

# Sydney Metro West, Power Enabling Works

## The Bays 33kV Power Supply

### Heavy Construction Vehicle use of Local Roads Request

3869-SMW-REQ-001

Revision 1.0

25 June 2021

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## Document Approval / Endorsement

Stuart [REDACTED]  
[REDACTED]

05/07/2021

Dear Mr [REDACTED]

**Sydney Metro West (SSI 10038)  
Phase A Power and Enabling Works Heavy Construction Vehicle use of Local Roads Request**

I refer to the Heavy Construction Vehicle use of Local Roads Request for the Sydney Metro West Power Enabling Works (Phase A) submitted to the Department for approval as required under condition D86 of SSI 10038. I also acknowledge your response to the Department's request for additional information.

I note that the Sydney Metro West Power Enabling Works (Phase A) Heavy Construction Vehicle use of Local Roads Request:

- has been reviewed by Sydney Metro and no issues have been raised; and
- contains the information required by the conditions of approval.

As nominee of the Planning Secretary, I approve the Sydney Metro West Power Enabling Works (Phase A) Heavy Construction Vehicle use of Local Roads Request, Revision 1.0, dated 25 June 2021 under condition D86 of SSI 10038 for the Power Enabling Works (Phase A) only.

You are reminded that the Heavy Construction Vehicle use of Local Roads Request must be incorporated into the Construction Traffic Management Plans and ensure that this is in accordance with the Overarching Construction Traffic Management Plan.

You are also reminded of your commitments to ensure pedestrian, cyclist, and other road user safety on the approved local roads, and that you will take all reasonable steps to manage the cumulative impacts of heavy construction vehicle truck movements on local roads, including liaising regularly with the M4-M5 Westconnex - Rozelle Interchange Project, and proactively managing and responding to community concerns, complaints, and enquiries.

Please ensure that the approved plan is placed on the project website at the earliest convenience.

If you wish to discuss the matter further, please contact Matthew [REDACTED]

Yours sincerely

[REDACTED]

As nominee of the Planning Secretary



## Contents

<b>1. Introduction .....</b>	<b>6</b>
1.1 Background .....	6
1.2 Purpose .....	6
1.3 Scope .....	6
<b>2. Project Scope &amp; Alignment .....</b>	<b>8</b>
2.1 The Bays 33kV Power Enabling Scope of Works .....	8
2.2 Construction Plant .....	10
2.3 Typical Movements .....	10
<b>3. Existing heavy vehicle haulage assessment in Stage 1 EIS documents .....</b>	<b>12</b>
<b>4. Construction HV Routes .....</b>	<b>12</b>
4.1 Existing local road conditions .....	15
4.2 Access and Egress from Work Sites .....	16
4.3 Types of Trucks .....	19
4.4 Special Deliveries .....	20
4.5 HV routes near sensitive receivers .....	22
4.6 Cumulative traffic impacts with Rozelle Interchange .....	24
<b>5. Heavy Vehicle Requirements &amp; Drivers Programs .....</b>	<b>25</b>
5.1 Heavy Vehicle Requirements .....	25
5.2 Heavy Vehicle Driver Programs .....	27
<b>6. Additional measures to safely navigate turns .....</b>	<b>27</b>

## Tables

Table 1 MCoA requirements for heavy construction vehicle use of Local Roads request .....	7
Table 2 REMMs for heavy construction vehicle use of Local Roads request .....	7
Table 3 Local Roads proposed for use that are not identified in Stage 1 EIS documents .....	13
Table 4 Breakdown of manoeuvres per project CTMP area .....	15
Table 5 Type of HV assessed in swept path analysis .....	19
Table 6 Heavy vehicle requirements and how they are managed .....	25

## Figures

Figure 1 The Bays 33kV power supply route .....	9
Figure 2 Project alignment CTMP sections .....	10
Figure 3 Roberts Street site compound location .....	11
Figure 4 The Bays Station assessed haulage routes, as per EIS Figure 10-49 .....	12
Figure 5 Example of existing site local roads with sufficient clearance for a single (two way) trafficable lane .....	16
Figure 6 Estimated number of heavy vehicle movements per shift (average 10 hour shift) .....	18
Figure 7 Inner West Council waste vehicle dimensions .....	19
Figure 8 Waterloo St special delivery routes .....	20
Figure 9 Mansfield St special delivery routes .....	21
Figure 10 Merton St HDPE 12-metre long special pipe delivery route .....	22
Figure 11 Childcare facilities along local roads for construction heavy vehicle use .....	23
Figure 12 Example of rear warning signs alerting other road users to the dangers of overtaking .....	26

Figure 13 Example of front nearside signs warning pedestrians about walking close to the front of a moving or stationary .....26

## Appendices

Appendix A	Overall Haulage Route Plan.....	28
Appendix B	Traffic Professional Assessment of project haulage routes on Local Roads .....	29
Appendix C	Register of turn manoeuvres with summary of controls and measures required to ensure a safe turn .....	30
Appendix D	CTMP (Area) 1 – Swept Path Analysis .....	31
Appendix E	CTMP (Area) 2 – Swept Path Analysis .....	32
Appendix F	CTMP (Area) 3 – Swept Path Analysis .....	33
Appendix G	CTMP (Area) 4 – Swept Path Analysis .....	34
Appendix H	Heavy Vehicle Driver Project Induction.....	35
Appendix I	Local Road Dilapidation Surveys .....	36

# 1. Introduction

## 1.1 Background

Sydney Metro is Australia's biggest public transport program comprising four main packages of work. The Sydney Metro West (SMW) package is a critical part of this overall program extending from Westmead to 'The Bays' site in Rozelle, this package aims to:

- provide faster more reliable public transport options between greater Parramatta and the Sydney CBD;
- double the existing rail capacity between Parramatta and Sydney CBDs;
- support growing residential and employment zones between Westmead and The Bays; and
- allow for better public transport transfers between rail lines.

SMW would be located largely underground in twin tunnels. Excavation of the tunnels and underground stations will be undertaken by a combination of Road-Headers (RHs) and Tunnel Boring Machines (TBMs) both of which have significant electrical power supply demands. The power demands are of a magnitude that can only be provided to each worksite via a High Voltage feeder.

To be able to achieve this, a 33kV power supply needs to be provided to the future Metro Bays Station precinct to enable the TBM to be energised and commissioned. This temporary construction power feed will also provide the operational bulk supply power to the station and rail line following the completion of tunnelling.

Sydney Metro (SM) (the Proponent) has engaged Quickway to construct the high voltage connections (referred to as the power enabling works) to The Bays station worksite and the associated Pre-Cast Facilities at Eastern Creek, collectively referred to herein as the Project. This will ensure High Voltage power is available for the follow-on Sydney Metro Tunnelling & Station Excavation contractor(s) and LV supply to the Precast Facility for production of segments.

## 1.2 Purpose

The purpose of this document is to define the project requirements for the use of local roads for heavy vehicles (HV) that have not already been identified and assessed in the Stage 1 Environmental Impact Statement (EIS), and request approval from the Planning Secretary for the use of these local roads.

This document identifies and assesses the HV routes required for the project construction of the power enabling works for The Bays station worksite. It also outlines how Quickway will minimise traffic and environmental risks associated with HV use of local roads.

## 1.3 Scope

The content of this request report has been prepared to comply with MCoA D87, which includes the requirements of and will be submitted and approved in accordance with MCoA D86.

All other traffic, transport and parking MCoA and REMMs will be managed through the preparation and implementation of the Construction Traffic Management Plans (CTMPs), led by the Overarching Construction Traffic Management Plan (OTMP) specifically prepared to address the requirements of MCoA D85.

The relevant requirements of the Project MCoA, including a cross reference to where these requirements are met within this document, is provided in Table 1.

Table 1 MCoA requirements for heavy construction vehicle use of Local Roads request

MCoA	Requirement	Reference
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  Relevant CTMPs include relevant local roads
D87	All requests to the Planning Secretary for approval to use local roads under Condition D86 above must include the following:	This document
	(a) a swept path analysis;	<a href="#">Appendix C Swept Path Register</a>  <a href="#">Appendix D CTMP (Area) 1 – Swept Path Analysis</a>  <a href="#">Appendix E CTMP (Area) 2 – Swept Path Analysis</a>  <a href="#">Appendix F CTMP (Area) 3 – Swept Path Analysis</a>  <a href="#">Appendix G CTMP (Area) 4 – Swept Path Analysis</a>
	(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;	<a href="#">Section 4.1</a> <a href="#">Appendix B</a>
	(c) details as to the date of completion of the road dilapidation surveys for the subject local roads; and	<a href="#">Section 4.1</a> <a href="#">Appendix I</a>
	(d) measures that will be implemented to avoid where practicable the use of local roads past schools, aged care facilities and childcare facilities during their peak operation times;	Section <a href="#">4.5</a>
	(e) written advice from an appropriately qualified professional on the suitability of the proposed Heavy Vehicle route which takes into consideration items (a) to(d) of this condition.	<a href="#">Appendix B</a>

Table 2 REMMs for heavy construction vehicle use of Local Roads request

REMM	Impact/ Issue	Commitment	Reference
TT6	Road Safety	All trucks would enter and exit construction sites in a forward direction, where feasible and reasonable.	Section <a href="#">4.1</a>
TT7	Congestion	Construction site traffic would be managed to minimise movements during peak periods.	Section <a href="#">4.2</a>
TT8	Congestion	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 <a href="#">0</a>
TT24	Cumulative construction traffic impacts	Co-ordination of traffic management arrangements between major construction projects would occur in consultation with Transport for NSW including Transport Coordination	Section <a href="#">4.6</a>

## 2. Project Scope & Alignment

### 2.1 The Bays 33kV Power Enabling Scope of Works

The Bays 33kV power supply route is approximately 2km long from Rozelle sub-transmission substation through various local, regional and state roads to The Bays Station site. The scope of works includes:

- Mobilisation, site set-up
- Project planning, approvals, stakeholder management
- Service locating, potholing, investigations
- Traffic control, pedestrian management
- HDD bore underneath Victoria Rd
- Bed bore underneath Sydney Water culvert on Robert St.
- Remove decommissioned Ausgrid 132kV cable
- Trench excavation, conduit installation, backfilling
- Joint bay installation and construction
- Supply and install padmounted high voltage customer kiosks (HVCs)
- Cable installation, jointing, testing
- Permanent restorations and handover

The alignment of the power supply project is shown in Figure 1.



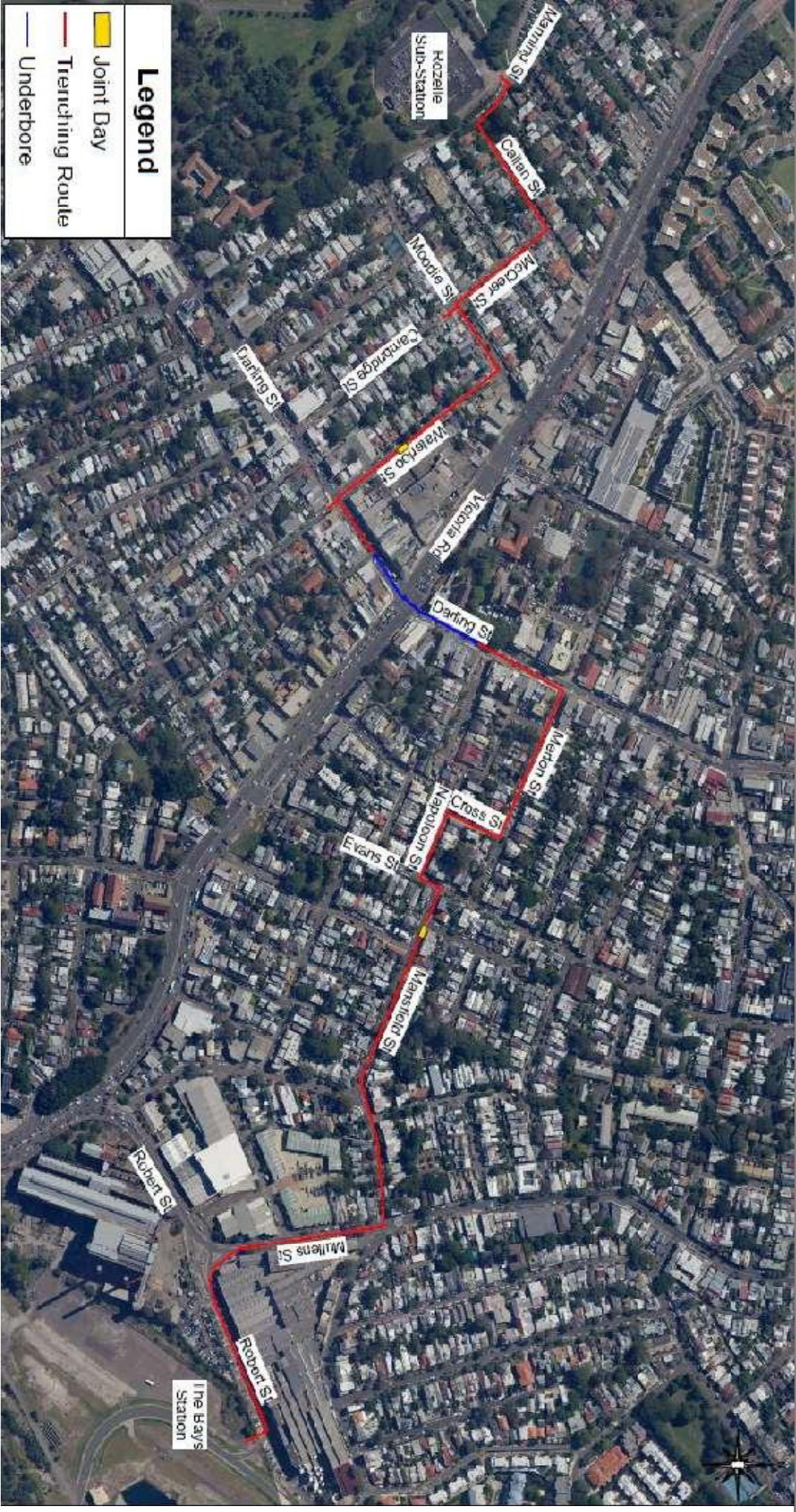


Figure 1 The Bays 33kV power supply route



For the traffic management planning for the project been separated into four (4) sections with each section being a CTMP:

- CTMP 1 – Manning Street to Darling Street
- CTMP 2 – Darling Street
- CTMP 3 – Merton Street to Mansfield Street
- CTMP 4 – Mullens Street to The Bays Power Station

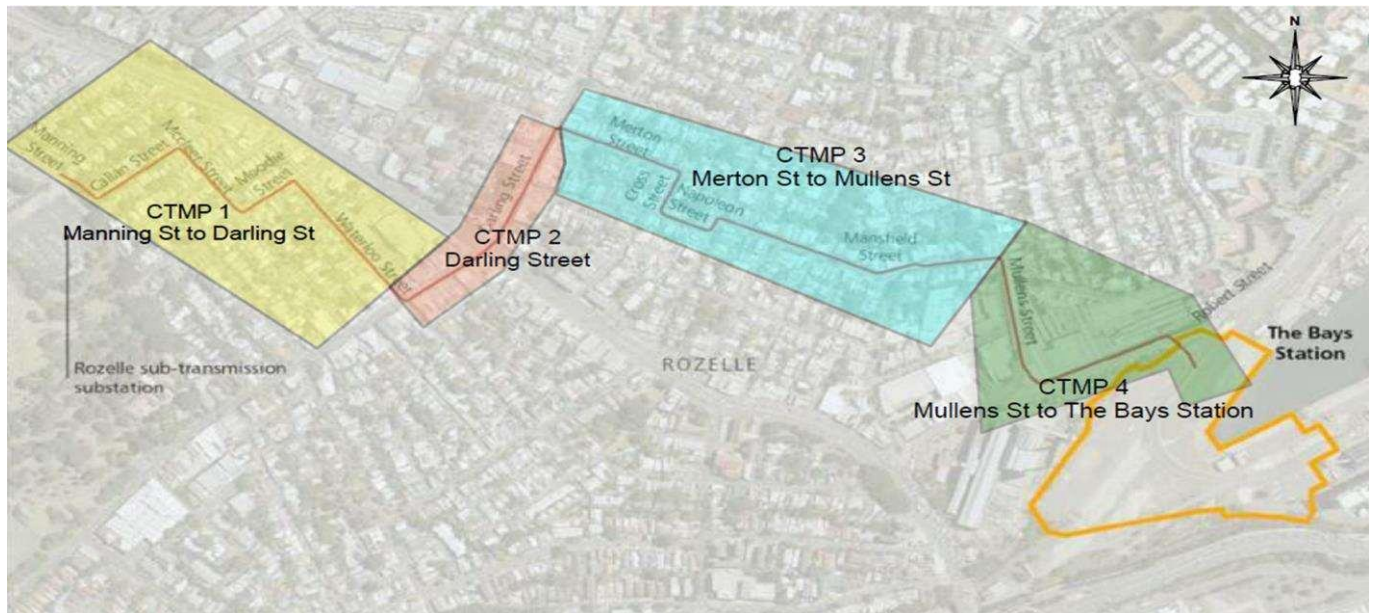


Figure 2 Project alignment CTMP sections

## 2.2 Construction Plant

The project includes civil works such as excavations, pipe and pit installation and cable pulling, requiring the use of heavy vehicle(s) (HV) and large plant, including;

- HVs – rigid trucks, articulated trucks, crane trucks
- Excavators
- Mobile cranes – articulated and slewing.

## 2.3 Typical Movements

Rigid HVs will transport materials and spoil from the construction locations to a site compound located on Roberts Street. The access to Roberts Street site compound is shown in [Figure 3](#). In accordance with MCoA D82 the use of Robert Street, Rozelle to access The Bays Station construction site is permitted for the power supply works activities.

Truck and dog combinations will unload and be loaded from the Roberts Street site compound accessing the site specially via the haulage routes identified in [Figure 4](#).

Some “special deliveries” of large plant, joint bays and cable drums are required along the project alignment, and are addressed in [Section 4.4](#).

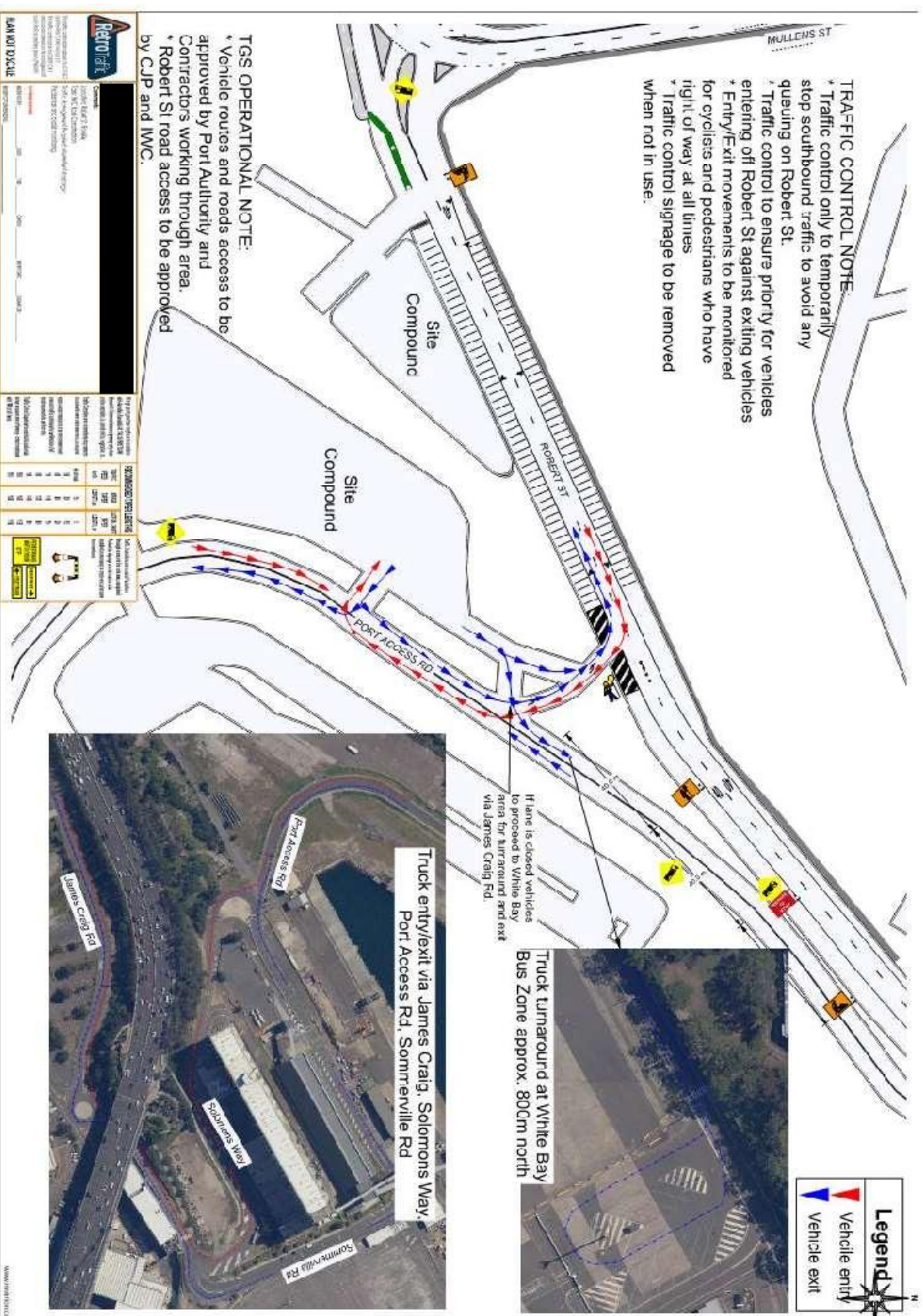


Figure 3 Roberts Street site compound location



### 3. Existing heavy vehicle haulage assessment in Stage 1 EIS documents

The Stage 1 EIS, Chapter 10 Transport and Traffic includes assessment on traffic impacts and haulage routes, however these are noted to be explicitly for The Bays tunnelling and station location, which require significantly greater HV movement. Chapter 10 Figure 10-49 identifies and assess two main routes to The Bays Station construction site and are shown in Figure 4:

- Primary route – The Crescent and James Craig Drive
- Alternative route – Victoria Road and Roberts Street



Figure 10-49: The Bays Station construction site haulage routes

Figure 4 The Bays Station assessed haulage routes, as per EIS Figure 10-49

### 4. Construction HV Routes

HV are required to access the project alignment, much of which is on local residential roads. Access and egress for the concurrent work area will require HVs to navigate through numerous local roads within residential precincts at various stages throughout the project. [Appendix A](#) shows an overall project haulage route map required for the project. Each manoeuvre identified has been identified with a unique code that corresponds to its respective swept path analysis (SPA). [Appendix C](#) provides a summary register of each manoeuvre identified, the respective truck size and if any additional measures are required for the HV to safely make the turn.

Table 3 identifies each of the local and regional roads and their characteristic that are not included in the Stage 1 EIS. State roads have not been included.

To minimise impact, HV will take the shortest route possible to return to a regional or state road when travelling to and from the work area. All road and traffic rules will be followed by HV drivers.

Table 3 Local Roads proposed for use that are not identified in Stage 1 EIS documents

Local Road/ Street Name	Road Classification	Cable Route Alignment	Lane Line Markings	Permit Parking on road side	Existing One- Way	Existing Road Speed (km/h)	Cyclists Position (Shared with Driving / Separate / Shared Zone with pedestrians)
Manning St	Local	Yes	No	Both sides		50	Shared
Toelle St	Local		No	Both sides		50	Shared
Callan St	Local	Yes	No	Both sides		10	Shared Zone incl. ped
Springside St	Local		No	Both sides		10	Shared Zone incl. ped
McCleer St	Local	Yes	No	Both sides	Yes	10	Shared Zone incl. ped
Oxford St	Local		No	Both sides		50	Shared
Moodie St	Local	Yes	No	Both sides		50	Shared
Waterloo St	Local	Yes	No	Both sides		50	Shared
Cambridge St	Local	Yes	No	Both sides		50	Shared
Belmore St	Local	Yes	No	One side	Yes	50	Shared
Hancock St	Local		No	One side		50	Shared
Hancock Ln	Local		No	One side		10	Shared Zone incl. ped
Denison St	Local		No	Both sides		50	Shared
Evans St	Local	Yes	Yes	Both sides		50 (South of Victoria Road) 40 (North of Victoria Road)	Shared
Red Lion St	Local		No	One side	Yes	40	Shared
Merton St (east of Darling St)	Local	Yes	No	Both sides	Yes	40	Shared
Merton St (west of Darling St)	Local		No	Both sides	Yes	40	Shared
Wellington St	Local		No	Both sides	Yes	40	Shared
Nelson St (west of Darling St)	Local		No	Both sides	Yes	40	Shared

Local Road/ Street Name	Road Classification	Cable Route Alignment	Lane Line Markings	Permit Parking on road side	Existing One- Way	Existing Road Speed (km/h)	Cyclists Position (Shared with Driving / Separate / Shared Zone with pedestrians)
Nelson St (east of Darling St)	Local		No	Both sides	Yes	40	Shared
Wise St	Local		Yes	Both sides		40	Shared
Terry St	Local		Yes	One side		40	Shared
Cross St	Local	Yes	No	One side		40	Shared
Napoleon St	Local	Yes	No	Both sides		40	Shared
Goodsir St	Local		No	Both sides		40	Shared
Hanover St	Local		No	One side		40	Shared
Collins St	Local		No	One side		40	Shared
Mansfield St	Local	Yes	No	Both sides		40	Shared
Brent St	Local		No	Both sides		40	Shared
Mackenzie St	Local		No	Both sides		40	Shared
Beattie St	Local		Yes	Both sides		40	Shared
Starling St	Local		No	One side		40	Shared
Hartley St	Local		No	One side		40	Shared
Moore St	Local		No	Both sides		40	Shared
Perrett St	Local		No	Both sides		40	Shared
Crescent St	Local		No	Both sides		40	Shared
Parsons St	Local		No	Both sides		40	Shared
Smith St	Local		No	Both sides		40	Shared
Reynolds St	Local		No	Both sides		40	Shared
National St	Local		No	Both sides		40	Shared
Ewell St	Local		No	Both sides		40	Shared
Darling St (north of Victoria Road)	Regional	Yes	Yes	Both sides		40	Shared
Mullens St	Regional	Yes	Yes	Both sides		40	Shared

A total of 160 manoeuvres for heavy vehicles are required at various stages of the project. The area of the project which these manoeuvres would commonly be used by heavy vehicles has been divided into the CTMP areas.

Table 4 Breakdown of manoeuvres per project CTMP area

Approximate Area of CTMP No.	Approximate No. of Unique Manoeuvres / SPA	Swept Path Analysis
Project Wide Covering Letter		<a href="#">Appendix B</a>
Detailed Breakdown of turn manoeuvres		<a href="#">Appendix C</a>
CTMP1	41	<a href="#">Appendix D</a>
CTMP2	32	<a href="#">Appendix E</a>
CTMP3	97	<a href="#">Appendix F</a>
CTMP4	20	<a href="#">Appendix G</a>

As per Table 3, all of the projects nominated local roads for HV use have either in-lane shared cyclists zones, or a vehicle-pedestrian-cyclists shared zone with a shared 10km/h posted speed limit.

All heavy vehicle drivers are required to follow NSW driver road rules for around cyclists, including:

- Roads under 60kmh you must provide at least 1 metre of space when passing
- Roads over 60kmh you must provide at least 1.5 metre of space when passing
- Only pass when safe to do so
- If not safe to pass, proceed with space, behind the cyclists until the road junction

Heavy vehicle drivers will be reminded of these obligations during the project heavy vehicle driver induction presentation as shown in [Appendix H](#).

## 4.1 Existing local road conditions

Pre-construction dilapidation reports have been completed on all local roads proposed to be used for heavy construction vehicles. Where travel paths along a road are short between side streets, they have been combined in a single road dilapidation report. Pre-construction Road dilapidation reports have been completed in accordance with MCoA D88, and provided to the relevant road authority at least one month prior to construction. Dates of completion of pre-construction dilapidation reports are stated in Appendix I.

The majority of existing two-way local roads within the study area have carriageway widths which, when parking occurs along either side of the roadway, only allow sufficient clearance for a single (two way) trafficable lane. Examples of existing site carriageway with sufficient clearance for a single (two way) trafficable lane is shown in the below Figure 5.





Figure 5 Example of existing site local roads with sufficient clearance for a single (two way) trafficable lane

The existing local road network is navigated by local Council waste collection trucks, and other commercial / delivery vehicles. Local Council waste collection truck sizes are described in Section [4.3.1](#). The ability for heavy vehicles to access the area (without traffic control) is similar in nature to what currently occurs by Council's waste trucks within the local residential study area has been considered as a basis for professional traffic assessment as described in [Appendix B](#).

## 4.2 Access and Egress from Work Sites

Any construction vehicles required to move around the construction site on a regular basis and throughout the works and will not be permitted to queue or park within the surrounding streets or work area unless permitted. The arrival of trucks will be staggered to prevent the possibility of queuing of trucks at any time.

Dedicated construction vehicle routes have been developed with the objective of providing the shortest and safest distance to/from the work site in compliance with EIS requirements. Truck movements to and from site shall be restricted to these designated routes and movements to ensure minimal impact on local streets within the vicinity of the site. These truck routes will need to be reviewed if there are any changes to traffic conditions.

Access points and procedures shall be identified and clearly communicated to all drivers and suppliers prior to arriving to site. Information on the approved access routes and locations for all construction vehicles shall be provided through onsite toolbox talks, pre-start meetings and project inductions prior to work commencing. All work vehicles shall:

- Enter and leave site in a forward direction using the approved truck routes unless pre-approved and traffic controllers on site to assist with reversing movements.
- Decelerate slowly and signal their intention by indicator to leave the traffic stream.
- Activate the vehicles rotating beacon on approach to and departure from work site.
- Give way at all times to pedestrians on the footpath.
- Wait until there is a gap in traffic before leaving the construction site.
- Avoid movements through school zones during pick up and drop off times.
- Radio ahead to advise of approach to ensure work site space is available.

The arrival of trucks will be staggered to prevent the possibility of queuing of trucks at any time and minimise movements during peak periods. Construction vehicles must not continuously idle and queue on state, regional or local roads, and must also avoid any marshalling near sensitive land users which will be advised in inductions.

If vehicles are required to reverse into work areas or against normal traffic movements than an approved ROL or Council Permit is required along with an approved TGS.

It is also noted that no Construction vehicles should obstruct any pedestrian crossings or footpaths, and no construction vehicles should layover/obstruct trafficable lanes without an approved ROL or Council Permit.

In addition, no traffic controllers should stop general traffic to allow construction vehicles to enter or exit, without any approved ROL's or Council Permits.

The estimated number of heavy vehicles per shift during the construction of each work stage is shown in Figure 6. A "shift" is estimated as an average of 10 working hours, with vehicle movement generally evenly spread throughout the work shift. A maximum number of three (3) work stages would work concurrently due to proximity of traffic signage and potential conflicts. Wherever possible, construction traffic would be minimised during peak periods. Scheduling for deliveries outside of peak periods, and ensuring all full truck loads to minimise overall number required, are examples of methods to reduce movements required during peak periods.

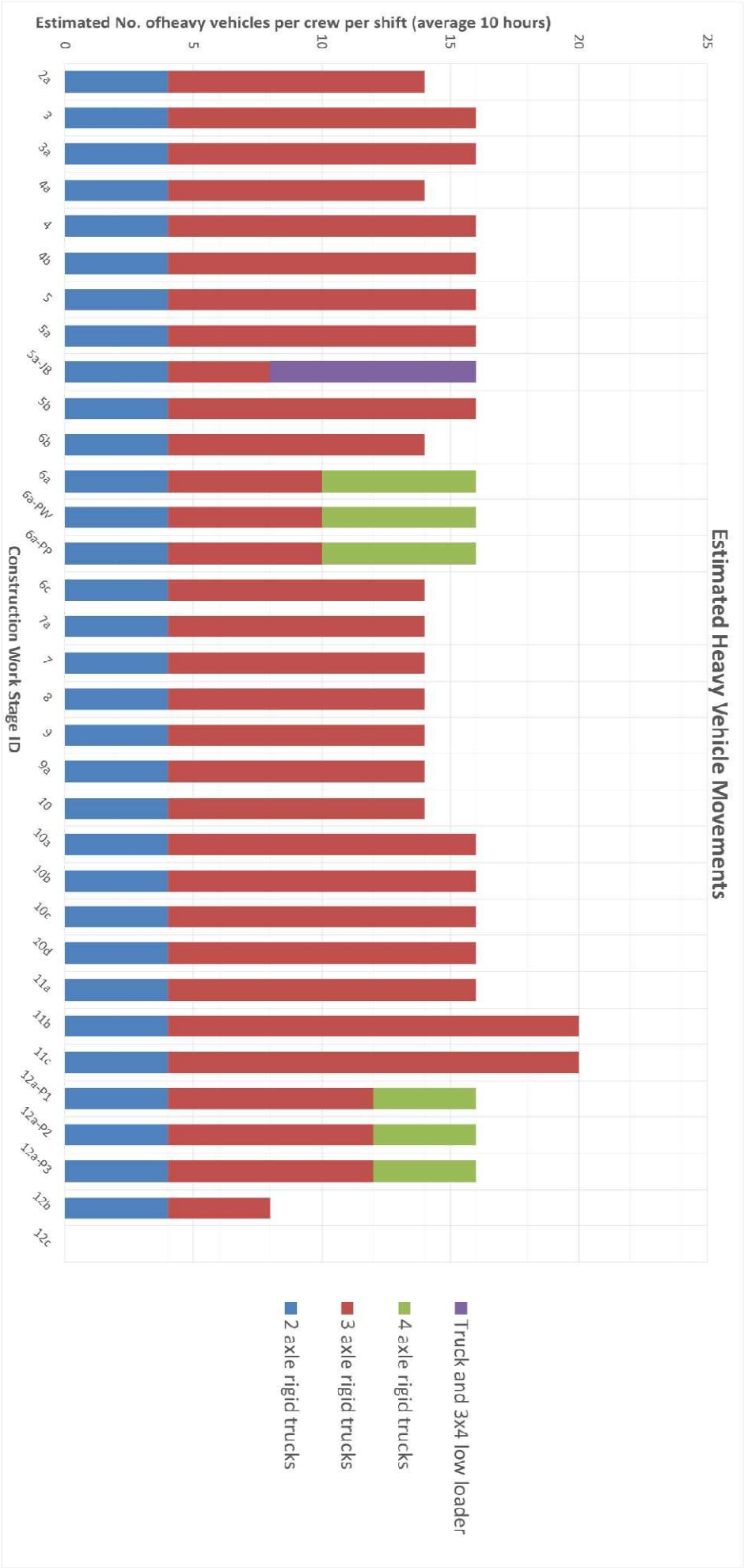


Figure 6 Estimated number of heavy vehicle movements per shift (average 10 hour shift)

## 4.3 Types of Trucks

Various types of HV will be used on this project accessing the local roads to and from the power enabling works alignment. Assessed HV in swept path analysis are described in Table 5.

The frequency of HV manoeuvres that are not denoted as “special deliveries” is specified within each relevant CTMP section.

Table 5 Type of HV assessed in swept path analysis

Prescriptive Combination	Comment	Estimated no. of movements on local roads across project duration	
2 axle rigid truck		Frequent. Relevant CTMPs sections.	
3 axle rigid truck	Existing waste service truck size for Inner West Council.	Frequent. Relevant CTMPs sections.	
4 axle rigid truck		Frequent. Relevant CTMPs sections.	
Truck & Dog Combinations		Nil. Access to compound on Roberts Street via EIS assessed routes.	
Prime mover & semi-trailer	Special delivery	Materials delivery (12 m long pipes)	1
		Joint bay construction & jointing	8
		Cable pulling	12
Prime mover & low loader trailer	Special delivery	Excavator mobilisation	8
		Excavator demobilisation	8

### 4.3.1 Existing waste service vehicles for Inner West Council

Inner West Council waste vehicle dimensions are shown in Figure 7. The overall length is 8.67 metres. For conservative consideration a 9-metre vehicle has been modelled in the swept path analysis. Construction works will be using truck sizes similar to the size of Inner West Council waste truck. Where larger trucks are required for construction, and those respective swept paths required additional measures such as parking removal and/or traffic control, these controls will be implemented as required.

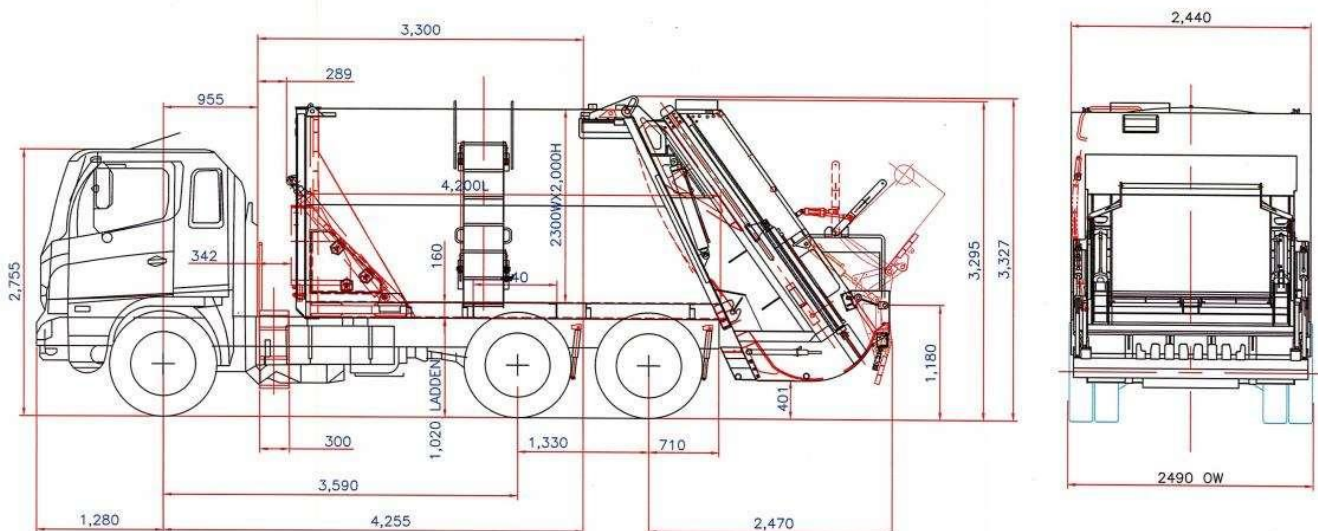


Figure 7 Inner West Council waste vehicle dimensions



## 4.4 Special Deliveries

The delivery of large plant, materials and equipment is required for underboring, joint bay installations and cable pulling works. The HV routes associated with these works has been designed to prevent large articulated trucks needing to access all parts of the site via local roads, instead to only three (3) isolated locations. This means plant is to be dropped off at the nominated special delivery route location, and escorted under traffic control shadow utes to the work area.

All special deliveries will be planned and coordinated well before they need to occur. Traffic control and parking removal is required for each of these turns. The frequency of these deliveries is limited to certain activities, as described further below.

### 4.4.1 Waterloo Street Special Deliveries

Waterloo Street special deliveries are required for the following tasks, with route(s) shown in Figure 8.

- Excavator mobilisation and demobilisation
- Joint bay installation
- Cable pulling

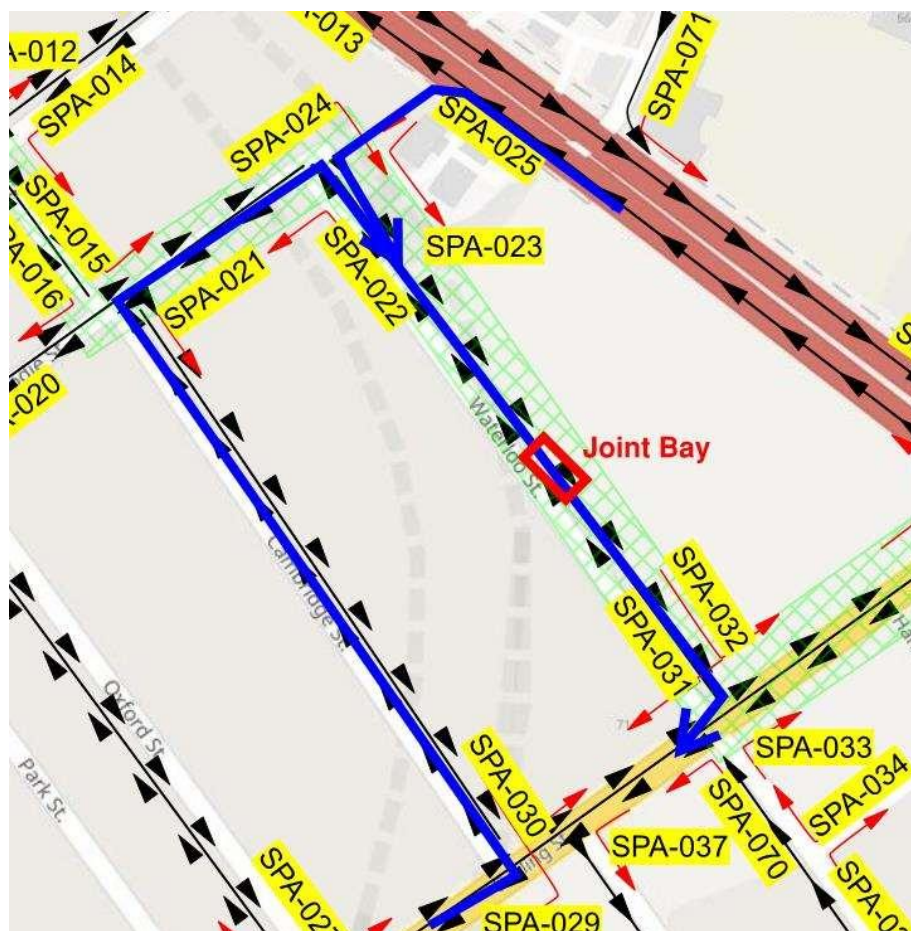


Figure 8 Waterloo St special delivery routes

These manoeuvres will be permitted during day works outside of peak traffic periods (i.e. wide load restrictions). Parking will be removed prior to the truck arrival. Traffic control shadow ute(s) in-front and behind will be utilised, as well on corners/ intersections.

#### 4.4.2 Mansfield Street Special Deliveries

Mansfield Street special deliveries are required for the following tasks, with route(s) shown in Figure 9.

- Excavator mobilisation and demobilisation
- Joint bay installation
- Cable pulling

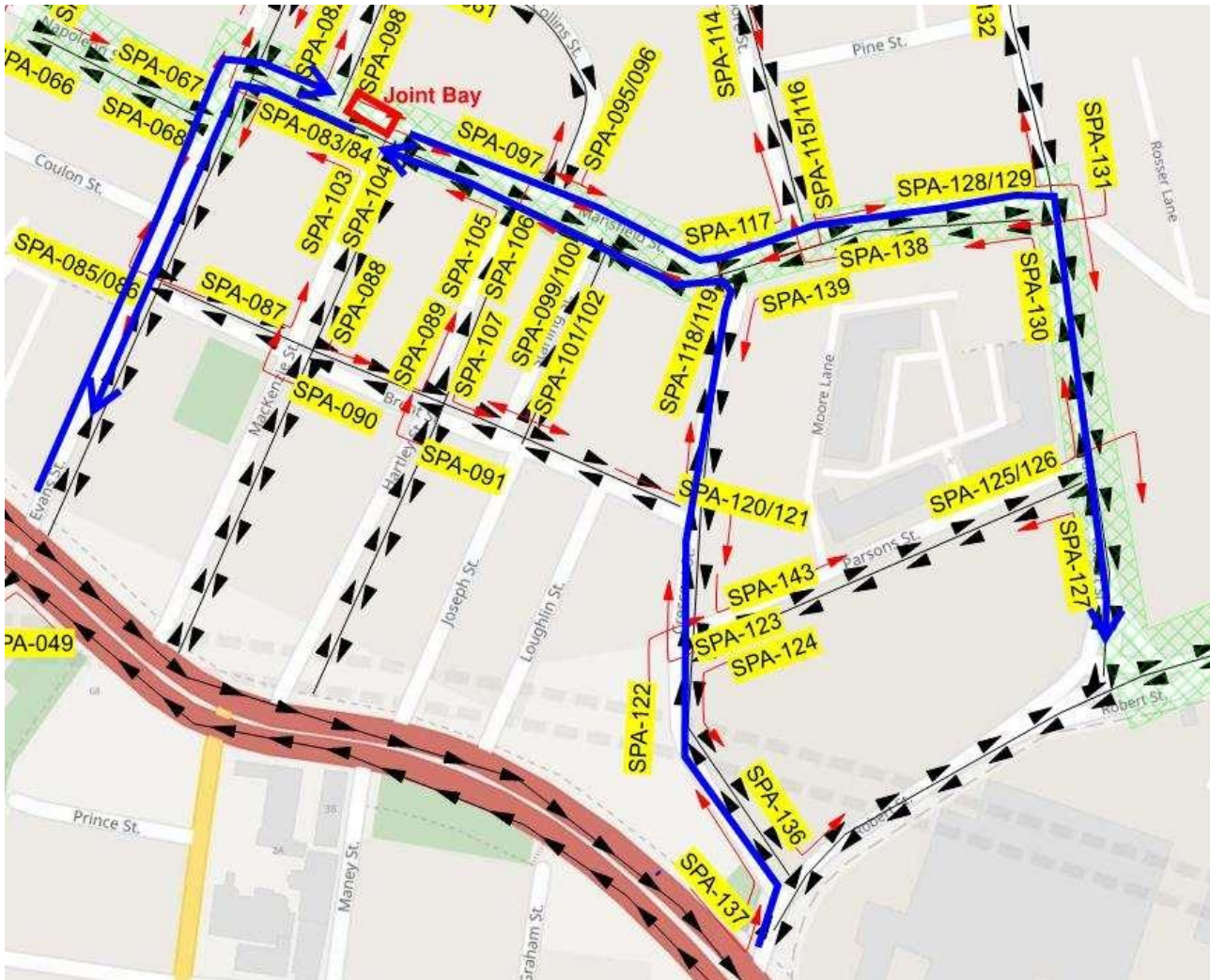


Figure 9 Mansfield St special delivery routes

These manoeuvres will be permitted during day works outside of peak traffic periods (i.e. wide load restrictions). Parking will be removed prior to the truck arrival. Traffic control shadow ute(s) in-front and behind will be utilised, as well on corners/ intersections.



#### 4.4.3 Merton Street Special Deliveries

Merton Street special deliveries are required for the following tasks, and have route(s) shown Figure 10.

- 12-metre long HDPE pipe delivery for underbore



Figure 10 Merton St HDPE 12-metre long special pipe delivery route

These manoeuvres will be performed during night works on Darling Street and performed under traffic control temporary stop of traffic in all directions.

## 4.5 HV routes near sensitive receivers

The following sections address measures implemented to avoid, where practicable the use of local roads past schools, and childcare facilities during their peak operation times. There are no aged care facilities within the project's heavy vehicle routes.

### 4.5.1 HV routes near School Zone – Darling Street North

Trenching and underbore works designed to occur upon Darling Street will occur during night shifts only, due to road occupancy licence restrictions. Therefore, school zones will not be impacted during or close to school hours.

For HV leaving CTMP1 areas (i.e. the north western half of the power enabling works alignment, between Victoria Road and Manning Street) towards the Roberts Street compound, it is noted that there is regulatory no-right turn from Darling Street (northbound) to Victoria Road (eastbound) available between 6:30am to 8:30pm. This means the direct route down Victoria Road and onto Roberts Street is not available during this period. Therefore, this unavoidably requires HV to utilise the State Road of Darling Street,



including the short section within the school zone, which has a street frontage of approximately 60m. This will result in a maximum of two HV passes per hour (worst case) during school hours, therefore the risk is considered as low. Noting that the proposed HV to be utilised have the same general dimensions as the waste vehicles used by Inner West Council, and that all other public commercial / delivery vehicles travelling along the same route would unavoidably also need to travel through this Rozelle Public School zone.

This is only required for HV leaving this CTMP1 area; HV arriving to this area have no similar turning restrictions and can utilise Victoria Road. Heavy vehicle drivers will be inducted and advised to avoid navigating through the Darling Street school zone wherever reasonably practicable in particular around peak operation times. Sydney Metro has consulted with Rozelle Public school on regular occasions (full details of events in CPAS Section 8.2.1.2) confirming that school operational times are 9am until 3pm. This aligns with the sign-posted school zone times of 8:00am - 9:30am, and 2:30pm and 4:00pm.

A school zone in the larger vicinity of work area is located on Smith Street. This is school zone is not impacted, and construction heavy vehicle are not required to access through this zone.

#### 4.5.2 HV routes near childcare facility – Waterloo Street near Darling Street

A childcare facility exists on the eastern portion of Waterloo Street as shown in Figure 11. The power enabling works trenching alignment is on Waterloo Street, and therefore construction HVs past this location is unavoidable.



Figure 11 Childcare facilities along local roads for construction heavy vehicle use

Minimum standard and additional mitigation measures at this location will include:

- Access will be maintained throughout works, at all times when the facility is operational.
- Workforce and traffic control will be toolboxed on the sensitivity of the location, including the likely increased vehicle movement during drop off/pick up times, during works in this area.
- Ongoing communication and consultation with the facility to minimise any potential traffic impacts.
- Where practical explore opportunities to conduct works immediately adjacent to the childcare facility during out of hours night works (OOHW), in consideration of other impacts caused by OOHW

#### 4.5.3 HV routes near childcare facility – Darling Street near Oxford Street

A childcare facility exists on the state road of Darling Street near the corner with Oxford Street as shown in Figure 11. Trenching and civil works on Darling Street where majority of the heavy vehicle movements will be concentrated around location will occur at night due to road occupancy licences (ROLs), and therefore outside the childcare operational times.

Darling Street is a state road, which acts as a collector road for the adjacent local roads. Construction HVs accessing and exiting the project alignment, to and from the City West Link in the will be required to use Darling Street.

#### 4.5.4 Aged Care Facilities

There are no aged care facilities within the project's heavy vehicle routes.

### 4.6 Cumulative traffic impacts with Rozelle Interchange

Regular contact will be maintained throughout the life of both Projects, with any work/traffic set-up conflicts reviewed and TGS adjusted accordingly to minimise any motorist confusion. Works will be conducted in coordination with adjacent West Connex Rozelle Interchange Project, Inner West Council works and other stakeholders. Methods of communication and management to prevent cumulative traffic impacts with Rozelle Interchange include but are not limited to:

- Weekly meetings with Rozelle Interchange to discuss traffic, transport, noise and vibration and other general interactions;
- Weekly traffic forecasting of upcoming works for early identifications of any possible conflicts;
- Out of hours works look-ahead communicated with Rozelle Interchange contractor, including any cumulative noise and traffic impacts as required;
- Dedicated Sydney Metro interface place manager, interfacing between both projects
- Dedicated Sydney Metro community place manager, interfacing with all residents and businesses for all works
- Consultation in ongoing Traffic Control Group (TCG) and Traffic and Transport Liaison Group (TTLG) meetings

## 5. Heavy Vehicle Requirements & Drivers Programs

### 5.1 Heavy Vehicle Requirements

To ensure road safety, Table 6 outlines the requirements of heavy vehicles and heavy vehicle drivers.

Table 6 Heavy vehicle requirements and how they are managed

Requirement(s)	Purpose	How requirement is managed or enforced
Ensure all heavy vehicles and trailers are registered, roadworthy and comply with the relevant Australian Design Rules and Vehicle Standards.	Ensure compliance with legislative requirements.	Checked during plant authorisation when plant first arrives to site.
Fitted with a Telematics Monitoring System which measures and reports on vehicle: <ul style="list-style-type: none"> <li>Location;</li> <li>Speed compliance; and</li> <li>Fatigue and other driver behaviour (such as harsh acceleration, braking)</li> <li>Haulage route compliance</li> </ul>	Ensure driver safety and haulage route confirmation.	Checked during plant authorisation when plant first arrives to site.
Ensure a combination of direct and/or indirect devices to eliminate or minimise front, side and rear blind spots, including: <ul style="list-style-type: none"> <li>Class V and Class VI mirrors as per ADR 14/02 where blind spots cannot be permanently eliminated;</li> <li>the prohibition of accessories that restrict the forward field of view, including opaque or chrome bug deflectors.</li> </ul>	Increase visibility of blind spots for heavy vehicle drivers.	Checked during plant authorisation when plant first arrives to site.
Side-underrun protection, fitted to both sides of the vehicle: <ul style="list-style-type: none"> <li>Between the front and rear axle of all rigid (single unit) trucks; and</li> <li>Between the front axle/landing legs and rear axle of trailers forming part of a combination.</li> </ul>	Increased protection for pedestrians and cyclists from being caught between heavy vehicle axles.	Checked during plant authorisation when plant first arrives to site.
Signage placed on heavy vehicle including: <ul style="list-style-type: none"> <li>Rear warning signs alerting other road users to the dangers of overtaking; and</li> <li>Front nearside signs warning pedestrians about walking close to the front of a moving or stationary Heavy Vehicle.</li> </ul>	Increase of warning and alert signage to pedestrians and cyclists. Example of the rear warning sign is shown in <a href="#">Figure 12</a> . Example of the front nearside warning signs is shown in <a href="#">Figure 13</a> .	Checked during plant authorisation when plant first arrives to site.
Full body line and contour conspicuity markings and reflective markings fitted to the drawbar of all trailers.	Increase visibility of heavy vehicles to other road users.	Checked during plant authorisation when plant first arrives to site.
All heavy vehicle drivers must complete the Sydney Metro Safe Heavy Vehicle Driver Introduction Programme or equivalent competency.	Training and awareness	Project training needs analysis and induction process.
Heavy Vehicle Operators adhere to approved construction traffic haulage routes at all times	Compliance with MCoA	Monitored through telematic system(s) fitted to heavy vehicles



Requirement(s)	Purpose	How requirement is managed or enforced
All Heavy Vehicles used for spoil haulage must be clearly marked on the sides and rear with the project name and application number to enable immediate identification by a person viewing the Heavy Vehicle standing 20 metres away.	Compliance with MCoA.	Checked during plant authorisation when plant first arrives to site.
Site specific heavy vehicle driver induction for The Bays power enabling works	Ensure compliance with heavy vehicle routes and driver requirements.	Induction process. <a href="#">Appendix H</a>



Figure 12 Example of rear warning signs alerting other road users to the dangers of overtaking



Figure 13 Example of front nearside signs warning pedestrians about walking close to the front of a moving or stationary

## 5.2 Heavy Vehicle Driver Programs

The traffic professional assessment of the heavy vehicles routes for this project, recommended that all frequent heavy vehicle drivers will complete a site specific induction program. This site specific induction will communicate safe driving practices are required to be undertaken by all drivers of construction heavy vehicles and these safe driving practices requiring drivers to yield to oncoming traffic, where practical and to minimise the extent of their vehicle encroachment when undertaking turning manoeuvres in local streets.

A copy of heavy vehicle driver induction program is included in [Appendix H](#).

## 6. Additional measures to safely navigate turns

Where a swept path analysis has identified the vehicle cannot safely navigate a turn with existing parking and traffic controls, additional measures include:

- **Traffic management** – including shadow vehicles, temporary stop of traffic to permit safe maneuverers, pedestrian management.
- **Parking removal** – during works in area where maneuverers that require parking removal to be able to safely perform.

Where parking is required to be removed to allow heavy vehicle safely make the turn, a mechanic barriers (e.g. concrete barrier or water barrier) will be placed in the respective parking position. This is to ensure no authorised movement of signs or cones by other vehicles. All parking removal impact related to heavy vehicle routes has been included in the Construction Access and Parking Strategy (CPAS) in accordance with MCoA D91

Where additional measures are required for manoeuvres, this has been specified on respective swept path analysis (SPA) and summarised in [Appendix C](#).



## Appendix A      Overall Haulage Route Plan







## Appendix B      Traffic Professional Assessment of project haulage routes on Local Roads



23 June 2021 (Rev D)

Mr [REDACTED]  
[REDACTED]

Dear Mr [REDACTED]

## **TRAFFIC ASSESSMENT: POWER ENABLING WORKS, ROZELLE**

EB Traffic Solutions Pty Ltd were engaged by Quickway to undertake a traffic swept path analysis of the ability for construction heavy vehicles to travel along haulage and detour routes used for the Sydney Metro West Power Enabling Works in the Rozelle/The Bays area.

The swept path analysis and traffic assessment has been completed in accordance with Sydney Metro West Stage 1 ESI Ministers Conditions of Approval (MCoA) D87 (a), (d) and (e) herein, recognising that the assessment has been supplemented by information provided by the client and, as a basis for the assessment, the ability for heavy vehicles to access the area (without traffic control) is similar in nature to what currently occurs by Council's refuse trucks within the local residential study area.

In other cases, where larger construction vehicles are deployed, traffic management personnel and/or parking removal will occur for the ability for the heavy vehicles to safely enter the precinct and for other stakeholders to safely travel through the area.

The traffic (swept path) assessment has been based upon:

- Google maps and nearmap;
- Discussions with and information provided by the client;
- AutoTURN computer software program for the swept path assessment.

The haulage and detour routes associated with the Power Enabling Works are shown in **Attachment 1**.

For local roads identified in **Attachment 1**, in accordance with MCoA D88 road dilapidation survey and reports (which is understood will be undertaken and provided by the client is to be provided to the relevant road authority one month prior to construction commencement, thereby fulfilling the requirements of MCoA D87 (c).

It is understood that, where practical, the routes within the study area have been determined to minimise and, if possible, avoid truck movements occurring adjacent to schools, aged care and child care facilities.

It is understood that, in some circumstances due to existing road regulations and the project alignment, it is unavoidable for heavy construction vehicles to entirely avoid these facilities during their operational times. It is also noted that frequencies of heavy vehicles related to this project passing these facilities during peak operational times is low, minimising risks.

Ongoing consultation with these stakeholders is recommended to maximise the level of safety for all stakeholders.

The following traffic assessment examines the ability for the trucks to access and egress to and from various sections of the work sites. The design alignment of the Power Enabling Works is along local roads, the majority of which have not been explicitly assessed in the project planning approval documents (Stage 1 EIS).

In order to facilitate access and egress for the work areas as well as a result of traffic management from concurrent work crews, construction heavy vehicles are required to navigate through numerous local roads within the abutting residential precinct.

The specific turning manoeuvres required for construction heavy vehicle access to and from the haulage and detour routes for the project are shown in **Attachment 1** and their traffic (swept path) assessment is summarised in the supporting register.

The swept path analysis was undertaken with the use of the AutoTURN computer software.

The swept path analysis can be categorised as construction heavy vehicles typically travelling along midblock sections of local roads and undertaking turning manoeuvres at local road intersections.

### **Travelling along midblock road sections**

The majority of existing two-way local roads within the study area have carriageway widths which, when parking occurs along either side of the roadway, only allow sufficient clearance for a single (two way) trafficable lane.

Due to this, the impact of heavy vehicles within the residential areas where there are two-way (single carriageway width) roadways is not able to provide the optimum level of safety for pedestrians, cyclists and motorists (as required by MCoA D87 (b)) due to the constrained nature of the existing road network, that is, there is only sufficient clearance on these local streets for cyclists and motorists to share the single width carriageway (for two way movement).

In these road sections, as there is insufficient carriageway width to facilitate two opposing vehicles to simultaneously pass each other, an approaching vehicle is required to pull into an indented area, such as adjacent to a driveway crossover or between parked cars, to allow the opposing vehicle to safely pass. This practice currently occurs in numerous local streets within the study area between light vehicles and commercial vehicles and is also anticipated to occur between construction vehicles and existing light and commercial heavy vehicles travelling within the local roads in the study area.

This practice currently occurs for vehicles passing cyclists and is the basis for construction vehicles associated with this project which are similar in size to Council's refuse trucks being able to safely travel through the precinct.

### **Turning manoeuvres at intersections**

It is noted that the existing local road network is constrained and requires commercial vehicles, such as furniture removal vans, refuse vehicles (waste, green and recycle) to typically encroach onto the opposite sides of the road when undertaking turning manoeuvres at local road intersections.

Where significant encroachment is anticipated to occur for turning manoeuvres across opposing lanes or across footpath areas, then a traffic controller has been recommended to temporarily hold any approaching motorists and pedestrians until the truck has safely completed their turning manoeuvres. Where assessed as required, a traffic controller icon is shown on the specific traffic (swept path) assessment.

Where there is a slight encroachment onto the opposite side of the road, as currently occurs, then the onus will be on the truck driver to safely complete the turning manoeuvre when there are no approaching motorists.

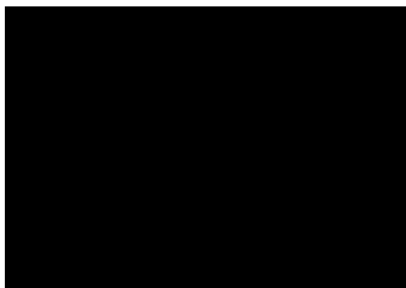
Where large articulated construction heavy vehicles are required to access the study area, a support vehicle will be used to travel behind the articulated construction heavy vehicle along Victoria Road and/or Darling Street to allow the construction heavy vehicles to straddle two kerbside lanes to then be able to safely turn left into the local street.

Traffic management will however be deployed at specific locations, where deemed necessary, to facilitate safe turning manoeuvres within the study area.

## **Conclusions**

Having regard to the above and the attached assessment, it is anticipated that the movement of trucks as part of the Power Enabling Works in the Rozelle/The Bays area, will be consistent with what occurs at present, where traffic controllers are not required, and on this basis, will not compromise the safety of motorists, cyclists and pedestrians in the precinct.

Safe driving practices are required to be undertaken by all drivers of construction heavy vehicles and these safe driving practices requiring drivers to yield to oncoming traffic, where practical and to minimise the extent of their vehicle encroachment when undertaking turning manoeuvres in local streets. It is recommended that construction heavy vehicle drivers complete a project specific induction program that addresses these driver requirements.



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**ATTACHMENT 1**

**Haulage and Detour Routes**



## Appendix C      Register of turn manoeuvres with summary of controls and measures required to ensure a safe turn

Approximate Area of CTMP No.	Swept Path Analysis
CTMP1	<a href="#">Appendix D</a>
CTMP2	<a href="#">Appendix E</a>
CTMP3	<a href="#">Appendix F</a>
CTMP4	<a href="#">Appendix G</a>



**Sydney Metro West, Power Enabling Works**  
**Heavy Vehicle use of Local Roads not Identified in Stage 1 EIS documents, Swept Path Analysis Register**

Date Updated	Rev
21/06/2021	1.0



Detailed Breakdown												
Turn Path Details							Additional measures required to aid the turn completion (if required)					
Turn ID	Approximate Area of CTMP No.	Street Name From	Street Name To	Direction of Turn	Turn Restrictions (if any)	Largest Truck Size to make turn	Special Delivery	Ability to Safely Make Turn	3 (or 5) point turn required	No. Parking Spots Removed	Traffic Controller Required	Comments (if any)
SPA-001	CTMP1	Manning St	Toelle St	Right		9m Rigid Truck		Yes - no measures				
SPA-002	CTMP1	Toelle St	Manning St	Left		9m Rigid Truck		Yes - no measures				
SPA-003A	CTMP1	Toelle St	Victoria Rd	Left		Prime Mover & 15m Trailer	Limited frequency, Mobilise/demobilise excavators for work(s) only.	Yes - with additional measures			Yes	•Only when Toelle St is re-opened & Callan is closed. •Victoria Road new alignment
SPA-003B	CTMP1	Toelle St	Victoria Rd	Left		9m Rigid Truck		Yes - no measures				•Victoria Road new alignment
SPA-004A	CTMP1	Victoria Rd	Toelle St	Left		Prime Mover & 15m Trailer	Limited frequency, Mobilise/demobilise excavators for work(s) only.	Yes - with additional measures			Yes	•Only when Toelle St is re-opened & Callan is closed. •Victoria Road new alignment
SPA-005B	CTMP1	Manning St	Callan St	Left		12.5m Rigid Truck		Yes - no measures				
SPA-006B	CTMP1	Callan St	Manning St	Right		9m Rigid Truck		Yes - no measures				
SPA-007	CTMP1	Callan St	McCleer St	Right		9m Rigid Truck		Yes - no measures				
SPA-008	CTMP1	Callan St	McCleer St	Left		9m Rigid Truck		Yes - no measures				
SPA-009B	CTMP1	Callan St	Victoria Rd	Left		9m Rigid Truck		Yes - no measures				•Victoria Road new alignment
SPA-010B	CTMP1	Victoria Rd	Callan St	Left		9m Rigid Truck		Yes - no measures				•Victoria Road new alignment
SPA-012	CTMP1	McCleer St	Springside St	Left		9m Rigid Truck		Yes - no measures				
SPA-013	CTMP1	Victoria Rd	Springside St	Left		9m Rigid Truck		Yes - no measures				•Victoria Road new alignment
SPA-014	CTMP1	Springside St	McCleer St	Left		9m Rigid Truck		Yes - no measures				
SPA-015	CTMP1	McCleer St	Moodie St	Left		9m Rigid Truck		Yes - no measures				
SPA-016	CTMP1	McCleer St	Moodie St	Right		9m Rigid Truck		Yes - no measures				
SPA-017	CTMP1	Manning St	Springside St	Left		9m Rigid Truck		Yes - no measures				
SPA-018	CTMP1	Manning St	Moodie St	Left		9m Rigid Truck		Yes - no measures				
SPA-019B	CTMP1	Oxford St	Moodie St	Right		9m Rigid Truck		Yes - no measures				
SPA-020	CTMP1	Moodie St	Oxford St	Left		9m Rigid Truck		Yes - no measures				
SPA-021	CTMP1	Moodie St	Cambridge St	Left		9m Rigid Truck		Yes - no measures				
SPA-021B	CTMP1	Cambridge St	Moodie St	Right		Prime Mover & 15m Trailer (3m wide)	Limited frequency, Mobilise/demobilise excavators for work(s), joint bay delivery, cable pulling.	Yes - with additional measures		4	Yes	No parking signs on Moodie St north of Waterloo St
SPA-022	CTMP1	Waterloo St	Moodie St	Left		Prime Mover & 15m Trailer (3m wide)	Limited frequency, Mobilise/demobilise excavators for work(s), joint bay delivery, cable pulling.	Yes - with additional measures		3	Yes	
SPA-023B	CTMP1	Moodie St	Waterloo St	Left		Prime Mover & 15m Trailer (3m wide)	Limited frequency, Mobilise/demobilise excavators for work(s), joint bay delivery, cable pulling.	Yes - with additional measures		2	Yes	
SPA-023A	CTMP1	Moodie St	Waterloo St	Left		12.5m Rigid Truck		Yes - no measures				
SPA-024B	CTMP1	Moodie St	Waterloo St	Right		Prime Mover & 15m Trailer (3m wide)	Limited frequency, Mobilise/demobilise excavators for work(s), joint bay delivery, cable pulling.	Yes - with additional measures		4	Yes	
SPA-024A	CTMP1	Moodie St	Waterloo St	Right		9m Rigid Truck		Yes - no measures				

# Sydney Metro West, Power Enabling Works

## Heavy Vehicle use of Local Roads not Identified in Stage 1 EIS documents, Swept Path Analysis Register



Date Updated	Rev
21/06/2021	1.0

Detailed Breakdown												
Turn Path Details							Additional measures required to aid the turn completion (if required)					
Turn ID	Approximate Area of CTMP No.	Street Name From	Street Name To	Direction of Turn	Turn Restrictions (if any)	Largest Truck Size to make turn	Special Delivery	Ability to Safely Make Turn	3 (or 5) point turn required	No. Parking Spots Removed	Traffic Controller Required	Comments (if any)
SPA-025B	CTMP1	Victoria Rd	Moodie St	Left		Prime Mover & 15m Trailer (3m wide)	Limited frequency. Mobilise/demobilise excavators for work(s), joint bay delivery, cable pulling.	Yes - with additional measures			Yes	
SPA-025A	CTMP1	Victoria Rd	Moodie St	Left		12.5m Rigid Truck		Yes - no measures				
SPA-026A	CTMP1	Darling St	Oxford St	Left		9m Rigid Truck		Yes - no measures				
SPA-027	CTMP1	Oxford St	Darling St	Left		9m Rigid Truck		Yes - no measures				
SPA-028	CTMP1	Oxford St	Darling St	Right		9m Rigid Truck		Yes - no measures				
SPA-029A	CTMP1	Cambridge St	Darling St	Right		9m Rigid Truck		Yes - no measures				
SPA-029B	CTMP1	Darling St	Cambridge St	Left		Prime Mover & 15m Trailer (3m wide)	Limited frequency. Mobilise/demobilise excavators for work(s), joint bay delivery, cable pulling.	Yes - with additional measures			Yes	
SPA-030	CTMP1	Cambridge St	Darling St	Left		9m Rigid Truck		Yes - no measures				
SPA-031	CTMP1 / CTMP2	Waterloo St	Darling St	Left	No left turn vehicles over 9m.	9m Rigid Truck		Yes - no measures				
SPA-032B	CTMP1 / CTMP2	Waterloo St	Darling St	Right		Prime Mover & 15m Trailer (3m wide)	Limited frequency. Mobilise/demobilise excavators for work(s), joint bay delivery, cable pulling.	Yes - with additional measures			Yes	
SPA-032A	CTMP1 / CTMP2	Waterloo St	Darling St	Right		12.5m Rigid Truck		Yes - no measures				
SPA-033	CTMP2	Belmore St	Darling St	Right		12.5m Rigid Truck		Yes - no measures				
SPA-034	CTMP2	Hancock St	Belmore St	Right		9m Rigid Truck		Yes - with additional measures		2		To permit waste service collection on Hancock Street during works on Darling Street.
SPA-035	CTMP2	Hancock St	Hancock Ln	Left		9m Rigid Truck		Yes - with additional measures		3	Yes	
SPA-036	CTMP2	Hancock Ln	Hancock St	Left		9m Rigid Truck		Yes - with additional measures		3		
SPA-037	CTMP2	Darling St	Red Lion St	Left		9m Rigid Truck		Yes - no measures				
SPA-038	CTMP2	Belmore St	Hancock St	Right		9m Rigid Truck		Yes - no measures				
SPA-039	CTMP2	Denison St	Darling St	Right		9m Rigid Truck		Yes - no measures				
SPA-040	CTMP2	Denison St	Darling St	Left		9m Rigid Truck		Yes - no measures				
SPA-041	CTMP2	Victoria Rd	Hancock St	Left		9m Rigid Truck		Yes - no measures				
SPA-042	CTMP2	Hancock St	Victoria Rd	Left		9m Rigid Truck		Yes - no measures				
SPA-043	CTMP2	Victoria Rd	Darling St	Left		9m Rigid Truck		Yes - no measures				
SPA-044	CTMP2	Evans St	Denison St	Right		9m Rigid Truck		Yes - no measures				
SPA-045	CTMP2	Denison St	Evans St	Left		9m Rigid Truck		Yes - no measures				
SPA-046	CTMP2	Red Lion St	Evans St	Left		12.5m Rigid Truck		Yes - no measures				
SPA-047	CTMP2	Evans St	Belmore St	Right		9m Rigid Truck		Yes - no measures				
SPA-048	CTMP2	Evans St	Victoria Rd	Left		9m Rigid Truck		Yes - no measures				
SPA-049	CTMP2	Victoria Rd	Evans St	Left		9m Rigid Truck		Yes - no measures				
SPA-050	CTMP2 / CTMP3	Merton St	National St	Left, through & Right		9m Rigid Truck		Yes - with additional measures		1		Through via National Lane
SPA-051	CTMP2 / CTMP3	Darling St	Merton St (east)	Right		9m Rigid Truck		Yes - no measures				
SPA-052	CTMP2 / CTMP3	Darling St	Merton St (east)	Left		9m Rigid Truck		Yes - no measures				
SPA-053	CTMP2 / CTMP3	Merton St (west)	Darling St	Right		12.5m Rigid Truck		Yes - no measures				
SPA-054	CTMP2 / CTMP3	Merton St (west)	Darling St	Left		9m Rigid Truck		Yes - no measures				
SPA-055	CTMP3	Wellington St	Merton St (west)	Left		9m Rigid Truck		Yes - no measures				
SPA-056	CTMP2 / CTMP3	Nelson St (west)	Wellington St	Left		9m Rigid Truck		Yes - no measures				
SPA-057	CTMP3	Darling St	Nelson St (west)	Left		9m Rigid Truck		Yes - no measures				

Sydney Metro West, Power Enabling Works  
Heavy Vehicle use of Local Roads not Identified in Stage 1 EIS documents, Swept Path Analysis Register

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Detailed Breakdown										Turn Path Details					Additional measures required to aid the turn completion (if required)				
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SPA-059	CTMP2	Darling St	Nelson St (east)	Right		12.5m Rigid Truck		Yes - with additional measures		1		1Qty. Disabled car parking spot to be removed for night works only							
SPA-060	CTMP2 / CTMP3	Darling St	Wise St	Left		9m Rigid Truck		Yes - no measures				At round about							
SPA-061	CTMP2 / CTMP3	Wise St	Terry St	Left		9m Rigid Truck		Yes - no measures				At round about							
SPA-062	CTMP2 / CTMP3	Terry St	Wellington St	Through		9m Rigid Truck		Yes - no measures				At round about							
SPA-063	CTMP3	Cross St	Merton St	Left		9m Rigid Truck		Yes - no measures											
SPA-064	CTMP3	Merton St	Cross St	Left		9m Rigid Truck		Yes - no measures											
SPA-065	CTMP3	Cross St	Napoleon St	Left		9m Rigid Truck		Yes - with additional measures		2									
SPA-066	CTMP3	Napoleon St	Cross St	Right		9m Rigid Truck		Yes - no measures											
SPA-067	CTMP3	Napoleon St	Evans St	Left		9m Rigid Truck		Yes - no measures											
SPA-068	CTMP3	Napoleon St	Evans St	Right		9m Rigid Truck		Yes - no measures											
SPA-069	CTMP3	Evans St	Merton St	Left		9m Rigid Truck		Yes - no measures											
SPA-070	CTMP2	Belmore St	Darling St	Left		9m Rigid Truck		Yes - no measures											
SPA-071	CTMP3	Wellington St	Victoria Rd	Left		12.5m Rigid Truck		Yes - no measures											
SPA-072	CTMP2	Nelson St	Evans St	Right		12.5m Rigid Truck		Yes - with additional measures		1		Parking removal at night only to allow for HDD vacuum rig to navigate to Roberts St site compound							
SPA-073	CTMP3	Nelson St	Evans St	Left		9m Rigid Truck		Yes - no measures											
SPA-074	CTMP3	Goodair St	Goodair St	Right		9m Rigid Truck		Yes - no measures											
SPA-075	CTMP3	Goodair St	Evans St	Left		9m Rigid Truck		Yes - no measures											
SPA-076	CTMP3	Harover St	Evans St	Left		9m Rigid Truck		Yes - no measures				Merton closure							
SPA-077	CTMP3	Harover St	Evans St	Right		9m Rigid Truck		Yes - no measures				Merton closure							
SPA-078	CTMP3	Harover St	Harover St	Right		9m Rigid Truck		Yes - no measures				Merton closure							
SPA-079	CTMP3	Harover St	Harover St	Left		9m Rigid Truck		Yes - no measures				Illegally parked car in Collins St corner.							
SPA-080	CTMP3	Collins St	Harover St	Right		9m Rigid Truck		Yes - no measures											
SPA-081	CTMP3	Collins St	Harover St	Left		9m Rigid Truck		Yes - with additional measures		1									
SPA-082	CTMP3	Mansfield St	Harover St	Left		9m Rigid Truck		Yes - no measures				Merton closure							
SPA-083B	CTMP3	Mansfield St	Evans St	Left		Prime Mover & 15m Trailer (3m wide)	Limited frequency. Mobilise/demobilise excavators for work(s), joint bay delivery, cable pulling.	Yes - with additional measures		5	Yes								
SPA-083A	CTMP3	Mansfield St	Evans St	Left		9m Rigid Truck		Yes - no measures											
SPA-084	CTMP3	Mansfield St	Evans St	Right		9m Rigid Truck		Yes - no measures											
SPA-085	CTMP3	Brent St	Evans St	Left		9m Rigid Truck		Yes - no measures											
SPA-086	CTMP3	Brent St	Evans St	Right		9m Rigid Truck		Yes - no measures											
SPA-087	CTMP3	Brent St	Mackenzie St	Left		9m Rigid Truck		Yes - no measures											
SPA-088	CTMP3	Mackenzie St	Brent St	Left		9m Rigid Truck		Yes - no measures				Illegally parked car in Hartley St.							
SPA-089	CTMP3	Brent St	Hartley St	Left		9m Rigid Truck		Yes - no measures											
SPA-090	CTMP3	Brent St	Mackenzie St	Right		9m Rigid Truck		Yes - no measures											
SPA-091	CTMP3	Brent St	Hartley St	Right		9m Rigid Truck		Yes - no measures				Illegally parked car in Hartley St.							
SPA-093	CTMP3	Beattie St	Darling St	Left		9m Rigid Truck		Yes - no measures				At round about							
SPA-094	CTMP3	Evans St	Ewell St	Left		9m Rigid Truck		Yes - no measures											
SPA-095	CTMP3	Collins St	Mansfield St	Left		9m Rigid Truck		Yes - no measures											
SPA-096	CTMP3	Collins St	Mansfield St	Right		9m Rigid Truck		Yes - no measures											
SPA-097	CTMP3	Mansfield St	Collins St	Left		9m Rigid Truck		Yes - no measures											
SPA-098	CTMP3	Harover St	Mansfield St	Left		9m Rigid Truck		Yes - no measures											
SPA-099	CTMP3	Stirling St	Mansfield St	Left		9m Rigid Truck		Yes - no measures											
SPA-100	CTMP3	Stirling St	Mansfield St	Right		9m Rigid Truck		Yes - no measures											
SPA-101	CTMP3	Stirling St	Brent St	Left		9m Rigid Truck		Yes - no measures											
SPA-102	CTMP3	Stirling St	Brent St	Right		9m Rigid Truck		Yes - no measures											
SPA-103	CTMP3	Mackenzie St	Mansfield St	Left		9m Rigid Truck		Yes - no measures				Illegally parked car in Hartley St.							



Sydney Metro West, Power Enabling Works  
Heavy Vehicle use of Local Roads not Identified in Stage 1 EIS documents, Swept Path Analysis Register

Date Updated	Rev
21/06/2021	1.0



Detailed Breakdown												
Turn Path Details							Additional measures required to aid the turn completion (if required)					
Turn ID	Approximate Area of CTMP No.	Street Name From	Street Name To	Direction of Turn	Turn Restrictions (if any)	Largest Truck Size to make turn	Special Delivery	Ability to Safely Make Turn	3 (or 5) point turn required	No. Parking Spots Removed	Traffic Controller Required	Comments (if any)
SPA-104	CTMP3	Mackenzie St	Mansfield St	Right		9m Rigid Truck		Yes - no measures				
SPA-105	CTMP3	Hartley St	Mansfield St	Left		9m Rigid Truck		Yes - no measures				
SPA-106	CTMP3	Hartley St	Mansfield St	Right		9m Rigid Truck		Yes - no measures				
SPA-107	CTMP3	Hartley St	Brent St	Left		9m Rigid Truck		Yes - no measures				
SPA-108	CTMP3	Moore St	Goodsir St	Left		9m Rigid Truck		Yes - no measures				
SPA-109	CTMP3	Moore St	Goodsir St	Right		9m Rigid Truck		Yes - no measures				
SPA-110	CTMP3 / CTMP4	Goodsir St	Moore St	Right		9m Rigid Truck		Yes - no measures				
SPA-111	CTMP3 / CTMP4	Perrett St	Moore St	Left		9m Rigid Truck		Yes - no measures				
SPA-112	CTMP3 / CTMP4	Perrett St	Moore St	Left		9m Rigid Truck		Yes - no measures				
SPA-113	CTMP3 / CTMP4	Perrett St	Moore St	Right		9m Rigid Truck		Yes - no measures				
SPA-114	CTMP3 / CTMP4	Moore St	Perrett St	Right		9m Rigid Truck		Yes - no measures				
SPA-115	CTMP3 / CTMP4	Moore St	Mansfield St	Left		9m Rigid Truck		Yes - no measures				
SPA-116	CTMP3 / CTMP4	Moore St	Mansfield St	Right		9m Rigid Truck		Yes - no measures				
SPA-117	CTMP3	Moore St	Mansfield St	Right		9m Rigid Truck		Yes - no measures				
SPA-118B	CTMP3	Crescent St	Mansfield St	Left		Prime Mover & 15m Trailer (3m wide)	Limited frequency, Mobilise/demobilise excavators for work(s), joint bay delivery, cable pulling.	Yes - with additional measures			Yes	
SPA-118A	CTMP3	Crescent St	Mansfield St	Left		9m Rigid Truck		Yes - no measures				
SPA-119	CTMP3	Crescent St	Mansfield St	Right		9m Rigid Truck		Yes - no measures				
SPA-120	CTMP3	Brent St	Crescent St	Left		9m Rigid Truck		Yes - no measures				
SPA-121	CTMP3	Brent St	Crescent St	Right		9m Rigid Truck		Yes - no measures				
SPA-122	CTMP3	Crescent St	Parsons St	Right		9m Rigid Truck		Yes - no measures				
SPA-123	CTMP3	Parsons St	Crescent St	Right		9m Rigid Truck		Yes - no measures				
SPA-124	CTMP3	Parsons St	Crescent St	Left		9m Rigid Truck		Yes - no measures				
SPA-125	CTMP3	Parsons St	Mullens St	Left		9m Rigid Truck		Yes - no measures				
SPA-126	CTMP3	Parsons St	Mullens St	Right		9m Rigid Truck		Yes - no measures				
SPA-127	CTMP3	Mullens St	Parsons St	Left		9m Rigid Truck		Yes - no measures				
SPA-128	CTMP3	Mansfield St	Mullens St	Left		9m Rigid Truck		Yes - no measures				
SPA-129A	CTMP3	Mansfield St	Mullens St	Right		9m Rigid Truck		Yes - no measures				
SPA-129B	CTMP3 / CTMP4	Mansfield St	Mullens St	Right		Prime Mover & 15m Trailer (3m wide)	Limited frequency, Mobilise/demobilise excavators for work(s), joint bay delivery, cable pulling.	Yes - with additional measures			Yes	
SPA-130	CTMP3	Mullens St	Mansfield St	Left		9m Rigid Truck		Yes - no measures				Illegally parked car on Mansfield St.
SPA-131	CTMP3	Mullens St	Mansfield St	Right		9m Rigid Truck		Yes - no measures				
SPA-132	CTMP3 / CTMP4	Mullens St	Perrett St	Left		9m Rigid Truck		Yes - no measures				
SPA-133	CTMP3	Perrett St	Mullens St	Right		9m Rigid Truck		Yes - no measures				
SPA-134	CTMP3 / CTMP4	Mullens St	Goodsir St	Left		9m Rigid Truck		Yes - no measures				
SPA-135	CTMP3 / CTMP4	Goodsir St	Mullens St	Right		9m Rigid Truck		Yes - no measures				
SPA-136	CTMP3 / CTMP4	Crescent St	Roberts St	Left		9m Rigid Truck		Yes - no measures				
SPA-137A	CTMP3 / CTMP4	Roberts St	Crescent St	Left		Prime Mover & 15m Trailer (3m wide)	Limited frequency, Mobilise/demobilise excavators for work(s), joint bay delivery, cable pulling.	Yes - with additional measures			Yes	Traffic management for this manoeuvre consist of a shadown ute travelling behind truck with flashing amber warning board to allow the truck to straddle two lanes on corner approach.
SPA-137B	CTMP3 / CTMP4	Roberts St	Crescent St	Left		9m Rigid Truck		Yes - no measures				
SPA-138	CTMP3 / CTMP4	Mansfield St	Moore St	Right		9m Rigid Truck		Yes - no measures				
SPA-139	CTMP3 / CTMP4	Mansfield St	Crescent St	Left		9m Rigid Truck		Yes - no measures				
SPA-140	CTMP4	Mansfield St	Smith St	Left		9m Rigid Truck		Yes - no measures				
SPA-141	CTMP4	Smith St	Reynolds St	Left		9m Rigid Truck		Yes - no measures				
SPA-142	CTMP4	Reynolds St	Mullens St	Left		9m Rigid Truck		Yes - no measures				
SPA-143	CTMP3 / CTMP4	Crescent St	Parsons St	Left		9m Rigid Truck		Yes - no measures				

# Sydney Metro West, Power Enabling Works Heavy Vehicle use of Local Roads not Identified in Stage 1 EIS documents, Swept Path Analysis Register

Date Updated	Rev
21/06/2021	1.0

## Detailed Breakdown

Turn Path Details							Additional measures required to to aid the turn completion (if required)					
Turn ID	Approximate Area of CTMP No.	Street Name From	Street Name To	Direction of Turn	Turn Restrictions (if any)	Largest Truck Size to make turn	Special Delivery	Ability to Safely Make Turn	3 (or 5) point turn required	No. Parking Spots Removed	Traffic Controller Required	Comments (if any)
SPA-144	CTMP3	Merton St	Evans St	Left		9m Rigid Truck		Yes - no measures				Merton Street it typically a one-way westbound street at this intersection. This manoeuvre will only be performed when traffic control manage with temporarily stop to permit this turn. Along with traffic control required, this turn will only be used when working in Stage 7 for Merton Street closure between Cross Street and Darling Street, as it prevents trucks needing to navigate manoeuvres between narrow Cross and Napolean Streets.
SPA-145	CTMP3	Merton St	Evans St	Right		9m Rigid Truck		Yes - with additional measures			Yes	Right around the grass island as shown on additional "special delivery routes". This has been identified in Rozelle Interchange CTMP as possible with 2x car spaces removal.
SPA-146A	CTMP1	Manning St	Manning St	Right		Prime Mover & 15m Trailer	Limited frequency. Mobilise/demobilise excavators for work(s).	Yes - with additional measures		2	Yes	
SPA-146B	CTMP1	Manning St	Manning St	Right		9m Rigid Truck		Yes - no measures				
SPA-147A	CTMP2	Darling St	Merton St	Right		Prime Mover & 13.5m Trailer		Yes - with additional measures	3 Point Turn Required		Yes	Parking is already removed under traffic control from works on Darling St.
SPA-147B	CTMP2	Merton St	Darling St	Left		Prime Mover & 13.5m Trailer		Yes - with additional measures	3 Point Turn Required		Yes	Parking is already removed under traffic control from works on Darling St.
SPA-148A	CTMP3	Evans St	Mansfield St	Right		Prime Mover & 15m Trailer (3m wide)	Limited frequency. Mobilise/demobilise excavators for work(s), joint bay delivery, cable pulling.	Yes - with additional measures		4	Yes	
SPA-148B	CTMP3	Evans St	Mansfield St	Right		9m Rigid Truck		Yes - no measures				
SPA-149	CTMP3	Evans St	Mansfield St	Left		9m Rigid Truck		Yes - no measures				
SPA-150	CTMP4 / NSW Ports	Roberts St	Roberts St	Right-around at bus bay		Truck & Quad-Dog		Yes - no measures				

## Appendix D      CTMP (Area) 1 – Swept Path Analysis

# Redacted file size



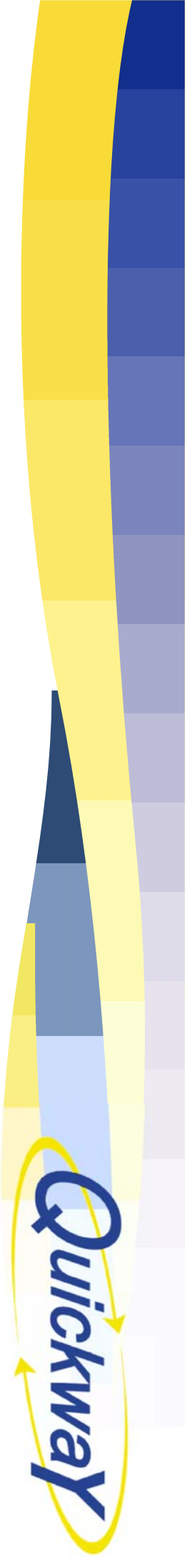
## Appendix F      CTMP (Area) 3 – Swept Path Analysis

# Redacted file size

## Appendix G      CTMP (Area) 4 – Swept Path Analysis

# Redacted file size

# Appendix H      Heavy Vehicle Driver Project Induction



## ACKNOWLEDGEMENT OF COUNTRY

Quickway Constructions would like to begin by acknowledging the Traditional Custodians of the land on which we conduct work on today, and pay our respects to their Elders past and present.

Quickway extend that respect to Aboriginal and Torres Strait Islander peoples here today, no matter where you come from.



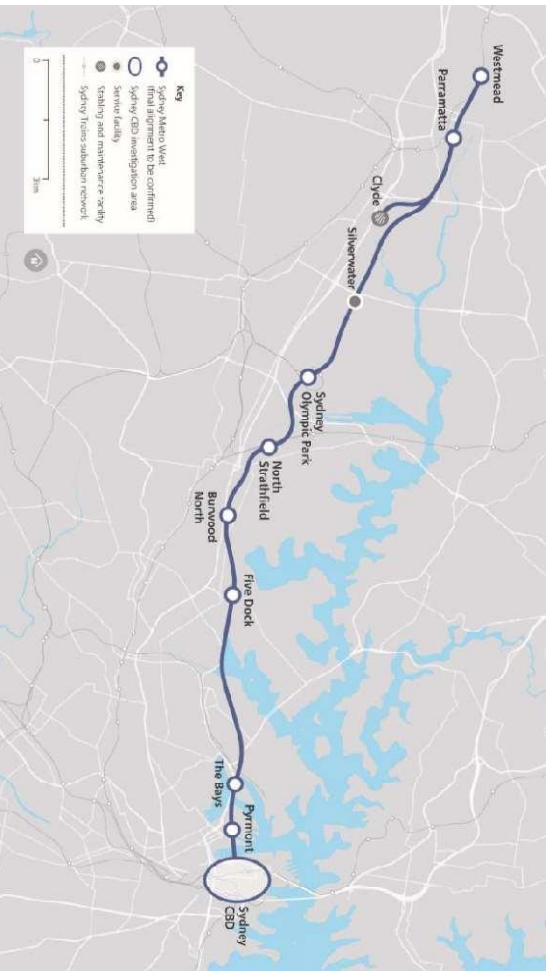
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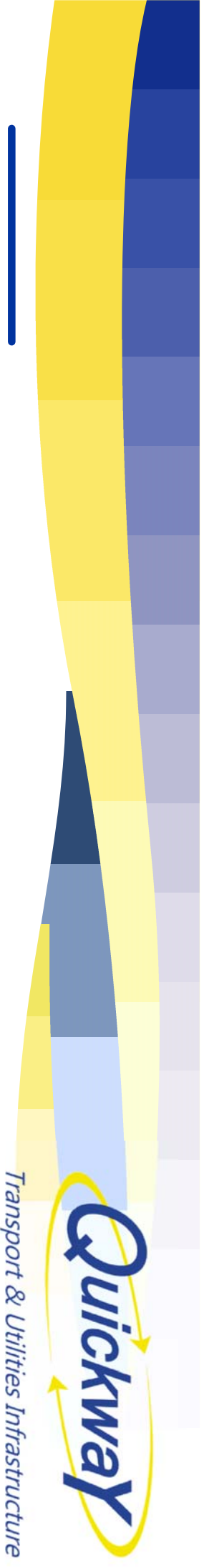
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# HEAVY VEHICLE DRIVER INDUCTION

## Sydney Metro West, Power Enabling Works – The Bays



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# LEGISLATIVE REQUIREMENTS

## Chain of Responsibility

- **All Vehicles over 4.5tonne GVM** are governed by the Heavy Vehicle National Law (HVNL) and Chain of Responsibility (CoR).
- CoR aims to make sure everyone in the supply chain shares equal responsibility for ensuring breaches of the Heavy Vehicle National Laws (HVNL) do not occur.
- If named as a party in a CoR breach, and you exercise (or have the capability of exercise) control or influence over any transport task, you need to be aware and ensure that HVNL are complied with.
- A person in the Chain of Responsibility includes, but is not limited to, Employers, Contractors, Operators of Vehicles, Loaders and Unloaders of Vehicles.
- You may be liable for breaches of the HVNL even though you may not have had a direct role in driving or operating a heavy vehicle, i.e. Overloaded a vehicle, made unreasonable requests to the driver that made him/her drive longer than the hours allowed.

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## HEAVY VEHICLE REQUIREMENTS

All Heavy Vehicles must be compliant and inducted to Quickway's site for the Sydney Metro – Power Enabling Works.

All vehicles must be serviced and maintained as per the manufacturers specifications.

All frequent Heavy Vehicles must be fitted with:

- Side-underrun protection fitted on both sides.
- Class V and Class VI mirrors as per ADR 14/02.
- Signage – Warning drivers of dangers of overtaking trucks and warning pedestrians about walking close to the front of a moving or stationary Heavy Vehicles

**If your vehicle is not fitted with one of the above, please notify the Site Supervisor**



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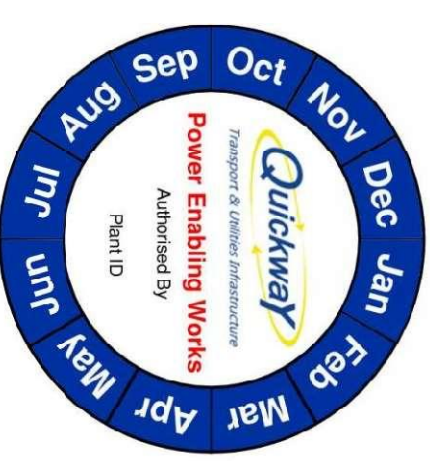
## HEAVY VEHICLE & PLANT REQUIREMENTS

The Project strictly follows the Sydney Metro West – Principal Contractor Health and Safety Standard.

Outlined within this plan is:

- Pre-site arrival plant project onboarding
- Plant authorisation when first arrives to site
- Pre-start inspection are completed prior to use.
- Heavy vehicles, and trailers are registered for use.
- Ensure all heavy vehicles and trailers do not exceed prescribed mass and dimension requirements
- Ensure loads are restrained to prevent any load from falling or becoming dislodged.

**Authorised plant & heavy vehicles will receive an authorisation sticker and identification number**





## HEAVY VEHICLE TRACKING REQUIREMENTS

The Project strictly follows the Sydney Metro West – Principal Contractor Health and Safety Standard.

Outlined within this plan is:

**Telematic tracking on all heavy vehicles to report on:**

1. Location
2. Speed Compliance
3. Fatigue and other driver behaviour (harsh acceleration, braking).

Telematics tracking units will be used to ensure compliance with nominated haulage routes.



## COR REQUIREMENTS

The Project strictly follows the Sydney Metro West – Principal Contractor Health and Safety Standard.

Outlined within this plan is:

**All loaded heavy vehicles must have the weight of their truck and trailer recorded before leaving site**

Quickway will have weigh pads at the compound on Roberts Street. A yard man will be present at all times to record the trucks weight before leaving site.

Onboard axle weigh measurement systems are also permitted.

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## HAULAGE ROUTES

The project is in the Rozelle area. The streets throughout the area are very narrow with truck movements restricted to certain streets.

Quickway have developed haulage routes with swept path analysis of each turn to ensure the safety of the crews, operators and public.

The haulage route map will indicate routes for different truck sizes.

**Driver must only drive on designated and approved haulage routes**

If you are ever unaware of the haulage route to be used, contact the site supervisor.

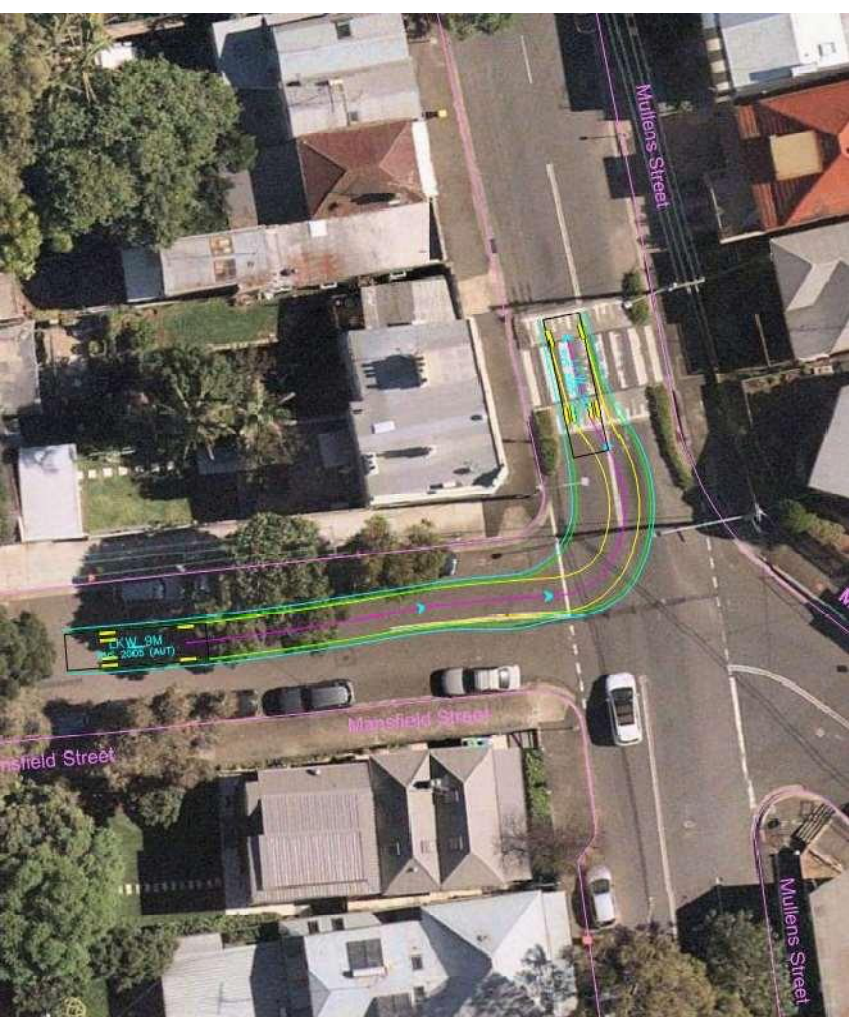
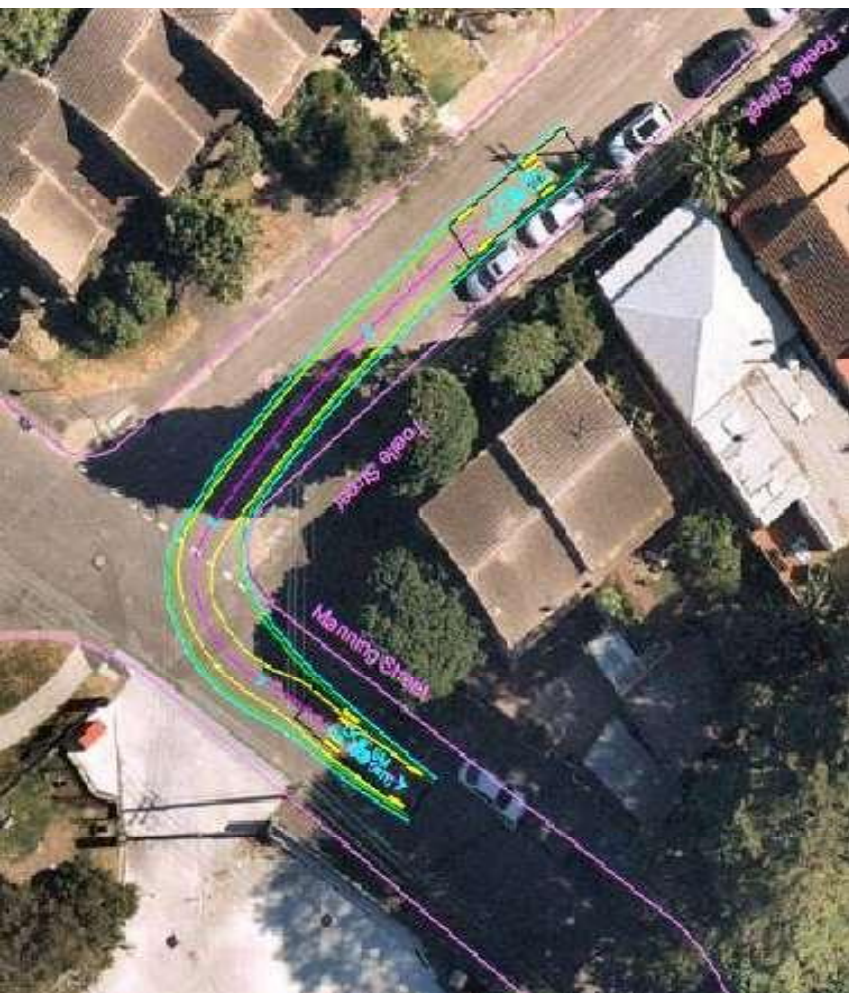
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# HAULAGE ROUTE MAP



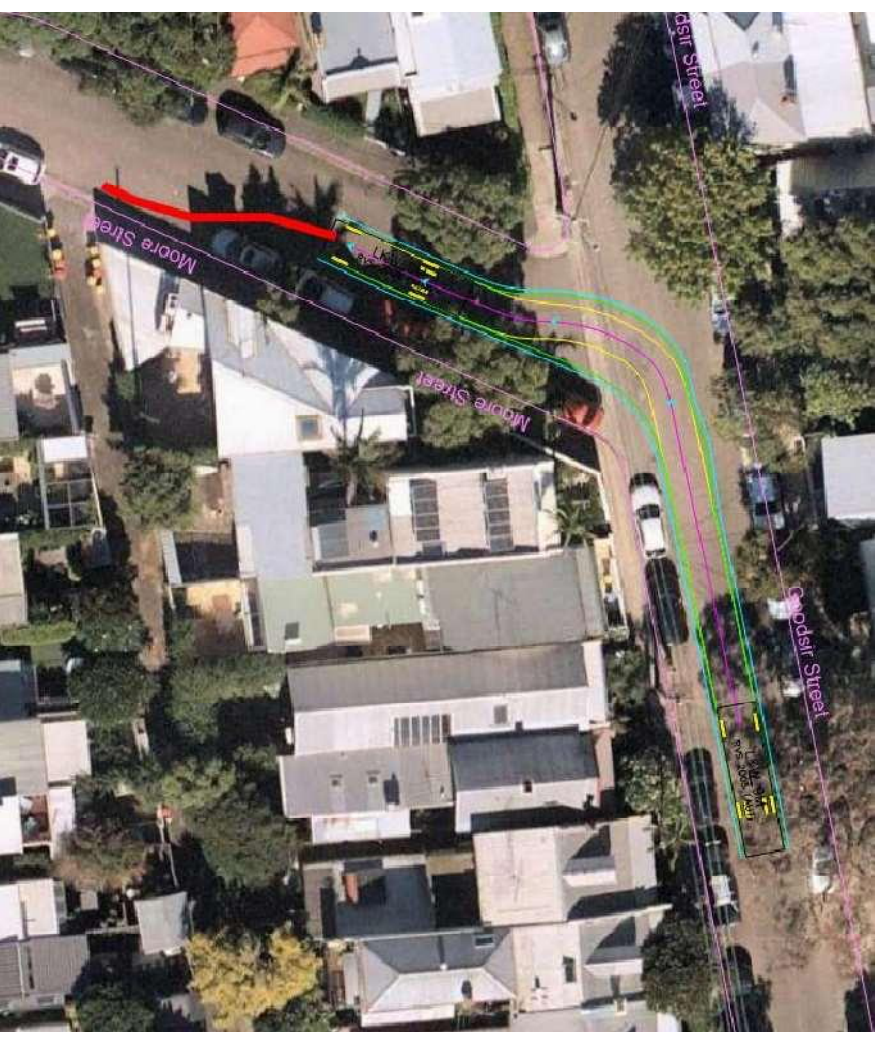
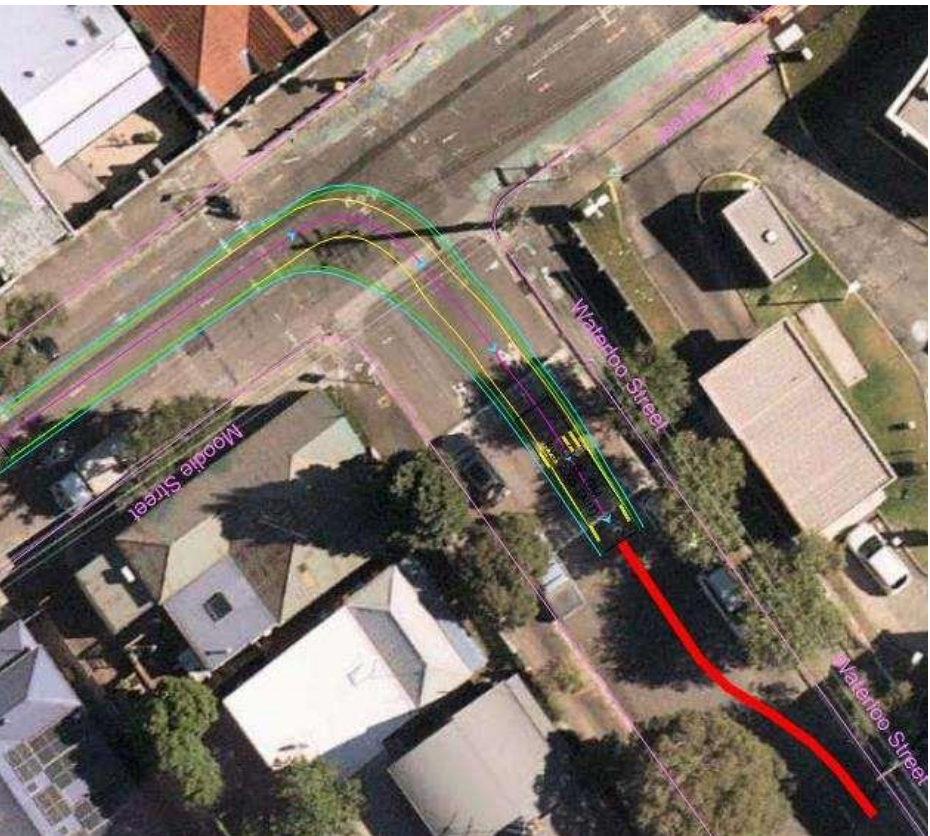


## SWEPT PATH – TURN WHEN SAFE ONLY





# SWEPT PATH – YIELD TO ONCOMING VEHICLES







Transport &amp; Utilities Infrastructure



12

## SPECIAL DELIVERIES - ROUTES

Limited frequency. Night only. Under traffic management on Darling St. Articulated trucks.



Merton St – HDD bore pipes

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# **FIT TO WORK**

## **Driving Under Fatigue**

When operating a heavy vehicle, the operator has the responsibility to ensure they are well rested and not endanger them selves and other by working why under duress or tired.

Quickway will actively monitor drivers to ensure that drivers, subcontractors and suppliers are abiding by the Heavy Vehicle National Law and Chain of Responsibility.

## **Drugs and Alcohol**

All heavy vehicle operators must not operate a vehicle if they are under the influence of drugs or alcohol.  
Quickway will complete random drug and alcohol testing on site.  
Heavy vehicle operators must inform Quickway on their site induction form if the are taking any prescription medication.



## **SAFE DRIVING**

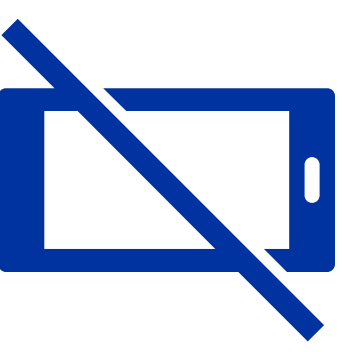
### **Mobile Phones**

It is illegal to use your mobile phone while driving in NSW.

Drivers must ensure they are not operating any vehicle on site while on the phone.

If the call must be taken the driver must find a safe place to pull over and take the call.

If the driver requires a phone as a GPS it must be held in a hands-free apparatus.



## SAFE DRIVING

### Cyclists

All of the local roads have share the traffic lane with cyclists.

You must follow NSW driver road rules for around cyclists:

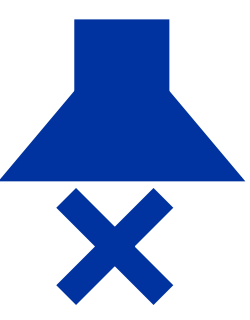
- Roads under 60kmh you must provide at least 1 metre of space when passing
- Roads over 60kmh you must provide at least 1.5 metre of space when passing
- Only pass when safe to do so
- If not safe to pass, proceed with space, behind the cyclists until the road junction



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## **RESPECTFUL DRIVING**

- Turn off plant, equipment and trucks when they are not in use.  
Do not keep them idling when not required.
- No compression breaking in residential areas.
- DO NOT PARKING in community parking areas
- NO marshaling near sensitive receivers (e.g. schools, childcare, churches, etc)
- NO idling or queuing on state or regional roads







## Transport &amp; Utilities Infrastructure

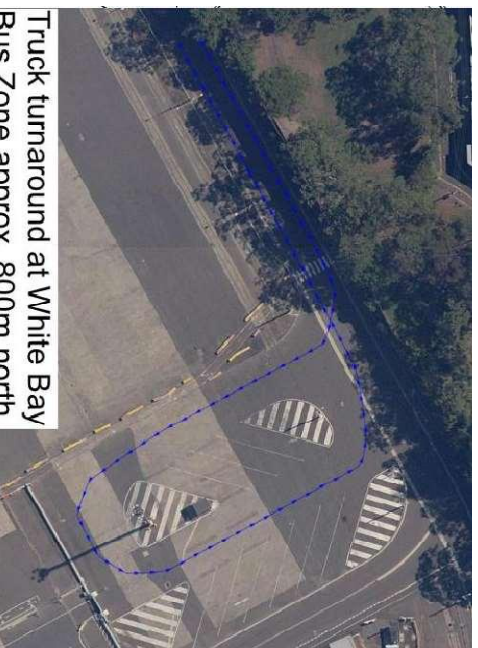


18

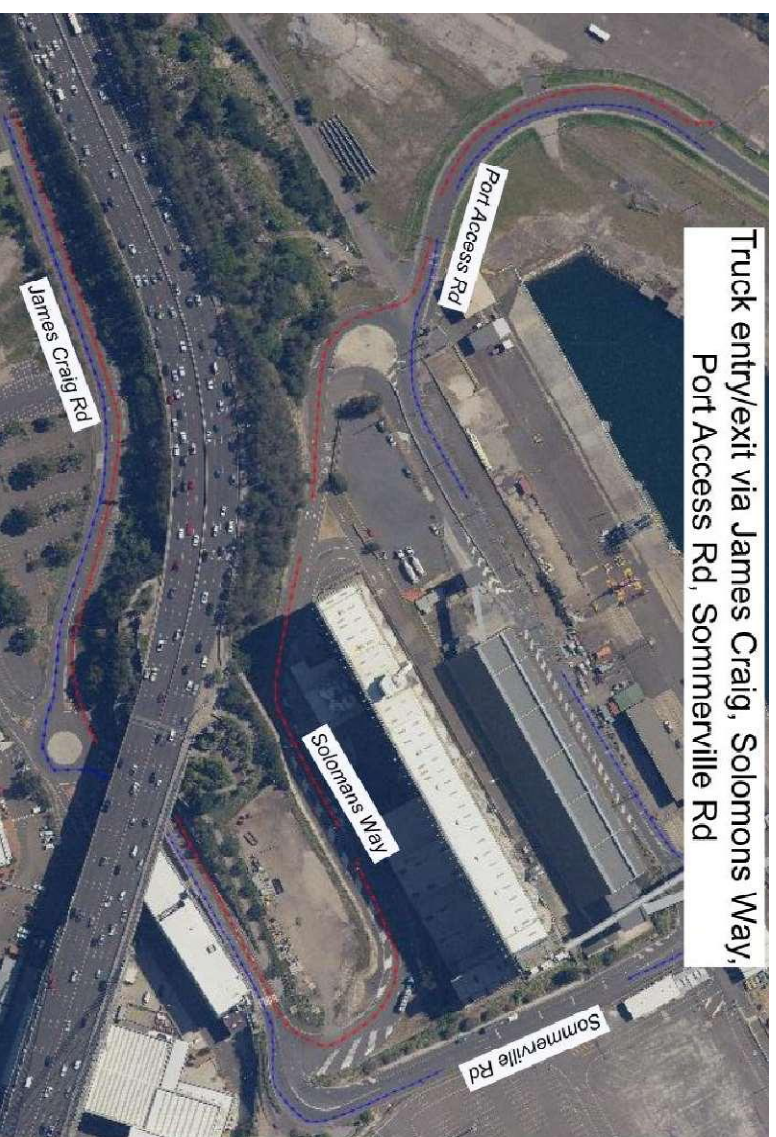
## SITE COMPOUND

**All semi trailers and truck & dogs must enter & exit the compound through James Craig Drive.**

Must follow any traffic management signage and speed zones within the Ports Authority.



Truck turnaround at White Bay  
Bus Zone approx. 800m north



Truck entry/exit via James Craig, Solomons Way,  
Port Access Rd, Sommerville Rd

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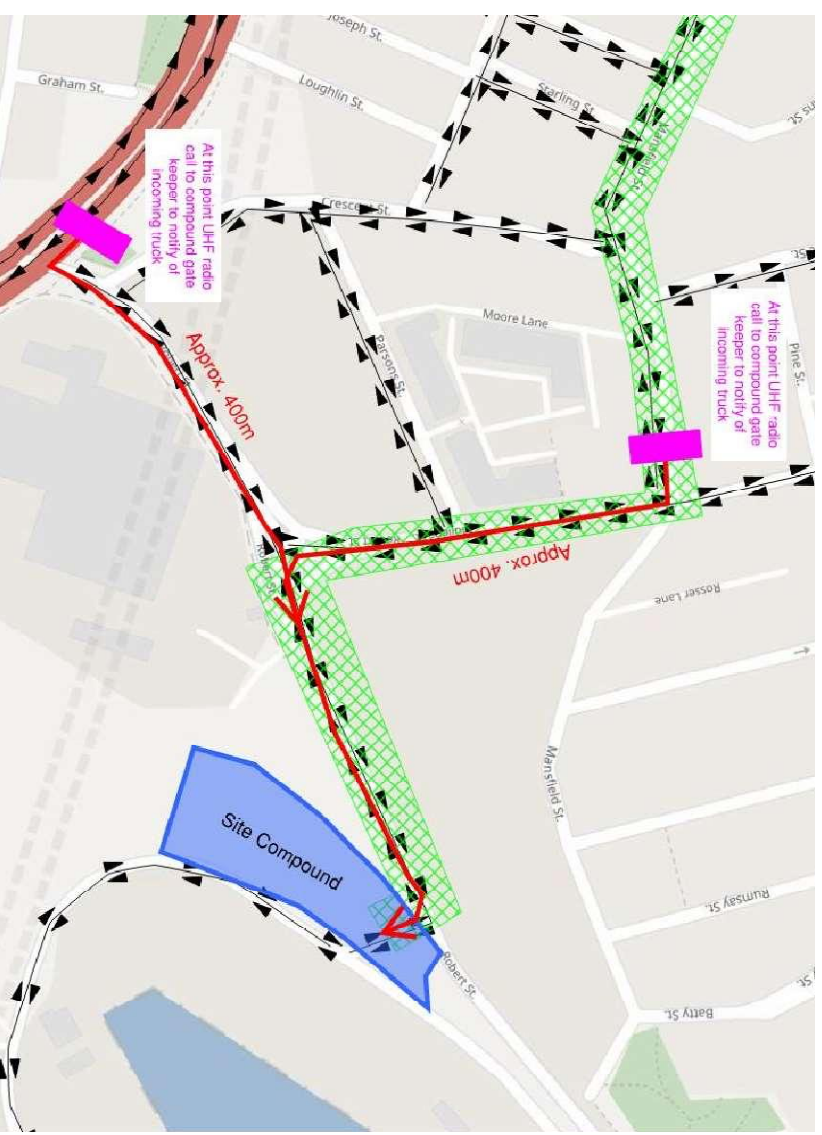


## SITE COMPOUND

**Rigid only trucks to enter via Roberts St.**

When entering the compound via Roberts St Street drivers must UHF radio call the gate keeper approximately 400m on approach at the locations marked on the pink lines.

Trucks must not to stand on Roberts St and disturb traffic while waiting for the gate to be opened. If the gate is not open on arrival, proceed forward towards the Port Authority boom gates.



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# Appendix I Local Road Dilapidation Surveys

Document Type	Document Description	Document No.	Document Revision	Date of Completion
Pre- Construction Dilpidation	Manning St - Pre- Construction Dilpidation	3869-SMW-DLP-001	0.0	1/04/2021
Pre- Construction Dilpidation	Callan St - Pre- Construction Dilpidation	3869-SMW-DLP-002	0.0	1/04/2021
Pre- Construction Dilpidation	McCleer St - Pre- Construction Dilpidation	3869-SMW-DLP-003	0.0	1/04/2021
Pre- Construction Dilpidation	Moodie St - Pre- Construction Dilpidation	3869-SMW-DLP-004	0.0	1/04/2021
Pre- Construction Dilpidation	Waterloo St - Pre- Construction Dilpidation	3869-SMW-DLP-005	0.0	1/04/2021
Pre- Construction Dilpidation	Darling St - Pre- Construction Dilpidation	3869-SMW-DLP-006	0.0	1/04/2021
Pre- Construction Dilpidation	Merton St - Pre- Construction Dilpidation	3869-SMW-DLP-007	0.0	1/04/2021
Pre- Construction Dilpidation	Cross St - Pre- Construction Dilpidation	3869-SMW-DLP-008	0.0	1/04/2021
Pre- Construction Dilpidation	Napoleon St - Pre- Construction Dilpidation	3869-SMW-DLP-009	0.0	1/04/2021
Pre- Construction Dilpidation	Evans St - Pre- Construction Dilpidation	3869-SMW-DLP-010	0.0	1/04/2021
Pre- Construction Dilpidation	Mansfield St - Pre- Construction Dilpidation	3869-SMW-DLP-011	0.0	1/04/2021
Pre- Construction Dilpidation	Mullens St - Pre- Construction Dilpidation	3869-SMW-DLP-012	0.0	1/04/2021
Pre- Construction Dilpidation	Roberts St - Pre- Construction Dilpidation	3869-SMW-DLP-013	0.0	1/04/2021
Pre- Construction Dilpidation	Area 01 - Pre-Construction Handover Dilpidation	3869-SMW-DLP-014	0.0	1/04/2021
Pre- Construction Dilpidation	Area E1a/ E1b - Pre-Construction Handover Dilpidation	3869-SMW-DLP-015	0.0	9/04/2021
Pre- Construction Dilpidation	Crescent St (Travel Path)	3869-SMW-DLP-016	0.0	9/04/2021
Pre- Construction Dilpidation	Parsons St (Travel Path)	3869-SMW-DLP-017	0.0	9/04/2021
Pre- Construction Dilpidation	Mullens St (Travel Path)	3869-SMW-DLP-018	0.0	9/04/2021
Pre- Construction Dilpidation	Goodsir St (Travel Path)	3869-SMW-DLP-019	0.0	9/04/2021
Pre- Construction Dilpidation	Hanover St (Travel Path)	3869-SMW-DLP-020	0.0	9/04/2021
Pre- Construction Dilpidation	Mackenzie St (Travel Path)	3869-SMW-DLP-021	0.0	9/04/2021
Pre- Construction Dilpidation	Hartley St (Travel Path)	3869-SMW-DLP-022	0.0	9/04/2021
Pre- Construction Dilpidation	Brent St (Travel Path)	3869-SMW-DLP-023	0.0	9/04/2021
Pre- Construction Dilpidation	Evans St-North Victoria Road (Travel Path)	3869-SMW-DLP-024	0.0	9/04/2021
Pre- Construction Dilpidation	Ewell, Beattie, Wise and Wellington St (Travel Path)	3869-SMW-DLP-025	0.0	9/04/2021
Pre- Construction Dilpidation	Merton St (Travel Path)	3869-SMW-DLP-026	0.0	9/04/2021



Document Type	Document Description	Document No.	Document Revision	Date of Completion
Pre- Construction Dilapidation	National and Napoleon St (Travel Path)	3869-SMW-DLP-027	0.0	9/04/2021
Pre- Construction Dilapidation	Collins St (Travel Path)	3869-SMW-DLP-028	0.0	9/04/2021
Pre- Construction Dilapidation	Nelson St (Travel Path)	3869-SMW-DLP-029	0.0	9/04/2021
Pre- Construction Dilapidation	Moore St (Travel Path)	3869-SMW-DLP-030	0.0	9/04/2021
Pre- Construction Dilapidation	Perrett St (Travel Path)	3869-SMW-DLP-031	0.0	9/04/2021
Pre- Construction Dilapidation	Mansfield, Smith and Reynolds Loop (Travel Path)	3869-SMW-DLP-032	0.0	9/04/2021
Pre- Construction Dilapidation	Evans St-South Victoria St (Travel Path)	3869-SMW-DLP-033	0.0	9/04/2021
Pre- Construction Dilapidation	Belmore St (Travel Path)	3869-SMW-DLP-034	0.0	9/04/2021
Pre- Construction Dilapidation	Red Lion St (Travel Path)	3869-SMW-DLP-035	0.0	9/04/2021
Pre- Construction Dilapidation	Denison St (Travel Path)	3869-SMW-DLP-036	0.0	9/04/2021
Pre- Construction Dilapidation	Starling St (Travel Path)	3869-SMW-DLP-037	0.0	9/04/2021
Pre- Construction Dilapidation	Callan St (Travel Path)	3869-SMW-DLP-038	0.0	9/04/2021
Pre- Construction Dilapidation	Cambridge St (Travel Path)	3869-SMW-DLP-039	0.0	9/04/2021
Pre- Construction Dilapidation	Darling St (Travel Path)	3869-SMW-DLP-040	0.0	9/04/2021
Pre- Construction Dilapidation	Manning St (Travel Path)	3869-SMW-DLP-041	0.0	9/04/2021
Pre- Construction Dilapidation	Moddie St (Travel Path)	3869-SMW-DLP-042	0.0	9/04/2021
Pre- Construction Dilapidation	Oxford St (Travel Path)	3869-SMW-DLP-043	0.0	9/04/2021
Pre- Construction Dilapidation	Springside St (Travel Path)	3869-SMW-DLP-044	0.0	9/04/2021
Pre- Construction Dilapidation	Toelle St (Travel Path)	3869-SMW-DLP-045	0.0	9/04/2021

Evidence of road authority receipt of dilapidation reports included below.

Phillip [REDACTED]

**From:** David [REDACTED]  
**Sent:** Wednesday, 5 May 2021 5:22 PM  
**To:** Phillip [REDACTED]  
**Subject:** RE: Confirmation of receipt of Rozelle Road Dilapidation Reports

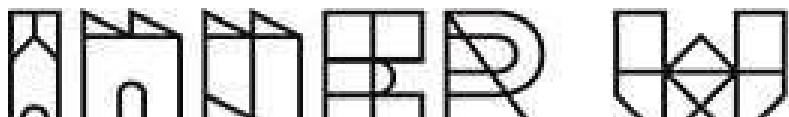
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Hi Phil

Yes, I can confirm the receipt of these dilapidation reports.

Regards

David [REDACTED]  
Road Access Project Engineer  
p +61 [REDACTED] e [REDACTED]



Council acknowledges the Traditional Custodians of these lands, the Gadigal-Wangal people of the Eora Nation.

International Compost  
Awareness Week

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**From:** Phillip [REDACTED]  
**Sent:** Wednesday, 5 May 2021 3:38 PM  
**To:** David [REDACTED]  
**Subject:** Confirmation of receipt of Rozelle Road Dilapidation Reports

Hello David

On 16 April is sent you two transmittals by Teambinder. One at 2:37 pm and one at 2:39 pm.

In order to fulfil the requirement of MCoA D87 [(c) details as to the date of completion of the road dilapidation surveys for the subject local roads]; prior to Planning Secretary submission; can you please kindly proved me with a confirmation email from Inner West Council (IWC) that the below listed local road dilapidation survey reports have been received?

Document Description	Document No.	Document Revision
Manning St - Pre- Construction Dilapidation	3869-SMW-DLP-001	0.0
Callan St - Pre- Construction Dilapidation	3869-SMW-DLP-002	0.0
McCleer St - Pre- Construction Dilapidation	3869-SMW-DLP-003	0.0
Moodie St - Pre- Construction Dilapidation	3869-SMW-DLP-004	0.0

Waterloo St - Pre- Construction Dilapidation	3869-SMW-DLP-005	0.0
Darling St - Pre- Construction Dilapidation	3869-SMW-DLP-006	0.0
Merton St - Pre- Construction Dilapidation	3869-SMW-DLP-007	0.0
Cross St - Pre- Construction Dilapidation	3869-SMW-DLP-008	0.0
Napoleon St - Pre- Construction Dilapidation	3869-SMW-DLP-009	0.0
Evans St - Pre- Construction Dilapidation	3869-SMW-DLP-010	0.0
Mansfield St - Pre- Construction Dilapidation	3869-SMW-DLP-011	0.0
Mullens St - Pre- Construction Dilapidation	3869-SMW-DLP-012	0.0
Roberts St - Pre- Construction Dilapidation	3869-SMW-DLP-013	0.0
Crescent St (Travel Path)	3869-SMW-DLP-016	0.0
Parsons St (Travel Path)	3869-SMW-DLP-017	0.0
Mullens St (Travel Path)	3869-SMW-DLP-018	0.0
Goodsir St (Travel Path)	3869-SMW-DLP-019	0.0
Hanover St (Travel Path)	3869-SMW-DLP-020	0.0
Mackenzie St (Travel Path)	3869-SMW-DLP-021	0.0
Hartley St (Travel Path)	3869-SMW-DLP-022	0.0
Brent St (Travel Path)	3869-SMW-DLP-023	0.0
Evans St-North Victoria Road (Travel Path)	3869-SMW-DLP-024	0.0
Ewell, Beattie, Wise and Wellington St (Travel Path)	3869-SMW-DLP-025	0.0
Merton St (Travel Path)	3869-SMW-DLP-026	0.0
National and Napoleon St (Travel Path)	3869-SMW-DLP-027	0.0
Collins St (Travel Path)	3869-SMW-DLP-028	0.0
Nelson St (Travel Path)	3869-SMW-DLP-029	0.0
Moore St (Travel Path)	3869-SMW-DLP-030	0.0
Perrett St (Travel Path)	3869-SMW-DLP-031	0.0
Mansfield, Smith and Reynolds Loop (Travel Path)	3869-SMW-DLP-032	0.0
Evans St-South Victoria St (Travel Path)	3869-SMW-DLP-033	0.0
Belmont St (Travel Path)	3869-SMW-DLP-034	0.0
Red Lion St (Travel Path)	3869-SMW-DLP-035	0.0
Denison St (Travel Path)	3869-SMW-DLP-036	0.0
Starling St (Travel Path)	3869-SMW-DLP-037	0.0
Callan St (Travel Path)	3869-SMW-DLP-038	0.0
Cambridge St (Travel Path)	3869-SMW-DLP-039	0.0
Darling St (Travel Path)	3869-SMW-DLP-040	0.0
Manning St (Travel Path)	3869-SMW-DLP-041	0.0
Moddie St (Travel Path)	3869-SMW-DLP-042	0.0
Oxford St (Travel Path)	3869-SMW-DLP-043	0.0
Springside St (Travel Path)	3869-SMW-DLP-044	0.0
Toelle St (Travel Path)	3869-SMW-DLP-045	0.0

Let me know if any issues.

Regards

Phil

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