

HEAVY VEHICLE LOCAL ROAD REPORT SITE ESTABLISHMENT

Sydney Metro West – Western Tunnelling Package

Parramatta

ISSUE DATE: 9 JUNE 2022

Document Details

Document Title	Parramatta Heavy Vehicle Local Road Report Site Establishment
Project Name	Sydney Metro West – Western Tunnelling Package
Client	Sydney Metro
Document Reference No.	SMWSTWTP-GLO-PTA-HS-RPT-000001-C.01
Revision Date	7 June 2022

Document Authorisation

Action Type	Position	Name	Signature	Date Signed
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<p>I hereby confirm this activity and all associated work, have been appropriately planned and the relevant resources are available to conduct the work in accordance with the agreed method.</p> <p>I hereby approve this activity to commence, as the stated controls applications are the most appropriate and are in accordance with the Risk Matrix.</p>				
Approved by	Deputy Project Director	S Hussey		7 June 2022

NOTES:

Once all signatures have been obtained, the Document Author is responsible for ensuring the signed and approved hard and soft copies are uploaded on to the project share drive or passed to the Responsible Person for filing.

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Definitions/ Abbreviations

Acronym	Definition
BNS	Burwood North Station (not applicable to WTP works)
CPC	City of Parramatta Council
CEMP	Construction Environmental Management Plan
CJP	Customer Journey Planning (formerly SCO/ TC)
CLY	Clyde site
CMSF	Clyde Main Stabling Facility
CTMF	Construction Traffic Management Framework
CTMP	Construction Traffic Management Plan
CC	Cumberland Council
DMS	Delivery Management System
DPE	Department of Planning and Environment
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EPL	Environment Protection License
FDS	Five Dock Station (not applicable to WTP works)
GLC	Gamuda and Laing O'Rourke Consortium
HVLR	Heavy Vehicle Local Road report
LTC	Local Traffic Committee (Council)
MCoA	Ministerial Conditions of Approval
NSMS	North Strathfield Metro Station (not applicable to WTP works)
PMS	Parramatta Metro Station
RMS	Roads and Maritime Service (now part of TfNSW)
ROL	Road Occupancy License
ROP	Road Opening Permit
SCO	Sydney Coordination Office (now known as CJP)
SMW	Sydney Metro West
SOPMS	Sydney Olympic Park Metro Station
SZA	Speed Zone Authorisation
TBM	Tunnel Boring Machine
TBS	The Bays Station (not applicable to WTP works)
TC	Transport Coordination (formerly SCO now known as CJP)
TCG	Traffic Control Group
TCP	Traffic Control Plan (now known as TGS)

Acronym	Definition
TfNSW	Transport for New South Wales
TGS	Traffic Guidance Scheme (formerly TCP)
TMC	Transport Management Centre
TTLG	Traffic and Transport Liaison Group
REMM	Revised Environmental Management Measure
WMS	Westmead Metro Station

1 EXECUTIVE SUMMARY

This Heavy Vehicle Local Road report (HVLRL) has been developed to address the requirements of the Ministerial Conditions of Approval related to the Critical State Significant Infrastructure #10038 Stage 1 of the Sydney Metro West project.

The HVLRL identifies the heavy vehicle routes into the sites not identified in the Environmental Impact Statement, the road classification and the suitability of the routes based on swept path analysis and adjacent land uses.

The suitability of the routes has been assessed based on typical Heavy Vehicle sizes eg: semi-trailers and truck and dog combinations. During the site establishment phase of works the vehicles will enter via Macquarie Street and turn into Horwood Place. The egress from the site will be via a left turn onto George Street.

Due to the number of pedestrians using the surrounding footpath network, it is proposed to install pavement decals to highlight the presence of trucks to footpath users.

2 INTRODUCTION

Sydney Metro West (SMW) is a new underground railway connecting Greater Parramatta and the Sydney CBD. It will provide fast connections between greater Sydney's two major business centres as well as providing better access to the growing business and entertainment precincts in Olympic Park and Pyrmont, the health and medical research hub at Westmead and the future business and tourism site at The Bays.

SMW is being delivered in several packages. The Western Tunnelling Package WTP is an enabling package for SMW. It involves 9km of twin railway tunnels between Sydney Olympic Park and Westmead as well as:

- Westmead Station box excavation, including temporary support, stub tunnels, partially mined station cavern and crossover cavern including permanent lining and support
- Parramatta Station, including excavation of station box and associated support
- Clyde Stabling and Maintenance Facility (SMF), including permanent dive structure, portal, spur running tunnels, spur tunnel junction cavern, bulk earthworks, civil structures, utilities corridor, road crossing and creek diversion
- Rosehill Services Facility, including shaft excavation, permanent lining, and lateral support
- a precast segment manufacturing facility at Eastern Creek
- demolition and site clearance work.
- Sydney Olympic Park including concrete lining and TBM retrieval

The entire Sydney Metro West Stage 1 is shown in Figure 2-1 below. The WTP Project location is from Westmead to Sydney Olympic Park.

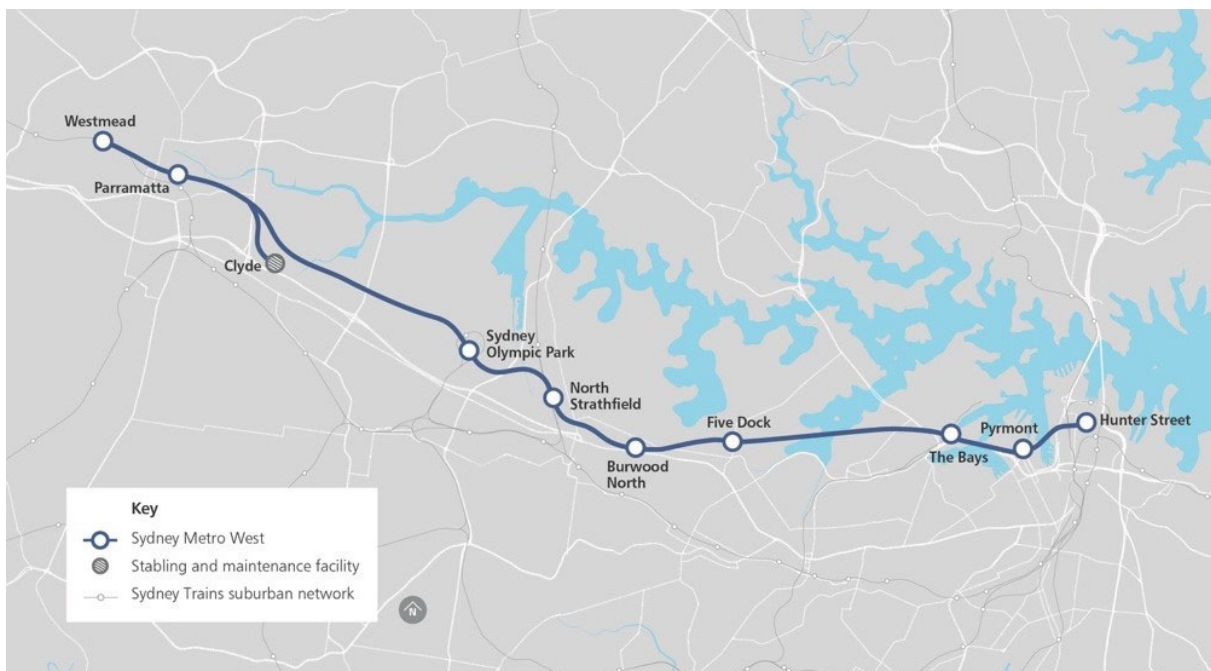


Figure 2-1: Project location

2.1 Purpose

This heavy vehicle Local Road (HVLR) report details the heavy vehicle routes as noted in the Environmental Impact Statement for the project and the proposed routes to be used for the Westmead site access/ egress.

This report is a sub-plan to the site specific Construction Traffic Management Plan for the Parramatta work site and has been prepared in accordance with Gamuda Australia and Laing O'Rourke Consortium (GLC) legal, planning and contractual requirements and environmental management system (EMS) including compliance to the Ministerial Conditions of Approval (MCoA) and Revised Environmental Management Measures (REMM).

This report enables the project to manage potential construction traffic impacts systematically and is applicable to the Parramatta site and all project activities.

2.2 Planning approval

Sydney Metro West – Westmead to The Bays Concept and Stage 1 was subject to environmental impact assessment under the NSW Environmental Planning and Assessment Act, 1979 (EP&A Act). It was declared a Critical Stage Significant Infrastructure (CSSI) by the Minister for Planning and Public Spaces.

As Environmental Impact Statement (EIS) was prepared under Division 5.2 of the EP&A Act and in accordance with Part 3 of Schedule 2 of the Environmental Planning and Assessment Regulation, 2000. Following exhibition of the EIS, an Amendment Report and Submissions Report was also prepared, after which the Minister carried out an assessment and made a determination.

The planning approval (Infrastructure Approval SSI 100038) and related environmental assessment documents are located at [Sydney Metro West - Concept and Stage 1 \(major civil construction between Westmead and The Bays\) | Planning Portal - Department of Planning and Environment \(nsw.gov.au\)](#)

3 COMPLIANCE

3.1 Ministerial Conditions of Approval

The Ministerial Conditions of Approval are listed below in Table 3-1.

Table 3-1: Ministerial Conditions of Approval

MCoA	Condition requirement	Document reference
A47	All heavy vehicles used for spoil haulage must be clearly marked on the sides and rear with the project name and application numbers to enable immediate identification by a person viewing the heavy vehicle standing 20m away	Table 7-2
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 report
D87	All requests to the Planning Secretary for approval to use local roads under Condition D86 above must the following a) A swept path analysis	Appendix A
D87	All requests to the Planning Secretary for approval to use local roads under Condition D86 above must the following 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	This report
D87	All requests to the Planning Secretary for approval to use local roads under Condition D86 above must the following c) Details as to the date of completion of the road dilapidation surveys for the subject local road and	Appendix D
D87	All requests to the Planning Secretary for approval to use local roads under Condition D86 above must the following d) Measures that will be implemented to avoid where practicable the sue of local roads past schools, aged care facilities and child care facilities during their peak operation times and	This report
D87	All requests to the Planning Secretary for approval to use local roads under Condition D86 above must the following 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	Appendix B
D88	Before any local road is used by a Heavy Vehicle for the purposes of construction of Stage 1 of the CSSI, a Road Dilapidation Report must be prepared for the road. A copy of the Road Dilapidation Report must be provided to the Relevant Road Authority(s) within three (3) weeks of completion of the survey and at no later than one (1) month before the road being used by Heavy Vehicles associated with the construction of Stage 1 of the CSSI	Section 7.1

MCoA	Condition requirement	Document reference
D89	If damage to roads occurs because of the construction of Stage 1 of the CSSI, the Proponent must either (at the Relevant Road Authority's discretion) a) Compensate the Relevant Road Authority for the damage so caused or b) Rectify the damage to restore the road to at least the condition it was in pre-work as identified in the Road Dilapidation Report	Section 7.1
D90	Vehicles associated with the project workforce (including light vehicles and Heavy Vehicles must be managed to: a) Minimise parking on public roads	Section 6.1.2
	Heavy Vehicles must be managed to: b) Minimise idling and queuing on state and regional roads	Section 7
	Heavy Vehicles must be managed to: c) Not carry out marshalling of construction vehicles near sensitive land user(s)	Section 7
	Heavy Vehicles must be managed to: d) Not block or disrupt access across pedestrian or shared user paths at any time unless alternate access is provided and	Section 6.1.3
	Heavy Vehicles must be managed to" e) Ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs	Section 7

3.2 Revised Environmental Management Measures

The Revised Environmental Management Measures are listed below in Table 3-2

Table 3-2: REMMs

REMM#	Condition requirement	Site(s)	Document Reference
TT6	All trucks would enter and exit construction sites in a forward direction, where feasible and reasonable	All	Section 7
TT7	Construction site traffic would be managed to minimise movements during peak periods	All	Section 7
TT8	Construction site traffic immediately around construction sites would be managed to minimise vehicle movements through school zones during pick up and drop off times	WMS PMS BNS FDS	Section 6.1.3

4 LEGAL AND OTHER REQUIREMENTS

4.1 Relevant Legislation

Identified regulatory requirements are:

- An approved and valid Road Occupancy Licence (ROL)
- An approved relevant Speed Zone Authorisation (SZA)\
- Australian Road Rules form the basis for state and territory road rules
- *Roads Act, 1993* (NSW) sets out rights along a public road, establishes procedures for a public road and provides the classifications of roads
- *Heavy Vehicle National Act* 2013 and Regulation, 2013 (NSW)
- *Heavy Vehicle (Adoption of National Law) Act, 2013* (NSW)
- *Dangerous Goods (Road and Rail Transport) Act, 2008*
- Road and Rail Transport (Dangerous Goods) (Road) Regulation, 1998
- Australian Code for the Transport of Dangerous Goods by Road and Rail (National Transport Commission, 2008)
- Dangerous Goods (Road and Rail Transport) Regulation, 2014
- Australia Code for the Transport of Dangerous Goods by Road and Rail Edition 7.7 (National Transport Commission, 2020)
- *Environmental Planning and Assessment Act, 1979* – under which the project approval was granted.

4.2 References and guidelines

The relevant standards, codes and guidelines are noted below:

- AustRoads Cycling Aspects of AustRoads Guides, 2017
- AustRoads Guide to Traffic Management, 2020 – Parts 1-13
- AustRoads Guide to Road Design, 2013 to 2021-Parts 1-7
- AustRoads Guide to Road Safety, 2019 to 2021 – Parts 1-7
- Roads and Traffic Authority, NSW Guide to Traffic Generating Developments, 2002 and further updates as provided
- Roads and Traffic Authority, NSW Bicycle Guidelines, version 1.2, 2005
- Roads and Maritime QA Specification G10, Traffic Management, 2020
- Roads and Maritime NSW Speed Zoning Guidelines, 2011
- TfNSW Traffic Control at Worksites Manual, version 6, 2020 and
- TfNSW NSW Substantiable Design Guidelines, version 4, 2017

5 THE EXISTING ENVIRONMENT

5.1 Locality and land use

The site is located in the Parramatta Central Business District (CBD) and is bounded by Macquarie Street to the south, premises on Church Street to the west, George Street to the north and Macquarie Lane to the east as shown on Figure 5-1.



Figure 5-1: Site locality (source: EIS Chapter 10 Figure 10-1)

The Parramatta site is located within the nominate construction zone, highlighted below, and is situated in the central business district which is predominantly zoned for retail/ commercial refer to Figure 5-2.

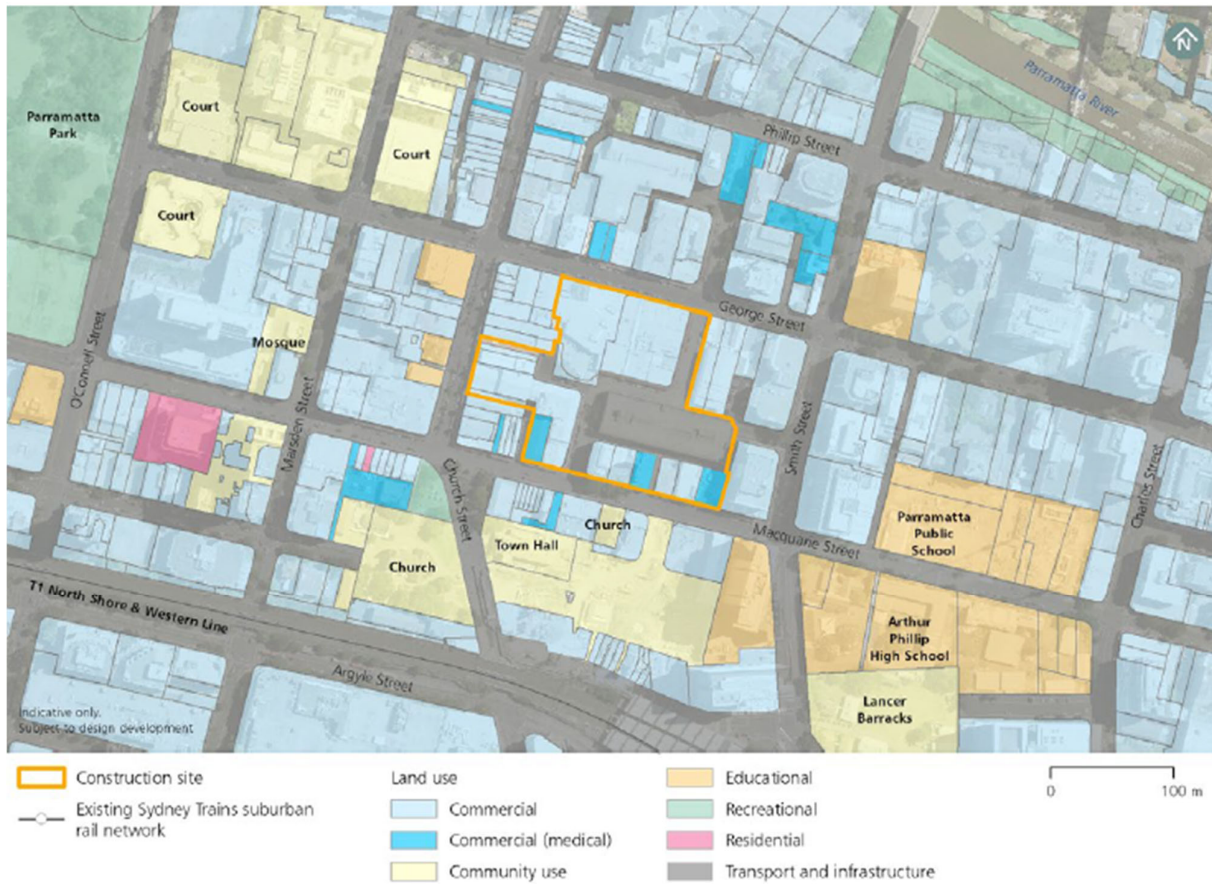


Figure 5-2: Existing land use zoning

A review of the existing sensitive receivers and their locations was undertaken by Sydney Metro West during the EIS development phase. The results of this review is shown below on Figure 5-3.



Figure 5-3: Sensitive receivers locations

As can be seen, surrounding the site there are a number of education facilities, places of worship and medical facilities. There are no aged care or child care facilities located along the proposed heavy vehicle routes.

There are a number of shared paths and cycle routes within and surrounding the Parramatta CBD as noted on Figure 5-4 below

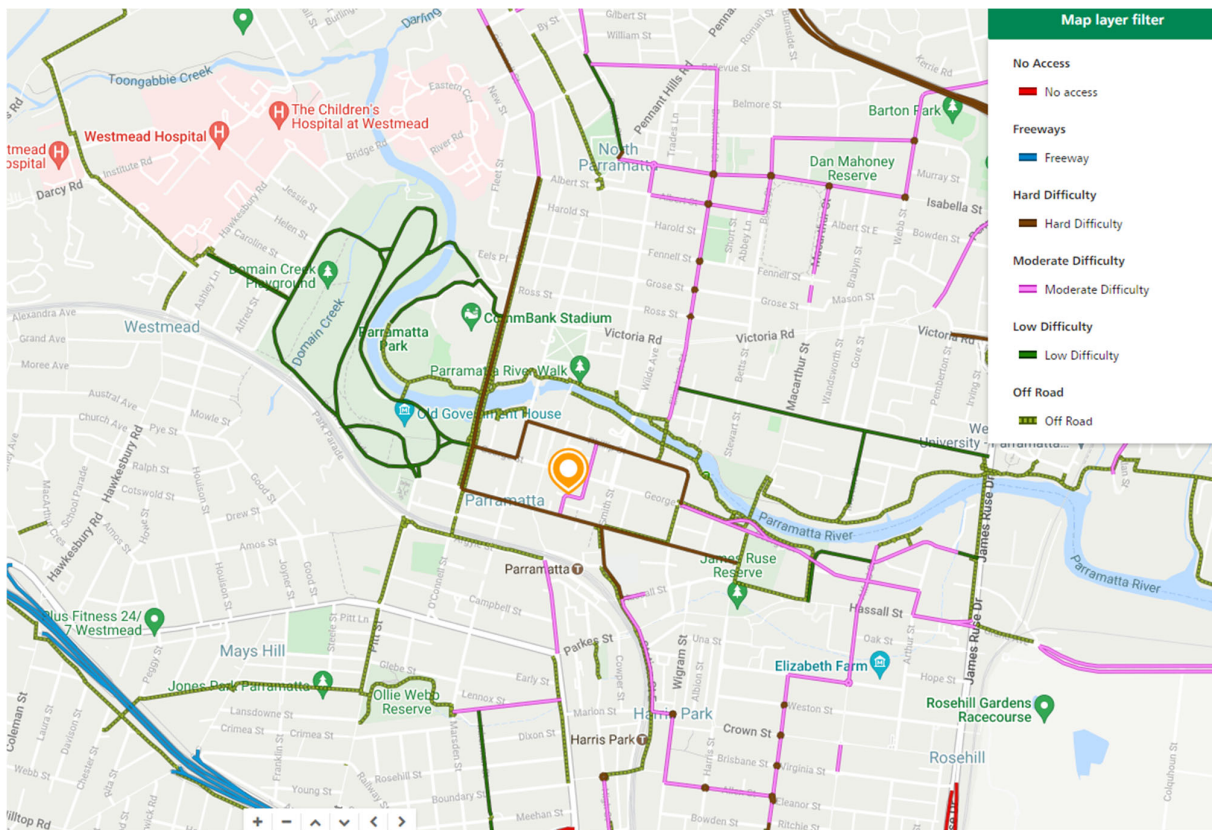


Figure 5-4: Existing shared path and cycleways (source: [TfNSW Cycleway finder](#))

There are no state road connecting to the site, there are regional roads to the east and west running north south typically, as noted on refer to Figure 5-5.

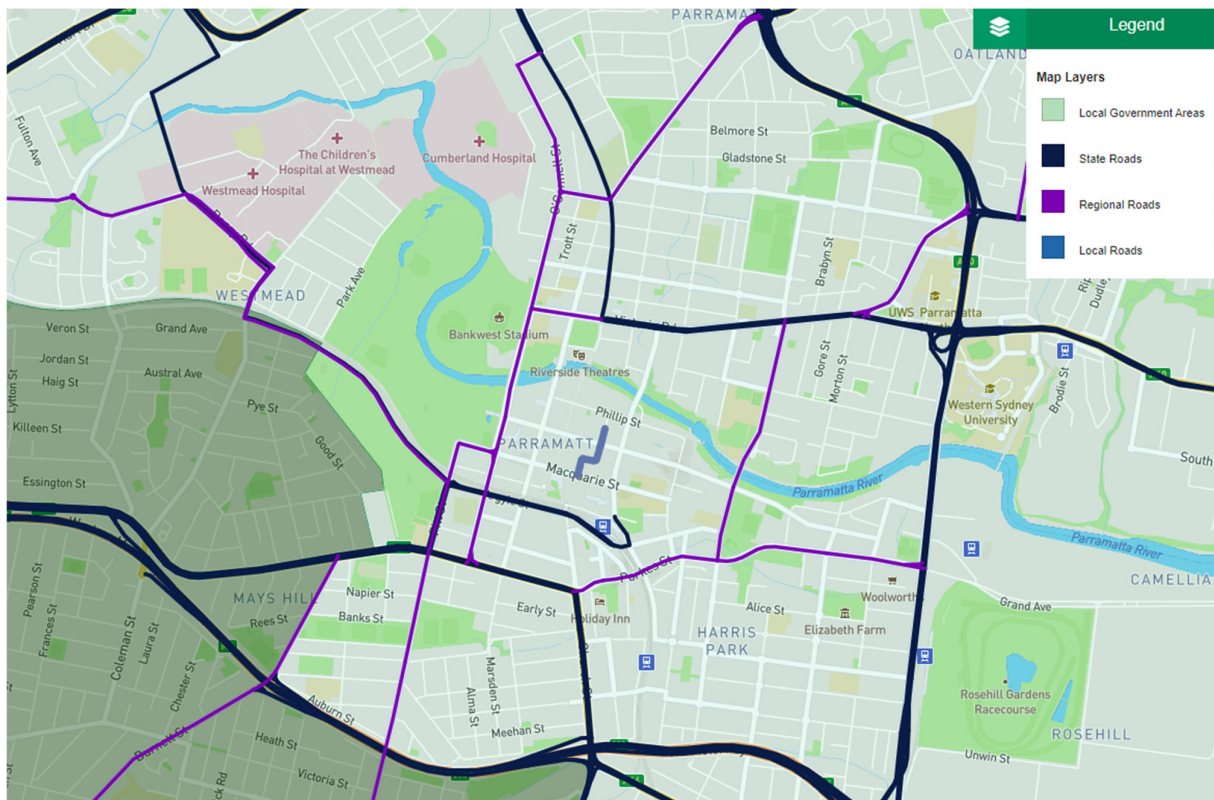


Figure 5-5: NSW Road Classification Map (source: [TfNSW Road Network Classification Map](#))

The area of Parramatta does not allow for the use of Performance Based Standard vehicles. The PBS network surrounding Parramatta is shown on Figure 5-6.

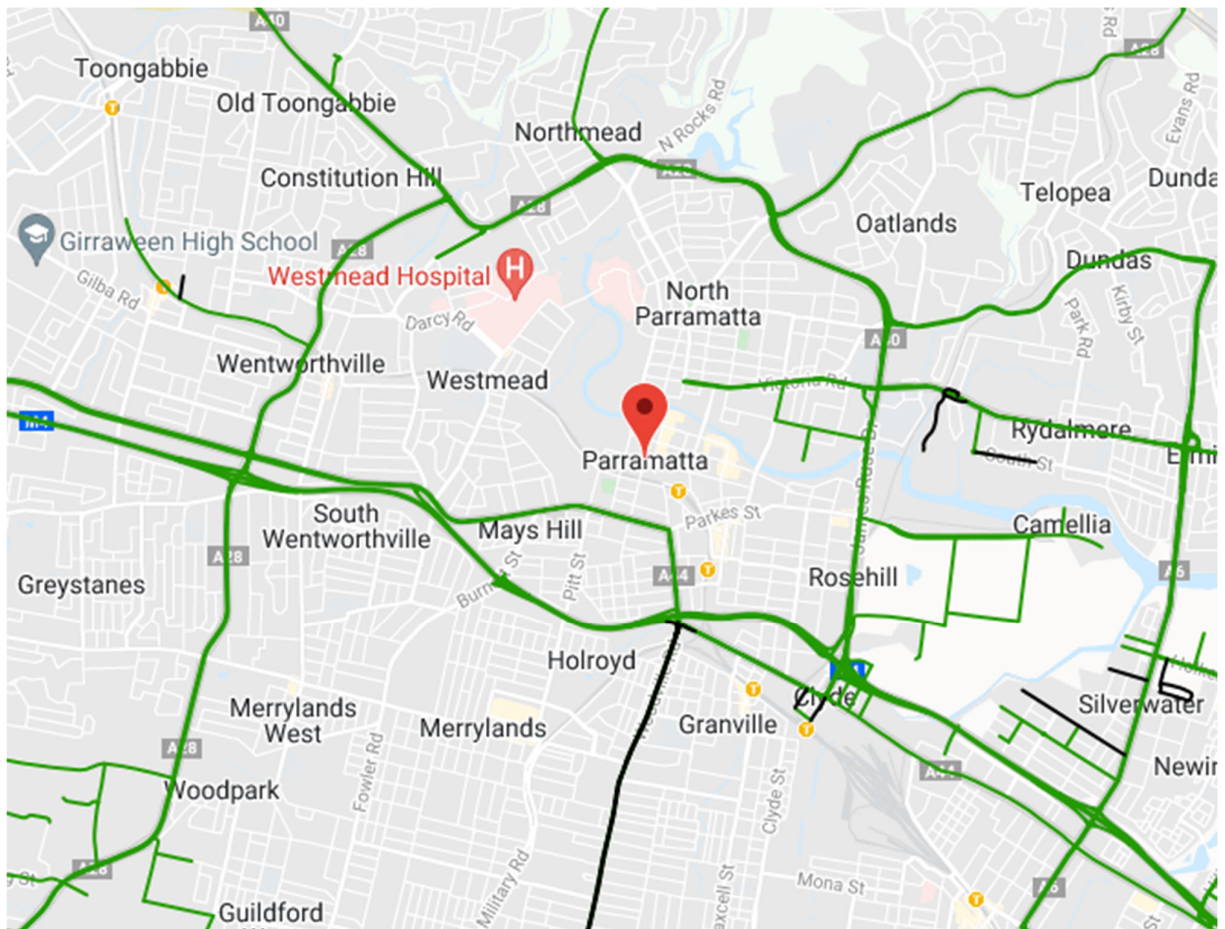


Figure 5-6: PBS Routes (source: [TfNSW PBS Network map](#))

With the construction of the Parramatta Light Rail, a transitway has been declared within the Parramatta CBD, refer to Figure 5-7 and Figure 5-8.

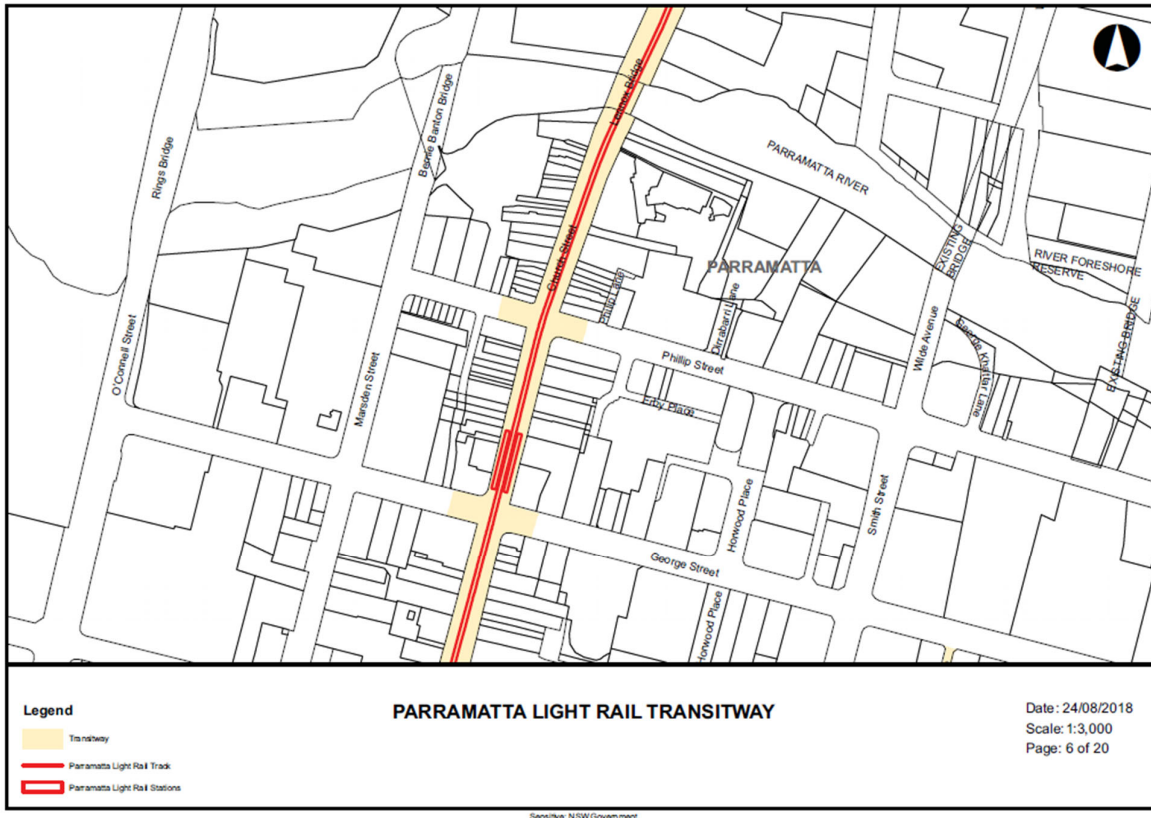


Figure 5-7: Church Street transitway

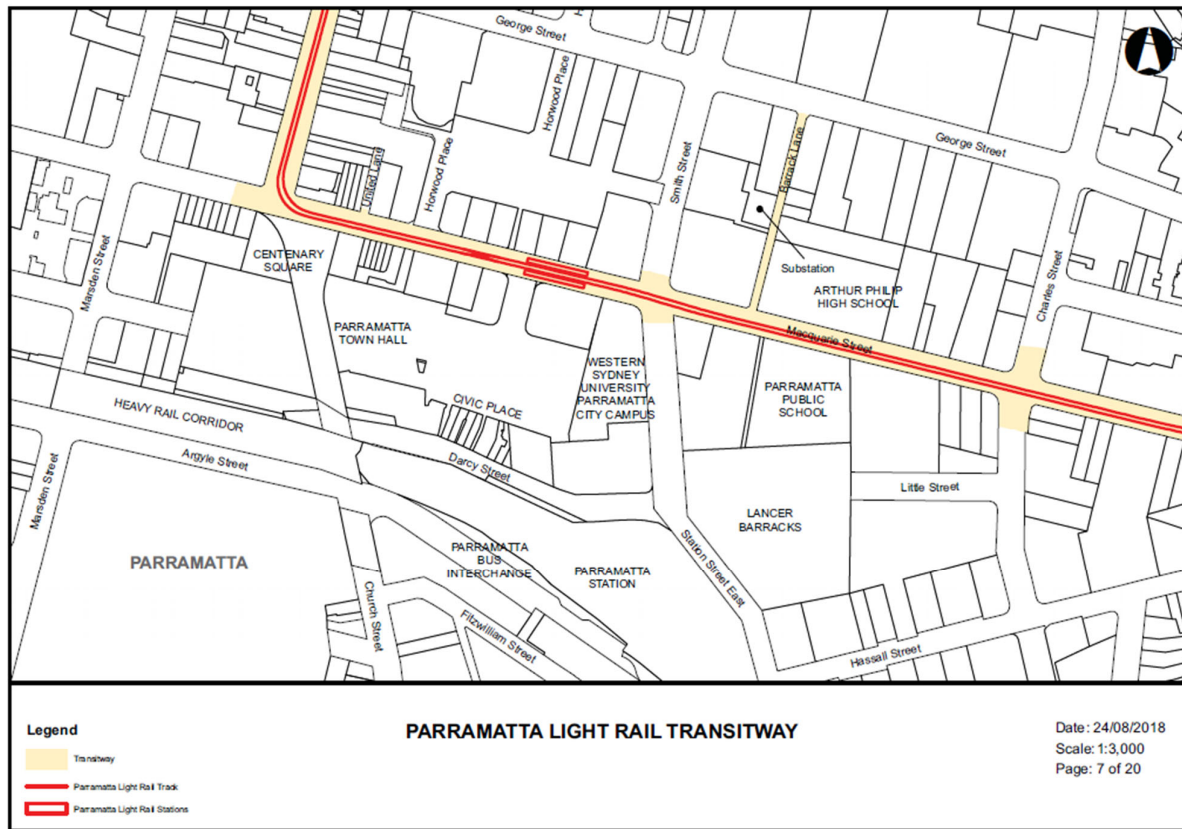


Figure 5-8: Macquarie St Transitway

5.2 George Street

George Street is a local road under the care and control of the City of Parramatta Council. It starts at O'Connell Street in the west and ceases at Arthur Street to the east. George Street runs in an east west direction. The speed limit is 40km/hr between O'Connell Street and Harris Street and is 50km/hr outside of these locations, refer to Figure 5-9.

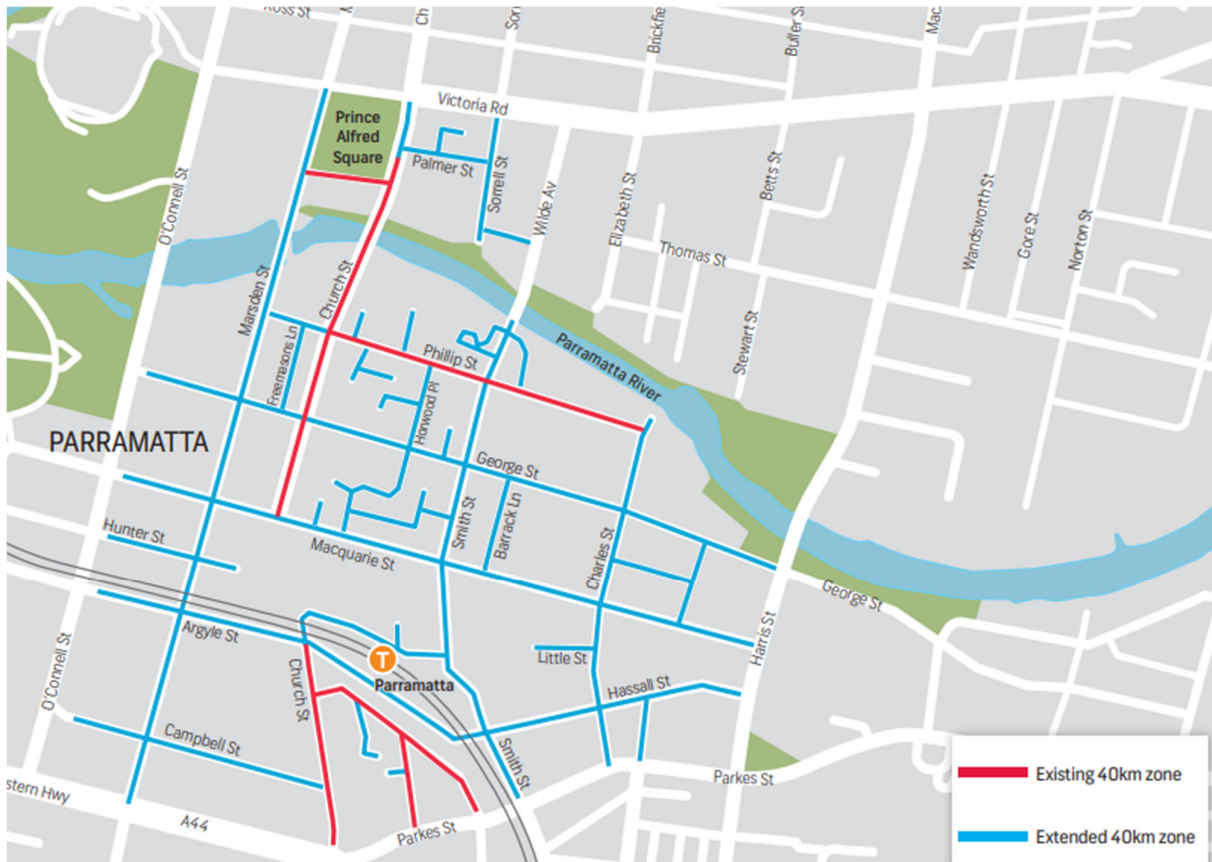


Figure 5-9: Parramatta CBD 40km speed zones (source: City of Parramatta)

The street serves as the main 'high' street of Parramatta. The Justice precinct is located to the west of the site, with Eat Street (the main café/ restaurant area) along Church Street.

Traffic signals exist at a number of intersections along George Street including:

- O'Connell Street
- Marsden Street
- Church Street
- Smith Street
- Charles Street and
- Harris Street

Footpaths are generally provided along all streets within the Parramatta CBD. George Street is also noted as a moderate to difficult cycle route between Charles Street and Arthur Street, as shown on Figure 5-4.

Bus stops are located on both sides of George Street between Church Street and Smith Street as shown on Figure 5-10. No other routes are serviced by these bus stops.

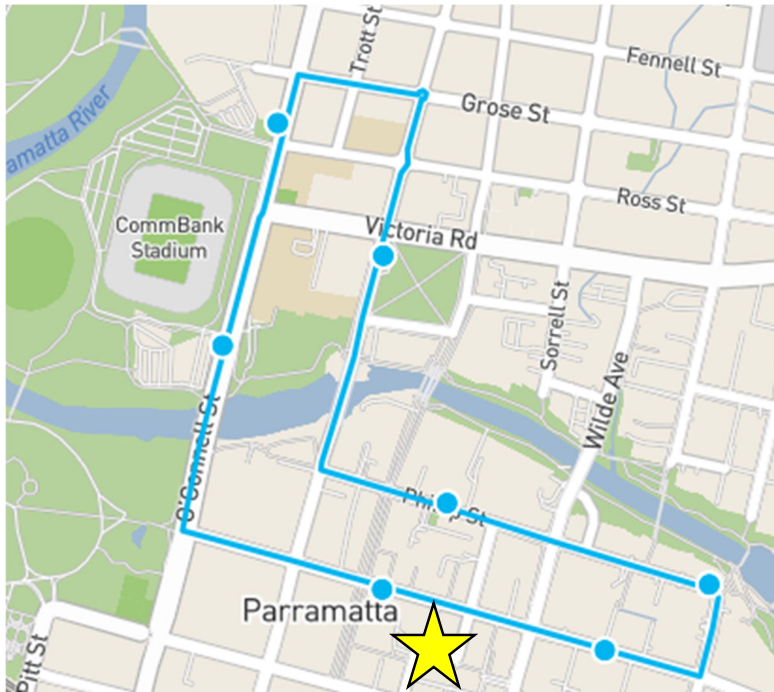


Figure 5-10: Route 900 bus stops on George Street

Parking is typically time restricted with the Parramatta CBD, as noted on Figure 5-11.



Figure 5-11: Existing parking restrictions surrounding the site

5.3 Church Street

Church Street sections between Parramatta Square to Darcey Street (Parramatta rail lines) and between the rail line through to the Great Western Highway are a local road under the care and control of the City of Parramatta Council. Between Factory Street and Macquarie Street Church St is a declared transitway, refer to Figure 5-7. Outside of these locations, Church Street is a state road, refer to Figure 5-5. It starts at North Rocks Road and ceases at the Parramatta rail lines. It then restarts south of the rail line and continues onto the Great Western Highway. Church Street runs in a north south direction. The speed limit is 40km/hr within the local road section, other than the section between Market Street and Macquarie Street which is signposted as 20km/hr upon the operation of the Parramatta Light Rail.

Traffic signals exist at a number of intersections along Church Street including:

- North Rocks Road
- Barney Street
- Dunlop Street
- Factory Street
- Pennant Hills Road
- Grose Street
- Victoria Road
- Phillip Street
- George Street
- Macquarie Street
- Campbell Street
- Parkes Street
- Raymond Street
- M4 Motorway and
- Great Western Highway

There is no public transport operating along Church Street, however, it is the route of the Parramatta Light Rail which is due to open in 2023. The route of the light rail through the Parramatta CBD is shown on Figure 5-12, below.



Figure 5-12: Parramatta Light Rail route

No parking is provided along Church Street between Victoria Road and Macquarie Street. Further north and south of this area, the parking is generally restricted. Footpaths are provided on both sides of the street.

5.4 Macquarie Street

Macquarie Street is a local road between Pitt Street and Church Street under the care and control of the City of Parramatta council. Macquarie Street is a declared transitway between Church Street and Harris Street., refer to Figure 5-8. It starts at Pitt Street and ceases at Harris Street. Macquarie Street runs in an east west direction. The existing speed limit is 40km/hr between O'Connell Street and Harris Street and 50km/hr between O'Connell Street and Pitt Street. No public transport operates along Macquarie Street. However, the opening of the light rail will see services operating along Macquarie Street between Church Street and Harris Street, refer to Figure 5-12 above.

Parking is time restricted west of Church Street but Macquarie Street is generally closed to traffic, east of Horwood Place. Macquarie Street has footpaths on both sides of the street. The northern footpath between Horwood Place and Smith Street is currently closed by Sydney Metro's demolition contractor.

5.5 Smith Street

Smith Street is a local road under the care and control of the City of Parramatta Council. It starts at Wilde Avenue and ceases Station Street. Smith Street generally runs in a north south direction. The speed limit is 40km/hr. Parking is generally restricted due to the presence of bus lanes along Smith Street in both directions.

A number of bus routes operate along Smith Street as noted in Table 5-1.

Table 5-1: Smith Street bus routes

Bus route	Between		Service start and finish
500N	Parramatta	Sydney CBD	0130-0523
501	Parramatta	Central Station	0515-0915
521	Parramatta	Eastwood	0605-1841
523	Parramatta	West Ryde	0550-1919
524	Parramatta	Ryde	0520-1934
525	Parramatta	Strathfield	0540-2325
546	Parramatta	Epping	0629-2155
549	Parramatta	Epping	0500-2215
550	Parramatta	Macquarie Park	0415-0350
552	Parramatta	Oatlands	0956-1432
600	Parramatta	Hornsby	0530-0342
601	Parramatta	Rouse Hill	0505-0025
603	Parramatta	Rouse Hill	0712-1925
604	Parramatta	Dural	0525-2358
606	Parramatta	Winston Hills	0550-2349

Bus route	Between		Service start and finish
609	Parramatta	North Parramatta (Loop)	0600-1923
625	Parramatta	Pennant Hills	0545-1920
706	Parramatta	Blacktown	0537-2135

5.6 Horwood Place

Horwood Place was previously a local road under the care and control of the City of Parramatta Council; however, Sydney Metro purchased the area. Horwood Place starts at Macquarie Street and ends at Phillip Street. The section owned by Sydney Metro is between Macquarie Street and George Street. The speed limit within the Sydney Metro site is 20km/hr, the public road section is 40km/hr as noted on Figure 5-9. Public parking has been removed from the non-public road. Public vehicle access is provided from Macquarie Street through to George Street. The existing footpaths on Horwood Place are not open to the general public with active transport users using the Church Street, Macquarie Street, Smith Street and George Street footpaths.

6 SITE ESTABLISHMENT

Works to be undertaken during this phase of works include:

- Installation of site amenities including offices, ablution blocks
- Installation of environmental controls including:
 - Wheel wash or similar
 - Sediment control
- Installation of internal access roads and gates
- Detailed site investigation to validate design
- Installation of instrumentation and monitoring equipment
- Set up of the main site water treatment plant
- Set up of hard stands and piling mat
- Diversion of existing utilities within the site boundary

6.1 Operating Conditions

All work vehicles will enter and exit the construction sites in a forward direction, where reasonable and feasible. Where this is not possible, appropriate management measures will be put in place such as traffic control. The initial access into site would be via Macquarie Street onto Horwood Place for the site establishment phase of works. This access was not envisioned during the development of the EIS but was used by the Sydney Metro demolition contractor for their works. Egress from the site would be Horwood Place turning left into George Street and travel to O'Connell Street, as per the EIS.

6.1.1 Impact on traffic flow

GLC will ensure that impacts to traffic flow are minimised by:

- Centralised logistics team and monitoring area to identify and regulate truck operations
- Monitoring of access/egress points via Closed Circuit Television (CCTV)
- Managing truck movements along discrete routes to minimise cumulative haulage impacts
- Scheduling where feasible, to avoid operating school zones and high pedestrian activity areas
- Use of Teletrac Navman for real time tracking of vehicles and loads including compliance of vehicles to haul routes, speed limits and mass requirements

Heavy vehicles will be used for delivery of construction materials. The anticipated heavy vehicle numbers is provided in Table 6-1 with the EIS numbers shown on Figure 6-1.

Table 6-1: Heavy vehicle movements (numbers) per hour

Times	EIS Heavy vehicles per hour	GLC heavy vehicles per hour
AM and PM peaks	8 (16)	4 (2)
Interpeak	22 (11)	6 (3)

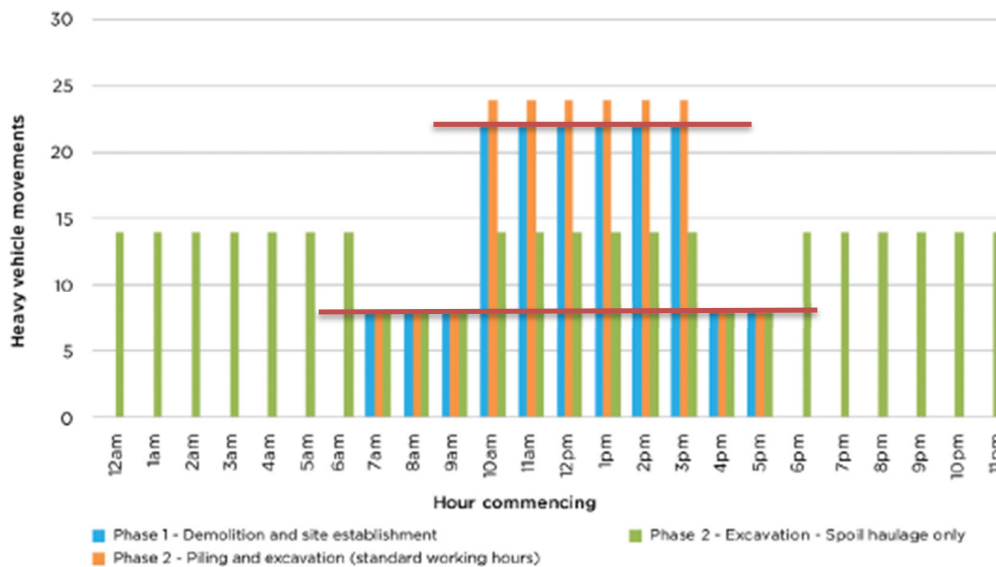


Figure 6-1: EIS heavy vehicle movements

As can be seen the number of heavy vehicles associated with the site establishment works is significantly lower than predicted in the EIS.

6.1.2 Impact on parking

All light and heavy vehicles associated with the works will be catered for on site. All public parking has been removed previously by the Sydney Metro West demolition contractor.

6.1.3 Impact on active transport users

Truck aware decals, Figure 6-2, are proposed to be installed on Macquarie Street and George Street either side of the following intersections with Macquarie Street and George Street:

- O'Connell Street
- Marsden Street
- Church Street
- Horwood Place

Decals are also proposed on George Street either side of Horwood Place, to highlight the existence of increased truck traffic in the area.

Truck aware decals will also be placed outside key crossing points at Our Lady of Mercy College, (Figure 6-4) and Parramatta High School (



Figure 6-2: Truck Aware decals

The proposed locations of the decals are shown on Figure 6-3.



Figure 6-3: Truck Aware decal locations



Figure 6-4: Our Lady of Mercy College – Truck aware decal locations



Figure 6-5 Parramatta High School truck aware decals

6.1.3.1 Parramatta High School

Parramatta High School is located on the corner of Pitt Street and the Great Western Highway. It is noted that Parramatta High School current bell times are:

- 730AM
- 245PM

Heavy vehicles will be limited during school zone operating times.

6.1.3.2 Old Lady of Mercy College

Our Lady of Mercy College is located on the corner of O'Connell Street and Victoria Road. It is noted that College's current bell times are:

- 830AM
- 320PM

Heavy vehicles will be limited during school zone operating times.

6.1.4 Impact on public transport

There is no impact on the existing public transport.

6.1.5 Impact on property and utility access

The Parramatta site provides access to the remaining businesses on Church Street who have access/ egress on Horwood Place. There will be no impact to the existing access during the site establishment phase of works.

6.1.6 Managing cumulative impacts

There are a number of adjacent construction sites within close vicinity of the GLC works. Parramatta Light Rail is accessing and egressing via the Smith Street intersection. Holdmark uses Macquarie Street to enter the site with egress via Horwood Place. The Built group are using 70 Macquarie Street as a temporary laydown area. Regular contact will be maintained throughout the life of the project, through attendance at the Traffic Control Group (TCG) and Traffic and Transport Liaison Group (TTLG).

6.1.6.1 Traffic and Transport Liaison Group (TTLG)

This forum is provided to ensure that the stakeholders who may be affected by the works are informed of the proposed works and the traffic impacts associated with those works. Attendance at these forums typically includes several government agencies at both the state and local level, emergency services, public and private transport operators, pedestrians and cyclists advocacy groups and other stakeholders as nominated by TfNSW. This forum typically meets monthly.

6.1.6.2 Traffic Control Group (TCG)

The TCG is a forum to discuss the proposed traffic management measures during the stages of the works including the impacts on the road and transport network and proposed mitigation measures, any feedback received on the traffic documentation and updates on the program of works. This group will meet as agreed between the members. The TCG members will vary depending on the location of the works. Proposed members include:

- Transport for New South Wales including Sydney Metro; Transport Management Centre: Customer Journey Planning (previously SCO); Greater Sydney Region (previously RMS)
- Local council representatives
- Other contractors required by TfNSW
- Centre of Road and Maritime Safety
- Infrastructure NSW.

7 FLEET MANAGEMENT

Trucks to be used on the project will be compliant with NSW legislation, Sydney Metro's Principal Contractor Health and Safety Standard, relevant Australian Design Rules and vehicle standards and the Heavy Vehicle National Legislation. All heavy vehicle operations will be conducted in accordance with GLC's Chain of Responsibility (CoR) Management Plan including compliance with nominated haulage routes. The use of Teletrac Navman Telematic system will allow the monitoring of vehicles whilst working for GLC. All vehicles arriving at any of the sites will be required to book onto the Delivery Management System: Data Scope 24 hours in advance, thus providing certainty of heavy vehicle arrival times allowing management of heavy vehicles prior to arriving at site with the added ability to delay arrivals to suit onsite conditions.

A combination of truck types will be used during the works, with trucks being truck and dog, semi-trailers, 12.5m single unit trucks and low loaders. All vehicles will enter and exit the site in a forward direction.

Construction traffic will be managed to minimise movements during peak periods and through school zones during drop off and pick up times, in particular at the Westmead and Parramatta sites and this will be achieved through scheduling of vehicles and staggered start and finish times. GLC will ensure that there is no idling or queuing on public roads by providing sufficient on site areas for vehicles to wait. The use of marshalling facilities is not envisioned, however, where this is required, GLC will ensure that the marshalling of heavy vehicles is not carried out near sensitive land user(s).

7.1 Road dilapidation report

Before any local road is used by Heavy Vehicles, a road dilapidation report will be prepared. A copy of that report will be provided to City of Parramatta Council within three (3) weeks of completion of the survey and no later than one (1) month before the road used by heavy vehicles associated with the project.

If damage to roads occurs as a result of the construction of the project, GLC will either, at City of Parramatta Council's discretion:

- Compensate City of Parramatta Council 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

7.2 Drivers and operators

Operator selection will be based on safety performance criteria. Operators and drivers will be required to have general construction industry induction cards and will be required to attend ongoing general project and site specific inductions.

All operators will be comprehensively trained with regard to community expectations and impacts from heavy vehicle movements through site inductions and attendance at the Sydney Metro Industry Curriculum (SMIT) – Safe Heavy Vehicle Introduction Skills which provides drivers with the knowledge, skills, motivation and confidence to drive heavy vehicles safely and professionally in an urban built up road environments, whilst undertaking a transport task required on the project.

The training course focuses on low risk driver behaviours, shared the road safely with vulnerable road users and reinforces heavy vehicle driver knowledge and skill. The project and site inductions will have a particular focus on operator behaviour. The driver induction process will include safety awareness in relation to all road users, particularly pedestrians and cyclists. All deliveries associated with the project, are able to download the approved heavy vehicle route maps which include the locations of schools. It is noted that the GPS system can also track speeds and that non-compliance with school speed zones is also monitored.

7.3 EIS routes for Heavy Vehicles

The EIS nominated a number of routes into and out of the site as shown on Figure 7-1. The EIS routes nominated the primary heavy vehicle route inbound via Pitt Street, O'Connell Street and George Street – assuming that the traffic signals would be installed at the intersection of George Street and Horwood Place. These signals will not be installed for the site establishment phase of works. Alternate inbound routes were also nominated as being via Wilde Avenue/ Smith Street and Harris Street/ George Street. The primary outbound route is onto George Street via a left turn from the site onto O'Connell Street (a regional road). The alternative outbound routes would require a right hand turn from the site onto George Street. Without the traffic signals this route is not a preferred movement.

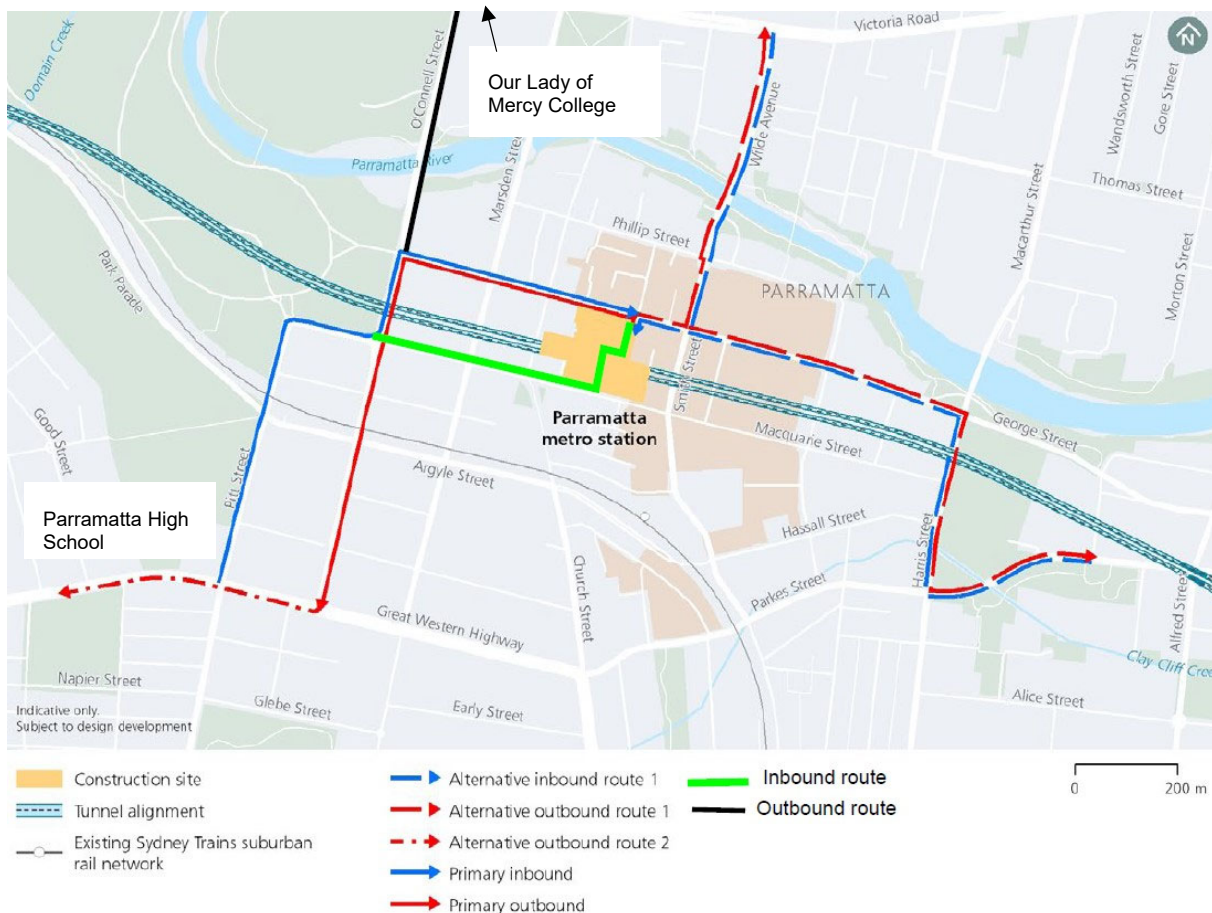


Figure 7-1: EIS nominated heavy vehicle routes with GLC overlay

7.4 Proposed heavy vehicle routes

There are a number of roads within the Parramatta area that are required to access/ egress the construction site. These roads are detailed in Table 7-1.

Table 7-1: Roads to be used by Heavy Vehicles

Road name	Between	Between	Road type	Included EIS?	Two way traffic flow	Parking	Speed limit
Pitt Street	Great Western Highway	Macquarie Street	State	Yes	No	No	50km/hr
Macquarie Street	O'Connell Street	Horwood Place	Local	No	No	Yes	40km/hr
Horwood Place	Macquarie Street	George Street	Private	Yes	No	No	20km/hr
George Street	Horwood Place	O'Connell Street	Local	Yes	Yes	Yes	40km/hr
O'Connell Street	Great Western Highway	George Street	Regional	Yes	Yes	Yes	50km/hr
O'Connell Street	George Street	Barney Street	Regional	No	Yes	No	50km/hr

As noted by the Ministerial Conditions of Approval, this report is to cover local roads not identified in the EIS, specifically Macquarie Street for the site establishment phase of works.

For the site establishment phase of the works the swept paths undertaken are shown on Figure 7-2. The swept path analysis is provided in Appendix A.

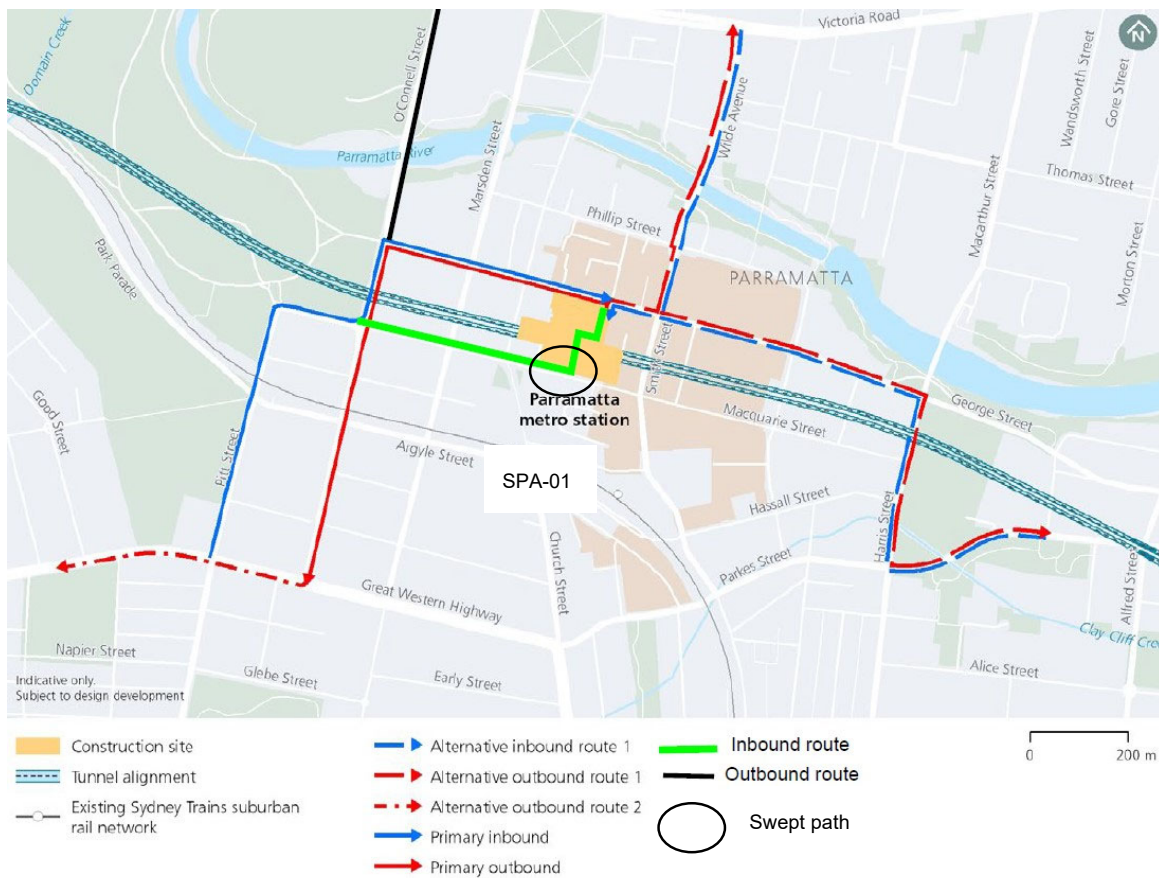


Figure 7-2: Swept path analysis locations for site establishment phase of works

7.5 Fleet safety

GLC is committed to safety for all aspects of the project with road safety being paramount to the success of the project. To demonstrate this commitment the requirements listed in Table 7-2.

Table 7-2: Heavy vehicle requirements

Requirement(s)	Purpose	Managed by
Ensure all heavy vehicles are registered and comply with the Australian Design Rules	Ensure compliance with legislative requirements	Checking prior to attendance at site through subcontractor engagement All vehicles will be registered on Plant Assessor
Blind spot elimination or minimise front, side and rear blind spots, including <ul style="list-style-type: none"> Class V and VI mirrors as per ADR14.02 where blind spots cannot be permanently eliminated The prohibition of accessories that restrict the forward field of vehicles including opaque or chrome bug deflectors 	Ensure compliance with SWTC and increase visibility of active transport users	Checking prior to attendance at site through subcontractor engagement All vehicles will be registered on Plant Assessor
Side underrun protection fitted to both sides of the vehicle: <ul style="list-style-type: none"> Between the front and rear axle of all rigid (SU) trucks and Between the front axle/ landing legs and rear axle of trailers forming part of a combination 	Improved protection for active transport users	Checking prior to attendance at site through subcontractor engagement All vehicles will be registered on Plant Assessor
Signage placed on heavy vehicles including: <ul style="list-style-type: none"> Rear warning signs alerting other roads users to the dangers of overtaking and Front nearside signs warning pedestrians about walking 	Increasing road safety awareness for all users	Checking prior to attendance at site through subcontractor engagement All vehicles will be registered on Plant Assessor

Requirement(s)	Purpose	Managed by
close to the front of a moving or stationary heavy vehicle		
Full body line and contour conspicuity markings and reflective markings fitted to the drawbar of all trailers	Increasing visibility of heavy vehicles	Checking prior to attendance at site through subcontractor engagement All vehicles will be registered on Plant Assessor
Heavy vehicle drivers to complete the Sydney Metro Safe Heavy Vehicle Driver Induction program or similar	Training and induction to address safety of pedestrians/ cyclists along street frontages and particularly: <ul style="list-style-type: none"> • Macquarie Street at the Church Street intersection • George Street at the site exit • School zone operating times on Pitt Street and O'Connell Street 	Training and induction process All heavy vehicle operators will be registered on Plant Assessor
All heavy vehicles used for spoil haulage must be clearly marked on the sides and rear with the project name and application number to enable immediate identification by a person viewing the heavy vehicle standing 20m away	Compliance with MCoA	Checking prior to attendance at site through subcontractor engagement All vehicles will be registered on Plant Assessor

8 COMMUNITY AND CONSULTATION

8.1 Stakeholders

Table 8-1 notes the consultation undertaken in the development of this Heavy Vehicle Local Road report. Appendix C includes the comments received and GLC's responses to those comments.

Table 8-1: Stakeholder consultation

Stakeholder	Date	Consultation
Sydney Metro Project team	4 th May 2022	Submission of HVLR report
CJP	4 th May 2022	Submission of HVLR report
Cumberland Council	4 th May 2022	Submission of HVLR report

8.2 Workforce communications

All personnel, including subcontractors, are required to attend a compulsory project and site induction before commencing any works on site. Similarly, visitors will be required to undertake a visitor's induction. The inductions held for the Parramatta site will specifically note:

- The high pedestrian activity within the Parramatta CBD especially near the Church Street precinct and at the site exit onto George Street
- School zone operating times on Pitt Street and O'Connell Street

This HVLR report will be included in the Construction Traffic Management Plan (CTMP) and will be included in the site induction for heavy vehicle drivers. A record of all attendees will be maintained.

Toolbox talks will be conducted and will be used to promote the safety and environmental performance including compliance with this report and the approved CTMP.

A : SWEPT PATH ANALYSIS

Swept path analysis was undertaken for the site establishment phase at the locations as noted on Figure 8-1 and included in Table 8-2.

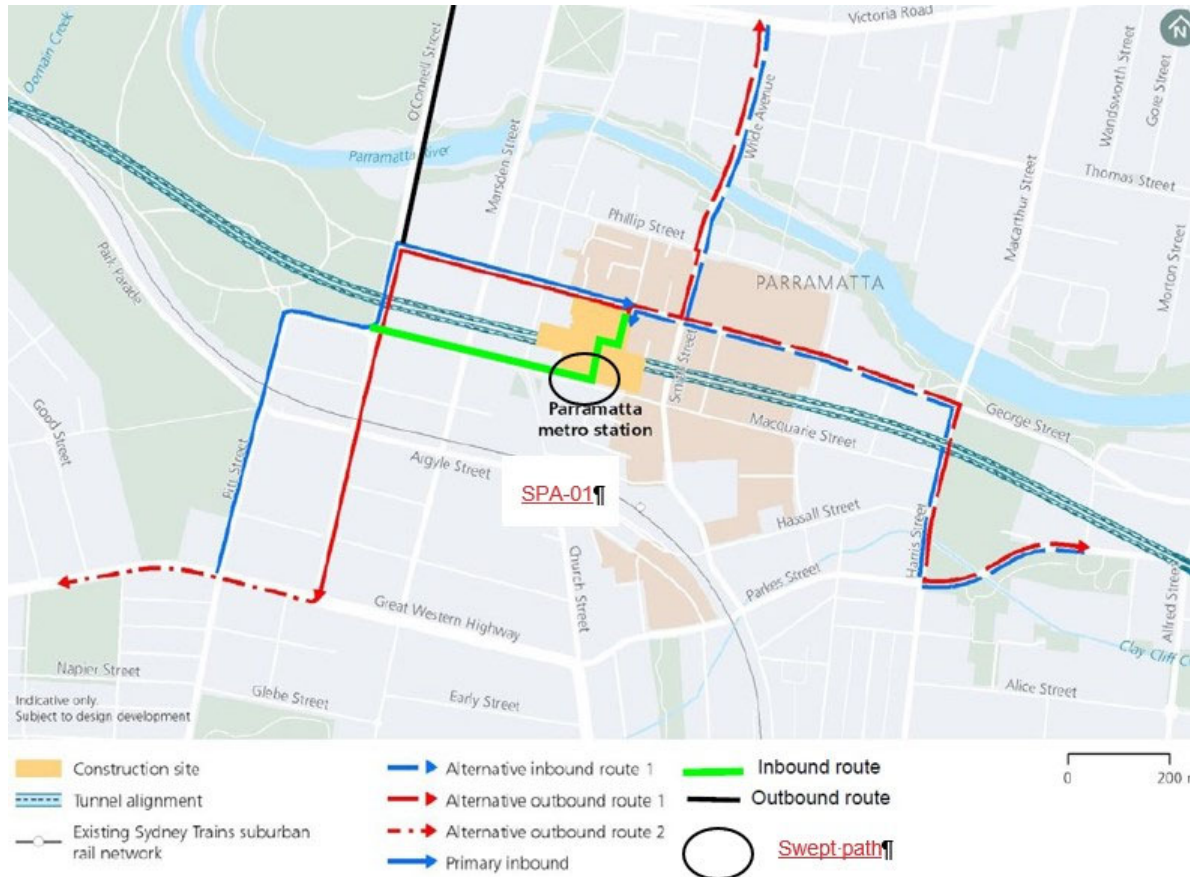


Figure 8-1: Swept path analysis locations for the site establishment phase of works

Table 8-2: Swept path drawing and suitability for the site establishment phase of works

Drawing #	Location	Suitability	Truck type
PTA-SPA-01S	Macquarie Street into Horwood Place	Yes	19m Semi-trailer
PTA-SPA-01T	Macquarie Street into Horwood Place	Yes	19m Truck and dog



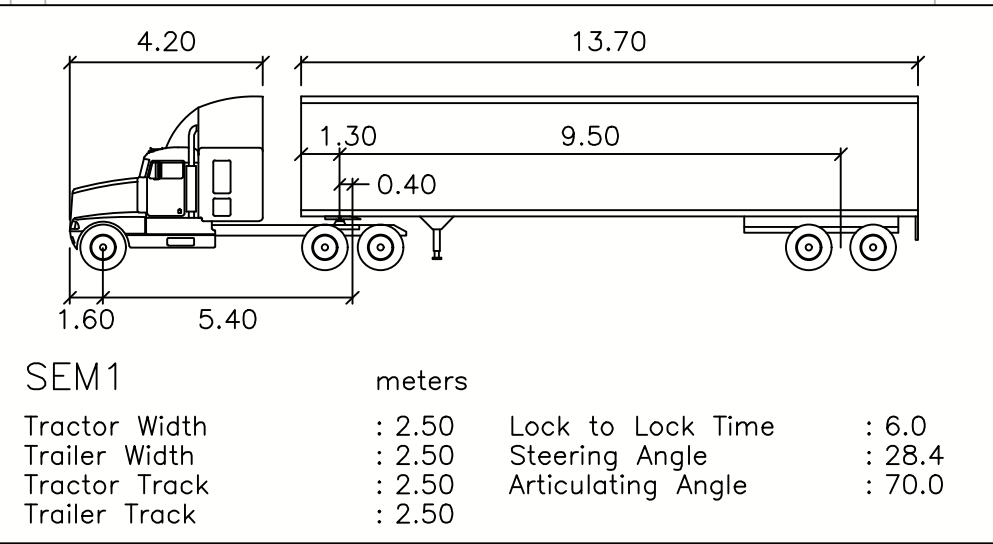
UNITED LN



HORWOOD PL

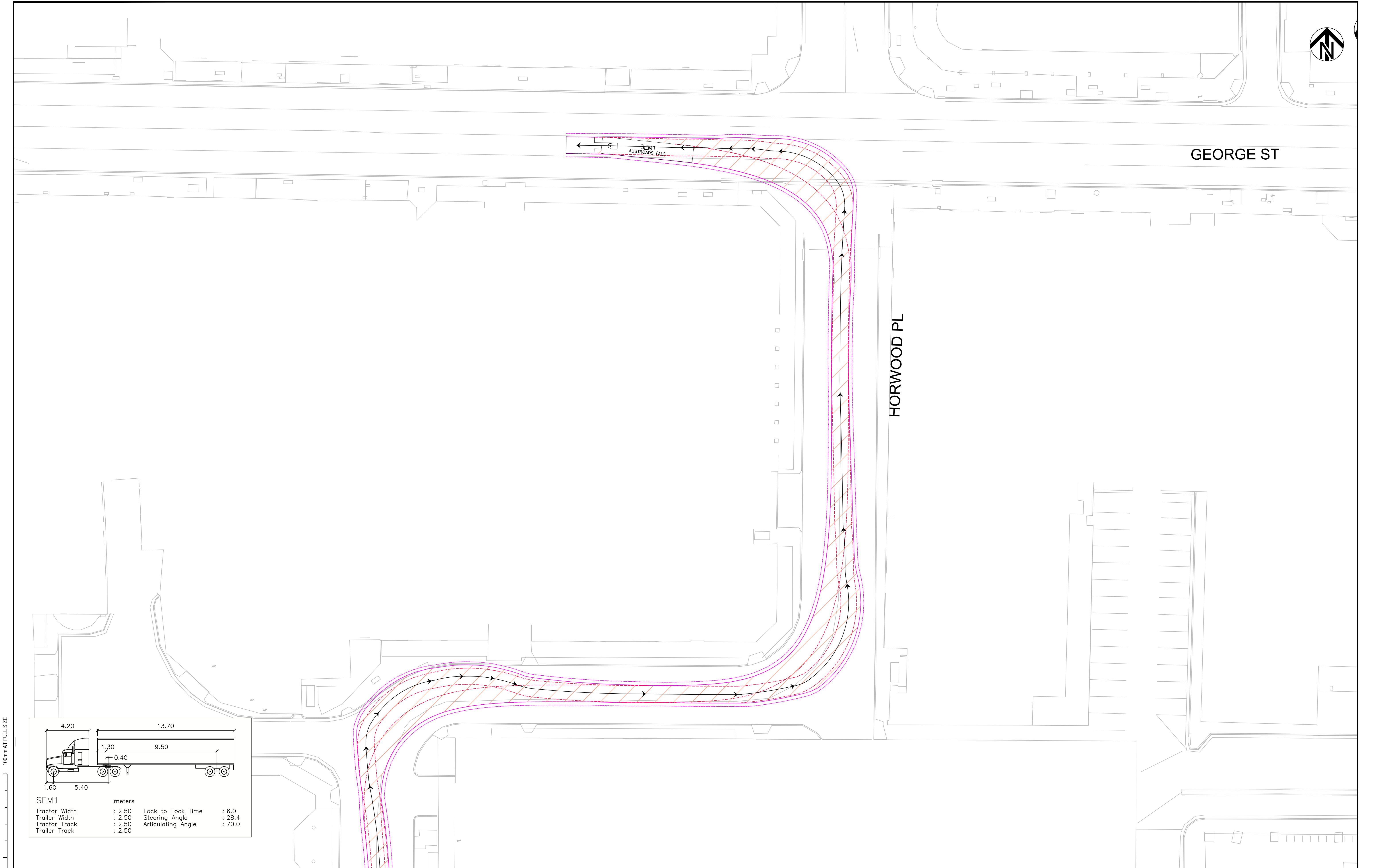
MACQUARIE ST

PLR WORKSITE



SEM1
AUSTROADS (AU)



				SCALES		<div>CLIENT</div> <div> </div>	<div>The information shown on this drawing is for the purposes of the Sydney Metro Project only. No warranty is given or implied as to its suitability for any other purpose. The Service Providers accept no liability arising from the use of this drawing and the information shown thereon for any purpose other than the Sydney Metro Project.</div> <div>SERVICE PROVIDERS</div>			SYDNEY METRO		
-	-	-	-	-	-					DRAWN_ S.S	SWEPT PATH ANALYSIS PTA-SPA-01S	
-	-	-	-	-	-					DESIGNED_		
-	-	-	-	-	-					DRG CHECK_		
-	-	-	-	-	-					DESIGN CHECK_		
A	S.S	28-11-21	DRAFT				APPROVED_					
REV.	BY	DATE	DESCRIPTION			APPD.						
A1 Original	Co-ordinate System: MGA Zone 56		Height Datum: A.H.D.		This sheet may be prepared using colour and may be incomplete if copied		NOTE: Do not scale from this drawing.		ALT: DRG No.			



100mm AT FULL SIZE

					SCALES		<div>CLIENT</div> <div><div></div><div></div></div> <div>The information shown on this drawing is for the purposes of the Sydney Metro Project only. No warranty is given or implied as to its suitability for any other purpose. The Service Providers accept no liability arising from the use of this drawing and the information shown thereon for any purpose other than the Sydney Metro Project.</div> <div>SERVICE PROVIDERS</div> <div>DRAWN_ _ _ S.S _ _ _ _ _</div> <div>DESIGNED_ _ _ _ _</div> <div>DRG CHECK_ _ _ _ _</div> <div>DESIGN CHECK_ _ _ _ _</div> <div>APPROVED_ _ _ _ _</div>		SYDNEY METRO			
-	-	-	-	-	<div>SWEPT PATH ANALYSIS</div> <div>PTA-SPA-01S</div>							
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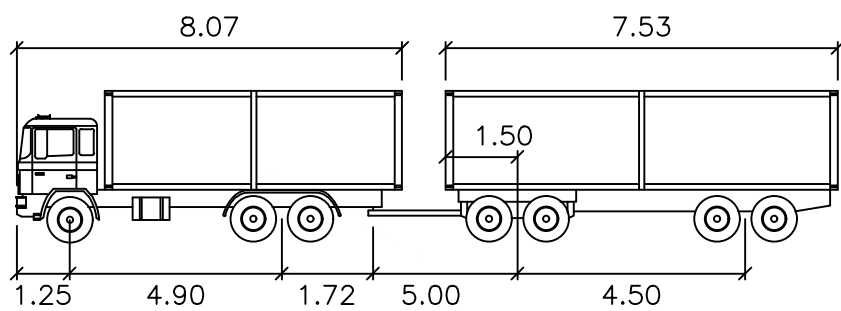
UNITED LN

HORWOOD PL

MACQUARIE ST

PLR WORKSITE

Truck and Trailer (Typical)
Custom

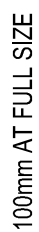


Truck and Trailer (Typical)

First Unit Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 40.0
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

100mm AT FULL SIZE

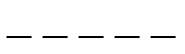
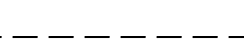
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A1 Original	Co-ordinate System: MGA Zone 56		Height Datum: A.H.D.	This sheet may be prepared using colour and may be incomplete if copied		NOTE: Do not scale from this drawing.		ALT: DRG No.						



HORWOOD PL



First Unit Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 40.0
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

				SCALES		CLIENT <div> </div>	The information shown on this drawing is for the purposes of the Sydney Metro Project only. No warranty is given or implied as to its suitability for any other purpose. The Service Providers accept no liability arising from the use of this drawing and the information shown thereon for any purpose other than the Sydney Metro Project. SERVICE PROVIDERS DRAWN_____ S.S. _____ DESIGNED_____ DRG CHECK_____ DESIGN CHECK_____ APPROVED_____	SYDNEY METRO			
-	-	-	-	-	-			SWEPT PATH ANALYSIS			
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A	S.S	28-11-21	DRAFT					STATUS:			
REV.	BY	DATE	DESCRIPTION		APPD.		SHEET	OF	©		
A1 Original	Co-ordinate System: MGA Zone 56		Height Datum: A.H.D.	This sheet may be prepared using colour and may be incomplete if copied		NOTE: Do not scale from this drawing.	ALT. DRG No.		DRG No.	REV.	A

B : WRITTEN CONFIRMATION



21 May 2022

Sue Lewis
Director
Sue Lewis Consulting
on behalf of Gamuda Australia and
Laing O'Rourke Consortium (GLC)

Dear Sue,

Subject: Independent Review of Heavy Vehicle Local Road Report (Parramatta) – Sydney Metro West, Western Tunnelling Package

I refer to your request for an assessment of the Heavy Vehicle Local Road Report (Document Ref. No.:SMWSTWTP-GLO-PTA-HS-RPT-000001-A.01) and to provide comment in relation to the appropriateness and the 'fit for purpose' of the processes/measures proposed in the report.

I am writing to outline my advice in relation to the local road use associated with truck routes access/egress proposed for the Parramatta site as part of the Sydney Metro West – Western Tunnelling Package. I am a Certified Practicing Engineer (Engineers Australia), NER and RPEQ with over 36 years' experience in traffic engineering, road design, risk management, crash investigation and road safety auditing. I am currently accredited as a senior road safety auditor in Victoria, South Australia, Queensland and Tasmania and a Level 3 Road Safety Auditor in NSW.

I have reviewed the document titled Heavy Vehicle Local Road Report (Document Ref. No.: SMWSTWTP-GLO-PTA-HS-RPT-000001-A.01) supplied. The Ministerial Condition of Approval (MCoA D87) specifically requires:

- Truck Swept Path Analysis;
- Demonstration that the use of the local roads will not compromise the safety of pedestrians and cyclists or traffic flow;
- Road dilapidation requirements;
- Measures to avoid local road use where practical and to avoid schools, aged care facilities and child care facilities during peak operational times.

It is noted that all work vehicles will enter the construction site via Macquarie Street onto Horwood Place and exit by turning left onto George Street.

The swept path analysis supplied indicates that all semi-trailer and truck & dog turning movements can be adequately accommodated through Horwood Place and at the intersections at Macquarie Street and George Street.

Drivers will be instructed accordingly during training and induction.

I note that the abutting development along the proposed route is essentially commercial given its location within Sydney CBD. Truck warning decals are proposed at most intersections in the vicinity of the work site to increase awareness of pedestrians in relation to the presence of construction traffic.



The proposed measures below are considered to be appropriate to minimise risk for the work site:

- Installation of the warning decals at all intersections in the vicinity of the site;
- Managing construction traffic movements to minimise movements during peak periods; and
- Heavy vehicle numbers will be minimised during school zone pick-up and drop-off times.

Given that there are no aged care or child care facilities and that the movement of construction traffic through school zones will avoid pick-up and drop-off times, the use of the proposed local roads is expected to have limited to no adverse impact on pedestrians and/or sensitive facilities. The proposed heavy vehicle route report appears to meet the requirements outlined in MCoA D87.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Raj Muthusamy', is written over a light blue horizontal line.

Raj Muthusamy
Director / Level 3 Road Safety Auditor
Road Safety Audits

C : STAKEHOLDER CONSULTATION

REVIEW COMMENTS SHEET

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
SMWSTWTP-GLO-PTA-TF-RPT-000001	Sydney Metro West - WTP - Heavy Vehicle Local Road Report - Site Establishment - Parramatta	B.02	S3	03	9/05/2022	TFN	LWILBY	SMWSTWTP-GLO-PTA-TF-RPT-000001	5.3 Church Street	NA	Please confirm speed limit of Church between Market Street and Macquarie Street. This will be 20km/h when trams are operational.	Observation	Y
								SMWSTWTP-GLO-PTA-TF-RPT-000001	5.3 Church Street	NA		Observation	Y
				03.01	24/05/2022	GLO	DKELLY	SMWSTWTP-GLO-PTA-TF-RPT-000001	5.3 Church Street	NA	Document amended	Observation	Y
								SMWSTWTP-GLO-PTA-TF-RPT-000001	5.3 Church Street	NA		Observation	Y
				03.01.01	27/05/2022	TFN	LWILBY				Document updated, comment closed.	Observation	Y
												Observation	Y
				04	9/05/2022	SMD	BGORDON	SMWSTWTP-GLO-PTA-TF-RPT-000001	Section 7 - 3rd paragraph	MCoA D87 (d)	Section 7 states that "Construction traffic will be managed to minimise movements during peak periods and through school zones during drop off and pick up times". The Road Safety Auditor states, in their letter, "that the movement of construction traffic through school zones will avoid pick-up and drop-off time" Please clarify and update the document to provide clear direction on how school zones will be managed. Is it minimise or avoid, as they minimise and avoid have different meanings.	Minor Non-Compliance	N
								SMWSTWTP-GLO-PTA-TF-RPT-000001	Section 7 - 3rd paragraph	MCoA D87 (d)		Minor Non-Compliance	N
				04.01	24/05/2022	GLO	DKELLY	SMWSTWTP-GLO-PTA-TF-RPT-000001	Section 7 - 3rd paragraph	MCoA D87 (d)	Document amended	Minor Non-Compliance	N
							DKELLY	SMWSTWTP-GLO-PTA-TF-RPT-000001	Section 7 - 3rd paragraph	MCoA D87 (d)	Document amended	Minor Non-Compliance	N
				05	9/05/2022	TFN	LWILBY	SMWSTWTP-GLO-PTA-TF-RPT-000001	5.3 Church Street	NA	The document under Figure 5-12 references no parking along Church between George and Macquarie, with parking restricted further north and south. However the introduction of light rail has removed parking between Victoria Road and Macquarie Street and restricted general traffics ability to access Church Street.	Observation	Y
								SMWSTWTP-GLO-PTA-TF-RPT-000001	5.3 Church Street	NA		Observation	Y
				05.01	24/05/2022	GLO	DKELLY	SMWSTWTP-GLO-PTA-TF-RPT-000001	5.3 Church Street	NA	Document amended	Observation	Y
								SMWSTWTP-GLO-PTA-TF-RPT-000001	5.3 Church Street	NA		Observation	Y
				05.01.01	27/05/2022	TFN	LWILBY				Document updated, comment closed.	Observation	Y
												Observation	Y
				06	9/05/2022	TFN	LWILBY	SMWSTWTP-GLO-PTA-TF-RPT-000001	6.1.3 Impact on active transport users	NA	Opening sentence is potentially misleading, please consider highlighting that decals are proposed to be installed on Macquarie and George Streets with side of the following intersections...	Observation	Y
								SMWSTWTP-GLO-PTA-TF-RPT-000001	6.1.3 Impact on active transport users	NA		Observation	Y
				06.01	24/05/2022	GLO	DKELLY	SMWSTWTP-GLO-PTA-TF-RPT-000001	6.1.3 Impact on active transport users	NA	Document amended	Observation	Y
								SMWSTWTP-GLO-PTA-TF-RPT-000001	6.1.3 Impact on active transport users	NA		Observation	Y
				06.01.01	27/05/2022	TFN	LWILBY				Document updated, comment closed.	Observation	Y
												Observation	Y
				07	9/05/2022	TFN	LWILBY	SMWSTWTP-GLO-PTA-TF-RPT-000001	6.1.3.1 Parramatta high school	NA	Please consider the use of Be Truck Aware decals outside key crossing points at Parramatta High School and Old Lady of Mercy College as an additional mitigation measure against pedestrian collisions in line with the SFAIRP definition.	Observation	Y
								SMWSTWTP-GLO-PTA-TF-RPT-000001	6.1.3.1 Parramatta high school	NA		Observation	Y
				07.01	24/05/2022	GLO	DKELLY	SMWSTWTP-GLO-PTA-TF-RPT-000001	6.1.3.1 Parramatta high school	NA	Document amended	Observation	Y
								SMWSTWTP-GLO-PTA-TF-RPT-000001	6.1.3.1 Parramatta high school	NA		Observation	Y
				07.01.01	27/05/2022	TFN	LWILBY				Decals added outside the school - thank you. Comment closed.	Observation	Y
												Observation	Y

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
				08	9/05/2022	TFN	LWILBY	SMWSTWTP-GLO-PTA-TF-RPT-000001	A: Swept Path Analysis	NA	The swept path for both vehicles from the left turn movement from Horwood into George Street indicates that they will either overhang the centre line or leave very little margin for error. This increases the risk of head on collision with vehicles travelling along George Street. Please consider and demonstrate what else can be reasonably done to prevent collisions in this location.	Observation	Y
								SMWSTWTP-GLO-PTA-TF-RPT-000001	A: Swept Path Analysis	NA		Observation	Y
				08.01	24/05/2022	GLO	DKELLY	SMWSTWTP-GLO-PTA-TF-RPT-000001	A: Swept Path Analysis	NA	The line as noted is thre 500mm offset line. It is noted that this site has had construcion site traffic from Parramatta Light Rail, Holdmark, Built and DELTA group using this egress with no incidents noted	Observation	Y
								SMWSTWTP-GLO-PTA-TF-RPT-000001	A: Swept Path Analysis	NA		Observation	Y
				08.01.01	27/05/2022	TFN	LWILBY				Response noted, comment closed.	Observation	Y
												Observation	Y
				09	9/05/2022	SMD	BGORDON	SMWSTWTP-GLO-PTA-TF-RPT-000001	Flgure 7.2	MCoA D87	Figure 7-2 and 8-1 show the same inbound route for heavy vehicles. The outbound route/s for heavy vehicles, are two lines at the bottom of the first paragraph in Section 7.3. To improve clarity consider one map shewing all routes, maybe even an overlay of inbound and outbound routes over the EIS route map, allowing a clear comparison.	Observation	N
								SMWSTWTP-GLO-PTA-TF-RPT-000001	Flgure 7.2	MCoA D87		Observation	N
				09.01	24/05/2022	GLO	DKELLY	SMWSTWTP-GLO-PTA-TF-RPT-000001	Flgure 7.2	MCoA D87	No change to document as it is quite clear what swept paths are being undertaken	Observation	N
							DKELLY	SMWSTWTP-GLO-PTA-TF-RPT-000001	Flgure 7.2	MCoA D87	Document amended	Observation	N
				11	16/05/2022	SMD	SCLARKE	SMWSTWTP-GLO-PTA-TF-RPT-000001	Definitions/ Abbreviations	N/A	Update DPIE to DPE	Observation	Y
								SMWSTWTP-GLO-PTA-TF-RPT-000001	Definitions/ Abbreviations	N/A		Observation	Y
				11.01	24/05/2022	GLO	DKELLY	SMWSTWTP-GLO-PTA-TF-RPT-000001	Definitions/ Abbreviations	N/A	Document amended	Observation	Y
								SMWSTWTP-GLO-PTA-TF-RPT-000001	Definitions/ Abbreviations	N/A		Observation	Y
				12	17/05/2022	SMD	CSATHIANAN	SMWSTWTP-GLO-PTA-TF-RPT-000001	6.1.3.1 & 6.1.3.2	MCoA D87	School bell times to be reviewed as they are not accurate. Impacts to drop off and pick up times and vehicle movements to be considered in line with safety auditor review.	Potential Non-Compliance	Y
								SMWSTWTP-GLO-PTA-TF-RPT-000001	6.1.3.1 & 6.1.3.2	MCoA D87		Potential Non-Compliance	Y
				12.01	24/05/2022	GLO	DKELLY	SMWSTWTP-GLO-PTA-TF-RPT-000001	6.1.3.1 & 6.1.3.2	MCoA D87	Document amended	Potential Non-Compliance	Y
								SMWSTWTP-GLO-PTA-TF-RPT-000001	6.1.3.1 & 6.1.3.2	MCoA D87		Potential Non-Compliance	Y
				13	20/05/2022	SMD	AHENDY	SMWSTWTP-GLO-PTA-TF-RPT-000001	Table 3-11, page 11	Schedule D4	Table 3-11, page 11 - document reference for Condition of Approval D87(c) is given as Appendix D. Appendix D is blank - this will need to be updated prior to submission to DPE for review and approval.	Observation	Y
								SMWSTWTP-GLO-PTA-TF-RPT-000001	Table 3-11, page 11	Schedule D4		Observation	Y
				13.01	24/05/2022	GLO	DKELLY	SMWSTWTP-GLO-PTA-TF-RPT-000001	Table 3-11, page 11	Schedule D4	Yes transmittal now included	Observation	Y
								SMWSTWTP-GLO-PTA-TF-RPT-000001	Table 3-11, page 11	Schedule D4		Observation	Y
				14	20/05/2022	SMD	AHENDY	SMWSTWTP-GLO-PTA-TF-RPT-000001	Section 7.1, page 32	NA	Section 7.1, page 32, refers to both City of Parramatta Council and Cumberland Council. Suggest changing reference to "Cumberland Council" to "City of Parramatta Council"	Observation	Y
								SMWSTWTP-GLO-PTA-TF-RPT-000001	Section 7.1, page 32	NA		Observation	Y
				14.01	24/05/2022	GLO	DKELLY	SMWSTWTP-GLO-PTA-TF-RPT-000001	Section 7.1, page 32	NA	Document amended	Observation	Y
								SMWSTWTP-GLO-PTA-TF-RPT-000001	Section 7.1, page 32	NA		Observation	Y
				15	26/05/2022	SMD	BGORDON				No Comments		Y
													Y
				16	30/05/2022	SMD	SCLARKE				No Comments		Y
													Y

D : ROAD DILAPIDATION REPORT TRANSMITTAL

FW: Sydney Metro West - WTP - Pre-construction Dilapidation - Macquarie Street, George Street, Charles Street, Phillip Street, and Wilde Avenue - Parramatta - Issued For Information

1 message



West

Document Transmittal

Transmittal No:	SMWSTWTP-GLO-TX-000246
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Contract No: WTP - 00013/13065 - Western Tunnelling Works Design and Construction Deed

Sub Contract:

Date: 22 May 2022, 10:05 AM

Issued	Name
By	Sam Besim (Gamuda Laing O'Rourke Consortium)

Issued	Name
To	Nancy Indahwati (Sydney Metro) ; Berin Gordon (Sydney Metro) ; Denniel Custodio (Sydney Metro) ; Kate Brooks (Sydney Metro) ; Philip Brogan (Sydney Metro) ; Richard Searle (Parramatta City Council) ; Sasi Kumar (Parramatta City Council) ; Sandy Leung (Parramatta City Council) ; Sandra Martin (Parramatta City Council)
Cc	Transmittal SMD OpenAccess (Sydney Metro) ; Olga Krikelis (Sydney Metro) ; Tania Page (Sydney Metro) ; Ian Subramaniam (Sydney Metro) ; Andy Thompson (Gamuda Laing O'Rourke Consortium) ; Transmittal GLO OpenAccess (Gamuda Laing O'Rourke Consortium) ; Daniel Kelly (Gamuda Laing O'Rourke Consortium) ; Huw Griffiths (Gamuda Laing O'Rourke Consortium) ; Sam Besim (Gamuda Laing O'Rourke Consortium) ; David Leaver (Gamuda Laing O'Rourke Consortium) ; Simon Hussey (Gamuda Laing O'Rourke Consortium)

Reason for Issue	Issued for Information
Subject	Sydney Metro West - WTP - Pre-construction Dilapidation - Macquarie Street, George Street, Charles Street, Phillip Street, and Wilde Avenue - Parramatta - Issued For Information
Dear Sydney Metro,	
Please find attached - Sydney Metro West - WTP - Pre-construction Dilapidation - Macquarie Street, George Street, Charles Street, Phillip Street, and Wilde Avenue - Parramatta - Issued For Information	

Parramatta Dilapidation survey of local roads for record purposes only. This has been submitted in accordance with ministerial conditions clause D88

Kind Regards,
Sam Besim, Document Controller
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