WESTERN HARBOUR TUNNEL
Package 2: WHT Driven Tunnels, Mechanical and Electrical Fitout

Heavy Vehicle Local Roads (HVLR) – 33kV Installation – Lilyfield and Rozelle

WHTP2-ACOC-WHT-TF-GE01-PLN-000019

Client: Transport for NSW | Project No: WHTP2 |

Revision 05

Date: December 2024

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Document control

This plan is a controlled document, approved by the ACA Project Director. The Traffic Manager is responsible for ensuring this plan is kept up to date for the Project, according to Transport for NSW (TfNSW) requirements, Project risks, activities and legislative requirements.

Project authorisation

Authorisation				
Document Title	Heavy Vehicle Local Road (HVLR) – 33kv installation			
Discipline/Department	Civil Construction / Traffic			
Originator	Alex Gosper			
	Name	**Position**	**Date**	**Signature**
Author of this revision	Alex Gosper	Traffic Manager	10/12/2024	
Review				
Approval	Andrew Marsonet	Project Director	17/01/2024	

Project revision history

Rev	Date	Description of changes
A	17/01/2024	Original issue
B	21/02/2024	Updated following TfNSW's comments
C	28/02/2024	Updated following TfNSW's comments
D	12/03/2024	Updated following TfNSW's comments
0	13/03/2024	For issue to DPHI
01	16/04/2024	To address comments from DPHI
02	02/05/2024	To address comments from DPHI
03	26/06/2024	To address comments from DPHI
04	2/12/2024	Updated to include local roads for Phase 2 and Phase 3 works
05	10/12/2024	Updated following DPHI RFI

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Abbreviations and definitions

Term	Meaning
ACA	Acciona Construction Australia
ACCIONA	All Australian and New Zealand subsidiaries of Corporacion ACCIONA Infraestructuras S.L. (CAI).
CCS	Community Communications Strategy
CJP	Customer Journey Planning
CJM	Customer Journey Management
ROL	Road Occupancy Licence
SWTC	Scope of Works and Technical Criteria
TCWS	Traffic Control at Worksites Manual Version 6.1
TCG	Traffic Coordination Group
TfNSW	Transport for NSW
TGS	Traffic Guidance Scheme (formerly Traffic Control Plan)
TMP	Traffic Management Plan
TMSP	Traffic Management and Safety Plan (This Plan)
TTLG	Traffic and Transport Liaison Group
VMP	Vehicle Movement Plan
VMS	Variable Message Sign
WFU	Warringah Freeway Upgrade
WHT	Western Harbour Tunnel
WCX3B	M4-M5 Link Rozelle Connection Project (Westconnex Stage 3B)

1. Introduction

This Heavy Vehicle Local Road document (HVLR) has been prepared in accordance with Minister's Condition of Approval (CoA) condition E132 and E133 for the Western Harbour Tunnel project (the WHT) project (the Project).

CoA E132 specifically states that:

> *Local roads proposed to be used by heavy vehicles to directly access the construction boundary and ancillary facilities that are not shown in Figure 5-7 to 5-22 inclusive of Appendix F of the EIS, Figure 7-1 of the Modification 1 Report and Figure 9.2 of the Modification 2 Report, as described in Condition A1 must be approved by the Planning Secretary and included in the Traffic, Transport and Access Management CEMP Sub-plan.*

The local roads proposed to be used are related to utilities work – specifically the 33kv installation – and are not directly accessing the construction boundary or an ancillary facility. However, as this work is expected to impact local roads in the Rozelle area, this document has been prepared in accordance with CoA E133 to document how ACCIONA has considered the use of these roads to ensure the ongoing safety of road users, pedestrians, and cyclists.

1.1 Project Overview

The WHT is a major transport infrastructure project that will make it easier, faster and safer to travel around Sydney. By creating a western bypass of the Sydney CBD, the WHT will take pressure off the Sydney Harbour Bridge, Sydney Harbour Tunnel, Anzac Bridge and Western Distributor corridors to improve transport capacity in and around Sydney Harbour.

The tunnel project will be constructed using two Tunnel Boring Machines (TBMs) to tunnel through clean sandstone under Sydney Harbour, while roadheaders will excavate the clean sandstone on the north side of the Harbour. Using the TBMs will eliminate any dredging activities through the Sydney Harbour seabed, removing risks to the marine environment and biodiversity and the need for construction sites at Yurulbin Point and Berrys Bay, significantly reducing construction impacts for thousands of residents in Birchgrove and Waverton.

Once all excavation activities are finished, the roadheaders will be removed from the two northern tunnelling construction sites and the TBMs will be disassembled and removed in pieces. The larger parts of the TBMs that cannot be removed will be buried underground allowing for the mechanical and electrical (M&E) work to fit out the tunnels with lighting, safety features, and jet fans to proceed.

1.2 Site Overview

The installation of underground 33KV power lines will be carried out as permanent works required to service worksite operational requirements such as the TBMs. At the completion of the work, the power service will be retained to power the Western Harbor Tunnel.

These works will take place using a combination of short-term and long-term traffic management arrangements in Rozelle and Lilyfield, within the Inner West council area. The alignment of 33KV power lines will traverse along the following streets:

- Manning Street
- Moodie Street
- Waterloo Street
- Belmore Street
- Evans Street
- Denison Street
- Cheltenham Street
- O'Neill Street

- Lamb Street

An overview of these locations has been provided below.

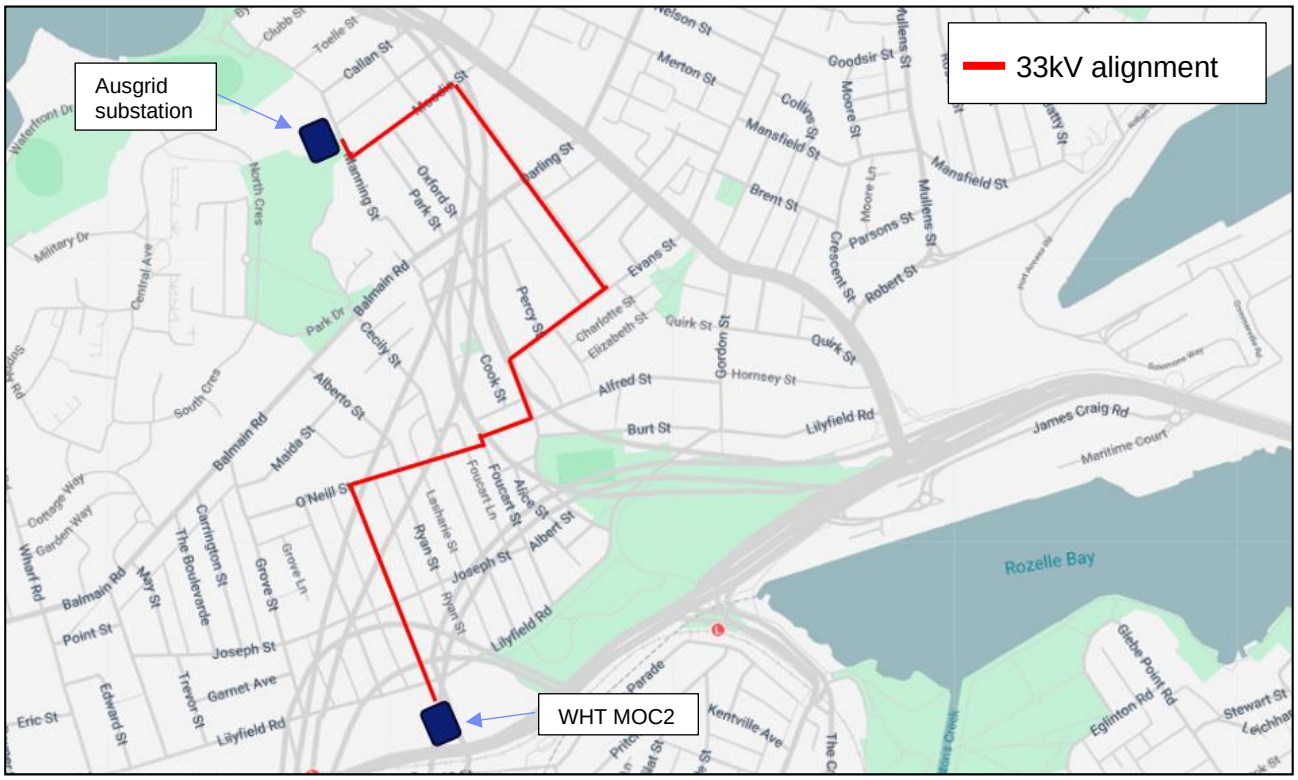


Figure 1 - Location of works. 33kV alignment

1.3 Scope

This HVLR document summarises the use of heavy vehicles on local roads during the 33KV installation work and the associated rectification and remediation work once installed. This document identifies associated risks and mitigations and demonstrates compliance with the Minister's Conditions of Approval E133.

The installation of the underground 33KV power lines will require heavy vehicles to use local roads that are not shown in Figure 5-7 to 5-22 inclusive of Appendix F of the EIS, Figure 7-1 of the Modification 1 Report and Figure 9.2 of the Modification 2 Report.

The additional local roads required for heavy vehicles completing the proposed works and are being requested to the Planning Secretary, are listed below within Table 1.

Table 1: Summary of Local roads detailed within this HVLR document

Summary of local roads				
Local road	**Direction of use**	**Description of use during construction**	**Expected vehicle types**	**Approximate dates of use**
Callan Street	Eastbound and Westbound (between Manning St and McCleer St) Westbound (between Victoria Road and McCleer St)	To facilitate movements to and from Victoria Road. This local road is one of the most direct access routes to the Rozelle substation from Victoria Road (state road).	Heavy vehicles with turning capacity equal to or better than a standard 8.8m service vehicle	Between December 2024 and September 2025

Summary of local roads				
Local road	**Direction of use**	**Description of use during construction**	**Expected vehicle types**	**Approximate dates of use**
Cambridge Street	Northbound and Southbound	To facilitate movements to and from Victoria Road. This local road provides a necessary connection for heavy vehicles to return to Darling Street during works, to avoid u-turning or reversing within Moodie Street during works.	Heavy vehicles with turning capacity equal to or better than a standard 8.8m service vehicle	Between December 2024 and September 2025
Grove Street	Northbound and Southbound	This local road is wider than the other adjacent streets, and is required to provide a more suitable route for the truck delivery of the cable drum to the site.	Heavy vehicles with turning capacity equal to or better than a 19m semi-trailer	Between December 2024 and September 2025
Manning Street	Northbound and Southbound	To provide immediate access to the work area on this street	Heavy vehicles with turning capacity equal to or better than a standard 8.8m service vehicle	Between December 2024 and September 2025
McCleer Street	Southbound	To facilitate movements. This local road provides a connection between Callan Street and Moodie Street, approximately where the cable pulling pit is located, and will be a necessary connection to avoid trucks u-turning and reversing in local roads where possible.	Heavy vehicles with turning capacity equal to or better than a standard 8.8m service vehicle	Between December 2024 and September 2025
Moodie Street	Eastbound and Westbound	To provide immediate access to the work area on this street	Heavy vehicles with turning capacity equal to or better than a 19m semi-trailer	Between December 2024 and September 2025
Toelle Street	Eastbound and Westbound	To facilitate movements to and from Victoria Road. This local road is one of the most direct access routes to the Rozelle substation from Victoria Road (state road).	Heavy vehicles with turning capacity equal to or better than a standard 8.8m service vehicle	Between December 2024 and September 2025
Waterloo Street	Northbound and Southbound	To provide immediate access to the work area on this street	Heavy vehicles with turning capacity equal to or better than a 19m semi-trailer	Between December 2024 and September 2025
Belmore Street	Northbound	To provide immediate access to the work area on this street.	Heavy vehicles with turning capacity equal to or better than a	Between June 2024 and September 2025

Summary of local roads				
Local road	**Direction of use**	**Description of use during construction**	**Expected vehicle types**	**Approximate dates of use**
			standard 8.8m service vehicle	
Evans Street	Eastbound and Westbound	To provide immediate access to the work area on this street. And, to facilitate movements to and from Victoria Road, for other work sites located along the 33kv alignment.	Heavy vehicles with turning capacity equal to or better than a 19m semi-trailer vehicle	Between June 2024 and September 2025
Denison Street	Northbound and Southbound	To provide immediate access to the work area on this street. And, to facilitate movements to and from Victoria Road and Darling Street, for other work sites located along the 33kv alignment.	Heavy vehicles with turning capacity equal to or better than a 19m semi-trailer vehicle	Between June 2024 and September 2025
Cheltenham Street	Westbound	To provide immediate access to the work area on this street.	Heavy vehicles with turning capacity equal to or better than a standard 8.8m service vehicle	Between June 2024 and September 2025
O'Neill Street	Eastbound and Westbound (between Justin Street & Cecily Street) Westbound (between Foucart Street & Cecily Street)	To provide immediate access to the work area on this street. And, to facilitate movements to and from Lilyfield Road, for other work sites located along the 33kv alignment.	Heavy vehicles with turning capacity equal to or better than a 19m semi-trailer vehicle	Between June 2024 and September 2025
Cecily Street	Northbound and Southbound	To facilitate movements to and from Lilyfield Road, for work sites along the 33kv route, west of Foucart Street. This will be required particularly at times when road closures or one-way traffic arrangements prevent movements using O'Neill Street and Lamb Street. This street was identified to be the safest option compared to other nearby streets.	Heavy vehicles with turning capacity equal to or better than a 19m semi-trailer vehicle	Between June 2024 and September 2025
Alberto Street	Northbound and Southbound	To provide a more immediate connection to/from a regional road (Balmain Road) particularly for works near O'Neill	Heavy vehicles with turning capacity equal to or better than a	Between June 2024 and September 2025

Summary of local roads				
Local road	**Direction of use**	**Description of use during construction**	**Expected vehicle types**	**Approximate dates of use**
		Street, Foucart Street and Cheltenham Street. This will help reduce the amount time and distance that heavy vehicles are traveling on local roads. Alberto Street was selected due to its existing conditions being able to support safe heavy vehicle travel.	standard 8.8m service vehicle	
Lamb Street	Northbound and Southbound	To provide immediate access to the work area on this street. And, to facilitate movements to and from Lilyfield Road, for other work sites located along the 33kv alignment.	Heavy vehicles with turning capacity equal to or better than a 19m semi-trailer vehicle	Between June 2024 and September 2025
Justin Street	Northbound and Southbound	To facilitate movements to and from Lilyfield Road, for work sites along the 33kv route, west of Foucart Street. This will be required particularly at times when road closures or one-way traffic arrangements prevent movements using O'Neill Street and Lamb Street. This street was identified to be the safest option compared to other nearby streets.	Heavy vehicles with turning capacity equal to or better than a standard 8.8m service vehicle	Between June 2024 and September June 2025

Other roads proposed to be used as part of accessing and egressing from the site locations are state or regional roads. These roads are briefly included within this document for context only. Utilisation of these state or regional roads do not require approval as part of this HVLR document.

1.4 Related Documents

In accordance with Section 6.3 of the TTAMP, a site specific TMP will be developed for the proposed 33kv installation. The TMP outlines how the Project will safely manage interactions between construction vehicles, workers, public vehicles, pedestrians and cyclists. The TMPs will specify the road safety and traffic management measures to be applied while undertaking construction works to ensure pedestrian, cyclist and motorist safety.

Prior to the commencement of work, the TMP will be required to be approved by Customer Journey Planning (CJP).

Also, where road occupancy is required, a Road Occupancy Licence will be issued by CJP and must be in place before any activities that trigger road occupancy occurs.

Where parking is required to be impacted, a Construction Parking and Access Strategy (CPAS) - South will be developed and approved by the Secretary in accordance with CoA E140.

1.5 Certified Author

In accordance with MCoA E133(e) this document constitutes ‘advise from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a), (b), (c) and (d)’ of MCoA E133.

The author of this document is a TfNSW accredited Level 3 Road Safety Auditor as evidenced at https://www.roadsafetyregister.com.au/. The author also has extensive experience in the industry and therefore is considered appropriately qualified.

2. Proposed routes

2.1 Heavy vehicle routes

As described above, heavy vehicles associated with proposed works will need to use a number of additional local roads to gain access to, and egress from site.

The following local roads required for the proposed work that have not previously been approved are listed below. This revision of the HVLR seeks approval for the use of these local roads for the period between December 2024 and September 2025.

- Callan Street
- Cambridge Street
- Grove Street
- Manning Street
- McCleer Street
- Moodie Street
- Toelle Street
- Waterloo Street

The following local roads which have been previously approved as part the *Heavy Vehicle Local Roads (HVLR) – 33kV Installation – Lilyfield and Rozelle* (WHTP2-ACOC-WHT-TF-GE01-PLN-000012 Rev 03) are still required for the proposed works. This revision of the HVLR seek an extension of the timeframe to respond to delays, however no change in the amount of vehicles or work required. The expected duration of use has been extended by 3 months (previously approved end use of June 2025. This revision of the HVLR seek approval for use until September 2025).

- Belmore Street
- Evans Street
- Denison Street
- Cheltenham Street
- O'Neill Street
- Cecily Street
- Alberto Street
- Lamb Street
- Justin Street

On approach to these local roads, heavy vehicles will utilise a number of other state and regional roads that do not require approval as part of this HVLR document, including:

- Victoria Road
- Darling Street
- Lilyfield Road
- Catherine Street
- Balmain Road
- City West Link

Access and egress routes will remain consistent during works and are further demonstrated below within Figure 2 a full copy of the Vehicle Movement Plan (VMP) is also provided within Appendix D.

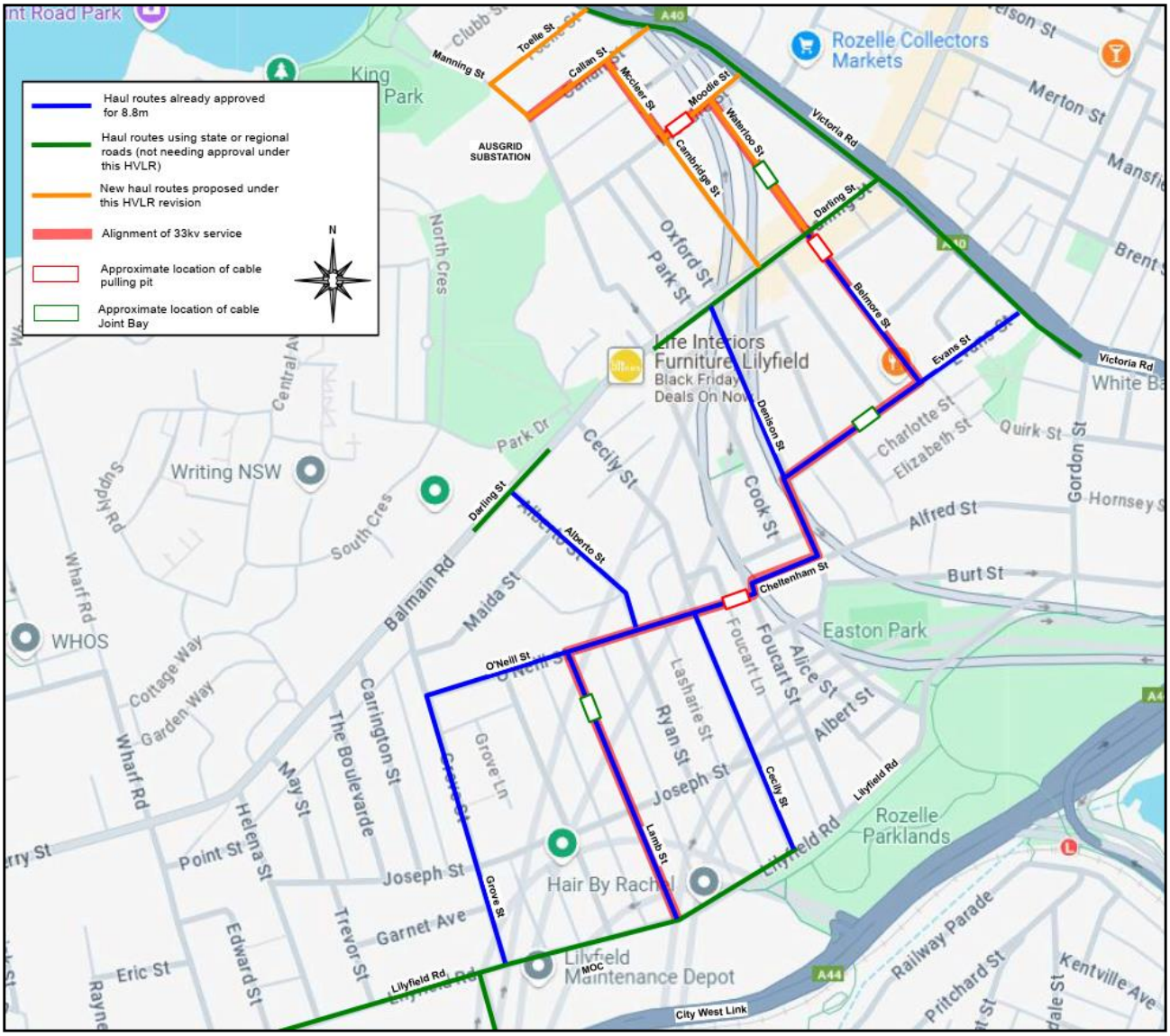


Figure 2 - Heavy vehicle routes required for the proposed works (Figure 1 of 2)

2.1.1 Justification for the use of local roads

The use of local roads as detailed within Section 2.1 of this document are unavoidable for the purpose of completing the proposed works outlined within Section 1.2. A full summary of roads proposed for use and the associated justification for each road is listed below within Table 2.

Table 2: Justification for the use of local roads

ROAD	JUSTIFICATION FOR USE
Callan Street	While the 33kv works are not located on Callan Street, heavy vehicle use of the street will still be required. This local road is one of the most direct access routes to the Rozelle substation from Victoria Road (state road).
Cambridge Street	While the 33kv works are not located on Cambridge Street, this local road provides a necessary connection for heavy vehicles to return to Darling Street during works, to avoid u-turning or reversing within Moodie Street during works.
Grove Street	While the 33kv works are not located on Grove Street, this local road is wider than the other adjacent streets and is required to provide a more suitable route for the truck delivery of the cable drum to the site.
Manning Street	The alignment of the 33kv works is underneath this street. For this reason, it is not possible to avoid the use of this street for the purpose if completing the works detailed within this document.
McCleer Street	While the 33kv works are not located on McCleer Street, this local road provides a connection between Callan Street and Moodie Street, approximately where the cable pulling pit is located, and will be a necessary connection to avoid trucks u-turning and reversing in local roads where possible.
Moodie Street	The alignment of the 33kv works is underneath this street. For this reason, it is not possible to avoid the use of this street for the purpose if completing the works detailed within this document.
Toelle Street	While the 33kv works are not located on Toelle Street, heavy vehicle use of the street will still be required. This local road is one of the most direct access routes to the Rozelle substation from Victoria Road (state road).
Waterloo Street	The alignment of the 33kv works is underneath this street. For this reason, it is not possible to avoid the use of this street for the purpose if completing the works detailed within this document.
Belmore Street [1]	The alignment of the 33kv works is underneath this street. For this reason, it is not possible to avoid the use of this street for the purpose if completing the works detailed within this document.
Evans Street [1]	The alignment of the 33kv works is underneath this street. For this reason, it is not possible to avoid the use of this street for the purpose if completing the works detailed within this document.
Denison Street [1]	The alignment of the 33kv works is underneath this street. For this reason, it is not possible to avoid the use of this street for the purpose if completing the works detailed within this document.
Cheltenham Street [1]	The alignment of the 33kv works is underneath this street. For this reason, it is not possible to avoid the use of this street for the purpose if completing the works detailed within this document.
O'Neill Street [1]	The alignment of the 33kv works is underneath this street. For this reason, it is not possible to avoid the use of this street for the purpose if completing the works detailed within this document.
Cecily Street [1]	While the 33kv works are not located on Cecily Street, heavy vehicle use of the street will still be required.

ROAD	JUSTIFICATION FOR USE
	The reasons for use of this street includes: 1. During the 33kv works, multiple streets will at times be closed or converted to one-way traffic due to works associated with the installation of the 33kv powerline. To facilitate heavy vehicles access and egress from work areas, alternative streets (Cecily Street) need to be utilised. 2. Cecily Street was selected as an alternative street with consideration to: Existing public use, road widths, traffic speeds and local areas the street services. 3. A lack of alternative and more suitable options, to avoid the use of this street.
Alberto Street [1]	While the 33kv works are not located on Alberto Street, heavy vehicle use of the street will still be required. The reasons for use of this street includes: 1. During the 33kv works, multiple streets will at times be closed or converted to one-way traffic due to works associated with the installation of the 33kv powerline. To facilitate heavy vehicles access and egress from work areas, alternative streets (Alberto Street) need to be utilised. 2. Alberto Street was selected as an alternative street with consideration to: Existing public use, road widths, traffic speeds and areas the street services. 3. A lack of alternative and more suitable options, to avoid the use of this street. 4. To provide a more immediate connection to/from a regional road (Balmain Road) particularly for works near ONeill Street, Foucart Street and Cheltenham Street. This will help reduce the amount time and distance that heavy vehicles are traveling on local roads.
Lamb Street [1]	The alignment of the 33kv works is underneath this street. For this reason, it is not possible to avoid the use of this street for the purpose if completing the works detailed within this document.
Justin Street [1]	While the 33kv works are not located on Justin Street, heavy vehicle use of the street will still be required. The reasons for use of this street includes: 1. During the 33kv works, multiple streets will at times be closed or converted to one-way traffic due to works associated with the installation of the 33kv powerline. To facilitate heavy vehicles access and egress from work areas, alternative streets (Justin Street) need to be utilised. 2. Justin Street was selected as an alternative street with consideration to: Existing public use, road widths, traffic speeds and areas the street services. 3. A lack of alternative and more suitable options, to avoid the use of this street.

Note

[1] Local roads previously approved as part the *Heavy Vehicle Local Roads (HVLR) – 33kV Installation – Lilyfield and Rozelle* (WHTP2-ACOC-WHT-TF-GE01-PLN-000012 Rev 03)

2.1.2 Construction heavy vehicle volumes

Construction heavy vehicle volumes are expected to be minimal during works. The works would require one crew moving progressively along the alignment. An approximate of 10-20 heavy vehicles movements per day is expected to facilitate the completion of the Inner West Utility Installation works and the rectification and resurfacing of the pavement as required. Construction activities will not be occurring simultaneously on all streets at the same time. Each pit/joint bay will require approximately 20-25 days of construction activities. Once completed, the work crew will move on to the next pit along the alignment. The total expected heavy vehicle movements are further detailed below within Table 3.

Table 3 Anticipated construction vehicle volumes

Description	Total daily vehicle movements	Morning peak vehicle movements (6am to 10am)		Evening peak vehicle movements (3pm to 7pm)	
	Heavy	Heavy (8.8m vehicle)	Heavy (19m semi)	Heavy (8.8m vehicle)	Heavy (19m semi) *
Callan Street	20	8	-	8	-
Cambridge Street	20	8	-	8	-
Grove Street	20	-	2	-	-
Manning Street	20	8	-	8	-
McCleer Street	20	8	-	8	-
Moodie Street	20	8	2	8	-
Toelle Street	20	8	-	8	-
Waterloo Street	20	8	4	8	-
Belmore Street	20	6	-	4	-
Evans Street	30	8	4	6	-
Denison Street	20	6	2	4	-
Cheltenham Street	20	6	-	4	-
O'Neill Street	30	8	2	6	-
Cecily Street	40	10	2	8	-
Alberto Street	20	6	-	4	-
Lamb Street	30	8	4	6	-
Justin Street	20	6	-	4	-

Notes:

- Vehicle volumes from previously approved HVLR (Rev 03) in Black. Proposed vehicle movements in Blue
- A heavy vehicle entering site is counted as one movement, when that same vehicle exits site, it is counted as a second movement.
- The movements represented above are the expected quantities for construction activities at each street. Construction activities on all streets will not occur simultaneously at the same time. An approximate of 10-20 heavy vehicles movements per day is expected to facilitate the Inner West Utility Installation Phase 2 works

***** No expected heavy vehicle (19m semi-trailer) movement within the evening peak (3pm to 7pm) window.

2.1.3 Heavy vehicle monitoring.

Trucks may be required to remove minor quantities of excavated material from each of the trenching sites to facilitate potential trenching and installation activities in the event the conduits are identified to be blocked as part of the mandrel activity. The material will be moved from the trenching sites to the laydown and stockpiling area located in at the Rozelle MOC2 site. The material will be temporarily stockpiled in the MOC2 site to either be reused as backfill for the 33kv trenches, or it will be classified in accordance with the Waste Classification Guidelines and removed from the MOC2 site and taken to a licenced waste facility.

Heavy vehicles associated with the MOC2 site will use state and regional roads only, therefore further detail on heavy vehicles at this site will be addressed outside of this document. This HVLR document is intended to detail the use of heavy vehicles on local roads only.

3. Compliance with CoA

Evidence of compliance with the requirements of CoA is outlined in Table 4 and summarised in the corresponding sections of this HVLR.

Evidence of compliance with CoA E133 for each local road proposed to be used is further detailed in Appendix C.

Table 4: Compliance Matrix

Document	Reference	Requirement	Where addressed
Instrument of Approval - SSI-8863	E132	Local roads proposed to be used by heavy vehicles to directly access the construction boundary and ancillary facilities that are not shown in Figure 5-7 to 5-22 inclusive of Appendix F of the EIS must be approved by the Planning Secretary and included in the Traffic, Transport and Access Management CEMP Sub-plan.	This document
	E133	All requests to the Planning Secretary under Condition E132 must include the following:	Each road is outlined in Appendix C
		(a) a swept path analysis;	Section 3.1 & Appendix A
		(b) demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;	This document & Section 6
		(c) provide details as to the date of completion of the road dilapidation surveys for the subject local roads;	Section 3.3
		(d) measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times; and	Section 3.4 Section 4
		(e) written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a), (b), (c), and (d) of this condition.	Section 1.5
	E136	Before any local road is used by a heavy vehicle for the purposes 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 council within three weeks of completion of the survey and no later than one month prior to the road being used by heavy vehicles associated with the CSSI.	Section 3.3
	E137	If damage to roads occurs as a result of the CSSI, the Proponent must either (at the relevant road authority's discretion):	Section 3.3
		(a) compensate the relevant road authority for the damage so caused; or	
		(b) rectify the damage to restore the road to at least the condition it was in pre-works as identified in the Road Dilapidation Report(s).	
	E141	During construction, all reasonably practicable measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected businesses and implemented prior to the disruption. Adequate signage and directions to businesses must be provided prior to, and for the duration of, any disruption.	Traffic Management Plan (TMP): WHTP2-ACOC-WHT-TF-GE01-PLN-000011 Construction Parking and Access Strategy (CPAS): WHTP2-ACOC-WHT-EV-PLN-000026

3.1 Swept path analysis

The heavy vehicles to be used on the nominated local roads will be limited to heavy vehicles with turning capacity equal to or better than a standard 8.8m service vehicle and 19m semi-trailers on specific roads only to access and egress from joint bays. A swept path analysis has been completed to show the turn movements performed during both access and egress movements, as well as turn movements along the proposed routes.

A copy of these swept paths can be found within Appendix A of this HVLR document with a summary of findings also provided below within Table 5.

Table 5: Summery of Swept Path Analysis

Summary of Swept Path Analysis				
Drawing number in Appendix A	**Description of location & movement**	**Vehicle size**	**Outcome of analysis**	**Parking impacts**
WHT2305-TW01-CS0-SPA-1301	Left turn – Victoria Road to Toelle Street	Standard 8.8m service vehicle	Movements can occur without any adjustments to the existing traffic arrangements.	NIL
	Left turn – Victoria Road to Callan Street			NIL
	Left turn – Callan Street to Mccleer Street		Small section of parking will need to be reserved by traffic control during movements.	1 space - short term removal during movements alongside traffic controls (no long-term removal required)
WHT2305-TW01-CS0-SPA-1302	Left turn –Toelle Street to Manning Street	Standard 8.8m service vehicle	Movements can occur without any adjustments to the existing traffic arrangements.	NIL
	Left turn – Manning Street to Callan Street			
WHT2305-TW01-CS0-SPA-1303	Left turn – Victoria Road to Moodie Street then Waterloo Street	19m Semi	Movements only to occur under full Traffic Control of the area	NIL
	Right turn – Waterloo Street to Moodie Street then left onto Victoria Road			
	Left turn – Mccleer Street to Moodie Street	Standard 8.8m service vehicle	Movements can occur without any adjustments to the existing traffic arrangements.	
WHT2305-TW01-CS0-SPA-1304	Left turn – Waterloo Street to Darling Street	19m Semi	Movements only to occur under full Traffic Control of the area	NIL
	Right turn – Darling Street to Waterloo Street			
WHT2305-TW01-CS0-SPA-1305	Left turn – Victoria Road to Evans Street	19m Semi	Movements only to occur under full Traffic Control of the area	NIL
	Left turn – Evans Street to Victoria Road		Movements can occur without any adjustments to the existing traffic arrangements.	
WHT2305-TW01-CS0-SPA-1306	Right turn – Evans Street to Denison Street	19m Semi	Movements only to occur under full Traffic Control of the area	2 spaces - short term removal during movements alongside traffic controls (no long-term removal required)

Summary of Swept Path Analysis				
Drawing number in Appendix A	**Description of location & movement**	**Vehicle size**	**Outcome of analysis**	**Parking impacts**
WHT2305-TW01-CS0-SPA-1307	Right turn – Lamb Street to O'Neill Street	19m Semi	Movements only to occur under full Traffic Control of the area	2 spaces - short term removal during movements alongside traffic controls (no long-term removal required)
	Right turn – O'Neill Street to Cecily Street			2 spaces - short term removal during movements alongside traffic controls (no long-term removal required)
	Left turn – Cecily Street to O'Neill Street			NIL
	Left turn – O'Neill Street to Lamb Street			
WHT2305TW01-CS0-SPA-1308	Right turn – Denison Street to Darling Street	19m Semi	Movements only to occur under full Traffic Control of the area	NIL
WHT2305-TW01-CS0-SPA-1309	Left turn – Lilyfield Road to Cecily Street	19m Semi	Movements can occur without any adjustments to the existing traffic arrangements.	NIL
	Right turn – Cecily Street to Lilyfield Road			
WHT2305-TW01-CS0-SPA-1310	Left turn – Lilyfield Road to Lamb Street	19m Semi	Movements only to occur under full Traffic Control of the area. Small section of parking will need to be reserved by traffic control during movements.	1 space - short term removal during movements alongside traffic controls (no long-term removal required)
WHT2305-TW01-CS0-SPA-1311	Right turn – Grove Street to O'Neill Street	19m Semi	Movements can occur without any adjustments to the existing traffic arrangements	NIL
	Left turn – O'Neill Street to Grove Street			
WHT2305-TW01-CS0-SPA-1312	Left turn – Lilyfield Road to Grove Street	19m Semi	Movements can occur without any adjustments to the existing traffic arrangements	NIL
	Right turn – Grove Street to Lilyfield Road			
WHT2305-TW01-CS0-SPA-681	Right turn – Belmore Street to Darling Street	Standard 8.8m service vehicle		NIL

Summary of Swept Path Analysis				
Drawing number in Appendix A	**Description of location & movement**	**Vehicle size**	**Outcome of analysis**	**Parking impacts**
	Left turn – Darling Street to Victoria Road		Movements can occur without any adjustments to the existing traffic arrangements.	
WHT2305-TW01-CS0-SPA-682	Right turn – Denison Street to Darling Street	Standard 8.8m service vehicle	Movement can occur without any adjustments to the existing traffic arrangements.	NIL
WHT2305-TW01-CS0-SPA-683	Left turn – Balmain Road to Alberto Street	Standard 8.8m service vehicle	Movement can occur without any adjustments to the existing traffic arrangements.	NIL
WHT2305-TW01-CS0-SPA-684	Left turn – Evans Street to Victoria Road Left turn – Victoria Road to Evans Street	Standard 8.8m service vehicle	Movements can occur without any adjustments to the existing traffic arrangements. Noting lane sharing is required for the left turn from Victoria Road to Evans Street.	NIL
WHT2305-TW01-CS0-SPA-685	Right turn – Evans Street to Belmore Street Left turn – Evans Street to Belmore Street	Standard 8.8m service vehicle	Movements can occur without any adjustments to the existing traffic arrangements.	NIL
WHT2305-TW01-CS0-SPA-686	Right turn – Evans Street to Denison Street Left turn – Evans Street to Denison Street	Standard 8.8m service vehicle	Movements can occur without any adjustments to the existing traffic arrangements.	NIL
WHT2305-TW01-CS0-SPA-687	Right turn – Denison Street to Cheltenham Street	Standard 8.8m service vehicle	Movements can occur without any adjustments to the existing traffic arrangements. It is noted that movements require partial use of the opposing traffic lane on O'Neill Street. Considering this scenario is no different from the manoeuvre that other public traffic (including light vehicles)	NIL

Summary of Swept Path Analysis				
Drawing number in Appendix A	**Description of location & movement**	**Vehicle size**	**Outcome of analysis**	**Parking impacts**
	Through/chicane movement – Cheltenham Street to O'Neill Street		perform, the low quantity of construction traffic proposed and lack of alternative routes, this manoeuvre is considered appropriate without the need to change existing traffic conditions.	
WHT2305-TW01-CS0-SPA-688	Right turn – Alberto Street to O'Neill Street	Standard 8.8m service vehicle	Movements can occur without any adjustments to the existing traffic arrangements.	NIL
	Left turn – Cecily Street to O'Neill Street			
	Left turn – Oneill Street to Cecily Street			
WHT2305-TW01-CS0-SPA-689	Right turn – Justin Street to O'Neill Street	Standard 8.8m service vehicle	Movements can occur without any adjustments to the existing traffic arrangements.	NIL
	Right turn – O'Neill Street to Lamb Street			
	Left turn – O'Neill Street to Lamb Street			
WHT2305-TW01-CS0-SPA-690	Right turn – Cecily Street to Lilyfield Road	Standard 8.8m service vehicle	Movements can occur without any adjustments to the existing traffic arrangements.	NIL
	Left turn – Lilyfield Road to Cecily Street			
WHT2305-TW01-CS0-SPA-691	Right turn – Lamb Street to Lilyfield Road	Standard 8.8m service vehicle	Movements can occur without any adjustments to the existing traffic arrangements.	NIL
	Left turn – Lilyfield Road to Justin Street			

Summary of Swept Path Analysis				
Drawing number in Appendix A	**Description of location & movement**	**Vehicle size**	**Outcome of analysis**	**Parking impacts**
WHT2305-TW01-CS0-SPA-692	Left turn – Lilyfield Road to Catherine Street	Standard 8.8m service vehicle	Movement can occur without any adjustments to the existing traffic arrangements.	NIL
WHT2305-TW01-CS0-SPA-693	Right turn – Catherine Street to City West Link	Standard 8.8m service vehicle	Movements can occur without any adjustments to the existing traffic arrangements.	NIL
	Left turn – Catherine Street to City West Link			
WHT2305-TW01-CS0-SPA-694	Right turn – Balmain Road to Lilyfield Road	Standard 8.8m service vehicle	Movements can occur without any adjustments to the existing traffic arrangements.	NIL
	Right turn – City West Link to Balmain Road			
	Left turn – City West Link to Balmain Road			

Following review of the Swept Path Analysis provided within Appendix A, and further detailed above within Table 5, it is deemed that no issues with the proposed haul routes exist, This determination has been made by considering both the exiting site conditions and the proposed additional management measures detailed within Section 4.

It's further noted that as described within Table 5 above, some minor short-term parking removal will be required to facilitate the movements of heavy vehicles. The parking removal is limited and will only be required while the movements take place and will be supported by traffic controllers.

3.2 Road safety analysis

The risk elements were identified as:

- Childcare centre as detailed within Section 3.4.2
- Pedestrian interface as detailed within Section 3.4.4
- Cyclist interface as detailed within Section 3.4.5
- Interface between other public traffic on narrow roads and intersections, including but not limited to;
    - Belmore Street
    - O'Neill Street between Foucart Street and Cecily Street
    - Turn movements at the intersection of Denison Street to Cheltenham Street
    - Cheltenham Street
    - Turn movements required at the Intersection of Cheltenham Street and O'Neil Street
    - When entering and exiting the worksite locations

These risks have been reviewed considering both existing site conditions, and additional controls that will be implemented to ensure the safe movement of heavy vehicles. Details of where these risks are identified for each road are included in Appendix C.

Existing site conditions that mitigate road safety risks:

- Low speed environment,
- Good visibility in most areas along the proposed haul routes,
- Exiting cyclist warning signage and line marking,
- Low to moderate traffic volumes,
- Established pedestrian walkways along both sides for the majority of the proposed haul routes,
- Routes are confined to mostly residential areas, meaning residents will become familiar with the works.

3.3 Road dilapidation survey

A road dilapidation survey was completed on 25th October 2023 and provided to Inner West Council on 27th November 2023 in accordance with condition E136. Inner West Council have made no comments on the dilapidation report at the time of writing this HVLR.

Any new roads (not previously captured by the initial dilapidation inspection) have had a new dilapidation inspection undertaken on 10 September 2024. The reports have been issued to Inner West Council on 20 September 2024. Inner West Council have made no comments on the dilapidation report at the time of writing this HVLR.

The proposed heavy vehicle movements are minimal and therefore degradation of the road is not expected. Despite this, the road will be checked during and after use to ensure damage has not occurred. If damage occurs, ACCIONA will reinstate to a condition it was in pre-works as identified in the road dilapidation report.

3.4 Interface with sensitive road users

Where these interfaces exist, they have been highlighted for each road in Appendix C.

3.4.1 Schools

The proposed additional local roads requested within this HVLR does not pass by any schools.

3.4.2 Aged care facilities

The proposed additional local roads requested within this HVLR does not pass by any aged care facilities.

3.4.3 Childcare facilities

Majority of the proposed additional local roads requested within this HVLR does not pass by any childcare facilities.

The use of Justin Street and O'Neill Street would pass by a childcare facility, Lilyfield Early Learning Centre. The early learning centre is located on the corner of Justin Street and O'Neill Street. Consultation with the centre has identified that typical pick-up and drop-off times are: 8am to 9am and 4pm to 5pm weekdays. The Project have adopted pick-up and drop-off times of 730am-930am and 4pm to 6pm weekdays for a conservative approach. Use of this intersection is expected to be minimal during the adopted pick up and drop off times with the majority of heavy vehicles using Lamb Street and O'Neill Street during the proposed works. Movements would be further reduced during pick-up and drop-off times and where movements need to occur during these times, additional traffic control will be in place.

3.4.4 Pedestrians

The works and proposed haul routes are located within proximity to residential, commercial and recreational areas that generate significant pedestrian volumes. Well established footpaths are provided in most areas along the proposed haul routes, with exception to:

- Callan Street
  - Narrow footpaths are present for a majority of the street,
  - Residents often park car and have bins located on the footpaths.
- McCleer Street
  - Narrow footpaths are present for a majority of the street,
  - Residents often park car and have bins located on the footpaths.
- Belmore Street
  - Narrow footpaths are present for a majority of the street,
  - Residents often have bins located on the footpaths.
- Cheltenham Street
  - Narrow footpaths a present for a majority of the street,
  - Various power poles and other roadside infrastructure partially obstructs the footpaths.
- O'Neill Street
  - Footpaths are narrow between Foucart Street and Cecily Street,
  - No footpath exists on the northern side of the road between Foucart Street and Foucart Lane.
- Lamb Street
  - There's no footpath connectivity to Lilyfield Road.
- Justin Street
  - A staircase exists on the eastern side of the road, south of Joseph Street,
  - An option of a narrow footpath or staircase exists on the western side of the road, south of Joseph Street.

The haul routes are not anticipated to have any impact on existing pedestrian facilities. However, with consideration to existing footpath conditions and haul routes being on local roads and near residential, commercial and recreational areas, it is highly likely that pedestrians would cross or walk on the road in locations where pedestrian facilities do not exist.

Refer to Section 4 of this HVLR document for mitigation measures to be installed.

3.4.5 Cyclists

According to the TfNSW cycleway finder map, some of the proposed haul routes are designated as 'general roads' (where bicycles share space with motor vehicles). These roads include:

- Moodie Street
- Waterloo Street
- Belmore Street
- Evans Street
- Denison Street
- Cheltenham Street
- O'Neill Street
- Cecily Street

The cycle routes overlayed with the proposed haul routes is shown within Figure 3 below.

Refer to Section 4 of this HVLR document for management measures to be implemented during the works.

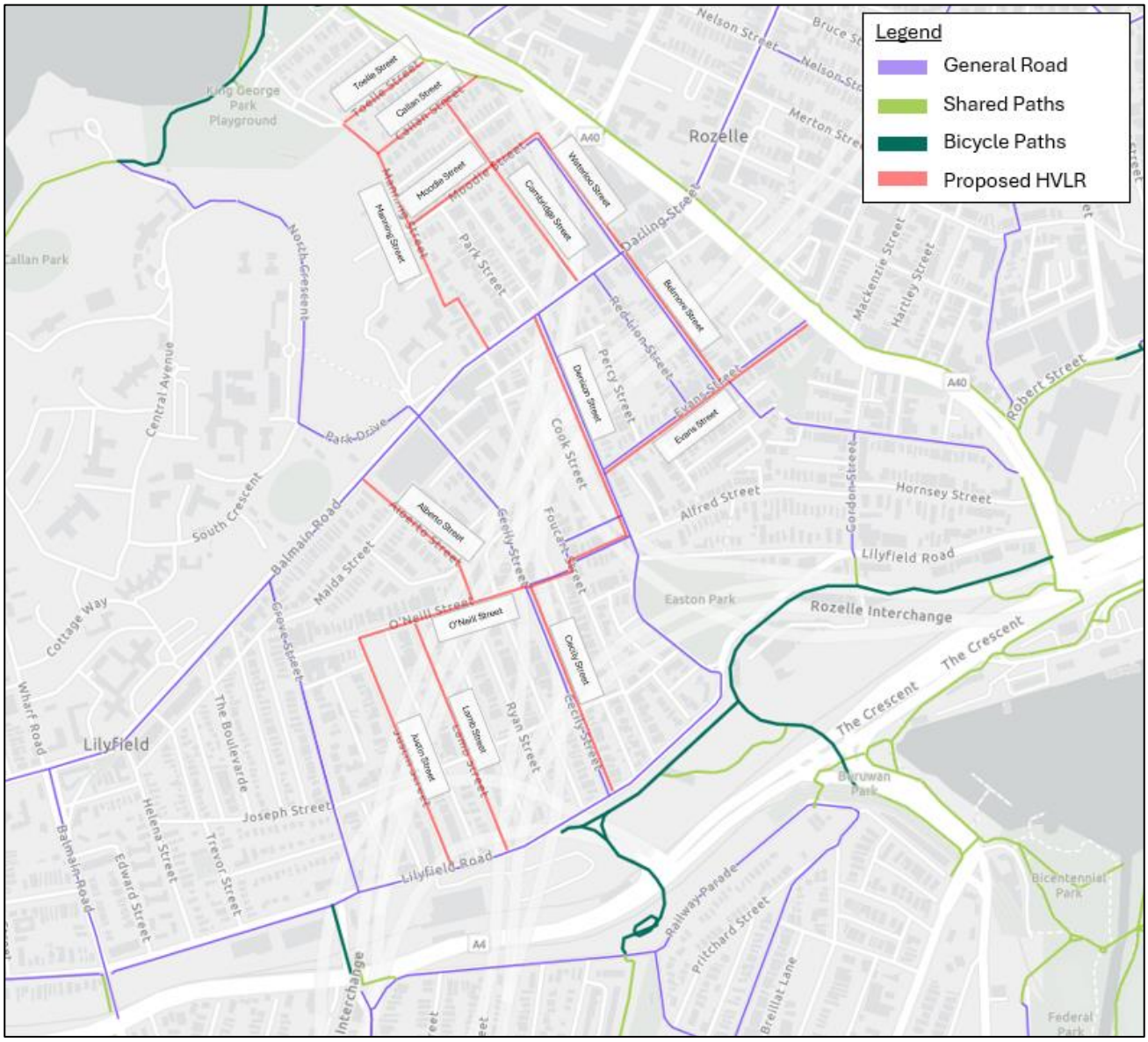


Figure 3 - TfNSW Cycleway Finder Map

4. Construction management & mitigation measures

Management measures to manage the heavy vehicles for the proposed works would include the following:

- A TMP would be approved by CJP prior to works commencing.
- A Traffic Guidance Scheme (TGS) will be prepared with details of the traffic controls to be implemented for the duration of the proposed works on each road. The TGS will be provided to Council for consultation and to CJP for approval. No proposed works is to be undertaken until the TGS is approved.
- A Road Occupancy Licence will be obtained prior to occupying the road for the proposed works.
- Traffic controllers will be positioned at each site entry and exit where construction vehicles over 4.5t are required to enter or exit site. The traffic controller will be tasked with ensuring safe construction vehicle and public interaction.
- Heavy vehicle movements past the Lilyfield Early Learning Centre, located at the intersection of Justin Street and O'Neill Street will be reduced during pick-up and drop-off times (730am to 930am and 4pm to 5pm weekdays). During these times, movements would be avoided completely, where possible. Where not possible, a Traffic Controller will be positioned at the intersection to ensure safe movements and interaction between construction vehicles and the public.
- Construction staff required to access and egress site in a vehicle will be briefed on the relevant VMP. Where applicable, construction vehicles will provide priority to public movements whenever entering or exiting site. Prestart talks that will cover:
    - Risks associated with pedestrian interface,
    - Risks associated with cyclist interface,
    - Risks associated with other public motorists,
    - The identified risk elements as listed above within Section 3.2,
    - Reducing heavy vehicle movements past the Lilyfield Early Learning Centre at the corner of Justin Street and O'Neill Street during morning and afternoon opening and closing times (730am to 930am and 4pm to 5pm weekdays).
- Vehicles will be selected to ensure they can perform turn movements equal to or better than a standard 8.8m service vehicle and 19m semi-trailer for those streets accessing the cable jointing pits, any larger vehicles will require an update to the HVLR document and resubmission to DPHI for review and approval.
- Use of roads not identified within this document are not permitted by heavy vehicles.
- Turn movements at either end of Cheltenham Street cannot be eliminated due to the location of works. However,
    - Movements through this street will be reduced where practical,
    - Movements associated with sites to the south/west of this street will utilise Lilyfield Road so that travel through this area will not be required,
    - Traffic control will be in place when works are occurring on this street.
- Residents will be notified of works taking place.
- All construction staff and drivers attending site are required to report any near misses, incidents, or safety concerns. All reports will be investigated by the project's construction, safety and traffic teams and actioned accordingly, including any additional controls identified as part of the investigation.

5. Consultation

Residents have been provided general notification of the works via November 2023 and January 2024 community updates. More specific and targeted notifications will be distributed through a range of measures starting in April 2024 until one week before the commencement of works. Community notification are undertaken using a range of techniques, which includes but not limited to fact sheet distributed via doorknock, emails, work slip distribution, social media post.

Out of hours work when scheduled will be communicated to residents affected by the works as outlined in the TMP and required by the communication methods outlined in the Community Consultation Strategy, and in accordance with Community Communication Strategy.

Notifications associated with these works will be submitted to TfNSW for approval prior to being distributed.

5.1.1 Inner West council

Inner West Council has been consulted about the works; through meetings and being sent a copy of the Traffic Management Plan showing the associated heavy vehicle routes. Council has also been provided a copy of the road dilapidation report and in accordance with condition E136.

A copy of the evidence showing submission of the dilapidation report is provided within Appendix B of this document.

6. Conclusion

The proposed use of heavy vehicles on roads identified within this document is critical for the installation of the 33KV service. Due to work locations, it is not possible to avoid the use of local roads to gain access to the sites. Routes nominated in this HVLR have been selected with consideration to:

- locations of work,
- exiting road conditions,
- swept path analysis; and
- the exiting use of the area.

To minimise risk of this proposal, a range of additional control measures would be implemented as outlined within Section 2. The proposed mitigation measures have been assessed and is considered suitable for the proposed use of these roads.

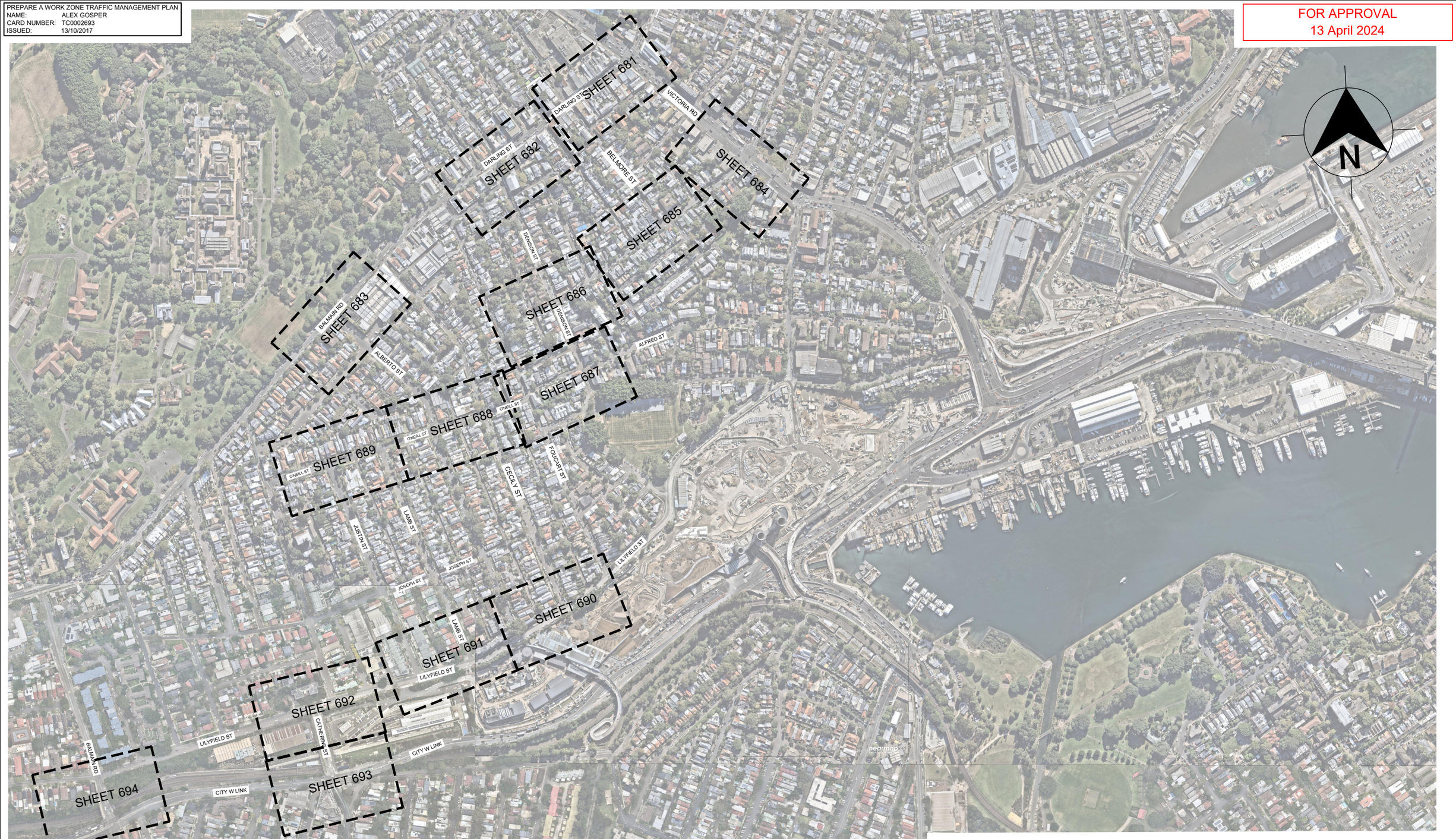
Traffic control will be in place to manage site access and egress. The local roads are expected to be used by heavy vehicles until September 2025. The works will not be constant and will only require limited use of additional local roads. The typical vehicle length will be 8.8m with some 19m semi-trailer sized vehicles necessary to transport the cable to the cable jointing pits along the alignment. Exceptions for some irregular deliveries will be managed under specific traffic control on a case by case.

A road dilapidation survey has been completed and supplied to Inner West council. Inspections of the route will be completed during and after use of the route with any damage identified reinstated to a condition it was in pre-works as identified in the road dilapidation report.

Appendix A: Swept path analysis

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
13 April 2024



NOTES:

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No.	Revision Description	Initials	Approved	Date
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A	FOR APPROVAL	AG	A. GOSPER	05.10.23

Prepared by

CIVLINK CONSULTING

Client

Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER
Check	A. GOSPER	Check	A. GOSPER
Approved	*A. GOSPER		
Date	5 OCT 2023		
Scale	DO NOT SCALE		

Client TfNSW
Project WESTERN HARBOUR TUNNEL - PACKAGE 3
Title 33kV INSTALLATION WORKS - LILYFIELD TO ROZELLE
HVLR SWEPT PATH ANALYSIS - LOCALITY PLAN

Sheet A3 Drawing No: WHT2305-TW01-CS0-SPA-680 Rev: A

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
13 April 2024

Service Vehicle (8.8 m)	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.500m

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NOTES:

1. SWEPT PATH BASED ON WORST CASE LOAD SIZE (8.2m SQUARE) FOR WIDTH CLEARANCE CHECKING

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No.	Revision Description	Initials	Approved	Date
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-	-	-	-	-
A	FOR APPROVAL	AG	A. GOSPER	05.10.23

Prepared by

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Client

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Approved	*A. GOSPER		
Date	05 OCT 2023		
Scale	1:200 (A3)	DO NOT SCALE	

Client TfNSW
Project WESTERN HARBOUR TUNNEL - PACKAGE 3
Title 33kV INSTALLATION WORKS - LILYFIELD TO ROZELLE
HVLR SWEPT PATH ANALYSIS (1 OF 14)

Sheet A3 Drawing No: WHT2305-TW01-CS0-SPA-681 Rev: A

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
13 April 2024

Service Vehicle (8.8 m)	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.500m

NOTES:

1. SWEPT PATH BASED ON WORST CASE LOAD SIZE (8.2m SQUARE) FOR WIDTH CLEARANCE CHECKING

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Prepared by: CIVLINK CONSULTING

Client

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Drawn	A. GOSPER	Designer	A. GOSPER
Check	A. GOSPER	Check	A. GOSPER
Approved	*A. GOSPER		
Date	05 OCT 2023		
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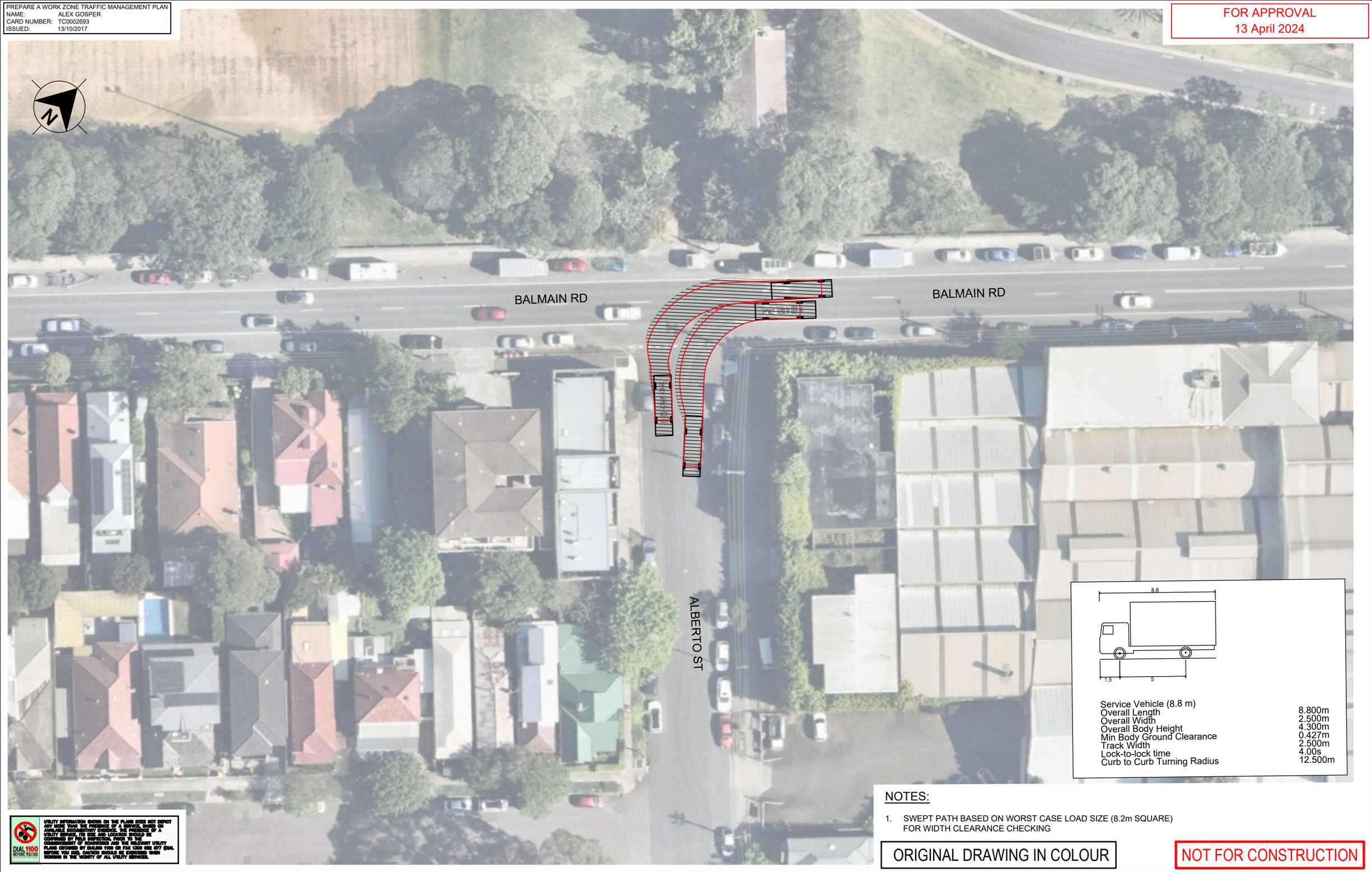
Client: TfNSW
Project: WESTERN HARBOUR TUNNEL - PACKAGE 3
Title: 33kV INSTALLATION WORKS - LILYFIELD TO ROZELLE HVLR SWEPT PATH ANALYSIS (2 OF 14)

Sheet: A3 Drawing No: WHT2305-TW01-CS0-SPA-682 Rev: A

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
13 April 2024



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Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.500m

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A	FOR APPROVAL	AG	A. GOSPER	05.10.23

Prepared by: CIVLINK CONSULTING

Client:

0 5 10 15 20m

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Approved	*A. GOSPER		
Date	05 OCT 2023		
Scale	1:200 (A3) DO NOT SCALE		

Client: TfNSW
Project: WESTERN HARBOUR TUNNEL - PACKAGE 3
Title: 33kV INSTALLATION WORKS - LILYFIELD TO ROZELLE
HVLR SWEPT PATH ANALYSIS (3 OF 14)

Sheet: A3 Drawing No: WHT2305-TW01-CS0-SPA-683 Rev: A

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
13 April 2024

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Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.500m

NOTES:

1. SWEPT PATH BASED ON WORST CASE LOAD SIZE (8.2m SQUARE) FOR WIDTH CLEARANCE CHECKING

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A	FOR APPROVAL	AG	A. GOSPER	05.10.23

Prepared by
CIVLINK CONSULTING

Client

0 5 10 15 20m
Dimensions in metres unless otherwise noted

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Check	A. GOSPER	Check	A. GOSPER
Approved	*A. GOSPER		
Date	05 OCT 2023		
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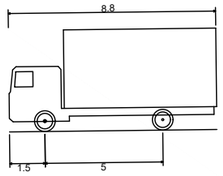
Client	TfNSW
Project	WESTERN HARBOUR TUNNEL - PACKAGE 3
Title	33kV INSTALLATION WORKS - LILYFIELD TO ROZELLE HVLR SWEPT PATH ANALYSIS (4 OF 14)
Sheet	A3
Drawing No:	WHT2305-TW01-CS0-SPA-684
Rev:	A

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
13 April 2024



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Curb to Curb Turning Radius	12.500m

RED LION ST
BELMORE ST
EVANS ST
EVANS ST
CATHERINE ST
CHARLOTTE ST
KENNIFF ST
N

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-	-	-	-	-
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A	FOR APPROVAL	AG	A. GOSPER	05.10.23

Prepared by: CIVLINK CONSULTING

Client:

0 5 10 15 20m
Dimensions in metres unless otherwise noted

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Check	A. GOSPER	Check	A. GOSPER
Approved	*A. GOSPER		
Date	05 OCT 2023		
Scale	1:200 (A3)		DO NOT SCALE

Client: TfNSW
Project: WESTERN HARBOUR TUNNEL - PACKAGE 3
Title: 33kV INSTALLATION WORKS - LILYFIELD TO ROZELLE
HVLR SWEPT PATH ANALYSIS (5 OF 14)

Sheet: A3
Drawing No: WHT2305-TW01-CS0-SPA-685
Rev: A

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
13 April 2024

Service Vehicle (8.8 m)	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.500m

UTILITY INFORMATION SHOWN ON THE PLANS DOES NOT DEPICT ANY MORE THAN THE PRESENCE OF A SERVICE BASED ON AVAILABLE DOCUMENTARY EVIDENCE. THE EXISTENCE OF A UTILITY SERVICE, ITS SIZE AND LOCATION SHOULD BE CONFIRMED BY FIELD INSPECTION, PRIOR TO THE COMMENCEMENT OF PLANNING AND THE RELEVANT UTILITY PLANS OBTAINED BY DIALING 1100 OR FAX 1300 652 077 (DIAL BEFORE YOU DIG). CAUTION SHOULD BE EXERCISED WHEN WORKING IN THE VICINITY OF ALL UTILITY SERVICES.

NOTES:

1. SWEPT PATH BASED ON WORST CASE LOAD SIZE (8.2m SQUARE) FOR WIDTH CLEARANCE CHECKING

ORIGINAL DRAWING IN COLOUR

NOT FOR CONSTRUCTION

No.	Revision Description	Initials	Approved	Date
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-	-	-	-	-
A	FOR APPROVAL	AG	A. GOSPER	05.10.23

Prepared by
CIVLINK CONSULTING

Client

0 5 10 15 20m
Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER
Check	A. GOSPER	Check	A. GOSPER
Approved	*A. GOSPER		
Date	05 OCT 2023		
Scale	1:200 (A3) DO NOT SCALE		

Client TfNSW
Project WESTERN HARBOUR TUNNEL - PACKAGE 3
Title 33kV INSTALLATION WORKS - LILYFIELD TO ROZELLE
HVLR SWEPT PATH ANALYSIS (6 OF 14)

Sheet A3 Drawing No: WHT2305-TW01-CS0-SPA-686 Rev: A

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
13 April 2024

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DIAL 1100 BEFORE YOU DIG

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NOTES:

1. SWEPT PATH BASED ON WORST CASE LOAD SIZE (8.2m SQUARE) FOR WIDTH CLEARANCE CHECKING

ORIGINAL DRAWING IN COLOUR

NOT FOR CONSTRUCTION

No.	Revision Description	Initials	Approved	Date
-	-	-		-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
A	FOR APPROVAL	AG	A. GOSPER	05.10.23

Prepared by: CIVLINK CONSULTING

Client:

0 5 10 15 20m

Dimensions in metres unless otherwise noted

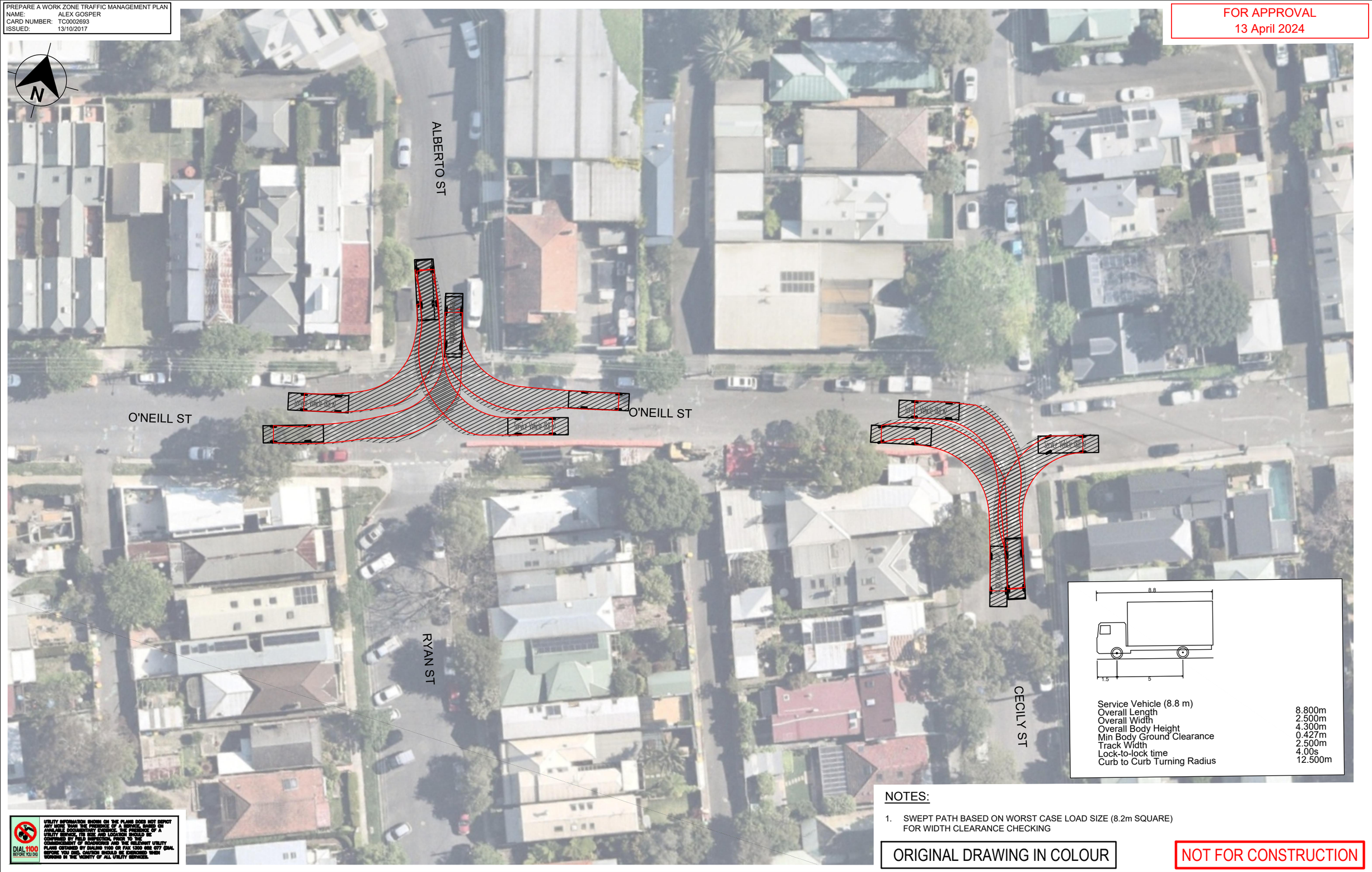
Drawn	A. GOSPER	Designer	A. GOSPER
Check	A. GOSPER	Check	A. GOSPER
Approved	*A. GOSPER		
Date	05 OCT 2023		
Scale	1:200 (A3)		DO NOT SCALE

Client: TfNSW
Project: WESTERN HARBOUR TUNNEL - PACKAGE 3
Title: 33kV INSTALLATION WORKS - LILYFIELD TO ROZELLE
HVLR SWEPT PATH ANALYSIS (7 OF 14)

Sheet: A3 Drawing No: WHT2305-TW01-CS0-SPA-687 Rev: A

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
13 April 2024



DIAL 1100 BEFORE YOU DIG

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NOTES:

1. SWEPT PATH BASED ON WORST CASE LOAD SIZE (8.2m SQUARE) FOR WIDTH CLEARANCE CHECKING

ORIGINAL DRAWING IN COLOUR

NOT FOR CONSTRUCTION

No.	Revision Description	Initials	Approved	Date
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-	-	-	-	-
-	-	-	-	-
A	FOR APPROVAL	AG	A. GOSPER	05.10.23

Prepared by
CIVLINK CONSULTING

Client

0 5 10 15 20m
Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER
Check	A. GOSPER	Check	A. GOSPER
Approved	*A. GOSPER		
Date	05 OCT 2023		
Scale	1:200 (A3)		DO NOT SCALE

Client	TfNSW
Project	WESTERN HARBOUR TUNNEL - PACKAGE 3
Title	33kV INSTALLATION WORKS - LILYFIELD TO ROZELLE HVLR SWEPT PATH ANALYSIS (8 OF 14)
Sheet	A3
Drawing No:	WHT2305-TW01-CS0-SPA-688
Rev:	A

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
13 April 2024

Service Vehicle (8.8 m)	
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Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.500m

NOTES:

1. SWEPT PATH BASED ON WORST CASE LOAD SIZE (8.2m SQUARE) FOR WIDTH CLEARANCE CHECKING

ORIGINAL DRAWING IN COLOUR

NOT FOR CONSTRUCTION

No.	Revision Description	Initials	Approved	Date
-	-	-		-
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-	-	-	-	-
A	FOR APPROVAL	AG	A. GOSPER	05.10.23

Prepared by: CIVLINK CONSULTING

Client

0 5 10 15 20m

Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER
Check	A. GOSPER	Check	A. GOSPER
Approved	*A. GOSPER		
Date	05 OCT 2023		
Scale	1:200 (A3) DO NOT SCALE		

Client: TfNSW
Project: WESTERN HARBOUR TUNNEL - PACKAGE 3
Title: 33kV INSTALLATION WORKS - LILYFIELD TO ROZELLE
HVLR SWEPT PATH ANALYSIS (9 OF 14)

Sheet: A3 Drawing No: WHT2305-TW01-CS0-SPA-689 Rev: A

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
13 April 2024

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No.	Revision Description	Initials	Approved	Date
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A	FOR APPROVAL	AG	A. GOSPER	05.10.23

Prepared by: CIVLINK CONSULTING

Client:

0 5 10 15 20m

Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER
Check	A. GOSPER	Check	A. GOSPER
Approved	*A. GOSPER		
Date	05 OCT 2023		
Scale	1:200 (A3)		DO NOT SCALE

Client: TfNSW
Project: WESTERN HARBOUR TUNNEL - PACKAGE 3
Title: 33kV INSTALLATION WORKS - LILYFIELD TO ROZELLE
HVLR SWEPT PATH ANALYSIS (10 OF 14)

Sheet: A3 Drawing No: WHT2305-TW01-CS0-SPA-690 Rev: A

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
13 April 2024

Service Vehicle (8.8 m)	
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Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.427m
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Curb to Curb Turning Radius	12.500m

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No.	Revision Description	Initials	Approved	Date
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A	FOR APPROVAL	AG	A. GOSPER	05.10.23

Prepared by: CIVLINK CONSULTING

Client:

0 5 10 15 20m
Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER
Check	A. GOSPER	Check	A. GOSPER
Approved	*A. GOSPER		
Date	05 OCT 2023		
Scale	1:200 (A3)		DO NOT SCALE

Client: TfNSW
Project: WESTERN HARBOUR TUNNEL - PACKAGE 3
Title: 33kV INSTALLATION WORKS - LILYFIELD TO ROZELLE
HVLR SWEPT PATH ANALYSIS (11 OF 14)

Sheet: A3 Drawing No: WHT2305-TW01-CS0-SPA-691 Rev: A

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
13 April 2024

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NOTES:

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A	FOR APPROVAL	AG	A. GOSPER	05.10.23

Prepared by
CIVLINK CONSULTING

Client

0 5 10 15 20m
Dimensions in metres unless otherwise noted

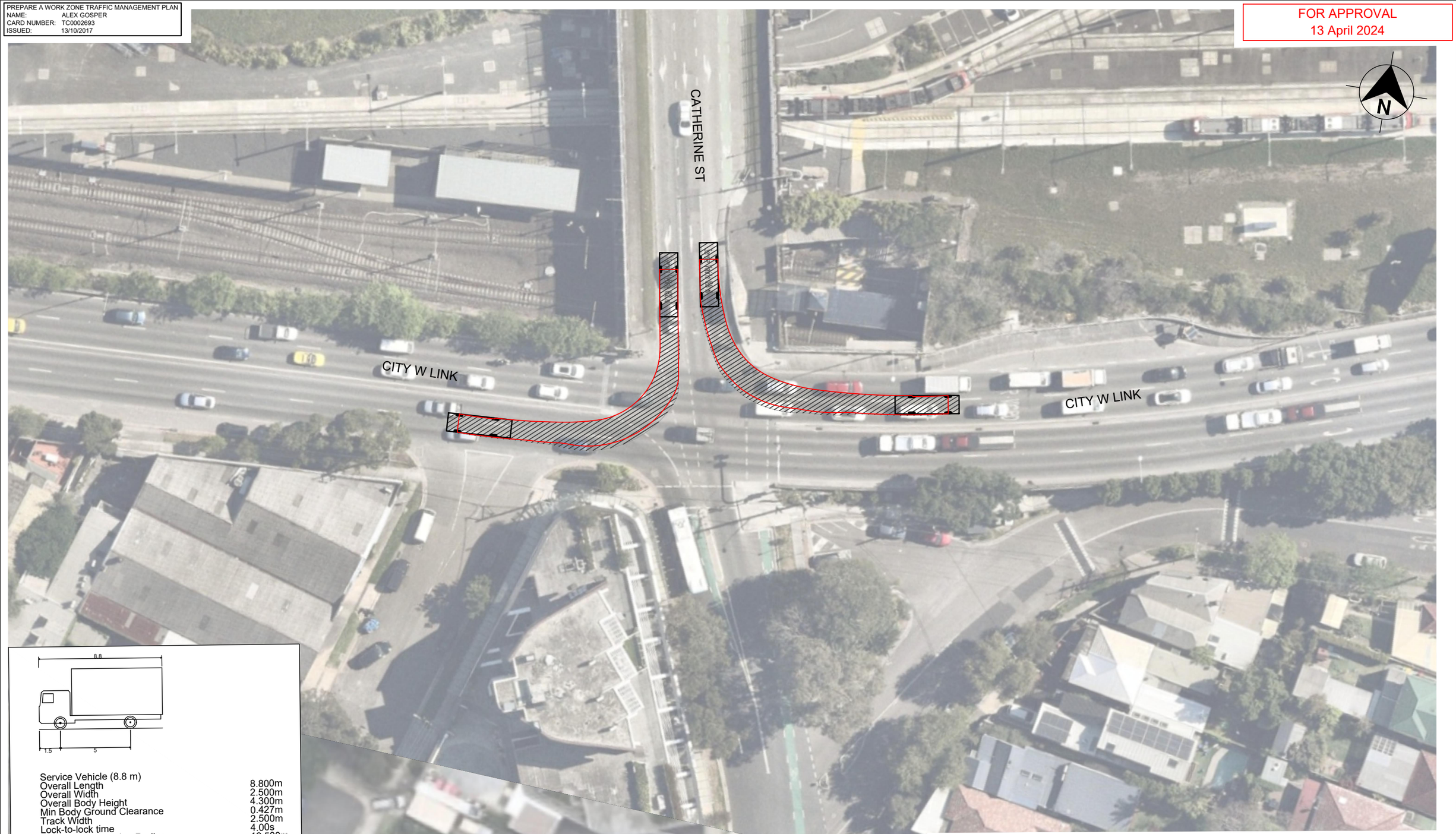
Drawn	A. GOSPER	Designer	A. GOSPER
Check	A. GOSPER	Check	A. GOSPER
Approved	*A. GOSPER		
Date	05 OCT 2023		
Scale	1:200 (A3)		DO NOT SCALE

Client TfNSW
Project WESTERN HARBOUR TUNNEL - PACKAGE 3
Title 33kV INSTALLATION WORKS - LILYFIELD TO ROZELLE
HVLR SWEPT PATH ANALYSIS (12 OF 14)

Sheet A3 Drawing No: WHT2305-TW01-CS0-SPA-692 Rev: A

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
13 April 2024



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Curb to Curb Turning Radius	12.500m

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-	-	-	-	-
A	FOR APPROVAL	AG	A. GOSPER	05.10.23

Prepared by: CIVLINK CONSULTING

Client:

0 5 10 15 20m

Dimensions in metres unless otherwise noted

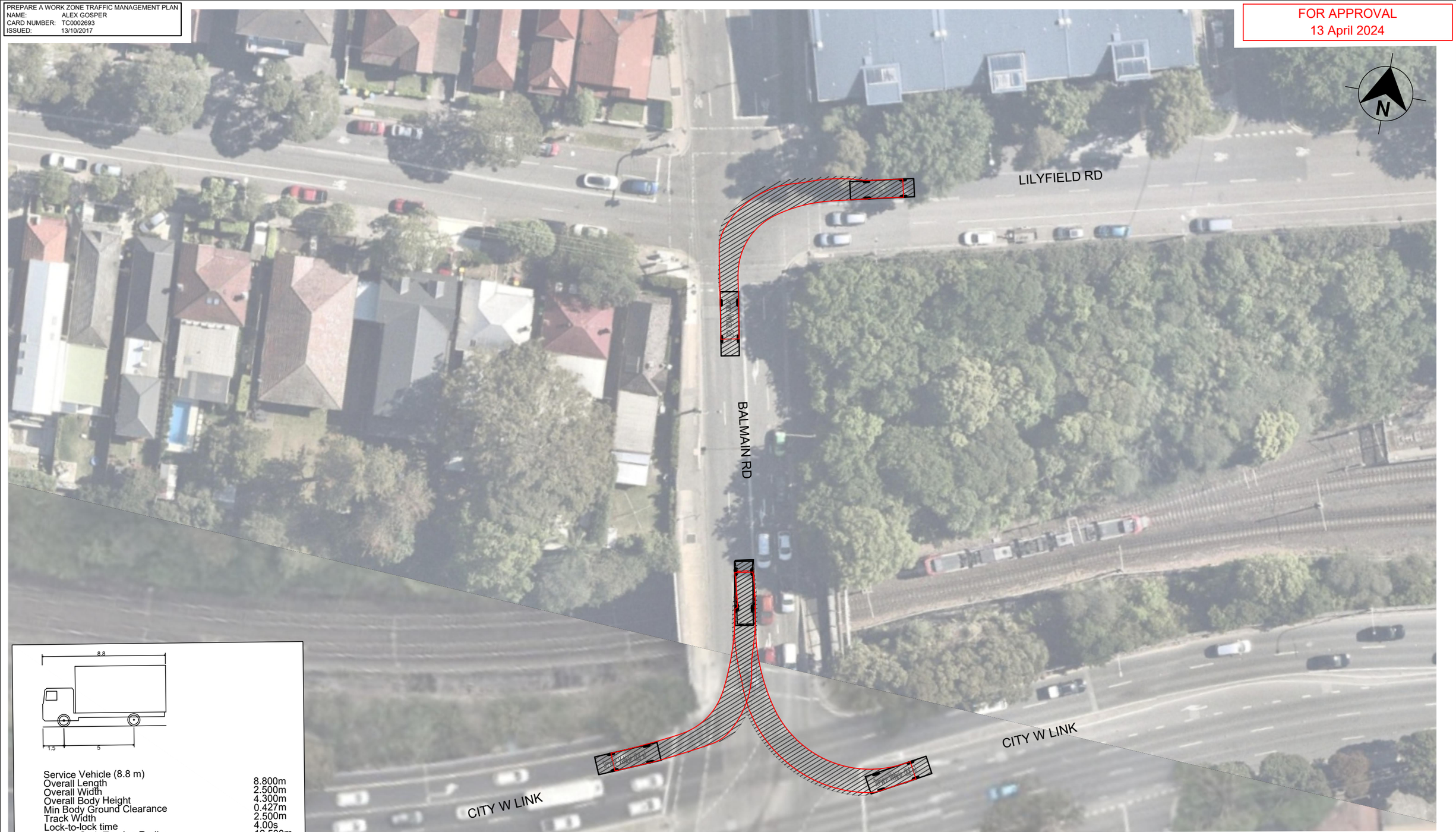
Drawn	A. GOSPER	Designer	A. GOSPER
Check	A. GOSPER	Check	A. GOSPER
Approved	*A. GOSPER		
Date	05 OCT 2023		
Scale	1:200 (A3)		DO NOT SCALE

Client: TfNSW
Project: WESTERN HARBOUR TUNNEL - PACKAGE 3
Title: 33kV INSTALLATION WORKS - LILYFIELD TO ROZELLE
HVLR SWEPT PATH ANALYSIS (13 OF 14)

Sheet: A3 Drawing No: WHT2305-TW01-CS0-SPA-693 Rev: A

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
13 April 2024



Service Vehicle (8.8 m)	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.500m

NOTES:

1. SWEPT PATH BASED ON WORST CASE LOAD SIZE (8.2m SQUARE) FOR WIDTH CLEARANCE CHECKING

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No.	Revision Description	Initials	Approved	Date
-	-	-		-
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A	FOR APPROVAL	AG	A. GOSPER	05.10.23

Prepared by: CIVLINK CONSULTING

Client:

0 5 10 15 20m
Dimensions in metres unless otherwise noted

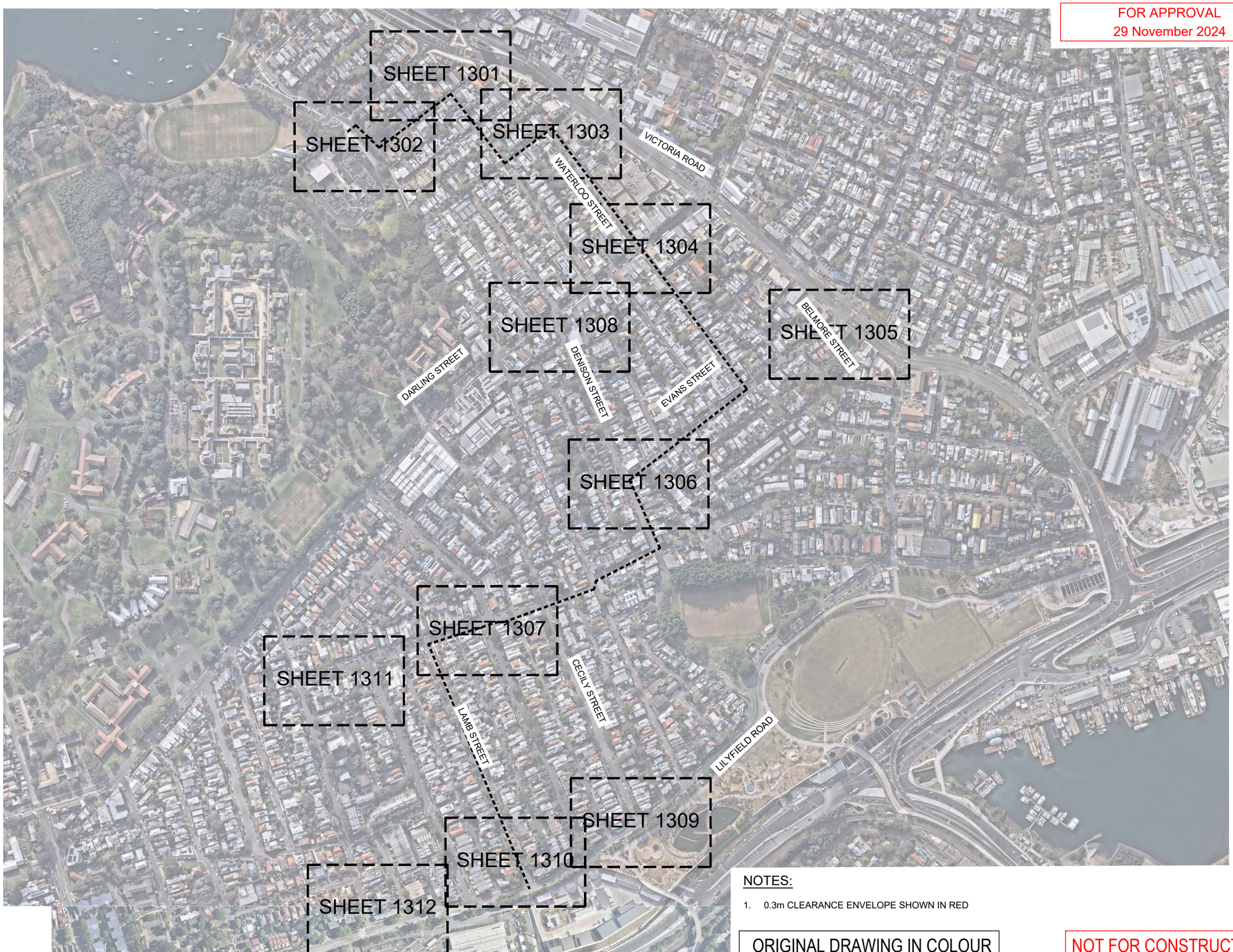
Drawn	A. GOSPER	Designer	A. GOSPER
Check	A. GOSPER	Check	A. GOSPER
Approved	*A. GOSPER		
Date	05 OCT 2023		
Scale	1:200 (A3) DO NOT SCALE		

Client: TfNSW
Project: WESTERN HARBOUR TUNNEL - PACKAGE 3
Title: 33kV INSTALLATION WORKS - LILYFIELD TO ROZELLE
HVLR SWEPT PATH ANALYSIS (14 OF 14)

Sheet: A3 Drawing No: WHT2305-TW01-CS0-SPA-694 Rev: A

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
29 November 2024



NOTES:

1. 0.3m CLEARANCE ENVELOPE SHOWN IN RED

ORIGINAL DRAWING IN COLOUR

NOT FOR CONSTRUCTION

DIAL 1100 BEFORE YOU DIG

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No.	Revision Description	Initials	Approved	Date
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-	-	-	-	-
B	UPDATE FOR DPHI COMMENTS	AG	A. GOSPER	29.11.24
A	FOR APPROVAL	AG	A. GOSPER	23.09.24

Prepared by: acciona

Client: NSW GOVERNMENT Transport for NSW

0 5 10 15 20m

Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER
Check	A. GOSPER	Check	A. GOSPER
Approved	*A. GOSPER		
Date	23 SEPTEMBER 2024		
Scale	NTS		DO NOT SCALE

Client: TfNSW
Project: WESTERN HARBOU TUNNEL - PACKAGE 2
Title: CONSTRUCTION STAGING PLANS - PHASE 1
SWEPT PATH ANALYSIS - LOCALITY PLAN (1 OF 1)

Sheet: A3 Drawing No: WHT2305-TW01-CS0-SPA-1300 Rev: B

Plotted By: alexg Plot Date: 29/11/24 - 15:35 Cad File: C:\Users\alexg\ACCIONA S.A\WHT - 11 Construction - 02 Surface Civil Logistics\50. Traffic\15 - Drafting\04_Rozelle & White bay\WHT230519-TW01-CS0-SPA-33kV CABLE-RB.dwg

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
29 November 2024

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Overall Width	2.500m
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Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.500m

NOTES:

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ORIGINAL DRAWING IN COLOUR

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B	UPDATE FOR DPHI COMMENTS	AG	A. GOSPER	29.11.24
A	FOR APPROVAL	AG	A. GOSPER	23.09.24

Prepared by: acciona

Client: NSW GOVERNMENT Transport for NSW

0 5 10 15 20m

Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER
Check	A. GOSPER	Check	A. GOSPER
Approved	*A. GOSPER		
Date	23 SEPTEMBER 2024		
Scale	1:250 (A3)		DO NOT SCALE

Client: TfNSW
Project: WESTERN HARBOU TUNNEL - PACKAGE 2
Title: CONSTRUCTION STAGING PLANS - PHASE 1
SWEPT PATH ANALYSIS PLANS (1 OF 12)

Sheet: A3 Drawing No: WHT2305-TW01-CS0-SPA-1301 Rev: B

Plotted By: alexg Plot Date: 29/11/24 - 15:35 Cad File: C:\Users\alexg\ACCIONA S.A\WHT - 11 Construction - 02 Surface Civil Logistics\50. Traffic\15 - Drafting\04_Rozelle & White bay\WHT230519-TW01-CS0-SPA-33kV CABLE-RB.dwg

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
29 November 2024

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B	UPDATE FOR DPHI COMMENTS	AG	A. GOSPER	29.11.24
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Prepared by: acciona

Client: NSW GOVERNMENT Transport for NSW

0 5 10 15 20m

Dimensions in metres unless otherwise noted

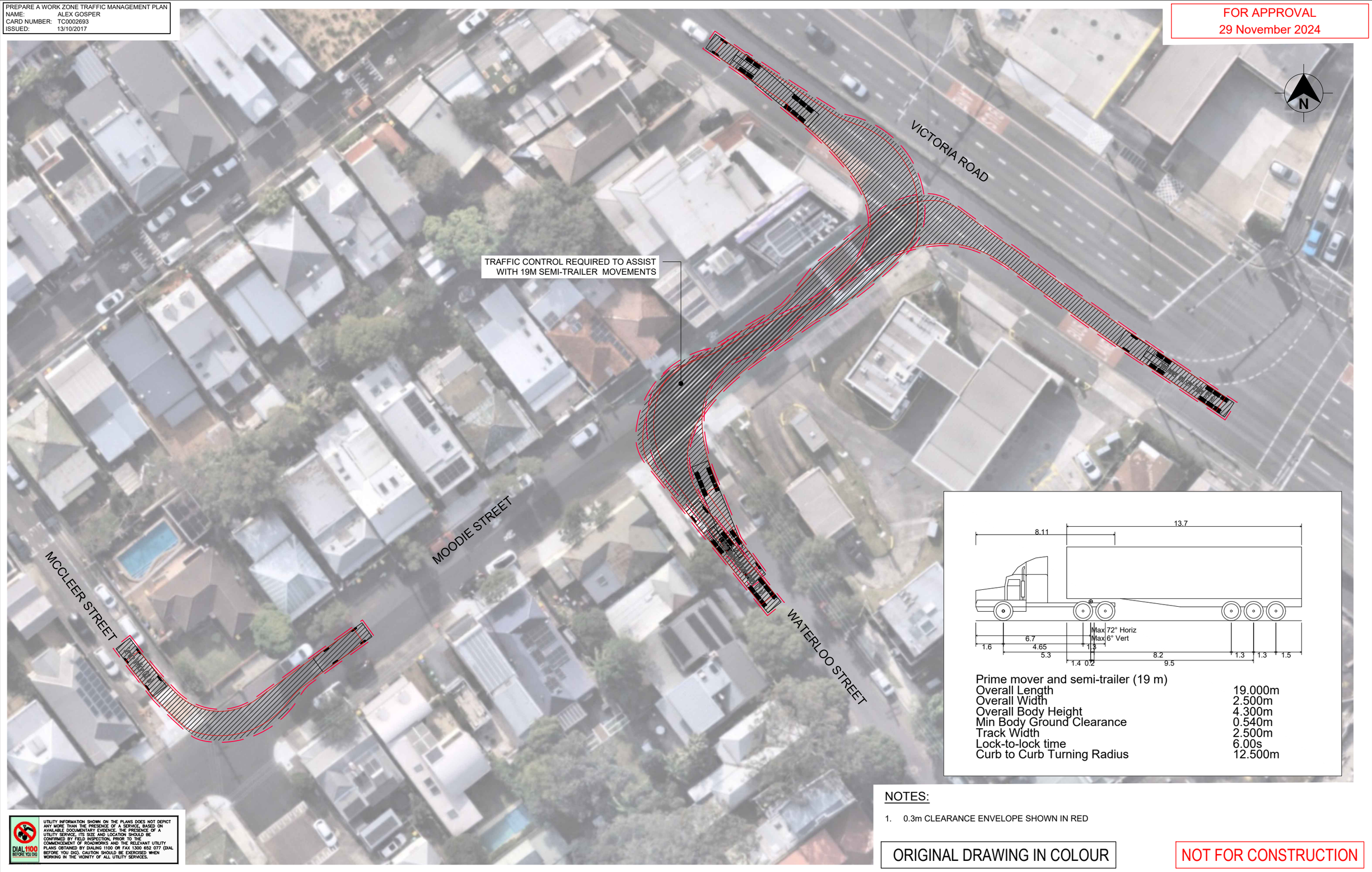
Drawn	A. GOSPER	Designer	A. GOSPER
Check	A. GOSPER	Check	A. GOSPER
Approved	*A. GOSPER		
Date	23 SEPTEMBER 2024		
Scale	1:250 (A3)		DO NOT SCALE

Client: TfNSW
Project: WESTERN HARBOU TUNNEL - PACKAGE 2
Title: CONSTRUCTION STAGING PLANS - PHASE 1
SWEPT PATH ANALYSIS PLANS (2 OF 12)

Sheet: A3 Drawing No: WHT2305-TW01-CS0-SPA-1302 Rev: B

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
29 November 2024



Prime mover and semi-trailer (19 m)

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

NOTES:

1. 0.3m CLEARANCE ENVELOPE SHOWN IN RED

ORIGINAL DRAWING IN COLOUR

NOT FOR CONSTRUCTION

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B	UPDATE FOR DPHI COMMENTS	AG	A. GOSPER	29.11.24
A	FOR APPROVAL	AG	A. GOSPER	23.09.24

Prepared by: acciona

Client: NSW GOVERNMENT Transport for NSW

0 5 10 15 20m

Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER
Check	A. GOSPER	Check	A. GOSPER
Approved	*A. GOSPER		
Date	23 SEPTEMBER 2024		
Scale	1:250 (A3)		DO NOT SCALE

Client: TfNSW
Project: WESTERN HARBOU TUNNEL - PACKAGE 2
Title: CONSTRUCTION STAGING PLANS - PHASE 1
SWEPT PATH ANALYSIS PLANS (3 OF 12)

Sheet: A3 Drawing No: WHT2305-TW01-CS0-SPA-1303 Rev: B

Plotted By: alexg Plot Date: 29/11/24 - 15:35 Cad File: C:\Users\alexg\ACCIONA S.A\WHT - 11 Construction - 02 Surface Civil Logistics\50. Traffic\15 - Drafting\04_Rozelle & White bay\WHT230519-TW01-CS0-SPA-33kV CABLE-RB.dwg

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
29 November 2024

TRAFFIC CONTROL REQUIRED DURING 19m SEMI-TRAILER MOVEMENTS INTO AND OUT OF WATERLOO STREET.

Prime mover and semi-trailer (19 m)

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

NOTES:

1. 0.3m CLEARANCE ENVELOPE SHOWN IN RED

ORIGINAL DRAWING IN COLOUR

NOT FOR CONSTRUCTION

DIAL 1100 BEFORE YOU DIG

UTILITY INFORMATION SHOWN ON THE PLANS DOES NOT DEPICT ANY MORE THAN THE PRESENCE OF A SERVICE, BASED ON AVAILABLE DOCUMENTARY EVIDENCE. THE PRESENCE OF A UTILITY SERVICE, ITS SIZE AND LOCATION SHOULD BE CONFIRMED BY FIELD INSPECTION, PRIOR TO THE COMMENCEMENT OF ROADWORKS AND THE RELEVANT UTILITY PLANS OBTAINED BY DIALING 1100 OR FAX 1300 652 077 (DIAL BEFORE YOU DIG). CAUTION SHOULD BE EXERCISED WHEN WORKING IN THE VICINITY OF ALL UTILITY SERVICES.

No.	Revision Description	Initials	Approved	Date
-	-	-		-
-	-	-	-	-
-	-	-	-	-
B	UPDATE FOR DPHI COMMENTS	AG	A. GOSPER	29.11.24
A	FOR APPROVAL	AG	A. GOSPER	23.09.24

Prepared by: acciona

Client: NSW GOVERNMENT Transport for NSW

0 5 10 15 20m

Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER
Check	A. GOSPER	Check	A. GOSPER
Approved	*A. GOSPER		
Date	23 SEPTEMBER 2024		
Scale	1:250 (A3)		DO NOT SCALE

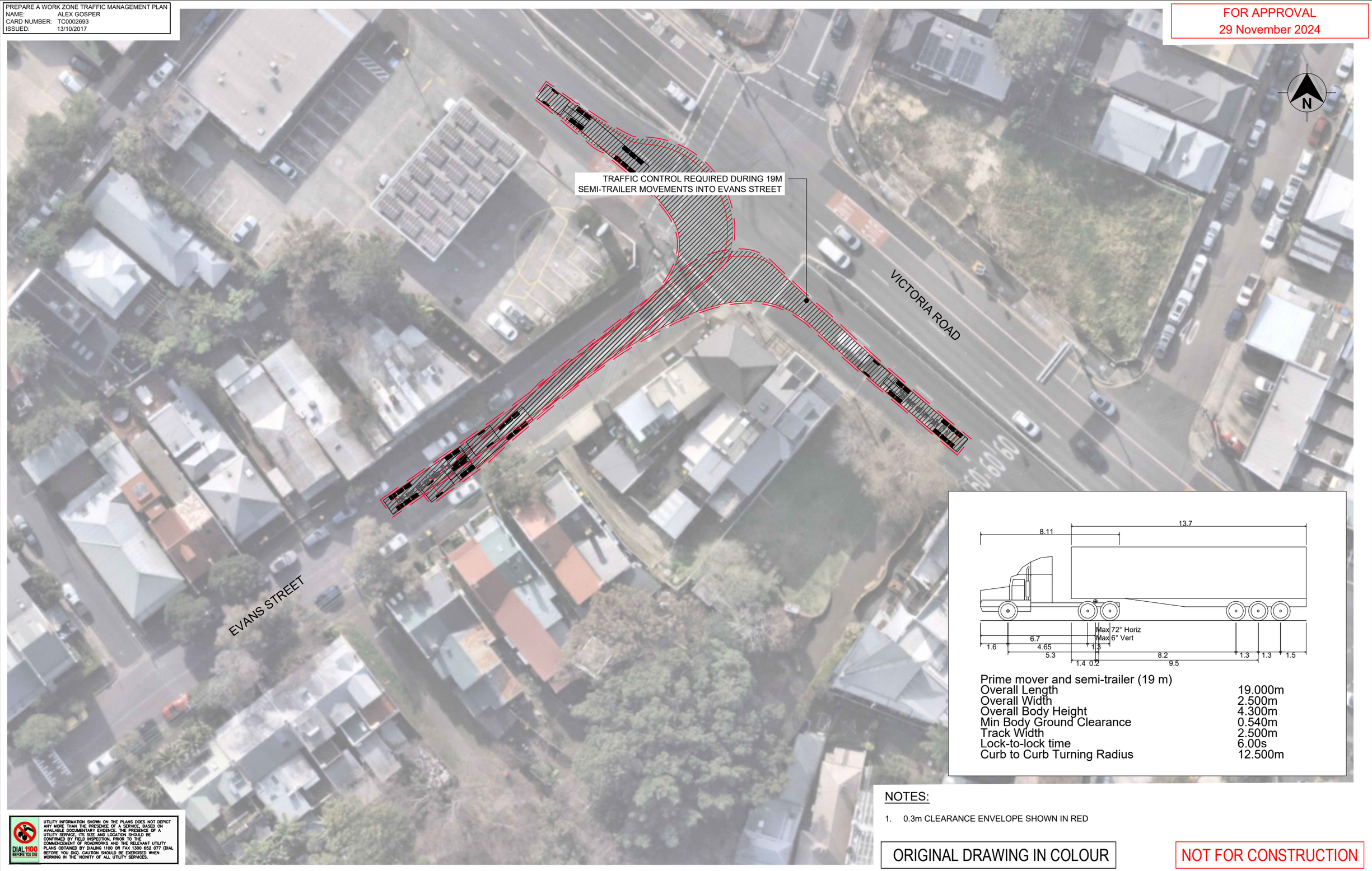
Client: TfNSW
Project: WESTERN HARBOU TUNNEL - PACKAGE 2
Title: CONSTRUCTION STAGING PLANS - PHASE 1
SWEPT PATH ANALYSIS PLANS (4 OF 12)

Sheet: A3 Drawing No: WHT2305-TW01-CS0-SPA-1304 Rev: B

Plotted By: alexg Plot Date: 29/11/24 - 15:35 Cad File: C:\Users\alexg\ACCIONA S.A\WHT - 11 Construction - 02 Surface Civil Logistics\50. Traffic\15 - Drafting\04_Rozelle & White bay\WHT230519-TW01-CS0-SPA-33kV CABLE-RB.dwg

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
29 November 2024



Prime mover and semi-trailer (19 m)

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

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NOTES:

1. 0.3m CLEARANCE ENVELOPE SHOWN IN RED

ORIGINAL DRAWING IN COLOUR

NOT FOR CONSTRUCTION

No.	Revision Description	Initials	Approved	Date
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-	-	-	-	-
B	UPDATE FOR DPHI COMMENTS	AG	A. GOSPER	29.11.24
A	FOR APPROVAL	AG	A. GOSPER	23.09.24

Prepared by: acciona

Client: NSW GOVERNMENT Transport for NSW

0 5 10 15 20m
Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER
Check	A. GOSPER	Check	A. GOSPER
Approved	*A. GOSPER		
Date	23 SEPTEMBER 2024		
Scale	1:250 (A3) DO NOT SCALE		

Client: TfNSW
Project: WESTERN HARBOU TUNNEL - PACKAGE 2
Title: CONSTRUCTION STAGING PLANS - PHASE 1
SWEPT PATH ANALYSIS PLANS (5 OF 12)

Sheet: A3 Drawing No: WHT2305-TW01-CS0-SPA-1305 Rev: B

Plotted By: alexg Plot Date: 29/11/24 - 15:35 Cad File: C:\Users\alexg\ACCIONA S.A\WHT - 11 Construction - 02 Surface Civil Logistics\50. Traffic\15 - Drafting\04_Rozelle & White bay\WHT230519-TW01-CS0-SPA-33kV CABLE-RB.dwg

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
29 November 2024

Prime mover and semi-trailer (19 m)

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

NOTES:

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B	UPDATE FOR DPHI COMMENTS	AG	A. GOSPER	29.11.24
A	FOR APPROVAL	AG	A. GOSPER	23.09.24

Prepared by: acciona

Client: NSW GOVERNMENT Transport for NSW

0 5 10 15 20m

Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER
Check	A. GOSPER	Check	A. GOSPER
Approved	*A. GOSPER		
Date	23 SEPTEMBER 2024		
Scale	1:250 (A3)		DO NOT SCALE

Client: TfNSW
Project: WESTERN HARBOU TUNNEL - PACKAGE 2
Title: CONSTRUCTION STAGING PLANS - PHASE 1
SWEPT PATH ANALYSIS PLANS (6 OF 12)

Sheet: A3 Drawing No: WHT2305-TW01-CS0-SPA-1306 Rev: B

Plotted By: alexg Plot Date: 29/11/24 - 15:35 Cad File: C:\Users\alexg\ACCIONA S.A\WHT - 11 Construction - 02 Surface Civil Logistics\50. Traffic\15 - Drafting\04_Rozelle & White bay\WHT230519-TW01-CS0-SPA-33kV CABLE-RB.dwg

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
29 November 2024

Prime mover and semi-trailer (19 m)

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

NOTES:

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B	UPDATE FOR DPHI COMMENTS	AG	A. GOSPER	29.11.24
A	FOR APPROVAL	AG	A. GOSPER	23.09.24

Prepared by: acciona

Client: NSW GOVERNMENT Transport for NSW

0 5 10 15 20m

Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER
Check	A. GOSPER	Check	A. GOSPER
Approved	*A. GOSPER		
Date	23 SEPTEMBER 2024		
Scale	1:250 (A3)		DO NOT SCALE

Client: TfNSW
Project: WESTERN HARBOU TUNNEL - PACKAGE 2
Title: CONSTRUCTION STAGING PLANS - PHASE 1
SWEPT PATH ANALYSIS PLANS (7 OF 12)

Sheet: A3 Drawing No: WHT2305-TW01-CS0-SPA-1307 Rev: B

Plotted By: alexg Plot Date: 29/11/24 - 15:35 Cad File: C:\Users\alexg\ACCIONA S.A\WHT - 11 Construction - 02 Surface Civil Logistics\50. Traffic\15 - Drafting\04_Rozelle & White bay\WHT230519-TW01-CS0-SPA-33kV CABLE-RB.dwg

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
29 November 2024

Prime mover and semi-trailer (19 m)

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

NOTES:

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A	FOR APPROVAL	AG	A. GOSPER	23.09.24

Prepared by: acciona

Client: NSW GOVERNMENT Transport for NSW

0 5 10 15 20m

Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER
Check	A. GOSPER	Check	A. GOSPER
Approved	*A. GOSPER		
Date	23 SEPTEMBER 2024		
Scale	1:250 (A3) DO NOT SCALE		

Client: TfNSW
Project: WESTERN HARBOU TUNNEL - PACKAGE 2
Title: CONSTRUCTION STAGING PLANS - PHASE 1
SWEPT PATH ANALYSIS PLANS (8 OF 12)

Sheet A3 Drawing No: WHT2305-TW01-CS0-SPA-1308 Rev: B

Plotted By: alexg Plot Date: 29/11/24 - 15:35 Cad File: C:\Users\alexg\ACCIONA S.A\WHT - 11 Construction - 02 Surface Civil Logistics\50. Traffic\15 - Drafting\04_Rozelle & White bay\WHT230519-TW01-CS0-SPA-33kV CABLE-RB.dwg

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
29 November 2024

Prime mover and semi-trailer (19 m)

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

NOTES:

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B	UPDATE FOR DPHI COMMENTS	AG	A. GOSPER	29.11.24
A	FOR APPROVAL	AG	A. GOSPER	23.09.24

Prepared by: acciona

Client: NSW GOVERNMENT Transport for NSW

0 5 10 15 20m

Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER
Check	A. GOSPER	Check	A. GOSPER
Approved	*A. GOSPER		
Date	23 SEPTEMBER 2024		
Scale	1:250 (A3)		DO NOT SCALE

Client: TfNSW
Project: WESTERN HARBOU TUNNEL - PACKAGE 2
Title: CONSTRUCTION STAGING PLANS - PHASE 1
SWEPT PATH ANALYSIS PLANS (9 OF 12)

Sheet: A3 Drawing No: WHT2305-TW01-CS0-SPA-1309 Rev: B

Plotted By: alexg Plot Date: 29/11/24 - 15:35 Cad File: C:\Users\alexg\ACCIONA S.A\WHT - 11 Construction - 02 Surface Civil Logistics\50. Traffic\15 - Drafting\04_Rozelle & White bay\WHT230519-TW01-CS0-SPA-33kV CABLE-RB.dwg

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
29 November 2024

Prime mover and semi-trailer (19 m)

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

NOTES:

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B	UPDATE FOR DPHI COMMENTS	AG	A. GOSPER	29.11.24
A	FOR APPROVAL	AG	A. GOSPER	23.09.24

Prepared by: acciona

Client: NSW GOVERNMENT Transport for NSW

0 5 10 15 20m

Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER
Check	A. GOSPER	Check	A. GOSPER
Approved	*A. GOSPER		
Date	23 SEPTEMBER 2024		
Scale	1:250 (A3)		DO NOT SCALE

Client: TfNSW
Project: WESTERN HARBOU TUNNEL - PACKAGE 2
Title: CONSTRUCTION STAGING PLANS - PHASE 1
SWEPT PATH ANALYSIS PLANS (10 OF 12)

Sheet: A3 Drawing No: WHT2305-TW01-CS0-SPA-1310 Rev: B

Plotted By: alexg Plot Date: 29/11/24 - 15:36 Cad File: C:\Users\alexg\ACCIONA S.A\WHT - 11 Construction - 02 Surface Civil Logistics\50. Traffic\15 - Drafting\04_Rozelle & White bay\WHT230519-TW01-CS0-SPA-33kV CABLE-RB.dwg

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
29 November 2024

Prime mover and semi-trailer (19 m)

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

NOTES:

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B	UPDATE FOR DPHI COMMENTS	AG	A. GOSPER	29.11.24
A	FOR APPROVAL	AG	A. GOSPER	23.09.24

Prepared by: acciona

Client: NSW GOVERNMENT Transport for NSW

0 5 10 15 20m

Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER
Check	A. GOSPER	Check	A. GOSPER
Approved	*A. GOSPER		
Date	23 SEPTEMBER 2024		
Scale	1:250 (A3) DO NOT SCALE		

Client: TfNSW
Project: WESTERN HARBOU TUNNEL - PACKAGE 2
Title: CONSTRUCTION STAGING PLANS - PHASE 1
SWEPT PATH ANALYSIS PLANS (11 OF 12)

Sheet: A3 Drawing No: WHT2305-TW01-CS0-SPA-1311 Rev: B

Plotted By: alexg Plot Date: 29/11/24 - 15:36 Cad File: C:\Users\alexg\ACCIONA S.A\WHT - 11 Construction - 02 Surface Civil Logistics\50. Traffic\15 - Drafting\04_Rozelle & White bay\WHT230519-TW01-CS0-SPA-33kV CABLE-RB.dwg

PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
NAME: ALEX GOSPER
CARD NUMBER: TC0002693
ISSUED: 13/10/2017

FOR APPROVAL
29 November 2024

Prime mover and semi-trailer (19 m)

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

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B	UPDATE FOR DPHI COMMENTS	AG	A. GOSPER	29.11.24
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Client: NSW GOVERNMENT Transport for NSW

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Dimensions in metres unless otherwise noted

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Scale	1:250 (A3)		DO NOT SCALE

Client: TfNSW
Project: WESTERN HARBOU TUNNEL - PACKAGE 2
Title: CONSTRUCTION STAGING PLANS - PHASE 1
SWEPT PATH ANALYSIS PLANS (12 OF 12)

Sheet: A3 Drawing No: WHT2305-TW01-CS0-SPA-1312 Rev: B

Plotted By: alexg Plot Date: 29/11/24 - 15:36 Cad File: C:\Users\alexg\ACCIONA S.A\WHT - 11 Construction - 02 Surface Civil Logistics\50. Traffic\15 - Drafting\04_Rozelle & White bay\WHT230519-TW01-CS0-SPA-33kV CABLE-RB.dwg

Appendix B: Consultation evidence

General Correspondence

Western Harbour Tunnel Stage 2 Road Condition Survey

Details

PROJECT Western Harbour Tunnel

REF GEN#0864

STATUS OPEN

ISSUED 27-NOV-23 11:29 AM

DUE 04-DEC-23 11:24 AM

Collaborators

AUTHOR WHT Property (PCRA-WP)

ACTION **David Paton (PCRA-843757)**, **Allan Borg (PCRA-843759)**

INFO

Form

GEN TITLE **WESTERN HARBOUR TUNNEL STAGE 2 ROAD CONDITION SURVEY**

COMMENT

Good Morning Both,

Hope you're doing well? I am the Property Lead from the WHT Stage 2 Property Team. This is a brief email to let you know that we have completed a road condition survey for streets in Lilyfield and Rozelle showing the current condition.

I have provided the attached for your records, prior to our project using this location for upcoming 33kVA works.

Feel free to reach out to us if you have any further questions.

Kind regards,
Rohith

Attachments

File Name	Size	Date Attached	Attached By
WHTP2-ACOC-WHT-PP-GE01-RPT-000095 Rev 00 33kVA Rozelle Main Alignment LILYFIELD (1).pdf	1001.5MB	27-NOV-23 11:29 AM	WHT Property (PCRA-WP)
WHTP2-ACOC-WHT-PP-GE01-RPT-000096 Rev 00 33kVA Installation Detour Alignment LILYFIELD.pdf	829.6MB	27-NOV-23 11:29 AM	WHT Property (PCRA-WP)

Comments

show changes

ADMIN
05-DEC-23 11:08 PM

OPEN

This item has passed its due date. Notifications have been sent

WHT Property (PCRA-WP)
27-NOV-23 11:29 AM

OPEN

Document Created

Attached file: WHTP2-ACOC-WHT-PP-GE01-RPT-000095 Rev 00 33kVA Rozelle Main Alignment LILYFIELD (1).pdf (1001.5MB)
Attached file: WHTP2-ACOC-WHT-PP-GE01-RPT-000096 Rev 00 33kVA Installation Detour Alignment LILYFIELD.pdf (829.6MB)

General Correspondence

Reference No.: **WHTP2-ACOC-IWCL-CORR-000020**

Contract No: WHTP2 - Western Harbour Tunnel Package 2

Date: 20 September 2024, 16:23

To: Arvind Narwal, Inner West Council

Cc: David Paton, Inner West Council
Liz MacMillan, Acciona Construction Australia Pty Ltd
Martin Lee, Acciona Construction Australia Pty Ltd
Alex Vega, Transport for NSW
Tony McMahon, The APP Group

From: Tracey Taing, Acciona Construction Australia Pty Ltd

Subject: **Western Harbour Tunnel Stage 2 - 33kVA Road Condition Surveys**

Hi Arvind,

Please find attached the Road Dilapidation Report for the following roads:

- Cambridge Street, Rozelle
- Grove Street, Lilyfield
- O'Neill Street, Lilyfield

As advised in the Interface Meeting held 9 September 2024, these additional roads are required for heavy vehicle movements to support cable haul activities for the 33kV.

Please note that previous Road Dilapidation Reports completed prior to initial 33kV activities were provided on 9 August 2024, however, I have also attached them to this correspondence for your ease of reference.

Following completion of 33kV activities, post-Road Dilapidation Reports will also be provided.

Please don't hesitate to reach out with any questions at all.

Kind regards,

Tracey Taing
Interface and Property Coordinator
Western Harbour Tunnel Stage 2

Attachments: WHTP2-ACOC-WHT-PP-GE01-RPT-000669 Rev 00 Road Dilap- Cambridge Street Rozelle, Grove and O'Neill Street, Lilyfield,NSW.pdf, WHTP2-ACOC-WHT-PP-GE01-RPT-000095 Rev 01 33kVA Rozelle Main Alignment (Lamb to Darling Street) LILYFIELD.pdf, WHTP2-ACOC-WHT-PP-GE01-RPT-000096 Rev 01 33kVA Rozelle Detour Alignment Part 1 LILYFIELD.pdf, WHTP2-ACOC-WHT-PP-GE01-RPT-000620 Rev 00 33kVA Rozelle Detour Alignment Part 2 LILYFIELD.pdf, WHTP2-ACOC-WHT-PP-GE01-RPT-000621 Rev 00 33kVA Rozelle Detour Alignment Part 3 LILYFIELD.pdf

Attachments

WHTP2-ACOC-WHT-PP-GE01-RPT-000669 Rev 00 Road Dilap- Cambridge Street Rozelle, Grove and O'Neill Street, Lilyfield,NSW.pdf (643 MB), WHTP2-ACOC-WHT-PP-GE01-RPT-000095 Rev 01 33kVA Rozelle Main Alignment (Lamb to Darling Street) LILYFIELD.pdf (822 MB), WHTP2-ACOC-WHT-PP-GE01-RPT-000096 Rev 01 33kVA Rozelle Detour Alignment Part 1 LILYFIELD.pdf (391 MB), WHTP2-ACOC-WHT-PP-GE01-RPT-000620 Rev 00 33kVA Rozelle Detour Alignment Part 2 LILYFIELD.pdf (920 MB), WHTP2-ACOC-WHT-PP-GE01-RPT-000621 Rev 00 33kVA Rozelle Detour Alignment Part 3 LILYFIELD.pdf (579 MB)

Appendix C:
Compliance with CoA E133

Belmore Street

Condition of Approval E133	Mitigation strategies / approach
(a) a swept path analysis;	The typical sized heavy vehicle to be used on the nominated local roads is 8.8m in length, a swept path analysis has been completed to show the turn movements performed during both access and egress movements, as well as turn movements along the proposed routes. A copy of these swept paths can be found within Appendix A of this HVLR document. It's further noted that for the purpose of special deliveries, larger vehicles may be required on occasion. The use of larger vehicles would be minimal and avoided where possible, where not possible; additional traffic controls will be implemented in accordance with relevant council and ROL approvals, and this HVLR updated and resubmitted to DPHI for review and approval.
(b) demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;	• Prior to carrying out work for the 33kv installation, the TMP described in Section 4 would be approved by CJP. • Prior to carrying out work of Belmore Street, an ROL must be obtained prior to occupying the road. • Traffic controllers will be positioned at each site where construction vehicles over 4.5t are required to enter or exit site. The traffic controller will be tasked with ensuring safe construction vehicle and public interaction. • Construction staff required to access and egress site in a vehicle will be briefed on the relevant VMP. Where applicable, construction vehicles will provide priority to public movements whenever entering or exiting site. • Belmore Street is a one-way road and therefore, traffic, will be managed through road closures and detours in line with the TMP as the work front progresses. • Due to the narrow width of the road, cyclists will be managed in the same manner as road traffic particularly around the closures and detours.
(c) provide details as to the date of completion of the road dilapidation surveys for the subject local roads;	A road dilapidation survey has been completed and provided to Inner West Council on 27th November 2023 in accordance with condition E136. Inner West Council have made no comments on the dilapidation report at the time of writing this HVLR.
(d) measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times; and	There are no schools, aged care facilities or childcare facilities along Belmore Street
(e) written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a), (b), (c), and (d) of this condition.	The author of this document is a Level 2 Road Safety Auditor and has reviewed the proposed route and has taken into consideration of items (a), (b), (c) and (d) of this condition in assessing the suitability of these roads.

Evans Street

Condition of Approval E133	Mitigation strategies / approach
(a) a swept path analysis;	The typical sized heavy vehicle to be used on the nominated local roads is 8.8m in length, with exception to delivery of the cable drums. These cable drum deliveries will occur under Traffic Control where required using trucks of up to 19m in length. A swept path analysis has been completed to show the turn movements performed during both access and egress movements for both 8.8m and 19m length trucks, as well as turn movements along the proposed routes. A copy of these swept paths can be found within Appendix A of this HVLR document. It's further noted that for the purpose of special deliveries, larger vehicles may be required on occasion. The use of larger vehicles would be minimal and avoided where possible, where not possible; additional traffic controls will be implemented in accordance with relevant council and ROL approvals, and this HVLR updated and resubmitted to DPHI for review and approval.
(b) demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;	• Prior to carrying out work for the 33kv installation, the TMP described in Section 4 would be approved by CJP. • Prior to carrying out work of Evans Street, an ROL must be obtained prior to occupying the road. • Traffic controllers will be positioned at each site where construction vehicles over 4.5t are required to enter or exit site. The traffic controller will be tasked with ensuring safe construction vehicle and public interaction. • Construction staff required to access and egress site in a vehicle will be briefed on the relevant VMP. Where applicable, construction vehicles will provide priority to public movements whenever entering or exiting site. • Due to the narrow width of the road, cyclists will be managed in the same manner as road traffic particularly around the closures and detours.
(c) provide details as to the date of completion of the road dilapidation surveys for the subject local roads;	A road dilapidation survey has been completed and provided to Inner West Council on 27th November 2023 in accordance with condition E136. Inner West Council have made no comments on the dilapidation report at the time of writing this HVLR.
(d) measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times; and	There are no schools, aged care facilities or childcare facilities along Evans Street.
(e) written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a), (b), (c), and (d) of this condition.	The author of this document is a Level 2 Road Safety Auditor and has reviewed the proposed route and has taken into consideration of items (a), (b), (c) and (d) of this condition in assessing the suitability of these roads.

Denison Street

Condition of Approval E133	Mitigation strategies / approach
(a) a swept path analysis;	The typical sized heavy vehicle to be used on the nominated local roads is 8.8m in length, with exception to delivery of the cable drums. These cable drum deliveries will occur under Traffic Control where required using trucks of up to 19m in length. A swept path analysis has been completed to show the turn movements performed during both access and egress movements for both 8.8m and 19m length trucks, as well as turn movements along the proposed routes. A copy of these swept paths can be found within Appendix A of this HVLR document. It's further noted that for the purpose of special deliveries, larger vehicles may be required on occasion. The use of larger vehicles would be minimal and avoided where possible, where not possible; additional traffic controls will be implemented in accordance with relevant council and ROL approvals, and this HVLR updated and resubmitted to DPHI for review and approval.
(b) demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;	• Prior to carrying out work for the 33kv installation, the TMP described in Section 4 would be approved by CJP. • Prior to carrying out work of Denison Street, an ROL must be obtained prior to occupying the road. • Traffic controllers will be positioned at each site where construction vehicles over 4.5t are required to enter or exit site. The traffic controller will be tasked with ensuring safe construction vehicle and public interaction. • Construction staff required to access and egress site in a vehicle will be briefed on the relevant VMP. Where applicable, construction vehicles will provide priority to public movements whenever entering or exiting site. • Due to the narrow width of the road, cyclists will be managed in the same manner as road traffic particularly around the closures and detours.
(c) provide details as to the date of completion of the road dilapidation surveys for the subject local roads;	A road dilapidation survey has been completed and provided to Inner West Council on 27th November 2023 in accordance with condition E136. Inner West Council have made no comments on the dilapidation report at the time of writing this HVLR.
(d) measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times; and	There are no schools, aged care facilities or childcare facilities along Denison Street.
(e) written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a), (b), (c), and (d) of this condition.	The author of this document is a Level 2 Road Safety Auditor and has reviewed the proposed route and has taken into consideration of items (a), (b), (c) and (d) of this condition in assessing the suitability of these roads.

Cheltenham Street

Condition of Approval E133	Mitigation strategies / approach
(a) a swept path analysis;	The typical sized heavy vehicle to be used on the nominated local roads is 8.8m in length, a swept path analysis has been completed to show the turn movements performed during both access and egress movements, as well as turn movements along the proposed routes. A copy of these swept paths can be found within Appendix A of this HVLR document. It's further noted that for the purpose of special deliveries, larger vehicles may be required on occasion. The use of larger vehicles would be minimal and avoided where possible, where not possible; additional traffic controls will be implemented in accordance with relevant council and ROL approvals, and this HVLR updated and resubmitted to DPHI for review and approval.
(b) demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;	• Prior to carrying out work for the 33kv installation, the TMP described in Section 4 would be approved by CJP. • Prior to carrying out work on Cheltenham Street, an ROL must be obtained prior to occupying the road. • Traffic controllers will be positioned at each site where construction vehicles over 4.5t are required to enter or exit site. The traffic controller will be tasked with ensuring safe construction vehicle and public interaction. • Construction staff required to access and egress site in a vehicle will be briefed on the relevant VMP. Where applicable, construction vehicles will provide priority to public movements whenever entering or exiting site. • Due to the narrow width of the road, cyclists will be managed in the same manner as road traffic particularly around the closures and detours.
(c) provide details as to the date of completion of the road dilapidation surveys for the subject local roads;	A road dilapidation survey has been completed and provided to Inner West Council on 27th November 2023 in accordance with condition E136. Inner West Council have made no comments on the dilapidation report at the time of writing this HVLR.
(d) measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times; and	There are no schools, aged care facilities or childcare facilities along Cheltenham Street.
(e) written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a), (b), (c), and (d) of this condition.	The author of this document is a Level 2 Road Safety Auditor and has reviewed the proposed route and has taken into consideration of items (a), (b), (c) and (d) of this condition in assessing the suitability of these roads.

O'Neill Street

Condition of Approval E133	Mitigation strategies / approach
(a) a swept path analysis;	The typical sized heavy vehicle to be used on the nominated local roads is 8.8m in length, with exception to delivery of the cable drums. These cable drum deliveries will occur under Traffic Control where required using trucks of up to 19m in length. A swept path analysis has been completed to show the turn movements performed during both access and egress movements for both 8.8m and 19m length trucks, as well as turn movements along the proposed routes. A copy of these swept paths can be found within Appendix A of this HVLR document. It's further noted that for the purpose of special deliveries, larger vehicles may be required on occasion. The use of larger vehicles would be minimal and avoided where possible, where not possible; additional traffic controls will be implemented in accordance with relevant council and ROL approvals, and this HVLR updated and resubmitted to DPHI for review and approval.
(b) demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;	• Prior to carrying out work for the 33kv installation, the TMP described in Section 4 would be approved by CJP. • Prior to carrying out work on O'Neill Street, an ROL must be obtained prior to occupying the road. • Traffic controllers will be positioned at each site where construction vehicles over 4.5t are required to enter or exit site. The traffic controller will be tasked with ensuring safe construction vehicle and public interaction. • Construction staff required to access and egress site in a vehicle will be briefed on the relevant VMP. Where applicable, construction vehicles will provide priority to public movements whenever entering or exiting site. • Due to the narrow width of the road, cyclists will be managed in the same manner as road traffic particularly around the closures and detours.
(c) provide details as to the date of completion of the road dilapidation surveys for the subject local roads;	A road dilapidation survey has been completed and provided to Inner West Council on 27th November 2023 in accordance with condition E136. Inner West Council have made no comments on the dilapidation report at the time of writing this HVLR.
(d) measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times; and	There are no schools, aged care facilities along O'Neill Street. There is a childcare facility on the corner of O'Neill Street and Justin Street. Use of this intersection is expected to be minimal with the majority of heavy vehicles using Lamb Street and O'Neill Street. The location of the childcare facility will be identified in the TMP and construction staff will be briefed of the Lilyfield Early Learning Centre and to reduce heavy vehicle movements during morning and afternoon opening and closing times (730am to 930am and 4pm to 5pm weekdays).
(e) written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a), (b), (c), and (d) of this condition.	The author of this document is a Level 2 Road Safety Auditor and has reviewed the proposed route and has taken into consideration of items (a), (b), (c) and (d) of this condition in assessing the suitability of these roads

Cecily Street

Condition of Approval E133	Mitigation strategies / approach
(a) a swept path analysis;	The typical sized heavy vehicle to be used on the nominated local roads is 8.8m in length, with exception to delivery of the cable drums. These cable drum deliveries will occur under Traffic Control where required using trucks of up to 19m in length. A swept path analysis has been completed to show the turn movements performed during both access and egress movements for both 8.8m and 19m length trucks, as well as turn movements along the proposed routes. A copy of these swept paths can be found within Appendix A of this HVLR document. It's further noted that for the purpose of special deliveries, large vehicles (up to 19m in length) may be required on occasion. The use of larger vehicles would be minimal and avoided where possible, where not possible; additional traffic controls will be implemented in accordance with relevant council and ROL approvals, and this HVLR updated and resubmitted to DPHI for review and approval.
(b) demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;	• Prior to carrying out work for the 33kv installation, the TMP described in Section 4 would be approved by CJP. • Prior to carrying out work on Cecily Street, an ROL must be obtained prior to occupying the road. • Traffic controllers will be positioned at each site where construction vehicles over 4.5t are required to enter or exit site. The traffic controller will be tasked with ensuring safe construction vehicle and public interaction. • Construction staff required to access and egress site in a vehicle will be briefed on the relevant VMP. Where applicable, construction vehicles will provide priority to public movements whenever entering or exiting site.
(c) provide details as to the date of completion of the road dilapidation surveys for the subject local roads;	A road dilapidation survey has been completed and provided to Inner West Council on 27th November 2023 in accordance with condition E136. Inner West Council have made no comments on the dilapidation report at the time of writing this HVLR.
(d) measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times; and	There are no schools, aged care facilities or childcare facilities along Cecily Street.
(e) written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a), (b), (c), and (d) of this condition.	The author of this document is a Level 2 Road Safety Auditor and has reviewed the proposed route and has taken into consideration of items (a), (b), (c) and (d) of this condition in assessing the suitability of these roads.

Alberto Street

Condition of Approval E133	Mitigation strategies / approach
(a) a swept path analysis;	The typical sized heavy vehicle to be used on the nominated local roads is 8.8m in length, a swept path analysis has been completed to show the turn movements performed during both access and egress movements, as well as turn movements along the proposed routes. A copy of these swept paths can be found within Appendix A of this HVLR document. It's further noted that for the purpose of special deliveries, larger vehicles may be required on occasion. The use of larger vehicles would be minimal and avoided where possible, where not possible; additional traffic controls will be implemented in accordance with relevant council and ROL approvals, and this HVLR updated and resubmitted to DPHI for review and approval.
(b) demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;	• Prior to carrying out work for the 33kv installation, the TMP described in Section 4 would be approved by CJP. • Prior to carrying out work on Alberto Street, an ROL must be obtained prior to occupying the road. • Traffic controllers will be positioned at each site where construction vehicles over 4.5t are required to enter or exit site. The traffic controller will be tasked with ensuring safe construction vehicle and public interaction. • Construction staff required to access and egress site in a vehicle will be briefed on the relevant VMP. Where applicable, construction vehicles will provide priority to public movements whenever entering or exiting site.
(c) provide details as to the date of completion of the road dilapidation surveys for the subject local roads;	A road dilapidation survey has been completed and provided to Inner West Council on 27th November 2023 in accordance with condition E136. Inner West Council have made no comments on the dilapidation report at the time of writing this HVLR.
(d) measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times; and	There are no schools, aged care facilities or childcare facilities along Alberto Street.
(e) written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a), (b), (c), and (d) of this condition.	The author of this document is a Level 2 Road Safety Auditor and has reviewed the proposed route and has taken into consideration of items (a), (b), (c) and (d) of this condition in assessing the suitability of these roads.

Lamb Street

Condition of Approval E133	Mitigation strategies / approach
(a) a swept path analysis;	The typical sized heavy vehicle to be used on the nominated local roads is 8.8m in length, with exception to delivery of the cable drums. These cable drum deliveries will occur under Traffic Control where required using trucks of up to 19m in length. A swept path analysis has been completed to show the turn movements performed during both access and egress movements for both 8.8m and 19m length trucks, as well as turn movements along the proposed routes. A copy of these swept paths can be found within Appendix A of this HVLR document. It's further noted that for the purpose of special deliveries, large vehicles (up to 19m in length) may be required on occasion. The use of larger vehicles would be minimal and avoided where possible, where not possible; additional traffic controls will be implemented in accordance with relevant council and ROL approvals, and this HVLR updated and resubmitted to DPHI for review and approval.
(b) demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;	• Prior to carrying out work for the 33kv installation, the TMP described in Section 4 would be approved by CJP. • Prior to carrying out work on Lamb Street, an ROL must be obtained prior to occupying the road. • Traffic controllers will be positioned at each site where construction vehicles over 4.5t are required to enter or exit site. The traffic controller will be tasked with ensuring safe construction vehicle and public interaction. • Construction staff required to access and egress site in a vehicle will be briefed on the relevant VMP. Where applicable, construction vehicles will provide priority to public movements whenever entering or exiting site.
(c) provide details as to the date of completion of the road dilapidation surveys for the subject local roads;	A road dilapidation survey has been completed and provided to Inner West Council on 27th November 2023 in accordance with condition E136. Inner West Council have made no comments on the dilapidation report at the time of writing this HVLR.
(d) measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times; and	There are no schools, aged care facilities or childcare facilities along Lamb Street.
(e) written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a), (b), (c), and (d) of this condition.	The author of this document is a Level 2 Road Safety Auditor and has reviewed the proposed route and has taken into consideration of items (a), (b), (c) and (d) of this condition in assessing the suitability of these roads.

Justin Street

Condition of Approval E133	Mitigation strategies / approach
(a) a swept path analysis;	The typical sized heavy vehicle to be used on the nominated local roads is 8.8m in length, a swept path analysis has been completed to show the turn movements performed during both access and egress movements, as well as turn movements along the proposed routes. A copy of these swept paths can be found within Appendix A of this HVLR document. It's further noted that for the purpose of special deliveries, larger vehicles may be required on occasion. The use of larger vehicles would be minimal and avoided where possible, where not possible; additional traffic controls will be implemented in accordance with relevant council and ROL approvals, and this HVLR updated and resubmitted to DPHI for review and approval.
(b) demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;	• Prior to carrying out work for the 33kv installation, the TMP described in Section 4 would be approved by CJP. • Prior to carrying out work on Justin Street, an ROL must be obtained prior to occupying the road. • Traffic controllers will be positioned at each site where construction vehicles over 4.5t are required to enter or exit site. The traffic controller will be tasked with ensuring safe construction vehicle and public interaction. • Construction staff required to access and egress site in a vehicle will be briefed on the relevant VMP. Where applicable, construction vehicles will provide priority to public movements whenever entering or exiting site.
(c) provide details as to the date of completion of the road dilapidation surveys for the subject local roads;	A road dilapidation survey has been completed and provided to Inner West Council on 27th November 2023 in accordance with condition E136. Inner West Council have made no comments on the dilapidation report at the time of writing this HVLR.
(d) measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times; and	There are no schools, aged care facilities along O'Neill Street. There is a child care facility on the corner of O'Neill Street and Justin Street. Use of this intersection is expected to be minimal with the majority of heavy vehicles using Lamb Street and O'Neill Street. The location of the child care facility will be identified in the TMP and construction staff will be briefed of the Lilyfield Early Learning Centre and to reduce heavy vehicle movements during morning and afternoon opening and closing times (730am to 930am and 4pm to 5pm weekdays).
(e) written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a), (b), (c), and (d) of this condition.	The author of this document is a Level 2 Road Safety Auditor and has reviewed the proposed route and has taken into consideration of items (a), (b), (c) and (d) of this condition in assessing the suitability of these roads.

Callan Street

Condition of Approval E133	Mitigation strategies / approach
(a) a swept path analysis;	The typical sized heavy vehicle to be used on the nominated local roads is 8.8m in length, a swept path analysis has been completed to show the turn movements performed during both access and egress movements, as well as turn movements along the proposed routes. A copy of these swept paths can be found within Appendix A of this HVLR document. It's further noted that for the purpose of special deliveries, larger vehicles may be required on occasion. The use of larger vehicles would be minimal and avoided where possible, where not possible; additional traffic controls will be implemented in accordance with relevant council and ROL approvals, and this HVLR updated and resubmitted to DPHI for review and approval.
(b) demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;	• Prior to carrying out work for the 33kv installation, the TMP described in Section 4 would be approved by CJP. • Prior to carrying out work on Callan Street, an ROL must be obtained prior to occupying the road. • Traffic controllers will be positioned at each site where construction vehicles over 4.5t are required to enter or exit site. The traffic controller will be tasked with ensuring safe construction vehicle and public interaction. • Construction staff required to access and egress site in a vehicle will be briefed on the relevant VMP. Where applicable, construction vehicles will provide priority to public movements whenever entering or exiting site.
(c) provide details as to the date of completion of the road dilapidation surveys for the subject local roads;	A road dilapidation survey has been completed and provided to Inner West Council on 20 September 2024 in accordance with condition E136. Inner West Council have made no comments on the dilapidation report at the time of writing this HVLR.
(d) measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times; and	There are no schools, aged care facilities along Callan Street. There are no childcare facilities on Callan Street
(e) written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a), (b), (c), and (d) of this condition.	The author of this document is a Level 2 Road Safety Auditor and has reviewed the proposed route and has taken into consideration of items (a), (b), (c) and (d) of this condition in assessing the suitability of these roads.

Cambridge Street

Condition of Approval E133	Mitigation strategies / approach
(a) a swept path analysis;	The typical sized heavy vehicle to be used on the nominated local roads is 8.8m in length, a swept path analysis has been completed to show the turn movements performed during both access and egress movements, as well as turn movements along the proposed routes. A copy of these swept paths can be found within Appendix A of this HVLR document. It's further noted that for the purpose of special deliveries, larger vehicles may be required on occasion. The use of larger vehicles would be minimal and avoided where possible, where not possible; additional traffic controls will be implemented in accordance with relevant council and ROL approvals, and this HVLR updated and resubmitted to DPHI for review and approval.
(b) demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;	• Prior to carrying out work for the 33kv installation, the TMP described in Section 4 would be approved by CJP. • Prior to carrying out work on Cambridge Street, an ROL must be obtained prior to occupying the road. • Traffic controllers will be positioned at each site where construction vehicles over 4.5t are required to enter or exit site. The traffic controller will be tasked with ensuring safe construction vehicle and public interaction. • Construction staff required to access and egress site in a vehicle will be briefed on the relevant VMP. Where applicable, construction vehicles will provide priority to public movements whenever entering or exiting site.
(c) provide details as to the date of completion of the road dilapidation surveys for the subject local roads;	A road dilapidation survey has been completed and provided to Inner West Council on 20 September 2024 in accordance with condition E136. Inner West Council have made no comments on the dilapidation report at the time of writing this HVLR.
(d) measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times; and	There are no schools, aged care facilities along Cambridge Street. There are no childcare facilities on Cambridge Street.
(e) written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a), (b), (c), and (d) of this condition.	The author of this document is a Level 2 Road Safety Auditor and has reviewed the proposed route and has taken into consideration of items (a), (b), (c) and (d) of this condition in assessing the suitability of these roads.

Grove Street

Condition of Approval E133	Mitigation strategies / approach
(a) a swept path analysis;	The typical sized heavy vehicle to be used on the nominated local roads is 8.8m in length, with exception to delivery of the cable drums. These cable drum deliveries will occur under Traffic Control where required using trucks of up to 19m in length. A swept path analysis has been completed to show the turn movements performed during both access and egress movements for both 8.8m and 19m length trucks, as well as turn movements along the proposed routes. A copy of these swept paths can be found within Appendix A of this HVLR document. It's further noted that for the purpose of special deliveries, large vehicles (up to 19m in length) may be required on occasion. The use of larger vehicles would be minimal and avoided where possible, where not possible; additional traffic controls will be implemented in accordance with relevant council and ROL approvals, and this HVLR updated and resubmitted to DPHI for review and approval.
(b) demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;	• Prior to carrying out work for the 33kv installation, the TMP described in Section 4 would be approved by CJP. • Prior to carrying out work on Grove Street, an ROL must be obtained prior to occupying the road. • Traffic controllers will be positioned at each site where construction vehicles over 4.5t are required to enter or exit site. The traffic controller will be tasked with ensuring safe construction vehicle and public interaction. • Construction staff required to access and egress site in a vehicle will be briefed on the relevant VMP. Where applicable, construction vehicles will provide priority to public movements whenever entering or exiting site.
(c) provide details as to the date of completion of the road dilapidation surveys for the subject local roads;	A road dilapidation survey has been completed and provided to Inner West Council on 20 September 2024 in accordance with condition E136. Inner West Council have made no comments on the dilapidation report at the time of writing this HVLR.
(d) measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times; and	There are no schools, aged care facilities along Grove Street. There are no childcare facilities on Grove Street.
(e) written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a), (b), (c), and (d) of this condition.	The author of this document is a Level 2 Road Safety Auditor and has reviewed the proposed route and has taken into consideration of items (a), (b), (c) and (d) of this condition in assessing the suitability of these roads.

Manning Street

Condition of Approval E133	Mitigation strategies / approach
(a) a swept path analysis;	The typical sized heavy vehicle to be used on the nominated local roads is 8.8m in length, a swept path analysis has been completed to show the turn movements performed during both access and egress movements, as well as turn movements along the proposed routes. A copy of these swept paths can be found within Appendix A of this HVLR document. It's further noted that for the purpose of special deliveries, larger vehicles may be required on occasion. The use of larger vehicles would be minimal and avoided where possible, where not possible; additional traffic controls will be implemented in accordance with relevant council and ROL approvals, and this HVLR updated and resubmitted to DPHI for review and approval.
(b) demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;	• Prior to carrying out work for the 33kv installation, the TMP described in Section 4 would be approved by CJP. • Prior to carrying out work on Manning Street, an ROL must be obtained prior to occupying the road. • Traffic controllers will be positioned at each site where construction vehicles over 4.5t are required to enter or exit site. The traffic controller will be tasked with ensuring safe construction vehicle and public interaction. • Construction staff required to access and egress site in a vehicle will be briefed on the relevant VMP. Where applicable, construction vehicles will provide priority to public movements whenever entering or exiting site.
(c) provide details as to the date of completion of the road dilapidation surveys for the subject local roads;	A road dilapidation survey has been completed and provided to Inner West Council on 20 September 2024 in accordance with condition E136. Inner West Council have made no comments on the dilapidation report at the time of writing this HVLR.
(d) measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times; and	There are no schools, aged care facilities along Manning Street. There are no childcare facilities on Manning Street.
(e) written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a), (b), (c), and (d) of this condition.	The author of this document is a Level 2 Road Safety Auditor and has reviewed the proposed route and has taken into consideration of items (a), (b), (c) and (d) of this condition in assessing the suitability of these roads.

McCleer Street

Condition of Approval E133	Mitigation strategies / approach
(a) a swept path analysis;	The typical sized heavy vehicle to be used on the nominated local roads is 8.8m in length, a swept path analysis has been completed to show the turn movements performed during both access and egress movements, as well as turn movements along the proposed routes. A copy of these swept paths can be found within Appendix A of this HVLR document. It's further noted that for the purpose of special deliveries, larger vehicles may be required on occasion. The use of larger vehicles would be minimal and avoided where possible, where not possible; additional traffic controls will be implemented in accordance with relevant council and ROL approvals, and this HVLR updated and resubmitted to DPHI for review and approval.
(b) demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;	• Prior to carrying out work for the 33kv installation, the TMP described in Section 4 would be approved by CJP. • Prior to carrying out work on McCleer Street, an ROL must be obtained prior to occupying the road. • Traffic controllers will be positioned at each site where construction vehicles over 4.5t are required to enter or exit site. The traffic controller will be tasked with ensuring safe construction vehicle and public interaction. • Construction staff required to access and egress site in a vehicle will be briefed on the relevant VMP. Where applicable, construction vehicles will provide priority to public movements whenever entering or exiting site.
(c) provide details as to the date of completion of the road dilapidation surveys for the subject local roads;	A road dilapidation survey has been completed and provided to Inner West Council on 20 September 2024 in accordance with condition E136. Inner West Council have made no comments on the dilapidation report at the time of writing this HVLR.
(d) measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times; and	There are no schools, aged care facilities along McCleer Street. There are no childcare facilities on McCleer Street.
(e) written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a), (b), (c), and (d) of this condition.	The author of this document is a Level 2 Road Safety Auditor and has reviewed the proposed route and has taken into consideration of items (a), (b), (c) and (d) of this condition in assessing the suitability of these roads.

Moodie Street

Condition of Approval E133	Mitigation strategies / approach
(a) a swept path analysis;	The typical sized heavy vehicle to be used on the nominated local roads is 8.8m in length, with exception to delivery of the cable drums. These cable drum deliveries will occur under Traffic Control where required using trucks of up to 19m in length. A swept path analysis has been completed to show the turn movements performed during both access and egress movements for both 8.8m and 19m length trucks, as well as turn movements along the proposed routes. A copy of these swept paths can be found within Appendix A of this HVLR document. It's further noted that for the purpose of special deliveries, large vehicles (up to 19m in length) may be required on occasion. The use of larger vehicles would be minimal and avoided where possible, where not possible; additional traffic controls will be implemented in accordance with relevant council and ROL approvals, and this HVLR updated and resubmitted to DPHI for review and approval.
(b) demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;	• Prior to carrying out work for the 33kv installation, the TMP described in Section 4 would be approved by CJP. • Prior to carrying out work on Moodie Street, an ROL must be obtained prior to occupying the road. • Traffic controllers will be positioned at each site where construction vehicles over 4.5t are required to enter or exit site. The traffic controller will be tasked with ensuring safe construction vehicle and public interaction. • Construction staff required to access and egress site in a vehicle will be briefed on the relevant VMP. Where applicable, construction vehicles will provide priority to public movements whenever entering or exiting site.
(c) provide details as to the date of completion of the road dilapidation surveys for the subject local roads;	A road dilapidation survey has been completed and provided to Inner West Council on 20 September 2024 in accordance with condition E136. Inner West Council have made no comments on the dilapidation report at the time of writing this HVLR.
(d) measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times; and	There are no schools, aged care facilities along Moodie Street. There are no childcare facilities on Moodie Street.
(e) written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a), (b), (c), and (d) of this condition.	The author of this document is a Level 2 Road Safety Auditor and has reviewed the proposed route and has taken into consideration of items (a), (b), (c) and (d) of this condition in assessing the suitability of these roads.

Toelle Street

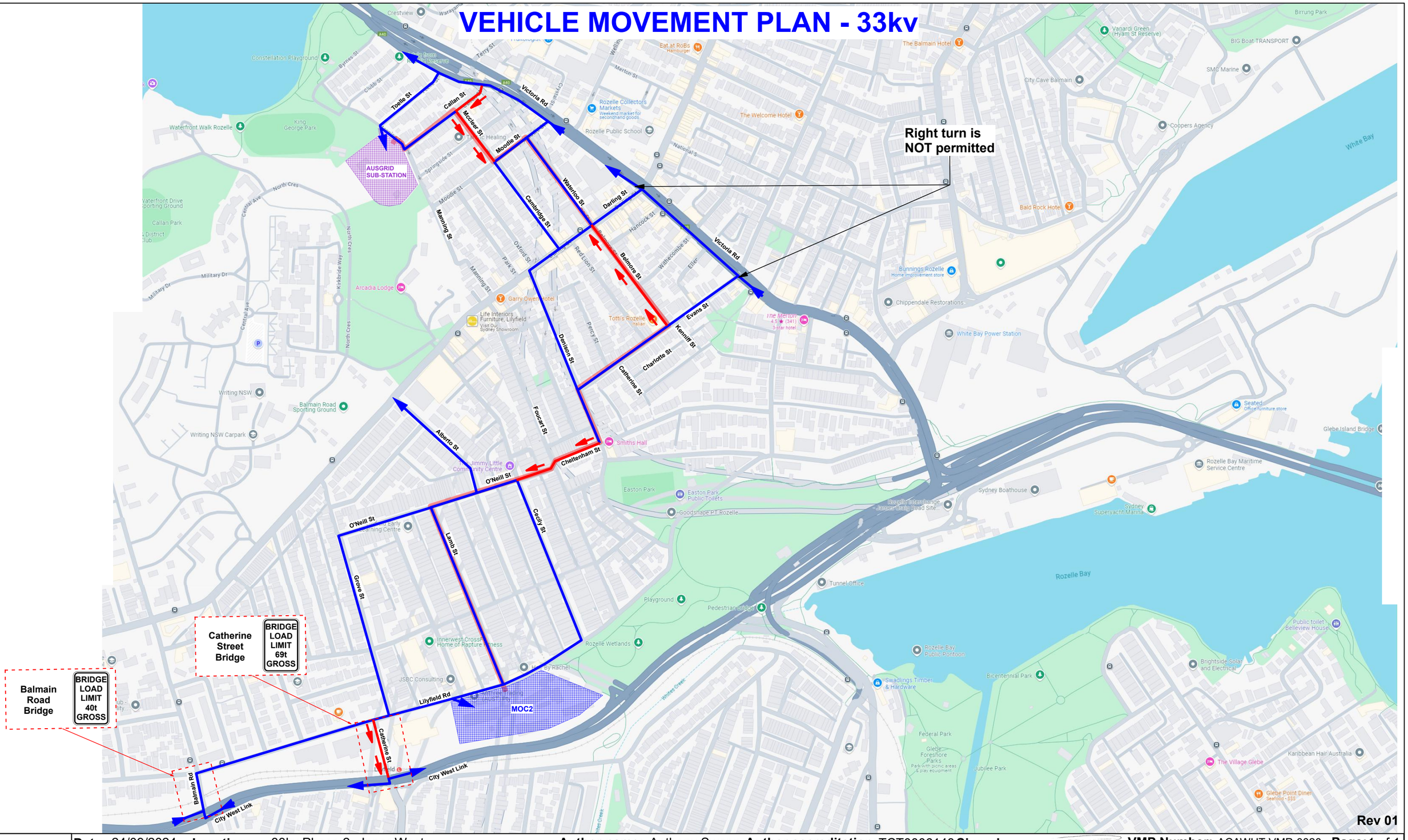
Condition of Approval E133	Mitigation strategies / approach
(a) a swept path analysis;	The typical sized heavy vehicle to be used on the nominated local roads is 8.8m in length, a swept path analysis has been completed to show the turn movements performed during both access and egress movements, as well as turn movements along the proposed routes. A copy of these swept paths can be found within Appendix A of this HVLR document. It's further noted that for the purpose of special deliveries, larger vehicles may be required on occasion. The use of larger vehicles would be minimal and avoided where possible, where not possible; additional traffic controls will be implemented in accordance with relevant council and ROL approvals, and this HVLR updated and resubmitted to DPHI for review and approval.
(b) demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;	• Prior to carrying out work for the 33kv installation, the TMP described in Section 4 would be approved by CJP. • Prior to carrying out work on Toelle Street, an ROL must be obtained prior to occupying the road. • Traffic controllers will be positioned at each site where construction vehicles over 4.5t are required to enter or exit site. The traffic controller will be tasked with ensuring safe construction vehicle and public interaction. • Construction staff required to access and egress site in a vehicle will be briefed on the relevant VMP. Where applicable, construction vehicles will provide priority to public movements whenever entering or exiting site.
(c) provide details as to the date of completion of the road dilapidation surveys for the subject local roads;	A road dilapidation survey has been completed and provided to Inner West Council on 20 September 2024 in accordance with condition E136. Inner West Council have made no comments on the dilapidation report at the time of writing this HVLR.
(d) measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times; and	There are no schools, aged care facilities along Toelle Street. There are no childcare facilities on Toelle Street.
(e) written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a), (b), (c), and (d) of this condition.	The author of this document is a Level 2 Road Safety Auditor and has reviewed the proposed route and has taken into consideration of items (a), (b), (c) and (d) of this condition in assessing the suitability of these roads.

Waterloo Street

Condition of Approval E133	Mitigation strategies / approach
(a) a swept path analysis;	The typical sized heavy vehicle to be used on the nominated local roads is 8.8m in length, with exception to delivery of the cable drums. These cable drum deliveries will occur under Traffic Control where required using trucks of up to 19m in length. A swept path analysis has been completed to show the turn movements performed during both access and egress movements for both 8.8m and 19m length trucks, as well as turn movements along the proposed routes. A copy of these swept paths can be found within Appendix A of this HVLR document. It's further noted that for the purpose of special deliveries, large vehicles (up to 19m in length) may be required on occasion. The use of larger vehicles would be minimal and avoided where possible, where not possible; additional traffic controls will be implemented in accordance with relevant council and ROL approvals, and this HVLR updated and resubmitted to DPHI for review and approval.
(b) demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;	• Prior to carrying out work for the 33kv installation, the TMP described in Section 4 would be approved by CJP. • Prior to carrying out work on Waterloo Street, an ROL must be obtained prior to occupying the road. • Traffic controllers will be positioned at each site where construction vehicles over 4.5t are required to enter or exit site. The traffic controller will be tasked with ensuring safe construction vehicle and public interaction. • Construction staff required to access and egress site in a vehicle will be briefed on the relevant VMP. Where applicable, construction vehicles will provide priority to public movements whenever entering or exiting site.
(c) provide details as to the date of completion of the road dilapidation surveys for the subject local roads;	A road dilapidation survey has been completed and provided to Inner West Council on 20 September 2024 in accordance with condition E136. Inner West Council have made no comments on the dilapidation report at the time of writing this HVLR.
(d) measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times; and	There are no schools, aged care facilities along Waterloo Street. There are no childcare facilities on Waterloo Street.
(e) written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a), (b), (c), and (d) of this condition.	The author of this document is a Level 2 Road Safety Auditor and has reviewed the proposed route and has taken into consideration of items (a), (b), (c) and (d) of this condition in assessing the suitability of these roads.

Appendix D:
Vehicle Movement Plans (VMP)

VEHICLE MOVEMENT PLAN - 33kv



Rev 01

Date: 24/09/2024 **Location:** 33kv Phase 2 - Inner West **Author name:** Anthony Swann **Author accreditation:** TCT0006148 **Signed:** **VMP Number:** ACAWHT-VMP-0020 **Page:** 1 of 1

Comments:

- Drivers must be briefed on this VMP
- Gatekeeper/s must be in position when gates are in use and the VMP requires it.
- Drivers must adhere to Gatekeepers directions
- Vehicles entering and exiting site must:
  1. Activate roof mounted beacons on approach
  2. radio intention via UHF
  3. Indicate intensions
  4. Turn into/out of site
  5. Exit with caution, ensuring the safety of pedestrian and other road users
  6. Disable roof mounted beacons after egress and speed has reached normal traffic flow.
  7. follow all road rules and speed limits.
- Use only approved haul routes

PROJECT: WESTERN HARBOUR TUNNEL - PACKAGE 2

LEGEND

Workzone/33kv alighnment	Bridge Load Limit
Heavy vehicle travel permitted in direction of arrow only	Intersection under traffic signal control
Heavy vehicle travel permitted (two way)	

N