

# **Construction Traffic Management Plan**

# **Blues Point Site Operations**

# Line-wide Works Contract Sydney Metro City & Southwest

Document Approval	
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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.
В	16 Dec 2020	Mong Sim	Jason Bitmanis	Simon Tibbett	Scott Hunter	SM and NSC comments.
С	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.
1	10 June 2021	M Billings	Mong Sim	Simon Tibbett	Scott Hunter	Minor updates.
2	21 Jul 2021	Mong Sim	Jason Bitmanis	Simon Tibbett	Scott Hunter	Adjustment to truck volume.
3	2 Aug 2021	Mong Sim	Jason Bitmanis	Simon Tibbett	Scott Hunter	Proposed road closure plan added.
4	16 Nov 2022	Matt Billings	Mong Sim	Simon Tibbett	Scott Hunter	Egress protocol added
Signa	ture:		18			

### **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 for stakeholder review.
В	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.
С	Response to SM specific workflow spreadsheet (Rev B) was copied to the same row as comments thus it appears 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.
1	Compliance reference correction (1.3). Mitigation Measures Updated (3). Contacts updated (5) Working Hours updated (7). Compliance matrix attached.
2	The demobilisation of Blues Point temporary site requires realistic transportation volume re-evaluation to minimise risk of working beyond the contracutal obligation of the site shed removal date by 18 Dec 2021 and site handover by 31 March 2022. This proposal is co-sanctioned by Sydney Metro. There will be a clear and present risk of work translating beyond the 2 critical dates without the reassessment of the current trucks volume. A soft and broader approach for the timely completion of Blues Point site has included extended working hours on Saturday and Sunday from 17 July 2021. The truck volume re-evaluation process is independent of the Conditions of Approval and remains independent until this CTMP update is approved.
3	Section 7 working hours revised. Table 1 revised to show up to 10 rigid trucks per hour. New TCPs for the closure of Blues Point Road. Restructuring of Section 3 and Section 4.
4	Section 3.1.2 and Table 3 updated to include requirements when leaving site. Access and egress protocol added to Appendix

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#### 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>Turning path,TCP</li> <li>Copy of correspondence</li> <li>Copy of project update notification</li> <li>Proposed parking changes plan</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 from local Council, Transport for NSW, Customer Journey Planning (CJP) 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
- 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 Linewide 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 had 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 were 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 major change to existing traffic conditions to maintain the Blues Point temporary site for logistics use. There will be changed parking conditions, temporary pedestrian diversion and local traffic management near the site compound towards the end of the site demobilisation.



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 for the Blues Point temporary site are for the not limited to delivery and/or removal of shed panels, gantry crane parts and other equipments.

Reinstatement work at the later stage such as backfilling of the retrieval shaft, dismantling of the temporary shed, fencing removal, landscaping will require a standard local area traffic management similar to the stop slow control for large deliveries. During the stage leading to the completion of permanent works, an increase of trucks volume will be expected. The dismantling of the shed is to be completed by 18 December 2021 and the instatement of the site is by 31 March 2022.

The temporary site shed is a critical to have it dismantled by 18 December 2021 per the Conditions of Approval E57.1. Prior to the dismantling of the temporary shed, here are the lists of activities that needs to be completed.

- Track work between Victoria Cross and Barangaroo (completed in July 2021)
- Mechanical and electrical (target completion by September 2021)
- Civil, lining and shaft propping concrete work (target completion by October 2021)
- Backfilling of the vertical shaft (target completion by November 2021).
- Shed dismantling (target completion by 18 December 2021)
- Capping beam break back, site concrete slab breaking, hoarding removal (completed by Feb 2022)
- Reinstating the site to original ground level (completed by March 2022)

Activities	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22
M and E work completion at Blues Point	х	х	х						
Remaining shaft civil works		х	х	х					
Backfill the vertical shaft - 6500m <sup>3</sup>			x	x					
Shed removal					х	х	x		
Hoarding removal							x		
Capping beam removal, concrete removal							x	х	х
Reinstate the surface from the edge of water to top of Henry Lawson Ave - 3500m <sup>3</sup>							x	x	x
Completion									x

#### Table 1. Work program (subject to change)

These activities are "*start to finish*" and have no opportunity to have multiple starts of the next activity without the completion of prior activity (ie can't remove the shed until the vertical shaft is backfilled and can't remove the hoarding until surface reinstatement is to surface level etc).

The Project has identified the current hourly heavy construction vehicles currently capped at 2 trucks per hpur from (7am to 10am and 2pm to 6pm); and 4 trucks per hour from 10am to 2pm is not sustainable and will be bound to repeated non-compliance breaches if those number were not reassessed in line with aim to derisk operations beyond the completion date.

The Project proactively identified trucks movement practically needs an increase of minimum of 8 movements per hour (max of 10 movements) from standard working hours from July 2021 to achieve completion to avoid non-compliance in terms allowable volume from the *Sydney Metro City and Southwest Chatswood to Sydenham Environmental Impact Report dated May 2016 - EIS report on May 2016 – Technical Paper 1: Traffic and Transport.* The request for the increased trucks movement early on from the current till completion date is an initiative and sensible approach to avoid overly saturated the area with trucks and work activities in the later stage. There has been already a broader approach by increasing the working hours on weekends to ensure reaching the completion milestone in the set time.

#### 3. Traffic and Transport Management

#### 3.1 Blues Point Road local traffic management

#### 3.1.1 Current to July 2021

Traffic controllers will typically 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 within the Blues Point work site boundary.

#### 3.1.2 August 2021 to March 2022

The increased trucks movement is manageable by the combination of the following protocols:

- Truck marshalling area at the existing bus layover area locxated at Cahill Expressway towards Alfred Street exit as required for any larger volume of trucks on certain work days
- Temporary closure of Blues Point Road south of Henry Lawson Avenue for approximately 3 months from August 2021 as a work site will able to accept increased arriving trucks
- Temporary implementation of a Works Zone approximately near the site gate to allow work trucks to be unloaded as required until the approval of the temporary closure of Blues Point Road
- Trucks booking by truck management software (Veyor or similar) by allocating arrival times the best possible.
- Raise awareness of the work site to locals from a community perspective and/or keeping regular updates of the work progress as required
- All trucks are not to park anywhere along Blues Point Road, when approaching or upon leaving the Project site, except as required by traffic control.

Tir	ne	Blues Point		
From	То	Light (Arrival Only)	Heavy	Max Heavy
7	8	10	<del>2</del> 10	4
8	9	2	<del>2</del> 10	4
9	10	2	<del>2</del> 10	4
10	11	10	4 10	6
11	12	10	4 10	6
12	13	10	4 10	6
13	14	10	4 10	6
14	15	10	4 10	6
15	16	10	<del>2</del> 10	4
16	17	2	<del>2</del> 10	4
17	18	2	<del>2</del> 10	4
18	19	<del>0</del> 2	<del>0</del> 10	0
19	20	<del>0</del> 2	<del>0</del> 10	1
20	21	<del>0</del> 2	<del>0</del> 10	1
21	22	<del>0</del> 2	<del>0</del> 10	1
<u>22</u>	<u>23</u>	<del>0</del> 2	θ	1
<u>23</u>	<del>2</del> 4	<del>0</del> 2	θ	1
0	1	<del>0</del> 2	θ	1
1	2	<del>0</del> 2	θ	1
2	3	02	θ	1
3	4	<del>0</del> 2	θ	1
4	5	<del>0</del> 2	θ	1
5	6	<del>0</del> 2	θ	1
6	7	<del>0</del> 2	θ	1

\*Proposed volume to completion from July 2021 to March 2022

Table 2 – Proposed practical volume to reach completion by March 2022 (max of 10 per hour).

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The volume on Table 2 and Figure 5 is subject to change if additional volume is deemed required, with approval.

Scheduling of delivery of materials to Blues Point site acknowleges the community impact and the sensitivity of the area whilst maintaining the required delivery commitment. Mitigation measures for construction vehicles movement potential issues are shown Table 3 below:

Potential construction vehicle issues	Mitigation and/or Justification
Volume of trucks going to the site	<ul> <li>CSSI 7400 Mod 8 CoA E48.2 limits heavy vehicle deliveries to the site to between 7am and 10pm. A Community Engagement Plan will be implemented and include information on vehicle movements and traffic management at the site.</li> <li>A layover area at on the left of Cahill Expressway towards Alfred Street exit to be considered for trucks marshalling as required on larger volume of trucks. A coordinated control number of trucks onto Blues Point Road without over saturating Blues Point Road especially towards the end of Blues Point Road.</li> </ul>
Noise	<ul> <li>Trucks to limit compression braking when approaching the site. Trucks to be mechanically sound. Heavy vehicle will not travel along Blues Point Road, between the Pacific highway and blues point site, between 10pm and 7am * CoA E48.2 refers.</li> <li>Heavy vehicle movement modelled in Construction Noise Vibration Impact Statement (CNVIS)</li> </ul>
Parking and waiting	• Trucks are not to park nor wait along Blues Point Road or at any local roads in the area other than designated works zone/area that is proposed. All vehicles will adhere to all applicable road rules. For blues point Road this requirement applies both when approaching the Project site and and after leaving the project site

Table 3 – Mitigation measures



Figure 6 – Works Zone proposal to accommodate trucks to the Blues Point site as a minimum measure before the peak of activities from late August 2021. This option is not required if Proposed Plan on Figure 7 is could be implemented by late August 2021.



Figure 7 – Proposed Blues Point Road closure (Option A). From August 2021 till November 2021. Refer to Appendix D.



Figure 8 – Proposed Blues Point Road closure (Option B). From September 2021 till November 2021. Up to 6 parking spaces could potentially be returned to the community. Refer to Appendix D.

The implementation of the Blues Point Road temporary closure will incur a loss of 27 parking spaces. There are no feasible areas in the viccinity that could offer alternative parking. As the work made progress a possible return of up to 6 parking spaces to the community as shown on Figure 8. The closure is estimated for approximately 3 months.

North Sydney council maintenance crew access the Blues Point Reserve for maintenance will be through the construction site and this could be coordinated between North Sydney Council and Systems Connect during the closure including out of hours or emergency access. The reinstatement of the Blues Point site to its pre-existing conditions is priority to the community by the date agreed.



Figure 9 – Diagramatic view of the work site within the closed section of Blues Point Road

#### 4. Traffic and Transport Management

#### 4.1 Pedestrian

Pedestrian changes are expected depending on the stages of the work. Pedestrian changes are not significant as pedestrian routes are not cut off.

#### 4.1.1 Current to August 2021

No changes to the existing pedestrian path. Pedestrian may be required to hold their position for a short period such as during an intermittent oversized trucks maneuvre.

#### 4.1.2 From August 2021 to November 2021

Pedestrian path on the eastern side of Blues Point Road will be closed and pedestrians diverted to the opposite footpath during the proposed closure of Blues Point Road south of Henry Lawson Avenue. Pedestrian path as shown on Figure 7 and 8. A 2.4m wide path will be available on the western side. Parkings within the area will be temporarily not available. A site arrangement plan is shown on Figure 9 for information.

#### 4.1.3 From November 2021 to December 2021

Pedestrian path on Henry Lawson Avenue will be temporarily diverted onto Henry Lawson Avenue behind safety barrier during the shed removal stage. Pedestrian on Blues Point Road eastern footpath to be diverted to the existing parking areas during the shed dismantiling. Pedestrian path as shown on Figure 10.



Figure 10 – Pedestrian plan during the shed removal Dec 2021 and during capping beam demolition at later stage. (Refer to Appendix D for additional information)

#### 4.2 Business / Resident Access

There is no impact to business nor resident access. The section of Blues Point Road south of the Henry Lawson Avenue which does not any business or residential driveways. Community notification for any scheduled work will be made available to residents in advance.

#### **4.3 Bus Operations**

During the shed dismantling work and capping demolition work, the existing bus stop (ID # 206037) at Henry Lawson Avenue would need to be temporarily relocated due to the close proximity of the removal work. Diagram below refers.



Figure 9 – Pedestrian plan during the shed removal (Refer to Appendix D for additional information)

#### 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 stakeholders contacts below for the overall integration of the CTMP.

Name	Role	Contact Details
Carl Mella	Transport for NSW – Integration Leader	0429 505 970
Jake Coles	Customer Journer Planning - Operations Manager – CBD	0466 454 819
Stephen Brown	Customer Journer Planning - Precinct Project Manager	0457 809 028
Garry Hitchcox	Senior Manager Transport Planning Advisory	0466 492 831
Michaela Kemp	North Sydney Council – Traffic & Transport Team Leader	9936 8243
Mathew Billings	Systems Connect – Environment & Sustainability Manager	0428 781 599
Simon Tibbett	Systems Connect – Project Manager	0457 761 648
John Takos	Systems Connect – Safety Manager	0418 285 373
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
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.

ΤοοΙ	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 Systems Connect website including information about traffic changes, and executive summaries of publicly available reports relating to the project activities.	As required

The list 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 are per the table below. Some activities are also permitted to occure outside of standard hours at the Blues point temporary site. Detials of working hours are set out below if applicable.

CoA/EPL Condition	Construction Hours/Limitations			
Standard construction hours CSSI 7400 CoA E36	Monday to Friday: Saturdays: Sundays & Public Holidays:	7am – 6pm 8am to 1pm No work		
Standard Construction Hours	Monday to Friday:	7am – 6pm		
COVID-19 Development—Infrastructure Construction Work Days No. 2	Saturdays:	7am to 6pm Heavy vehicle movement on Blues point road restricted to between 8am and 6pm on Saturdays		
	Sundays:	7am to 6pm Heavy vehicle movement on Blues point road restricted to between 9am and 5pm on Sundays		
	& Public Holidays	No works		
Activities outside of standard hours				
CSSI 7400 CoA E48 and EPL 21423 Condition L4.8 (a)	Notwithstanding Condition E36 and subject to Condition E47, the following activities may be undertaken 24 hours per day, seven (7) days per week: station and tunnel fit out work within an acoustic enclosure; and haulage and delivery of spoil and materials.			
CSSI 7400 CoA E48.2 EPL 21423 Condition L4.8 (b) and (c)	<ul> <li>Heavy vehicle deliveries to the Blues Point temporary site are only permitted between 7am and 10 pm except were permitted otherwise through an EPL or where oversized vehicle movement is directed by the NSW police and/or Transport for NSW at other times</li> <li>b) Heavy vehicle deliveries excluding between 10pm and 7am except were permitted through another condition of the License:and</li> <li>c) Light Vehicles</li> </ul>			

Note\*In response to the COVID-19 pandemic, the standard construction hours have been extended in accordance with the Environmental Planning and Assessment (COVID-19 Development—Infrastructure Construction Work Days No. 2) Order 2020 for the limited period as nominated by the Minister of Planning and Public Spaces.

In consideration of the Order, the standard construction hours for the COVID-19 special period are:

1. 7:00am to 6:00pm, Mondays to Fridays; and

2. 7:00am to 6:00pm on Saturdays and Sundays, or public holidays (with limited construction activities permitted i.e. no rock breaking, rock hammering, sheet piling, pile driving or similar activities).

#### 8. Manage Emergencies

Systems Connect acknowledges 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



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9

ISSUE STATUS	SHEET No.	ISSUE	
	1 of 1	0	

Appendix B. TCPs (current till August 2021)



		~
Miller St (Blues Point Rd) SH	EE.	Т
Blues Point - 18.68m semi turning check - Pacific Hwy to		

ISSUE STATUS	SHEET No.	ISSUE
	1 of 1	0



		SCALES ON A3 SIZE DRAWING		DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	
3.00	14.63				DRAWN	M.SIM	5/11/20	
	9.50				DRG CHECK	M.SIM	5/11/20	
	0000				DESIGN			
1.46 4.20					DESIGN CHECK			PREPARED FOR
Quad Axle	meters	CO-ORDINATE SYSTEM	HEIGHT DATUM	-	TRAFFIC MNGR			Systems Connect
Tractor Width Trailer Width	: 2.50 Lock to Lock Time : 6.0 : 2.50 Steering Angle : 23.0	MGA ZONE 56	AHD					
Tractor Track	: 2.50 Articulating Angle : 70.0							1



2.20 6.85 SU TRUCK	jor-
Width Track Lock to Lock Time Steering Angle	meters 2.50 2.50 6.0 36.6

0-ORDINATE SYSTEM	HEIGHT DATUM
IGA ZONE 56	AHD

	DATE	IAIVIE	
	15/12/20	A.SIM	
	15/12/20	A.SIM	
PREPARED FOR			
Systems Connect			act
Systems Connect			ECI



4	
40	
35	
30	
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20	
15	

2.20 6.85 SU TRUCK	jort
	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

/IGA ZONE 56	AHD

	M SIM		
	NAME	DATE	
N	M.SIM	19/2/21	
HECK	M.SIM	19/2/21	
N			
N CHECK			PREPARED FOR
IC MNGR			Systems Connect
			Oystems Connect





<b>†</b>	Traffic co location

		PWZTN
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STEM	HEIGHT DATUM	
6	AHD	

Mong Sim. PWZTMP Card # 0052317834
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OT DATE / TIME	PLOT M SI	вү М	CLIENT
ΊΕ	NAME	DATE	
AWN	M.SIM	5/11/20	
G CHECK	M.SIM	5/11/20	
SIGN			
SIGN CHECK			PREPARED FOR
AFFIC MNGR			Systems Connect
			Systems Connect
			1

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Appendix C. Correspondence (attached as required)

Could not load the image.

# LWC General Correspondence

Reference No:	SMCSWLWC-RMS-LWC-GEN-000055	
Project Title:	Sydney Metro City & Southwest - LWC, TS	DM
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 Service	es (part of TfNSW division))
То:	Susan Dai (Systems Connect)	
Cc:	Chris Berg (Sydney Metro); Ken Hind (Sy ; Phil Brogan (Sydney Metro); Nathan Hol Errol Pather (Sydney Metro); Jake Coles Maritime Services (part of TfNSW division) Metro); Oscar Wang (Sydney Metro); Ste (Sydney Metro); Transmittal SM OpenAcco Mark Marriott (Sydney Metro); Jill Downin LWC Systems Connect Transfer (Systems (Systems Connect); John Grant (Systems	dney Metro) ; JOSE ARGUETADOMINGUEZ (Sydney Metro) fmeister (Sydney Metro) ; Deepak Shahani (Sydney Metro) ; (Sydney Coordination Office) ; Carl Mella (Roads and ; Hugh Chapman (Sydney Metro) ; Ali Faniad (Sydney ve Brown (Sydney Coordination Office) ; Hayden Wright ess (Sydney Metro) ; Mathew Billings (Systems Connect) ; g (Systems Connect) ; Kirimaru Friscan (Systems Connect) ; Connect) ; Mathew Johnston (Systems Connect) ; Mong Sim Connect)
Subject:	Construction Traffic Management Plan - RMS) approval	Blues Point Site Operations - Rev C - TfNSW (former

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:** 

**Design Lots:** 

Location:

Discipline:

# Blues Point Temp Site CTMP

No.	СТМР	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT	RESPONSE
1	10/11/2020	TfNSW	СМ				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	КН		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 t attached turn verification for a 12.5m rigid truck for information.[Refer to additional response in item 16].		
4	25/11/2020	Metro	СВ		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	СВ		SMCSWLWC-SYC-CSW-TF- BPS-005688		page 9: define 'M&E"	M & E is defined as mechanical and electrical.		
6	25/11/2020	Metro	СВ		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	t Content revised where deemed required.		
7	25/11/2020	Metro	СВ		SMCSWLWC-SYC-CSW-TF- BPS-005688		3.1, second para: Does "latest modified EIS allowance" refer to Mod 8? if so, this should becorrectly referrenced.	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	СВ		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	МК	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 workshould 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 setout by the CSSI 7400 Mod 8.		
10	27/11/2020	NSC	МК	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 movementsand noise, and general traffic along Blues Point Road. Council isconcerned 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	МК	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	МК	2.	Impact on parking – 1 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	мк	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	МК	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	СВ	Rev B		No Comments	(no action)	
16	15/02/2021	SM	кн	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 maneuvre 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 contoller/spotter will be required to assist.	
17	15/02/2021	SM	СВ	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	СВ	Rev B		There are still spelling mistakes and gramatical errors throughout the document.	Noted. Spell checks completed.	

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# LWC General Correspondence

Reference No: Project Title: Contract No: Sub Contract: Orig Ref No: DLM:	SMCSWLWC-RMS-LWC-GEN-000048 Sydney Metro City & Southwest - LWC, TSC LWC - Line Wide Contracts -	Ж
Date:	23 November 2020, 04:21 PM	Response required by:
From:	Quac Minh LA (Roads and Maritime Service	es (part of TfNSW division))
То:	Susan Dai (Systems Connect)	
Cc:	Chris Berg (Sydney Metro); Ken Hind (Syd Metro); Phil Brogan (Sydney Metro); Garry Metro); Deepak Shahani (Sydney Metro); Coordination Office); Carl Mella (Roads and Hugh Chapman (Sydney Metro); Ali Faniac Steve Brown (Sydney Coordination Office) OpenAccess (Sydney Metro); Mathew Billin Jill Downing (Systems Connect); Kirimaru I Transfer (Systems Connect); Mathew John ; John Grant (Systems Connect); Tofiga Tu	Iney Metro); JOSE ARGUETADOMINGUEZ (Sydney / Hitchcox (Sydney Metro); Nathan Hoffmeister (Sydney Errol Pather (Sydney Metro); Jake Coles (Sydney d Maritime Services (part of TfNSW division)); i (Sydney Metro); Oscar Wang (Sydney Metro); ; Hayden Wright (Sydney Metro); Transmittal SM ngs (Systems Connect); Mark Marriott (Sydney Metro); Friscan (Systems Connect); LWC Systems Connect iston (Systems Connect); Mong Sim (Systems Connect) aopepe (Sydney Metro)
Subject:	Construction Traffic Management Plan - E approval	Blues Point Site Operations - TfNSW (former RMS)

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:

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# LWC General Correspondence

Reference No:	SMCSWLWC-RMS-LWC-GEN-000052	
Project Title:	Sydney Metro City & Southwest - LWC, TS	OM
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 Servi	ces (part of TfNSW division))
То:	Susan Dai (Systems Connect)	
Cc:	Chris Berg (Sydney Metro); Ken Hind (S ; Phil Brogan (Sydney Metro); Garry Hitch Deepak Shahani (Sydney Metro); Errol P Office); Carl Mella (Roads and Maritime S Metro); Ali Faniad (Sydney Metro); Osca Office); Hayden Wright (Sydney Metro); (Systems Connect); Mark Marriott (Sydne (Systems Connect); LWC Systems Conne Connect); Mong Sim (Systems Connect) Metro)	ydney Metro) ; JOSE ARGUETADOMINGUEZ (Sydney Metro) hcox (Sydney Metro) ; Nathan Hoffmeister (Sydney Metro) ; ather (Sydney Metro) ; Jake Coles (Sydney Coordination Services (part of TfNSW division)) ; Hugh Chapman (Sydney r Wang (Sydney Metro) ; Steve Brown (Sydney Coordination Transmittal SM OpenAccess (Sydney Metro) ; Mathew Billings by Metro) ; Jill Downing (Systems Connect) ; Kirimaru Friscan ct Transfer (Systems Connect) ; Mathew Johnston (Systems ; John Grant (Systems Connect) ; Tofiga Tuaopepe (Sydney
Subject:	Construction Traffic Management Plan - RMS) approval	Blues Point Site Operations - Rev B - TfNSW (former

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

Discipline:

**Design Series:** 

Design Lots:

Location:



# COMMENTS REGISTERReport Name:Sydney Metro City & Southwest - Line-wide Works Contract - Construction Traffic Management Plan – Blues Point Site OperationsAuthor:Systems ConnectVersion:A (10 Nov 2020)Date:27/11/20

Section	lssue	Stakeholder Comment	Response
NORTH SYDI	IEY COUNCIL		
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 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.	
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.	



Section	Issue	Stakeholder Comment	Response
		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.	
2.1	Temporary driveway access	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 <u>Infrastructure Specifications</u> .	
		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.	
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 6 weeks for approval and installation).	
		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)	
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	

Sydney Metro Line-wide Works Contract – Construction Traffic Management Plan – Blues Point Site Operations – Nov 2020

#### **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. <sup>(n/a)</sup>
- 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 to the satisfaction of Council's Parks and Gardens Supervisor.
- 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 <u>Infrastructure Specifications</u>. (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)
- 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)
- 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. <sup>(n/a)</sup>
- 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)

Sydney Metro Line-wide Works Contract – Construction Traffic Management Plan – Blues Point Site Operations – Nov 2020

- 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 <u>four weeks</u> prior to any proposed works. <sup>(noted)</sup>
- 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. <sup>(n/a)</sup>
- 26. A traffic route map and conditions are to be made available to truck drivers engaged for this development. <sup>(designated route on CTMP)</sup>
- 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. <sup>(Details from tracking program)</sup>
- 28. Repeated failure to comply with these conditions will result in removal of any Work Zone under notice. <sup>(note only)</sup>
- 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.

CTMP E Item	lues Point Desc.	Comments	Complianc
E75	The CSSI must be designed, constructed and operated with the objective of integrating with existing and proposed road and related transport networks and mimising adverse changes to the safety, efficiency and, accessibility of the networks, and facilitate an improved level of service in relation to permanent and operational changes. Detailed design and assessment of related traffic, parking, pedestruan and cycle accessibility impacts and changes shall be undertaken:	Not applicable as Blues Point work site is short term and is a temporary setup mainly for the tunnel boring machine extraction.	n/a
E75(a)	in consultation with, and to the reasonable requirements of the Traffic and Transport Liaison Group(s) established under Condition E77;	Refer to E81. Also referring to design stage.	n/a
E75(b)	in consideration of existing and future demand, connectivity (in relation to permanent changes), performance and safety requirements;	The Blues Point temporary site does not involve any changes to existing road conditions.	n/a
E75(c)	to minimise and manage local area traffic impacts;	Construction traffic is managed via time and volume restrictiction on the environmental planning approval.	Y
E75(d)	to ensure access is maintained to property and infrastructure; and	The site is not directly blocking any driveways.	n/a
575(o)	to meet relevant design, engineering and sarety guidelines, including Adstroads, Adstrainan standards, and KWS (KTA) requirements.	reminder to ensure latest requirements and standards are considered in the	n/n
E75	Copies of civil, structural and traffic signal design plans shall be submitted to the Relevant Road Authority for consultation before	Not applicable.	- /-
E76	The commercement of the relevant works. Permanent road works, including workslar access, signalised intersection works, and works relating to pedestrians, cyclists, and public transport users must be subject to aletey 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 Secretary upon request.	EPG refers to permanent work. Ausroads' Guide to Road Safety Part 6: Road Safety Audit has published". Great effort has been taken by road authorities to provide adquates adely by the development of worksite safety manuals and roadworks code of practice. It may considered that these practices provide adquates and the safety of the development of worksite practices provide adquates and the safety of the safety and the safety manual and roadworks code of practice. It may considered that these practices provide adquates and and and the safety of the provide practice and add on a safety month the management in may not be provide practices and the site operations does not change from its current operations.	li/d
E79	The Proponent must consult with the Relevant Road Authority regarding the use of any weight restricted road by heavy vehicles.	Oversized permit application if there is any.	n/a Y
E80	i ne Proponent must minimise truck movements during peak periods within commercial centres. Peak periods are Jam to Juam and 4pm to 7pm Monday to Friday.	Lonstruction trains is managed per the environmental planning approval stipulation where and where practically possible. An increase in construction traffic volume is now identified and SM has acknowledged the necessity of the increased and has advised this short term deviation is most suitably managed via CIMP approval process. This reevaluation was discussed on the TCG meaning on 2D Mike 2021 and uncomine TLG.	Y
E81	The Proponent must prepare and implement a Construction Traffic Management Framework (CTMF). The CTMF must be prepared in consultation with TTLG(s) and submitted to the Secretary for approval no later than one (1) month before the commencement of construction (or within any other timeframe agreed with the Secretary). The CTMF will set out the approach to managing issues across the CSSI and include but not be limited to:	Refer to E82.	n/a
E81(a)	construction site access, including the efficient and safe egress and ingress of vehicles, consistent relevant Austroads, Australian Standards and RMS requirements;	Access to Blues Point site is an existing condition. E81 is predominant referring to design stage.	n/a
E81(b)	the erection and maintenance of hoardings, scaffolds and associated structures on roads; short and long term lane and road closures including those associated with plant, crane and other operations between the road	L nanges to pedestrian path, scaffolding erection is available on CTMP Rev 2. Site traffic management is on the CTMP. Further details provided in Rev 2.	Y
E81(d)	reservation and construction site; cumulative construction vehicle management from surrounding developments;	Other major work within the area that is know to date.	Y n/a
E81(e)	bus stop and associated facilities relocation and service rerouting;	Bus stop at Henry Lawson Avenue is identified during the scafolding dismantling stage.	Y
E81(f) E81(g)	short and long term works zones on roads adjacent to the construction site; mail zone and associated facilities relocation;	Work Zone area is identified on CTMP Rev 2. (no mail zone within site)	n/a n/a
E81(h) E81(i)	short and long term works within the road reservation; regulatory, advisory and other signage changes and modifications;	(no work on road reserve) (no changes to existing signages)	n/a n/a
E81(j)	parking management, including on and off street and remote parking and access; heavy vehicle management, the restriction (unless otherwise approved) of heavy vehicles to certain routes and the minimisation of	Refer to E81(f). If additional parking management that is not on CTMP Rev 2, it v Construction traffic is managed via time and volume restrictiction on the	n/a
E81(I)	heavy vehicle traffic in peak traffic periods; special event management;	environmental planning approval. No special event is expected coincide during construction hours.	Y Y
E81(m)	the retention and reinstatement of emergency and property access; the retention of user and passenger safety, including pedestrians, cyclists, public transport users, including at stops and related	(no property access within the site)	n/a
E81(o)	facilities; incident response planning around construction worksites; and	(not applicable) Refer to Section 1.2 and 8 in the CTMP.	n/a Y
E81(p)	monitoring of transport and access related impacts attributable to the CSSI. Construction Traffic Management Plans (CTMPs), consistent with the CEMF and CTMF required in Condition E81, must be prepared	Refer to Section 1.2	Y
E82	for each construction site in consultation with the TTLG(s), and submitted to the RMS for approval following Sydney Coordination Office endorsement before construction commences at the relevant construction site. A copy of any Construction Traffic		
E83	Management Plans approved by the RMS must be submitted to the Secretary for information. Where construction results in a worksning of the matter identified in Condition BE18(-), the Proponent must review the measures identified in the CIMPs in consultation with the TLG(s), as relevant. Any changes to the CIMPs must be submitted to the BMC for ensume the Universe of the Condension EO RMS.	CTMP presented on 25 November 2020 TTLG. This item was identified on Section 1.2. CTMP review and update as required.	Y
E85	News to approval nonwing synthey coordination of the endorsement and implemented. Heavy vehicle haulage must not use local roads unless no feasible alternatives are available. During constraints, more must be implemented to my similar in addressing and which a proper to and parking in the wicinity of	Blues Point site has only one road accessible option via Blues Point Road.	n/a
E86	bonings and afformed provide a Regime Afformative production and vehicular access, and parking arrangements must be developed in boningses and afformed properties. Alternative predestrian and vehicular access, and parking arrangements must be developed in consultation with affected boningses. Such a rangements must be outlined in the Business Management Plan required in Confluence Eds and implemented as required. Adequate signage and directions to boningses must be provided before, and for the duration of, and the such as th	site.	
	any disruption. Details of haulage routes and heavy vehicle sizes to transport material to and from any construction site must be specified in the	Blues Point site is not a mass haul site. A standard construction route is on the	n/a
E88	Construction Traffic Management Plan(s) and be approved by the RMS following endorsement by Sydney Coordination Office and consultation with the TTLG(s).	CTMP.	Y
E89	In the ripophore that and the second se	If there is a requirement for large volume of trucks, the existing bus lay over area at Cahill Expressway next to the Alfred Street exit is proposed as a marshalling area.	n/a
E90	before the commencement of use by such vehicles. Copies of the Road Dilapidation Report must be provided to the Relevant Council within three (3) weeks of completing the surveys and no later than one (1) month before the use of local roads by heavy	Post dilabilities was submitted on 17 New 2020	v
E91	Venices. If damage to roads occurs as a result of construction of CSSI, the Proponent must either (at the landowner's discretion):	E91 is predecessor to E90.	Y
E91(b)	compensate the landowner for the damage so caused. The amount of compensation may be agreed with the landowner, or rectify the damage so as to restore the road to at least the condition it was before construction commenced as identified in the	(applicable only if relates to the work )	n/a
74	Note Displication reports). Ongoing consultation would be carried out with (as relevant to the location) the CBD Coordination Office, Roads and Maritime	(applicable only in relates to the work )	iiya
	and bus operators in order to minimise traffic and transport impacts during construction.	Open communications are established for any major adjustments.	Y
T2	pedestrian, cyclist and public transport safety. Directional isonae and line markine would be used to direct and guide drivers and pedestrians past construction sites and on the	Refer to E76.	Y
Т3	surrounding network. This would be supplemented by Variable Message Signs to advise drivers of potential delays, traffic diversions, speed restrictions, or alternate routes.	Not applicable as no lane realignment.	n/a
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.	Reporting of the incident only.	Y
T5	The community would be notified in advance of proposed road and pedestrian network changes through media channels and other appropriate forms of community liaison.	On going community notification process.	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.		
T8	or, on occasions, police presence. Access to existing properties and buildings would be maintained in consultation with property owners.	Not applicable to this site. This site does not block any access.	n/a n/a
T9	All trucks would enter and exit construction sites in a forward gear, where feasible and reasonable. For special events that require specific traffic measures, those measures would be developed in consultation the CBD Coordination	Noted. Refer to E81.	Y
T11	Office (for relevant locations), Roads and Maritime Services, Barangaroo Delivery Authority (for relevant locations) and the organisers of the event.		Y
	Construction sites would be managed to minimise construction staff parking on surrounding streets. The following measures would be implemented:	Workers are to park inside the compound or adopt the recommended options provided.	
T12	Encouraging stati do use public di active transport		
	Provision of alternative parking including and shall be distributed by transfers where feasible and reasonable.		
740	Transport for NSW Would Work with local councils to minimise adverse impacts of construction on parking and other keroside use in local streets, such as loading zones, bus zones, taxi zones and coach zones.	Perfor to E90 and E91/I)	Y
T14	Construction site traffic immediately around construction sites would be managed to minimise movements through school zones during nick un and drop off times	Construction traffic is managed via time and volume restrictiction on the environmental planning approval where practically possible. Refer to E80	Y Y
T19	Where existing parking is removed to facilitate construction activities, alternative parking facilities would be provided where feasible and reasonable.	Where feasible and reasonable.	Y
T21	The potential combined impact of trucks from multiple construction sites would be further considered during the development of Construction Traffic Management Plans.	Blues Point site is a stand alone site . No immediate sites in the area that will cause a combined effects.	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		
BI1	consultation with the relevant local council. Specific consultation would be carried out with businesses potentially impacted during construction. Consultation would aim to	(refer to road dilapidation report on E90).	Y
B12	identify and develop measures to manage the specific construction impacts for individual businesses. A business impact risk register would be developed to identify, rate and manage the specific construction impacts for individual businesses.	Blues Point Road at the perimeter the site is not zoned as commercial area.	n/a n/a
BI3	Appropriate signage would be provided around construction sites to provide visibility to retained businesses.	Blues Point Road at the perimeter the site is not zoned as commercial area.	n/a
	Transport for HSW would intallage and user output the Interface with projects under construction at the same time. Co-ordination and consultation with the following stakeholders would occur, where required: -CBD Coordination Office Department of Planning and Environment. Books and Martines Conders Content of the New York Content of the Content of Planning and Environment. Books and Martines Content of the New York Content of the Content of the New York Content of the Content of the New York Content of		
	Willoughby Council -North Sydney Council -City of Sydney Council -Marrickville Council -Sydney Mater -Yort Authority of NSW - Willoughby Council -North Sydney Council -City of Sydney Council -Marrickville Council -Sydney Motorways Corporation - Branaparton Delivery Authority: - Emergency experience - Italitis annulates - Construction extractors - Construction -		
CU1	consultation with these stakeholders would include: -Provision of regular updates to the detailed construction program, construction sites and half or nucles -Identification of key notential conflict indinities with other construction provider. Developing		
	mitigation strategies in order to manage conflicts. Depending on the nature of the conflict, this could involve: -Adjustments to the Sydney Metro construction program, work activities or hall routes; or adjustments to the non-array activities or hall control of		
	other construction projects -Co-ordination of traffic management arrangements between projects.	Refer to E82, E83 and E88.	Y

	Notwithstanding Condition E36 of this approval and subject to Condition E47, the following activities may be undertaken 24 hours		
E48	per day, seven (7) days per week:	(refer to E48 subsection)	n/a
E48(a)	tunnelling and associated support activities (excluding cut and cover tunnelling);	Tunnelling is not on SC scope. Support activities is on going 24 hr where require	٢Y
E48(b)	excavation within an acoustic enclosure;	Excavation is not a 24 hr operations on Blues Point site.	Y
E48(c)	excavation at Central (excluding Central Walk works at 20-28 Chalmers Street, Surry Hills) without an acoustic enclosure;	n/a	n/a
E48(d)	station and tunnel fit out; and	Fit out on going 24 hr when required.	n/a
E48(e)	haulage and delivery of spoil and materials.	Not applicable to Blues Point site.	n/a
	Not Withstanding E48(a) the Proponant must use best endevours to schedule annoying activities , including steel hammering and		
E48.1	movement of the self propelled modular trailer at the blues point temporary site between 7am and 8pm	High noise activities are bound by OOH permit.	Y
	Heavy vehicle deliveries to the Blues Point temporary site are only permitted between 7am and 10 pm except were permitted		
	otherwise through an EPL or where oversized vehicle movement is directed by the NSW police and/or Transport for NSW at other		
E48.2	times	This is additionally managed by OSOM permits.	Y



# **City & Southwest**

# **Project update – Blues Point**

July 2021

#### Sydney Metro is Australia's biggest public transport project

Sydney Metro is Australia's biggest public transport project.

Services started in May 2019 in the city's North West with a train every four minutes in the peak. Metro rail will be extended into the CBD and beyond to Bankstown in 2024. There will be new metro railway stations at Martin Place, Pitt Street and Barangaroo and new metro platforms at Central Station.

In 2024, Sydney will have 31 metro railway stations and a 66km standalone metro railway system. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre.

Systems Connect (an unincorporated joint venture between CPB Contractors and UGL Limited) is delivering line-wide Work, which includes installing metro rail track, power systems and infrastructure to turn the excavated tunnels into a working railway between Chatswood and Sydenham.

The Blues Point site is an access point for Systems Connect to complete the tunnel fit out activities between Victoria Cross and Barangaroo Stations. Systems Connect has been working at Blues Point since December 2020.

#### Extended weekend working hours at Blues Point

The NSW Minister for Planning and Public Spaces has signed an order to allow infrastructure construction sites to work extended hours across weekends and public holidays throughout the COVID-19 pandemic. Some construction sites, including other Sydney Metro sites, have been working extended hours for many months.

The extended work hours enable the infrastructure construction industry to work across more days in the week, keeping people in jobs and ensuring projects remain on track. This order has been made by the Minister for Planning and Public Spaces. More information is available on the Department of Planning, Industry and Environment website.

This notification provides an update to the July notification we recently sent you. In line with the order described above, we are **extending the standard construction hours at Blues Point for a limited period of time throughout July and August**. This will allow us to complete additional deliveries to the access shaft and enable us to complete the work at this site as soon as possible.

From **17 July to 29 August 2021**, our weekend **working hours at Blues Point will be 7am to 6pm.** However, operations of heavy equipment and deliveries will be limited to:

- Saturdays from 8am to 6pm
- Sundays from 9am to 5pm.

We will aim to minimise work and deliveries on Sundays, where possible. The extended hours will be used to carry out low impact noise activities such as:

- Site maintenance
- Material and plant deliveries
- Cranage to transfer plant and materials down the shaft and into the tunnel.

Tunnel fit-out activities will continue as normal.

We will continue with our strong commitment to the Blues Point community and take all steps to minimise noise and construction disturbance.

#### Keeping you informed

Sydney Metro will continue to undertake work across its projects in accordance with current Government advice, and will continue to implement physical distancing and travel and hygiene measures to protect employees and members of the community. To keep up to date with what is happening in the Blues Point area, please register for email updates, which provide the latest information about our work, including out of hours activities. You can register for updates by sending your details to <u>linewidemetro@transport.nsw.gov.au</u>, or call us on **1800 171 386** and ask for **Bella Shamal**.

Thank you for your cooperation while we complete this work.

#### **Blues Point site map**



(C) 1800 171 386 Community information line open 24 hours

linewidemetro@transport.nsw.gov.au

Sydney Metro City & Southwest, PO Box K659, Haymarket NSW 1240

If you need an interpreter, contact TIS National on 131 450 and ask them to call 1800 171 386

Appendix D. Drawings (Parking Changes, TCPs from August 2021, designs etc)



Blues Point Road Temporary Parking Changes Proposa	al- from
July till Dec 2021	SHEET

ISSUE STATUS	SHEET No.	ISSUE
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50mm ON A3 SIZE ORIGINAL
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	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	
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			DRG CHECK	M.SIM	24/7/21	
			DESIGN			
			DESIGN CHECK			PREPARED FOR
-	CO-ORDINATE SYSTEM HEIGHT DATUM	-	TRAFFIC MNGR			Systems Connect
	MGA ZONE 56 AHD					Systems Connect
		CO-ORDINATE SYSTEM HEIGHT DATUM MGA ZONE 56 AHD	SCALES ON A3 SIZE DRAWING     DRAWINGS / DESIGN PREPARED BY       CO-ORDINATE SYSTEM     HEIGHT DATUM       MGA ZONE 56     AHD	SCALES ON A3 SIZE DRAWING     DRAWINGS / DESIGN PREPARED BY     TITLE       DRAWN     DRG CHECK       DESIGN     DESIGN       CO-ORDINATE SYSTEM     HEIGHT DATUM       MGA ZONE 56     AHD	SCALES ON A3 SIZE DRAWING     DRAWINGS / DESIGN PREPARED BY     TITLE     NAME       DRAWN     M.SIM     DRG CHECK     M.SIM       DESIGN     DESIGN     DESIGN     DESIGN       CO-ORDINATE SYSTEM     HEIGHT DATUM     MGA ZONE 56     AHD     TRAFFIC MNGR     DESIGN	SCALES ON A3 SIZE DRAWING     DRAWINGS / DESIGN PREPARED BY     TITLE     NAME     DATE       DRAWN     M.SIM     24/7/21       DRG CHECK     M.SIM     24/7/21       DESIGN     E       CO-ORDINATE SYSTEM     HEIGHT DATUM       MGA ZONE 56     AHD



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