



Sydney Olympic Park Heavy Vehicle Route

SMWSTCTP-AFJ-OLP-TF-RPT-000001 Revision 02

Sydney Metro West – Central Tunnelling Package



DOCUMENT APPROVAL

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1. INTRODUCTION

Sydney Metro is Australia's biggest public transport program. Services on the North West Metro Line between Rouse Hill and Chatswood started in May 2019. The Sydney Metro network also includes Sydney Metro City & Southwest, Sydney Metro West and Sydney Metro Western Sydney Airport. Sydney Metro West is a new 24 kilometre metro line between Westmead and the Sydney CBD (the Project). This infrastructure investment will double the rail capacity of the Greater Parramatta to Sydney CBD corridor with a travel time target between the two centres of about 20 minutes. The planning approvals and environmental impact assessment for Sydney Metro West has been split into a number of stages recognising the size of the project. This includes:

- Stage 1 – Concept and all major civil construction works including station excavation and tunnelling between Westmead and The Bays. Planning approval for this stage was granted in March 2021.
- Stage 2 – All major civil construction works including station excavation and tunnelling from The Bays to Sydney CBD
- Stage 3 – Tunnel fit-out, construction of stations, ancillary facilities and station precincts, and operation and maintenance of the Sydney Metro West line

Due to the Project's importance, the Project was declared to be Critical State Significant Infrastructure by the Minister for Planning and Public Spaces. An Environmental Impact Statement (EIS) (Jacobs/Arcadis, 2020) for the Concept and Stage 1 (herein referred to as the Project) was placed on public exhibition from 30 April 2020 to 26 June 2020. Submissions were received from government, agencies, organisations and the public in response to the project. A Submissions Report was prepared by Sydney Metro in response to submissions received during the exhibition period and an Amendment Report was prepared by Sydney Metro in 2020 as a result of continued design development and refinement. The Project was approved on 11 March 2021 (SSI 10038).

Stage 1 of the Project is being delivered under a number of packages in accordance with the Sydney Metro West Phasing Report. The packages include:

- Phase A – Power Enabling Works
- Phase B1 – Central Tunnelling Package (Civils Works)
- Phase B2 – Central Tunnelling Package (Tunnelling Works)
- Phase C – Parramatta, Westmead and Clyde Demolition Works
- Phase D – Greater Sydney Road Works
- Phase E – Existing Rail Corridor Enabling Works
- Phase F – Western Tunnelling

The Central Tunnelling Package (CTP) involves the design and construction of 11km of twin tunnels and underground station excavations from The Bays to Sydney Olympic Park.

This document has been prepared for the CTP for the proposal of heavy vehicles access on specific local roads within the Sydney Olympic Park not identified in Condition A1 of the Project Conditions of Approval (CoA) for Sydney Metro West, to access the CTP Sydney Olympic Park construction site.

2. PURPOSE AND SCOPE

This document has been prepared to address the Sydney Metro West Central Tunnelling Package (CTP) project Condition of Approval as shown in Table 1, which includes a cross reference to where the information has been addressed within this document.

TABLE 1 RELEVANT CONDITIONS OF APPROVAL

Project Planning Approval (dated 11 March (SSI 10038))		Where addressed
D84	The primary egress routes for spoil haulage trucks at Sydney Olympic Park metro station construction site must be determined in consultation with SOPA.	Section 4 Appendix C
D86	Local roads proposed to be used by Heavy Vehicles to directly access construction sites that are not identified in the documents listed in Condition A1 of this schedule must be approved by the Planning Secretary and be included in the CTMPs.	This document
D87	All requests to the Planning Secretary for approval to use local roads under Condition D86 above must include the following: (a) a swept path analysis; (b) demonstration that the use of local roads by Heavy Vehicles for the CSSI will not compromise the safety of pedestrians and cyclists of the safety of two-way traffic flow on two-way roadways; (c) details as to the date of completion of the road dilapidation surveys for the subject local roads; and (d) measures that will be implemented to avoid where practicable the use of local roads past schools, aged care facilities and child care facilities during their peak operation times; and (e) written advice from an appropriately qualified professional on the suitability of the proposed Heavy Vehicle route which takes into consideration items (a) to(d) of this condition.	(a) Section 3.2 Section 3.4 Appendix A (b) Appendix B (c) Section 3.6 (d) Section 3.7 (e) Section 5
TT6	All trucks would enter and exit construction sites in a forward direction, where feasible and reasonable.	Section 3.1 Section 3.3
TT7	Construction site traffic would be managed to minimise movements during peak periods	Section 3.8
TT24	Coordination and consultation with the following stakeholders would occur, where required, to manage the interface of projects under construction at the same time: <ul style="list-style-type: none"> • Transport for NSW including Transport Coordination • Department of Planning, Industry and Environment • Sydney Trains • NSW Trains • Sydney Buses • Sydney Water • Port Authority of NSW • Sydney Motorways Corporation • Emergency service providers • Utility providers <p>Construction contractors Coordination and consultation with these stakeholders would include:</p> <ul style="list-style-type: none"> • Provision of regular updates to the detailed construction program, construction sites and haul routes 	Section 4.1 Section 4.2 Section 4.3

FIGURE 1 PROPOSE ADDITIONAL HEAVY VEHICLE ENTRY ROUTE TO SYDNEY OLYMPIC PARK SITE

Of those listed above, the following local roads were **not** identified in documents described in CoA A1 for access to the Sydney Olympic Park site:

- Sarah Durack Avenue (westbound)
- Olympic Boulevard (northbound)
- Herb Elliott Avenue (eastbound)

The use of these roads as construction site access has been identified in consultation with Sydney Olympic Park Authority (SOPA) as required under CoA D84. Evidence of this consultation will be included in the submission of this document to DPIE, as required in accordance with CoA A6.

To provide safe access to the work sites, all trucks are to enter sites in a forward direction, where feasible and reasonable.

3.2 SWEPT PATH ANALYSIS FOR HEAVY VEHICLE ENTRY ROUTE

A swept path analysis for the above three site access roads has been undertaken to determine the suitability of these roads for heavy vehicle use. This is included in **Appendix A**.

Swept path analysis shows that the proposed heavy vehicle entry route is suitable for 19m prime mover and semi-trailer, and 19m truck and dog type vehicles.

One-off and special oversize deliveries will be managed under a separate process with National Heavy Vehicle Regulator. Oversize or overweight vehicles movements will comply with the National Heavy Vehicle Regulator (NHVR) where it has the authority to limit the time and route the oversize/overweight vehicle must use.

3.3 PROPOSE HEAVY VEHICLE EXIT ROUTE

In addition to the approved EIS heavy vehicle route, AFJV proposed to use the following heavy vehicle route to exit the Sydney Olympic Park site (also shown in Figure 2):

- Figtree Drive (westbound)
- Olympic Boulevard (southbound)
- Sarah Durack Avenue (eastbound)
- Australia Avenue (southbound)

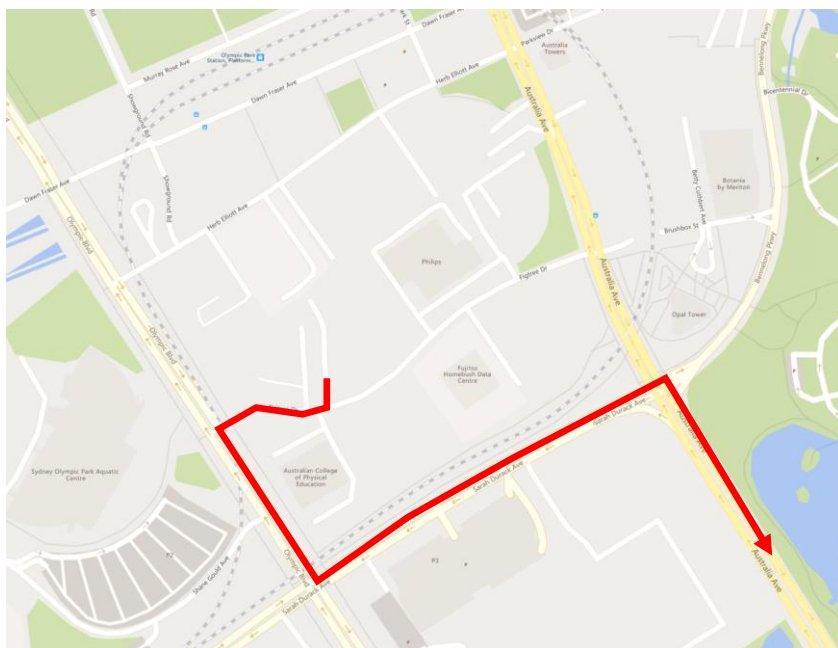


FIGURE 2 PROPOSE ADDITIONAL HEAVY VEHICLE EXIT ROUTE FROM SYDNEY OLYMPIC PARK SITE

Of those listed above, the following local roads were **not** identified in documents described in CoA A1 for access to the Sydney Olympic Park site:

- Figtree Drive (westbound)
- Sarah Durack Avenue (eastbound)

To provide a safe exit to the work sites, all trucks are to exit sites in a forward direction, where feasible and reasonable.

3.4 SWEPT PATH ANALYSIS FOR HEAVY VEHICLE EXIT ROUTE

A swept path analysis for the above two site exit roads has been undertaken to determine the suitability of these roads for heavy vehicle use. This is included in **Appendix A**.

Swept path analysis shows that the proposed heavy vehicle exit route is suitable for 19m prime mover and semi-trailer, and 19m truck and dog type vehicles. This covers the general vehicle size that would be used by AFJV for spoil haulage and deliveries. One-off and special oversize deliveries will be managed under a separate process with Sydney Olympic Park.

3.5 ROAD SAFETY AUDIT OF THE HEAVY VEHICLE ROUTE

A road safety audit was complete for the proposed heavy vehicle entry route and exit route. Detail findings and response is included in **Appendix B**. In summary, there were no high risk items identified, and all medium risk items were considered 'improbable' in likelihood. As such, the proposed entry and exit routes are acceptable routes for heavy vehicles.

3.6 ROAD DILAPIDATION SURVEY

Road dilapidation survey was completed in November 2021 (Sydney Metro, Transport for NSW, SOPA) as described in CoA D88. A copy of the dilapidation report with the photo/video records was distributed to Sydney Olympic Park Authority in accordance with CoA D87(c) on 3 December 2021.

3.7 IMPACT TO SCHOOL, AGED CARE, OR CHILDCARE

Sarah Durack Avenue has footpath on both sides. The road is flanked by a train line on the northern side while the southern side is the P3 carpark. The residential property on the corner of Sarah Durack Avenue and Olympic Boulevard does not have any shops fronting Sarah Durack Avenue.

Along Olympic Boulevard between Sarah Durack Avenue and Herb Elliott Avenue, the eastern side contains a wide footpath and indented bus bay with no property frontage. Along the western side there is a wide footpath and indented bus bay and access to the Sydney Olympic Park Aquatic Centre.

Along Figtree Drive, there is a footpath on both sides of the street. NSW institute of Sport is located east of the Sydney Olympic Park Station site, while a private company is located immediate opposite of the construction site.

Herb Elliott Avenue is within the original EIS route with footpath on both sides and with Ibis Hotel and the Abattoir Heritage Precinct located on the north side of Herb Elliott Avenue.

There are no schools, aged care, or childcare facilities along the proposed heavy vehicle entry and exit route. The road safety audit have not identified any high risk items along the proposed route.

3.8 CONSTRUCTION TRAFFIC MANAGEMENT

Construction traffic volumes would be minimised during peak periods, and special events, where possible.

Table 3.1 shows the proposed construction traffic volumes involving light vehicles and heavy vehicles accessing the construction sites on a typical day. The construction traffic generation is no more than what has been allowed for in the EIS construction traffic volumes for each site.

TABLE 3.1: DAILY CONSTRUCTION TRAFFIC VOLUMES (TWO-WAY MOVEMENT) DURING PEAK ACTIVITY

Site	AM Peak Hour			PM Peak Hour		
	Heavy Vehicle	Light Vehicle	Total	Heavy Vehicle	Light Vehicle	Total
Sydney Olympic Park Station	8	40	48	8	46	54

4. CONSULTATION

4.1 CONSULTATION WITH SOPA

This document will be provided for consultation with SOPA. Evidence of this consultation and confirmation of the proposed routes will be provided in **Appendix C**.

4.2 TRAFFIC AND TRANSPORT LIAISON GROUP (TTLG)

AFJV has been undertaking consultation and communication with stakeholders in regard to traffic management. A communication strategy is being developed with stakeholders and the site-specific CTMPs outline consultation activities during the works. The community will be notified of any current and upcoming construction works and traffic arrangement that have the potential to impact on stakeholders, community and businesses, prior to them occurring.

A community communications strategy is being developed (in consultation with Sydney Metro) to notify stakeholders that may be affected by changes to transport, access and local traffic arrangements. The community communications and strategy are being prepared in accordance with the General Specification requirements (Section 5.1.10). Once prepared, the community communications strategy will be forwarded to TfNSW for approval.

A Traffic and Transport Liaison Group (TTLG) will be established to discuss with stakeholders in relation to the proposed construction activities, upcoming works and related traffic and transport implications.

AFJV Traffic Manager is to participate in monthly TTLG meetings throughout the project, or at an agreed frequency. The Traffic Manager is a member of the TTLG and acts as the authorised representative for the Project in matters related to traffic and transport. The Traffic Manager provides the relevant information relating to the Project to the group.

AFJV consult with all relevant stakeholders prior to the commencement of any works. Potential stakeholders for this Project include:

- Sydney Metro
- Transport for NSW including:

- Centre for Road and Maritime Safety
- Metro Bus and Ferry Planning and Development
- Greater Sydney Planning and Programs
- Freight Strategy and Planning
- Customer Journey Planning
- Sydney Trains
- Port Authority of NSW
- Infrastructure NSW
- Department of Planning, Industry and Environment
- NSW Police
- NSW Fire and Rescue
- NSW Ambulance Service
- Inner West Council
- City of Canada Bay Council
- Burwood Council
- Parramatta City Council
- Bus operators
- Sydney Olympic Park Authority
- Concord Oval Redevelopment

4.3 TRAFFIC CONTROL GROUP (TCG)

Sydney Metro to establish Metro West wide TCG and the Traffic Manager will attend on behalf of AFJV and meet weekly, fortnightly or as agreed. TCG members typically include the Project Traffic Manager and representatives from TfNSW, SM, and where required Councils and SOPA.

The TCG is to discuss and agree on any and traffic and transport related issues associated with the Project. It is the TCG where decisions and changes are made on CTMPs, traffic management issues as they relate to the project work.

5. PROFESSIONAL QUALIFICATION

The author of this document – Denis Fung, is a qualified traffic engineer with twenty years of experience and consider the proposed heavy vehicle route to be suitable for use under CoA D87.

6. APPROVAL

Following consultation with SOPA, this document will be finalised (where changes have been identified as being required) and provided to the Planning Secretary for approval in accordance with CoA D86

Approved local roads will be included in the Construction Traffic Management Plans (CTMPs) required under CoA D85, which will also be submitted to the Planning Secretary for information before the commencement of any construction in the area identified and managed under each CTMP.

7. CONCLUSION

Swept path analysis have shown that there are no swept path clashes with the proposed heavy vehicle route. Road safety audits had identified no high risk items and medium risk items have improbable likelihood. Road dilapidation surveys (required under CoA D87(c)) will be completed in November 2021 prior to any heavy vehicle usage on the proposed local roads described in this document. Finally, there are no schools, aged care facilities or childcare facilities along the proposed heavy vehicle route.

Therefore, the proposed heavy vehicle entry and exit route is considered suitable for use and is recommended for approval.

APPENDIX A SWEPT PATH ANALYSIS

APPENDIX B ROAD SAFETY AUDIT

APPENDIX C CONSULTATION EVIDENCE

APPENDIX D DILAPIDATION REPORT TO SOPA