

14 December 2020

Attention: Submission to Department Planning Industry and Environment (DPIE)

Re: TTAMP – agreement extension for additional local roads and secondary restricted route usage for the Rozelle Interchange project

Dear Peter,

John Holland CPB Contractors (JHCPB) request an extension on the submission of the Transport, Traffic and Access Management Plan.

TTAMP Revision 16 was approved on 8 April 2019 for night-time use of Secondary restricted routes (refer Appendix A for route map) for a six-month period. An extension to the use of these routes was granted by DPIE on 7 October 2020 (refer Appendix B). This letter extended the use of these routes until 7 January 2020.

Given the DPIE extension letter expires on 7 January 2020, JHCPB/TfNSW seek an extension to submit the next TTAMP revision to DPIE in February. This takes into consideration the requirements of:

- Project shutdown and employee annual leave from the 18th December 2020 until the 11th January 2021.
- extensive formatting required for previously discussed TTAMP changes.
- discussion at the next (4 and 18 January 2021) Westconnex 3B Rozelle Interchange meeting to discuss the continued use of these Secondary Restricted routes for night time usage. A letter was sent by the Project on 18/09/2020 outlining the Gate 4 closure information (WCXSTG3B-RMS-DPE-GCON-000167 and attached at Appendix C) that is driving the requirement for the use of the restricted night time routes.

In order to continue to utilise the secondary restricted routes for night tunnelling works, JHCPB are seeking an agreement extension letter from DPIE for the TTAMP.

Should you have any questions please do not hesitate to contact the undersigned.

Kind regards,



Alessandra Gotch
Approvals manager

Appendix A Secondary restricted routes – night time routes (used for tunnelling works)

Secondary Restricted Route Map

Evening Usage 10.00pm - 7.00am

Between the hours of 10.00pm and 7.00 am these routes are required for use to enable tunnelling works to continue 24 hours as per the CoA. During this time Gate 4 at RRY is shut. Gate 4 is the entry gate to RRY that is accessed via Anzac Bridge, James Craig road and Sommerville road. During this time Gate 2 becomes the primary gate to access RRY.

Truck and dogs are not permitted to use these secondary restricted routes. Note the Catherine St loop route cumulative total numbers are used across all Project (i.e. day and surface works).

The circled numbers are the peak and average HV numbers on the route between 10pm-7am.

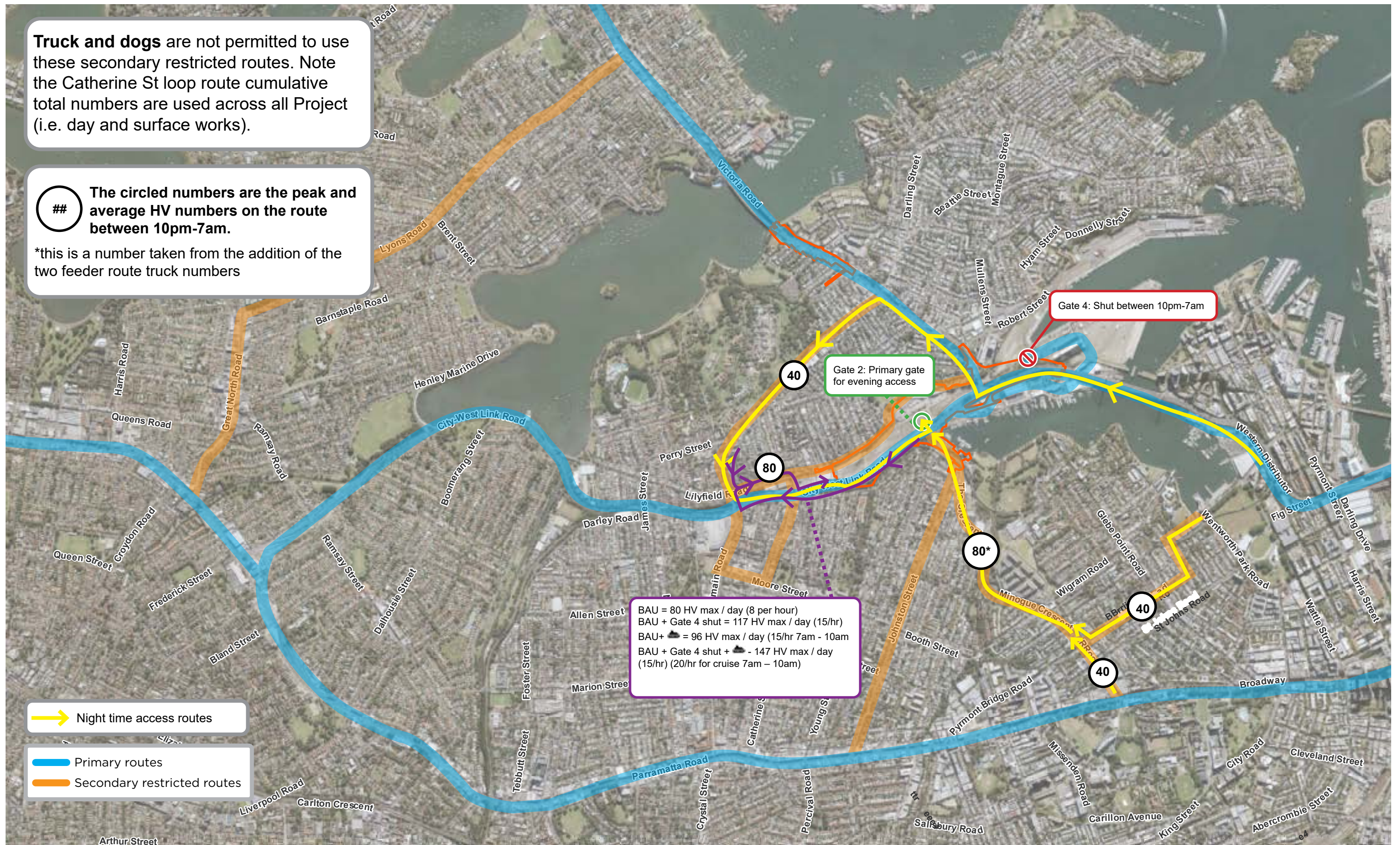
*this is a number taken from the addition of the two feeder route truck numbers

BAU = 80 HV max / day (8 per hour)
 BAU + Gate 4 shut = 117 HV max / day (15/hr)
 BAU + 🚧 = 96 HV max / day (15/hr 7am - 10am)
 BAU + Gate 4 shut + 🚧 = 147 HV max / day (15/hr) (20/hr for cruise 7am - 10am)

➡ Night time access routes

Primary routes

Secondary restricted routes



Appendix B – DPIE Agreement Extension letter 7 October 2020

Mr Tarnjit Chahal
Project Director Rozelle Interchange
Transport for NSW
20-44 Ennis Road
MILSONS POINT NSW 2061

VIA EMAIL: peter.morrall@transport.nsw.gov.au

07/10/2020

Dear Mr Chahal,

**WestConnex M4-M5 Link – Rozelle Interchange (SSI-7485)
Additional Local Roads and Secondary Restricted Routes – Agreement Extension**

I refer to your letter dated 17th September 2020 submitted in accordance with Condition E51 of Schedule 2 of the approval for the WestConnex M4-M5 Link - Rozelle Interchange (SSI-7485).

The Department has carefully reviewed the submitted document and I approve an extension to the use of the evening secondary restricted routes for an additional three (3) month period from the date of this letter. Please note all other aspects of the existing agreement remain in effect for the extended period as detailed in the Department's letter dated 8 April 2020.

If you wish to discuss the matter further, please contact Carl Dumbleton on 02 9274 6283 or at carl.dumbleton@planning.nsw.gov.au.

Yours sincerely



Jake Shackleton
A/Director
Infrastructure Management

As nominee of the Planning Secretary

Appendix C – Letter regarding TTAMP Evening Routes

17 September 2020

Attention: Transport for NSW for submission to Department Planning, Infrastructure and the Environment

Re: Traffic and Transport and Access Management Plan – response to DPIE approval TTAMP Revision 16, evening use of Secondary Restricted routes

Dear Peter,

John Holland CPB Contractors (JHCPB) have prepared the below information in response to the fortnightly Rozelle Interchange meeting (held on 14/09/2020) discussion with the Department of Planning, Infrastructure, and the Environment (DPIE). The information is provided in relation to seeking an extension of the use of the evening secondary restricted routes as approved by TTAMP Revision 16 (DPIE approval) and TTAMP Revision 17 (ER approval).

Should you have any questions please do not hesitate to contact the undersigned.

Kind regards,



Alessandra Gotch
Approvals manager

Traffic and Transport and Access Management Plan (TTAMP) – Update for DPIE consideration

JHCPB are seeking the removal of the 6-month limit applied to the use of Secondary restricted routes for the evening period as outlined below.

1. TTAMP revision 16 approval

TTAMP revision 16 was approved by DPIE on 8 April 2020. The revision to the TTAMP included the proposal to use Secondary Restricted routes for evening use when Gate 4 (located at James Craig/Sommerville Road) was closed between the hours of 10.00pm to 7.00am. The Secondary Restricted routes were required during the evening time period to ensure the continued supply of concrete deliveries to the Project to support tunnelling activities approved for 24 hours a day, seven days a week in accordance with Condition of Approval E70. Refer to **Attachment A** for an outline of the approved Secondary Restricted routes for evening tunnel activity use.

The use of these Secondary Restricted routes was approved by DPIE with the following statement included in the approval letter:

The Department has reviewed the documentation and I approve the use of Local Roads and Secondary Restricted routes as detailed in Table 1 (attached). The volumes and times in Table 1 differ from the draft TTAMP (Revision 16) as I am applying a precautionary approach to ensure the new routes do not result in a significant adverse impact on local amenity, particularly at night. Further I have limited some night-time routes to a period of six months, as the closure of gate 4 at night has not been clearly justified.

In accordance with the approval letter, further information is provided on the closure of Gate 4 to support the Project request to continue to utilise the evening Secondary Restricted routes.

2. Gate 4 closure

Gate 4 is located at James Craig Road and Sommerville Road as shown in **Error! Reference source not found..**

2.1. Noise restrictions

In accordance with Condition of Approval E79, a construction Noise and Vibration Impact Statement (CNVIS) was prepared for tunnel activities. The Tunnel Support CNVIS specified concrete trucks at night (10.00pm – 7.00am) must enter via the western and eastern gates as a mitigation measure to comply with the noise management levels for noise outside of standard construction hours identified in the Construction Noise and Vibration Management Plan. The western and eastern gates are located along City West Link and are shown in

Figure 1.

Operating Gate 4 overnight and knowingly exceeding the noise management levels would be a breach of EPL 21278 condition 3.1 a) which requires all reasonable and feasible mitigation measures be implemented to comply with the noise management levels identified in the EIS. As the Project works have been undertaken since the commencement of site establishment in 2018 without using Gate 4 at night, the feasibility of current mitigation

measures to comply with noise management levels for the residents along Lilyfield Rd has been established.

2.2. Construction restrictions

Section 6.5.11 of the Project's Environmental Impact Statement (EIS) identifies the removal of Victoria Road pedestrian bridge as one of the construction activities required in order to reconstruct Victoria Road and construct the replacement road bridge at the Victoria Road/The Crescent intersection. The Victoria Road pedestrian bridge is within the Project boundary and the environmental impacts of its removal were assessed and approved in the EIS.

These works form part of the Victoria Road civil site (C7) construction activities during which access to Gate 4 (via James Craig / Sommerville Road) will be closed at various stages of the Project. The construction activities which require closure of Gate 4 include:

- Construction works for the Western Temporary Access Ramp (WTAR)
- Victoria Road bridge demolition and re-construction
- Removal of the WTAR

When Gate 4 is shut, no heavy vehicle access will be available, requiring use of the other gates (via Primary restricted routes) and secondary restricted routes by heavy vehicles.

Table 2 in Attachment A provides an indicative program of Gate 4 closures.

2.3. Cumulative Impacts to Residents

Figure 2 identifies at a high level some of the activities that will be significantly impacting the residents along Lilyfield Road between Victoria Road and Gordon Street. This is in addition to the impacts that have already occurred. The Project is implementing all applicable mitigation measures to minimise the combined effects of these works, however due to the duration, proximity and intensity of the required work there is little appetite from the Project to add an additional noise load to the residents.

Generally, the Project has been and will continue over the next three years to work approximately 120 nights per year with noise above the noise management levels at these residential properties.

The two cut and covers directly adjacent to the Lilyfield Road houses (refer Figure 3) involves 2 years of rock hammering at 8 hours a day and excavation works. The Project does not wish to add noise from concrete deliveries to the current construction noise levels as well as adding noise above the noise management level on all of the respite nights.

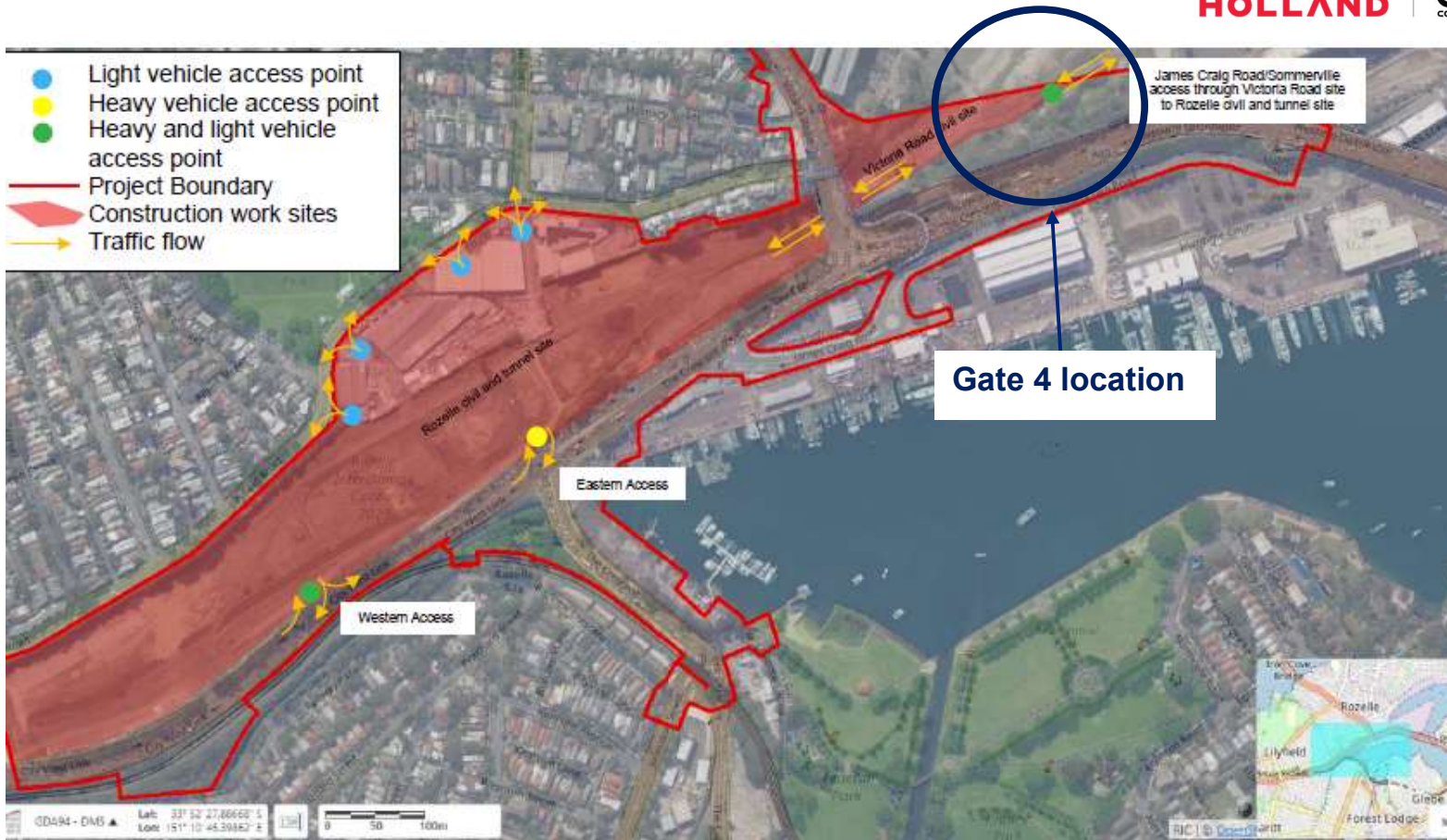


Figure 1 Gate 4 location at Rozelle Rail Yards

	Impact	Q3, 2020	Q4, 2020	Q1, 2021	Q2, 2021	Q3, 2021	Q4, 2021	Q1, 2022	Q2, 2022	Q3, 2022	Q4, 2022	Q1, 2023	Q2, 2023	Q3, 2023	Q4, 2023
TASK															
Lilyfield Road (Victoria Rd - Gordon St)															
M4 portal (piling/pile breaking)	HIN														
M4 portal (excavation/rock hammering)	HIN / LD														
ETAR/WTAR construction (excavation, piling, pile breaking, rock hammering, pavement works, asphaltting)	HIN / OOH														
Victoria Road bridge demolition and reconstruction	HIN / OOH														
Beatrice Bush Bridge demolition	HIN / OOH														
Traffic switch tie-ins (asphaltting, line removal and marking, TCS, ITS, traffic loop cutting, median removal and construction)	HIN / LD / OOH														

HIN = High impact noise ($\geq 75\text{dB}$)

LD = Long duration works

OOH = Out of hours works (NML+15dBA)

Figure 2 Key activities affecting Lilyfield Rd residents

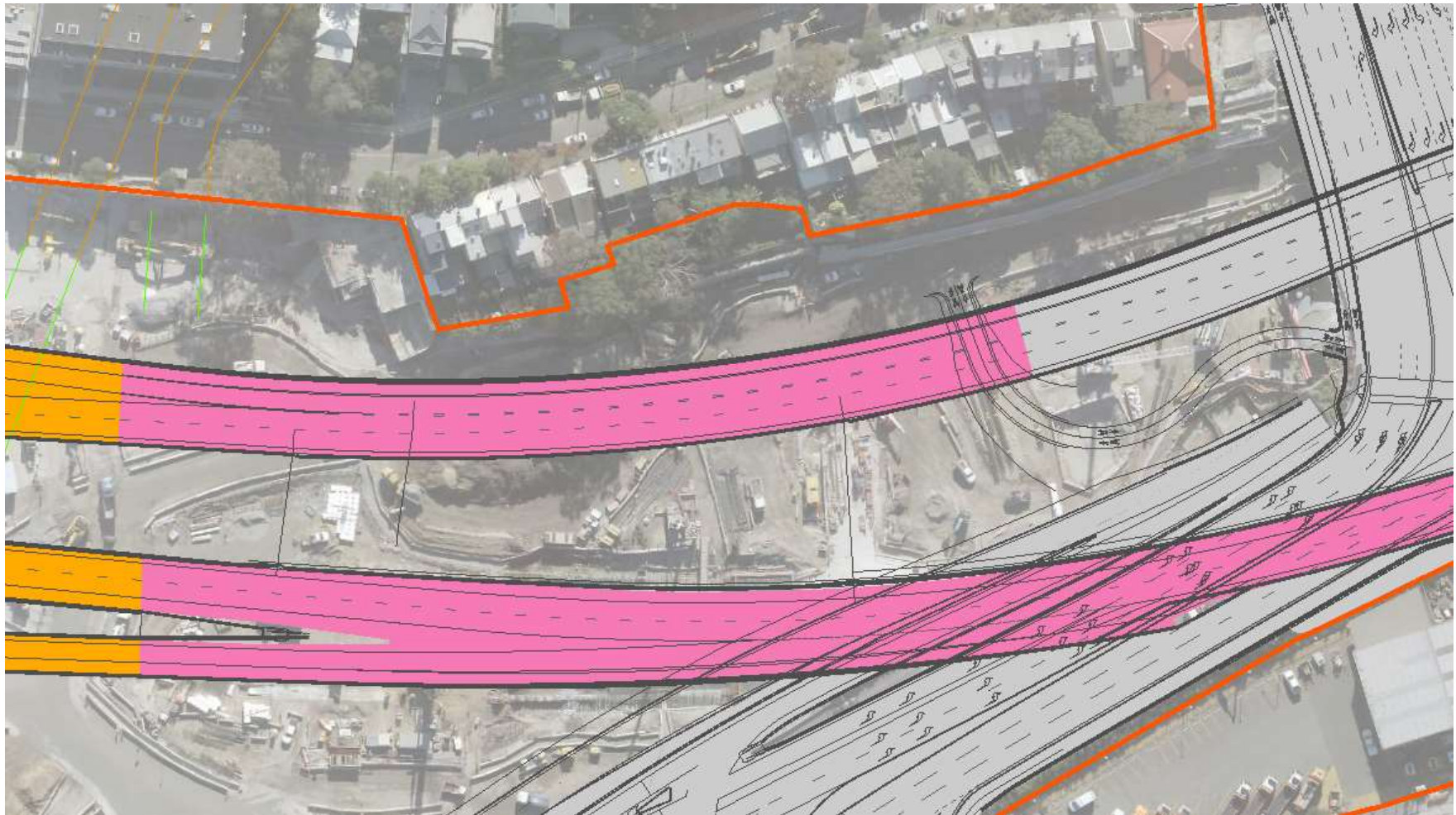


Figure 3 Proximity of M4 cut and cover in pink to Lilyfield Rd Residents

3. Justification for continued use of evening Secondary restricted routes

Retaining the use of Secondary restricted routes for evening use is considered appropriate as outlined below.

- Information has been provided outlining some of the activities that will be significantly impacting the residents along Lilyfield Road between Victoria Road and Gordon Street. It is the preference of the Project to avoid adding additional heavy vehicles through Gate 4 during the evening period. The use of the Secondary restricted periods is restricted and considered a low volume for heavy vehicles split across 3 routes. Over a 9 hour period (from 10.00pm to 7.00am), a total of 40 heavy vehicles would be on each route, at peak, with an average of 4 one-way heavy vehicle movements per hour calculated over a calendar week. The evening routes are restricted in nature and are required during Gate 4 closures or when there is an issue preventing concrete supply from entering via the eastern and western gates. Maintaining a constant supply of concrete is critical for tunnelling activities.
- The 6-month trial period for the use of the routes is nearing completion. Monitoring of complaints has continued for the approved Project heavy vehicle routes as approved in Table 1 of the Approval Letter for TTAMP Revision 16. During the period from April to September 2020, no complaints have been received relating to the use of the evening Secondary Restricted routes referred to in Table 1 (**Attachment A**) for heavy vehicle use for concrete deliveries to the Project.
- Monthly reporting (June, July and August 2020) has been provided to the ER in accordance with the Approval Letter. The monthly reporting has indicated no issues with the use of the evening routes for concrete agitators.

ATTACHMENT A

Table 1 – Approved Secondary Restricted routes for the evening period

Route description	Route movement	Vehicle type	Hours of usage and number of vehicles
Darling Street / Balmain Road	One-way movement from Victoria Road to the City West Link using Darling Street and Balmain Road only.	<ul style="list-style-type: none"> Spoil heavy vehicles (no truck and dog) High frequency deliveries Infrequent Large Span deliveries Other heavy vehicles 	<ul style="list-style-type: none"> 10.00 PM – 7.00 AM - a maximum of 40 one-way heavy vehicle movements, with an average of 4 one-way heavy vehicle movements per hour calculated over a calendar week*. <p>*the use of this route during these hours is limited to a period of six months.</p>
Bridge Road	One-way movements between Blackwattle Bay Batching Plant and Ross Street using Bridge Road only.	<ul style="list-style-type: none"> High frequency deliveries No truck and dog 	<ul style="list-style-type: none"> 10.00 PM – 7.00 AM - a maximum of 40 one-way heavy vehicle movements, with an average of 4 one-way heavy vehicle movements per hour calculated over a calendar week*. <p>*the use of this route during these hours is limited to a period of six months.</p>
The Crescent / Minogue Crescent / Ross Street	One-way movement from Parramatta Road to the City West link using Ross Street, Minogue Crescent and Th12345e Crescent on qwxly.	<ul style="list-style-type: none"> Spoil heavy vehicles (no truck and dog) High frequency deliveries Large Span deliveries Other heavy vehicles 	<ul style="list-style-type: none"> 10.00 PM – 7.00 AM - a maximum of 4 one-way heavy vehicle movements per hour* <p>*the use of this route during these hours shall be limited to a period of six months.</p>



Figure 4 Secondary restricted evening routes with maximum numbers shown for information

Gate 4 closure program information*

2020	Duration	Justification
Aug 2020	5 days	ETAR construction (barrier install)
	3 days	
Sep 2020	12 days	SUP installation steel structure deck and barriers
Oct 2020	2 days	WTAR noise wall installation
Other closures	1 per month – short-term (3 hours)	Clean wheel wash

2021	Duration	Justification
June 2021	10 days	Vic Rd eastern bridge demolition
	3 days	
July 2021	5 days	
Oct 2021	4 days	Installation Super T's
Nov 2021	6 days	Install safety barriers
Dec 2021	3 days	Install safety screen
Other closures	1 per month – short-term (3 hours)	Clean wheel wash

2022	Duration	Justification
Jan 2022	12 days	Demolition western Vic Rd bridge
Feb 2022	7 days	Demolition eastern piers
June 2022	4 days	Installation Super T's
August 2022	8 days	Install safety barriers and screens
November 2022	20 days	Removal of WTAR
December 2022	10 days	Removal of ETAR (continues into Jan 23)
Other closures	1 per month – short-term (3 hours)	Clean wheel wash

2023	Duration	Justification
January	11 days	Removal of ETAR and install Super T's
February	1 day	Installation Super T's
March/April	4 days	Precast parapets
April	3 days	Install balustrade
Other closures	1 per month – short-term (3 hours)	Clean wheel wash

Rozelle Interchange
WestConnex



*indicative program – given this is a 4 year forecast - subject to change with construction program

Table 2 Gate 4 closures indicative program