



Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

Assessment name:	SM Package 4 HSE Temporary use of car parking spaces on Railway Parade
Prepared by:	Andrew Lynam – HSE
Prepared for:	Sydney Metro
Assessment number:	SWM24
Status:	Final
Version:	2
Planning approval:	SSI 8256
Date required:	12 August 2022
iCentral number:	SM-21-00442919
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For information – do not alter:

Applicable to:	Sydney Metro
Document Owner:	Director, Environment, Sustainability & Planning
System Owner:	Deputy Chief Executive, Operations, Customer & Place-making
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The Planning Approval Consistency Assessment Form should be completed in accordance with [SM-17-00000103 Planning Approval Consistency Assessment Procedure](#).

1. Existing Approved Project

Planning approval reference details (Application/Document No. (including modifications)):

SSI 8256 Sydney Metro City & Southwest – Sydenham to Bankstown (S2B)
Mod 1 Revised station design for Bankstown Station

Date of determination:

Infrastructure Approval date 12 December 2018
Modification 1 Approval date 22 October 2020

Type of planning approval:

Critical State Significant Infrastructure

Description of existing approved project you are assessing for consistency:

The Marrickville, Canterbury and Lakemba Station Upgrades (MCL) is one of the stages of the Sydenham to Bankstown upgrade (herein referred to as the Southwest Metro (SWM) Project) as described in the project's delivery strategy. The MCL upgrades to Sydney Metro standards correspond to work package No. 4 which are being undertaken by Haslin/Stephen Edwards Joint Venture (HSE JV).

Below is a description of the construction scope for the Lakemba Station:

- Refurbish and repurpose rooms of existing platform buildings;
- Refurbish concourse area;
- Construction of the Sydney Metro Services Building adjacent to Railway Parade;
- Regrade platform as per SM's requirement and provide drainage, platform screen doors, platform edge screens and mechanical gap fillers to Platform 1 and 2;
- New cabling and containment for LV services and lighting;
- Installation of new glass screens to existing concourse and footbridge;
- Provide new landscaped plaza at Railway Parade including additional bicycle hoops and feature paving;
- Installation of new vertical protection screens to both sides of the existing Haldon Street Bridge;
- Minor refresh of existing entry concourse stairs;
- Installation of new CSR cable route; and
- Installation of security fencing.

This Planning Approval Consistency Assessment has been produced to assess potential impacts of temporary use of approximately 14 commuter car parking spaces comprising 11 x 90 degree parking and 3 x parallel parking spaces associated with Lakemba Station construction works, and to determine whether those impacts can be appropriately managed under the current Conditions of Approval SSI 8256, Revised Environmental Mitigation Measures, management plans, procedures and strategies.

Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):

- The Sydney Metro City & Southwest – Sydenham to Bankstown – State Significant Infrastructure Assessment (SSI 8256), dated 12th December 2018;
- The Sydney Metro City & Southwest – Sydenham to Bankstown - Environmental Impact Statement, dated 7th September 2017;
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Submissions and Preferred Infrastructure Report, June 2018;
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Submissions Report, September 2018;
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Instrument of Approval, dated 12th December 2018; and
- The Sydney Metro City & Southwest – Sydenham to Bankstown – Modification 1 – Bankstown Station, 22nd October 2020.

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the EIS, Submissions and Preferred Infrastructure Report, the Submission Report and the conditions of approval.

2. Description of proposed development/activity/works

Describe ancillary activities, duration of work, working hours, machinery, staffing levels, impacts on utilities/authorities, wastes generated or hazardous substances/dangerous goods used.

This Planning Approval Consistency Assessment (PACA) relates to the temporary use of a number of car parking spaces along Railway Parade, Lakemba between at Quigg Street North and Dennis Street.

The machinery includes but is not limited to:

- Bogie
- Front End Loader
- Tipper Trucks
- Excavator
- Mulcher
- Crane truck
- Telehandler
- Mobile EWP.

The car parking spaces would be used for the duration of the construction period for shutdown and possession periods. This land is located outside, but adjacent to the Project Boundary as defined by the EIS/SPIR. The proposed area is on land owned by the City of Canterbury Bankstown Council.

No change to project staffing levels are expected during construction.

Upon completion of works the car parking spaces would be handed back to the public.

3. Timeframe

When will the proposed change take place? For how long?

The car parking spaces would be used for the duration of the construction period during all shutdowns and possessions.

4. Site description

Provide a description of the site on which the proposed works are to be carried out, including, Lot and Deposited Plan details, where available. Map to be included here or as an appendix. Detail of land owner.

The car parking spaces are located within the road reserve on land owned by the City of Canterbury Bankstown Council. The works permit approval from City of Canterbury Bankstown Council is attached in Appendix B. As such there are no Lot and Deposited Plan details. A site location map is provided in Appendix A.

5. Site Environmental Characteristics

Describe the environment (i.e., vegetation, nearby waterways, land use, surrounding land use), identify likely presence of protected flora/fauna and sensitive area.

The environment at Railway Parade, Lakemba can be described as typical urban street scape. The commuter car parking spaces are bordered by gutters, with a footpath and private property on the opposite side of the road, a community centre to the west and local shops about 150m west of the car parking spaces. Nearby vegetation consists of planted trees and weeds on the rail batter. No vegetation would be impacted as a result of the temporary possession of a number of commuter car parking spaces.

Rainfall runoff from the area enters stormwater pits located within the kerb side gutter. Land surrounding the commuter car parking spaces consists of private property to the north and the railway corridor to the south. The private properties are approximately 14 metres (m) from the location of where the machinery will be located.

There is no known protected flora or fauna in the vicinity. There are no known other sensitive receivers in the area.

HSE JV will restore the commuter car parking spaces to their pre-existing condition upon completion of each possession and shutdown. Prior to use of the commuter car parking spaces, HSE JV will undertake a dilapidation survey internally.

6. Justification for the proposed works

Address the need for the proposed works, whether there are alternatives to the proposed works (and why these are not appropriate), and the consequences with not proceeding with the proposed work.

The proposed temporary use of the car spaces are required for safe corridor access for HSE JV and other contractors (Linewide and SSJ (JHLOR JV)) through gate BE-8 in addition to for storage of construction plant (e.g. hydremas, excavators, elevated working platforms (EWPs)) and the like. The rail corridor access during possessions/shutdowns is through rail corridor gate BE-8, this is the most feasible location with vehicle/plant access to the worksite at the eastern end of Lakemba Station.

During Shutdown 2, spoil will be generated from GST works (approximately 30 tonnes) and will be kept solely within the rail corridor. Once tipper trucks and bogies enter through gate BE-8, hydremas will load spoil into tipper trucks and bogies. Prior to this occurring, the tipper trucks and bogies will be parked within the car parking spaces. This activity will remove any potential safety hazards with large truck movements within the confines of Lakemba Station where the main possession and shutdown works will be undertaken.

Parking the machinery within the car parking spaces on the eastern end of Railway Parade at gate BE-8 will provide better safety for construction personnel to remove the spoil in tipper trucks as there will be more room to maneuver the trucks and machinery.

7. Environmental Benefit

Identify whether there are environmental benefits associated with the proposed works. If so, provide details:

None.

8. Control Measures

Will a project and site specific EMP be prepared? Are appropriate control measures already identified in an existing EMP?

Works will be completed under the project Construction Traffic Management Plan (CTMP), Construction Environmental Management Plan (CEMP) and sub-plans, including the Construction Noise and Vibration Management Plan (CNVMP), Construction Soil and Water Management Plan (CSWMP) and Community Consultation Strategy (CCS).

The Lakemba ECM will be updated accordingly to capture the temporary use of the car parking spaces to the east of Lakemba Station on Railway Parade.

9. Climate Change Impacts

Is the site likely to be adversely affected by the impacts of climate change? If yes, what adaptation/mitigation measures will be incorporated into the design?

None.

10. Impact Assessment – Construction

Attach supporting evidence in the Appendices if required. Make reference to the relevant Appendix if used.

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	The existing car parking spaces are on bitumen. Vegetation removal including tree trimming would not be required. No change from approved project as detailed in the EIS and SPIR.	There is a tree next to the gate which already has a tree protection zone (TPZ) in place to protect from potential impact from plant.	Y	Y	
Water	No change from approved project as detailed in the EIS and SPIR. The closest drain is approximately 40m away from the plant on the opposite side of the road on the corner of Dennis Street and Railway Parade.	No additional measures required.	Y	Y	
Air quality	There will be minor localised dust impacts from plant movements, the extent to which is considered to be consistent with the impacts assessed within the EIS and SPIR. There will be no changes in this impact to existing receivers.	No additional measures required.	Y	Y	
Noise vibration	The plant (i.e hydremas, excavators, elevated working platforms (EWP)) and the like will be located approximately 14m from the nearest receivers. Noise monitoring will be undertaken during the possession and shutdown periods to ensure compliance with the CNVIS attached to the OOHW application. Works will be consistent with already approved activities as detailed in the EIS and SPIR.	Implementation of control measures as per the CEMP, CNVMP and OOHW. Noise monitoring will be undertaken during the shutdown/possession period.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Aboriginal heritage	The temporary use of the Railway Parade car parking spaces are on bitumen. Therefore, there is no impact potential Aboriginal Heritage.	No additional measures required.	Y	Y	
Non-Aboriginal heritage	<p>A number of buildings within the Lakemba Station precinct surrounding these works are heritage listed. However, the temporary use of Railway Parade car spaces between Quigg Street North and Dennis Street will not have an impact from the construction machinery to any known heritage items or places. This is due to the distance of the car parking spaces being 240m from Lakemba Station and temporary nature of the works.</p> <p>Additionally, the temporary use of the car parking spaces is on existing bitumen and does not go below the ground surface and therefore no impact non-indigenous archaeology.</p>	No additional measures required.	Y	Y	

<p>Community and stakeholder</p>	<p>The proposed temporary possession of Railway Parade commuter car parking spaces near Quigg Street North, in addition to the cumulative impact of the additional temporary possession of car spaces on Railway Parade at the junction of Haldon Street is expected to result in minor traffic impacts. The extent of impact is minor as trains will be not operating during the possession and shutdown periods whereby the demand for commuter car parking spaces is reduced. Plant will be moved from this area as soon as possible after the possession/shutdown is complete, thus taking into account the demand for spaces after the possession/shutdown period.</p> <p>A cumulative impact assessment of all car spaces has been done for Lakemba. In addition, COVID-19 conditions has reduced community uptake in public transport further reducing the utilisation of commuter parking and the proposed use of parking spaces during the Shutdown 2 period is expected to be quiet for the Christmas holidays. HSE JV cannot provide alternative car spaces elsewhere. Alternatives have been explored/investigated and there is no current land available.</p> <p>Ongoing community notification will be provided prior to future possessions and shutdowns.</p> <p>Further, an A2 laminated sign detailing the dates the car parking spaces will be occupied will be placed on fencing closest to the car park spaces.</p> <p>No pedestrian pathways or private property access will be impacted by the proposed possession of the car parking spaces as the machinery will be located within the car parking spaces.</p>	<p>Community notification will be provided via letter-box drop and email prior to the possession and shutdown periods.</p> <p>An A2 laminated sign detailing the dates the car parking spaces will be occupied during the possession and shutdown periods will be placed on fencing closest to the car parking spaces.</p>	<p>Y</p>	<p>Y</p>	
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Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Traffic	<p>The use of approximately 14 car parking spaces comprising 11 x 90 degree parking and 3 x parallel parking spaces along the eastern end of Railway Parade during possessions and shutdowns will not impact local traffic as the plant is located within the car parking spaces and not within Railway Parade. Plant will be delivered with the assistance of Traffic Controllers to manage short term disruption on this local road. Full road access will be available.</p> <p>No private property access will be impacted as the machinery is located 14m from the nearest residents located along Railway Parade.</p> <p>A footpath exists opposite to the car parking spaces along Railway Parade. This will not be impacted by the possession of the car spaces as the machinery is located within the car parking spaces on the opposite side of the road.</p> <p>There will be minor parking impacts using the car parking spaces to store. This is consistent with the Approved Project.</p> <p>Alternative parallel street parking remains available on both sides of Railway Parade (city end) and along adjoining roads.</p>	<p>A Traffic Control Plan (TCP) (see Appendix C) will be in place to manage vehicles (delivery trucks, etc.) entering and exiting from Railway Parade.</p>	Y	Y	
Waste	<p>There will be no waste impact in this location. No change from the EIS and SPIR.</p>	<p>No additional measures required.</p>	Y	Y	
Social	<p>As above for Community and Stakeholder.</p>	<p>No additional measures required.</p>	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Economic	No change from the EIS and SPIR.	No additional measures required.	Y	Y	
Visual	Visual impacts from the spread of machinery and the like in this location will be temporary. The machinery required and visual impacts of machinery is addressed in the EIS and SPIR, visual aspects are considered to be consistent with the EIS and SPIR.	No additional measures required.	Y	Y	
Urban design	No change from the EIS and SPIR.	No additional measures required.	Y	Y	
Geotechnical	No change from the EIS and SPIR.	No additional measures required.	Y	Y	
Land use	The temporary use of the car parking spaces to allow the placement of machinery is acknowledged. The car parking spaces proposed to be used are outside, but adjacent to the Project Boundary as defined by the EIS/SPIR.	No additional measures required.	Y	Y	
Climate Change	No change from the EIS and SPIR.	No additional measures required.	Y	Y	
Risk	No change from the EIS and SPIR.	No additional measures required.	Y	Y	
Other	No change from the EIS and SPIR.	No additional measures required.	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Management and mitigation measures	<p>The project Construction Environmental Management Plan (CEMP) and sub-plans, including the Construction Noise and Vibration Management Plan (CNVMP), and Community Consultation Strategy (CCS) will be updated accordingly to identify the temporary use of the car parking spaces three days before and three days after as well as during possession and shutdown periods. These will be reviewed prior to works commencing.</p> <p>The Lakemba ECM will be updated accordingly to capture the temporary use of the car parking spaces on the city side of Railway Parade.</p>	No additional measures required.	Y	Y	

11. Impact Assessment – Operation

Attach supporting evidence in the Appendix if required. Make reference to the relevant Appendix if used.

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from the EIS and SPIR.	N/A	Y	Y	
Water	No change from the EIS and SPIR.	N/A	Y	Y	
Air quality	No change from the EIS and SPIR.	N/A	Y	Y	
Noise vibration	No change from the EIS and SPIR.	N/A	Y	Y	
Indigenous heritage	No change from the EIS and SPIR.	N/A	Y	Y	
Non-indigenous heritage	No change from the EIS and SPIR.	N/A	Y	Y	
Community and stakeholder	No change from the EIS and SPIR.	N/A	Y	Y	
Traffic	No change from the EIS and SPIR.	N/A	Y	Y	
Waste	No change from the EIS and SPIR.	N/A	Y	Y	
Social	No change from the EIS and SPIR.	N/A	Y	Y	
Economic	No change from the EIS and SPIR.	N/A	Y	Y	
Visual	No change from the EIS and SPIR.	N/A	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Urban design	No change from the EIS and SPIR.	N/A	Y	Y	
Geotechnical	No change from the EIS and SPIR.	N/A	Y	Y	
Land use	No change from the EIS and SPIR.	N/A	Y	Y	
Climate Change	No change from the EIS and SPIR.	N/A	Y	Y	
Risk	No change from the EIS and SPIR.	N/A	Y	Y	
Other	No change from the EIS and SPIR.	N/A	Y	Y	
Management and mitigation measures	No change from the EIS and SPIR.	N/A	Y	Y	

12. Consistency with the Approved Project

<p>Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?</p>	<p>No. The proposed works would not transform the project, they will facilitate it. The project would continue to provide a new metro rail line between Sydenham and Bankstown.</p>
<p>Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?</p>	<p>Yes. The proposed works would be consistent with the objectives and functions of the approved project.</p>
<p>Is the project as modified consistent with the objectives and functions of elements of the Approved Project?</p>	<p>Yes. The changes identified in this assessment are temporary and are consistent with the objectives and functions of the Approved Project.</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p>There will be short-term and minor potential community impacts with the temporary possession of the car parking spaces along Railway Parade. No new environmental impacts are introduced as part of the proposed use of Railway Parade at the city end between Quigg Street North and Dennis Street. All potential impacts are adequately addressed through the application of the mitigation measures in the above tables, the EIS, the SPIR, REMMs, CoA and CEMP for the project.</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes. The proposed works would be consistent with the conditions of approval.</p>
<p>Are the impacts of the proposed activity/works known and understood?</p>	<p>Yes. The impacts of the proposed works are understood.</p>
<p>Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?</p>	<p>Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.</p>

13. Other Environmental Approvals

Identify all other approvals required for the project:

City of Canterbury Bankstown Council landowner consent and Out Of Hours Works (OOHW) Approvals from Sydney Metro.

Author certification

To be completed by person preparing checklist.

I certify that to the best of my knowledge this Consistency Checklist:

- Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and
- Examines the consistency of the Proposed Revision with the Approve material respects and does not omit any material information.

Name:	Andrew Lynam	
Title:	Environmental Manager	
Company:	HSE	Date: 15/08/2022

This section is for Sydney Metro only.

Application supported and submitted by

Name:	Yvette Buchli	Date:	16/08/2022
Title:	Associate Director Planning Approvals	Comments:	
Signature:			

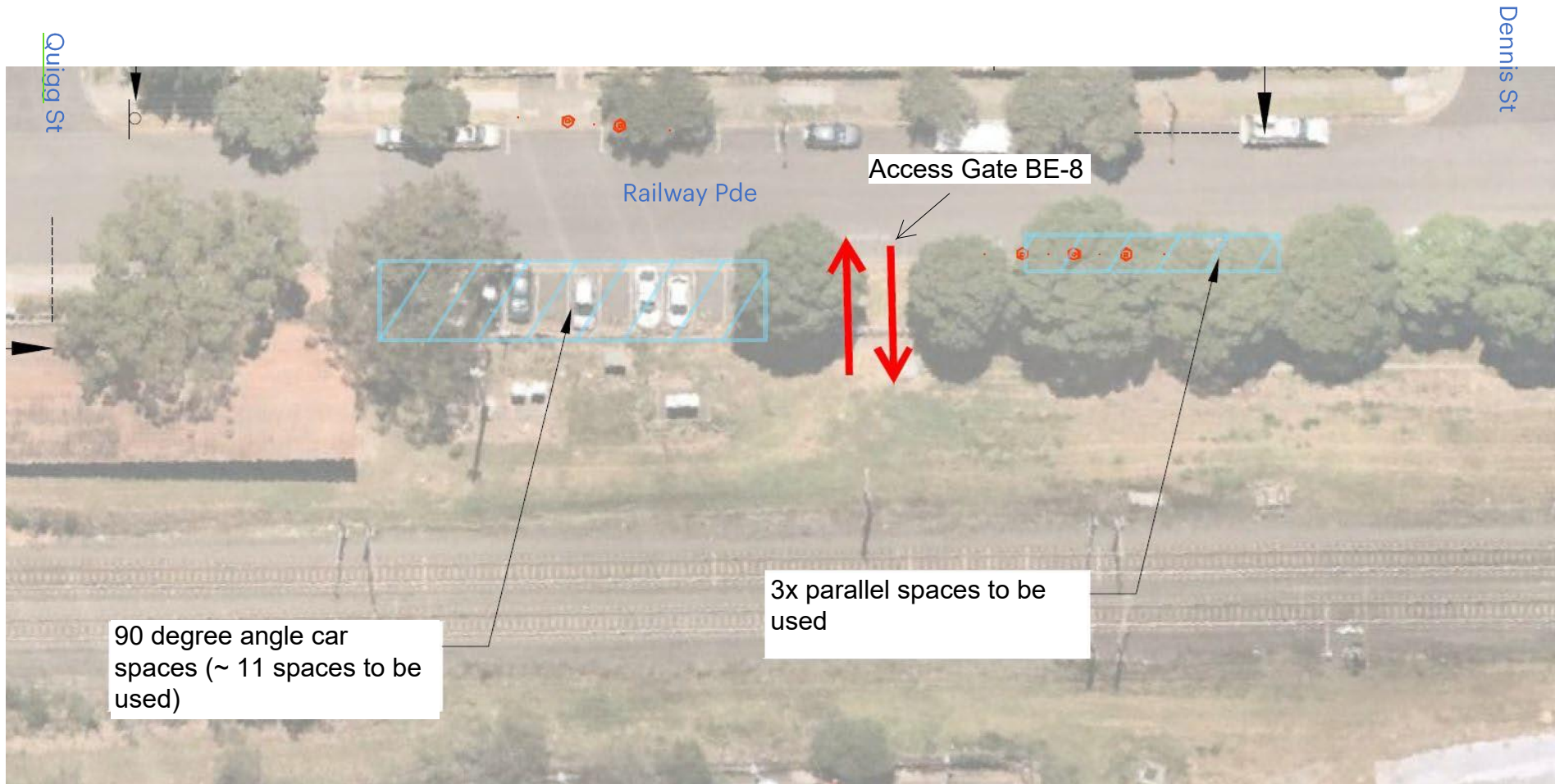
Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

- Yes The proposed activity/works are consistent and no further assessment is required.
- No The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.

Endorsed by			
Name:	Fil Cerone	Date:	17 August 2022
Title:	Director, City & Southwest, Sustainability Environment and Planning	Comments:	
Signature:			

Appendix A - Site Location Map

CAR SPACES – Railway Pde, Lakemba



Appendix B – Canterbury Bankstown Standing Plant Approval and Works Permit Application



09 December 2021

Haslin Construction
Attention: Sairam Pilli
2/2-4 Merton Street
SUTHERLAND NSW 2232

Our Ref: WP-CON-2250/2021
Officer: Julian Tan

Dear Sir,

Standing Plant Permit	
Work Permit Number:	WP-CON-2250/2021
Site Address:	Railway Parade, Lakemba NSW 2195
Activity:	Operation of Crane, Concrete Pump / Truck, Excavators and Front-End Loader in relation to Lakemba Station Upgrade Works
Specific Location:	Between Quigg Street & Dennis Street, Lakemba NSW 2195
Date & Hours:	From 16 December 2021 – End 12 January 2022 Between 00:00 and 00:00 (24 Hours)

Your Work Permits for the above location have been approved. The following conditions have been imposed to ensure compliance with the Roads Act 1993 and/or the Local Government Act 1993 for the safety of persons using the public footpath and roadway adjacent to the site:

CONDITIONS OF APPROVAL

- 1) If required, a Police Permit must be obtained from the Local Police Station. Please present this letter to the Police when applying for a permit.
- 2) Carry out all work in accordance with SafeWork NSW authority's requirements.
- 3) A thoroughfare for emergency vehicles must be provided at all times.
- 4) All affected residents, businesses, emergency authorities and service providers must be notified of the work and road occupancy prior to commencement. Any concerns or requirements raised by business proprietors, residents or other occupants must be resolved or accommodated.
- 5) A current Public Liability Insurance Policy of at least \$20 million, and indicating Council as the interested party, shall be maintained during the time Council's Road Reserve is occupied.
- 6) All work is to be carried out in accordance with Australian Standards AS1742.3 – Traffic Control Devices for works on roads and in accordance with the latest version of Traffic Control and Worksites Manual (TCAWs).
- 7) The Traffic Control Plan and/or Pedestrian and Traffic Management Details as specified in your application must be implemented.
- 8) A minimum 3 metre traffic lane width must be maintained at all times.



- 9) The alternative pedestrian access route must be safe, clearly visible, appropriately delineated/ barricaded and signed at all times.
- 10) Adequate lighting and reflective devices shall be provided around the work area to ensure clear visibility to traffic and pedestrians
- 11) All control of traffic must be performed by official TfNSW authorised Traffic Controller(s).
- 12) A copy of this Permit and approved Traffic Control Plan must be kept on the work site for inspection by relevant Council Officers or the Police.
- 13) The applicant shall comply with any reasonable directive from Council's Compliance Officers or the Police.
- 14) The areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Compliance Officer.

NOTE

(Note: This advice does not form a condition of approval)

Damage to public infrastructure (utility services or others) may result in interruption to the provision of essential services at significant costs. If you are aware of any work or proposed work which may affect or impact on public infrastructure in any way, you are required to contact the relevant authority.

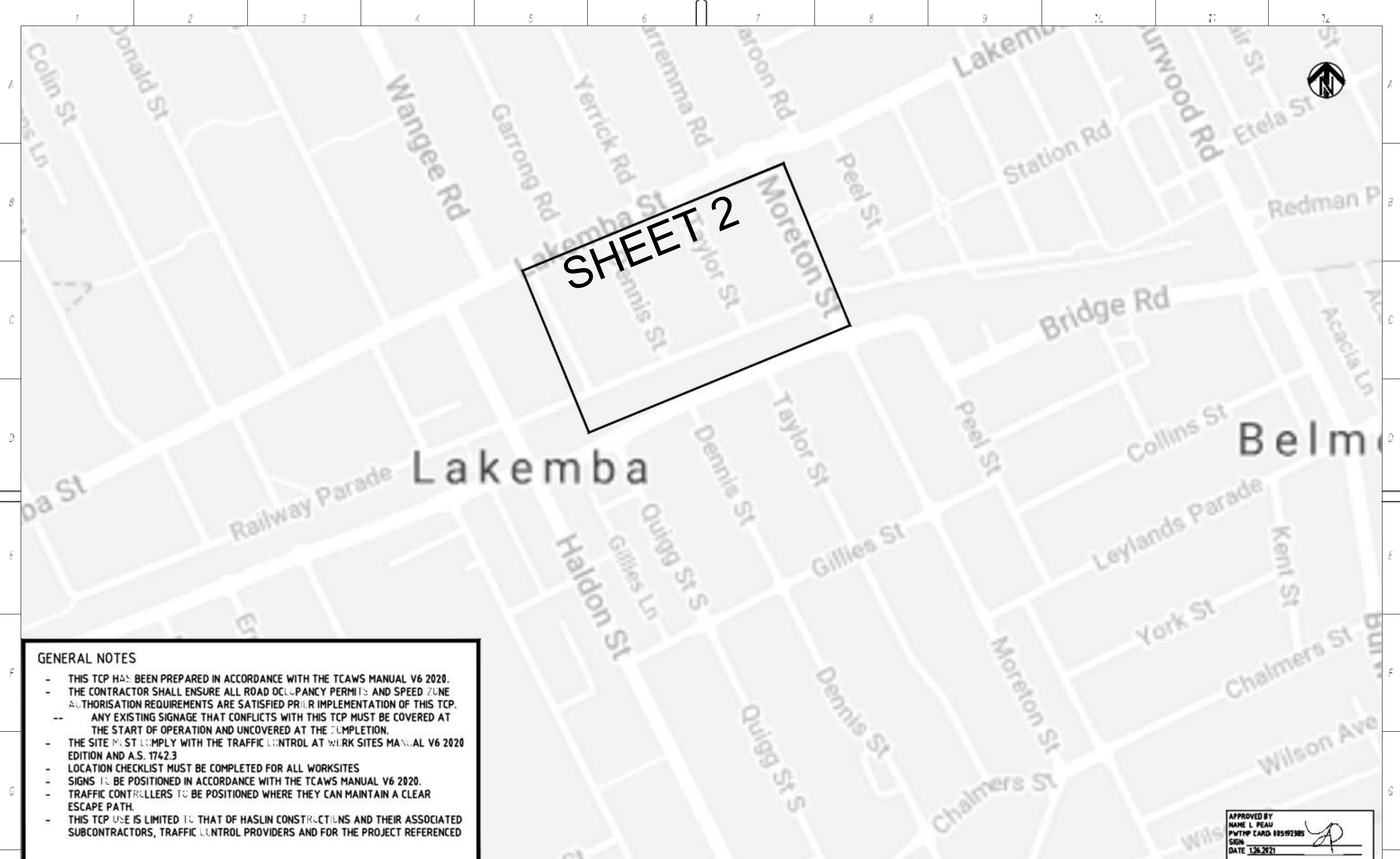
For further information, please contact **Julian Tan** of Council's Development Engineering Services via email workpermits@cbc.city.nsw.gov.au.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Julian Tan', written over a horizontal line.

Julian Tan
WORK PERMIT OFFICER
DEVELOPMENT ENGINEERING SERVICES

Appendix C – Traffic Control Plan



SHEET 2

GENERAL NOTES

- THIS TCP HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL V6 2020.
- THE CONTRACTOR SHALL ENSURE ALL ROAD OCCUPANCY PERMITS AND SPEED ZONE AUTHORIZATION REQUIREMENTS ARE SATISFIED PRIOR IMPLEMENTATION OF THIS TCP.
- ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TCP MUST BE COVERED AT THE START OF OPERATION AND UNCOVERED AT THE COMPLETION.
- THE SITE MUST COMPLY WITH THE TRAFFIC CONTROL AT WORK SITES MANUAL V6 2020 EDITION AND A.S. 1742.3
- LOCATION CHECKLIST MUST BE COMPLETED FOR ALL WORKSITES
- SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL V6 2020.
- TRAFFIC CONTROLLERS TO BE POSITIONED WHERE THEY CAN MAINTAIN A CLEAR ESCAPE PATH.
- THIS TCP USE IS LIMITED TO THAT OF HASLIN CONSTRUCTIONS AND THEIR ASSOCIATED SUBCONTRACTORS, TRAFFIC CONTROL PROVIDERS AND FOR THE PROJECT REFERENCED

APPROVED BY
 NAME L. PEAU
 PW/THP CARD 105192305
 SIGN
 DATE 1.26.2021

	DRAWN BY:	LP	DESIGNER
	DRW CHECK:	LP	
	APPROVED:	LP	
	IND REVIEW:	N/A	
P1	LP	07.05.21	ORIGINAL ISSUE
REV	BY	DATE	DESCRIPTION
			APPD.
	COORDINATE SYSTEM:		HEIGHT DATUM:
		SCALE:	

HASLIN CONSTRUCTIONS - LAKEMBA STATION UPGRADE

RAILWAY PARADE (EAST) SITE ACCESS CONTROL
 GATE HSE NEW - INTERMITTENT STOPS WITH TC
 LOCALITY PLAN

DRAWING No:	HAS-LAK-40029-P1		
SHEET	1	OF	2
REVISION	P1		

2

3

4

5

6

7

8

9

10

11

12

LEGEND

SITE COMPOUND	
PEDESTRIAN DETOUR ROUTE	
CLOSED PEDESTRIAN PATH	
PEDESTRIAN BARRICADE / PHYSICAL BARRIER	
TRAFFIC CONTROLLER	
TRAFFIC CONE / BOLLARD AT 2M CENTERS (OR AS PER TCAWS TABLE 5.1)	
TEMPORARY SIGN POSITION	
SITE ACCESS / EGRESS	

A

B

C

D

E

F

G

H

A

B

C

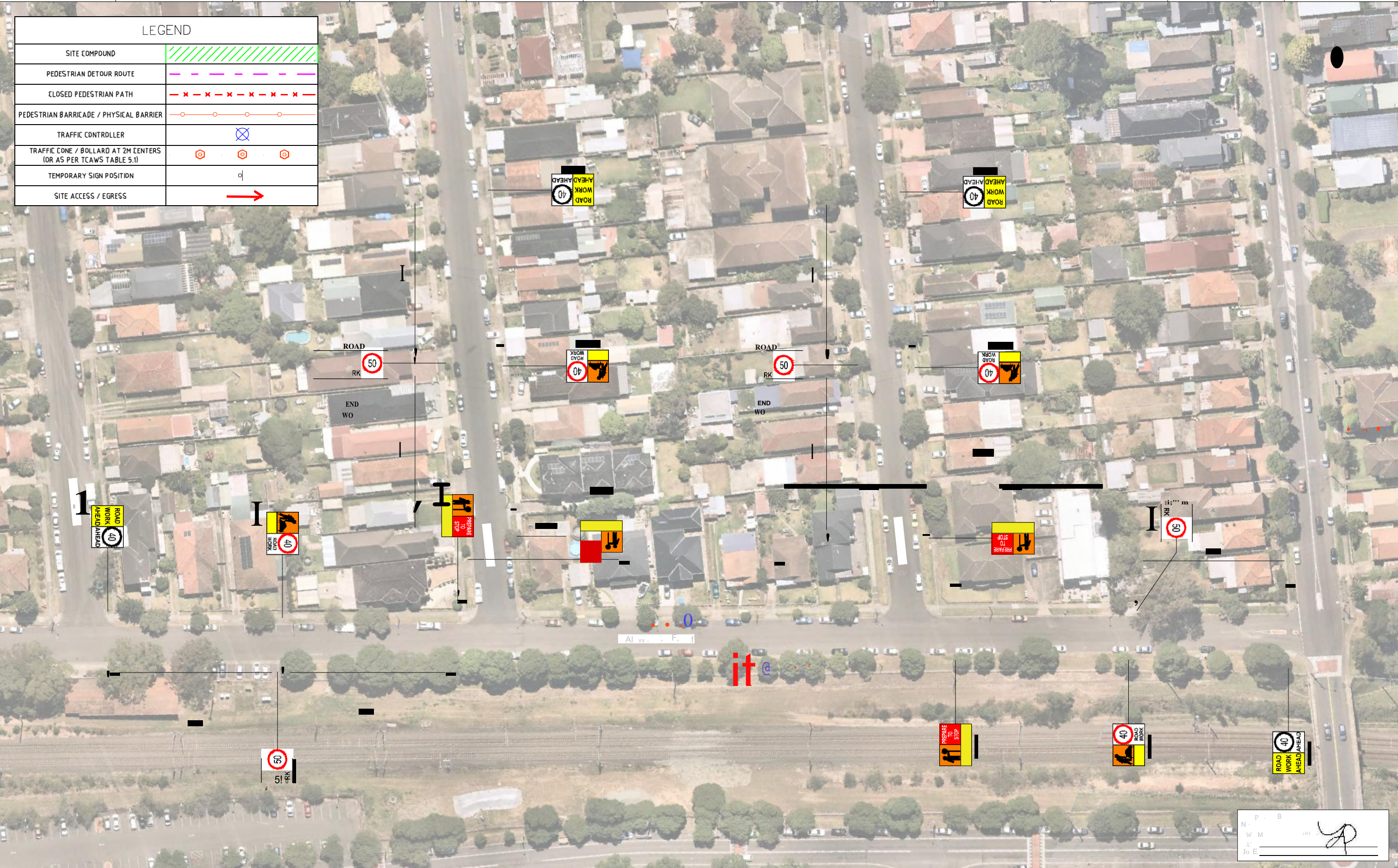
D

E

F

G

H



N P B
W M
L J
Jo E

DRAWN BY:	LP
DRW CHECK:	LP
APPROVED:	LP
INDREVIEW:	N/A

DESIGNER

CLIENT

HASLIN CONSTRUCTIONS - LAKEMBA STATION UPGRADE

RAILWAY PARADE (EAST) SITE ACCESS CONTROL
GATE HSE NEW - INTERMITTENT STOPS WITH TC
TRAFFIC GUIDANCE SCHEME

DRAWING No:	HAS-LAK-40029-P1	
SHEET	2	OF 2
REVISION	P1	

GENERAL NOTES

- THIS TCP HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL V6 2020.
- THE CONTRACTOR SHALL ENSURE ALL ROAD OCCUPANCY PERMITS AND SPEED ZONE AUTHORISATION REQUIREMENTS ARE SATISFIED PRIOR IMPLEMENTATION OF THIS TCP.
- ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TCP MUST BE COVERED AT THE START OF OPERATION AND UNCOVERED AT THE COMPLETION.
- THE SITE MUST COMPLY WITH THE TRAFFIC CONTROL AT WORK SITES MANUAL V6 2020 EDITION AND A.S. 1742.3
- LOCATION CHECKLIST MUST BE COMPLETED FOR ALL WORKSITES
- SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL V6 2020.
- TRAFFIC CONTROLLERS TO BE POSITIONED WHERE THEY CAN MAINTAIN A CLEAR ESCAPE PATH.
- 30km/h SPEED RESTRICTION USED WHERE 15m CLEARANCE CANNOT BE ACHIEVED
- THIS TCP USE IS LIMITED TO THAT OF HASLIN CONSTRUCTIONS AND THEIR ASSOCIATED SUBCONTRACTORS, TRAFFIC CONTROL PROVIDERS AND FOR THE PROJECT REFERENCED.

SHEET 2



DRAWN BY: LP				HASLIN CONSTRUCTIONS - LAKEMBA STATION UPGRADE		DRAWING No: HAS-LAK-40019-P2	
DRW CHECK: LP				RAILWAY PARADE (EAST) SITE ACCESS CONTROL		SHEET 1 OF 2	
APPROVED: LP				INTERMITTENT STOPS WITH TC		REVISION P2	
IND REVIEW: N/A				LOCALITY PLAN			
COORDINATE SYSTEM:	HEIGHT DATUM:	SCALE:					



LEGEND	
SITE COMPOUND	
PARKING REMOVAL	
PEDESTRIAN DETOUR ROUTE	
CLOSED PEDESTRIAN PATH	
PEDESTRIAN BARRICADE / PHYSICAL BARRIER	
TRAFFIC CONTROLLER	
TRAFFIC CONE / BOLLARD AT 2M CENTERS (OR AS PER TCAS TABLE 5.11)	
TEMPORARY SIGN POSITION	
SITE ACCESS / EGRESS	

APPROVED BY
NAME: L. PEAM
PWTMP CARD: 065192385
SIGN:
DATE: 1.26.2021

DRAWN BY:	LP
DRW CHECK:	LP
APPROVED:	LP
IND REVIEW:	N/A

DESIGNER

CLIENT

HASLIN CONSTRUCTIONS - LAKEMBA STATION UPGRADE

RAILWAY PARADE (EAST) SITE ACCESS CONTROL
INTERMITTENT STOPS WITH TC
TRAFFIC GUIDANCE SCHEME

DRAWING No:	HAS-LAK-40019-P2	
SHEET	2	OF 2
REVISION	P2	