

Sydney Metro West – Westmead - Telstra and Jemena Utility Relocations

Heavy Vehicle use of Local Roads (HVLR) Application

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VERSION 02

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DOCUMENT APPROVAL				PROJECT NO.	4271
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The information contained in this document form's part a number of plans and should be read in conjunction with all project documentation

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Document Changes/Updates (between previous Version 01 and (this current) Version 02)

Date	Section	Original Text	Changes made (new/additional in red)
10/10/2023 (updates between Ver 01 & Ver 02)	Glossary & Abbreviations	As original.	Additional added; ER HV
	Section 4.5 (1 st paragraph)	school children of 14 years and under due to the Projects proximity to Westmead Public School...	school children under 16 years due to the Projects proximity to Westmead Public School...
	Section 4.5 (2 nd dot point)	As original.	Additional note added; This will be achieved by: (Items 1 – 5 added underneath this section)
	Section 4.6	As original.	Additional note added; HV drivers will be made aware of their responsibility, via the HV Driver Induction in Appendix D, to give way to pedestrians, when turning left from Alexandra Avenue onto Hawkesbury Road at the signalised intersection as there are no dedicated left turn arrow on the existing signals
	Appendix D	As original. Heavy Vehicle Driver Induction.	Page changes: Slide 10: image updated with pedestrian signal information. Slide 12: image for SP05-R1 updated Slide 17: image updated with pedestrian signal information. Slide 19: newly added slide for pedestrian awareness at signalised intersection.
	Figure 10	Image replaced	New image with improved clarity
	Section 7	As original.	Additional stakeholder listed; ER (Environmental Representative)
	Appendix E	Original transmittal of dilaps from Quickway to Sydney Metro deleted.	Transmittal of dilaps from Sydney Metro to Cumberland City Council now included.
	Section 4.8	used by the Project, have been completed and provided to Cumberland City Council.	used by the Project, were completed on 18th September 2023 and provided to Cumberland City Council on 19th September 2023 .
	Section 4.7.1	First sentence as original. Banks Public School is located on Hawkesbury Road.	Westmead Public School is located on Hawkesbury Road.
	Appendix C	SP-09 updated and up-revved SP-05 updated and up-revved	SP – 09-R1 SP – 05-R1
	Appendix B	SP-09 updated and up-revved SP-05 updated and up-revved	SP – 09-R1 – 5-point-turn. HV's are not permitted to enter the private driveway to perform this turn manoeuvre. SP – 05-R1

Glossary / Abbreviations

Abbreviation	Description / Definition
AS/NZS	Australia/New Zealand Standards
CC	Cumberland Council
CEMP	Construction Environmental Management Plan
CJP	Customer Journey Planning
CTMF	Construction Traffic Management Framework
CTMP	Construction Traffic Management Plan
DPIE	NSW Department of Planning, Industry and Environment
EIS	SMW Project Environmental Impact Statement
EPA	NSW Environment Protection Authority
EPL	NSW Environment Protection Licence under the <i>Protection of the Environment Operations Act 1997</i> .
ER	Environmental Representative
GLC	The Gamuda Australia and Laing O'Rourke Consortium
HVLR	Heavy Vehicle use of Local Roads (This Document)
HV	Heavy Vehicle
LGA	Local Government Area
Minister, the	NSW Minister for Planning
MCoA	NSW Minister for Planning Conditions of Approval
Non-compliance	An occurrence, set of circumstances or development that is a breach of this approval but is not an incident.
PBS	Performance Based Standard vehicle
Principal, the	Sydney Metro
Proponent, the	The person identified as the proponent in Schedule 1 of the Infrastructure Approval (Sydney Metro)
REMM	Revised Environmental Management Measure
ROIs	Road Occupancy Licences
ROPs	Road Occupancy Permits
Secretary	Secretary of the Department of Planning, Industry and Environment
SMW	Sydney Metro West
SSI	State Significant Infrastructure
SP	Swept Path
the Project	SMW Westmead Telstra and Jemena Gas Relocation
TC	Traffic Controller
TfNSW	Transport for NSW
TTM	Temporary Traffic Management
VMP	Vehicle Movement Plan
WTP Site	Sydney Metro Western Tunnelling Package Site

1. Introduction

1.1 Background

Sydney Metro is Australia's biggest public transport project, with the vision "to transform Sydney with a world-class metro." In 2024, Sydney will have 31 metro stations and more than 66 kilometres of new metro rail, revolutionising the way Australia's biggest city travels. By the end of the decade, the network will be expanded to include 46 stations and more than 113 kilometres of world-class metro for Sydney.

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

On completion in 2030, the Sydney Metro West project will support a growing city and deliver world-class metro services to more communities. This new underground railway will connect Greater Parramatta and the Sydney CBD.

This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between the two CBDs, linking new communities to rail services, and supporting employment growth and housing supply. The Sydney Metro West project is expected to create about 10,000 direct and 70,000 indirect jobs during construction. The new 24-kilometre Sydney Metro West tunnel and excavation works for nine new stations will be delivered in three contracts—the Western Tunnelling Package (WTP), the Central Tunnelling Package (CTP) and the Eastern Tunnelling Package (ETP).

To facilitate the Sydney Metro West Project, several utility service installations and relocations are required. Sydney Metro (SM) (the Proponent) has engaged Quickway to undertake utility relocation works for Telstra (comms) and Jemena (Gas) for the Westmead Metro Station, hereafter referred to as the Project.

1.2 Purpose

This Heavy Vehicle use of Local Road report (HVLR) has been developed to address the Ministerial Conditions of Approval related to the Critical State Significant Infrastructure of Sydney Metro West. This HVLR identifies and assesses the heavy vehicle local road routes required to access and egress the work areas and which are not identified in the Environmental Impact Statement (EIS). The road classification and the suitability of the routes is based on the location of the works, swept path analysis, and adjacent land uses. Refer to [Section 4.2](#) for details on all local roads impacted by the Project.

This document assesses the local road(s) proposed for use excluding roads:

- Which have been assessed and approved for use under the EIS.
- Which are State or Regional Roads.
- Which are TfNSW pre-approved B-double routes (<https://roads-waterways.transport.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/index.html>).

1.3 Scope of this HVLR

The scope of this application is to describe the local roads that will be required by Quickway to be used to carry out the construction activities required as part of the SMW Westmead Telstra and Jemena Gas Relocation Project. The application also details how Quickway are complying with the Project specific

Ministerial Conditions of Approval (MCoA(s)) and the Revised Environmental Management Measures (REMMs). These conditions are outlined as shown by the below [Table 1](#) and [Table 2](#).

Table 1 - MCoA Requirements

MCoA	Requirement	Document Reference
D86	Local roads proposed to be used by Heavy Vehicles to directly access construction sites that are not identified in the documents listed in Condition A1 of this schedule must be approved by the Planning Secretary and be included in the CTMPs.	This document
D87	All requests to the Planning Secretary for approval to use local roads under Condition D86 above must include the following:	
	(a) a swept path analysis;	• Summary register – Appendix B • Swept Path Analysis – Appendix C
	(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;	• Section 4.5 • Section 4.6 • Appendix B and Appendix C
	(c) details as to the date of completion of the road dilapidation surveys for the subject local roads; and	• Section 4.8 • Appendix E
	(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	• Section 4.7 • Appendix D
	(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 A
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 4.8 • Appendix E
D89	If damage to roads occurs as a result of the construction of Stage 1 of the CSSI, the Proponent must either (at the Relevant Road Authority's discretion):	
	(a) compensate the Relevant Road Authority for the damage so caused; or	• Section 4.8
	(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 4.8
D90	Vehicles associated with the project workforce (including light vehicles and Heavy Vehicles) must be managed to:	
	(a) minimise parking on public roads;	• Section 4.4
	(b) minimise idling and queueing on state and regional roads;	• Section 4.4
	(c) not carry out marshalling of construction vehicles near sensitive land user(s);	• Section 4.7

	(d) not block or disrupt access across pedestrian or shared user paths at any time unless alternate access is provided; and	• Section 4.4
	(e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs.	• Section 4.4

Table 2 - REMMs Revised Environmental Management Measures

REMM#	Requirement	Document Reference
TT6	All trucks would enter and exit construction sites in a forward direction, where feasible and reasonable.	• Section 4.4
TT7	Construction site traffic would be managed to minimise movements during peak periods.	• Section 4.4 • Section 4.7
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.	• Section 4.7

2. Westmead Telstra & Jemena Gas Relocation Project Scope

The works to be carried out by Quickway, under this Contract, involve the installation of new utility services, as described below, which are required as part of the Sydney Metro Westmead Station Works:

Telstra - Communications installation:

Installation of approximately 400m (open cut trench) of Telstra conduits for communications, FRP works for new Telstra comms pits.

Jemena – Gas installation:

Installation of approximately 300m of conduits for Jemena gas.

An overview of the works location is provided in [Figure 1](#) and an indicative overview of the Telstra and Jemena utility alignment is provided in [Figure 2](#).

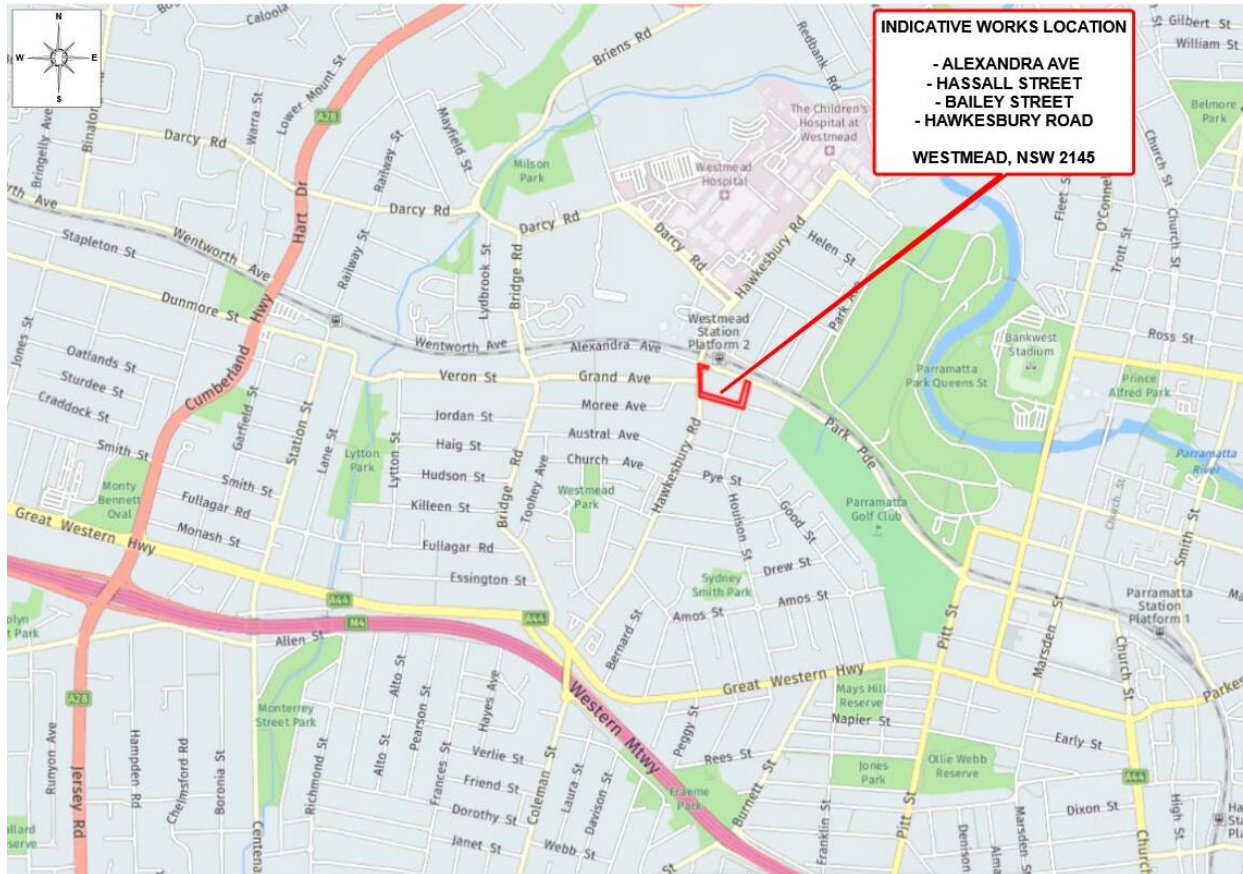


Figure 1 - Works Location Overview

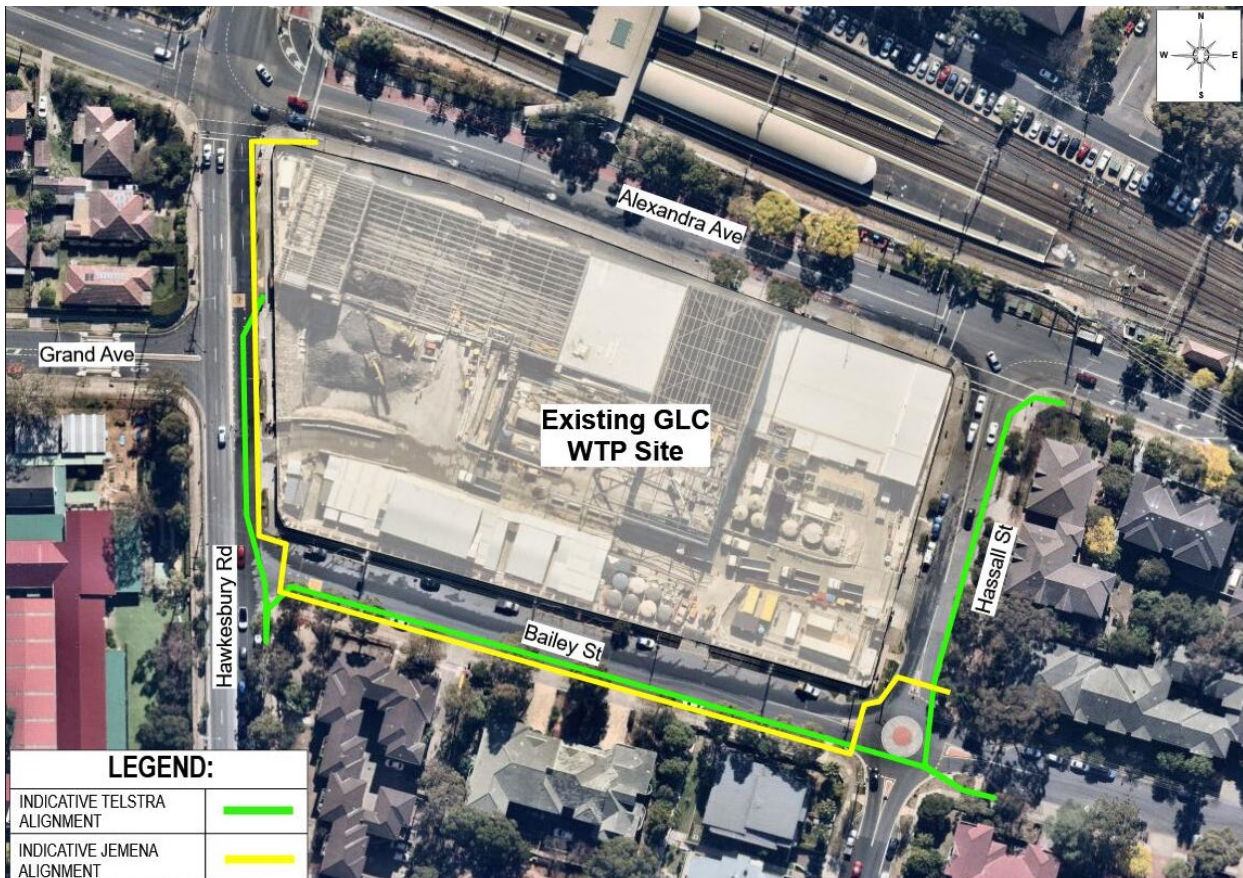


Figure 2 - Indicative Utilities Alignment Aerial Overview

Quickway will be undertaking the following construction activities to perform the works:

- Mobilisation, site set-up
- Service locating, potholing, investigations, site preparation works
- Traffic control, pedestrian, and cyclist management
- Trench excavations, conduit installation, backfilling, temporary restorations
- Construction of communications pits
- Cable installation and jointing works
- Jemena Gas, testing, commissioning, and connections to existing gas main
- Permanent restorations and handover

The proposed construction program, weather and site conditions pending, is detailed in [Table 3](#).

Table 3 - Proposed Construction Duration

Project Location	Commencement	Completion
Westmead	Early Works – October 2023 Main Construction Works – November 2023	October 2024

Detailed descriptions of the aforementioned construction activities and of all traffic related impacts associated with the Project will be provided in the Project specific Construction Traffic Management Plan (CTMP).

3. Existing Road Network and Approved Heavy Vehicle Routes

3.1 Existing Road Classification

The road network surrounding the Project has multiple roads of varying classifications as identified in [Figure 3](#). All heavy vehicle access and egress to/from the local roads, outlined in [Section 4.2](#), will be via existing State and/or Regional Roads as classified on the [TFNSW Road Network Classification Map](#).

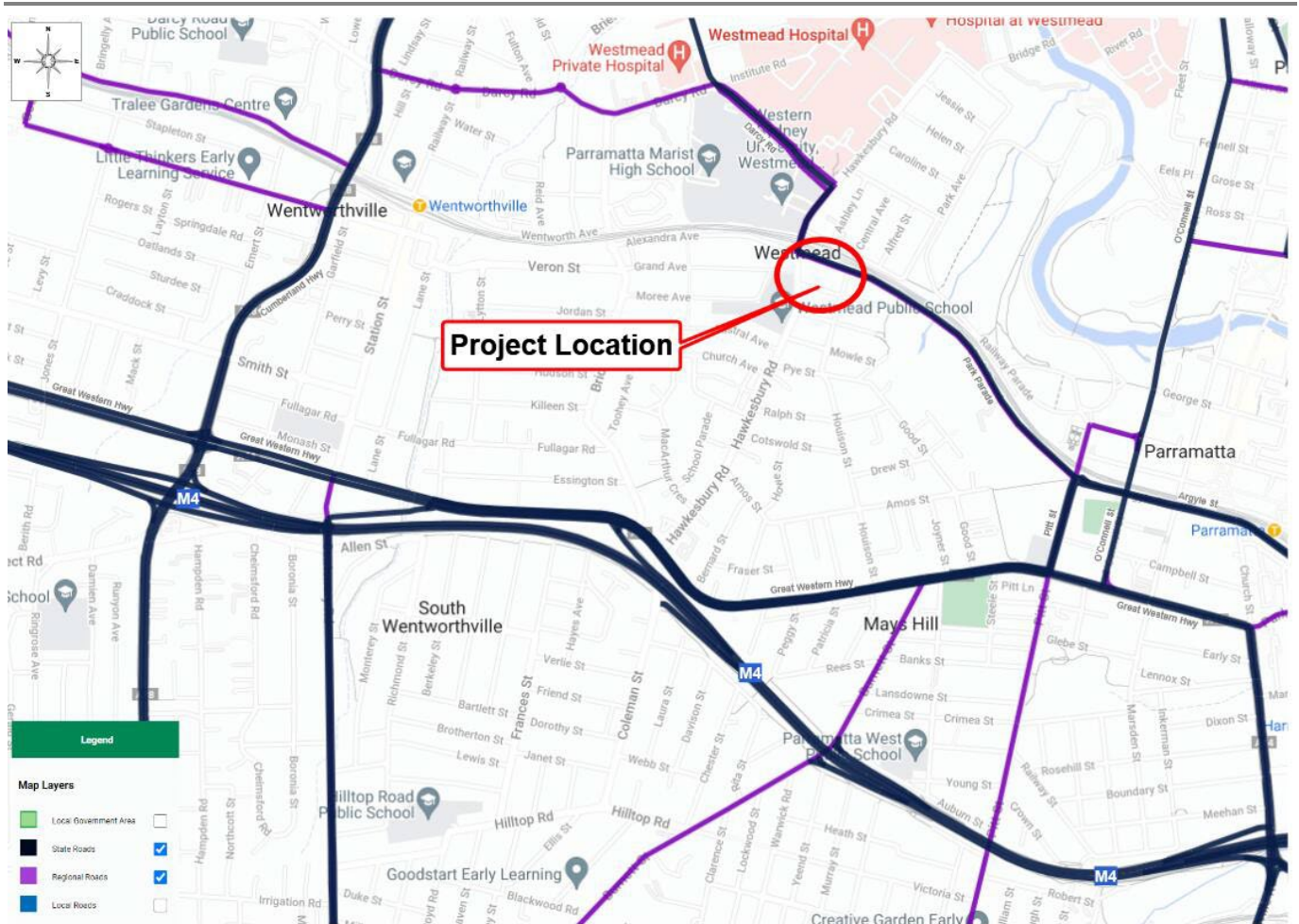
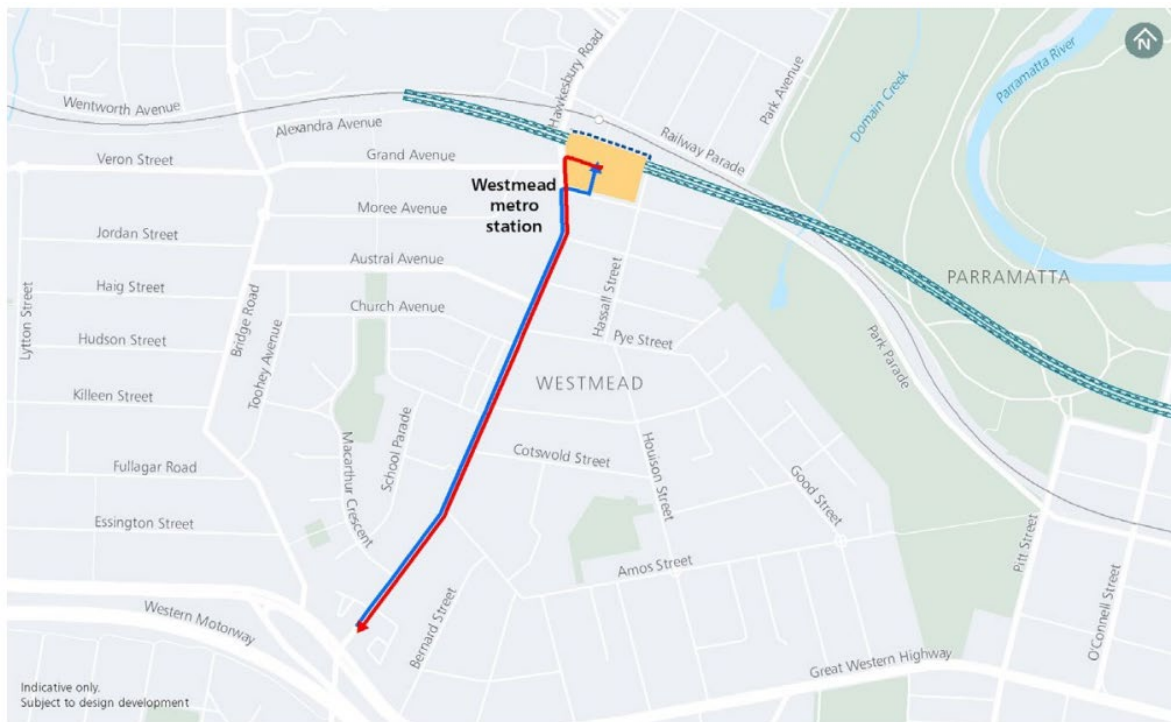


Figure 3 - Road Classification Map for Surrounding Area

3.2 EIS Assessed Heavy Vehicle Routes

Haulage route assesses in the EIS primarily lead to the construction of stations, tunnel and exit locations, and regional and state roads linking these major construction locations. Due to the nature of the Project, and the location of the utility's relocations, heavy vehicles associated with the Project are required to traverse a section of the local road network. The local roads outlined in this HVLR are unavoidable due to the Project location and scope. The EIS nominated Hawkesbury Road between the Great Western Highway and south of Alexander Avenue and a right turn into Bailey Street from Hawkesbury Road, as the heavy vehicle haulage routes into/out of the Westmead Metro Station Site as shown in [Figure 4](#).



- Construction site
- Temporary pedestrian access to Westmead Station during construction
- Tunnel alignment
- Existing Sydney Trains suburban rail network
- Inbound
- Outbound



- Construction site
- Additional footprint for this proposal
- Existing Sydney Trains suburban railway network
- Metro tunnel and alignment
- Construction Haulage Routes**
- Primary inbound
- Primary outbound

Figure 4 - EIS Approved Haulage Routes

The area of Westmead does not allow for the use of Performance Based Standard vehicles. The PBS network surrounding Westmead can be found on the [TfNSW PBS Network Map](#).

4. Heavy Vehicle Movements

4.1 Construction Plant

The project includes civil works such as excavations, pipe and pit installation, and utility connections/cutovers requiring the use of heavy vehicle(s) (HV) and large plant, including;

- HVs – rigid trucks, crane trucks
- Excavators

The estimated number of heavy vehicle movements is shown in [Table 4](#). Heavy vehicle swept path analysis register shown [Appendix B](#) identifies the vehicle size for all turn manoeuvres.

Table 4 - Estimated Heavy Vehicle Movements Generated by the Project

Vehicle Type	Estimated HV Movements per Shift		
	In	Out	Total per Shift
12.5m Heavy Rigid Vehicle	2	2	4
9m Heavy Rigid Vehicle	3	3	6
19m Semi *	1	1	2
Total	6 (per 11hr shift)	6 (per 11hr shift)	12 (per 11hr shift)
* <i>Note 1: Where possible Heavy Vehicle movements will be scheduled outside of peak traffic periods i.e., am/pm peaks and school peaks. The total number of heavy vehicle movements, per typical 11 hour working shift, equates to approx. 1 HV movement per hour.</i> * <i>Note 2: 19m Semi will only be utilised for pipe deliveries. These will be sporadic and will not occur on every shift</i>			

4.2 Proposed Routes and Local Road Use

Local Roads, within Cumberland City Council LGA, are required to be used to allow the works to be carried out. The below [Figure 5](#) and [Table 5](#) indicate the Local Roads proposed to be used that are not listed or identified in the EIS. The local roads requiring use are signified by the blue directional arrows in [Figure 5](#). Swept Path analysis has been provided, in [Appendix C](#), for all intersection turn manoeuvres on local roads.

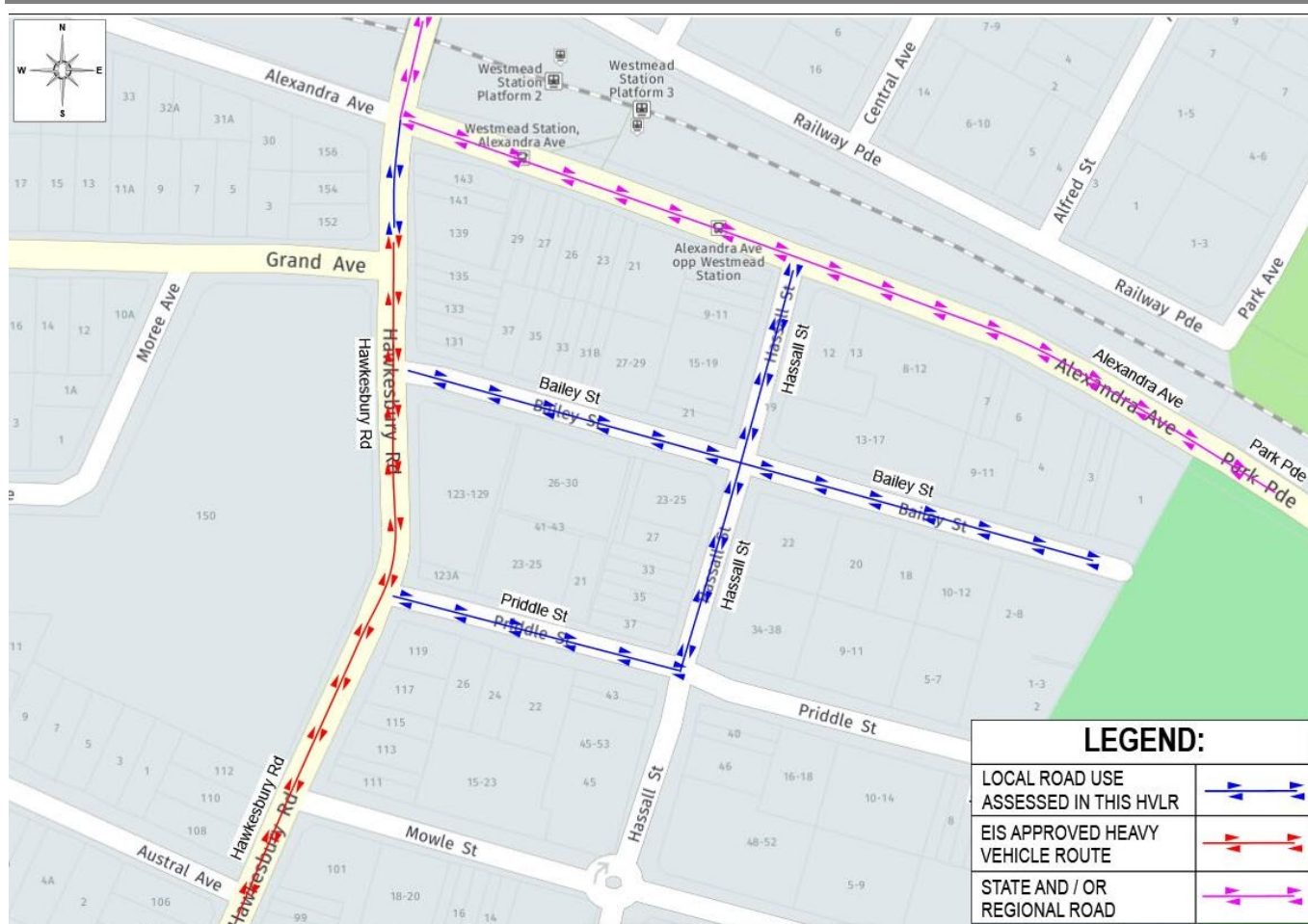


Figure 5 - Local Road Use Map

Table 5 - Local Roads Proposed for Use

Street/Road Name	From	To	Configuration	Parking	Speed Limit
Hassall Street	Alexandra Avenue	Priddle Street	2 lane 2 way	• None southbound • Restricted parking northbound	50km/h
Bailey Street	Hawkesbury Road	Bailey Street (Cul-de-Sac)	2 lane 2 way	Both Sides	50km/h
Priddle Street	Hawkesbury Road	Hassall Street	2 lane 2 way	Both Sides	50km/h
Hawkesbury Road	Grand Avenue	Alexandra Avenue	4 Lane 2 way	• None northbound • Restricted parking southbound	50km/h
<i>Note: Hawkesbury Road, with the exception of the northern section highlighted in red between Grand Avenue and Alexandra Avenue, has been assessed and approved for HV use in the EIS</i>					

4.3 Existing Parking Restrictions Surrounding the Project

Various existing parking restrictions apply in and around the vicinity of the Project. Parking restrictions for the Project and surrounding area are shown in [Figure 6](#). The majority of existing two lane two-way local

roads, within the vicinity of the Project, facilitate restricted parking along either side of the roadway. To fulfil the requirements of MCoA's D91 and D92 a Construction Parking and Access Strategy will be developed and submitted for approval to the Planning Secretary at least one month before the commencement of any construction that reduces the availability of existing parking by the Project. Parking impacts, by the Project, will also be outlined and discussed in the Project specific CTMP.

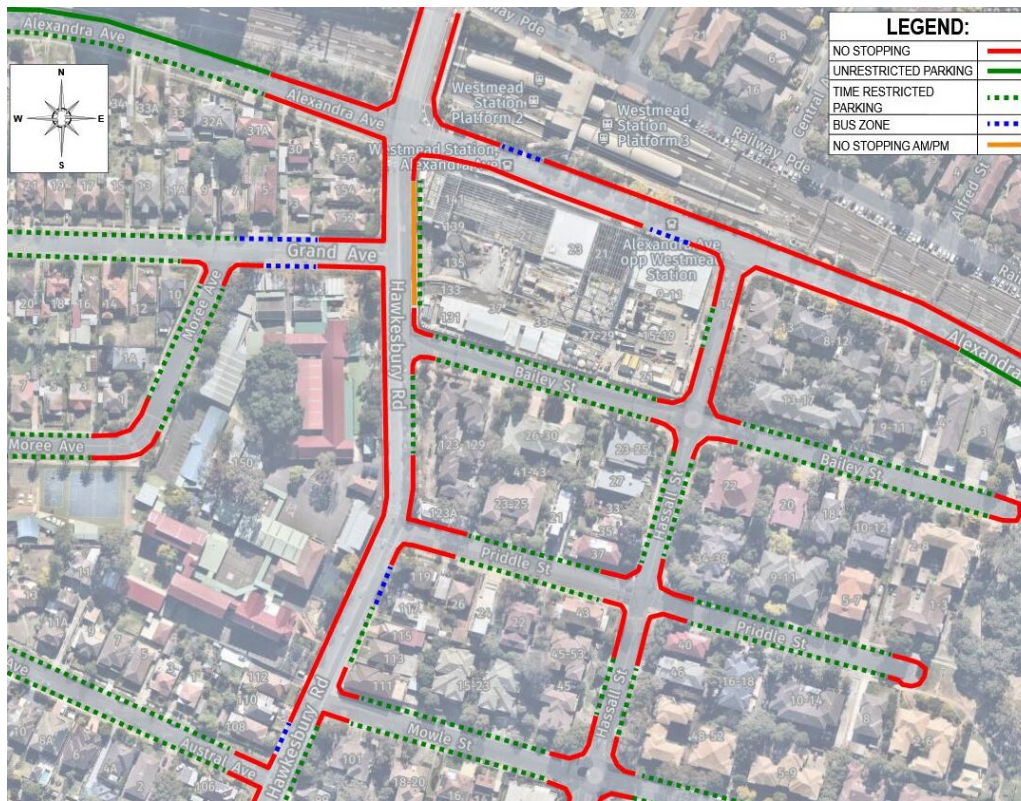


Figure 6 - Existing Parking Restrictions Surrounding the Project

4.4 Construction Traffic Management – Site Access and Egress

Any construction vehicles required to move around the Project area on a regular basis and throughout the works will not be permitted to queue or park within the surrounding streets or work area unless permitted.

Dedicated construction vehicle routes have been developed with the objective of providing the shortest and safest distance to/from the Project area in compliance with EIS requirements. Truck movements to and from site shall be restricted to these designated routes and movements to ensure minimal impact on local streets within the vicinity of the Project.

Access points and procedures shall be identified and clearly communicated to all drivers and suppliers prior to arriving to site. Information on the approved access routes and locations for all construction vehicles shall be provided through onsite toolbox talks, pre-start meetings, and project inductions prior to work commencing. All work vehicles shall:

- Enter and leave site in a forward direction using the approved truck routes where feasible and reasonable. Where this is not possible traffic management must be in place under an approved CTMP, TGS(s), and Road Occupancy approval.
- Decelerate slowly and signal their intention by indicator to leave the traffic stream.
- Activate the vehicles rotating beacon on approach to and departure from work site.

- Give way at all times to pedestrians on the footpath.
- Wait until there is a safe gap in traffic before leaving the work area.
- Avoid movements through school zones during pick up and drop off times.
- Radio ahead to advise of approach to ensure work site space is available.

The arrival of trucks will be staggered to prevent the possibility of queuing of trucks at any time and minimise movements during peak periods. Construction vehicles must not continuously idle and/or queue on state, regional or local roads, and must also avoid any marshalling near sensitive land users which will be advised in inductions. It is also noted that no construction vehicles should obstruct any pedestrian crossings or footpaths, and no construction vehicles should layover/obstruct trafficable lanes without an approved ROL and/or Council Permit. The estimated number of HV movements is provided in [Table 4](#).

4.5 Cyclists

There is no existing cyclist's infrastructure, as indicated in [Figure 7](#), within the vicinity of the Project. It is anticipated that the profile of cyclists using existing footpaths would be predominantly school children under 16 years due to the Projects proximity to Westmead Public School and Parramatta High School. It is expected that these school children would utilise the footpath during School am/pm peak periods.

The following controls will be implemented to mitigate any impacts to cyclists:

- HV equipment minimum safety requirements e.g., side under-run protection, blind spot mirrors, pedestrian, and cyclist warning signs, real-time telematic systems etc;
- Heavy vehicle movements to be minimised or eliminated, where possible, outside of School Peak periods i.e., 08:00-09:30am and 2:30-04:00pm. This will be achieved by:
 1. Scheduling any plant and/or material deliveries to occur outside of school peak periods.
 2. Tool boxing the workforce and HV drivers on the importance of minimising HV movements during school peaks.
 3. Reminding HV drivers of the NSW road rules around cyclists and increasing their awareness of increased cyclist movements when working near schools. This information is captured in the HV driver induction provided in [Appendix D](#).
 4. Scheduling workforce break periods to occur during school am/pm peaks to eliminate the requirements for construction HV movements during these periods.
 5. Ensuring that authorised traffic controllers are present during all construction activities requiring HV movements to facilitate the safe movements of cyclists around the work area.
- The works associated with the Project are predominantly located in the road as opposed to the footpath. For works stages, where footpath closures may be required, these will be targeted, where possible, outside of school peak periods and/or at nights, weekends, or during school holidays.
- Where cyclist impacts are unavoidable traffic controllers will be positioned at either end of the worksite and will stop approaching cyclists. They will be requested to dismount and be guided through the work area whilst dismounted. Re-mounting will be advised when safe to do so.

- Cyclists using the road network will be subject to the same Temporary Traffic Management (TTM) requirements as registered road users. Where site conditions allow, the cone line or outer edge of any lane closure shall be narrowed/pulled back from the lane dividing line marking to create a road section to accommodate cyclists.

All heavy vehicle drivers are required to follow NSW driver road rules for around cyclists, including:

- Roads under 60kmh you must provide at least 1 metre of space when passing;
- Roads over 60kmh you must provide at least 1.5 metre of space when passing;
- Only pass when safe to do so;
- If not safe to pass, proceed with space, behind the cyclists until the road junction;

Heavy vehicle drivers will be reminded of these obligations during the project heavy vehicle driver induction presentation as shown in [Appendix D](#).

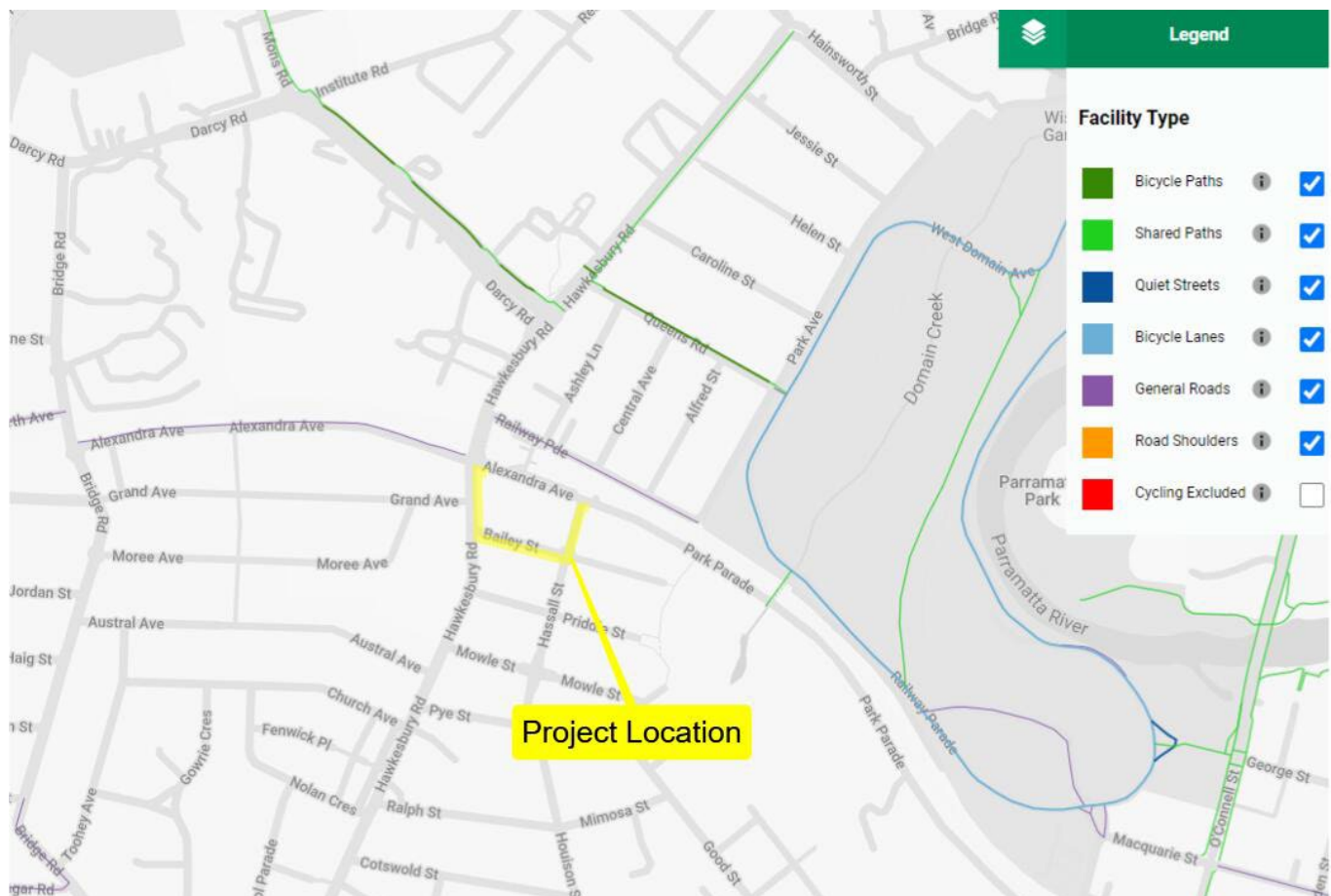


Figure 7 - TfNSW Cycleway Finder

4.6 Pedestrians

Swept paths analysis completed in [Appendix C](#) show there is no encroachment over the edge kerb lines. Therefore, there is no risk for a heavy vehicle(s) striking a pedestrian on the footpath due to vehicle turning manoeuvres.

In locations where vehicles will need to work on the footpath, traffic, and pedestrian management as per the project CTMP and site specific TGS's will be implemented, which contain detailed information regarding traffic and pedestrian management strategies.

HV drivers will be made aware of their responsibility, via the HV Driver Induction in [Appendix D](#), to give way to pedestrians, when turning left from Alexandra Avenue onto Hawkesbury Road at the signalised intersection as there are no dedicated left turn arrow on the existing signals.

4.7 General Approach & Mitigation Strategies – School Zone(s) / Sensitive Receivers

Several mitigation strategies will be employed to mitigate the impact on the local roads and their users, including motorists, pedestrians, and cyclists. Specific mitigation measures for sensitive receivers (e.g., schools, childcares, aged care facilities) is described below and in the following subsections.

- Generally heavy vehicle movements in operational school zones will be avoided wherever possible.
- Heavy vehicles utilised for the project will generally be transporting carrying spoil/ quarry materials to and from the trenching location. All spoil/ quarry loads will have loads covered during heavy vehicle transportation.
- No air-breaking of any heavy vehicles passing sensitive receivers. Marshalling of construction vehicles is not permitted near sensitive receivers,
- Heavy vehicle requirements as per [Section 5.1](#) implemented. A Heavy Vehicle Driver Induction will be required to be completed by all Heavy Vehicle Drivers prior to attending site. Details have been provided on the HV Driver Induction around the increased presence of school children, both on foot and cycling, during School AM/PM Peak periods. Refer to [Appendix D](#).
- Truck aware decals are proposed to be installed, by GLC as part of the Sydney Metro West WTP site approved HVLR. These decals will serve to provide awareness to motorists, cyclists, and pedestrians of the increased presence of construction heavy vehicles near the Project. Quickway will also utilise "Danger Look Out For Trucks" signage at key pedestrian locations as works progress through the different work stages and streets/roads. Refer to [Figure 8](#).
- Heavy vehicle movements generated by this Project will be generally very low with an average of one (1) Heavy vehicle movements anticipated every hour during construction hours.
- Wherever possible, consideration for works on alignment near school zones will be programmed to occur outside of school peak am/pm periods / times.
- Access will be maintained throughout works at all times when the school is operational.
- Workforce and traffic control will be tool boxed on the sensitivity of the location, including the likely increased vehicle movement during drop off/pick up times, during works in this area.
- Ongoing communication and consultation with the facilities to minimise any potential traffic impacts.

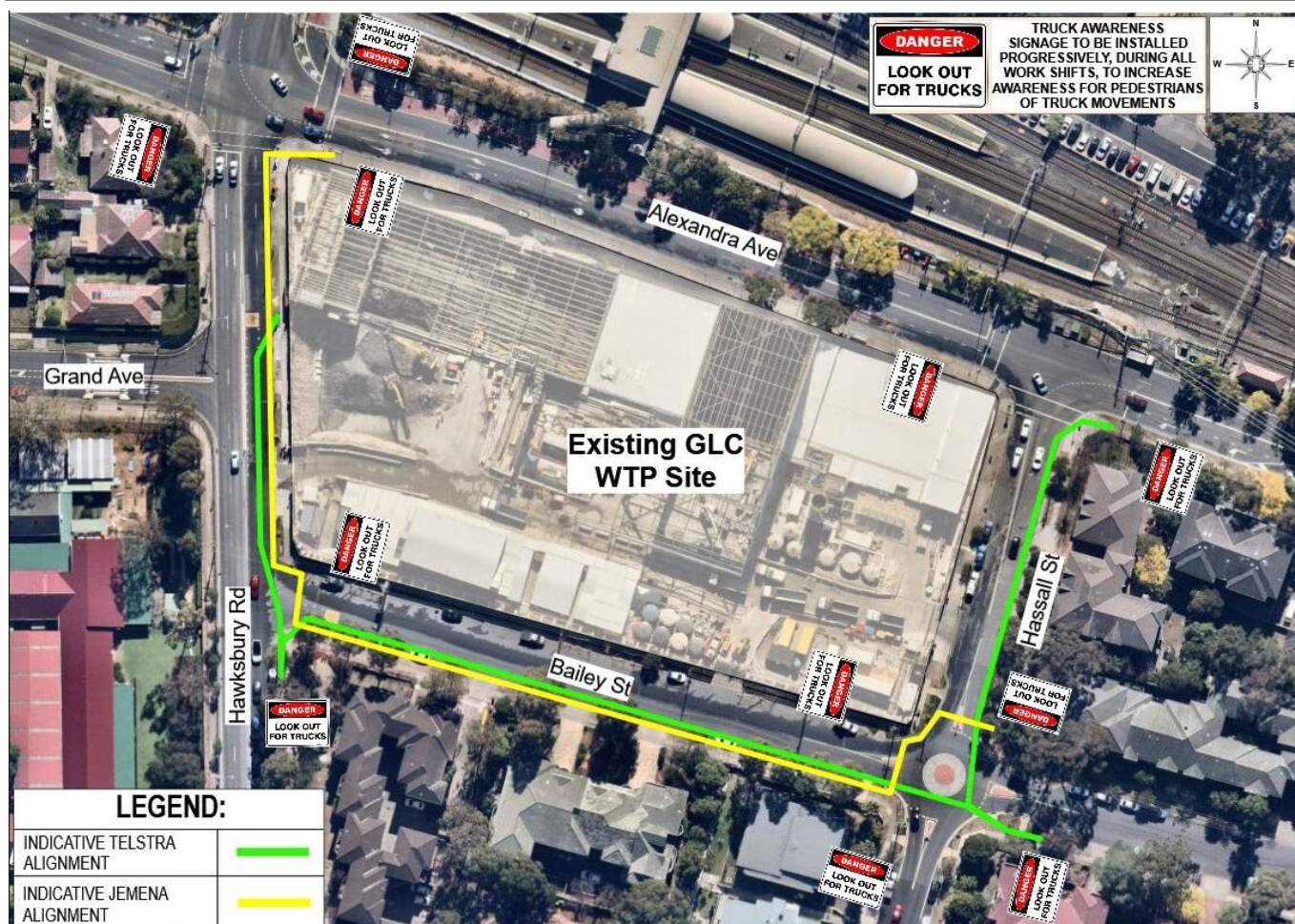


Figure 8 – Truck Awareness Overview

4.7.1 Westmead Public School

Westmead Public School is located on Hawkesbury Road, Westmead NSW 2145 with frontage also on Grand Avenue. It is anticipated that there will be a large generation of pedestrian traffic associated with the school prior to the start and after the end of the school day. Wherever practically possible Quickway will endeavour to eliminate and/or reduce heavy vehicle movements during the School Zone am/pm peak periods i.e., 08:00am - 09:30am and 2:30pm – 4:00pm. Refer to [Figure 9](#) for the location of the School Zones. Estimated maximum 0-2 movements during school zone operational periods per day. It is noted that the Westmead Public School current bell times are as follows:

- 8:55am and 9:05am for Kindergarten, Years 2, 4 and 6 and
- 2:50pm and 3:00pm for Years 1, 3 and 5.

Heavy Vehicle drivers will be reminded of their obligations for operating Heavy Vehicles in and around School Zones in the Project Heavy Vehicle Driver Induction. Refer to [Appendix D](#).



Figure 9 - Existing School Zones Near the Project

4.7.2 Child Care Facilities

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 are provided in [Figure 10](#). It is noted that there are a number of childcare facilities to the north and southwest of the Project.

4.7.3 Aged Care and Child Care Facilities

There are no aged care facilities near the Project.

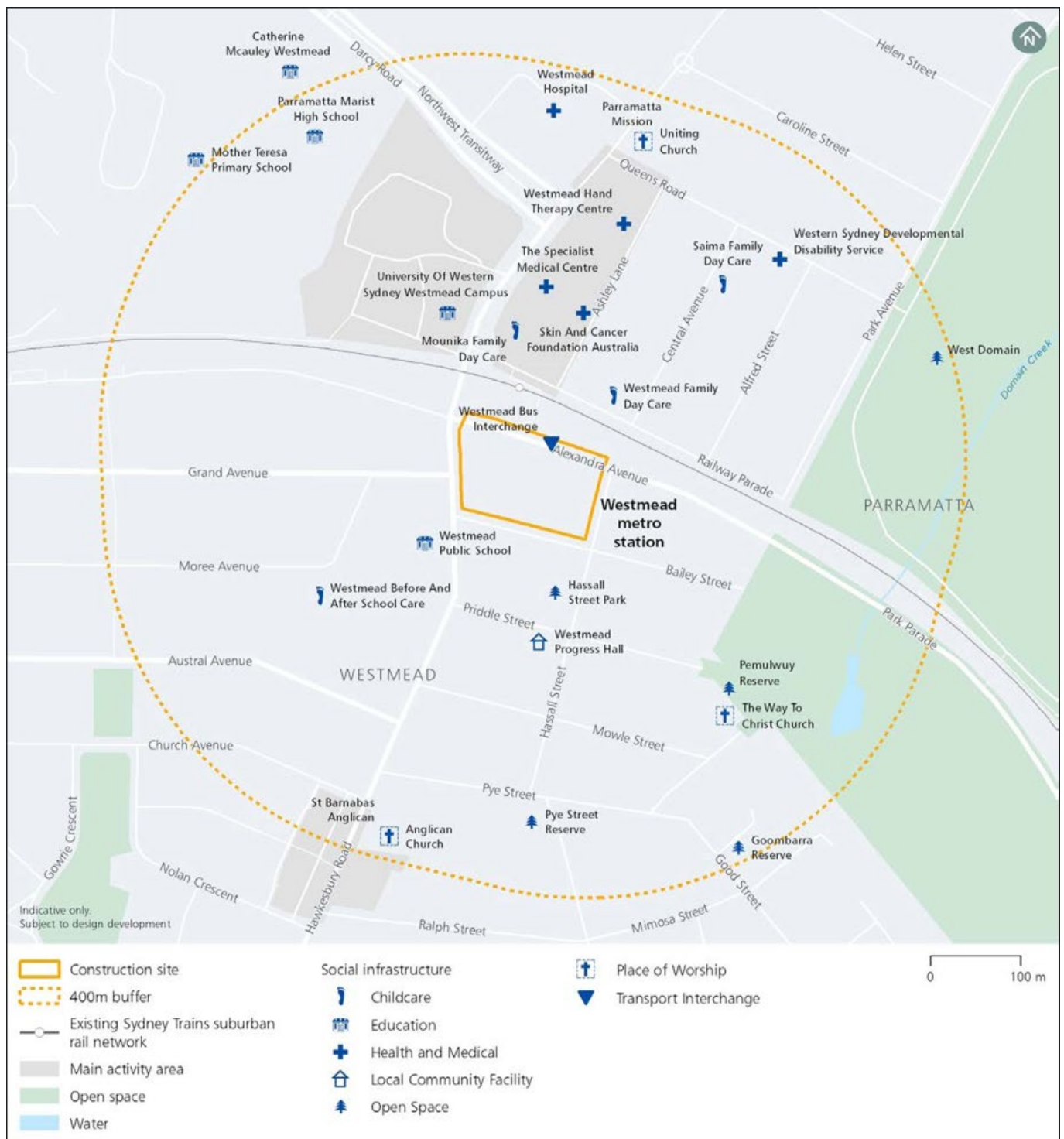


Figure 10 - Sensitive Receivers Locations

4.8 Pre-Construction Local Road Dilapidations

A road dilapidation report will be undertaken prior to commencement of use of any local road by heavy vehicles for the Project, in accordance with MCoA D88. A copy of the report will be provided to Cumberland City Council within three (3) weeks of completion and no later than one (1) month before the road is used by heavy vehicles associated with the Project.

If damage to roads occurs as a result of the Project, Quickway will either, at Cumberland City Council's discretion:

- Compensate Cumberland City 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.

Road dilapidation surveys for various local roads, to be used by the Project, were completed on 18th September 2023 and provided to Cumberland City Council on 19th September 2023. Evidence of submission is shown in [Appendix E](#).

5. Heavy Vehicle Requirements & Driver Programs

5.1 Heavy Vehicle Requirements

To ensure road safety, [Table 6](#) outlines the requirements of heavy vehicles and heavy vehicle drivers.

Table 6 - Heavy Vehicle Requirements and Management

Requirement(s)	Purpose	How requirement is managed or enforced
Ensure all heavy vehicles and trailers are registered, roadworthy and comply with the relevant Australian Design Rules and Vehicle Standards.	Ensure compliance with legislative requirements.	Checked during plant authorisation when plant first arrives to site.
Fitted with a Telematics Monitoring System which measures and reports on vehicle: Location; Speed compliance; and Fatigue and other driver behaviour (such as harsh acceleration, braking). Haulage route compliance.	Ensure driver safety and haulage route confirmation. Compliance with MCoA D86.	Checked during plant authorisation when plant first arrives to site.
Ensure a combination of direct and/or indirect devices to eliminate or minimise front, side, and rear blind spots, including: Class V and Class VI mirrors as per ADR 14/02 where blind spots cannot be permanently eliminated; the prohibition of accessories that restrict the forward field of view, including opaque or chrome bug deflectors.	Increase visibility of blind spots for heavy vehicle drivers.	Checked during plant authorisation when plant first arrives to site.
Side-underrun protection, fitted to both sides of the vehicle (wherever practical / possible): Between the front and rear axle of all rigid (single unit) trucks; and Between the front axle/landing legs and rear axle of trailers forming part of a combination.	Increased protection for pedestrians and cyclists from being caught between heavy vehicle axles.	Checked during plant authorisation when plant first arrives to site.
Signage placed on heavy vehicle including: Rear warning signs alerting other road users to the dangers of overtaking; and Front nearside signs warning pedestrians about walking close to the front of a moving or stationary Heavy Vehicle.	Increase of warning and alert signage to pedestrians and cyclists.	Checked during plant authorisation when plant first arrives to site.
Full body line and contour conspicuity markings and reflective markings fitted to the drawbar of all trailers.	Increase visibility of heavy vehicles to other road users.	Checked during plant authorisation when plant first arrives to site.

Requirement(s)	Purpose	How requirement is managed or enforced
Heavy Vehicle Operators adhere to approved construction traffic haulage routes at all times	Compliance with CEMP, Construction Traffic Management Plan	Monitored through telematic system(s) fitted to heavy vehicles
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 20 metres away.	Compliance with MCoA	Checked during plant authorisation when plant first arrives to site.
Site specific heavy vehicle driver induction for the SMW Westmead Utilities Relocation Project	Ensure compliance with heavy vehicle routes and driver requirements.	Induction process. Appendix D

5.2 Heavy Vehicle Driver Programs

Heavy vehicle drivers will complete a site-specific induction program. This site-specific induction will communicate the safe driving practices that are required to be undertaken by all drivers of construction heavy vehicles, where practical, to minimise the extent of their vehicle encroachment when undertaking turning manoeuvres in local streets and increase the awareness about making safe driving decisions prior to turning.

Heavy Vehicle Drivers shall be alerted to the increased presence of school children along Hawkesbury Road, Hassall Street, Bailey Street, and Alexandra Ave during School Peak AM/PM periods in the HV Driver Induction. A copy of heavy vehicle driver induction program is included in [Appendix D](#).

6. Additional Control Measures to Safely Navigate Turns

Where a swept path analysis has identified the vehicle cannot safely navigate a turn with existing parking and traffic controls, additional measures include:

- **Traffic management** – including shadow vehicles, temporary stop of traffic to permit safe manoeuvres, pedestrian management.
- **Parking removal** – during works in area where manoeuvres that require parking removal to be able to safely perform.

Where additional measures are required for manoeuvres, this has been specified on respective swept path analysis (SPA) and summarised in [Appendix B](#)

7. Consultation and Communication

Quickway and Sydney Metro West has commenced consultation and communication with stakeholders in regard to traffic management. A communication strategy is being developed with stakeholders and the site-specific CTMP outlines consultation activities during the works.

A Traffic and Transport Liaison Group (TTLG) has been established to discuss with stakeholders the Project proposed construction activities, upcoming works, and related traffic and transport implications. Quickways Senior Traffic Management Advisor, or a delegated representative, will participate in the monthly TTLG meetings throughout the project, or at an agreed frequency. The Senior Traffic Management

Advisor is a member of the SMW TTLG and acts as the authorised representative for the Project in matters related to traffic and transport. They provide the relevant information relating to the Project to the group.

Quickway will consult with all relevant stakeholders prior to the commencement of any works and progressively during the works as required. Potential stakeholders for this Project include:

- Sydney Metro West
- Transport for NSW including: CJP, CJP Transport Integration
- Department of Planning, Industry and Environment
- Emergency Services including NSW Police, NSW Fire and Rescue, NSW Ambulance
- Cumberland City Council
- GLC WTP Site
- ER (Environmental Representative)

Appendix A Traffic Professional Assessment of HVL

Includes:

- Covering letter for Traffic Professional Assessment of project proposed local roads for heavy vehicle use.

Dear Sir/Madam,

7 September 2023

We are writing to outline our advice in relation to the local road use associated with the Sydney Metro West, Westmead Telstra and Jemena Gas Relocation Project. We have worked in road design, traffic consulting and road safety auditing for many years. Alex is currently a Level 3 Road Safety Auditor in NSW and have a bachelor's degree in engineering technology. Sue is currently a Level 2 Road Safety Auditor and have worked in the road industry for over 30 years.

We have reviewed the documentation provided by Quickway including a summary table of swept paths conducted.

The Ministerial Condition of Approval (MCoA D86) requires 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 must be approved by the Planning Secretary and be included in the CTMP.

An additional condition of approval (MCoA D87) outlines the specific requirements of local road use of local roads by Heavy Vehicles for the CSSI. The criteria requires specifically;

- Swept path analysis
- Demonstration that the use of local roads by Heavy Vehicles (HVs) for the CSSI will not compromise safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways
- Details as to the date of completion of the road dilapidation surveys for the subject local roads;
- 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
- Written advice from an appropriately qualified profession on the suitability of the proposed HV route which takes into consideration items above.

The local roads in Westmead include:

- Hassall Street from Alexandra Avenue intersection to Priddle Street
- Bailey Street from Hawkesbury Road to Bailey Street cul-de-sac
- Priddle Street from Hawkesbury Road to Hassall Street
- Hawkesbury Road from Alexandra Avenue to Grand Avenue

The swept path analysis provided demonstrates heavy vehicles can typically utilise the roads proposed without impact on opposing lanes or crowding footpaths. The key signalised intersections shows the swept paths will achieve all turn movements (Alexandra Avenue at Hassall Street) without impacting the opposing traffic lanes or footpaths. At the signalised intersection of Priddle Street and Hawkesbury Road it is proposed to use 9m rigid trucks due to the impact of 12.5m single unit trucks on pedestrians paths and traffic flow. For the intersection of Bailey Street and Hassall Street, smaller trucks are proposed into the cul-de-sac section of Bailey Street.

The vehicles shown conducting the swept path are 12.5m in length and typically rigid trucks used for construction are shorter than 10m, so the swept paths in practice are likely far more attractive than what is shown.

The areas proposed for use present as very low volume, quiet streets so the risk associated with the heavy vehicles utilising these roads is expected to be minimal. Trucks turning will be permitted to utilise more of the existing roadway to complete turns, even with some impact on opposing lanes without endangering public or traffic.

The areas impacted do not contain any signs of retirement facilities. A number of childcare facilities are located to the north and west of the construction works.

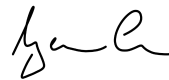
Westmead Public School is located on Hawkesbury Road and the associated school zones are located on Hawkesbury Road, Bailey Street and Priddle Street. It is noted the HVLR takes into account the highest pedestrian generating hours being the bell times for the commencement and completion of the school day and Quickway have provided a commitment to minimise heavy vehicle movements during these bell times. It is further noted that a number of other mitigation measures are proposed including heavy vehicle driver training and that Gamuda Laing O'Rourke Consortium (GLC) have also implemented a number of measures around this area.

The use of the proposed local roads is expected to have limited impact on pedestrians or sensitive facilities. They appear to meet the requirements outlined in MCoA D86 and D87.

Sincerely,


Alex Gosper

Director | Level 3 Road Safety Auditor
Civlink Consulting Pty Ltd



Sue Lewis

Level 2 Road Safety Auditor
Sue Lewis Consulting Pty Ltd

Appendix B Register of Swept Path(s) Analysis and Identified Control Measures Required

Sydney Metro West - Westmead Telstra & Jemena Gas Relocation

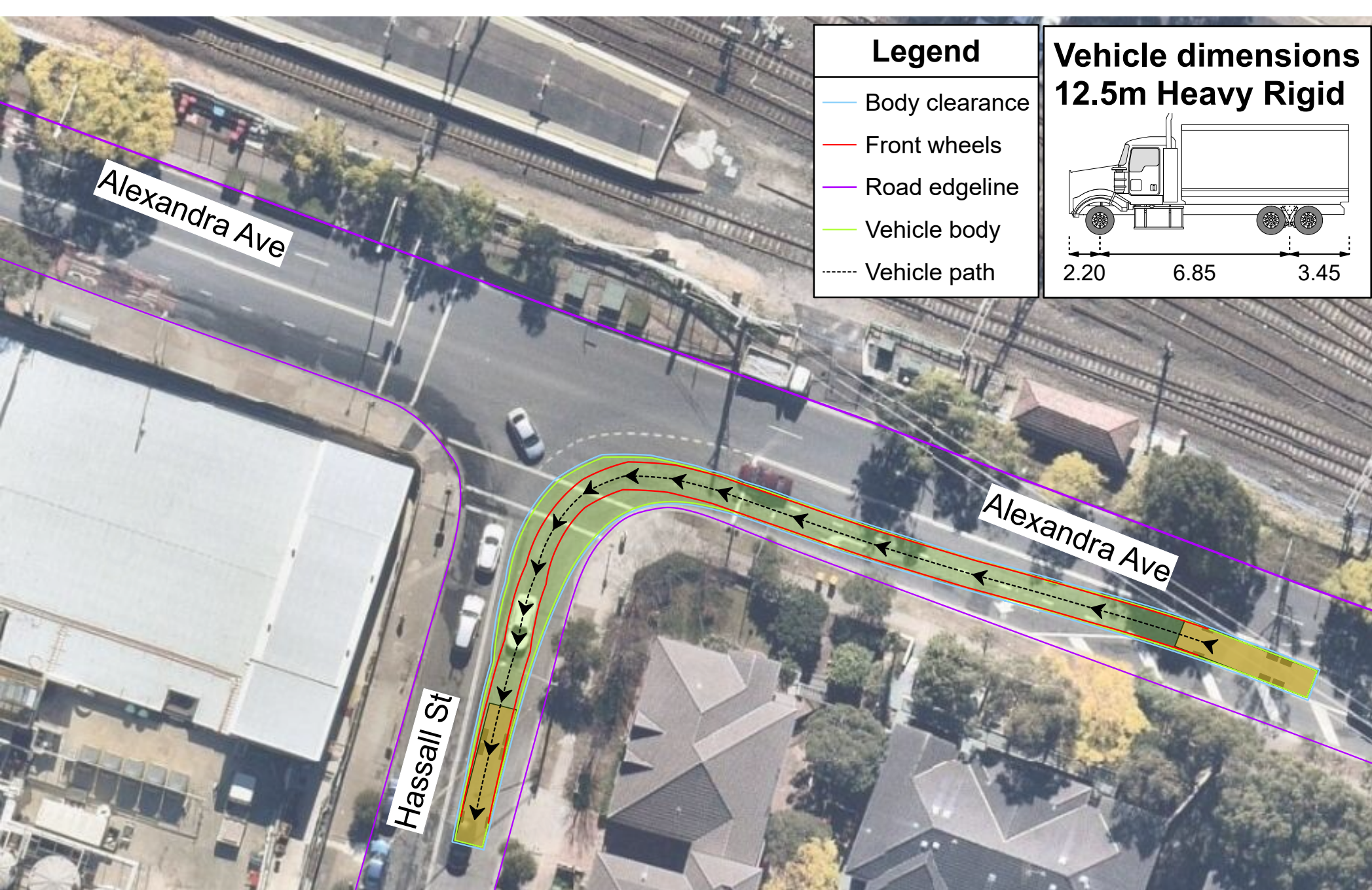
Heavy Vehicle use of Local Roads not identified in EIS documents, Swept Path Analysis Register



Date Updated	Rev
10/10/2023	1.0

[illegible]

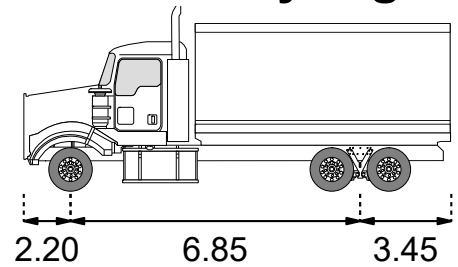
Appendix C Swept Path Analysis



Legend

- Body clearance
- Front wheels
- Road edgeline
- Vehicle body
- - - Vehicle path

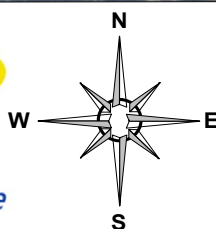
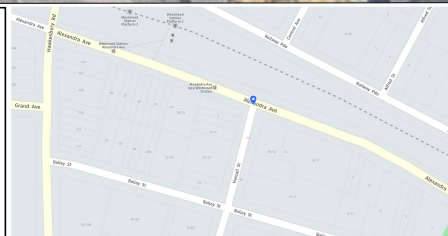
Vehicle dimensions 12.5m Heavy Rigid

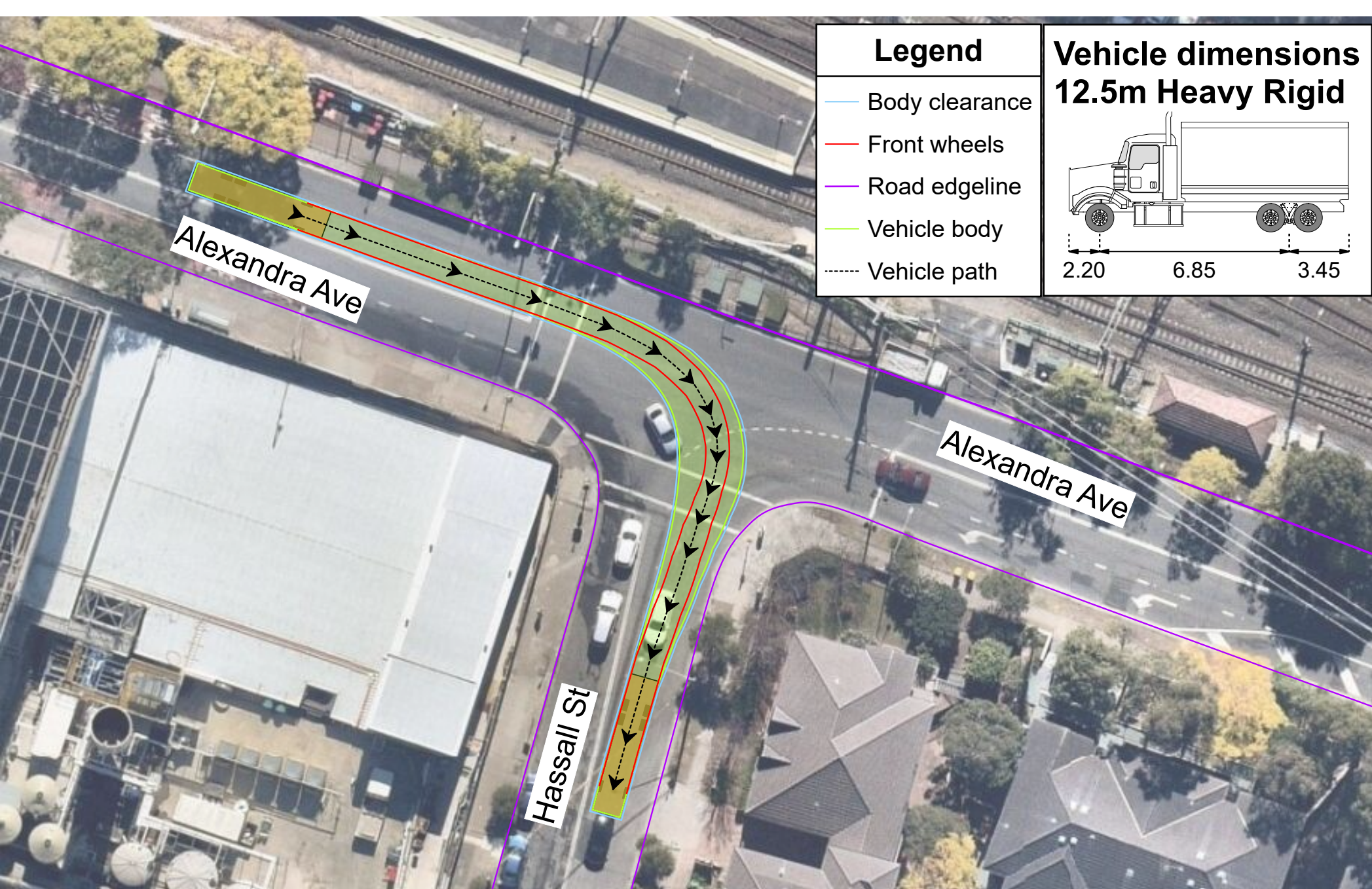


PLAN REF NO:	SP - 01
ROAD NAME:	ALEXANDRA AVENUE
CROSS ST/RD:	HASSALL STREET
SUBURB:	WESTMEAD
OPERATION:	12.5M RV - LEFT TURN

12.5m Rigid Truck

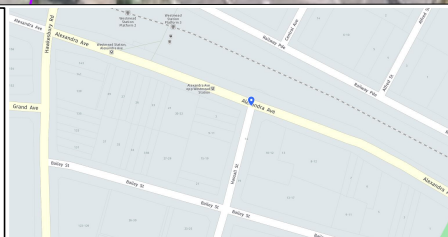
Length: 12.50 m
 Max width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

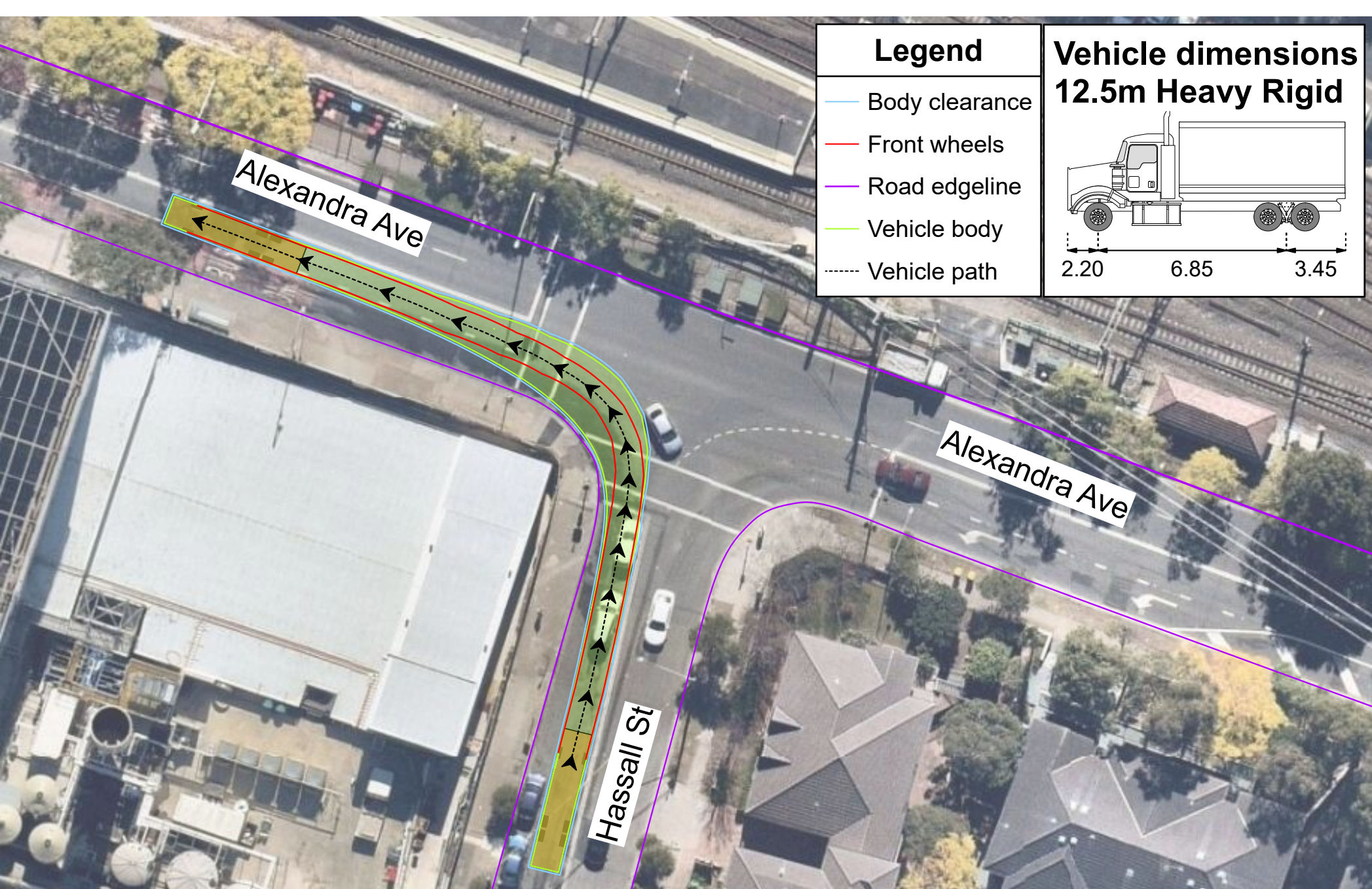




PLAN REF NO:	SP - 02
ROAD NAME:	ALEXANDRA AVENUE
CROSS ST/RD:	HASSALL STREET
SUBURB:	WESTMEAD
OPERATION:	12.5M RV - RIGHT TURN

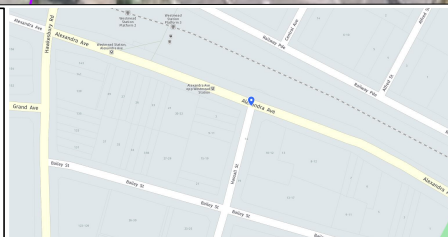
12.5m Rigid Truck
Length: 12.50 m
Max width: 2.50 m
Lock to lock time: 4.0 s
Max steering angle: 36.65°
Turn radius (curb to curb): 12.50 m
Turn radius (wall to wall): 13.83 m

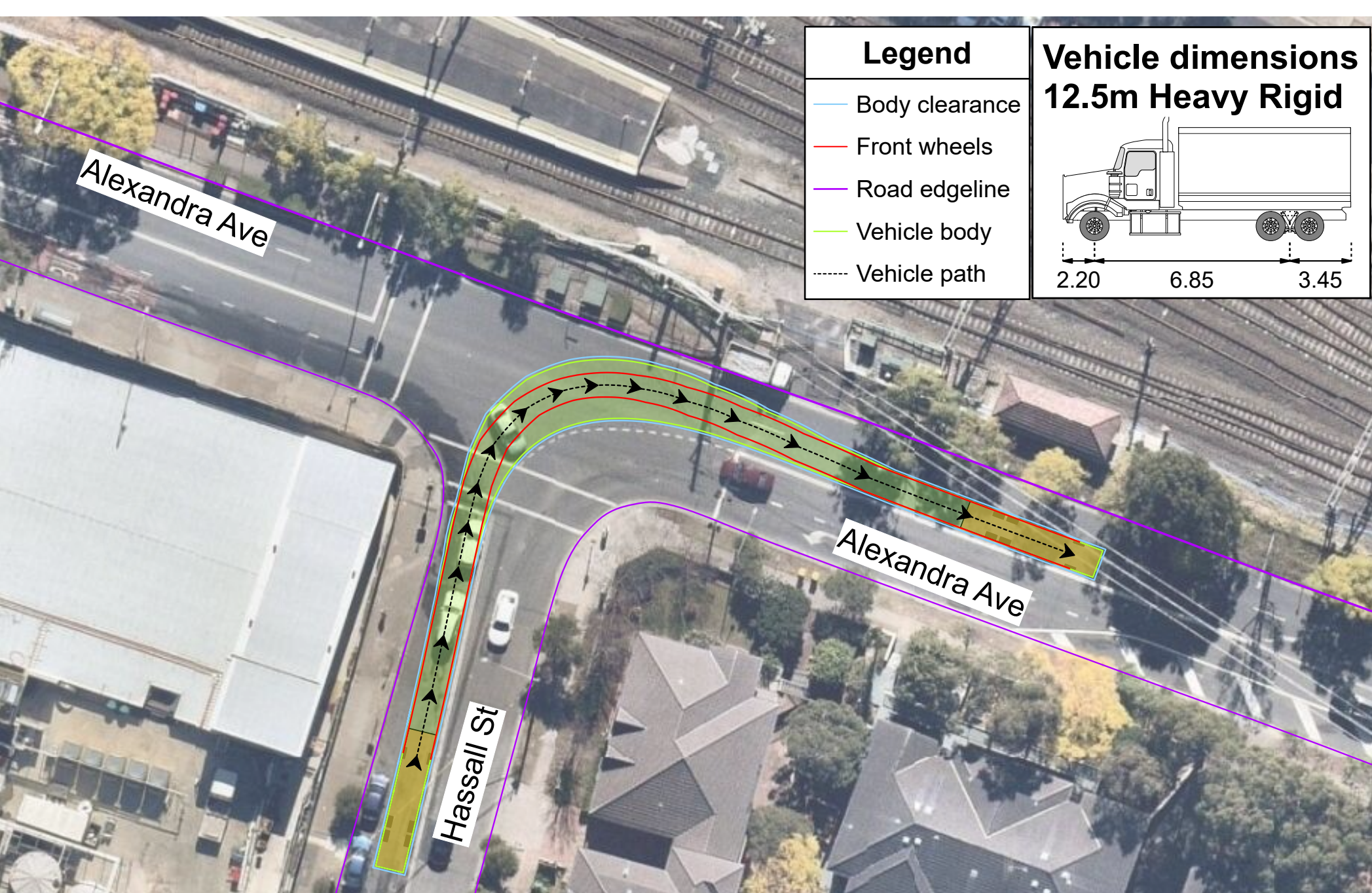




PLAN REF NO:	SP - 03
ROAD NAME:	HASSALL STREET
CROSS ST/RD:	ALEXANDRA AVENUE
SUBURB:	WESTMEAD
OPERATION:	12.5M RV - LEFT TURN

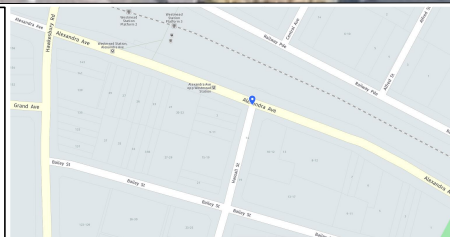
12.5m Rigid Truck
Length: 12.50 m
Max width: 2.50 m
Lock to lock time: 4.0 s
Max steering angle: 36.65°
Turn radius (curb to curb): 12.50 m
Turn radius (wall to wall): 13.83 m





PLAN REF NO:	SP - 04
ROAD NAME:	HASSALL STREET
CROSS ST/RD:	ALEXANDRA AVENUE
SUBURB:	WESTMEAD
OPERATION:	12.5M RV - RIGHT TURN

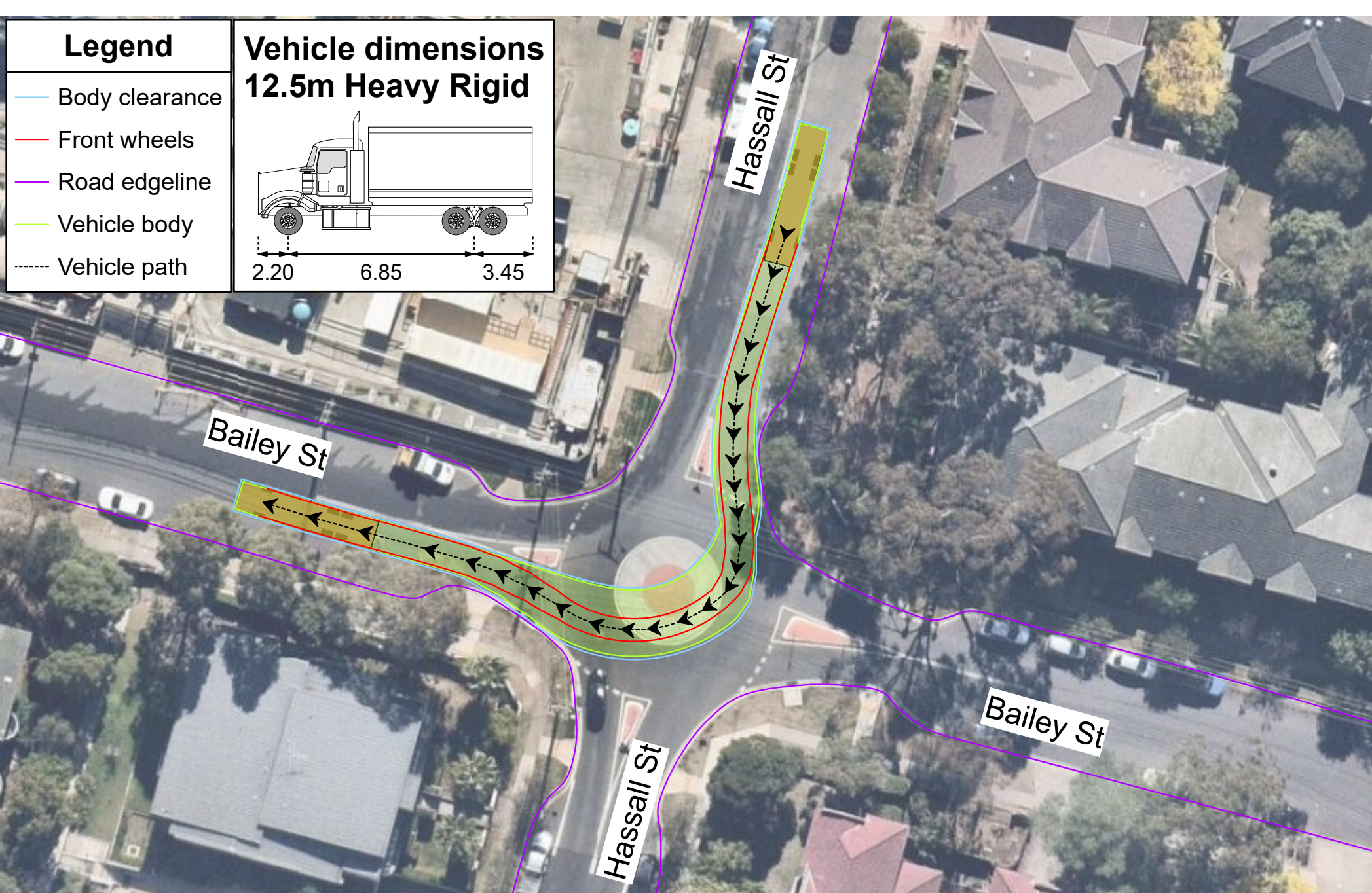
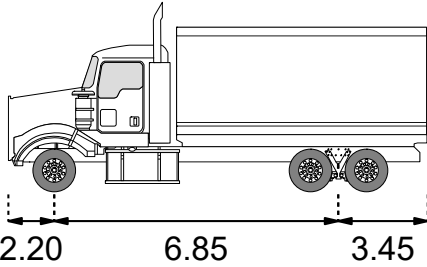
12.5m Rigid Truck
Length: 12.50 m
Max width: 2.50 m
Lock to lock time: 4.0 s
Max steering angle: 36.65°
Turn radius (curb to curb): 12.50 m
Turn radius (wall to wall): 13.83 m



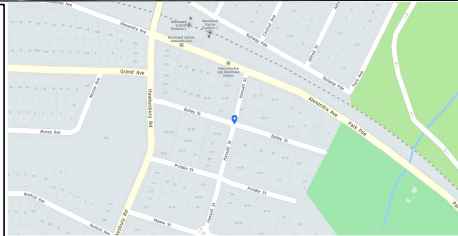
Legend

- Body clearance
- Front wheels
- Road edgeline
- Vehicle body
- Vehicle path

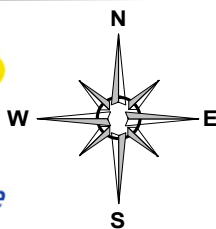
Vehicle dimensions 12.5m Heavy Rigid



PLAN REF NO:	SP - 05-R1	12.5m Rigid Truck
ROAD NAME:	HASSALL STREET	Length: 12.50 m
CROSS ST/RD:	BAILEY ST	Max width: 2.50 m
SUBURB:	WESTMEAD	Lock to lock time: 4.0 s
OPERATION:	12.5M RV - RIGHT TURN	Max steering angle: 36.65°
		Turn radius (curb to curb): 12.50 m
		Turn radius (wall to wall): 13.83 m



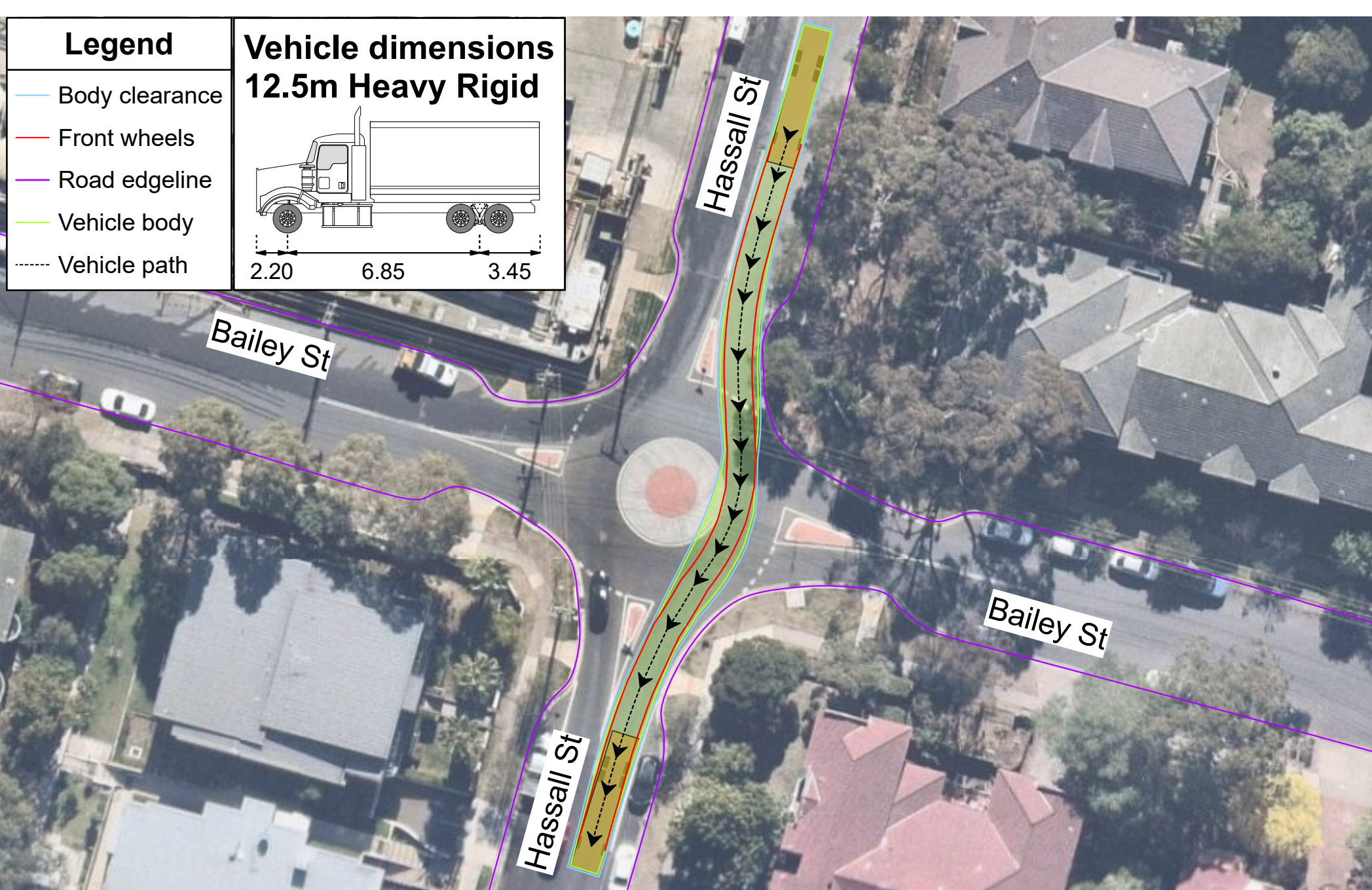
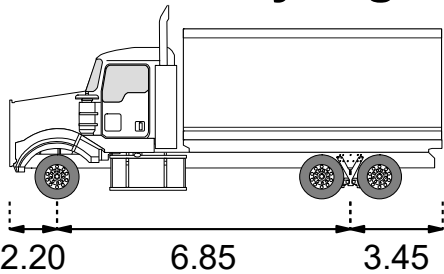
Quickway
Transport & Utilities Infrastructure



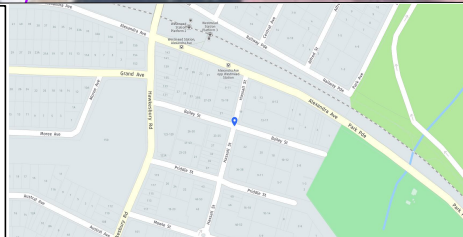
Legend

- Body clearance
- Front wheels
- Road edgeline
- Vehicle body
- - - Vehicle path

Vehicle dimensions 12.5m Heavy Rigid



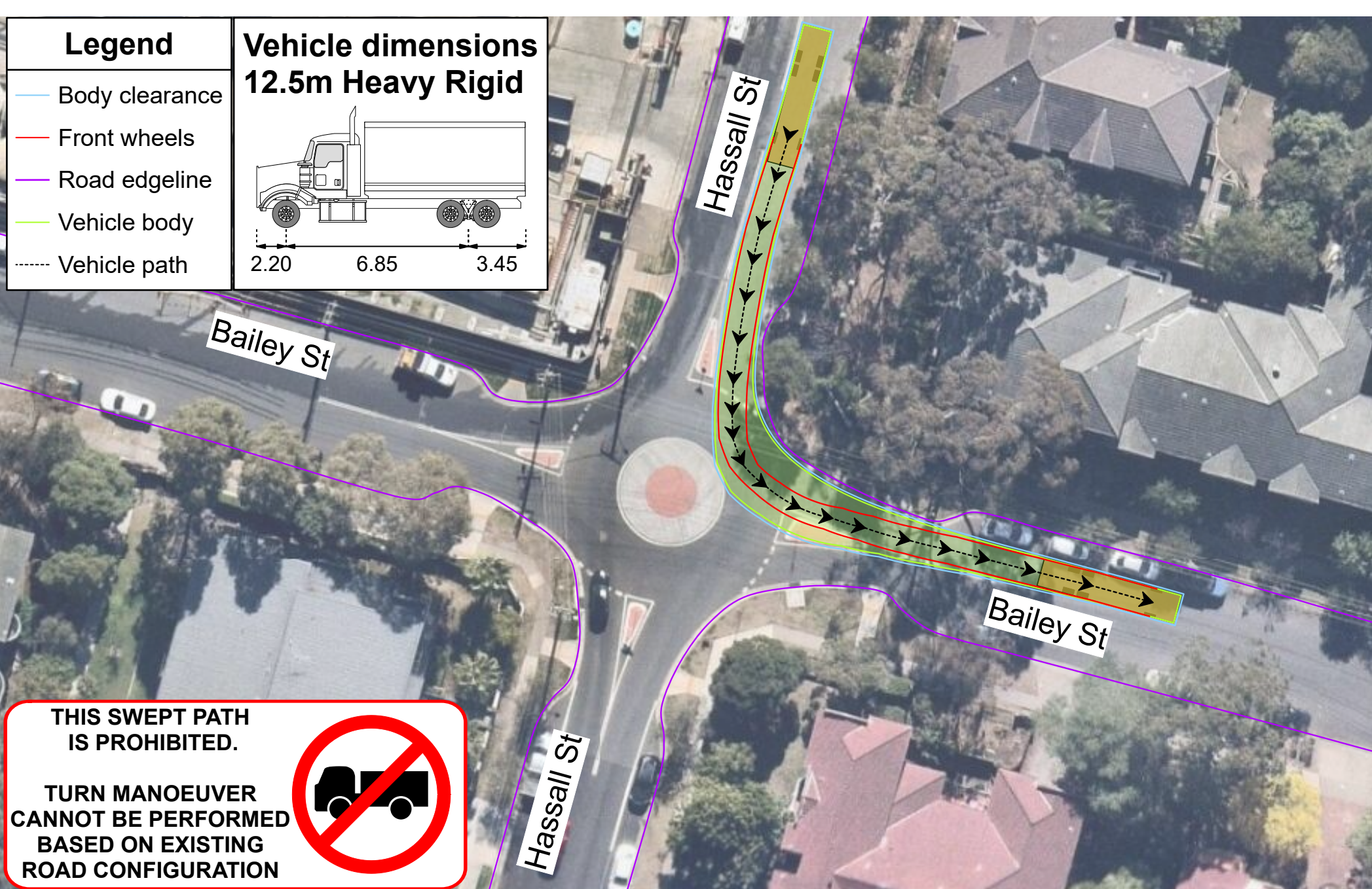
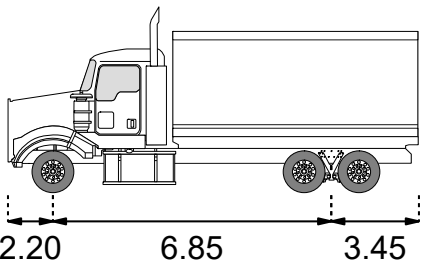
PLAN REF NO:	SP - 06	12.5m Rigid Truck
ROAD NAME:	HASSALL STREET	Length: 12.50 m
CROSS ST/RD:	BAILEY ST	Max width: 2.50 m
SUBURB:	WESTMEAD	Lock to lock time: 4.0 s
OPERATION:	12.5M RV - STRAIGHT	Max steering angle: 36.65°
		Turn radius (curb to curb): 12.50 m
		Turn radius (wall to wall): 13.83 m



Legend

- Body clearance
- Front wheels
- Road edgeline
- Vehicle body
- Vehicle path

Vehicle dimensions 12.5m Heavy Rigid



**THIS SWEEP PATH
IS PROHIBITED.**

**TURN MANOEUEVER
CANNOT BE PERFORMED
BASED ON EXISTING
ROAD CONFIGURATION**



PLAN REF NO: **SP - 07**

ROAD NAME: **HASSALL STREET**

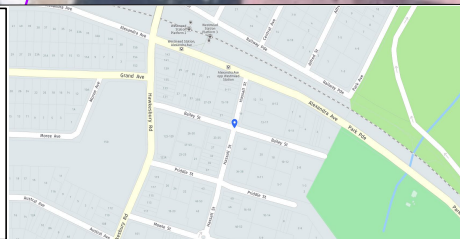
CROSS ST/RD: **BAILEY ST**

SUBURB: **WESTMEAD**

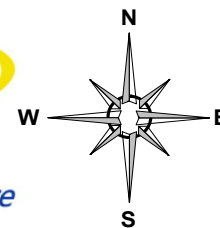
OPERATION: **12.5M RV - LEFT TURN**

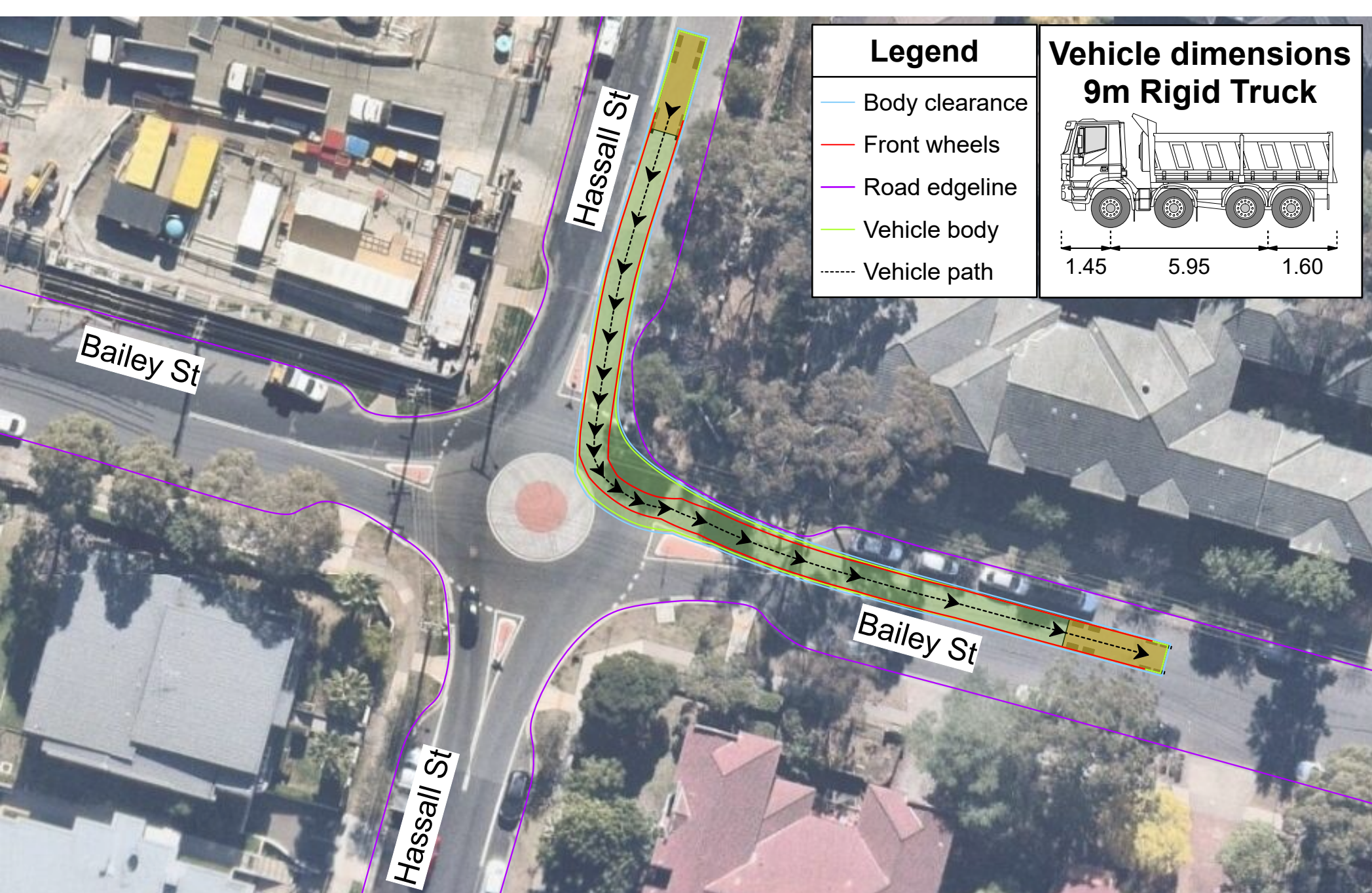
12.5m Rigid Truck

Length: 12.50 m
Max width: 2.50 m
Lock to lock time: 4.0 s
Max steering angle: 36.65°
Turn radius (curb to curb): 12.50 m
Turn radius (wall to wall): 13.83 m

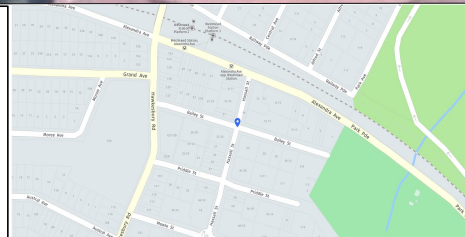


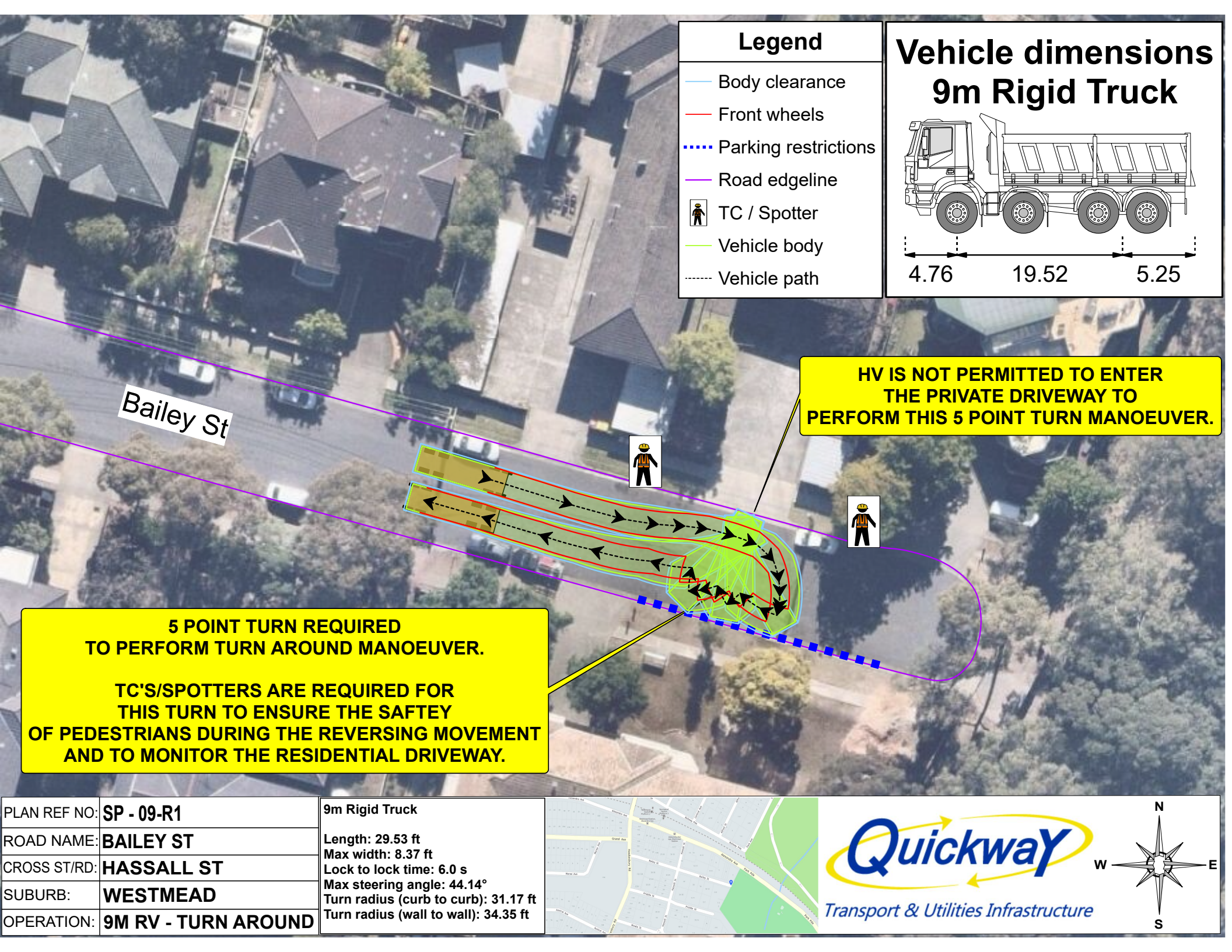
Quickway
Transport & Utilities Infrastructure





PLAN REF NO:	SP - 08	9m Rigid Truck
ROAD NAME:	HASSALL STREET	Length: 9.00 m
CROSS ST/RD:	BAILEY ST	Max width: 2.55 m
SUBURB:	WESTMEAD	Lock to lock time: 6.0 s
OPERATION:	9M RV - LEFT TURN	Max steering angle: 44.14°
		Turn radius (curb to curb): 9.50 m
		Turn radius (wall to wall): 10.47 m

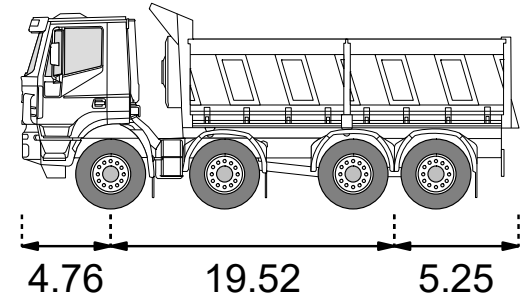




Legend

- Body clearance
- Front wheels
- Parking restrictions
- Road edgeline
- TC / Spotter
- Vehicle body
- Vehicle path

**Vehicle dimensions
9m Rigid Truck**

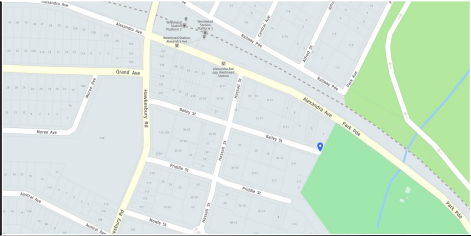


HV IS NOT PERMITTED TO ENTER THE PRIVATE DRIVEWAY TO PERFORM THIS 5 POINT TURN MANOEUVRE.

5 POINT TURN REQUIRED TO PERFORM TURN AROUND MANOEUVRE.

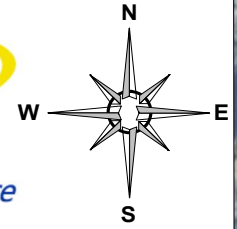
TC'S/SPOTTERS ARE REQUIRED FOR THIS TURN TO ENSURE THE SAFETY OF PEDESTRIANS DURING THE REVERSING MOVEMENT AND TO MONITOR THE RESIDENTIAL DRIVEWAY.

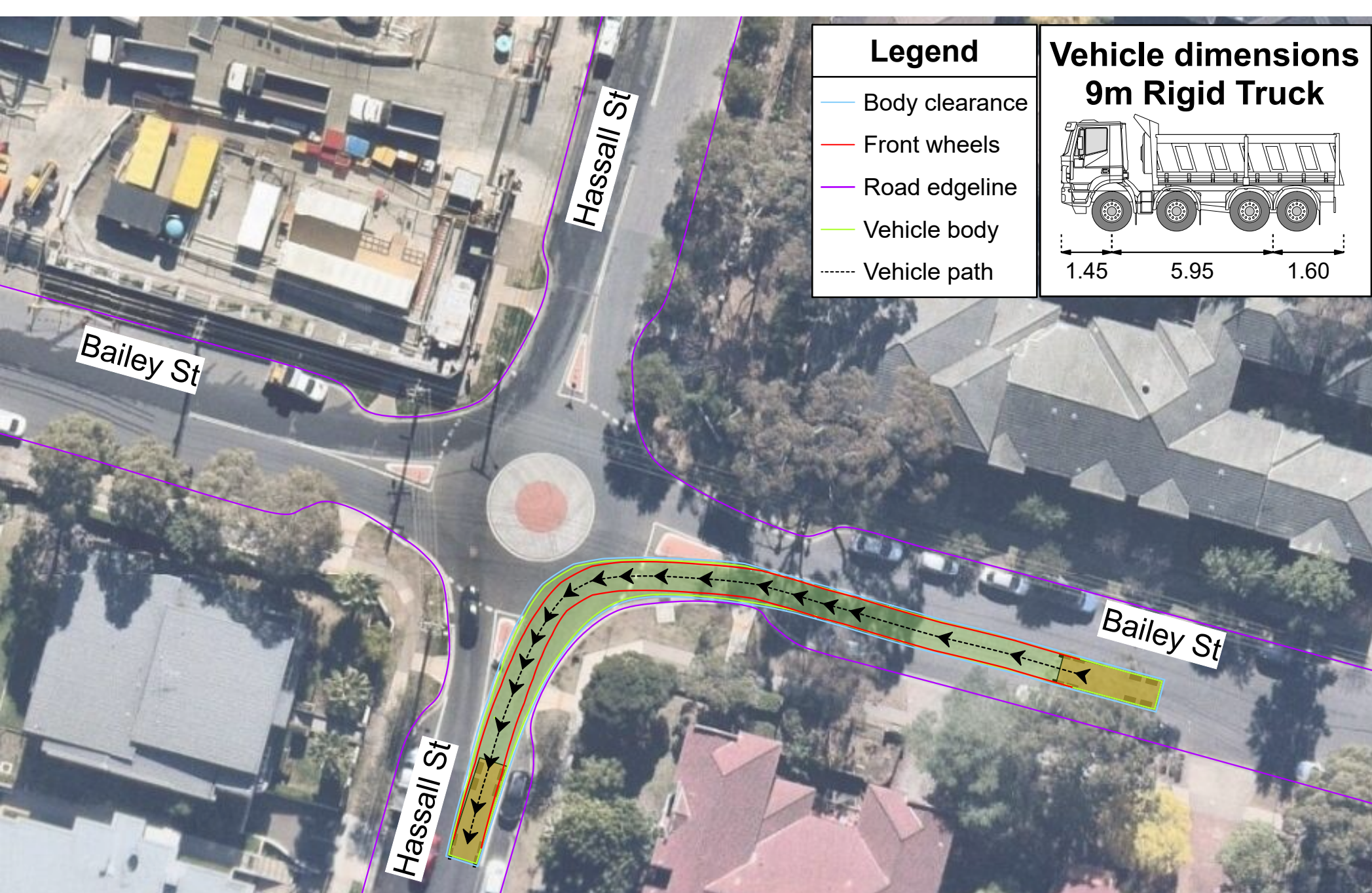
PLAN REF NO:	SP - 09-R1	9m Rigid Truck
ROAD NAME:	BAILEY ST	Length: 29.53 ft
CROSS ST/RD:	HASSALL ST	Max width: 8.37 ft
SUBURB:	WESTMEAD	Lock to lock time: 6.0 s
OPERATION:	9M RV - TURN AROUND	Max steering angle: 44.14°
		Turn radius (curb to curb): 31.17 ft
		Turn radius (wall to wall): 34.35 ft



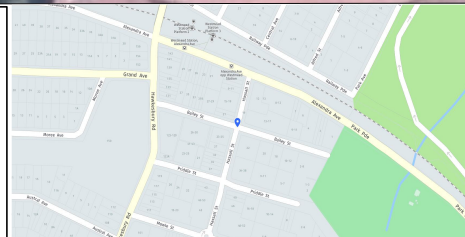


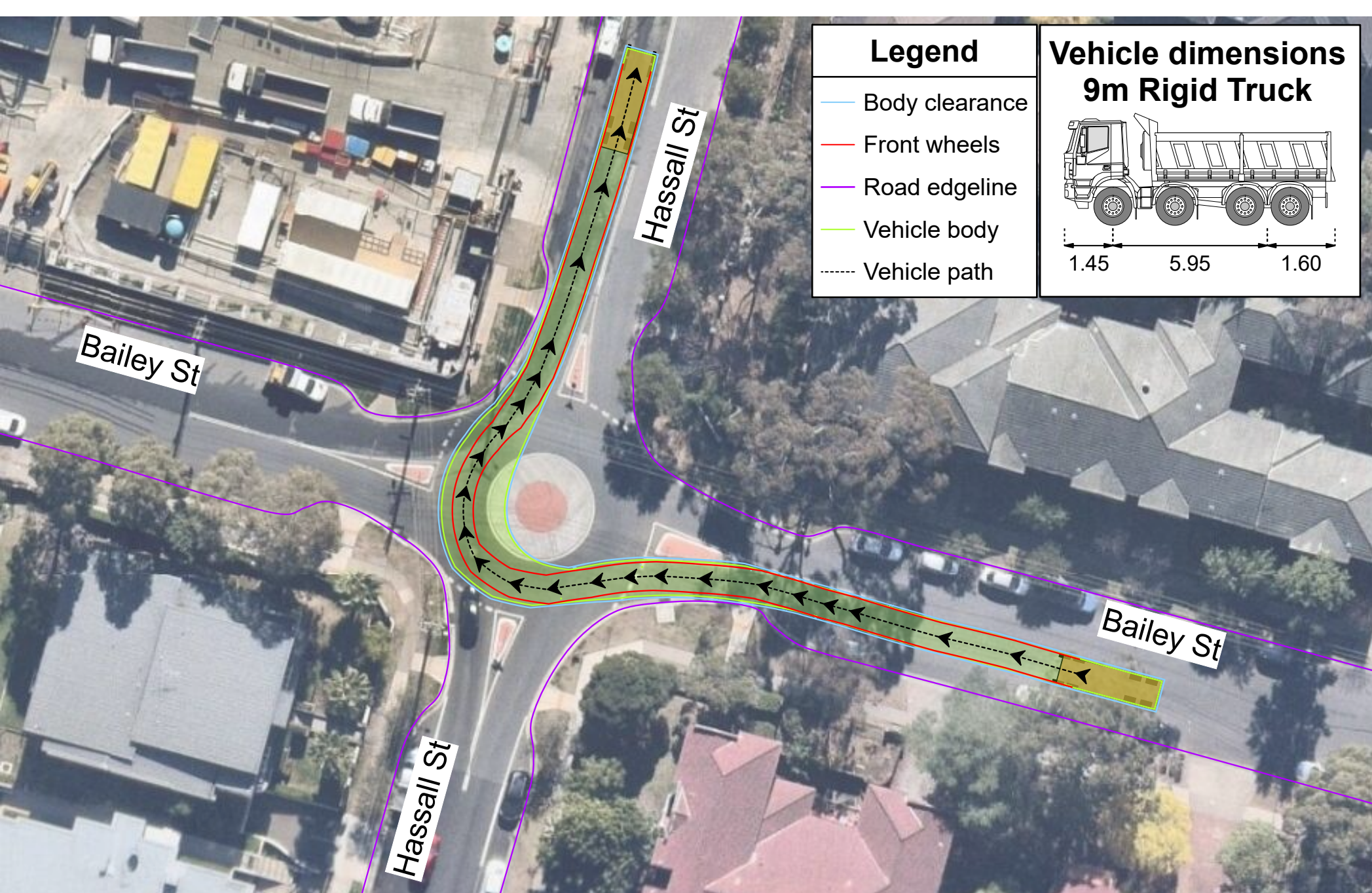
Transport & Utilities Infrastructure



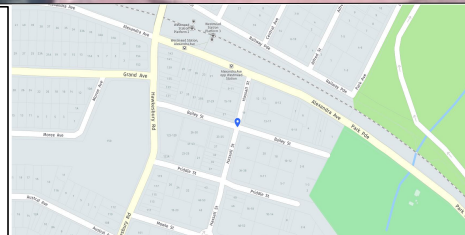


PLAN REF NO:	SP - 10	9m Rigid Truck
ROAD NAME:	BAILEY STREET	Length: 9.00 m
CROSS ST/RD:	HASSALL STREET	Max width: 2.55 m
SUBURB:	WESTMEAD	Lock to lock time: 6.0 s
OPERATION:	9M RV - LEFT TURN	Max steering angle: 44.14°
		Turn radius (curb to curb): 9.50 m
		Turn radius (wall to wall): 10.47 m





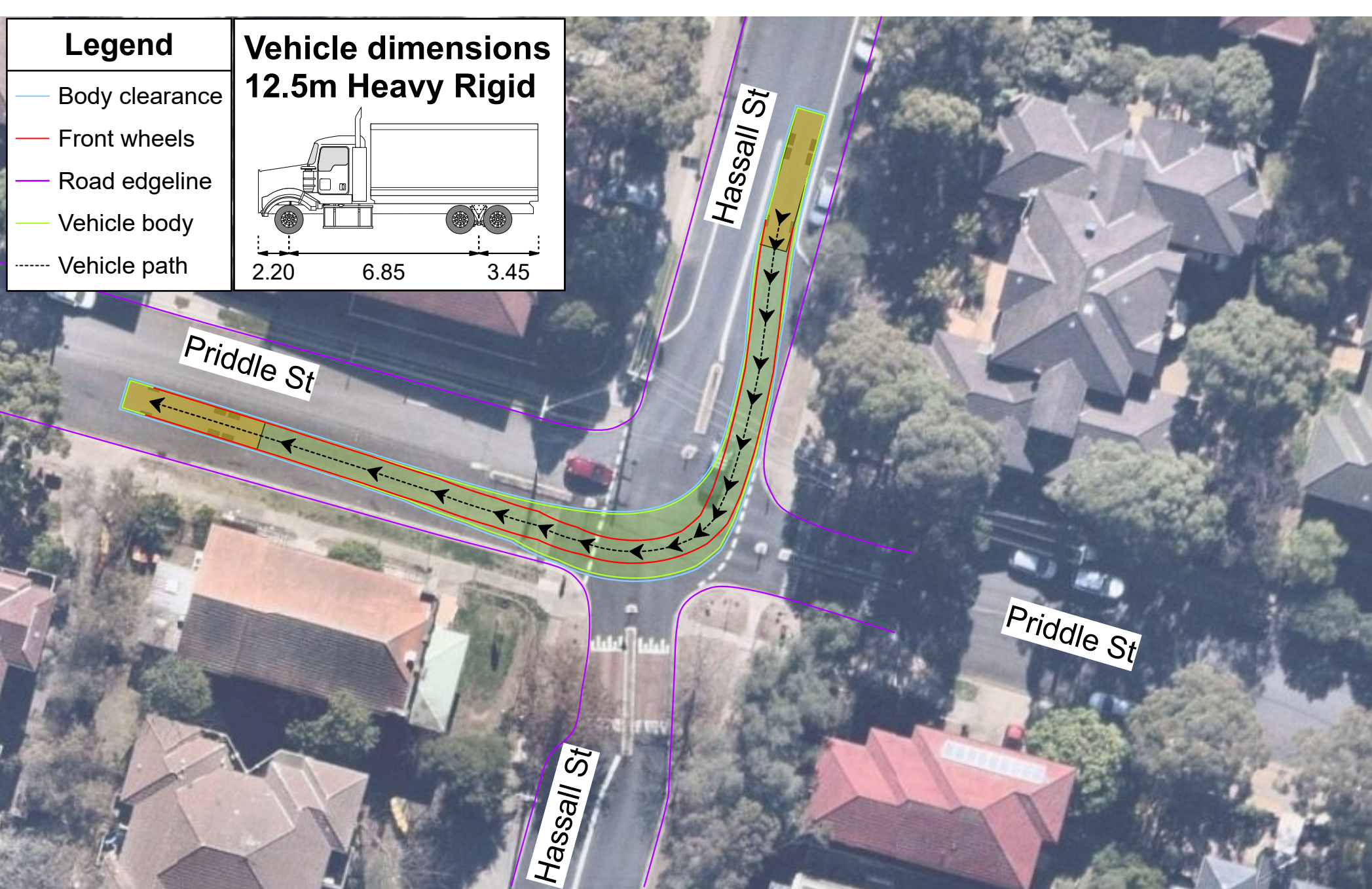
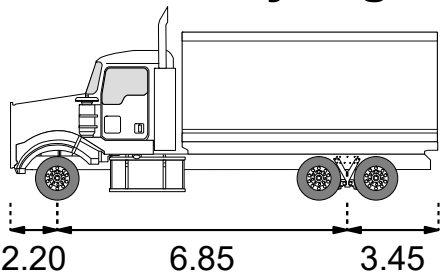
PLAN REF NO:	SP - 11	9m Rigid Truck
ROAD NAME:	BAILEY STREET	Length: 9.00 m
CROSS ST/RD:	HASSALL STREET	Max width: 2.55 m
SUBURB:	WESTMEAD	Lock to lock time: 6.0 s
OPERATION:	9M RV - RIGHT TURN	Max steering angle: 44.14°
		Turn radius (curb to curb): 9.50 m
		Turn radius (wall to wall): 10.47 m



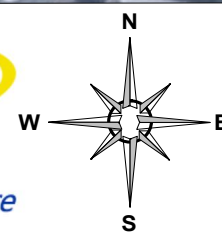
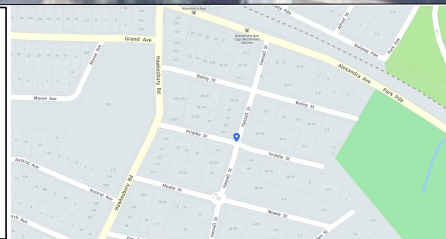
Legend

- Body clearance
- Front wheels
- Road edgeline
- Vehicle body
- - - Vehicle path

Vehicle dimensions 12.5m Heavy Rigid

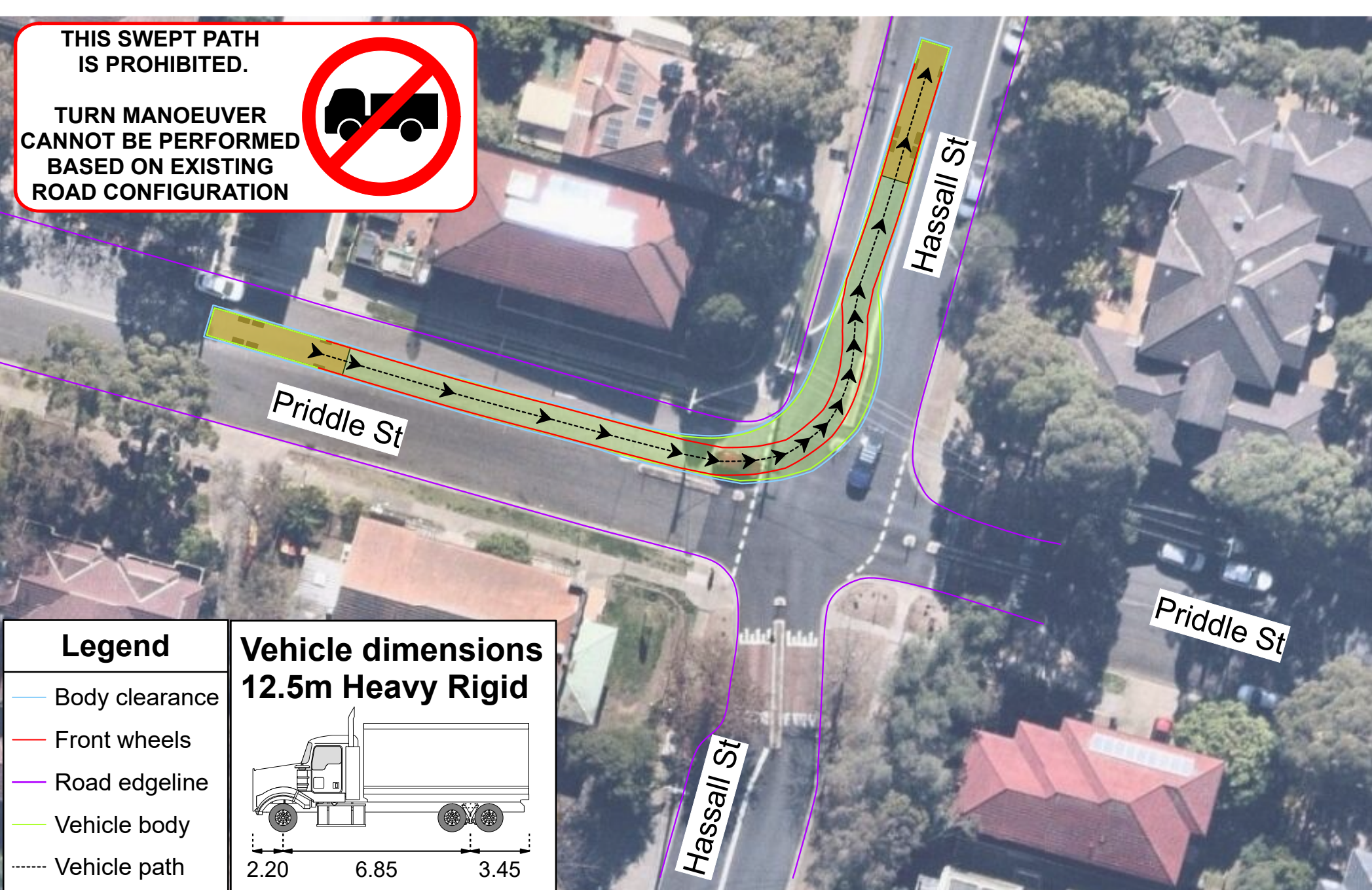


PLAN REF NO:	SP - 12	12.5m Rigid Truck
ROAD NAME:	HASSALL STREET	Length: 12.50 m
CROSS ST/RD:	PRIDDLE STREET	Max width: 2.50 m
SUBURB:	WESTMEAD	Lock to lock time: 4.0 s
OPERATION:	12.5M RV - RIGHT	Max steering angle: 36.65°
		Turn radius (curb to curb): 12.50 m
		Turn radius (wall to wall): 13.83 m



THIS SWEEPED PATH
IS PROHIBITED.

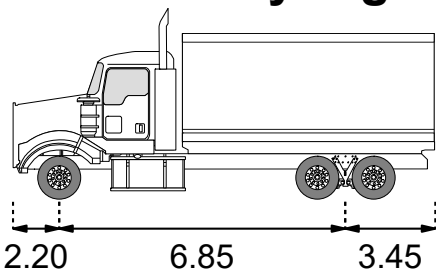
TURN MANOEUVRE
CANNOT BE PERFORMED
BASED ON EXISTING
ROAD CONFIGURATION



Legend

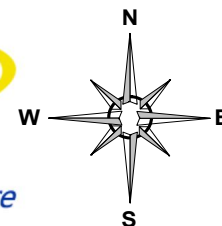
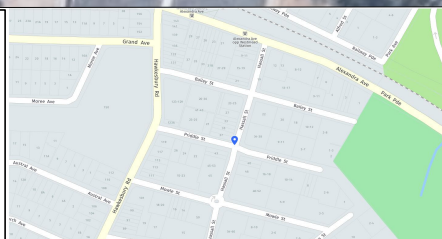
- Body clearance
- Front wheels
- Road edgeline
- Vehicle body
- Vehicle path

Vehicle dimensions 12.5m Heavy Rigid



PLAN REF NO:	SP - 13
ROAD NAME:	PRIDDLE STREET
CROSS ST/RD:	HASSALL STREET
SUBURB:	WESTMEAD
OPERATION:	12.5M RV - LEFT

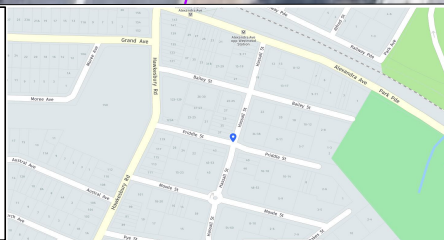
12.5m Rigid Truck
Length: 12.50 m
Max width: 2.50 m
Lock to lock time: 4.0 s
Max steering angle: 36.65°
Turn radius (curb to curb): 12.50 m
Turn radius (wall to wall): 13.83 m

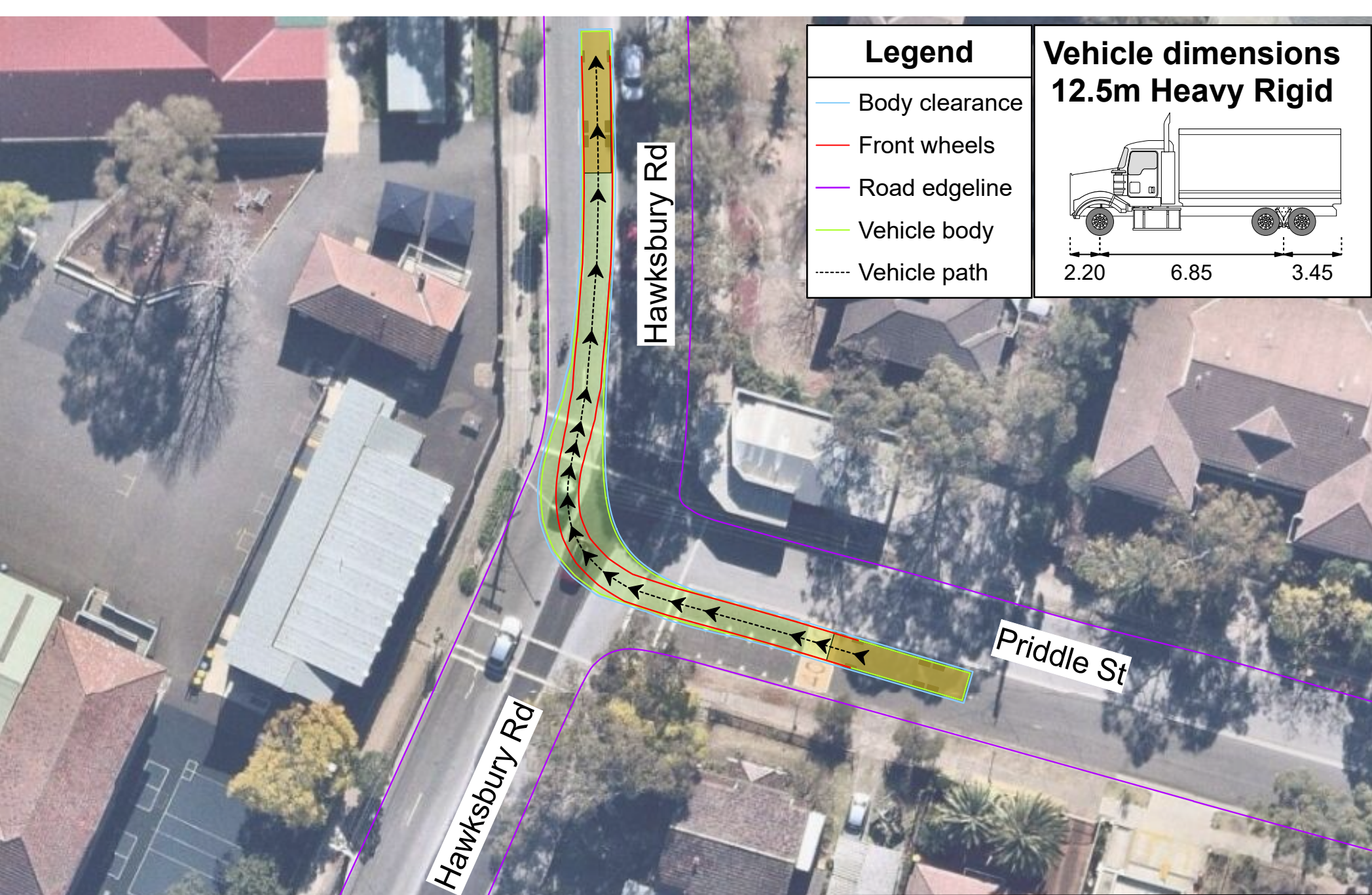




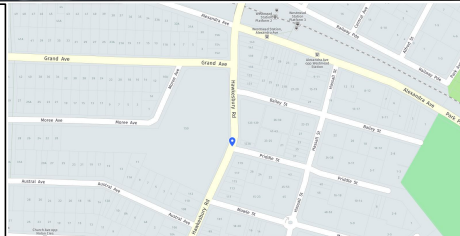
Legend - Body clearance - Front wheels - Road edgeline - Vehicle body - Vehicle path	Vehicle dimensions 9m Rigid Truck
--	--

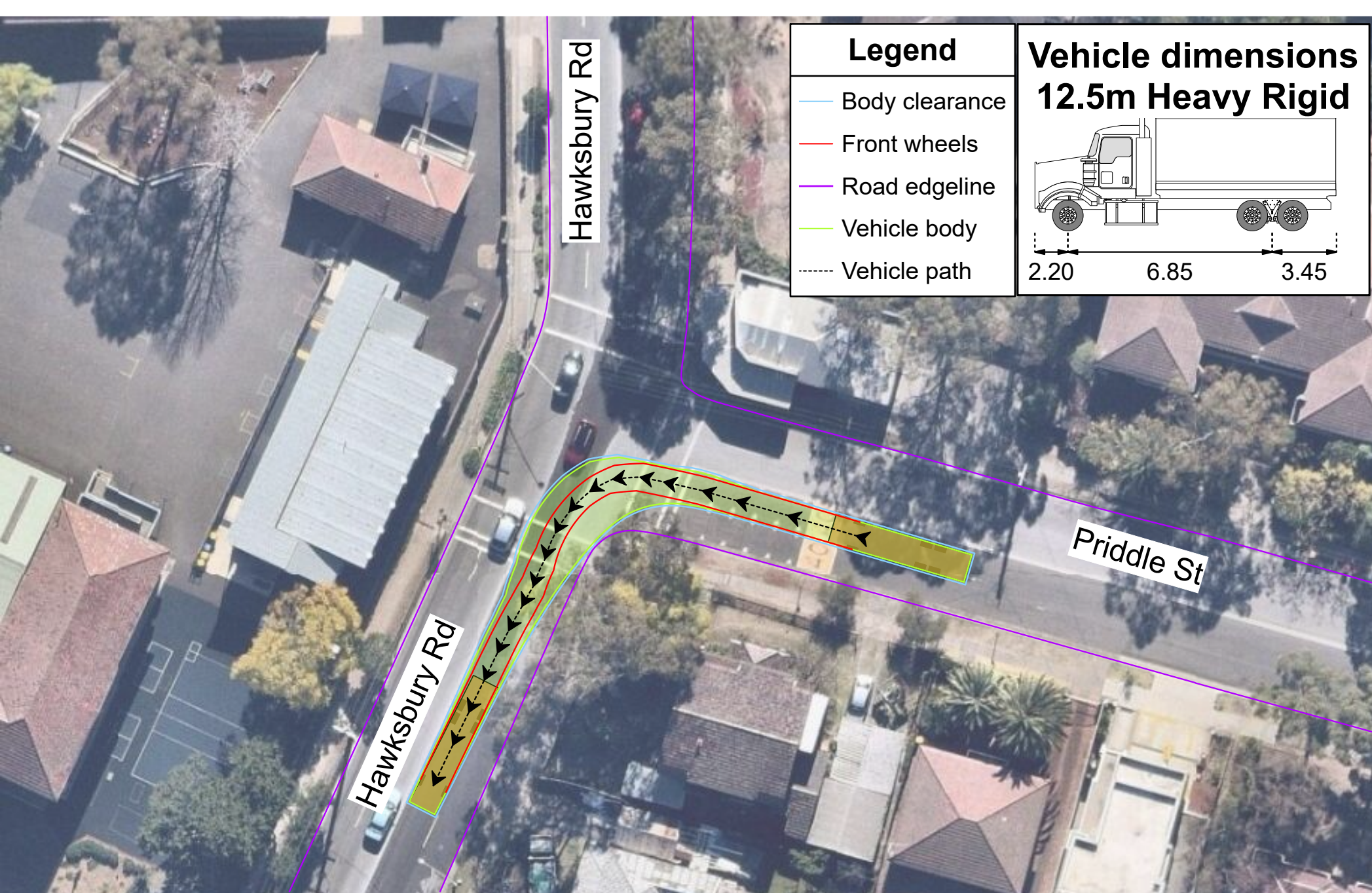
PLAN REF NO:	SP - 14	9m Rigid Truck
ROAD NAME:	PRIDDLE STREET	Length: 9.00 m
CROSS ST/RD:	HASSALL STREET	Max width: 2.55 m
SUBURB:	WESTMEAD	Lock to lock time: 6.0 s
OPERATION:	9M RV - LEFT TURN	Max steering angle: 44.14°
		Turn radius (curb to curb): 9.50 m
		Turn radius (wall to wall): 10.47 m



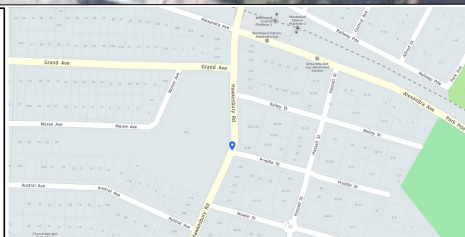


PLAN REF NO:	SP - 15	12.5m Rigid Truck
ROAD NAME:	PRIDDLE STREET	Length: 12.50 m
CROSS ST/RD:	HAWKSBUURY ROAD	Max width: 2.50 m
SUBURB:	WESTMEAD	Lock to lock time: 4.0 s
OPERATION:	12.5M RV - RIGHT	Max steering angle: 36.65°
		Turn radius (curb to curb): 12.50 m
		Turn radius (wall to wall): 13.83 m





PLAN REF NO:	SP - 16	12.5m Rigid Truck
ROAD NAME:	PRIDDLE STREET	Length: 12.50 m
CROSS ST/RD:	HAWKSBUURY ROAD	Max width: 2.50 m
SUBURB:	WESTMEAD	Lock to lock time: 4.0 s
OPERATION:	12.5M RV - LEFT	Max steering angle: 36.65°
		Turn radius (curb to curb): 12.50 m
		Turn radius (wall to wall): 13.83 m



Quickway
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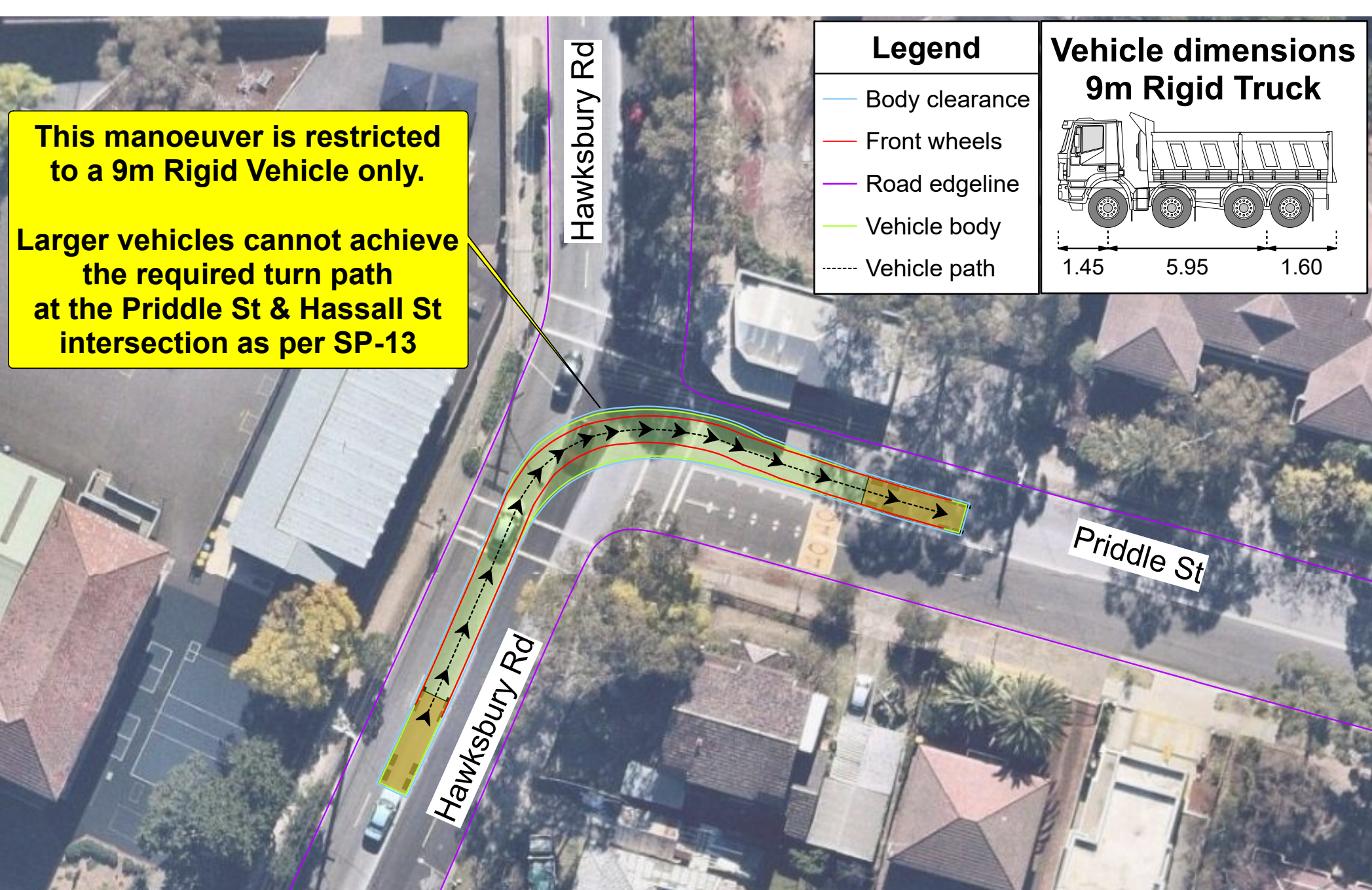
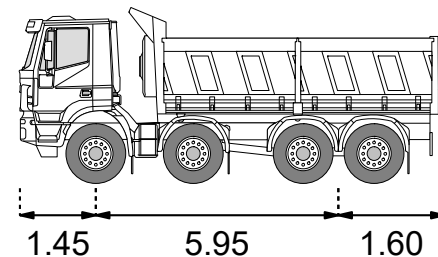
This manoeuvre is restricted to a 9m Rigid Vehicle only.

Larger vehicles cannot achieve the required turn path at the Priddle St & Hassall St intersection as per SP-13

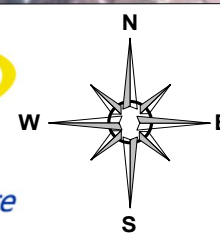
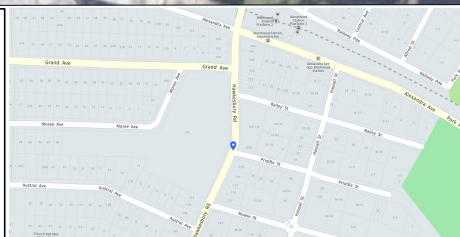
Legend

- Body clearance
- Front wheels
- Road edgeline
- Vehicle body
- - - Vehicle path

Vehicle dimensions 9m Rigid Truck



PLAN REF NO:	SP - 17	9m Rigid Truck
ROAD NAME:	HAWKSBURO ROAD	Length: 9.00 m
CROSS ST/RD:	PRIDDLE STREET	Max width: 2.55 m
SUBURB:	WESTMEAD	Lock to lock time: 6.0 s
OPERATION:	9M RV - RIGHT	Max steering angle: 44.14°
		Turn radius (curb to curb): 9.50 m
		Turn radius (wall to wall): 10.47 m



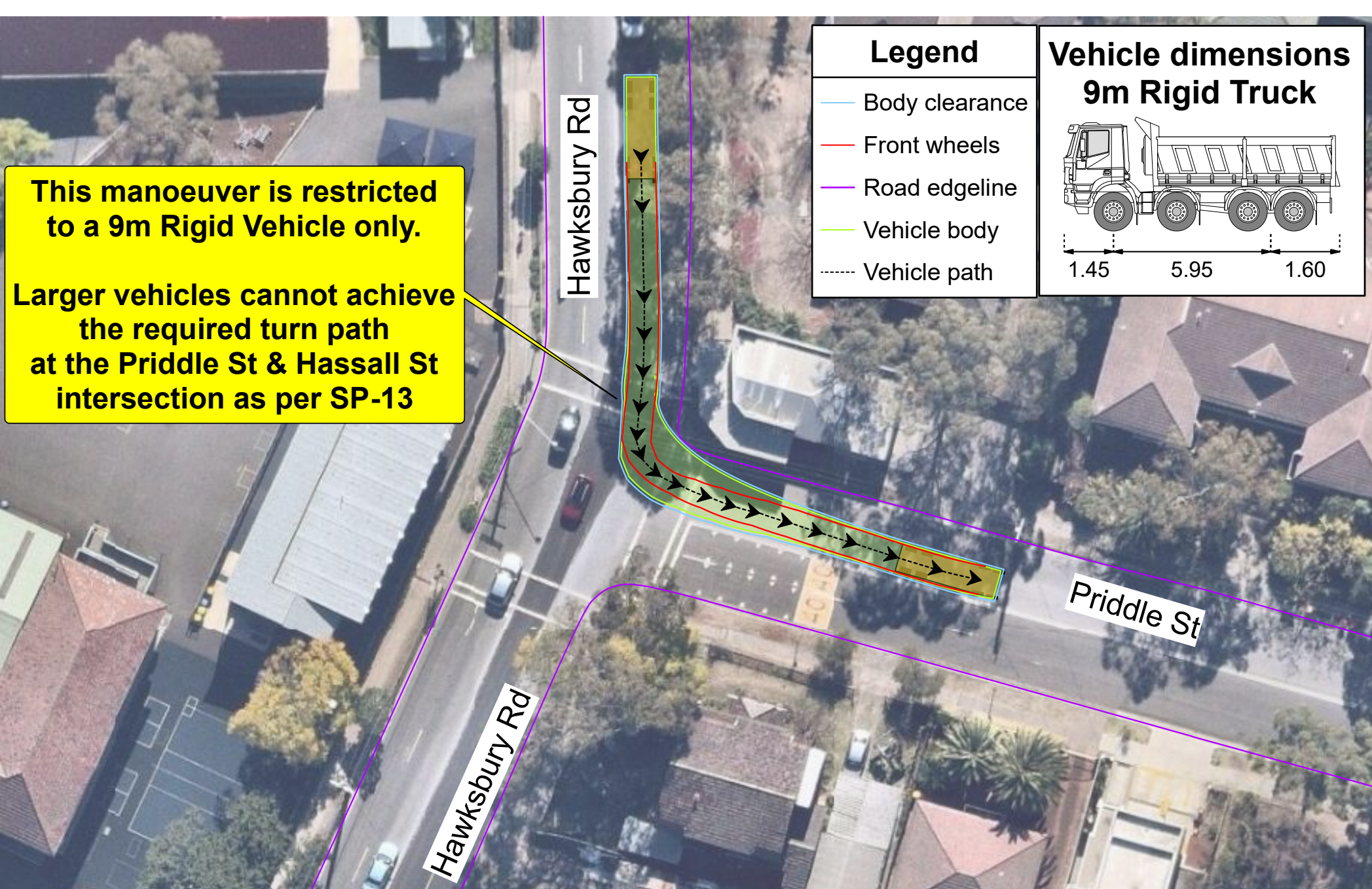
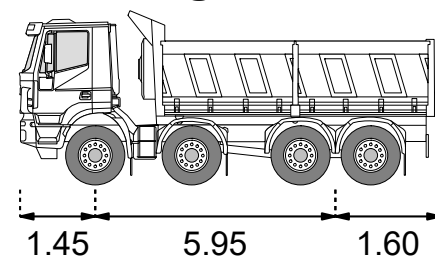
This manoeuvre is restricted to a 9m Rigid Vehicle only.

Larger vehicles cannot achieve the required turn path at the Priddle St & Hassall St intersection as per SP-13

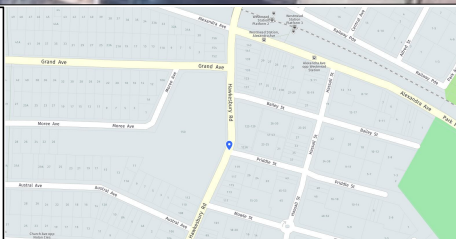
Legend

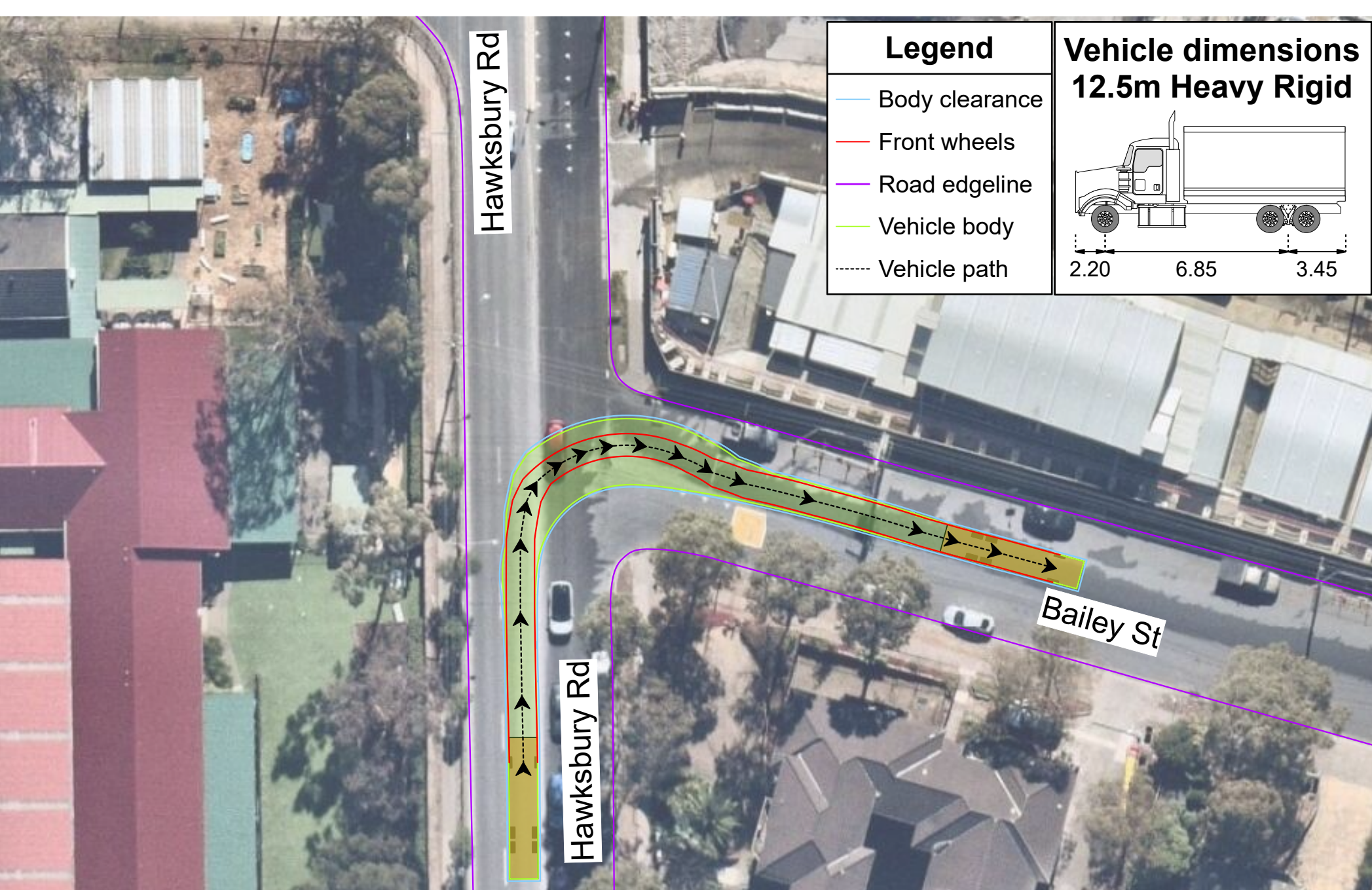
- Body clearance
- Front wheels
- Road edgeline
- Vehicle body
- - - Vehicle path

Vehicle dimensions 9m Rigid Truck

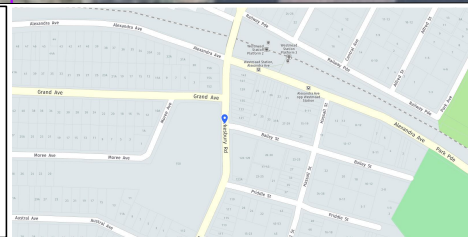


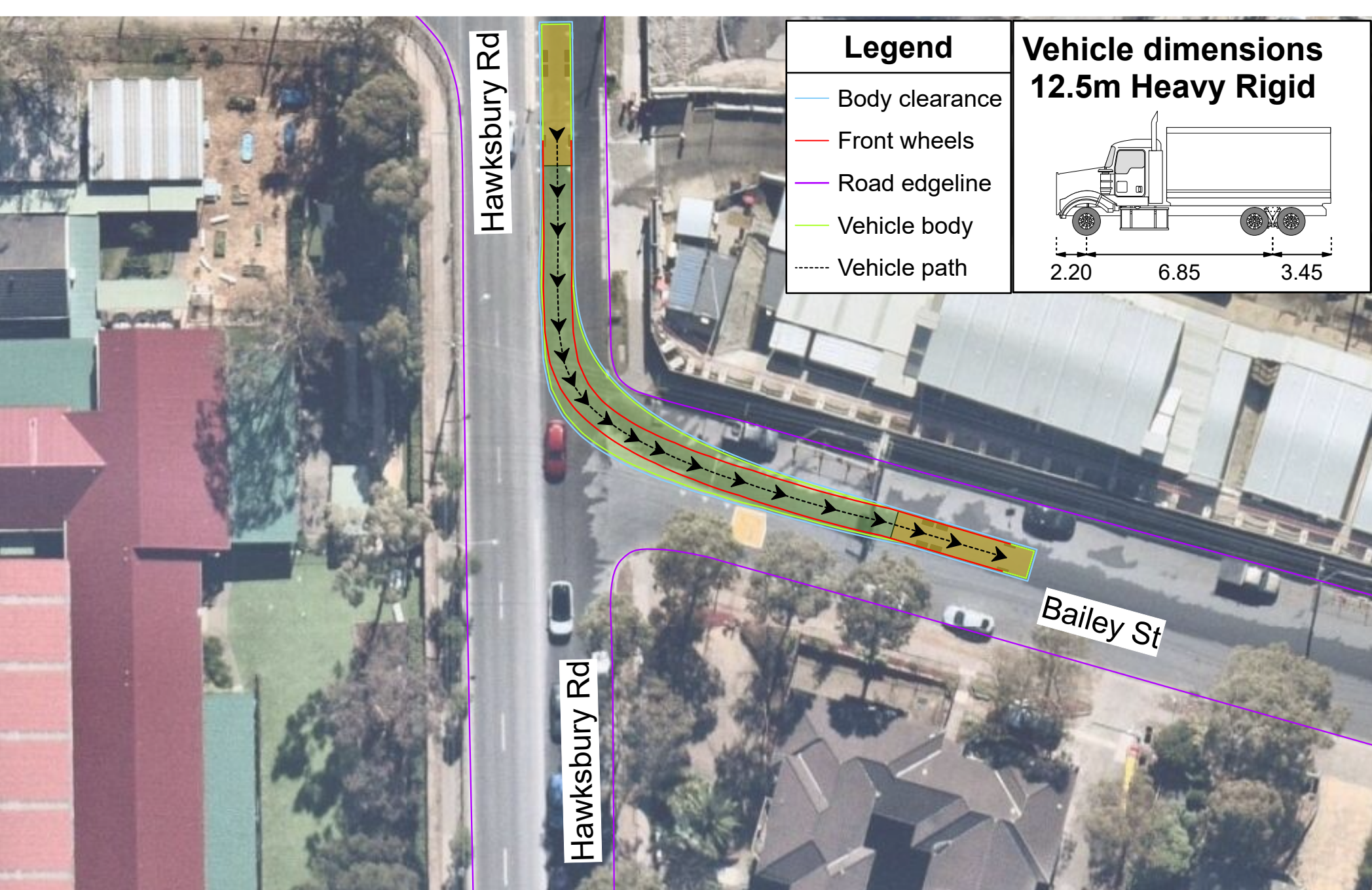
PLAN REF NO:	SP - 18	9m Rigid Truck
ROAD NAME:	HAWKSBURO ROAD	Length: 9.00 m
CROSS ST/RD:	PRIDDLE STREET	Max width: 2.55 m
SUBURB:	WESTMEAD	Lock to lock time: 6.0 s
OPERATION:	9M RV - LEFT	Max steering angle: 44.14°
		Turn radius (curb to curb): 9.50 m
		Turn radius (wall to wall): 10.47 m



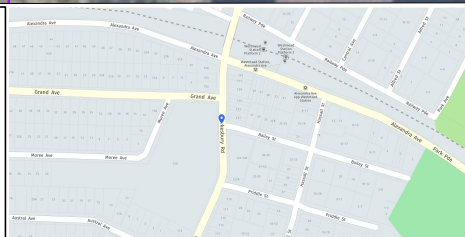


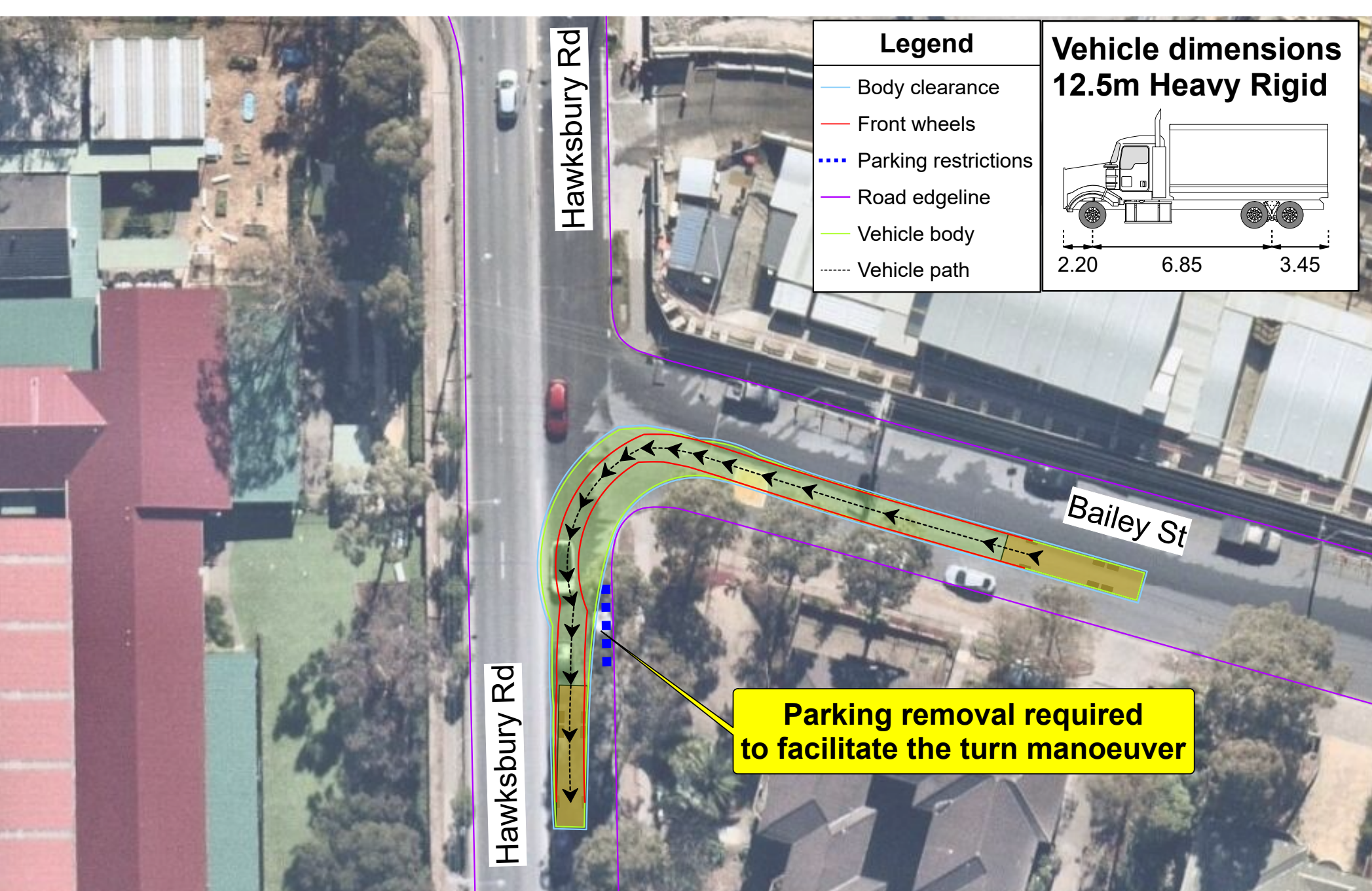
PLAN REF NO:	SP - 19	12.5m Rigid Truck
ROAD NAME:	HAWKSBUURY ROAD	Length: 12.50 m
CROSS ST/RD:	BAILEY STREET	Max width: 2.50 m
SUBURB:	WESTMEAD	Lock to lock time: 4.0 s
OPERATION:	12.5M RV - RIGHT	Max steering angle: 36.65°
		Turn radius (curb to curb): 12.50 m
		Turn radius (wall to wall): 13.83 m

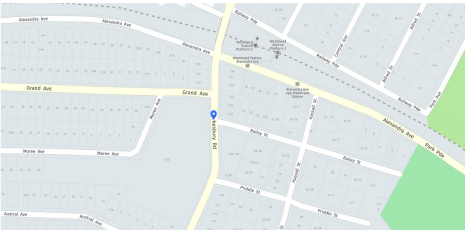
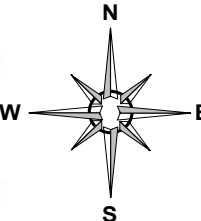


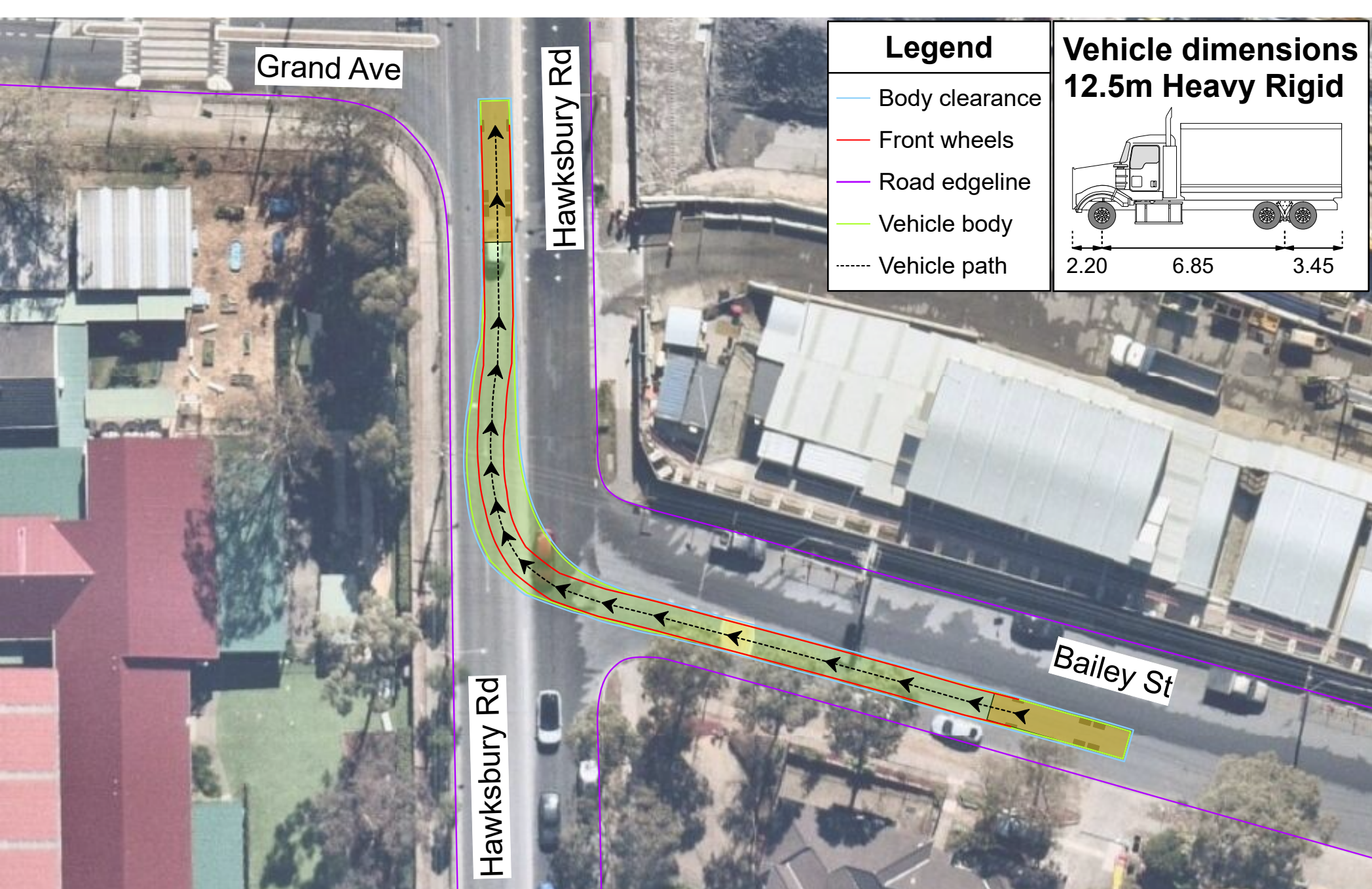


PLAN REF NO:	SP - 20	12.5m Rigid Truck
ROAD NAME:	HAWKSBUURY ROAD	Length: 12.50 m
CROSS ST/RD:	BAILEY STREET	Max width: 2.50 m
SUBURB:	WESTMEAD	Lock to lock time: 4.0 s
OPERATION:	12.5M RV - LEFT	Max steering angle: 36.65°
		Turn radius (curb to curb): 12.50 m
		Turn radius (wall to wall): 13.83 m

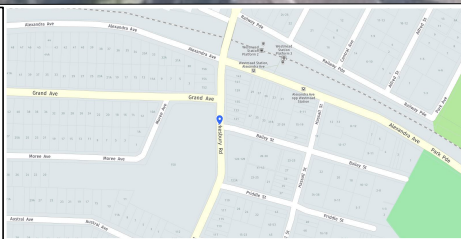


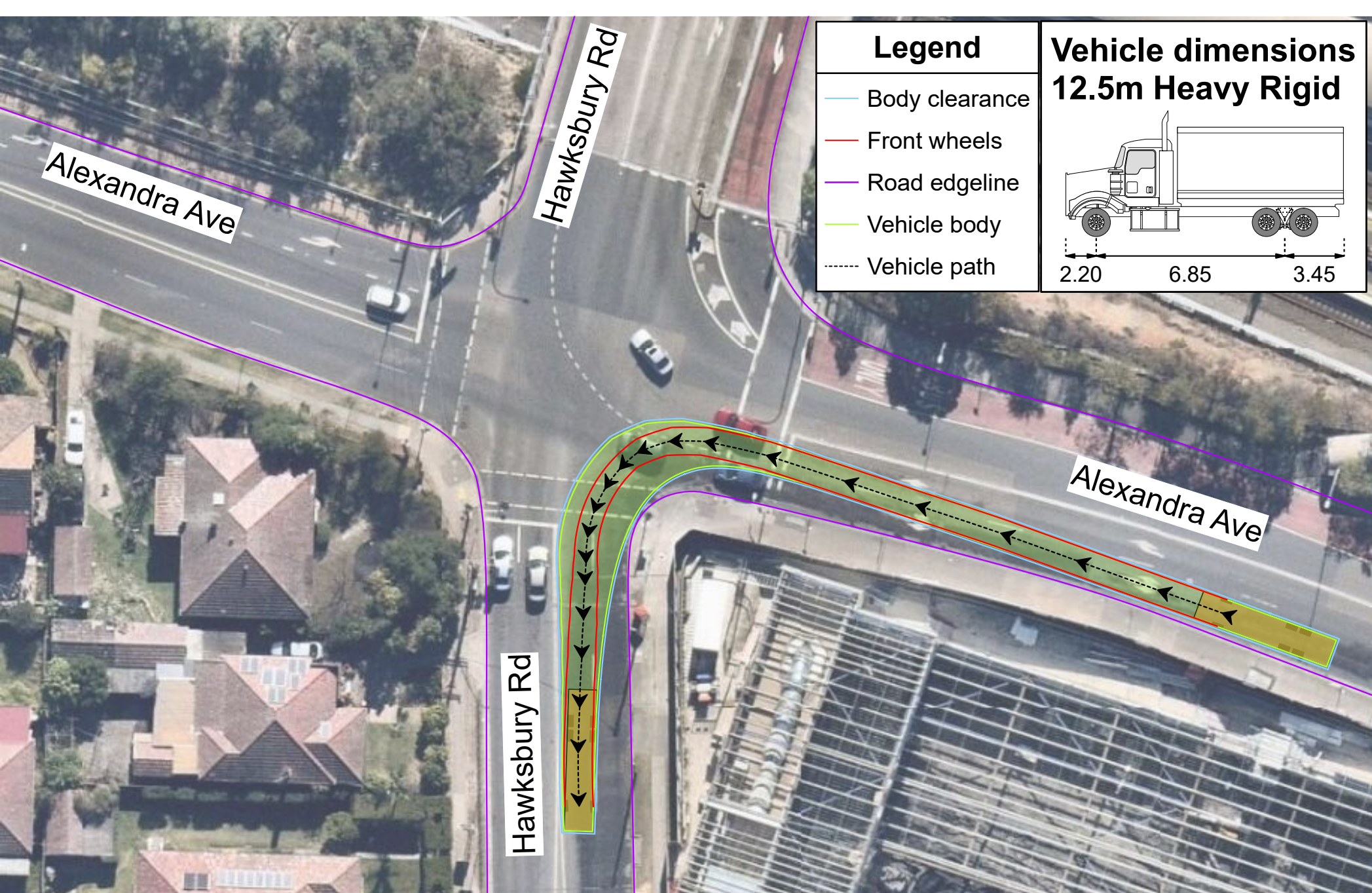


PLAN REF NO:	SP - 21	12.5m Rigid Truck			
ROAD NAME:	BAILEY STREET	Length: 12.50 m			
CROSS ST/RD:	HAWKSBSURY ROAD	Max width: 2.50 m			
SUBURB:	WESTMEAD	Lock to lock time: 4.0 s			
OPERATION:	12.5M RV - LEFT	Max steering angle: 36.65°			
		Turn radius (curb to curb): 12.50 m			
		Turn radius (wall to wall): 13.83 m			



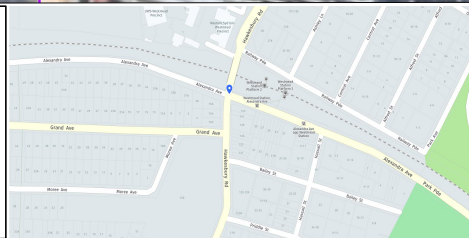
PLAN REF NO:	SP - 22	12.5m Rigid Truck
ROAD NAME:	BAILEY STREET	Length: 12.50 m
CROSS ST/RD:	HAWKSBSURY ROAD	Max width: 2.50 m
SUBURB:	WESTMEAD	Lock to lock time: 4.0 s
OPERATION:	12.5M RV - RIGHT	Max steering angle: 36.65°
		Turn radius (curb to curb): 12.50 m
		Turn radius (wall to wall): 13.83 m





PLAN REF NO:	SP - 23
ROAD NAME:	ALEXANDRA AVENUE
CROSS ST/RD:	HAWKSBRURY ROAD
SUBURB:	WESTMEAD
OPERATION:	12.5M RV - LEFT

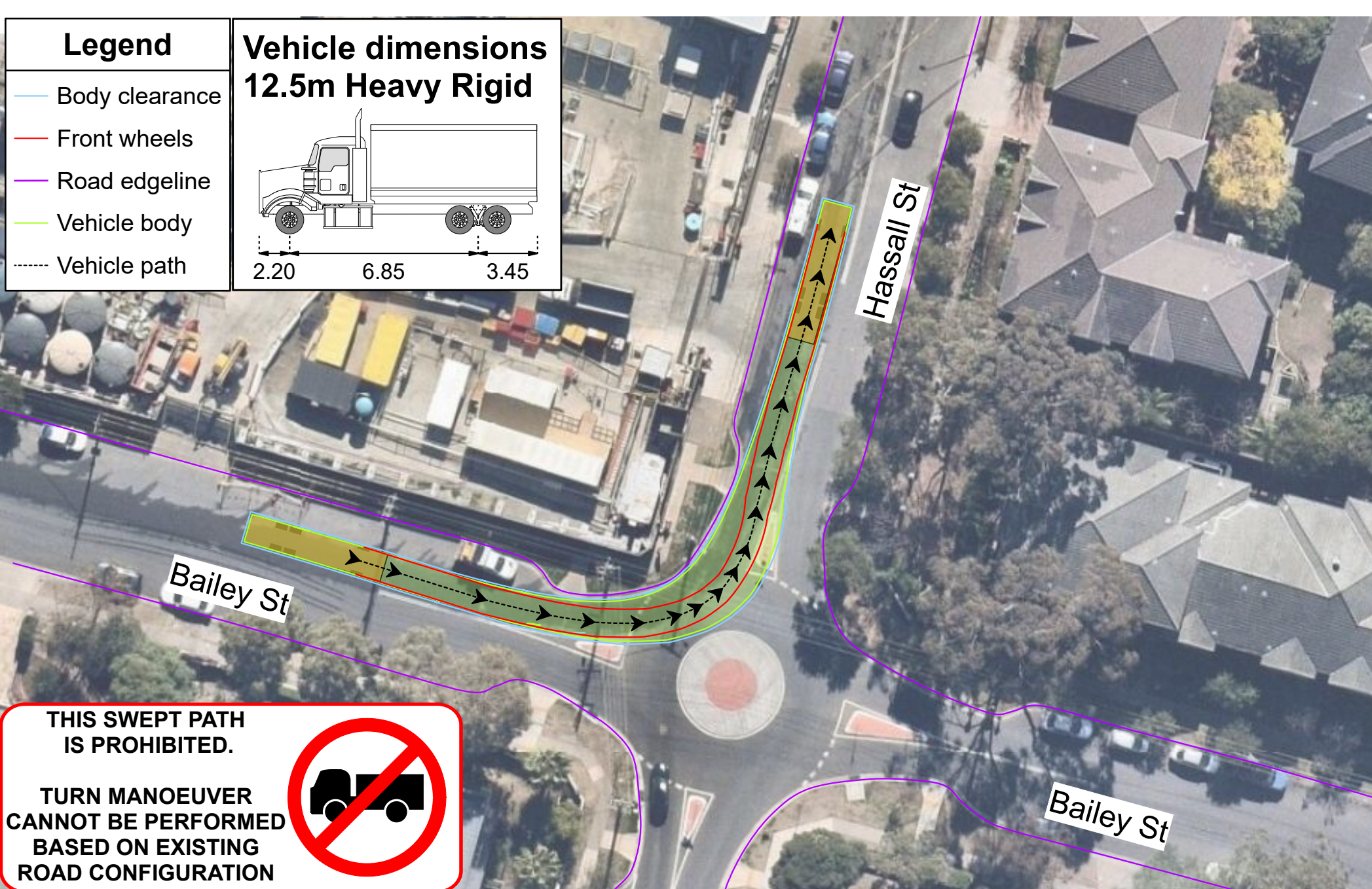
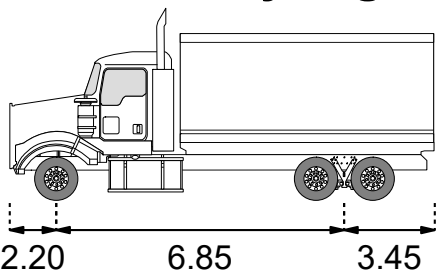
12.5m Rigid Truck
Length: 12.50 m
Max width: 2.50 m
Lock to lock time: 4.0 s
Max steering angle: 36.65°
Turn radius (curb to curb): 12.50 m
Turn radius (wall to wall): 13.83 m



Legend

- Body clearance
- Front wheels
- Road edgeline
- Vehicle body
- Vehicle path

Vehicle dimensions 12.5m Heavy Rigid



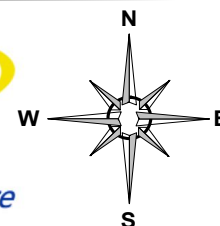
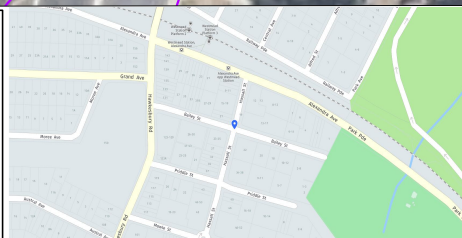
**THIS SWEEPED PATH
IS PROHIBITED.**

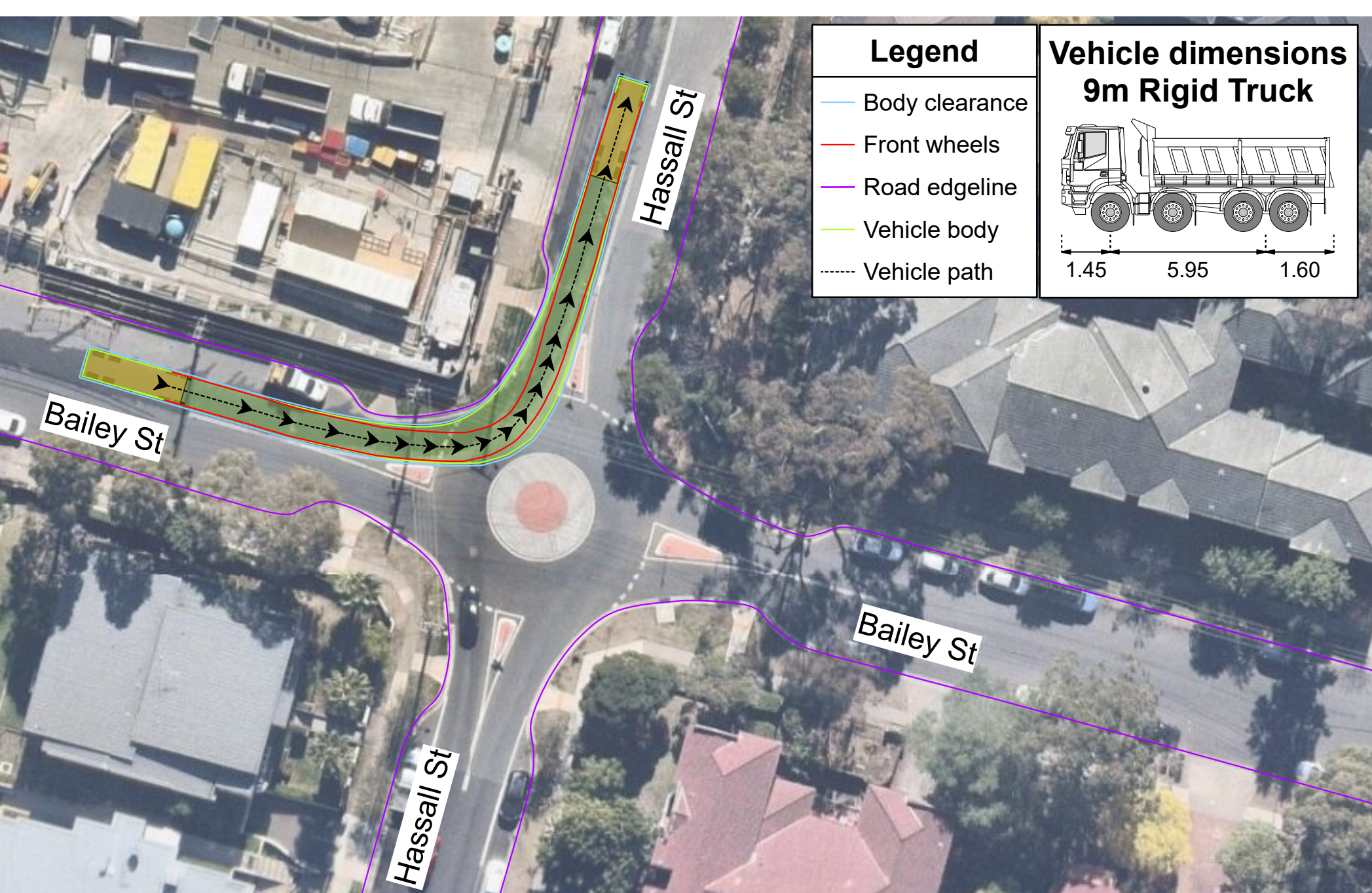


**TURN MANOEUVRE
CANNOT BE PERFORMED
BASED ON EXISTING
ROAD CONFIGURATION**

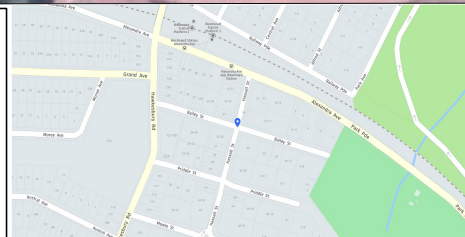
PLAN REF NO:	SP - 24
ROAD NAME:	BAILEY ST
CROSS ST/RD:	HASSALL ST
SUBURB:	WESTMEAD
OPERATION:	12.5M RV - LEFT TURN

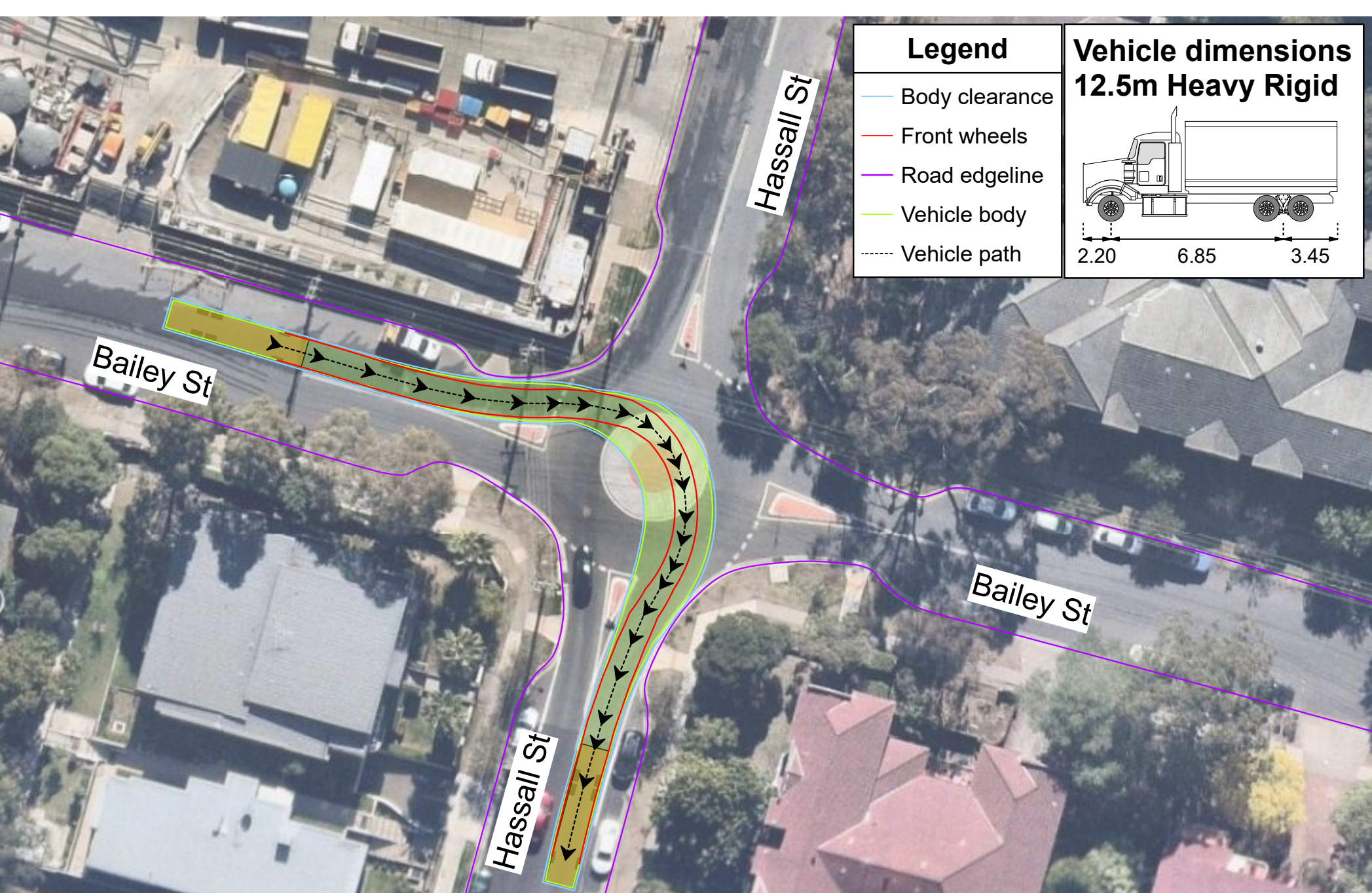
12.5m Rigid Truck
Length: 12.50 m
Max width: 2.50 m
Lock to lock time: 4.0 s
Max steering angle: 36.65°
Turn radius (curb to curb): 12.50 m
Turn radius (wall to wall): 13.83 m





PLAN REF NO:	SP - 25	9m Rigid Truck
ROAD NAME:	BAILEY ST	Length: 9.00 m
CROSS ST/RD:	HASSALL ST	Max width: 2.55 m
SUBURB:	WESTMEAD	Lock to lock time: 6.0 s
OPERATION:	9M RV - LEFT TURN	Max steering angle: 44.14°
		Turn radius (curb to curb): 9.50 m
		Turn radius (wall to wall): 10.47 m



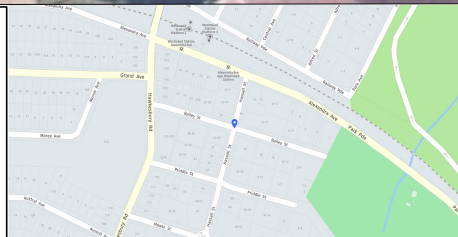


Legend	
—	Body clearance
—	Front wheels
—	Road edgeline
—	Vehicle body
- - -	Vehicle path

Vehicle dimensions	
12.5m Heavy Rigid	
2.20	6.85 3.45

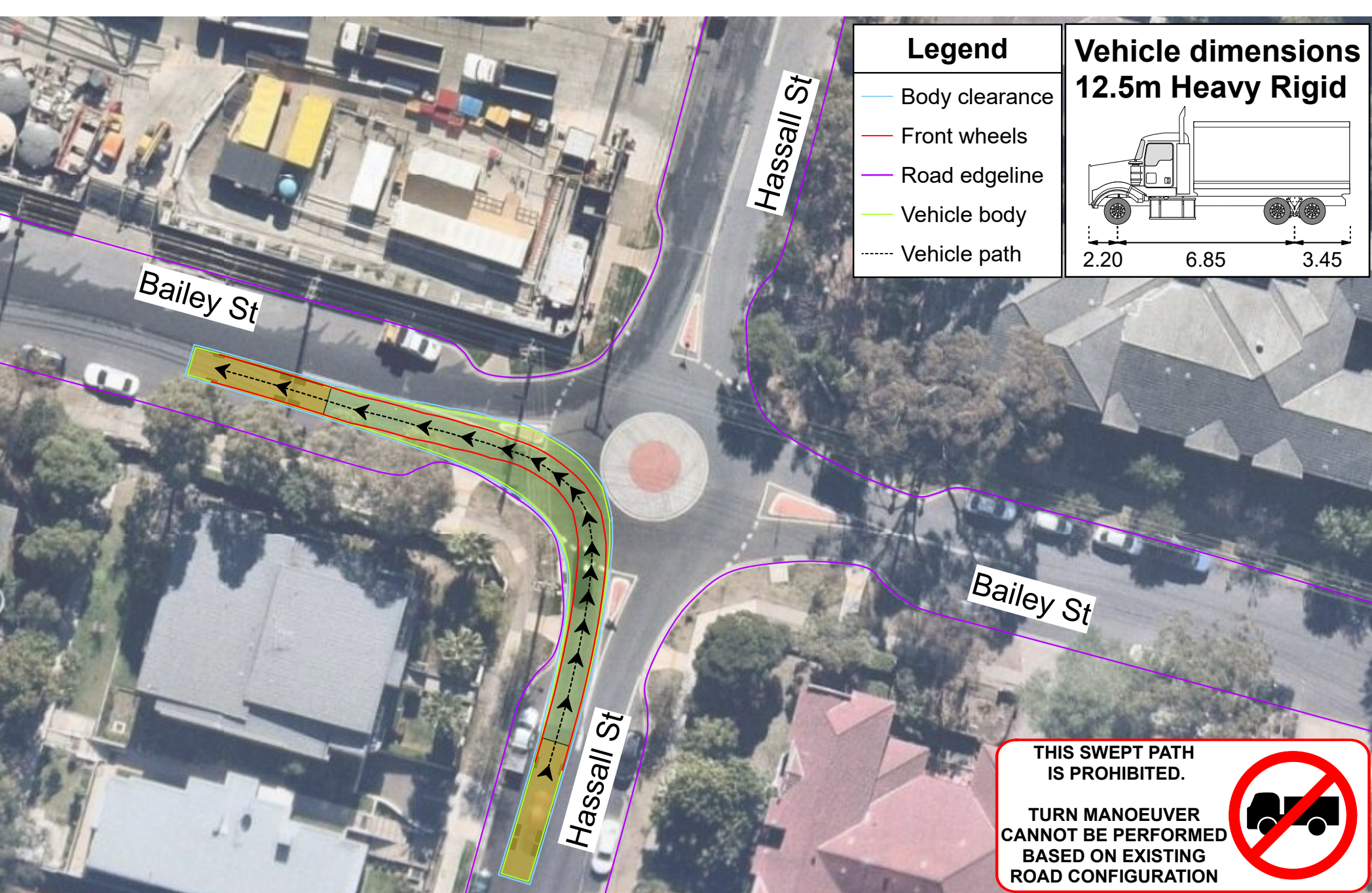
PLAN REF NO:	SP - 26
ROAD NAME:	BAILEY ST
CROSS ST/RD:	HASSALL ST
SUBURB:	WESTMEAD
OPERATION:	12.5M RV - RIGHT TURN

12.5m Rigid Truck
Length: 12.50 m
Max width: 2.50 m
Lock to lock time: 4.0 s
Max steering angle: 36.65°
Turn radius (curb to curb): 12.50 m
Turn radius (wall to wall): 13.83 m

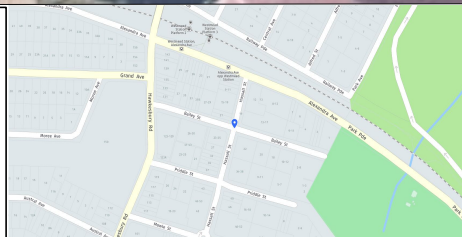


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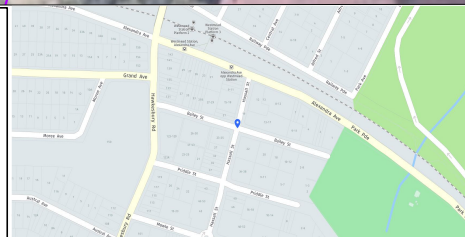


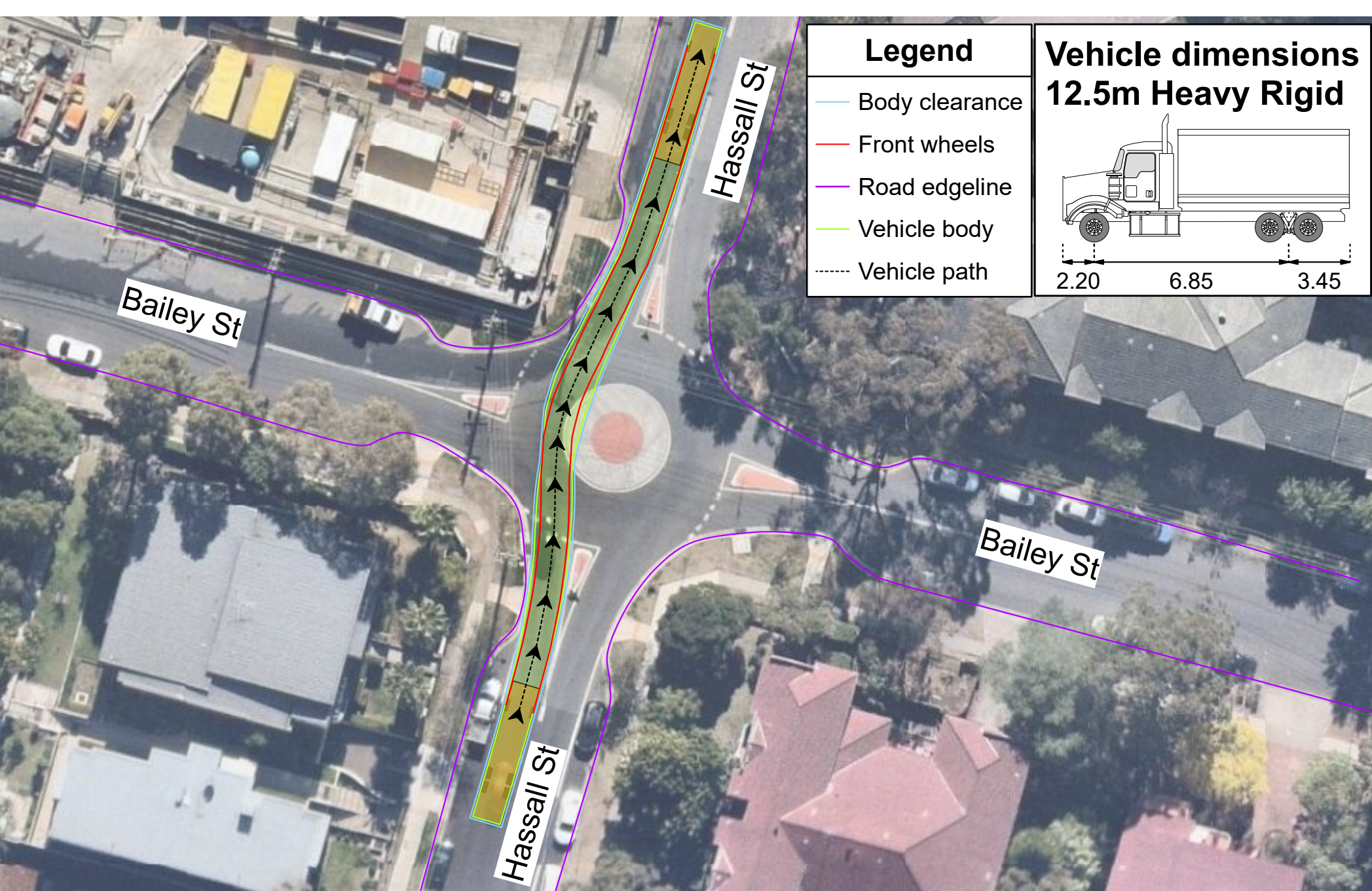
PLAN REF NO:	SP - 27	12.5m Rigid Truck
ROAD NAME:	HASSALL ST	Length: 12.50 m
CROSS ST/RD:	BAILEY ST	Max width: 2.50 m
SUBURB:	WESTMEAD	Lock to lock time: 4.0 s
OPERATION:	12.5M RV - LEFT TURN	Max steering angle: 36.65°
		Turn radius (curb to curb): 12.50 m
		Turn radius (wall to wall): 13.83 m





PLAN REF NO:	SP - 28	9m Rigid Truck
ROAD NAME:	HASSALL ST	Length: 9.00 m
CROSS ST/RD:	BAILEY ST	Max width: 2.55 m
SUBURB:	WESTMEAD	Lock to lock time: 6.0 s
OPERATION:	9M RV - LEFT TURN	Max steering angle: 44.14°
		Turn radius (curb to curb): 9.50 m
		Turn radius (wall to wall): 10.47 m



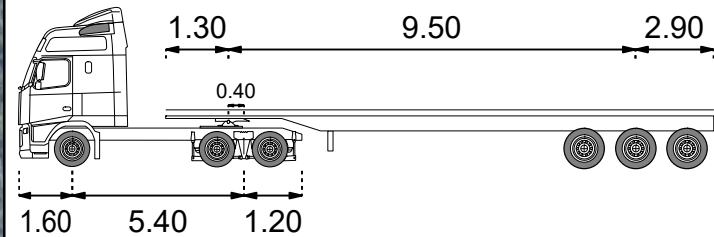


PLAN REF NO:	SP - 29	12.5m Rigid Truck			
ROAD NAME:	HASSALL STREET	Length: 12.50 m			
CROSS ST/RD:	BAILEY ST	Max width: 2.50 m			
SUBURB:	WESTMEAD	Lock to lock time: 4.0 s			
OPERATION:	12.5M RV - STRAIGHT	Max steering angle: 36.65°			
		Turn radius (curb to curb): 12.50 m			
		Turn radius (wall to wall): 13.83 m			

19m Semi required to access Bailey Street for pipe deliveries.

This activity can only occur under an approved TGS & ROL where Traffic Controllers have an ability to stop traffic to safely allow the HV to access & egress the work area.

Vehicle dimensions 19m Semi Trailer



Hawksbury Rd



Hawksbury Rd



Legend

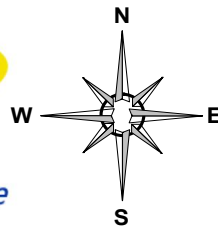
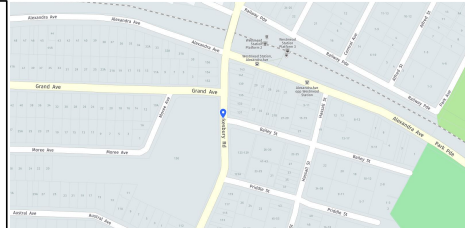
- Body clearance
- Front wheels
- Road edgeline
- Traffic Stoppages Required
- Vehicle body
- Vehicle path

Bailey St



PLAN REF NO:	SP - 30
ROAD NAME:	HAWKSURY ROAD
CROSS ST/RD:	BAILEY STREET
SUBURB:	WESTMEAD
OPERATION:	19M SEMI - RIGHT

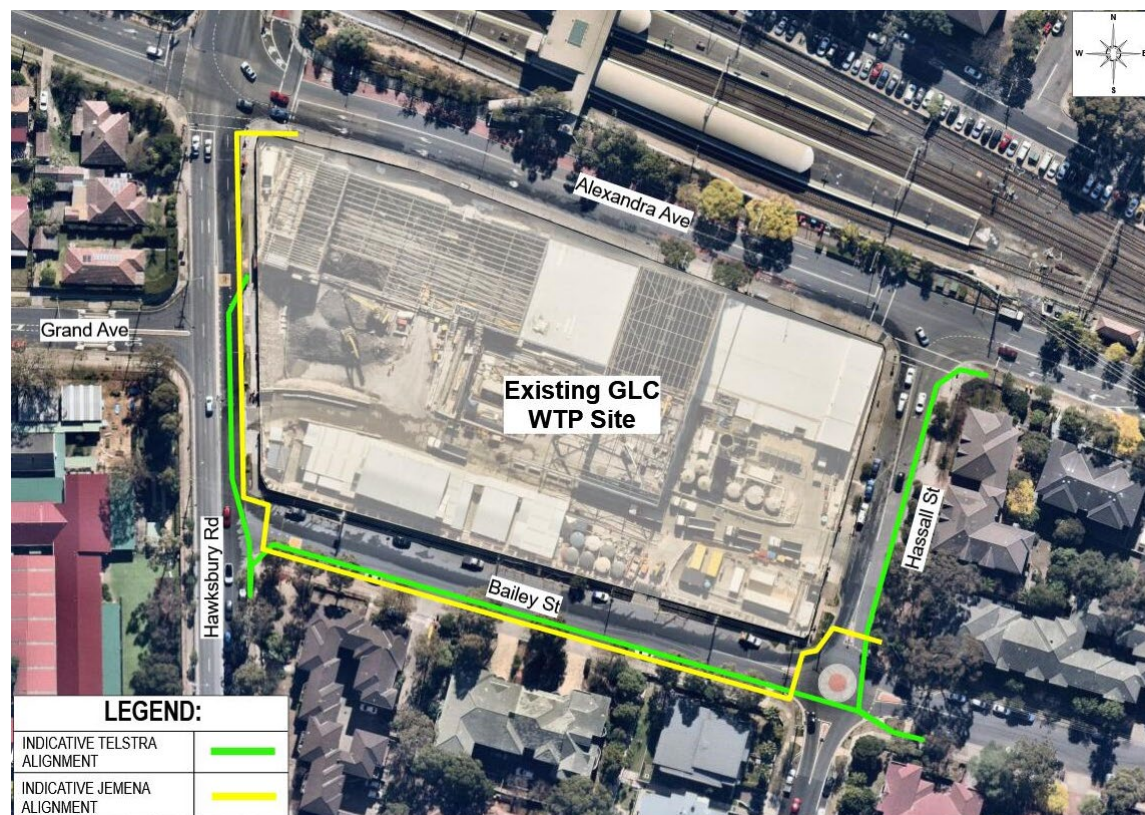
19m Semi Trailer
Length: 19.00 m
Max width: 2.50 m
Lock to lock time: 6.0 s
Max steering angle: 28.31°
Turn radius (curb to curb): 12.50 m
Turn radius (wall to wall): 13.27 m



Appendix D Heavy Vehicle Driver Project Induction

PROJECT HEAVY VEHICLE DRIVER INDUCTION

Sydney Metro West - Westmead Telstra & Jemena Utility Relocation Project



LEGISLATIVE REQUIREMENTS

Chain of Responsibility

- **All Vehicles over 4.5tonne GVM** are governed by the Heavy Vehicle National Law (HVNL) and Chain of Responsibility (CoR).
- CoR aims to make sure everyone in the supply chain shares equal responsibility for ensuring breaches of the Heavy Vehicle National Laws (HVNL) do not occur.
- If named as a party in a CoR breach, and you exercise (or have the capability of exercise) control or influence over any transport task, you need to be aware and ensure that HVNL are complied with.
- A person in the Chain of Responsibility includes, but is not limited to, Employers, Contractors, Operators of Vehicles, Loaders and Unloaders of Vehicles.
- You may be liable for breaches of the HVNL even though you may not have had a direct role in driving or operating a heavy vehicle, i.e. Overloaded a vehicle, made unreasonable requests to the driver that made him/her drive longer than the hours allowed.



HEAVY VEHICLE REQUIREMENTS

All Heavy Vehicles must be compliant and inducted to Quickway's site for the Sydney Metro West – Westmead – Telstra & Jemena Utility Relocation Project.

All vehicles must be serviced and maintained as per the manufacturers specifications.

All frequent Heavy Vehicles must be fitted with:

- Side-underrun protection fitted on both sides.
- Class V and Class VI mirrors as per ADR 14/02.
- Signage – Warning drivers of dangers of overtaking trucks and warning pedestrians about walking close to the front of a moving or stationary Heavy Vehicles



If your vehicle is not fitted with one of the above, please notify the Site Supervisor

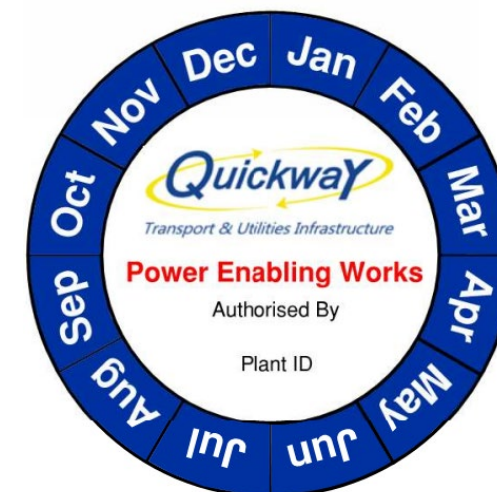
HEAVY VEHICLE & PLANT REQUIREMENTS

The Project strictly follows the Sydney Metro West – Principal Contractor Health and Safety Standard.

Outlined within this plan is:

- Pre-site arrival plant project onboarding
- Plant authorisation when first arrives to site
- Pre-start inspection are completed prior to use.
- Heavy vehicles, and trailers are registered for use.
- Ensure all heavy vehicles and trailers do not exceed prescribed mass and dimension requirements
- Ensure loads are restrained to prevent any load from falling or becoming dislodged.

Authorised plant & heavy vehicles will receive an authorisation sticker and identification number



HEAVY VEHICLE TRACKING REQUIREMENTS

The Project strictly follows the Sydney Metro West – Principal Contractor Health and Safety Standard.

Outlined within this plan is:

Telematic tracking on all heavy vehicles to report on:

1. Location
2. Speed Compliance
3. Fatigue and other driver behaviour (harsh acceleration, braking).

Telematics tracking units will be used to ensure compliance with nominated haulage routes.



CoR REQUIREMENTS

The Project strictly follows the Sydney Metro West – Principal Contractor Health and Safety Standard.

Outlined within this plan is:

All loaded heavy vehicles must have the weight of their truck and trailer recorded before leaving site

Onboard axle weigh measurement systems are permitted.

Silverwater Rd Ancillary Facility

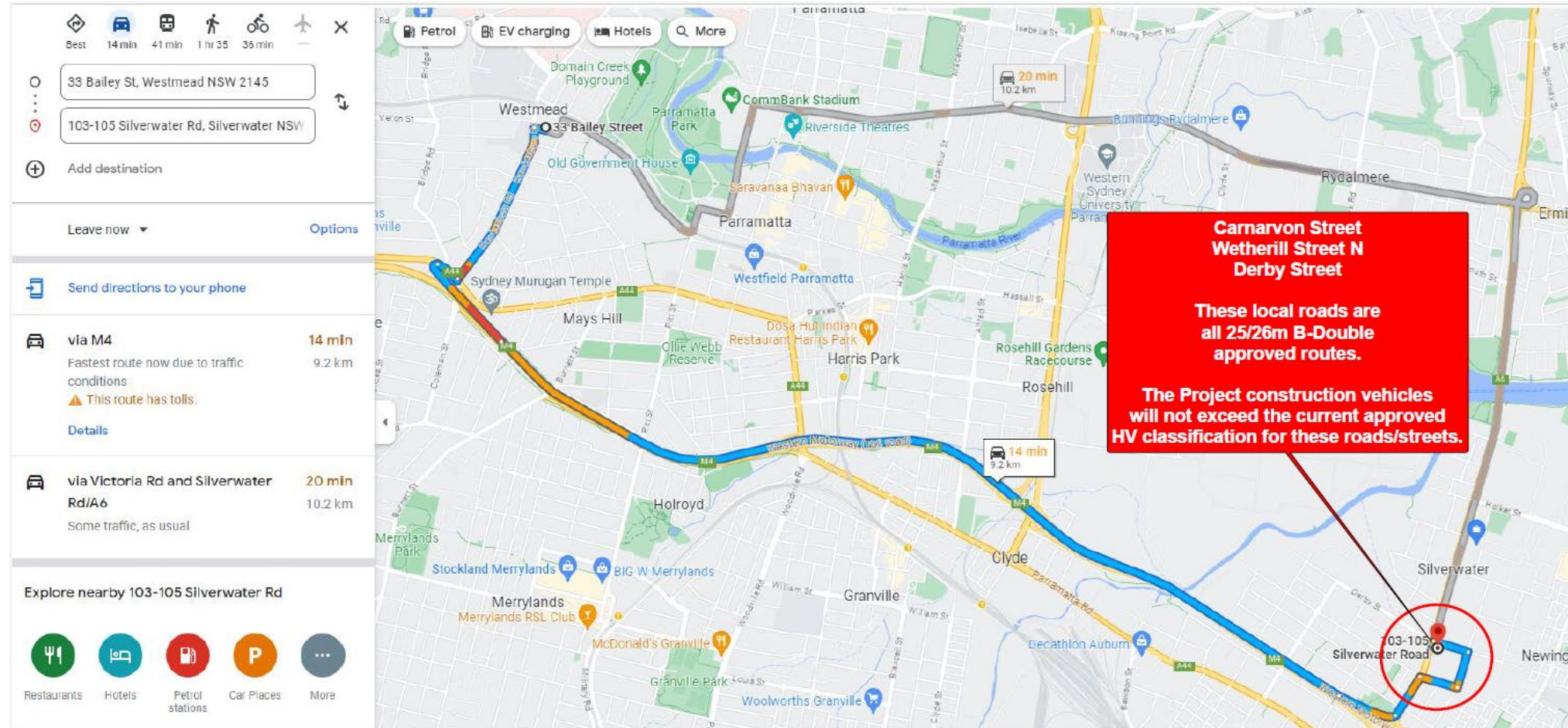
Quickway's Ancillary Facility is located at 103-105 Silverwater Rd, Silverwater NSW 2123

Approved Heavy Vehicle access and egress routes between the Ancillary Facility and the work areas are identified on the next slides.



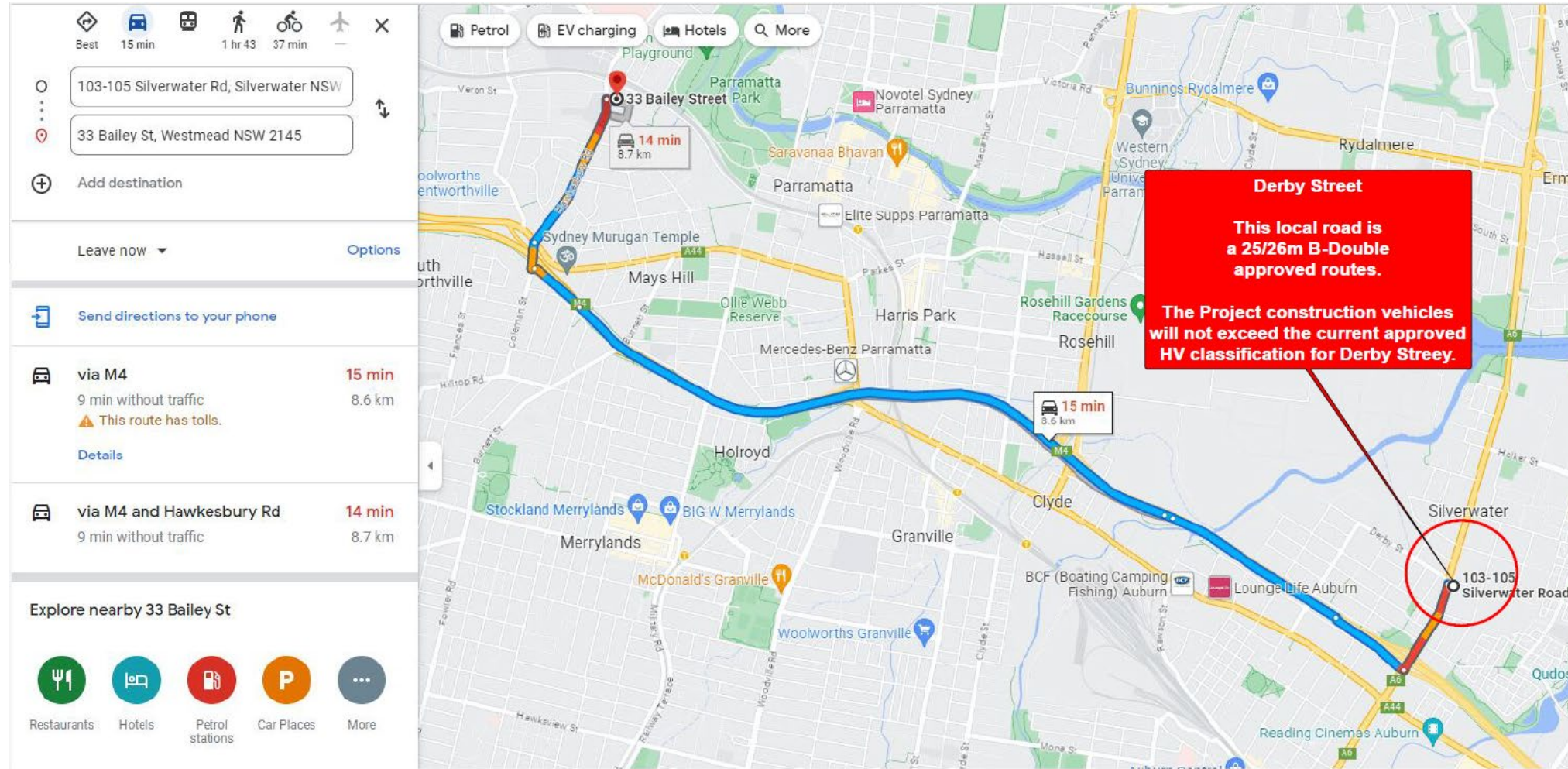
Approved HV Routes between Ancillary Facility and Works Areas

Bailey Street to Silverwater Road



Approved HV Routes between Ancillary Facility and Works Areas

Silverwater Road to Bailey Street



HAULAGE ROUTES

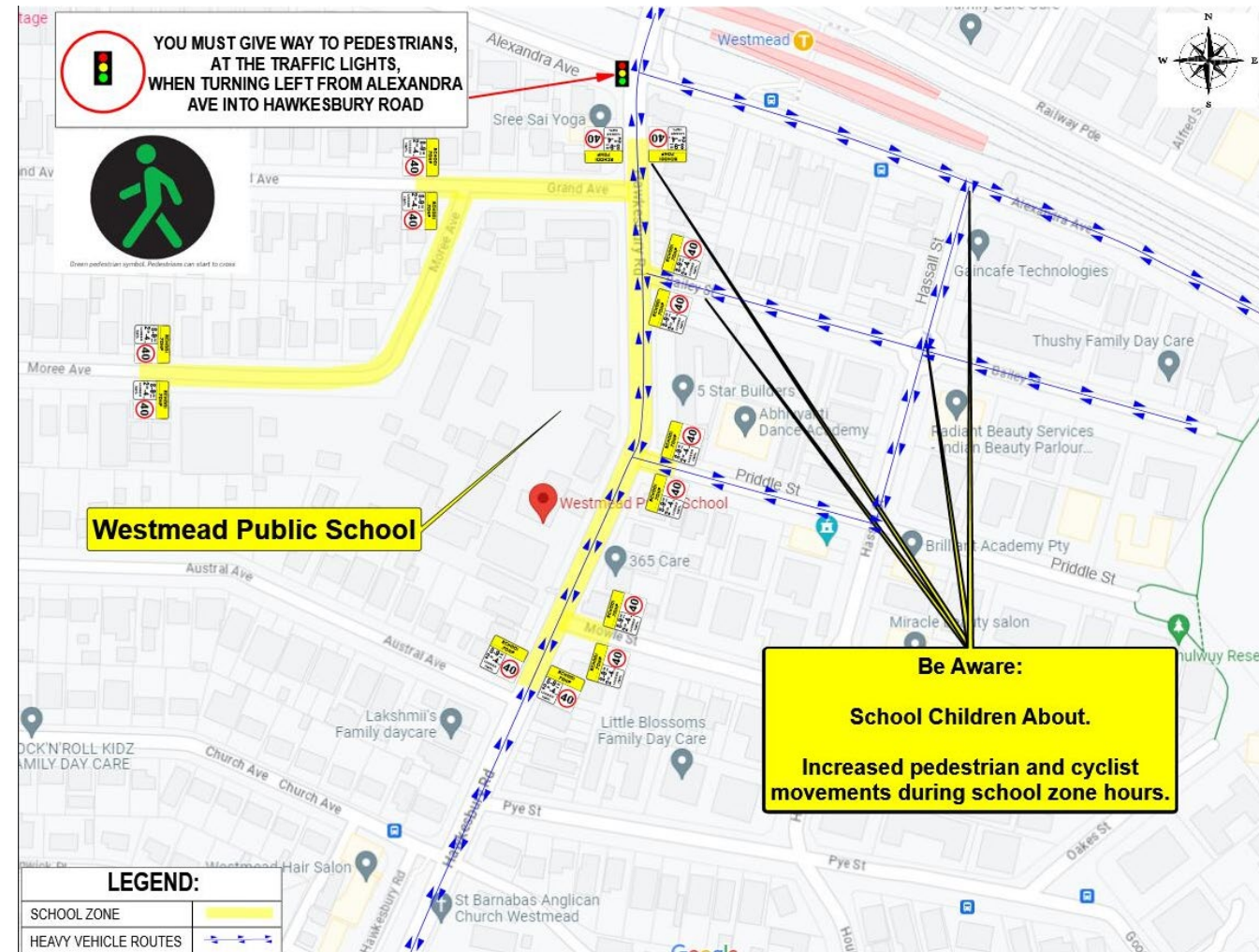
The project alignment is primarily through Residential Streets/Roads. There is a school zone along Hawksbury Road which must be considered when scheduling Heavy Vehicle movements.

Try and avoid school zones during peak hours:

- 8:00am – 9:30am
- 2:30pm – 4:00pm

Take note of uncontrolled pedestrian crossing locations.

Quickway have developed haulage routes with swept path analysis of each turn to ensure the safety of the crews, operators, and public.



HAULAGE ROUTES APPROVAL

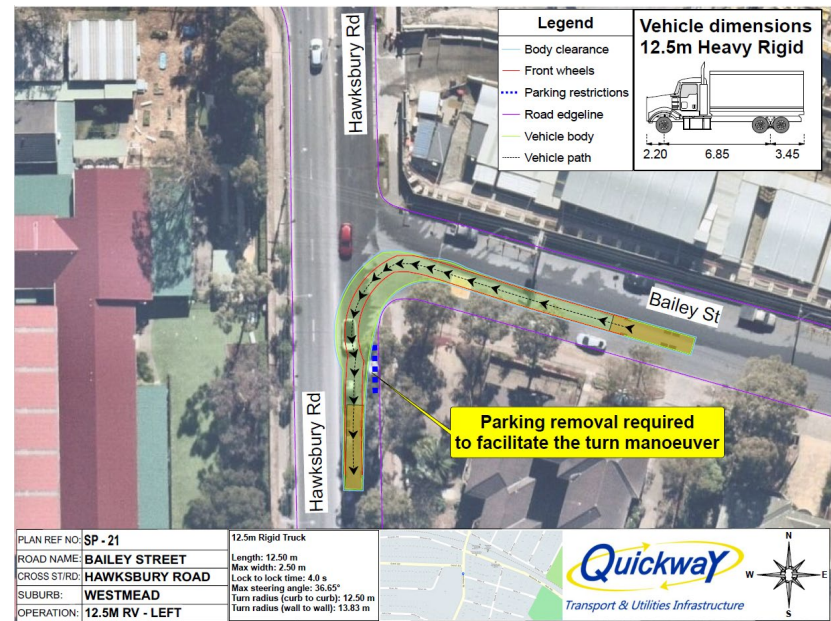
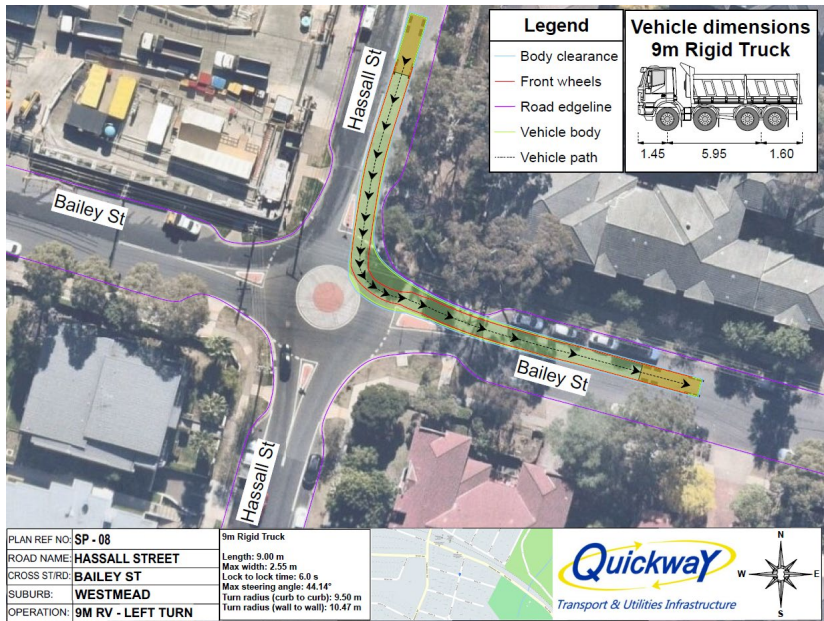
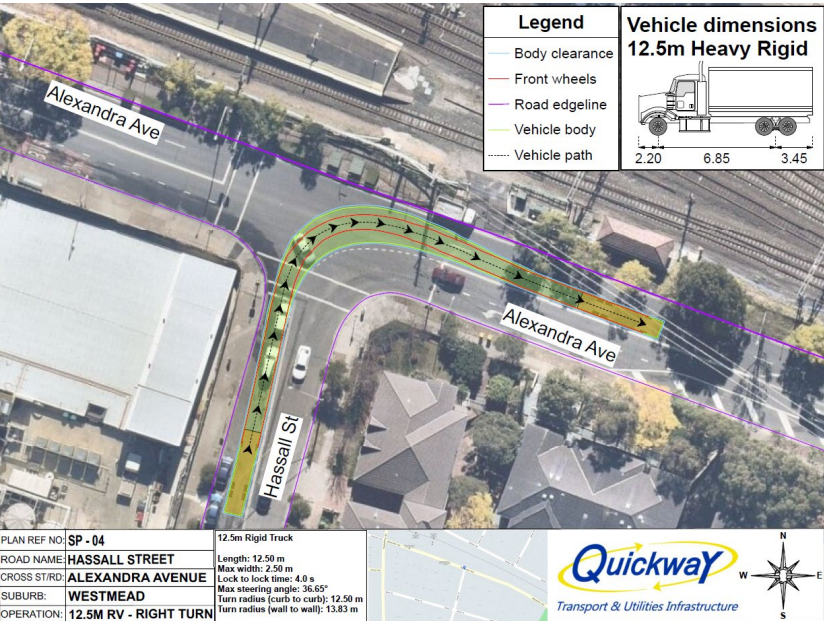
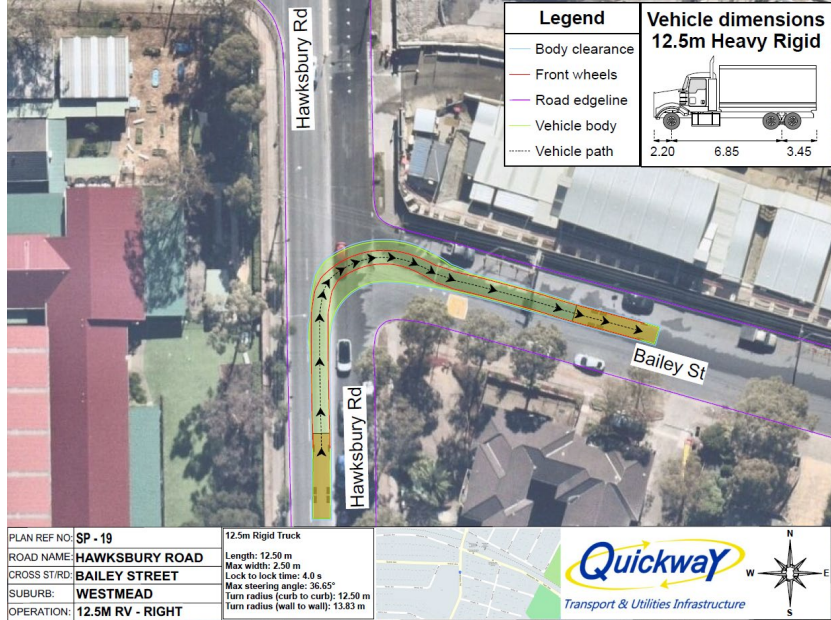
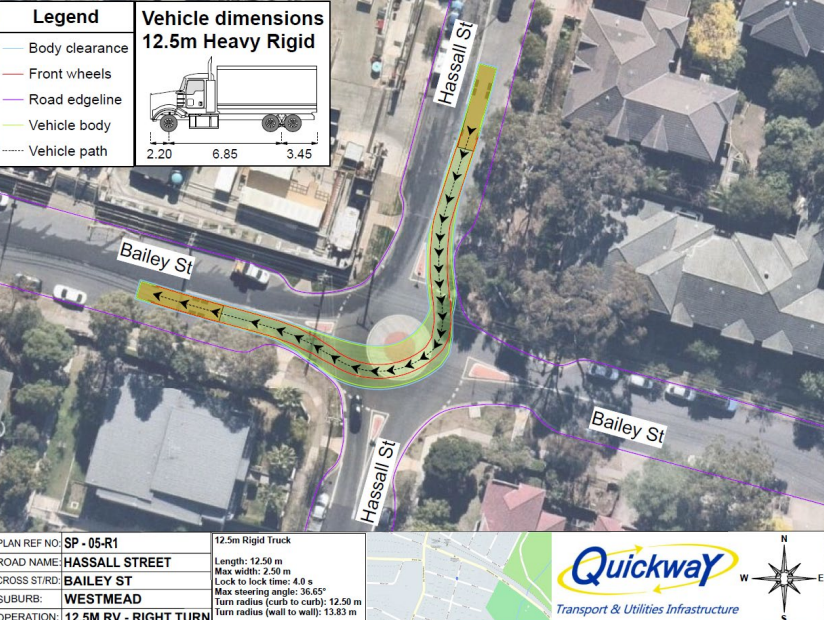
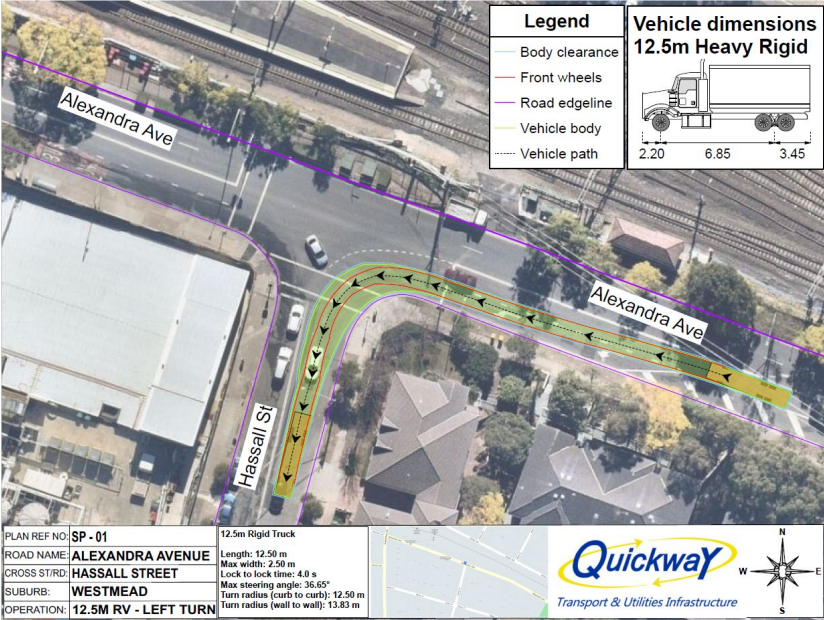
Designated Heavy Vehicle haulage routes have been **approved by NSW Department of Planning and Environment** in accordance with Approval Condition D86 which states:

MCoA 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 must be approved by the Planning Secretary and be included in the CTMP.”

Drivers must only drive on designated and approved haulage routes.

If you are ever unaware of the haulage route to be used, contact the site supervisor.

SWEPT PATH – TURN WHEN SAFE ONLY (BOTH DIRECTIONS)



FIT TO WORK

Driving Under Fatigue

When operating a heavy vehicle, the operator has the responsibility to ensure they are well rested and not endangering themselves and other by working while under duress or tired.

Quickway will actively monitor drivers to ensure that drivers, subcontractors, and suppliers are abiding by the Heavy Vehicle National Law and Chain of Responsibility.

Drugs and Alcohol

All heavy vehicle operators must not operate a vehicle if they are under the influence of drugs or alcohol.

Quickway will complete random drug and alcohol testing on site.

Heavy vehicle operators must inform Quickway on their site induction form if they are taking any prescription medication.



SAFE DRIVING

Mobile Phones

It is Illegal to use your mobile phone while driving in NSW.

Drivers must ensure they are not operating any vehicle on site while on the phone.

If the call must be taken the driver must find a safe place to pull over and take the call.

If the driver requires a phone as a GPS it must be held in a hands-free apparatus.



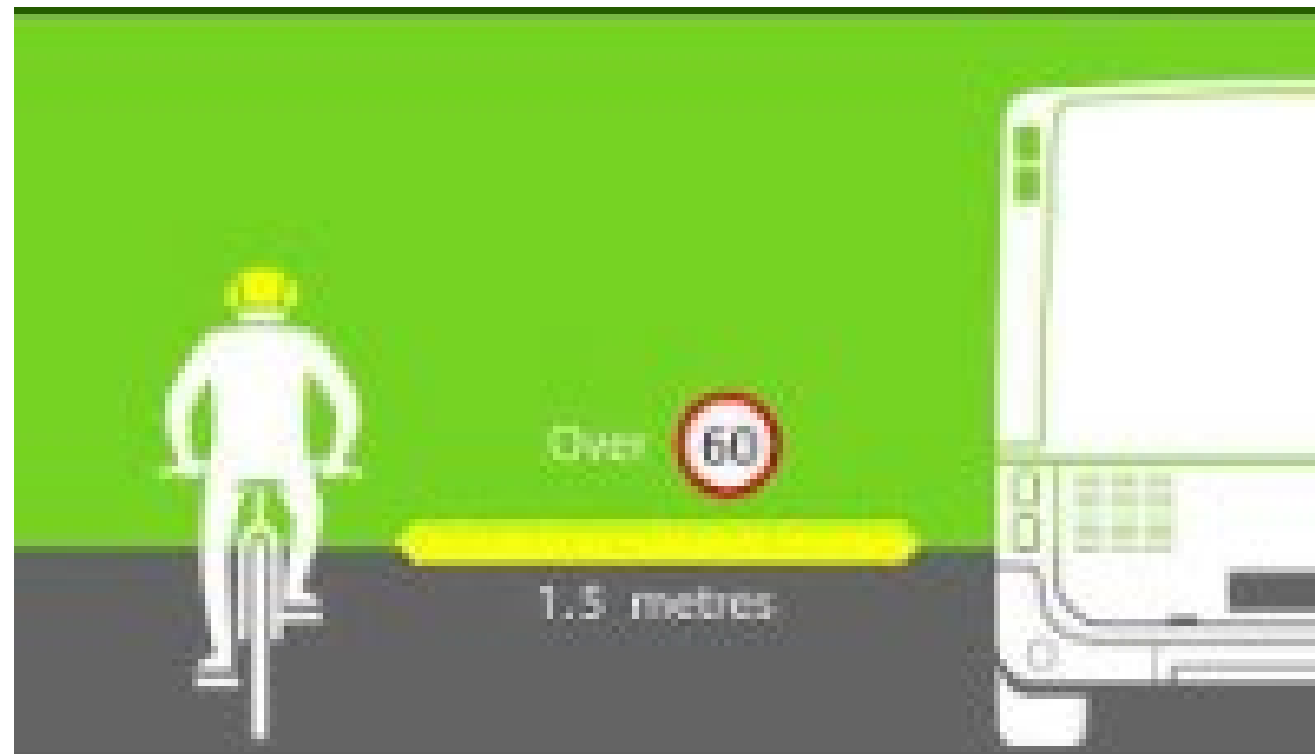
SAFE DRIVING

Cyclists

All of the local roads have to share the traffic lanes with cyclists.

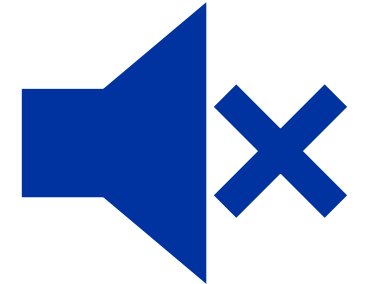
You must follow NSW driver road rules for around cyclists:

- Roads under 60kmh you must provide at least 1 metre of space when passing
- Roads over 60kmh you must provide at least 1.5 metre of space when passing
- Only pass when safe to do so
- If not safe to pass, proceed with space, behind the cyclists until the road junction



RESPECTFUL DRIVING

- Turn off plant, equipment and trucks when they are not in use. Do not keep them idling when not required.
- No compression breaking in residential areas, near school zones, or childcare facilities.
- DO NOT PARK in community parking areas.
- NO marshaling near sensitive receivers (e.g. schools, childcare, churches, etc)
- NO idling or queuing on state or regional roads



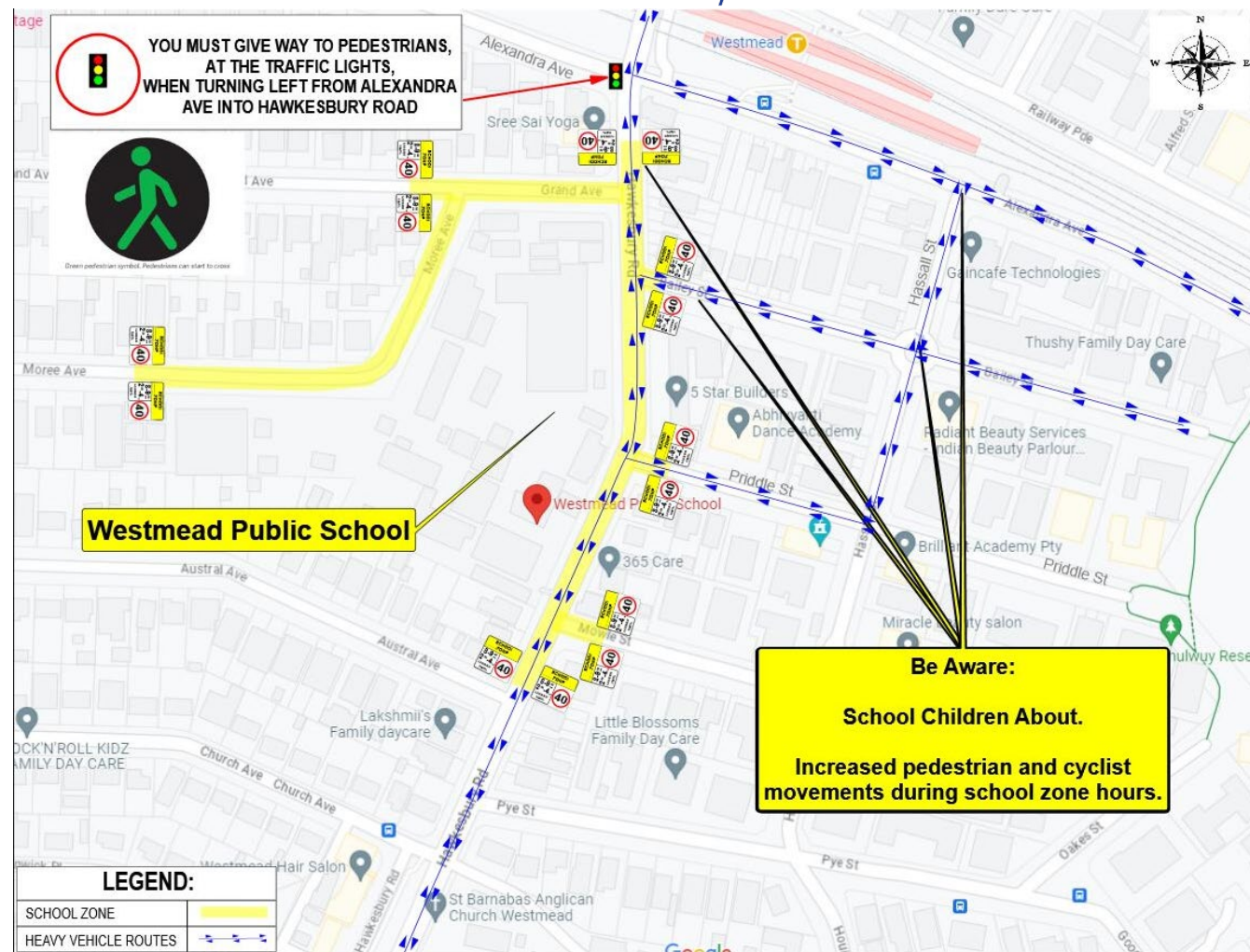
WORKING NEAR SCHOOLS

Be aware of School Zones along Hawksbury Road, Bailey Street, and Priddle Street.

During morning and evening school periods expect increased movements of school children both on foot and cycling.

Exercise additional caution during these periods.

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WORKING NEAR SCHOOLS (Cont..)

- **Schedule work breaks (i.e. no plant movements) at school's specific bell times where there is peak pedestrian and vehicle movements. Ensure all pedestrian management delineation is setup and checked regularly.**
- **Avoid and limit driving through school zones (8am to 9:30am & 2:30pm to 4pm) wherever possible**
 - If unavoidable, ensure that all school zone speed limits are followed at all times
 - Show additional caution for increased pedestrian and vehicle movements during these periods

Give Way to Pedestrians at Signalised Crossings

- Most signalised intersections have areas where pedestrians can cross. Red and green pedestrian symbols or lights show them when to cross.
- When turning at an intersection, you **MUST** give way to pedestrians crossing the road you're turning into.
- Even if the pedestrian symbol or light is flashing red, you **MUST** give way to any pedestrians still crossing.



Green pedestrian symbol. Pedestrians can start to cross



Chain of Responsibility (CoR) Plan

If you have a responsibility within CoR, you will have a further session on site using the COR Management Plan

Appendix E Dilapidation Submission to Cumberland City Council



West

Document Transmittal

Transmittal No:	SMWSDDS-SMD-TX-007846
Contract No:	EWUP - ASP1 Power Enabling Works
Sub Contract:	-- Select a Sub Contract --
Date:	19 September 2023, 11:50 AM

Issued	Name
By	Demi Tascas (Sydney Metro)

Issued	Name
To	Soma Somaskanthan (Cumberland City Council) ; Siva Sivakumar (Cumberland City Council)
Cc	Berin Gordon (Sydney Metro) ; Ken Dillon (Sydney Metro) ; Syed Shah (Sydney Metro) ; Kate Brooks (Sydney Metro) ; Des Leyden (Quickway) ; Tom St Vincent Welch (Quickway) ; Transmittal SMD OpenAccess (Sydney Metro)

Reason for Issue	Issued for Information
Subject	Power Enabling Works, Westmead Asset Relocations - Pre-Construction Dilapidation Reports - Issued for Information

Dear Soma and Siva,

Please see attached pre-construction road dilapidation report for the local roads proposed to be used for the works at Westmead (Bailey St, Hassall St, Priddle St, Alexandra Ave & Hawkesbury Rd), issued in accordance with MCoA D88.

Sydney Metro asks that Cumberland City Council please acknowledges receipt of this transmittal by replying and ccing demi.tascas@transport.nsw.gov.au and berin.gordon@transport.nsw.gov.au.

Thank you,
Demi Tascas
Document Control Manager
Sydney Metro West

[Click here to download all Transmittal files.](#)

Item	Document No	Title	Rev	Sts	Type	Design Lots	Alt Doc No
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1	SMWSDDS-QWY-WMD-EM-REP-000346	Dilapidation Report - Westmead-Alexandria Av	A.01	RVW	REP		
2	SMWSDDS-QWY-WMD-EM-REP-000347	Dilapidation Report - Westmead-Bailey St (1_2)	A.01	RVW	REP		
3	SMWSDDS-QWY-WMD-EM-REP-000348	Dilapidation Report - Westmead-Bailey St (2_2)	A.01	RVW	REP		
4	SMWSDDS-QWY-WMD-EM-REP-000349	Dilapidation Report - Westmead-Hassall St (1_2)	A.01	RVW	REP		
5	SMWSDDS-QWY-WMD-EM-REP-000350	Dilapidation Report - Westmead-Hassall St (2_2)	A.01	RVW	REP		
6	SMWSDDS-QWY-WMD-EM-REP-000351	Dilapidation Report - Westmead-Hawkesbury Rd	A.01	RVW	REP		
7	SMWSDDS-QWY-WMD-EM-REP-000352	Dilapidation Report - Westmead-Priddle St (1_2)	A.01	RVW	REP		
8	SMWSDDS-QWY-WMD-EM-REP-000353	Dilapidation Report - Westmead-Priddle St (2_2)	A.01	RVW	REP		

Appendix F Stakeholder Review Comments (Sydney Metro, CJP, TfNSW, and Cumberland City Council)

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
SMWSDDS-QWY-WMD-TF-PLN-000354	Westmead Heavy Vehicle Local Roads Use	A.01	RVW	01	21/09/2023	TFN	LWILBY	SMWSDDS-QWY-WMD-TF-PLN-000354	4.5 Cyclists	NA	The second sentence refers to cyclists 14 years and under, the road rule has been changed. Please update to align with this change - "children under 16 years old due to the proximity of"	Observation	N
					5/10/2023	QWAY	LCASEY	SMWSDDS-QWY-WMD-TF-PLN-000354	4.5 Cyclists	NA	Noted. Section 4.5 (second sentence) updated to reflect the change in road rules as advised.	Observation	N
				02	21/09/2023	TFN	LWILBY	SMWSDDS-QWY-WMD-TF-PLN-000354	4.5 Cyclists	NA	The second dot point currently refers to minimising or eliminating movements outside of school peak periods. Please reword so it captures the intention of minimising or eliminating movements during school peak periods. Thanks.	Observation	N
					5/10/2023	QWAY	LCASEY	SMWSDDS-QWY-WMD-TF-PLN-000354	4.5 Cyclists	NA	Noted. Section 4.5 (second dot point) updated to include information on how Quickway will achieve minimising/eliminating HV movements during school peaks.	Observation	N
				03	21/09/2023	TFN	LWILBY	SMWSDDS-QWY-WMD-TF-PLN-000354	4.6 Pedestrians	NA	The HVLR includes a left turn from Alexandra Avenue to Hawkesbury Road at the signalised intersection. There is no dedicated turn arrow for this movement, meaning that there is likely a green on green conflict between turning vehicles and pedestrians crossing Hawkesbury Road (vehicles have a green signal at the same time pedestrians have a green crossing signal). Please consider including HV driver training to make them aware of the risk at this location and the need to let all pedestrians complete their crossing across Hawkesbury Road before commencing the left turn.	Observation	N
					5/10/2023	QWAY	LCASEY	SMWSDDS-QWY-WMD-TF-PLN-000354	4.6 Pedestrians	NA	Noted. Section 4.6 updated to include reference to this. Additional slide added to the HV Driver Induction (Refer to Page 19) in Appendix D to raise awareness of driver responsibilities to give way to pedestrians at signalised intersections.	Observation	N
				04	21/09/2023	TFN	LWILBY	SMWSDDS-QWY-WMD-TF-PLN-000354	Appendix D - HV Driver Project Induction	NA	On the Haulage Route slide (page 70) suggest including details of the green on green conflict and safe behaviours when turning left from Alexandra Avenue to Hawkesbury Road.	Observation	N
					5/10/2023	QWAY	LCASEY	SMWSDDS-QWY-WMD-TF-PLN-000354	Appendix D - HV Driver Project Induction	NA	Noted. The image has been updated to include awareness of pedestrians crossing at the intersection. An additional slide has been added to the HV Driver Induction (Refer to Page 19) in Appendix D to raise awareness of driver responsibilities to give way to pedestrians at signalised intersections.	Observation	N
				05	26/09/2023	SCO	DCROWLY	SMWSDDS-QWY-WMD-TF-PLN-000354	Appendix C – Plan SP-05 & Plan SP-06	-	Both swept paths have a 12.5m Heavy Rigid vehicle driving over the roundabout. Is the roundabout to be removed?	Observation	N
					7/10/2023	QWAY	LCASEY	SMWSDDS-QWY-WMD-TF-PLN-000354	Appendix C – Plan SP-05 & Plan SP-06	-	The roundabout removal is outside of Quickways scope. This is in GLC's scope of works. Quickway have planned the Project based off the existing road configurations/conditions at the time of development.	Observation	N
				06	26/09/2023	SCO	DCROWLY	SMWSDDS-QWY-WMD-TF-PLN-000354	Appendix C – Plan SP-09	-	A reversing 3-point turn, into a private driveway will not be accepted. Please update TMP.	Actual Non-Compliance	N
					7/10/2023	QWAY	LCASEY	SMWSDDS-QWY-WMD-TF-PLN-000354	Appendix C – Plan SP-09	-	Noted. Appendic C - SP-09 updated and up-revved to ensure there is no encroachment onto the private driveway.	Actual Non-Compliance	N
				07	26/09/2023	SCO	DCROWLY	SMWSDDS-QWY-WMD-TF-PLN-000354	Appendix C – SP-11	-	Swept path has a 9m Rigid driving across the roundabout. Is the roundabout to be removed?	Observation	N
					7/10/2023	QWAY	LCASEY	SMWSDDS-QWY-WMD-TF-PLN-000354	Appendix C – SP-11	-	The roundabout removal is outside of Quickways scope. This is in GLC's scope of works. Quickway have planned the Project based off the existing road configurations/conditions at the time of development.	Observation	N
				08	26/09/2023	SCO	DCROWLY	SMWSDDS-QWY-WMD-TF-PLN-000354	General Comment	-	All heavy vehicles should utilise the signalised intersection at Hawksbury Rd and Priddle St as opposed to making a right turn in and a right turn out movement at the intersection of Hawksbury Rd and Bailey St.	Observation	N
					7/10/2023	QWAY	LCASEY	SMWSDDS-QWY-WMD-TF-PLN-000354	General Comment	-	Noted. HV egress can be prioritised to exit via left turn only from Hawksbury Rd onto Bailey Street or to egress via the Priddle Street and Hawksbury Rd signalised intersection. HV access, however, for 12.5m HV's will need to occur from Hawksbury Rd right into Bailey Street. This is required beacuse 12.5m HV's cannot make the left turn from Priddle Street into Hassall Street due to existing median islands. (Refer for SP-13 in Appendix C). 9m HV's and smaller will be advised to use the Priddle St and Hawksbury Rd signalised Intersection as a priority. Quickway notes that the 12.5m inbound HV movements will only occur approximately twice per shift.	Observation	N
				09	26/09/2023	SCO	DCROWLY	SMWSDDS-QWY-WMD-TF-PLN-000354	General Comment	-	Council permission is required to use local roads.	Observation	N
					5/10/2023	QWAY	LCASEY	SMWSDDS-QWY-WMD-TF-PLN-000354	General Comment	-	Noted. Cumberland City Council have been issued this HVLR document for review, comment, and acceptance of HV local road use associated with the project.	Observation	N
				10	26/09/2023	SCO	DCROWLY	SMWSDDS-QWY-WMD-TF-PLN-000354	General Comment	-	How does the contractor propose to maintain pedestrian safety around Local roads? For example, SP-08 indicates swept path extremely close to both the road edge line and the concrete median.	Observation	N
					7/10/2023	QWAY	LCASEY	SMWSDDS-QWY-WMD-TF-PLN-000354	General Comment	-	Heavy vehicle movements, for this Project, will only occur during periods where TTM control measures are in place. HV movements will NOT occur on the road network during periods where there are no allocated Traffic Controllers to implement approved TGS's for each work shift. HV drivers and TC's will be Toolboxed on Pedestrian Safety at the commencement of the project and sporadically thereafter as required. HV drivers are also reminded of the importance of pedestrian awareness in the HV Driver Induction provided in Appendix D	Observation	N
				11	26/09/2023	SMD	SLEPRE	SMWSDDS-QWY-WMD-TF-PLN-000354	Section 4.8	-	D87.c states the report must state the "details as to the date of completion of the road dilap surveys", this is not currently outlined in Section 4.8. Please include text detailing the date of completion.	Observation	N
					5/10/2023	QWAY	LCASEY	SMWSDDS-QWY-WMD-TF-PLN-000354	Section 4.8	-	Noted. Section 4.8 has been updated to provide the date of completion of the dilap surveys. Dilpas completed 18/09/23.	Observation	N
				12	26/09/2023	SMD	SLEPRE	SMWSDDS-QWY-WMD-TF-PLN-000354	Figure 10	-	Image is quite blurry, suggest updating to a clearer image	Observation	N
					5/10/2023	QWAY	LCASEY	SMWSDDS-QWY-WMD-TF-PLN-000354	Figure 10	-	Noted. Image has been updated to improve clarity. This image is extracted from Chapter 17 - Social Impacts - Stage 1 (Figure 17-1) of the EIS.	Observation	N
				13	26/09/2023	SMD	SLEPRE	SMWSDDS-QWY-WMD-TF-PLN-000354	Appendix E	-	Attachment only indicates that the road dilap reports were sent to Sydney Metro to pass on to Cumberland Council, suggest including attachment to show evidence that these have since been provided to Cumberland Council	Observation	N
					5/10/2023	QWAY	LCASEY	SMWSDDS-QWY-WMD-TF-PLN-000354	Appendix E	-	Noted. Appendix E updated. Original road dilaps transmittal between Quickway and Sydney Metro removed. New transmittal of road dilaps between Sydney Metro and Cumberland City Council included.	Observation	N
				14	26/09/2023	SMD	SLEPRE	SMWSDDS-QWY-WMD-TF-PLN-000354	Section 7	-	suggest including ER in list of potential stakeholders	Observation	N
					5/10/2023	QWAY	LCASEY	SMWSDDS-QWY-WMD-TF-PLN-000354	Section 7	-	Noted. Section 7 updated to include ER on the stakeholder list.	Observation	N
				15	5/10/2023	CUB	SSOMASKANT	SMWSDDS-QWY-WMD-TF-PLN-000354	-	-	we are concerned about the turning path diagram at the intersection of Hassall St and Bailey St. The turning path diagram showed that vehicles need to drive past the centre point of the roundabout to make the turn, which is against the road rules. The turning path needs to be rechecked, or such movements need to be controlled by traffic controllers	Minor Non-Compliance	N

