Central Station Main Works Project

Construction Traffic Management Plan

Addendum 12
Lee St Substation

Central Station Main Works Project
CTMP Addendum 12 – Lee St Substation

LAING O'ROURKE

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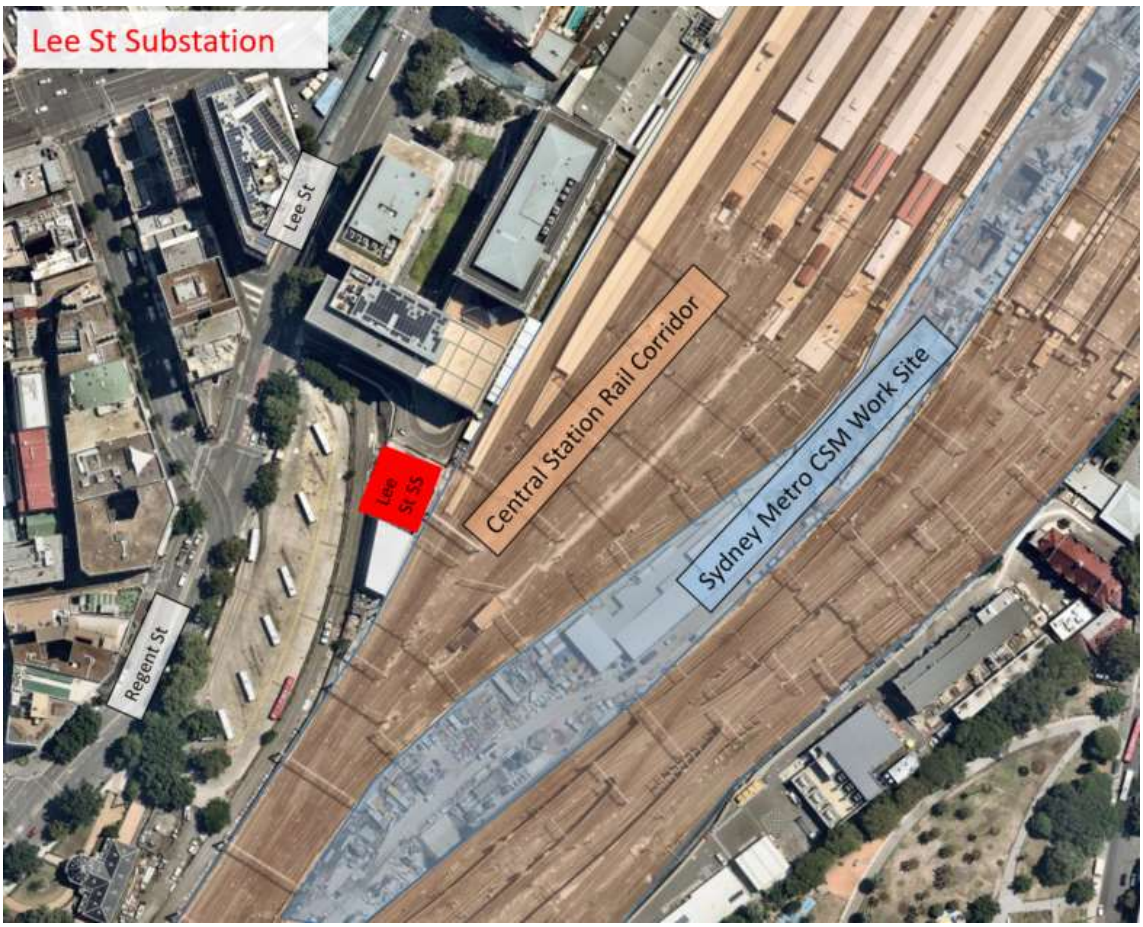
CTMP Addendum 12 – Lee St Substation

1. Introduction

This addendum provides additional information to, and forms a part of, the Central Station Main Works Construction Traffic Management Plan (CTMP) SMCSWSMC-LOR-SMC-TF-PLN-000001 Rev 7, this addendum has been written in accordance to all relevant standards, codes, acts and regulations as outlined in the Central Station Main Works Construction Traffic Management Plan (CTMP).

This addendum has been developed in alignment with the Sydney Metro City & Southwest Chatswood to Sydenham Construction Traffic Management Framework. Laing O'Rourke uphold a commitment of compliance with this CTMF.

Lee St Substation is situated on land owned by Sydney Trains, on the west side of the rail corridor of Central Station, to the north of the State Transit Authority bus layover area. Access to the Lee St Substation is via existing driveway at 30 Lee St Chippendale. This existing driveway provides access for Sydney Trains and its contractors to the substation and also provide access to a Transport for New South Wales underground carpark.



2. Compliance Matrix

Minister's Conditions of Approval

The Minister's Conditions of Approval (CoA) are addressed with the full descriptions provided in Appendix F of Central Station Main Works Project Construction Traffic Management Plan Rev 7.

For the purposes of utilising the road network, the following CoA are relevant:

CoA	Details	Comments
A41	The Secretary must be notified as soon as possible and in any event within 24 hours of any incident.	Any incident will be reported in accordance with the procedures set out in CTMP Rev 7.
A42	Notification of an incident under Condition A41 of this approval must include the time and date of the incident, details of the incident and must identify any non-compliance with this approval.	Any incident will be reported in accordance with the procedures set out in CTMP Rev 7.
A43	Any requirement of the Secretary or Relevant Public Authority (as determined by the Secretary) to address the cause or impact of an incident reported in accordance with Condition A41 of this approval, must be met within the timeframe determined by the Secretary or relevant public authority.	Any incident will be reported in accordance with the procedures set out in CTMP Rev 7.
E75	The CSSI must be designed, constructed and operated with the objective of integrating with existing and proposed road and related transport networks and minimising adverse changes to the safety, efficiency and, accessibility of the networks, and facilitate an improved level of service in relation to permanent and operational changes. Detailed design and assessment of related traffic, parking, pedestrian and cycle accessibility impacts and changes shall be undertaken: (a) in consultation with, and to the reasonable requirements of the Traffic and Transport Liaison Group(s) established under Condition E77;	This Addendum falls under and in alignment with the project wide CTMP for Central Station Main Works. This addendum has been developed in consultation with TTLG.

	(b) in consideration of existing and future demand, connectivity (in relation to permanent changes), performance and safety requirements; (c) to minimise and manage local area traffic impacts; (d) to ensure access is maintained to property and infrastructure; and (e) to meet relevant design, engineering and safety guidelines, including Austroads, Australian Standards, and RMS (RTA) requirements. Copies of civil, structural and traffic signal design plans shall be submitted to the Relevant Road Authority for consultation before the commencement of the relevant works.	
E77	The Proponent must establish a Traffic and Transport Liaison Group(s) (TTLGs) to inform traffic and transport management measures during construction and operation of the CSSI. Management measures must be coordinated with and approved by the RMS following endorsement by the Sydney Coordination Office and consultation with the Relevant Roads Authority. The TTLG must comprise representatives from the Relevant Road Authority(ies) (including the RMS, relevant Councils, and the Barangaroo Delivery Authority as appropriate), transport Operators (including bus and taxi operators), emergency services and Port Authority of NSW as required. The TTLG must be consulted on to inform the preparation of the Construction Traffic Management Plan(s) and Interchange Access Plan(s).	Traffic Transport and Liaison Group established by Transport for NSW
E78	The Proponent must undertake supplementary analysis and modelling as required by the TTLG to demonstrate that construction and operational traffic can be managed to minimise disruption to traffic network operations, public including changes to and the management of pedestrian, bicycle and public transport networks transport services, pedestrian and	Haul routes presented again to the TTLG on 2nd June 2020 There is no expected impact to any roads that effect the interchange Access Plan & Station Design and Precinct Plan. Pedestrian, bicycle and public transport

	cyclist movements. Revised traffic management measures, must be incorporated into the Construction Traffic Management Plan(s), Interchange Access Plan(s) and Station Design and Precinct Plan(s).	network services access flows through Central Station.
E79	The Proponent must consult with the Relevant Road Authority regarding the use of any weight restricted road by heavy vehicles.	
E80	The Proponent must minimise truck movements during peak periods within commercial centres. Peak periods are 7am to 10am and 4pm to 7pm Monday to Friday.	Where possible, deliveries will be scheduled to occur outside: General peak traffic periods identified as morning peak (between 7:00am -10:00am) and afternoon peak (between 4:00pm -7:00pm). School zone peak traffic periods identified as drop off (between 8:00am – 9:30am) and pick-up (between 2:30pm to 4:00pm). Works covered within this CTMP will be 24 hours a day, on weekends during a railway possession There will be a small number of deliveries that are oversized and over mass (OSOM) – these will be scheduled to occur under a Road Occupancy Licence (ROL) with restricted times that are normally between midnight and 05:00. Outside a railway possession these works will be 07:00 – 18:00 Monday to Friday and Saturday 08:00 – 13:00.
E81	The Proponent must prepare and implement a Construction Traffic Management Framework (CTMF). The CTMF must be prepared in consultation with TTLG(s) and submitted to the Secretary for approval no later than one (1) month before the commencement of construction (or within any other timeframe agreed with the Secretary). The CTMF will set out the approach to managing issues across the CSSI and include but not limited to: a. construction site access, including the efficient and safe egress and ingress of vehicles, consistent	Construction Traffic Management Framework (CTMF) completed by Transport for NSW

	relevant Austroads, Australian Standards and RMS requirements; b. the erection and maintenance of hoardings, scaffolds and associated structures on roads; c. short and long term lane and road closures including those associated with plant, crane and other operations between the road reservation and construction site; d. cumulative construction vehicle management from surrounding developments; e. bus stop and associated facilities relocation and service re-routing f. short and long term works zones on roads adjacent to the construction site; g. mail zone and associated relocation; i. regulatory, advisory and other signage changes and motivations, j. parking management, including on and off street and remote parking access k. heavy vehicle management, the restriction (unless otherwise approved) of heavy vehicles to certain routes and the minimisation of heavy vehicle traffic in peak traffic periods; i. special event management; m. the retention and reinstatement of emergency and property access; n. the retention of user and passenger safety, including pedestrians, cyclists, public transport users, including at stops and related facilities; o. incident response planning around construction worksites; and p. monitoring of transport and access related impacts attributable to the CSS1.	
E82	Construction Traffic Management Plans (CTMPs), consistent with the CEMF and CTMF required in Condition E81, must be prepared for each construction site in consultation with the TTLG(s), and submitted to the RMS for approval following	Haul routes TCP's was presented to the TTLG on 2nd June 2020 and TCGs – detailed within this document. Random audits of haulage contractors will be carried out to ensure route compliance. Any

	Sydney Coordination Office endorsement before construction commences at the relevant construction site. A copy of any Construction Traffic Management Plans approved by the RMS must be submitted to the Secretary for information.	non-compliance will result in disciplinary action being taken with the haulage contractor and driver.
E83	Where construction results in a worsening of the matters identified in Condition E81 (a)-(o), the Proponent must review the measures identified in the CTMPs in consultation with the TTLG(s), as relevant. Any changes to conditions as part the CTMPs must be submitted to the RMS for approval following Sydney Coordination Office endorsement and implemented.	Sec 7. This addendum Traffic Management Plan has been developed in consultation with TCG & TTLG.
E85	Heavy vehicle haulage must not use local roads unless no feasible alternatives are available.	The transformers need to be delivered to the new substation that's located off Lee Street.
E86	During construction, measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected businesses. Such arrangements must be outlined in the Business Management Plan required in Condition E64 and implemented as required. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	No impact to parking is expected. Pedestrians will be given right of way at all times.
E87	Permanent road works, including vehicular access, signalised intersection works, and works relating to pedestrians, cyclists and public transport users will be subject to safety audits demonstrating consistency with relevant design, engineering and safety standards and guidelines. Safety audits must be included within each relevant CTMP and carried out in consultation with the TTLG before the completion	Road Safety Audit previously undertaken – SYAB May 2017 and submitted as part of main CTMP.

	and use of the subject infrastructure and must be made available to the Secretary on request	
E88	Details of haulage routes and heavy vehicle sizes to transport material to and from any construction site must be specified in the **Construction Traffic Management Plan(s)** and be approved by the RMS following endorsement by Sydney Coordination Office and consultation with the TTLG(s).	A CTMP Addendum 11 has been prepared and presented TTLG. Endorsement of these routes by SCO and approval by RMS will be received prior to commencement of works
E90	A Road Dilapidation Report must be prepared for local roads proposed to be used by heavy vehicles for the purposes of the CSSI before the commencement of use by such vehicles. Copies of the Road Dilapidation Report must be provided to the Relevant Council within three (3) weeks of completing the surveys and no later than one (1) month before the use of local roads by heavy vehicles.	A Road Dilapidation Report has been prepared and submitted to stakeholders previously. Date: 31st October 2019 Document number: SMCSWCSM-DJV-SMC-PM-000007
E91	If damage to roads occurs as a result of construction of CSSI, the Proponent must either (at the landowner's discretion): (a) compensate the landowner for the damage so caused. The amount of compensation may be agreed with the landowner; or (b) rectify the damage so as to restore the road to at least the condition it was before construction commenced as identified in the Road Dilapidation Report(s).	Noted

REMM	Details:	Document Reference
T1	Ongoing consultation would be carried out with (as relevant to the location) the CBD Coordination Office, Roads and Maritime Services, Sydney Trains, NSW Trains, the Port Authority of NSW, Barangaroo Delivery Authority, local councils, emergency services and bus operators in order to minimise traffic and transport impacts during construction.	Section 7 & ongoing attendance at the TCG and TTLG's.

T2	Road Safety Audits would be carried out at each construction site. Audits would address vehicular access and egress, and pedestrian, cyclist and public transport safety.	Road Safety Audit completed and submitted
T3	Directional signage and line marking would be used to direct and guide drivers and pedestrians past construction sites and on the surrounding network. This would be supplemented by Variable Message Signs to advise drivers of potential delays, traffic diversions, speed restrictions, or alternate routes.	As specified by the TCPs. Refer to Appendix B.
T4	In the event of a traffic related incident, co-ordination would be carried out with the CBD Coordination Office and / or the Transport Management Centre's Operations Manager.	Refer to main CTMP rev 7.
T5	The community would be notified in advance of proposed road and pedestrian network changes through media channels and other appropriate forms of community liaison.	As per the Stakeholder and Communications plan
T6	Vehicle access to and from construction sites would be managed to ensure pedestrian, cyclist and motorist safety. Depending on the location, this may require manual supervision, physical barriers, temporary traffic signals and modifications to existing signals or, on occasions, police presence.	Refer to main CTMP rev 7.

T7	Additional enhancements for pedestrian, cyclist and motorist safety in the vicinity of the construction sites would be implemented during construction. This would include measures such as: 1) Use of speed awareness signs in conjunction with variable message signs near construction sites to provide alerts to drivers 2) Community educational events that allow pedestrians, cyclists or motorists to sit in trucks and understand the visibility restrictions of truck drivers, and for truck drivers to understand the visibility from a bicycle; and a campaign to engage with local schools to educate children about road safety and to encourage visual contact with drivers to ensure they are aware of the presence of children 3) Specific construction driver training to understand route constraints, expectations, safety issues, human error and its relationship with fitness for work and chain of responsibility duties, and to limit the use of compression braking 4) Use of In Vehicle Monitoring Systems (telematics) to monitor vehicle location and driver behaviour 5) Safety devices on construction vehicles that warn drivers of the presence of a vulnerable road user located in the vehicles' blind spots and warn the vulnerable road user that a vehicle is about to turn.	As per the TCP's and comments from the road safety audit. Community engagement will be carried out to ensure residents are aware of what's happening. SMIC training will be provided to Heavy Vehicle Drivers that expands their awareness to bicycles and vulnerable road users. Deliveries will be scheduled to occur outside school times. OSOM deliveries overnight only Deliveries will be tracked using the Voyage Control Delivery Management System. All Heavy vehicles will be Sydney Metro compliant.
T8	Access to existing properties and buildings would be maintained in consultation with property owners.	At all times access will be provided.
T9	All trucks would enter and exit construction sites in a forward gear, where feasible and reasonable.	Noted

T10	Any relocation of bus stops would be carried out by Transport for NSW in consultation with Roads and Maritime Services, the CBD Coordination Office (for relevant locations), the relevant local council and bus operators. Wayfinding and customer information would be provided to notify customers of relocated bus stops.	Not proposed – N/A
T11	For special events that require specific traffic measures, those measures would be developed in consultation the CBD Coordination Office (for relevant locations), Roads and Maritime Services, Barangaroo Delivery Authority (for relevant locations) and the organisers of the event.	Currently discussions on going with various project stakeholders through the TCG, TTLG and community forums.
T12	Construction sites would be managed to minimise construction staff parking on surrounding streets. The following measures would be implemented: 1) Encouraging staff to use public or active transport 2) Encouraging ride sharing 3) Provision of alternative parking locations and shuttle bus transfers where feasible and reasonable. Transport for NSW would work with local councils to minimise adverse impacts of construction on parking and other kerbside use in local streets, such as loading zones, bus zones, taxi zones and coach zones.	As part of the site induction, and pre-start briefings, the following measures would be implemented: 1) Encouraging staff to use public or active transport 2) Encouraging ride sharing 3) Provision of alternative parking may be made available as required.
T13	Construction site traffic would be managed to minimise movements in the AM and PM peak periods.	Noted – Voyage Control Delivery Management System will assist with this.
T19	Where existing parking is removed to facilitate construction activities, alternative parking facilities would be provided where feasible and reasonable.	N.A- no impact to car parking

T20	Alternative pedestrian routes and property access would be provided where these are affected during the construction of the power supply routes.	N.A to this addendum
T21	The potential combined impact of trucks from multiple construction sites would be further considered during the development of Construction Traffic Management Plans.	Shortest haul routes are proposed Deliveries will be kept to a minimum, communication with other projects in the area will be maintained.
T22	Where existing footpath routes used by pedestrians and / or cyclists are affected by construction, a condition survey would be carried out to confirm they are suitable for use (e.g. suitably paved and lit), with any necessary modifications to be carried out in consultation with the relevant local council.	N.A – work is not expected to modify pedestrian or cycle routes
T23	Specific station management measures would be implemented during pedestrian movement Phase 2. This would include strategies such as encouraging passengers to exit platforms at the closest stair case or escalator, signage and marshalling of passengers waiting to board to minimise those waiting adjacent to hoarding and to direct passengers so that that there is even distribution along the platform.	N.A to this addendum
T24	The temporary closures of footpaths on Chalmers Street would not occur at the same time as the temporary closure of the Devonshire Street Tunnel.	N.A to this addendum
T25	During the closure of Randle Lane, traffic control would be provided at either end. Reversing movements out of Randle Lane onto Elizabeth Street would not be carried out during the peak periods of 7 am to 10 am and 3 pm to 7 pm.	N.A to this addendum

T26	During the closure of Randle Lane, access to basement car parking would be maintained where feasible and reasonable. If access cannot be maintained, alternative parking would be arranged subject to consultation and agreement of affected owners or residents.	N.A to this addendum

3. Programme of Works

Lee St Substation will be utilised by the Central Station Main Works Services team and associated sub-contractors from 4th July 2020 until June 2021.

Works to be undertaken within the Substation by the CSM services team involve the upgrade of the existing power supply infrastructure at Lee St Substation to accommodate the additional power requirements for the new areas in Central Station and the new metro station. The upgrade works will include new containment, new switchgear, a new transformer and auxiliary works to interface with existing Sydney Trains interfaces.

Civil works within the substation will also be undertaken for new penetrations and structural supports to accommodate the new switchboards on first floor of the substation

The majority of vehicle movements would be during day shift between the hours of 0700 - 1800. Deliveries will be scheduled outside of the peak traffic hours where possible.

3.1 Vehicle Types & movement

With the exception of an oversize Transformer and crane counterweights scheduled for night shift in early July, construction vehicles would be scheduled within day shift working hours. 0700 – 1800.

As per standard Road Rules, right of way would always be given to pedestrians on the footpath.

Vehicle numbers accessing would not exceed 5 vehicle movements per shift.

Access would be managed using our Site Delivery Management System which allows us to cap the number of bookings allowed to be made for any site access point, and also the time of day where bookings can be made.

Vehicles which would utilise this access point –

- Site Ute
- 2T Tipper Truck
- 10m Rigid Flatbed truck
- 19m Truck & Semi trailer (one off – under traffic control)

Month	Vehicle type	Estimated movements per month
July 2020	Float – reverse 12.5m reverse 100T Mobile Crane	2 (Transformer Delivery) 2 (counterweights crane) 2

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	Flatbed truck Ute	10 30
Aug 2020	Flatbed truck Ute	10 30
Sept 2020	Flatbed truck Ute	10 30
Oct 2020	Flatbed truck Ute	10 30
Nov 2020	Flatbed truck Ute	10 30
Dec 20	Flatbed truck Ute	10 30
Jan 2021	Flatbed truck Ute	10 30
Feb 2021	Flatbed truck Ute	10 30
Mar 2021	Flatbed truck Ute	10 30
Apr 2021	Flatbed truck Ute	10 30
May 2021	Flatbed truck Ute	10 30
June 2021	Flatbed truck Ute	10 30

It is not currently forecast for any more than 1 oversize delivery required, should this change, details would be presented to the TCG for stakeholder review.

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3.2 Vehicle Movement Plan

3.2.1 Transformer & Counterweight delivery – One off under Traffic Control scheduled for 11th – 12th July 2020

TCP for this movement in Appendix B

3.2.2 Normal access including 100T Crane

4. Interface

Lee St Substation is an existing work site for Sydney Trains as a part of Central Station and therefore is currently accessed by Sydney Trains and their contractors.

Utilisation of this access point will continue to be discussed and agreed upon with Sydney Trains in the first instance. Access to the area will always be pre-approved by Sydney Trains.

Access to the driveway leading to the substation requires vehicles to cross a footpath, Access would be as per standard road rules and right of way would always be given to pedestrians and other road users upon entry & exit.

See Appendix C for record of consultation with Sydney Trains. This will be added to as consultation continues.

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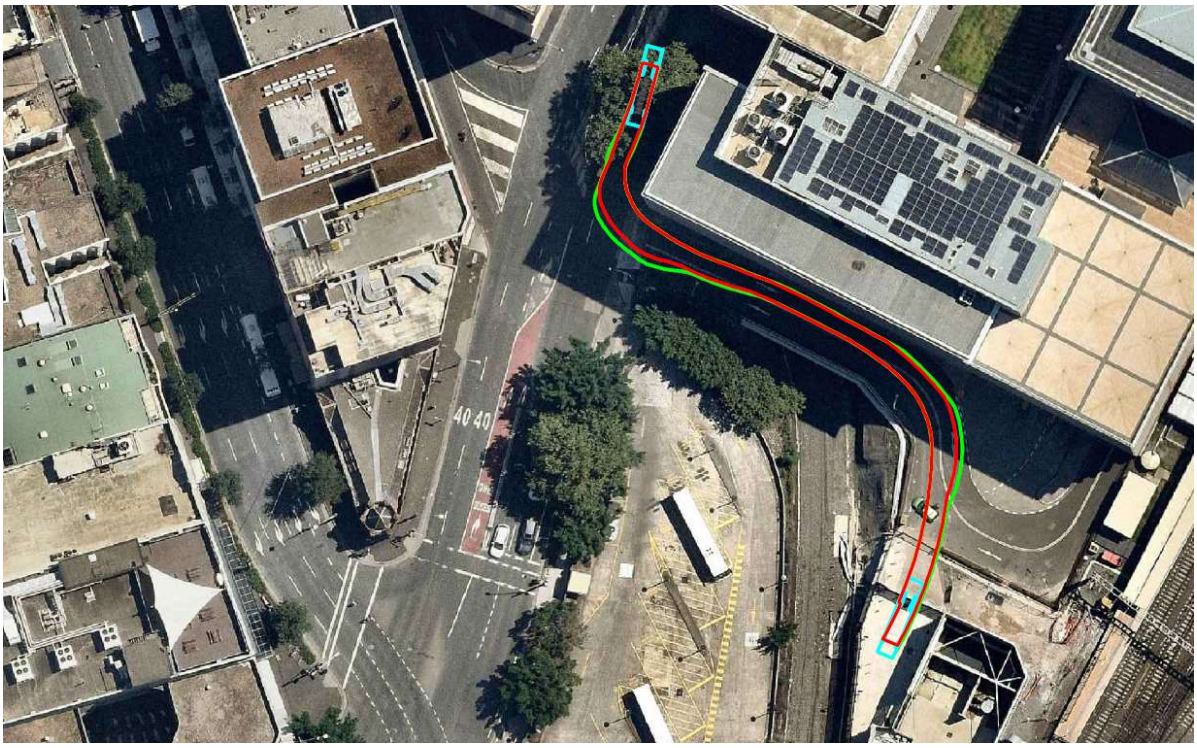
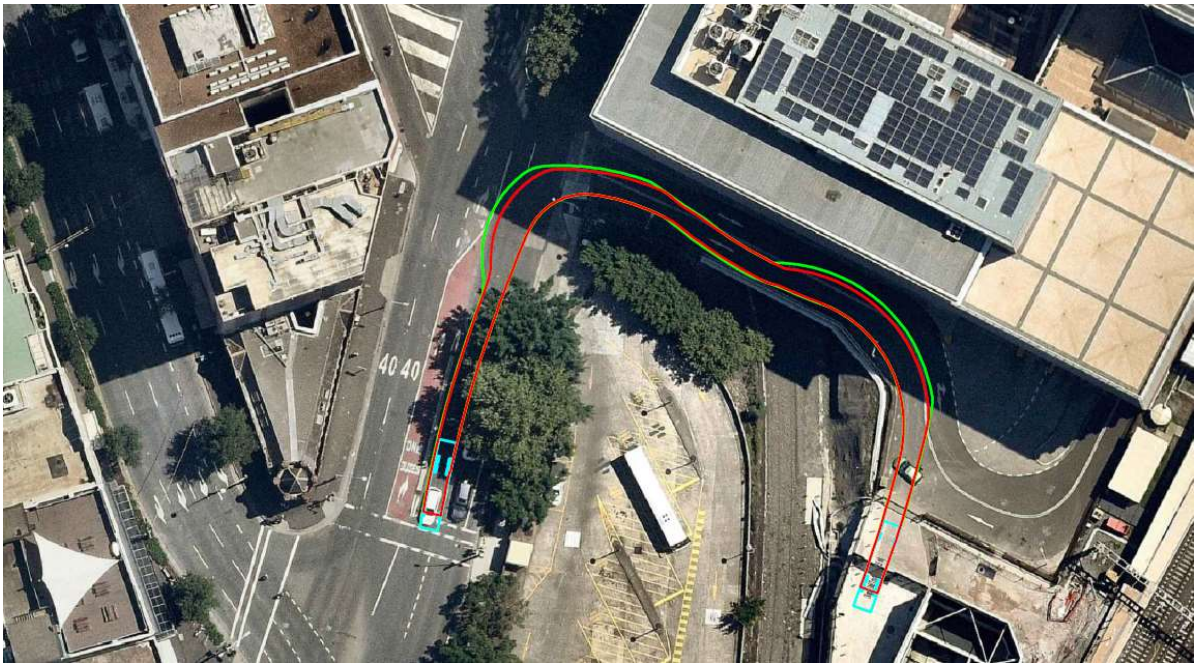
5. Appendix A – Swept Path

5.1 12.5m In Southbound (reversing – Counterweight truck)



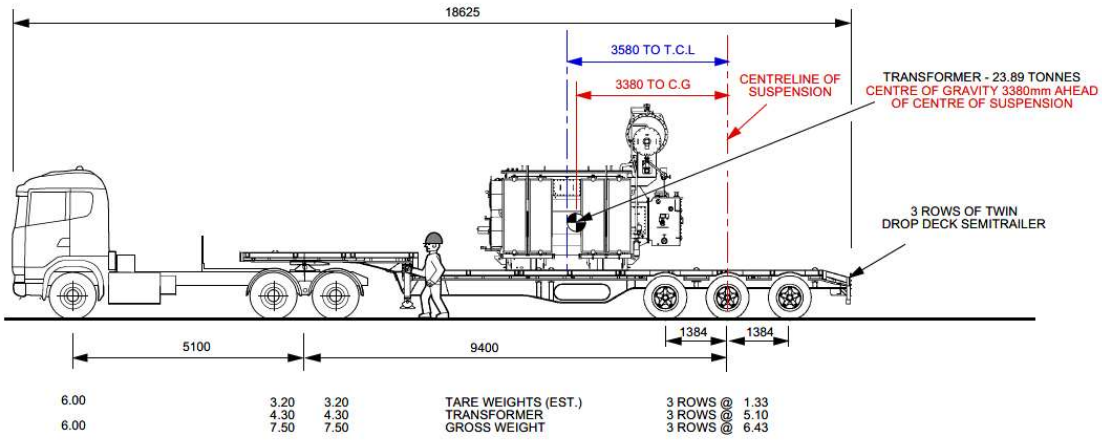
5.2 12.5m Outbound (drive – counterweight truck)



5.3 19m In Southbound (reversing – transformer)

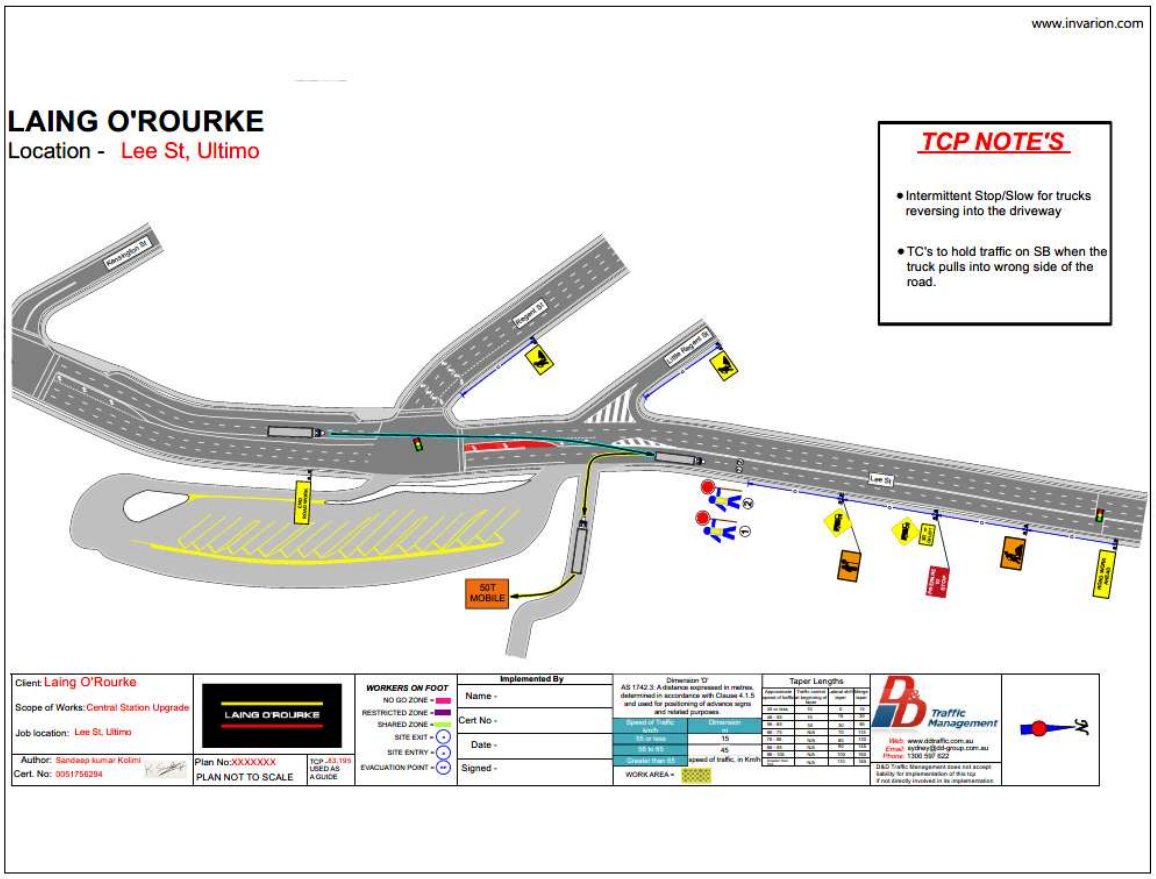
5.4 19m Outbound (drive – transformer)

5.5 19m Truck Details



6. Appendix B – TCP

6.1 Transformer & Counterweight Delivery



7. Appendix C – Consultation

Date	Topic of Discussion	Consultation Type
4/3/20	Transformer delivery & works overview	SPOIAG Meeting
6/3/20	Lee St SS Works overview	Meeting with Area Engineer
20/1/20	Lee St Tx delivery	PC Handover form – issued to Metro on 20 Jan 2020

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meeting minutes

MEETING TITLE Central Station Main - Station Precinct Operational Impact Assessment Group (SPOIAG)

SMCSWCSM-LOR-SMC-IF-MIN-000336 – Central walk and ESR / Services

DATE 4th March 2020

LOCATION LORAC Site Office – West Kowloon Terminus Meeting Room

CONTACT Nick Frost – 0416 089 524 nfrost@laingorourke.com.au

ATTENDEES/CIRCULATION: (see attached attendees sign on sheet)

NAME	COMPANY	ROLE	INITIALS	ATTENDED	APOLOGISE
Ben Nicholson	Laing O'Rourke	Senior Project Engineer	BN		
Chris Paras	Sydney Metro	Construction Planning	CP		
David Garrod	Sydney Metro	Project Manager	DG		
David Leaver	Laing O'Rourke	Project Leader	DL		
Eddie Kim	Sydney Metro	Project Manager	EK		
James Pearce	Laing O'Rourke	Construction Director	JP		
Jonny Cox	Sydney Metro	Project Engineer	JC		
Maria Pon	Sydney Trains	Project Manager	MP		
Mark Ninness	Sydney Trains	Design Coordinator (ST)	MN		
Mathilde Desprez	Laing O'Rourke	Comms Team	MD		
Mick Sigurnjak	Sydney Trains	Project Manager	MS		
Nick Frost	Laing O'Rourke	ST interface Manager	NF		
Paul Giess	Sydney Metro	Construction Director	PG		
Paul Briggs	Sydney Trains	Crew Manager	PB		
Peter Hynes	Sydney Trains	Safety Assurance	PH		
Ray Ramsay	Sydney Trains	Program Risk Manager	RR		
Sam Ghosn	Sydney Trains	Customer Area Manager	SG		
Sean Finegan	Sydney Trains	Program Director	SF		
Scott Wainnwright	Sydney Trains	Ops Tech Manager	SW		
VIKRAM SINGH	Sydney Trains	CSD Interface Manager	VS		

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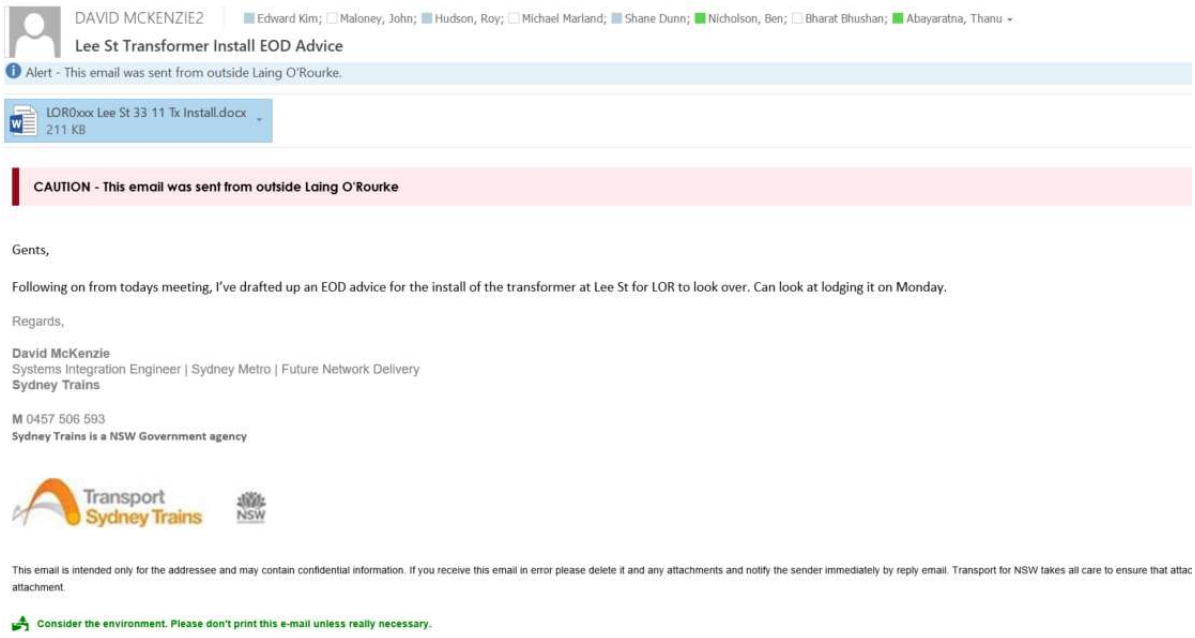

DAVID MCKENZIE2 Edward Kim; Maloney, John; Hudson, Roy; Michael Marland; Shane Dunn; Nicholson, Ben; Bharat Bhushan; Abayaratna, Thanu

Lee St Transformer Install EOD Advice

Alert - This email was sent from outside Laing O'Rourke.

LOR0xxx Lee St 33 11 Tx Install.docx
211 KB

CAUTION - This email was sent from outside Laing O'Rourke

Gents,

Following on from todays meeting, I've drafted up an EOD advice for the install of the transformer at Lee St for LOR to look over. Can look at lodging it on Monday.

Regards,

David McKenzie
Systems Integration Engineer | Sydney Metro | Future Network Delivery
Sydney Trains

M 0457 506 593
Sydney Trains is a NSW Government agency

Transport Sydney Trains NSW

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Consider the environment. Please don't print this e-mail unless really necessary.

PC Handover Form

Part 1: PC Request

The Contractor requests the area as shown on the below drawing to be handed over for PC responsibility.

PC Request	
Request Number:	SMCSWCSM-LOR-SMC-IF-REC-000555 Rev1
Works Location:	
Lee Street Substation	
Describe all Works to be Completed in this Location:	

Scope of work

Delivery and installation of a HV transformer at Lee St SS on the 11th of April and 12th of July, 2020 over two shifts as outlined below:

Night shift Saturday, 11th of July (9pm) to 12th of July (4am)

Use of 100t crane to unload and lift the new transformer into the compound area of Lee St Substation. The transformer will be left in the compound overnight.

Given the location of the crane and vehicle movements of the transportation trucks delivering the counterweights and transformer, Lee St access bridge and the area outside the carpark will be partially closed where exclusion zones will be in place when the crane is in operation. Authorised Traffic Controllers will be in place to mediate the arrival and departure of personnel vehicles using the carpark.

Lee St Substation will be an exclusion zone.

Day shift Sunday, 12th of July (7am to 5pm)

Skate the transformer from the vehicle compound area to the transformer bay. All light vehicles will be parked in the Lee St carpark or inside the substation vehicle compound area.

Lee St Substation will be an exclusion zone.

Controls:
1 - All work areas to be delineated by bollards and retractable barricades.
2 - SAD's from all live equipment are to be maintained at all times per 0268.
3 – Instructions from Sydney Trains Authorised Operator (Substations) to be followed and consulted with at all times.
4 – Authorised Traffic Controllers to be in place to mediate traffic.
5 – Sydney Trains will have access to Lee St Substation for emergency works in consultation with spotters.

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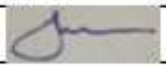
Unclassified

Sydney Metro – Integrated Management System (IMS)
(Uncontrolled when printed)

Working area highlighted in red below

Proposed Start Date and Time:	11/07/2020 to 12/07/2020
Duration:	20:00 to 17:00 (Night shift and day shift inclusive)
Type of PC Area:	~~Normal / Local~~ / Temporary

Signatures

Contractor's Representative		**Sydney Metro's Representative**		**Sydney Train's Representative**	
Name:	Thanu Abayaratna	Name:		Name:	
Date:	28/05/2020	Date:		Date:	
Time:	11:00 am	Time:		Time:	
Signature:		Signature:		Signature:	

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8. Appendix D – Feedback

sydney METRO

REVIEW COMMENTS SHEET

Transport for NSW

DOCUMENT NO.	TITLE	VER.	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
SMCSWCSM-LOR-SMC-LM-PLN-009858	CTMP Addendum 12 - Lee St Substation	02.01	RVW	01	17/03/2020	SMD	KHIND	SMCSWCSM-LOR-SMC-LM-PLN-009858 Rev : 01	5.1	NA	How will heavy vehicles turn around to exit the site onto Lee Street? Is traffic control to be provided during the entry and exit of heavy vehicles as the swept path diagrams indicate that heavy vehicles will be crossing the centreline when accessing the laneway off Lee Street.	Observation	N
								SMCSWCSM-LOR-SMC-LM-PLN-009858 Rev : 01	5.1	NA	Heavy vehicles will reverse into Lee Street substation as per the Swept-paths shown in Appendix A 5.3 & 5.4. Using the TCP shown in appendix B. Traffic control will be provided for this delivery. This is expected to be a one off delivery of a transformer unit. Refer to TCP in appendix B. Vehicles 12.5m and under will enter / exit under normal traffic conditions.	Observation	N
				01.01	26/03/2020	LOR	MOGOY	SMCSWCSM-LOR-SMC-LM-PLN-009858 Rev : 01	5.1	NA	19m vehicles will be brought in under Traffic Control to allow the reversing of these vehicles in to the driveway. This will occur on April 4th for delivery of transformer to the substation. Refer TCP in Appendix B .Vehicles 12.5m and under will enter / exit under normal traffic conditions.	Observation	N
								SMCSWCSM-LOR-SMC-LM-PLN-009858 Rev : 01	5.1	NA	Date has been revised	Observation	N
				01.02	21/05/2020	LOR	MOGOY	SMCSWCSM-LOR-SMC-LM-PLN-009858 Rev : 01	5.1	NA	Heavy vehicles will turn around by pulling into the driveway of Lee Street Substation and reversing back under the direction of traffic control. Traffic control will be provided for this delivery. This is expected to be a one off delivery of a transformer unit. Refer to TCP in appendix B.Vehicles 12.5m and under will enter / exit under normal traffic conditions.	Observation	N
								SMCSWCSM-LOR-SMC-LM-PLN-009858 Rev : 01	5.1	NA	This is for vehicles that are 12.5m long the 19m vehicles will reverse in.	Observation	N
				02	11/06/2020	SMD	AHENDY	SMCSWCSM-LOR-SMC-LM-PLN-000012	Section 2, Compliance Matrix	Schedule E3	Suggest also including CoA A43	Potential Non-Compliance	N
								SMCSWCSM-LOR-SMC-LM-PLN-000012	Section 2, Compliance Matrix	Schedule E3	Added	Potential Non-Compliance	N
				03	11/06/2020	SMD	AHENDY	SMCSWCSM-LOR-SMC-LM-PLN-000012	Section 2, Compliance Matrix	NA	Why is there a "Compliant" column? A "Y" is added in response to some CoAs / REMMs but not others. Is this indicating those without a "Y" are not-compliant? Suggest deleting column.	Observation	N
								SMCSWCSM-LOR-SMC-LM-PLN-000012	Section 2, Compliance Matrix	NA	This has since been removed	Observation	N
				04	11/06/2020	SMD	AHENDY	SMCSWCSM-LOR-SMC-LM-PLN-000012	Section 2, Compliance Matrix	Schedule E3	Where a CoA is included, please include wording in full – eg. CoA E81	Potential Non-Compliance	N
								SMCSWCSM-LOR-SMC-LM-PLN-000012	Section 2, Compliance Matrix	Schedule E3	This has been revised	Potential Non-Compliance	N
				05	11/06/2020	SMD	AHENDY	SMCSWCSM-LOR-SMC-LM-PLN-000012	Section 2, Compliance Matrix	Schedule E3	CoA E82 – how is consistency with the CEMF and CTMF requirements demonstrated in this addendum? They are not included within the compliance matrix. If any differences with how these are to be addressed specific to this addendum compared with the main CTMP, then suggest including relevant CEMF / CTMF clauses and providing response demonstrating how they are being complied with. If there is no differencewith how CEMF / CTMF clausesare to be addressed compared with the main CTMP, then suggest providing statement to this effect below the Table for the REMMs.	Potential Non-Compliance	N
								SMCSWCSM-LOR-SMC-LM-PLN-000012	Section 2, Compliance Matrix	Schedule E3	This has been revised	Potential Non-Compliance	N
				06	11/06/2020	SMD	AHENDY	SMCSWCSM-LOR-SMC-LM-PLN-000012	Section 2, Compliance Matrix	Schedule E3	CoA E87 – requires "… Safety audits must be included within each relevant CTMP…". Suggest including safety audit in appendices	Potential Non-Compliance	N
								SMCSWCSM-LOR-SMC-LM-PLN-000012	Section 2, Compliance Matrix	Schedule E3	Was submitted as part of main CTMP May 2017.	Potential Non-Compliance	N
				07	11/06/2020	SMD	AHENDY	SMCSWCSM-LOR-SMC-LM-PLN-000012	Section 2, Compliance Matrix	Schedule E3	CoA E90 – please include date(s) that Road Dilapidation Report prepared and submitted to stakeholders	Potential Non-Compliance	N
								SMCSWCSM-LOR-SMC-LM-PLN-000012	Section 2, Compliance Matrix	Schedule E3	A Road Dilapidation Report has been prepared and submitted to stakeholders previously. Date: 31st October 2019 Document number: SMCSWCSM-DJV-SMC-PM-000007	Potential Non-Compliance	N

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CSM General Correspondence

Reference No: SMCSWCSM-RMS-CSM-GEN-000044
Project Title: Sydney Metro City & Southwest - SSJ, Central and SSC
Contract No: CSM - Central Station Main Works
Sub Contract: -
Orig Ref No:
DLM:

Date: 29 June 2020, 08:20 PM **Response required by:**

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

To: Maria Christina Ogoy (Laing O'Rourke)

Cc: Carl Mella (Roads and Maritime Services (part of TfNSW division)) ; Steve Brown (Sydney Coordination Office) ; David Garrod (Sydney Metro) ; Phil Brogan (Sydney Metro) ; Edward Banting (Sydney Metro) ; Eloisa Natividad (Laing O'Rourke) ; Transmittal SMD OpenAccess (Sydney Metro) ; Daniel Deveney-Kelly (Laing O'Rourke)

Subject: **CSM - CTMP Addendum 12 - Lee St Substation - TfNSW (former RMS) approval**

Maria,

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 Progams, and the Sydney Coordination Office approve the Sydney Metro City & South West Construction Traffic Management Plan – Central Station Main Works - Lee Street Substation Works Rev 4 (SMCSWCSM-LOR-SMC-LM-PLN-009858.04.RVW.04.01) for the Sydney Metro City & South West project subject to the following requirements:

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

regards,
Minh