

# Heavy Vehicle Local Road Report Westmead



<b>Project Name:</b>	Sydney Metro West		
<b>Client Name:</b>	Sydney Metro		
<b>Project Address:</b>	DELTA will be working at the following sites: 1. Parramatta 2. Clyde 3. Westmead		
<b>Project Description/Scope:</b>	DELTA Group (DELTA) is responsible for the demolition of existing structures including removal of all hazardous materials and utility works of the Sydney Metro West Project at Clyde, Parramatta and Westmead		
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<b>Authorised By (Project Director):</b>	Name: [Redacted]	Signature: [Redacted]	Date: 27 <sup>th</sup> October 2021

## CONTENTS

Contents .....	2
1 GLOSSARY/ ABBREVIATIONS .....	3
2 AUTHORISATION AND CONTROL.....	4
2.1 Authorisation .....	4
2.2 Distribution .....	4
2.3 Revision .....	4
3 EXECUTIVE SUMMARY.....	5
4 INTRODUCTION .....	6
4.1 Background .....	6
4.2 Purpose .....	7
4.3 Scope.....	7
4.3.1 <i>Minister’s Conditions of Approval and Revised Environmental Mitigation Measures</i> .....	7
4.4 Objectives .....	7
5 LEGAL AND OTHER REQUIREMENTS .....	11
5.1 Legislation .....	11
5.2 Guidelines and Other Documents.....	11
6 EXISTING ENVIRONMENT .....	12
6.1 Locality .....	12
6.2 Existing conditions .....	13
6.2.1 <i>Alexandra Avenue</i> .....	13
6.2.2 <i>Hassall Street</i> .....	16
6.2.3 <i>Hawkesbury Road</i> .....	16
6.2.4 <i>Bailey Street</i> .....	17
6.3 Land use .....	18
6.4 Performance Based Standard Network .....	19
7 PROJECT WORKS.....	20
7.1 Construction vehicles and plant.....	20
7.1.1 <i>Typical movements</i> .....	20
7.1.2 <i>Known sensitive receivers</i> .....	22
8 FLEET MANAGMENT.....	23
8.1 EIS Haulage routes .....	24
8.2 Proposed heavy vehicle routes and management.....	24
8.2.1 <i>Site management</i> .....	25
8.2.2 <i>Road dilapidation report</i> .....	26
8.3 Cumulative impacts.....	26
8.3.1 <i>Traffic Control Group (TCG)</i> .....	26
8.3.2 <i>Traffic and Transport Liaison Group (TTLG)</i> .....	26
9 SAFETY .....	27
10 CONSULTATION AND COMMUNICATION.....	28
10.1 Stakeholders consulted.....	28
10.2 Induction .....	28
10.3 Toolbox talks .....	28
APPENDICES.....	29
A. Received comments .....	29
B. Swept path analysis .....	30
C. Written advice.....	31
D. Road Dilapidation Report transmittal .....	32

## 1 GLOSSARY/ ABBREVIATIONS

Term/ abbreviation	Definition
CoPC	City of Parramatta Council
CJP	Customer Journey Planning
CPAS	Construction Parking and Access Strategy
CTMF	Construction Traffic Management Framework (by TfNSW)
CTMP	Construction Traffic Management Plan (site specific)
Local road	Any road that is not defined as a classified road under the <i>Roads Act 1993</i> (NSW)
MCoA	Ministerial Conditions of Approval
REMM	Revised Environmental Management Measure(s)
ROL	Road Occupancy License
Sensitive land use(s)	Includes residences, educational institutions, (including preschools, schools, universities, TAFE colleges), health care facilities, (including nursing homes and hospitals), religious facilities (including churches), child care centres and passive recreation areas (including outdoor ground used for teaching). Receivers that may be considered to be sensitive include commercial premises (including film and television studios, research facilities, entertainment spaces, temporary accommodation such as caravan parks and camping grounds, restaurants, office premises and retail spaces) and industrial premises as identified by the Planning Secretary.
TCG	Traffic Control Group
TCP	Traffic Control Plan – superseded by TGS
TfNSW	Transport for NSW
TGS	Traffic Guidance Scheme (formerly TCP)
TTLG	Traffic and Transport Liaison Group

## 2 AUTHORISATION AND CONTROL

### 2.1 Authorisation

This Plan is authorised by the Project Director. All project personnel are to ensure that their work activities and those of Project Consultants, Contractors and Suppliers are carried out in accordance with the requirements of this Plan.

### 2.2 Distribution

This Plan is a Controlled Document and must be distributed and revised under the guidance of the Project Manager. People who hold Controlled copies are responsible for maintaining their copies up-to-date.

### 2.3 Revision

The Project Director will monitor the implementation of this Plan and review the need for change or improvements having due regard to:

- Change in work scope, client comments etc.
- Internal and external audits
- Suggestions and comments from project personnel
- Incidence and frequency of non-conformance
- Necessity for corrective or preventative action
- Legal Update and Requirements
- Review by Delta Groups Management team
- Annual Review

All changes must be formally approved by the Project Director. Changes to the recent revision will be highlighted.

The following table provides a record of amendments made to this document.

<i>Rev</i>	<i>Date</i>	<i>Description</i>	<i>Page</i>	<i>Developed By</i>	<i>Approved By</i>
0	16/09/2021	Initial Submission	All	[REDACTED]	[REDACTED]
1	5/10/2021	Revised based on comments received	All	[REDACTED]	[REDACTED]
2	27/10/2021	Revised based on DPIE comments	All	[REDACTED]	[REDACTED]
3					
<i>Distribution Register</i>					
<i>Rev No.</i>	<i>Date of Issue</i>	<i>Name of Recipient</i>	<i>Position / Organisation</i>		
0	16/09/2021	[REDACTED]	Principal's Representative Project Manager		
1	5/10/2021	[REDACTED]	Principal's Representative Project Manager		
2	27/10/2021	[REDACTED]	Principal's Representative Project Manager		
3		[REDACTED]			



### 3 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 of Sydney Metro West.

The HVLR identifies the heavy vehicle routes into the site 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 routes proposed into site are via Hawkesbury Road, Bailey Street and Hassall Street which are all local roads under the care and control of Cumberland Council. The suitability of these routes has been assessed based on typical Heavy Vehicle sizes, eg: semi-trailers, truck and dog combination, 12.5m SU trucks and 10 wheelers. The swept paths show that the Westmead site can only accommodate 10 wheeler trucks which operate satisfactorily.

Westmead Public School is located on Hawkesbury Road near the intersection of Priddle Street. To ensure that we minimise our impacts we will reduce our truck numbers using Hawkesbury Road during school zone operating times by not using the nominated EIS inbound route, Hawkesbury Road. The only route using Hawkesbury Road through the school zone is the outbound route thus reducing the number of heavy vehicles during all hours not just school zone times.

The use of Performance Based Standard vehicles, including over mass vehicles, will not be used at this site.

No other works are proposed to facilitate the heavy vehicles movements.

## 4 INTRODUCTION

### 4.1 Background

The Sydney Metro is Australia’s biggest public transport program comprising four main packages of works. The Sydney Metro West (SMW) package is a critical part of this overall program extending from Westmead to The Bays site in Rozelle. The package aims to:

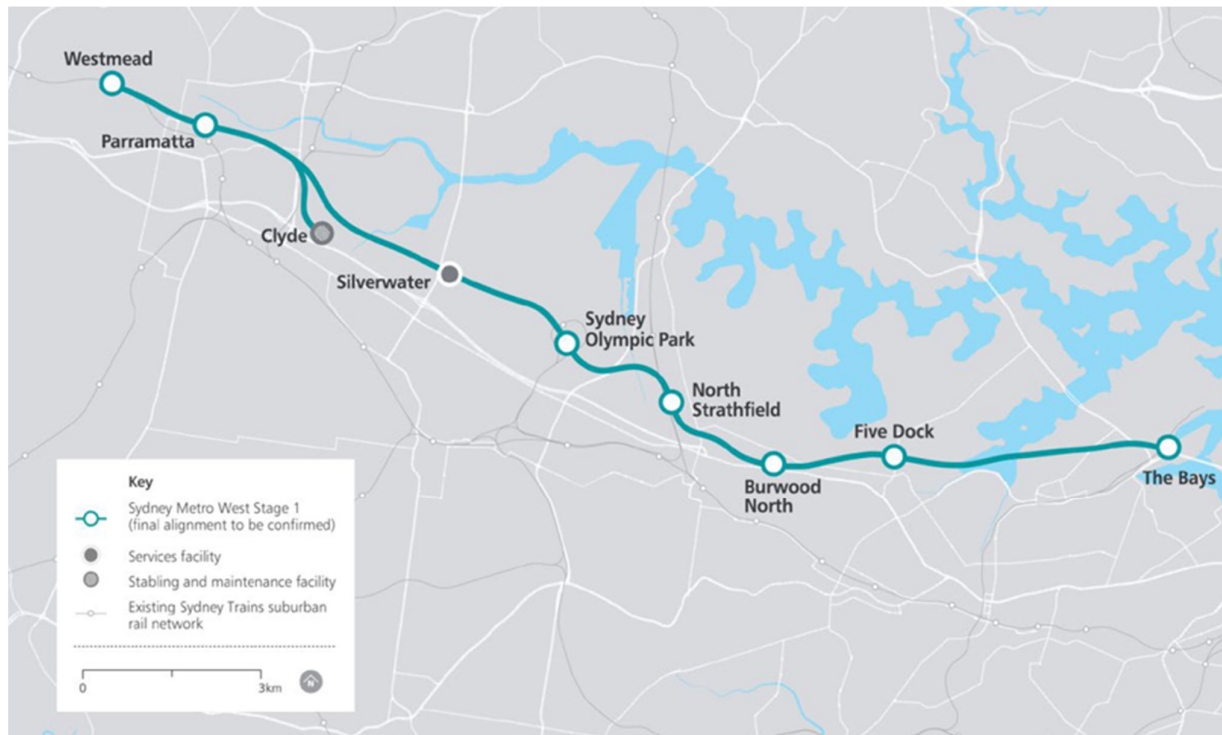
- Provide faster more reliable public transport options between greater Parramatta and the Sydney CBD
- Double the existing rail capacity between Parramatta and Sydney CBDs
- Support growing residential and employment zones between Westmead and The Bays and
- Allow for better public transport transfers between rail lines

The project includes:

- Approximately 24-kilometres of twin tunnels between Westmead and the Sydney CBD
- New metro stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays and Sydney CBD
- A turn-up-and-go metro service operating between Westmead and Sydney CBD.
- The approved Stage 1 construction works includes:
  - Tunnel excavation including tunnel support activities between Westmead and The Bays
  - Station excavation for new stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays
  - Shaft excavation for services facilities at Rosehill, Silverwater and between Five Dock and The Bays
  - Civil work for a stabling and maintenance facility at Clyde
  - A concrete segment facility for use during tunnelling located at Clyde
  - Excavation of a tunnel dive structure and associated tunnels at Rosehill to support a connection between the Clyde facility and the mainline metro tunnels.

The proposed Sydney Metro West alignment and the locations of proposed stations and operational ancillary infrastructure are shown in Figure 1 below.

Sydney Metro has engaged DELTA Group to undertake the demolition works at three sites associated with the Sydney Metro West project, specifically at Clyde, Parramatta and Westmead.



**Figure 1: Sydney Metro West alignment and facilities**

## 4.2 Purpose

The purpose of this document is to define the project requirements for the use of local roads for heavy vehicles (HV) that have not been identified and assessed in:

- Sydney Metro West – Westmead to The Bays and Sydney CBD Environmental Impact Statement dated 15 April 2020
- Sydney Metro West – Westmead to The Bays and Sydney CBD Submissions Report dated 20 November 2020
- Sydney Metro West – Westmead to The Bays and Sydney CBD Amendment Report dated 20 November 2020

This document is used to identify and assesses the HV routes required for the Westmead site for demolition works.

## 4.3 Scope

### 4.3.1 Minister's Conditions of Approval and Revised Environmental Mitigation Measures

DELTA notes that the Project must be carried out generally in accordance with the description provided in the Environmental Impact Statement (EIS) as amended by the Sydney Metro West Westmead to The Bays and Sydney CBD – Amendment Report Concept and Stage 1 2020, and the CSSI Ministerial Conditions of Approval (MCoA) and Revised Environmental Management Measures (REMMs) detailed in Table 1 and Table 2, below

The content of this Heavy Vehicle Local Road (HVLR) report has been prepared to comply with MCoA D86, D87 and D88 and applies to all works to be undertaken for the demolition works at the Westmead site only. Separate HVLR reports will be provided for the Parramatta and Clyde sites.

## 4.4 Objectives

DELTA's traffic objectives for the Project are:

- To minimise our impacts on traffic and road users
- To avoid accidents and minimise potential road safety risks
- Minimise changes to the road and path network

**Table 1: Ministerial Conditions of Approval requirements for HVLR**

Requirement	Detail	Where addressed
MCoA D86	Local roads proposed to be used by Heavy Vehicles to directly access construction sites that are not identified in the documents listed in Condition A1 of this scheduled must be approved by the Planning Secretary and be included in the CTMPs	This document
MCoA D87	All requests to the Planning Secretary for approval to use local roads under Condition D86 above must include the following:	Section 7.1
	a) A swept path analysis	Appendix B
	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	Sections 8.2 and 9 and Appendix B
	c) Details as to the date of completion of the road dilapidation surveys for the subject local roads and	Section 8.2.2
	d) Measures that will be implemented to avoid where practicable the use of local roads past schools, aged care facilities childcare facilities during their peak operation times	Section 7.1.2
	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)	Appendix C
MCoA 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 8.2.2

**Table 2: Revised Environmental Management Measures**

Requirement	Impact/ Issue	Mitigation Measure	Where addressed
TT6	Road Safety	All trucks would enter and exit construction sites in a forward direction, where feasible and reasonable	Section 8
TT7	Congestion	Construction site traffic would be managed to minimise movements during peak periods	Section 8.2.1
TT8	Congestion	Construction site traffic immediately around construction sites would be managed to minimise vehicle movements through school zones during pick up and drop off times	Section 8.2
TT24	Cumulative construction traffic impacts	<p>Coordination and consultation with the following stakeholders would occur, where required, to manage the interface of projects under construction at the same time:</p> <ul style="list-style-type: none"> <li>• Transport for NSW including Transport Coordination</li> <li>• Department of Planning, Industry and Environment</li> <li>• Sydney Trains</li> <li>• NSW Trains</li> <li>• Sydney Buses</li> <li>• Sydney Water</li> <li>• Port Authority of NSW</li> <li>• Sydney Motorways Corporation</li> <li>• Emergency service providers</li> <li>• Utility providers</li> <li>• Construction contractors</li> </ul> <p>Coordination and consultation with these stakeholders would include:</p> <ul style="list-style-type: none"> <li>• Provision of regular updates to the detailed construction program, construction sites and haul routes</li> <li>• Identification of key potential conflict points with other construction projects</li> </ul>	Sections 10 and Appendix A

Requirement	Impact/ Issue	Mitigation Measure	Where addressed
		<ul style="list-style-type: none"><li>• Developing mitigation strategies in order to manage conflicts. Depending on the nature of the conflict this could involve:<ul style="list-style-type: none"><li>○ Adjustments to the Sydney Metro construction program work activities or haul routes or adjustments to the program activities or haul routes of other construction projects</li><li>○ Coordination of traffic management arrangements between projects</li></ul></li></ul>	

Note that all other allocated traffic, transport and parking MCoA and REMMs will be managed through the preparation and implementation of the Construction Traffic Management Plans prepared in accordance with MCOA D85, and in line with Sydney Metro's Construction Traffic Management Framework (CTMF) or the Construction Parking and Access Strategy.

## 5 LEGAL AND OTHER REQUIREMENTS

### 5.1 Legislation

Identified regulatory requirements are:

- An approved and valid Road Occupancy Licence (ROL) both Transport Management Centre and Cumberland Council
- An approved relevant Speed Zone Authorisation (SZA)
- Approved permits from Cumberland Council including Road Opening Permit (ROP) and Hoarding Permit, where required
  - 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 classification of roads.

Legislation relevant to traffic management also includes the *Environmental Planning and Assessment Act 1979* (EP&A Act), under which the project approval was granted.

DELTA regularly reviews its legislative requirements in accordance with its Integrated Management System (IMS).

### 5.2 Guidelines and Other Documents

Guidelines, specifications, and policies relevant to traffic include:

- AUSTRROADS Cycling Aspects of AustRoads Guides, 2017
- AUSTRROADS Guide to Traffic Management, 2020 – Parts 1-13
- AUSTRROADS Guide to Road Design, 2009-2020 – Parts 1-8
- AUSTRROADS Guide to Road Safety, 2006-2019 – Parts 1-9
- AUSTRROADS Road Safety Audit Second Edition, 2019: Checklist 4. Pre-opening scheme audit.
- AUSTRROADS Road Safety Audit Second Edition, 2019: Checklist 5: Roadwork traffic scheme audit.
- AUSTRROADS Road Safety Audit Second Edition, 2019: Checklist 6: Existing roads: road safety audit.
- Department of Infrastructure, Planning and Natural Resources Planning Guidelines for Walking and Cycling (2004)
- Roads & Traffic Authority NSW Guide to Traffic Generating Developments, 2002
- Roads & Traffic Authority NSW Bicycle Guidelines Version 1.2, 2005
- Roads and Maritime QA Specification G10 – Traffic Management, 2020.
- Roads and Maritime NSW Speed Zoning Guidelines, 2011.
- Roads and Maritime Traffic Control at Worksites Manual, 2020

## 6 EXISTING ENVIRONMENT

### 6.1 Locality

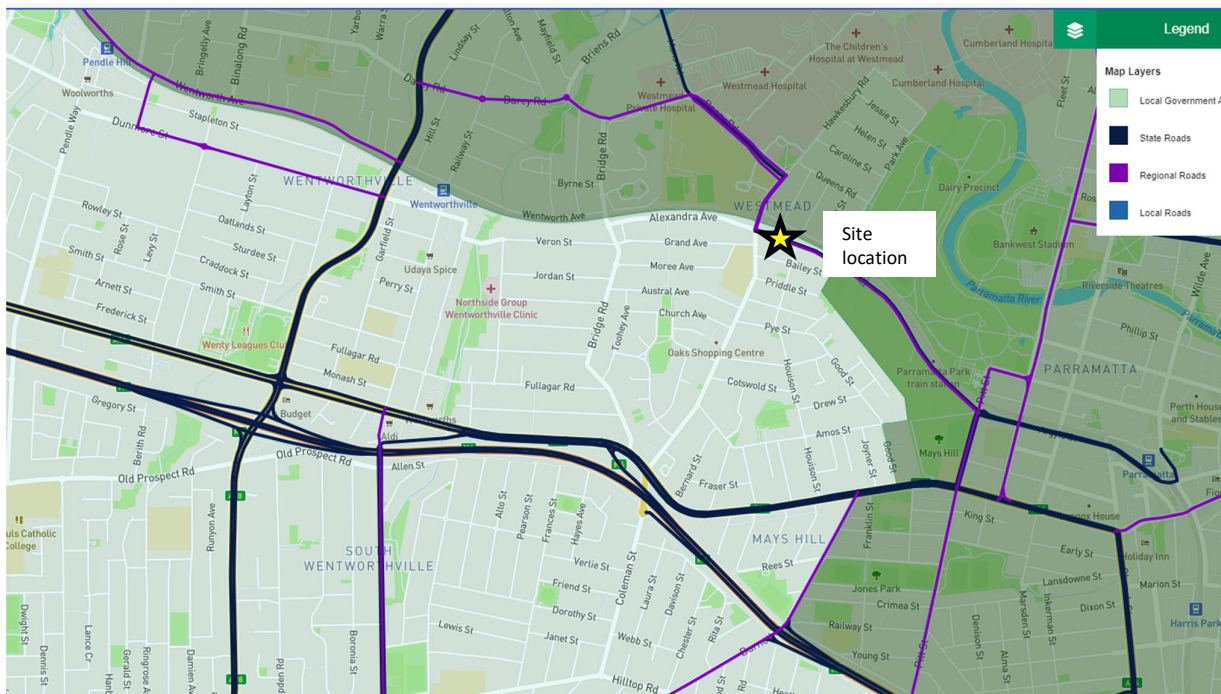
The site is located south of the health precinct in Westmead and is bounded by Hawkesbury Road to the west, Bailey Street to the south, Hassall Street to the east and Alexandra Avenue to the north, as shown on Figure 2, below.



Figure 2: Westmead site location



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 outbound carriageway is available at Coleman Street. On Figure 3, below, the M4, Great Western Highway, James Ruse Drive, Church Street and the M4 Motorway are State Roads.



**Figure 3: NSW Road Classification** (source: [Road Network Classifications \(nsw.gov.au\)](http://Road Network Classifications (nsw.gov.au)))

## 6.2 Existing conditions

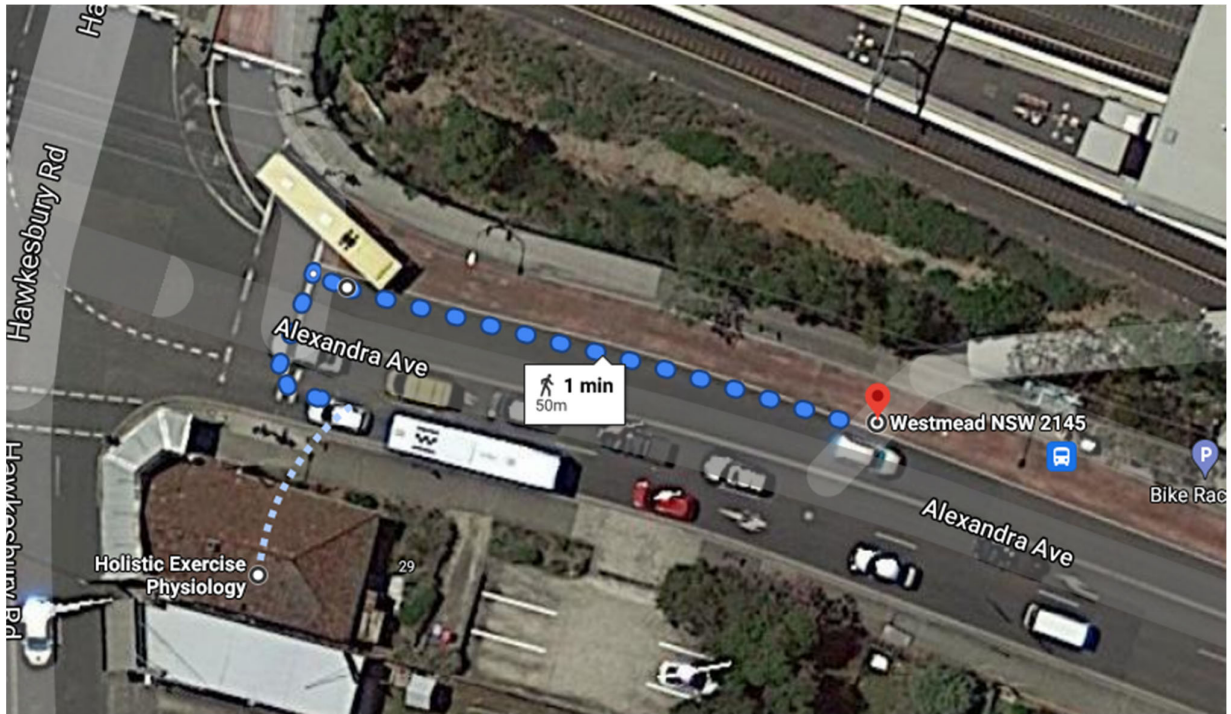
### 6.2.1 Alexandra Avenue

Alexandra Avenue is a regional 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 of Park Parade which commences in Parramatta. 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. Residential area is located between Hawkesbury Road and Pemulwuy Reserve.

Traffic signals exist at its intersection with Hassall Street allowing all turning movements and at the intersection of Hawkesbury Road, with all movements allowed other than on the western approach where a right turn ban is in place and southern approach on Hawkesbury Road which bans the right turn into Alexandra Avenue. There is an exclusive right turn bay for vehicles west to north on Alexandra Avenue on the eastern approach of the intersection.

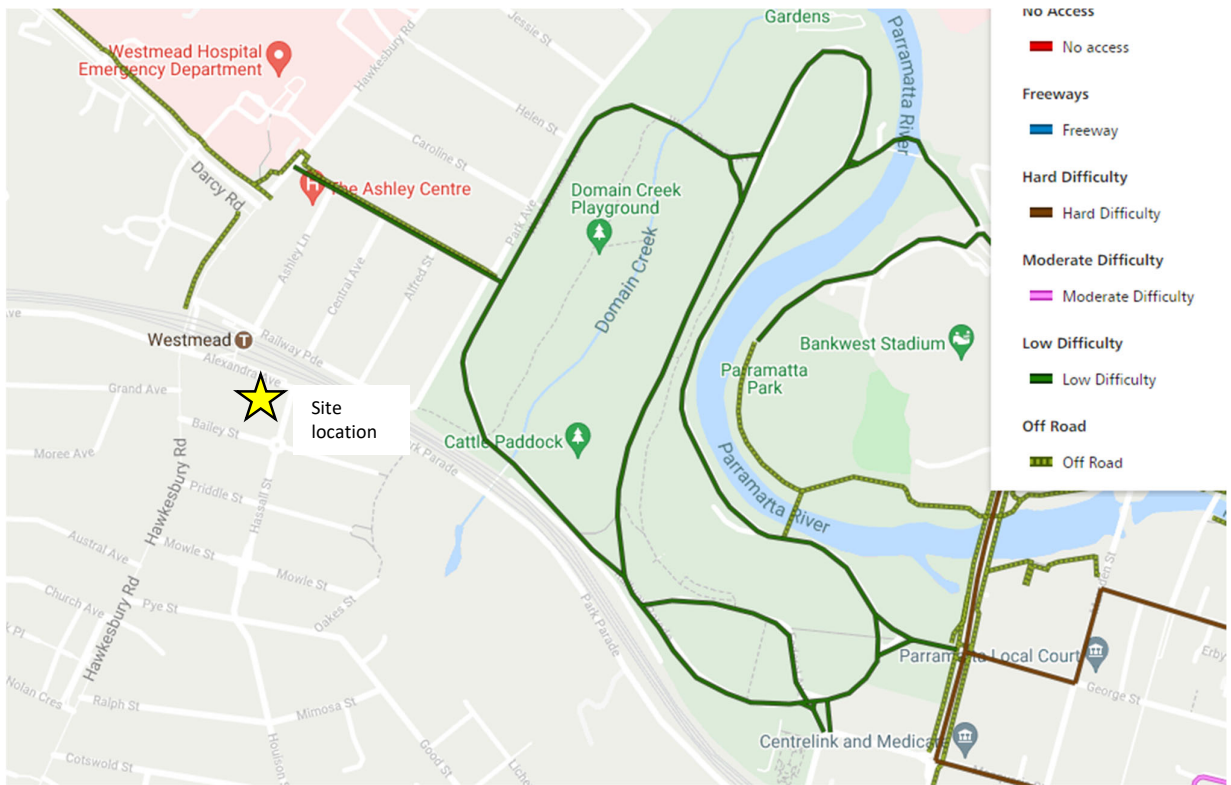
Signalised pedestrian crossings are provided across all approaches bar the northern approach on Hawkesbury Road and the eastern approach on Alexandra Avenue at the Hassall Street intersection. It is noted that the intersection of Hawkesbury Road and Alexandra Avenue does not include a left turn red arrow hold allowing for the simultaneous display of a green pedestrian and green movement for vehicles. Footpaths are provided on both sides of the road between Hawkesbury Road and Hassall Street. The northern footpath ceases at the bicycle lockers whilst the southern footpath continues to connect to Parramatta.

Pedestrian access to Westmead rail station is located on Alexandra Avenue directly across the road from the construction site, Figure 4.



**Figure 4: Westmead rail station access**

No shared cycle paths or cycle routes are nominated within close proximity of the construction site, as noted on Figure 5.



**Figure 5: Excerpt from Sydney Metro Cycleway Finder**



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

Bus stops are located on Alexandra Avenue to the west of Hassall Street immediately outside of the site, as shown on Figure 6. It is noted that TfNSW will be relocating the bus stops to east of Hassall Street as part of the enabling works for the Westmead site. The date of these relocations is unknown at present.



**Figure 6: Current bus stop locations**

These bus stops services routes as noted in Table 3.

**Table 3: 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
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 7.



**Figure 7: Rail 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 surrounds is shown on Figure 8.



**Figure 8: Parking restrictions surrounding the site**

**6.2.2 Hassall Street**

Hassall Street 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 8. Residential area is located to the south of the commercial/ retail area, approximately 30m south of the Alexandra Avenue intersection.

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 5.

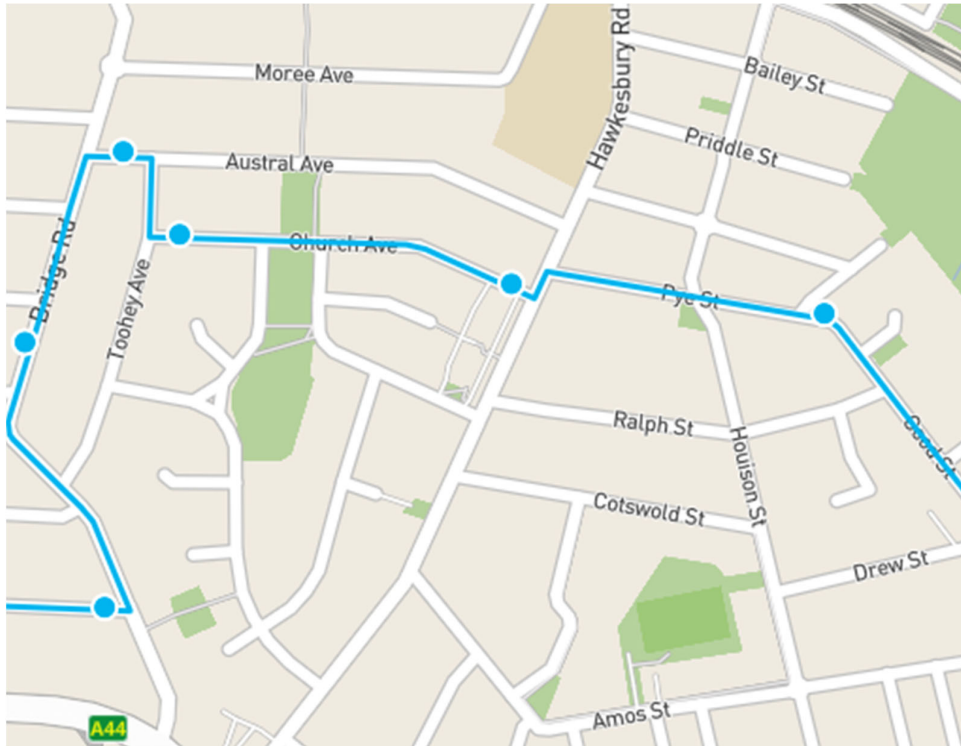
No bus stops operate along Hassall Street.

**6.2.3 Hawkesbury Road**

Hawkesbury Road is a local road under the care and control of Cumberland Council. It commences at Great Western Highway and terminates at Hainsworth Street, Westmead. The speed limit is 50km/hr. Time restricted parking is provided along Hawkesbury Road as well as No Stopping restrictions as noted on Figure 8. A school zone is in operation between north of Austral 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 intersection of Alexandra Avenue and Hawkesbury Road, Priddle Street and Hawkesbury Road near the site.

No bus stops are provided on Hawkesbury Road, however, route 700 does cross Hawkesbury Road at Pye Street, refer to Figure 9.



**Figure 9: Route 700 Blacktown to Parramatta**

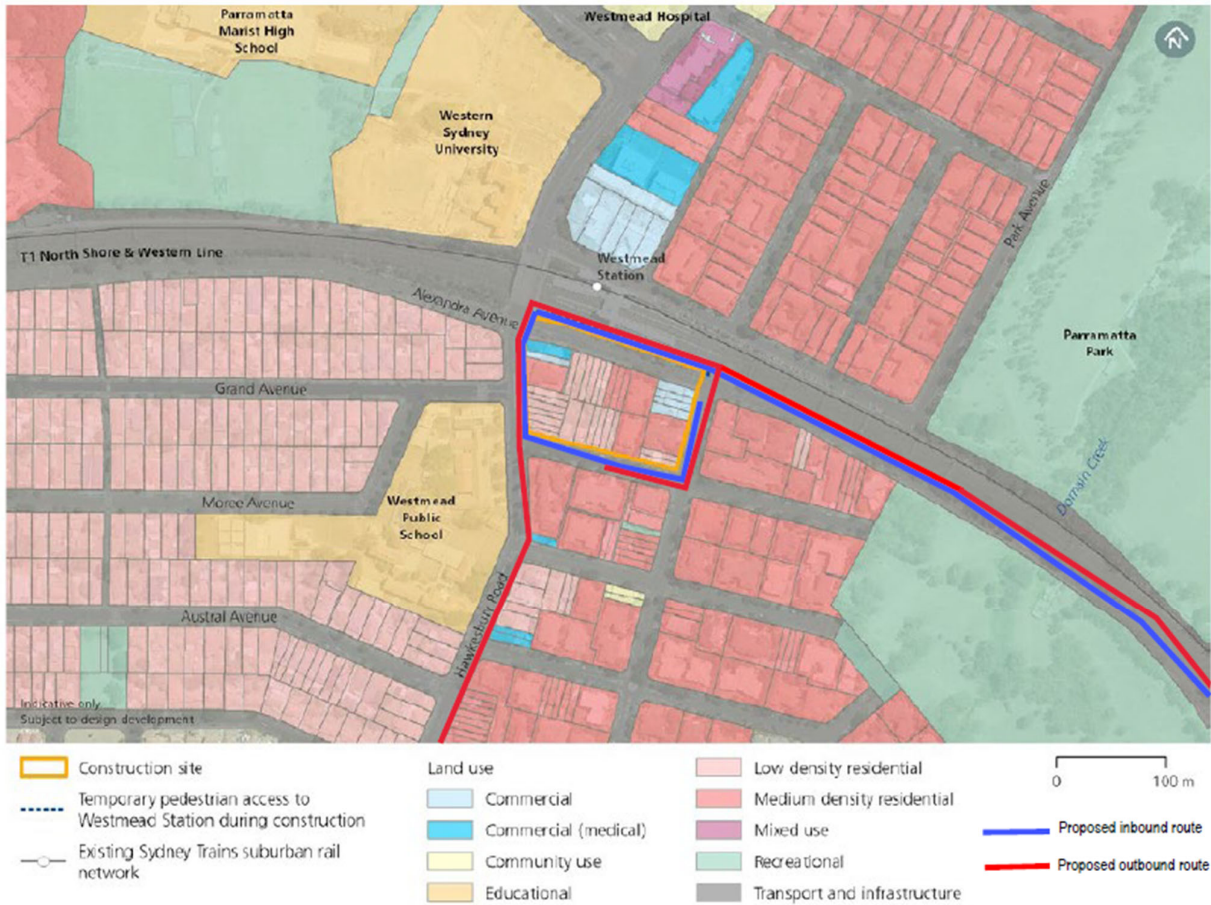
**6.2.4 Bailey Street**

Bailey Street is a local road under the care and control of Cumberland Council. It commences at Pemulwuy Reserve Park 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 8. Residential area is located between Hawkesbury Road and Hassall Street.

No public transport services operate along Bailey Street. Footpaths are provided both sides of Bailey Street.

### 6.3 Land use

The site is located south of the Western Sydney Health Precinct and is within an existing residential area with some spaces zoned commercial, as noted on Figure 10.



**Figure 10: Land use - Westmead (source: Chapter 14 Property and Land Use EIS)**



### 6.4 Performance Based Standard Network

No local or regional roads form part of the PBS network, as noted on Figure 11, below and therefore PBS vehicles will not be used at this location.

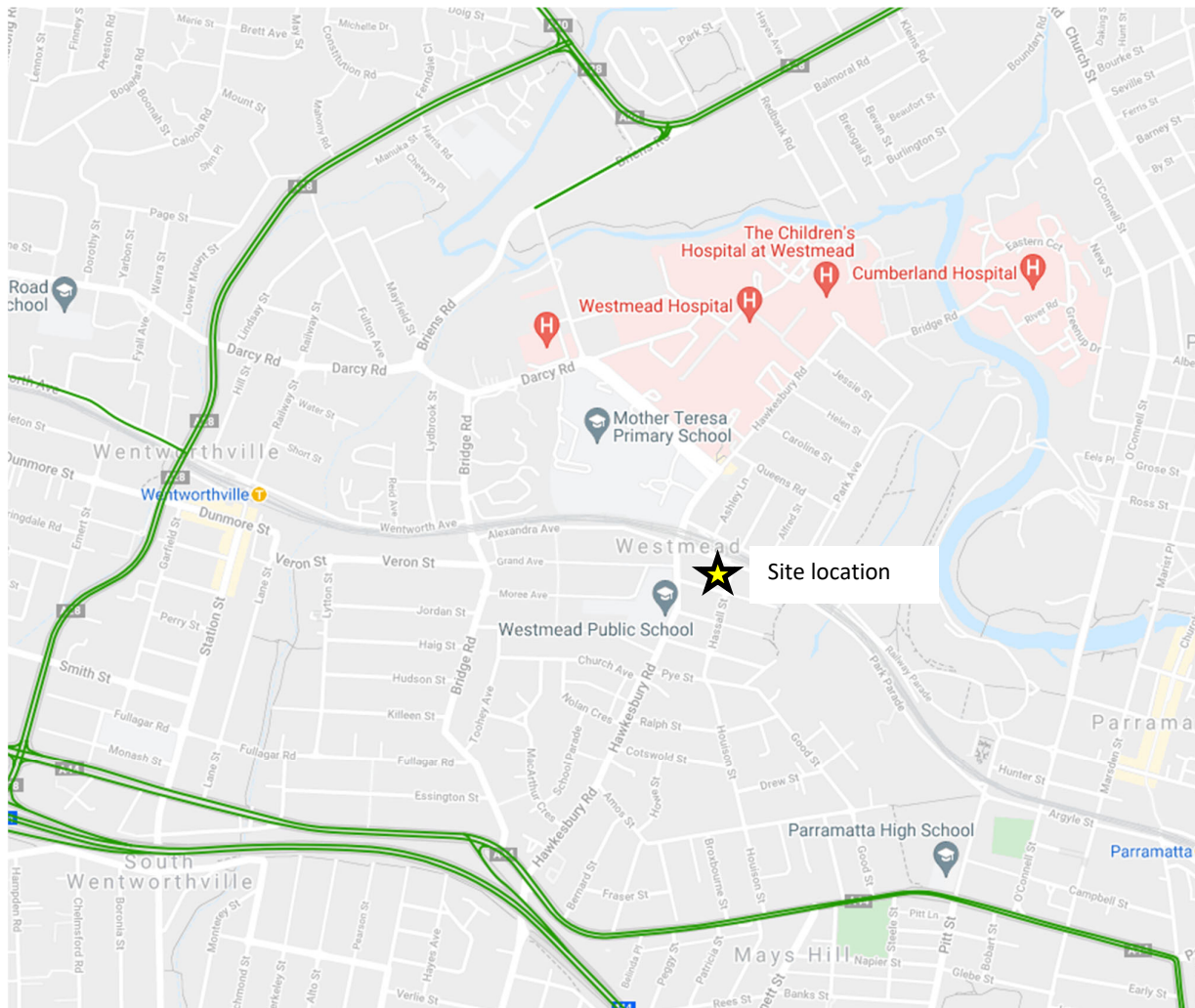


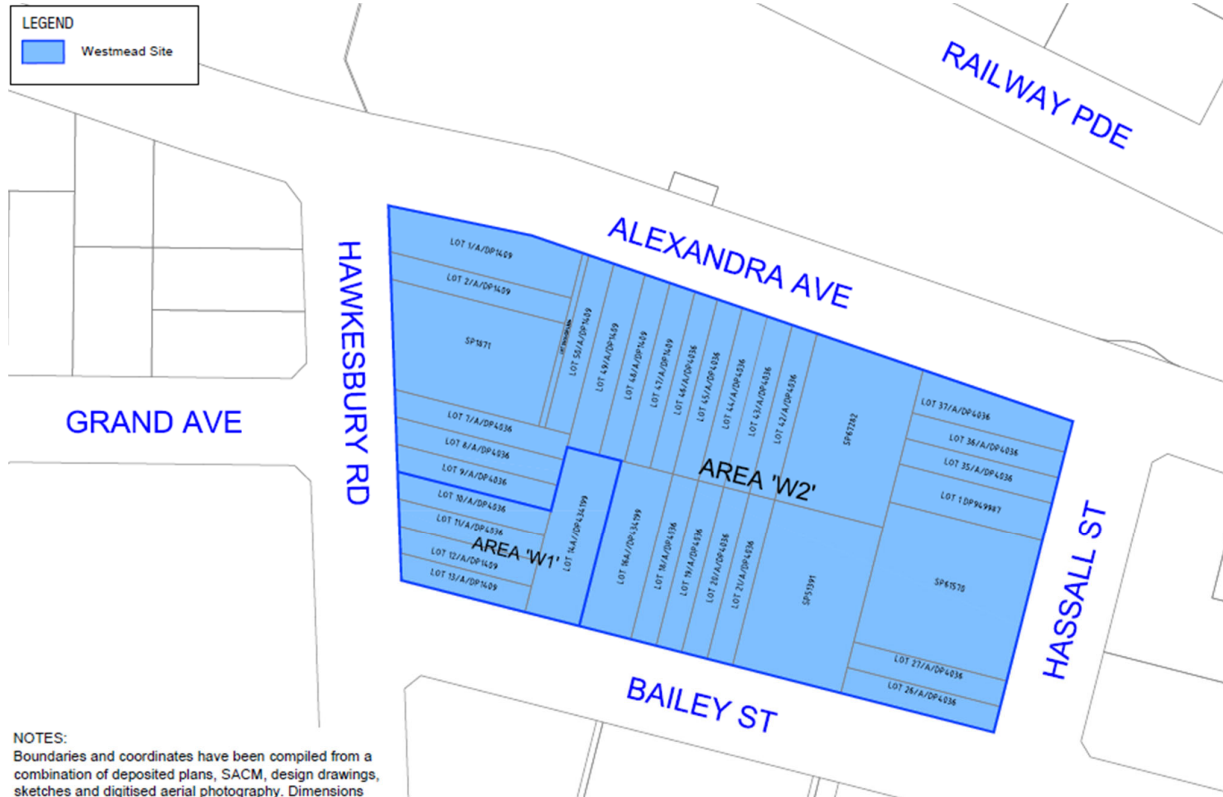
Figure 11: PBS routes (source: [TfNSW PBS](https://www TfNSW.com.au))

## 7 PROJECT WORKS

The scope of works for the Westmead site is as follows:

- Mobilisation and site set up
- Project planning, approvals and stakeholder management
- Service relocations and decommissioning
- Removal of existing substations
- Demolition of structures

Figure 12 provides the details of the works areas, whilst Table 4 provides the access dates



**Figure 12: Areas of work**

**Table 4: Site access schedule**

Area of the site	Location	Site Access Date
W1	Bounded by Hawkesbury Road and Bailey Street	21 October 2021
W2	Bounded by Bailey Street, Hassall Street, Alexandra Avenue and Hawkesbury Road	21 October 2021

### 7.1 Construction vehicles and plant

The project works include demolition and utility works, requiring the use of Heavy Vehicles (HV) and large plant such as:

- Heavy Vehicles – rigid trucks, crane trucks
- Excavators
- Mobile cranes – articulated and slewing

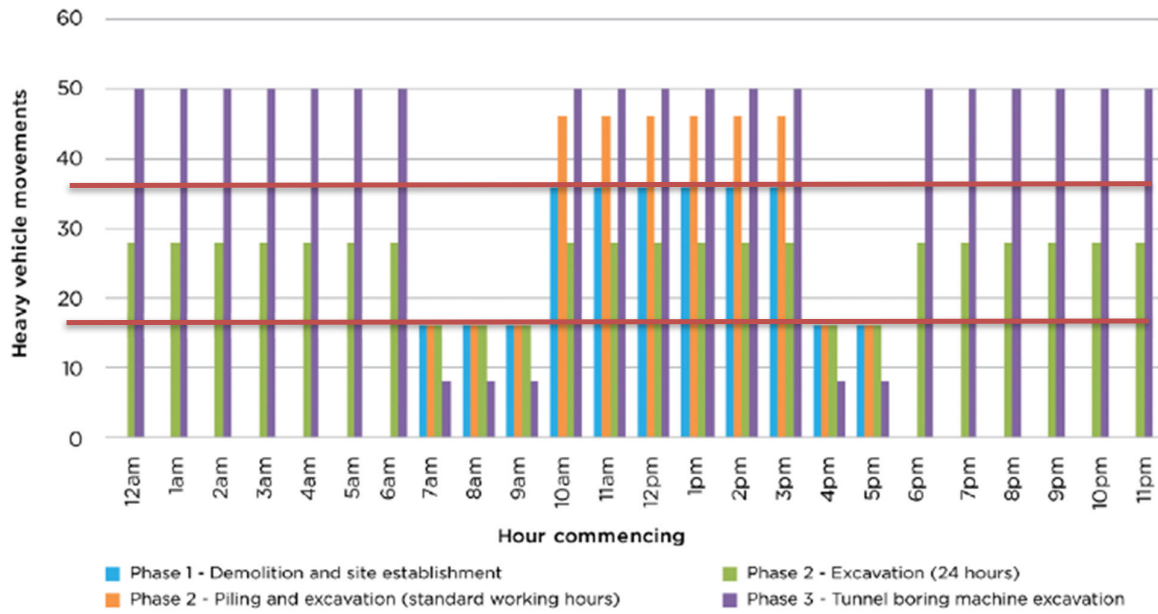
#### 7.1.1 Typical movements

HV will transport materials from the work sites to authorised disposal sites. The number of vehicles at each site is detailed in Table 5 and the EIS vehicle movements (1 truck number equates to 2 movements) is also provided on Figure 13.

**Table 5: EIS and DELTA proposed HV movements**

Time	EIS heavy vehicles per hour	DELTA heavy vehicles per hour
0700-1000	9	9
1000-1500	19	9
1500-1800	9	9

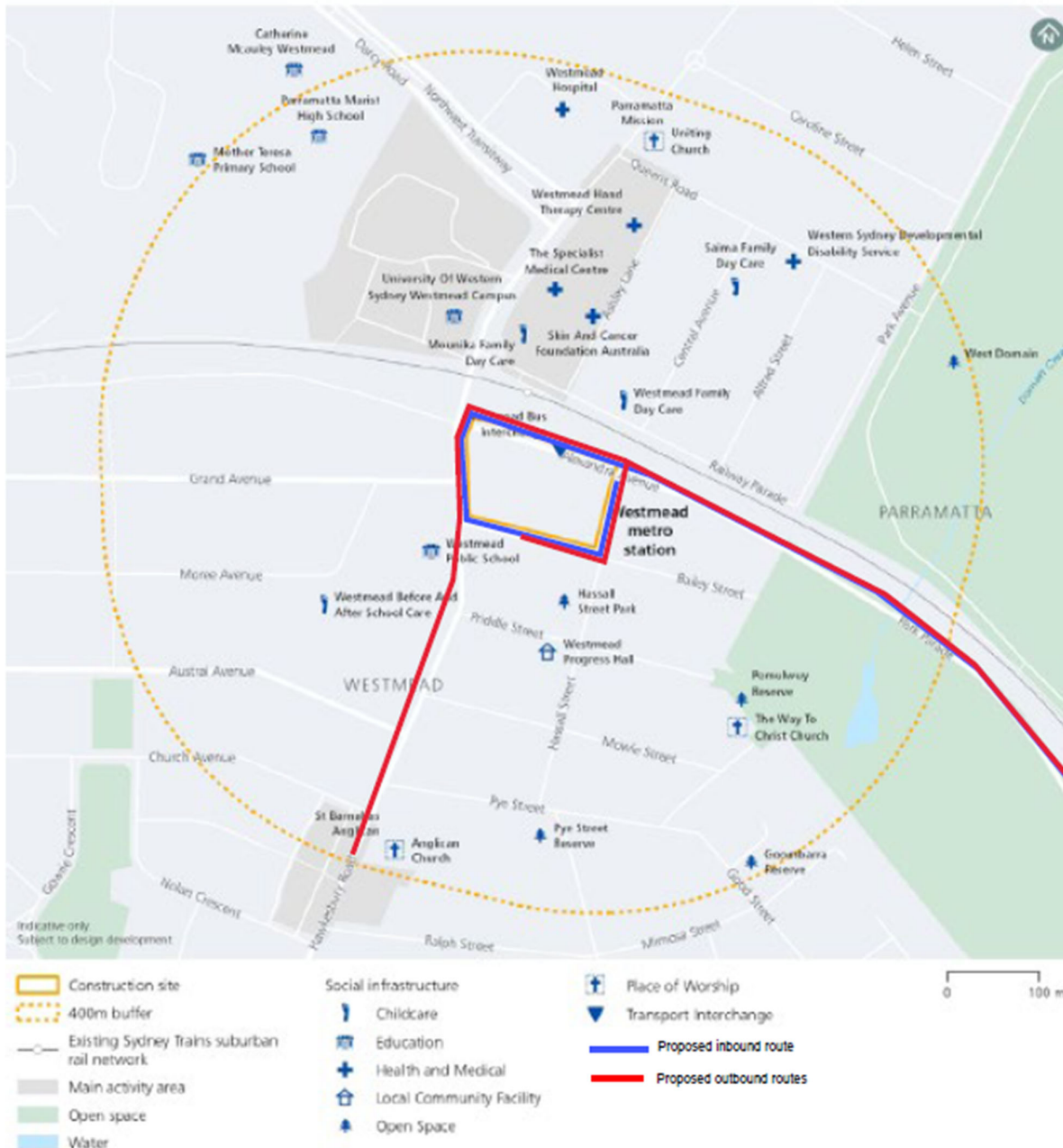




**Figure 13: EIS heavy vehicle movements**

**7.1.2 Known sensitive receivers**

A review of the existing sensitive receivers and their locations was undertaken by Sydney Metro during the EIS development phase of the project, with the results as noted on Figure 14 from the EIS. This review noted schools located on Hawkesbury Road (Westmead Public School) and at the corner of the Great Western Highway/ Pitt Street (Parramatta High School). Western Sydney’s health precinct is located north of the site.



**Figure 14: Social infrastructure (Chapter 17 EIS)**

## 8 FLEET MANAGEMENT

Heavy vehicles are required to access the project work sites, which are located on the local road network within the Westmead area. This section of the report provides details on the existing routes identified in the EIS documents and the scope of the routes subject to the Ministerial Conditions of Approval, specifically D87 and DELTA's proposed site 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 DELTA's Chain of Responsibility (CoR) Management Plan.

A combination of truck types will be used during the site operations. These trucks may be 12.5m SU truck, 10 wheeler bin truck, 5t tippers and low loaders.

All trucks will enter and exit the demolition sites in a forward direction.

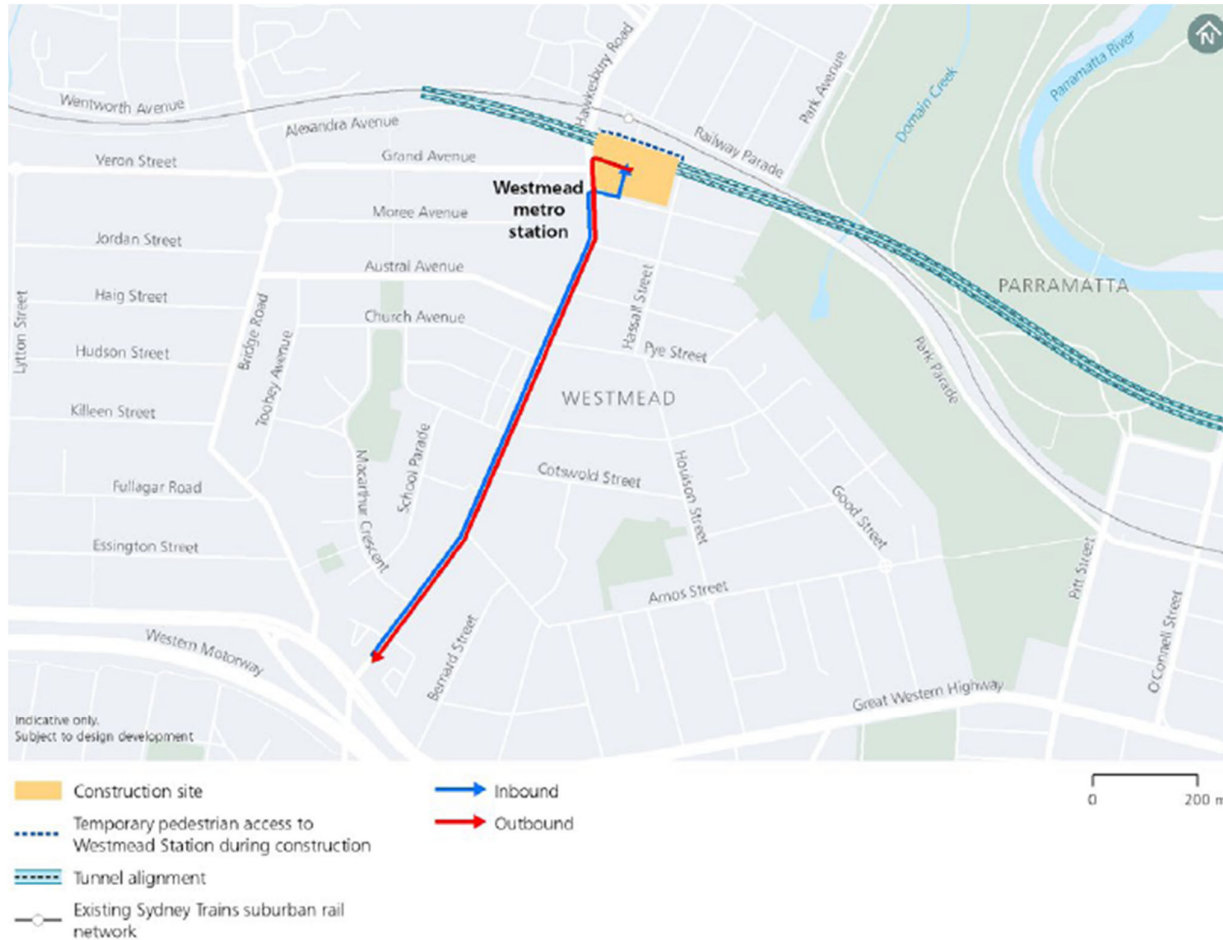
Construction site traffic will be managed to minimise movements during peak periods, where reasonable and practicable. This will be achieved by staggered start times for trucks and daily booking of trucks ensuring that only the truck numbers required for the loading tasks for that day are ordered. Given that the trucks will be loaded sequentially this provides for a staggered release of trucks onto the road network during the AM peak. The PM peak is also reduced as typically disposal sites are closed from 5PM meaning that if the disposal site is an hour away, the latest a truck can leave site is 4PM reducing our impact on the road network.

DELTA will provide sufficient onsite parking for heavy vehicles associated with the works. This will ensure that vehicles are not idling or queuing on state and regional 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 demolition sites, there is no requirement for any further marshalling facilities.

### 8.1 EIS Haulage routes

The EIS nominated Hawkesbury Road between the Great Western Highway and the site as the haulage routes into and out of the site, with access provided on Bailey Street and egress directly onto Hawkesbury Road, as shown on Figure 15. At present no buildings have been demolished to make way for the driveways so existing driveways will be used, thus dictating the proposed haulage routes.

The EIS routes also provided for all routes to travel along Hawkesbury Road, inbound and outbound, concentrating all truck movements along Hawkesbury Road past Westmead Public School.



**Figure 15: EIS nominated haulage routes**

### 8.2 Proposed heavy vehicle routes and management

The local roads within the Westmead area not included within the EIS and required to access/ egress the site, are as noted in Table 6 and shown on Figure 16, including the location of the swept paths undertaken. Heavy vehicle movements will be restricted to these routes to minimise the impact on the local road network and impact on surrounding land uses. The routes allow reducing the concentration of trucks past Westmead Public School as noted in section 8.1. The swept path analysis is provided in Appendix B with written advice from an appropriately qualified professional provided in Appendix C.

**Table 6: Roads not included in the EIS**

Road	Road classification	Between		Two way traffic flow	Parking	Speed limit
Pitt Street	State	Great Western Highway	Macquarie Street	No	Yes	60km/hr
Macquarie Street	State	Pitt Street	O'Connell Street	No	No	60km/hr
O'Connell Street	State	Macquarie Street	Great Western Highway	No	Yes	60km/hr
Park Parade	Regional	Pitt Street	Alexandra Avenue	Yes	No	50km/hr
Alexandra Avenue	Regional	Park Parade	Hawkesbury Road	Yes	Yes	50km/hr
Hawkesbury Road	Local	Alexandra Avenue	Site	Yes	Yes	50km/hr

Road	Road classification	Between	Two way traffic flow	Parking	Speed limit
Hassall Street	Local	Alexandra Avenue	Site	Yes	50km/hr
Bailey Street	Local	Hawkesbury Road	Hassall Street	Yes	50km/hr



**Figure 16: Proposed routes and swept path locations**

**8.2.1 Site management**

Information on the approved routes and locations for all construction vehicles shall be provided through onsite toolbox talks, pre-start meetings and project inductions prior to commencing works on the project.

All work vehicles shall enter and exit the sites in a forward direction, where feasible and reasonable. Where this is not possible, appropriate traffic control will be in place.

Construction vehicle movements would be managed to minimise movements during peak periods, through appropriate scheduling. We will minimise our impacts on active transport users by only using existing driveways previously in use. No further driveways are required. The swept paths included in Appendix B show no encroachment onto existing footpaths or shared paths.

Where the site works impact on existing footpath measures will be put in place to manage this interface. The use of Bailey Street will be limited to 10 wheel tipper trucks due to swept path issues associated with 12.5m Single Unit trucks turning from Bailey Street onto Hassall Street and Bailey Street onto Hawkesbury Road. It is intended that all vehicle movements will be left only both into and out of the site.



An indicative site layout is provided in Figure 17



**Figure 17: Indicative site layout**

### 8.2.2 Road dilapidation report

Prior to the use of local roads by heavy vehicles associated with the works, a road dilapidation survey will be undertaken and provided to Sydney Metro and Cumberland Council at least one month prior to the local road use. The road dilapidation surveys will be completed by 20<sup>th</sup> September 2021 and the reports provided to Council that week, refer to Appendix D

### 8.3 Cumulative impacts

Parramatta Light Rail works are occurring on the northern side of Westmead rail station, DELTA works are located on the southern side of the rail lines. No cumulative impacts have been identified. Regular contact will be maintained throughout the life of the project. This will be done through attendance at the fortnightly Traffic Control Group (TCG) and monthly Traffic and Transport Liaison Group.

#### 8.3.1 Traffic Control Group (TCG)

A Traffic Control Group (TCG) has been established by Sydney Metro, meeting fortnightly. The TCG is a technical forum to discuss the proposed traffic management measures to be used during the various stages of the Project including identification of any potential impacts on the road and transport network and mitigation measures proposed, any feedback received on the traffic documentation and updates on the program of works for the various project.

#### 8.3.2 Traffic and Transport Liaison Group (TTLG)

The TTLG meets monthly, and its members comprise traffic and transport stakeholders including Emergency Services.

## 9 SAFETY

DELTA is committed to safety for all aspects of the project with road safety being paramount to the success of the project. To demonstrate the commitment the requirements listed in Table 7 will be implemented. Further details on how these specific safety mitigation measures will be implemented is provided in DELTA's Chain of Responsibility Management Plan.

**Table 7: Heavy vehicle requirements**

Requirement(s)	Purpose	Managed by
Ensure all heavy vehicles are registered and comply with the Australian Design Rules and Vehicle Standards	Ensure compliance with legislative requirements	Checking prior to attendance at site and through subcontractor engagement
Blind spot elimination or minimise front, side and rear blind spots including: <ul style="list-style-type: none"> <li>Class V and Class VI mirrors as per ADR 14/02 where blind spots cannot be permanently eliminated</li> <li>The prohibition of accessories that restrict the forward field of vehicles, including opaque or chrome bug deflectors</li> </ul>	Ensure compliance with SWTC and increase visibility of active transport users	Checking prior to attendance at site and through subcontractor engagement
Side-underrun protection fitted to both sides of the vehicle: <ul style="list-style-type: none"> <li>Between the front and rear axle of all rigid (SU) trucks and</li> <li>Between the front axle/ landing legs and rear axle of trailers forming part of a combination</li> </ul>	Improved protection for active transport users	Checking prior to attendance at site and through subcontractor engagement
Signage placed on heavy vehicles including: <ul style="list-style-type: none"> <li>Rear warning signs alerting other road users to the dangers of overtaking and</li> <li>Front nearside signs warning pedestrians about walking close to the front of a moving or stationary Heavy Vehicle</li> </ul>	increasing road safety awareness for all users	Checking prior to attendance at site and through subcontractor engagement
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 and through subcontractor engagement
Heavy Vehicle drivers to complete to the Sydney Metro Safe Heavy Vehicle Driver Introduction Program or equivalent	Training and induction to address safety of pedestrians along all street frontages and particularly: <ul style="list-style-type: none"> <li>Hawkesbury Road approaching Westmead Public School and</li> <li>Green on green conflict which currently exists at Alexandra Avenue at Hawkesbury Road intersection</li> </ul>	Training and induction process
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 and through subcontractor engagement

## 10 CONSULTATION AND COMMUNICATION

### 10.1 Stakeholders consulted

Table 8 lists the consultation undertaken in the development of this Heavy Vehicle Local Road report. Appendix **Error! Reference source not found.** contains comments from the various stakeholders and DELTA's responses.

**Table 8: Stakeholders consulted**

Stakeholder	Date	Consultation	Main contact people
Traffic Control Group	2 <sup>nd</sup> September 2021	Presentation	Sydney Metro, CJP, Council, Other Parramatta Contractors
Sydney Metro including Road Safety, Operations, Customer and Place Making	16 <sup>th</sup> September 2021	Submission of report	Berin Gordon, Todd Solomon
TfNSW Customer Journey Planning	16 <sup>th</sup> September 2021	Submission of report	Peter Keyes,
TfNSW Planning and Program	16 <sup>th</sup> September 2021	Submission of report	Sean McGregor
City of Parramatta Council	16 <sup>th</sup> September 2021	Submission of report	Council
Cumberland Council	16 <sup>th</sup> September 2021	Submission of report	Council
Sydney Metro including Road Safety, Operations, Customer and Place Making	5 <sup>th</sup> October 2021	Resubmission of report	Berin Gordon, Todd Solomon
TfNSW Customer Journey Planning	5 <sup>th</sup> October 2021	Resubmission of report	Peter Keyes,
TfNSW Planning and Program	5 <sup>th</sup> October 2021	Resubmission of report	Sean McGregor
City of Parramatta Council	5 <sup>th</sup> October 2021	Resubmission of report	Council
Cumberland Council	5 <sup>th</sup> October 2021	Resubmission of report	Council
Sydney Metro	27 <sup>th</sup> October 2021	Resubmission of report	Berin Gordon, Todd Solomon

### 10.2 Induction

All personnel, including subcontractors, are required to attend a compulsory site induction before commencing any works on site. Similarly, visitors will be required to undertake a Visitor's induction.

The heavy vehicle routes as detailed within this report and included in the CTMP, will be included as part of the mandatory induction.

A record of all inductions will be maintained.

### 10.3 Toolbox talks

Toolbox talks will be conducted weekly as a minimum and will be used to present the status of safety and environmental performance including the compliance with this report and the approved CTMP for the site.



## APPENDICES

### A. Received comments

<b>Project</b>	CSSI 10038 – Sydney Metro West
<b>Document</b>	Westmead HVLR
<b>Date received from Sydney Metro</b>	8 October 2021
<b>Date comments sent to Sydney Metro</b>	22 October 2021

Com ment No.	CoA	Requirement	Document reference	DPIE comment	Project team response	Amend ment made Y/N?	Page/section	DPIE Comment	Final Status
1	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.		Table 6 of the HVLR contains a list of roads to be used that are not identified in the EIS. Figure 16 displays these roads and swept path locations.  <b>CLOSED</b>	Noted	N	NA		
2	D87	All requests to the Planning Secretary for approval to use local roads under <b>Condition D86</b> above must include the following:							
3	D87(a)	A swept path analysis		Appendix B of the HVLR contains the results of the swept path analyses. Swept path analyses are included for; the Hassall Street and Alexander Avenue intersection, the Hawksbury Road and Alexander Avenue intersection, the Hawksbury Road and Bailey Street intersection and the Hassall Street and Bailey Street intersection.  <b>DPIE Comment 3.1</b> The Department notes that the swept path analysis for the Hassall Street and Bailey Street intersection requires removal of a traffic island and also indicates that vehicles will be required to manoeuvre over the roundabout. The Department also notes that comments by City of Parramatta Council raised concern over noise impacts from manoeuvring over the roundabout and the need for potential modifications to the roundabout apron.  Please update the plan to show how these concerns will be addressed.	As noted in Appendix B, the use of these size of vehicles is not suitable. Trucks will be limited to 10 wheeler vehicles and left in from Hawkesbury Road into Bailey Street and left out onto Hassall Street only, as shown on Figure 16	N	NA		
4	D87(b)	Demonstration that the use of local roads by Heavy Vehicles for the CSSI will not compromise the safety of pedestrians and cyclists of the safety of two way traffic flow on two way roadways		Section 9 of the HVLR contains commitments to safety and minimisation of impact for active transport users. Table 6 of the HVLR states that two way traffic flow will be maintained on Park Parade, Alexandra Avenue, Hawksbury Road, Hassall Street and Bailey Street.  <b>CLOSED</b>	Noted	N	NA		
5	D87(c)	Details as to the date of completion of the road dilapidation surveys for the subject local roads and		Section 8.2.2 states that road dilapidation surveys were completed by 20 September 2021  <b>DPIE Comment 5.1:</b> Section 8.2.2 contains a missing reference. Please amend this in the updated plan.	Document amended	Y	Page 26 section 8.2.2		
6	D87(d)	Measures that will be implemented to avoid where practicable the use of local roads past schools, aged care facilities childcare facilities during their peak operation times		Section 7.1.2 contains details of known sensitive receivers including Westmead Public School and Parramatta High School. It is understood that the alternate route proposed in this plan will minimise	Noted	N	NA		

Com ment No.	CoA	Requirement	Document reference	DPIE comment	Project team response	Amend ment made Y/N?	Page/section	DPIE Comment	Final Status
				the potential impact on Westmead Public School by limiting the use of Hawksbury Road.  <b>CLOSED</b>					
7	D87(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)		Appendix C contains written advice from an appropriately qualified professional. The advice concludes that the proposed use of local roads is expected to have limited impact on pedestrians where managed properly.  <b>CLOSED</b>	Noted	N	NA		
8	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		Appendix D contains evidence that the surveys have been submitted to City of Parramatta Council and Cumberland City Council.  <b>CLOSED</b>	Noted	N	NA		
<b>Revised Environmental Mitigation Measures</b>									
9	TT6	All trucks would enter and exit construction sites in a forward direction, where feasible and reasonable		Section 8 of the HVLR contains commitments to having all trucks enter construction sites in the forward direction where feasible and reasonable.  <b>CLOSED</b>	Noted	N	NA		
10	TT7	Construction site traffic would be managed to minimise movements during peak periods		Section 8 of the HVLR commits to managing construction traffic to minimise movements during peak periods by staggering times and using a booking system.  <b>CLOSED</b>	Noted	N	NA		
11	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		The Department notes that the alternate route proposed in this plan is aimed at minimising the potential impact on Westmead Public School by limiting the use of Hawksbury Road.  <b>CLOSED</b>	Noted	N	NA		
12	TT24	Coordination and consultation with the following stakeholders would occur, where required, to manage the interface of projects under construction at the same time: <ul style="list-style-type: none"> <li>• Transport for NSW including Transport Coordination</li> <li>• Department of Planning, Industry and Environment</li> <li>• Sydney Trains</li> <li>• NSW Trains</li> <li>• Sydney Buses</li> <li>• Sydney Water</li> <li>• Port Authority of NSW</li> <li>• Sydney Motorways Corporation</li> <li>• Emergency service providers</li> </ul>		Table 8 in Section 10 of the HVLR contains a list of the consultation undertaken during the preparation of the plan. Appendix A contains a list of received comments.  <b>DPIE Comment 12.1</b> Reference to this condition in Table 1 refers to Section 7.3 of the report. This section does not exist. Please update the table with the correct section reference.	Document amended	Y	Table 1 page 8		

Com ment No.	CoA	Requirement	Document reference	DPIE comment	Project team response	Amend ment made Y/N?	Page/section	DPIE Comment	Final Status
		<ul style="list-style-type: none"> <li>• Utility providers</li> </ul> <p>Construction contractors Coordination and consultation with these stakeholders would include:</p> <ul style="list-style-type: none"> <li>• Provision of regular updates to the detailed construction program, construction sites and haul routes</li> <li>• Identification of key potential conflict pints with other construction projects</li> <li>• Developing mitigation strategies in order to manage conflicts. Depending on the nature of the conflict this could involve:                             <ul style="list-style-type: none"> <li>○ Adjustments to the Sydney Metro construction program work activities or haul routes or adjustments to the program activities or haul routes of other construction projects</li> <li>○ Coordination of traffic management arrangements between projects</li> </ul> </li> </ul>							
<b>General Comments</b>									
13		Appendix A of the HVLR contains the consultation feedback comments. It is unclear in the table which comments remain outstanding and which comments have been fully closed out. Please amend the plan to clearly show that all comments have been addressed.			All comments now closed out	Y	Appendix A		

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
SMWSDDS-DLT-WMD-TF-PLN-000078	Heavy Vehicle Local Roads Report (Westmead)	00.01	RVW	01	20/09/2021	SMD	[REDACTED]	SMWSDDS-DLT-WMD-TF-PLN-000078	Entire document	D87	Please ensure my comments from other HVLR documents are implemented in this one as well.	Observation	N
								SMWSDDS-DLT-WMD-TF-PLN-000078	Entire document	D87	Comments transferred below - comments 45-49 inclusive	Observation	N
				02	20/09/2021	SMD	[REDACTED]				No Comments		Y
											Noted		Y
				03	20/09/2021	SMD	[REDACTED]	SMWSDDS-DLT-WMD-TF-PLN-000078	Executive Summary & Figure 10	McoA D87 & General Spec	Figure 10 shows PBS routes and Section 6.4 is for PBS, but the Executive Summary states : 'The use of Performance Based Standard vehicles will not be used at this site.' This may create confusion. Please review and ensure clarity within the document.	Minor Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-PLN-000078	Executive Summary & Figure 10	McoA D87 & General Spec	Section 6.4 is noting Existing Conditions whilst the Executive Summary notes that PBS vehicles will not be used	Minor Non-Compliance	N
				04	20/09/2021	SMD	[REDACTED]	SMWSDDS-DLT-WMD-TF-PLN-000078	7.1.2	McoA D87 & General Spec	What is the impact of the proposed route on the social infrastructure in Figure 13? Could a table listing impacts and mitigation be added to the document?	Minor Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-PLN-000078	7.1.2	McoA D87 & General Spec	Reduced impact as not using Hawkesbury Road as an inbound route. All other impacts as noted in EIS	Minor Non-Compliance	N
				05	20/09/2021	SMD	[REDACTED]	SMWSDDS-DLT-WMD-TF-PLN-000078	General	McoA D87 & General Spec	Have the emergency services been contacted? All consultation should be added as an Appendix	Minor Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-PLN-000078	General	McoA D87 & General Spec	Not for HVLR only CPAS and CTMP	Minor Non-Compliance	N
				06	20/09/2021	SMD	[REDACTED]	SMWSDDS-DLT-WMD-TF-PLN-000078	Whole Document	MCoA D86	Some access is currently shown as being to/from Bailey St and Hassall St? Can access be restricted to/from Hawkesbury Rd and Alexandra Rd, as Hawkesbury Rd is listed in the EIS and Alexandra Rd is a regional road? If access was to be from these two roads then a HVLR should not be required, correct? The HVLR is for: "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..."	Observation	N
								SMWSDDS-DLT-WMD-TF-PLN-000078	Whole Document	MCoA D86	As there is no through movement through the site as the buildings have not been demolished (that is the works being undertaken as part of this document), access is required from all streets around the site	Observation	N
				07	20/09/2021	TFN	[REDACTED]	SMWSDDS-DLT-WMD-TF-PLN-000078	Table 5 - EIS and DELTA proposed movements	NA	The DELTA vehicle volumes shown in this table conflict with the earlier statement in the executive summary that HV movements will be reduced during school zone times. Please consider minimising HV movements during school zone times to offset the increased risk of interactions with school aged pedestrians.	Observation	N
								SMWSDDS-DLT-WMD-TF-PLN-000078	Table 5 - EIS and DELTA proposed movements	NA	The EIS inbound route, Hawkesbury Road, is no longer proposed to be used. The only route using Hawkesbury Road through the school zone is the outbound route thus reducing the number of heavy vehicles during all hours not just school zone times	Observation	N
				08	20/09/2021	TFN	[REDACTED]	SMWSDDS-DLT-WMD-TF-PLN-000078	8.2 Proposed heavy vehicle routes and management	NA	Figure 15 depicts routes proposed that were not part of the EIS. Please provide analysis on why these are preferred / safer routes compared to the EIS proposed routes.	Observation	N
								SMWSDDS-DLT-WMD-TF-PLN-000078	8.2 Proposed heavy vehicle routes and management	NA	Document amended	Observation	N
				09	20/09/2021	SMD	[REDACTED]				No Comments		Y
											Noted		Y

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
				10	20/09/2021	TFN		SMWSDDS-DLT-WMD-TF-PLN-000078	9. Safety	NA	Table 9 identifies HV driver training as an important requirement - strongly agree. Please also consider including awareness of the green on green conflict at the intersection of Alexandra Ave and Hawkesbury Rd as this turn has an increased likelihood of collision with pedestrian.	Observation	N
								SMWSDDS-DLT-WMD-TF-PLN-000078	9. Safety	NA	Document amended	Observation	N
				11	21/09/2021	HBI					No Comments		Y
											Noted		Y
				12	22/09/2021	SMD		SMWSDDS-DLT-WMD-TF-PLN-000078 Rev : 00	Section 5.1, p. 11	NA	As the Westmead site is located within the Cumberland Council area Road opening permits and hoarding permits will be required from that council, not Parramatta	Observation	N
								SMWSDDS-DLT-WMD-TF-PLN-000078 Rev : 00	Section 5.1, p. 11	NA	Document amended	Observation	N
				13	22/09/2021	SMD		SMWSDDS-DLT-WMD-TF-PLN-000078 Rev : 00	Section 7	NA	Opening line of section says Clyde, should be Westmead	Observation	N
								SMWSDDS-DLT-WMD-TF-PLN-000078 Rev : 00	Section 7	NA	Document amended	Observation	N
				14	24/09/2021	SMD		00	4.3.1	NA	2nd paragraph references 2 MCoA D86 and D87 but table 1 has 3 MCoA listed	Observation	N
								00	4.3.1	NA	Document amended	Observation	N
				15	24/09/2021	SMD		00	6.2.1	NA	last sentence in 1st paragraph is incorrect. All properties along Alexandra Ave between Hawkesbury and Hassall are residential. There are 2 commercial businesses (barber shop & medical centre) located on Hawkesbury Rd between Alexandra & Bailey. Move reference to commercial to section 6.2.3	Observation	N
								00	6.2.1	NA	Document amended	Observation	N
				16	24/09/2021	SMD		00	6.2.1	NA	3rd paragraph, 2nd sentence change Alexandra Parade to Alexandra Avenue	Observation	N
								00	6.2.1	NA	Document amended	Observation	N
				17	24/09/2021	SMD		00	6.2.1	NA	include sentence about Sydney Trains access gate located at intersection of Alexandra Ave & Hassall St into rail corridor.	Observation	N
								00	6.2.1	NA	Document amended	Observation	N
				18	24/09/2021	SMD		00	6.2.1	NA	last para - change beginning of sentence to - Pedestrian access to Westmead rail station is location.....	Observation	N
								00	6.2.1	NA	Document amended	Observation	N
				19	24/09/2021	SMD		00	6.2.4	NA	include reference to residential area, similar to section 6.2.1	Observation	N
								00	6.2.4	NA	Document amended	Observation	N
				20	24/09/2021	SMD		00	6.2.2 Hassall Street -	NA	include reference to residential area, similar to section 6.2.1	Observation	N
								00	6.2.2 Hassall Street -	NA	Document amended	Observation	N
				21	24/09/2021	SMD		00	6.2.3 Hawkesbury Rd	NA	include reference to residential and commercial area, similar to section 6.2.1	Observation	N
								00	6.2.3 Hawkesbury Rd	NA	Document amended	Observation	N
				22	24/09/2021	SMD		00	8 Fleet Management -	NA	this section references Clyde site, please update to reflect specifications to Westmead	Observation	N
								00	8 Fleet Management -	NA	Document amended	Observation	N
				23	24/09/2021	SMD		00	10.2 Induction -	NA	1st sentence missing a letter - work o site	Observation	N
								00	10.2 Induction -	NA	Document amended	Observation	N
				24	24/09/2021	HBI		SMWSDDS-DLT-WMD-TF-PLN-000078.00.RVW.00.	Table 1: Ministerial Conditions of Approval requirements for	McoA D83	McoA D83 relevant to HV is not addressed in this Table and document. Review/update accordingly.	Actual Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-PLN-000078.00.RVW.00.	Table 1: Ministerial Conditions of Approval requirements for	McoA D83	Not a requirement under SMW Schedule 20 - allocation of MCoA and REMM	Actual Non-Compliance	N



DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
				25	24/09/2021	HBI		SMWSDDS-DLT-WMD-TF-PLN-000078.00.RVW.00.	Table 1: Ministerial Conditions of Approval requirements for	MCoA D87 b) and MCoA D87 d)	MCoA D87 b) - Section 7.2 doesn't exist in document. Amend to correct section reference MCoA D87 d) - Section 6.1.2 doesn't exist in document. Amend to correct section reference	Minor Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-PLN-000078.00.RVW.00.	Table 1: Ministerial Conditions of Approval requirements for	MCoA D87 b) and MCoA D87 d)	Document amended	Minor Non-Compliance	N
				26	24/09/2021	HBI		SMWSDDS-DLT-WMD-TF-PLN-000078.00.RVW.00.	Table 1: Ministerial Conditions of Approval requirements for	REMM TT6, REMM TT7 and REMM TT8	REMM TT6 - Incorrect Section reference - Amend to correct section reference (Section 8) REMM TT7 - Incorrect Section reference - Amend to correct section reference REMM TT8 - Refers to entire Section 7, please review/address and provide specific section reference to address this requirement as relevant to proposed routes	Minor Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-PLN-000078.00.RVW.00.	Table 1: Ministerial Conditions of Approval requirements for	REMM TT6, REMM TT7 and REMM TT8	Document amended	Minor Non-Compliance	N
				27	24/09/2021	HBI		SMWSDDS-DLT-WMD-TF-PLN-000078.00.RVW.00.	Sec 5.1 Legislation - Bullet Points 1 and 3	N/A	Refers to City of Parramatta Council - should this be Cumberland Council? Review and update as applicable to this Westmead Site HVLR	Minor Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-PLN-000078.00.RVW.00.	Sec 5.1 Legislation - Bullet Points 1 and 3	N/A	Document amended	Minor Non-Compliance	N
				28	24/09/2021	HBI		SMWSDDS-DLT-WMD-TF-PLN-000078.00.RVW.00.	Sec 7 - First sentence - "The scope of works for the Clyde s	N/A	Sec 7 - Amend 'Clyde site' to Westmead Sec 8 - Fleet Management - Section 8 - makes a few references to Clyde instead of Westmead - review/amend references across Sec 8	Minor Non-Compliance	N
								SMWSDDS-DLT-WMD-TF-PLN-000078.00.RVW.00.	Sec 7 - First sentence - "The scope of works for the Clyde s	N/A	Document amended	Minor Non-Compliance	N
				29	24/09/2021	HBI		SMWSDDS-DLT-WMD-TF-PLN-000078.00.RVW.00.	Sec 8.2 - Road Dilapidation Report	N/A	Refers to City of Parramatta Council - should this be Cumberland Council? Review and update as applicable to this Westmead Site HVLR ?	Observation	N
					6/10/2021	DLT		SMWSDDS-DLT-WMD-TF-PLN-000078.00.RVW.00.	Sec 8.2 - Road Dilapidation Report	N/A	Document amended	Observation	N
				30	24/09/2021	HBI		SMWSDDS-DLT-WMD-TF-PLN-000078.00.RVW.00.	Sec 9 - Table 7	N/A	Noted below requirement is included in the Parramatta HVLR and suggest inclusion within this HVLR: 'Heavy vehicle operators to adhere to the approved construction traffic haulage routes at all times'. Also Table reference within Section 9 to be Table 7 (instead of 6?)	Observation	N
					6/10/2021	DLT		SMWSDDS-DLT-WMD-TF-PLN-000078.00.RVW.00.	Sec 9 - Table 7	N/A	Not a requirement under SMW Schedule 20 - allocation of MCoA and REMM	Observation	N
				31	24/09/2021	HBI		SMWSDDS-DLT-WMD-TF-PLN-000078.00.RVW.00.	Sec 9 and 10 - table references	N/A	Review /amend Table references within these sections and amend typo "o" to "on" within Section 10.2	Observation	N
					6/10/2021	DLT		SMWSDDS-DLT-WMD-TF-PLN-000078.00.RVW.00.	Sec 9 and 10 - table references	N/A	Document amended	Observation	N
				32	28/09/2021	HBI					No Comments		Y
					6/10/2021	DLT					Noted		Y
				33	29/09/2021	HBI					No Comments		Y
					6/10/2021	DLT					Noted		Y
				34	29/09/2021	SMD		SMWSDDS-DLT-WMD-TF-PLN-000078	Figure 10	Session 5.1 of General Specification	Please provide a key to elaborate what the star represents	Observation	N
					6/10/2021	DLT		SMWSDDS-DLT-WMD-TF-PLN-000078	Figure 10	Session 5.1 of General Specification	Document amended	Observation	N
				35	29/09/2021	SMD		SMWSDDS-DLT-WMD-TF-PLN-000078	Chapter sentence 7, first	Session 5.1 of General Specification	Scope of works should refer to Westmead and not Clyde	Observation	N
					6/10/2021	DLT		SMWSDDS-DLT-WMD-TF-PLN-000078	Chapter sentence 7, first	Session 5.1 of General Specification	Document amended	Observation	N

DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
				36	30/09/2021	CUB	[REDACTED]	SMWSDDS-DLT-WMD-TF-PLN-000078	Table 5, Page 20	General Specification	Table 5 on page 20 needs to be clarified and checked against the bar chart on page 21 (Fig 12). Do the numbers include both in and out truck trips?	Observation	N
					6/10/2021	DLT	[REDACTED]	SMWSDDS-DLT-WMD-TF-PLN-000078	Table 5, Page 20	General Specification	Document amended to provide clarification	Observation	N
				37	30/09/2021	CUB	[REDACTED]	SMWSDDS-DLT-WMD-TF-PLN-000078	General	General Spec	It should be noted that westbound lanes on Alexandra Avenue have one exclusive right turn lane and the kerbside lane for all movements.	Observation	N
					6/10/2021	DLT	[REDACTED]	SMWSDDS-DLT-WMD-TF-PLN-000078	General	General Spec	Document amended to include this observation	Observation	N
				38	30/09/2021	CUB	[REDACTED]	SMWSDDS-DLT-WMD-TF-PLN-000078	General	General Spec	It should be noted that trucks at higher mass limits are not approved in this area.	Actual Non-Compliance	N
					6/10/2021	DLT	[REDACTED]	SMWSDDS-DLT-WMD-TF-PLN-000078	General	General Spec	Document amended to provide clarification	Actual Non-Compliance	N
				39	30/09/2021	TFN	[REDACTED]				No Comments		Y
					6/10/2021	DLT	[REDACTED]				Noted		Y
				40	1/10/2021	PAR	[REDACTED]	SMWSDDS-DLT-WMD-TF-PLN-000078	5.1 Legislation, page 11	NA	Amend reference to City of Parramatta to Cumberland City	Observation	N
					6/10/2021	DLT	[REDACTED]	SMWSDDS-DLT-WMD-TF-PLN-000078	5.1 Legislation, page 11	NA	Document amended	Observation	N
				41	1/10/2021	PAR	[REDACTED]	SMWSDDS-DLT-WMD-TF-PLN-000078	8 Fleet Management, page 23	NA	Amend reference from Clyde to Westmead	Observation	N
					6/10/2021	DLT	[REDACTED]	SMWSDDS-DLT-WMD-TF-PLN-000078	8 Fleet Management, page 23	NA	Document amended	Observation	N
				42	1/10/2021	PAR	[REDACTED]	SMWSDDS-DLT-WMD-TF-PLN-000078	8.2.2 Road dilapidation report, page 26	NA	Amend reference to City of Parramatta to Cumberland City	Observation	N
					6/10/2021	DLT	[REDACTED]	SMWSDDS-DLT-WMD-TF-PLN-000078	8.2.2 Road dilapidation report, page 26	NA	Document amended	Observation	N
				43	1/10/2021	PAR	[REDACTED]	SMWSDDS-DLT-WMD-TF-PLN-000078	8.3 Cumulative impacts, page 26	NA	Statement "No cumulative impacts have been identified" overlooks PLR construction around 100m north of this site	Observation	N
					6/10/2021	DLT	[REDACTED]	SMWSDDS-DLT-WMD-TF-PLN-000078	8.3 Cumulative impacts, page 26	NA	Document amended	Observation	N
				44	1/10/2021	PAR	[REDACTED]	SMWSDDS-DLT-WMD-TF-PLN-000078	Appendix B, Swept Path Analysis, DWGS WMD-SPA-04-TD & 04 SU	NA	Note modification or removal of roundabout and its apron at the intersection of Bailey St and Hassall St may be required to reduce vehicle noise at this location. HV must proceed over the roundabout and its apron to make the right turn from Hassall St southbound into Bailey St westbound. As haulage associated with Excavation and Tunnelling works are scheduled 24 hours a day, there may be significant nuisance noise to nearby residences arising from HV maneuvering over the roundabout.	Observation	N
					6/10/2021	DLT	[REDACTED]	SMWSDDS-DLT-WMD-TF-PLN-000078	Appendix B, Swept Path Analysis, DWGS WMD-SPA-04-TD & 04 SU	NA	These works are not the Western Tunnelling Package of works. DELTA's scope of works includes building demolition during daylight hours and utility disconnections only	Observation	N
45						SMD	[REDACTED]	Comment taken from other HVLR documents	Section 6.1.2 and figure 8.	D87(d)	Section 6.1.2 is very brief and does not provide any explanation or reasoning of how the alternative haulage routes were chosen. Suggest adding some commentary about how the routes were chosen, how alternatives were not chosen and that the final haulage routes avoid sensitive receivers intentionally. Figure 8 does not show any haulage routes. Suggest adding in your selected haulage routes over the top of this figure.		



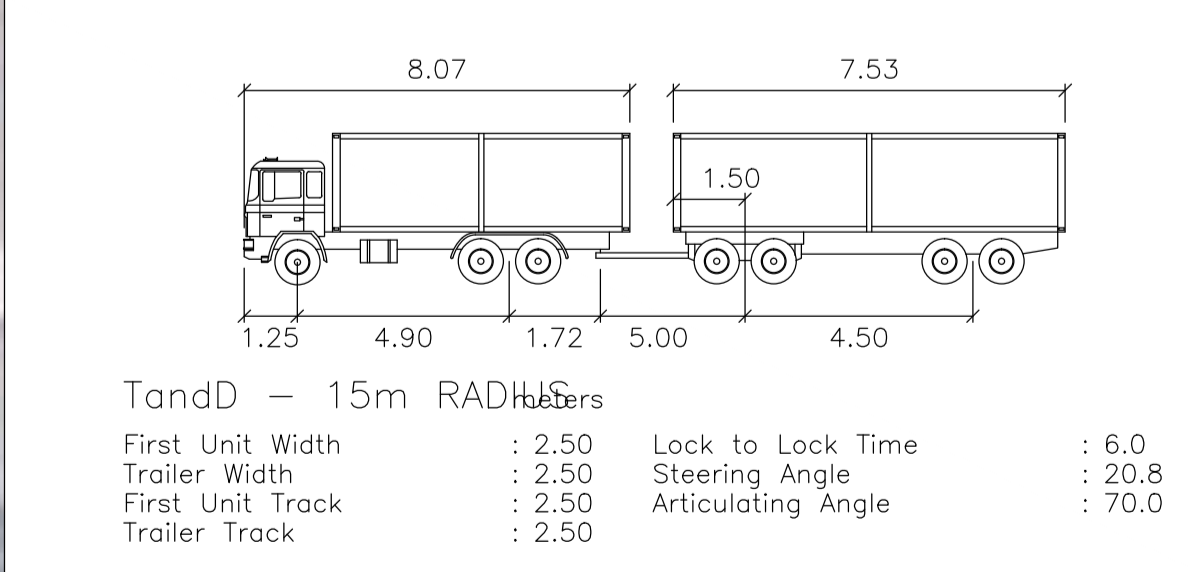
DOCUMENT NO.	TITLE	VER	STATUS	NO.	DATE	COMPANY	RAISED BY	REVIEW DOC. NO.*	DOCUMENT REF*	DEED REF*	COMMENTS / RESPONSE	COMMENT CATEGORY*	CLOSED OUT
						DLT	██████████	Comment taken from other HVLR documents	Section 6.1.2 and figure 8.	D87(d)	It is not possible to avoid sensitive receivers - we can only minimise our impact. Figure 8 has been amended		
46						SMD	██████████	Comment taken from other HVLR documents	Section 7.3.2	D87(c)	Section 7.3.2 does not have any indication of the date of completion of road dilapidation surveys. Alternatively, an estimated date could be provided based on current progress of lockdowns/ LGA of concern. If an estimate cannot be provided, suggest clearly stating this and an explanation as to the effects and uncertainty of lockdown/ LGA of concern.		
						DLT	██████████	Comment taken from other HVLR documents	Section 7.3.2	D87(c)	Refer to Appendix D		
47						SMD	██████████	Comment taken from other HVLR documents	Table 1	NA	Row D87(b) last column. Repair the reference		
						DLT	██████████	Comment taken from other HVLR documents	Table 1	NA	Not applicable to this document which has correct reference		
48						SMD	██████████	Comment taken from other HVLR documents	Section 7.2.2	NA	Suggest investigating if PLR will work across the George St and Church St intersection and if they intend to block it in order to lay track across George St. Suggest the outcome of this investigation should be explained in the HVLR where needed.		
						DLT	██████████	Comment taken from other HVLR documents	Section 7.2.2	NA	PLR works are on the northern side of Westmead Station and do not impact our work site		
49						SMD	██████████	Comment taken from other HVLR documents	Figure 1	NA	Figure 1 is out of date. There is no longer a proposed Metro station at Rydalmere. Please use the attached figure instead.		
						DLT	██████████	Comment taken from other HVLR documents	Figure 1	NA	Not applicable to this document which has correct figure in place		

### B.Swept path analysis

Drawing	Location	Suitability	Truck type
WMD-SPA-01-TD	Hassall Street at Alexandra Avenue	Swept path is suitable	Truck and dog combination
WMD-SPA-02-TD	Alexandra Avenue at Hawkesbury Road	Swept path is suitable	Truck and dog combination
WMD-SPA-02-SU	Alexandra Avenue at Hawkesbury Road	Swept path is suitable	12.5m Single Unit truck
WMD-SPA-03-TD	Hawkesbury Road onto Bailey Street	Swept path is suitable	Truck and dog combination
WMD-SPA-03-SU	Hawkesbury Road onto Bailey Street	Swept path is suitable	12.5m Single Unit truck
WMD-SPA-03-SU1	Bailey Street onto Hawkesbury Road	Swept path is <b>NOT</b> suitable	12.5m Single Unit truck
WMD-SPA-03-TD1	Bailey Street onto Hawkesbury Road	Swept path is <b>NOT</b> suitable	Truck and dog combination
WMD-SPA-04-TD	Bailey Street onto Hassall Street	Swept path is <b>NOT</b> suitable	Truck and dog combination
WMD-SPA-04-SU	Bailey Street onto Hassall Street	Swept path is <b>NOT</b> suitable	12.5m Single Unit truck
WMD-SPA-04-10W	Bailey Street at Hassall Street	Swept path is suitable for exit from Bailey St onto Hassall Street	10 wheeler truck
WMD-SPA-04-10W	Bailey Street at Hassall Street	Swept path is <b>NOT</b> suitable for entry into Bailey Street	10 wheeler truck



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  
 DRW CHECK: SL  
 APPROVED: SL  
 IND REVIEW: SL

PROJECT  
 CLIENT



DELTA  
 WESTMEAD  
 SWEEP PATH ANALYSIS

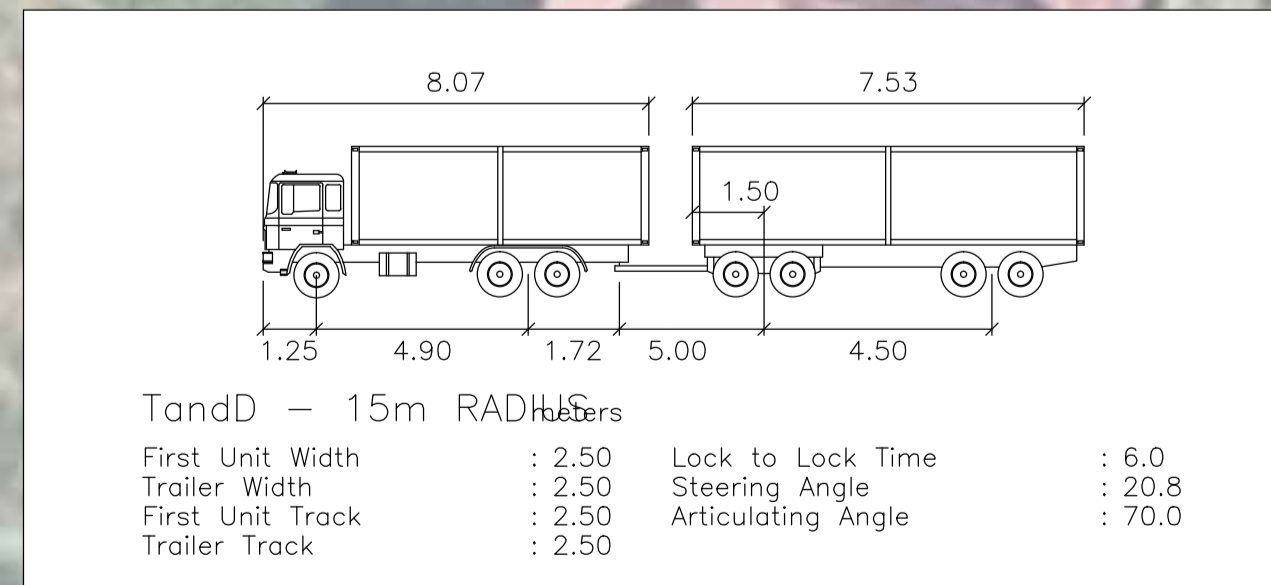
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HAWKESBURY RD

ALEXANDRA AVE

Truck and Trailer Custom 12.5m Radius

Truck and Trailer Custom 12.5m Radius

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DELTA WESTMEAD SWEEP PATH ANALYSIS

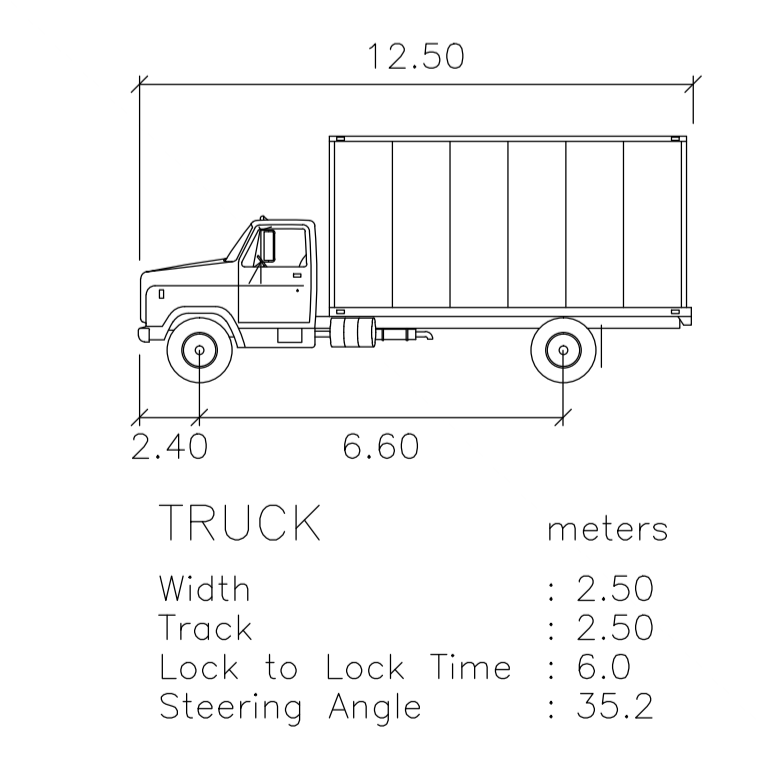
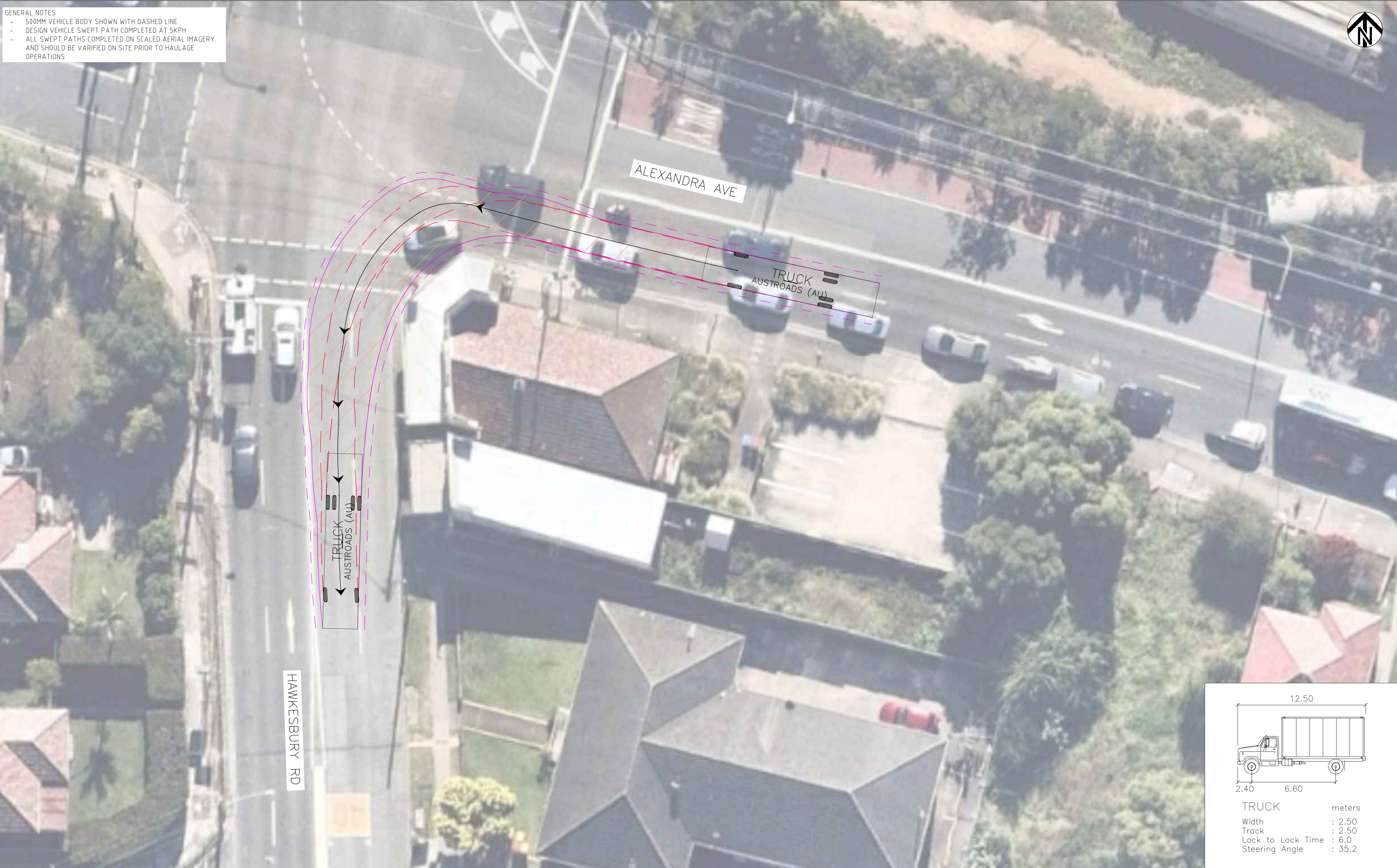
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HAWKESBURY RD

ALEXANDRA AVE

TRUCK AUSTRROADS (AU)

TRUCK AUSTRROADS (AU)

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

PROJECT	
CLIENT	



DELTA WESTMEAD SWEEP PATH ANALYSIS

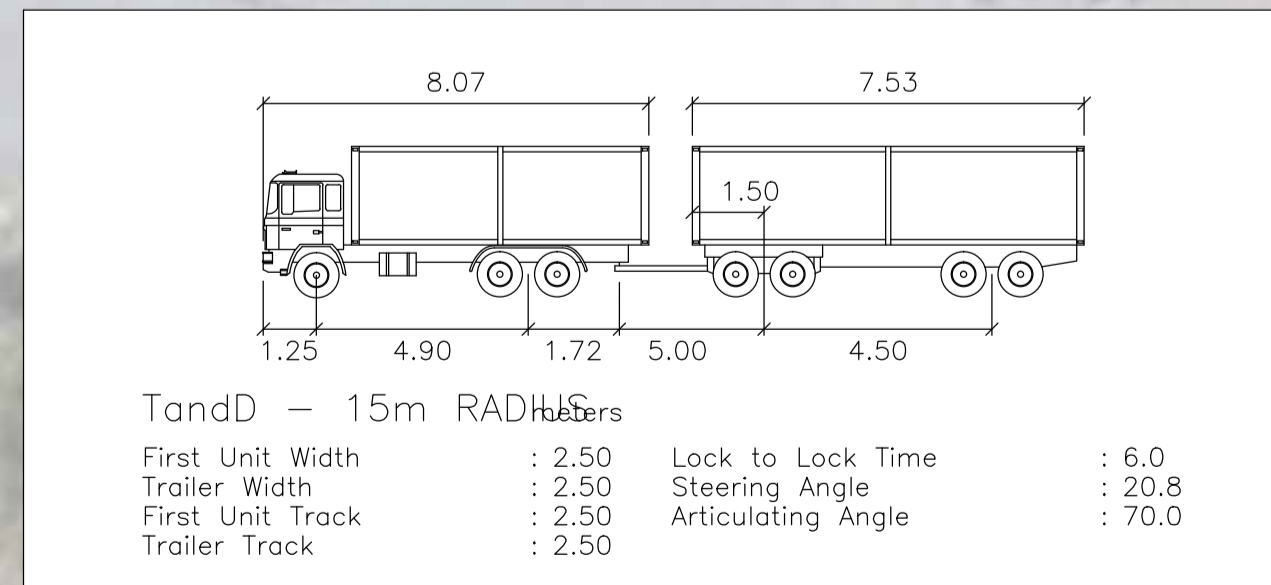
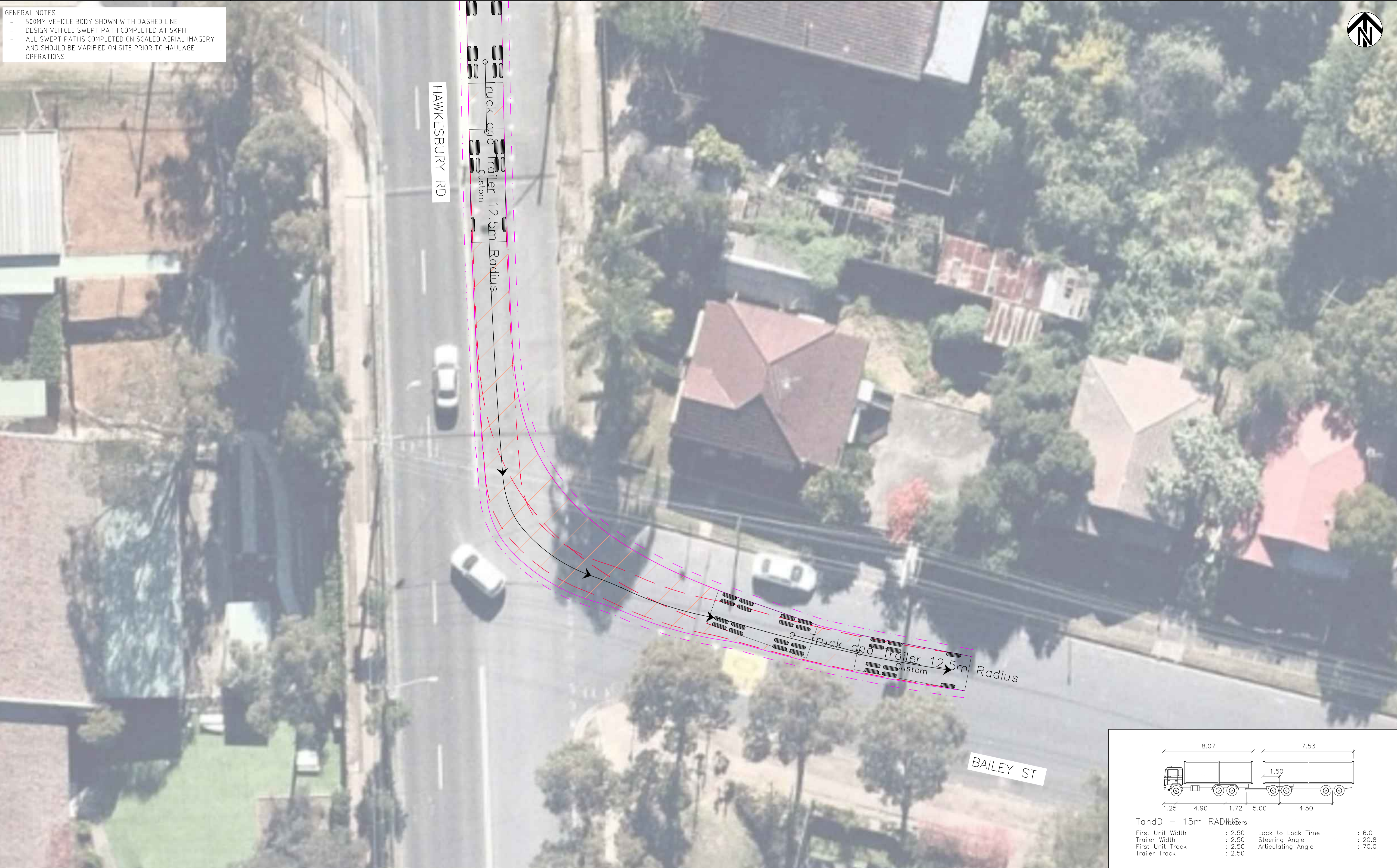
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SHEET	1	OF 1
REVISION	A	

REV	BY	DATE	DESCRIPTION	APPD.
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DELTA  
 WESTMEAD  
 SWEEP PATH ANALYSIS

DRAWING No: WMD-SPA-03-TD

SHEET 1 OF 1

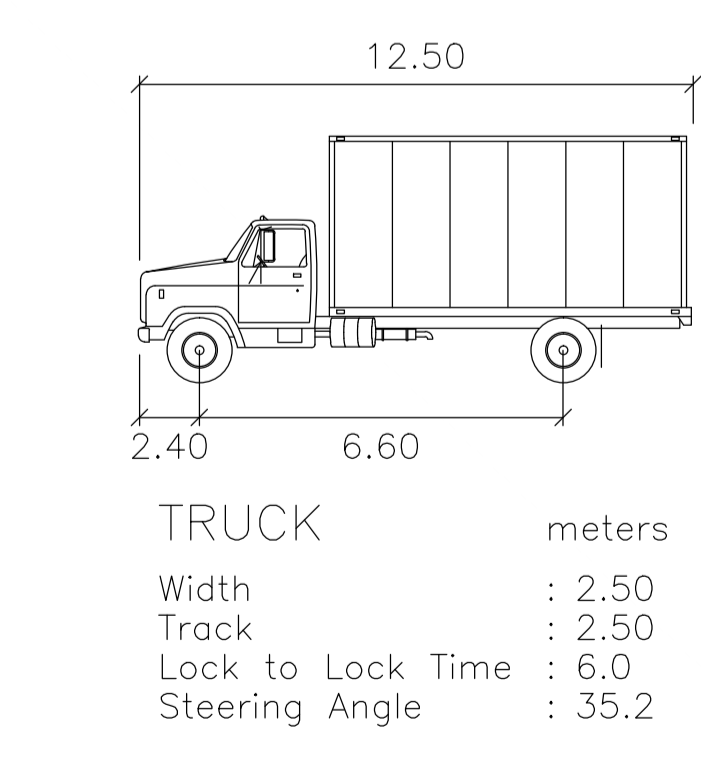
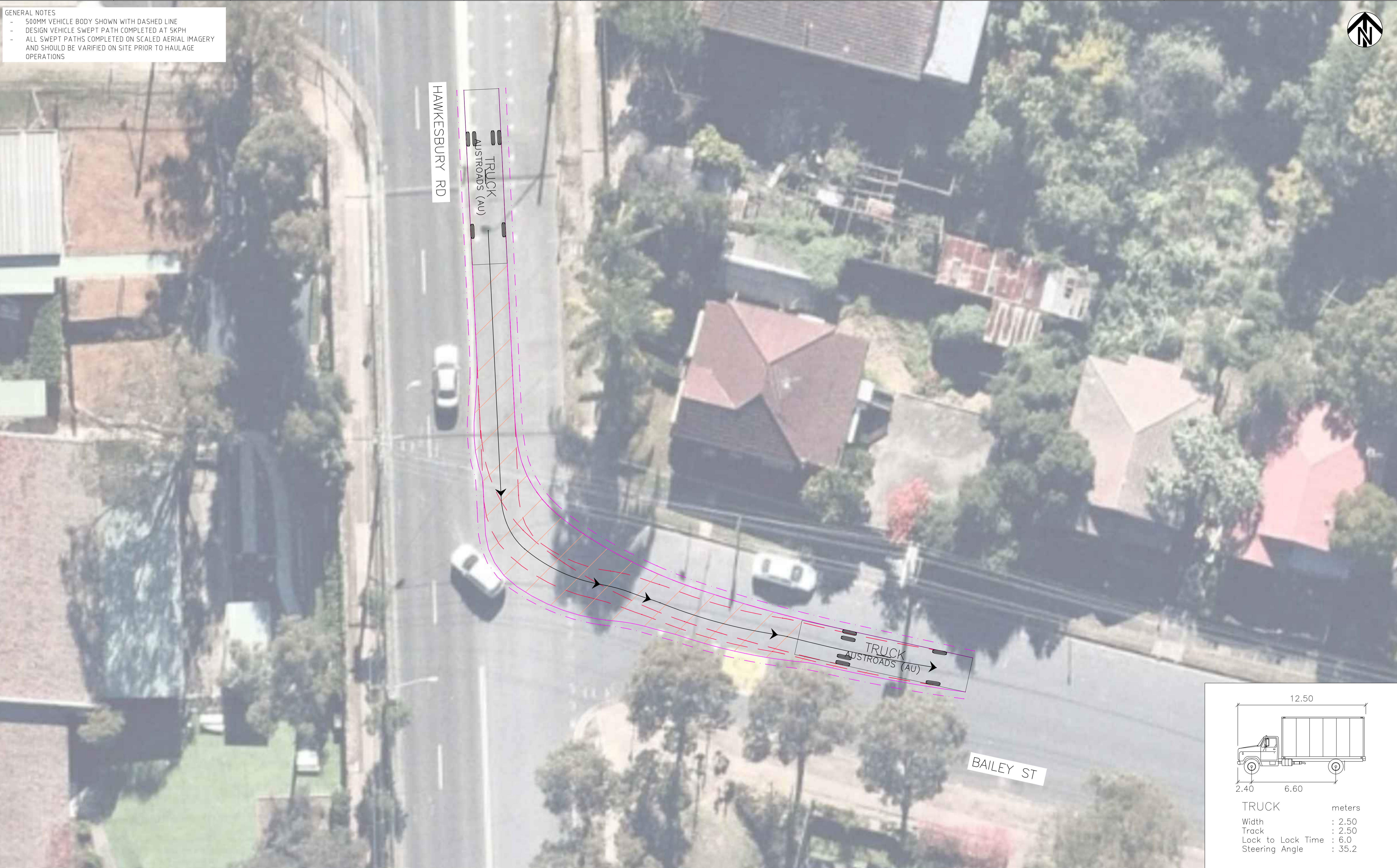
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DELTA  
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DRAWING No: WMD-SPA-03-SU

SHEET 1 OF 1

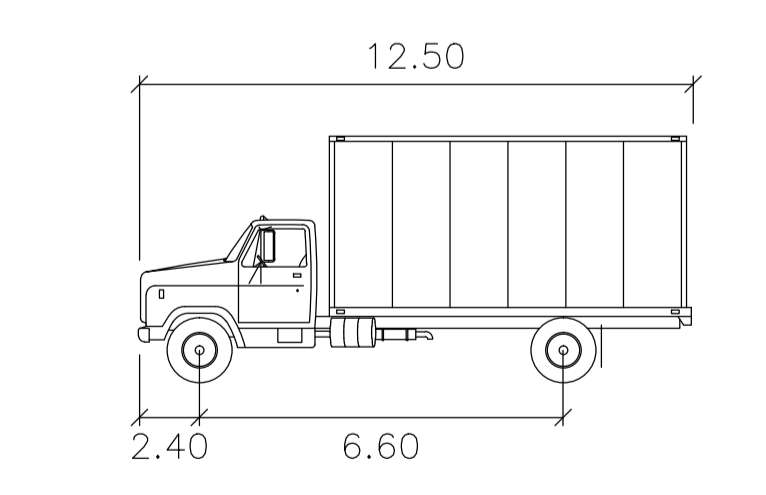
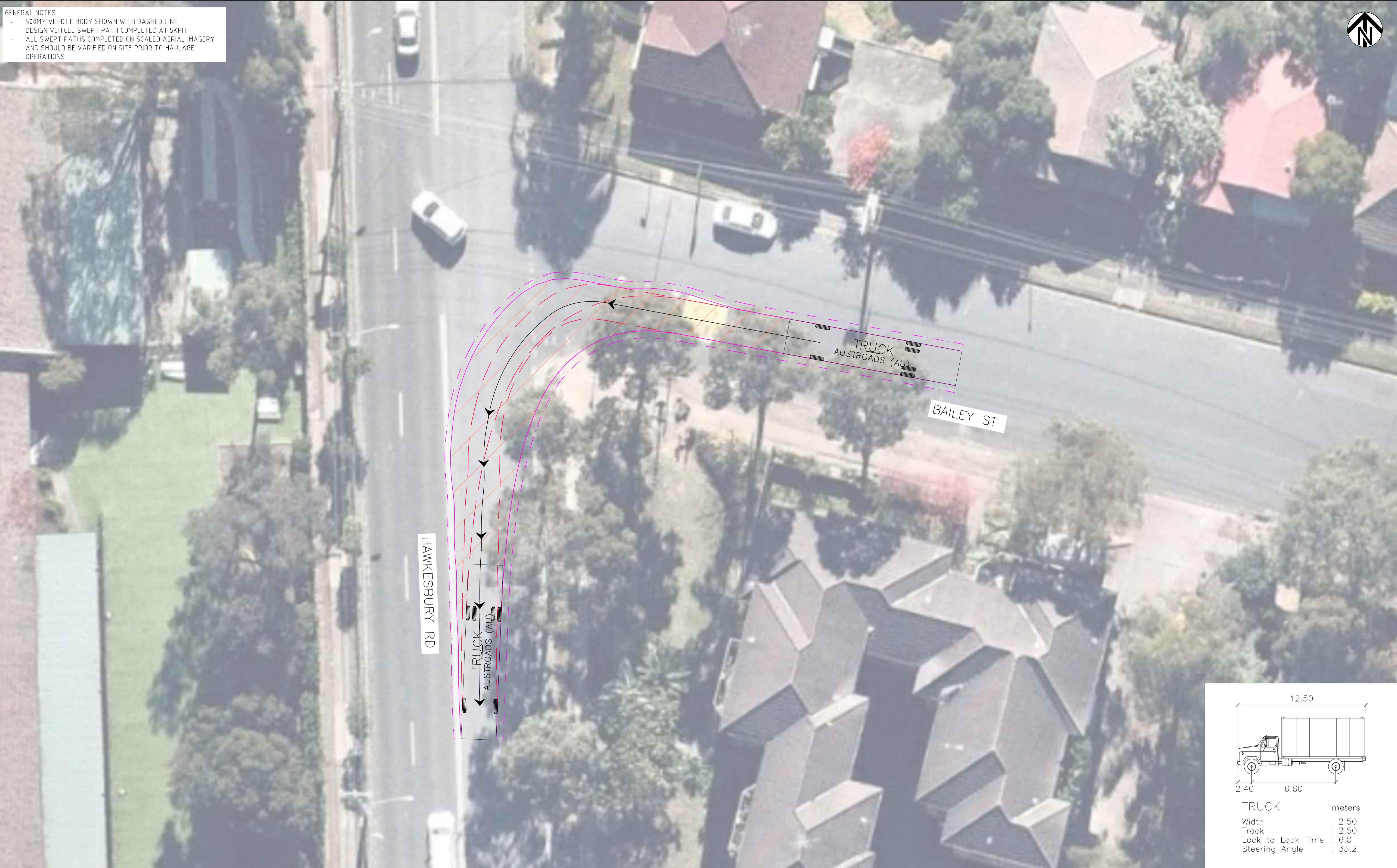
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TRUCK meters  
 Width : 2.50  
 Track : 2.50  
 Lock to Lock Time : 6.0  
 Steering Angle : 35.2

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

PROJECT  
 CLIENT



DELTA WESTMEAD SWEEP PATH ANALYSIS

DRAWING No: WMD-SPA-03-SU1

SHEET 1 OF 1

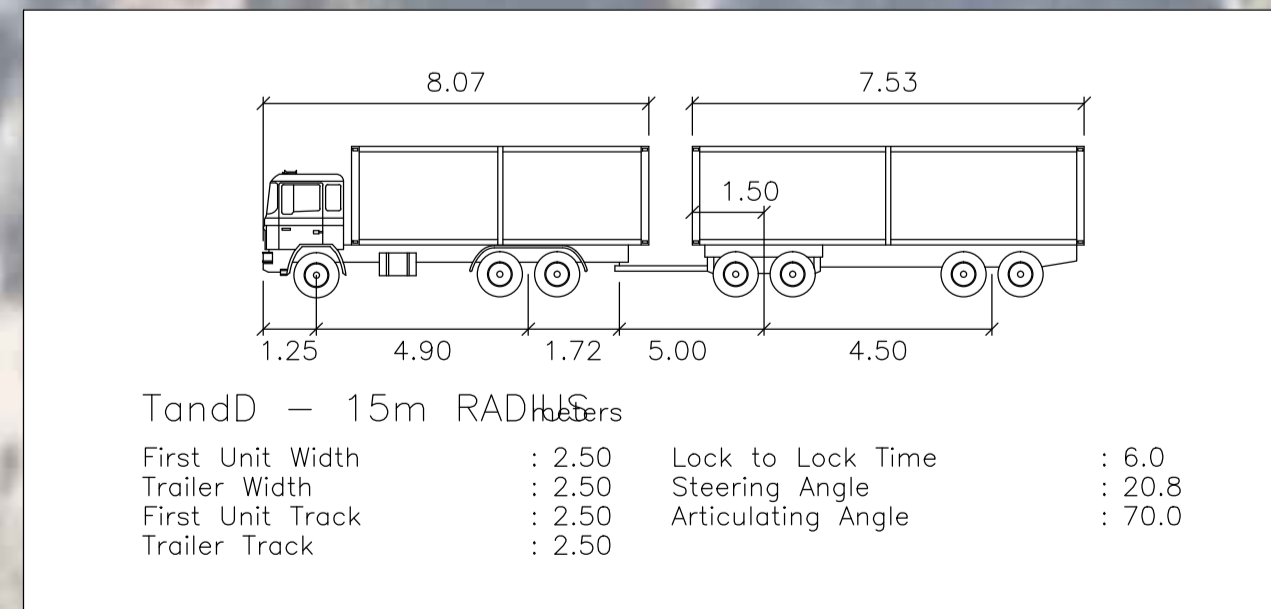
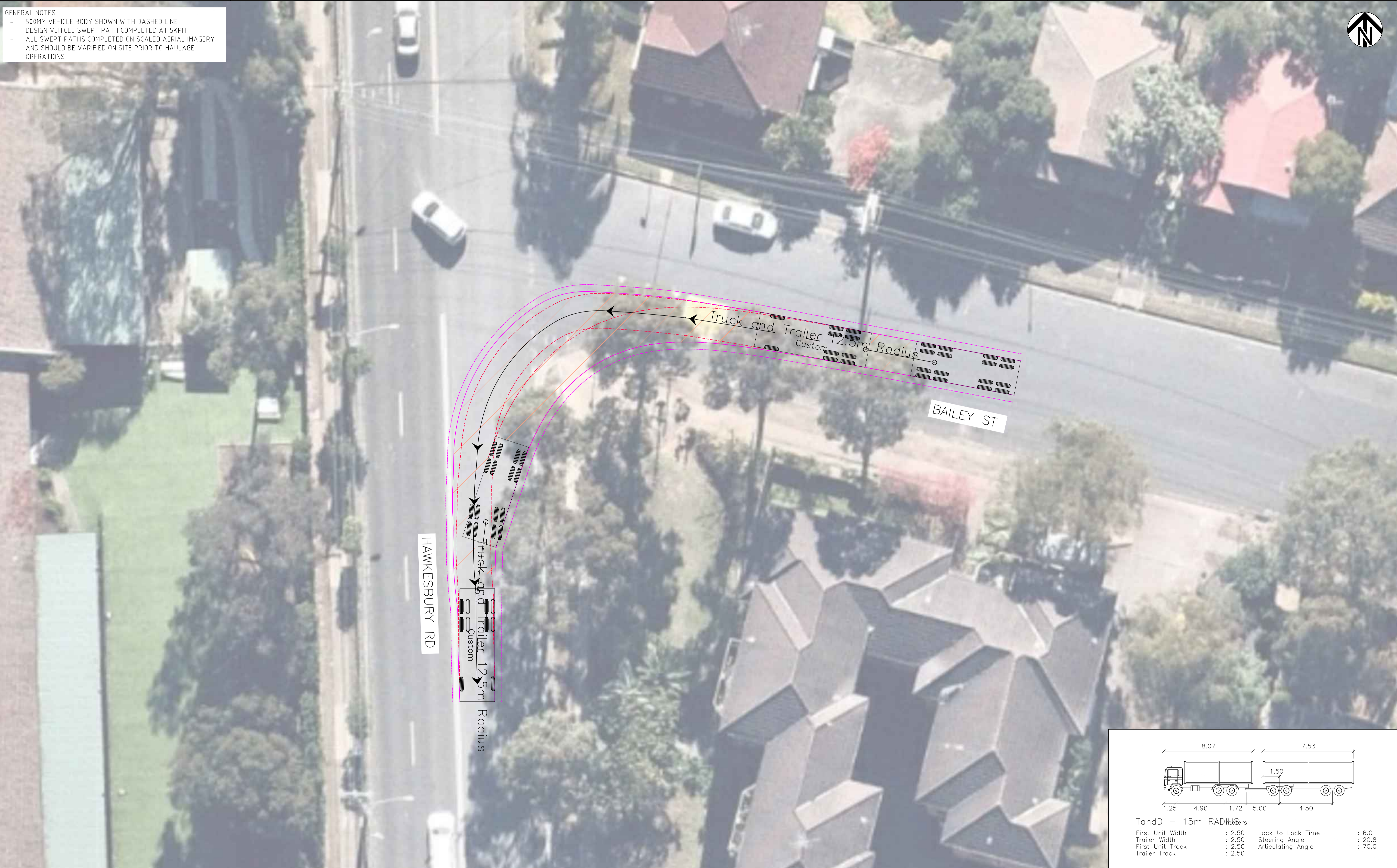
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 DRW CHECK: SL  
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DELTA  
 WESTMEAD  
 SWEEP PATH ANALYSIS

DRAWING No: WMD-SPA-03-TD1

SHEET 1 OF 1

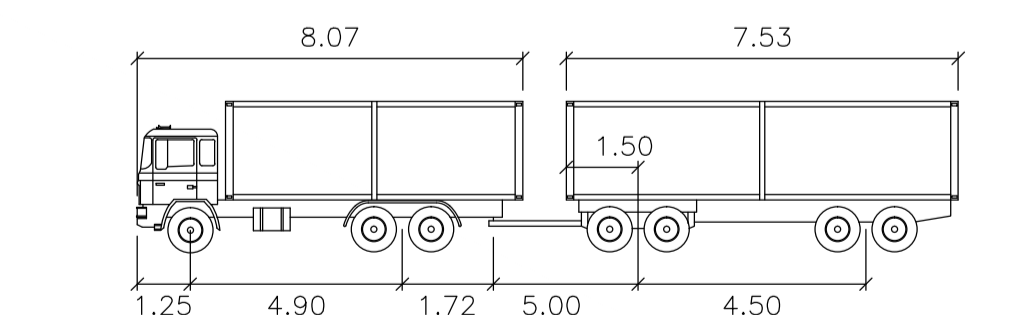
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TandD - 15m RADIIUS  
 First Unit Width : 2.50 Lock to Lock Time : 6.0  
 Trailer Width : 2.50 Steering Angle : 20.8  
 First Unit Track : 2.50 Articulating Angle : 70.0  
 Trailer Track : 2.50

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COORDINATE SYSTEM:			HEIGHT DATUM:	SCALE:

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 DRW CHECK: SL  
 APPROVED: SL  
 IND REVIEW: SL

PROJECT  
 CLIENT



DELTA  
 WESTMEAD  
 SWEEP PATH ANALYSIS

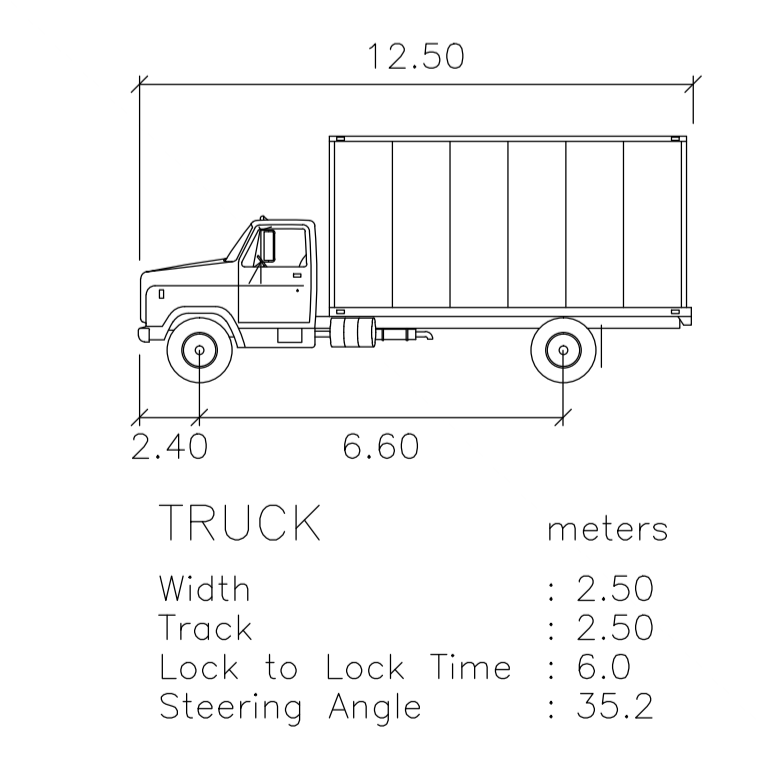
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REVISION A



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PROJECT  
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DELTA WESTMEAD SWEEP PATH ANALYSIS

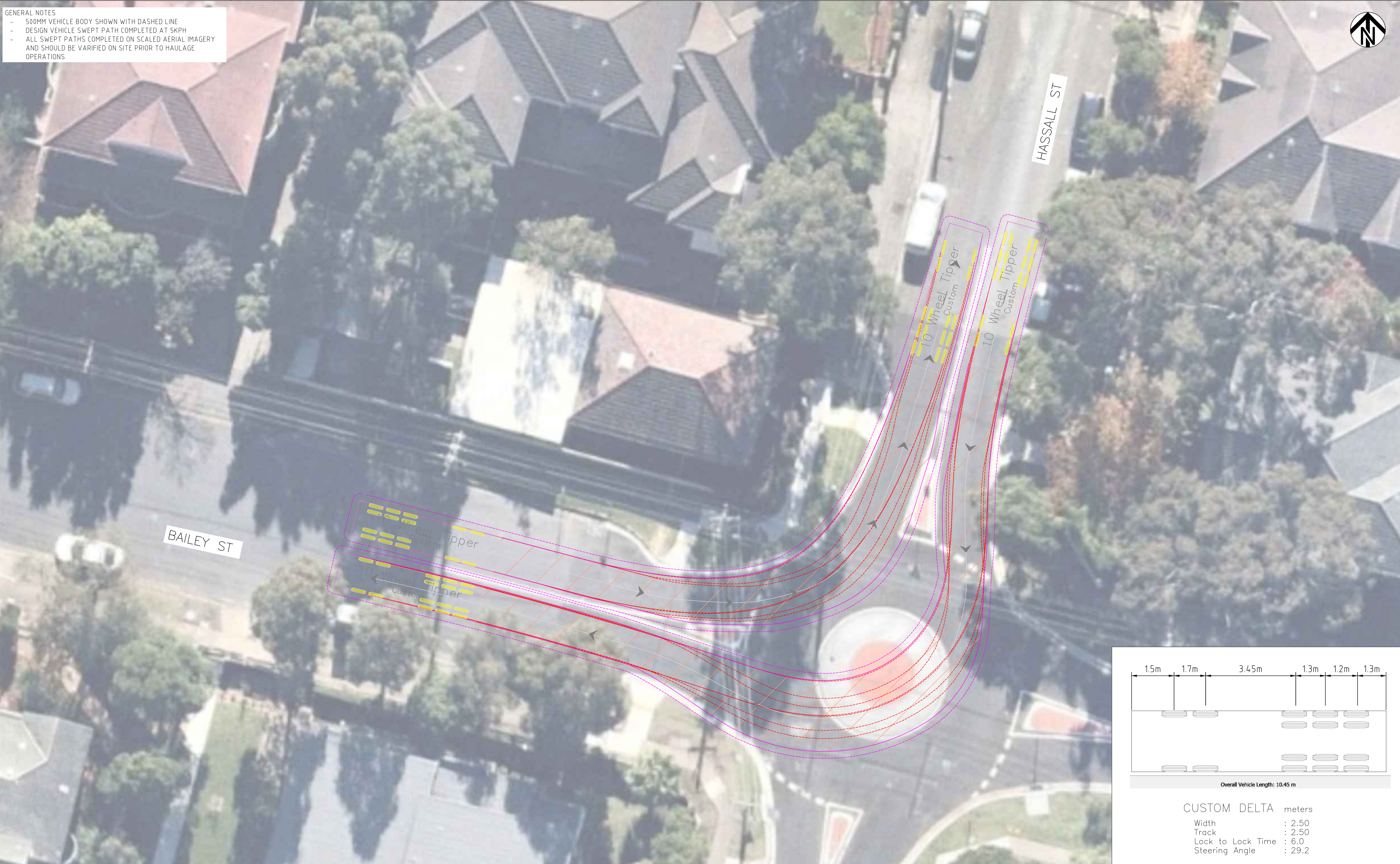
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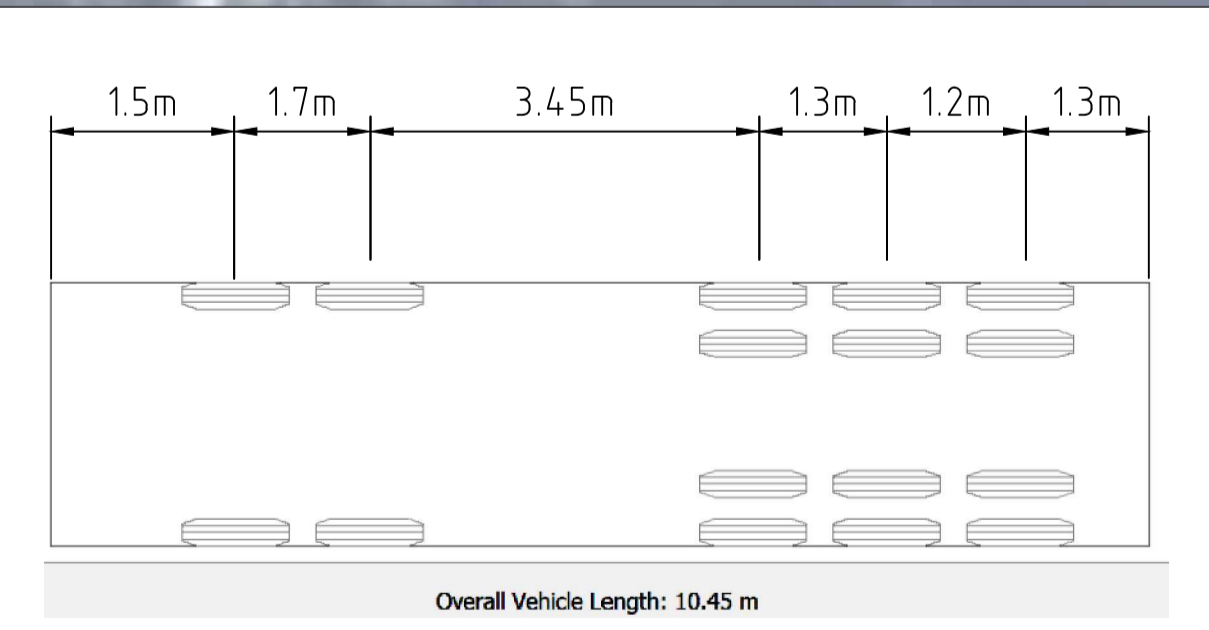


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BAILEY ST

HASSALL ST



CUSTOM DELTA meters  
 Width : 2.50  
 Track : 2.50  
 Lock to Lock Time : 6.0  
 Steering Angle : 29.2

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

PROJECT  
 CLIENT



DELTA  
 WESTMEAD  
 SWEEP PATH ANALYSIS

DRAWING No: WMD-SPA-04-10W  
 SHEET 1 OF 1  
 REVISION A

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COORDINATE SYSTEM: HEIGHT DATUM: SCALE:



**C. Written advice**

Dear Sir/Madam,

16<sup>th</sup> September 2021

I am writing to outline my advice in relation to the local road use associated with the Westmead Demolition works, specifically the works associated with the Delta Group demolition for the Sydney Metro West project. I have worked in road design, traffic consulting and road safety auditing for many years and am currently a Level 3 Road Safety Auditor in NSW.

I've reviewed the documentation titled 'Heavy Vehicle Local Road Report' provided by the project. The Ministerial Condition of Approval (MCoA D87) specifically requires inclusion of 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 and measures to avoid local road use where practical and to avoid schools, aged care facilities and childcare facilities during their peak operational times.

The proposed roads not already included in the EIS include several local roads in the residential area of Westmead, immediately adjacent the existing Westmead train station. The roads in question include;

- Pitt Street, between Great Western Highway and Macquarie Street;
- Macquarie Street, between Pitt Street and O'Connell Street;
- O'Connell Street between Macquarie Street and Great Western Highway;
- Park Parade, between Pitt Street and Alexandra Avenue;
- Alexandra Avenue, between Park Parade and Hawkesbury Road;
- Hawkesbury Road, between Alexandra Avenue and site;
- Hassall Street, between Alexandra Avenue and site;
- Bailey Street, between Hawkesbury Road and Hassall Street.

The swept path analysis provided demonstrates there are several turns that heavy vehicles cannot achieve without impact on opposing lanes or crowding footpaths. Anywhere the vehicles cannot successfully make the turn have not been proposed for use to gain access / or egress from the site.

Specifically, the locations not suitable are:

- Bailey Street onto Hawkesbury Road in 12.5m single unit truck;
- Bailey Street onto Hawkesbury Road in truck and dog combination;
- Bailey Street onto Hassall Street in 12.5m single unit truck;
- Bailey Street onto Hassall Street in truck and dog combination; and
- Bailey Street at Hassall Street its not suitable for a 10 wheeler truck entering Bailey Street.

The area contains high pedestrian concentration around the train station however localised pedestrian interface management is noted in the plan and there are existing measures to contain pedestrians on the northern footpath or to be channelled to defined, controlled crossings at Hawkesbury Road or Hassall Street.



There is a school located on Pitt Street however as it appears to be a state and/or regional road and not local it is understood this is still in line with the intent of the Ministerial Conditions.

The use of the proposed local roads is expected to have limited impact on pedestrians where managed properly and the route is expected to meet the requirements outlined in MCoA D87.

Sincerely,



Director | Level 3 Road Safety Auditor  
Civlink Consulting Pty Ltd

## D. Road Dilapidation Report transmittal



## Document Transmittal

<b>Transmittal No:</b>	SMWSDDS-DLT-TX-000140
<b>Contract No:</b>	EWPC - Enabling Works - 00013/13014 Parramatta and Clyde
<b>Sub Contract:</b>	-- Select a Sub Contract --
<b>Date:</b>	02 October 2021, 11:25 AM

Issued	Name
By	[REDACTED] (Delta)

Issued	Name
To	[REDACTED]
Cc	[REDACTED]

<b>Reason for Issue</b>	
<b>Subject</b>	SM 00013/13014 Parramatta & Clyde Enabling Works Road Dilapidation Report (Parramatta, Clyde & Westmead)
<p>Dear [REDACTED]</p> <p><b>Contract No. SM 00013/13014 Parramatta &amp; Clyde Enabling Works Road Dilapidation Report (Parramatta, Clyde &amp; Westmead)</b></p> <p>Please find attached for your record completed Road Dilapidation undertaken for the Parramatta, Clyde and Westmead Sites for the proposed roads to be used by Heavy Vehicles not captured in the EIS that are local roads.</p> <p>Kind Regards,</p> <p>[REDACTED] Project Manager</p> <p>83 Bourke Road, Alexandria NSW 2015</p> <p>Tel. [REDACTED] Mob. [REDACTED] Email. [REDACTED] www.deltagroup.com.au</p>	

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Item	Document No	Title	Rev	Sts	Type	Design Lots	Alt Doc No
1	<a href="#">SMWSDDS-DLT-1NL-SR-REP-000122</a>	Road Dilapidation Report (Parramatta, Clyde & Westmead)	01.01	INF	REP		



[REDACTED]  
Director, Project Environment, Sustainability and Planning, Metro West  
Sydney Metro  
Level 43, 680 George Street  
Sydney, NSW, 2000

3/11/2021

Dear [REDACTED]

**Sydney Metro West Stage 1 (SSI-10038)  
Westmead Heavy Vehicles on Local Roads Request**

I refer to the Clyde Heavy Vehicles on Local Roads (HVLR) Request which was submitted to the Planning Secretary for approval in accordance with Condition D86 of SSI-10038.

I note that the Westmead HVLR Request:

- has been reviewed by Sydney Metro and no issues were raised,
- has been prepared in consultation with Transport for NSW and City of Parramatta Council;
- has been reviewed by an independent traffic expert, Alex Gosper of CivLink Consulting, who indicated that the proposed use of local roads is expected to have limited impact on pedestrians if managed properly.

Accordingly, as nominee of the Planning Secretary, I approve the Westmead Heavy Vehicles on Local Roads (Revision 2, dated 27 October 2021) in accordance with Condition D86 of SSI-10038. Please upload the approved plan onto the project website in accordance with the requirements of condition B11.

If you wish to discuss the matter further, please contact [REDACTED] at [REDACTED]

Yours sincerely

[REDACTED]

[REDACTED]

**Director – Infrastructure Management**

As nominee of the Planning Secretary