



# Construction Traffic Management Plan

## Barangaroo Temporary Laydown Yard

Line-wide Works Contract Sydney Metro City & Southwest

<b>Project number:</b>	C600
<b>Document number:</b>	SMCSWLWC-SYC-SBR-TF-PLN-010757
<b>Revision date:</b>	9 June 2022
<b>Revision:</b>	01

### Document Approval

Rev.	Date	Prepared by	Reviewed by	Recommended by	Approved by	Remarks
A	17 Nov 2021	Mong Sim	Rob Furno	Simon Tibbett	Scott Hunter	Initial submittal.
00	14 Feb 2022	Mong Sim	Rob Furno	Jackie Chapelhow	Scott Hunter	Approval.
01	9 Jun 2022	Mong Sim	Rob Furno	Jackie Chapelhow	Scott Hunter	Update.
Signature:						

## 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.
00	Approved version. Minor comments from City of Sydney regarding the routes. Rev 00 has the route updated per City of Sydney comments.
01	Current storage yard located on block SA-H23 is relocated to next block of land diagonally across the current site approx 120m still within the Barangaroo development area (new block is labelled as Block 4 and 5 on the consistency assessment document). Current occupancy the current block needs to be vacated by 30 June 2022. Access to the vertical shaft from Hickson Road via Towns Place is temporarily permitted by CoS via due to current changed site conditions/constrains to faciliate remaning work in the tunnel.

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## 1. PART A – Management Systems, Compliance and CTMP Overview

### 1.1. Structure of this Plan

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

<b>Part A: Overview</b>	This section clearly defines: <ul style="list-style-type: none"><li>• Project Overview, Objectives, Management and Compliance</li><li>• Overall project summary and overview</li></ul>
<b>Part B: Implementation</b>	This section outlines in detail the key aspects for Traffic Management on the Project including: <ul style="list-style-type: none"><li>• Implementation Details</li><li>• Traffic Impact Assessment</li><li>• Transport Management</li><li>• Communications</li></ul>
<b>Part C: Appendices</b>	This section provides the following Appendices: <ul style="list-style-type: none"><li>• TCPs</li><li>• Compliance matrix</li><li>• Copy of correspondence</li></ul>

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

### 1.2. Management and Planning Strategy

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

This Plan aims to address the following objectives:

- Local road staging and traffic management plan
- Obtaining relevant approvals, whether from Local Council, Transport NSW (Sydney Roads), Sydney Coordination Office (SCO), Sydney Metro
- Specific community / stakeholder consultation process and community relations strategies for managing changed traffic conditions
- Potential road network impacts and the mitigation and management of them
- Auditing, inspections and monitoring the road network
- Fulfill the requirements of Principal's G10 Specification – Traffic and Transport Management
- Meet the contractual requirements
- Management of incidents
- Provide and facilitate a mechanism for the monitoring, ongoing regular review and updating of this CTMP.

### 1.3. Compliance

The CTMP is in compliance and is consistent with the following framework and applicable conditions. They are:

- Planning Approval Sydney Metro City and Southwest
- Critical State Significant Infrastructure (CSSI 7400 and 8256) and the CSSIs' associated Revised Environment Mitigation Measure
- Sydney Metro City and Southwest Construction Environment Management Framework
- Sydney Metro City and Southwest Construction Traffic Management Framework
- Sydney Metro's Crows Nest Station CTMP



#### 1.4. Relevant Legislation

The key legislation relevant to traffic management includes:

- Environmental Planning and Assessment Act (EPA) 1979 Act
- The Roads Act 1993.
- Heavy Vehicle National Law 2014
- Work Health and Safety (WHS) Act 2011
- Principal's General Specification G10 – Traffic and Transport Management
- Traffic Control at Worksites Manual
- Relevant Australian Standards (AS) and Austroads Guidelines

#### 1.5. LW Project Overview and Scope

Line-wide Works (LW) is delivered by Systems Connect, a CPB Contractors and UGL Engineering Joint Venture. Systems Connect is delivering LW in four distinct portions as follows, and as described in detail in Section 1.3.

- Portion 1 – SMTF (Tallawong) expansion works
- Portion 2 – SMTF South (Marrickville) stabling yard
- Portion 3 - Chatswood to Sydenham works
- Portion 4 – Sydenham to Bankstown works

The Sydney Metro City & Southwest (SMCSW) project will extend the current Sydney Metro Northwest which stops at Chatswood, to the CBD and to Bankstown.

The SMCSW project is being delivered through a series of contracts for the tunnels, stations, line-wide infrastructure and systems.

Line-Wide Works to be constructed by Systems Connect include:

- Tunnel works between Chatswood and Sydenham, comprising:
  - Tunnel track slab and rails;
  - High voltage reticulation, traction power and power control systems;
  - Earthing and bonding, electrolysis control and lightening protection measures;
  - Tunnel ventilation system;
  - Tunnel mechanical and electrical services;
- Northern Dive track slab and rails;
- Northern Dive Service Building works – Chatswood;
- Artarmon Substation Service Building works;
- Southern Dive Service Building works - Sydenham;
- Station works and access between Chatswood and Sydenham;
- Extension of the existing Sydney Metro Trains Facility – Tallawong;
- Construction of a new Sydney Metro Trains Facility (South) – Sydenham;
- Northern Connection works, tying the new Metro lines into the T1 North Shore Line – Chatswood.

LW is a key component of the SMCSW project, with works taking place over the full length of the project as shown in Figure 1 between Chatswood and Bankstown.

**Sydney Metro Trains Facility south**

**Key** — City & Southwest expansion — Provision for future expansion

**Southwest Section**

**Key**

- Tractive Substation
- High voltage power cable
- Ventilation and equipment rooms
- Power connection
- Above ground metro track
- Underground metro track

**City Section**

**Typical tunnel section**

- Overhead power supply
- Emergency lighting
- Fire hydrant
- Handrail
- Emergency pathway
- Electrical cables
- Noise reduction panels
- Track slab
- Rail
- Water supply
- Electrical cable support

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## 2. PART B – Implementation

### 2.1. Barangaroo Temporary Laydown Yard (Block # SA-H23)

The Barangaroo temporary laydown area site is at Hickson Road



Figure 2 – Locality map of Barangaroo Temporary Laydown Yard

The laydown area highlighted (formally identified as Area “SA-H23 from the Section 3.2.5 of the Submission and Preferred Infrastructure Report) is available after the general completion of the Barangaroo development area and the completion of the tunnel scope. The area is currently under the administration of Infrastructure NSW (previously Barangaroo Delivery Authority). The area (SA-H23) has no immediate development work from 23 November 2021 and 30 June 2022. The laydown yard would need to be relocated to another vacant lot after 30 June 2022 within the Barangaroo development area until the completion of the tunneling fittings work. The laydown yard will be used only as a storage facility per strict operating conditions between these dates for the following uses :

- holding area for tunnel specialised fitting materials and equipments – for the Barangaroo Station, Martin Place Station and Pitt St station



- minor work on site (unpacking, packing, assembly of the equipment)
- installation of site facilities

This storage yard would be supporting the Line-Wide scope for the Pitt Street station, Martin Place station and Barangaroo station sites for storage and delivery of tunnel equipments. This site is to be accessible at anytime.

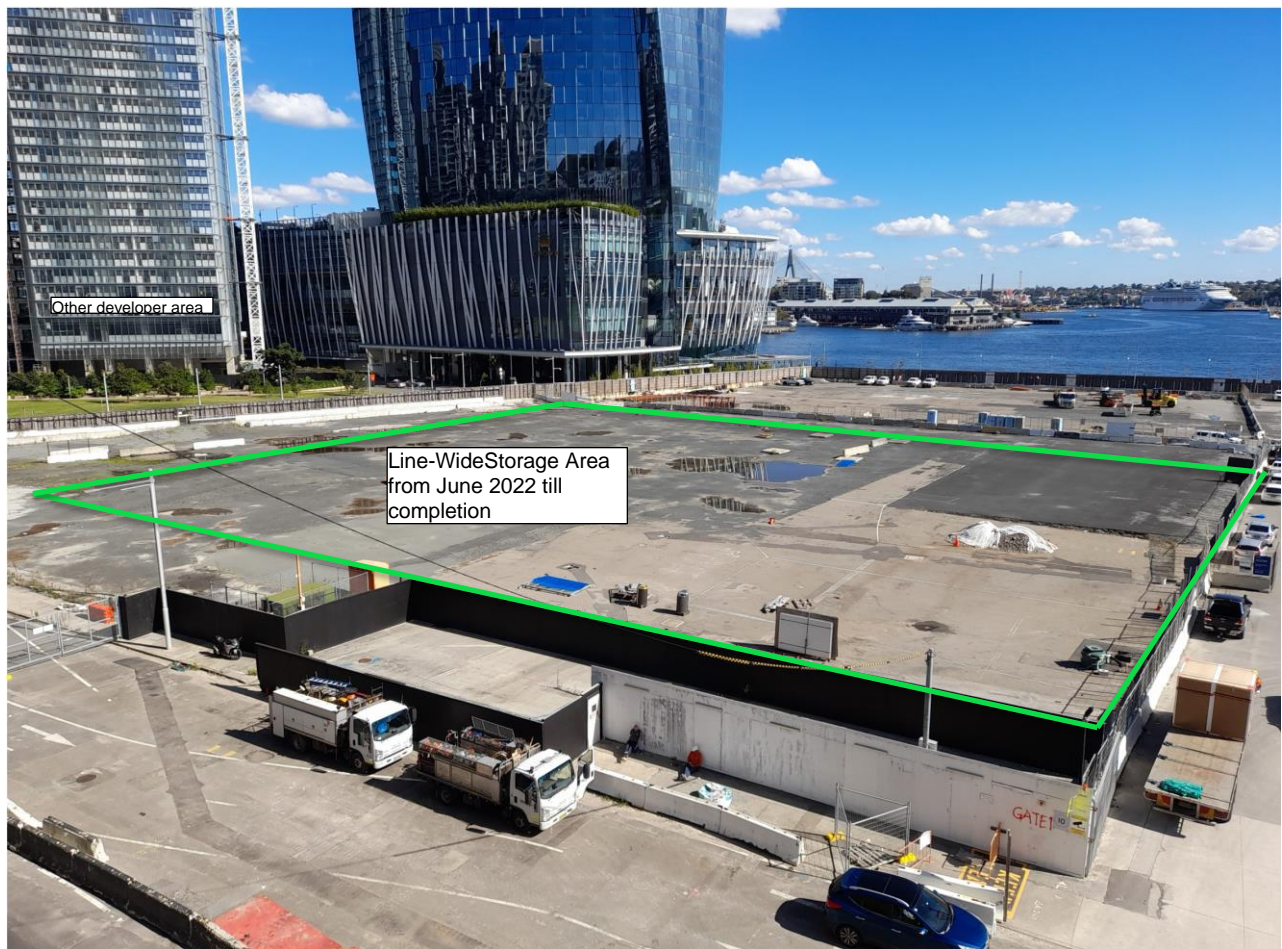


Figure 3 – View of the entry to the storage area off Hickson Road



Figure 4 – View of the available area for storage and holding. Approx. 4500m<sup>2</sup>

### 3. Traffic and Transport Management

#### 3.1. Construction vehicles (and others light vehicles from other development site) gate access

Vehicles entering the site are to enter and exit per standard road rules. General traffic are not expected to be disrupted for construction vehicles entering or exiting the site. There are existing advanced warning signs already preinstalled from previous traffic staging on each side of the gate. These existings signs are to be left as is. The other developers staff parking are to share the same access road.

Construction vehicles are to still adhere to the set travelling routes per the EIS proposed routes or avoiding indirect routes.

Construction vehicles are to travel from the following approach to the Barangaroo temporary laydown yard.

Inbound direction	Proposed route	Outbound direction	Proposed route
From north	Bradfield Highway SB – exit Margaret St – Napoleon St – Hickson Road	To north	Hickson Road – Napoleone St – Bradfield Highway
From west	Western Distributor – NB – exit Sussex St – Hickson Road	To west	Hickson Road – Sussex St – Western Distributor
From south	Eastern Distributor – Willian St exit – Park St – Sussex Street – Hickson Road	To south	Hickson Road – Sussex St – King St – Elizabeth St – St James Road – Macquarie St – Eastern Distributor

Construction traffic are not to travel northbound on Hickson Road beyond the site shaft access without prior approval or permission from the council and/or Transport for NSW.

Volume of delivery vehicles will be low and should not have any significant impact to the Hickson Road area. The movement will be typically upon custom clearance from shipping ports (sea or air) or manufacturer warehouses to this holding yard. Delivery to stations sites are depending on readiness of the site to receive the equipment.

Volume of construction traffic are estimated below:

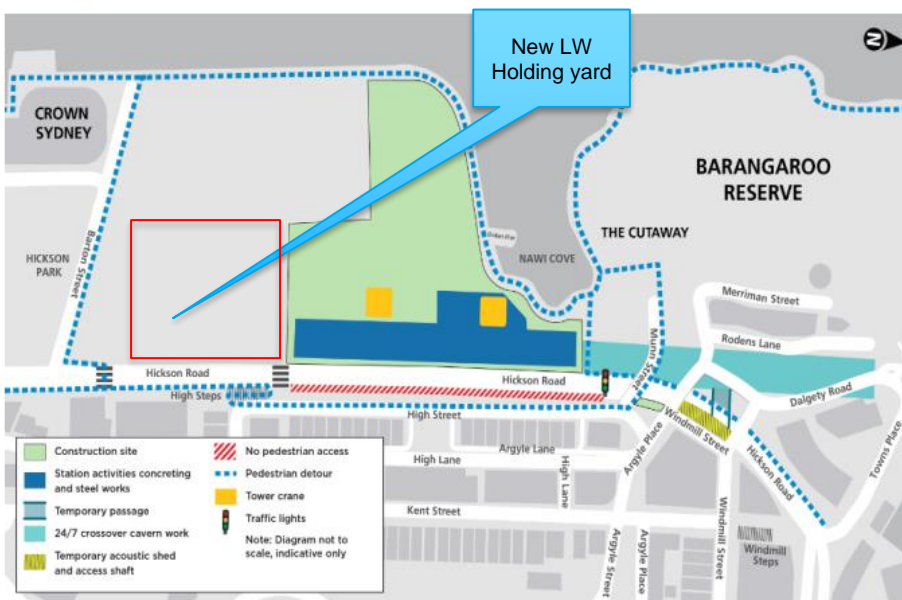
		Light (Arrival Only)	Heavy	Max Heavy
7	8	2	0	6
8	9	2	0	6
9	10	2	0	6
10	11	5	15	26
11	12	5	15	26
12	13	5	15	26
13	14	5	15	26
14	15	5	15	26
15	16	5	0	6
16	17	2	0	6
17	18	0	0	6
18	19	0	0	6
19	20	0	0	6
20	21	0	0	6
21	22	0	0	6
22	23	0	0	6
23	24	0	0	6
0	1	0	0	6
1	2	0	0	6
2	3	0	0	6
3	4	0	0	6
4	5	0	0	6
5	6	0	0	6
6	7	0	0	6

Table 1. Estimated traffic volume. Adjusted to include Besix Watpac volume

### 3.1.1 Pedestrians/Cyclists

Pedestrians are currently diverted around the foreshore of Barangaroo or around High Street. There shall be no general pedestrian traffic into this holding yard area.

#### Barangaroo Station work area



SMCSWTSE-JCG-SBR-SH-NFS-030852

1800 171 386 Community information line open 24 hours

Figure 5 – Notification of the current Hickson Road footpath closure (sourced from Sydney Metro notification newsletter)





Figure 6 – Current Hickson Road footpath closure. Photo taken 10 Nov 2021

### 3.1.2 Business / Resident Access

There are no impacted business or residents access in this area of Hickson Road

### 3.1.3 Bus Operations

Bus stops are not impacted from the laydown yard.

### 3.1.4 Emergency Services

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

## 4. Systems Connect and Stakeholder Key Contacts

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

Name	Role	Contact Details
Carl Mella	Transport NSW (Sydney Roads) – Integration Leader	02 8843 3027
Jake Coles	Customer Journey Planning - Operations Manager – CBD	0466 454 819
Stephen Brown	Customer Journey Planning - Precinct Project Manager	0457 809 028
Ahsanul Amin	Sydney Metro – Traffic Advisor	0427 941 329
Joshua Faull	City of Sydney – Construction Liaison Coordinator	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 McCosker	Systems Connect – General Superintendent	0409 803 110
Mong Sim	Systems Connect – Traffic Engineer	0448 378 883

## 5. 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
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	Access to the project team during construction hour with message service after hours via an 1 800 171 386	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 site construction activities will be placed on the Systems Connect website including information about traffic changes, and executive summaries of publicly	As required



Tool	Purpose	Frequency
	available reports relating to the project activities.	

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. 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.

## 6. Working Hours

The standard working hours 7am – 6pm on weekdays and 8am – 1pm on Saturdays. Some activities will need to be undertaken outside of these hours. Refer to out of hour application for additional details and/or Health Order working hours as required.

Construction Activity	Construction Hours / Comments
Standard construction hours	Monday to Friday: 7am – 6pm
Access to site is 24 hour	Saturdays: 8am to 1pm (where applicable)
	Sundays & Public Holidays: No work during standard hours

## 7. Manage Emergencies

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

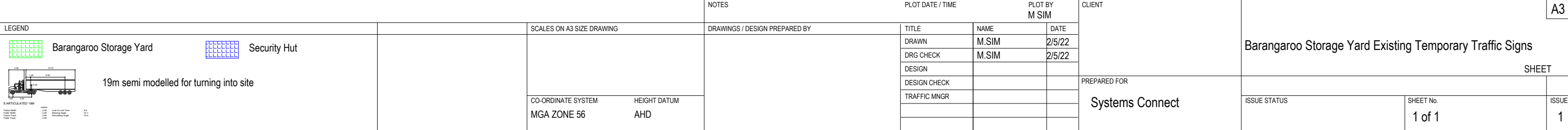
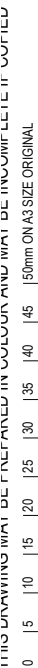
In NSW, the agencies primarily responsible for controlling hazards/emergencies are:

Unplanned Incident Agency Responsibility	
Law Enforcement / Emergencies	NSW Police
Fire	Fire and Rescue NSW / NSW Rural Fire Service
Hazardous Materials	Fire and Rescue NSW / NSW Rural Fire Service
Flood, storm or any natural disaster	NSW State Emergency Service

## **PART C – Appendices**

### **Appendix A. Current Site Details**







## Appendix B. Nominated Delivery Routes





				NOTES	PLOT DATE / TIME		PLOT BY M SIM	CLIENT		Construction Vehicle Route - Barangaroo Laydown Area			A3
LEGEND			SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE						
<div></div> Construction Vehicle Route - To Site					DRAWN	M.SIM	3/5/22						
					DRG CHECK	M.SIM	3/5/22						
<div></div> Construction Vehicle Route - Leave Site					DESIGN								
					DESIGN CHECK								
					TRAFFIC MNGR								
									PREPARED FOR				
									Systems Connect		ISSUE STATUS	SHEET No.	ISSUE
												1 of 1	1

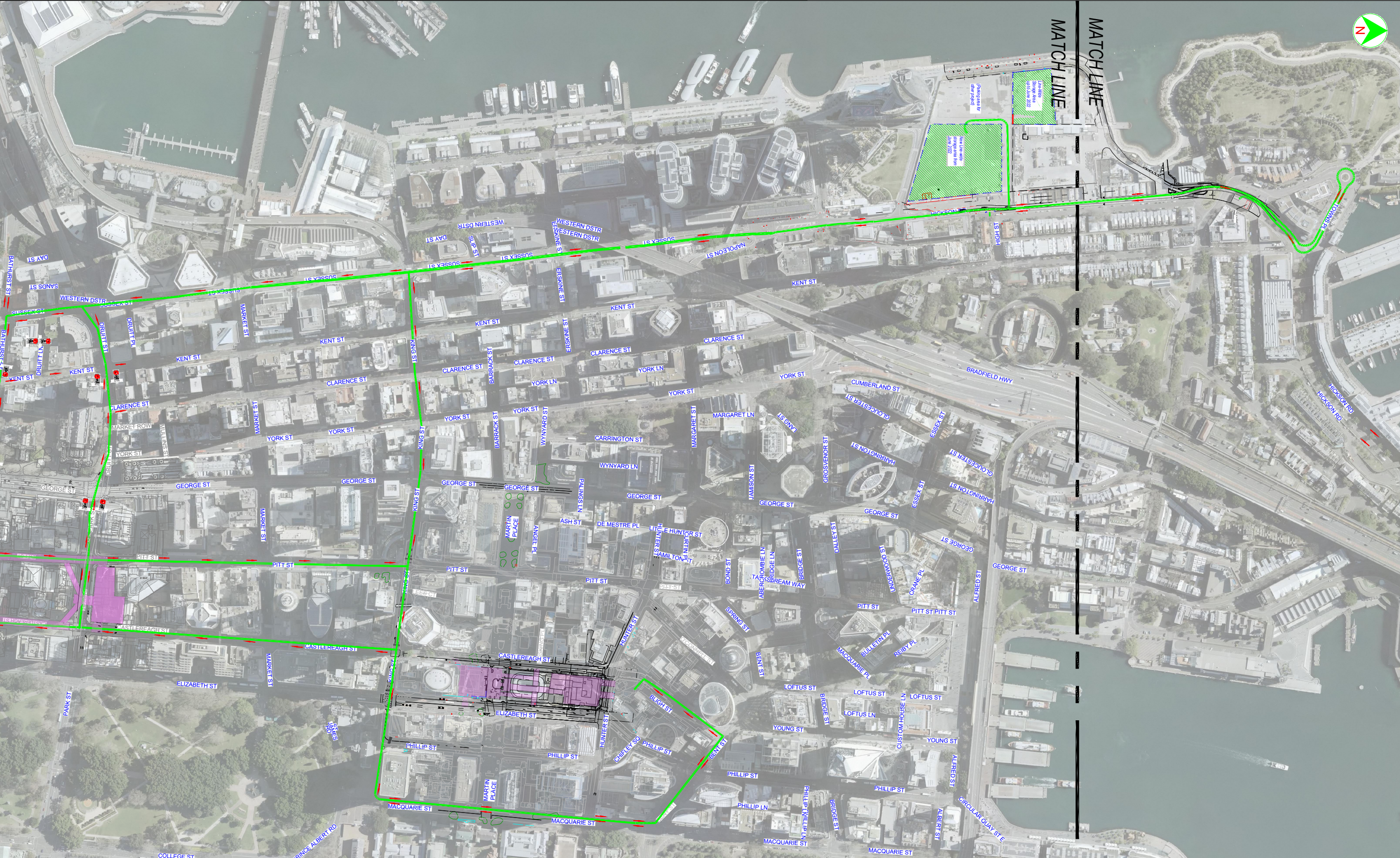





THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED  
150mm ON A3 SIZE ORIGINAL

LEGEND			SCALES ON A3 SIZE DRAWING		DRAWINGS / DESIGN PREPARED BY			PLOT DATE / TIME			PLOT BY M SIM			CLIENT		Construction Vehicle Route from Hickson Road to Martin Place,Pitt Street Stations and the vertical shaft			A3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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			NOTES	PLOT DATE / TIME			PLOT BY M SIM	CLIENT	Construction Vehicle Route from Hickson Road to Martin Place,Pitt Street Stations and the vertical shaft			A3				
LEGEND			SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY		TITLE	NAME					DATE	PREPARED FOR  Systems Connect			SHEET
Nominated route to Martin Pl and Pitt St stations						DRAWN	M.SIM					3/5/22				
 Existing travel direction						DRG CHECK	M.SIM					3/5/22				
						DESIGN										
						DESIGN CHECK										
						TRAFFIC MNGR										
											</					



## Appendix C. Compliance Matrix



CTMP Blues Point			
Item	Desc.	Comments	Compliance
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.	Not applicable as Barangaroo laydown yard is short term temporary site.	
E75(a)	In consultation with, and to the reasonable requirements of the Traffic and Transport Liaison Group(s) established under Condition E77;	Refer to E81. Also referring to design stage.	n/a
E75(b)	In consideration of existing and future demand, connectivity (in relation to permanent changes), performance and safety requirements;	Not applicable as Barangaroo laydown yard is short term temporary site.	n/a
E75(c)	to minimise and manage local area traffic impacts;	Barangaroo laydown yard is a low volume site.	n/a
E75(d)	to ensure access is maintained to property and infrastructure; and	The site is has no property access.	n/a
E75(e)	to meet relevant design, engineering and safety guidelines, including Austroads, Australian Standards, and RMS (RTA) requirements.	CTMP development is in reference to these documents. E75(e) serves as a reminder to ensure latest requirements and standards are considered in the CTMP development.	n/a
E75	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.	Not applicable.	n/a
E76	Permanent road works, including vehicular access, signalised intersection works, and works relating to pedestrians, cyclists, and public transport users must be subject to safety audits demonstrating consistency with relevant design, engineering and safety standards and guidelines. Safety audits must be prepared in consultation with the Traffic and Transport Liaison Group before the completion and use of the subject infrastructure and must be made available to the Secretary upon request.	E76 refers to permanent work. Ausroads' Guide to Road Safety Part 6: Road Safety Audit has published "...Great effort has been taken by road authorities to provide adequate safety by the development of worksite safety manuals and roadworks code of practice. It may be considered that these practices provide sufficient safety without the need for audits of temporary traffic arrangement." RSA on a temporary traffic management may not be providing any beneficial value. The site operations does not change from its current operations.	n/a
E79	The Proponent must consult with the Relevant Road Authority regarding the use of any weight restricted road by heavy vehicles.	Oversized permit application if there is any.	Y
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.	Construction traffic is managed per the environmental planning approval stipulation when and where practically possible. An increase in construction traffic volume is now identified and SM has acknowledged the necessity of the increased and has advised this short term deviation is most suitably managed via CTMP approval process.	Y
E81	The Proponent must prepare and implement a Construction Traffic Management Framework (CTMF). The CTMF must be prepared in consultation with TTLG(s) and submitted to the Secretary for approval no later than one (1) month before the commencement of construction (or within any other timeframe agreed with the Secretary). The CTMF will set out the approach to managing issues across the CSSI and include but not be limited to:	Refer to E82.	n/a
E81(a)	construction site access, including the efficient and safe egress and ingress of vehicles, consistent relevant Austroads, Australian Standards and RMS requirements;	Access to Blues Point site is an existing condition. E81 is referring to design stage.	n/a
E81(b)	the erection and maintenance of hoardings, scaffolds and associated structures on roads;	Changes to pedestrian path, scaffolding erection is available on CTMP Rev 2.	Y
E81(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;	No road closures planned for this site.	n/a
E81(d)	cumulative construction vehicle management from surrounding developments;	On going Barangaroo Station development and its precinct.	n/a
E81(e)	bus stop and associated facilities relocation and service rerouting;	Not bus stops impacted.	n/a
E81(f)	short and long term works zones on roads adjacent to the construction site;	Work Zone area is identified on CTMP Rev 2.	n/a
E81(g)	mail zone and associated facilities relocation;	(no mail zone within site)	n/a
E81(h)	short and long term works within the road reservation;	(no work on road reserve)	n/a
E81(i)	regulatory, advisory and other signage changes and modifications;	(no changes to existing signage)	n/a
E81(j)	parking management, including on and off street and remote parking and access;	Refer to E81(f). If additional parking management that is not on CTMP Rev 2, it	n/a
E81(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;	Construction traffic is managed via time and volume restriction on the environmental planning approval.	Y
E81(l)	special event management;	No special event is expected coincide during construction hours.	Y
E81(m)	the retention and reinstatement of emergency and property access;	(no property access within the site)	n/a
E81(n)	the retention of user and passenger safety, including pedestrians, cyclists, public transport users, including at stops and related facilities;	(not applicable)	n/a
E81(o)	incident response planning around construction workites; and	Refer to Section 1.2 and 8 in the CTMP.	Y
E81(p)	monitoring of transport and access related impacts attributable to the CSSI.	Refer to Section 1.2	Y
E82	Construction Traffic Management Plans (CTMPs), consistent with the CEMP 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 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.	CTMP to be presented on 24 November 2021 TTLG.	Y
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 the CTMPs must be submitted to the RMS for approval following Sydney Coordination Office endorsement and implemented.	This item was identified on Section 1.2. CTMP review and update as required.	Y
E85	Heavy vehicle haulage must not use local roads unless no feasible alternatives are available.	Not a heavy haulage site.	n/a
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.	Not applicable for this site.	n/a
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).	Barangaroo storage yard site is not a mass haul site. A standard construction route is on the CTMP.	Y
E89	The Proponent must implement traffic and transport management measures with the aid of a truck marshalling and logistics facility located within close proximity to the Sydney and North Sydney CBDs. The facility must be operational in advance of tunnel spoil generation. Details of the facility must be documented in the Ancillary Facilities Management Plan required by Condition A16.	(not applicable)	n/a
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.	Road dilapidation not applicable. Hickson Road current alignment is a temporary alignment and is subject to changes and realignment.	n/a
E91	If damage to roads occurs as a result of construction of CSSI, the Proponent must either (at the landowner's discretion):	E91 is predecessor to E90.	Y
E91(a)	compensate the landowner for the damage so caused. The amount of compensation may be agreed with the landowner; or	(applicable only if relates to the work)	n/a
E91(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).	(applicable only if relates to the work)	n/a
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.	Open communications are established for any major adjustments.	Y
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.	Refer to E76.	Y
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.	Not applicable as no lane realignment.	n/a
T4	In the event of a traffic related incident, co-ordination would be carried out with the CBD Coordination Office and / or the Transport Management Centre's Operations Manager.	Reporting of the incident only.	Y
T5	The community would be notified in advance of proposed road and pedestrian network changes through media channels and other appropriate forms of community liaison.	On going community notification process.	Y
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.	Not applicable to this site.	n/a
T8	Access to existing properties and buildings would be maintained in consultation with property owners.	This site does not block any access.	n/a
T9	All trucks would enter and exit construction sites in a forward gear, where feasible and reasonable.	Noted.	Y
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.	Refer to E81.	Y
T12	Construction sites would be managed to minimise construction staff parking on surrounding streets. The following measures would be implemented: Encouraging staff to use public or active transport Encouraging ride sharing 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.	There is parking within the temporary laydown site.	Y
T13	Construction site traffic would be managed to minimise movements in the AM and PM peak periods.	Refer to E80 and E81(i).	Y
T14	Construction site traffic immediately around construction sites would be managed to minimise movements through school zones during pick up and drop off times.	Construction traffic is managed via time and volume restriction on the environmental planning approval where practically possible. Refer to E80.	n/a
T19	Where existing parking is removed to facilitate construction activities, alternative parking facilities would be provided where feasible and reasonable.	(not applicable)	Y
T21	The potential combined impact of trucks from multiple construction sites would be further considered during the development of Construction Traffic Management Plans.	The temporary laydown site is not generating mass volume of construction traffic. No impact to the cumulative traffic from this yard.	n/a
T22	Where existing footpath routes used by pedestrians and / or cyclists are affected by construction, a condition survey would be carried out to confirm they are suitable for use (eg suitably paved and lit), with any necessary modifications to be carried out in consultation with the relevant local council.	(refer to road dilapidation report on E90).	Y
B01	Specific consultation would be carried out with businesses potentially impacted during construction. Consultation would aim to identify and develop measures to manage the specific construction impacts for individual businesses.	The yard has no direct impact to businesses.	n/a
B02	A business impact risk register would be developed to identify, rate and manage the specific construction impacts for individual businesses.	The yard has no direct impact to businesses.	n/a
B03	Appropriate signage would be provided around construction sites to provide visibility to retained businesses.	The yard has no direct impact to businesses.	n/a
C01	Transport for NSW would manage and co-ordinate the interface with projects under construction at the same time. Co-ordination and consultation with the following stakeholders would occur, where required: -CBD Coordination Office - Department of Planning and Environment - Roads and Maritime Services - Sydney Trains - NSW Trains - Sydney Buses - Sydney Water - Port Authority of NSW - Willoughby Council - North Sydney Council - City of Sydney Council - Marrickville Council - Sydney Motorways Corporation - Barangaroo Delivery Authority - Emergency service providers - Utility providers - Construction contractors. Co-ordination and consultation with these stakeholders would include: -Provision of regular updates to the detailed construction program, construction sites and haul routes -Identification of key potential conflict points with other construction projects -Developing mitigation strategies in order to manage conflicts. Depending on the nature of the conflict, this could involve: -Adjustments to the Sydney Metro construction program, work activities or haul routes; or adjustments to the program, activities or haul routes of other construction projects. -Co-ordination of traffic management arrangements between projects.	Refer to E82, E83 and E88.	Y
E48	Notwithstanding Condition E36 of this approval and subject to Condition E47, the following activities may be undertaken 24 hours per day, seven (7) days per week:	(refer to E48 subsection)	n/a
E48(a)	tunnelling and associated support activities (excluding cut and cover tunnelling);	Not applicable.	Y
E48(b)	excavation within an acoustic enclosure;	No high noise from this laydown site.	n/a

E48(c)	excavation at Central (excluding Central Walk works at 20-28 Chalmers Street, Surry Hills) without an acoustic enclosure;	n/a	n/a
E48(d)	station and tunnel fit out; and	No 24 hr work planned	n/a
E48(e)	hauling and delivery of spoil and materials.	Not applicable to laydown site	n/a
E48.1	Notwithstanding E48(a) the Proponent must use best endeavours to schedule annoying activities, including steel hammering and movement of the self propelled modular trailer at the blues point temporary site between 7am and 8pm	High noise activities are bound by OOH permit.	Y
E48.2	Heavy vehicle deliveries to the Blues Point temporary site are only permitted between 7am and 10 pm except where permitted otherwise through an EPL or where oversized vehicle movement is directed by the NSW police and/or Transport for NSW at other times	OSOM permit as required.	Y

**Appendix D. Copy of correspondence (attach as required)**

## LWC General Correspondence

**Reference No:** SMCSWLWC-SCO-LWC-GEN-000005  
**Project Title:** Sydney Metro City & Southwest - LWC, TSOM  
**Contract No:** LWC - Line Wide Contracts  
**Sub Contract:** -  
**Orig Ref No:**  
**DLM:**

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<b>Date:</b>	03 February 2022, 07:38 AM	<b>Response required by:</b>
<b>From:</b>	Steve Brown (Sydney Coordination Office)	
<b>To:</b>	Susan Dai (Systems Connect) ; Mong Sim (Systems Connect)	
<b>Cc:</b>	Chris Berg (Sydney Metro) ; JOSE ARGUETADOMINGUEZ (Sydney Metro) ; Phil Brogan (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)) ; Hugh Chapman (Sydney Metro) ; Ali Faniad (Sydney Metro) ; Arun Kumaravel (Sydney Metro) ; Patrick Ditchfield (Sydney Metro) ; Tarun Malviya (Roads and Maritime Services (part of TfNSW division)) ; Cien Lim (Sydney Metro) ; Mathew Billings (Systems Connect) ; Jill Downing (Systems Connect) ; Kirimaru Friscan (Systems Connect) ; LWC Systems Connect Transfer (Systems Connect) ; Mathew Johnston (Systems Connect) ; John Grant (Systems Connect) ; Liliana Matos (Sydney Metro) ; Garry Hitchcox (Sydney Metro) ; Ahsanul AMIN (Sydney Metro)	
<b>Subject:</b>	<b>CTMP - Barangaroo Temporary Laydown Yard - Approval</b>	

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Dear All,

In response to the transmittal SMCSWLWC-SYC-TX-007137 dated 24/11/21:

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 **E47** for the Sydney Metro City & South West, Transport for NSW - Greater Sydney - Planning and Programs, and Customer Journey Planning approve the following **Construction Traffic Management Plan**:

- **Barangaroo Temporary Laydown Yard** (SMCSWLWC-SYC-SBR-TF-PLN-010757)

This approval is subject to the following requirements:

- Obtaining Road Occupancy Licenses (ROLs) from the Transport Management Centre as required;
- Addressing any issues raised by Council, STA, Taxi Council, residents/businesses or Emergency Services in the CTMP approval process;
- Addressing the requirements arising as an outcome of the Local Traffic Committee meeting;
- Promptly addressing any CJP and/or TMC and/or TfNSW issues that arise during the works

Regards,

Stephen Brown  
Precinct Project Manager - CBD Approaches  
Operations  
Greater Sydney  
**Transport for NSW**

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Design Series:		
Discipline:	Design Lots:	Location:

# Barangaroo Laydown Yard CTMP Comment Tracker

[illegible]

Concrete trucks to the Hickson Road vertical shaft

