JOHN HOLLAND

Waterloo Integrated Station Development

# CONSTRUCTION TRAFFIC MANAGEMENT PLAN

# ADDENDUM 2

# STAGE 1 ROAD CLOSURE

DOCUMENT No: SMCSWSWL-JHG-SWL-EM-PLN-000013

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# Glossary

| Term | Explanation |
|---|---|
| CEMF | Construction Environmental Management Framework |
| CEMP | Construction Environmental Management Plan |
| CoA | Conditions of Approval |
| CSSI | Critical State Significance Infrastructure |
| CTMP | Construction Traffic Management Plan |
| DPIE | Department of Planning, Industry & Environment |
| EIS | Environmental Impact Statement |
| EPA | Environment Protection Authority |
| ER | Environmental Representative |
| GMR | Global Mandatory Requirements |
| ISD | Integrated Station Development |
| JHPL | John Holland Pty Limited |
| Minister, the | NSW Minister for Planning |
| OEH | Office of Environment and Heritage |
| OSOM | Oversize and Over Mass Vehicles |
| PkMP | Parking Management Plan |
| PMP | Pedestrian Management Plan |
| PHSMP | Project Health and Safety Management Plan |
| RSA | Road Safety Audit |
| REMMs | Revised Environmental Mitigation Measures |
| SMCSW | Sydney Metro City and Southwest |
| SWTC | Scope of Work and Technical Criteria |
| TGS | Traffic Guidance Scheme |
| TCWSM | Roads and Maritime Services Traffic Control at Work Sites Manual |
| TMP | Traffic Management Plan |
| TRA | Task Risk Assessment |
| TSE | Sydney Metro Tunnel and Station Excavation Contractor |
| VMP | Vehicle Movement Plan |

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# Table of contents


**Glossary** ..... **2**

**1 Introduction** ..... **5**

1.1 Project Overview ..... 5

1.2 Purpose of this Plan ..... 6

**2 Existing Road Conditions** ..... **7**

2.1 Cope Street ..... 7

2.2 Raglan Street ..... 8

2.3 Wellington Street ..... 9

**3 Scope of Work** ..... **10**

3.1 Work Required ..... 10

**4 Proposed Conditions of Roads Affected by CTMP** ..... **12**

4.1 Cope Street ..... 12

4.2 Raglan Street ..... 14

4.3 Wellington Street ..... 15

**5 Impact Assessment** ..... **17**

5.1 Public Transport Services ..... 17

5.2 Parking Spaces ..... 19

5.3 Surrounding Businesses ..... 20

5.4 Pedestrian Facilities ..... 21

5.5 Cyclist Paths ..... 23

5.6 Existing Vehicle Routes ..... 24

5.7 Additional Traffic Signage ..... 26

5.8 Heavy Vehicle Manoeuvres ..... 27

5.9 Heavy Vehicle Haulage Routes - Stage 1 ..... 28

5.10 Impacts to Traffic Control Signals ..... 29

**6 Community Notification** ..... **30**

6.1 VMS Strategy ..... 30

6.2 VMS Locations ..... 30

6.3 VMS Details ..... 31

6.4 Other Notification ..... 31

**7 Other notes** ..... **32**

**8 Consultation** ..... **33**

8.1 TCG ..... 33
8.2 TTLG ..... 33
**Appendix A – Swept Paths ..... 34**
**Appendix B – Traffic Guidance Scheme ..... 35**
**Appendix C – Haulage Routes ..... 36**
**Appendix D – Heavy Vehicle Haulage Routes Approval (Stage 1) ..... 37**
**Appendix E – Council Garbage Bins Correspondence ..... 38**
**Appendix F – Endorsement for Stage 1 Implementation ..... 39**

# 1 Introduction

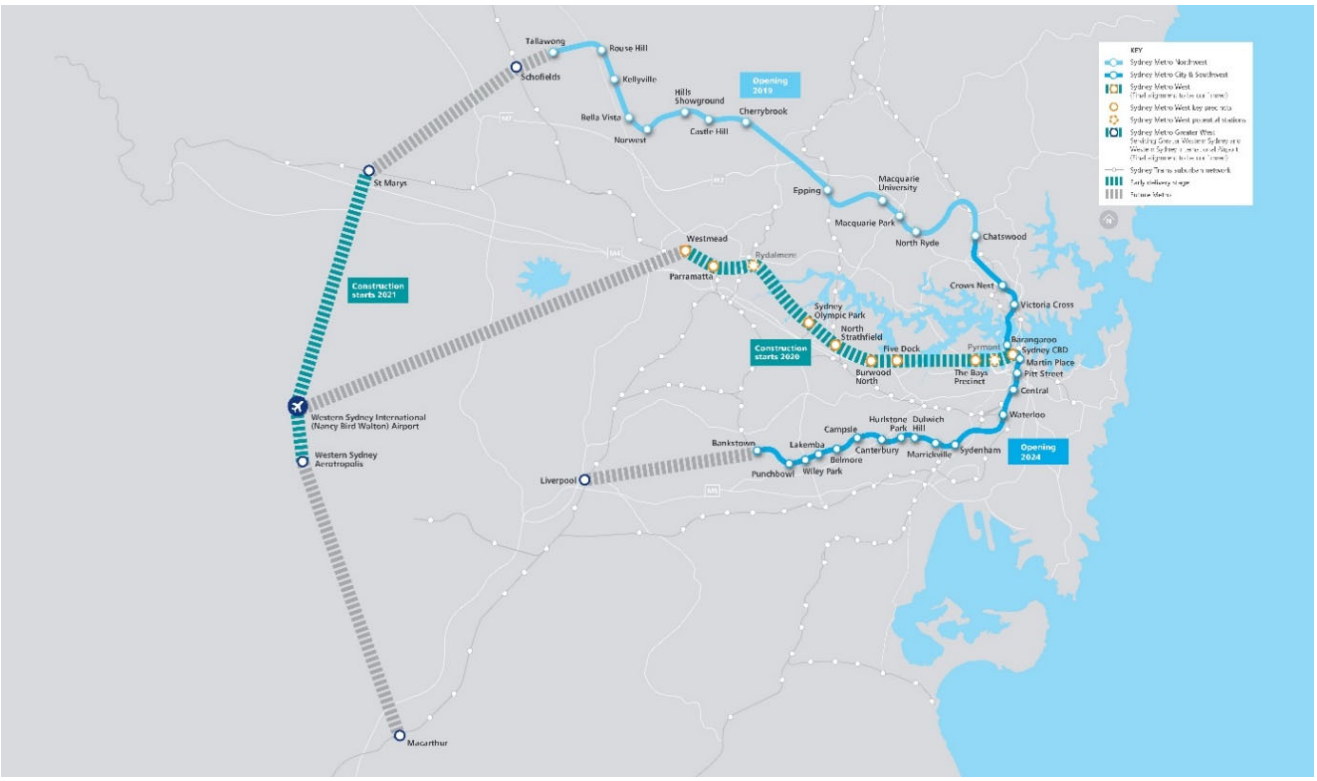
## 1.1 Project Overview

The Sydney Metro is Australia's biggest public transport project.

Services started in 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. Sydney Metro includes new CBD railway stations underground at Martin Place, Pitt Street and Barangaroo and new metro platforms under Central.

In 2024, Sydney Metro will have 31 stations on a new 66km rail system – the biggest urban rail project in Australian history. Sydney Metro will have ultimate capacity for a train every two minutes in each direction under the CBD.

**Figure 1: Sydney Metro**



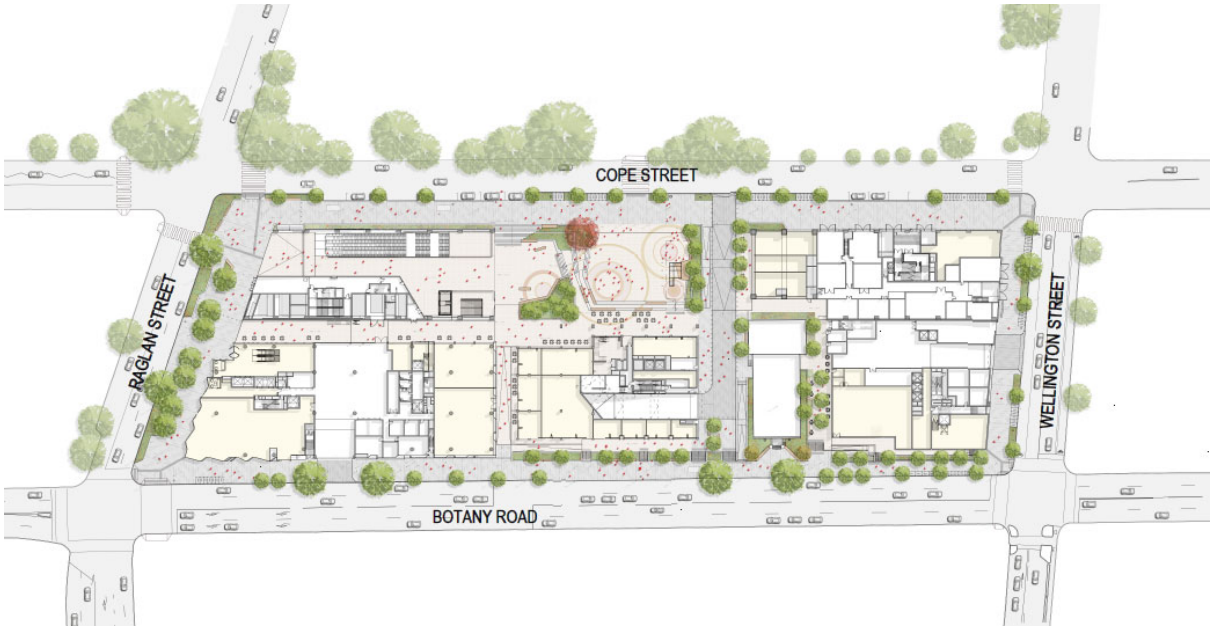

*Waterloo Integrated Sydney Metro Upgrade*

John Holland Pty Ltd has been awarded by Sydney Metro the contract to deliver the Waterloo Integrated Station Development (ISD).

The Waterloo ISD Project Works comprises of construction of the new station infrastructure to support customer movement and experience.

The Waterloo ISD is located within Sydney's suburb of Waterloo, as shown in Figure 2, within the Metro Quarter. The Metro Quarter Development (MQD) comprises the land bounded by Botany Road, Raglan Street, Cope Street and Wellington Street, but excluding the Congregational Church located at 103 Botany Road. It is situated approximately 3km from the Sydney CBD and is surrounded by established residential properties.

**Figure 2: Site Location Plan**




## 1.2 Purpose of this Plan

The purpose of this Construction Traffic Management Plan (CTMP) Addendum #2: Stage 1 Road Closure is to detail the traffic changes to facilitate construction for structures (Stage 1) around the Waterloo Integrated Station Development. This plan will set out the traffic management requirements that will be deployed to minimise disruption to and ensure the safety of the wide range of stakeholders potentially affected by the works, including but not limited to motorists, pedestrians; cyclists; public transport users, local residents and property owners; business owners; and workers/staff engaged on the Project.

# 2 Existing Road Conditions

## 2.1 Cope Street

Cope Street is a local road under jurisdiction and control of City of Sydney Council. It spans from Redfern Street to the North in Redfern and ends at McEvoy Street to the South in Waterloo. The speed limit is 50 km/h. This area has substantial residential land uses with low daily light vehicle volumes.

Vehicle volumes are low, with traffic surveys undertaken in June 2020 (pre covid restrictions) recorded:

- AM Peak: 8:15AM – 9:15AM
  - 71 northbound, 32 southbound
- PM Peak: 5:00 PM – 6:00 PM
  - 86 northbound, 38 southbound

Traffic surveys during the COVID-19 lockdown in August 2021 recorded:

- AM Peak: 8:00AM – 9:00AM
  - 52 northbound, 28 southbound
- PM Peak: 4:00 PM – 5:00 PM
  - 73 northbound, 31 southbound.

Roundabouts exist at the intersections of Raglan Street and Wellington Street.

There are two existing bus stops to the South of Raglan St servicing route 355, located on the eastern side of the road.

Parking is unrestricted between Raglan Street & Wellington Street with “No Stopping” signposted at all intersections.

There is no on road cycling facility on Cope Street. The Eastern footpath is 2m wide with verges typically located between the footpath and roadway (2m). The Western footpath is 4.5m wide with no vegetation verge (adjacent to the work site). There are no pedestrian crossing facilities along Cope Street other than the use of the splitter islands located at the roundabouts.

There are two garbage collection points located on the eastern side within the Land and Housing Estate which will need to be serviced weekly.

There is an open air off-street car park for the local residents on the eastern side which is in use.

## 2.2 Raglan Street

Raglan Street is classified as a local road and is under the control of City of Sydney Council. Raglan Street commences from Botany Road and ceases on Elizabeth Street to the East in Waterloo. The speed limit on Raglan Street is 50 km/h.

Vehicle volumes are low, with traffic surveys undertaken in June 2020 (pre covid restrictions) recorded:

- AM Peak: 8:15AM – 9:15AM
    - 247 eastbound, 248 westbound
- PM Peak: 5:00 PM – 6:00 PM
    - 260 eastbound, 300 westbound

Traffic surveys during the COVID-19 lockdown in August 2021 recorded:

- AM Peak: 8:00AM – 9:00AM
    - 160 eastbound, 156 westbound
- PM Peak: 4:00 PM – 5:00 PM
    - 183 eastbound, 208 westbound.

There are no bus stops on Raglan Street (adjacent to the site) between Cope Street and Botany Road, however Sydney Bus routes 301-303 travel east and west.

There are one hour (Monday -Friday) parking restrictions in this street.

The existing footpaths are approximately 3.7 - 4.5m wide. There are no cycling facilities on this section of Raglan Street.

There are four businesses located on the Northern side of Raglan Street and a loading zone to service the bottle shop.

## 2.3 Wellington Street

Wellington Street is classified as a local road and is under the control of City of Sydney Council. Wellington Street commences at Botany Road and continues to Morehead Street Waterloo. The State default speed limit of 50km/h applies. There are no bus stops on Wellington Street (adjacent to the site) between Botany Road and Cope Street, however, Sydney Bus route 355 travels east on Wellington.

There is two-hour parking restriction in this street on the south side and unrestricted parking on the north side.

Vehicle volumes are low, with traffic surveys undertaken in June 2020 (pre covid restrictions) recorded:

- AM Peak: 8:15 AM – 9:15 AM
    - 174 eastbound, 71 westbound
- PM Peak: 5:00 PM – 6:00 PM
    - 131 eastbound, 124 westbound

Traffic surveys during the COVID-19 lockdown in August 2021 recorded:

- AM Peak: 8:00AM – 9:00AM
    - 117 eastbound, 62 westbound
- PM Peak 4:15 PM – 5:15 PM
    - 112 eastbound, 102 westbound.

The existing footpath on the southern side maintain a minimum width of 1.6m. There is a short cycling facility on this section of Wellington Street on the southern side prior to crossing or entering Botany Road.

There is one business located on the southern side of Wellington Street (i.e. Cauliflower Hotel) along with residential properties. There is a loading zone to service the hotel.

# 3 Scope of Work

**Stage 1: Structure**

Commencement: January 2022

Duration: 2 months approximately

## 3.1 Work Required

### 3.1.1 Stage 1 – Structures Works

As part of the Waterloo ISD, works on Cope and Wellington Streets will include three cranes (ranging from 250T to 500T) mobilising on Cope St (two cranes at any given time) to demobilise tower crane at the Southern structure, and install critical precast columns and beams which cannot be completed from within the construction site. The precast elements will be delivered on night shift (as current approved arrangement with City of Sydney). Once these cranes have installed the precast elements, the area will be used to complete concrete pours with the use of concrete pumps and concrete agitators.

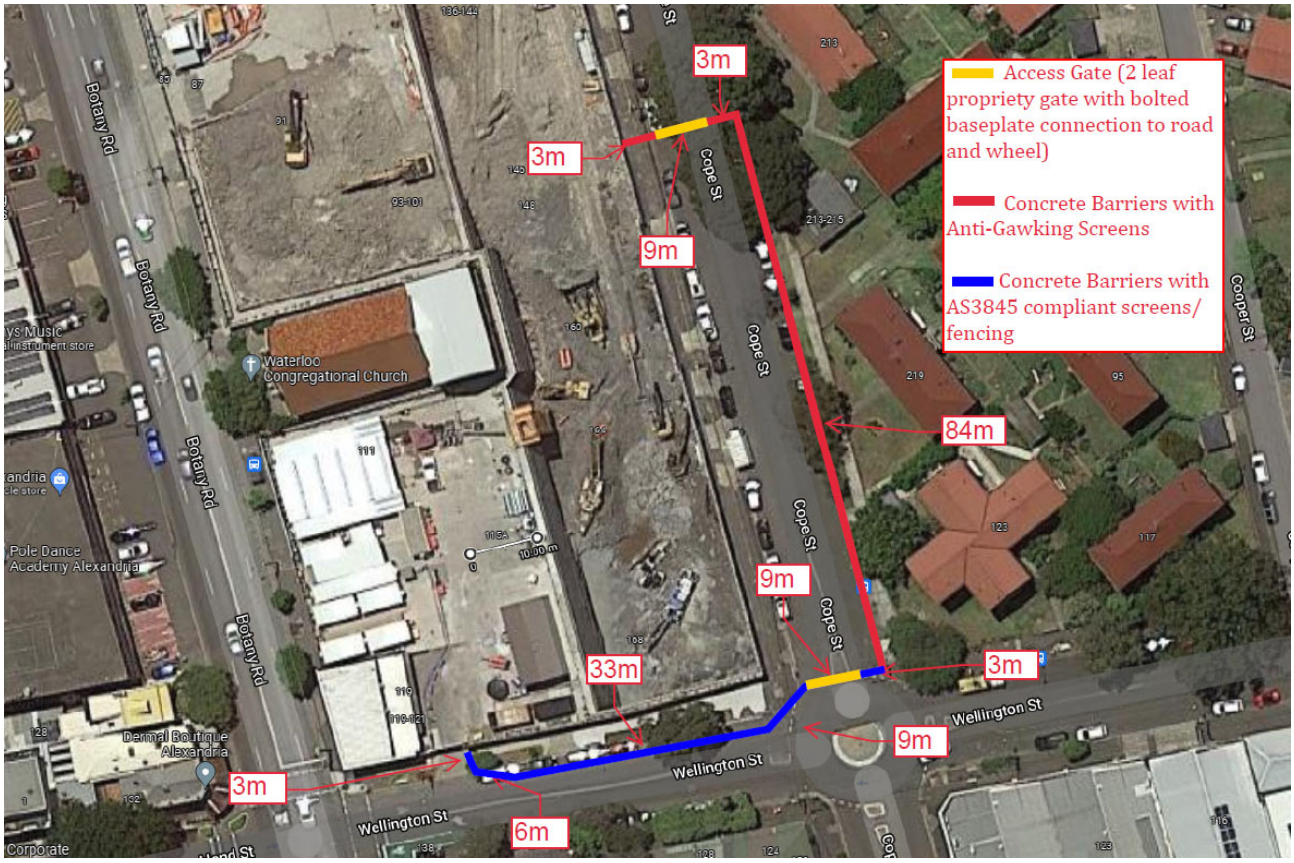
All precast deliveries for these works are via Jinker vehicles which are restricted to travel between 9:30pm and 5am. Trucks are then expected to arrive on site between 11:30pm and 4am under traffic control in accordance with the Appendix B – Traffic Guidance Scheme Plans. For any given night, a maximum of 4 Jinkers will be arriving to be unloaded and are limited to a maximum of 6 consecutive nights.

The current programme of Structures Works is to commence from the 13th January 2022 and is programmed to be completed by end of February 2022.

The nature and location of works require the traffic changes for the safety of general public and construction workers in the area.

Australian Standard compliant concrete barriers and screens/fencing will be placed along the road to delineate Waterloo Contractor Site to general public area (Australian Standard AS3845). In locations where barriers are not delineating the Waterloo Contractor Site to general public area concrete barriers with anti-gawking screens will be placed (Eastern interface of Cope St with footpath and north of Cope St closure). Barriers will be set up as shown in Figure 3. Short term works including setup of barriers, line marking, sign changes, utility crossings and other associated works will require traffic management to be implemented. Refer to Appendix B – Traffic Guidance Scheme.

**Figure 3: Stage 1 Barrier Arrangement**


Access Gate (2 leaf propriety gate with bolted baseplate connection to road and wheel)
Concrete Barriers with Anti-Gawking Screens
Concrete Barriers with AS3845 compliant screens/ fencing
3m
3m
9m
84m
9m
3m
9m
33m
3m
6m
Botany Rd
Cope St
Cooper St
Wellington St
Waterloo Congregational Church
Pole Dance Academy Alexandria
Dermal Boutique Alexandria

# 4 Proposed Conditions of Roads Affected by CTMP

## 4.1 Cope Street

The existing and proposed arrangements of Cope Street are shown below in Figure 3, Figure 4 and Figure 6.

### 4.1.1 Stage 1 - Structures Works

The proposed configuration will occupy all trafficable lanes on Cope St from North of the intersection of Cope St & Wellington St to 83m South of the intersection of Cope St & Raglan St. Concrete barriers with anti-gawk screens will be installed to separate the Construction Work Site from public access. Traffic will be diverted to George St (refer to Section 5.6).

The Western footpath of Cope St will be closed for the duration of the Stage 1 closure. The Eastern footpath will remain unimpeded for pedestrians to use (refer to Section 5.4).

Partial removal of parking to facilitate the Stage 1 closure will be on Eastern & Western side of Cope St (refer to Section 5.2).

The roundabout at the intersection of Cope Street / Wellington Street will be retained for Stage 1.

The open air off-street car park and garbage collection points (two being affected) for the Land and Housing Estate residents will not be impeded. John Holland will facilitate the collection of bins from these locations that are impacted by the proposed works.

**Figure 4: Cope Street (looking North)**

**Figure 5: Cope Street existing arrangement**

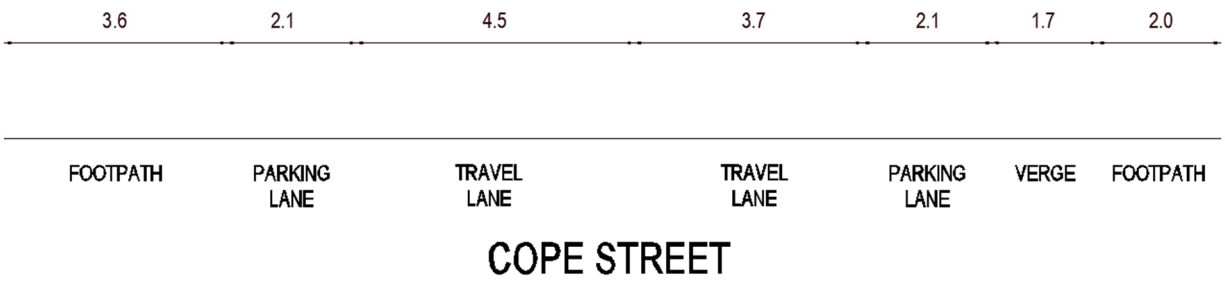
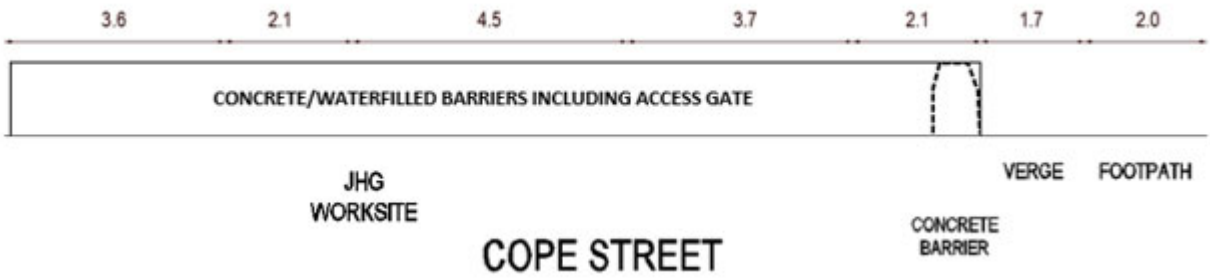



**Figure 6: Cope Street proposed arrangement for Stage 1**



## 4.2 Raglan Street

### 4.2.1 Stage 1 - Structures Works

No impact to Raglan St for Structures Works

## 4.3 Wellington Street

**Figure 6 Wellington Street (looking west)**

### 4.3.1 Stage 1 - Structures Works

The proposed configuration will close the northern footpath to pedestrians and remove kerbside parking to facilitate structures works. The roundabout at the intersection of Cope and Wellington Street will be retained. This section of Wellington Street will remain as two directional with no changes to vehicles or cyclist configurations.

The parking spaces and loading zone on the southern side of Wellington Street will remain available to reduce the effect on the local community to ensure the businesses are serviced and not impeded by the works.

The existing and proposed arrangements of Wellington Street are shown below in Figure 7 and Figure 8.

It is understood that concrete barriers with chevron will be placed on Wellington Street, separating the travel lane from the work area.

**Figure 7: Wellington Street existing arrangement**

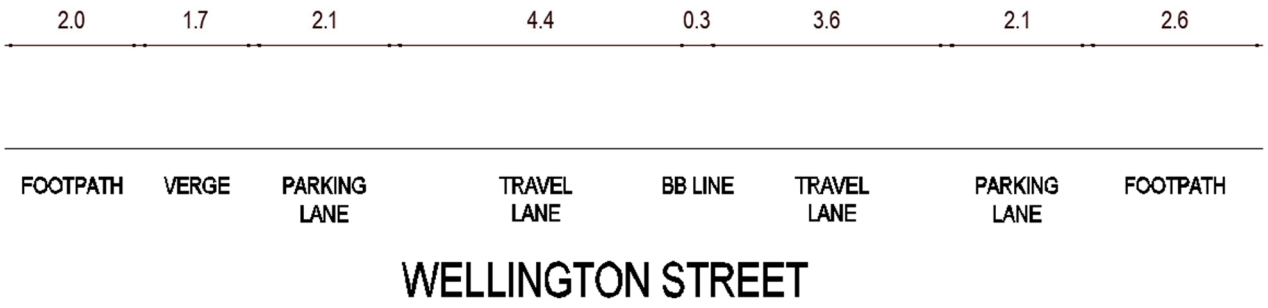
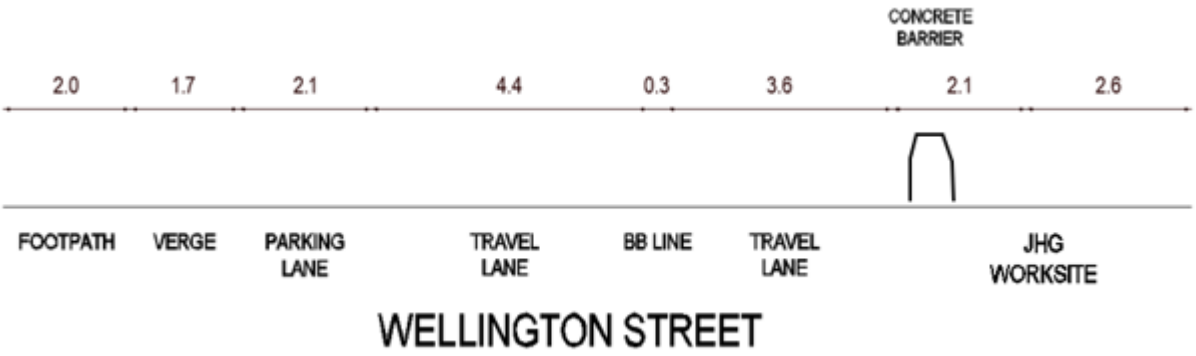



**Figure 8: Wellington Street proposed arrangement for Stage 1**



# 5 Impact Assessment

## 5.1 Public Transport Services

The proposed work area will affect bus stops around the Waterloo ISD site. The affected bus stops are located along Cope Street, and one bus stop is located east of Cope Street on Wellington Street, refer to Figure 9:

- Route 355 Cope Street at Raglan Street – 201772
- Route 355 Cope Street at Wellington Street – 201773

Bus Route 355 operates along Cope Street – Marrickville Metro from Bondi Junction via Moore Park and Erskineville.

These bus stops affected by the work area are shown in Figure 9 below.

**Figure 9: Stage 1 – Affected Bus Stop Facilities Near the Site for Stage 1**

The updated bus routes and temporary bus stops are shown in Figure 10 below. It is understood that allocating additional bus zones signage and J-stem signage is required. The positioning and dimensions of bus shelters are to comply with AS 1428.1—2001 Design for Access and Mobility. Exact specifications to be determined in consultation with TfNSW and STA.

**Figure 10: Affected Bus Routes**

The proposed modified bus routes and new bus stops are expected to be sufficient and no further mitigation measures are expected to be necessary.

**Note:** Swept paths indicate that the bus left turn from Raglan Street to Botany Road may slightly encroach on the kerb ramp at the south-eastern corner of Raglan Street/Botany Road. Pedestrian management may be required during bus movements to ensure that pedestrians are kept away from this corner during bus turning movements. This is to be handled by qualified traffic controllers. Further to the above, 14.5m buses cannot complete the movement safely and cannot be used on this route.

## 5.2 Parking Spaces

### 5.2.1 Stage 1 - Structures Works

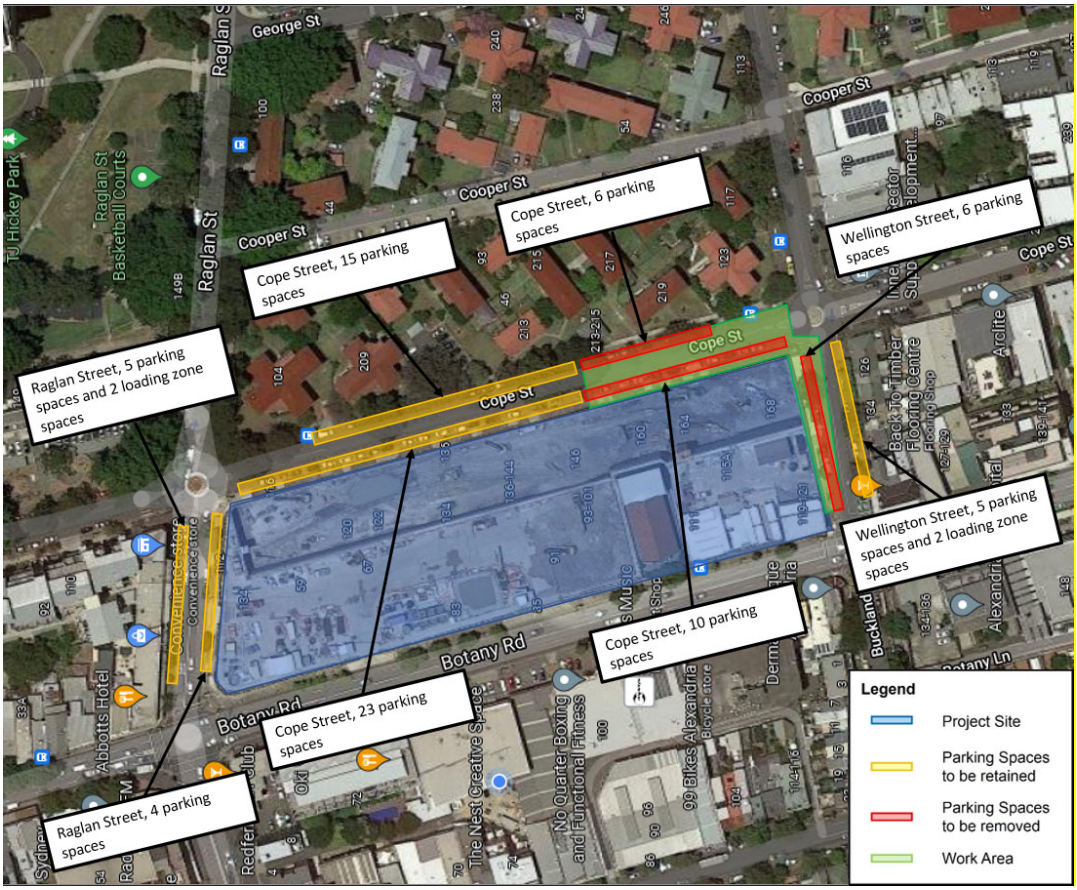
The proposed work area will affect parking spaces around the Waterloo ISD surroundings. Parking spaces along Cope Street and Wellington Street will be affected as shown in Figure 11 below.

The affected parking spaces are summarised as follows:

- Wellington Street: loss of 6 parking spaces on the Northern Side
- Cope Street: loss of 16 parking spaces. i.e. 10 on the Western Side (currently occupied as part of a previously approved City of Sydney TMP) and 6 on the Eastern Side.

Parking along Wellington Street consists of two-hour (2P) and untimed parking spaces. Like Wellington Street, Cope Street provides untimed parking spaces on both sides of vehicle travel lanes. Raglan Street consists of one-hour (1P) parking spaces.

**Figure 11: Stage 1 - Affected Parking Spaces**

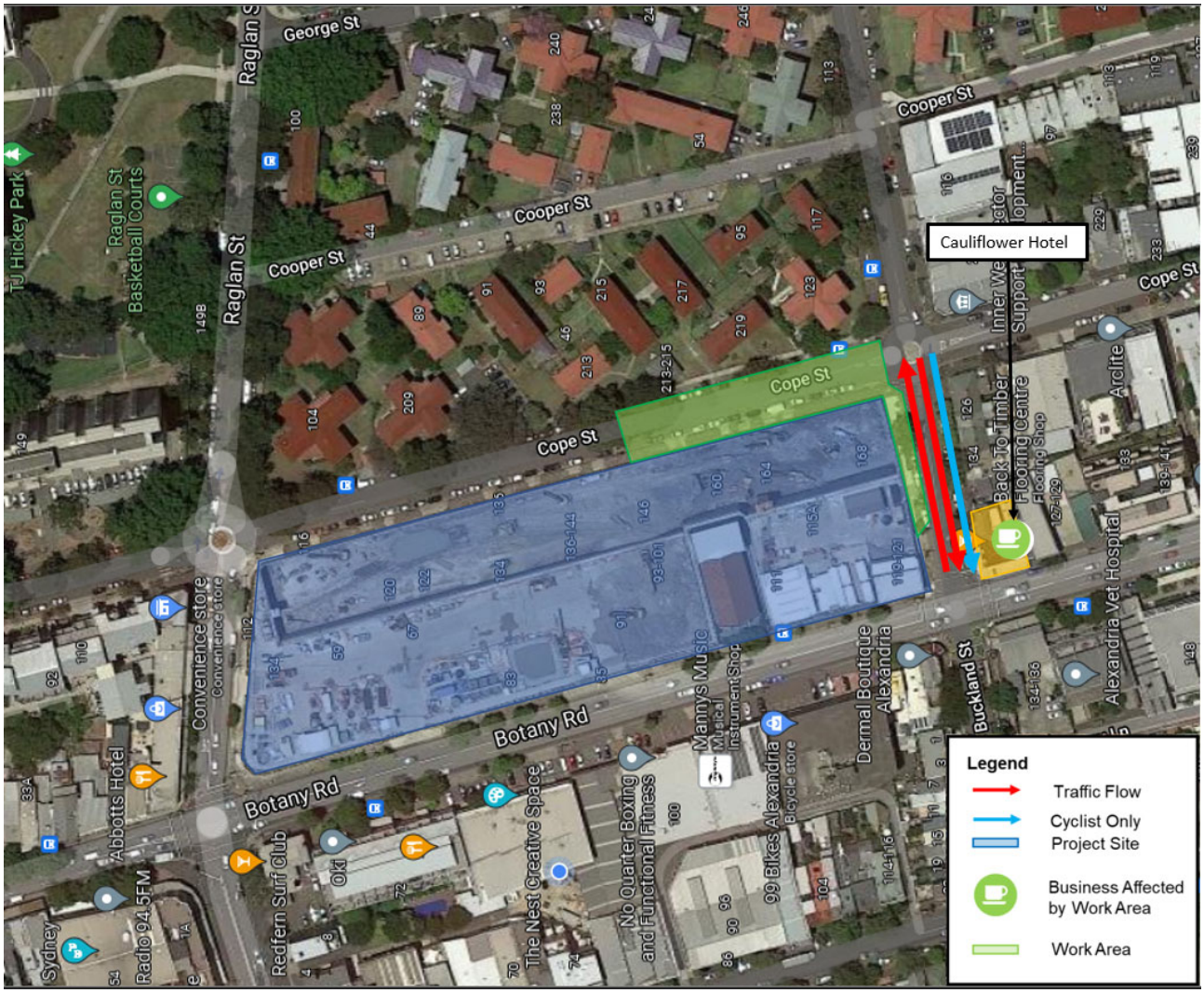



Other parking options are available on Raglan Street (east of Cope Street), Wellington Street (east of Cope Street), and Cope Street (north of Raglan Street and South of Wellington Street), and George Street. While no parking surveys have been undertaken for these works due to the unreliability of data associated with the ongoing Sydney COVID-19 lockdown, it is expected that these areas would have sufficient capacity to handle the displaced vehicles.

## 5.3 Surrounding Businesses

As a result of stage 1 works, the traffic along the streets may influence customer traffic to each business. Furthermore, performance of businesses may be affected due to the loss of available parking spaces. However, as no loading zones or kerbside parking immediately outside local businesses are directly affected, there are expected to be negligible impacts to these businesses from a traffic perspective. Figure 1712 identifies the businesses on the surrounding streets.

**Figure 172: Stage 1 - Businesses near the site**



## 5.4 Pedestrian Facilities

### 5.4.1 Stage 1 - Structures Works

As shown in Figure 13, a few pedestrian footpaths located along Wellington Street and Cope Street will be closed or partially closed. Details of pedestrian footpaths affected are summarised as follows:

- Wellington Street: Northern side, between Botany Road and Cope Street
- Cope Street: Western side, between Wellington Street and Raglan Street

At each of these areas, there are footpaths available on the opposite side of the road. Signalised intersection at Botany Road / Wellington Street provides safe crossing opportunities for pedestrians.

The closure of the footpaths does not impact on any residents, driveways, or businesses and pedestrians have an alternative footpath available. Therefore, the impacts are expected to be negligible and additional mitigation options are not considered necessary.

**Figure 13: Stage 1 - Pedestrian Facilities near the site**

Additionally, due to safety precautions several pedestrian ramps nearby the work zone will be closed. Figure 148 below shows the locations of the pedestrian ramp closures.

**Figure 148: Pedestrian Ramp Closure near Cope Street / Wellington Street Roundabout for Stage 1**

## 5.5 Cyclist Paths

### 5.5.1 Stage 1 - Structures Works

Due to the proposed road closure on Cope St only there will be no impacts to cyclists during works.

A designated cycle path exists along the southern side of Wellington Street, travelling Westbound. This will be retained as the cycle lane for the duration of stage 1.

The Eastbound direction does not have a dedicated cycle lane, and cyclists here are on-road. Eastbound movements are retained during construction.

Cyclist paths affected are summarised as follows:

- Wellington Street westbound cycle lanes.

The purple route in the below Figure 15 will be retained to allow cyclists to travel westbound along Wellington Street.

**Figure 159: Stage 1 - Affected Cyclist Facilities near the site**

## 5.6 Existing Vehicle Routes

### 5.6.1 Stage 1 - Structures Works

Existing vehicle routes will be affected due to the proposed works of the subject site. The full road closure of Cope St will divert vehicles travelling along the existing vehicle routes of Cope Street northbound and southbound.

To support these changes, alternative routes for each existing vehicle route are provided below:

- Cope Street Southbound travel: Detour route is via Raglan Street Westbound, Botany Road Southbound and Wellington Eastbound, or else Raglan Street Eastbound, George Street Southbound and Wellington Westbound (Figure 16).
- Cope Street Northbound travel: Detour route is via Wellington Street Eastbound, George St Northbound, Raglan Street Westbound (Figure 17).

**Figure 16: Stage 1 - Cope Street alternative route for existing southbound travel**

## Figure 17: Stage 1 - Cope Street alternative route for existing northbound travel

## 5.7 Additional Traffic Signage

### 5.7.1 Stage 1 - Structures Works

Additional traffic signage is required to be placed due to the proposed works of the work site as shown in Figure 18. The signage will provide additional awareness to drivers that site access gates are limited to construction personnel only.

**Figure 18: Additional Traffic Signage around the subject site**

The gate locations along Cope Street are shown in the TGS. Each will also have the same “NO ENTRY” and “CONSTRUCTION VEHICLES EXCEPTED” signage.

## 5.8 Heavy Vehicle Manoeuvres

### 5.8.1 Stage 1 - Structures Works

During the Stage 1 closure of Cope St Heavy vehicle movements around the Stage 1 of the CTMP. Swept path analysis of a 28.5m Jinker Dual Steer was conducted for precast deliveries to the closure.

All precast deliveries for these works are via Jinker vehicles which are restricted to travel between 930pm and 5am. Trucks are then expected to arrive on site between 1130pm and 4am under traffic control in accordance with the attached TGS Plans. For any given night, a maximum of 4 Jinkers will be arriving to be unloaded and are limited to a maximum of 6 consecutive nights.

Swept path analysis has been undertaken for key precast delivery heavy vehicle movements for this project and is available in Appendix A – Swept Paths.

Swept paths shown for Jinker movements on Botany Rd turning right into Raglan St will only be utilised for Jinker movements during night shift between 11pm and 5am (i.e. not used for any other delivery or vehicle manoeuvre). RMS accredited Traffic Controllers will confirm that signals will not be operational (i.e., flashing amber) prior to implementing TGS plans for managing the delivery of jinkers via this route.

marked Stop Slow will cannot control traffic at signals, unless that the contractor

The 28.5m Jinker movements provide smooth manoeuvring through the key turning points of the subject site. A key consideration is the possible removal of roundabouts around the site.

All Heavy Vehicle movements accessing / egressing will be completed under traffic control.

Refer to Appendix A – Swept Paths for heavy vehicle manoeuvres.

## 5.9 Heavy Vehicle Haulage Routes - Stage 1

Due to the closure of Cope St, Waterloo Construction traffic will be affected with revised haulage routes requiring Heavy Vehicles to travel on surrounding streets to access site. These revised routes are as detailed below:

Scenario 1: Vehicles approaching site North Bound on Botany Rd required to enter site on Botany Rd from south bound. Proposed Route:

- Right turn on Wellington St, Left Turn on George St, Left Turn on Raglan St, Left Turn on Botany Rd and Left into site
- Once unloaded heavy vehicles will exit left from site onto Botany Rd and head South Bound on Wellington St

Scenario 2: Vehicles approaching site North Bound or South Bound on Botany Rd required to be unloaded off Wellington St or Inside wellington St Gate. Proposed Route:

- Left/Right Turn onto Wellington St, left into site (reverse) or park up on east bound parking lane.
- Once unloaded heavy vehicles will exit left from site onto Wellington St and head east bound on wellington to Elizabeth St.

**Figure 19: Heavy Haulage Routes for Stage 1**

It is noted that Wellington St, George St and Raglan St to the East of Cope St are all 3T limited roads. City of Sydney have approved these routes (refer to Appendix D – Heavy Vehicle Haulage Routes Approval (Stage 1)).

It is expected that the number of heavy vehicles per day shift and night shift will not increase from the current numbers experienced on the Waterloo Site.

## 5.10 Impacts to Traffic Control Signals

### 5.10.1 Botany Road / Raglan Street

No changes to the TCS required for Stage 1.

### 5.10.2 For Botany Road / Wellington Street

No changes to the TCS required for Stage 1.

# 6 Community Notification

## 6.1 VMS Strategy

This section provides the operational strategy for Variable Message Signs (VMS) for these works.

This section is prepared in accordance with the VMS requirements set out in Austroads Guide to Traffic Management Part 10: Traffic Control and Communication Devices Section 5 – Electronic Signs ("Austroads Guide"), and Transport for NSWs Guide to use of Portable Variable Message Signs for Temporary Traffic Management on NSW Roads.

## 6.2 VMS Locations

### 6.2.1 VMS Placement

Three VMS are to be used for these works. The locations are shown in Figure 20 below.

The precise placement of the VMS must be in accordance with the Austroads Guide, Section 5.8.

**Figure 20: VMS Locations**

### 6.2.2 VMS Specifications

- The colour of the text is to be white or yellow, with a black background
- Contrast level between 8 and 12 is to be used during daytime hours
- Automatic dimming is to be used at night in order to reduce glare.

## 6.3 VMS Details

### 6.3.1 Prior to the Works

For two weeks prior to the works and remain for two weeks post implementation, the VMS is to display two frames of information:

1. COPE ST

   DETOUR

   DD/MM

Where DD/MM is the commencement of the road closure.

In addition to the above, JHG will have Traffic Controllers on site for the first week to guide traffic to the new arrangements.

### 6.3.2 Post Works

The VMS are to be removed.

## 6.4 Other Notification

Community notification will be undertaken in accordance with Waterloo ISD Community Communications Strategy.

This will include advertising significant traffic management changes, detours, traffic disruptions and work outside any working hours contained in the Planning Approval at least 5 Business Days before any detour, disruption, work or change occurs. These advertisements must be placed in local newspapers that cover Waterloo ISD area.

# 7 Other notes

### 7.1.1 Emergency Response

The Emergency Evacuation and Response Plan for this project is available in JHG-SWL-HS-PLN-000002. Other relevant emergency plans are:

- JH-MPR-RCC-006 Crisis Management
- JH-MPR-WHS-005 First Aid & Rehabilitation Management.

Additional emergency response documentation can be found in the Project Health and Safety Management Plan Section 6.1 *Emergency Preparedness and Crisis Management.* This is to be implemented for all incidents involving construction traffic.

The proposed road closures are to be communicated to emergency services through TCG and TTLG.

The nearest emergency services are located at the following areas:

- Fire: Alexandria Fire Station – 177-187 Wyndham St, Alexandria NSW 2015
- Police: Redfern Police Station – 1 Lawson St, Redfern NSW 2016
- Public Hospital: Royal Prince Alfred – 50 Missenden Rd, Camperdown NSW 2050.

# 8 Consultation

## 8.1 TCG

The CTMP has been presented at the following TCG Meetings:

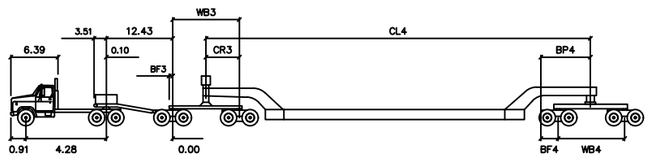
| Date | Stage 1 |
|---|---|
| 07-Dec-21 | Presented |
| 23-Nov-21 | Presented |
| 09-Nov-21 | Presented |
| 22-Oct-21 | N/A |

## 8.2 TTLG

The CTMP has been presented at the following TTLG Meetings:

| Date | Stage 1 |
|---|---|
| 25-Nov-21 | Presented |
| 27-Oct-21 | N/A |

# Appendix A – Swept Paths




Jinker 28.5m Dual Steer

| | meters | | |
|---|---|---|---|
| Tractor Width | : 2.50 | Lock to Lock Time | : 6.0 |
| Trailer Width | : WD3 | Steering Angle | : 29.3 |
| Tractor Track | : 2.50 | Articulating Angle | : 70.0 |
| Trailor Track | : 2.50 | | |

# DESIGN VEHICLE

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E: admin@bitziosconsulting.com.au
**Sydney**
Studio 203, 3 Gladstone Street, Newtown NSW 2042
P: (02) 9557 6202

REVISIONS

| Issue | Revisions/Descriptions | Drawn | Date |
|---|---|---|---|
| 001 | INITIAL SWEPT PATHS | M.H | 01.12.2021 |
| 002 | ROUTE UPDATES | M.H | 06.12.2021 |

NOTE: THIS SWEPT PATH USES A CUSTOM VEHICLE CREATED USING AUTOTURN FROM SUPPLIED DIMENSIONS. THESE TURNING MOVEMENTS ARE AN ESTIMATE ONLY AND SHOULD BE VERIFIED PRIOR TO COMMENCING JINKER OPERATIONS.

Project: WATERLOO INTEGRATED STATION TRAFFIC SERVICES

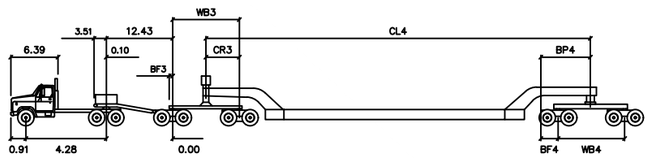
Title: BOTANY ROAD RIGHT TO WELLINGTON STREET 28.5m JINKER - DUAL STEER

| Design | Drawn | Checked |
|---|---|---|
| M.H | M.H | A.G |

NOT FOR CONSTRUCTION

Date: 15.12.2021

| Project Number | Sheet Number | Issue |
|---|---|---|
| P4586 | 1 | 003 |




Jinker 28.5m Dual Steer

| | meters | | |
|---|---|---|---|
| Tractor Width | : 2.50 | Lock to Lock Time | : 6.0 |
| Trailer Width | : WD3 | Steering Angle | : 29.3 |
| Tractor Track | : 2.50 | Articulating Angle | : 70.0 |
| Trailor Track | : 2.50 | | |

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REVISIONS

| Issue | Revisions/Descriptions | Drawn | Date |
|---|---|---|---|
| 001 | INITIAL SWEPT PATHS | M.H | 01.12.2021 |
| 002 | ROUTE UPDATES | M.H | 06.12.2021 |

NOTE: THIS SWEPT PATH USES A CUSTOM VEHICLE CREATED USING AUTOTURN FROM SUPPLIED DIMENSIONS. THESE TURNING MOVEMENTS ARE AN ESTIMATE ONLY AND SHOULD BE VERIFIED PRIOR TO COMMENCING JINKER OPERATIONS.

Project
WATERLOO INTEGRATED STATION TRAFFIC SERVICES

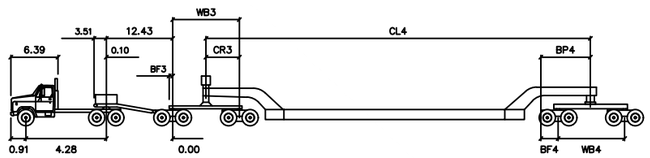
Title
WELLINGTON STREET LEFT TO COPE STREET
28.5m JINKER - DUAL STEER

| Design | Drawn | Checked |
|---|---|---|
| M.H | M.H | A.G |

NOT FOR CONSTRUCTION

Date
15.12.2021

| Project Number | Sheet Number | Issue |
|---|---|---|
| P4586 | 2 | 003 |




Jinker 28.5m Dual Steer

| | meters | | |
|---|---|---|---|
| Tractor Width | : 2.50 | Lock to Lock Time | : 6.0 |
| Trailer Width | : WD3 | Steering Angle | : 29.3 |
| Tractor Track | : 2.50 | Articulating Angle | : 70.0 |
| Trailor Track | : 2.50 | | |

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REVISIONS

| Issue | Revisions/Descriptions | Drawn | Date |
|---|---|---|---|
| 001 | INITIAL SWEPT PATHS | M.H | 01.12.2021 |
| 002 | ROUTE UPDATES | M.H | 06.12.2021 |
| 003 | REMOVE WELLINGTON STREET CONCRETE BARRIERS | M.H | 15.12.2021 |
| 004 | MINOR ROUTE UPDATES | M.H | 16.12.2021 |

NOTE: THIS SWEPT PATH USES A CUSTOM VEHICLE CREATED USING AUTOTURN FROM SUPPLIED DIMENSIONS. THESE TURNING MOVEMENTS ARE AN ESTIMATE ONLY AND SHOULD BE VERIFIED PRIOR TO COMMENCING JINKER OPERATIONS.

NOTE: FRONT JINKER STEERING DISABLED FOR THIS MOVEMENT DUE TO AUTOTURN SOFTWARE LIMITATION

Project
WATERLOO INTEGRATED STATION TRAFFIC SERVICES

Title
BOTANY ROAD - WELLINGTON STREET - COPE STREET THROUGH WORK AREA
28.5m JINKER - DUAL STEER

| Design | Drawn | Checked |
|---|---|---|
| M.H | M.H | A.G |

NOT FOR CONSTRUCTION

Date: 16.12.2021

| Project Number | Sheet Number | Issue |
|---|---|---|
| P4586 | 4 | 004 |

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REVISIONS

| Issue | Revisions/Descriptions | Drawn | Date |
|---|---|---|---|
| 001 | INITIAL SWEPT PATHS | M.H | 01.12.2021 |
| 002 | ROUTE UPDATES | M.H | 06.12.2021 |

NOTE: THIS SWEPT PATH USES A CUSTOM VEHICLE CREATED USING AUTOTURN FROM SUPPLIED DIMENSIONS. THESE TURNING MOVEMENTS ARE AN ESTIMATE ONLY AND SHOULD BE VERIFIED PRIOR TO COMMENCING JINKER OPERATIONS.

NOTE: FRONT JINKER STEERING DISABLED FOR THIS MOVEMENT DUE TO AUTOTURN SOFTWARE LIMITATION

Project
WATERLOO INTEGRATED STATION TRAFFIC SERVICES

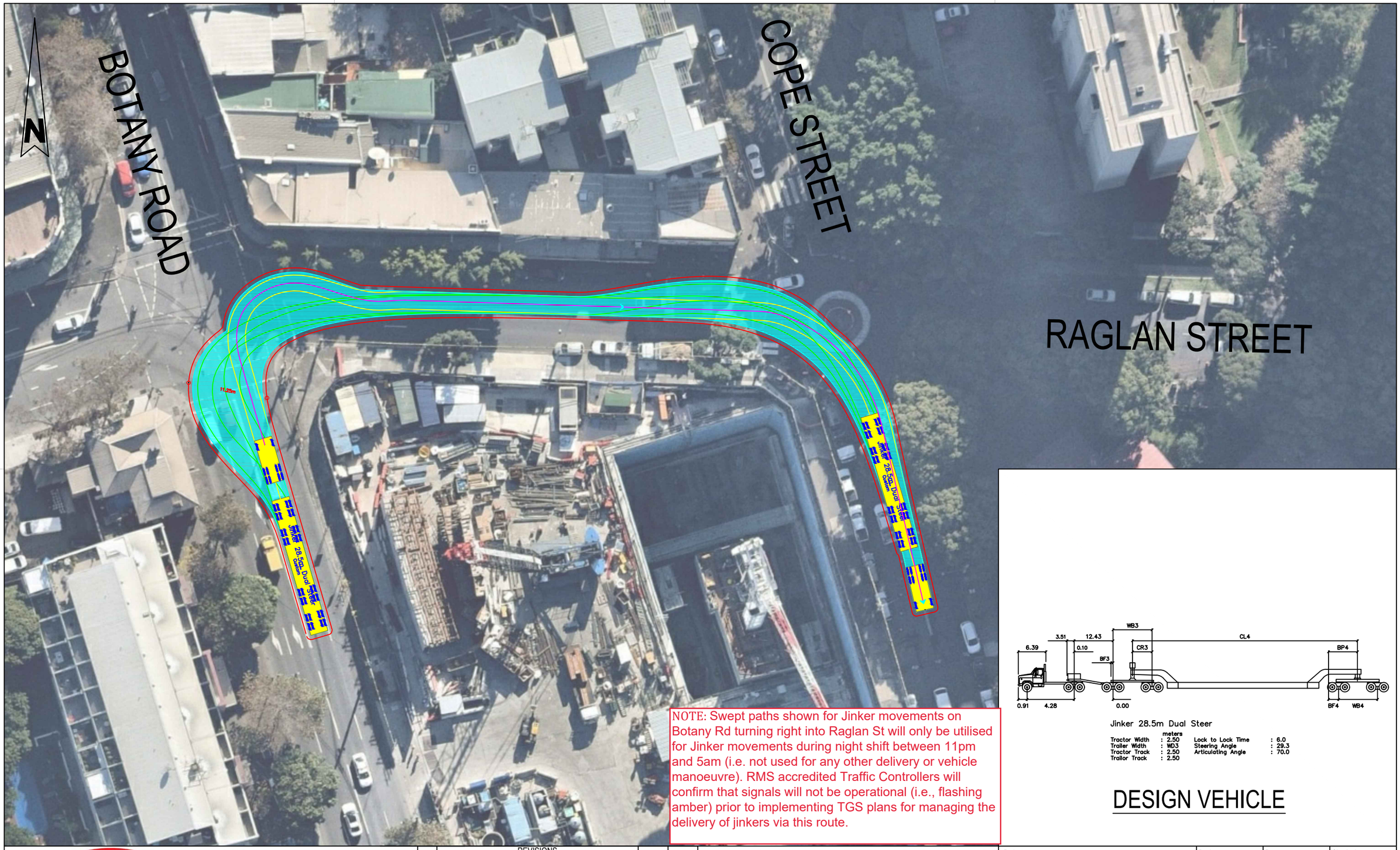
Title
COPE STREET REVERSE
28.5m JINKER - NO FRONT JINKER STEER

| Design | Drawn | Checked |
|---|---|---|
| M.H | M.H | A.G |

NOT FOR CONSTRUCTION

Date: 15.12.2021

| Project Number | Sheet Number | Issue |
|---|---|---|
| P4586 | 3 | 003 |




NOTE: Swept paths shown for Jinker movements on Botany Rd turning right into Raglan St will only be utilised for Jinker movements during night shift between 11pm and 5am (i.e. not used for any other delivery or vehicle manoeuvre). RMS accredited Traffic Controllers will confirm that signals will not be operational (i.e., flashing amber) prior to implementing TGS plans for managing the delivery of jinkers via this route.




Jinker 28.5m Dual Steer

| | meters | | |
|---|---|---|---|
| Tractor Width | : 2.50 | Lock to Lock Time | : 6.0 |
| Trailer Width | : WD3 | Steering Angle | : 29.3 |
| Tractor Track | : 2.50 | Articulating Angle | : 70.0 |
| Trailor Track | : 2.50 | | |

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REVISIONS

| Issue | Revisions/Descriptions | Drawn | Date |
|---|---|---|---|
| 001 | INITIAL SWEPT PATHS | M.H | 01.12.2021 |
| 002 | ROUTE UPDATES | M.H | 06.12.2021 |

NOTE: THIS SWEPT PATH USES A CUSTOM VEHICLE CREATED USING AUTOTURN FROM SUPPLIED DIMENSIONS. THESE TURNING MOVEMENTS ARE AN ESTIMATE ONLY AND SHOULD BE VERIFIED PRIOR TO COMMENCING JINKER OPERATIONS.

Project: WATERLOO INTEGRATED STATION TRAFFIC SERVICES

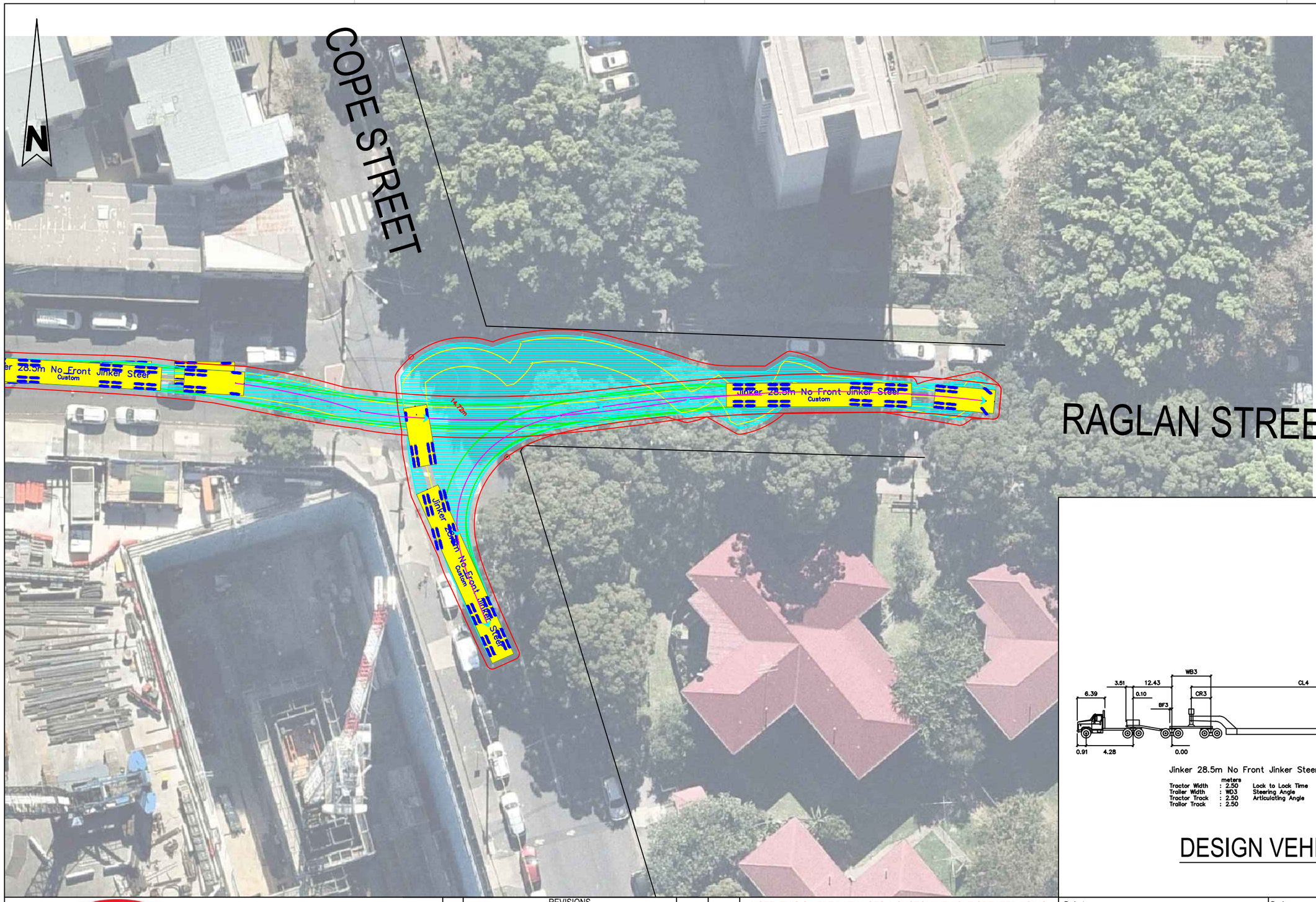
Title: BOTANY ROAD RIGHT TO RAGLAN STREET
RAGLAN STREET RIGHT TO COPE STREET
28.5m JINKER - DUAL STEER

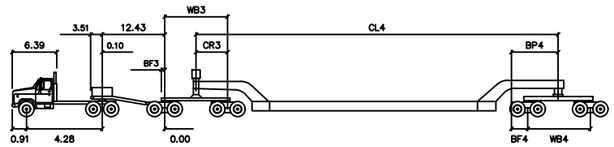
| Design | Drawn | Checked |
|---|---|---|
| M.H | M.H | A.G |

NOT FOR CONSTRUCTION

Date: 15.12.2021

| Project Number | Sheet Number | Issue |
|---|---|---|
| P4586 | 4 | 003 |




Jinker 28.5m No Front Jinker Steer

| | meters | | |
|---|---|---|---|
| Tractor Width | : 2.50 | Lock to Lock Time | : 6.0 |
| Trailer Width | : WD3 | Steering Angle | : 29.3 |
| Tractor Track | : 2.50 | Articulating Angle | : 70.0 |
| Trailor Track | : 2.50 | | |

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REVISIONS

| Issue | Revisions/Descriptions | Drawn | Date |
|---|---|---|---|
| 001 | INITIAL SWEPT PATHS | M.H | 01.12.2021 |
| 002 | ROUTE UPDATES | M.H | 06.12.2021 |

NOTE: THIS SWEPT PATH USES A CUSTOM VEHICLE CREATED USING AUTOTURN FROM SUPPLIED DIMENSIONS. THESE TURNING MOVEMENTS ARE AN ESTIMATE ONLY AND SHOULD BE VERIFIED PRIOR TO COMMENCING JINKER OPERATIONS.

NOTE: FRONT JINKER STEERING DISABLED FOR THIS MOVEMENT DUE TO AUTOTURN SOFTWARE LIMITATION

Project
WATERLOO INTEGRATED STATION TRAFFIC SERVICES

Title
RAGLAN STREET REVERSE TO COPE STREET
28.5m JINKER - DUAL STEER

| Design | Drawn | Checked |
|---|---|---|
| M.H | M.H | A.G |

NOT FOR CONSTRUCTION

Date: 15.12.2021

| Project Number | Sheet Number | Issue |
|---|---|---|
| P4586 | 5 | 003 |

# DESIGN VEHICLE


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REVISIONS

| Issue | Revisions/Descriptions | Drawn | Date |
|---|---|---|---|
| 001 | Initial Swept Paths | M.H | 16.09.2021 |
| 002 | Add Bus Swept Paths | M.H | 17.09.2021 |
| 003 | Additional Swept Path | M.H | 21.09.2021 |
| 004 | Update to New Raglan Street and Cope Street Lane Configurations | M.H | 05.10.2021 |
| 005 | Add Gate Swept Paths | M.H | 14.10.2021 |
| 006 | Add Parking Removal | M.H | 15.10.2021 |
| 007 | Update Bus Movement | M.H | 19.11.2021 |
| 008 | Update STA Bus Dimensions | M.H | 02.12.2021 |

Project
Waterloo Integrated Station Traffic Services

Title
12.5m Bus
Raglan Street left to Botany Street

| Design | Drawn | Checked |
|---|---|---|
| M.H | M.H | A.G |

NOT FOR CONSTRUCTION

Date 02.12.2021

| Project Number | Sheet Number | Issue |
|---|---|---|
| P4586 | 14 | 008 |

# Appendix B – Traffic Guidance Scheme

Traffic Guidance Scheme plans provided below are for the stage 1 closure of Cope St and will be implemented as follows:

- 00JHCS45.5 – Installation of Closure During Day Shift
- 00JHCS61 – Management of site whilst Stage 1 closure is in place (i.e. gate management).
- 00JHCS51.5 – Management of Jinker Deliveries from Botany Rd, Wellington St and forward into Closure on Cope St. Implemented on Night Shift for deliveries
- 00JHCS47.5 – Management of Jinker Deliveries from Wellington St and Reverse into Closure on Cope St. Implemented on Night Shift for deliveries
- 00JHCS50 – Management of Jinker Deliveries from Botany Rd, Raglan St and Reversing into Closure on Cope St. Implemented on Night Shift for deliveries.

# 00JHCS45.5 - Installation of Closure During Day Shift

## LEGEND:

- WORK AREA
- TRAFFIC CONTROLLER
- VEHICLE ROUTE
- ARROW BOARD
- CONTROLLED AREA


VARI GROUP

1300 008 274

Traffic@varigroup.com.au


Traffic Controllers Installation

Sign Off:

Name:

Date:

Supervisor Sign Off:

Name:

Date:

## TCP IMPLEMENTATION:

VARI GROUP DOES NOT ACCEPT LIABILITY FOR OR ENDORSE THE USE OF THE TCP UNLESS IMPLEMENTED DIRECTLY BY AN AUTHORIZED REPRESENTATIVE OF VARI GROUP, HOLDING VALID QUALIFICATIONS TO CARRY OUT SUCH WORKS.

## VEHICLE MOVEMENT PLAN:

ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLERS WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL

## RECOMMENDED TAPER LENGTH:

| APPROXIMATE SPEED OF TRAFFIC KM/H | TRAFFIC CONTROL AT BEGINNING OF TAPER | LATERAL SHIFT TAPER | MERGE TAPER |
|---|---|---|---|
| *45 OR LESS* | 15 | 0 | 15 |
| *46 - 55* | 15 | 15 | 30 |
| *56 - 65* | 30 | 30 | 60 |
| *66 - 75* | N/A | 70 | 115 |
| *76 - 85* | N/A | 80 | 130 |
| *86 - 95* | N/A | 90 | 145 |
| *96 - 105* | N/A | 100 | 160 |
| *> 105* | N/A | 110 | 180 |

## TOLERANCES:

POSITIONING OF SIGNS MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN SPACING OF DELINEATING DEVICES MAXIMUM 10% MORE THAN THE SPACING GIVEN NO MINIMUM.

## LANE WIDTHS:

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE).

## QUEUE MANAGEMENT PLAN:

AT ALL TIMES DURING THE COURSE OF THE WORK, TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCED WARDING SIGNS .

N W E S

| DIMENSON "D" | | |
|---|---|---|
| SPEED OF TRAFFIC KM/H | DIMINESON D=M AS.1742.3 | TC@WS |
| *45 OR LESS* | 15m | 15m |
| *46 - 55* | 15m | 50m |
| *56 - 65* | 45m | 60m |
| *GREATER THAN 65 KM/H* | EQUAL TO POSTED SPEED | |

## GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AUSTRALIAN STANDARD 1742.3 TCAWS 2010.
2. ALL SIGNS, LIGHTS, BARRICADES, ETC. SHALL BE ERECTED IN ACCORDANCE WITH AS 1742.3 TCAWS 2010.
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED S.O. SPEED SIGNS SHALL BE TO THE TEMPORARY SPEED ZONE.
4. ALL TRAFFIC CONTROL DEVICES COMPLY WITH AS 1742.2 & TCAWS 2010
5. BARICADING WITH TCAWS 2010 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIAN WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE WORKSITE.
7. REMOVAL OF TRAFFIC CONTROL DEVICES AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

ADDITIONAL TRAFFIC CONTROLLER FOR BREAKS

## Notes Road Closure Installation:

(All SURROUNDINGS IMPACTED BY OUR WORKS)

Emergency Vehicles To Have Priority At All Times And Not To Be Impacted By The Works Proposed.

Pedestrians To Be Prioritised At All Times.

All Signs To Be Placed As Per Dimension "D"

Pedestrian Redirection Implemented (Towards Adjacent Footpath).

RMS Accredited Traffic Controllers To Implement Stop Slow To Only Allow Residential Car Access Only Via Cope St.

Parking Impact:

North Side of Wellington: X5 unpaid restricted parking
East Side Of Cope St: X10 unpaid parking & X2 Bus Stops
West Side Of Cope St: X15 unpaid parking

Manitou Forklift To Install Barriers & Gates From Within Work Zone.

RMA Accredited Traffic Controllers To Only Stop Traffic When Required.

Scopes Of Works:

Stop Slow Implemented Corner Of Wellington St & Cope St,
1.2m Allowance Implemented For Pedestrians At All Times,
Parking Prevention Implemented Pre Work Setup,
Pedestrian Redirection Implemented,
Road Closure Implemented Cope St,
Detour Route Implemented,
Kerb Lane Take Out Wellington St,
Traffic Conditions Changed Via Wellington St & Cope St,
Signage Install Implemented.

| | | | |
|---|---|---|---|
| CLIENT: | Date Initiated: | RCL Required: | TBC |
| ROAD NAME: | Cope St | RCL Number: | TBC |
| SUBURB: | Waterloo | RCL Classification: | Council Initiated Scoped |
| TCs REQUIRED: | 5 | Speed Reduction: | N/A |
| Vehicles Required: | 2 | N.C.R: | Wellington St |
| Tenn: | Short | Date Prepared: 29/11/2021 | Prepared by: Daneli Marzeti |
| Speed Limit: | 40km/h | Date Revised:17/12/21 | License: 00022022601 |
| Travelled Path: | Past | suggest recommend supplier use TCP plan | Propose a Work Zone Traffic Management Plan |
| Operation: | Road Closure Install | APPROVED | Daniel Marzeti |
| Road Type: | 2 Lane 2 Way | Date Approved:17/12/21 | Plan Ref #:00JHCS45.5 |

VARI GROUP

JOHN HOLLAND

Waterloo Integrated Station Development

A Joint Venture Project

JOHN HOLLAND mirvac

00JHCS61 - Management of site whilst Stage 1 closure is in place (i.e. gate management).

www.invarion.com

## LEGEND:

- WORK AREA
- TRAFFIC CONTROLLER
- VEHICLE ROUTE
- ARROW BOARD
- CONTROLLED AREA


VARI GROUP

1300 008 274

Traffic@varigroup.com.au


Traffic Controllers Installation
Sign Off:
Name:
Date:
Supervisor Sign Off:
Name:
Date:

## TCP IMPLEMENTATION:

VARI GROUP DOES NOT ACCEPT LIABILITY FOR OR ENDORSE THE USE OF THE TCP UNLESS IMPLEMENTED DIRECTLY BY AN AUTHORIZED REPRESENTATIVE OF VARI GROUP, HOLDING VALID QUALIFICATIONS TO CARRY OUT SUCH WORKS.

## VEHICLE MOVEMENT PLAN:

ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLERS WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL

## RECOMMENDED TAPER LENGTH:

| APPROXIMATE SPEED OF TRAFFIC KM/H | TRAFFIC CONTROL AT BEGINNING OF TAPER | LATERAL SHIFT TAPER | MERGE TAPER |
|---|---|---|---|
| 45 OR LESS | 15 | 0 | 15 |
| 46 - 55 | 15 | 15 | 30 |
| 56 - 65 | 30 | 30 | 60 |
| 66 - 75 | N/A | 70 | 115 |
| 76 - 85 | N/A | 80 | 130 |
| 86 - 95 | N/A | 90 | 145 |
| 96 - 105 | N/A | 100 | 160 |
| > 105 | N/A | 110 | 180 |

## TOLERANCES:

POSITIONING OF SIGNS MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN SPACING OF DELINEATING DEVICES MAXIMUM 10% MORE THAN THE SPACING GIVEN NO MINIMUM.

## LANE WIDTHS:

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE).

## QUEUE MANAGEMENT PLAN:

AT ALL TIMES DURING THE COURSE OF THE WORK, TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCED WARDING SIGNS .

## DIMENSON "D"

| SPEED OF TRAFFIC KM/H | DIMINESON D=M AS.1742.3 | TC@WS |
|---|---|---|
| 45 OR LESS | 15m | 15m |
| 46 - 55 | 15m | 50m |
| 56 - 65 | 45m | 60m |
| GREATER THAN 65 KM/H | EQUAL TO POSTED SPEED | |

## GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS/NZS 3.6 TCAWS 2010.
2. ALL SIGNS TO BE PLACED AS PER AS/NZS 3.6 TCAWS 2010 UNLESS OTHERWISE STATED.
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED S.O. SPACES SIGNS DUE TO THE TEMPORARY SPEED ZONE.
4. ALL SIGNS TO BE PLACED AS CLOSE TO COMPLY WITH AS 1742.2 & TCAWS 2010
5. RAILS CROSSING WITH TCAWS 2010 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIAN WITH MOVEMENT THROUGH & ACROSS THE WORKSITE.
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE WORKSITE.
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

## ADDITIONAL TRAFFIC CONTROLLER FOR BREAKS

| | | | |
|---|---|---|---|
| CLIENT: | Date Issued: | RCL Required: | TBC |
| ROAD NAME: | Issue No: | RCL Number: | TBC |
| SUBURB: | Waterloo | RCL Classification: | Transport Institute Review |
| TCs REQUIRED: | 3 | Speed Reduction: | N/A |
| Vehicles Required: | 2 | N.C.R: | Wellington St |
| Tacs: | Short | Date Prepared: 16/12/21 | Prepared by: Daneli Marzetti |
| Speed Limit: | 40km/h | Date Revised:17/12/21 | License: 00DDZA2001 |
| Travelled Path: | Fast | Suggest RMS/Council Auditor use TCP app | Prepare a Work Zone Traffic Management Plan |
| Operation: | Stationary Mobile | APPROVED | Daniel Marzetti |
| Road Type: | 2 Lane 2 Way | Date Approved:17/12/21 | Plan Ref #:00JHCS61 |

VARI GROUP

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Waterloo Integrated Station Development

A Joint Venture Project

JOHN HOLLAND mirvac

# 00JHCS51.5 - Management of Jinker Deliveries from Botany Rd, Wellington St and forward into Closure on Cope St. Implemented on Night Shift for deliveries

www.invarion.com

## LEGEND:

- WORK AREA
- TRAFFIC CONTROLLER
- PUBLIC VEHICLE ROUTE
- ARROW BOARD
- CONTROLLED AREA


VARI GROUP
1300 008 274
Traffic@varigroup.com.au


**Traffic Controller's Installation**
**Sign Off:**
**Name:**
**Date:**
**Supervisor Sign Off:**
**Name:**
**Date:**

## TCP IMPLEMENTATION:

VARI GROUP DOES NOT ACCEPT LIABILITY FOR OR ENDORSE THE USE OF THE TCP UNLESS IMPLEMENTED DIRECTLY BY AN AUTHORIZED REPRESENTATIVE OF VARI GROUP, HOLDING VALID QUALIFICATIONS TO CARRY OUT SUCH WORKS.

## VEHICLE MOVEMENT PLAN:

ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLERS WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL.

## RECOMMENDED TAPER LENGTH:

| APPROXIMATE SPEED OF TRAFFIC KM/H | TRAFFIC CONTROL AT BEGINNING OF TAPER | LATERAL SHIFT TAPER | MERGE TAPER |
|---|---|---|---|
| *45 OR LESS* | 15 | 0 | 15 |
| *46 - 55* | 15 | 15 | 30 |
| *56 - 65* | 30 | 30 | 60 |
| *66 - 75* | N/A | 70 | 115 |
| *76 - 85* | N/A | 80 | 130 |
| *86 - 95* | N/A | 90 | 145 |
| *96 - 105* | N/A | 100 | 160 |
| *> 105* | N/A | 110 | 180 |

## TOLERANCES:

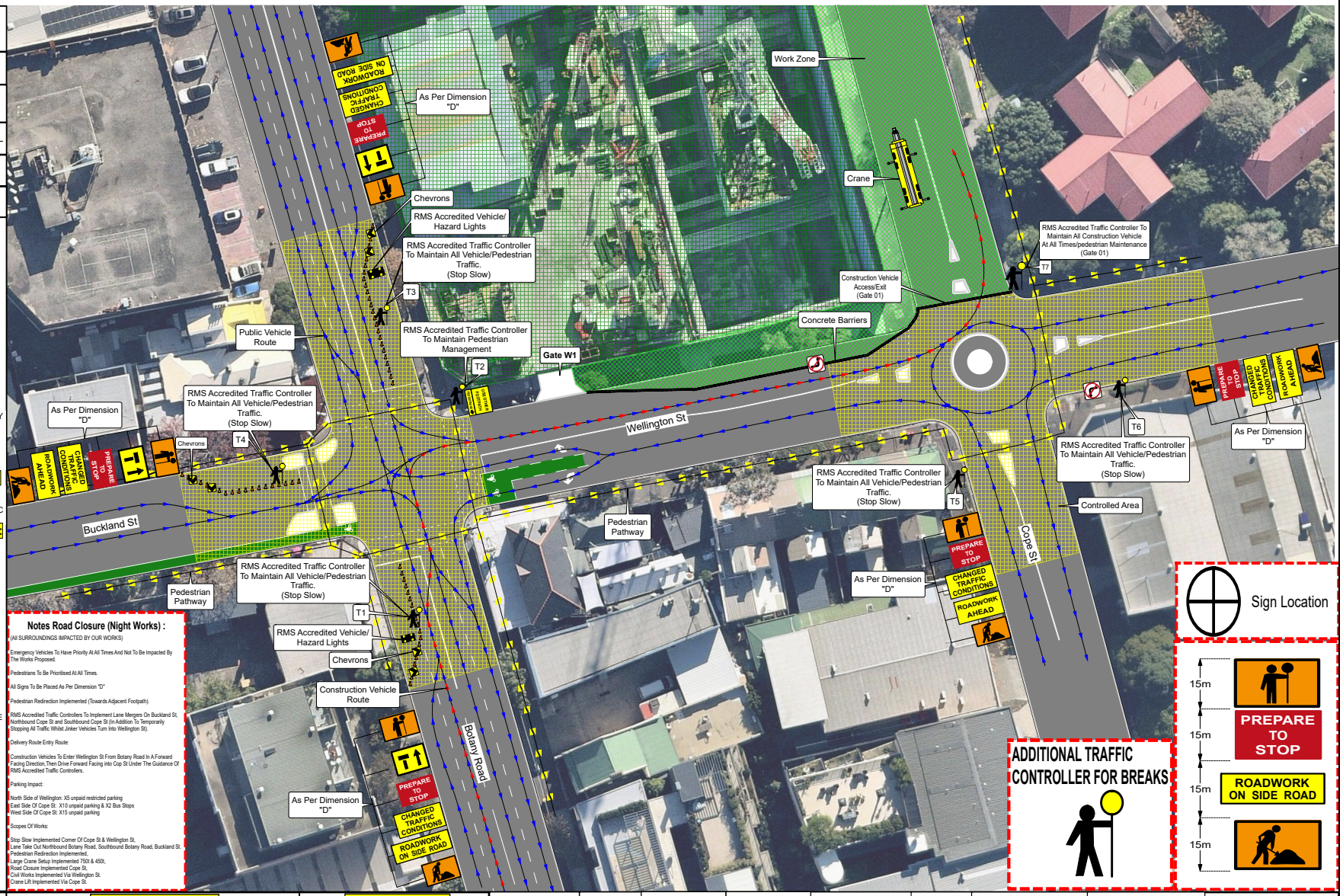
POSITIONING OF SIGNS MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN SPACING OF DELINEATING DEVICES MAXIMUM 10% MORE THAN THE SPACING GIVEN NO MINUMUM.

## LANE WIDTHS:

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE).

## QUEUE MANAGEMENT PLAN:

AT ALL TIMES DURING THE COURSE OF THE WORK, TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCED WARDING SIGNS .




### Notes Road Closure (Night Works) :

(All SURROUNDINGS IMPACTED BY OUR WORKS)

Emergency Vehicles To Have Priority At All Times And Not To Be Impacted By The Works Proposed.

Pedestrians To Be Prioritised At All Times.

All Signs To Be Placed As Per Dimension "D"

Pedestrian Redirection Implemented (Towards Adjacent Footpath).

RMS Accredited Traffic Controllers To Implement Lane Mergers On Buckland St, Northbound Cope St and Southbound Cope St (In Addition To Temporarily Stopping All Traffic Whilst Jinker Vehicles Turn Into Wellington St).

Delivery Route Entry Route:

Construction Vehicles To Enter Wellington St From Botany Road In A Forward Facing Direction, Then Drive Forward Facing into Cop St Under The Guidance Of RMS Accredited Traffic Controllers.

Parking Impact:

North Side of Wellington: X5 unpaid restricted parking
East Side Of Cope St: X10 unpaid parking & X2 Bus Stops
West Side Of Cope St: X15 unpaid parking

Scopes Of Works:

Stop Slow Implemented Corner Of Cope St & Wellington St,
Lane Take Out Northbound Botany Road, Southbound Botany Road, Buckland St,
Pedestrian Redirection Implemented,
Large Crane Setup Implemented 750t & 450t,
Road Closure Implemented Cope St,
Civil Works Implemented Via Wellington St.
Crane Lift Implemented Via Cope St.

## GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3 & TCAWS 2010
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ CONJUNCTION WITH THE TCAWS 2010.
3. NON APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G. SPEEDS SIGNS DUE TO THE TEMPORARY SPEED ZONE.
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAWS 2010
5. IN ACCORDANCE WITH TCAWS 2010 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

## DIMENSON "D"

| DIMENSON "D" | | |
|---|---|---|
| SPEED OF TRAFFIC KM/H | DIMINESON D=M | |
| | AS.1742.3 | TC@WS |
| *45 OR LESS* | 15m | 15m |
| *46 - 55* | 15m | 50m |
| *56 - 65* | 45m | 60m |
| *GREATER THAN 65 KM/H* | EQUAL TO POSTED SPEED | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CLIENT: | John Holland | Term: | Short | ROL Required: | TBC | Date Prepared: 23/07/21 | DESIGNED BY Daneil Marzetti |
| ROAD NAME: | Wellington St | Speed Limit: | 50km/h | ROL Number: | TBC | Date Revised: 15/12/21 | License #0052242601 |
| SUBURB: | Waterloo | Travelled Path | Past | ROL Classification: | Council Rd/RMS | TC@WS REFERENCE: BASED ON TCP #92 | Prepare a Work Zone Traffic Management Plan |
| T/Cs REQUIRED: | 7 | Operation: | Deliveries | Speed Reduction: | N/A | APPROVED | Daneil Marzetti |
| Vehicles Required: | 3 | Road Type: | 2 Lane 2 Way | N,C,S: | Cope St | Date Approved:15/12/21 | Plan Ref #:00JHW51.5 |

JOHN HOLLAND

# 00JHCS47.5 - Management of Jinker Deliveries from Wellington St and Reverse into Closure on Cope St. Implemented on Night Shift for deliveries

www.invarion.com

## LEGEND:

- WORK AREA
- TRAFFIC CONTROLLER
- VEHICLE ROUTE
- ARROW BOARD
- CONTROLLED AREA


VARI GROUP

1300 008 274

Traffic@varigroup.com.au


Traffic Controllers Installation

Sign Off:

Name:

Date:

Supervisor Sign Off:

Name:

Date:

## TCP IMPLEMENTATION:

VARI GROUP DOES NOT ACCEPT LIABILITY FOR OR ENDORSE THE USE OF THE TCP UNLESS IMPLEMENTED DIRECTLY BY AN AUTHORIZED REPRESENTATIVE OF VARI GROUP, HOLDING VALID QUALIFICATIONS TO CARRY OUT SUCH WORKS.

## VEHICLE MOVEMENT PLAN:

ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLERS WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL

## RECOMMENDED TAPER LENGTH:

| APPROXIMATE SPEED OF TRAFFIC KM/H | TRAFFIC CONTROL AT BEGINNING OF TAPER | LATERAL SHIFT TAPER | MERGE TAPER |
|---|---|---|---|
| 45 OR LESS | 15 | 0 | 15 |
| 46 - 55 | 15 | 15 | 30 |
| 56 - 65 | 30 | 30 | 60 |
| 66 - 75 | N/A | 70 | 115 |
| 76 - 85 | N/A | 80 | 130 |
| 86 - 95 | N/A | 90 | 145 |
| 96 - 105 | N/A | 100 | 160 |
| > 105 | N/A | 110 | 180 |

## TOLERANCES:

POSITIONING OF SIGNS MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN SPACING OF DELINEATING DEVICES MAXIMUM 10% MORE THAN THE SPACING GIVEN NO MINIMUM.

## LANE WIDTHS:

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE).

## QUEUE MANAGEMENT PLAN:

AT ALL TIMES DURING THE COURSE OF THE WORK, TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCED WARDING SIGNS .

N W E S

## DIMENSION "D"

| SPEED OF TRAFFIC KM/H | DIMINESON D=M AS.1742.3 TC@WS | |
|---|---|---|
| 45 OR LESS | 15m | 15m |
| 46 - 55 | 15m | 50m |
| 56 - 65 | 45m | 60m |
| GREATER THAN 65 KM/H | EQUAL TO POSTED SPEED | |

## GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN ACCORDANCE WITH AS 1742.3 TC@WS 2012
2. ALL TRAFFIC CONTROL DRAWINGS TO BE READ CONJUNCTIONALLY WITH THE TCAMS (2012)
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED U.O. SPEEDS WHERE SUCH THE TEMPORARY SPEED ZONE.
4. ALL SIGNS TO BE PLACED TO COMPLY WITH AS 1742.3 & TCAMS 2010
5. IN ACCORDANCE WITH TCAMS 2012 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
6. SIGNS TO BE PLACED ON THE SIDE OF THE ROAD RELEVANT TO THE DIRECTION.
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROCEEDING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

## ADDITIONAL TRAFFIC CONTROLLER FOR BREAKS

## Notes Road Closure :

(All SURROUNDINGS IMPACTED BY OUR WORKS)

Emergency Vehicles To Have Priority At All Times And Not To Be Impacted By The Works Proposed.

Pedestrians To Be Prioritised At All Times.

All Signs To Be Placed As Per Dimension "D"

Pedestrian Redirection Implemented (Towards Adjacent Footpath).

RMS Accredited Traffic Controllers To Implement Stop Slow Measures North of Cope St This Will Provide Safe Access In And Out For Residents. Residents Access Permitted Under Supervision Of RMS Accredited Traffic Controller To Exit Cope Street.

Delivery Route Entry Route:

General Construction Vehicles To Enter Wellington St In A Forward Facing Direction,Then Enter Into Cop St Under The Guidance Of RMS Accredited Traffic Controllers.

Exit Route:

General Construction Vehicles To Exit Cope St In A Forward Facing Direction Northbound, Then Turn Left Into Raglan St.

Parking Impact:

North Side of Wellington: X5 unpaid restricted parking
East Side Of Cope St: X10 unpaid parking & X2 Bus Stops
West Side Of Cope St: X15 unpaid parking

Scopes Of Works:

Entry/Exit Cope St Implemented,
Pedestrian Redirection Implemented,
Road Closure Implemented Cope St,
Civil Works Implemented Via Wellington St & Raglan St.

| | | | |
|---|---|---|---|
| CLIENT: | Waste Contractor | ROL Required: | TBC |
| ROAD NAME: | Cope St | ROL Number: | TBC |
| SUBURB: | Waterloo | ROL Classification: | Council Authorised Person |
| TCs REQUIRED: | 3 | Speed Reduction: | N/A |
| Vehicles Required: | 2 | N.C.R: | Wellington St |
| Term: | Short | Date Prepared: 18/12/21 | Prepared by: Daniel Marzeti |
| Speed Limit: | 40km/h | Date Revised:17/12/21 | Licence: 4002/22/2801 |
| Travelled Path: | Past | Traffic Management Plan Number: | Design & Work Zone Traffic Management Plan |
| Operation: | Delivery Route | APPROVED | Daniel Marzeti |
| Road Type: | 2 Lane 2 Way | Date Approved:17/12/21 | Plan Ref:#00JHCS47.5 |

VARI GROUP

JOHN HOLLAND

Waterloo Integrated Station Development

A Joint Venture Project

JOHN HOLLAND mirvac

# 00JHCS50 - Management of Jinker Deliveries from Botany Rd, Raglan St and Reversing into Closure on Cope St. Implemented on Night Shift for deliveries.

www.invarion.com

## LEGEND:

- WORK AREA
- TRAFFIC CONTROLLER
- PUBLIC VEHICLE ROUTE
- ARROW BOARD
- CONTROLLED AREA


VARI GROUP
1300 008 274
Traffic@varigroup.com.au


**Traffic Controllers Installation**
**Sign Off:**
**Name:**
**Date:**
**Supervisor Sign Off:**
**Name:**
**Date:**

## TCP IMPLEMENTATION:

VARI GROUP DOES NOT ACCEPT LIABILITY FOR OR ENDORSE THE USE OF THE TCP UNLESS IMPLEMENTED DIRECTLY BY AN AUTHORIZED REPRESENTATIVE OF VARI GROUP, HOLDING VALID QUALIFICATIONS TO CARRY OUT SUCH WORKS.

## VEHICLE MOVEMENT PLAN:

ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLERS WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL.

## RECOMMENDED TAPER LENGTH:

| APPROXIMATE SPEED OF TRAFFIC KM/H | TRAFFIC CONTROL AT BEGINNING OF TAPER | LATERAL SHIFT TAPER | MERGE TAPER |
|---|---|---|---|
| *45 OR LESS* | 15 | 0 | 15 |
| *46 - 55* | 15 | 15 | 30 |
| *56 - 65* | 30 | 30 | 60 |
| *66 - 75* | N/A | 70 | 115 |
| *76 - 85* | N/A | 80 | 130 |
| *86 - 95* | N/A | 90 | 145 |
| *96 - 105* | N/A | 100 | 160 |
| *> 105* | N/A | 110 | 180 |

## TOLERANCES:

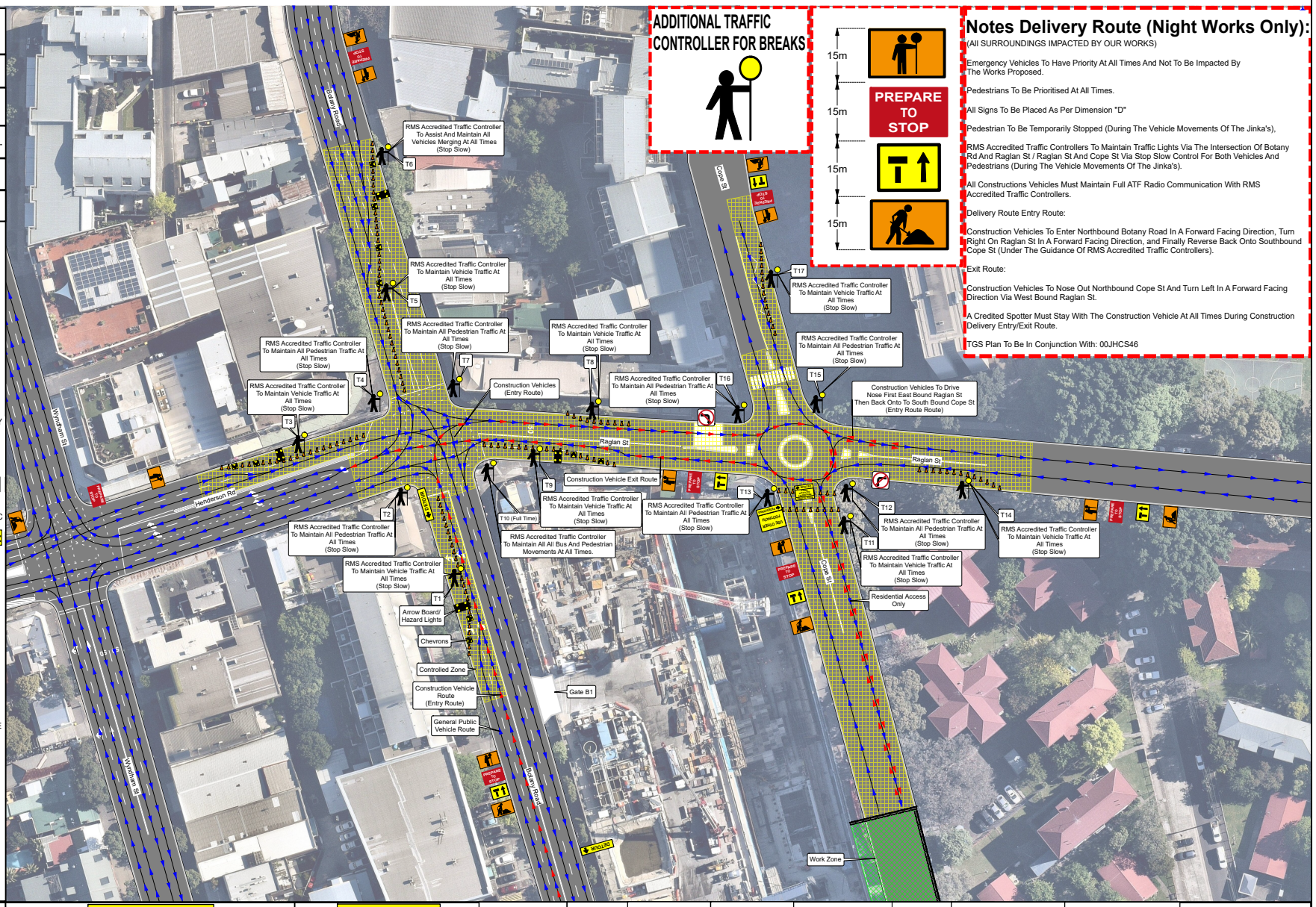
POSITIONING OF SIGNS MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN SPACING OF DELINEATING DEVICES MAXIMUM 10% MORE THAN THE SPACING GIVEN NO MINUMUM.

## LANE WIDTHS:

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE).

## QUEUE MANAGEMENT PLAN:

AT ALL TIMES DURING THE COURSE OF THE WORK, TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCED WARDING SIGNS .




## Notes Delivery Route (Night Works Only):

(All SURROUNDINGS IMPACTED BY OUR WORKS)

Emergency Vehicles To Have Priority At All Times And Not To Be Impacted By The Works Proposed.

Pedestrians To Be Prioritised At All Times.

All Signs To Be Placed As Per Dimension "D"

Pedestrian To Be Temporarily Stopped (During The Vehicle Movements Of The Jinka's),

RMS Accredited Traffic Controllers To Maintain Traffic Lights Via The Intersection Of Botany Rd And Raglan St / Raglan St And Cope St Via Stop Slow Control For Both Vehicles And Pedestrians (During The Vehicle Movements Of The Jinka's).

All Constructions Vehicles Must Maintain Full ATF Radio Communication With RMS Accredited Traffic Controllers.

Delivery Route Entry Route:

Construction Vehicles To Enter Northbound Botany Road In A Forward Facing Direction, Turn Right On Raglan St In A Forward Facing Direction, and Finally Reverse Back Onto Southbound Cope St (Under The Guidance Of RMS Accredited Traffic Controllers).

Exit Route:

Construction Vehicles To Nose Out Northbound Cope St And Turn Left In A Forward Facing Direction Via West Bound Raglan St.

A Credited Spotter Must Stay With The Construction Vehicle At All Times During Construction Delivery Entry/Exit Route.

TGS Plan To Be In Conjunction With: 00JHCS46

N W E S

## GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3 & TCAWS 2010
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ CONJUNCTION WITH THE TCAWS 2010.
3. NON APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G. SPEEDS SIGNS DUE TO THE TEMPORARY SPEED ZONE.
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAWS 2010
5. IN ACCORDANCE WITH TCAWS 2010 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

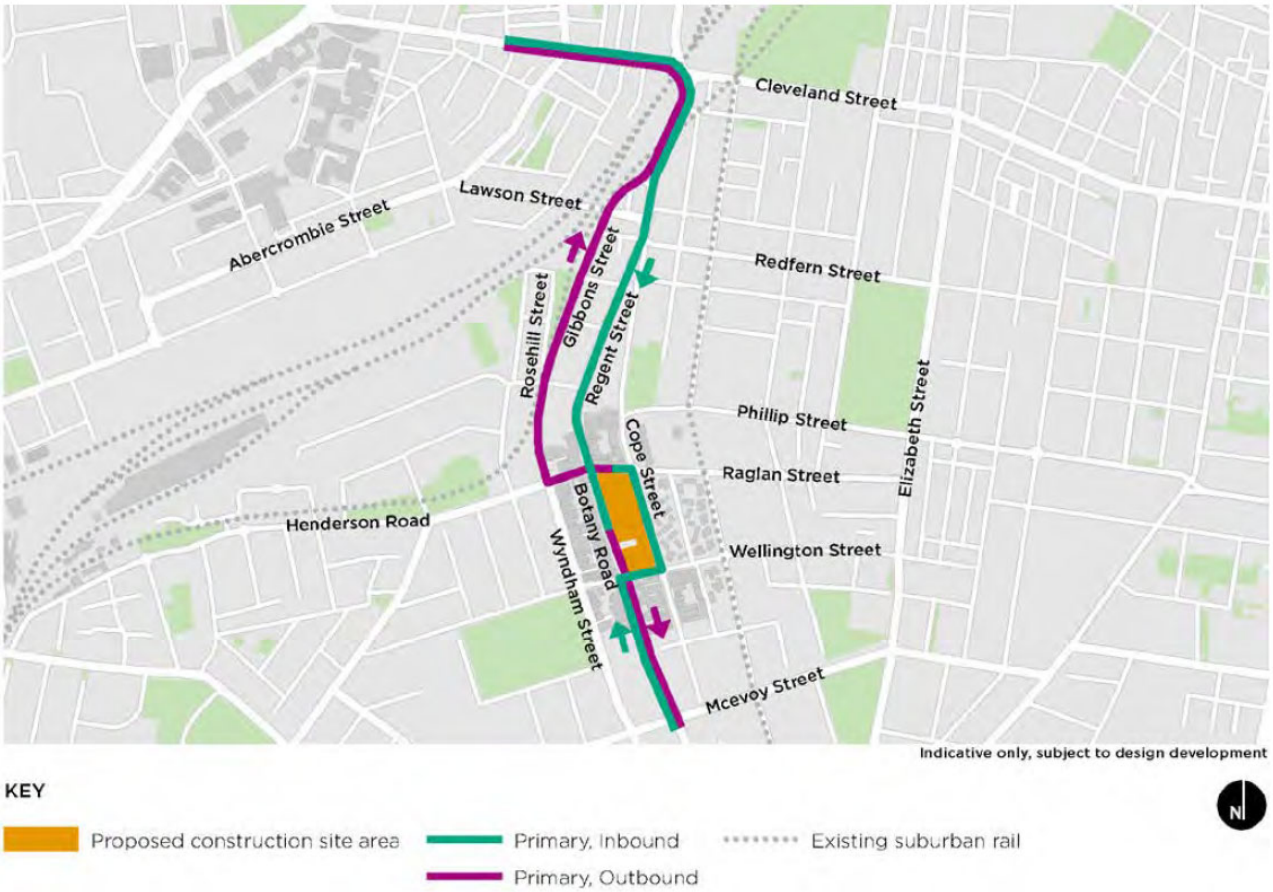
## DIMENSON "D"

| DIMENSON "D" | | |
|---|---|---|
| SPEED OF TRAFFIC KM/H | DIMINESON D=M | |
| | AS.1742.3 | TC@WS |
| *45 OR LESS* | 15m | 15m |
| *46 - 55* | 15m | 50m |
| *56 - 65* | 45m | 60m |
| *GREATER THAN 65 KM/H* | EQUAL TO POSTED SPEED | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CLIENT: | John Holland | Term: | Short | ROL Required: | TBC | Date Prepared: 23/07/21 | DESIGNED BY Daneil Marzetti |
| ROAD NAME: | Wellington St | Speed Limit: | 50km/h | ROL Number: | TBC | Date Revised: 17/12/21 | License #0052242601 |
| SUBURB: | Waterloo | Travelled Path | Past | ROL Classification: | Council Rd/RMS | TC@WS REFERENCE: BASED ON TCP #92 | Prepare a Work Zone Traffic Management Plan |
| T/Cs REQUIRED: | 7 | Operation: | Deliveries | Speed Reduction: | N/A | APPROVED | Daneil Marzetti |
| Vehicles Required: | 3 | Road Type: | 2 Lane 2 Way | N,C,S: | Cope St | Date Approved:17/12/21 | Plan Ref #:00JHW51.5 |

JOHN HOLLAND

# Appendix C – Haulage Routes




Source: Chatswood to Sydenham Environmental Impact Statement May 2016 Technical Paper 1: Traffic and Transport

# Appendix D – Heavy Vehicle Haulage Routes Approval (Stage 1)

## Matthew Kerry-JHG

**From:** Joshua Faull <jfaull@cityofsydney.nsw.gov.au>
**Sent:** Wednesday, 1 December 2021 3:31 PM
**To:** Matthew Kerry-JHG
**Cc:** Sally Reynolds-JHG; Baria Mahdy-JHG; Julian Paul-JHG; Nathaniel Lasky-JHG
**Subject:** RE: Cope St Closure - Revised Haulage Routes

Hi Matt,

Any vehicle over 3t can use a 3t load limited street as long as it has a delivery too that street or needs to use that street to access a property for a delivery.

Joshua Faull
Construction Liaison Coordinator
Construction & Building Certification Services

CITY OF SYDNEY

Telephone: +612 9265 9767
Mobile: +61 448 488 384
cityofsydney.nsw.gov.au

The City of Sydney acknowledges the Gadigal of the Eora Nation as the Traditional Custodians of our local area.

---

**From:** Matthew Kerry-JHG <Matthew.Kerry@jhg.com.au>
**Sent:** Wednesday, 1 December 2021 3:27 PM
**To:** Joshua Faull <jfaull@cityofsydney.nsw.gov.au>
**Cc:** Sally Reynolds-JHG <Sally.Reynolds@jhg.com.au>; Baria Mahdy-JHG <Baria.Mahdy@jhg.com.au>; Julian Paul-JHG <Julian.Paul@jhg.com.au>; Nathaniel Lasky-JHG <Nathaniel.Lasky@jhg.com.au>
**Subject:** RE: Cope St Closure - Revised Haulage Routes

Josh,

Thanks for the below response. Can you please confirm the following:

- Does the below no objection apply to John Holland Heavy Vehicles (>3T) using the proposed routes.
- Noting the above is there any requirements for John Holland to implement to allow heavy vehicles to use these routes. John Holland note existing 3T limited signage is in place on Wellington St.

Regards,

**Matthew Kerry**
Site Engineer
Waterloo Station

Waterloo Integrated Station Development
A Joint Venture Project
JOHN HOLLAND mirvac

Level 10, 54 Park Street
Sydney NSW 2000
**M.** +61 429 163 644
**E.** Matthew.Kerry@jhg.com.au
**W.** johnholland.com.au

**From:** Joshua Faull <jfaull@cityofsydney.nsw.gov.au>
**Sent:** Wednesday, 1 December 2021 3:16 PM
**To:** Matthew Kerry-JHG <Matthew.Kerry@jhg.com.au>
**Cc:** Sally Reynolds-JHG <Sally.Reynolds@jhg.com.au>; Baria Mahdy-JHG <Baria.Mahdy@jhg.com.au>; Julian Paul-JHG <Julian.Paul@jhg.com.au>; Nathaniel Lasky-JHG <Nathaniel.Lasky@jhg.com.au>
**Subject:** FW: Cope St Closure - Revised Haulage Routes

Hi Matt,

See below no objection to the proposed short term change in haulage routes.

Joshua Faull
Construction Liaison Coordinator
Construction & Building Certification Services

CITY OF SYDNEY

Telephone: +612 9265 9767
Mobile: +61 448 488 384
cityofsydney.nsw.gov.au

The City of Sydney acknowledges the Gadigal of the Eora Nation as the Traditional Custodians of our local area.

**From:** Joseph Gomes <jgomes@cityofsydney.nsw.gov.au>
**Sent:** Wednesday, 1 December 2021 3:10 PM
**To:** Joshua Faull <jfaull@cityofsydney.nsw.gov.au>
**Subject:** RE: Cope St Closure - Revised Haulage Routes

Just to confirm our discussion – this is okay

**From:** Joshua Faull <jfaull@cityofsydney.nsw.gov.au>
**Sent:** Wednesday, 1 December 2021 1:14 PM
**To:** Joseph Gomes <jgomes@cityofsydney.nsw.gov.au>
**Cc:** Ganesh Vengadasalam <GVengadasalam@cityofsydney.nsw.gov.au>
**Subject:** FW: Cope St Closure - Revised Haulage Routes

Hi Joe,

See below and attached, Sydney Metro will have Cope St closed for around 6 weeks, during that time they will need to temporarily change their route from Wellington St to the Botany Rd gate. Are you okay for the short period?

Joshua Faull
Construction Liaison Coordinator
Construction & Building Certification Services

CITY OF SYDNEY

Telephone: +612 9265 9767
Mobile: +61 448 488 384
cityofsydney.nsw.gov.au

The City of Sydney acknowledges the Gadigal of the Eora Nation as the Traditional Custodians of our local area.

**From:** Matthew Kerry-JHG <Matthew.Kerry@jhg.com.au>
**Sent:** Wednesday, 1 December 2021 8:46 AM
**To:** Joshua Faull <jfaull@cityofsydney.nsw.gov.au>
**Cc:** Sally Reynolds-JHG <Sally.Reynolds@jhg.com.au>; Baria Mahdy-JHG <Baria.Mahdy@jhg.com.au>; Julian Paul-JHG <Julian.Paul@jhg.com.au>; Nathaniel Lasky-JHG <Nathaniel.Lasky@jhg.com.au>
**Subject:** Cope St Closure - Revised Haulage Routes

Josh,

As discussed last week, John Holland wish to obtain approval to alter our haulage route around site whilst the Cope St closure is in place. As such, the below haulage routes for the Waterloo Project are proposed for heavy vehicles for City of Sydney Approval.

- Scenario 1: Vehicles approaching site North Bound on Botany Rd required to enter site on Botany Rd from south bound.
    - Proposed Route
        - Right turn on Wellington St, Left Turn on George St, Left Turn on Raglan St, Left Turn on Botany Rd and Left into site
        - Once unloaded heavy vehicles will exit left from site onto Botany Rd and head South Bound on Wellington St
- Scenario 2: Vehicles approaching site North Bound or South Bound on Botany Rd required to be unloaded off Wellington St or Inside wellington St Gate
    - Proposed Route

- Left/Right Turn onto Wellington St, left into site (reverse) or park up on east bound parking lane.
- Once unloaded heavy vehicles will exit left from site onto Wellington St and head east bound on wellington to Elizabeth St.

Refer attached markup routes.

Can you please assist in passing this information onto the relevant department in council for approval and advise if there is any additional information required to obtain approval for the temporary haulage routes while Cope St is closed.

Regards,

**Matthew Kerry**
Site Engineer
Waterloo Station

Waterloo Integrated Station Development
A Joint Venture Project
JOHN HOLLAND
mirvac

Level 10, 54 Park Street
Sydney NSW 2000
**M.** +61 429 163 644
**E.** Matthew.Kerry@jhg.com.au
**W.** johnholland.com.au

MENTAL HEALTH FIRST AIDER ACCREDITED

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# Site Layout and Planned Routes and Closures

# Appendix E – Council Garbage Bins Correspondence

## Nathaniel Lasky-JHG

**From:** Joshua Faull
**Sent:** Monday, 6 December 2021 3:16 PM
**To:** Matthew Kerry-JHG
**Cc:** Baria Mahdy-JHG; Nathaniel Lasky-JHG; Bj Jordan-JHG; Sally Reynolds-JHG
**Subject:** RE: Cope St Closure - Resident Bin Requirements

Okay thanks I have advised our team and will let you know the details once I hear back.

Joshua Faull
Construction Liaison Coordinator
Construction & Building Certification Services

CITY OF SYDNEY

Telephone: +612 9265 9767
Mobile: +61 448 488 384
cityofsydney.nsw.gov.au

The City of Sydney acknowledges the Gadigal of the Eora Nation as the Traditional Custodians of our local area.

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**To:** Joshua Faull <jfaull@cityofsydney.nsw.gov.au>
**Cc:** Baria Mahdy-JHG <Baria.Mahdy@jhg.com.au>; Nathaniel Lasky-JHG <Nathaniel.Lasky@jhg.com.au>; Bj Jordan-JHG <Bj.Jordan@jhg.com.au>; Sally Reynolds-JHG <Sally.Reynolds@jhg.com.au>
**Subject:** RE: Cope St Closure - Resident Bin Requirements

Josh,

Yes this can be accommodated.

Please advised on collection days and times to best ensure bins can be taken out. Alternatively, John Holland can assist upon arrival with CoS personnel notifying John Holland and we can arrange for the bins to be brought out and taken in at the same time.

Regards,

**Matthew Kerry**
Site Engineer
Waterloo Station

Waterloo Integrated Station Development
A Joint Venture Project
JOHN HOLLAND
mirvac

Level 10, 54 Park Street
Sydney NSW 2000
**M.** +61 429 163 644
**E.** Matthew.Kerry@jhg.com.au
**W.** johnholland.com.au

**From:** Joshua Faull <jfaull@cityofsydney.nsw.gov.au>
**Sent:** Monday, 6 December 2021 11:51 AM
**To:** Matthew Kerry-JHG <Matthew.Kerry@jhg.com.au>
**Cc:** Baria Mahdy-JHG <Baria.Mahdy@jhg.com.au>; Nathaniel Lasky-JHG <Nathaniel.Lasky@jhg.com.au>; Bj Jordan-JHG <Bj.Jordan@jhg.com.au>; Sally Reynolds-JHG <Sally.Reynolds@jhg.com.au>
**Subject:** RE: Cope St Closure - Resident Bin Requirements

Okay so if they need to collect at Wellington St or Raglan then you will need to get the bins taken out to the location and then take them back in as they wont do that.

Can this be accommodated?

Joshua Faull
Construction Liaison Coordinator
Construction & Building Certification Services

CITY OF SYDNEY

Telephone: +612 9265 9767
Mobile: +61 448 488 384
cityofsydney.nsw.gov.au

The City of Sydney acknowledges the Gadigal of the Eora Nation as the Traditional Custodians of our local area.

**From:** Matthew Kerry-JHG <Matthew.Kerry@jhg.com.au>
**Sent:** Monday, 6 December 2021 11:26 AM
**To:** Joshua Faull <jfaull@cityofsydney.nsw.gov.au>
**Cc:** Baria Mahdy-JHG <Baria.Mahdy@jhg.com.au>; Nathaniel Lasky-JHG <Nathaniel.Lasky@jhg.com.au>; Bj Jordan-JHG <Bj.Jordan@jhg.com.au>; Sally Reynolds-JHG <Sally.Reynolds@jhg.com.au>
**Subject:** RE: Cope St Closure - Resident Bin Requirements

Josh,

Thanks for your response. Please note the following in relation to the queries:

- The Bins would be able to be collected during the usual collection time during the week.
- The Truck will not be able to access directly to the bin storage as cranes will be setup on the full width of the roadway. However, can park up on wellington or cope St outside the closure.
- The footpath on the eastern side of Cope St will be open and as such the bin storage unit can be accessed from the footpath for CoS collection Personnel to access the unit without interfacing with John Holland.

Can you please pass the above onto the appropriate team for comment.

Regards,

**Matthew Kerry**
Site Engineer
Waterloo Station

Waterloo Integrated Station Development
A Joint Venture Project
JOHN HOLLAND
mirvac

Level 10, 54 Park Street
Sydney NSW 2000
**M.** +61 429 163 644
**E.** Matthew.Kerry@jhg.com.au
**W.** johnholland.com.au

---

**From:** Joshua Faull <jfaull@cityofsydney.nsw.gov.au>
**Sent:** Monday, 6 December 2021 11:10 AM
**To:** Matthew Kerry-JHG <Matthew.Kerry@jhg.com.au>
**Cc:** Baria Mahdy-JHG <Baria.Mahdy@jhg.com.au>; Nathaniel Lasky-JHG <Nathaniel.Lasky@jhg.com.au>; Bj Jordan-JHG <Bj.Jordan@jhg.com.au>; Sally Reynolds-JHG <Sally.Reynolds@jhg.com.au>
**Subject:** RE: Cope St Closure - Resident Bin Requirements

I have been speaking to our waste team and they have asked the below.

Is there a specific time that the bins would need to be collected? If so will the truck be able to access into the street under control to get the bins?

Otherwise can John Holland bring the bins to the nearest accessible intersection and return them back after collection?

Joshua Faull
Construction Liaison Coordinator
Construction & Building Certification Services

CITY OF SYDNEY

Telephone: +612 9265 9767
Mobile: +61 448 488 384
cityofsydney.nsw.gov.au

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---

**From:** Matthew Kerry-JHG <Matthew.Kerry@jhg.com.au>
**Sent:** Monday, 6 December 2021 11:07 AM
**To:** Joshua Faull <jfaull@cityofsydney.nsw.gov.au>
**Cc:** Baria Mahdy-JHG <Baria.Mahdy@jhg.com.au>; Nathaniel Lasky-JHG <Nathaniel.Lasky@jhg.com.au>; Bj Jordan-JHG <Bj.Jordan@jhg.com.au>; Sally Reynolds-JHG <Sally.Reynolds@jhg.com.au>
**Subject:** RE: Cope St Closure - Resident Bin Requirements

Hi Josh,

Just following up on the below regarding resident bins on Cope St. Can you please advise at your earliest convenience on the below.

Regards,

**Matthew Kerry**
Site Engineer
Waterloo Station

Waterloo Integrated Station Development
A Joint Venture Project
JOHN HOLLAND
mirvac

Level 10, 54 Park Street
Sydney NSW 2000
**M.** +61 429 163 644
**E.** Matthew.Kerry@jhg.com.au
**W.** johnholland.com.au

---

**From:** Matthew Kerry-JHG
**Sent:** Friday, 3 December 2021 11:35 AM
**To:** Joshua Faull <jfaull@cityofsydney.nsw.gov.au>
**Cc:** Baria Mahdy-JHG <Baria.Mahdy@jhg.com.au>; Nathaniel Lasky-JHG <Nathaniel.Lasky@jhg.com.au>; Bj Jordan-JHG <Bj.Jordan@jhg.com.au>; Sally Reynolds-JHG <Sally.Reynolds@jhg.com.au>
**Subject:** Cope St Closure - Resident Bin Requirements

Josh,

The residents on the eastern side of Cope St have bin storage units that will have access affected during the road closure on Cope St.

Can City of Sydney please advise the requirements to facilitate access to these bin storage units during the closure of Cope St.

If you have any questions please feel free to give me a call.

Regards,

**Matthew Kerry**
Site Engineer
Waterloo Station

Waterloo Integrated Station Development
A Joint Venture Project
JOHN HOLLAND
mirvac

Level 10, 54 Park Street
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**M.** +61 429 163 644
**E.** Matthew.Kerry@jhg.com.au
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# Appendix F – Endorsement for Stage 1 Implementation

# SWL General Correspondence

**Reference No:** SMCSWBMS-SCO-SWL-GEN-000001
**Project Title:** Sydney Metro City & Southwest - Metro Stations Development
**Contract No:** BMS - Building Monitoring and Control System
**Sub Contract:** -
**Orig Ref No:**
**DLM:**

---

**Date:** 23 December 2021, 05:27 PM **Response required by:**

**From:** Steve Brown (Sydney Coordination Office)

**To:** Jason Azzi (Sydney Metro) ; Luke Garden (Sydney Metro) ; Tracy Young (Sydney Metro) ; Jake Coles (Sydney Coordination Office) ; Carl Mella (Roads and Maritime Services (part of TfNSW division))

**Cc:**

**Subject:** **Construction Traffic Management Plan Addendum 2 Half Road Closure - Approval**

---

In reference to your transmittal SMCSWSWL-SMD-TX-001522 dated 20/12/21.

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 E82 for the Sydney Metro City & South West, Transport for NSW - Greater Sydney - Planning & Programs, and the Sydney Coordination Office approve the Sydney Metro City & South West Construction Traffic Management Plan – Construction Traffic Management Plan Addendum 2 Half Road Closure (SMCSWSWL-JHG-SWL-EM-PLN-002531 Rev J) subject to the following requirements:

- Road Occupancy Licences (ROLs) are to be obtained from TMC prior to any works commencing
- ROLs and TfNSW approvals are to be obtained for any temporary or permanent installation and/or change of any regulatory traffic control device, road closures, occupation of the road network to conduct works and the associated installation of temporary traffic control devices
- No activities are to commence onsite that might have an effect on traffic without an approved (by TfNSW and/or CJP) TMP (long term work) and/or TCPs (for short term works)
- All TCPs must comply with AS1742.3 and TfNSW's (RMS') Traffic Control at Worksites manual and signed by a person with TfNSW (RMS) certification to prepare TCPs
- Coordinate with any approximately situated construction sites in relation to appropriate placement of proposed construction advisory signs and to manage the cumulative impacts of truck movements
- There is no designated long term speed reduction. Short term works e.g. during contra-flow or lane closures, which may require 40 km/hr speed zones are to be approved separately and installed in accordance with AS1742.3, TfNSW (RMS) TCAWS Manual Version 5 and SZATruck and pedestrian movements during all closures and detours must be directed by TfNSW (RMS) accredited traffic controllers
- Barricades and signs to be provided in accordance with Australian Standards
- Comply with any additional conditions that Council, TMC and NSW Police may require
- 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, TMC, STA, Bus Operators, Taxi Council, residents/businesses, NSW Police or Emergency Services in the CTMP approval process
- Promptly addressing any CJP and/or TMC and/or TfNSW issue that eventuates during the works

Jake Coles
Operations Manager – Eastern Harbour City

Operations| Customer Journey Planning | Greater Sydney
**Transport for NSW**

---

**Design Series:**

**Discipline:** **Design Lots:** **Location:**

City of Sydney Endorsement
of Road Closure

## Matthew Kerry-JHG

**From:** Claudia Calabro <CCALABRO@cityofsydney.nsw.gov.au>
**Sent:** Wednesday, 1 December 2021 11:14 AM
**To:** Matthew Kerry-JHG
**Cc:** Joshua Faull
**Subject:** Approval Letter - Temporary Road Closure - Cope Street Waterloo - 2021/485808
**Attachments:** Approval Letter - Temporary Road Closure - Cope Street Waterloo.pdf

**Follow Up Flag:** Follow up
**Flag Status:** Flagged

1 December 2021

TRIM Ref: 2021/485808

Matthew Kerry
John Holland
88 Botany Road
Alexandria NSW
Matthew.Kerry@jhg.com.au

Dear Matthew,

**Temporary Full Road Closure**

Please find attached approval letter for Temporary Full Road Closure Application of Cope Street, Waterloo, between Raglan Street and Wellington Street, (four lanes), from Thursday 13 January 2022 to Friday 28 February 2022, 24 Hours, with contingency dates of 1 March 2022 to 14 April 2022.

Kind regards

Claudia Calabro
Traffic Works Coordinator
City Infrastructure & Traffic Operations (CITO)

CITY OF SYDNEY

Telephone: 02 9265 9333
cityofsydney.nsw.gov.au

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---

STA Endorsement of Road Closure and Swept Path of Buses

## Matthew Kerry-JHG

**From:** Frankie Passarelli <Frankie.PASSARELLI@transport.nsw.gov.au>
**Sent:** Wednesday, 22 December 2021 8:51 AM
**To:** Daneil Marzetti; Bushara Gidies
**Cc:** Matthew Kerry-JHG; Craig Dunn; Jim Niahos; Rabih Bekdache; Elizabeth Harrison; Carl Mella; Fraser Leishman; Jake Coles; Stephen Brown; Wade Mitford; Bushara Gidies
**Subject:** RE: Conflict Check: Sydney Metro, Waterloo Part 01 of 02
**Attachments:** Appendix A - Swept Path Analysis - Stage1 - Jinkers.pdf

Daniel,

Thanks for the email, I had a quick catch up with the local operator , our planning team and operational change team yesterday to discuss the attached.

I have concerns with the swept path as attached but have no objections to the RMS findings or commentary and support the suggestion below, as a temporary measure during construction, for traffic controllers to be in situ to assist as required.

I would like it noted that this solution is temporary until a design solution is achieved to make this movement safer.

Given this stretch of roadway is a significant bus corridor which will likely see an increase in services and frequency post Metro opening, the current road alignment is inadequate.

I haven't been privy to end state design as yet but suffice to say the current setup if unaltered will not be fit for purpose and contribute to significant degradation in the bus network.

**Regards,**
**Frankie Passarelli**
Transport Planning Project Manager
Customer Journey Planning – Short Term & Temporary Transport Planning
Greater Sydney | **Transport for NSW**

E: Frankie.PASSARELLI@transport.nsw.gov.au
T: 0447 174 312
231 Elizabeth St | Sydney NSW 2000

---

**From:** Daneil Marzetti [mailto:daneil@varigroup.com.au]
**Sent:** Friday, 17 December 2021 3:05 PM
**To:** Bushara Gidies <Bushara_Gidies@sta.nsw.gov.au>; Frankie Passarelli <Frankie.PASSARELLI@transport.nsw.gov.au>
**Cc:** Matthew Kerry-JHG <Matthew.Kerry@jhg.com.au>
**Subject:** RE: Conflict Check: Sydney Metro, Waterloo Part 01 of 02

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Good Afternoon Frankie and Bushara,

I hope this email finds you well.

RMS have noted that in the updated CTMP it has been stated that Swept paths indicate that the bus left turn from Raglan Street to Botany Road may slightly encroach on the kerb ramp at the south-eastern corner of Raglan Street/Botany Road. Pedestrian management may be required during bus movements to ensure that pedestrians are kept away from this corner during bus turning movements. This is to be handled by qualified traffic controllers. Further to the above, 14.5m buses cannot complete the movement safely and cannot be used on this route.

As such, can you please advised if you have any objections towards our new findings. In particular the comment around the 14.5m buses cannot complete the movement safely and cannot be used on this route.

Should you have any questions or concerns, please do not hesitate to contact me at any time.

Kind Regards,

**Daneil Marzetti**

Traffic Planner

VARI GROUP

*Wishing you a Merry Christmas and a Happy New Year!*

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**From:** Frankie Passarelli <Frankie.PASSARELLI@transport.nsw.gov.au>
**Sent:** Friday, 17 December 2021 8:14 AM
**To:** Daneil Marzetti <daneil@varigroup.com.au>
**Cc:** Bushara Gidies <Bushara_Gidies@sta.nsw.gov.au>; Karina D'silva <Karina.D'Silva@transport.nsw.gov.au>; Jim Niahos <Jim.Niahos@transport.nsw.gov.au>; Craig Dunn <craig.dunn@transport.nsw.gov.au>; Rabih Bekdache <Rabih.Bekdache@transport.nsw.gov.au>
**Subject:** RE: Conflict Check: Sydney Metro, Waterloo

Daniel,

Thanks for the email.

No objections to works.

**Regards,**
**Frankie Passarelli**
Transport Planning Project Manager
Customer Journey Planning – Short Term & Temporary Transport Planning
Greater Sydney | **Transport for NSW**

E: Frankie.PASSARELLI@transport.nsw.gov.au
T: 0447 174 312
231 Elizabeth St | Sydney NSW 2000

**From:** Daneil Marzetti [mailto:daneil@varigroup.com.au]
**Sent:** Thursday, 16 December 2021 3:40 PM
**To:** Frankie Passarelli <Frankie.PASSARELLI@transport.nsw.gov.au>
**Cc:** Bushara Gidies <Bushara_Gidies@sta.nsw.gov.au>
**Subject:** Conflict Check: Sydney Metro, Waterloo

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Good Afternoon Frankie,

I hope you are well.

Attached is TGS: 00JHCH61,

This works will go from 07:00-17:00
(21/12/21-23/12/21)

Are there any objections to these works?

If you have any questions or concerns, please do not hesitate to contact me.

**Daneil Marzetti**

Traffic Planner

| Unit 3, 42-50 Violet Street Revesby NSW 2212

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