



Construction Traffic Management Plan Bligh Street Site Operations

Project: Sydney Metro City & Southwest – TSE Works

Document No: SMCSWTSE-JCG-SMP-TM-PLN-002318

DOCUMENT APPROVAL

REVISION	DATE	PREPARED BY	REVIEWED BY	APPROVED BY	REMARKS
A	4 Mar 18	Sue Lewis			Internal review
B	15 Mar 18	S Lewis	W Freelander	J Glasgow	For external review
C	10 Apr 18	S Lewis	W Freelander	J Glasgow	For approval
D	23 Apr 18	S Lewis	W Freelander	J Glasgow	For approval
E	20 Sept 18	S Lewis	W Freelander	J Glasgow	For approval – new haul route
F	10 Oct 18	S Lewis	W Freelander	J Glasgow	For approval revised based on SCO comment received 9 Oct 18
G	10 Oct 18	S Lewis	W Freelander	J Glasgow	For approval based on City of Sydney Comments received 10 Oct for routes to adhere to approved routes



H	24 Sept 19	A Khan	D McGarry	W Freeland	Updated to include Martin Place Integrated Station Development contractor to use O'Connell St driveway for spoil removal
Signature:		<i>Abdullah Khan</i>	<i>D McGarry</i>	<i>W Freeland</i>	

City & Southwest

General Correspondence

Reference No: SMCSWTSE-RMS-GEN-000377
Project Title: Sydney Metro City & Southwest - TSE
DLM:
Orig Ref No: SMCSWTSE-JCG-C_GEN-003209

Date: 03 October 2019, 01:39 PM **Response required by:**

From: Quac Minh LA (Roads and Maritime Services)

To: Abdullah Khan (John Holland CPB Ghella JV) ; Tony Ly (City of Sydney Council) ;
 Carl Mella (Roads and Maritime Services) ; Jake Coles (Sydney Coordination Office) ;
 Steve Brown (Sydney Coordination Office) ; Berin Gordon (Sydney Metro) ;
 Giovanni Ramirez (Sydney Coordination Office)

Cc: Declan Mcgarry (John Holland CPB Ghella JV) ; Will Freeland (John Holland CPB Ghella JV) ;
 Krissy Vajda (John Holland CPB Ghella JV)

Subject: **RE: SMCSWTSE-JCG-SMP-TM-PLN-002318 - CTMP Bligh St Site Operations Rev H**

Contract No: -

Classification:

Abdullah,

SCO and RMS have reviewed 'Bligh St Site Operations CTMP - Rev H'. SCO has advised of their endorsement of the changes proposed in the Rev H submission.

Accordingly, RMS is satisfied to adopt the changes proposed in 'SMCSWTSE-JCG-SMP-TM-PLN-002318-H Bligh St Site Operations' as approved, with the original 'Conditions of Approval' still being applicable.

Regards,
 Minh

Discipline: Logistics Management

Area:

Location: Martin Place
 Station

----- Original Message -----



City & Southwest

Contractor General Correspondence

Reference No: SMCSWTSE-JCG-C_GEN-003209
Project Title: Sydney Metro City & Southwest - TSE
DLM:
Orig Ref No:

Date: 30 September 2019, 03:09 PM **Response required by:**

From: Abdullah Khan (John Holland CPB Ghella JV)

To: Jake Coles (Sydney Coordination Office) ; Steve Brown (Sydney Coordination Office) ; Carl Mella (Roads and Maritime Services) ; Quac Minh LA (Roads and Maritime Services) ; Tony Ly (City of Sydney Council) ; Berin Gordon (Sydney Metro) ; Giovanni Ramirez (Sydney Coordination Office)

Cc: Declan Mcgarry (John Holland CPB Ghella JV) ; Will Freeland (John Holland CPB Ghella JV) ; Krissy Vajda (John Holland CPB Ghella JV)

Subject: **SMCSWTSE-JCG-SMP-TM-PLN-002318 - CTMP Bligh St Site Operations Rev H**

Contract No: -

Classification:

Hi all,

Please see attached updated CTMP for Bligh St Site Operations as discussed at the TCG on 24/9/19. The CTMP has been updated to include Lendlease's use of TSE driveways on O'Connell St to access their shaft via Bligh St decline.

Regards,
Abdullah

Discipline: Logistics Management

Area:

Location: Martin Place Station



Table of Contents

- DOCUMENT APPROVAL 1
- 1. Introduction 5**
 - 1.1. Project Overview 5
 - 1.2. Purpose of this Plan..... 5
- 2. Locality and existing conditions 6**
 - 2.1.1. Bligh Street 6
 - 2.1.2. O’Connell Street..... 6
- 3. Site Operations 7**
 - 3.1.1. Works Required 7
 - 3.1.2. Operating Conditions 7
 - 3.1.3. Impact on Traffic Flows 7
 - 3.1.4. Impact on Public Transport 10
 - 3.1.5. Impact on Pedestrians and Cyclists 10
 - 3.1.6. Impacts on commercial and residential access 10
 - 3.1.7. Staff parking and transportation to site 10
 - 3.1.8. Cumulative impacts..... 10
 - 3.1.9. Special Events 10
 - 3.1.10. Traffic Control Plan (TCP) / Road Occupancy License (ROL) Identified Works..... 11
 - 3.1.11. City of Sydney Council required approvals 11
- 4. Fleet Management 11**
 - 4.1. Haulage Routes..... 11
 - 4.2. Permits/ Over Dimensional Vehicles 12
 - 4.3. Drivers and Operators 12
- 5. Other Considerations 13**
 - 5.1. Road Safety Audits 13
 - 5.2. Weekly Traffic Forecast 13
 - 5.3. Police and Emergency Services 13
 - 5.4. Communications and the community 13
 - 5.4.1. Travelling public 13
 - 5.4.2. Stakeholders consulted..... 14
 - 5.5. Inspections and monitoring 14
 - 5.6. Environmental Maintenance 15
 - 5.7. Site Contacts 15
 - 5.8. References 15
- Appendix 1 Parking restrictions 16**



Construction Traffic Management Plan Bligh Street Site Operations

- **Appendix 2 Proposed site operations..... 17**
- **Appendix 3 Traffic control plans and implementation 18**
- **Appendix 4 Haulage routes..... 19**
- **Appendix 5 EIS and Supplementary report traffic analysis 20**
- **Appendix 6 Road safety audit..... 21**
- **Appendix 7 Review comments 22**



Figures

Figure 1: Sydney Metro Project5
Figure 2: Bligh Street Site.....6
Figure 3 EIS and supplementary report9
Figure 4 EIS Haulage Routes12

Tables

Table 1: Site establishment average vehicle movements per hour 8
Table 2: Average Vehicle Movements per hour 9
Table 3 Proposed Communications13
Table 4: Stakeholder consultation14
Table 5: Site contacts15

1. Introduction

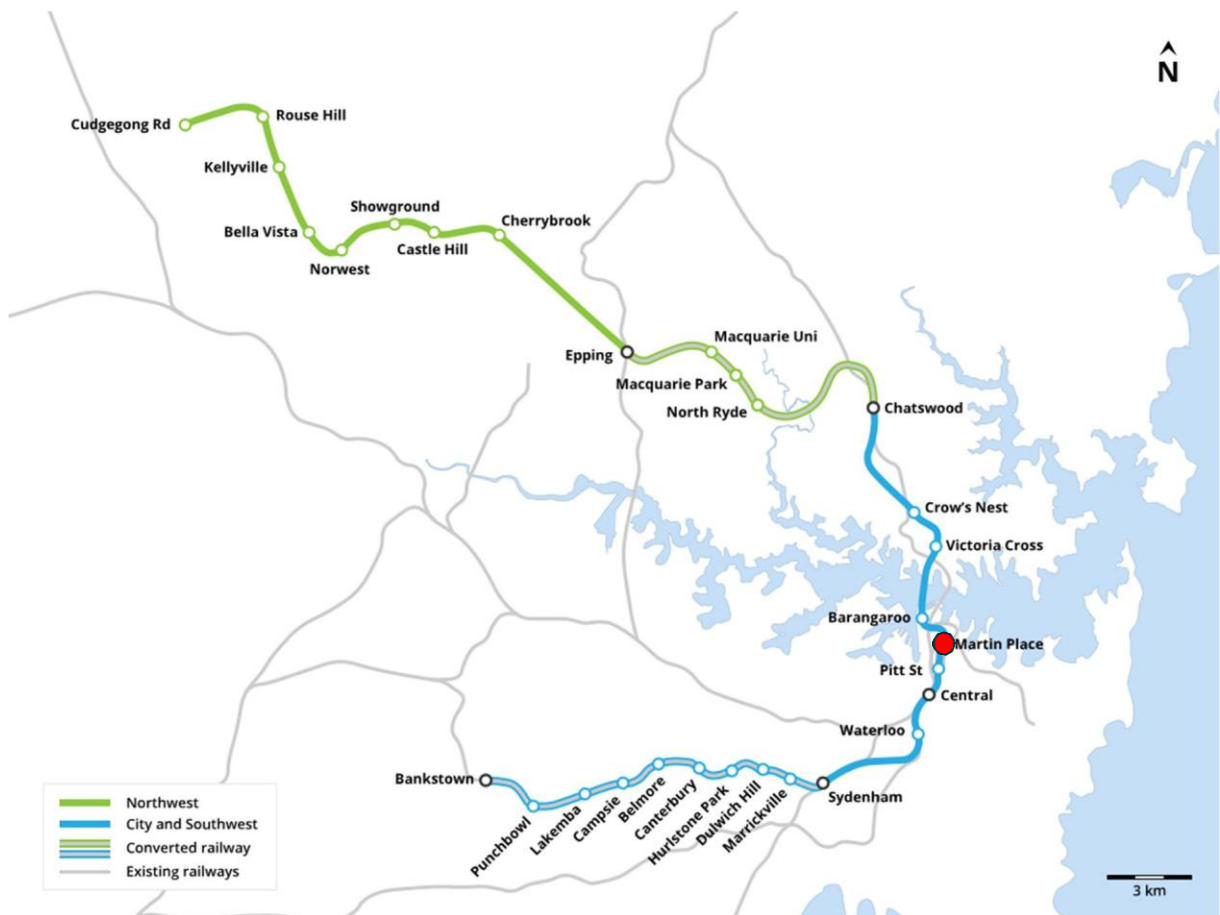
1.1. Project Overview

The Sydney Metro is Australia’s biggest public transport project. The metro project currently consists of:

- Stage one is the Sydney Metro Northwest, formerly the North West Rail Link, connecting the north western suburbs of Sydney, through to Chatswood.
- Stage two is the City & South West project linking Chatswood through to Sydenham.
- Stage three includes the upgrade of the existing rail line between Sydenham and Bankstown.

Figure 1 shows the proposed Sydney Metro project and stages.

Figure 1: Sydney Metro Project



1.2. Purpose of this Plan

The purpose of this *Construction Traffic Management Plan (CTMP): BLIGH STREET SITE OPERATIONS* is to detail the site operations for this phase of the Sydney Metro City & South West project. This plan will set out the traffic management initiative 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. Locality and existing conditions

The Bligh Street site is bounded by Bligh Street to the east and O’Connell Street to the west and is shown in Figure 2 below. The existing parking restrictions at the site are detailed below and are included in Appendix 1 (note drawing is for O’Connell Street only).

Figure 2: Bligh Street Site



2.1.1. Bligh Street

Bligh Street is classified as a local road which is under the control of the City of Sydney. Bligh Street commences at Bent Street and terminates at Hunter Street. The speed limit is 40km/hr.

Bus layovers exist on either side of Bligh Street with loading zones (metered) located from the bus layover area on the eastern side to the No Stopping area associated with the traffic signals on Hunter Street. No Parking Coaches Excepted and a Work zone are currently at the northern end of Bligh Street. On the western side of Bligh Street, bus layovers (x4 spaces) and metered loading zones are provided.

The existing footpaths are approximately 4m wide between Bent Street and approximately 50m north of Hunter Street. The footpath widens on the western side to approximately 15m from the end of the bus layover to Hunter Street. There are no cycling facilities on Bligh Street.

2.1.2. O’Connell Street

O’Connell Street is classified as a local road which is under the control of the City of Sydney. O’Connell Street commences at Bent Street and terminates at Hunter Street. The speed limit is 40km/hr.

Bus layovers exist on either side of O’Connell Street with loading zones (metered), short term pickup area is provided outside of the Radisson Blue Hotel on the western side of the street.

Loading zones on the eastern side are to the north of the site entry and between the two site driveways. A mail zone also exists north of the site.

The existing footpaths are approximately 3m wide between Bent Street and Hunter Street with the effective width of the footpath being 2.2-2.5m due to street furniture including Telstra kiosk. There are no cycling facilities on O'Connell Street.

3. Site Operations

Duration: 32 months

Timing: 26 April 2018 to December 2020

3.1.1. Works Required

All works required for the operation of the site were completed under the following CTMP:

- SMCSWTSE-JCG-SMP-TM-PLN-002264 Bligh St SE Stage 1 and
- SMCSWTSE-JCG-SMP-TM-PLN-002264-C Bligh St SE Stage 2

Maintenance of those existing facilities and deliveries over the duration of the operations may require intermittent lane closures. The existing vehicular cross overs will be retained for the follow-on contractor post completion of this stage of works.

Sydney Metro TSE will allow Martin Place Station redevelopment contractor Lendlease to remove spoil from their Martin Place North Shaft site using the existing Bligh Street construction site driveways on O'Connell St. The proposed operation will significantly reduce the need for Lendlease to use Castlereagh St and Elizabeth St for the entry and exit of spoil trucks thereby reducing the impact of spoil trucks on two main arterial roads in the CBD.

TSE's excavation works and associated spoil removal from the O'Connell St site will be reduced from September 2019 onwards as excavation works are almost complete. This will allow the site to cater for additional truck movements generated as a result of Lendlease using TSE's site access and be compliant with EIS allowable vehicle movements as per table 2. JHCPBG will manage truck movements associated with TSE works. Martin Place Station Redevelopment contractor will ensure compliance of truck movements, haulage routes and other operational controls as detailed in their "Construction Traffic Management Plan Sydney Metro Martin Place Excavation and Station Construction Revision 03". All non-conformances and/or non-compliance with the CTMP will be managed by Lendlease through the contractor's management systems.

The key activities to be carried out at the O'Connell Street site are:

- Excavation of an access adit to provide access for tunnelling works for Martin Place station caverns,
- Excavation of the Martin Place Station caverns,
- Excavation of underground pedestrian and services and
- Permanent waterproofing and concrete lining of all underground cavern and adits

3.1.2. Operating Conditions

The access/ egress is proposed on O'Connell Street via the driveways used in Stages 1 and 2. The northernmost driveway is for access whilst the southernmost driveway is for egress. Refer to Appendix 2 for details.

Tunnelling will occur 24 hours per day 7 days per week.

3.1.3. Impact on Traffic Flows

The operation of the site will impact on existing traffic conditions as this stage of works is associated with tunnelling operations. However, the first four to six week will see truck numbers

Construction Traffic Management Plan Bligh Street Site Operations

no greater than that generated for the Stage 2 CTMP site establishment works, as noted in Table 1 below.

Table 1: Site establishment average vehicle movements per hour

TIME	TSE LIGHT VEHICLES	TSE HEAVY VEHICLES
0700-1000	1	1
1000-1200	2	5
1200-1400	2	3
1400-1600	2	5
1600-1800	1	1
1800-0700	0	0

Truck numbers will then start to ramp up with traffic generation typically be in the order of 3800 truck movements per month, with an average of 160 per weekday. There will be a reduction in truck numbers during the peak periods (AM, Lunchtime peak and PM). Refer to Table 2 below.

Table 2: Average Vehicle Movements per hour

TIME	EIS AND SUPPLEMENTARY REPORT LIGHT VEHICLES	TSE LIGHT VEHICLES	EIS AND SUPPLEMENTARY REPORT HEAVY VEHICLES	TSE HEAVY VEHICLES
0700-1000	2	2	6	6
1000-1200	5	5	12	12
1200-1400	5	5	12	12
1400-1600	5	5	12	12
1600-1800	2	2	6	6
1800-0700	2	2	6	6

These volumes correlate to the truck volumes nominated in the EIS and within the report titled “Clarifications- with Additional Investigations” released as a supplement to the EIS, as shown in Figure 3 below.



Figure 3 EIS and supplementary report

Analysis of the traffic impacts was undertaken as part of the EIS. This analysis is included in Appendix 5. The analysis assumes that there are 16 vehicle movements during the AM and PM peak periods. However, the traffic generated by the TSE works are well below the numbers within the EIS, therefore the impact to traffic is minimised. It is further noted that the intersection of Loftus/ Bent/ O'Connell intersection has a LOS A with a Degree of Saturation of 0.4 with the numbers outlined in the clarification report of the EIS for the Bligh Street site. The impact on Hunter Street is minimal, as the predominant movement along Hunter Street is in the westbound direction with vehicles accessing the western part of the Sydney CBD.

3.1.4. Impact on Public Transport

There will be no long term impact on public transport. There may be disruptions to bus layover areas when traffic control is implemented, depending on the TCP. Any change or impact to bus layover areas will be coordinated and discussed with Sydney Buses prior to the works.

3.1.5. Impact on Pedestrians and Cyclists

Pedestrian management will be in place at the site entry/exit points. Over weekend periods when pedestrian volumes are substantially reduced it is proposed to divert pedestrians to the western footpath for plant deliveries and removal. There are currently no cycling facilities at this location.

3.1.6. Impacts on commercial and residential access

There will be minimal impacts on existing commercial and residential access as the works will generally take place within site. Where site operations impact the existing parking restrictions, discussions will be held with adjacent business prior to the works taking place.

3.1.7. Staff parking and transportation to site

During the site operations, it is anticipated that there will be 25-55 personnel on site. There are no allocated car parking spaces on site. The workforce will be encouraged to use the ample public transport options to travel to and from the site.

3.1.8. Cumulative impacts

There are other Sydney Metro sites located within the surrounding area. The demolition works at the corner of Bligh and Hunter streets are currently continuing and are expected to be complete June 2018. These works have approximately 6 movements per hour use Hunter Street to access Castlereagh Street. Vehicles exiting the site use Castlereagh Street.

The Tiffany building (39 Martin Place) demolition will be completed during 2018 and the early parts of 2019. These works have approximately 2 movements per hour and will use Hunter Street to access Castlereagh Street. Vehicles exiting the site use Castlereagh Street. Access routes to and from the Sydney Metro sites do not impact on the routes for the Bligh Street site.

Sydney Light Rail works by TfNSW are being undertaken in George and Alfred streets and are due for completion early to mid-2019. There are minimal truck numbers associated with the Light rail works.

3.1.9. Special Events

There are numerous special events held within the Sydney CBD. In reviewing the City of Sydney's website, the majority of events are held within the Town Hall or other buildings. However, it is recognised that Class 1 and 2 events, as noted in the TMC's publication (Special Events Guide 2006) do occur within the city centre. JHCPBG JV and their subcontractors will work with the various stakeholders in planning their works.

Known events at the Domain include Opera in the Park January, Carols in the Domain December, Field Day 1st January and Australia Day festivities at Sydney Botanical Gardens. Any works planned will be scheduled outside of Special event times.

Construction Traffic Management Plan Bligh Street Site Operations

The Anzac Day service is held in Martin Place between George Street and Castlereagh Street. Vivid is also held in Martin Place and is normally scheduled between late May and early June. Knowledge of these events will be via a number of channels and will be considered when planning the works.

3.1.10. Traffic Control Plan (TCP) / Road Occupancy License (ROL) Identified Works

Works that have been identified as requiring a Traffic Control Plan are detailed below. Appendix 3 provides details on expected durations, timing for implementation, the works being undertaken and the expected traffic impacts.

1. Lane closures associated with plant delivery
2. Pedestrian diversion over weekends/ nights
3. Pedestrian management at the site entry/ exit

3.1.11. City of Sydney Council required approvals

Works that have been identified as requiring Council approval include:

1. Oversize / over mass vehicles

4. Fleet Management

Trucks to be used on the project will be compliant with NSW legislation and standards including the Heavy Vehicle National Legislation. All heavy vehicle operations will be conducted in accordance with the Chain of Responsibility (CoR) Management Plan (SMCSWTSE-JCG-TPW-HS-PLN-002164).

Single bodied bogies, Concrete Agitators, and general work trucks will be used on site. These vehicles will enter and leave the site daily. In the event of larger plant, these will be transported to site using semi-trailers or similar, depending on the load to be carried and whether the load can be divided into smaller pieces.

4.1. Haulage Routes

Generally, the haulage routes will be via arterial roads/ freeway or Tollway. Where possible the routes have taken into account the requirements of the Environmental Impact Statement (EIS). Where the routes differ from that in the EIS, the routes chosen are based on the availability of the arterial road system and these are detailed in this CTMP. Refer to Figure 4 below for the nominated EIS haulage routes and Appendix 4 for details on the proposed routes. It should be noted that the exit previously detailed in the EIS has been changed as per the discussions held at the TCG and as per the Stage 1 and 2 CTMP. The majority of the haulage routes reflect those previously approved CTMP.

There are two new routes proposed to allow delivery of material from the tunnel site to the Barangaroo area for use by the Barangaroo Delivery Authority's subcontractors. It is proposed to delivery approximately 30,000 tonnes of tunnel spoil over a period of approximately 8-9 weeks. These movements are within the numbers already included and approved in this CTMP.

The routes chosen are based on comments provided by City of Sydney on the 10th October 2018, not supporting the northern route discussed at the TCG on Tuesday 18th September 2018. The routes originally presented to the TCG were based on approved routes.

Construction Traffic Management Plan Bligh Street Site Operations

The outbound journey would follow the approved egress route to gain access to the Western Distributor and onto Hickson Road via Wheat Road, in accordance with City of Sydney's requirements. The inbound journey would be via Sussex Street and King Street both of which are part of the approved routes for the sites in the CBD and currently cater for single unit trucks.



Figure 4 EIS Haulage Routes

4.2. Permits/ Over Dimensional Vehicles

Permit issue for vehicles greater than 45.5 tonnes is through the National Heavy Vehicle Regulator (NHVR). This applies to particular special purpose vehicles (SPV) such as mobile cranes and other oversize/over mass vehicles (OSOM). At present, RMS is currently undertaking this permit issue for the arterial road system, where Council is responsible for the local road network.

For over dimensional vehicles, generally vehicles that are greater than 25m length or 3.5m width require a pilot(s). Extremely long or wide vehicles will require an escort (fee payable). Permits will be applied for by the transport operator.

The number of oversize deliveries is dependent on the works progression, ground conditions and plant breakdown, which will need to use O'Connell Street as entry into the site. These vehicles will be limited to night time deliveries only.

4.3. Drivers and Operators

Operator selection will be based on safety performance criteria. Operators and drivers will be required to have general construction industry induction cards and will be required to attend ongoing general project and site-specific inductions.

All operators will be comprehensively trained with regard to community expectations and impacts from haulage operations. The induction will have a particular focus on operator behaviour. Operator competency and standards of behaviour will be continually assessed, and discipline procedures will be put in place to maintain compliance.

5. Other Considerations

5.1. Road Safety Audits

The road safety audit undertaken for Stages 1 and 2 are included within this CTMP as there are no changes to the operations of this site. Refer to Appendix 6.

5.2. Weekly Traffic Forecast

A weekly traffic forecast is provided to local councils, RMS, Emergency Services, TfNSW, SCO and other stakeholders as requested. This forecast details the up and coming works and details of timings including hours of the day and dates of works that will impact traffic- road, public transport, pedestrians and cyclist.

5.3. Police and Emergency Services

The Police and relevant Emergency Services will be informed in a timely manner of relevant activities proposed within this CTMP. The initial communication to these stakeholders will be via the Traffic and Transport Liaison Group (TTLG). Regular updates will be provided to emergency services, including changes to road network configurations, changes to road conditions and worksite access locations, through emails and face to face discussions.

5.4. Communications and the community

The TSE will be responsible for the dissemination of information to the community including affected residents, relevant Councils, businesses and the public. Refer to Sydney Metro Community Consultation Strategy – Early Works.

Any enquiries, complaints and/ or compliments are to be directed to the TfNSW’s Sydney Metro Project Information line - **1800 171 386** or via email to: tunnels@transport.nsw.gov.au or Sydney Metro City & Southwest, PO Box K659, Haymarket, NSW 1240 or [Sydney Metro City & Southwest Website](#)

Table 3 provides the proposed communications to be implemented for this CTMP

Table 3 Proposed Communications

NOTIFICATION	APPLICABLE
Community notice	YES
Precinct update/ e-update	YES
Email	YES
Internet	YES
On site briefings	YES
Print advertising	YES – Quarterly newsletter only
Advanced warning signs	YES

5.4.1. Travelling public

Where our works will impact on the travelling public we will undertake the following, where detailed in this CTMP:

- Public transport interruptions will be communicated via on site signage

- Motoring public will be forewarned of any changes, including road closures, road changes and lane closures well in advance using appropriate signage, including variable message signs (VMS)
- Pedestrians and cyclists will be provided with advance warning signs

5.4.2. Stakeholders consulted

Table 4 identifies the stakeholders consulted during the development of this CTMP:

Table 4: Stakeholder consultation

STAKEHOLDER	DATE	CONSULTATION	MAIN CONTACT PEOPLE
TCG	6 Mar 18	Presentation of proposed access/ egress arrangements	All member
RMS	15 Mar 18	Submission of CTMP	Carl Mella/ Shane Schneider
City of Sydney	15 Mar 18	Submission of CTMP	Tony Ly/ Van Le
TfNSW	15 Mar 18	Submission of CTMP	Berin Gordon
SCO	15 Mar 18	Submission of CTMP	Giovanny Ramirez/ Justine Bryant
RMS	23 Apr 18	Resubmission of CTMP	Carl Mella
City of Sydney	23 Apr 18	Resubmission of CTMP	Tony Ly/ Van Le
TfNSW	23 Apr 18	Resubmission of CTMP	Berin Gordon
SCO	23 Apr 18	Resubmission of CTMP	Giovanny Ramirez/ Justine Bryant
RMS	20 Sept 18	Resubmission of CTMP	Carl Mella
City of Sydney	20 Sept 18	Resubmission of CTMP	Tony Ly/ Van Le/ Assad Rajbhoy
TfNSW	20 Sept 18	Resubmission of CTMP	Berin Gordon
SCO	20 Sept 18	Resubmission of CTMP	Jake Coles/ Giovanny Ramirez
RMS	10 Oct 2018	Resubmission of CTMP	Carl Mella
City of Sydney	10 Oct 2018	Resubmission of CTMP	Tony Ly/ Van Le/ Assad Rajbhoy
TfNSW	10 Oct 2018	Resubmission of CTMP	Berin Gordon
SCO	10 Oct 2018	Resubmission of CTMP	Jake Coles/ Giovanny Ramirez
RMS	10 Oct 2018	Resubmission of CTMP	Carl Mella
City of Sydney	10 Oct 2018	Resubmission of CTMP	Tony Ly/ Van Le/ Assad Rajbhoy
TfNSW	10 Oct 2018	Resubmission of CTMP	Berin Gordon
SCO	10 Oct 2018	Resubmission of CTMP	Jake Coles/ Giovanny Ramirez
RMS	30/9/2019	Resubmission of CTMP	Carl Mella
City of Sydney	30/9/2019	Resubmission of CTMP	Tony Ly
TfNSW	30/9/2019	Resubmission of CTMP	Berin Gordon
SCO	30/9/2019	Resubmission of CTMP	Jake Coles/ Giovanny Ramirez/ Steve Brown

5.5. Inspections and monitoring

The site will be monitored by the site supervisor. Any changes as noted in this CTMP, to signs/ lines that impact on the public will be monitored daily during site operating hours.

Traffic control used for pedestrian management, lane closures etc will need to provide records of the traffic control implemented. Any changes required to the traffic control set up will be authorised by a holder of an RMS “Prepare a Work Zone Traffic Management Plan” or equivalent.

Construction Traffic Management Plan Bligh Street Site Operations

5.6. Environmental Maintenance

All works will be undertaken in accordance with the TSE Construction Environmental Management Plan (SMCTSE-JCG-TPW-EM-PLN-002010) and associated sub plans including the Construction Noise and Vibration Management Plan (SMCSTSE-JCG-TPW-EM-PLN-002012). The TSE Works are also regulated by the NSW Environment Protection Authority and works to be undertaken outside of standard construction hours will need to comply with the requirements of the Environment Protection License.

5.7. Site Contacts

Table 5: Site contacts

NAME	POSITION	CONTACT #
Will Freeland	Project Manager	
Brian Marshall	Superintendent	

5.8. References

The following documents were used in the development of this CTMP:

- Construction Traffic Management Framework – TfNSW, v2.5 provided 22 Dec 17
- Principal's General Specification G10 Traffic and Transport Management, v2.0
- Roads and Maritime Service Traffic Control at Worksites Manual v 5.0
- Relevant AustRoads Guides and RMS Supplements
- Sydney Metro Principal Contractor Health and Safety Standard
- SMCSWTSE-JCG-SMP-TM-PLN-002264 Bligh St SE Stage 1 SMCSWTSE-JCG-SMP- TM-PLN-002339 Bligh St SE Stage 2



- **Appendix 1 Parking restrictions**

NO CHANGE TO PREVIOUSLY APPROVED DRAWINGS THEREFORE NOT SUBMITTED AGAIN WITH THIS AMENDMENT



- **Appendix 2 Proposed site operations**

NO CHANGE TO PREVIOUSLY APPROVED DRAWINGS THEREFORE NOT SUBMITTED AGAIN WITH THIS AMENDMENT

- **Appendix 3 Traffic control plans and implementation**

NO CHANGE TO PREVIOUSLY APPROVED DRAWINGS THEREFORE NOT SUBMITTED AGAIN WITH THIS AMENDMENT



- **Appendix 4 Haulage routes**

NO CHANGE TO PREVIOUSLY APPROVED DRAWINGS THEREFORE NOT SUBMITTED AGAIN WITH THIS AMENDMENT



- **Appendix 5 EIS and Supplementary report traffic analysis**

NO CHANGE FROM PREVIOUSLY APPROVED CTMP THEREFORE NOT SUBMITTED AGAIN WITH THIS AMENDMENT

- **Appendix 6 Road safety audit**

NO CHANGE FROM PREVIOUSLY APPROVED CTMP THEREFORE NOT SUBMITTED AGAIN WITH THIS AMENDMENT



- **Appendix 7 Review comments**