

Transport for Tomorrow

Heavy Vehicle Local Road Report for Use of Local Roads

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|---------------|--|
| Project | Sydney Metro – Western Sydney Airport Enabling Works |
| Document No. | |
| Revision Date | 15 th July 2022 |

Document Approval

| Rev | Date | Prepared by | Reviewed by | Approved by | Remarks |
|-----|----------------------------|-----------------|-------------|-------------|----------------------|
| 0 | 18 th May 2022 | Scott McMichael | M Clegg | M Bibb | |
| 1 | 15 th July 2022 | Scott McMichael | J Larkham | M Bibb | Council consultation |
| | | | | | |

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1. Introduction

1.1. Project Background

The Sydney Metro – Western Sydney Airport project comprises a new 23km railway line that will link the new Western Sydney Aerotropolis business hub and Airport to the south, with the rest of Sydney’s public transport network via St Marys to the north. The Project includes six new metro stations along the route including one at the Western Sydney Aerotropolis, two at the new Airport site, one at Luddenham, Orchard Hills, and St Marys.

Enabling works at the existing St Marys railway station are required to prepare the site for the construction of the new Metro Station at St Marys. The Enabling Works component has been awarded to, and will be undertaken by, Transport for Tomorrow.

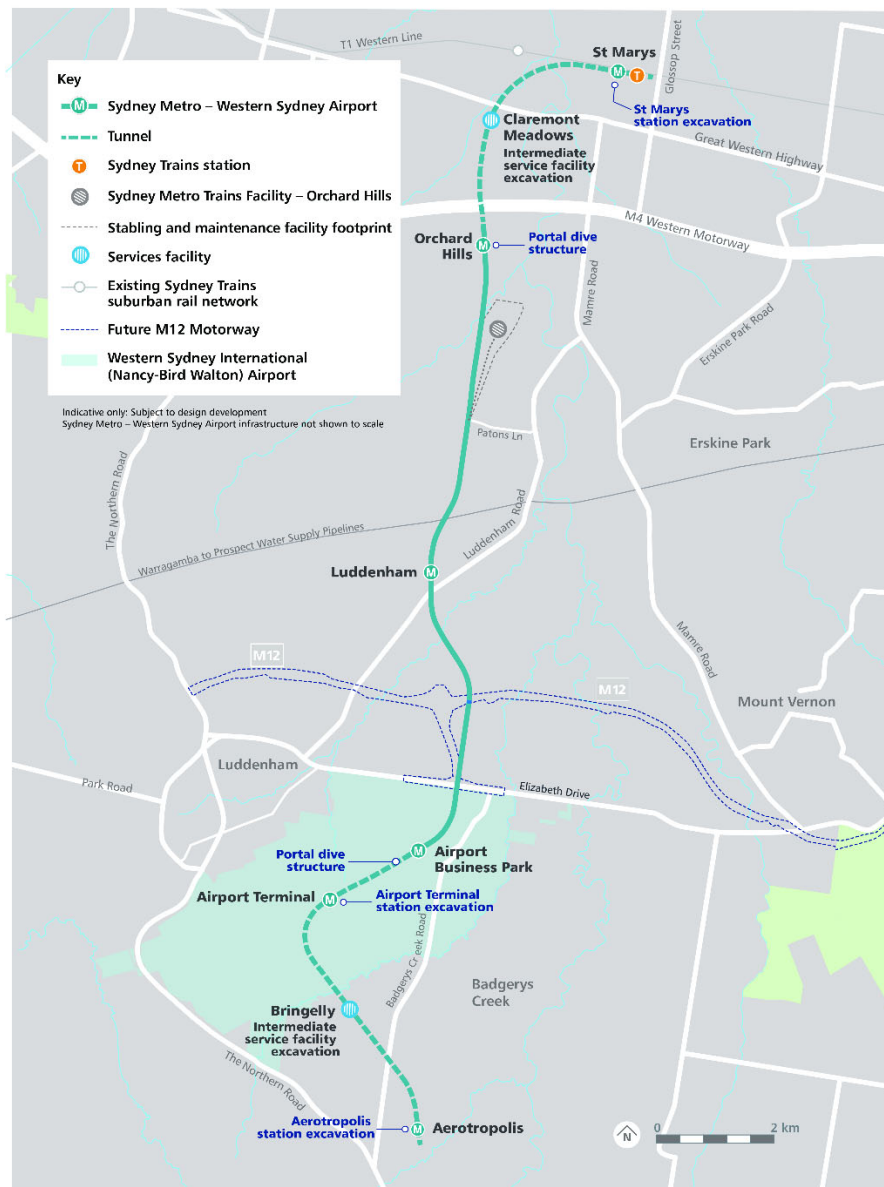


Figure 1 – Sydney Metro – Western Sydney Airport Overall Alignment Map

1.2. Purpose

This Heavy Vehicle Local Report for use on Local Roads (HVLR) has been developed to address the Ministerial Conditions of Approval related to the Critical State Significant Infrastructure of Sydney Metro – Western Sydney Airport.

This HVLR identifies and assesses the heavy vehicle routes into the work areas and sites not identified in the Environmental Impact Statement (EIS). The road classification and the suitability of the routes is based on swept path analysis and adjacent land uses. For the St Marys Station Enabling Works site, the routes proposed in the EIS for access/egress to the site show vehicles turning directly into site from Glossop Street and exiting via Phillip Street. This route is not possible for the enabling works due to main contract works being completed by CPB Ghella Joint Venture.

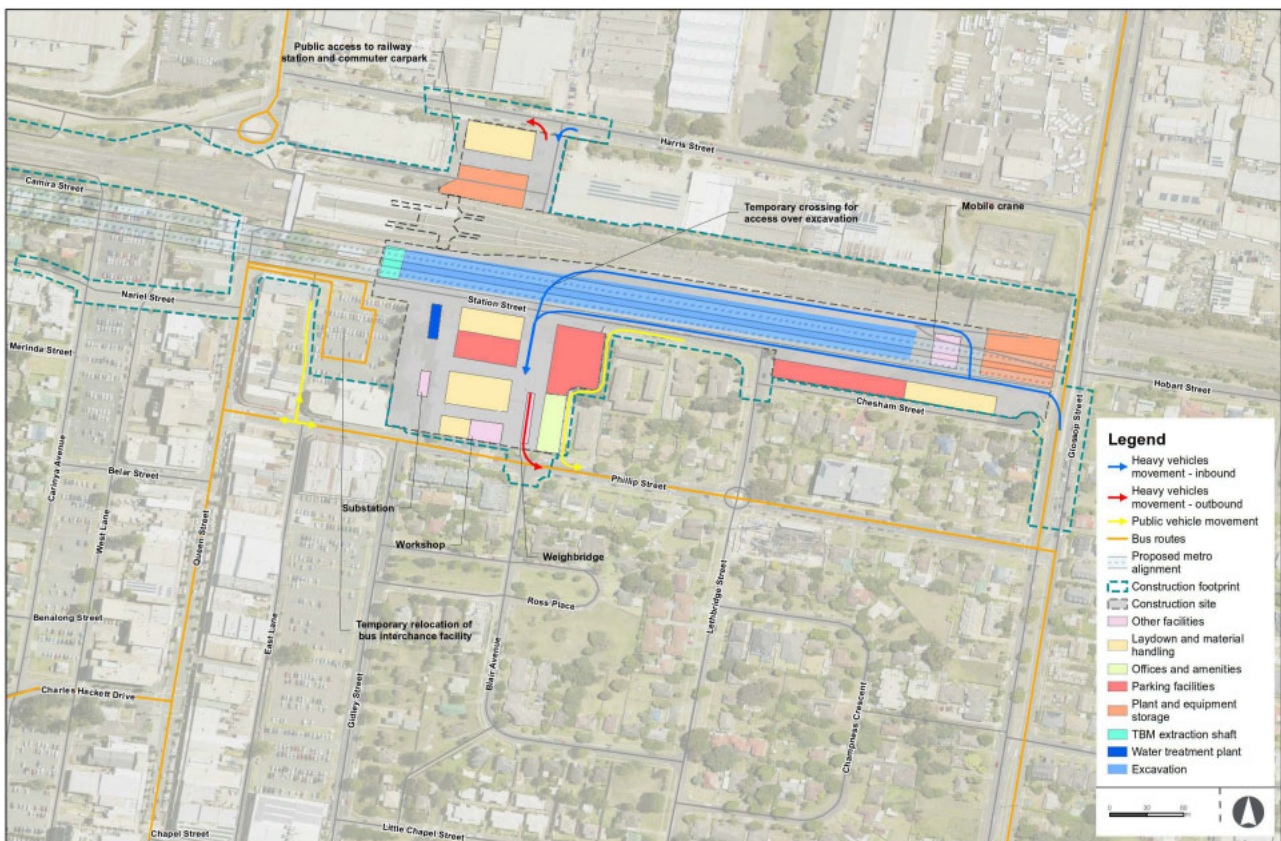


Figure 2 - EIS Indicative Approved Construction Vehicle Route

1.3. Scope of this HVLR

The scope of this report is for use of local roads by heavy vehicles required for the St Marys Station Enabling Works which includes Local Roads under Penrith City Council.

- Phillip Street between Glossop Street and Queen Street
- Queen Street between Phillip Street and Station Street
- Station Street new bus turnaround circuit.

The suitability of these routes will be assessed based on the Heavy Vehicle sizes that will be utilised by the enabling works, being elevated platform vehicles, 12.5m SU trucks and 19m semi-trailers. Assessment will be conducted on several factors which are:

- Swept Path Analysis (SPA)
- Road Dilapidation Surveys
- Road Safety
- Avoidance of Schools and School Zones where possible
- Avoidance of childcare centres and aged care centres

Outcome of this scope is the recommendation that the proposed routes are suitable for heavy vehicle use related to the Project only.

All specific works are covered under CTMPs and this is only to address the Ministerial Conditions for use of Local Roads.

1.4. Ministerial Conditions of Approval

This Heavy Vehicle Local Report for use of Local Roads (HVLR) has been prepared to meet the requirements of the Ministers Conditions of Approval and the Sydney Metro West Construction Traffic Management Framework for the enabling works component of the Sydney Metro Western Sydney Airport St Marys Station.

Table 1 – Relevant Ministerial Conditions of Approval to this HVLR

| MCoA | Description | Where Addressed |
|-------|--|--|
| E 105 | Local roads proposed to be used by Heavy Vehicles to directly access ancillary facilities / construction sites that are not identified in the documents listed in Condition A1 must be approved by the Planning Secretary and be included in the CTMP. | This Document |
| E 106 | <p>All requests to the Planning Secretary for approval to use local roads under Condition E105 above must include the following:</p> <p>(a) a swept path analysis;</p> <p>(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;</p> <p>(c) details as to the date of completion of the road dilapidation surveys for the subject local roads; and</p> <p>(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</p> <p>(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.</p> | <p>Annexure A Section 2.3 & Annexure C</p> <p>Section 3</p> <p>Section 2.4 & 2.5 Section 5</p> |

| MCoA | Description | Where Addressed |
|-------|---|-----------------|
| E 107 | Before any local road is used by a Heavy Vehicle for the purposes of construction of the CSSI, a Road Dilapidation Report must be prepared for the road. A copy of the Road Dilapidation Report must be provided to the Relevant Road Authority(s) within three (3) weeks of completion of the survey and at no later than one (1) month before the road being used by Heavy Vehicles associated with the construction of the CSSI. | Section 3 |
| E 108 | If damage to roads occurs as a result of the construction of the CSSI, the Proponent must either (at the Relevant Road Authority's discretion): (a) compensate the Relevant Road Authority for the damage so caused; or (b) rectify the damage to restore the road to at least the condition it was in pre-work as identified in the Road Dilapidation Report. | Section 3 |

1.5. Existing Approved Routes

This surrounding road network is approved for heavy vehicle use as per TfNSW Restricted Access Vehicles (RAV) Map. View of map around proposed works sites is shown below in Figure 3.

This map is only shown to indicate connecting roads nearby the identified EIS routes.

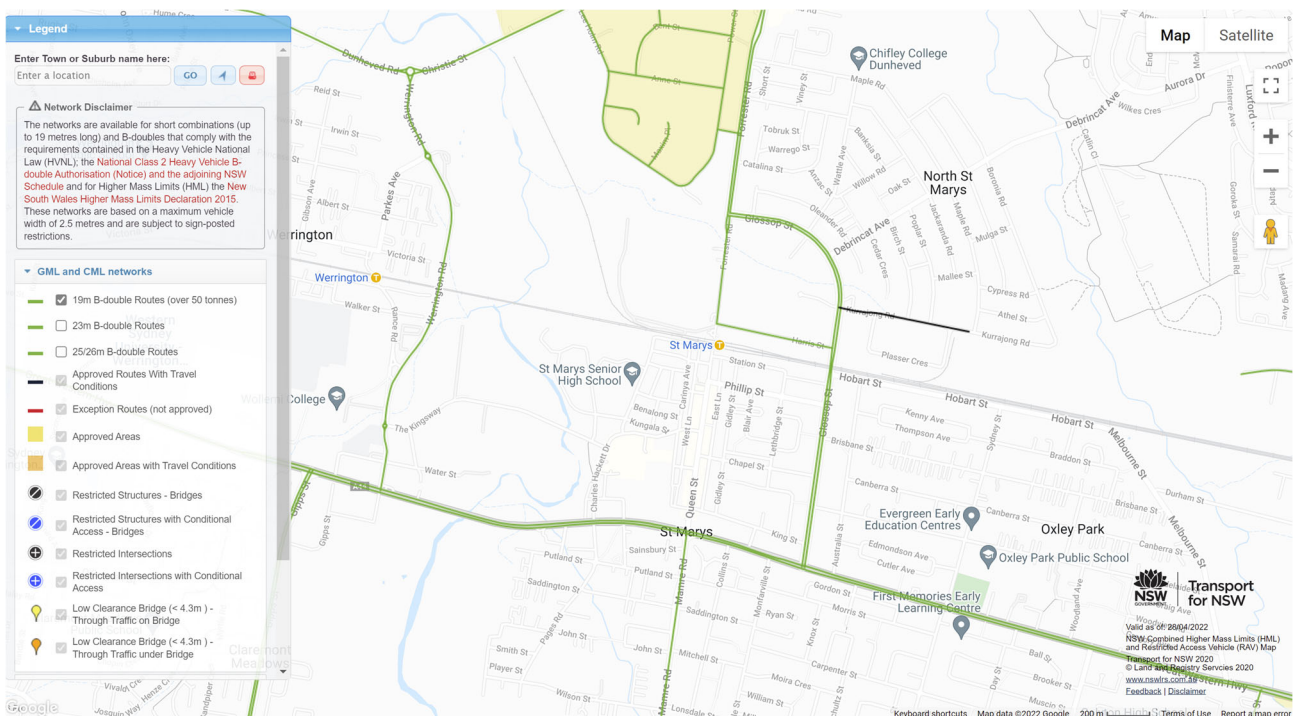


Figure 3 - Existing Heavy Vehicle Network Route Map around area

2. Proposed Routes and Local Roads to be Used

2.1. Proposed Routes and Local Roads

Although the EIS identified route of Glossop Street will be the primary access/egress to the work site, other Local Roads are required to be used to allow the works to be carried out. The below map and table indicates the Local Roads proposed to be used that are not listed or identified in the EIS or under Condition A1.

Table 2 - Local Roads proposed to be used

| Street/Road name | From | To | Configuration | Parking | Speed Restriction |
|------------------|----------------|----------------------------------|----------------|----------------|-------------------|
| Phillip Street | Glossop Street | Blair Avenue | 2 lane 2 way | Both sides | 50km/h |
| Phillip Street | Blair Avenue | Queen Street | 2 lane 2 way | Both sides | 40km/h |
| Queen Street | Phillip Street | Station Street / Work Site | 2 lane 2 way | Both sides | 40km/h |
| Station Street | Queen Street | Loop around back to Queen Street | 1 lane one way | Nil. Bus Stops | 40km/h |

Ingress

1. Left or right turn from Glossop Street to Phillip Street
2. Right turn from Phillip Street onto Queen Street
3. Continue along Queen Street to Station Street
4. Enter site (left or right turn)

Egress

1. Either left from site onto Station Street and turn around via the new bus interchange or Left turn onto Queen Street from site gate
2. Continue along Queen Street
3. Left turn onto Phillip Street
4. Left or right turn onto Glossop Street

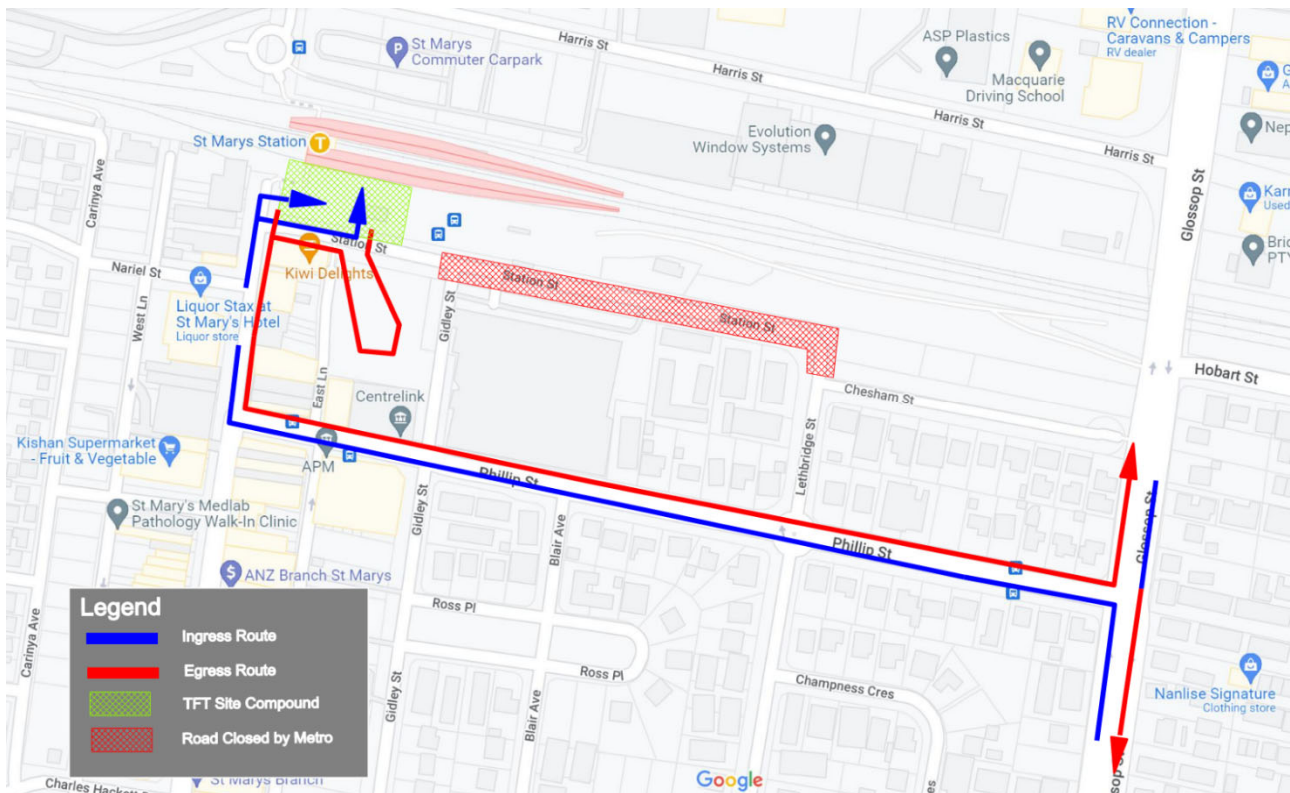


Figure 4 - Proposed Heavy Vehicle Route Map

It should be noted that the alternate route is to turn left or right from Great Western Highway onto Queen Street and travel the length of Queen Street until Station Street. This was assessed as an inferior route due to greater potential for conflicts with cyclists and pedestrians. Access to the site via Lethbridge Street is no longer possible due to a new bus interchange which has been constructed in the vicinity of St Marys Railway Station

2.2. Public transport network

There are bus stops located along the proposed route. There will be minimal impacts or effects on the bus transport network as a result of the proposed routes. At times buses may need to be stopped intermittently to allow vehicle entry or exit, but this will be infrequent given the low construction traffic volumes noted in section 2.6.2 below.

As works are located at the St Marys Station all access to the station will be maintained as per CTMPs. Vehicle access routes will be monitored to ensure no conflicts with Station access.

2.3. Pedestrian and cyclist routes

The route is along an area of high pedestrian activity, particularly during weekday peak periods. Construction vehicles will need to cross three marked pedestrian zebra crossings when accessing and leaving the site. There is also an on-road cycle facility along Phillip Street approaching Queen Street and on Queen Street between Phillip Street and Nariel Street.

The route along Phillip Street and Queen Street has been chosen as the most direct route and route of minimal exposure to possible pedestrians and cyclists conflicts. The largest heavy vehicles to

access the site will be 19m-semi trailers. Movements of semi-trailers will occur outside of peak periods. At other times (during the day), the contractor will aim to manage deliveries to also occur outside of peaks. Traffic controllers will be present at the construction gates to manage pedestrians and cyclists while heavy vehicles are entering or exiting the site.

2.4. School Zones

There are no school zones located on or near the proposed route.

2.5. Aged Care and Child Care Facilities

There are no aged care, or childcare facilities along the proposed heavy vehicle route.

2.6. Construction Traffic

2.6.1. Construction Traffic Management

All construction vehicles associated with this project are required to adhere to specific criteria relating to conditions of approval.

This criteria includes:

- ✓ That all construction vehicles would enter and exit construction sites in a forward direction, where feasible and reasonable. Where this is not possible traffic management must be in place under approved CTMP's, TGS's and Road Occupancy approvals.
- ✓ Construction vehicles will be managed to minimise movements during peak periods and in school zones.
- ✓ Any construction vehicles that are required to move around the site will not be permitted to park or queue within the surrounding work area or streets unless permission has been provided by the relevant authority. Arrival of vehicles will be staggered to prevent queuing of vehicles related to the Project.
- ✓ Construction vehicles must not continuously idle or queue on any roads and any marshalling required will also avoid sensitive land users which will be advised in site inductions.
- ✓ Construction vehicles should not obstruct any pedestrian crossings or footpaths, or shared user paths unless suitable alternatives are provided

In addition:

- ✓ Vehicles must have rotating beacons that must be activated on approach and departure from work sites
- ✓ Radio or phone ahead to ensure works sites are open and accessible
- ✓ Give way to pedestrians at all times
- ✓ Clearly signal intentions by indicating to traffic streams to enter or depart work sites.

2.6.2. Construction Traffic Volumes

Construction traffic volumes would be minimised during peak periods, where traffic volumes may significantly increase. Table below 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 the site.

| Construction Stage | Description | Duration | Heavy Vehicle Types | One-Way Movements (Estimated) |
|--------------------|--|----------|--|--|
| 1 | Service Identification and Protection Works | 25 Days | Plant Float (Rigid) NDD/Vac Truck Concrete Agitator | TOTAL: 28 AVG/Daily: >1 Daily max: 8 |
| 2 | Stair Works | | | |
| 2.1 | Foundations | 29 Days | Plant Float (Rigid) 12.5t Rigid Bogie Tipper Concrete Agitator | TOTAL: 24 AVG/Daily: <1 Daily max: 8 |
| 2.2 | Structural Steel columns | 39 Days | Plant Float (Rigid) Flatbed | TOTAL: 12 AVG/Daily: <1 Daily max: 4 |
| 2.3 | Stair install | 3 Days | 200t Crane 19m Semi-trailer Flatbed | TOTAL: 18 AVG/Daily: 6 Daily max: 16 |
| 2.4 | Demolish existing stairs | 7 Days | 200t Crane Skip bin (heavy rigid) | TOTAL: 15 AVG/Daily: 2 Daily max: 6 |
| 3 | Lift Works | | | |
| 3.1 | Foundations | 22 Days | Flatbed 12.5t Rigid Bogie Tipper Concrete Agitator | TOTAL: 22 AVG/Daily: 1 Daily max: 8 |
| 3.2 | Precast & Steel works (lift segments) | 22 Days | Flatbed 19m-Semi 200t Crane | TOTAL: 14 AVG/Daily: <1 Daily max: 6 |
| 3.3 | Lift shaft services and fit-out | 70 Days | Flatbed Rigid delivery vehicles | TOTAL: 20 AVG/Daily: <1 Daily max: 6 |
| 3.4 | Lift install and commissioning | 63 Days | Flatbed Rigid delivery vehicles | TOTAL: 20 AVG/Daily: <1 Daily max: 6 |
| 3.5 | Pavement, canopy & finishing work | 13 Days | Flatbed 12.5t Rigid Bogie Tipper Concrete Agitator | TOTAL: 24 AVG/Daily: 2 Daily max: 8 |
| 3.6 | Demolition | 6 Days | 150t crane (onsite) Skip bins (Heavy Rigid) Flatbeds | TOTAL: 14 AVG/Daily: 2 Daily max: 6 |
| 4 | Finishing Works & Demobilisation | 13 Days | Flatbed 12.5t Rigid Bogie Tipper Concrete Agitator | TOTAL: 14 AVG/Daily: 2 Daily max: 6 |

3. Dilapidation

3.1. Dilapidation Report

Prior to the use of local roads by heavy vehicles associated with the works, a road dilapidation survey will be undertaken and provided to Sydney Metro – Western Sydney Airport and Penrith City Council at least one month prior to the use of the local roads and within 3 weeks of completion of the report. The road dilapidation surveys were completed on the 26th May 2022 and provided to Penrith City Council on the 27th May 2022.

As per Condition of approval E 108, if damage to roads occurs as a result of the construction of Stage 1 of the CSSI, the Proponent must either (at the Relevant Road Authority's discretion):

- (a) compensate the Relevant Road Authority for the damage so caused; or
- (b) rectify the damage to restore the road to at least the condition it was in pre-work as identified in the Road Dilapidation Report.

4. Consultation and Communication

4.1. Councils

This document will be provided for consultation with Penrith City Council. Consultation of the routes associated with this HVLR and have been covered through the comment and approval process on the overarching CTMP.

4.2. Coordination

TFT has commenced 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.

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

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

- Sydney Metro
- Transport for NSW including: CJP
CJP Integration
- Sydney Trains
- Infrastructure NSW
- Department of Planning, Industry and Environment
- NSW Police
- NSW Fire and Rescue

- NSW Ambulance Service
- Penrith City Council
- Bus operators (via CJP Integration)

Sydney Metro has established a Traffic Coordination Group (TCG), of which the Traffic Manager will attend the meetings fortnightly or as required. TCG includes representatives from TfNSW, Sydney Metro, and various required Councils. The TCG is to discuss and agree on any and traffic and transport related issues associated with the Project, of which this HVLR will be tabled.

To date there has been a briefing in the TTLG as well as individual consultations with CJP, Penrith City Council, Metro and NSW Taxis. The consultation of the routes associated with this HVLR has been captured within the comment and approval process for the overarching CTMP.

5. Summary

A review of swept paths has been reviewed and tabled as per below:

Table 3 - Swept Path Summary

| Swept Path / Drawing | Turn Path Description | Heavy Vehicles | Determination |
|----------------------|--|-----------------------------|--|
| D0081-DRG-CS-01-1104 | Queen Street to Station Streets | 12.5m single unit truck/bus | Suitable |
| | | 19m semi trailer | Suitable <u>ONLY</u> with Traffic management and control required for this turn movement which will need to be contra-flowed on opposite side of road. |
| D0081-DRG-CS-01-1105 | Queen Street to Station Street road closed bus entry | 12.5m single unit truck/bus | Suitable <u>ONLY</u> with traffic control as required for managing when in this phase |
| D0081-DRG-CS-01-1106 | Station Street Work Site left in left out | 12.5m single unit truck/bus | Suitable |
| D0081-DRG-CS-01-1115 | Phillip St and Queen St | 12.5m single unit truck/bus | Suitable |
| D0081-DRG-CS-01-1116 | Phillip St and Queen St | 19m semi-trailer | Suitable <u>ONLY</u> with Traffic management and control required for this turn movement due lane cross. |
| D0081-DRG-CS-01-1117 | Phillip St and Lethbridge St roundabout | 12.5m single unit truck/bus | Suitable |
| D0081-DRG-CS-01-1118 | Phillip St and Lethbridge St roundabout | 19m semi-trailer | Suitable |

| Swept Path / Drawing | Turn Path Description | Heavy Vehicles | Determination |
|----------------------|---------------------------|-----------------------------|---------------|
| D0081-DRG-CS-01-1119 | Phillip St and Glossop St | 12.5m single unit truck/bus | Suitable |
| D0081-DRG-CS-01-1120 | Phillip St and Glossop St | 19m semi-trailer | Suitable |

Swept path analysis have shown that there are some minor issues with some of the proposed heavy vehicle routes due to lane cross and works phasing.

Minor issues can be mitigated with traffic management and control will be present during all stages of the works prior to vehicle arrival. It is imperative that arrival times are known of vehicles over 12.5m so traffic management can accommodate the manoeuvres required to access required work sites.

Therefore, the proposed heavy vehicle route is considered suitable for use at all times for 12.5m vehicles, but vehicles over 12.5m up to 19m must have traffic management present and set-up before arrival for when semi-trailer travel inbound from Phillip Street into Queen Street and for outbound from Station Street to Queen Street.

As an appropriately qualified professional and having reviewed and compiled this document, I am satisfied that the requirements of condition E106 have been met, specifically noting:

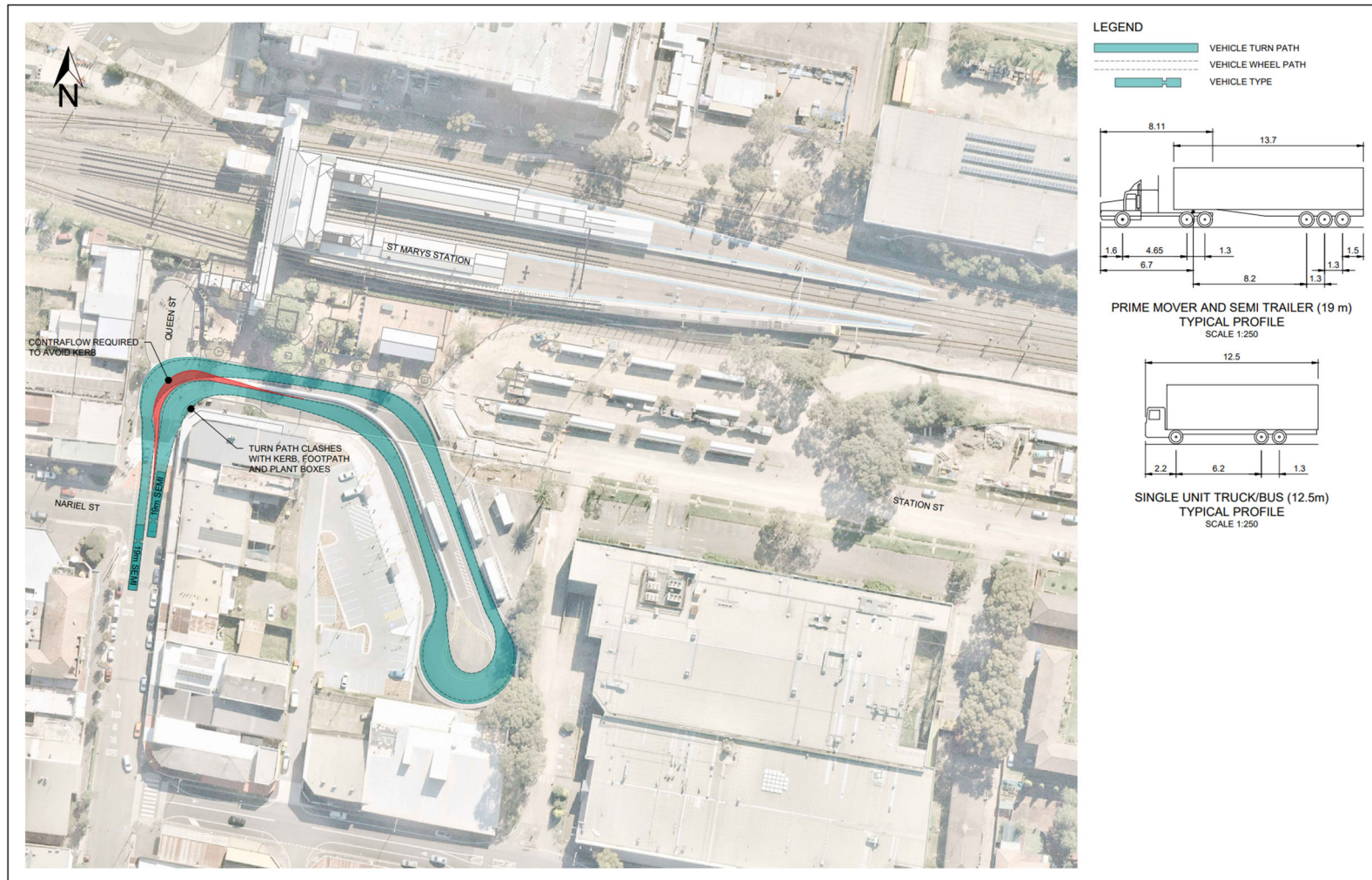
- a) Swept path analysis of the surrounding local roads has been undertaken.
- b) The report identifies the local road environment, areas which may be problematic for larger vehicles and provides reasonable mitigations (either suggesting a more appropriate route or the use of short-term traffic control)
- c) The report provides details of the road dilapidation survey
- d) The routes proposed in the report sufficiently avoid local roads past schools and aged care facilities during their peak operation.

It is therefore my conclusion that provided the mitigation measures are implemented, as noted in the report, the proposed heavy vehicle routes are suitable for the work.

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

Annexure A Swept Paths

| Swept Path / Drawing | Turn Path Description | Heavy Vehicles |
|----------------------|--|--|
| D0081-DRG-CS-01-1104 | Queen Street to Station Street for turnaround area | 12.5 m Single unit truck/bus 19m Semi trailer |
| D0081-DRG-CS-01-1105 | Queen Street to Station Street road closed bus entry | 12.5 m Single unit truck/bus |
| D0081-DRG-CS-01-1106 | Station Street Work Site left in left out | 12.5 m Single unit truck/bus |
| D0081-DRG-CS-01-1115 | Phillip St and Queen St | 12.5m single unit truck/bus |
| D0081-DRG-CS-01-1116 | Phillip St and Queen St | 19m semi-trailer |
| D0081-DRG-CS-01-1117 | Phillip St and Lethbridge St roundabout | 12.5m single unit truck/bus |
| D0081-DRG-CS-01-1118 | Phillip St and Lethbridge St roundabout | 19m semi-trailer |
| D0081-DRG-CS-01-1119 | Phillip St and Glossop St | 12.5m single unit truck/bus |
| D0081-DRG-CS-01-1120 | Phillip St and Glossop St | 19m semi-trailer |



NOT FOR CONSTRUCTION

SCALE 1:1000

**ST MARY'S STATION
TURNAROUND AREA, 19m SEMI
TURN PATH PLAN**

INFORMATION DOCUMENT
D0081-DRG-CS-01-1104 [ID]

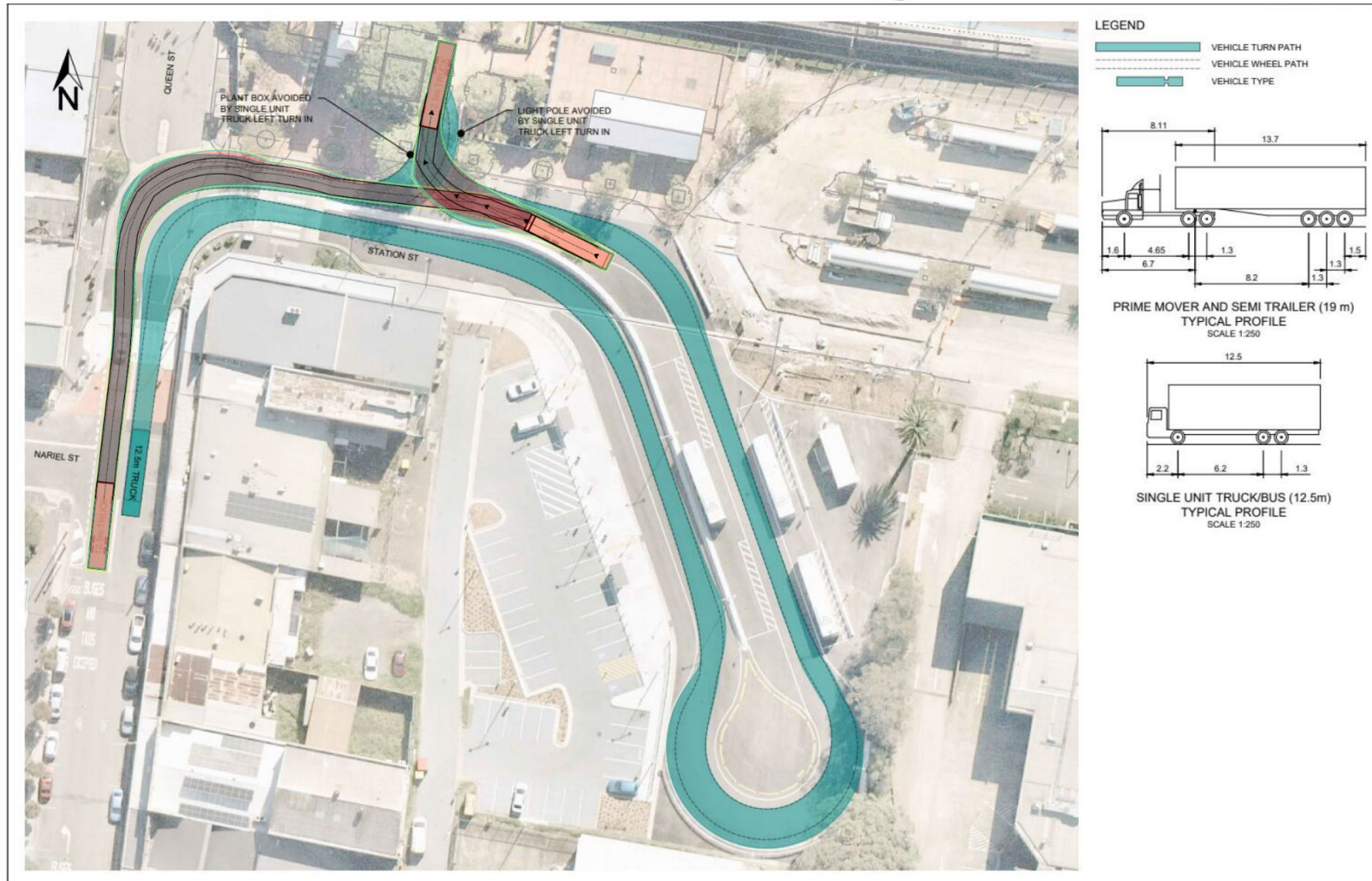


NOT FOR CONSTRUCTION

SCALE 1:1000

**ST MARY'S STATION
ROAD CLOSED, BUS ENTRY
TURN PATH PLAN**

INFORMATION DOCUMENT
D0081-DRG-CS-01-1105 [ID]



NOT FOR CONSTRUCTION

SCALE 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145 150 155 160 165 170 175 180 185 190 195 200 205 210 215 220 225 230 235 240 245 250

ST MARY'S STATION (TEMPORARY LAYOUT)
SINGLE UNIT TRUCK ENTRY (LEFT IN / LEFT OUT)
TURN PATH PLAN

INFORMATION DOCUMENT
D0081-DRG-CS-01-1106 [ID]



NOT FOR CONSTRUCTION

SCALE 0 5 10 1:500

**QUEEN ST / PHILLIP ST
SINGLE UNIT TRUCK
TURN PATH PLAN**

INFORMATION DOCUMENT

D0081-DRG-CS-01-1115 [ID]

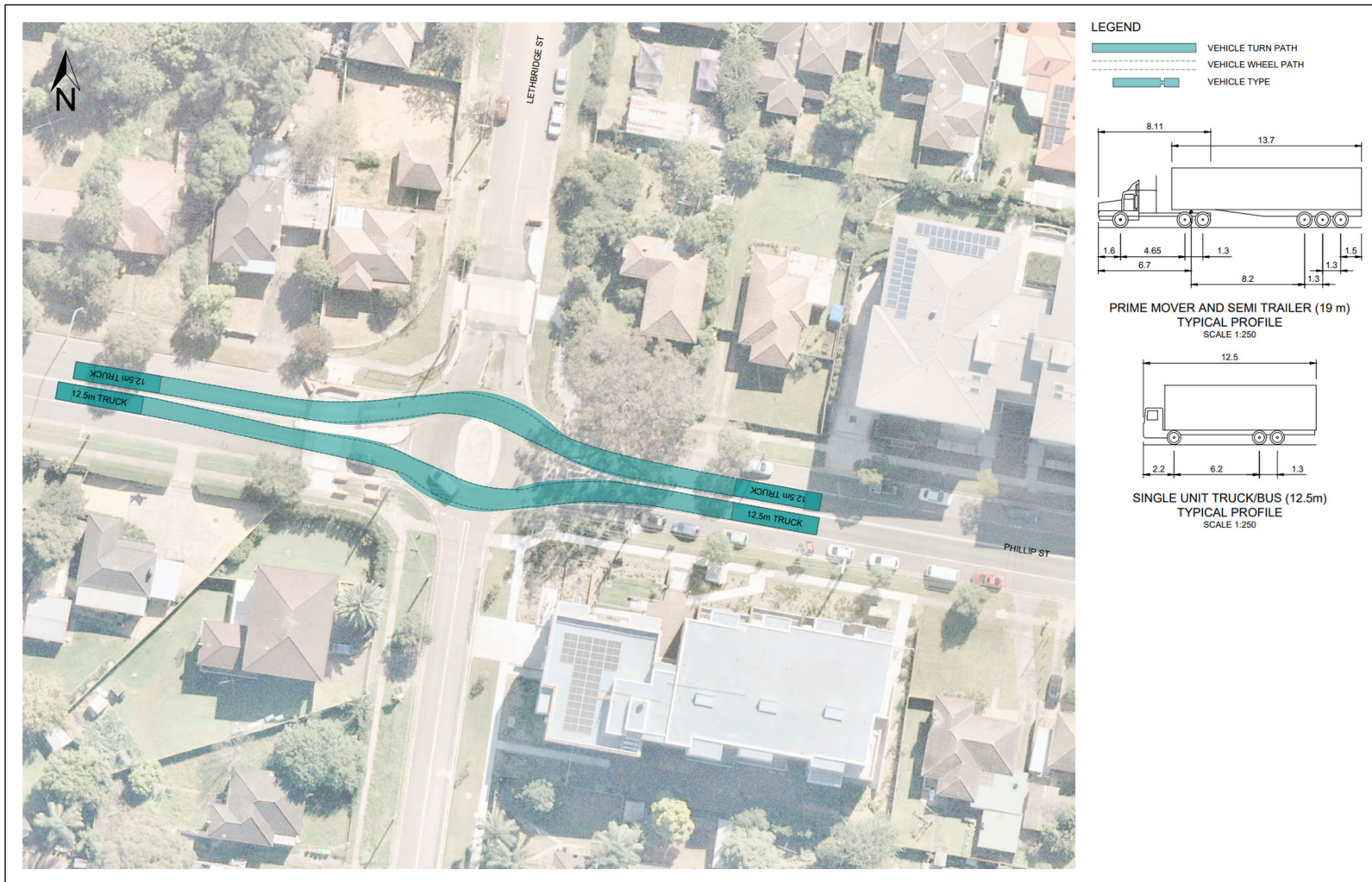


NOT FOR CONSTRUCTION

SCALE 0 5 10 15 20 1:500

QUEEN ST / PHILLIP ST
19m SEMI
TURN PATH PLAN

INFORMATION DOCUMENT
D0081-DRG-CS-01-1116 [ID]



NOT FOR CONSTRUCTION

SCALE 0 5 10 15 1:500

**PHILLIP ST
SINGLE UNIT TRUCK
TURN PATH PLAN**

INFORMATION DOCUMENT
D0081-DRG-CS-01-1117_[ID]

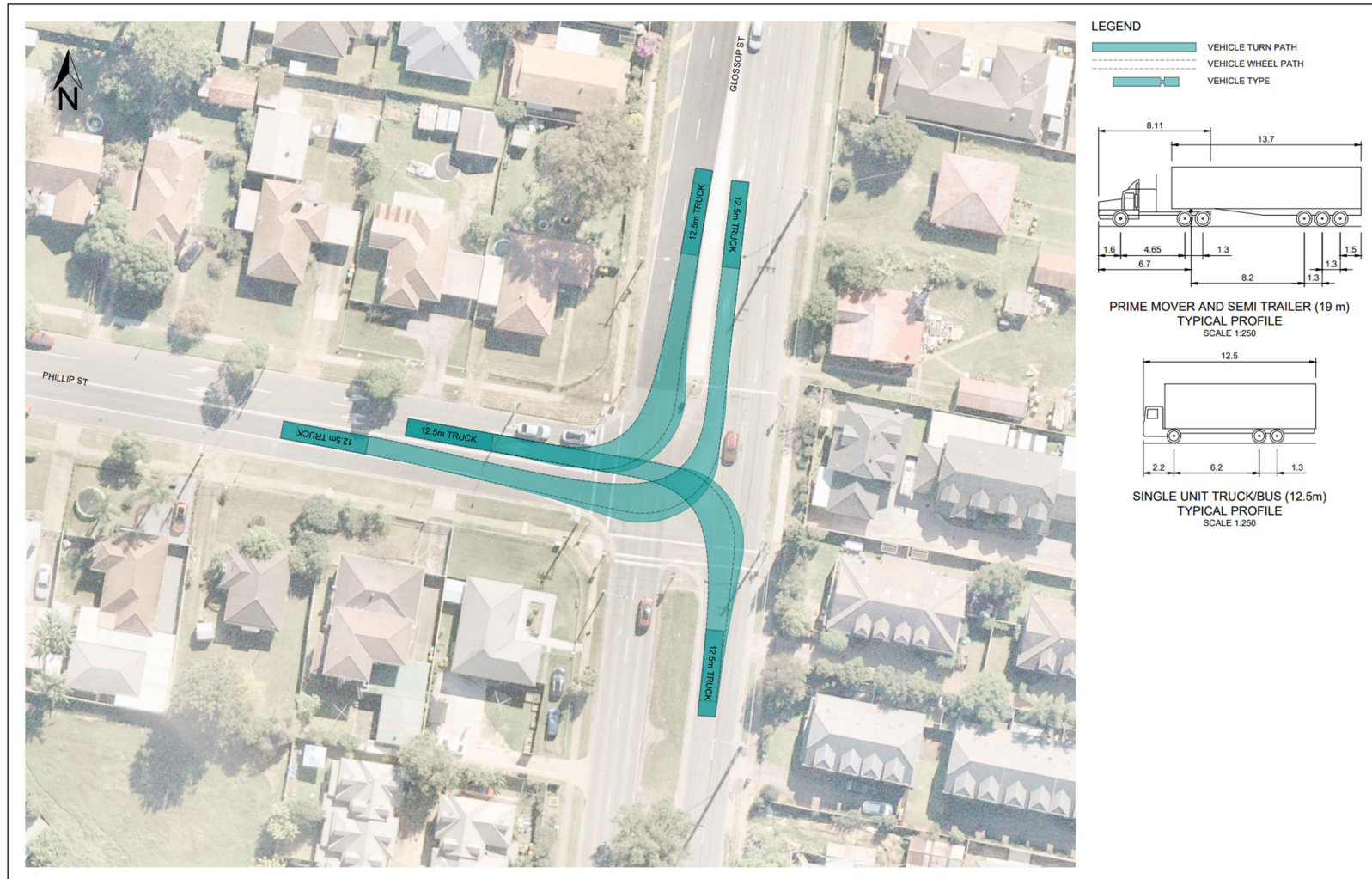


NOT FOR CONSTRUCTION

SCALE 0 5 10 1000

**PHILLIP ST
19m SEMI
TURN PATH PLAN**

INFORMATION DOCUMENT
D0081-DRG-CS-01-1118 [ID]



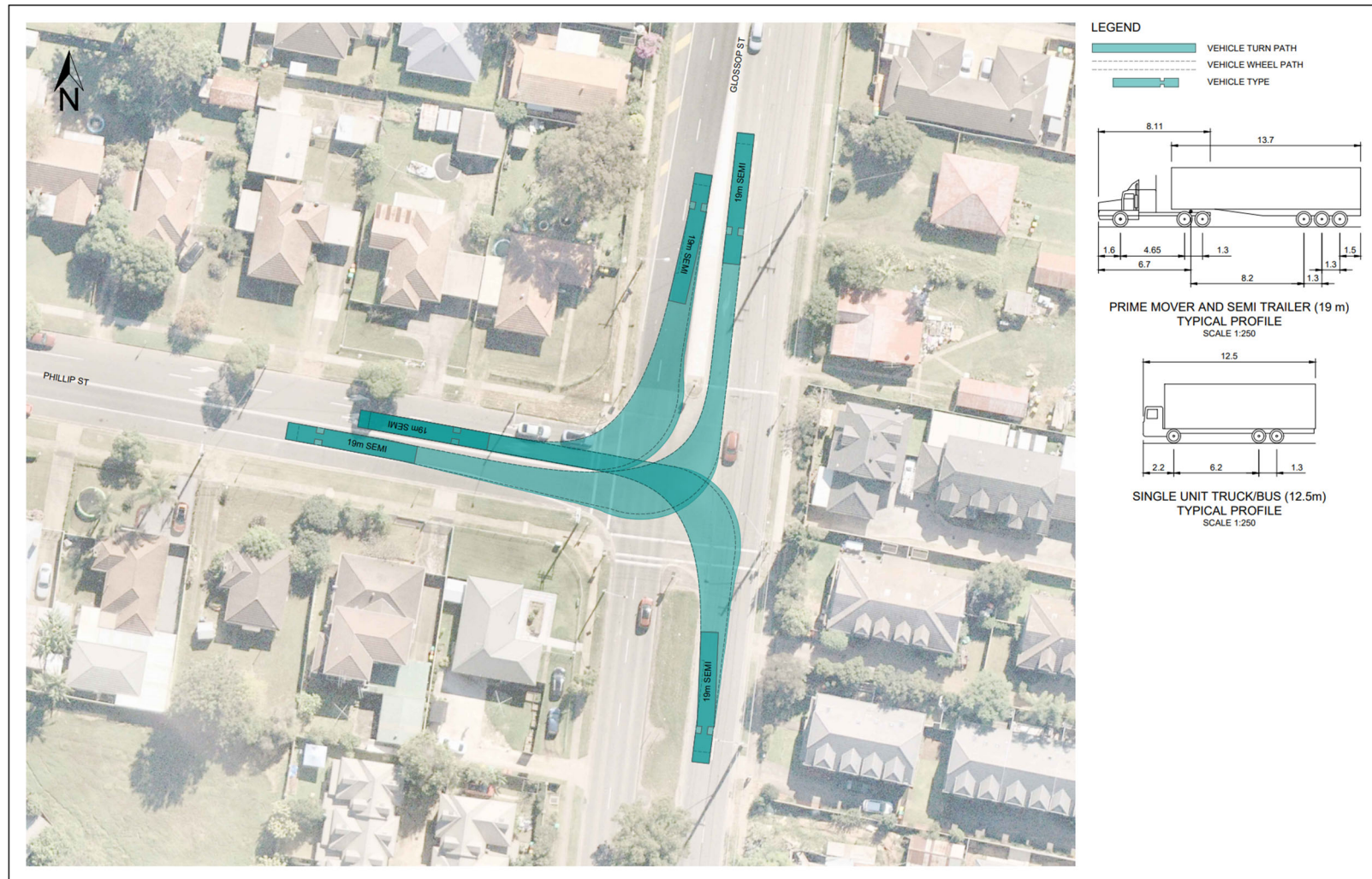
NOT FOR CONSTRUCTION

SCALE 0 5 10 15 1:500

DRAWING FILE LOCATION / NAME
X:\Projects\00081 Sydney Metro Enabling Works\AutoCAD\Info Docs\CS Construction Staging\2022-04-22 Turn Path\DWG\00081-DRG-CS-01-1119_ID1.dwg

**PHILLIP ST / GLOSSOP ST
SINGLE UNIT TRUCK
TURN PATH PLAN**

INFORMATION DOCUMENT
D0081-DRG-CS-01-1119 [ID]



NOT FOR CONSTRUCTION

SCALE 0 5 10 1500

PHILLIP ST / GLOSSOP ST
19m SEMI
TURN PATH PLAN

INFORMATION DOCUMENT

D0081-DRG-CS-01-1120 [ID]

Annexure B Consultation and Communication

Clegg, Michael

From: Ng, Michael
Sent: Friday, 27 May 2022 7:22 PM
To: Clegg, Michael; Larkham, James
Subject: Fwd: SMWSA - St Marys Metro Enabling Work - Road Dilapidation Report

Hey guys, please see receipt of dilap report below

Sent from my iPhone

Begin forwarded message:

From: Lauren Vallejo <Lauren.Vallejo@penrith.city>
Date: 27 May 2022 at 7:18:27 pm AEST
To: "Ng, Michael" <mng@transfort.com.au>
Subject: RE: SMWSA - St Marys Metro Enabling Work - Road Dilapidation Report

CAUTION - This email was sent from outside Laing O'Rourke

Hi Michael

Whilst the download of such a large file was slow, it seems to have worked. I can only assume that I have it all.

The file attempted to be downloaded was titled 'Final St Marys Dilapidation Report'.

Could you please advise what works the Dilapidation Report refers to specifically.

Thanks

Lauren Vallejo
Project Interface - Sydney Metro

E Lauren.Vallejo@penrith.city
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PO Box 60, PENRITH NSW 2751
www.visitpenrith.com.au
www.penrithcity.nsw.gov.au


PENRITH
CITY COUNCIL



From: Ng, Michael <mng@transfort.com.au>
Sent: Friday, 27 May 2022 5:10 PM
To: Lauren Vallejo <Lauren.Vallejo@penrith.city>
Subject: RE: SMWSA - St Marys Metro Enabling Work - Road Dilapidation Report

EXTERNAL EMAIL: This email was received from outside the organisation. Use caution when clicking any links or opening attachments.

Hi Lauren

Please see link to documents  [here](#).

Please let me know if the link works.

Thanks
Michael

From: Lauren Vallejo <Lauren.Vallejo@penrith.city>
Sent: Friday, 27 May 2022 3:32 PM
To: Ng, Michael <mng@transfort.com.au>
Subject: RE: SMWSA - St Marys Metro Enabling Work - Road Dilapidation Report

CAUTION - This email was sent from outside Laing O'Rourke

Hi Michael
Below is a screenshot of the 'error' message when I click on the links

That didn't work

We're sorry, but Lauren.Vallejo@penrith.city can't be found in the dhba.sharepoint.com directory.
Please try again later, while we try to automatically fix this for you.

Here are a few ideas:

-  [Click here to sign in with a different account to this site.](#)
This will sign you out of all other Office 365 services that you're signed into at this time.
-  If you're using this account on another site and don't want to sign out, start your browser in Private Browsing mode for this site ([show n how](#)).

If that doesn't help, contact your support team and include these technical details:

Correlation ID: 926241a0-c058-1000-2740-426018c22a01
Date and Time: 5/26/2022 10:27:55 PM
URL: <https://dhba.sharepoint.com/sites/DHBA/Shared Documents/Forms/AllItems.aspx?id=%2Fsites%2FDHBA%2FShared%20Documents%2FDAVIDS%20WORK%20FOLDER%2FSt%20Marys%20Station%20RIW%2FFinal%20St%20Marys%20Dilap>
User: Lauren.Vallejo@penrith.city
Issue Type: User not in directory.

Lauren Vallejo
Project Interface - Sydney Metro

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From: Ng, Michael <mng@transfort.com.au>
Sent: Friday, 27 May 2022 10:35 AM

To: Lauren Vallejo <Lauren.Vallejo@penrith.city>
Cc: Clegg, Michael <MClegg@transfort.com.au>; Larkham, James <jlarkham@transfort.com.au>; Paul Szubert <paul.s@case.international>; Everson, Stevi <SEverson@TransforT.com.au>
Subject: SMWSA - St Marys Metro Enabling Work - Road Dilapidation Report

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Hi Lauren

Transport for Tomorrow are completing enabling works on the Sydney Metro West project, and are required to issue Road Dilapidation Reports to the relevant road authority, for use of local roads. Please see below links to road dilapidation reports for our St Marys works.

[St Marys Dilapidation Report](#)

[Reports for St Marys](#)

It would be much appreciated if you could please acknowledge acceptance of the reports by replying to this email.

Kind regards

Michael Ng
Community Relations Advisor

Transport for Tomorrow
Level 21, 100 Mount Street
North Sydney NSW 2060
M: +61 405 084 666
E: mng@transfort.com.au



Moore, Tahli

Subject: FW: URGENT St Marys Lift Shaft/Stair: HVLR - Transport For Tomorrow (T4T)
Attachments: FW: St Marys Lift Shaft/Stair: HVLR - Transport For Tomorrow (T4T); T4T - St Marys - HVLR; D0081-DRG-CS-01-1106_2-CS.pdf
Importance: High

From: Oliver De Paz <Oliver.DePaz@penrith.city>
Sent: Friday, 15 July 2022 2:24 PM
To: Ng, Michael <mng@transfort.com.au>
Cc: Lauren Vallejo <Lauren.Vallejo@penrith.city>; Asset Management Admin <assetmanagementadministration@penrith.city>
Subject: FW: URGENT St Marys Lift Shaft/Stair: HVLR - Transport For Tomorrow (T4T)
Importance: High

Hi Michael,

Based on the remaining comment Hamish had on the HVLR document below which was just to show reversing sweep paths, the attached diagram provided is deemed acceptable to make consistent with the HVLR report. Can please send through an updated HVLR with the updated plan incorporated.

Regards,

Oliver De Paz
Asset Coordinator - Permits and Inspections

E Oliver.DePaz@penrith.city
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From: Asset Management Admin <assetmanagementadministration@penrith.city>
Sent: Friday, 15 July 2022 12:40 PM
To: Oliver De Paz <Oliver.DePaz@penrith.city>
Subject: URGENT St Marys Lift Shaft/Stair: HVLR - Transport For Tomorrow (T4T)
Importance: High

Hey Oliver

Please see the below email and the attachments.

May I please request for this to be assessed as soon as possible?

This is for today and the customer requires the sign off that the comments below have been approved.

Many thanks,
Ronnie
Administration Support Officer

E Veronica.Irwin@penrith.city



From: Ng, Michael <mng@transfort.com.au>
Sent: Friday, July 15, 2022 10:31 AM
To: Asset Management Admin <assetmanagementadministration@penrith.city>
Cc: Larkham, James <jlarkham@transfort.com.au>; Moore, Tahli <TMoore@TransforT.com.au>; Bibb, Martin <mbibb@transfort.com.au>
Subject: FW: St Marys Lift Shaft/Stair: HVLR - Transport For Tomorrow (T4T)

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Hi Oliver

As you may be aware, we are urgently waiting final acceptance by Council of our HVLR in order for our work to commence tomorrow which will involve the relocation of the stairs at St Marys Station as part of the Sydney Metro West project.

Please see attached updated swept path as requested by Hamish yesterday. This was the final comment to close out.

It would be much appreciated if you could please provide Council acceptance of the HVLR for our work to commence tomorrow.

Your urgent attention to this matter would be greatly appreciated.

Please feel free to call me on 0405 084 666 if you have further questions.

Kind regards

Michael Ng

Senior Community Relations and Stakeholder Advisor

Transport for Tomorrow

Level 21, 100 Mount Street
North Sydney NSW 2060
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E: mng@transfort.com.au



From: Hamish Dodson <hamish.dodson@penrith.city>
Sent: Thursday, 14 July 2022 4:44 PM

To: Ng, Michael <mng@transfort.com.au>

Cc: Lauren Vallejo <Lauren.Vallejo@penrith.city>; Larkham, James <jlarkham@transfort.com.au>; Moore, Tahli <TMoore@TransforT.com.au>

Subject: RE: St Marys Lift Shaft/Stair: HVLR - Transport For Tomorrow (T4T)

Hi Michael,

See below response from our Traffic Engineer:

Regarding the 2nd comment, the swept paths have to be updated to show HV reverse manoeuvres so it will be consistent with their response (*HR vehicles may not be able to turn around within the site to exit in a forward direction*). Currently the swept paths provided show HV entering and exiting the site in a forward direction which is misleading.

I won't be in tomorrow to review any amended documents but will be back on Monday.

Regards

Hamish Dodson
Infrastructure Officer

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From: Ng, Michael <mng@transfort.com.au>

Sent: Thursday, July 14, 2022 4:09 PM

To: Hamish Dodson <hamish.dodson@penrith.city>

Cc: Lauren Vallejo <Lauren.Vallejo@penrith.city>; Larkham, James <jlarkham@transfort.com.au>; Moore, Tahli <TMoore@TransforT.com.au>

Subject: RE: St Marys Lift Shaft/Stair: HVLR - Transport For Tomorrow (T4T)

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Hi Hamish

I'd just like to follow up and see if Council has any further comments/issues with the HVLR?

I look forward to hearing back from you.

Kind regards
Michael

From: Ng, Michael

Sent: Wednesday, 13 July 2022 4:52 PM

To: Hamish Dodson <hamish.dodson@penrith.city>

Cc: Lauren Vallejo <Lauren.Vallejo@penrith.city>; Larkham, James <jlarkham@transfort.com.au>; Moore, Tahli

<TMoore@TransforT.com.au>

Subject: FW: St Marys Lift Shaft/Stair: HVLR - Transport For Tomorrow (T4T)

Hi Hamish

Please see below responses to Council's comments in response to our HVLR.

It would be much appreciated if you could please accept the comments at your earliest convenience.

Kind regards
Michael

From: Moore, Tahli <TMoore@TransforT.com.au>

Sent: Wednesday, 13 July 2022 4:46 PM

To: Ng, Michael <mng@transfort.com.au>

Subject: FW: St Marys Lift Shaft/Stair: HVLR - Transport For Tomorrow (T4T)

Hi Michael –

Please share this with Penrith City Council and note that the attached TGS represents the traffic management for the area in relation to the swept path diagram on Page 15 of the HVLR in the second comment below.

Cheers,
Tahli Moore
0439 217 046

From: Scott McMichael <scott.mcmichael@case.international>

Sent: Wednesday, 13 July 2022 3:15 PM

To: Moore, Tahli <TMoore@TransforT.com.au>; Paul Szubert <paul.s@case.international>

Cc: Larkham, James <jlarkham@transfort.com.au>; Bibb, Martin <mbibb@transfort.com.au>

Subject: RE: St Marys Lift Shaft/Stair: HVLR - Transport For Tomorrow (T4T)

Hi Tahli,

Please see below proposed responses in red:

- Swept paths must show 500mm clearance on both sides of the vehicle and demonstrate that the clearance lines are clear of kerbs/obstructions/opposite traffic flow. –
From Austroads Design Vehicles and Turning Path Templates Guide Section 4.6 Preparing and Checking Designs clause 7 - Design vehicle turning path templates should be applied to road intersection layouts to accommodate the swept path with a minimum offset of 0.5 m from the extremities of the vehicle path to a kerb, pavement edge or centreline. Note that experience and engineering judgement should be used when applying clearances. The 0.5 m offset need not be provided for local streets in urban areas where space is restricted or local access/minor roads in rural areas where the shoulder is partly sealed.
- Page 15: swept paths show that 12.5m HRV entering and exiting the site in forward direction. However, no swept paths provided to demonstrate that the HRV can turn around within the site. –
It is acknowledged that HR vehicles may not be able to turn around within the site to exit in a forward direction. In accordance with the approved CTMP for this site, Traffic Controllers will be present at all times to manage HV movements. The associated TGS has been attached as part of this response. No further swept paths are required.
- Page 20-21: Show westbound trucks straddling between 2 lanes instead of using the right lane when turning left to Glossop Street. This is to prevent other vehicles from using the left lane (truck's blind spot) at the same time with the truck. –

12.5m vehicle fine, but 19m semi this is not required as such size vehicles are permitted to make required turn from said lane. Straddling lane would pose risk on kerb mounting and possible pedestrian interface.

Scott McMichael

Traffic Manager – CaSE Traffic Solutions



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M: +61 4

L: +61 2 8259 0349

A: Level 8, 56 Berry Street, North Sydney



CaSE Contractors | CaSE & Pike Design | CaSE Commercial | CaSE Traffic & Transport Solutions



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From: Hamish Dodson <hamish.dodson@penrith.city>

Sent: Wednesday, 13 July 2022 11:36 AM

To: Ng, Michael <mng@transfort.com.au>

Cc: Lauren Vallejo <Lauren.Vallejo@penrith.city>

Subject: RE: St Marys Lift Shaft/Stair: HVLR - Transport For Tomorrow (T4T)

Hi Michael

Please accept my apologies for the long review time. I had referred this to our Traffic Engineers for comment and they only got back to me today.

They have provided the below comments in relation to the HVLR document.

- Swept paths must show 500mm clearance on both sides of the vehicle and demonstrate that the clearance lines are clear of kerbs/obstructions/opposite traffic flow.
- Page 15: swept paths show that 12.5m HRV entering and exiting the site in forward direction. However, no swept paths provided to demonstrate that the HRV can turn around within the site.
- Page 20-21: Show westbound trucks straddling between 2 lanes instead of using the right lane when turning left to Glossop Street. This is to prevent other vehicles from using the left lane (truck's blind spot) at the same time with the truck.

Let me know if you have any questions in relation to the above comments.

Regards

Hamish Dodson
Infrastructure Officer

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From: Ng, Michael <mng@transfort.com.au>
Sent: Tuesday, July 12, 2022 10:28 AM
To: Hamish Dodson <hamish.dodson@penrith.city>
Subject: RE: St Marys Lift Shaft/Stair: HVLR - Transport For Tomorrow (T4T)

EXTERNAL EMAIL: This email was received from outside the organisation. Use caution when clicking any links or opening attachments.

Good morning Hamish

I was just wanting to follow up to see if there's any chance we may be able to receive comments back today?

Thanks in advance for the help.

Kind regards
Michael

From: Ng, Michael
Sent: Monday, 11 July 2022 10:48 AM
To: Lauren Vallejo <Lauren.Vallejo@penrith.city>; Hamish Dodson <hamish.dodson@penrith.city>
Subject: RE: St Marys Lift Shaft/Stair: HVLR - Transport For Tomorrow (T4T)

Hi Lauren

Thanks for the email.

Hamish – please let me know if you have any questions.

Kind regards

Michael Ng
Senior Community Relations and Stakeholder Advisor

Transport for Tomorrow

Level 21, 100 Mount Street
North Sydney NSW 2060
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E: mng@transfort.com.au



From: Lauren Vallejo <Lauren.Vallejo@penrith.city>

Sent: Monday, 11 July 2022 10:44 AM

To: Ng, Michael <mng@transfort.com.au>; Hamish Dodson <hamish.dodson@penrith.city>

Subject: St Marys Lift Shaft/Stair: HVLR - Transport For Tomorrow (T4T)

Hi Michael

Hi Hamish

RE: HVLR – St Marys Lift Shaft & Stairs (Transport For Tomorrow)

This email is to put you both in touch with one another whilst I'm on leave this week.
Michael, Hamish is looking at the HVLR application for the St Marys Lift Shaft & Stairs.

If I could please leave this with you both this week.

Thanks

Lauren

Lauren Vallejo

Project Interface - Sydney Metro

E Lauren.Vallejo@penrith.city

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