



Integrated
Management
System

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

| | |
|---------------------------|--|
| Assessment Name: | Second Avenue |
| Prepared by: | AFJV Environmental Advisor |
| Prepared for: | Sydney Metro |
| Assessment number: | AFJV02 |
| Status: | Final for SM approval |
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| | |
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The Planning Approval Consistency Assessment Form should be completed in accordance with the Sydney Metro Planning Approval Consistency Assessment Procedure (SM ES-PW-314) and Sydney Metro Environmental Planning and Approval Manual (SM ES-ST-216)

1.0 Existing Approved Project

Planning approval reference details (Application/Document No. (including modifications)):

- CSSI 10038 Sydney Metro West Concept and Stage 1 (11 March 2021)
- Administrative Modification 1 (28 July 2021)

Date of determination:

11 March 2021

Type of planning approval:

CSSI, Critical State Significant Infrastructure.

Description of existing approved project you are assessing for consistency:

Sydney Metro West (the Concept)

Sydney Metro West (the Concept) would involve the construction and operation of a metro rail line around 24 kilometres long between Westmead and Hunter Street in the Sydney CBD. The key components are expected to include (as described in Chapter 6 of the Environmental Impact Statement (EIS)):

- Construction and operation of new passenger rail infrastructure between Westmead and the central business district of Sydney, including:
 - Tunnels, stations (including surrounding areas) and associated rail facilities
 - Stabling and maintenance facilities (including associated underground and overground connections to tunnels)
- Modification of existing rail infrastructure (including stations and surrounding areas)
- Ancillary development.

Sydney Metro West - all major civil construction works between Westmead and The Bays (the approved project)

The Sydney Metro West Project Concept; and all major civil construction works between Westmead and The Bays, including station excavation and tunnelling was determined on 11 March 2021. The scope of Stage 1 of the planning approval process for Sydney Metro West (the approved project) is described in Chapter 9 of the EIS, with the key features including:

- Tunnel excavation including tunnel support activities between Westmead and The Bays
- Station excavation for new metro stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays
- Shaft excavation for services facilities
- Civil work for the stabling and maintenance facility at Clyde.

To construct the above, the Sydney Metro West Stage 1 is divided into multiple packages, each with their own design and construction scope. The package relevant to this Consistency Assessment is the Central Tunnel Package (CTP) which has an overall design and construction timeframe of approximately three years, from July 2021 to Q4 2024.

This consistency assessment is relevant to the Five Dock Station. The Five Dock Station is described Section 9.5.8 of the EIS. The Five Dock Station would require two construction sites, a western construction site and an eastern construction site:

- The Five Dock Station western construction site would cover about 4,150 square metres and would be located between Great North Road and East Street, to the north of Fred Kelly Place and south of St Albans Anglican Church. This site currently contains commercial buildings
- The Five Dock Station eastern construction site would cover about 2,150 square metres and would occupy the Second Avenue council car park and a number of residential properties located on Waterview Street.

The construction site would be used to excavate Five Dock Station using a mined technique. Shafts would be excavated within the two construction sites to the binocular station caverns to provide access during construction. The construction sites would include spoil storage and removal, water supply, water treatment and disposal, material storage and office facilities, worker amenities and parking would be included at the eastern construction site. The excavations would require the removal of about 165,000 cubic metres of spoil.

Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):

- Sydney Metro West Concept and Stage 1, Environment Impact Statement, April 2020

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- Sydney Metro West Concept and Stage 1, Amendment Report, November 2020
- Sydney Metro West Concept and Stage 1, Submissions Report, November 2020
- Sydney Metro West Concept and Stage 1 - Assessment Report, March 2021
- Sydney Metro West Concept and Stage 1, MCoA, released on 11 March 2021 and updated on 28 July 2021.

2.0 Description of proposed development/activity/works

Describe ancillary activities, duration of work, working hours, machinery, staffing levels, impacts on utilities/authorities, wastes generated or hazardous substances/dangerous goods used.

A description of the Five Dock construction site is presented in Section 9.5.8 of the EIS. The site is made up of two individual sites, the Five Dock western construction site and the Five Dock eastern construction site. This consistency assessment is in relation to the Five Dock eastern construction site. Figure 9-28 of the EIS identified that heavy vehicles will enter the Five Dock eastern construction site from Waterview Street in a northerly direction and exit on Second Avenue in a westerly direction. This is shown in Figure 1.

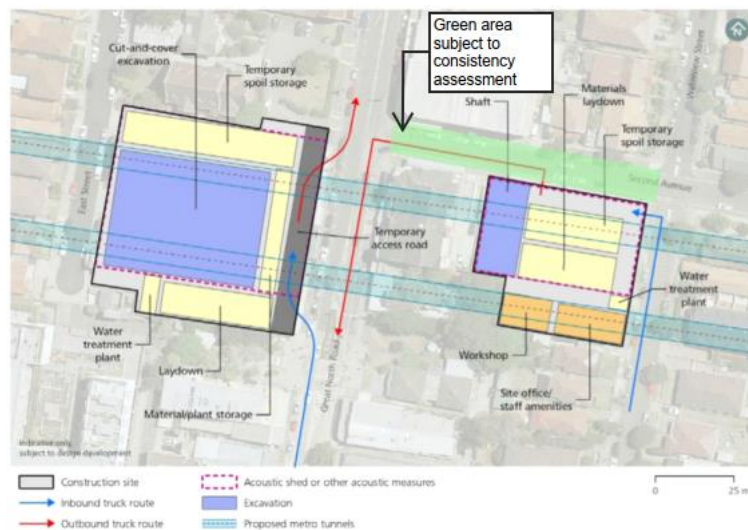


Figure 1 Five Dock Station indicative construction site layout (source: EIS Figure 9-28)

The proposed change being assessed involves the conversion of Second Avenue between Great North Road and Waterview Street, Five Dock, from a two-way road to a one-way road (westbound only) during construction. This would involve the installation of signage, bollards and new line markings to indicate the one-way access.

The proposed layout for the temporary change is shown in **Appendix A**. Heavy vehicle inbound and outbound routes remain consistent with the EIS as shown in Figure 1.

3.0 Timeframe

When will the proposed change take place? For how long?

The proposed change would take place in January 2022 for the duration of construction, i.e. until Q4 2024. Continued use of the Second Avenue one-way arrangement beyond the construction of the approved project would be considered as part of future Sydney Metro West planning applications.

The works required to implement the proposed change would likely be carried out over a single night shift, however, in the event of adverse weather or other unexpected circumstances it may take two to three nightshifts. This would be managed in accordance with the Project Out of Hours approval requirements.

4.0 Site description

Provide a description of the site on which the proposed works are to be carried out, including, Lot and Deposited Plan details, where available. Map to be included here or as an appendix. Detail of land owner.

Five Dock Station is located towards the middle of the Five Dock local commercial centre at Great North Road, with a proposed future station entrance on Fred Kelly Place. As described in the EIS¹, Five Dock Station will be constructed from two surface construction sites, a western construction site and an eastern construction site as described below:

- The Five Dock Station western construction site would cover about 4,150 square metres and would be located between Great North Road and East Street, to the north of Fred Kelly Place and south of St Albans Anglican Church.

¹ EIS Section 9.5.8 *Five Dock Station construction site*

- The Five Dock Station eastern construction site would cover about 2,150 square metres and would occupy the Second Avenue council car park and a number of residential properties located on Waterview Street. The construction site would be used to excavate Five Dock Station using a mined technique.

Appendix A includes a figure of the proposed layout of Second Avenue and surrounding areas.

5.0 Site Environmental Characteristics

Describe the environment (i.e., vegetation, nearby waterways, land use, surrounding land use), identify likely presence of protected flora/fauna and sensitive area.

The Five Dock Station is located within the Five Dock commercial area, being an existing built-up area of mixed land use including commercial and residential areas. The site has been heavily disturbed as part of previous development, and there is no naturally occurring native vegetation present within the construction footprint. Additionally, the site does not contain any sensitive environmental features and the nearest waterway is Iron Cove Creek / Dobroyd Canal which is a concrete-lined disturbed waterway located approximately 700 metres to the southeast. The proposed change is located on Second Avenue which is directly adjacent to the Five Dock eastern construction site.

6.0 Justification for the proposed works

Address the need for the proposed works, whether there are alternatives to the proposed works (and why these are not appropriate), and the consequences with not proceeding with the proposed work.

A swept path analysis has been conducted by AFJV for the site. The swept path analysis identified that under the current arrangement on Second Avenue (i.e. as a two-way street) heavy vehicles exiting the eastern site would be required to cross the centre line to safely exit the site, potentially coming into conflict with traffic in the opposite direction. In addition, the existing intersection on Second Avenue onto Great North Road is particularly narrow, again potentially putting heavy vehicles into conflict with oncoming traffic and making it impractical and unsafe to retain a two-way intersection onto Second Avenue.

The proposed one-way arrangement retains a more safe left-turn for heavy vehicle movements onto Great North Road, while reducing the extensive civil works that would be required to widen this intersection and create a safe movement. This civil work would include reducing the existing pavement width, widening the existing road of Second Avenue near Great North Road, and extensive utilities relocations which could

take up to 12 months to complete. Given the nature of the works, this would predominantly need to be undertaken outside Standard Construction Hours, resulting in community amenity impacts.

As such, the proposed works are required to improve road safety on Second Avenue while also reducing extensive civil construction activities and related construction impacts. Revised environmental management measure (REMM) TT20 states that adjustments to site access arrangements and the local road network would be explored during detailed design to minimise conflicts with heavy vehicle movements at the Five Dock site. The proposed change is considered consistent with the intent of TT20 as it would minimise the potential for conflicts with heavy vehicle movements.

Further environmental benefits are discussed in Section 7 of this Consistency Assessment Form.

7.0 Environmental Benefit

Identify whether there are environmental benefits associated with the proposed works. If so, provide details:

There are multiple improvements across the aspects of environment and community impact, these are summarised below:

- Improved road safety as outlined in Section 6
- The reduced need for civil works and utility relocations at the intersection of Second Avenue and Great North Road would reduced noise impacts for the local community and less night work would be required
- The existing shrubbery at the corner of Second Avenue and Great North Road can be retained
- Additional parking spaces can be retained on Second Avenue that would otherwise need to be removed to create a safe turning path for heavy vehicles. To maintain the existing two-way arrangement as proposed in the EIS would require the temporary removal of about 10 parking spaces on Second Avenue, whilst the proposed change would require the temporary removal of about five spaces on Second Avenue.

8.0 Control Measures

Will a project and site specific EMP be prepared? Are appropriate control measures already identified in an existing EMP?

The Five Dock construction site will be managed under the project CEMP (Construction Environment Management Plan) and Overarching Construction Traffic Management Plan (OCTMP). Appropriate control measures are already identified in the CEMP and OCTMP that will

accommodate the changes proposed in this assessment. In any case, updates to each document would be completed where required as a result of approval of the proposed works, prior to the works being undertaken.

9.0 Climate Change Impacts

Is the site likely to be adversely affected by the impacts of climate change? If yes, what adaptation/mitigation measures will be incorporated into the design?

The effects of climate change on the Sydney Metro West Stage 1 project was discussed in the EIS Chapter 26. The proposed change is expected to result in a negligible change to that assessed in the EIS.

10.0 Impact Assessment – Construction

Attach supporting evidence in the Appendices if required. Make reference to the relevant Appendix if used.

| Aspect | Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project | Proposed Control Measures in addition to project CoA and REMMs | Minimal Impact Y/N | Endorsed | |
|---------------------|--|--|--------------------|----------|----------|
| | | | | Y/N | Comments |
| Flora and fauna | No change from approved project. | No additional measures | Y | Y | |
| Water | No change from approved project. | No additional measures | Y | Y | |
| Air quality | No change from approved project. | No additional measures | Y | Y | |
| Noise and vibration | <p>Implementation of the proposed change would require nightworks to install the required infrastructure (such as signage, bollards, line markings etc). This would require equipment such as line marking machines, hand tools and light vehicles. These works would be likely be completed in a single nightshift (noting there would be potential for this to extend beyond a single shift due to unexpected circumstances or adverse weather conditions).</p> <p>If the works were undertaken as outlined in the EIS there would be a need for civil works and utility relocations at the intersection of Second Avenue and Great North Road, which would otherwise likely need to be undertaken at night due to Road Occupancy Licence and safety requirements. This would require the use of a greater range of equipment over a longer period of time. Equipment required would include, but not be limited to, concrete saws, excavators, generators, lighting towers, jackhammers, light vehicles, heavy vehicles and hand tools. These</p> | No additional measures | Y | Y | |

| Aspect | Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project | Proposed Control Measures in addition to project CoA and REMMs | Minimal Impact Y/N | Endorsed | |
|---------------------------|--|--|--------------------|----------|----------|
| | | | | Y/N | Comments |
| | <p>works would also be required over a period of several months.</p> <p>A reduction in construction noise and vibration impacts is expected as a result of the proposed works. This is due to the removal of the need for civil works and utility relocations, which would require a greater range of equipment to be used at night over a longer period of time. The level of impact of the proposed change would be less and of shorter duration than the alternative. These works would be managed via the Project's Out of Hours Works Procedure.</p> | | | | |
| Indigenous heritage | No change from approved project | No additional measures | Y | Y | |
| Non-indigenous heritage | No change from approved project | No additional measures | Y | Y | |
| Community and stakeholder | <p>As described in Section 7 the proposed change would result in reducing potential amenity impacts for the local community, as the proposed change removes the requirements for civil works and utility relocations at the intersection of Second Avenue and Great North Road.</p> <p>The attached notification (refer to Appendix C) provides detail of the proposal was distributed to 3,250 letterboxes within 500m of the proposal and. In response to the notification AFJV have so far received three contacts from the community. All three contacts were clarifying the detour route marked on the map, however no comment supporting or opposing the proposal has been received.</p> | No additional measures | Y | Y | |

(Uncontrolled when printed)

| Aspect | Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project | Proposed Control Measures in addition to project CoA and REMMs | Minimal Impact Y/N | Endorsed | |
|--------|--|--|--------------------|----------|----------|
| | | | | Y/N | Comments |
| | <p>The proposal was also discussed at a meeting held with residents and owners of 110 Great North Road (corner of Second Avenue) and presented to Canada Bay Council. To date, one resident at the meeting expressed concern that the detour would be inconvenient and a second attendee (a tenant within a commercial premises) agreed with the comment provided.</p> <p>The AFJV Five Dock Place Manager is currently door knocking potentially affected residents and businesses. To date no support or opposition to the proposal has been expressed.</p> <p>Stakeholders potentially impacted by the proposal are being consulted with via the regular Traffic and Transport Liaison Group (TTLG) and Traffic Coordination Group (TCG) meetings. Stakeholders include:</p> <ul style="list-style-type: none"> • Sydney Metro Delivery Office • Transport for NSW (TfNSW) • Customer Journey Management (formerly known as TMC) • Customer Journey Planning (formerly known as SCO) • NSW Police • City of Canada Bay Council • Representative of any other authority or road user group affected by the Project (including local businesses and residents). <p>To date no objection to the proposed change has been raised by stakeholders via the TTLG or TCG</p> | | | | |

(Uncontrolled when printed)

| Aspect | Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project | Proposed Control Measures in addition to project CoA and REMMs | Minimal Impact Y/N | Endorsed | |
|---------|---|--|--------------------|----------|----------|
| | | | | Y/N | Comments |
| | meetings. Their comments have been addressed during the review process of the Five Dock Construction Traffic Management Plan. | | | | |
| Traffic | <p>The conversion of Second Avenue to a one-way street would impact eastbound traffic only. The existing traffic volumes for Second Avenue are detailed in Table 10-34 of the EIS. In the AM peak and PM peak, 70 and 90 vehicles travel eastbound.</p> <p>The one-way conversion of Second Avenue would prevent traffic entering Second Avenue directly from Great North Road. Traffic going to the affected section of Second Avenue would be diverted to First Avenue, Waterview Street and then left onto Second Avenue as shown in Appendix B. It is estimated that this diversion would add about two minutes onto journey times to the affected section of Second Avenue from Great North Road.</p> <p>On average, the affected traffic volumes are equivalent to 1.2 vehicles per minute in the AM peak, and approximately 1.5 vehicles per minute in the PM peak. This level of traffic increase is considered minor and the alternative route is not predicted to experience any adverse traffic impact.</p> <p>Further, the assessment above is a worst-case scenario and assumes all drivers choose to use the alternative route described. However, as drivers become familiar with the one-way conversion they may choose other alternative routes (such as via Barnstaple Road) shown in</p> | No additional measures | Y | Y | |

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| Aspect | Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project | Proposed Control Measures in addition to project CoA and REMMs | Minimal Impact Y/N | Endorsed | |
|-----------------------|---|--|--------------------|----------|----------|
| | | | | Y/N | Comments |
| | <p>Appendix B. This would further dilute any potential traffic impacts.</p> <p>As described in Section 7, the proposed change would result in less on-street parking spaces being removed from Second Avenue (from about 10 to about five). Further, Second Avenue was not identified as either a public transport or active transport in the EIS. Therefore, the proposed change would have no impact public transport or active transport networks.</p> | | | | |
| Waste | No change from approved project | No additional measures | Y | Y | |
| Social | No change from approved project | No additional measures | Y | Y | |
| Economic | No change from approved project | No additional measures | Y | Y | |
| Visual | No change from approved project | No additional measures | Y | Y | |
| Urban design | No change from approved project | No additional measures | Y | Y | |
| Geotechnical | No change from approved project | No additional measures | Y | Y | |
| Groundwater | No change from approved project | No additional measures | Y | Y | |
| Land use and property | No change from approved project | No additional measures | Y | Y | |
| Climate Change | No change from approved project | No additional measures | Y | Y | |

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| Aspect | Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project | Proposed Control Measures in addition to project CoA and REMMs | Minimal Impact Y/N | Endorsed | |
|------------------------------------|---|--|--------------------|----------|----------|
| | | | | Y/N | Comments |
| Risk | As described in Section 6, the proposed change would remove the risk of heavy vehicles exiting the site coming into conflict with vehicles travelling eastbound on Second Avenue. | No additional measures | Y | Y | |
| Other | No change from approved project | No additional measures | Y | Y | |
| Management and mitigation measures | No change from approved project | No additional measures | Y | Y | |

11.0 Impact Assessment – Operation

Attach supporting evidence in the Appendix if required. Make reference to the relevant Appendix if used.

| Aspect | Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project | Proposed Control Measures in addition to project COA and REMMs | Minimal Impact Y/N | Endorsed | |
|---------------------------|---|--|--------------------|----------|----------|
| | | | | Y/N | Comments |
| Flora and fauna | No change from approved project | No additional measures | Y | Y | |
| Water | No change from approved project | No additional measures | Y | Y | |
| Air quality | No change from approved project | No additional measures | Y | Y | |
| Noise and vibration | No change from approved project | No additional measures | Y | Y | |
| Indigenous heritage | No change from approved project | No additional measures | Y | Y | |
| Non-indigenous heritage | No change from approved project | No additional measures | Y | Y | |
| Community and stakeholder | No change from approved project | No additional measures | Y | Y | |
| Traffic | No change from approved project – Second Avenue would be restored to a two-way arrangement at the conclusion of construction. Continued use of the Second Avenue one-way arrangement beyond the construction of the approved project would be considered as part of future Sydney Metro West planning applications. | No additional measures | Y | Y | |
| Waste | No change from approved project | No additional measures | Y | Y | |

| Aspect | Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project | Proposed Control Measures in addition to project COA and REMMs | Minimal Impact Y/N | Endorsed | |
|------------------------------------|--|--|--------------------|----------|----------|
| | | | | Y/N | Comments |
| Social | No change from approved project | No additional measures | Y | Y | |
| Economic | No change from approved project | No additional measures | Y | Y | |
| Visual | No change from approved project | No additional measures | Y | Y | |
| Urban design | No change from approved project | No additional measures | Y | Y | |
| Geotechnical | No change from approved project | No additional measures | Y | Y | |
| Land use | No change from approved project | No additional measures | Y | Y | |
| Climate Change | No change from approved project | No additional measures | Y | Y | |
| Risk | No change from approved project | No additional measures | Y | Y | |
| Other | No change from approved project | No additional measures | Y | Y | |
| Management and mitigation measures | No change from approved project | No additional measures | Y | Y | |

12.0 Consistency with the Approved Project

| | |
|---|--|
| <p>Based on a review and understanding of the existing Approved Project and the proposed modifications, is there a transformation of the Project?</p> | <p>No. The proposed change would not transform the project. The project would continue to undertake works to provide a new metro rail line between Westmead and The Bays as part of the approved project.</p> |
| <p>Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?</p> | <p>Yes. The proposed change would be consistent with the objectives and functions of the approved project as a whole. In particular, by reducing the potential for heavy vehicle conflicts, the proposed change supports the Sydney Metro West objective of ensuring transport services are meeting the needs of their customers.</p> |
| <p>Is the project as modified consistent with the objectives and functions of elements of the Approved Project?</p> | <p>Yes. The proposed change would be consistent with the objectives and functions of elements of the approved project.</p> |
| <p>Are there any new environmental impacts as a result of the proposed works/modifications?</p> | <p>No. There are no new environmental impacts. All risks identified for the approved project and the proposed change would be adequately addressed through the application of the mitigation measures provided in the Environmental Impact Statement, Submissions Report, Amendment Report and the Instrument of Approval.</p> |
| <p>Is the project as modified consistent with the conditions of approval?</p> | <p>Yes. The proposed change is consistent with the conditions of approval.</p> |
| <p>Are the impacts of the proposed activity/works known and understood?</p> | <p>Yes. The impacts of the proposed change are understood.</p> |
| <p>Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?</p> | <p>Yes. The impacts of the proposal are understood and will be accounted for by implementing the existing mitigation measures provided in the Environmental Impact Statement, Submissions Report, Amendment Report and the Instrument of Approval for the approved project. These would be implemented through the Construction Environment Management Plan, and Overarching Construction Traffic Management Plan.</p> |


13.0 Other Environmental Approvals

Identify all other approvals required for the project:


The Overarching Construction Traffic Management Plan and the site specific Five Dock Construction Traffic Management Plan would be updated prior to reflect the proposed change.

Author certification

To be completed by person preparing checklist.

| I certify that to the best of my knowledge this Consistency Checklist: | | | |
|---|-----------------------|------------|--|
| <ul style="list-style-type: none"> Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information. | | | |
| Name: | Gregor Wilson | Signature: |  |
| Title: | Environmental Advisor | | |
| Company: | AFJV | Date: | 23/12/2021 |

This section is for Sydney Metro only.

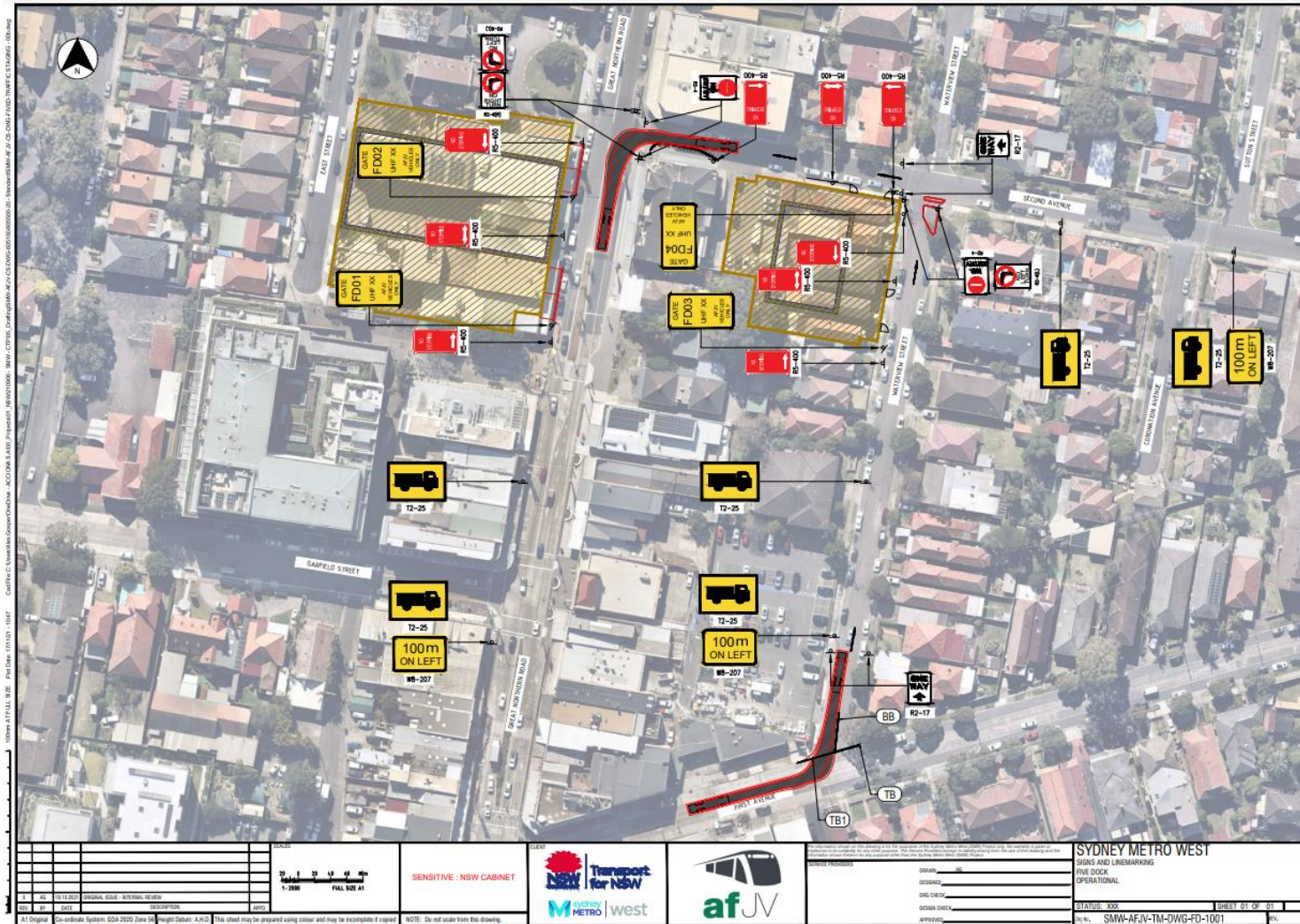
| Application supported and submitted by | | | |
|--|---|-----------|------------|
| Name: | Yvette Buchli | Date: | 12/01/2022 |
| Title: | Associate Director Planning Approvals | Comments: | |
| Signature: |  | | |

Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

- Yes The proposed activity/works are consistent and no further assessment is required.
- No The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.

| Endorsed by | | | |
|-------------|---|-----------|------------|
| Name: | Simon Bennett | Date: | 12/01/2022 |
| Title: | Director Environment, Sustainability & Planning, West | Comments: | |
| Signature: |  | | |

Appendix A Proposed layout, traffic guidance and swept path analysis



Appendix B Alternative routes



Note: one-way traffic flow on Waterview Street was approved in the EIS

Appendix C Community notification

Notification – Five Dock

15 December 2021

Sydney Metro is Australia's biggest public transport project.

The NSW Government is delivering Sydney Metro West - a new underground metro railway which will double rail capacity between Parramatta and the Sydney CBD, with a target travel time of about 20 minutes between the two centres. Sydney Metro was granted planning approval to construct twin underground rail tunnels between Westmead and The Bays for Sydney Metro West in March 2021.

Acciona Ferroviaria Joint Venture (AFJV) has been awarded the contract to deliver 11 kilometres of twin metro rail tunnels between The Bays and Sydney Olympic Park and excavate five new metro stations, including a station at Five Dock. Five Dock Station will consist of two sites - one located between Great North Road and East Street (western site) and the other located at the corner of Second Avenue and Waterview Street (eastern site).

Traffic and parking changes near the Five Dock Station sites

A number of traffic and parking changes are planned to be implemented near the two Five Dock Station sites early next year to prepare for major construction to get underway. Indicative timing is provided below but is subject to final approvals. Further notifications will be issued when dates are confirmed for each change.

Second Avenue car park closure

The Second Avenue car park is located within the boundary of the eastern construction site and will need to be closed in **mid January 2022** before demolition work begins. An electronic messaging sign has been installed at the carpark entry and will be updated with the closure date as soon as it is confirmed.

Great North Road parking spaces

Twelve on-street parking spaces in front of the western construction site on Great North Road will be removed from **late January 2022** to allow for demolition work to start. These parking spaces must be removed for the duration of construction to allow trucks to enter and exit the site safely.

Waterview Street traffic and parking changes

As outlined in the approved Environmental Impact Statement (EIS) for the project, the section of **Waterview Street between the Waterview Street car park exit and Second Avenue** will become a one-way street northbound for the duration of construction (see map overleaf).

This change is planned to be implemented **from February 2022** and will improve safety by avoiding potential conflicts between trucks and oncoming vehicles. It will also allow on-street parking to be retained along both sides of the road, with just five (5) spaces in front of the construction site to be removed for the duration of construction.

Second Avenue traffic and parking changes

To ensure the safety of road users, the tunnelling contractor is also proposing to change the section of **Second Avenue between Waterview Street and Great North Road** to become a one-way street westbound for the duration of construction.

This would help to ensure trucks can safely exit the eastern construction site. It also removes the need for extensive work to widen the narrow intersection of Second Avenue and Great North Road.

On-street parking spaces on the northern side of Second Avenue would be maintained but turned around to face westbound and on-street parking loss on Second Avenue would be limited to the four (4) spaces in front of the construction site. Sydney Metro is currently assessing this proposal to make sure it is consistent with the existing planning approval.

What to expect:

- There would be no right or left turn access into Second Avenue from Great North Road
- Alternative access routes to Waterview Street and Second Avenue are shown in the map below.
- Vehicle access to properties on the one-way section of Waterview Street is via First Avenue
- Vehicle access to properties on the proposed one-way section of Second Avenue would be via Waterview Street or the two-way section of Second Avenue
- Access to the Waterview Street car park is not affected by these changes
- Traffic and detour signage will be in place prior to the changes to safely manage traffic and access
- Property and business access will be maintained at all times

Five Dock traffic and parking changes



Contact us:

Please contact Jeremy from the AFJV community team on 1800 612 173 or by email if you have any questions or feedback about the planned changes. We will continue to keep you updated on the progress of work in your area. If you would prefer to receive updates by email, please send a request to metrotunnelsAFJV@transport.nsw.gov.au and we will add you to the distribution list.

Sydney Metro has launched Sydney Metro Connect - a new way to stay informed. You can download Sydney Metro Connect on the App Store or get it on Google Play. Thank you for your cooperation while we complete this essential work.

- 📞 **1800 612 173** Community information line open 24 hours
- ✉ **MetrotunnelsAFJV@transport.nsw.gov.au**
- 📄 Sydney Metro West, PO Box K659, Haymarket NSW 1240
- 🗣 If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800 612 173**