

Central Station Main Works Project

CTMP Addendum 16 – Sydney Water Connection Works -
Chalmers Street

The logo for Laing O'Rourke, featuring the company name in white capital letters on a black rectangular background, with a yellow horizontal line above and a red horizontal line below the text.

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Central Station Main Works Project

Construction Traffic Management Plan

Addendum 16

Sydney Water Connection Works – Chalmers Street

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

Revision history

Rev	Date	Description	Reviewed	INT/Date	Authorised
0	22.09.2020	For Approval			

Management reviews

Review Date	Reviewed By	Details	Initial	Date

Central Station Main Works Project

CTMP Addendum 16 – Sydney Water Connection Works - Chalmers Street


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Table of Contents

Revision history	2
Management reviews	2
1. Introduction	4
2. Compliance Matrix	4
Minister's Conditions of Approval	4
3. Programme of Works	4
3.1 Zoning Plan	6
3.2 Main Connection	6
3.3 Zone 1 & 2 Plan	7
3.4 Proposed Vehicle Movements / Pedestrian Management.....	7
3.5 Booster Connection Works – Day/Night Shift Activities	8
3.6 Environmental Controls – Zones 1 & 2.....	8
3.7 Vehicle Types & movement	12
3.8 Pedestrian Movement Plan.....	12

Central Station Main Works Project

CTMP Addendum 16 – Sydney Water Connection Works - Chalmers Street

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1. Introduction

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

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

LOR require access to work in the footpath of Eddy Avenue and Chalmers Street for service searching, excavation of the footpath for connections to the mains water supply located approximately 600mm below the footpath surface. Works include saw cutting of work area for excavation and excavation with vacuum truck as discussed in TCG 28/08/2020.

2. Compliance Matrix

Minister's Conditions of Approval

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

3. Programme of Works

LOR require access to the footpath on Chalmers Street to commence works in September 2020 for the Sydney Metro Central Station Main Works. Our works involve saw cutting of work area for excavation to expose water main for Sydney Water Connections Team below Chalmers Street. Sydney Water Connections Team install Class 2 Mains connection, CPG install pipework from Class 2 Valves and run to inside station property boundary. CPG cap and test pipework ready for backfilling and temporary restoration.



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Shift times scheduled (24 hr):

Day shift: 0700-1900 ?vehicle movements

Night shift: 1900-0700 ?vehicle movements

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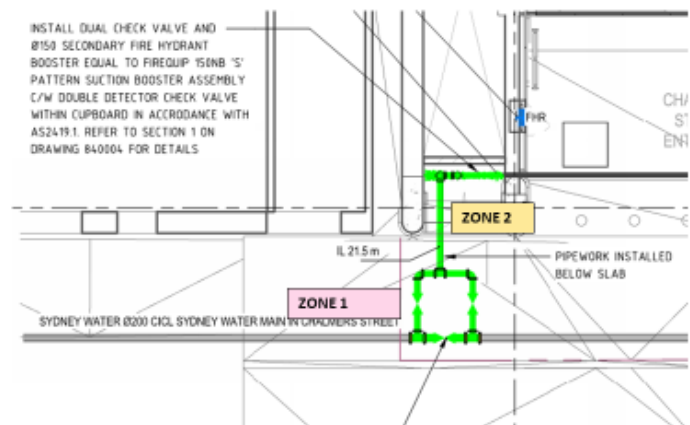
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3.1 Zoning Plan

ZONING PLAN

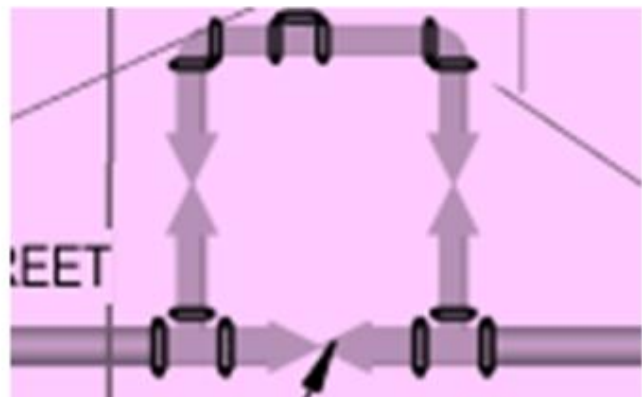
- ZONE 1 – GRADE 2 MAIN CONNECTION ZONE
- ZONE 2 – INDIVIDUAL SERVICE PIPES RUNNING FROM MAIN MANIFOLD TO AND FROM BOOSTER/METER ARRANGEMENTS



3.2 Main Connection

ZONE 1 – Main connection

- SYDNEY WATER APPROVAL
- DIAL B 4 U DIG
- SERVICE SCANNING
- COUNCIL PERMITS
- TMP & ENVIRONMENTAL CONTROLS
- SAW CUT
- EXCAVATION WITH NDD
- INSTALLATION - SYDNEY WATER AND CPG
- GROUND RE-ESTABLISHMENT TO COUNCIL SPECIFICATION
- WORKS TO BE DOUBLE SHIFTS
- DURATION APPROX. 7 DAYS



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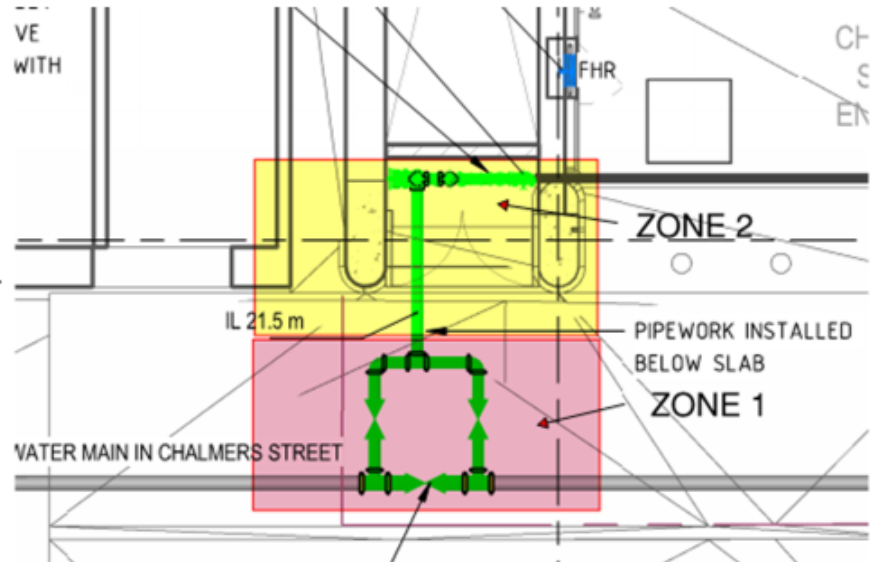
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3.3 Zone 1 & 2 Plan

PROPOSED ZONE 1 & 2 PLAN

- ZONE 1 WILL CLOSE THE FOOTPATH TO PEDESTRIANS WITH THE FLOW MANAGEMENT PLAN HAVING THEM MOVE AROUND THE WORK SITE AS SHOWN IN THE TMP.
- COMBINING ZONES 1 & 2 WILL NOT PUT ANY ADDITIONAL PRESSURE ON THESE MOVEMENTS AND ALLOW FOR THE PIPEWORK TO CONTINUE WITHOUT DISRUPTION SPEEDING UP THE INSTALLATION.



3.4 Proposed Vehicle Movements / Pedestrian Management

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3.5 Booster Connection Works – Day/Night Shift Activities

NIGHT SHIFT ACTIVITIES

- Saw cutting
- Concrete breaking
- Excavation
- NDD / Vac truck
- Material deliveries
- Spoil removal
- Temporary restoration (concrete)

DAY SHIFT ACTIVITIES

- Service searching
- Installation & testing of pipe
- Sand bedding
- Compaction of backfill
- Installation of environmental controls

3.6 Environmental Controls – Zones 1 & 2

ENVIROMENTAL CONTROLS – ZONES 1 & 2

- SANDBAGS PLACED IN GUTTER TO CONTROL SEEPAGE
- EXCAVATED MATERIALS CAPTURED AND REMOVED VIA SUCKER TRUCK
- GEOTECH MATERIAL PLACED IN TRENCH GRATE TO CAPTURE SPOIL RUN OFF
- WETTING DOWN OF EXCAVATION FOR DUST SUPPRESSION

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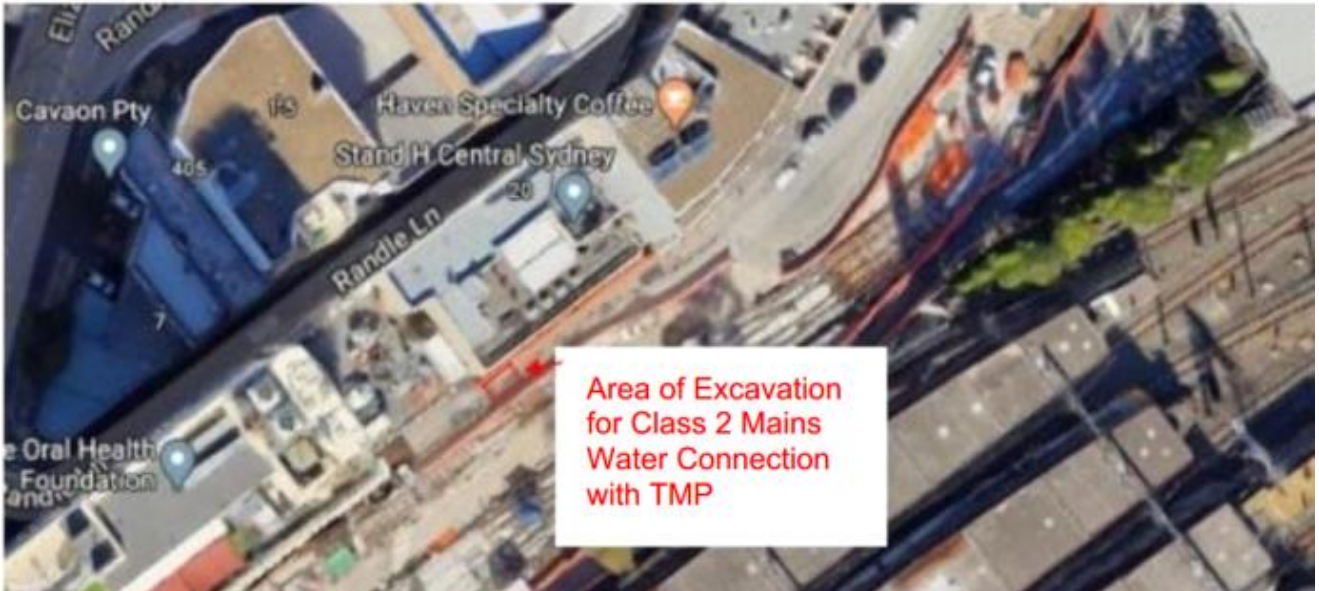
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NOTES

- COLOURED OUTLINE DENOTES WORK AREA
- SPOIL TO BE REMOVED DAILY
- SHIFT TIMES TO BE 7AM – 7PM & 7PM – 7AM
- FILL MATERIAL BROUGHT IN BY CPG TIPPER
- GROUND RE-ESTABLISHED TO APPROVED SPECIFICATION

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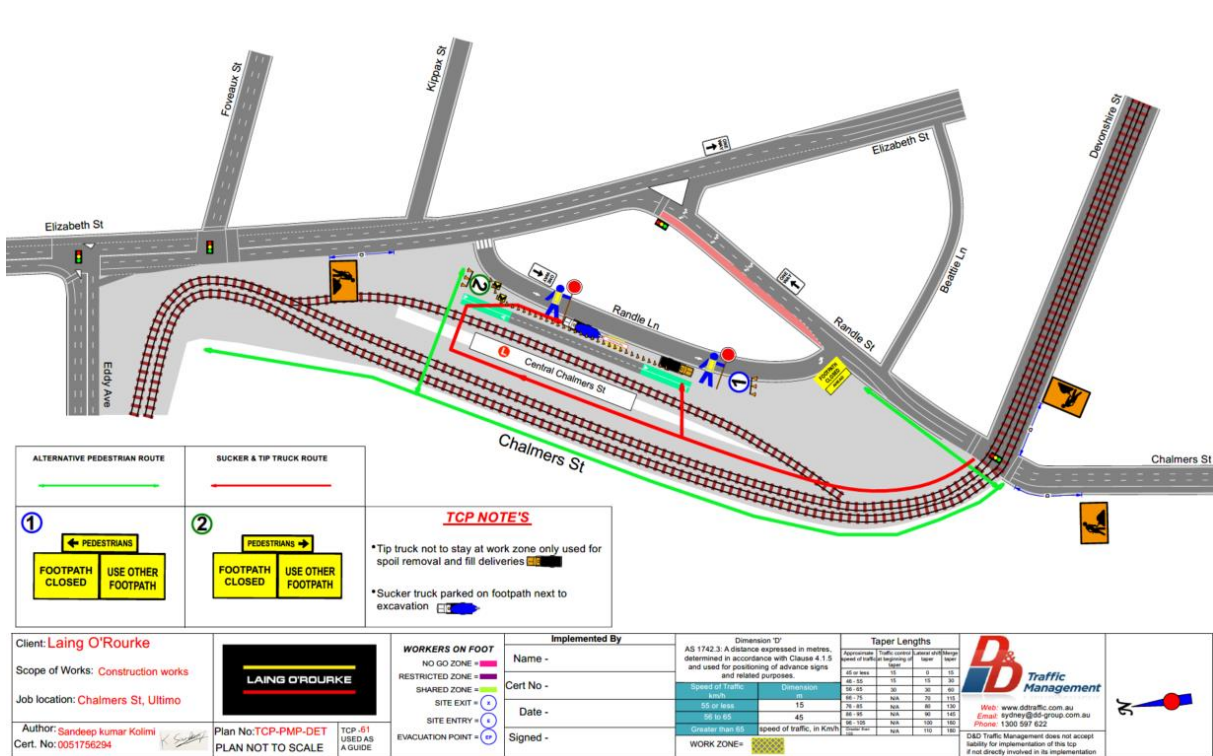


Figures two and three – Chalmers Street Area of Exc for Class 2 Mains Water Connection

www.invarion.com	
InControl TRAFFIC	<p>Date: 22/07/2020 Author: Kosta Kostadinovic Ticket 0052317805 Project: Chalmers St Client: Central Plumbing : Value</p> <p>Comments: RTA accredited Traffic Controllers are to be on site at all times to correctly and legally implement this prepared Traffic Control Plan. All correct Hi-Vis clothing and PPE must be worn by all Traffic Controllers. This TCP has been prepared NOT TO SCALE from either site specific details or archived details and may not accurately reflect the exact layout of the site. Details are indicative only. This Traffic Control Plan (TCP) has been prepared in accordance with Australian Standards AS1742.3, the RTA Traffic Control at Work Sites' and In Control Traffic's Policy. The actual sign and cone spacings in this plan is to the relevant standards and not to site condition. Work environment and site condition may alter the correct distances stated in this plan. If you have any questions please contact Kosta Kostadinovic on 0451 553 225</p>
	<div style="display: flex; align-items: center;"> <div style="flex: 1;"> <p>Area of excavation 2 x 3m approx for Class 2 Mains Water Connection</p> </div> <div style="flex: 1;"> </div> </div> <p style="text-align: center;">Chalmers St</p>
<p>ALL SIGNS AND SPACING MUST BE IN ACCORDANCE WITH AUSTRALIAN STANDARD 1742-3 PLAN NOT TO SCALE</p>	

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CTMP Addendum 16 – Sydney Water Connection Works - Chalmers Street



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Figure six – Example ATF panel with handrails

All works are planned for Day and Night shift hours with the Saw cutting to be performed on Day shift and the Sydney Water Connection Team works to commence on Night Shift.

The requirements from Ausgrid states that the excavation must be left open so it is not possible to backfill the excavation overnight (this is in line with the requirements of Ausgrid Network Standard NS156).

3.7 Vehicle Types & movement

3.7.1 Chalmers Street

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

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

Vehicles –

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

3.8 Pedestrian Movement Plan

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

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

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

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Appendix A – Transdev correspondence

From: Alan Whelan <Alan.Whelelan@transdev.com.au>
Sent: Thursday, 17 September 2020 8:25 AM
To: Matthew Grant <mgrant@centralpg.com.au>
Subject: RE: Central Plumbing - Transdev Contact

Hi Matt,

Confirming our phone conversation yesterday Transdev SLR are happy for you to go ahead with your works with the following conditions.

1. Your plant engages its restrictor and has a spotter.
2. Your works do not interfere with our Operations.
3. Ensure controls are in place for pedestrian management & vehicles.
4. You do not direct the public onto the SLR alignment
5. You erect delineation barriers at the sites you work at.
- 6.

If you can agree to all these conditions please feel free to conduct your works.

I look forward to your reply.

Alan

From: Matthew Grant [<mailto:mgrant@centralpg.com.au>]
Sent: Thursday, 17 September 2020 8:16 AM
To: Alan Whelan <Alan.Whelelan@transdev.com.au>
Cc: Aaron Petropoulos <apetropoulos@centralpg.com.au>
Subject: RE: Central Plumbing - Transdev Contact

Hi Alan,

As discussed yesterday could you send through that we don't require the permit or PICOW see below which came through this morning.

Also confirm none of our employees will require Light rail induction? Understanding that it may be the same thing? There was mention from Ebby that maybe a supervisor should have the induction.

Many thanks

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CTMP Addendum 16 – Sydney Water Connection Works -
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