CONSTRUCTION TRAFFIC MANAGEMENT PLAN

SYDNEY METRO WEST
Phase J - North Strathfield Electrical Kiosk Works
October 2025 – February 2026

Document Reference No:	SMWNSEKW-CTMP-PLN-001
Revision:	02
Issue Date:	20th November 2025

DOCUMENT DETAILS

Document Title:	North Strathfield Electrical Kiosk Works
Project Name:	Sydney Metro West – North Strathfield Electrical Kiosk Works
Client:	Sydney Metro
Reference No:	SMWNSEKW-CTMP-PLN-001
Revision Date:	02

REVISION HISTORY

Rev:	Date:	Comments:
02	20 November 2025	Addressing second round of comments

DOCUMENT AUTHORISATION

Role:	Position:	Name:	Signature:	Date
Prepared:	Traffic Coordinator:	[redacted]	[redacted]	20 November 2025
Reviewed	Traffic Manager:	[redacted]		20 November 2025
Approved:	Director:	[redacted]	[redacted]	20 November 2025

NOTES: Once all signatures have been obtained, the Document Author is responsible for ensuring the signed and approved soft copies are uploaded on to the share drive or passed to the Responsible Person for filing.

Glossary/Abbreviations

ABBREVIATION	EXPANDED TEXT
CEMP	Construction Environmental Management Plan
CPAS	Construction Parking and Access Strategy
CSSI	Critical State Significant Infrastructure
CTMF	Construction Traffic Management Framework (Sydney Metro)
CTMP	Construction Traffic Management Plan (This Plan)
EIS	Environmental Impact Statement
HV	High Voltage
HVLR	Heavy Vehicle Local Road
LTF	Local Traffic Forum
LV	Low Voltage
MCoA	Ministerial Conditions of Approval
MSB	Main Switchboard
NSSEK	North Strathfield Station Electrical Kiosk
OH	Overhead
OP	Operations Planning (former CJP)
OPLINC	TfNSW Online Planned Incident System (ROL Applications)
PMP	Pedestrian Management Plan
PTCD	Portable Traffic Control Device
ROL	Road Occupancy Licence
RSA	Road Safety Audit
TCAWS	Traffic Control at Worksites Technical Manual Version 6.1
TCG	Traffic Control Group
TfNSW	Transport for New South Wales
TGS	Traffic Guidance Scheme
TMC	Transport Management Centre
TTLG	Traffic and Transport Liaison Group
UG	Underground
UGOH	Underground Overhead
VMS	Variable Message Sign (portable or permanent)

Contents

1 INTRODUCTION

1.1 Project Overview

Sydney Metro is Australia's biggest public transport project. Building, operating and maintaining a network of four metro lines, 46 stations and 113km of new metro rail.

Sydney Metro is revolutionising how Australia's biggest city travels, connecting Sydney's north west, west, south west and greater west to fast, reliable turn-up-and-go metro services with fully accessible stations.

The NSW Government is delivering Sydney Metro West – a new underground metro railway which will double rail capacity between Parramatta and the Sydney CBD, transforming Sydney for generations to come.

This once-in-a-century infrastructure investment will provide fast, reliable turn-up-and-go metro services with fully accessible stations, link new communities to rail services and support employment growth and housing supply. Stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street in the Sydney CBD.

Sydney Metro West will target an opening date of 2032.

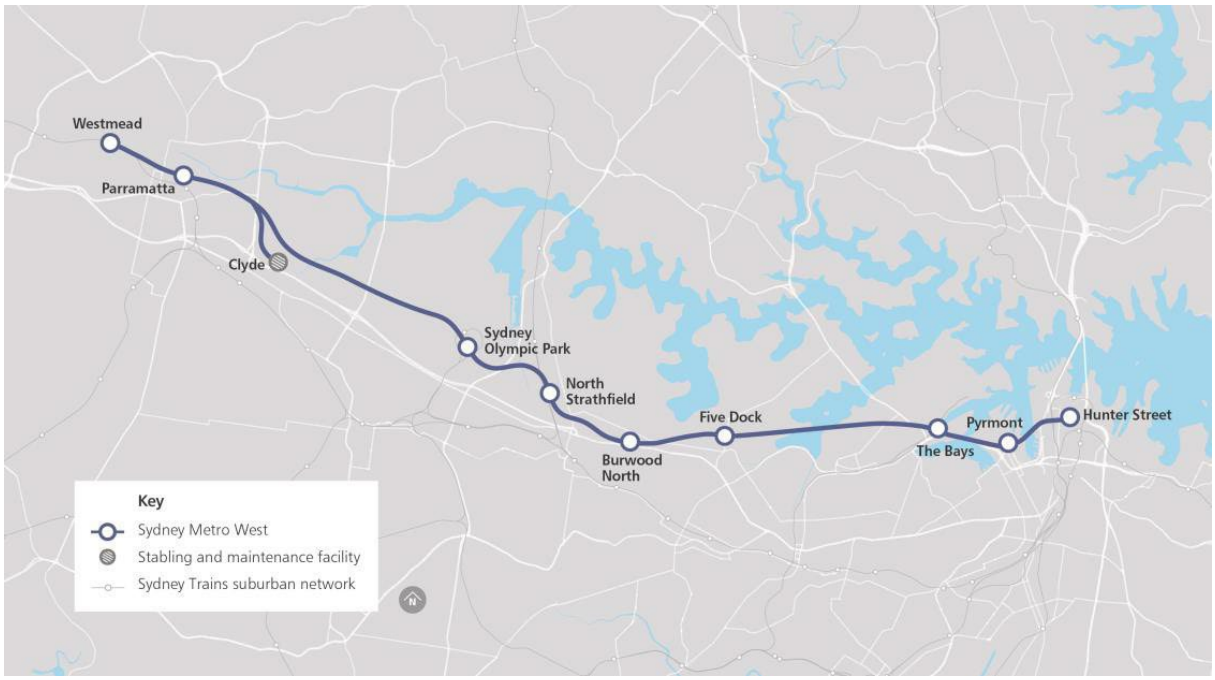


Figure 1-1: Sydney Metro West Alignment

1.2 Purpose

This site specific Construction Traffic Management Plan (CTMP) has been developed by Syscon to identify the traffic management measures for the electrical connection and

termination works required at North Strathfield Station as part of the Sydney Metro West Project, specifically as part of Phase J as outlined in the Project Phasing Report.

This CTMP sets out the traffic management initiatives that will be deployed to minimise disruption and ensure the safety of the wide range of stakeholders potentially affected by the works, including but not limited to motorists, pedestrians, cyclists, public transport users, local residents, property owners, business owners and workers/staff.

1.3 Construction Traffic Management Plans

Plan #	Plan Name	Description	Status
SMWNSEKW-CTMP-PLN-001	North Strathfield Electrical Kiosk Works CTMP	Site Specific CTMP for construction works	**THIS PLAN**
Plans have been prepared in accordance with SSI 10038 Planning Approval Condition D85 and will be submitted to the Planning Secretary of the NSW Department of Planning, Housing and Infrastructurefor information prior to the commencement of any construction in the area identified and managed within this CTMP			

Table 1-1 – CTMP Status

1.4 Objectives

Syscon are committed to striving to achieve the objectives as outlined in the Construction Traffic Management Framework (CTMF) and the environmental performance outcomes, namely:

1. Minimising disruption to pedestrians, cyclists, motorists and public transport users and providers.
2. Ensuring construction traffic accesses the arterial network as soon as practicable on route to and immediately after leaving the construction site.
3. Minimising change to traffic operations and kerbside access.
4. Minimising construction traffic generation during network peak periods, as outlined in the Environmental Impact Statement (EIS).
5. Maintaining access to properties, businesses and utility providers/maintainers.
6. Remain incident and injury free to workers and members of the public.
7. Working collaboratively with other stakeholders and other major projects to mitigate traffic and transport impacts.

2 COMPLIANCE

The main contractual documents relevant to this CTMP include:

- Ministerial Conditions of Approval
- Sydney Metro CTMF

2.1 Ministerial Conditions of Approval

Table 2-1: MCoA Compliance Matrix -

MCoA	Condition Requirement	Document Reference
A47	All Heavy Vehicles used for spoil haulage must be clearly marked on the sides and rear with the project name and application number to enable immediate identification by a person viewing the Heavy Vehicle standing 20 metres away.	Section 5.9.1
D80	Access to all utilities and properties must be maintained during works, unless otherwise agreed with the relevant utility owner, landowner or occupier	Section 5.5.4
D81	Any property access physically affected by the Critical State Significant Infrastructure (CSSI) must be reinstated to at least an equivalent standard, unless otherwise agreed by the landowner or occupier. Property access must be reinstated within one (1) month of the work that physically affected the access is completed or in any other timeframe agreed with the landowner or occupier.	Section 5.4.4
D83	The locations of all heavy vehicles used for spoil haulage must be monitored in real time and the records of monitoring be made available electronically to the Planning Secretary and the Environment Protection Authority request for a period of no less than one (1) year following the completion of construction.	Section 5.7
D85	CTMP's must be prepared in accordance with the CTMF. A copy of the CTMP's must be submitted to the Planning Secretary for information before the commencement of any construction in the area identified and managed within the relevant CTMP.	**This plan**

MCoA	Condition Requirement	Document Reference
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 CTMP's.	Section 7.1 HVLR
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 childcare facilities during their peak operation times. (e) Written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a) to (d) of this condition.	Section 7.1 HVLR (Appendix C)
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.	Sections 7.1 and 7.3
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):	Section 7.3

MCoA	Condition Requirement	Document Reference
	(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.	
D90	Vehicles associated with the project workforce (including light vehicles and heavy vehicles) must be managed to: (a) minimise parking on public roads;	Section 5.5
	(b) minimise idling and queueing on state and regional roads;	Section 5.5
	(c) not carry out marshalling of construction vehicles near sensitive land user(s);	Section 5.5
	(d) not block or disrupt access across pedestrian or shared user paths at any time unless alternate access is provided; and	Section 5.5
	(e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMP's.	Section 5.5
D91	A CPAS must be prepared to identify and mitigate impacts resulting from on- and off-street parking changes during construction. The CPAS must include, but not necessarily be limited to: (a) achieving the requirements of Condition D90 above; (b) confirmation and timing of the removal of on and off-street parking associated with construction of Stage 1 of the CSSI; (c) parking surveys of all parking spaces to be removed or occupied by the project workforce to determine current demand during peak, off-peak, school drop off and pickup, weekend periods and during special events; (d) consultation with affected stakeholders utilising existing on and off-street parking stock which will be impacted as a result of construction;	Section 7.2

MCoA	Condition Requirement	Document Reference
	(e) assessment of the impacts to on and off-street parking stock taking into consideration occupation by the project workforce, outcomes of consultation with affected stakeholders and considering the impacts of special events; (f) identification of reasonable and practicable mitigation measures to manage impacts to stakeholders as a result of on and off-street parking change including, but not necessarily limited to, staged removal and replacement of parking, provision of alternative parking arrangements, managed staff parking arrangements and working with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes; (g) where residential parking schemes already exist, off-road parking facilities must be provided for the project workforce; (h) mechanisms for monitoring, over appropriate intervals (not less than six (6) months), to determine the effectiveness of implemented mitigation measures; (i) details of shuttle bus service(s) to transport the project workforce to construction sites from public transport hubs and off-site car parking facilities (where these are provided) and between construction sites; (j) provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective; and (k) provision of reporting of monitoring results to the Planning Secretary and relevant council(s) at six (6) monthly intervals.	
D92	The CPAS must be submitted to the Planning Secretary for approval at least one (1) month before the commencement of any construction that reduces the availability of existing parking. The approved CPAS must be implemented before impacting on on-street parking and incorporated into CTMP's.	Section 7.2

MCoA	Condition Requirement	Document Reference
D93	During construction, all reasonably practicable measures must be implemented to maintain pedestrian, cyclist and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible minimised. Where disruption cannot be minimised, alternative pedestrian, cyclist and vehicular access and parking arrangements must be developed in consultation with affected businesses and implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	Section 5.4.3
D94	A Traffic and Transport Liaison Group (TTLG) must be established in accordance with the CTMF to inform the development of CTMP's.	Section 8.2.1
D95	Supplementary analysis and modelling as required by Transport for NSW (TfNSW) and/or the TTLG must be undertaken to demonstrate that construction and operational traffic can be managed to minimise disruption to traffic network operations including changes to and the management of pedestrian, bicycle and public transport networks, public transport services, and pedestrian and cyclist movements. Revised traffic management measures must be incorporated into CTMP's.	Section 8.2
D98	Safe pedestrian and cyclist access must be maintained around construction sites during construction. In circumstances where pedestrian and cyclist access is restricted or removed due to construction activities, a proximate alternate route which complies with the relevant standards, must be provided and signposted before the restriction or removal of the impacted access.	Section 5.4.4

2.2 Relevant Revised Environmental Management Measures

Table 2-2: REMM Compliance Matrix -

Requirements	Impact/Issue	Details	Where addressed
TT1	Notification	The community would be notified in advance of proposed road and pedestrian network changes through appropriate forms of community liaison	Section 8.1
TT2	Traffic Incidents	In the event of a traffic related incident, coordination would be carried out with TfNSW, including Transport Coordination and/or the Transport Management Centre's Operations Manager.	Section 9.3
TT3	Emergency Vehicle Access	Access to properties for emergency vehicles would be provided at all times.	Section 5.4.4 Section 5.12
TT4	Road Safety	Vehicle access to and from construction sites would be managed to maintain pedestrian, cyclist and motorist safety. Depending on the location, this may require manual supervision, physical barriers, temporary traffic signals and modifications to existing signals or, on occasions, police presence.	Section 5.9
TT5	Road Safety	• Additional enhancements for pedestrian, cyclist and motorist safety near the construction sites would be implemented during construction. This would include measures such as: • Assessing the suitability of construction haulage routes through sensitive land use areas with respect to road safety	Section 5.8 Section 5.9
		• Deployment of speed awareness signs in conjunction with variable message signs	Section 6.4

Requirements	Impact/Issue	Details	Where addressed
		near construction sites to provide alerts to drivers	
		• Providing community education and awareness about sharing the road safely with heavy vehicles	Section 5.7
		• Specific construction driver training to understand route constraints, safety and environmental considerations such as sharing the road safely with other road users and limiting the use of compression braking	Section 5.7
		• Requiring technology and equipment to improve vehicle safety, eliminate heavy vehicle blind spots, and monitor vehicle location and driver behaviour.	Section 5.7
TT6	Road Safety	All trucks would enter and exit construction sites in a forward direction, where feasible and reasonable.	Section 5.6
TT7	Congestion	Construction site traffic would be managed to minimise movements during peak periods.	Section 5.6
TT10	Loss of Parking	Where existing parking is removed to facilitate construction activities, consultation would occur with the relevant local council to investigate opportunities to provide alternative parking facilities.	Section 5.4.5
TT11	Loss of Parking	Construction sites would be managed to minimise the number of construction workers parking on surrounding streets by: • Encouraging workers to use public or active transport • Encouraging ride sharing • Provision of alternative parking locations and shuttle bus transfers where feasible and reasonable.	Section 5.13

Requirements	Impact/Issue	Details	Where addressed
TT12	Change of Bus Stop locations	Any temporary closure or relocation of bus stops and kiss and ride facilities would be carried out in consultation with TfNSW including Transport Coordination (for relevant locations), the relevant local council and bus operators. Wayfinding and customer information would be provided to notify customers of relocated bus stops.	Section 5.4.2
TT18	Property Access	Access to existing properties and buildings would be maintained in consultation with property owners.	Section 5.4.4

REMM TT1 requires community notification and engagement for traffic and access changes. These activities are undertaken by the project's Communications and Stakeholder Engagement Team and support the implementation of the temporary traffic management arrangements described in this CTMP.

2.3 Construction Traffic Management Framework

The Construction Environmental Management Framework (CEMF) sets out the environmental, stakeholder and community management requirements for construction. It provides a linking document between the planning approval documentation and the construction environmental management documentation to be developed by the principal contractors relevant to their scope of works. The CEMF also includes the Construction Traffic Management Framework (CTMF) which sets out the traffic requirements for the project. The CTMF requires the development of CTMP's to be prepared by contractors covering the full spatial extent of their works.

The hierarchy of the traffic management plans required by the CTMF, their purpose and the responsible entity for each are shown below on Table 3-2.

Document	Purpose	Produced by
CTMF	Provides the approach within which subsequent site specific CTMP's will be prepared.	Sydney Metro
Site specific CTMP	Site specific CTMP's are to be prepared for each Sydney Metro construction site, for each contract	Contractor
Traffic Guidance Schemes (TGS)	Prepared as part of the site specific CTMP or as a stand alone drawing for submission with Road Occupancy Licence (ROL) applications and/or council permits	Contractor
Pedestrian Movement Plans and Vehicle Movement Plans	Prepared, where required, as part of the site specific CTMP, combined with a TGS or as a stand alone drawing for submission with ROL applications and/or council permits	Contractor
Parking Management Plan	Prepared, where required, as part of the site specific CTMP or as a stand alone document for submission with ROL applications and/or council permits	Contractor

Table 2-3: Hierarchy of traffic plans (source: CTMF page 13)

The CTMF also describes the traffic management objectives, principles and strategies to be implemented during construction of Sydney Metro Project. The development of suitable CTMP's to minimise, as much as possible, the potential impacts of the works, is a key component to managing any disruptions to vehicle and people movement and the efficient construction of the projects.

2.4 Relevant legislation

Identified regulatory requirements are:

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

2.5 References and Guidelines

The relevant standards, codes and guidelines are noted below:

- AustRoads Cycling Aspects of AustRoads Guides, 2017
- AustRoads Guide to Traffic Management, 2020 – Parts 1-13
- AustRoads Guide to Road Design, 2013 to 2021-Parts 1-7
- AustRoads Guide to Road Safety, 2019 to 2021 – Parts 1-7
- TfNSW AustRoads Supplements
- Australian Standards 1742.3 2019 Manual of uniform traffic control devices – traffic control for works on road
- Australian Standards 1742 – Manual of uniform traffic control devices - the series
- Roads and Traffic Authority, NSW Guide to Traffic Generating Developments, 2002 and further updates as provided

- TfNSW Cycleway Design Toolbox – Designing for cycling and micromobility (2020)
- Roads and Maritime NSW Speed Zoning Guidelines, 2011
- TfNSW Traffic Control at Worksites Manual, version 6.1, 2022
- TfNSW NSW Substantiable Design Guidelines, version 4, 2017
- TfNSW Traffic Signal design guidelines

2.6 Consultation, review and update

This plan will be reviewed over the life of the project when issues related to compliance are raised.

This plan will be discussed at the Traffic Control Group (TCG) and TTLG during the development and finalisation of the plan. Other stakeholders to be consulted include –

- City of Canada Bay Council
- Transport for NSW including -
    - Customer Journey Planning
    - Program and Planning
    - Sydney Metro West project team
- Emergency Services including -
    - NSW Fire and Rescue
    - NSW Police Force
    - NSW Ambulance

This plan will be provided to the Planning Secretary for information prior to the commencement of works, as noted in this CTMP.

3 SCOPE OF WORKS

Design and Approvals

ASP3 Design modifications, re-submission and coordination with Ausgrid for re-certification.

ASP1 Electrical Infrastructure Upgrade

Installation of a new kiosk substation and associated civil works to support Sydney Metro North Strathfield Station construction, including associated high-voltage underground (UG) and low-voltage UG overhead (OH) inter-connection to Ausgrid's network.

ASP2 Internal Electrical Installations

Connection from the new kiosk substation to the new Main Switch Board (MSB), and from the new MSB to both the generator and the existing distribution board within the site compound.

Removal of Temporary Supply

Permanent disconnection and safe removal of redundant temporary electrical supply which is fed from a private pole and Level 2 service attached to Ausgrid's network.

Outage and Commissioning

Planned power outage to safely cut over/make connection from Ausgrid’s UG high-voltage and OH low-voltage network to the new electrical infrastructure.

Restoration

Full reinstatement of all areas disturbed by Syscon, including footpaths and internal site works.

4 LOCATION OF WORKS

4.1 Local Area Context

North Strathfield is an established inner-west suburb located approximately 11 km west of the Sydney CBD. The locality has transitioned from its historic industrial base, with large sites such as the former Arnott's factory redeveloped into the Bakehouse Quarter and surrounding mixed-use precincts. Today, the area contains a blend of medium-density residential housing, commercial services, retail and small-scale light industrial activity, with traditional detached housing stock still common in surrounding streets.

The works are located immediately adjacent to North Strathfield railway station, which sits on the Sydney Trains T9 Northern Line. The station has three platforms, lift access and staffed facilities, and is undergoing major upgrades in conjunction with the future Sydney Metro West station, planned at the same location. Within approximately 1 km of the site, multiple bus routes operate, including the 410 (Macquarie Park – Hurstville) and 458 (Ryde – Burwood). These provide key links to Concord Road, Strathfield, and Burwood. Night bus routes N80 and N81 also serve the precinct. Given the close integration of local streets with the station precinct, any temporary lane or road closures will require careful coordination to maintain pedestrian flows and reliable public transport access.

Figure 4-1: Site locality

Access to the existing site compound will be via Queen Street. Access/Egress will be (left in, left out) at the designated entry point shown to ensure disruption to local traffic and residents is minimised.

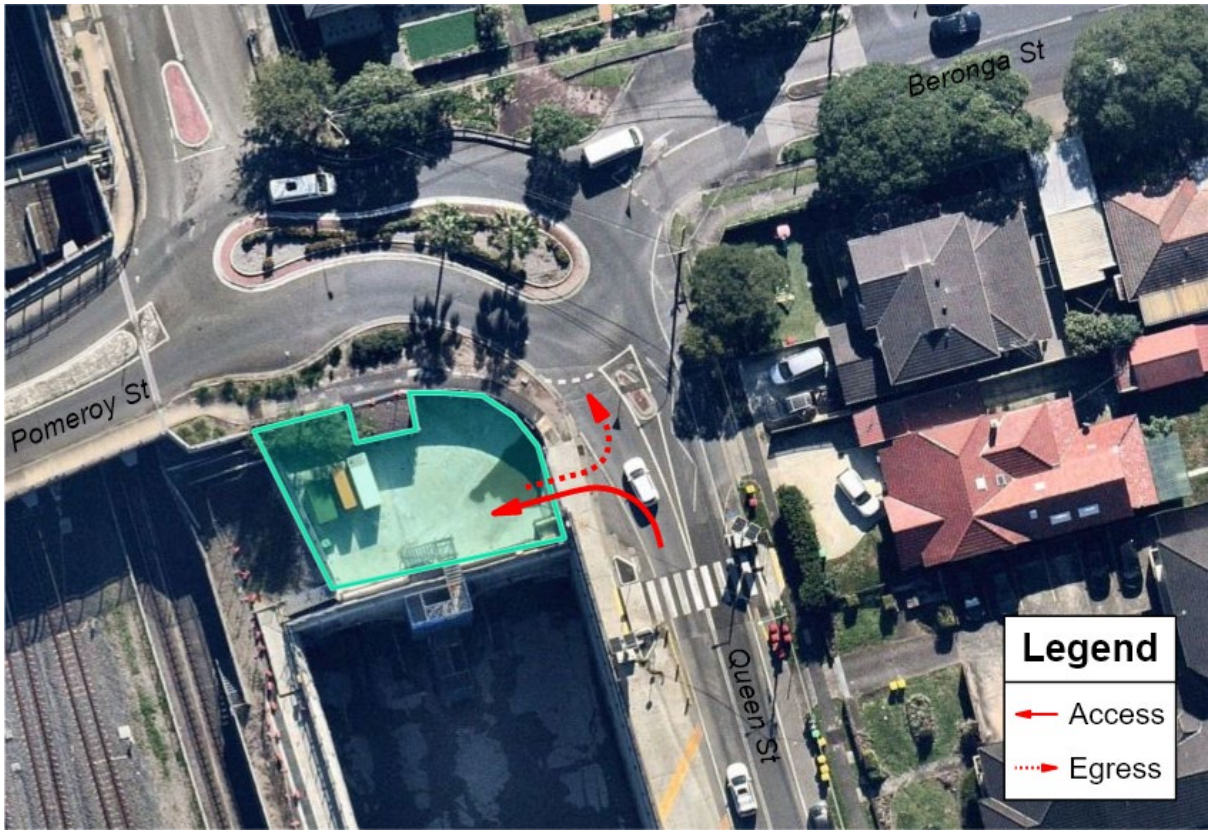


Figure 4-2: Site locality

4.2 Existing Road Network

4.2.1 Queen St, North Strathfield

Classification: Regional road providing direct frontage to North Strathfield Station.

Configuration: Two-way traffic with one lane in each direction.

Speed Limit: Temporary 40 km/h roadwork zone currently in place, associated with Sydney Metro West station works (standard posted speed 50 km/h).

Parking: Kerbside parking generally available; includes a designated “kiss and ride” zone on the western side, south of Wellbank Street. Parking is unmetered.

Pedestrian Facilities: Continuous footpaths on both sides. High pedestrian activity due to station usage. Two marked pedestrian crossings are provided on the northern and southern approaches to the Queen Street/Wellbank Street intersection, and one crossing on the southern side of the Queen Street/Pomeroy/Beronga Street intersection.

Land Use: Station frontage, with mixed commercial/retail premises opposite, and residential uses extending along the corridor.

Intersections: Connects with Beronga, Pomeroy, Wellbank and Waratah Streets via unsignalized intersections.

Constraints: High pedestrian demand and station access. Any works must preserve safe pedestrian access and minimise disruption to rail and bus interchange functions.

4.2.2 Pomeroy Street, North Strathfield

Classification: Regional road under the care and control of Canada Bay Council.

Configuration: Two-way carriageway with a relatively narrow road width and on-street parking on both sides in sections.

Speed Limit: 50 km/h.

Parking: Unmetered residential parking along both kerbs, subject to local demand and driveway spacing.

Pedestrian Facilities: Continuous footpath on one side, with informal crossing opportunities near Queen Street.

Land Use: Predominantly residential with low-intensity commercial activity closer to the Queen Street roundabout.

Intersections: Priority-controlled intersections with George Street and Queen Street.

Constraints:

- Narrow carriageway creating pinch points when vehicles are parked.
- Residential driveways at regular spacing.
- Powells Creek bridge on Pomeroy Street is understood to be subject to a posted bridge mass limit; heavy vehicle access will comply with posted signage and any Council or TfNSW constraints.
- Suitable for occasional heavy vehicle access only, subject to traffic management controls.

4.2.3 Beronga Street, North Strathfield

Classification: Local residential street under the care and control of Canada Bay Council.

Configuration: Two-way traffic.

Speed Limit: 50 km/h.

Parking: Kerbside residential parking, unmetered.

Pedestrian Facilities: Continuous footpaths.

Land Use: Residential frontage with detached dwellings and garages.

Intersections: Meets Queen Street at an unsignalised T-intersection.

Constraints: Narrow carriageway with multiple driveways requiring access to be maintained at all times.

4.2.4 Wellbank Street, North Strathfield

Classification: Regional road connecting Concord Road (classified arterial A3) with Queen Street under the care and control of Canada Bay Council.

Configuration: Two-way traffic.

Speed Limit: 50 km/h.

Parking: Combination of kerbside residential parking and restrictions near intersections.

Pedestrian Facilities: Footpaths provided on both sides.

Land Use: Residential dwellings along most frontages; mixed uses closer to Queen Street.

Intersections: Signalised junction with Concord Road; priority intersection with Queen Street.

Constraints: Acts as a key connection to the arterial network. Used for local traffic and occasional heavy vehicle access. Turning radii at intersections must be considered for any temporary closures or detours.

4.2.5 Waratah Street, North Strathfield

Classification: Local connector street under the care and control of Canada Bay Council.

Configuration: Two-way traffic.

Speed Limit: 50 km/h.

Parking: Kerbside residential parking, unmetered.

Pedestrian Facilities: Footpaths on both sides.

Land Use: Predominantly residential, with some proximity to commercial activity near Queen Street.

Intersections: Signalised junction with Concord Road; priority-controlled intersection with Queen Street.

Constraints: May serve as an alternate route for local traffic during works; road geometry constrains heavy vehicle access.

4.2.6 Underwood Road, Homebush

Classification: Regional road under the care and control of the City of Canada Bay.
Configuration: Two-way roadway linking Pomeroy Street to Concord Road.
Speed Limit: 50 km/h.
Parking: Unmetered residential parking along sections of the street.
Pedestrian Facilities: Footpath provided on at least one side, connecting residential properties to the wider pedestrian network.
Land Use: Residential dwellings, primarily local-access traffic.
Intersections: Priority-controlled intersections at Pomeroy Street and Concord Road.
Constraints:

- Narrow carriageway with constrained passing where vehicles are parked.
- Residential frontage both sides.
- Not assessed in the Sydney Metro West EIS for construction haulage; any heavy vehicle use will be limited, managed under approved TGS, and restricted to local-access requirements only.

5 SITE OPERATIONS

Time: October 2025 to February 2026

Duration: 4 months (approx. 14 shifts in total)

The works, broken down into specific activities will consist of the following:

Works	Proposed Dates
Surveying	08/10/2025
Potholing and service scan	16/11/2025 17/11/2025
Joint Bay Excavations backfill and temporary restoration to locate existing HV cables and test	23/11/2025 24/11/2025
LV cable trenching	30/11/2025 31/11/2025
LV cable installation	07/12/2025
Backfill LV open points after cable install and temporary restorations	08/12/2025
Pre outage works	11/01/2026
Outage	12/01/2026
Temporary supply removal	18/01/2026
Permanent restorations	01/02/2026 02/02/2026

Table 5-1 Works overview and proposed dates of work

5.1 Working Hours

The standard construction hours for the project are as noted in the Conditions of Approval and are –

a) 7:00am to 6:00pm, Mondays to Fridays, inclusive;

b) 8:00am to 6:00pm Saturday; and

c) At no time on Sundays and public holidays

Any works proposed outside these hours must follow the project's Out-of-Hours Work Protocol and obtain the required approvals before commencement. Noisy works will be scheduled as early as practicable during night shifts and managed in accordance with the project's Noise and Vibration Management Plan and the DNVIS.

5.2 Construction Works

The works will be completed in staged sections to support efficient delivery and the safe management of traffic and pedestrian movements around the site. Each stage will be undertaken in accordance with an approved Traffic Guidance Scheme (TGS), with traffic controls, plant and personnel adjusted to suit local conditions. Heavy vehicle movements associated with each stage will be carried out under the relevant TGS, with traffic controllers positioned where required to assist pedestrians, manage constrained manoeuvres and ensure safe interaction with passing traffic. The following stages outline the main tasks, equipment and sequence of works.

5.2.1 Surveying

Surveying will be undertaken to confirm the kiosk substation easement within the site compound and to verify property boundaries at the corners of Queen Street / Pomeroy Street and Queen Street / Beronga Street. The works will utilise existing road reserve benchmarks to establish survey control, with tripod-mounted equipment used to triangulate measurements and define easements and boundary points. Boundaries will be marked with pegs in unmade ground or drill holes in hard surfaces, as appropriate.

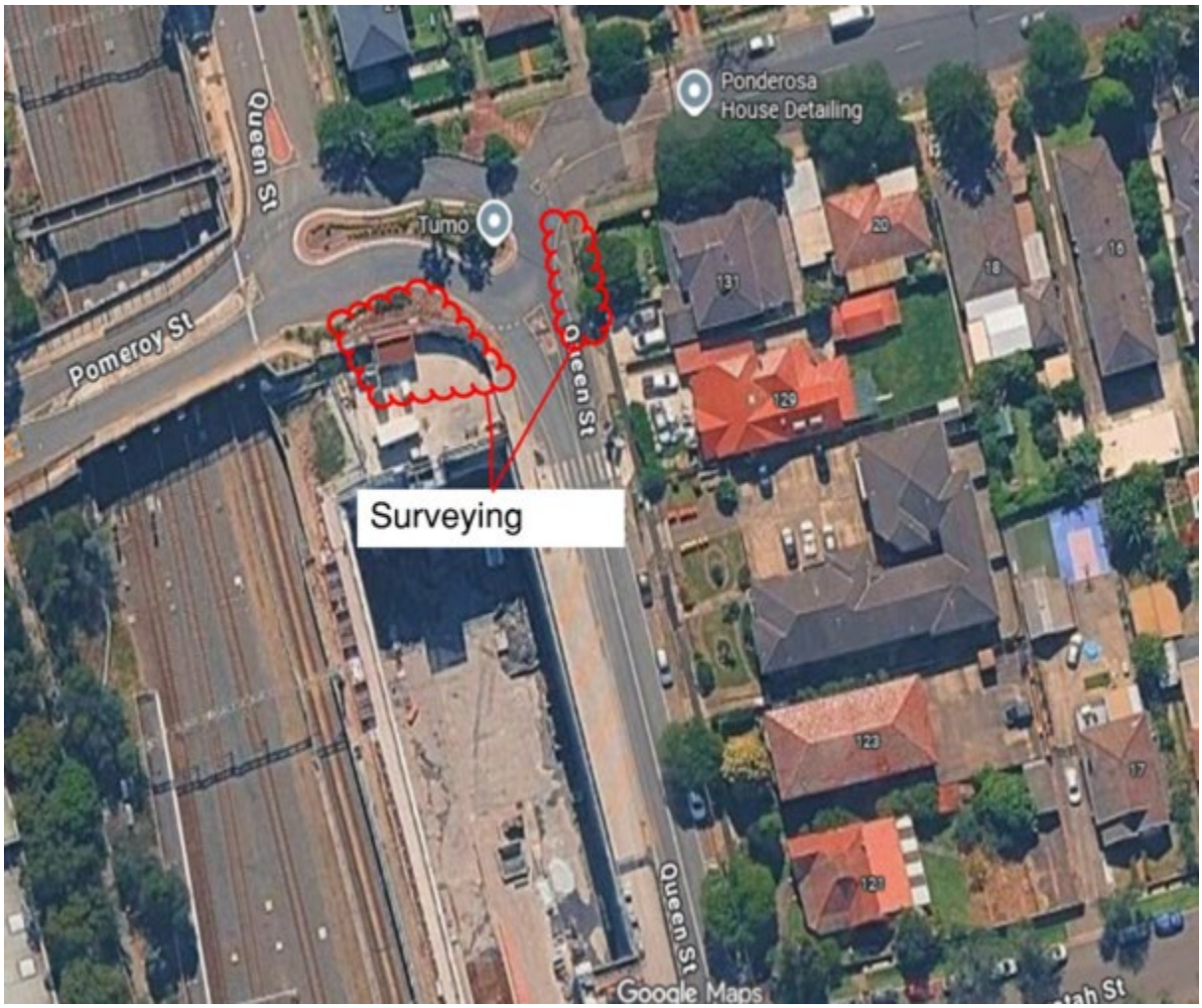


Figure 5-1 Surveying Locations

5.2.2 Potholing and Services Scan

Existing underground services within the planned excavation areas will be located using radio frequency detection (wand) and ground penetrating radar (GPR). Identified services will be marked on site with paint prior to excavation. Verification will then be undertaken using a combination of mechanical excavation and non-destructive digging (NDD) to positively identify each service. Exposed areas will be backfilled with sand to ground level or temporarily restored with hot mix where works occur in sealed pavements.

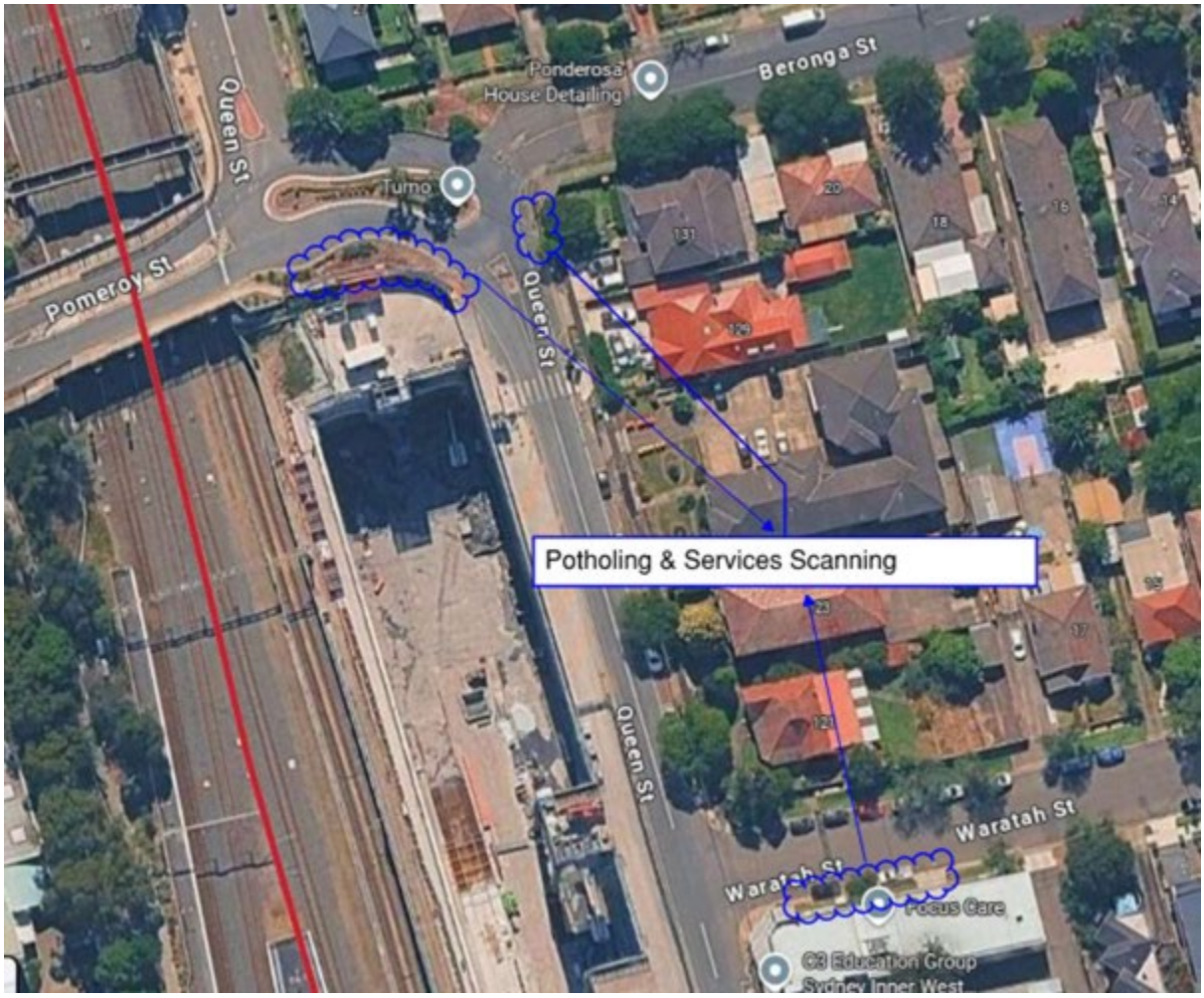


Figure 5-2 Potholing and Services Scan Locations

5.2.3 Joint Bay Excavations, Backfill and Temporary Restoration

Excavations will be carried out to expose existing high-voltage (HV) cables for inspection and testing. A combination of mechanical excavation and non-destructive digging (NDD) will be used to safely locate and positively identify the de-energised HV cables. The cable ends will then be exposed to allow a megger test (insulation resistance test) to confirm cable integrity and suitability for reuse. Once testing is complete, exposed areas will be backfilled with sand to ground level or temporarily restored with hot mix where located within sealed surfaces.

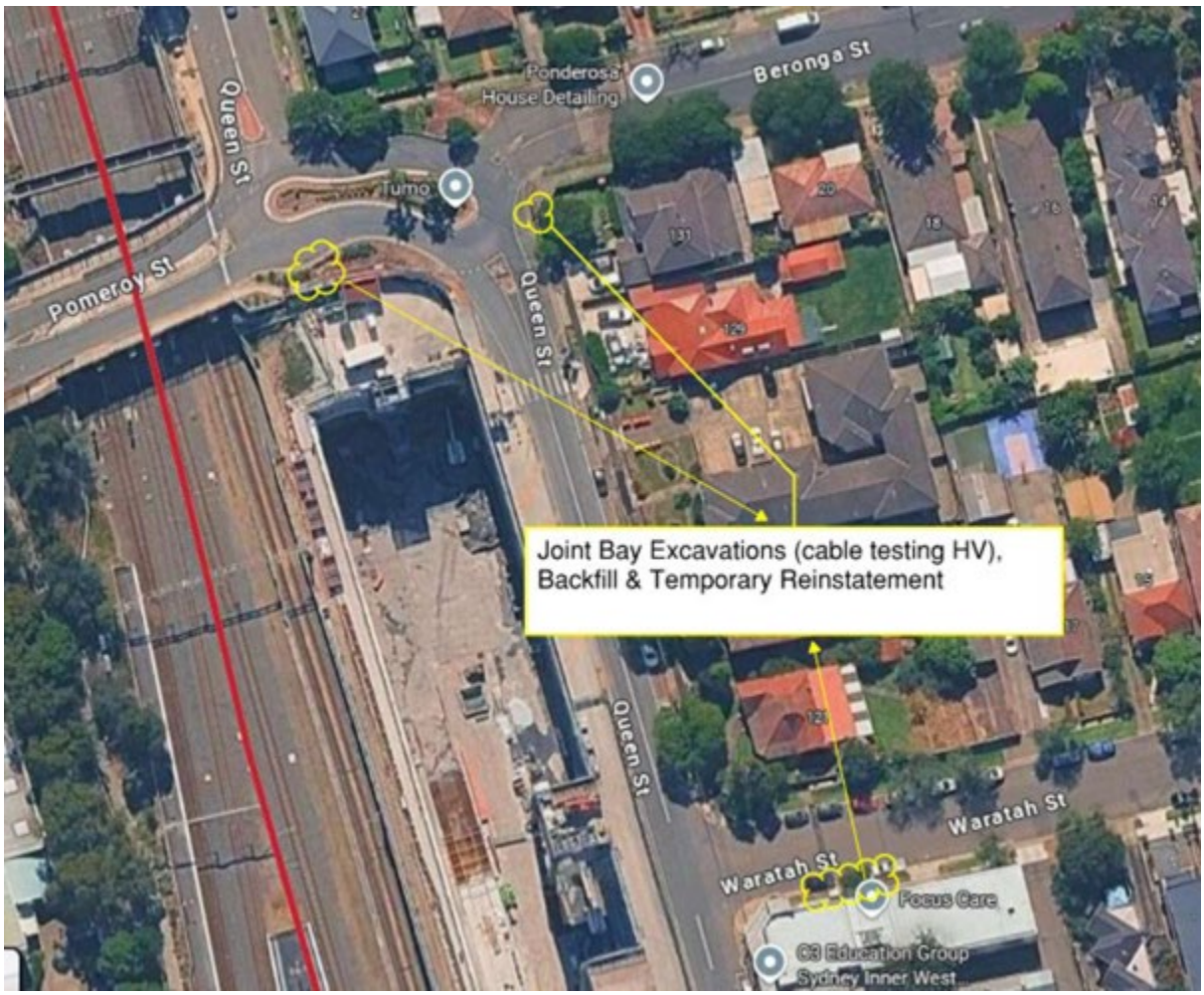


Figure 5-3 Joint Bay Excavations, Backfill and Temporary Restoration Locations

5.2.4 LV Cable Trenching

Trenching will be undertaken at the corners of Queen Street / Pomeroy Street and Queen Street / Beronga Street within Ausgrid's standard footway allocation (300 mm – 1200 mm from the property boundary) to install two × 150 mm^2 electrical conduits. Trenches will be excavated to achieve a minimum 600 mm cover over the conduits. Approximately 10 m^3 of spoil will be removed from site.

Following installation, the trench will be backfilled with sand, a hard cover placed for mechanical protection, and approximately 6 m^3 of retained spoil will be reinstated in 300 mm compacted layers to ground level. Any disturbed hard surfaces will be temporarily restored with hot mix.

Figure 5-4 LV Cable Trenching Locations

5.2.5 LV Cable Installation, Backfill and Temporary Restoration

Both ends of the installed LV conduit run will be exposed to enable cable installation from the corner of Queen Street / Beronga Street through to the kiosk substation. The conduit will be rodded, cleaned using a squeegee, and proved with a mandrel prior to hauling. A cable truck will be positioned at the Queen Street / Beronga Street corner, with a 5-tonne excavator fitted with a capstan winch positioned adjacent to the kiosk substation.

The LV cable will be pulled through the conduit using the haul rope and capstan winch, with the final metres fed manually into the kiosk substation easement. Once installation is complete, any open points will be backfilled with sand to ground level or temporarily restored with hot mix where located within sealed surfaces.

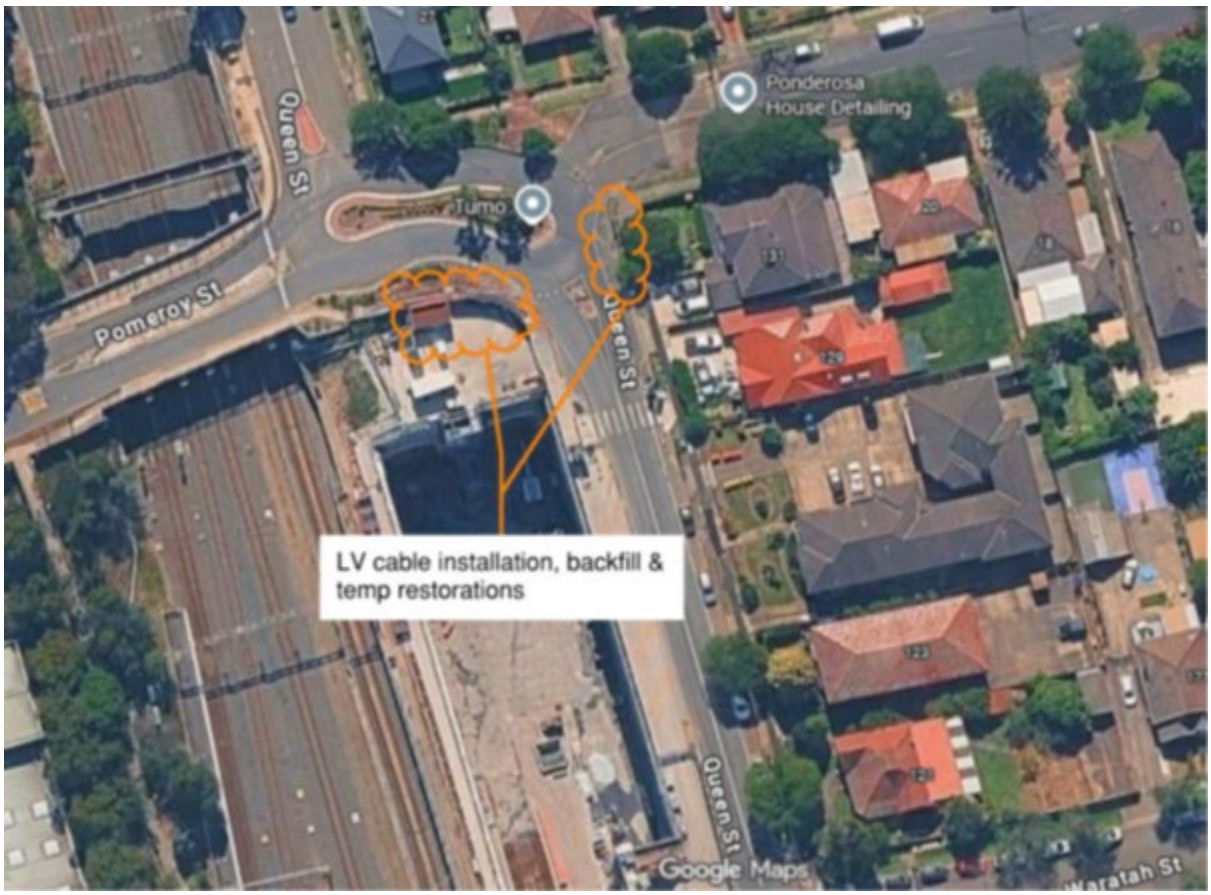


Figure 5-5 LV Cable Installation, Backfill and Temporary Restoration Locations

5.2.6 Pre Outage and Outage Works

The LV cable will be erected up the existing power pole located at the corner of Queen Street and Beronga Street. A 5-tonne excavator will be used to excavate and expose the LV cable coil at the base of the pole. An elevated work platform (EWP) positioned on the corner will then be used to saddle the cable up the pole and complete a LV heat-shrink termination in preparation for connection to Ausgrid's network.

A combination of mechanical excavation and non-destructive digging (NDD) will be undertaken to positively identify the de-energised HV cables within the area. The exposed HV cable section will be fenced and secured ahead of the planned outage works. Where pedestrian access may be affected, walk boards and steel plates will be installed to maintain safe and continuous passage.

Figure 5-6 Pre Outage and Outage Works Locations

5.2.7 Temporary Power Supply Removal

All works will be undertaken within the site compound, except for the disconnection of the LV service from the power pole on Queen Street. This task will involve setting up an elevated work platform (EWP) to safely disconnect the LV service at pole height, after which the cable will be relocated across the road into the site compound for ongoing works.

Figure 5-7 Temporary Power Supply Removal Locations

5.2.8 Permanent Restorations

Permanent restorations will be limited to areas disturbed by LV trenching, cable installation, and HV cable exposure or jointing in Waratah Street. Works will include the removal of temporary hot mix, formwork and steel installation for new concrete footpaths, pouring and curing of concrete, and top dressing of footpath edges.

Where required by Sydney Metro, any disturbed garden areas will be reinstated with mulch or turf. These activities will be carried out using a small tipper, wheelbarrows, and hand tools, ensuring all disturbed surfaces are fully restored to pre-works condition.

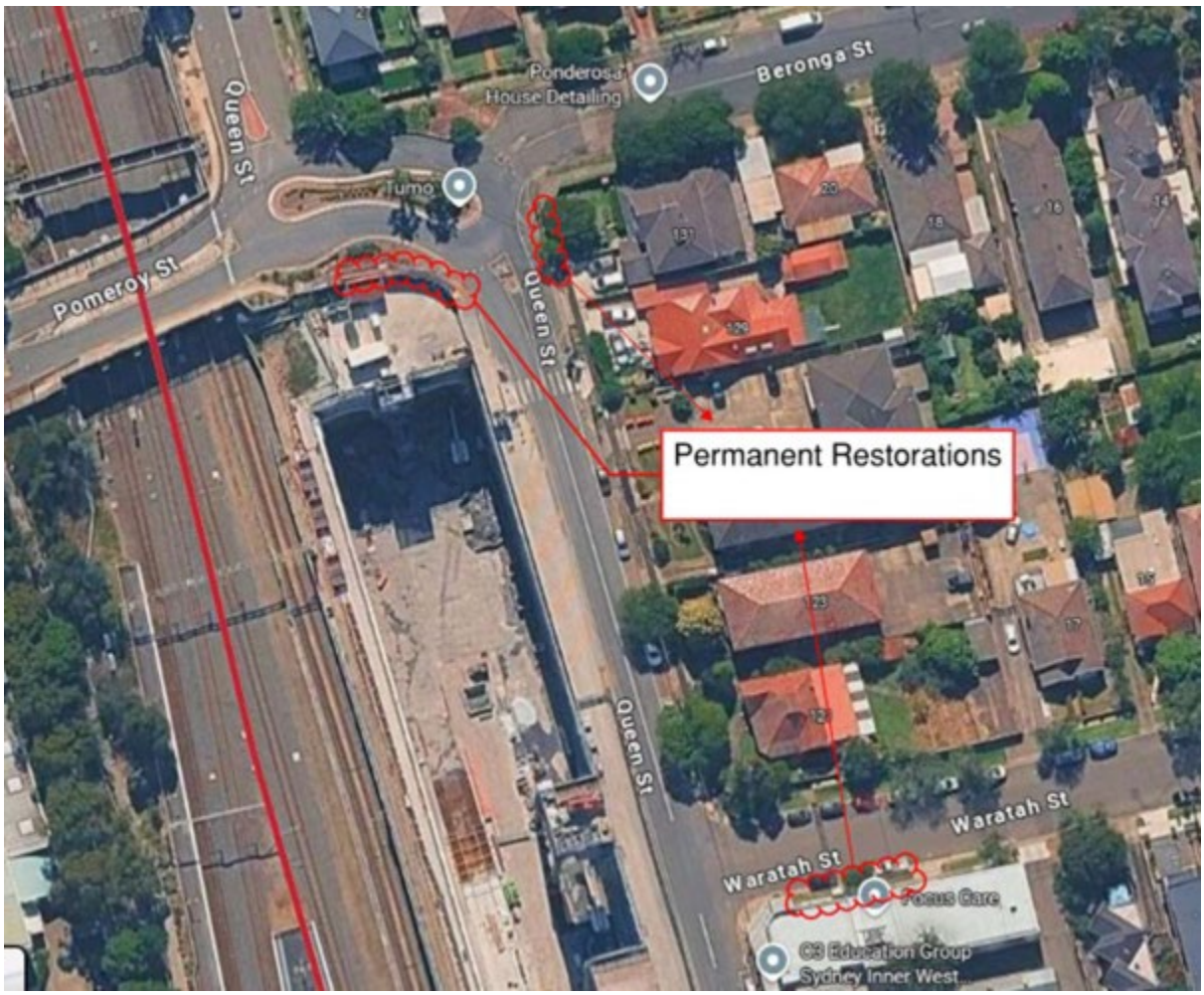


Figure 5-8 Permanent Restoration Locations

5.3 Construction Plant and Vehicle Summary

Construction Plant and Vehicle Summary

Stage	Typical Plant and Vehicle
1 – Surveying	Surveyors on foot; one light vehicle parked within existing compound.
2 – Potholing and Service Scanning	5t excavator, 8t tipper, NDD vacuum truck, wacker packer, plate compactor, tool truck, lighting tower.
3 – Joint Bay Excavation, Backfill and Temporary Restoration	5t excavator, 8t tipper, NDD vacuum truck, wacker packer, plate compactor, demo/floor saw, tool truck, lighting tower.
4 – LV Cable Trenching	5t excavator, 8t tipper, NDD vacuum truck, wacker packer, plate compactor, demo/floor saw, tool truck, lighting tower.
5 – LV Cable Installation, Backfill and Temporary Restoration	5t excavator, 8t tipper, 14 m EWP, flatbed crane truck (with LV cable drum), wacker packer, plate compactor, demo/floor saw, tool truck, lighting tower.
6 – Pre-Outage and Outage Works	5t excavator, 8t tipper, NDD vacuum truck, wacker packer, plate compactor, tool truck, lighting tower.
7 – Temporary Power Supply Removal	Lifter/borer truck, 14 m EWP, NDD vacuum truck, tool truck, lighting tower.
8 – Permanent Restorations	5t excavator, 8t tipper, agitator trucks, wacker packer, plate compactor, tool truck, lighting tower.

The table summarises typical plant and vehicles used during each construction stage; however, these items do not represent the number of vehicle arrivals per shift. Vehicle movements associated with plant delivery are captured in Section 5.6.

Heavy vehicle movements and access will be managed under approved Traffic Guidance Schemes, with traffic controllers positioned where required to assist

pedestrians and manage interactions with passing traffic. All plant and vehicles will park and operate within designated work zones or the existing compound wherever possible. Reversing movements will be avoided unless no safe alternative exists; where required, they will only occur under the direct supervision of a traffic controller acting as a dedicated spotter. Entry and exit paths will be planned to maximise forward movements, and appropriate lighting and noise controls will be implemented during night works to reduce disturbance to the surrounding community.

5.4 Operating Conditions

No long-term works are proposed; all works will be delivered as short-term shift-based activities.. In accordance with AS1742.3 and the TfNSW Traffic Control at Worksites Manual. Short-term works are activities that impact the road network for one shift only, with all traffic management measures installed and removed entirely within that shift period.

All works that will impact traffic are planned to be undertaken at night

Each work site will be established in strict accordance with the approved Traffic Guidance Scheme (TGS) relevant to that shift and work location. Additional traffic control measures, including pedestrian detours, temporary speed-reduction signage where applicable, and T2-25 Truck Movement warning signs, will be implemented to support safe pedestrian and traffic movements around the site. Variable Message Signs (VMS) may also be used to alert approaching motorists of construction activity and changed traffic conditions.

Traffic management arrangements will be:

- Installed by qualified traffic management personnel prior to work commencement
- Subject to pre-start inspection to verify compliance with the approved TGS
- Monitored throughout the shift to ensure ongoing effectiveness and safety
- Completely removed at shift completion, returning the road to normal operation

This approach minimizes ongoing impacts to the road network and ensures traffic management arrangements are appropriate for the specific activities being undertaken during each shift.

No long-term works are expected.

5.4.1 Impact on traffic flow

Works will require temporary traffic management on Queen Street, Waratah Street and the south eastern and south western corners of the Pomeroy St/Queen St/Waratah St round-a-bout. As mentioned above, these works will be carried out during night shifts,

with moderate impacts to traffic flow managed through careful staging and the planning of night-time operation whilst traffic volumes are lower.

Traffic Management Arrangements

Depending on the work location, traffic management will include:

- Single-direction closures of Queen Street (northbound or southbound, never concurrent) with traffic detoured via local roads
- A westbound closure of Beronga Street, concurrent with the southbound closure of Queen St (as can be seen in TGS-003) with detours via Tenterfield Street and Gracemere Street or Waratah Street
- Shuttle flow traffic control where closures are not required
- Localised short-term footpath closures
- Traffic controllers on-site to assist vehicles and pedestrians around the work areas
- All arrangements detailed in approved Traffic Guidance Schemes (Appendix B)

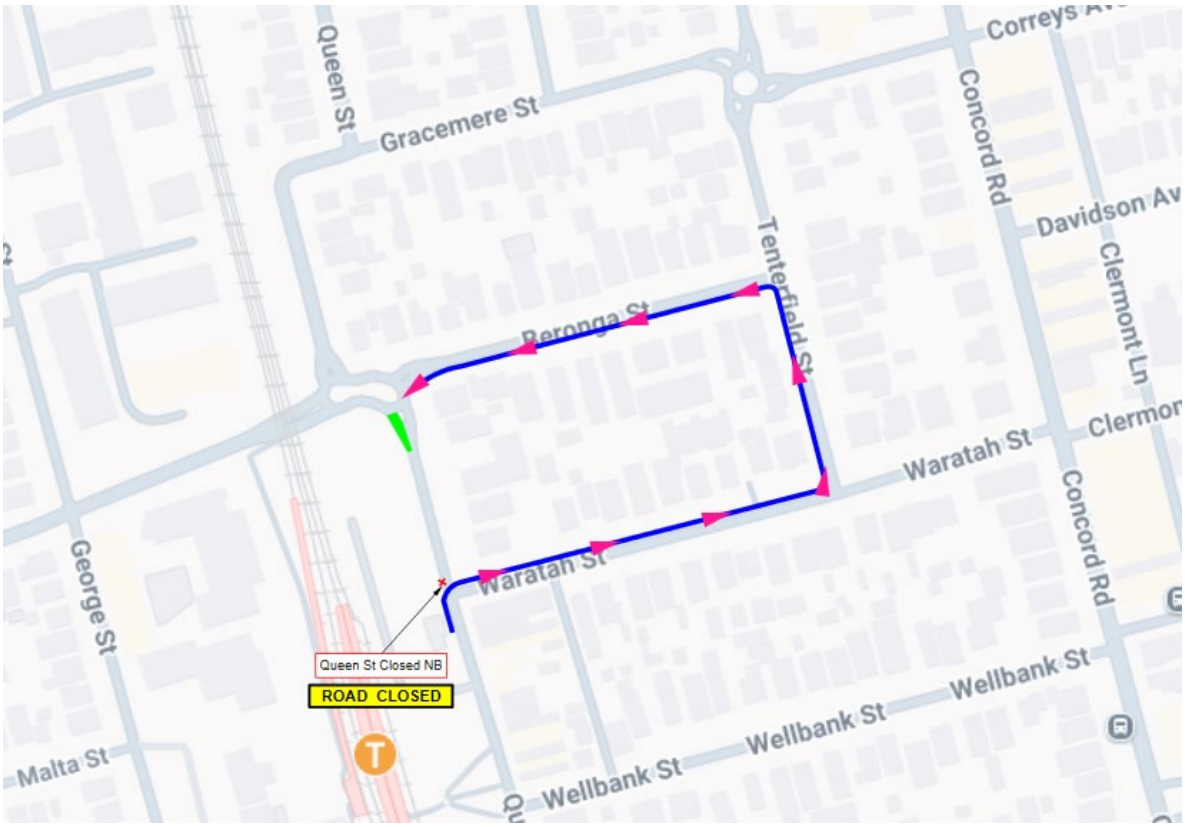


Figure 5-9 Detour Route - Queen St (NB Closure)

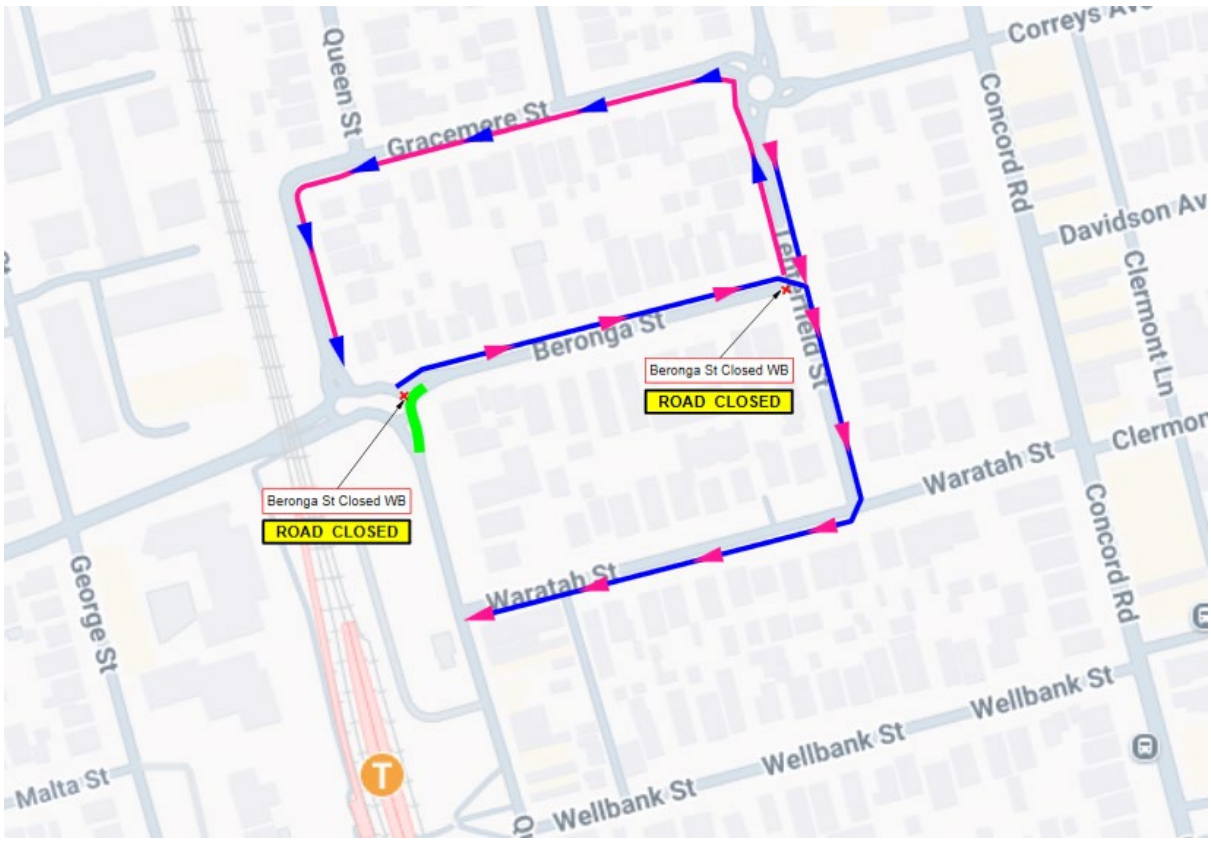


Figure 5-10 Detour Route - Queen St (SB Closure) + Beronga St (WB Closure)

Delays and Impact

Given night-time operation and low traffic volumes:

- Shuttle flow: delays typically 1-3 minutes
- Detours: minimal additional distance (200-400m)
- No concurrent closures in both directions
- Full restoration of normal conditions between shifts

Construction vehicle movements (estimated 6 vehicles per shift, 2 shifts per week) via arterial routes will not materially affect network traffic flow.

Traffic controllers will be deployed on-site to safely facilitate heavy vehicle movements involving a cable truck accessing Beronga Street. Controllers will be strategically positioned to monitor the turning sequences from Concord Road into Waratah Street, Waratah Street into Tenterfield Street, and Tenterfield Street into Beronga Street. They will maintain direct communication with the driver to relay real time hazard information and actively manage local traffic and pedestrian movements throughout the manoeuvre.

Given the infrequent nature of this activity (limited to a single movement), the deployment of traffic controllers provides a proportionate and effective safety control. Permanent measures such as additional line marking are not warranted, as they would provide minimal safety benefit for an operation of this limited frequency and duration.

The active management by trained personnel offers superior flexibility and hazard response compared to passive infrastructure controls for this specific scenario.Note: As stated in Section 5.14, Council permits will be obtained prior to implementing and detours on local roads.

5.4.2 Impact of public transport

The works are located adjacent to North Strathfield railway station on Queen Street. The station itself will remain fully operational throughout the works, and pedestrian access to and from the station will be maintained at all times.

A bus stop is located on Queen Street opposite North Strathfield Station ("Queen St opp North Strathfield Station"). This stop is only serviced by a dedicated school bus route and does not operate during night periods when the proposed works are scheduled.

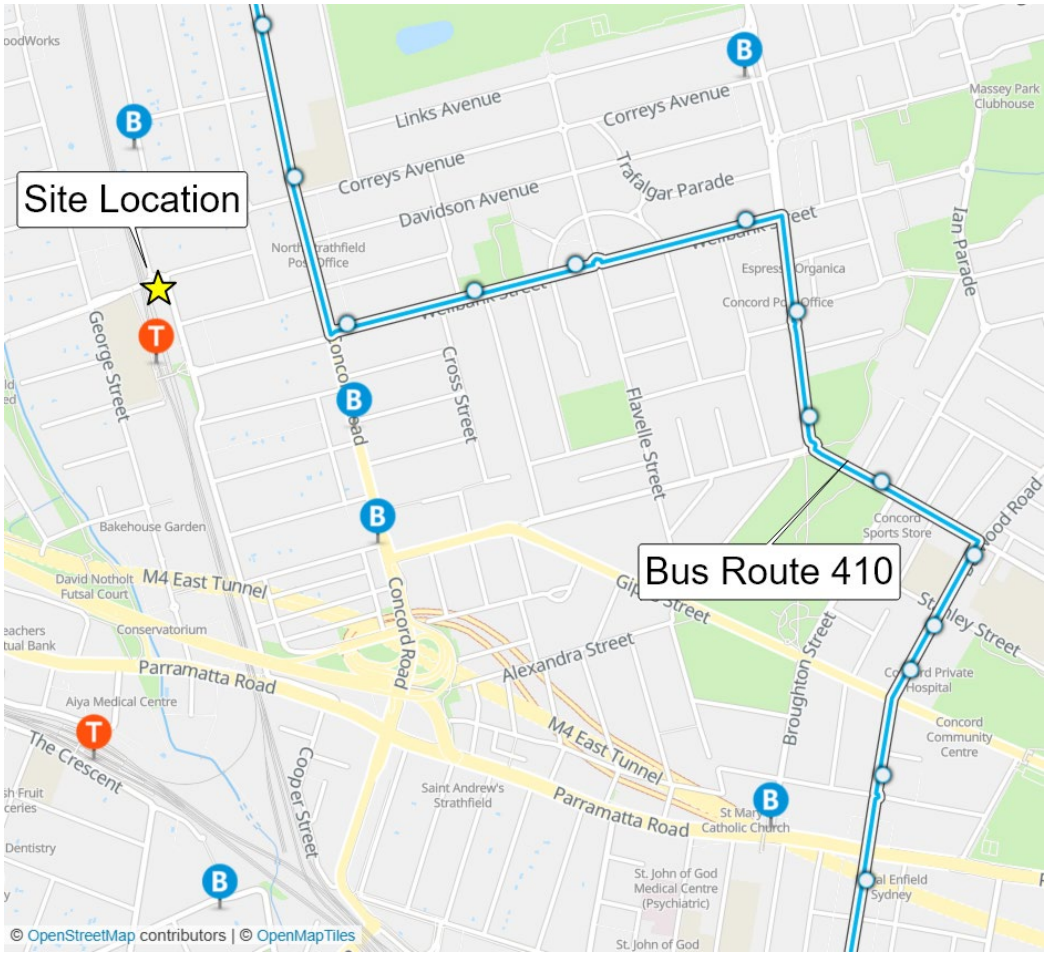


Figure 5-11 Bus Route 410

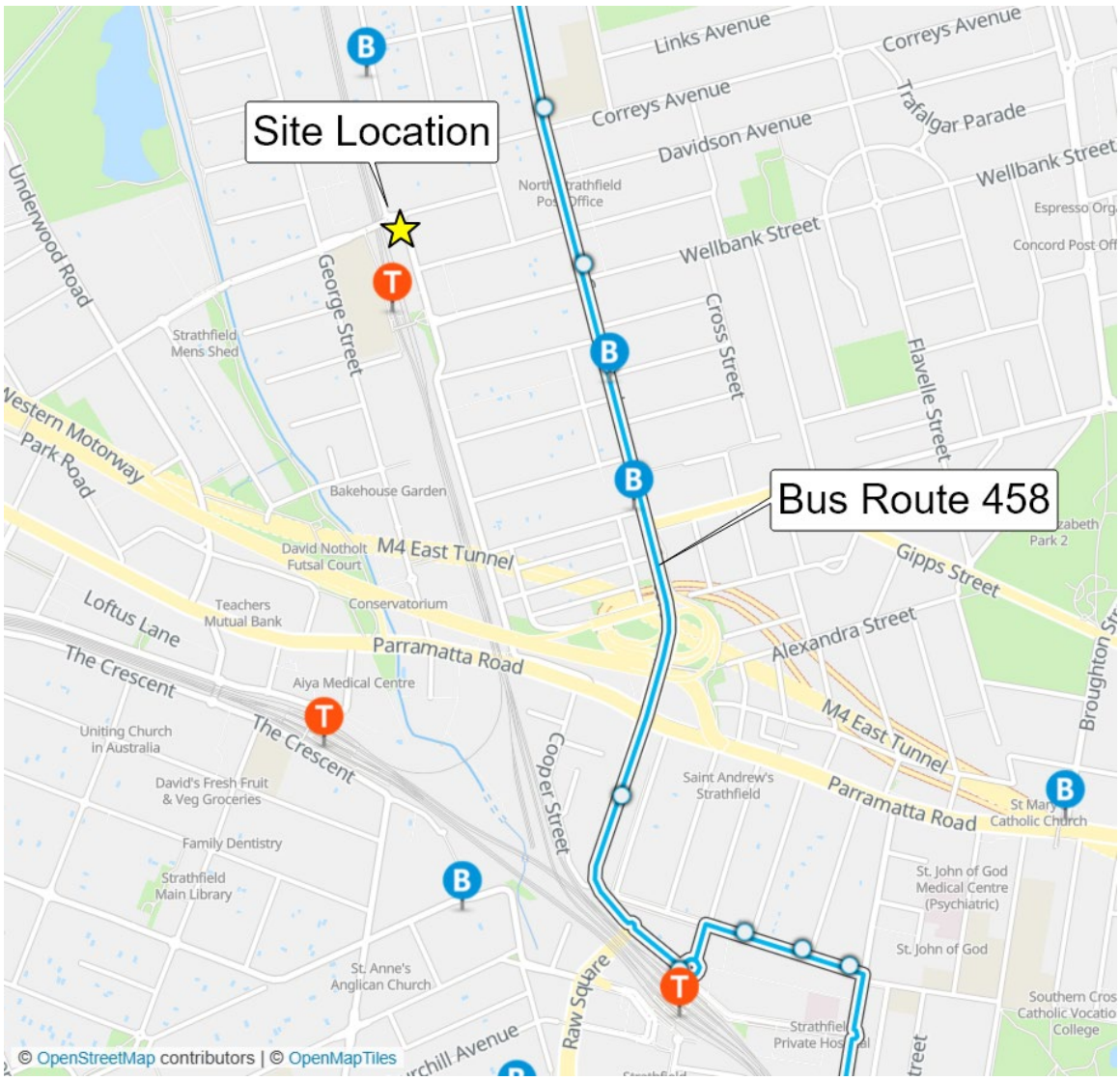


Figure 5-12 Bus Route 458

Regular bus routes in the vicinity, including the 410 (Macquarie Park – Hurstville) and 458 (Ryde – Burwood). These services will remain unaffected.

In summary, the proposed short-term night works will have no direct impact on public transport operations. Coordination will still be maintained with Transport for NSW and bus operators to confirm any temporary signage or notifications, but no diversions or stop relocations are required.

5.4.3 Impact on active transport

The works are located within an established pedestrian and cyclist catchment immediately adjacent to North Strathfield railway station. This area experiences high levels of foot traffic associated with station access, local retail premises and residential dwellings. It also provides connection to Concord Road, George Street and the surrounding local street network.

Pedestrian Access

- Queen Street has continuous footpaths on both sides, with high pedestrian volumes during rail service peaks. It includes two marked pedestrian crossings on the northern and southern sides of the Queen Street/Wellbank Street intersection, and a further crossing on the southern side of the Queen Street/Pomeroy/Beronga Street intersection. The western footpath on Queen Street, North Strathfield, is closed near the construction site for the new metro station. Pedestrians are being diverted to the eastern footpath.
- Works in this area have the potential to affect pedestrian circulation, particularly where barriers, plant, or work zones encroach on the footpath or crossing points.
- Pedestrian access to North Strathfield Station must be maintained at all times. Where temporary closures are required, alternate footpath alignments will be provided using barrier protection, clear signage, and lighting where appropriate. Temporary ramps will be installed where grade changes or kerb diversions are necessary to maintain DDA-compliant access.

Cyclist and Shared Path Access

- While there are no dedicated cycle lanes on the affected streets, cyclists use Queen Street and Wellbank Street as local connectors to the station precinct and adjoining network.
- Any temporary narrowing of carriageways or removal of kerbside parking will be managed to ensure a safe operating space for cyclists. Where necessary, advisory signage (“Cyclists Dismount” or “Cyclist Detour”) will be provided to guide users safely through or around the works zone.

Connectivity and Safety

- The existing pedestrian crossings on Queen Street form critical access points to the station and must remain in service or be safely relocated under temporary arrangements.
- Barriers will be positioned to separate pedestrians and cyclists from plant and live traffic.
- Wayfinding signage will clearly identify alternate routes where standard access paths are interrupted.

Summary of Impacts and Mitigation

- Pedestrian access maintained: Continuous access to station, crossings and adjacent properties to be preserved.
- Temporary diversions: Where unavoidable, footpath shifts will be clearly signed, ramped, and lit to maintain accessibility.
- Cyclist consideration: Carriageway adjustments will allow for safe cycle passage; detours signed as required.

- Crossing continuity: Key crossings at Queen/Wellbank and Queen/Pomeroy/Beronga will remain operational or provided via controlled temporary facilities.
- Communication: Advance notifications and on-site signage will inform users of changes.

In conclusion, while the works are located within a high-demand active transport zone, the measures outlined above will ensure safe, accessible, and continuous movement for pedestrians and cyclists throughout the construction period, in accordance with Sydney Metro and TfNSW active transport requirements.

5.4.4 Impact on properties and utilities

There will be no impact to existing properties during the site operations works other than that noted in this CTMP.

Syscon will ensure that access to all utilities and properties will be maintained during works, unless otherwise agreed with the relevant utility owner, landowner or occupier. Where access is affected, Syscon will reinstate the access to an equivalent standard within one month of the completion of works, or as agreed by the landowner or occupier.

Any property access physically affected by the works must be reinstated to at least an equivalent standard, unless otherwise agreed by the landowner or occupier.

Property access must be reinstated within one (1) month of the work that physically affected the access is completed or in any other timeframe agreed with the landowner or occupier.

Blocking or disrupting access across pedestrian or shared user paths at any time will not occur unless alternative access is provided. These alternatives will be implemented prior to the disruption. Adequate signage and if required, directions to businesses will be provided before and for the duration of the disruption.

Access to properties for emergency vehicles will be provided at all times.

5.4.5 Impact on parking

The proposed works have been reviewed in terms of impacts to on-street parking. Overall, the works are expected to have minimal and short-term effects on local parking availability.

Summary: Impacts to parking are minor, short-term, and limited to a maximum of two spaces in Waratah Street and one space in Gracemere Street during specific staging scenarios. No long-term reduction in community parking supply will occur.

Permanent Removal: No permanent removal of street parking spaces is required as part of these works.

Temporary Short-Term Occupation:

Waratah Street: Two on-street parking spaces will be temporarily occupied during the proposed high voltage (HV) works. These works are scheduled to occur across three short-term night shifts. Spaces will be returned to normal use at the completion of each shift.

Beronga Street / Gracemere Street (TGS-003 scenario): Under the proposed westbound closure of Beronga Street, one parking space immediately west of the first traffic-calming blister on Gracemere Street may be temporarily removed to allow safe Medium Rigid Vehicle movements through the traffic-calming islands. This arrangement is expected to be required on up to three night shifts only. See figure 5-15.

Other Works: No other works will necessitate removal or occupation of street parking.

A Construction Parking and Access Strategy has been prepared for the works. This strategy details how construction vehicles, workforce parking, and site access will be managed to minimise impacts on residential amenity and local parking demand.

Approval from Canada Bay Council will be sought prior to any occupation of street parking spaces, with all required permit applications to be submitted in advance.

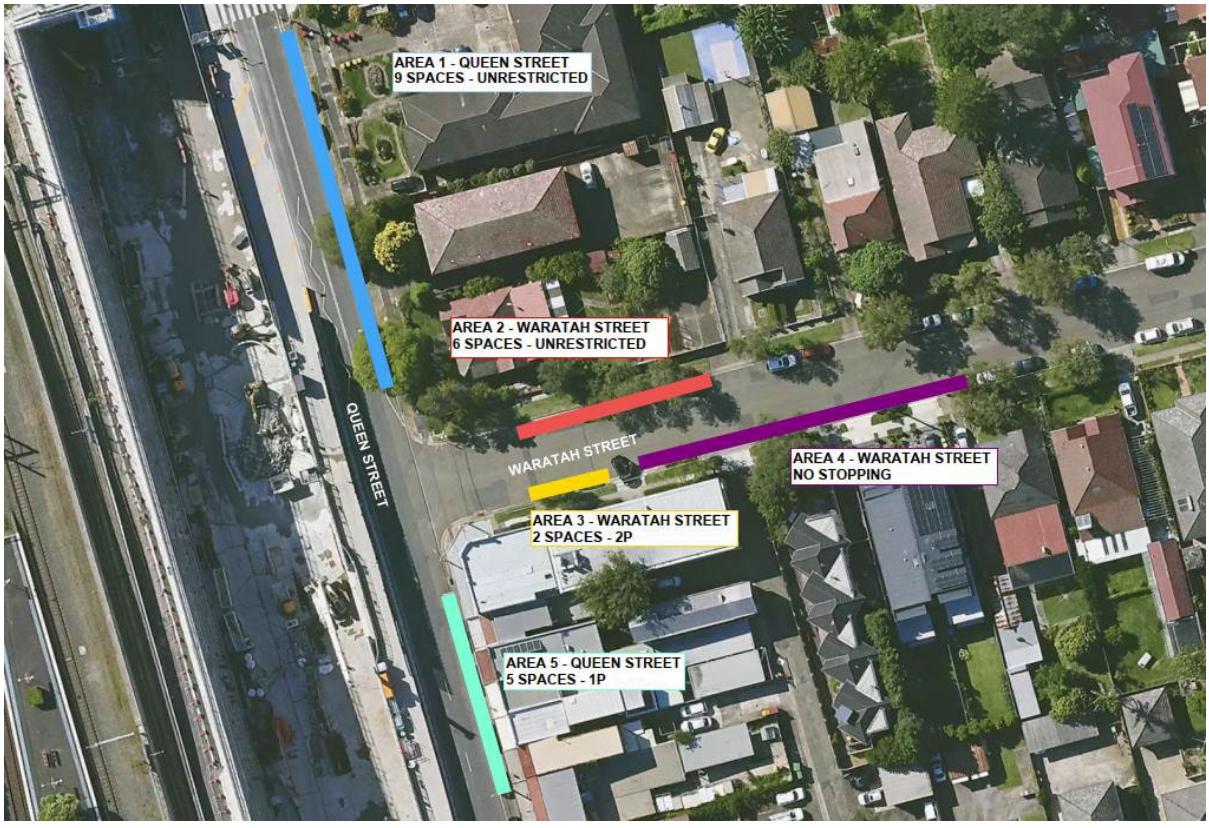


Figure 5-13 Existing conditions and parking survey areas

The two on street parking spaces on Waratah St are displayed in yellow in Figure 5-2 above

5.4.6 Cumulative impacts

The works are scheduled as short, infrequent night shifts with limited plant and minimal heavy-vehicle movements. No permanent changes to the road layout or parking supply are proposed, and public transport operations are unaffected. On this basis, cumulative impacts on the local road network, pedestrian access, and amenity are expected to be negligible.

Residual risk will be managed through standard coordination controls: inclusion in the Traffic and Transport Liaison Group look-ahead, confirmation of embargo periods and any concurrent projects via ROL conditions, and routine notifications to Council and Sydney Metro interfaces. If overlapping activities are identified during planning, staging and timing will be adjusted to avoid concurrent closures or concentrated deliveries, consistent with NSW guidance to focus cumulative assessment where overlap could elevate impacts.

5.4.7 Out-of-Hours Works and Traffic Management

Any works requiring traffic management that occur outside the project's approved construction hours will be undertaken in accordance with the project's Out-of-Hours Work Protocol (OOHWP), as approved by the Planning Secretary. Where out-of-hours work is proposed, the contractor will prepare an OOHW application in accordance with the Protocol, including justification, scope, timing, and noise and vibration mitigation measures. No out-of-hours works will proceed until the required approval has been obtained, unless the works meet the criteria for emergency works defined in the Protocol. All traffic management arrangements for OOHW will align with the approved TGS and this CTMP.

5.5 Temporary Surface Reinstatement

Any pavements, footpaths or surfaces disturbed during the works will be reinstated at the end of each shift to a condition that is safe and suitable for public use. Temporary reinstatement will be completed using hot mix asphalt or other materials approved by the relevant road authority to ensure the surface is even, trafficable and free from hazards prior to reopening. Permanent restoration will be undertaken at project completion in accordance with Council and authority standards.

5.6 Construction Traffic Generation

Although this construction phase at North Strathfield is limited in scope and duration (approximately four months with minimal daily vehicle movements), effective management of construction traffic impacts on road and pedestrian networks is essential to project success and community safety.

Works will be undertaken predominantly over two night shifts per week, with several weeks between certain stages, resulting in low daily traffic generation. Across a typical shift, construction activities will generate no more than eight-ten vehicle movements,

comprising approximately two light vehicles, two medium rigid vehicles (MRVs), or two light vehicles, one medium rigid vehicles (MRV), and one large rigid vehicle (LRV) transporting cable drums.

For the purposes of traffic generation, arrivals and departures are counted as individual movements.

Most vehicles will remain on site for the duration of each shift, significantly reducing mid-shift movements on the surrounding road network. All construction traffic will access and depart the area via designated routes consistent with the approved hierarchy of project-related access. Construction vehicles will utilise the arterial road network for primary access, reflecting the haulage paths assessed in the approved EIS. Figure 5-14 presents the EIS-endorsed inbound and outbound construction routes, which form the primary access for the project and will be used wherever practicable.

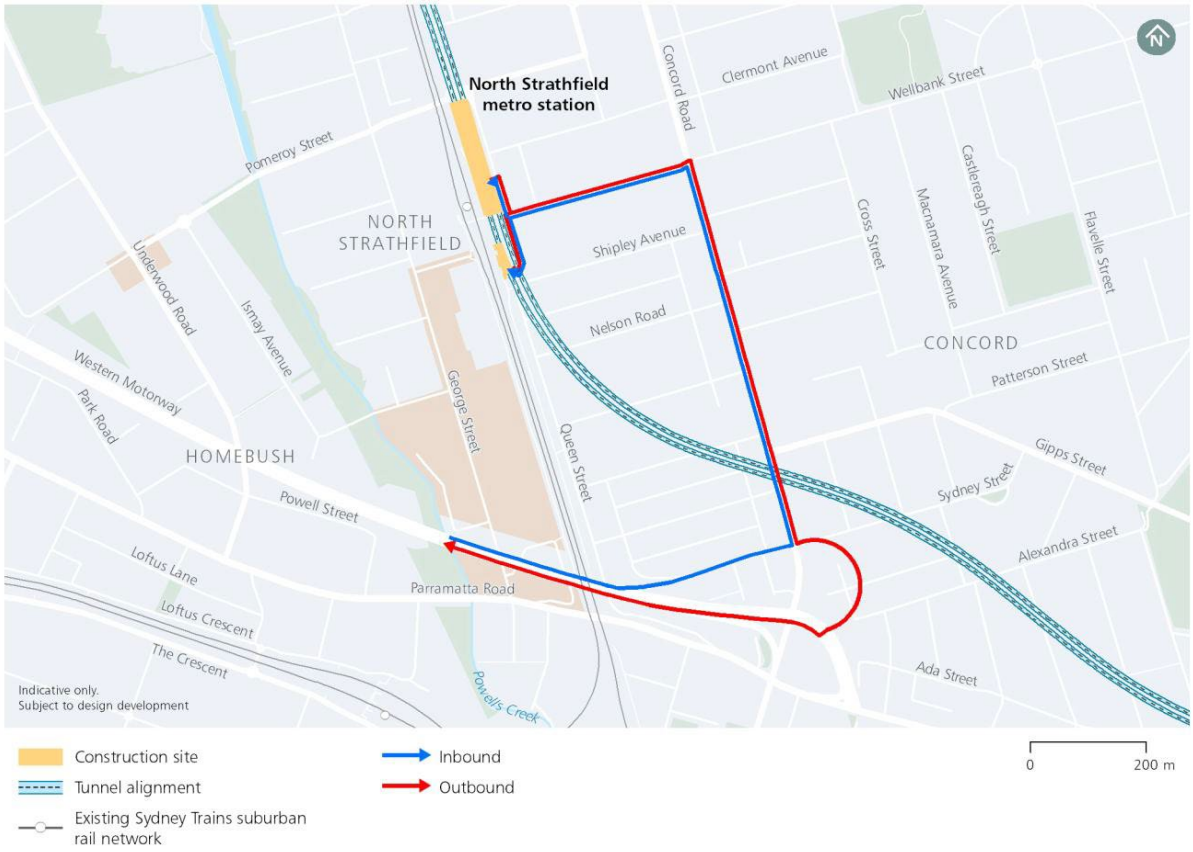


Figure 5-14 Extract from EIS reflecting existing approved access

Access via Pomeroy Street and Underwood Road is required for direct entry to the immediate work areas. These streets were not included in the EIS haulage assessment; however, both are classified as Regional Roads and are suitable for occasional construction use. Their suitability has been reviewed separately in Section 5.8, considering geometric constraints, swept-path performance and relevant Council or

TfNSW requirements. Heavy vehicle movements on these streets will be minimal, with no more than two heavy vehicles required per shift and many shifts requiring only one. Haulage routes will be adjusted if required by the relevant road authority.

The network described above provides safe and efficient access for the scale of construction proposed, with impacts confined to short-duration, low-frequency movements consistent with enabling works. Further details on construction haulage management are provided in Section 5.7, and the route suitability assessment is provided in Section 5.8.

5.7 Construction Haulage

All construction vehicles associated with this project are required to adhere to specific criteria relating to conditions of approval.

This criteria includes the following:

- All construction vehicles would enter and exit construction site in a forward direction, where feasible and reasonable. Where this is not possible, traffic management must be in place under approved CTMP's, TGS's and ROL approvals.
- Construction vehicles will be managed to minimise movements during peak periods and in school zones.
- Any construction vehicles that are required to move around the site will not be permitted to park or queue within the surrounding work area or streets unless permission has been approved. Arrival of vehicles will be staggered to prevent queuing of vehicles related to the works.
- Construction vehicles must not continuously idle or queue on any roads and any marshalling required will also avoid sensitive land users which will be advised in site inductions.
- Construction vehicles should not obstruct any pedestrian crossings or footpaths or shared user paths unless suitable alternatives are provided.

In addition:

- Vehicles must have rotating beacons that must be activated on approach and departure from work sites.
- Radio or phone ahead to ensure works site is open and accessible.
- Give way to pedestrians at all times.
- Clearly signal intentions by indicating to traffic streams to enter or depart work sites.

Vehicle Movement Plans (VMPs) have been developed to manage construction vehicle movements and minimize impacts on the road network. VMPs are provided in Appendix G and will be implemented in conjunction with the Traffic Guidance Schemes for each work stage.

The locations of all heavy vehicles used for spoil haulage will be fitted with GPS trackers. GPS tracking will monitor location, speed, and driver behaviour in real time. The records of this monitoring will be made available electronically to the Planning Secretary and the Environment Protection Authority request for a period of no less than one (1) year following the completion of construction.

5.8 Haulage Route Suitability Assessment

The haulage routes selected for this project have been developed to ensure heavy-vehicle movements can be undertaken safely and with minimal impact on surrounding road users. Construction vehicles will primarily use the arterial network—Concord Road and Homebush Bay Drive—for access and egress.

A review of adjacent streets has been undertaken through the Heavy Vehicle Local Road (HVLR) Assessment (Appendix C), including consideration of turning paths, traffic-calming devices and local geometric constraints. Swept-path assessments have also been completed for Pomeroy Street and Underwood Road to confirm vehicle manoeuvrability at key pinch points. These checks demonstrate that the expected heavy-vehicle configurations can be accommodated under managed conditions.

Where constraints exist, controls have been incorporated into the relevant TGS and VMPs, such as temporary removal of parking (subject to Council approval) and traffic-controller assistance for movements through narrow sections. Temporary removal of one parking space on Gracemere Street, as assessed in the CPAS, may be required to facilitate heavy-vehicle movements through the traffic-calming devices. Figure 5-13 has been included below to indicate the location of the space for reference only.

Figure 5-15 Location of parking space to be removed on Gracemere St (short-term shift)

Limited heavy-vehicle access will be required on Pomeroy Street and Underwood Road to reach specific work locations. These streets were not assessed in the EIS for this stage of the project; however, both are Regional Roads and have been reviewed to confirm they can accommodate occasional heavy-vehicle movements under the following controls: a maximum of two heavy vehicles per shift, supervision by traffic controllers where required, and compliance with any posted bridge-mass limits or Council/TfNSW constraints. Should a constraint be identified, haulage will be adjusted to avoid the affected segment.

Vehicle arrivals will be staggered to avoid queuing, pedestrian access will be maintained with short signed detours where required, and all movements will be undertaken under approved TGS and VMPs. Community notifications relating to temporary parking removal and non-standard heavy-vehicle movements will include site contact details for night-time noise concerns and will be issued in accordance with Council's minimum four-week notification requirement. Collectively, these measures and the findings of the HVLR Assessment support a safe and controlled approach to haulage within the local network.

5.9 Heavy Vehicle Safety and Awareness Measures

To support community awareness of heavy vehicle movements, T2-25 “Trucks (Crossing or Entering)” (Symbolic) signs will be installed at key approach points to the work area during shifts involving truck activity, as detailed on the relevant Traffic Guidance Schemes (TGS). The project supports the underlying message of the TfNSW “Be Truck Aware” campaign, reinforcing safe road-sharing behaviour and reminding the community of increased truck presence while works are underway.

All heavy vehicle drivers will complete a site-based induction immediately prior to their first shift. Delivered on-site by the project supervisor or delegate, the induction will cover approved haul routes, local road constraints, environmental sensitivities, and driver conduct requirements. Training will emphasise courteous driving behaviour, adherence to local access restrictions, and the avoidance of compression braking in residential areas.

Traffic controllers will be positioned where required to manage pedestrian movements, assist heavy vehicle manoeuvring where road geometry is constrained, and monitor interactions between construction activity and passing traffic. Controllers may temporarily hold traffic to allow safe passage of heavy vehicles through narrow sections or traffic calming devices.

All project heavy vehicles will be fitted with safety systems such as blind-spot mirrors or detection devices, reversing alarms, and side underrun protection where practicable. As previously stated, GPS tracking will monitor location, speed, and driver behaviour. This will support safety compliance, performance monitoring, and incident review.

5.9.1 Heavy Vehicle Identification

All heavy vehicles used for spoil haulage will be clearly marked on both sides and the rear with the project name and application number, visible from at least 20 metres. This requirement will be communicated to all subcontractors and heavy vehicle drivers prior to commencing work on site. Compliance will be verified during pre-start inspections and monitored throughout the works.

5.10 Special Events

Works will be scheduled to avoid dates coinciding with special events in the vicinity of North Strathfield, including major activities at Sydney Olympic Park and local community events.

Should event scheduling change, the Project Manager will coordinate with Council and the TTLG to amend work dates accordingly.

5.11 Waste Services

Waste services in the project area operate on Thursdays, and currently no works are scheduled during that day. This scheduling avoids direct conflict with standard

residential bin collection operations. Because the night works are timed to finish and demobilise by about 5 am (well ahead of typical waste collection start times), it is expected that the waste collection crews will not be impeded under normal conditions.

If, however, works must occur on a Thursday collection day (for unplanned or emergency tasks), mitigation measures will be applied: waste collection vehicles will be allowed full access through the traffic management zones, even during active works; residents will still be able to present their bins in the usual kerbside position; and traffic controllers on shift will relocate bins to accessible pick-up points (and return them afterwards) if any temporary works or detours block direct collection access..

5.12 Emergency Services

Emergency vehicle access will be maintained at all times. Traffic controllers will facilitate priority movement of emergency vehicles through or around the work area if required. Where clearances are tight, emergency vehicles will be escorted safely through the site. In the event of an emergency within or adjacent to the work area, all work will cease immediately, and full access will be provided.

Emergency procedures will be reviewed at each pre-start briefing so all personnel understand the response protocol. Traffic controllers are to give absolute priority to emergency vehicles, stopping all other traffic where necessary to provide an unobstructed route.

5.13 Staff transport and parking

There will be one (1) staff parking spot available for use during the works within the existing SMW North Strathfield Site Compound, allocated for light vehicles only. Access and egress will be off Queen Street and will be restricted to a limited number of users.

Work sites will be managed to minimise the number of construction workers parking on surrounding streets. Any worker needing to drive a non-essential vehicle to site will be encouraged to use public transport.

5.14 Road Occupancy Permits

Works that occupy or open the public road reserve will proceed only under the correct approvals. For City of Canada Bay Council, approvals under s138 of the Roads Act 1993 are required for any works within the road reserve: this includes road or footpath occupation and any road or footpath opening. Additionally, Council approval will be obtained prior to implementing any detours on local roads.

For impacts on the state road network or activities likely to affect traffic flow, a Road Occupancy Licence (ROL) from Transport for NSW via OPLINC is required. TfNSW advises allowing a minimum of 10 working days for assessment, with longer lead times for complex or special-event occupancies. The ROL process and obligations are described on TfNSW's Road Occupancy Licence pages and supporting material.

Our approach

- **Lead times**: We will submit Council occupation/opening applications and TfNSW ROL applications with the stated minimum lead times. Example: ROL submissions through OPLINC will be lodged at least 10 working days prior to the proposed works; earlier where staging or special conditions apply.
- **Scope control**: Each permit application will match the approved TGS, staging and hours; any change in method or footprint will trigger an updated submission to the relevant authority.
- **Activation and close-out**: On nights requiring an ROL, we will follow TMC protocols for licence activation and deactivation and comply with any conditions set by TfNSW.
- **Coordination**: We will coordinate with Council and TfNSW on any overlapping constraints such as event embargoes, roadwork restriction periods and site-specific conditions.

Record keeping

Approved permits, conditions and correspondence will be held in the CTMP appendix and referenced in pre-start briefings. Controllers and supervisors will carry permit numbers on shift and confirm activation status before implementation.

6 TRAFFIC MANAGEMENT AND DEVICES

6.1 Traffic Control Provider

Syscon will engage a traffic control subcontractor who carries a minimum of TfNSW Registration Scheme Category G Traffic Control to undertake traffic control on the Project.

6.2 Lighting

Task lighting may be used where necessary during nightworks which involves traffic control positioned on a roadway with no existing overhead lighting. Task lighting will be positioned to avoid becoming a hazard to motorists or shining toward oncoming traffic.

Temporary street and path lighting will be incorporated in planning where permanent or existing lighting is not going to be maintained. Supplementary temporary lighting will be provided and placed in accordance with a lighting plan designed by a suitably experienced lighting designer. Syscon will maintain at least pre-construction levels of lighting during delivery of the Project.

6.3 Signs

All temporary signage used on this project will comply with the requirements of TfNSW's Traffic Control at Work Sites Technical Manual (TCAWS 6.1) and Australian Standard AS

1742.3:2019 – Traffic control for works on roads. Sign types, sizes and locations shall be detailed in each Traffic Guidance Scheme (TGS). The primary signage format will be boxed-edge temporary traffic signs, consistent with short-term traffic management operations; no permanent signage installation is required.

Where aftercare signage becomes necessary (for example, residual traffic warnings or changes once the works are complete), a dedicated TGS amendment will specify the location, type, duration and method of installation of such signage. All signs must be erected securely, at appropriate height and lateral clearance (per AS 1742.3), be clearly visible under day and night conditions, and must not obstruct pedestrian paths or visibility triangles. Signage shall be inspected regularly to maintain condition, position, reflectivity and compliance, and any damaged signs replaced immediately. In pack-down phases, signs shall be removed as soon as they are no longer required, and the site restored to pre-works signage configuration.

6.4 Roadwork Speed Limits

Temporary roadwork speed limits are one of several traffic controls that Syscon will implement to manage the speed of traffic approaching and passing through a work site. Syscon is conscious of the potential for speed reductions over long distances, to have negative impacts on road user travel times.

Syscon will implement Roadwork Speed Zones logically, credibly and capable of being enforced by NSW Police. The Traffic Control at Work Sites Manual (Ver 6.1) will be utilised to select Road Work Speed Zones.

At times due to the nature of works, Syscon anticipates that workers on foot will be positioned within 1.5m of live traffic with no intervening physical barrier. Speed Zone selection will be carefully considered to ensure safety of both workers and public traffic & credibility of the work site is prioritised.

6.5 Safety Barriers

No Safety Barrier Systems will be required for the works. As mentioned previously, all works will be carried out as short term works or from within the existing Sydney Metro West compound.

6.6 Portable Traffic Control Devices

Portable Traffic Control Devices (PTCD’s) are prescribed traffic control devices used to manage traffic safely, especially in high-risk environments.

PTCD’s reduce exposure risk for traffic controllers. They allow remote operation, improving safety and efficiency.

Where traffic control is required, a PTCD must be used rather than using a manual traffic controller when the existing permanent speed limit is greater than 45 km/h (refer TCAWS Section 5.4.2 Traffic control types).

TCAWS Section 5.4 Traffic control provides the conditions under which a manual traffic controller may be used.

All persons operating a PTCD or performing manual traffic control must be:

- qualified with 'Traffic Control' training; and
- authorised by the relevant road authority.

Only approved PTCD's detailed in TCAWS Section 6.6 Portable traffic control devices must be used. Any device that is not accepted for use as per TCAWS must not be used unless the conditions in TCAWS Section 2.8.3 Use of unaccepted devices have been met or approval has been obtained by a person with appropriate authority under Part 11 of the Transport Delegations.

7 MINISTERIAL CONDITIONS OF APPROVAL

There are a number of plans/reports that are required under the Ministerial Conditions of Approval (MCoA).

7.1 Heavy Vehicle Local Road Report

A Heavy Vehicle Local Road Assessment has been developed and will be provided to the Planning Secretary for approval, for use of local roads not identified in the EIS or other planning documents. The report includes 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).

A copy of the HVLR is provided in Appendix C.

7.2 Construction Parking and Access Strategy

A Construction Parking and Access Strategy has been developed and will be provided to the Planning Secretary for approval at least one (1) month before the commencement of construction that reduces the availability of existing parking. The approved strategy will be implemented before impacting on street parking. The CPAS identifies and provides mitigation measures to alleviate the impacts from on and off street parking changes during construction. The CPAS includes the following:

a) Achieving the requirements of MCoA D90 which includes:

   a. Minimise parking on public roads

   b. Minimise idling and queuing on state and regional roads

   c. Not carry out marshalling of construction vehicles near sensitive land user(s)

   d. Not block or disrupt access across pedestrian or shared user paths at any time unless alternate access is provided and

e. Ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs

b) Confirmation and timing of the removal of on and off street parking associated with construction of stage 1 of the CSSI

c) Parking surveys of all parking spaces to be removed or occupied by the project workforce to determine current demand during peak, off peak, school drop off and pickup, weekend periods and during special events

d) Consultation with affected stakeholders utilising exiting on and off street parking stock which will be impacted as a result of construction

e) Assessment of the impacts to on and off street parking stock taking into consideration occupation by the project workforce, outcomes of consultation with affected stakeholders and considering the impacts of special events

f) Identification of reasonable and practicable mitigation measures to manage impacts to stakeholders as a result of on and off street parking changes including but not necessarily limited to, staged removal and replacement of parking, provision of alternative parking arrangements, managed staff parking arrangements and working with relevant council(s) to introduce parking restrictions adjacent to work sites and compounds or appropriate residential parking schemes.

g) Where resident parking schemes already exist, off road parking facilities must be provided for the project workforce

h) Mechanisms for monitoring, over appropriate intervals (not less than six (6) months), to determine the effectiveness of implemented mitigation measures

i) Details of shuttle bus service(s) to transport the project workforce to construction sites from public transport hubs and off site car parking facilities, where these are provided, and between construction sites

j) Provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective and

k) Provision of reporting of monitoring results to the Planning Secretary and relevant Council(s) at six (6) monthly intervals

The CPAS operates alongside this CTMP and addresses workforce parking and related impacts through a separate approval pathway.

7.3 Road Dilapidation Report

Road Dilapidation Reports in the form of a drive through video were provided for the local roads used by construction vehicles during the site operations phase of works. These reports were undertaken prior to the use of these roads. A copy of the report(s) were provided to the relevant road authority within three (3) weeks of completion of the survey and no later than one (1) month before the road was used.

If damage to roads occurs as a result of heavy vehicle use associated with the construction works, Syscon, will, at the relevant road authority's discretion:

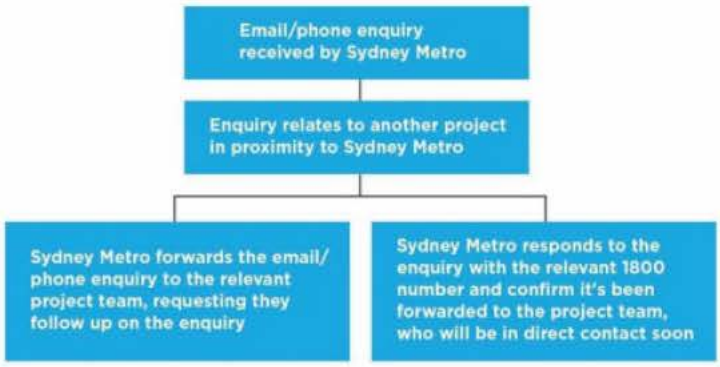
- Compensate the relevant road authority for the damage so caused or
- Rectify the damage to restore the road to at least the condition it was in pre-work as identified in the Road Dilapidation Report

8 COMMUNITY AND CONSULTATION

8.1 Communications and the Community

Sydney Metro West has an established Project Communications Team and will provide an embedded Project Communications Resource who will manage the Works public communication engagement including development of public documentation including construction notifications.

Communication and liaison will be undertaken in accordance with Sydney Metro's Overarching Community Communications Strategy.



The community will be notified in advance of any proposed changes to road and pedestrian networks. Syscon will inform Sydney Metro, who will be responsible for undertaking community liaison activities.

Community notifications relating to temporary parking removal and non-standard heavy-vehicle movements will include site contact details for night-time noise concerns and will be issued in accordance with Council's minimum four-week notification requirement.

8.2 Stakeholders

Various stakeholders will be consulted for further development of this CTMP. Stakeholder details that have been consulted are provided in Table8-1.

Stakeholder	Date	Consultation Type
Traffic Control Group	18th September 2025 2nd October 2025 16th October 2025 20th November 2025	Presentations

Traffic and Transport Liaison Group	25th September 2025 20th October 2025	Presentations
Customer Journey Planning	10th October 2025	Submission of CTMP
Sydney Metro West	10th October 2025	Submission of CTMP
City of Canada Bay Council	5th September 2025 23rd October 2025 10th October 2025	Presentations Submission of CTMP

Table 8-1 – Stakeholder consultation details

8.2.1 Traffic and Transport Laison Group (TTLG)

The TTLG has been established by Sydney Metro for the project. The TTLG consists of members from Sydney Metro, council(s) and representatives from the Emergency Services. The TTLG informs the development of CTMP and can request that supplementary analysis and modelling to be undertaken to demonstrate that construction and operational traffic can be managed to minimise disruption to the traffic networks operations including changes to the management of pedestrian, bicycle and public transport networks, public transport services and pedestrian and cyclists movements. Any changes required will be documented in the site specific CTMP. The TTLG currently meets monthly.

8.2.2 Traffic Control Group (TCG)

A TCG has been established for the project by Sydney Metro. The TCG meets fortnightly and comprises of Sydney Metro, council(s) and other project contractor representatives.

8.2.3 Emergency Services

Communication with emergency services will be managed through the Traffic and Transport Liaison Group (TTLG), with updates issued by the Syscon communications team to advise of any changes to road conditions, access arrangements or network status. Notifications will also be provided to local police, fire and ambulance stations, and nearby hospitals.

9 OTHER CONSIDERATIONS

9.1 Road Safety Audits

Road safety audits will be undertaken during the development of the CTMP, refer to Appendix D.

9.2 Inspections and Monitoring

Typical inspections and monitoring is as per Table 9-1 (source TfNSW's TCAWS)

Stage	Activity	Purpose
Planning	TGS verification	To ensure that the TGS selected or designed is suitable for the works and location
During Temporary Traffic Management	Weekly inspections	To ensure that the CTMP and relevant TGS are appropriate and operating safely, effectively and efficiently
	Shift inspections	To ensure that the TGS is implemented as designed. This includes at a minimum twice per shift and when: A. TGS is installed/changed or updated B. At regular frequency after work commences (every two (2) hours) C. Once aftercare arrangements have been installed, if required
	CTMP review	To ensure that the CTMP controls are achieving the required outcomes

Stage	Activity	Purpose
	Road safety audits	To identify road safety crash potential and areas of risk that could lead to traffic crashes
Post completion	Post completion inspection	To ensure that the site has been demobilised as planned and is safe for opening to traffic

Table 9-1- Inspections and frequency

9.3 Emergency and Incident Management

In the event of an incident that has the potential to impact traffic or public transport, at sites managed by Syscon, Syscon will ensure that traffic control resources are provided. These resources include

- Traffic control personnel
- Traffic control vehicle containing:
  - Barrier boards
  - Cones/ bollards
  - Flashing arrow
  - Signs
  - Spill kit

Syscon will report all traffic incidents to Sydney Metro, the Transport Management Centre (13 17 00) and Customer Journey Planning

9.4 On-Site Contacts

Site contacts are provided in Table 9-2.

Name	Position	Organisation	Contact #	Email
Adrian Washington	Project Manager	Syscon	0428353527	adrian@syscon.net.au
Leon Coeztee	Project Manager	Syscon	0451051208	leon@syscon.net.au
Michael Kell	Traffic Manager	Retro Traffic	0405503957	michael@retrotraffic.com.au

Name	Position	Organisation	Contact #	Email
Stuart Watkins	Environmental Manager	SGRC	0487565785	sw@sgrc.au
David Girvan	Logistics Manager	Syscon	0490347724	stores@syscon.net.au

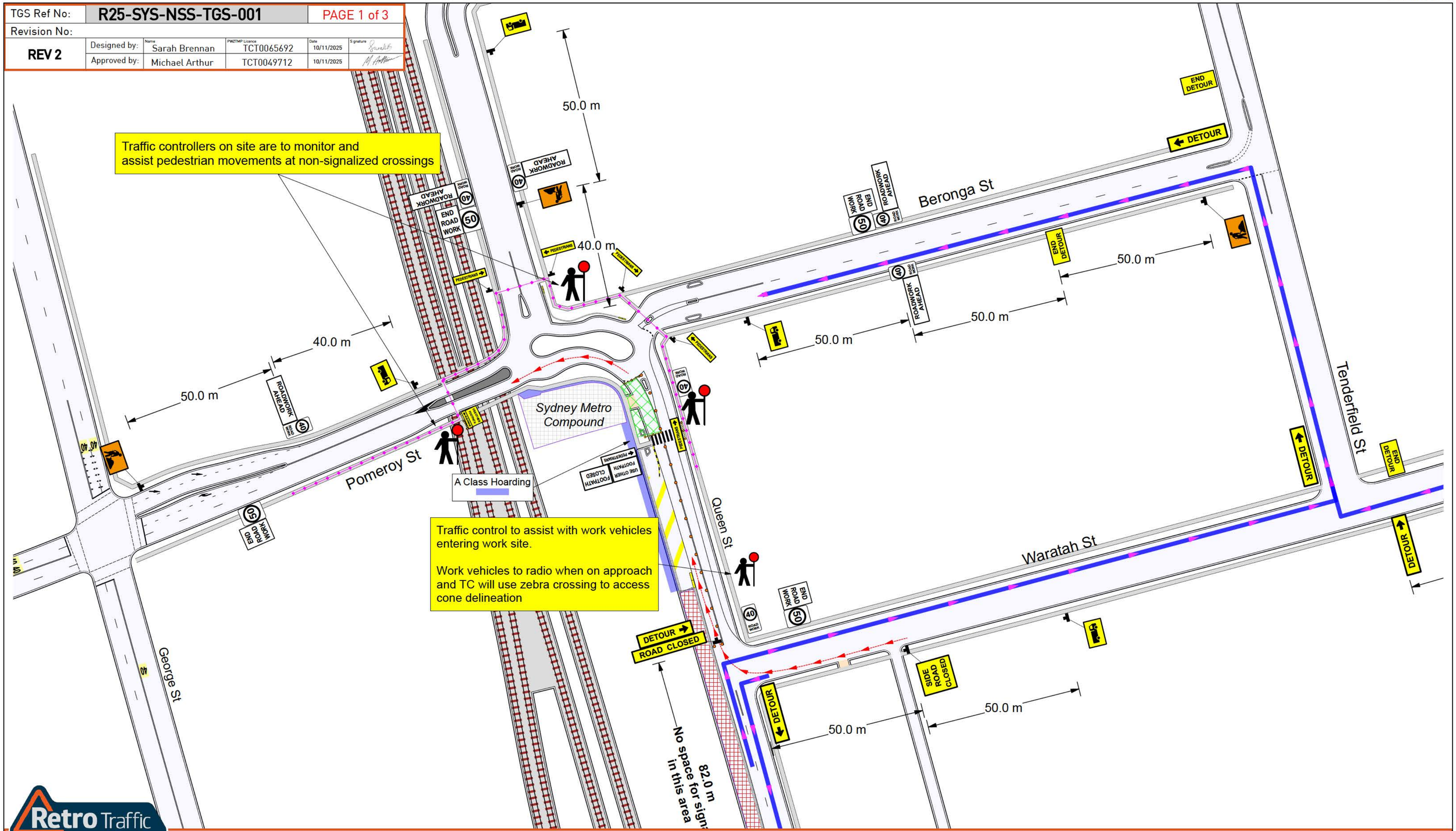
Table 9-2 – Site contacts

Appendix A COMMENTS AND RESPONSE

Appendix B TRAFFIC GUIDANCE SCHEMES (TGS)

TGS Ref No:	R25-SYS-NSS-TGS-001	PAGE 1 of 3
Revision No:		

REV 2		Name	PWZTMP Licence	Date	Signature
	Designed by:	Sarah Brennan	TCT0065692	10/11/2025	
	Approved by:	Michael Arthur	TCT0049712	10/11/2025	



SITE SPECIFIC NOTES

Implementation:
1. Demobilisation to be completed in reverse order to mobilisation of site.
2. All contradicting signs are to be covered
3. All controls subject to onsite risk assessment

Operation:
4. A pedestrian path 1.5m wide & no less than 1m at local restraints must be maintained past the work area
5. Access to properties shall be maintained at all times unless otherwise agreed
6. Traffic controller to direct pedestrians past the work area
7. Traffic control to assist heavy vehicle manoeuvring where road geometry is constrained and monitor interactions between construction activity and passing traffic. Traffic controllers may temporarily hold traffic to allow safe passage of heavy vehicles through narrow sections or traffic calming devices.
8. All pedestrian signage and traffic control devices must be positioned to ensure a clear and safe pedestrian path is maintained throughout the works

streets ahead

LEGEND

- Permanent/Temp Compound
- Temporary Work Area
- Exclusion zone
- Traffic Cone/Delineation
- Water Filled Barrier
- Concrete Barrier
- ATF (Fencing)
- Klemmfix
- Tiger bars
- Relocated Bus Stop
- Closed Bus Stop
- Traffic Controller (TC)
- Arrow Board
- TMA
- Work Vehicle
- General Traffic
- Detour Route
- Local Traffic Only
- Construction Vehicles
- Bus travel Path
- Pedestrian Ramp
- Pedestrian Route

Client: Syscon
Contact Adrian Washington
Location Queen St, North Strathfield

Project North Strathfield Station
Sydney Metro

Scope of works
Northbound Closure
Half Road Closure - Queen St

*To implement this TGS the below checked approvals must be obtained

ROL (Road Occupancy Licence) ☐ Council ☒ Bus ☐

Temporary Traffic Management

Road Closure/Detour ☒ Standard lane merge ☐ Contra Flow ☐ Shuttle Flow ☐
Intermittent Stoppages ☐ Lateral Shift ☐ Speed reduction ☐ PTCD ☐

TGS MODIFICATIONS

Modified by: _____ Date: Signature:
PWZTMP Licence: _____ Time:
Modification Reason:

GENERAL NOTES *1. This TGS has been designed by a PWZTMP accredited person in accordance with AS1742.3 and requirements of TfNSW TCAWS Manual v6.1, and was developed in line with Retro Traffic's QSE Policies and Procedures 2. A site specific Risk assessment was undertaken prior to development, and this TGS incorporates the recommended measures of control for site specific risks identified during the Hazard Identification and Risk Management Process undertaken for these works 3. Modifications to this TGS must be approved by a person holding a PWZTMP qualification and must also be supported by a TMP or Risk Assessment 4. An ITCP qualified person may vary the positioning of signs and devices provided the requirements outlined in 'Section 7.10.3 - Tolerances on positioning of signs and devices' of TCAWS Manual v6.1 are met.*

Sydney Metro Compound

A Class Hoarding

Traffic control to assist with work vehicles entering work site.

Work vehicles to radio when on approach and TC will use zebra crossing to access cone delineation

Queen St

Waratah St

Tenderfield St

Concord Rd

Wellbank St

Shipley Ave

50.0 m

82.0 m
No space for signage in this area

20.0 m

DETOUR

DETOUR AHEAD

ROADWORK AHEAD

END DETOUR

END ROAD WORK

SIDE ROAD CLOSED

ROAD CLOSED

FOOTPATH CLOSED

USE OTHER FOOTPATH

PEDESTRIANS

ROAD WORK

TGS Ref No:	R25-SYS-NSS-TGS-001				PAGE 2 of 3
Revision No:					
REV 2	Designed by:	Name: Sarah Brennan	PWZTMP Licence: TCT0065692	Date: 10/11/2025	Signature:
	Approved by:	Michael Arthur	TCT0049712	10/11/2025	

Retro Traffic

RETRO TRAFFIC

Traffic Guidance Scheme Risk Assessment & TGS Verification Checklist

Location Details

Road: Queen St Suburb: North Strathfield Road Speed: 40 km/hr

Direction: (N) E S W Nearest Cross Street:

Temporary Traffic Management **Method:** Around (Past) Through

Reason method selected: Trafficable lane(s) are able to be maintained for vehicles to travel past work site whilst maintaining acceptable clearance to live traffic

Risk Assessment

Section 1 - General	Yes	No	Description of risks if answered no to any question	Enter Risk Rating
1.1 - Does the TGS define minimum clearances required of workers to live traffic, are distances compliant?	X			
1.2 - Are worker symbolic signs to be placed in advance of areas where workers will be visible to traffic?	X			
1.3 - Are all signs placed at correct distances? i.e. D for multiple signs, 2D for single sign above 60km/h		X	Traffic Controller struck by vehicle	4 A
1.4 - Are Taper lengths compliant and not placed in areas with poor sight distance?			N/A	
1.5 - Are lane status signs placed in advance of a lane merge?			N/A	
1.6 - Are the correct Tapers being used? i.e. Merge Taper, Traffic Control Taper, Lateral Shift Taper.			N/A	
1.7 - Does the TGS clearly define transition zones between tapers on multilane roads, are they compliant?			N/A	
1.8 - Does the TGS clearly define Buffer areas, are they compliant and at least 30m in length?	X			
1.9 - Does the TGS clearly define site access and egress for work vehicles, is impact to traffic managed?	X			
1.10 - Does the TGS clearly define pedestrian routes, are the routes suitable for all pedestrians?	X			
1.11 - Does the TGS consider Cyclists, can Cyclists transverse the site safely?			N/A	

Section 2 - Does the TGS Involve Shuttle Flow arrangements? Yes (No) (If answered no proceed to section 3)	Yes	No	Description of risks if answered no to any question	Enter Risk Rating
2.1 - Is a PTCD used in place of a manual Traffic Controller where existing speed is greater than 45km/h?		*		
2.2 - Is the operating speed of the road 60km/h or less where Traffic Control or PTCD are in use?				
2.3 - Are x4 Traffic Cones placed on the edge or center line, approaching the Traffic Controller or PTCD?				
2.4 - Is Prepare to stop and Traffic Control or PTCD symbolic signs installed?				
2.5 - Do Traffic Control and PTCD positions have adequate lighting during low light conditions?				
2.6 - Does sight distance of at least 1.5D exist on approach to Traffic Control or PTCD				

Section 3 - Does the TGS Involve Detours of Traffic (Yes) No (If answered no proceed to section 4)	Yes	No	Description of risks if answered no to any question	Enter Risk Rating
3.1 - Are detour routes suitable for all vehicle classes being detoured?	X			
3.2 - Is access to local residence and business maintained?	X			
3.3 - Are detour signs located at decision points to clearly guide motorists through detour?	X			
3.4 - Can roads and intersections used as detour routes accommodate the additional traffic volume?	X			
3.5 - 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-signalised intersections.	X			

Section 4 - Other Hazards & Risks	Enter Risk Rating
4.1 -	
4.2 -	
4.3 -	
4.4 -	

Risk Management

If 'No' selected for any question in items 1, 2, 3 or 4 in the Risk Assessment, a control needs to be assigned in the table below to mitigate any additional risk

Item	Control Measures	Remaining Risk Rating
1.3 -	Limited room for sign placement, sign spacing shown on TGS compliant with Australian Standards (AS1743.2)	1 L

Consequence					
Likelihood	Insignificant	Minor	Moderate	Major	Catastrophic
Almost certain	3 High	3 High	4 Acute	4 Acute	4 Acute
Likely	2 Moderate	3 High	3 High	4 Acute	4 Acute
Possible	1 Low	2 Moderate	3 High	4 Acute	4 Acute
Unlikely	1 Low	1 Low	2 Moderate	3 High	4 Acute
Rare	1 Low	1 Low	2 Moderate	3 High	3 High

TGS Verification Checklist

Section 5 - Verification: Have the below items been addressed on the TGS for this location?	Yes	No
Traffic Volumes	X	
Predicted Queue Length	X	
Shoulder Widths	X	
Sight Distances	X	
Existing Infrastructure	X	
Transport Services (i.e. Bus Stops)	X	
Appropriate Site Access	X	
Appropriate Escape Route for Traffic Controllers	X	

Section 6 - Confirmation (Completed on Site as per Daily HAC)		
Does the TGS require adjustments within tolerances?		
Does the TGS require any additional modifications?		
Is the TGS appropriate for use for works?		
Have key risks been addressed on site?		

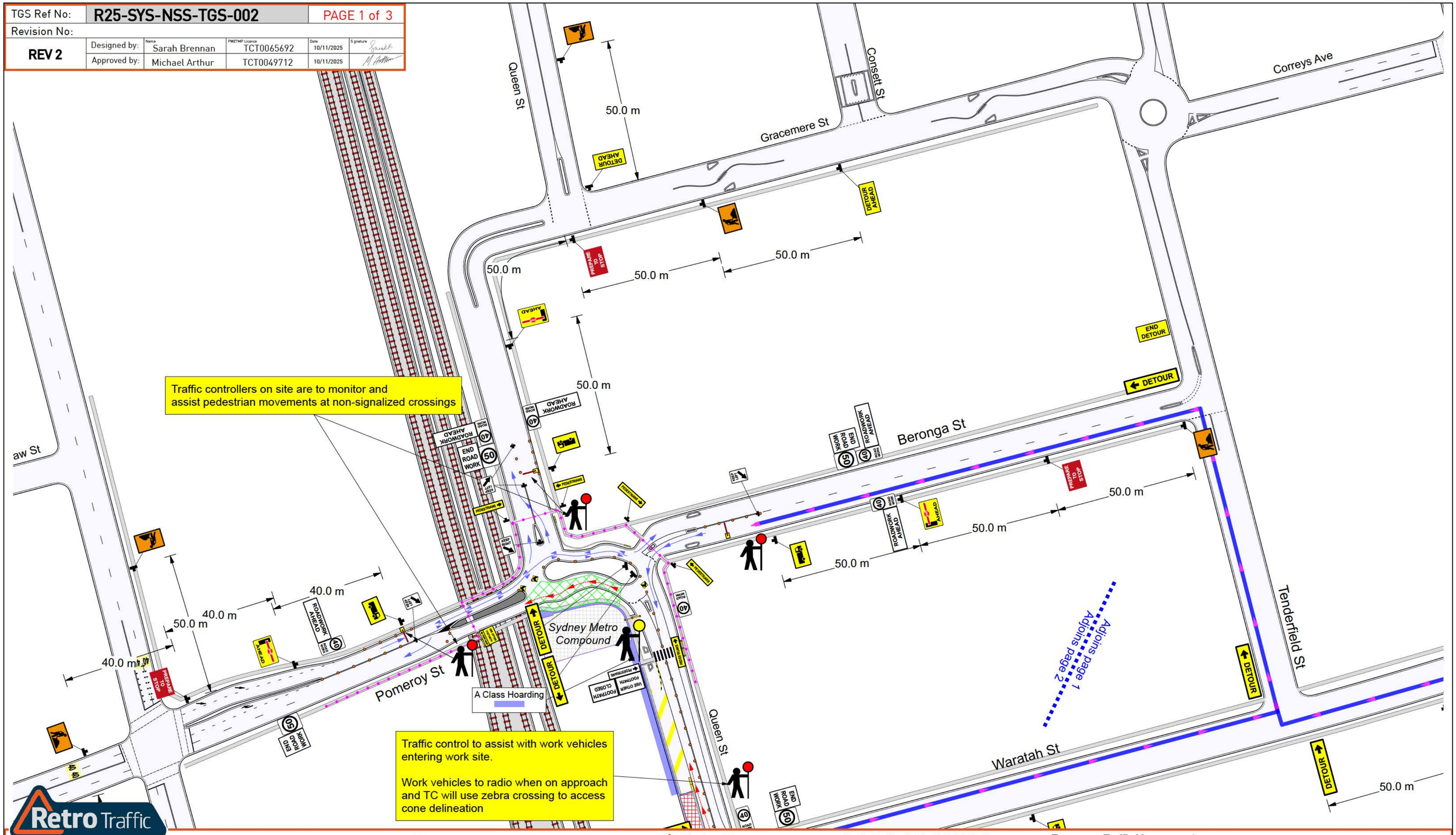
Additional Comments

TGS Ref: R25-SYS-NSS-TGS-001

REV 2		Name	PWZTMP Licence	Date	Signature
	Designed by:	Sarah Brennan	TCT0065692	10/11/2025	
	Approved by:	Michael Arthur	TCT0049712	10/11/2025	
	1 Up Manager:				

* Denotes approval from one up manager required

TGS Ref No:	R25-SYS-NSS-TGS-002			PAGE 1 of 3
Revision No:				
REV 2	Designed by:	Name: Sarah Brennan	PWZTMP Licence: TCT0065692	Date: 10/11/2025
	Approved by:	Michael Arthur	TCT0049712	10/11/2025



Retro Traffic

streets ahead

SITE SPECIFIC NOTES

Implementation:
1. Demobilisation to be completed in reverse order to mobilisation of site.
2. All contradicting signs are to be covered
3. All controls subject to onsite risk assessment

Operation:
4. A pedestrian path 1.5m wide & no less than 1m at local restraints must be maintained past the work area
5. Access to properties shall be maintained at all times unless otherwise agreed
6. Traffic controller to direct pedestrians past the work area
7. Traffic control to assist heavy vehicle manoeuvring where road geometry is constrained and monitor interactions between construction activity and passing traffic. Traffic controllers may temporarily hold traffic to allow safe passage of heavy vehicles through narrow sections or traffic calming devices.
8. All pedestrian signage and traffic control devices must be positioned to ensure a clear and safe pedestrian path is maintained throughout the works

LEGEND

- Permanent/Temp Compound
- Temporary Work Area
- Exclusion zone
- Traffic Cone/Delineation
- Water Filled Barrier
- Concrete Barrier
- ATF (Fencing)
- Klemmfix
- Tiger bars
- Relocated Bus Stop
- Closed Bus Stop
- Traffic Controller (TC)
- Arrow Board
- TMA
- Work Vehicle
- General Traffic
- Detour Route
- Local Traffic Only
- Construction Vehicles
- Bus travel Path
- Pedestrian Ramp
- Pedestrian Route

Client: Syscon
Contact Adrian Washington
Location Queen St, North Strathfield

Project North Strathfield Station
Sydney Metro

Scope of works
Northbound Closure
Shuttle Flow - Queen St

*To implement this TGS the below checked approvals must be obtained

ROL (Road Occupany Licence) ☒ Council ☒ Bus ☐

Temporary Traffic Management

Road Closure/Detour ☒ Standard lane merge ☐ Contra Flow ☐ Shuttle Flow ☒
Intermittent Stoppages ☐ Lateral Shift ☐ Speed reduction ☐ PTCD ☒

TGS MODIFICATIONS

Modified by: _____ Date: Signature:
PWZTMP Licence: _____ Time:
Modification Reason:

GENERAL NOTES *1. This TGS has been designed by a PWZTMP accredited person in accordance with AS1742.3 and requirements of TfNSW TCAWS Manual v6.1, and was developed in line with Retro Traffic's QSE Policies and Procedures 2. A site specific Risk assessment was undertaken prior to development, and this TGS incorporates the recommended measures of control for site specific risks identified during the Hazard Identification and Risk Management Process undertaken for these works 3. Modifications to this TGS must be approved by a person holding a PWZTMP qualification and must also be supported by a TMP or Risk Assessment 4. An ITCP qualified person may vary the positioning of signs and devices provided the requirements outlined in 'Section 7.10.3 - Tolerances on positioning of signs and devices' of TCAWS Manual v6.1 are met.*

Traffic control to assist with work vehicles entering work site.

Work vehicles to radio when on approach and TC will use zebra crossing to access cone delineation

Sydney Metro Compound

A Class Hoarding

Pomeroy St

Queen St

Waratah St

Tenderfield St

George St

Wellbank St

Shipley Ave

Adjoins page 1

Adjoins page 2

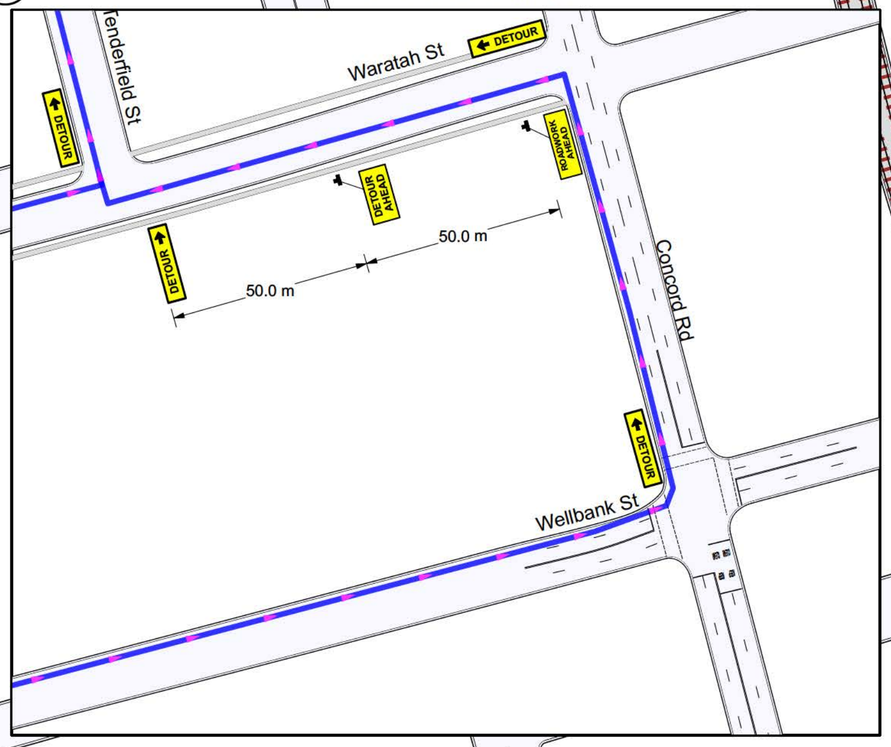
82.0 m No space for signage in this area

20.0 m

50.0 m

40.0 m

1 DETOUR MAP



TGS Ref No:	R25-SYS-NSS-TGS-002					PAGE 2 of 3
Revision No:						
REV 2	Designed by:	Name: Sarah Brennan	PWCTMP Licence: TCT0065692	Date: 10/11/2025	Signature:	
	Approved by:	Michael Arthur	TCT0049712	10/11/2025		

Retro Traffic

RETRO TRAFFIC

Traffic Guidance Scheme Risk Assessment & TGS Verification Checklist

Location Details

Road: Queen St Suburb: North Strathfield Road Speed: 40 km/hr

Direction: (N) (E) (S) (W) Nearest Cross Street:

Temporary Traffic Management **Method:** Around (Past) Through

Reason method selected: Trafficable lane(s) are able to be maintained for vehicles to travel past work site whilst maintaining acceptable clearance to live traffic

Risk Assessment

Section 1 - General	Yes	No	Description of risks if answered no to any question	Enter Risk Rating
1.1 - Does the TGS define minimum clearances required of workers to live traffic, are distances compliant?	X			
1.2 - Are worker symbolic signs to be placed in advance of areas where workers will be visible to traffic?	X			
1.3 - Are all signs placed at correct distances? i.e. D for multiple signs, 2D for single sign above 60km/h		X	Traffic Controller struck by vehicle	4 A
1.4 - Are Taper lengths compliant and not placed in areas with poor sight distance?			N/A	
1.5 - Are lane status signs placed in advance of a lane merge?			N/A	
1.6 - Are the correct Tapers being used? i.e. Merge Taper, Traffic Control Taper, Lateral Shift Taper.			N/A	
1.7 - Does the TGS clearly define transition zones between tapers on multilane roads, are they compliant?			N/A	
1.8 - Does the TGS clearly define Buffer areas, are they compliant and at least 30m in length?	X			
1.9 - Does the TGS clearly define site access and egress for work vehicles, is impact to traffic managed?	X			
1.10 - Does the TGS clearly define pedestrian routes, are the routes suitable for all pedestrians?	X			
1.11 - Does the TGS consider Cyclists, can Cyclists transverse the site safely?			N/A	

Section 2 - Does the TGS Involve Shuttle Flow arrangements? (Yes) No (If answered no proceed to section 3)	Yes	No	Description of risks if answered no to any question	Enter Risk Rating
2.1 - Is a PTCD used in place of a manual Traffic Controller where existing speed is greater than 45km/h?	X	*		
2.2 - Is the operating speed of the road 60km/h or less where Traffic Control or PTCD are in use?	X			
2.3 - Are x4 Traffic Cones placed on the edge or center line, approaching the Traffic Controller or PTCD?	X			
2.4 - Is Prepare to stop and Traffic Control or PTCD symbolic signs installed?	X			
2.5 - Do Traffic Control and PTCD positions have adequate lighting during low light conditions?	X			
2.6 - Does sight distance of at least 1.5D exist on approach to Traffic Control or PTCD	X			

Section 3 - Does the TGS Involve Detours of Traffic (Yes) No (If answered no proceed to section 4)	Yes	No	Description of risks if answered no to any question	Enter Risk Rating
3.1 - Are detour routes suitable for all vehicle classes being detoured?	X			
3.2 - Is access to local residence and business maintained?	X			
3.3 - Are detour signs located at decision points to clearly guide motorists through detour?	X			
3.4 - Can roads and intersections used as detour routes accommodate the additional traffic volume?	X			
3.5 - 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-signalised intersections.	X			

Section 4 - Other Hazards & Risks	Enter Risk Rating
4.1 -	
4.2 -	
4.3 -	
4.4 -	

Risk Management

If 'No' selected for any question in items 1, 2, 3 or 4 in the Risk Assessment, a control needs to be assigned in the table below to mitigate any additional risk

Item	Control Measures	Remaining Risk Rating
1.3 -	Limited room for sign placement, sign spacing shown on TGS compliant with Australian Standards (AS1743.2)	1 L

Likelihood	Consequence: Insignificant	Minor	Moderate	Major	Catastrophic
Almost certain	3 High	3 High	4 Acute	4 Acute	4 Acute
Likely	2 Moderate	3 High	3 High	4 Acute	4 Acute
Possible	1 Low	2 Moderate	3 High	4 Acute	4 Acute
Unlikely	1 Low	1 Low	2 Moderate	3 High	4 Acute
Rare	1 Low	1 Low	2 Moderate	3 High	3 High

TGS Verification Checklist

Section 5 - Verification: Have the below items been addressed on the TGS for this location?	Yes	No
Traffic Volumes	X	
Predicted Queue Length	X	
Shoulder Widths	X	
Sight Distances	X	
Existing Infrastructure	X	
Transport Services (i.e. Bus Stops)	X	
Appropriate Site Access	X	
Appropriate Escape Route for Traffic Controllers	X	

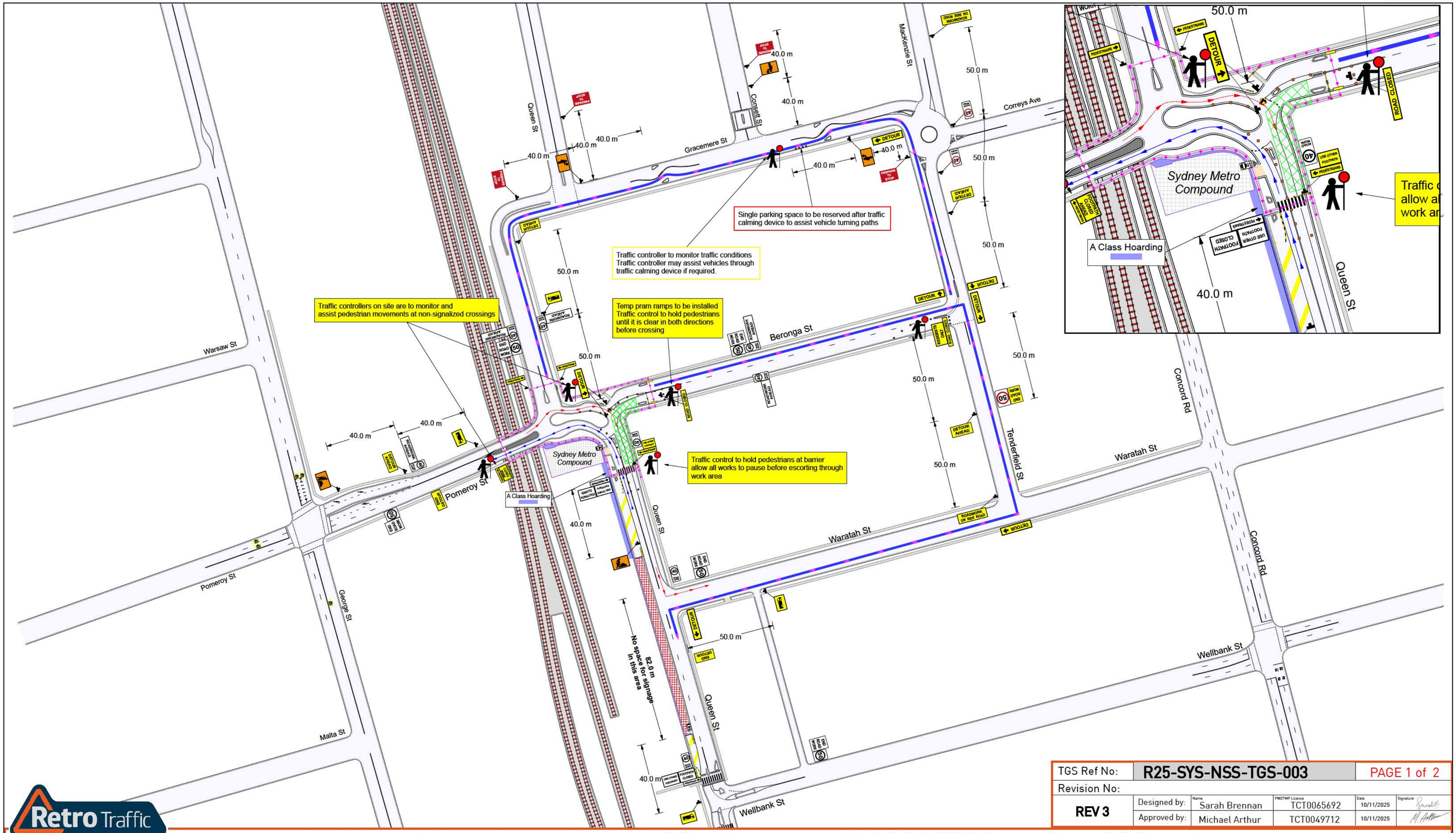
Section 6 - Confirmation (Completed on Site as per Daily HAC)		
Does the TGS require adjustments within tolerances?		
Does the TGS require any additional modifications?		
Is the TGS appropriate for use for works?		
Have key risks been addressed on site?		

Additional Comments

TGS Ref: R25-SYS-NSS-TGS-002

REV 1		Name	PWZTMP Licence	Date	Signature
	Designed by:	Sarah Brennan	TCT0065692	10/11/2025	
	Approved by:	Michael Arthur	TCT0049712	10/11/2025	
	1 Up Manager:				

* Denotes approval from one up manager required



Retro Traffic

streets ahead

SITE SPECIFIC NOTES

Implementation:
1. Demobilisation to be completed in reverse order to mobilisation of site.
2. All contradicting signs are to be covered
3. All controls subject to onsite risk assessment

Operation:
4. A pedestrian path 1.5m wide & no less than 1m at local restraints must be maintained past the work area
5. Access to properties shall be maintained at all times unless otherwise agreed
6. Traffic controller to direct pedestrians past the work area
7. Traffic control to assist heavy vehicle manoeuvring where road geometry is constrained and monitor interactions between construction activity and passing traffic. Traffic controllers may temporarily hold traffic to allow safe passage of heavy vehicles through narrow sections or traffic calming devices.
8. All pedestrian signage and traffic control devices must be positioned to ensure a clear and safe pedestrian path is maintained throughout the works

LEGEND

- Permanent/Temp Compound
- Temporary Work Area
- Exclusion zone
- Traffic Cone/Delineation
- Water Filled Barrier
- Concrete Barrier
- ATF (Fencing)
- Klemmfix
- Tiger bars
- Relocated Bus Stop
- Closed Bus Stop
- Traffic Controller (TC)
- Arrow Board
- TMA
- Work Vehicle
- General Traffic
- Detour Route
- Local Traffic Only
- Construction Vehicles
- Bus travel Path
- Pedestrian Ramp
- Pedestrian Route

Client: Syscon
Contact Adrian Washington
Location Queen St, North Strathfield

Project North Strathfield Station Sydney Metro

Scope of works
Southbound Closure
Road Closure - Queen St / Beronga St

*To implement this TGS the below checked approvals must be obtained
ROL (Road Occupancy Licence) ☐ Council ☒ Bus ☐

Temporary Traffic Management
Road Closure/Detour ☒ Standard lane merge ☐ Contra Flow ☐ Shuttle Flow ☐
Intermittent Stoppages ☐ Lateral Shift ☐ Speed reduction ☒ PTCD ☐

TGS MODIFICATIONS
Modified by: _____ Date: Signature:
PWZTMP Licence: _____ Time:
Modification Reason:
_____
_____
_____

TGS Ref No:	R25-SYS-NSS-TGS-003				PAGE 1 of 2
Revision No:					
REV 3	Designed by:	Name: Sarah Brennan	PWZTMP Licence: TCT0065692	Date: 10/11/2025	Signature:
	Approved by:	Michael Arthur	TCT0049712	10/11/2025	

GENERAL NOTES *1. This TGS has been designed by a PWZTMP accredited person in accordance with AS1742.3 and requirements of TfNSW TCAWS Manual v6.1, and was developed in line with Retro Traffic's QSE Policies and Procedures 2. A site specific Risk assessment was undertaken prior to development, and this TGS incorporates the recommended measures of control for site specific risks identified during the Hazard Identification and Risk Management Process undertaken for these works 3. Modifications to this TGS must be approved by a person holding a PWZTMP qualification and must also be supported by a TMP or Risk Assessment 4. An ITCP qualified person may vary the positioning of signs and devices provided the requirements outlined in 'Section 7.10.3 - Tolerances on positioning of signs and devices' of TCAWS Manual v6.1 are met.*

RETRO TRAFFIC

Traffic Guidance Scheme Risk Assessment & TGS Verification Checklist

Location Details

Road: Queen St/Beronga St Suburb: North Strathfield Road Speed: 50/40 km/hr

Direction: N (E) (S) (W) Nearest Cross Street: Pomeroy St

Temporary Traffic Management **Method:** Around (Past) Through

Reason method selected: Trafficable lane(s) are able to be maintained for vehicles to travel past work site whilst maintaining acceptable clearance to live traffic

Risk Assessment

Section 1 - General	Yes	No	Description of risks if answered no to any question	Enter Risk Rating
1.1 - Does the TGS define minimum clearances required of workers to live traffic, are distances compliant?	X			
1.2 - Are worker symbolic signs to be placed in advance of areas where workers will be visible to traffic?	X			
1.3 - Are all signs placed at correct distances? i.e. D for multiple signs, 2D for single sign above 60km/h	X			
1.4 - Are Taper lengths compliant and not placed in areas with poor sight distance?			N/A	
1.5 - Are lane status signs placed in advance of a lane merge?			N/A	
1.6 - Are the correct Tapers being used? i.e. Merge Taper, Traffic Control Taper, Lateral Shift Taper.			N/A	
1.7 - Does the TGS clearly define transition zones between tapers on multilane roads, are they compliant?			N/A	
1.8 - Does the TGS clearly define Buffer areas, are they compliant and at least 30m in length?	X			
1.9 - Does the TGS clearly define site access and egress for work vehicles, is impact to traffic managed?	X			
1.10 - Does the TGS clearly define pedestrian routes, are the routes suitable for all pedestrians?	X			
1.11 - Does the TGS consider Cyclists, can Cyclists transverse the site safely?			N/A	

Section 2 - Does the TGS Involve Shuttle Flow arrangements? Yes (No) (If answered no proceed to section 3)	Yes	No	Description of risks if answered no to any question	Enter Risk Rating
2.1 - Is a PTCD used in place of a manual Traffic Controller where existing speed is greater than 45km/h?				
2.2 - Is the operating speed of the road 60km/h or less where Traffic Control or PTCD are in use?				
2.3 - Are x4 Traffic Cones placed on the edge or center line, approaching the Traffic Controller or PTCD?				4 A
2.4 - Is Prepare to stop and Traffic Control or PTCD symbolic signs installed?				
2.5 - Do Traffic Control and PTCD positions have adequate lighting during low light conditions?				
2.6 - Does sight distance of at least 1.5D exist on approach to Traffic Control or PTCD				

Section 3 - Does the TGS Involve Detours of Traffic (Yes) No (If answered no proceed to section 4)	Yes	No	Description of risks if answered no to any question	Enter Risk Rating
3.1 - Are detour routes suitable for all vehicle classes being detoured?	X			
3.2 - Is access to local residence and business maintained?	X			
3.3 - Are detour signs located at decision points to clearly guide motorists through detour?	X			
3.4 - Can roads and intersections used as detour routes accommodate the additional traffic volume?	X			
3.5 - 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-signalised intersections.	X			

Section 4 - Other Hazards & Risks	Enter Risk Rating
4.1 -	
4.2 -	
4.3 -	
4.4 -	

Risk Management

If 'No' selected for any question in items 1, 2, 3 or 4 in the Risk Assessment, a control needs to be assigned in the table below to mitigate any additional risk

Item	Control Measures	Remaining Risk Rating

Consequence					
Likelihood	Insignificant	Minor	Moderate	Major	Catastrophic
Almost certain	3 High	3 High	4 Acute	4 Acute	4 Acute
Likely	2 Moderate	3 High	3 High	4 Acute	4 Acute
Possible	1 Low	2 Moderate	3 High	4 Acute	4 Acute
Unlikely	1 Low	1 Low	2 Moderate	3 High	4 Acute
Rare	1 Low	1 Low	2 Moderate	3 High	3 High

TGS Verification Checklist

Section 5 - Verification: Have the below items been addressed on the TGS for this location?	Yes	No
Traffic Volumes	X	
Predicted Queue Length	X	
Shoulder Widths	X	
Sight Distances	X	
Existing Infrastructure	X	
Transport Services (i.e. Bus Stops)	X	
Appropriate Site Access	X	
Appropriate Escape Route for Traffic Controllers	X	

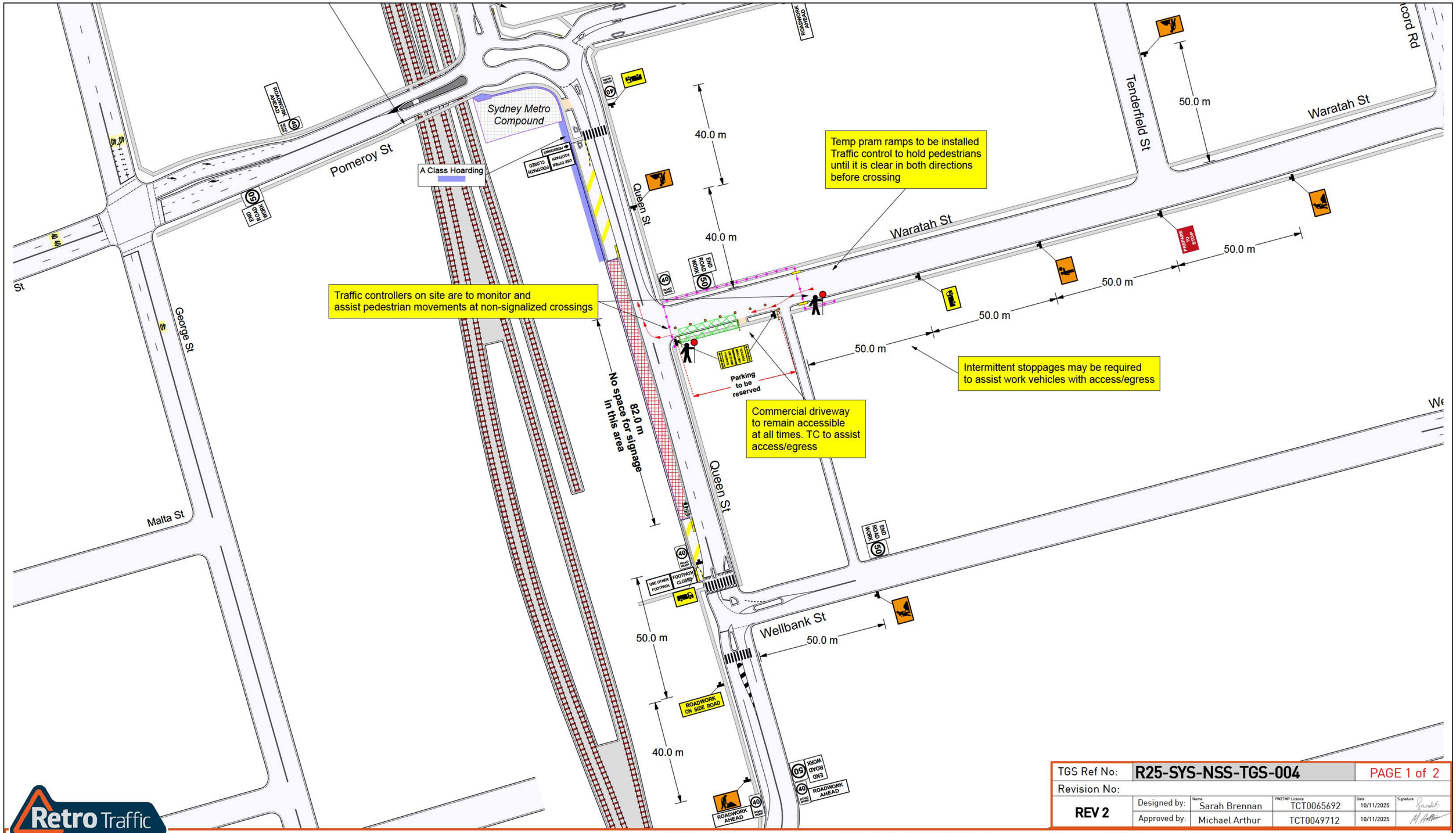
Section 6 - Confirmation (Completed on Site as per Daily HAC)		
Does the TGS require adjustments within tolerances?		
Does the TGS require any additional modifications?		
Is the TGS appropriate for use for works?		
Have key risks been addressed on site?		

Additional Comments

TGS Ref: R25-SYS-NSS-TGS-003

REV 3		Name	PWZTMP Licence	Date	Signature
	Designed by:	Sarah Brennan	TCT0065692	10/11/2025	
	Approved by:	Michael Arthur	TCT0049712	10/11/2025	
	1 Up Manager:				

* Denotes approval from one up manager required



Retro Traffic

streets ahead

SITE SPECIFIC NOTES

Implementation:
1. Demobilisation to be completed in reverse order to mobilisation of site.
2. All contradicting signs are to be covered
3. All controls subject to onsite risk assessment

Operation:
4. A pedestrian path 1.5m wide & no less than 1m at local restraints must be maintained past the work area
5. Access to properties shall be maintained at all times unless otherwise agreed
6. Traffic controller to direct pedestrians past the work area
7. Traffic control to assist heavy vehicle manoeuvring where road geometry is constrained and monitor interactions between construction activity and passing traffic. Traffic controllers may temporarily hold traffic to allow safe passage of heavy vehicles through narrow sections or traffic calming devices.
8. All pedestrian signage and traffic control devices must be positioned to ensure a clear and safe pedestrian path is maintained throughout the works

LEGEND

- Permanent/Temp Compound
- Temporary Work Area
- Exclusion zone
- Traffic Cone/Delineation
- Water Filled Barrier
- Concrete Barrier
- ATF (Fencing)
- Klemmfix
- Tiger bars
- Relocated Bus Stop
- Closed Bus Stop
- Traffic Controller (TC)
- Arrow Board
- TMA
- Work Vehicle
- General Traffic
- Detour Route
- Local Traffic Only
- Construction Vehicles
- Bus travel Path
- Pedestrian Ramp
- Pedestrian Route

Client: Syscon
Contact Adrian Washington
Location Waratah St, North Strathfield

Project North Strathfield Station
Sydney Metro

Scope of works
Westbound Parking Lane Closure
Intermittent Stoppages

*To implement this TGS the below checked approvals must be obtained

ROL (Road Occupancy Licence) ☐ Council ☒ Bus ☐

TGS Ref No:	R25-SYS-NSS-TGS-004				PAGE 1 of 2
Revision No:					
REV 2	Designed by:	Sarah Brennan	TCT0065692	10/11/2025	
	Approved by:	Michael Arthur	TCT0049712	10/11/2025	

Temporary Traffic Management
Road Closure/Detour ☐ Standard lane merge ☐ Contra Flow ☐ Shuttle Flow ☐
Intermittent Stoppages ☒ Lateral Shift ☐ Speed reduction ☐ PTCD ☐

TGS MODIFICATIONS
Modified by: _____ Date: Signature:
PWZTMP Licence: _____ Time:
Modification Reason:

GENERAL NOTES *1. This TGS has been designed by a PWZTMP accredited person in accordance with AS1742.3 and requirements of TfNSW TCAWS Manual v6.1, and was developed in line with Retro Traffic's QSE Policies and Procedures 2. A site specific Risk assessment was undertaken prior to development, and this TGS incorporates the recommended measures of control for site specific risks identified during the Hazard Identification and Risk Management Process undertaken for these works 3. Modifications to this TGS must be approved by a person holding a PWZTMP qualification and must also be supported by a TMP or Risk Assessment 4. An ITCP qualified person may vary the positioning of signs and devices provided the requirements outlined in 'Section 7.10.3 - Tolerances on positioning of signs and devices' of TCAWS Manual v6.1 are met.*

RETRO TRAFFIC

Traffic Guidance Scheme Risk Assessment & TGS Verification Checklist

Location Details

Road: Waratah St Suburb: North Strathfield Road Speed: 50 km/hr

Direction: N (E) S (W) Nearest Cross Street: Queen St

Temporary Traffic Management **Method:** Around (Past) Through

Reason method selected: Trafficable lane(s) are able to be maintained for vehicles to travel past work site whilst maintaining acceptable clearance to live traffic

Risk Assessment

Section 1 - General	Yes	No	Description of risks if answered no to any question	Enter Risk Rating
1.1 - Does the TGS define minimum clearances required of workers to live traffic, are distances compliant?	X			
1.2 - Are worker symbolic signs to be placed in advance of areas where workers will be visible to traffic?	X			
1.3 - Are all signs placed at correct distances? i.e. D for multiple signs, 2D for single sign above 60km/h	X			
1.4 - Are Taper lengths compliant and not placed in areas with poor sight distance?			N/A	
1.5 - Are lane status signs placed in advance of a lane merge?			N/A	
1.6 - Are the correct Tapers being used? i.e. Merge Taper, Traffic Control Taper, Lateral Shift Taper.			N/A	
1.7 - Does the TGS clearly define transition zones between tapers on multilane roads, are they compliant?			N/A	
1.8 - Does the TGS clearly define Buffer areas, are they compliant and at least 30m in length?			N/A	
1.9 - Does the TGS clearly define site access and egress for work vehicles, is impact to traffic managed?	X			
1.10 - Does the TGS clearly define pedestrian routes, are the routes suitable for all pedestrians?	X			
1.11 - Does the TGS consider Cyclists, can Cyclists transverse the site safely?			N/A	

Section 2 - Does the TGS Involve Shuttle Flow arrangements? (Yes) No (If answered no proceed to section 3)	Yes	No	Description of risks if answered no to any question	Enter Risk Rating
2.1 - Is a PTCD used in place of a manual Traffic Controller where existing speed is greater than 45km/h?	X	*		
2.2 - Is the operating speed of the road 60km/h or less where Traffic Control or PTCD are in use?	X			
2.3 - Are x4 Traffic Cones placed on the edge or center line, approaching the Traffic Controller or PTCD?		X	Intermittent stoppages only	
2.4 - Is Prepare to stop and Traffic Control or PTCD symbolic signs installed?	X			
2.5 - Do Traffic Control and PTCD positions have adequate lighting during low light conditions?	X			
2.6 - Does sight distance of at least 1.5D exist on approach to Traffic Control or PTCD	X			

Section 3 - Does the TGS Involve Detours of Traffic Yes (No) (If answered no proceed to section 4)	Yes	No	Description of risks if answered no to any question	Enter Risk Rating
3.1 - Are detour routes suitable for all vehicle classes being detoured?				
3.2 - Is access to local residence and business maintained?				
3.3 - Are detour signs located at decision points to clearly guide motorists through detour?				
3.4 - Can roads and intersections used as detour routes accommodate the additional traffic volume?				
3.5 - 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-signalised intersections.				

Section 4 - Other Hazards & Risks	Enter Risk Rating
4.1 -	
4.2 -	
4.3 -	
4.4 -	

Risk Management

If 'No' selected for any question in items 1, 2, 3 or 4 in the Risk Assessment, a control needs to be assigned in the table below to mitigate any additional risk

Item	Control Measures	Remaining Risk Rating

Consequence					
Likelihood	Insignificant	Minor	Moderate	Major	Catastrophic
Almost certain	3 High	3 High	4 Acute	4 Acute	4 Acute
Likely	2 Moderate	3 High	3 High	4 Acute	4 Acute
Possible	1 Low	2 Moderate	3 High	4 Acute	4 Acute
Unlikely	1 Low	1 Low	2 Moderate	3 High	4 Acute
Rare	1 Low	1 Low	2 Moderate	3 High	3 High

TGS Verification Checklist

Section 5 - Verification: Have the below items been addressed on the TGS for this location?	Yes	No
Traffic Volumes	X	
Predicted Queue Length	X	
Shoulder Widths	X	
Sight Distances	X	
Existing Infrastructure	X	
Transport Services (i.e. Bus Stops)	X	
Appropriate Site Access	X	
Appropriate Escape Route for Traffic Controllers	X	

Section 6 - Confirmation (Completed on Site as per Daily HAC)		
Does the TGS require adjustments within tolerances?		
Does the TGS require any additional modifications?		
Is the TGS appropriate for use for works?		
Have key risks been addressed on site?		

Additional Comments

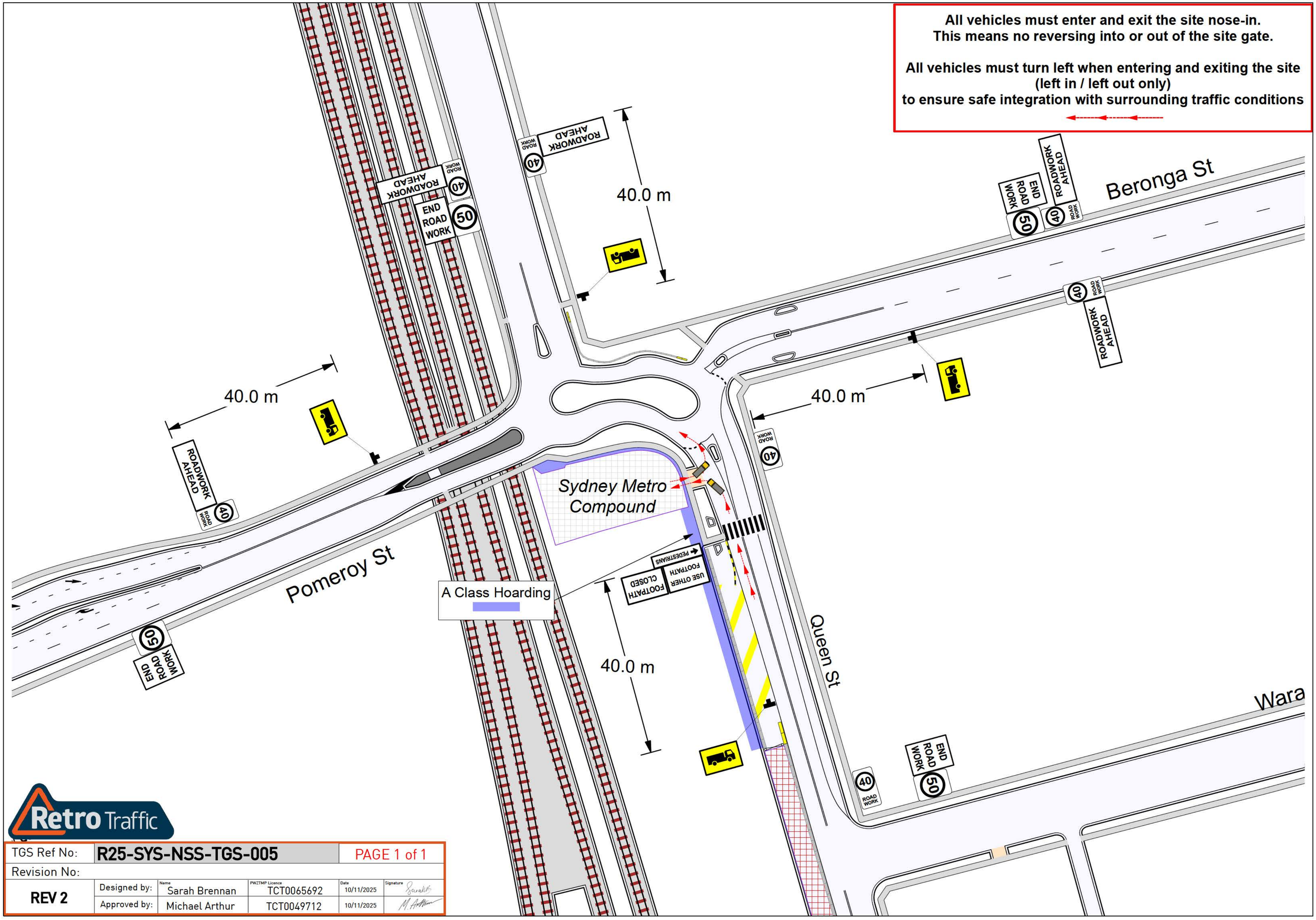
TGS Ref: R25-SYS-NSS-TGS-004

REV 2		Name	PWZTMP Licence	Date	Signature
	Designed by:	Sarah Brennan	TCT0065692	10/11/2025	
	Approved by:	Michael Arthur	TCT0049712	10/11/2025	
	1 Up Manager:				

* Denotes approval from one up manager required

All vehicles must enter and exit the site nose-in.
This means no reversing into or out of the site gate.

All vehicles must turn left when entering and exiting the site
(left in / left out only)
to ensure safe integration with surrounding traffic conditions

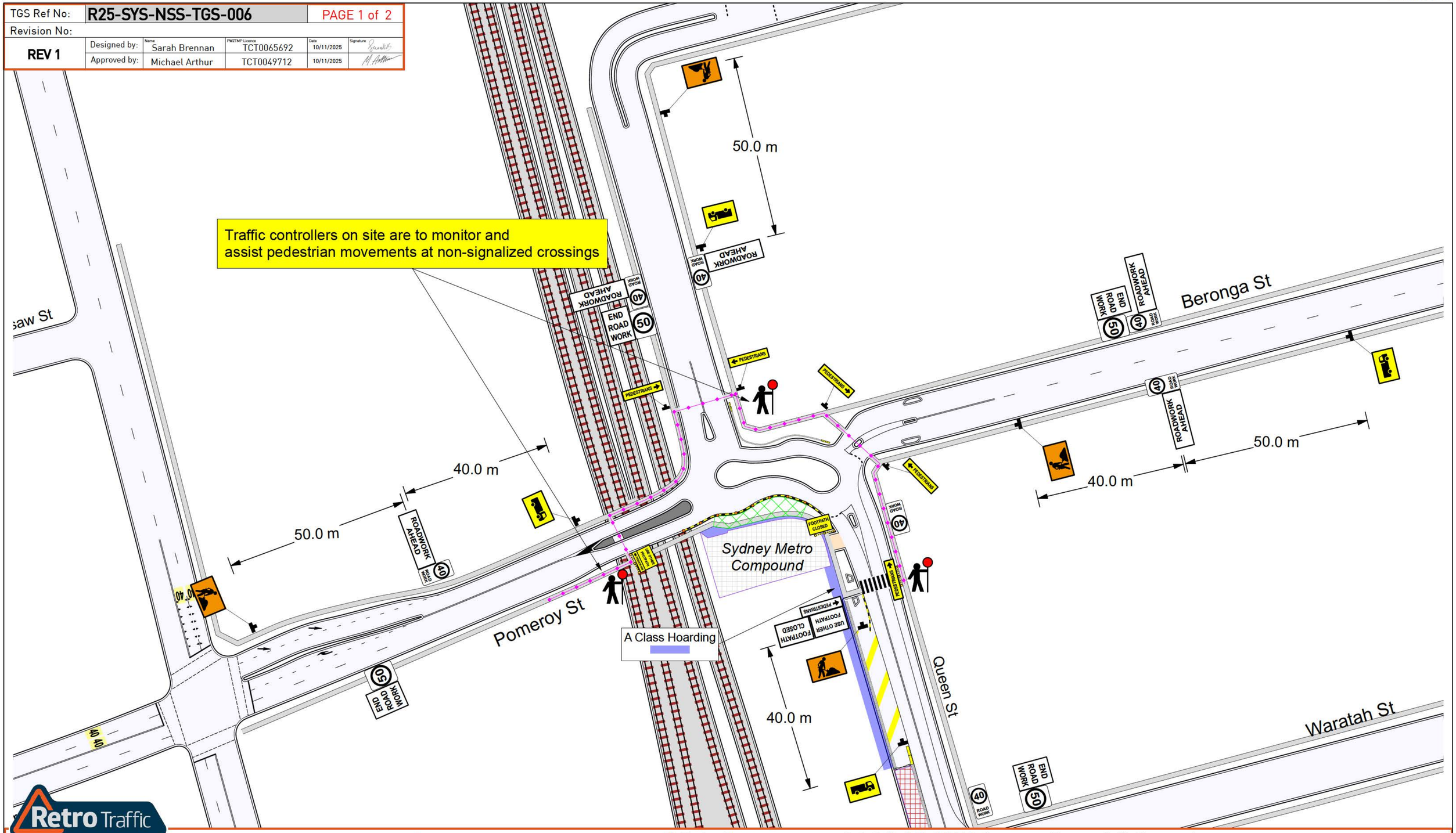


Retro Traffic

TGS Ref No:	R25-SYS-NSS-TGS-005				PAGE 1 of 1
Revision No:					
REV 2	Designed by:	Name: Sarah Brennan	PWZTMP Licence: TCT0065692	Date: 10/11/2025	Signature
	Approved by:	Michael Arthur	TCT0049712	10/11/2025	

TGS Ref No:	R25-SYS-NSS-TGS-006				PAGE 1 of 2
Revision No:					
REV 1	Designed by:	Name: Sarah Brennan	PWZTMP Licence: TCT0065692	Date: 10/11/2025	Signature:
	Approved by:	Michael Arthur	TCT0049712	10/11/2025	

Traffic controllers on site are to monitor and assist pedestrian movements at non-signalized crossings



Retro Traffic

SITE SPECIFIC NOTES

streets ahead

Implementation:
1. Demobilisation to be completed in reverse order to mobilisation of site.
2. All contradicting signs are to be covered
3. All controls subject to onsite risk assessment

Operation:
4. A pedestrian path 1.5m wide & no less than 1m at local restraints must be maintained past the work area
5. Access to properties shall be maintained at all times unless otherwise agreed
6. Traffic controller to direct pedestrians past the work area
7. Traffic control to assist heavy vehicle manoeuvring where road geometry is constrained and monitor interactions between construction activity and passing traffic. Traffic controllers may temporarily hold traffic to allow safe passage of heavy vehicles through narrow sections or traffic calming devices.
8. All pedestrian signage and traffic control devices must be positioned to ensure a clear and safe pedestrian path is maintained throughout the works

LEGEND

- Permanent/Temp Compound
- Temporary Work Area
- Exclusion zone
- Traffic Cone/Delineation
- Water Filled Barrier
- Concrete Barrier
- ATF (Fencing)
- Klemmfix
- Tiger bars
- Relocated Bus Stop
- Closed Bus Stop
- Traffic Controller (TC)
- Arrow Board
- TMA
- Work Vehicle
- General Traffic
- Detour Route
- Local Traffic Only
- Construction Vehicles
- Bus travel Path
- Pedestrian Ramp
- Pedestrian Route

Client: Syscon **Project** North Strathfield Station
Contact Adrian Washington Sydney Metro
Location Pomeroy / Queen St, North Strathfield

Scope of works
Footpath Closure
Hoarding Replacement (Trenching Works)

*To implement this TGS the below checked approvals must be obtained
ROL (Road Occupany Licence) ☐ Council ☒ Bus ☐

Temporary Traffic Management
Road Closure/Detour ☐ Standard lane merge ☐ Contra Flow ☐ Shuttle Flow ☐
Footpath Closure ☒ Lateral Shift ☐ Speed reduction ☐ PTCD ☐

TGS MODIFICATIONS
Modified by: _____ Date: Signature:
PWZTMP Licence: _____ Time:
Modification Reason:
_____
_____
_____

GENERAL NOTES *1. This TGS has been designed by a PWZTMP accredited person in accordance with AS1742.3 and requirements of TfNSW TCAWS Manual v6.1, and was developed in line with Retro Traffic's QSE Policies and Procedures 2. A site specific Risk assessment was undertaken prior to development, and this TGS incorporates the recommended measures of control for site specific risks identified during the Hazard Identification and Risk Management Process undertaken for these works 3. Modifications to this TGS must be approved by a person holding a PWZTMP qualification and must also be supported by a TMP or Risk Assessment 4. An ITCP qualified person may vary the positioning of signs and devices provided the requirements outlined in 'Section 7.10.3 - Tolerances on positioning of signs and devices' of TCAWS Manual v6.1 are met.*

RETRO TRAFFIC

Traffic Guidance Scheme Risk Assessment & TGS Verification Checklist

Location Details

Road: Pomeroy St Suburb: North Strathfield Road Speed: 40 km/hr

Direction: N E S W Nearest Cross Street: Queen St

Temporary Traffic Management **Method:** Around (Past) Through

Reason method selected: Trafficable lane(s) are able to be maintained for vehicles to travel past work site whilst maintaining acceptable clearance to live traffic

Risk Assessment

Section 1 - General	Yes	No	Description of risks if answered no to any question	Enter Risk Rating
1.1 - Does the TGS define minimum clearances required of workers to live traffic, are distances compliant?	X			
1.2 - Are worker symbolic signs to be placed in advance of areas where workers will be visible to traffic?	X			
1.3 - Are all signs placed at correct distances? i.e. D for multiple signs, 2D for single sign above 60km/h	X			
1.4 - Are Taper lengths compliant and not placed in areas with poor sight distance?			N/A	
1.5 - Are lane status signs placed in advance of a lane merge?			N/A	
1.6 - Are the correct Tapers being used? i.e. Merge Taper, Traffic Control Taper, Lateral Shift Taper.			N/A	
1.7 - Does the TGS clearly define transition zones between tapers on multilane roads, are they compliant?			N/A	
1.8 - Does the TGS clearly define Buffer areas, are they compliant and at least 30m in length?			N/A	
1.9 - Does the TGS clearly define site access and egress for work vehicles, is impact to traffic managed?	X			
1.10 - Does the TGS clearly define pedestrian routes, are the routes suitable for all pedestrians?	X			
1.11 - Does the TGS consider Cyclists, can Cyclists transverse the site safely?			N/A	

Section 2 - Does the TGS Involve Shuttle Flow arrangements? Yes (No) (If answered no proceed to section 3)	Yes	No	Description of risks if answered no to any question	Enter Risk Rating
2.1 - Is a PTCD used in place of a manual Traffic Controller where existing speed is greater than 45km/h?				
2.2 - Is the operating speed of the road 60km/h or less where Traffic Control or PTCD are in use?				
2.3 - Are x4 Traffic Cones placed on the edge or center line, approaching the Traffic Controller or PTCD?				
2.4 - Is Prepare to stop and Traffic Control or PTCD symbolic signs installed?				
2.5 - Do Traffic Control and PTCD positions have adequate lighting during low light conditions?				
2.6 - Does sight distance of at least 1.5D exist on approach to Traffic Control or PTCD				

Section 3 - Does the TGS Involve Detours of Traffic Yes (No) (If answered no proceed to section 4)	Yes	No	Description of risks if answered no to any question	Enter Risk Rating
3.1 - Are detour routes suitable for all vehicle classes being detoured?				
3.2 - Is access to local residence and business maintained?				
3.3 - Are detour signs located at decision points to clearly guide motorists through detour?				
3.4 - Can roads and intersections used as detour routes accommodate the additional traffic volume?				
3.5 - 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-signalised intersections.				

Section 4 - Other Hazards & Risks	Enter Risk Rating
4.1 -	
4.2 -	
4.3 -	
4.4 -	

Risk Management

If 'No' selected for any question in items 1, 2, 3 or 4 in the Risk Assessment, a control needs to be assigned in the table below to mitigate any additional risk

Item	Control Measures	Remaining Risk Rating

Consequence					
Likelihood	Insignificant	Minor	Moderate	Major	Catastrophic
Almost certain	3 High	3 High	4 Acute	4 Acute	4 Acute
Likely	2 Moderate	3 High	3 High	4 Acute	4 Acute
Possible	1 Low	2 Moderate	3 High	4 Acute	4 Acute
Unlikely	1 Low	1 Low	2 Moderate	3 High	4 Acute
Rare	1 Low	1 Low	2 Moderate	3 High	3 High

TGS Verification Checklist

Section 5 - Verification: Have the below items been addressed on the TGS for this location?	Yes	No
Traffic Volumes	X	
Predicted Queue Length	X	
Shoulder Widths	X	
Sight Distances	X	
Existing Infrastructure	X	
Transport Services (i.e. Bus Stops)	X	
Appropriate Site Access	X	
Appropriate Escape Route for Traffic Controllers	X	

Section 6 - Confirmation (Completed on Site as per Daily HAC)		
Does the TGS require adjustments within tolerances?		
Does the TGS require any additional modifications?		
Is the TGS appropriate for use for works?		
Have key risks been addressed on site?		

Additional Comments

TGS Ref: R25-SYS-NSS-TGS-006

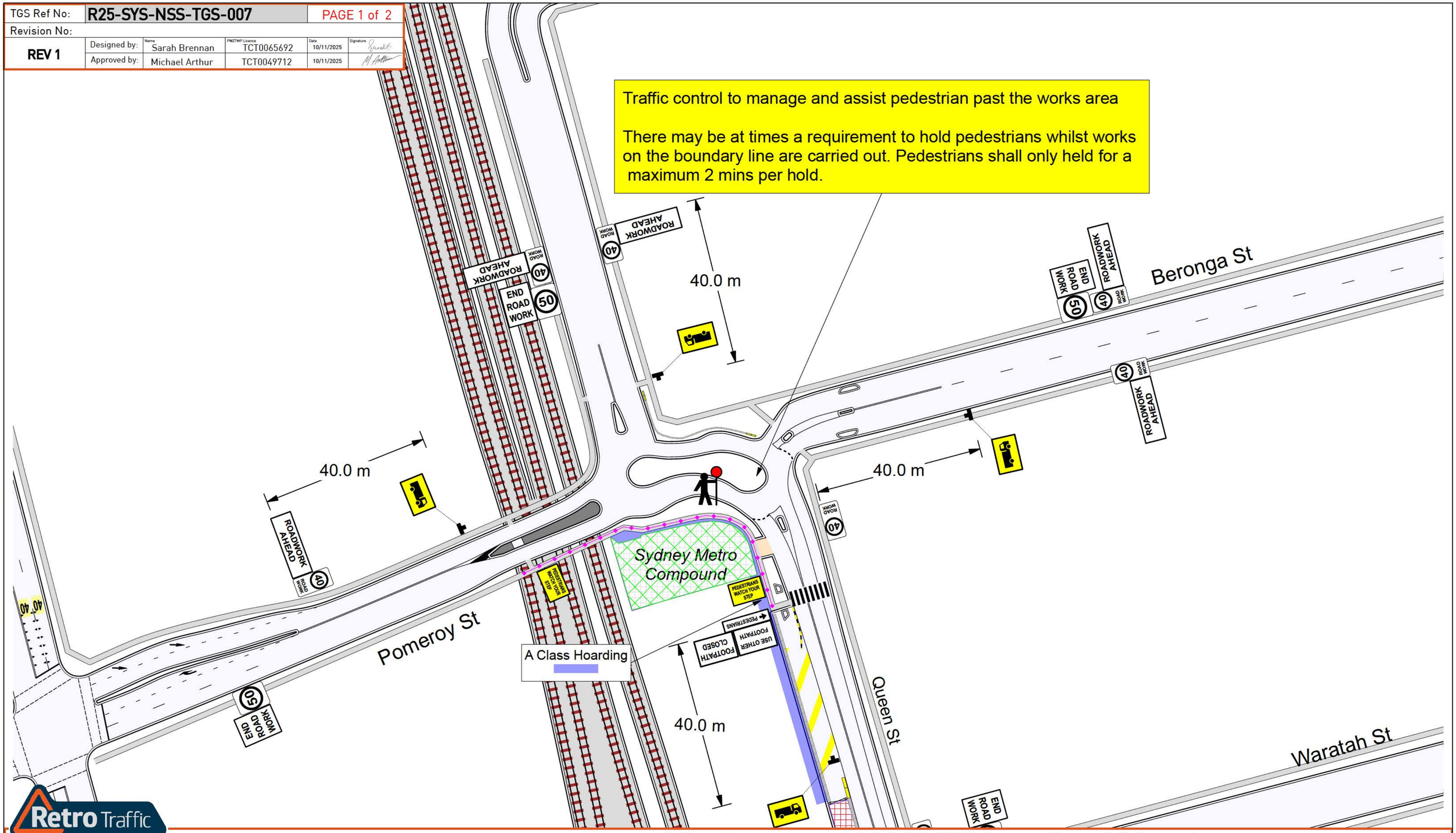
REV 1		Name	PWZTMP Licence	Date	Signature
	Designed by:	Sarah Brennan	TCT0065692	10/11/2025	
	Approved by:	Michael Arthur	TCT0049712	10/11/2025	
	1 Up Manager:				

* Denotes approval from one up manager required

TGS Ref No:	R25-SYS-NSS-TGS-007				PAGE 1 of 2
Revision No:					
REV 1	Designed by:	Name: Sarah Brennan	PWZTMP Licence: TCT0065692	Date: 10/11/2025	Signature:
	Approved by:	Michael Arthur	TCT0049712	10/11/2025	

Traffic control to manage and assist pedestrian past the works area

There may be at times a requirement to hold pedestrians whilst works on the boundary line are carried out. Pedestrians shall only held for a maximum 2 mins per hold.



Retro Traffic

streets ahead

SITE SPECIFIC NOTES

Implementation:
1. Demobilisation to be completed in reverse order to mobilisation of site.
2. All contradicting signs are to be covered
3. All controls subject to onsite risk assessment

Operation:
4. A pedestrian path 1.5m wide & no less than 1m at local restraints must be maintained past the work area
5. Access to properties shall be maintained at all times unless otherwise agreed
6. Traffic controller to direct pedestrians past the work area
7. Traffic control to assist heavy vehicle manoeuvring where road geometry is constrained and monitor interactions between construction activity and passing traffic. Traffic controllers may temporarily hold traffic to allow safe passage of heavy vehicles through narrow sections or traffic calming devices.
8. All pedestrian signage and traffic control devices must be positioned to ensure a clear and safe pedestrian path is maintained throughout the works

LEGEND

- Permanent/Temp Compound
- Temporary Work Area
- Exclusion zone
- Traffic Cone/Delineation
- Water Filled Barrier
- Concrete Barrier
- ATF (Fencing)
- Klemmfix
- Tiger bars
- Relocated Bus Stop
- Closed Bus Stop
- Traffic Controller (TC)
- Arrow Board
- TMA
- Work Vehicle
- General Traffic
- Detour Route
- Local Traffic Only
- Construction Vehicles
- Bus travel Path
- Pedestrian Ramp
- Pedestrian Route

Client: Syscon
Contact Adrian Washington
Location Pomeroy / Queen St, North Strathfield

Project North Strathfield Station Sydney Metro

Scope of works
Intermittent Footpath Closure
Compound Works

*To implement this TGS the below checked approvals must be obtained

ROL (Road Occupany Licence) ☐ Council ☒ Bus ☐

Temporary Traffic Management

Road Closure/Detour ☐ Standard lane merge ☐ Contra Flow ☐ Shuttle Flow ☐
Footpath Closure ☒ Lateral Shift ☐ Speed reduction ☐ PTCD ☐

TGS MODIFICATIONS

Modified by: _____ Date: Signature:
PWZTMP Licence: _____ Time:
Modification Reason:
_____
_____
_____

GENERAL NOTES *1. This TGS has been designed by a PWZTMP accredited person in accordance with AS1742.3 and requirements of TfNSW TCAWS Manual v6.1, and was developed in line with Retro Traffic's QSE Policies and Procedures 2. A site specific Risk assessment was undertaken prior to development, and this TGS incorporates the recommended measures of control for site specific risks identified during the Hazard Identification and Risk Management Process undertaken for these works 3. Modifications to this TGS must be approved by a person holding a PWZTMP qualification and must also be supported by a TMP or Risk Assessment 4. An ITCP qualified person may vary the positioning of signs and devices provided the requirements outlined in 'Section 7.10.3 - Tolerances on positioning of signs and devices' of TCAWS Manual v6.1 are met.*

RETRO TRAFFIC

Traffic Guidance Scheme Risk Assessment & TGS Verification Checklist

Location Details

Road: Pomeroy St Suburb: North Strathfield Road Speed: 40 km/hr

Direction: N E S W Nearest Cross Street: Queen St

Temporary Traffic Management **Method:** Around (Past) Through

Reason method selected: Trafficable lane(s) are able to be maintained for vehicles to travel past work site whilst maintaining acceptable clearance to live traffic

Risk Assessment

Section 1 - General	Yes	No	Description of risks if answered no to any question	Enter Risk Rating
1.1 - Does the TGS define minimum clearances required of workers to live traffic, are distances compliant?	X			
1.2 - Are worker symbolic signs to be placed in advance of areas where workers will be visible to traffic?	X			
1.3 - Are all signs placed at correct distances? i.e. D for multiple signs, 2D for single sign above 60km/h	X			
1.4 - Are Taper lengths compliant and not placed in areas with poor sight distance?			N/A	
1.5 - Are lane status signs placed in advance of a lane merge?			N/A	
1.6 - Are the correct Tapers being used? i.e. Merge Taper, Traffic Control Taper, Lateral Shift Taper.			N/A	
1.7 - Does the TGS clearly define transition zones between tapers on multilane roads, are they compliant?			N/A	
1.8 - Does the TGS clearly define Buffer areas, are they compliant and at least 30m in length?			N/A	
1.9 - Does the TGS clearly define site access and egress for work vehicles, is impact to traffic managed?	X			
1.10 - Does the TGS clearly define pedestrian routes, are the routes suitable for all pedestrians?	X			
1.11 - Does the TGS consider Cyclists, can Cyclists transverse the site safely?			N/A	

Section 2 - Does the TGS Involve Shuttle Flow arrangements? Yes (No) (If answered no proceed to section 3)	Yes	No	Description of risks if answered no to any question	Enter Risk Rating
2.1 - Is a PTCD used in place of a manual Traffic Controller where existing speed is greater than 45km/h?				
2.2 - Is the operating speed of the road 60km/h or less where Traffic Control or PTCD are in use?				
2.3 - Are x4 Traffic Cones placed on the edge or center line, approaching the Traffic Controller or PTCD?				
2.4 - Is Prepare to stop and Traffic Control or PTCD symbolic signs installed?				
2.5 - Do Traffic Control and PTCD positions have adequate lighting during low light conditions?				
2.6 - Does sight distance of at least 1.5D exist on approach to Traffic Control or PTCD				

Section 3 - Does the TGS Involve Detours of Traffic Yes (No) (If answered no proceed to section 4)	Yes	No	Description of risks if answered no to any question	Enter Risk Rating
3.1 - Are detour routes suitable for all vehicle classes being detoured?				
3.2 - Is access to local residence and business maintained?				
3.3 - Are detour signs located at decision points to clearly guide motorists through detour?				
3.4 - Can roads and intersections used as detour routes accommodate the additional traffic volume?				
3.5 - 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-signalised intersections.				

Section 4 - Other Hazards & Risks	Enter Risk Rating
4.1 -	
4.2 -	
4.3 -	
4.4 -	

Risk Management

If 'No' selected for any question in items 1, 2, 3 or 4 in the Risk Assessment, a control needs to be assigned in the table below to mitigate any additional risk

Item	Control Measures	Remaining Risk Rating

Consequence					
Likelihood	Insignificant	Minor	Moderate	Major	Catastrophic
Almost certain	3 High	3 High	4 Acute	4 Acute	4 Acute
Likely	2 Moderate	3 High	3 High	4 Acute	4 Acute
Possible	1 Low	2 Moderate	3 High	4 Acute	4 Acute
Unlikely	1 Low	1 Low	2 Moderate	3 High	4 Acute
Rare	1 Low	1 Low	2 Moderate	3 High	3 High

TGS Verification Checklist

Section 5 - Verification: Have the below items been addressed on the TGS for this location?	Yes	No
Traffic Volumes	X	
Predicted Queue Length	X	
Shoulder Widths	X	
Sight Distances	X	
Existing Infrastructure	X	
Transport Services (i.e. Bus Stops)	X	
Appropriate Site Access	X	
Appropriate Escape Route for Traffic Controllers	X	

Section 6 - Confirmation (Completed on Site as per Daily HAC)		
Does the TGS require adjustments within tolerances?		
Does the TGS require any additional modifications?		
Is the TGS appropriate for use for works?		
Have key risks been addressed on site?		

Additional Comments

TGS Ref: R25-SYS-NSS-TGS-007

REV 1		Name	PWZTMP Licence	Date	Signature
	Designed by:	Sarah Brennan	TCT0065692	10/11/2025	
	Approved by:	Michael Arthur	TCT0049712	10/11/2025	
	1 Up Manager:				

* Denotes approval from one up manager required

Traffic controllers on site are to monitor and assist pedestrian movements at non-signalized crossings

Traffic controller to monitor traffic conditions
Traffic controller may assist vehicles through traffic calming device if required.

Single parking space to be reserved after traffic calming device to assist vehicle turning paths

Temp pram ramps to be installed
Traffic control to hold pedestrians until it is clear in both directions before crossing

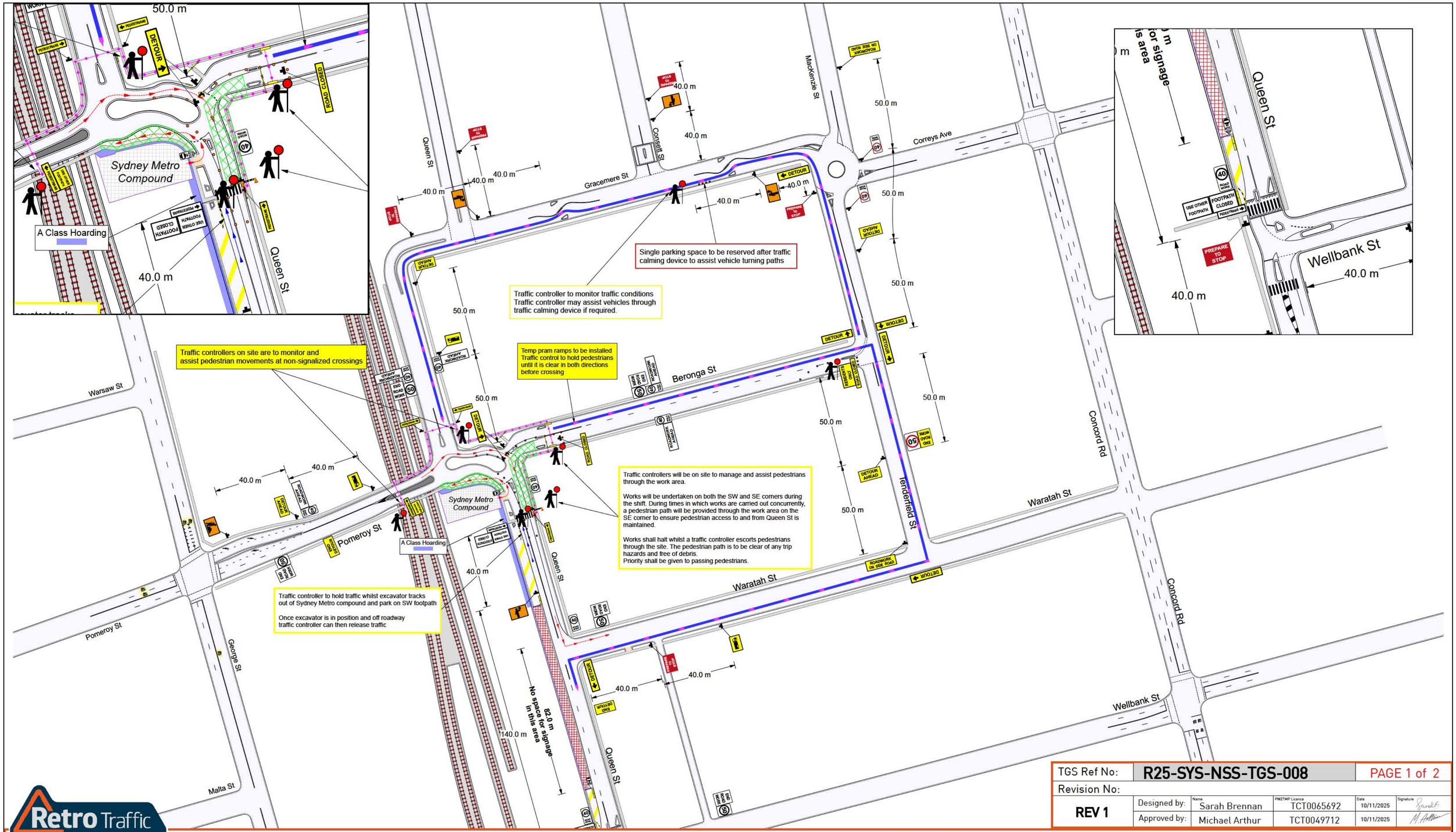
Traffic controllers will be on site to manage and assist pedestrians through the work area.

Works will be undertaken on both the SW and SE corners during the shift. During times in which works are carried out concurrently, a pedestrian path will be provided through the work area on the SE corner to ensure pedestrian access to and from Queen St is maintained.

Works shall halt whilst a traffic controller escorts pedestrians through the site. The pedestrian path is to be clear of any trip hazards and free of debris.
Priority shall be given to passing pedestrians.

Traffic controller to hold traffic whilst excavator tracks out of Sydney Metro compound and park on SW footpath

Once excavator is in position and off roadway traffic controller can then release traffic



SITE SPECIFIC NOTES

Implementation:
1. Demobilisation to be completed in reverse order to mobilisation of site.
2. All contradicting signs are to be covered
3. All controls subject to onsite risk assessment

Operation:
4. A pedestrian path 1.5m wide & no less than 1m at local restraints must be maintained past the work area
5. Access to properties shall be maintained at all times unless otherwise agreed
6. Traffic controller to direct pedestrians past the work area
7. Traffic control to assist heavy vehicle manoeuvring where road geometry is constrained and monitor interactions between construction activity and passing traffic. Traffic controllers may temporarily hold traffic to allow safe passage of heavy vehicles through narrow sections or traffic calming devices.
8. All pedestrian signage and traffic control devices must be positioned to ensure a clear and safe pedestrian path is maintained throughout the works

streets ahead

LEGEND

- Permanent/Temp Compound
- Temporary Work Area
- Exclusion zone
- Traffic Cone/Delineation
- Water Filled Barrier
- Concrete Barrier
- ATF (Fencing)
- Klemmfix
- Tiger bars
- Relocated Bus Stop
- Closed Bus Stop
- Traffic Controller (TC)
- Arrow Board
- TMA
- Work Vehicle
- General Traffic
- Detour Route
- Local Traffic Only
- Construction Vehicles
- Bus travel Path
- Pedestrian Ramp
- Pedestrian Route

Client: Syscon
Contact Adrian Washington
Location Queen St, North Strathfield

Project North Strathfield Station
Sydney Metro

Scope of works
Southbound Closure
Road Closure - Queen St / Beronga St
Cable Pull

*To implement this TGS the below checked approvals must be obtained

ROL (Road Occupany Licence) ☐ Council ☒ Bus ☐

Temporary Traffic Management

Road Closure/Detour ☒ Standard lane merge ☐ Contra Flow ☐ Shuttle Flow ☐
Intermittent Stoppages ☒ Lateral Shift ☐ Speed reduction ☒ PTCD ☐

TGS MODIFICATIONS

Modified by: _____ Date: Signature:
PWZTMP Licence: _____ Time:
Modification Reason:

TGS Ref No:	R25-SYS-NSS-TGS-008				PAGE 1 of 2
Revision No:					
REV 1	Designed by:	Sarah Brennan	TCT0065692	10/11/2025	
	Approved by:	Michael Arthur	TCT0049712	10/11/2025	

GENERAL NOTES *1. This TGS has been designed by a PWZTMP accredited person in accordance with AS1742.3 and requirements of TfNSW TCAWS Manual v6.1, and was developed in line with Retro Traffic's QSE Policies and Procedures 2. A site specific Risk assessment was undertaken prior to development, and this TGS incorporates the recommended measures of control for site specific risks identified during the Hazard Identification and Risk Management Process undertaken for these works 3. Modifications to this TGS must be approved by a person holding a PWZTMP qualification and must also be supported by a TMP or Risk Assessment 4. An ITCP qualified person may vary the positioning of signs and devices provided the requirements outlined in 'Section 7.10.3 - Tolerances on positioning of signs and devices' of TCAWS Manual v6.1 are met.*

RETRO TRAFFIC

Traffic Guidance Scheme Risk Assessment & TGS Verification Checklist

Location Details

Road: Queen St/Beronga St Suburb: North Strathfield Road Speed: 50/40 km/hr

Direction: N (E) (S) (W) Nearest Cross Street: Pomeroy St

Temporary Traffic Management **Method:** Around (Past) Through

Reason method selected: Trafficable lane(s) are able to be maintained for vehicles to travel past work site whilst maintaining acceptable clearance to live traffic

Risk Assessment

Section 1 - General	Yes	No	Description of risks if answered no to any question	Enter Risk Rating
1.1 - Does the TGS define minimum clearances required of workers to live traffic, are distances compliant?	X			
1.2 - Are worker symbolic signs to be placed in advance of areas where workers will be visible to traffic?	X			
1.3 - Are all signs placed at correct distances? i.e. D for multiple signs, 2D for single sign above 60km/h	X			
1.4 - Are Taper lengths compliant and not placed in areas with poor sight distance?			N/A	
1.5 - Are lane status signs placed in advance of a lane merge?			N/A	
1.6 - Are the correct Tapers being used? i.e. Merge Taper, Traffic Control Taper, Lateral Shift Taper.			N/A	
1.7 - Does the TGS clearly define transition zones between tapers on multilane roads, are they compliant?			N/A	
1.8 - Does the TGS clearly define Buffer areas, are they compliant and at least 30m in length?	X			
1.9 - Does the TGS clearly define site access and egress for work vehicles, is impact to traffic managed?	X			
1.10 - Does the TGS clearly define pedestrian routes, are the routes suitable for all pedestrians?	X			
1.11 - Does the TGS consider Cyclists, can Cyclists transverse the site safely?			N/A	

Section 2 - Does the TGS Involve Shuttle Flow arrangements? (Yes) No (If answered no proceed to section 3)	Yes	No	Description of risks if answered no to any question	Enter Risk Rating
2.1 - Is a PTCD used in place of a manual Traffic Controller where existing speed is greater than 45km/h?	X			
2.2 - Is the operating speed of the road 60km/h or less where Traffic Control or PTCD are in use?	X			
2.3 - Are x4 Traffic Cones placed on the edge or center line, approaching the Traffic Controller or PTCD?		X	Traffic Controller struck by vehicle	44A
2.4 - Is Prepare to stop and Traffic Control or PTCD symbolic signs installed?	X			
2.5 - Do Traffic Control and PTCD positions have adequate lighting during low light conditions?	X			
2.6 - Does sight distance of at least 1.5D exist on approach to Traffic Control or PTCD	X			

Section 3 - Does the TGS Involve Detours of Traffic (Yes) No (If answered no proceed to section 4)	Yes	No	Description of risks if answered no to any question	Enter Risk Rating
3.1 - Are detour routes suitable for all vehicle classes being detoured?	X			
3.2 - Is access to local residence and business maintained?	X			
3.3 - Are detour signs located at decision points to clearly guide motorists through detour?	X			
3.4 - Can roads and intersections used as detour routes accommodate the additional traffic volume?	X			
3.5 - 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-signalised intersections.	X			

Section 4 - Other Hazards & Risks	Enter Risk Rating
4.1 -	
4.2 -	
4.3 -	
4.4 -	

Consequence					
Likelihood	Insignificant	Minor	Moderate	Major	Catastrophic
Almost certain	3 High	3 High	4 Acute	4 Acute	4 Acute
Likely	2 Moderate	3 High	3 High	4 Acute	4 Acute
Possible	1 Low	2 Moderate	3 High	4 Acute	4 Acute
Unlikely	1 Low	1 Low	2 Moderate	3 High	4 Acute
Rare	1 Low	1 Low	2 Moderate	3 High	3 High

TGS Verification Checklist

Section 5 - Verification: Have the below items been addressed on the TGS for this location?	Yes	No
Traffic Volumes	X	
Predicted Queue Length	X	
Shoulder Widths	X	
Sight Distances	X	
Existing Infrastructure	X	
Transport Services (i.e. Bus Stops)	X	
Appropriate Site Access	X	
Appropriate Escape Route for Traffic Controllers	X	

Section 6 - Confirmation (Completed on Site as per Daily HAC)		
Does the TGS require adjustments within tolerances?		
Does the TGS require any additional modifications?		
Is the TGS appropriate for use for works?		
Have key risks been addressed on site?		

Additional Comments

Risk Management

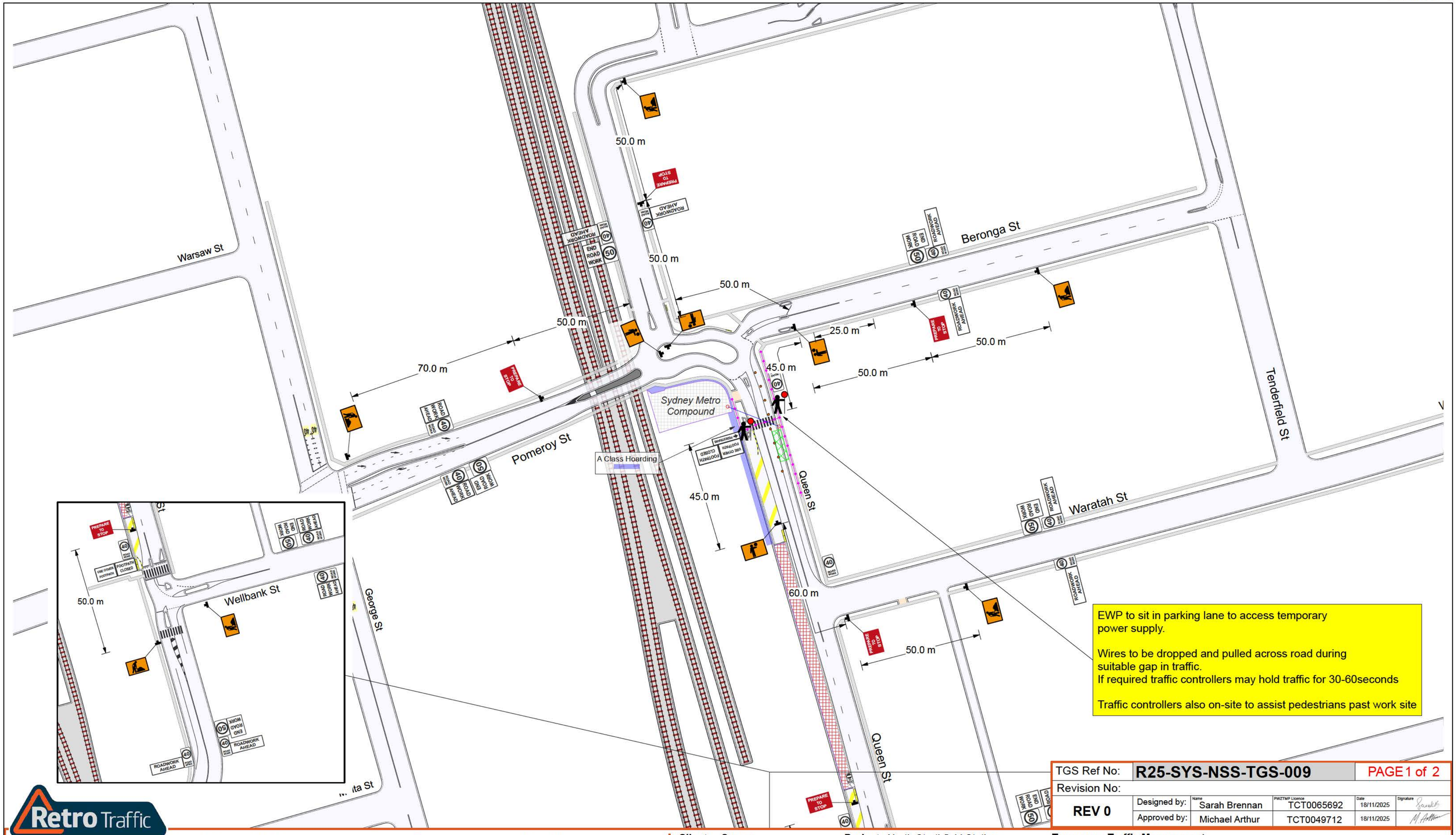
If 'No' selected for any question in items 1, 2, 3 or 4 in the Risk Assessment, a control needs to be assigned in the table below to mitigate any additional risk

Item	Control Measures	Remaining Risk Rating
2.3 -	Manual traffic controller used for a single stop of traffic, TC escape path available, advanced warning signs positioned on approach - Intermittent stoppages only	1 L

TGS Ref: R25-SYS-NSS-TGS-008

REV 1		Name	PWZTMP Licence	Date	Signature
	Designed by:	Sarah Brennan	TCT0065692	10/11/2025	
	Approved by:	Michael Arthur	TCT0049712	10/11/2025	
	1 Up Manager:				

* Denotes approval from one up manager required



Retro Traffic

streets ahead

SITE SPECIFIC NOTES

Implementation:
1. Demobilisation to be completed in reverse order to mobilisation of site.
2. All contradicting signs are to be covered
3. All controls subject to onsite risk assessment

Operation:
4. A pedestrian path 1.5m wide & no less than 1m at local restraints must be maintained past the work area
5. Access to properties shall be maintained at all times unless otherwise agreed
6. Traffic controller to direct pedestrians past the work area
7. Traffic control to assist heavy vehicle manoeuvring where road geometry is constrained and monitor interactions between construction activity and passing traffic. Traffic controllers may temporarily hold traffic to allow safe passage of heavy vehicles through narrow sections or traffic calming devices.
8. All pedestrian signage and traffic control devices must be positioned to ensure a clear and safe pedestrian path is maintained throughout the works

LEGEND

- Permanent/Temp Compound
- Temporary Work Area
- Exclusion zone
- Traffic Cone/Delineation
- Water Filled Barrier
- Concrete Barrier
- ATF (Fencing)
- Klemmfix
- Tiger bars
- Relocated Bus Stop
- Closed Bus Stop
- Traffic Controller (TC)
- Arrow Board
- TMA
- Work Vehicle
- General Traffic
- Detour Route
- Local Traffic Only
- Construction Vehicles
- Bus travel Path
- Pedestrian Ramp
- Pedestrian Route

Client: Syscon
Contact Adrian Washington
Location Waratah St, North Strathfield

Project North Strathfield Station Sydney Metro

Scope of works
Southbound Parking Lane Closure
Intermittent Stoppage only if required
Disconnection of temporary power supply to compound

*To implement this TGS the below checked approvals must be obtained

ROL (Road Occupancy Licence) ☐ Council ☒ Bus ☐

TGS Ref No:	R25-SYS-NSS-TGS-009				PAGE 1 of 2
Revision No:					
REV 0	Designed by:	Name: Sarah Brennan	PWZTMP Licence: TCT0065692	Date: 18/11/2025	Signature:
	Approved by:	Michael Arthur	TCT0049712	18/11/2025	

Temporary Traffic Management
Road Closure/Detour ☐ Shoulder Closure ☒ Contra Flow ☐ Shuttle Flow ☐
Intermittent Stoppages ☒ Lateral Shift ☐ Speed reduction ☒ PTCD ☐

TGS MODIFICATIONS
Modified by: _____ Date: Signature:
PWZTMP Licence: _____ Time:
Modification Reason:

GENERAL NOTES - 1. This TGS has been designed by a PWZTMP accredited person in accordance with AS1742.3 and requirements of TfNSW TCAWS Manual v6.1, and was developed in line with Retro Traffic's QSE Policies and Procedures 2. A site specific Risk assessment was undertaken prior to development, and this TGS incorporates the recommended measures of control for site specific risks identified during the Hazard Identification and Risk Management Process undertaken for these works 3. Modifications to this TGS must be approved by a person holding a PWZTMP qualification and must also be supported by a TMP or Risk Assessment 4. An ITCP qualified person may vary the positioning of signs and devices provided the requirements outlined in 'Section 7.10.3 - Tolerances on positioning of signs and devices' of TCAWS Manual v6.1 are met.

RETRO TRAFFIC

Traffic Guidance Scheme Risk Assessment & TGS Verification Checklist

Location Details

Road: Queen St Suburb: North Strathfield Road Speed: 50 km/hr

Direction: (N) E (S) W Nearest Cross Street: Beronga St

Temporary Traffic Management **Method:** Around (Past) Through

Reason method selected: Trafficable lane(s) are able to be maintained for vehicles to travel past work site whilst maintaining acceptable clearance to live traffic. 40km/h RW speedzone

Risk Assessment

Section 1 - General	Yes	No	Description of risks if answered no to any question	Enter Risk Rating
1.1 - Does the TGS define minimum clearances required of workers to live traffic, are distances compliant?	X			
1.2 - Are worker symbolic signs to be placed in advance of areas where workers will be visible to traffic?	X			
1.3 - Are all signs placed at correct distances? i.e. D for multiple signs, 2D for single sign above 60km/h	X			
1.4 - Are Taper lengths compliant and not placed in areas with poor sight distance?			N/A	
1.5 - Are lane status signs placed in advance of a lane merge?			N/A	
1.6 - Are the correct Tapers being used? i.e. Merge Taper, Traffic Control Taper, Lateral Shift Taper.			N/A	
1.7 - Does the TGS clearly define transition zones between tapers on multilane roads, are they compliant?			N/A	
1.8 - Does the TGS clearly define Buffer areas, are they compliant and at least 30m in length?			N/A	
1.9 - Does the TGS clearly define site access and egress for work vehicles, is impact to traffic managed?	X			
1.10 - Does the TGS clearly define pedestrian routes, are the routes suitable for all pedestrians?	X			
1.11 - Does the TGS consider Cyclists, can Cyclists transverse the site safely?	X			

Section 2 - Does the TGS Involve Shuttle Flow arrangements? Yes (No) (If answered no proceed to section 3)	Yes	No	Description of risks if answered no to any question	Enter Risk Rating
2.1 - Is a PTCD used in place of a manual Traffic Controller where existing speed is greater than 45km/h?		X *	Potential of 1 x Intermittent stop only	3 H
2.2 - Is the operating speed of the road 60km/h or less where Traffic Control or PTCD are in use?	X			
2.3 - Are x4 Traffic Cones placed on the edge or center line, approaching the Traffic Controller or PTCD?		X	Intermittent stoppages only	
2.4 - Is Prepare to stop and Traffic Control or PTCD symbolic signs installed?	X			
2.5 - Do Traffic Control and PTCD positions have adequate lighting during low light conditions?	X			
2.6 - Does sight distance of at least 1.5D exist on approach to Traffic Control or PTCD	X			

Section 3 - Does the TGS Involve Detours of Traffic Yes (No) (If answered no proceed to section 4)	Yes	No	Description of risks if answered no to any question	Enter Risk Rating
3.1 - Are detour routes suitable for all vehicle classes being detoured?				
3.2 - Is access to local residence and business maintained?				
3.3 - Are detour signs located at decision points to clearly guide motorists through detour?				
3.4 - Can roads and intersections used as detour routes accommodate the additional traffic volume?				
3.5 - 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-signalised intersections.				

Section 4 - Other Hazards & Risks	Enter Risk Rating
4.1 - Traffic passing within 1.5m of work area	3 H
4.2 -	
4.3 -	
4.4 -	

Likelihood	Consequence: Insignificant	Minor	Moderate	Major	Catastrophic
Almost certain	3 High	3 High	4 Acute	4 Acute	4 Acute
Likely	2 Moderate	3 High	3 High	4 Acute	4 Acute
Possible	1 Low	2 Moderate	3 High	4 Acute	4 Acute
Unlikely	1 Low	1 Low	2 Moderate	3 High	4 Acute
Rare	1 Low	1 Low	2 Moderate	3 High	3 High

TGS Verification Checklist

Section 5 - Verification: Have the below items been addressed on the TGS for this location?	Yes	No
Traffic Volumes	X	
Predicted Queue Length	X	
Shoulder Widths	X	
Sight Distances	X	
Existing Infrastructure	X	
Transport Services (i.e. Bus Stops)	X	
Appropriate Site Access	X	
Appropriate Escape Route for Traffic Controllers	X	

Section 6 - Confirmation (Completed on Site as per Daily HAC)		
Does the TGS require adjustments within tolerances?		
Does the TGS require any additional modifications?		
Is the TGS appropriate for use for works?		
Have key risks been addressed on site?		

Additional Comments

Risk Management

If 'No' selected for any question in items 1, 2, 3 or 4 in the Risk Assessment, a control needs to be assigned in the table below to mitigate any additional risk

Item	Control Measures	Remaining Risk Rating
2.1 -	Manual traffic controller used for a single stop of traffic, TC escape path available, advanced warning signs positioned on approach, 40km/h roadwork speed zone implemented	2 M
2.1 -	40km/h roadwork speed zone implemented, traffic controllers on site and used will be utilized as spotters for works. Works no longer than 30mins	2 M

TGS Ref: R25-SYS-NSS-TGS-009

REV 0		Name	PWZTMP Licence	Date	Signature
	Designed by:	Sarah Brennan	TCT0065692	18/11/2025	
	Approved by:	Michael Arthur	TCT0049712	18/11/2025	
	1 Up Manager:	Michael Kell	TCT0050483	18/11/2025	

* Denotes approval from one up manager required

Appendix C HEAVY VEHICLE LOCAL ROAD

CIVLINK CONSULTING

Heavy Vehicle Local Road (HVLR) Assessment

North Strathfield Heavy Vehicle Local Road Approval for Sydney Metro West

CLNK-SYNC-HVLR-NTS

Revision 01
Date: 03 November 2025

Table of contents

List of tables

List of figures

1 Introduction

This Heavy Vehicle Local Road document (HVLR) has been developed as part of the Sydney Metro West works at the North Strathfield Station site, as part of the Sydney Metro West Project.

This approval has been developed to ensure safe delivery of the Project Works in accordance with the Project Approval (SSI-10038), while achieving the requirements specifically of conditions D86, D87, D88 and D89.

1.1 Project Overview

Sydney Metro is Australia's biggest public transport project. Building, operating and maintaining a network of four metro lines, 46 stations and 113km of new metro rail.

Sydney Metro is revolutionising how Australia's biggest city travels, connecting Sydney's north west, west, south west and greater west to fast, reliable turn-up-and-go metro services with fully accessible stations.

The NSW Government is delivering Sydney Metro West – a new underground metro railway which will double rail capacity between Parramatta and the Sydney CBD, transforming Sydney for generations to come.

This once-in-a-century infrastructure investment will provide fast, reliable turn-up-and-go metro services with fully accessible stations, link new communities to rail services and support employment growth and housing supply. Stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street in the Sydney CBD.

Sydney Metro West will target an opening date of 2032.

1.2 Scope

This HVLR document will detail the use of heavy vehicles on local roads as part of the electrical connection and termination works required at North Strathfield Station as part of the Sydney Metro West Project Stage 1. The document will identify associated risks, mitigations and demonstrate compliance with the Minister's Conditions of Approval, as tabled within Table 1: Compliance Matrix.

The roads associated with this HVLR is

- Beronga Street
- Waratah Street
- Tenterfield Street

Other roads proposed to be used as part of accessing and egressing from the site are already identified within the EIS, or are not Local Roads.

Table 1: Compliance Matrix

Document	Reference	Requirement	Where addressed
Instrument of Approval - SSI-10038	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 under Condition D86 above must include the following:	**As follows:**

Document	Reference	Requirement	Where addressed
		(a) a swept path analysis ;	3.5 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;	3.6 Road safety analysis
		(c) details as to the date of completion of the road dilapidation surveys for the subject local roads; and	3.7 Road dilapidation survey
		(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	4 Impact to sensitive road users and receivers
		(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.	6 Written advice from appropriately qualified professional
	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.	3.7 Road dilapidation survey
	D89	If damage to roads occurs as a result of construction, the Proponent must either (at the Relevant Roads Authority's discretion):	As follows:
		(a) compensate the relevant road authority for the damage so caused; or	3.7 Road dilapidation survey
		(b) rectify the damage to restore the road to at least the pre-work condition as identified in Road Dilapidation Report	3.7 Road dilapidation survey

2 Project scope

As described in the Sydney Metro West Stage 1 - Phasing Report, a small portion of electrical works has been transferred from the Central Tunnelling Package to an alternate contractor relating to the establishment of an electrical kiosk at North Strathfield to provide high voltage power to the site for follow-on contractors. The Principal Contractor will be responsible for completing the design for this scope and conducting the remaining works.

The majority of the work to establish a high voltage power connection has been completed by the Central Tunnelling Package Contractor and only requires modifications to the end connection points at the kiosk and the live mains. The North Strathfield Power Enabling Works includes the following physical activities:

- Investigations to establish locations of existing utilities
- Retrenching for low voltage (LV) works
- Installation of electrical kiosk including internal reticulation and outage preparation works

These works will be completed over approximately a five month period, and it is for these works that the additional heavy vehicle routes require approval.

3 Proposed routes

3.1 EIS Assessed heavy vehicle routes

The Project EIS Technical Paper 1 – Traffic and transport included the existing, approved route as outlined below in Figure 1. This includes an access route via Concord Road, Wellbank Street, Queen Street.

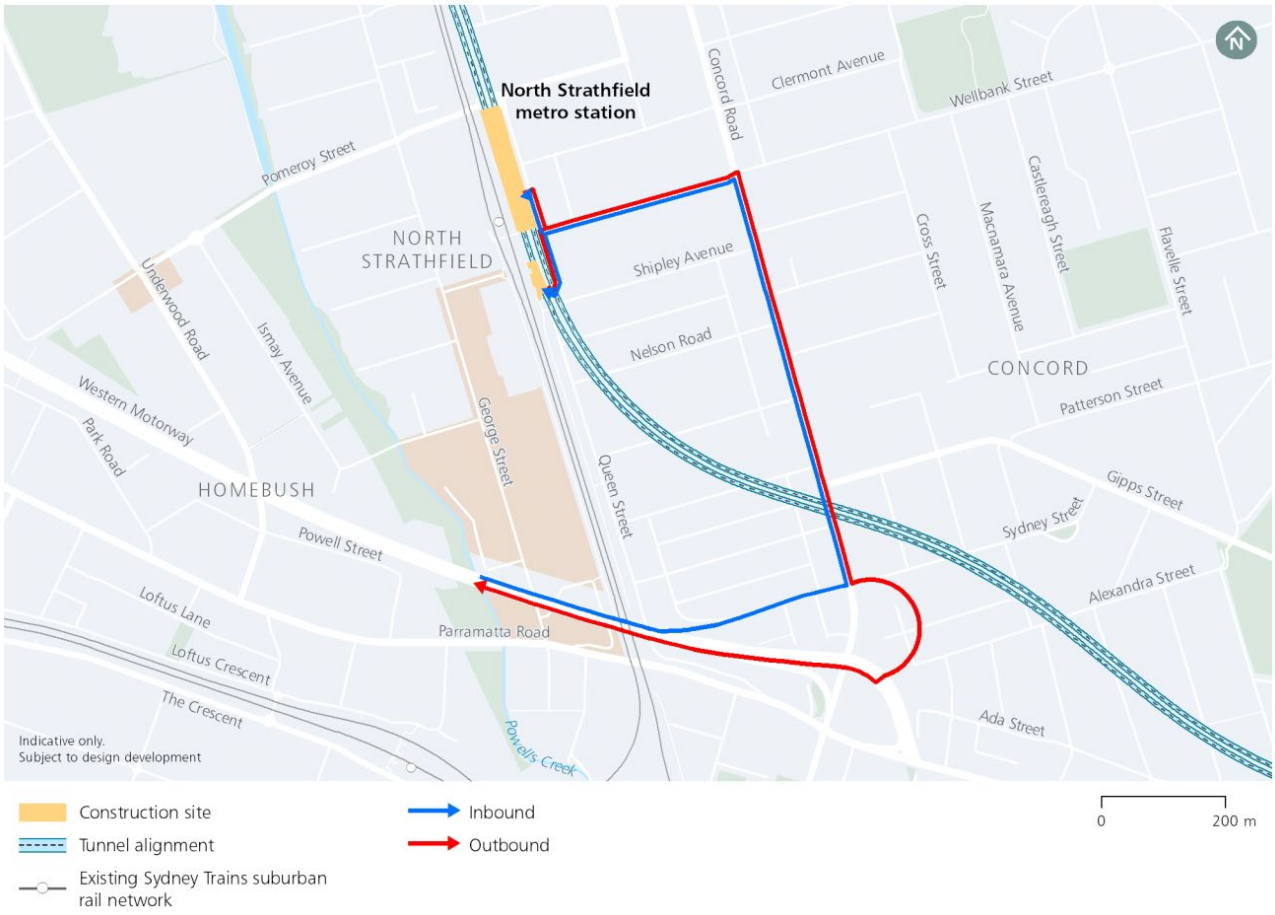


Figure 1 Extract from EIS reflecting existing approved access

3.2 Road network classifications

The existing roads in the area are classified in accordance with the map below, in Figure 2. This shows that Concord Road is a State Road (shown in black) and the connecting streets made up of Queen Street, Pomeroy Street, Wellbank Street and Underwood Road are all Regional Roads (shown in purple), and are therefore not requiring further assessment as they do not fall into the 'Local Road' category.

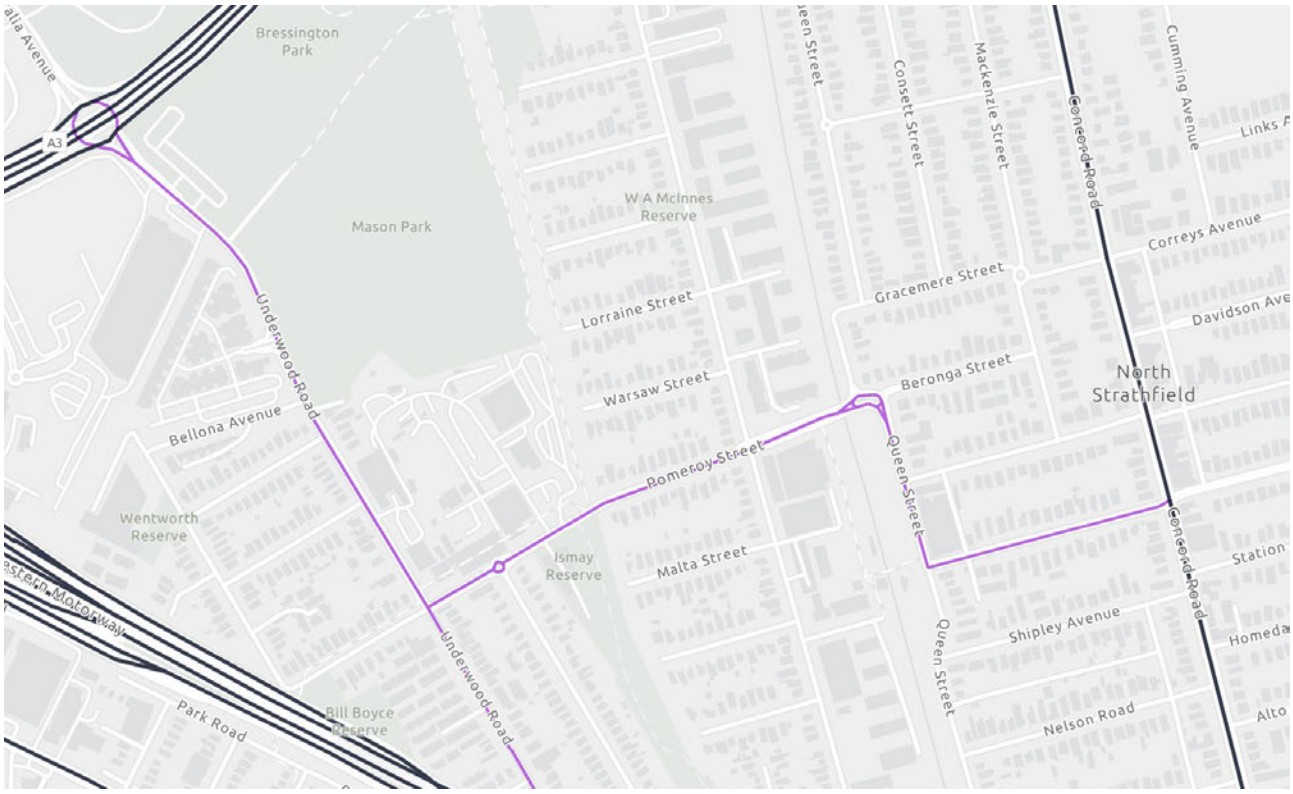


Figure 2 Road network classifications (https://maps.transport.nsw.gov.au/egeomaps/road-network-classification/index.html)

3.3 Heavy vehicle access and egress routes

Heavy vehicles associated with works described within this document are proposed to access and egress the site using a combination of the existing, approved EIS routes, regional roads as well as the following, additional local roads.

- Beronga Street
- Waratah Street
- Tenterfield Street

The works will utilise a combination of Local Roads and Regional Roads to access the works and these arrangements are further described in the associated Construction Traffic Management Plan (CTMP).

This will accommodate the requirements for the proposed scope of works being delivered by the Contractor. Further details of the proposed access and egress routes as outlined within this plan are included in Figure 3.

The need for these roads is due to the positioning and requirements for the heavy vehicles in relation to the works. The worksites are located on the south-eastern corner of both the intersections of Waratah Street and Queen Street, as well as the Beronga Street and Queen Street. Due to the size of the Heavy Vehicles proposed for completion of the works, undertaking u-turns within both streets is impractical, and may require further impacts on parking.

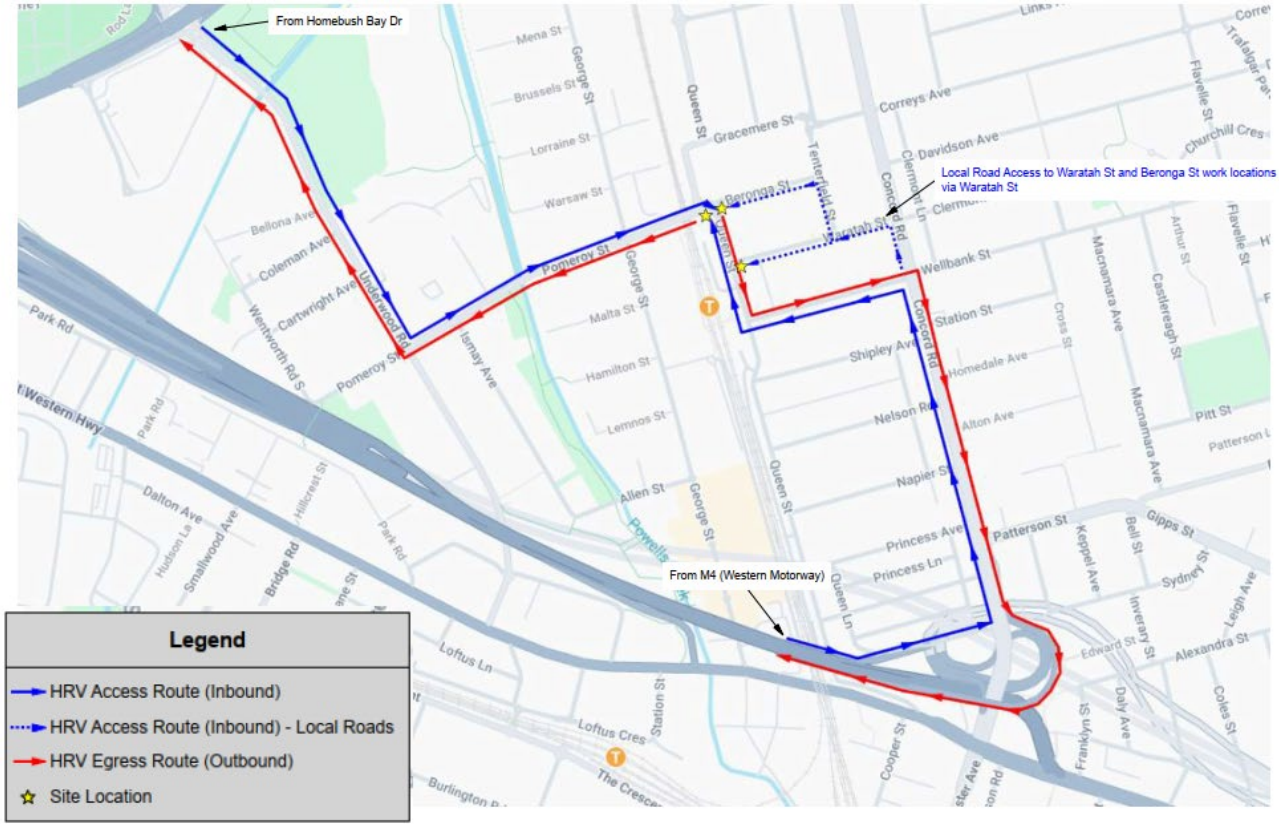


Figure 3 Proposed additional heavy vehicle access and egress

3.4 Construction traffic movements

The volume of construction traffic associated with this work as outlined in the EIS Construction Technical Paper 1 – Traffic and transport is outlined below, in Figure 4. This would align with Phase 2 of the works, which includes Piling and excavation works. This allows up to 8 heavy vehicles per hour during peak hours, and 16 heavy vehicles per hour during the day shift off peak periods.

These movements are far greater than those anticipated to be required for the construction works described as part of this document. It is only anticipated that up to two (2) heavy vehicles would be required to follow these routes on the shifts that works are undertaken, and the works are anticipated to be completed over approximately ten (10) shifts to complete, over the three (3) month period that these works are planned to be undertaken.

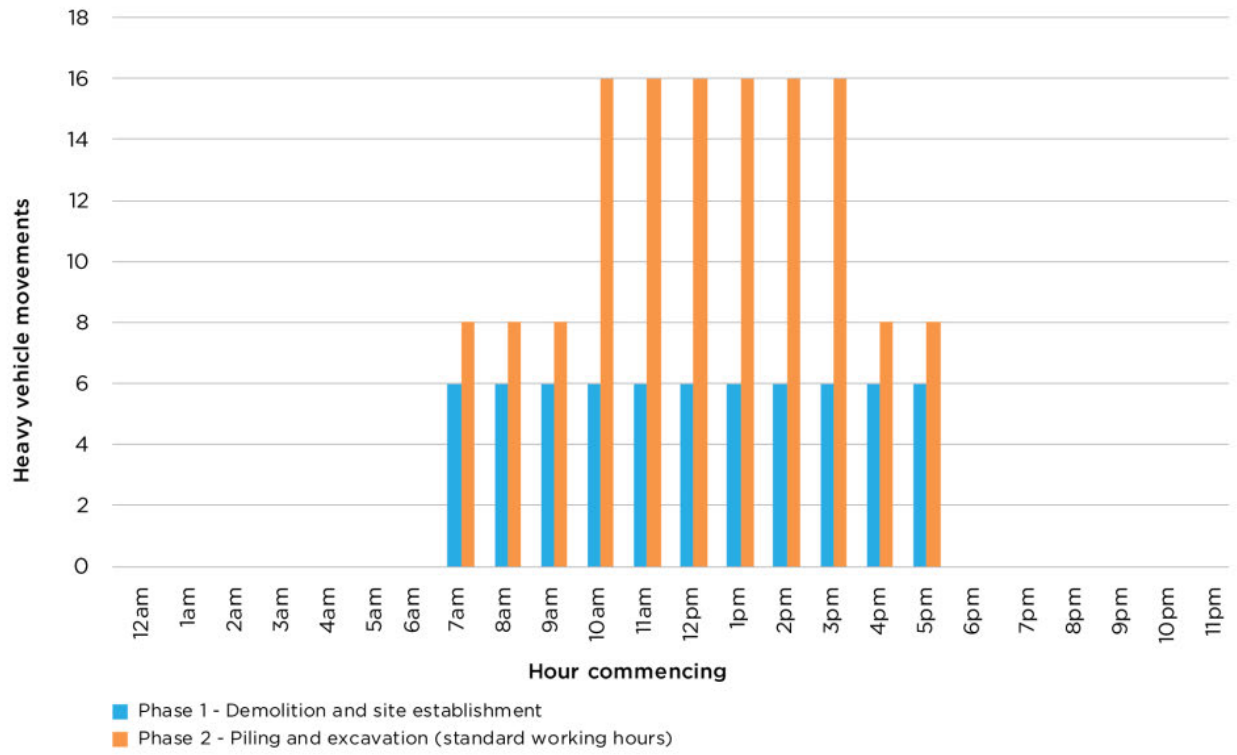


Figure 4 Existing approved heavy vehicle movements - EIS Technical paper 1 – Traffic and Transport

3.5 Swept path analysis

The maximum sized heavy vehicle to be used on the proposed routes is a 12.5m rigid truck.

A swept path analysis has been completed and shows that safe turn movements can be performed during both access and egress movements. An alternative swept path assessment has also been undertaken for an 8.8m rigid truck or service vehicle (noting that 12.5m long rigid vehicles are uncommon, and typical heavy vehicles would be shorter than 10m in length).

A copy of these swept paths can be found within Appendix A of this HVLR document.

3.6 Road safety analysis

The author of this document is a Level 3 Road Safety Auditor and has reviewed the proposed route. The risk elements were identified as:

- 12.5m vehicle slightly encroaching into opposing lane when undertaking a left-turn movement into Beronga Street, from Tenterfield Street.

This risk has been reviewed considering both existing site conditions, and additional controls that will be implemented to ensure the safe movement of heavy vehicles.

Existing site conditions:

- Low speed environment
- Good visibility
- Low traffic volumes

Additional control measures:

- Traffic control or a spotter will be in place where vehicles measuring 12.5m in length are needed to access the site.

3.7 Road dilapidation survey

A road dilapidation survey has been completed and provided to City of Canada Bay Council, for the additional local roads proposed for use as part of this work, and as described within this document.

The proposed heavy vehicle movements are minimal and therefore degradation of the road is not expected, despite this the road will be checked during and after use to ensure damage has not occurred. If damage occurs, the Contractor will reinstate to a condition it was in pre-works as identified in the road dilapidation report or compensate the relevant road authority for the damage so caused, in accordance with condition D89.

4 Impact to sensitive road users and receivers

4.1 Schools

The proposed route detailed within this HVLR does not include passing any schools.

4.2 Aged care and childcare

The proposed route detailed within this HVLR does not include passing any aged-care facilities.

4.3 Pedestrians and cyclists

The proposed route may result in a reduced number of movements through the higher pedestrian area adjacent the North Strathfield Train Station, at the intersection of Wellbank Street and Queen Street, as a result of the introduction of these additional local road connections.

5 Consultation

5.1 City of Canada Bay Council

City of Canada Bay Council will be consulted prior to the works being undertaken. The works will be conducted in accordance with City of Canada Bay Council's road opening permit system.

A copy of the council submission is included in Appendix B.

6 Written advice from appropriately qualified professional

This document has been prepared by Alex Gosper, a Level 3 Road Safety Auditor and Engineer of Civlink Consulting Pty Ltd. The proposed use of the additional local roads outlined in this plan is supported when considering the items provided as part of this submission.

Specifically, the information provided as part of this submission listed as items a) through e) of the condition D87 of the Project Approval.

7 Conclusion

The proposed use of heavy vehicles on Beronga Street, Waratah Street and Tenterfield Street is critical for the installation of the electrical connections for the associated works at North Strathfield in preparation for further station construction works being undertaken.

Risks associated with the proposed use of these local roads is expected to be minimal, and managed with the mitigation measures outlined in Section 3.6, above.

A road dilapidation survey has been completed and supplied to City of Canada Bay Council. Inspections of the route will be completed during and after use of the route with any damage identified reinstated to a condition it was in pre-works as identified in the road dilapidation videos.

Appendix A – Swept Path Analysis

Service Vehicle (8.8 m)	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.500m

REV	BY	DATE	DESCRIPTION	APPD.
00	AG	29.09.25	ORIGINAL ISSUE	AG

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	AG
DRW CHECK:	AG
APPROVED:	AG
IND REVIEW:	N/A

DESIGNER: CIVLINK CONSULTING

CLIENT:

NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
8.8m SERVICE TRUCK
SWEPT PATH ANALYSIS

DRAWING No: SYS-NSS-SPA-0001-00

SHEET: 2 OF 8

REVISION: 00

Plot Date: 29 September 2025 - 9:15 AM

Cad File No: C:\Users\Alex 1\OneDrive - civlink-consulting.com.au\Desktop\north strathfield\SYS-NSS-SPA-0001-00.dwg

REV	BY	DATE	DESCRIPTION	APPD.
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
00	AG	29.09.25	ORIGINAL ISSUE	AG

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	AG
DRW CHECK:	AG
APPROVED:	AG
IND REVIEW:	N/A

DESIGNER

CIVLINK CONSULTING

CLIENT

NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
8.8m SERVICE TRUCK
SWEPT PATH ANALYSIS

DRAWING No: SYS-NSS-SPA-0001-00

SHEET 3 OF 8

REVISION 00

Plot Date: 29 September 2025 - 9:15 AM

Cad File No: C:\Users\Alex 1\OneDrive - civlink-consulting.com.au\Desktop\north strathfield\SYS-NSS-SPA-0001-00.dwg

Service Vehicle (8.8 m)	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.500m

REV	BY	DATE	DESCRIPTION	APPD.
00	AG	29.09.25	ORIGINAL ISSUE	AG

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	AG
DRW CHECK:	AG
APPROVED:	AG
IND REVIEW:	N/A

DESIGNER

CIVLINK CONSULTING

CLIENT

NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
8.8m SERVICE TRUCK
SWEPT PATH ANALYSIS

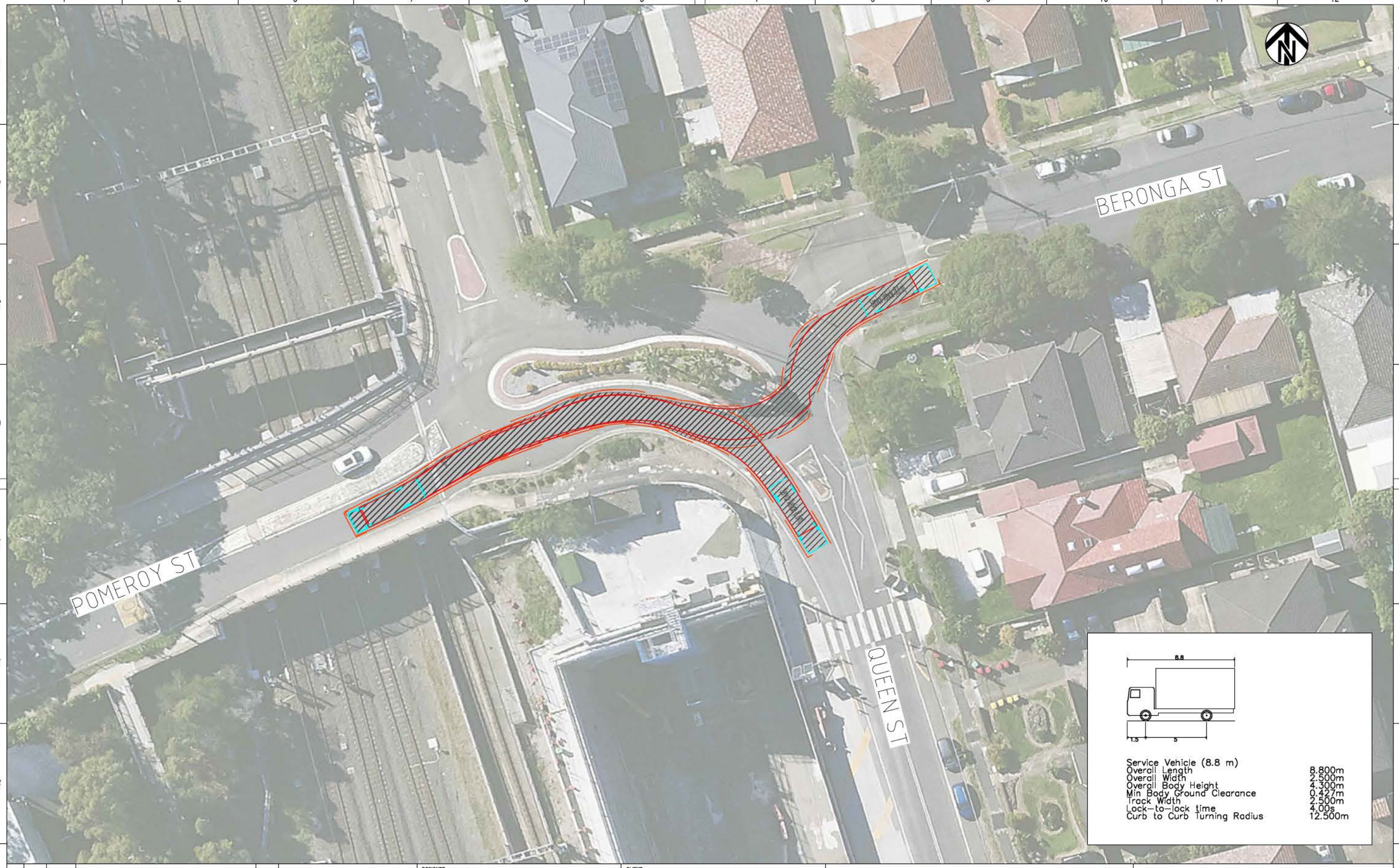
DRAWING No: SYS-NSS-SPA-0001-00

SHEET 4 OF 8

REVISION 00

Plot Date: 29 September 2025 - 9:15 AM

Cad File No: C:\Users\Alex 1\OneDrive - civlink-consulting.com.au\Desktop\north strathfield\SYS-NSS-SPA-0001-00.dwg



REV	BY	DATE	DESCRIPTION	APPD.
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
00	AG	29.09.25	ORIGINAL ISSUE	AG

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	AG
DRW CHECK:	AG
APPROVED:	AG
IND REVIEW:	N/A

DESIGNER

CIVLINK CONSULTING

CLIENT

NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
8.8m SERVICE TRUCK
SWEPT PATH ANALYSIS

DRAWING No:	SYS-NSS-SPA-0001-00
SHEET	6 OF 8
REVISION	00

Plot Date: 29 September 2025 - 9:15 AM

Cad File No: C:\Users\Alex 1\OneDrive - civlink-consulting.com.au\Desktop\north strathfield\SYS-NSS-SPA-0001-00.dwg

REV	BY	DATE	DESCRIPTION	APPD.
00	AG	29.09.25	ORIGINAL ISSUE	AG

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	AG
DRW CHECK:	AG
APPROVED:	AG
IND REVIEW:	N/A

DESIGNER: CIVLINK CONSULTING

CLIENT:

NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
8.8m SERVICE TRUCK
SWEPT PATH ANALYSIS

DRAWING No: SYS-NSS-SPA-0001-00

SHEET 7 OF 8

REVISION 00

Plot Date: 29 September 2025 - 9:15 AM

Cad File No: C:\Users\Alex 1\OneDrive - civlink-consulting.com.au\Desktop\north strathfield\SYS-NSS-SPA-0001-00.dwg

Service Vehicle (8.8 m)	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.500m

REV	BY	DATE	DESCRIPTION	APPD.
00	AG	29.09.25	ORIGINAL ISSUE	AG

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	AG
DRW CHECK:	AG
APPROVED:	AG
IND REVIEW:	N/A

DESIGNER: CIVLINK CONSULTING

CLIENT:

NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
8.8m SERVICE TRUCK
SWEPT PATH ANALYSIS

DRAWING No: SYS-NSS-SPA-0001-00

SHEET: 8 OF 8

REVISION: 00

Plot Date: 29 September 2025 - 9:15 AM

Cad File No: C:\Users\Alex 1\OneDrive - civlink-consulting.com.au\Desktop\north strathfield\SYS-NSS-SPA-0001-00.dwg

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
Curb to Curb Turning Radius	12.500m

REV	BY	DATE	DESCRIPTION	APPD.
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
00	AG	29.09.25	ORIGINAL ISSUE	AG

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	AG
DRW CHECK:	AG
APPROVED:	AG
IND REVIEW:	N/A

DESIGNER

CIVLINK CONSULTING

CLIENT

NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
12.5m RIGID TRUCK
SWEPT PATH ANALYSIS

DRAWING No: SYS-NSS-SPA-0002-00

SHEET 3 OF 8

REVISION 00

Plot Date: 29 September 2025 - 9:33 AM

Cad File No: C:\Users\Alex 1\OneDrive - civlink-consulting.com.au\Desktop\north strathfield\SYS-NSS-SPA-0002-00.dwg

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
Curb to Curb Turning Radius	12.500m

REV	BY	DATE	DESCRIPTION	APPD.
00	AG	29.09.25	ORIGINAL ISSUE	AG

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	AG
DRW CHECK:	AG
APPROVED:	AG
IND REVIEW:	N/A

DESIGNER

CIVLINK CONSULTING

CLIENT

NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
12.5m RIGID TRUCK
SWEPT PATH ANALYSIS

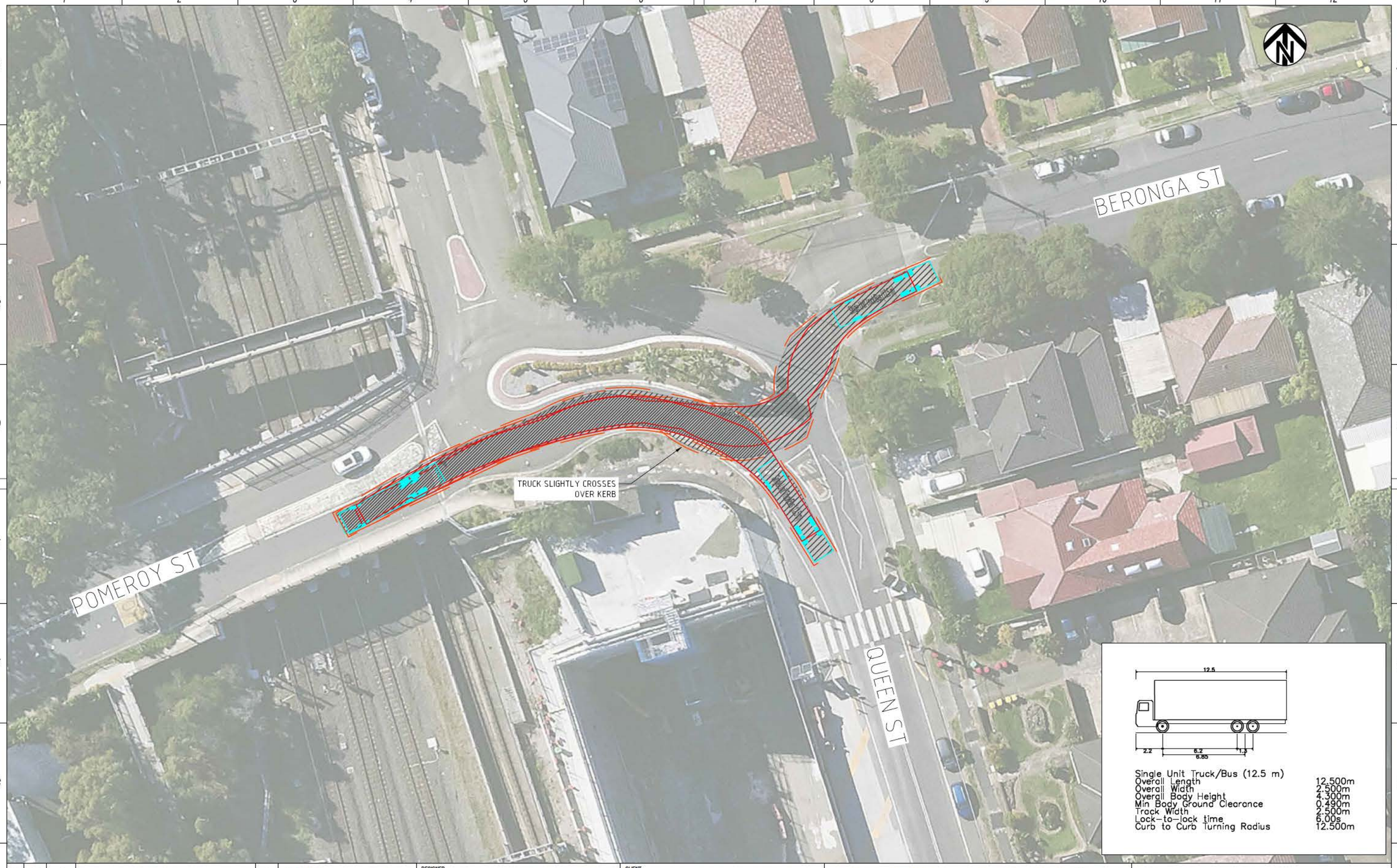
DRAWING No: SYS-NSS-SPA-0002-00

SHEET 4 OF 8

REVISION 00

Plot Date: 29 September 2025 - 9:33 AM

Cad File No: C:\Users\Alex 1\OneDrive - civlink-consulting.com.au\Desktop\north strathfield\SYS-NSS-SPA-0002-00.dwg



REV	BY	DATE	DESCRIPTION	APPD.
00	AG	29.09.25	ORIGINAL ISSUE	AG

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	AG
DRW CHECK:	AG
APPROVED:	AG
IND REVIEW:	N/A

DESIGNER

CIVLINK CONSULTING

CLIENT

NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
12.5m RIGID TRUCK
SWEPT PATH ANALYSIS

DRAWING No:	SYS-NSS-SPA-0002-00
SHEET	6 OF 8
REVISION	00

Plot Date: 29 September 2025 - 9:33 AM

Cad File No: C:\Users\Alex 1\OneDrive - civlink-consulting.com.au\Desktop\north strathfield\SYS-NSS-SPA-0002-00.dwg

REV	BY	DATE	DESCRIPTION	APPD.
00	AG	29.09.25	ORIGINAL ISSUE	AG

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	AG
DRW CHECK:	AG
APPROVED:	AG
IND REVIEW:	N/A

DESIGNER: CIVLINK CONSULTING

CLIENT:

NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
12.5m RIGID TRUCK
SWEPT PATH ANALYSIS

DRAWING No: SYS-NSS-SPA-0002-00

SHEET 7 OF 8

REVISION 00

Plot Date: 29 September 2025 - 9:33 AM

Cad File No: C:\Users\Alex 1\OneDrive - civlink-consulting.com.au\Desktop\north strathfield\SYS-NSS-SPA-0002-00.dwg

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
Curb to Curb Turning Radius	12.500m

REV	BY	DATE	DESCRIPTION	APPD.
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
00	AG	29.09.25	ORIGINAL ISSUE	AG

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	AG
DRW CHECK:	AG
APPROVED:	AG
IND REVIEW:	N/A

DESIGNER: CIVLINK CONSULTING

CLIENT:

NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
12.5m RIGID TRUCK
SWEPT PATH ANALYSIS

DRAWING No: SYS-NSS-SPA-0002-00

SHEET 8 OF 8

REVISION 00

Plot Date: 29 September 2025 - 9:33 AM

Cad File No: C:\Users\Alex 1\OneDrive - civlink-consulting.com.au\Desktop\north strathfield\SYS-NSS-SPA-0002-00.dwg

REV	BY	DATE	DESCRIPTION	APPD.
00	AG	29.09.25	ORIGINAL ISSUE	AG

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	AG
DRW CHECK:	AG
APPROVED:	AG
IND REVIEW:	N/A

DESIGNER: CIVLINK CONSULTING

CLIENT:

NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
8.8m SERVICE TRUCK
SWEPT PATH ANALYSIS

DRAWING No: SYS-NSS-SPA-0003-00

SHEET 1 OF 7

REVISION 00

Plot Date: 29 September 2025 - 9:58 AM

Cad File No: C:\Users\Alex 1\OneDrive - civlink-consulting.com.au\Desktop\north strathfield\SYS-NSS-SPA-0003-00.dwg

Service Vehicle (8.8 m)	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.500m

REV	BY	DATE	DESCRIPTION	APPD.
00	AG	29.09.25	ORIGINAL ISSUE	AG

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	AG
DRW CHECK:	AG
APPROVED:	AG
IND REVIEW:	N/A

DESIGNER

CIVLINK CONSULTING

CLIENT

NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
8.8m SERVICE TRUCK
SWEPT PATH ANALYSIS

DRAWING No: SYS-NSS-SPA-0003-00

SHEET 3 OF 7

REVISION 00

Plot Date: 29 September 2025 - 9:58 AM

Cad File No: C:\Users\Alex 1\OneDrive - civlink-consulting.com.au\Desktop\north strathfield\SYS-NSS-SPA-0003-00.dwg

REV	BY	DATE	DESCRIPTION	APPD.
00	AG	29.09.25	ORIGINAL ISSUE	AG

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	AG
DRW CHECK:	AG
APPROVED:	AG
IND REVIEW:	N/A

DESIGNER: CIVLINK CONSULTING

CLIENT

NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
8.8m SERVICE TRUCK
SWEPT PATH ANALYSIS

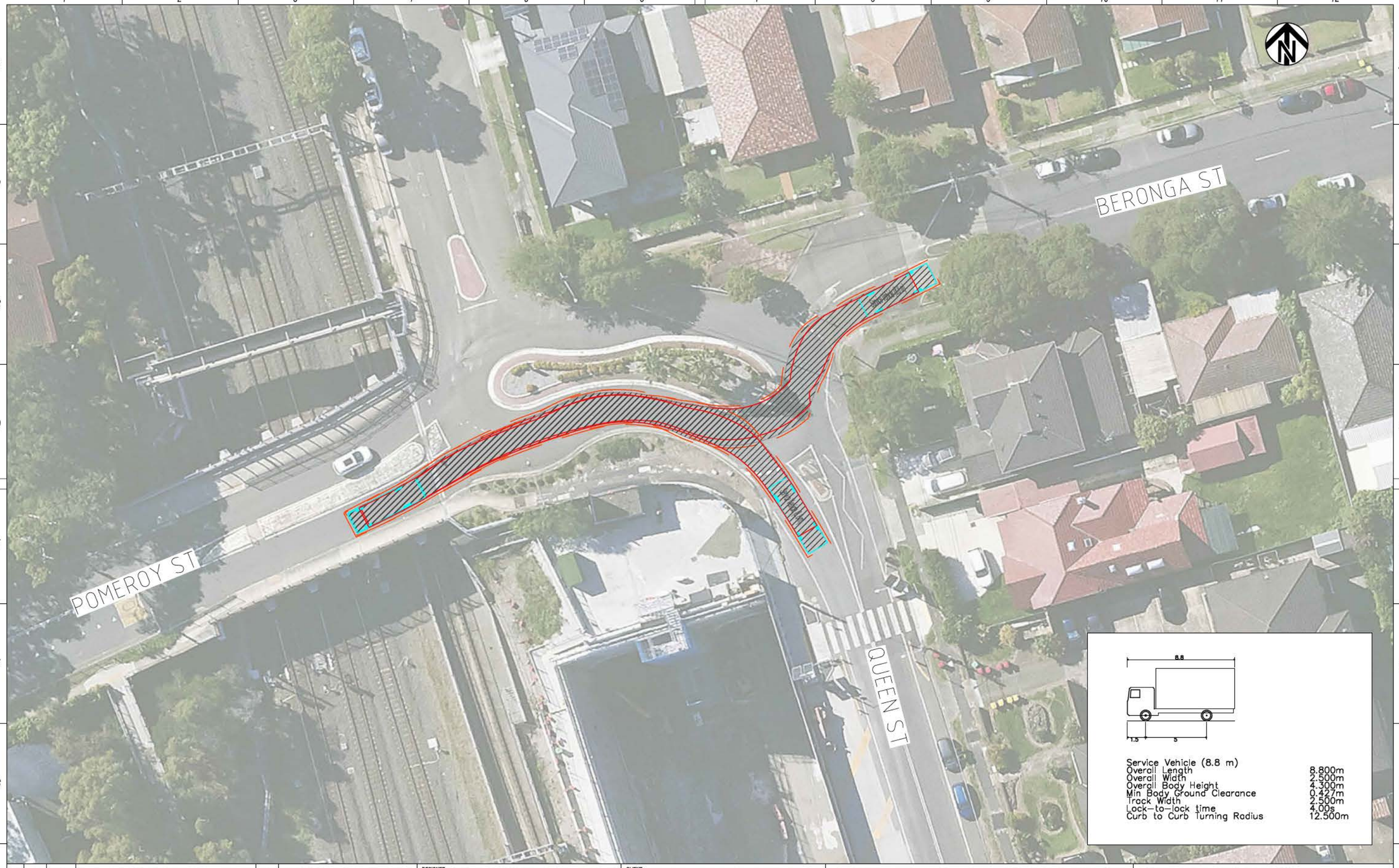
DRAWING No: SYS-NSS-SPA-0003-00

SHEET 4 OF 7

REVISION 00

Plot Date: 29 September 2025 - 9:58 AM

Cad File No: C:\Users\Alex 1\OneDrive - civlink-consulting.com.au\Desktop\north strathfield\SYS-NSS-SPA-0003-00.dwg



Service Vehicle (8.8 m)	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.500m

REV	BY	DATE	DESCRIPTION	APPD.
00	AG	29.09.25	ORIGINAL ISSUE	AG

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	AG
DRW CHECK:	AG
APPROVED:	AG
IND REVIEW:	N/A

DESIGNER: CIVLINK CONSULTING

CLIENT:

NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
8.8m SERVICE TRUCK
SWEPT PATH ANALYSIS

DRAWING No: SYS-NSS-SPA-0003-00

SHEET: 5 OF 7

REVISION: 00

Plot Date: 29 September 2025 - 9:58 AM

Cad File No: C:\Users\Alex 1\OneDrive - civlink-consulting.com.au\Desktop\north strathfield\SYS-NSS-SPA-0003-00.dwg

REV	BY	DATE	DESCRIPTION	APPD.
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
00	AG	29.09.25	ORIGINAL ISSUE	AG

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	AG
DRW CHECK:	AG
APPROVED:	AG
IND REVIEW:	N/A

DESIGNER

CIVLINK CONSULTING

CLIENT

NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
8.8m SERVICE TRUCK
SWEPT PATH ANALYSIS

DRAWING No: SYS-NSS-SPA-0003-00

SHEET 7 OF 7

REVISION 00

Plot Date: 29 September 2025 - 9:58 AM

Cad File No: C:\Users\Alex 1\OneDrive - civlink-consulting.com.au\Desktop\north strathfield\SYS-NSS-SPA-0003-00.dwg

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
Curb to Curb Turning Radius	12.500m

REV	BY	DATE	DESCRIPTION	APPD.
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
00	AG	29.09.25	ORIGINAL ISSUE	AG

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	AG
DRW CHECK:	AG
APPROVED:	AG
IND REVIEW:	N/A

DESIGNER

CIVLINK CONSULTING

CLIENT

NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
12.5m RIGID TRUCK
SWEPT PATH ANALYSIS

DRAWING No: SYS-NSS-SPA-0004-00

SHEET 1 OF 7

REVISION 00

Plot Date: 29 September 2025 - 10:12 AM

Cad File No: C:\Users\Alex 1\OneDrive - civlink-consulting.com.au\Desktop\north strathfield\SYS-NSS-SPA-0004-00.dwg

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
Curb to Curb Turning Radius	12.500m

REV	BY	DATE	DESCRIPTION	APPD.
00	AG	29.09.25	ORIGINAL ISSUE	AG

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	AG
DRW CHECK:	AG
APPROVED:	AG
IND REVIEW:	N/A

DESIGNER: CIVLINK CONSULTING

CLIENT:

NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
12.5m RIGID TRUCK
SWEPT PATH ANALYSIS

DRAWING No: SYS-NSS-SPA-0004-00

SHEET 3 OF 7

REVISION 00

Plot Date: 29 September 2025 - 10:13 AM

Cad File No: C:\Users\Alex 1\OneDrive - civlink-consulting.com.au\Desktop\north strathfield\SYS-NSS-SPA-0004-00.dwg

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
Curb to Curb Turning Radius	12.500m

REV	BY	DATE	DESCRIPTION	APPD.
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
00	AG	29.09.25	ORIGINAL ISSUE	AG

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	AG
DRW CHECK:	AG
APPROVED:	AG
IND REVIEW:	N/A

DESIGNER: CIVLINK CONSULTING

CLIENT:

NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
12.5m RIGID TRUCK
SWEPT PATH ANALYSIS

DRAWING No: SYS-NSS-SPA-0004-00

SHEET: 4 OF 7

REVISION: 00

Plot Date: 29 September 2025 - 10:13 AM

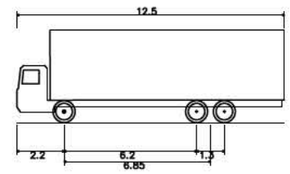
Cad File No: C:\Users\Alex 1\OneDrive - civlink-consulting.com.au\Desktop\north strathfield\SYS-NSS-SPA-0004-00.dwg

BERONGA ST

POMEROY ST

QUEEN ST

TRUCK SLIGHTLY CROSSES OVER KERB



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
Curb to Curb Turning Radius	12.500m

REV	BY	DATE	DESCRIPTION	APPD.
00	AG	29.09.25	ORIGINAL ISSUE	AG

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	AG
DRW CHECK:	AG
APPROVED:	AG
IND REVIEW:	N/A

DESIGNER

CIVLINK CONSULTING

CLIENT

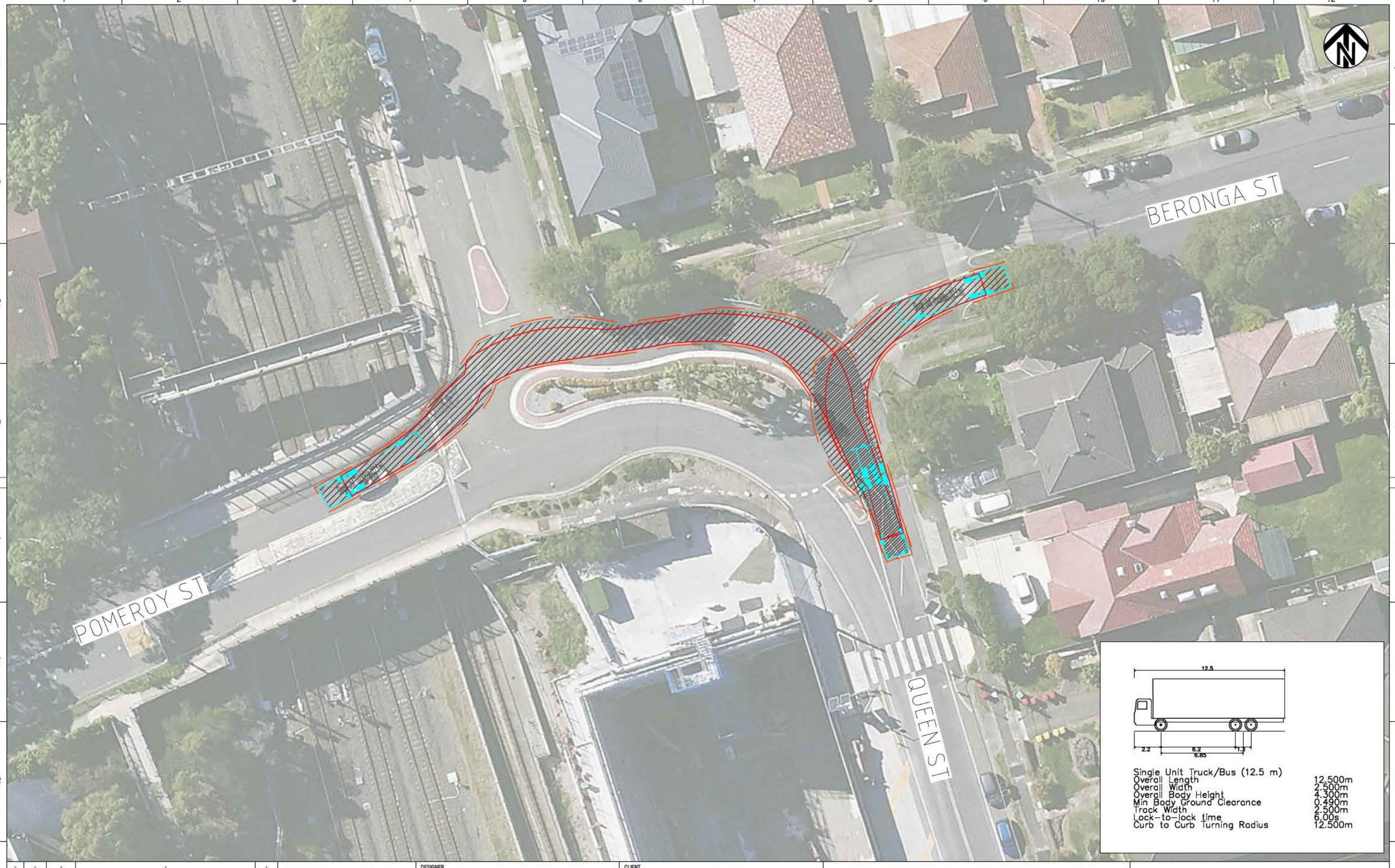
NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
12.5m RIGID TRUCK
SWEPT PATH ANALYSIS

DRAWING No:	SYS-NSS-SPA-0004-00
SHEET	5 OF 7
REVISION	00

Plot Date: 29 September 2025 - 10:13 AM

Cad File No: C:\Users\Alex 1\OneDrive - civlink-consulting.com.au\Desktop\north strathfield\SYS-NSS-SPA-0004-00.dwg



REV	BY	DATE	DESCRIPTION	APPD.
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
00	AG	29.09.25	ORIGINAL ISSUE	AG

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	AG
DRW CHECK:	AG
APPROVED:	AG
IND REVIEW:	N/A

DESIGNER: CIVLINK CONSULTING

CLIENT:

NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
12.5m RIGID TRUCK
SWEPT PATH ANALYSIS

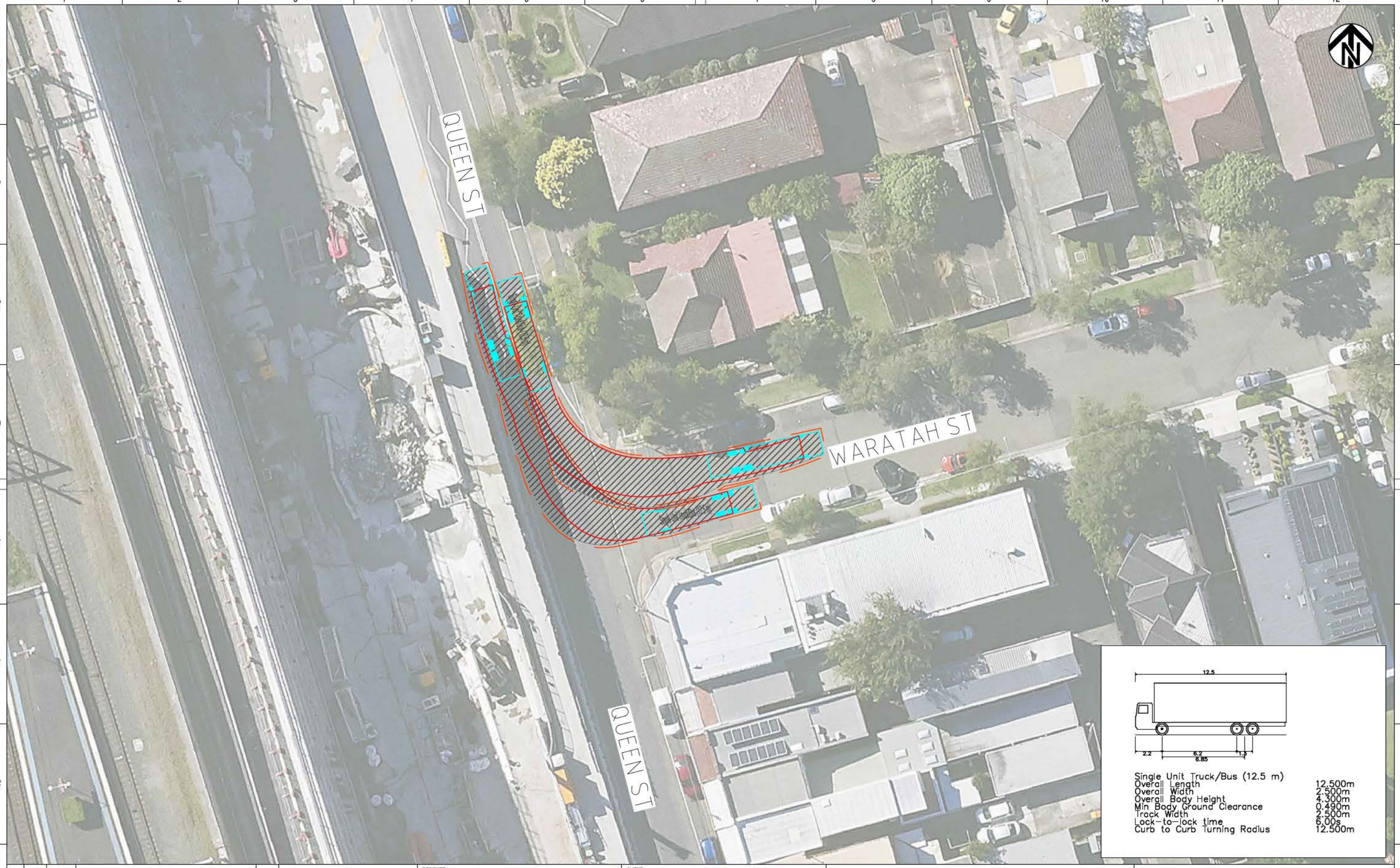
DRAWING No: SYS-NSS-SPA-0004-00

SHEET 6 OF 7

REVISION 00

Plot Date: 29 September 2025 - 10:13 AM

Cad File No: C:\Users\Alex 1\OneDrive - civlink-consulting.com.au\Desktop\north strathfield\SYS-NSS-SPA-0004-00.dwg



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
Curb to Curb Turning Radius	12.500m

REV	BY	DATE	DESCRIPTION	APPD.
00	AG	29.09.25	ORIGINAL ISSUE	AG

COORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

DRAWN BY:	AG
DRW CHECK:	AG
APPROVED:	AG
IND REVIEW:	N/A

DESIGNER: CIVLINK CONSULTING

CLIENT:

NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
12.5m RIGID TRUCK
SWEPT PATH ANALYSIS

DRAWING No: SYS-NSS-SPA-0004-00

SHEET 7 OF 7

REVISION 00

Plot Date: 29 September 2025 - 10:13 AM

Cad File No: C:\Users\Alex 1\OneDrive - civlink-consulting.com.au\Desktop\north strathfield\SYS-NSS-SPA-0004-00.dwg

Appendix B – Evidence of consultation

SSI-10038 CoA A6: Record and Evidence of Consultation

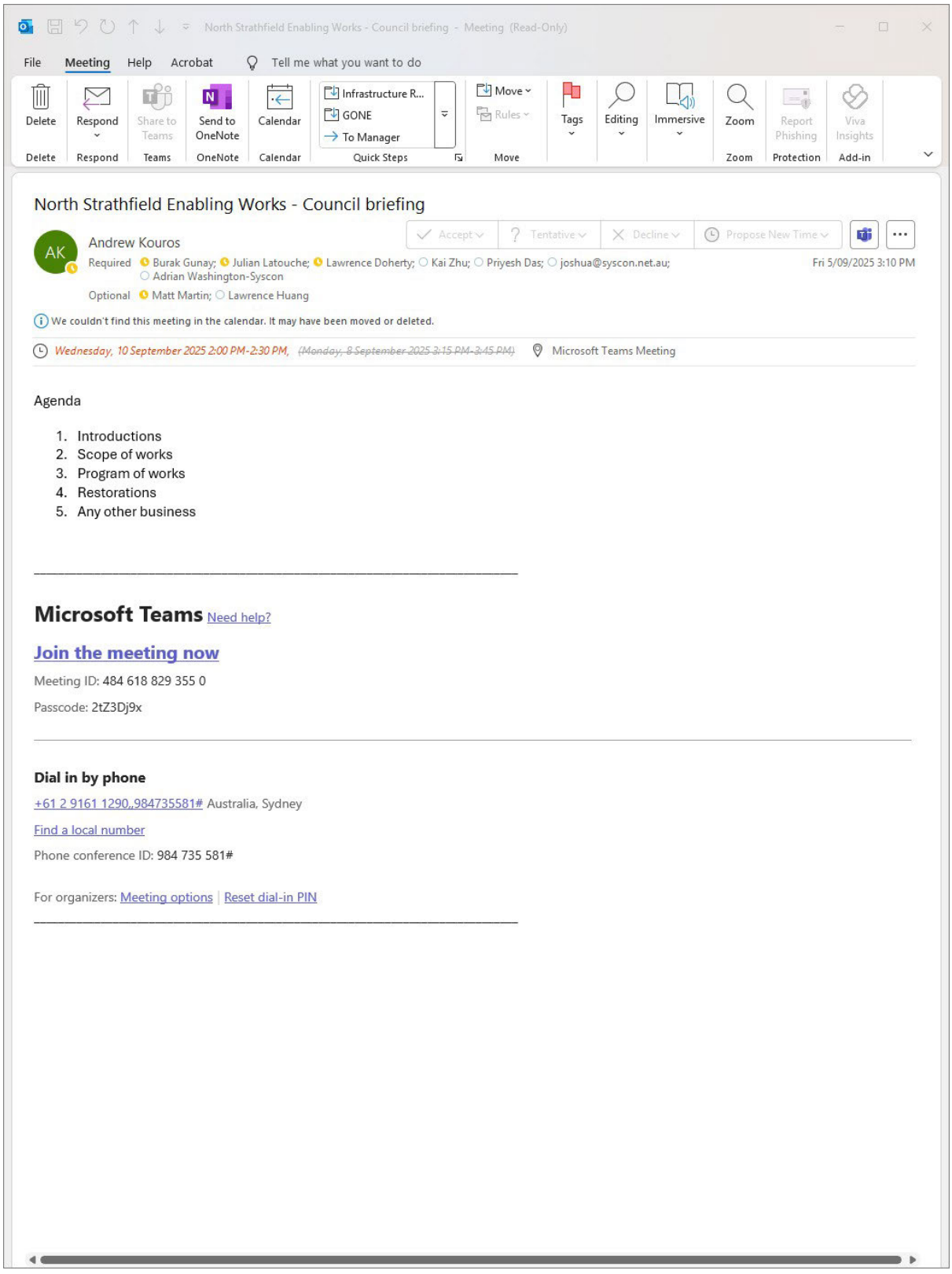
Project Name	Sydney Metro West Stage 1 Phase J - North Strathfield Enabling Works
Planning Approval	SSI-10038
Document Title	Heavy Vehicle Local Road (HVLR) Assessment
TB Document no.	SMWSDDS-SYS-NST-TF-REP-000010

Record of Consultation

Date	Activity/Event	Evidence
5/9/25	Meeting invitation sent to Canada Bay Council for Project Briefing	Refer to Attachment **A** in this Appendix.
10/9/25	Project Briefing PowerPoint Presentation provided to City of Canada Bay Council	Refer to Attachment **B** in this Appendix.
7/10/25	HVLR issued to stakeholders (including City of Canada Bay Council, Customer Journey Planning and TfNSW) via TeamBinder review workflow (TB Transmittal No. SMWSDDS-SMD-TX-008335) with review due date of 21/10/25.	Refer to Attachment **C** in this Appendix.
22/10/25	TB review workflow comments issued by Sydney Metro to Syscon via TeamBinder (TB transmittal No. SMWSDDS-SMD-TX-008376)	Refer to Attachment **D** in this Appendix.
31/10/25	- Rev 01.01 issued by Syscon via TB for review comment closure. - TB Transmittal (SMWSDDS-SMD-TX-008403) issued by Sydney Metro to stakeholders including City of Canada Bay council advising of commencement of comment closure workflow with review due date of 3/11/25.	Refer to Attachment **E** in this Appendix.
5/11/25	- All TB review comments closed out by reviewers (TB comments register provided) - Final version of HVLR (rev 2) issued by Syscon and uploaded to DPHI planning portal (SSI-10038-PA-837)	Refer to Attachment **F** in this Appendix.

SMW EWNS HVLR Evidence of Consultation - Attachment A

5/9/25: Meeting invitation sent to Canada Bay Council for Project Briefing



SMW EWNS HVLR Evidence of Consultation - Attachment B

10/9/25: Project Briefing PowerPoint Presentation provided to City of Canada Bay Council

Sydney Metro West

City of Canada Bay Project Briefing

SMC-24-1333 - Design and Construction of North Strathfield Electrical Kiosk Works

5th of September 2025

sydneymetro.info

Acknowledgement of Country

Sydney Metro pays respect to Elders past and present, and recognises and celebrates the diversity of Aboriginal peoples and their ongoing cultures and connections to the lands and waters of NSW.

Agenda

1	Project Scope of Works
2	Indicative Working Dates
3	Proposed Working Hours
4	Parking Impacts for Works
5	Access
6	Noise Impacts
7	Notifications and Engagement
8	Traffic Documentation
9	Proposed TGS items

Project Scope of Works

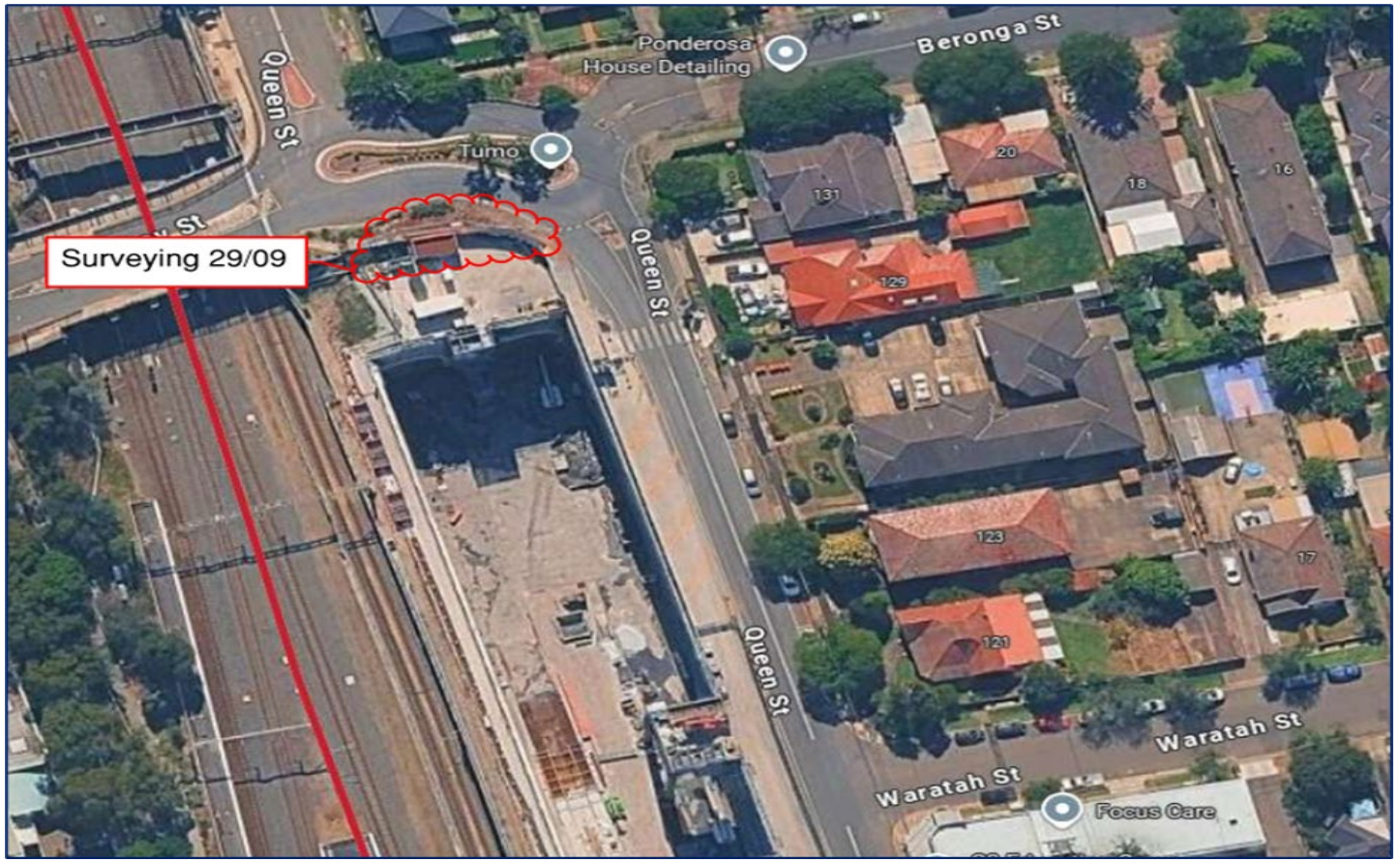
- **Design & Approvals** – ASP3 design modifications, re-submission, and coordination with Ausgrid for re-certification.
- **Planning Approvals & Management Plans** – Preparation and submission of all required planning approvals, permits, and management plans in consultation with City of Canada Bay and Sydney Metro.
- **ASP1 Electrical Infrastructure Upgrade** – Installation of a new kiosk substation & associated civil works to support Sydney Metro North Stratfield Station Construction, including associated high-voltage and low-voltage inter-connections to Ausgrid's network.
- **ASP2 Internal Electrical Installations** – Connection from the new kiosk substation to the new Main Switch Board (MSB), and from the new MSB to both the generator and the existing distribution board.
- **Removal of Temporary Supply** – Permanent disconnection and safe removal of redundant temporary electrical supply infrastructure.
- **Outage & Commissioning** – Planned power outage to safely cut over to the new electrical infrastructure.
- **Restoration** – Full reinstatement of all disturbed areas, including footpaths and internal site works, in line with City of Canada Bay standards.

Indicative Working Dates (Subject to Approvals)

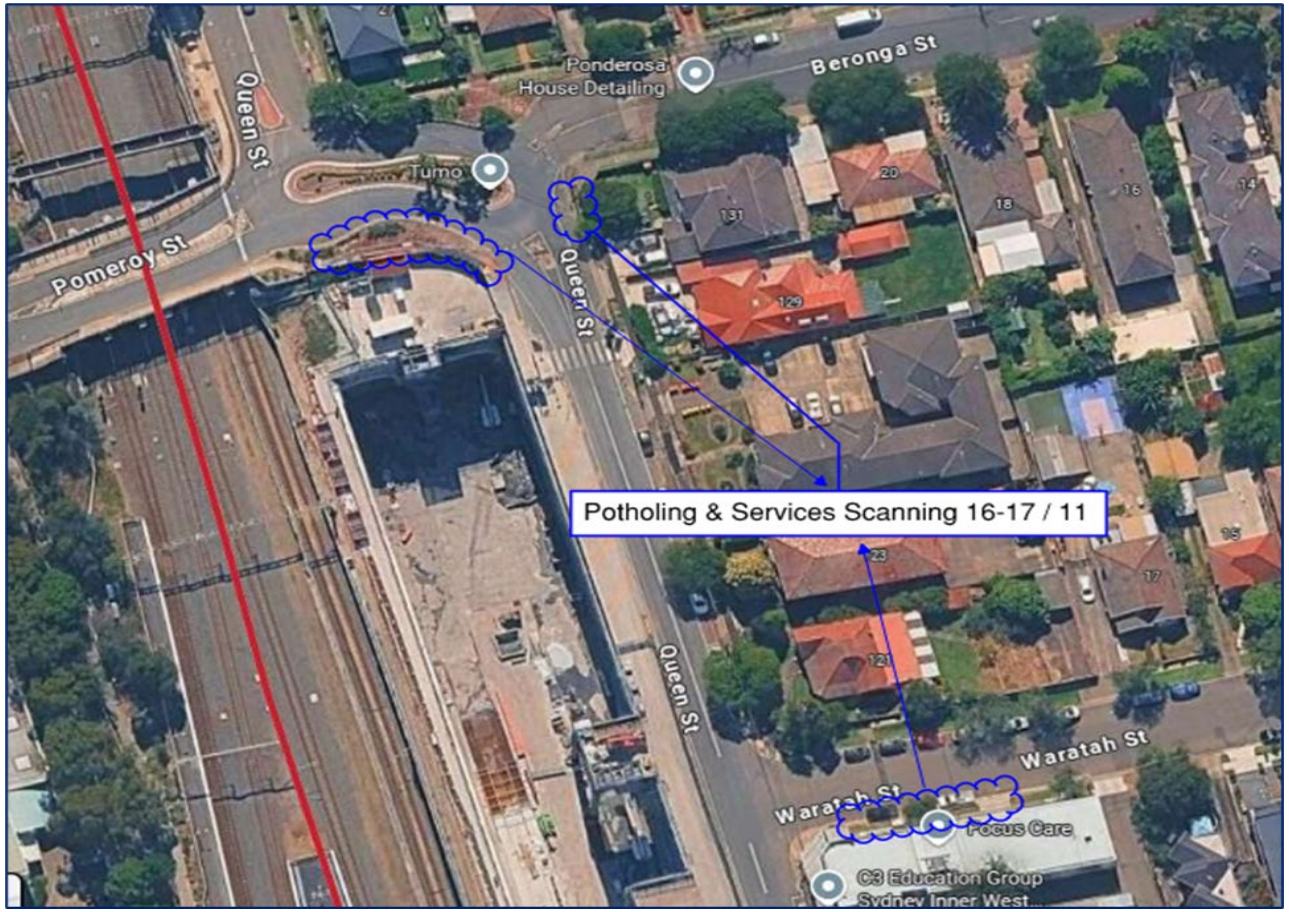
Key Factors	Indicative Dates	Indicative Duration	Indicative Road Impacts
Surveying	29/09/25	1 x Day	Nill.
Potholing & Service Scan	16/11/25	2 x Nights	Lane Closures & Pedestrian Impacts
Joint Bay Excavations Existing HV Cable Testing	23/11/25	2 x Nights	Impact to Local Business, Parking, Pedestrians & Lane Closures
LV Cable Trenching	30/11/25	2 x Nights	Lane Closures & Pedestrian Impacts
LV Cable Installation	07/12/25	1 x Night	Lane Closures & Pedestrian Impacts
Backfill Joint Bays & Temporary Restorations	08/12/2025	1 x Night	Impact to Local Business, Parking, Pedestrians & Lane Closures
Pre Outage Works	11/01/2026	1 x Night	Lane Closures & Pedestrian Impacts
Outage	12/01/2026	1 x Night	Lane Closures & Pedestrian Impacts
Temporary Supply Removal	18/01/2026	1 x Night	Lane Closures & Pedestrian Impacts
Permanent Restorations	01/02/2026	2 x Nights	Impact to Local Business, Parking, Pedestrians & Lane Closures

Note: The above schedule represents works that will impact the surrounding local area, including road users and nearby residents. Additional activities associated with the project will be undertaken from within the project site boundary and will not affect local traffic, access, or community amenity.

Surveying (indicative working dates)



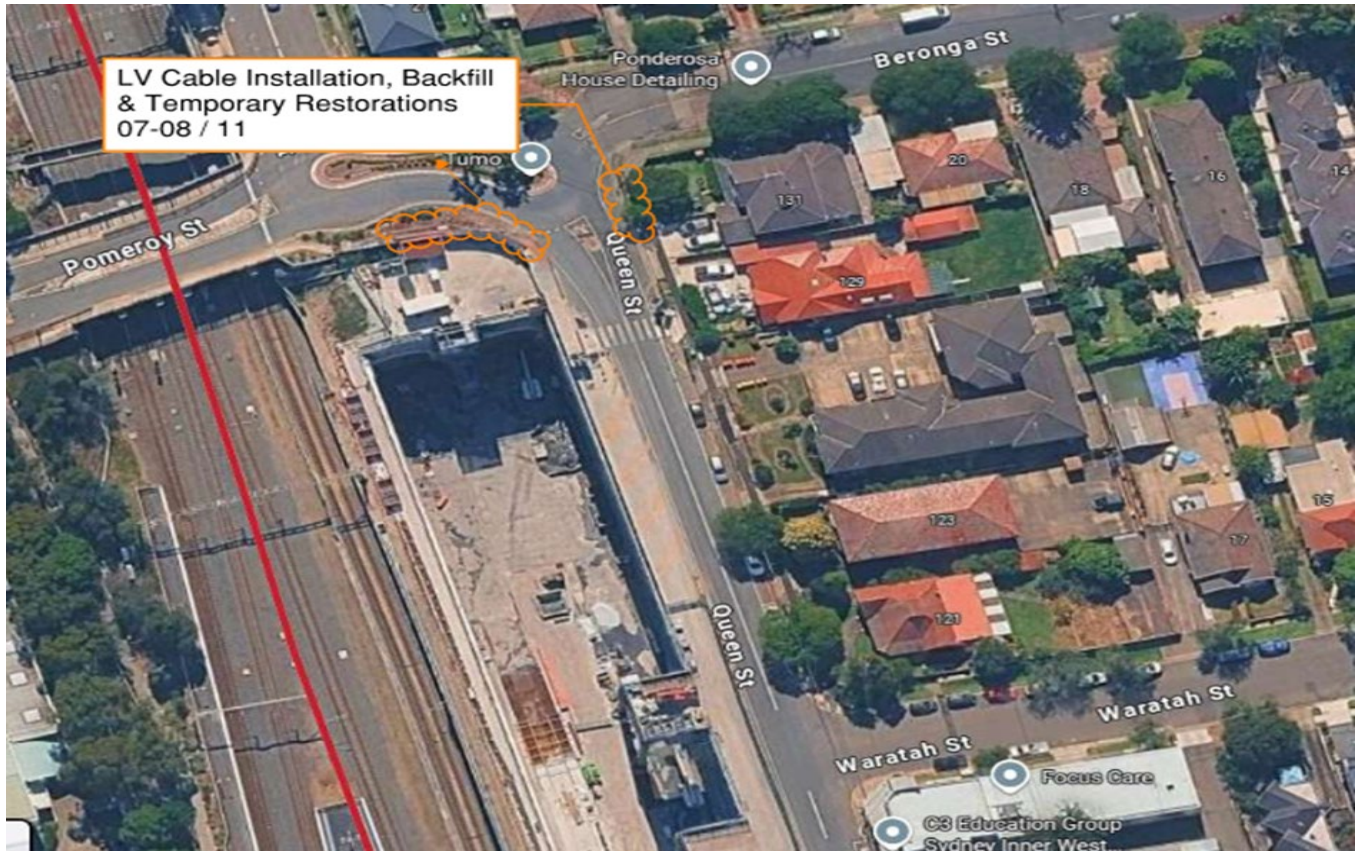
Potholing & Services Scan (indicative working dates)



Joint Bay Excavations (indicative working dates)

LV cable trenching (indicative working dates)

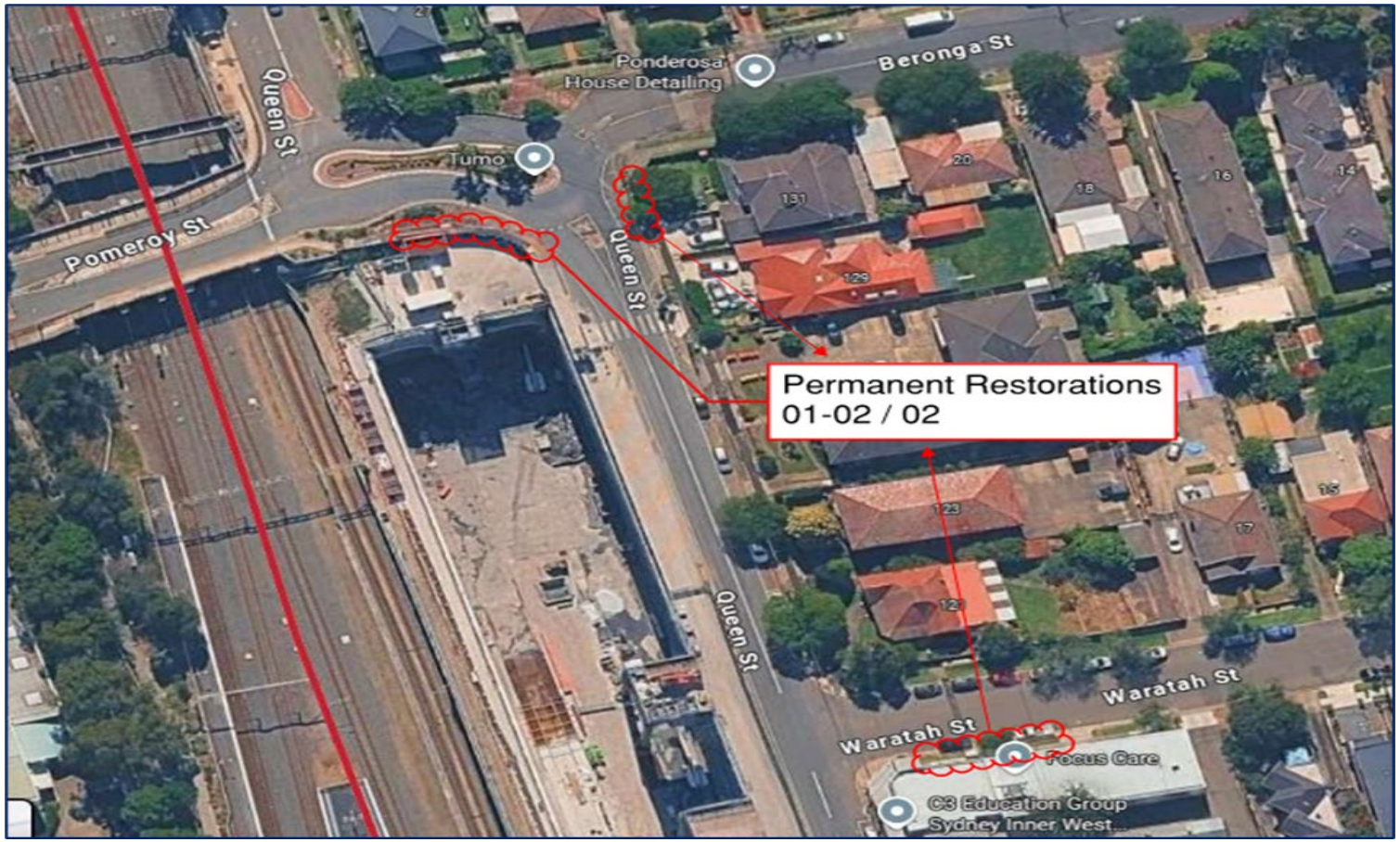
LV cable installation, Backfill & Temp restoration (indicative working dates)



Pre Outage & Outage Works (indicative working dates)

Temp Power Supply Removal (indicative working dates)

Permanent Restoration (indicative working dates)



Proposed working hours (Subject to Approvals)

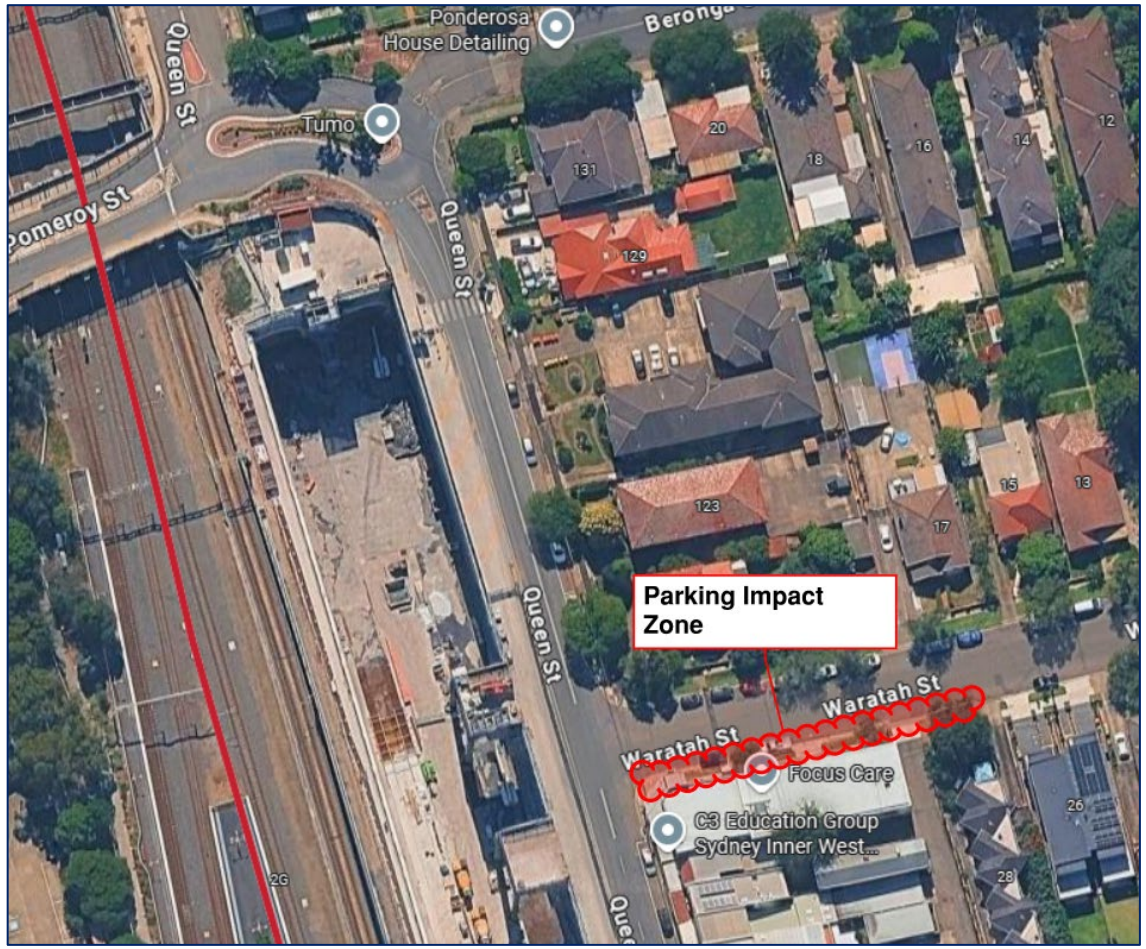
Internal Works (within project site boundary):

- 7:00am – 5:00pm, Monday to Friday
- No community impact anticipated

External Works (affecting local area):

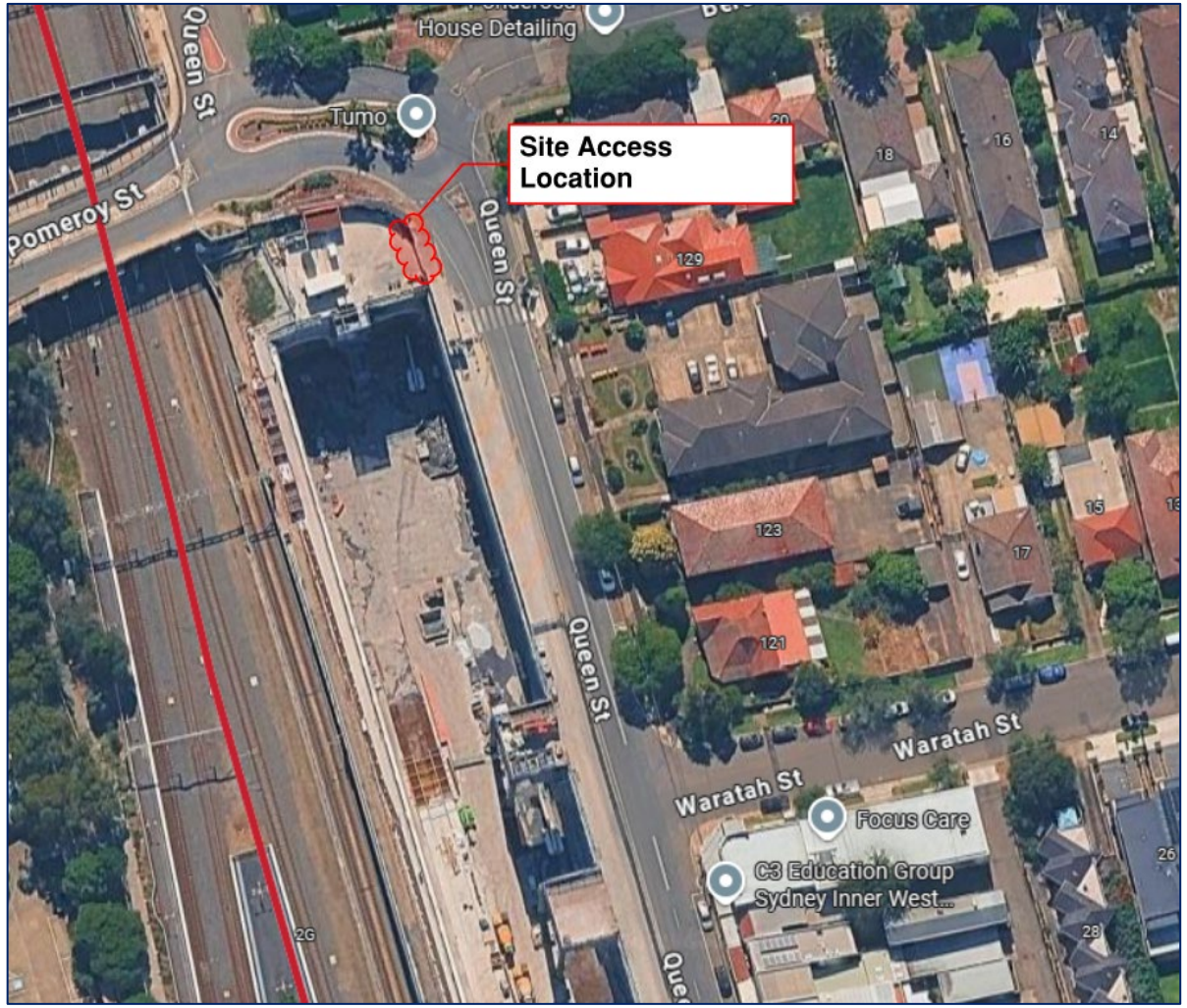
- 8:00pm – 5:00am, Sunday & Monday Nights
- Subject to approved Road Occupancy Licences (ROLs)
- Planned to minimise traffic and resident disturbance

Parking Impacts for Works (Design Verification)



- Temporary parking restrictions will be required along Waratah Street to facilitate high-voltage joint bay excavation, pre-outage works, outage cut-ins, and permanent restoration activities. Parking will be reinstated once all external works are complete.

Access



- Access to the work site will be via Queen Street at the designated entry point shown. This access location has been selected to minimise disruption to local traffic and residents

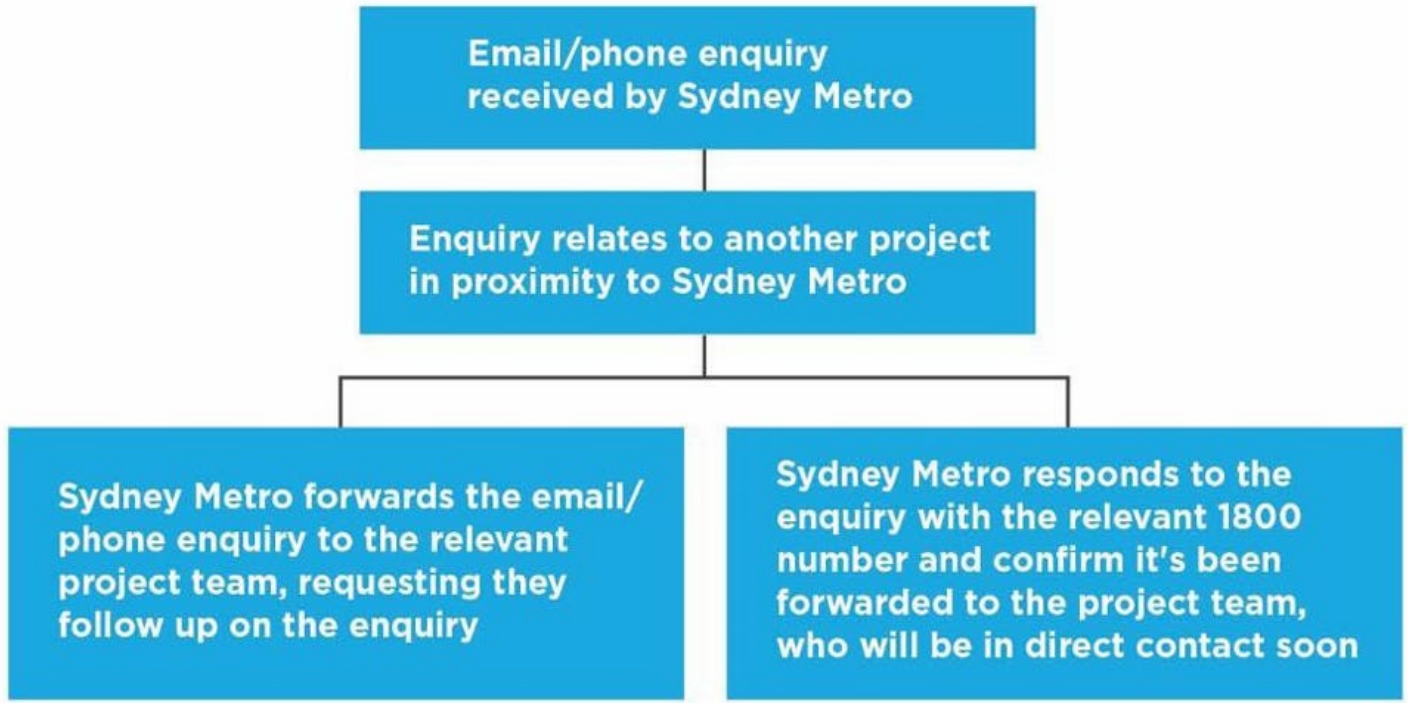
Noise Impacts

- **Non-Destructive Digging** (NDD) excavation – vacuum trucks and suction equipment.
- **Trenching works** – saw cutting, excavation, and compaction.
- **Joint bay excavations** – concrete breakout, excavation, and backfill.
- **Internal site noise** – concrete cutting, small plant operation, and excavation.
- **Cable installation** – pulling winches and rollers (intermittent noise).
- **Temporary restorations** – hot/cold mix application and compaction.
- **Outage works** – Use of plant and machinery.

Notifications & Engagement

Sydney Metro West has an established Project Communications Team and will provide an embedded Project Communications Resource who will manage the Works public communication engagement including development of public documentation including construction notifications.

Communication and liaison will be undertaken in accordance with Sydney Metro's Overarching Community Communications Strategy.



Traffic Documentation

TGS under development – expected submission (for review) is end of September 2025

CTMP under development – expected submission (for review) is end of September 2025

HVLR under development – expected submission (for review) is end of September 2025

CPAS under development – expected submission (for review) is end of September 2025

Road Dilapidation Report under development - expected submission (for review) is end of September 2025

Proposed TGS’s items for Works

- Short-term shuttle flow (stop/slow).
- Proposed ROL hours (subject to approval):
  - 8am to 5pm (Monday to Friday - Days)
  - 8pm – 5am (Sunday & Monday - Nights)
- No Bus Stop or Bus Routes Impacts.
- Community notifications will be distributed at least 7 days prior to any new works.
- Pedestrians escorted around work area.
- Emergency services access always maintained.

Have your say

If you have any questions or would like more information please contact our project team:

1800 612 173 Community information line open 24 hours

sydneymetrowest@transport.nsw.gov.au

Sydney Metro West, PO Box K659, Haymarket NSW 1240

Translating and interpreting service

If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1800 612 173**

Thank you

sydneymetro.info

NSW GOVERNMENT

sydney METRO

SMW EWNS HVLR Evidence of Consultation - Attachment C

7/10/25: HVLR issued to stakeholders (including City of Canada Bay Council, Customer Journey Planning and TfNSW) via TeamBinder review workflow (TB Transmittal No. SMWSDDS-SMD-TX-008335) with review due date of 21/10/25.

From: Nancy Indahwati via InEight Document
To: Valerie Lebon
Subject: EWNS - Heavy Vehicle Local Road (HVLR) - Issued for Review
Date: Tuesday, 7 October 2025 9:44:11 AM
Attachments: SMWSDDS - Feedback on Document Comments or Responses.xlsx
SMWSDDS - Feedback on Document Comments or Responses.xlsx
SMWSDDS - Feedback on Document Comments or Responses.xlsx

Document Transmittal

Transmittal No:	SMWSDDS-SMD-TX-008335
Contract No:	EWNS - SMC-24-1333 - SMWST North Strathfield Power Enabling Works
Sub Contract:	-
Date:	07 October 2025, 09:43 AM

Issued	Name
By	Nancy Indahwati (Sydney Metro)

Issued	Name
To	Burak Gunay (Sydney Metro) ; Lawrence Doherty (Sydney Metro) ; Julian Latouche (Sydney Metro) ; Ghaith Farfour (Sydney Metro) ; Nita Hutapea (Sydney Metro) ; Richard Banzon (Sydney Metro) ; Andrew Hendy (Sydney Metro) ; John Ieroklis (Sydney Metro) ; Valerie Lebon (Sydney Metro) ; Andrew Kouros (Sydney Metro) ; Matt Martin (Sydney Metro) ; Kai Zhu (City of Canada Bay) ; Darren Crowly (Customer Journey Planning) ; Peter Keyes (Customer Journey Planning) ; Tash Pett (Customer Journey Planning) ; Vidushi Sahni (Customer Journey Planning) ; George Kollias (Healthy Buildings International) ; Hassan Yousaf (Roads and Maritime Services (part of TfNSW division)) ; Morry Ghosn (Roads and Maritime Services (part of TfNSW division)) ; Nicole Li (Roads and Maritime Services (part of TfNSW division)) ; Tarun Malviya (Roads and Maritime Services (part of TfNSW division)) ; Zakaria Ahmad (Roads and Maritime Services (part of TfNSW division)) ; Luke Wilby (Transport for New South Wales)
Cc	Joel Azzopardi (Sydney Metro) ; Transmittal SMD OpenAccess (Sydney Metro) ; Rosina Sharma (Sydney Metro)

Reason for Issue	Issued for Review		
Respond By Message	Please submit your comments by	**Respond By Date**	21 October 2025
Subject	**EWNS - Heavy Vehicle Local Road (HVLR) - Issued for Review**		

Dear Review Team Member,

Please find EWNS - CPAS and HVLR**,** attached for your review and comment.

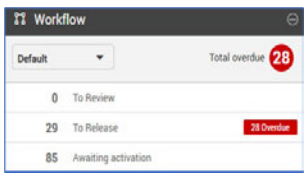
This transmittal supports Syscon submission under SMWSDDS-SYS-TX-000008, 03 October 2025.

Please note:

Review Coordinator is: **Richard Banzon**

Review Due Date: 21 October 2025

Workflow has been activated for the relevant reviewers as per the Review Matrix, you can access your review item via the workflow link in the dashboard



- Mark your review as 'Complete' once done (use the 'checkbox' on the Document Review screen). This will avoid you being chased unnecessarily to action the review
- If you are a cc in this transmittal, it has been issued for Information Only and there is no requirement to review
- Each comment must be a single item, please don't put two or more comments in one item
- Don't paste an image/photo, instead attach it to the comment as a file
- Comments not made via TeamBinder or outside of the review period will not be accepted

How to fill comment in TeamBinder

Comment	Reviewer's Comment
Review Doc. No	TeamBinder Document Number
Document Ref	The section or page of the document reviewer can reference to. *(Section 1/Page 7)*
Deed Ref	If the comment is related to a section or clause in the deed, otherwise if it is not related to the deed put N/A (not applicable) Comment Category: Non-Compliance (Actual, Potential, Minor) – Deed Ref / SRS (System Requirement Specification) or Standard is required – please refer to the relevant deed / SRS Observation – Deed Ref is filled as N/A
Category	Choose from the dropdown: Actual Non-Compliance Minor Non-Compliance

	Potential Non-Compliance Observation

Please refer to the ***Reviewer's Guide -*** *SMWSTWST-SMD-1NL-DC-GUD-000001* or contact Nancy Indahwati should you have any issues with commenting.

Kind regards,

Nancy Indahwati
Document Control
Sydney Metro West

Click here to download all Transmittal files.

Item	Document No	Title	Rev	Sts	Type	Design Package No.	Alt Doc No
1	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLR)	-.01	RVW	REP		

TeamBinder Transmittal Reference: {6254EC39-5BA5-4ADD-94C4-3DA6686B776E}

SMW EWNS HVLR Evidence of Consultation - Attachment D

22/10/25: TB review workflow comments issued by Sydney Metro to Syscon via TeamBinder (TB transmittal No. SMWSDDS-SMD-TX-008376)

Valerie Lebon

From: Nancy Indahwati via InEight Document <system@teambinder.com>
Sent: Wednesday, 22 October 2025 2:12 PM
To: Valerie Lebon
Subject: EWNS - Heavy Vehicle Local Road (HVLR) - SM Review Comment
Attachments: SMWSDDS - Feedback on Document Comments or Responses.xlsx; SMWSDDS - Feedback on Document Comments or Responses.xlsx

NSW GOVERNMENT | sydney METRO West

Document Transmittal

Transmittal No:	SMWSDDS-SMD-TX-008376
Contract No:	EWNS - SMC-24-1333 - SMWST North Strathfield Power Enabling Works
Sub Contract:	-
Date:	22 October 2025, 02:11 PM

Issued	Name
By	Nancy Indahwati (Sydney Metro)

Issued	Name
To	Adrian Washington (Syscon) ; Stuart Watkins (Syscon)
Cc	Jo Robertson (Healthy Buildings International) ; Valerie Lebon (Sydney Metro) ; Demi Tascas (Sydney Metro) ; Nancy Indahwati (Sydney Metro) ; Annie Lundon (Sydney Metro) ; Transmittal SMD OpenAccess (Sydney Metro) ; Rosina Sharma (Sydney Metro) ; Jeff Parnell (Sydney Metro) ; Douglas Tran (Sydney Metro) ; Richard Banzon (Sydney Metro) ; Julian Latouche (Sydney Metro) ; Andrew Kouros (Sydney Metro) ; Burak Gunay (Sydney Metro) ; John Ieroklis (Sydney Metro) ; Andrew Hendy (Sydney Metro) ; Anthony Coward (Sydney Metro) ; David Hanson (Acoustic Studio) ; Andre Barros Curado Fleury (Sydney Metro) ; George Kollias (Healthy Buildings International)

Reason for Issue	Issued for Information
Subject	**EWNS - Heavy Vehicle Local Road (HVLR) - SM Review Comment**

Dear Syscon,

Please see attached review comments for EWNS - Heavy Vehicle Local Road (HVLR), issued by Syscon on *Transmittal no SMWSDDS-SYS-TX-000008 – 03 October 2025.*

Principal Representative request that Syscon to input all comment responses in the documents and re-submit for review.

Kind Regards

Nancy Indahwati
Document Control
Sydney Metro West

Click here to download all Transmittal files.

Item	Document No	Title	Rev	Sts	Type	Design Package No.	Alt Doc No
1	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLR)	-.01	RVW	REP		

TeamBinder Transmittal Reference: {7EE3B3DF-2A53-42FE-A638-93CEF943BD93}

SMW EWNS HVLR Evidence of Consultation - Attachment E

31/10/25: TB Transmittal (SMWSDDS-SMD-TX-008403) issued by Sydney Metro to stakeholders including City of Canada Bay council advising of commencement of comment closure workflow with review due date of 3/11/25.

Valerie Lebon

From: Nancy Indahwati via InEight Document <system@teambinder.com>
Sent: Friday, 31 October 2025 5:18 PM
To: Valerie Lebon
Subject: EWNS - Heavy Vehicle Local Road (HVLR) - Issued for Review and Comments Close out
Attachments: SMWSDDS - Feedback on Document Comments or Responses.xlsx; SMWSDDS - Feedback on Document Comments or Responses.xlsx

NSW GOVERNMENT | sydney METRO West

Document Transmittal

Transmittal No:	SMWSDDS-SMD-TX-008403
Contract No:	EWNS - SMC-24-1333 - SMWST North Strathfield Power Enabling Works
Sub Contract:	EWNS - Not Applicable
Date:	31 October 2025, 05:18 PM

Issued	Name
By	Nancy Indahwati (Sydney Metro)

Issued	Name
To	Luke Wilby (Transport for New South Wales) ; George Kollias (Healthy Buildings International) ; Richard Banzon (Sydney Metro) ; Valerie Lebon (Sydney Metro) ; Kai Zhu (City of Canada Bay)
Cc	Burak Gunay (Sydney Metro) ; Lawrence Doherty (Sydney Metro) ; Julian Latouche (Sydney Metro) ; Ghaith Farfour (Sydney Metro) ; Nita Hutapea (Sydney Metro) ; Andrew Hendy (Sydney Metro) ; John Ieroklis (Sydney Metro) ; Andrew Kouros (Sydney Metro) ; Matt Martin (Sydney Metro) ; Darren Crowly (Customer Journey Planning) ; Peter Keyes (Customer Journey Planning) ; Tash Pett (Customer Journey Planning) ; Vidushi Sahni (Customer Journey Planning) ; Hassan Yousaf (Roads and Maritime Services (part of TfNSW division)) ; Morry Ghosn (Roads and Maritime Services (part of TfNSW division)) ; Nicole Li (Roads and Maritime Services (part of TfNSW division)) ; Tarun Malviya (Roads and Maritime Services (part of TfNSW division)) ; Zakaria Ahmad (Roads and Maritime Services (part of TfNSW division)) ; Rosina Sharma (Sydney Metro) ; Transmittal SMD OpenAccess (Sydney Metro)

Reason for Issue	Issued for Review		
Respond By Message	Please submit your comments by	**Respond By Date**	03 November 2025
Subject	**EWNS - Heavy Vehicle Local Road (HVLR) - Issued for Review and Comments Close out**		

Dear Review Team Member,

Please find EWNS - Heavy Vehicle Local Road (HVLR), attached for your review and comment close out.

This transmittal supports Syscon Submission, Transmittal no SMWSDDS-SYS-TX-000030 *- 31 October 2025.*

Please note:

- **Lead Reviewer: Richard Banzon**
- **Review Due Date: 03 November 2025**

- Workflow has been activated for relevant reviewers. Please review the contractor's response and mark your comment as 'Closed-Out' if applicable

- Mark your review as 'Complete' once done (use the 'checkbox' on the Document Review screen)

- If you are a cc'd in this transmittal it has been issued for Information only and there is no requirement to review

Kind regards,

Nancy Indahwati
Document Control
Sydney Metro West

Click here to download all Transmittal files.

Item	Document No	Title	Rev	Sts	Type	Design Package No.	Alt Doc No
1	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLR)	01.01	RVW	REP		

TeamBinder Transmittal Reference: {6816066F-D9CF-4B53-B703-2AC77DAE51AA}

SMW EWNS HVLR Evidence of Consultation - Attachment F

5/11/25: All TB review comments closed out by reviewers (TB comments register provided)

CONTRACT NO.	DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*
EWNS	**SMWSDDS-SYS-NST-TF-REP-000010**	**EWNS - Heavy Vehicle Local Road (HVLR)**	01.01	RVW	01	7/10/2025	TFN	LWILBY	SMWSDDS-SYS-NST-TF-REP-000010	3.3 Heavy vehicle access and egress routes	NA	The document references the requirements for the proposed scope of works in requesting approval to use Waratah, Tenterfield and Beronga Streets to move to and from site. Can you please consider providing details on these requirements so it is clear why a non EIS approved route is required.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	3.3 Heavy vehicle access and egress routes	NA		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	01.01	29/10/2025	SYS	AWASHINGTO	SMWSDDS-SYS-NST-TF-REP-000010	3.3 Heavy vehicle access and egress routes	NA	This has been added, with additional detail in Section 3.3.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	3.3 Heavy vehicle access and egress routes	NA		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	02	7/10/2025	TFN	LWILBY	SMWSDDS-SYS-NST-TF-REP-000010	3.3 Heavy vehicle access and egress routes	NA	There appears to be a 3T and over limit between 9pm and 5am on Tenterfield Street. If approval is given to use this route then that sign will potentially need to be covered up to allow legal access for heavy vehicles during night shift.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	3.3 Heavy vehicle access and egress routes	NA		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	02.01	29/10/2025	SYS	AWASHINGTO	SMWSDDS-SYS-NST-TF-REP-000010	3.3 Heavy vehicle access and egress routes	NA	This will be incorporated into the TGS as part of the CTMP should the works be planned to be undertaken at night.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	3.3 Heavy vehicle access and egress routes	NA		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	03	7/10/2025	TFN	LWILBY	SMWSDDS-SYS-NST-TF-REP-000010	3.3 Heavy vehicle access and egress routes	NA	Concord Road is a fairly busy arterial road, and entry and exit into Waratah (if approved) should be limited to left in left out only. The turns create an added complexity for heavy vehicle drivers as they have to navigate a safe gap in traffic as well as keep as eye on pedestrians crossing at the intersection, including potentially school children moving to and from Strathfield North Public School. In the absence of requirements for Waratah Street being provided, all right turns in and out of Waratah should only occur at the signalised intersection at Concord Street and Wellbank Street where greater control (and less likelihood of a collision) is provided.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	3.3 Heavy vehicle access and egress routes	NA		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	03.01	29/10/2025	SYS	AWASHINGTO	SMWSDDS-SYS-NST-TF-REP-000010	3.3 Heavy vehicle access and egress routes	NA	VMPs have been updated to reflect left-in only for Waratah Street, and departing traffic is all proposed to now use the signals at Wellbank Street.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	3.3 Heavy vehicle access and egress routes	NA		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	04	15/10/2025	HBI	GKOLLIAS	CLNK-SYNC-HVLR-NTS	Sect 1.2, Table 1	CoA D86, D87, D89	The wrong SSI Approval and CoA references have been included. Revise to include SSI 10038, correct equivalent CoA D86, D87 and D89	Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					CLNK-SYNC-HVLR-NTS	Sect 1.2, Table 1	CoA D86, D87, D89		Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	04.01	29/10/2025	SYS	AWASHINGTO	CLNK-SYNC-HVLR-NTS	Sect 1.2, Table 1	CoA D86, D87, D89	This has been updated.	Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					CLNK-SYNC-HVLR-NTS	Sect 1.2, Table 1	CoA D86, D87, D89		Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	05	15/10/2025	HBI	GKOLLIAS	CLNK-SYNC-HVLR-NTS	Sect 1.2, Table 1	CoA D88	Include SSI-10038 CoA D88 in Table 1 and address. Provide document reference on "Where addressed" column of Table 1	Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					CLNK-SYNC-HVLR-NTS	Sect 1.2, Table 1	CoA D88		Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	05.01	29/10/2025	SYS	AWASHINGTO	CLNK-SYNC-HVLR-NTS	Sect 1.2, Table 1	CoA D88	This has been updated.	Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					CLNK-SYNC-HVLR-NTS	Sect 1.2, Table 1	CoA D88		Actual Non-Compliance

CONTRACT NO.	DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	06	15/10/2025	HBI	GKOLLIAS	CLNK-SYNC-HVLR-NTS	Multiple	-	Remove references to CoA E104, E105 and E107 throughout and replace with equivalent CoA condition as required	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					CLNK-SYNC-HVLR-NTS	Multiple	-		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	06.01	29/10/2025	SYS	AWASHINGTO	CLNK-SYNC-HVLR-NTS	Multiple	-	This has been updated.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					CLNK-SYNC-HVLR-NTS	Multiple	-		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	07	15/10/2025	HBI	GKOLLIAS	CLNK-SYNC-HVLR-NTS	Sect 3.1 & Figure 1	D86	EIS Technical Paper 1 – Traffic and Transport Sect 4.12 and Figure 4-29 have the assessed route as "Roads forming part of the construction vehicle route include the M4 Western Motorway, Concord Road, Wellbank Street and Queen Street as shown in Figure 4-29". These same roads are used for Outbound. Route and Figure used if for upcoming Stage of Sydney Metro West, and not the approved Project. Check all assessments and information used throughout HVLR are against the relevant EIS. Pomeroy and Underwood Outbound have not been assessed as part of the correct EIS, and therefore may need further assessment in this document. Revise Sect 3.1 and Figure 1	Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					CLNK-SYNC-HVLR-NTS	Sect 3.1 & Figure 1	D86		Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	07.01	29/10/2025	SYS	AWASHINGTO	CLNK-SYNC-HVLR-NTS	Sect 3.1 & Figure 1	D86	Noted, however these are Regional Roads and not 'Local Roads' as described in the document and would therefore not meet the classification or criteria for needing further assessment based on their classification. This is already noted in section 3.2.	Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					CLNK-SYNC-HVLR-NTS	Sect 3.1 & Figure 1	D86		Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	08	15/10/2025	SMD	RBANZON	SMWSDDS-SYS-NST-TF-REP-000010	Section 1	D86, D87, D88 and D89	Please update the referenced conditions to the relevant EIS Stage 1 MCoA	Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 1	D86, D87, D88 and D89		Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	08.01	29/10/2025	SYS	AWASHINGTO	SMWSDDS-SYS-NST-TF-REP-000010	Section 1	D86, D87, D88 and D89	This has been updated.	Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 1	D86, D87, D88 and D89		Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	09	15/10/2025	SMD	RBANZON	SMWSDDS-SYS-NST-TF-REP-000010	Section 1.2 Table 1	MCoA Traffic and Transport	As per ER comments, this table needs to be revised with the correct SSI and CoA. This project falls under the Stage 1 EIS, not Stage 3.	Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 1.2 Table 1	MCoA Traffic and Transport		Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	09.01	29/10/2025	SYS	AWASHINGTO	SMWSDDS-SYS-NST-TF-REP-000010	Section 1.2 Table 1	MCoA Traffic and Transport	This has been updated.	Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 1.2 Table 1	MCoA Traffic and Transport		Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	10	15/10/2025	SMD	RBANZON	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.1 FIgure 1	N/A	EIS extract is from the Stage 3 EIS. Please replace with the Stage 1 EIS and update the commentary as required.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.1 FIgure 1	N/A		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	10.01	29/10/2025	SYS	AWASHINGTO	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.1 FIgure 1	N/A	This has been updated.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.1 FIgure 1	N/A		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	11	15/10/2025	SMD	RBANZON	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.2	N/A	Given that Pomeroy St, Underwood Road and Homebush Bay Drive are not approved in the Stage 1 EIS, the Figure 2 map extents should be cover these roads as well.	Observation

CONTRACT NO.	DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.2	N/A		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	11.01	29/10/2025	SYS	AWASHINGTO	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.2	N/A	This has been updated.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.2	N/A		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	12	15/10/2025	SMD	RBANZON	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.3	N/A	Commentary should be updated to mention that access and egress also uses a combination of regional roads that are discussed in the CTMP.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.3	N/A		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	12.01	29/10/2025	SYS	AWASHINGTO	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.3	N/A	This has been added.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.3	N/A		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	13	15/10/2025	SMD	RBANZON	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.3 Figure 3 and Figure 4	N/A	Please add a key to the figures to show that the blue line is access/ingress and the pink line is egress	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.3 Figure 3 and Figure 4	N/A		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	13.01	29/10/2025	SYS	AWASHINGTO	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.3 Figure 3 and Figure 4	N/A	This has been updated in the VMP figure, and the legend is included for clarity.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.3 Figure 3 and Figure 4	N/A		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	14	15/10/2025	SMD	RBANZON	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.4 Figure 5	N/A	Please replace the EIS Stage 3 graph with the EIS Stage 1 graph, and update the commentary as required	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.4 Figure 5	N/A		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	14.01	29/10/2025	SYS	AWASHINGTO	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.4 Figure 5	N/A	This has been updated.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.4 Figure 5	N/A		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	15	15/10/2025	SMD	RBANZON	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.5	N/A	Please update the referenced document to the relevant EIS Stage 1 document	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.5	N/A		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	15.01	29/10/2025	SYS	AWASHINGTO	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.5	N/A	This has been updated, in this instance removed as the Stage 1 document does not appear to provide the same detail.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.5	N/A		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	16	15/10/2025	SMD	RBANZON	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.7	D88, D89	Please update the referenced condition to the relevant EIS Stage 1 MCoA	Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.7	D88, D89		Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	16.01	29/10/2025	SYS	AWASHINGTO	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.7	D88, D89	This has been updated.	Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.7	D88, D89		Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	17	15/10/2025	SMD	RBANZON	SMWSDDS-SYS-NST-TF-REP-000010	Section 6	D87	Please update the referenced condition to the relevant EIS Stage 1 MCoA	Actual Non-Compliance

CONTRACT NO.	DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 6	D87		Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	17.01	29/10/2025	SYS	AWASHINGTO	SMWSDDS-SYS-NST-TF-REP-000010	Section 6	D87	This has been updated.	Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 6	D87		Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	18	21/10/2025	SMD	VLEBON	SMWSDDS-SYS-NST-TF-REP-000010	Section 1	n/a	Please include reference to the specific planning approval 'SSI-10038' in the text in this section	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 1	n/a		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	18.01	29/10/2025	SYS	AWASHINGTO	SMWSDDS-SYS-NST-TF-REP-000010	Section 1	n/a	This has been updated.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 1	n/a		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	19	21/10/2025	SMD	VLEBON	SMWSDDS-SYS-NST-TF-REP-000010	Whole document	n/a	Ensure consistency when stating the package name	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Whole document	n/a		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	19.01	29/10/2025	SYS	AWASHINGTO	SMWSDDS-SYS-NST-TF-REP-000010	Whole document	n/a	This has been adjusted to reference Stage 1 in lieu of Phase J.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Whole document	n/a		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	20	22/10/2025	CCB	KZHU	SMWSDDS-SYS-NST-TF-REP-000010	n/a	n/a	To assist with minimising potential vehicle collisions at intersections where heavy vehicles are undertaking their maneuvers, Council requests that 'Double Barrier' BB line marking (8m) is installed at the following intersection to distinguish the two travel lanes. Waratah Street adjacent to Concord Road Waratah Street adjacent to Queen Street Tenterfield Street adjacent to Waratah Street (from median strip to intersection) Remark faded line marking at the intersection of Beronga Street & Queen Street & Tenterfield Street and Beronga Street	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	n/a	n/a		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	20.01	29/10/2025	SYS	AWASHINGTO	SMWSDDS-SYS-NST-TF-REP-000010	n/a	n/a	This has been considered, however due to the very limited movements and the permanent nature of the change any HV movements around corners associated with the works will be managed instead with traffic controllers.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	n/a	n/a		Observation

Appendix D ROAD SAFETY AUDIT REPORT

PRE-CONSTRUCTION – ROAD SAFETY AUDIT

SYNCON / RETRO TRAFFIC – SYDNEY METRO WEST
NORTH STRATHFIELD – PHASE J ELECTRICAL CONNECTION AND TERMINATION WORKS

CIVLINK CONSULTING

Civlink Consulting Pty Ltd
ABN 64 633 194 948
Telephone +61 432 544 458
Email louis@civlinkconsulting.com.au
Website www.civlink-consulting.com.au

CONTENTS

Document Control

Title:	Description
Ref No.:	CLNK-SYNC-RSA-NTS-0001
Description:	Pre-construction road safety audit on the proposed various configurations required to undertake the Electrical Connection and Termination Works at North Strathfield

Role	Name	Position
Author:	Alex Gosper	Level 3 Road Safety Auditor

Document Revisions

No.	Date	Issue / Description
00	03.10.25	ORIGINAL ISSUE

Executive Summary

Audited Project:	Sydney Metro West – Phase J – Electrical Connection and Termination Works CTMP
Audit for:	Syncon / Retro Traffic
Email Address:	Michael.kell@retro.com.au
Clients Contact:	Michael Kell **(Traffic Planning & Design Manager)**
Auditors:	**Louis Peau** (Level 3 Road Safety Auditor – ID:1271), Director / Senior Civil Engineer – Civlink Consulting Pty Ltd **Christian Cloete** (Level 3 Road Safety Auditor). Senior Civil Designer
Audit Type:	Pre-construction – Roadworks Road Safety Audit
Commencement Meeting:	Wednesday 1st September 2025
Site Visit:	Wednesday 1st September 2025
Completion Meeting:	To be advised
Previous Audit:	N/A - Nil

1. Introduction

1.1 Purpose of Audit

This report presents findings of a Pre-construction Road Safety Audit. The audit involved reviewing the Construction Traffic Management Plan (CTMP) documentation along with the associated Traffic Guidance Schemes as part of the audit brief from the CTMP author and traffic management representatives for the project.

The audit is conducted to verify the manifestation of the documentation and planning for works within road related areas, and within the specified area affected by the project works. The audit scrutinizes the 'safe system' approach to road design and the traffic management planning, targeting roadside hazards including (but not limited to) signage and pavement marking, pedestrian & cyclists' facilities, delineation, sight distances, intersection controls and safety barriers.

The audit was to be conducted on the information provided as part of the CTMP for the works including a variety of temporary traffic control arrangements at North Strathfield station. The area that is subject of this audit is outlined in the overview diagram below in Figure 1.

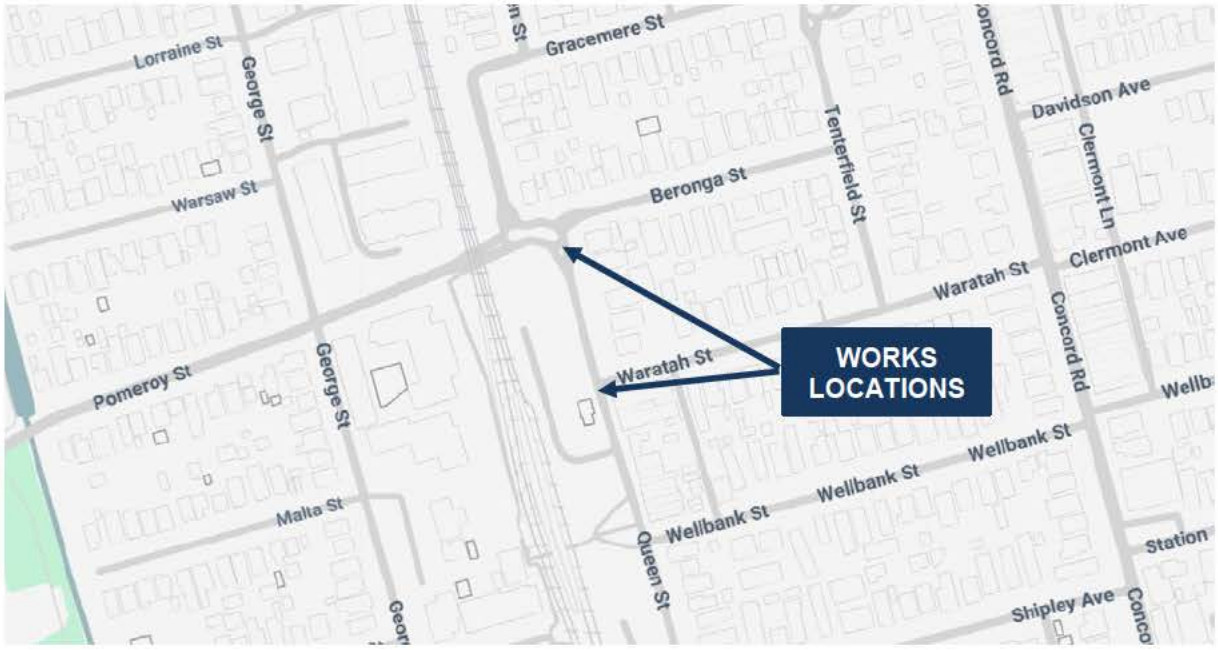


Figure 1: Road Safety Audit Scope [Source: Google]

1.2 Audit Objectives

The objective of this road safety audit was to identify relevant road safety deficiencies on site which, if addressed, would improve safety for road users.

The other objectives of this Pre Construction Road Safety Audit were to:

- Check the compatibility between the permanent design features and the functional classification of the roads.
- Identify any feature's that can, either now or with time, create a traffic safety issue.
- identify additional design's features at the site that pose a safety hazard or risk to any of the road users.
- Determine the extent of the deficiencies in the design, considering all road user groups.

1.3 Supporting information

The following table outlines the information provided as the scope of the audit.

Table 1 Supporting documents

Document reference	Document description	Revision
R25-SYS-NSS-TGS-001-005	TRAFFIC GUIDANCE SCHEMES – VARIOUS	**Rev 0**
R25-SYS-NSS-SPA-001-006	SWEPT PATH ASSESSMENTS – VARIOUS	**Rev 0**
R25-SYS-NSS-VMP-0001	VEHICLE MOVEMENT PLAN	**Rev 1**
R25-SYS-NSS-VMP-0002	VEHICLE MOVEMENT PLAN	**Rev 2**

1.4 Procedures and reference material

The procedures used are those in the Austroads Guide to Road Safety Part 6: Road Safety Audit (2022) and RMS Guidelines for Road Safety Audit Practices 2011.

Technical reference documents for Traffic Guidance Schemes is the Traffic Control at Worksites Manual (TCAWS) Version 6.1, 2022.

1.5 Audit Team

This Audit Team consisted of:

a) **Louis Peau** (Civlink Consulting Director / Traffic Manager / Senior Civil Engineer). Louis has 11 years construction and traffic experience and is a registered Level 3 (Lead) Road Safety Auditor in NSW and senior auditor in both VIC & QLD.

b) **Christian Cloete** (Hammerhead Design Pty Ltd). Chris has worked in road design and traffic engineering for 25 years, most of which has been in the design space. Chris is a Senior Road Safety Auditror in QLD and a Level 3 Road Safety Auditor in NSW.

2. Road Safety Audit Program

2.1 Commencement Meeting

On Wednesday the 1st of September 2025, a commencement email was received from Michael Kell providing the suite of Traffic Guidance Schemes (TGS) as well as a selection of Vehicle Movement Plans (VMPs) and Swept Path Assessments (SPAs) for the delivery of the works at North Strathfield, as part of the Phase J Electrical Conection and Termination Works as part of the Sydney Metro West Project.

The audit was to be conducted by Louis Peau, Lead Road Safety Auditor (Civlink Consulting) with the assistance of Christian Cloete. The audit was to be conducted on the provided TGS, VMP and SPA drawings.

2.2 Completion meeting

Project representatives are to advise of the need for a Completion meeting.

2.3 Responding to the audit report

The responsibility for the design and implementation of this project rests with the client's project management team, not with the auditors. The project manager is under no obligation to accept the audit findings. Also, it is not the role of the auditor to agree or to approve the project manager's responses to the audit. Rather, the audit provides the opportunity to highlight potential road safety problems and have

them formally considered by the project manager or design manager in conjunction with all other project considerations.

2.4 Corrective action response

The road safety audit is a formal process. The road safety audit report is by no means the end of the audit process. The audit report documents the audit teams' identified concerns made to improve the safety of the roads. This report must be responded to by the client with a written response to each audit finding.

2.5 Disclaimer

The findings and opinions in the report are based on the examination of the construction site area outlined in the audit brief. The audit report may not cover all hazards at the time of the audit. The auditors have endeavoured to identify features of the arrangement that could be modified or removed to improve safety, although it must be recognised that safety cannot be guaranteed. The problems identified have been noted in this report and should be considered for improving road safety. Where corrective actions are not taken, this should be reported in writing, providing the reason for the decision. Readers are urged to seek specific advice on matters and not to rely solely on this report. While every effort has been made to ensure the accuracy of this report, it is made available strictly on the basis that everyone relying on it does so at their own risk without any liability to the Auditors.

3. Risk Assessment Approach

This audit identified and rated risks per the Austroads recommendation using the assessment process below. Potential safety hazards were identified and categorised based on the frequency of occurrence and severity (consequence of crash). A preliminary risk rating for each identified issue has been assigned in Section 4 which were determined via a subjective judgement by the Auditor guided by the Austroads "*Guide to Road Safety, Part 6: Road Safety Audit*".

Austroads' provides an indication of the level of risk and what response may be appropriate – refer to the tables below.

3.1 Likelihood

	Description
Almost Certain	Occurrence once per quarter
Likely	Occurrence once per quarter to once per year
Possible	Occurrence once per year to once every three years
Unlikely	Occurrence once every three years to once every seven years
Rare	Occurrence less than once every seven years

3.2 Severity

	Description
Insignificant	Property damage
Minor	Minor first aid
Moderate	Major first aid and/or presents to hospital (not admitted)
Serious	Admitted to hospital
Fatal	At scene or within 30 days of the crash

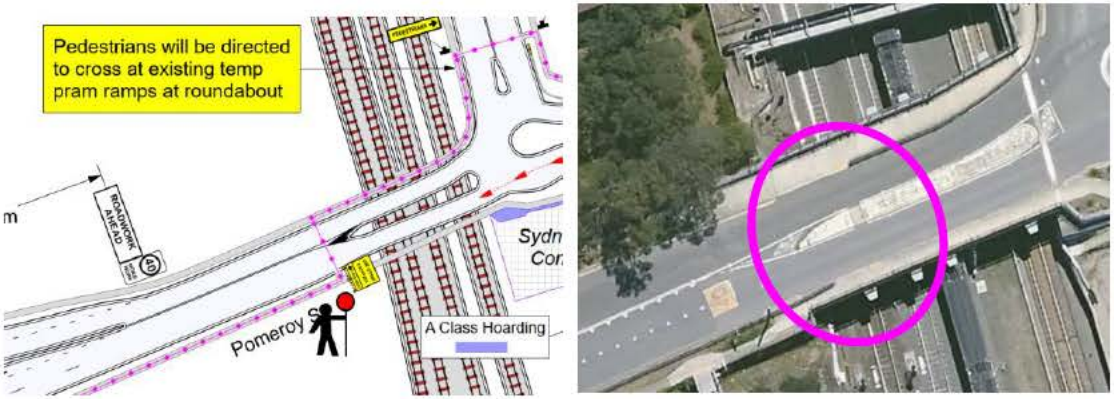
3.3 Risk Rating

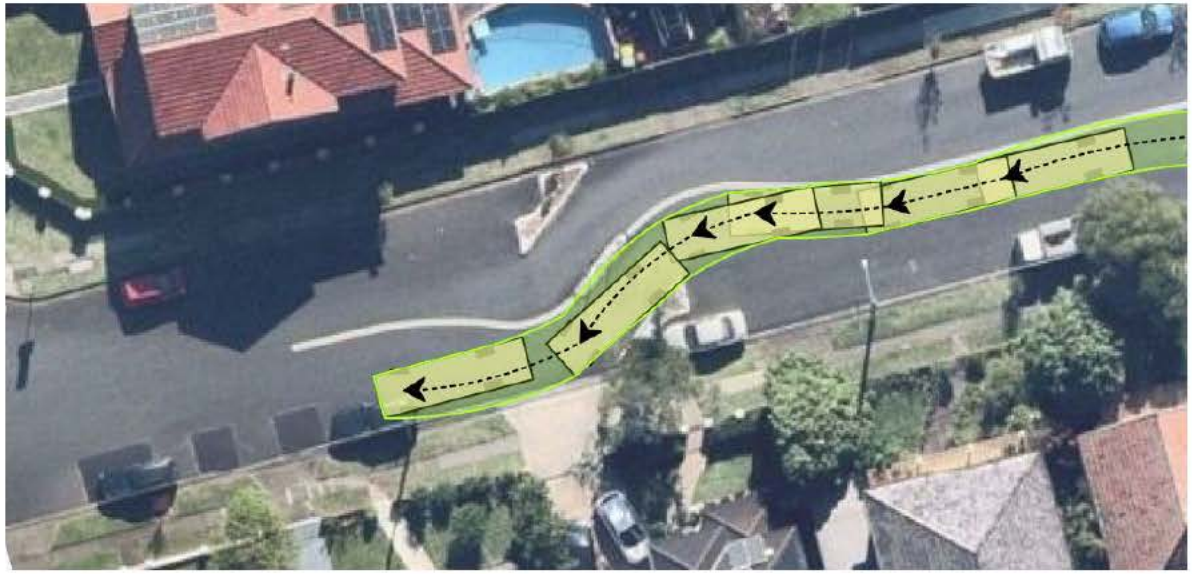
		Severity				
		Insignificant	Minor	Moderate	Serious	Fatal
Likelihood	Almost Certain	Medium	High	High	Extreme	Extreme
	Likely	Medium	Medium	High	Extreme	Extreme
	Possible	Low	Medium	High	High	Extreme
	Unlikely	Negligible	Low	Medium	High	Extreme
	Rare	Negligible	Negligible	Low	Medium	High

3.4 Treatment

Risk	Suggested treatment approach
Negligible	No action required
Low	Should be corrected or the risk reduced if the treatment cost is low
Medium	Should be corrected or the risk significantly reduced, if the treatment cost is moderate but not high
High	Should be corrected or the risk significantly reduced, even if the treatment cost is high
Extreme	Must be corrected regardless of cost

4. Audit Findings

No.	Location	Description of Deficiency / Observation	Risk level
1	RS5-SYS-NSS-TGS-GENERAL NOTE	There is a number of TGS which proposed the crossing of pedestrians west of the roundabout. The proposed crossing location appears to be west of the traffic island, and doesn't incorporate the use of the pedestrian refuge or pram ramps. The crossing where there are no pram ramps or refuge may see an increase in risk for pedestrians, and an increased probability of pedestraian and vehicle collisions. Note that in the aerial the refuge is within the traffic island. 	Note Only
2	RS5-SYS-NSS-TGS-GENERAL NOTE	There are a number of traffic control signs proposed for display which appear to be on the footpaths of the streets adjacent the works. It is unclear from the plans if the signs will obstruct the footpaths, or maintain adequate connectivity and width for both abled and disabled persons.	Note only

3	RS5-SYS-NSS-TGS-GENERAL NOTE	Several TGS show existing or proposed 40km/h speed signs in place, however there is no clarity on speed reinstatement, end roadwork or otherwise. This is typically required to be provided as part of the requirements under the Traffic Control at Worksites manual.	Note only
4	RS5-SYS-NSS-SPA-006	Swept path appears to conflict with parked cars when navigating the traffic calming devices on Gracemere Street. As a result, during this detour there is an increased risk of a side swipe type collision between the larger vehicles and parked cars. 	Likelihood - Unlikely Severity – Minor Risk Rating – Low

5. Conclusion

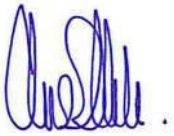
The report outlines where potential deficiencies have been identified for consideration by the project manager, designer and/or engineer.

The findings and opinions in the report are based on the examination of the site areas outlined in the audit brief as part of the Sydney Metro West Project Phase JM7 Widening and M12 Integration Project. The Auditors have endeavoured to identify features of the design that could be modified or removed to improve safety, although it must be recognised that safety cannot be guaranteed. 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.

Date: 03.10.2025

Louis Peau

Director | Level 3 Road Safety Auditor
Civlink Consulting Pty Ltd
M +61 401 511 877
louis@civlink-consulting.com.au



Date: 03.10.2025

Christian Cloete

Senior Civil Designer | Level 3 Road Safety Auditor
Hammerhead Design Pty Ltd
M +61 425 268 448

Appendix A – Audit documentation

SYNCON / RETRO
Project: SYNCON / RETRO - NORTH STRATHFIELD - PHASE J ELECTRICAL CONNECTION AND TERMINATION
Issued Date: 3/10/2025

Item	Location	RSA Comment	Project Response/Action for Resolution	Close out Date
1	RS5-SYS-NSS-TGS-GENERAL NOTE	There is a number of TGS which proposed the crossing of pedestrians west of the roundabout. The proposed crossing location appears to be west of the traffic island, and doesn't incorporate the use of the pedestrian refuge or pram ramps. The crossing where there are no pram ramps or refuge may see an increase in risk for pedestrians, and an increased probability of pedestraian and vehicle collisions. Note that in the aerial the refuge is within the traffic island.	Accepted. Affected TGS have been revised to direct pedestrians to the existing pram ramps and refuge within the splitter island. The informal crossing point has been removed. (TGS-001 Rev 1; TGS-002 Rev 1; TGS-003 Rev 1)	9/10/2025
2	RS5-SYS-NSS-TGS-GENERAL NOTE	There are a number of traffic control signs proposed for display which appear to be on the footpaths of the streets adjacent the works. It is unclear from the plans if the signs will obstruct the footpaths, or maintain adequate connectivity and width for both abled and disabled persons.	Accepted. Review confirms compliant pedestrian clear widths can be maintained without relocating signs. Updated TGS include site-specific notes requiring minimum compliant clear width at all times. Compliance will be checked at pre-start and through shift inspections.	9/10/2025
3	RS5-SYS-NSS-TGS-GENERAL NOTE	Several TGS show existing or proposed 40km/h speed signs in place, however there is no clarity on speed reinstatement, end roadwork or otherwise. This is typically required to be provided as part of the requirements under the Traffic Control at Worksites manual.	Accepted in principle. The revised Traffic Guidance Schemes (TGS) now clearly show end roadwork signs and speed reinstatement points in compliance with Traffic Control at Worksites Manual (TCWS 6.1). Existing long-term 40 km/h signage installed for the adjacent Sydney Metro station works remains in place; any overlap has been reviewed and adjusted in the updated TGS. (TGS-001 Rev 1; TGS-002 Rev 1; TGS-003 Rev 1; TGS-004 Rev 1; design team oversight corrected)	9/10/2025
4	RS5-SYS-NSS-SPA-006	Swept path appears to conflict with parked cars when navigating the traffic calming devices on Gracemere Street. As a result, during this detour there is an increased risk of a side swipe type collision between the larger vehicles and parked cars.	Accepted. Approval will be sought from Council to temporarily reserve parking in the affected section during detour operations. Parking spaces will be coned off prior to each shift, and a Traffic Controller will monitor vehicle movements. The controller may hold opposing traffic where required to allow vehicles to safely navigate the traffic calming devices.	9/10/2025

Appendix E STAKEHOLDER CONSULTATION

Sydney Metro West

City of Canada Bay Project Briefing

SMC-24-1333 - Design and Construction of North Strathfield Electrical Kiosk Works

5th of September 2025

sydneymetro.info

Acknowledgement of Country

Sydney Metro pays respect to Elders past and present, and recognises and celebrates the diversity of Aboriginal peoples and their ongoing cultures and connections to the lands and waters of NSW.

Agenda

1	Project Scope of Works
2	Indicative Working Dates
3	Proposed Working Hours
4	Parking Impacts for Works
5	Access
6	Noise Impacts
7	Notifications and Engagement
8	Traffic Documentation
9	Proposed TGS items

Project Scope of Works

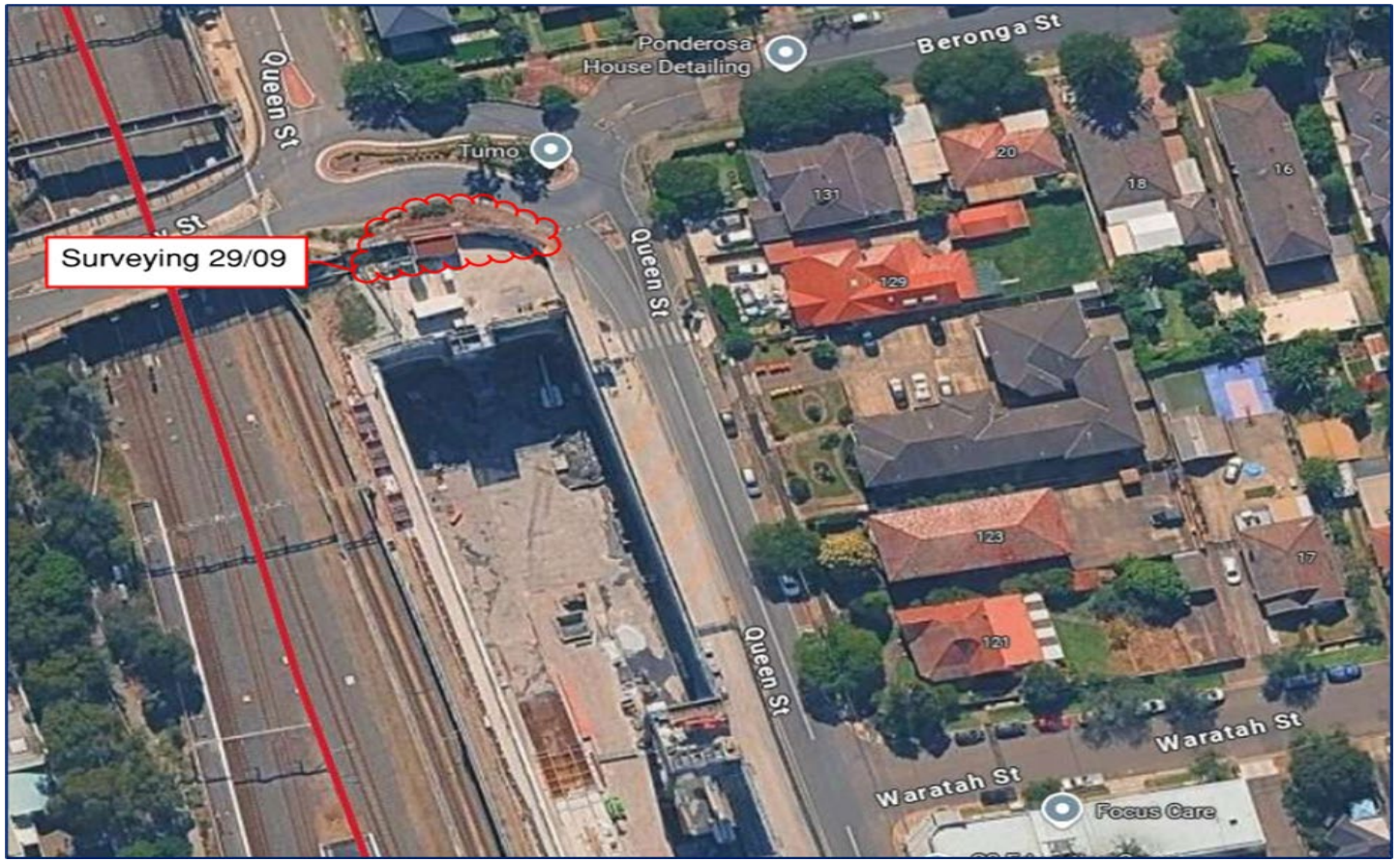
- **Design & Approvals** – ASP3 design modifications, re-submission, and coordination with Ausgrid for re-certification.
- **Planning Approvals & Management Plans** – Preparation and submission of all required planning approvals, permits, and management plans in consultation with City of Canada Bay and Sydney Metro.
- **ASP1 Electrical Infrastructure Upgrade** – Installation of a new kiosk substation & associated civil works to support Sydney Metro North Stratfield Station Construction, including associated high-voltage and low-voltage inter-connections to Ausgrid's network.
- **ASP2 Internal Electrical Installations** – Connection from the new kiosk substation to the new Main Switch Board (MSB), and from the new MSB to both the generator and the existing distribution board.
- **Removal of Temporary Supply** – Permanent disconnection and safe removal of redundant temporary electrical supply infrastructure.
- **Outage & Commissioning** – Planned power outage to safely cut over to the new electrical infrastructure.
- **Restoration** – Full reinstatement of all disturbed areas, including footpaths and internal site works, in line with City of Canada Bay standards.

Indicative Working Dates (Subject to Approvals)

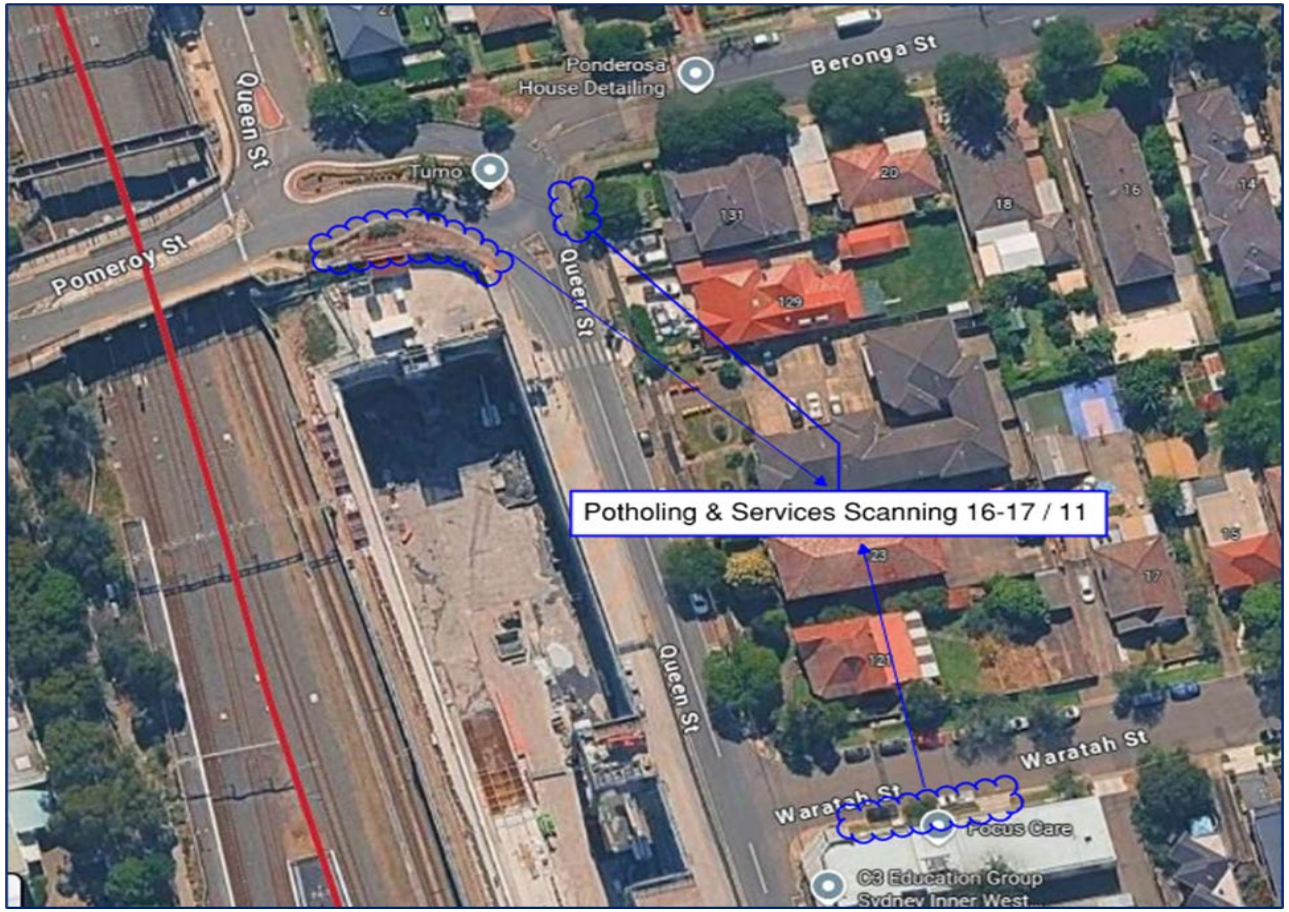
Key Factors	Indicative Dates	Indicative Duration	Indicative Road Impacts
Surveying	29/09/25	1 x Day	Nill.
Potholing & Service Scan	16/11/25	2 x Nights	Lane Closures & Pedestrian Impacts
Joint Bay Excavations Existing HV Cable Testing	23/11/25	2 x Nights	Impact to Local Business, Parking, Pedestrians & Lane Closures
LV Cable Trenching	30/11/25	2 x Nights	Lane Closures & Pedestrian Impacts
LV Cable Installation	07/12/25	1 x Night	Lane Closures & Pedestrian Impacts
Backfill Joint Bays & Temporary Restorations	08/12/2025	1 x Night	Impact to Local Business, Parking, Pedestrians & Lane Closures
Pre Outage Works	11/01/2026	1 x Night	Lane Closures & Pedestrian Impacts
Outage	12/01/2026	1 x Night	Lane Closures & Pedestrian Impacts
Temporary Supply Removal	18/01/2026	1 x Night	Lane Closures & Pedestrian Impacts
Permanent Restorations	01/02/2026	2 x Nights	Impact to Local Business, Parking, Pedestrians & Lane Closures

Note: The above schedule represents works that will impact the surrounding local area, including road users and nearby residents. Additional activities associated with the project will be undertaken from within the project site boundary and will not affect local traffic, access, or community amenity.

Surveying (indicative working dates)



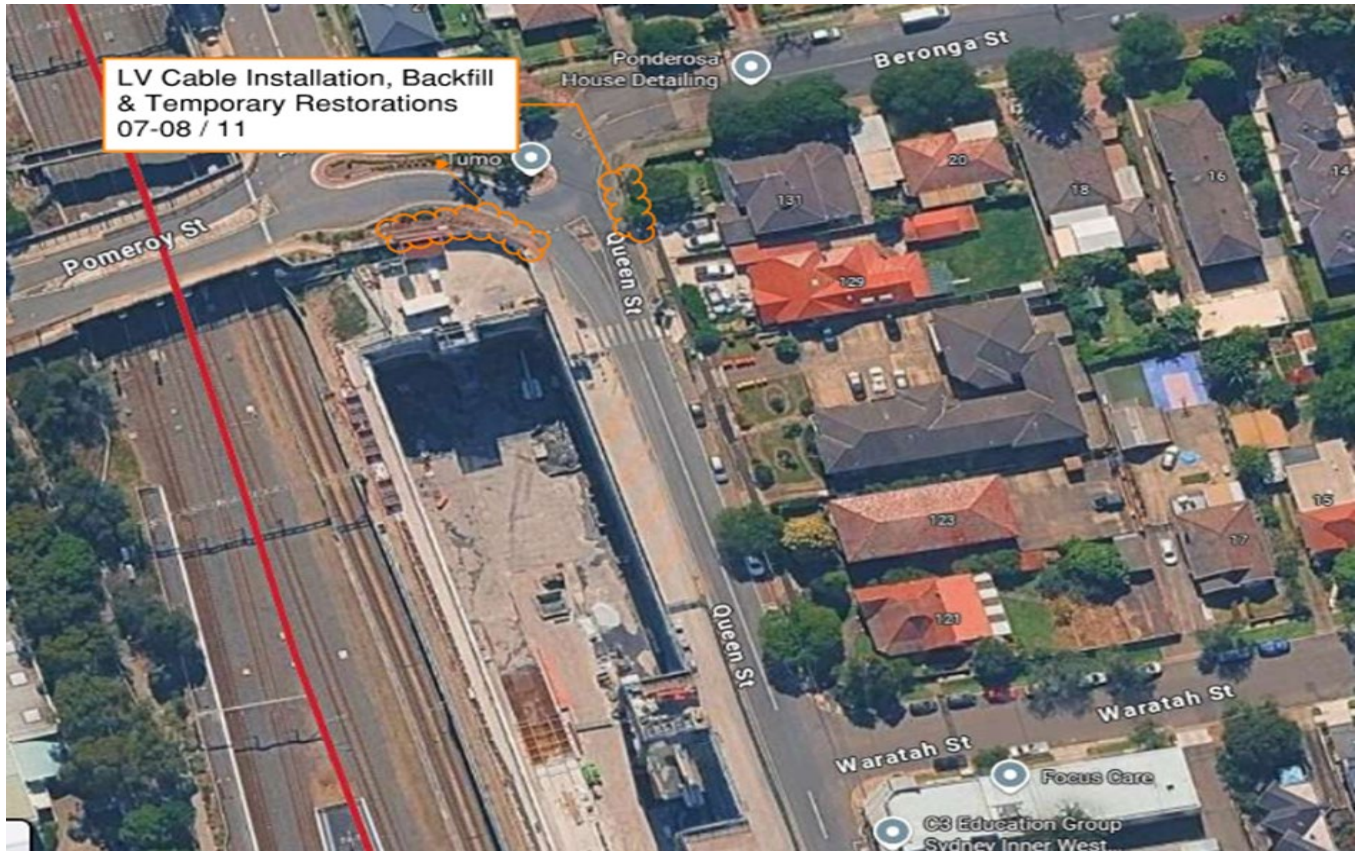
Potholing & Services Scan (indicative working dates)



Joint Bay Excavations (indicative working dates)

LV cable trenching (indicative working dates)

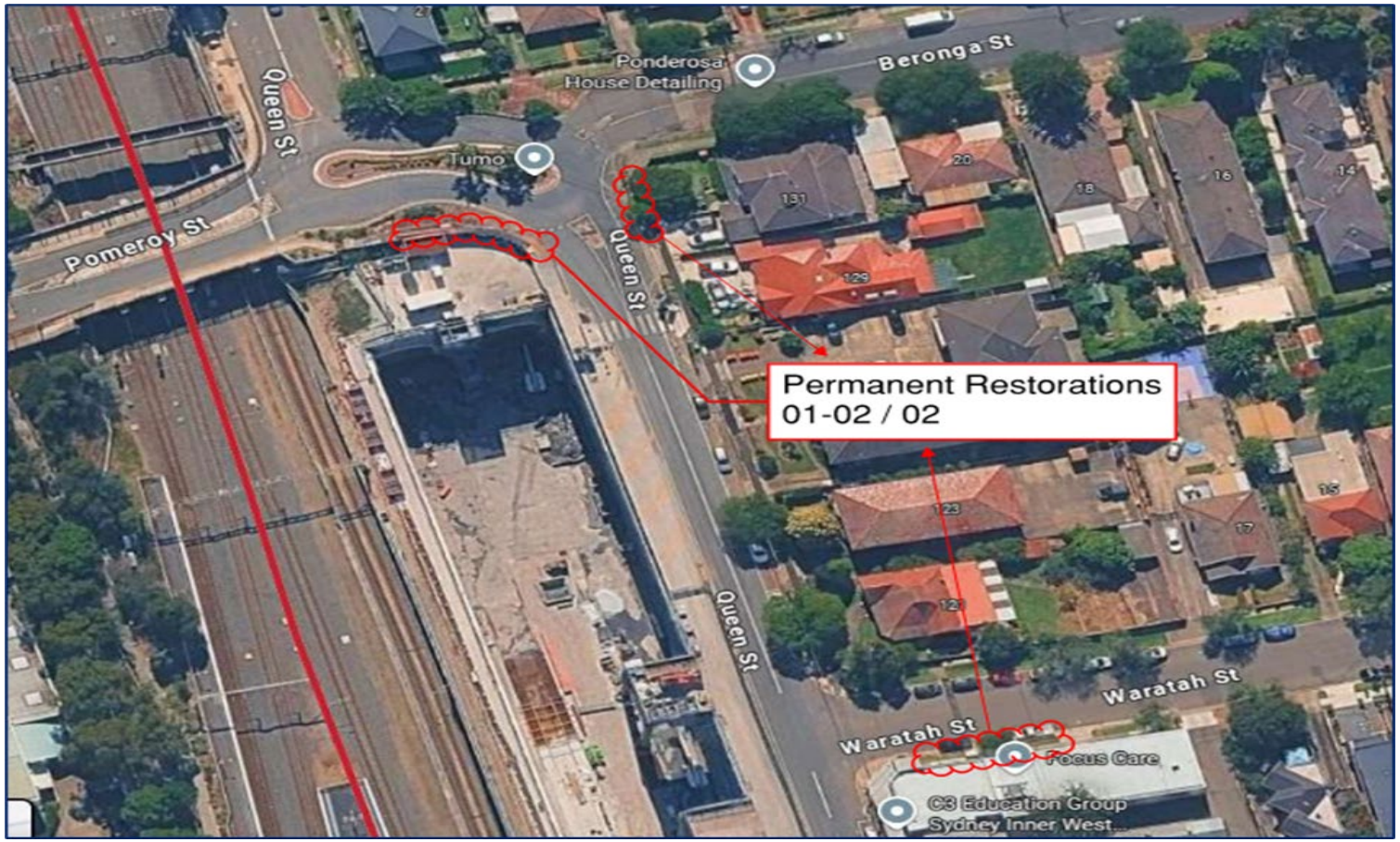
LV cable installation, Backfill & Temp restoration (indicative working dates)



Pre Outage & Outage Works (indicative working dates)

Temp Power Supply Removal (indicative working dates)

Permanent Restoration (indicative working dates)



Proposed working hours (Subject to Approvals)

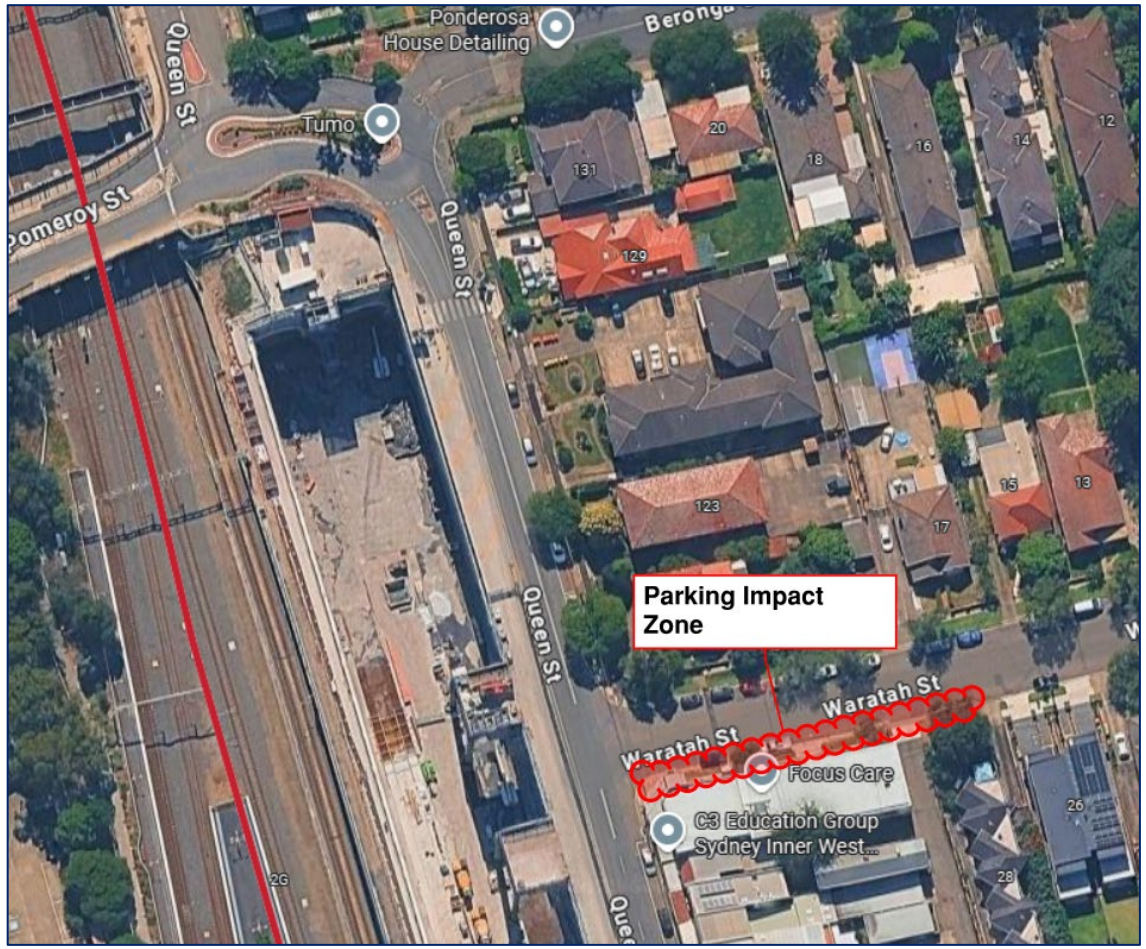
Internal Works (within project site boundary):

- 7:00am – 5:00pm, Monday to Friday
- No community impact anticipated

External Works (affecting local area):

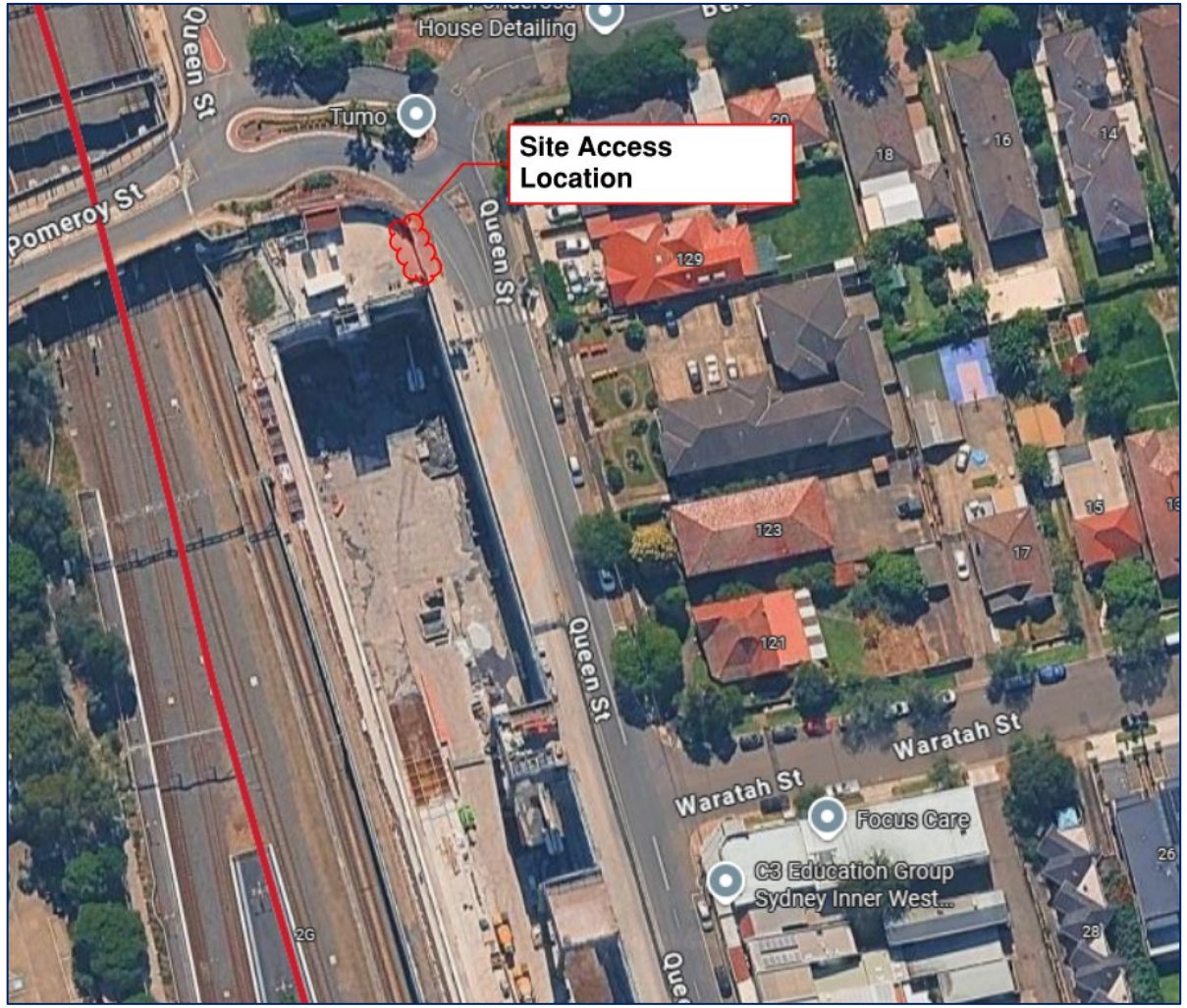
- 8:00pm – 5:00am, Sunday & Monday Nights
- Subject to approved Road Occupancy Licences (ROLs)
- Planned to minimise traffic and resident disturbance

Parking Impacts for Works (Design Verification)



- Temporary parking restrictions will be required along Waratah Street to facilitate high-voltage joint bay excavation, pre-outage works, outage cut-ins, and permanent restoration activities. Parking will be reinstated once all external works are complete.

Access



- Access to the work site will be via Queen Street at the designated entry point shown. This access location has been selected to minimise disruption to local traffic and residents

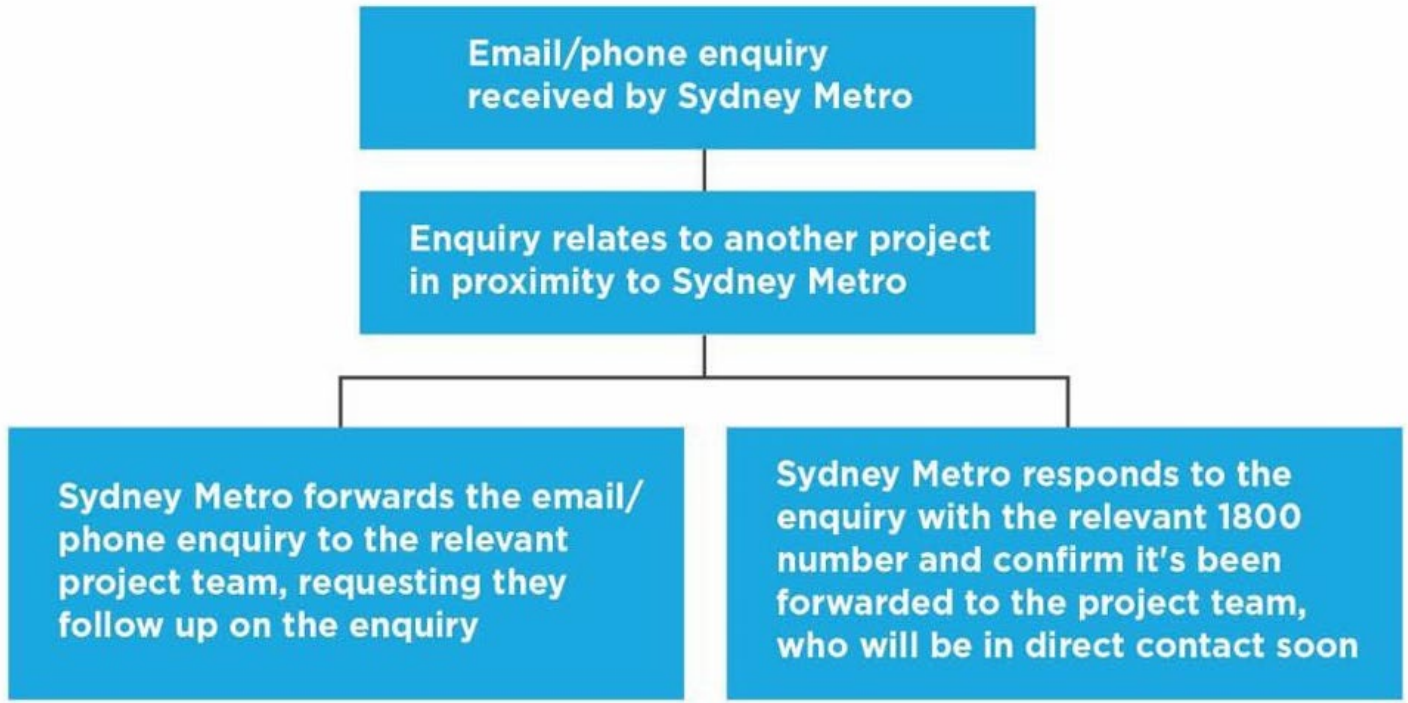
Noise Impacts

- **Non-Destructive Digging** (NDD) excavation – vacuum trucks and suction equipment.
- **Trenching works** – saw cutting, excavation, and compaction.
- **Joint bay excavations** – concrete breakout, excavation, and backfill.
- **Internal site noise** – concrete cutting, small plant operation, and excavation.
- **Cable installation** – pulling winches and rollers (intermittent noise).
- **Temporary restorations** – hot/cold mix application and compaction.
- **Outage works** – Use of plant and machinery.

Notifications & Engagement

Sydney Metro West has an established Project Communications Team and will provide an embedded Project Communications Resource who will manage the Works public communication engagement including development of public documentation including construction notifications.

Communication and liaison will be undertaken in accordance with Sydney Metro's Overarching Community Communications Strategy.



Traffic Documentation

TGS under development – expected submission (for review) is end of September 2025

CTMP under development – expected submission (for review) is end of September 2025

HVLR under development – expected submission (for review) is end of September 2025

CPAS under development – expected submission (for review) is end of September 2025

Road Dilapidation Report under development - expected submission (for review) is end of September 2025

Proposed TGS’s items for Works

- Short-term shuttle flow (stop/slow).
- Proposed ROL hours (subject to approval):
  - 8am to 5pm (Monday to Friday - Days)
  - 8pm – 5am (Sunday & Monday - Nights)
- No Bus Stop or Bus Routes Impacts.
- Community notifications will be distributed at least 7 days prior to any new works.
- Pedestrians escorted around work area.
- Emergency services access always maintained.

Have your say

If you have any questions or would like more information please contact our project team:

1800 612 173 Community information line open 24 hours

sydneymetrowest@transport.nsw.gov.au

Sydney Metro West, PO Box K659, Haymarket NSW 1240

Translating and interpreting service

If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1800 612 173**

Thank you

sydneymetro.info

NSW GOVERNMENT

sydney METRO

Sydney Metro West – Traffic Control Group (TCG) – Meeting 105 – Minutes

Date/Time:	Thursday 16 October 2025, 3:30pm to 4:30pm		
Location:	Microsoft Teams meeting		
Chair:	Ghaith Farfour		
Attendees:	**Initials**	**Organisation**	**Role**
Ghaith Farfour	GF	Sydney Metro	Senior Manager Transport Planning
Richard Banzon	RB	Sydney Metro	Manager Traffic & Transport Advisory
Nita Hutapea	NH	Sydney Metro	Manager Network Modelling Advisory
Ash Jarvis	AJ	Sydney Metro	ETP Interface Manager
Kate Brooks	KB	Sydney Metro	Project Engagement Coordinator
Syed Shah	SSh	Sydney Metro	Environment Officer
Marion Tynan	MT	Sydney Metro	Engagement Manager
Peter Keyes	PKe	TfNSW (OP)	Traffic & Transport
Tash Pett	TP	TfNSW (OP)	Traffic & Transport
Frankie Passarelli	FP	TfNSW (OP)	Short Term Bus Changes
Darren Crowly	DC	TfNSW (OP)	Traffic & Transport
Shobhan Baranwal	SB	TfNSW (OP)	Traffic & Transport
Maryam Yadak	MY	TfNSW (OP)	Operational Improvement Planning
Hassan Yousaf	HY	TfNSW (PIP)	Integration Lead
Nicole Li	NL	TfNSW (PIP)	Project Integration
Zakaria Ahmad	ZA	TfNSW (PIP)	Integration Lead
Luke Wilby	LW	TfNSW	Road Safety
Lincoln de Haas	LdH	DPHI	DPHI Representative
Michael Huy	MHu	Inner West Council	Traffic & Transport
Roberto Di Federico	RF	Burwood Council	Traffic & Transport
Joshua Bunn	JB	GLC	WTP Contractor
Rafat Hirzallah	RH	AFJV	CTP Contractor
Saidhbhin Langan	SL	JCGJV	ETP Contractor
Corrine Mackenna Porter	CMP	JCGJV	ETP Contractor
Helen Mardesic	HM	JCGJV	ETP Contractor
Louise Casey	LC	Quickway	Clyde/Five Dock Utilities Contractor
Adrian Washington	AW	Syscon	North Strathfield Kiosk Contractor
Leon Coetzee	LCo	Syscon	North Strathfield Kiosk Contractor

Item	Agenda item	Overview by
1.	**Welcome and Introductions** - Acknowledgement of Country *Sydney Metro pays respect to Elders past and present, and recognises and celebrates the diversity of Aboriginal peoples and their ongoing cultures and connections to the lands and waters of NSW* - New Introductions	Ghaith Farfour
2.	**Confirmation of Minutes** - Acceptance of previous meeting minutes (TCG Meeting 104 – 2 October 2025)	Ghaith Farfour
3.	**Actions arising from the previous meeting** - No actions	Ghaith Farfour
4.	**Western Tunnelling Package (WTP) Works Overview** - Rosehill/Clyde: James Ruse Drive closures - Parramatta: Macquarie Lane closures - Westmead: Priddle Street / Hawkesbury Road closures, parking removal on Hassall Street and Hawkesbury Road, Alexandra Avenue closures	Joshua Bunn
5.	**Eastern Tunnelling Package (ETP) Works Overview** - Nil report	N/A
6.	**Clyde – HV Conduit Installation Works Overview** - Nil report	N/A
7.	**Five Dock – Power Enabling Works Overview** - Nil report	N/A
8.	**North Strathfield – Electrical Kiosk Works Overview** - Project background - Working hours, parking and site access - Traffic documents - TGS and VMP	Adrian Washington
9.	**Other matters**	All
10.	**Next Meeting** - The next TCG meeting is scheduled for 6 November 2025	Ghaith Farfour

Minutes

Agenda Item	Minutes
1	**Welcome and Introductions** • Acknowledgment of Country • New introductions - Leon Coetzee (Construction Manager, Syscon)
2	**Confirmation of Minutes** • The Minutes of TCG Meeting 104 (2 October 2025) were accepted as an accurate record of the meeting and were adopted by the TCG.
3	**Actions arising from the previous meeting** • No actions
4	**Western Tunnelling Package (WTP) Works Overview** Joshua Bunn (JB) presented the following: • Rosehill / Clyde - James Ruse Drive lane closure o Lane closure to disconnect power cable and pole o Subject to ROL (night works only) - James Ruse Drive shoulder closure o Reduced shoulder width for earthworks and drainage works o October 2025 to February 2026 o Design in preparation and will be included in a revised CTMP. • Parramatta - Macquarie Lane road closure o Road closure for sewer relining works o Detour via Marsden St, George St and Smith St o Timing TBC. • Westmead - Priddle Street / Hawkesbury Road works o Majority of scope is now complete o Installation of signs ongoing - Hassall Street and Hawkesbury Road parking remove o Temporary removal of some parking spaces to facilitate OSOM loads for TMB retrieval and transportation o Proposed in late November / early December (actual dates TBC) - Alexandra Avenue lane closure o Lane closure / contraflow arrangements for shed demobilisation o March 2026 during night shift o VMS strategy to be implemented 2 weeks prior o Consultation with bus operators to be undertaken. **Comments/Discussions:** • JB asked whether there are any specific requirements from TfNSW for the James Ruse Drive barrier design outside of the technical manual/specifications. • Peter Keyes (PK) replied that GLC are to ensure that there is at least a half metre offset and also added that it would be worth checking where the WestConnex boundary is as about half of the barrier belongs to them. **Actions**: • Nil

Agenda Item	Minutes
5	**Eastern Tunnelling Package (ETP) Works Overview** • Nil report
6	**Clyde – HV Conduit Installation Works Overview** • Nil report
7	**Five Dock – Power Enabling Works Overview** • Nil report
8	**North Strathfield – Electrical Kiosk Works Overview** Adrian Washington (AW) presented the following: • Revised working dates for each work area - Refer to slides 5 to 14. • No change to proposed working hours previously presented - Internal Works (within project site compound), 7:00am – 6:00pm, Monday to Friday - External Works (affecting local area), 6:00pm – 5:00am, Sunday & Monday Nights. • Parking impacts and access - Temporary parking removal along Waratah Street, with parking to be reinstated after each shift - Work site access via Queen Street. • Traffic Documentation - TGS updated draft completed on 26/9/25 for review - CTMP draft completed on 10/10/25 for review - HVLR draft completed on 6/10/25 for review - CPAS draft completed on 6/10/25 for review - Road Dilapidation undertaken on 10/10/25, with report to be submitted to road authorities on 24/10/25. **Comments/Discussions:** • Richard Banzon (RB) asked whether the pedestrian, parking and lane impacts mentioned would only occur at night. • AW confirmed that the traffic impacts only occur at night, and day works are only planned within the site compound. **Actions**: • Nil
9	**Other matters** • Nil
10	**Next Meeting** • The next TCG meeting is scheduled for 6 November 2025
Meeting ended at 3:43pm	

Sydney Metro West – Traffic & Transport Liaison Group (TTLG) – Meeting 55 – Minutes

Date/Time:	Thursday 25 September 2025, 3:30pm to 4:30pm		
Location:	Microsoft Teams meeting		
Chair:	Joel Azzopardi / Richard Banzon		
Attendees:	**Initials**	**Organisation**	**Role**
Joel Azzopardi	JA	Sydney Metro	Senior Manager Transport Planning
Richard Banzon	RB	Sydney Metro	Manager Traffic & Transport Advisory
Hamid Bayat	HB	Sydney Metro	ETP Project Engineer
Ankur Arora	AA	Sydney Metro	Project Engagement Manager
Peter Keyes	PKe	TfNSW (OP)	Traffic & Transport
Darren Crowley	DC	TfNSW (OP)	Traffic & Transport
Tash Pett	TP	TfNSW (OP)	Traffic & Transport
Frankie Passarelli	FP	TfNSW (OP)	Short Term Bus Changes
Egwin Herbert	EH	TfNSW (OP)	Traffic & Transport
Hassan Yousaf	HY	TfNSW (PIP)	Integration Lead
Nicole Li	NL	TfNSW (PIP)	Project Integration
Zakaria Ahmad	ZA	TfNSW (PIP)	Integration Lead
Nazli Tzannes	NT	TfNSW (PIP)	Senior Network & Safety Officer
Luke Wilby	LW	TfNSW	Road Safety
Lincoln de Haas	LdH	DPHI	DPHI Representative
Jack Makhoul	JM	Police NSW	Sergeant
Michael Huy	MHu	Inner West Council	Traffic & Transport
Roberto Di Federico	RF	Burwood Council	Traffic & Transport
Lawrence Huang	LH	Canada Bay Council	Traffic & Transport
Joshua Bunn	JB	GLC	WTP Contractor
Kelly Royter	KR	GLC	WTP Contractor
Rafat Hirzallah	RH	AFJV	CTP Contractor
Nathan Bryant	NB	JCGJV	ETP Contractor
Corrine Mackenna Porter	CMP	JCGJV	ETP Contractor
Helen Mardesic	HM	JCGJV	ETP Contractor
Thomas Uthaug	TU	CDC Bus	CDC Bus
Louise Casey	LC	Quickway	Clyde/Five Dock Utilities Contractor
Adrian Washington	AW	Syscon	North Strathfield Kiosk Contractor
Michael Kell	MK	Retro Traffic	North Strathfield Kiosk Contractor

Item	Agenda item	Action by	Due Date
1.	Welcome and Introductions	JA	
2.	Confirmation of Minutes	JA	
3.	Actions arising from the previous meeting	JA	
4.	Western Tunnelling Package (WTP) Works Overview	JB	
5.	Eastern Tunnelling Package (ETP) Works Overview	CMP	
6.	Clyde – HV Conduit Installation Works Overview	LC	
7.	Five Dock – Power Enabling Works Overview	LC	
8.	North Strathfield – Electrical Kiosk Works Overview	AW / MK	
9.	Other matters	All	
10.	Next Meeting	RB	

Minutes

Agenda Item	Minutes
1	**Welcome and Introductions** • Acknowledgment of Country. • New attendees – George Kollias (Environmental Representative for Five Dock and North Strathfield works), Michael Kell (traffic consultant for North Strathfield works).
2	**Confirmation of Minutes** • The Minutes of TTLG Meeting 54 (28 August 2025) were accepted as an accurate record of the meeting and were adopted by the TTLG.
3	**Actions arising from the previous meeting** • Nil
4	**Western Tunnelling Package (WTP) Works Overview** Joshua Bunn (JB) presented the following: • Traffic document status update - Westmead CPAS Rev H and CTMP Rev F submitted for review - Parramatta CTMP Rev F has been approved. • Rosehill/Clyde – Gate changes - Gate 1 – 21 Wentworth Street - Relocation of Gate 1 to the south for earthworks - Proposed in mid-October. • Parramatta – Macquarie Lane diversion - Design at 100% and CTMP is approved - Diversion from 30 September. • Westmead – TBM extraction - Oversized movements in late November / early December - Updated CPAS due to parking removal on Hassall Street and Hawkesbury Road - CTMP submitted earlier today. • Westmead – Priddle Street and Hawkesbury Road closures - From 3 September to 10 October - Potholing, construction of posts, kerb ramp installation, milling and profiling works - Shuttle flow from 3 September to 29 September - Priddle Street full closure at night (10pm to 5am) from 29 September to 3 October - Traffic to be diverted via Mowle Street, Hassall Street and Bailey Street, or via Alexander Street. • Westmead – Alexandra Avenue closures - March 2026 during nightshift (dates TBC) - Shed demobilisation - Lane closures / contraflow on Alexandra Avenue. **Comments/Discussions:** • JB asked for advice on the required traffic document updates regarding the proposed Wentworth Street gate changes in Clyde. • Peter Keyes (PKe) advised that an updated CTMP is needed, and that an addendum CTMP would be fine. **Actions**: • Nil

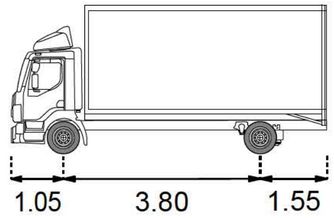
Agenda Item	Minutes
5	**Eastern Tunnelling Package (ETP) Works Overview** Corrine Mackenna Porter (CMP) presented the following: • Traffic plan status update - CPAS monitoring report under development - Hunter Street East TBM demobilisation CTMP to be re-issued following request from Operations Planning for additional assessments to be included. • The Bays / TBM progress update - TBM's have been relaunched towards Hunter St, expected to arrive by end of year - Spoil haulage vehicle volumes have increased at The Bays - TBM segment deliveries at Pyrmont to commence next week. • Pyrmont progress update - Cavern invert excavation has commenced, with associated excavation material hauled through the TBM tunnel to The Bays for disposal - Roadheader excavation is complete, with final adit breakthrough at Pyrmont west this month - Union St closure scheduled 11 October 2025, to be implemented in line with the approved CTMP. • Hunter Street progress update - Lining works approximately 50% complete - Access deck at west site is now fully operational and will service materials handling for shaft excavation - Southern stage of east shaft around 60% complete, with northern stage excavation to comment by the end of the year - TBM Demobilisation CTMP being updated to include route assessment for oversize components up to 7m wide, and will include detailed swept paths and RSA. **Comments/Discussions:** • Nil **Actions**: • Nil

Agenda Item	Minutes
6	**Clyde – HV Conduit Installation Works Overview** Louise Casey (LC) presented the following: • Project location, traffic documents and key dates - Conduits along Colquhoun St and Unwin St - HVLR and CPAS under stakeholder review, CTMP under development - Low Impact Work (LIW) brought forward, commencing 7 October. • Heavy vehicle routes and TGS for LIW - HV routes are all approved EIS routes, with around 12 movements per shift - See slides 9-12 for example TGS'. • Completed and ongoing actions - LIW ROLs approved - Extensive stakeholder engagement has occurred, with meetings already held with Endeavor Energy, GLC, ATC and City of Parramatta - Future meeting to be arranged with Council prior to LIW commencing. **Comments/Discussions:** • Nil **Actions**: • Nil
7	**Five Dock – Power Enabling Works Overview** Louise Casey (LC) presented the following: • Project location, traffic documents and key dates - CTMP, HVLR and CPAS have all been issued to DPHI - LIW already commenced, scheduled to be completed by 3 October. • Program and completed works - LIW work approximately 75% complete - All LIW works thus far completed during dayshift, see slides for photos. • Proposed TGS for LIW and October lookahead - See slides 9-11 for example TGS' for LIW - Design verification to commence after LIW, with no expected traffic impacts during this period - Main construction works to commence mid-November. **Comments/Discussions:** • Nil **Actions**: • Nil

Agenda Item	Minutes
8	**North Strathfield – Electrical Kiosk Works Overview** Adrian Washington (AW) and Michael Kell (MK) presented the following: • Project scope, working dates and hours - Installation of a new kiosk substation and associated civil works - Connection from new substation to new main switch board - Indicative program from October 2025 to February 2026 - Proposed work areas shown in slides 6-13 - Internal works (within site compound): 7am to 6pm, Monday to Friday - External works (local area impacts): 6pm to 5am, Sunday and Monday nights, subject to ROL approvals. • Parking impacts, site access and notifications - Temporary parking restrictions required along Waratah Street - Work site access to and from Queen Street - Sydney Metro will manage community and stakeholder engagement. • Traffic documents and TGS - First draft of TGS' sent for initial review - CTMP, HVLR, CPAS and road dilapidation report under development - TGS' for proposed lane closures during night works only (see slides 19-25). **Comments/Discussions:** • Ankur Arora (AA) asked whether Syscon are liaising with Sydney Metro's interface team regarding Council permits. • MK confirmed that Council is being consulted on the required permits, with support being provided from Sydney Metro. **Actions**: • Nil
9	**Other Matters** • JA informed the TTLG at the start of the meeting that AI / bots are not to be used to record the meeting.
10	**Next Meeting** • The next TTLG meeting is scheduled for Thursday 30 October 2025.
Meeting ended at 4:07pm	

Appendix F SWEPT PATHS

Vehicle dimensions



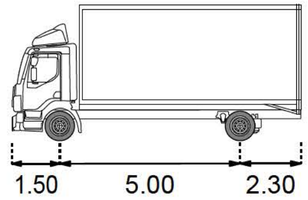
Small Rigid Vehicle

Length: 6.40 m
Max width: 2.33 m
Lock to lock time: 4.0 s
Max steering angle: 38.18°
Turn radius (curb to curb): 7.10 m
Turn radius (wall to wall): 7.71 m

Retro Traffic

TGS Ref No:	R25-SYS-NSS-SPA-001				PAGE 1 of 1
Revision No:					
REV 0	Designed by:	Name: Sarah Brennan	PWZTMP Licence: TCT0065692	Date: 23/09/2025	Signature:
	Approved by:	Michael Arthur	TCT0049712	23/09/2025	

Vehicle dimensions



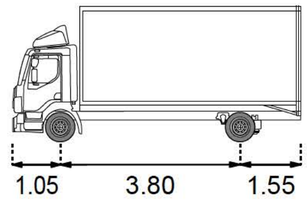
Medium Rigid Vehicle

Length: 8.80 m
Max width: 2.50 m
Lock to lock time: 4.0 s
Max steering angle: 34.01°
Turn radius (curb to curb): 10.00 m
Turn radius (wall to wall): 10.83 m

Retro Traffic

TGS Ref No:	R25-SYS-NSS-SPA-002				PAGE 1 of 1	
Revision No:						
REV 0	Designed by:	Name: Sarah Brennan	PWZTMP Licence: TCT0065692	Date: 23/09/2025	Signature:	
	Approved by:	Michael Arthur	TCT0049712	23/09/2025		

Vehicle dimensions



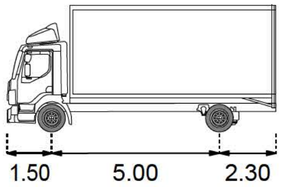
Small Rigid Vehicle

Length: 6.40 m
Max width: 2.33 m
Lock to lock time: 4.0 s
Max steering angle: 38.18°
Turn radius (curb to curb): 7.10 m
Turn radius (wall to wall): 7.71 m

Retro Traffic

TGS Ref No:	R25-SYS-NSS-SPA-003				PAGE 1 of 1
Revision No:					
REV 0	Designed by:	Name: Sarah Brennan	PWZTMP Licence: TCT0065692	Date: 23/09/2025	Signature:
	Approved by:	Michael Arthur	TCT0049712	23/09/2025	

Vehicle dimensions



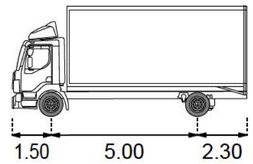
Medium Rigid Vehicle

Length: 8.80 m
Max width: 2.50 m
Lock to lock time: 4.0 s
Max steering angle: 34.01°
Turn radius (curb to curb): 10.00 m
Turn radius (wall to wall): 10.83 m

Retro Traffic

TGS Ref No:	R25-SYS-NSS-SPA-004					PAGE 1 of 1
Revision No:						
REV 0	Designed by:	Name: Sarah Brennan	PWZTMP Licence: TCT0065692	Date: 23/09/2025	Signature:	
	Approved by:	Michael Arthur	TCT0049712	23/09/2025		

Vehicle dimensions



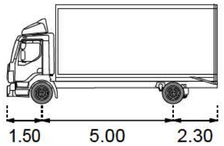
Medium Rigid Vehicle

Length: 8.80 m
Max width: 2.50 m
Lock to lock time: 4.0 s
Max steering angle: 34.01°
Turn radius (curb to curb): 10.00 m
Turn radius (wall to wall): 10.83 m

Retro Traffic

TGS Ref No:	R25-SYS-NSS-SPA-005				PAGE 1 of 1	
Revision No:						
REV 0	Designed by:	Name: Sarah Brennan	PWZTMP Licence: TCT0065692	Date: 23/09/2025	Signature:	
	Approved by:	Michael Arthur	TCT0049712	23/09/2025		

Vehicle dimensions



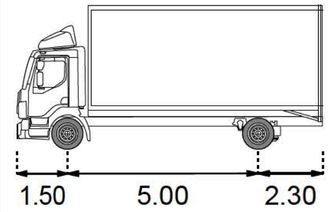
Medium Rigid Vehicle

Length: 8.80 m
Max width: 2.50 m
Lock to lock time: 4.0 s
Max steering angle: 34.01°
Turn radius (curb to curb): 10.00 m
Turn radius (wall to wall): 10.83 m

Retro Traffic

TGS Ref No:	R25-SYS-NSS-SPA-006					PAGE 1 of 1
Revision No:						
REV 0	Designed by:	Name: Sarah Brennan	PWZTMP Licence: TCT0065692	Date: 30/09/2025	Signature	
	Approved by:	Michael Arthur	TCT0049712	30/09/2025		

Vehicle dimensions



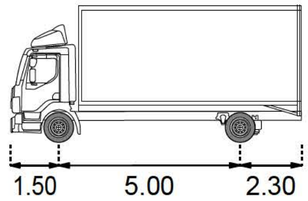
Medium Rigid Vehicle

Length: 8.80 m
Max width: 2.50 m
Lock to lock time: 4.0 s
Max steering angle: 34.01°
Turn radius (curb to curb): 10.00 m
Turn radius (wall to wall): 10.83 m

plan > implement > succeed

TGS Ref No:	R25-SYS-NSS-SPA-007					PAGE 1 of 1
Revision No:						
REV 0	Designed by:	Name: Sarah Brennan	PWZTMP Licence: TCT0065692	Date: 10/11/2025	Signature	
	Approved by:	Michael Arthur	TCT0049712	10/11/2025		

Vehicle dimensions



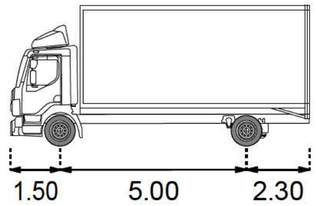
Medium Rigid Vehicle

Length: 8.80 m
Max width: 2.50 m
Lock to lock time: 4.0 s
Max steering angle: 34.01°
Turn radius (curb to curb): 10.00 m
Turn radius (wall to wall): 10.83 m

Retro Traffic

TGS Ref No:	R25-SYS-NSS-SPA-008				PAGE 1 of 1	
Revision No:						
REV 0	Designed by:	Name: Sarah Brennan	PWZTMP Licence: TCT0065692	Date: 10/11/2025	Signature:	
	Approved by:	Michael Arthur	TCT0049712	10/11/2025		

Vehicle dimensions



Medium Rigid Vehicle

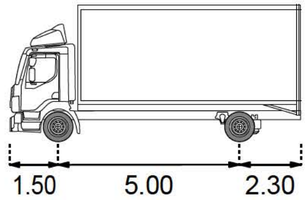
Length: 8.80 m
Max width: 2.50 m
Lock to lock time: 4.0 s
Max steering angle: 34.01°
Turn radius (curb to curb): 10.00 m
Turn radius (wall to wall): 10.83 m

Retro Traffic

TGS Ref No:	R25-SYS-NSS-SPA-009					PAGE 1 of 1
Revision No:						
REV 0	Designed by:	Name: Sarah Brennan	PWZTMP Licence: TCT0065692	Date: 10/11/2025	Signature	
	Approved by:	Michael Arthur	TCT0049712	10/11/2025		

plan : implement : succeed

Vehicle dimensions



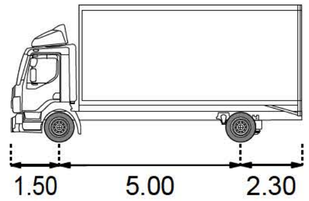
Medium Rigid Vehicle

Length: 8.80 m
Max width: 2.50 m
Lock to lock time: 4.0 s
Max steering angle: 34.01°
Turn radius (curb to curb): 10.00 m
Turn radius (wall to wall): 10.83 m

Retro Traffic

TGS Ref No:	R25-SYS-NSS-SPA-010					PAGE 1 of 1
Revision No:						
REV 0	Designed by:	Name: Sarah Brennan	PWZTMP Licence: TCT0065692	Date: 10/11/2025	Signature	
	Approved by:	Michael Arthur	TCT0049712	10/11/2025		

Vehicle dimensions



Medium Rigid Vehicle

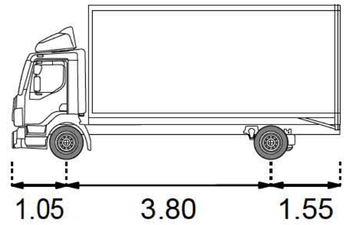
Length: 8.80 m
Max width: 2.50 m
Lock to lock time: 4.0 s
Max steering angle: 34.01°
Turn radius (curb to curb): 10.00 m
Turn radius (wall to wall): 10.83 m

Retro Traffic

TGS Ref No:	R25-SYS-NSS-SPA-011					PAGE 1 of 1
Revision No:						
REV 0	Designed by:	Name: Sarah Brennan	PWZTMP Licence: TCT0065692	Date: 10/11/2025	Signature:	
	Approved by:	Michael Arthur	TCT0049712	10/11/2025		

plan : implement : succeed

Vehicle dimensions



Small Rigid Vehicle

Length: 6.40 m
Max width: 2.33 m
Lock to lock time: 4.0 s
Max steering angle: 38.18°
Turn radius (curb to curb): 7.10 m
Turn radius (wall to wall): 7.71 m

Retro Traffic

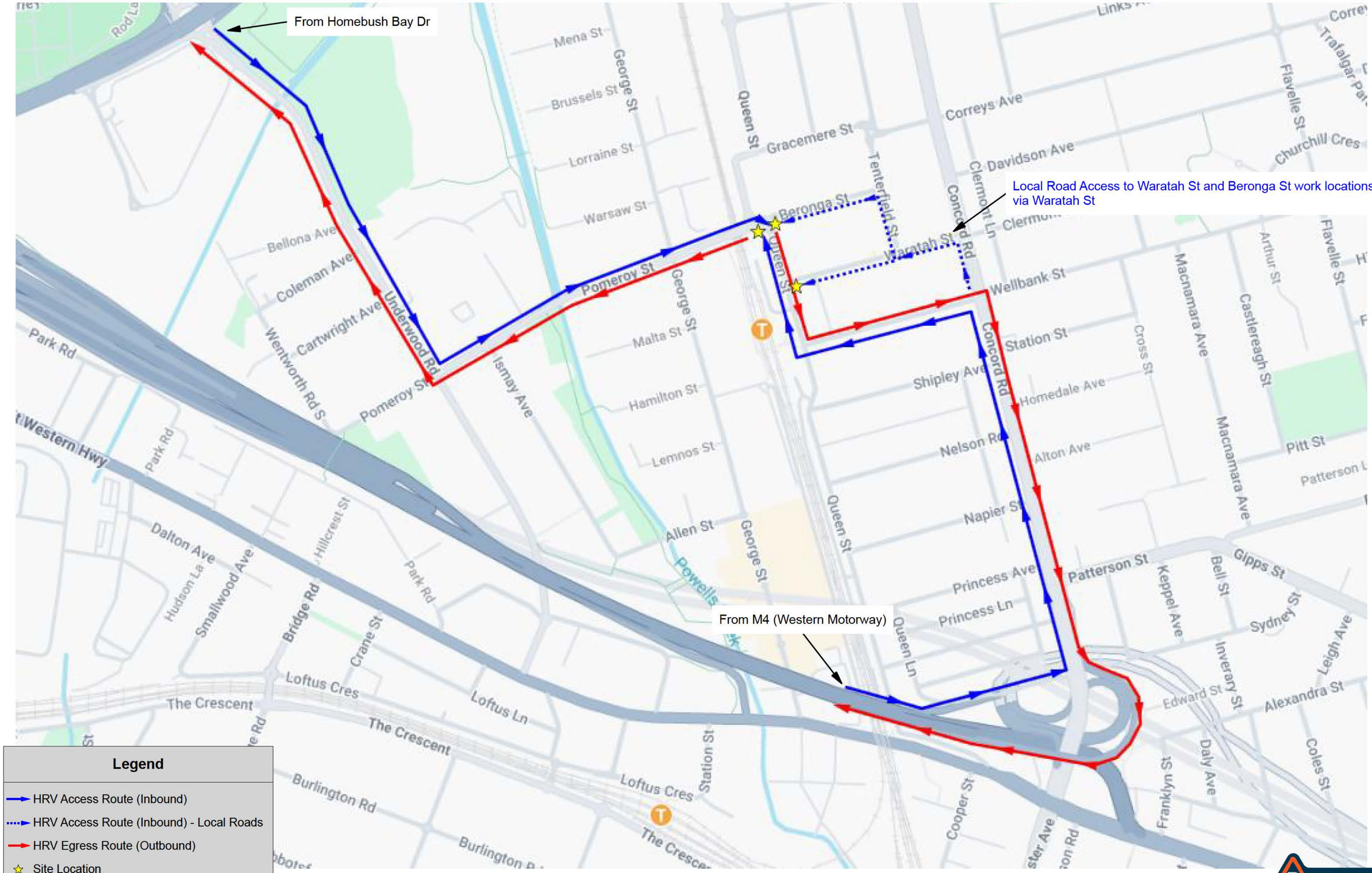
TGS Ref No:	R25-SYS-NSS-SPA-012				PAGE 1 of 1	
Revision No:						
REV 0	Designed by:	Name: Sarah Brennan	PWZTMP Licence: TCT0065692	Date: 10/11/2025	Signature	
	Approved by:	Michael Arthur	TCT0049712	10/11/2025		

Appendix G VEHICLE MOVEMENT PLANS (VMP)

VMP - Heavy Rigid Vehicles

Inbound/Outbound Haulage Routes - Overview

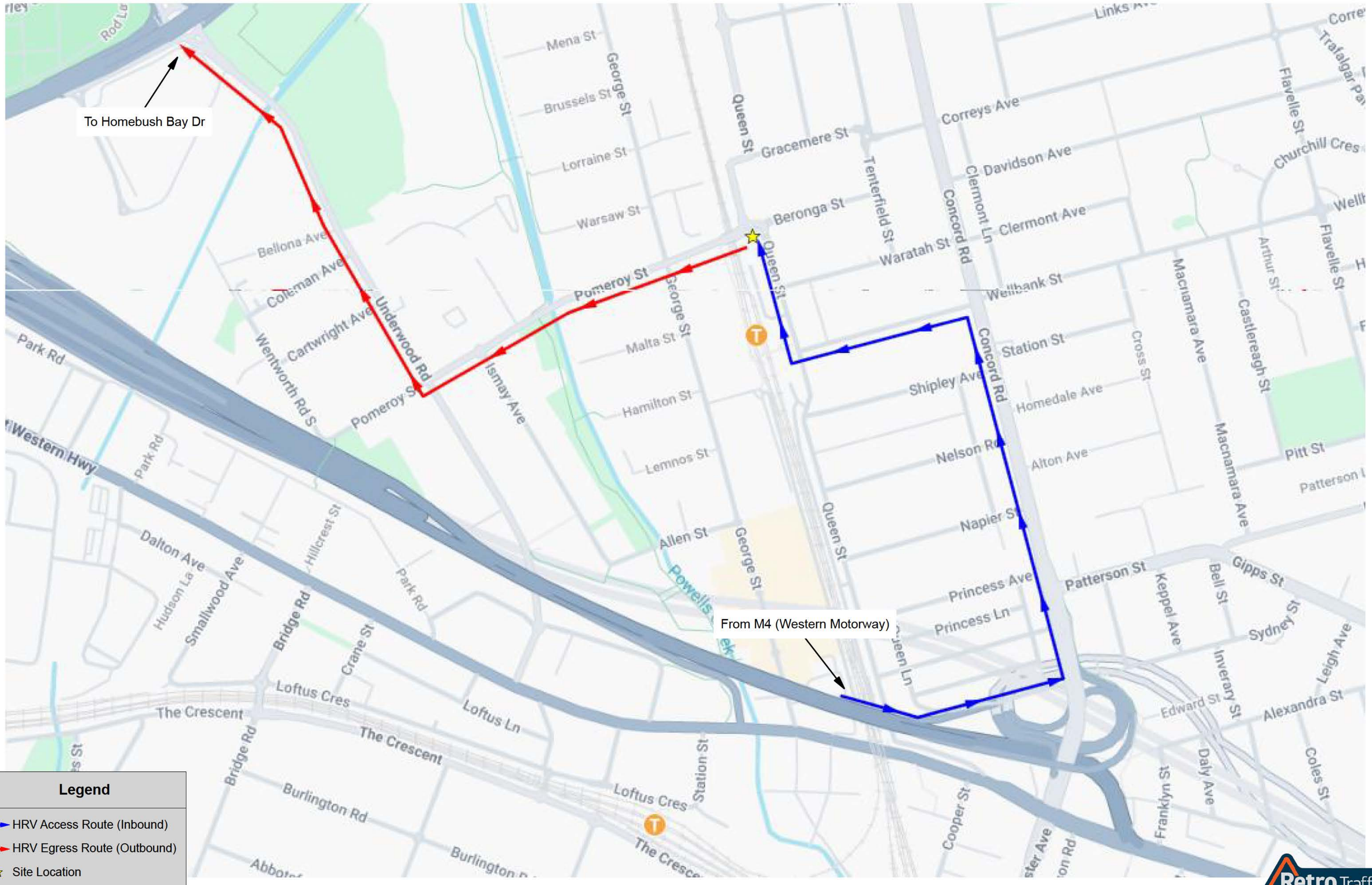
TGS Ref No:	R25-SYS-NSS-VMP-003					PAGE 1 of 1
Revision No:						
REV 1	Designed by:	Name: Sarah Brennan	PWZTMP Licence: TCT0065692	Date: 27/10/2025	Signature:	
	Approved by:	Michael Arthur	TCT0049712	27/10/2025		



VMP - Heavy Rigid Vehicles

Inbound/Outbound Haulage Routes - Worksites located on Western side of Queen St

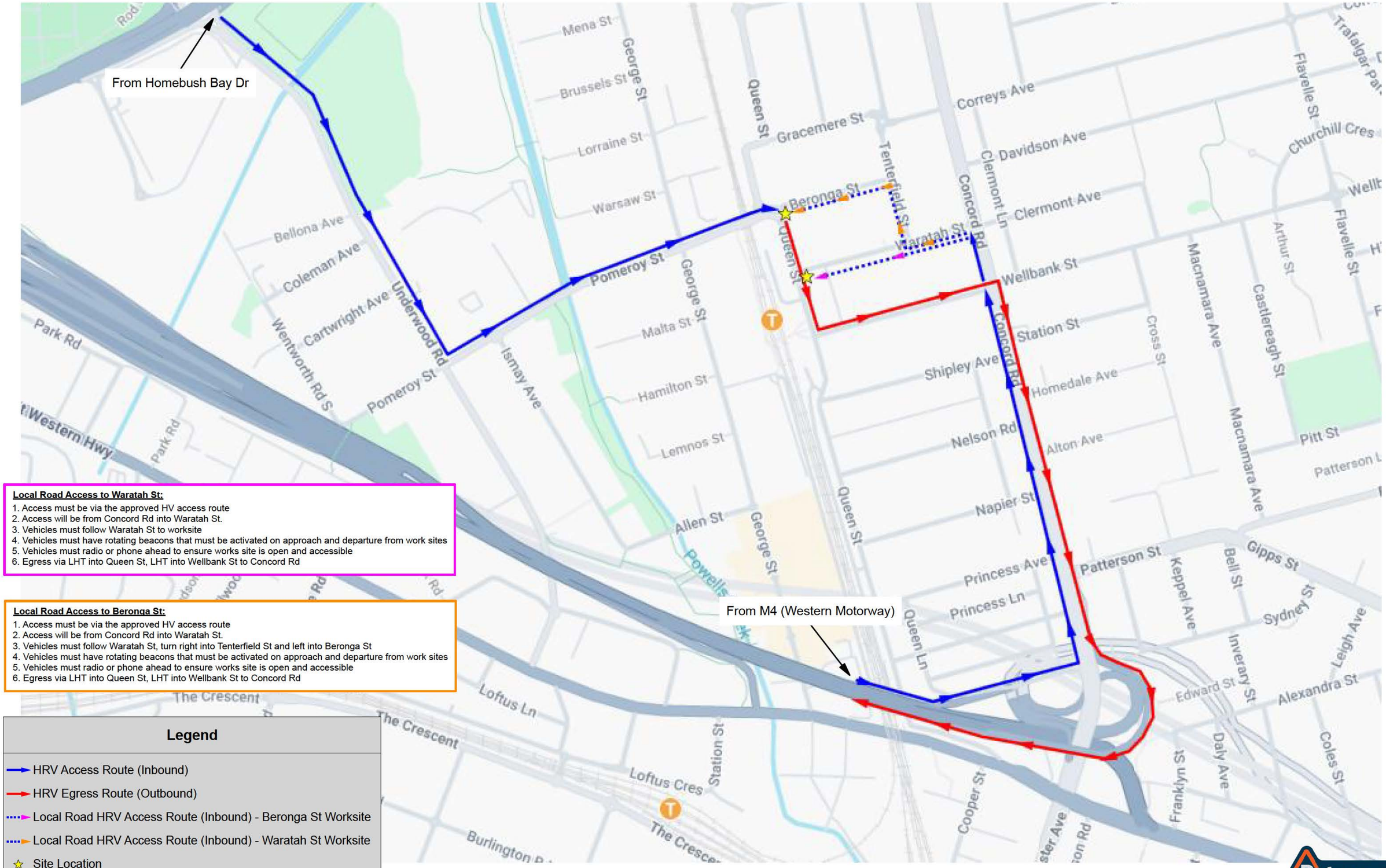
TGS Ref No:	R25-SYS-NSS-VMP-004				PAGE 1 of 1
Revision No:					
REV 0	Designed by:	Name: Sarah Brennan	PWZTMP Licence: TCT0065692	Date: 27/10/2025	Signature
	Approved by:	Michael Arthur	TCT0049712	27/10/2025	



Retro Traffic

VMP - Heavy Rigid Vehicles
Inbound/Outbound Haulage Routes -
Worksites located on Eastern side of/or East of Queen St

TGS Ref No:	R25-SYS-NSS-VMP-005				PAGE 1 of 1
Revision No:					
REV 1	Designed by:	Name: Sarah Brennan	PWZTMP Licence: TCT0065692	Date: 27/10/2025	Signature
	Approved by:	Michael Arthur	TCT0049712	27/10/2025	



Vehicle Movement Plan - Site Compound Access Egress Routes

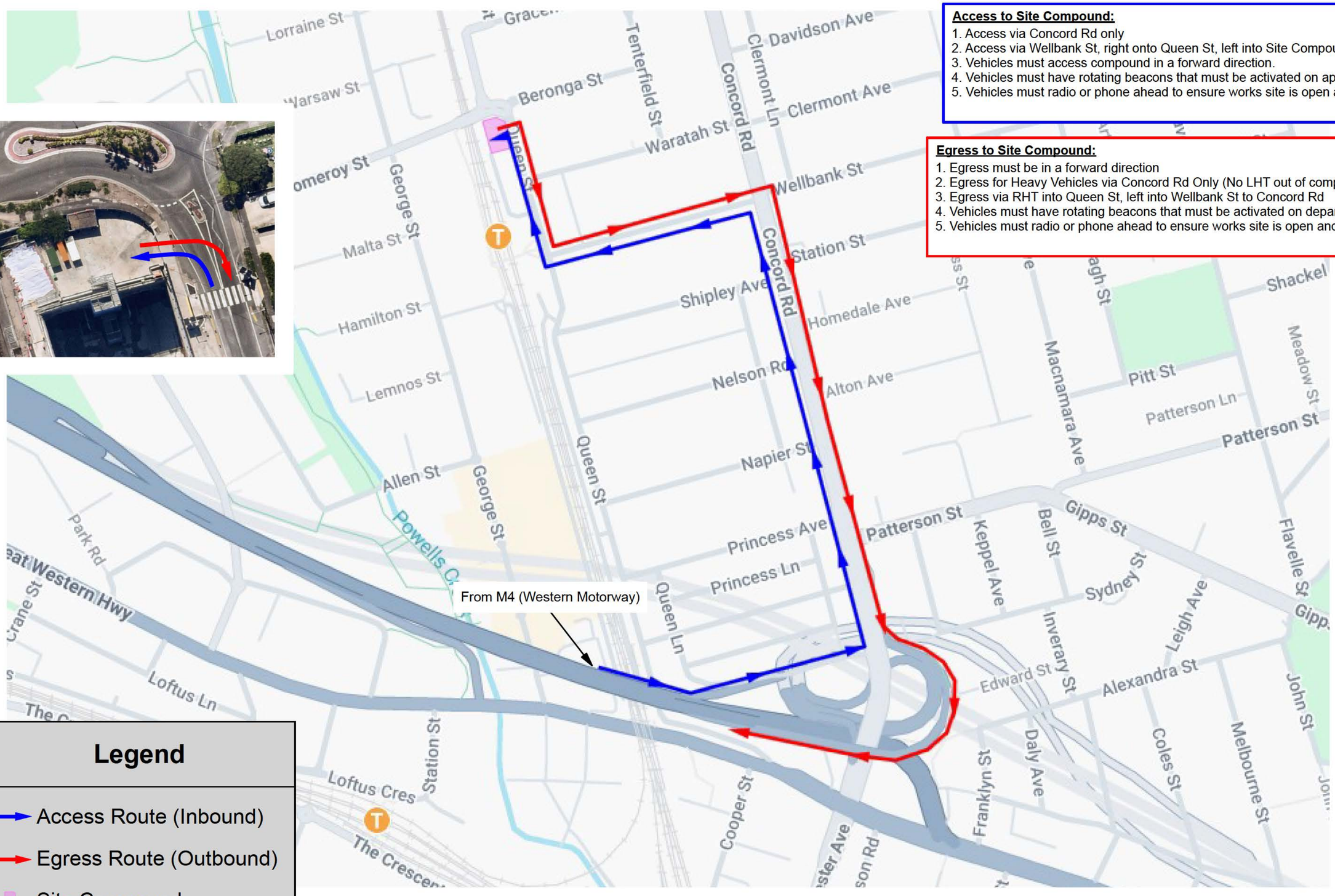
TGS Ref No:	R25-SYS-NSS-VMP-006				PAGE 1 of 1
Revision No:					
REV 0	Designed by:	Name: Sarah Brennan	PWZTMP Licence: TCT0065692	Date: 18/11/2025	Signature
	Approved by:	Michael Arthur	TCT0049712	18/11/2025	

Access to Site Compound:

1. Access via Concord Rd only
2. Access via Wellbank St, right onto Queen St, left into Site Compound.
3. Vehicles must access compound in a forward direction.
4. Vehicles must have rotating beacons that must be activated on approach to work sites
5. Vehicles must radio or phone ahead to ensure works site is open and accessible

Egress to Site Compound:

1. Egress must be in a forward direction
2. Egress for Heavy Vehicles via Concord Rd Only (No LHT out of compound)
3. Egress via RHT into Queen St, left into Wellbank St to Concord Rd
4. Vehicles must have rotating beacons that must be activated on departure from work sites
5. Vehicles must radio or phone ahead to ensure works site is open and accessible



Legend

- Access Route (Inbound)
- Egress Route (Outbound)
- Site Compound