

HEAVY VEHICLE LOCAL ROAD REPORT SITE ESTABLISHMENT

Sydney Metro West – Western Tunnelling Package




Westmead

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Action Type	Position	Name	Signature	Date Signed
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Approved by	Deputy Project Director	S Hussey		25 July 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
DPIE	Department of Planning, Industry 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.

For the Westmead site, the route proposed into site for the works is via Alexandra Avenue (a regional road), Hawkesbury Road and Bailey Street for the site establishment works. Egress from the site will be via Alexandra Avenue,

The suitability of the routes has been assessed based on typical Heavy Vehicle sizes eg: truck and dog combinations, single unit trucks.

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 one 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.

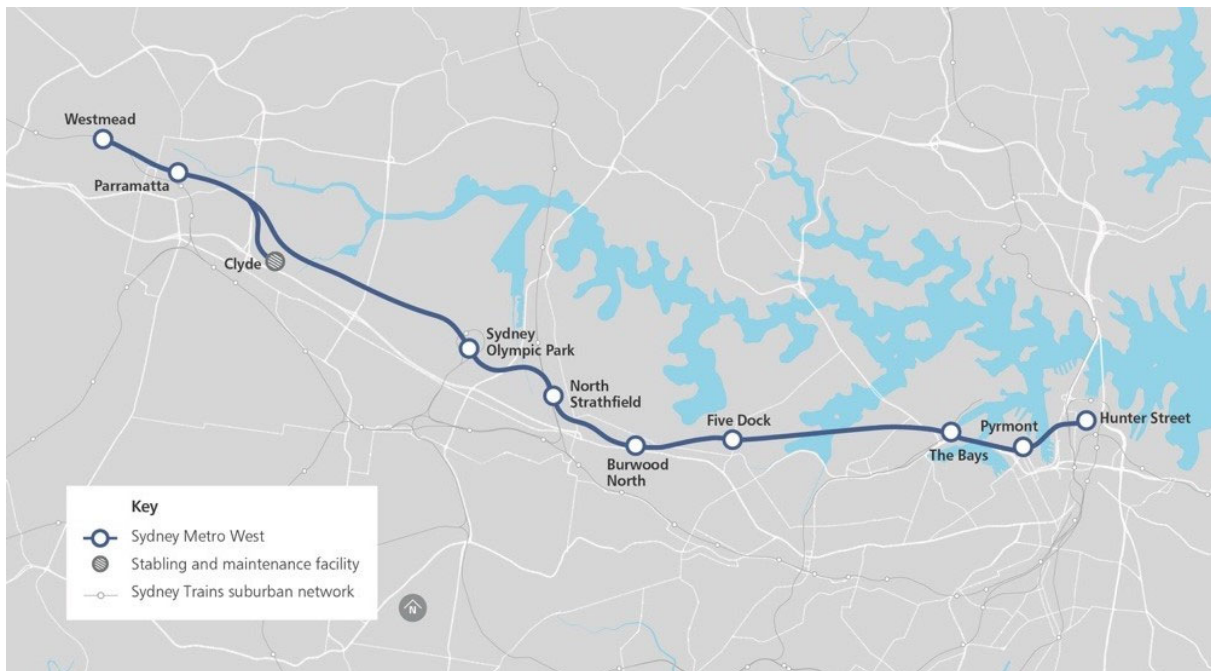


Figure 2-1: Project location

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 Westmead 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 Westmead 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 use 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 7.5

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
- TfNSW Cycleway Design Toolbox, 2020
- 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 south of the health precinct in Westmead and is bounded by Hawkesbury Road to the west, Bailey Street to the south, Hassall Street to the east and Alexandra Avenue to the north. as shown on Figure 5-1.

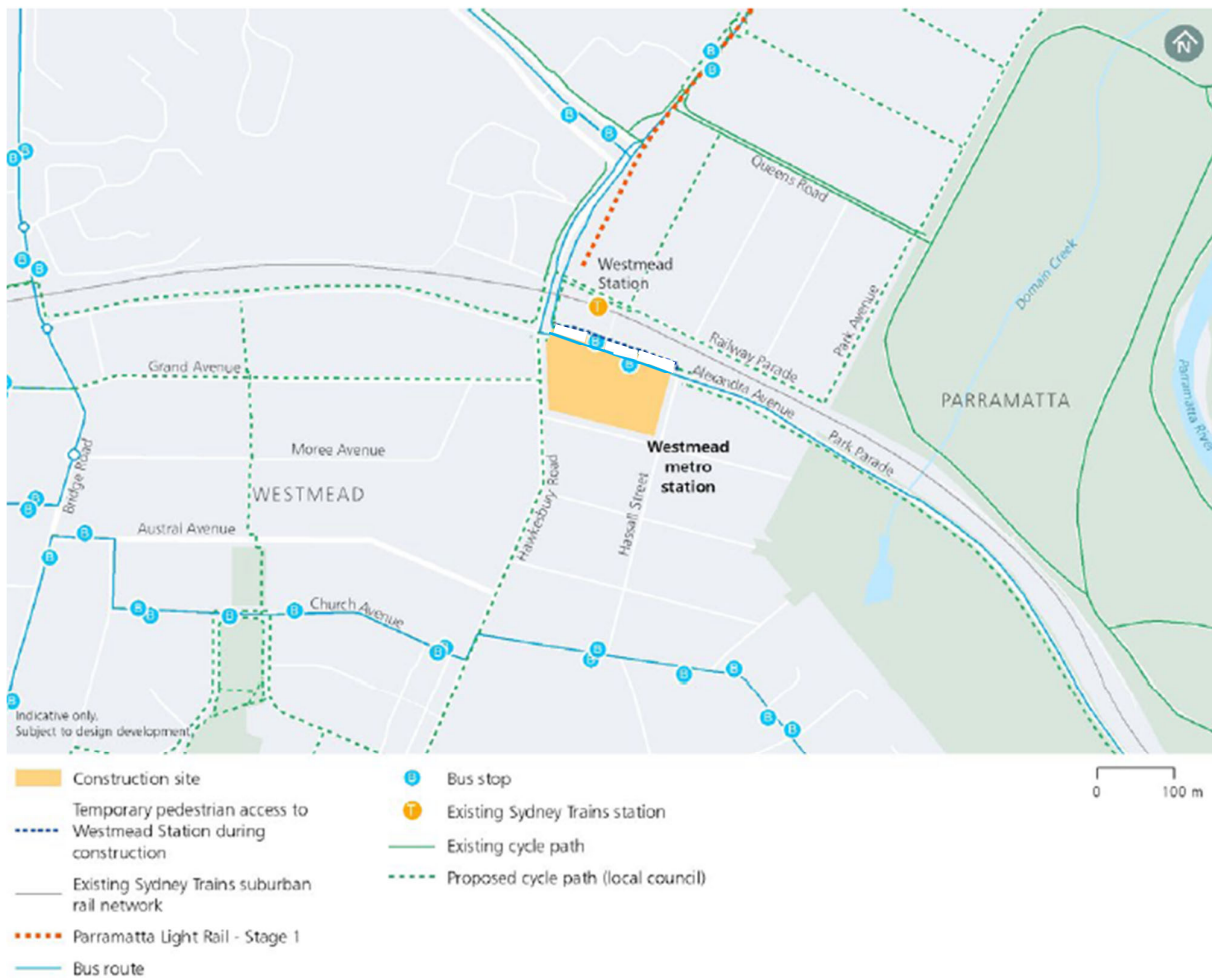


Figure 5-1: Site locality (source: EIS Chapter 10 Figure 10-1)

The site is in an a typically residential area with small areas of commercial properties. Westmead Public School is located to the south west of the site on Hawkesbury Road and Western Sydney University and Parramatta Marist High School is located to the north west of the site, 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 during the EIS development phase. The results of this review is provided on Figure 5-3. It is noted that no aged care facilities are located near the Westmead site. However, there are a number of child care facilities to the north and southwest of the site. As previously noted educational facilities are found to the north and south west.

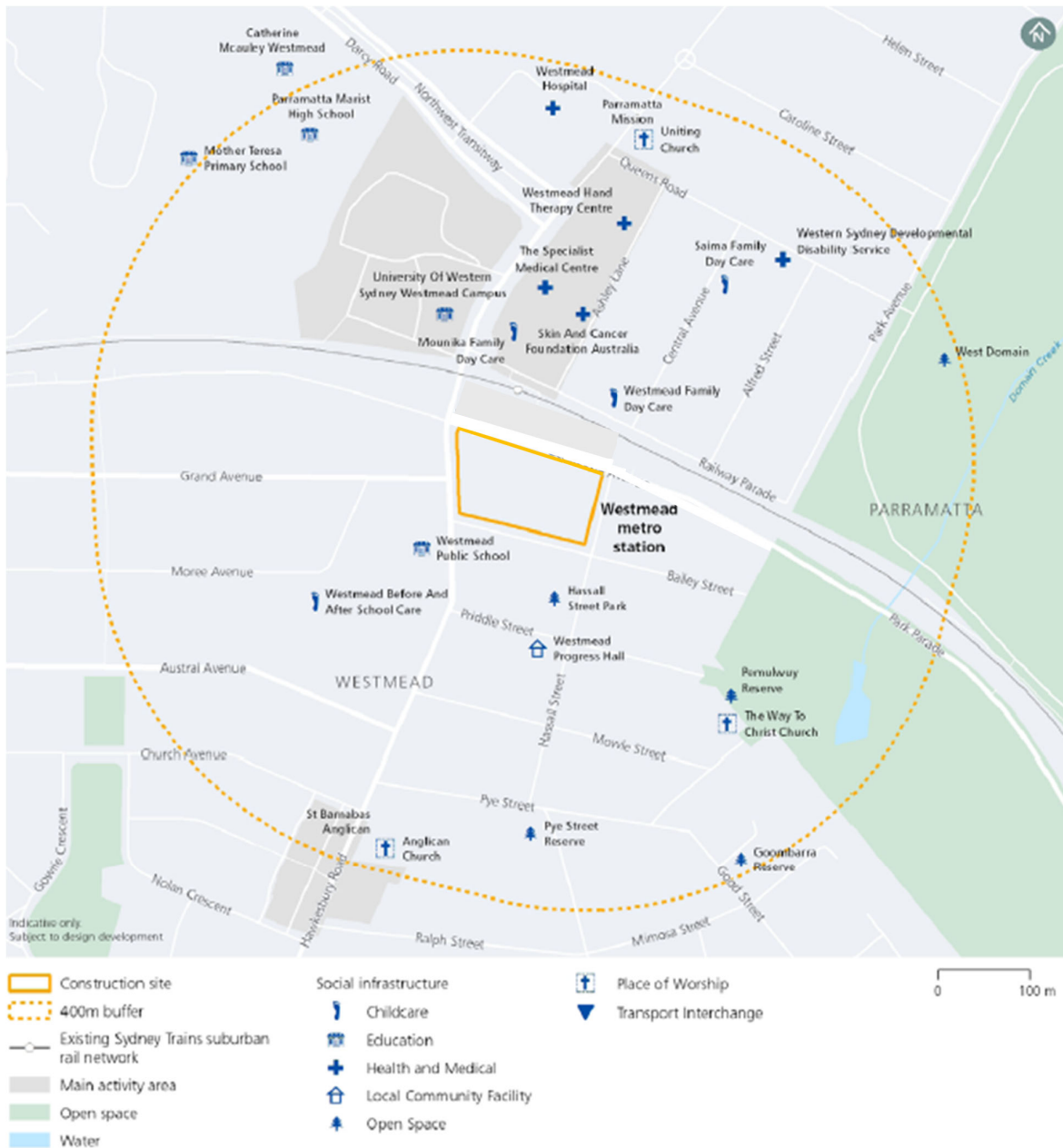


Figure 5-3: Sensitive receivers locations

Shared path and cycle network is shown on Figure 5-4. It is noted that there are no shared path or cycle routes adjacent to the site.

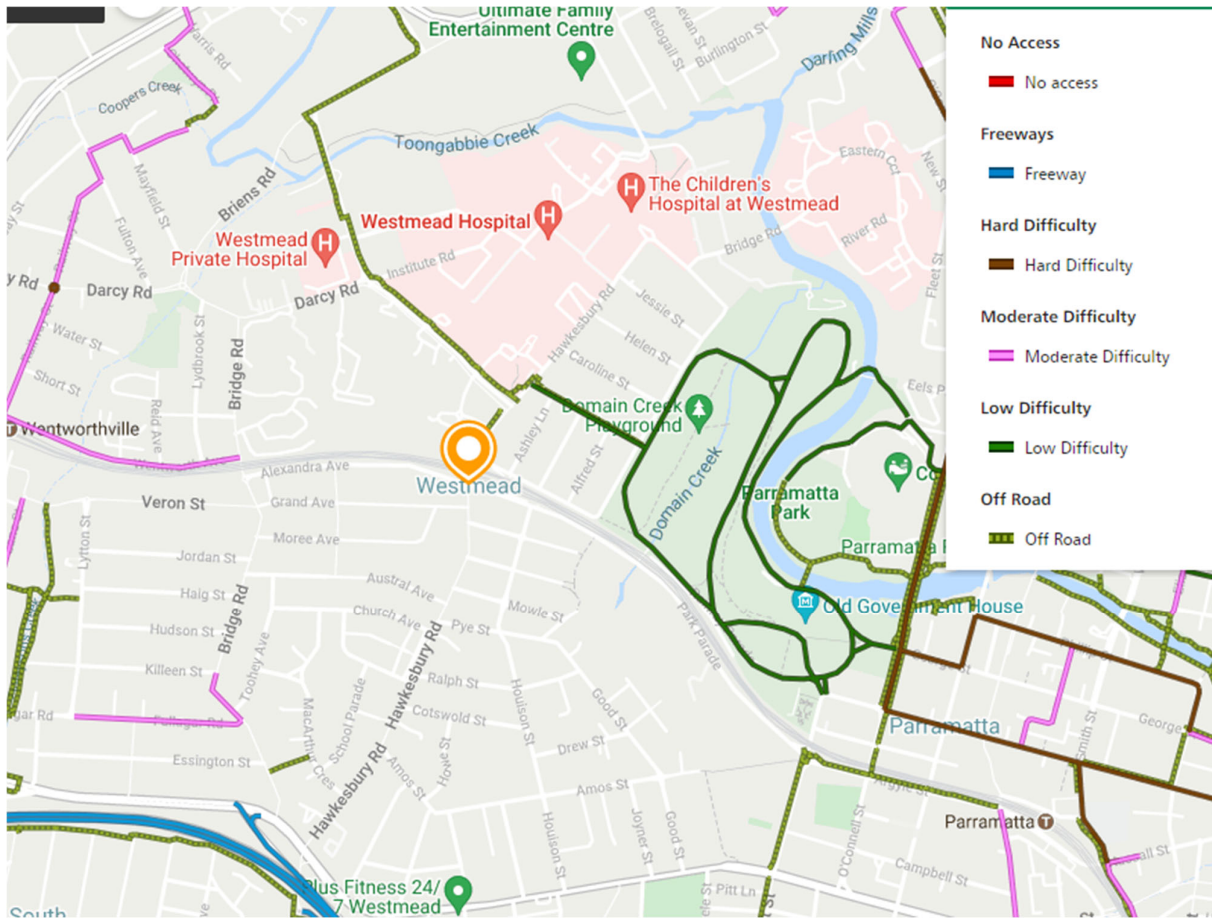


Figure 5-4: Existing shared path and cycleways (source: [TfNSW Cycleway finder](#))

Access to the M4 Motorway inbound carriageway is available from the Great Western Highway ramp. Access to the M4 Motorway outbound carriageway is via the Cumberland Highway. Egress from the M4 Motorway inbound carriageway is available at Church Street Parramatta or the Cumberland Highway. Egress from the M4 Motorway outbound carriageway is available at Coleman Street, refer to Figure 5-5.

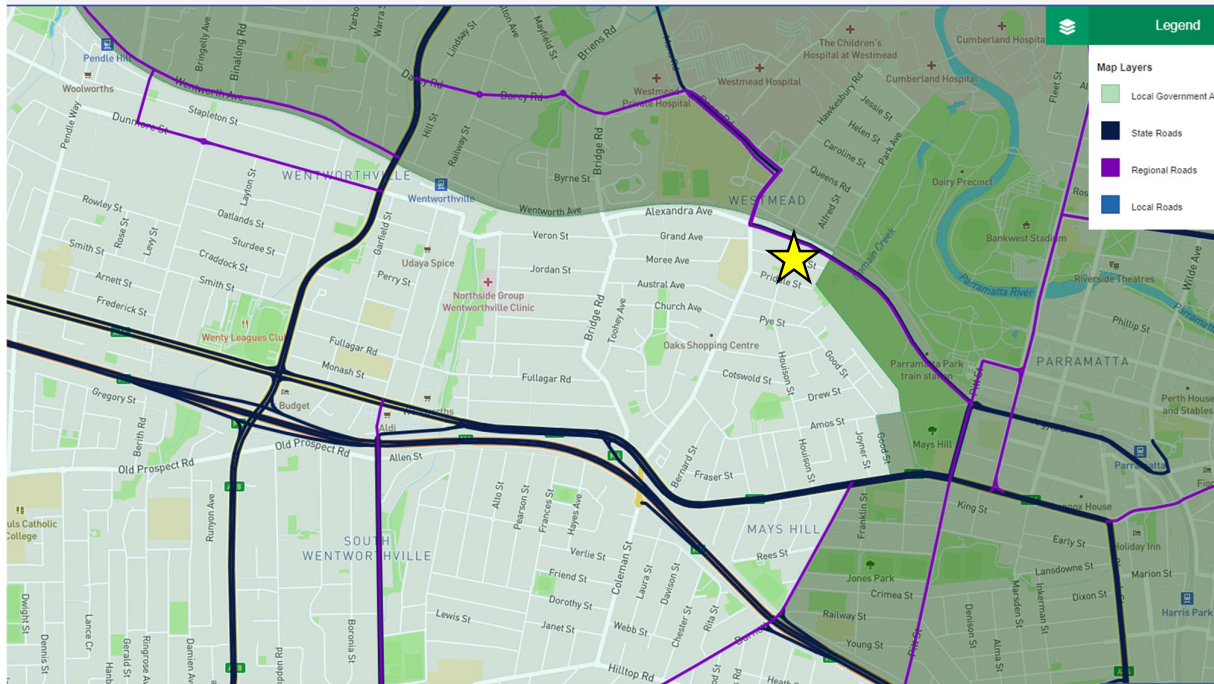


Figure 5-5: NSW Road Classification Map (source: [TfNSW Road Network Classification Map](#))

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

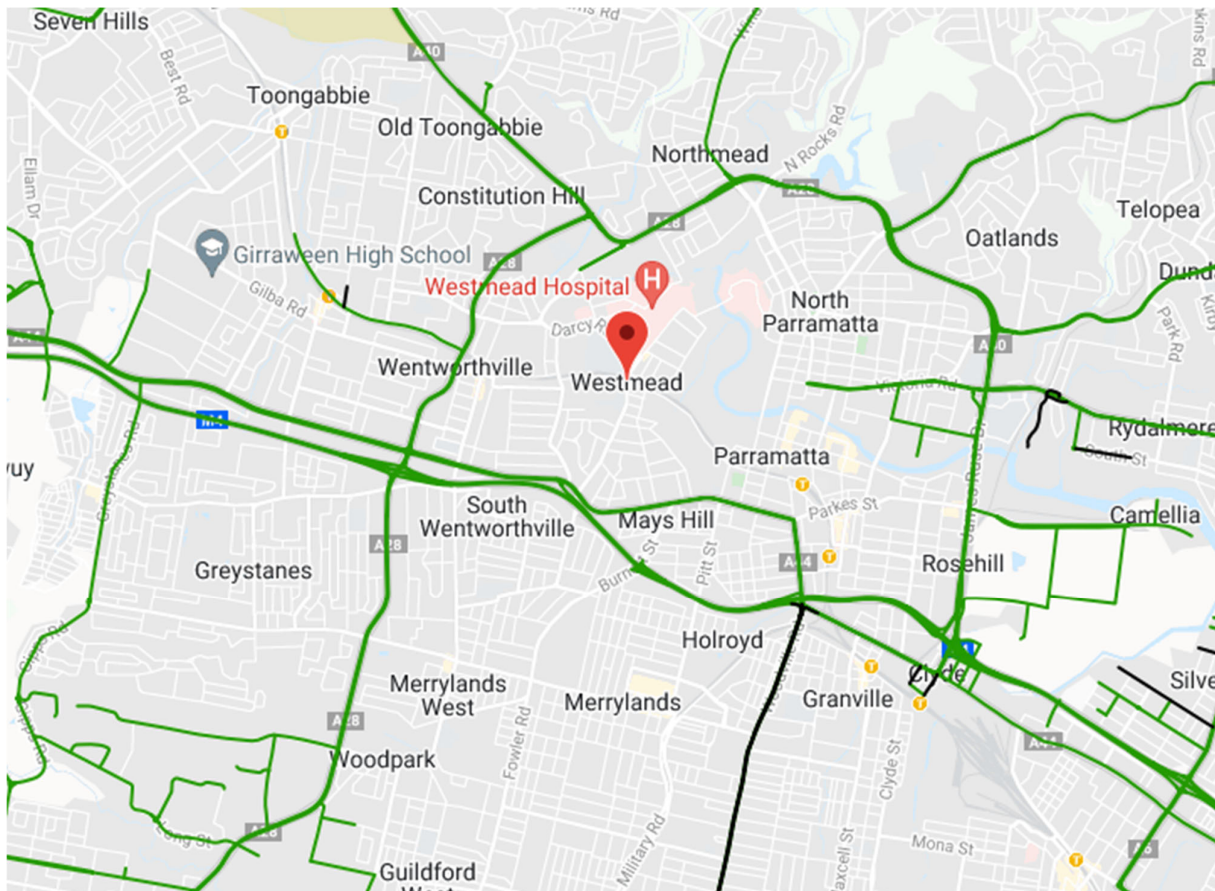


Figure 5-6: PBS Routes (source: [TfNSW PBS Network map](#))

5.2 Alexandra Avenue

Alexandra Avenue is a regional road east of Hawkesbury Road and a local road to the west of Hawkesbury Road. Regional roads typically fall under council care with control of the road exercised between Council and TfNSW, with TfNSW agreement required for changes. Alexandra Avenue comes under Cumberland Council from the western boundary of Pemulwuy Reserve. Alexandra Avenue is a continuation from Park Parade which commences in Parramatta. Alexandra Avenue typically runs in an east west direction. The speed limit is 50km/hr. This street has extensive parkland on the southern side and is bordered by the rail corridor to the north. A small section of residential area is located between Hawkesbury Road and Pemulwuy Reserve. Residential area is located between Hawkesbury Road and Pemulwuy Reserve.

Footpaths are provided on both sides of the road. Signalised pedestrian crossings are provided at the intersection of Alexandra Avenue and Hawkesbury Road, Priddle Street and Hawkesbury Road near the site. The shared path and cycle network does not exist near the site, as shown on Figure 5-4.

Pedestrian access to Westmead rail station is provided directly from Alexandra Avenue, refer to Figure 5-7



Figure 5-7: Pedestrian access to the rail station

Bus lanes exist on Alexandra Avenue between Hawkesbury Road and west of Hassall Street. A dedicated bus lane also exists from east of Pemulwuy Reserve for southbound buses.

Bus stops are also located on Alexandra Avenue to the west of Hassall Street, as shown on Figure 5-8.



Figure 5-8: Existing bus stops on Alexandra Avenue

The bus stops service the routes as noted in Table 2.

Table 5-1: Bus services operating on Alexandra Avenue

Bus route	Between		Service start and finish
660	Castlewood	Parramatta	0545-1945
661	Blacktown	Parramatta	0518-2330
662	Castle Hill	Parramatta	0530-2215
663	Rouse Hill Station	Parramatta	0600-1940
664	Rouse Hill Station	Parramatta	0540-midnight
665	Rouse Hill Station	Parramatta	0520-0200
705	Blacktown	Parramatta	0615-2300
708	Constitution Hill	Parramatta	0935-1415
711	Blacktown	Parramatta	0500-midnight

Bus route	Between		Service start and finish
712	Westmead Children's Hospital	Parramatta	0645-1900

Sydney Trains access to the rail corridor is provided on Alexandra Avenue near the Hassall Street intersection, refer to Figure 5-9.



Figure 5-9: Rail corridor access gate

Parking is generally restricted along Alexandra Avenue with No Stopping provided at intersections and on Alexandra Avenue between Hassall Street and Hawkesbury Road in both directions and No Stopping along the northern kerb between Hassall Street and Pitt Street to the east. Unrestricted parking is available as noted on Figure 5-10.



Figure 5-10: Existing parking restrictions surrounding the site

5.3 Hassall Street

Hassall Street at the site location is a local road under the care and control of Cumberland Council. It commences at Alexandra Avenue and terminates at Pye Street, Westmead. The speed limit is 50km.hr. time restricted parking is provided along Hassall Street with No Stopping provided at intersections, refer to Figure 5-10. Residential area is located to the southern of the previous commercial retail area, approximately 30m south of the Alexandra Avenue intersection. It is noted that this commercial/ retail area was demolished by the Sydney Metro demolition contractor.

Footpaths exist on both sides of the street. A signalised crossing is provided across Hassall Street at its intersection with Alexandra Avenue. Pedestrian refuge/ roundabout splitter islands are

provided at all intersections that cross Hassall Street. No shared cycle paths or on road routes are noted along Hassall Street, refer to Figure 8. No bus stops or services operate along Hassall Street.

5.4 Hawkesbury Road

Hawkesbury Road is a regional road between Alexandra Avenue and Darcy Road and a local road between Alexandra Avenue and the Great Western Highway and comes under the care and control of Cumberland Council. It commences at the Great Western Highway and terminates at Hainsworth Street, Westmead. It generally runs north to south. Time restricted parking is provided along Hawkesbury Road as well as No Stopping restrictions as noted on Figure 5-10. A school zone is in operation between north of Astral Avenue and north of Grand Avenue. A number of commercial and medical services are located on Hawkesbury Road between Alexandra Avenue and Bailey Street.

Footpaths exist on both sides of the street. Signalised pedestrian crossings are provided at the intersections of:

- Alexandra Avenue/ Hawkesbury Road
- Priddle Street/ Hawkesbury Road
- Great Western Highway/ Hawkesbury Road

No bus stops are provided on Hawkesbury Road, however, route 700 does cross Hawkesbury Road at Pye Street, refer to Figure 5-11

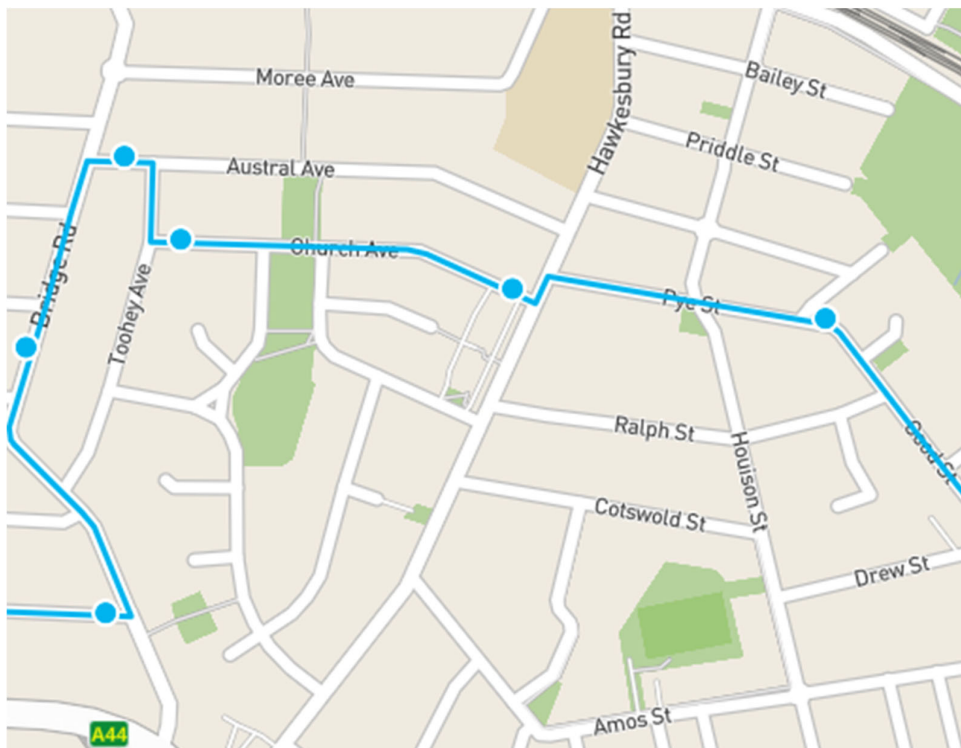


Figure 5-11: Route 700 Blacktown to Parramatta

5.5 Bailey Street

Bailey Street is a local road under the care and control of the Cumberland Council. It starts at Pemulwuy Reserve and terminates at Hawkesbury Road, Westmead. The speed limit is 50km/hr. Time restricted parking is provided along Bailey Street as well as No Stopping restrictions as noted on Figure 5-10. The residential area is located on the southern side of Bailey Street between Hawkesbury Road and the reserve and on the northern side between Hassall Street and the reserve. The northern side of Bailey Street between Hassall Street and Hawkesbury Road has been demolished by the Sydney Metro West demolition contractor. No public transport services operate along Bailey Street. Footpaths are provided on both sides of the street.

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
- Construction of the acoustic shed
- Installation of internal access roads and gates
- New vehicle crossovers for the main phase of works
- Localised cut to fill earthworks

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 existing driveways on Alexandra Avenue and Bailey Street will be used for the site establishment phase of works. The driveways to be used are shown on Figure 6-1, Figure 6-2 and Figure 6-3 below. Note that all buildings on the site have been demolished.



Figure 6-1: Proposed driveway access/ egress



Figure 6-2: Alexandra Avenue driveway



Figure 6-3: Bailey Street driveway

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 6-5.

Table 6-1: Heavy vehicle numbers per hour

Times	EIS Heavy vehicles per hour	GLC heavy vehicles per hour
AM and PM peaks	9	5
Interpeak	19	5

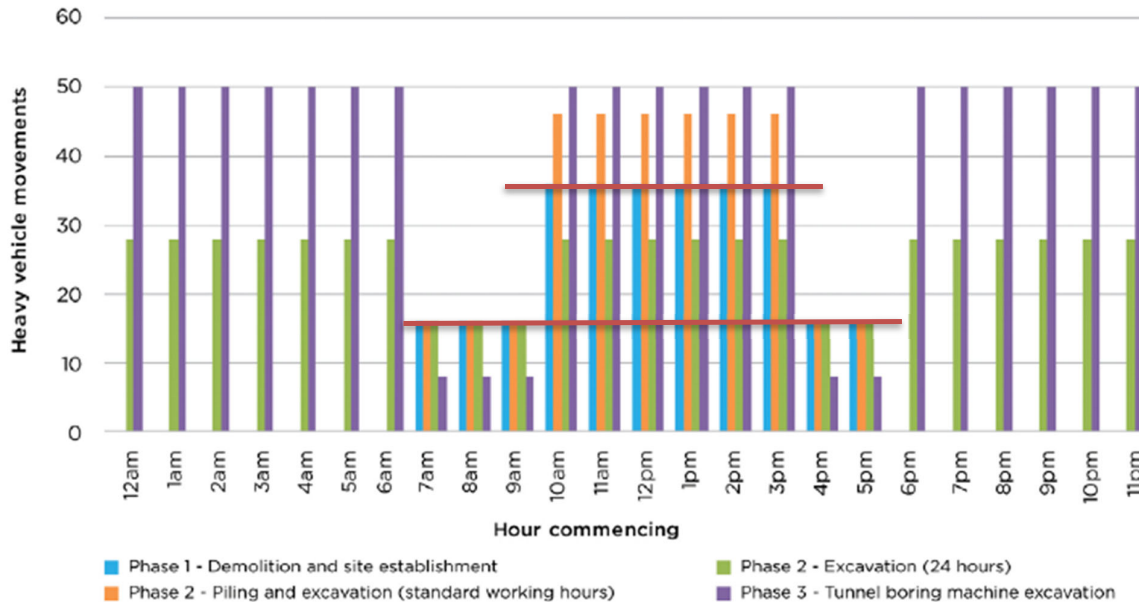


Figure 6-4: EIS heavy vehicle movements

6.1.2 Impact on parking

All light and heavy vehicles associated with the works will be catered for on site.

6.1.3 Impact on active transport users

Truck aware decals are proposed to be installed on Alexandra Avenue and Bailey Street driveways and at the intersections of Alexandra Avenue/ Hassall Street, Alexandra Avenue/ Hawkesbury Road and Bailey Street/ Hawkesbury Road to highlight the existence of increased truck traffic in the area, as shown on below on Figure 6-5.



Figure 6-5: Truck Aware decals

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



Figure 6-6: Truck Aware decal locations

GLC will not block or disrupt access across pedestrian or shared user paths at any time unless alternate access is provided.

Construction site traffic immediately around construction sites will be managed to minimise vehicle movements through school zones during pick up and drop off times. The following sections note the bell times at the schools. These bell times dictate when the school drop offs and pick ups would occur.

6.1.3.1 Westmead Public School

Westmead Public School is located on Hawkesbury Road, refer to Figure 5-3. It is noted that Westmead Public School current bell times are:

- 855AM and 905AM for Kindergarten, Years 2, 4 and 6 and
- 250PM and 3PM for Years 1, 3 and 5

6.1.3.2 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

6.1.4 Impact on public transport

There will be a moderate increase of truck traffic in the area which may impact bus running times. Existing driveways will be used to gain access/ egress.

6.1.5 Impact on property and utility access

The Westmead site has no existing premises due to the demolition works undertaken by Sydney Metro West demolition contractors. No impacts are proposed to any properties. Utility maintenance access will be provided.

6.1.6 Managing cumulative impacts

The Parramatta Light Rail worksites are located north of the Westmead rail station. To ensure that GLC are aware of other projects and/ or impacts, GLC will attend the following forums.

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.

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 Cumberland 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 Cumberland Council's discretion:

- Compensate Cumberland 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.

7.3 EIS routes for Heavy Vehicles

The EIS nominated Hawkesbury Road between the Great Western Highway and south of Alexandra Avenue and a right turn into Bailey Street from Hawkesbury Road, as the heavy vehicle haulage routes into the site as shown on Figure 7-1.

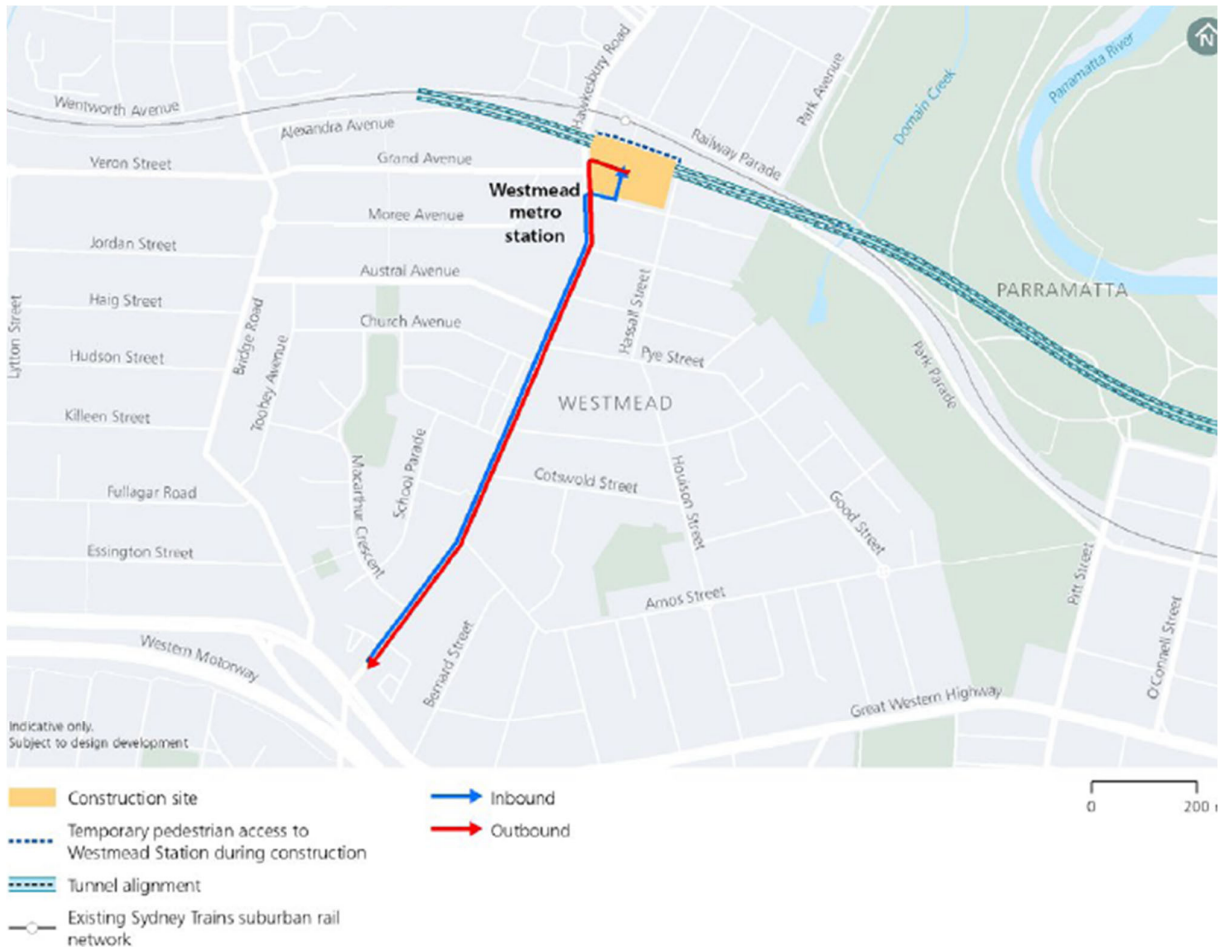


Figure 7-1: EIS nominated heavy vehicle routes

7.4 Proposed heavy vehicle routes

There are a number of roads within the Westmead 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
Hawkesbury Road	Alexandra Avenue	Great Western Highway	Local	Yes	Yes	Yes	50km/hr
Bailey Street	Hassall Street	Hawkesbury Road	Local	No	Yes	Yes	50km/hr
Hassall Street	Alexandra Avenue	Bailey Street	Local	No	Yes	Yes	50km/hr
Alexandra Avenue	Park Parade	Hassall Street	Regional	No	Yes	Yes	50km/hr
Pitt Street	Great Western Highway	Park Parade	State	No	No	No	50km/hr
Park Parade	Pitt Street	Alexandra Avenue	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 the use of a small section of Hawkesbury Road between Alexandra Avenue and the site egress for the site establishment phase only, Hassall Street for all phases or 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"> Hawkesbury Road approaching Westmead Public School and Green on green conflict which currently exists at the intersection of Alexandra Avenue and Hawkesbury Road School zone operating times on Pitt Street and Hawkesbury Road 	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
Ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs	Compliance with MCoA	Use of telematics (GPS) to monitor haulage route compliance 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 9-1 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	12 th May 2022	Submission of HVLR report
CJP	12 th May 2022	Submission of HVLR report
Cumberland Council	12 th May 2022	Submission of HVLR report
Sydney Metro Project team	7 th June 2022	Resubmission of HVLR report
CJP	7 th June 2022	Resubmission of HVLR report
Cumberland Council	7 th June 2022	Resubmission of HVLR report
Sydney Metro Project team	7 th July 2022	Resubmission of HVLR report
CJP	7 th July 2022	Resubmission of HVLR report
Cumberland Council	7 th July 2022	Resubmission of HVLR report
Sydney Metro Project team	25 th July 2022	Resubmission of HVLR report
CJP	25 th July 2022	Resubmission of HVLR report
Cumberland Council	25 th July 2022	Resubmission 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 Westmead site will specifically note:

- The intersection of Hawkesbury Road/ Alexandra Avenue does not include a red arrow hold during the pedestrian crossing phase across Hawkesbury Road – all drivers will be instructed to allow pedestrians to complete the crossing before turning left
- There are a large amount of pedestrian traffic associated with the Westmead Public School especially prior to the start and post the end of the school day
- School zone operating times on Hawkesbury Road/ Bailey Street and Pitt Street

This HVRL 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.



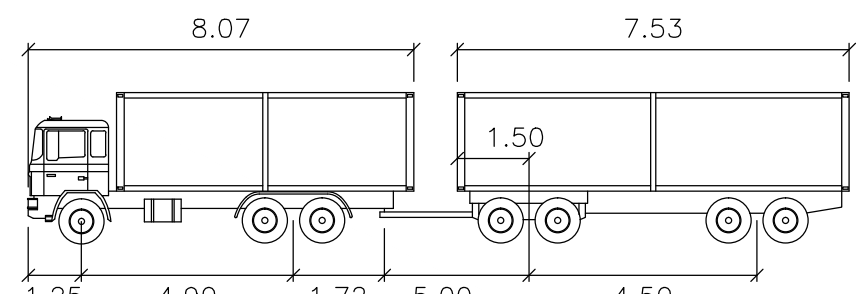
Figure 8-1: Swept path analysis locations for the site establishment phase of works

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

Drawing #	Location	Suitability	Truck type
WMD-SPA-01T	Alexandra Avenue at Hassall Street	Yes	19m Truck and dog
WMD-SPA-02T	Alexandra Avenue at Hawkesbury Road	Yes	19m Truck and dog
WMD-SPA-02U	Alexandra Avenue at Hawkesbury Road	Yes	12.5m Single Unit
WMD-SPA-02W	Hassall Street onto Alexandra Avenue	Yes	10 wheeler truck
WMD-SPA-03T	Hawkesbury Road onto Bailey Street	Yes	19m Truck and dog
WMD-SPA-03T1	Bailey Street onto Hawkesbury Road	No	19m Truck and dog
WMD-SPA-03U1	Bailey Street onto Hawkesbury Road	No	12.5m Single Unit
WMD-SPA-04T	Bailey Street at Hassall Street	No	19m Truck and dog
WMD-SPA-04U	Bailey Street at Hassall Street	No	12.5m Single Unit
WMD-SPA-04W	Bailey Street onto Hassall Street	Yes	10 Wheeler Truck
WMD-SPA-04W	Hassall Street onto Bailey Street	No	10 Wheeler Truck

GENERAL NOTES

- 500MM VEHICLE BODY SHOWN WITH DASHED LINE
- DESIGN VEHICLE SWEPT PATH COMPLETED AT 5KPH
- ALL SWEPT PATHS COMPLETED ON SCALED AERIAL IMAGERY AND SHOULD BE VARIFIED ON SITE PRIOR TO HAULAGE OPERATIONS



TandD - 15m Radius			
First Unit Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 20.8
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

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DRW CHECK:	SL
APPROVED:	SL
IND REVIEW:	SL

A	SS	31/8/21	INITIAL DRAFT	SL
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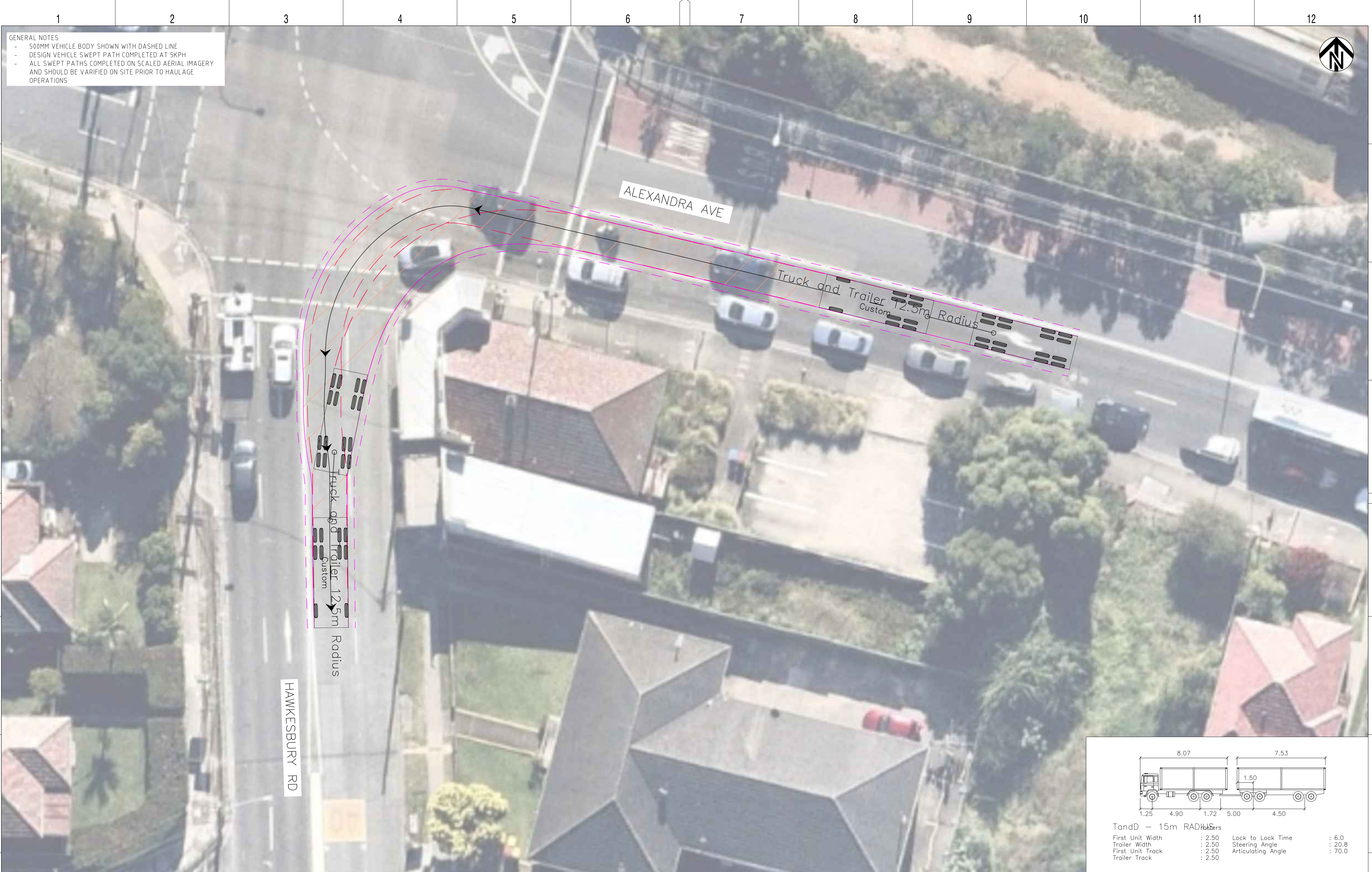


GLC
WESTMEAD
SWEPT PATH ANALYSIS

DRAWING No: WMD-SPA-01T


SHEET 1 OF 1

REVISION A



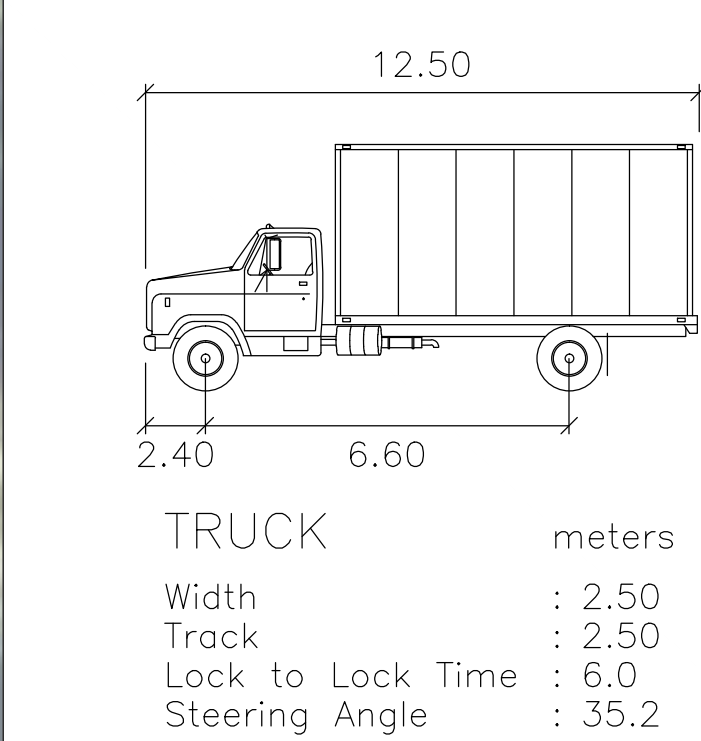
GENERAL NOTES

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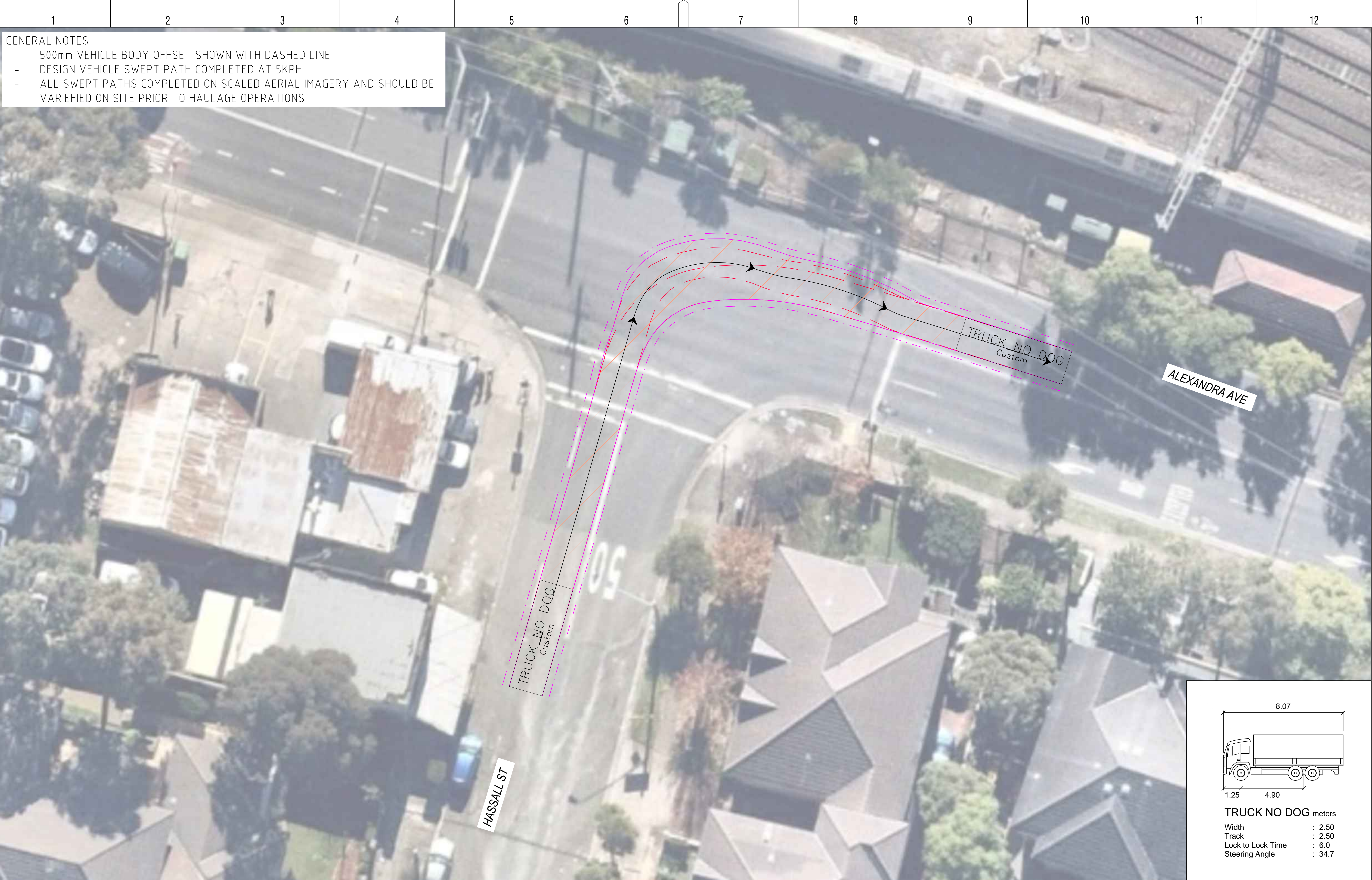
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- DESIGN VEHICLE SWEEP PATH COMPLETED AT 5KPH
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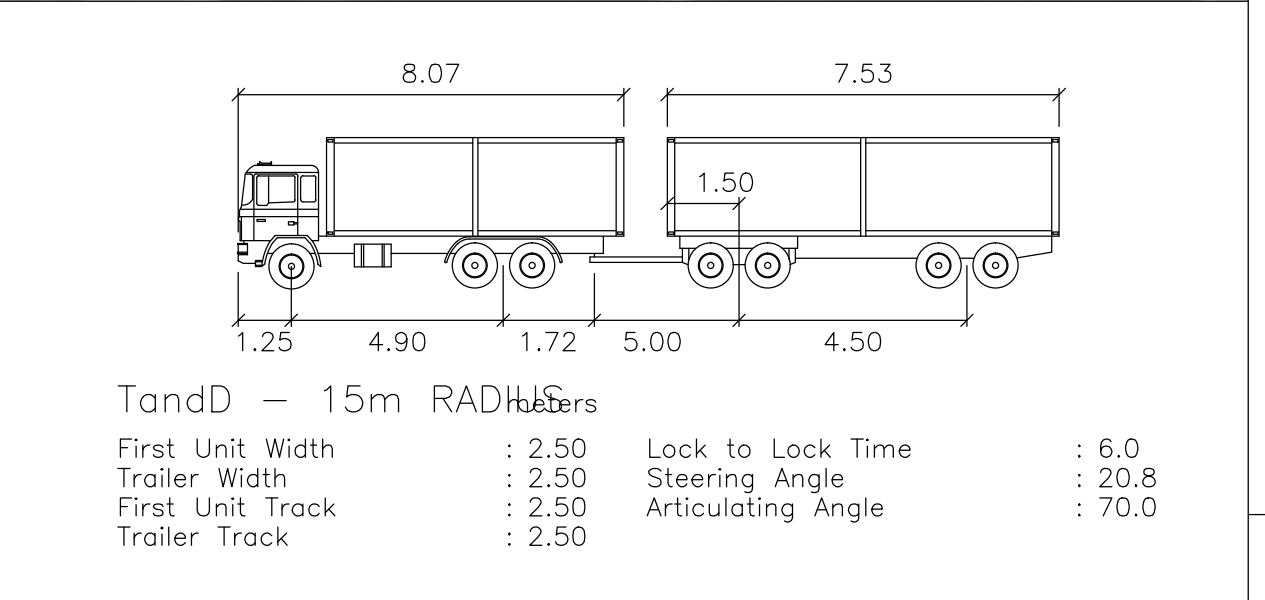
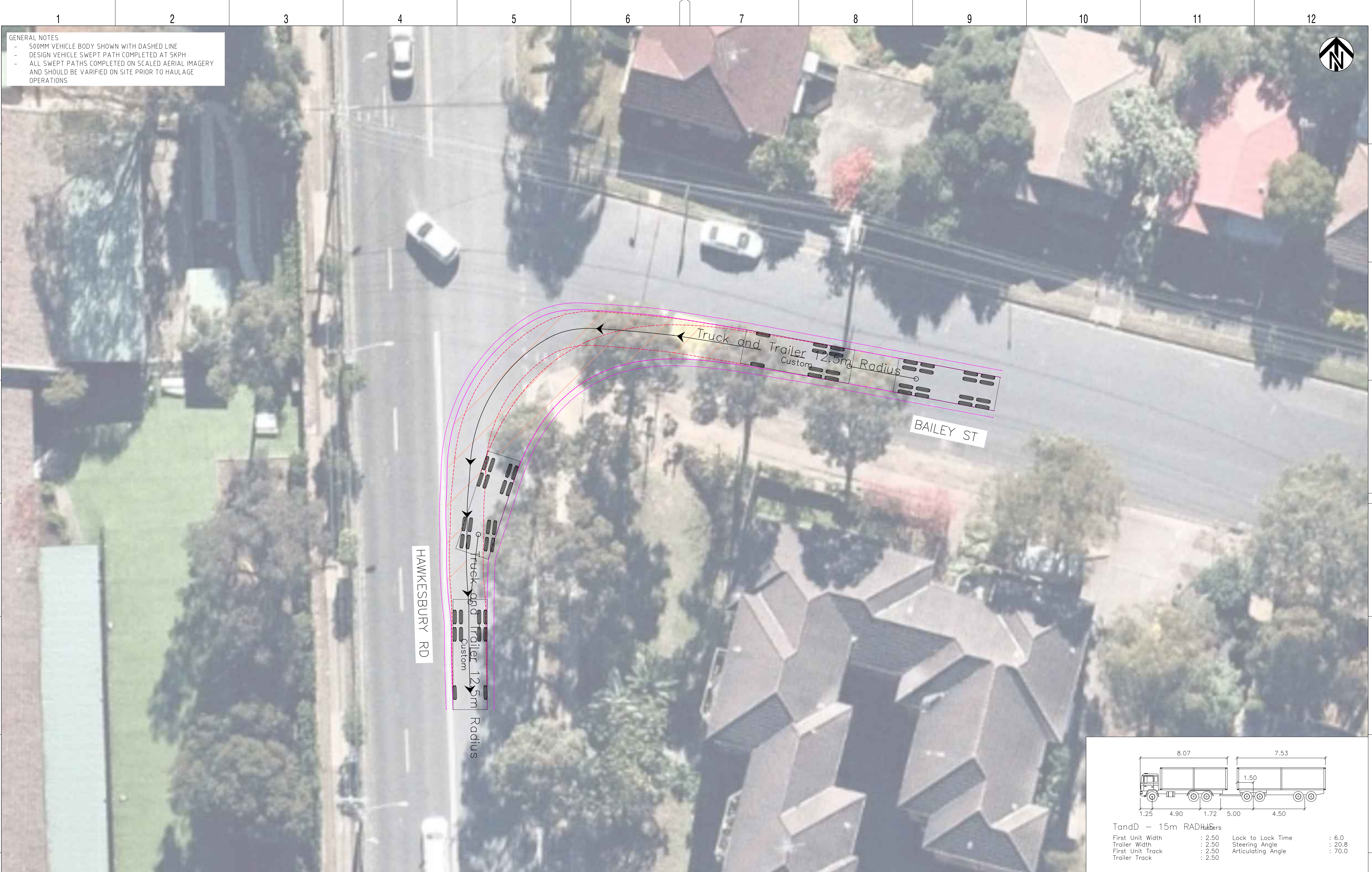
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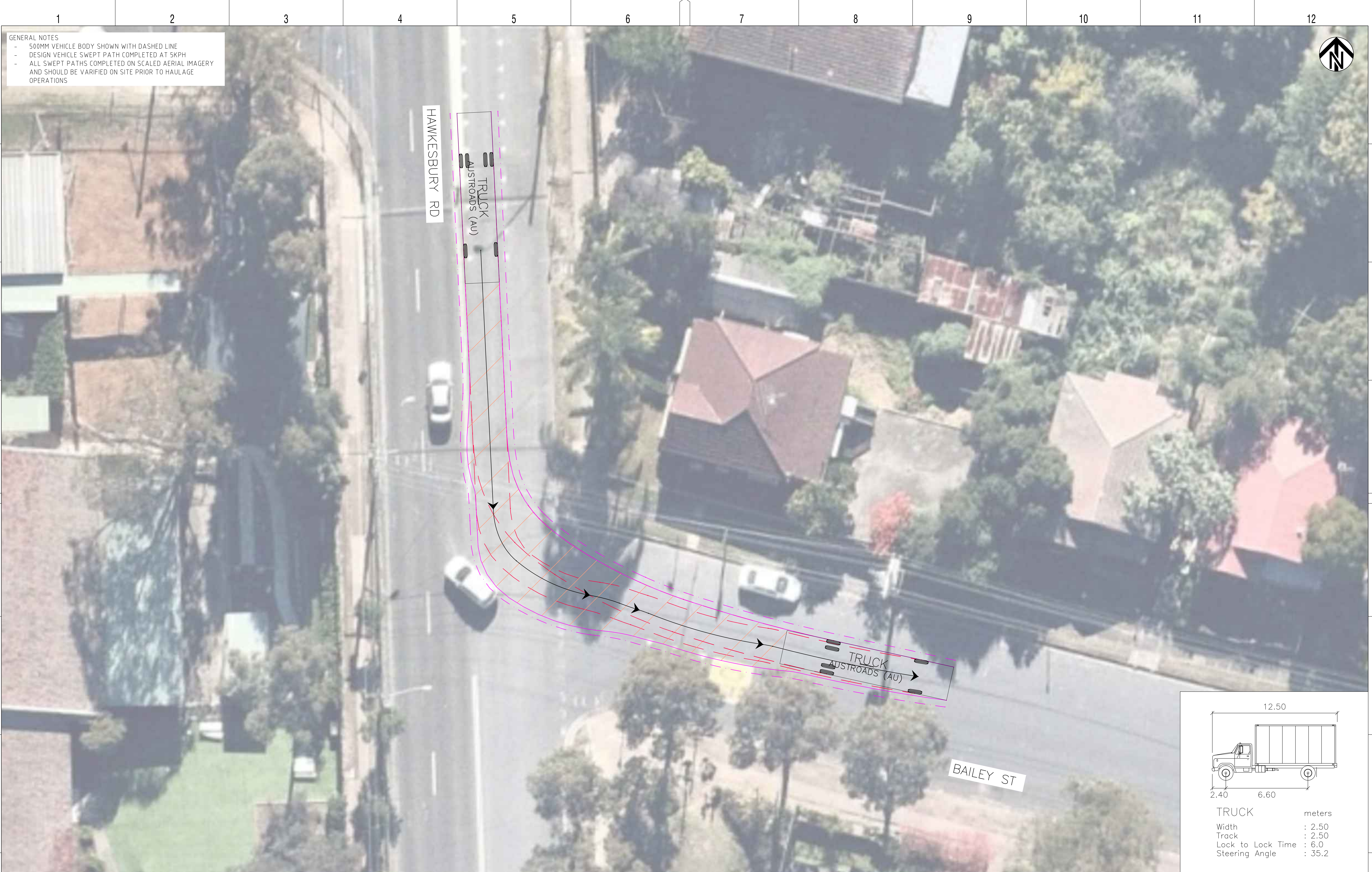
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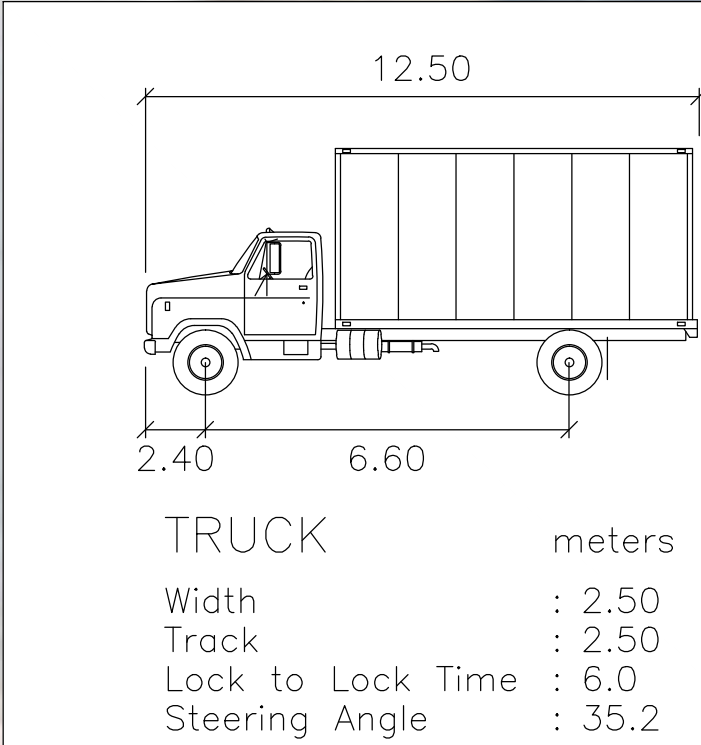


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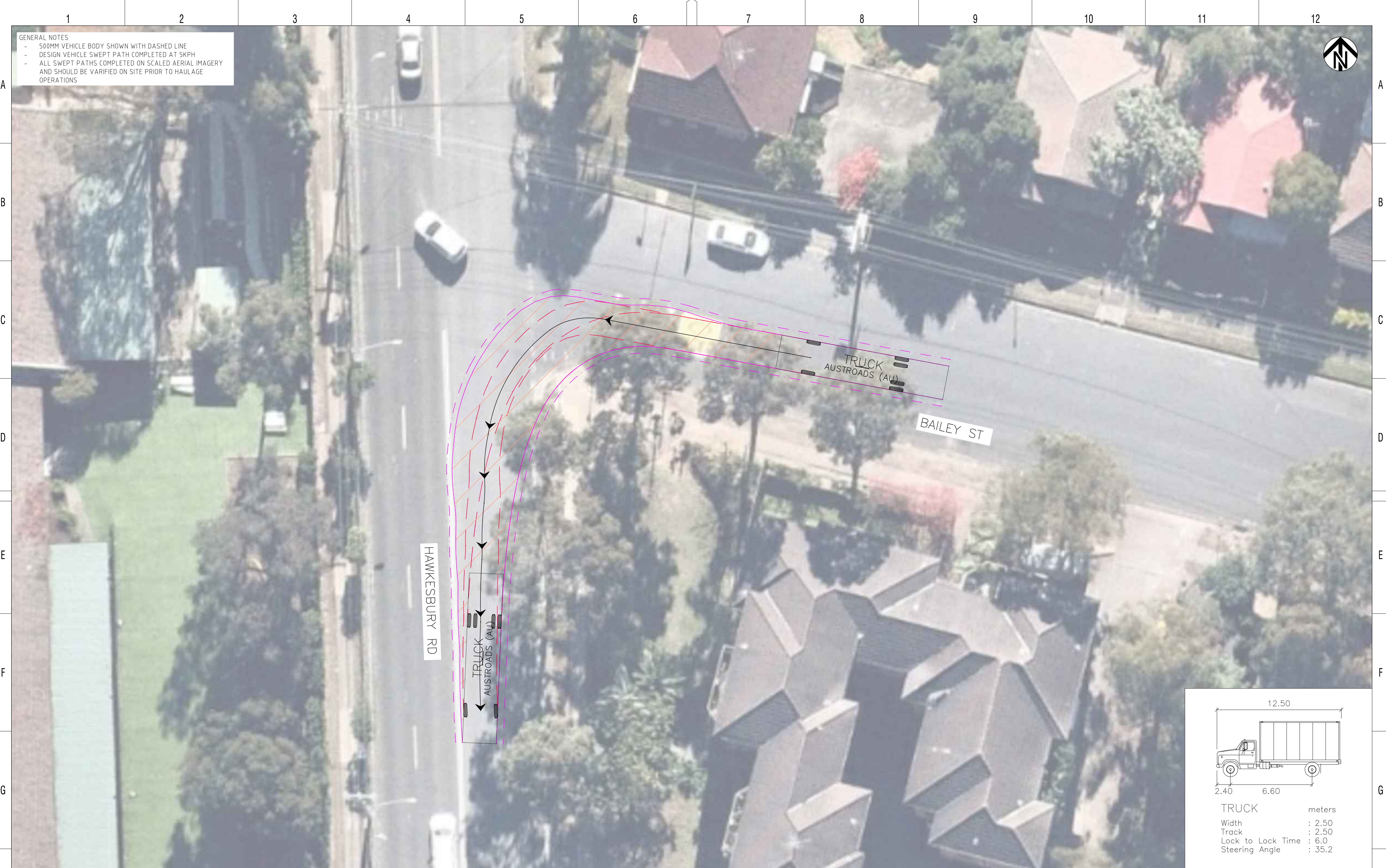


GENERAL NOTES

- 500MM VEHICLE BODY SHOWN WITH DASHED LINE
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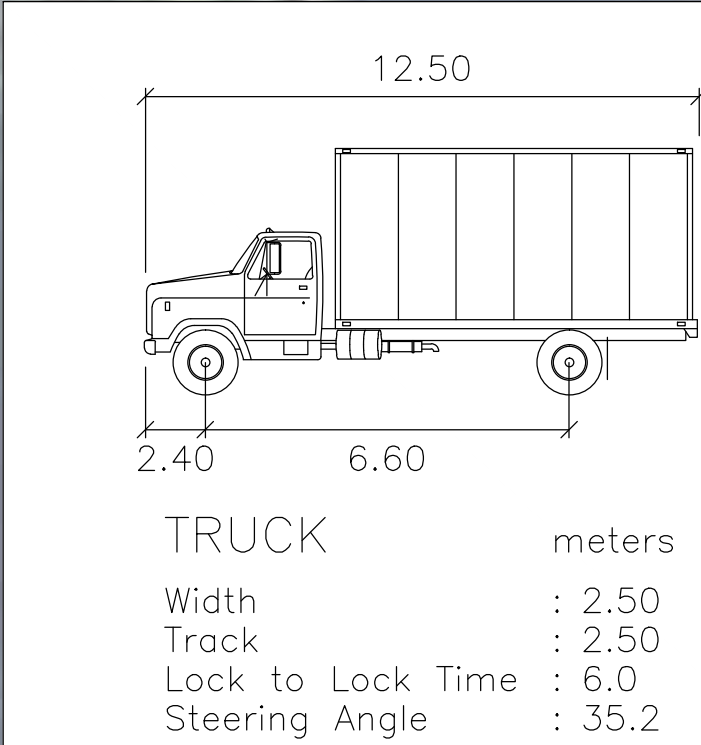



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GENERAL NOTES

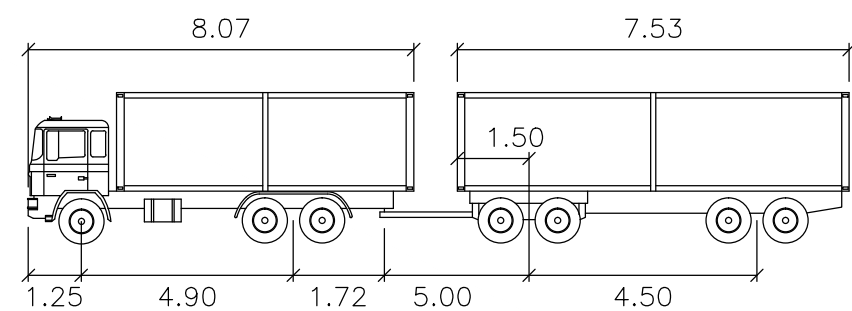
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												DRAWN BY: SS		PROJECT									DRAWING No: WMD-SPA-03U1		H																						
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												APPROVED: SL											SHEET 1 OF 1																								
												IND REVIEW: SL											REVISION A																								
A		SS		31/8/21		INITIAL DRAFT						SL																																			
REV		BY		DATE		DESCRIPTION						APPD.																																			
				COORDINATE SYSTEM:				HEIGHT DATUM:				SCALE:																																			
1				2				3				4				5				6				7				8				9				10				11				12			

GENERAL NOTES

- 500MM VEHICLE BODY SHOWN WITH DASHED LINE
- DESIGN VEHICLE SWEEP PATH COMPLETED AT 5KPH
- ALL SWEEP PATHS COMPLETED ON SCALED AERIAL IMAGERY AND SHOULD BE VARIFIED ON SITE PRIOR TO HAULAGE OPERATIONS



TandD - 15m RADIIUS			
First Unit Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 20.8
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

DRAWN BY: SS

DRW CHECK: SL

APPROVED: SL

IND REVIEW: SL

PROJECT

CLIENT



GLC

WESTMEAD

SWEPT PATH ANALYSIS

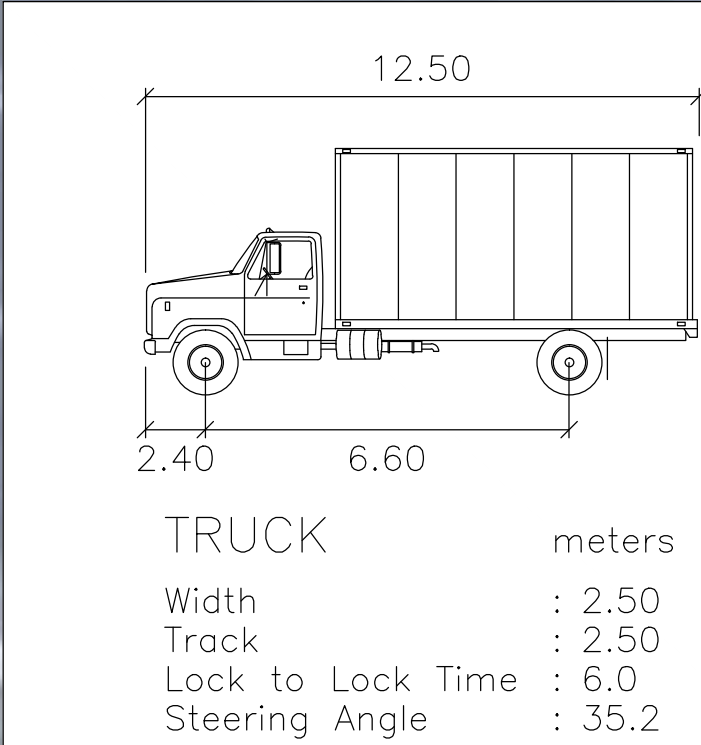
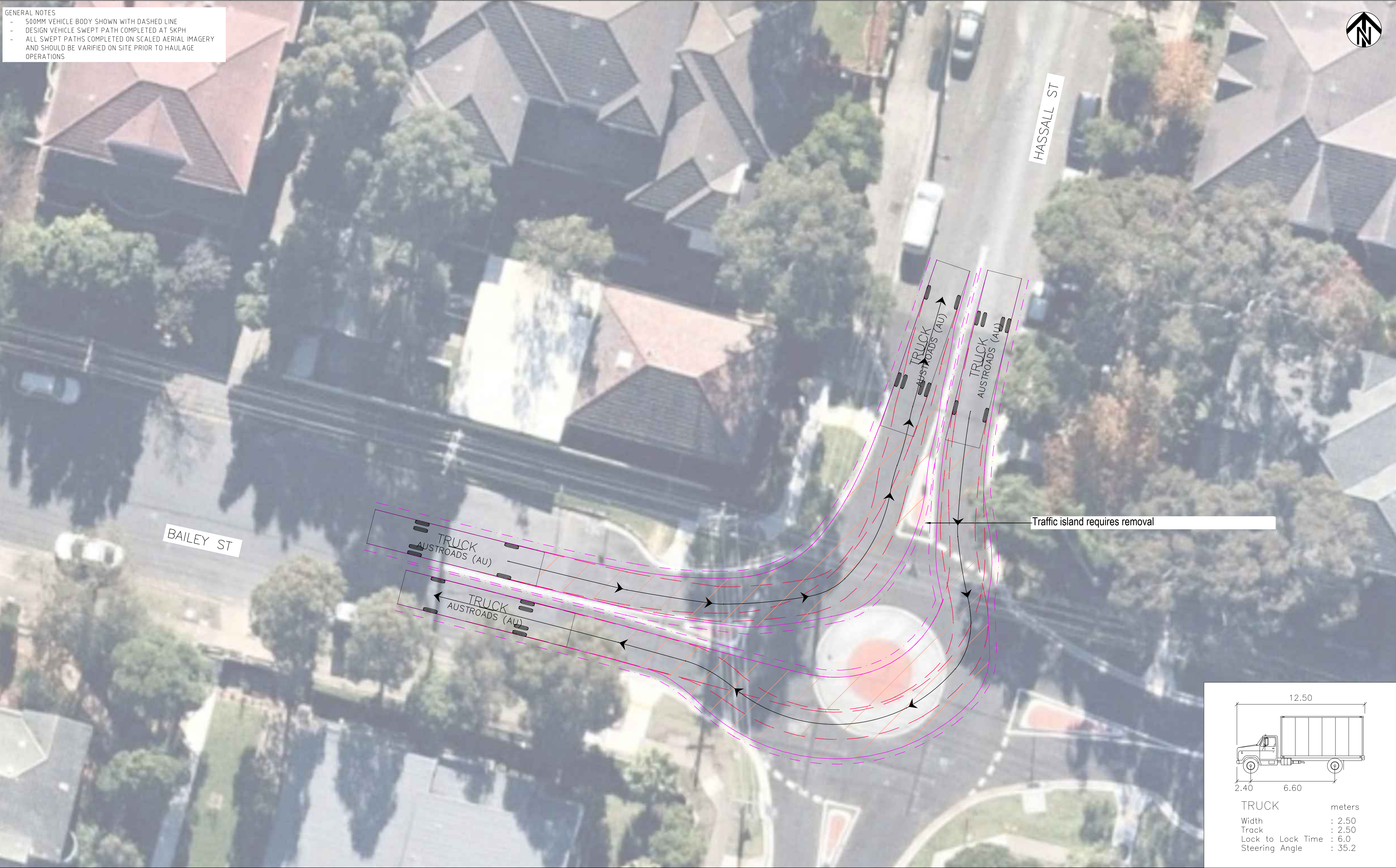
DRAWING No: WMD-SPA-04T

SHEET 1 OF 1

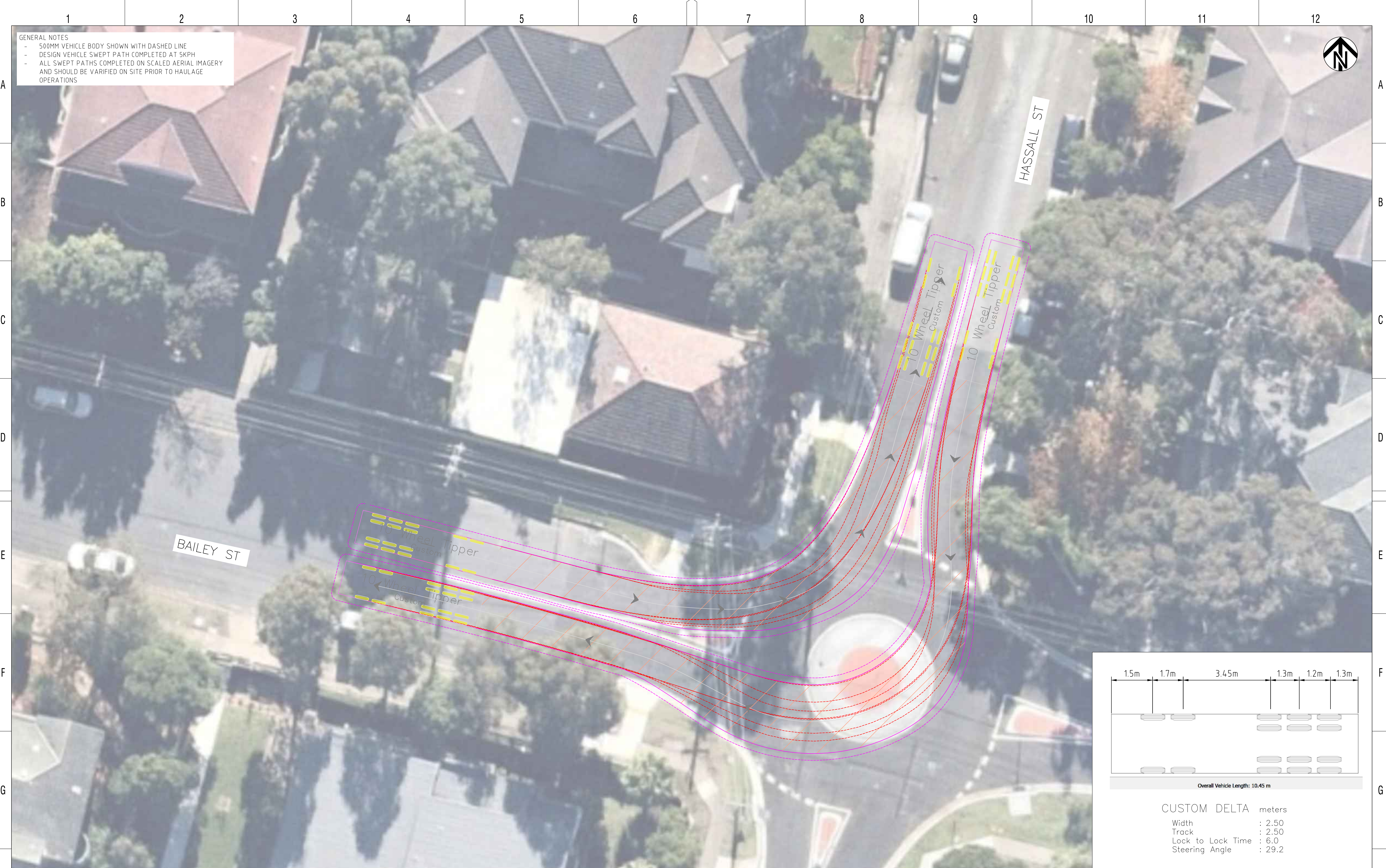
REVISION A

GENERAL NOTES

- 500MM VEHICLE BODY SHOWN WITH DASHED LINE
- DESIGN VEHICLE SWEPT PATH COMPLETED AT 5KPH
- ALL SWEPT PATHS COMPLETED ON SCALED AERIAL IMAGERY AND SHOULD BE VARIFIED ON SITE PRIOR TO HAULAGE OPERATIONS



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GENERAL NOTES

- 500MM VEHICLE BODY SHOWN WITH DASHED LINE
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- ALL SWEEP PATHS COMPLETED ON SCALED AERIAL IMAGERY AND SHOULD BE VARIFIED ON SITE PRIOR TO HAULAGE OPERATIONS



BAILEY ST

HASSALL ST

10 Wheel Tipper
Custom

10 Wheel Tipper
Custom

GLC
WESTMEAD
SWEEP PATH ANALYSIS

DRAWING No: WMD-SPA-04W

SHEET 1 OF 1

REVISION A

DRAWN BY: SS
DRW CHECK: SL
APPROVED: SL
IND REVIEW: SL

PROJECT

CLIENT



B : WRITTEN CONFIRMATION



16 July 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 (Westmead) – 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-WMD-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 Westmead 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-WMD-HS-RPT-000001-C) 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 and exit the construction site via Alexandra Avenue and Bailey Street.

The swept path analysis supplied indicates that truck & dog and single unit truck turning movements can be adequately accommodated at the following intersections:

- Alexandra Avenue at Hassall Street;
- Alexandra Avenue at Hawkesbury Road;
- Hawkesbury Road onto Bailey Street;

The report has identified and listed the intersections where turning movements for truck & dog and single units trucks are not possible. It is expected that construction vehicles will not be permitted to undertake the respective turning movements at the subject intersections.



Drivers will be instructed accordingly during training and induction.

I note that the abutting development along the proposed route is typically residential with small areas of commercial properties. There are also schools, child care centres and Westmead Hospital in the vicinity of the site. Truck warning decals are propose at intersections and driveways in the immediate vicinity of the work site to increase awareness of pedestrians in relation to the presence of construction traffic.

I note that shared use paths and cycleways are not affected by the worksite and that bus services on the proposed construction traffic route are unaffected.

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

- Installation of the warning decals at all intersections in the vicinity of the site;
- Monitoring and regulating truck operations;
- Managing construction traffic movements to minimise cumulative haulage impacts; and
- Minimising activities during bell times and high pedestrian activity areas.

There are no aged care facilities but there are child care facilities, schools and a hospital close to the worksite. However, given the proposed risk minimisation measures the use of the 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', with a stylized flourish at the end.

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-WMD-SF-RPT-000001	Sydney Metro West - WTP - Heavy Vehicle Local Road Report - Site Establishment - Westmead	C.01	S3	04	18/05/2022	SMD	BGORDON	SMWSTWTP-GLO-WMD-SF-RPT-000001	Figure 8.1		Figure 8.1 shows Bailey St as a proposed inbound and outbound route. Table 8.2 states the left turn from Bailey into Hawkesbury Rd is not suitable, which is supported by the swept path drawing for the same intersection. Please review update the document to explain how an unsuitable turn will be used/managed as part of the proposed truck (access) route, the updated document must included how pedestrians will be protected. If NOT using this turn/route is the solution then provide evidence of how the turn will be prevented and managed.	Minor Non-Compliance	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Figure 8.1			Minor Non-Compliance	N
				04.01	9/06/2022	GLO	SBESIM	SMWSTWTP-GLO-WMD-SF-RPT-000001	Figure 8.1		The egress is via Bailey Street/ Hassall Street/ Alexadnra Avenue - there is no requirement to turn onto Hawkesbury Road as noted in Table 8-2	Minor Non-Compliance	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Figure 8.1			Minor Non-Compliance	N
				04.01.01	1/08/2022	GLO	ALUMSDEN	SMWSTWTP-GLO-WMD-SF-RPT-000001	Figure 8.1		GLC are not using the left turn from Bailey Street onto Hawkesbury Road. We will be egressing the site via Alexandra Avenue as shown on Figure 6-1. Figure 8.1 and 7.1 have been amended	Minor Non-Compliance	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Figure 8.1			Minor Non-Compliance	N
				05	18/05/2022	SMD	BGORDON	SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 6.1.1		3rd dot point states: "Managing truck movements along discrete routes to minimise cumulative haulage impacts". How will truck movements be managed? What is the definition of a discrete route and what roads does that route run along? How does managing trucks along a "discrete route" "minimise cumulative haulage impacts"? Please update the document with clarity and detail	Minor Non-Compliance	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 6.1.1			Minor Non-Compliance	N
				05.01	9/06/2022	GLO	SBESIM	SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 6.1.1		Management through scheduling. Management of heavy vehicles along discrete routes means that they are contained to that route and where other works are identified outside of the GLC works we can provide certainty of our haulage routes and numbers	Minor Non-Compliance	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 6.1.1			Minor Non-Compliance	N
				05.01.01	1/08/2022	GLO	ALUMSDEN	SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 6.1.1		It is interesting to note that the Clyde HVLR has the same management techniques and that this document has recently been approved by DPE. Management of truck traffic is always through scheduling. Discrete routes are the nominated routes contained within the document.By using these routes we can manage and recognise the cumulative impacts from other works	Minor Non-Compliance	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 6.1.1			Minor Non-Compliance	N
				06	18/05/2022	SMD	BGORDON	SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 6.1		What is the likely frequency of vehicles requiring traffic control to reverse into and/or out of site? Would this happen at all site access points? Any time of day or night? Please update the document with detail	Minor Non-Compliance	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 6.1			Minor Non-Compliance	N
				06.01	9/06/2022	GLO	SBESIM	SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 6.1		Would be for vehicles OSOM only	Minor Non-Compliance	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 6.1			Minor Non-Compliance	N
				06.01.01	1/08/2022	GLO	ALUMSDEN	SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 6.1		As noted in my previous response this would be for OSOM vehicles only - these OSOM vehicles as noted in the document are under separate permits and the use of those movements will be regulated by the permit	Minor Non-Compliance	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 6.1			Minor Non-Compliance	N
				06.02	1/08/2022	GLO	ALUMSDEN	SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 6.1		For OSOM deliveries only - as required under the permit conditions imposed	Minor Non-Compliance	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 6.1			Minor Non-Compliance	N

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
				13	25/05/2022	SMD	SCLARKE	SMWSTWTP-GLO-WMD-SF-RPT-000001	section 4.2	N/A	Roads and Traffic Authority, NSW Bicycle Guidelines, version 1.2, 2005 is a superseded document. relevant current cycle design references include but not limit to Cycling Aspects of Austroads Guides, TfNSW Cycleway Design Toolbox	Observation	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	section 4.2	N/A		Observation	N
				13.01	9/06/2022	GLO	SBESIM	SMWSTWTP-GLO-WMD-SF-RPT-000001	section 4.2	N/A	Document amended	Observation	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	section 4.2	N/A		Observation	N
				13.01.01	1/08/2022	GLO	ALUMSDEN	SMWSTWTP-GLO-WMD-SF-RPT-000001	section 4.2	N/A	Not too sure why this is not closed as these documents were included in the previous version of this HVLR	Observation	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	section 4.2	N/A		Observation	N
				14	25/05/2022	SMD	SCLARKE	SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 5.2	N/A	Alexandra Ave is regional road east of Hawkesbury Rd, but local west of Hawkesbury Rd The text also notes that 'Parking is generally unrestricted along Alexandra Avenue', however the figure appear to show primarily No Stopping restrictions along the extent	Observation	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 5.2	N/A		Observation	N
				14.01	9/06/2022	GLO	SBESIM	SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 5.2	N/A	Document amended	Observation	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 5.2	N/A		Observation	N
				14.01.01	1/08/2022	GLO	ALUMSDEN	SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 5.2	N/A	Document amended	Observation	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 5.2	N/A		Observation	N
				14.02	1/08/2022	GLO	ALUMSDEN	SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 5.2	N/A	Document amended	Observation	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 5.2	N/A		Observation	N
				15	26/05/2022	SMD	SCLARKE	SMWSTWTP-GLO-WMD-SF-RPT-000001	Table 7-1	N/A	Table 7-1 Alexandra Ave speed limit should be 50 km/h (not 0 km/h)	Observation	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Table 7-1	N/A		Observation	N
				15.01	9/06/2022	GLO	SBESIM	SMWSTWTP-GLO-WMD-SF-RPT-000001	Table 7-1	N/A	Document amended	Observation	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Table 7-1	N/A		Observation	N
				15.01.01	1/08/2022	GLO	ALUMSDEN	SMWSTWTP-GLO-WMD-SF-RPT-000001	Table 7-1	N/A	Not too sure why this is not closed as this amendment was included in the previous version of this HVLR	Observation	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Table 7-1	N/A		Observation	N
				15.02	1/08/2022	GLO	ALUMSDEN	SMWSTWTP-GLO-WMD-SF-RPT-000001	Table 7-1	N/A	Document amended	Observation	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Table 7-1	N/A		Observation	N
				16	26/05/2022	SMD	SCLARKE	SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 7.4	N/A	The proposed haulage routes are not clear. The executive summary states egress from the site will be via Alexandra Ave, Hawkesbury road (as per EIS) and Bailey St. However Fig 7-2 indicates an outbound along Park Ave. Additionally there is no turn path review for the right turn from Hassell into Park Ave, which would be needed if the HV egress the site on Bailey, left onto Hassell and right onto Park Ave (if such is proposed). The turn path plans show an egress via a left turn from Bailey onto Hawkesbury, which shows neither the truck and dog nor the 12.5m MRV can negotiate the turn. If such route is proposed, what mitigation measures are proposed	Observation	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 7.4	N/A		Observation	N
				16.01	9/06/2022	GLO	SBESIM	SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 7.4	N/A	Executive summary amended. The swept path for a 10 wheeler turning right from Hassall Street is now includedThe use of Bailey Street will be limited to 10 wheeler trucks only as Semi-trailers or Truck and dog combinations cannot be used	Observation	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 7.4	N/A		Observation	N

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
				16.01.01	1/08/2022	GLO	ALUMSDEN	SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 7.4	N/A	Not too sure why this is not closed as these documents were included in the previous version of this HVLR	Observation	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 7.4	N/A		Observation	N
				16.02	1/08/2022	GLO	ALUMSDEN	SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 7.4	N/A	This route is not proposed	Observation	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Section 7.4	N/A		Observation	N
				17	26/05/2022	SMD	AHENDY	SMWSTWTP-GLO-WMD-SF-RPT-000001	Table 3-1, Appendix C and Appendix D	Schedule D4	Table 3-1, page 11 - document reference for Condition of Approval D87(c) is given as Appendix C. 1) Appendix C is for Stakeholder Consultation and is currently blank - this will need to be updated prior to submission to DPE for approval. 2) Suggest document reference for Condition of Approval D87(c) should be updated in Table 3-1 to be Appendix D. However Appendix D is currently also blank and will need to be updated prior to submission to DPE for review and approval.	Potential Non-Compliance	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Table 3-1, Appendix C and Appendix D	Schedule D4		Potential Non-Compliance	N
				17.01	9/06/2022	GLO	SBESIM	SMWSTWTP-GLO-WMD-SF-RPT-000001	Table 3-1, Appendix C and Appendix D	Schedule D4	Document amended	Potential Non-Compliance	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Table 3-1, Appendix C and Appendix D	Schedule D4		Potential Non-Compliance	N
				17.01.01	27/06/2022	SMD	AHENDY	SMWSTWTP-GLO-WMD-SF-RPT-000001	Appendix C & D	Schedule D4	Original comment remains open. Appendix C and D remain blank. HVLR cannot be submitted to DPE for review and approval until this information is included.	Potential Non-Compliance	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Appendix C & D	Schedule D4		Potential Non-Compliance	N
				17.01.01.01	1/08/2022	GLO	ALUMSDEN	SMWSTWTP-GLO-WMD-SF-RPT-000001	Appendix C & D	Schedule D4	Not too sure why this is not closed as this appendices were included in the previous version of this HVLR	Potential Non-Compliance	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Appendix C & D	Schedule D4		Potential Non-Compliance	N
				17.01.02	1/08/2022	GLO	ALUMSDEN	SMWSTWTP-GLO-WMD-SF-RPT-000001	Table 3-1, Appendix C and Appendix D	Schedule D4	Not too sure why this is not closed out as these appendices were previoulsy provided	Potential Non-Compliance	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Table 3-1, Appendix C and Appendix D	Schedule D4		Potential Non-Compliance	N
				17.02	1/08/2022	GLO	ALUMSDEN	SMWSTWTP-GLO-WMD-SF-RPT-000001	Table 3-1, Appendix C and Appendix D	Schedule D4	These appendices were provided	Potential Non-Compliance	N
								SMWSTWTP-GLO-WMD-SF-RPT-000001	Table 3-1, Appendix C and Appendix D	Schedule D4		Potential Non-Compliance	N

D : ROAD DILAPIDATION REPORT TRANSMITTAL

From: Sam Besim via InEight Document <system@teambinder.com>

Sent: Sunday, 22 May 2022 10:06 AM

To: Kelly, Daniel

Subject: Sydney Metro West - WTP - Pre-construction Dilapidation - Hawkesbury Road, Priddle Street - Westmead - Issued For Information



West

Document Transmittal

Transmittal No:	SMWSTWTP-GLO-TX-000247
Contract No:	WTP - 00013/13065 - Western Tunnelling Works Design and Construction Deed
Sub Contract:	
Date:	22 May 2022, 10:05 AM

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	Berin Gordon (Sydney Metro) ; Sean Clarke (Sydney Metro) ; Denniel Custodio (Sydney Metro) ; Nancy Indahwati (Sydney Metro) ; Philip Brogan (Sydney Metro) ; Kate Brooks (Sydney Metro) ; Siva Sivakumar (Cumberland City Council) ; Soma Somaskanthan (Cumberland City Council)
Cc	Olga Krikelis (Sydney Metro) ; Transmittal SMD OpenAccess (Sydney Metro) ; Daniel Kelly (Gamuda Laing O'Rourke Consortium) ; Transmittal GLO OpenAccess (Gamuda Laing O'Rourke Consortium) ; Sam Besim (Gamuda Laing O'Rourke Consortium) ; Tania Page (Sydney Metro) ; Ian Subramaniam (Sydney Metro) ; Huw Griffiths (Gamuda Laing O'Rourke Consortium) ; Andy Thompson (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 - Hawkesbury Road, Priddle Street - Westmead - Issued For Information
<p>Dear Sydney Metro,</p> <p>Please find attached - Sydney Metro West - WTP - Pre-construction Dilapidation - Hawkesbury Road, Priddle Street - Westmead - Issued For Information</p> <p>Westmead Dilapidation survey of local roads for record purposes only. This has been submitted in accordance with ministerial conditions clause D88</p> <p>Kind Regards, Sam Besim, Document Controller Gamuda Engineering (Australia) Pty Ltd</p> <p>A Suite 26.01, 100 Miller Street, North Sydney, NSW 2060</p>	