

Transport for Tomorrow

Heavy Vehicle Load Report for Use of Local Roads

Project	Sydney Metro Brownfields Enabling Works – North Strathfield Station
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Document revisions and signoff

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1. Introduction

1.1. Project Background

The Sydney Metro West project will support a growing city and deliver world-class metro services to more communities.

This new underground railway will connect Greater Parramatta and the Sydney CBD. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between the two CBDs, linking new communities to rail services and supporting employment growth and housing supply. The project is expected to create about 10,000 direct and 70,000 indirect jobs during construction.

Sydney Metro West is a new 24-kilometre metro line with stations confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street in the Sydney CBD.

Key features of the Sydney Metro West Project include:

- Faster, more frequent access to major employment and education centres like Parramatta and Sydney Olympic Park.
- A new metro station in the heart of the Sydney CBD commercial centre, connecting directly to Sydney's established and growing employment precincts.
- A new metro station at Westmead – one of Australia's largest health and education precincts.
- Delivering new rail services for the first time at Burwood North, Five Dock, The Bays and Pyrmont.
- A new metro station at Sydney Olympic Park – Sydney's sporting and entertainment super-precinct.
- A new metro station at Pyrmont – delivering major benefits to the Pyrmont community and supporting plans to transform this harbourside suburb.
- Integrated with the rest of Sydney's public transport system.
- Fully accessible with lifts and level access between trains and platforms.
- Next generation fully air-conditioned metro trains.
- All Sydney Metro infrastructure like the stations, trains and railway tracks are owned by the NSW Government.
- Sydney Metro uses Opal ticketing and fares are set by the NSW Government.



Figure 1 – Sydney Metro West Overall Alignment Map

1.2. Purpose

This Heavy Vehicle Local Report for use on Local Roads (HVLR) has been developed to address the Ministerial Conditions of Approval related to the Critical State Significant Infrastructure of Sydney Metro West.

This HVLR identifies and assesses the heavy vehicle routes into the work areas and sites not identified in the Environmental Impact Statement (EIS), the road classification and the suitability of the routes based on swept path analysis and adjacent land uses. For the North Strathfield Station Enabling Works site, the routes proposed in the EIS for access/egress to the site are via M4 Western Motorway, Concord Road, Wellbank Street and Queen Street between Shipley Avenue and just south of Waratah Street.

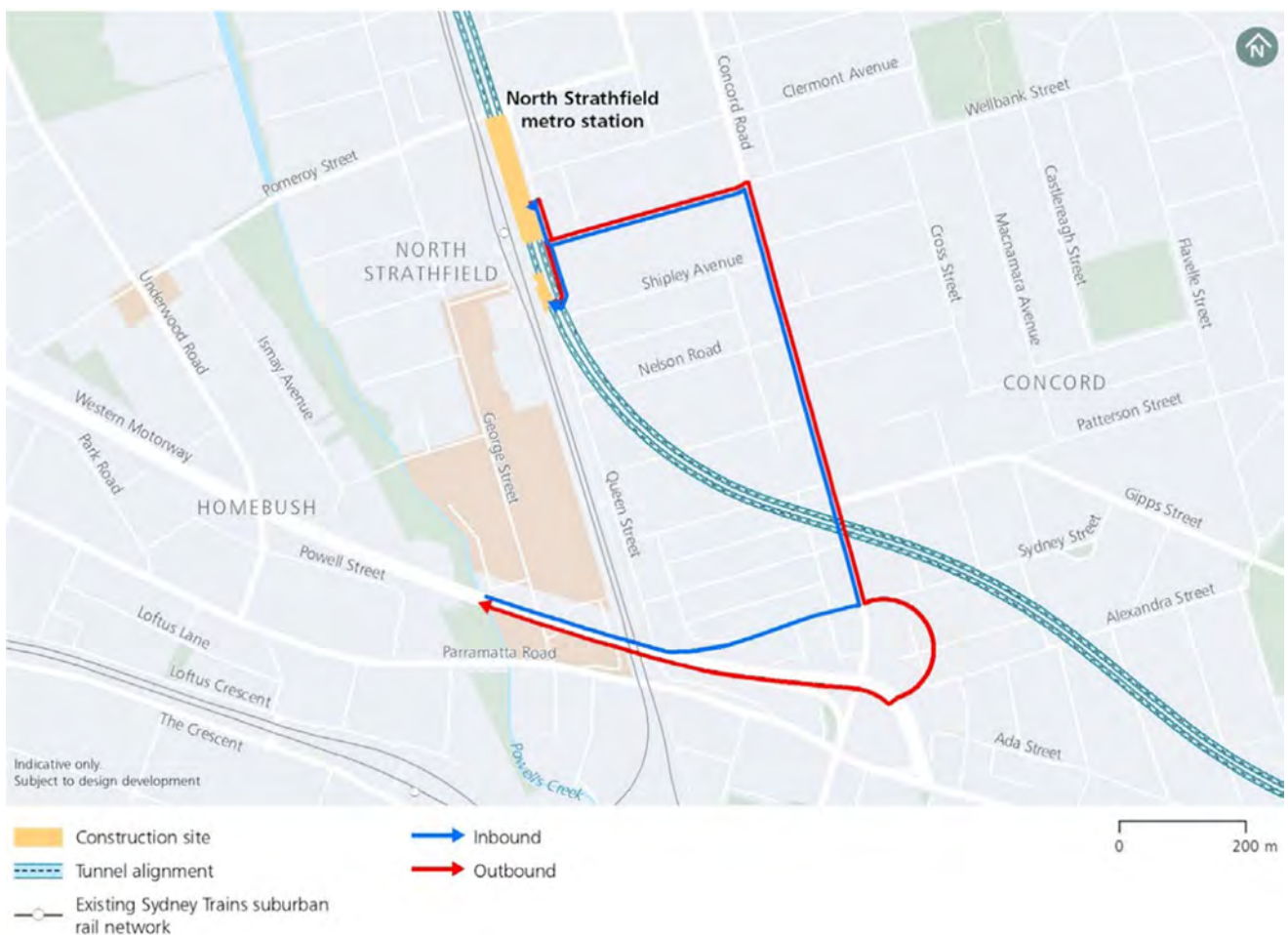


Figure 2 - EIS approved haulage route

1.3. Scope of this HVLR

The scope of this report is for use of local roads by heavy vehicles required for the North Strathfield Station Enabling Works which includes Local Roads under City of Canada Bay Council:

- Queen Street between Parramatta Road and Shipley Avenue
- Queen Street between Pomeroy Street and Gracemere Street
- Waratah Street between Queen Street and Concord Road
- Shipley Avenue between Queen Street and Concord Road

Non-classified Regional Roads are also included in this scope

- Pomeroy Street between Queen Street and Underwood Road (City of Canada Bay Council and Strathfield Municipal Council)
- Underwood Road between Queen Street and Homebush Bay Drive (Strathfield Municipal Council)

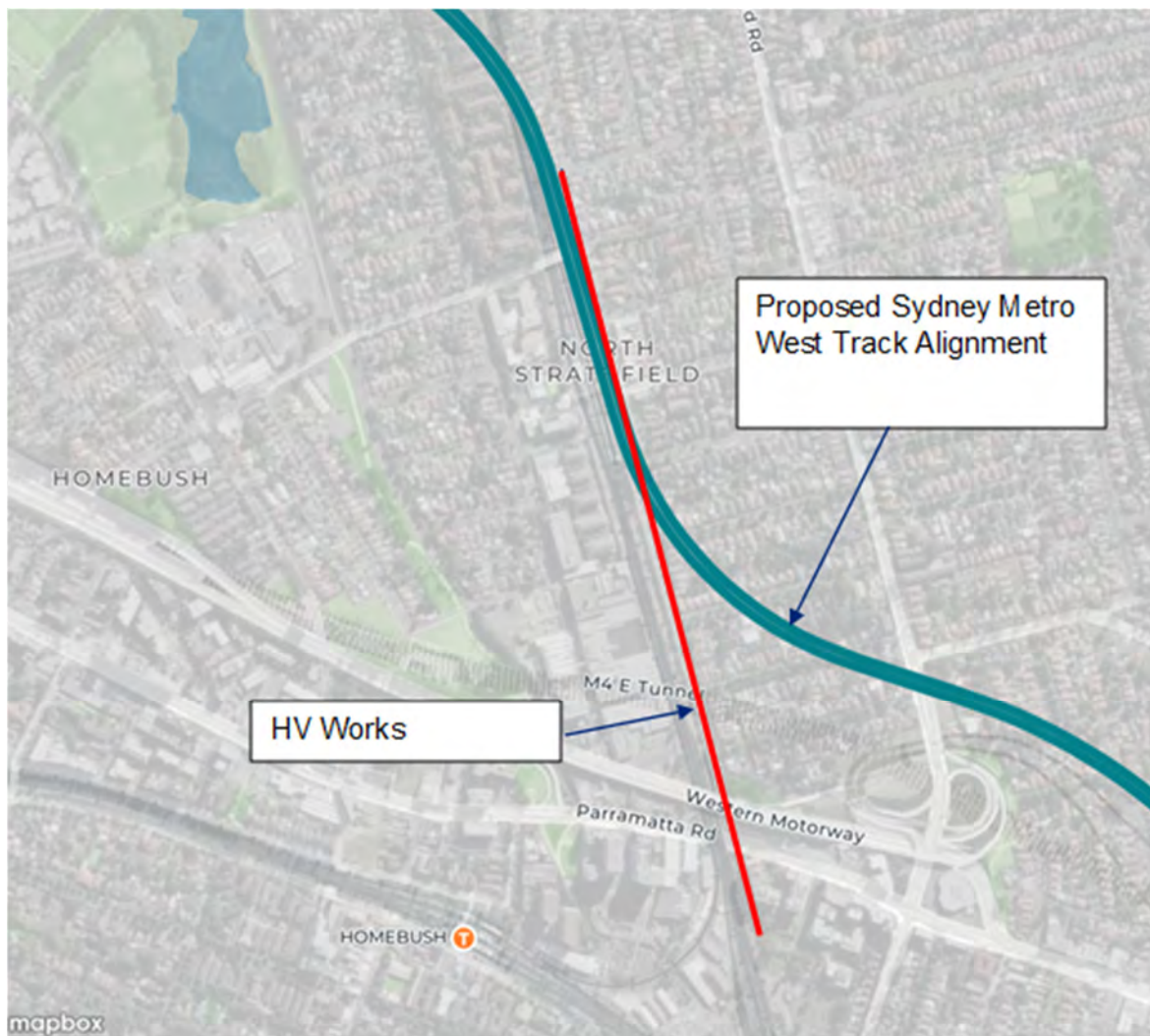


Figure 3 - Proposed Work alignment where access would be required

The suitability of these routes will be assessed based on the Heavy Vehicle sizes that will be utilised by the enabling works, being elevated platform vehicles, 12.5m SU trucks and 19m semi-trailers. Assessment will be conducted on several factors which are:

- Swept Path Analysis (SPA)
- Road Dilapidation Surveys
- Road Safety
- Avoidance of Schools and School Zones where possible
- Avoidance of childcare centres and aged care centres

Outcome of this scope is the recommendation that the proposed routes are suitable for heavy vehicle use related to the Project only.

All specific works are covered under CTMPs and this is only to address the Ministerial Conditions for use of Local Roads.

1.4. Ministerial Conditions of Approval

This Heavy Vehicle Local Report for use of Local Roads (HVLR) has been prepared to meet the requirements of the Ministers Conditions of Approval and the Sydney Metro West Construction Traffic Management Framework for the enabling works component of the Sydney Metro West North Strathfield Station.

Table 1 – Relevant MCoA for this HVLR

MCoA	Description	Where Addressed
D 86	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
D 87	All requests to the Planning Secretary for approval to use local roads under Condition D86 above must include the following: <ul style="list-style-type: none"> (a) a swept path analysis; (b) demonstration that the use of local roads by Heavy Vehicles for the CSSI will not compromise the safety of pedestrians and cyclists of the safety of two-way traffic flow on two-way roadways; (c) details as to the date of completion of the road dilapidation surveys for the subject local roads; and (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 (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. 	Annexure A Section 2.3 & 5 Section 3 Section 2.4 & 2.5 Section 5
D 88	Before any local road is used by a Heavy Vehicle for the purposes of construction of Stage 1 of the CSSI, a Road Dilapidation Report must be prepared for the road. A copy of the Road Dilapidation Report must be provided to the Relevant Road Authority(s) within three (3) weeks of completion of the survey and at no later than one (1) month before the road being used by Heavy Vehicles associated with the construction of Stage 1 of the CSSI.	Section 3
TT 6	All trucks would enter and exit construction sites in a forward direction, where feasible and reasonable.	Section 2.6
TT 7	Construction site traffic would be managed to minimise movements during peak periods	Section 2.6
TT 24	Coordination and consultation with the following stakeholders would occur, where required, to manage the interface of projects under construction at the same time: <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 Construction contractors Coordination and consultation with these stakeholders would include: <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 	Section 4.1 & 4.2

MCoA	Description	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 Coordination of traffic management arrangements between projects 	

1.5. Existing Approved Routes

This surrounding road network is approved for heavy vehicle use as per TfNSW Restricted Access Vehicles (RAV) Map. View of map around proposed works sites is shown below in Figure 3.

This map is only shown to indicate connecting roads nearby the identified EIS routes.



Figure 4 - Existing Heavy Vehicle Network Route Map around area

2. Proposed Routes and Local Roads to be Used

2.1. Proposed Routes and Local Roads

Although the EIS identified routes will be the primary access/egress to the work site, other Local and Regional Roads are required to be used to allow the works to be carried out. The below map and table indicates the local and Regional roads proposed to be used that are not listed or identified in the EIS or under Condition A1.

Table 2 - Local Roads Proposed to be used

Street / Road name	From	To	Jurisdiction	Configuration	Parking	Speed Restriction
Queen Street	Parramatta Road	Shipley Avenue	Local (City of Canada Bay)	2 lane 2 way	Both sides	50km/h
Queen Street	Pomeroy Street	Yaralla Street	Local (City of Canada Bay)	2 lane 2 way	Both sides	50km/h
Waratah Street	Queen Street	Concord Road	Local (City of Canada Bay)	2 lane 2 way	Both sides	50km/h
Shipley Avenue	Queen Street	Concord Road	Local (City of Canada Bay)	2 lane 2 way	Both sides	50km/h
Cooper Street	Leicester Avenue	Parramatta Rd	Local (City of Canada Bay)	2 lane 2 way	Both sides	50km/h
Pomeroy Street	Queen Street	Underwood Road	Regional (7324) (City of Canada Bay Queen St to Powells Ck) Strathfield Municipal Powells Ck to Underwood Rd)	2 lane 2 way Turn lanes added at intersections	Both sides	50km/h
Underwood Road	Queen Street	Homebush Bay Drive	Regional (7324) (Strathfield Municipal)	2 lane 2 way Turn lanes added at intersections	Both sides	50km/h
Parramatta Road (A44)	Concord Road	M4 Western Motorway	State	Multilane undivided	n/a	60km/h
Homebush Bay Drive (A3)	Parramatta Road	Concord Road	State	Multilane divided	n/a	70-80km/h
Concord Road /	Homebush Bay Drive	Victoria Road	State	Multilane	n/a	60-70km/h

Street / Road name	From	To	Jurisdiction	Configuration	Parking	Speed Restriction
Church Street (A3)				divided		

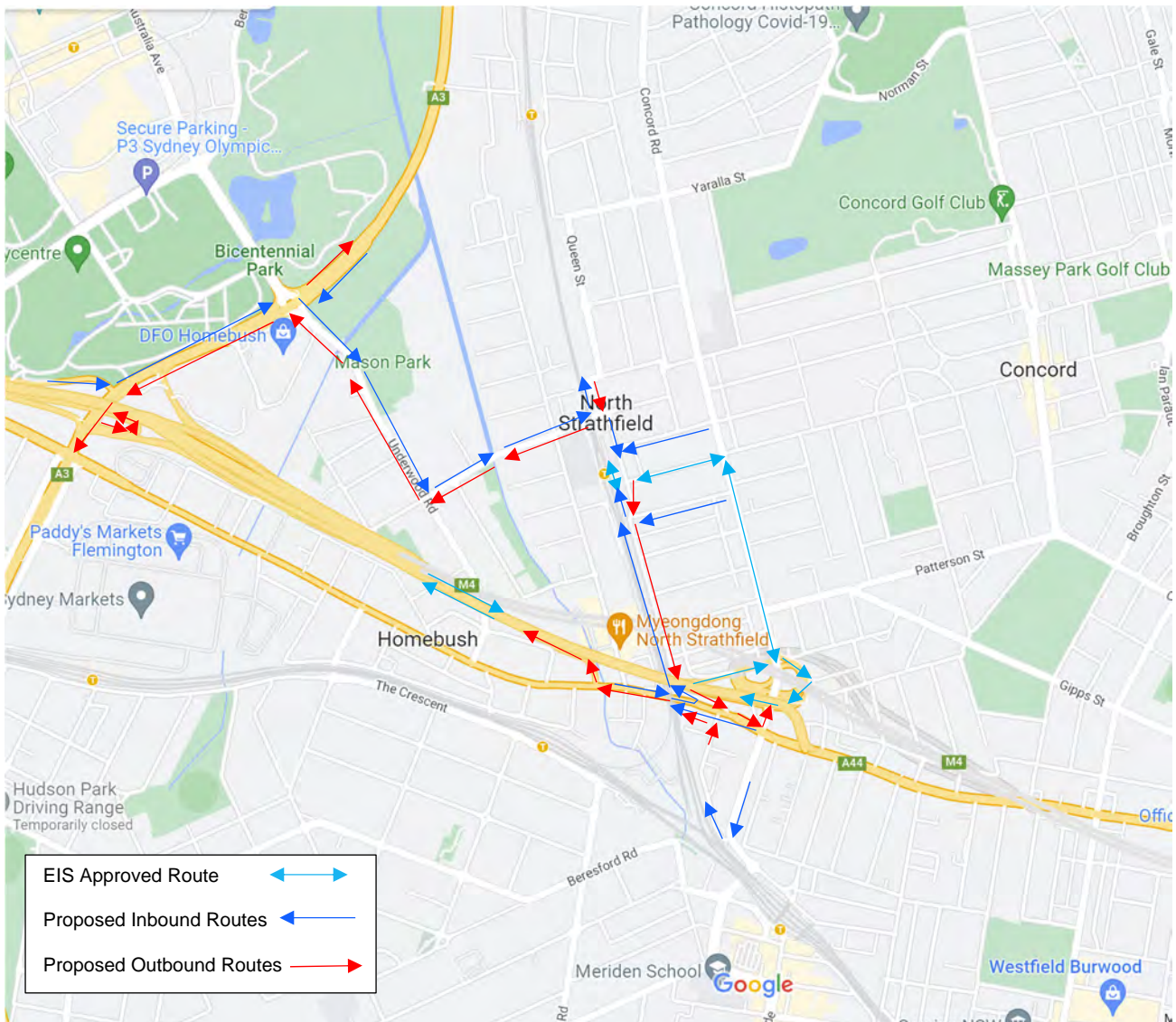


Figure 5 - Proposed Haulage Routes

2.2. Public transport network

There are no impacts or effects on the public transport network as a result of the proposed routes.

2.3. Pedestrian and cyclist routes

There are no cycle facilities on or adjacent to any of the local roads proposed to be used by heavy vehicles. The local roads noted in section 2.1 are not primary commuter routes, however North Strathfield station may generate minimal commuter cyclist movements during peak commute hours. When assessing the impact on cyclists, the timing of the work was also considered. As the work is predominantly outage driven (to occur during rail possessions), most works generating heavy vehicle movements will occur on weekends and at night. Given the local conditions and the timing of the work, interfaces between cyclists and heavy vehicles are highly unlikely. Regarding the management of cyclists around work areas, as there are no dedicated cycle facilities, cyclists will be treated as regular road users. Hard controls (lane closures managed by traffic controllers) will be in place at each work area on or adjacent the roadway to manage road users around the work area. Typically, this means that any cyclists approaching a worksite will be stopped and directed around the work area under a shuttle flow type arrangement. It is however, acknowledged that cyclists are vulnerable road users. Further to the hard controls, truck drivers inducted into the Project will be made aware of the prevailing road/site conditions, specifically noting possible interactions with cyclists, however unlikely.

Generally, there is minimal pedestrian infrastructure in the vicinity of work areas. Pedestrian interfaces with work areas are expected on Queen Street between Shipley Avenue and Waratah Street; at the intersection of Queen Street and Pomeroy Street; and Queen Street between Pomeroy Street and Gracemere Street. At these locations, hard controls (footpath closures) will need to be in place during the work to manage pedestrians, with traffic control directing pedestrians around the work area or to the opposite side of the road along existing infrastructure. Due to the timing of the works (mentioned above), interfaces with pedestrians on local roads are expected to be minimal. Swept path analysis has also shown that larger vehicles (19m semi-trailer) will have issues to navigate the intersection of Queen Street and Waratah Street, despite this being a Regional Road. Traffic Control will need to be in place at the intersection to manage this movement, intermittently stopping pedestrians.

2.4. School Zones

There is only one school zone associated near the works which is located on Pomeroy Street at the intersection with George Street. The swept path analysis nominates Pomeroy Street as the only viable option to obtain access to the northern extent of Queen Street for HV deliveries. The McDonald College and Our Lady of the Assumption Catholic primary School are located on George Street. Though not on the direct route all vehicle movements will be limited between the designated hours of 08:00-09:30 and 14:30-16:00 on school days via this path along Pomeroy Street.

2.5. Aged Care and Child Care Facilities

There are no aged care, or childcare facilities along the proposed heavy vehicle route.

2.6. Construction Traffic

2.6.1. Construction Traffic Management

All construction vehicles associated with this project are required to adhere to specific criteria relating to conditions of approval.

This criteria includes:

- ✓ That all construction vehicles would enter and exit construction sites in a forward direction, where feasible and reasonable. Where this is not possible traffic management must be in place under approved CTMP's, TGS's and Road Occupancy approvals.
- ✓ Construction vehicles will be managed to minimise movements during peak periods and in school zones.
- ✓ Any construction vehicles that are required to move around the site will not be permitted to park or queue within the surrounding work area or streets unless permission has been approved. Arrival of vehicles will be staggered to prevent queuing of vehicles related to the Project.
- ✓ Construction vehicles must not continuously idle or queue on any roads and any marshalling required will also avoid sensitive land users which will be advised in site inductions.
- ✓ Construction vehicles should not obstruct any pedestrian crossings or footpaths, or shared user paths unless suitable alternatives are provided

In addition:

- ✓ Vehicles must have rotating beacons that must be activated on approach and departure from work sites
- ✓ Radio or phone ahead to ensure works sites are open and accessible
- ✓ Give way to pedestrians at all times
- ✓ Clearly signal intentions by indicating to traffic streams to enter or depart work sites.

2.6.2. Construction Traffic Volumes

Construction traffic volumes would be minimised during peak periods, and special events at Sydney Olympic Park where traffic volumes may significantly increase. Table below shows the proposed construction traffic volumes involving light vehicles and heavy vehicles accessing the construction sites on a typical day. The construction traffic generation is no more than what has been allowed for in the EIS construction traffic volumes for each site.

The following construction vehicles will be required for the construction works:

- Excavators
- Tipper
- Vac Trucks
- Crew Trucks
- 60T and 150t Crane
- Extendable semi (Jinker)
- EWP's (Bucket Trucks)

- Truck Mounted Attenuator (TMA)
- Traffic Control Cone Trucks
- Concrete Trucks

Table 3 - Construction Vehicle Traffic Volumes

Stage / Phase (Actual work stages shown only)	AM Peak Light Vehicle	AM Peak Heavy Vehicle	Total	EIS	PM Peak Light Vehicle	PM Peak Heavy Vehicle	Total	EIS	Outcome
1.5	4	4	8	16 LV 18 HV	4	4	8	16 LV 18 HV	Less than EIS
1.8	4	9	13	16 LV 18 HV	4	9	13	16 LV 18 HV	Less than EIS
1.10	4	2	6	16 LV 18 HV	4	2	6	16 LV 18 HV	Less than EIS
1.11	4	7	11	16 LV 18 HV	4	7	11	16 LV 18 HV	Less than EIS
1.12	4	10	14	16 LV 18 HV	4	10	14	16 LV 18 HV	Less than EIS

Note: Excluded stages do not have road/traffic impacts as confined to rail corridors.

3. Dilapidation

3.1. Dilapidation Report

Prior to the use of local roads by heavy vehicles associated with the works, a road dilapidation survey will be undertaken and provided to Sydney Metro West, City of Canada Council and Strathfield Municipal Council at least one month prior to the use of the local roads and within 3 weeks of completion of the report. The road dilapidation surveys have been completed and the reports have been provided to both Councils 23 May 2022.

As per Condition of approval D 89, if damage to roads occurs as a result of the construction of Stage 1 of the CSSI, the Proponent must either (at the Relevant Road Authority's discretion):

- compensate the Relevant Road Authority for the damage so caused; or
- rectify the damage to restore the road to at least the condition it was in pre-work as identified in the Road Dilapidation Report.

4. Consultation and Communication

4.1. Councils

This document will be provided for consultation with

City of Canada Bay Council

Strathfield Municipal Council

Evidence of this consultation and confirmation of the proposed routes will be provided in Annexure B.

4.2. Coordination

TFT has commenced consultation and communication with stakeholders in regards to traffic management. A communication strategy is being developed with stakeholders and the site-specific CTMPs outline consultation activities during the works.

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

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

- Sydney Metro West
- Transport for NSW including: CJP
CJP Integration
- Sydney Trains
- Infrastructure NSW
- Department of Planning and Environment
- NSW Police
- NSW Fire and Rescue
- NSW Ambulance Service
- City of Canada Bay Council
- Strathfield Municipal Council
- Bus operators (via CJP Integration)
- Acciona Ferrovia Joint Venture (AFJV – Central Tunnelling Contractor)

Sydney Metro has established a Traffic Coordination Group (TCG), of which the Traffic Manager will attend the meetings fortnightly or as required. TCG includes representatives from TfNSW, Sydney Metro, and various required Councils. The TCG is to discuss and agree on any and traffic and transport related issues associated with the Project, of which this HVLR will be tabled.

5. Summary

Swept path analysis have shown that there are some issues with some of the proposed heavy vehicle routes. Refer to matrix and Table 4 below:

	Movements are suitable without traffic management and driver caution to be used.
	Movements are suitable provided traffic management/control is in place for manoeuvre. Modification of road infrastructure is not required.
	Traffic management/control must be in place and some infrastructure is required to be removed and replaced at completion of movements.

A review of swept paths has been tabled as per below:

Table 4 - Swept Path Summary

Swept Path / Drawing	Street / Road	Heavy Vehicles	Determination
D0081-DRG-CS-01-1121	Wellbank Street to Queen Street	19m semi-trailer	Route is <u>NOT</u> ideal. Significant mounting of islands.
D0081-DRG-CS-01-1122	Queen Street to Wellbank Street	19m semi-trailer	Route is <u>NOT</u> ideal. Significant mounting of islands.
D0081-DRG-CS-01-1123	Queen Street between Nelson Road and Wellbank Street	Up to 19m semi-trailer	Route is suitable
D0081-DRG-CS-01-1124	Queen Street between Carrington Street to Parramatta Road	Up to 19m semi-trailer	Some lane cross Route is only suitable when traffic management is present.
D0081-DRG-CS-01-1125	Queens Street northbound through Pomeroy Street roundabout	19m semi-trailer	Route is <u>NOT</u> ideal. Significant mounting of roundabout.
D0081-DRG-CS-01-1125	Queens Street southbound through Pomeroy Street roundabout	19m semi-trailer	Some island mounting. Route is only suitable when traffic management is present.
D0081-DRG-CS-01-1126	Queen St SB onto Pomeroy St WB	19m semi-trailer	Possible. Traffic management must be present. Signage must be reinstated.
D0081-DRG-CS-01-1127	Pomeroy St EB to Queen St SB	19m semi-trailer	Possible. Traffic management must be present to assist with manoeuvre due to island mounting. Signage must be reinstated.
D0081-DRG-CS-01-1128	Underwood Rd north to/from Pomeroy St	19m semi-trailer	Outbound route to Underwood Rd is suitable.

Swept Path / Drawing	Street / Road	Heavy Vehicles	Determination
			Inbound route from Underwood Rd is only suitable under driver judgement.
D0081-DRG-CS-01-1129	Underwood Rd south to/from Pomeroy St	19m semi-trailer	Inbound route to Pomeroy St is suitable.
			Outbound route from Pomeroy St is only suitable when traffic management is present.
D0081-DRG-CS-01-1131	Concord Road NB to Shipley Avenue	19m semi-trailer	Inbound route from Concord Rd is only suitable under driver judgement.
D0081-DRG-CS-01-1132	Shipley Avenue onto Queen Street left and right	19m semi-trailer	Route from Shipley Ave is only suitable under driver judgement.
D0081-DRG-CS-01-1133	Concord Road NB to Waratah Street	19m semi-trailer	Inbound route from Concord Rd is only suitable under driver judgement.
D0081-DRG-CS-01-1134	Waratah Street to Queen Street left and right	19m semi-trailer	Route from Waratah St is only suitable under driver judgement.
D0081-DRG-CS-01-1135	Parramatta Road Eb into Queen Street	19m semi-trailer	Not ideal. Permitted only with parking removed and traffic management in Queen Street and vehicles on Parramatta Road to stop under cut while turning.
D0081-DRG-CS-01-1136	Queen Street to Parramatta Road Eb	19m semi-trailer	Suitable
D0081-DRG-CS-01-1137	Parramatta Road Eb to Concord Road NB	19m semi-trailer	Suitable
D0081-DRG-CS-01-1138	Queen Street and Pomeroy Street roundabout both directions	19m semi-trailer	NB suitable SB slight mounting of roundabout but possible
D0081-DRG-CS-01-1139	Leicester Avenue into Cooper Street	19m semi-trailer	Suitable

Swept Path / Drawing	Street / Road	Heavy Vehicles	Determination
D0081-DRG-CS-01-1140	Cooper Street onto Parramatta Road	19m semi-trailer	Not ideal. Infrastructure required to be removed.

Traffic splitter islands are required to be mounted and any signage on them removed and reinstated on Queen Street, Wellbank Street and Pomeroy Street. Use of smaller vehicles other than the 19m semi-trailer is not possible where pole transferring is to occur.

Traffic management and control will be present during all stages of the works prior to vehicle arrival. It is imperative that arrival times are known of all vehicles over 12.5m so traffic management can accommodate the manoeuvres required to access required work sites.

Therefore, the proposed heavy vehicle route is considered suitable for use at all times for 12.5m vehicles, but vehicles over 12.5m up to 19m must have traffic management present and set-up before arrival.

The route for pole deliveries should contradict the EIS with Wellbank Street under its current arrangement, as it is not ideal or suitable for 19m vehicle movement. It is known that SMW Central Tunnelling Package Contractor (AFJV) will make modifications to the intersection of Wellbank Street and Queen Street in the future. Once modifications have been made then vehicles will revert to the EIS route where possible.

Written evidence of suitably qualified person is shown in Annexure C.

Annexure A Swept Paths

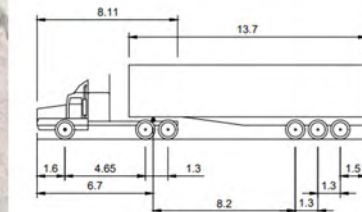
Swept Path / Drawing	Turn Path Description	Heavy Vehicles
D0081-DRG-CS-01-1121	Queen Street north / Wellbank Street	19m Semi trailer
D0081-DRG-CS-01-1122	Queen Street south / Wellbank Street	19m Semi trailer
D0081-DRG-CS-01-1123	Queen Street chicane through Shipley Avenue	19m Semi trailer
D0081-DRG-CS-01-1124	Queen Street towards Parramatta Road	19m Semi trailer
D0081-DRG-CS-01-1125	Queen Street (Straight) / Pomeroy Street roundabout	19m Semi trailer
D0081-DRG-CS-01-1126	Queen Street / Pomeroy Street west	19m Semi trailer
D0081-DRG-CS-01-1127	Queen Street north / Pomeroy Street	19m Semi trailer
D0081-DRG-CS-01-1128	Pomeroy Street / Underwood Road north	19m Semi trailer
D0081-DRG-CS-01-1129	Pomeroy Street / Underwood Road south	19m Semi trailer
D0081-DRG-CS-01-1131	Concord Rd / Shipley Avenue	19m Semi trailer
D0081-DRG-CS-01-1132	Shipley Avenue / Queen Street	19m Semi trailer
D0081-DRG-CS-01-1133	Concord Road / Waratah Street	19 Semi trailer
D0081-DRG-CS-01-1134	Waratah Street / Queen Street	19 Semi trailer
D0081-DRG-CS-01-1135	Parramatta Road / Queen Street	19 Semi trailer
D0081-DRG-CS-01-1136	Queen Street / Parramatta Road	19 Semi trailer
D0081-DRG-CS-01-1137	Parramatta Rd / Concord Road	19 Semi trailer
D0081-DRG-CS-01-1138	Queen Street / Pomeroy Street	19m Semi trailer

Swept Path / Drawing	Turn Path Description	Heavy Vehicles
D0081-DRG-CS-01-1139	Leicester Avenue / Cooper Street	19m Semi trailer
D0081-DRG-CS-01-1140	Cooper Street / Parramatta Road	19m Semi trailer

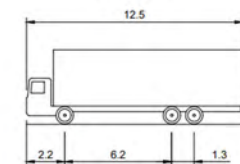


LEGEND

- VEHICLE TURN PATH
- VEHICLE WHEEL PATH
- VEHICLE TYPE



PRIME MOVER AND SEMI TRAILER (19 m)
TYPICAL PROFILE
SCALE 1:250



SINGLE UNIT TRUCK/BUS (12.5m)
TYPICAL PROFILE
SCALE 1:250

NOT FOR CONSTRUCTION

SCALE 0 5 10 1500

QUEEN ST (NORTH) / WELLBANK ST
19m SEMI
TURN PATH PLAN

INFORMATION DOCUMENT
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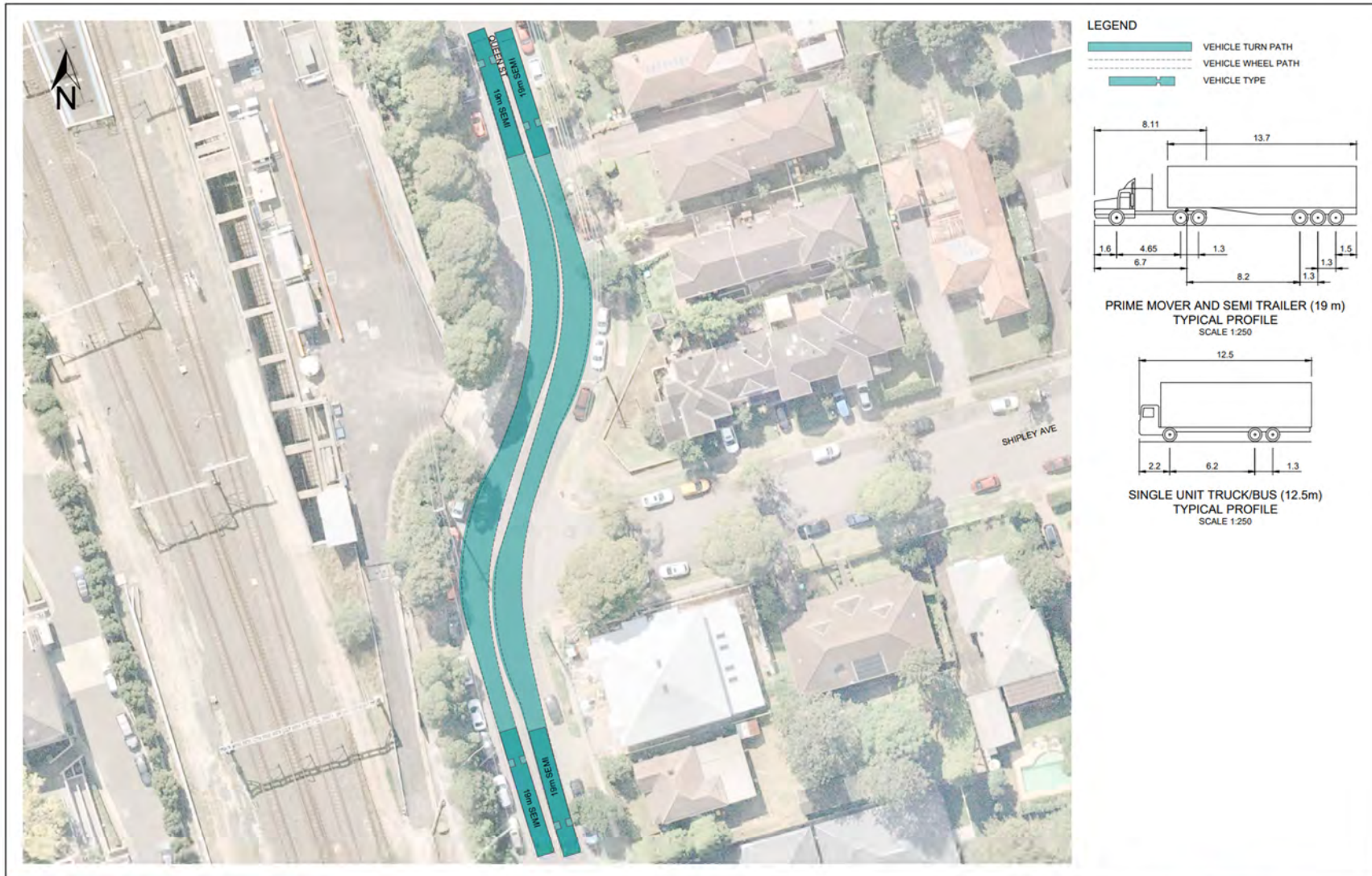


NOT FOR CONSTRUCTION

SCALE 1:500

QUEEN ST (SOUTH) / WELLBANK ST
19m SEMI
TURN PATH PLAN

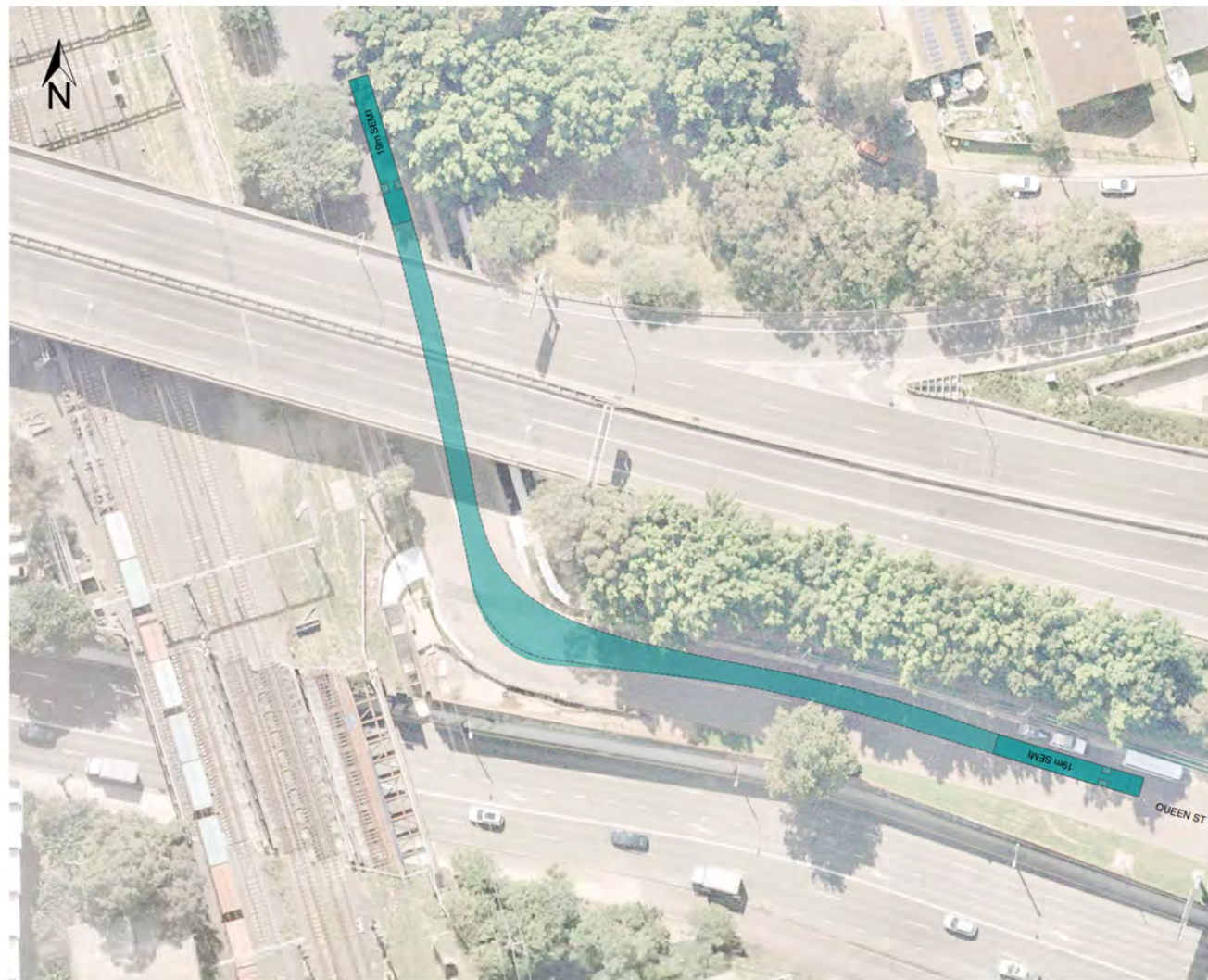
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D0081-DRG-CS-01-1122 [ID]



NOT FOR CONSTRUCTION

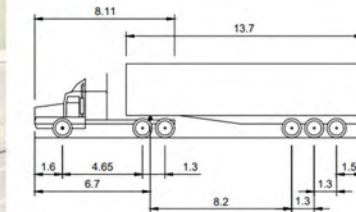
QUEEN ST / SHIPLEY AVE
19m SEMI
TURN PATH PLAN

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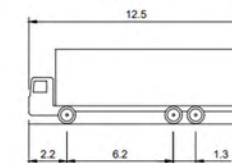


LEGEND

- VEHICLE TURN PATH
- VEHICLE WHEEL PATH
- VEHICLE TYPE



PRIME MOVER AND SEMI TRAILER (19 m)
TYPICAL PROFILE
SCALE 1:250



SINGLE UNIT TRUCK/BUS (12.5m)
TYPICAL PROFILE
SCALE 1:250

NOT FOR CONSTRUCTION

SCALE 0 5 10 1500

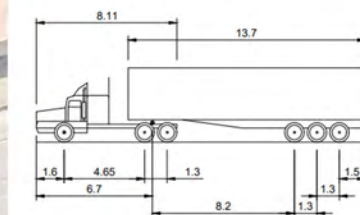
QUEEN ST / MARRAMATTA RD
19m SEMI
TURN PATH PLAN

INFORMATION DOCUMENT
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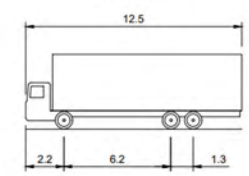


LEGEND

- VEHICLE TURN PATH
- VEHICLE WHEEL PATH
- VEHICLE TYPE



PRIME MOVER AND SEMI TRAILER (19 m)
TYPICAL PROFILE
SCALE 1:250



SINGLE UNIT TRUCK/BUS (12.5m)
TYPICAL PROFILE
SCALE 1:250

NOT FOR CONSTRUCTION

SCALE 0 5 10 1:500

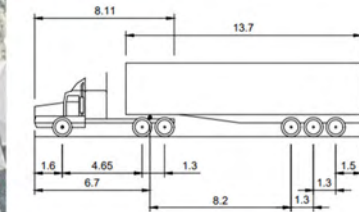
QUEEN ST (STRAIGHT) / POMEROY ST
19m SEMI
TURN PATH PLAN

INFORMATION DOCUMENT
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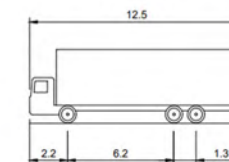


LEGEND

- VEHICLE TURN PATH
- VEHICLE WHEEL PATH
- VEHICLE TYPE



PRIME MOVER AND SEMI TRAILER (19 m)
TYPICAL PROFILE
SCALE 1:250



SINGLE UNIT TRUCK/BUS (12.5m)
TYPICAL PROFILE
SCALE 1:250

NOT FOR CONSTRUCTION

SCALE 0 5 10 1:500

QUEEN ST / POMEROY ST (WEST)
19m SEMI
TURN PATH PLAN

INFORMATION DOCUMENT
D0081-DRG-CS-01-1126 [ID]



NOT FOR CONSTRUCTION

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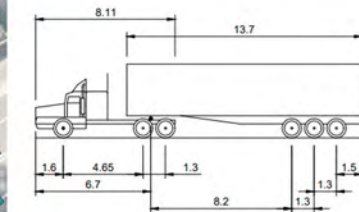
QUEEN ST (NORTH) / POMEROY ST
19m SEMI
TURN PATH PLAN

INFORMATION DOCUMENT
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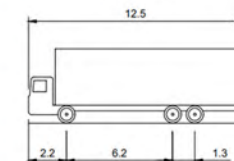


LEGEND

- VEHICLE TURN PATH
- VEHICLE WHEEL PATH
- VEHICLE TYPE



PRIME MOVER AND SEMI TRAILER (19 m)
TYPICAL PROFILE
SCALE 1:250



SINGLE UNIT TRUCK/BUS (12.5m)
TYPICAL PROFILE
SCALE 1:250

NOT FOR CONSTRUCTION

SCALE 0 5 10 1:500

POMEROY ST / UNDERWOOD RD (NORTH)
19m SEMI
TURN PATH PLAN

INFORMATION DOCUMENT
D0081-DRG-CS-01-1128 [ID]



NOT FOR CONSTRUCTION

SCALE 0 5 10 1:500

POMEROY ST / UNDERWOOD RD (SOUTH)
19m SEMI
TURN PATH PLAN

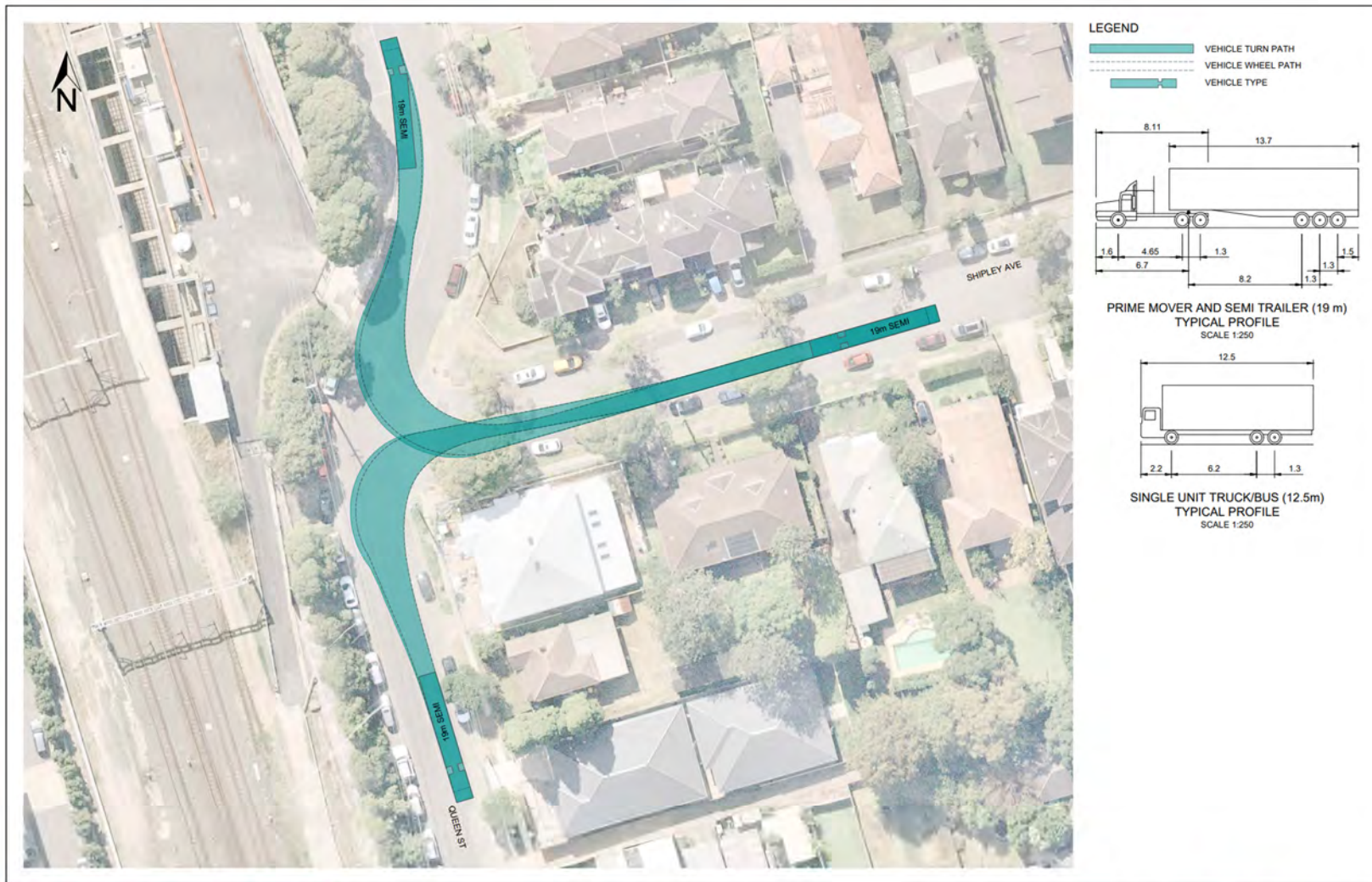
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NOT FOR CONSTRUCTION

CONCORD RD / SHIPLEY AVE
19m SEMI
TURN PATH PLAN

INFORMATION DOCUMENT
D0081-DRG-CS-01-1131_[ID]



NOT FOR CONSTRUCTION

SCALE 0 5 10 15 20

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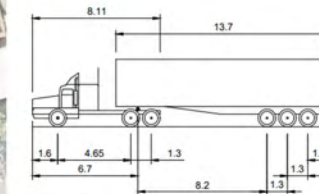
SHIPLEY AVE / QUEEN ST
19m SEMI
TURN PATH PLAN

INFORMATION DOCUMENT
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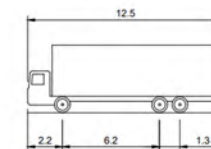


LEGEND

- VEHICLE TURN PATH
- VEHICLE WHEEL PATH
- VEHICLE TYPE



PRIME MOVER AND SEMI TRAILER (19 m)
TYPICAL PROFILE
SCALE 1:250



SINGLE UNIT TRUCK/BUS (12.5m)
TYPICAL PROFILE
SCALE 1:250

NOT FOR CONSTRUCTION

SCALE 0 5 10 15 20 1:500

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CONCORD RD / WARATAH ST
19m SEMI
TURN PATH PLAN

INFORMATION DOCUMENT
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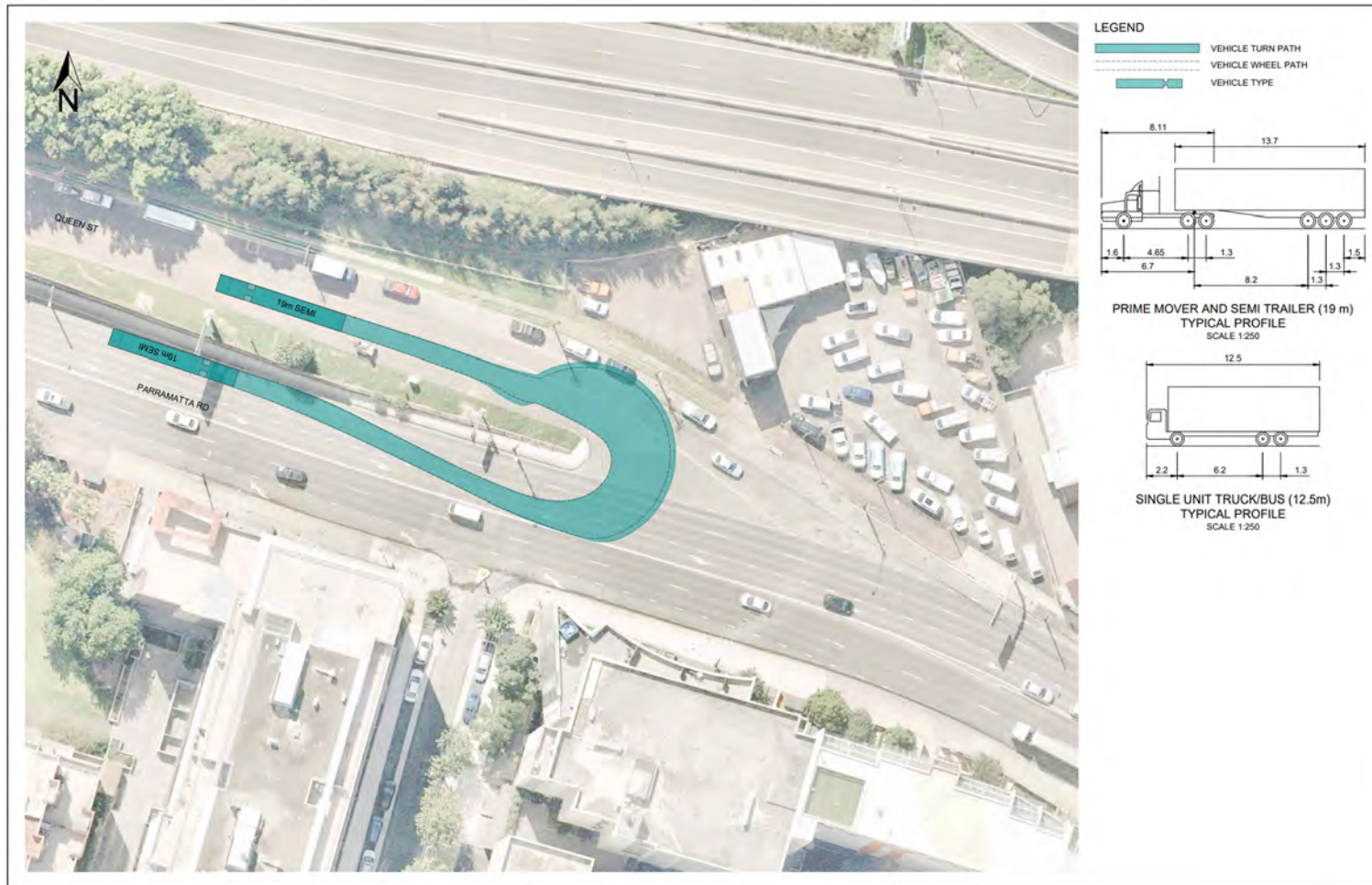
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WARATAH ST / QUEEN ST
19m SEMI
TURN PATH PLAN

INFORMATION DOCUMENT
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NOT FOR CONSTRUCTION

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PARRAMATTA RD / QUEEN ST
19m SEMI
TURN PATH PLAN

INFORMATION DOCUMENT
D0081-DRG-CS-01-1135 [ID]



NOT FOR CONSTRUCTION

SCALE 0 5 10 1500

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**QUEEN ST / PARRAMATTA RD
19m SEMI
TURN PATH PLAN**

INFORMATION DOCUMENT
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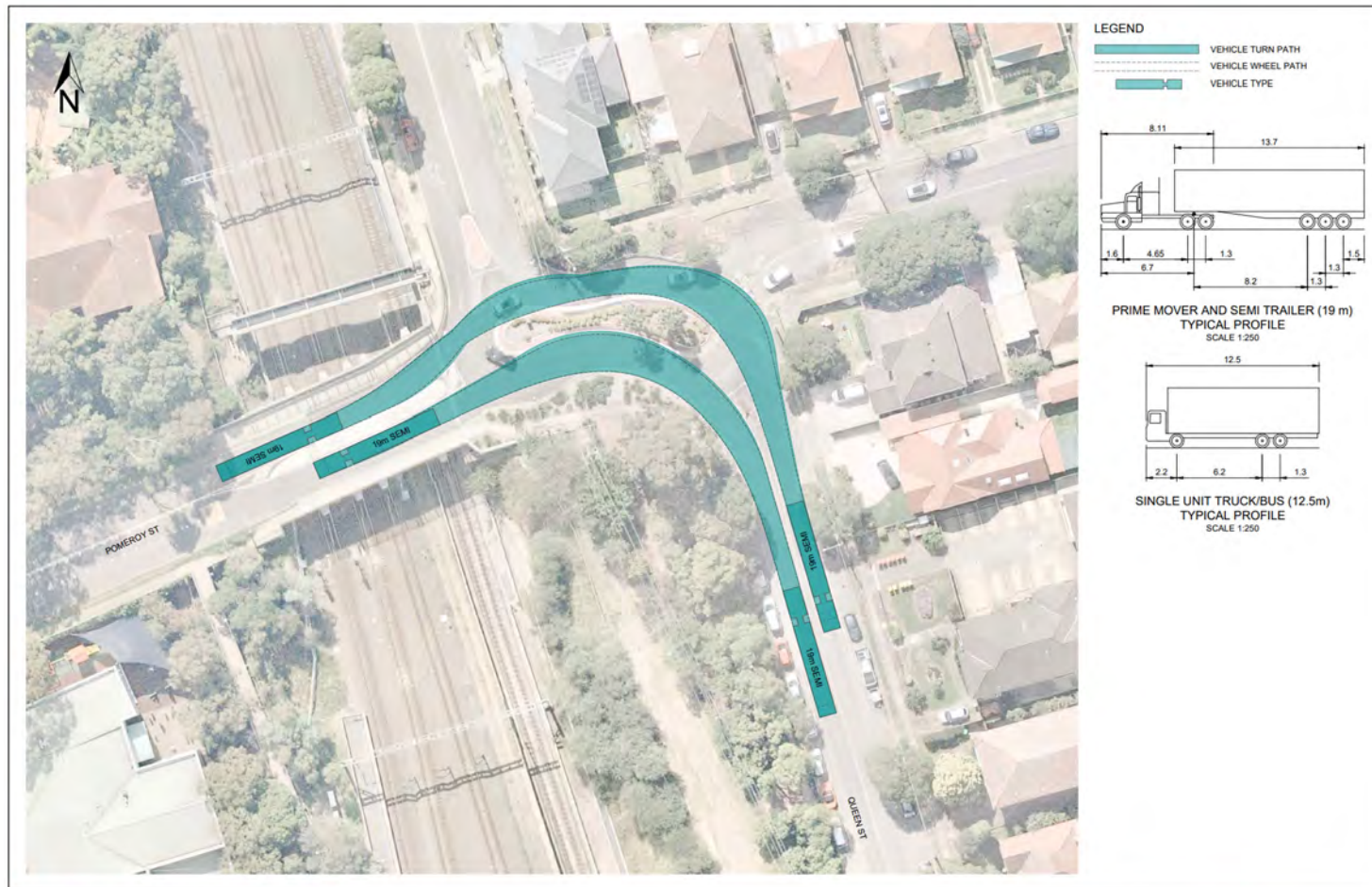
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SCALE 0 5 10 1500

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**PARRAMATTA DR / CONCORD RD
19m SEMI
TURN PATH PLAN**

**INFORMATION DOCUMENT
D0081-DWG-CS-01-1137 [ID]**



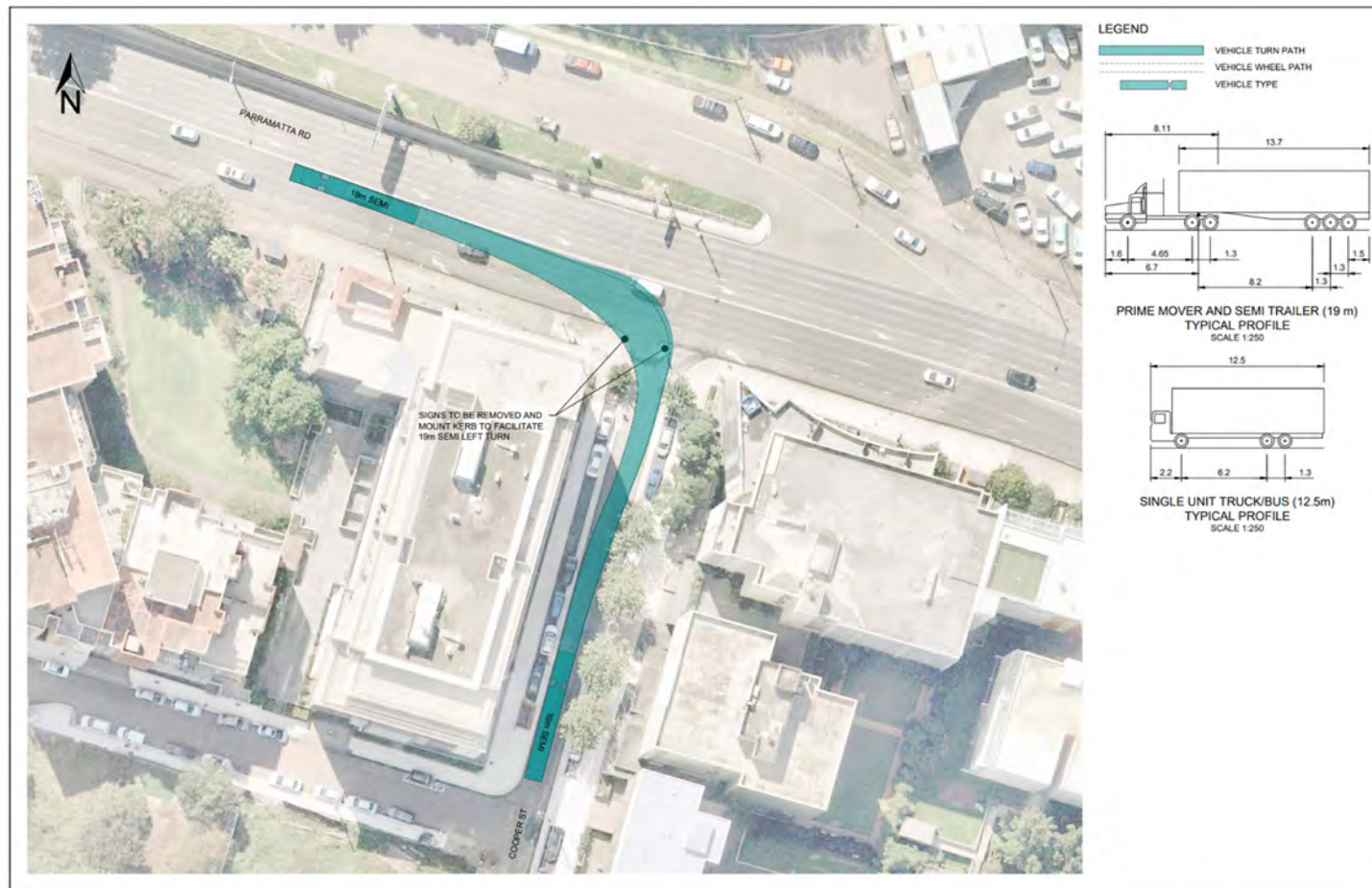
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QUEEN ST / POMEROY ST
19m SEMI
TURN PATH PLAN

INFORMATION DOCUMENT
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NOT FOR CONSTRUCTION

SCALE 1:500

COOPER ST / PARRAMATTA RD
19m SEMI
TURN PATH PLAN

INFORMATION DOCUMENT
D0081-DRG-CS-01-1140 [ID]

Annexure B Consultation and Communication

Minutes
Sydney Metro West – Traffic Control Group – Meeting 23

Date	Thursday 17 March 2022	Time	3:30pm – 4:40pm
Venue	Microsoft Teams meeting		
	Name	Organisation	Role
Chair	Abdullah Khan AK	SM	Traffic & transport
Attendees	Philip Brogan PAB	SM	Traffic & transport
	Sean Clarke SC	SM	Traffic & transport
	David Crosby DC	Inner West Cl.	Traffic & transport
	Roberto Di Federico RF	Burwood Cl.	Traffic & transport
	Fernanda Dutra FD	SM	T4T Alliance contract mgt
	Tom Freeburn TF	SM	Central tunnelling works
	Berin Gordon BG	SM	Parra / Clyde E Works mgt
	Alex Gosper AG	AFJV	Central tunnelling contractor
	Michael Holmes MH	SM	Road safety
	Daniel Kelly DK	GALC	Western tunnelling contractor
	Phillip Kelly PK	SM	Agency relationships
	Peter Keyes PKe	TfNSW (CJP)	Traffic & transport
	Sue Lewis SLe	Delta Group	Parra / Clyde Enabling Works
	Brendan MacGillicuddy BMc	Canada Bay Cl.	Traffic & transport
	Barry McGrattan BM	SM	Interface Mgt
	Scott McMichael SM	Quickway	Power Supply contractor
	Ivan Panich IP	T4T Alliance	Enabling Works - Brownfield
	Frankie Passarelli FP	TfNSW (CJP)	Short term bus changes
	Karina d'silva KS	TfNSW (CJP)	Traffic & transport
	Luke Wilby LW	SM	Road safety
	Vidushi Sahni VS	TfNSW (CJP)	Traffic & transport
	Angus Lumsden AL	Delta Group	Demo contractor
	Anthony Swann AS	AFJV	CTP contractor
	Carl Mella CM	TfNSW (P&P)	Interface mgt
	Ghaith Farfour GF	SM	Traffic & transport
	Glen Johnson GJ	Port Authority	Project manager
	Ian Subramanian IS	SM	Interface mgt
	Mohamed Tita MT	TfNSW (P&P)	Traffic & transport
	Olga Krikelis OK	SM	WTP contract mgt
	Rabih Bekdache RB	TfNSW (CJP)	Short term bus changes
	Soma Somaskanthan SS	Cumberland Cl.	Traffic & transport
	John Gadallah JG	GALC	WTP contractor
Apologies:			

Item		Overview / Action by	Actions
1.	Welcome and Introductions	AK	<p>Actions arising:</p> <ol style="list-style-type: none"> 1. Brownfield rail corridor works – FD/IP to contact FL offline to clarify M4 closure protocols and actions. Closed. 2. CTP works - Burwood North – PK / FL The required TCS approvals should be able to be secured to allow an April 2022 start. Action: AG to send the John Bates TCS modification plan to PK. TCS approved Closed. <p>Minutes of previous meeting (Meeting 21 - 17 February 2022) adopted by the TCG Group.</p>

2.	Central Tunnelling Package (CTP) Works Overview	Alex Gosper	<p>AG spoke to the tabled slides noting as follows:</p> <ul style="list-style-type: none"> • CTMP update. • Bays, Five Dock, Sydney Olympic Park and Burwood North CTMPs approved. • Burwood North sewer works - CTMP and TCS/TGS plans approved. • Closure set for Monday next week (21/3/2022). • North Strathfield sewer & utilities works – Site specific CTMP submitted 28/2/2022. Refer to slides for staging. • AG to submit CTMP for these works. <p>BG asked about timing, AG estimated Aug 2022 with 4-6 months work (incl Stage 2).</p> <ul style="list-style-type: none"> • Burwood North haulage routes - approved route via Gipps St. Alternate proposed route via Parramatta Rd and use G-loop into tunnel (alternate route via Ramsey St – less desirable). <p>Action: AG to continue discussion with PKe on the alternate routes</p> <p>PAB noted that Milton St and other streets are not nominated EIS routes which may trigger D86. AG acknowledged and agreed necessary turn path analysis will also be undertaken.</p> <p>PAB asked whether the pedestrian footpath on the northern side of Parramatta Rd will remain closed. AG noted that preference to retain pedestrian closure as primary entry (high angle entry) is via Parramatta Road northern kerb.</p> <p>BMc noted that there should not be an issue with using G-loop and would be preferred over using Ramsey St (residential impact).</p> <p>AG noted that south site will use turntable to allow vehicles to exit in a forward direction. Should turntable fail, no truck movements to occur until repaired.</p> <p>LW noted the existing pedestrian activity on Burwood Rd onto Milton St and traffic currently banking up Milton St onto Shaftsbury Rd and the need to manage these risks.</p> <p>PKe suggested to contact WestConnex to confirm decommission date of G-loop. PKe also advised he will assist.</p> <ul style="list-style-type: none"> • Five Dock float modifications (Great Nth Rd). Additional survey underway this weekend to pick up missing survey. • AG noted that Class B hoarding is likely to obscure the red-light speed camera ahead sign, which may need to be relocated. Being assessed. LW suggested also contacting Arem Gavin at the Centre for Road Safety.
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			Action: AG to send red light camera impacts particulars to MT for review.
3.	Parramatta / Clyde Enabling (Demolition) Works <ul style="list-style-type: none"> - Parramatta - United Lane hoardings - Parramatta - 48 Macquarie Street. 	Angus Lumsden	<p>Angus Lumsden spoke to the tabled slides noting as follows:</p> <ul style="list-style-type: none"> • Parramatta - United Lane hoardings - changes to close United Lane for 6-8 Weeks. Businesses have been contacted. Parking for business to be located within the site. Deliveries either via temporary opening of the road closure or carried out on Macquarie St. <p>LW noted that Chemist Warehouse vehicles currently reverse into United Lane – AL noted that this has been included</p> <ul style="list-style-type: none"> • Closure programmed to start 1st or 4th April 2022. <p>BG asked if any Parramatta Council reps were in attendance. None were.</p> <p>AL stated they would submit an ROL and BG asked CJP if they would accept an ROL for these works. VS replied they needed details of the works and associated traffic management before making any statements.</p> <p>Action: AL to submit detail of the works/traffic management to CJP (as requested by Vidushi) following TCG meeting.</p> <ul style="list-style-type: none"> • Parramatta - 48 Macquarie Street - AG noted the extent of hoarding works (refer to presentation).
4.	Western Tunnelling Package (WTP) Works Overview <ul style="list-style-type: none"> - Introductions - Construction Overview - Traffic Management Strategy - Clyde / Rosehill Works Overview 	Daniel Kelly	<p>AK welcomed DK and the Gamuda / Laing O'Rourke (GALC) contractor to the Meeting. DK opened the presentation by introducing the GALK team.</p> <ul style="list-style-type: none"> • Construction Overview/ Traffic Management Strategy. • Key controls and strategy for construction. • Clyde / Rosehill Works Overview- First mobilised site. Enabling works over 3 months. Key sensitive receivers (Rosehill Gardens Racecourse, hotels, School, nature reserve). Access via Unwin, Kay and Wentworth Streets. Turn path review has identified a potential pinch point at left turn from Shirley St into Unwin St with 19 m AV. Options to be investigated are to exclude 19m AV or local modification of kerb line. TGS currently being developed. • Precast Yard: Eastern Creek Works Overview - site establishment / enabling works over 1 month. Key routes as per the EIS. Parking within the site. • DK noted that he will be in touch with CJP to clarify the possible need for a CTMP in relation to low impact works.

4.	Western Tunnelling Package (WTP) Works Overview	Daniel Kelly	Action: DK to set up meeting with CJP.
5.	Brownfield Works <ul style="list-style-type: none"> - Parramatta bridge works 	Ivan Panich	<p>Ivan Panich spoke to the tabled slides noting as follows:</p> <ul style="list-style-type: none"> • Parramatta bridge works - works to be carried out 11 and 12 June 2022 to coincide with rail closure. Installation of new HV cable trays over Parramatta Road (Arnot's Bridge) in time for commissioning in October 2022. Fabricated steel walkway in 4 precast segments. Installation from elevated platform from Parramatta Road (45 tonne crane). Works over 2 consecutive nights. Works will reduce Parramatta Road to single lane each way during the works. Contingency date 23/24 July only in the event of adverse weather. CTMP currently being developed. VS asked for a TGS to be provided asap and noted of potential concerns relating to the proposed hours of the works with the reduced lane capacity in Parramatta Rd. <p>Action: IP to develop CTMP and provide TGS to VS (CJP).</p>
6.	Bays and Rozelle Power Supply Works	Joshua Maltese	Nil report.
7.	Eastern Creek Pre-cast Facility	Luke Tobin	Nil report.
8.	Other Matters:		Nil other matters raised.
9.	Next Meeting <ul style="list-style-type: none"> - Next TCG meeting is scheduled for 7 April 2022. 		

Minutes
Sydney Metro West – Traffic Control Group – Meeting 24

Date	Thursday 7 April 2022		Time	3:30pm – 4:25pm
Venue	Microsoft Teams meeting			
	Name	Initials	Organisation	Role
Chair	Ghaith Farfour	GF	SM	Sr. Mgr Transport Planning
Attendees	Ankur Arora	AAr	SM	Interface mgt
	Rabih Bekdache	RB	TfNSW (CJP)	Short term bus changes
	Philip Brogan	PAB	SM	Traffic & transport
	Sean Clarke	SC	SM	Traffic & transport
	Roberto Di Federico	RD	Burwood Cl.	Traffic & transport
	Tom Freeburn	TF	SM	CTP contract mgt
	John Gadallah	JG	GLC	WTP contractor
	Berin Gordon	BG	SM	Parra / Clyde E Works mgt
	Michael Holmes	MH	SM	Heavy vehicle safety
	Tanmilia Islam	TI	TfNSW (P&P)	Network & Safety
	Daniel Kelly	DK	GLC	Western tunnelling contractor
	Abdullah Khan	AK	SM	Traffic & transport
	Fraser Leishman	FL	TfNSW (P&P)	Interface mgt
	Sandy Leung	SL	Parramatta Cl.	Traffic & transport
	Sue Lewis	SLe	Delta Group	Parra / Clyde Enabling Works (Demo) & GLC contractor
	Nicole Li	NL	TfNSW (P&P)	Transport planning
	Angus Lumsden	AL	Delta Group	Demo contractor
	Brendan MacGillicuddy	BM	Canada Bay Cl.	Traffic & transport
	Joshua Maltese	JM	Quickway	Power supply contractor
	Barry McGrattan	BMc	SM	Interface mgt
	Scott McMichael	SMc	Quickway	Power supply contractor
	Carl Mella	CM	TfNSW (P&P)	Interface mgt
	Frankie Passarelli	FP	TfNSW (CJP)	Short term bus changes
	Tash Pett	TP	TfNSW (CJP)	Traffic & transport
	David Potter	DP	SM	Traffic & transport
	Giovanny Ramirez	GR	TfNSW (CJP)	Traffic & transport
	Denise Robles	DR	SM	CTP contract mgt
	Vidushi Sahni	VS	TfNSW (CJP)	Traffic & transport
	Kshitij Shah	KS	TfNSW (P&P)	Traffic & transport
	Ian Subramanian	IS	SM	Interface mgt-west
	Mohamed Tita	MT	TfNSW (P&P)	Traffic & transport
	Nazli Tzannes	NT	TfNSW (P&P)	Traffic & transport
	Ian Webb	IW	SM	Central tunnelling works
	Manod Wickramasinghe	MW	Inner West Cl.	Traffic & transport
	Luke Wilby	LW	SM	Road safety
	Jenny Williams	JW	SM	Communications
	Hassan Yousaf	HY	TfNSW (P&P)	Transport planning
Apologies:				

Item		Overview / Action by	Actions
1.	Welcome and Introductions	AK	<p>Actions arising:</p> <ol style="list-style-type: none"> CTP works – Burwood North - haulage routes and possible use of WestConnex G-turn. Action: AG to continue discussion with PKE on the alternate routes. Update: Correspondence ongoing: Open CTP works – Five Dock - AG noted that Class B hoarding is likely to obscure the red-light speed camera ahead sign, which may need to be relocated. Being assessed. LW suggested also contacting Arem Gavin at the Centre for Road Safety. Action: AG to send red light camera impacts particulars to MT for review. Update: PB advised sign to be relocated temporarily and repositioned at completion of works: Closed Demo Works – Parramatta - AL stated they would submit an ROL and BG asked CJP if they would accept an ROL for these works. VS replied they needed details of the works and associated traffic management before advising. Action: AL to submit detail of the works/traffic management to CJP (as requested by Vidushi) following TCG meeting. Update: SLe advised CTMP to be submitted: Open Brownfield works – Action: IP to develop CTMP and provide TGS to VS (CJP). Update: BG advised Traffic Manager will provide the CTMP in due course. Closed. <p>Minutes of previous meeting (Meeting 23 - 17 March 2022) adopted by the TCG Group.</p>
2.	Parramatta / Clyde Enabling (Demolition) Works <ul style="list-style-type: none"> - Parramatta works incl Horwood Place - Parramatta Demolition staging - Parramatta traffic & pedestrian mgt 	Sue Lewis / Angus Lumsden	<p>SLe spoke to the tabled slides noting as follows:</p> <ul style="list-style-type: none"> Horwood Place Traffic arrangements during Parramall Demolition Works. Temporary closure of United Lane for hoarding as part of Greenway Mall 3 stage demolition. Alternate parking has been arranged for business owners within the site. Traffic control in United Lane for serving arrangement to businesses as part of Greenway Mall demolition. <p>Questions from the Attendees</p> <ul style="list-style-type: none"> LW: has observed vehicles travelling left out of Horwood Place onto George St are travelling over centreline line. SLe advise that turning path review indicated design vehicles should be able to negotiate this turn. Contractor drivers to negotiate turn without crossing road centre line for improved safety. VS: queried whether the works (United Lane Closure) will be under a CTMP. SLe advised that they will be as part of the Greenway Mall demolition CTMP, while the contractor will also deliver an addendum (separate to the Greenway Mall CTMP) to the existing CTMP for Parramall Demolition.

Item	Overview / Action by	Actions
<p>2. Parramatta / Clyde Enabling (Demolition) Works</p> <ul style="list-style-type: none"> - Parramatta works incl Horwood Place - Parramatta Demolition staging Parramatta traffic & pedestrian mgt 	<p>Sue Lewis / Angus Lumsden</p>	<ul style="list-style-type: none"> • GR: requested a strategy for truck movements around the Parramatta light rail corridor, at the Parramatta site, to be included in the Greenway Mall CTMP. Has observed trucks queuing on light rail tracks. SLe advised that the CTMP outlines those trucks are to be marshalled at the Clyde site prior to arrival and a that a strategy would be provided in the CTMP. • BG: asked if any representative from Parramatta Council had any further queries. SL requested that the CTMP be sent to Parramatta Council by SLe. SLe agreed. <p>Actions:</p> <ul style="list-style-type: none"> • SLe: building contractor to advise drivers to be aware of turn manoeuvres particularly when exiting the site at Horwood Place to remain on the left side of the road centre line. • SLe: to convey to the building contractors that drivers are to marshal at Clyde if required and not to queue on the light rail tracks before entering the work site. • SLe: to issue CTMP for Greenway Mall (which includes United Lane closure) and Parramatta Mall Addendum to stakeholders for review and approval.
<p>3. Western Tunnelling Package (WTP) Works Overview</p> <ul style="list-style-type: none"> - CTMP overview - Clyde / Rosehill works overview - Pre-cast facility works overview 	<p>Daniel Kelly / Sue Lewis</p>	<p>DK spoke to the tabled slides noting as follows:</p> <ul style="list-style-type: none"> • CTMP Update: Clyde/Rosehill CTMP to be submitted (8/4/2022); Eastern Creek CTMP next week and Project wide has been submitted. • Enabling works at Clyde/Rosehill, haulage routes (as per EIS). • TGS for service location identification. • Enabling works at Eastern Creek Pre Cast Yard, haulage routes (as per EIS); parking will be on site. <p>Questions from the Attendees</p> <ul style="list-style-type: none"> • No questions. <p>Actions:</p> <ul style="list-style-type: none"> • DK: to provide site specific CTMPs (Clyde / Rosehill and Eastern Creek) to stakeholders for review.

Item		Overview / Action by	Actions
4.	Bays and Rozelle Power Supply Works	Joshua Maltese	<p>JM spoke to the tabled slides noting as follows:</p> <ul style="list-style-type: none"> • Progress update. • Focus area is Robert St / Port Access Road connection. • Alternate design option underway to address constructability constraint / heritage on the current design. Proposed alternative presented with works over 5-6 week period. • Maintain 2 way traffic flow: <ul style="list-style-type: none"> - Lateral shift and removal of existing parking (approx. 55 spaces). - 30 km/h speed limit. - Use of Klemflex for delineation. - Works to be carried out behind safety barrier. - Lane width allowance for semi trailer. • Alternative options <ul style="list-style-type: none"> - Single traffic flow under Traffic control in off peak/night periods.

4.	Bays and Rozelle Power Supply Works <ul style="list-style-type: none"> - to be confirmed. 	Joshua Maltese	<p>Questions from the Attendees:</p> <ul style="list-style-type: none"> • PAB: asked where displaced motorists will park under the tabled option. JM noted that some parking is available to the east and west but that offset parking requires further consideration. • PAB: asked what pedestrian access will be available along Robert St. JM advised that the northern side footpath will remain open. There is no existing footpath on the southern side. • MW: noted that Robert St has a high parking demand, particularly for local businesses and residents. Loss of parking should be minimised. JM advised that could look at option to carry out works day and night to reduce duration of works. • MW: queried whether single lane operation under traffic light been considered. JM advised it was, but there would be a risk of queuing during peak times. The objective of the two way lateral shift was to minimise delays and queues. • MW: requested consider the use of single traffic lane under signal control further, giving the typical tidal traffic flow in the area. This may minimise impacts on parking. • JM: noted that sample traffic counts could be undertaken in peak times to guide and analysis. PAB noted that Glenn Johnson of NSW Port Authority is having trouble accessing Teams and should be consulted on the proposal. • LW: noted that if the existing parking linemarking was not be removed in Robert St, it should be monitored to observe if there is confusion to motorists. GR noted that a request would be made to remove the linemarking on the approaches in the least. • GR: queried whether there would be any impacts on WestConnex vehicle operations. JM advised there is a separate access route for WestConnex vehicles. • BG: queried if CJP has any comments on the use of portable signals. VS and GR noted no objection to use signals provided that analysis shows the queue lengths would not cause adverse impacts. <p><u>Parramatta:</u> JM spoke to the tabled slides noting as follows:</p> <ul style="list-style-type: none"> • Deniehy St Clyde short term low impact works <ul style="list-style-type: none"> - Single traffic flow under traffic control. <p>Questions from the Attendees:</p> <ul style="list-style-type: none"> • PAB: noted that there is a Cycleway in Martha St near the bend and that this would need to be taken into account. JW advised there will be a dedicated traffic controller on the bend (as outlined in the TGS). <p>Actions:</p> <ul style="list-style-type: none"> • JM to provide CTMP Addendum and TGS for to stakeholders for the proposed alternate works on Robert St with consideration to: <ul style="list-style-type: none"> - Minimising loss of parking. - Pedestrian access. - Delineation through the works areas to minimise confusion to motorist.
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Item		Overview / Action by	Actions
			<ul style="list-style-type: none"> - Potential single lane operation under signal control (including traffic survey and analysis) and potential queue associated impacts. - Duration of works eg. Day or Day/Night to reduce impacts. • Parramatta - JM to provide TGS for Deniehy St Clyde short term works to stakeholders.
5.	Central Tunnelling Package (CTP) Works Overview - Nil report	Alex Gosper	Nil report.
6.	Brownfield Works - Nil report	Ivan Panich	Nil report.
7.	Eastern Creek Pre-cast Facility - Nil report	Luke Tobin	Nil report.
8.	Other Matters:	All	Nil other matters raised.
9.	Next Meeting		The next TCG meeting is scheduled for 21 April 2022 at 3:30 pm.

OFFICIAL

General Correspondence

Reference No.: MBEW-T4T-CCBC-CORR-000001**Contract No:** MBEW - IPD-19-8197-04 - Metro Brownfield Enabling Work

Date: 23 May 2022, 15:18
To: Eric Wong, Canada Bay City Council
Cc: Michael Ng, Transport for Tomorrow
From: Jason Ambler, Transport for Tomorrow
Subject: Sydney Metro West - North Strathfield Road Dilapidation Report

Hi Eric,

Transport for Tomorrow are completing enabling works on the Sydney Metro West project, and are required to issue Road Dilapidation Reports to the relevant road authority, for use of local roads. As such, please see attached road dilapidation report for our North Strathfield works. Please let me know if you have any questions or would like to discuss further.

Kind Regards

Jason Ambler
Environment and Sustainability Manager
Transport for Tomorrow
Email: jambler@transport.com.au
Mobile: 0415 737 750

Area: MBEW Program Wide

Location: North Strathfield

Attachments: OD2549.02 - Metro Brownfields - Strathfield & North Strathfield - Dilapidation Report - Rev 00.pdf

OFFICIAL

Attachments
OD2549.02 - Metro Brownfields - Strathfield & North Strathfield - Dilapidation Report - Rev 00.pdf (253 MB)

Panich, Ivan

From: Lauren Paul <lauren.paul@strathfield.nsw.gov.au>
Sent: Wednesday, 25 May 2022 9:28 AM
To: Ng, Michael
Cc: John Inglese
Subject: RE: North Strathfield - Sydney Metro Brownfields Enabling Work

CAUTION - This email was sent from outside Laing O'Rourke

Hi John/Michael

I have received and downloaded this file this morning.

Thanks
Lauren



Lauren Paul | *Office Manager*
P 9748 9999
65 Homebush Rd, Strathfield NSW 2135
www.strathfield.nsw.gov.au



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COVID-19 Health Updates | health.gov.au or 24/7 Coronavirus Hotline 1800 020 080

From: Ng, Michael <mng@transfort.com.au>
Sent: Wednesday, 25 May 2022 9:20 AM
To: Lauren Paul <lauren.paul@strathfield.nsw.gov.au>
Cc: John Inglese <John.Inglese@strathfield.nsw.gov.au>
Subject: North Strathfield - Sydney Metro Brownfields Enabling Work

Hi Lauren

Please see link to the report [here](#).

Kind regards

Michael Ng
Community Relations Advisor

Transport for Tomorrow

Level 21, 100 Mount Street

North Sydney NSW 2060

M: +61 405 084 666

E: mng@transfort.com.au



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Annexure C Written Advice



Level 8, 56 Berry Street
North Sydney NSW 2060
info@case.international

Planning Secretary

17th May 2022

Dear Sir/Madam,

RE: Advice on Heavy Vehicle Route Suitability – Sydney Metro Enabling Works, North Strathfield

I am writing to you to outline my advice in relation to the local road use by heavy vehicles associated with the Sydney Metro Brownfield Enabling Works for North Strathfield Station. The works are for Transport for Tomorrow for the Sydney Metro West project.

In accordance with the Ministerial Conditions of Approval for the Project (MCoA D86 & D87), analysis of the local roads proposed to be used by Heavy Vehicles not identified in the documents listed in Condition A1 has been undertaken. The analysis and findings are contained in the document titled 'Heavy Vehicle Load Report for Use of Local Roads', Document Number - MBEW-T4T-NWW-MB-RPT-000001.

Having reviewed this document, I am satisfied that the requirements of condition D87 have been met, specifically noting:

- a) Swept path analysis of the surrounding local roads has been undertaken.
- b) The report identifies the local road environment, areas which may be problematic for larger vehicles and provides reasonable mitigations (either suggesting a more appropriate route or the use of short-term traffic control)
- c) The report provides details of the road dilapidation survey
- d) The routes proposed in the report sufficiently avoid local roads past schools and aged care facilities during their peak operation, which is primarily due to the programming of the work, most activities being undertaken on weekends and at night.

It is therefore my conclusion that provided the mitigation measures are implemented, as noted in the report, the proposed heavy vehicle routes are suitable for the work.

If you require any clarification or further information, please do not hesitate to contact Paul Szubert in the first instance on 0429 895 923

Yours sincerely,



Paul Szubert | Director

P | +61 2 8259 0349

M | 0429 895 923

E | paul.s@case.international

