
Heavy Vehicle Local Road (HVLR) Assessment

North Strathfield Heavy Vehicle Local Road
Approval for Sydney Metro West

CLNK-SYNC-HVLR-NTS

Revision 01
Date: 03 November 2025

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1 Introduction

This Heavy Vehicle Local Road document (HVLRL) has been developed as part of the Sydney Metro West works at the North Strathfield Station site, as part of the Sydney Metro West Project.

This approval has been developed to ensure safe delivery of the Project Works in accordance with the Project Approval (SSI-10038), while achieving the requirements specifically of conditions D86, D87, D88 and D89.

1.1 Project Overview

Sydney Metro is Australia's biggest public transport project. Building, operating and maintaining a network of four metro lines, 46 stations and 113km of new metro rail.

Sydney Metro is revolutionising how Australia's biggest city travels, connecting Sydney's north west, west, south west and greater west to fast, reliable turn-up-and-go metro services with fully accessible stations.

The NSW Government is delivering Sydney Metro West – a new underground metro railway which will double rail capacity between Parramatta and the Sydney CBD, transforming Sydney for generations to come.

This once-in-a-century infrastructure investment will provide fast, reliable turn-up-and-go metro services with fully accessible stations, link new communities to rail services and support employment growth and housing supply. Stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street in the Sydney CBD.

Sydney Metro West will target an opening date of 2032.

1.2 Scope

This HVLRL document will detail the use of heavy vehicles on local roads as part of the electrical connection and termination works required at North Strathfield Station as part of the Sydney Metro West Project Stage 1. The document will identify associated risks, mitigations and demonstrate compliance with the Minister's Conditions of Approval, as tabled within Table 1: Compliance Matrix.

The roads associated with this HVLRL is

- Beronga Street
- Waratah Street
- Tenterfield Street

Other roads proposed to be used as part of accessing and egressing from the site are already identified within the EIS, or are not Local Roads.

Table 1: Compliance Matrix

Document	Reference	Requirement	Where addressed
Instrument of Approval - SSI-10038	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 under Condition D86 above must include the following:	As follows:

Document	Reference	Requirement	Where addressed
		(a) a swept path analysis ;	3.5 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;	3.6 Road safety analysis
		(c) details as to the date of completion of the road dilapidation surveys for the subject local roads; and	3.7 Road dilapidation survey
		(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	4 Impact to sensitive road users and receivers
		(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.	6 Written advice from appropriately qualified professional
	D88	Before any local road is used by a Heavy Vehicle for the purposes of construction of Stage 1 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 Stage 1 of the CSSI.	3.7 Road dilapidation survey
	D89	If damage to roads occurs as a result of construction, the Proponent must either (at the Relevant Roads Authority's discretion):	As follows:
		(a) compensate the relevant road authority for the damage so caused; or	3.7 Road dilapidation survey
		(b) rectify the damage to restore the road to at least the pre-work condition as identified in Road Dilapidation Report	3.7 Road dilapidation survey

2 Project scope

As described in the Sydney Metro West Stage 1 - Phasing Report, a small portion of electrical works has been transferred from the Central Tunnelling Package to an alternate contractor relating to the establishment of an electrical kiosk at North Strathfield to provide high voltage power to the site for follow-on contractors. The Principal Contractor will be responsible for completing the design for this scope and conducting the remaining works.

The majority of the work to establish a high voltage power connection has been completed by the Central Tunnelling Package Contractor and only requires modifications to the end connection points at the kiosk and the live mains. The North Strathfield Power Enabling Works includes the following physical activities:

- Investigations to establish locations of existing utilities
- Retrenching for low voltage (LV) works
- Installation of electrical kiosk including internal reticulation and outage preparation works

These works will be completed over approximately a five month period, and it is for these works that the additional heavy vehicle routes require approval.

3 Proposed routes

3.1 EIS Assessed heavy vehicle routes

The Project EIS Technical Paper 1 – Traffic and transport included the existing, approved route as outlined below in Figure 1. This includes an access route via Concord Road, Wellbank Street, Queen Street.

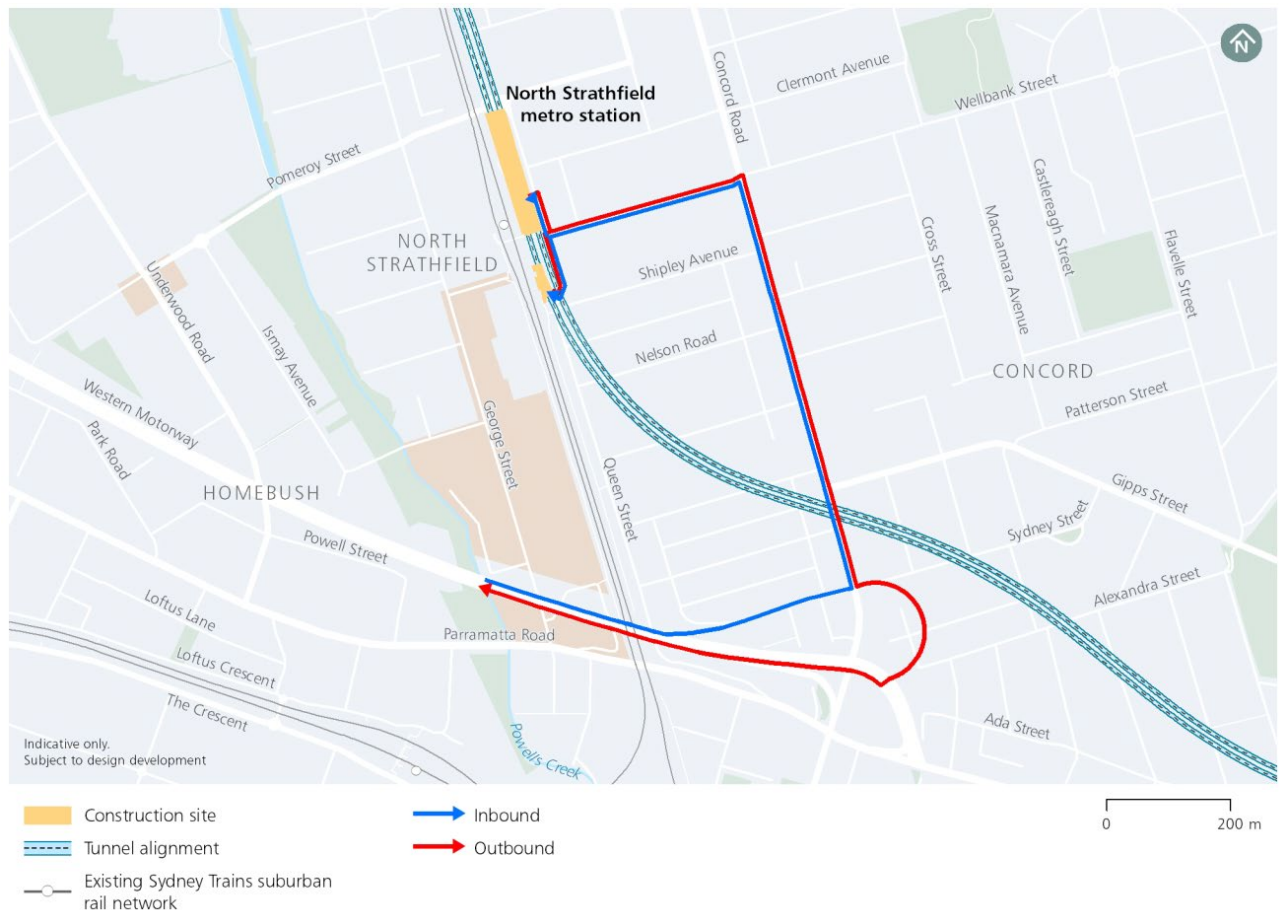


Figure 1 Extract from EIS reflecting existing approved access

3.2 Road network classifications

The existing roads in the area are classified in accordance with the map below, in Figure 2. This shows that Concord Road is a State Road (shown in black) and the connecting streets made up of Queen Street, Pomeroy Street, Wellbank Street and Underwood Road are all Regional Roads (shown in purple), and are therefore not requiring further assessment as they do not fall into the 'Local Road' category.

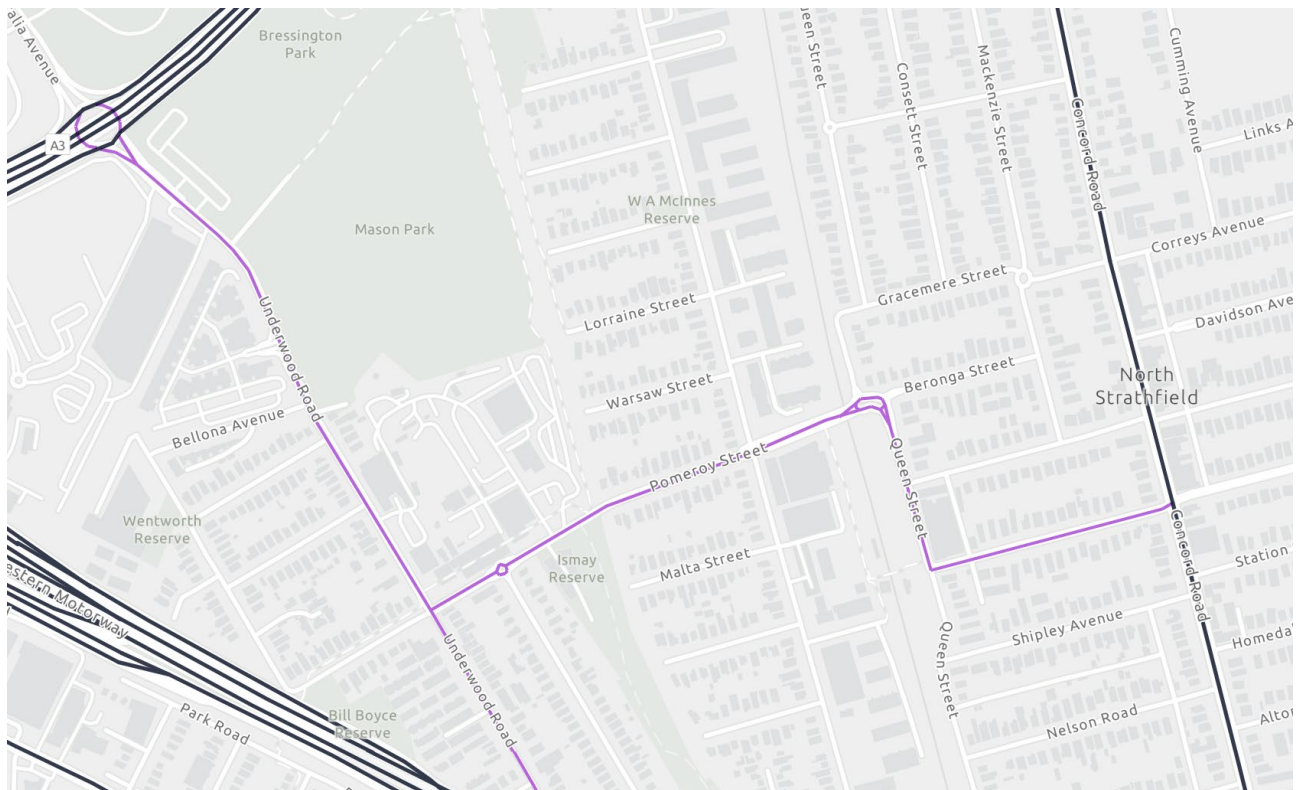


Figure 2 Road network classifications (<https://maps.transport.nsw.gov.au/egeomaps/road-network-classification/index.html>)

3.3 Heavy vehicle access and egress routes

Heavy vehicles associated with works described within this document are proposed to access and egress the site using a combination of the existing, approved EIS routes, regional roads as well as the following, additional local roads.

- Berong Street
- Waratah Street
- Tenterfield Street

The works will utilise a combination of Local Roads and Regional Roads to access the works and these arrangements are further described in the associated Construction Traffic Management Plan (CTMP).

This will accommodate the requirements for the proposed scope of works being delivered by the Contractor. Further details of the proposed access and egress routes as outlined within this plan are included in Figure 3.

The need for these roads is due to the positioning and requirements for the heavy vehicles in relation to the works. The worksites are located on the south-eastern corner of both the intersections of Waratah Street and Queen Street, as well as the Berong Street and Queen Street. Due to the size of the Heavy Vehicles proposed for completion of the works, undertaking u-turns within both streets is impractical, and may require further impacts on parking.

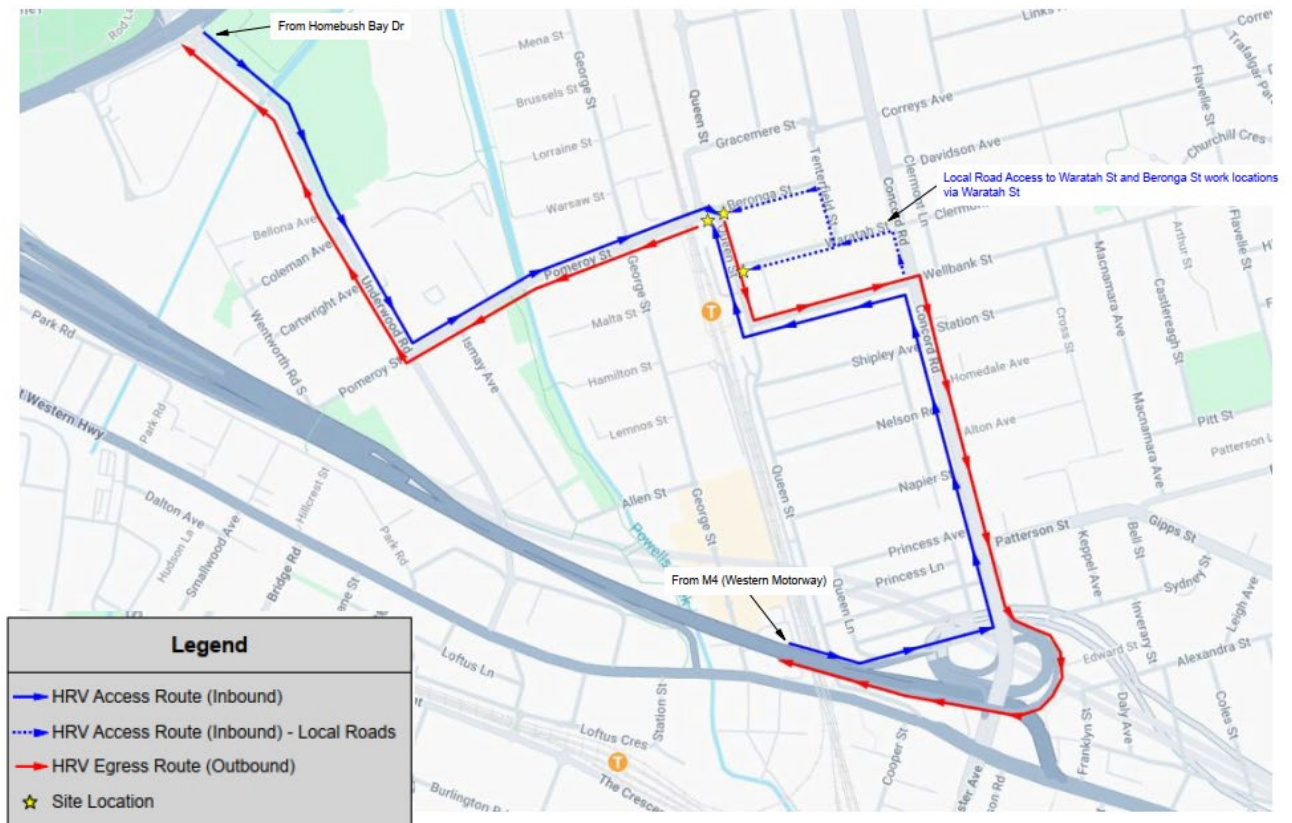


Figure 3 Proposed additional heavy vehicle access and egress

3.4 Construction traffic movements

The volume of construction traffic associated with this work as outlined in the EIS Construction Technical Paper 1 – Traffic and transport is outlined below, in Figure 4. This would align with Phase 2 of the works, which includes Piling and excavation works. This allows up to 8 heavy vehicles per hour during peak hours, and 16 heavy vehicles per hour during the day shift off peak periods.

These movements are far greater than those anticipated to be required for the construction works described as part of this document. It is only anticipated that up to two (2) heavy vehicles would be required to follow these routes on the shifts that works are undertaken, and the works are anticipated to be completed over approximately ten (10) shifts to complete, over the three (3) month period that these works are planned to be undertaken.

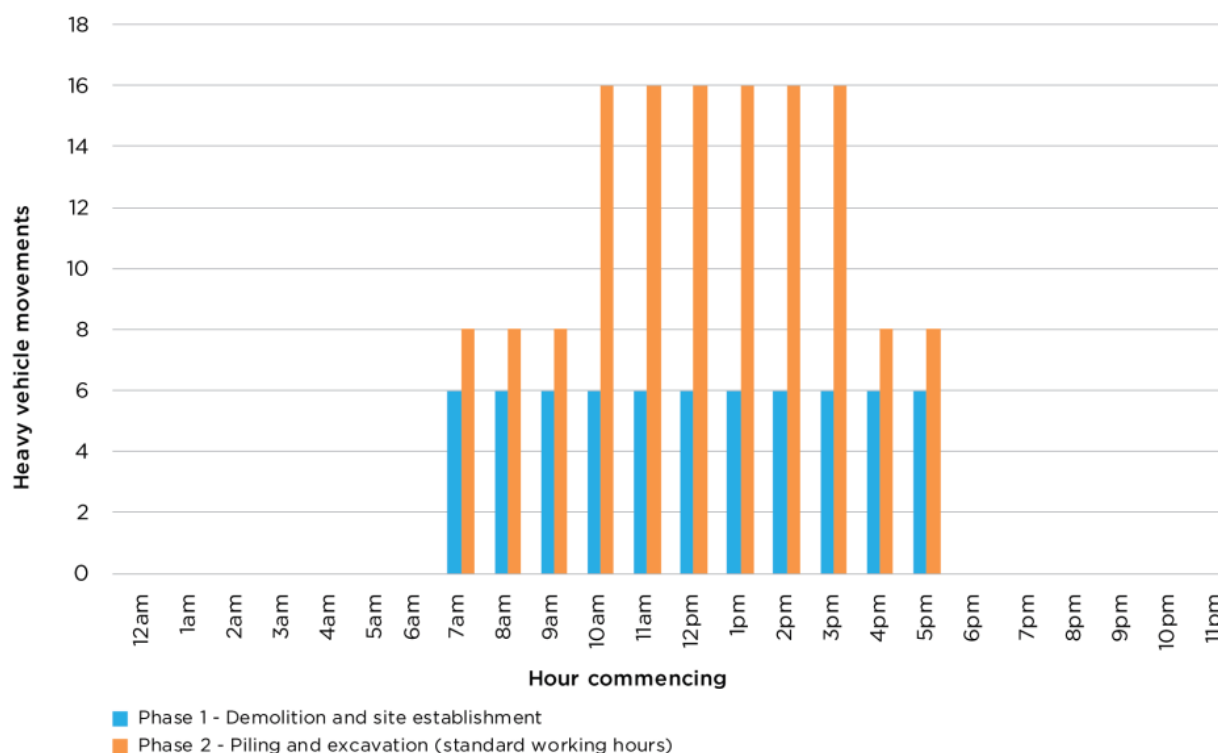


Figure 4 Existing approved heavy vehicle movements - EIS Technical paper 1 – Traffic and Transport

3.5 Swept path analysis

The maximum sized heavy vehicle to be used on the proposed routes is a 12.5m rigid truck.

A swept path analysis has been completed and shows that safe turn movements can be performed during both access and egress movements. An alternative swept path assessment has also been undertaken for an 8.8m rigid truck or service vehicle (noting that 12.5m long rigid vehicles are uncommon, and typical heavy vehicles would be shorter than 10m in length).

A copy of these swept paths can be found within Appendix A of this HVLR document.

3.6 Road safety analysis

The author of this document is a Level 3 Road Safety Auditor and has reviewed the proposed route. The risk elements were identified as:

- 12.5m vehicle slightly encroaching into opposing lane when undertaking a left-turn movement into Beronga Street, from Tenterfield Street.

This risk has been reviewed considering both existing site conditions, and additional controls that will be implemented to ensure the safe movement of heavy vehicles.

Existing site conditions:

- Low speed environment
- Good visibility
- Low traffic volumes

Additional control measures:

- Traffic control or a spotter will be in place where vehicles measuring 12.5m in length are needed to access the site.

3.7 Road dilapidation survey

A road dilapidation survey has been completed and provided to City of Canada Bay Council, for the additional local roads proposed for use as part of this work, and as described within this document.

The proposed heavy vehicle movements are minimal and therefore degradation of the road is not expected, despite this the road will be checked during and after use to ensure damage has not occurred. If damage occurs, the Contractor will reinstate to a condition it was in pre-works as identified in the road dilapidation report or compensate the relevant road authority for the damage so caused, in accordance with condition D89.

4 Impact to sensitive road users and receivers

4.1 Schools

The proposed route detailed within this HVLR does not include passing any schools.

4.2 Aged care and childcare

The proposed route detailed within this HVLR does not include passing any aged-care facilities.

4.3 Pedestrians and cyclists

The proposed route may result in a reduced number of movements through the higher pedestrian area adjacent the North Strathfield Train Station, at the intersection of Wellbank Street and Queen Street, as a result of the introduction of these additional local road connections.

5 Consultation

5.1 City of Canada Bay Council

City of Canada Bay Council will be consulted prior to the works being undertaken. The works will be conducted in accordance with City of Canada Bay Council's road opening permit system.

A copy of the council submission is included in Appendix B.

6 Written advice from appropriately qualified professional

This document has been prepared by Alex Gosper, a Level 3 Road Safety Auditor and Engineer of Civlink Consulting Pty Ltd. The proposed use of the additional local roads outlined in this plan is supported when considering the items provided as part of this submission.

Specifically, the information provided as part of this submission listed as items a) through e) of the condition D87 of the Project Approval.

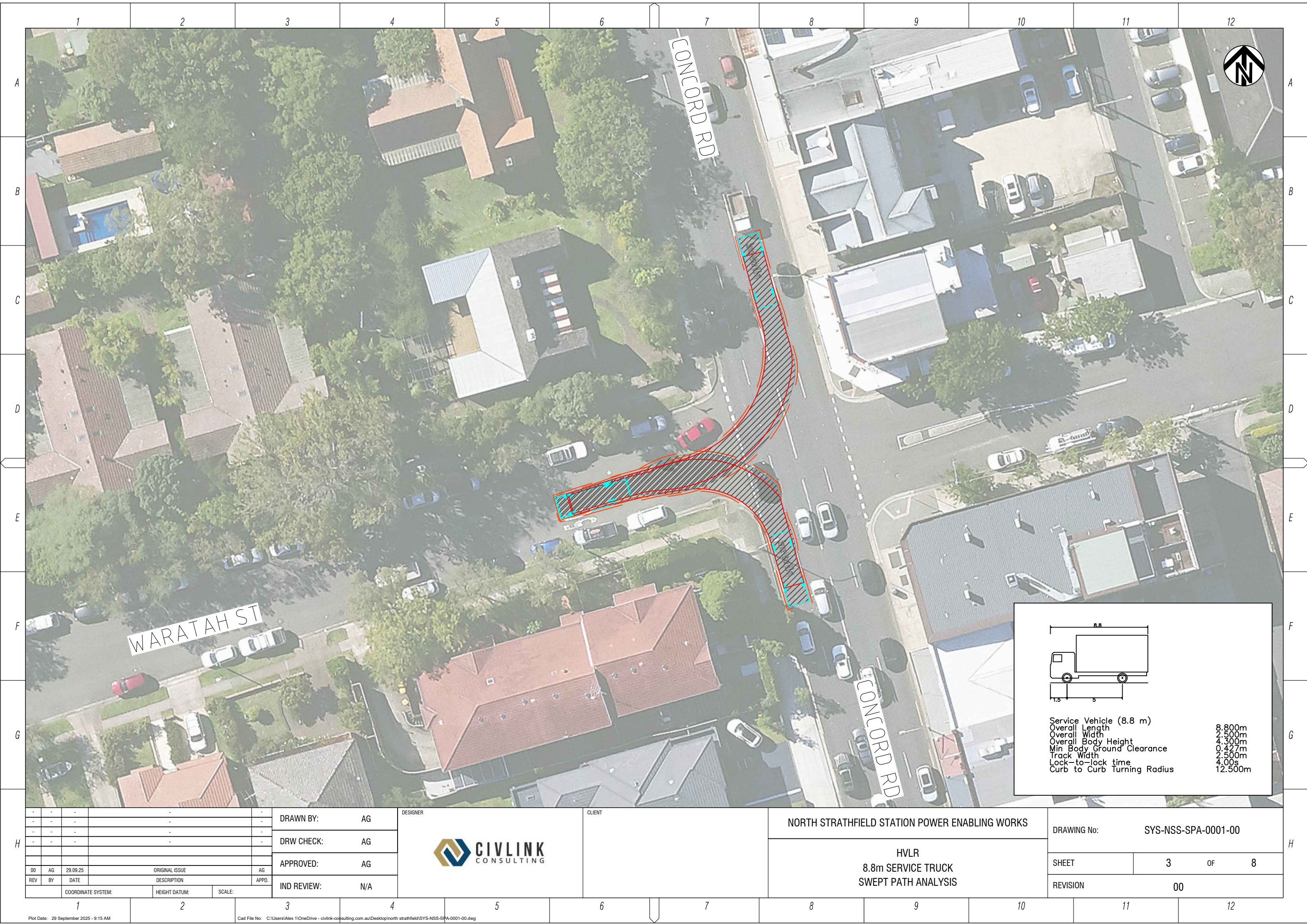
7 Conclusion

The proposed use of heavy vehicles on Beronga Street, Waratah Street and Tenterfield Street is critical for the installation of the electrical connections for the associated works at North Strathfield in preparation for further station construction works being undertaken.

Risks associated with the proposed use of these local roads is expected to be minimal, and managed with the mitigation measures outlined in Section 3.6, above.

A road dilapidation survey has been completed and supplied to City of Canada Bay Council. Inspections of the route will be completed during and after use of the route with any damage identified reinstated to a condition it was in pre-works as identified in the road dilapidation videos.

Appendix A – Swept Path Analysis



Service Vehicle (8.8 m)

Overall Length8.800m

Overall Width2.500m

Overall Body Height4.300m

Min Body Ground Clearance0.427m

Track Width2.500m

Lock-to-lock time4.00s

Curb to Curb Turning Radius12.500m

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CLIENT

NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
8.8m SERVICE TRUCK
SWEPT PATH ANALYSIS

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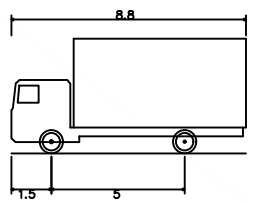


WARATAH ST

TENTERFIELD ST

WARATAH ST

Service Vehicle (8.8 m)
Overall Length 8.800m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.420m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to curb Turning Radius 12.500m



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NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
8.8m SERVICE TRUCK
SWEEP PATH ANALYSIS

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SHEET 4 OF 8

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Service Vehicle (8.8 m)

Overall Length2.500m

Overall Width4.300m

Overall Body Height0.427m

Min Body Ground Clearance2.500m

Track Width4.00s

Lock-to-lock time12.500m

Curb to Curb Turning Radius

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NORTH STRATHFIELD STATION POWER ENABLING WORKS
HVLR 8.8m SERVICE TRUCK SWEPT PATH ANALYSIS

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Service Vehicle (8.8 m)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock-to-lock time

Curb to Curb Turning Radius

8.800m

2.500m

4.300m

0.427m

2.500m

4.00s

12.500m

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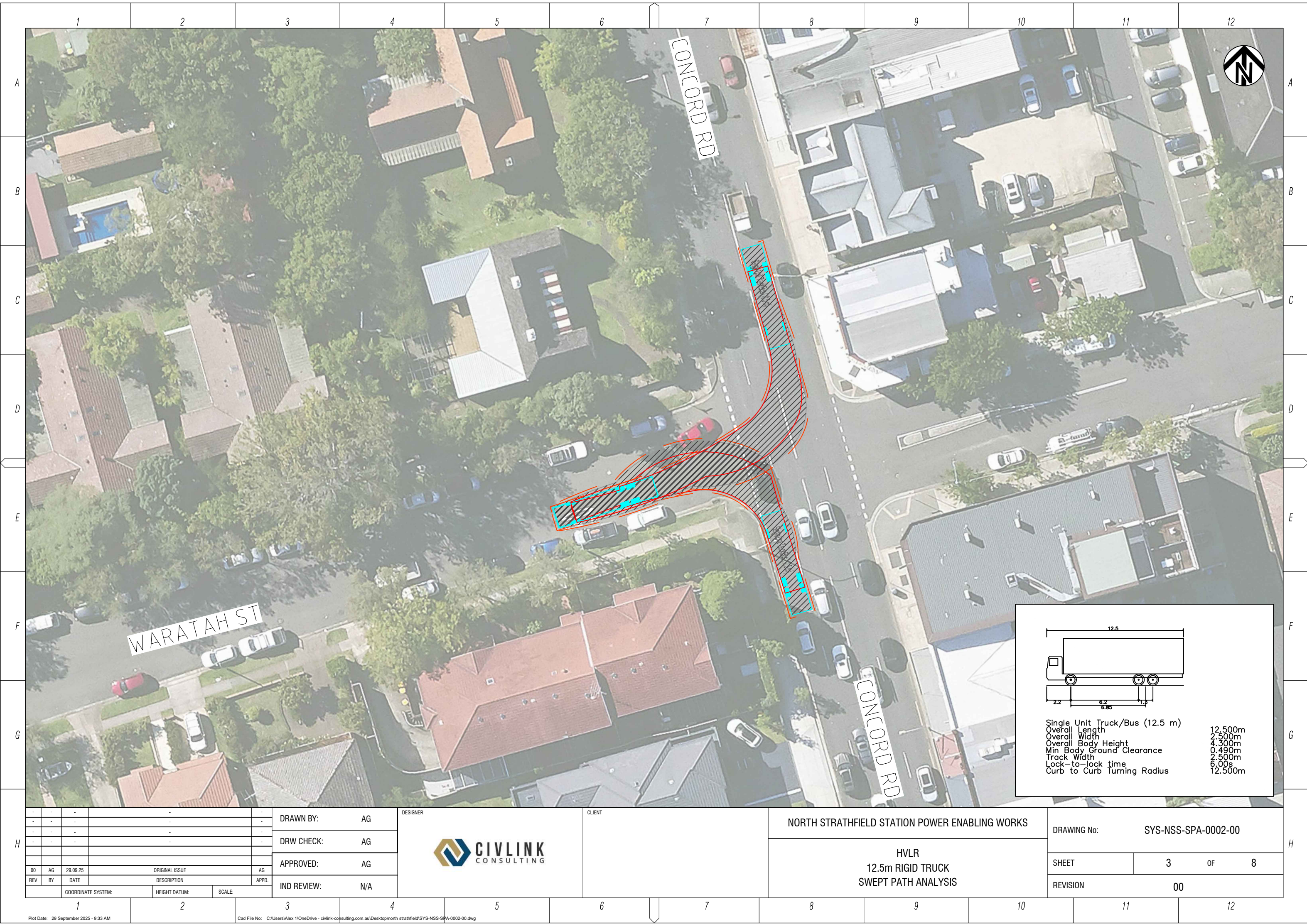
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NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
8.8m SERVICE TRUCK
SWEEP PATH ANALYSIS

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Single Unit Truck/Bus (12.5 m)

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.490m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

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NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
12.5m RIGID TRUCK
SWEEP PATH ANALYSIS

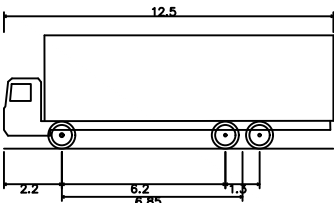
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TENTERFIELD ST

WARATAH ST

WARATAH ST



Single Unit Truck/Bus (12.5 m)
Overall Length 12.500m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.490m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 12.500m

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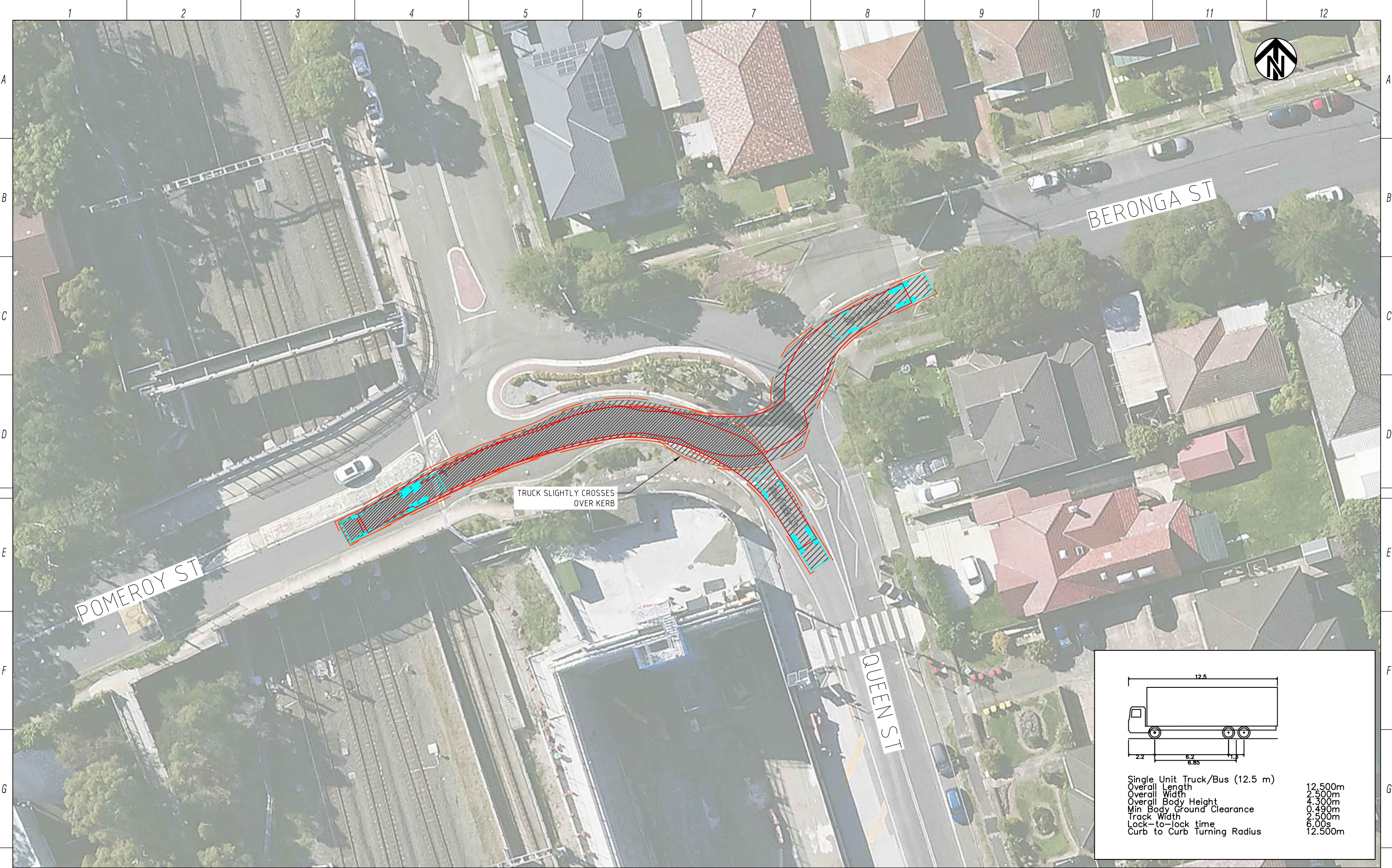
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HVLR
12.5m RIGID TRUCK
SWEEP PATH ANALYSIS

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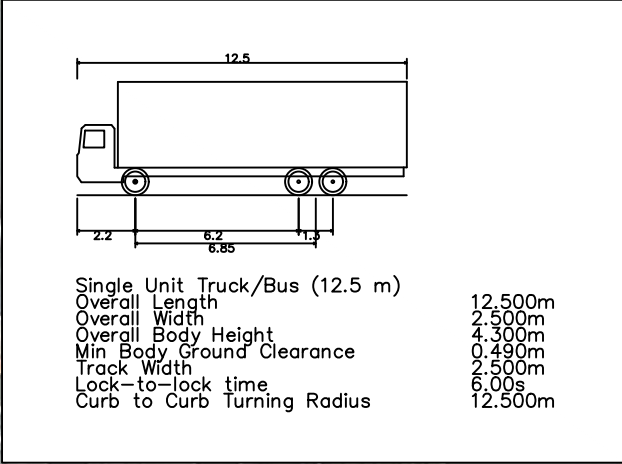
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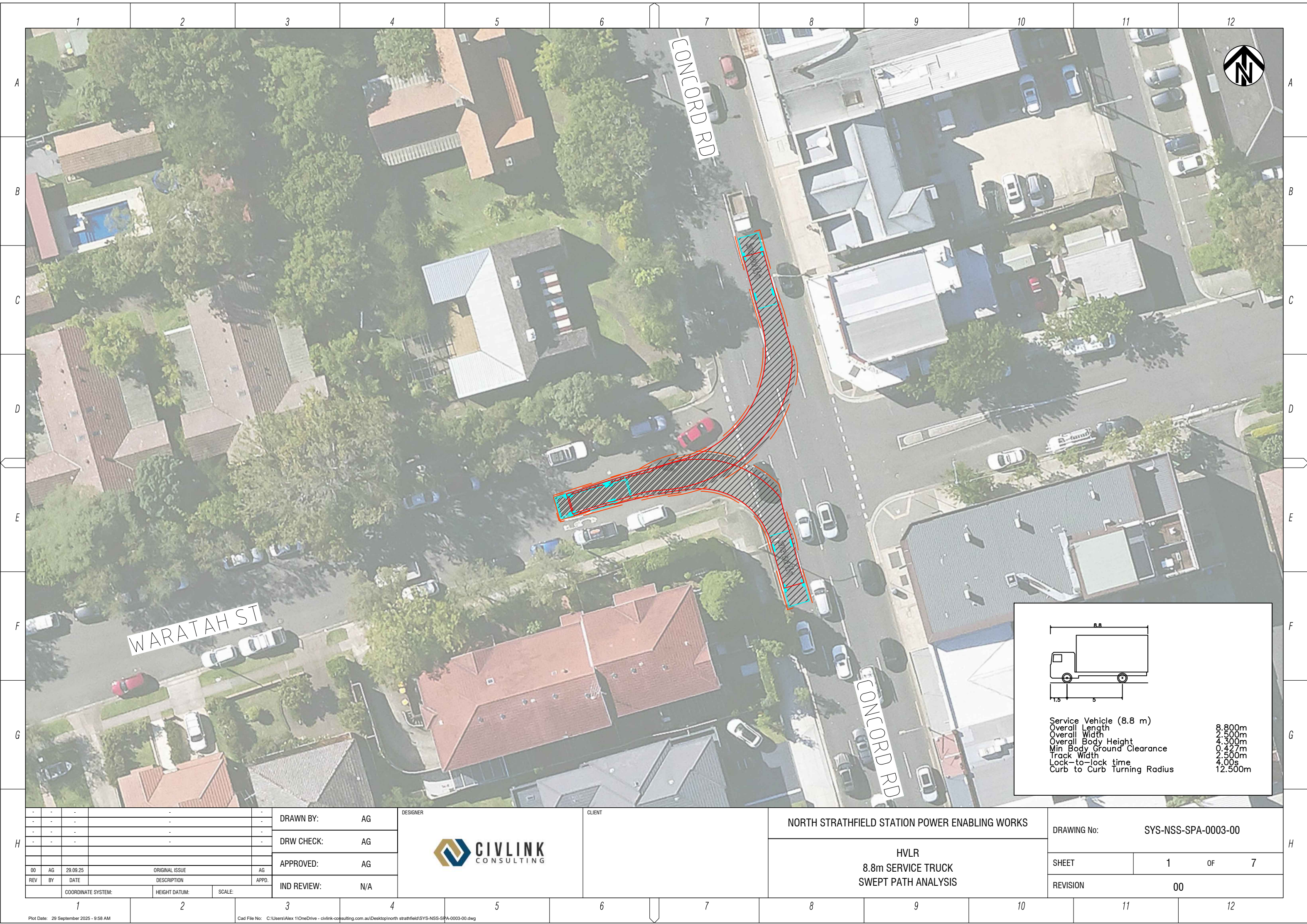


Single Unit Truck/Bus (12.5 m)	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.490m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

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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

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NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
8.8m SERVICE TRUCK
SWEEP PATH ANALYSIS

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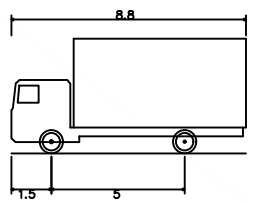


WARATAH ST

TENTERFIELD ST

WARATAH ST

Service Vehicle (8.8 m)
Overall Length 8.800m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.420m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to curb Turning Radius 12.500m



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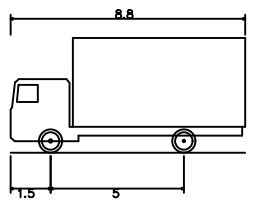
NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
8.8m SERVICE TRUCK
SWEEP PATH ANALYSIS

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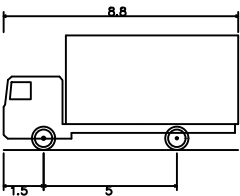
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Service Vehicle (8.8 m)
Overall Length 8.800m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.427m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 12.500m

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

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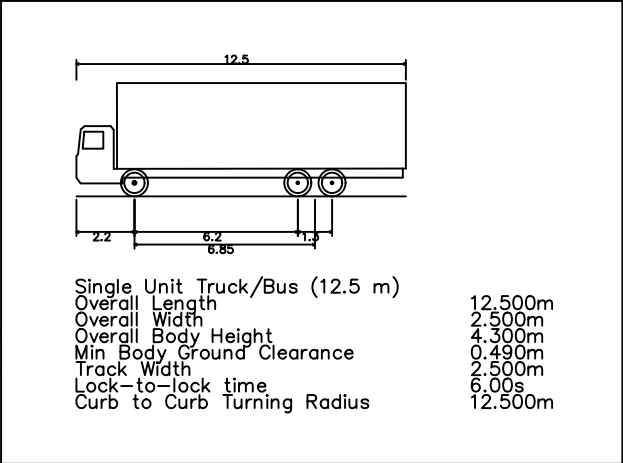
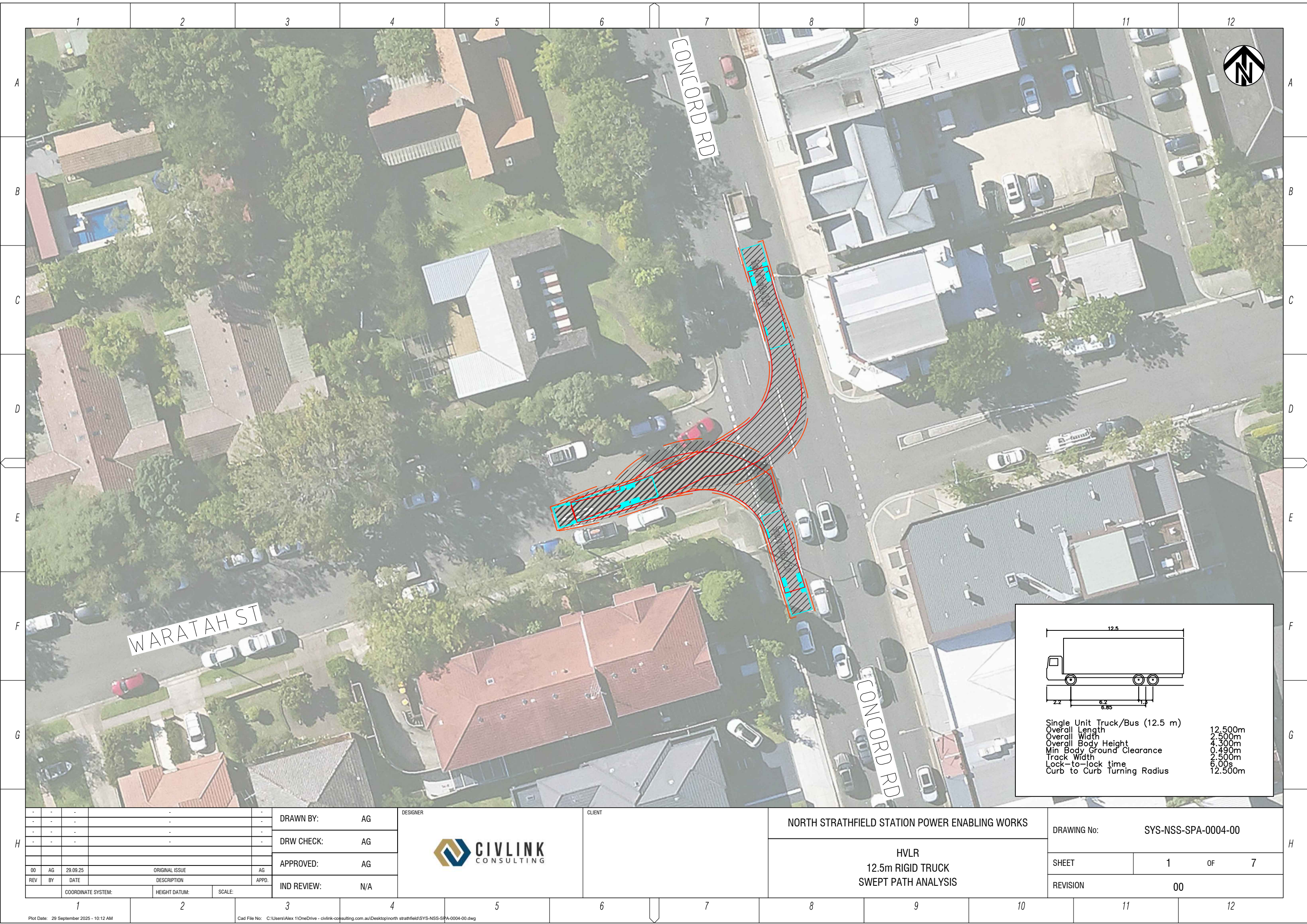
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NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
8.8m SERVICE TRUCK
SWEEP PATH ANALYSIS

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00	AG	29.09.25	ORIGINAL ISSUE	AG
REV	BY	DATE	DESCRIPTION	APPD.
COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:	

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

DESIGNER

CLIENT

NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
12.5m RIGID TRUCK
SWEEP PATH ANALYSIS

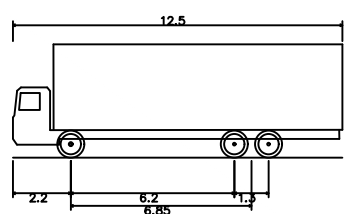
DRAWING No:	SYS-NSS-SPA-0004-00		
SHEET	1	OF	7
REVISION	00		



TENTERFIELD ST

WARATAH ST

WARATAH ST



Single Unit Truck/Bus (12.5 m)
Overall Length 12.500m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.490m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 12.500m

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00	AG	29.09.25	ORIGINAL ISSUE		AG
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COORDINATE SYSTEM:			HEIGHT DATUM:	SCALE:	

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

DESIGNER



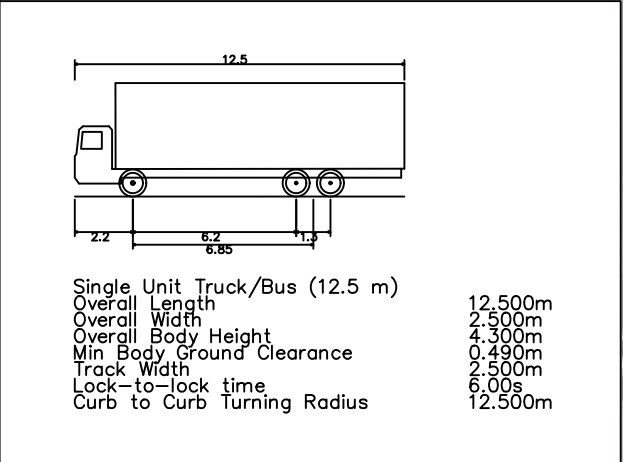
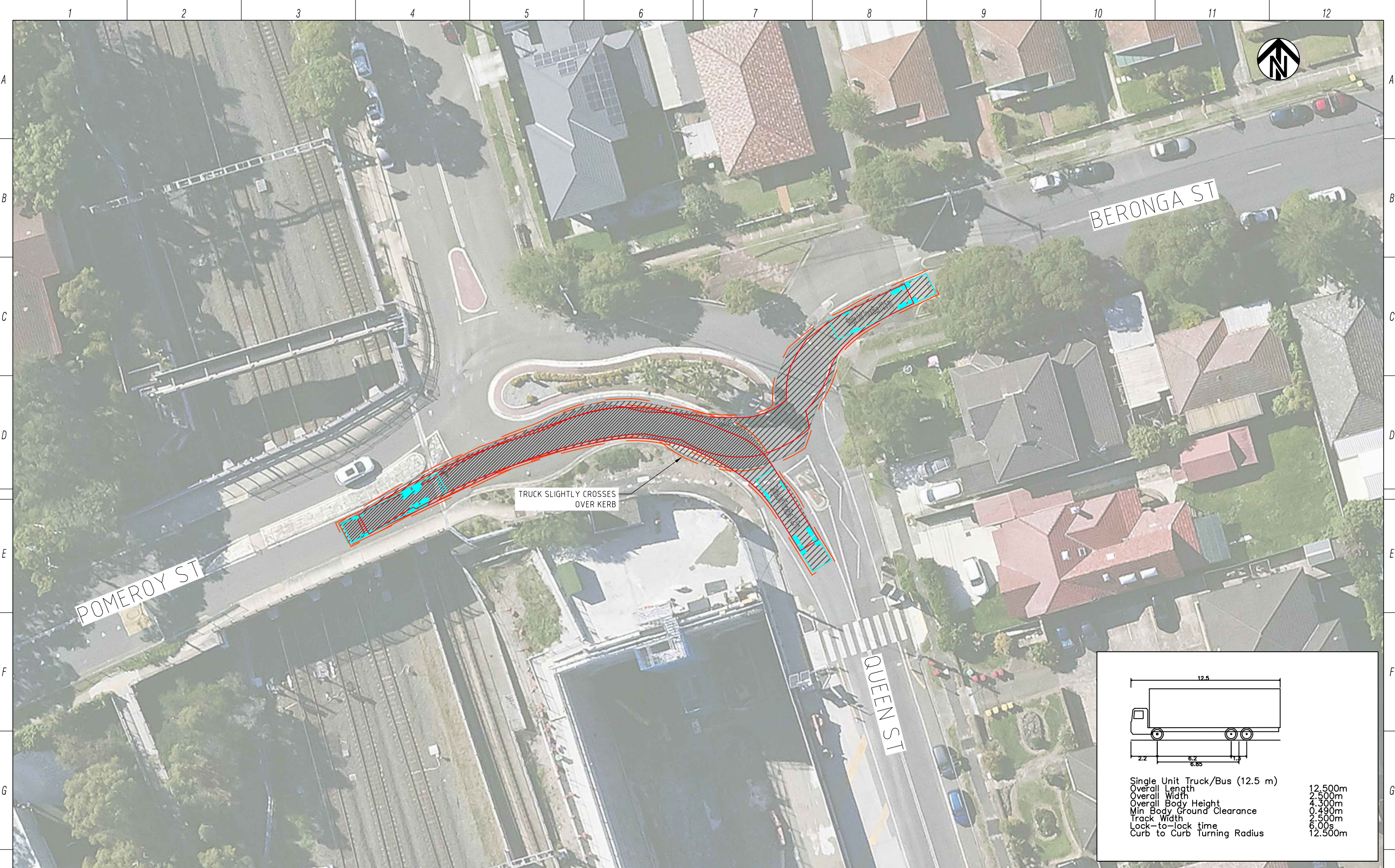
CLIENT

NORTH STRATHFIELD STATION POWER ENABLING WORKS

HVLR
12.5m RIGID TRUCK
SWEEP PATH ANALYSIS

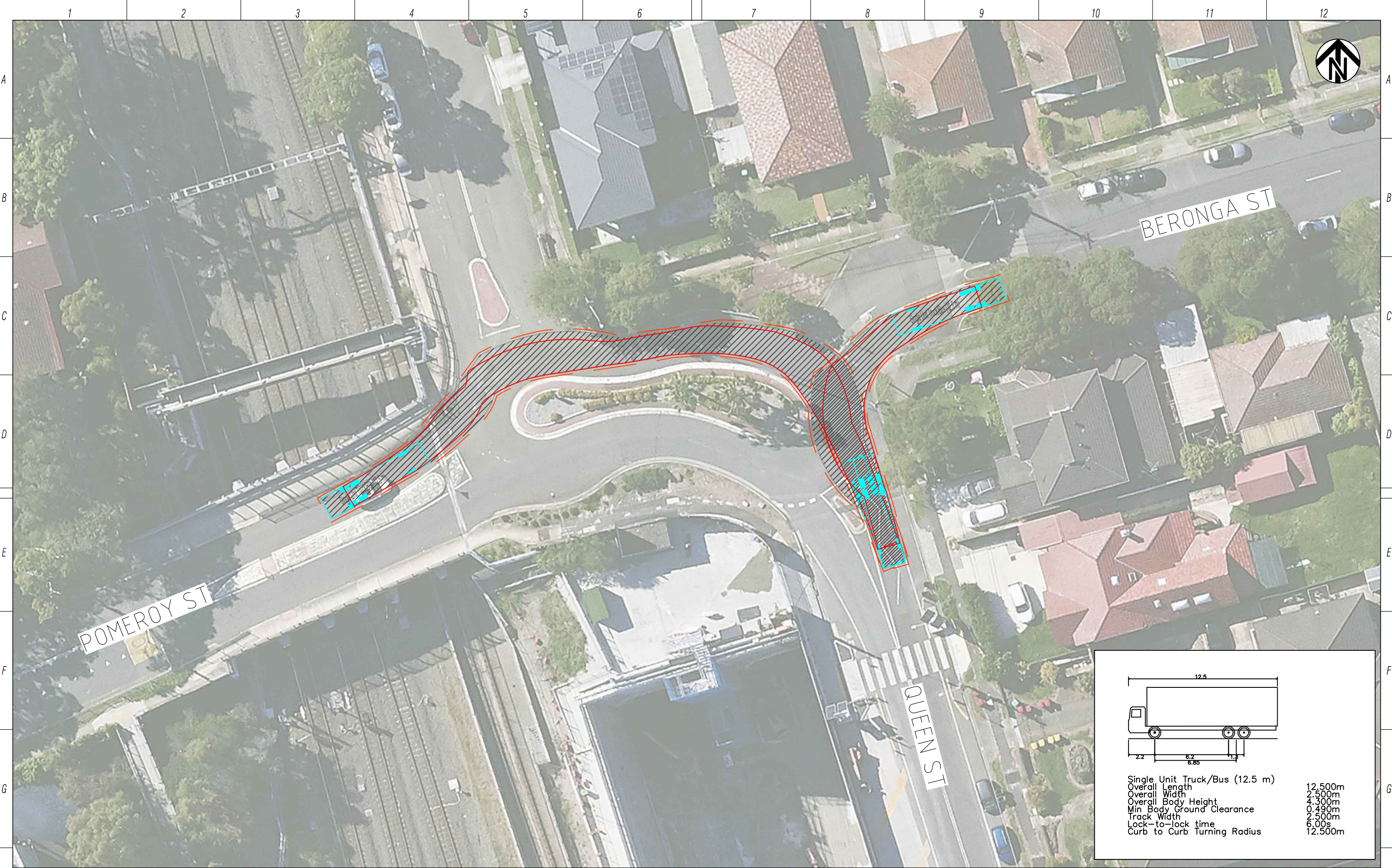
DRAWING No: SYS-NSS-SPA-0004-00

SHEET	3	OF	7
REVISION	00		



H	-	-	-	-	-	DRAWN BY: AG		DESIGNER		CLIENT	NORTH STRATHFIELD STATION POWER ENABLING WORKS	DRAWING No: SYS-NSS-SPA-0004-00		
	-	-	-	-	-									
	-	-	-	-	-							APPROVED: AG		
	-	-	-	-	-	IND REVIEW: N/A								
	00	AG	29.09.25	ORIGINAL ISSUE									AG	
	REV	BY	DATE	DESCRIPTION								APPD.		
COORDINATE SYSTEM:			HEIGHT DATUM:		SCALE:									

HVL R 12.5m RIGID TRUCK SWEEP PATH ANALYSIS					REVISION 00	
SHEET		5		OF 7		



Single Unit Truck/Bus (12.5 m)	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.490m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

H	-	-	-	-	-	DRAWN BY: AG	DESIGNER		CLIENT	NORTH STRATHFIELD STATION POWER ENABLING WORKS				DRAWING No: SYS-NSS-SPA-0004-00				H
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	-	-	-	-	-					APPROVED: AG								
	-	-	-	-	-						IND REVIEW: N/A							
	-	-	-	-	-							00 AG 29.09.25 ORIGINAL ISSUE AG						
	-	-	-	-	-								REV BY DATE DESCRIPTION APPD.					
COORDINATE SYSTEM:		HEIGHT DATUM:		SCALE:		IND REVIEW: N/A												
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COORDINATE SYSTEM:		HEIGHT DATUM:		SCALE:		IND REVIEW: N/A												

Appendix B – Evidence of consultation

SSI-10038 CoA A6: Record and Evidence of Consultation

Project Name	Sydney Metro West Stage 1 Phase J - North Strathfield Enabling Works
Planning Approval	SSI-10038
Document Title	Heavy Vehicle Local Road (HVLRL) Assessment
TB Document no.	SMWSDDS-SYS-NST-TF-REP-000010

Record of Consultation

Date	Activity/Event	Evidence
5/9/25	Meeting invitation sent to Canada Bay Council for Project Briefing	Refer to Attachment A in this Appendix.
10/9/25	Project Briefing PowerPoint Presentation provided to City of Canada Bay Council	Refer to Attachment B in this Appendix.
7/10/25	HVLRL issued to stakeholders (including City of Canada Bay Council, Customer Journey Planning and TfNSW) via TeamBinder review workflow (TB Transmittal No. SMWSDDS-SMD-TX-008335) with review due date of 21/10/25.	Refer to Attachment C in this Appendix.
22/10/25	TB review workflow comments issued by Sydney Metro to Syscon via TeamBinder (TB transmittal No. SMWSDDS-SMD-TX-008376)	Refer to Attachment D in this Appendix.
31/10/25	- Rev 01.01 issued by Syscon via TB for review comment closure. - TB Transmittal (SMWSDDS-SMD-TX-008403) issued by Sydney Metro to stakeholders including City of Canada Bay council advising of commencement of comment closure workflow with review due date of 3/11/25.	Refer to Attachment E in this Appendix.
5/11/25	- All TB review comments closed out by reviewers (TB comments register provided) - Final version of HVLRL (rev 2) issued by Syscon and uploaded to DPHI planning portal (SSI-10038-PA-837)	Refer to Attachment F in this Appendix.

SMW EWNS HVLR Evidence of Consultation - Attachment A

5/9/25: Meeting invitation sent to Canada Bay Council for Project Briefing

FileMeetingHelpAcrobatTell me what you want to do

DeleteRespondShare to TeamsSend to OneNoteCalendarInfrastructure R...GONETo ManagerQuick Steps

MoveRulesTagsEditingImmersiveZoomReport PhishingViva InsightsProtectionAdd-in

North Strathfield Enabling Works - Council briefing

AKAndrew Kourous

✓ Accept

? Tentative

✗ Decline

⌚ Propose New Time

📧

⋮

Required Burak Gunay; Julian Latouche; Lawrence Doherty; Kai Zhu; Priyesh Das; joshua@syscon.net.au; Adrian Washington-Syscon

Optional Matt Martin; Lawrence Huang

ⓘ We couldn't find this meeting in the calendar. It may have been moved or deleted.

⌚ Wednesday, 10 September 2025 2:00 PM-2:30 PM, (Monday, 8 September 2025 3:15 PM-3:45 PM)

📍 Microsoft Teams Meeting

Agenda

1. Introductions

2. Scope of works

3. Program of works

4. Restorations

5. Any other business

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 484 618 829 355 0

Passcode: 2tZ3Dj9x

Dial in by phone

[+61 2 9161 1290,984735581#](#) Australia, Sydney

[Find a local number](#)

Phone conference ID: 984 735 581#

For organizers: [Meeting options](#) | [Reset dial-in PIN](#)

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SMW EWNS HVLR Evidence of Consultation - Attachment B

10/9/25: Project Briefing PowerPoint Presentation provided to City of Canada Bay Council

Sydney Metro West



City of Canada Bay Project Briefing

SMC-24-1333 - Design and Construction of North Strathfield Electrical Kiosk Works

5th of September 2025

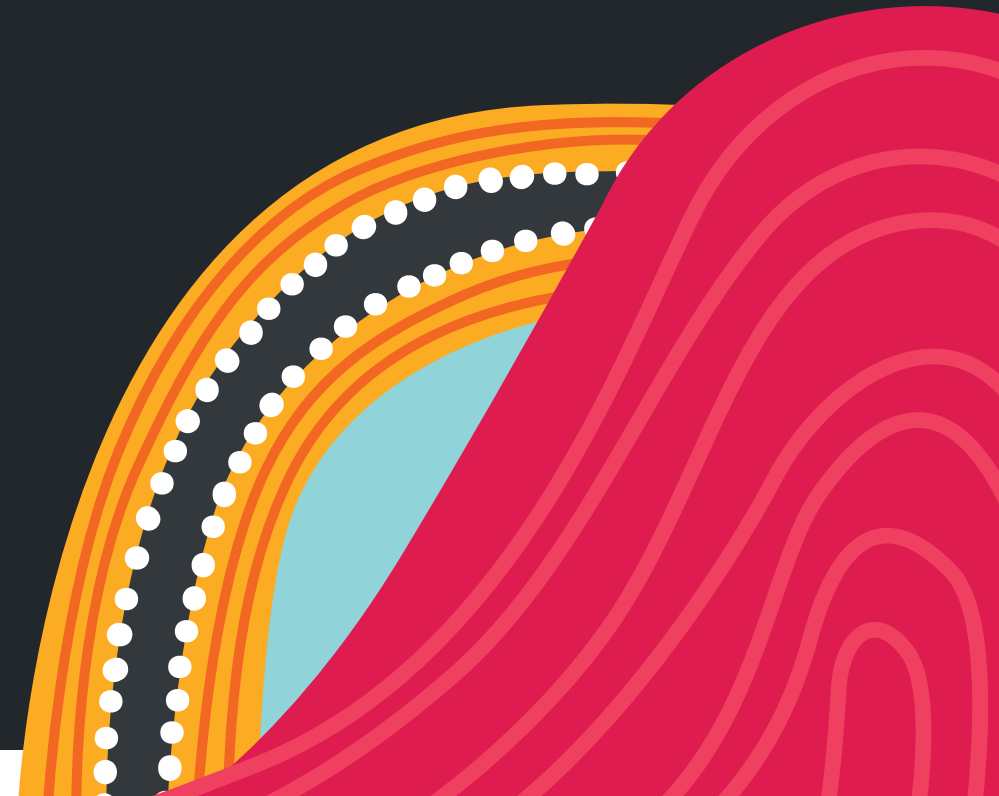
sydneymetro.info



OFFICIAL

Acknowledgement of
Country

Sydney Metro pays respect to Elders past and present, and recognises and celebrates the diversity of Aboriginal peoples and their ongoing cultures and connections to the lands and waters of NSW.



Agenda

- 1** **Project Scope of Works**

- 2** **Indicative Working Dates**

- 3** **Proposed Working Hours**

- 4** **Parking Impacts for Works**

- 5** **Access**

- 6** **Noise Impacts**

- 7** **Notifications and Engagement**

- 8** **Traffic Documentation**

- 9** **Proposed TGS items**

Project Scope of Works

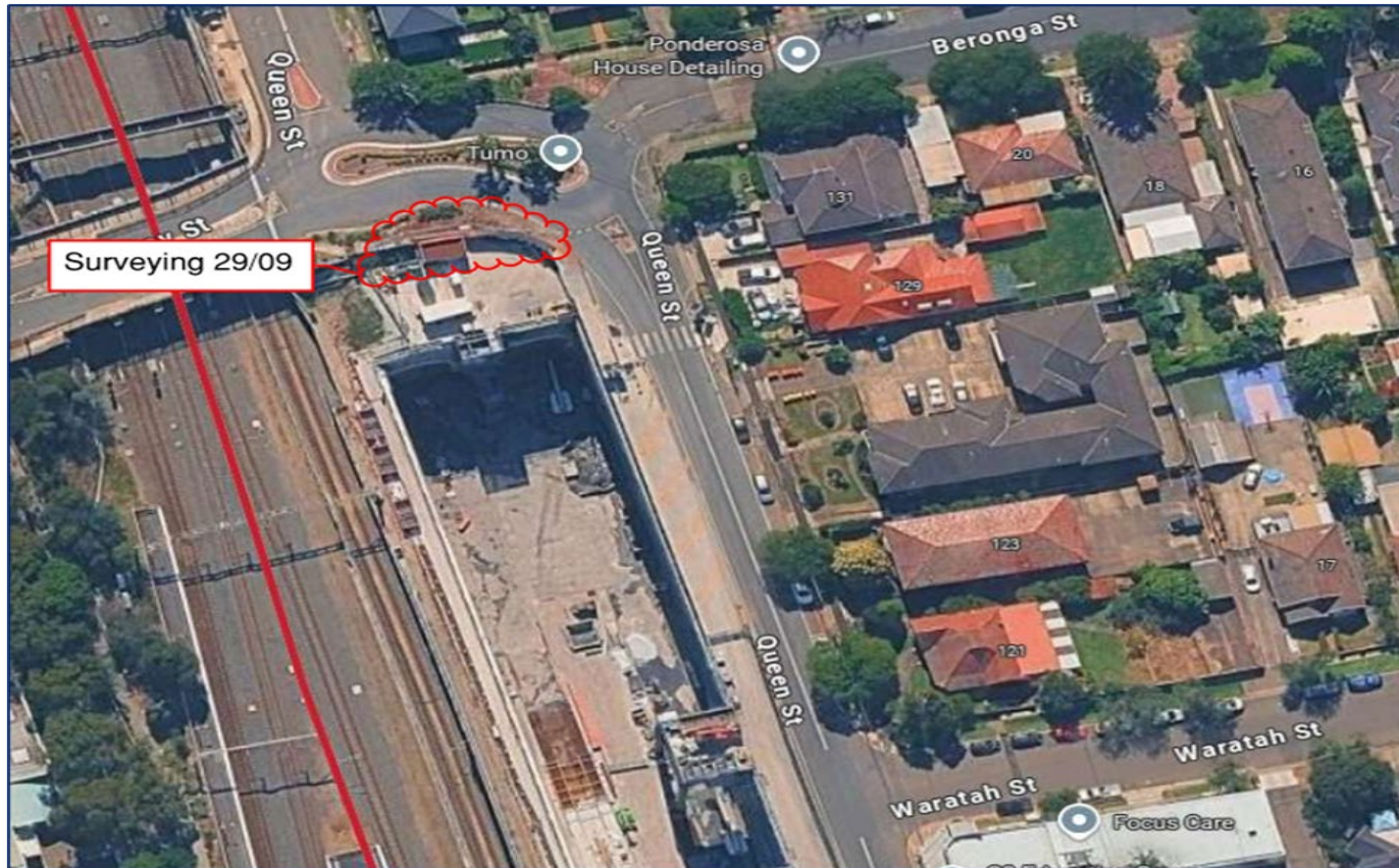
- **Design & Approvals** – ASP3 design modifications, re-submission, and coordination with Ausgrid for re-certification.
- **Planning Approvals & Management Plans** – Preparation and submission of all required planning approvals, permits, and management plans in consultation with City of Canada Bay and Sydney Metro.
- **ASP1 Electrical Infrastructure Upgrade** – Installation of a new kiosk substation & associated civil works to support Sydney Metro North Stratfield Station Construction, including associated high-voltage and low-voltage inter-connections to Ausgrid's network.
- **ASP2 Internal Electrical Installations** – Connection from the new kiosk substation to the new Main Switch Board (MSB), and from the new MSB to both the generator and the existing distribution board.
- **Removal of Temporary Supply** – Permanent disconnection and safe removal of redundant temporary electrical supply infrastructure.
- **Outage & Commissioning** – Planned power outage to safely cut over to the new electrical infrastructure.
- **Restoration** – Full reinstatement of all disturbed areas, including footpaths and internal site works, in line with City of Canada Bay standards.

Indicative Working Dates (Subject to Approvals)

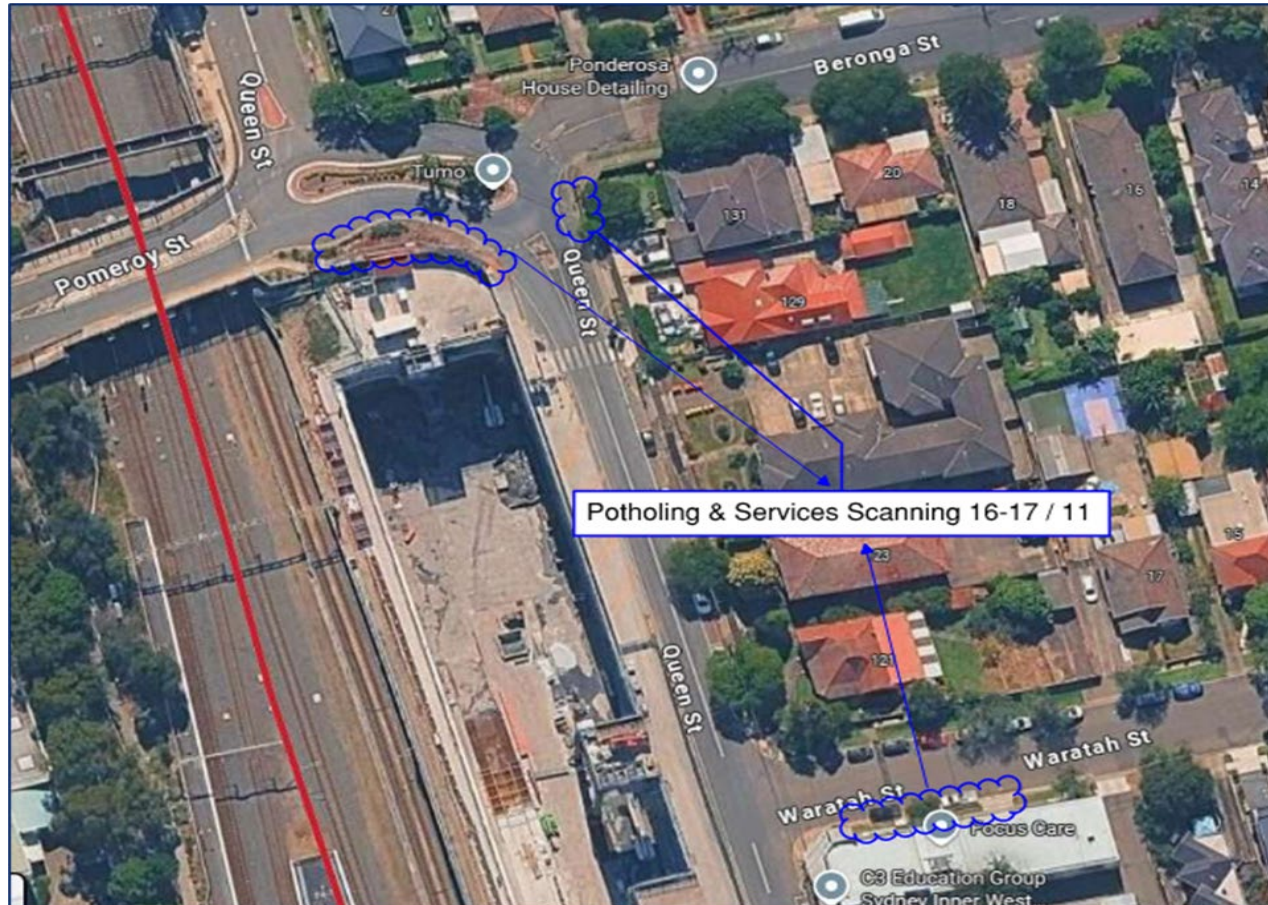
Key Factors	Indicative Dates	Indicative Duration	Indicative Road Impacts
Surveying	29/09/25	1 x Day	Nil.
Potholing & Service Scan	16/11/25	2 x Nights	Lane Closures & Pedestrian Impacts
Joint Bay Excavations Existing HV Cable Testing	23/11/25	2 x Nights	Impact to Local Business, Parking, Pedestrians & Lane Closures
LV Cable Trenching	30/11/25	2 x Nights	Lane Closures & Pedestrian Impacts
LV Cable Installation	07/12/25	1 x Night	Lane Closures & Pedestrian Impacts
Backfill Joint Bays & Temporary Restorations	08/12/2025	1 x Night	Impact to Local Business, Parking, Pedestrians & Lane Closures
Pre Outage Works	11/01/2026	1 x Night	Lane Closures & Pedestrian Impacts
Outage	12/01/2026	1 x Night	Lane Closures & Pedestrian Impacts
Temporary Supply Removal	18/01/2026	1 x Night	Lane Closures & Pedestrian Impacts
Permanent Restorations	01/02/2026	2 x Nights	Impact to Local Business, Parking, Pedestrians & Lane Closures

Note: The above schedule represents works that will impact the surrounding local area, including road users and nearby residents. Additional activities associated with the project will be undertaken from within the project site boundary and will not affect local traffic, access, or community amenity.

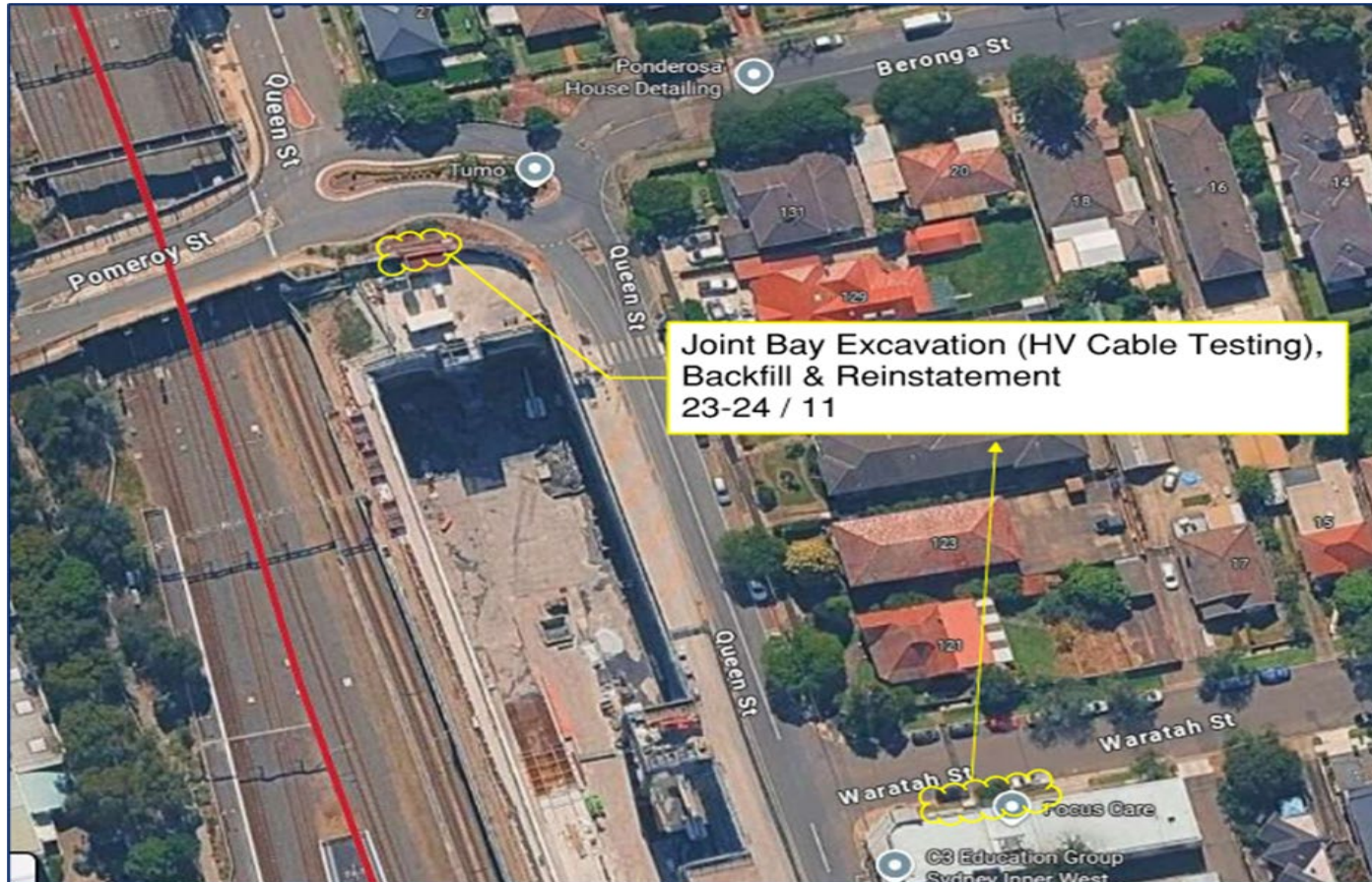
Surveying (indicative working dates)



Potholing & Services Scan (indicative working dates)



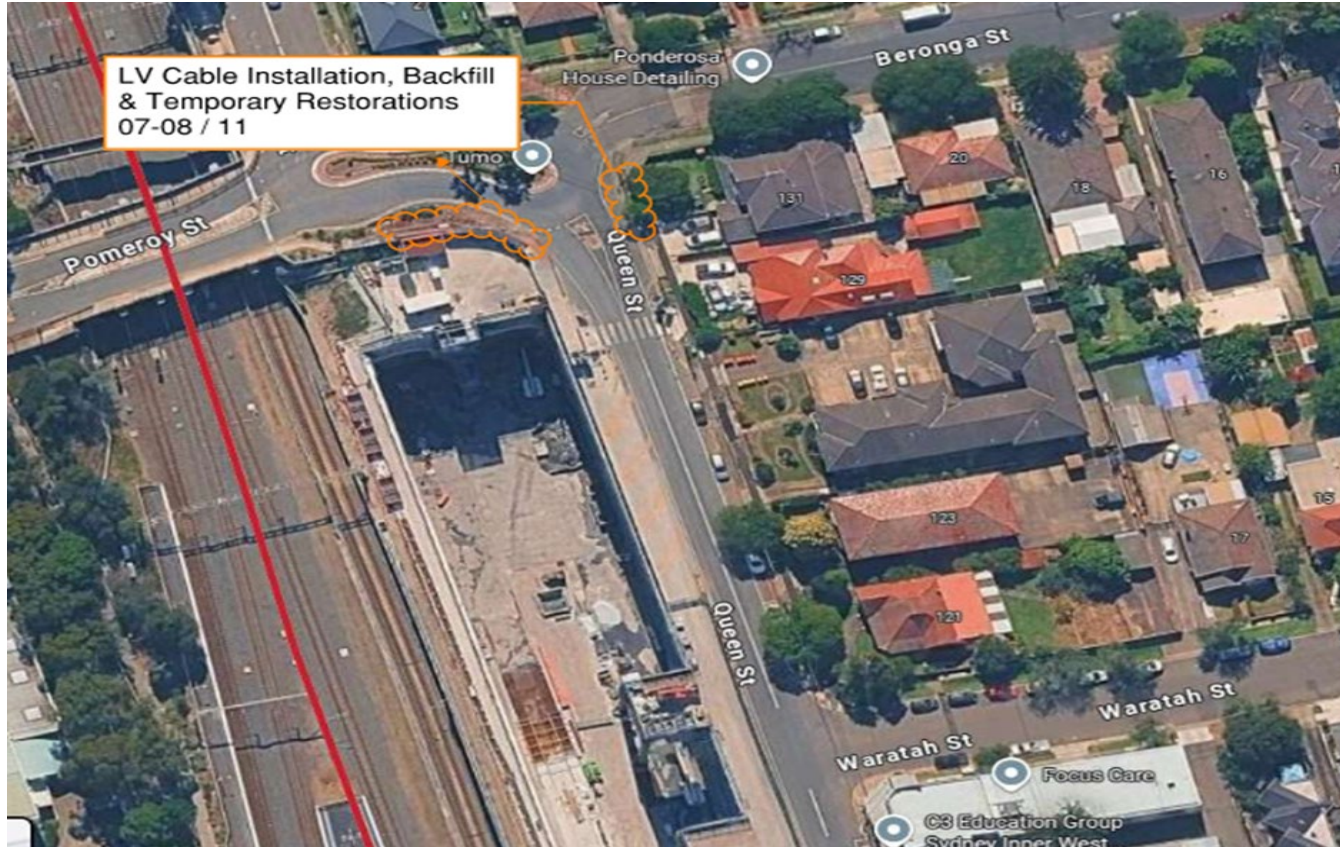
Joint Bay Excavations (indicative working dates)



LV cable trenching (indicative working dates)



LV cable installation, Backfill & Temp restoration (indicative working dates)



Pre Outage & Outage Works (indicative working dates)



Temp Power Supply Removal (indicative working dates)



Permanent Restoration (indicative working dates)



Proposed working hours (Subject to Approvals)

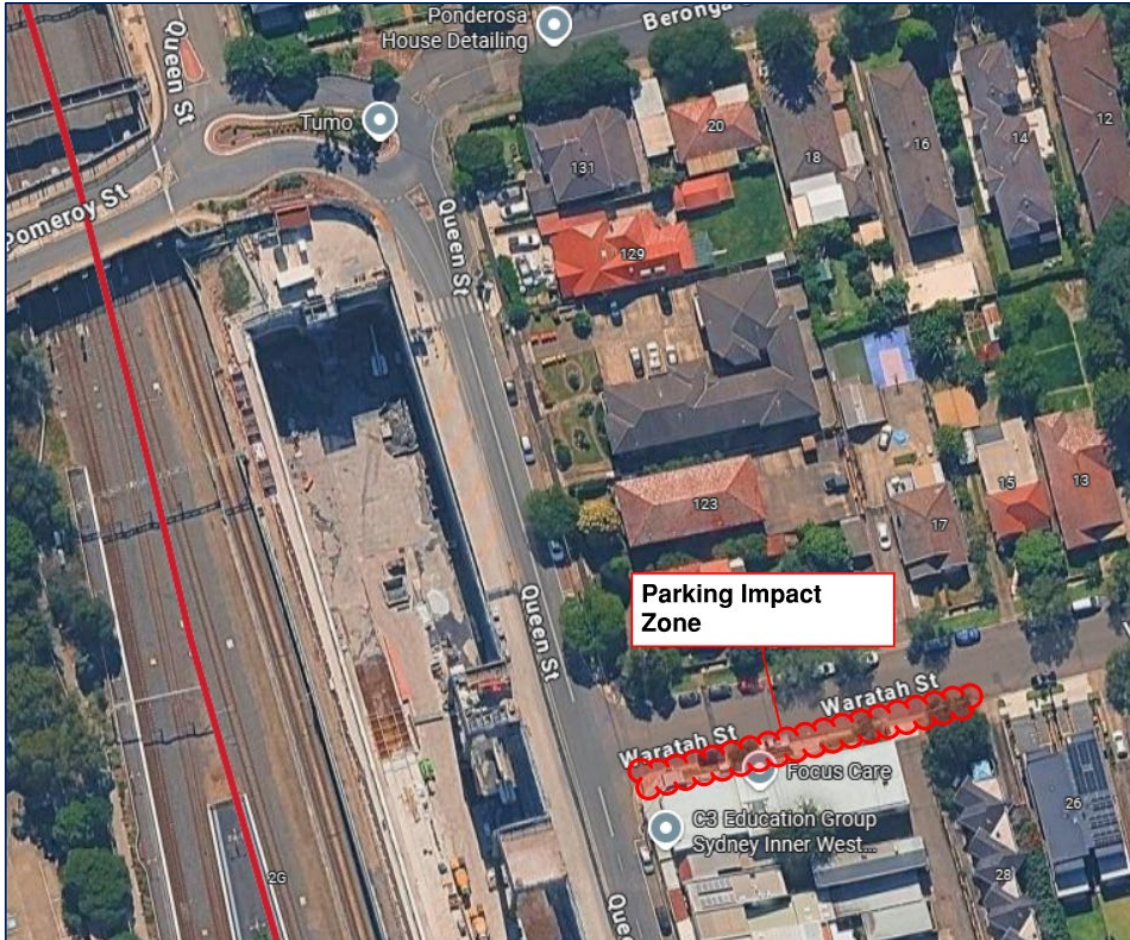
Internal Works (within project site boundary):

- 7:00am – 5:00pm, Monday to Friday
- No community impact anticipated

External Works (affecting local area):

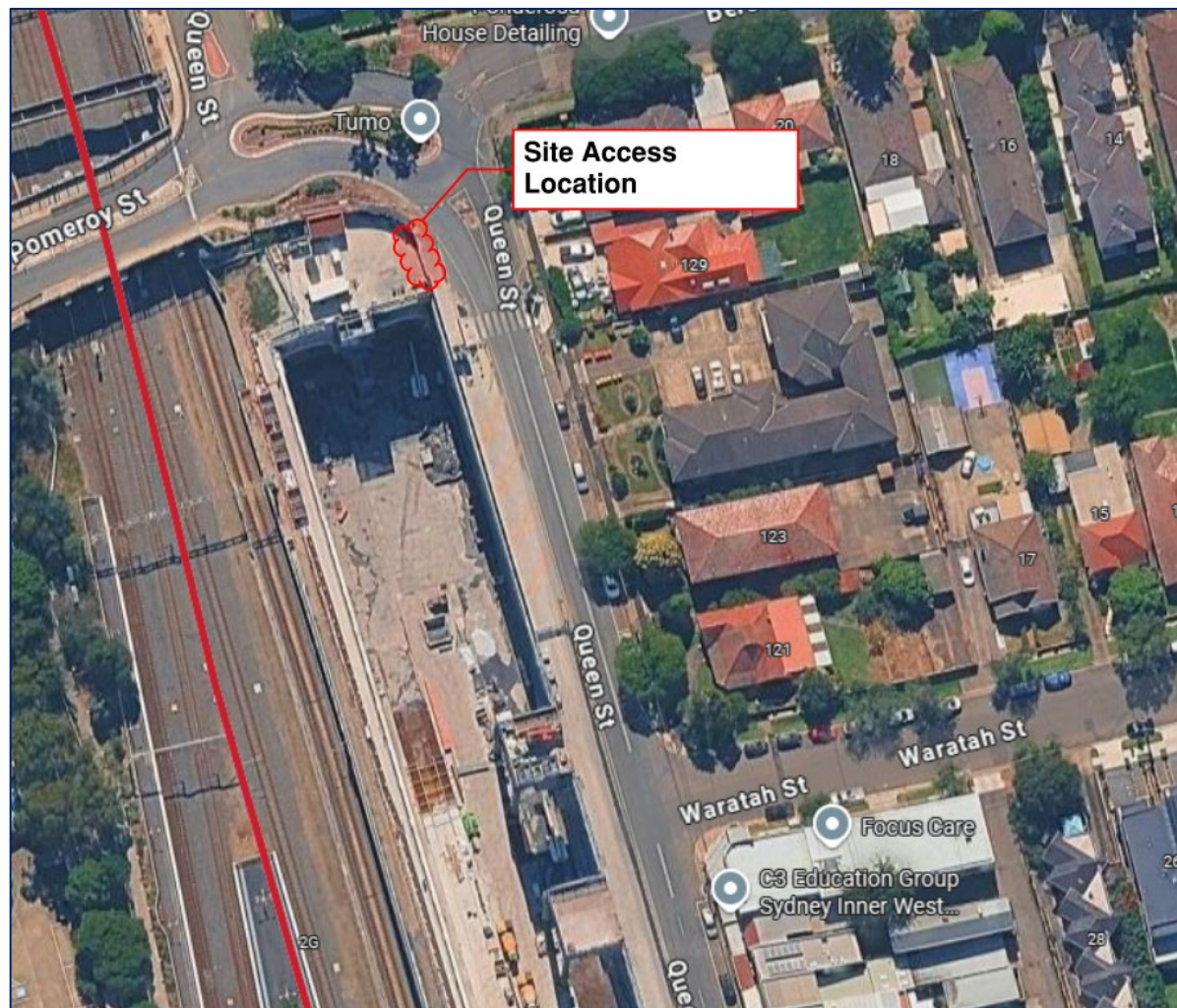
- 8:00pm – 5:00am, Sunday & Monday Nights
- Subject to approved Road Occupancy Licences (ROLs)
- Planned to minimise traffic and resident disturbance

Parking Impacts for Works (Design Verification)



- Temporary parking restrictions will be required along Waratah Street to facilitate high-voltage joint bay excavation, pre-outage works, outage cut-ins, and permanent restoration activities. Parking will be reinstated once all external works are complete.

Access



- Access to the work site will be via Queen Street at the designated entry point shown. This access location has been selected to minimise disruption to local traffic and residents

Noise Impacts

- **Non-Destructive Digging (NDD)** excavation – vacuum trucks and suction equipment.
- **Trenching works** – saw cutting, excavation, and compaction.
- **Joint bay excavations** – concrete breakout, excavation, and backfill.
- **Internal site noise** – concrete cutting, small plant operation, and excavation.
- **Cable installation** – pulling winches and rollers (intermittent noise).
- **Temporary restorations** – hot/cold mix application and compaction.
- **Outage works** – Use of plant and machinery.

Notifications & Engagement

Sydney Metro West has an established Project Communications Team and will provide an embedded Project Communications Resource who will manage the Works public communication engagement including development of public documentation including construction notifications.

Communication and liaison will be undertaken in accordance with Sydney Metro's Overarching Community Communications Strategy.



Traffic Documentation

TGS under development – expected submission (for review) is end of September 2025

CTMP under development – expected submission (for review) is end of September 2025

HVLR under development – expected submission (for review) is end of September 2025

CPAS under development – expected submission (for review) is end of September 2025

Road Dilapidation Report under development - expected submission (for review) is end of September 2025

Proposed TGS's items for Works

- Short-term shuttle flow (stop/slow).
- Proposed ROL hours (subject to approval):
 - 8am to 5pm (Monday to Friday - Days)
 - 8pm – 5am (Sunday & Monday - Nights)
- No Bus Stop or Bus Routes Impacts.
- Community notifications will be distributed at least 7 days prior to any new works.
- Pedestrians escorted around work area.
- Emergency services access always maintained.

Have your say

If you have any questions or would like more information please contact our project team:

1800 612 173 Community information line open 24 hours

sydneymetrowest@transport.nsw.gov.au

Sydney Metro West, PO Box K659, Haymarket NSW 1240



Translating and interpreting service

If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1800 612 173**

Thank you

sydneymetro.info



SMW EWNS HVLR Evidence of Consultation - Attachment C

7/10/25: HVLR issued to stakeholders (including City of Canada Bay Council, Customer Journey Planning and TfNSW) via TeamBinder review workflow (TB Transmittal No. SMWSDDS-SMD-TX-008335) with review due date of 21/10/25.

From: Nancy Indahwati via InEight Document
To: Valerie Lebon
Subject: EWNS - Heavy Vehicle Local Road (HVLr) - Issued for Review
Date: Tuesday, 7 October 2025 9:44:11 AM
Attachments: SMWSDDS - Feedback on Document Comments or Responses.xlsx
SMWSDDS - Feedback on Document Comments or Responses.xlsx
SMWSDDS - Feedback on Document Comments or Responses.xlsx

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Document Transmittal

Transmittal No:	SMWSDDS-SMD-TX-008335
Contract No:	EWNS - SMC-24-1333 - SMWST North Strathfield Power Enabling Works
Sub Contract:	-
Date:	07 October 2025, 09:43 AM

Issued	Name
By	Nancy Indahwati (Sydney Metro)

Issued	Name
To	Burak Gunay (Sydney Metro) ; Lawrence Doherty (Sydney Metro) ; Julian Latouche (Sydney Metro) ; Ghaith Farfour (Sydney Metro) ; Nita Hutapea (Sydney Metro) ; Richard Banzon (Sydney Metro) ; Andrew Hendy (Sydney Metro) ; John Ieroklis (Sydney Metro) ; Valerie Lebon (Sydney Metro) ; Andrew Kourous (Sydney Metro) ; Matt Martin (Sydney Metro) ; Kai Zhu (City of Canada Bay) ; Darren Crowley (Customer Journey Planning) ; Peter Keyes (Customer Journey Planning) ; Tash Pett (Customer Journey Planning) ; Vidushi Sahni (Customer Journey Planning) ; George Kollias (Healthy Buildings International) ; Hassan Yousaf (Roads and Maritime Services (part of TfNSW division)) ; Morry Ghosn (Roads and Maritime Services (part of TfNSW division)) ; Nicole Li (Roads and Maritime Services (part of TfNSW division)) ; Tarun Malviya (Roads and Maritime Services (part of TfNSW division)) ; Zakaria Ahmad (Roads and Maritime Services (part of TfNSW division)) ; Luke Wilby (Transport for New South Wales)
Cc	Joel Azzopardi (Sydney Metro) ; Transmittal SMD OpenAccess (Sydney Metro) ; Rosina Sharma (Sydney Metro)

Reason for Issue	Issued for Review		
Respond By Message	Please submit your comments by	Respond By Date	21 October 2025
Subject	EWNS - Heavy Vehicle Local Road (HVLr) - Issued for Review		

Dear Review Team Member,

Please find EWNS - CPAS and HVLr, attached for your review and comment.

This transmittal supports Syscon submission under SMWSDDS-SYS-TX-000008, 03 October 2025.

Please note:

Review Coordinator is: **Richard Banzon**

Review Due Date: 21 October 2025

Workflow has been activated for the relevant reviewers as per the Review Matrix, you can access your review item via the workflow link in the dashboard

Workflow	
Default	Total overdue 28
0	To Review
29	To Release 28 Overdue
85	Awaiting activation

- Mark your review as 'Complete' once done (use the 'checkbox' on the Document Review screen). This will avoid you being chased unnecessarily to action the review
- If you are a cc in this transmittal, it has been issued for Information Only and there is no requirement to review
- Each comment must be a single item, please don't put two or more comments in one item
- Don't paste an image/photo, instead attach it to the comment as a file
- Comments not made via TeamBinder or outside of the review period will not be accepted

How to fill comment in TeamBinder

Comment	Reviewer's Comment
Review Doc. No	TeamBinder Document Number
Document Ref	The section or page of the document reviewer can reference to. (Section 1/Page 7)
Deed Ref	If the comment is related to a section or clause in the deed, otherwise if it is not related to the deed put N/A (not applicable) Comment Category: Non-Compliance (Actual, Potential, Minor) – Deed Ref / SRS (System Requirement Specification) or Standard is required – please refer to the relevant deed / SRS Observation – Deed Ref is filled as N/A
Category	Choose from the dropdown: Actual Non-Compliance Minor Non-Compliance

	Potential Non-Compliance Observation
Please refer to the Reviewer's Guide - SMWSTWST-SMD-TNL-DC-GUD-000001 or contact Nancy Indahwati should you have any issues with commenting. Kind regards, Nancy Indahwati Document Control Sydney Metro West	

[Click here to download all Transmittal files.](#)

Item	Document No	Title	Rev	Sts	Type	Design Package No.	Alt Doc No
1	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLRL)	-01	RVW	REP		

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TeamBinder Transmittal Reference: {6254EC39-5BA5-4ADD-94C4-3DA6686B776E}

SMW EWNS HVLR Evidence of Consultation - Attachment D

22/10/25: TB review workflow comments issued by Sydney Metro to Syscon via TeamBinder (TB transmittal No. SMWSDDS-SMD-TX-008376)

Valerie Lebon

From: Nancy Indahwati via InEight Document <system@teambinder.com>
Sent: Wednesday, 22 October 2025 2:12 PM
To: Valerie Lebon
Subject: EWNS - Heavy Vehicle Local Road (HVLRL) - SM Review Comment
Attachments: SMWSDDS - Feedback on Document Comments or Responses.xlsx; SMWSDDS - Feedback on Document Comments or Responses.xlsx

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West

Document Transmittal

Transmittal No:	SMWSDDS-SMD-TX-008376
Contract No:	EWNS - SMC-24-1333 - SMWST North Strathfield Power Enabling Works
Sub Contract:	-
Date:	22 October 2025, 02:11 PM

Issued	Name
By	Nancy Indahwati (Sydney Metro)

Issued	Name
To	Adrian Washington (Syscon) ; Stuart Watkins (Syscon)
Cc	Jo Robertson (Healthy Buildings International) ; Valerie Lebon (Sydney Metro) ; Demi Tascas (Sydney Metro) ; Nancy Indahwati (Sydney Metro) ; Annie Lundon (Sydney Metro) ; Transmittal SMD OpenAccess (Sydney Metro) ; Rosina Sharma (Sydney Metro) ; Jeff Parnell (Sydney Metro) ; Douglas Tran (Sydney Metro) ; Richard Banzon (Sydney Metro) ; Julian Latouche (Sydney Metro) ; Andrew Kouras (Sydney Metro) ; Burak Gunay (Sydney Metro) ; John Ieroklis (Sydney Metro) ; Andrew Hendy (Sydney Metro) ; Anthony Coward (Sydney Metro) ; David Hanson (Acoustic Studio) ; Andre Barros Curado Fleury (Sydney Metro) ; George Kollias (Healthy Buildings International)

Reason for Issue	Issued for Information
Subject	EWNS - Heavy Vehicle Local Road (HVLRL) - SM Review Comment
Dear Syscon, Please see attached review comments for EWNS - Heavy Vehicle Local Road (HVLRL), issued by Syscon on <i>Transmittal no SMWSDDS-SYS-TX-000008 – 03 October 2025</i> .	

Principal Representative request that Syscon to input all comment responses in the documents and re-submit for review.

Kind Regards

Nancy Indahwati
Document Control
Sydney Metro West

[Click here to download all Transmittal files.](#)

Item	Document No	Title	Rev	Sts	Type	Design Package No.	Alt Doc No
1	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLR)	-.01	RVW	REP		

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TeamBinder Transmittal Reference: {7EE3B3DF-2A53-42FE-A638-93CEF943BD93}

SMW EWNS HVLR Evidence of Consultation - Attachment E

31/10/25: TB Transmittal (SMWSDDS-SMD-TX-008403) issued by Sydney Metro to stakeholders including City of Canada Bay council advising of commencement of comment closure workflow with review due date of 3/11/25.

Valerie Lebon

From: Nancy Indahwati via InEight Document <system@teambinder.com>
Sent: Friday, 31 October 2025 5:18 PM
To: Valerie Lebon
Subject: EWNS - Heavy Vehicle Local Road (HVLRL) - Issued for Review and Comments Close out
Attachments: SMWSDDS - Feedback on Document Comments or Responses.xlsx; SMWSDDS - Feedback on Document Comments or Responses.xlsx

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West

Document Transmittal

Transmittal No:	SMWSDDS-SMD-TX-008403
Contract No:	EWNS - SMC-24-1333 - SMWST North Strathfield Power Enabling Works
Sub Contract:	EWNS - Not Applicable
Date:	31 October 2025, 05:18 PM

Issued	Name
By	Nancy Indahwati (Sydney Metro)

Issued	Name
To	Luke Wilby (Transport for New South Wales) ; George Kollias (Healthy Buildings International) ; Richard Banzon (Sydney Metro) ; Valerie Lebon (Sydney Metro) ; Kai Zhu (City of Canada Bay)
Cc	Burak Gunay (Sydney Metro) ; Lawrence Doherty (Sydney Metro) ; Julian Latouche (Sydney Metro) ; Ghaith Farfour (Sydney Metro) ; Nita Hutapea (Sydney Metro) ; Andrew Hendy (Sydney Metro) ; John Ieroklis (Sydney Metro) ; Andrew Kouros (Sydney Metro) ; Matt Martin (Sydney Metro) ; Darren Crowley (Customer Journey Planning) ; Peter Keyes (Customer Journey Planning) ; Tash Pett (Customer Journey Planning) ; Vidushi Sahni (Customer Journey Planning) ; Hassan Yousaf (Roads and Maritime Services (part of TfNSW division)) ; Morry Ghosn (Roads and Maritime Services (part of TfNSW division)) ; Nicole Li (Roads and Maritime Services (part of TfNSW division)) ; Tarun Malviya (Roads and Maritime Services (part of TfNSW division)) ; Zakaria Ahmad (Roads and Maritime Services (part of TfNSW division)) ; Rosina Sharma (Sydney Metro) ; Transmittal SMD OpenAccess (Sydney Metro)

Reason for Issue	Issued for Review		
Respond By Message	Please submit your comments by	Respond By Date	03 November 2025
Subject	EWNS - Heavy Vehicle Local Road (HVLRL) - Issued for Review and Comments Close out		

Dear Review Team Member,

Please find EWNS - Heavy Vehicle Local Road (HVLN), attached for your review and comment close out.

This transmittal supports Syscon Submission, Transmittal no SMWSDDS-SYS-TX-000030 - 31 October 2025.

Please note:

- **Lead Reviewer: Richard Banzon**
- **Review Due Date: 03 November 2025**
- Workflow has been activated for relevant reviewers. Please review the contractor's response and mark your comment as 'Closed-Out' if applicable
- Mark your review as 'Complete' once done (use the 'checkbox' on the Document Review screen)
- If you are a cc'd in this transmittal it has been issued for Information only and there is no requirement to review

Kind regards,

Nancy Indahwati
Document Control
Sydney Metro West

[Click here to download all Transmittal files.](#)

Item	Document No	Title	Rev	Sts	Type	Design Package No.	Alt Doc No
1	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLN)	01.01	RVW	REP		

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TeamBinder Transmittal Reference: {6816066F-D9CF-4B53-B703-2AC77DAE51AA}

SMW EWNS HVLR Evidence of Consultation - Attachment F

5/11/25: All TB review comments closed out by reviewers (TB comments register provided)

CONTRACT NO.	DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*
EWNS	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLR)	01.01	RVW	01	7/10/2025	TFN	LWILBY	SMWSDDS-SYS-NST-TF-REP-000010	3.3 Heavy vehicle access and egress routes	NA	The document references the requirements for the proposed scope of works in requesting approval to use Waratah, Tenterfield and Beronga Streets to move to and from site. Can you please consider providing details on these requirements so it is clear why a non EIS approved route is required.	Observation
EWNS	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLR)	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	3.3 Heavy vehicle access and egress routes	NA		Observation
EWNS	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLR)	01.01	RVW	01.01	29/10/2025	SYS	AWASHINGTON	SMWSDDS-SYS-NST-TF-REP-000010	3.3 Heavy vehicle access and egress routes	NA	This has been added, with additional detail in Section 3.3.	Observation
EWNS	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLR)	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	3.3 Heavy vehicle access and egress routes	NA		Observation
EWNS	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLR)	01.01	RVW	02	7/10/2025	TFN	LWILBY	SMWSDDS-SYS-NST-TF-REP-000010	3.3 Heavy vehicle access and egress routes	NA	There appears to be a 3T and over limit between 9pm and 5am on Tenterfield Street. If approval is given to use this route then that sign will potentially need to be covered up to allow legal access for heavy vehicles during night shift.	Observation
EWNS	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLR)	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	3.3 Heavy vehicle access and egress routes	NA		Observation
EWNS	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLR)	01.01	RVW	02.01	29/10/2025	SYS	AWASHINGTON	SMWSDDS-SYS-NST-TF-REP-000010	3.3 Heavy vehicle access and egress routes	NA	This will be incorporated into the TGS as part of the CTMP should the works be planned to be undertaken at night.	Observation
EWNS	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLR)	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	3.3 Heavy vehicle access and egress routes	NA		Observation
EWNS	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLR)	01.01	RVW	03	7/10/2025	TFN	LWILBY	SMWSDDS-SYS-NST-TF-REP-000010	3.3 Heavy vehicle access and egress routes	NA	Concord Road is a fairly busy arterial road, and entry and exit into Waratah (if approved) should be limited to left in left out only. The turns create an added complexity for heavy vehicle drivers as they have to navigate a safe gap in traffic as well as keep as eye on pedestrians crossing at the intersection, including potentially school children moving to and from Strathfield North Public School. In the absence of requirements for Waratah Street being provided, all right turns in and out of Waratah should only occur at the signalised intersection at Concord Street and Wellbank Street where greater control (and less likelihood of a collision) is provided.	Observation
EWNS	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLR)	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	3.3 Heavy vehicle access and egress routes	NA		Observation
EWNS	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLR)	01.01	RVW	03.01	29/10/2025	SYS	AWASHINGTON	SMWSDDS-SYS-NST-TF-REP-000010	3.3 Heavy vehicle access and egress routes	NA	VMPs have been updated to reflect left-in only for Waratah Street, and departing traffic is all proposed to now use the signals at Wellbank Street.	Observation
EWNS	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLR)	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	3.3 Heavy vehicle access and egress routes	NA		Observation
EWNS	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLR)	01.01	RVW	04	15/10/2025	HBI	GKOLLIAS	CLNK-SYNC-HVLR-NTS	Sect 1.2, Table 1	CoA D86, D87, D89	The wrong SSI Approval and CoA references have been included. Revise to include SSI 10038, correct equivalent CoA D86, D87 and D89	Actual Non-Compliance
EWNS	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLR)	01.01	RVW					CLNK-SYNC-HVLR-NTS	Sect 1.2, Table 1	CoA D86, D87, D89		Actual Non-Compliance
EWNS	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLR)	01.01	RVW	04.01	29/10/2025	SYS	AWASHINGTON	CLNK-SYNC-HVLR-NTS	Sect 1.2, Table 1	CoA D86, D87, D89	This has been updated.	Actual Non-Compliance
EWNS	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLR)	01.01	RVW					CLNK-SYNC-HVLR-NTS	Sect 1.2, Table 1	CoA D86, D87, D89		Actual Non-Compliance
EWNS	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLR)	01.01	RVW	05	15/10/2025	HBI	GKOLLIAS	CLNK-SYNC-HVLR-NTS	Sect 1.2, Table 1	CoA D88	Include SSI-10038 CoA D88 in Table 1 and address. Provide document reference on "Where addressed" column of Table 1	Actual Non-Compliance
EWNS	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLR)	01.01	RVW					CLNK-SYNC-HVLR-NTS	Sect 1.2, Table 1	CoA D88		Actual Non-Compliance
EWNS	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLR)	01.01	RVW	05.01	29/10/2025	SYS	AWASHINGTON	CLNK-SYNC-HVLR-NTS	Sect 1.2, Table 1	CoA D88	This has been updated.	Actual Non-Compliance
EWNS	SMWSDDS-SYS-NST-TF-REP-000010	EWNS - Heavy Vehicle Local Road (HVLR)	01.01	RVW					CLNK-SYNC-HVLR-NTS	Sect 1.2, Table 1	CoA D88		Actual Non-Compliance

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EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	06	15/10/2025	HBI	GKOLLIAS	CLNK-SYNC-HVLR-NTS	Multiple	-	Remove references to CoA E104, E105 and E107 throughout and replace with equivalent CoA condition as required	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					CLNK-SYNC-HVLR-NTS	Multiple	-		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	06.01	29/10/2025	SYS	AWASHINGTON	CLNK-SYNC-HVLR-NTS	Multiple	-	This has been updated.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					CLNK-SYNC-HVLR-NTS	Multiple	-		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	07	15/10/2025	HBI	GKOLLIAS	CLNK-SYNC-HVLR-NTS	Sect 3.1 & Figure 1	D86	EIS Technical Paper 1 – Traffic and Transport Sect 4.12 and Figure 4-29 have the assessed route as "Roads forming part of the construction vehicle route include the M4 Western Motorway, Concord Road, Wellbank Street and Queen Street as shown in Figure 4-29". These same roads are used for Outbound. Route and Figure used if for upcoming Stage of Sydney Metro West, and not the approved Project. Check all assessments and information used throughout HVLR are against the relevant EIS. Pomeroy and Underwood Outbound have not been assessed as part of the correct EIS, and therefore may need further assessment in this document. Revise Sect 3.1 and Figure 1	Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					CLNK-SYNC-HVLR-NTS	Sect 3.1 & Figure 1	D86		Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	07.01	29/10/2025	SYS	AWASHINGTON	CLNK-SYNC-HVLR-NTS	Sect 3.1 & Figure 1	D86	Noted, however these are Regional Roads and not 'Local Roads' as described in the document and would therefore not meet the classification or criteria for needing further assessment based on their classification. This is already noted in section 3.2.	Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					CLNK-SYNC-HVLR-NTS	Sect 3.1 & Figure 1	D86		Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	08	15/10/2025	SMD	RBANZON	SMWSDDS-SYS-NST-TF-REP-000010	Section 1	D86, D87, D88 and D89	Please update the referenced conditions to the relevant EIS Stage 1 MCoA	Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 1	D86, D87, D88 and D89		Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	08.01	29/10/2025	SYS	AWASHINGTON	SMWSDDS-SYS-NST-TF-REP-000010	Section 1	D86, D87, D88 and D89	This has been updated.	Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 1	D86, D87, D88 and D89		Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	09	15/10/2025	SMD	RBANZON	SMWSDDS-SYS-NST-TF-REP-000010	Section 1.2 Table 1	MCoA Traffic and Transport	As per ER comments, this table needs to be revised with the correct SSI and CoA. This project falls under the Stage 1 EIS, not Stage 3.	Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 1.2 Table 1	MCoA Traffic and Transport		Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	09.01	29/10/2025	SYS	AWASHINGTON	SMWSDDS-SYS-NST-TF-REP-000010	Section 1.2 Table 1	MCoA Traffic and Transport	This has been updated.	Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 1.2 Table 1	MCoA Traffic and Transport		Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	10	15/10/2025	SMD	RBANZON	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.1 Flgure 1	N/A	EIS extract is from the Stage 3 EIS. Please replace with the Stage 1 EIS and update the commentary as required.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.1 Flgure 1	N/A		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	10.01	29/10/2025	SYS	AWASHINGTON	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.1 Figure 1	N/A	This has been updated.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.1 Figure 1	N/A		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	11	15/10/2025	SMD	RBANZON	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.2	N/A	Given that Pomeroy St, Underwood Road and Homebush Bay Drive are not approved in the Stage 1 EIS, the Figure 2 map extents should be cover these roads as well.	Observation

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EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.2	N/A		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	11.01	29/10/2025	SYS	AWASHINGTON	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.2	N/A	This has been updated.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.2	N/A		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	12	15/10/2025	SMD	RBANZON	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.3	N/A	Commentary should be updated to mention that access and egress also uses a combination of regional roads that are discussed in the CTMP.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.3	N/A		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	12.01	29/10/2025	SYS	AWASHINGTON	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.3	N/A	This has been added.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.3	N/A		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	13	15/10/2025	SMD	RBANZON	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.3 Figure 3 and Figure 4	N/A	Please add a key to the figures to show that the blue line is access/ingress and the pink line is egress	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.3 Figure 3 and Figure 4	N/A		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	13.01	29/10/2025	SYS	AWASHINGTON	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.3 Figure 3 and Figure 4	N/A	This has been updated in the VMP figure, and the legend is included for clarity.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.3 Figure 3 and Figure 4	N/A		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	14	15/10/2025	SMD	RBANZON	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.4 Figure 5	N/A	Please replace the EIS Stage 3 graph with the EIS Stage 1 graph, and update the commentary as required	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.4 Figure 5	N/A		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	14.01	29/10/2025	SYS	AWASHINGTON	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.4 Figure 5	N/A	This has been updated.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.4 Figure 5	N/A		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	15	15/10/2025	SMD	RBANZON	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.5	N/A	Please update the referenced document to the relevant EIS Stage 1 document	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.5	N/A		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	15.01	29/10/2025	SYS	AWASHINGTON	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.5	N/A	This has been updated, in this instance removed as the Stage 1 document does not appear to provide the same detail.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.5	N/A		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	16	15/10/2025	SMD	RBANZON	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.7	D88, D89	Please update the referenced condition to the relevant EIS Stage 1 MCoA	Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.7	D88, D89		Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	16.01	29/10/2025	SYS	AWASHINGTON	SMWSDDS-SYS-NST-TF-REP-000010	Section 3.7	D88, D89	This has been updated.	Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 3.7	D88, D89		Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	17	15/10/2025	SMD	RBANZON	SMWSDDS-SYS-NST-TF-REP-000010	Section 6	D87	Please update the referenced condition to the relevant EIS Stage 1 MCoA	Actual Non-Compliance

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EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 6	D87		Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	17.01	29/10/2025	SYS	AWASHINGTON	SMWSDDS-SYS-NST-TF-REP-000010	Section 6	D87	This has been updated.	Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 6	D87		Actual Non-Compliance
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	18	21/10/2025	SMD	VLEBON	SMWSDDS-SYS-NST-TF-REP-000010	Section 1	n/a	Please include reference to the specific planning approval 'SSI-10038' in the text in this section	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 1	n/a		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	18.01	29/10/2025	SYS	AWASHINGTON	SMWSDDS-SYS-NST-TF-REP-000010	Section 1	n/a	This has been updated.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Section 1	n/a		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	19	21/10/2025	SMD	VLEBON	SMWSDDS-SYS-NST-TF-REP-000010	Whole document	n/a	Ensure consistency when stating the package name	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Whole document	n/a		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	19.01	29/10/2025	SYS	AWASHINGTON	SMWSDDS-SYS-NST-TF-REP-000010	Whole document	n/a	This has been adjusted to reference Stage 1 in lieu of Phase J.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	Whole document	n/a		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	20	22/10/2025	CCB	KZHU	SMWSDDS-SYS-NST-TF-REP-000010	n/a	n/a	To assist with minimising potential vehicle collisions at intersections where heavy vehicles are undertaking their maneuvers, Council requests that 'Double Barrier' BB line marking (8m) is installed at the following intersection to distinguish the two travel lanes. Waratah Street adjacent to Concord Road Waratah Street adjacent to Queen Street Tenterfield Street adjacent to Waratah Street (from median strip to intersection) Remark faded line marking at the intersection of Beronga Street & Queen Street & Tenterfield Street and Beronga Street	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	n/a	n/a		Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW	20.01	29/10/2025	SYS	AWASHINGTON	SMWSDDS-SYS-NST-TF-REP-000010	n/a	n/a	This has been considered, however due to the very limited movements and the permanent nature of the change any HV movements around corners associated with the works will be managed instead with traffic controllers.	Observation
EWNS	SMWSDDS-S	EWNS - Heavy Veh	01.01	RVW					SMWSDDS-SYS-NST-TF-REP-000010	n/a	n/a		Observation