

Central Station Main Works Project
CTMP Addendum 13 – Chalmers Street Works

LAING O'ROURKE

Central Station Main Works Project

Construction Traffic Management Plan

Addendum 13

Chalmers Street Works

Central Station Main Works Project

CTMP Addendum 13 – Chalmers Street Works

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Project name	Central Station Main Works
Client	Sydney Metro
Client contract number	
Laing O'Rourke contract number	K51

Revision history

Rev	Date	Description	Reviewed	INT/Date	Authorised
1	4.06.2020	For Review	SL		

Management reviews

Review Date	Reviewed By	Details	Initial	Date

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1. Introduction

This addendum provides additional information to, and forms a part of, the Central Station Main Works Construction Traffic Management Plan (CTMP) SMCSWSCSM-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.

LOR require access to work in the footpath and the cycle lane of Chalmers Street (outside the site boundary of 20-28 Chalmers Street) for service searching, excavation of an observation trench and future utility installation. Works are limited to hand excavation and excavation with vacuum truck as discussed as TCG 02/06/2020.

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.

3. Programme of Works

LOR require access to the footpath and the cycle lane on Chalmers Street to commence works in June 2020 for the Sydney Metro Central Station Main Works. Our works involve installing 42 canopy tubes below Chalmers Street. The canopy tubes are steel tubes that are drilled below Chalmers Street. The inside of the tubes are filled with grout and then the tubes are propped at both ends. Once all tubes are completed these works allow the underground excavation below Chalmers Street to commence for the Central Walk concourse.

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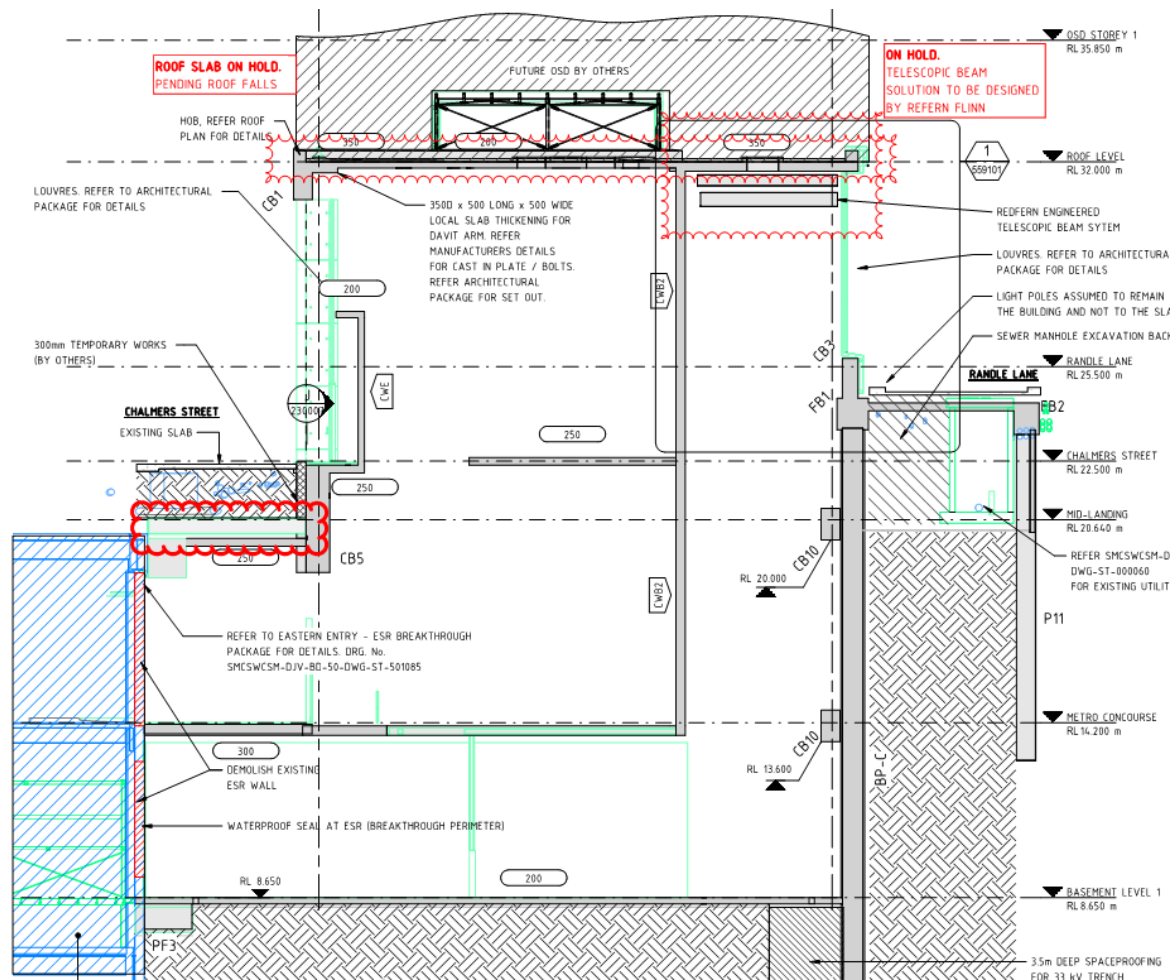


Figure one - Extract from SMCSWCSM-DJV-BD-40-DWG-ST-230001. Section view of Chalmers Street entrance highlighting position of canopy tubes below Chalmers Street (on left)

As per Ausgrid Network Standard NS156 an observation trench is required to be excavated to confirm the location of cables and the location of our canopy tube drilling head (Figure one below).

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NS156 Working Near or Around Underground Cables

Amendment No 2

14.0 UNDER BORING AND DIRECTIONAL DRILLING

Note: Road boring work, where the bore may pass within 2 metres of any cable or conduit, must be notified to Ausgrid - refer to Clause 7.5 for contact details.

Where it is required to bore across a line of cables and/or conduits, the actual location of the cables and/or conduits must be first proven by hand digging or vacuum excavation as described in Section 8.

Note: This work must not proceed except in accordance with these requirements.

A 1 metre wide observation trench must be hand dug on the approach side, a minimum of 2 metres from the cables and/or conduits. This trench is to expose the drilling head before it is within 2 metres of the cables and/or conduits. Before the bore continues, the clearance requirements between the auger and the cables and/or conduits, and any other site specific requirements, must be obtained from Ausgrid's representative.

Where a parallel bore will be within 2 metres of cables and/or conduits, the actual location of the cables and/or conduits must first be proven by hand digging at the commencement of the bore, and at further locations along the bore, where specified by Ausgrid's representative.

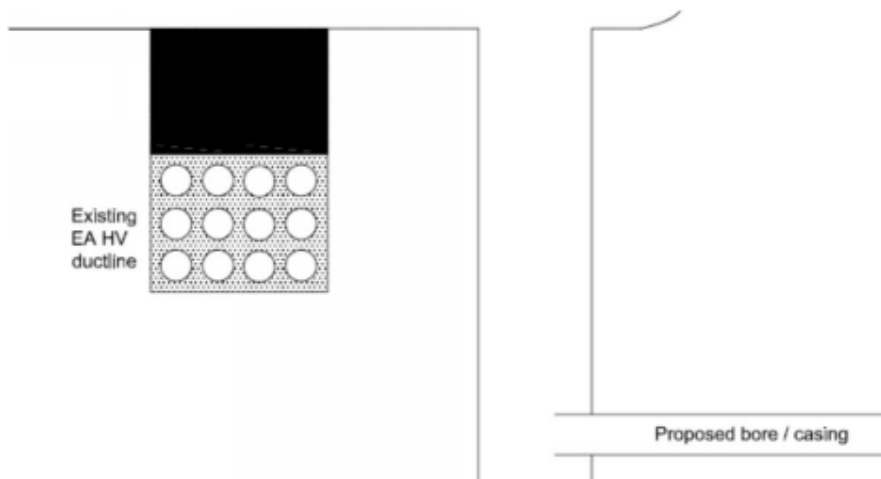


Figure 18 – Bore details

Figure two – Extract from Ausgrid Network Standard NS156 stating an observation trench is required when underboring within 2m of cables

As deduced by Figure two the observation trench must be left open for the duration of the canopy tube installation. The installation of all 42 tubes is estimated to take approximately 8 weeks.

The works at street level include placing ATF fence panels to segregate the works from public foot and cycle traffic and the actual excavation for the trench. Handrails will be used on the ATF panels to eliminate the risk of pedestrians tripping on the blocks

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Figure three – Example ATF panel with handrails

The works are sequenced so pedestrian and cyclist access is maintained either using a temporary shared zone in the cycle lane or using the footpath.

All works are planned for normal working hours 7am to 6pm Monday to Friday and Saturday 8am to 5pm. The requirements from Ausgrid states that the excavation must be left open so it is not possible to backfill the excavation overnight (this is in line with the requirements of Ausgrid Network Standard NS156). It is required to complete these works during normal working hours due to the proximity of nearby residents. Please refer to Appendix A for draft community notification.

3.1 Vehicle Types & movement

3.1.1 Chalmers Street

LOR have counted the number of pedestrians and cyclists using the Eastern footpath and the cycle lane. During morning peak time 204 pedestrians and 40 cyclists were counted. During afternoon peak time 273 pedestrians and 75 cyclists were counted.

Hand and vacuum excavation will be carried out inside a compound formed with ATF fence panels. With the exception of the ATF fencing delivery and removal, no plant will operate from outside the ATF compound.

Vehicles –

- Site Ute
- 4.5T Flatbed truck
- Vacuum excavator truck

3.1.2 Randle Lane

Access for deliveries will be from Randle Lane via the Eastern Entrance worksite (20-28 Chalmers Street) as per SMCSWCSM-LOR-SMC-LM-PLN-000006 CTMP Addendum 5 Eastern Entrance Works. The vacuum excavator will be inside the Eastern Entrance worksite or parked on Chalmers Street inside the ATF compound.

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Vehicles –

- Site Ute
- 4.5T Flatbed truck
- Vacuum excavator truck

3.2 Pedestrian Movement Plan

As stated above the works are sequenced to maintain foot traffic along the Eastern side of Chalmers Street. There is no impact to Sydney Light Rail services or to the footpath on the Western side of Chalmers Street

3.2.1 Chalmers Street – Closure of footpath below existing hoarding with temporary shared zone for cyclists and pedestrians in existing cycle lane.

Temporary shared zone allows for pedestrian traffic to use the cycle lane for normal access. Cyclists are to give way to pedestrians. TCP is located in Appendix B.

Kerb ramps will be provided for wheelchair users to transition from footpath to shared zone (see Figure four below).

Following discussion with Bicycle User Groups it has been agreed that signage is a more effective means of communication than traffic control to cyclists. Because of this bespoke warning signage will be installed specifically for cyclists.

Spoil removal will take place via the Eastern Entrance worksite (20-28 Chalmers Street) and be removed via Randle Lane (as per approved SMCSWCSM-LOR-SMC-LM-PLN-000006 CTMP Addendum 5).

Sydney Metro branded shade, sand bags, and splash screens will prevent any material entering into shared cycle path.

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Figure four – Site photo showing location of site establishment for works in footpath

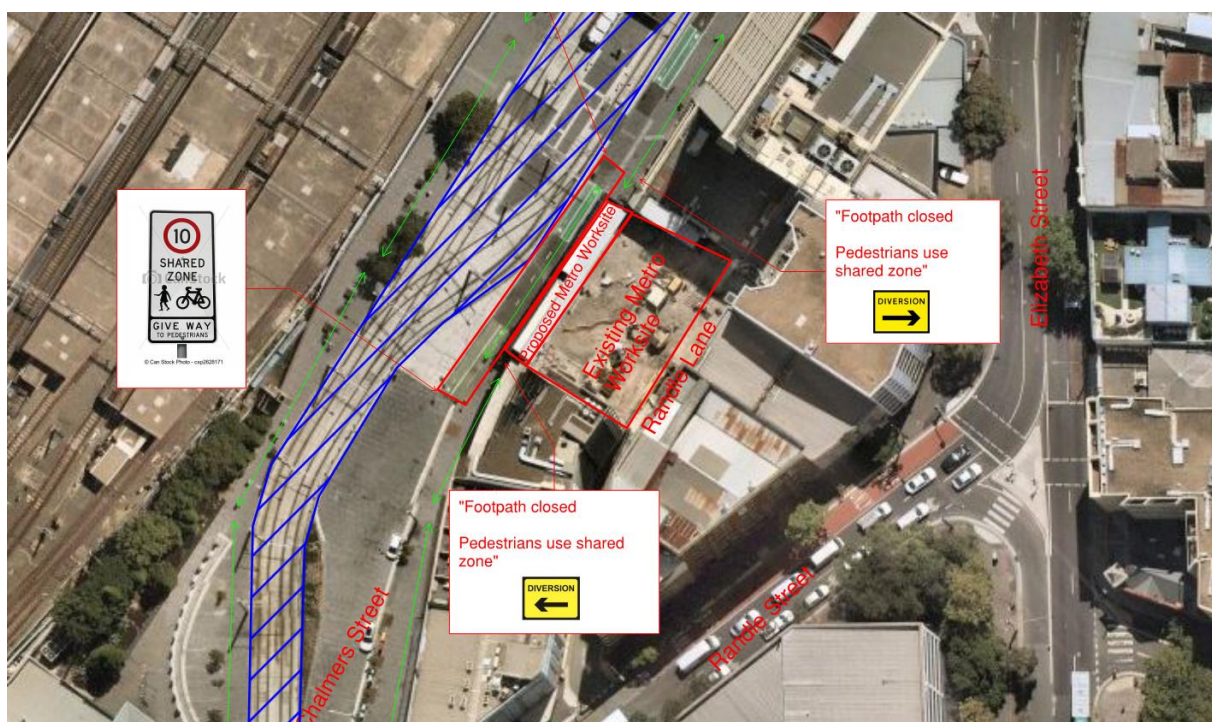


Figure five – Plan layout showing signage and shared zone

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3.2.2 Chalmers Street – Closure of cycle lane with cyclists dismounted and using footpath

The existing footpath remains in use by pedestrian traffic. Cyclists to dismount and use footpath (see Figure six and seven below) Note - the cycle lane ends approximately 60m from here so we expect minimal interruption to cycle traffic.

Vacuum excavator or tipper truck to be inside compound on Chalmers Street. TCP in Appendix C. ROL in Appendix D.



Figure six – Site photo showing location of site establishment for works in cycle lane

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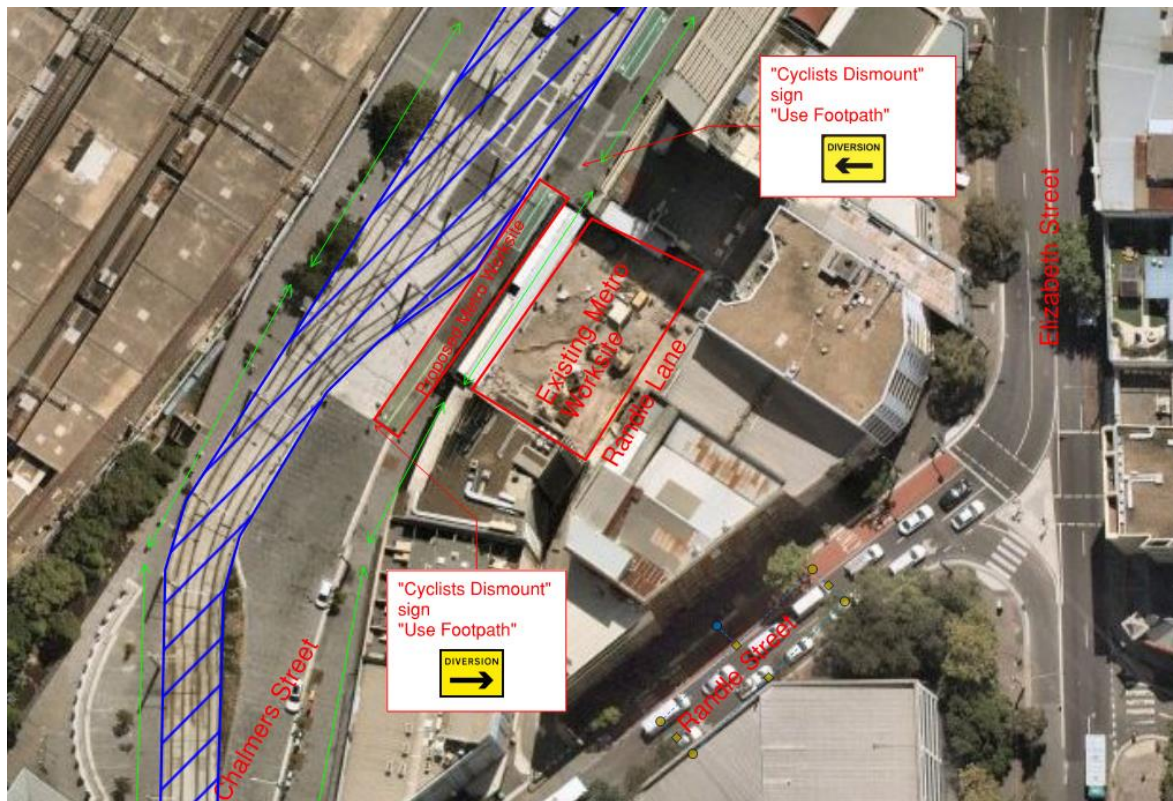


Figure seven – Plan layout showing signage and diversion

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4. Appendix A – Draft community notification for works – footpath closure



City & Southwest

Notification – Central Station

22 June 2020

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 CBD metro railway stations at Martin Place, Pitt Street and Barangaroo and new metro platforms at Central.

Chalmers Street – Work Update

Work is continuing to build the new entrance to Central Station at 20-28 Chalmers Street. Excavation is nearly three metres beneath the Chalmers Street road level.

To enable ongoing excavation, Sydney Metro will install canopy tubes* under the footpath on Chalmers Street. As part of this work, Sydney Metro will be working with Ausgrid to investigate services along approximately 30 metres of Chalmers Street. This is required to ensure that canopy tube installation is undertaken safely and without impacting services. The works will be located within the footpath in front of the 20-28 Chalmers Street site (see [map overlaid](#)). **The work area will be established on Monday 29 June 2020 and will be in place for approximately three months (weather permitting).**

Work will involve

- Minor excavation (up to 1.5 metres deep) including saw cutting and breaking road surface
- Investigations to safely and accurately identify the location of underground services including the use of a vacuum truck
- Installation of canopy tubes from within the hoarded work site at 20-28 Chalmers Street
- Reinstatement of the footpath.

Site access

- Some construction vehicle movements should be expected around Chalmers Street, for delivery purposes.
- During standard construction hours, traffic control will be located on Chalmers Street to safely guide local traffic, pedestrians and other road users around the works ([See map overlaid](#)).

What to expect

- The **bicycle path on Chalmers Street will be a shared zone** for approximately three months.
- The footpath will be closed for approximately three months.
- Access to the Sydney Dental Hospital delivery bay and emergency exits will be maintained.
- Machinery used during this work includes vacuum trucks and construction vehicles, construction tools including hand and power tools, jackhammers and road saws.
- Due to the nature of the work some of these activities will be noisy at times. The team will limit impacts wherever possible by turning off machinery when not in use, by installing acoustics materials and by avoiding high impact noise activities before 8am. Respite periods will also be observed during these activities.
- While work is being undertaken, it is **business as usual** for adjacent businesses. Access to these businesses will be maintained.
- These works will be undertaken during Standard working hours - Monday to Friday (7am-6pm) and Saturday (8am-1pm).

Thank you for your cooperation while we complete these essential works.

* Canopy tubes are horizontal piles that will be drilled underneath Chalmers Street. The tubes will enable the upcoming excavation into the Eastern Suburban Railway (ESR) Concourse and ultimately the future Central Walk. The breakthrough into the ESR Concourse work area is scheduled for the end of the year.

Work area in Chalmers Street



If you would like to discuss these works, please contact the Community Team on **1800 171 386** or email centralstationmetro@transport.nsw.gov.au. To register for project updates, please visit sydnymetro.info or email us.

SMCSWCSM-LOR-SMC-CL-COM-000073

Contact us

- 1800 171 386 Community information line open 24 hours
- CentralStationMetro@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

sydnymetro.info

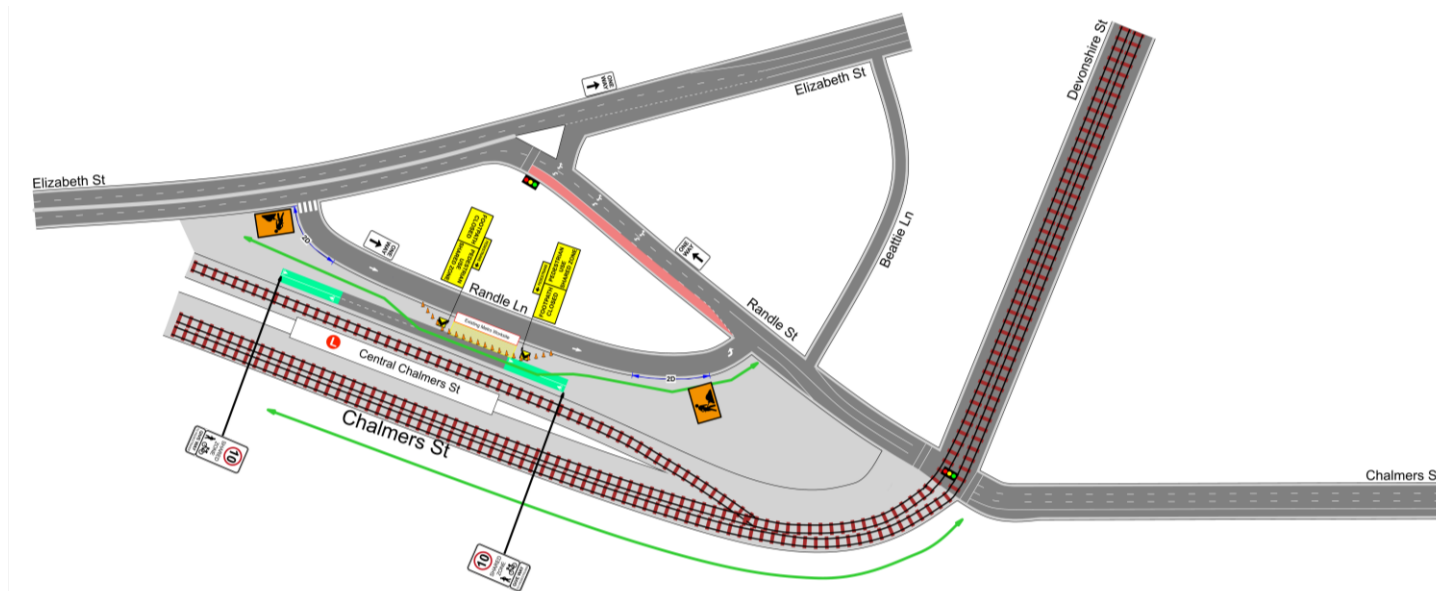











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5. Appendix B – TCP Footpath Closure and shared zone in cycle lane



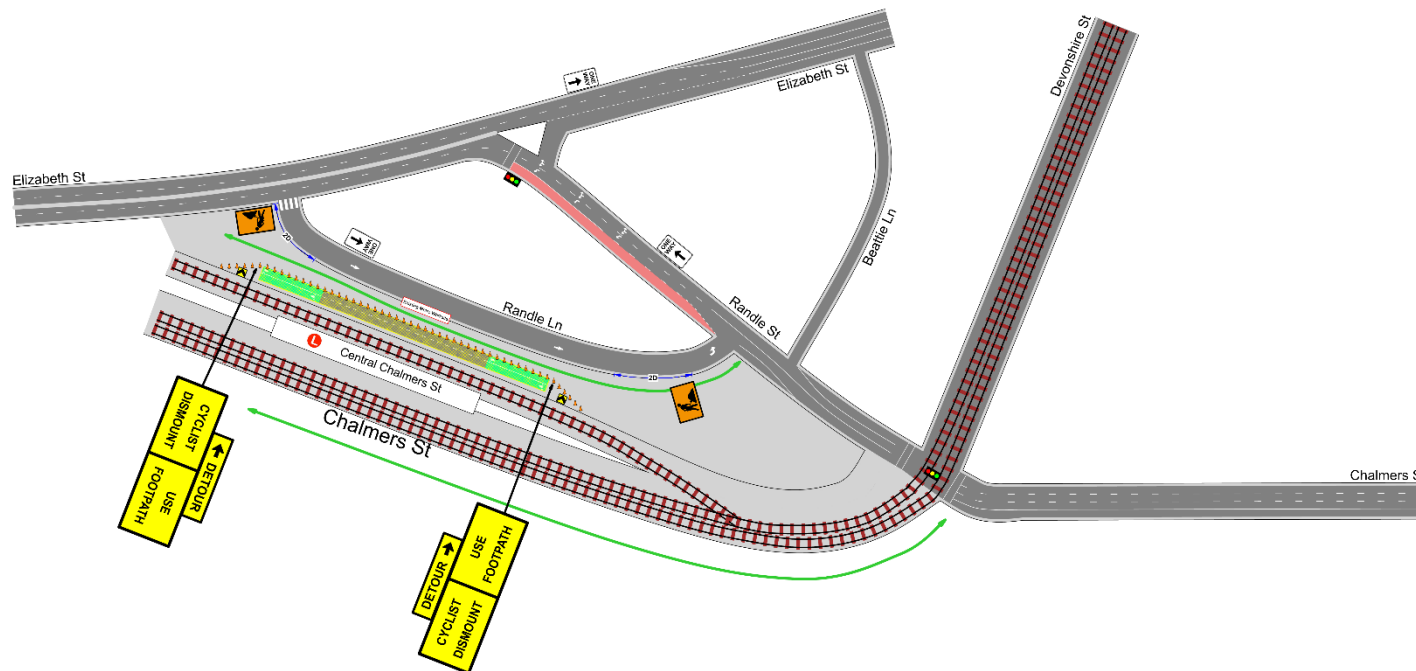
Client: Laing O'Rourke		WORKERS ON FOOT NO GO ZONE =  RESTRICTED ZONE =  SHARED ZONE =  SITE EXIT =  SITE ENTRY =  EVACUATION POINT = 	Implemented By		Dimension 'D' AS 1742.3: A distance expressed in metres, determined in accordance with Clause 4.1.5 and used for positioning of advance signs and related purposes.		Taper Lengths <small>Approximate Traffic control lateral width/Range speed of traffic at beginning of taper</small>		 Web: www.ddtraffic.com.au Email: sydney@dd-group.com.au Phone: 1300 597 622 <small>D&D Traffic Management does not accept liability for implementation of this tip if not directly involved in its implementation</small>																									
Scope of Works: Construction works			Plan No: TCP-CHA-PMP PLAN NOT TO SCALE	TCP -81 USED AS A GUIDE	Name -						<table><tr><th>Speed of Traffic km/h</th><th>Dimension m</th></tr><tr><td>45 or less</td><td>15</td></tr><tr><td>46 - 55</td><td>15</td></tr><tr><td>56 - 65</td><td>45</td></tr><tr><td>Greater than 65</td><td>speed of traffic, in Km/h</td></tr></table>	Speed of Traffic km/h	Dimension m	45 or less	15	46 - 55	15	56 - 65	45	Greater than 65	speed of traffic, in Km/h	<table><tr><th>Approximate Traffic control lateral width/Range speed of traffic at beginning of taper</th><th>Approximate Traffic control lateral width/Range speed of traffic at beginning of taper</th></tr><tr><td>45 or less 15</td><td>46 - 55 15</td></tr><tr><td>56 - 65 30</td><td>66 - 75 30</td></tr><tr><td>76 - 85 N/A</td><td>86 - 105 N/A</td></tr><tr><td>106 - 125 N/A</td><td>126 - 145 N/A</td></tr><tr><td>146 - 165 N/A</td><td>166 - 185 N/A</td></tr></table>	Approximate Traffic control lateral width/Range speed of traffic at beginning of taper	Approximate Traffic control lateral width/Range speed of traffic at beginning of taper	45 or less 15	46 - 55 15	56 - 65 30	66 - 75 30	76 - 85 N/A	86 - 105 N/A	106 - 125 N/A	126 - 145 N/A	146 - 165 N/A	166 - 185 N/A
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106 - 125 N/A	126 - 145 N/A																																	
146 - 165 N/A	166 - 185 N/A																																	
Job location: Chalmers St, Ultimo			Cert No -																															
Author: Sandeep Kumar Kolini Cert. No: 0051756294			Date -																															
			Signed -																															











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6. Appendix C – TCP Cycle lane closure and diversion to footpath



Client: Laing O'Rourke			WORKERS ON FOOT		Implemented By		Dimension D'		Taper Lengths				 Web: www.dtraffic.com.au Email: sydney@dd-group.com.au Phone: 1300 597 622	
Scope of Works: Construction works			NO GO ZONE = 		Name -		AS 1742.3: A distance expressed in metres, determined in accordance with Clause 4.1.5 and used for positioning of advance signs and related purposes.		Approximate Traffic control device offset from beginning of taper					
Job location: Chalmers St, Ultimo			RESTRICTED ZONE = 		Cert No -		Speed of Traffic km/h		Speed					
Author: Sandeep kumar Kolimi			SHARED ZONE = 		Date -		Dimension m		15					
Cert. No: 0051756294		PLAN NOT TO SCALE		SITE EXIT = 		Signed -		55 or less		15				
Plan No: XXXXXXX		TOP -61 USED AS A GUIDE		SITE ENTRY = 				56 to 65		15				
				EVACUATION POINT = 				Greater than 65		speed of traffic in Km/h				
								WORK ZONE = 		Approximate Traffic control device offset from beginning of taper				
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7. Appendix D – ROL for works in cycle lane.

ROAD OCCUPANCY LICENCE

LICENCE NO : 1397820

TRANSPORT MANAGEMENT CENTRE (TMC)

Phone: Monday To Friday 8.30 AM - 4.30 PM



To activate and deactivate your approved work shift(s) on your Road Occupancy Licence, please visit: myrol.transport.nsw.gov.au. This licence is for the occupation of the road space only. If you are unable to access myrol.transport.nsw.gov.au, please call TMC on 1800 679 782. For further assistance, please refer to the proponent's user manual here: myrol.transport.nsw.gov.au/help.pdf

DEVELOPMENT - ROAD OPENING

Project: Sydney Metro C&SW

This Activity: Sydney Metro Works Central Station

Set up temporary barriers, excavate into cycle path, locate cables, backfill and then remove temporary barriers.

LOCATION

Subject Road: Cycle Path on Chalmers street

From: Eddy Avenue, Surry Hills

To: Randle Street, Surry Hills

Council: SYDNEY

LICENSEE

Organisation: Laing O'Rourke Australia Construction

Ref No:

Name: Sam Laporte

Phone: 0455857406

ONSITE CONTACT

Name: CSM Emergency Phone

Phone: 1800276000

TRAFFIC MANAGEMENT

Flow Management: Detour (side track); Non-Trafficable Area

Closure Type: Shoulder Only

Closure Lane(s): Shoulder

Direction(s): All Directions

LICENCE DURATION

From: 04-May-2020

To: 01-Jun-2020

LICENCE CONDITIONS

- YOU MUST USE SHIFT ACTIVATION WEB ADDRESS <https://myrol.transport.nsw.gov.au> TO ACTIVATE AND DEACTIVATE YOUR APPROVED ROAD OCCUPANCY LICENCE(S). (TO CHANGE TRAFFIC CONTROL SIGNALS TO FLASHING YELLOW OR TO ACTIVATE PERMANENT VARIABLE MESSAGE SIGNS DIAL 1800 679 782)
- THIS LICENCE IS NOT AN APPROVAL OF THE PROPONENT'S TRAFFIC CONTROL PLAN. PLEASE NOTE WORKCOVER REQUIRES THAT TRAFFIC CONTROL PLANS COMPLY WITH AS1742.3
- ALL MATTERS RELATING TO NOISE GENERATION OR OTHER ENVIRONMENTAL FACTORS ON SITE ARE UNDER THE JURISDICTION OF THE LOCAL COUNCIL AND/OR THE ENVIRONMENTAL PROTECTION AUTHORITY.
- SHOULD THE PROPOSED WORKS INVOLVE UNDERBORING OR EXCAVATION OF STATE ROAD ASSETS OR THE REMOVAL OF KERB AND GUTTER, DETAILS OF WORKS MUST BE APPROVED BY THE RMS'S ASSET MANAGEMENT BRANCH.
- NOTIFICATION TO AFFECTED BUSINESSES, RESIDENTS AND OTHER STAKEHOLDERS MUST BE UNDERTAKEN AT LEAST 5 BUSINESS DAYS PRIOR TO WORKS COMMENCING
- ADEQUATE ADVANCE WARNING MUST BE PROVIDED TO APPROACHING MOTORISTS.
- PLEASE NOTE THAT THIS LICENCE DOES NOT CONSTITUTE AN APPROVAL TO CARRY OUT THE ACTIVITIES PROPOSED IN THE ROL APPLICATION. APPLICATION HAS BEEN ASSESSED BY TMC FOR IMPACTS ON TRAFFIC FLOW ON THE PRINCIPAL ROAD NETWORK ONLY. THE ROADS DIRECTLY AFFECTED BY ACTIVITIES ARE LOCAL ROADS ADMINISTERED BY THE LOCAL COUNCIL. APPROVAL MUST BE OBTAINED FROM THE RELEVANT COUNCIL PRIOR TO COMMENCING ANY OF THE PROPOSED ACTIVITIES.
- PEDESTRIAN ACCESS MUST BE MAINTAINED AROUND THE WORK AREA IN A SAFE MANNER, COMPLYING WITH COUNCIL REQUIREMENTS.
- TRAFFICABLE LANE(S) TO REMAIN UNAFFECTED BY THIS LICENSED SHOULDER CLOSURE.
- APPROVAL FROM
 - ACCIONA
 - CITY OF SYDNEY
 MUST BE OBTAINED PRIOR TO COMMENCING WORKS

APPROVED DATES & TIMES

From Shift				To Shift			
From	D	M	Time	To	D	M	Time
Mon	04	May	00:00	-	Tue	05	May 00:00
Tue	05	May	00:00	-	Wed	06	May 00:00
Wed	06	May	00:00	-	Thu	07	May 00:00
Thu	07	May	00:00	-	Fri	08	May 00:00
Fri	08	May	00:00	-	Sat	09	May 00:00
Sat	09	May	00:00	-	Sun	10	May 00:00
Sun	10	May	00:00	-	Mon	11	May 00:00
Mon	11	May	00:00	-	Tue	12	May 00:00
Tue	12	May	00:00	-	Wed	13	May 00:00
Wed	13	May	00:00	-	Thu	14	May 00:00
Thu	14	May	00:00	-	Fri	15	May 00:00
Fri	15	May	00:00	-	Sat	16	May 00:00
Sat	16	May	00:00	-	Sun	17	May 00:00
Sun	17	May	00:00	-	Mon	18	May 00:00
Mon	18	May	00:00	-	Tue	19	May 00:00
Tue	19	May	00:00	-	Wed	20	May 00:00
Wed	20	May	00:00	-	Thu	21	May 00:00
Thu	21	May	00:00	-	Fri	22	May 00:00
Fri	22	May	00:00	-	Sat	23	May 00:00
Sat	23	May	00:00	-	Sun	24	May 00:00
Sun	24	May	00:00	-	Mon	25	May 00:00
Mon	25	May	00:00	-	Tue	26	May 00:00
Tue	26	May	00:00	-	Wed	27	May 00:00
Wed	27	May	00:00	-	Thu	28	May 00:00
Thu	28	May	00:00	-	Fri	29	May 00:00
Fri	29	May	00:00	-	Sat	30	May 00:00
Sat	30	May	00:00	-	Sun	31	May 00:00
Sun	31	May	00:00	-	Mon	01	Jun 00:00

All pages of this Road Occupancy Licence and associated Speed Zone Authorisation(s) must be available on site at all times and must be produced for inspection when requested by representatives of NSW Police, Roads & Maritimes Services, Transport for NSW and other Government Agencies.