

Construction Traffic Management Plan

Blues Point Site Operations

Line-wide Works Contract Sydney Metro City & Southwest

Project number:	C600
Document number:	SMCSWLWC-SYC-BPS-TF-PLN-005688
Revision date:	4 March 2021
Revision:	0

Document Approval

Rev.	Date	Prepared by	Reviewed by	Recommended by	Approved by	Remarks
A	10 Nov 2020	Mong Sim	Jason Bitmanis	Simon Tibbett	Scott Hunter	Initial submittal.
B	16 Dec 2020	Mong Sim	Jason Bitmanis	Simon Tibbett	Scott Hunter	SM and NSC comments.
C	22 Feb 2021	Mong Sim	Jason Bitmanis	Simon Tibbett	Scott Hunter	SM comments.
0	4 Mar 2021	Mong Sim	Jason Bitmanis	Simon Tibbett	Scott Hunter	Approval.
Signature:						

Details of Revision Amendments

Document Control

The Project Director is responsible for ensuring that this plan is reviewed and approved. The Project Traffic Manager is responsible for updating this plan to reflect changes to legal and other requirements.

Amendments

Any revisions or amendments must be approved by the Project Director and/or client before being distributed/implemented.

Revision Details

Revision	Details
A	Issued to for stakeholder review.
B	Update of Table 1 with latest CoA E48.2. Comments from NSC regarding construction vehicles movement. Addition of turning path verification for 12.5m vehicle.
C	Response to SM specific workflow spreadsheet (Rev B) was copied to the same row as comments thus it appear as no response on the SM workflow. The workflow is updated with additional comments. New turning path attached. Modification # 8 added to Section 3.1 reference.
0	Resubmit as approved version.

Table of Contents

1. PART A – Management Systems, Compliance and CTMP Overview	4
1.1. Structure of this Plan	4
1.2. Management and Planning Strategy	4
1.3. Compliance	4
1.4. Relevant Legislation	4
1.5. LW Project Overview and Scope.....	5
2. PART B – Implementation	7
2.1. Blues Point Site Operations	7
3. Traffic and Transport Management	9
3.1 Blues Point Road traffic management	9
4. Traffic and Transport Management	10
4.1 Pedestrian/Cyclist.....	10
4.2 Business / Resident Access	10
4.3 Bus Operations	10
4.4 Emergency Services	10
5. Systems Connect and Stakeholder Key Contacts.....	10
6. Communications and Community Strategy	11
7. Working Hours.....	12
8. Manage Emergencies.....	12
PART C – Appendices.....	13
Appendix A. Locality plan, turning paths	13
Appendix B. TCP	14
Appendix C. Correspondence (attached as required)	15

1. PART A – Management Systems, Compliance and CTMP Overview

1.1. Structure of this Plan

This Construction Traffic Management Plan (CTMP) describes Systems Connect traffic management planning and compliance during the construction stage for the Sydney Metro City & Southwest.

Part A: Overview	This section clearly defines: <ul style="list-style-type: none">• Project Overview, Objectives, Management and Compliance• Overall project summary and overview
Part B: Implementation	This section outlines in detail the key aspects for Traffic Management on the Project including: <ul style="list-style-type: none">• Implementation Details• Traffic Impact Assessment• Transport Management• Communications
Part C: Appendices	This section provides the following Appendices: <ul style="list-style-type: none">• Turning paths, TCP• Copy of correspondence

This Construction and Traffic Management Plan (CTMP) forms part of the Systems Connect Integrated Management Systems.

1.2. Management and Planning Strategy

This CTMP dictates the overall traffic management plan including resources, processes and procedures during construction of Sydney Metro Chatswood to Bankstown works.

This Plan aims to address the following objectives:

- Local road staging and traffic management plan
- Obtaining relevant approvals from local Council, Transport for NSW (Sydney Roads), Sydney Coordination Office (SCO) and Sydney Metro
- Specific community / stakeholder consultation process and community relations strategies for managing changed traffic conditions
- Potential road network impacts and the mitigation plan
- Auditing, inspections and monitoring the road network
- Fulfill the requirements of Principal's G10 Specification – Traffic and Transport Management
- Meet the contractual requirements
- Management of incidents
- Provide and facilitate a mechanism for the monitoring, ongoing regular review and updating of this CTMP.

1.3. Compliance

The CTMP is in compliance and is consistent with the following framework and applicable conditions. They are:

- Critical State Significant Infrastructure (CSSI 7400) and Revised Environment Mitigation Measure
- Critical State Significant Infrastructure (CSSI 8256) and Revised Environment Mitigation Measure
- Sydney Metro City and Southwest Construction Environment Management Framework
- Sydney Metro City and Southwest Construction Traffic Management Framework

1.4. Relevant Legislation

The key legislation relevant to traffic management includes:

- Environmental Planning and Assessment Act (EPA) 1979 Act

- The Roads Act 1993.
- Heavy Vehicle National Law 2014
- Work Health and Safety (WHS) Act 2011
- Principal's General Specification G10 – Traffic and Transport Management
- Traffic Control at Worksites Manual
- Relevant Australian Standards (AS) and Austroads Guidelines

1.5. LW Project Overview and Scope

Line-wide Works (LW) is delivered by Systems Connect, a CPB Contractors and UGL Engineering Joint Venture. Systems Connect is delivering LW in four distinct portions as follows, and as described in detail in Section 1.3.

- Portion 1 – SMTF (Tallawong) expansion works
- Portion 2 – SMTF South (Marrickville) stabling yard
- Portion 3 - Chatswood to Sydenham works
- Portion 4 – Sydenham to Bankstown works

The Sydney Metro City & Southwest (SMCSW) project will extend the current Metro North West Line which stops at Chatswood, to the CBD and to Bankstown.

The SMCSW project is being delivered through a series of contracts for the tunnels, stations, line-wide infrastructure and systems.

Line-Wide Works to be constructed by Systems Connect include:

- Tunnel works between Chatswood and Sydenham, comprising:
 - Tunnel track slab and rails;
 - High voltage reticulation, traction power and power control systems;
 - Earthing and bonding, electrolysis control and lightening protection measures;
 - Tunnel ventilation system;
 - Tunnel mechanical and electrical services;
- Northern Dive track slab and rails;
- Northern Dive Service Building works – Chatswood;
- Artarmon Substation Service Building works;
- Southern Dive Service Building works - Sydenham;
- Station civil works between Chatswood and Sydenham;
- Extension of the existing Sydney Metro Trains Facility – Tallawong;
- Construction of a new Sydney Metro Trains Facility (South) – Sydenham;
- Northern Connection works, merges in Metro North West Line.

LW is a key component of the SMCSW project, with works taking place over the full length of the project as shown in Figure 1 between Chatswood and Bankstown.

Sydney Metro City & Southwest Indicative Linewise Scope

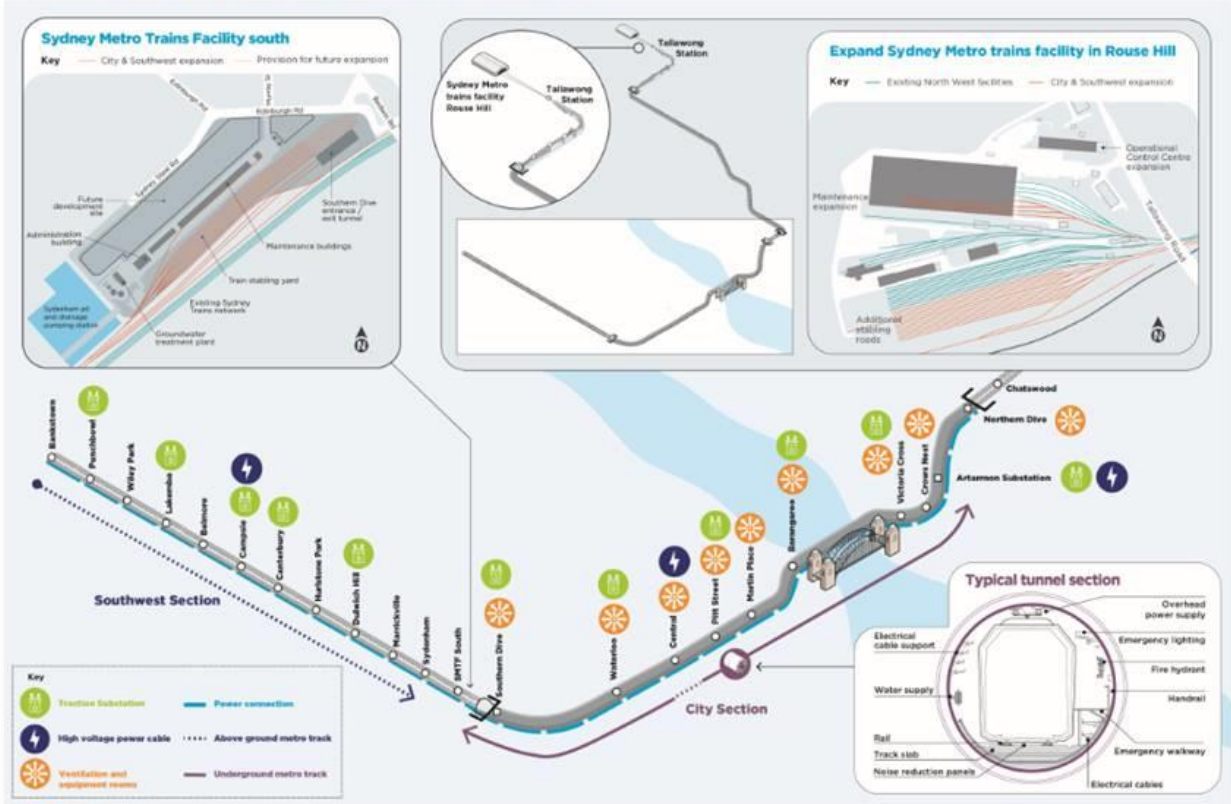


Figure 1. Line-wide Works Line Diagram (Latest diagram)

2. PART B – Implementation

2.1. Blues Point Site Operations

The Blues Points temporary site setup was predominantly used for tunnel boring machines retrieval after these machines have bored through from Chatswood and Sydenham tunnelling sites. In setting up the site as tunnel boring machines retrieval site, the site setup included the scope of temporary vertical shaft excavation, a temporary shed to house the vertical shaft, minor civil works, temporary fencing and temporary road furniture adjustment. The retrieval of the tunnel boring machines are now completed and the demolition of site facilities have begun.

Due to timing of the project and beneficial factors, the temporary Blues Point temporary site provides an opportunity to utilise the existing temporary vertical shaft as logistics point to deliver tunnel and track laying materials.

From traffic management perspective, there is no change to existing traffic conditions to maintain the Blues Point temporary site for logistics use.

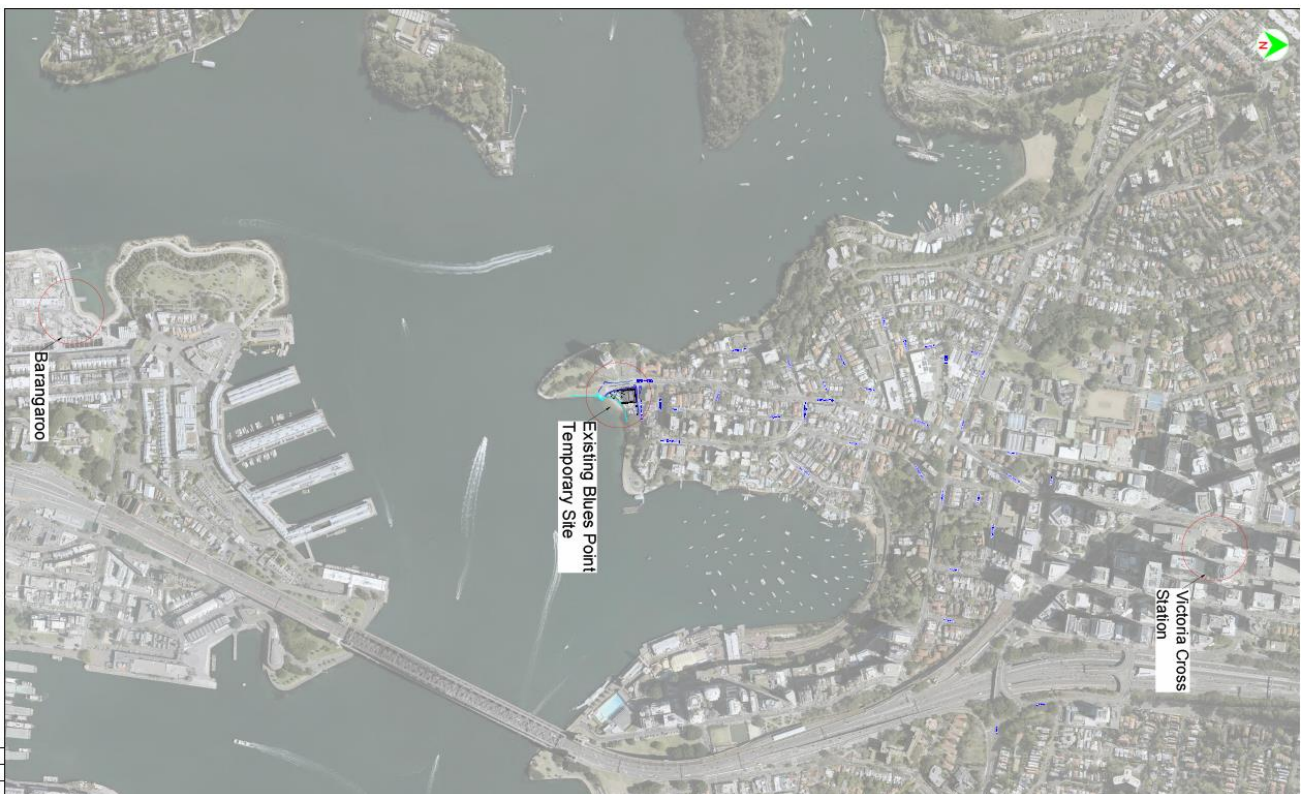


Figure 2 – Locality map of the Temporary Blues Point site in relation to new stations and landmark.

Access to the Blues Point site is still in accordance to the EIS stipulated route which is via Pacific Highway – Miller Street – Blues Point Road.



Figure 3 – View of the Blues Point site



Figure 4 – Excerpt from CTMF regarding Blues Point access/haulage route

Deliveries of tunnel and track laying items to the Blues Point site typically consisting of track sleepers and mechanical and electrical (M&E) equipment. Delivery trucks to the Blues Point site are mostly rigid trucks. Articulated trucks (18 - 19m long) will need temporary parking on the western side of Blues Point Road to be taken and traffic control. Turning area is extremely difficult for these longer sized trucks.

Known movements for a semi sized load that are required for the Blues Point temporary site are for the delivery of shed panels for the fitting of the existing larger shed and a possibly for the gantry crane parts and equipment.

Reinstatement work at the later stage such as dismantling of the temporary shed, fencing removal, landscaping will require a standard local traffic management similar to the stop slow control for large deliveries.

3. Traffic and Transport Management

3.1 Blues Point Road traffic management

Traffic controllers will need to manage traffic for the semis to do a 3 point turn to reverse into the site. These manoeuvres should not take more than 5 minutes to complete. Parking space occupancy will need to be reserved in advanced with North Sydney Council and necessary parking occupancy permit applied to provide the turning space needed. The remainder of the travelling section from Pacific Highway to the end of Blues Point Road is not expected to cause major issues. All trucks are not to park anywhere along Blues Point Road except inside the Blues Point site shed boundary.

The number of truck movements into Blues Point site is not expected to exceed the latest modified Conditions of Approval Modification # 8 allowance due to the nature of work. The new Blues Point Road construction traffic movements has no similarity to a mass spoil haulage nor volume orientated deliveries. Traffic movements to the Blues Point site are specific and as required.

Time		Blues Point				
From	To	Light (Arrival)	Heavy	Max Heavy		
7	8	10	2	4		
8	9	2	2	4		
9	10	2	2	4		
10	11	10	4	6		
11	12	10	4	6		
12	13	10	4	6		
13	14	10	4	6		
14	15	10	4	6		
15	16	10	2	4		
16	17	2	2	4		
17	18	2	2	4		
18	19	0	0	0		
19	20	0	0	1		
20	21	0	0	1		
21	22	0	0	1		
22	23	0	0	1	Mod 8	
23	24	0	0	1	Mod 8	
0	1	0	0	1	Mod 8	
1	2	0	0	1	Mod 8	
2	3	0	0	1	Mod 8	
3	4	0	0	1	Mod 8	
4	5	0	0	1	Mod 8	
5	6	0	0	1	Mod 8	
6	7	0	0	1	Mod 8	

*CSSI 7400 Mod 8 revision. No movement between 10pm - 7am.

Table 1 – Modified trucks movement after CSSI 7400 Modification #8 received on 25 Nov 2020.

The truck volume combined should never exceeds the volume stipulated on Table 1.

Travelling times for all delivery vehicles to Blues Point site will be scheduled during the off-peak times minimising local traffic impacts. Close working relation with the council during the course of the work through the remaining construction phase. Mitigation measures for construction vehicles potential issues are shown below:

Potential construction vehicle issues	Mitigation
Volume of trucks going to the site	Revised Conditions of Approval has reduced the hours truck allowed to the site. In addition to the CoE, application of practicality not to schedule trucks in the morning and afternoon peak. Provide an effective community consultation plan. Trucks are to follow road rules. Awareness of the added trucks movement during construction period from the community.
Noise	Trucks to limit compression braking when approaching the site. Trucks to be mechanically sound.
Parking and queuing	Trucks not to queue/wait on the Blues Point Road or any local roads in the area. Trucks will drive straight to site. Adhere to all applicable road rules.

4. Traffic and Transport Management

4.1 Pedestrian/Cyclist

In general there is no impact to any pedestrian and cyclist except during the stop slow control for a long vehicle to make the 3 point turn reversing into the site. Pedestrian during that time may be required to hold their position for a short period.

4.2 Business / Resident Access

There is no impact to resident access. The stop slow point is south of the Henry Lawson Avenue which does not have any business or residential driveways. Community notification for any scheduled work will be made to be available to local residents in advance.

4.3 Bus Operations

Bus operations are not impacted. During stop slow control at the end of Blues Point Road for the reversing any long vehicles does not impact any bus stops/route along Blues Point Road. There are no stops towards or near the site compound. Buses travelling to Henry Lawson Avenue located before the site shed should not be impacted from any traffic control work.

4.4 Emergency Services

No impact to emergency services during the work as no roads are closed.

5. Systems Connect and Stakeholder Key Contacts

Systems Connect and key stakeholder contacts below for the overall integration of the CTMP.

Name	Role	Contact Details
Carl Mella	Transport NSW (Sydney Roads) – Integration Leader	0429 505 970
Jake Coles	Sydney Coordination Office - Operations Manager – CBD	0466 454 819
Stephen Brown	Sydney Coordination Office - Precinct Project Manager	0457 809 028
Phil Brogan / Ken Hind	Sydney Metro – Traffic Advisors	0401 719 632 0416 797 029
Michaela Kemp	North Sydney Council – Traffic & Transport Team Leader	9936 8243
Matt Billings	Systems Connect – Environment Manager	0428 781 599
Simon Tibbett	Systems Connect – Project Manager	0457 761 648
Craig Godwin	Systems Connect – Safety Manager	0458 498 107
Svetlana Paunovic	Systems Connect – Community Manager	0438 540 245
John McKosker	Systems Connect – Superintendent	0409 803 110
Jason Bitmanis	Systems Connect – Sr. Project Engineer	0418 337 447

Name	Role	Contact Details
Mong Sim	Systems Connect – Traffic Engineer	0448 378 883

6. Communications and Community Strategy

Systems Connect will meet the reasonable needs and desires of the community for information on any changed traffic conditions, cyclist and pedestrian impacts and property access arrangement. Systems Connect will ensure that the public and other key stakeholders are informed of planned traffic arrangements, including any activities which may result in delays.

Communications, consultation and the dissemination of information associated with traffic and access will be undertaken as outlined in this section.

The aim of consultation and broad communication on traffic and access matters is to:

- Facilitate community feedback regarding traffic issues
- Recommend alternative and appropriate travel patterns during periods of change
- Manage traffic impacts to protect affected residential and business amenity
- Provide timely, accurate and comprehensive traffic information using all available media to inform road users and the community of the project's traffic impact mitigation measures.

Ongoing consultation with stakeholders will ensure that effective traffic management measures are developed and implemented to minimise disruption and inconvenience.

Systems Connect will coordinate engagement with Sydney Metro and the members of the TTLG to enable the local community and other stakeholders to receive timely and accurate information associated traffic and transport issues.

Tool	Purpose	Frequency
Traffic alert emails	Email alerts to Transport Management Centre, Council, transport operators and emergency services to advise of major traffic changes including road or lane closures and detours, incidents or undue congestion	5 business days prior to changes if applicable As soon as practicable following incidents or undue congestion
Advertisements	To inform of significant traffic changes, detours and traffic disruptions as required to comply with approvals; in local newspapers, radio and/or project website	5 business days prior to changes if applicable
Letterbox notifications	Notification letters to inform local residents and businesses potentially affected by planned traffic changes	5 business days prior to changes
Community emails	To inform and update the community of project progress, milestones, activities planned for the following month, current and upcoming traffic changes	As required
Community information line	Information to the project details with message service via an 1800 number	As required
TfNSW Sydney Metro website	Systems Connect will provide information in electronic format suitable to be uploaded onto the TfNSW Sydney Metro website, including copies of advertisements, traffic alerts, notification letters and other public material related to the works	As required
Systems Connect website	Information about the construction activities will be placed on the	As required

Tool	Purpose	Frequency
	Systems Connect website including information about traffic changes, and executive summaries of publicly available reports relating to the project activities.	

The table above provides a guide to inform the community of changes to road and traffic conditions. It also provides a summary of the purpose and frequency of each method of communication.

7. Working Hours

The standard working hours 7am – 6pm on weekdays and 8am – 1pm on Saturdays. Some activities will need to be undertaken outside of these hours. Refer to a separate out of hour application for additional details as required.

Construction Activity	Construction Hours / Comments	
Standard construction hours	Monday to Friday:	7am – 6pm
	Saturdays:	8am to 1pm
	Sundays & Public Holidays:	No work

8. Manage Emergencies

Systems Connect acknowledge the inevitable nature of emergencies and their potentially significant social, economic and environmental consequences. Accordingly, we are aware that the NSW Government has enacted the State Emergency & Rescue Management Act 1989 to support emergency management activities.

In NSW, the agencies primarily responsible for controlling hazards/emergencies are:

Unplanned Incident Agency Responsibility	
Law Enforcement / Emergencies	NSW Police
Fire	Fire and Rescue NSW / NSW Rural Fire Service
Hazardous Materials	Fire and Rescue NSW / NSW Rural Fire Service
Flood, storm or any natural disaster	NSW State Emergency Service

PART C – Appendices

Appendix A. Locality plan, turning paths



Barangaroo

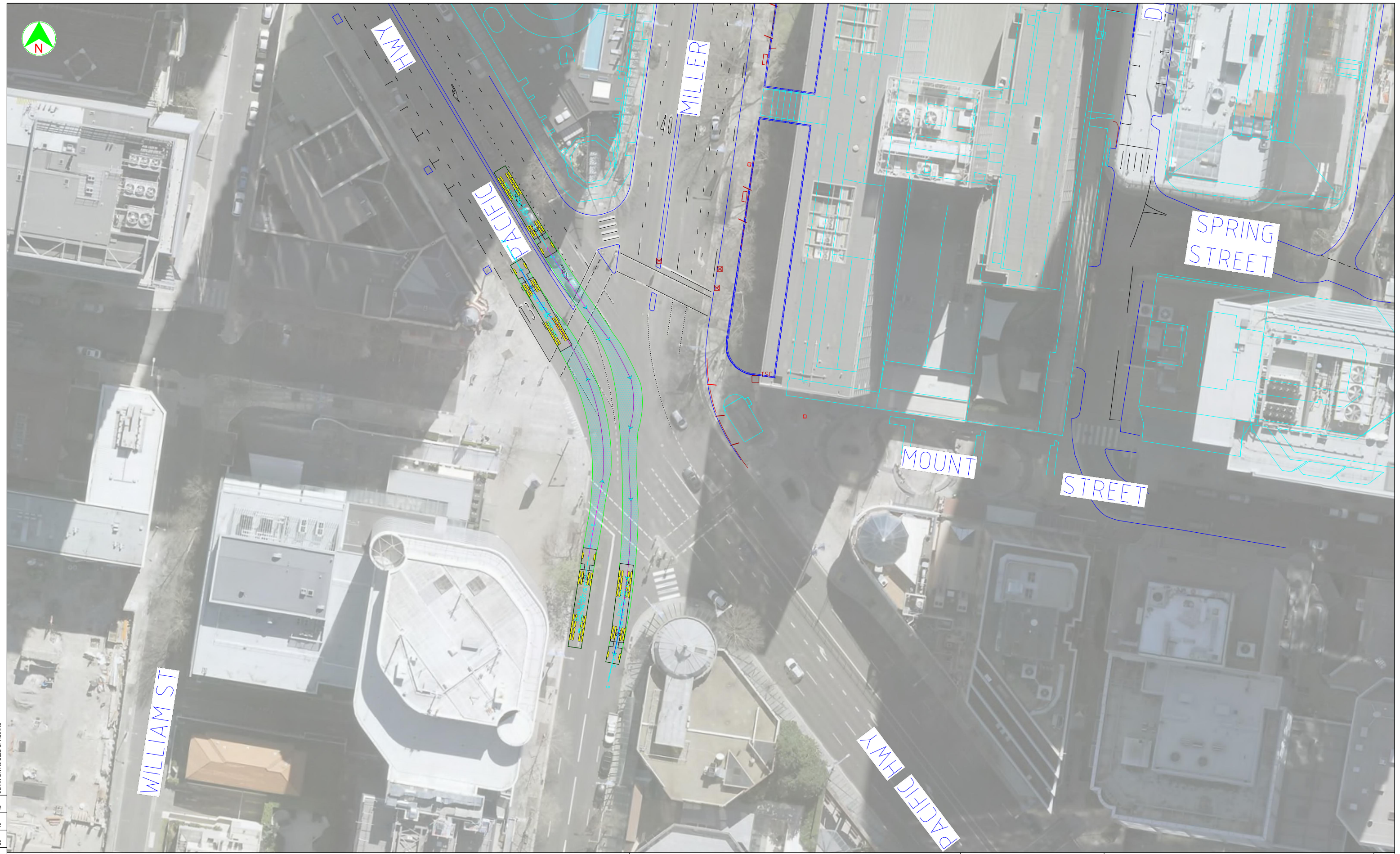
Existing Blues Point
Temporary Site

Victoria Cross
Station

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150mm ON A3 SIZE ORIGINAL

LEGEND	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	NOTES			PLOT DATE / TIME			PLOT BY M SIM			CLIENT			A3
			CO-ORDINATE SYSTEM MGA ZONE 56			HEIGHT DATUM AHD			TITLE	NAME	DATE	PREPARED FOR			Blues Point Locality Map
											Systems Connect			SHEET	
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MGA ZONE 56	AHD

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						DESIGN CHECK						SHEET No. 1 of 1	
						TRAFFIC MNGR						ISSUE 0	

Appendix B. TCP



Parking space
(1 ea) to be clear off
during work

Blues Point Site

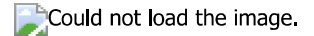
19m semi turning area

Pedestrian on
hold during whilst the truck
is making the turn

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	Work area		Traffic controller vehicle	DRAWINGS / DESIGN PREPARED BY		Mong Sim.		M.SIM		Systems Connect		Blues Point - Traffic control during semi entry / exit to site	
	Traffic controller indicative location	CO-ORDINATE SYSTEM MGA ZONE 56		HEIGHT DATUM AHD		PWZTMP Card # 0052317834		DATE		PREPARED FOR		SHEET	
						5/11/20				1 of 1		ISSUE 0	
						M.SIM		5/11/20					

Appendix C. Correspondence (attached as required)



LWC General Correspondence

Reference No: SMCSWLWC-RMS-LWC-GEN-000055
Project Title: Sydney Metro City & Southwest - LWC, TSOM
Contract No: LWC - Line Wide Contracts
Sub Contract: -
Orig Ref No:
DLM:

Date: 25 February 2021, 12:38 PM **Response required by:**

From: Quac Minh LA (Roads and Maritime Services (part of TfNSW division))

To: Susan Dai (Systems Connect)

Cc: Chris Berg (Sydney Metro) ; Ken Hind (Sydney Metro) ; JOSE ARGUETADOMINGUEZ (Sydney Metro) ; Phil Brogan (Sydney Metro) ; Nathan Hoffmeister (Sydney Metro) ; Deepak Shahani (Sydney Metro) ; Errol Pather (Sydney Metro) ; Jake Coles (Sydney Coordination Office) ; Carl Mella (Roads and Maritime Services (part of TfNSW division)) ; Hugh Chapman (Sydney Metro) ; Ali Faniad (Sydney Metro) ; Oscar Wang (Sydney Metro) ; Steve Brown (Sydney Coordination Office) ; Hayden Wright (Sydney Metro) ; Transmittal SM OpenAccess (Sydney Metro) ; Mathew Billings (Systems Connect) ; Mark Marriott (Sydney Metro) ; Jill Downing (Systems Connect) ; Kirimaru Friscan (Systems Connect) ; LWC Systems Connect Transfer (Systems Connect) ; Mathew Johnston (Systems Connect) ; Mong Sim (Systems Connect) ; John Grant (Systems Connect)

Subject: **Construction Traffic Management Plan - Blues Point Site Operations - Rev C - TfNSW (former RMS) approval**

Hi Susan,

In response to your transmittal SMCSWLWC-SYC--TX-004685 dated 22/02/21.

Customer Journey Planning (CJP) and TfNSW Greater Sydney Planning & Programs (GS P&P) have reviewed the updated 'Sydney Metro LWC - Blues Point Site Operations CTMP - Rev C'.

CJP has advised of their endorsement of the revised submission.

Accordingly, TfNSW GS P&P is satisfied to adopt 'SMCSWLWC-SYC-BPS-TF-PLN-005688.C.RVW.C.01' as the approved CTMP, with all previous 'Conditions of Approval' up to this revision still being applicable.

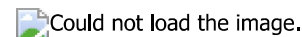
regards,
Minh

	Design Series:	
Discipline:	Design Lots:	Location:

Blues Point Temp Site CTMP

No.	CTMP	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT	RESPONSE
1	10/11/2020	TNSW	CM				Refer to TB transmittal RMS LWC GEN 000048	Refer to conditions in the transmittal.		
2	10/11/2020	SCO	SM				Refer to TB transmittal RMS LWC GEN 000048	Refer to conditions in the transmittal.		
3	25/11/2020	Metro	KH		SMCSWLWC-SYC-CSW-TF-BPS-005688		Will traffic controllers be required to enable rigid trucks to reverse into the site as well? It does not appear that there will be sufficient space within the site for rigid trucks to enter and exit in a forward direction.	Rigid trucks are able to entry / exit into the site normally. See attached turn verification for a 12.5m rigid truck for information. [Refer to additional response in item 16].		
4	25/11/2020	Metro	CB		SMCSWLWC-SYC-CSW-TF-BPS-005688		page 8: reference to Figure 7-5 and 7-6 should be deleted	Labelling from the excerpt is removed.		
5	25/11/2020	Metro	CB		SMCSWLWC-SYC-CSW-TF-BPS-005688		page 9: define 'M&E'	M & E is defined as mechanical and electrical.		
6	25/11/2020	Metro	CB		SMCSWLWC-SYC-CSW-TF-BPS-005688		Please check entire report for grammar and readability. eg first para page 9 - this can be made clearer; 4.2 - word missing	Content revised where deemed required.		
7	25/11/2020	Metro	CB		SMCSWLWC-SYC-CSW-TF-BPS-005688		3.1, second para: Does "latest modified EIS allowance" refer to Mod 8? if so, this should be correctly referenced.	Table 1 used in Rev A was the latest working version before the Mod 8. Rev B now has Table 1 updated per Mod 8. [Refer to response in item # 17]		
8	25/11/2020	Metro	CB		SMCSWLWC-SYC-CSW-TF-BPS-005688		the traffic numbers in section 3.1 will need to be revised given the draft conditions provided by DPIE (e.g. no movements between 10pm- 7am).	Table 1 updated in Rev B with deletion of movements between 10pm and 7am. Please note it is still allowable to have special vehicles from 10pm to 7am per Mod 8 conditions for special deliveries.		
9	27/11/2020	NSC	MK	General	No CSSI approval for these works		Previous approvals of CSSI 7400 for the use of Blues Point were for the retrieval of the tunnel boring machine components only, which is now complete. CSSI 7400 – Mod 8 – for continued use of Blues Point access site for the purposes described in the CTMP is still under assessment by Department of Planning as at 27/11/20. No work should commence on-site unless and until such time as planning approval is granted and all conditions of approval are satisfied. An updated CTMP should be prepared and submitted for further review should the CSSI approval include specific requirements regarding construction traffic management.	CSSI 7400 Mod 8 was actually approved on 25 Nov. The site technically could be in operations on 25 Nov. The updated CSSI 7400 Mod 8 in terms traffic management, has only added section E48.2 as "Heavy vehicles deliveries to the Blues Point temporary site are only permitted between 7 am and 10 pm except where permitted otherwise through an EPL or where oversized vehicle movement is directed by NSW Police and/or Transport for NSW at other times". CTMP is updated with the number of trucks per the times set out by the CSSI 7400 Mod 8.		
10	27/11/2020	NSC	MK	General	Heavy Vehicles – noise and amenity impacts		During the early stages of the Metro project, Council raised strong concerns about noise and amenity of the use of heavy vehicles along Blues Point Road in what is a peaceful residential street and village area with high pedestrian activity and strongly advocated for barging during the TSE works, which significantly mitigated the community concerns. Council already receives complaints about excessive bus movements and noise, and general traffic along Blues Point Road. Council is concerned that the addition of up to 66 truck movements per day for Metro material deliveries will result in significant community angst over the detrimental impacts on the local village, including the vast cafés and restaurants that line Blues Point Road. The CTMP does not include any mitigation measures to minimise these impacts which were raised prior to TSE works commencing.	TSE scope is significantly different to LW scope. LW scopes are fitting (track concrete pour and the like) and commissioning of the tunnels and is not generating the volume close to Table 1 (both before and after Mod 8). Barging of material is not practical in LW scope. (Previous barging plan for Blues Point was limited to tunneling equipment recovery and vertical shaft spoil removal). New approval condition # E48.2 has further reduced movements by limiting time for travelling trucks. Mitigation measures are further detailed/elaborated in Rev B.		
11	27/11/2020	NSC	MK		2.1 Temporary driveway		The temporary construction vehicle access driveway installed Blues Point Road shall be removed at the completion of the Systems Connect site de-establishment and reinstated as footpath, kerb and gutter in accordance with Council's Infrastructure Specifications. site de-establishment and reinstated as footpath, kerb and gutter in accordance with Council's Infrastructure Specifications	Noted. All permanent reinstatement works will be reinstated per NSC standards.		

12	27/11/2020	NSC	MK	2.1	Impact on parking – temporary removal of parking		If parking removal is required for a continuous period greater than 4 weeks this is to be arranged through a Work Zone permit application to Council (allow up to 3 working days for approval)	Noted. It is not anticipated that parking removal will be more than 4 weeks.		
13	27/11/2020	NSC	MK	General	Indicative program and durations.		The CTMP does not contain sufficient detail regarding the duration of the works and program. This must be included in the CTMP	Program attached for information.		
14	27/11/2020	NSC	MK	General	Council conditios		Please find attached Council's conditions to be incorporated in CTMP	NSC conditions attached to the CTMPs under correspondence appendix.		
15	11/01/2021	SM	CB	Rev B			No Comments	(no action)		
16	15/02/2021	SM	KH	Rev B			The swept path diagram for the HRV shows that it can get into the site but doesn't indicate how it would turn around within the site to exit in a forward direction	Exit swept path was not shown on the assumption any manoeuvre within construction compound is not subject to any requirements. An exit swept path with turnaround is now shown on the revision for information. Typically the site will have obstacles (parked cranes, pumps etc) that prevents a forward movement , traffic controller/spotter will be required to assist.		
17	15/02/2021	SM	CB	Rev B			The wording "latest modified EIS allowance" still hasnt been amended. This should clearly refer to Mod 8.	"Mod 8" added to Section 3.1 second paragraph.		
18	15/02/2021	SM	CB	Rev B			There are still spelling mistakes and gramatical errors throughout the document.	Noted. Spell checks completed.		



LWC General Correspondence

Reference No: SMCSWLWC-RMS-LWC-GEN-000048
Project Title: Sydney Metro City & Southwest - LWC, TSOM
Contract No: LWC - Line Wide Contracts
Sub Contract: -
Orig Ref No:
DLM:

Date: 23 November 2020, 04:21 PM **Response required by:**
From: Quac Minh LA (Roads and Maritime Services (part of TfNSW division))
To: Susan Dai (Systems Connect)
Cc: Chris Berg (Sydney Metro) ; Ken Hind (Sydney Metro) ; JOSE ARGUETADOMINGUEZ (Sydney Metro) ; Phil Brogan (Sydney Metro) ; Garry Hitchcox (Sydney Metro) ; Nathan Hoffmeister (Sydney Metro) ; Deepak Shahani (Sydney Metro) ; Errol Pather (Sydney Metro) ; Jake Coles (Sydney Coordination Office) ; Carl Mella (Roads and Maritime Services (part of TfNSW division)) ; Hugh Chapman (Sydney Metro) ; Ali Faniad (Sydney Metro) ; Oscar Wang (Sydney Metro) ; Steve Brown (Sydney Coordination Office) ; Hayden Wright (Sydney Metro) ; Transmittal SM OpenAccess (Sydney Metro) ; Mathew Billings (Systems Connect) ; Mark Marriott (Sydney Metro) ; Jill Downing (Systems Connect) ; Kirimaru Friscan (Systems Connect) ; LWC Systems Connect Transfer (Systems Connect) ; Mathew Johnston (Systems Connect) ; Mong Sim (Systems Connect) ; John Grant (Systems Connect) ; Tofiga Tuaopepe (Sydney Metro)
Subject: **Construction Traffic Management Plan - Blues Point Site Operations - TfNSW (former RMS) approval**

Susan,

In reference to your transmittal SMCSWLWC-SYC-TX-004010 dated 10/11/20.

In accordance with Schedule C1 Appendix A.9 Section 2.1 (c) and 2.2 (c) of the Principal's General Specifications G10 – Traffic and Transport Management and Minister's Condition of Approval E82 for the Sydney Metro City & South West, Transport for NSW – Greater Sydney – Planning and Programs, and Customer Journey Planning (CJP) approve the Sydney Metro City & South West - Sydney Water - Construction Traffic Management Plan – Line Wide Works - Blues Point Site Operations (SMCSWLWC-SYC-BPS-TF-PLN-005688.A.RVW.A.01) for the Sydney Metro City & South East project subject to the following requirements:

- obtaining Road Occupancy Licenses (RoLs) from the Transport Management Centre as required;
- addressing any safety issues identified within the Road Safety Audit review for this CTMP in advance of any works commencing;
- addressing any issues raised by Council, STA, Taxi Council, residents/businesses or Emergency Services in the CTMP approval process;
- addressing the requirements arising as an outcome of the Local Traffic Committee meeting;
- promptly addressing any CJP and/or TMC and/or TfNSW issue that eventuates during the works

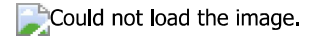
regards,
Minh

Design Series:

Discipline:

Design Lots:

Location:



LWC General Correspondence

Reference No: SMCSWLWC-RMS-LWC-GEN-000052
Project Title: Sydney Metro City & Southwest - LWC, TSOM
Contract No: LWC - Line Wide Contracts
Sub Contract: -
Orig Ref No:
DLM:

Date: 15 January 2021, 11:30 AM **Response required by:**
From: Quac Minh LA (Roads and Maritime Services (part of TfNSW division))
To: Susan Dai (Systems Connect)
Cc: Chris Berg (Sydney Metro) ; Ken Hind (Sydney Metro) ; JOSE ARGUETADOMINGUEZ (Sydney Metro) ; Phil Brogan (Sydney Metro) ; Garry Hitchcox (Sydney Metro) ; Nathan Hoffmeister (Sydney Metro) ; Deepak Shahani (Sydney Metro) ; Errol Pather (Sydney Metro) ; Jake Coles (Sydney Coordination Office) ; Carl Mella (Roads and Maritime Services (part of TfNSW division)) ; Hugh Chapman (Sydney Metro) ; Ali Faniad (Sydney Metro) ; Oscar Wang (Sydney Metro) ; Steve Brown (Sydney Coordination Office) ; Hayden Wright (Sydney Metro) ; Transmittal SM OpenAccess (Sydney Metro) ; Mathew Billings (Systems Connect) ; Mark Marriott (Sydney Metro) ; Jill Downing (Systems Connect) ; Kirimaru Friscan (Systems Connect) ; LWC Systems Connect Transfer (Systems Connect) ; Mathew Johnston (Systems Connect) ; Mong Sim (Systems Connect) ; John Grant (Systems Connect) ; Tofiga Tuaopepe (Sydney Metro)
Subject: **Construction Traffic Management Plan - Blues Point Site Operations - Rev B - TfNSW (former RMS) approval**

Susan,

In response to your transmittal SMCSWLWC-SYC-TX-004355 dated 17/12/20.

Customer Journey Planning (CJP) and TfNSW Greater Sydney Planning & Programs (GS P&P) have reviewed the updated 'Construction Traffic Management Plan - Blues Point Site Operations - Rev B'.

CJP has advised of their endorsement of the revised submission.

Accordingly, TfNSW GS P&P is satisfied to adopt 'SMCSWLWC-SYC-BPS-TF-PLN-005688.B.RVW.B.01' as the approved CTMP, with all previous 'Conditions of Approval' still being applicable.

regards,
Minh

	Design Series:	
Discipline:	Design Lots:	Location:

COMMENTS REGISTER

Report Name:	Sydney Metro City & Southwest - Line-wide Works Contract - Construction Traffic Management Plan – Blues Point Site Operations
Author:	Systems Connect
Version:	A (10 Nov 2020)
Date:	27/11/20

Section	Issue	Stakeholder Comment	Response
NORTH SYDNEY COUNCIL			
General	No CSSI approval for these works	<p>Previous approvals of CSSI 7400 for the use of Blues Point were for the retrieval of the tunnel boring machine components only, which is now complete.</p> <p>CSSI 7400 – Mod 8 – for continued use of Blues Point access site for the purposes described in the CTMP is still under assessment by Department of Planning as at 27/11/20.</p> <p>No works should commence on-site unless and until such time as planning approval is granted and all conditions of approval are satisfied. An updated CTMP should be prepared and submitted for further review should the CSSI approval include specific requirements regarding construction traffic management.</p>	
General	Heavy Vehicles – noise and amenity impacts	<p>During the early stages of the Metro project, Council raised strong concerns about noise and amenity of the use of heavy vehicles along Blues Point Road in what is a peaceful residential street and village area with high pedestrian activity and strongly advocated for barging during the TSE works, which significantly mitigated the community concerns.</p>	

Section	Issue	Stakeholder Comment	Response
		<p>Council already receives complaints about excessive bus movements and noise, and general traffic along Blues Point Road. Council is concerned that the addition of up to 66 truck movements per day for Metro material deliveries will result in significant community angst over the detrimental impacts on the local village, including the vast cafés and restaurants that line Blues Point Road.</p> <p>The CTMP does not include any mitigation measures to minimise these impacts which were raised prior to TSE works commencing.</p>	
2.1	Temporary driveway access	<p>The temporary construction vehicle access driveway installed Blues Point Road shall be removed at the completion of the Systems Connect site de-establishment and reinstated as footpath, kerb and gutter in accordance with Council's Infrastructure Specifications.</p> <p>The landscaped traffic island on Blues Point Road removed by the TSE contractor shall be reinstated by Metro or their contractor on completion of demobilisation phase at no cost to Council and landscaping to the satisfaction of Council's Parks and Gardens Supervisor.</p>	
2.1	Impact on parking – temporary removal of parking	<p>If parking removal is required for a continuous period greater than 4 weeks this is to be arranged through a Work Zone permit application to Council (allow up to 6 weeks for approval and installation).</p> <p>If parking removal is required intermittently for a period less than 4 weeks this is to be arranged through a Stand Plant application to Council (allow up to 3 working days for approval)</p>	
General	Indicative program and durations	The CTMP does not contain sufficient detail regarding the duration of the works and program. This must be included in the CTMP	
General	Council Conditions	Please find attached Council's conditions to be incorporated in CTMP	

CONDITIONS OF APPROVAL

Should the Construction Traffic Management Plan be approved, it is recommended that the following conditions be included:

1. All works on Blues Point Road, Henry Lawson Avenue and any public road are to be undertaken in accordance with AS 1742.3 (note only).
2. Approval must be obtained from Council for all temporary construction vehicular crossings. (n/a)
3. The landscaped traffic island on Blues Point Road which was removed during TSE site operations for driveway access shall be reinstated by Sydney Metro or their contractor on completion of Demobilisation phase at no cost to Council. Landscaping shall be completed to the satisfaction of Council's Parks and Gardens Supervisor. (Noted. Reinstatement work to NSC Standard)
4. The temporary construction vehicle access driveway installed Blues Point Road shall be removed at the completion of the works and reinstated as footpath, kerb and gutter in accordance with Council's [Infrastructure Specifications](#). (note only).
5. If parking removal is required for a continuous period greater than 4 weeks this is to be arranged through a Work Zone permit application to Council (allow up to 6 weeks for approval and installation) including payment of relevant fees. (Note only. LW does not need >4 weeks)
6. If parking removal is required intermittently for a period less than 4 weeks this is to be arranged through a Stand Plant application to Council (allow up to 3 working days for approval) including payment of relevant fees. (n/a)
7. If the removal of parking meters and/or in-ground sensors is deemed necessary by Council to protect the infrastructure or for public safety, the applicant shall pay for the cost of removal. (n/a)
8. Installation of a Work Zone/ No Stopping Zone for Sydney Metro – Blues Point is subject to the applicant paying all appropriate Council advertised fees and charges, including the cost of the signage. (n/a)
9. Trucks may only enter and leave the construction site in a forwards direction, unless under the direct supervision of two TfNSW accredited traffic controllers, one to direct heavy vehicle movement in and out of the site and one to ensure no pedestrian enters the path of a heavy vehicle. (for 12.5m only)
10. Accesses to adjoining properties are to be maintained at all times, unless agreed otherwise with the affected party and Council (n/a)
11. The adjoining/ affected residents/occupiers are to be updated on a regular basis and at key stages, particularly in relation to construction vehicle movements, and be provided with a phone number to contact the site manager. (via comms notice)
12. At no time shall Blues Point Road, Henry Lawson Avenue or any other road or Council property be blocked by any vehicle or works associated with the construction of the proposed development. Through traffic on Blues Point Road, Henry Lawson Avenue and any other road is to be maintained at all times, unless agreed otherwise with RMS/ SCO and Council (noted and agreed)
13. Blues Point Road, Henry Lawson Avenue, or any other road are not to be used as a waiting area for trucks delivering to or awaiting pick up of materials etc. from the proposed development. (noted and agreed)
14. Construction vehicles are not to queue on Blues Point Road, Henry Lawson Avenue or any other road. (noted and agreed)
15. Any approved Works Zone is to be used only to pick up and drop off materials and equipment. Construction vehicles are not to wait or park in the Works Zone. (noted)

16. Materials are to be stored on-site. At no time, are materials to be stored on Blues Point Road, Henry Lawson Avenue or any other road or any Council property, unless approved by Council. (all materials within the site boundary)
17. Mobile cranes shall be located wholly on-site or with an approved Stand Plant Permit
18. Concrete pumps shall be located wholly on-site or with an approved Stand Plant Permit, unless the pump and trucks can stand wholly within the signposted Work Zone.
19. All pump lines crossing Council footpaths must be ramped over to allow safe pedestrian/wheelchair traffic at all times.
20. Pedestrian access and the diversion of pedestrians shall be carried out in accordance with Australian Standard 1742.3 and 1742.10.
21. If pedestrians are diverted, pram ramps must be provided in accordance with Australian Standard 1428.1.
22. If a Permit to Stand Plant or Temporary Road Closure is required, application must be made to NSW Police, Harbourside Local Area command.
23. If a Permit to Stand Plant is required, application must be made to Council a minimum of two business days (3 business days for out of hours) prior to any proposed works. (noted)
24. If a Temporary Road Closure is required, application must be made to Council a minimum of four weeks prior to any proposed works. (noted)
25. Should any street trees be impacted by these works then Council's Tree Management Officer must be consulted at least 2 weeks prior to any works proceeding. Phone 9936 8100. (n/a)
26. A traffic route map and conditions are to be made available to truck drivers engaged for this development. (designated route on CTMP)
27. A list of truck drivers' names with their licences and vehicle plate numbers and conditions are to be kept on-site by the applicant at all times, and be made available for inspection by Council Officers, Police Officers and Council Rangers. (Details from tracking program)
28. Repeated failure to comply with these conditions will result in removal of any Work Zone under notice. (note only)
29. All Traffic Management Plans and Traffic Control Plans must be endorsed with the name of the person preparing the plan along with their level of certified qualification and certificate number. Only persons with current "Select/Modify Traffic Control Plans" or "Design Audit Traffic Control Plans" tickets are qualified to develop and endorse Traffic Management Plans and Traffic Control Plans (noted)

Please note the construction management program is a condition that forms part of the development application for the site. Therefore any non-compliance with these construction management program conditions of approval constitutes a breach of the conditions of approval for the development application.

