

Footbridge St Marys MCC

Heavy Vehicle Local Roads Report

revision and history

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Client	Transport for New South Wales
Planned commencement date	November 2024
Estimated completion date	November 2027

Document revision history and sign off

Revision	Date	Revision Description	Prepared	Reviewed	Approval
B	25/05/2023		Juan Sandoval	Paul Szubert	David Brockie
C	08/11/2023	In response to TfNSW and Council comments	Syed Ali (Sid)	Sebastian Vincent	Sebastian Vincent
D	27/11/2023	For discussion with TfNSW	Syed Ali (Sid)	Sebastian Vincent	Sebastian Vincent
D.1	7/12/2023	Minor changes as per TfNSW's recommendation	Syed Ali (Sid)	Sebastian Vincent	Sebastian Vincent

Authorisation

HVLR Authorisation

This HVLR report has been prepared and approved by suitably qualified personnel holding the SafeWork NSW Prepare a Work Zone Traffic Management Plan accreditation, detailed as follows:

Prepared by – Syed Faizan Ali – card no. [REDACTED]

Approved by – Sebastian Vincent – card no. [REDACTED]

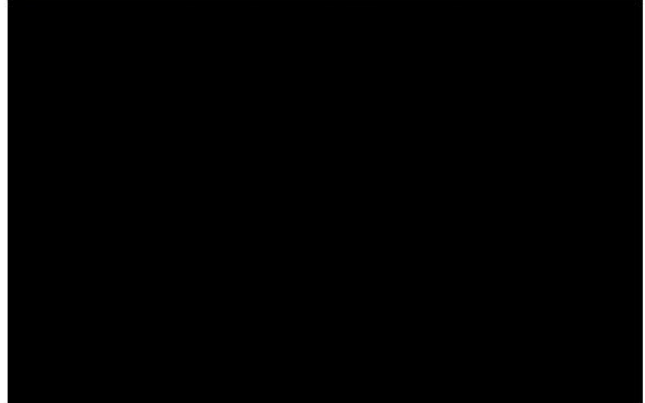
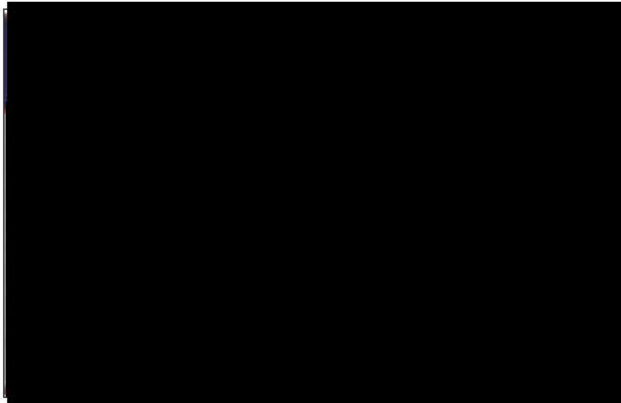


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Abbreviations and definitions

Table 1: Abbreviations and definitions

Abbreviation	Expanded text
AGTTM	Austrroads Guide to Temporary Traffic Management
CEMP	Construction Environmental Management Plan
CoR	Chain of Responsibility
CSSI	Critical State Significant Infrastructure
CCTMP	Construction Traffic Management Plan (This Document)
CJM	Customer Journey Management
CJP	Customer Journey Planning
DDA	Disability Discrimination Act 1992
DPE	Department of Planning and Environment
EB	Eastbound
EIS	Environmental Impact Statement
FPA	Federal Planning Approval
FSM	Footbridge St Marys
LTC	Local Traffic Committee (Councils)
MCoA	Ministers Condition of Approval
NB	Northbound
OPLINC	Online Planned Incident System (ROIs)
PMP	Pedestrian Management Plan
RASS	Radar Activated Speed Signs
REMM	Revised Environmental Management Measures
ROL	Road Occupancy Licence
ROP	Road Occupancy Permit (Councils)
SB	Southbound
SZA	Speed Zone Authorisation
TCG	Traffic Control Group
TfNSW	Transport for New South Wales
TGS	Traffic Guidance Scheme
TMC	Transport Management Centre
TTLG	Traffic, Transport Liaison Group
VMP	Vehicle Movement Plan
VMS	Variable Message Sign
HVLR	Heavy Vehicle Local Roads Report

WB	Westbound
WSIA	Western Sydney International Airport
CMP	Contract Management Plan
PPE	Personal protective equipment
RMS	(TfNSW) Roads and Maritime Services
TAP3	Transport Access Program
TCP	Traffic Control Plan
TfNSW	Transport for New South Wales
TMC	(TfNSW) Transport Management Centre
CCTMP	Construction Traffic Management Plan
UV	Ultraviolet

1. Introduction

1.1 Project Background

The Sydney Metro – Western Sydney Airport project comprises a new 23km railway line that will link the new Western Sydney Aerotropolis business hub and Airport to the south with the rest of Sydney's public transport network via St Marys to the north. The project includes six new metro stations along the route including one at the Western Sydney Aerotropolis, two at the new Airport site, one at Luddenham, Orchard Hills, and St Marys. This project will deliver design, procurement, construction, commissioning and integration of upgrades to existing stations on the Sydney rail network, including at St Marys (Figure 1).

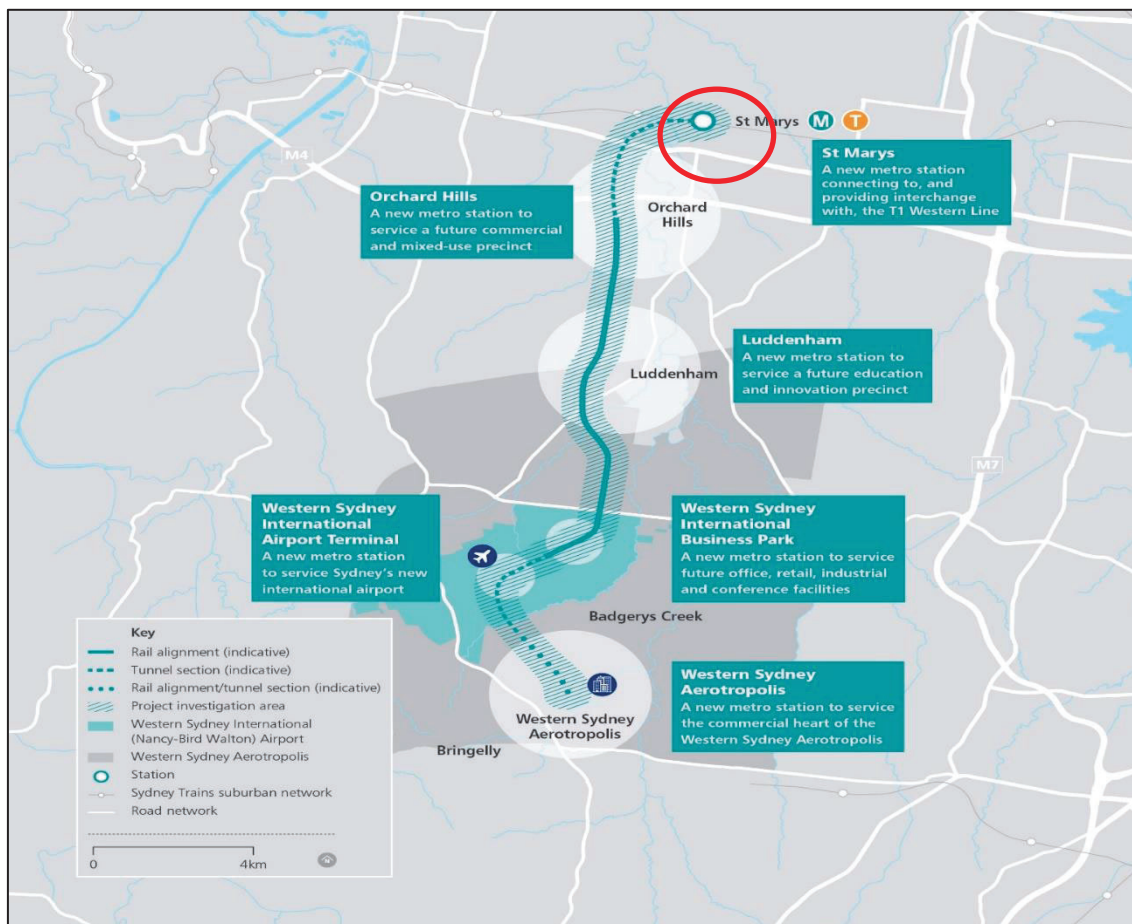


Figure 1 – St Marys station (FSM) on the Sydney rail network

FSM works will provide facilities that:

- Are inviting and safe for customers to use
- Contribute to Commonwealth *Disability Discrimination Act* (DDA) related targets through Disability Standards for Accessible Public Transport (DSAPT) compliance upgrades (including associated customer benefits derived from DSAPT compliance)
- Are compliant with current standards of safety, access and amenity
- Are easy to operate and maintain by the Operator/Maintainer.

Provide safe, direct and continuous access paths within the site boundary between transportation mode change locations, accessible parking, passenger boarding points and other key facilities.

1.2 Scope of Works Proposed

The Footbridge St Marys package scope of works includes:

- Construction of a new intermodal footbridge at the eastern end of the station, connecting the existing Sydney Trains St Mary's Station to the proposed Sydney Metro St Marys Station, with a new Northern Portal providing access to Harris St to the north.
- Construction of four new 27-person lifts providing step-free access from the footbridge to the existing station platforms.
- Construction of four new escalators for access from the footbridge to the existing station platform.
- Construction of two new staircases for access to the existing station platforms.
- Construction of the Northern Portal, providing access from the footbridge to Harris St via a new staircase and one 33-person lift.
- Construction of a three-storey Sydney Trains facilities building adjacent to the Northern Portal, including a new electrical main switch room, HVAC, communications room, and station staff facilities.
- Provision of new fire safety systems for the facilities building, lifts and footbridge.
- Regrading of platforms for accessible paths, localised to the proposed works.
- Replacement of existing platform tactiles
- Installation of new canopies to the proposed stairs, escalators, and footbridge.
- Alterations and additions to the existing lighting on Harris St to suit the new entry.
- Hard and soft landscaping to the station entrance and surrounds.

Figure 2 overleaf shows the indicative layout of the proposed intermodal footbridge.

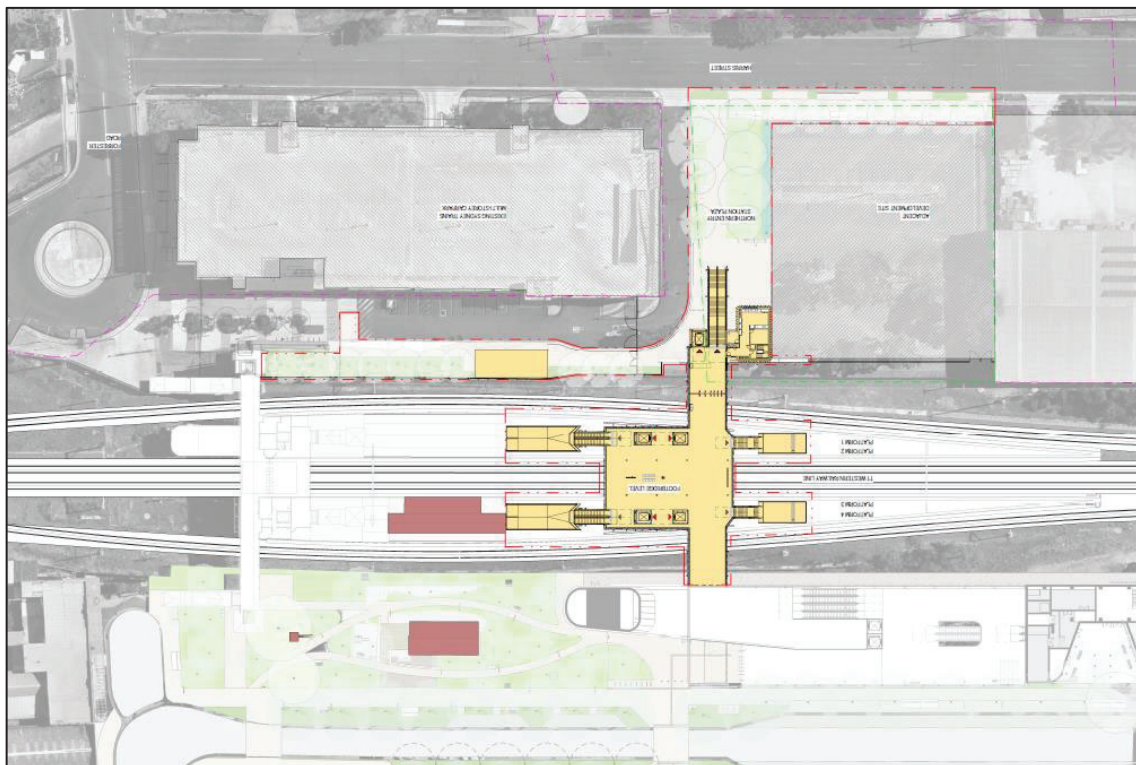


Figure 2 – Indicative layout of the new Intermodal Footbridge St Marys indicative proposed footbridge construction

1.3 Purpose

This Heavy Vehicle Local Roads (HVLR) report has been developed to address conditions E105 and E106 of the Ministerial Conditions of Approval related to the Critical State Significant Infrastructure of Sydney Metro – Western Sydney Airport.

This HVLR report identifies and assesses the heavy vehicle routes into the work areas and site compounds not identified in the Environmental Impact Statement (EIS). The road classification and the suitability of the routes are based on swept path analysis and adjacent land uses.

1.4 Scope of this HVLR Report

The scope of this report is for the use of local roads by heavy vehicles required for the St Marys footbridge Works (FSM), which includes Local Roads under Penrith City Council.

- Australia Street between Hobart Street and Brisbane Street
- Brisbane Street between Glossop Street and Australia Street
- Hobart Street between Glossop Street and Sydney Street.

The suitability of these routes is assessed based on the construction trucks up to 12.5m long Heavy Rigid Vehicle (HRV) that are expected to service the work/laydown compounds along Hobart Street. Assessment will be conducted on several factors, which are:

- Swept Path Analysis (SPA)
- Road Dilapidation Surveys
- Road Safety
- Avoidance of Schools and School Zones where possible
- Avoidance of childcare and aged care centres.

It is important to note, due to the nature of the works, being a brownfield construction of the St Marys train station. There is very restricted access to the worksite. Works are completed by accessing the platforms via the rail tracks during Rail Possession weekends. The rail gates along Hobart Street are the closest accessible areas to the station during particular possession configurations. The possession works are generally restricted to Saturdays and Sundays, resulting in materials being delivered to these locations during the week prior to the possession, during the possession and then removed in the following 2 weeks of the possession. Routes in the HVLR are anticipated to be used until June 2027, however will only be utilised 1 week prior and 2 weeks after possession weekends which occur on average 6 times a year (spread across every 1-2 months). During these periods, the expected number of heavy vehicle movements per day is 10 over a 12 hour shift (i.e. 1 HV movement per hour) to each laydown areas.

The out of hour nature of the works requires that we issue notifications to residents within the area affected by our works. These notifications will continue throughout the life of the project.

The table below outlines the anticipated truck movements to and from Hobart Street Gates.

Table 2 - Vehicle Movements at Hobart Street Gates

						Possession Weekend																				
	Mon	Tues	Wed	Thurs	Fri*	Sat*	Sun^	Mon^	Tues	Wed	Thurs	Fri	Sat	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Sun					
Number of HV			2	5	5	5	2	4	1										5	5						
Number of HV Movements			4	10	5	5	10	10	2										10	10						
Number of LV			2	2	4	10	10	4	2										2	2						
Number of LV Movements			4	4	8	20	20	8	4										4	4						
						*Vehicles mobilising to the site for works over the weekend																				
						^Vehicles demobilising from the site at the end of the weekend																				

2. Proposed Construction Truck Route and Local Roads

2.1 Construction Site Layout

The St Marys footbridge site is located east of the St Marys Railway Station's platform. However, to support the construction activities, a primary work compound is proposed on the southern side of Harris Street, adjacent to St Marys Railway Station's northern commuter car park. This FSM work compound borders the T1 Western Line rail corridor along its southern boundary. It would also host the Northern Portal of the proposed footbridge, providing access from the footbridge to Harris Street.

The internal arrangement of the site layout is subject to change as the construction progresses. The work compounds will be protected with a chain wire fence and shed cloth. All construction activities related to St Marys Footbridge will be contained within the FSM work compound.

Two separate laydown areas are also proposed within the railway corridor along Hobart Street. These laydown areas will be used for material storage only.

In addition to the above, the existing site at 19 Harris Street will be used for construction worker parking. It is understood that only a limited number of parking spaces (approx. 16 spaces) will be allocated to Laing O'Rourke construction workers. Figure 3 below shows the site and work compound locations.



Figure 3 – Construction site and work compounds

2.2 Proposed Haulage Route within Local Roads

Generally, construction vehicles will have origins and destinations from a wide variety of locations throughout Sydney. However, all construction vehicles will be restricted to the State and Regional Road network as much as practically possible.

The proposed construction vehicle routes to and from the FSM main work compound are primarily based on the approved truck routes under the Sydney Metro Western Sydney Airport Construction Traffic Management Framework (CTMF).

However, for construction vehicle access to the laydown compounds along Hobart Street, construction trucks will be required to travel on the local roads which are not approved under the Sydney Metro Western Sydney Airport CTMF. In addition, the trucks up to 12.5m long HRV may also require travel from the main work compound on Harris Street to the laydown compounds along Hobart Street.

Figure 4 shows the truck route to the proposed laydown compounds along Hobart Street, using non-approved local roads.

A swept path assessment of relevant construction trucks accessing the laydown compounds via proposed truck routes is provided in Appendix 1 of this plan.

It is understood that after consultation with TTLG and TCG, proposed truck routes via local roads shall be approved by the Planning Secretary.

Truck drivers will be advised of the designated truck routes to/ from the laydown. No queuing or marshaling of trucks will be permitted on public roads in the vicinity of the site.

Accredited traffic controllers will ensure they are in radio contact with truck drivers, thus ensuring each vehicle's arrival is anticipated and planned. Such a process will be important in managing truck activity to ensure access to the construction site is available at all times and to remove any such likelihood of construction vehicles queuing and waiting along local roads.

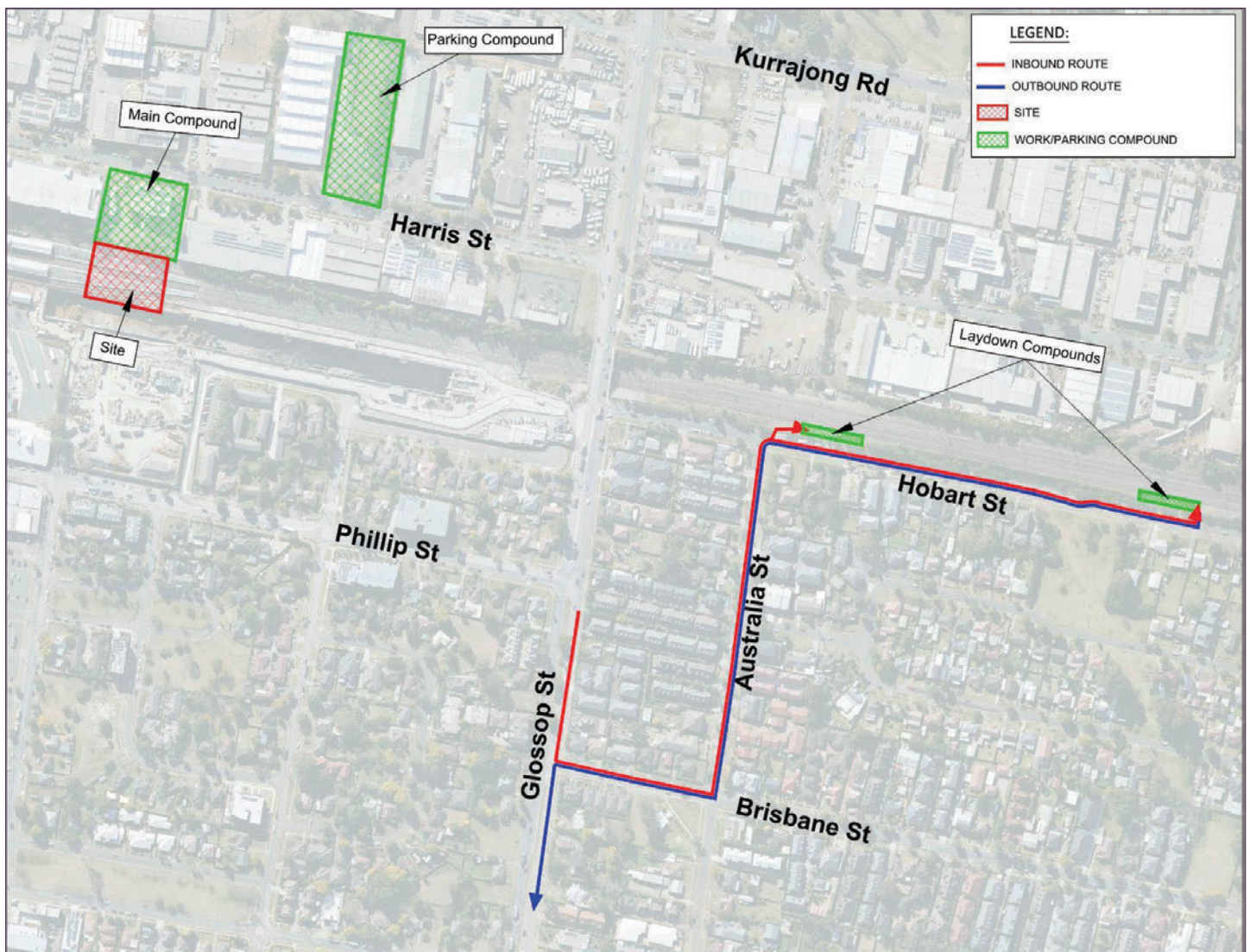


Figure 4: Truck route from FSM main compound to laydown compound

2.3 Traffic Guidance Scheme

Laing O'Rourke will implement temporary traffic management signage as per the Traffic Guidance Scheme presented in Appendix 2 of this HVLR.

The Site Manager/Supervisor will ensure:

- All road signs are used with approved stands or erected on posts set into the ground, where permitted by the relevant authorities
- All signs are placed in the most advantageous position, having regard for the nature of the hazard and the warning being conveyed to provide the maximum visual impact for approaching drivers.

Where signs are erected on posts set into the ground, the following applies:

- On kerbed roads, signs should be located back from the face of the kerb, not less than 300mm and no more than 1m. On urban roads that are not kerbed, the distances given for rural areas above should apply. The height of the sign should be about 2.5m above the kerb or footpath to reduce the interference from parked cars
- Where the signs are erected on temporary stands for short-term work, they should be erected on the road shoulder in un-kerbed areas no closer than 600mm to the running lane. In kerbed areas, the provisions outlined above for post-mounted signs shall be followed.

2.4 Road Safety Audit

A road safety audit has been conducted for the local roads proposed to be used as truck routes by a suitably qualified and independent auditor with a Level 3 certification and another auditor with a Level 2 or higher certification.

The road safety audit is provided in Appendix 3 of this HVLR.

2.5 Public Transport Network

S11 (St Marys to St Clair – Loop Service) is the only bus route that runs along Brisbane Street, which forms part of the proposed truck route using local roads. The bus route S11 operates with a limited frequency only during morning and afternoon peak hours (see bus route details in Appendix 2 of this report).

Given the limited number of trucks on the proposed route and no proposed closure of the local roads or bus stops, the proposed truck route is unlikely to impact bus service running along Brisbane Street and other surrounding roads.

Any proposed Bus stop closure/ relocation or bus route change will be consulted in advance with relevant stakeholders and CJP.

2.6 Pedestrian and cyclist routes

During construction, pedestrian movements along Hobart Street will be maintained at all times. Trained personnel will be made available as needed during construction hours to manage construction vehicle entry and exit and pedestrian movements at the site access, noting that pedestrian priority would be given.

To minimise disruption to pedestrian movements, it is advised that truck movements are managed, wherever possible, to occur outside of peak pedestrian periods.

During the project's lifetime, any changes or impacts on the current pedestrian footpath/ service will be analysed and presented to relevant stakeholders.

2.7 School zone

There are no school zones available along the local roads that are proposed to be used for the construction truck movements to and from the laydown compounds. Therefore, no significant impact is anticipated on the school zones in the surrounding area.

2.8 Construction Traffic Generation

The largest vehicle regularly accessing the proposed laydown compounds will be a 12.5m HRV truck. FSM – Laing O'Rourke project estimates up to 10 heavy vehicles will be accessing the proposed laydown compounds in a day. It is anticipated that approx. 5 trucks will access Laydown Compounds 1 and 2 each, respectively. All construction vehicles associated with this project are required to adhere to specific criteria relating to conditions of approval.

This criterion includes:

- All construction vehicles would enter and exit construction sites in a forward direction, where feasible and reasonable. Where this is not possible, traffic management must be in place under approved CTPMP's, TGS's and Road Occupancy approvals.
- Construction vehicles will be managed to minimise movements during peak periods and in school zones. HV deliveries will be instructed via toolbox /prestart to ingress/egress on the proposed site during non-peak hours and current school times.
- Construction vehicles will not be permitted to park or queue within the surrounding road network unless the Council permits them to do so. Arrival of vehicles will be staggered to prevent queuing of vehicles related to the project.

In addition:

- Vehicles must have rotating beacons that must be activated on approach and departure from work sites
- Heavy vehicles used for spoil must be identified/marked with the project number and company.
- Radio or phone ahead to ensure works sites are open and accessible
- Always give way to pedestrians
- Clearly signal intentions by indicating to traffic streams to enter or depart work sites.
- Construction traffic records in real-time will be implemented as part of Laing O'Rourke's proposed strategies
- Monitoring records will be maintained as part of Laing O'Rourke construction traffic generation
- Delivery of material that is required to be delivered outside of standard construction hours in Condition E41 to directly support tunnelling activities can be executed except between the hours 10:00 pm and 7:00 am to/from the Orchard Hills ancillary facility.

3. Dilapidation

3.1 Dilapidation report

Prior to the use of local roads by heavy vehicles associated with the works, a road dilapidation survey has been completed and provided to Sydney Metro – Western Sydney Airport and Penrith City Council.

Road dilapidation surveys were completed on 04 August 2023 and the report was provided to Penrith City Council.

As per Condition of approval E 108, if damage to roads occurs as a result of the construction of Stage 1 of the CSSI, the Proponent must either (at the Relevant Road Authority's discretion):

- (a) compensate the Relevant Road Authority for the damage so caused; or
- (b) rectify the damage to restore the road to at least the condition it was in pre-work, as identified in the Road Dilapidation Report.

The dilapidation reports of local roads to be used for truck routes are provided in Appendix 4 of this report.

4. Communication Strategy

A comprehensive campaign will be launched to inform the public of the Laing O'Rourke/FSM works and to try and influence travel behaviour and trip planning. The FSM engagement strategy aims to inform and engage the community and relevant stakeholders (CJP /TfNSW & Council) in a constructive, transparent and fair process. To ensure this occurs, detailed and timely information will be provided to the TfNSW comms team to assist with fulfilling the consultation and notification requirements and incorporation into similar notifications for any relevant, adjoining works. This communication strategy has been created following appendix B1 (Overarching Community Communication Strategy).

Prior to undertaking any works associated with the partial closure of any road or footpath or any other interaction with transport infrastructure, the following stakeholders must be appropriately considered for consultation in relation to the road occupancy to ensure that all requirements are addressed.

As part of the disseminating of the CTPMP to the greater travelling public, the Laing O'Rourke Communication team will provide TfNSW content to be distributed for the media forms outlined in Table 3.

Table 3: Proposed communication

Communication Method	Footbridge St Marys
Community notice (including notification to local business and residents)	✓
Precinct update – e update	
Email	✓
Internet ([REDACTED] or livetraffic.com.au)	
Community information centre	
On-site brief	
Newspaper (Local)	
Radio advertising	
Variable Message Signs (if required)	✓
Advanced warning signs	✓
Local business open signs	

Penrith Council/CJP, being a key stakeholder, will be forwarded a copy of this HVLR and will be routinely consulted via TCG /TTLG Sydney metro meeting and informed of upcoming works, any expected site access changes, and temporary lane occupation or road closures.

5. Summary

A review of swept paths has been reviewed and tabled (table 5) as per below:

Table 4: Turn path summary

Swept Path / Drawing	Turn Path Description	Heavy Vehicles	Determination
N273-HVSP01	Australia St/Brisbane St Glossop St/Brisbane St	12.5m single-unit truck	Suitable
N273-HVSP02	Australia St / Hobart Street Hobart Street Laydown Compound 2 Access	12.5m single-unit truck	Suitable <u>ONLY</u> with traffic control as required for managing ingress/egress construction vehicle movements
N273-HVSP03	Australia St / Hobart Street Hobart Street Laydown Compound 1 Access	12.5m single-unit truck	Suitable <u>ONLY</u> with traffic control as required for managing ingress/egress construction vehicle movements

5.1 Advice From the Author

Based on the above assessment, swept path analysis has shown that there are some minor issues with some of the proposed heavy vehicle routes due to lane cross and site access.

Minor issues can be mitigated with the implementation of temporary traffic management measures as shown in the Traffic Guidance Scheme provided in Appendix 2 of this report.

As an appropriately qualified professional and having reviewed and compiled this document, I am satisfied that the requirements of conditions E105 and 106 have been met, specifically noting:

- a) Swept path analysis of the surrounding local roads has been undertaken.
- b) The report identifies the local road areas that may be problematic for larger vehicles and provides reasonable mitigations (either suggesting a more appropriate route or the use of short-term traffic control)
- c) The routes proposed in the report sufficiently avoid aged care facilities and ensure that school speed restriction on Forrester Road and Sydney Street is followed during their peak operation.

Based on the above, it is my conclusion that provided the mitigation measures are implemented, as noted in the report, the proposed heavy vehicle routes are suitable for the work.

Therefore, the proposed heavy vehicle route is considered suitable for use and is recommended for approval.

6. Consultation with Stakeholders

During the development of CPTMP, HVLR report and CWPS, consultation with relevant stakeholders including Sydney Metro Western Sydney Airport, TfNSW, and Council, have been made on various occasions.

Appendix 5 of this report provides the comments received from the stakeholders upon review of earlier versions of the HVLR report and responses from Laing O'Rourke accordingly.

It is important to note that this HVLR report has progressed since the initial rounds of consultation, and Laing O'Rourke's responses may no longer be directly applicable. As such, the consulting evidence is attached to show the progression of the consultation process only.

This section will further be updated upon review of this updated document by relevant stakeholders.

Appendices



Appendix 1 Swept Path Assessment (Along Proposed Haulage Routes)

VEHICLE ENTERING



SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 500mm CLEARANCE FROM VEHICLE BODY

HRV

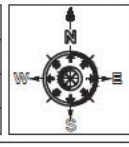
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Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

VEHICLE EXITING



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REV	DESCRIPTION	DATE
A	SWEPT PATH ASSESSMENT	27/11/2023



ST MARYS FOOTBRIDGE
 12.5M LONG HRV ACCESSING BRISBANE ST AND AUSTRALIA ST
 SWEPT PATH ASSESSMENT
 DRAWING REF NO. N273-HVSP01

DESIGNED BY
S.ALI

REVIEWED BY
S.VINCENT

SCALE
A3

NTS

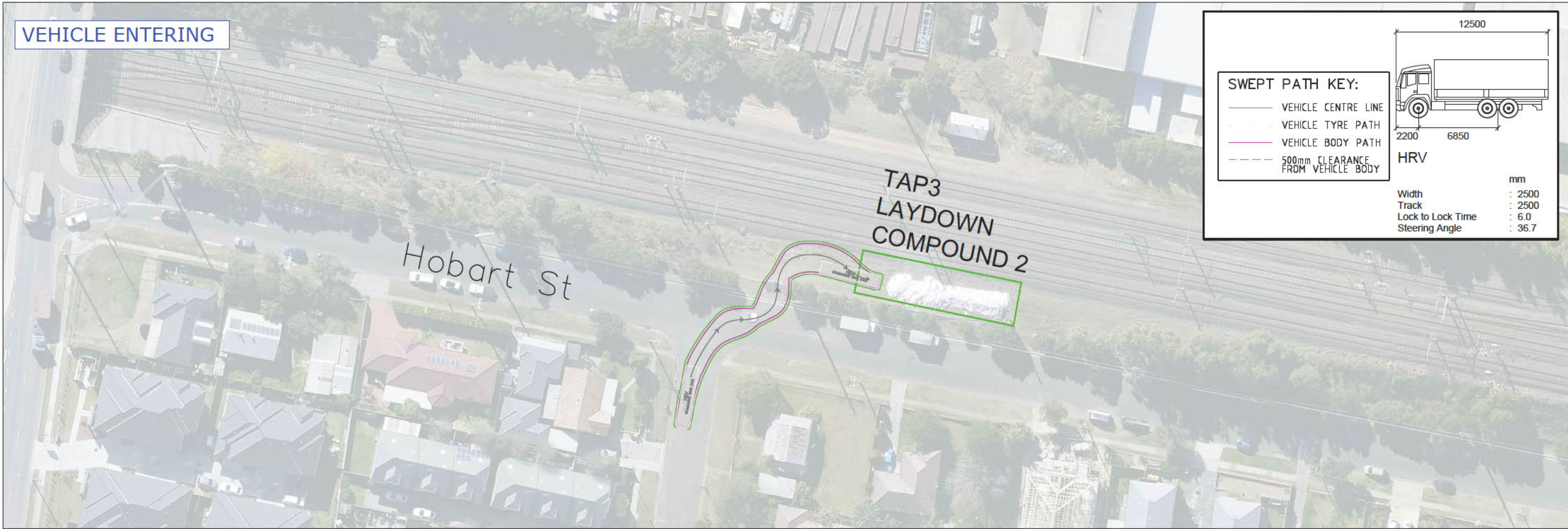
Office Address: 410 29-31 Lexington Drive BELLA VISTA NSW 2153
 Phone: 02 8379 7756
 Website: www.trafeek.com.au

VEHICLE ENTERING

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 500mm CLEARANCE FROM VEHICLE BODY

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2200 6850
HRV
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Width : 2500
Track : 2500
Lock to Lock Time : 6.0
Steering Angle : 36.7

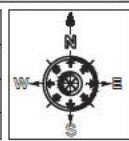


VEHICLE EXITING



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A	SWEPT PATH ASSESSMENT	27/11/2023
REV	DESCRIPTION	DATE



ST MARYS FOOTBRIDGE
12.5M LONG HRV ACCESSING LAYDOWN COMPOUND 2 ON HOBART ST
SWEPT PATH ASSESSMENT
DRAWING REF NO. N273-HVSP02

DESIGNED BY
S.ALI

REVIEWED BY
S.VINCENT

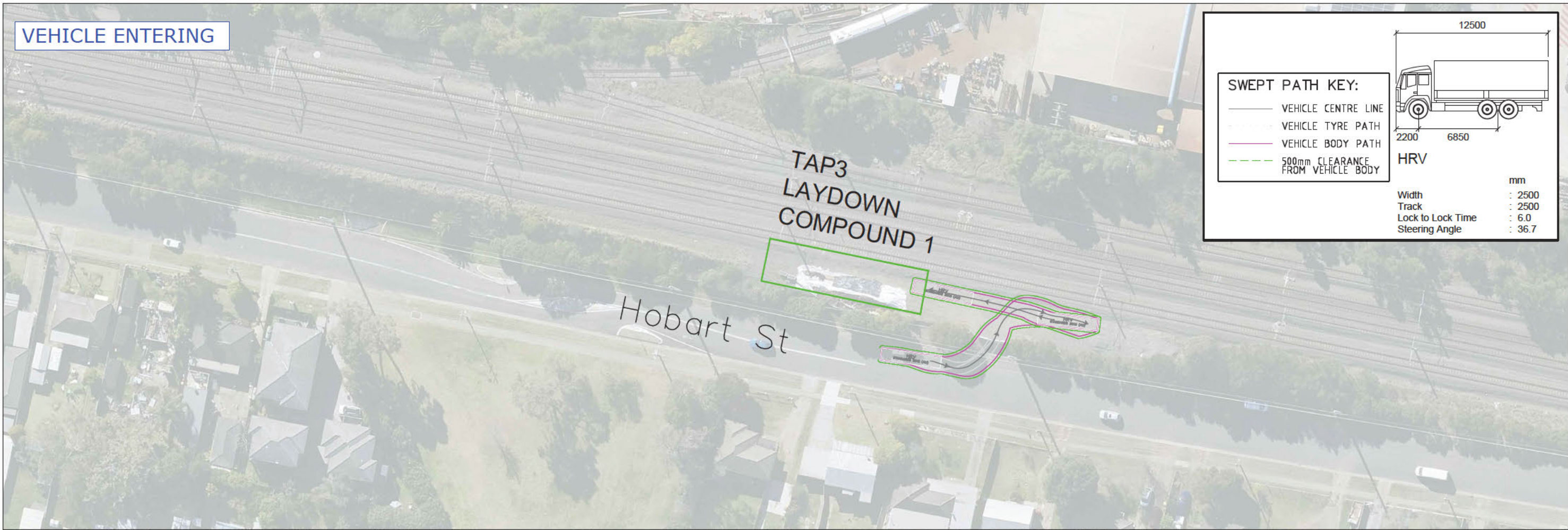
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Office Address: 410 29-31 Lexington Drive BELLA VISTA NSW 2153
Phone: 02 8379 7756
Website: www.trafek.com.au

VEHICLE ENTERING



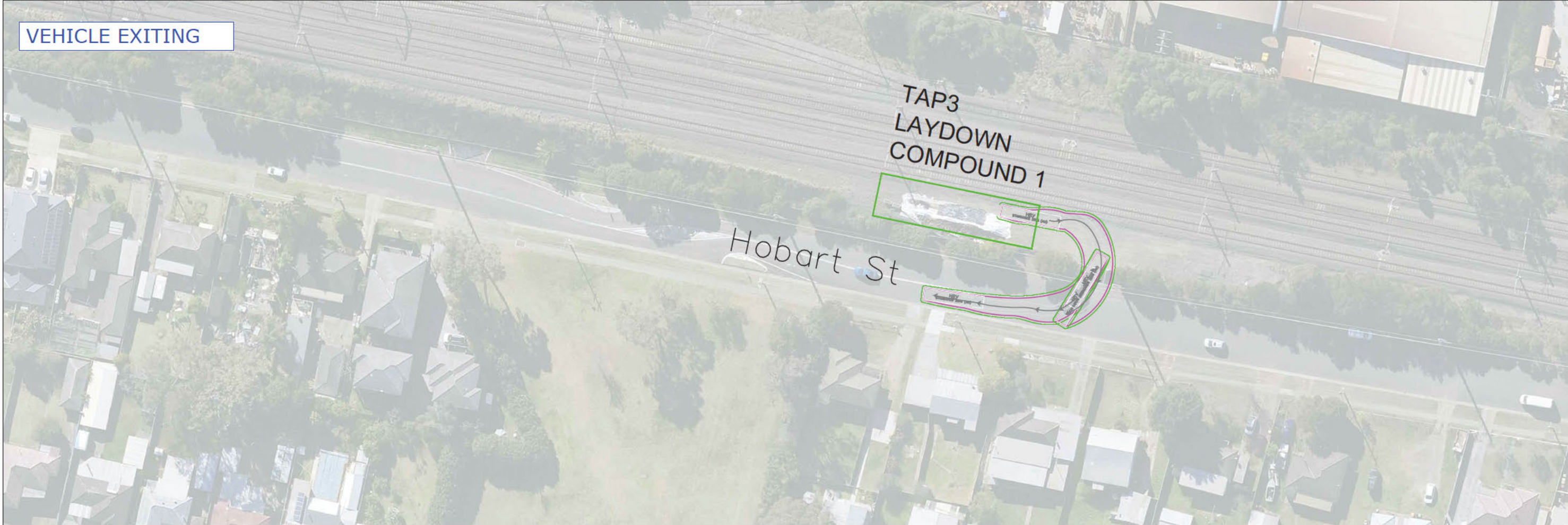
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- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 500mm CLEARANCE FROM VEHICLE BODY

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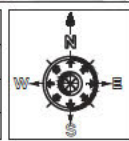
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Steering Angle	: 36.7

VEHICLE EXITING



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REV	DESCRIPTION	DATE
A	SWEPT PATH ASSESSMENT	27/11/2023



ST MARYS FOOTBRIDGE
 12.5M LONG HRV ACCESSING LAYDOWN COMPOUND 1 ON HOBART ST
 SWEPT PATH ASSESSMENT
 DRAWING REF NO. N273-HVSP03

DESIGNED BY
S.ALI

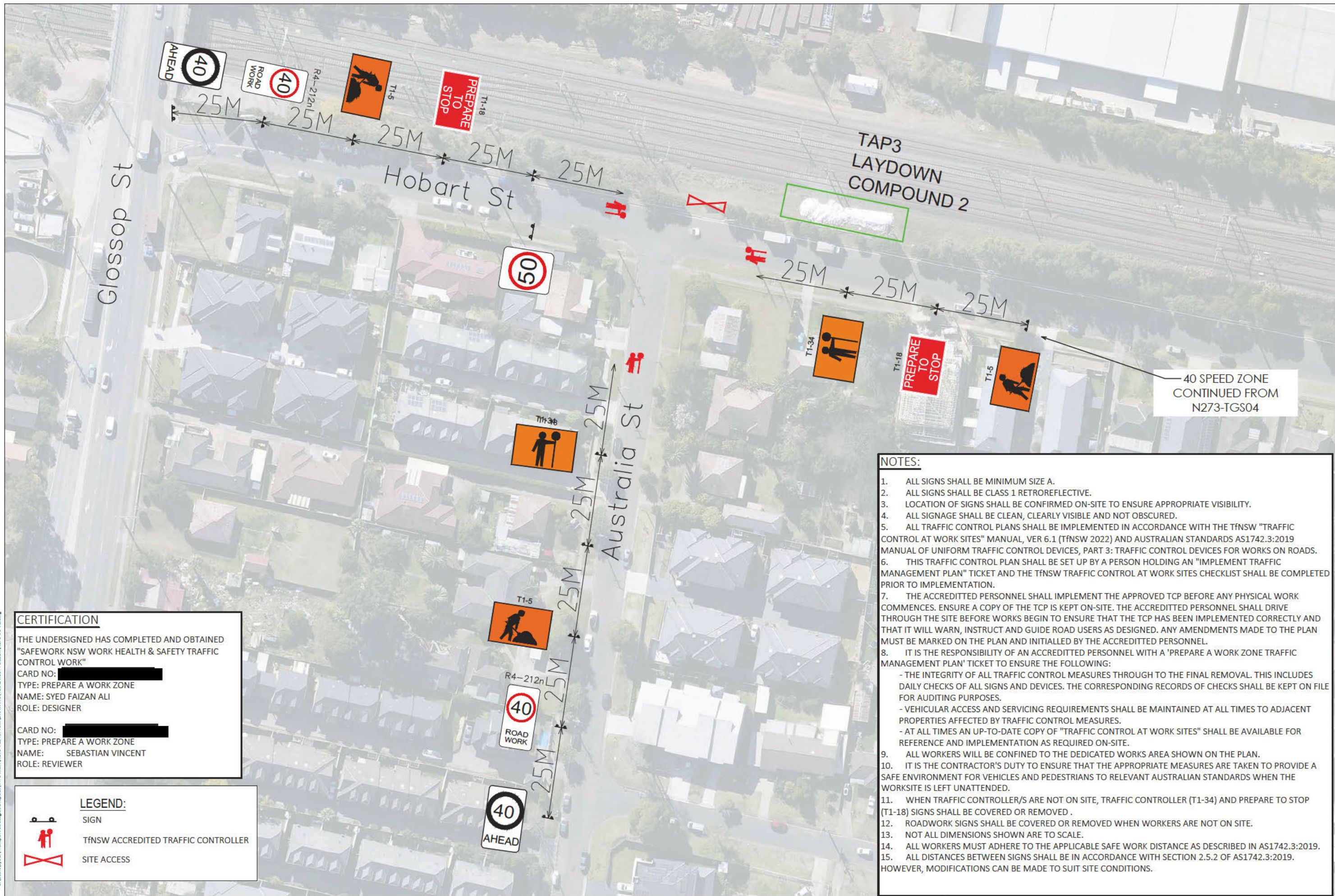
REVIEWED BY
S.VINCENT

SCALE
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NTS

Office Address: 410 29-31 Lexington Drive BELLA VISTA NSW 2153
 Phone: 02 8379 7756
 Website: www.trafek.com.au

Appendix 2 Traffic Guidance Scheme



- NOTES:**
1. ALL SIGNS SHALL BE MINIMUM SIZE A.
 2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
 3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
 4. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBTURED.
 5. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6.1 (TfNSW 2022) AND AUSTRALIAN STANDARDS AS1742.3:2019 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
 6. THIS TRAFFIC CONTROL PLAN SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLAN" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
 7. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE ACCREDITED PERSONNEL.
 8. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
 9. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
 10. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
 11. WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE, TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS SHALL BE COVERED OR REMOVED.
 12. ROADWORK SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
 13. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
 14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2019.
 15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2019. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED "SAFework NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK"

CARD NO: [REDACTED]
 TYPE: PREPARE A WORK ZONE
 NAME: SYED FAIZAN ALI
 ROLE: DESIGNER

CARD NO: [REDACTED]
 TYPE: PREPARE A WORK ZONE
 NAME: SEBASTIAN VINCENT
 ROLE: REVIEWER

LEGEND:

- SIGN
- TfNSW ACCREDITED TRAFFIC CONTROLLER
- SITE ACCESS

REV	DESCRIPTION	DATE
A	TRAFFIC CONTROL PLAN FOR TRUCK MOVEMENTS	30/10/2023



ST MARYS FOOTBRIDGE
 LAYDOWN COMPOUND 2 AT HOBART ST
 TRAFFIC CONTROL PLAN
 DRAWING REF NO. N273-TGS03

DESIGNED BY [REDACTED] REVIEWED BY [REDACTED]

SCALE: A3 NTS



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 Phone: 02 8379 7756
 Website: www.traftek.com.au

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 Plotted by: SFA Ali




CERTIFICATION

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-  SITE ACCESS

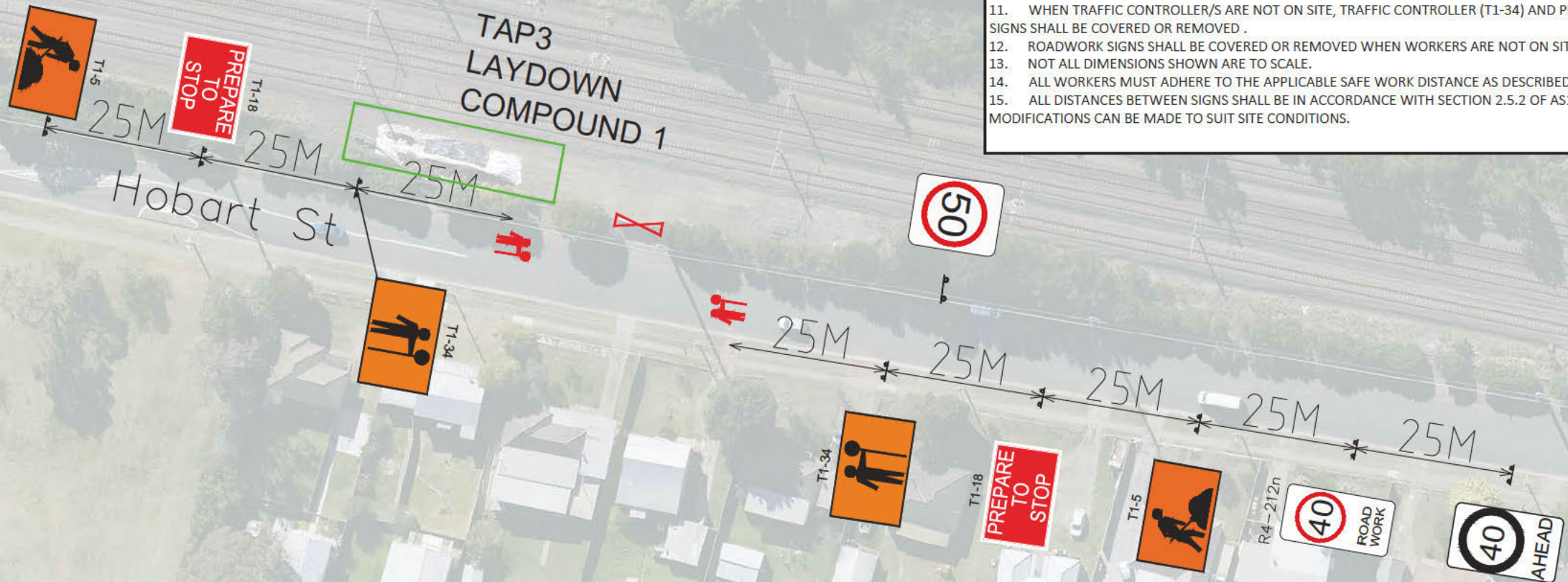
NOTES:

1. ALL SIGNS SHALL BE MINIMUM SIZE A.
2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
4. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBTURED.
5. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6.1 (TfNSW 2022) AND AUSTRALIAN STANDARDS AS1742.3:2019 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
6. THIS TRAFFIC CONTROL PLAN SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLAN" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
7. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE ACCREDITED PERSONNEL.
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TAP3 LAYDOWN COMPOUND 1

Hobart St

40 SPEED ZONE CONTINUED FROM N273-TGS03



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 Plotted by S.A. Ali

REV	DESCRIPTION	DATE
A	TRAFFIC CONTROL PLAN FOR TRUCK MOVEMENTS	30/10/2023



ST MARYS FOOTBRIDGE
 LAYDOWN COMPOUND 1 AT HOBART ST
 TRAFFIC CONTROL PLAN
 DRAWING REF NO. N273-TGS04

DESIGNED BY S.ALI
 REVIEWED BY S.VINCENT
 SCALE A3
 NTS



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 Website: www.trafotek.com.au

CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED "SAFEWORK NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK"

CARD NO: [REDACTED]
 TYPE: PREPARE A WORK ZONE
 NAME: SYED FAIZAN ALI
 ROLE: DESIGNER

CARD NO: [REDACTED]
 TYPE: PREPARE A WORK ZONE
 NAME: SEBASTIAN VINCENT
 ROLE: REVIEWER

LEGEND:

SIGN

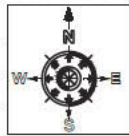
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10. TRAFFIC CONTROLLERS ARE NOT REQUIRED AT THE ACCESS FULL TIME, WHEN CONDITIONS BE MODIFIED AND TRAFFIC CONTROLLERS REQUIRED, THEY ARE TO BE SUITABLY ACCREDITED TO AUSTRALIAN STANDARDS AND TfNSW ACCREDITATION AS REQUIRED. WHEN REQUIRED T1-34 AND T1-10 SIGNS ARE TO BE SET UP IN ACCORDANCE TO AUSTRALIAN STANDARDS AND TfNSW REQUIREMENTS.
11. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
12. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
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 Plotted by: SFA Ali

REV	DESCRIPTION	DATE
A	TRAFFIC CONTROL PLAN FOR TRUCK MOVEMENTS	30/10/2023



ST MARYS FOOTBRIDGE
BRISBANE ST- AUSTRALIA ST-GLOSSOP ST
TRAFFIC CONTROL PLAN
 DRAWING REF NO. N273-TG505

DESIGNED BY [REDACTED] REVIEWED BY [REDACTED]
 SCALE A3 NTS



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Appendix 3 Road Safety Audit



HEAVY VEHICLE LOCAL ROAD ROAD SAFETY AUDIT

LAING O'ROURKE

TAP3 – FOOTBRIDGE ST MARYS MCC



Civlink Consulting Pty Ltd

ABN 64 633 194 948

Telephone +61 432 544 458

Email [REDACTED]

Website www.civlink-consulting.com.au



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 - 1.2 Audit Objectives 5
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HEAVY VEHICLE LOCAL ROAD - RSA

LAING O'ROURKE

TAP3 – FOOTBRIDGE ST MARYS MCC



Sue Lewis Consulting
Construction Traffic Planning

Document Control

Title:	Description
Ref No.:	20231130-LOR-STM-HVLR RSA
Description:	Heavy Vehicle Local Road – Road Safety Audit

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

Document Revisions

No.	Date	Issue / Description
00	30.11.2023	ORIGINAL ISSUE

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Executive Summary

Audited Project:	TAP3 – Footbridge St Marys MCC (CN. ISD-18-7541-G)
Audit for:	Laing O'Rourke
Address:	N/A
Email Address:	[REDACTED]
Clients Contact:	Sam McCleery
Auditors:	Alex Gosper (Level 3 Road Safety Auditor – ID: [REDACTED] Director / Senior Civil Engineer – Civlink Consulting Pty Ltd Sue Lewis (Level 2 Road Safety Auditor), Sue Lewis Consulting Pty Ltd Declan McGarry (Level 1 Road Safety Auditor – ID: [REDACTED] CGU Abdullah Khan (Level 1 Road Safety Auditor – ID: [REDACTED] CPB
Audit Type:	Roadworks road safety audit
Commencement Meeting:	29 th November 2023
Site Visit:	30 th November 2023
Completion Meeting:	To be advised
Previous Audit:	N/A



1. Introduction

1.1 Purpose of Audit

This report presents findings of a Pre-construction Road Safety Audit. The audit reviewed the proposed local road use by heavy vehicles as outlined in the HVLR document. It will also review the associated swept paths, Traffic Guidance Schemes and associated documentation in relation to the local road use as part of the project.

The audit is conducted to verify the implemented site arrangement for the works, 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 site being audited covers the areas affected by changes, including the removal of the traffic blisters and islands and the installation of road plates on Grand Avenue. The areas that are the subject of this audit is the red area shown in Figure 1, below;



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 in the site which, if addressed, would improve safety for road users.

The other objectives of this Road Safety Audit were to:



- Check the compatibility between the traffic management's safety features and the functional classification of the roads.
- Identify any design 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 Procedures and reference material

The procedures used are those in the Austroads Guide to Road Safety Part 6: Road Safety Audit (2022) and RTA 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, 2021.

1.4 Audit Team

This Audit Team consisted of:

- Alex Gosper** (Civlink Consulting Director / Traffic Manager / Senior Civil Engineer). Alex is a registered Road Safety Auditor with the Institute of Public Works Engineers Australia, NSW and Senior auditor in both VIC & QLD. Alex is a registered Level 3 Road Safety Auditor in NSW.
- Sue Lewis** (Sue Lewis Consulting Pty Ltd) Sue has 20+ years experience in the traffic industry, with significant experience working on some of the largest infrastructure projects in Australia. Sue is a Level 2 Road Safety Auditor in NSW.
- Declan C Mc Garry** (CGU) Declan has more than 5 years experience working in traffic management roles across a number of significant infrastructure and upgrade projects in NSW. Declan is a Level 1 Road Safety Auditor in NSW.
- Abdullah Khan** Abdullah has more than 7 years' experience in the traffic industry across a number of State Significant Infrastructure projects in NSW. Abdullah is a Level 1 Road Safety Auditor in NSW.

1.5 Statement of Independence

The audit team are independent from the design team and have not been involved in the development of the traffic strategies selected for implementation on this project and site. The audit has been carried out independently of the design team in accordance with Austroads Guide to Road Safety; Part 6 – Road Safety Audit and NSW Centre for Road Safety: Guidelines for Road Safety Audit Practices.

2. Road Safety Audit Program

2.1 Commencement Meeting

Wednesday the 29th of November a commencement email was received from Sue Lewis requesting an audit be conducted on the Heavy Vehicle Local Road (HVLR) report to support the use of local roads within the Penrith Council area at St Marys as part of the TAP3 St Marys station upgrade. The audit was to be conducted by Alex Gosper, Lead Road Safety Auditor (Civlink Consulting) with the assistance of Sue Lewis, Abdullah Khan and Declan McGarry. The audit was to be conducted on the swept paths, traffic guidance schemes and proposed scope included within the HVLR document from the Project.



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 to or 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 site and might not address all concerns existing at the time of the audit. The auditors have endeavoured to identify features of the site that could be modified or removed in order to improve safety, although it must be recognised that safety cannot be guaranteed since no road can be regarded as safe.

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 / Document reference	Description of Deficiency / Observation	Risk level
1	N273-HVSP01	<p>The proposed 12.5m swept path for trucks entering and exiting Brisbane Street from Glossop Street encroach into the opposing lane.</p> <p>Trucks exiting Brisbane Street and heading south should have limited issues as they can await for two lanes to be clear, however the entering vehicle shows an impact on the westbound Brisbane Street traffic.</p> <p>Although unlikely, this may increase the likelihood of some low speed side-swipe type collisions. It is noted that the movements will primarily be outside of peak periods and school pickup and drop-off which is reflected in a reduced likelihood.</p>	<p>Likelihood – Unlikely</p> <p>Severity – Minor</p> <p>Risk Rating – Low</p>
2	N273-HVSP01	<p>The proposed 12.5m swept path for trucks turning left into Australia Street from Brisbane Street heading westbound (similar to item 1) encroach into the area of road for opposing traffic. This movement requiring the full road width may increase the likelihood of some low speed side-swipe type collisions.</p> <p>It is noted however that this section of Australia Street is not line marked and appears to carry very low volumes of traffic which will reduce the likelihood of an impact and is reflected in the likelihood.</p>	<p>Likelihood – Unlikely</p> <p>Severity – Minor</p> <p>Risk Rating – Low</p>

HEAVY VEHICLE LOCAL ROAD - RSA

LAING O'ROURKE

TAP3 – FOOTBRIDGE ST MARYS MCC



Sue Lewis Consulting
Construction Traffic Planning

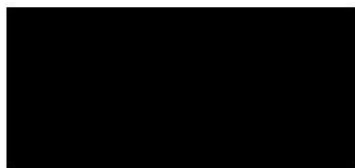
3	N273-HVSP02	<p>The swept path for entry proposes a forward in movement to the compound / laydown. The exit also suggests a forward movement to exit. It is unclear if it is possible to be able to u-turn or achieve a 3-point turn with a 12.5m truck in the corridor proposed (without impacting or driving on the rail formation).</p> <p>Should the drivers need to reverse onto the road, it may pose some additional challenges with the interface with traffic. Alternatively, where they opt to reverse within site, and drive out forwards, it may see the trucks perform differently when exiting site.</p> <p>It is noted however that traffic control will be in place so these configurations are unlikely to exacerbate any existing safety risks.</p>	Note only
4	N273-TGS03	<p>General note – The TGS speed reduction signs are only single signs. These are typically duplicated or repeated in accordance with Section 4.5.5 of the TCWS Version 6.1</p>	Note only
5	N273-TGS03	<p>General note – The TGS proposes the use of manual traffic controllers. It is unclear from the plans if this has been demonstrated to be a safer outcome than PTCs in accordance with TCWS.</p>	Note only
6	N273-TGS03	<p>General note – Where manual traffic controllers are demonstrated to provide a safer outcome than PTCs, TCWS requires four (4) cones be placed in advance of the traffic controller (either in the centre of the road or immediately in advance of the traffic controller in the shoulder, or both). This doesn't appear to be included on the traffic plan.</p>	Note only



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 planning documents and site at St Marys as part of the TAP3 station upgrade works. 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 since no road can be regarded as safe. While every effort has been made to ensure the accuracy of this report, it is made available strictly on the basis that anyone relying on it does so at their own risk without any liability to the Auditors.



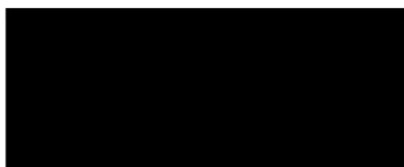
Date: 30.11.2023

Alex Gosper
Director | Level 3 Road Safety Auditor
Civlink Consulting Pty Ltd



Date: 30.11.2023

Sue Lewis
Level 2 Road Safety Auditor
Sue Lewis Consulting Pty LTD



Date: 30.11.2023

Declan McGarry
Level 1 Road Safety Auditor



Date: 30.11.2023

Abdullah Khan
Level 1 Road Safety Auditor

Appendix 4 Dilapidation Report

EXISTING CONDITION SURVEY REPORT

Project Name: 2002003_Laing O'Rourke_P204_StMarys_TAP3
Client: Laing O'Rourke
Prepared by: Land Surveys
Date: 04/08/2023

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1 DOCUMENT CONTROL

1.1 Revisions

Issues of this document shall be identified as Revision 1, 2, 3 etc. Upon each update this shall be changed to a sequential number.

On receipt of a revision, the copyholder shall incorporate the revised pages into this document. The document shall be subject to reissue after a practical number of changes have been made.

Date	Rev	Details	Section	Prepared	Approved
04/08/2023	0	Original	All	Land Surveys	Bruce Baker

1.2 Distribution List

Copyholder details	Document #	Revision#
Laing O'Rourke	Existing Condition Report	0

2 EXECUTIVE SUMMARY

2.1 Inspection Brief

The survey involves capturing high resolution 360 imagery within specific areas, as per scope of works. Any cracks and/or defects captured from the initial survey can be reassessed periodically (if necessary) to detect any further movement or change in conditions.

2.2 Data Capture

A road condition surveys was undertaken with the utilization of a 360-degree spherical camera mounted to the roof of a vehicle. The georeferenced spherical imagery was captured at traffic speed and at various intervals along the road corridor as per scope of works.

Data captured is delivered as geotagged high-resolution photographic imagery.

The data is provided in a web based online viewer (similar to Google Streetview), and no additional software is required to view.

2.3 Navigating through the Virtual Tour

The dataset can be navigated through the virtual viewer provided, simply click on the URL link in section 10 to view.

Photographs can be zoomed, panned and rotated allowing investigation of any areas along the corridor.

A location map is also provided with a pin for each photo representing its location.

2.4 Conditions and Defects Observed

For definitions of defects used throughout this report refer to item 4.1 Definitions of Defects.

A tabulated list of observed defects has been prepared identifying location, node number (relating to the 360 virtual tour) and comments of defects.

3 ASSUMPTIONS AND EXCLUSIONS

3.1 Weather Conditions

The survey was undertaken on the date as specified within this report and in prevailing weather and environmental conditions.

3.2 Exclusions

Defects and existing conditions within this report may exclude:

- Inaccessible areas
- Defects not apparent at the time of the inspection
- Defects only apparent in different weather or environmental conditions
- Minor defects (such as super fine hairline cracking) which may be difficult to observe
- Defects outside the scope of works

3.3 Access

Consent to access any private land and or structures was obtained from the appropriate persons prior to entry. In cases where access to specific areas/rooms were denied, no survey within this area has been undertaken and a note will be made within the report.

All surveys were undertaken from a reasonable distance to any moving vehicles, machinery, plant, equipment and/or any other possible dangers.

Some areas may be restricted in visibility due to:

- Traffic conditions
- Road closures
- Parked vehicles/pedestrians
- Obscured by trees and/or other objects
- Obscured by furniture, blinds and/or other fittings or fixtures
- Locked rooms or areas
- Height or depth of structures

3.4 Unless Otherwise Specified

- No soil, etc. has been excavated nor has any investigation of sub ground drainage been made
- No special investigation of insect, asbestos or soil contamination has been made
- No plant, trees, fixtures, cladding, or lining materials have been removed for further investigation
- No items of furniture or chattels have been moved whilst conducting the survey
- No access to roof, roof space or subfloor has been made
- No inspection to frame work or footings has been undertaken
- No underground services have been inspected

3.5 Sole Use of Client

This report is provided solely for the use of the persons named within this report and no responsibility to other persons is accepted.

3.6 Report Reproduction

Any reproduction of this report must be done so in its entirety.

3.7 Disclaimer

Land Surveys has attempted to show all obvious visual defects, however, cannot guarantee all dilapidation has been identified and has no accountability for any omissions.

The survey only covers the status of the site at the time of inspection. Land Surveys does not accept any liability of damages caused to any properties or structures after site inspection. Land Surveys also accepts no responsibility for any amendments or additions made to the report after delivery.

Land Surveys staff members are not structural engineers or registered building surveyors and are not in a position to comment on the causes of damage or assess any future damages. Land Surveys makes no evaluation on property or structures in terms of its structural stability, with the contents of this report intended as a visual reference only.

4 DEFECT DEFINITIONS AND CLASSIFICATIONS

The following definitions and classifications may be used throughout this report to describe the general condition of various features, surfaces or structures. They are to be used as a guide only and are not an exact.

The photography taken is for record purposes only. Land Surveys make no comment or inference regarding the cause of dilapidation or the potential impact or effect of dilapidation.

4.1 Definitions of Defects

Defect Type	Definition
Blistering	A bubbling effect often caused by heat, moisture or chemical
Chipping	Section of a surface that has broken away
Corrosion	Degradation of a metal caused by its environment
Corrugation Defect	Formation of ripples across a surface
Cracking	A break/split in a surface or structure without complete separation
Damage	Generic term for something that has been broken, smashed, crushed or ruptured
Depressions	Concave deformation of a surface
Deterioration	Progressively worsening
Deviation	Variation within a surface or structure
Discolouration	Change in hue or visual appearance to a material
Displacement/Misalignment	Incorrect position or placement of a structure or surface
Efflorescence	The formation of salt/crystalline deposit on surfaces of masonry, stucco or concrete
Gouges/Scuffs/Dints	Indentation, groove or scrape to a surface
Ground Subsidence	Sinking or settling of the grounds surface
Moss/Mould Buildup	Gradual accumulation of an algae/fungus on a surface
Patching	Surface that has been repaired
Patching Failures	Repaired surfaces that show signs of reoccurring distress
Peeling	The outer layer or skin detached from its surface
Ponding	Water or other liquids forming a small body of standing water
Pothole	Bowl shape depression in a pavement as a result of the loss of the pavement surface
Ravelling	Progressive disintegration of a pavement surface through loss of both binder and aggregate
Rust	A red/orange/brown flaking coating of iron oxide that is formed on metal by oxidation
Rutting	Longitudinal vertical deformation of a pavement surface in a wheel path
Separation/Delamination	A break, split or variation between various surfaces or structures
Shape Loss	Generic term for a number of defects including; corrugations, depressions, shoving
Shoving	Convex deformation of a surface
Spalling	Result of water entering brick, concrete or stone and forcing the surface to peel, pop out or flake off
Stripping	Loss of aggregate within a pavement surface, resulting in exposed binder and/or pavement
Water Ingress/Damage	Water or liquid entering a surface or structure/causing damage
Weathered	Worn by long periods of exposure to natural elements

4.2 Crack Type

Crack Type	Definition
Longitudinal	Cracks that run along the length of a carriageway/path. It can consist of a single crack or a series of parallel cracks
Transverse	Cracks that run perpendicular to the carriageway/path. It can consist of a single crack or a series of parallel cracks
Lineal	Cracks running in a direct line. It can consist of a single crack or a series of parallel cracks
Reflective	Cracks that occur directly over joints or cracks in a concrete pavement or overlay of a deteriorated asphalt pavement due to the movement of the old pavement
Slippage	Cracks forming the shape a crescent or half-moon, generally having two ends pointed into the direction of traffic.
Edge	Cracks that appear on the edge of a road or path
Crocodile	Interconnecting or interlaced cracking, resembling the hide of a crocodile
Block	Interconnected cracks that divide the surface up into rectangular pieces
Craze	A network of cracks running in various directions
Pattern	Cracks that are part of a network of cracks that form an identifiable grouping of shapes
Vertical	Cracks that are parallel to the vertical direction
Horizontal	Cracks that are parallel to the plane of the horizon
Diagonal	Cracks running crossways across a surface of structure
Step	The crack pattern follows the mortar joints between masonry units in a stair stepping pattern
Cogged	The crack pattern follows the mortar joints between masonry units in a vertical rotational pattern
Joint	Lineal cracks that run along the connection of construction joints, expansion joints, isolation joints and at the junction of structures and forms
Various	Generic term for a combination of several crack types

4.3 Crack Classification

Crack Width (mm)	Crack Classification (Class)
<0.1	0
0.1-1	1
1-5	2
5-15	3
15-25	4
>25	5

5 REPORT REVIEW AND ACCEPTANCE

Location of Survey:

- Hobart street
- Australia Street
- Sydney Street
- Brisbane street

Date of Survey: 04/08/2023

Survey conducted by Land Surveys

5.1 Client Acceptance

I accept that this report is true and a correct record of conditions.

Signature of Client Representative

Full Name of Client Representative

Date

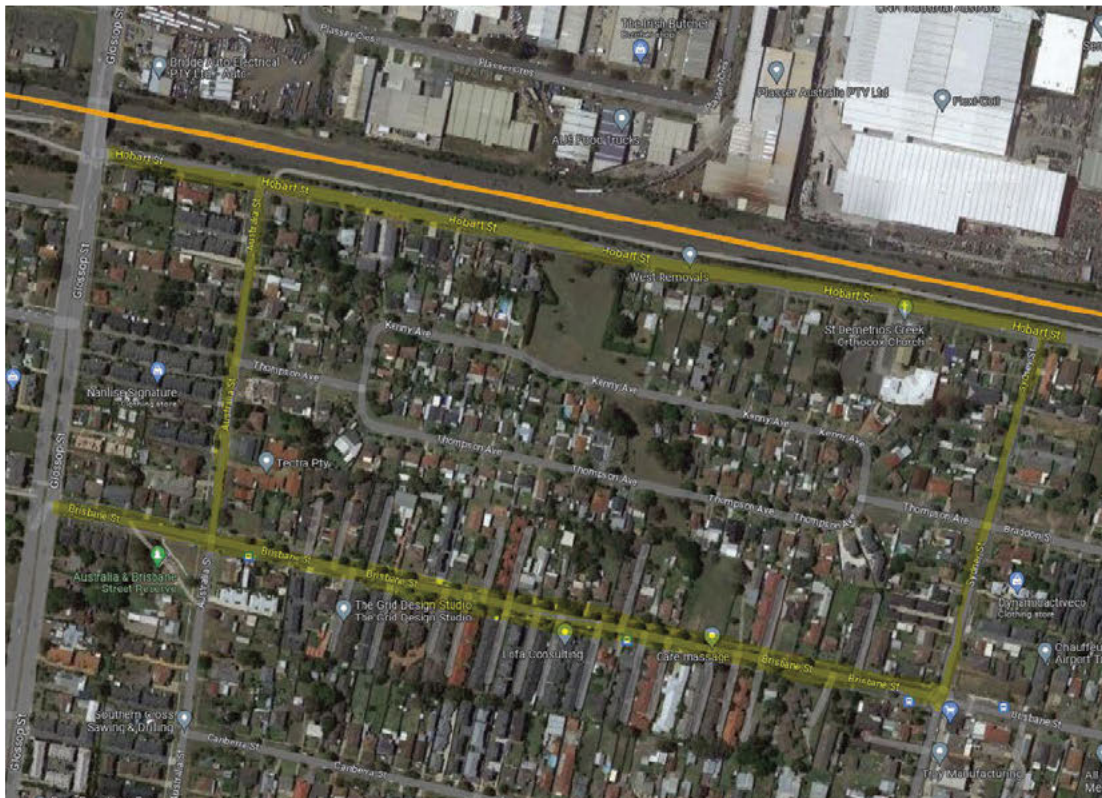
6 INTRODUCTION

Land Surveys has been contracted by Laing O'Rourke to undertake a dilapidation survey and existing condition report of structures adjacent to P204St Marys TAP3, prior to the commencement of any construction works.

7 SCOPE OF WORKS

The survey involves capturing high resolution 360 imagery of existing conditions and observed defects located at:

- Hobart street
- Australia Street
- Sydney Street
- Brisbane street



8 SITE CONDITION & GENERAL OBSERVATIONS

Date of Survey	04/08/2023
Survey Type	360 Virtual Tour of Road Corridor
Site Conditions	Pre-Construction
Weather Conditions	Dry, Sunny
Lighting Conditions	Ideal
Significant Trees	Significant Trees within 10 Metres of Road Corridor
Ground Conditions	No Major Faults Observed
Access	All Areas Accessed

9 SURVEY LOCATION



10 360 VIRTUAL TOUR

[Click to access 360 Virtual Tour](#)

11 SCHEDULE OF DEFECTS

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
1000	Hobart Street	Westbound Lane	Asphalt Asphalt	Stripping Cracking	Crocodile	2
1001	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Cracking Stripping Patching	Crocodile	2
1002	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Cracking Stripping Patching	Crocodile	2
1003	Hobart Street	Westbound Lane	Asphalt Kerb Channel	Stripping Cracking	Longitudinal	2
1004	Hobart Street	Westbound Lane	Asphalt	Stripping		
1005	Hobart Street	Westbound Lane	Kerb Channel	Chipping		
1006	Hobart Street	Westbound Lane	Asphalt	Stripping		
1007	Hobart Street	Westbound Lane	Kerb Channel	Cracking	Lineal	2
1008	Hobart Street	Westbound Lane	Kerb	Chipping		
1009	Hobart Street	Westbound Lane	Asphalt	Stripping		
1010	Hobart Street	Westbound Lane	Kerb	Chipping		
1011	Hobart Street	Westbound Lane	Kerb	Chipping		
1012	Hobart Street	Westbound Lane	No Defect Observed			
1013	Hobart Street	Westbound Lane	Asphalt	Stripping		
1014	Hobart Street	Westbound Lane	Asphalt	Stripping		
1015	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Cracking Stripping Depressions	Crocodile	2
1016	Hobart Street	Westbound Lane	Asphalt	Stripping		
1017	Hobart Street	Westbound Lane	Asphalt	Stripping		
1018	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1019	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1020	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1021	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1022	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1023	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1024	Hobart Street	Westbound Lane	Asphalt	Stripping		
1025	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2
1026	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2
1027	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2
1028	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
1029	Hobart Street	Westbound Lane	Kerb	Chipping		
1030	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Gouges Stripping Cracking	Edge	2
1031	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2
1032	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2
1033	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2
1034	Hobart Street	Westbound Lane	Kerb Channel	Cracking	Lineal	2
1035	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1036	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1037	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2
1038	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2
1039	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2
1040	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2
1041	Hobart Street	Westbound Lane	Asphalt	Patching		
1042	Hobart Street	Westbound Lane	Asphalt	Stripping		
1043	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2
1044	Hobart Street	Westbound Lane	Asphalt	Stripping		
1045	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1046	Hobart Street	Westbound Lane	Asphalt Asphalt	Cracking Cracking	Longitudinal Transvers	2 2
1047	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Cracking Stripping Patching	Longitudinal	2
1048	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Cracking Cracking Stripping	Longitudinal Transvers	2 2
1049	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Stripping Patching Cracking	Craze	2
1050	Hobart Street	Westbound Lane	Asphalt Asphalt	Cracking Stripping	Edge	2
1051	Hobart Street	Westbound Lane	Asphalt Asphalt	Cracking Stripping	Crocodile	2
1052	Hobart Street	Westbound Lane	Asphalt Asphalt	Cracking Stripping	Various	2
1053	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Cracking Patching Stripping	Various	2

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
1054	Hobart Street	Westbound Lane	Asphalt	Damage		
1055	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Cracking Depressions Stripping	Various	2
1056	Hobart Street	Westbound Lane	Asphalt Asphalt	Cracking Stripping	Craze	2
1057	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Cracking Patching Stripping	Craze	2
1058	Hobart Street	Westbound Lane	Asphalt Asphalt	Cracking Stripping	Longitudinal	2
1059	Hobart Street	Westbound Lane	Asphalt	Stripping		
1060	Hobart Street	Westbound Lane	No Defect Observed			
1061	Hobart Street	Westbound Lane	No Defect Observed			
1062	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1063	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1064	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1065	Hobart Street	Westbound Lane	Asphalt Asphalt	Cracking Patching	Longitudinal	2
1066	Hobart Street	Westbound Lane	Asphalt	Patching		
1067	Hobart Street	Westbound Lane	Asphalt	Patching		
1068	Hobart Street	Westbound Lane	Asphalt Asphalt	Patching Cracking	Longitudinal	2
1069	Hobart Street	Westbound Lane	Asphalt Asphalt	Gouges Stripping		
1070	Hobart Street	Westbound Lane	Asphalt	Stripping		
1071	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1072	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1073	Hobart Street	Westbound Lane	No Defect Observed			
1074	Hobart Street	Westbound Lane	Asphalt	Patching		
1075	Hobart Street	Westbound Lane	Asphalt Asphalt	Stripping Patching		
1076	Hobart Street	Westbound Lane	Asphalt Asphalt	Stripping Cracking	Longitudinal	2
1077	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Cracking Cracking Stripping	Crocodile Longitudinal	1 2
1078	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Stripping Patching Cracking	Longitudinal	2

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
1079	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Patching Stripping Cracking	Longitudinal	2
1080	Hobart Street	Westbound Lane	Asphalt	Stripping		
1081	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1082	Hobart Street	Westbound Lane	Asphalt	Cracking	Edge	2
1083	Hobart Street	Westbound Lane	Asphalt Asphalt	Cracking Patching	Edge	2
1084	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt	Cracking Stripping Patching	Various	2
1085	Hobart Street	Westbound Lane	Asphalt Asphalt Asphalt Asphalt	Stripping Patching Cracking Depressions	Various	2
1086	Hobart Street	Westbound Lane	Asphalt Asphalt	Cracking Patching Stripping	Various	2
1087	Hobart Street	Westbound Lane	Asphalt	Cracking Stripping	Various	3
1088	Hobart Street	Westbound Lane	Asphalt	Cracking Cracking	Transvers Edge	2 2
1089	Hobart Street	Westbound Lane	Asphalt	Stripping		
1090	Hobart Street	Westbound Lane	Asphalt	Stripping Cracking Cracking	Transvers Longitudinal	2 2
1091	Hobart Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
1092	Hobart Street	Westbound Lane	Asphalt	Cracking Stripping	Longitudinal	2
1093	Hobart Street	Westbound Lane	Asphalt	Stripping		
1094	Hobart Street	Westbound Lane	Asphalt	Cracking Stripping	Longitudinal	2
1095	Hobart Street	Westbound Lane	Asphalt	Cracking Stripping	Transvers	2
1096	Hobart Street	Westbound Lane	Asphalt	Stripping		
1097	Hobart Street	Westbound Lane	Asphalt	Stripping		
1098	Hobart Street	Westbound Lane	Asphalt	Stripping		
1099	Hobart Street	Westbound Lane	Asphalt	Stripping		
1100	Hobart Street	Westbound Lane	Asphalt	Damage		
2001	Sydney Street	Southbound Lane	Asphalt Asphalt	Stripping Patching		

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
2002	Sydney Street	Southbound Lane	Asphalt	Stripping		
2003	Sydney Street	Southbound Lane	Asphalt	Stripping		
2004	Sydney Street	Southbound Lane	Asphalt	Stripping		
2005	Sydney Street	Southbound Lane	Asphalt Asphalt Asphalt	Stripping Depressions Patching		
2006	Sydney Street	Southbound Lane	Asphalt Asphalt Asphalt	Depression Stripping Patching		
2007	Sydney Street	Southbound Lane	Asphalt Asphalt Asphalt	Patching Failures Stripping Cracking	Crocodile	2
2008	Sydney Street	Southbound Lane	Asphalt Asphalt Asphalt	Stripping Patching Cracking	Crocodile	2
2009	Sydney Street	Southbound Lane	Asphalt	Stripping		
2010	Sydney Street	Southbound Lane	Asphalt	Stripping		
2011	Sydney Street	Southbound Lane	Asphalt	Stripping		
2012	Sydney Street	Southbound Lane	Asphalt Asphalt	Patching Failures Cracking	Crocodile	2
2013	Sydney Street	Southbound Lane	Asphalt Asphalt	Stripping Patching		
2014	Sydney Street	Southbound Lane	Asphalt	Stripping		
2015	Sydney Street	Southbound Lane	Asphalt	Stripping		
2016	Sydney Street	Southbound Lane	Asphalt Asphalt	Patching Stripping		
2017	Sydney Street	Southbound Lane	Asphalt Asphalt Asphalt	Depressions Patching Stripping		
2018	Sydney Street	Southbound Lane	Asphalt	Stripping		
2019	Sydney Street	Southbound Lane	Asphalt Asphalt Asphalt	Ravelling Gouges Cracking	Craze	2
2020	Sydney Street	Southbound Lane	Asphalt Asphalt Asphalt Asphalt	Patching Failures Gouges Cracking Ravelling	Various	2
2021	Sydney Street	Southbound Lane	Asphalt Asphalt	Ravelling Cracking	Crocodile	2
2022	Sydney Street	Southbound Lane	Asphalt Asphalt	Cracking Stripping	Longitudinal	2
2023	Sydney Street	Southbound Lane	Asphalt	Stripping		

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
2024	Sydney Street	Southbound Lane	Asphalt	Stripping		
2025	Sydney Street	Southbound Lane	Asphalt	Stripping		
2026	Sydney Street	Southbound Lane	Asphalt	Stripping		
2027	Sydney Street	Southbound Lane	Asphalt Asphalt Asphalt	Patching Stripping Cracking	Craze	1
2028	Sydney Street	Southbound Lane	Asphalt Asphalt	Patching Stripping		
2029	Sydney Street	Southbound Lane	Asphalt Asphalt Asphalt	Patching Failures Stripping Depression		
2030	Sydney Street	Southbound Lane	Asphalt Asphalt	Patching Stripping		
2031	Sydney Street	Southbound Lane	Asphalt Asphalt Asphalt	Ravelling Cracking Gouges	Transvers	2
2032	Sydney Street	Southbound Lane	Asphalt Asphalt Asphalt	Ravelling Cracking Patching Failures	Crocodile	2
2033	Sydney Street	Southbound Lane	Asphalt	Stripping		
2034	Sydney Street	Southbound Lane	Asphalt Asphalt	Stripping Depression		
2035	Sydney Street	Southbound Lane	Asphalt Asphalt	Stripping Patching		
2036	Sydney Street	Southbound Lane	Asphalt Asphalt	Cracking Stripping	Transvers	2
2037	Sydney Street	Southbound Lane	Island Asphalt	Chipping Stripping		
2038	Sydney Street	Southbound Lane	Asphalt Roundabout	Stripping Gouges		
2039	Sydney Street	Southbound Lane	Asphalt Roundabout	Patching Chipping		
2040	Sydney Street	Southbound Lane	Asphalt Roundabout	Patching Chipping		
3000	Brisban Street	Westbound Lane	Asphalt Asphalt Asphalt	Cracking Kerb Channel Kerb	Edge Stripping Chipping	2
3001	Brisban Street	Westbound Lane	Asphalt	Cracking	Edge	2
3002	Brisban Street	Westbound Lane	Kerb	Cracking	Lineal	2
3003	Brisban Street	Westbound Lane	Kerb Channel	Cracking	Lineal	2
3004	Brisban Street	Westbound Lane	Kerb	Chipping		
3005	Brisban Street	Westbound Lane	Kerb	Chipping		

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
3006	Brisban Street	Westbound Lane	Kerb	Chipping		
3007	Brisban Street	Westbound Lane	No Defect Observed			
3008	Brisban Street	Westbound Lane	Asphalt	Cracking	Edge	2
3009	Brisban Street	Westbound Lane	Kerb	Chipping		
3010	Brisban Street	Westbound Lane	Kerb	Chipping		
3011	Brisban Street	Westbound Lane	No Defect Observed			
3012	Brisban Street	Westbound Lane	No Defect Observed			
3013	Brisban Street	Westbound Lane	No Defect Observed			
3014	Brisban Street	Westbound Lane	Asphalt	Stripping		
3015	Brisban Street	Westbound Lane	Asphalt	Stripping		
3016	Brisban Street	Westbound Lane	No Defect Observed			
3017	Brisban Street	Westbound Lane	Asphalt	Stripping		
3018	Brisban Street	Westbound Lane	Asphalt	Patching		
3019	Brisban Street	Westbound Lane	Asphalt	Stripping		
3020	Brisban Street	Westbound Lane	Asphalt	Stripping		
3021	Brisban Street	Westbound Lane	Island	Gouges		
3022	Brisban Street	Westbound Lane	Asphalt	Stripping		
3023	Brisban Street	Westbound Lane	Island	Gouges		
3024	Brisban Street	Westbound Lane	Asphalt	Stripping		
3025	Brisban Street	Westbound Lane	Asphalt	Stripping		
3026	Brisban Street	Westbound Lane	Asphalt	Stripping		
3027	Brisban Street	Westbound Lane	No Defect Observed			
3028	Brisban Street	Westbound Lane	No Defect Observed			
3029	Brisban Street	Westbound Lane	Asphalt	Stripping		
3030	Brisban Street	Westbound Lane	No Defect Observed			
3031	Brisban Street	Westbound Lane	Asphalt	Stripping		
3032	Brisban Street	Westbound Lane	No Defect Observed			
3033	Brisban Street	Westbound Lane	No Defect Observed			
3034	Brisban Street	Westbound Lane	Asphalt	Stripping		
3035	Brisban Street	Westbound Lane	No Defect Observed			
3036	Brisban Street	Westbound Lane	Asphalt	Stripping		
3037	Brisban Street	Westbound Lane	No Defect Observed			
3038	Brisban Street	Westbound Lane	No Defect Observed			
3039	Brisban Street	Westbound Lane	Asphalt	Stripping		
3040	Brisban Street	Westbound Lane	No Defect Observed			
3041	Brisban Street	Westbound Lane	Asphalt	Stripping		
3042	Brisban Street	Westbound Lane	Asphalt	Stripping		
3043	Brisban Street	Westbound Lane	No Defect Observed			

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
3044	Brisban Street	Westbound Lane	No Defect Observed			
3045	Brisban Street	Westbound Lane	No Defect Observed			
3046	Brisban Street	Westbound Lane	No Defect Observed			
3047	Brisban Street	Westbound Lane	Asphalt	Stripping		
3048	Brisban Street	Westbound Lane	Asphalt	Patching		
3049	Brisban Street	Westbound Lane	Asphalt	Stripping		
3050	Brisban Street	Westbound Lane	No Defect Observed			
3051	Brisban Street	Westbound Lane	Asphalt	Stripping		
3052	Brisban Street	Westbound Lane	Asphalt Asphalt	Stripping Cracking	Longitudinal	2
3053	Brisban Street	Westbound Lane	Asphalt Asphalt	Gouges Stripping		
3054	Brisban Street	Westbound Lane	Asphalt Asphalt	Gouges Stripping		
3055	Brisban Street	Westbound Lane	No Defect Observed			
3056	Brisban Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
3057	Brisban Street	Westbound Lane	Kerb Channel	Cracking	Lineal	2
3058	Brisban Street	Westbound Lane	No Defect Observed			
3059	Brisban Street	Westbound Lane	Asphalt	Stripping		
3060	Brisban Street	Westbound Lane	Asphalt Asphalt Asphalt	Patching Failures Depressions Cracking	Crocodile	2
3061	Brisban Street	Westbound Lane	Asphalt	Stripping		
3062	Brisban Street	Westbound Lane	No Defect Observed			
3063	Brisban Street	Westbound Lane	No Defect Observed			
3064	Brisban Street	Westbound Lane	No Defect Observed			
3065	Brisban Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
3066	Brisban Street	Westbound Lane	Asphalt Asphalt	Cracking Stripping	Longitudinal	2
3067	Brisban Street	Westbound Lane	Asphalt Asphalt Asphalt	Cracking Depressions Stripping	Crocodile	2
3068	Brisban Street	Westbound Lane	Asphalt Asphalt	Cracking Stripping	Crocodile	2
3069	Brisban Street	Westbound Lane	No Defect Observed			
3070	Brisban Street	Westbound Lane	No Defect Observed			
3071	Brisban Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
3072	Brisban Street	Westbound Lane	Asphalt	Cracking	Longitudinal	2
3073	Brisban Street	Westbound Lane	Asphalt	Stripping		
3074	Brisban Street	Westbound Lane	Asphalt	Stripping		

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
3075	Brisban Street	Westbound Lane	Asphalt	Patching		
3076	Brisban Street	Westbound Lane	Asphalt Asphalt Asphalt	Stripping Cracking Patching	Longitudinal	2
3077	Brisban Street	Westbound Lane	Kerb Channel Asphalt Asphalt	Cracking Gouges Stripping	Lineal	2
3078	Brisban Street	Westbound Lane	Asphalt	Stripping		
3079	Brisban Street	Westbound Lane	No Defect Observed			
3080	Brisban Street	Westbound Lane	No Defect Observed			
3081	Brisban Street	Westbound Lane	Asphalt	Stripping		
3082	Brisban Street	Westbound Lane	Asphalt	Stripping		
3083	Brisban Street	Westbound Lane	Asphalt Asphalt Asphalt	Depressions Cracking Stripping	Crocodile	2
3084	Brisban Street	Westbound Lane	Asphalt	Damage		
3085	Brisban Street	Westbound Lane	Asphalt	Damage		
3086	Brisban Street	Westbound Lane	Asphalt Asphalt	Cracking Cracking	Longitudinal Crocodile	2 2
3087	Brisban Street	Westbound Lane	Asphalt Asphalt	Cracking Cracking	Longitudinal Crocodile	2 2
3088	Brisban Street	Westbound Lane	Asphalt Asphalt	Cracking Cracking	Crocodile Longitudinal	2 2
3089	Brisban Street	Westbound Lane	Asphalt Asphalt Asphalt	Stripping Cracking Depressions	Various	2
3090	Brisban Street	Westbound Lane	Asphalt	Stripping		
3091	Brisban Street	Westbound Lane	Asphalt Asphalt	Stripping Cracking	Longitudinal	2
3092	Brisban Street	Westbound Lane	Asphalt Asphalt	Stripping Cracking	Longitudinal	2
4000	Australia Street	Southbound Lane	Asphalt Asphalt Asphalt	Patching Failures Cracking Stripping	Crocodile	2
4001	Australia Street	Southbound Lane	Asphalt Asphalt	Stripping Cracking	Crocodile	2
4002	Australia Street	Southbound Lane	Asphalt Asphalt	Cracking Stripping	Longitudinal	2
4003	Australia Street	Southbound Lane	Asphalt Kerb	Cracking Chipping	Craze	2
4004	Australia Street	Southbound Lane	Asphalt Kerb & Channel	Cracking Chipping	Crocodile	2

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
4005	Australia Street	Southbound Lane	Asphalt Kerb	Cracking Cracking	Craze Lineal	2 2
4006	Australia Street	Southbound Lane	Asphalt Kerb	Stripping Cracking	Lineal	2
4007	Australia Street	Southbound Lane	Asphalt Kerb	Stripping Chipping		
4008	Australia Street	Southbound Lane	Asphalt	Stripping		
4009	Australia Street	Southbound Lane	Asphalt	Stripping		
4010	Australia Street	Southbound Lane	Asphalt Asphalt	Patching Cracking	Longitudinal	2
4011	Australia Street	Southbound Lane	Asphalt	Stripping		
4012	Australia Street	Southbound Lane	Asphalt	Stripping		
4013	Australia Street	Southbound Lane	Asphalt	Stripping		
4014	Australia Street	Southbound Lane	Asphalt Asphalt	Cracking Gouges	Transvers	2
4015	Australia Street	Southbound Lane	Asphalt Asphalt	Cracking Patching	Craze	2
4016	Australia Street	Southbound Lane	Asphalt Asphalt	Cracking Stripping	Pattern	2
4017	Australia Street	Southbound Lane	Asphalt Asphalt Asphalt	Patching Cracking Cracking	Craze Longitudinal	2 2
4018	Australia Street	Southbound Lane	Asphalt Asphalt Asphalt	Patching Cracking Stripping	Longitudinal	2
4019	Australia Street	Southbound Lane	Asphalt Asphalt	Cracking Stripping	Longitudinal	2
4020	Australia Street	Southbound Lane	Asphalt Asphalt	Cracking Stripping	Longitudinal	2
4021	Australia Street	Southbound Lane	Asphalt	Stripping		
4022	Australia Street	Southbound Lane	Asphalt	Cracking	Craze	2
4023	Australia Street	Southbound Lane	Asphalt	Stripping		
4024	Australia Street	Southbound Lane	Asphalt Asphalt	Cracking Stripping	Crocodile	2
4025	Australia Street	Southbound Lane	Asphalt Asphalt	Cracking Stripping	Crocodile	2
4026	Australia Street	Southbound Lane	Asphalt Asphalt	Cracking Stripping	Crocodile	2
4027	Australia Street	Southbound Lane	Asphalt	Patching		
4028	Australia Street	Southbound Lane	Asphalt Asphalt	Patching Stripping		

Node No.	Area	Direction	Defect Location/Feature	Defect	Crack/ Separation Type	Crack Class
4029	Australia Street	Southbound Lane	Asphalt	Patching		
4030	Australia Street	Southbound Lane	Asphalt Asphalt	Patching Stripping		
4031	Australia Street	Southbound Lane	Asphalt Asphalt	Patching Cracking	Crocodile	2
4032	Australia Street	Southbound Lane	Asphalt	Cracking	Longitudinal	2
4033	Australia Street	Southbound Lane	Asphalt	Stripping		
4034	Australia Street	Southbound Lane	Asphalt	Stripping		
4035	Australia Street	Southbound Lane	Asphalt Asphalt Asphalt	Patching Stripping Cracking	Longitudinal	2

Appendix 5 Consultation with Stakeholders

The HVLR and the use of associated local roads were consulted with the TCG & TTLG in May 2023 together with the CTMP. In addition to the comments register provided, attached are the minutes from the TTLG, and emails from TCG members confirming closure of comments & acceptance of proposed routes. One Teambinder document transmittal email is also attached confirming that the Road Dilapidation Report was provided to Penrith City Council.

CONTRACT NO.	DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.	DOCUMENT REF	DEED REF	COMMENTS / RESPONSE	COMMENT CATEGORY	LINKED ITEM NO	CLOSED OUT
FSM	SMWSAFSM-SMD-STM-PM-PLN-000001	Transport Access Program 3 Footbridge St Marys MCC - Construction Traffic and Pedestrian Management Plan	A.01	S3	01	9/05/2023	SMD	PBROGAN	SMWSAFSM-SMD-STM-PM-PLN-000001	Section 2.1.4	CTMF	Section 2.1.4 - make sure the document acknowledges the revised bus routing and road closures put in place in March 2022 when the St Marys Temporary Bus Interchange became operational.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	Section 2.1.4	CTMF	Section 2.1.4 updated A taxi rank exists on Forrester Road south of the bus stop which has the capacity for 3 ranked taxis. Current bus route has been checked in TINSW busways in order to reflect the most updated bus route and road closures established by previous stakeholders. Table 4 updated showing bus routes mentioned in the CTMP.	Observation		N
					02	9/05/2023	SMD	PBROGAN	SMWSAFSM-SMD-STM-PM-PLN-000001	Figure 11	CTMF & CCSI Approval	Figure 11 - have the proposed haulage routes been identified in the WSA EIS and do any of those proposed trigger CCSI Condition E105	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	Figure 11	CTMF & CCSI Approval	Section 2.2.2 updated Figure 11 depicts the proposed haulage route for heavy vehicles accessing the proposed construction access as part of this CTMP implementation. 12.5 m construction vehicles will be required to access the proposed LOR laydown area on Hobart St using the existing local roads (Brisbane St - Australia St - Sydney St). HVLR report assessing local roads included as part of the CoAs e105-106 has been addressed in order to provide access to the proposed LOR work/laydown areas. Copy of the HVLR report included in CTMP report as an Appendix 7 Heavy Vehicle Load Report (HVLR) 25/5 - Turning paths and routes via Sydney St removed. HVLR to be updated accordingly. LOR agree no HV movements via Sydney St	Observation	dasd	N
					03	9/05/2023	SMD	PBROGAN	SMWSAFSM-SMD-STM-PM-PLN-000001	General	CTMF	Make clear in the document whether any aspect of the works triggers the need for referral to the local traffic committee.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	General	CTMF	Section 5 updated Penrith Council/CJP being a key stakeholders will be forwarded a copy of this CTMP and will be routinely consulted via TCG /TTLG Sydney metro meeting and informed of up-coming works, site access changes, lane and road closures.	Observation		N
					04	11/05/2023	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.1 Construction Traffic Generation	NA	The second dot point on page 22 refers to minimising construction vehicle movements during peak periods and school times - with only 10 HV movements per day can you please confirm if any will take place during peak hours or school zone times. Ideally, with so few movements we should be avoiding these times altogether especially school zone times on the haulage route that traverses the school zone.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.1 Construction Traffic Generation	NA	Section 2.2.1 Updated (page 23) Vehicles of various sizes are expected to attend the worksite including but not limited to light vehicles, tipper trucks, concrete trucks during construction hours. The largest vehicles regularly accessing the site will be a 12.5m heavy rigid truck, oversize vehicles may access the site to deliver construction equipment and will subject to obtaining a permit from the National Heavy Vehicle Regulator prior to accessing site. Proposed EIS construction vehicle ingress/egress for the proposed work zone area is estimated as per to be 216 light vehicles (utes/staff) and 10 heavy vehicles (MRV, HRV and AVs) per day. TAP 3 - Laing O'Rourke project estimates that 50 light vehicles and 10 heavy vehicle will be accessing during Non peak hours or school times to the proposed construction gates. The following distribution construction vehicle between in compounds is presented in Figure 11.	Observation		N
					05	11/05/2023	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.2 Material Haulage / site traffic	NA	Please confirm within this section if the routes are EIS approved routes. Then if they are not, details on why these routes are being proposed and what mitigation measures are being put in place to manage other road users safety. I note that the HVLR is added at the end of the document, but these are usually submitted as separate documents and the info should be included in both.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.2 Material Haulage / site traffic	NA	See item 02 response	Observation		N
					06	11/05/2023	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	4. Mitigation Table 6	NA	In terms of mitigation measures for the movement of plant in and out of the construction access please consider the use of Be Truck Aware decals on either side of the driveway to provide a final warning to pedestrians on the possible presence of HVs before stepping into the roadway. These decals are used across all Metro construction sites and provide a low cost SFAIRP mitigation measure for pedestrian safety.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	4. Mitigation Table 6	NA	Section 4 updated (table 6 - Movement of plant and equipment in and out of the proposed construction access) Construction vehicle movement decals will be implemented on-site in order to inform pedestrians of construction vehicle movements at the designated ingress/access construction gates.	Observation		N
					07	11/05/2023	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 2 - STM-LORCASE-TW-DRG-0001	NA	Appendix 2 updated Is there a reason traffic controllers are not shown on this traffic plan, especially with the swept paths showing exiting vehicles crossing into the oncoming lane?	Observation		Y

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									SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 2 - STM-LORCASE-TW-DRG-0001	NA	Traffic controllers positions are shown in Appendix 5. Appendix 2 updated Notes included in the drawings.	Observation		N
					08	11/05/2023	TFN	LWILBY	SMWSAFSM-SMD-STM-PM-PLN-000001	2.3.9 Road Safety Audits	NA	The text in this section incorrectly states that this was a desktop RSA (which would make it a non complying RSA), when in fact the audit states that a site visit was undertaken. Please update the text to remove the reference to "desktop" so as to not cause any confusion.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	2.3.9 Road Safety Audits	NA	Section 2.3.9 updated A road safety audit will be conducted for this Construction Traffic Management Plan by a suitably qualified and independent auditor with a Level 3 certification and another auditor with Level 2 or higher certification. Where road safety deficiencies/impacts are identified through these audits, the relevant design/ implementation will be amended to address the deficiencies/impacts, where required. The road safety audit is provided in Appendix 3 Road Safety Audit.	Observation		N
					09	15/05/2023	TFN	QMINHLA	SMWSAFSM-SMD-STM-PM-PLN-000001	General	N/A	KH - It has been requested by some residents living on the GHW that heavy vehicles minimise as much as possible the use of exhaust brakes when travelling through the residential areas along the Great Western Highway and other approach roads to the sites	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	General	N/A	Exahust Break compression issues will be addressed via dynamic toolbox talks and pre-start briefings, as well as subcontractor commencement meetings	Observation		N
					10	22/05/2023	PCC	LVALLEJO	SMWSAFSM-SMD-STM-PM-PLN-000001	Section 2.3.4	NA	Section 2.3.4 of the CTMP mentions a parking strategy being developed in the future. The parking strategy details should be submitted with this CTMP, and not in the future. Council requests that parking details are included and submitted for review and comment.	Observation		N
									SMWSAFSM-SMD-STM-PM-PLN-000001	Section 2.3.4	NA	Site parking conditions were described in section 2.1.6 and as per section 2.3.4 "Impact on current parking conditions is expected to be low and provide sufficient off-street parking spaces for commuters/ users and construction workers. Any changes on current on-site & multi-deck parking conditions will require approval from the council with local stakeholders/ residents also being consulted with TfNSW /CJP prior to activities commencing. A designated construction parking area inside of the proposed TAP3 -Laing O'Rourke compounds will be designated and implemented for workforce construction vehicles. On-street parking on roads/streets previously mentioned will not be permitted as part of this CTMP implementation. As part of Laing O' Rourke's strategy, encouragement of the use of public transport and carpool/ridesharing will be explained to the workforce in order to avoid the use of street parking. Previously mentioned commute options will be reminded during the toolbox/prestart meetings during the construction phase the of TAP3 project. Any changes (IF REQUIRED) on current on-site & multi-deck parking conditions will require consultation/approval from the council with local stakeholders/ residents also being consulted.	Observation		N
					11	22/05/2023	PCC	LVALLEJO	SMWSAFSM-SMD-STM-PM-PLN-000001	General	NA	Some of the swept paths show that traffic control is required for heavy vehicles at intersections including: - Harris St / Forrester Rd (takes out parking) - Harris St / Glossop St - Brisbane St / Australia St / Glossop St - Brisbane St / Sydney St (mounting kerbs) TGS's for these intersections are requested to be included in the CTMP for Council review and comment.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	General	NA	Appendix 5 updated (TGS drawings). 12 m truck construction vehicle deliveries will be coordinated with Laing O'Rourke traffic/construction teams in order to use traffic control shadow vehicles in order to avoid issues with motorist at proposed intersections. Appendix 2 updated Notes included in the drawings.	Observation		N
					12	22/05/2023	TFN	FLARUE	SMWSAFSM-SMD-STM-PM-PLN-000001	1.2	NA	Is there some sort of drawing/ graphic that shows what is actually being built to go with the wider context picture in the TMP?	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	1.2	NA	Section 1.2 updated Figure 2 updated	Observation		N
					13	22/05/2023	TFN	JHODDER	SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.1	NA	To clarify, 216 light vehicles and 10 heavy vehicles are expected per day which equates to 432 LV and 20 HV movements? Is there an expected hourly breakdown of vehicle numbers? And what is the split between the two compounds? Every effort should be made to reduce all movements during peak periods.	Observation		N

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									SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.1	NA	Proposed light and heavy vehicle movements are expected for all proposed construction gate access. Section 2.2.1 Updated (page 23) Vehicles of various sizes are expected to attend the worksite including but not limited to light vehicles, tipper trucks, concrete trucks during construction hours. The largest vehicles regularly accessing the site will be a 12.5m heavy rigid truck, oversize vehicles may access the site to deliver construction equipment and will subject to obtaining a permit from the National Heavy Vehicle Regulator prior to accessing site. Proposed EIS construction vehicle ingress/egress for the proposed work zone area is estimated as per to be 216 light vehicles (utes/staff) and 10 heavy vehicles (MRV, HRV and AVs) per day. TAP 3 – Laing O'Rourke project estimates that 50 light vehicles and 10 heavy vehicle will be accessing during Non peak hours or school times to the proposed construction gates. The following distribution construction vehicle between in compounds is presented in Figure 11.	Observation		N
					14	22/05/2023	TFN	JHODDER	SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.4 and Appendix 2	NA	What is the reason for the proposed 40km/h speed zone on Harris St and Hobart St?	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	2.2.4 and Appendix 2	NA	Proposed speed reduction will be required in order to implement stop / slow traffic setup for construction vehicle maneuvers (if required).	Observation		N
					15	22/05/2023	TFN	FLARUE	SMWSAFSM-SMD-STM-PM-PLN-000001	2.3.4	NA	Any parking loss, especially within the commuter car park area will need to be off set at another location so that the project minimises the impact to the local parking availability.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	2.3.4	NA	LOR - FSM project will not use commuter car parking. Any changes (if required) will be consulted with CJP and relevant authorities.	Observation		N
					16	22/05/2023	TFN	JHODDER	SMWSAFSM-SMD-STM-PM-PLN-000001	2.3.6	NA	Ongoing liaison with adjacent project teams will be important to ensure works can be effectively coordinated and conflicts minimised.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	2.3.6	NA	Liasion with stakeholders and authorities will be consulted prior works or any future changes.	Observation		N
					17	22/05/2023	TFN	JHODDER	SMWSAFSM-SMD-STM-PM-PLN-000001	6.3	NA	In the event of an incident impacting traffic or transport, CJM/TMC should be contacted however there is no guarantee that resources would be available to assist in the management of an incident. The project will also need to work with relevant authorities.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	6.3	NA	Noted	Observation		N
					18	22/05/2023	TFN	JHODDER	SMWSAFSM-SMD-STM-PM-PLN-000001	6.3	NA	Emergency services should be contacted in the first instance should the health and safety of others be impacted and/or at risk	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	6.3	NA	Noted	Observation		N
					19	22/05/2023	TFN	FLARUE	SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 1	NA	It is unclear if this is a whole of Sydney Metro WSA framework impacts or an activity specific impact because Section 9.5.1 mentions the loss of 435 spaces being temporarily impacted. If this is the case, then section 2.3.4 in adequately addresses this and the impact to commuters and the local community.	Observation		Y
									SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 1	NA	Section 9.5.1 is included as a reference from EIS chapter 9. LOR-TAP 3 projects will not remove or change current street parking conditions. LOR-TAP 3 project will encourage the workforce to use public transport and park in designated laydown areas in order to reduce the parking impact on street parking.	Observation		N
					20	22/05/2023	TFN	JHODDER	SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 2 - Swept Paths	NA	Several of the turn paths are shown to protrude into the opposing carriageway (e.g. 19m HV on Hobart St out of the compound, 19m HV on Harris St both in/out of the compound, 12.5m HV into Australia St, 12.5m right turn from Hobart St compound). Of particular concern is Harris St where the 19m semi-trailer is shown to continue straddling between both carriageways following its left turn in from Glossop St. These are unsafe movements that should be avoided where possible. How are they expected to be safely managed?	Observation		N
									SMWSAFSM-SMD-STM-PM-PLN-000001	Appendix 2 - Swept Paths	NA	Traffic control shadow vehicles and coordination with drivers will be in place for 19 semi deliveries. Appendices 2 & 5 are updated. 25/5 - Updated TGSs to be provided with traffic control personnel prior to use of proposed routes. Included in CTMP update	Observation		N
						22/05/2023	TINSW	Thomas Ng	150511-STM-PM-PLN-00015 Document	Section 2.2.1		The level of trip generation by project (216 LV & 10 HV daily) is anticipated to impact the operation of local road network. Please clarify/quantify project traffic to the Harris St & Hobart St work sites during AM & PM peak hours. Would key access intersections on Glosops St and Forrester Rd be able to manage such traffic growth? How do these intersections perform at present and the assessed LoS during project operation?	Minor Non-compliance		

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												<p>25/5 - As per item 13, update with anticipated LV usage on possessions vs midweek. Provide ratio of vehicles per access gate.</p> <p>Section 2.2.1 Updated Vehicles of various sizes are expected to attend the worksite including but not limited to light vehicles, tipper trucks, concrete trucks during construction hours. The largest vehicles regularly accessing the site will be a 12.5m heavy rigid truck, oversize vehicles may access the site to deliver construction equipment and will subject to obtaining a permit from the National Heavy Vehicle Regulator prior to accessing site. Proposed EIS construction vehicle ingress/egress for the proposed work zone area is estimated as per to be 216 light vehicles (utes/staff) and 10 heavy vehicles (MRV, HRV and AVs) per day. TAP 3 – Laing O'Rourke project estimates that 50 light vehicles and 10 heavy vehicle will be accessing during non peak hours or school times to the proposed construction gates. The following distribution construction vehicle between in compounds is presented in Figure 11.</p> <p>Section 2.3.1 Minimum impact on Traffic flow is expected as a part of this CTMP implementation. The Traffic Management Strategy for this project primarily involves short-term and intermittent traffic controls to manage larger vehicle movements and deliveries. As the site is fully contained within a hoarded area and heavy vehicle movements are infrequent, an intricate Traffic Management Strategy is not required. Laing O'Rourke will assess and identify</p>			
						22/05/2023	TINSW	Thomas Ng	150511-STM-PM-PLN-00015 Document	Figure 11 (pg.23)		<p>Any rationales for having a haul route via Sydney St, Hobart St & Brisbane St (east of Australia St)? It is a longer route compared to Australia St-Brinbane St, and trucks are required to mount the central island at Sydney St/Brisbane St.</p> <p>Please note that dilapidation report & swept paths are required for using local roads not listed in the EIS.</p>	Observation		Y
												<p>25/5 - As per item 02, LOR agree to remove Sydney St from proposed haul route. CTMP updated accordingly.</p> <p>Section 2.2.2 updated Figure 11 depicts the proposed haulage route for heavy vehicles accessing the proposed construction access as part of this CTMP implementation. 12.5 m construction vehicles will be require to access to the proposed laydown area on Hobart St using the existing local roads (Brisbane St - Australia St). HVLR report assessing local roads no included as part of the CoAs e105-106 has been addressed in order to provide access to the proposed work / laydown areas.</p> <p>Appendices 2 & 7 updated</p>			
						22/05/2023	TINSW	Thomas Ng	150511-STM-PM-PLN-00015 Document	TGS-01-LOR-ST MARYS-TAP3 (pg. 82,83)		<p>To minimise construction traffic on local roads, construction traffic enter/exit the Hobart St work site should avoid the use of Sydney St, Hobart St & Brisbane St (east of Australia St). Need clarification.</p>	Observation		Y
												<p>25/5 - As per item 02, LOR agree to remove Sydney St from proposed haul route. CTMP updated accordingly.</p> <p>Section 2.2.2 updated Figure 11 depicts the proposed haulage route for heavy vehicles accessing the proposed construction access as part of this CTMP implementation. 12.5 m construction vehicles will be require to access to the proposed laydown area on Hobart St using the existing local roads (Brisbane St - Australia St). HVLR report assessing local roads no included as part of the CoAs e105-106 has been addressed in order to provide access to the proposed work / laydown areas.</p> <p>Appendices 2 & 7 updated</p>			
						22/05/2023	TINSW	Thomas Ng	150511-STM-PM-PLN-00015 Document	Appendix 2 - CONSTRUCTION VEHICLE TURN PATHS		<p>Sweth path on pg.53: semi-trailer left turning from Forrester Rd onto Harris St doesn't seem suitable. How safety to be managed?</p> <p>Swept path on pg.54: semi-trailer left in/left out via Glossop St uses two lanes. How safety to be managed?</p> <p>Swept path on pg.59:HRV left in/left out via Glossop St requires kerb mounting or use of two lanes. How safety to be managed?</p>	Potential Non-compliance		Y

From: [Paul Kim](#)
To: [Hayley Scapin](#)
Subject: FW: FSM - CTMP comments close-out
Date: Friday, 8 December 2023 10:09:18 AM
Attachments: [image001.png](#)

Paul Kim
Interface Manager – Footbridge St Marys
Rail Delivery
Infrastructure and Place
M [REDACTED]

7 Harvest Street, Macquarie Park, NSW 2113



OFFICIAL

From: Philip Brogan [REDACTED]
Sent: Friday, 26 May 2023 8:00 AM
To: Paul Kim [REDACTED]; Lauren Vallejo [REDACTED];
[REDACTED]; Justine Hodder [REDACTED];
Francois La Rue [REDACTED] Luke Wilby [REDACTED];
[REDACTED]; Quac minh La [REDACTED];
[REDACTED]; Brockie, David [REDACTED];
[REDACTED]; McCleery, Samuel [REDACTED];
Cc: Andy Williams <[REDACTED]>; Berin Gordon [REDACTED];
[REDACTED]; Tim Dewey [REDACTED];
[REDACTED] Thomas Ng [REDACTED];
Ken Hind [REDACTED]
Subject: RE: FSM - CTMP comments close-out

Paul
All my comments have been addressed and closed.
Regards
Philip

From: Paul Kim <[REDACTED]>
Sent: Thursday, 25 May 2023 5:18 PM
To: Lauren Vallejo <[REDACTED]>; Justine Hodder [REDACTED];
[REDACTED]; Francois La Rue [REDACTED];
[REDACTED]; Philip Brogan [REDACTED];
Luke Wilby [REDACTED]; Quac minh La [REDACTED];
[REDACTED]; Brockie, David [REDACTED];
McCleery, Samuel [REDACTED]

Cc: Andy Williams <[REDACTED]>; Berin Gordon
[REDACTED]>; Tim Dewey <[REDACTED]>;
Thomas Ng <[REDACTED]>; Ken Hind <[REDACTED]>
Subject: RE: FSM - CTMP comments close-out

Hi All,

Thank you all again for your time earlier today and your cooperation.

Please see attached updated comments register (including additional comments from Thomas Ng discussed separately post the meeting) showing comments that have been agreed as closed from this morning's meeting, and agreed plan of actions for the outstanding comments. The outstanding comments in the register relate to TGSs and the worker parking strategy.

The revised CTMP in line with the agreed actions from today are attached. The updated TGSs as noted are also attached (and included in CTMP), and relate to items 06, 20, and Thomas' final comment.

Please kindly confirm that all comments have been addressed for close out of comments for the approval of the CTMP – I will also follow up with a Team Binder correspondence.

(I note that it was agreed that an updated worker parking strategy is to be provided in future revision of the CTMP, and further consultation required for the strategy to be agreed prior to mobilisation for Main Works later in the year)

Regards,

Paul Kim

Interface Manager – Footbridge St Marys
Western Sydney Airport
Sydney Metro
[REDACTED]

Level 43, 680 George Street, Sydney NSW 2000
PO Box K659, Haymarket NSW 1240



-----Original Appointment-----

From: Paul Kim

Sent: Wednesday, 24 May 2023 2:55 PM

To: Paul Kim; Lauren Vallejo; Justine Hodder; Francois La Rue; Philip Brogan; Luke Wilby; Quac minh La; Brockie, David; McCleery, Samuel

Cc: Andy Williams; Berin Gordon; Tim Dewey; Thomas Ng; Ken Hind

Subject: FSM - CTMP comments close-out

When: Thursday, 25 May 2023 10:00 AM-11:00 AM (UTC+10:00) Canberra, Melbourne, Sydney.

Where: Microsoft Teams Meeting

Hi All,

Thank you all for your review of the FSM CTMP.

Hoping to utilise our usual TCG meeting slot to discuss the comments made to ensure they have been adequately addressed for close out – comments register attached for clarity.

([@Lauren Vallejo](#) [@Justine Hodder](#) could you please pass on invite to anyone from your team who should be involved?)

Once again we appreciate your support in the prompt review & close out of comments in readiness for the upcoming possession works.

Regards,

Paul

Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: [REDACTED]

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From: [Paul Kim](#)
To: [Hayley Scapin](#)
Subject: FW: FSM - CTMP comments close-out
Date: Friday, 8 December 2023 10:10:03 AM
Attachments: [image002.png](#)
[image004.png](#)
[image006.png](#)

OFFICIAL

From: Lauren Vallejo <[REDACTED]>
Sent: Friday, 26 May 2023 10:18 AM
To: Paul Kim <[REDACTED]>
Subject: RE: FSM - CTMP comments close-out

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Hi Paul

Council has nothing further and the comments can be closed noting further work on parking is still required.

Lauren Vallejo
Sydney Metro Interface Lead
City Strategy

E [REDACTED]
T [REDACTED] F | M + [REDACTED]
PO Box 60, PENRITH NSW 2751
www.visitpenrith.com.au
www.penrithcity.nsw.gov.au

 **PENRITH
CITY COUNCIL**

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From: Paul Kim <[REDACTED]>
Sent: Thursday, May 25, 2023 5:18 PM
To: Lauren Vallejo <[REDACTED]>; Justine Hodder <[REDACTED]>
<[REDACTED]> Francois La Rue <[REDACTED]>
<[REDACTED]> Philip Brogan <[REDACTED]>;
Luke Wilby <[REDACTED]>; Quac minh La <[REDACTED]>
<[REDACTED]>; Brockie, David <[REDACTED]>
McCleery, Samuel <[REDACTED]>
Cc: Andy Williams <[REDACTED]>; Berin Gordon <[REDACTED]>
<[REDACTED]>; Tim Dewey <[REDACTED]>
Thomas Ng <[REDACTED]>; Ken Hind <[REDACTED]>
Subject: RE: FSM - CTMP comments close-out

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Use caution when clicking any links or opening attachments.**

Hi All,

Thank you all again for your time earlier today and your cooperation.

Please see attached updated comments register (including additional comments from Thomas Ng discussed separately post the meeting) showing comments that have been agreed as closed from this morning's meeting, and agreed plan of actions for the outstanding comments. The outstanding comments in the register relate to TGSs and the worker parking strategy.

The revised CTMP in line with the agreed actions from today are attached. The updated TGSs as noted are also attached (and included in CTMP), and relate to items 06, 20, and Thomas' final comment.

Please kindly confirm that all comments have been addressed for close out of comments for the approval of the CTMP – I will also follow up with a Team Binder correspondence.

(I note that it was agreed that an updated worker parking strategy is to be provided in future revision of the CTMP, and further consultation required for the strategy to be agreed prior to mobilisation for Main Works later in the year)

Regards,

Paul Kim

Interface Manager – Footbridge St Marys
Western Sydney Airport
Sydney Metro
M: [REDACTED]

Level 43, 680 George Street, Sydney NSW 2000
PO Box K659, Haymarket NSW 1240



-----Original Appointment-----

From: Paul Kim

Sent: Wednesday, 24 May 2023 2:55 PM

To: Paul Kim; Lauren Vallejo; Justine Hodder; Francois La Rue; Philip Brogan; Luke Wilby; Quac minh La; Brockie, David; McCleery, Samuel

Cc: Andy Williams; Berin Gordon; Tim Dewey; Thomas Ng; Ken Hind

Subject: FSM - CTMP comments close-out

When: Thursday, 25 May 2023 10:00 AM-11:00 AM (UTC+10:00) Canberra, Melbourne, Sydney.

Where: Microsoft Teams Meeting

Hi All,

Thank you all for your review of the FSM CTMP.

Hoping to utilise our usual TCG meeting slot to discuss the comments made to ensure they have been adequately addressed for close out – comments register attached for clarity.

([@Lauren Vallejo](#) [@Justine Hodder](#) could you please pass on invite to anyone from your team who should be involved?)

Once again we appreciate your support in the prompt review & close out of comments in readiness for the upcoming possession works.

Regards,

Paul

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From: [Paul Kim](#)
To: [Hayley Scapin](#)
Subject: FW: FSM - CTMP comments close-out
Date: Friday, 8 December 2023 10:10:19 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

OFFICIAL

From: Ken Hind <[REDACTED]>
Sent: Tuesday, 30 May 2023 8:47 AM
To: Paul Kim [REDACTED]
Subject: RE: FSM - CTMP comments close-out

Hi Paul,

My comment (listed under Minh) can be closed out.

Regards,

Ken Hind
Network & Safety Officer
Network and Asset Management
Greater Sydney
Transport for NSW
(Tuesday-Wednesday-Thursday)

M [REDACTED] E: [REDACTED]
www.Transport.nsw.gov.au

-
Level 5 27-31 Argyle St
Parramatta NSW 2150



**Transport
for NSW**



I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

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From: Paul Kim <[REDACTED]>
Sent: Thursday, 25 May 2023 5:23 PM
To: Lauren Vallejo <[REDACTED]>; Justine Hodder <[REDACTED]>; Francois La Rue <[REDACTED]>; Philip Brogan <[REDACTED]>
Luke Wilby <[REDACTED]>; Quac minh La <[REDACTED]>; Brockie, David <[REDACTED]>
McCleery, Samuel <[REDACTED]>
Cc: Andy Williams <[REDACTED]>; Berin Gordon <[REDACTED]>; Tim Dewey <[REDACTED]>
Thomas Ng <[REDACTED]>; Ken Hind <[REDACTED]>
Subject: RE: FSM - CTMP comments close-out

Register didn't go through previously and now attached.

From: Paul Kim
Sent: Thursday, 25 May 2023 5:18 PM
To: Lauren Vallejo <[REDACTED]>; Justine Hodder <[REDACTED]>; Francois La Rue <[REDACTED]>; Philip Brogan <[REDACTED]>
Luke Wilby <[REDACTED]>; Quac minh La <[REDACTED]>; Brockie, David <[REDACTED]>
McCleery, Samuel <[REDACTED]>
Cc: Andy Williams <[REDACTED]> Berin Gordon <[REDACTED]>
<[REDACTED]> Tim Dewey <[REDACTED]>
Thomas Ng <[REDACTED]> Ken Hind <[REDACTED]>
Subject: RE: FSM - CTMP comments close-out

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Regards,

Paul Kim

Interface Manager – Footbridge St Marys
Western Sydney Airport
Sydney Metro

[REDACTED]

Level 43, 680 George Street, Sydney NSW 2000
PO Box K659, Haymarket NSW 1240



-----Original Appointment-----

From: Paul Kim

Sent: Wednesday, 24 May 2023 2:55 PM

To: Paul Kim; Lauren Vallejo; Justine Hodder; Francois La Rue; Philip Brogan; Luke Wilby; Quac minh La; Brockie, David; McCleery, Samuel

Cc: Andy Williams; Berin Gordon; Tim Dewey; Thomas Ng; Ken Hind

Subject: FSM - CTMP comments close-out

When: Thursday, 25 May 2023 10:00 AM-11:00 AM (UTC+10:00) Canberra, Melbourne, Sydney.

Where: Microsoft Teams Meeting

Hi All,

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([@Lauren Vallejo](#) [@Justine Hodder](#) could you please pass on invite to anyone from your team who should be involved?)

Once again we appreciate your support in the prompt review & close out of comments in readiness for the upcoming possession works.

Regards,

Paul

–

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From: [Paul Kim](#)
To: [Hayley Scapin](#)
Subject: FW: FSM - CTMP comments close-out
Date: Friday, 8 December 2023 10:10:21 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[C15460 BTA Phase3 Pavement Generic 891x483mm April 11 F.pdf](#)

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From: Luke Wilby [REDACTED]
Sent: Friday, 26 May 2023 9:27 AM
To: Paul Kim [REDACTED]; Lauren Vallejo
<[REDACTED]> Justine Hodder [REDACTED];
Francois La Rue <[REDACTED]>; Philip Brogan
[REDACTED]; Quac minh La
[REDACTED]; Brockie, David
[REDACTED]; McCleery, Samuel <[REDACTED]>
Cc: Andy Williams [REDACTED]; Berin Gordon
[REDACTED]; Tim Dewey [REDACTED];
Thomas Ng [REDACTED]; Ken Hind
[REDACTED]
Subject: RE: FSM - CTMP comments close-out

Thanks Paul.

Satisfied with the responses to my comments. In terms of comment 6 the proposed signs are fine for the interim, but is it possible to get the attached footpath decals implemented in those locations instead in the medium term to align with what Metro has elsewhere in St Marys and at other metro sites. Happy to discuss further. Thanks.

Regards,

Luke

Luke Wilby

Senior Manager Public Transport Safety Programs
Transport Safety
Safety, Environment & Regulation
Transport for NSW

[REDACTED]

transport.nsw.gov.au

7 Harvest St,
Macquarie Park NSW 2113



I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

Please consider the environment before printing this email.

From: Paul Kim [REDACTED]
Sent: Thursday, 25 May 2023 5:23 PM
To: Lauren Vallejo [REDACTED]; Justine Hodder [REDACTED]; Francois La Rue [REDACTED]; Philip Brogan <[REDACTED]> Luke Wilby [REDACTED]; Quac minh La [REDACTED]; Brockie, David [REDACTED] McCleery, Samuel [REDACTED]
Cc: Andy Williams [REDACTED]; Berin Gordon [REDACTED]; Tim Dewey <[REDACTED]> Thomas Ng <[REDACTED]> Ken Hind [REDACTED]
Subject: RE: FSM - CTMP comments close-out

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Cc: Andy Williams [REDACTED]; Berin Gordon [REDACTED]; Tim Dewey [REDACTED] Thomas Ng <[REDACTED]> Ken Hind [REDACTED]
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Regards,

Paul Kim

Interface Manager – Footbridge St Marys

Western Sydney Airport

Sydney Metro

Level 43, 680 George Street, Sydney NSW 2000

PO Box K659, Haymarket NSW 1240



-----Original Appointment-----

From: Paul Kim

Sent: Wednesday, 24 May 2023 2:55 PM

To: Paul Kim; Lauren Vallejo; Justine Hodder; Francois La Rue; Philip Brogan; Luke Wilby; Quac minh La; Brockie, David; McCleery, Samuel

Cc: Andy Williams; Berin Gordon; Tim Dewey; Thomas Ng; Ken Hind

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Regards,

Paul

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Minutes
Sydney Metro Western Sydney Airport – Traffic & Transport Liaison Group (TTLG) – Meeting 24

Date	Thursday 4 May 2023		Time	9:30am – 10:25am
Venue	Microsoft Teams meeting			
	Name	Initials	Organisation	Role
Chair	Philip Brogan	PAB	SM	Traffic & transport
Attendees	Ruth Aklilu	RA	SM	Transport planning
	Chanelle Boustani	CB	SM	Place mgt
	Ben Cantor	BC	Busways	Bus operator
	Louise Casey	LC	Quickway	AEW Watermain works
	Sean Clarke	SC	SM	Traffic & transport
	Mehmet Cobanoglu	MC	SM	SSTOM contract mgt
	Tim Dewey	TD	SM	Transport Planning
	Daniel Dixon	SS	SM	SSTOM contract MGT
	Jason Donnelly	JD	Ambulance	Area mgr
	Will Freeland	WF	CPB Ghella	SBT contractor
	Ben Harris	BH	SM	SBT contract mgt
	Egwin Herbert	EH	TfNSW (CJP)	Traffic & transport
	Ron Hirst	RH	WPCA	Interface mgt
	Justine Hodder	JH	TfNSW (CJP)	Traffic & transport
	Kingsley Kirupal	KK	TfNSW	M12 Central Works project mgt
	Francois La Rue	FLR	TfNSW (CJP)	Traffic & transport
	Stuart Lee	SL	SM	Third party agreements
	Sue Lewis	SLe	CBP Ghella	SCAW contractor
	James Mann	JM	SM	SSTOM contract mgt
	Barry McGrattan	BM	SM	Metro interface
	Sam McCleery	SMc	L O'Rourke	St Marys footbridge works
	George Mobayed	GM	TfNSW (CJP)	Traffic & transport
	Joe Morabito	JM	TfNSW (CJP)	Traffic & transport
	Kablan Mowad	KM	Penrith Cl.	Traffic & transport
	Rick Nelson	RN	L O'Rourke	St Marys footbridge works
	Thomas Ng	TN	TfNSW (P&P)	Traffic & transport
	Frankie Passarelli	FP	TfNSW (CJP)	Short term bus changes
	Michael Perrone	MP	CDC	Bus operator
	Asha Pomery	AP	SM	Communications
	Hendrix Pontes	HP	SM	SBT contract mgt
	Stella Qu	SQ	Liverpool Cl.	Traffic & transport
	Babak Saniei	BS	TfNSW (P&P)	Traffic & transport
	Mohamed Tita	MT	TfNSW (P&P)	Traffic & transport
	Nick Thomas	NT	WSACo	Interface mgt
	Daniel Toovey	DT	SM	SPO St Marys works
	Thomas Uthaug	TU	CDC	Bus operator
	Michael Vandebout	MV	Fire & Rescue	Superintendent
	Sarinda Wickramasinghe	SW	SM	SBT contract mgt
	Alvin Yap	AY	SM	St Marys SPO Works
	Kelly Yoon	KY	SM	Transport planning
	Martin Younan	MY	TfNSW	M12 West Works project mgt
	Wendy Zheng	WZ	Parklife	SSTOM contractor

Item	Overview / Action by	Actions
1.	Welcome and Introductions	<ul style="list-style-type: none"> PAB welcomed all to the TTLG, including new starters. Acknowledgement of Country The Minutes of the WSA TTLG Meeting 23 (6 April 2023) were adopted as an accurate record of the meeting.
2.	Actions Arising	<ul style="list-style-type: none"> Action 1 - Stabling & Maintenance Facility Water Main Works – Send slide pack to Francois. Action: Louise Casey. Closed. Action 2 - In regards to the imminent site handover at St Marys, a separate site specific CTMP would be required for that handover. Action: Wendy Zheng. Open.
Sydney Metro Contract Works:		
3.	St Marys Footbridge - Works update	SMc spoke to the tabled slides noting as follows: <ul style="list-style-type: none"> Current Works: early works commenced, site investigation works, service locating geotechnical investigations, site surveying. Platform works conducted during weekend possession (WE48 –27th-28th May 2023) Laydown area for WE48. Including works MW47 and MW48 and 49.
4.	St Marys Harris St SPO Building Works - CTMP & works update.	DT spoke to the tabled slides noting as follows: <ul style="list-style-type: none"> CTMP approved by CJP. Structural steel and Cross-Laminated Timber (CLT) panel installation completed. Façade installed on ground and first floor. Internal walls and services commenced. Traffic control to be utilised for any outbound 20m AV turning left out of site. Key dates: structural works completion: 29 May 2023. Fitout completion: 29 June 2023. Building completion: 20 July 2023.
5.	Stabling & Maintenance Facility Water Main Works - CTMP & works update.	LC spoke to the tabled slides noting as follows: <ul style="list-style-type: none"> Extension of the Stabling and Maintenance Facility (SMF) watermain, the Project interfaces with TfNSW and is split over two design cases. Quickway been engaged by Sydney Metro to complete Stage 2 of the watermain extension. The works are located on Luddenham Road, Mamre Road and Solander Drive in St Clair, NSW, within Penrith City Council LGA. CTMP overview. Overarching CTMP approved. Submit site specific CTMP in early May 2023. Key dates in slide 5.

Item	Overview / Action by	Actions
6.	Surface Civils & Alignment (SCAW) <ul style="list-style-type: none"> CTMP & works update. 	Sue Lewis SL spoke to the tabled slides noting as follows: <ul style="list-style-type: none"> Ten CTMPs to be developed, seven of which have been approved. CTMPs: Luddenham Road Gate 4/5 – due to be submitted this week. Luddenham Road Roundabout – currently being updated. Luddenham Road Closure CTMP is due to be submitted for review this week. Luddenham Road closure - to be undertaken in Sep 2023 for 5 nights. Closure similar to previous. Works updates as per slides. OSOM - ongoing until the beginning of June
7.	SBT Works <ul style="list-style-type: none"> CTMP & works update 	Will Frelander WF spoke to the tabled slides noting as follows: <ul style="list-style-type: none"> Of the total 12 SBT CTMPs, 12 have been approved. Overviews using recent site photos were provided including St Marys where station box excavation has started, Claremont Meadows, Orchard Hills where the Lansdowne Rd traffic switch was completed on 30 March 2023, Aerotropolis and the two Airport work sites. Tunnel boring machine launched from Airport Business Park. 2023 overview: TBM Segment Delivery – ongoing. TBM launched for North and South – Q2 2023. Installation and monitoring of surface settlement prisms on M4 – May 2023. Completion and handover of portions to Sydney Metro at various SBT sites. Station box and shaft excavation at all sites – ongoing. Plant and equipment mobilisation / demobilisation.
8.	Stations, Systems, Trains, Operations & Maintenance (SSTOM)	Wendy Zheng WZ spoke to the tabled slides noting as follows: <ul style="list-style-type: none"> Contract awarded in December 2022 to Parklife Metro consortium to deliver the Stations, Systems, Trains, Operations and Maintenance (SSTOM). Overarching CTMP to be submitted in the next day or so. Teambinder issues being addressed. CTMP draft submissions program is as follows: SMF: 8th June 2023. Airport Business Park: 11th June 2023. Orchard Hills: 26th June 2023. St Marys: 14th July 2023. Aerotropolis: 21st July 2023. Luddenham: 23rd August 2023. Airport Terminal: 22nd September 2023. SSTOM team is inspecting all 6 station sites this week in preparation for SBT handover. SBT / SSTOM will be having the first handover meeting for traffic 09 May 2023. Site access dates as follows: SMF: 8th August 2023. Airport Business Park: 11th August 2023. Orchard Hills: 26th August 2023. St Marys: 28th September 2023. Aerotropolis: 12th October 2023. Luddenham: 23rd November 2023. Airport Terminal: 26th January 2024
9.	Finishing & Auxiliary Works (FAW)	Tim Dewey Nil report.
Other Contract Works:		

Item		Overview / Action by	Actions
10.	M12 Motorway West Main Works - Works Overview & Update	Martin Younan	MY spoke to the tabled slides providing an overview of the M12 West works including the planned Luddenham Road closure in late June 2023 and the Elizabeth Drive switch planned for the end of 2023. Refer to slide 6.
10a	M12 Motorway Central Main works - Works Overview & Update	Kingsley Kirupal	KK spoke to the tabled slides providing an overview of the M12 Central works including the eastbound traffic switch planned in March 2024 for the bridge over Elizabeth Drive and the Super T girders movements which will be delivered to bridge sites from June 2023 and will impact traffic on Elizabeth Drive. Refer to slides 12-14.
11.	WSACo Works Update	Nick Thomas	NT spoke to the tabled slides providing an overview of the WSA works including bulk earthworks, terminal building, airside and landslide works. Interfaces - WSA-M12: Construction coordination ongoing for M12 contractor works in WSA Site. Management meetings ongoing to resolve technical items. WSA – Sydney Metro: Coordination ongoing for treated TBM effluent discharge to Badgerys Creek External Utilities. Endeavour Energy: permanent substation – basement works / ground floor slab preparation works ongoing. Sydney Water - Adams and Antons Rd potable water works, target completion in May 2023. NBN: Backhaul routes under construction from NBN exchanges to TER1 (The Northern Road) and TER2 (Elizabeth Drive).
12.	Other matters	All	Nil other matters.
13.	Next Meeting:	All	Next TTLG meeting: Thursday 1 June 2023.

General Correspondence

Reference No: SMWSAFSM-SMD-GEN000022
Project Title: Sydney Metro Western Sydney Airport Project Delivery
Contract No: FSM - Footbridge St. Marys
Sub Contract:
Orig Ref No:
DLM:

Date: 08 August 2023, 10:00 AM **Response required by:**
From: Paul Kim (Sydney Metro)
To: Lauren Vallejo (Penrith City Council)
Cc: Andy Williams (Sydney Metro); Kathleen Seruelas (Sydney Metro); Philip Brogan (Sydney Metro); Timothy Dewey (Sydney Metro)
Subject: **FSM - Dilapidation reports - Penrith City Council local roads (August 2023)**

Hi Lauren,

Please find attached the dilapidation report for local roads in Penrith City Council, east of Glossop Street. This includes Australia Street, Hobart Street, Brisbane Street and Sydney Street (noting that the dilapidation report for Harris Street has already been issued).

The photos have been provided via a [REDACTED] an online database. Please advise if you are unable to access this.

Regards,

Paul Kim

Interface Manager - Footbridge St Marys
Western Sydney Airport
Sydney Metro
[REDACTED]

Level 43, 680 George Street, Sydney NSW 2000
PO Box K659, Haymarket NSW 1240



Discipline: **Design Package Group:** **Location:**
Sub Discipline: - **Design Package No.:** **Sub-Location:** -

Attachments

FSM - Penrith City Council local road dilapidation report (August 2023).htm (10 KB), Laing O'Rourke_TAP3_Roads1_Ver1.pdf (2 MB)