

# Traffic Management Plan - Waterloo Rail Section Delivery (supplementary to Principal Contractor's CTMP)

## Line-wide Works Contract Sydney Metro City & Southwest

<b>Project number:</b>	C600
<b>Document number:</b>	SMCSWLWC-SYC-SWL-TF-BRN-004299
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<b>Revision:</b>	02

### Document Approval

Rev.	Date	Prepared by	Reviewed by	Recommended by	Approved by	Remarks
A	24 June 2020	Mong Sim	George Phoon	Simon Tibbett	Scott Hunter	Initial submittal.
B	10 July 2020	Mong Sim	George Phoon	Simon Tibbett	Scott Hunter	Initial submittal.
0	20 July 2020	Mong Sim	George Phoon	Simon Tibbett	Scott Hunter	Initial submittal.
1	6 Oct 2021	Mong Sim	George Phoon	Jennan Becirevic	Scott Hunter	Appendix F added. Concrete delivery via Raglan St.
2	22 Feb 2022	Mong Sim	George Phoon	Jennan Becirevic	Scott Hunter	Appendix G. TCP to reflect changed site conditions.
Signature:				 Digitally signed by Becirevic, Jennan Date: 2022.02.22 15:03:43+11'00'		

## Details of Revision Amendments

### Document Control

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

### Amendments

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

### Revision Details

Revision	Details
A	Issued to for stakeholder review.
B	Stakeholders comments. Appendic C added with site photos. Appendix D added with truck directions consideration. Appendix E added for communication strategy.
0	TfNSW approval.
1	Appendix F added. Concrete delivery plan for the tunnel track via Raglan Street.
2	Appendix G added. Existing gate for the concrete trucks off Raglan Street is relocated to the closed section of Cope Street. TCP updated to reflect the changed site conditions.



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## 1. Summary – Waterloo rail delivery

### 1.1. Waterloo Rail Delivery (Line-Wide Scope)

This briefing note addresses the need and logistics requirement to deliver 20m long rail sections into the current Waterloo site. The implementation of this of this document is by fully by Systems Connect. This briefing note will form part the Waterloo's Principal Contractor's Construction Traffic Management Plan (CTMP) # SMCSWSWL-JHPL-SWL-EM-PLN-0007 as one document.

The Waterloo tunnel box site is long identified as one of the logistic fronts (in addition to northern dive, southern dive and Crows Nest) to have an early access into the tunnels to begin track laying and other works. The recent completion of the tunnel box excavation and other timing factors provides the opportunity to do so. Track laying is one of the key target activities that enables the possibility of early completion of the project.

The Waterloo station site is located at the perimeter of Botany Road – Wellington Street – Cope Street – Raglan Street. Track laying and other associated works could commence once the steel rail section are delivered.

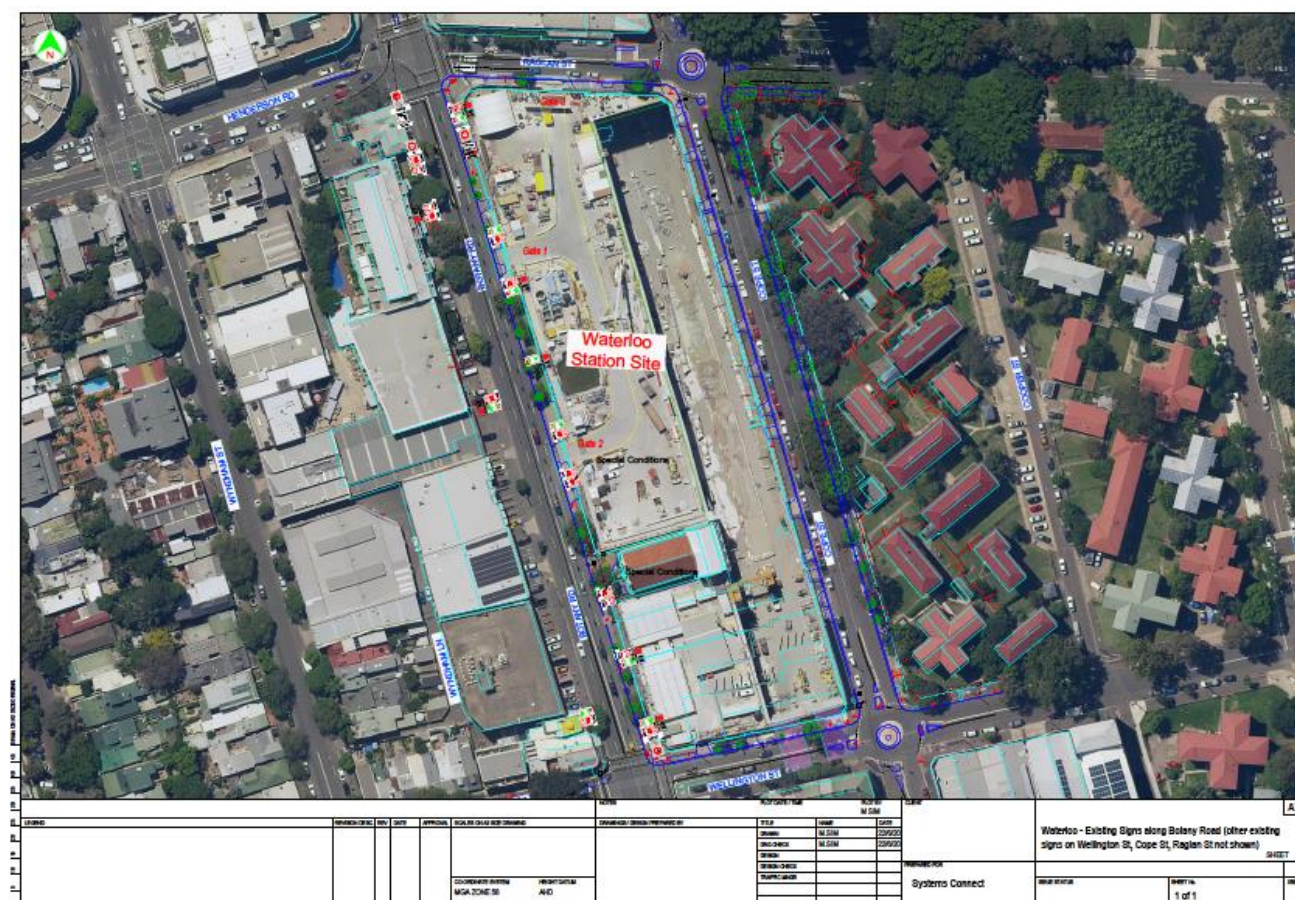


Figure 1 – Waterloo site locality map (aerial photo is taken in Feb 2020). Refer to Appendix A for attachment.

The width of Botany Road is possible for long vehicles (25m long semi or similar) transporting the rail sections. Botany Road within the Waterloo site is a 4 lanes (2 lanes on each direction). Refer to Appendix A for major existing road signs along Botany Road.

Rail sections are to be welded and fed from Waterloo station are delivered by approximately 154 trucks averaging 4 – 6 trucks per day per week over the duration of 10 weeks. The number of movement is consistent with the number of truck movements of 28 trucks per week per the Principal Contractors's CTMP.

Delivery will be during during off peak time from 21:00 till 05:00 Monday – Friday from 3 August 2020.

System Connect will operate the Waterloo tunnel site as a temporary storage for the rail section and temporary welding facilities workshop during the duration of the rail deliveries. Once rail deliveries are completed, the site will be returned to the Principal Contractor.

Trucks delivering these rails will be travelling from Newcastle travelling on the M1 southbound, exiting at Wentworth Avenue exit and follow on to Botany Road up to the Waterloo site. Trucks will then turn right into Gate 1 from Botany Road. Traffic control vehicles will assist the turning truck (see truck route on Appendix B). Trucks will be leaving the site as a standard truck at 19m semi-trailers with traffic control provide for the exit movement.



Figure 2. Waterloo site Gate 1 looking from Botany Road

## 2. Traffic and Transport Management

### 2.1 Traffic Impact

Truck turning movement is not anticipated to cause any traffic queues. Truck turning from Botany Road to the site is a one movement manoeuvre that is similar to any right turn to a driveway (gate). To ensure traffic behind the truck are not overtaking the turning trucks, traffic controller vehicle will do a rolling block to ensure no overtaking and to highlight the presence of the turning truck. Trucks will need to occupy both northbound lanes in order to make the turn into the site. All traffic controller vehicles will have flashing lights and a “Workmen” sign attached to the rear of the vehicles. All drivers are to maintain radio communications. The trucks movement and TCP are depicted on Appendix B.

### 2.2 Business / Resident Access

There are not impacted businesses or residents access during the work.

### 2.3 Bus Operations

There are bus stops along east and westbound of Botany Road. The work is not impacting the operations of the bus.

### 2.4 Emergency Services

Emergency services are not impacted from the works as there are no road closures in place during the work.

### 2.5 Pedestrians

Footpath on the eastern side of Botany Road is not closed. Truck to give way to pedestrians if there are pedestrian near. There are various existing signs on site cautioning pedestrians and other traffic to take extra care throughout the site including hi-visibility stick-on “Look out for trucks” signs before the driveways.



## 2.6 Parking

Parking is not impacted from the work as it is a mobile closure.

## 2.7 Cyclist

Botany Road has no dedicated cycle path. No impact.

## 3. Stakeholder Key Contacts

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

Name	Role	Contact Details
Carl Mella	Transport NSW (Sydney Roads) – Integration Leader	0429 505 970
Jake Coles	Sydney Coordination Office - Operations Manager – CBD	0466 454 819
Stephen Brown	Sydney Coordination Office - Precinct Project Manager	0457 809 028
Garry Hitchcox	Sydney Metro – Traffic Advisors	0466 492 831
Joshua Faull	City of Sydney – Traffic & Transport Team Leader	0448 488 384
Matt Billings	Systems Connect – Environment Manager	0428 781 599
Simon Tibbett	Systems Connect – Project Manager	0457 761 648
Craig Godwin	Systems Connect – Safety Manager	0458 498 107
Svetlana Paunovic	Systems Connect – Community Manager	0438 540 245
John McKosker	Systems Connect – Superintendent	0409 803 110
Mong Sim	Systems Connect – Traffic Engineer	0448 378 883

## 4. 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 Sydney Roads , Transport Management Centre, Council, transport operators and emergency services to advise of major traffic changes including road or lane closures and detours, incidents or undue congestion	5 business days prior to changes if applicable As soon as practicable following incidents or undue congestion

Tool	Purpose	Frequency
Advertisements	To inform of significant traffic changes, detours and traffic disruptions as required to comply with approvals; in local newspapers, radio and/or project website	5 business days prior to changes
Letterbox notifications	Notification letters to inform local residents and businesses potentially affected by planned traffic changes	5 business days prior to changes
Community emails	To inform and update the community of project progress, milestones, activities planned for the following month, current and upcoming traffic changes	As required
Community information line	Information to the project details with message service via an 1800 number	As required
TfNSW Sydney Metro website	Systems Connect will provide information in electronic format suitable to be uploaded onto the TfNSW Sydney Metro website, including copies of advertisements, traffic alerts, notification letters and other public material related to the works	As required
Systems Connect website	Information about the northern dive building site construction activities will be placed on the Systems Connect website including information about traffic changes, and executive summaries of publicly available reports relating to the project activities.	As required

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

Systems Connect will notify residents/businesses within the 200m radius from the site (see map on Appendix E). Notification includes combination of letter drop, email and door knock where required. Community engagement is established throughout the work duration. Notification to begin 1 week before construction date.

## **PART C – Appendices**

### **Appendix A. Current Site Conditions**



THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED  
150mm ON A3 SIZE ORIGINAL

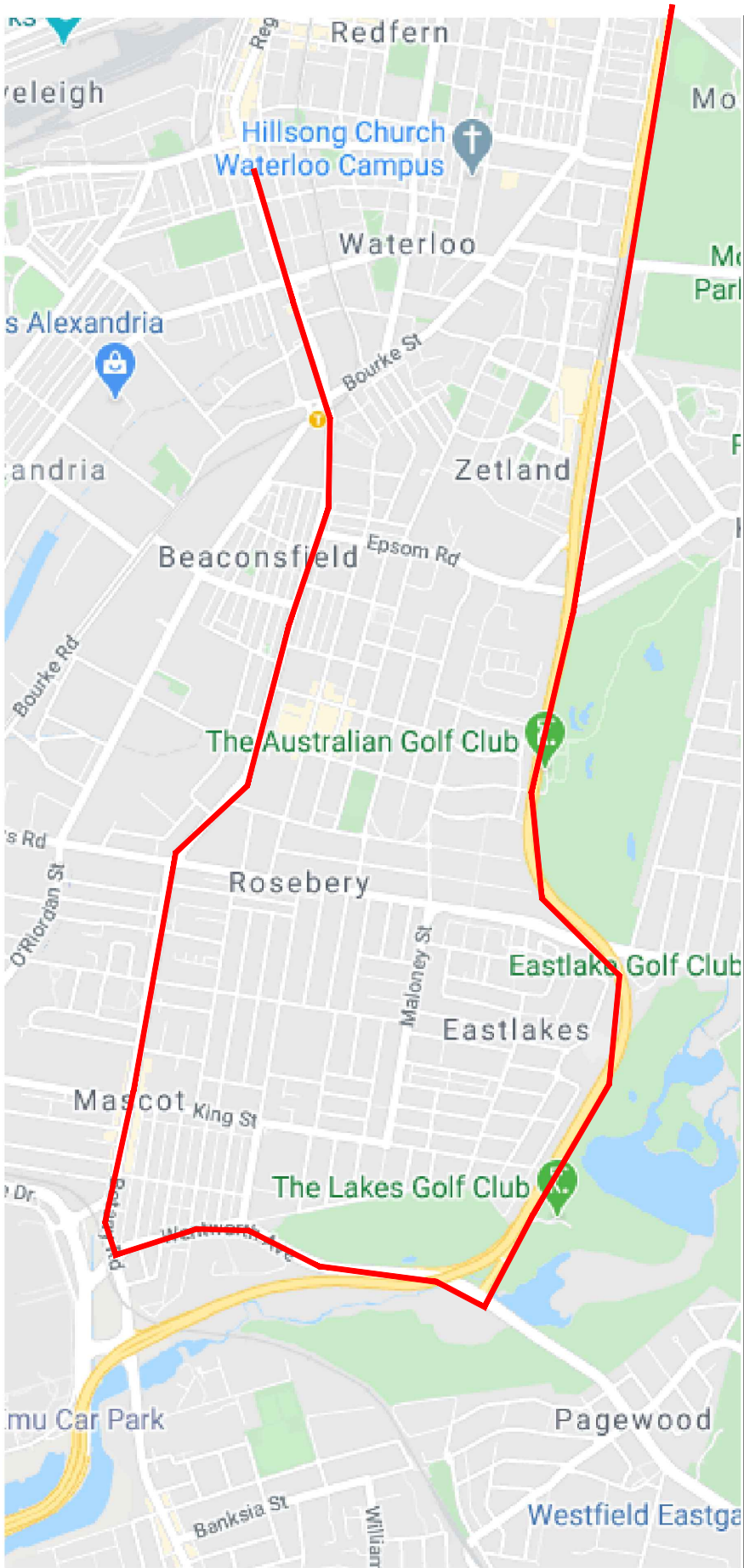


							NOTES	PLOT DATE / TIME			PLOT BY M SIM	CLIENT	Waterloo - Existing Signs along Botany Road (other existing signs on Wellington St, Cope St, Raglan St not shown) <div>SHEET</div>			A3
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## Appendix B. TCP – Truck route and TCP

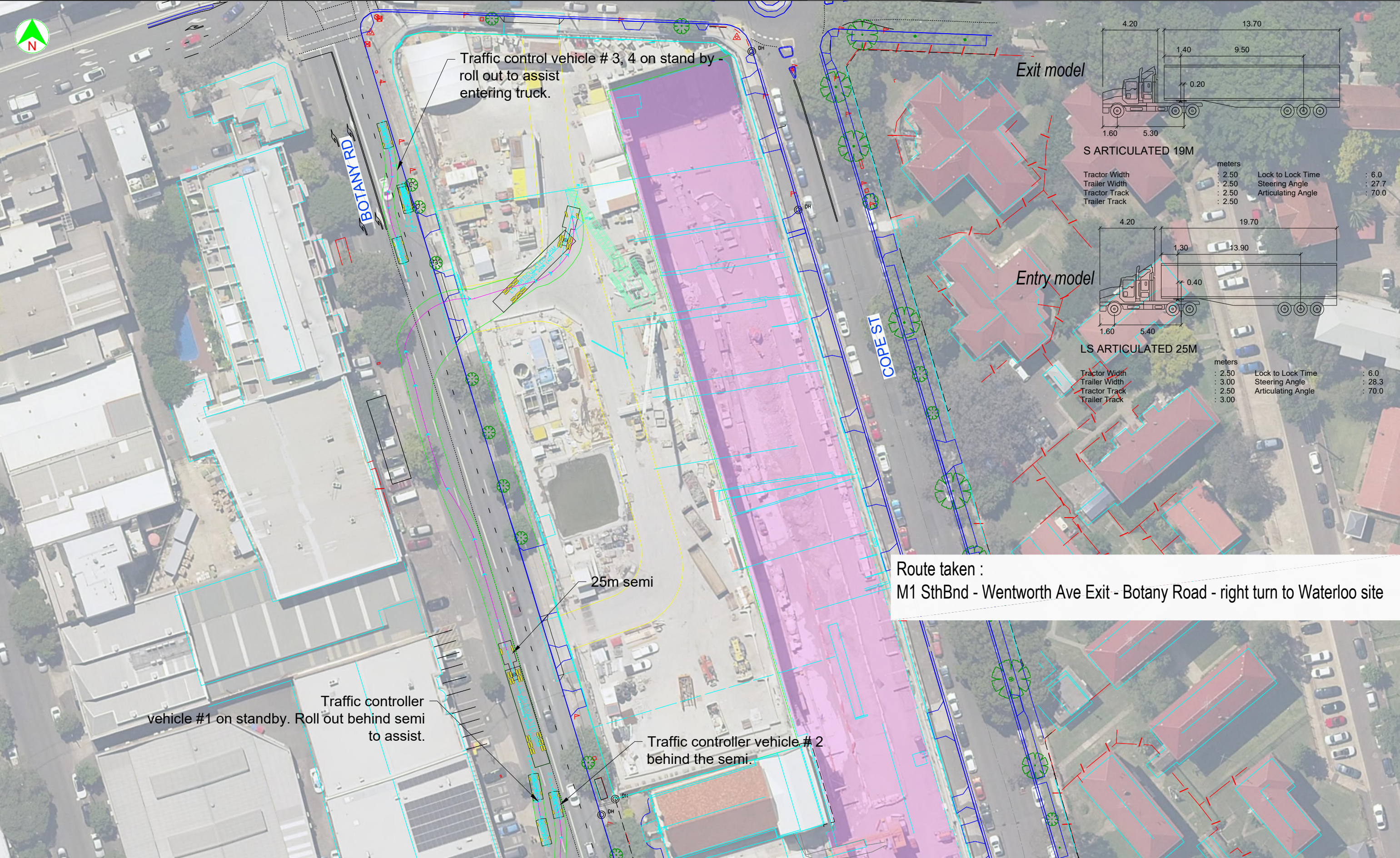




Route taken :  
M1 SthBnd - Wentworst Ave Exit - Botany Road - right turn to Waterloo site

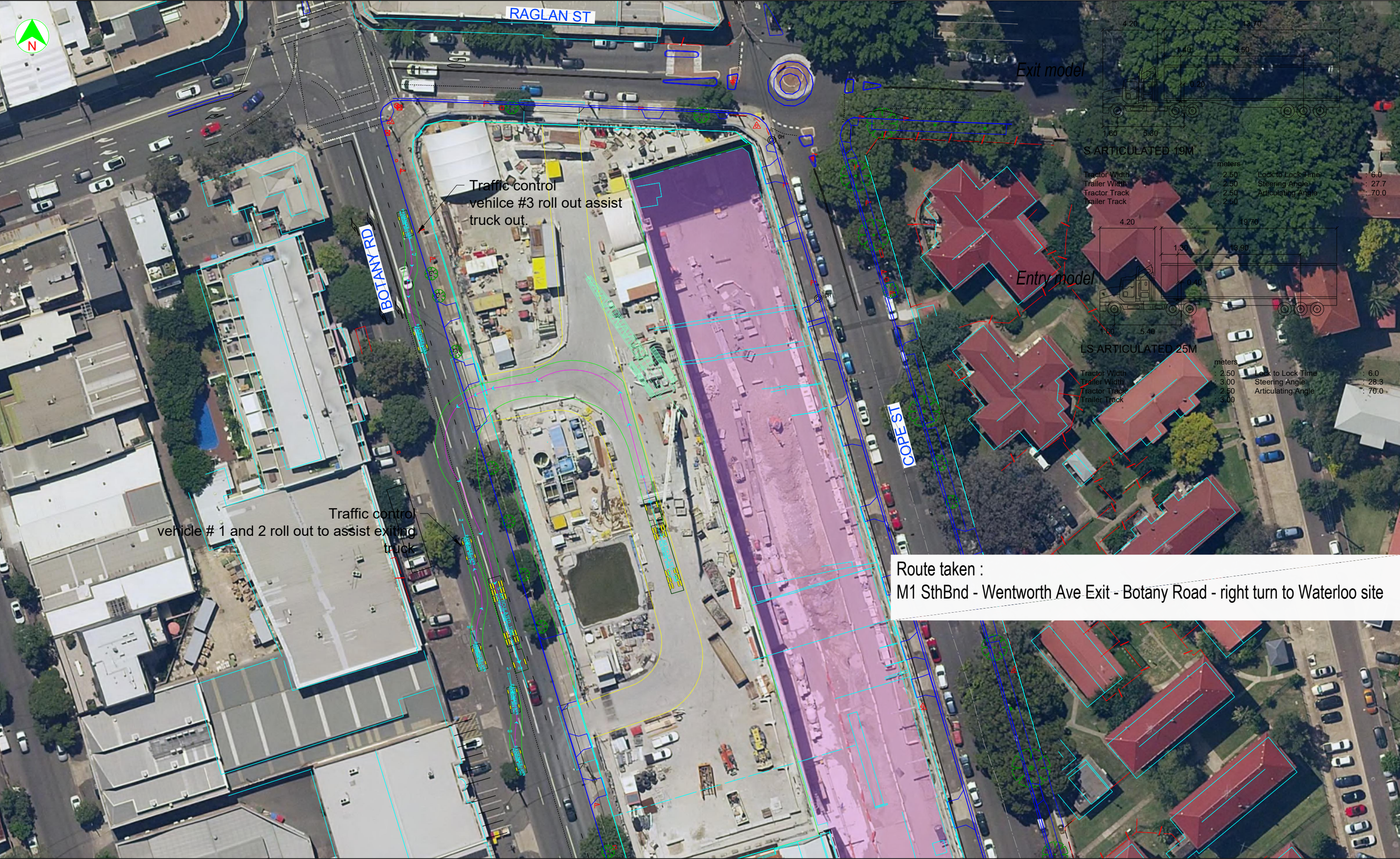
							NOTES	PLOT DATE / TIME		PLOT BY M SIM	CLIENT	Waterloo Station -20m long rail delivery without traffic control (routes information)			A3				
LEGEND					REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY						TITLE	NAME	DATE	
																DRAWN	M.SIM		
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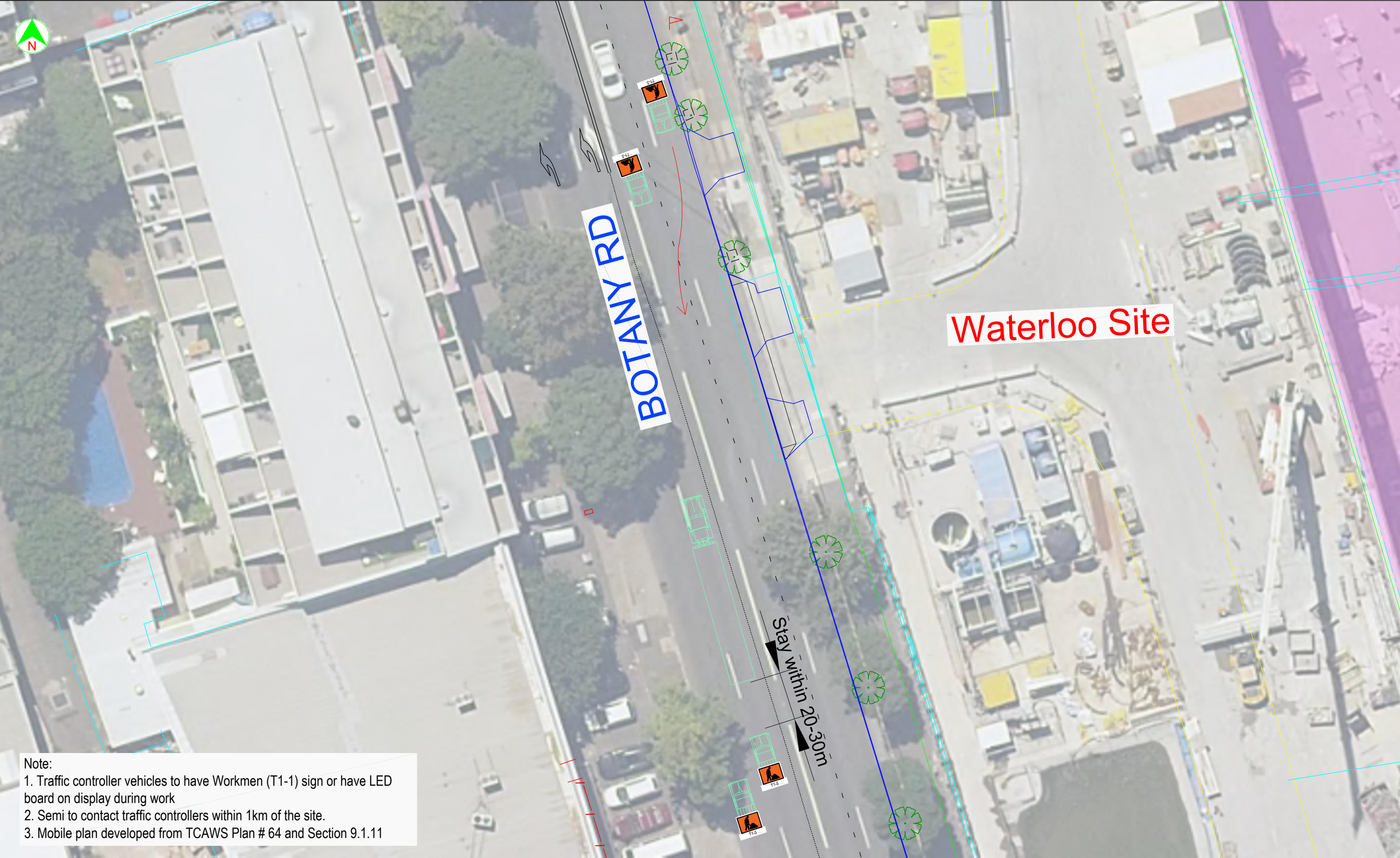
LEGEND		NOTES		PLOT DATE / TIME		PLOT BY M SIM		CLIENT		Plan 1. Waterloo Station -20m long rail delivery. Mobile Work.		A3
<p>Note:</p> <p>1. Traffic controller vehicles to have Workmen (T1-1) sign or have LED board on display during work</p> <p>2. Semi to contact traffic controllers within 1km of the site.</p> <p>3. Mobile plan developed from TCAWS Plan # 64 and Section 9.1.11</p>		SCALES ON A3 SIZE DRAWING		DRAWINGS / DESIGN PREPARED BY		TITLE		NAME		DATE		SHEET
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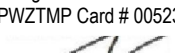


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- Note:
- 1. Traffic controller vehicles to have Workmen (T1-1) sign or have LED board on display during work
  - 2. Semi to contact traffic controllers within 1km of the site.
  - 3. Mobile plan developed from TCAWS Plan # 64 and Section 9.1.11

LEGEND				NOTES		PLOT DATE / TIME		PLOT BY M SIM		CLIENT		Mobile Work TCP - Botany Road into Waterloo site		A3	
<div></div> <div></div>				SCALES ON A3 SIZE DRAWING		DRAWINGS / DESIGN PREPARED BY		TITLE	NAME	DATE	PREPARED FOR		SC TCP WS 4200		SHEET
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**Appendix C. Copy of correspondence, photos etc (attach as required)**





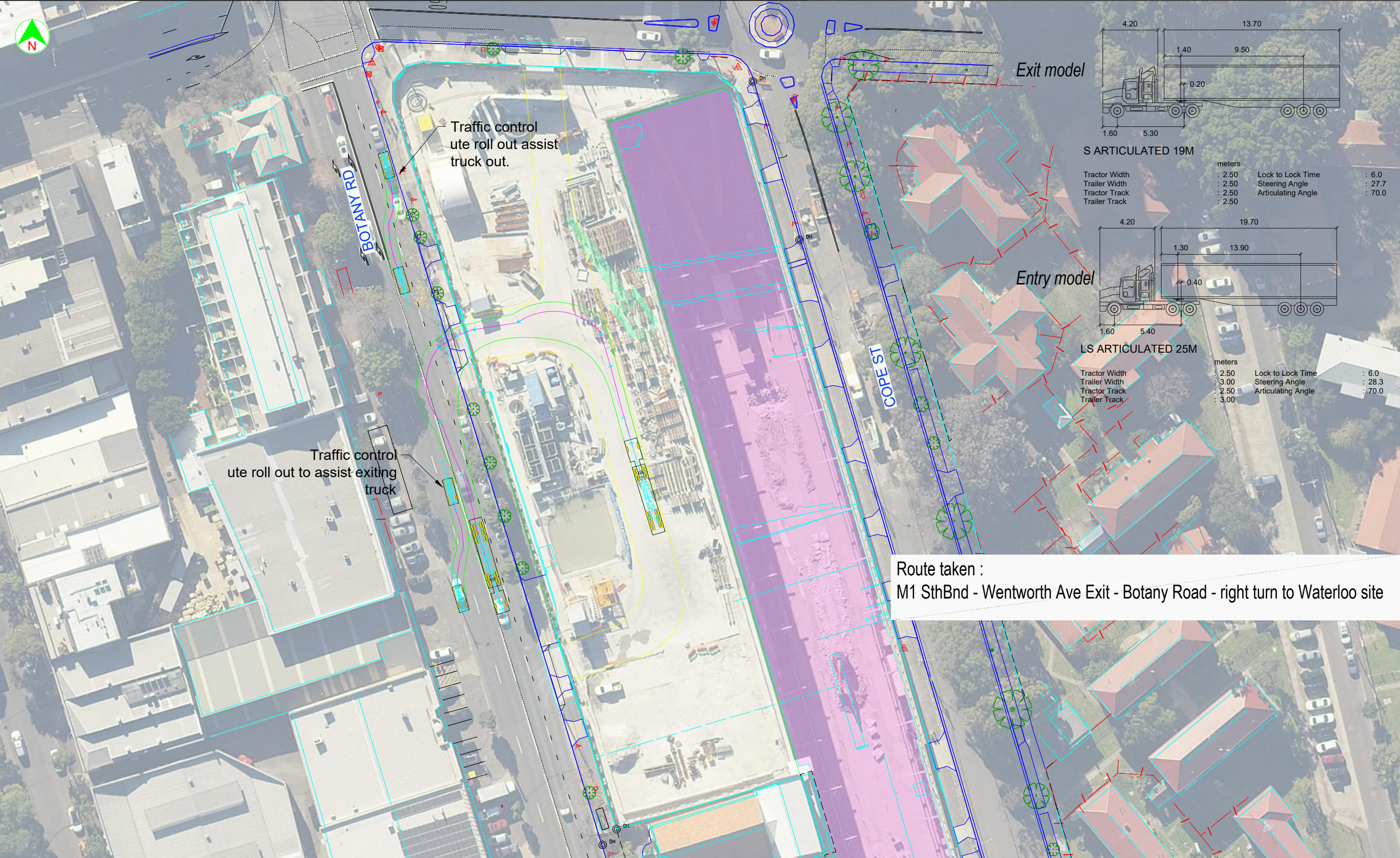
Photo 1. (looking from Botany Road towards south). Current commercial vehicles travelling on the Botany NB with no conflict to the trees

## Appendix D. Truck options (various scenarios considered)



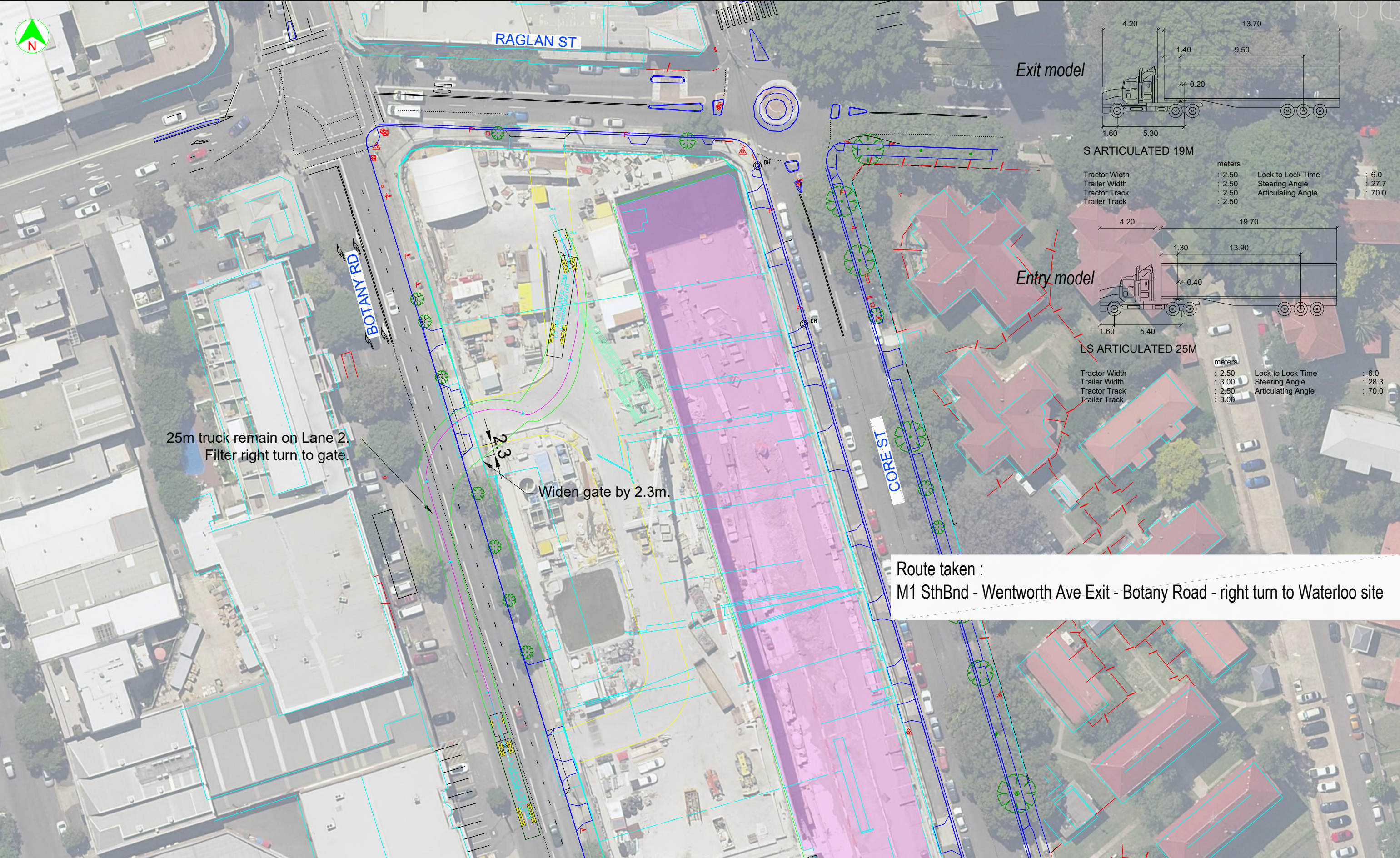






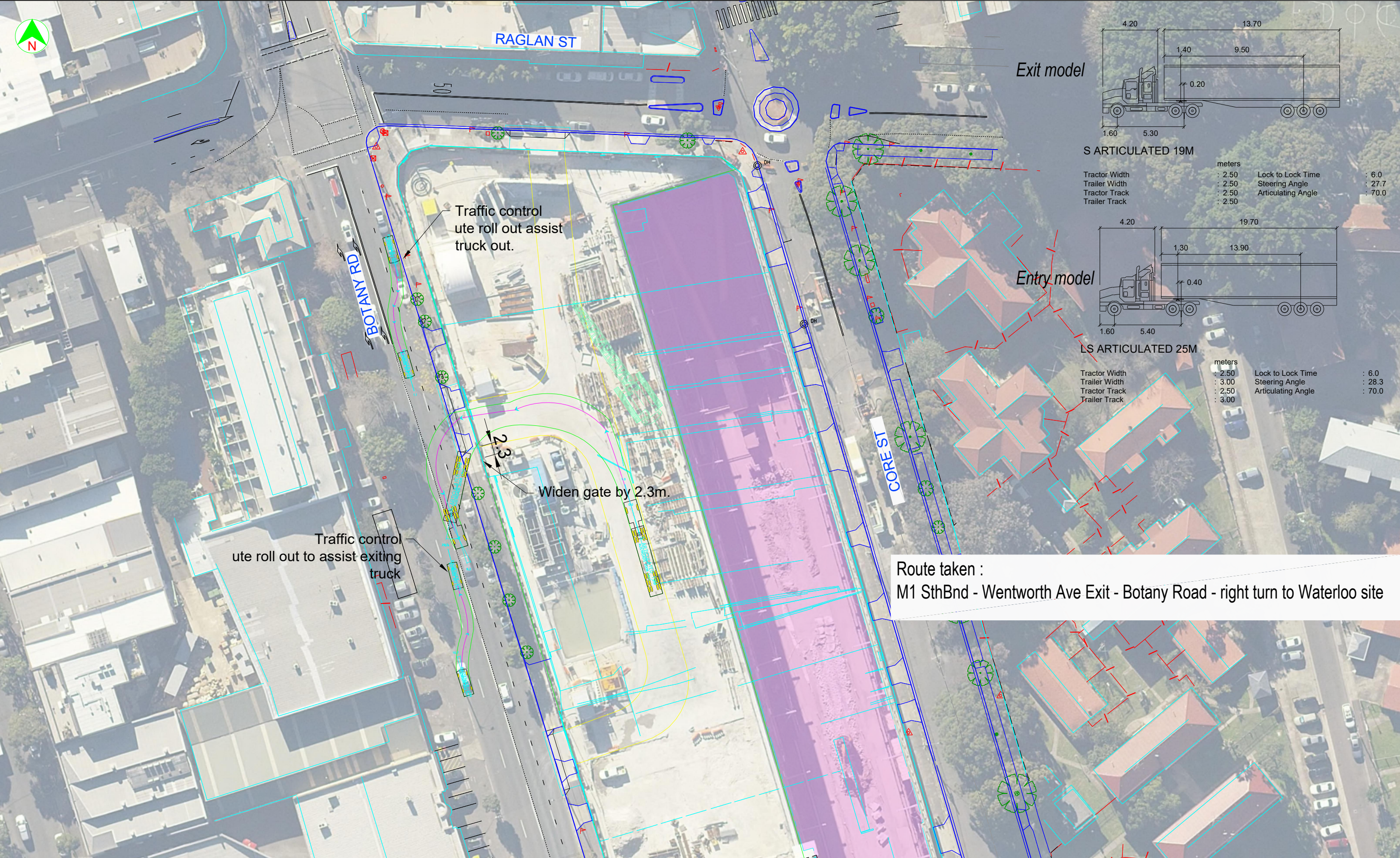
LEGEND		NOTES		PLOT DATE / TIME		PLOT BY		CLIENT		Plan 1.		A3		
Notes and questions.  1. Maintain Left In Left Out. Not possible for day work. Is right turn movement possible during night? A 25m long truck is best to avoid coming from the CBD heading south to Waterloo.  2. Traffic control IF required, will be on a rolling block. If standard stop slow setup is required, signs are going through signalised intersection and it will be difficult to stop without turning the lights to flashing amber.  3. Truck exiting Raglan St be assisted by mobile traffic control vehicles (rolling block) as the truck exits.		SCALES ON A3 SIZE DRAWING		DRAWINGS / DESIGN PREPARED BY		TITLE		NAME		DATE		PREPARED FOR	SHEET	
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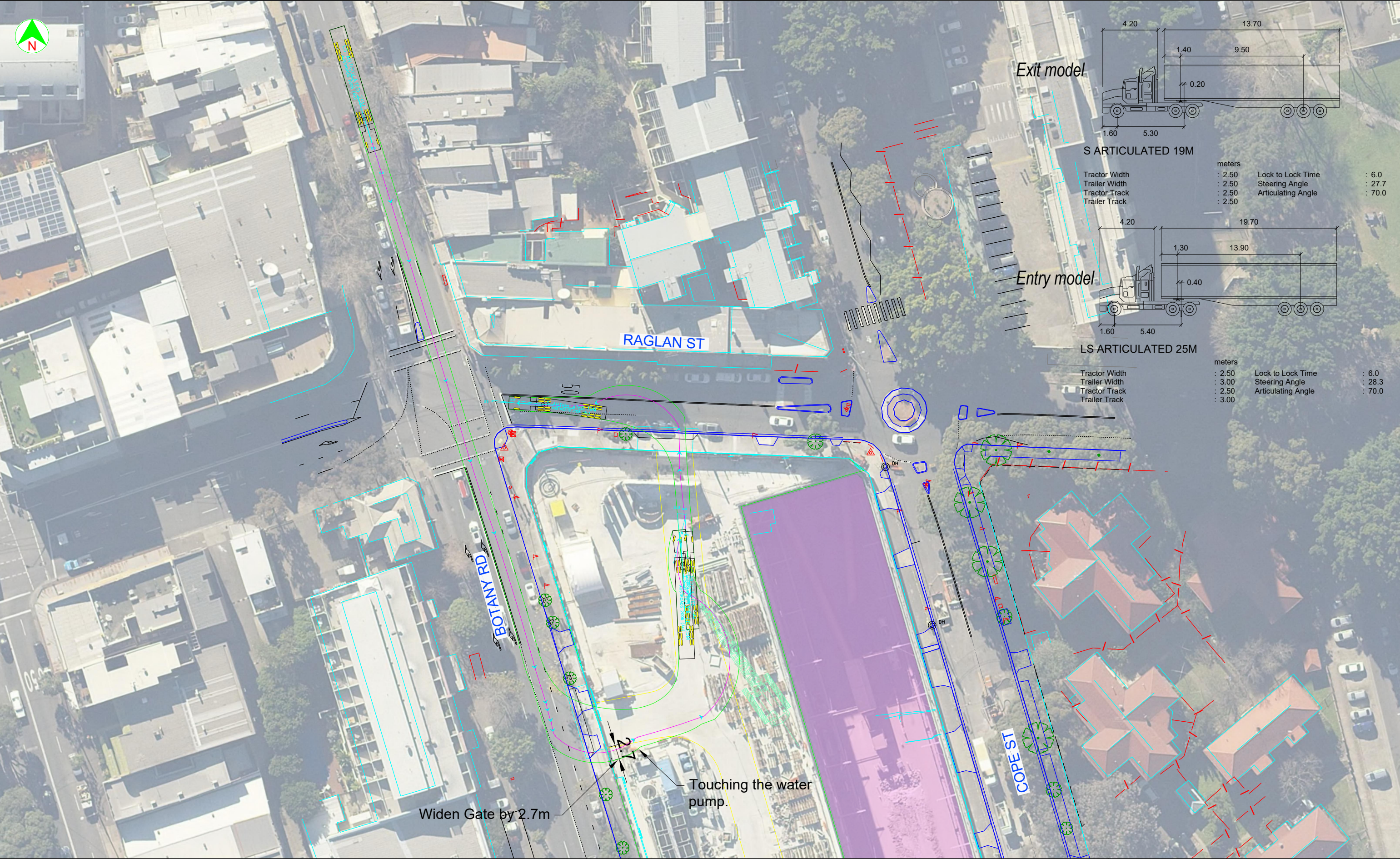
LEGEND				NOTES		PLOT DATE / TIME		PLOT BY M SIM		CLIENT		Plan 2. Waterloo Station -20m long rail delivery. Nthbnd Use Lane 2 (entry)			A3			
Notes and questions. 1. If right turn is allowed at night, there is no traffic control required. Vehicles behind the truck could go around the left. Truck turn right as per turning into a driveway. 2. Disadvantage of this is gate needs to be modified and risk of touching the existing water treatment plant. 3. Traffic control vehicles to assists exiting truck at Raglan St.				SCALES ON A3 SIZE DRAWING		DRAWINGS / DESIGN PREPARED BY		TITLE	NAME							DATE		
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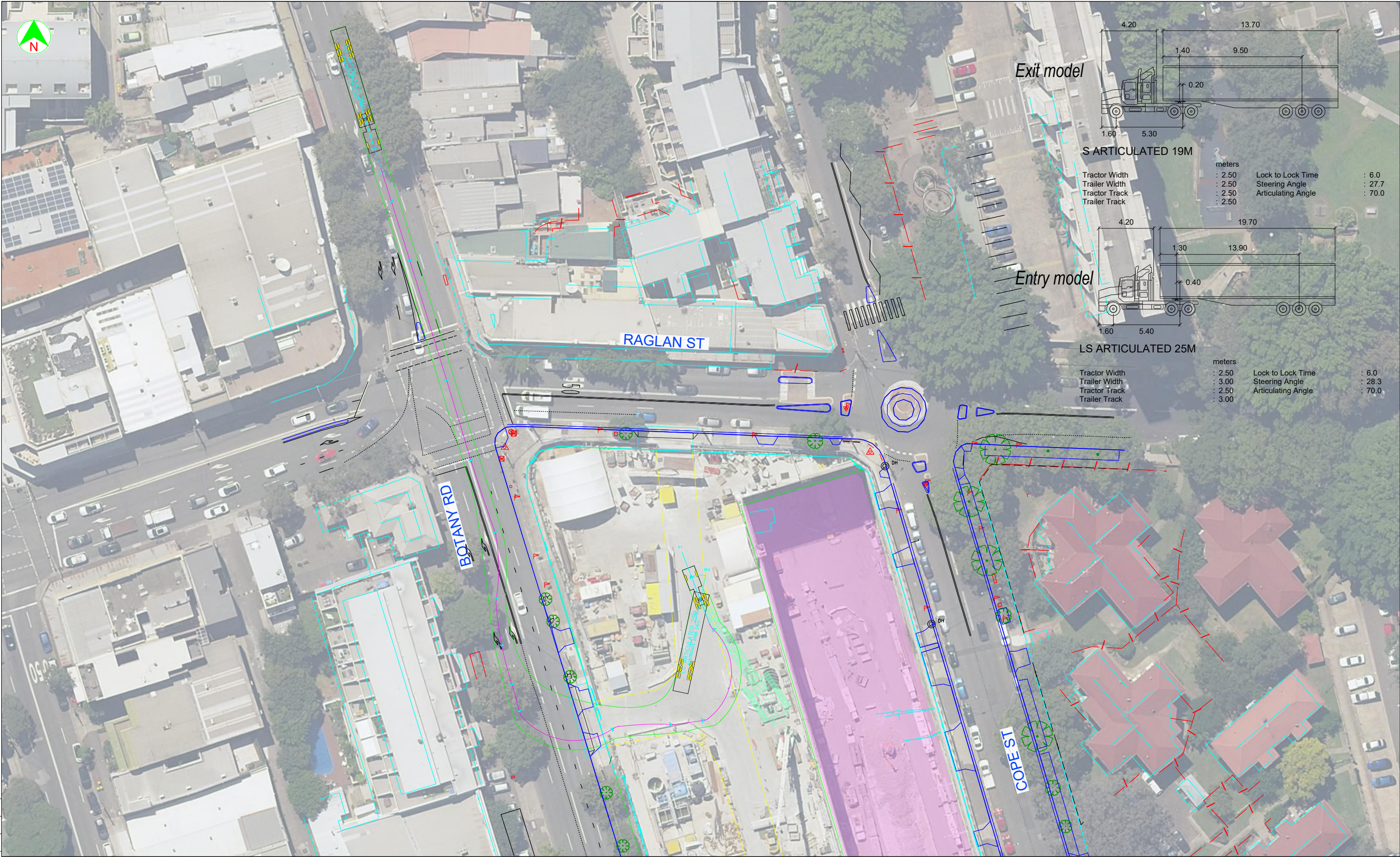
LEGEND				NOTES		PLOT DATE / TIME		PLOT BY M SIM		CLIENT		Plan 2. Waterloo Station -20m long rail delivery. Nthbnd Use Lane 2 (exit)		A3		
Notes and questions. 1. If right turn is allowed at night, there is no traffic control required. Vehicles behind the truck could go around the left. Truck turn right as per turning into a driveway. 2. Disadvantage of this is gate needs to be modified and risk of touching the existing water treatment plant. 3. Traffic control vehicles to assists exiting truck at Raglan St.				DRAWINGS / DESIGN PREPARED BY		TITLE	NAME	DATE								
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CO-ORDINATE SYSTEM MGA ZONE 56				HEIGHT DATUM AHD												





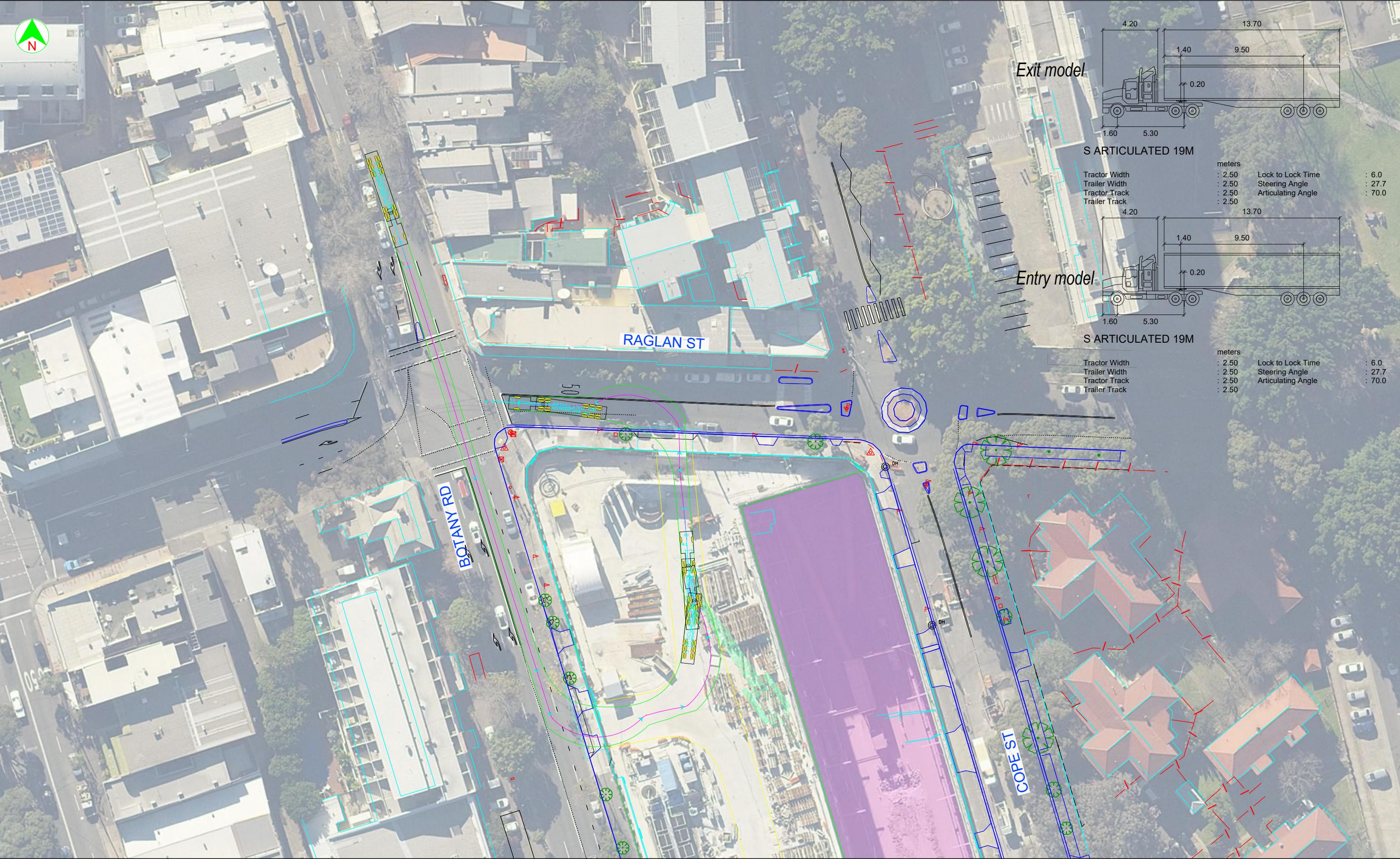
LEGEND			SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	PLOT DATE / TIME		PLOT BY M SIM	CLIENT		Plan 3. Waterloo Station -20m long rail delivery. Sthbnd Use Lane 2 (DAY WORK)			A3
Notes and questions. 1. IF Left in left out must be maintained. Does this still need to be a night given truck must turn from Lane 2. Lane is a 1P parking area from 10am to 3pm. 2. Gate need to be widen at least by 2.7m. High possibility to impact the water treatment plant left on the gate from this turning angle.					TITLE	NAME	DATE	SHEET					
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			NOTES	PLOT DATE / TIME		PLOT BY M SIM	CLIENT	Plan 4. Waterloo Station -20m long rail delivery. Sthbnd Use Lane 2 and opposite Lane 1 and Lane 2 (NIGHT WORK)			A3							
LEGEND		SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE					SHEET							
Notes and questions. 1. Left in left out enforced. This movement is night only. Gate does not need modification. 2. Trucks has to turn wide with traffic control on all 4 lanes. 3. Highly unlikely to apply this movement.				DRAWN	M.SIM						PREPARED FOR  Systems Connect		ISSUE STATUS		SHEET No. 1 of 1		ISSUE	
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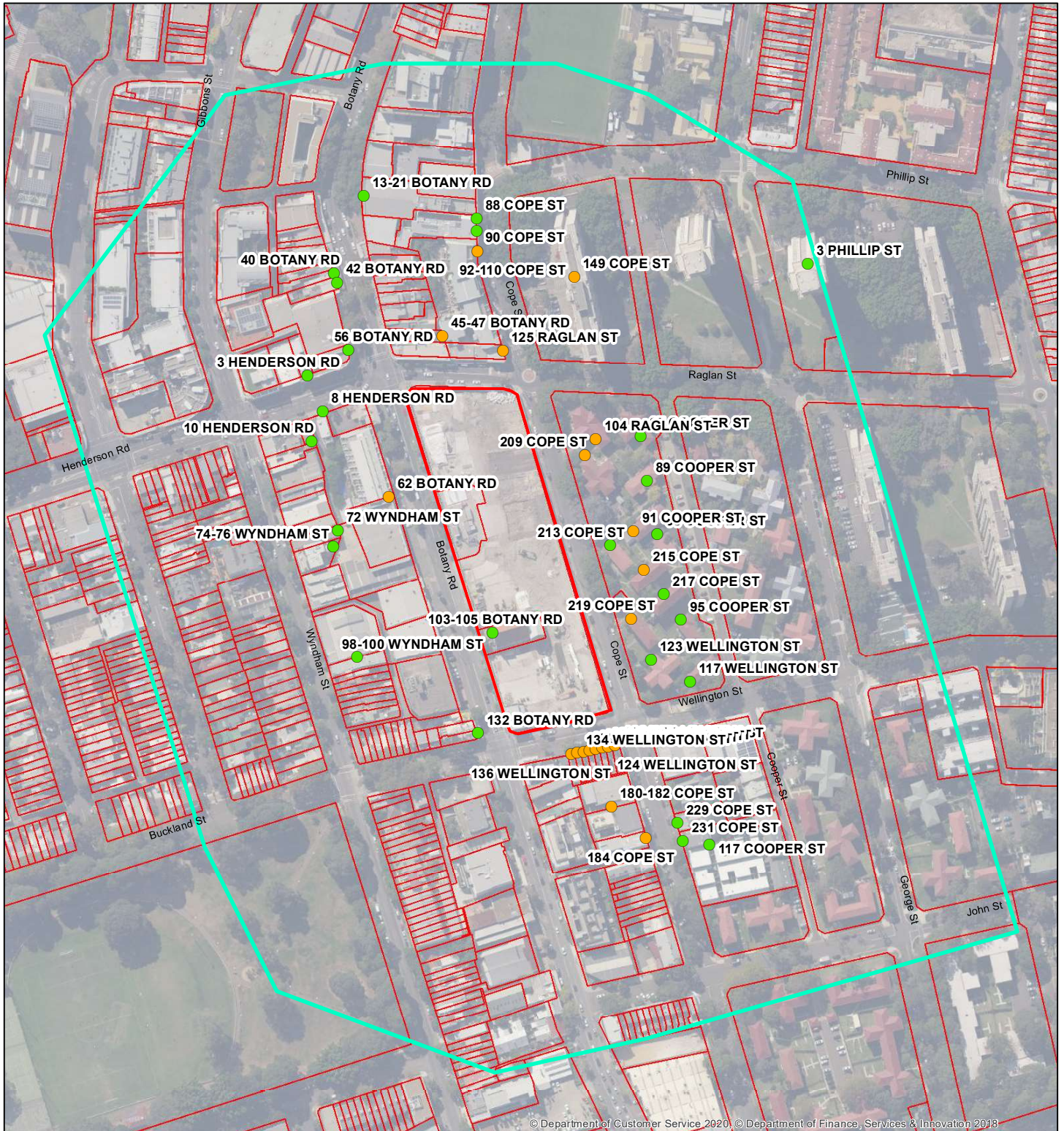


LEGEND		NOTES		PLOT DATE / TIME		PLOT BY M SIM		CLIENT		Plan 5. Waterloo Station -13.72m long rail delivery. Sthbnd Use Lane 2 to turn. (DAY WORK)		A3							
Notes and questions.  1. Maintain Left In Left Out. 13.72m rail instead of 20m are used on a 19m semi instead of 25m semi. 2. 19m semi turn left into the Gate from Botant Road southbound Lane 2. No modification to existing Gate. 3. SCO to confirm turning from Lane 2 southbound is permitted during the day. 4. Truck exiting Raglan St be assisted by mobile traffic control vehicles (rolling block) as the truck exits. 5. Changing from 20m to 13.72m long rail will mean additional joint and weld on track laying.		SCALES ON A3 SIZE DRAWING		DRAWINGS / DESIGN PREPARED BY		TITLE		NAME		DATE		PREPARED FOR  Systems Connect		ISSUE STATUS		SHEET No. 1 of 1		ISSUE	
		CO-ORDINATE SYSTEM				HEIGHT DATUM													
		MGA ZONE 56				AHD													



## Appendix E. Draft Communication notice and distribution areas

# Waterloo OOHW 022



## Legend

### AMM Locations

- MM1 - Letterbox drops
- MM2 - Letterbox drops and verification monitoring
- 200m Boundary
- Boundary



Address
40 BOTANY ROAD ALEXANDRIA
42 BOTANY ROAD ALEXANDRIA
56 BOTANY ROAD ALEXANDRIA
13-21 BOTANY ROAD WATERLOO
90 COPE STREET WATERLOO
92-110 COPE STREET WATERLOO
92-110 COPE STREET WATERLOO
92-110 COPE STREET WATERLOO
92-110 COPE STREET WATERLOO
92-110 COPE STREET WATERLOO
125 RAGLAN STREET WATERLOO
45-47 BOTANY ROAD WATERLOO
149 COPE STREET WATERLOO
88 COPE STREET WATERLOO
3 PHILLIP STREET WATERLOO
3 HENDERSON ROAD ALEXANDRIA
104 RAGLAN STREET WATERLOO
87 COOPER STREET WATERLOO
209 COPE STREET WATERLOO
89 COOPER STREET WATERLOO
91 COOPER STREET WATERLOO
93 COOPER STREET WATERLOO
213 COPE STREET WATERLOO
215 COPE STREET WATERLOO
217 COPE STREET WATERLOO
123 WELLINGTON STREET WATERLOO
117 WELLINGTON STREET WATERLOO
95 COOPER STREET WATERLOO
219 COPE STREET WATERLOO
229 COPE STREET WATERLOO
117 COOPER STREET WATERLOO
180-182 COPE STREET WATERLOO
136 WELLINGTON STREET WATERLOO
134 WELLINGTON STREET WATERLOO
132 WELLINGTON STREET WATERLOO
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128 WELLINGTON STREET WATERLOO
126 WELLINGTON STREET WATERLOO
124 WELLINGTON STREET WATERLOO
122 WELLINGTON STREET WATERLOO
132 BOTANY ROAD ALEXANDRIA
62 BOTANY ROAD ALEXANDRIA
8 HENDERSON ROAD ALEXANDRIA
98-100 WYNDHAM STREET ALEXANDRIA
74-76 WYNDHAM STREET ALEXANDRIA
74-76 WYNDHAM STREET ALEXANDRIA
103-105 BOTANY ROAD WATERLOO

## Notification – Waterloo Station

### August 2020

**DRAFT**

Sydney Metro is Australia's biggest public transport project.

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

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

John Holland CPB Ghella (JHCPBG) is building the 15.5 kilometre long twin railway tunnels between Chatswood and Sydenham and excavating six new metro stations, including one at Waterloo. John Holland is also building the Waterloo integrated station development. Another contractor, Systems Connect (an unincorporated joint venture between CPB Contractors and UGL Limited) will begin work in Waterloo Station to do the tunnel fit out. Systems Connect will be delivering line-wide work including installing metro rail track, power systems and infrastructure to turn the new tunnels into a working railway.

### Upcoming work at Waterloo Station site

In August, Systems Connect will begin preparation work to fit out the Sydney metro tunnels as listed below. In addition the Waterloo Station team will continue their work within the site.

Waterloo Station	<ul style="list-style-type: none"> <li>Lifting material by crane between the station box area and site surface, including excavated material</li> <li>Carry out site establishment activities, involving repositioning sheds and worker facilities within the site</li> <li>Surveying activities within the station box area</li> <li>Relocating services within the site</li> </ul>
Location	
Waterloo Station	<ul style="list-style-type: none"> <li>Crane installation</li> <li>Flashbutt welding</li> <li>Delivery of rail steel and materials</li> </ul>

**DRAFT**

## What to expect

- Equipment used will include, but not limited to hand held and electric tools, power drills, flash butt welder, crane, telehandler, excavator, front end loader, rail trolleys, rail grinders, compaction equipment, skid-steer loaders, concrete mixers and pumps, bobcats, lighting towers, light trucks and heavy vehicles, tippers, dump and delivery trucks.
- **Some of this work will be noisy.**
- The project team will take every step possible to minimise noise impacts. A range of mitigation measures are in place to meet the project's approval conditions and reduce noise, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping all machinery with non-tonal movement alarms.
- Some equipment will be delivered outside standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Vehicle movements via site access on Botany Road and Wellington Street.
- Temporary traffic and pedestrian changes may be required for large vehicle deliveries including traffic control for the safety of the community.

## Keeping you informed

Sydney Metro will continue to undertake its work and its projects in accordance with current Government advice, and will continue to implement physical distancing and travel and hygiene measures to protect employees and members of the community. To keep up to date with what is happening in the Waterloo, Snatswood and Artarmon area, please register for email updates, which provide the latest information about our work, including out of hours activities.

If you have not already done so, you can register for updates by sending your name, address, email and phone number to the Systems Connect team via [linewidemetro@transport.nsw.gov.au](mailto:linewidemetro@transport.nsw.gov.au), or call us on 1800 171 386.

## Contact us

If you have any questions about the Systems Connect line-wide work please contact Tahneal on 1800 171 386 (24-hour community information line) or email [linewidemetro@transport.nsw.gov.au](mailto:linewidemetro@transport.nsw.gov.au).




If you have any questions about the Waterloo integrated station development or Waterloo Metro Quarter, please contact Faye Rescigno on 1800 171 386 (24-hour community information line) or email [waterloometro@transport.nsw.gov.au](mailto:waterloometro@transport.nsw.gov.au).

**Thank you for your cooperation while we complete this essential work.**

[sydnymetro.info](http://sydnymetro.info)



### Contact us

-  1800 171 386 Community information line open 24 hours
-  [sydnymetro@transport.nsw.gov.au](mailto:sydnymetro@transport.nsw.gov.au)
-  Sydney Metro City & Southwest, PO Box K659, Haymarket NSW 1240
-  If you need an interpreter, contact TIS National on 131 450 and ask them to call 1800 171 386

## LWC General Correspondence

**Reference No:** SMCSWLWC-RMS-LWC-GEN-000031  
**Project Title:** Sydney Metro City & Southwest - LWC, TSOM  
**Contract No:** LWC - Line Wide Contracts  
**Sub Contract:** -  
**Orig Ref No:**  
**DLM:**

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**Date:** 20 July 2020, 10:38 AM **Response required by:**

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

**To:** Susan Dai (Systems Connect)

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

**Subject:** **Traffic Management Plan - Waterloo Rail Section Delivery (supplementary to Principal Contractor's CTMP) - TfNSW (former RMS) approval**

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Susan,

In reference to your transmittal SMCSWLWC-SYC-TX-002977 dated 10/07/20.

In accordance with Schedule C1 Appendix A.9 Section 2.1 ( c ) and 2.2 ( c ) of the Principal's General Specifications G10 – Traffic and Transport Management and Minister's Condition of Approval E82 for the Sydney Metro City & South West, Transport for NSW – Greater Sydney – Planning and Programs, and the Sydney Coordination Office approve the Sydney Metro City & South West Traffic Management Plan – Line Wide Works – Waterloo Rail Section Delivery - supplementary to Principal Contractor's CTMP (SMCSWLWC-SYC-SWL-TF-BRN-004299.B.RVW.B.01) for the Sydney Metro City & South East project subject to the following requirements:

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

regards,

Minh

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**Discipline:**

**Design Series:**

**Design Lots:**

**Location:**

## Appendix F. Concrete delivery via Raglan St

## Concrete Delivery via Raglan Street, Waterloo

### 1.1. Introduction

Waterloo station is the logistic location for concrete delivery (pumping) to the remaining tracks between Waterloo and Pitt Street station with an approximately track length of 2.4km. Concrete trucks are to supply concrete to a pump located in the Waterloo station site (an area of 6.5m x 20m) located via the Raglan Street gate. Concrete from this point will then be discharged to concrete mixer trailer at track level by pressured pipe.



*Figure 1. Typical setup of concrete delivery/transfer lines in the tunnel*

Concrete trucks will be coming from the Boral batch plant in Burrows Road South at St. Peters travelling along Canal Road – Princes Highway – Sydney Park Road – Euston Road – McEvoy Street – Botany Road – Wellington Street – Cope Street – Raglan Street – to the Raglan Street gate.





*Figure 2. Site gate off Raglan Street, looking towards Botany Road.*

As the concrete truck is approaching the Raglan Street gate, there will traffic controllers on 3 sides of the roundabout to stop traffic for approx. 1 to 2 minutes near or before the Cope Street roundabout to allow clear space on Raglan Street for the concrete truck to reverse into the Gate.

The delivery of concrete is scheduled from Monday to Friday from 7am to 6pm. Saturday from 7am to 1pm as required. The work is going to take 4 – 6 weeks to complete the track pour.

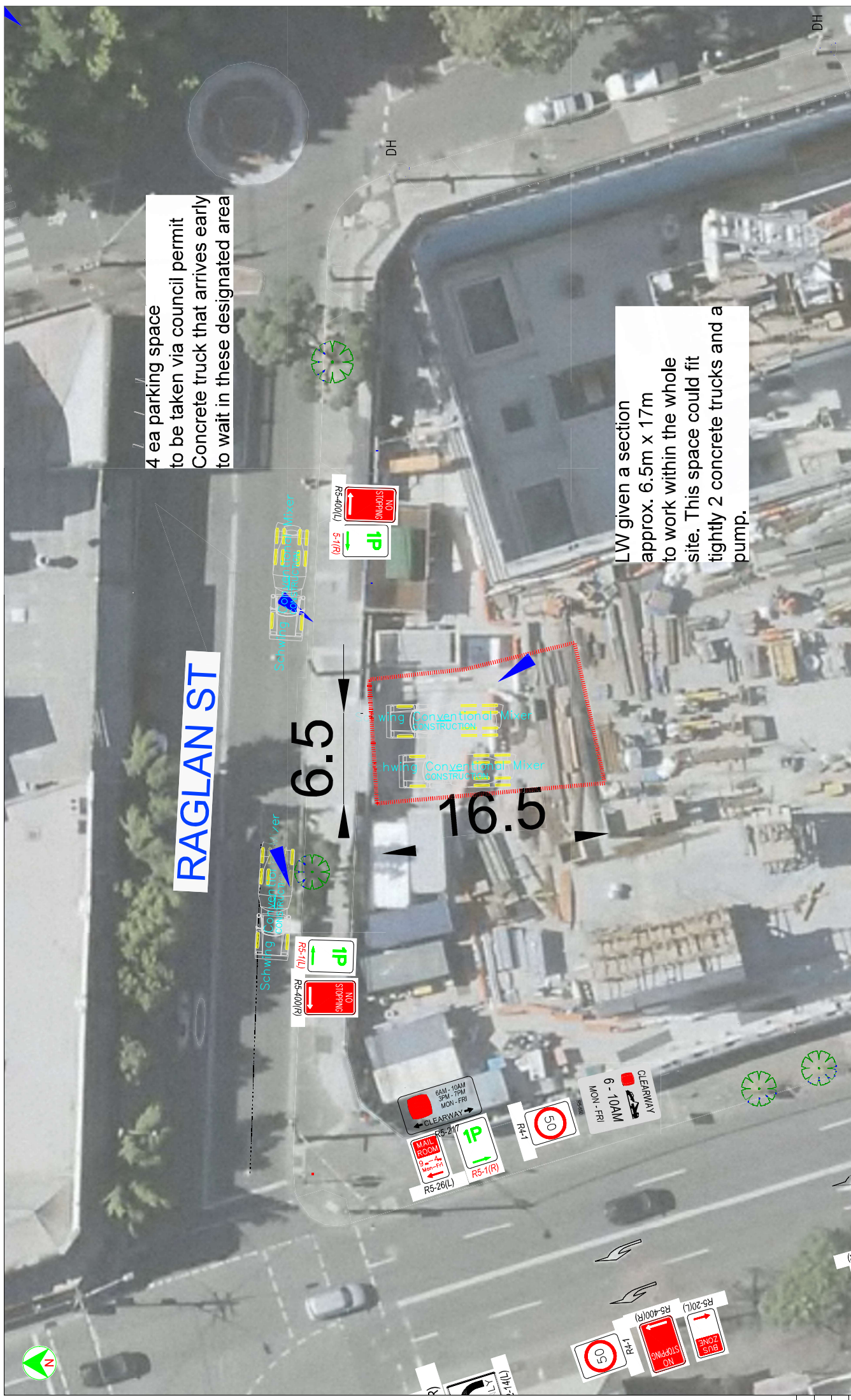
## **1.2. Traffic Management**

A standard stop slow operation at the roundabout at Cope Street per TCP attached.







[illegible]

## Project update – Temporary parking reservation on Raglan Street

**October 2021**

Sydney Metro is Australia's biggest public transport project.

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

The new Waterloo integrated station development includes construction of the new Waterloo metro station by John Holland, while a joint venture between John Holland and Mirvac will deliver the Waterloo Metro Quarter, including buildings above and next to the station.

Systems Connect (an unincorporated joint venture between CPB Contractors and UGL Limited) is delivering line-wide work including installing metro rail track, power systems and infrastructure to turn the excavated tunnels into a working railway between Chatswood and Sydenham. Line-wide work also includes the permanent systems, services and buildings required for Sydney Metro operations between Chatswood and Bankstown.

### Temporary parking reservation on Raglan Street, Waterloo

In addition to the monthly notification sent out earlier this month, **this is a further update on works scheduled for Waterloo Station, impacting four unrestricted parking bays nearest to the site.**

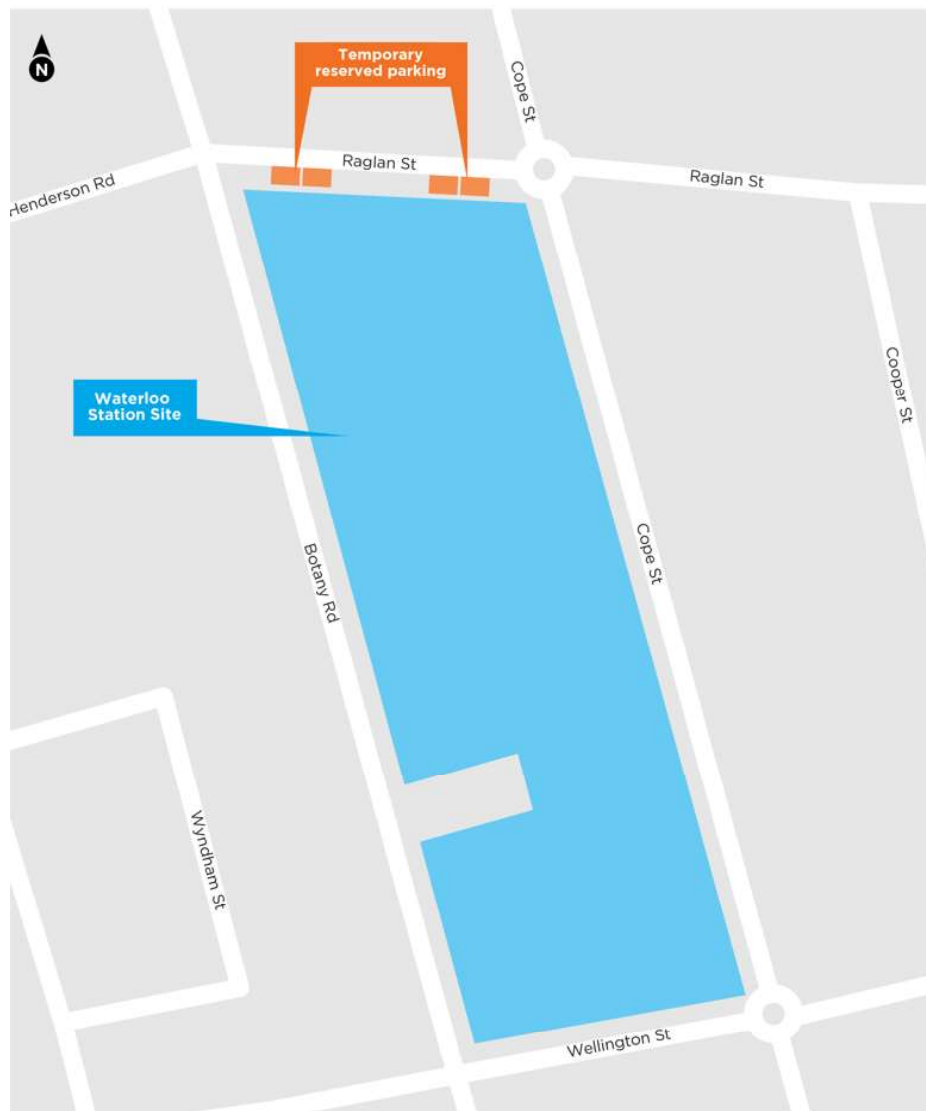
To support the delivery of our work, some parking will be temporarily reserved on Raglan Street at the entrance to the Waterloo work site. This will require the occupancy of 4 unrestricted parking spaces from 7am- 6pm, Monday to Friday nearest to the site, on Raglan Street (see map below). Commencing on Friday 15 October to early December 2021, the parking spaces will be reserved for Systems Connect concrete trucks.

Traffic management will continue to be in place on Raglan street to facilitate all vehicle movements. Local access to all other parking bays will be maintained as normal.

### What to expect

- Equipment used will include, but is not limited to, hand-held and electric tools, power drills, excavators, concrete trucks, concrete mixers and pumps, light, and heavy vehicles.
- Concrete deliveries, pours and finishing work.
- Temporary parking reservation on Raglan Street from Friday 15 October 2021
- Access to properties and shops is maintained at all times.

## Map of Temporary parking reservation on Raglan Street, Waterloo







### Keeping you informed

Sydney Metro will continue to undertake work across its projects in accordance with current Government advice, and will continue to implement physical distancing and travel and hygiene measures to protect employees and members of the community.

To keep up to date with what is happening in the Artarmon area, please register for email updates, which provide the latest information about our work, including out of hours activities. You can register for updates by sending your details [tolinewidemetro@transport.nsw.gov.au](mailto:tolinewidemetro@transport.nsw.gov.au), or call us on 1800 171 386.

**Thank you for your cooperation while we complete this work**

-  **1800 171 386** Community information line open 24 hours
-  **[sydneymetro@transport.nsw.gov.au](mailto:sydneymetro@transport.nsw.gov.au)**
-  Sydney Metro City & Southwest, PO Box K659, Haymarket NSW 1240
-  If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800 171 386**

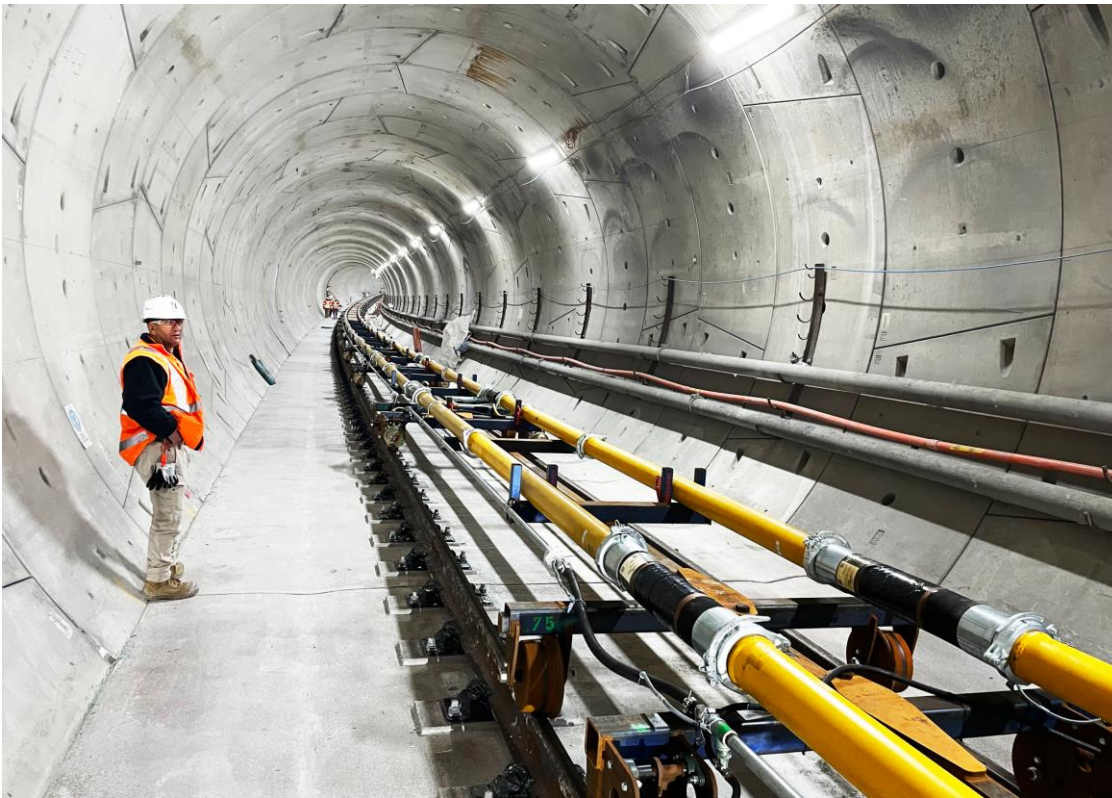
## Appendix G. Concrete delivery via the closed section of Cope Street



## Appendix G - Concrete Delivery via the closed section in Cope Street, Waterloo

### 1.1. Introduction

Waterloo station is the logistic location for concrete delivery (pumping) to the remaining tracks between Waterloo and Pitt Street station with an approximately track length of 2.4km. Concrete trucks are to supply concrete to a pump located in the Waterloo station site (an area of 6.5m x 20m) located via closed section of Cope Street. Concrete from this point will then be discharged to concrete mixer trailer at track level by pressured pipe.



*Figure 1. Typical setup of concrete delivery/transfer lines in the tunnel*

Concrete trucks will be coming from the Boral batch plant in Burrows Road South at St. Peters travelling along Canal Road – Princes Highway – Sydney Park Road – Euston Road – McEvoy Street - Botany Road – Wellington Street – Cope Street closed section.



*Figure 2. Site gate off Raglan Street, looking towards Botany Road.*

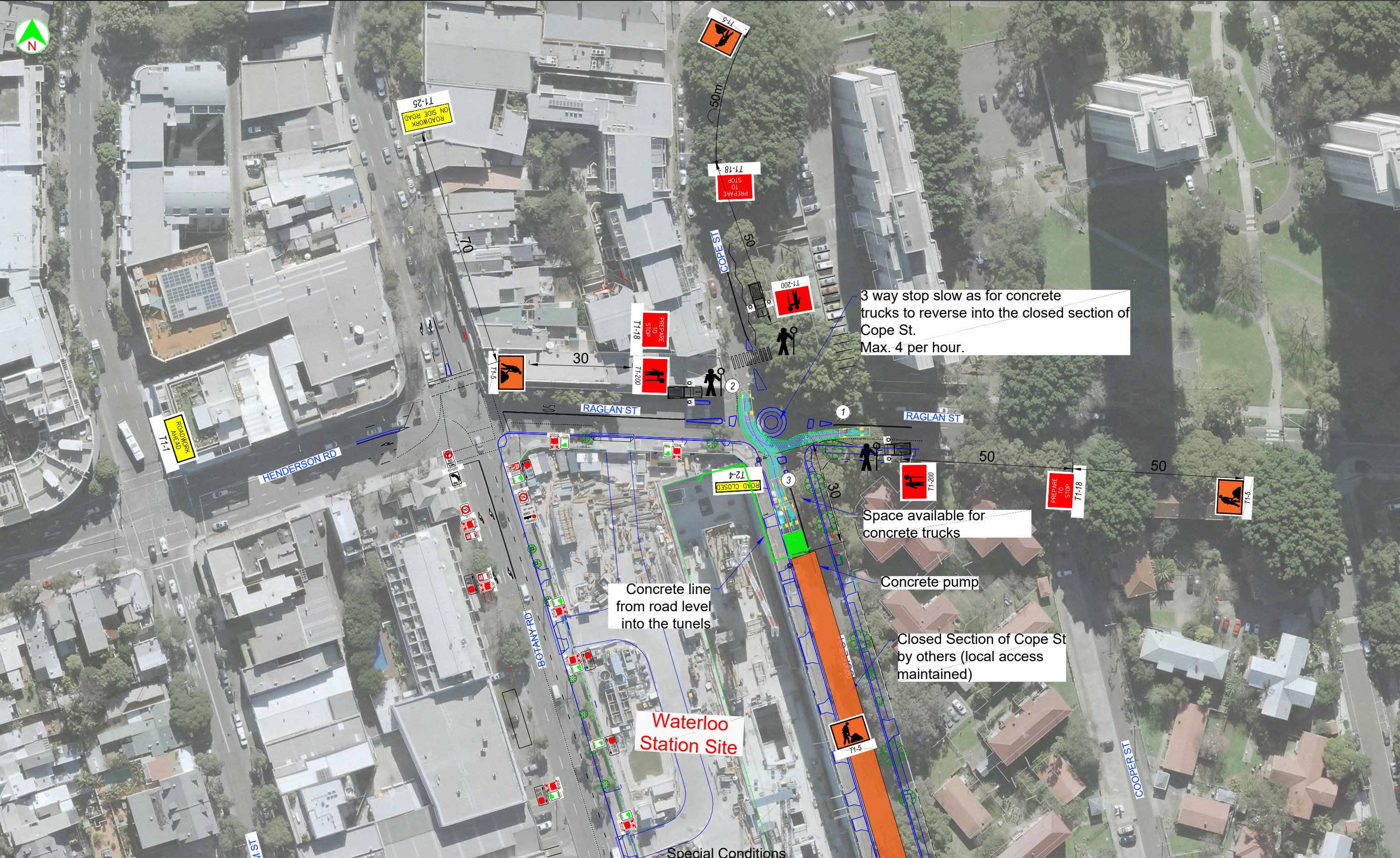
As the concrete truck is approaching the closed section of Cope St, there will traffic controllers on 3 sides of the roundabout to stop traffic for approx. 1 to 2 minutes near or before the Cope Street roundabout to allow concrete trucks to reverse.

The delivery of concrete is scheduled from Monday to Friday from 7am to 6pm. Saturday from 7am to 1pm as required. The work is going to till April 2022 to complete the track pour.

## **1.2. Traffic Management**

A standard stop slow operation at the roundabout at Cope Street per TCP attached.





										NOTES		PLOT DATE / TIME		PLOT BY M SIM		CLIENT		Concrete delivery into Raglan St Gate, Waterloo via Cope St (due to the closure of the gate at Raglan St)			A3		
LEGEND					REVISION DESC.	REV	DATE	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY			TITLE	NAME	DATE								
													DRAWN	M.SIM	18/2/22								
													DRG CHECK	M.SIM	18/2/22								
														DESIGN			PREPARED FOR		SHEET				
													DESIGN CHECK										
													TRAFFIC MNGR										
										CO-ORDINATE SYSTEM MGA ZONE 56	HEIGHT DATUM AHD							Systems Connect		ISSUE STATUS		SHEET No. 1 of 1	ISSUE 3