



East Street and Henry Street Five Dock Heavy Vehicle Route

SMWSTCTP-AFJ-OLP-TF-RPT-000001 Revision 0

Sydney Metro West – Central Tunnelling Package



DOCUMENT APPROVAL

| | Prepared By | Reviewed By | Approved By |
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| Position: | Traffic Manager | Environment Manager | Traffic Manager |
| Date: | 24/01/2022 | 24/01/2022 | 24/01/2022 |

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CONTENTS

| | |
|-------------------------------------------------------------|---|
| 1. INTRODUCTION | 1 |
| 2. PURPOSE AND SCOPE..... | 1 |
| 3. PROPOSED ROUTES | 3 |
| 3.1 PROPOSED HEAVY VEHICLE ENTRY ROUTE | 3 |
| 3.2 SWEPT PATH ANALYSIS FOR HEAVY VEHICLE ENTRY ROUTE | 4 |
| 3.3 PROPOSED HEAVY VEHICLE EXIT ROUTE | 4 |
| 3.4 SWEPT PATH ANALYSIS FOR HEAVY VEHICLE EXIT ROUTE | 5 |
| 3.5 ROAD DILAPIDATION SURVEY..... | 5 |
| 3.6 IMPACT TO SCHOOL, AGED CARE, OR CHILDCARE | 5 |
| 3.7 CONSTRUCTION TRAFFIC MANAGEMENT | 5 |
| 4. CONSULTATION | 6 |
| 4.1 CONSULTATION WITH COCB | 6 |
| 4.2 TRAFFIC AND TRANSPORT LIAISON GROUP (TTLG) | 6 |
| 4.3 TRAFFIC CONTROL GROUP (TCG) | 7 |
| 5. PROFESSIONAL QUALIFICATION | 7 |
| 6. APPROVAL..... | 7 |
| 7. CONCLUSION..... | 7 |
| APPENDIX A SWEPT PATH ANALYSIS..... | 8 |
| APPENDIX B CONSULTATION EVIDENCE | 9 |

1. INTRODUCTION

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

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

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

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

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

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

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

2. PURPOSE AND SCOPE

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

TABLE 1 RELEVANT CONDITIONS OF APPROVAL

| Project Planning Approval (dated 11 March (SSI 10038)) | | Where addressed |
|--------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|
| D86 | Local roads proposed to be used by Heavy Vehicles to directly access construction sites that are not identified in the documents listed in Condition A1 of this schedule must be approved by the Planning Secretary and be included in the CTMPs. | This document |
| D87 | <p>All requests to the Planning Secretary for approval to use local roads under Condition D86 above must include the following:</p> <p>(a) a swept path analysis;</p> <p>(b) demonstration that the use of local roads by Heavy Vehicles for the CSSI will not compromise the safety of pedestrians and cyclists of the safety of two-way traffic flow on two-way roadways;</p> <p>(c) details as to the date of completion of the road dilapidation surveys for the subject local roads; and</p> <p>(d) measures that will be implemented to avoid where practicable the use of local roads past schools, aged care facilities and child care facilities during their peak operation times; and</p> <p>(e) written advice from an appropriately qualified professional on the suitability of the proposed Heavy Vehicle route which takes into consideration items (a) to(d) of this condition.</p> | <p>(a) Section 3.2 Section 3.4 Appendix A</p> <p>(b) Appendix B</p> <p>(c) Section 3.5</p> <p>(d) Section 3.6</p> <p>(e) Section 5</p> |
| TT6 | All trucks would enter and exit construction sites in a forward direction, where feasible and reasonable. | Section 3.1 Section 3.3 |
| TT7 | Construction site traffic would be managed to minimise movements during peak periods | Section 3.7 |
| TT24 | <p>Coordination and consultation with the following stakeholders would occur, where required, to manage the interface of projects under construction at the same time:</p> <ul style="list-style-type: none"> • Transport for NSW including Transport Coordination • Department of Planning, Industry and Environment • Sydney Trains • NSW Trains • Sydney Buses • Sydney Water • Port Authority of NSW • Sydney Motorways Corporation • Emergency service providers • Utility providers <p>Construction contractors Coordination and consultation with these stakeholders would include:</p> <ul style="list-style-type: none"> • Provision of regular updates to the detailed construction program, construction sites and haul routes • Identification of key potential conflict points with other construction projects | <p>Section 4.1</p> <p>Section 4.2</p> <p>Section 4.3</p> |

| Project Planning Approval (dated 11 March (SSI 10038)) | Where addressed |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| <ul style="list-style-type: none"> Developing mitigation strategies in order to manage conflicts. Depending on the nature of the conflict this could involve: <ul style="list-style-type: none"> Adjustments to the Sydney Metro construction program work activities or haul routes or adjustments to the program activities or haul routes of other construction projects <p>Coordination of traffic management arrangements between projects</p> | |

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

3. PROPOSED ROUTES

3.1 PROPOSED HEAVY VEHICLE ENTRY ROUTE

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

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

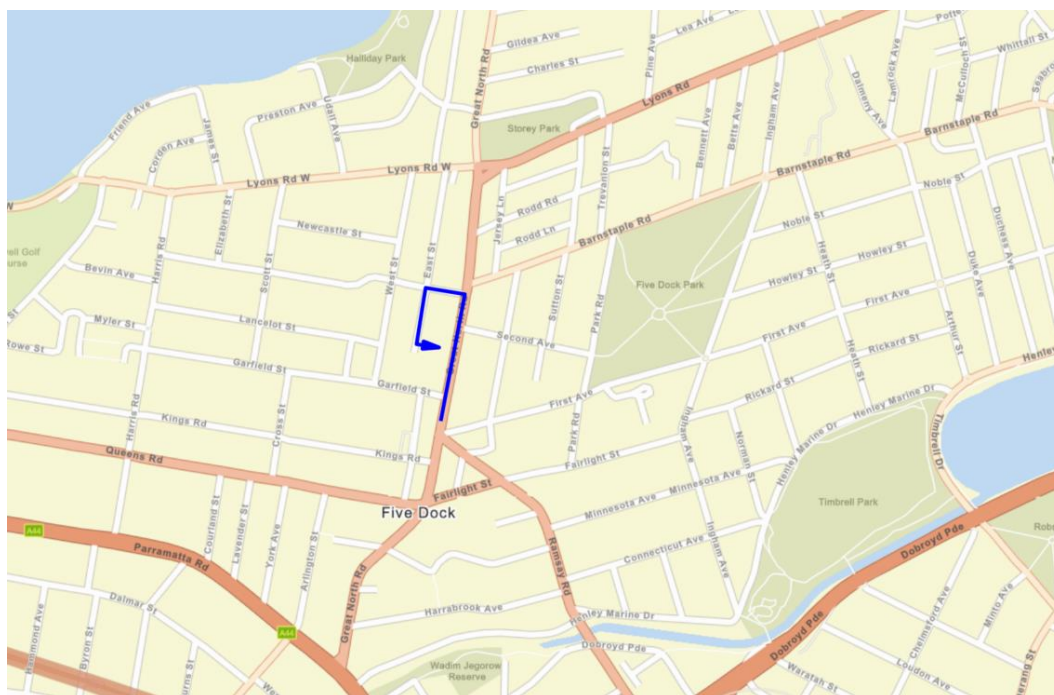


FIGURE 1 PROPOSE ADDITIONAL HEAVY VEHICLE ENTRY ROUTE TO FIVE DOCK WEST SITE

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

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

The use of these roads as construction site access has been identified in consultation with City of Canada Bay (CoCB) as required under CoA D84. Evidence of this consultation will be included in the submission of this document to DPIE, as required in accordance with CoA A6.

To provide safe access to the work sites, all trucks are to enter sites in a forward direction, where feasible and reasonable. The site is expected to have insufficient space for trucks to turn around within site. Trucks may need to reverse into the driveway of the site. Whenever this movement is being conducted either a spotter or traffic control will be utilised.

The site will only be accessed by heavy vehicles via East Street and Henry Street until an alternate access can be constructed to provide direct access to and from Great North Road. This can only be completed once a portion of demolition has been completed at Five Dock west.

3.2 SWEPT PATH ANALYSIS FOR HEAVY VEHICLE ENTRY ROUTE

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

Swept path analysis shows that the proposed heavy vehicle entry route is suitable for 8.8m rigid truck, type vehicles with infrequent use.

3.3 PROPOSED HEAVY VEHICLE EXIT ROUTE

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

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

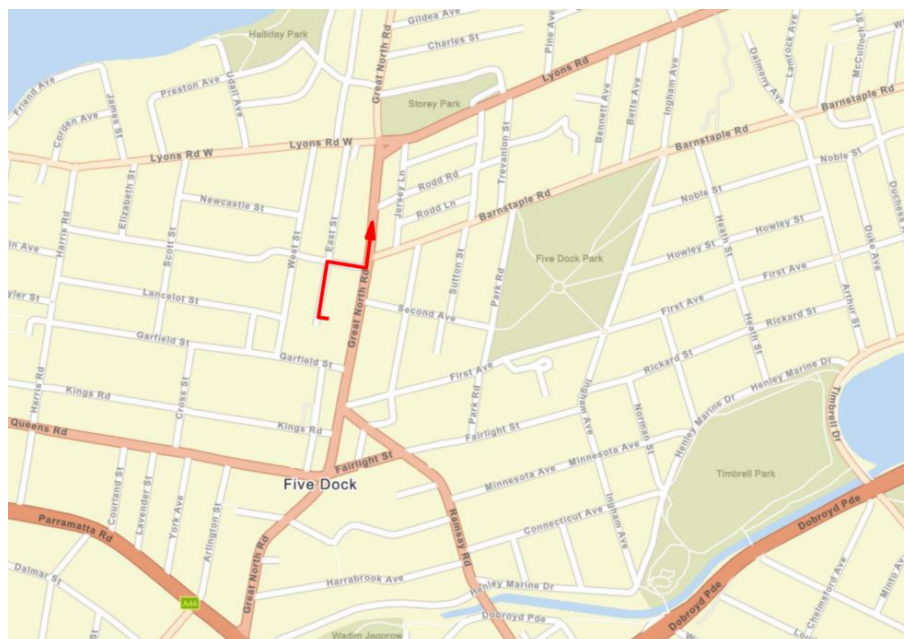


FIGURE 2 PROPOSE ADDITIONAL HEAVY VEHICLE EXIT ROUTE FROM FIVE DOCK WEST SITE

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

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

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

3.4 SWEPT PATH ANALYSIS FOR HEAVY VEHICLE EXIT ROUTE

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

Swept path analysis shows that the proposed heavy vehicle exit route is suitable for 8.8m rigid truck, type vehicles with infrequent use.

3.5 ROAD DILAPIDATION SURVEY

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

3.6 IMPACT TO SCHOOL, AGED CARE, OR CHILDCARE

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

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

3.7 CONSTRUCTION TRAFFIC MANAGEMENT

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

Table 3.1 shows the proposed construction traffic volumes involving light vehicles and heavy vehicles accessing the construction sites on a typical day.

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

| Site | AM Peak Hour | | | PM Peak Hour | | |
|----------------|---------------|---------------|-------|---------------|---------------|-------|
| | Heavy Vehicle | Light Vehicle | Total | Heavy Vehicle | Light Vehicle | Total |
| Five Dock West | 1 | 5 | 6 | 1 | 5 | 6 |

4. CONSULTATION

4.1 CONSULTATION WITH COCB

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

4.2 TRAFFIC AND TRANSPORT LIAISON GROUP (TTLG)

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

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

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

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

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

- Sydney Olympic Park Authority
- Concord Oval Redevelopment

4.3 TRAFFIC CONTROL GROUP (TCG)

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

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

5. PROFESSIONAL QUALIFICATION

The author of this document – Alex Gosper, is a qualified engineer and an accredited Level 3 Road Safety Auditor in NSW. He has more than ten years of experience and considers the proposed heavy vehicle route to be suitable for use under CoA D87.

6. APPROVAL

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

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

7. CONCLUSION

Swept path analysis have shown that there are no swept path clashes with the proposed heavy vehicle route based on the limited frequency. The heavy vehicle sizes are to be limited to 8.8m there is no impact on existing on-street parking. The proposed access is only to be used until a reasonable alternative can be constructed and will have very low frequency of movements (typically one movement in and one out daily).

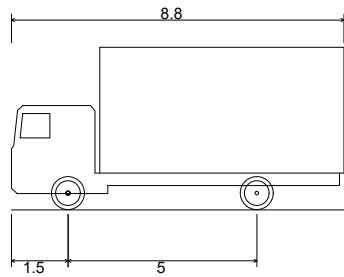
The proposed heavy vehicle entry and exit route is considered suitable for use and is recommended for approval.

APPENDIX A SWEPT PATH ANALYSIS

Cad File: C:\Users\AlexGasper\OneDrive\00_Civilink\Consulting\Projects\2020\131_CTP AF JV05_Drafting\SMW-AFJV-CS-DWG-605500-20 - Standard\SMW-AFJV-CS-DWG-FIVED-HV SWEEP PATH EAST.dwg

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

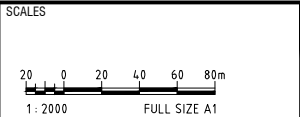
Sheet



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

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

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



SENSITIVE : NSW CABINET

CLIENT



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|---------------------------------------------------------|----------------|---|
| SYDNEY METRO WEST | | |
| HEAVY VEHICLE - LOCAL ROAD ACCESS | | |
| FIVE DOCK | | |
| EAST STREET SITE ACCESS AND EGRESS - 8.8m SERVICE TRUCK | | |
| STATUS: XXX | SHEET 01 OF 01 | © |
| Drq No. SMW-AFJV-TM-SKT-FD-1001 | REV. | 1 |

APPENDIX B CONSULTATION EVIDENCE

Alex Gosper

From: Ramanathan Rajeswaran <Ramanathan.Rajeswaran@canadabay.nsw.gov.au>
Sent: Monday, 17 January 2022 5:27 PM
To: Alex Gosper
Cc: Anne Andersen; Erran Woodward; Brendan MacGillicuddy
Subject: FW: Road dilapidation and (infrequent) HV Use - East Street

Hi Alex,

I have received the feedback from Brendan saying that he doesn't have any issues if it is only 1 medium rigid (8.8m long) per day, but he wouldn't support a Heavy Rigid Vehicle (12.5m long) at this stage as it could not negotiate the corner of East Street and Henry Street intersection without mounting the footpath and/or being obstructed by parked cars.

Regards,
Raj

Ramanathan Rajeswaran | Development & Utilities Engineer
City of Canada Bay

15-17 Regatta Road Five Dock NSW 2046 | www.canadabay.nsw.gov.au
T: 02 9911 6338 | Ramanathan.Rajeswaran@canadabay.nsw.gov.au



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From: Alex Gosper <alex.gosper@ctp-afjv.com.au>
Sent: Monday, 17 January 2022 8:23 AM
To: Brendan MacGillicuddy <Brendan.MacGillicuddy@canadabay.nsw.gov.au>
Cc: Anne Andersen <anne.andersen@ctp-afjv.com.au>; Erran Woodward <erran.woodward@ctp-afjv.com.au>
Subject: Road dilapidation and (infrequent) HV Use - East Street

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Brendan,

I know we've not yet spoken to date, but I've taken over from Denis as Traffic Manager on the CTP Project for AFJV.

I tried calling Friday and left a message but figured it may be better to email so I can articulate the issue clearer and we can discuss when you're free.

Our demolition at some of our five dock properties commences today with their soft strip, and due to the existing shopfronts requires access from East Street to the rear of the western site.

Unfortunately my issue is; Denis appears to have missed East Street off the dilapidation inspection and associated documentation. The dilap as you may be aware is to appease DPIE requirements under the minister's conditions of approval for heavy vehicle use of a local road.

The scope of the use would be limited to 1 medium or heavy rigid truck delivering / collecting a skip bin on a daily basis while the first buildings are demolished. Once access can be achieved from Great North Road that will be used for the remaining structures. Without inclusion of this in the dilapidation and documentation we would be limited to vehicles <4.5T GVM which will see us double handling materials with light trucks until a solution can be found (as this demo currently sits on critical path for this site we are stuck pressing on unfortunately using any means available).

The light trucks will require additional trips however, so I'm concerned about the residents and would appreciate if you could consider helping us out in this instance to try to appease DPIE's criteria so we might gain an ad-hoc approval from them in this instance for the temporary use of East Street.

I think for that to happen we would need to complete a Dilapidation inspection (which was completed by pavement management services on Friday) and ideally something from yourself or your team that the inspection was to your satisfaction? The dilapidation imagery and video files along with a statement stating its completion should be available during the course of this week.

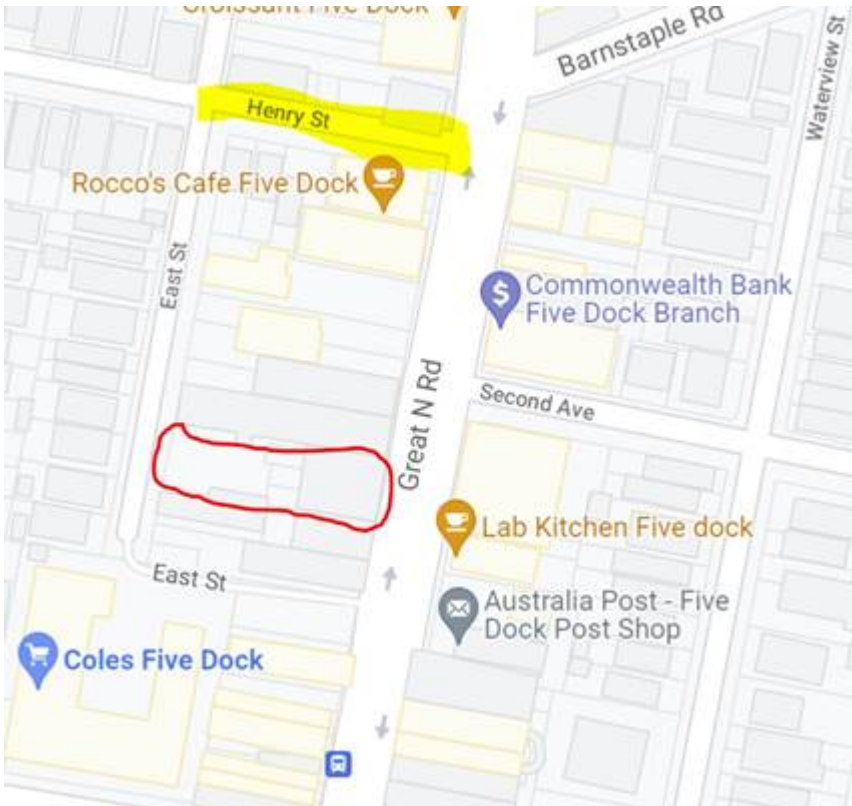
Concurrent to this I'll update the site specific CTMP to cover additional information for the use of this street, however this plan is in the final stages of approval but I am hoping I might arrange a condition on the approval with TfNSW to try expedite this approval.

Separate to that our overarching CTMP does note during demolition that existing driveways will be used, and for these properties (shown below) there is no alternative to the driveways shown.

Please if you could read and deliberate I'd appreciate if you could give me a call to discuss – don't mean to create a headache but anything you might be able to do to assist would be greatly appreciated.

Henry Street has already had the dilapidation inspection completed last year as part of the main dilap scope, however east street from Henry south to the site has been missed – I believe through human error but regardless will need to resolve to permit the use of heavy vehicles.

As for the scope of the heavies – its anticipated a skip bin changeover with a rigid truck on a daily basis into February and once practical the new driveway access from Great North Road will be constructed, and commence operation as soon as practically possible to avoid impact on residents. The highlighted section of Henry Street has already had the dilap completed last year in the figure below, the red is the carpark they are staging the demolition from, as you can see there are no driveways available directly to and from GNR so we are in a bind until an opening can be created.



Many thanks in advance.

Regards,



Alex Gosper
Traffic Manager
Acciona Ferrovia Joint Venture

*Sydney Metro West
Central Tunnelling Package
M: 0432 544 458*