



Burwood Road, Milton Street and Shaftesbury Heavy Vehicle Route

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

Sydney Metro West – Central Tunnelling Package



DOCUMENT APPROVAL

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Date:	24/03/2022	29/03/2022	31/03/2022

REVISION HISTORY

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1. INTRODUCTION

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

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

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

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

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

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

This document has been prepared for the CTP for the proposal of heavy vehicles access on specific local roads within Burwood not identified in Condition A1 of the Project Conditions of Approval (CoA) for Sydney Metro West, to access the CTP Burwood North southern 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</p> <p>Appendix A</p> <p>(b) Appendix B</p> <p>(c) Section 3.4</p> <p>(d) Section 3.5</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
TT7	Construction site traffic would be managed to minimise movements during peak periods	Section 3.6
TT24	<p>Coordination and consultation with the following stakeholders would occur, where required, to manage the interface of projects under construction at the same time:</p> <ul style="list-style-type: none"> • Transport for NSW including Transport Coordination • Department of Planning, Industry and Environment • Sydney Trains • NSW Trains • Sydney Buses • Sydney Water • Port Authority of NSW • Sydney Motorways Corporation • Emergency service providers • Utility providers <p>Construction contractors Coordination and consultation with these stakeholders would include:</p> <ul style="list-style-type: none"> • Provision of regular updates to the detailed construction program, construction sites and haul routes • Identification of key potential conflict points with other construction projects 	<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 for heavy vehicles exiting the **Southern site** at Burwood North station; swept path analysis; road safety analysis; dates of road dilapidation survey; any measures to avoid schools, aged care facilities, and childcare facilities; and recommendation that the route is suitable for the proposed use.

3. PROPOSED ROUTE

3.1 PROPOSED HEAVY VEHICLE EXIT ROUTE

In addition to the approved EIS heavy vehicle exit route, AFJV proposed to use the following heavy vehicle route to exit the Southern site at the Burwood North station (shown in Figure 1):

- Burwood Road (south of Parramatta Road) (Southbound)
- Milton Street (Eastbound)
- Shaftesbury Street (Northbound)



FIGURE 1 PROPOSE ADDITIONAL HEAVY VEHICLE EXIT ROUTE FROM BURWOOD NORTH, SOUTH

Of those listed above, the following local roads were **not** identified in documents described in CoA A1 for access to the Burwood North southern site:

- Burwood Road (South of site) (Southbound)
- Milton Street (Eastbound)
- Shaftesbury Street (Northbound)

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

3.2 SWEPT PATH ANALYSIS FOR HEAVY VEHICLE EXIT ROUTE

A swept path analysis for the above 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 trucks or similar. This would include tippers and concrete trucks. The swept paths demonstrate the vehicles are not expected to impact opposing lanes nor kerb and gutter or parked vehicles for the proposed route. The vehicles will be able to turn comfortably back onto Parramatta Road to travel either East or West.

3.3 ROAD SAFETY ANALYSIS

The author is a Level 3 Road Safety Auditor and has reviewed the proposed route. The risk elements (as also raised by members of the Traffic Coordination Group meeting) were the interface of truck movements at uncontrolled intersections when turning left from Burwood Road into Milton Street, and left into Shaftesbury from Milton.

This has been considered and will look to provide pavement stencils in line with the TfNSW truck awareness campaign, some additional monitoring by gate keepers or traffic controllers initially to ensure any pedestrian safety can be maintained with administrative controls. Consideration as been given to closure of the footpath however due to the following points this has been discounted;

- Reduced truck numbers (as the route is only for the southern shaft delivery, and only for trucks departing the site).
- Multiple origin and destination options as well as business access requirements for pedestrians may see any footpath closure generate additional risks for pedestrians and undesired movements.

3.4 ROAD DILAPIDATION SURVEY

Road dilapidation surveys are being completed in March 2022 for Burwood Road, Milton Street and Shaftesbury Street as described in CoA D88. A copy of the dilapidation photo/video records **will be** distributed to Burwood Council in accordance with CoA D87(c). ***The route will not be used until one month has passed from issuing the dilapidation reports and information to council.***

3.5 IMPACT TO SCHOOL, AGED CARE, OR CHILDCARE

There is no discernible impact on any school, aged care or childcare facilities in the area. The route doesn't travel past any of the above.

3.6 CONSTRUCTION TRAFFIC MANAGEMENT

Construction traffic volumes of heavy vehicles is expected to be consistent with the EIS and see a total of 306 vehicles accessing the site daily, only half of which would travel along the proposed route as the access would be directly from Parramatta Road or Burwood Road. This will see approximate peak daily movements using the Milton Street and Shaftesbury route of around 153 heavy vehicles.

Table 3.1 shows the proposed heavy construction traffic volumes departing site and utilising the proposed route on a typical day.

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

Construction Site	Trip Type	Peak Daily Traffic Volume		AM Peak Hour Traffic Volume		PM Peak Hour Traffic Volume	
		EIS	AFJV	EIS	AFJV	EIS	AFJV
South	Heavy vehicle	153	153	4	4	4	4
	Total	153	153	4	4	4	4

4. CONSULTATION

4.1 CONSULTATION WITH BURWOOD COUNCIL

The constraints of the site and the requirement for use of this route to service the southern shaft at Burwood North station site has been discussed with Burwood Council. Evidence of this consultation and confirmation of the proposed routes will be provided in **Appendix B**.

Council did not object to the proposed route.

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 Burwood Council, 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. The heavy vehicle sizes are to be limited to ~10m in length (including rigid tip trucks and concrete agitators). The proposed route would only be used for vehicles exiting the site and would therefore only receive half of the site movements (153 daily movements at peak).

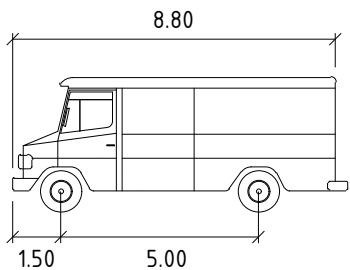
The proposed heavy vehicle proposed exit route is considered suitable for use and is recommended for approval.

APPENDIX A SWEPT PATH ANALYSIS

Cad File: C:\Users\AlexGasper\OneDrive\00_Civilink_Consulting\Projects\2020\131 - CTP AF JV05_Drafting\SMW-AF-JV-CS-DWG-605100-605500-20 - Standard\SMW-AF-JV-BUR-SP-1001-0A.dwg

Plot Date: 11/03/22 - 09:16
100mm AT FULL SIZE

100mm

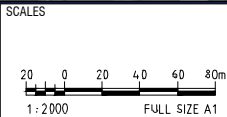


SERVICE VEHICLE

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 38.7

00	AG	11.03.22	ORIGINAL ISSUE	AG
REV.	BY	DATE	DESCRIPTION	APPD.

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



SENSITIVE : NSW CABINET

NOTE: Do not scale from this drawing.

CLIENT



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SERVICE PROVIDERS	DRAWN AG
	DESIGNED
	DRG CHECK
	DESIGN CHECK
	APPROVED

SYDNEY METRO WEST
SWEEP PATH ASSESSMENT - 8.8 TRUCK
BURWOOD
SOUTH SITE ACCESS / EGRESS

STATUS: FOR APPROVAL	SHEET 01 OF 02	©
Org No. 1001	REV.	0A

APPENDIX B CONSULTATION EVIDENCE

Alex Gosper

From: Roberto Di Federico <Roberto.DiFederico@burwood.nsw.gov.au>
Sent: Thursday, 17 March 2022 9:13 AM
To: Alex Gosper
Cc: Anne Andersen; Liz Davidson
Subject: RE: Proposed Adjustment to Truck Access

Hi Alex

While it is not our preference to have trucks traveling through local residential streets I understand the need. It would have been best if the site at 336 Parramatta Road had been purchased and incorporated into the site.

My biggest concern is what happens in the event that the turntable breaks down and cannot be used? We try to avoid approving turntables for commercial vehicles in new developments as it has been our experience from sites that do have them that they can be notoriously troublesome.

As you mentioned we would also need to ensure that a dilapidation report has been prepared.

Regards

Roberto Di Federico
Manager Traffic & Transport
T: 02 9911 9884
E: Roberto.DiFederico@burwood.nsw.gov.au
2 Conder Street, Burwood, NSW, 2134



How would you rate my service?



It takes 10 seconds and our management reads every response.

From: Alex Gosper <alex.gosper@ctp-afjv.com.au>
Sent: Wednesday, 16 March 2022 12:10 PM
To: Roberto Di Federico <Roberto.DiFederico@burwood.nsw.gov.au>
Cc: Anne Andersen <anne.andersen@ctp-afjv.com.au>; Liz Davidson <liz.davidson@ctp-afjv.com.au>
Subject: RE: Proposed Adjustment to Truck Access

Roberto,

Any chance you had an opportunity to review below?? Hoped to table this for discussion at the TCG tomorrow for the project.

Many thanks in advance.

Regards,



Alex Gosper
Traffic Manager
Acciona Ferrovial Joint Venture

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

From: Alex Gosper
Sent: Friday, 11 March 2022 9:47 AM
To: roberto.difederico@burwood.nsw.gov.au
Cc: Anne Andersen <anne.andersen@ctp-afjv.com.au>; Liz Davidson <liz.davidson@ctp-afjv.com.au>
Subject: Proposed Adjustment to Truck Access

Roberto,

Appreciate you're being bombarded with queries and clarifications from me lately but hopefully this will be the last big thing for consultation.

We are looking (due to some site issues and constraints) to alter one of our truck routes for our Burwood Road southern shaft. We are looking to install a turntable inside the southern site to allow trucks to enter from Burwood Road and exit back onto Burwood Road to avoid having to try to construct an internal bridging structure in the shaft as the bridge is proving problematic to say the least.

What we are looking at would be to have exiting trucks (expecting it would only be concrete trucks or smaller type rigid heavies / tippers) to head south on Burwood Road, and loop the block back to Shaftesbury via Milton Street.

I've attached a quick swept path of the route for reference but it appears that rigid trucks, tippers and concrete trucks will be able to achieve this route without any significant impacts or any required changes to the existing route but as is local roads there are some conditions obviously to being permitted to use this route.

The volumes at peak are expected to be a maximum of 10 trucks (EIS states 20 however that's movements so is expected that this being only the exiting trucks would be 10 of the movements). Typically I would expect otherwise the movements to be more likely somewhere between 2 and 5 per hour.

To use the route we would have to conduct further dilapidation for the expanded network, and provide a summary report to DPIE with the proposed route, dilap and any feedback from council so if you've got any thoughts or feedback, otherwise no objection a response would be appreciated.

If you feel it requires further discussion happy to line up a meeting for sometime next week?? It would also require an update to the CTMP but we are also looking to update some of the routes for the sites north of Parramatta Road as well so are in the process now of updating this anyway.

Many thanks Roberto.

Regards,



Alex Gosper
Traffic Manager
Acciona Ferrovia Joint Venture

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

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From: Alex Gosper <alex.gosper@ctp-afjv.com.au>

Sent: Wednesday, 16 March 2022 12:10 PM

To: Roberto Di Federico <Roberto.DiFederico@burwood.nsw.gov.au>

Cc: Anne Andersen <anne.andersen@ctp-afjv.com.au>; Liz Davidson <liz.davidson@ctp-afjv.com.au>

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