

HEAVY VEHICLE LOCAL ROAD REPORT

Sydney Metro West – Western Tunnelling Package
Westmead from December 2022

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Revision History

Rev	Date	Comments
A	6 May 2022	Initial submission
B	June 2022	Revised based on comments received and revised route to site
C	July 2022	Revised based on comments received
D	31 August 22	Revised based on site changes and comments received
E	24 Nov 2022	Revised based on site changes to access and egress into the site

Document Authorisation

Action Type	Position	Name	Signature	Date Signed
Prepared by	Traffic Manager			24 Nov 2022
Reviewed by	Senior Project Manager			24 Nov 2022
<p>I hereby confirm this activity and all associated work, have been appropriately planned and the relevant resources are available to conduct the work in accordance with the agreed method.</p> <p>I hereby approve this activity to commence, as the stated controls applications are the most appropriate and are in accordance with the Risk Matrix.</p>				
Approved by	Deputy Project Director			24 Nov 2022

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

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Definitions/ Abbreviations

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

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

1 EXECUTIVE SUMMARY

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

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

For the Westmead site, the route proposed into site for the works is via Alexandra Avenue (a regional road), with the use of Hassall Street to enter the site. Egress from the site will be via Hawkesbury Road (as per the EIS).

The suitability of the routes has been assessed based on typical Heavy Vehicle sizes eg: truck and dog combinations, 19m semi-trailer, single unit trucks, truck no dog and 10 wheeler trucks.

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

2 INTRODUCTION

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

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

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

This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between the two CBDs, linking new communities to rail services, and supporting employment growth and housing supply. The Sydney Metro West project is expected to create about 10,000 direct and 70,000 indirect jobs during construction.

The new 24-kilometre Sydney Metro West tunnel and excavation works for nine new stations will be delivered in three contracts—the Western Tunnelling Package (WTP), the Central Tunnelling Package (CTP) and the Eastern Tunnelling Package (ETP).

The Gamuda Australia and Laing O'Rourke Consortium (GLC) will deliver the Sydney Metro West (SMW) Western Tunnelling Package (WTP), which includes:

- Westmead Station box excavation, including temporary support, stub tunnels, partially mined station cavern and crossover cavern including permanent lining and support
- Parramatta Station, including excavation of station box and associated support
- Clyde Maintenance and Stabling Facility (MSF), including permanent dive structure, portal, spur running tunnels, spur tunnel junction cavern, bulk earthworks, civil structures, utilities corridor, road crossing and creek diversion
- Rosehill Services Facility, including shaft excavation, permanent lining and lateral support
- A precast segment manufacturing facility at Eastern Creek
- Demolition and site clearance works
- Tunnelling between Sydney Olympic Park (SOP) and Westmead. Tunnelling will be undertaken by placing the tunnel boring machines (TBMs) at the Rosehill Services Facility box and retrieved out at the SOP Station Box and then placed back at the Rosehill Services Facility and retrieved at the Westmead Station Box. No surface works are proposed at SOP except for the retrieval of the TBM.

2.1 Purpose

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

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

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

2.2 Planning approval

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

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

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

3 COMPLIANCE

3.1 Ministerial Conditions of Approval

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

Table 3-1: Ministerial Conditions of Approval

MCoA	Condition requirement	Document reference
A47	All heavy vehicles used for spoil haulage must be clearly marked on the sides and rear with the project name and application numbers to enable immediate identification by a person viewing the heavy vehicle standing 20m away	Table 7-2
D86	Local roads proposed to be used by Heavy Vehicles to directly access construction sites that are not identified in the documents listed in Condition A1 of this schedule must be approved by the Planning Secretary and be included in the CTMPs	This report
D87	All requests to the Planning Secretary for approval to use local roads under Condition D86 above must the following a) A swept path analysis	Appendix A
D87	All requests to the Planning Secretary for approval to use local roads under Condition D86 above must the following b) Demonstration that the use of local roads by Heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists of the safety of two way traffic flow on two way roadways	This report
D87	All requests to the Planning Secretary for approval to use local roads under Condition D86 above must the following c) Details as to the date of completion of the road dilapidation surveys for the subject local road and	Appendix D
D87	All requests to the Planning Secretary for approval to use local roads under Condition D86 above must the following d) Measures that will be implemented to avoid where practicable the use of local roads past schools, aged care facilities and child care facilities during their peak operation times and	This report
D87	All requests to the Planning Secretary for approval to use local roads under Condition D86 above must the following e) Written advice from an appropriately qualified professional on the suitability of the proposed Heavy Vehicle route which takes into consideration items a) to d) of this condition	Appendix B
D88	Before any local road is used by a Heavy Vehicle for the purposes of construction of Stage 1 of the CSSI, a Road Dilapidation Report must be prepared for the road. A copy of the Road Dilapidation Report must be provided to the Relevant Road Authority(s) within three (3) weeks of completion of the survey and at no later than one (1) month before the road being used by Heavy Vehicles associated with the construction of Stage 1 of the CSSI	Section 7.1

MCoA	Condition requirement	Document reference
D89	If damage to roads occurs because of the construction of Stage 1 of the CSSI, the Proponent must either (at the Relevant Road Authority's discretion) a) Compensate the Relevant Road Authority for the damage so caused or b) Rectify the damage to restore the road to at least the condition it was in pre-work as identified in the Road Dilapidation Report	Section 7.1
D90	Vehicles associated with the project workforce (including light vehicles and Heavy Vehicles must be managed to: a) Minimise parking on public roads	Section 6.1.2
	Heavy Vehicles must be managed to: b) Minimise idling and queuing on state and regional roads	Section 7
	Heavy Vehicles must be managed to: c) Not carry out marshalling of construction vehicles near sensitive land user(s)	Section 7
	Heavy Vehicles must be managed to: d) Not block or disrupt access across pedestrian or shared user paths at any time unless alternate access is provided and	Section 6.1.3
	Heavy Vehicles must be managed to" e) Ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs	Section 7.5

3.2 Revised Environmental Management Measures

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

Table 3-2: REMMs

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

4 LEGAL AND OTHER REQUIREMENTS

4.1 Relevant Legislation

Identified regulatory requirements are:

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

4.2 References and guidelines

The relevant standards, codes and guidelines are noted below:

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

5 THE EXISTING ENVIRONMENT

5.1 Locality and land use

The site is located south of the health precinct in Westmead and is bounded by Hawkesbury Road to the west, Bailey Street to the south, Hassall Street to the east and Alexandra Avenue to the north, as shown on Figure 5-1.

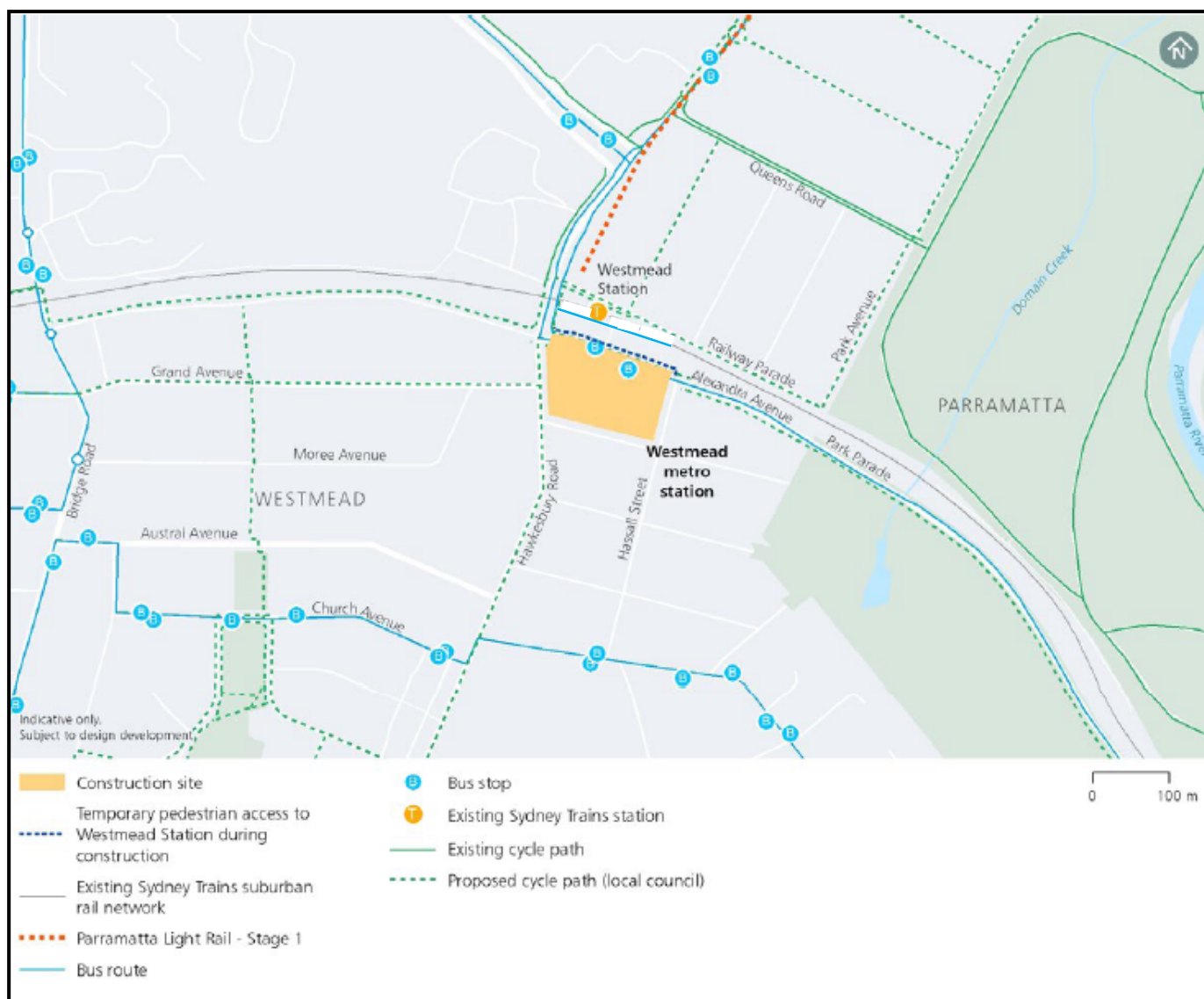


Figure 5-1: Site locality (source: EIS Chapter 10 Figure 10-1)

The site is in an a typically residential area with small areas of commercial properties. Westmead Public School is located to the south west of the site on Hawkesbury Road and Western Sydney University and Parramatta Marist High School is located to the north west of the site, refer to Figure 5-2.



Figure 5-2: Existing land use zoning

A review of the existing sensitive receivers and their locations was undertaken by Sydney Metro during the EIS development phase. The results of this review is provided on Figure 5-3. It is noted that no aged care facilities are located near the Westmead site. However, there are a number of child care facilities to the north and southwest of the site. As previously noted educational facilities are found to the north and south west.

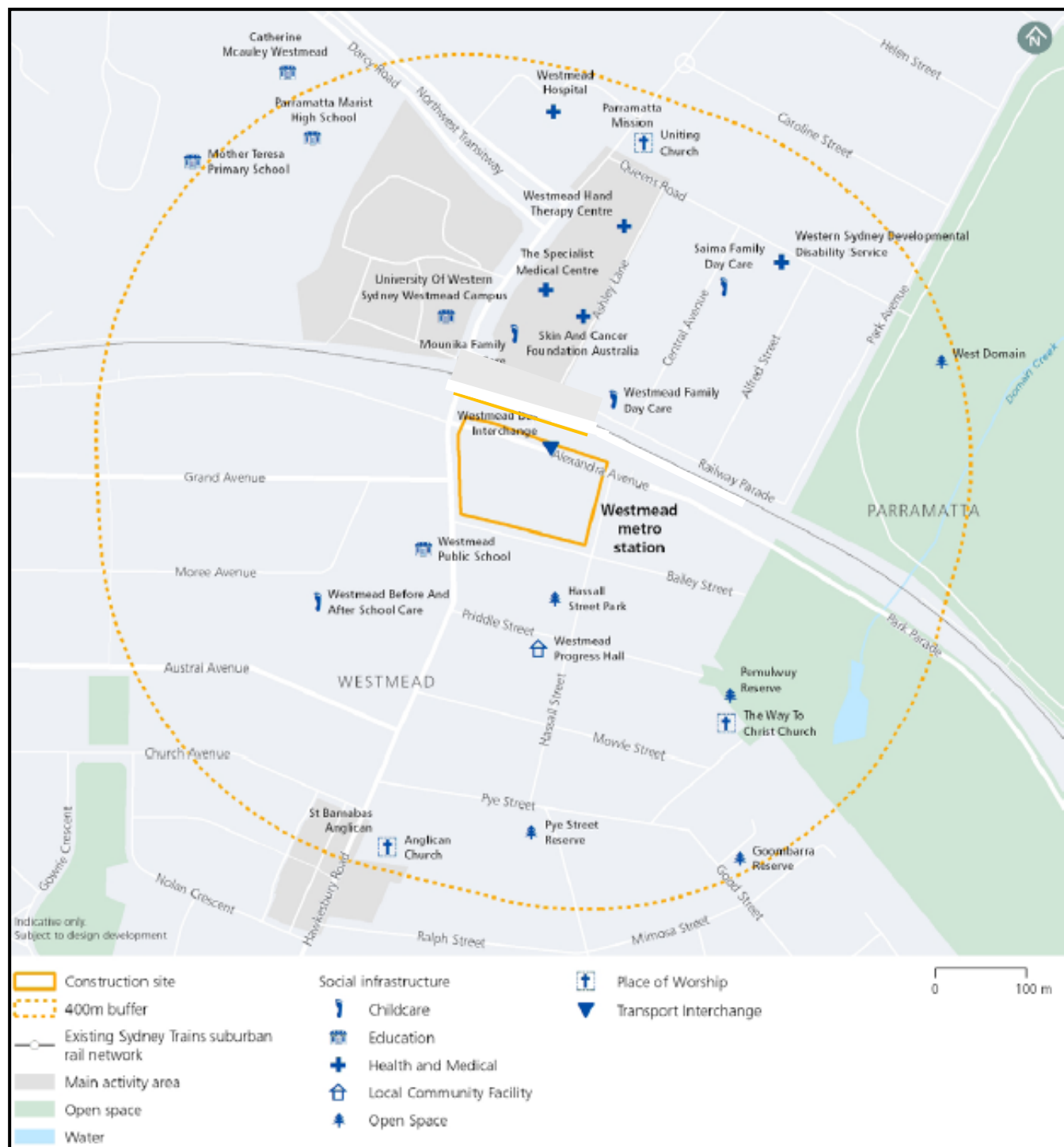


Figure 5-3: Sensitive receivers locations

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

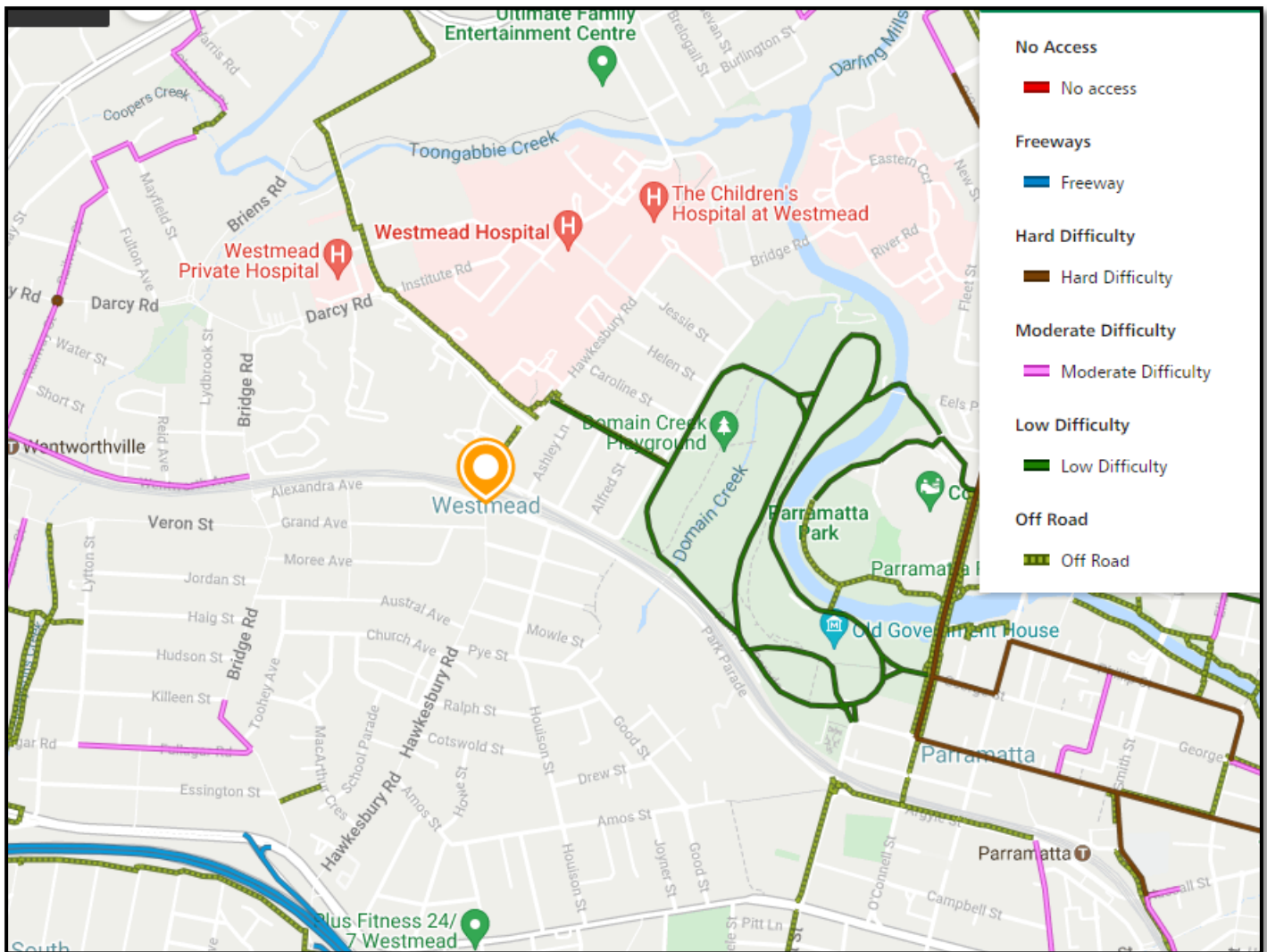


Figure 5-4: Existing shared path and cycleways (source: [TfNSW Cycleway finder](#))

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

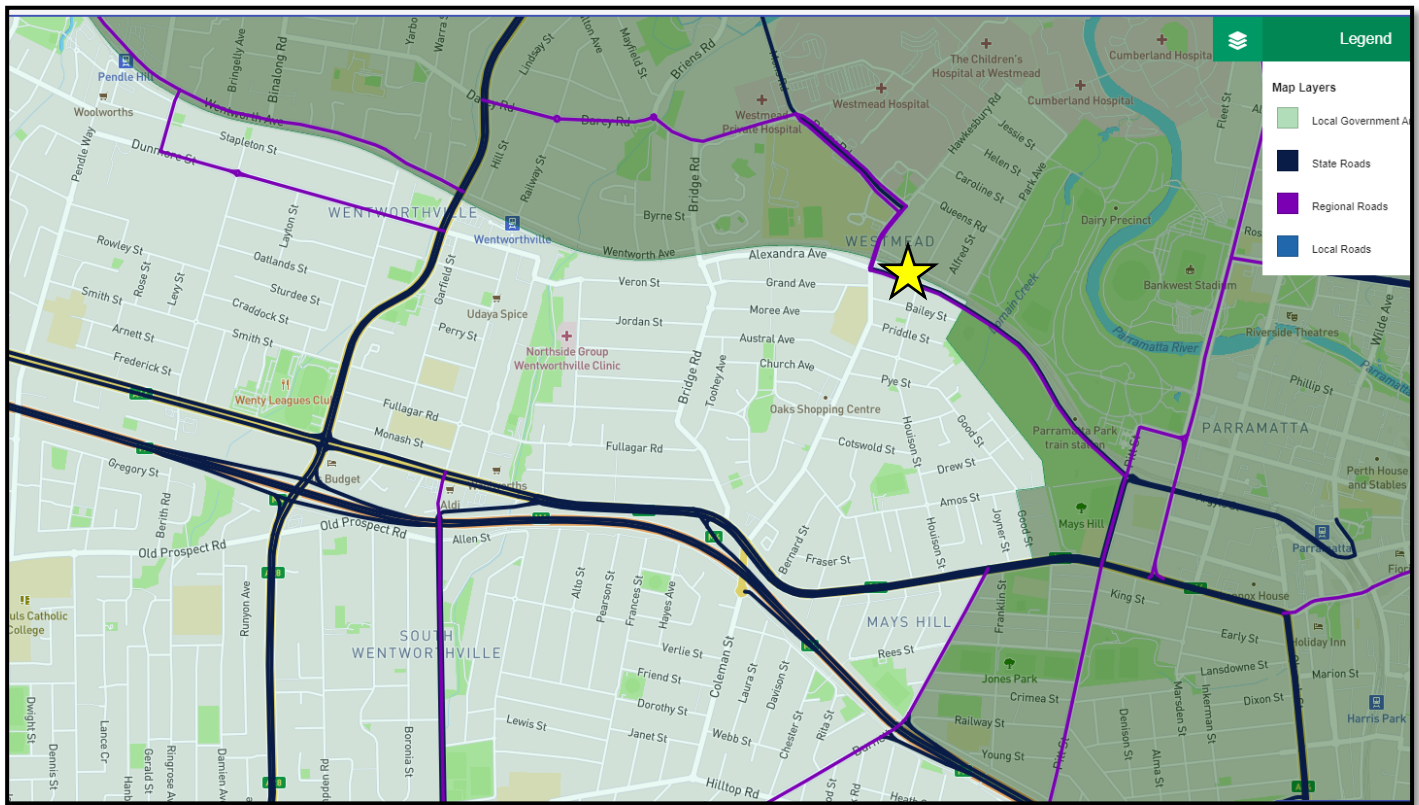


Figure 5-5: NSW Road Classification Map (source: [TfNSW Road Network Classification Map](#))

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

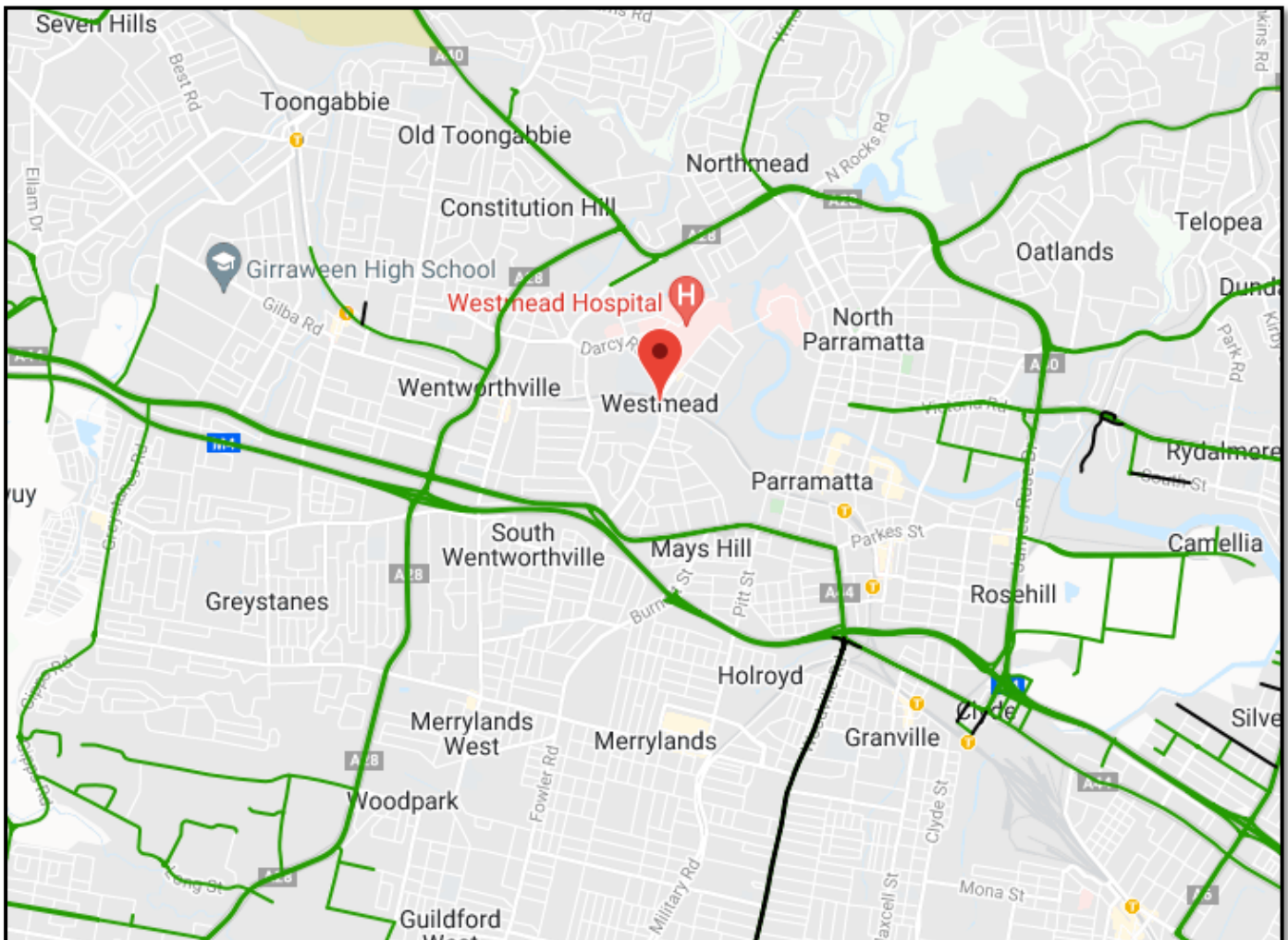


Figure 5-6: PBS Routes (source: [TfNSW PBS Network map](#))

5.2 Alexandra Avenue

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

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

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

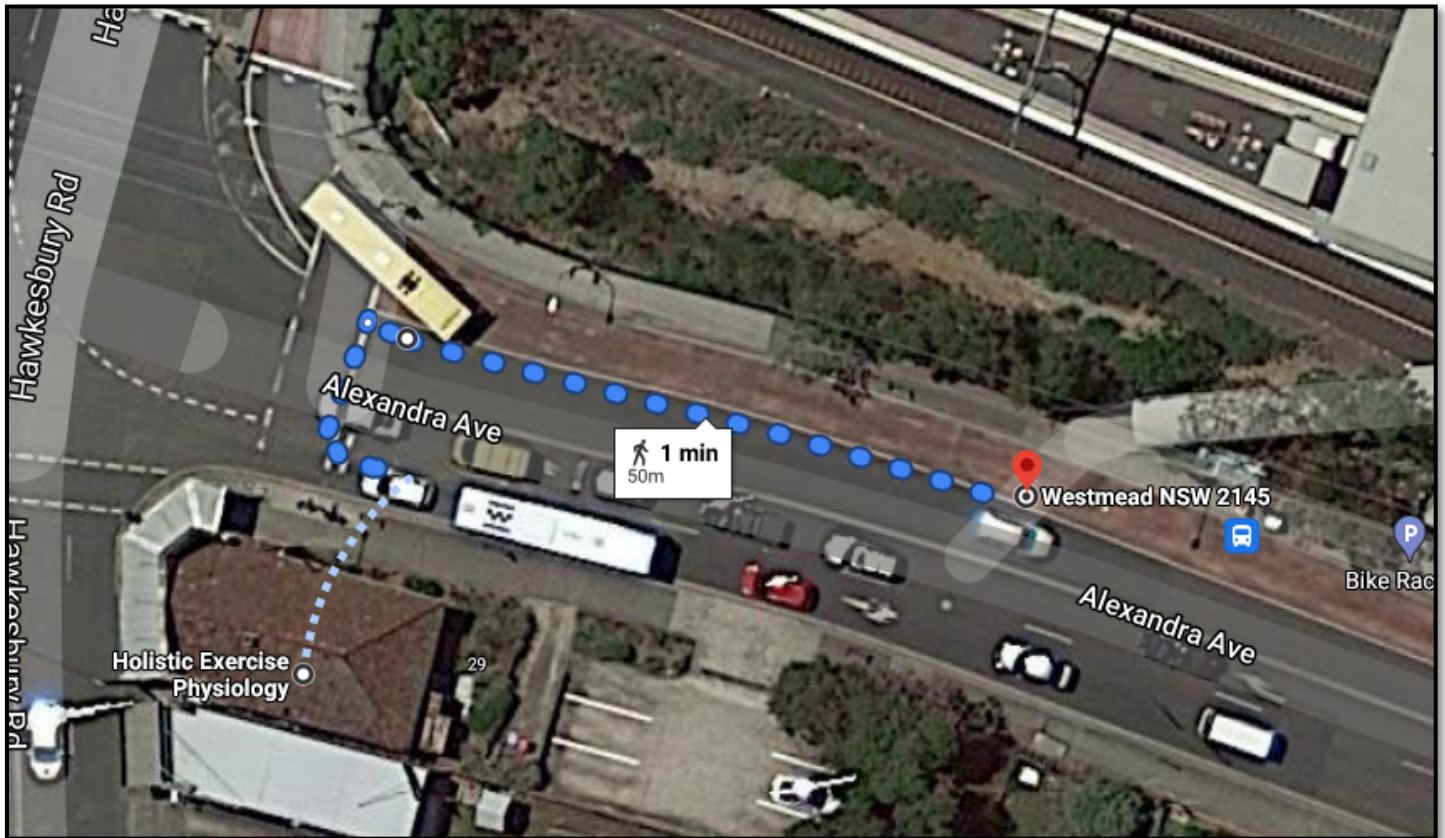


Figure 5-7: Pedestrian access to the rail station

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

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



Figure 5-8: Existing bus stops on Alexandra Avenue

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

Table 5-1: Bus services operating on Alexandra Avenue

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

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

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



Figure 5-9: Rail corridor access gate

Parking is generally unrestricted along Alexandra Avenue with No Stopping provided at intersections and on Alexandra Avenue between Hassall Street and Hawkesbury Road in both directions and No Stopping along the northern kerb between Hassall Street and Pitt Street to the east. Parking restrictions for the site and surrounding area is shown on Figure 5-10.



Figure 5-10: Existing parking restrictions surrounding the site

5.3 Hassall Street

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

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

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

5.4 Hawkesbury Road

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

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

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

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

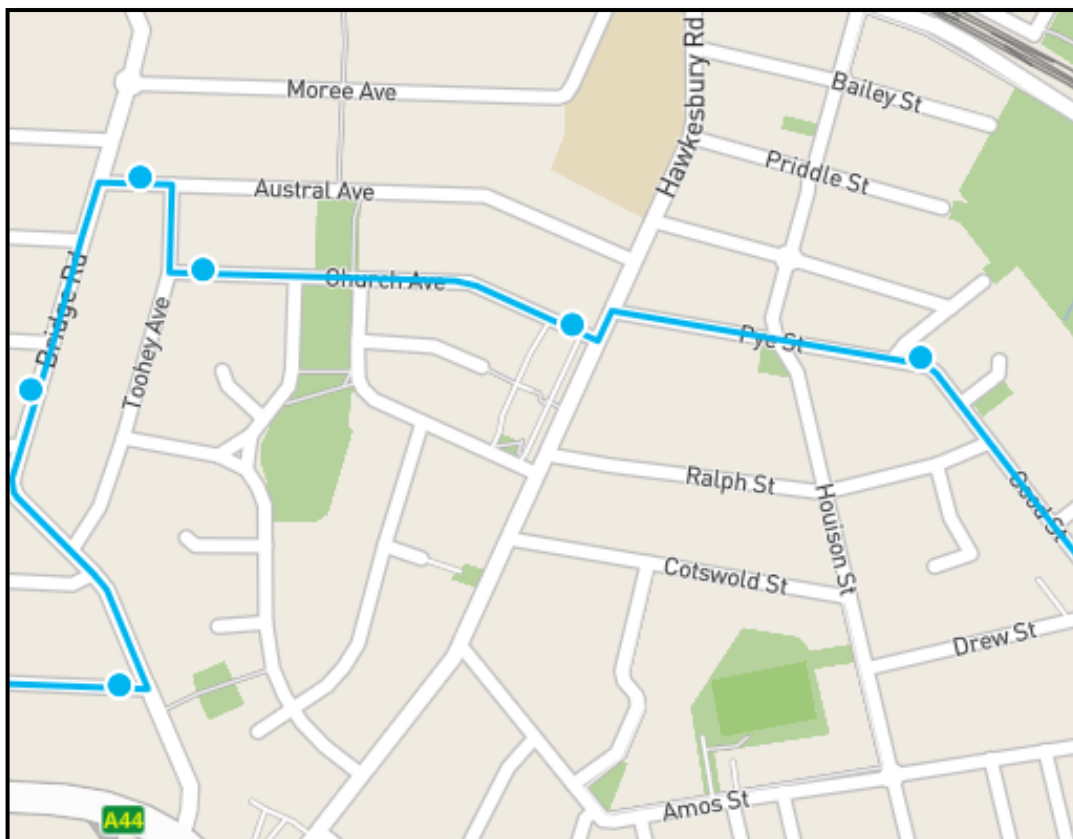


Figure 5-11: Route 700 Blacktown to Parramatta

5.5 Bailey Street

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

6 SITE OPERATIONS

Works to be undertaken during the Site Establishment phase of works include:

- Installation of site amenities including offices, ablution blocks
- Installation of environmental controls including:
 - Wheel wash or similar
 - Sediment control
- Construction of the acoustic shed
- Installation of internal access roads and gates
- New vehicle crossovers for the main phase of works
- Localised cut to fill earthworks

The Local Area Works and Site Operations will consist of the following:

Task	Proposed Dates
Removal of unused driveways on Hawkesbury Rd and Bailey St and reinstating the kerb	From November 2022 to February 2023
Site Driveway Heavy Vehicle access and egress construction	November 2022
Changes at the intersection of Hawkesbury Rd and Priddle St	From January 2023 to February 2023
Implementing Traffic Signals at the intersection of Bailey St and Hassall St	Works to commence towards the end of 2023
Extending pedestrian fencing at the intersection of Great Western Highway and Pitt St	From January 2023 to February 2023
Site operating conditions (box excavation, tunnelling and demobilisation)	From November 2022 to December 2025

Table 2- Scope of Works

6.1 Operating Conditions

All work vehicles will enter and exit the construction sites in a forward direction, where reasonable and feasible. Where this is not possible, appropriate management measures will be put in place such as traffic control under approved Road Occupancy Licences and Cumberland Council Permits.

New driveways on Hawkesbury Road and Hassall St will be used for the site operations phase of the works. The driveways to be used are shown on Figure 6-1, Figure 6-2 and Figure 6-3 below.

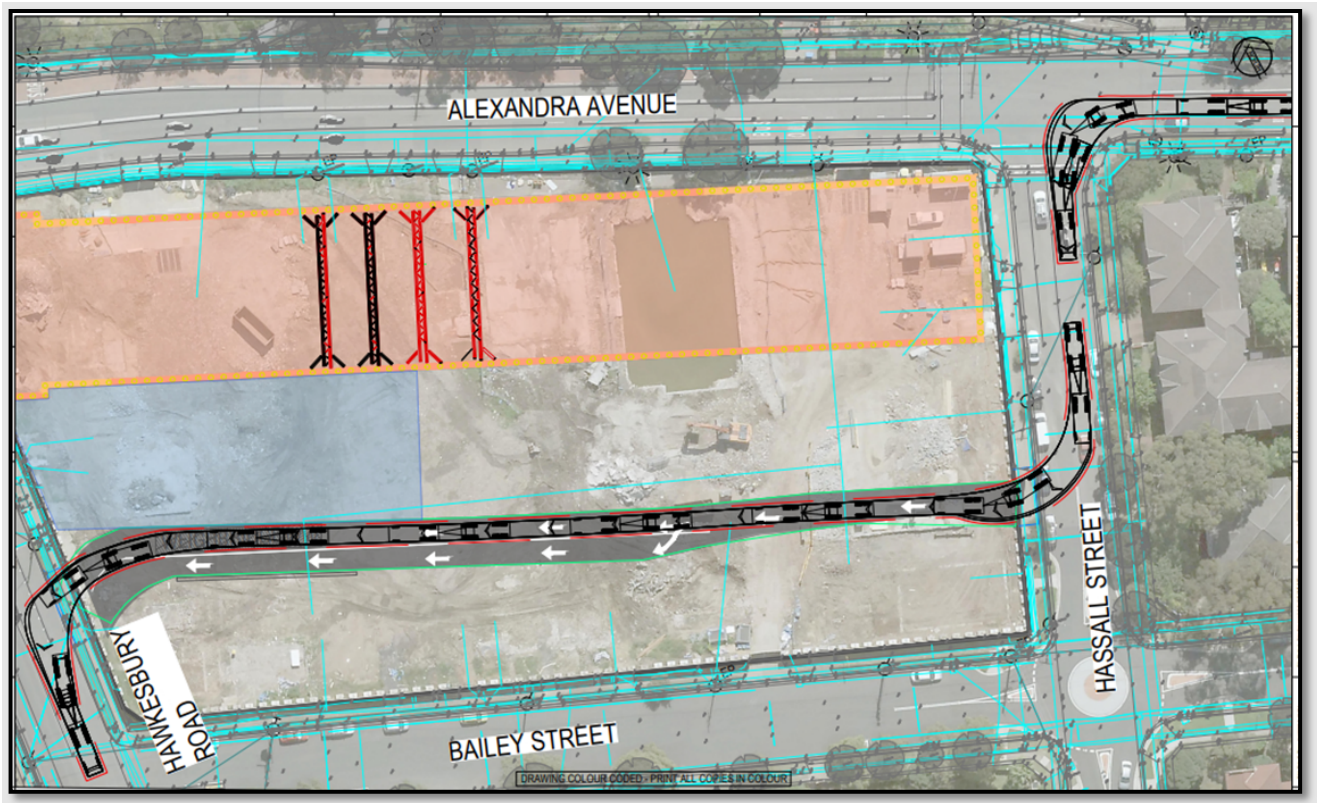


Figure 6-1: Proposed driveway access/ egress

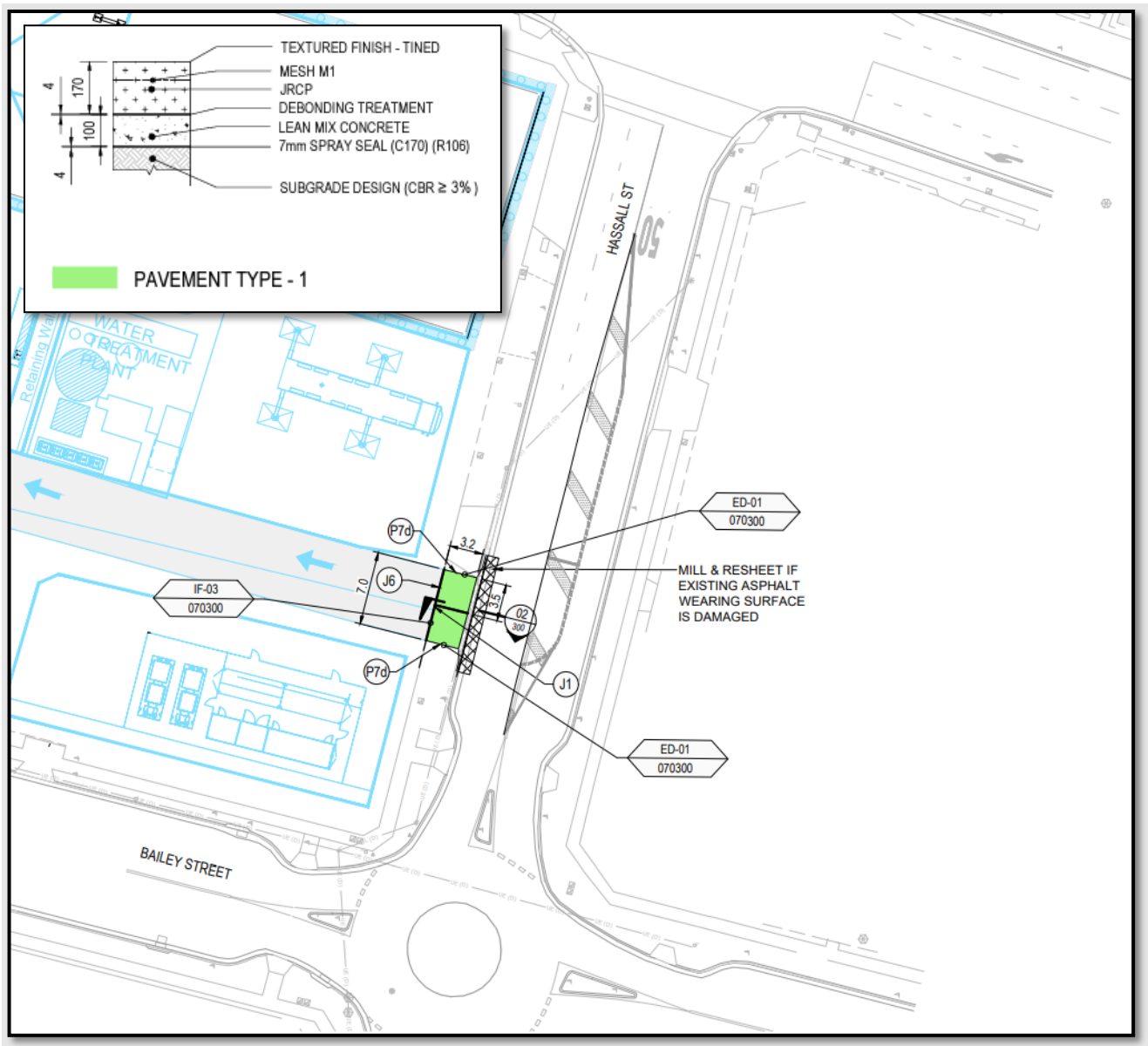


Figure 6-2: Hassall St Entry driveway

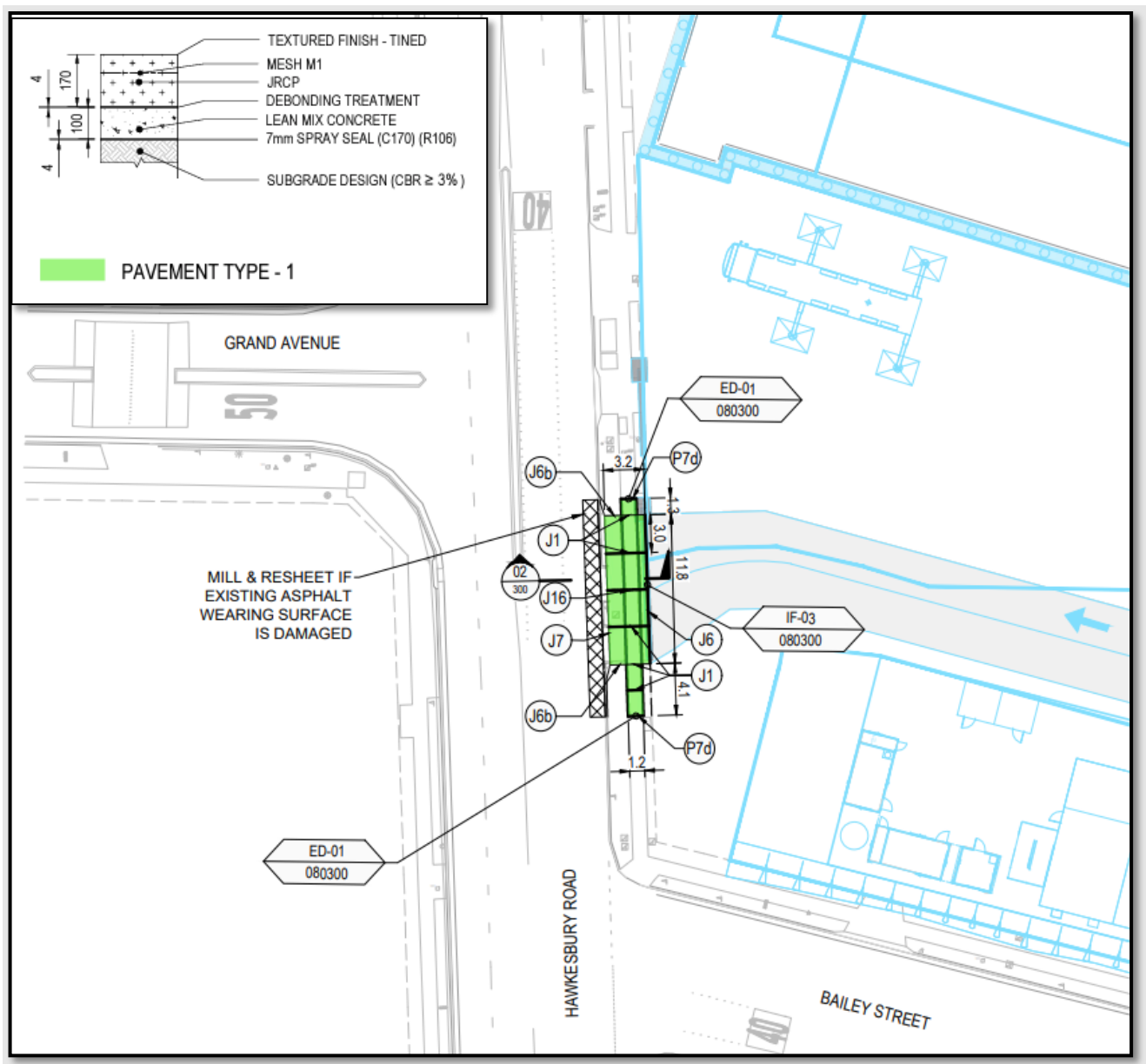


Figure 6-3: Hawkesbury Rd Exit driveway

6.1.1 Impact on traffic flow

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

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

Heavy vehicles will be used for delivery of construction materials, piling and excavation. The anticipated heavy vehicle numbers are provided in Table 6-1 with the EIS numbers shown on Figure 6-5.

Table 6-3: Heavy vehicle numbers per hour

Times	EIS Heavy vehicles per hour	GLC heavy vehicles per hour
AM and PM peaks	9	9
Interpeak	23	23

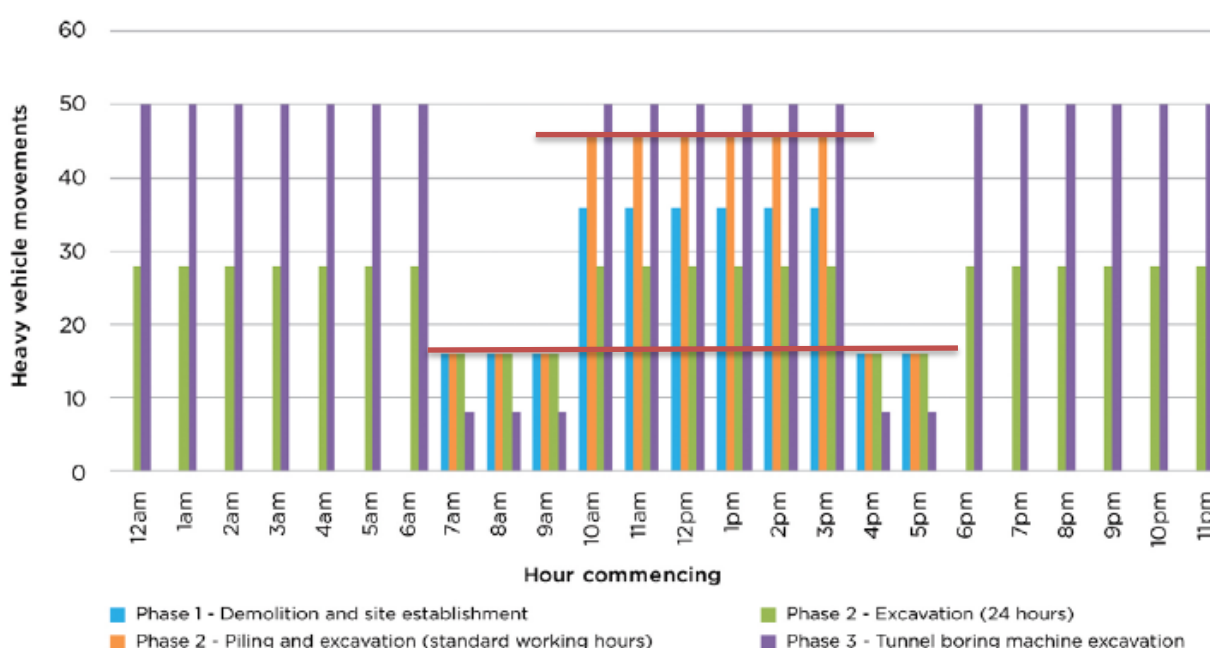


Figure 6-4: EIS heavy vehicle movements

6.1.2 Impact on parking

All light and heavy vehicles associated with the works will be catered for on site. Additional overflow parking is available at the Clyde/Rosehill site where staff can get a GLC minibus to Parramatta train station for access to Westmead via Sydney Trains.

6.1.3 Impact on active transport users

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



Figure 6-5: Truck Aware decals

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



Figure 6-6: Truck Aware decal locations

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

Construction site traffic immediately around construction sites will be managed to minimise vehicle movements through school zones during pick up and drop off times. The following sections note

the bell times at the schools. These bell times dictate when the school drop offs and pickups would occur.

6.1.3.1 Westmead Public School

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

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

6.1.3.2 Parramatta High School

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

- 730AM
- 245PM

6.1.4 Impact on public transport

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

6.1.5 Impact on property and utility access

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

6.1.6 Managing cumulative impacts

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

6.1.6.1 Traffic and Transport Liaison Group (TTLG)

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

6.1.6.2 Traffic Control Group (TCG)

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

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

7 FLEET MANAGEMENT

Trucks to be used on the project will be compliant with NSW legislation, Sydney Metro's Principal Contractor Health and Safety Standard, relevant Australian Design Rules and vehicle standards and the Heavy Vehicle National Legislation. All heavy vehicle operations will be conducted in accordance with GLC's Chain of Responsibility (CoR) Management Plan including compliance with nominated haulage routes.

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

Construction traffic will be managed to minimise movements during peak periods and through school zones during drop off and pick up times, in particular at the Westmead and Parramatta sites and this will be achieved through scheduling of vehicles and staggered start and finish times. GLC will provide sufficient onsite parking for heavy vehicles associated with the works. This will ensure that vehicles are not idling or queuing on state, regional and local roads. In the event that vehicles are unable to be accommodated, vehicles will be directed to the Clyde site as an extended marshalling facility. Given the amount of space available at the Clyde site there is no requirement for any further marshalling facilities. The use of marshalling facilities is not envisioned, however, where this is required, GLC will ensure that the marshalling of heavy vehicles is not carried out near sensitive land user(s).

7.1 Road dilapidation report

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

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

- Compensate Cumberland Council for the damage so caused or
- Rectify the damage to restore the road to at least the condition it was in pre-work as identified in the Road Dilapidation Report

7.2 Drivers and operators

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

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

road users and reinforces heavy vehicle driver knowledge and skill. The project and site inductions will have a particular focus on operator behaviour. The driver induction process will include safety awareness in relation to all road users, particularly pedestrians and cyclists.

7.3 EIS routes for Heavy Vehicles

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

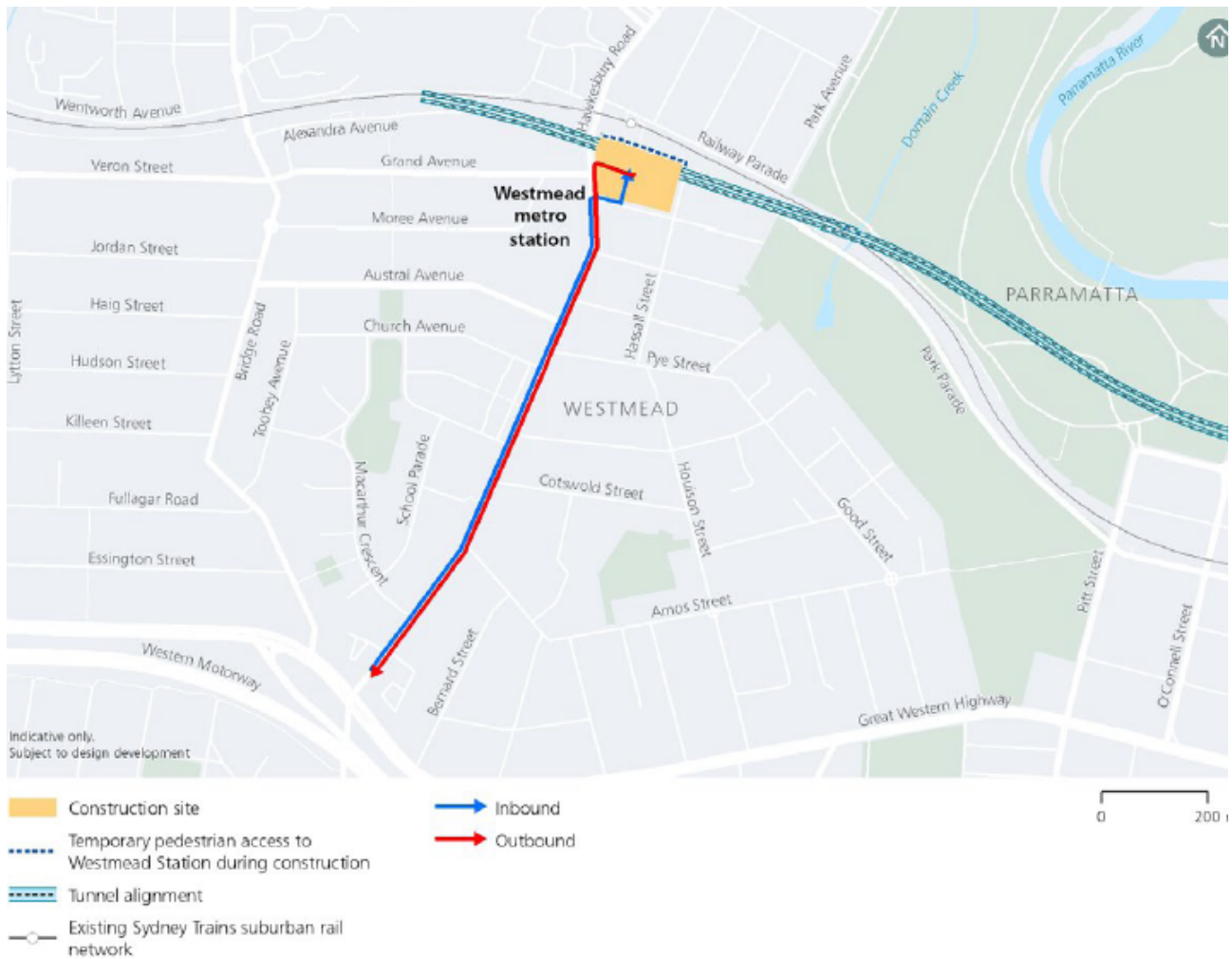


Figure 7-1: EIS nominated heavy vehicle routes

7.4 Proposed heavy vehicle routes

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

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

Road name	Between	Between	Road type	Included EIS?	Two way traffic flow	Parking	Speed limit
Hawkesbury Road	Alexandra Avenue	Great Western Highway	Local	Yes	Yes	Yes	50km/hr
Bailey Street	Hassall Street	Hawkesbury Road	Local	No	Yes	Yes	50km/hr
Hassall Street	Alexandra Avenue	Bailey Street	Local	No	Yes	Yes	50km/hr
Alexandra Avenue	Park Parade	Hassall Street	Regional	No	Yes	Yes	50km/hr
Pitt Street	Great Western Highway	Park Parade	State	No	No	No	50km/hr
Park Parade	Pitt Street	Alexandra Avenue	Regional	No	Yes	No	50km/hr

As noted by the Ministerial Conditions of Approval, this report is to cover local roads not identified in the EIS, specifically the use of a small section of Hawkesbury Road between Alexandra Avenue and the site egress for the site establishment phase only, Hassall Street for all phases or works.

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

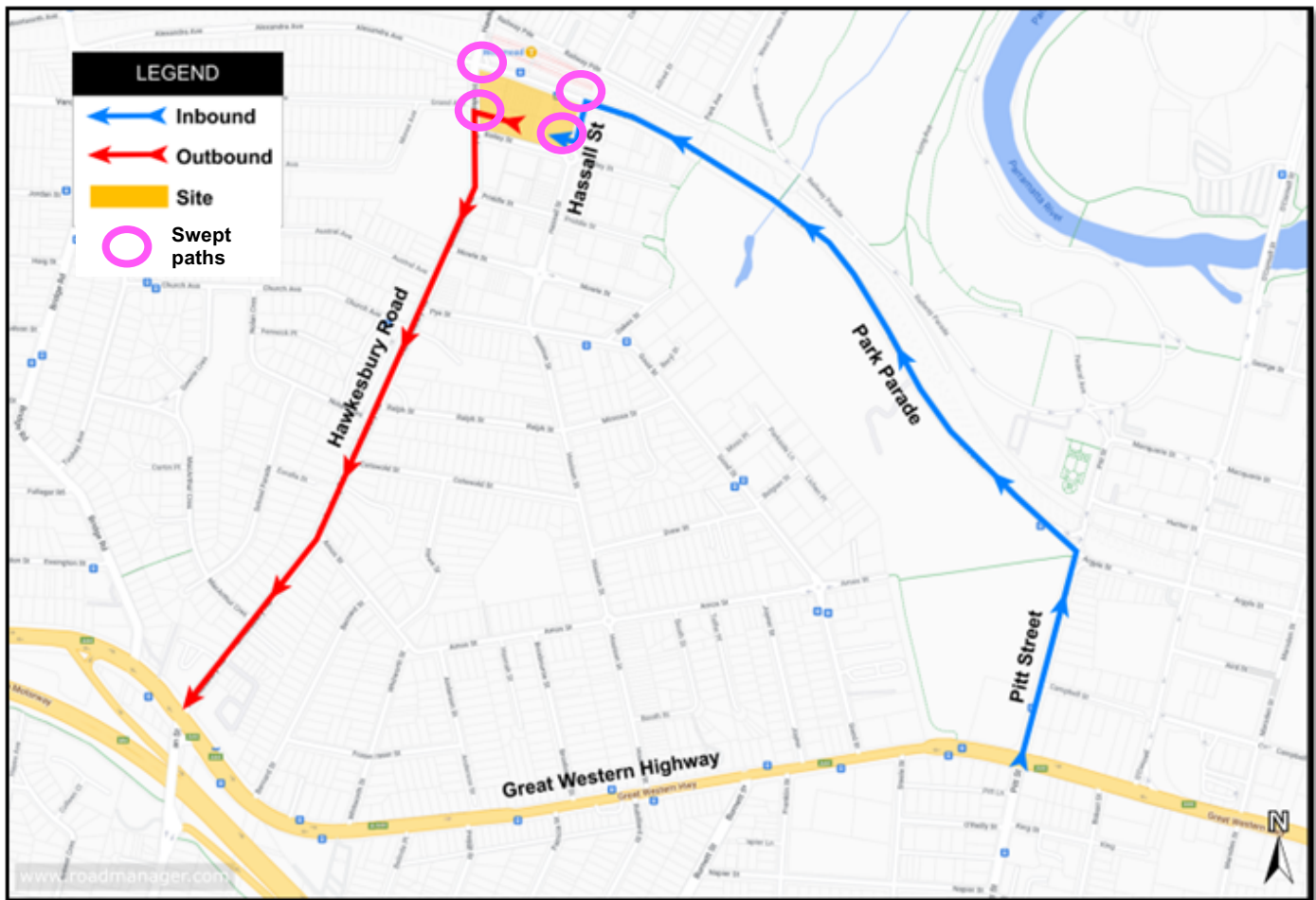


Figure 7-2: Swept path analysis locations for works

7.5 Fleet safety

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

Table 7-2: Heavy vehicle requirements

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

Requirement(s)	Purpose	Managed by
close to the front of a moving or stationary heavy vehicle		
Full body line and contour conspicuity markings and reflective markings fitted to the drawbar of all trailers	Increasing visibility of heavy vehicles	Checking prior to attendance at site through subcontractor engagement All vehicles will be registered on Plant Assessor
Heavy vehicle drivers to complete the Sydney Metro Safe Heavy Vehicle Driver Induction program or similar	Training and induction to address safety of pedestrians/ cyclists along street frontages and particularly: <ul style="list-style-type: none"> Hawkesbury Road approaching Westmead Public School and Green on green conflict which currently exists at the intersection of Alexandra Avenue and Hawkesbury Road School zone operating times on Pitt Street and Hawkesbury Road 	Training and induction process All heavy vehicle operators will be registered on Plant Assessor
All heavy vehicles used for spoil haulage must be clearly marked on the sides and rear with the project name and application number to enable immediate identification by a person viewing the heavy vehicle standing 20m away	Compliance with MCoA	Checking prior to attendance at site through subcontractor engagement All vehicles will be registered on Plant Assessor
Ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs	Compliance with MCoA	Use of telematics (GPS) to monitor haulage route compliance Checking prior to attendance at site through subcontractor engagement All vehicles will be registered on Plant Assessor

8 COMMUNITY AND CONSULTATION

8.1 Stakeholders

Table 9-1 notes the consultation undertaken in the development of this Heavy Vehicle Local Road report. Appendix C includes the comments received and GLC's responses to those comments.

Table 8-1: Stakeholder consultation

Stakeholder	Date	Consultation
Sydney Metro Project team	12 th May 2022	Submission of HVLR report
CJP	12 th May 2022	Submission of HVLR report
Cumberland Council	12 th May 2022	Submission of HVLR report
Sydney Metro Project team	7 th June 2022	Resubmission of HVLR report
CJP	7 th June 2022	Resubmission of HVLR report
Cumberland Council	7 th June 2022	Resubmission of HVLR report
Sydney Metro Project team	21 st July 2022	Resubmission of HVLR report
CJP	21 st July 2022	Resubmission of HVLR report
Cumberland Council	21 st July 2022	Resubmission of HVLR report
Department of Planning and Environment	23 rd August 2022	Approval of HVLR
Sydney Metro Project team	31 st August 2022	Resubmission of HVLR
Cumberland Council	31 st August 2022	Resubmission of HVLR
CJP	31 st August 2022	Resubmission of HVLR
Sydney Metro Project team	24 th November 2022	Resubmission of HVLR
Cumberland Council	24 th November 2022	Resubmission of HVLR
CJP	24 th November 2022	Resubmission of HVLR

8.2 Workforce communications

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

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

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

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

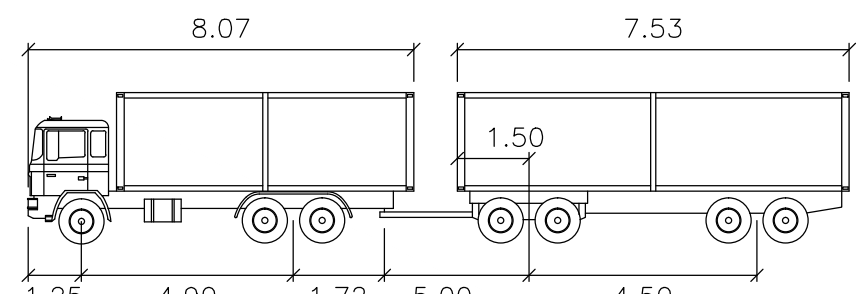
A : SWEPT PATH ANALYSIS

Swept path analysis was undertaken for the site at the locations as noted in Table 8-2.

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

Drawing #	Location	Suitability	Truck type
WMD-SPA-01T	Alexandra Avenue at Hassall Street	Yes	19m Truck and dog
WMD-SPA-02T	Alexandra Avenue at Hawkesbury Road	Yes with lane straddling	19m Truck and dog
WMD-SPA-02U	Alexandra Avenue at Hawkesbury Road	Yes	12.5m Single Unit
WMD-SPA-02W	Hassall Street onto Alexandra Avenue	Yes	Truck no dog
WMD-SPA-03T	Hawkesbury Road onto Bailey Street	Yes	19m Truck and dog
WMD-SPA-03T1	Bailey Street onto Hawkesbury Road	No	19m Truck and dog
WMD-SPA-03U	Bailey Street onto Hawkesbury Road	Yes	12.5m Single Unit
WMD-SPA-03U1	Bailey Street onto Hawkesbury Road	No	12.5m Single Unit
WMD-SPA-04T	Bailey Street at Hassall Street	No	19m Truck and dog
WMD-SPA-04U	Bailey Street at Hassall Street	No	12.5m Single Unit
WMD-SPA-04W	Bailey Street onto Hassall Street	Yes	10 Wheeler Truck
WMD-SPA-04W	Hassall Street onto Bailey Street	No	10 Wheeler Truck
WMD-SPA-VART	Various including into and out of site	Yes	Truck no dog
WMD-SPA-10W	Various including into and out of site	Yes with lane straddling	10 Wheeler truck
WMD-SN650-CV-DRG-070501 – Sheet 14	Hassall St into site	Yes	19m Semi trailer
WMD-SN650-CV-DRG-070501 – Sheet 14	Hassall St into site	Yes	Truck and Dog
WMD-SN650-CV-DRG-070501	Out of site onto Hawkesbury Rd	Yes	Truck and Dog
WMD-SN650-CV-DRG-070501 – Sheet 15	Out of site onto Hawkesbury Rd	Yes	19m Semi trailer

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



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

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

PROJECT
CLIENT



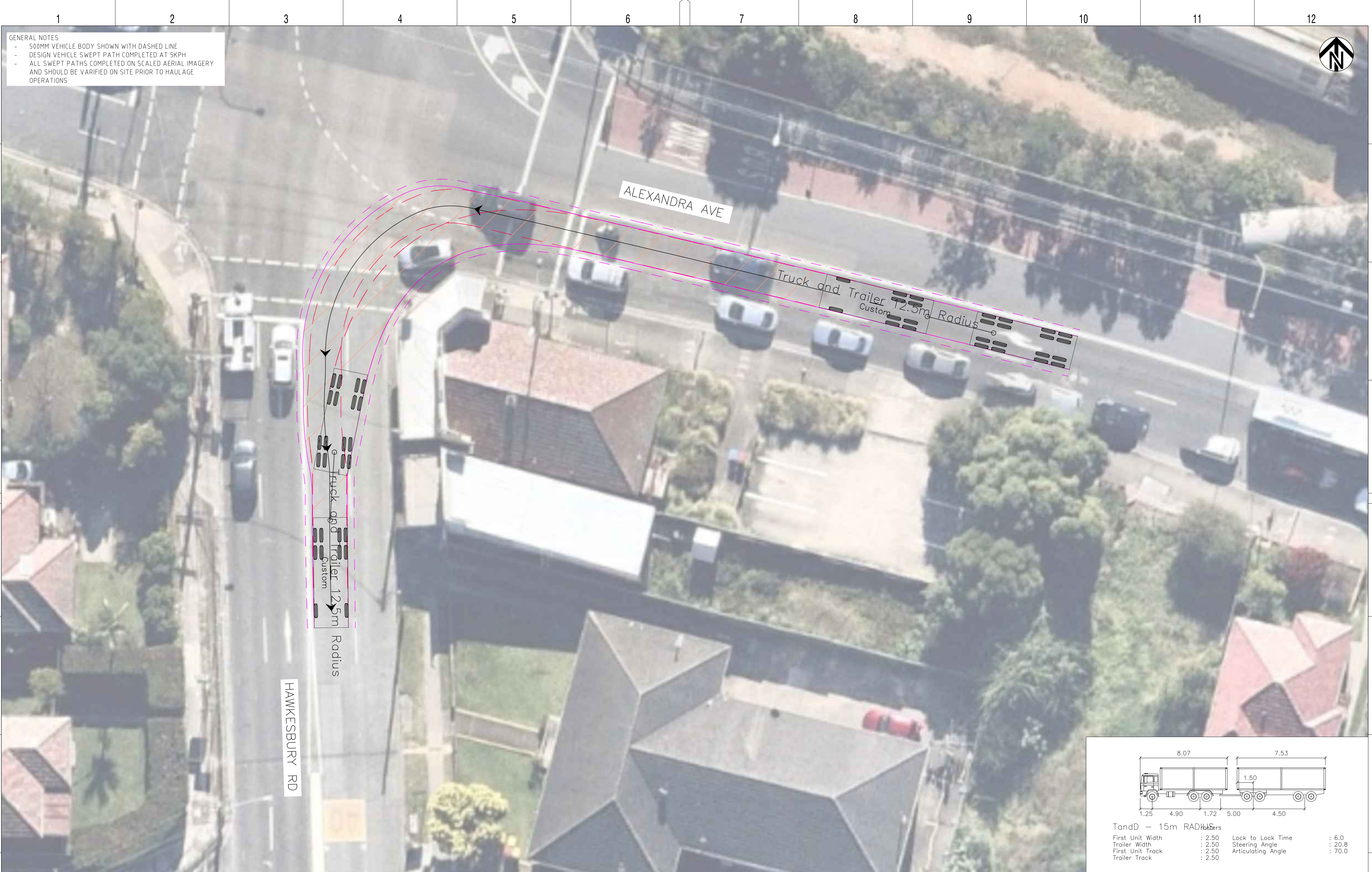
GLC
WESTMEAD
SWEPT PATH ANALYSIS

DRAWING No: WMD-SPA-01T

SHEET 1 OF 1

REVISION A

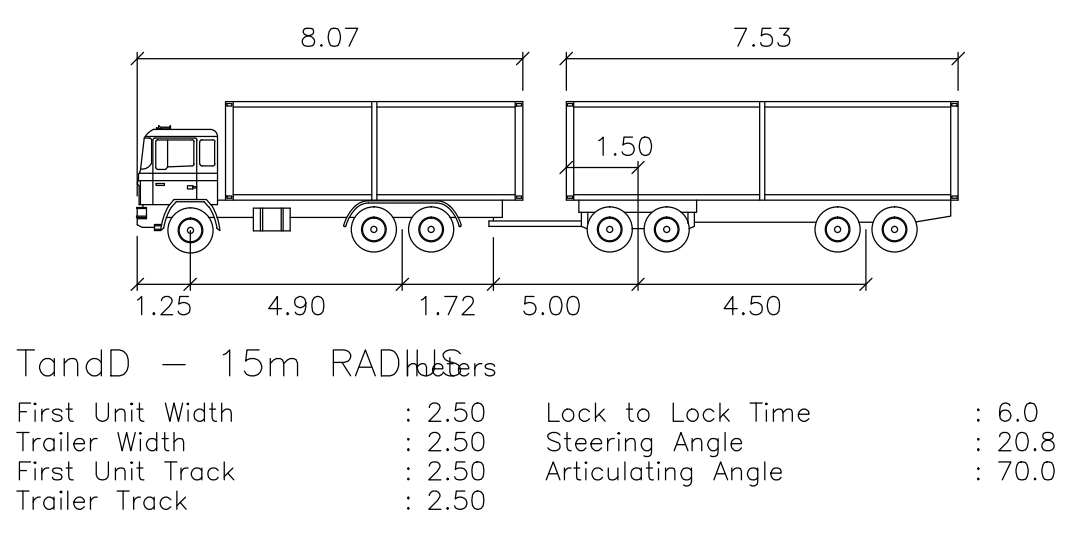
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GENERAL NOTES

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

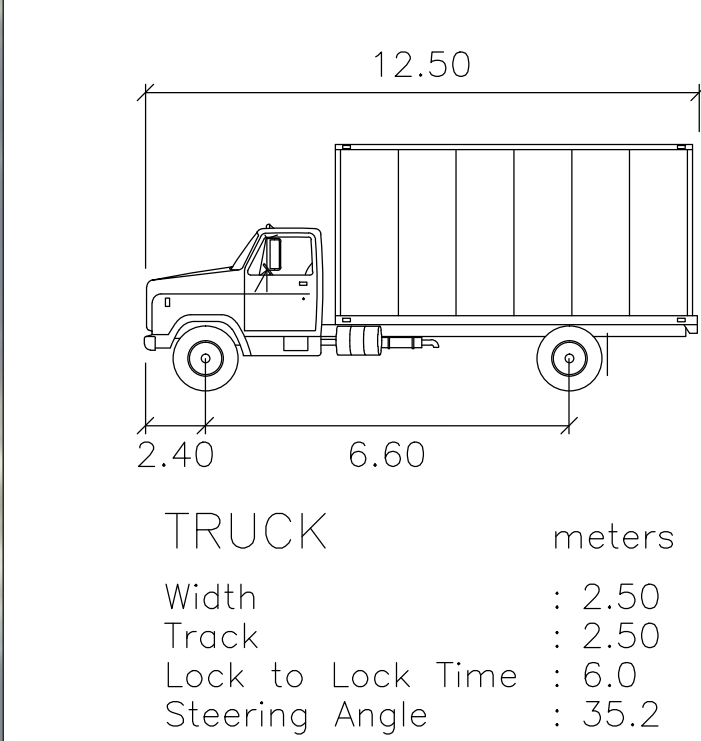
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GENERAL NOTES

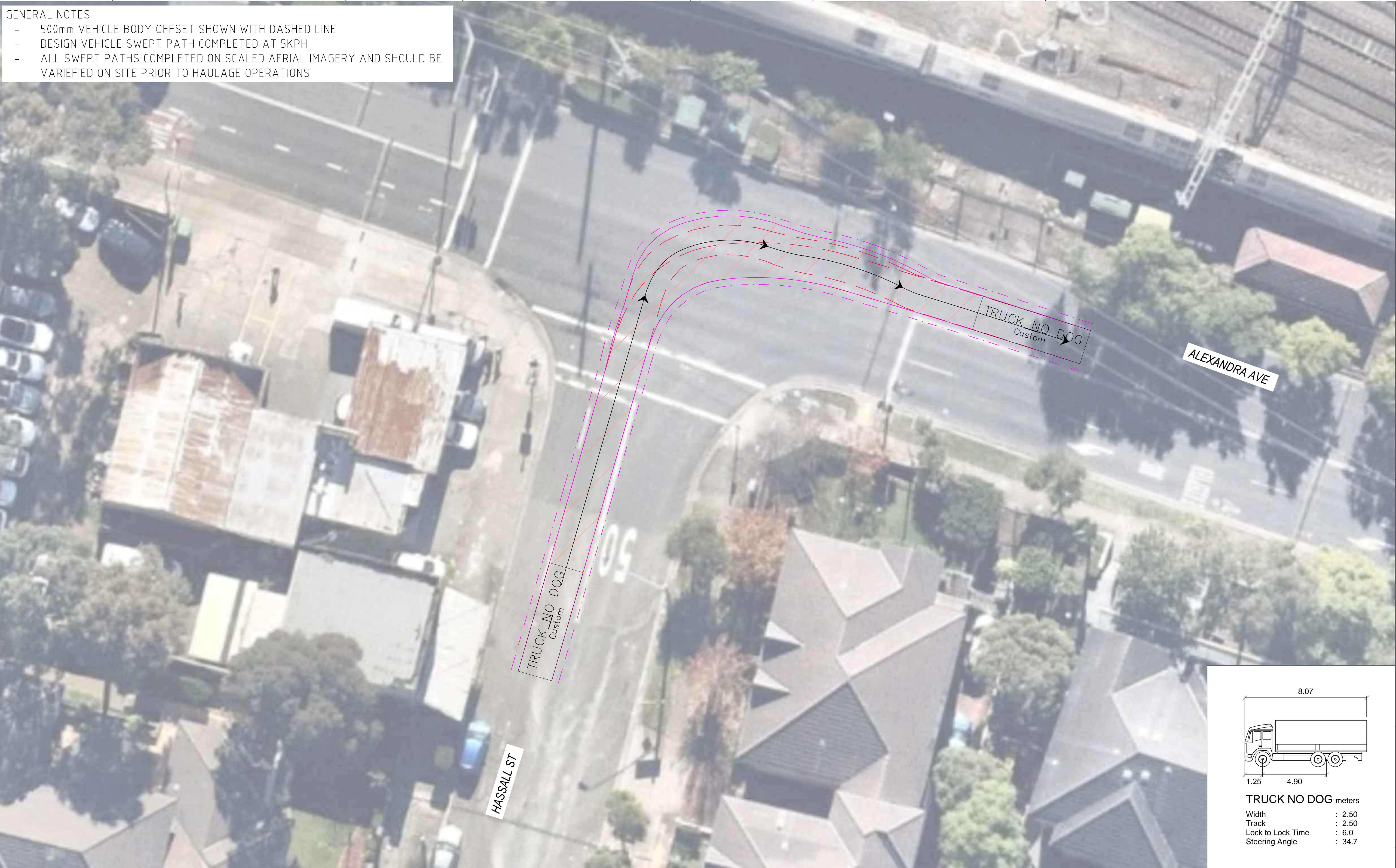
- 500MM VEHICLE BODY SHOWN WITH DASHED LINE
- DESIGN VEHICLE SWEEP PATH COMPLETED AT 5KPH
- ALL SWEEP PATHS COMPLETED ON SCALED AERIAL IMAGERY AND SHOULD BE VARIFIED ON SITE PRIOR TO HAULAGE OPERATIONS



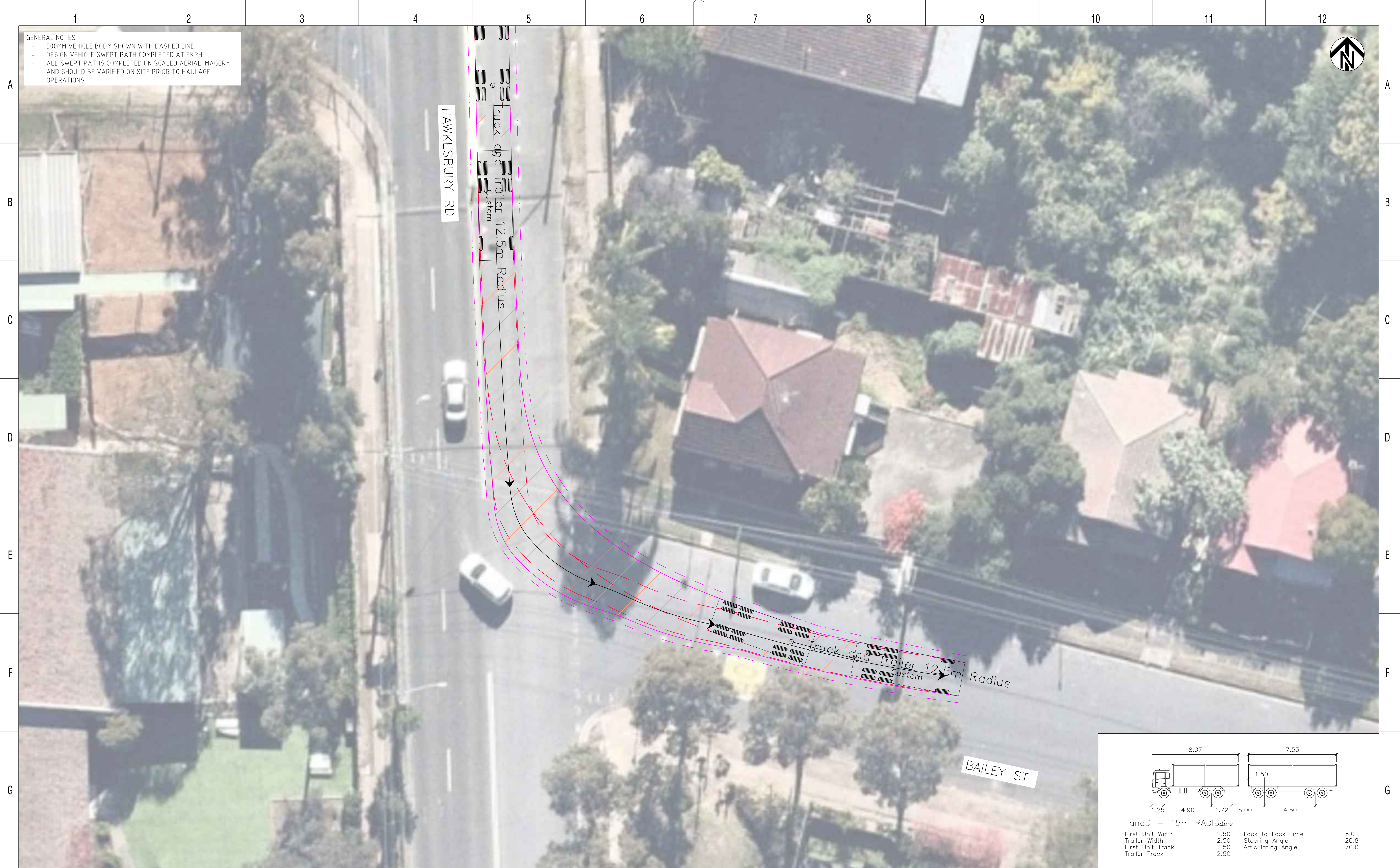
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				IND REVIEW: SL									
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REV	BY	DATE	DESCRIPTION			APPD.		WESTMEAD					
			COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:		SWEPT PATH ANALYSIS					

GENERAL NOTES

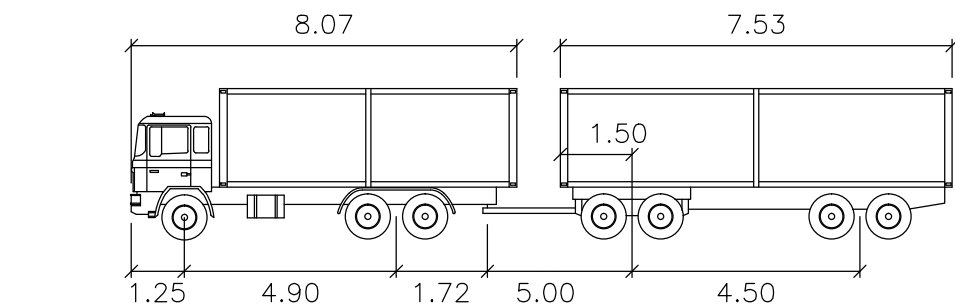
- 500mm VEHICLE BODY OFFSET SHOWN WITH DASHED LINE
- DESIGN VEHICLE SWEEP PATH COMPLETED AT 5KPH
- ALL SWEEP PATHS COMPLETED ON SCALED AERIAL IMAGERY AND SHOULD BE VARIEFIED ON SITE PRIOR TO HAULAGE OPERATIONS



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				DRW CHECK: SL								
				APPROVED: SL								
				IND REVIEW: SL								
REV	BY	DATE	DESCRIPTION	APPD.	COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:	REVISION			

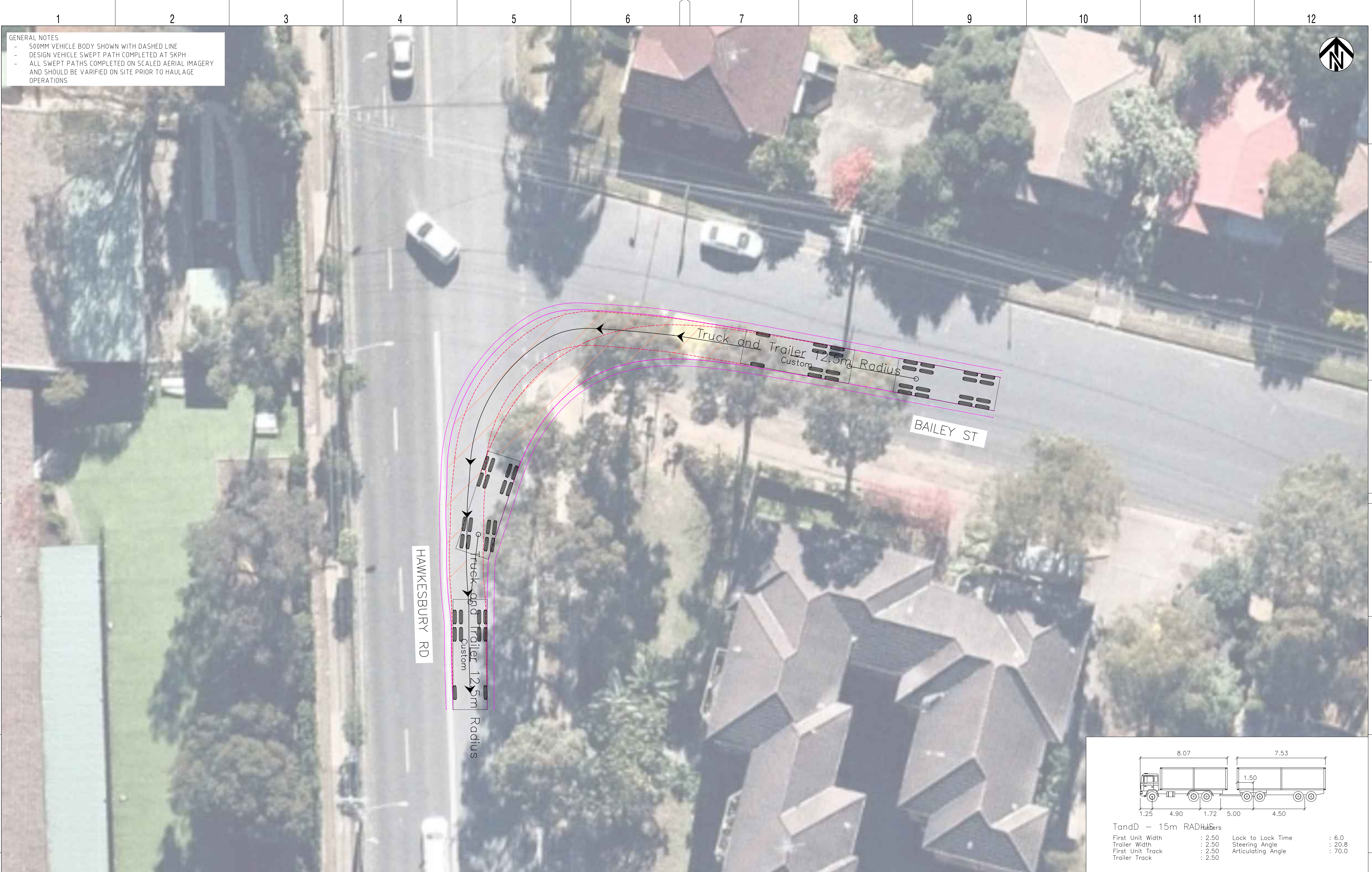


GENERAL NOTES
- 500MM VEHICLE BODY SHOWN WITH DASHED LINE
- DESIGN VEHICLE SWEEP PATH COMPLETED AT 5KPH
- ALL SWEEP PATHS COMPLETED ON SCALED AERIAL IMAGERY
AND SHOULD BE VARIFIED ON SITE PRIOR TO HAULAGE
OPERATIONS



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

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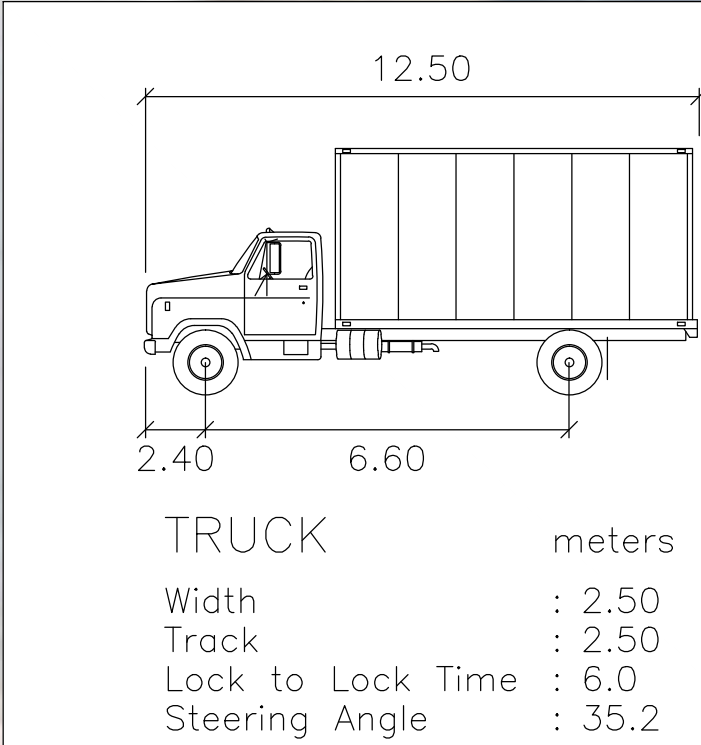


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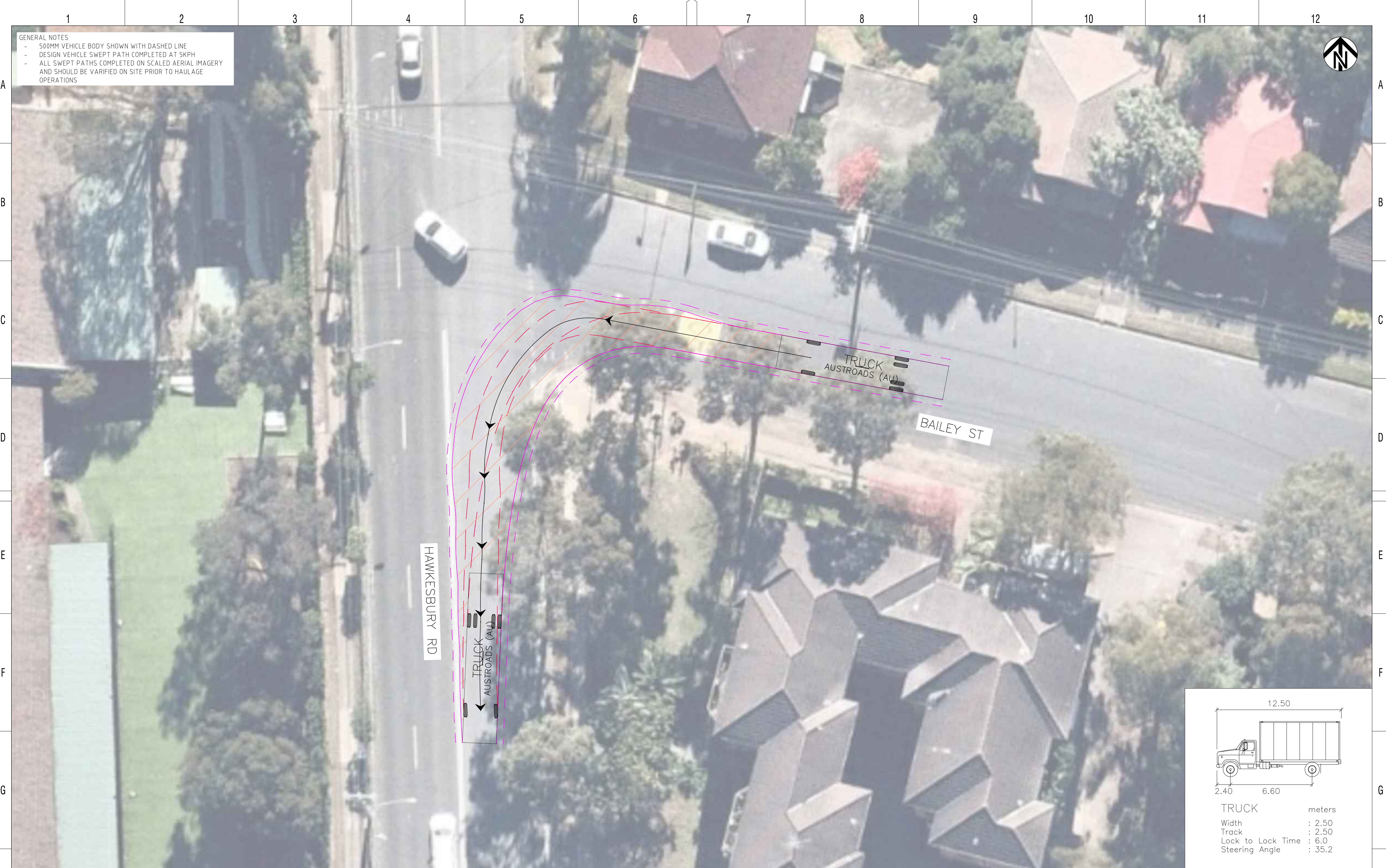


GENERAL NOTES

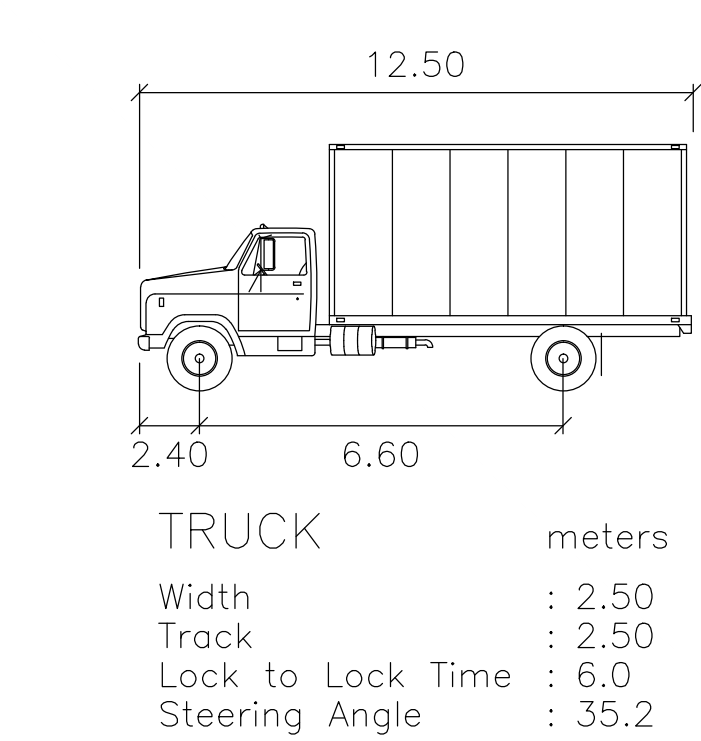
- 500MM VEHICLE BODY SHOWN WITH DASHED LINE
- DESIGN VEHICLE SWEPT PATH COMPLETED AT 5KPH
- ALL SWEPT PATHS COMPLETED ON SCALED AERIAL IMAGERY AND SHOULD BE VARIFIED ON SITE PRIOR TO HAULAGE OPERATIONS




										DRAWN BY: SS		PROJECT								DRAWING No: WMD-SPA-03U			H												
										DRW CHECK: SL																									
										APPROVED: SL							GLC																		
										IND REVIEW: SL							WESTMEAD SWEPT PATH ANALYSIS																		
A	SS	31/8/21	INITIAL DRAFT						SL																										
REV	BY	DATE	DESCRIPTION						APPD.																										
			COORDINATE SYSTEM:			HEIGHT DATUM:			SCALE:																										
1			2			3			4			5			6			7			8			9			10			11			12		



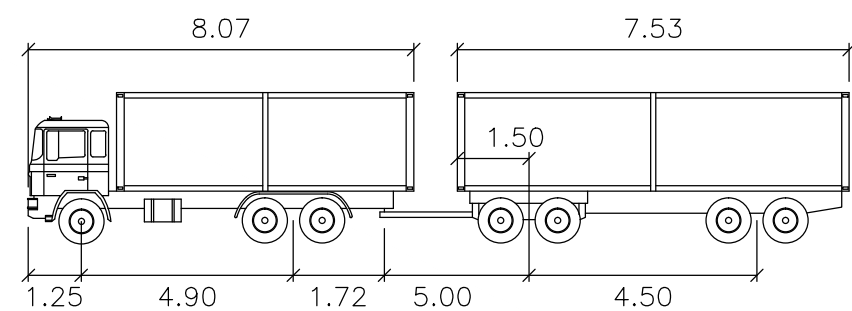
GENERAL NOTES
- 500MM VEHICLE BODY SHOWN WITH DASHED LINE
- DESIGN VEHICLE SWEEP PATH COMPLETED AT 5KPH
- ALL SWEEP PATHS COMPLETED ON SCALED AERIAL IMAGERY
AND SHOULD BE VARIFIED ON SITE PRIOR TO HAULAGE
OPERATIONS



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

GENERAL NOTES

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



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

DRAWN BY: SS

DRW CHECK: SL

APPROVED: SL

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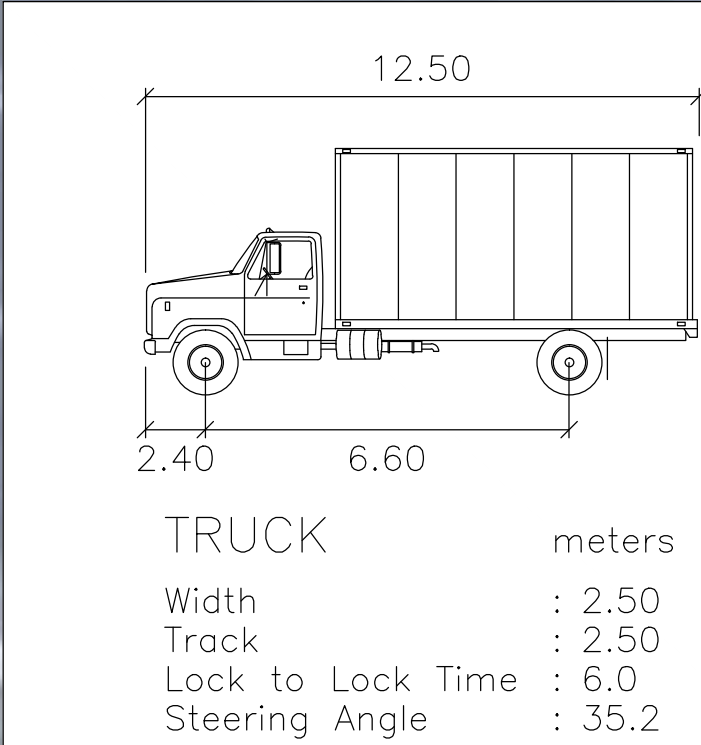
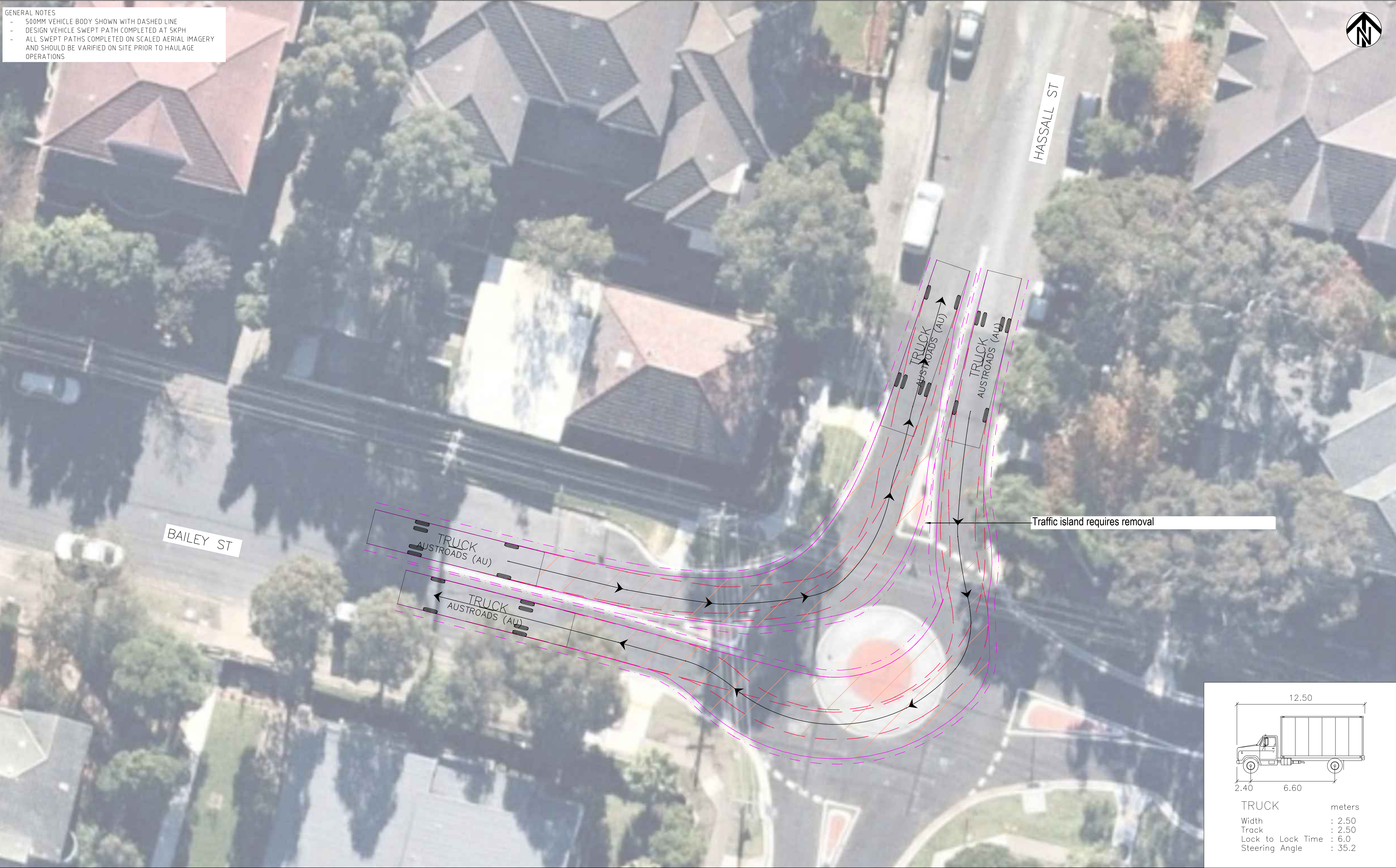
DRAWING No: WMD-SPA-04T

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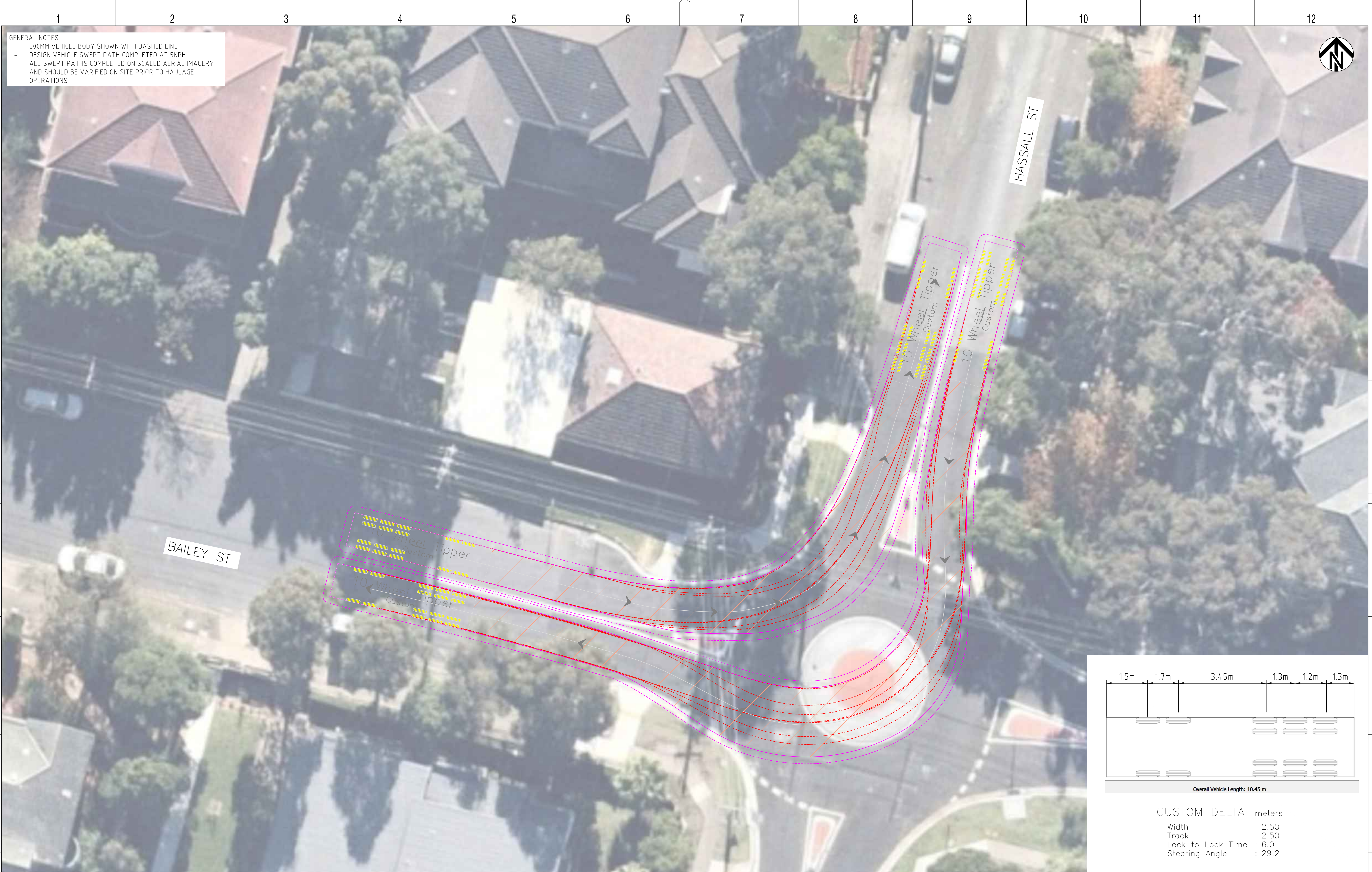
REVISION A

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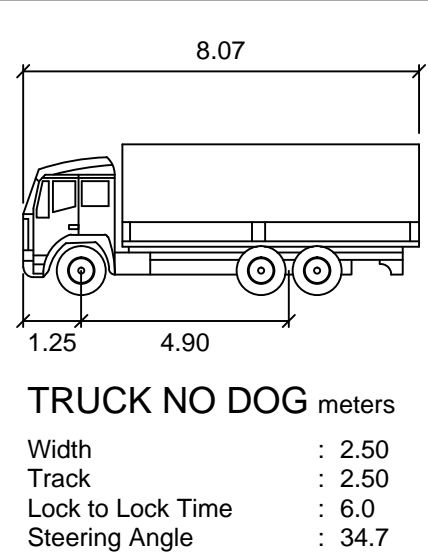
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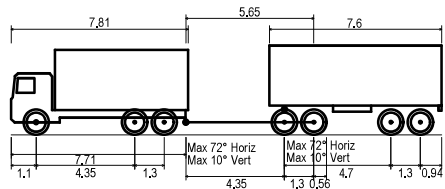
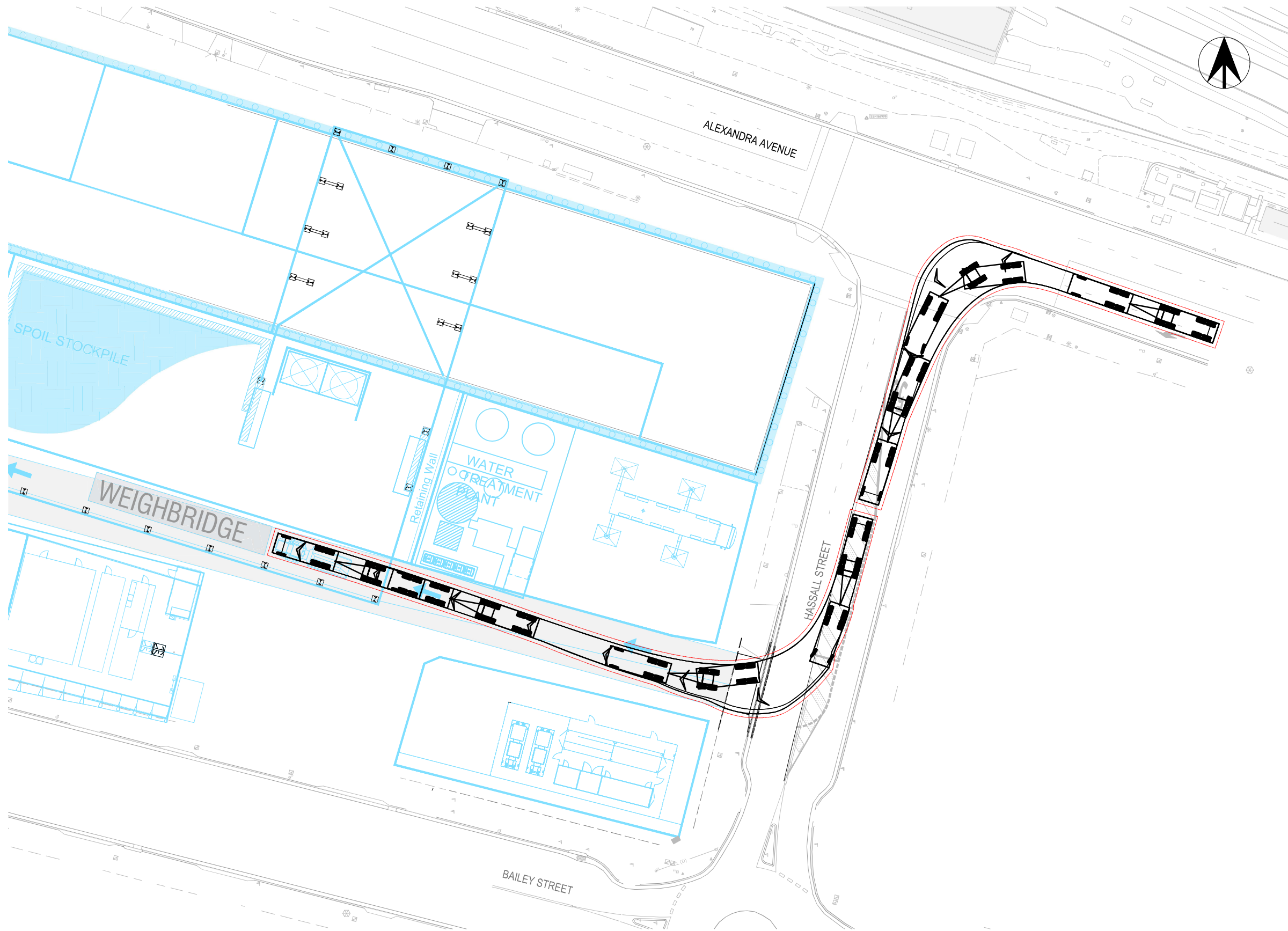




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Plot Date: 28/09/22 - 11:09
10mm AT FULL SIZE



Overall Length 19.000m
Overall Width 2.500m
Overall Body Height 3.940m
Min Body Ground Clearance 0.550m
Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 9.000m

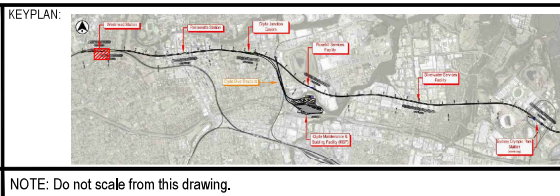
TRUCK AND DOG (19m-50t) PROFILE



NOT FOR CONSTRUCTION

No.	Amendment Description	Design by	Verified by	Approved by	Date
01.0	STAGE 3 DETAILED DESIGN - 100% RESUBMISSION	R.C.	D.G.	L.N.	28.08.22
B	STAGE 3 DETAILED DESIGN - 100%	R.C.	D.G.	L.N.	18.08.22
A	STAGE 2 DETAILED DESIGN - 70%	R.C.	D.G.	L.N.	07.07.22

NA	Co-ordinate System: MGA94, Z56	Height Datum:	This sheet may be prepared using colour and may be incomplete if copied
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CLIENT:

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PRINCIPAL AEO:

GHD

SMC

SERVICE PROVIDERS	
DRAWN	J. CURLEY
DESIGNED	B. CROWLEY
DRG CHECK	L. NICHOLS
DESIGN CHECK	D. GEEBUNGS
APPROVED	J. FONG

SYDNEY METRO WEST

PHASE 1A - HASSALL STREET SITE DRIVEWAY ENTRY

WESTMEAD ENABLING WORKS

ROADWORKS

TURNING PATH PLAN - SHEET 1

DOCUMENT No: SHEET: 14 OF 14

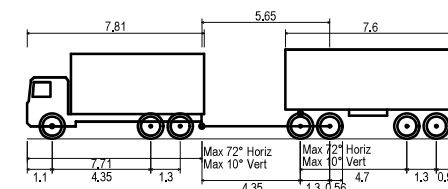
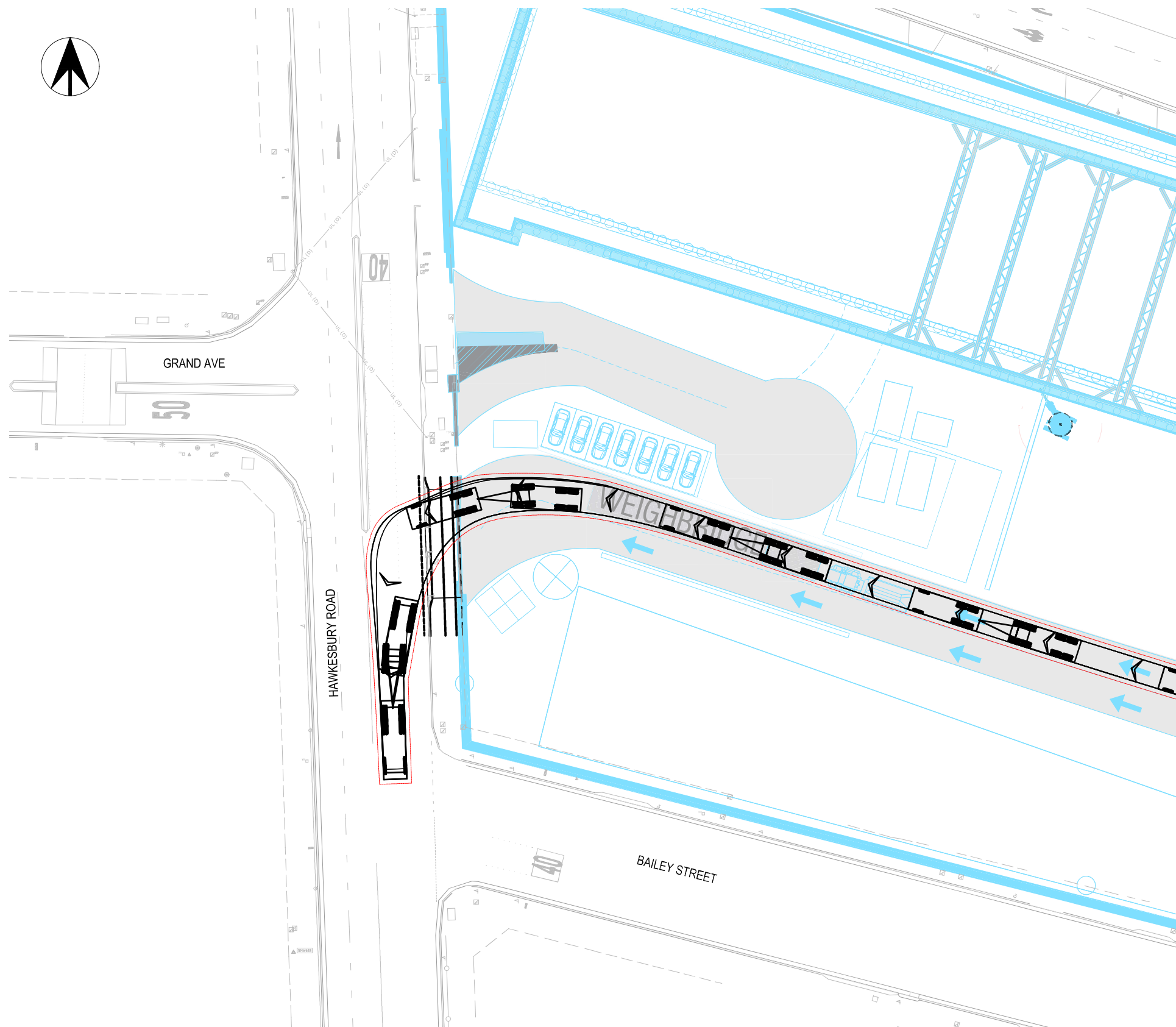
STATUS: STAGE 3 DETAILED DESIGN

EDMS NO:

DRG No. SMWSTWTP-GLO-WMD-SN650-CV-DRG-070501

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TRUCK AND DOG (19m-50t) PROFILE



NOT FOR CONSTRUCTION

SYDNEY METRO WEST

PHASE 2A - HAWKESBURY ROAD SITE DRIVEWAY EXIT
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TURNING PATH PLAN

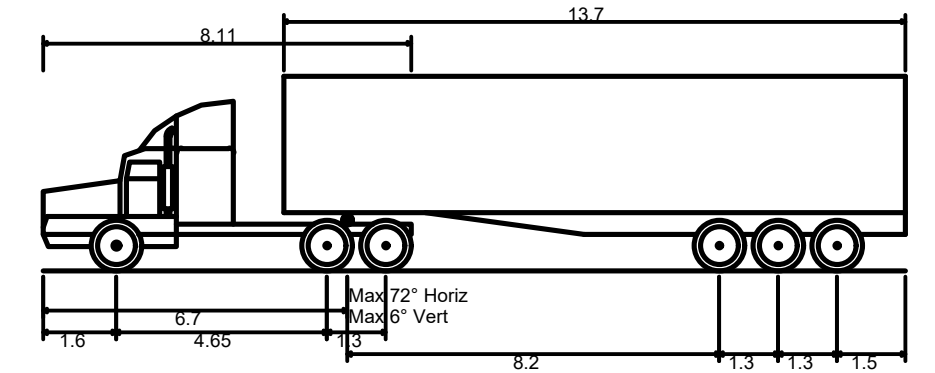
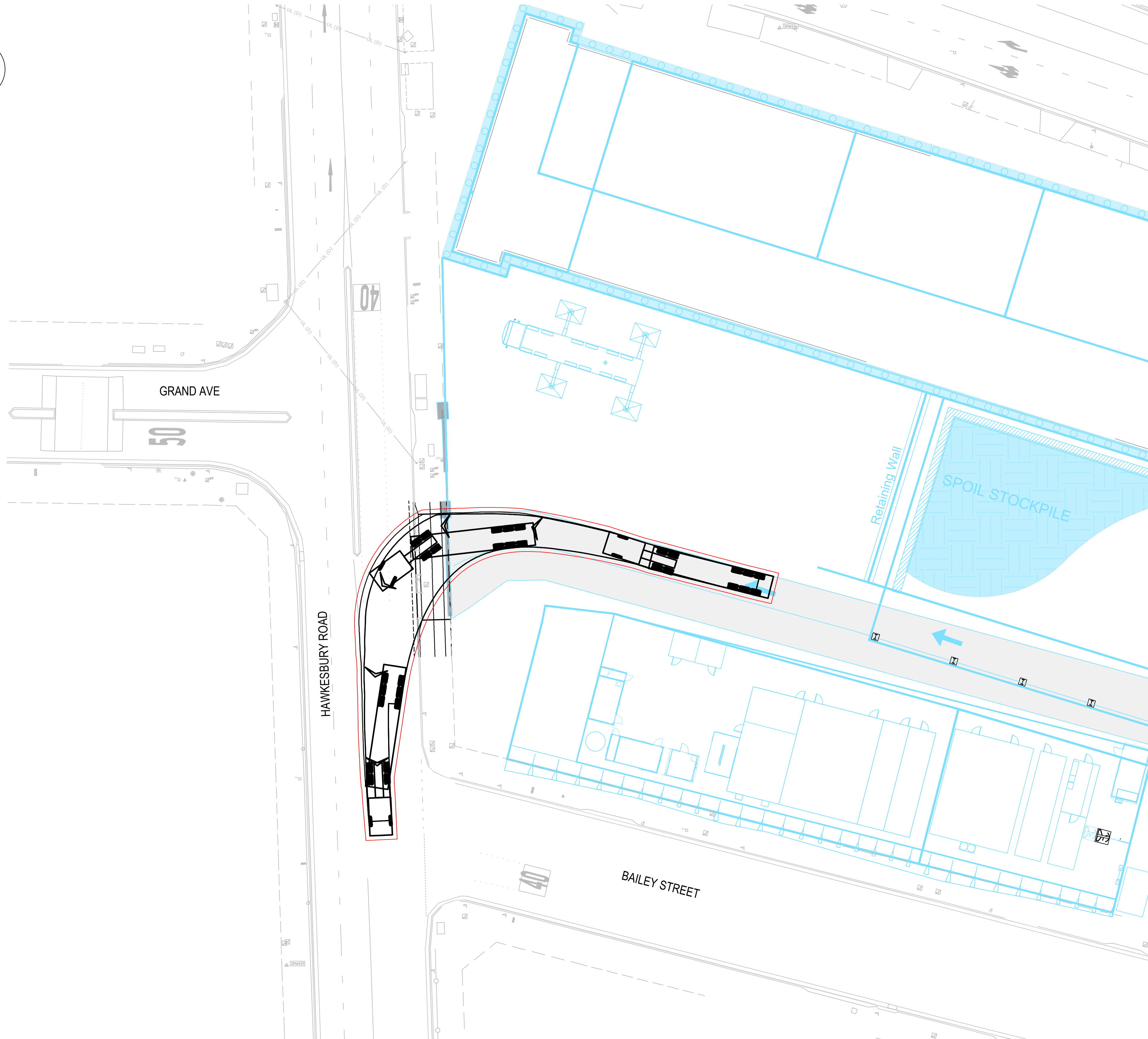
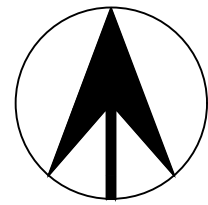
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No.	Amendment Description			Design by	Verified by	Date
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Plot Date: 02/11/22 - 16:45

100mm AT FULL SIZE



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
Kerb to Kerb Turning Radius 12.500m

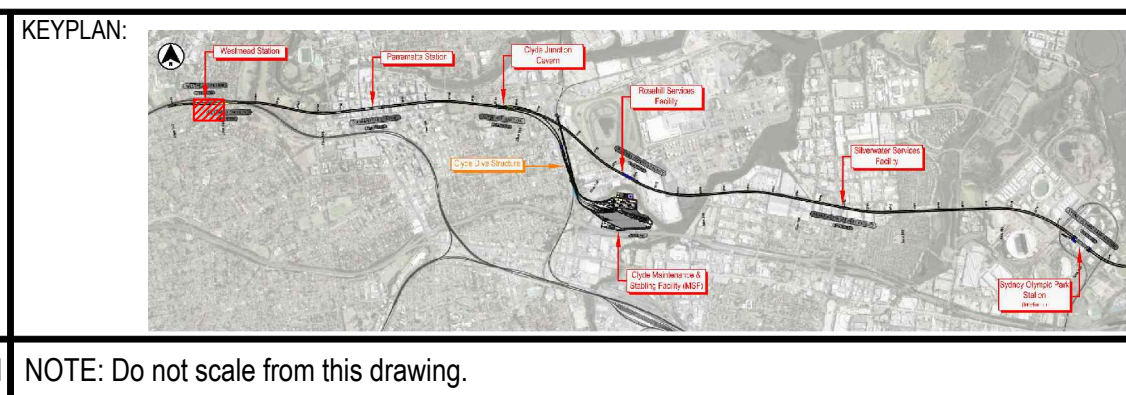
19m SEMI-TRAILER PROFILE



NOT FOR CONSTRUCTION

No.		Amendment Description	Design by	Verified by	Approved by	Date
A		STAGE 3 DETAILED DESIGN - 100% RESUBMISSION	R.C.	D.G.	LN	27.10.22
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SCALES:	
KEYPLAN:	



CLIENT:

NSW GOVERNMENT | sydney METRO

PRINCIPAL AEO:

GHD | SMEC

SERVICE PROVIDERS	
DRAWN	K. CURLEY
DESIGNED	R. CROWLEY
DRG CHECK	L. NICHOLS
DESIGN CHECK	D. GEERLINGS
APPROVED	J. FONG

SYDNEY METRO WEST	
PHASE 2A - HAWKESBURY ROAD SITE DRIVEWAY EXIT	
WESTMEAD ENABLING WORKS	
ROADWORKS	
TURNING PATH PLAN - SHEET 2	
DOCUMENT No:	SHEET: 15 OF 15
STATUS: STAGE 3 DETAILED DESIGN	EDMS NO:
DRG No. SMWSTWTP-GLO-WMD-SN650-CV-DRG-080502	REV A

B : WRITTEN CONFIRMATION



6 July 2022

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

Dear Sue,

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

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

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

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

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

It is noted that all work vehicles will enter and exit the construction site via Alexandra Avenue, Bailey Street.

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

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

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

Drivers will be instructed accordingly during training and induction.



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

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

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

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

There are no aged care facilities but there are child care facilities, schools and a hospital close to the worksite. However, given the proposed risk minimisation measures the use of the local roads is expected to have limited to no adverse impact on pedestrians and/or sensitive facilities. The proposed heavy vehicle route report appears to meet the requirements outlined in MCoA D87.

Sincerely,

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

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

C : STAKEHOLDER CONSULTATION

GLC Community Consultation with residents in relation to parking space removal in Hassall Street and Bailey Street and intersection signalisation

Date/Time	Properties doorknocked Answered	Properties doorknocked No answer	Points of discussion
Tuesday 4 October – 3pm	12 Hassall Street Units 1, 2, 4, 5, 9, 11, 12 13-17 Bailey Street Units 1, 5, 8 8-12 Alexander Ave Units 1, 4, 5, 6 Total Answered on 4/10 = 14	12 Hassall Street Units 3, 6, 7, 8, 10, 13 13-17 Bailey Street Units 2, 3, 4, 6, 7 8-12 Alexander Ave Units 2, 3	Advised residents: <ul style="list-style-type: none"> - Permanent removal of car spaces on Hassall Street - Right hand turn lane into site - Construction of driveway access into site - installation of new traffic lights at the intersection of Hassall and Bailey Streets - removal of petrol tanks from the old service station.
Wednesday 5 October – 6pm	12 Hassall Street Units 3, 6, 8, 13 13-17 Bailey Street Unit 3 Total Answered on 6/10 = 5	12 Hassall Street – no answer at Units 7, 10 13-17 Bailey Street Unit 2	
Tuesday 11 October – 8:30am	12 Hassall Street Unit 7 13-17 Bailey Street Units 2, 4 8-12 Alexandra Avenue Unit 2, 3 Total Answered on 11/10 – 5	12 Hassall Street Unit 10 13-17 Bailey Street Units 6, 7	

GLC Community Consultation with residents in relation to parking space removal in Bailey Street as part of the Hassall Street and Bailey Street intersection signalisation.

Undertaken as identified as above	13-17 Bailey Street Units 1, 2, 3, 4, 5, 8	13-17 Bailey Street Units 6, 7	As above
Monday 10 October – 3:00pm	23-27 Hassall Street Units 2, 3, 4, 7 Total Answered on 10/10 – 4	23-27 Hassall Street Units 1, 5, 6 23-27 Hassall Street Units 9-14 Building separate to units 1-8. This block has been fenced off with no residents	<ul style="list-style-type: none">- Right hand turn lane into site and road reconfiguration works- installation of new traffic lights at the intersection of Hassall and Bailey Streets requiring car parking removal
	23-24 Bailey Street Units 1, 2, 4, 7, 9, 12, 15 Total Answered on 10/10 – 7	23-24 Bailey Street Units 3, 5, 6, 8, 10, 11, 13, 14	
GLC Community Consultation in relation to signalisation changes at the intersection of Priddle Street and Hawkesbury Road			
Tuesday 11 October – 2:00pm Commencing 11 October	117, 119, 121 Hawkesbury Road Units at 123 Hawkesbury Road Units at 26 Priddle Street (5 units) Units at 23-25 Priddle Street (13 units)		<ul style="list-style-type: none">- Widening of pedestrian crossing at traffic lights at the intersection of Hawkesbury Road and Priddle Street.- Associated relocation of light pole, power pole, signalisation posts and installation of pedestrian fencing (on the school side) between the signalised pedestrian travel paths.
30 May 2022 July 2022 21 September	Meetings with Westmead Public School		<ul style="list-style-type: none">- Widening of pedestrian crossing at traffic lights at the intersection of Hawkesbury Road and Priddle Street.- General overview of construction activities and vehicle movements

D : ROAD DILAPIDATION REPORT

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

Sent: Sunday, 22 May 2022 10:06 AM

To: Kelly, Daniel

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



West

Document Transmittal

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

Contract No: WTP - 00013/13065 - Western Tunnelling Works Design and Construction Deed

Sub Contract:

Date: 22 May 2022, 10:05 AM

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

Issued	Name
To	Berin Gordon (Sydney Metro) ; Sean Clarke (Sydney Metro) ; Denniel Custodio (Sydney Metro) ; Nancy Indahwati (Sydney Metro) ; Philip Brogan (Sydney Metro) ; Kate Brooks (Sydney Metro) ; Siva Sivakumar (Cumberland City Council) ; Soma Somaskanthan (Cumberland City Council)
Cc	Olga Krikelis (Sydney Metro) ; Transmittal SMD OpenAccess (Sydney Metro) ; Daniel Kelly (Gamuda Laing O'Rourke Consortium) ; Transmittal GLO OpenAccess (Gamuda Laing O'Rourke Consortium) ; Sam Besim (Gamuda Laing O'Rourke Consortium) ; Tania Page (Sydney Metro) ; Ian Subramaniam (Sydney Metro) ; Huw Griffiths (Gamuda Laing O'Rourke Consortium) ; Andy Thompson (Gamuda Laing O'Rourke Consortium) ; Simon Hussey (Gamuda Laing O'Rourke Consortium)

Reason for Issue	Issued for Information
Subject	Sydney Metro West - WTP - Pre-construction Dilapidation - Hawkesbury Road, Priddle Street - Westmead - Issued For Information
<p>Dear Sydney Metro,</p> <p>Please find attached - Sydney Metro West - WTP - Pre-construction Dilapidation - Hawkesbury Road, Priddle Street - Westmead - Issued For Information</p> <p>Westmead Dilapidation survey of local roads for record purposes only. This has been submitted in accordance with ministerial conditions clause D88</p> <p>Kind Regards, Sam Besim, Document Controller Gamuda Engineering (Australia) Pty Ltd</p> <p>A I Suite 26.01, 100 Miller Street, North Sydney, NSW 2060</p>	