

# Planning Approval Consistency Assessment Form

# SM-17-00000111

Metro Body of Knowledge (MBoK)

| Assessment name:            | Haldon Street Bridge Anti-Throw screen Installation and Landscaping (SM Package 4 HSE MCL) |  |  |
|-----------------------------|--|--|--|
| Prepared by:                | Andrew Lynam (HSEJV)   |  |  |
| Prepared for:               | Sydney Metro   |  |  |
| Assessment number:          | SWM34  |  |  |
| Status:                     | Final  |  |  |
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| Planning approval: SSI 8256 |  |  |  |
| Date required:              | 04/10/2022   |  |  |
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### For information – do not alter:

| Applicable to:      | Sydney Metro  |  |  |  |
|---------------------|---|--|--|--|
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| System Owner:       | Deputy Chief Executive, Operations, Customer & Place-making |  |  |  |
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The Planning Approval Consistency Assessment Form should be completed in accordance with <u>SM-17-00000103 Planning Approval Consistency</u> <u>Assessment Procedure</u>.

### **1. Existing Approved Project**

Planning approval reference details (Application/Document No. (including modifications)):

SSI\_8256 Sydney Metro City & Southwest – Sydenham to Bankstown (S2B)

SSI\_8256 Sydney Metro City & Southwest – Sydenham to Bankstown Station: Modification 1 – October 2020

### Date of determination:

Infrastructure Approval date – 12 December 2018

Modification 1 Approval date – 22 October 2020

### Type of planning approval:

Critical State Significant Infrastructure

### Description of existing approved project you are assessing for consistency:

The project involves upgrading ten existing stations west of Sydenham (Marrickville to Bankstown inclusive), and a 13 kilometre long section of the Sydney Trains T3 Bankstown Line, between west of Sydenham Station and west of Bankstown Station, to improve accessibility for customers and meet the standards required for metro operations.

The Marrickville, Canterbury and Lakemba (MCL) Station Upgrades is one of the stages of the Sydenham to Bankstown upgrade - herein referred to as the Southwest Metro (SWM) Project.

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### Upgrade works at Lakemba Station involves the following:

- Refurbish and repurpose rooms of existing platform buildings;
- Refurbish concourse area;
- Construction of the Sydney Metro Services Building adjacent to Railway Parade;
- Regrade platform as per SM's requirement and provide drainage, platform screen doors, platform edge screens and mechanical gap
- fillers to Platform 1 and 2;
- New cabling and containment for LV services and lighting;
- Installation of new glass screens to existing concourse and footbridge;
- Provide new landscaped plaza at Railway Parade including additional bicycle hoops and feature paving;
- Installation of new vertical protection screens to both sides of the existing Haldon Street Bridge;
- Minor refresh of existing entry concourse stairs; Installation of new CSR cable route; and
- Installation of security fencing.

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During the initial approvals process it was assumed that construction activities would occur along the length of the rail corridor and that all construction areas would be accessed via existing corridor gates. Section 10.3.3 of the Environment Impact Statement (EIS) identified that changes to the road network, including temporary road and lane closures, around stations would be required as a result of construction. Table 10.35 of the EIS identified potential changes to the road network for station works, and this was amended during detailed design and construction planning.

The Submissions and Preferred Infrastructure Report (SPIR) also identifies key changes to the construction methodology for the 'preferred project' when compared to the 'exhibited project' in the EIS. The SPIR supports a design solution that reduces community impacts. The SPIR also identifies, based on the indicative construction methodology, that no full road closures would be required during the station upgrade works. However, both the EIS and SPIR note that the final construction methodology would be determined by the construction contractor, once appointed.

The EIS also assessed landscaping and public domain works as part of the finishing works (9.6.1). Site rehabilitation would be undertaken in accordance with the CEMP, guided by the Construction Environmental Management Framework. It would ensure that all construction work sites, compounds and access routes would be returned to the same or better condition than prior to construction commencement.

This Consistency Assessment has been produced to assess potential impacts of a temporary, partial, road closure of Haldon Street Bridge associated with Lakemba Station to install Anti-throw screens, and to determine whether those impacts can be appropriately managed under the current Conditions of Approval, Revised Environmental Mitigation Measures, management plans and procedures. This Consistency Assessment also assesses the impacts of the landscaping works required at Lakemba Station.

Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):

- The Sydney Metro City & Southwest Sydenham to Bankstown State Significant Infrastructure Assessment (SSI 8256), 12 December 2018
- The Sydney Metro City & Southwest Sydenham to Bankstown Environmental Impact Statement, 7 September 2017;
- The Sydney Metro City & Southwest Sydenham to Bankstown Submissions and Preferred Infrastructure Report, June 2018;
- The Sydney Metro City & Southwest Sydenham to Bankstown Submissions Report, September 2018;
- The Sydney Metro City & Southwest Sydenham to Bankstown Modified Conditions of Approval October 2020

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• The Sydney Metro City & Southwest – Sydenham to Bankstown – Modification 1 – Bankstown Station, 22 October 2020.

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the EIS, SPIR, and the conditions of approval.

### 2. Description of proposed development/activity/works

Describe ancillary activities, duration of work, working hours, machinery, staffing levels, impacts on utilities/authorities, wastes generated or hazardous substances/dangerous goods used.

This Consistency Assessment relates to the temporary partial road closure of Haldon Street Bridge, between Railway Parade and The Boulevarde, Lakemba and landscaping works as per the initial contract and design. The closure of Haldon Street Bridge would be during shutdown/possessions only and is for the installation of Anti-Throw screens and the already approved trimming of vegetation impacting the installation of the screens. Both the roadway and the footpath on each side of the bridge would be closed, but the closures would be alternated to ensure access and use of the bridge is maintained under traffic control. These works have been approved within a Traffic Control Plan (TCP) that has been submitted to Canterbury Bankstown Council (see appendix B). The landscaping works would not require further road closures.

The landscape and traffic island works consist of Service searching, Pour minor concrete slabs, Pavement/tile installation, Installation of planter boxes, Installation of bike racks, Bus shelter refurbishment, installation of traffic islands on The Boulevarde and kerb and gutter works both on Railway Parade and The Boulevarde. The proposal area for the traffic island works are located outside the approved project boundary as defined by the SPIR as seen in Appendix A.

Closure of Haldon Street Bridge would be required during shutdown/possession works only and would take place under the relevant Out of Hours Works Application prepared by HSEJV and approved by Sydney Metro.

The proposed closure would directly impact the eastern and western travel lane and footpath on the bridge for a five (5) day duration during shutdown/possession, however the eastern and western sides of the bridge would be closed non-concurrently which would maintain access/use of the bridge by the public.

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The proposed road closure area in Appendix A is on land owned by the City of Canterbury Bankstown Council and a relevant ROL and Traffic Control Plan (TCP) has been approved, located in Appendix B. The landscaping works are also on council owned land and fall within, on or just outside the boundary of the proposed project area. These works are consistent with, and are covered by the approved project.

Site utes would be used by traffic controllers as part of the full road closure works. Plant and equipment to undertake the works would be used and is not expected to differ from the approved construction methodology. See below a non-exhaustive list of indicative plant/machinery that is subject to change, within reason, prior to the works commencing:

- Flatbed truck / Delivery truck
- 4.5T crew truck
- Contractor vehicles
- Tree chipper
- 12T tipper
- 5T excavator
- Lighting towers
- Generator
- Approximately 50 workers
- Roller
- Whacker rammer
- Concrete truck
- Hand tools
- Mobile crane

Fuel may be required for the crane, generators and lighting towers. Fuel would be stored in a bund and spill kit located within the work area.

Upon completion of works the proposed area would be reinstated to the public.

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### 3. Timeframe

### When will the proposed change take place? For how long?

The landscaping, traffic island and Haldon Street Bridge works would be undertaken during shutdown/possession before completion of the station works and should take about five days to be completed. The proposed dates are 24 September to 9 October 2022 but the works may fall outside of these dates. The Haldon Street bridge and traffic island works will take place under an OOHWA. The landscaping works, already approved contract scope, will be completed both under an OOHWA and during standard hours until the end of the project.

### 4. Site description

The proposal would be located within the road reserve on land owned by the City of Canterbury Bankstown Council. As such there are no Lot and Deposited Plan details. Refer to Section 5 below for Site Environmental Characteristics.

Appendix A provides a map of the proposed road closure and landscaping works location.

Haldon Street Bridge is located within 60 metres of Lakemba Station. The station area is bounded by Railway Parade to the north and The Boulevarde to the south. Access to the station is provided off Railway Parade and The Boulevarde. The surrounding area is generally residential, retail and commercial buildings.

### **5. Site Environmental Characteristics**

The proposal is located on the streets surrounding Lakemba Station, a railway station in operation along the T3 Bankstown Line rail corridor. Lakemba Station was opened on 14 April 1909 and as such is listed on the following heritage registers:

- RailCorp Section 170 Heritage and Conservation register (4801916)
- City of Canterbury LEP 2012 heritage register (I143)

The buffer zone around the station catchment includes three heritage items:

• Federation weatherboard house – Canterbury LEP 2012 (I144)

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- Inter-War post office building Lakemba Post Office Canterbury LEP 2012 (I145)
- Electricity Substation no. 143 Ausgrid Section 170 Heritage and Conservation Register (3430296)

A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System - AHIMS ID 720677) with a buffer of 50m from Lot : 2, DP:DP1012364 was performed on 28/09/2022 and has shown that no Aboriginal sites or Aboriginal places are recorded within this buffer zone.

The landscaping work areas consist of combination grass verge and footpaths. There is native and non-native vegetation in the proposal area, but this would be left in-tact during the works.

Railway Parade and The Boulevarde are busy streets with street parking and businesses in the vicinity of the landscaping works. These streets contain the below features:

• gutters, a footpath, War Memorial, restaurants, train station entrance and private property.

The environment at Haldon Street Bridge, Lakemba can be described as typical urban streetscape. The Bridge itself comprises of a road and a footpath on each side. The bridge is flanked by The Boulevard to the south and Railway Parade to its North. These streets contain the below features:

• gutters, a footpath, War Memorial, restaurants, train station entrance and private property.

Nearby vegetation consists of;

• planted native and exotic trees, and weeds. No vegetation would be impacted apart from trees within the corridor that directly impact the installation of the throw screens. These trees have already been approved for removal.

Rainfall runoff from the proposal would flow to either Railway Parade or The Boulevarde where it will enter stormwater pits located within the kerb side gutters of the aforementioned streets.

There are no known protected flora or fauna in the vicinity.

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HSEJV would restore the area to its pre-existing condition upon completion of the works.

### 6. Justification for the proposed works

The landscaping areas are required to fulfil the conditions within the project scope and contract.

The partial closure is required in order to install the anti-throw screens on Haldon Street bridge as per the Sydney Metro design. The antithrow screens are necessary for both pedestrian safety and train operation safety.

### 7. Environmental Benefit

N/A.

### 8. Control Measures

Works would be completed under the project Construction Traffic Management Plan (CTMP), Construction Environmental Management Plan (CEMP) and sub-plans, including the Construction Noise and Vibration Management Plan (CNVMP), Construction Heritage Management Plan (CHMP), Construction Soil and Water Management Plan (CSWMP), and Community Consultation Strategy (CCS).

### 9. Climate Change Impacts

N/A.



# **10. Impact Assessment – Construction**

|                 | Nature and extent of impacts (negative and  | Proposed Control Measures in   | Minimal       | Endorsed |          |
|-----------------|---|--|---------------|----------|----------|
| Aspect          | positive) during construction (if control<br>measures implemented) of the proposed/activity,<br>relative to the Approved Project  | addition to project COA and REMMs  | Impact<br>Y/N | Y/N      | Comments |
| Flora and fauna | The landscaping work areas consist of combination<br>grass verge and footpaths. There is native and non-<br>native vegetation in the proposal area, but this would<br>be left in-tact during the works. The works are of<br>such minor nature that they would have little to no<br>impact on the approved project.  |  | Y             | Y        |          |
| Water           | No changes from the approved project  | No additional measures required.   | Y             | Y        |          |
| Air quality     | No changes from the approved project  | No additional measures required.   | Y             | Y        |          |
| Noise vibration | The works do not differ from those described within<br>the EIS and SPIR and therefore noise and vibration<br>impacts are expected to be consistent with those<br>assessed in the approved project. All work outside of<br>standard construction hours have been assessed<br>and submitted.<br>Additional Mitigation Measures as per the<br>Construction Noise and Vibration Strategy (CNVS)<br>(i.e. community consultation and notifications) would<br>be implemented. | Implementation of control measures<br>as per the CEMP, CNVMP and<br>OOHW.<br>Mitigation and respite would be<br>applied in accordance with the<br>CNVMP and Sydney Metro CNVS. | Y             | Y        |          |

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|                     | Nature and extent of impacts (negative and  | Proposed Control Measures in      | Minimal       | Endorsed |          |
|---------------------|---|-----------------------------------|---------------|----------|----------|
| Aspect              | positive) during construction (if control<br>measures implemented) of the proposed/activity,<br>relative to the Approved Project  | addition to project COA and REMMs | Impact<br>Y/N | Y/N      | Comments |
| Aboriginal heritage | A search of Heritage NSW AHIMS Web<br>Services (Aboriginal Heritage Information<br>Management System - AHIMS ID 720677) with<br>a buffer of 50m from Lot : 2, DP:DP1012364<br>was performed on 28/09/2022 and has shown<br>that no Aboriginal sites or Aboriginal places are<br>recorded within this buffer zone.<br>No changes from the already approved and<br>assessed project. The works are consistent<br>with the approved project / impact as assessed<br>in the SPIR. | No additional measures required.  | Y             | Y        |          |

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|                         | Nature and extent of impacts (negative and  | Proposed Control Measures in         | Minimal       | Endorsed |          |
|-------------------------|---|--------------------------------------|---------------|----------|----------|
| Aspect                  | positive) during construction (if control<br>measures implemented) of the proposed/activity,<br>relative to the Approved Project  | addition to project COA and<br>REMMs | Impact<br>Y/N | Y/N      | Comments |
| Non-Aboriginal heritage | Lakemba Station is locally listed on the Canterbury<br>LEP 2012 Register and on the RailCorp Section 170<br>Register (Platform Buildings, Overhead Booking<br>Office/Concourse, Platforms, Footbridge, Canopies,<br>War Memorial).<br>The Inter-War post office building – Lakemba Post<br>Office, a local heritage asset, is located adjacent to<br>the project area along The Boulevarde. The<br>Lakemba Post Office is on the local register. The<br>war memorial, in the plaza adjacent to the station is<br>also located on The Boulevarde. The war memorial<br>was dedicated on Sunday 19 April 1953.<br>Non-Aboriginal heritage in the SPIR concluded that<br>the War Memorial at Lakemba is of high heritage<br>significance. The Approved Project was considered<br>to have a neutral impact on the heritage item<br>provided that the proposal would be carried out so<br>as to minimise any direct impacts and that the<br>memorial is adequately protected during the works.<br>As noted in Appendix A (below), the landscaping<br>works at their eastern most extent would conclude at<br>the eastern edge of the existing lift shafts, on<br>Railway Parade and The Boulevarde meaning that<br>the works would take place within the already<br>assessed heritage curtilage and approximately 25m<br>from the council landscaped garden on the corner of<br>Railway Street and Haldon Street, respectively. The<br>work will not affect significant built elements.<br>Neither of these Heritage Items would be impacted<br>by the works as described here within and would not<br>affect the overall heritage impact assessed for<br>Lakemba Station for the Approved Project, therefore<br>the changes are consistent with the approved<br>project. | No additional measures required.     | Y             | Y        |          |

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|                           | Nature and extent of impacts (negative and  | Proposed Control Measures in  | Minimal       |     | Endorsed |
|---------------------------|---|---|---------------|-----|----------|
| Aspect                    | positive) during construction (if control<br>measures implemented) of the proposed/activity,<br>relative to the Approved Project  | addition to project COA and REMMs   | Impact<br>Y/N | Y/N | Comments |
| Community and stakeholder | Rerouting of traffic during road closure may cause<br>temporary disruption to community members and<br>stakeholders.<br>Road and footpath access through Haldon Street<br>bridge would be maintained via alternating closures<br>of the East and West side of the bridge.<br>Ongoing community consultation is currently taking<br>place. Notification for this work would be included as<br>per the monthly notification.  | Ongoing consultation and<br>notification as per the Community<br>Communications Strategy (CCS).<br>Implementation of control measures<br>as per the CEMP, CEMP sub-plans,<br>CCS and CTMP.  | Y             | Y   |          |
| raffic                    | The proposal would occur for five days over the<br>possession period in October 2022 (SD4) on the T3<br>Bankstown Line. Lakemba Station would therefore<br>not be accessible during this time. This is consistent<br>with the Approved Project.<br>Single lane closure and footpath closure would be<br>required on Haldon Street Bridge. This would occur<br>on both sides/ directions of traffic but would be<br>implemented at different times to ensure one<br>footpath remains open to the community.<br>Traffic control would be in place to assist local<br>residents to maintain use of Haldon Street bridge.<br>Traffic impact is predicated to be low as the works<br>would maintain footpath and road access to<br>alternating sides of the bridge at all times. | Implementation of control measures<br>as per the CEMP and CTMP. The<br>CTMP would be updated to include<br>the lane area once approved.<br>A valid ROL issued by the City of<br>Canterbury Bankstown Council<br>must be in place – any<br>requirements of this permit must be<br>implemented.<br>TCPs must be implemented,<br>including appropriate signage and<br>traffic controllers as required.<br>Consultation with any agencies<br>identified within REMM TC3 would<br>occur. | Υ             | Υ   |          |
| Vaste                     | No changes from the approved project  | No additional measures required.  | Y             | Y   |          |
| Social                    | As above for Community and Stakeholder.   | No additional measures required.  | Y             | Y   |          |

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| Aspect                             | Nature and extent of impacts (negative and<br>positive) during construction (if control<br>measures implemented) of the proposed/activity,<br>relative to the Approved Project  | Proposed Control Measures in   | Minimal       | Endorsed |          |
|------------------------------------|---|--|---------------|----------|----------|
|                                    |   | addition to project COA and REMMs  | Impact<br>Y/N | Y/N      | Comments |
| Economic                           | No changes from the approved project  | No additional measures required.   | Y             | Y        |          |
| Visual                             | All visual impacts associated with the works, apart<br>from the throw screens themselves, are temporary<br>and negligible in the context of the approved project.<br>Some light spill may occur from the works, either<br>from lighting towers or heavy vehicles. | Visual impacts are to be managed<br>in accordance with the Visual<br>Amenity Management Plan.<br>Light spill would be minimised by<br>pointing lights away from residential<br>properties and the roadway,<br>towards the works. | Y             | Y        |          |
| Urban design                       | No changes from the approved project  | No additional measures required.   | Y             | Y        |          |
| Geotechnical                       | No changes from the approved project  | No additional measures required.   | Y             | Y        |          |
| Land use                           | No changes from the approved project  | No additional measures required.   | Y             | Y        |          |
| Climate Change                     | No changes from the approved project  | No additional measures required.   | Y             | Y        |          |
| Risk                               | No changes from the approved project  | No additional measures required.   | Y             | Y        |          |
| Management and mitigation measures | No changes from the approved project  | No additional measures required.   | Y             | Y        |          |

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# **11. Impact Assessment – Operation**

The proposed works are during construction only.

|                           | Nature and extent of impacts (negative and positive) during operation (if control measures | Proposed Control Measures in      | Minimal       | Endorsed |          |
|---------------------------|--|-----------------------------------|---------------|----------|----------|
| Aspect                    | implemented) of the proposed activity/works,<br>relative to the Approved Project           | addition to project COA and REMMs | Impact<br>Y/N | Y/N      | Comments |
| Flora and fauna           | No changes from the approved project   | No additional measures required.  | N/A           | Y        |          |
| Water                     | No changes from the approved project   | No additional measures required.  | N/A           | Y        |          |
| Air quality               | No changes from the approved project   | No additional measures required.  | N/A           | Y        |          |
| Noise vibration           | No changes from the approved project   | No additional measures required.  | N/A           | Y        |          |
| Aboriginal heritage       | No changes from the approved project   | No additional measures required.  | N/A           | Y        |          |
| Non-Aboriginal heritage   | No changes from the approved project   | No additional measures required.  | N/A           | Y        |          |
| Community and stakeholder | No changes from the approved project   | No additional measures required.  | N/A           | Y        |          |
| Traffic                   | No changes from the approved project   | No additional measures required.  | N/A           | Y        |          |
| Waste                     | No changes from the approved project   | No additional measures required.  | N/A           | Y        |          |
| Social                    | No changes from the approved project   | No additional measures required.  | N/A           | Y        |          |
| Economic                  | No changes from the approved project   | No additional measures required.  | N/A           | Y        |          |
| Visual                    | No changes from the approved project   | No additional measures required.  | N/A           | Y        |          |

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| Aspect                             | Nature and extent of impacts (negative and<br>positive) during operation (if control measures<br>implemented) of the proposed activity/works,<br>relative to the Approved Project | Proposed Control Measures in      | Minimal<br>Impact<br>Y/N | Endorsed |          |
|------------------------------------|---|-----------------------------------|--------------------------|----------|----------|
|                                    |   | addition to project COA and REMMs |                          | Y/N      | Comments |
| Urban design                       | No changes from the approved project  | No additional measures required.  | N/A                      | Y        |          |
| Geotechnical                       | No changes from the approved project  | No additional measures required.  | N/A                      | Y        |          |
| Land use                           | No changes from the approved project  | No additional measures required.  | N/A                      | Y        |          |
| Climate Change                     | No changes from the approved project  | No additional measures required.  | N/A                      | Y        |          |
| Risk                               | No changes from the approved project  | No additional measures required.  | N/A                      | Y        |          |
| Management and mitigation measures | No changes from the approved project  | No additional measures required.  | N/A                      | Y        |          |

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# **12. Consistency with the Approved Project**

| Based on a review and understanding of the existing Approved<br>Project and the project (including the proposed changes), is<br>there a transformation of the Project? | No. The proposed works would not transform the project. The project would continue to provide a new metro rail line between Chatswood and Sydenham. The proposed road closure is to facilitate the project and is consistent with the project as defined in the EIS/SPIR. |
|--|---|
| Is the project (including the proposed changes)consistent with<br>the objectives and functions of the Approved Project as a<br>whole?                                  | Yes. The proposed works are consistent with the objectives and functions of the approved project.   |
| Is the project (including the proposed changes) consistent with<br>the objectives and functions of elements of the Approved<br>Project?                                | Yes. The changes identified in this assessment are temporary and are consistent with the objectives and functions of the Approved Project.  |
| Are there any new environmental impacts as a result of the proposed works?   | Yes, there would be temporary impact to traffic movement across Haldon Street Bridge (five days). This would be managed with the CTMP, ROLs and council permits.  |
| Is the project (including the proposed changes) consistent with the conditions of approval?  | Yes. The proposed works are consistent with the conditions of approval.   |
| Are the impacts of the proposed activity/works known and understood?   | Yes. The impacts of the proposed works are understood.  |
| Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?   | Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.   |

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# **13. Other Environmental Approvals**

Identify all other approvals required for the project:

Consultation with the City of Canterbury Bankstown City Council has been undertaken, and Traffic Control Plans and Road Occupancy Licenses approved.



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# Author certification

To be completed by person preparing checklist.

I certify that to the best of my knowledge this Consistency Checklist:
Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and

• Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information.

| Name:    | Andrew Lynam        | Signatura  | let-G       |  |  |
|----------|---------------------|------------|-------------|--|--|
| Title:   | Environment Manager | Signature: | ender games |  |  |
| Company: | HSEJV               | Date:      | 06/09/2022  |  |  |

### This section is for Sydney Metro only.

| Application supported and submitted by |  |           |            |  |  |  |  |  |  |  |
|--|--|-----------|------------|--|--|--|--|--|--|--|
| Name:                                  | Yvette Buchli                            | Date:     | 28/09/2022 |  |  |  |  |  |  |  |
| Title:                                 | Associate Director Planning<br>Approvals | Comments: |            |  |  |  |  |  |  |  |
| Signature:                             | GvetteBuchli                             | Commonto. |            |  |  |  |  |  |  |  |

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Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

Yes  $\[\mathbf{x}\]$  The proposed activity/works are consistent and no further assessment is required.

No Deproved Project A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.

| Endorsed by |   |           |                   |
|-------------|---|-----------|-------------------|
| Name:       | Fil Cerone  | Date:     | 28 September 2022 |
| Title:      | Director City & Southwest,<br>Sustainability, Environment<br>& Planning | Comments: |                   |
| Signature:  | A,  |           |                   |



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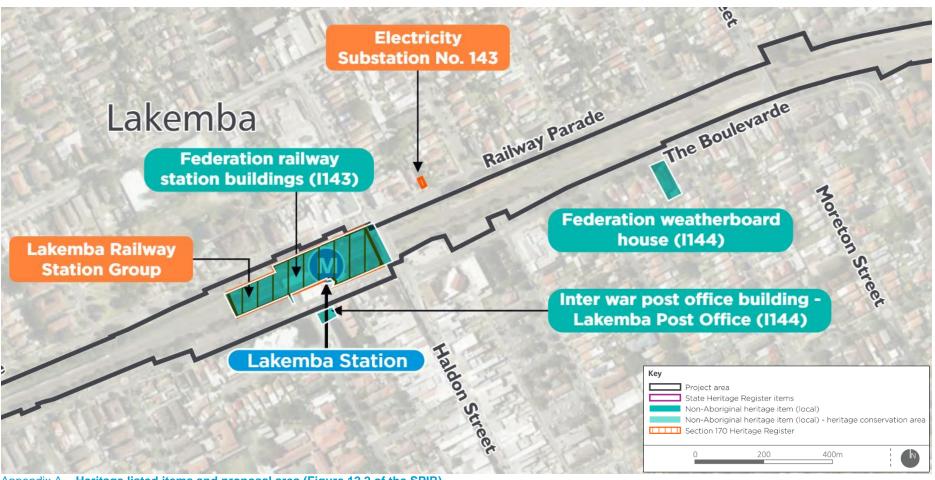
# Appendix A – Site Location and Indicative Heritage Areas



Appendix A – Indicative area of Haldon Street Bridge closure

#### Metro Body of Knowledge (MBoK)





Appendix A – Heritage listed items and proposal area (Figure 12.2 of the SPIR)

Metro Body of Knowledge (MBoK) (Uncontrolled when printed)

# Appendix B – Relevant TCPs

# Appendix C – Lakemba AIHMS Search Results

Unclassified

|                  | 1                                      |   | 2  |                   | 3   | 4                                 | 1                             |                       | 5                     |     | 6   |                               | 7                                  |                                  | 8                                    |                                |  | 9  | 10  |                      |                     | 11                      |          | 12             |   |
|------------------|--|---|--|-------------------|---|-----------------------------------|-------------------------------|-----------------------|-----------------------|-----|---|-------------------------------|------------------------------------|----------------------------------|--------------------------------------|--------------------------------|--|--|---|----------------------|---------------------|-------------------------|----------|----------------|---|
|                  |  | TG                                      | S VERIF  | ICATI             | on che                                    | ECKLIS                            | ST                            |                       |                       |     |   |                               |                                    |                                  | RISI                                 | K AS                           | SSES                                       | SMEN   | Г   |                      |                     |                         |          |                |   |
| A                | 1                                      |   | the below  |                   |   |                                   | ed                            |                       | 3                     |     | ]   | Doe                           | es the T(                          | S Involv                         | /e Detou                             | irs of t                       | traffic?                                   |  |   | Yes                  | No                  | Risk                    |          | Risk<br>rating | A |
|                  | 1.1                                    |   | on the TGS   | S for t           |   | affic Volum                       | nes 🛛                         | s No                  | 3.1                   |     | Can roads                                   | ls<br>and inter               | access t<br>rsections              | o resider<br>Aı<br>used as       | ntial prop<br>re detour<br>detour r  | perties<br>r signs<br>routes ( | and bus<br>located<br>accomm               | sinesses m<br>1 at decisi<br>nodate the                | detoured?<br>naintained?<br>on points?<br>volumes?<br>ovements?                 |                      |                     |                         |          |                |   |
| В                |  |   |  |                   | Sh<br>Sig                                 | oulder wid<br>ght distand         | ths   X<br>ces   X            |                       | 4                     |     | l Does                                      | s the <sup>.</sup>            | TGS inv                            | volve S                          | Stop/sl                              | ow ar                          | rrange                                     | ements?  | ,   | Yes                  | No                  | Risk                    |          | Risk<br>rating | В |
| _                |  |   |  | ·                 | services (i.e<br>Pedestria<br>Appropriate | in generation<br>site acce        | ps)   X<br>ors   X<br>ess   X |                       | 4.1                   |     |   | a PTCD<br>Is the s            | used in peed of t                  | place of<br>he road              | a Traffi<br>>=60km                   | c Contr<br>n/h whe             | roller wl<br>ere TC                        | here speec<br>or PTCD a                                | fe to use?<br>I >45kmh?<br>re in use?   |                      |                     |                         |          |                |   |
| С                | 2                                      |   | Appropriate es<br>Co   | onfirma           |   | c controll                        | ers 🛛                         |                       |                       | A   | Do TC an                                    | Prepare<br>nd PTCD            | to stop o<br>positions             | and Traff<br>have ad             | <sup>i</sup> ic contro<br>lequate li | ol or P1<br>ighting            | TCD syn<br>during                          | nbolic sign<br>Iow light d                             | or PTCD?<br>installed?<br>conditions?<br>or PTCD?                               |                      |                     |                         |          |                | С |
|                  | 2.1                                    |   | he TGS requir<br>the TGS requ  | uire any a        | additional n                              | nodificatior                      | ns?   🗌                       |                       | 5                     |     |   |                               |                                    | Ger                              | neral                                |                                |  |  |   | Yes                  | No                  | Risk                    |          | Risk<br>rating |   |
|                  | Additi                                 | onal co                                 |  |                   | riate for us<br>been addres               |                                   | ks?                           |                       | 5.1                   |     | Does the<br>re worker syr<br>e all signs pl | mbolic si                     | gns show                           | n in advo                        | ance of                              | workers                        | Are o<br>that c                            | distances<br>are visible                               |   | X X X X              |                     |                         |          |                |   |
| D                |  |   |  |                   |   |                                   |                               |                       |                       |     | Are taper                                   | lengths o<br>Are I<br>correct | compliant<br>ane statu<br>tapers b | and not<br>Is signs<br>eing used | : placed<br>to be pl<br>d? i.e. M    | in area<br>aced in<br>erge, Tr | is with<br>advand<br>raffic C<br>tapers    | poor sight<br>ce of a la<br>ontrol, Lat<br>on Multield | distance?<br>ne merge?<br>eral shift?<br>ane roads?                             | MANANANANAN          |                     |                         |          |                | D |
| E                |  |   |  |                   |   |                                   |                               |                       |                       |     |   | oes the<br>loes the           | TGS clear                          | ly define<br>rly define          | site acc<br>Are<br>pedestr           | cess an<br>any in<br>rian rou  | ney at l<br>nd egres<br>npacts<br>ntes, an | east 30m<br>ss for work<br>on traffic<br>d are the     | compliant?<br>in length?<br>vehicles?<br>managed?<br>y suitable?<br>ite safely? |                      |                     |                         |          |                | E |
|                  |  |   | RISK   | EVALUA            | TION MA                                   | TRIX                              |                               |                       |                       |     |   |                               |                                    |                                  |                                      | RISK                           | MANA                                       | GEMENT   |   |                      |                     |                         |          |                |   |
|                  | Very H<br>Higi                         | Ratings<br>ligh — VH<br>h — H<br>um — M | Insignificant  |                   | Consec<br>Moderate                        | quence<br>Major                   | Severe                        | Catastro              | phic                  |     |   | for any q<br>m                | question in<br>nitigate an         | items 3,<br>y additiand          | 4 or 5 in<br>al risk. Wh             | nere blan                      | nk refer                                   | Risk Assess  | ve a control<br>ment include  | needs to<br>d as par | o be as<br>rt of TM | ssigned in the H<br>NP. |          |                |   |
| F                | Lov                                    | w — L<br>t certain                      | C6<br>L1 M   | C5                | C4  | C3<br>VH                          | C2<br>VH                      | C1<br>VH              |                       | 11  | tem   |                               |                                    |                                  |                                      | Con                            | trol Mea:                                  | sures  |   |                      |                     |                         | Residi   | ual Risk       | F |
| _                |  | / likely<br>kely                        | L2 M   | M                 | H   | H<br>H                            | VH                            | VH<br>VH              |                       |     |   |                               |                                    |                                  |                                      |                                |  |  |   |                      |                     |                         |          |                |   |
|                  | <u> </u>                               | likely                                  | _4 L   |                   | M   | M                                 | H                             | H                     |                       |     |   |                               | SIC                                | SNED —                           | DESIGNE                              | ER AND                         | ) VERIF                                    | ICATION (  | PWZTMP C  | R ITCP               | )                   |                         |          |                |   |
| G                |  |   | L5 L   | L                 | L   | М                                 | М                             | н                     |                       | 1   | Name:                                       | Alex Gospe                    | er                                 | Sign                             | : <i>]</i> //                        | hop                            |  | Date:  | 07.03.2022  | Card N               | 0: .TCT(            | 0002693 (PWZ)           | ·····    |                | G |
|                  |  | most<br>cedented                        | L6 L   | L                 | L   | L                                 | М                             | М                     |                       |     |   |                               |                                    |                                  | Brow 7                               |                                |  |  |   |                      |                     |                         |          |                |   |
| -                |  |   | -  |                   | DRAWN BY:                                 | LP                                | DESIGNER                      |                       |                       |     | CLIENT                                      |                               |                                    |                                  | HASLIN (                             | CONSTRUC                       | CTIONS - L                                 | _AKEMBA STA  | TION UPGRADE  | DRA                  | WING No:            | HAS-I                   | LAK-4003 | 34-P4          |   |
| H P4<br>P3<br>P2 | AG 15.05.22<br>AG 22.09.21             | UPDA                                    | S AS PER SITE TEAMS COMMENTS<br>E PEDESTRIAN DELINEATION<br>E PEDESTRIAN DELINEATION | LP<br>LP<br>LP    | DRW CHECK:<br>APPROVED:                   | LP<br>LP                          | -                             | 🚫 Çı                  | <b>VLIN</b><br>NSULTI | N G |   | HAS                           | LIN                                |                                  |                                      |                                |  | )<br>UND LANE CL<br>/h AND FOOPA                       |   | SHE                  | ET                  | 1                       | 0        | F 3            | H |
| P1<br>REV        | LP 16.07.21<br>BY DATE<br>COORDINATE S | SYSTEM:                                 | ORIGINAL ISSUE DESCRIPTION HEIGHT DATUM: SC  | APPD.             | IND REVIEW:                               | N/A                               | 1                             |                       |                       |     |   |                               |                                    |                                  |                                      |                                | -  | ESSMENT  | I   |                      | ISION               | P2                      | 4        |                |   |
| Plot [           | 1<br>late: 15 May 2022 - 10:41 A       | АМ                                      | 2  | Cad File No: C:\U | 3<br>Isers\Alex\OneDrive\00_Civlink (     | 4<br>Sensulting\Projects\2020061? | 1<br>2 - Wahroonga Station B  | ridge\10_TCPs\HAS-LAK | 5<br>-40034-P3.dwg    |     | 6   |                               | 7                                  |                                  | 8                                    |                                |  | 9  | 10  |                      |                     | 11                      |          | 12             |   |

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| 1 2   | 3  | 4   | 5                                   | 6         | 7       | 8               | 9  | 10          | 11                  | 1               | 12    |
|---|--|---|-------------------------------------|-----------|---------|-----------------|--|-------------|---------------------|-----------------|-------|
| A   | Colin St<br>Colin St                             | Dougly St.                                      |                                     | Wangee Rd | Garrong | Ventick         | arow Rd                                      | on Rd       |                     | Lakem           |       |
| В   | Nound St.  |   |                                     | e Rd      | Lak     | embas           | Taylor                                       | Moreton     | oed St              | Sta             |       |
| c A3  |  |   |                                     |           | SH      | amis            | 1.52   | S           |                     |                 | Bridg |
| D   | 51   |   | Railway Pr                          | arade La  | ken     |                 | Dennis S                                     | Teylor St   |                     | Peel St         |       |
| E   | kemba St   |   | Railwas                             |           |         |                 | St S BUILT                                   | GI          |                     | CIFIC NOTES     | _     |
|   |  |   | 2                                   |           |         | 0               |  |             | PRIMARY ROAD        | HALDON ST       | DEET  |
| GENERAL NOTES   |  |   | 0                                   |           |         | 1 6             |  |             | ECONDARY ROAD       | THE BOULEN      |       |
| F - THIS TRAFFIC GUIDANCE SCHEME (TGS)<br>TCAWS MANUAL V6.1 2022.   | HAS BEEN PREPARED IN                             | ACCORDANCE WITH THE                             | 10                                  |           |         |                 |  |             | TTED TIMES FOR USE  | 24/7            |       |
| - THE CONTRACTOR SHALL ENSURE ALL<br>AUTHORISATION REQUIREMENTS ARE S   |  |   |                                     |           |         |                 | 0  |             | ) END-OF-QUEUE LENG |                 |       |
| ANY EXISTING SIGNAGE THAT CON   | NFLICTS WITH THIS TGS M                          | IUST BE COVERED AT                              | 2a                                  |           |         |                 | 5  |             | SPEED - PRIMARY ROA |                 |       |
| THE START OF OPERATION AND U<br>- THE SITE MUST COMPLY WITH THE TRA   |  |   | 10                                  |           |         |                 | 3  | 2           | PEED - SECONDARY RO |                 |       |
| 2022 EDITION AND A.S. 1742.3<br>– LOCATION CHECKLIST MUST BE COMPLE   | ETED FOR ALL WORKSITES                           | S   |                                     |           |         |                 |  |             | ENSION D ADOPTED    | 50m             | ·     |
| G - SIGNS TO BE POSITIONED IN ACCORDAN<br>- TRAFFIC CONTROLLERS TO BE POSITION  | ICE WITH THE TCAWS MA                            | NUAL V6 2020.                                   |                                     |           |         |                 |  | 1.1         | NE SPACING (MAX)    | 12m             |       |
| ESCAPE PATH.  |  |   |                                     |           |         |                 |  |             | SIGN SIZE (MIN)     | В               |       |
| - THIS TGS USE IS LIMITED TO THAT OF I<br>SUBCONTRACTORS, TRAFFIC CONTROL   |  |   |                                     |           |         |                 |  |             | ARANCE TO WORKERS F |                 |       |
|   | 1 1  |   |                                     | N 21      |         | 12              |  |             | TRAFFIC             | 1.2111          |       |
|   | DRAWN BY:  | LP  |                                     | CLIENT    |         | HASLIN CONSTRUC | CTIONS - LAKEMBA STAT                        | ION UPGRADE | DRAWING No:         |                 | 1     |
| H P4 AG 15.06.22 AMENDMENTS AS PER SITE TEAMS COMMENTS  | DRW CHECK:                                       | LP  |                                     |           |         |                 |  |             | DRAWING NO:         | HAS-LAK-40034-P | 4     |
| P3         AG         22.09.21         UPDATE PEDESTRIAN DELINEATION           P2         AG         22.09.21         UPDATE PEDESTRIAN DELINEATION           P1         LP         16.07.21         OFIGINAL ISSUE | LP<br>LP<br>APPROVED:                            | LP  |                                     | HASLIN    |         |                 | NORTHBOUND LANE CLC<br>ITH 40km/h AND FOOPAT |             | SHEET               | 2 OF            | 3     |
| REV         BY         DATE         DESCRIPTION           COORDINATE SYSTEM:         HEIGHT DATUM:         SCALE:   |  | N/A   |                                     |           |         |                 | LOCALITY PLAN                                |             | REVISION            | P4              |       |
| 1 2   | 3  | 4   | 5                                   | 6         | 7       | 8               | 9  | 10          | 1                   | 1               | 12    |
| Plot Date: 15 May 2022 - 10:41 AM   | Cad File No: C:\Users\Alex\OneDrive\00_Civlink C | ensulting\Projects\20200612 - Wahroonga Station | Bridge\10_TCPs\HAS-LAK-40034-P3.dwg | $\smile$  |         |                 |  |             |                     |                 |       |

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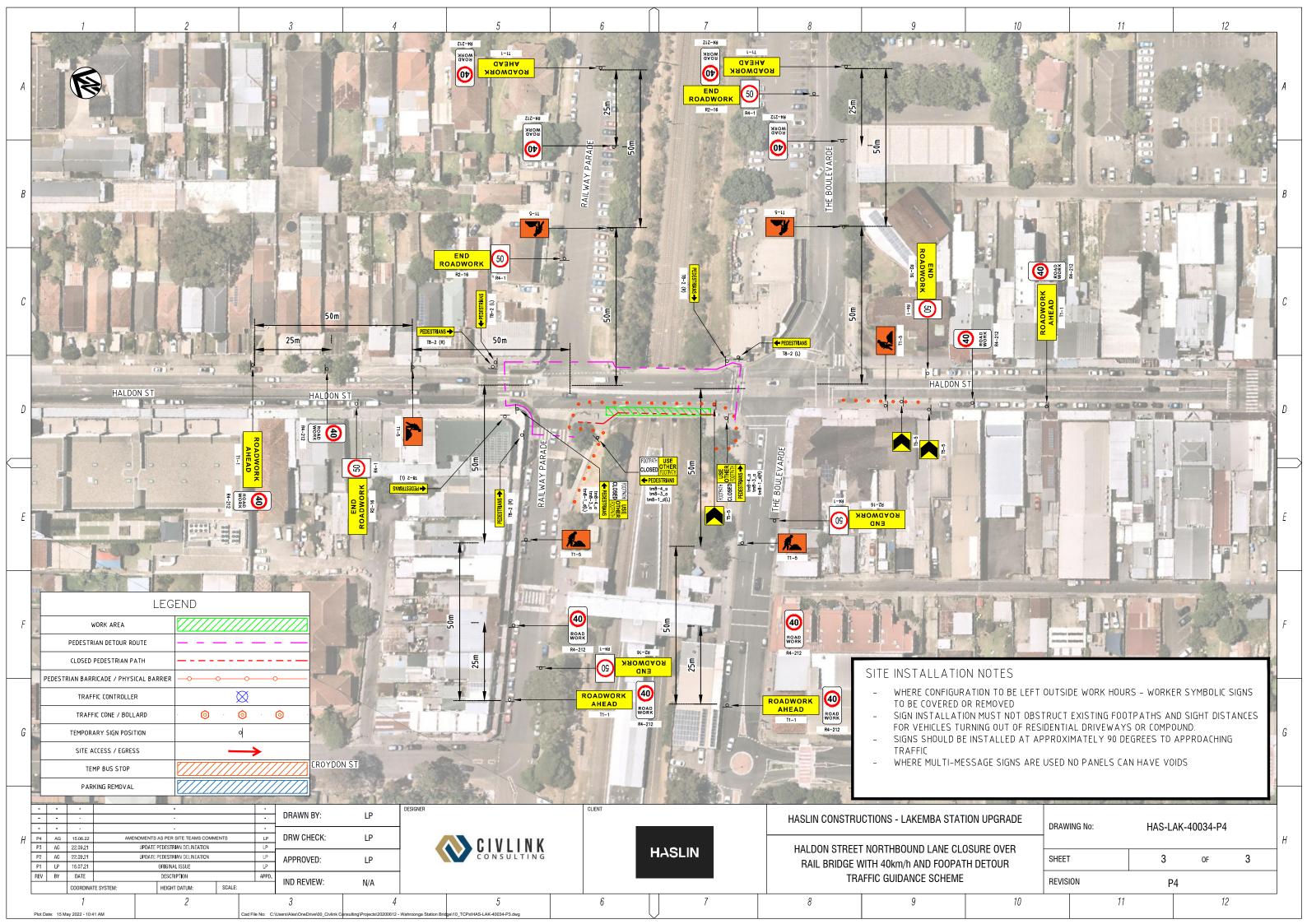
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|       | 10 11                             | 12             |   |
|-------|-----------------------------------|----------------|---|
| aton- | R                                 | Lakemu         | A |
|       | Peel St<br>Noreton                | Station K      | В |
| 8     | St.                               | Bridg          | С |
|       | Teylor St                         | oper St        | D |
| 5     | Gillies St                        |                | E |
|       | SITE SPECIFIC                     | NOTES          |   |
|       | PRIMARY ROAD                      | HALDON STREET  |   |
|       | SECONDARY ROAD                    | THE BOULEVARDE | F |
| 1     | PERMITTED TIMES FOR USE           | 24/7           |   |
| Quino | PREDICTED END-OF-QUEUE LENGTH     | N/A - LIMITED  |   |
| 3     | EXISTING SPEED - PRIMARY ROAD     | 50km/h         |   |
| 13    |                                   | 50km/h         |   |
|       | DIMENSION D ADOPTED               | 50m            | G |
|       | SIGN SIZE (MIN)                   | 12m<br>B       |   |
|       | MINIMUM CLEARANCE TO WORKERS FROM | D<br>15m       |   |



|                     | 1  | 2  | 3   | 4                                |                               |                      | 5           |   | 6  | 7   | 8   | 9   | 10   |   |                      | 11                     |          | 12            |   |
|---------------------|--|--|---|----------------------------------|-------------------------------|----------------------|-------------|---|--|---|---|---|--|---|----------------------|------------------------|----------|---------------|---|
|                     |  | TGS VERIFI   | CATION CH   | ECKLIS                           | T                             |                      |             |   |  |   | RISK  | ASSESSMENT  |  |   |                      |                        |          |               |   |
| A                   | 1  | Have the below   |   |                                  | d                             |                      | 3           |   | Do   | es the TGS II   | nvolve Detours  | of traffic?   |  | Yes                                     | No                   | Risk                   |          | Risk<br>ating | A |
|                     | 1.1  | on the IGS   |   | raffic Volum<br>queue leng       |                               | s No                 | 3.1         | Can r   | 15   | s access to re<br>ersections used   | esidential propert<br>Are detour si<br>d as detour rout   | vehicle classes being d<br>ies and businesses mai<br>gns located at decision<br>es accommodate the<br>paintained for turn mov   | intained?<br>points?<br>volumes?   |   |                      |                        |          |               |   |
| В                   |  |  | Sł<br>Si  | noulder widt<br>ight distanc     | ths $\boxtimes$               |                      | 4           |   | Does the   | TGS involv  | ve Stop/slow  | arrangements?   |  | Yes                                     | No                   | Risk                   |          | Risk<br>ating | В |
|                     |  |  | ansport services (i.<br>Pedestri                                  | an generato<br>e site acce       | os)   X<br>ors   X<br>ess   X |                      | 4.1         | Are 4x  | Is a PTC<br>Is the<br>traffic cones  | D used in plac<br>speed of the<br>placed on the   | ce of a Traffic C<br>road >=60km/h<br>e edge or centre  | ne TGS, clear and safe<br>ontroller where speed 2<br>where TC or PTCD are<br>line, approaching TC c<br>r PTCD symbolic sign i   | >45kmh?<br>in use?<br>or PTCD?   |   |                      |                        |          |               |   |
| С                   | 2  | Со   | nfirmation  |                                  | Yes                           |                      |             | Do  | TC and PTCD  | positions hav   | /e adequate light   | ing during low light col<br>t on approach to TC c   | nditions?  | $\boxtimes$                             |                      |                        |          |               | С |
|                     | 2.1  | Does the TGS require<br>Does the TGS requi   |   | modification                     | ns? 🗌 🗌                       |                      | 5           |   |  |   | General   |   |  | Yes                                     | Νο                   | Risk                   |          | Risk<br>ating |   |
| D                   | Additi   |  | ey risk been addre  |                                  |                               |                      | 5.1         | Are work<br>Are all si<br>Are t<br>Are t<br>Does th | ker symbolic s<br>igns placed at<br>taper lengths<br>Are<br>re the correct<br>he TGS clearly<br>the TGS clea<br>Does the | signs shown in<br>correct dista<br>compliant and<br>lane status si<br>t tapers being<br>define transi<br>rly define buff<br>TGS clearly d | advance of wor<br>inces? i.e. D for<br>d not placed in d<br>igns to be place<br>used? i.e. Merge<br>tion zones betwe<br>fer areas and ar-<br>lefine site access<br>Are an | uired of workers to live<br>Are distances co<br>kers that are visible to<br>multiple or 2D for sing<br>areas with poor sight of<br>d in advance of a lane<br>e, Traffic Control, Later<br>en tapers on Multieland<br>Are they co<br>e they at least 30m in<br>s and egress for work<br>y impacts on traffic m<br>routes, and are they | ompliant?<br>gle sign?<br>distance?<br>a merge?<br>ral shift?<br>e roads?<br>ompliant?<br>o length?<br>vehicles?<br>nanaged? | XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX |                      |                        |          |               |   |
| E                   |  |  | EVALUATION MA   |                                  |                               |                      |             |   | Does   | the TGS cons  | sider cyclists and<br>RIS   | can they traverse site  | e safely?  |   |                      |                        |          |               | E |
|                     | Very H<br>Hig  | Ratings<br>ligh — VH<br>h — H Insignificant  | Minor Moderate  | equence<br>Major                 | Severe                        | Catastrop            | ohic        |   | elected for any  | question in item<br>mitigate any add  | ditianal risk. Where  | RISK ASSESSMENT above<br>blank refer Risk Assessme  | a control n<br>ent included  | eeds t<br>as pai                        | o be ass<br>rt of TM | signed in the t<br>P.  |          |               |   |
| F                   | Lo<br>Almos<br>Very  | $\frac{m}{w} - L$ $t \ certain \ L1 \ M$ $y \ likely \ L2 \ M$ $ikely \ L3 \ L$  | C5 C4<br>H H<br>M H<br>M M  | C3<br>VH<br>H<br>H               | C2<br>VH<br>VH<br>H           | C1<br>VH<br>VH<br>VH |             | Item  |  |   |   | Control Measures  |  |   |                      |                        | Residual | Risk          | F |
|                     | ŏ  | likely L4 L  | L M   | M                                | Н                             | Н                    |             |   |  | SIGNED  | ) – DESIGNER  | AND VERIFICATION (P   | WZTMP OF   | ITCP                                    | )                    |                        |          |               |   |
| G                   | AI   | unlikely L5 L<br>most<br>cedented L6 L   | L L   | ML                               | M<br>M                        | H<br>M               |             | Name:   | Alex Gosp  | ber   | Sign:   | Date: <sup>07.0</sup>   | 3.2022 C   | ard N                                   | o:                   | )002693 (PWZ)          |          |               | G |
|                     |  |  | DRAWN BY:   | LP                               | DESIGNER                      |                      |             | Name: .   |  |   | -   | Date:/<br>  | -  |   |                      |                        |          |               | _ |
| H<br>P2<br>P1<br>RE | AG 15.06.22<br>LP 31.05.22<br>LP 17.05.22<br>J BY DATE<br>COORDINATE | AMENDMENTS AS PER SITE TEAMS COMMENTS<br>UPDATE SIGNALS FLASHING AND BUS STOP<br>ORIGINAL ISSUE<br>DESCRIPTION<br>SYSTEM: HEIGHT DATUM: SCALL<br>2 | LP<br>LP<br>LP<br>LP<br>LP<br>APPROVED:<br>LP<br>IND REVIEW:<br>3 | LP<br>LP<br>N/A                  |                               |                      | 5           | K   | 6  | SLIN<br>7   | HALDON ST   | REET NORTHBOUND LANE CLOS<br>40km/h AND FOOPATH DETOUR<br>RISK ASSESSMENT   | SURE OVER  | OW SHE                                  | ET                   | HAS-L/<br>1<br>P<br>11 |          | 3<br>3<br>12  | H |
| Plo                 | : Date: 1 June 2022 - 7:00 A   | м  | Cad File No: C:\Users\Alex\OneDrive\00 Civlin                     | k Consulting\Projects\20200612 - | - Wahroonga Station Brid      | ge\10 TCPs\HAS-LAK-4 | 0044-P2.dwg |   |  |   | Ĭ   | , ·   |  |   |                      |                        |          |               |   |

| E Rai  | a k e mb   |
|--|--|
| <ul> <li>F</li> <li>GENERAL NOTES</li> <li>THIS TRAFFIC GUIDANCE SCHEME (TGS) HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL V6.1 2022.</li> <li>THE CONTRACTOR SHALL ENSURE ALL ROAD OCCUPANCY PERMITS AND SPEED ZONE AUTHORISATION REQUIREMENTS ARE SATISFIED PRIOR IMPLEMENTATION OF THIS TGS.</li> </ul>  | SITE SPECIFIC NOTES         PRIMARY ROAD       HALDON STREET         SECONDARY ROAD       THE BOULEVARDE         PERMITTED TIMES FOR USE       24/7         PREDICTED END-OF-QUEUE LENGTH       N/A - LIMITED  |
| <ul> <li>ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TGS MUST BE COVERED AT<br/>THE START OF OPERATION AND UNCOVERED AT THE COMPLETION.</li> <li>THE SITE MUST COMPLY WITH THE TRAFFIC CONTROL AT WORK SITES MANUAL V6.1<br/>2022 EDITION AND A.S. 1742.3</li> <li>LOCATION CHECKLIST MUST BE COMPLETED FOR ALL WORKSITES</li> <li>SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL V6 2020.</li> <li>TRAFFIC CONTROLLERS TO BE POSITIONED WHERE THEY CAN MAINTAIN A CLEAR<br/>ESCAPE PATH.</li> <li>THIS TGS USE IS LIMITED TO THAT OF HASLIN CONSTRUCTIONS AND THEIR ASSOCIATED<br/>SUBCONTRACTORS, TRAFFIC CONTROL PROVIDERS AND FOR THE PROJECT REFERENCED.</li> </ul> | EXISTING SPEED - PRIMARY ROAD       50km/h         EXISTING SPEED - SECONDARY ROAD       50km/h         EXISTING SPEED - SECONDARY ROAD       50km/h         DIMENSION D ADOPTED       50m         CONE SPACING (MAX)       12m         SIGN SIZE (MIN)       B         MINIMUM CLEARANCE TO WORKERS FROM<br>TRAFFIC       1.5m  |
| Image: Height Datum     Image: Construction     Image: Construction     Image: Construction     Image: Construction     Image: Construction       H     -     -     -     -     -     -     -     -       P3     AG     15.06.22     AMENDMENTS AS PER SITE TEAMS COMMENTS     LP     Image: Construction     APPROVED:     LP       P1     LP     31.05.22     UPDATE SIGNALS SLOE     LP     APPROVED:     LP       REV     BY     DATE     DESCRIPTION     APPD.     IND REVIEW:     N/A  | CLIENT       HASLIN CONSTRUCTIONS - LAKEMBA STATION UPGRADE       DRAWING NO:       HAS-LAK-40044-P3       H         HASLIN       HALDON STREET NORTHBOUND LANE CLOSURE OVER       DRAWING NO:       HAS-LAK-40044-P3       H         HASLIN       HALDON STREET NORTHBOUND LANE CLOSURE OVER       SHEET       2       OF       3         LOCALITY PLAN       EVISION       P3       10       11       12 |

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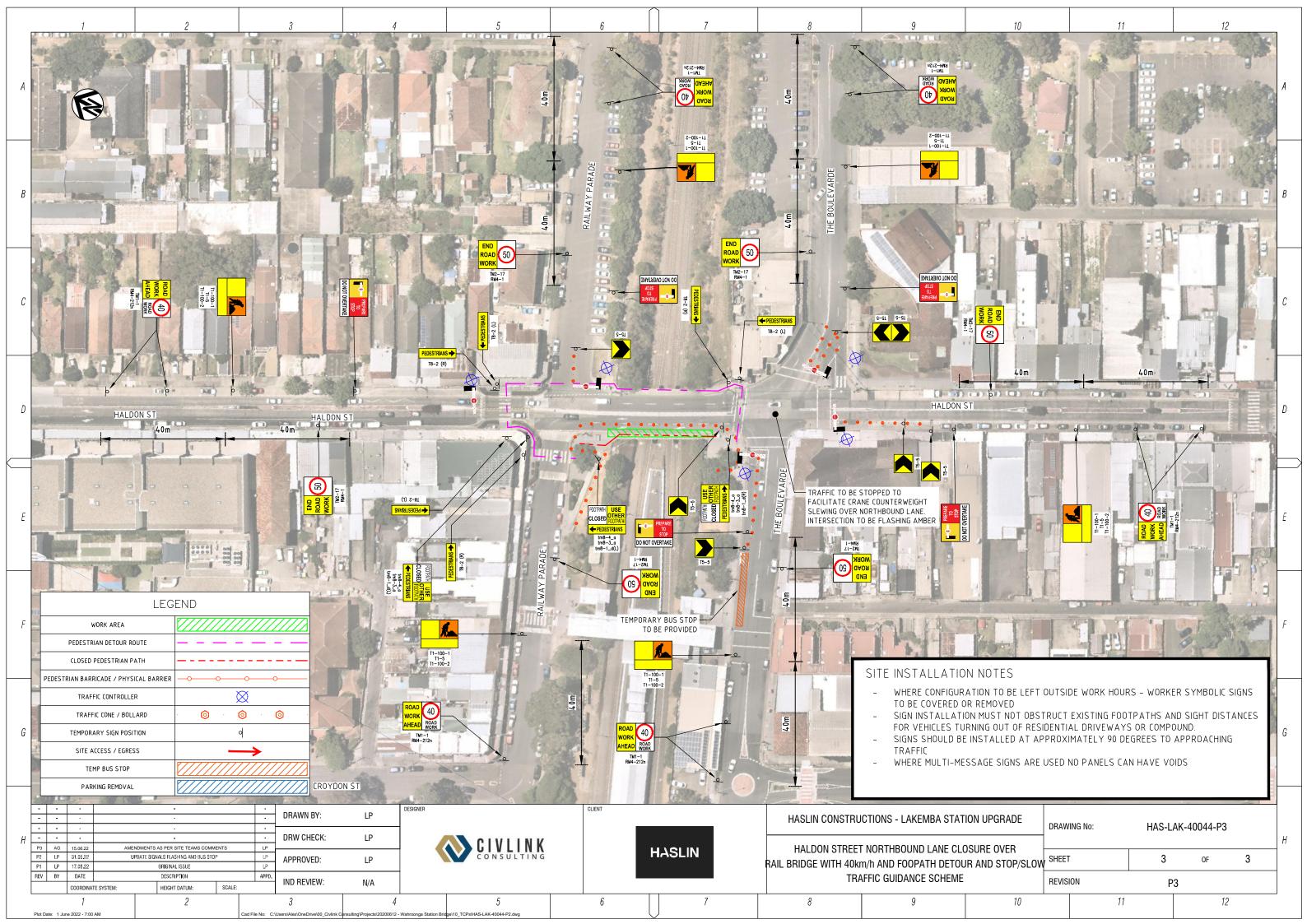
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4 Domald St

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|       | 10 11  | 12             |           |
|-------|--|----------------|-----------|
|       | an Ra  | Lakemu         | A         |
|       | Moreton  | Station R      | В         |
| 2     |  | Bridg          | С         |
|       | Tellor St  | oeel St        | D         |
| 51    | Gillies St   |                | E         |
|       | SITE SPECIFIC  | NOTES          |           |
|       | PRIMARY ROAD   | HALDON STREET  |           |
|       | SECONDARY ROAD   | THE BOULEVARDE | F         |
| 1     | PERMITTED TIMES FOR USE                                | 24/7           |           |
| 8     | PREDICTED END-OF-QUEUE LENGTH                          | N/A - LIMITED  | $\square$ |
| Quine | EXISTING SPEED - PRIMARY ROAD                          | 50km/h         |           |
|       | EXISTING SPEED – SECONDARY ROAD<br>DIMENSION D ADOPTED | 50km/h<br>50m  |           |
|       | CONE SPACING (MAX)                                     | 12m            | G         |
|       | SIGN SIZE (MIN)  | В              |           |
|       | MINIMUM CLEARANCE TO WORKERS FROM<br>TRAFFIC           | 1.5m -         |           |
|       |  |                | 1         |



|                              | 1                               | 2  | 3   | 4                                     |                         |                      | 5                |   | 6  | 7  | 8  | 9   | 10   |                            | 11                      | 12                                |    |   |
|------------------------------|---------------------------------|--|---|---------------------------------------|-------------------------|----------------------|------------------|---|--|--|--|---|--|----------------------------|-------------------------|-----------------------------------|----|---|
|                              |                                 | TGS VERIFIC  | CATION CH   | ECKLIS                                | Т                       |                      |                  |   |  |  | RISK   | ASSESSMENT  |  |                            |                         |                                   |    |   |
| A                            | 1                               | Have the below   |   |                                       | d                       |                      | 3                |   | Do   | es the TGS Ir  | nvolve Detours d   | of traffic?   | Yes  | No                         | Risk                    | Ri:<br>rat                        |    | A |
|                              | 1.1                             | on the TGS   |   | affic Volum                           |                         | s No                 | 3.1              | Can   | ls<br>roads and inte   | access to re<br>ersections used  | sidential propertie<br>Are detour sig<br>d as detour route   | ehicle classes being deto<br>es and businesses mainta<br>ns located at decision po<br>es accommodate the volu<br>aintained for turn movem   | ined?    <br>oints?    <br>mes?  |                            |                         |                                   |    |   |
| В                            |                                 |  | Sh<br>Si  | noulder widt<br>ight distanc          | ihs X<br>ies X          |                      | 4                |   | Does the   | TGS involv   | e Stop/slow  | arrangements?   | Yes  | No                         | Risk                    | Ris                               |    | В |
|                              |                                 |  | insport services (i.<br>Pedestrie   | an generato<br>e site acce            | os) 🛛                   |                      | 4.1              | Are 4x  | Is a PTCI<br>Is the<br>traffic cones   | D used in plac<br>speed of the i<br>placed on the  | ce of a Traffic Co<br>road >=60km/h<br>e edge or centre  | e TGS, clear and safe to<br>introller where speed >45<br>where TC or PTCD are in<br>line, approaching TC or P<br>PTCD symbolic sign insta   | kmh?     <br>use?     <br>'TCD?  |                            |                         |                                   |    |   |
| С                            | 2                               | Cor  | nfirmation  |                                       | Yes                     |                      |                  | Do  | TC and PTCD  | positions hav  | e adequate lighti  | ng during low light condit<br>on approach to TC or F  | ions?  |                            |                         |                                   |    | С |
|                              | 2.1                             | Does the TGS require<br>Does the TGS requir  | re any additional i   | modification                          | is?   🗌                 |                      | 5                |   |  |  | General  |   | Yes  | No                         | Risk                    | Ris<br>rat                        |    |   |
| D                            | Additi                          | Additional comments  |   |                                       |                         |                      |                  | Are worl<br>Are all s<br>Are<br>Are<br>Does t | ker symbolic s<br>igns placed at<br>taper lengths<br>Are<br>re the correct<br>he TGS clearly<br>the TGS clea<br>Does the<br>Does the | igns shown in<br>correct dista<br>compliant and<br>lane status si<br>tapers being<br>define transit<br>rly define buff<br>TGS clearly de<br>TGS clearly de | advance of work<br>inces? i.e. D for i<br>d not placed in a<br>igns to be placed<br>used? i.e. Merge<br>tion zones betwee<br>er areas and are<br>efine site access<br>Are any<br>define pedestrian | ired of workers to live tr<br>Are distances comp<br>ers that are visible to tr<br>multiple or 2D for single<br>reas with poor sight disto<br>in advance of a lane m<br>Traffic Control, Lateral s<br>en tapers on Multielane ro<br>Are they comp<br>they at least 30m in lea<br>and egress for work vehic<br>impacts on traffic mano<br>routes, and are they suit | liant?   X<br>affic?   X<br>sign?   X<br>ance?   X<br>erge?   X<br>erge?   X<br>shift?   X<br>bads?   X<br>liant?   X<br>hgth?   X<br>aged?   X<br>able?   X |                            |                         |                                   |    | D |
| E                            |                                 |  | VALUATION MA  |                                       |                         |                      |                  |   | Does   | the TGS cons   |  | can they traverse site so<br>K MANAGEMENT   | ofely?   |                            |                         |                                   |    | E |
|                              | Very H<br>Hig                   | Ratings<br>High – VH<br>ph – H. Insignificant  | Conse<br>Minor Moderate   | equence<br>Major                      | Severe                  | Catastrop            | phic             | * If 'No' s                                   | elected for any  | question in item<br>mitigate any ado   | ns 3, 4 or 5 in the<br>ditianal risk. Where I  | RISK ASSESSMENT above a c<br>blank refer Risk Assessment  | ontrol needs<br>included as po   | to be as<br>art of TN      | ssigned in the t<br>MP. | able below t                      | .o |   |
| F                            | Lo<br>Almos<br>Ver              | w - L<br>t certain L1 M<br>y likely L2 M<br>ikely L3 L   | H H<br>M H<br>M M   | C3<br>VH<br>H<br>H                    | VH<br>VH<br>H           | VH<br>VH<br>VH       |                  | Item  |  |  | (  | Control Measures  |  |                            |                         | Residual Ri                       | sk | F |
|                              | <u> </u>                        | hlikely L4 L   | L M   | M                                     | H                       | Н                    |                  |   |  | SIGNED   | ) – DESIGNER A   | ND VERIFICATION (PWZT   | MP OR ITCI   | ⊃)                         |                         |                                   |    |   |
| G                            | Č Very                          | unlikely L5  | L L   | М                                     | М                       | Н                    |                  | Name:   | . Alex Gosp  | er   | Sign:  | Date: <sup>07.03.2022</sup>   | Card N   |                            | 0002693 (PWZ)           |                                   |    | G |
|                              |                                 | most<br>cedented L6 L  | LL  | L                                     | М                       | М                    |                  |   |  |  |  | Date://.  |  |                            |                         |                                   |    |   |
| H -<br>P3<br>P2<br>P1<br>REV |                                 | AMENDMENTS AS PER SITE TEAMS COMMENTS<br>UPDATE SIGNALS FLASHING AND BUS STOP<br>OFIGINAL ISSUE<br>DESCRIPTION<br>: SYSTEM: HEIGHT DATUM: SCALE: | DRAWN BY:        DRW CHECK:       LP     APPROVED:       LP     IND REVIEW: | LP<br>LP<br>LP<br>N/A                 | DESIGNER                | <b>C</b> I           | V L I N          |   | HAS  | SLIN   | HALDON STR   | RUCTIONS - LAKEMBA STATION U<br>EET SOUTHBOUND LANE CLOSURE<br>0km/h AND FOOPATH DETOUR AND<br>RISK ASSESSMENT  | OVER<br>OVER<br>STOP/SLOW  | AWING No:<br>Eet<br>Vision | HAS-L/<br>1<br>P        | AK-40045-P3<br><sub>OF</sub><br>3 | 3  | H |
| Plot                         | 1<br>Date: 1 June 2022 - 6:33 A | 2  | 3<br>Cad File No: C:\Users\Alex\OneDrive\00 Civilnk                         | 4<br>k Censulting\Projects\20200612 - | Wahroonga Station Bridg | ge\10 TCPs\HAS-LAK-4 | 5<br>0045-P2.dwg |   | 6  | 7  | 8  | 9   | 10   |                            | 11                      | 12                                |    |   |

| B |   | Colin St  |  | E I                     |                 | larow Rd Taylor St  | Moreton St   |  | akenni   | A      |
|---|---|---|--|-------------------------|-----------------|---|--|--|--|--------|
| D | Laken   | iba St  | RailwayPa  | rede Lak                | or<br>The may a | Dennis St. S  | Gillies  | St   | 2.52   | D      |
| F | <ul> <li>ENERAL NOTES</li> <li>THIS TRAFFIC GUIDANCE SCHEME (TGS) HAS BEEN<br/>TCAWS MANUAL V6.1 2022.</li> <li>THE CONTRACTOR SHALL ENSURE ALL ROAD OCC<br/>AUTHORISATION REQUIREMENTS ARE SATISFIED</li> <li>ANY EXISTING SIGNAGE THAT CONFLICTS W<br/>THE START OF OPERATION AND UNCOVERED</li> <li>THE SITE MUST COMPLY WITH THE TRAFFIC CONT<br/>2022 EDITION AND A.S. 1742.3</li> <li>LOCATION CHECKLIST MUST BE COMPLETED FOR .</li> <li>SIGNS TO BE POSITIONED IN ACCORDANCE WITH T</li> <li>TRAFFIC CONTROLLERS TO BE POSITIONED WHER<br/>ESCAPE PATH.</li> <li>THIS TGS USE IS LIMITED TO THAT OF HASLIN CO<br/>SUBCONTRACTORS, TRAFFIC CONTROL PROVIDER</li> </ul> | EUPANCY PERMITS AND SPEED<br>PRIOR IMPLEMENTATION OF TH<br>ITH THIS TGS MUST BE COVERI<br>O AT THE COMPLETION.<br>IROL AT WORK SITES MANUAL<br>ALL WORKSITES<br>ITHE TCAWS MANUAL V6 2020.<br>E THEY CAN MAINTAIN A CLEAI | ZONE<br>IS TGS.<br>ED AT<br>V6.1<br>R  |                         | n St            | Quiro   | PRIMAR<br>SECONDA<br>PERMITTED T<br>PREDICTED END-C<br>EXISTING SPEED -<br>EXISTING SPEED -<br>DIMENSION<br>CONE SPAT<br>SIGN SI<br>MINIMUM CLEARANCE<br>TRA | RY ROAD  MES FOR USE  F-QUEUE LENGTH  PRIMARY ROAD  SECONDARY ROAD  D ADOPTED  CING (MAX)  ZE (MIN)  TO WORKERS FROM | IOTES<br>HALDON STREET<br>THE BOULEVARDE<br>24/7<br>N/A - LIMITED<br>50km/h<br>50km/h<br>50km/h<br>50m<br>12m<br>B<br>1.5m | F<br>G |
| H | 3         15.06.22         AMENDMENTS AS PER SITE TEAMS COMMENTS         LP           3         115.22         UPDATE SIGNALS FLASHING AND BUS STOP         LP           2         17.05.22         ORIGINAL ISSUE         LP           7         DATE         DESCRIPTION         APPD.           1         2         2         1  | DRAWN BY: LP DRW CHECK: LP APPROVED: LP IND REVIEW: N/A 3 4   | ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESIGNER<br>ESI | CLIENT<br>HASLIN<br>6 7 |                 | CTIONS - LAKEMBA STAT<br>SOUTHBOUND LANE CLO<br>n/h AND FOOPATH DETOU<br>LOCALITY PLAN<br>9 | TION UPGRADE   | VING No: HA  | S-LAK-40045-P3<br>2 of 3<br>P3<br>12   | H      |

8

6

5

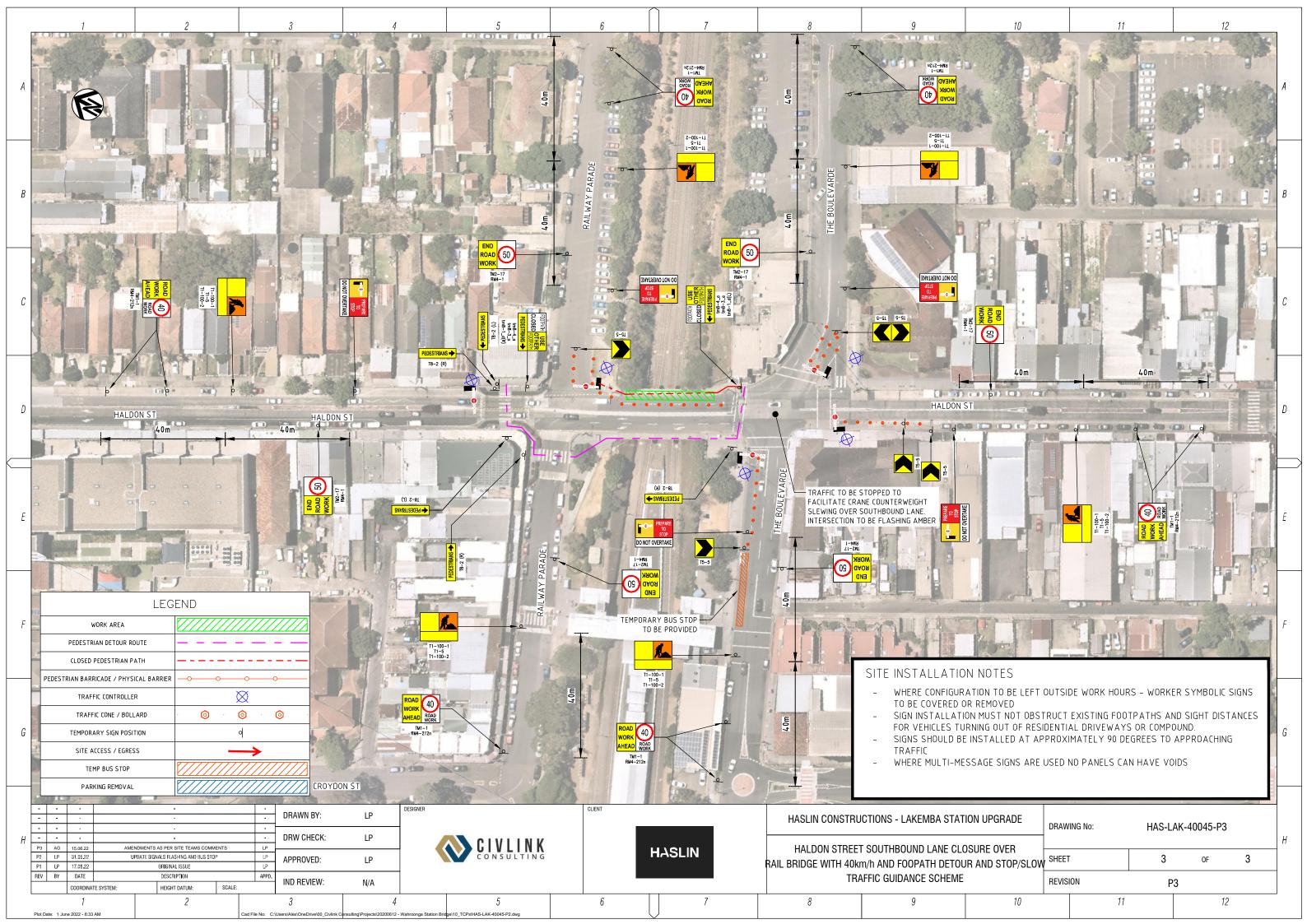
9

4 Domald St

2

3

|       | 10 11   | 12                          |   |
|-------|---|-----------------------------|---|
|       | an Re   | Lakernu                     | A |
|       | Peelston  | Station R                   | В |
| 8     |   | Bridg                       | С |
|       | Teylor St   | peel St                     | D |
| 51    | Gillies St  |                             | E |
|       | SITE SPECI  | FIC NOTES                   |   |
|       | PRIMARY ROAD  | HALDON STREET               |   |
|       |   | THE BOULEVARDE              | F |
| 0     | PERMITTED TIMES FOR USE PREDICTED END-OF-QUEUE LENGTH         | 24/7<br>H N/A – LIMITED     |   |
| Quine | EXISTING SPEED - PRIMARY ROAD                                 | 50km/h                      |   |
| G     | EXISTING SPEED - SECONDARY ROA                                | D 50km/h                    |   |
|       | DIMENSION D ADOPTED   | 50 m                        | G |
|       | CONE SPACING (MAX)  | 12 m                        | 3 |
|       | SIGN SIZE (MIN)<br>MINIMUM CLEARANCE TO WORKERS FR<br>TRAFFIC | B           OM         1.5m |   |
|       |   |                             |   |



| Г   | 1  |   | 2  |                  | 3  |                                  | 4                                    |                     | 5                 |      | 6         7         8         9         10         11         12   |   |
|-----|--|---|--|------------------|--|----------------------------------|--------------------------------------|---------------------|-------------------|------|--|---|
|     |  | T   | gs verif   | ICATI            | on chi   | ECKLIS                           | ST                                   |                     |                   |      | RISK ASSESSMENT  |   |
| A   | 1  | Hav   | e the below  |                  |  |                                  | ed                                   |                     |                   | 3    | 3 □ Does the TGS Involve Detours of traffic? Yes No Risk Risk rating   | A |
|     | 1.1  |   | on the TG  | S for t          |  | affic Volur                      | nes [2                               | es No               |                   | 3.1  | 1       Are Detour routes suitable for all vehicle classes being detoured?<br>Is access to residential properties and businesses maintained?<br>Are detour signs located at decision points?          □         □         □  |   |
| В   |  |   |  |                  | Sh<br>Sie  | oulder wid<br>ght distan         | ths ces                              |                     |                   | 4    | <sup>4</sup> □ Does the TGS involve Stop/slow arrangements? Yes No Risk Risk rating  | В |
|     |  |   | Т  | ransport         | services (i.e  | ın generat                       | ture 2<br>pps) 2<br>tors 2<br>cess 2 |                     |                   | 4.1  | 1       Are escape routes defined on the TGS, clear and safe to use?   |   |
|     |  |   | Appropriate es   | scape rou        |  |                                  | lers                                 |                     |                   |      | 1       Are escape routes defined on the TGS, clear and safe to use?       1       1         Is a PTCD used in place of a Traffic Controller where speed >45kmh?       1       1         Is the speed of the road >=60km/h where TC or PTCD are in use?       1       1         Are 4x traffic cones placed on the edge or centre line, approaching TC or PTCD?       1       1         Is Prepare to stop and Traffic control or PTCD symbolic sign installed?       1       1         Do TC and PTCD positions have adequate lighting during low light conditions?       1       1         Does sight distance of at least 1.5D exist on approach to TC or PTCD?       1       1   |   |
| С   | 2  |   |  | onfirmo          |  |                                  |                                      | es No               |                   |      |  | С |
|     | 2.1  |   | the TGS requines the TGS req<br>Is the TGS req                   | uire any         |  | nodificatio                      | :es?   L<br>ins?   [<br>rks?   [     |                     |                   | 5    |  |   |
| D   | Additi   | onal (  |  |                  | been addres  |                                  | ite? [                               |                     |                   | 5.1  | Are distances compliant?       Image: Complexity of the symbolic signs shown in advance of workers that are visible to traffic?       Image: Complexity of the symbolic signs shown in advance of workers that are visible to traffic?         Are all signs placed at correct distances? i.e. D for multiple or 2D for single sign?       Image: Complexity of the symbolic signs shown in advance of a lane merge?       Image: Complexity of the symbolic signs signs to be placed in advance of a lane merge?       Image: Complexity of the symbolic signs signs signs to be placed in advance of a lane merge?       Image: Complexity of the symbolic signs sispace signs signs sispace signs signs signs signs signs signs sisp  | D |
| E   |  |   |  |                  |  |                                  |                                      |                     |                   |      | Does the TGS clearly define buffer areas and are they at least 30m in length?       Image: Construct of the test of te | E |
|     |  |   | RISK   | EVALU            | ATION MA   |                                  |                                      |                     |                   |      | RISK MANAGEMENT  |   |
| F   | Very H<br>High<br>Medic<br>Lov<br>Almost<br>Very   | Ratings<br>ligh — VI<br>h — H<br>um — M<br>v — L<br>t certair<br>r likely | L1 M<br>L2 M   | C5<br>H<br>M     | Moderate<br>C4<br>H<br>H                                 | quence<br>Major<br>C3<br>VH<br>H | Severe<br>C2<br>VH<br>VH             | C<br>VI<br>VI       | 1<br>             |      | * If 'No' selected for any question in items 3, 4 or 5 in the RISK ASSESSMENT above a control needs to be assigned in the table below to mitigate any additianal risk. Where blank refer Risk Assessment included as part of TMP.         Item       Control Measures       Residual Risk         Item       Control Measures       Residual Risk         Item       Item       Item       Item         Item       Control Measures       Item       Item         Item       Item       Item       Item       Item       Item         Item       Item       Item       Item       Item       Item       Item         Item       Item       Item       Item       Item       Item       Item       Item         Item  | F |
| G   | Unl<br>Unl<br>Very<br>Alr  | kely<br>likely<br>unlikely<br>nost  | L3 L<br>L4 L<br>L5 L<br>L6 L                                     | M<br>L<br>L      | M<br>M<br>L  | H<br>M<br>M                      | H<br>H<br>M<br>M                     |                     | 1                 |      | SIGNED – DESIGNER AND VERIFICATION (PWZTMP OR ITCP)<br>Name: <u>Alex Gosper</u> Sign: <u>Jacque</u> Date: <u>07.03.2022</u> Card No: <u>TCT0002693 (PWZ)</u>   | G |
| - H | Unpred<br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br> |   | ENTS AS PER SITE TEAMS COMMENTS<br>ORIGINAL ISSUE<br>DESCRIPTION |                  | DRAWN BY:<br>DRW CHECK:<br>APPROVED:<br>IND REVIEW:<br>3 | LP<br>LP<br>LP<br>N/A            | DESIGNER                             |                     | SIVL<br>onsu<br>5 |      | Name:       Sign:       Date:       //.       Card No:         Image:       Image:       HASLIN CONSTRUCTIONS - LAKEMBA STATION UPGRADE       DRAWING No:       HAS-LAK-40047-P2         HASLIN       HALDON STREET SOUTHBOUND LANE CLOSURE OVER<br>RAIL BRIDGE WITH 40km/h AND FOOPATH DETOUR AFTERCARE<br>RISK ASSESSMENT       BREVISION       P2         6       7       8       9       10       11       12  | H |
|     | lot Date: 17 May 2022 - 5:33 AN  | и   |  | Cad File No: C:\ | Users\Alex\OneDrive\00_Civlink                           | Consulting\Projects\2020061      | 12 - Wahroonga Station               | Bridge\10_TCPs\HAS- | LAK-40047-P1.0    | .dwg |  |   |

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|   | 3. Va IR  | C<br>D   |
| E Lakemba St Baiway Parada A ker  | mb a a a a a a a a a a a a a a a a a a a  | E  |
| F       GENERAL NOTES         -       THIS TRAFFIC GUIDANCE SCHEME (TGS) HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL V6.1 2022.         -       THE CONTRACTOR SHALL ENSURE ALL ROAD OCCUPANCY PERMITS AND SPEED ZONE AUTHORISATION REQUIREMENTS ARE SATISFIED PRIOR IMPLEMENTATION OF THIS TGS.          ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TGS MUST BE COVERED AT THE START OF OPERATION AND UNCOVERED AT THE COMPLETION.         -       THE SITE MUST COMPLY WITH THE TRAFFIC CONTROL AT WORK SITES MANUAL V6.1 2022 EDITION AND A.S. 1742.3         -       LOCATION CHECKLIST MUST BE COMPLETED FOR ALL WORKSITES         -       SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL V6 2020.         -       TRAFFIC CONTROLLERS TO BE POSITIONED WHERE THEY CAN MAINTAIN A CLEAR ESCAPE PATH.         -       THIS TGS USE IS LIMITED TO THAT OF HASLIN CONSTRUCTIONS AND THEIR ASSOCIATED SUBCONTRACTORS, TRAFFIC CONTROL PROVIDERS AND FOR THE PROJECT REFERENCED. | PRIMARY ROADHALDON STSECONDARY ROADTHE BOULEVPERMITTED TIMES FOR USE24/7PREDICTED END-OF-QUEUE LENGTHN/A - LIMIEXISTING SPEED - PRIMARY ROAD50km/hEXISTING SPEED - SECONDARY ROAD50km/hDIMENSION D ADOPTED50mCONE SPACING (MAX)12mSIGN SIZE (MIN)BMINIMUM CLEARANCE TO WORKERS FROM15m            | /ARDE F ITED I I I I I I I I I I I I I I I I I I I |
| $H = \frac{1}{10000000000000000000000000000000000$  | HASLIN CONSTRUCTIONS - LAKEMBA STATION UPGRADE     DRAWING No:     HAS-LAK-40047-P       HALDON STREET SOUTHBOUND LANE CLOSURE OVER     BRAWING NO:     HAS-LAK-40047-P       RAIL BRIDGE WITH 40km/h AND FOOPATH DETOUR AFTERCARE     SHEET     2     0F       LOCALITY PLAN     REVISION     P2 |  |

8

6

5

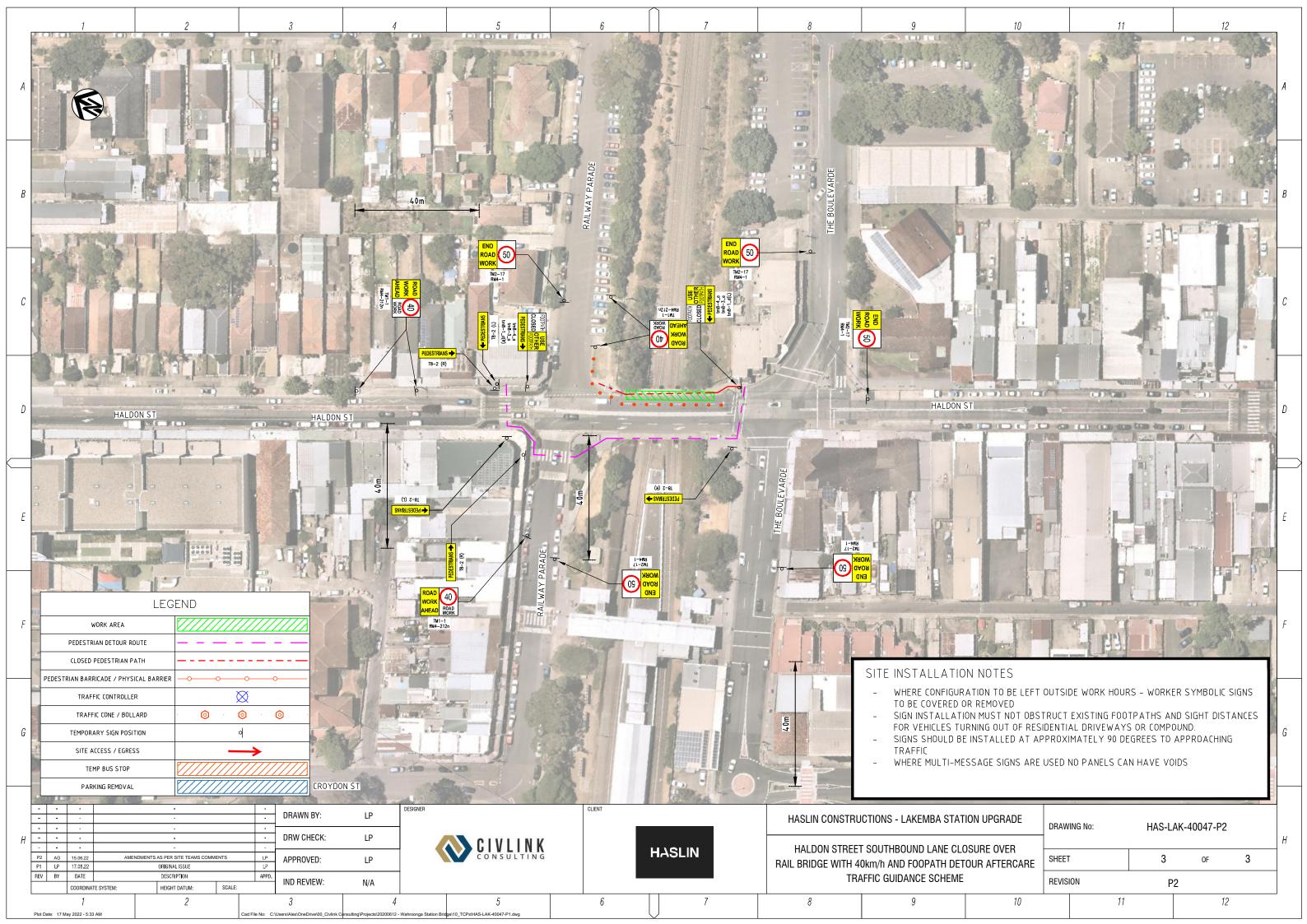
9

4 Donald St

2

3

|       | 10 11  | 12                      |        |  |  |
|-------|--|-------------------------|--------|--|--|
|       |  | akerno<br>station R     | A<br>B |  |  |
| 8     | on St  | Bridg                   | С      |  |  |
|       | Tevlor St  | oeel St                 | D      |  |  |
| 51    | Gillies St   |                         | E      |  |  |
|       | SITE SPECIFIC  | SITE SPECIFIC NOTES     |        |  |  |
|       | PRIMARY ROAD   | HALDON STREET           |        |  |  |
|       | SECONDARY ROAD   | THE BOULEVARDE          | F      |  |  |
| 12    | PERMITTED TIMES FOR USE  | 24/7                    |        |  |  |
| 2     | PREDICTED END-OF-QUEUE LENGTH<br>EXISTING SPEED – PRIMARY ROAD | N/A – LIMITED<br>50km/h |        |  |  |
| Quino | EXISTING SPEED - SECONDARY ROAD                                | 50km/h                  |        |  |  |
|       | DIMENSION D ADOPTED  | 50m                     |        |  |  |
|       | CONE SPACING (MAX)   | 12m                     | G      |  |  |
|       | SIGN SIZE (MIN)  | В                       |        |  |  |
|       | MINIMUM CLEARANCE TO WORKERS FROM                              | 1.5m                    |        |  |  |





Your Ref/PO Number : LakembaStation Client Service ID : 720677

Date: 28 September 2022

Andre Fleury 680 George Street Haymarket 2000 Attention: Andre Fleury Email: andre.fleury@transport.nsw.gov.au Dear Sir or Madam:

AHIMS Web Service search for the following area at Lot : 2, DP:DP1012364, Section : - with a Buffer of 50 meters, conducted by Andre Fleury on 28 September 2022.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

0 Aboriginal sites are recorded in or near the above location.
0 Aboriginal places have been declared in or near the above location. \*

### If your search shows Aboriginal sites or places what should you do?

- You must do an extensive search if AHIMS has shown that there are Aboriginal sites or places recorded in the search area.
- If you are checking AHIMS as a part of your due diligence, refer to the next steps of the Due Diligence Code of practice.
- You can get further information about Aboriginal places by looking at the gazettal notice that declared it. Aboriginal places gazetted after 2001 are available on the NSW Government Gazette (https://www.legislation.nsw.gov.au/gazette) website. Gazettal notices published prior to 2001 can be obtained from Heritage NSW upon request

### Important information about your AHIMS search

- The information derived from the AHIMS search is only to be used for the purpose for which it was requested. It is not be made available to the public.
- AHIMS records information about Aboriginal sites that have been provided to Heritage NSW and Aboriginal places that have been declared by the Minister;
- Information recorded on AHIMS may vary in its accuracy and may not be up to date. Location details are recorded as grid references and it is important to note that there may be errors or omissions in these recordings,
- Some parts of New South Wales have not been investigated in detail and there may be fewer records of Aboriginal sites in those areas. These areas may contain Aboriginal sites which are not recorded on AHIMS.
- Aboriginal objects are protected under the National Parks and Wildlife Act 1974 even if they are not recorded as a site on AHIMS.
- This search can form part of your due diligence and remains valid for 12 months.