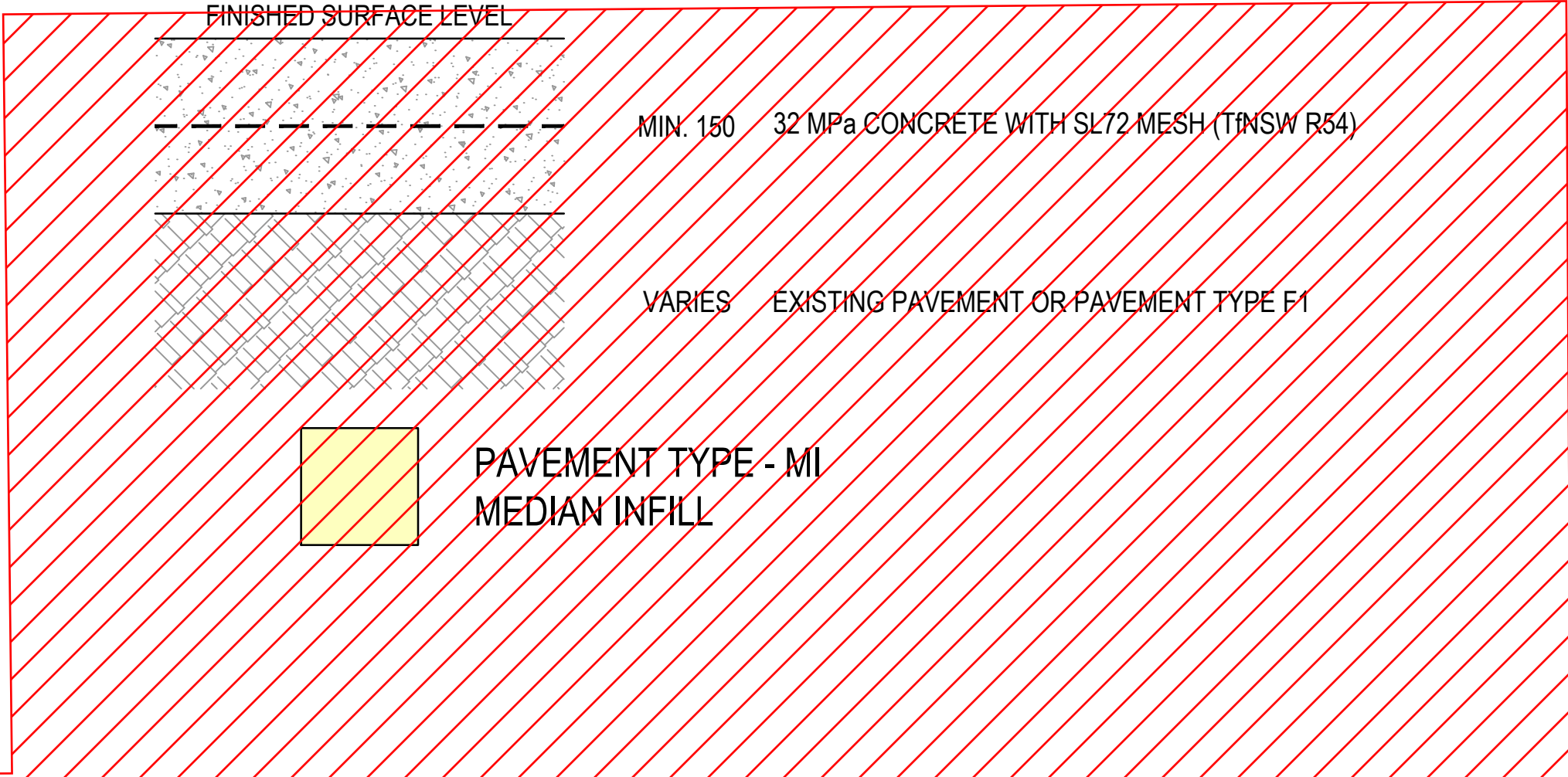
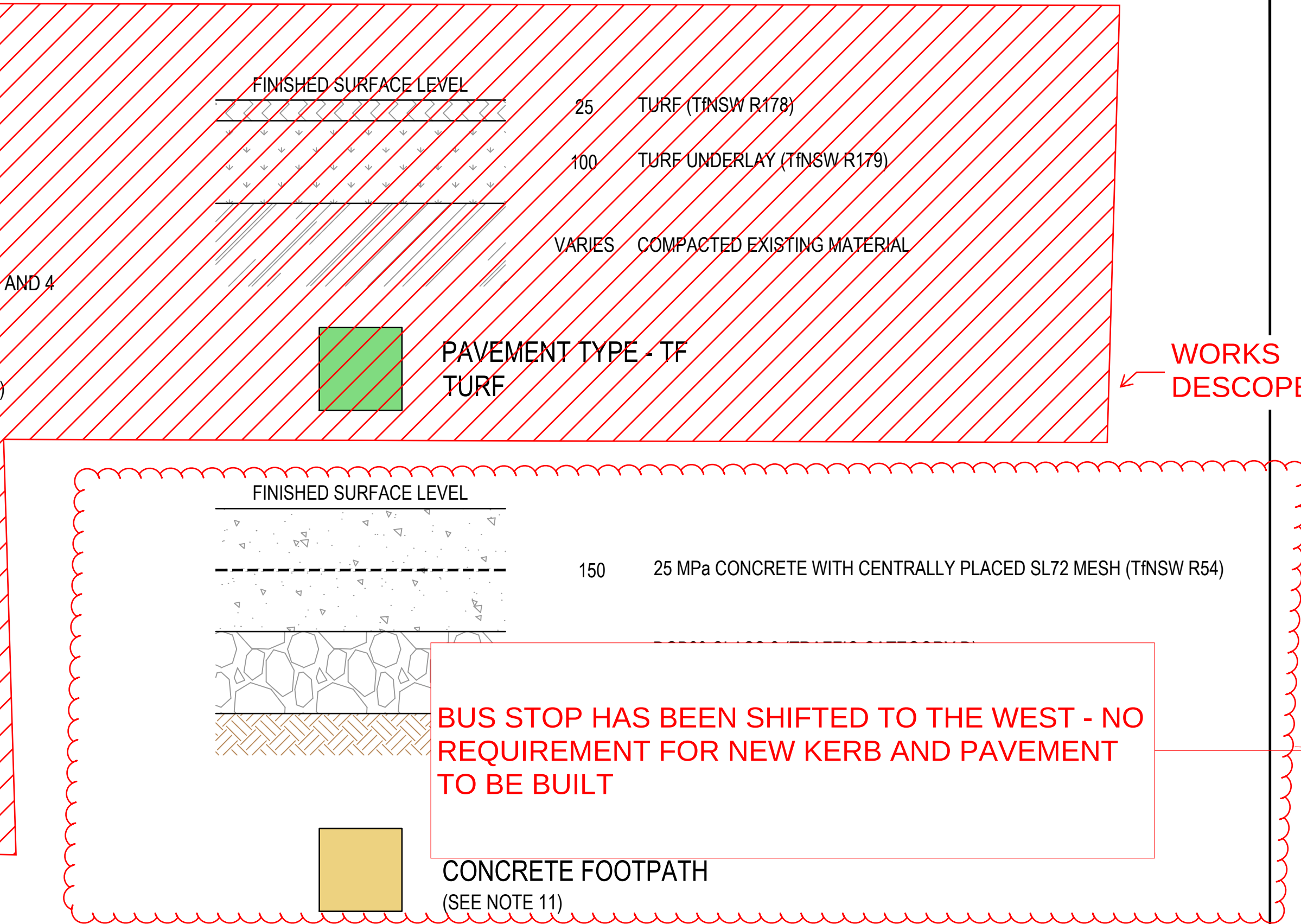
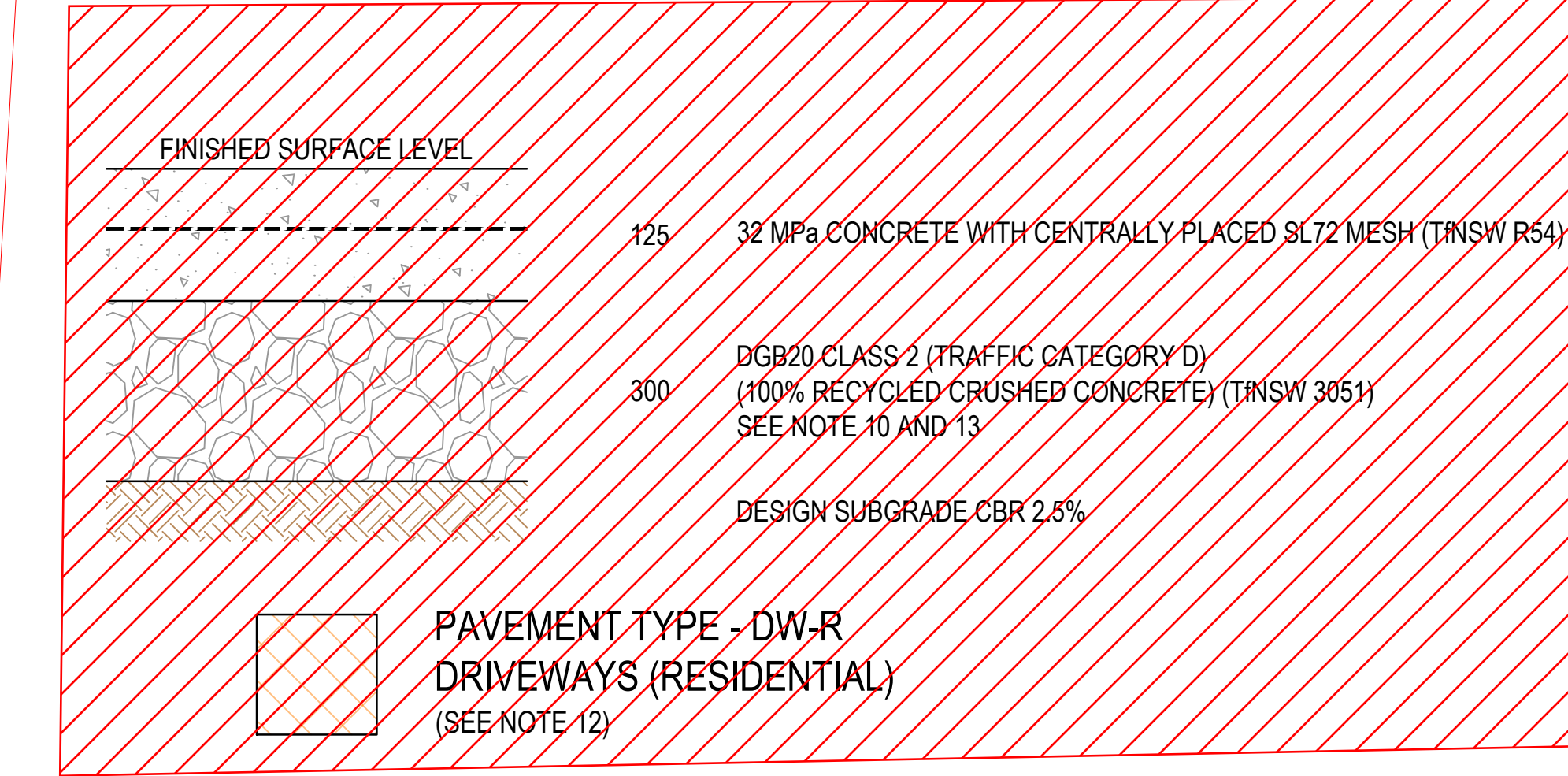
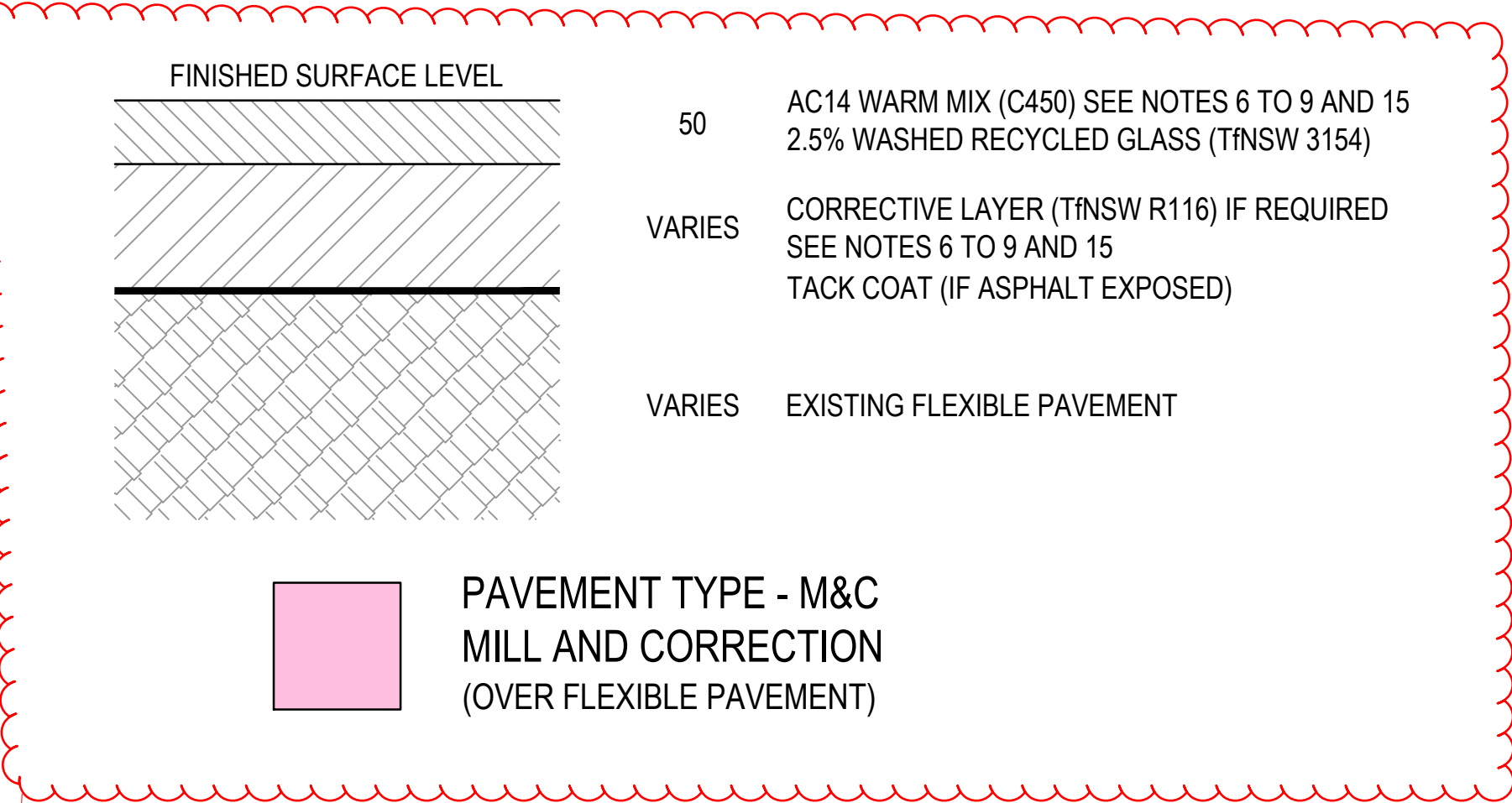
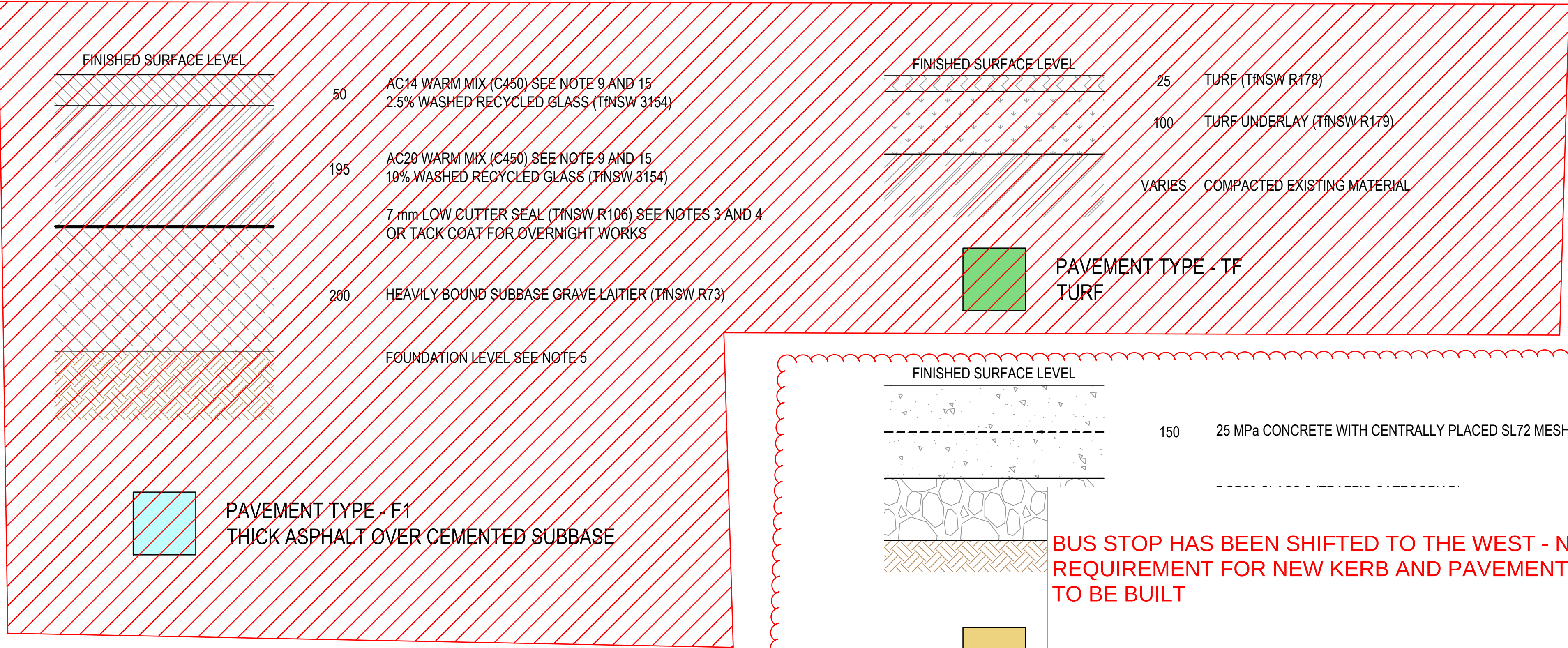
14.

PAVEMENT PROFILES SUBJECT TO CHANGE DEPENDING ON LOCATION OF EXISTING UTILITIES. CONTRACTOR TO COORDINATE PAVEMENT DESIGNS WITH UTILITIES.

15.

AC20 AND AC14 WARM MIX SHALL BE COMPACTED AT LOWER TEMPERATURES (APPROX. 20-30 °C LESS) THAN STANDARD HOT MIXES. COMPACTION TEMPERATURES SHALL BE CONFIRMED AFTER FOLLOWING METHODOLOGY INCLUDED IN APPENDIX B OF AS2891.2.2.

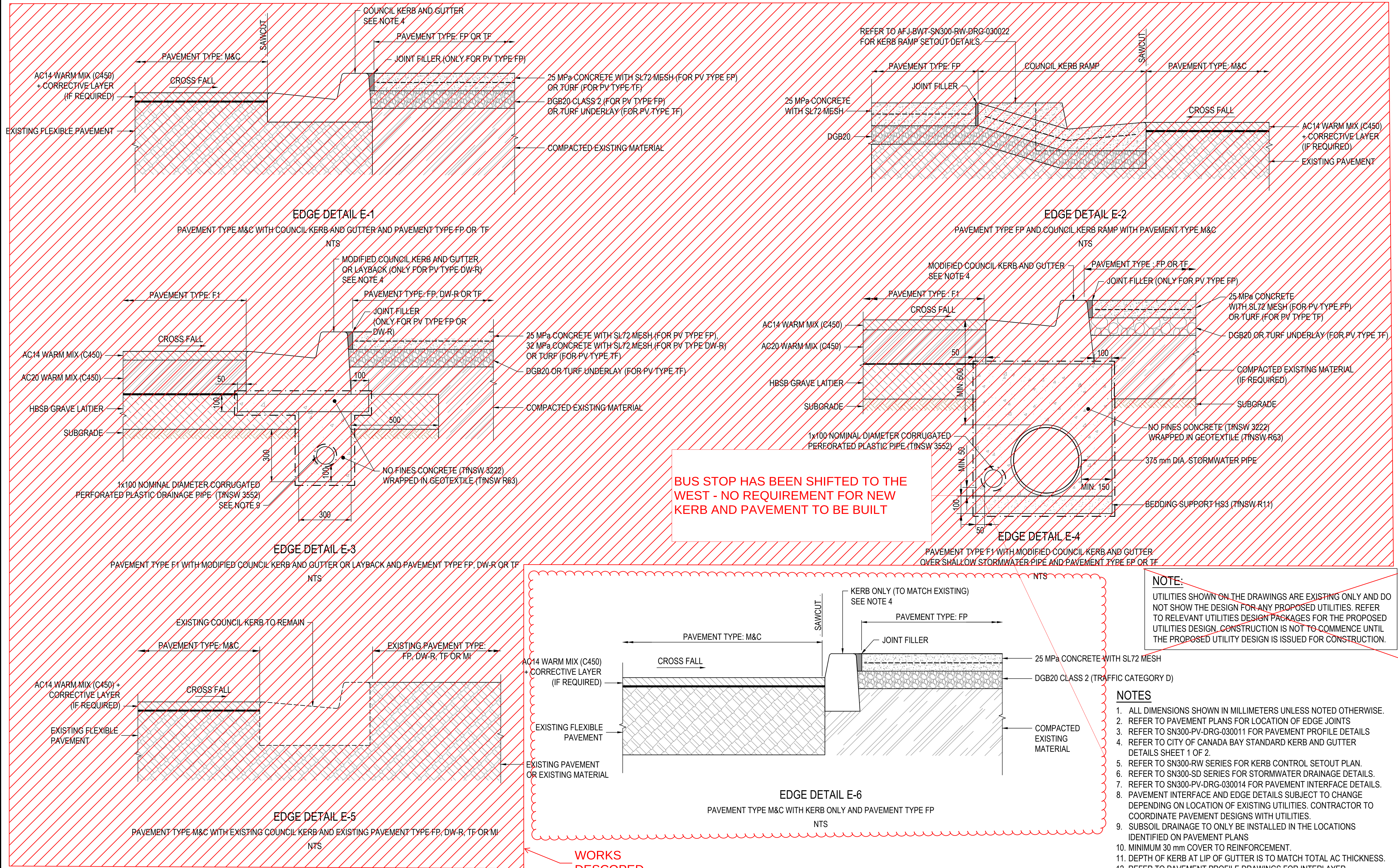
BUS STOP HAS BEEN SHIFTED TO THE WEST - NO REQUIREMENT FOR NEW KERB AND PAVEMENT TO BE BUILT



NOTE:
UTILITIES SHOWN ON THE DRAWINGS ARE EXISTING ONLY AND DO NOT SHOW THE DESIGN FOR ANY PROPOSED UTILITIES. REFER TO RELEVANT UTILITIES DESIGN PACKAGES FOR THE PROPOSED UTILITIES DESIGN. CONSTRUCTION IS NOT TO COMMENCE UNTIL THE PROPOSED UTILITY DESIGN IS ISSUED FOR CONSTRUCTION.

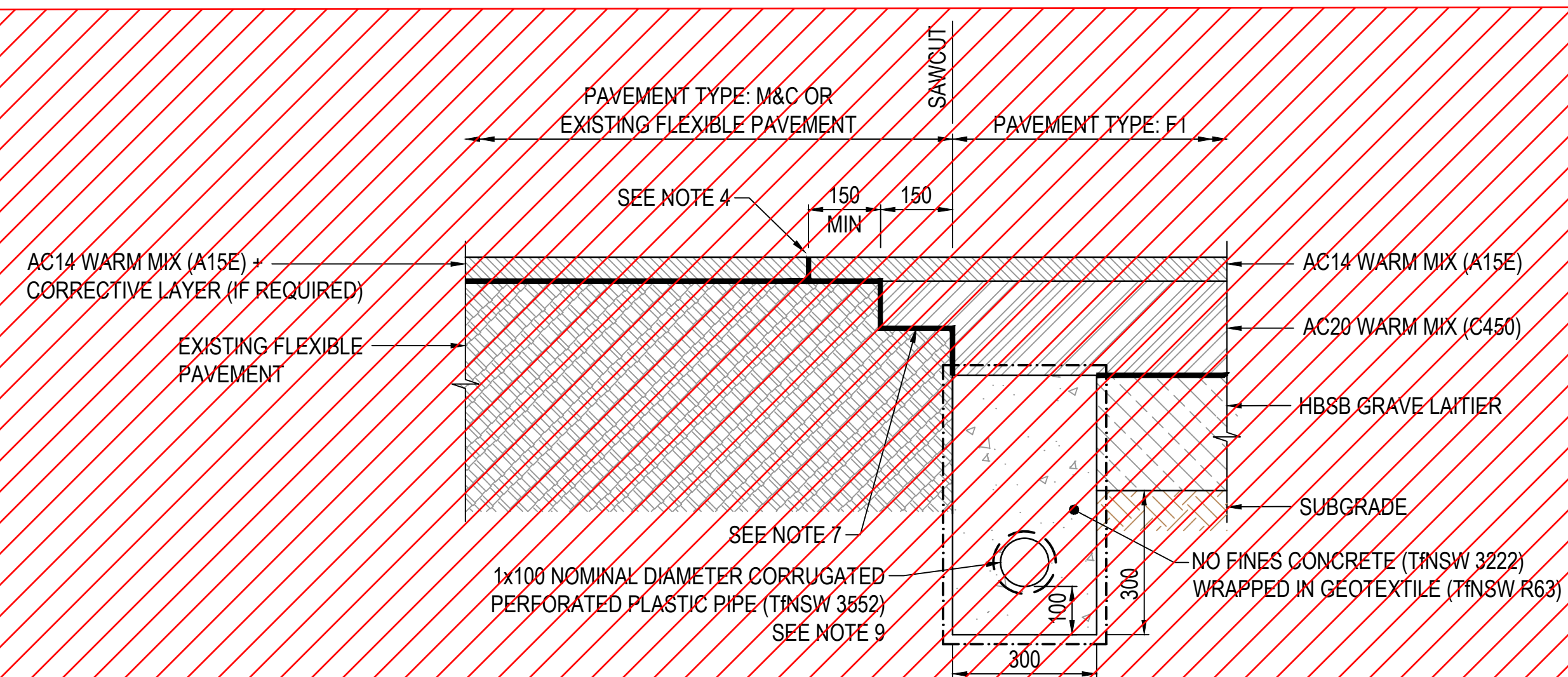
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RED LINE MARKUP



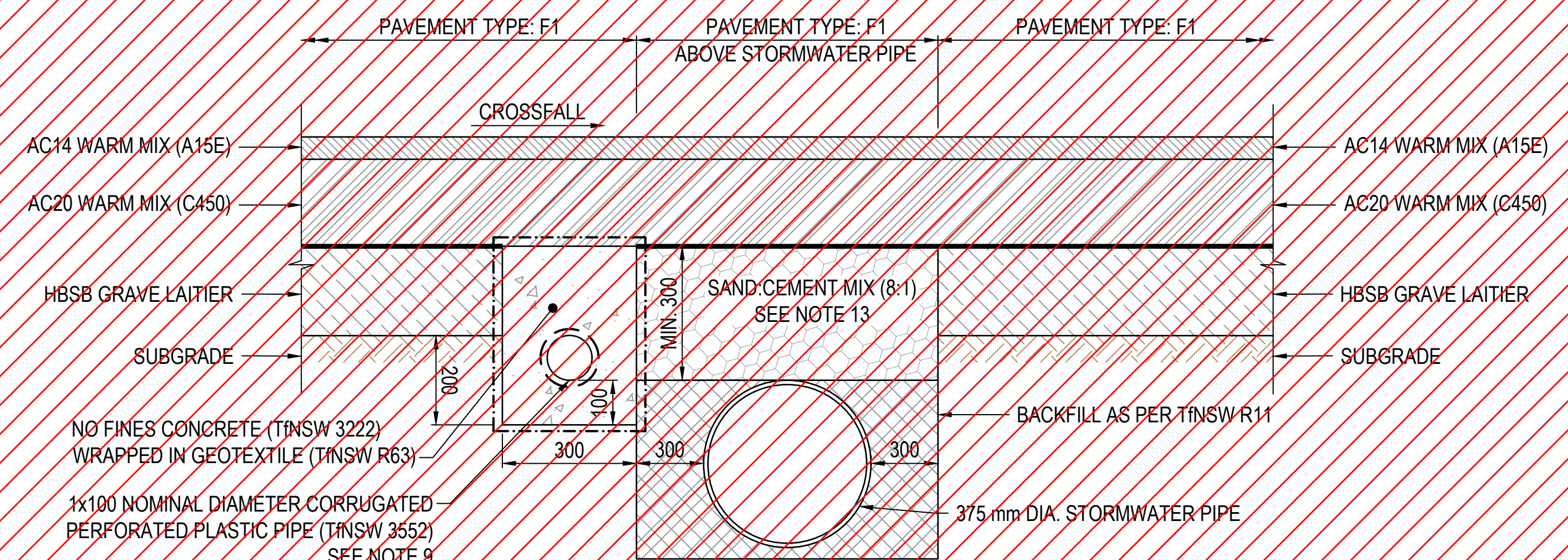
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RED LINE MARKUP



~~INTERFACE DETAIL I-2~~

LONGITUDINAL CONSTRUCTION DETAIL FOR PAVEMENT TYPE M&C OR EXISTING FLEXIBLE PAVEMENT AND PAVEMENT TYPE F1
NTS



~~INTERFACE DETAIL I-4~~

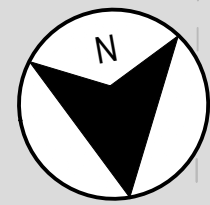
PAVEMENT TYPE F1 ABOVE STORMWATER PIPE
NTS



BUS STOP HAS BEEN SHIFTED TO THE WEST - NO REQUIREMENT FOR NEW KERB AND PAVEMENT TO BE BUILT

1. ALL DIMENSIONS SHOWN IN MILLIMETERS UNLESS NOTED OTHERWISE.
2. REFER TO PAVEMENT PLANS FOR LOCATION OF INTERFACE JOINTS.
3. REFER TO SN300-PV-DRG-030011 FOR PAVEMENT PROFILE DETAILS.
4. WEARING COURSE LONGITUDINAL JOINT SHALL BE LOCATED WITHIN ± 25 mm OF LINE MARKING OR IN THE CENTRE OF A LANE, UNLESS OTHERWISE INDICATED ON THE DRAWINGS.
5. LONGITUDINAL JOINT IN ASPHALT LAYERS SHALL BE OFFSET 150 mm MINIMUM FROM JOINTS IN UNDERLYING LAYER.
6. FOR TRANSVERSE INTERFACE MINIMUM DIMENSIONS ARE 1000 mm.
7. TACK COAT IF ASPHALT EXPOSED, POLYMER MODIFIED PRIMER EMULSION IF CONCRETE EXPOSED OR LOW CUTTER SEAL IF GRANULAR MATERIAL EXPOSED.
8. DESIGNER TO BE CONTACTED IF COVER TO EXISTING STORMWATER PIPE IS LESS THAN 300 mm.
9. SUBSOIL DRAINAGE TO ONLY BE INSTALLED IN THE LOCATIONS IDENTIFIED ON PAVEMENT PLANS.
10. AC20 BASE COURSE FOR PAVEMENT TYPE F1 SHALL BE PLACED AS 2 SUBLAYERS REQUIRING 1 STEP.
11. REFER TO SM SERIES FOR STORMWATER DRAINAGE DETAILS.
12. REFER TO PROFILE DRAWINGS FOR INTERLAYER TREATMENTS.
13. SAND:CEMENT MIX SHALL BE COMPACTED IN MAXIMUM 100 mm THICK LAYERS.

RED LINE MARKUP



BUS STOP HAS BEEN
SHIFTED TO THE WEST - NO
REQUIREMENT FOR NEW
KERB AND PAVEMENT TO BE
BUILT

Lanes on Parramatta Road not affected:
- No changed line marking
- Existing line marking remains unaffected
- Lane widths not changed from original pre CTP arrangements

NOTE:
UTILITIES SHOWN ON THE DRAWINGS ARE EXISTING ONLY AND DO NOT SHOW THE DESIGN FOR ANY PROPOSED UTILITIES. REFER TO RELEVANT UTILITIES DESIGN PACKAGES THE PROPOSED UTILITIES DESIGN. CONSTRUCTION IS NOT TO COMMENCE UNTIL THE PROPOSED UTILITY DESIGN IS ISSUED FOR CONSTRUCTION.

LEGEND

- 0000
- CONTROL LINE
- BOUNDARY / LOT PROPERTY
- METRO SITE BOUNDARY
- EXISTING SURVEY
- EXISTING PAVEMENT
- METRO CONSTRUCTION SITE
- PAVEMENT TYPE DW-R
- PAVEMENT TYPE FP
- PAVEMENT TYPE TF
- PAVEMENT TYPE M&C
- PAVEMENT TYPE F1
- PAVEMENT TYPE MI
- XXXX
- PAVEMENT TAG
- MXXX
- CONTROL LINE LABEL
- E-1
- EDGE DETAILS
- I-1
- INTERFACE DETAILS
- NEW PIPE HANDRAIL
- SUBSURFACE DRAINAGE
- EXISTING STORMWATER PIT
- NEW STORMWATER PIT
- CONCRETE ENCASE EXISTING PIPE
- CONCRETE ENCASE PIPE

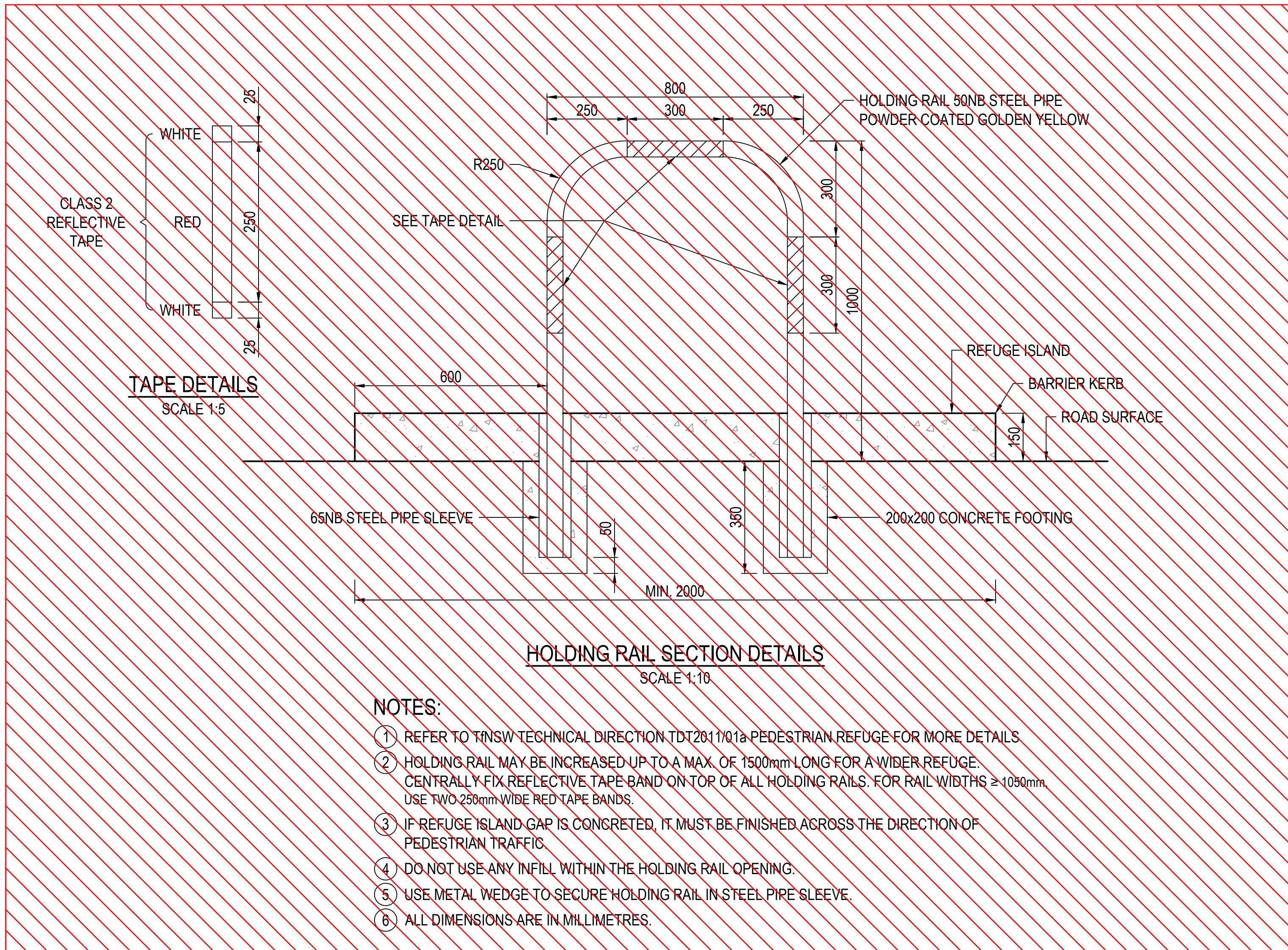
- NOTES**
1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
 2. REFER TO SN-CV-DRG-030014 FOR GENERAL NOTES.
 3. MINIMUM ASPHALT PAVING WIDTH TO BE 1.5 m TO ENABLE MACHINE COMPACTION
 4. REFER TO SN300-PV-DRG-030011 FOR PAVEMENT PROFILE DETAILS.
 5. REFER TO SN300-PV-DRG-030012 AND SN-PV-DRG-030013 FOR EDGE DETAILS.
 6. REFER TO SN300-PV-DRG-030014 FOR INTERFACE DETAILS.
 7. SAWCUT EXISTING GUTTER (FULL DEPTH) ALONG LIP OF GUTTER AND CAREFULLY REMOVE EXISTING KERB AND GUTTER WITHOUT DAMAGING EXISTING ADJACENT ASPHALT / FLEXIBLE PAVEMENT LAYERS. ANY DAMAGE OF EXISTING ADJACENT PAVEMENT SHALL BE REINSTATED TO MATCH EXISTING.
 8. CONCRETE FOOTPATH JOINTING IS TO BE IN ACCORDANCE WITH THE CITY OF CANADA BAY ENGINEERING SPECIFICATION.
 9. RESIDENTIAL DRIVEWAYS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF CANADA BAY PLAN A4.
 10. FOR CLARITY, THE STORMWATER EXTENTS ON THIS PLAN IS LIMITED TO THE PIPES TO BE CONCRETE ENCASED. REFER TO STORMWATER PLANS FOR FULL EXTENT OF STORMWATER DESIGN.
 11. SUBSURFACE DRAINS AGAINST GRADE TO BE LAID AT MIN. 0.5% GRADE.

BURWOOD ROAD

PARRAMATTA ROAD

OFFICIAL

RED LINE MARKUP



NOTE:
UTILITIES SHOWN ON THE DRAWINGS ARE EXISTING ONLY AND DO NOT SHOW THE DESIGN FOR ANY PROPOSED UTILITIES. REFER TO RELEVANT UTILITIES DESIGN PACKAGES THE PROPOSED UTILITIES DESIGN. CONSTRUCTION IS NOT TO COMMENCE UNTIL THE PROPOSED UTILITY DESIGN IS ISSUED FOR CONSTRUCTION.

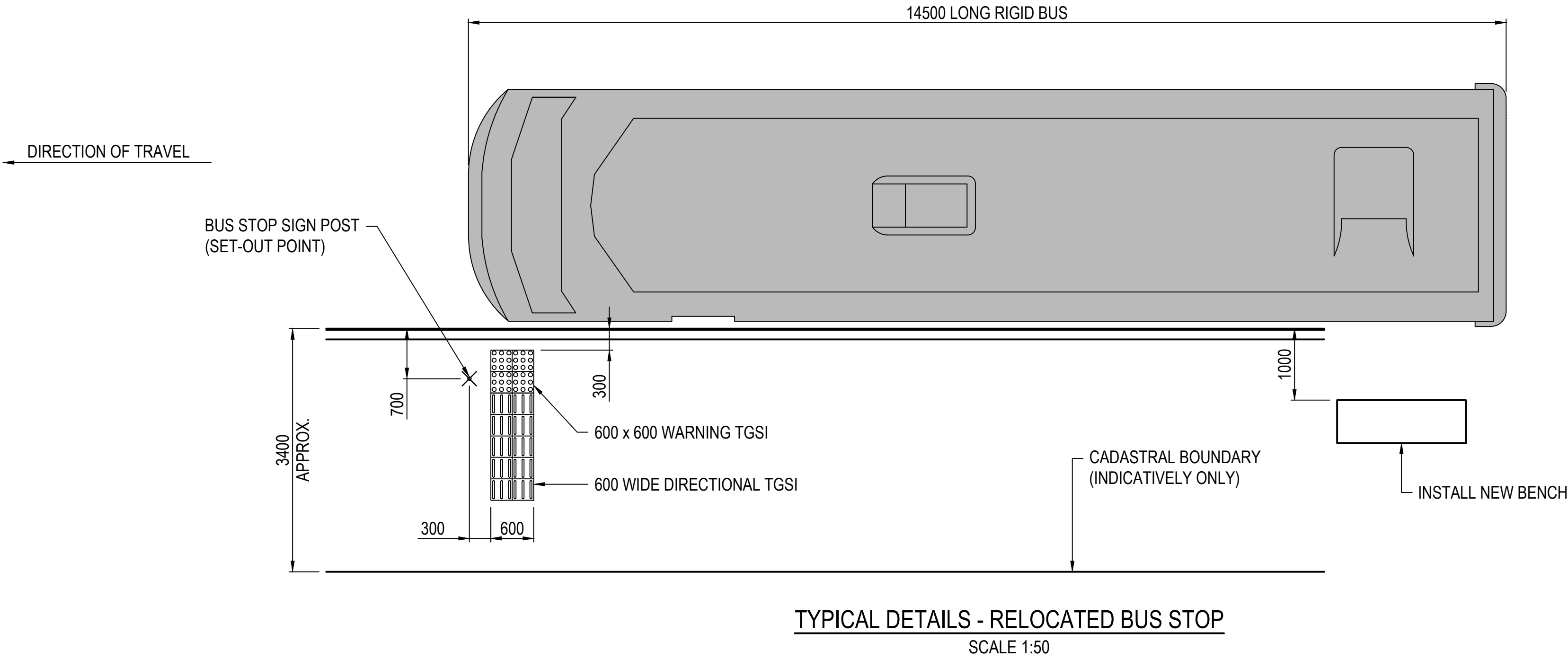
LEGEND

0000

---+--- CONTROL LINE
---+--- BOUNDARY / LOT PROPERTY
---+--- METRO SITE BOUNDARY
---+--- EXISTING SURVEY

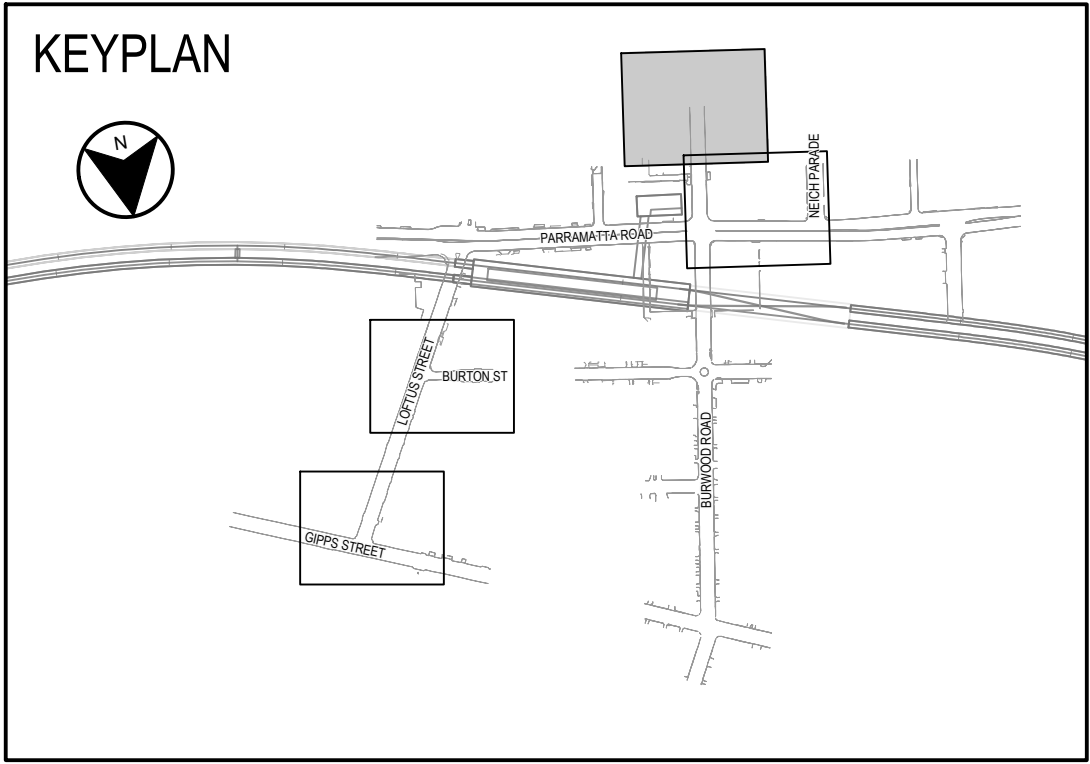
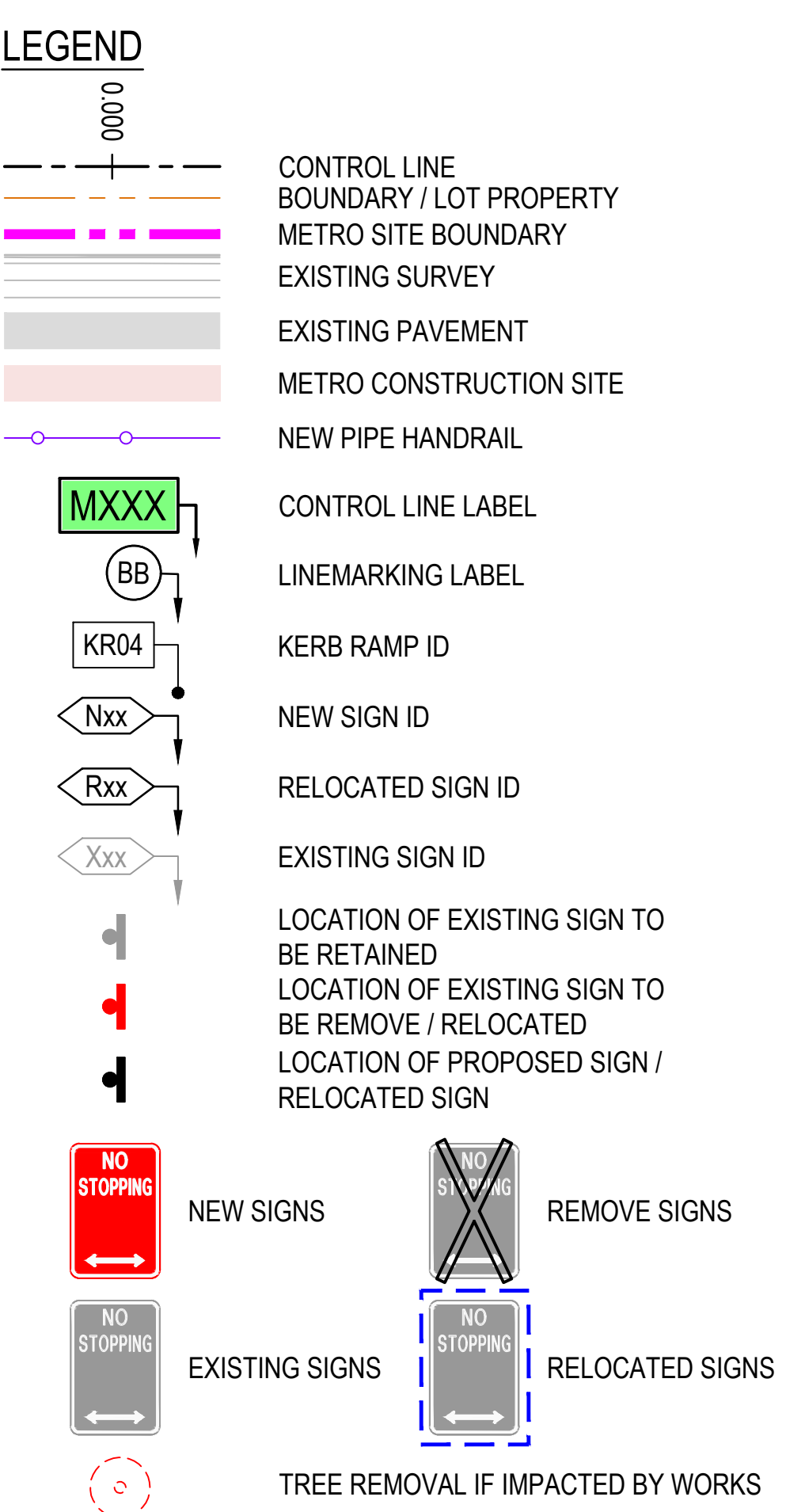
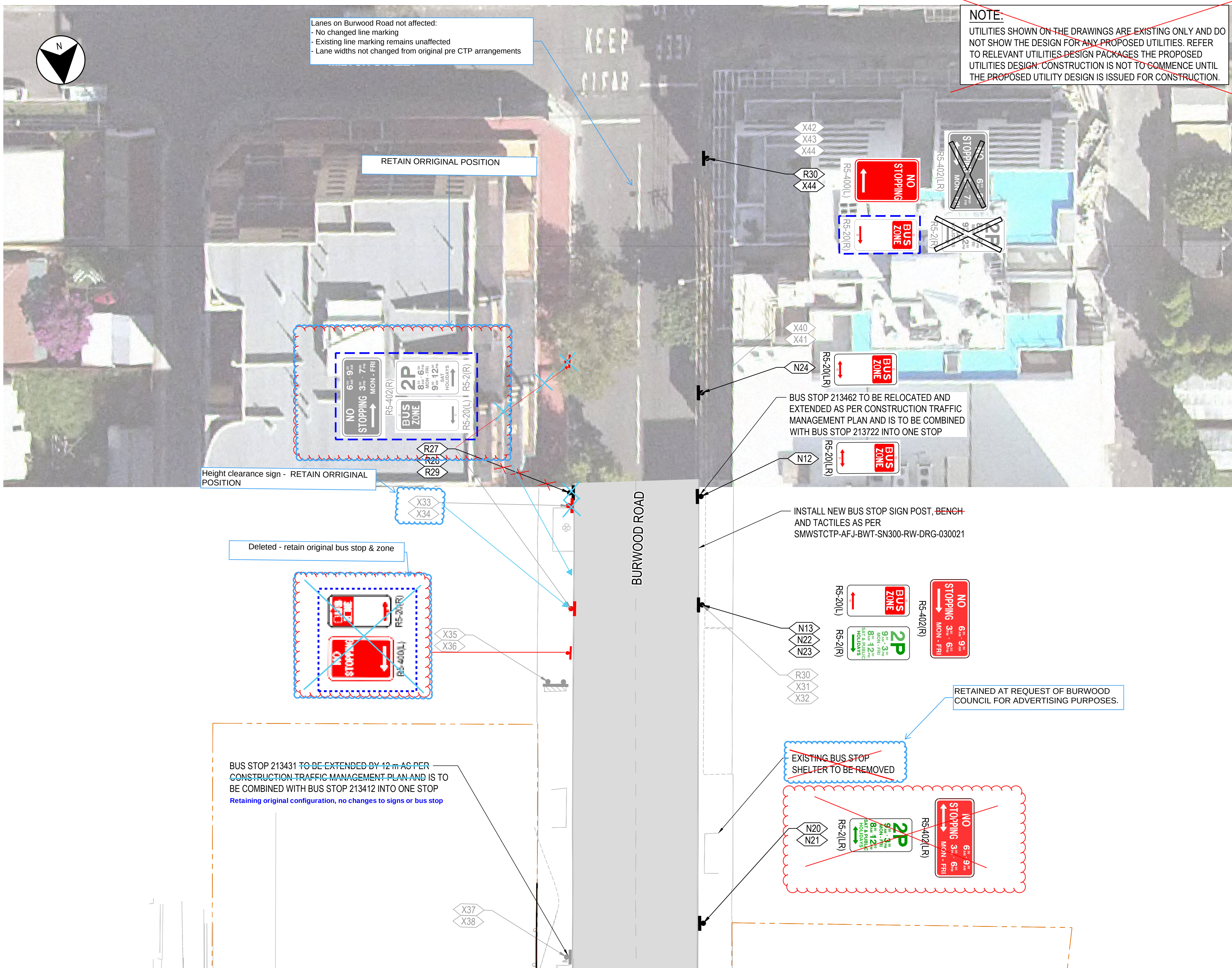
- NOTES**
1. ALL DIMENSIONS SHOWN IN MILLIMETRES UNLESS NOTED OTHERWISE.
 2. REFER TO SN300-CV-DRG-030014 FOR GENERAL NOTES.
 3. REFER TO SN300-CV-DRG-030015 FOR LEGEND.

WORKS
DESCOPE

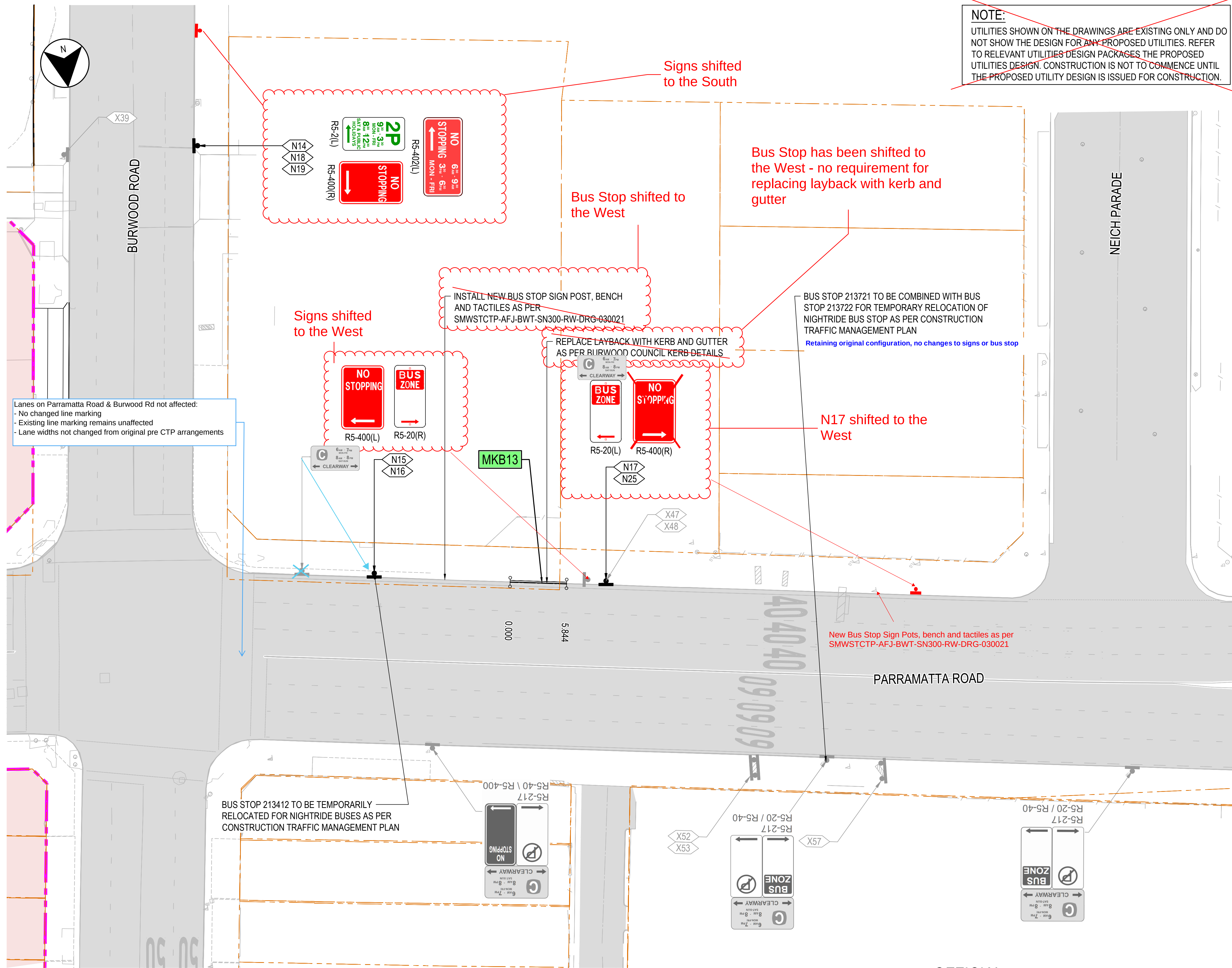


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RED LINE MARKUP



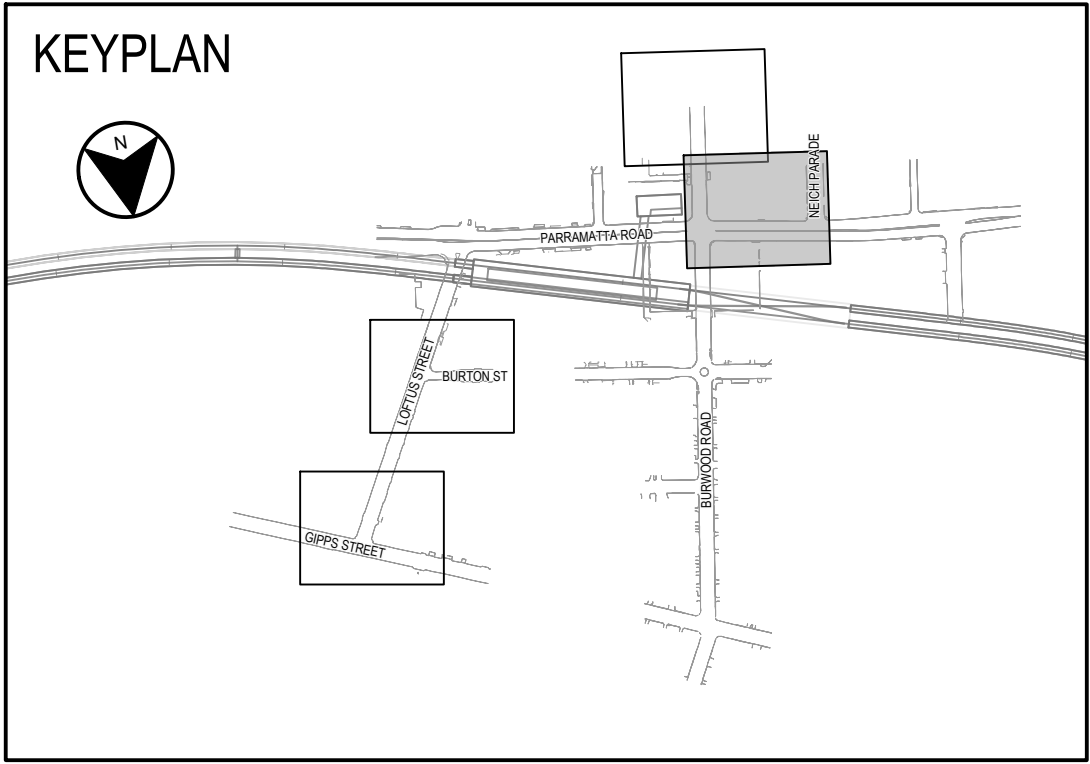
RED LINE MARKUP



LEGEND

CONTROL LINE
BOUNDARY / LOT PROPERTY
METRO SITE BOUNDARY
EXISTING SURVEY
EXISTING PAVEMENT
METRO CONSTRUCTION SITE
NEW PIPE HANDRAIL
CONTROL LINE LABEL
LINEMARKING LABEL
KERB RAMP ID
NEW SIGN ID
RELOCATED SIGN ID
EXISTING SIGN ID
LOCATION OF EXISTING SIGN TO BE RETAINED
LOCATION OF EXISTING SIGN TO BE REMOVE / RELOCATED
LOCATION OF PROPOSED SIGN / RELOCATED SIGN
NEW SIGNS
REMOVE SIGNS
EXISTING SIGNS
RELOCATED SIGNS
TREES PROPOSED TO BE REMOVED (SEE NOTE 7)

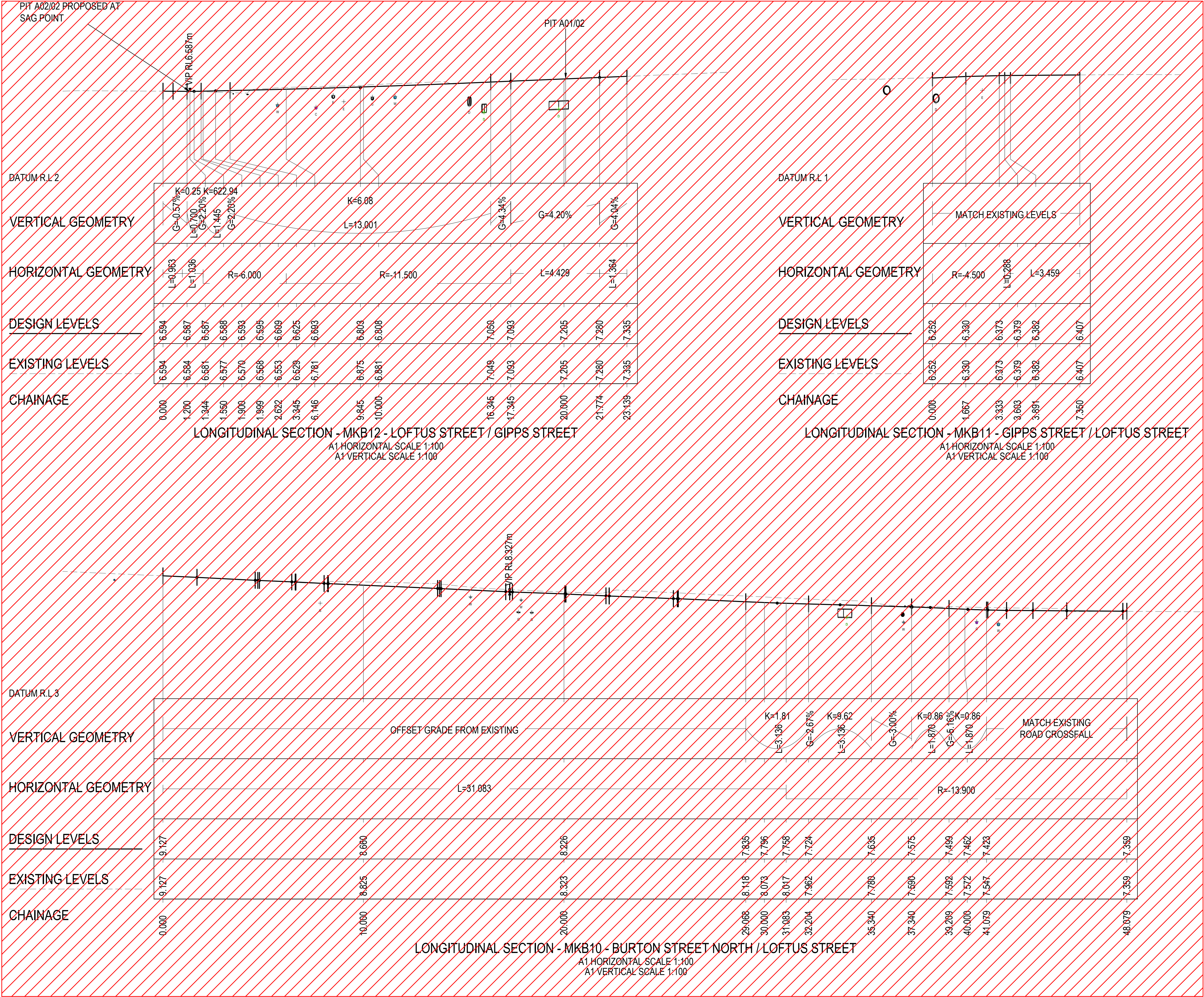
- NOTES**
1. ALL DIMENSIONS SHOWN IN METRES UNLESS NOTED OTHERWISE.
 2. REFER TO SMWSTCTP-AFJ-BWT-SN300-CV-DRG-030014 FOR GENERAL NOTES.
 3. REFER TO SMWSTCTP-AFJ-BWT-SN300-CV-DRG-030015 FOR LEGEND.
 4. REFER TO SMWSTCTP-AFJ-BWT-SN300-FN-DRG-030011 TO SMWSTCTP-AFJ-BWT-SN300-FN-DRG-030011 TO SN300-FN-DRG-030013 FOR SIGN SCHEDULE.
 5. REFER TO SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030036 FOR SET-OUT TABLES.
 6. CONSTRUCT KERB RAMP AS PER DETAILS ON SMWSTCTP-AFJ-BWT-SN300-RW-DRG-030022 AND EDGE DETAIL E-2 ON SMWSTCTP-AFJ-BWT-SN300-PV-DRG-030012.
 7. TREES TO BE RETAINED WHERE POSSIBLE OR RELOCATED TO A LOCATION ACCEPTABLE BY COUNCIL UNLESS ADVISED OTHERWISE BY COUNCIL.



OFFICIAL

RED LINE MARKUP

100mm AT FULL SIZE Plot Date & Time: 25/11/22 - 11:53



LEGEND

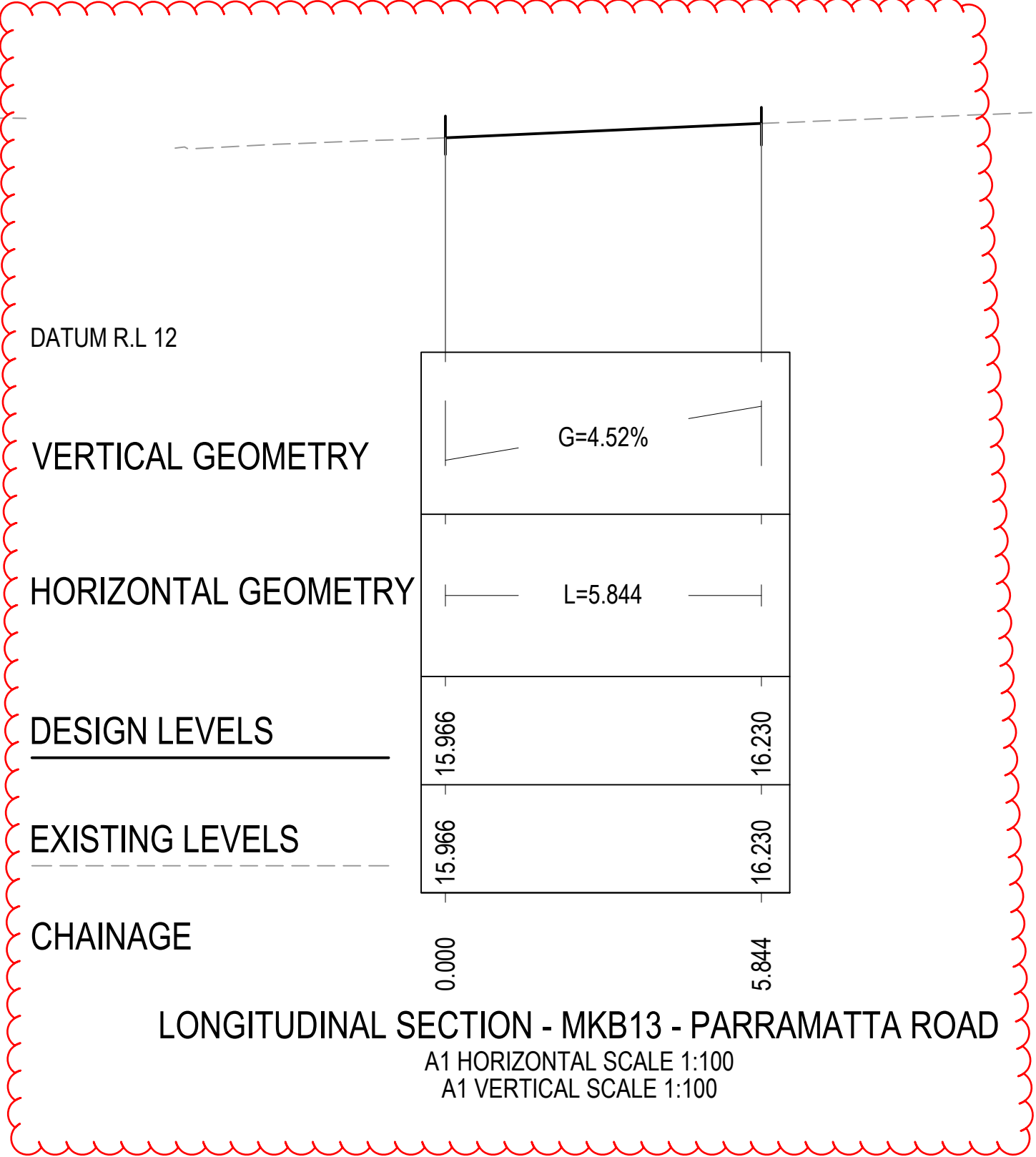
- DESIGN SURFACE LEVELS
- EXISTING SURFACE LEVELS
- UTILITY (COMMS)
- UTILITY (ELECTRICAL)
- UTILITY (GAS)
- UTILITY (SEWER)
- UTILITY (WATER)
- UTILITY (STORMWATER INVERT)

NOTE:

- FOR PAVEMENT PROFILES, EDGE AND INTERFACE DETAILS, REFER TO SN300-PV-DRG-030011, SN300-PV-DRG-030012, SN300-PV-DRG-030013 AND SN300-PV-DRG-030014.

BUS STOP HAS BEEN SHIFTED TO THE WEST - NO REQUIREMENT FOR NEW KERB AND PAVEMENT TO BE BUILT

WORKS DESCOPED



OFFICIAL

RED LINE MARKUP