



East Street and Henry Street Five Dock Heavy Vehicle Route

SMWSTCTP-AFJ-OLP-TF-RPT-000001 Revision 4

Sydney Metro West – Central Tunnelling Package



DOCUMENT APPROVAL

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Position:	Traffic Manager	Environment Manager	Traffic Manager
Date:	29/07/2022	29/07/2022	29/07/2022

REVISION HISTORY

Rev:	Date:	Pages:	By:	Description:
00	24/01/2022	All	Alex Gosper	For approval
01	09/02/2022	4	Alex Gosper	For approval
02	29/07/2022	4 & 5	Alex Gosper	For reapproval
03	23/08/2022		Alex Gosper	For reapproval
04	28/08/2022	Multiple	Alex Gosper	For reapproval

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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 Five Dock not identified in Condition A1 of the Project Conditions of Approval (CoA) for Sydney Metro West, to access the CTP Five Dock 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
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	<p>All requests to the Planning Secretary for approval to use local roads under Condition D86 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>(a) Section 3.2 Section 3.4 Appendix A</p> <p>(b) Section 3.7</p> <p>(c) Section 3.5</p> <p>(d) Section 3.6</p> <p>(e) Section 5</p>
D88	<p>Before any local road is used by a Heavy Vehicle for the purposes of construction of Stage 1 of</p> <p>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 Stage 1 of the CSSI.</p>	Section 3.5
D89	<p>If damage to roads occurs as a result of the construction of Stage 1 of the CSSI, the Proponent</p> <p>must either (at the Relevant Road Authority's discretion):</p> <p>(a) compensate the Relevant Road Authority for the damage so caused; or</p> <p>(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.</p>	Section 3.5
D90	<p>Vehicles associated with the project workforce (including light vehicles and Heavy Vehicles) must be managed to:</p> <p>(a) minimise parking on public roads;</p> <p>(b) minimise idling and queueing on state and regional roads;</p> <p>(c) not carry out marshalling of construction vehicles near sensitive land user(s);</p> <p>(d) not block or disrupt access across pedestrian or shared user paths at any time unless alternate access is provided; and</p>	Section 3.7

Project Planning Approval (dated 11 March (SSI 10038))		Where addressed
	(e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs.	
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 3.7
TT8	Construction site traffic immediately around construction sites would be managed to minimise vehicle movements through school zones during pick up and drop off times	Section 3.6
TT24	<p>Coordination and consultation with the following stakeholders would occur, where required, to manage the interface of projects under construction at the same time:</p> <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 • Identification of key potential conflict points with other construction projects • Developing mitigation strategies in order to manage conflicts. Depending on the nature of the conflict this could involve: <ul style="list-style-type: none"> ○ Adjustments to the Sydney Metro construction program work activities or haul routes or adjustments to the program activities or haul routes of other construction projects <p>Coordination of traffic management arrangements between projects</p>	Section 4.1 Section 4.2 Section 4.3

The scope will cover the heavy vehicle route to be taken within Five Dock; swept path analysis; road safety analysis; dates of road dilapidation survey; any measures to avoid schools, aged care facilities, and child care facilities; and recommendation that the route is suitability of the proposed heavy vehicle route.

3. PROPOSED ROUTES

3.1 PROPOSED HEAVY VEHICLE ENTRY ROUTE

In addition to the approved EIS heavy vehicle routes, Acciona Ferrovia Joint Venture (AFJV) propose to use the following heavy vehicle route into the Five Dock West site (also shown in Figure 1):

- Henry Street (Westbound)
- East Street (Southbound)

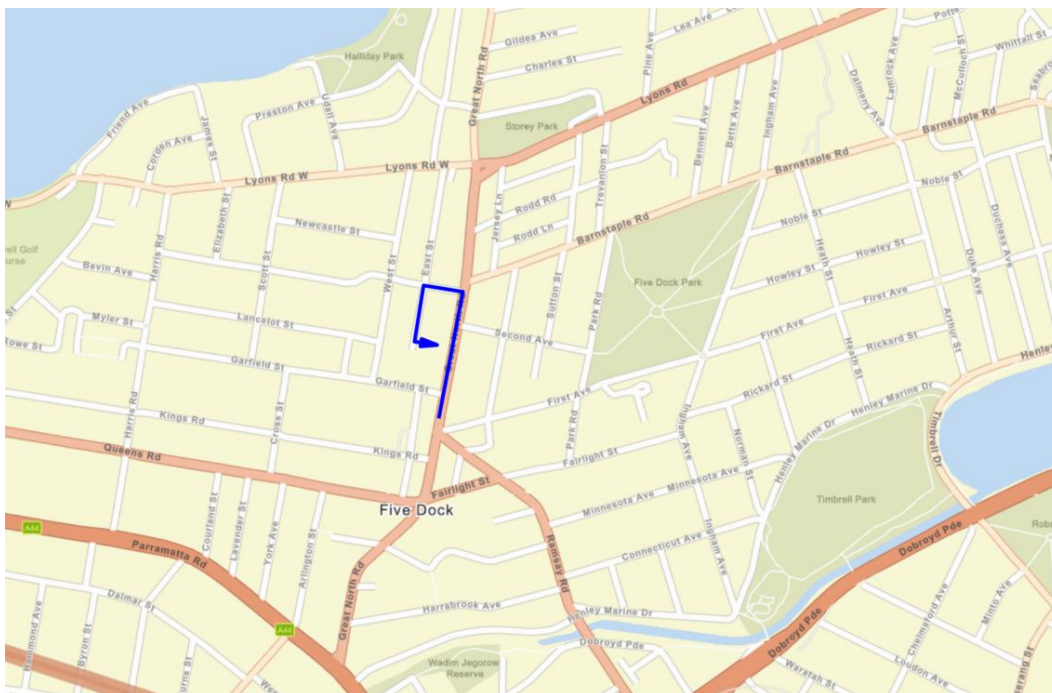


FIGURE 1 PROPOSE ADDITIONAL HEAVY VEHICLE ENTRY ROUTE TO FIVE DOCK WEST SITE

Of those listed above, the following local roads were **not** identified in documents described in CoA A1 for access to the Five Dock West site:

- Henry Street (Westbound)
- East Street (Southbound)

The use of these roads as construction site access has been identified in consultation with City of Canada Bay (CoCB) 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. The site is expected to have insufficient space for trucks to turn around within site. Trucks may need to reverse into the driveway of the site. Whenever this movement is being conducted either a spotter or traffic control will be utilised.

The site will only be accessed by heavy vehicles via East Street and Henry Street while the access to and from Great North Road is obstructed by a variety of construction activities. The construction activities are restricting access as piling, capping beam and utilities works are being undertaken at the existing access to the site. The alternate access is expected to be a safer alternative where managed correctly to avoid greater interface and impact with pedestrians and the public at the front of site.

3.2 SWEEP PATH ANALYSIS FOR HEAVY VEHICLE ENTRY ROUTE

A swept path analysis for the above two 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 8.8m rigid truck, type vehicles with infrequent use.

3.3 PROPOSED 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 Five Dock site (also shown in Figure 2):

- East Street (Northbound)
- Henry Street (Eastbound)

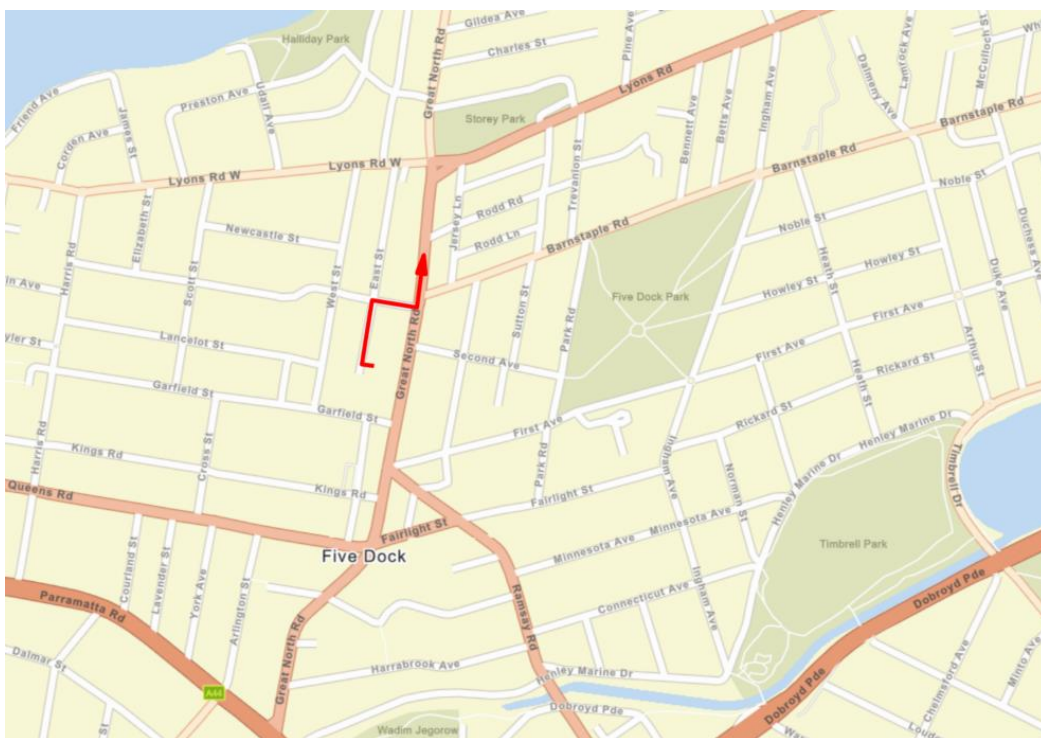


FIGURE 2 PROPOSE ADDITIONAL HEAVY VEHICLE EXIT ROUTE FROM FIVE DOCK WEST SITE

Of those listed above, the following local roads were **not** identified in documents described in CoA A1 for access to the Five Dock West site:

- East Street (Northbound)
- Henry Street (Eastbound)

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

Trucks will be monitored to ensure minimal queueing and idling is conducted on either state or regional roads. The proposed local roads do not include any state or regional roads.

3.4 SWEEP PATH ANALYSIS FOR HEAVY VEHICLE EXIT ROUTE

A swept path analysis for the above two 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 exit route is suitable for 8.8m rigid truck, type vehicles with infrequent use.

3.5 ROAD DILAPIDATION SURVEY

Road dilapidation survey was completed in January 2022 for East Street, and Henry Street completed in December 2021 as described in CoA D88. A copy of the dilapidation photo/video records was distributed to City of Canada Bay Council in accordance with CoA D87(c) 4th of February 2022.

Although already conducted council has requested another inspection be conducted prior to commencement of these proposed temporary truck movements which is scheduled to be conducted. This is scheduled to be undertaken before commencement of the truck movements.

Any damage caused to the local roads proposed for use will be rectified in consultation with council or council will be compensated for damage caused. A post use joint inspection will be conducted with council representatives when the road is no longer required for use for the project.

3.6 IMPACT TO SCHOOL, AGED CARE, OR CHILDCARE

Henry Street has footpath on both sides and residential properties lining the street. On the corner of Henry street and Great Northern commercial properties have a side access, backing onto Henry Street.

East Street has footpath on both sides and residential properties lining the street. At the Southern most end of East Street, there is pedestrian access to 'Coles' and vehicle access to the childcare centre. The heavy vehicles will not directly pass the childcare centre, nor will it have any additional impact on local schools or aged care facilities.

3.7 CONSTRUCTION TRAFFIC MANAGEMENT

Construction traffic volumes during demolition would be limited and would be minimised during peak periods and during events. The proposed heavy vehicle movement volumes are anticipated to only be a single heavy vehicle entering and exiting daily during workdays. They are expected to cease once direct access to and from Great North Road can be established, post demolition.

Truck and construction vehicle marshalling will not be carried out near sensitive land user(s). No pedestrian or shared user paths will be blocked during these works unless an alternate access has been provided.

The truck movements will be facilitated with the assistance of traffic control to ensure safety of pedestrians, public and two-way traffic. East Street is relatively narrow street and only carries low volumes of traffic.

Spoil haulage vehicles will be monitored to ensure they adhere to the haulage routes identified in the site specific CTMPs.

Table 3.1 shows the proposed peak construction traffic volumes involving light vehicles and heavy vehicles accessing the construction sites via the alternative access on East Street, on a typical day. The daily total trucks delivering material or transporting spoil from the site is expected to be a maximum of 10 trucks per day (20 total movements) while East Street is in use. This over a 10-hour shift would see a maximum of 2 movements expected in the morning and afternoon peak periods.

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

Site	AM Peak Hour			PM Peak Hour		
	Heavy Vehicle	Light Vehicle	Total	Heavy Vehicle	Light Vehicle	Total
Five Dock West	2	5	7	2	5	7

4. CONSULTATION

4.1 CONSULTATION WITH CoCB

The constraints of the site, and the requirement for use of this route to service the piling, concrete and some excavation activities has been discussed with City of Canada Bay Council. Evidence of this consultation and confirmation of the proposed routes will be provided in **Appendix B**.

As a result, the conditions provided by council as part of the council response will be met, and are listed below:

- Safe pedestrian throughfare along the streets are to be maintained as much as possible (particularly along the western side of Great North Road)
- Notify Council's Coordinator Resource Recovery, Samantha Bones on samantha.bones@canadabay.nsw.gov.au to ensure interruption to Council's waste collection service is mitigated.
- All affected residents, businesses, property owners and other stakeholders must be notified and consulted. The notification and consultation are to be appropriately recorded.
- Ensure your public and product liability insurance and worker compensation insurance are current and maintained. Any updates to the public and product liability insurance and worker compensation insurance must be submitted to Council for records.
- Adhered to the relevant conditions of approval SSI 10038 dated 11 March 2021.
- All accesses (including vehicular access) to private properties must be always available.
- Any damaged to Council's asset shall be made good.
- Adhered to the Sydney Metro and Council's Interface Agreement.
- Any other matters as directed by Council's Interface Engineer as required

4.2 TRAFFIC AND TRANSPORT LIAISON GROUP (TTLG)

AFJV has been undertaking consultation and communication with stakeholders regarding traffic management. 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 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 – Alex Gosper, is a qualified engineer and an accredited Level 3 Road Safety Auditor in NSW. He has more than ten years of experience and considers the proposed heavy vehicle route to be suitable for use under CoA D87.

6. APPROVAL

Following consultation with CoCB, 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 based on the limited frequency. The heavy vehicle sizes are to be limited to 8.8m there is no impact on existing on-street parking. The proposed access is only to be used until the access to and from Great North Road directly can be reinstated. The duration of the alternative access via East Street is expected to only last 2 to 3 weeks as outlined in consultation with Council.

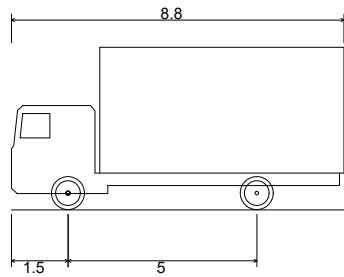
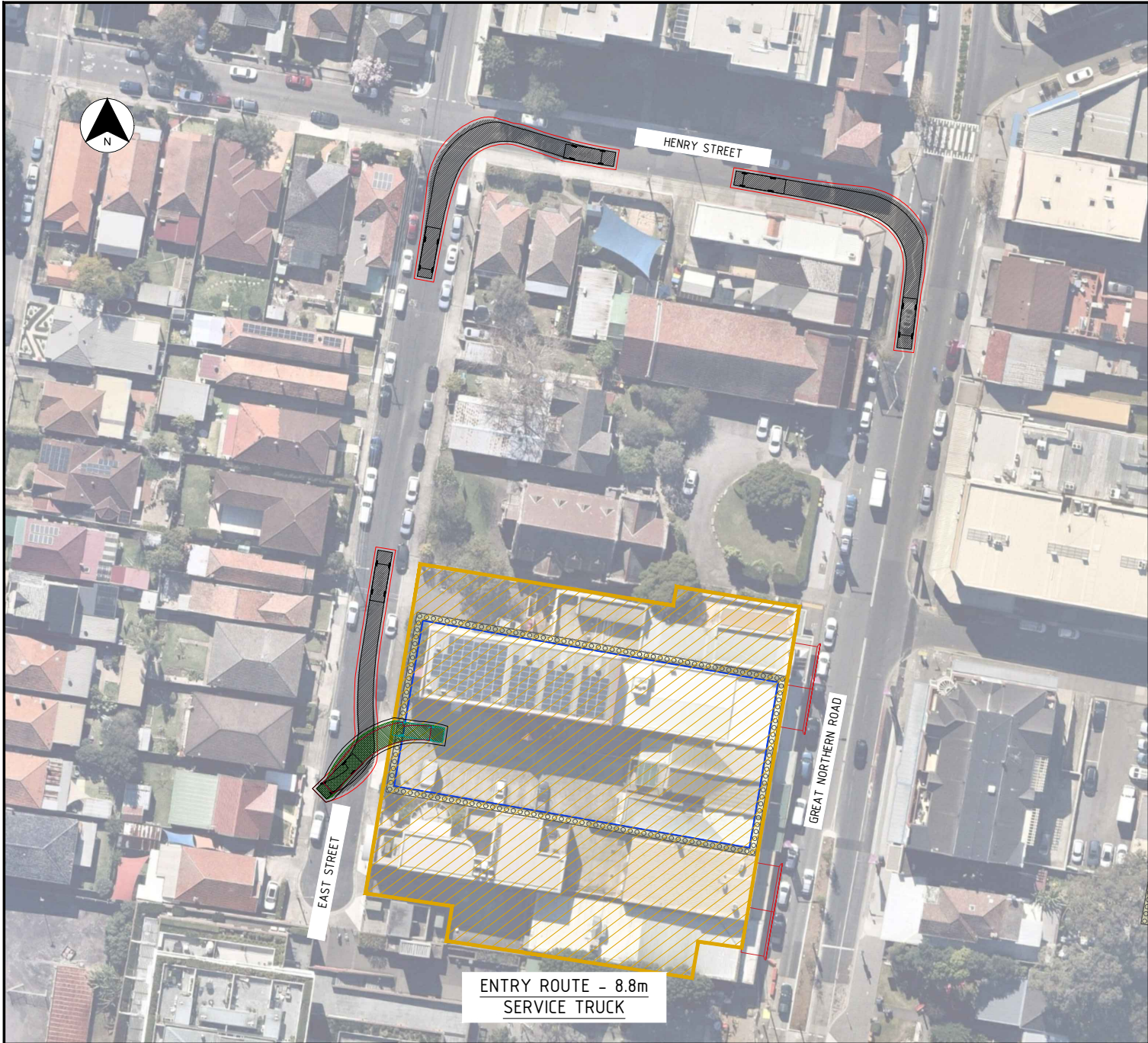
The proposed heavy vehicle entry and exit route is considered suitable for use and is recommended for approval.

APPENDIX A SWEPT PATH ANALYSIS

Cad File: C:\Users\AlexGasper\OneDrive\00_Civil\Consulting\Projects\2020\131 - CTP AFJV05_Drafting\SMW-AFJV-CS-DWG-605500-20 - Standard\SMW-AFJV-CS-DWG-FIVED-HV SWEEP PATH EAST.dwg

Plot Date: 09/02/22 - 10:50
100mm AT FULL SIZE

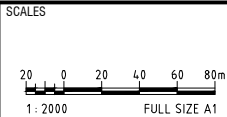
Sheet



Service Vehicle (8.8 m)
Overall Length 8.800m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.427m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 12.500m

REV.	BY	DATE	DESCRIPTION	APPD.
1	AG	09.02.22	UPDATE SWEEP PATHS - MINIMISE REVERSING	AG
0	AG	02.02.22	ORIGINAL ISSUE	AG

A1 Original Co-ordinate System: GDA 2020 Zone 56 Height Datum: A.H.D. This sheet may be prepared using colour and may be incomplete if copied



SENSITIVE : NSW CABINET

NOTE: Do not scale from this drawing.

CLIENT



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SERVICE PROVIDERS	DRAWN AG
	DESIGNED
	DRG CHECK
	DESIGN CHECK
	APPROVED

SYDNEY METRO WEST
HEAVY VEHICLE - LOCAL ROAD ACCESS
FIVE DOCK
EAST STREET SITE ACCESS AND EGRESS - 8.8m SERVICE TRUCK

STATUS: XXX	SHEET 01 OF 01	©
Dwg No. SMW-AFJV-TM-SKT-FD-1001	REV.	1

APPENDIX B CONSULTATION EVIDENCE

Alex Gosper

From: Eric Wong <Eric.Wong@canadabay.nsw.gov.au>
Sent: Wednesday, 27 July 2022 5:17 PM
To: Anthony Swann; Brendan MacGillicuddy
Cc: Alex Gosper; Anne Andersen
Subject: RE: East St - Heavy vehicle usage.
Attachments: FDK - AFJVCTP-VMP-0025 - East Street.pdf

Hi Anthony,

Based on the information provide below and the attached Vehicle Movement Plan, there are no objections to the proposed arrangements subjects to the following:

1. Safe pedestrian throughfare along the streets are to be maintained as much as possible (particularly along the western side of Great North Road)
2. Notify Council's Coordinator Resource Recovery, Samantha Bones on samantha.bones@canadabay.nsw.gov.au to ensure interruption to Council's waste collection service is mitigated.
3. All affected residents, businesses, property owners and other stakeholders must be notified and consulted. The notification and consultation are to be appropriately recorded.
4. Ensure your public and product liability insurance and worker compensation insurance are current and maintained. Any updates to the public and product liability insurance and worker compensation insurance must be submitted to Council for records.
5. Adhered to the relevant conditions of approval SSI 10038 dated 11 March 2021.
6. All accesses (including vehicular access) to private properties must be always available.
7. Any damaged to Council's asset shall be made good.
8. Adhered to the Sydney Metro and Council's Interface Agreement.
9. Any other matters as directed by Council's Interface Engineer as required

Should you have any questions, don't hesitate to contact me.

Kind regards

Eric Wong

Sydney Metro Interface Engineer

Eric Wong | Sydney Metro Interface Engineer
City of Canada Bay

15-17 Regatta Road Five Dock NSW 2046 | www.canadabay.nsw.gov.au
T: 02 9121 0063 | Eric.Wong@canadabay.nsw.gov.au



From: Anthony Swann <anthony.swann@ctp-afjv.com.au>
Sent: Sunday, 24 July 2022 1:33 PM
To: Eric Wong <Eric.Wong@canadabay.nsw.gov.au>; Brendan MacGillicuddy <Brendan.MacGillicuddy@canadabay.nsw.gov.au>
Cc: Alex Gosper <alex.gosper@ctp-afjv.com.au>; Anne Andersen <anne.andersen@ctp-afjv.com.au>
Subject: East St - Heavy vehicle usage.
Importance: High

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Please report all suspicious emails to helpdesk@canadabay.nsw.gov.au

Hi Brendan/Eric,

Sorry for the delay getting back to you following our meeting about using East St for heavy vehicles. I've now received confirmation from the team on a few items I wanted to be sure of before emailing you.

Details as follows:

1. I can confirm to date there has been no community complaints relating to our previous use of East Street.
2. Trucks per day – we're proposing 10 trucks per day (each consisting of an in & out movement)
3. Dates – We're aiming for a start date of 8th August (weather & program permitting).
4. Duration – We expect to limit this to two weeks, with a third week as contingency for weather or any other unforeseen events.
5. Dilapidation – As mentioned in our meeting, while a dilapidation report has been done prior to our past use of East Street, we'll perform a video drive/walk though prior to the 8th of August to capture anything new.
6. I've attached a copy of the proposed VMP for reference.

Please feel free to contact me if you require any further information.

Regards,



Anthony Swann
Traffic Engineer
Acciona Ferrovia Joint Venture

*Sydney Metro West
Central Tunnelling Package*

