SYDNEY METRO - WESTERN SYDNEY AIRPORT
STATION BOXES AND TUNNELLING WORKS

St Marys
Heavy Vehicle Local Road report

Sydney Metro Western Sydney Airport Station Boxes and Tunnelling Works

Project number	WSA-200-SBT
Document number	SMWSASBT-CPG-STM-SN100-TF-RPT-000001
Revision date	05 July 2023
Revision	01

Document approval

Rev	Date	Prepared by	Reviewed by	Approver
A.02	May 22	[redacted]	[redacted]	[redacted]
B.01	June 22	[redacted]		
00	July 22	[redacted]		
01	June 23	[redacted]		
Signature:		[redacted]		

Details of Revision Amendments

Document Control

The Project Director is responsible for ensuring that this plan is reviewed and approved. The Project Traffic Manager is responsible for updating this plan to reflect changes to construction, legal and other requirements, as required.

Amendments

Any revisions or amendments must be approved by the Project Traffic Manager and/or client before being distributed/implemented.

Revision Details

Revision	Details
A.01	Internal review and presentation to TCG
A.02	For external review
B.01	For comment close out
00	Approved Version for Construction
01	Updated to include secondary haulage route

Table of contents

Table of tables

Table of figures

Appendices

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 of Sydney Metro Western Sydney Airport, specifically CoA E105 and E 106.

This 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.

The original route proposed in the EIS shown in Figure 1, includes Glossop Street, Phillip Street, Lethbridge Street (not part of the heavy vehicle route within the EIS but mentioned that it may need to be used prior to formalisation of the construction route) and Station Street. Gidley Street was a private road on the western end of the site and has been subsumed into the construction site.

CPBG proposes a secondary haulage route for spoil movement, to be used concurrently with the current haulage route as per the EIS.

This EIS haulage route is shown in Figure 1 with the secondary haulage route shown in Figure 2. The secondary haulage route will be used under traffic control to manage construction and general traffic interface at Phillip Street and Gidley Street intersection.

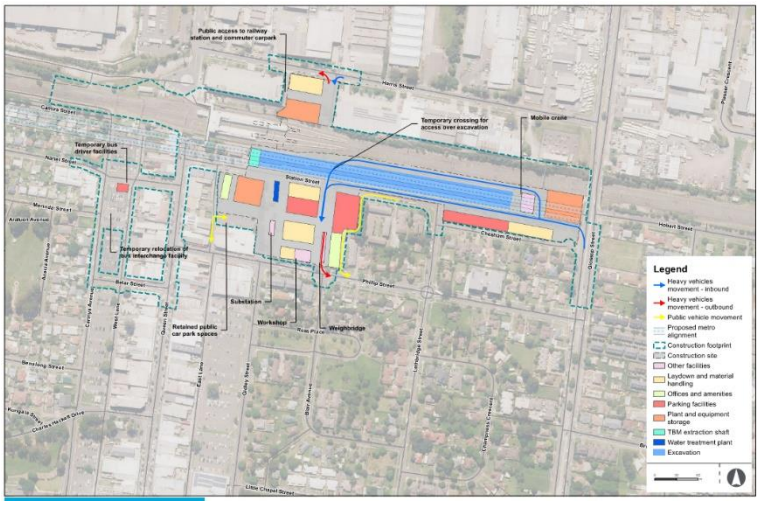


Figure 1 EIS Haulage Route

Figure 2: Secondary Haulage Route

2. Introduction

2.1. Project and location

The Project forms part of the broader Sydney Metro network. It involves the construction and operation of a 23km new metro rail line that extends from the existing Sydney Trains suburban T1 Western Line (at St Marys) in the north and the Aerotropolis (at Bringelly) in the south. The alignment includes a combination of tunnels and civil structures, including viaduct, bridges, surface and open-cut troughs between the two tunnel sections Figure 3.

The Project will be delivered through a number of works packages including the Station Boxes and Tunnelling Works (SBT Works). The SBT Works includes the design and construction of:

- Two sections of twin tunnels with a total combined length of approximately 9.8km, plus associated portal structures, one from Orchard Hills to St Marys and the other under Western Sydney International (WSI) airport to the new Aerotropolis Station in New South Wales (NSW)
- Excavations at either end to enable trains to turn back and stub tunnels to enable future extensions
- Station box excavations with temporary ground support for four stations at St Marys, Orchard Hills, Airport Terminal and Aerotropolis
- Excavations for two intermediate service facilities, one in each of the tunnel sections at Claremont and Bringelly.

2.2. Purpose

This St Marys Heavy Vehicle Local Road report (HVLR or this report) has been developed by CPB Contractors Ghella Joint Venture (CPBG) detailing the heavy vehicle routes as noted in the Environmental Impact Statement for the project and the proposed routes to be used for the St Marys site access.

This report is a sub plan to the site-specific Construction Traffic Management Plans for the St Marys site.

This report has been prepared in accordance with SSI 10051 Planning Approval Conditions E105 and E016 and will be submitted to the Planning Secretary of the NSW Department of Planning, Environment, and Industry for approval.

3. Compliance

3.1. Ministerial Conditions of Approval

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

MCoA	Condition requirement	Where addressed
A46	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 20metres away	Table 5
E104	The location of all Heavy Vehicles used for spoil haulage must be monitored in real time and the records of monitoring be made available electronically to the Planning Secretary and the EPA upon request for a period of less than one (1) year following completion of construction	Table 5
E105	Local roads proposed to be used by Heavy Vehicles to directly access ancillary facilities/ construction sites that are not identified in the documents listed in Condition A1 must be approved by the Planning Secretary and be included in the CTMP	This report
E106	All requests to the Planning Secretary for approval to use local roads under Condition E105 above must include the following: a) A swept path analysis	Appendix 1
	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
	c) Details as to the date of completion of the road dilapidation surveys for the subject local roads and	Road dilapidation survey completed and report issued to Sydney Metro on 11th July 2022
	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
	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	Section 6.1.5
E107	Before any local road is used by a Heavy Vehicle for the purposes of construction 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 the CSSI	Section 7.1

MCoA	Condition requirement	Where addressed
E108	If damage to roads occurs as a result of the construction 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

Table 1: Ministerial Conditions of Approval

3.2. Revised Environmental Management Measures

The Revised Environmental Management Measures are listed below in

REMM	Condition requirement	Where addressed
T6	Access for construction vehicles to be planned as per the guidelines outlined in the Construction Traffic Management Framework. Construction site traffic would be managed to minimise movements during peak periods. Vehicle access to and from construction sites would be managed to maintain pedestrian, cyclists and motorists safety	Section 7

Table 2: Revised Environmental Management Measures

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 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. Relevant provisions of the EP&A Act are explained in the register of legal and other requirements included in the CEMP.

4.2. Guidelines

Guidelines and standards relating to the management of traffic on the SBT Works include:

- Sydney Metro Western Sydney Airport EIS– Appendix G Construction Traffic Management Framework
- Sydney Metro Principal Contractor Health and Safety Standard
- TfNSW Traffic Control at Worksites Manual, 2020 v6
- AUSTROADS Cycling Aspects of Austroads Guides, 2017
- AUSTROADS Guide to Traffic Management, 2020 – Parts 1-13
- AUSTROADS Guide to Road Design, 2013-2021 – Parts 1-7

- AUSTROADS Guide to Road Safety, -2019 -2021 – Parts 1-7
- Roads & Traffic Authority NSW Guide to Traffic Generating Developments, 2002 and further updates as provided
- 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
- Transport for NSW, NSW Sustainable Design Guidelines Version 4.0, 2017

4.3. Other requirements

Third Party agreements with:

- Penrith City Council

5. The Existing Environment

5.1. Locality and land use

The site is bounded by the rail corridor (T1 Western Line) to the North, the temporary bus interchange to the West, Phillip Street to the South and Glossop Street to the east. The site is located within the Penrith City Council Local Government Area (LGA). The site is shown in Figure 4.

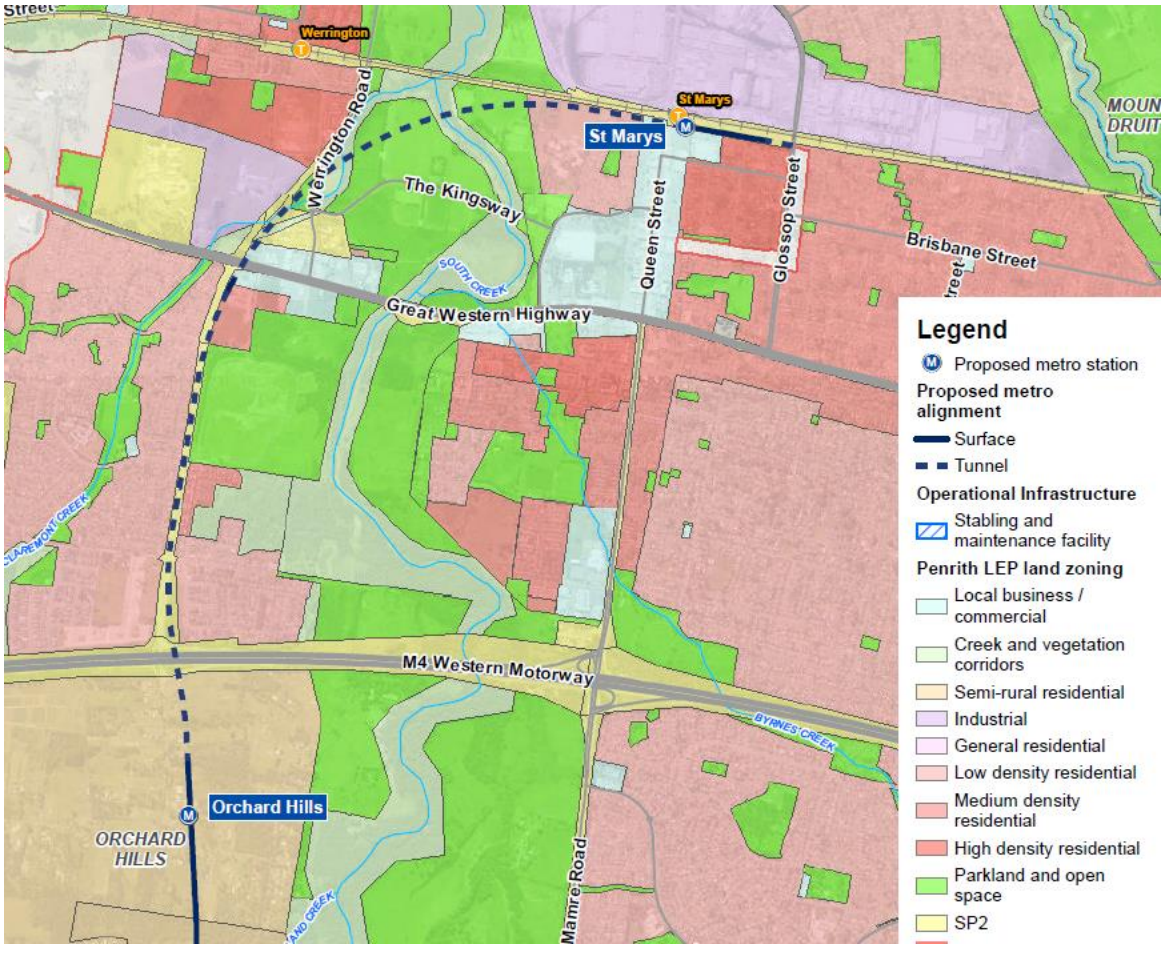


Figure 4: Land Use and Locality

A review of the existing social infrastructure and their locations was undertaken by Sydney Metro Western Sydney Airport during the EIS development phase. The result of this review is shown below in Figure 5.

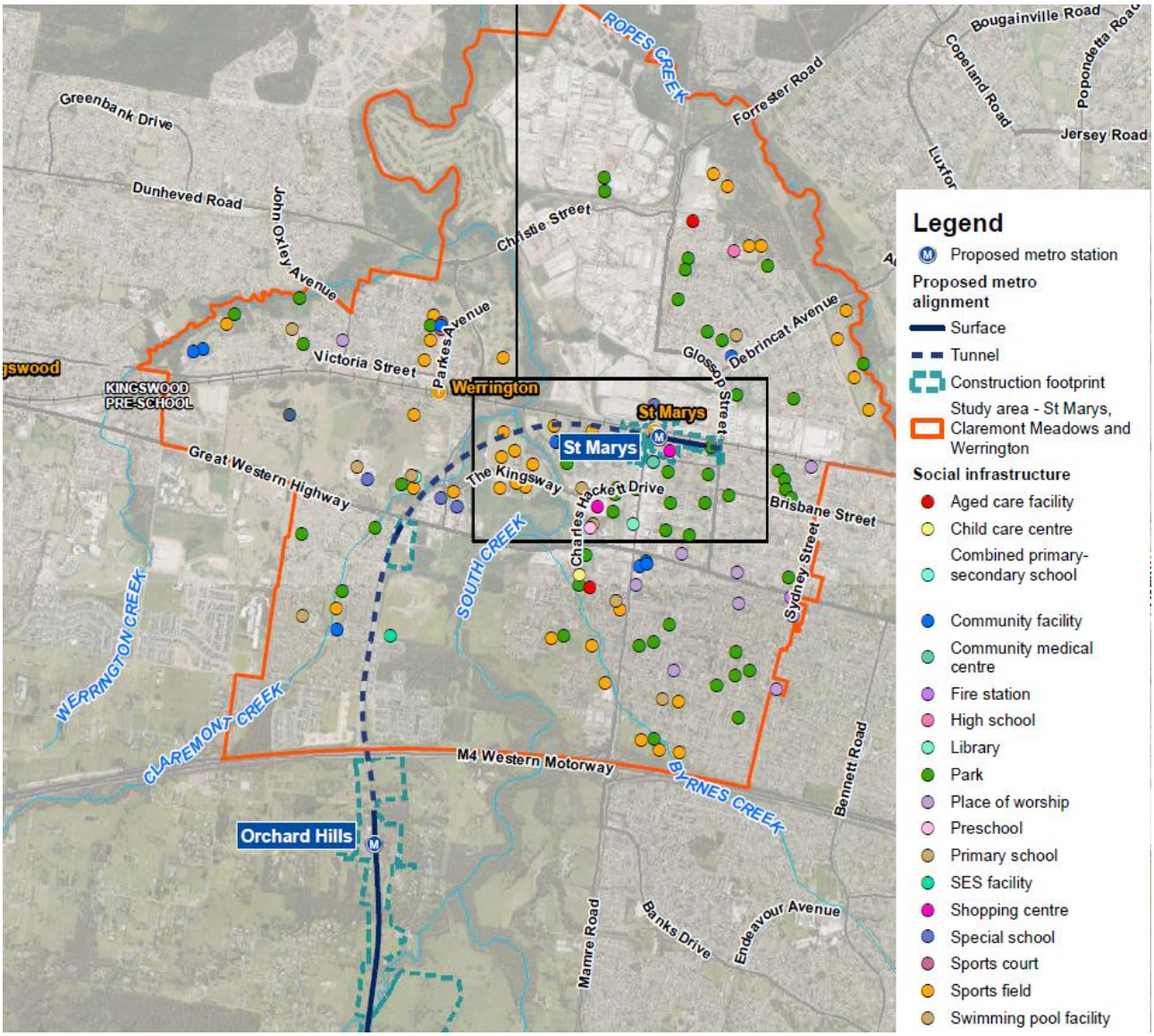


Figure 5: Social Infrastructure review (source EIS Chapter 21 Social and Economic)

Within the St Marys area, the majority of known sensitive receivers were in the Station Plaza shopping centre which has been demolished and has been integrated as part of the Syndey Metro Western Sydney Airport construction site. There are no schools, aged care or childcare facilities near the construction site, as noted in Figure 6.

There are limited on and off-road cycle facilities within the St Marys area, as noted in Figure 7.

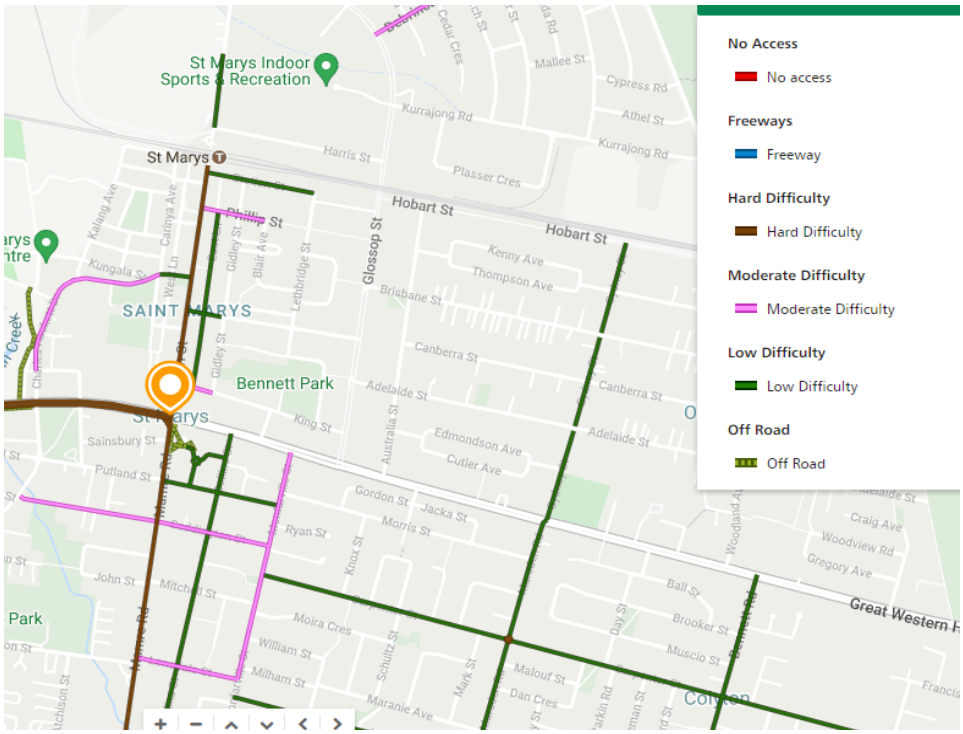


Figure 7: TfNSW Cycleway finder

There are no state roads connecting to the site, there are regional roads to the east and west running north south typically, as noted on Figure 8.

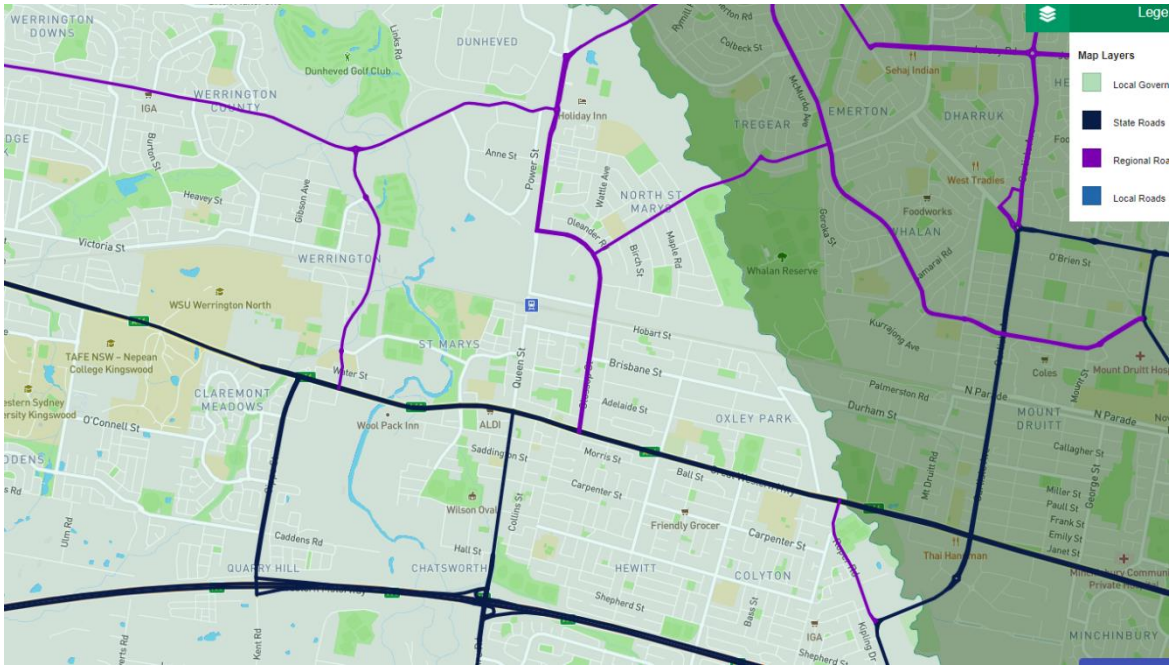


Figure 8: NSW Road Classification Map (source: TfNSW Road Classification Map)

The area of St Marys has PBS routes along Glossop Street and to the north of the railway lines. No other PBS routes exist near the site, refer to Figure 9.

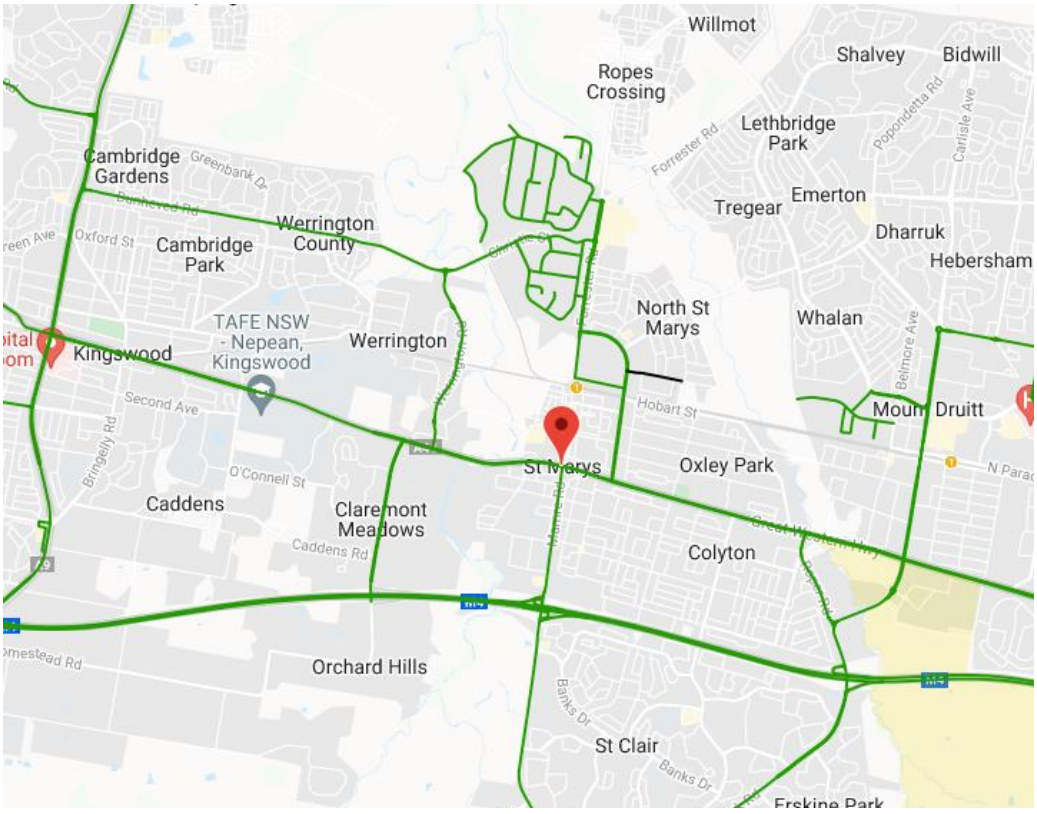


Figure 9: Existing PBS routes

5.1.1. Station Street

Station Street is a local road which falls under the care and control of Penrith City Council. It commences at Lethbridge Street and terminates at Queen Street. The current speed limit is 40km/hr from Lethbridge Street and encompasses the existing residential properties at the eastern end of Station Street.

Station Street has been converted to one way westbound with No Stopping restrictions as part of Sydney Metro Western Sydney Airport Station Boxes and Tunnelling construction.

Footpaths are provided on the southern side of Station Street for its full length.

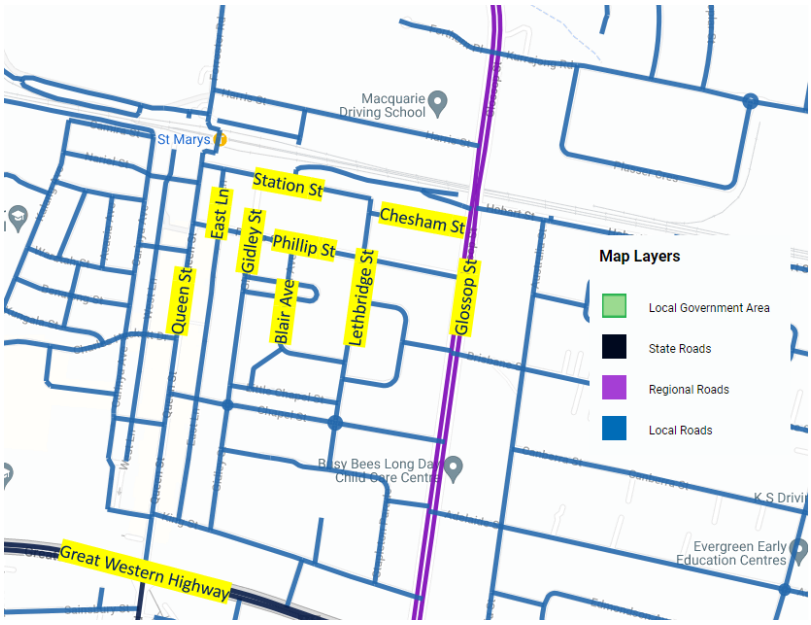


Figure 10: St Mary's Road Classification Map (source: TfNSW Road Classification Map)

5.1.2. Phillip Street

Phillip Street is a local road which falls under the care and control of Penrith City Council. It commences at Queen Street and terminates at Glossop Street. The current speed limit is 50km/hr to the east of the site and 40km/hr across the site frontage to Queen Street due to high pedestrian activity.

Bus stops exist on Phillip Street near the intersection of Glossop Street for a number of bus services, 745, 758, 774, 782, 835, S11 that end and begin their journey at the bus interchange.

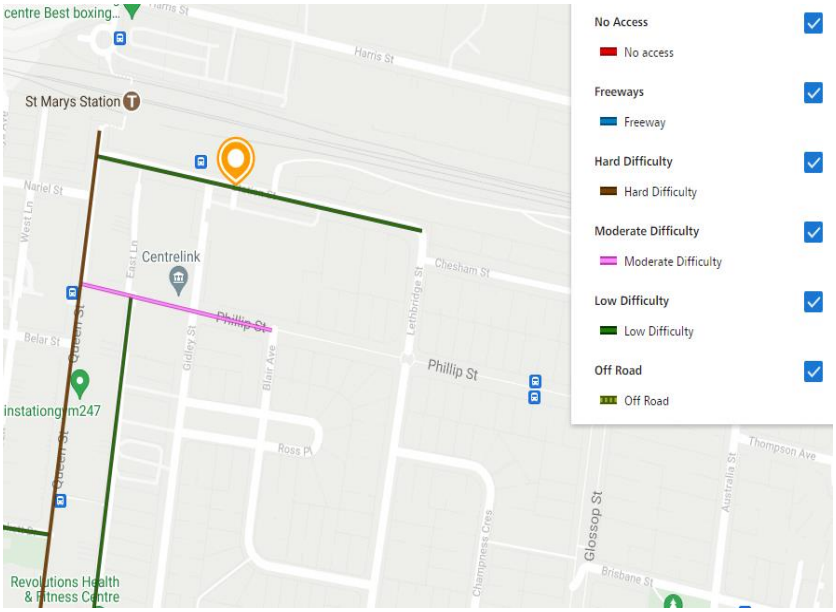


Figure 11: TfNSW Cycleway Finder for Phillip Street

1P parking is provided on the northern side of Phillip Street, outside of the construction site and on the northern side between Queen Street and East Lane. 1/2P parking is provided on the north sides of Phillip Street between Gidley Street and East Lane. Public parking has been removed and replaced by a temporary bus parking on Phillip Street between Queen Street and East Lane. No other parking restrictions are installed. Marked foot crossings are provided outside of the site and again at the intersection with Queen Street.

TfNSW's Cycleway Finder notes that Phillip Street between Blair Avenue and Queen Street is a moderate difficulty on road route (refer to Figure 11).

5.1.3. Lethbridge Street

Lethbridge Street is a local road under the care and control of Penrith City Council. Lethbridge Street starts at Station Street to the north and terminates at Brock Avenue/ Stapleton Parade in the south. Lethbridge Street typically runs north-south and contains 1 travel lane in each direction. Roundabouts are installed at the following intersections with Lethbridge St:

- Phillip Street and
- Chapel Street

The speed limit on Lethbridge Street is 50km/hr. Pedestrian paths are located on both sides of the street.

5.2. EIS routes for heavy vehicles

The EIS nominated routes include Glossop Street, Phillip Street, Lethbridge Street (not part of the heavy vehicle route within the EIS but mentioned that it may need to be used prior to formalisation of the construction route) and Station Street, as shown below in Figure 12 and Figure 13.

Gidley Street was a private road on the western end of the site and has been subsumed into the construction site.

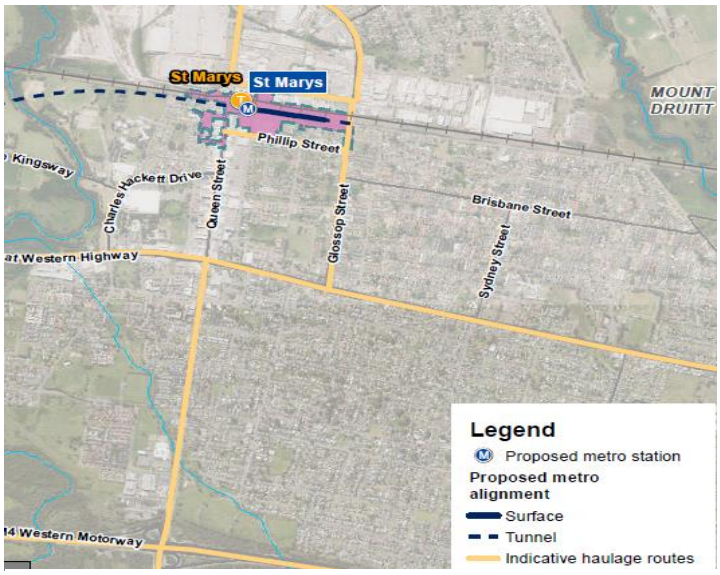


Figure 12: EIS indictive haulage routes

Figure 13: St Marys heavy vehicle movements

6. Scope of Works

Works specified within the previous revision including demolition and site establishment have been completed, and as such removed from this revision. This revision covers the scope of works detailed in the following sections.

6.1. Spoil Haulage During Station Box Excavation

6.1.1. Secondary Haulage Route

Duration: Approximately 3 months

Commencement Date: July 2023 – September 2023

The site at St Marys currently operates with one entry via Glossop Street and exit via Phillip Street. The construction methodology for station box excavation requires continuous delivery of concrete for spraying shotcrete for stabilisation of the excavated surface along with the requirement for haulage of excavated material from site. The site is highly constrained with only one haul road available within the site due to site constraints including the rail corridor on the northern end and residential properties on Chesham Street and Station Street.

CPBG proposes to utilise a secondary haulage route for haulage of excavated material using Phillip Street westbound to access the site via Gidley Street. The addition of secondary haulage route will allow for safer internal traffic management in addition to providing redundancy in case the current haul road within site is impacted. Refer to Figure 14 for reference.

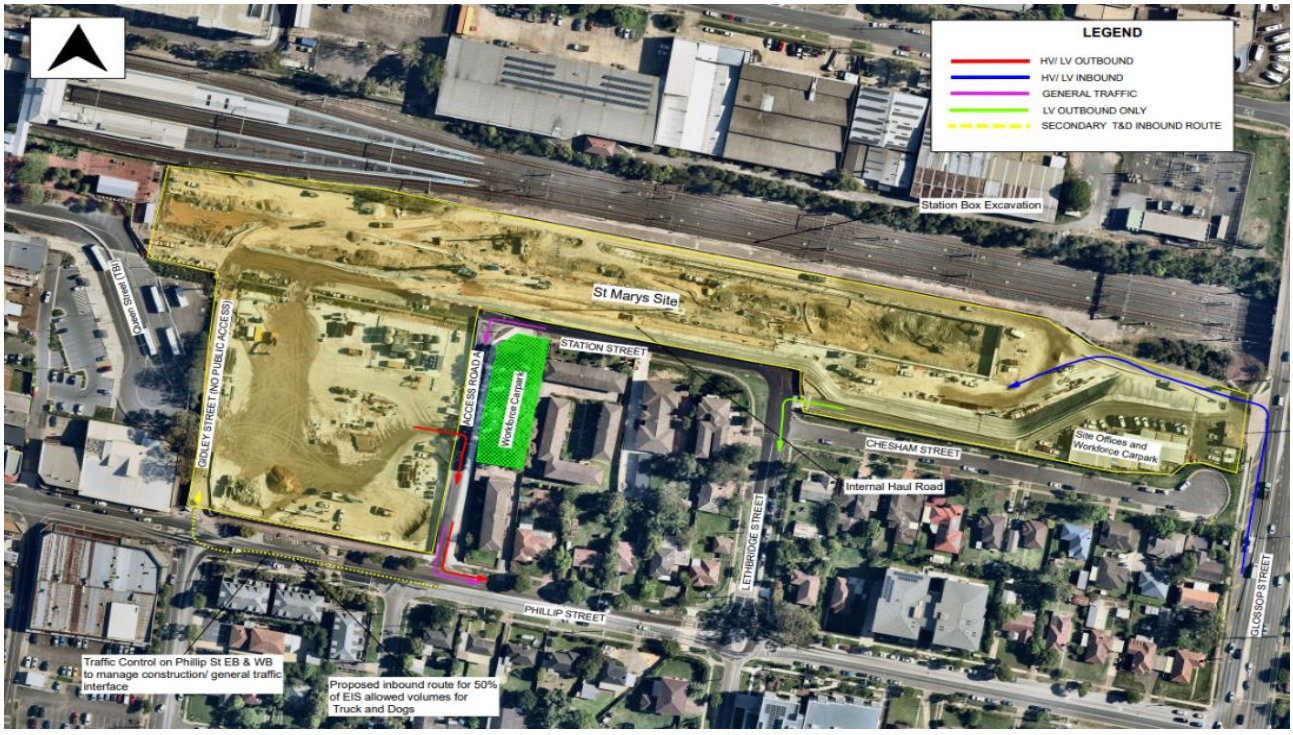


Figure 14: Vehicle Management Plan - Haulage Routes for Truck and Dogs

Table 3 shows indicative Heavy Vehicle Numbers proposed to use the secondary haulage route via Phillip Street westbound for Spoil Movement noting these numbers are 50% of the total heavy vehicle numbers allowed in the EIS. The remainder of heavy vehicles will continue to use the EIS haulage route with entry via Glossop Street and exit via Phillip Street eastbound.

Vehicle Type	EIS						CPBG JV Spoil Movement Access via Secondary Haulage Route					
	AM Peak			PM Peak			AM Peak			PM Peak		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Truck and Dogs	8	8	**16**	8	8	**16**	4	4	**8**	4	4	**8**

Table 3: Indicative Heavy Vehicle Numbers for Spoil Movement Access Through Secondary Haulage Route.

The new proposed route involves Spoil Truck and Dogs travelling westbound through Phillip Street and turn right into Gidley Street for site access. Refer to Temporary Inbound access in Figure 14.

- Swept path analysis has been conducted to verify if Truck and Dogs are able to turn right into Gidley Street from Phillip Street Westbound.
- Traffic control will be implemented, as per Figure 15, to allow the Truck and Dogs to turn into Gidley Street from Phillip Street.
- The setup includes a Stop/Slow control, which stops:
  - Eastbound traffic on Phillip Street
  - Northbound traffic on Gidley Street south of Phillip Street whilst the truck completes the turn as shown in Figure 15.
- Traffic control will be advised to prioritise bus movements along Phillip Street.
- Pedestrian management has been included within the TGS to manage construction traffic and pedestrian interface on the northern footpath along Philip Street/ Gidley Street intersection.

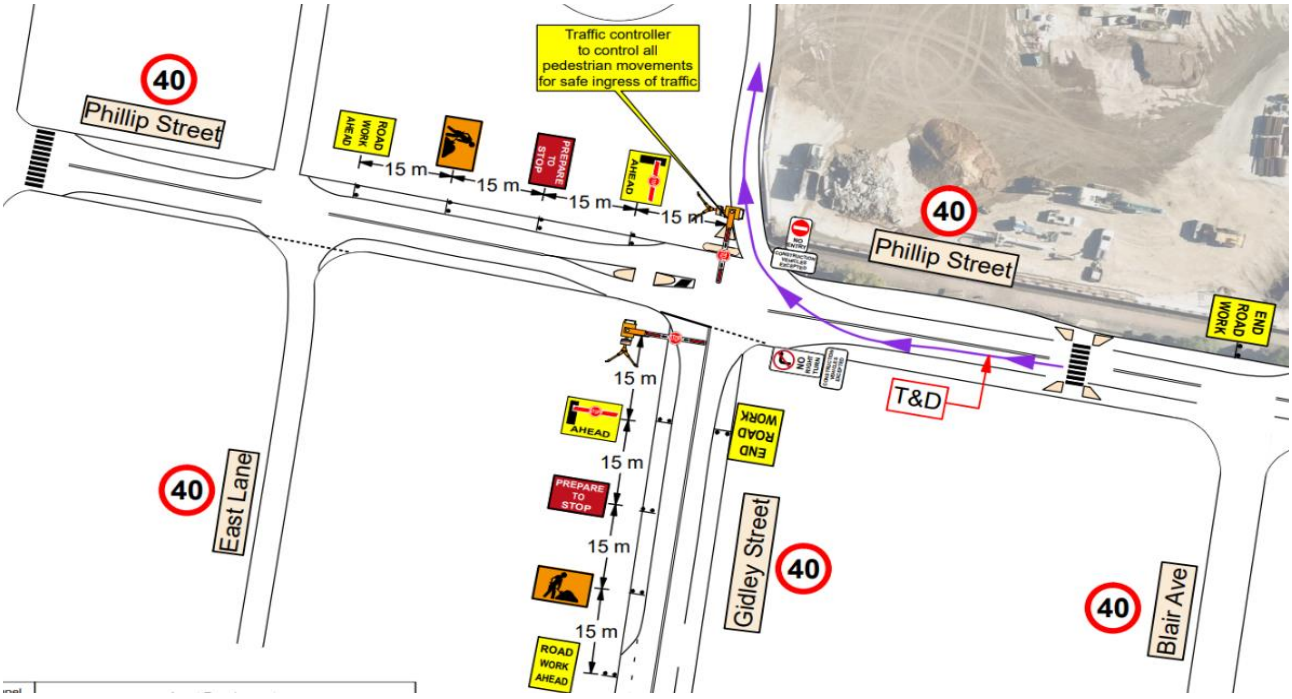


Figure 15 : Traffic Guidance Scheme (TGS)

As noted in preceding paragraphs, it is proposed to bring heavy vehicles into the construction site using a secondary haulage route via Phillip Street Westbound, Gidley Street, Access Road A and Phillip Street Eastbound. The status and classification of these roads is provided in Table 4.

Street	To	From	Mentioned in the EIS	Classification	Two way traffic flow	Parking	Speed
Phillip Street	Glossop Street	Lethbridge Street	Yes	Local	Yes	Yes	50km/hr
Lethbridge Street	Philip Street	Station Street	Briefly	Local	Yes	Yes	50km/hr
Station Street	Lethbridge Street	Gidley Street	Yes	Local	No	No	40km/hr
Gidley Street (located within Station Plaza)	Station Street	Phillip Street	No	Private road	No	No	NA
Phillip Street	Gidley Street (located within Station Plaza)	Glossop Street	Yes	Local	Yes	Yes	50km/hr

Table 4: Classification of Roads

6.1.2. Impact on traffic flow

The heavy vehicle numbers using Phillip Street Westbound for access into site will be 50% of the total numbers allocated for St Marys in the EIS and as such, should have minimal impact on general traffic. The secondary access will only be used for hours specified within the Road Occupancy Licence issued by Transport Management Centre at TfNSW.

6.1.3. Impact on active transport users

The footpath on both sides of Phillip Street will be maintained and there will be minimal impact on active transport users because of the proposed works. Traffic Control will be in place to manage pedestrian and construction traffic interface on the northern footpath along Phillip Street. Refer to Traffic Guidance Scheme included in Appendix 3.

6.1.4. Managing cumulative impacts

Works associated with Sydney Metro Western Airport including SPO Building Works and Footbridge works are located north of the rail corridor and there will be minimal cumulative impact as a result of these works. However, to ensure that CPBG are aware of other projects and/ or impacts, CPBG will continue to attend the following forums and work collaboratively with stakeholders to manage impact of works. The proposal was presented at the Traffic Control Group on 11th May 2023 followed by meetings with Penrith City Council and Customer Journey Planning on dates noted in Table 6.

- Traffic Control Group
- Traffic and Transport Liaison Group

6.1.5. Professional Qualification

The author of this document – Abdullah Khan, is a qualified traffic engineer and a registered level 1 Road Safety Auditor with twelve years of experience. The author considers the proposed heavy vehicle route to be suitable for use under condition E106. Road Safety Audit report completed by an independent appropriately qualified Level 3 NSW Road Safety Auditor, is enclosed in Appendix 5 for reference.

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 CPBG's Chain of Responsibility (CoR) Management Plan including compliance with the nominated heavy vehicle routes.

A combination of truck types will be used during the works, with heavy vehicles being 19m Truck and Dogs, 12.5m single unit trucks and 10 wheel tippers. 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 and this will be achieved through scheduling of vehicles and staggered start and finish times. CPBG will ensure that there is no idling or queuing on public roads by providing sufficient on site areas for vehicles to wait. The use of marshalling facilities is not envisioned, however, where this is required, CPBG will ensure that the marshalling of heavy vehicles is not carried out near sensitive receivers.

7.1. Road dilapidation report

Road dilapidation survey for Council Roads were completed and issued to Sydney Metro on 11th July 2022.

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

- Compensate Penrith City Council for the damage so caused or
- Rectify the damage to restore the road to at least the condition it was in pre-works 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 regards 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 environment, whilst undertaking a transport take required on the project. The training course focuses on low-risk driver behaviours, sharing 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 around the St Marys train station and at pedestrian crossing points at intersections.

7.3. Fleet safety

CPBG 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 5 will be implemented by the project.

Table 5: 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
Blind spot elimination or minimise front, side and rear blind spots, including: • 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
Side underrun protection fitted to both sides of the vehicle: • 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
Signage placed on heavy vehicles including: • Rear warning signs alerting other road users to the dangers of overtaking and • Front nearside signs warning pedestrians about walking close to the front of a moving or stationary heavy vehicle	Increasing road safety awareness for all users	Checking prior to attendance at site 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 through subcontractor engagement
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	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 through subcontractor engagement

8. Community and consultation

8.1. Stakeholders

Table 6 notes the consultation undertaken in the development of this Heavy Vehicle Local Road report. Stakeholder consultation includes the comments received and CPBG's responses to those comments

Table 6: Stakeholder consultation

Stakeholder	Date	Consultation
Traffic Control Group	11th May 2023	Presentation at TCG to propose secondary haulage route
Penrith City Council	17th May 2023	Meeting to discuss secondary haulage route
Penrith City Council	26th May 2023	Meeting to discuss secondary haulage route
Customer Journey Planning	1st June 2023	Meeting to discuss secondary haulage route
Sydney Metro Western Sydney Airport project team	30th June 2023	Submission of HVLR report
CJP	30th June 2023	Submission of HVLR report
Penrith City Council	30th June 2023	Submission of HVLR report
TfNSW	30th June 2023	Submission of HVLR report

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. This HVLR will be included in the Construction Traffic Management Plans (CTMPs) for site operations and will be included in the site induction for heavy vehicle drivers. A record of all attendees will be maintained.

Toolbox takes will be conducted and will be used to promote the safety and environmental performance including compliance with the report and the approved CTMPs.

Appendix 1 Swept path analysis

Drawing #	Location	Suitability	Truck type
SWEPT PATH ANALYSIS- PS-GS-SU	Phillip Street right turn into Gidley Street	Yes with traffic control	12.5m Single Unit truck
SWEPT PATH ANALYSIS-PS-GS-T&D	Phillip Street right turn into Gidley Street	Yes with traffic control	Truck and Dog
SWEPT PATH ANALYSIS-ARA-PS-T&D	Access Road A left turn into Phillip Street	Yes without Traffic Control	Truck and Dog
SWEPT PATH ANALYSIS-PS-T&D	Phillip Street Pedestrian Refuge	Yes without Traffic Control	Truck and Dog

PHILLIP STREET

SU TRUCK
AUSTROADS 2013 (AU)

SU TRUCK
AUSTROADS 2013 (AU)

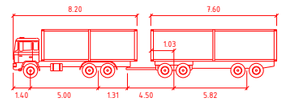
WH
WH
BIN
BIN
?P
?P
?P
?P
?
?
?

LEGEND

CONSTRUCTION SITE BOUNDARY

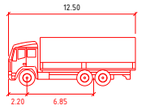
TYPE F BARRIER

SWEPT PATH (CONSTRUCTION VEHICLES INFORMATION ONLY)



Truck and Dog Trailer

	meters		
First Unit Width	: 2.50	Lock to Lock Time	: 4.0
Trailer Width	: 2.50	Steering Angle	: 45.0
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		



SU TRUCK

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date
01	SWEPT PATH ANALYSIS- SKETCH REV 01	HM			19/05/23

NOTE: Do not scale from this drawing.

CLIENT: NSW GOVERNMENT | sydney METRO

CPB CONTRACTORS | Ghella

DRAWN [redacted]

DESIGNED

APPROVED

-

FILE No: SWEPT PATH ANALYSIS- SKETCH REV 01

SHEET: 1 OF 1

File Path: C:\Users\hmyoram\Documents\CPBG\SWEPT PATH ANALYSIS\ST MARYS SPA\SWEPT PATH ANALYSIS- SKETCH REV 01.dwg

Truck and Dog Trailer
Custom

Truck and Dog Trailer
Custom

Truck and Dog Trailer
Custom

Truck and Dog Trailer
Custom

510mm

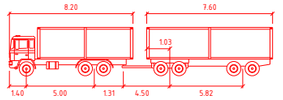
Truck Clearance from Tyre edge to BB line is 510mm

LEGEND

CONSTRUCTION SITE BOUNDARY

TYPE F BARRIER

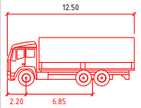
SWEPT PATH (CONSTRUCTION VEHICLES INFORMATION ONLY)



Truck and Dog Trailer

meters

First Unit Width	: 2.50	Lock to Lock Time	: 4.0
Trailer Width	: 2.50	Steering Angle	: 45.0
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		



SU TRUCK

meters

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date
01	SWEPT PATH ANALYSIS- SKETCH REV 01	HM			18/05/23

NOTE: Do not scale from this drawing.

CLIENT: NSW GOVERNMENT | sydney METRO

CPB CONTRACTORS | Ghella

DRAWN
DESIGNED
APPROVED

[redacted]

-

FILE No: SWEPT PATH ANALYSIS- SKETCH REV 01

SHEET: 1 OF 1

File Path: C:\Users\hmyoran\Documents\CPBGS\SWEPT PATH ANALYSIS\ST MARYS SPA\SWEPT PATH ANALYSIS- SKETCH REV 01.dwg

PHILLIP STREET

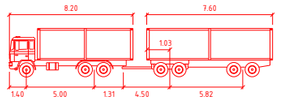
WH
WH
BIN
BIN
?P
?P
?P
?P
?
?

LEGEND

CONSTRUCTION SITE BOUNDARY

TYPE F BARRIER

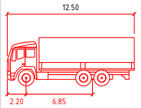
SWEPT PATH (CONSTRUCTION VEHICLES INFORMATION ONLY)



Truck and Dog Trailer

meters

First Unit Width	: 2.50	Lock to Lock Time	: 4.0
Trailer Width	: 2.50	Steering Angle	: 45.0
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		



SU TRUCK

meters

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date
01	SWEPT PATH ANALYSIS- SKETCH REV 01	HM			18/05/23

NOTE: Do not scale from this drawing.

CLIENT: NSW GOVERNMENT | sydney METRO

CPB CONTRACTORS | Ghella

DRAWN

DESIGNED

APPROVED

[redacted]

FILE No: SWEPT PATH ANALYSIS- SKETCH REV 01

SHEET: 1 OF 1

File Path: C:\Users\tmyooran\Documents\CPBGS\SWEPT PATH ANALYSIS\ST MARYS SPA\SWEPT PATH ANALYSIS- SKETCH REV 01.dwg

Truck and Dog Trailer
Custom

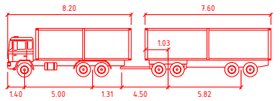
Pedestrian Crossing located west of Lethbridge Street. Truck and Dog does not enrouch traffic median on Philip St.

LEGEND

CONSTRUCTION SITE BOUNDARY

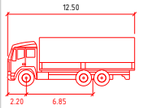
TYPE F BARRIER

SWEPT PATH (CONSTRUCTION VEHICLES INFORMATION ONLY)



Truck and Dog Trailer

	meters		
First Unit Width	: 2.50	Lock to Lock Time	: 4.0
Trailer Width	: 2.50	Steering Angle	: 45.0
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		



SU TRUCK

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date
01	SWEPT PATH ANALYSIS- SKETCH REV 01	HM			18/05/23

NOTE: Do not scale from this drawing.

CLIENT: NSW GOVERNMENT | sydney METRO

CPB CONTRACTORS | Ghella Abergeldie Joint Venture

DRAWN [redacted]

DESIGNED

APPROVED

-

FILE No: SWEPT PATH ANALYSIS- SKETCH REV 01

SHEET: 1 OF 1

File Path: C:\Users\hmyoran\Documents\CPB\SWEPT PATH ANALYSIS\TEMPLATE\TEMPLATE.dwg

Appendix 2 Evidence of Consultation with Penrith City Council

[redacted]

From: [redacted]
Sent: Friday, 26 May 2023 1:56 PM
To: [redacted]
Cc: [redacted]
Subject: SMWSA SBT - Phillip St WB for T&D access
Attachments: SWEPT PATH ANALYSIS- SKETCH REV 01-T&D.pdf; SWEPT PATH ANALYSIS- SKETCH REV 01-SU.pdf; 2023-1161 - CBP - Gidley St x Phillip St - St Marys - stopslow w booms.pdf; 20230526 Phillip St WB.pdf

CAUTION: This email originated from outside of the Organisation.

Hi [redacted]

Council acknowledges the attached information and works outlined in your email below.
After our discussions on the matter, and the supporting information received, Council has no further comment and concurs with the proposal.

Kind Regards

[redacted]
Sydney Metro Interface Lead
City Strategy
[redacted]
PO Box 60, PENRITH NSW 2751
www.visitpenrith.com.au
www.penrithcity.nsw.gov.au
PENRITH CITY COUNCIL
Follow us

From: [redacted]
Sent: Friday, May 26, 2023 1:48 PM
To: [redacted]
Cc: [redacted]
Subject: FW: SMWSA SBT - Phillip St WB for T&D access

EXTERNAL EMAIL: This email was received from outside the organisation. Use caution when clicking any links or opening attachments.

Hi all,

Thanks for your time this afternoon. Please see attached swept paths, TGS and slide deck from today's meeting.

As discussed, CPBG will have following controls in place in addition to Council permits and ROLs from TMC:

- Monitoring of road condition and organise repairs if required on Phillip St between Gidley St (Access Road B) and Glossop St
- Ensuring no more than 50% of HV volumes allocated in the EIS use Phillip St WB to access site. This will be 4 T&Ds/ hour in the AM and PM peak as per the peaks defined in the EIS
- Traffic control setups will be implemented during the shift and all signs/ portable traffic control devices will be packed up at the end of each shift

Can we please request PCC to confirm their concurrence with the proposal to use Phillip St WB as detailed in the presentation.

Regards,

[redacted]
Project Manager – Traffic & Logistics
Sydney Metro Western Sydney Airport
Station Boxes and Tunnelling Works

[redacted]

North Sydney, NSW, 2060

From: [redacted]
Sent: Thursday, 18 May 2023 3:24 PM
To: [redacted]
Cc: [redacted]
Subject: RE: SMWSA SBT - Phillip St WB for T&D access

Hi all,

As discussed in our meeting yesterday, please see attached following information:

- Swept paths for 12.5m SU truck and Truck and Dogs
- TGS for stop/ slow to assist with right in from Phillip St to Gidley St (Access Road B)
- Slide deck from our meeting yesterday
- SBT's expected volumes to use Phillip St WB: 50% of EIS allocated volumes i.e. 4 HV/ hour

Looking forward to meeting you all to discuss further on 26/5. In the interim, feel free to reach out if you want more from our end.

Regards,

[redacted]
Project Manager – Traffic & Logistics
Sydney Metro Western Sydney Airport
Station Boxes and Tunnelling Works

[redacted]

Level 6, 40 Miller St
North Sydney, NSW, 2060

From: [redacted]
Sent: Thursday, 18 May 2023 9:25 AM

[redacted]

Subject: RE: SMWSA SBT - Phillip St WB for T&D access

CAUTION: This email originated from outside of the Organisation.

Hi All,

Just wanted to summarise the actions from yesterday's meeting.

Action	Action By	Date
Swept Paths & Traffic Control Plans to be presented.	AK	26/5
Forward planning discussions for SM moving into SSTOM works.	BH	26/5
HV numbers and types discussed in EIS to be reviewed	KM	26/5

Let me know if I've missed any actions.

Thanks

[redacted]
Project Manager
SBT North
Western Sydney Airport | Sydney Metro

[redacted]

Level 43, 680 George Street, SYDNEY 2000
PO Box K659 HAYMARKET NSW 1240

NSW GOVERNMENT
Transport for NSW

I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

Please consider the environment before printing this email.

-----Original Appointment-----
From [redacted]
Sent: Wednesday, 17 May 2023 3:06 PM
To: [redacted]
Subject: SMWSA SBT - Phillip St WB for T&D access
When: Friday, 26 May 2023 1:00 PM-1:30 PM (UTC+10:00) Canberra, Melbourne, Sydney.
Where: Microsoft Teams Meeting

Hi all,

Thanks for your time today. As discussed, setting up another session to discuss SBT's proposal to use Phillip St WB for T&D access into Gidley St.

Regards,

[redacted]

Microsoft Teams meeting

Join on your computer, mobile app or room device
Click here to join the meeting

[redacted]

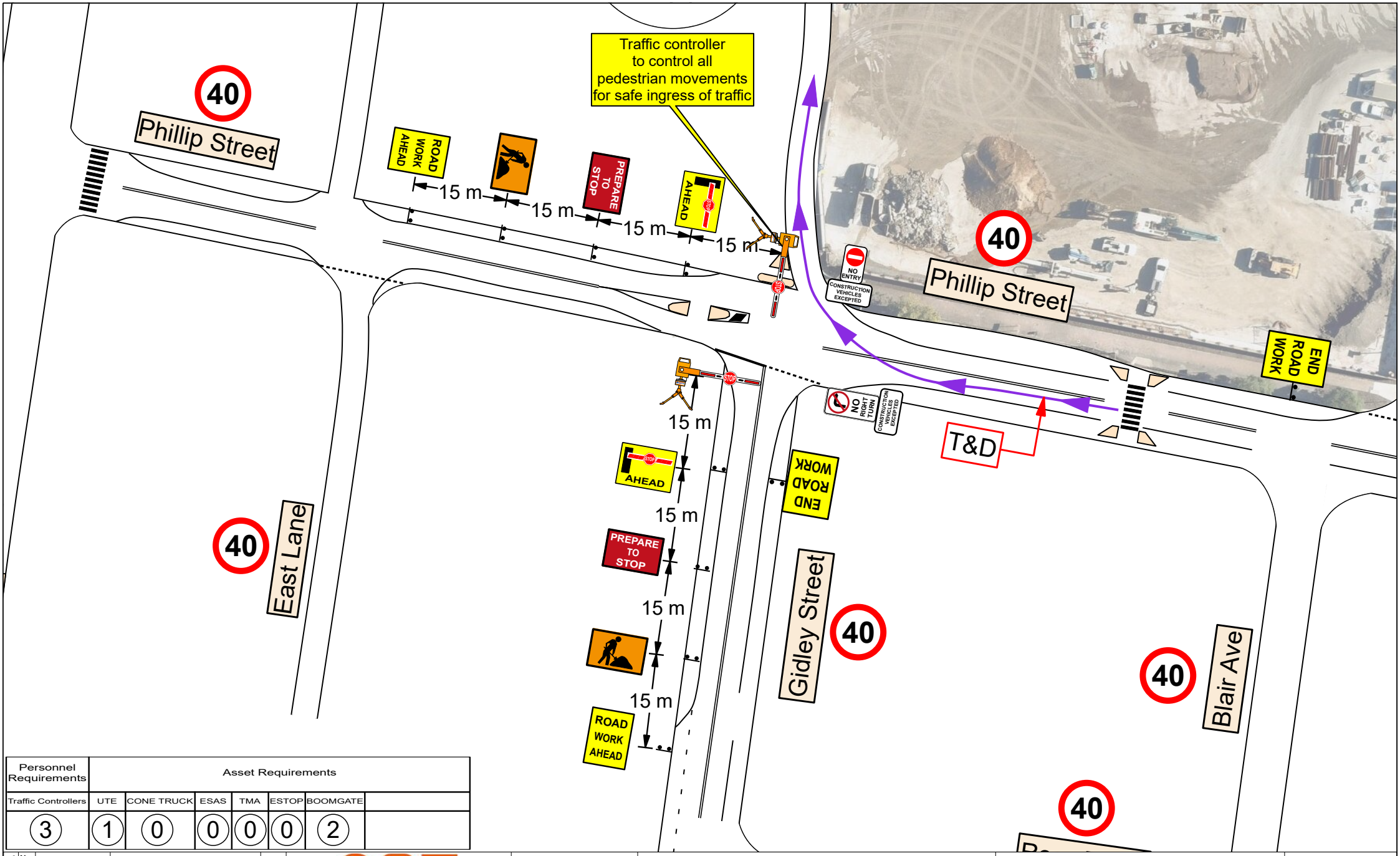
Download Teams | Join on the web

Join with a video conferencing device

teams@vc.cpbcon.com.au
Video Conference ID: [redacted]
Alternate VTC instructions

Learn More | Meeting options

Appendix 3 Traffic Guidance Scheme



Personnel Requirements	Asset Requirements						
Traffic Controllers	UTE	CONE TRUCK	ESAS	TMA	ESTOP	BOOMGATE	
3	1	0	0	0	0	2	

Revisions	No:	Date & Time:	Description:	Appr:
	1	05/07/2023 08:36	Issued for Implementation	AC

CPB CONTRACTORS

Lack group

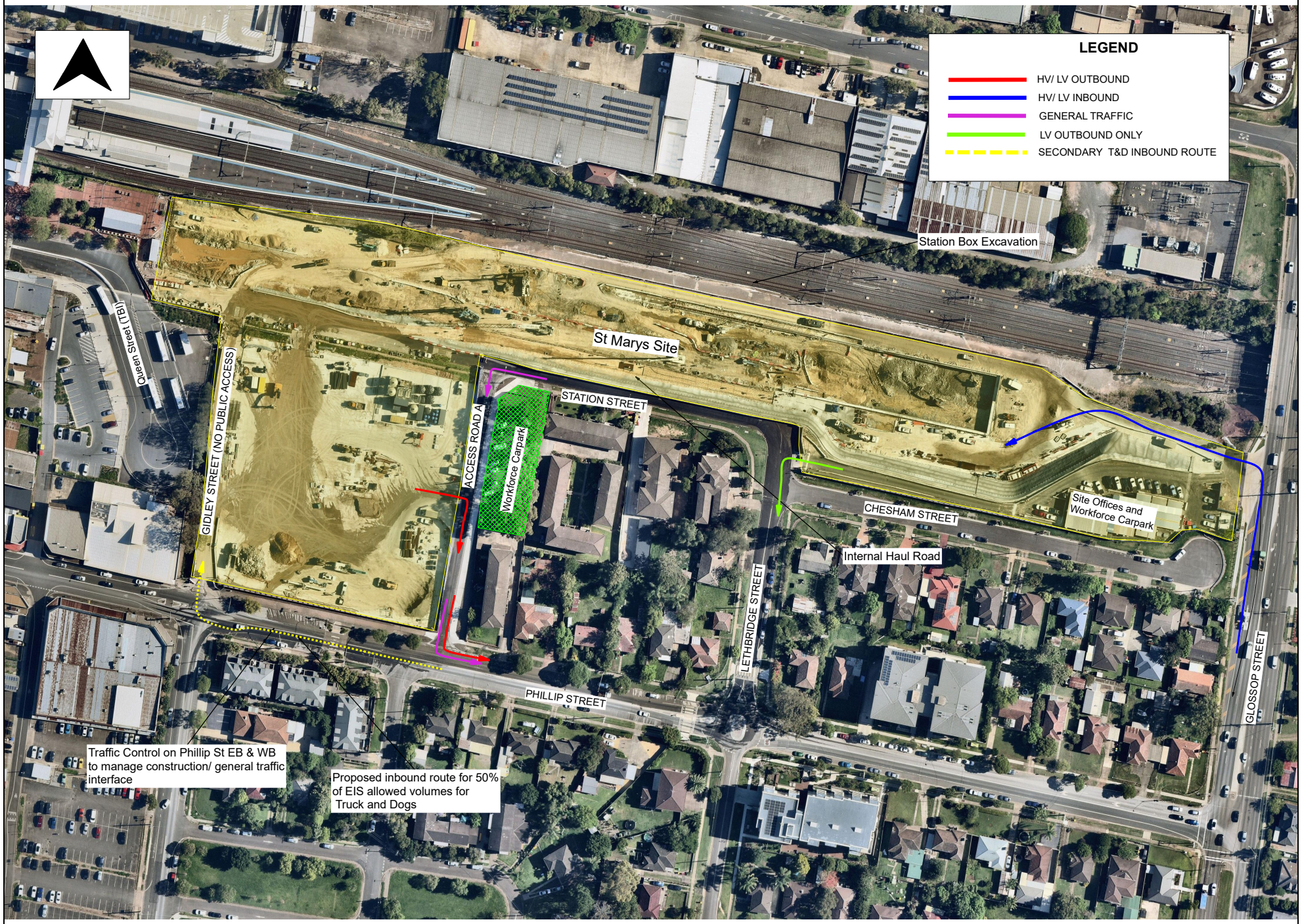
Lack Safe
Work Safe. Home safe. #LackSafe

PROJECT : Sydney Metro Western Sydney Airport			WORK ACTIVITY: Stop/slow with booms	
ADDRESS : Phillip St x Gidley St - St Marys			TGS NUMBER: 2023-1161	
Drawn By: [redacted]		Certification Type : PWZ	Certification Number: TCT1010645	Signed: [redacted]
Approved		Certification Type : PWZ	Certification Number: TCT0058356	Signed:
Implement		Certification Type :	Certification Number:	Signed:

E-NO: 1 of 1

Original Size A3	Scale : 1:750	CLIENT: CPB Con
Planning Division Ph: 02 8319 4898	Email : LGP@Lackgroup.com.au	CLIENT CONTAC
		CONTACT NUMB [redacted]

Appendix 4 Vehicle Management Plan


LEGEND
HV/ LV OUTBOUND
HV/ LV INBOUND
GENERAL TRAFFIC
LV OUTBOUND ONLY
SECONDARY T&D INBOUND ROUTE
Station Box Excavation
St Marys Site
Queen Street (TBC)
GIDLEY STREET (NO PUBLIC ACCESS)
ACCESS ROAD A
Workforce Carpark
STATION STREET
CHESHAM STREET
Site Offices and Workforce Carpark
Internal Haul Road
LETHBRIDGE STREET
GLOSSOP STREET
PHILLIP STREET
Traffic Control on Phillip St EB & WB to manage construction/ general traffic interface
Proposed inbound route for 50% of EIS allowed volumes for Truck and Dogs

Appendix 5 Road Safety Audit Report

St Marys Heavy Vehicle Local Road Roadworks (Pre-Implementation) Road Safety Audit

Prepared for:

CPB JV

4 July 2023

The Transport Planning Partnership

St Marys Heavy Vehicle Local Road Roadworks (Pre-Implementation) Road Safety Audit

Client: CPB JV

Version: V01

Date: 4 July 2023

TTPP Reference: 22075

Quality Record

Version	Date	Prepared by	Reviewed by	Approved by	Signature
V01	04/07/2023	[redacted]			

Table of Contents

Tables

APPENDICES

1 Road Safety Audit Summary

Audited project:	Sydney Metro – St Marys Site
Client:	CPG JV
Project manager:	[redacted]
Email address:	[redacted]
Telephone:	[redacted]
Audit Team:	[redacted]
Audit type:	
Commencement meeting:	N/A
Audit date:	3 July 2023
Completion meeting:	N/A

2 Introduction

2.1 Background

This report has been prepared on behalf of CPB Contractors and Ghella Joint Venture (CPG JV) to present road safety audit findings that have been identified for the traffic guidance scheme as part of the Sydney Metro Western Sydney Airport construction.

CPG JV are proposing to update the Heavy Vehicle Load Road report (HVLR) to include a secondary haulage route for spoil haulage into the St Marys site. The route will use Phillip Street westbound to access the site via Gidley Street and traffic control measures will be implemented to manage pedestrian movements and local traffic.

This road safety audit report accompanies the HVLR report as an appendix to the Construction Traffic Management Plan of the St Marys site.

2.2 Audit Objective

The objective of this Audit is to examine the road safety issues associated with the traffic management controls at the St Marys site that may result in unnecessary or unreasonable hazards for all road users.

2.3 Procedures and Reference Material

The procedures used are described in the following guidelines:

- Roads and Maritime Services' 2011 Guidelines for Road Safety Audit Practices
- Austroads Guide to Road Safety 2022: Part 6 Road Safety Audits

2.4 Audit Team

The RSA was carried out by the following team:

[redacted] – Level 3 road safety auditor (team member)

[redacted] – Level 3 road safety auditor (lead auditor)

[redacted] Level 1 road safety auditor (team member).

[redacted] are registered road safety auditors with the NSW Centre for Road Safety and are experienced in traffic engineering and design/ inspection of traffic management schemes. All auditors are independent of the road design process.

3 Road Safety Audit Program

3.1 Commencement Meeting

A formal meeting was not held.

3.2 Road Safety Audit

The road safety audit that has been undertaken is a desktop audit of the plans contained in Appendix A. Thus, a site inspection was not carried out as part of this audit at the client's request.

The audit team visited the St Marys site in August 2022, including a walk-over and drive-through along Philip Street and Gidley Street.

3.3 Completion Meeting

Not required.

4 Road Safety Audit Findings

4.1 Introduction

Table 4.1 provides specific details of the road safety deficiencies and a risk rating as extreme, high, medium, low or negligible. The risk ratings have been based on the risk matrix presented in Table 4.1, which has been adopted from the latest Austroads Guide to Road Safety: Road Safety Audit (2022).

Table 4.1: Risk Matrix

			Severity				
			Insignificant	Minor	Moderate	Serious	Fatal
			Property damage	Minor first aid	Major first aid and/or presents to hospital (not admitted)	Admitted to hospital	Death within 30 days of the crash
Likelihood (includes exposure)	Almost Certain	One per quarter	Medium	High	High	Extreme (FSI)	Extreme (FSI)
	Likely	Quarter to 1-year	Medium	Medium	High	Extreme (FSI)	Extreme (FSI)
	Possible	1 to 3 years	Low	Medium	High	High (FSI)	Extreme (FSI)
	Unlikely	3 to 7 years	Negligible	Low	Medium	High (FSI)	Extreme (FSI)
	Rare	7 years+	Negligible	Negligible	Low	Medium (FSI)	High (FSI)

The terms in Table 4.1 are described below.

Likelihood:

- Almost certain – occurrence once per quarter
- Likely – occurrence once per quarter to once per year
- Possible – occurrence once per year to once every three years
- Unlikely – occurrence once every three years to once every seven years
- Rare – occurrence less than once every seven years.

Severity:

- Insignificant – property damage
- Minor – minor first aid
- Moderate – major first aid and/or presents to hospital (not admitted)
- Serious – admitted to hospital
- Fatal – at scene or within 30 days of the crash.

Priority:

- Negligible – no action required
- Low – should be corrected or the risk reduced if the treatment cost is low
- Medium – should be corrected or the risk significantly reduced, if the treatment cost is moderate, but not high
- High – should be corrected or the risk significantly reduced, even if the treatment cost is high
- Extreme – must be corrected regardless of cost.

4.2 Responding to the Audit Report

As set out in the road safety audit guidelines, the responsibility for the road rests with the project manager, not with the auditor. The project manager is under no obligation to accept the audit findings. Neither is it the role of the auditor to agree to or approve the project manager's responses to the audit.

The audit provides the opportunity to highlight potential road safety problems and have them formally considered by the project manager in conjunction with all other project considerations.

4.3 Road Safety Audit Findings

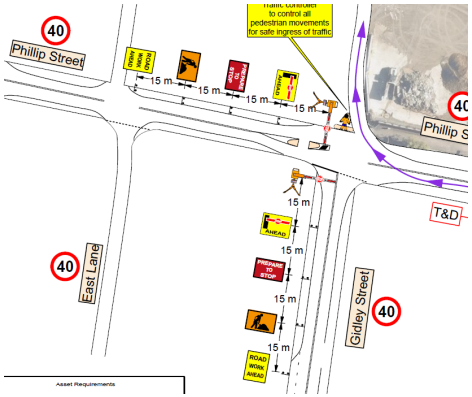
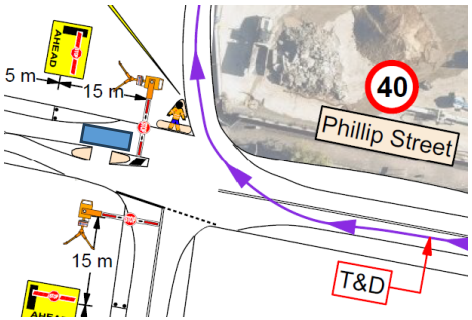
The audit findings are documented in Table 4.2 which provides:

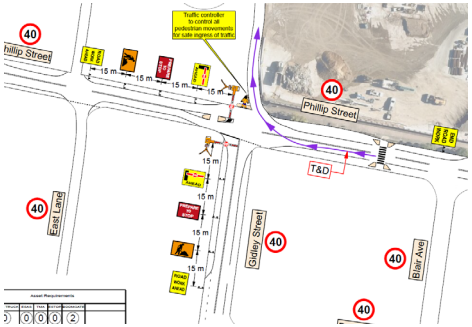
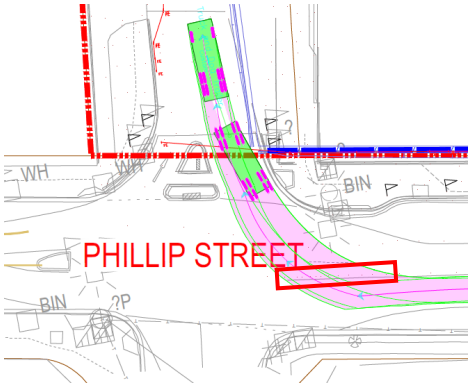
- specific details of the road safety issues identified during the audit
- a risk level rating for each of the road safety audit findings.

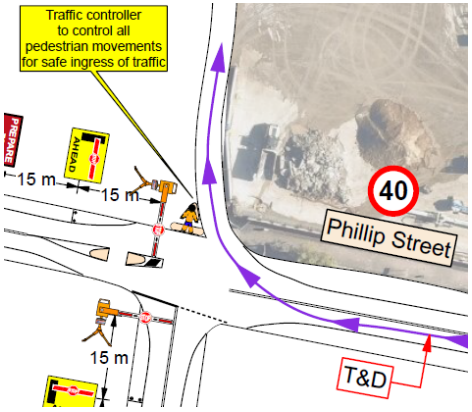
It should be acknowledged that positive attributes of the audited road section have not been discussed. Deficiencies that do not cause a safety problem are also not listed.

In-line with TfNSW's best practice recommendations have not been included in the road safety audit findings.

Table 4.2: Road Safety Audit Findings

Item No.	Location	Descriptions of Findings	Photo / Design	Likelihood	Severity	Risk Rating	Designer Response
1.	South side of Phillip Street west of Gidley Street	An 'End Road Work' sign is missing for traffic turning left onto Phillip Street onto Gidley Street. The Traffic Control at Work Sites manual requires 'End Road Work' signs to be placed to indicate that normal traffic conditions have resumed when 'Roadwork Ahead' signs have been used.		-	-	Note Only	TGS updated to include 'End Road Works'.
2.	Phillip Street	The portable boom barrier is located just east of the pedestrian refuge. Therefore, vehicles stopping before the boom barrier would impede pedestrian movements at this location. Pedestrians crossing Phillip Street outside the designated location may be exposed to moving traffic, especially when the boom barrier lifts, and thus increase the likelihood of vehicle-pedestrian conflicts.		Possible	Moderate	High	TGS updated with portable boom barrier further east to reduce impact on pedestrian refuge.

Item No.	Location	Descriptions of Findings	Photo / Design	Likelihood	Severity	Risk Rating	Designer Response
3.	General	Location of the 40km/h roadwork signs is not clearly defined in the TGS.		-	-	Note Only	40km/h shown on the TGS is the existing signposted speed limit
4.	Philip Street and Gidley Street intersection	The opening of the centreline marking at the Philip Street and Gidley Street intersection does not enable a design vehicle to turn right without encroaching the centreline marking.	 	-	-	Note Only	This movement will be completed under traffic control and eastbound traffic will be stopped while the trucks will enter Gidley St.

Item No.	Location	Descriptions of Findings	Photo / Design	Likelihood	Severity	Risk Rating	Designer Response
5.	Philip Street and Gidley Street intersection	There is no provision of 'No Entry' and 'Construction Vehicles Excepted' signage at the Gidley Street site access to prevent public thoroughfare.		-	-	Note Only	'No Right Turn' and 'Construction Vehicles Excepted' signage added to TGS
6.	Phillip Street Pedestrian Crossing	The design plan does not include a swept path diagram for the pedestrian crossing located to the west of Lethbridge Street to ensure the design vehicle does not encroach the traffic median on Phillip Street and would not impact on the safety of pedestrians storing in the refuge island.		-	-	Note Only	Swept Path has been included to display no impact on pedestrian refuge island

5 Concluding Statement

The findings and opinions in the report are based on the examination of the specific road and environs, and might not address all concerns existing at the time of the audit.

The auditors have endeavoured to identify features of the road that could be modified in order to improve safety, although it must be recognised that safety cannot be guaranteed since no road can be regarded as absolutely safe.

While every effort has been made to ensure the accuracy of this report, it is made available strictly on the basis that anyone relying on it does so at their own risk without any liability to the Auditors.

_____

Level 3 Lead Road Safety Auditor
The Transport Planning Partnership

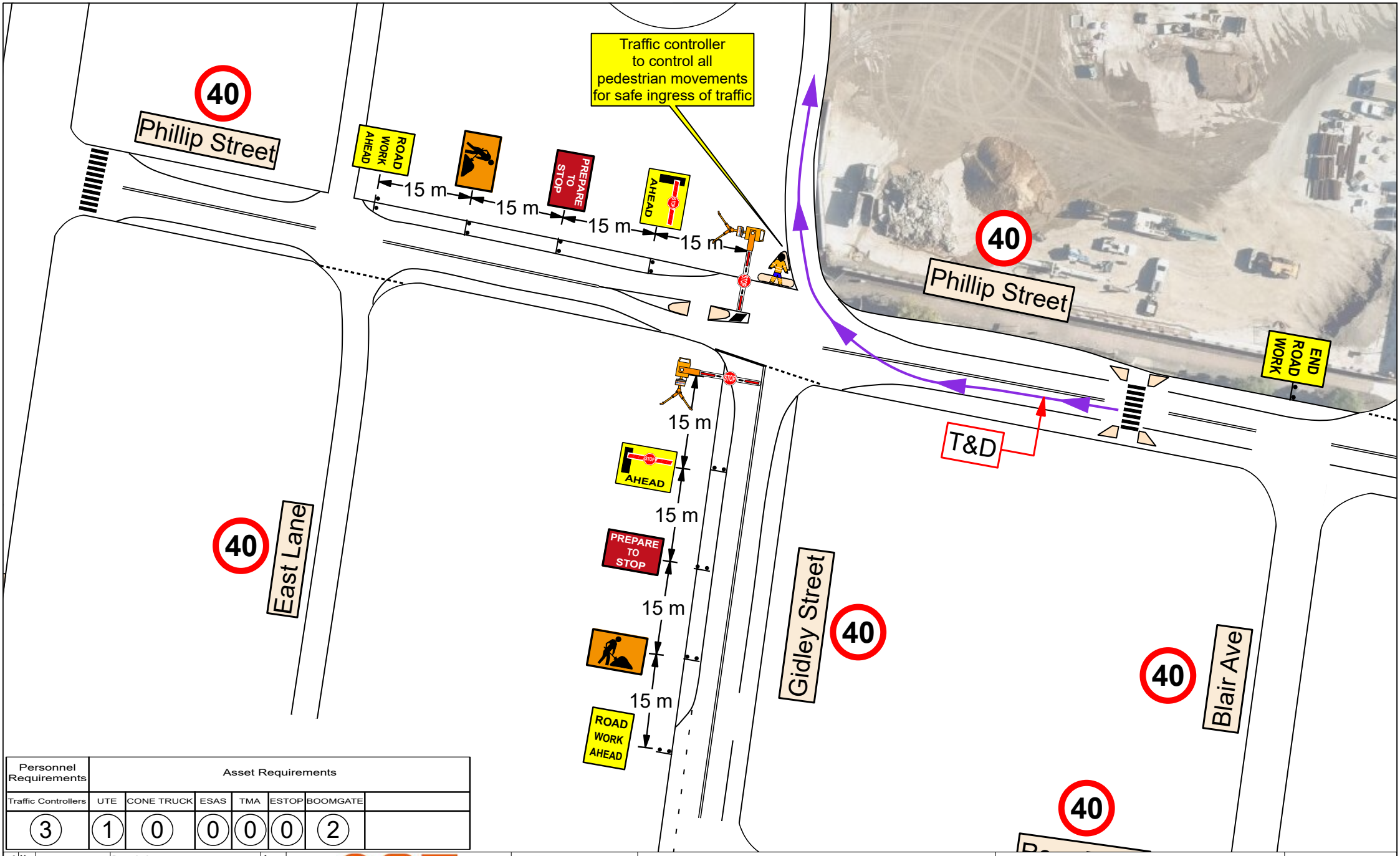
_____

Level 3 Road Safety Auditor
The Transport Planning Partnership

Level 1 Road Safety Auditor
The Transport Planning Partnership

Appendix A

Design Drawings



Personnel Requirements	Asset Requirements						
Traffic Controllers	UTE	CONE TRUCK	ESAS	TMA	ESTOP	BOOMGATE	
3	1	0	0	0	0	2	

Revisions	No:	Date & Time:	Description:	Appr:
	1	29/05/2023 09:52	Issued for Implementation	AC
	2			
	3			
	4			
	5			

Original Size A3 | Scale : 1:750

Planning Division Ph: 02 8319 4898 | Email : LGP@Lackgroup.com.au

CPB CONTRACTORS

CLIENT: CPB Cont
CLIENT CONTACT [redacted]
CONTACT NUMBER

Lack group

Lack Safe
Work Safe. Home safe. #LackSafe

PROJECT : Sydney Metro Western Sydney Airport | WORK ACTIVITY: Stop/slow with booms

ADDRESS : Phillip St x Gidley St - St Marys | TGS NUMBER: 2023-1161 | PAGE N 1

Drawn By: [redacted]	Certification Type : PWZ	Certification Number: TCT1010645	Signed:	[redacted]
Approved By: [redacted]	Certification Type : PWZ	Certification Number: TCT0058356	Signed:	[redacted]
Implemented by:	Certification Type :	Certification Number:	Signed:	

N

PHILLIP STREET

SU TRUCK
AUSTROADS 2013 (AU)

SU TRUCK
AUSTROADS 2013 (AU)

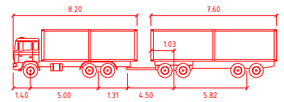
WH
WH
BIN
BIN
?P
?P
?P
?P

LEGEND

CONSTRUCTION SITE BOUNDARY

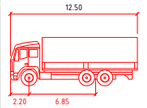
TYPE F BARRIER

SWEPT PATH (CONSTRUCTION VEHICLES INFORMATION ONLY)



Truck and Dog Trailer

	meters		
First Unit Width	: 2.50	Lock to Lock Time	: 4.0
Trailer Width	: 2.50	Steering Angle	: 45.0
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		



SU TRUCK

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date
01	SWEPT PATH ANALYSIS- SKETCH REV 01	HM			8/05/23

NOTE: Do not scale from this drawing.

CLIENT: NSW GOVERNMENT | sydney METRO

CPB CONTRACTORS | Ghella

DRAWN [redacted]
DESIGNED
APPROVED

FILE No: SWEPT PATH ANALYSIS- SKETCH REV 01

SHEET: 1 OF 1

File Path: C:\Users\hmyoram\Documents\CPBG\SWEPT PATH ANALYSIS\ST MARYS SPA\SWEPT PATH ANALYSIS- SKETCH REV 01.dwg

Truck and Dog Trailer
Custom

Truck and Dog Trailer
Custom

Truck and Dog Trailer
Custom

Truck and Dog Trailer
Custom

510mm

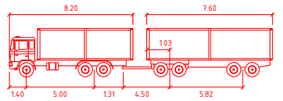
Truck Clearance from Tyre edge to BB line is 510mm

LEGEND

CONSTRUCTION SITE BOUNDARY

TYPE F BARRIER

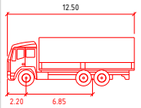
SWEPT PATH (CONSTRUCTION VEHICLES INFORMATION ONLY)



Truck and Dog Trailer

meters

First Unit Width	: 2.50	Lock to Lock Time	: 4.0
Trailer Width	: 2.50	Steering Angle	: 45.0
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		



SU TRUCK

meters

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date
01	SWEPT PATH ANALYSIS- SKETCH REV 01	HM			16/05/23

NOTE: Do not scale from this drawing.

CLIENT: NSW GOVERNMENT | sydney METRO

CPB CONTRACTORS | Ghella

DRAWN [redacted]
DESIGNED
APPROVED

-

FILE No: SWEPT PATH ANALYSIS- SKETCH REV 01

SHEET: 1 OF 1

File Path: C:\Users\hmyoran\Documents\CPBGS\SWEPT PATH ANALYSIS\ST MARYS SPAS\SWEPT PATH ANALYSIS- SKETCH REV 01.dwg

PHILLIP STREET

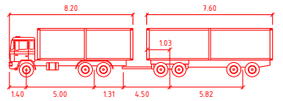
WH
WH
BIN
BIN
?P
?P
?P
?P

LEGEND

CONSTRUCTION SITE BOUNDARY

TYPE F BARRIER

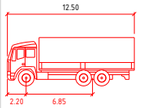
SWEPT PATH (CONSTRUCTION VEHICLES INFORMATION ONLY)



Truck and Dog Trailer

meters

First Unit Width	: 2.50	Lock to Lock Time	: 4.0
Trailer Width	: 2.50	Steering Angle	: 45.0
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		



SU TRUCK

meters

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

REV.	AMENDMENT DESCRIPTION	Design by	Verified by	Approved by	Date
01	SWEPT PATH ANALYSIS- SKETCH REV 01	HM			18/05/23

NOTE: Do not scale from this drawing.

CLIENT: NSW GOVERNMENT | sydney METRO

CPB CONTRACTORS | Ghella

DRAWN [redacted]

DESIGNED

APPROVED

-

FILE No: SWEPT PATH ANALYSIS- SKETCH REV 01

SHEET: 1 OF 1

File Path: C:\Users\tmyooran\Documents\CPBGS\SWEPT PATH ANALYSIS\SST MARYS SPA\SWEPT PATH ANALYSIS- SKETCH REV 01.dwg


QUEEN ST (TBI)
STATION PLAZA ACCESS ROAD (GIDLEY ST)
ACCESS ROAD
Workforce Carpark
STATION ST
LV OUTBOUND ONLY
CHESHAM ST
LETHBRIDGE ST
Workforce Carpark
PHILLIP ST
LEGEND
HV/ LV INBOUND
HV/ LV OUTBOUND
LV ONLY
GENERAL TRAFFIC
TEMPORARY INBOUND

The Transport Planning Partnership
Suite 402 Level 4, 22 Atchison Street
St Leonards NSW 2065

P.O. Box 237
St Leonards NSW 1590

02 8437 7800

info@ttpp.net.au

www.ttpp.net.au

Department of Planning and Environment

Our ref: SSI-10051-PA-262

[redacted]
Director Environment, Sustainability & Planning
Sydney Metro – Western Sydney Airport
PO Box K659
HAYMARKET NSW 1240

Attention [redacted]

10/07/2023

Subject: Sydney Metro, Western Sydney Airport (SSI-10051) Station Boxes & Tunnelling – Request for Approval of Heavy Vehicle Local Roads Report – St Marys

Dea [redacted]

I refer to your request for approval of heavy vehicle use of local roads at St Marys for the Sydney Metro, Western Sydney Airport project (SSI-10051). I thank you for your response to the Department's request for additional information, and for submitting the revised report 'St Marys Heavy Vehicle Local Roads Report, Sydney Metro, Western Sydney Airport, Stations Boxes & Tunnelling', Revision 01, dated 5 July 2023 (the HVLR Report) on 6 July 2023.

I note the HVLR Report:

- is for a 3-month duration with an end date of 30 September 2023
- has been prepared in consultation with Penrith City Council
- has been reviewed by Sydney Metro and no issues have been raised with the Department
- has been endorsed by a Level 3 Road Safety Auditor.

Accordingly, as nominee of the Planning Secretary, I approve the use of roads by heavy vehicles as outlined in the HVLR Report, under condition number E105 and E106 of SSI-10051. This approval is effective from the date of this letter until 30 September 2023.

Please note that if an extension is sought for use of this route, the Department requires that affected residents on Phillip St (between Blair Ave and Gidley St) are consulted and the outcome of that consultation be provided with the extension request.

Please ensure that the relevant Construction Traffic Management Plan is updated with reference to the HVLR Report and that the HVLR Report is made publicly available on the project website as soon as possible.

If there are any inconsistencies between the HVLR Report and the conditions of approval, the conditions prevail.

If you have any enquiries, please contact [redacted]

Yours sincerely

[redacted]

[redacted]

Director
Infrastructure Management

As nominee of the Planning Secretary