

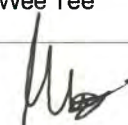
Construction Traffic Management Plan

Campsie Substation 33kV Bulk Power Supply Works

Line-Wide Works Contract Sydney Metro City & Southwest

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Revision:	1

Document Approval

Rev.	Date	Prepared by	Reviewed by	Recommended by	Approved by	Remarks
A	25 Oct 2019	Mong Sim	Wee Tee	Paul Ryan	Adam Stuart	
B	5 Dec 2019	Mong Sim	Wee Tee	Paul Ryan	Adam Stuart	Resubmit per stakeholders comments.
0	20 Jan 2020	Mong Sim	Wee Tee	Scott Brown	Adam Stuart	Approval
1	22 Jan 2020	Mong Sim	Wee Tee	Scott Brown	Adam Stuart	Additional comments from Metro.
Signature:						

Details of Revision Amendments

Document Control

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

Amendments

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

Revision Details

Revision	Details
A	Issued to TTLG for stakeholder review.
B	Resubmit per SCO, RMS, Sydney Metro and Bankstown-Canterbury council comments. Staging plan updated. Copy of all correspondence updated.
0	Approval – 15 Jan 2020.
1	Additional Metro's comment addressed. Section 3.3 and 4.6 rephrased. N40 bus detour rerouted. TCPs added with drawing reference number and property # as additional reference point.

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PART A – Management Systems, Compliance and CTMP Overview

1.1. Structure of this Plan

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

Part A: Overview	This section clearly defines: • Project Overview, Objectives, Management and Compliance • Overall project summary and overview
Part B: Implementation	This section outlines in detail the key aspects for Traffic Management on the Project including: • Implementation Details • Traffic Impact Assessment • Transport Management • Communications
Part C: Appendices	This section provides the following Appendices: • Design/Staging drawings • Copy of correspondence

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

1.2. Management and Planning Strategy

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

This Plan aims to address the following objectives:

- Local road staging and traffic management plan
- Obtaining relevant approvals, whether from Local Council, Roads and Maritime Services (RMS), Sydney Coordination Office (SCO), Sydney Metro
- Specific community / stakeholder consultation process and community relations strategies for managing changed traffic conditions
- Potential road network impacts and mitigation strategy
- 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 is consistent with the following framework and applicable conditions. They are:

- Planning Approval Sydney Metro City and Southwest Sydneyham to Bankstown.
- Critical State Significant Infrastructure (CSSI) 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 (EPA) Act, 1979
- 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 AS and Ausroads Guidelines

1.5. LWW 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 – Sydney Metro Train Facilities (SMTF) (Tallawong) expansion works
- Portion 2 – Sydney Metro Train Facilities South (SMTF) (Marrickville) stabling yard
- Portion 3 - Chatswood to Sydenham Works
- Portion 4 – Sydenham to Bankstown

The Sydney Metro City & Southwest (SMCSW) project will extend the current Sydney Metro Northwest 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.

LW is a key component of the SMCSW project, with works taking place over the full length of the project as shown in Figure 2 between Chatswood and Sydenham.

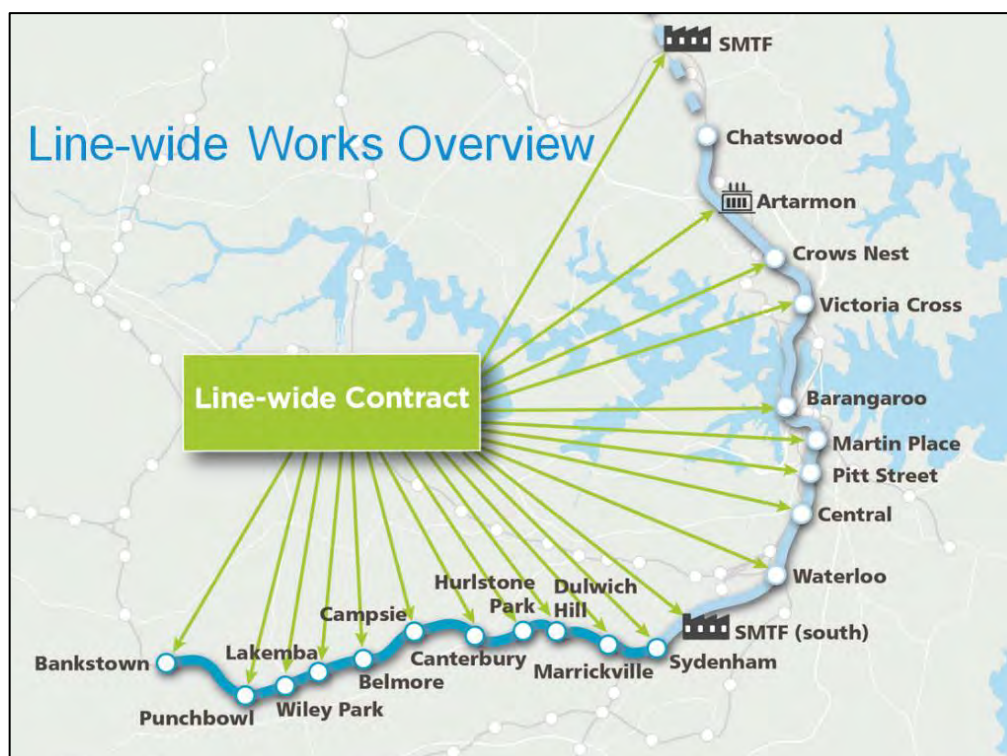


Figure 2. Line-Wide Works Line Diagram



Figure 2 – Campsie – Canterbury 33kV feeder route (Refer to Appendix D for attachment)

The trench route is split into sections to suit the traffic arrangement suitability and other logistics (pavement types, traffic volume, noise generation etc). Laydown areas to support the logistics of work are also required. Refer to Section 3.22.

Work areas are summarised into the following staging:

Area	Start Ch	End Ch	TM Type	Road Section	From	To	Time	Notes
1	0	80	Part Lane Closure. 2 Direction.	Lillian St	Carrington St	(Parking Entry)	Day	
2	80	150	Part Lane Closure. 2 Direction.	Lillian St	Parking Entry	Dewar St	Day	
3	150	390	Road Closure	Lillian Ln	Dewar St	Beamish St	Night	
4	390	400	Stop Slow. 2 Direction.	Beamish St	Lillian Ln	South Pd	Night	
5	400	420	Stop Slow + Road Closure	Beamish St	Beamish St	South Pd	Night	
6	420	500	Stop Slow + Road Closure	South Pd	Beamish St	Harold St	Night	
7	500	560	Part Lane Closure. 2 Direction.	South Pd	Harold St	Duke St	Day	Joint Bay 1.
8	560	600	Part Lane Closure. 2 Direction.	South Pd	Harold St	Duke St	Day	
9	600	700	Part Lane Closure + Detour	South Pd	Duke St	Park St	Day	
10	700	810	Part Lane Closure + Detour	South Pd	Park St	Gould St	Day	
11	810	970	Local Detour	Gould St	South Pd	Evaline St	Day	
12	970	1000	Local Detour + Stop Slow	Gould St	Evaline St	Evaline St	Day	
13	1000	1180	Local Detour	Gould St	Evaline St	Redman St	Day	Joint Bay 2
14	1180	1270	Local Detour	Gould St	Redman St	Waratah Ln	Day	
15	1270	1390	Local Detour	Gould St	Waratah Ln	Emu Ln	Day	
16	1390	1500	Part Lane Closure	Gould St	Emu St	Canterbury Road	Day	
17	1500	1540	Lane Closure + Local Detour	Canterbury Rd	Emu St	Canterbury Rd	Night	
18	1540	1610	Road Closure	Cooks Ave	Canterbury Road	Cooks Ave Ch 1540	Night	
19	1610	1660	Long Term Middle Lane closure	Cooks Ave	Cooks Ave Ch 1540	Cooks Ave Ch 1600	Day	
20	1660	1830	Middle lane closure	Cooks Ave	Cooks Ave Ch 1560	Short St	Day	Joint Bay 3
21	1830	1930	Middle lane closure	Cooks Ave	Short St	Lorking St	Day	
22	1930	1990	Middle lane closure	Cooks Ave	Cooks Ave Ch 1850	High St	Day	
23	1990	2050	Road Closure	Hugh St	Cook Ave	Anzac St	Day	
24	2050	2170	Local Road Closure	Anzac St	High St	High St	Day	Joint Bay 4

Work is planned to begin from March 2020 and completion by late 2020.

3. Work Area Description

3.1. Lillian Street (Area 1 Ch 0 -80, Area 2 Ch 80 -150)

Lillian Street is a wide street of approximately 12m wide. During construction, the work zone will require both sides of parking within the work zone to be occupied to allow spaces for staged traffic flow. Length of work zone will be staged to a manageable length for each shift. Impacted parking areas correlate to the lengths of the work area each time. Traffic will be managed by letting traffic flow one direction at a time. Trenches will be reinstated at the end of each shifts.

Typical trench width of 1.4m x 1.6m x 24m generates 54m³ of excavated materials which will generate approximately 5 standard sized single body trucks per sections. This estimation is similar and applicable for all other sections (Section 3.2 to 3.22). 5 trucks movement per shift is minimal and is not anticipated to cause any major traffic impact.



Figure 3 – View at Lillian Lane (looking east)

3.2. Lillian Ln (Area 3 Ch 150 -390)

Lillian Lane is a narrow One Way road with business and residential access on the southern side and has limited parallel parking on the northern side.



Figure 4 – View at Lillian Lane (looking east)

During Area 3 work, Lillian Lane must be closed to allow the work to progress. Current lane width at Lillian Lane is approximately 4.1m. It is too narrow to allow for any motorised traffic diversion. Work on this section will be completed only a night with agreement with the business operators/residents for alternative parking and access. Footpath will not be closed during the work. Pedestrians movement are not impacted. Parking along the work area will need to be restricted during working hours.

3.3. Beamish Street intersection (Area 4 Ch 390-400, Area 5 Ch 400-420)

Trenching across Beamish Street intersection can only be completed at night (lower traffic volume and lower pedestrians' movement). Work on the western half of the intersection is managed by a 3 way stop slow temporary traffic management with Lillian Lane closed. Left turn from Beamish Street southbound will be detoured via Evaline Street – Duke Street – South Parade. Beamish Street general northbound traffic does not turn right into South Parade per existing sign posting except for buses.

Work on the western half of intersection is nominated to start from 21:30. Table below shows the bus timetable stopping at the stops at Railway Parade. Bus Stop # 219416 located on the northern side (eastbound) of South Parade is the terminating bus stops. Bus Stop # 219415 located on the southern side (westbound) of South Parade is the originating/through bus stop.

Bus Movements Ending and Starting at South Parade, Campsie	Block 1	Block 2	Block 3	Block 4	Block 5
Bus Route # 412 (City Martin Place via Earlwood to Campsie)	21:34	22:03	23:33	0:33	1:33
Bus Route # 412 (Campsie to City Martin Place via Earlwood)	19:50	20:20	21:20	22:20	23:46
Bus Route # 415 (Chiswick to Campsie)	17:58	18:13	18:43	19:05	19:29
Bus Route # 415 (Campsie to Chiswick)	17:39	17:54	18:24	18:54	19:24
Bus Route # 445 (Balmain via Leichhardt Market Place to Campsie)	21:09	21:39	22:09	23:09	23:39
Bus Route # 445 (Campsie to Balmain via Leichhardt Market Place)	21:50	22:20	22:50	23:20	23:50
Bus Route # 473 (Rockdale to Campsie)	18:59	19:36	20:04	20:32	21:05
Bus Route # 473 (Campsie to Rockdale)	18:19	19:18	19:45	20:17	21:12
Bus Route # 487 (Bankstown Central to Canterbury)	17:25	17:55	18:30	18:55	19:25
Bus Route # 487 (Canterbury to Bankstown Central)	16:28	16:58	17:28	17:58	18:28
Bus Route # N40 (Easthills to City Town Hall)	0:55	1:55	2:55	3:55	4:55
Bus Route # N40 (City Town Hall to Easthills)	0:41	1:41	2:41	3:41	4:41

During the work on the eastern half of the intersection, South Parade westbound traffic and Beamish Street southbound will be detoured via Beamish Street – Evaline Street – Duke Street (refer to TCP Ch 400 -420).

Bus operations during the trenching work from 21:30 are managed by traffic controllers till the last bus at 01:33. Night bus N40 from 01:33 will then be detoured (refer to Figure 6 and 7). Bus movements are beginning to decrease from 21:39 onwards. These frequencies could be managed by traffic controllers as the bus appears (arrives) at the intersection.

Pedestrians path are not closed during both stages.



Figure 5 – View at Beamish Street intersection (looking northeast towards Lillian Lane) where the trench crosses

Inbound route N40 will be detoured Beamish Street – Evaline Street – Gould Street – South Parade. Outbound route N40 will be detoured via South Parade – Park Street – Evaline Street – Beamish Street. Bus route N40 detour map is summarised on Figure 6 and 7 below (refer to Appendix C). Three (3) shop front parking areas on the northern side of South Parade will need to be restricted during the work due to proximity of the trench to parking area during the work on the eastern half of the intersection.



Figure 6 – Existing Bus Route N40 stops (Refer to Appendix C for attachment)



Figure 7 – Proposed Bus Route N40 stops with Stop # 219415 replaced to Stop # 219411 (Refer to Appendix C for attachment)

3.4. South Parade (Area 6 Ch 420-500)

Work section at South Parade between Beamish Street and Harold Street will be completed similar to Area 5. Beamish Street southbound will be detoured around Evaline Street. Work section at South Parade between Beamish Street and Harold Street will be then completed by road closure after the last bus at approx. 01:33. Buses are going to South Parade are managed by traffic controllers at all times. N40 buses will be detoured.

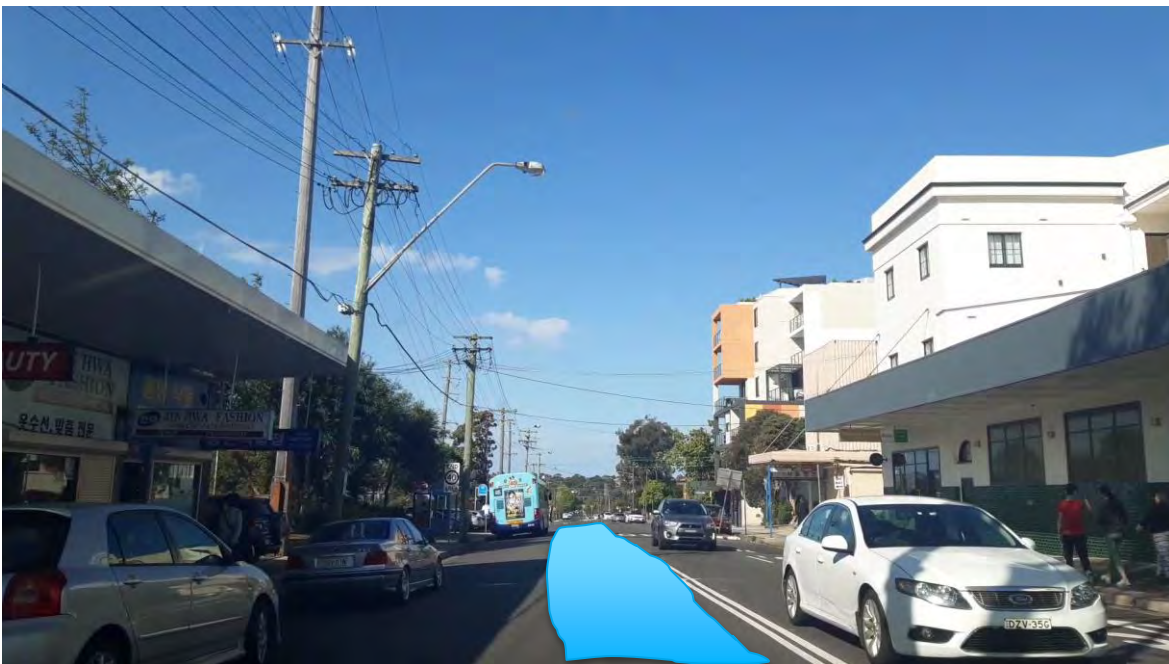


Figure 8 – View at South Parade (looking east)

3.5. South Parade (Area 7 Ch 500-560)

South Parade section at Chainage 440 -480 between Harold Street and Duke Street requires a standard stop slow traffic management to complete the works.



Figure 9 – View at South Parade (looking east) from the intersection of Harold Street. Traffic maintained for both directions.

3.6. South Parade (Area 8 Ch 560-600)

South Parade section at Chainage 560 -600 between Harold Street and Duke Street for the remaining of the trench along South Parade will be set as a standard stop slow traffic management similar to Area 7.



Figure 10 – View at South Parade (looking east) towards the intersection of Duke Street.

3.7. South Parade (Area 9 Ch 600 - 700)

South Parade trenching section at Chainage 530 – 640 between Duke Street and Park Street is to be completed by partial lane closure. This section is best completed by closing the westbound lane and maintaining the eastbound traffic flow. Part lane closure is possible in these sections as side streets traffic are possible to be detoured and bypassed around the work area. Road width are sufficient for this option. A laydown area of 12m x 6m is proposed next to be rail corridor equivalent of 3 car spaces for machinery storage.

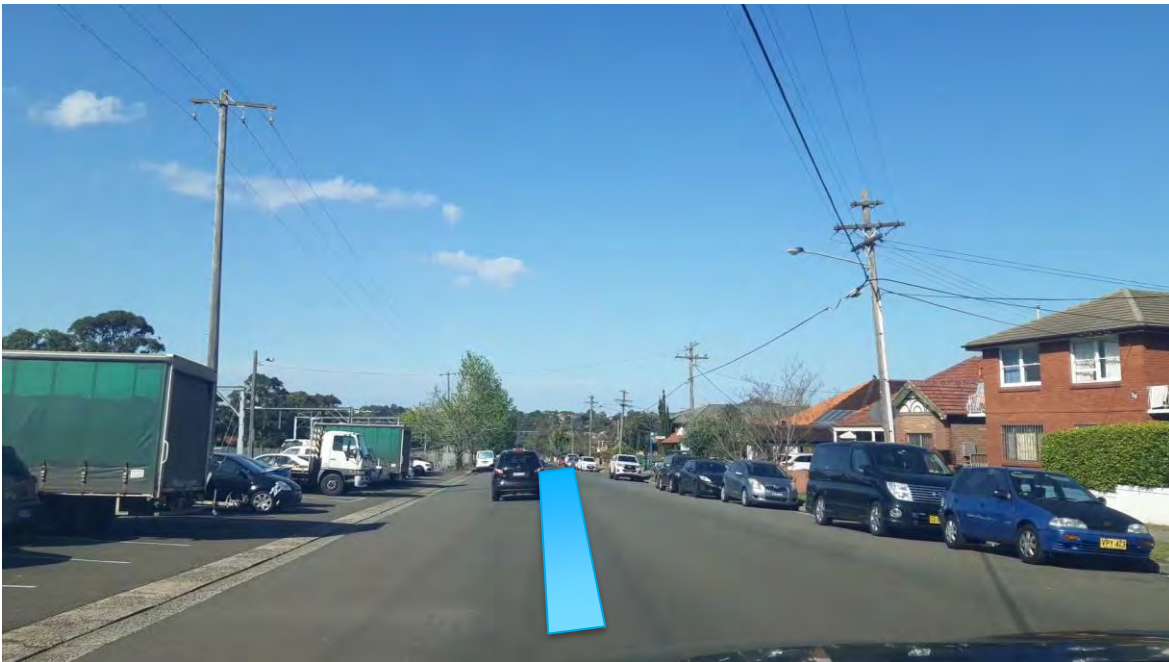


Figure 11 – View at South Parade (looking east) towards the intersection of Park Street.

3.8. South Parade (Area 10 Ch 700-810)

South Parade section at Chainage 640 – 760 between Park Street and Gould Street is to be completed by closing the westbound direction. This section is best completed via part lane closure (westbound) and maintaining the other direction (eastbound). One directional lane closure is possible for these sections as traffic could be detoured and bypassing the work area. Road width are sufficient.



Figure 12 – View at South Parade (looking east) towards the intersection of Gould Street.

3.9. Gould Street (Area 11 Ch 810 - 970)

Trench section at Gould Street between South Parade and Evaline Street is proposed to be completed by local road closure with access for local residents only. Without the general traffic interface, work could be completed with the most efficiency. General traffic is still maintaining their travel path with a minor detour around the block.



Figure 13 – View at Gould St (looking south) towards the intersection of Evaline Street.

3.10. Gould Street and Evaline Street intersection (Area 12 Ch 970-1000)

The roundabout at Gould Street and Evaline Street is proposed to be managed by locally closing Evaline Street between Gould Street and Oswald Street. The roundabout is reduced to a three-directional stop slow. It is noted that school bus route 632s comes from Campsie train station at Beamish Street to Evaline Street and Gould Street intersection at approximately 07:59. School bus route 738s goes from Campsie Public School will go across the roundabout from Evaline Street eastbound at 15:07. Trench will be made passable for the school bus run.



Figure 14 – View at Gould St and Evaline Street roundabout

3.11. Gould Street (Area 13 Ch 1000 - 1180)

Similar to Gould St Area 11, a local road closure between Evaline Street and Redman Street is planned for the work.



Figure 15 – View at Gould St between Evaline Street and Redman Street

3.12. Gould Street (Area 14 Ch 1180 – 1200)

Gould Street between Redman Street and Waratah Street will be completed via local road closure. Trenching across side streets required side streets traffic interface to be eliminated to allow the continuity of the trench.



Figure 16 – View at Gould St between Redman Street and Waratah Street at the end

3.13. Gould Street (Area 15 Ch 1200 – 1270)

Gould Street between Waratah Street and Emu Street will be completed via local road closure. Trenching across side streets/intersection requires side street traffic interface to be eliminated to allow the continuity of the trench.



Figure 17 – View at Gould St looking towards Canterbury Road

3.14. Gould Street (Area 16 Ch 1270 – 1390, Ch 1390 - 1500)

Trench section at Gould Street between Emu Street and Canterbury Road is proposed to be constructed by closing the southbound direction. Southbound direction to be detoured via Emu Street – Wonga Street. Main traffic from Canterbury Road is still able to enter Gould Street.



Figure 18 – View at Gould St looking towards Canterbury Road from the intersection of Emu Street

This method will eliminate the need to disrupt Canterbury Road traffic. Work for this section is dayshift work.

3.15. Canterbury Road (Area 17 Ch 1500 – 1540)

Trenching at this stage will be crossing into Canterbury Road. Standard stop slow and contraflow combination will be implemented at Canterbury Road with the Gould Street closed on the southbound direction.



Figure 19 – View at Canterbury Road (looking east) with Cooks Ave intersection on the right.

3.16. Cooks Ave (Area 18 Ch 1540 – 1610)

A local road closure for Cooks Avenue between Canterbury Road and Short Street is required for the completion of the work. Parking will be restricted in this area.



Figure 20 – View at Cooks Ave (looking south)

3.17. Cooks Ave (Area 19 Ch 1610 – 1660)

A stop slow traffic management to complete Cooks Avenue from Chainage 1610 – 1660.



Figure 21 – View at Cooks Ave (looking south)

3.18. Cooks Ave (Area 20 Ch 1660– 1830)

Cooks Avenue at this section will require stop slow traffic management to complete the trench installation work.

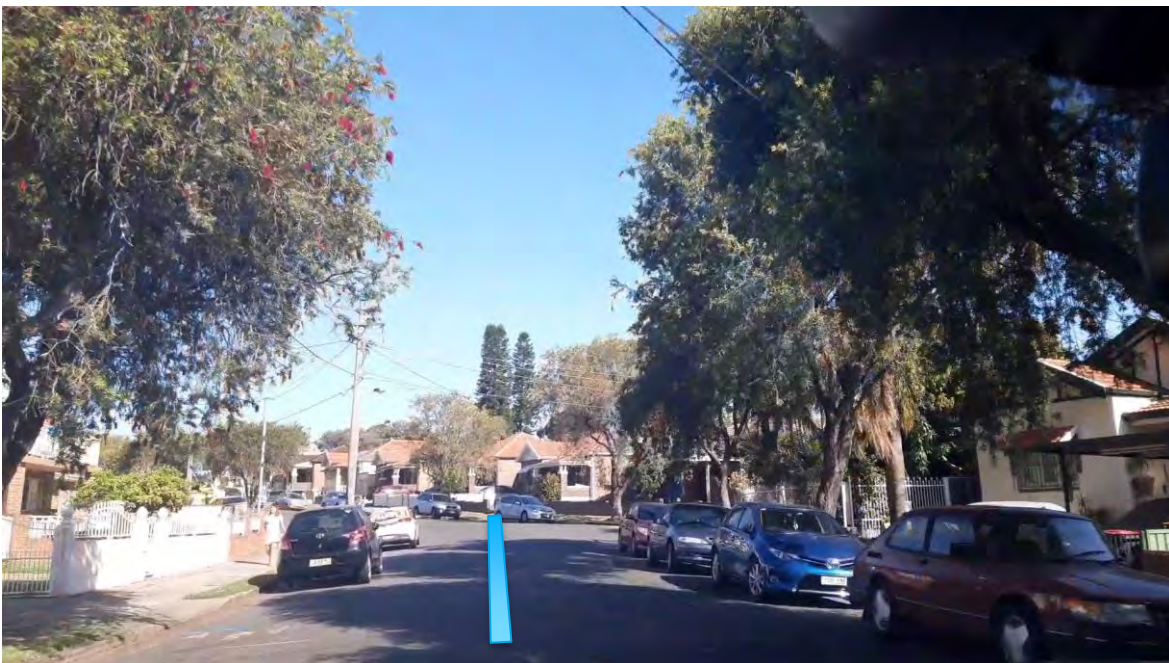


Figure 22 – View at Cooks Ave (looking south)

3.19. Cooks Ave (Area 21 Ch 1830– 1930)

Cooks Avenue at this section will require stop slow traffic management to complete the trench installation work.



Figure 23 – View at Cooks Ave (looking south)

3.20. Cooks Ave (Area 22 Ch 1930– 1990)

Cooks Avenue at this section will require the same stop slow traffic management to complete the trench installation work.



Figure 24 – View at Cooks Ave (looking southwest towards High Street)

3.21. High Street (Area 23 Ch 1990– 2050)

A local road closure to complete High Street section. High Street is narrow and does not permit any possibility to complete the work by stop slow traffic management.



Figure 25 – View at High Street (looking south)

3.22. Anzac Street (Area 23 Ch 2050– 2170)

Local road closure at Anzac Street for the final section of the electrical trench that is impacting traffic lanes.



Figure 26 – View at Anzac Street (looking east)

3.23. Laydown Areas

Six laydown areas are proposed near the work areas as a logistic support for the work. Laydown areas will be used to stow machineries and material. These laydown areas are subjected to council land lease approval and/or planning approval (via ER9 for minor facilities in rail corridor or via consistency assessment for all other ancillary facilities. The proposed six areas are identified at:

- Location 1. RSL Carpark at Lillian Street (approx. 4 car space)
- Location 2. South Parade next to the rail corridor fencing (approx. 3m x 25m) and (approx. 12 car space)
- Location 3. Off Berna Street (approx. 20m x 35m)
- Location 4. Anzac Street end (approx. 20 x 40m)
- Location 5. Glenore Road (approx. 10m x 25m)
- Location 6. Westfield Street car park (approx. 12 car space) and Westfield Street park (approx. 20m x 40m)

Access to these proposed site is via the main access road. Vehicle count entering/exiting to the laydown area is as required basis and is not a constant movement. Movement will be quite random/ sporadic. However vehicle access will be during the day and night as required. (Refer to Appendix D for location map)

4. Traffic and Transport Management

4.1. Temporary Traffic Control

All temporary traffic control is in accordance to RMS Traffic Control at Worksite Manual and its references.

4.2. Parking

Trenching work is a mobile work site. Work sites will progress to the next section on the subsequent shift. Parking facilities within the work area setup will be impacted and temporary parking is restricted during these shifts to provide space for traffic diversion. Referring to Section 3.1, a typical work site of 24m long will require parking within the 24m long section plus a buffer of 15m on both sides to be restricted. Refer to Appendix F for diagrammatic description.

4.3. Pedestrians/Cyclists

Footpaths are not closed during the work. Pedestrians are not impacted. These areas are not within a dedicated cycle route. No impact to cyclists. Refer to Appendix F for diagrammatic description.

4.4. Businesses / Residents Access

Work sections that are directly adjacent to businesses/residents will be advised of the work. Each business/resident has their own individual/unique requirements. These consultations will be done ahead of time and processed accordingly. All arrangements will be completed per project procedures.

4.5. Buses Operations including school buses

Bus operations by Transit Systems at South Parade are identified. Night bus N40 will need to be detoured during Area 6 road closure with a temporary bus stop relocation. A consultation with bus operators will be held.

School bus route afternoon run (Campsie Public School) #738s will come from Campsie Public School from Evaline Street eastbound crossing the Gould Street roundabout at 15:07. Coordination with the school and ongoing communication for the latest will be done separately to the CTMP.

4.6. Emergency Services

Emergency Services will be advised of work sections that will impact their response route in the event of emergencies. Work sections that need notification to emergency services are:

- Lillian Lane closure (Ch 150 – 390)
- South Parade closure (Ch 390 -600)

- Gould Street closure at chainages Ch810 – 970, Ch970 -1000, Ch 1000 -1180m, Ch 1180 -1200, 1200 – 1270, Ch 1270 – 1390,
- Cooks Ave closure at Ch 1540 – 1610
- High Street closure at Ch 1990 -2050

Emergency Services will have these updates on the regular TTLG(and/or TCG) forums and on a separate consultation. Emergency Services are as NSW Police (Sam Tohme tohm1bas@police.nsw.gov.au); NSW Fire and Rescue (info@fire.nsw.gov.au Station Officer 9265 2999); Ambulance NSW (9782 9898 eventplanning@ambulance.nsw.gov.au Logistic Officer).

4.7. Construction Vehicles Route

Construction vehicles route are proposed with consideration to avoid schools, sensitive areas and other considerations. Construction vehicles consist of light work vehicles and trucks (12m long or similar). These route are a designated travel routes for these vehicles and provides information overview only. It is not categorised as a mass haul route due to the nature of the work. Volume of vehicles for the work are low and insignificant (Refer to Section 3.1 for vehicles estimate).



Figure 27 – Work vehicles travel route information (Refer to Appendix E for attachment)

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	Roads and Maritime Services	13 22 13
Jake Coles	Sydney Coordination Office	1800 019 989
Phil Brogan / Ken Kind	Sydney Metro	1800 171 386
Alvin Fung	Canterbury-Bankstown Council – Project Manager	02 9707 9000

Name	Role	Contact Details
Adrian Prichard	Transit Systems	0490 124 539
Dora Christoforidis	Transdev	0439 858 907
Matt Billings	Systems Connect – Environment Manager	0428 781 599
Scott Brown	Systems Connect – Project Manager	0408 162 755
Wee Lee	Systems Connect – Sr. Project Engineer	0448 571 184
Craig Godwin	Systems Connect – Safety Manager	0458 498 107
Helena Olen	Systems Connect – Community Manager	0419 705 798
Dean Kellett	Systems Connect – Supervisor	0437 261 824
Mong Sim	Systems Connect – Traffic Engineer	0448 378 883

6. Communications and Community Strategy

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

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

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

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

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

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

Tool	Purpose	Frequency
Traffic alert emails	Email alerts to RMS via the Transport Management Centre, Blacktown City 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 As soon as practicable following incidents or undue congestion
Letterbox notifications	Notification letters to inform local residents and businesses potentially affected by planned traffic changes	7 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
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

Tool	Purpose	Frequency
Systems Connect website	Information about the Camsie 33 kV 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
Roadwork Information Signs	Roadwork information signage will be installed at the location of traffic changes to give advice to road users and pedestrians on the type and duration of change, such as temporary closures, detours, temporary cyclist and pedestrian route etc	7 business days prior to changes

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

7. Working Hours

The standard working hours 7am – 6pm on weekdays and 8am – 1pm on Saturdays. Some activities will need to be undertaken outside of these hours as identified in Table 8.

Construction Activity	Construction Hours / Comments
Standard construction hours	Monday to Friday: 7am – 6pm Saturdays: 8am to 1pm Sundays & Public Holidays: No work (Special assessment if work on Sunday and Public Holiday)
Non-disruptive preparatory work, repairs or maintenance may be carried out:	Saturday afternoons: 1pm – 5pm Sundays: 8am – 5pm
Night construction hours for Camsie 33kV	Lillian St closure from 20:30 (subject to ROL assessment) Beamish Street intersection stop slow from 21:30 (subject to ROL assessment) South Parade Closure from 21:30 (subject to ROL assessment) Canterbury Road stop slow/contraflow from 21:00 (subject to ROL assessment) Cooks Ave Closure from 21:00 (subject to ROL assessment)

8. Manage Emergencies

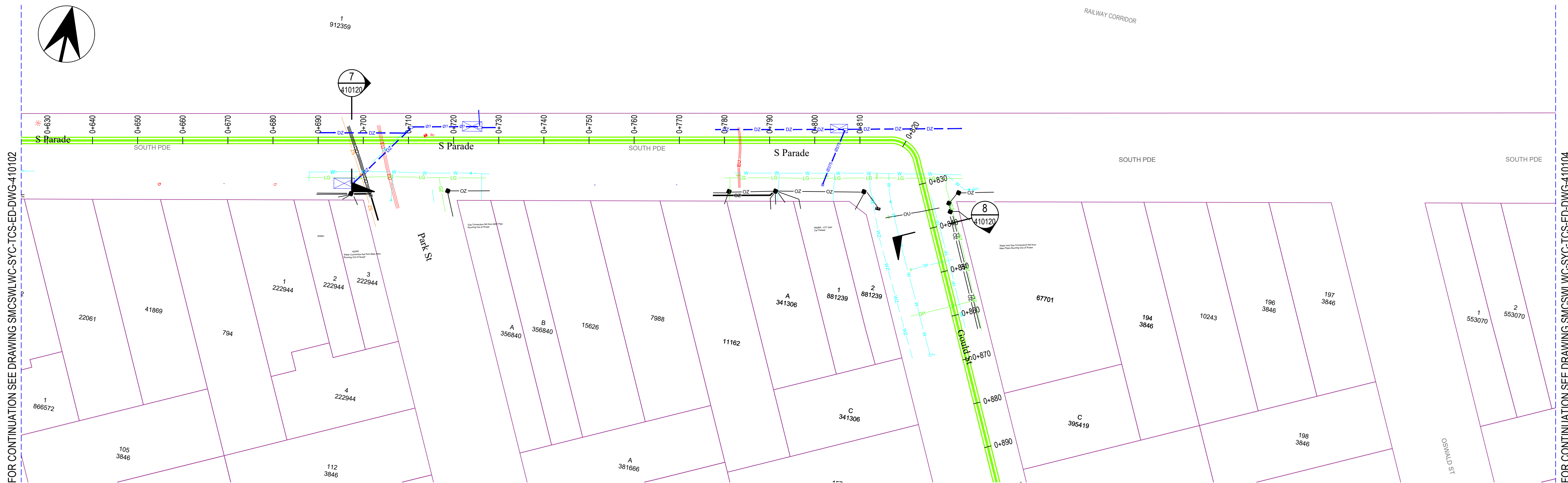
Systems Connect acknowledge the inevitable nature of emergencies and their potentially significant social, economic and environmental consequences. Accordingly, we are aware that the NSW Government has enacted the State Emergency & Rescue Management Act 1989 to support emergency management activities.

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

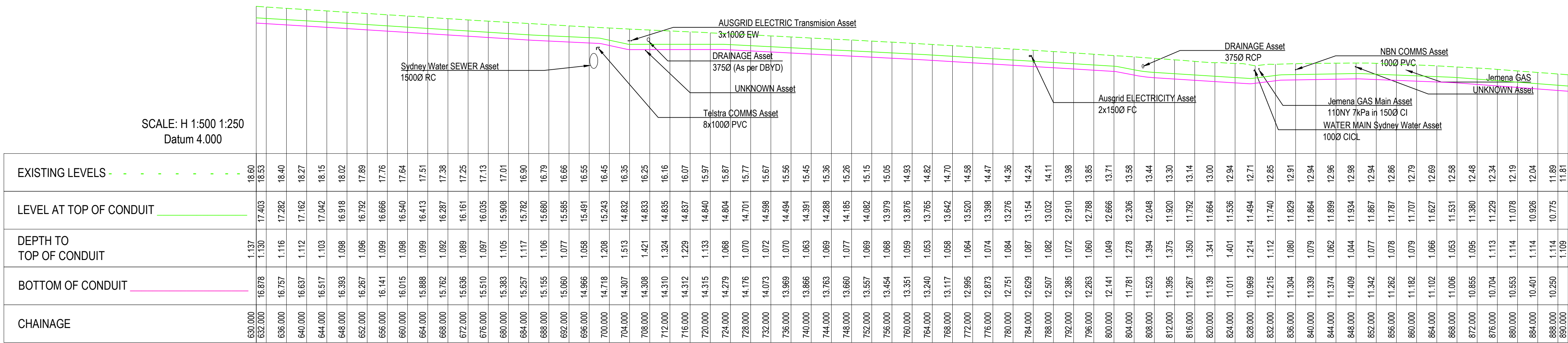
Unplanned Incident Agency Responsibility	
Law Enforcement / Emergencies	NSW Police Force
Fire	Fire and Rescue NSW
Hazardous Materials	Fire and Rescue NSW
Flood	NSW State Emergency Service
Storm and Tempest	NSW State Emergency Service

PART C – Appendices

Appendix A. Design Drawings



PLAN
SCALE 1:500



SCALE: H 1:500 1:250
Datum 4.000

EXISTING LEVELS	18.80 18.53 18.40 18.27 18.15 18.02 17.89 17.76 17.64 17.51 17.38 17.25 17.13 17.01 16.90 16.79 16.66 16.55 16.45 16.35 16.25 16.16 16.07 15.97 15.87 15.77 15.67 15.56 15.45 15.36 15.26 15.15 15.05 14.93 14.82 14.70 14.58 14.47 14.36 14.24 14.11 13.98 13.85 13.71 13.58 13.44 13.30 13.14 13.00 12.85 12.71 12.58 12.48 12.34 12.19 12.04 11.89 11.81
LEVEL AT TOP OF CONDUIT	17.43 17.22 17.12 17.02 16.92 16.82 16.72 16.62 16.52 16.42 16.32 16.22 16.12 16.02 15.92 15.82 15.72 15.62 15.52 15.42 15.32 15.22 15.12 15.02 14.92 14.82 14.72 14.62 14.52 14.42 14.32 14.22 14.12 14.02 13.92 13.82 13.72 13.62 13.52 13.42 13.32 13.22 13.12 13.02 12.92 12.82 12.72 12.62 12.52 12.42 12.32 12.22 12.12 12.02 11.92 11.82 11.72 11.62 11.52 11.42 11.32 11.22 11.12 11.02 10.92 10.82 10.72 10.62 10.52 10.42 10.32 10.22 10.12 10.02 9.92 9.82 9.72 9.62 9.52 9.42 9.32 9.22 9.12 9.02 8.92 8.82 8.72 8.62 8.52 8.42 8.32 8.22 8.12 8.02 7.92 7.82 7.72 7.62 7.52 7.42 7.32 7.22 7.12 7.02 6.92 6.82 6.72 6.62 6.52 6.42 6.32 6.22 6.12 6.02 5.92 5.82 5.72 5.62 5.52 5.42 5.32 5.22 5.12 5.02 4.92 4.82 4.72 4.62 4.52 4.42 4.32 4.22 4.12 4.02 3.92 3.82 3.72 3.62 3.52 3.42 3.32 3.22 3.12 3.02 2.92 2.82 2.72 2.62 2.52 2.42 2.32 2.22 2.12 2.02 1.92 1.82 1.72 1.62 1.52 1.42 1.32 1.22 1.12 1.02 0.92 0.82 0.72 0.62 0.52 0.42 0.32 0.22 0.12 0.02
DEPTH TO TOP OF CONDUIT	1.137 1.130 1.116 1.112 1.103 1.098 1.096 1.099 1.098 1.099 1.092 1.089 1.097 1.105 1.117 1.106 1.077 1.058 1.208 1.513 1.433 1.421 1.324 1.229 1.133 1.068 1.070 1.072 1.069 1.082 1.077 1.068 1.064 1.074 1.084 1.087 1.082 1.072 1.060 1.049 1.278 1.394 1.375 1.350 1.341 1.184 1.140 1.129 1.079 1.062 1.044 1.077 1.078 1.079 1.066 1.053 1.095 1.113 1.114 1.114 1.114 1.109
BOTTOM OF CONDUIT	16.878 16.757 16.637 16.517 16.393 16.267 16.141 16.015 15.888 15.762 15.636 15.510 15.383 15.257 15.127 14.999 14.872 14.746 14.620 14.494 14.368 14.242 14.116 13.990 13.864 13.738 13.612 13.486 13.360 13.234 13.108 12.982 12.856 12.730 12.604 12.478 12.352 12.226 12.100 11.974 11.848 11.722 11.596 11.470 11.344 11.218 11.092 10.966 10.840 10.714 10.588 10.462 10.336 10.210 10.084 9.958 9.832 9.706 9.580 9.454 9.328 9.202 9.076 8.950 8.824 8.698 8.572 8.446 8.320 8.194 8.068 7.942 7.816 7.690 7.564 7.438 7.312 7.186 7.060 6.934 6.808 6.682 6.556 6.430 6.304 6.178 6.052 5.926 5.800 5.674 5.548 5.422 5.296 5.170 5.044 4.918 4.792 4.666 4.540 4.414 4.288 4.162 4.036 3.910 3.784 3.658 3.532 3.406 3.280 3.154 3.028 2.902 2.776 2.650 2.524 2.398 2.272 2.146 2.020 1.894 1.768 1.642 1.516 1.390 1.264 1.138 1.012 0.886 0.760 0.634 0.508 0.382 0.256 0.130 0.004
CHAINAGE	630.000 632.000 636.000 640.000 644.000 648.000 652.000 656.000 660.000 664.000 668.000 672.000 676.000 680.000 684.000 688.000 692.000 696.000 700.000 704.000 708.000 712.000 716.000 720.000 724.000 728.000 732.000 736.000 740.000 744.000 748.000 752.000 756.000 760.000 764.000 768.000 772.000 776.000 780.000 784.000 788.000 792.000 796.000 800.000 804.000 808.000 812.000 816.000 820.000 824.000 828.000 832.000 836.000 840.000 844.000 848.000 852.000 856.000 860.000 864.000 868.000 872.000 876.000 880.000 884.000 888.000 890.000



KEY PLAN
SCALE 1:25000

PROFILE
SCALE V 1:250

LEGEND:

- NEW FEEDER ROUTE
- AUSGRID LV CABLES
- AUSGRID UG 11KV CABLES
- AUSGRID UG 33KV CABLES
- AUSGRID UG 132KV CABLES
- UG WATER SERVICES
- UG SEWER
- UG GAS SERVICE
- UG COMMS SERVICES

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

NOT FOR CONSTRUCTION

REV. BY DATE DESCRIPTION APPD.

A1 Original Co-ordinate System: MGA Zone 56 Height Datum: A.H.D. This sheet may be prepared using colour and may be incomplete if copied

NOTES

NOTE: Do not scale from this drawing.

SCALES

2.5 0 5 10m
SCALE 1:250
5 0 10 20m
SCALE 1:500
250 0 500 1000m
SCALE 1:25000

CLIENT

NSW GOVERNMENT | sydney METRO

SERVICE PROVIDERS

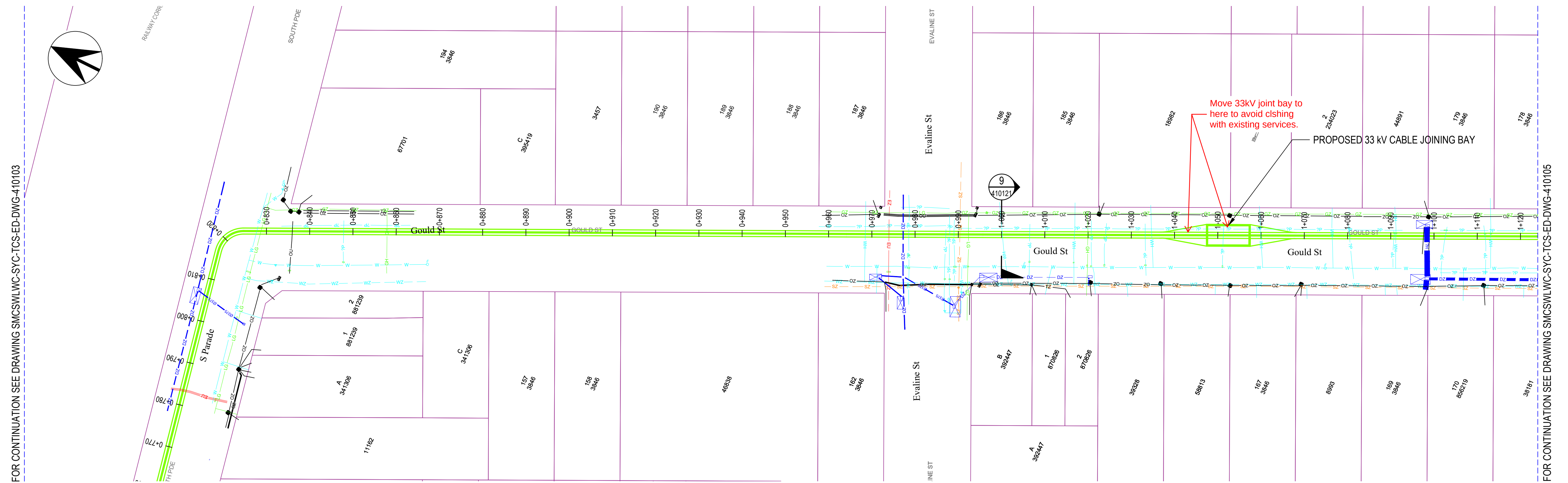
Systems Connect | WSPA JV

STATUS: ISSUED FOR REVIEW

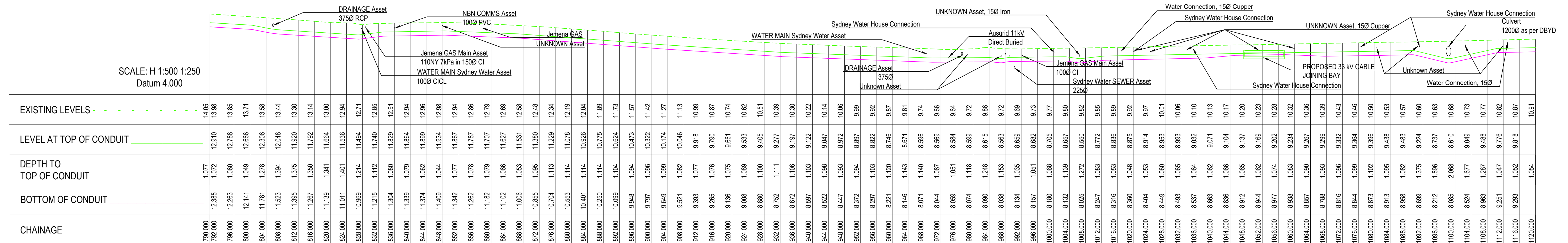
SHEET 3 OF 9

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REV. B01.01



PLAN
SCALE 1:500



PROFILE
SCALE V 1:250

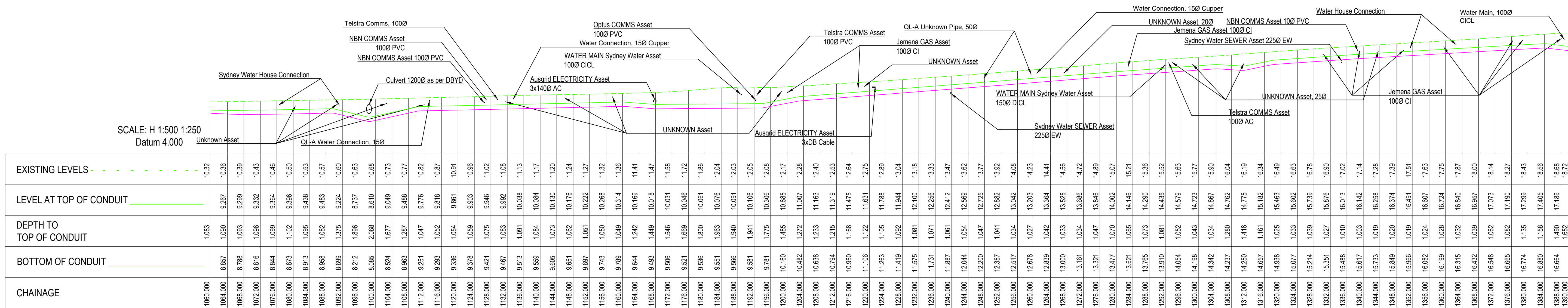
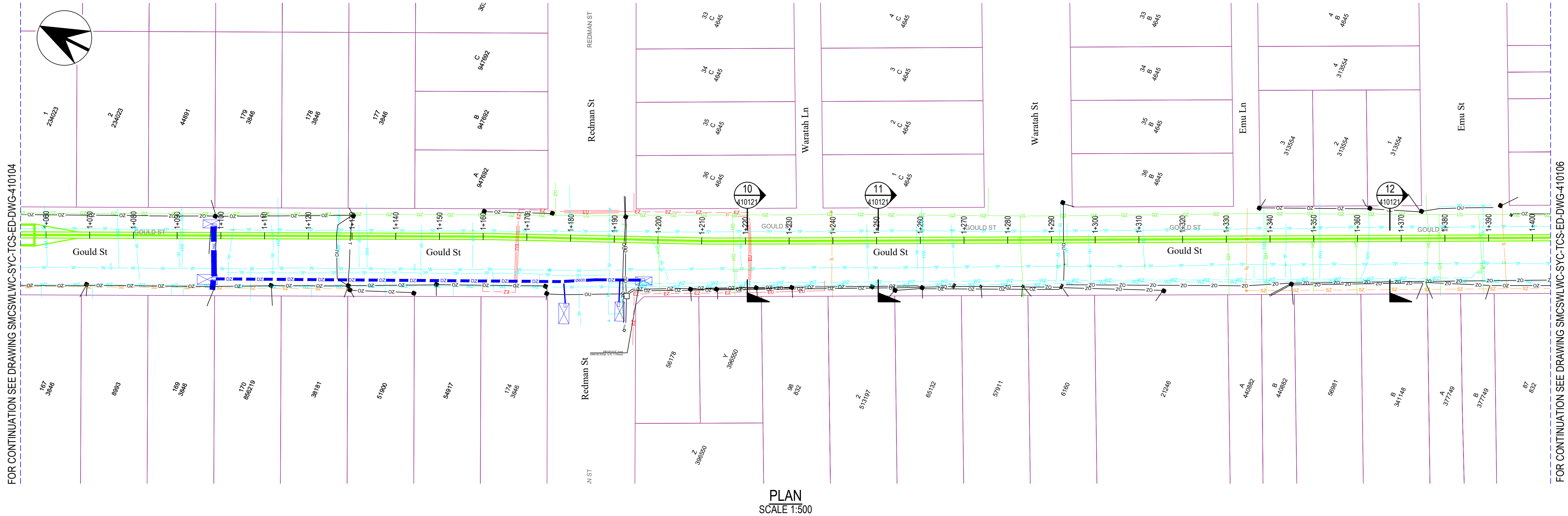


LEGEND:

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|---|------------------------|---|-------------------------|
| | NEW FEEDER ROUTE | | AUSGRID UG 132kV CABLES |
| | AUSGRID LV CABLES | | UG WATER SERVICES |
| | AUSGRID UG 11kV CABLES | | UG SEWER |
| | AUSGRID UG 33kV CABLES | | UG GAS SERVICE |
| | | | UG COMMS SERVICES |

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				 		CLIENT 		The information shown on this drawing is for the purposes of the Sydney Metro Project only. No warranty is given or implied as to its suitability for any other purpose. The Service Providers accept no liability arising from the use of this drawing and the information shown thereon for any purpose other than the Sydney Metro Project.		SYDNEY METRO CITY & SOUTHWEST CAMPSIE TRACTION SUBSTATION PKG2400 CAMPSIE SUBSTATION 33KV BULK POWER SUPPLY FEEDS ROUTE PLAN 4	
A1 Original Co-ordinate System: MGA Zone 56 Height Datum: A.H.D. This sheet may be prepared using colour and may be incomplete if copied				NOTE: Do not scale from this drawing.		ALT. DRG No.		SERVICE PROVIDERS  DRAWN_ _ _ _ _ DESIGNED_ _ _ _ _ DRG CHECK_ _ _ _ _ DESIGN CHECK_ _ _ _ _ APPROVED_ _ _ _ _		STATUS: ISSUED FOR REVIEW DRG No. SMCSWLWC-SYC-TCS-ED-DWG-410104	
REV. BY DATE DESCRIPTION APPD.				SCALES 2.5 0 5 10m SCALE 1:250 5 0 10 20m SCALE 1:500 250 0 500 1000m SCALE 1:25000		B01.01 --- FOR INTERNAL REVIEW AND COMMENT		©		REV. B01.01	



KEY PLAN
SCALE 1:25000

PROFILE
SCALE V 1:250



LEGEND:

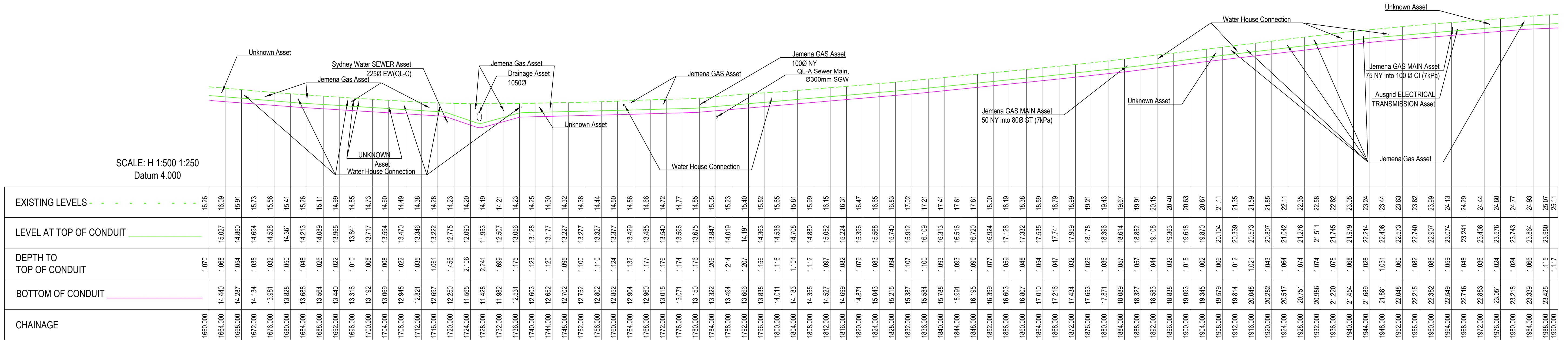
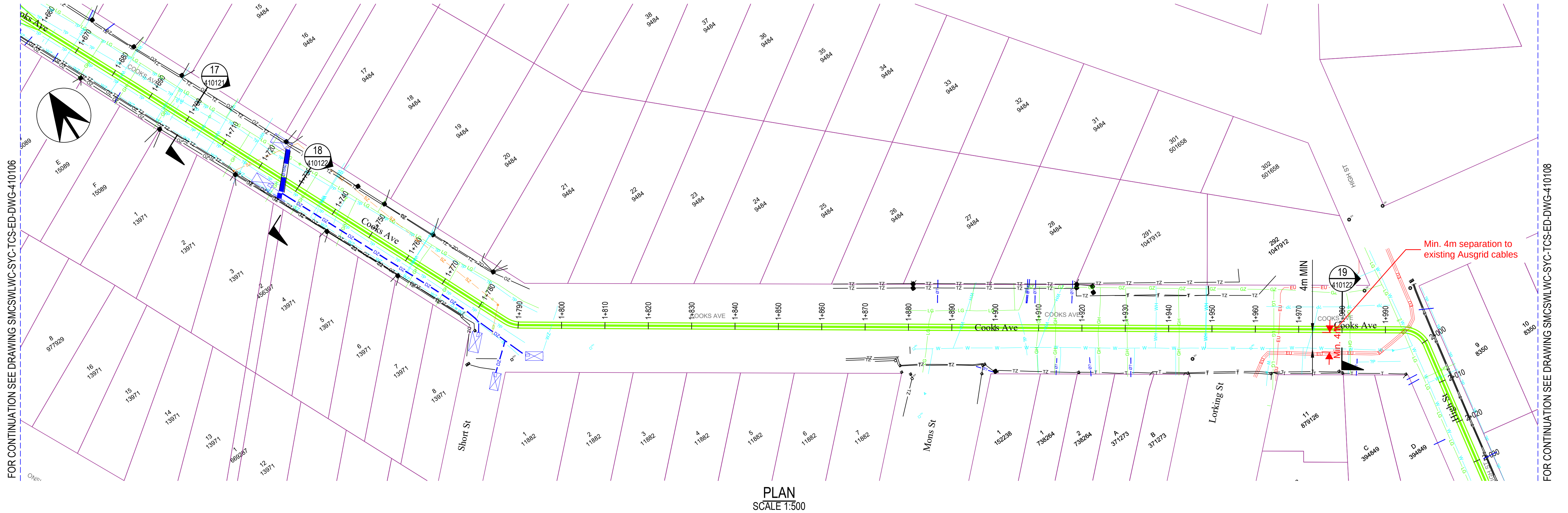
- NEW FEEDER ROUTE
- AUSGRID LV CABLES
- AUSGRID UG 11KV CABLES
- AUSGRID UG 33KV CABLES

- AUSGRID UG 132KV CABLES
- UG WATER SERVICES
- UG SEWER
- UG GAS SERVICE
- UG COMMS SERVICES

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				SCALES		CLIENT		SERVICE PROVIDERS		SYDNEY METRO CITY & SOUTHWEST	
						The information shown on this drawing is for the purposes of the Sydney Metro Project only. No warranty is given or implied as to its suitability for any other purpose. The Service Providers accept no liability arising from the use of this drawing and the information shown thereon for any purpose other than the Sydney Metro Project.		DRAWN _____		CAMPSIE TRACTION SUBSTATION	
						NSW GOVERNMENT sydney METRO		DESIGNED _____ L.FU		PKG2400 CAMPSIE SUBSTATION 33KV BULK POWER SUPPLY FEEDS	
								DRG CHECK _____		ROUTE PLAN 5	
								DESIGN CHECK _____			
A MS 29/03/19 STAGE 1 DESIGN SUBMISSION MD								APPROVED _____			
B01.01 --- FOR INTERNAL REVIEW AND COMMENT ---											
REV.		BY		DATE		DESCRIPTION		APPD.			
A1 Original		Co-ordinate System: MGA Zone 56		Height Datum: A.H.D.		This sheet may be prepared using colour and may be incomplete if copied		NOTE: Do not scale from this drawing.		ALT. DRG No.	



KEY PLAN
SCALE 1:25000

PROFILE
SCALE V 1:250



LEGEND:

- NEW FEEDER ROUTE
- AUSGRID LV CABLES
- AUSGRID UG 11KV CABLES
- AUSGRID UG 33KV CABLES

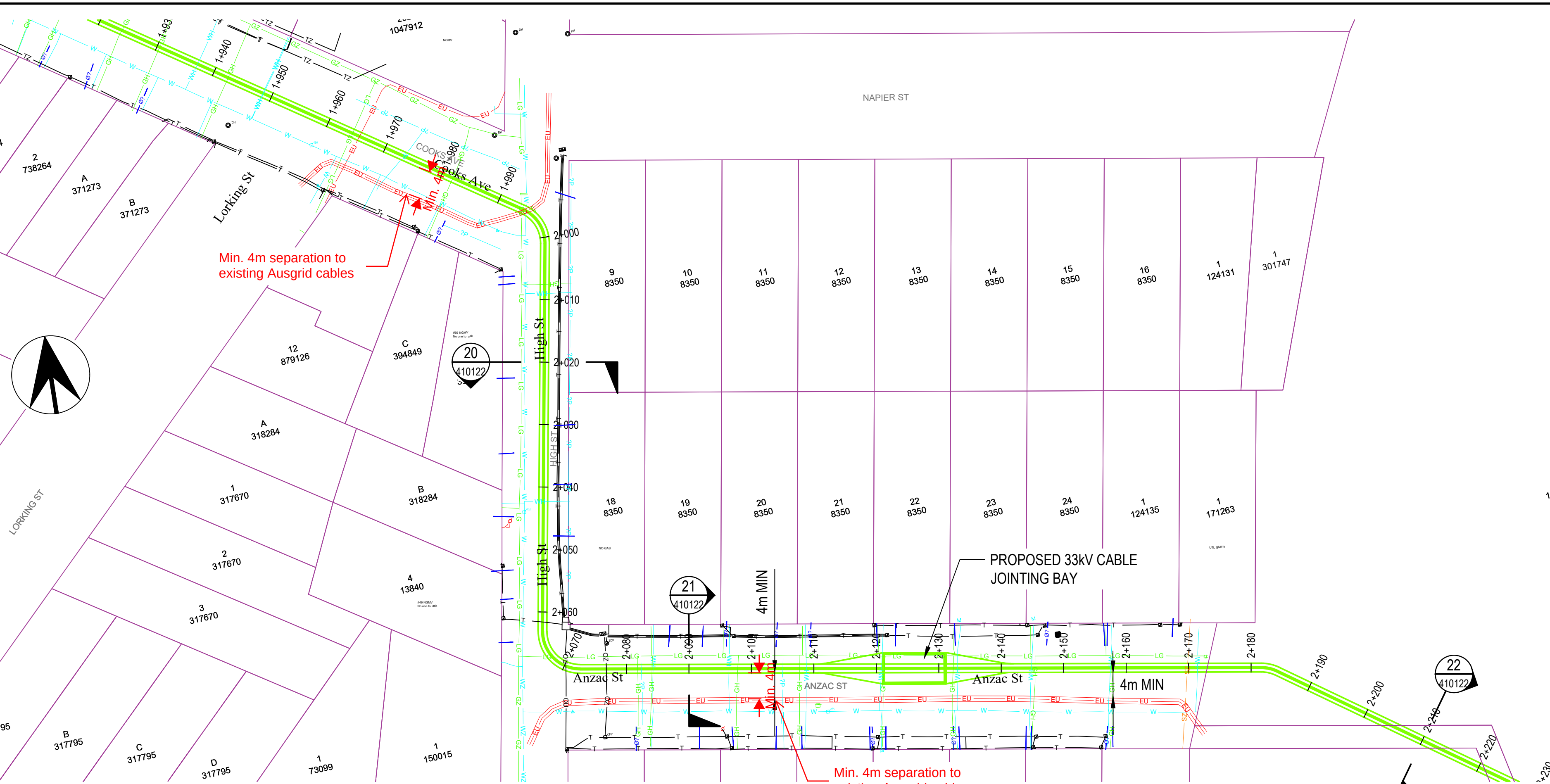
- AUSGRID UG 132KV CABLES
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FOR CONTINUATION SEE DRAWING SMCSWLWC-SYC-TCS-ED-DWG-410107

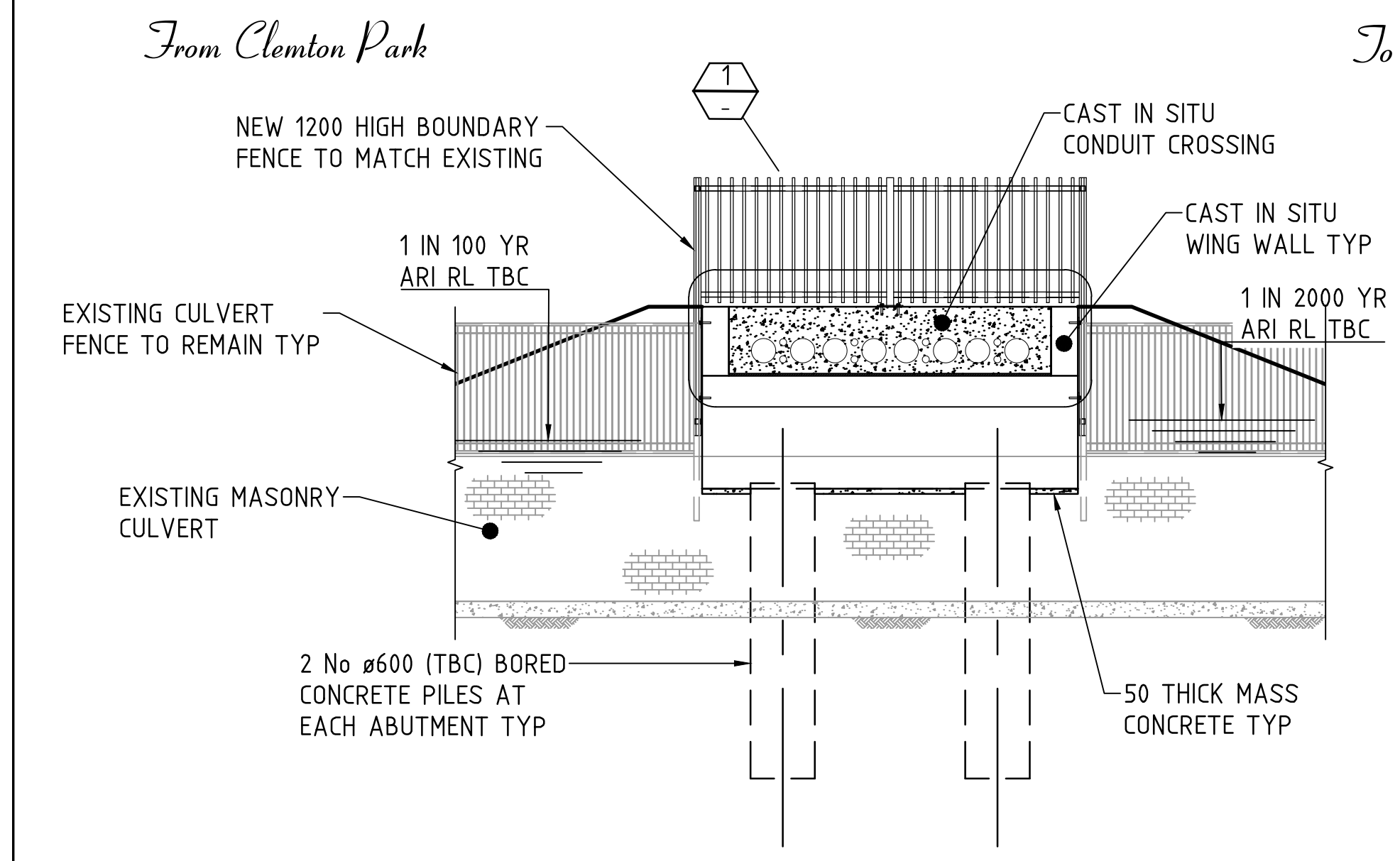


PLAN
SCALE 1:500

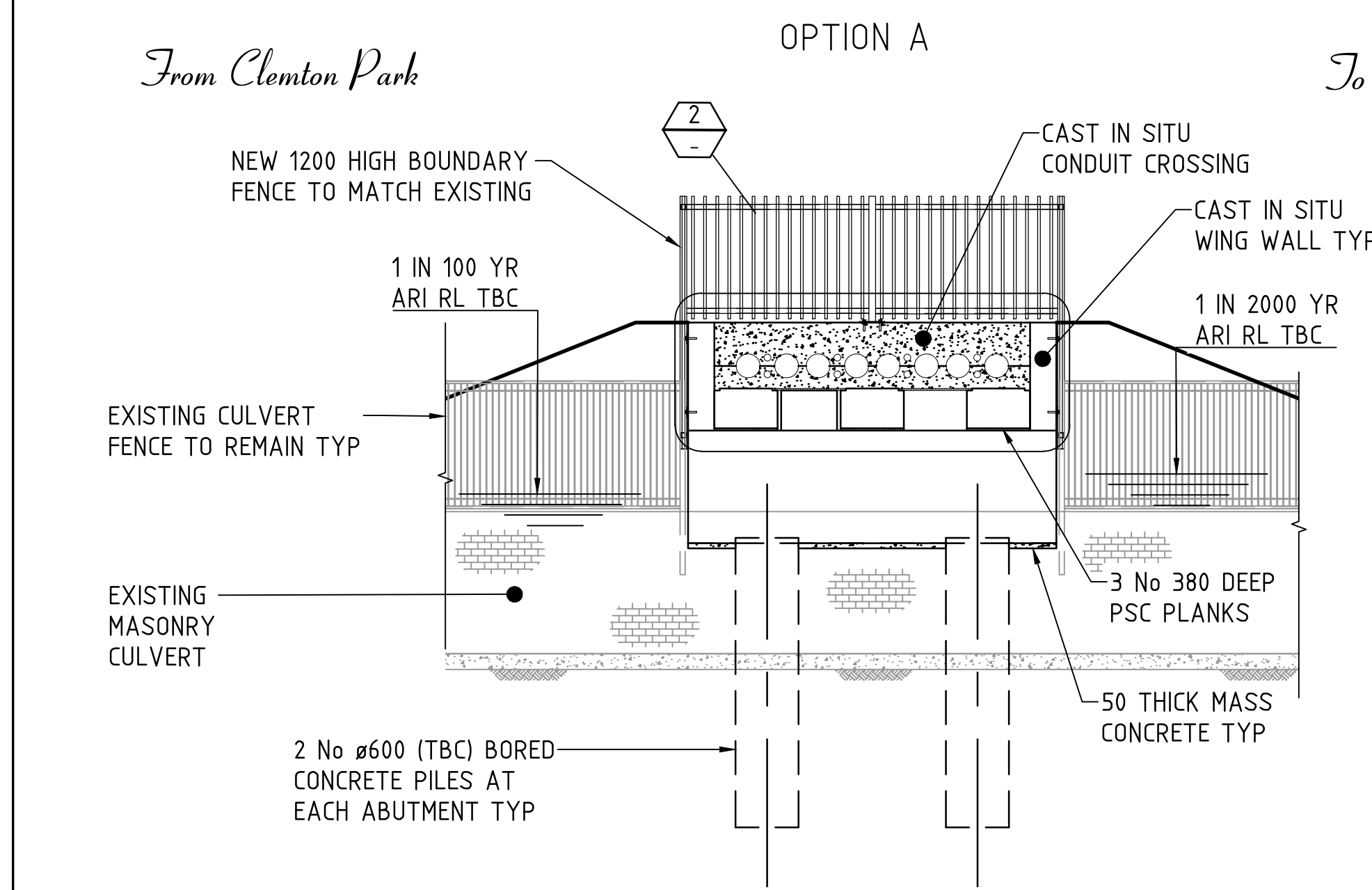
FOR CONTINUATION SEE DRAWING SMCSWLWC-SYC-TCS-ED-DWG-410109

SCALE: H 1:500 1:250
Datum 16.000

CHAINAGE	1940.00																					1.068																				
	1944.00	21.689																				1.028	22.214																			
BOTTOM OF CONDUIT	1948.00	21.881																				1.031	22.406																			
	1952.00	22.048																				1.060	22.573																			
DEPTH TO TOP OF CONDUIT	1956.00	22.215																				1.082	22.740																			
	1960.00	22.382																				1.086	22.907																			
LEVEL AT TOP OF CONDUIT	1964.00	22.549																				1.059	23.074																			
	1968.00	22.716																				1.048	23.241																			
EXISTING LEVELS	1972.00	22.883																				1.036	23.408																			
	1976.00	23.051																				1.024	23.576																			
CHAINAGE	1980.00	23.218																				1.024	23.743																			
	1984.00	23.339																				1.066	23.864																			
BOTTOM OF CONDUIT	1988.00	23.425																				1.115	23.950																			
	1992.00	23.511																				1.136	24.036																			
DEPTH TO TOP OF CONDUIT	1996.00	23.597																				1.112	24.122																			
	2000.00	23.683																				1.035	24.208																			
LEVEL AT TOP OF CONDUIT	2004.00	23.789																				1.026	24.314																			
	2008.00	23.926																				1.024	24.451																			
EXISTING LEVELS	2012.00	24.062																				1.026	24.587																			
	2016.00	24.199																				1.020	24.724																			
BOTTOM OF CONDUIT	2020.00	24.336																				1.016	24.861																			
	2024.00	24.472																				1.017	24.997																			
DEPTH TO TOP OF CONDUIT	2028.00	24.609																				1.027	25.134																			
	2032.00	24.746																				1.034	25.271																			
LEVEL AT TOP OF CONDUIT	2036.00	24.882																				1.031	25.407																			
	2040.00	25.010																				1.034	25.535																			
EXISTING LEVELS	2044.00	25.118																				1.056	25.643																			
	2048.00	25.226																				1.070	25.751																			
BOTTOM OF CONDUIT	2052.00	25.334																				1.083	25.859																			
	2056.00	25.442																				1.098	25.967																			
DEPTH TO TOP OF CONDUIT	2060.00	25.550																				1.124	26.075																			
	2064.00	25.657																				1.148	26.182																			
LEVEL AT TOP OF CONDUIT	2068.00	25.765																				1.183	26.290																			
	2072.00	25.873																				1.126	26.398																			
EXISTING LEVELS	2076.00	25.926																				1.062	26.451																			
	2080.00	25.885																				1.087	26.410																			
BOTTOM OF CONDUIT	2084.00	25.820																				1.132	26.345																			
	2088.00	25.746																				1.167	26.273																			
DEPTH TO TOP OF CONDUIT	2092.00	25.675																				1.184	26.200																			
	2096.00	25.603																				1.182	26.128																			
LEVEL AT TOP OF CONDUIT	2100.00	25.530																				1.150	26.055																			
	2104.00	25.457																				1.104	25.982																			
EXISTING LEVELS	2108.00	25.389																				1.178	25.773																			
	2112.00	25.025																				1.366	25.430																			
BOTTOM OF CONDUIT	2116.00	24.761																				1.543	25.086																			
	2120.00	24.497																				1.704	24.742																			
DEPTH TO TOP OF CONDUIT	2124.00	24.430																				1.592	24.655																			
	2128.00	24.430																				1.363	24.655																			
LEVEL AT TOP OF CONDUIT	2132.00	24.371																				1.173	24.608																			
	2136.00	24.086																				1.155	24.381																			
EXISTING LEVELS	2140.00	23.816																				1.134	24.154																			
	2144.00	23.501																				1.109	23.928																			
BOTTOM OF CONDUIT	2148.00	23.232																				1.072	23.701																			
	2152.00	22.946																				1.033	23.471																			
DEPTH TO TOP OF CONDUIT	2156.00	22.628																				1.090	23.153																			
	2160.00	22.310																				1.146	22.835																			
LEVEL AT TOP OF CONDUIT	2164.00	21.962																				1.152	22.517																			
	2168.00	21.674																				1.143	22.199																			
EXISTING LEVELS	2172.00	21.356																				1.128	21.881																			
	2176.00	21.008																				1.087	21.533																			
BOTTOM OF CONDUIT	2180.00	20.700																				1.040	21.181																			

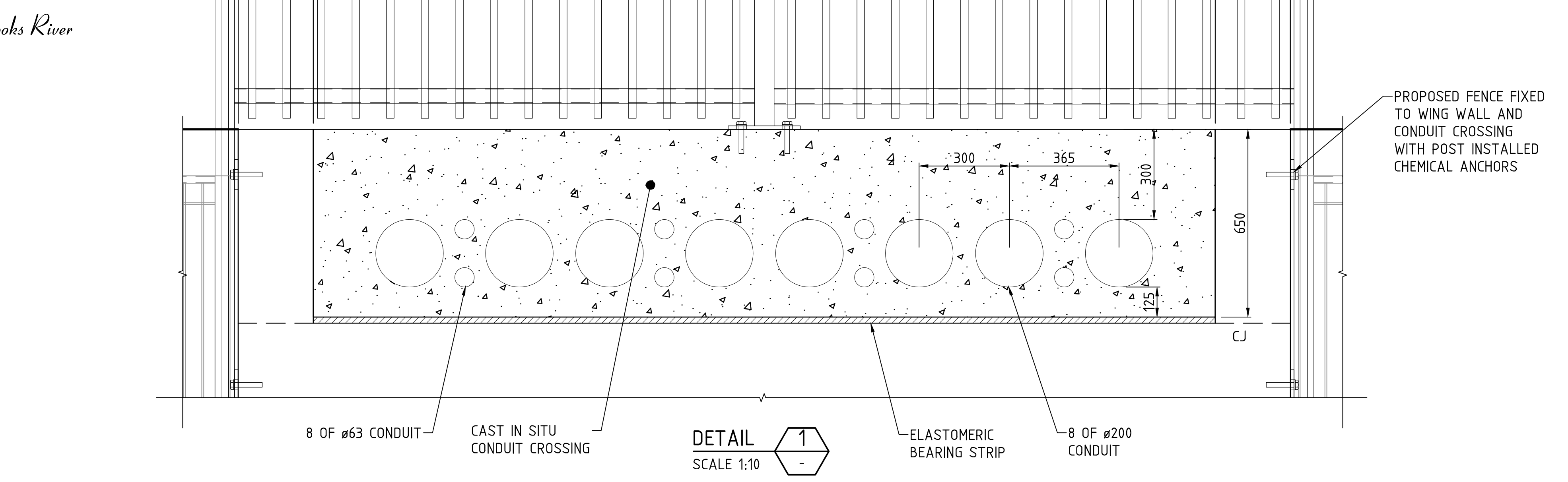


SECTION A
SCALE 1:50

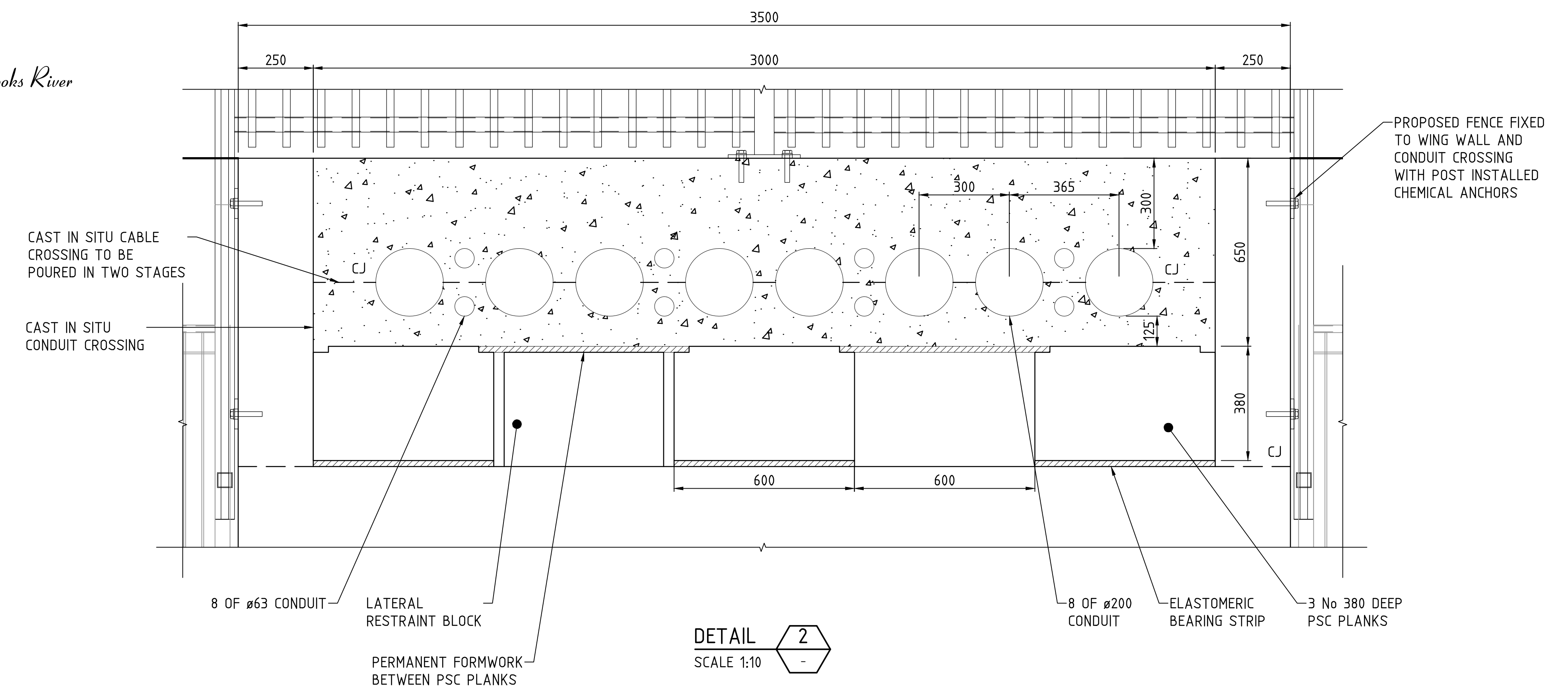


SECTION B
SCALE 1:50

OPTION B



DETAIL 1
SCALE 1:10



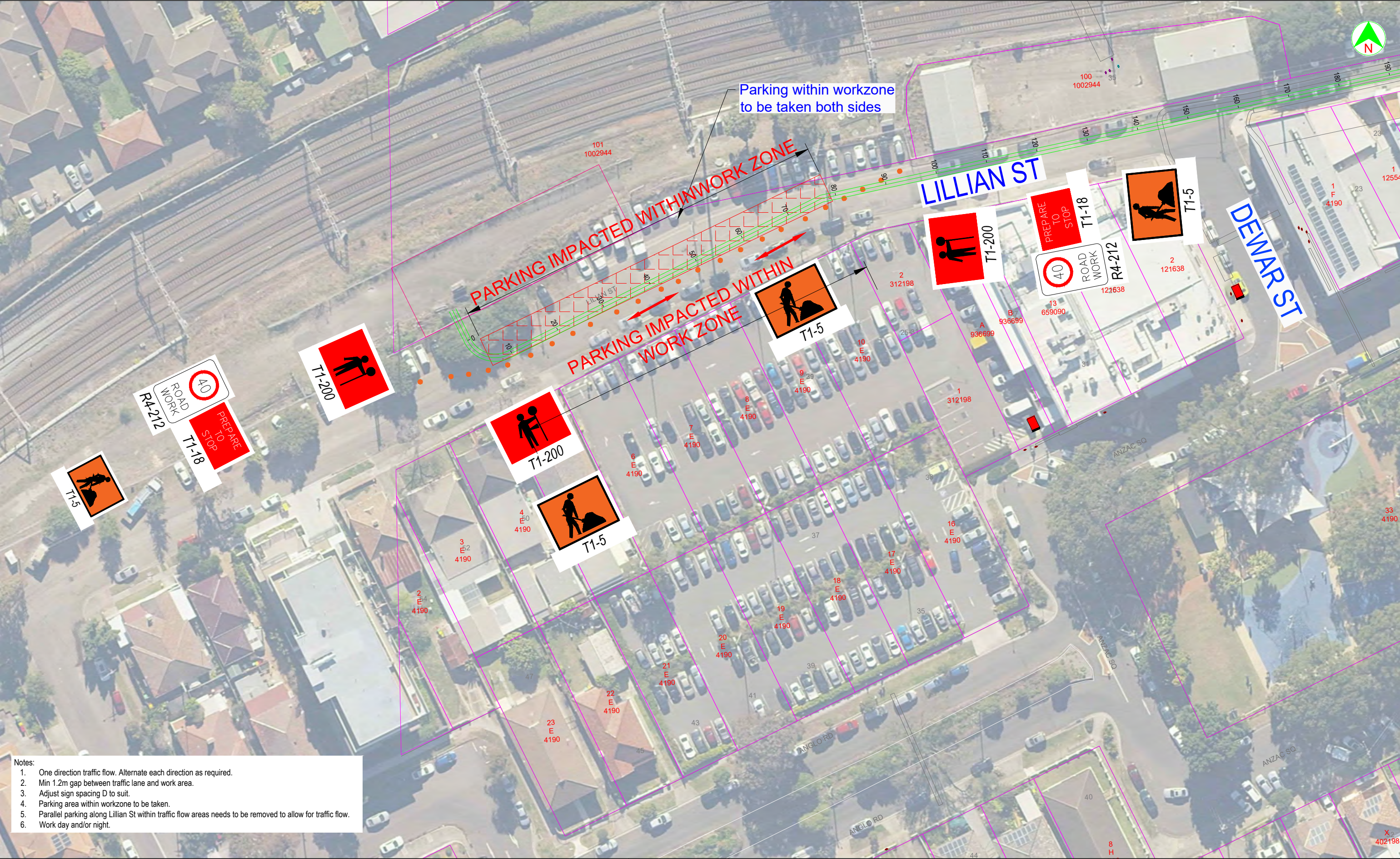
DETAIL 2
SCALE 1:10

- GENERAL NOTES
1. REFER TO SK-XXXX FOR GENERAL NOTES.
 2. SCALE AS SHOWN.
 3. DIMENSIONS ARE SHOWN IN MILLIMETRES.
 4. CHAINAGES AND REDUCED LEVELS ARE IN METRES.

FOR INFORMATION ONLY

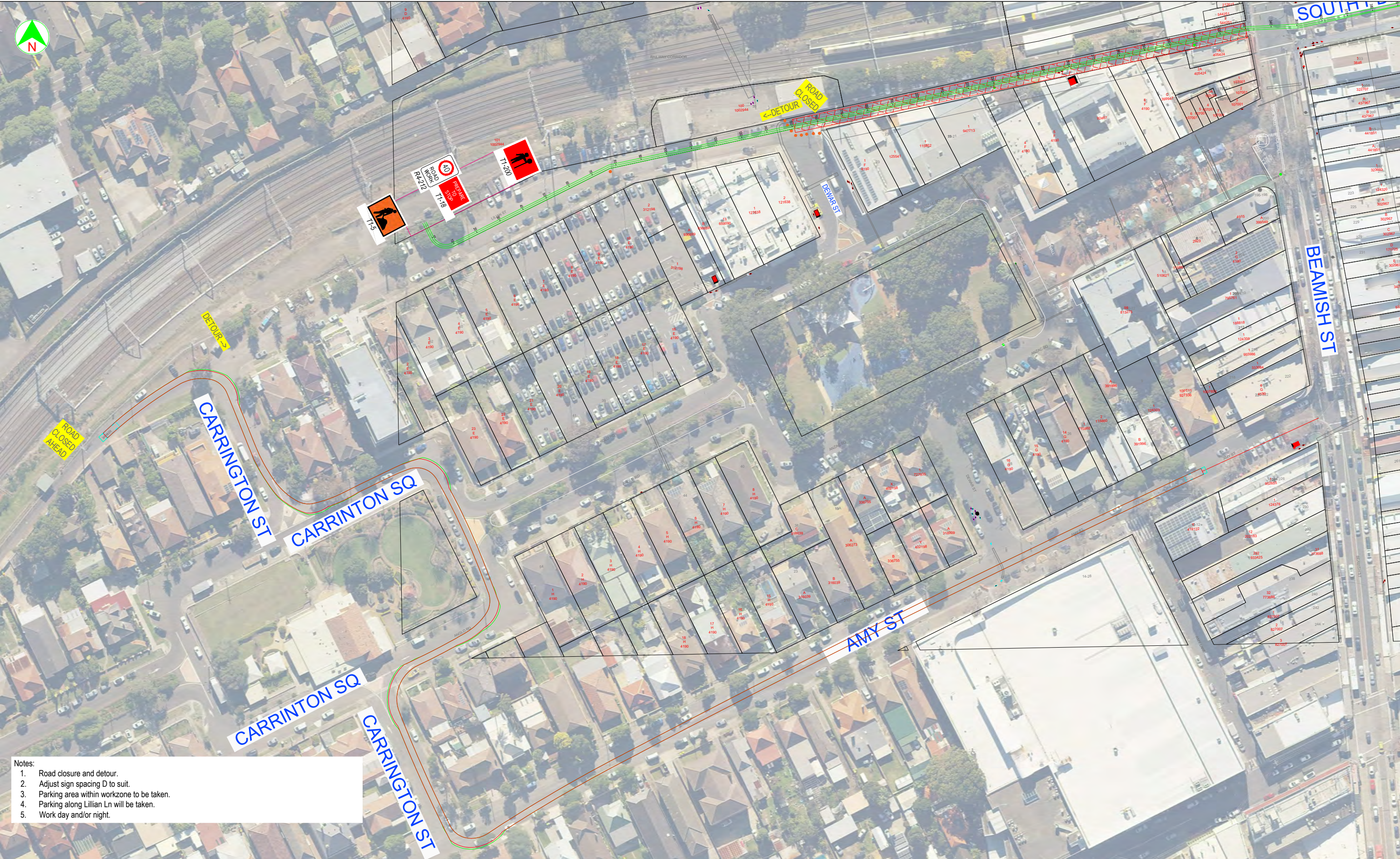
A1 Original				Co-ordinate System: MGA Zone 56	Height Datum: A.H.D.	This sheet may be prepared using colour and may be incomplete if copied	NOTE: Do not scale from this drawing.	ALT. DRG No.	CLIENT		The information shown on this drawing is for the purposes of the Sydney Metro Project only. No warranty is given or implied as to its suitability for any other purpose. The Service Providers accept no liability arising from the use of this drawing and the information shown thereon for any purpose other than the Sydney Metro Project.		SYDNEY METRO CITY & SOUTHWEST		CAMPSPIC TRACTION SUBSTATION		PKG2400 CAMPSPIC SUBSTATION 33KV BULK POWER SUPPLY FEEDS		ROUTE PLAN 9	
REV.				BY	DATE	DESCRIPTION	APPD.		DRAWN: ALAN MICHIE		DESIGNED: ALAN MICHIE		DRG CHECK: NATHAN ROBERTS		DESIGN CHECK: NATHAN ROBERTS		APPROVED: MICHAEL DIGGLE		STATUS: ISSUED FOR REVIEW	
A1 Original				Co-ordinate System: MGA Zone 56	Height Datum: A.H.D.	This sheet may be prepared using colour and may be incomplete if copied	NOTE: Do not scale from this drawing.	ALT. DRG No.	NSW GOVERNMENT		sydney METRO		Systems Connect		WSPA JV		WSP Aurecon Line Wide Joint Venture		SHEET 2 OF 2	
B01.01				---	---	FOR INTERNAL REVIEW AND COMMENT	---		DRG No SMCSWLWC-SYC-TCS-ED-SKT-XXXXXX		REV.		B01.01							

Appendix B. Staging Plans



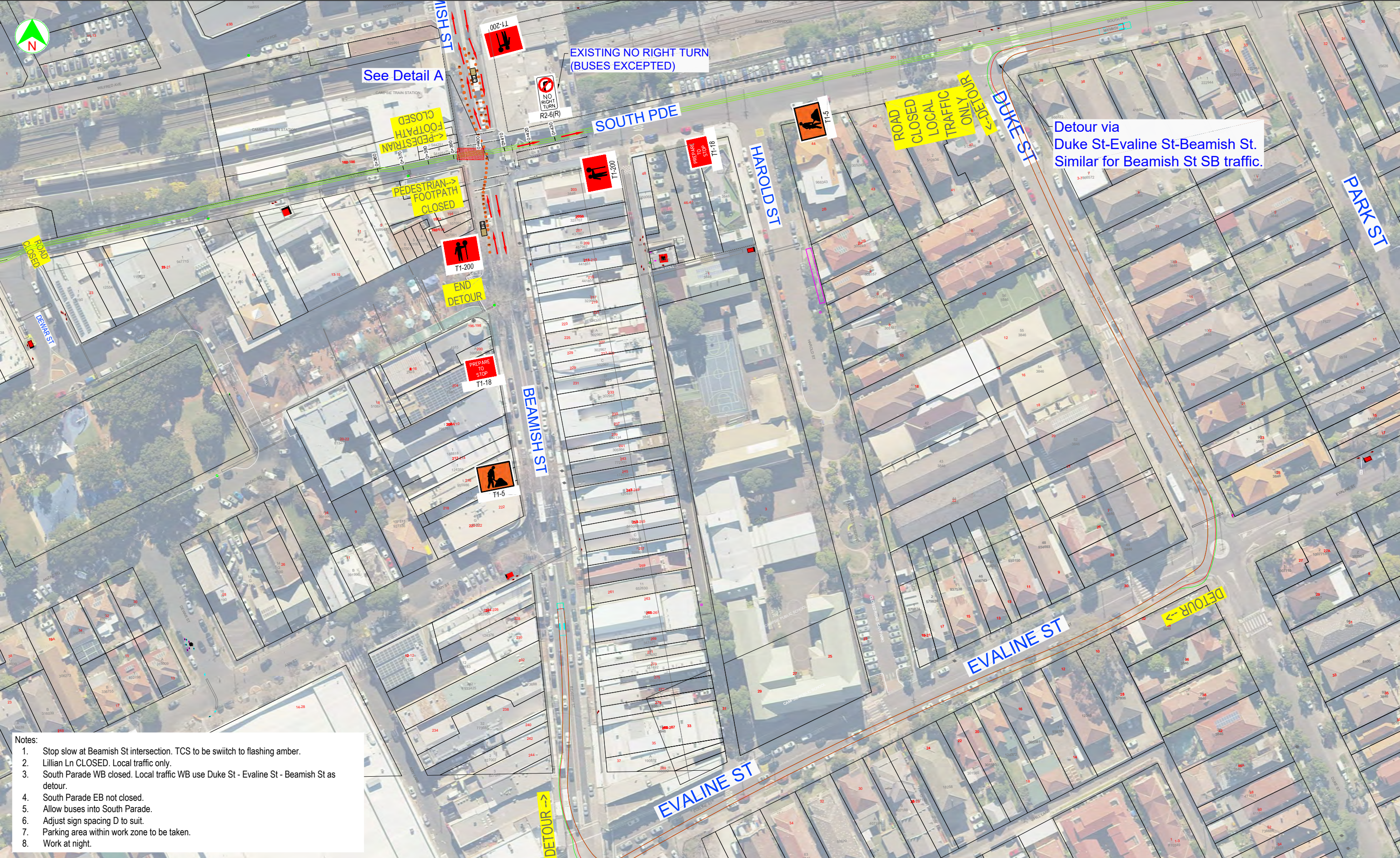
- Notes:
- 1. One direction traffic flow. Alternate each direction as required.
 - 2. Min 1.2m gap between traffic lane and work area.
 - 3. Adjust sign spacing D to suit.
 - 4. Parking area within workzone to be taken.
 - 5. Parallel parking along Lillian St within traffic flow areas needs to be removed to allow for traffic flow.
 - 6. Work day and/or night.

									NOTES	PLOT DATE / TIME			PLOT BY M SIM	CLIENT	A3				
LEGEND				REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY		TITLE	NAME	DATE			Campsie to Canterbury 33kV Feeder Route Ch 0 to 80			
Work Area 33kV trench alignment Traffic cones or equivalent								1:150		Mong Sim. PWZTMP Card # 0037361001.		DRAWN	M.SIM						20/1/20
												DRG CHECK	M.SIM						20/1/20
												DESIGN							
												DESIGN CHECK							
										TRAFFIC MNGR			PREPARED FOR		DWG REF.				
													Systems Connect		SC TCP 1002				
															ISSUE STATUS				
															SHEET No.				
															FOR INFORMATION				
															1 / 1				
															ISSUE				
															2				



- Notes:
1. Road closure and detour.
 2. Adjust sign spacing D to suit.
 3. Parking area within workzone to be taken.
 4. Parking along Lillian Ln will be taken.
 5. Work day and/or night.

LEGEND						NOTES	PLOT DATE / TIME		PLOT BY M SIM	CLIENT	A3	
REVISION DESC. REV DATE APPROVAL SCALES ON A3 SIZE DRAWING						DRAWINGS / DESIGN PREPARED BY Mong Sim. PWZTMP Card # 0037361001.	TITLE	NAME	DATE		SHEET	
Work Area 33kV trench alignment Traffic cones or equivalent							DRAWN	M.SIM	20/1/20		SC TCP 1003	
SCALE 1:125												



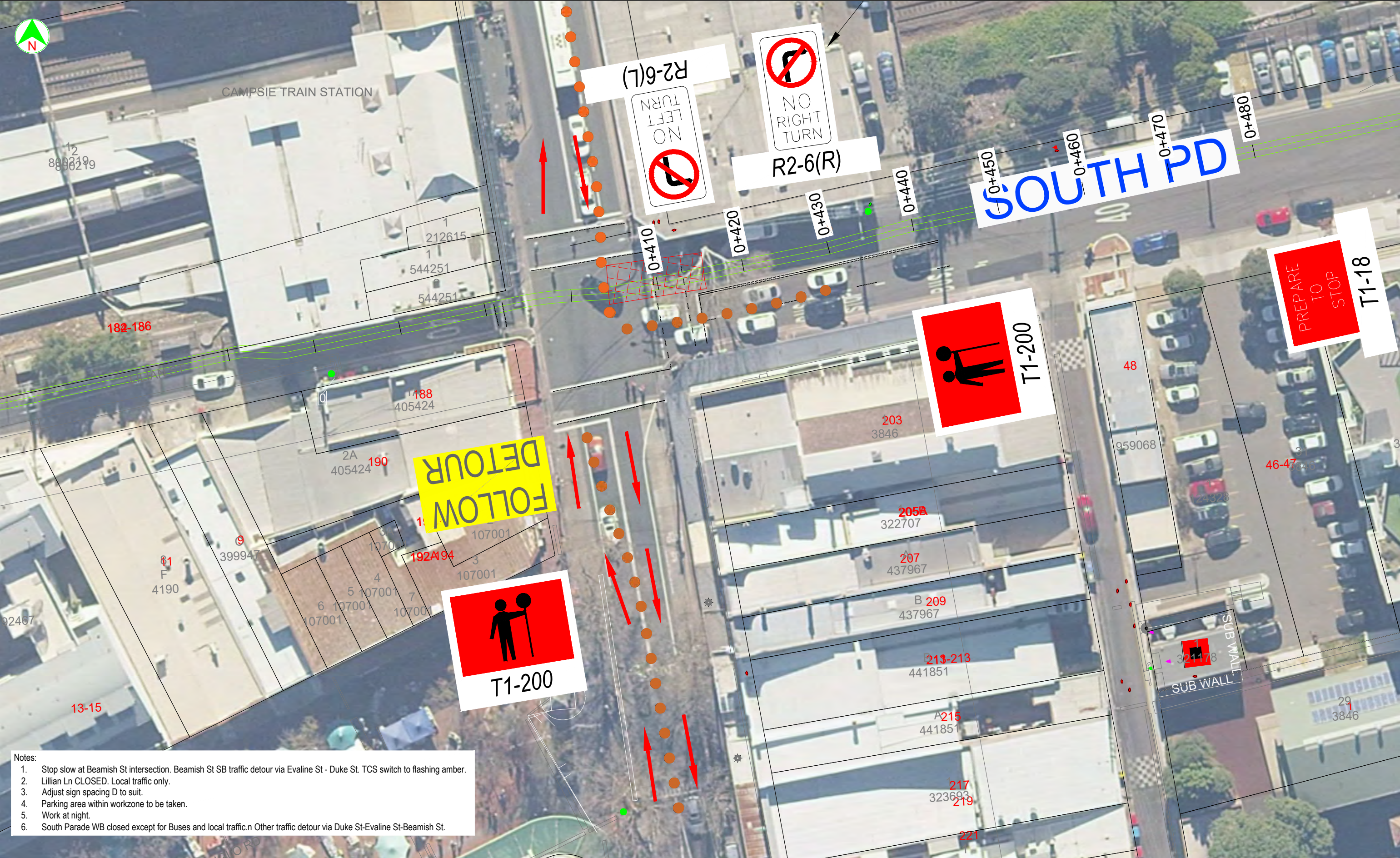
- Notes:
1. Stop slow at Beamish St intersection. TCS to be switch to flashing amber.
 2. Lillian Ln CLOSED. Local traffic only.
 3. South Parade WB closed. Local traffic WB use Duke St - Evaline St - Beamish St as detour.
 4. South Parade EB not closed.
 5. Allow buses into South Parade.
 6. Adjust sign spacing D to suit.
 7. Parking area within work zone to be taken.
 8. Work at night.

LEGEND										REVISION DESC.		REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING		NOTES		PLOT DATE / TIME		PLOT BY M SIM		CLIENT		A3							
Work Area 33kV trench alignment Traffic cones or equivalent															SCALE 1:125 125012525 AT A3		Mong Sim. PWZTMP Card # 0037361001.		DRAWN		M.SIM		20/1/20				Campsie to Canturbury BPS Trench TCP (Trench from Ch 390 to 400)		SHEET			
DRG CHECK		M.SIM		20/1/20																												
DESIGN																																
DESIGN CHECK																																
TRAFFIC MNGR																																
															CO-ORDINATE SYSTEM MGA ZONE 56		HEIGHT DATUM AHD															



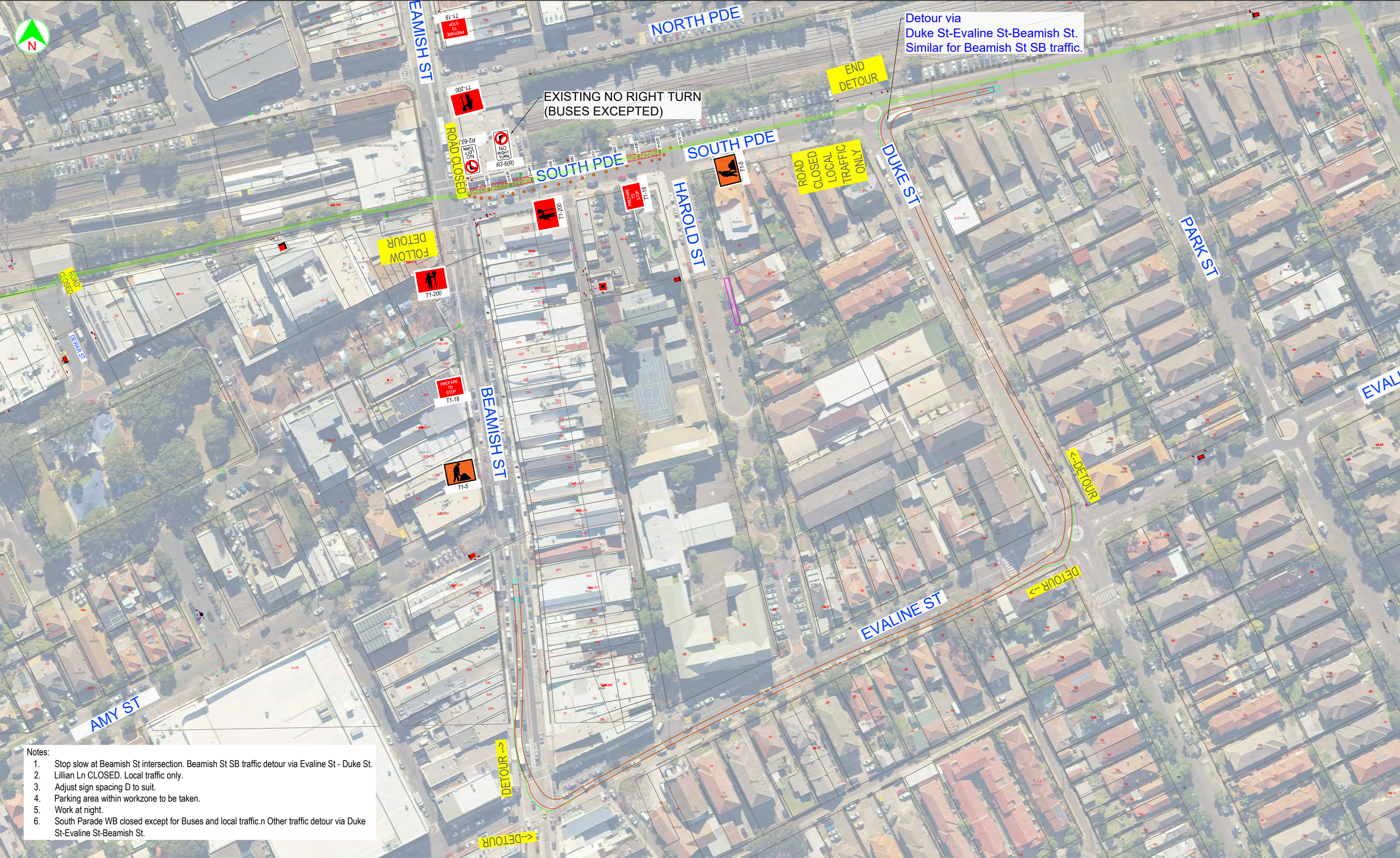
- Notes:
- 1. Stop slow at Beamish St intersection. Beamish St SB traffic detour via Evaline St - Duke St. TCS switch to flashing amber.
 - 2. Lillian Ln CLOSED. Local traffic only.
 - 3. Adjust sign spacing D to suit.
 - 4. Parking area within workzone to be taken.
 - 5. Work at night.
 - 6. South Parade WB closed except for Buses and local traffic.n Other traffic detour via Duke St-Evaline St-Beamish St.

LEGEND					NOTES		PLOT DATE / TIME		PLOT BY		CLIENT		A3	
REVISION DESC. REV DATE APPROVAL SCALES ON A3 SIZE DRAWING					DRAWINGS / DESIGN PREPARED BY		TITLE		NAME		DATE		SHEET	
Work Area					Mong Sim.		DRAWN		M.SIM		20/1/20		Campsie to Canturbury BPS Trench	
33kV trench alignment					PWZTMP Card # 0037361001.		DRG CHECK		M.SIM		20/1/20		TCP (Trench from Ch 400 to 420)	
Traffic cones or equivalent							DESIGN						SC TCP 1004	
							DESIGN CHECK						ISSUE STATUS	
							TRAFFIC MNGR						FOR INFORMATION	
													SHEET No.	
													1 of 2	
													ISSUE	
													2	



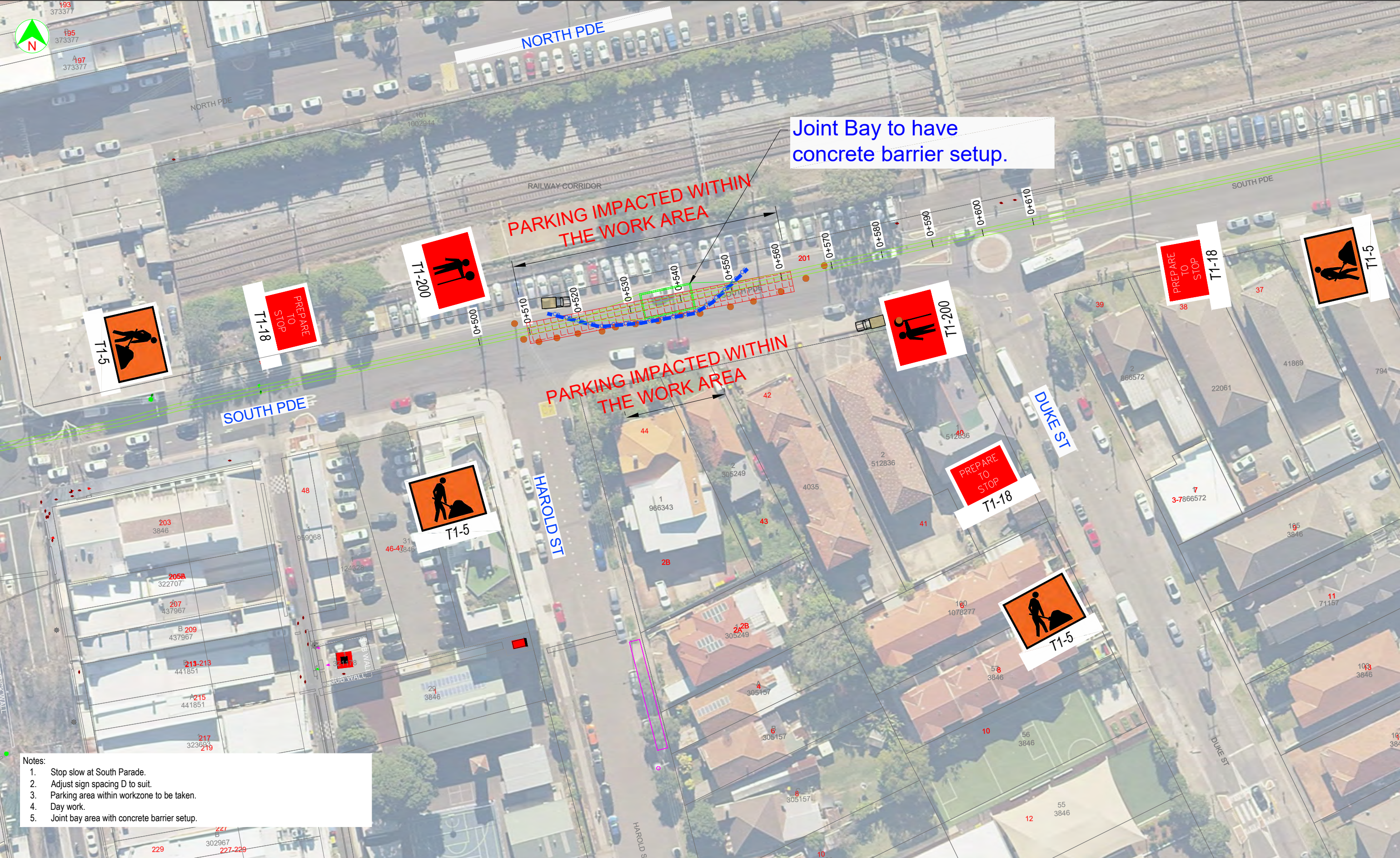
- Notes:
1. Stop slow at Beamish St intersection. Beamish St SB traffic detour via Evaline St - Duke St. TCS switch to flashing amber.
 2. Lillian Ln CLOSED. Local traffic only.
 3. Adjust sign spacing D to suit.
 4. Parking area within workzone to be taken.
 5. Work at night.
 6. South Parade WB closed except for Buses and local traffic.n Other traffic detour via Duke St-Evaline St-Beamish St.

LEGEND										REVISION DESC.		REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING		NOTES		PLOT DATE / TIME		PLOT BY M SIM		CLIENT		A3	



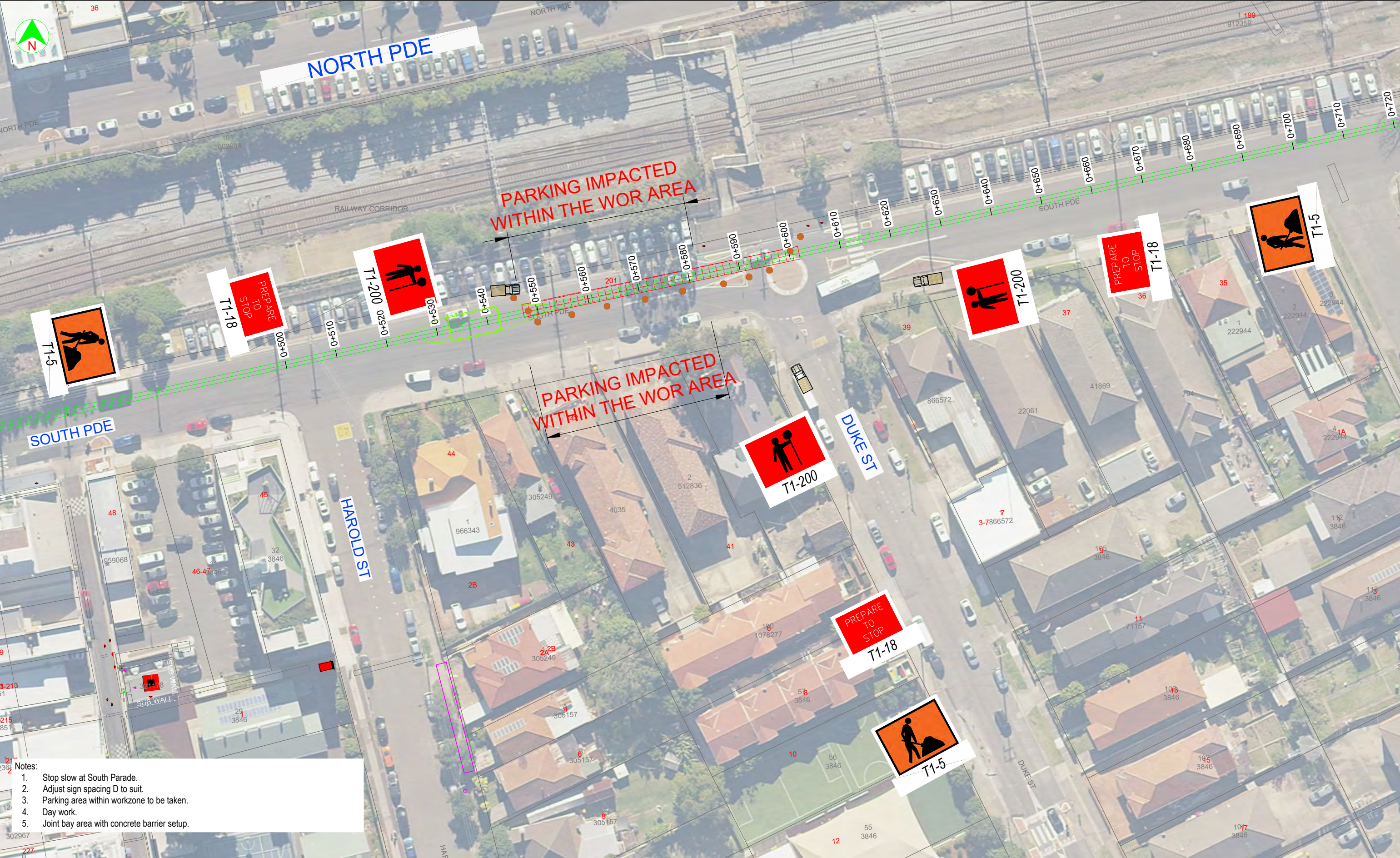
- Notes:
- 1. Stop slow at Beamish St intersection. Beamish St SB traffic detour via Evaline St - Duke St.
 - 2. Lillian Ln CLOSED. Local traffic only.
 - 3. Adjust sign spacing D to suit.
 - 4. Parking area within workzone to be taken.
 - 5. Work at night.
 - 6. South Parade WB closed except for Buses and local traffic.n Other traffic detour via Duke St-Evaline St-Beamish St.

LEGEND					NOTES		PLOT DATE / TIME		PLOT BY		CLIENT		A3	
REVISION DESC. REV DATE APPROVAL SCALES ON A3 SIZE DRAWING					DRAWINGS / DESIGN PREPARED BY		TITLE		NAME		DATE		SHEET	
Work Area					Mong Sim.		DRAWN		M.SIM		20/1/20		SC TCP 1006	
33kV trench alignment					PWZTMP Card # 0037361001.		DRG CHECK		M.SIM		20/1/20		FOR INFORMATION	
Traffic cones or equivalent					CO-ORDINATE SYSTEM		DESIGN						SHEET No.	
					MGA ZONE 56		DESIGN CHECK						1 of 1	
					HEIGHT DATUM		TRAFFIC MNGR						ISSUE	
					AHD								2	
											Systems Connect			



- Notes:
- 1. Stop slow at South Parade.
 - 2. Adjust sign spacing D to suit.
 - 3. Parking area within workzone to be taken.
 - 4. Day work.
 - 5. Joint bay area with concrete barrier setup.

										NOTES		PLOT DATE / TIME		PLOT BY M SIM		CLIENT		A3			
LEGEND					REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING		DRAWINGS / DESIGN PREPARED BY		TITLE	NAME	DATE						
Work Area 33kV trench alignment Traffic cones or equivalent CP Temporary concrete barrier					CO-ORDINATE SYSTEM MGA ZONE 56		HEIGHT DATUM AHD		Mong Sim. PWZTMP Card # 0037361001.		DRAWN	M.SIM	20/1/20								
											DRG CHECK	M.SIM	20/1/20								
											DESIGN										
											DESIGN CHECK										
											TRAFFIC MNGR										
																PREPARED FOR		SHEET			
																Systems Connect		SC TCP 1007			
																		ISSUE STATUS		SHEET No.	
																		FOR INFORMATION		1 of 1	
																				ISSUE 2	



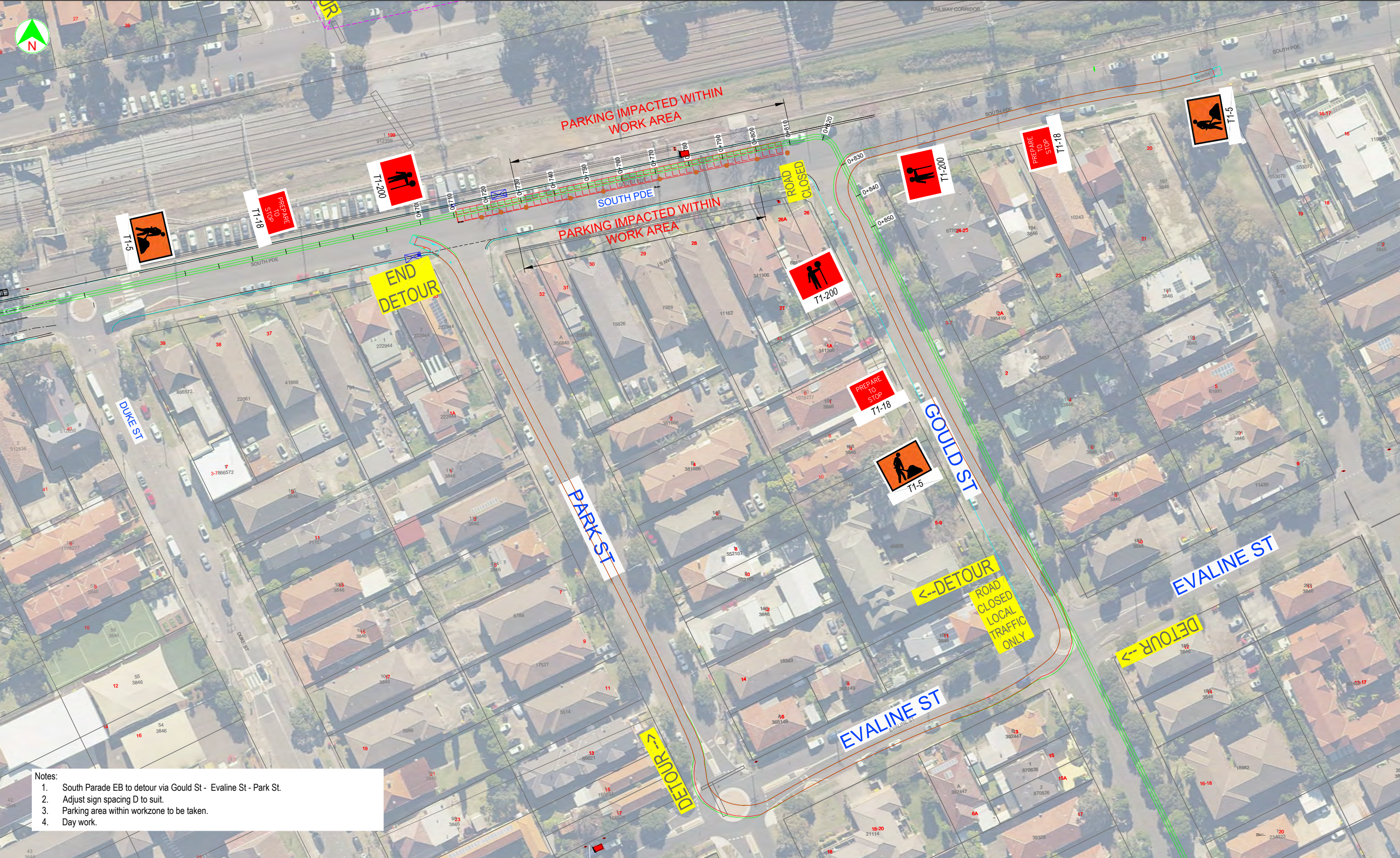
- Notes:
1. Stop slow at South Parade.
 2. Adjust sign spacing D to suit.
 3. Parking area within workzone to be taken.
 4. Day work.
 5. Joint bay area with concrete barrier setup.

LEGEND				REVISION DESC. REV DATE APPROVAL				NOTES		PLOT DATE / TIME		PLOT BY M SIM		CLIENT		A3	
Work Area 33kV trench alignment Traffic cones or equivalent Temporary concrete barrier				SCALES ON A3 SIZE DRAWING				DRAWINGS / DESIGN PREPARED BY		TITLE		NAME		DATE		SHEET	
				SCALE 1500				Mong Sim.		DRAWN		M.SIM		20/1/20		Campsie to Canturbury BPS Trench	
				CO-ORDINATE SYSTEM MGA ZONE 56				PWZTMP Card # 0037361001.		DRG CHECK		M.SIM		20/1/20		TCP (Trench from Ch 560 - 600)	
				HEIGHT DATUM AHD						DESIGN						SC TCP 1008	
										DESIGN CHECK						ISSUE STATUS	
										TRAFFIC MNGR						FOR INFORMATION	
														Systems Connect		SHEET No.	
																1 of 1	
																ISSUE	
																2	



- Notes:
- 1. South Parade EB to detour via Park St - Evaline St - Dule St.
 - 2. Adjust sign spacing D to suit.
 - 3. Parking area within workzone to be taken.
 - 4. Day work.

										NOTES	PLOT DATE / TIME			PLOT BY M SIM		CLIENT		A3										
LEGEND					REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING					DRAWINGS / DESIGN PREPARED BY							TITLE	NAME	DATE					
Work Area 33kV trench alignment Traffic cones or equivalent										SCALE 1:1000 10 0 10 20 AT A3											DRAWN	M.SIM	20/1/20					
																					DRG CHECK	M.SIM	20/1/20					
																		DESIGN										
															DESIGN CHECK			PREPARED FOR		Systems Connect			SC TCP 1009					
															TRAFFIC MNGR											ISSUE STATUS	SHEET No.	ISSUE
																										FOR INFORMATION	1 of 1	2



- Notes:
1. South Parade EB to detour via Gould St - Evaline St - Park St.
 2. Adjust sign spacing D to suit.
 3. Parking area within workzone to be taken.
 4. Day work.

LEGEND										REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING		NOTES		PLOT DATE / TIME		PLOT BY M SIM		CLIENT		Campsie to Canturbury BPS Trench TCP (Trench from Ch 700 to 810)		SHEET		A3								
Work Area 33kV trench alignment Traffic cones or equivalent														SCALE 1:1000		DRAWINGS / DESIGN PREPARED BY		Mong Sim. PWZTMP Card # 0037361001.	DRAWN	NAME	DATE								PREPARED FOR		SC TCP 1010	ISSUE STATUS	SHEET No.	ISSUE		
														CO-ORDINATE SYSTEM					HEIGHT DATUM		DRG CHECK														M.SIM	20/1/20
														MGA ZONE 56					AHD		DESIGN															
																					DESIGN CHECK															
				TRAFFIC MNGR																																



- Notes:
- 1. Gould St Closure. Local traffic only.
 - 2. Adjust sign spacing D to suit.
 - 3. Parking area within workzone to be taken.
 - 4. Day work.

										NOTES	PLOT DATE / TIME			PLOT BY M SIM		CLIENT		A3							
LEGEND					REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING					DRAWINGS / DESIGN PREPARED BY							TITLE	NAME	DATE		
Work Area 33kV trench alignment Traffic cones or equivalent															Mong Sim. PWZTMP Card # 0037361001.						DRAWN	M.SIM	20/1/20		
																					DRG CHECK	M.SIM	20/1/20		
																					DESIGN				
																	DESIGN CHECK								
															TRAFFIC MNGR						PREPARED FOR		SHEET		
																				Systems Connect					
																							SC TCP 1011		
																							ISSUE STATUS	SHEET No.	ISSUE
																							FOR INFORMATION	1 of 1	2



- Notes:
1. Evaline St Closure. Local traffic only.
 2. Stop Slow at the roundabout.
 3. Adjust sign spacing D to suit.
 4. Parking area within workzone to be taken.
 5. Day work.

LEGEND										REVISION DESC.		REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING		NOTES		PLOT DATE / TIME		PLOT BY M SIM		CLIENT		Campsie to Canturbury BPS Trench TCP (Trench from Ch 970 -1000)			A3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Work Area 33kV trench alignment Traffic cones or equivalent																	DRAWINGS / DESIGN PREPARED BY		Mong Sim. PWZTMP Card # 0037361001.		TITLE									NAME		DATE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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- Notes:
1. Gould St Closure. Local traffic only.
 2. Temporary barrier set up at joint bay area up to 2 weeks to complete FRP work.
 3. Adjust sign spacing D to suit.
 4. Parking area within workzone to be taken.
 5. Day work.

LEGEND										REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING		NOTES			PLOT DATE / TIME		PLOT BY M SIM		CLIENT		A3		
Work Area 33kV trench alignment Traffic cones or equivalent														SCALE 1:1000													



- Notes:
1. Redman St closed between Gould St and Oswald St. Local traffic only.
 2. 3 way stop slow the the roundabout at Gould St and Redman St.
 3. Local detour for Redman St through traffic via Gould St - Oswald St.
 4. Adjust sign spacing D to suit.
 5. Parking area within work zone to be taken.
 6. Day work.

LEGEND										REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING		NOTES		PLOT DATE / TIME		PLOT BY M SIM		CLIENT		A3			
 Work Area  33kV trench alignment  Traffic cones or equivalent														SCALE 1:1000  AT A3		Mong Sim. PWZTMP Card # 0037361001.		DRAWN		M.SIM		20/1/20				Campsie to Canturbury BPS Trench TCP (Trench from Ch 1180 - 1200) SHEET	
DRG CHECK		M.SIM		20/1/20																							
DESIGN																											
DESIGN CHECK																											
TRAFFIC MNGR																											



- Notes:
- 1. Gould St closed between Redman Stand Warratah St with Local closure at Waratah Ln.
 - 2. Gould St through traffic to detour around next intersection.
 - 3. Adjust sign spacing D to suit.
 - 4. Parking area within workzone to be taken.
 - 5. Day work.

LEGEND						REVISION DESC.		REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING		NOTES		PLOT DATE / TIME		PLOT BY M SIM		CLIENT		A3						
Work Area 33kV trench alignment Traffic cones or equivalent												SCALE 1:1000 AT A3		Mong Sim. PWZTMP Card # 0037361001.		DRAWN		M.SIM		20/1/20				Campsie to Canturbury BPS Trench TCP (Trench from Ch 1200 - 1270)		SHEET	
																DRG CHECK		M.SIM		20/1/20							
																DESIGN											
																DESIGN CHECK											
																TRAFFIC MNGR											
																		PREPARED FOR		SC TCP 1015							
																				Systems Connect		ISSUE STATUS		SHEET No.		ISSUE	
																						1 of 1		2			



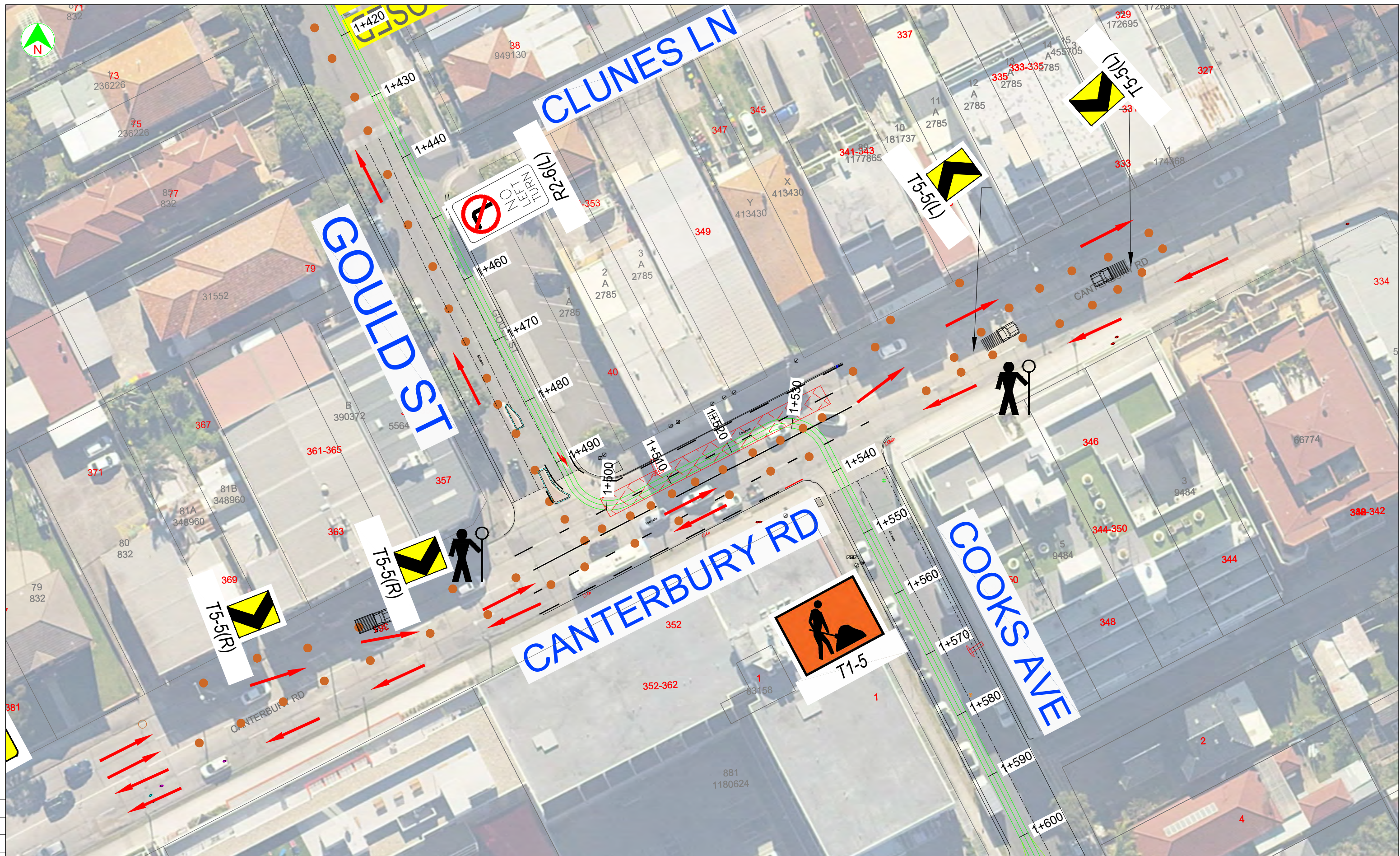
- Notes:
1. Gould St southbound traffic to detour via Emu St - Wonga Street. Local access only.
 2. Gould St northbound and Canterbury Rd - No impact.
 3. Adjust sign spacing D to suit.
 4. Parking area within work zone to be taken.
 5. Day work.

LEGEND										REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING	NOTES	PLOT DATE / TIME			PLOT BY M SIM	CLIENT		A3	
Work Area 33kV trench alignment Traffic cones or equivalent														SCALE 1:1000 100 0 10 20 AT A3	Mong Sim. PWZTMP Card # 0037361001.	DRAWN	M.SIM	20/1/20	PREPARED FOR Systems Connect		Campsie to Canturbury BPS Trench TCP (Trench from Ch 1390 - 1500)		SHEET
																DRG CHECK	M.SIM	20/1/20					
																DESIGN							
																DESIGN CHECK							
																TRAFFIC MNGR							
CO-ORDINATE SYSTEM										HEIGHT DATUM													
MGA ZONE 56										AHD													
													</										



- Notes:
- Gould St southbound traffic to detour via Emu St - Wonga Street. Local access only.
 - Gould St northbound no impact.
 - Contraflow Canterbury Road traffic. See Detail A on Page 2 of 2.
 - Adjust sign spacing D to suit.
 - Parking area within work zone to be taken.
 - Night work.

										NOTES	PLOT DATE / TIME		PLOT BY M SIM		CLIENT		A3		
LEGEND					REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY		TITLE	NAME	DATE					
Work Area 33kV trench alignment Traffic cones or equivalent									SCALE 1:1000 100 0 10 20 AT A3	Mong Sim. PWZTMP Card # 0037361001.		DRAWN	M.SIM	20/1/20					
												DRG CHECK	M.SIM	20/1/20					
												DESIGN							
											CO-ORDINATE SYSTEM		HEIGHT DATUM						
											MGA ZONE 56		AHD						

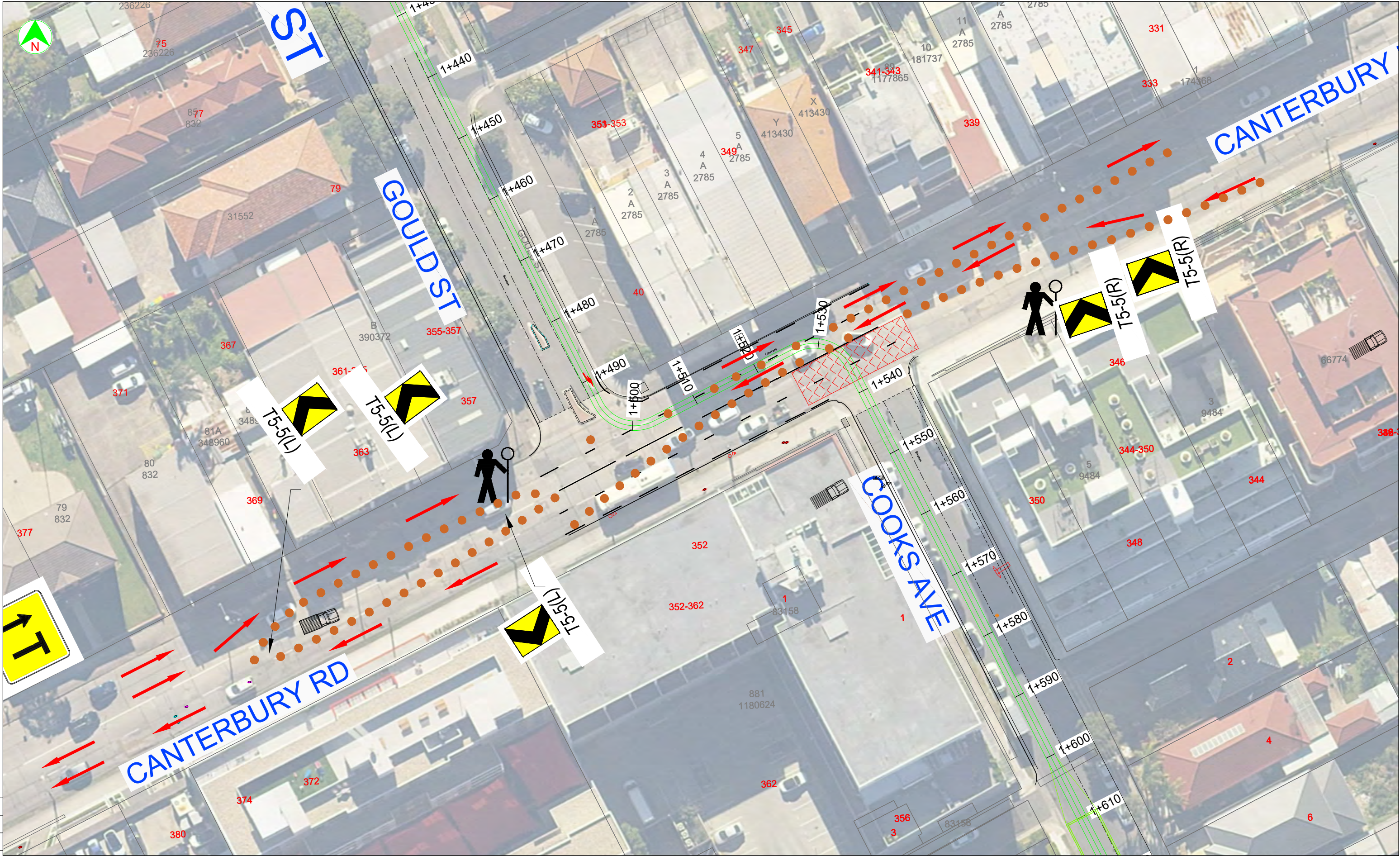


										NOTES	PLOT DATE / TIME			PLOT BY M SIM	CLIENT		Campsie to Canturbury BPS Trench - Detail B TCP (Trench from Ch 1500 - 1530) SHEET			A3
LEGEND					REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY		TITLE	NAME	DATE						
Notes: 1. Min. 1.2m gap between traffic lanes and edge of work area.												DRAWN	M.SIM	20/1/20						
												DRG CHECK	M.SIM	20/1/20						
												DESIGN								
												DESIGN CHECK								
															PREPARED FOR Systems Connect		SC TCP 1018			
										CO-ORDINATE SYSTEM		HEIGHT DATUM		ISSUE STATUS			SHEET No.	ISSUE		
										MGA ZONE 56		AHD					2 of 2	2		



- Notes:
1. No entry to Cooks Ave from Canterbury Road. Use Allen St and Howard St.
 2. Local traffic on Cooks Ave.
 3. Adjust sign spacing D to suit.
 4. Parking area within work zone to be taken.
 5. Night work.

										NOTES	PLOT DATE / TIME			PLOT BY M SIM		CLIENT		A3									
LEGEND					REVISION DESC. REV DATE APPROVAL					SCALES ON A3 SIZE DRAWING					DRAWINGS / DESIGN PREPARED BY						TITLE	NAME	DATE				
Work Area 33kV trench alignment Traffic cones or equivalent										SCALE 1:1000 100 0 10 20 AT A3					Mong Sim. PWZTMP Card # 0037361001.						DRAWN	M.SIM	20/1/20				
																					DRG CHECK	M.SIM	20/1/20				
																		DESIGN									
															DESIGN CHECK			PREPARED FOR		SC TCP 1019			ISSUE STATUS FOR INFORMATION	SHEET No. 1 of 2	ISSUE 2		
															TRAFFIC MNGR												



LEGEND				REVISION DESC. REV DATE APPROVAL				NOTES		PLOT DATE / TIME		PLOT BY M SIM		CLIENT		A3	
Work Area 33kV trench alignment Traffic cones or equivalent				SCALES ON A3 SIZE DRAWING				DRAWINGS / DESIGN PREPARED BY		TITLE		NAME		DATE		Campsie to Canturbury BPS Trench TCP (Trench from Ch 1530 - 1540) DETAIL B	
				2:1				Mong Sim. PWZTMP Card # 0037361001.		DRAWN		M.SIM		20/1/20		SHEET	
				CO-ORDINATE SYSTEM MGA ZONE 56				HEIGHT DATUM AHD		DRG CHECK		M.SIM		20/1/20		ISSUE STATUS	
										DESIGN						SHEET No.	
										DESIGN CHECK						2 of 2	
										TRAFFIC MNGR						ISSUE	
																2	
														Systems Connect			



- Notes:
- 1. Stop slow at Cooks Ave.
 - 2. Adjust sign spacing D to suit.
 - 3. Parking area within work zone to be taken.
 - 4. Temporary concrete barrier for 2 weeks at joint bay area.
 - 5. Day and/or night work.

LEGEND				NOTES		PLOT DATE / TIME		PLOT BY		CLIENT		A3	
REVISION DESC. REV DATE APPROVAL				DRAWINGS / DESIGN PREPARED BY		TITLE		NAME		DATE		SHEET	
SCALES ON A3 SIZE DRAWING				Mong Sim.		DRAWN		M.SIM		20/1/20		Campsie to Canturbury BPS Trench	
SCALE 1:100				PWZTMP Card # 0037361001.		DRG CHECK		M.SIM		20/1/20		TCP (Trench from Ch 1610-1660)	
CO-ORDINATE SYSTEM MGA ZONE 56				HEIGHT DATUM AHD		DESIGN						SC TCP 1021	
CO-ORDINATE SYSTEM MGA ZONE 56				HEIGHT DATUM AHD		DESIGN CHECK						ISSUE STATUS	
CO-ORDINATE SYSTEM MGA ZONE 56				HEIGHT DATUM AHD		TRAFFIC MNGR						FOR INFORMATION	
CO-ORDINATE SYSTEM MGA ZONE 56				HEIGHT DATUM AHD								SHEET No.	
CO-ORDINATE SYSTEM MGA ZONE 56				HEIGHT DATUM AHD								1 of 1	
CO-ORDINATE SYSTEM MGA ZONE 56				HEIGHT DATUM AHD								ISSUE	
CO-ORDINATE SYSTEM MGA ZONE 56				HEIGHT DATUM AHD								2	



- Notes:
1. Stop slow at Cooks Ave.
 2. Adjust sign spacing D to suit.
 3. Parking area within work zone to be taken.
 4. Day and/or night work.

LEGEND				REVISION DESC.		REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING		NOTES		PLOT DATE / TIME		PLOT BY		CLIENT		A3	
Work Area 33kV trench alignment Traffic cones or equivalent									SCALE 1:100 1 0 1 2 AT A3		DRAWINGS / DESIGN PREPARED BY Mong Sim. PWZTMP Card # 0037361001.		TITLE		NAME		DATE			
									CO-ORDINATE SYSTEM MGA ZONE 56		HEIGHT DATUM AHD		DRAWN		M.SIM		20/1/20			
													DRG CHECK		M.SIM		20/1/20			
													DESIGN							
													DESIGN CHECK							
													TRAFFIC MNGR							
																	PREPARED FOR			
																	Systems Connect			
																	Campsie to Canturbury BPS Trench TCP (Trench from Ch 1660 - 1830)		SHEET	
																	SC TCP 1022			
																	ISSUE STATUS		SHEET No.	
																	FOR INFORMATION		1 of 1	
																			ISSUE	
																			2	



- Notes:
- 1. Stop slow at Cooks Ave-Mons St..
 - 2. Adjust sign spacing D to suit.
 - 3. Parking area within work zone to be taken.
 - 4. Day and/or night work.

										NOTES	PLOT DATE / TIME		PLOT BY M SIM	CLIENT		A3			
LEGEND					REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY		TITLE	NAME						DATE
Work Area 33kV trench alignment Traffic cones or equivalent									SCALE 1:100 1012 AT A3	Mong Sim. PWZTMP Card # 0037361001.		DRAWN	M.SIM						20/1/20
												DRG CHECK	M.SIM	20/1/20					
												DESIGN							
												DESIGN CHECK							
												TRAFFIC MNGR							



- Notes:
- 1. Stop slow at Cooks Ave-Lorking St.
 - 2. High St traffic to detour via Cressy St - Mons St..
 - 3. Adjust sign spacing D to suit.
 - 4. Parking area within work zone to be taken.
 - 5. Day and/or night work.

LEGEND										REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING	NOTES		PLOT DATE / TIME		PLOT BY M SIM		CLIENT		Campsie to Canturbury BPS Trench TCP (Trench from Ch 1930 - 1990)		A3		
															DRAWINGS / DESIGN PREPARED BY		TITLE	NAME	DATE								
Work Area															SCALE 1:100 1 0 1 2 AT A3		Mong Sim. PWZTMP Card # 0037361001.		DRAWN	M.SIM						20/1/20	
33kV trench alignment																			DRG CHECK	M.SIM						20/1/20	
Traffic cones or equivalent																											
															CO-ORDINATE SYSTEM		HEIGHT DATUM										
															MGA ZONE 56		AHD										
																											</



- Notes:
1. Road Closure at High St. Detour via Lorking St - Cressy St.
 2. Adjust sign spacing D to suit.
 3. Parking area within work zone to be taken.
 4. Day and/or night work.

LEGEND				REVISION DESC. REV DATE APPROVAL				NOTES				PLOT DATE / TIME				CLIENT				A3			
Work Area 33kV trench alignment Traffic cones or equivalent				SCALES ON A3 SIZE DRAWING				DRAWINGS / DESIGN PREPARED BY				PLOT BY				M SIM				Campsie to Canturbury BPS Trench TCP (Trench from Ch 1990 - 2050)			
				SCALE 1:100				Mong Sim.				DRAWN				M.SIM				SHEET			
				CO-ORDINATE SYSTEM				PWZTMP Card # 0037361001.				DRG CHECK				M.SIM				SC TCP 1025			
				HEIGHT DATUM								DESIGN								ISSUE STATUS			
				MGA ZONE 56								DESIGN CHECK								FOR INFORMATION			
				AHD								TRAFFIC MNGR								SHEET No.			
																Systems Connect				1 of 1			
																				ISSUE			
																				2			

Appendix C. Bus Route N40 detour proposal



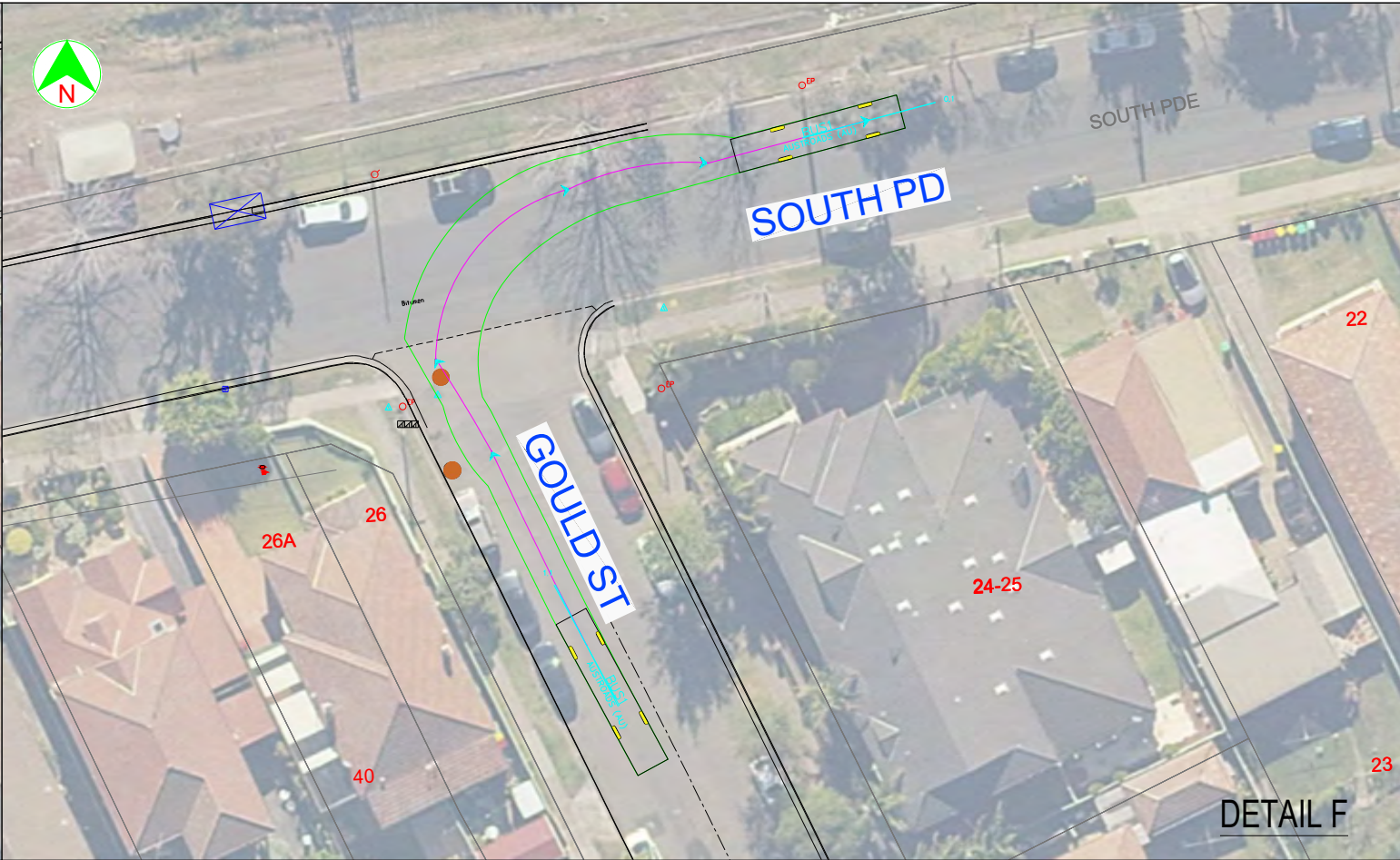
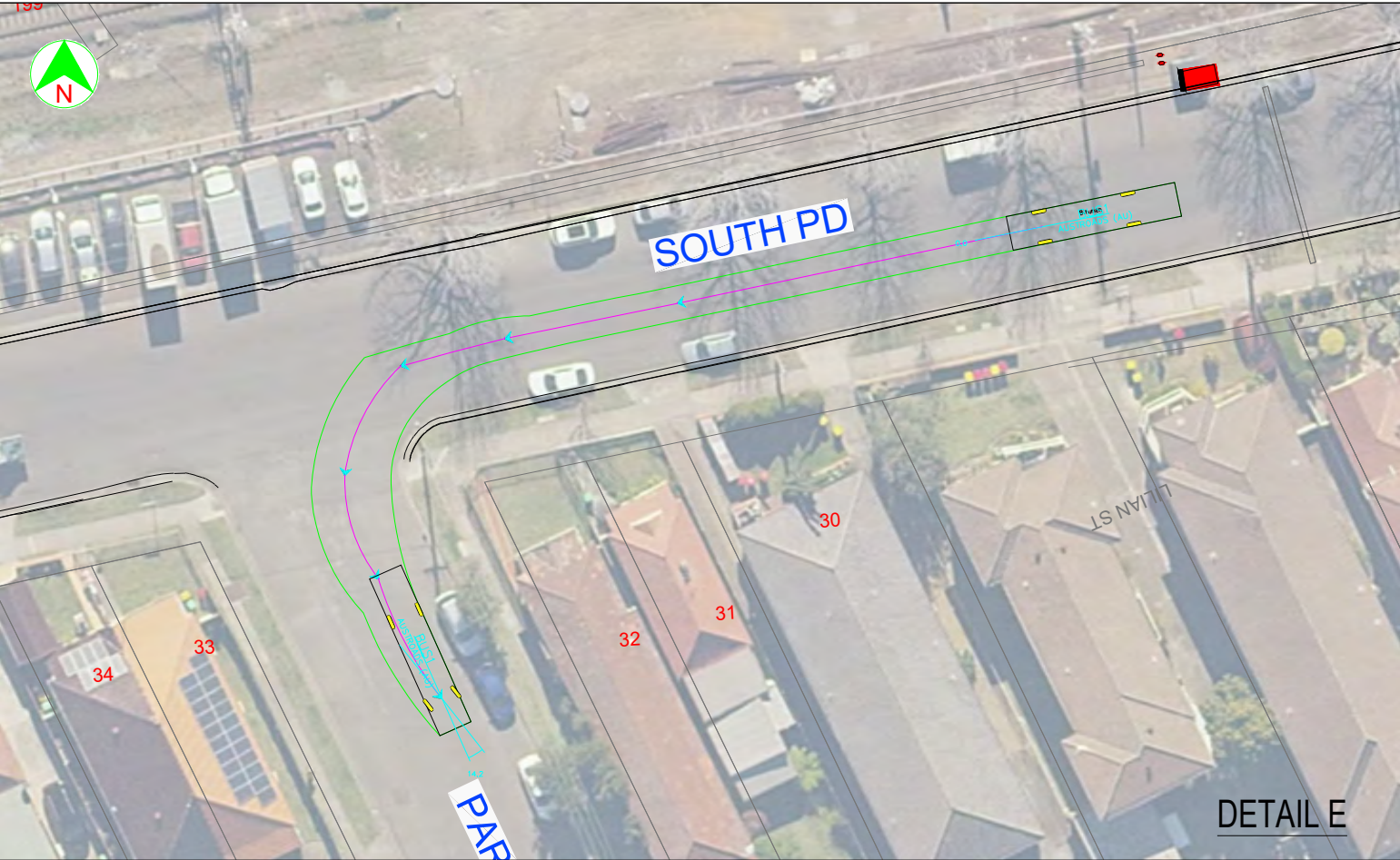
									NOTES	PLOT DATE / TIME			PLOT BY M SIM	CLIENT	Existing Bus Route N40 Route			A3				
LEGEND					REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	PREPARED FOR								
➤➤➤➤➤➤ ➤➤➤➤➤➤ ➤➤➤➤➤➤ Bus Route N40 - East Hills to City Town Hall Bus Route N40 - City Town Hall to East Hills Work area									N.T.S				DRAWN M.SIM 15/10/19 DRG CHECK M.SIM 15/10/19 DESIGN DESIGN CHECK TRAFFIC MNGR							SHEET		
					CO-ORDINATE SYSTEM MGA ZONE 56				HEIGHT DATUM AHD				ISSUE STATUS				SHEET No. 1 of 1		ISSUE			



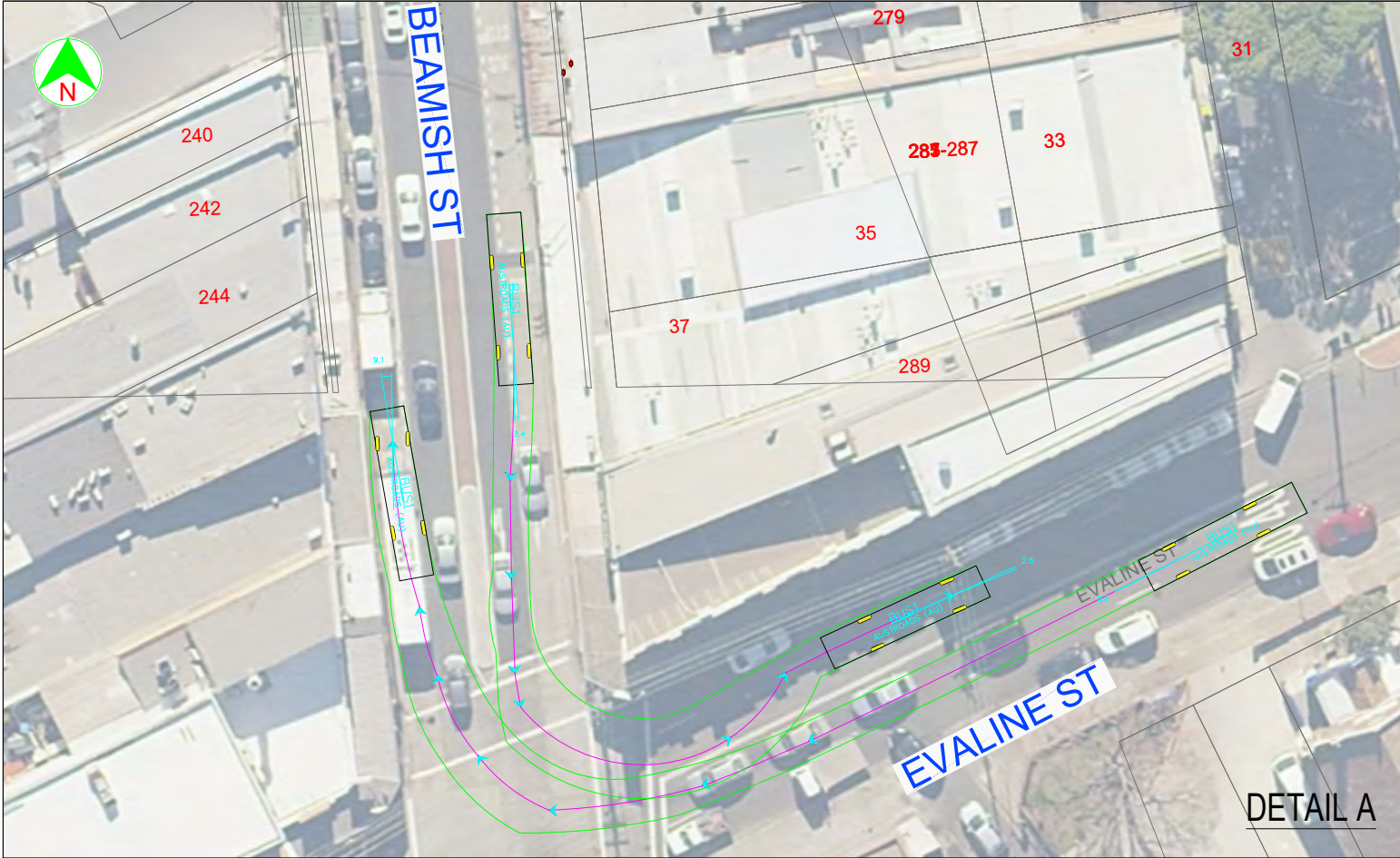
LEGEND									REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE		Proposed Bus Route N40 Temporary Relocation (5 night only in mid March, exact date to be finalised)	SHEET
>>>>>> Bus Route N40 - East Hills to City Town Hall													N.T.S			21/1/20				
<<<<<< Bus Route N40 - City Town Hall to East Hills																21/1/20				
Work area																				



LEGEND					NOTES		PLOT DATE / TIME		PLOT BY		CLIENT		Turning Path Checks for N40 reroute (detour) N40 INBOUND - Beamish St -Evaline St -Gould St-South Pd N40 OUTBOUND - South Pd - Park St - Evaline St - Beamish St		A3
REVISION DESC. REV DATE APPROVAL					DRAWINGS / DESIGN PREPARED BY		TITLE		NAME		DATE				
							DRAWN		M.SIM		20/1/20				
							DRG CHECK		M.SIM		20/1/20				
							DESIGN								
							DESIGN CHECK								
							TRAFFIC MNGR								
													Systems Connect		
													FOR INFORMATION		
													SHEET No.		
													1 of 3		
													ISSUE		
													1		



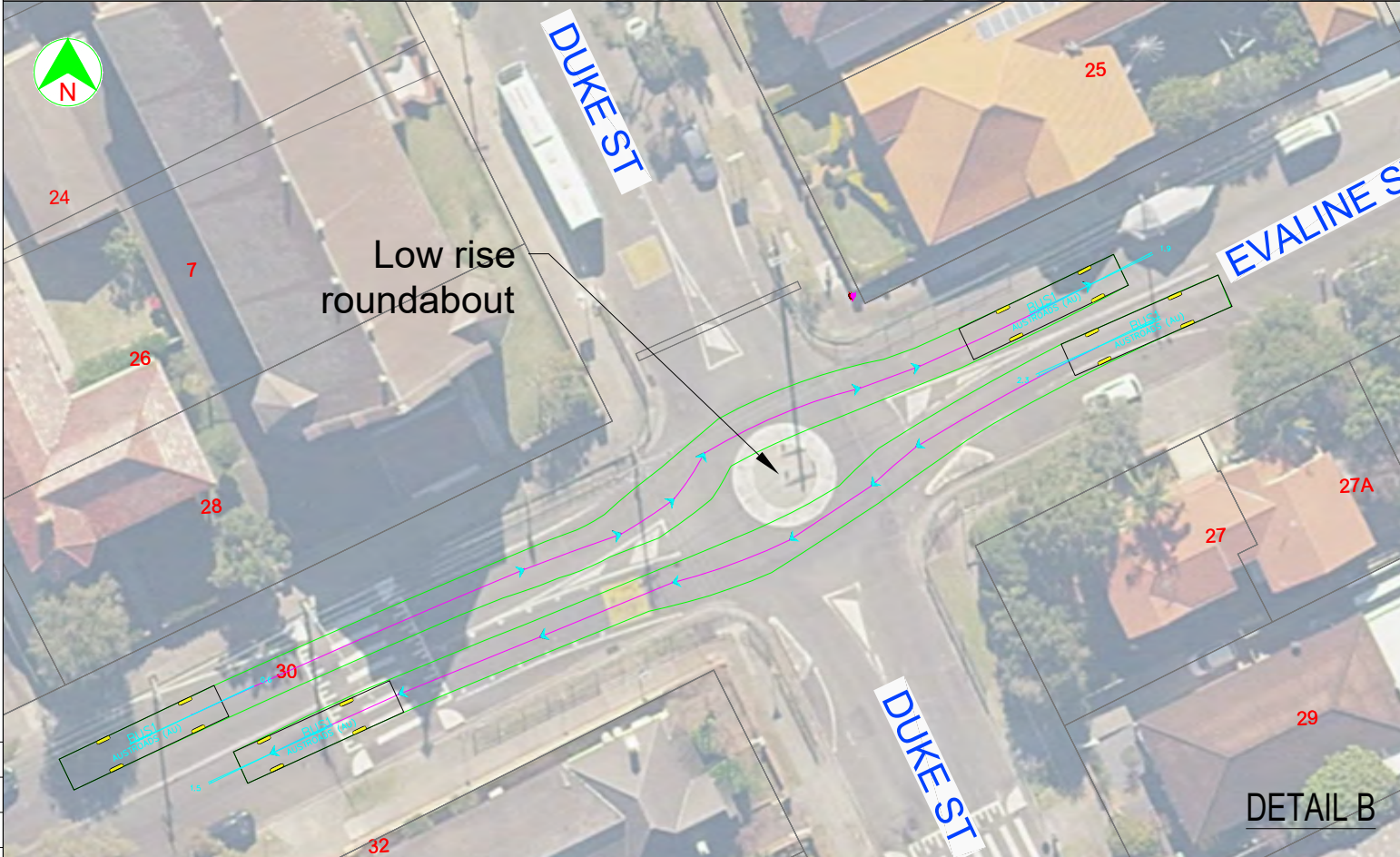
LEGEND										NOTES	PLOT DATE / TIME			PLOT BY M SIM		CLIENT		Turning Path Checks for N40 reroute (detour) N40 INBOUND - Beamish St -Evaline St -Gould St-South Pd N40 OUTBOUND - South Pd - Park St - Evaline St - Beamish St SHEET			A3
REVISION DESC. REV DATE APPROVAL										DRAWINGS / DESIGN PREPARED BY			TITLE	NAME	DATE						
SCALE 1:100 1000 AT A3													DRAWN	M.SIM	20/1/20						
													DRG CHECK	M.SIM	20/1/20						
													DESIGN								
													DESIGN CHECK								
CO-ORDINATE SYSTEM MGA ZONE 56										HEIGHT DATUM AHD		TRAFFIC MNGR									
																PREPARED FOR					
																Systems Connect		ISSUE STATUS	SHEET No.	ISSUE	
																		FOR INFORMATION	3 of 3	1	



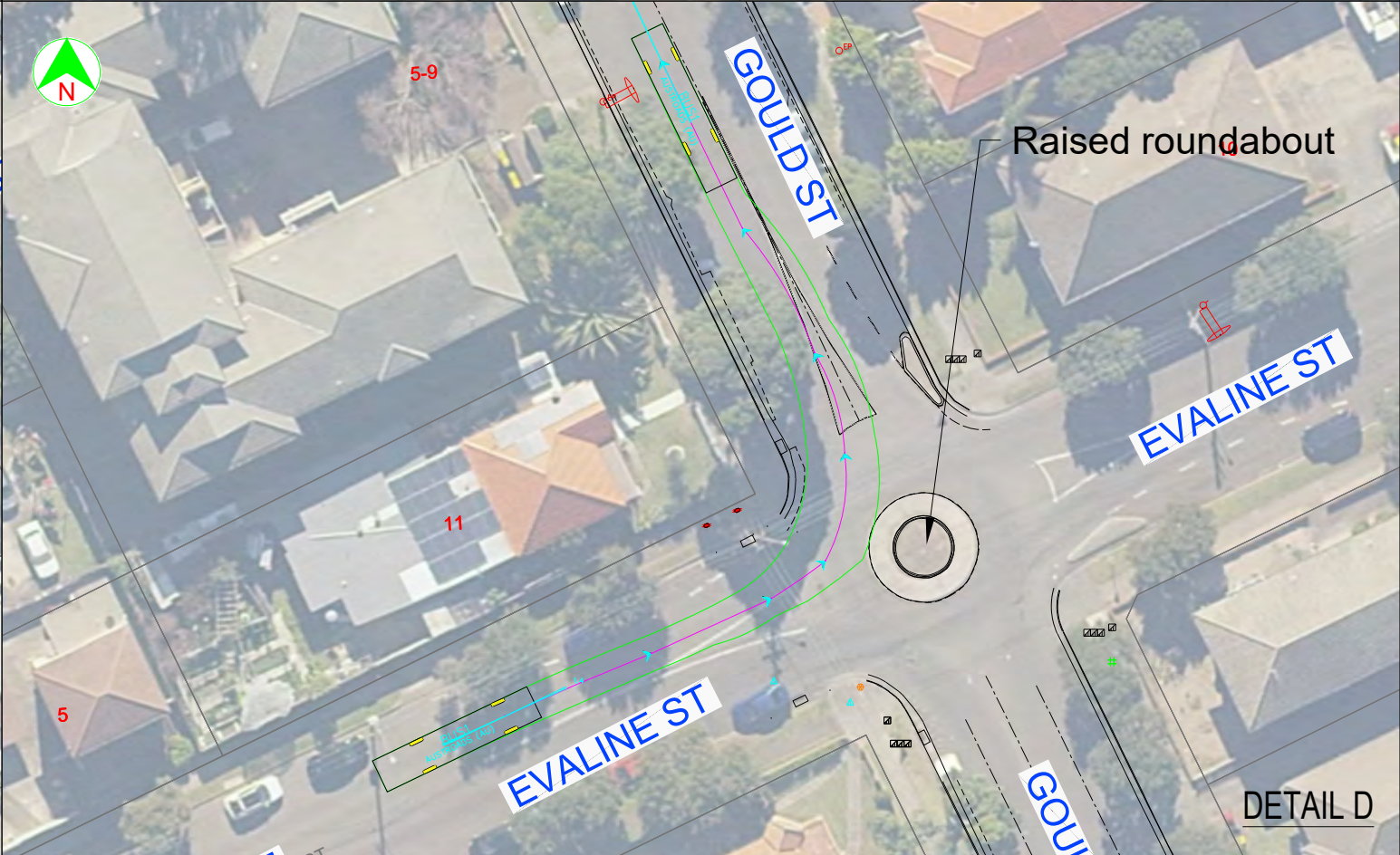
DETAIL A



DETAIL C



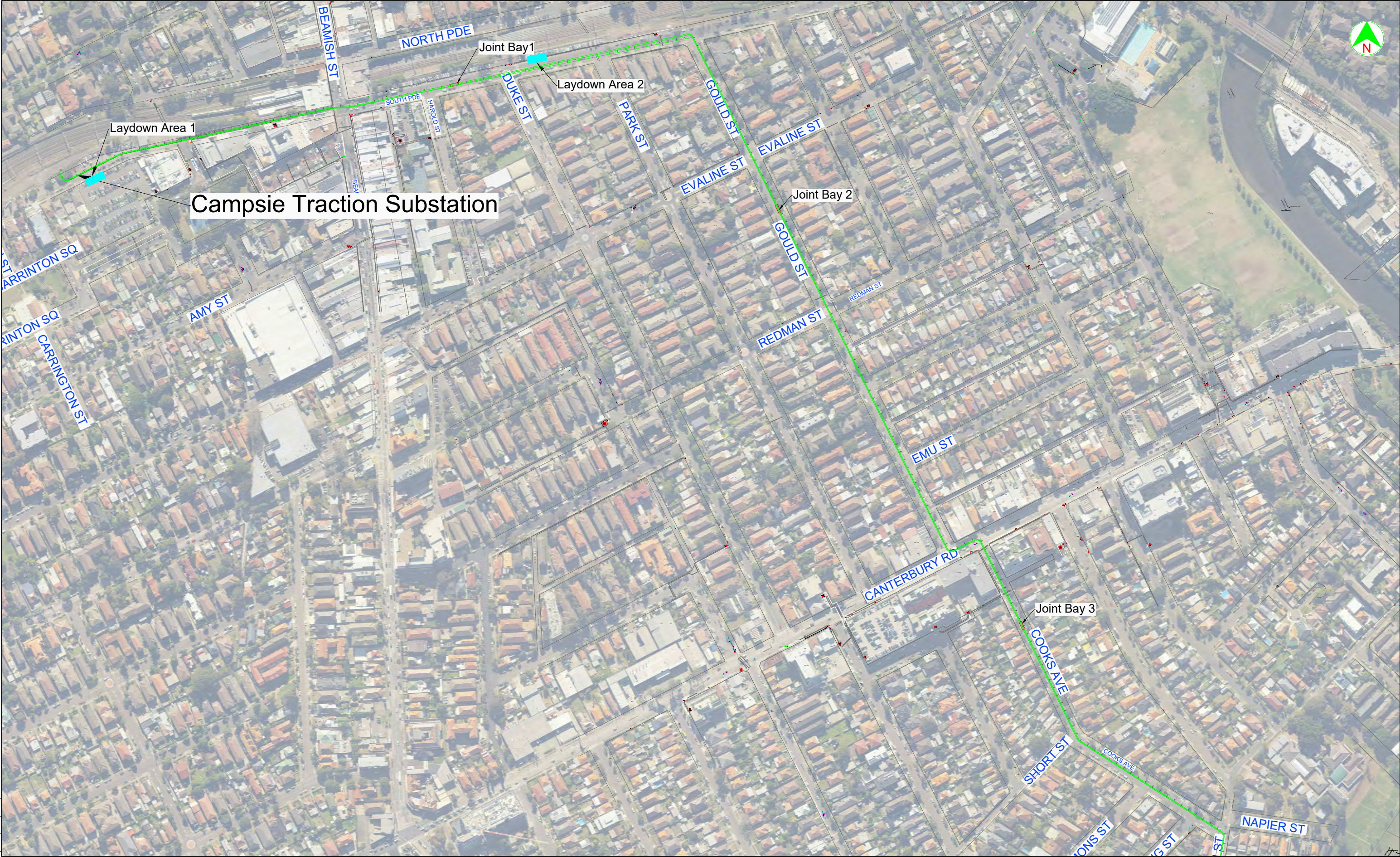
DETAIL B



DETAIL D

LEGEND										REVISION DESC.		REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING		NOTES			PLOT DATE / TIME		PLOT BY M SIM		CLIENT	Turning Path Checks for N40 reroute (detour) N40 INBOUND - Beamish St -Evaline St -Gould St-South Pd N40 OUTBOUND - South Pd - Park St - Evaline St - Beamish St			A3				
																	DRAWINGS / DESIGN PREPARED BY			TITLE		NAME							DATE			
															SCALE 1:100					DRAWN		M.SIM							20/1/20			
																				DRG CHECK		M.SIM							20/1/20			
																				DESIGN							SHEET					
															CO-ORDINATE SYSTEM		HEIGHT DATUM			DESIGN CHECK							PREPARED FOR					
															MGA ZONE 56		AHD			TRAFFIC MNGR						Systems Connect		ISSUE STATUS		SHEET No.		ISSUE
																										FOR INFORMATION		2 of 3		1		

Appendix D. Proposed Laydown Areas Map



							NOTES	PLOT DATE / TIME			PLOT BY M SIM		CLIENT	A3								
LEGEND				REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING		DRAWINGS / DESIGN PREPARED BY		TITLE	NAME	DATE	Campsie 33kV Power Feeder Route General View SHEET							
Bulk Power Feeder Route Proposed Laydown Area Joint Bay								N.T.S.				DRAWN	M.SIM	15/10/19								
DRG CHECK												M.SIM	15/10/19									
DESIGN																						
DESIGN CHECK																						
												TRAFFIC MNGR			PREPARED FOR				ISSUE STATUS		SHEET No.	ISSUE
														FOR INFORMATION		1 / 2			01			



LEGEND							REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING	NOTES	PLOT DATE / TIME		PLOT BY M SIM	CLIENT	A3												
Bulk Power Feeder Route Proposed Laydown Area Joint Bay														DRAWINGS / DESIGN PREPARED BY			TITLE	NAME	DATE		Campsie 33kV Power Feeder Route General View								
																	DRAWN	M.SIM	15/10/19										
																	DRG CHECK	M.SIM	15/10/19										
																	DESIGN												
																	DESIGN CHECK												
														TRAFFIC MNGR						PREPARED FOR	Systems Connect			ISSUE STATUS FOR INFORMATION		SHEET No. 2 / 2		ISSUE 01	
							CO-ORDINATE SYSTEM MGA ZONE 56							HEIGHT DATUM AHD															

Appendix E. Construction Vehicles Route

Appendix F. Sketches (Parking impact diagram) etc

Sim, Mong

From: Sim, Mong
Sent: Tuesday, 12 November 2019 7:52 AM
To: Rabih Bekdache; Asith Nagodavithane; Andrew Phalon; Peter Whitney
Cc: Bushara Gidies; Frankie.PASSARELLI@tmc.transport.nsw.gov.au; Tee, Wee
Subject: RE: upcoming work at South Parade, Campsie

Rabih,

Thanks for the reply. We will work towards option 1. Will keep you up-to-date.

Regards

Mong Sim

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



Levels 1 and 3 116 Miller Street, North Sydney, NSW 2060, Australia
T M 0448 378 883
E Mong.Sim@sclww.com.au

From: Rabih Bekdache [mailto:rbekdache@transitsystems.com.au]
Sent: Monday, 11 November 2019 12:45 PM
To: Sim, Mong <Mong.Sim@sclww.com.au>; Asith Nagodavithane <ANagodavithane@transitsystems.com.au>; Andrew Phalon <APhalon@transitsystems.com.au>; Peter Whitney <pwhitney@transitsystems.com.au>
Cc: Bushara Gidies <Bushara_Gidies@sta.nsw.gov.au>; Frankie.PASSARELLI@tmc.transport.nsw.gov.au; Tee, Wee <Wee.Tee@sclww.com.au>
Subject: RE: upcoming work at South Parade, Campsie

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Sim

TSA prefers Option 1

Regards



Rabih Bekdache

NETWORK PLANNER

M: 0490 121 539

P: (02) 8778 5889

A: Lot 2, Airfield Drive, Len Waters Estate, NSW 2171

E: rbekdache@transitsystems.com.au

W: transitsystems.com.au

From: Sim, Mong <Mong.Sim@scclww.com.au>

Sent: Thursday, 7 November 2019 12:41 PM

To: Rabih Bekdache <rbekdache@transitsystems.com.au>

Cc: Bushara Gidies <Bushara_Gidies@sta.nsw.gov.au>; Frankie.PASSARELLI@tmc.transport.nsw.gov.au; Tee, Wee <Wee.Tee@scclww.com.au>

Subject: upcoming work at South Parade, Campsie

Rabih,

Please be advised in March 2020, there will be trenching work for a new 33kV electrical trench for the new Sydney Metro power supply.

The new electrical trench is a 2.4km long trench coming from the Campsie train station crossing Lillian St-South Parade-Gould St-Canterbury Road-Cooks Ave.

In summary, the trench section that may impact buses are at approx. Ch 350 – 380 at the start of South Parade.

There are 2 options.

Option 1 – Leave bus stop # 219415 as is and manage bus flow via stop slow traffic control.

Option 2 – Relocate bus stop # 219415 to near Harold Street after 21:30. Return after 5am.

Option 1 is preferred with the following details.

From approx. 21:30, trenching will begin from approx. Ch 350 – 380. All Beamish St general traffic can't turn left into South Parade. They will be detoured via Evaline St -Duke St-South Parade.

Buses will be managed with stop slow going in and out of South Parade.

Bus Movements Ending and Starting at South Parade, Campsie	Block 1	Block 2	Block 3	Block 4	Block 5	Block 6
Bus Route # 412 (City Martin Place via Earlwood to Campsie)	21:34	22:03	22:33	23:33	0:33	1:33
Bus Route # 412 (Campsie to City Martin Place via Earlwood)	19:50	20:20	21:20	22:20	23:46	
Bus Route # 415 (Chiswick to Campsie)	17:58	18:13	18:43	19:05	19:29	
Bus Route # 415 (Campsie to Chiswick)	17:39	17:54	18:24	18:54	19:24	
Bus Route # 445 (Balmain via Leichhardt Market Place to Campsie)	21:39	22:09	22:39	23:09	23:39	
Bus Route # 445 (Campsie to Balmain via Leichhardt Market Place)	21:50	22:20	22:50	23:20	23:50	
Bus Route # 473 (Rockdale to Campsie)	18:59	19:36	20:04	20:32	21:05	
Bus Route # 473 (Campsie to Rockdale)	18:19	19:18	19:45	20:17	21:12	
Bus Route # 487 (Bankstown Central to Canterbury)	17:25	17:55	18:30	18:55	19:25	
Bus Route # 487 (Canterbury to Bankstown Central)	16:28	16:58	17:28	17:58	18:28	
N40 City to East Hills	0:55	1:55	2:55	3:55	4:55	

Gaps for opposing bus direction (in and out) of South Parade – is between 7 min and 19mins. With these gaps, it is not necessary to relocate bus stop # 219415.

Please review the proposed Option 1 and let me know by early next week.

Attached are overall view of the trench, traffic control plan, bus management drawing and bus schedule in excel for your information.

Regards

Mong Sim

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



Levels 1 and 3 116 Miller Street, North Sydney, NSW 2060, Australia

T M 0448 378 883

E Mong.Sim@sclww.com.au

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Sim, Mong

From: Sim, Mong
Sent: Monday, 2 December 2019 2:27 PM
To: nigel.parker@transport.nsw.gov.au
Subject: upcoming 33kV trench work at South Parade, Campsie - April 2020
Attachments: Infor to Sydney Trains.pdf

Nigel,

I was referred to yourself as the contact from Stephen Brown for an upcoming work next to Campsie station in April 2020.

We are installing a 2.4km long 33kv electrical trench for the new Sydney Metro – going from Lillian Lane – Lilian Ln-Beamish St-South Parade-Gould St-Canterbury Road-Cooks Ave-High St- Anzac St from April 2020.

During the work when the trench is along South Parade between Beamish Street and Harold St – South Parade will be closed to traffic – except buses and local residents.

The road closure may impact possible rail replacement buses during that time. Attached is the traffic plan that will be closing South Parade.

We will keep Sydney Trains updated as we get closure to April 2020.

Please let me know if you have any questions.

Regards

Mong Sim

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



Levels 1 and 3 116 Miller Street, North Sydney, NSW 2060, Australia
T M 0448 378 883
E Mong.Sim@sclww.com.au

Campsie Substation
Bulk Power Supply
Investigations - TMP Comments (Up to Rev B)

No.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT	RESPONSE
1	3/11/2019	SCO	S Brown	SMCSWLWC-SYC-CTC-TF-PLN-001344 Rev A	3.1 Lillian St		Angle parking on northern side of Lillian St is offset at varying lengths. Will all of the parking along the northern side be removed whenever the work zone is established?	Not all of the parking along Lillian St is impacted. The impacted parking extremity is determined by the work zone length establishment of typically 24 - 36m plus buffer zone of 30m on both ends. Parking zone will returns once work area has progressed to the next section.		
2	3/11/2019	SCO	S Brown	SMCSWLWC-SYC-CTC-TF-PLN-001344 Rev A	3.1 Lillian St		Confirm what is meant by a standard sized single body truck	Standard single body truck is reference to a rigid truck with no attachment or articulation joint. Typically 8m - 12m overall length.		
3	3/11/2019	SCO	S Brown	SMCSWLWC-SYC-CTC-TF-PLN-001344 Rev A	3.3 Beamish St		Detailed TCPs that show the traffic control on Beamish St and South Pde will be required prior to ROL approval.	TCP attached on Rev B has detailed information regarding Beamish St and South Parade area.		
4	3/11/2019	SCO	S Brown	SMCSWLWC-SYC-CTC-TF-PLN-001344 Rev A	3.3 Beamish St		Bus stop/route changes will need to be discussed with STA and Frank Passarelli of SCO Transport Coordination.	Transit Systems (TS) (Rabih Bedecke) was advised of the detailed option and TS provided their preferred option. SCO Frank Passarelli was included on the correspondence to TS. An updated CTMP with the copy of the correspondence to TS is included on Rev B.		
5	3/11/2019	SCO	S Brown	SMCSWLWC-SYC-CTC-TF-PLN-001344 Rev A	3.4 - 3.8		Please note that there will be weekends or weeknights where buses replace trains at Campsie Station - utilising South Parade for Bus Stops. Please discuss with the Trackwork Transport Manager (generally Nigel Parker) from Sydney Trains to ensure Line Wide Works do not coincide with trackwork	Noted. A detailed coordination work will be established with Sydney Trains for work on to Beamish St and South Parade area in the event of rail replacement buses is in operations. Email was sent of the upcoming to Sydney Trains. A follow up with Sydney Trains will happen when timing is more definite of the work at the South Parade section.		
6	3/11/2019	SCO	S Brown	SMCSWLWC-SYC-CTC-TF-PLN-001344 Rev A	3.15 Canterbury Rd		What times will the work across Canterbury Rd be undertaken . More detailed TCPs and detour maps are required for thiese works	Canterbury Road contraflow similar to the early investigation work. ROL from 21:00 - 05:00. TCPs are attached. Earlier start time subjected to TMC assessment.		
7	3/11/2019	SCO	S Brown	SMCSWLWC-SYC-CTC-TF-PLN-001344 Rev A	4.5 Bus Operations		As previously noted, please ensure that the Sydney Trains Trackwork Transport Manager is consulted to ensure there are no conflict with train replacement buses	Noted. A detailed coordination work will be established with Sydney Trains for work closing on to Beamish St and South Parade area. An email was written to Sydney Trains for the upcoming work (see attached correspondence).		
8	3/11/2019	SCO	S Brown	SMCSWLWC-SYC-CTC-TF-PLN-001344 Rev A	4.6 Emergency Services		Please ensure all emergency services are advised in writing and by phone. Emergency Services representatives do not always attend TTLG or TCG forums.	Noted. Station officers will be informed (via email and phone call) of the upcoming road closures with a more defined dates/time - closer to the actual construction work. SC comms department will also provide communication to emergency services. Email was sent to each emergency services for the upcoming work. (see attached correspondence).		
9	3/11/2019	SCO	S Brown	SMCSWLWC-SYC-CTC-TF-PLN-001344 Rev A	General		Where full or partial road closures are enacted, will all driveway access be maintained? If not, what arrangements will be in place for affected residents or businesses and how much notice will be given. If such arrangements are implemented, please document any agreements and advise emergency services accordingly	All areas - except Lillian Ln - with local road closure will have access. Temporary steel plate will be used to bridge the driveway and the trench in the event an access is required. The are options available to complete the work and discussions is ongoing with Lillian Ln community. SC will provide detailed arrangement with Lillian Ln community as soon as possible.		
10	18/11/2019	RMS	C Mella	SMCSWLWC-SYC-CTC-TF-PLN-001344 Rev A	General		(No additional comments if SCO comments are addressed)	(nil)		
11	29/11/2019	Bankstown Canterbury Council	I Albert	SMCSWLWC-SYC-CTC-TF-PLN-001344 Rev A	General (converted from Outlook to Excel format)		1. Work occurring in Lilian Lane (narrow width of 4.1m) at night. How many nights will be needed for the works?	That section will need 7-10 shifts to complete.		
12	29/11/2019	Bankstown Canterbury Council	I Albert	SMCSWLWC-SYC-CTC-TF-PLN-001344 Rev A	General (converted from Outlook to Excel format)		2. Have buses been notified re the detours & changes in bus stop locations in Campsie? Did they make any comments?	Bus operators Transit Systems was informed of the work. There will be no bus stop relocation. (see attached correspondence).		
13	29/11/2019	Bankstown Canterbury Council	I Albert	SMCSWLWC-SYC-CTC-TF-PLN-001344 Rev A	General (converted from Outlook to Excel format)		3. For work between Harold St & Duke St – will this work be done prior to start of school year? Or during school holidays? This is next to St Mel's Primary School and Campsie Public School.	The work will happen both normal school times and during school holiday times.		
14	29/11/2019	Bankstown Canterbury Council	I Albert	SMCSWLWC-SYC-CTC-TF-PLN-001344 Rev A	General (converted from Outlook to Excel format)		4. IGA & other shops on corner of Canterbury Rd & Cooks Ave, Canterbury have access to basement carpark for residents and deliveries via Onslow Lane. If Cooks Ave is closed as per Ch 1470 -1540, then these vehicles cannot access these properties. Alternative access will be required.	Road closure is managed up to the Onslow Ln intersection. Residents could still enter. The other half the driveway will be open.		
15	29/11/2019	Bankstown Canterbury Council	I Albert	SMCSWLWC-SYC-CTC-TF-PLN-001344 Rev A	General (converted from Outlook to Excel format)		5. Intersection of High St at Cooks Ave is used as by-pass. Ch 1760-1850.	Noted. High Street is too narrow to allow one direction of traffic during the work. Traffic could still use Cooks Avenue and the proposed detour.		
16	29/11/2019	Bankstown Canterbury Council	I Albert	SMCSWLWC-SYC-CTC-TF-PLN-001344 Rev A	General (converted from Outlook to Excel format)		6. Given that these works are expected to start early March 2020, when are they expected to finish?	Work will be completed by Dec 2020.		

17	29/11/2019	Bankstown Canterbury Council	I Albert	SMCSWLWC-SYC-CTC-TF-PLN-001344 Rev A	General (converted from Outlook to Excel format)		7. Will need details of community consultation regarding these works.	Noted. Database of community consultation is being added/populated as data is collected. The information could be provided to council for information.		
18	29/11/2019	Bankstown Canterbury Council	I Albert	SMCSWLWC-SYC-CTC-TF-PLN-001344 Rev A	General (converted from Outlook to Excel format)		8. Will there be VMS signage installed in advance of closures?	No VMS is planned. Main area along Beamish St and Canterbury Road has no shoulder nor footpath wide enough for the VMS. Work is highly mobile and work area changes nearly every shifts.		
19	29/11/2019	Bankstown Canterbury Council	I Albert	SMCSWLWC-SYC-CTC-TF-PLN-001344 Rev A	3		9. Will there be a "Complaints/enquiry" phone contact?	A community phone contact is available 24hr/7 day at 1 800 171 386 or sydneymetro@transport.nsw.gov.au.		
20	29/11/2019 (2nd)	Bankstown Canterbury Council	I Albert	SMCSWLWC-SYC-CTC-TF-PLN-001344 Rev A	General (converted from Outlook to Excel format)		Point 3. when do you start east of Beamish St Ch 340-360 on the TCP? What day do you finish east of Duke St, Ch 340-360 on the same TCP?	East of Beamish St will be from circa 21:00. From that time, there will be no left turn from Beamish St southbound into South Parade. Beamish St Southbound will be detoured via Evaline St-Duke St-South Parade. South Parade St westbound traffic will be limited to local traffic and buses. Other traffic will be detoured via Duke St-Evaline St- Beamish St. Ch 340 - 360 (old chainages) will be completed in 1 – 2 shifts. Anything past the intersection, east or west of Duke St is on a separate TCPs.		
21	29/11/2019 (2nd)	Bankstown Canterbury Council	I Albert	SMCSWLWC-SYC-CTC-TF-PLN-001344 Rev A	General (converted from Outlook to Excel format)		Point 4. how will there be residential access when the roads are closed?	Referring to IGA delivery entrance, the work area will be built up to half way point at the intersection whilst the other half remains accessible. The section will then be switched and the completed upper half will become the entry point and the lower half will become the work area. Access is thus possible.		
22	29/11/2019 (2nd)	Bankstown Canterbury Council	I Albert	SMCSWLWC-SYC-CTC-TF-PLN-001344 Rev A	General (converted from Outlook to Excel format)		Point 7. where is this data base of community consultation?	This consultation is collected on a database program called Consultation Manager. Systems Connect is still populating the database. An exported summary content will be available to the council in due course.		
23	29/11/2019 (2nd)	Bankstown Canterbury Council	I Albert	SMCSWLWC-SYC-CTC-TF-PLN-001344 Rev A	General (converted from Outlook to Excel format)		Point 8. VMS should be considered, at least for the start of the project.	Noted. VMS positioning is not possible along Beamish St nor Canterbury Road due to lack of road shoulder or will be blocking an existing footpath. VMS positioning along the rest road work alignment – Lillian St, Gould St, Cooks Ave – has no target road audience. VMS positioning will occupy residential parking and likely cause glaring for residents at night due to the blinking of text.		
24	29/11/2019 (2nd)	Bankstown Canterbury Council	I Albert	SMCSWLWC-SYC-CTC-TF-PLN-001344 Rev A	General (converted from Outlook to Excel format)		Point 9. what is the phone no?	1800 171 386. Sydneymetro@transport.nsw.gov.au		
25	3/12/2019	Sydney Metro	P Brogan / K Hind	SMCSWLWC-SYC-CTC-TF-PLN-001344 Rev A	General		(no additional comments - refer to email)	(nil)		



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LWC General Correspondence

Reference No: SMCSWLWC-RMS-LWC-GEN-000010
Project Title: Sydney Metro City & Southwest - LWC, TSOM
Contract No: LWC - Line Wide Contracts
Sub Contract: -
Orig Ref No:
DLM:

Date: 15 January 2020, 11:11 AM **Response required by:**
From: Quac Minh LA (Roads and Maritime Services)
To: Susan Dai (Systems Connect)
Cc: Nathan Hoffmeister (Sydney Metro) ; Carl Mella (Roads and Maritime Services) ; Phil Brogan (Sydney Metro) ; Jake Coles (Sydney Coordination Office) ; Hayden Wright (Sydney Metro) ; Transmittal SM OpenAccess (Sydney Metro) ; Paul Ryan (Systems Connect) ; Adam Stuart (Systems Connect) ; Mark Marriott (Sydney Metro) ; Jill Downing (Systems Connect) ; Kirimaru Friscan (Systems Connect) ; Prath Nanthakumaran (Sydney Metro) ; Deepak Shahani (Sydney Metro) ; Errol Pather (Sydney Metro) ; JOSE ARGUETADOMINGUEZ (Sydney Metro) ; LWC Systems Connect Transfer (Systems Connect) ; Fiona Alush (Sydney Metro) ; Mathew Billings (Systems Connect) ; Wee Lee Tee (Systems Connect) ; Scott Brown (Systems Connect)
Subject: **Construction Traffic Management Plan - Campsie Substation 33kV Bulk Power Supply Works - approval**

Hi Susan,

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, the Roads and Maritime Service of NSW and the Sydney Coordination Office approve the Sydney Metro City & South West Construction Traffic Management Plan – Linewide Works, Campsie 33kV Bulk Power Supply Rev B (SMCSWLWC-SYC-CTC-TF-PLN-001344.B.RVW.B.01) for the Sydney Metro City & South West project subject to the following requirements:

- separate TMPs for proposed road closures to be approved through Local Traffic Committee;
- consultation with residents, businesses, bus operators and emergency services being undertaken in advance of works commencing;
- obtaining Road Occupancy Licenses (RoLs) from the Transport Management Centre as required;
- a Road Safety Audit being undertaken and addressing any safety issues identified within the Road Safety Audit review for this CTMP, in advance of any works commencing and;
- 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 SCO and/or TMC and/or TfNSW issue that eventuates during the works

Regards,
Minh
