

# **Construction Traffic Management Plan**

## **Artarmon Substation Bulk Power Supply**

Line-wide Works Contract Sydney Metro City & Southwest

Project number:	C600
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Revision:	01

#### **Document Approval**

Rev.	Date	Prepared by	Reviewed by	Recommended by	Approved by	Remarks	
А	8 Sept 2020	Mong Sim	Wee Tee	Scott Brown	Scott Hunter	Initial submittal.	
В	12 Nov 2020	Mong Sim	Wee Tee	Scott Brown	Scott Hunter	Addressing SM comments.	
С	18 Nov 2020	Mong Sim	Wee Tee	Scott Brown	Scott Hunter	Minor revision.	
0	30 Nov 2020	Mong Sim	Wee Tee	Scott Brown	Scott Hunter	Approval.	
1	11 Jun 2021 Mong Sim James Tang		James Tang	Scott Brown Scott Hunter		Revision of Area 2 (Carlotta St) staging.	
Signature:		16	A				

### **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
А	Issued to TTLG for stakeholder review.
В	Addressing SM comments.
С	Section 2.3 rephrasing.
0	Approval on Revivion C received on 25 Nov 2020.
1	Area 2 Carlotta St road full road closure (northbound and southbound direction closed) is scaled down to a half road closure (southbound traffic flowing). Actual work trench area is located closer to the eastern kerb side and does not warrant the full closure. General update of program timing.

## **Table of Contents**

1.	PAR	T 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	5
	1.5.	LW Project Overview and Scope	5
2.	PAR	T B – Implementation	7
	2.1.	Reserve Road Bulk Power Supply – General statement	7
	2.2	Work Area 1 – Reserve Road between Carlotta Street and Campbell Road	.10
	2.3	Work Area 2 - Carlotta Street between Reserve Road and Clarendon Street	.11
	2.4	Work Area 3 – Reserve Road between Dickson Avenue and Carlotta Street	.11
	2.5	Work Area 4 – Reserve Road and Dickson Avenue intersection	. 12
	2.6	Work Area 5 – Reserve Road between Whiting Street and Dickson Avenue	. 13
3.	Traff	ic and Transport Management	.13
	3.1.	Parking 13	
	3.2.	Pedestrians/Cyclists	.13
	3.3.	Businesses / Residents Access	.13
	3.4.	Buses Operations	.14
	3.5.	Emergency Services	. 14
4.	Syst	ems Connect and Stakeholder Key Contacts	.14
5.	Com	munications and Community Strategy	.14
6.	Wor	king Hours	.15
7.	Man	age Emergencies	. 15
PAR	TC-	Annendices	17
	Anne	endix A. Locality plan. Existing major road signs. Work Areas 1 -5 Plan. Design plan	17
	Anne	endix B. Area 1 TCP	18
	Appe	endix C. Area 2 TCP	.19
	Appe	endix D. Area 3 TCP	.20
	Appe	endix E. Area 4 TCP	.21
	Appe	endix F. Area 5 TCP	.22
	Appe	endix G. Compliance Matrix	.23
	Арре	endix H. (correspondence – attached as required)	.24

#### 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	<ul> <li>This section clearly defines:</li> <li>Project Overview, Objectives, Management and Compliance</li> <li>Overall project summary and overview</li> </ul>
Part B: Implementation	<ul> <li>This section outlines in detail the key aspects for Traffic Management on the Project including:</li> <li>Implementation Details</li> <li>Traffic Impact Assessment</li> <li>Transport Management</li> <li>Communications</li> </ul>
Part C: Appendices	<ul> <li>This section provides the following Appendices:</li> <li>Locality map, staging plan</li> <li>TCPs</li> <li>Compliance matrix</li> <li>Copy of correspondence</li> </ul>

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, whether from Local Council, Transport for NSW, Customer Journey Planning (CJP), Sydney Metro
- Specific community / stakeholder consultation process and community relations strategies for managing changed traffic conditions
- Potential road network impacts and the mitigation and management of them
- Auditing, inspections and monitoring the road network
- Fulfil 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 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, 1979 (EPA 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 Version 5.0
- 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 expansion works
- Portion 2 Southern Dive (SMTF South -Marrickville)
- Portion 3 Chatswood to Sydenham works
- Portion 4 Sydenham to Bankstown works

The Sydney Metro City & Southwest (SMCSW) project will extend the current Sydney Metro North 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 includes:

- 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;
  - o Tunnel mechanical and electrical services;
  - Northern Dive track slab and rails;
- Northern Dive Service Building works Chatswood;
- Artarmon Substation Service Building works;
- 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, tying the new Metro lines into the Metro North West Line
- Southern Dive (SMTF S) Site operations, Service Building works

#### Sydney Metro City & Southwest Indicative Linewide Scope



Figure 1. Line-wide Works Line Diagram

#### 2. PART B – Implementation

#### 2.1. Reserve Road Bulk Power Supply – General statement

A new electrical power supply cable route for the Sydney Metro train is connected from the existing Ausgrid substation located to at Campbell Street, Artarmon to the new Artarmon substation located at Whiting Street. The cable route is approximately 360m long. The new cable route trench alignment is along under existing Carlotta Street – Reserve Road and requires specific traffic arrangement to complete the works.



Figure 2 – Locality plan of the work area from Carlotta Street to Reserve Road, Artarmon (Refer to Appendix A)

In addition to the new cable housing trench, additional works to remove and relocate existing Ausgrid cable and Sydney Water 100mm diameter watermain to make way for the new Sydney Metro 33kV electrical cable route.

Work is expected to commence May 2021 with approximately 7 months duration work program.



Figure 3 – Reserve Road before Carlotta Street intersection (looking south)

Existing major road signs are shown below and in Appendix A.



Figure 4 – Existing Road parking signs along Reserve Road and Carlotta Street (refer to Appendix A for larger print)



#### Figure 5 – Trench alignment and services relocation trench (Refer to Appendix A)

#### Work areas will be divided into 5 small sections to manage the work.

Work section / Chainage	Road	First crossroad	Second crossroad	Traffic Management
Area 1. Carlotta Street and Reserve Road intersection	Carlotta Street	Carlotta Street	Campbell Street	Detour Reserve Road northbound. Reserve Road southbound bound remains. Night work except for saw cutting and high noise preparatory work may need to be completed during the day by standard lane closure.
Area 2. Carlotta Street	Carlotta Street	Reserve Road	Clarendon Street	Part road closure at Carlotta St allowing southbound traffic only. Northbound is detoured. Stop slow at Clarendon Street as required.
Area 3. Reserve Road between Dickson Avenue and Carlotta Street	Reserve Road	Dickson Avenue	Carlotta Street	Detour Reserve Road northbound. Reserve Road southbound remains. Night work except for saw cutting and high noise preparatory work may need to be completed during the day via standard lane closure.
Area 4. Reserve Road and Dickson Avenue intersection	Reserve Road	Curry Lane	Carlotta Street	3 way stop slow with Dickson Avenue closed for local access only. Night work. Contraflow when Sydney Water connection is completed. Night work only.
Area 5. Reserve Road	Reserve Road	Whiting Street	Dickson Avenue	Contraflow with traffic on both directions travelling on Reserve Road southbound lanes. Dickson Avenue closed to minimise interruption to the contraflow. Night work.

Reserve Road is signposted 50km/h and is heavily used by traffic from the Artarmon industrial and business area. Reserve Road is a 4 lanes road with 2 lanes in each direction (north and south direction). Kerbside lane

mostly a through lane with some parking lane spread out with various times restrictions and other conditions. Reserve Road is combination of rigid (from east of Carlotta Avenue) and flexible pavement (west of Carlotta Avenue). Carlotta Avenue has a rigid pavement. Reserve Road has cross streets that are interconnected; and connectivity from/to the Pacific Highway and M2.

The work involves the following and not limited to:

- Survey setout and preparatory work
- General civil works associated with the work
- New 33kV electrical trench 320m long (2.8m to 1.5m in depth)
- Ausgrid new trench 440m long with 2 new joint bays (~1.5m in depth)
- Sydney Water main relocation 134m long (~ 1.5m in depth)
- Commissioning and reinstatement works
- Pavement marking reinstatement
- Traffic signal loop reinstatement

#### 2.2 Work Area 1 – Reserve Road between Carlotta Street and Campbell Road

Work section at Reserve Road between Carlotta Street and Campbell Street requires Reserve Road northbound to be diverted via Campbell Street – Clarendon Street – Dickson Avenue to enable the construction work. This work section is completed during the night. Buses from the Artarmon Loop bus and state transit route # 320 are not impacted as the Artarmon Loop service finishes after 18:40 hour and route 320 (Mascot to Gore Hill) last finishes at the Campbell Street stop # 206450 at 21:05 hour. The work is estimated to commence from 20:00 hour (subject to TMC approval). During the work Carlotta Street will be closed for local access only. Campbell Street eastbound traffic at the Clarendon Street intersection would need to be follow the detour sign. All local traffic exiting from Campbell Street side streets to follow the detour.

The concrete plant trucks within the road closure are allowed to enter the closed section of Reserve Road up to the first driveway. The existing concrete plant's two driveways will ensure access is not impacted during the shift. Coordination with the concrete plant (Boral), Ausgrid and all businesses establishment along Lanceley Place will be on going during the duration of the work.

Refer to Appendix B for TCP for work Area 1.



Figure 6 – Bus stop at Campbell Street

#### 2.3 Work Area 2 – Carlotta Street between Reserve Road and Clarendon Street

Work section at Carlotta Street is managed by limiting southbound traffic only. Northbound traffic will is detour via Dickson Avenue. Carlotta Street is proposed to be completed with majority of the work during the day as the rigid pavement removal noise at Carlotta Street will not be amplified as much as if the work is planned for nights. There will be no background noise masking the concrete breaking noise if it was completed during the night. Night work in Carlotta Street will limited.

During the part road closure, the current bus layover area will temporarily relocated to Campbell Street as the temporary alternative layover. Bus operators were consulted and advised of this temporary arrangement.

Clarendon Street is also a cycle route. When Carlotta Street is northbound closed, cyclists are to either dismount or follow the detour route. From observation, cyclist volume is very minimal.

Parking during the part road closure will be limited to local business. A designated council vehicles parking space in Carlotta Street will be impacted.

Carlotta Street Road changed traffic conditions may be discussed in Willoughby City Council's traffic committee meeting. Systems Connect will be coordinating with the council regarding the work with the latest development.



Figure 7 – Bus Zone at Carlotta Street (looking south towards Clarendon Street)

Refer to Appendix C for TCP for work Area 2.

#### 2.4 Work Area 3 – Reserve Road between Dickson Avenue and Carlotta Street

Work Area 3 at Reserve Road between Dickson Avenue and Carlotta Street requires Reserve Road northbound to be diverted via Carlotta Street – Clarendon Street – Dickson Avenue. This work section is completed during the night. Bus routes are not impacted at these times. Access for the Artarmon ambulance superstation responding to emergency during the work from the station has the capability to activate the emergency phase – which puts all Dickson Avenue eastbound and westbound direction; and Reserve Road southbound on red light.

There is only one driveway (#1 Reserve Road) which could be blocked at times during this work. The business will be contacted regarding the work that impacting their access during the work.



Figure 8 – Driveway # 1 Reserve Road (looking northbound)

Refer to Appendix D for TCP for work Area 3.

#### 2.5 Work Area 4 – Reserve Road and Dickson Avenue intersection

Work section at Reserve Road and Dickson Avenue intersection will have 2 traffic management plan to complete the trench section across the intersection. First plan will be a 3 way stop slow with local road closure at Dickson Avenue during the watermain connection work which is extremely close at the centre of the intersection. The proximity of the water connection location needs the work to be completed via stop-slow. Second plan where the trench has safe distance to live traffic lanes, the work area will be setup as a contraflow to allow 2 directional flow simultaneously. Traffic signals will need to be switched to flashing amber to manage traffic during the stop slow and the contraflow plan. The traffic signal magnetic loop be impacted from the works and will require reinstatement including pavement road marking.

Pedestrian during the work in this intersection will have to use either pedestrian crossing depending on the work section.



Figure 9 – Dickson Avenue and Reserve Road intersection (looking northbound)

#### 2.6 Work Area 5 – Reserve Road between Whiting Street and Dickson Avenue

Work section within this section will be managed via a contraflow. Work section is largely contained within the northbound kerbside lane. Curry Lane during this time will be blocked off. Curry Lane is a business access laneway and no access complication will be expected during the contraflow. Freeway Motel entry from Reserve Road is not impacted. However the exiting traffic from the establishment will be a left turn only. Crossing into a contraflow arrangement is not recommended.



Figure 10 – Reserve Road between Dickson Avenue and Whiting Street (looking north)

Traffic signal at the Dickson Avenue ad Reserve Road will be switched to flashing amber to allow the contraflow to operate with better efficiencies.

#### 3. Traffic and Transport Management

#### 3.1. Parking

Reserve Road has very minimal kerbside parking. Reserve Road kerbside lane is mostly a through lane. From observation, during the night it is unlikely for any parked cars to be utilising the kerbside parking due to there are no establishments at night in the area. Carlotta Street during the local road closure will have parking limited to local traffic only. Parking issue is not critical for this area given the time of work (night).

#### **3.2. Pedestrians/Cyclists**

Cyclist in general are not impacted from these works. Carlotta Street is signposted as a cycle route. During the Carlotta Street local access closure, cyclist could with dismount and push the bicycle through the footpath or follow the signposted detour route.

#### 3.3. Businesses / Residents Access

Generally, no business will be impacted during the section at Reserve Road as no business establishments are operating at night. Businesses along Carlotta Street will need attention for any long vehicles with goods. The closure Carlotta Street on Reserve Road end will require these vehicles to enter via Clarendon Street end. During the closure, the long vehicles will need traffic control to exit – either via Reserve Road or Clarendon Street dependent on the work section progress. TCP attached on Appendix C.

#### 3.4. Buses Operations

Generally, bus operations are not impacted for the Artarmon Loop and bus route # 320. The only impact will be the bus zone at Carlotta Street will not be accessible due to the work area. During this stage, buses will need to use the other sign posted "Bus Zone" at Campbell Street.

#### 3.5. Emergency Services

Emergency Services will be advised of the works as Campbell Street is in close proximity of the work area is signposted as the emergency route to Royal North Shore Hospital. Carlotta Street is not posted as the emergency route however it could be used as a rat run for ambulances. RNSH and RNS Private will be advised of the work.

#### 4. Systems Connect and Stakeholder Key Contacts

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

Name	Role	Contact Details
Carl Mella	Transport for New South Wales - Integration Lead	0429 505 970
Jake Coles	Customer Journey Planning - Operations Manager – CBD	0466 454 819
Stephen Brown	Customer Journey Planning - Precinct Project Manager	0457 809 028
Garry Hitchcox	Sydney Metro – Senior Manager Transport Planning Advisory	0466 492 831
Gordon Farrelly	Willoughby City Council – Traffic and Transport Team Leader	0409 907 678
Matt Billings	Systems Connect – Environment Manager	0428 781 599
Scott Brown	Systems Connect – Project Manager	0408 162 755
Craig Godwin	Systems Connect – Safety Manager	0458 498 107
Helena Orel	Systems Connect – Community Manager	0419 705 798
Scott Francis	Systems Connect – Superintendent	0429 901 489
Mong Sim	Systems Connect – Traffic Engineer	0448 378 883

#### 5. Communications 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 with traffic and transport issues.

ΤοοΙ	Purpose	Frequency
Traffic alert emails	Email alerts to TfNSW via the Transport Management Centre, Council, transport operators and	5 business days prior to changes

Tool	Purpose	Frequency
	emergency services to advise of major traffic changes including road or lane closures and detours, incidents or undue congestion	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 project website	5 business days prior to changes
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	Monthly
Community information line	Access to the project team during construction hours with message service after hours via an 1800 number	N/A
(Transport for New South Wales) 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	To coincide with distribution
Systems Connect website	Information about the Southern Dive/SMTF expansion construction activities will be placed on the Systems Connect website including information about traffic changes, and executive summaries of publicly available reports relating to the project activities.	As required

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.

#### 6. Working Hours

The standard working hours for Southern Dive/SMTF South are as follow.

Construction Activity	Construction Hours / Comments				
Standard construction hours	Monday to Friday: Saturdays: Sundays & Public Holidays:	7am – 6pm 8am to 1pm No work			
Standard out of hours	Saturday afternoons: Sundays:	1pm – 5pm 8am – 5pm			

#### 7. 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 Force					
Fire	Fire and Rescue / Rural Fire Service NSW					
Hazardous Materials	Fire and Rescue NSW					
Flood	NSW State Emergency Service					
Storm and Tempest	NSW State Emergency Service					

## PART C – Appendices

Appendix A. Locality plan, Existing major road signs, Work Areas 1 -5 Plan, Design plan



							NOTES	PLOT DATE / TIME		PLOT BY M SIM	CLIENT
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	New 33kV trench							DRAWN	M.SIM	1/9/20	
	Relocation for Ausgrid							DRG CHECK	M.SIM	1/9/20	
								DESIGN			
	Relocation for Sydney Water (approx. location)							DESIGN CHECK			PREPARED FOR
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New 33kV trench						DRAWN	M.SIM	1/9/20	
Relocation for Ausgrid						DRG CHECK	M.SIM	1/9/20	
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#### LEVEL 5 - PRODUCTION CONTROL TOOL

		Systems Connect	Reporting Week	Discipline: Construction Section: Portion 3 - BPS Owners: James Tang Week Commencing: 7-Jun Enter Durasi	On Enter Start Date	Automated					Make Re	adv Colou = Un: = Ter = Bor	r Leaend available hative / TBk oked / Rear	C dv		1 Trafic ( 2 Indexe 3 Design 4 Labour 5 Pierci II 6 Saley / 7 Harbour	THPITCPROL) Inco et Hadrer 1997 Inco Radiney Inco Radiney Inco Radiney Inco Radiney Inco	a aly lana	Reason Code	Sidoritachina Pacametri Malan Dana Canar (Perturban Dana Santa Canar Candina Dana Santa Dana Santa Dana Santa Santa Santa Santa Santa Santa Santa		F	rogram C = = = = =	olour Lege Planned Achieved Delaved Reforeca	nd kctivitv Dav ( Activitv Dav kctivitv Dav st Activity D	(P) (A) (1 -13) ay (R)														
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	5	ydney Water Main Relocation																																						
	Ir	nstall Potable Water (Area 2 & 3) - Dickson Intersection	Pla	anned 4	15-Jun-2021	18-Jun-2021 NIGHT		CALA	Potable Water Crew		Y	109 T	BC N/A	N/A	Planned					_									+ - 7			+-	$+ \neg$				4		-+-	+
			A	anned 20	21-Jun-2021	16-Jul-2021 NIGHT		CALA							Planned								-																	
	In	istali Potable water (Dickson Street - Metro Sub)	A	ctual		- Histin		CALA	Potable Water Crew	1		109 N	A N/A	N/A	Actual																									
	s	ydney Water Connection Date (Pending Sydney Water)	Pla	anned				CALA							Planned																				_		4	_		
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Name:	Signature:	Date:
Name:	Signature:	Date:

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Ausgrid Relocation Work

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Planned Actual Planned Actual Planned

Actual Planned

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18-Jun-2021 26-Jun-2021 DAY

28-Jun-2021 02-Jul-2021 NIGHT

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Appendix B. Area 1 TCP



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IND		REVISION DES	SC. REV	V DATE	APPROVAL	SCALES ON A3 SIZE DRAWING		DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	
	New 33kV trench Barrier bo	ard							DRAWN	M.SIM	1/9/20	
	Relocation for Ausorid	rier							DRG CHECK	M.SIM	1/9/20	
	Peleostion for Sydney Water (approx leastion)								DESIGN		'	
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	Work area					CO-ORDINATE SYSTEM	HEIGHT DATUM	-	TRAFFIC MNGR			Systems Connect
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ND		REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	
	New 33kV trench Barrier board							DRAWN	M.SIM	1/9/20	
	Relocation for Ausorid							DRG CHECK	M.SIM	1/9/20	
								DESIGN			
	Relocation for Sydney Water (approx. location)							DESIGN CHECK			PREPARED FOR
	Work area					CO-ORDINATE SYSTEM HEIGHT DATUM	_	TRAFFIC MNGR			Systems Connect
	Detour route					MGA ZONE 56 AHD					Systems Connect

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	Reserve Road Area 1 TCP. Detour WB via Ca	rlotta St - Clarendon	St - Dickson Ave	A3 SHEET
	Reserve Road Area 1 TCP. Detour WB via Ca SC TCP 6200 ATS ISSUE STATUS	rlotta St - Clarendon	St - Dickson Ave	A3 SHEET



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END		REVISION DESC. RE	V DATE	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	
	New 33kV trench Barrier board						DRAWN	M.SIM	1/9/20	
	Relocation for Ausgrid						DRG CHECK	M.SIM	1/9/20	
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Appendix C. Area 2 TCP



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END		REVISION DESC.	REV DATE	APPROVAL	SCALES ON A3 SIZE DRAWING		DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	
	New 33kV trench Barrier board						Mong Sim.	DRAWN	M.SIM	10/6/21	
	Relocation for Ausgrid Temporary Barrier						PWZTMP Card # 0052317834	DRG CHECK	M.SIM	10/6/21	
	Polocation for Sydney Water (approx, location)						1	DESIGN			
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	Work area				CO-ORDINATE SYSTEM	HEIGHT DATUM	-	TRAFFIC MNGR			Systems Connect
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SC TCP 6220 Area 2		
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Appendix D. Area 3 TCP



Appendix E. Area 4 TCP



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	New 33kV trench Barrier board						DRAWN	M.SIM	1/9/20	
	Relocation for Ausorid Temporary Barrier						DRG CHECK	M.SIM	1/9/20	
	Peleostion for Suday Water (annex lesstion)						DESIGN			
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	Work area				CO-ORDINATE SYSTEM HEIGHT DATUM	-	TRAFFIC MNGR			Systems Connect
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Appendix F. Area 5 TCP



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Relocation for Ausorid	Temporary Barrier						DRG CHECK	M.SIM	1/9/20	
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Relocation for Sydney Water (approx. location)							DESIGN CHECK			PREPARED FOR
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	New 33kV trench Barrier b	ard							DRAWN	M.SIM	1/9/20	
	Relocation for Ausgrid	rier							DRG CHECK	M.SIM	1/9/20	
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	Relocation for Sydney Water (approx. location)	ies							DESIGN CHECK			PREPARED FOR
	Work area					CO-ORDINATE SYSTEM	HEIGHT DATUM	-	TRAFFIC MNGR			Systems Connect
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	New 33kV trench	Barrier board							DRAWN	M.SIM	1/9/20	
	Relocation for Ausgrid	Temporary Barrier							DRG CHECK	M.SIM	1/9/20	
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New 33kV trench Barrier board				DRAWN	M.SIM	1/9/20	
Relocation for Ausorid				DRG CHECK	M.SIM	1/9/20	
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Relocation for Sydney Water (approx. location)				DESIGN CHECK			PREPARED FOR
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Relocation for Ausorid					DRG CHECK	M.SIM	1/9/20	
					DESIGN			
Relocation for Sydney Water (approx. location)					DESIGN CHECK			PREPARED FOR
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Detour route			MGA ZONE 56 AHD					Systems Connect
Detour route								
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Appendix G. Compliance Matrix

#### CTMP Artarmon BPS

Relevant o	onditions of approval.		
LINE			compliance
1	The CSSI must be designed, constructed and operated with the objective of integrating with	(E75 refers to design stage). Bulk power supply route does not have long term or significant	1
1	existing and proposed road and related transport networks and minimising adverse changes to the	impact. The BPS work is short term impact.	1
1	safety, efficiency and, accessibility of the networks, and facilitate an improved level of service in		1
1	relation to normanent and operational changes. Detailed design and accessment of an interference in the file		1
1	neutron to permanent and operational thanges, becalled design and assessment of related traffic,		1
	parking, pedestrian and cycle accessibility impacts and changes shall be undertaken:		
E75			Y
1	in consultation with, and to the reasonable requirements of the Traffic and Transport Liaison	Refer to E81.	
E75(a)	Group(s) established under Condition E77;		Y
	in consideration of existing and future demand, connectivity (in relation to permanent changes).	Bulk power supply route does not have long term or significant impact. The BPS work is short	
E75(b)	performance and safety requirements:	term imnact	n/a
E75(b)	to minimize and manage legal area traffic impacts:	RPS is short term work only	n/a
E75(C)	to minimise and manage local area traffic impacts;	BPS is short term work only.	n/a
E75(d)	to ensure access is maintained to property and infrastructure; and		n/a
	to meet relevant design, engineering and safety guidelines, including Austroads, Australian	CTMP development is in reference to these documents. E75(e) serves as a reminder to ensure	
	Standards, and RMS (RTA) requirements.	latest requirements and standards are considered in the CTMP development.	
E75(e)			Y
	Copies of civil, structural and traffic signal design plans shall be submitted to the Relevant Road	The works was submitted via CTMP review process.	
	Authority for consultation before the commencement of the relevant works		
676	Autority for consultation before the commencement of the relevant works.		
E/5			Ŷ
	Permanent road works, including vehicular access, signalised intersection works, and works relating	E76 refers to design review process during the CSSI development.	
	to pedestrians, cyclists, and public transport users must be subject to safety audits demonstrating		
	consistency with relevant design, engineering and safety standards and guidelines. Safety audits		
	must be prepared in consultation with the Traffic and Transport Liaison Group before the		
	completion and use of the subject infrastructure and must be made available to the Socretary upon		
	completion and use of the subject infrastructure and must be made available to the secretary upon		,
E76	request.		n/a
	The Proponent must consult with the Relevant Road Authority regarding the use of any weight	Artarmon area is an industrial use area. No overmass vehicles used.	
E79	restricted road by heavy vehicles.		n/a
Γ	The Proponent must minimise truck movements during peak periods within commercial centres.	Proposed trucks movement to this site is not within commercial centres.	
F80	Peak periods are 7am to 10am and 4pm to 7pm Monday to Friday		n/a
	The Proponent must prenare and implement a Construction Traffic Management Framework	Refer to F82	
1	(CTARE) The CTARE must be appreciated in the line of the state of the	neici to E02.	1
1	(CIMF). INE CIMF must be prepared in consultation with TTLG(s) and submitted to the Secretary		1
1	for approval no later than one (1) month before the commencement of construction (or within any		1
1	other timeframe agreed with the Secretary). The CTMF will set out the approach to managing		1
1	issues across the CSSI and include but not be limited to:		1
E01			v
CÕI			1
E81(a)	construction site access, including the efficient and safe egress and ingress of vehicles, consistent	work area is not a static work site.	Ι.
	relevant Austroads, Australian Standards and RMS requirements;		n/a
E01/b)	the erection and maintenance of hoardings, scaffolds and associated structures on roads;	No such structures are proposed.	
E81(D)			n/a
	short and long term lane and road closures including those associated with plant, crane and other	No lane closure are proposed	
E81(c)	anorations between the read reconvision and construction site.	No faile dosare are proposed.	n/a
504(1)	operations between the road reservation and construction site,		li/d
E81(d)	cumulative construction vehicle management from surrounding developments;	BPS work does not generate mass vehicle movements.	n/a
E81(e)	bus stop and associated facilities relocation and service rerouting;	No direct bus stops are impacted except bus zone at Carlotta St.	n/a
E81(f)	short and long term works zones on roads adjacent to the construction site;	No work zone applied adjacent to construction site.	n/a
F81(g)	mail zone and associated facilities relocation:	No proposed relocation of mail zone	n/a
E01(b)	mai zone and associated facilities relocation,		n/a - /-
E81(N)	short and long term works within the road reservation;	No road upgrade within the work scope.	n/a
E81(i)	regulatory, advisory and other signage changes and modifications;	No new proposed signages.	n/a
E01(i)	parking management, including on and off street and remote parking and access;	Power suppky work does not generate huge parking needs. It is not a static work site.	
E81(J)			n.a
	heavy vehicle management, the restriction (unless otherwise approved) of heavy vehicles to certain	(same as E80)	
501(1)	newy vehicle indigenent, the restriction (and so otherwise approved) of heavy vehicles to certain	(Same as Ebb).	
E81(K)	routes and the minimisation of neavy vehicle traffic in peak traffic periods;		
-			Ŷ
E81(I)	special event management;	n/a along the area of the SMTF South.	n/a
E81(m)	the retention and reinstatement of emergency and property access;	Access is maintained. No modification to any access or driveways.	Y
	the retention of user and passenger safety, including pedestrians, cyclists, public transport users,	Short term cimpact only.	
E81(n)	including at stops and related facilities:		n/a
E91(a)	incidents of clops and related round construction worksites; and	Itom identified on Section 1.2 bullet noint 9	v
L81(0)	incident response planning a build construction worksites, and	Item identified on Section 1.2 bullet point 6.	T V
E81(p)	monitoring of transport and access related impacts attributable to the CSSI.	Item identified on Section 1.2 bullet point 9. Refer to E75 (b) and (c).	Ŷ
	Construction Traffic Management Plans (CTMPs), consistent with the CEMF and CTMF required in	CTMP prepared with CTMF guidelines. CTMP will be presented 26 Aug TTLG.	
	Condition E81, must be prepared for each construction site in consultation with the TTLG(s), and		
	submitted to the RMS for approval following Sydney Coordination Office endorsement before		
E82	construction commences at the relevant construction site. A conv of any Construction Traffic		1
1	Advancement Discourse at the relevant construction site. A copy of any construction frame		1
1	ivianagement Plans approved by the RMS must be submitted to the Secretary for information.		
			Y
1	Where construction results in a worsening of the matters identified in Condition E81(a)-(o), the	This item was identified on Section 1.2 bullet point 9. CTMP review and update as required.	1
500	Proponent must review the measures identified in the CTMPs in consultation with the TTLG(s), as		1
E83	relevant. Any changes to the CTMPs must be submitted to the RMS for approval following Sydney		1
1	Coordination Office endorsement and implemented.		Y
<u> </u>	Heavy vehicle haulage must not use local roads unless no feasible alternatives are available	Reserve Road and Carlotta Street and surrounding is not considered local roads	1
E85			n/a
			11/d
1	During construction, measures must be implemented to maintain pedestrian and vehicular access	koau ciosure will be discussed via local traffic committee.	1
1	to, and parking in the vicinity of, businesses and affected properties. Alternative pedestrian and		1
1	vehicular access, and parking arrangements must be developed in consultation with affected		1
E86	businesses. Such arrangements must be outlined in the Business Management Plan required in		1
1	Condition E64 and implemented as required. Adequate signage and directions to businesses must		1
1	he provided before, and for the duration of any disruption		1
1	be provided before, and for the duration of, any disruption.		
I			Y
1	Details of haulage routes and heavy vehicle sizes to transport material to and from any	The bulk power supply work does not generate mass movements	1
F00	construction site must be specified in the Construction Traffic Management Plan(s) and be		1
LOO	approved by the RMS following endorsement by Sydney Coordination Office and consultation with		1
1	the TTLG(s).		n/a
h	The Proponent muct implement traffic and transport management measurement with the still of the	(not applicable for this site)	
1	The Proponent must implement transcand transport management measures with the aid of a truck	(not applicable for this site)	1
1	marsnailing and logistics facility located within close proximity to the Sydney and North Sydney		1
E89	CBDs. The facility must be operational in advance of tunnel spoil generation. Details of the facility		1
1	must be documented in the Ancillary Facilities Management Plan required by Condition A16.		1
			n/a
	A Road Dilapidation Report must be prepared for local roads proposed to be used by beau	Road dilap to be submitted 4 weeks before work.	1
1	vahicles for the numbers of the CSSI before the common common of use hubble bushields. Coming the		1
500	wennees to the purposes of the cost before the commencement of use by such venicles. Copies of		1
E90	the Road Dilapidation Report must be provided to the Relevant Council within three (3) weeks of		1
1	completing the surveys and no later than one (1) month before the use of local roads by heavy		1
L	vehicles.		Y
501	If damage to roads occurs as a result of construction of CSSI, the Proponent must either (at the	E91 is subject to E90.	
E91	landowner's discretion):		n/a
	compensate the landowner for the damage so caused. The amount of compensation may be	E91(a) is subject to E90.	1
E91(a)	agreed with the landowner: or		n/a
	agreed with the followiner, of		11/0
	recury the damage so as to restore the road to at least the condition it was before construction	Eat(n) is subject to Ean.	1
E91(b)	and a second s		- /-

T1	Ongoing consultation would be carried out with (as relevant to the location) the CBD Coordination Office, Roads and Maritime Services, Sydney Trains, NSW Trains, the Port Authority of NSW, Barangaroo Delivery Authority, local councils, emergency services and bus operators in order to minimise traffic and transport impacts during construction.	In addition to CTMP Section 1.2, an active communications with the group is in place.	
T2	Road Safety Audits would be carried out at each construction site. Audits would address vehicular access and egress, and pedestrian, cyclist and public transport safety.	Refer to E76.	Y Y
тз	Directional signage and line marking would be used to direct and guide drivers and pedestrians past construction sites and on the surrounding network. This would be supplemented by Variable Message Signs to advise drivers of notantial delays. traffic diversions speed restrictions or alternate routes	Not applicable as no pavament realignment is to be completed	v
T4	In the event of a traffic related incident, co-ordination would be carried out with the CBD Coordination Office and / or the Transport Management Centre's Operations Manager.	Report traffic related incident to TMC command centre not to "CBD Coordination Office".	Y
Т5	The community would be notified in advance of proposed road and pedestrian network changes through media channels and other appropriate forms of community liaison.	Community notification is in the early progress.	Y
Т6	Vehicle access to and from construction sites would be managed to ensure pedestrian, cyclist and motorist safety. Depending on the location, this may require manual supervision, physical barriers, temporary traffic signals and modifications to existing signals or, on occasions, police presence.	Not applicable for this scope of work.	n/a
Т8	Access to existing properties and buildings would be maintained in consultation with property owners.	No properties are impacted from this site operations.	Y
Т9	All trucks would enter and exit construction sites in a forward gear, where feasible and reasonable.	Not applicable for this scope of work	n/a
T12	Construction sites would be managed to minimise construction staff parking on surrounding streets. The following measures would be implemented: #Encouraging staff to use public or active transport #Encouraging ride sharing #Provision of alternative parking locations and shuttle bus transfers where feasible and reasonable. Transport for NSW would work with local councils to minimise adverse impacts of construction on parking and other kerbside use in local streets, such as loading zones, bus zones, taxi zones and	Not applicable for this scope of work. T12 is for major static site.	n/a
T13	Construction site traffic would be managed to minimise movements in the AM and PM peak periods.	Bulk power supply work does not generate mass movement of trucks.	n/a
T14	Construction site traffic immediately around construction sites would be managed to minimise movements through school zones during pick up and drop off times.	No schools immediately within the work area.	n/a
T19	Where existing parking is removed to facilitate construction activities, alternative parking facilities would be provided where feasible and reasonable.	No modifications to existing conditions.	n/a
T21	The potential combined impact of trucks from multiple construction sites would be further considered during the development of Construction Traffic Management Plans.	Bulk power supply work does not generate mass movement of trucks.	n/a
T22	Where existing footpath routes used by pedestrians and / or cyclists are affected by construction, a condition survey would be carried out to confirm they are suitable for use (eg suitably paved and lit), with any necessary modifications to be carried out in consultation with the relevant local council.	No footpath are closed. Cycle route at Carlotta to be advised to local council.	Y

Appendix H. (correspondence – attached as required)

## LWC General Correspondence

Reference No: Project Title: Contract No: Sub Contract: Orig Ref No: DLM:	SMCSWLWC-RMS-LWC-GEN-000 Sydney Metro City & Southwest - L LWC - Line Wide Contracts -	041 NC, TSOM					
Date:	01 October 2020, 10:52 AM	Response required by:					
From:	Carl Mella (Roads and Maritime Services (part of TfNSW division))						
То:	Susan Dai (Systems Connect)						
Cc:	Chris Berg (Sydney Metro); Ken H (Sydney Metro); Phil Brogan (Sydr Deepak Shahani (Sydney Metro); and Maritime Services (part of TfNS (part of TfNSW division)); Jake Col- (Sydney Metro); Ali Faniad (Sydne Gordon Farrelly (Willoughby City C Hayden Wright (Sydney Metro); M (Sydney Metro); Jill Downing (Syst Mathew Johnston (Systems Conne (Systems Connect)	ind (Sydney Metro); JOSE ARGUETADOMINGUEZ ney Metro); Nathan Hoffmeister (Sydney Metro); Errol Pather (Sydney Metro); Quac Minh LA (Roads W division)); Carl Mella (Roads and Maritime Services es (Sydney Coordination Office); Hugh Chapman y Metro); Oscar Wang (Sydney Metro); ouncil); Steve Brown (Sydney Coordination Office); athew Billings (Systems Connect); Mark Marriott ems Connect); Kirimaru Friscan (Systems Connect); ct); Mong Sim (Systems Connect); John Grant					
Subject:	Construction Traffic Management (former RMS) approval	Plan - Artarmon Bulk Power Supply Works - TfNSW					

Susan

In reference to your transmittal SMCSWLWC-SYC-TX-003535 dated 09/09/2020.

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 the Transport Coordination Office approve the Sydney Metro City & South West Traffic Management Plan – Line Wide Works – Artarmon Bulk Power Supply Works (SMCSWLWC-SYC-ATS-TF-PLN-005087.A.RVW.A.01) for the Sydney Metro City & South West project subject to the following requirements:

- advising TfNSW of the dates when the detector loops will be impacted 5 days prior to works;
- the contractor providing assurances that traffic loops at traffic signals are re-connected without delay once the work is finalised
- reinstating any impacted traffic signal detector loops within 48 hours of being impacted;
- consulting with Transport Integration at least 10 days prior to the establishment of Work Area 2 to confirm Bus Zone changes;
- 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 TCO and/or TMC and/or TfNSW issue that eventuates during the works

Regards, Carl

Discipline:

Design Series:

Design Lots:

Location:

Could not load the image.

## LWC General Correspondence

Reference No: Project Title: Contract No: Sub Contract: Orig Ref No: DLM:	SMCSWLWC-RMS-LWC-GEN-000049 Sydney Metro City & Southwest - LWC, TS LWC - Line Wide Contracts -	SOM
Date:	24 November 2020, 08:25 AM	Response required by:
From:	Quac Minh LA (Roads and Maritime Servi	ces (part of TfNSW division))
То:	Susan Dai (Systems Connect)	
Cc:	Chris Berg (Sydney Metro); Ken Hind (S Metro); Phil Brogan (Sydney Metro); Gan Metro); Deepak Shahani (Sydney Metro) Coordination Office); Carl Mella (Roads a Hugh Chapman (Sydney Metro); Ali Fani Hayden Wright (Sydney Metro); Transmit (Systems Connect); Mark Marriott (Sydney Kirimaru Friscan (Systems Connect); LW Mathew Johnston (Systems Connect); M Connect); Tofiga Tuaopepe (Sydney Metro	ydney Metro) ; JOSE ARGUETADOMINGUEZ (Sydney ry Hitchcox (Sydney Metro) ; Nathan Hoffmeister (Sydney ; Errol Pather (Sydney Metro) ; Jake Coles (Sydney ind Maritime Services (part of TfNSW division)) ; ad (Sydney Metro) ; Oscar Wang (Sydney Metro) ; tal SM OpenAccess (Sydney Metro) ; Mathew Billings ey Metro) ; Jill Downing (Systems Connect) ; C Systems Connect Transfer (Systems Connect) ; ong Sim (Systems Connect) ; John Grant (Systems ro)
Subject:	Construction Traffic Management Plan (former RMS) approval	- Artarmon Substation Bulk Power Supply - TfNSW

Susan,

In response to your transmittal SMCSWLWC-SYC-TX-004101 dated 18/11/20.

Customer Journey Planning (CJP) and TfNSW Greater Sydney Planning & Programs (GS P&P) have reviewed the updated 'LWW Artarmon Bulk Power Supply Works – Rev C'.

CJP has advised of their endorsement of the revised submission.

Accordingly, TfNSW GS P&P is satisfied to adopt 'SMCSWLWC-SYC-ATS-TF-PLN-005087.C.RVW.C.01' as the approved CTMP, with all previous 'Conditions of Approval' still being applicable.

regards,

Minh

Discipline:

**Design Series:** 

Design Lots:

Location:

## Artarmon BPS CTMP review tracker

No.	Date	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUM ENT REF <sup>*</sup>	DEED REF <sup>*</sup>	COMMENTS / RESPONSE	Category	COMMENT CATEGORY*	CLOSED OUT	RESPONSE
1	1/10/2020	TfNSW	ML	SMCSWLW C-SYC-ATS TF-PLN- 005087			(Refer TB correspondence on 1 Oct)		LW to provide update as required per the approval conditions.		
2	1/10/2020	SCO	-	SMCSWLW C-SYC-ATS- TF-PLN- 005087			(Refer TB correspondence on 1 Oct)		LW to provide update as required per the approval conditions.		
3	17/09/2020	Metro	CBERG	SMCSWLW C-SYC-ATS- TF-PLN- 005087			Entire document: Please do a check for grammar and the use ofplain english for the wording of the management plan.		Grammatical error checked.		
4	17/09/2020	Metro	CBERG	SMCSWLW C-SYC-ATS- TF-PLN- 005087			Section 2.3: What is the mitigation measure for the impact on the "designated council vehicles parking space in Carlotta Street"?		During work section Carlotta St, it is just for essential traffic that needs to get to Carlotta St. Council vehicle if has an official need to be at Carlotta, the vehicle is to park anywhere within the closed Carlotta St section as required. No special arrangement has been requested by WCC regarding this to date and likely this will not cause any significant inconvenience in the interim.		
5	17/09/2020	Metro	CBERG	SMCSWLW C-SYC-ATS- TF-PLN- 005087	n/a		Section 2.3: CTPM states: 'Carlotta Street Road temporary closure during working hours need to be discussed at the local traffic committee.' - what is the plan for consultation? which traffic committee? Please provide detailsThere is also no mention of this consultation in Section 5.		When a more fixable date is known for the closure, SC will formally inform WCC regarding the work. WCC should then be able to provide the appropriate instruction.		
6	17/09/2020	Metro	CBERG	SMCSWLW C-SYC-ATS- TF-PLN- 005087	n/a		Section 6: This was commented on previously on a different CTMP: There are "Standard Construction Hours" and "Out of hours works", there there is no "Standard out of hours". Please correct accordingly.		Section 6 revised.		
7	17/09/2020	Metro	KHIND	SMCSWLW C-SYC-ATS- TF-PLN- 005087	2.3		If the cycle route is along Clarendon St, why is this impacted by the works. Is Carlotta St a designated cycle route as well (as indicated in Section 3.2)? If the cycle volume is minimal, then it can't be none.		4th paragraph - Clarendon St should be read as Carlotta St.It is corrected to Carlotta St in Rev 0.		

8	23/09/2020	Metro	KHIND	SMCSWLW C-SYC-ATS TF-PLN- 005087	2.3		Fifth paragraph would be better described as: 'Carlotta St is potentially an alternate route for ambulances accessing Reserve Road from the Pacific Highway if the designated route along Campbell Road has long traffic queues on the Pacific Highway.' NSW Ambulance would be the appropriate organisation to advise of the closure. This also needs to be included in Section 3.5	5th paragraph is revised.	
9	23/09/2020	Metro	KHIND	SMCSWLW C-SYC-ATS TF-PLN- 005087	2.3		There is also a Loading Zone and on-street parking that will need to be closed during the works which will need to be discussed and approved by council. the temporary closure will need to be approved by council, through the local traffic committee.	Noted. The overall work was presented to WCC on 8 Sep. A separate coordination with WCC will be needed for these items.	
10	23/09/2020	Metro	KHIND	SMCSWLW C-SYC-ATS TF-PLN- 005087	2.4		There appears to be at least two driveways that will be impacted by the works (No. 90 & 92)	Agree there are 2 driveways on Area 3. The paragraph is rephrased.	
11	23/09/2020	Metro	KHIND	SMCSWLW C-SYC-ATS TF-PLN- 005087	2.5		The removal of the traffic signal detectors in Reserve Road will need to be agreed with Network Operations in order for traffic signal operations to be adjusted for the loss of the detectors and until they can be reinstated by an accredited contractor.	Noted. Details of the work will be relayed to Network Operations for detailed discussion in due course.	
12	23/09/2020	Metro	KHIND	SMCSWLW C-SYC-ATS TF-PLN- 005087	2.6		As Curry Lane is one way westbound (access only from Reserve Road) it needs to be assessed if night time access for garbage collection or other purposes is required during the period that the excavation is occurring across the entrance. This would need to be discussed with all businesses along the lane.	Noted. Operational details will be coordinated with WCC and the business at a later date towards construction.	
13	23/09/2020	Metro	KHIND	SMCSWLW C-SYC-ATS TF-PLN- 005087	3.1		Parking along the section of the work will be closed on both sides of the road. This includes a Bus Zone, Loading Zone and general parking. Section 2.3 also proposes that the work be carried out during the day whereas this section indicates during the night. Please clarify.	Section 3.1 covers the parking in general. Reserve Road work is planned for night work and only Carlotta Street is during the day. The section is rephrased for better clarity.	
14	26/10/2020	WCC	-	-	-	-	(no comments to date)	(An on-going coordination with WCC will still be required during the course of construction).	
15	17/11/2020	Metro	CBERG	SMCSWLW C-SYC-ATS TF-PLN- 005087	Rev B		This should be included in the report, instead just stating: "to be discussed at the local traffic committee." [refering to Section 2.3 or Item # 5]	Section 2.3 rephrased to include the necessary details.	

#### Sim, Mong

From: Sont:	Adrian Prichard <aprichard@transitsystems.com.au></aprichard@transitsystems.com.au>
To:	Glenn Burbridge; Sim, Mong; Tang, James; elizabeth.harrison@transport.nsw.gov.au;
Cc: Subject:	Cliff Holden; Darren Durkan bushara_gidies@sta.nsw.gov.au Re: Carlota St layover

CAUTION: This email originated from outside of the Organisation.

Hi Glenn

Thankyou for your earlier phone call. TSW raise no objections.

Regards

### **Adrian Prichard**

#### **Network Planner**

T: (02) 8778 5889 M: 0490 121 539

E: APrichard@transitsystems.com.au

A: Lot 2 Airfield Drive, LEN WATERS ESTATE NSW 2171



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From: Glenn Burbridge <glenn@roadandrailexcavations.com.au> Sent: Tuesday, May 25, 2021 12:13 PM

**To:** Adrian Prichard <APrichard@transitsystems.com.au>; Sim, Mong <Mong.Sim@sclww.com.au>; Tang, James <James.Tang@sclww.com.au>; elizabeth.harrison@transport.nsw.gov.au

<elizabeth.harrison@transport.nsw.gov.au>; Cliff Holden <cliff@roadandrailexcavations.com.au>; Darren Durkan <Darren@roadandrailexcavations.com.au>

Cc: bushara\_gidies@sta.nsw.gov.au <bushara\_gidies@sta.nsw.gov.au>

Subject: Carlota St layover

#### Hi Adrian.

Thanks for you time on the phone. As discussed, Road and Rail will accommodate the layer over as best possible prior to 1000am on Carlotta St however, after 10am if safety issues arise, we will call network operations to arrange and alternative area. As of the 6<sup>th</sup> of June, the layover will move to Campbell St for approximately 1 month. Bus Zone Signage will be installed prior to its use. A VMS will be installed today 25/6/2021 notifying the public of the changes to the parking arrangements.

```
Kind regards,
```



- **P** 0405800793
- E glenn@roadandrailexcavations.com.au
- A 2/17 Mount Erin Road, Campbelltown NSW 2560
- W www.roadandrailexcavations.com.au

#### Sim, Mong

From:	Frankie Passarelli <frankie.passarelli@transport.nsw.gov.au></frankie.passarelli@transport.nsw.gov.au>
Sent:	Monday, 10 May 2021 3:58 PM
То:	Sim, Mong; Rabih Bekdache
Cc:	Elizabeth Harrison; Egwin Herbert; Tang, James; Adrian Prichard
Subject:	RE: working at Carlotta St
Attachments:	Sketch of the work area at Carlotta St near bus zone.pdf; PART 2-L1.pdf

CAUTION: This email originated from outside of the Organisation.

Rabih,

Please see email form Mong.

Please review with Adrian to provided advice on behalf of Transport integration on what is required to support works.

Regards, Frankie Passarelli A/ Director Customer Operations Transport Planning Project Manager Customer Journey Planning - Transport Integration Greater Sydney | Transport for NSW

E: <u>Frankie.PASSARELLI@transport.nsw.gov.au</u> T: 0447 174 312

231 Elizabeth St | Sydney NSW 2000



From: Sim, Mong [mailto:Mong.Sim@sclww.com.au]
Sent: Monday, 10 May 2021 3:50 PM
To: Frankie Passarelli <Frankie.PASSARELLI@transport.nsw.gov.au>
Cc: Elizabeth Harrison <Elizabeth.Harrison@transport.nsw.gov.au>; Egwin Herbert
<Egwin\_Herbert@sta.nsw.gov.au>; Tang, James <James.Tang@sclww.com.au>
Subject: working at Carlotta St

**CAUTION**: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Hi Frank,

Investigation work by potholing for the new 33kV Metro trench will begin in Carlotta St (Artarmon) soon by end of May 2021 (exact date to be confirmed).

During the potholing work, Carlotta St will be closed between 10am to 3pm during the day. We expect these potholing work should take 3 - 4 days to complete.

The bus zone at Carlotta St during that work day will be impacted as the left turn in Carlotta St from Reserve Road will not be available.

Please could you advise if there is an alternative bus zone whilst the investigation work is happening or if there is lower usage time slot at the bus zone? We will be out of there by 3pm. We could probably allow the buses to enter when the pot hole further away from the Reserve Road intersection.

Attached are sketch of the potholing area and TCPs.

Once the early potholing work are completed and verified the site conditions, during the actual work trenching work, the bus zone will need a temporary relocation. This is expected to be from July/Aug 2021.

Regards

#### Mong Sim

Project Engineer - Systems Connect Sydney Metro City & Southwest Line-wide Works



Levels 1 116 Miller Street, North Sydney, NSW 2060, Australia T M 0448 378 883 E Mong.Sim@sclww.com.au

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