

Sydney Metro Western Sydney Airport (SMWSA) – Advanced & Enabling Works (AEW)

Heavy Vehicle use of Local Roads (HVLR) Application

4022-WSA-HVLR-001

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Glossary / Abbreviations

Abbreviation	Description / Definition
AS/NZS	Australia/New Zealand Standards
CEMP	Construction Environmental Management Plan
CCS	Community Communications Strategy
CNVS	Construction Noise and Vibration Standard (Sydney Metro).
Contractor	Quickway Constructions Pty Ltd
Certified Design	Means that the Principal's Design Documentation has been approved to construct by Endeavour Energy for a specific Portion of the Works and are to be used as the basis for the Contractor's program for the Works.
MCoA	Condition of Approval
DPIE	NSW Department of Planning, Industry and Environment
DPI (Water)	NSW Department of Primary Industries (Water) (Former Office of Water)
EIS	SMWSA Project Environmental Impact Statement (M2A Joint Venture 2020)
EMS	Environmental Management System
Environmental aspect	Defined by AS/NZS ISO 14001:2015 as an element of an organisation's activities, products or services that can interact with the environment
Environmental incident	An occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance with the conditions of this approval. *Note "material harm" is identified as actual or potential harm to health or safety of human beings or to the environmental that is not trivial, or results in actual or potential loss or property damage of an amount, or amounts in aggregate exceeding \$10,000.
Environmental impact	Defined by AS/NZS ISO 14001:2015 as any change to the environment, whether adverse or beneficial, wholly or partially resulting from an organisation's environmental aspects
Environmental objective	Defined by AS/NZS ISO 14001:2015 as an overall environmental goal, consistent with the environmental policy, that an organisation sets itself to achieve
Environment Policy	Statement by an organisation of its intention and principles for environmental performance
EPA	NSW Environment Protection Authority
EP&A Act	<i>NSW Environmental Planning and Assessment Act 1979</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act, 1999</i>
EPL	NSW Environment Protection Licence under the <i>Protection of the Environment Operations Act 1997</i> .
Hold point	Is a verification point that prevents work from commencing prior to release.
Minister, the	NSW Minister for Planning
MCoA	NSW Minister for Planning Conditions of Approval
Non-compliance	An occurrence, set of circumstances or development that is a breach of this approval but is not an incident.
On-Airport	The project is characterised into components that are located outside Western Sydney Airport land (off-airport) and components that are located within Western Sydney

Abbreviation	Description / Definition
	<p>Airport land (on-airport), to align with their different planning approval pathways required under State and Commonwealth Legislation.</p> <p>The on-airport works comprises areas located within the Western Sydney International land boundary</p>
Off-Airport	<p>The off-airport works comprises areas to the north of Western Sydney International (from the northern airport boundary to the T1 Western Line at St Marys) and land south of the airport (from the southern airport boundary to the Aerotropolis Core precinct).</p>
OCTMP	Overarching Construction Traffic Management Plan
CTMP	Construction Traffic Management Plan
Principal, the	Sydney Metro
Proponent, the	<p>The person identified as the proponent in Schedule 1 of the Infrastructure Approval (Sydney Metro)</p>
Relevant Councils	Any or all as relevant
PCC	Penrith City Council
LCC	Liverpool City Council
REMM	Revised Environmental Management Measure
RMS	NSW Roads and Maritime Services now TfNSW
ROLs	Road Occupancy Licences
ROPs	Road Occupancy Permits
ROA	Road Occupancy Application (Western Sydney Airport Authority)
Secretary	Secretary of the Department of Planning, Industry and Environment
SM WSA	Sydney Metro Western Sydney Airport
SR	SM WSA Submissions Report
SSI	State Significant Infrastructure
the Project	SM WSA Power Enabling Works
TfNSW	Transport for NSW
TTM	Temporary Traffic Management
VMP	Vehicle Movement Plan

1. Introduction

1.1 Background

The Sydney Metro Western Sydney Airport (SMWSA) project is located within the Penrith and Liverpool local government areas and will provide a new 23km long metro railway between St Marys in the north and the Aerotropolis Core precinct in the south, via Western Sydney International. The project will provide a connection between the existing Sydney Trains suburban rail network at St Marys and six new metro stations, including two at Western Sydney International and one at the Aerotropolis. The stations would play a key role in the development of future precincts in the Western Parkland City.

SMWSA line would be located partially underground within tunnels. Excavation of the tunnels and underground stations will be undertaken by Tunnel Boring Machines (TBMs) which have significant electrical power supply demands. The power demands are of a magnitude that can only be provided to each worksite via a High Voltage (HV) feeder.

High Voltage power supply needs to be provided from existing above ground electricity infrastructure to enable the TBM to be energised and commissioned. High Voltage Power will also be required to be supplied to multiple sites for utilisation throughout construction and/or operation.

Sydney Metro (SM) (the Proponent) has engaged Quickway to complete the high voltage connections (herein described as the Power Enabling Works) as described below:

- power supply for the tunnel boring machines and construction power from Claremont Meadows Zone Substation to the Orchard Hills site with associated underbores under the M4 Motorway at Kent Road;
- power supply for Tunnel boring machines and construction power from Kemps Creek Zone Substation to the Airport Business Park site with associated underbores under South Creek and Badgerys Creek (Note that this is a Provisional Sum Work);
- construction power supply for the below sites:
 - St Marys;
 - Claremont Meadows Services Facility;
 - Pre-cast facilities (Badgerys Creek) (note that this is a Provisional Sum Work; and
 - Aerotropolis;

To facilitate the construction of the Power Enabling Works, local roads in the vicinity of the works will be required to be accessed, which require approval from the Secretary in prior to use by Heavy Vehicles in accordance with MCoA E105.

This document assesses the local road proposed for use excluding those local roads;

- Assessed and approved under the EIS
- Which are not TfNSW pre-approved B-double routes (<https://roads-waterways.transport.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/index.html>).
- Which are closed off to public access and thoroughfare – e.g. roads now utilised for construction vehicles only within the WSA “on-airport” site

2. Scope

The scope of this application is to describe the local roads that will be required by Quickway to be used to carry out the construction of the SM WSA Power Enabling Works. The application also details how Quickway are complying with the requirements of MCoA's 105, 106 and 107. These conditions are outlined as shown by the below Table 2.1.

Table 2.1 MCoA requirements

MCoA	Requirement	Document Reference
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 document
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;	Summary register - Appendix C CTMP1 areas (Portions 1 to Portion 3 inclusive) – Appendix D CTMP2 areas (Portions 4 to Portion 6 inclusive) – Appendix E
	(b) demonstration that the use of local roads by Heavy Vehicles for the CSSI will not compromise the safety of pedestrians and cyclists of the safety of two-way traffic flow on two-way roadways;	Section 5.5 Section 5.6 Appendix B
	(c) details as to the date of completion of the road dilapidation surveys for the subject local roads; and	Section 5.9 PCC - Appendix H LCC - Appendix I
	(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	Section 5.7 Section 5.8
	(e) written advice from an appropriately qualified professional on the suitability of the proposed Heavy Vehicle route which takes into consideration items (a) to(d) of this condition.	Appendix B
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 5.9 Appendix H Appendix I

3. EIS assessed haulage routes

Haulage route assesses in the EIS primarily lead to the construction to stations, tunnel and exit locations, and regional and state roads linking these major construction locations. Due to the nature of the power enabling scope, power supply for construction is required to be sourced from the local supply substation and installed along various roads often which are local.

EIS assessed haulage routes have been included in pink shading in [Appendix A](#), and are shown in Figure 3.1 and Figure 3.2.



Sydney Metro -
Western Sydney Airport

Construction heavy vehicle haulage routes – North of Luddenham Road

Indicative only, subject to design development

Figure 4-1

Figure 3.1 EIS Figure 4-1 haulage routes

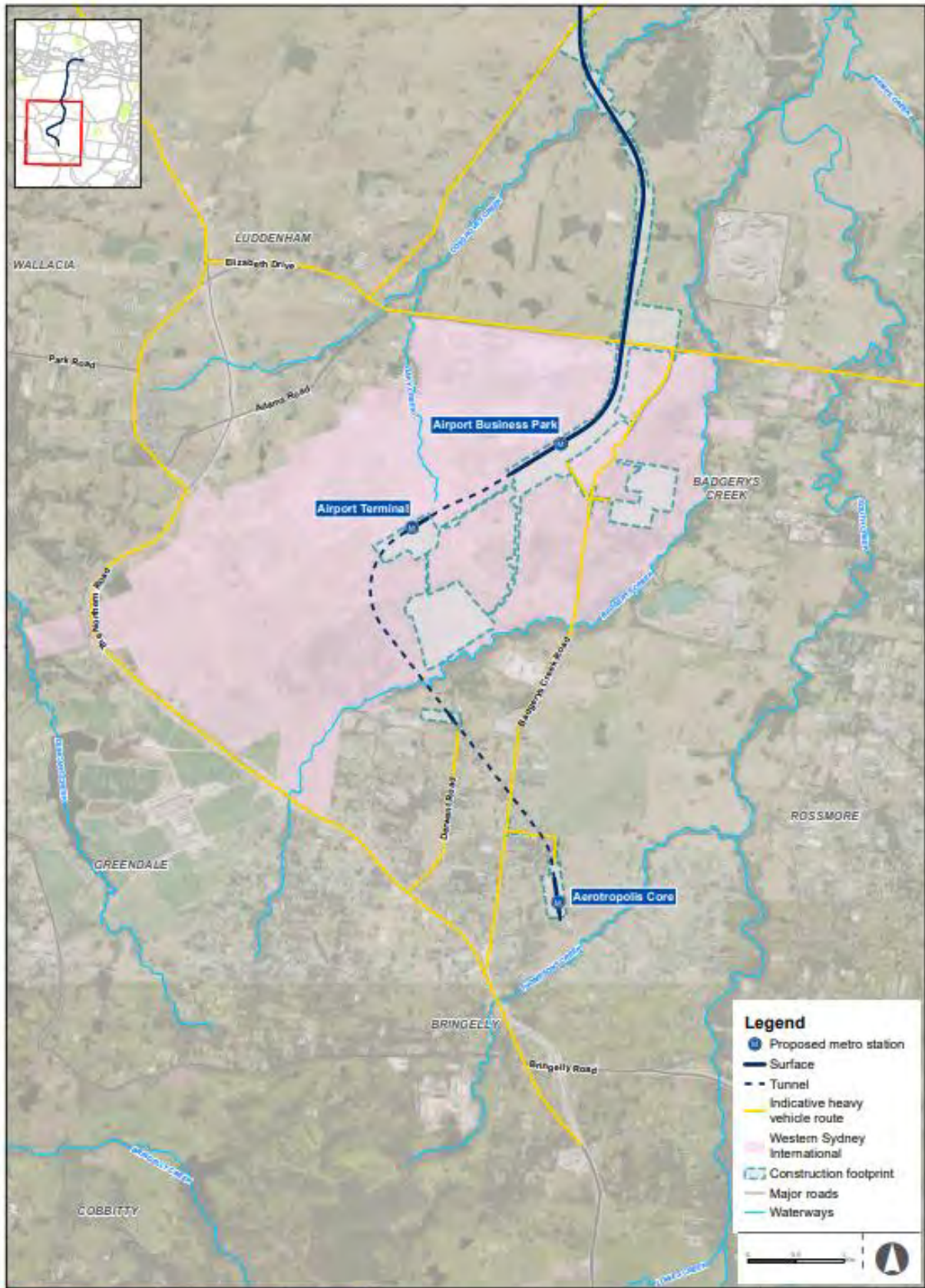


Figure 3.2 EIS Figure 4-2 haulage routes

4. Advanced & Enabling Works – Project Scope

The Advanced and Enabling Works entails six discreet portions of work, which will require the use of local roads by heavy vehicles.

The advanced enabling work is located across six (6) separable portions, with locations as described below:

Table 4.1 Advanced enabling works portion breakdown and scope of works

Portion No. & Name	Brief description of Works	Location (On/Off Airport)
Portion 1 (P1) - Patons Lane Undergrounding [PLU] Figure 4.1	Relocation of O/H HV ABC mains to U/G as per Design drawing ARP4779	Off-airport
Portion 2 (P2) - Claremont Meadows Services Facility Power [CMP] Figure 4.2	Provision of an 11kV connection to an existing Endeavour Energy HV overhead feeder on the northern side of the Greater Western Highway. Proposed route will be overhead (crossing the Greater Western Highway) and kiosk will be located near the corner of Greater Western Highway and Gipps Street.	Off-airport
Portion 3 (P3) - Orchard Hills Power [OHP] Figure 4.3	Provision of an 11kV connection to the existing Endeavour Energy Claremont Meadows Zone Substation. Proposed route will be underground via Sunflower Drive, Gipps Street, with a Horizontal Directional Drill (HDD) underbore under the M4 Motorway at Kent Road, and along Kent Road. Kiosks will be located at a property to be acquired off Kent Road.	Off-airport
Portion 4 (P4) - Airport Business Park Power [ABP] Figure 4.4	Provision of an 11kV connection to the existing Endeavour Energy Kemps Creek Zone Substation. Proposed route will be underground via Cross Street, Western Road, an easement between Turnbull and Sumbray Avenue, Martin Road, Cuthel Road, Lawson Road, Pitt Street and Badgerys Creek Road, including HDD under bores under South Creek and Badgerys Creek. Kiosks will be located at the proposed Airport Business Park station site within WSI airport.	On-airport & Off-airport
Portion 5 (P5) - Precast Facilities Power [PFP] Figure 4.5	Provision of an LV supply, connecting to an existing Endeavour Energy HV overhead feeder cable on Badgerys Creek Road at the intersection with Longleys Road. Proposed route will be underground along Longleys Road and kiosks will be located on the northern side of Longleys Road (for the SBT pre-cast site) and southern side of Longleys Road (for the SCAW pre-cast site).	On-airport
Portion 6 (P6) - Aerotropolis Power [AEP] Figure 4.6	Provision of an 11kV connection to the existing Endeavour Energy Bringelly Zone Substation. Proposed route will be via Greendale Road, The Northern Road and Badgerys Creek Road and the proposed site access road to Aerotropolis. Kiosk will be located within the Western Parkland City Authority owned land.	Off-airport

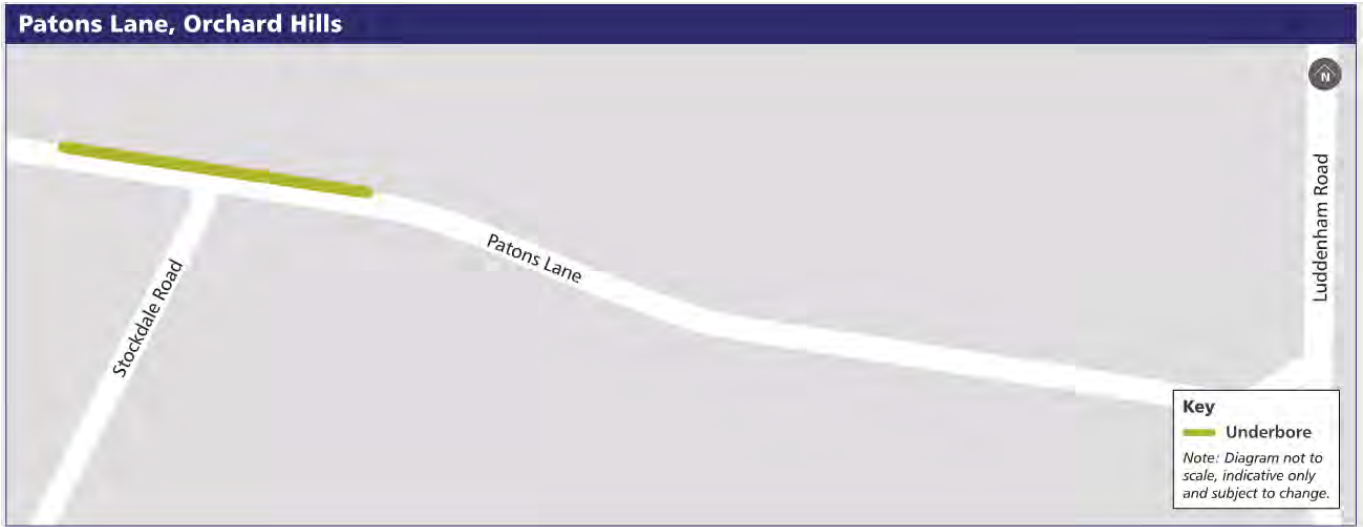


Figure 4.1 Portion 1 – Patons Lane - Scope of works overview map

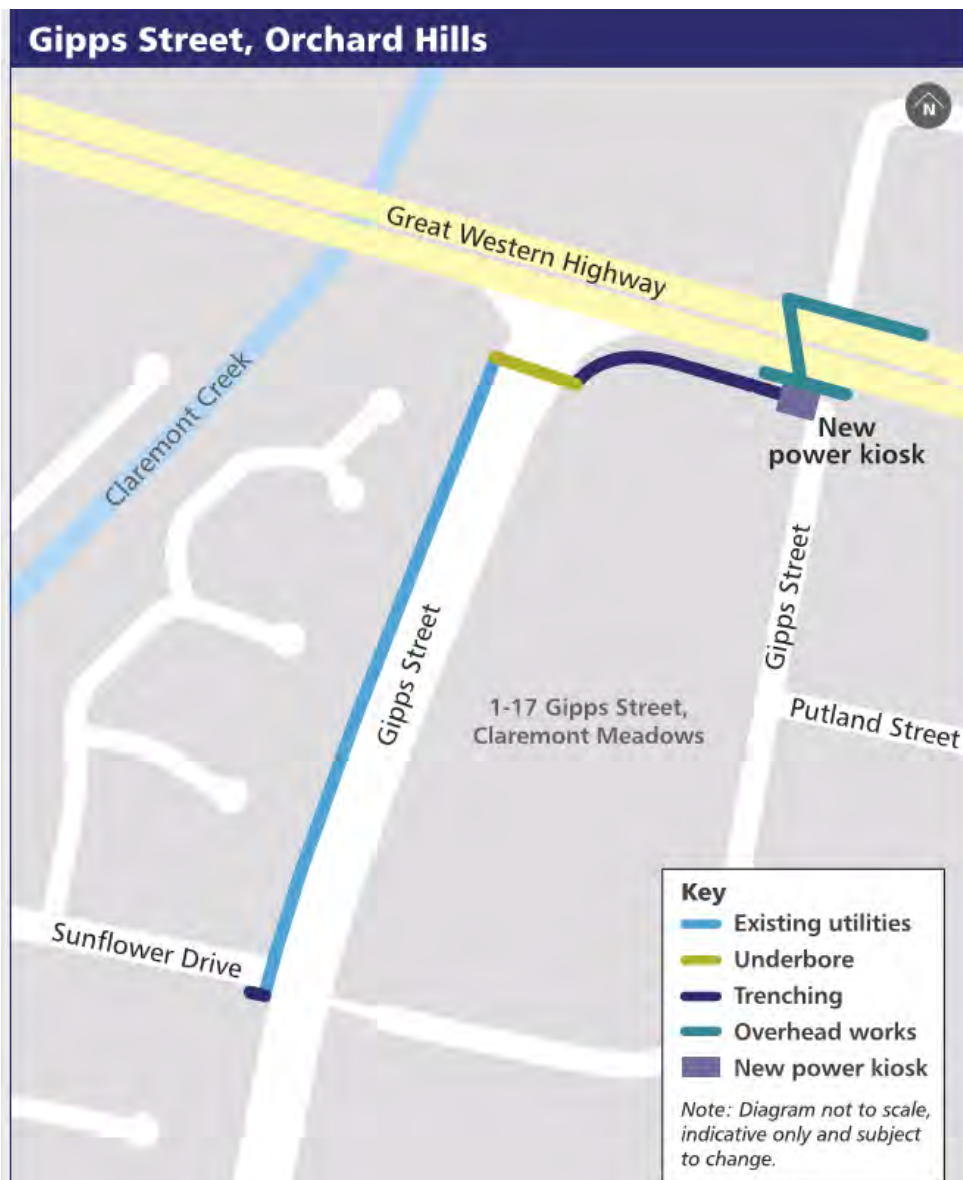


Figure 4.2 Portion 2 – Claremont Meadows - Scope of works overview map



Figure 4.3 Portion 3 – Orchard Hills - Scope of works overview map

Kemps Creek

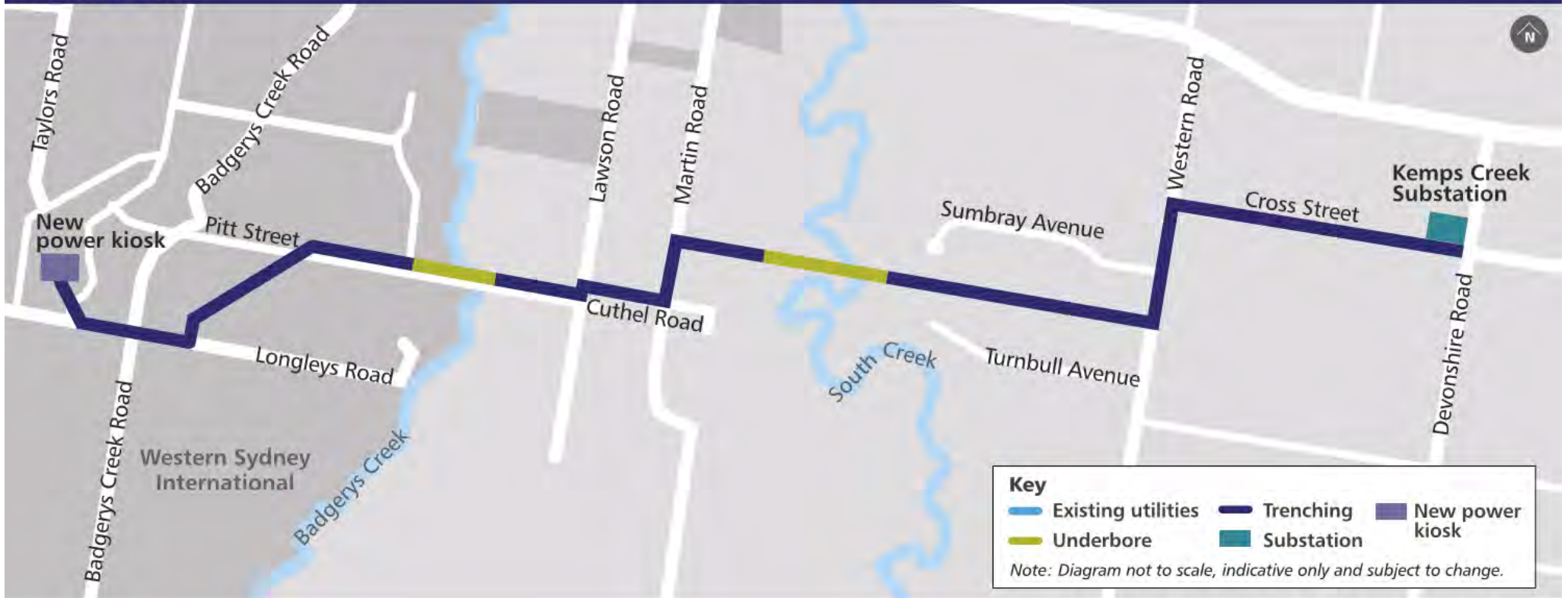


Figure 4.4 Portion 4 – ABP - Scope of works overview map

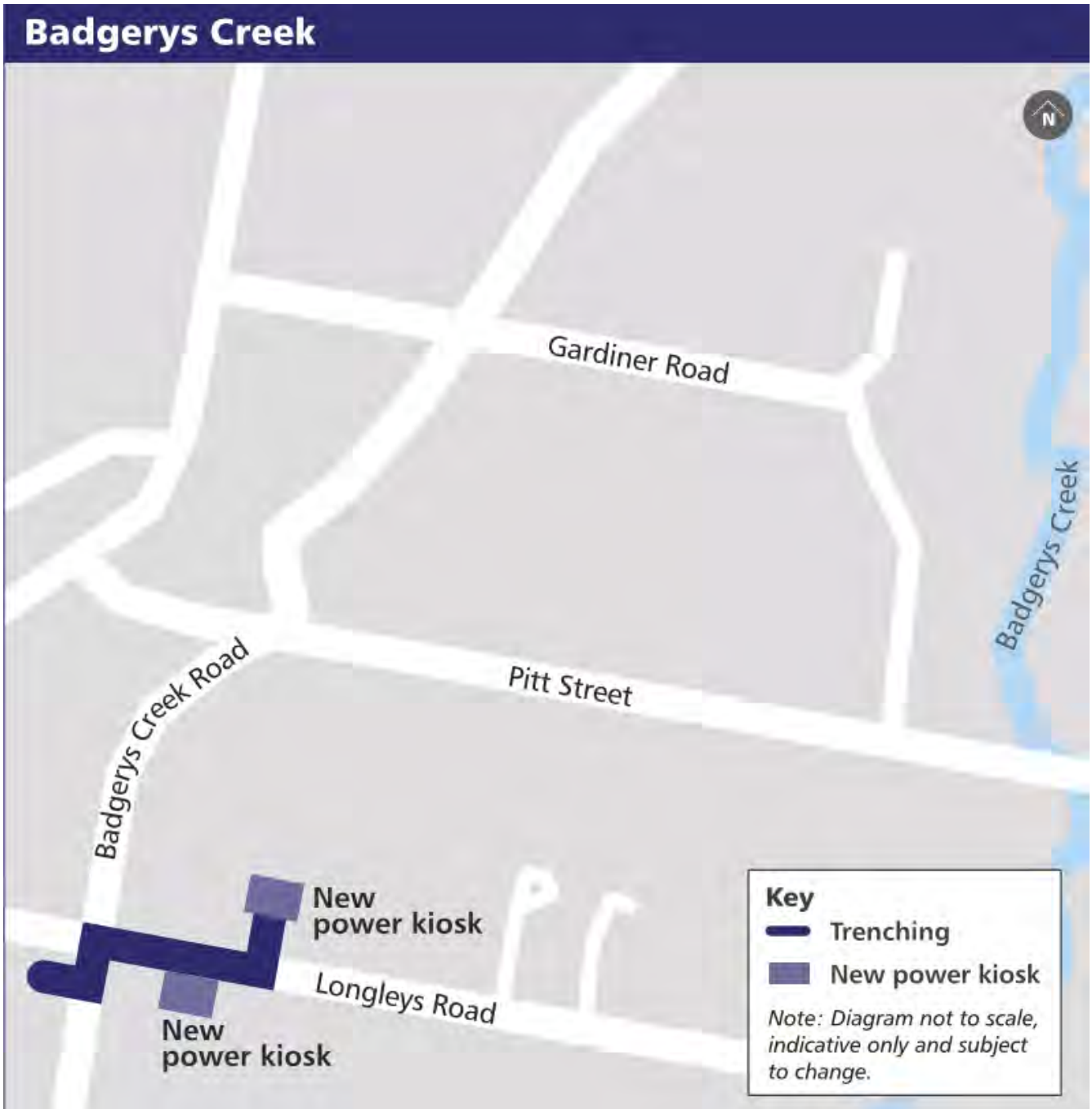


Figure 4.5 Portion 5 – Precast Facilities - Scope of works overview map



Figure 4.6 Portion 6 – Aerotropolis - Scope of works overview map

5. Heavy Vehicle Movements

5.1 Construction plant

The project includes civil works such as excavations, pipe and pit installation and cable pulling, requiring the use of heavy vehicle(s) (HV) and large plant, including;

- HVs – rigid trucks, articulated trucks, crane trucks
- Excavators
- Mobile cranes – articulated and slewing.

Estimated number of heavy vehicle moments is shown in Figure 5.1. Heavy vehicle swept path analysis register shown Appendix C identifies the vehicle size for each turn manoeuvres.

5.2 Typical movements

Generally rigid HVs will transport materials and spoil from the construction locations to site compounds located on Gipps Street, Claremont Meadows and Lawson Street, Badgerys Creek. These ancillary sites will be established in accordance with the Conditions of Approval.

Truck and dog combinations will unload and be loaded from the proposed ancillary sites accessing the site specially via State and Regional Roads for the Claremont Meadows ancillary site and via Lawson Road for the Badgerys Creek site.

Truck and dog delivery of quarry material and collection of spoil may also occur directly from the trenching location to overall reduce the number of vehicle movements. For example, three bogie loads transporting approximately 12 tonne each load (i.e. 36 tonne total) to compound, and returning with three bogie loads of quarry materials for backfill. One truck and quad dog location (approximately 38 tonne per load), would have delivered the quarry materials to the compound, and collected one load of waste spoil on return. A total of eight (8) HV movements is required to achieve material handling.

Whereas, in locations where permissible for truck and quad dog access, a delivery of quarry materials directly to trenching location (approximately 38 tonne), and collection of waste spoil on a return load (approximately 38 tonne) can achieve the same amount of material handling in two (2) HV movements.

5.3 Construction Heavy Vehicle Routes

HV's are required to access the Advanced and Enabling Works alignment, many of which is on local roads. Access and egress for the work area will require HVs to navigate primarily along State and Regional Roads before utilising various Local Roads within either residential or rural areas at various stages throughout the project.

[Table 5.1](#) identifies each of the local roads that will need to be used during the Advanced and Enabling Works. Estimated maximum HV movements from each portion of work by type of construction per shift is shown in [Figure 5.1](#). Please note that not all of these movements will be on local roads. Due to the transient dynamic nature of trenching works, the shortest route to reach a regional or state road via local roads may vary pending the current location of the works and intended destination.

To minimise impact, HV will take the shortest route possible to return to a regional or state road when travelling to and from the work area. All road and traffic rules will be followed by HV drivers.

Table 5.1 Summary of proposed local road use

Related Work Portion(s)	Local Road/ Street Name	Road Classification	Approved B-Double Route	Cable Route Alignment	Lane Line Markings	Cyclists Position	On-Street Parking
P4	Cross Street, Kemps Creek	Local	No	Yes	Partial	Traffic lane	None
P4	Western Road, Kemps Creek	Local	No	Yes	Yes	Traffic lane	None
P4	Martin Road, Kemps Creek	Local	Yes	Yes	No	Traffic lane	None
P4, P5, P6	Lawson Road, Badgreys Creek	Local	Yes	Yes	No	Traffic lane	None
P4, P5	Pitt Street, Badgreys Creek	Local	Yes	Yes	No	Traffic lane	None
P4	Cuthel Road, Badgreys Creek	Local	N/A	Yes	Unsealed road	No cyclists access	No public access
P4	Devonshire Street, Kemps Creek	Local	Yes	No	Yes	Traffic lane	None
P4, P5, P6	Wynyard Avenue, Rossmore	Local	Yes	No	No	Traffic lane	None
P4, P5, P6	Ramsay Road, Rossmore	Local	Yes	No	Yes	Traffic lane	None
P4, P5, P6	Fifteenth Avenue, Rossmore	Local	Yes	No	Yes	Traffic lane	None
P6	Greendale Road, Bringelly	Local	Partial	Yes	Yes	Traffic lane	Both sides
P6	Wentworth Road, Bringelly	Local	No	Yes	Yes	Shared footpath	None
P2, P3	Sunflower Drive, Claremont Meadows	Local	No	Yes	Yes	Traffic lane	Both sides
P3	O'Connell Street, Claremont Meadows	Local	No	No	Yes	Traffic lane	Both sides
P3	Vivaldi Crescent, Claremont Meadows	Local	No	No	Yes	Traffic lane	Both sides
P3	Sandpiper Crescent, Claremont Meadows	Local	No	No	No	Traffic lane	Both sides
P3	Flowler Street, Claremont Meadows	Local	No	No	No	Traffic lane	Both sides
P3	Blackwood Street, Claremont Meadows	Local	No	No	No	Traffic lane	West side only
P3	Caddens Road, Claremont Meadows	Local	No	Yes	Yes	Shared footpath	N/A in section of proposed HV route
P3	Nullaga Way, Claremont Meadows	Local	No	Yes	No	Traffic lane	Both sides
P3	Myrtle Road, Claremont Meadows	Local	No	No	Yes	Traffic lane	Both sides

Related Work Portion(s)	Local Road/ Street Name	Road Classification	Approved B-Double Route	Cable Route Alignment	Lane Line Markings	Cyclists Position	On-Street Parking
P1, P2, P3	Reserve Road, Werrington	Local	No	No	No	Traffic lane	None
P1, P2, P3	Putland Street, Werrington	Local	No	No	No	Traffic lane	None
P2	Water Street, Werrington	Local	No	No	No	Traffic lane	Both sides
P2	The Kingsway, Werrington	Local	No	No	Yes	Traffic lane	None
P2	Tennant Road, Werrington	Local	No	No	No	Traffic lane	None
P1, P2, P3	Gipps Street, at the end of Putland Street	Local	No	No	No	Traffic lane	None

Estimated Maximum Heavy Vehicle Movements

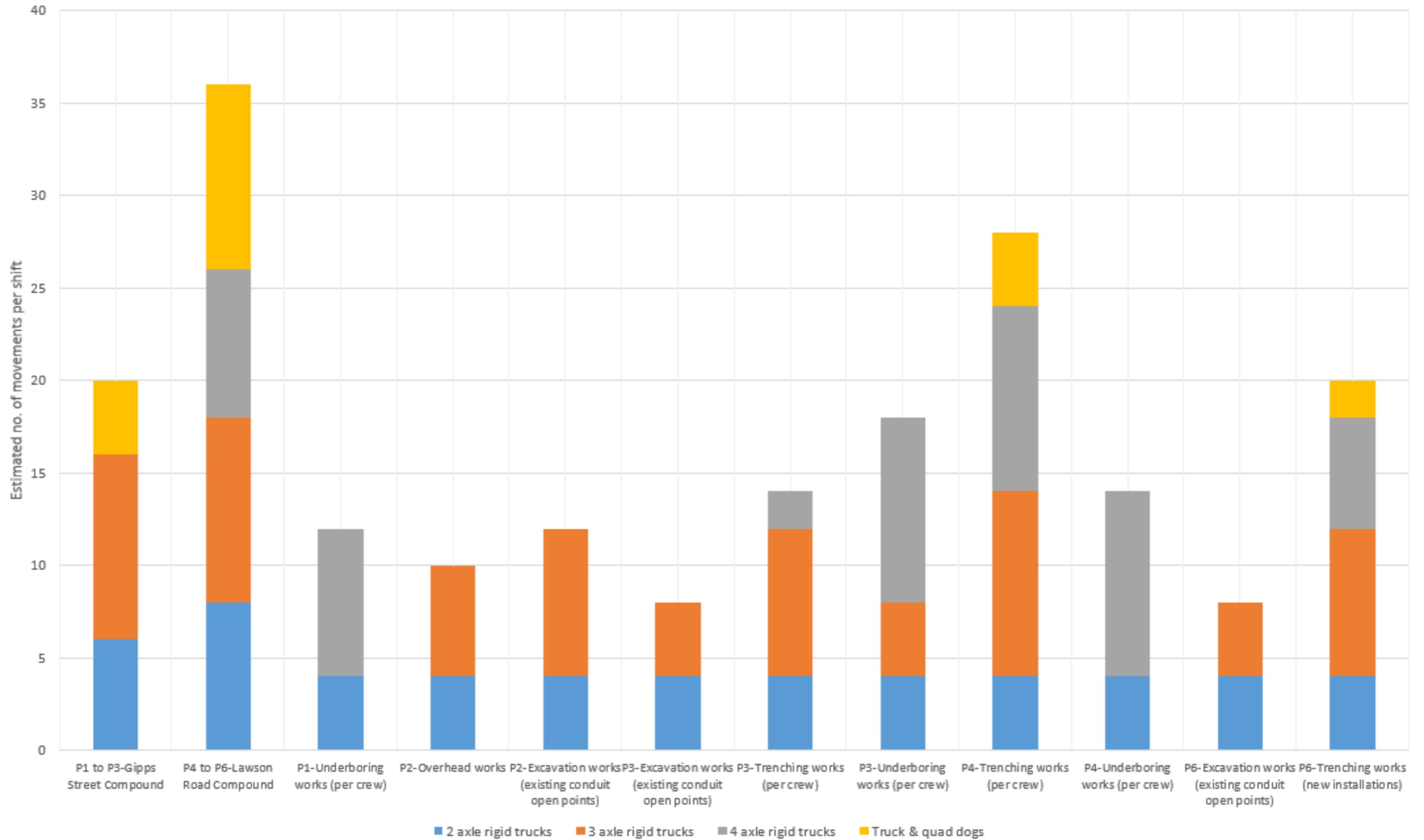


Figure 5.1 Estimated Maximum Heavy Vehicle Movements - Breakdown of all portions by type of construction works per shift

5.4 Access and egress from site

Any construction vehicles required to move around the construction site on a regular basis and throughout the works and will not be permitted to queue or park within the surrounding streets or work area unless permitted. The arrival of trucks will be staggered to prevent the possibility of queuing of trucks at any time.

Dedicated construction vehicle routes have been developed with the objective of providing the shortest and safest distance to/from the work site in compliance with EIS requirements. Truck movements to and from site shall be restricted to these designated routes and movements to ensure minimal impact on local streets within the vicinity of the site. These truck routes will need to be reviewed if there are any changes to traffic conditions.

Access points and procedures shall be identified and clearly communicated to all drivers and suppliers prior to arriving to site. Information on the approved access routes and locations for all construction vehicles shall be provided through onsite toolbox talks, pre-start meetings and project inductions prior to work commencing. All work vehicles shall:

- Enter and leave site in a forward direction using the approved truck routes unless pre-approved and traffic controllers on site to assist with reversing movements.
- Decelerate slowly and signal their intention by indicator to leave the traffic stream.
- Activate the vehicles rotating beacon on approach to and departure from work site.
- Give way at all times to pedestrians on the footpath.
- Wait until there is a gap in traffic before leaving the construction site.
- Avoid movements through school zones during pick up and drop off times.
- Radio ahead to advise of approach to ensure work site space is available.

The arrival of trucks will be staggered to prevent the possibility of queuing of trucks at any time and minimise movements during peak periods. Construction vehicles must not continuously idle and queue on state, regional or local roads, and must also avoid any marshalling near sensitive land users which will be advised in inductions.

It is also noted that no Construction vehicles should obstruct any pedestrian crossings or footpaths, and no construction vehicles should layover/obstruct trafficable lanes without an approved ROL or Council Permit.

In addition, no traffic controllers should stop general traffic to allow construction vehicles to enter or exit, without any approved ROL's or Council Permits.

The estimated number of heavy vehicles per shift during the construction of each work stage activity is shown in [Figure 5.1](#).

A "shift" is estimated as an average of 10 working hours, with vehicle movement generally evenly spread throughout the work shift. Wherever possible, construction traffic would be minimised during peak periods. Scheduling for deliveries outside of peak periods, and ensuring all full truck loads to minimise overall number required, are examples of methods to reduce movements required during peak periods.

5.5 Cyclists

There are no dedicated cyclist lanes on any of the local roads proposed in this document. Cyclists share the same trafficable lane as vehicles.

All heavy vehicle drivers are required to follow NSW driver road rules for around cyclists, including:

- Roads under 60kmh you must provide at least 1 metre of space when passing
- Roads over 60kmh you must provide at least 1.5 metre of space when passing
- Only pass when safe to do so
- If not safe to pass, proceed with space, behind the cyclists until the road junction

Heavy vehicle drivers will be reminded of these obligations during the project heavy vehicle driver induction presentation as shown in [Appendix F](#)

5.6 Pedestrians

Swept paths analysis completed in Appendix D and Appendix E show there is no encroachment over the edge kerblines. Therefore, there is no risk for a heavy vehicle(s) striking a pedestrian on the footpath due to vehicle turning manoeuvres.

In locations where there are no existing footpaths if a pedestrian was to approach, traffic control would stop traffic, and escort the pedestrian past the work area on the road surface. Traffic flow will not resume until the pedestrian is safely past the work area.

In locations where vehicles will need to work on the footpath, traffic and pedestrian management as per the project CTMPs will be implemented, which contain detailed information regarding traffic and pedestrian management strategies.

5.7 General Approach & Mitigation Strategies (All Work Portions) – School Zone(s) / Sensitive Receivers

A number of mitigation strategies will be employed to mitigate the impact on the local roads and their users, including motorists, pedestrians and cyclists. Specific mitigation measures for sensitive receivers (e.g. schools, childcares, aged care facilities) is described below and in the following subsections.

- Generally heavy vehicle movements in operational school zones will be avoid wherever possible.
- In the event where school zone is unavoidable, such as where the work alignment is within school zone (e.g. Sunflower Dr, Cross St, Wentworth Rd, etc), vehicle movements during school zone operational hours [8am to 9:30am & 2:30pm to 4pm] will be limited, with an estimated maximum of 0-3qty. heavy vehicle movements during school zone operational period(s).
- Heavy vehicles utilised for the project will generally be transporting carrying spoil/ quarry materials to and from the trenching location. All spoil/ quarry loads will loads covered during heavy vehicle transportation.
- No air-breaking of any heavy vehicles passing sensitive receivers
- Heavy vehicle requirements as per Section 6.1 implemented.
- Wherever possible, consideration for works on alignment through school zone will be programmed to occur outside of school operation periods / times.

- Quickway haulage route maps will show the locations of school zones/sensitive receivers, along with project alignments. These maps will be presented as part of a project specific heavy vehicle driver induction.
- Access will be maintained throughout works, at all times when the facility is operational.
- Workforce and traffic control will be toolboxed on the sensitivity of the location, including the likely increased vehicle movement during drop off/pick up times, during works in this area.
- Wherever possible when working near schools, schedule work breaks to be at peak times (i.e. bell times) for pedestrian movements and vehicle movements.
- Ongoing communication and consultation with the facilities to minimise any potential traffic impacts.
- **Storage of plant & work area between shifts** - A small, localised storage area(s) will be made at work area road nature strip/ shoulder/ verge (pending site location) for storage of plant, HV, equipment between shifts. Trenching works are transient in nature, therefore plant and equipment storages areas will move along the alignment with the works progress. Plant & equipment will be fenced/ delineated off from any public access – indicative example image as shown in Figure 5.2.

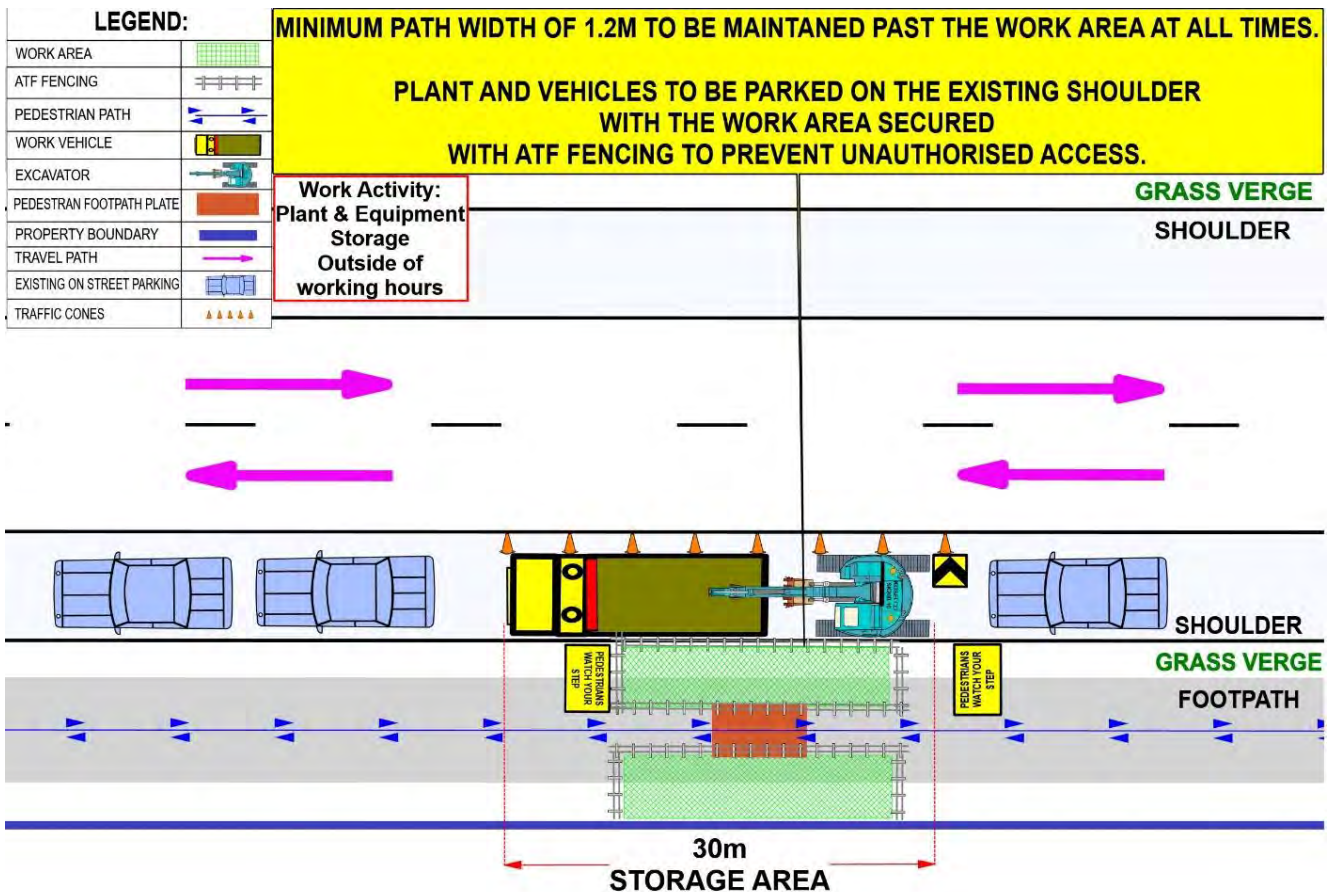


Figure 5.2 Indicative typical arrangement example for plant & equipment storage long-term (between shifts) - Road shoulder excavation on footpath example

5.8 HV routes near sensitive receivers

The following sections address measures implemented to avoid, where practicable the use of local roads past schools, and childcare facilities during their peak operation times. Sensitive receivers presented below have been consulted about the construction works and presence of construction heavy vehicles movements in the vicinity of the receiver. Consultation evidence is included in [Appendix G](#).

There are no aged care facilities within the project’s heavy vehicle routes.

5.8.1 Claremont Meadows Public School – Sunflower Dr

Claremont Meadows Public School exists on Sunflower Drive Claremont Meadows, along with associated school zone. The power enabling works alignment is on Sunflower Drive, and therefore construction HVs past this location is unavoidable. Rigid HV only work and pass through this area. Estimated maximum 0-3 movements during school zone operational periods per day.



Figure 5.3 Claremont Meadows Public School - Sunflower Dr.

The following key notes have been identified during pre-construction consultation with this stakeholder, which will be considered for the delivery of works and traffic management during works:

Key notes related during consultation	Strategies for implementation of mitigation measures during works
School bell times are 9:00am start and 3:00pm finish.	If working within school zone, schedule work breaks (no plant movements) for a minimum of 15minutes at

Key notes related during consultation	Strategies for implementation of mitigation measures during works
	each of the school bell times where there is high level of pedestrian and vehicle movements
Standard NSW school zone times of 8:00am - 9:30am and 2:30pm - 4:00pm.	Avoid wherever possible heavy vehicle movements during these periods.
Special Needs department has shuttle buses running from 2:30pm school days.	No bus stop impacts caused by these works.
-	Ongoing community consultation

5.8.2 Claremont Meadows Community Centre - Sunflower Dr near Sandpipe Cres

Claremont Meadows Community Centre exists on Sunflower Drive near Sandpiper Crescent, Claremont Meadows. The power enabling works alignment is on Sunflower Drive, and therefore construction HVs past this location is unavoidable. Rigid HV only work and pass through this area.



Figure 5.4 Location of Claremont Meadows community centre - Sunflower Dr

5.8.3 Caddens Kids Childcare – Corner of Doncaster Ave & Caddens Rd

Caddens Kids Childcare exists on the corner of Doncaster Avenue and Caddens Road, Claremont Meadows. The power enabling works alignment is on Caddens Road, and therefore construction HVs past this location is unavoidable. Rigid HV only work and pass through this area. Generally due to road occupancy licences (ROLs) (timeframe approval pending), works at this location will be outside of standard working hours and therefore HV movement shall not have any impact of childcare operation hours.

Consultation with this receiver did not raise any issues. The receiver confirmed operational hours as 7am and 6pm Monday to Friday.



Figure 5.5 Location of childcare centre - Caddens Road

5.8.4 Kemps Creek Public School – Cross St

Kemps Creek Public School exists on Cross Street, Kemps Creek, along with associated school zone. The power enabling works alignment is on Cross Street, and therefore construction HVs past this location is unavoidable. Generally rigid HV only work and pass through this area, with occasional truck and dog. Estimated maximum 0-3 movements during school zone operational periods per day.

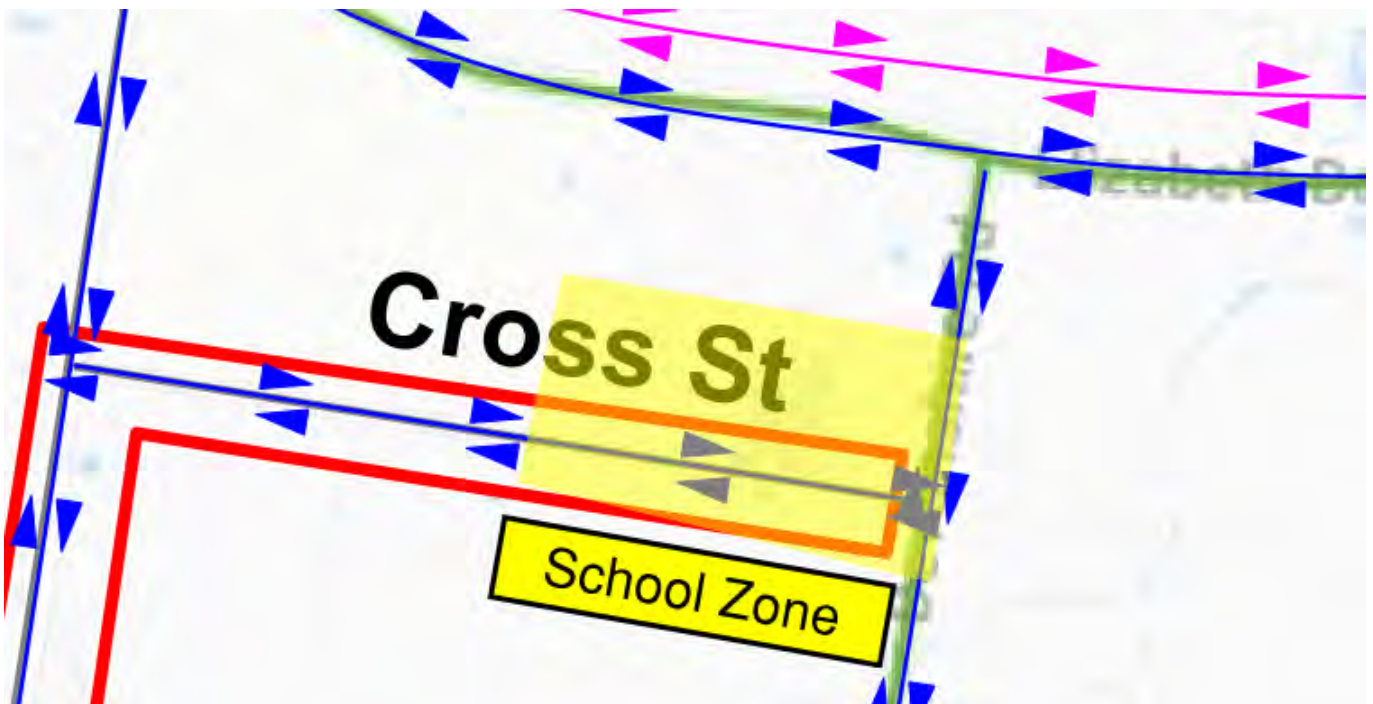


Figure 5.6 Cross Street, Kemp Creek school zone

The following key notes have been identified during pre-construction consultation with this stakeholder, which will be considered for the delivery of works and traffic management during works:

Key notes related during consultation	Strategies for implementation of mitigation measures during works
Drop off (8:50am to 9:30am) and pick up times (2:30pm to 3:30pm), bus drops off and pick ups are at the same time	Avoid wherever possible heavy vehicle movements during these periods.
Bell times: 9:20am and 3:20pm	If working within school zone, schedule work breaks (no plant movements) for a minimum of 15minutes at each of the school bell times where there is high level of pedestrian and vehicle movements
Bin pick up on Tuesday mornings	Bin pick ups will not be impacted by works.
NAPLAN exams in May 2022	Schedule of works outside of this period
-	Ongoing community consultation

5.8.5 Christadelphian Heritage College Sydney – Cross St

Christadelphian Heritage College Sydney is adjacent to Kemps Creek Public school on Cross Street, sharing the same school zone. The power enabling works alignment is on Cross Street, and therefore construction HVs past this location is unavoidable. Generally rigid HV only work and pass through this area, with occasional truck and dog. Estimated maximum 0-3 movements during school zone operational periods per day.

No response to consultation has provided by this receiver.

5.8.6 Bringelly Public School – Corner of Wentworth & Greendale Rd

Bringelly Public School exists on the corner of Greendale Road and Wentworth Road, Bringelly, along with associated school zone. The power enabling works alignment is on both Wentworth Street and Greendale Road, and therefore construction HVs past this location is unavoidable. Generally rigid HV only work and pass through this area, with occasional truck and dog. Estimated maximum 0-3 movements during school zone operational periods per day.

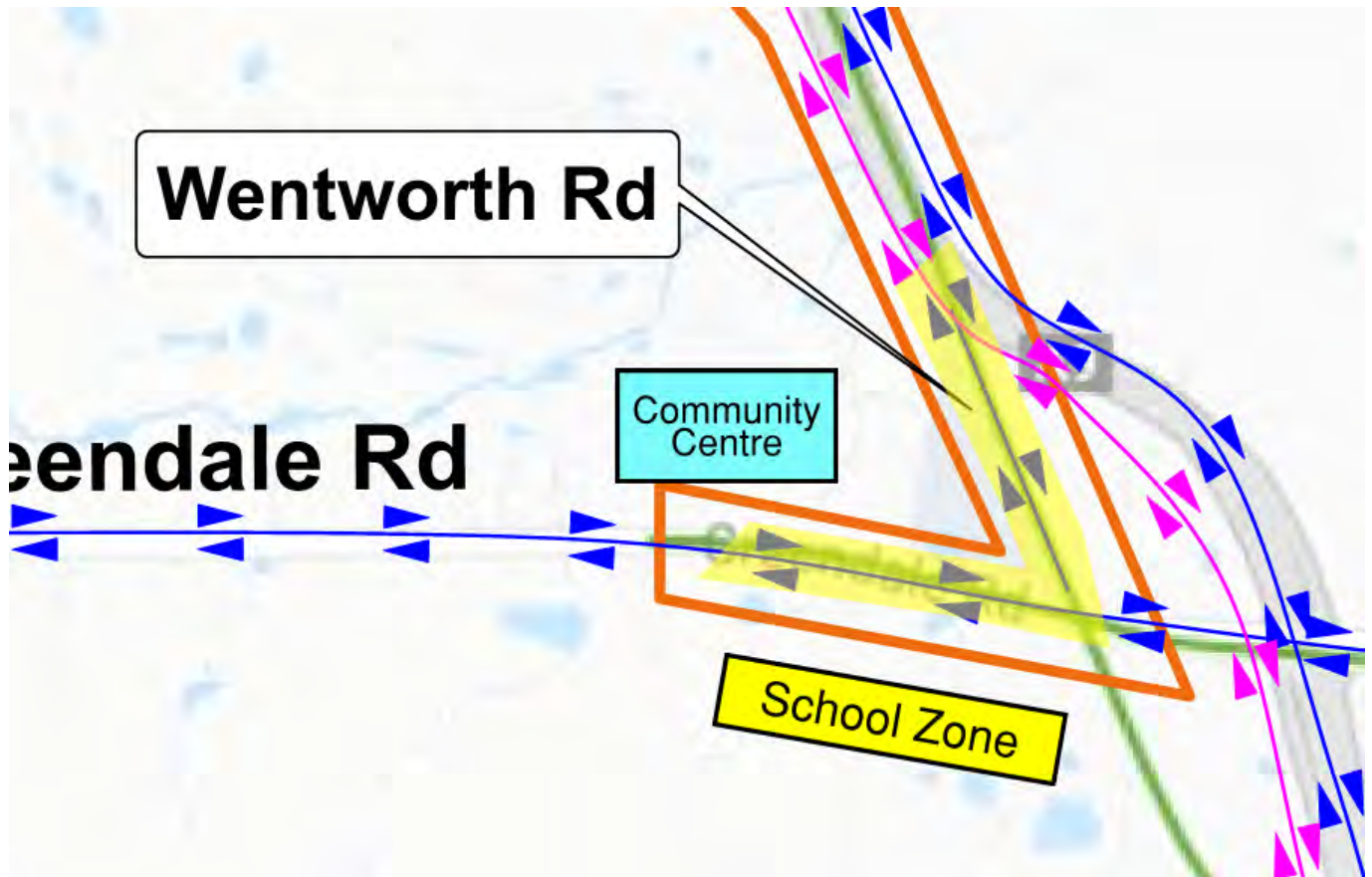


Figure 5.7 Bringelly Public School zone & Bringelly community centre

The following key notes have been identified during pre-construction consultation with this stakeholder, which will be considered for the delivery of works and traffic management during works:

Key notes related during consultation	Strategies for implementation of mitigation measures during works
Staff park on Greendale Road	Parking impacts from construction works will be minimised wherever possible. Works on Greendale Rd are through existing conduits therefore should be limited in number of shifts.
Kiss and drop on Wentworth Road	This will not be impacted by construction works as it is on the opposite side of the street
Deliveries on Greendale Road throughout the day	Access will be maintained at all times
Tuesday, Wednesday and Thursday grounds people access the school via Wentworth Road	Access will be maintained at all times
Staff return to school on 28 and 31 January 2022	Noted – works will commence after this period.
Children return to school on 1 February 2022	Noted – works will commence after this period.
School bell times at 9am and 3pm	If working within school zone, schedule work breaks (i.e. no plant movements) for a minimum of 15minutes at each of the school bell times where there is high level of pedestrian and vehicle movements.
2 x school buses before 8:30am and 3:15pm	Bus stops will not be impacted as part of these works as the works are on the opposite side of the road.

Key notes related during consultation	Strategies for implementation of mitigation measures during works
Between 3pm and 3:30pm is the busiest time	Schedule work breaks (i.e. no plant movements) during this period.
-	Ongoing community consultation

5.8.7 Bringelly Community Centre – Greendale Rd

Bringelly community centre exists on Greendale Road, Bringelly as shown in Figure 5.7. The power enabling works alignment is on Greendale Road, and therefore construction HVs past this location is unavoidable. Generally rigid HV only work and pass through this area, with occasional truck and dog.

No response to consultation has provided by this receiver.

5.9 Pre-Construction Local Road Dilapidations

Road dilapidation surveys will be undertaken prior to commencement of use of the road by heavy vehicles for the Project, in accordance with CoA E107. Submission of pre-construction local road dilapidations at least 28 days prior to construction to the relevant local road authority.

Road dilapidation surveys for various roads were completed across the following dates:

- 9 December 2021
- 10 December 2021
- 13 December 2021
- 15 December 2021

Dilapidation reports were issued to the relevant local council on 20 December 2021. Evidence of compliance is shown in:

- Penrith City Council (PCC) local roads – [Appendix H](#)
- Liverpool City Council (LCC) local roads – [Appendix I](#)

6. Heavy Vehicle Requirements & Driver Programs

6.1 Heavy Vehicle Requirements

To ensure road safety, Table 6.1 outlines the requirements of heavy vehicles and heavy vehicle drivers.

Table 6.1 Heavy vehicle requirements and how they are managed

Requirement(s)	Purpose	How requirement is managed or enforced
Ensure all heavy vehicles and trailers are registered, roadworthy and comply with the relevant Australian Design Rules and Vehicle Standards.	Ensure compliance with legislative requirements.	Checked during plant authorisation when plant first arrives to site.
Fitted with a Telematics Monitoring System which measures and reports on vehicle: <ul style="list-style-type: none"> • Location; • Speed compliance; and • Fatigue and other driver behaviour (such as harsh acceleration, braking) • Haulage route compliance 	Ensure driver safety and haulage route confirmation. Compliance with MCoA E104.	Checked during plant authorisation when plant first arrives to site.
Ensure a combination of direct and/or indirect devices to eliminate or minimise front, side and rear blind spots, including: <ul style="list-style-type: none"> • Class V and Class VI mirrors as per ADR 14/02 where blind spots cannot be permanently eliminated; • the prohibition of accessories that restrict the forward field of view, including opaque or chrome bug deflectors. 	Increase visibility of blind spots for heavy vehicle drivers.	Checked during plant authorisation when plant first arrives to site.
Side-underrun protection, fitted to both sides of the vehicle (wherever practical / possible): <ul style="list-style-type: none"> • Between the front and rear axle of all rigid (single unit) trucks; and • Between the front axle/landing legs and rear axle of trailers forming part of a combination. 	Increased protection for pedestrians and cyclists from being caught between heavy vehicle axles.	Checked during plant authorisation when plant first arrives to site.
Signage placed on heavy vehicle including: <ul style="list-style-type: none"> • 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. 	Increase of warning and alert signage to pedestrians and cyclists.	Checked during plant authorisation when plant first arrives to site.
Full body line and contour conspicuity markings and reflective markings fitted to the drawbar of all trailers.	Increase visibility of heavy vehicles to other road users.	Checked during plant authorisation when plant first arrives to site.
Heavy Vehicle Operators adhere to approved construction traffic haulage routes at all times	Compliance with CEMP, Construction Traffic Management Plans	Monitored through telematic system(s) fitted to heavy vehicles

Requirement(s)	Purpose	How requirement is managed or enforced
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 20 metres away.	Compliance with MCoA A46	Checked during plant authorisation when plant first arrives to site.
Site specific heavy vehicle driver induction for the Advanced and Enabling Works	Ensure compliance with heavy vehicle routes and driver requirements.	Induction process. Appendix F



Figure 6.1 Example of rear warning signs alerting other road users to the dangers of overtaking



Figure 6.2 Example of front nearside signs warning pedestrians about walking close to the front of a moving or stationary

6.2 Heavy Vehicle Driver Programs

The traffic professional assessment of the heavy vehicles routes for this project, recommended that all frequent heavy vehicle drivers will complete a site specific induction program. This site-specific induction will communicate safe driving practices are required to be undertaken by all drivers of construction heavy vehicles, where practical, to minimise the extent of their vehicle encroachment when undertaking turning manoeuvres in local streets and increase the awareness about making safe driving decisions prior to turning.

A copy of heavy vehicle driver induction program is included in [Appendix F](#).

7. Additional measures to safely navigate turns

Where a swept path analysis has identified the vehicle cannot safely navigate a turn with existing parking and traffic controls, additional measures include:

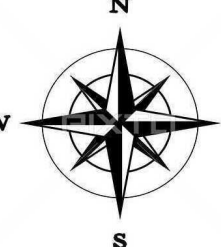
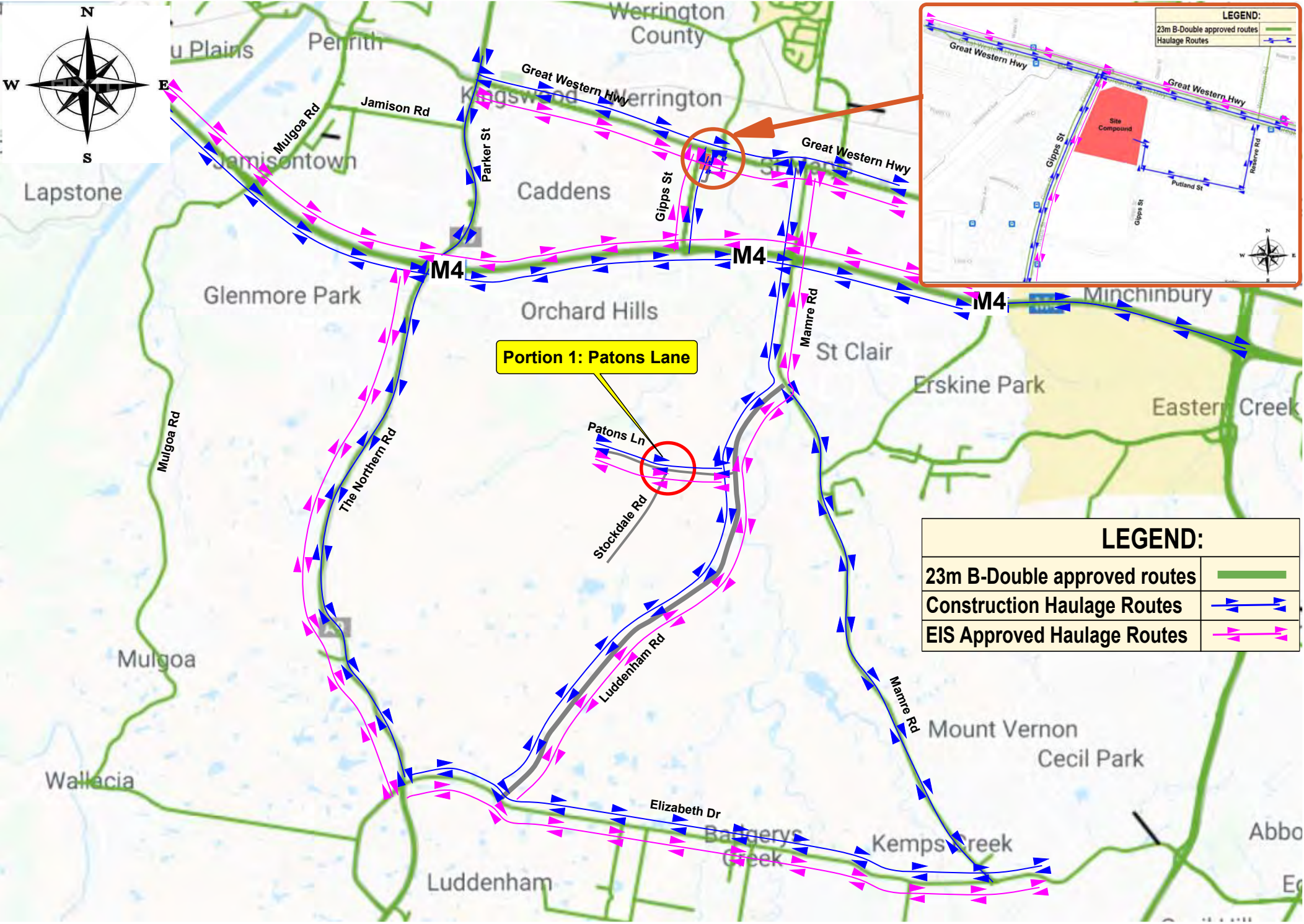
- **Traffic management** – including shadow vehicles, temporary stop of traffic to permit safe maneuverers, pedestrian management.
- **Parking removal** – during works in area where maneuverers that require parking removal to be able to safely perform.

Where additional measures are required for manoeuvres, this has been specified on respective swept path analysis (SPA) and summarised in [Appendix C](#)

Appendix A Haulage Route Plans

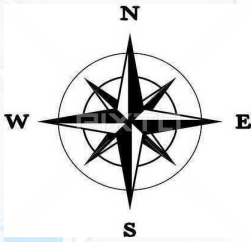
Including haulage route plans separated as per scope of works portions;

- Portion 1 – Patons Lane
- Portion 2 – Claremont Meadows
- Portion 3 – Orchard Hills
- Portion 4 – Airport Business Park to Portion 6 – Aerotropolis, inclusive.



Portion 1: Patons Lane

LEGEND:	
23m B-Double approved routes	
Construction Haulage Routes	
EIS Approved Haulage Routes	



A44

Portion 2: Claremont Meadows

Great Western Hwy

A44

LEGEND:

23m B-Double approved routes	
Construction Haulage Routes	
EIS Approved Haulage Routes	

Keyboard shortcuts Map data ©2021 100 m

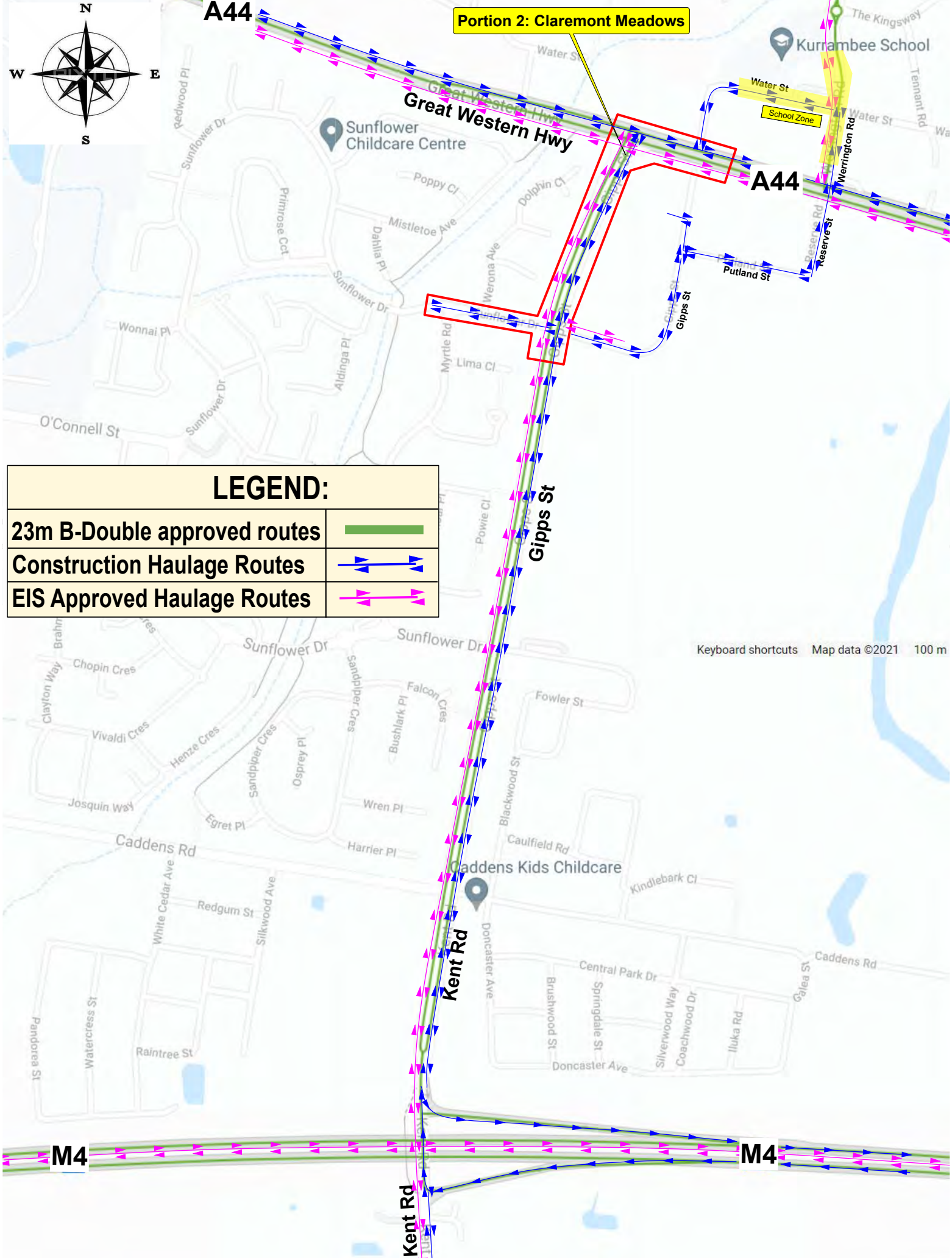
M4

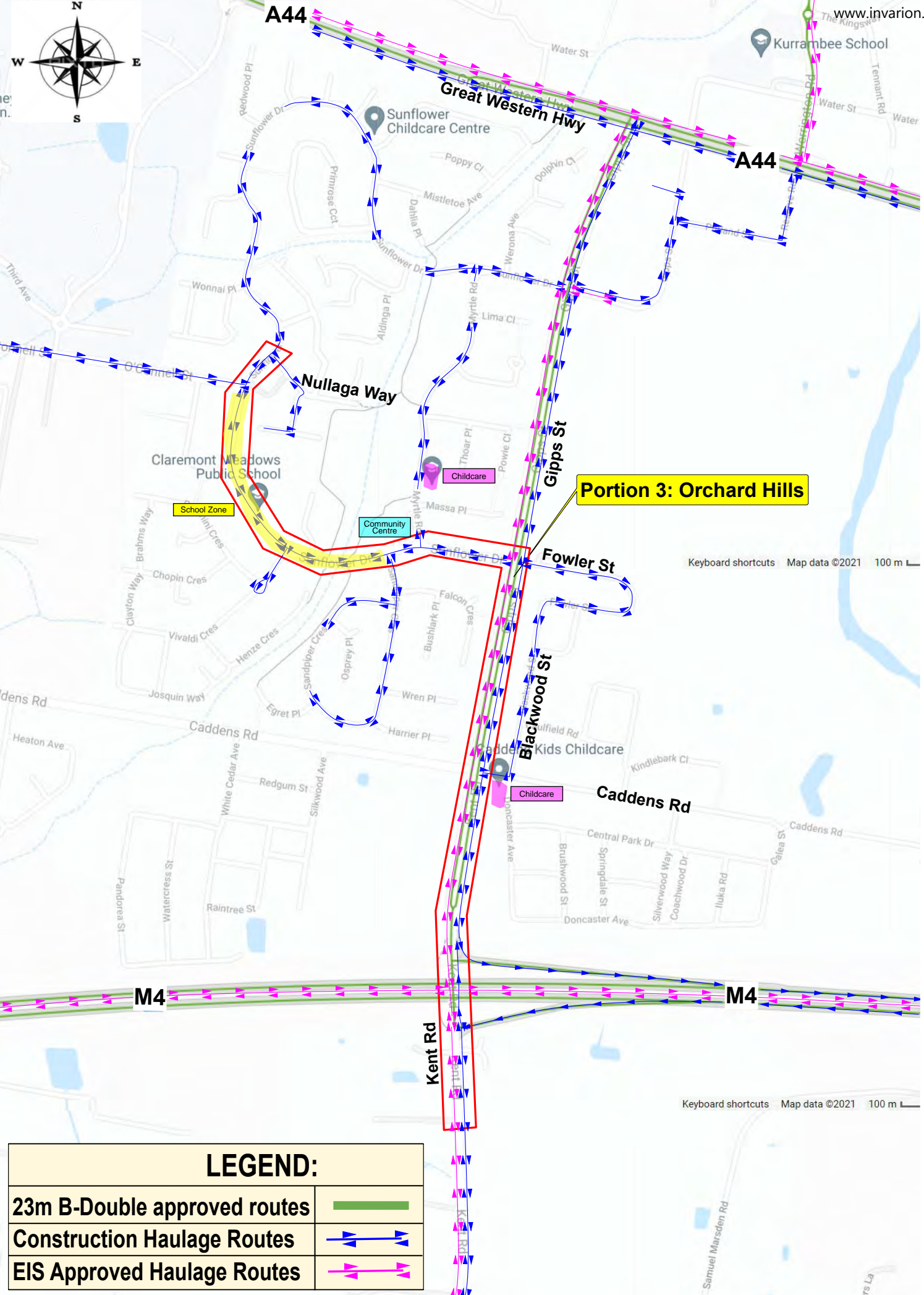
M4

Kent Rd

Kent Rd

Gipps St





School Zone

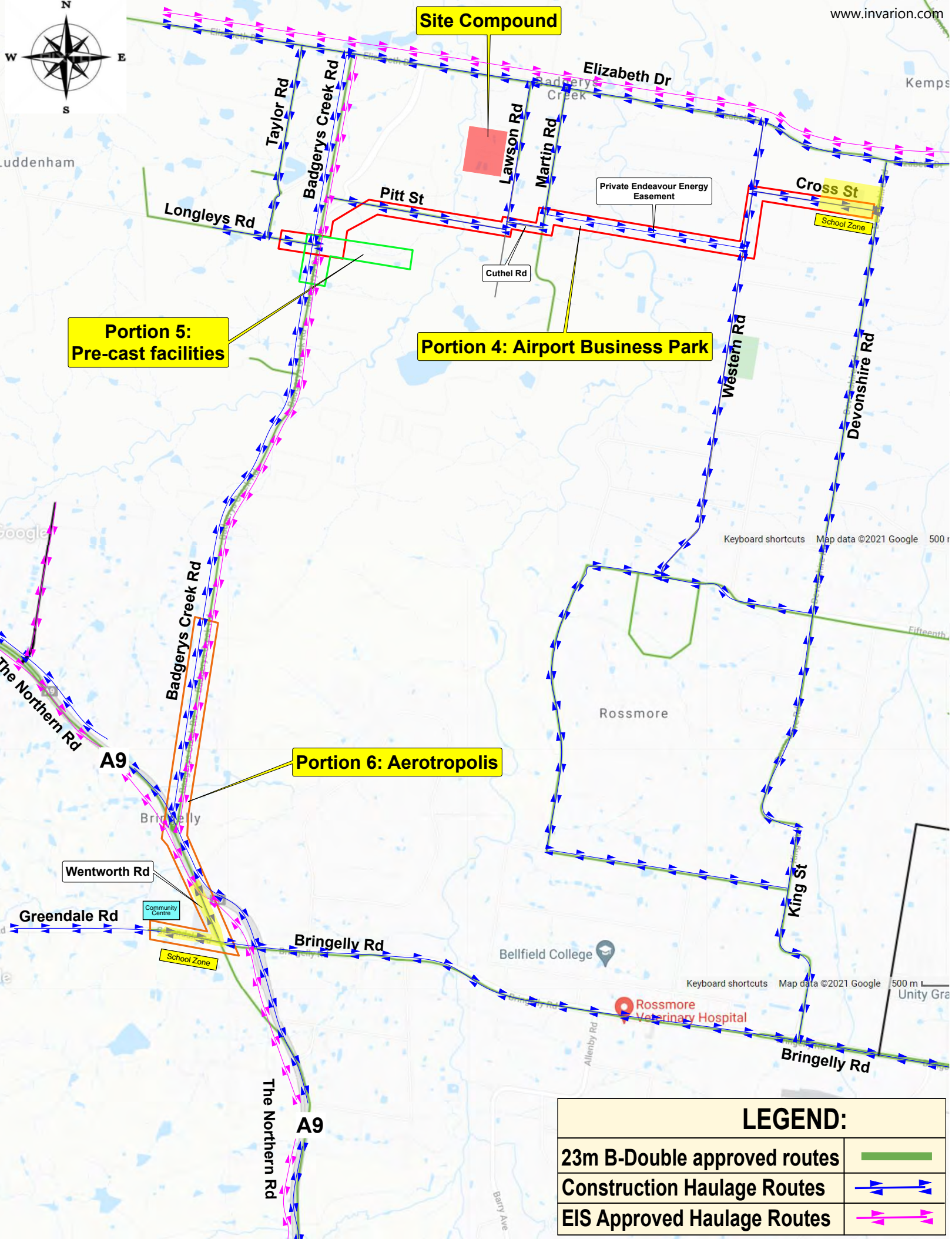
Community Centre

Portion 3: Orchard Hills

Keyboard shortcuts Map data ©2021 100 m

Keyboard shortcuts Map data ©2021 100 m

LEGEND:	
23m B-Double approved routes	
Construction Haulage Routes	
EIS Approved Haulage Routes	



Site Compound

Portion 5: Pre-cast facilities

Portion 4: Airport Business Park

Portion 6: Aerotropolis

LEGEND:	
23m B-Double approved routes	
Construction Haulage Routes	
EIS Approved Haulage Routes	

Appendix B Traffic Professional Assessment of project haulage routes on Local Roads

Includes:

- Covering letter for Traffic Professional Assessment of project proposed local roads for heavy vehicle use
- Qualifications & CV for Traffic Professionals completing the assessment

Dear Sir/Madam,

9th December 2021

We are writing to outline our advice in relation to the local road use associated with the Sydney Metro Western Sydney Airport, Advanced and Enabling Works. Alex has worked in road design, traffic consulting and road safety auditing for many years. Alex is currently a Level 3 Road Safety Auditor in NSW. Sue is a Level 2 Road Safety Auditor in NSW and has worked in traffic related fields for over 20 years.

We have reviewed the documentation provided by Quickway including a summary table of swept paths conducted.

The Ministerial Condition of Approval (MCoA E105) requires local roads proposed to be used by Heavy Vehicles to directly access ancillary facilities or 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.

An additional condition of approval (MCoA E106) outlines the specific requirements of local road use of local roads by Heavy Vehicles for the CSSI. The criteria require specifically:

Swept path analysis;

- a) Demonstration that the use of local roads by Heavy Vehicles (HVs) for the CSSI will not compromise safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;
- b) Details as to the date of completion of the road dilapidation surveys for the subject local roads.
- c) Measures that will be implemented to avoid where practicable the use of local roads past schools, aged care facilities and childcare facilities during their peak operation times; and
- d) Written advice from an appropriately qualified profession on the suitability of the proposed HV route which takes into consideration items above.

The proposed roads include several local roads in the areas of Claremont Meadows, Orchard Hills, and Werrington.

The local roads in Claremont Meadows include:

- Gipps Street, at the end of Putland Street
- Putland Street, between Gipps Street and Reserve Road
- Reserve Road, South of M4 to Putland Street
- Sunflower Drive, west of Gipps Street
- Blackwood Street, north of Caddens Road
- Caddens Road, east of Gipps Street
- Myrtle Road, between Sunflower Drive and Sunflower Drive
- Sandpiper Crescent, south of Sunflower Drive
- O'Connell Street, west of Sunflower Drive
- Nullaga Way, off Sunflower Drive

- Vivaldi Crescent, south of Sunflower Drive
- The local roads in Orchard Hills include:
 - Pitt Street, west of Lawson Road
 - Lawson Road, between Pitt Street and Elizabeth Drive
 - Wentworth Road

The local roads in Werrington include:

- Water Street, either side of Werrington Road
- Tennant Road, between Water Street and The Kingsway
- The Kingsway, between Werrington Road and Tennant Road

The local roads in Aerotropolis include:

- Devonshire Road, between Elizabeth Drive and Bringelly Road
- Cross Street, between Devonshire Road and Western Road
- Western Road, Between Elizabeth Drive and Fifteenth Avenue
- Cuthel Road, between Martin Road and Lawson Road
- Martin Road, south of Elizabeth Drive

Swept paths have not been assessed for those roads nominated TfNSW's [Performance Based Standard Routes](#).

The swept path analysis provided demonstrates heavy vehicles can typically utilise the roads proposed without impact on opposing lanes or crowding footpaths. Some locations will require additional controls to facilitate turns (including parking removal or traffic control assistance) which is supported.

The roads proposed around Orchard Hills and Aerotropolis should be noted to have limited pedestrian generating businesses and due to low density housing, traffic volumes are expected to be low. Trucks turning will be permitted to utilise more of the existing roadway to complete turns, even with some impact on opposing lanes without endangering public or traffic. These areas also appear to have trucks accessing parcels of land with the current arrangements which would further suggest they will be adequate for the expected movements.

The roads around Claremont Meadows are constrained and the intersections are not designed for heavy vehicles primarily within the residential areas. Low volumes and mountable central islands are expected to make these movements achievable without impacting on pedestrian footpaths or opposing lanes. It is noted that Sunflower Drive and Myrtle Road is an existing bus route.

It is further noted that the area located on the south eastern corner of the Great Western Highway/ Gipps Street is a non-residential area which has existing heavy vehicle access provided on Putland Street, to the rear access of the service station for fuel tanker access.

North of the Great Western Highway, Tennant Road and Water Street have accesses to existing bus depots.

Nullaga Way, Claremont Meadows is a location which traffic control support will be necessary to manage

the interface of trucks with public traffic and pedestrians.

The areas impacted do not contain any signs of retirement facilities. It is recommended that heavy vehicle movements in operational school zones be avoided wherever possible. Where proposed works are within school zones (e.g. Sunflower Drive, Cross St), vehicle movements during the school zone hours should be limited.

The use of Telematic units installed in all heavy vehicles is supported as this will allow monitoring in real time of:

- speed,
- driver behavior
- location

this data can then be used to monitor and report on compliance

To highlight the existence of school zones it is recommended that Quickway highlight their existence on the haulage route maps to be provided to drivers and be included in the driver induction.

The use of the proposed local roads is expected to have limited impact on pedestrians or impact any sensitive facilities and appear to meet the requirements outlined in MCoA E105 and 106.

Sincerely,



Alex Gosper

Director | Level 3 Road Safety Auditor
Civlink Consulting Pty Ltd



Sue Lewis

Director | Level 2 Road Safety Auditor
Sue Lewis Consulting Pty Ltd



Director & Lead Road Safety Auditor

Alex Gosper

- *Masters of Engineering Practice, University of Southern Queensland (Current study)*
- *Bachelor of Engineering Technology, Infrastructure Management, University of Southern Queensland*
- *Accredited Road Safety Auditor (Level 3), TfNSW (2018)*
- *Accredited Senior Road Safety Auditor Victoria and QLD*
- *SafeWork NSW Training, Prepare Workzone TMP*
- *NSW General Construction Induction Training*

Alex has worked for the past ten years in Traffic Engineering roles, the past five as senior roles with Lendlease Engineering and Acciona Construction as well as heading up his own constancy. Alex has embraced the opportunity to actively manage the safe interface between road users and construction works. Providing support to constructors and developing a 'best practice' approach to traffic management while working on some of the most challenging traffic management projects in recent years and some of Australia's most congested road corridors. Alex's training and experience have left him with an uncompromising approach to the critical issues of worker and motorist safety.

Track Record & Recent Relevant Experience:

Company: Civlink Consulting Pty Ltd
Role: Company Director *Duration:* Sept 19 – Present

Responsibilities:

- Road Safety Auditing of a variety of projects, designs and a variety of clients;
- Preparation of Traffic Management Plans for clients, including traffic analysis, traffic modelling, consultation with stakeholders and coordination of activities with public transport operators;
- Design Management duties for civil construction project works including coordination of civil and drainage design, temporary lighting, traffic signals, pavement designs and documentation of risk management strategies for project works
- Quoting for consulting works and bookkeeping for Civlink Consulting Pty Ltd.

Company: Acciona Construction Pty Ltd (Previously at Lendlease Engineering)
Role: Section Manager, Traffic *Duration:* Aug 17 – Present

Responsibilities:

- Setting up and manage an internal design team for temporary road design in the Engineering Excellence team, providing temporary design for the following projects;
 - Westconnex M4-M5 Link Mainline Tunnels (NSW);
 - The Northern Road Bringelly Road Stage 2 Upgrade (NSW);
 - Kingsford Smith Drive Upgrade Project (QLD);
 - NorthernConnector Project (SA);
- Providing traffic modelling support and technical support to projects (SIDRA);
- Provide and present solutions to complex construction projects and traffic arrangements; eg
 - TNR 3 – Bridge Demolition at The Northern Road (M4 extended closure);
 - TNR 3 – Lane reduction for program acceleration on The Northern Road.
- Providing ongoing support and assistance to bid teams and projects.

Project: CityLink to Tullamarine Freeway Widening, Melbourne *Value:* \$247m
Role & Company: Traffic Manager (Lendlease) *Duration:* Feb 16 – Aug 17

Description of Project:

Design and construction of additional lanes along 8km of the Tullamarine Freeway between Melbourne Airport and Bulla Road, as well as upgrading ITS infrastructure to create a managed motorway.

Responsibilities:

- Managing a team of Traffic Engineers, Traffic Foremen and field staff to deliver all traffic management changes including line marking, barrier and signage changes;
- Overseeing the development of all temporary traffic staging design for the project;
- Managed the traffic analysis and traffic modelling to assess major impacts on the network, for planned works;
- Managed the development of all Construction Traffic Management Plans to support planned works;
- Managing budgets for key traffic-related tasks, keeping costs within forecast and tender values;
- Consulting with VicRoads project delivery team, traffic teams and management for best for project outcomes;
- Coordinating works with Transurban and neighbouring projects to ensure a consistent corridor approach;
- Communicated with key stakeholders (including Melbourne Airport) to ensure adequate warning was being provided for upcoming planned closures and changes in proximity to the airport; and
- Planned and executed one of the most significant planned freeway closures in (possibly) Australia, for the demolition of the English Street Bridge, which crossed the Tullamarine Freeway.

Outcomes & Accomplishments:

- The Tullamarine Freeway closure for the English Street bridge demolition saw the freeway closed for 46 continuous hours, displacing an estimated 110,000 vehicles in that time through the surrounding road network with no negative feedback, and some positive feedback received. Delays experienced by motorists were generally very low, with some only experiencing increased travel time of five minutes to the airport;
- This was possible through careful planning, and coordination with the VicRoads TMC, signals team, traffic team, significant preparation and monitoring and key enabling works and communications strategy; and
- Developed and maintained good relationships with the VicRoads team throughout the duration of the project.

<i>Project:</i>	NorthConnex, Sydney	<i>Value:</i>	\$2.65b
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<i>Role & Company:</i>	Senior Traffic Engineer (Lendlease) – 2IC to Traffic Mgr	<i>Duration:</i>	Feb 15 – Feb 16
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Description of Project:

The Lendlease/Bouygues JV is responsible for the design and construction of twin 9km tunnels linking the M1 Pacific Motorway at Wahroonga to the Hills M2 Motorway at West Pennant Hills. Works include interchanges at the northern and southern end of the project as well as the provision of a new westbound lane on the Hills M2 Motorway, extending through to the Windsor Road off-ramp.

Responsibilities:

- Developing and implementing temporary traffic management strategies to an industry-leading standard, verified through independent Road Safety Audits;
- Ensuring motorist and worker safety was maximised through the careful planning, design and implementation of temporary long-term traffic alignments;
- Developing concept traffic staging sketches in AutoCAD, to be further developed by the design team;
- Managing the development and delivery of subcontractor designer temporary works packages;
- Consulting on a regular basis with stakeholders and client representatives;
- Reviewing permanent and temporary road design packages to ensure construction and motorist safety; and
- Auditing and reviewing traffic management controls to ensure safety and compliance were maintained.

<i>Project:</i>	M5 West Motorway Widening, NSW	<i>Value:</i>	\$318m
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<i>Role & Company:</i>	Traffic Engineer (Lendlease) – 2IC to Traffic Manager	<i>Duration:</i>	Oct 12 – Feb 15
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Description of Project:

Expansion of the 22km motorway from two to three lanes in each direction, between Camden Valley Way and King Georges Road. Two existing bridges were widened, with new infill decking in the central median between existing bridges over Queen Street and Nuwarra Road. Works also included a new Motorway Control Centre at Hammondville, plus 18km of new and improved noise walls and 24 new and refurbished sedimentation basins.

Responsibilities:

- Developing and implementing temporary traffic management strategies to an industry-leading standard, verified through independent Road Safety Audits;
- Ensuring motorist and worker safety was maximised through the careful planning, design and implementation of temporary long-term traffic alignments;
- Planning and executing more than 40 traffic realignments (switches) with varying degrees of complexity;
- Managing the M5 Project Incident Response to ensure minimum delays to motorists during construction;
- Resourcing and deploying personnel and physical assets to manage all night-work activities;
- Reviewing and auditing temporary traffic management controls to ensure compliance on a regular basis;
- Attending meetings with stakeholders, including Roads and Maritime Services, Transport Management Centre and Interlink representatives on a regular basis to discuss future works;
- As Acting Traffic Manager, managing the delivery and coordination of permanent works;
- Developing traffic management strategies to facilitate a variety of works including multiple traffic switches, motorway closures and coordinating a number of on and off-ramp closures to allow critical asphalt works;
- Communicating and consulting daily with Site Engineers and Project Managers; and
- Answering access queries and providing solutions to construction work requests, with road safety a priority.

Referees:

<i>Name & Organisation</i>	<i>Project Relationship</i>	<i>Contact Details</i>
• Dustin Conley, Traffic Manager, BHA JV	BHA Ipswich Motorway Upgrade, Qld	0437 971 744
• Rickard Smit, Senior Project Mgr, TfNSW	NorthConnex, Sydney	0412 545 159

Sue Lewis

Company	Sue Lewis Consulting
Current Role	Director
Qualifications	Advanced Certificate in Traffic and Transport Management. Engineering Drafting Certificate
Skills	Comprehensive understanding of Australian Standards, AustRoads Guidelines and road authority requirements; understanding of modelling and road safety requirements; motivational leader of teams; able to think outside of the box and develop strategies to achieve construction and traffic requirements; attention to detail; ability to plan and meet multiple deadlines.

Summary

I have worked on major infrastructure projects since 2001. I commenced my career in traffic in 1990 working on the RTA's Bicycle Advisory Council Secretariat (BAC). Post the BAC I transferred across to local government (Leichhardt Council) in Sydney, transitioning to the RTA (now TfNSW) in 1996, moved to Transport for NSW in 1997 and then commenced working with the Olympic Roads and Transport Authority in 1998 moving to the Transport Management Centre as the liaison between major project teams post the Sydney 2000 Olympic Games.

I started in the construction sector in 2005 working on EastLink in Melbourne, Airport Link in Brisbane and back to Sydney in 2013. Since my return to Sydney, I have worked on Sydney Light Rail, Sydney Metro City and Southwest and Northwest Metro projects, Parramatta Light Rail Enabling Works and numerous tender projects, both interstate and within the Sydney Metropolitan area.

I am a registered Road Safety Auditor Level 2 in both NSW and Victoria.

Experience

M6 Stage 1

Traffic Consultant

May 2021 – Present

Engaged by CGU to facilitate traffic approvals for the Joint Venture. This also involved the permanent reconfiguration of O'Connell Street, North Parramatta and George Street, Parramatta CBD.

DELTA Group Western Tunnelling Project Demolition works

Traffic Consultant

August 2021 – Present

Engaged by DELTA to facilitate traffic approvals for the demolition works at Clyde, Westmead and Parramatta Sydney Metro West sites.

Constructability advisor Traffic

Traffic Consultant

March 2021 – October 2021

Engaged as SME for traffic to Bamser Holdings on Suburban Rail Loop Authority, Melbourne, Victoria

Various Tender and Expression of Interests

Traffic Consultant

October 2019 – Present

EOI and RFT include:

- Airport Gateway – Selini Impreglio
- M6 Stage 1 – CPB Ghella JV
- Gold Coast Light Rail Stage 3 – John Holland
- Sydney Metro West Central Tunnelling Package – Gamuda/ Laing O'Rourke
- Warringah Freeway – CPB Downer JV

- Sydney Metro West Western Tunnelling Package – Gamuda/ Laing O'Rourke
- Sydney Metro Western Sydney Airport SBT Package CPB Ghella JV

Parramatta Light Rail enabling Works

Traffic Consultant

December 2018 – August 2019

Engaged by Diona to facilitate traffic approvals for the Joint Venture. This also involved the permanent reconfiguration of O'Connell Street, North Parramatta and George Street, Parramatta CBD.

Sydney Metro City and Southwest | John Holland CPB Ghella Joint Venture

Traffic Manager

June 2016 – December 2018

This project involves the construction of a 30 kilometre metro transit railway tunnel from Sydney's north shore through the Sydney CBD and inner west.

Responsibilities

As part of the tender team:

- Review the construction staging and operation of the sites to meet the relevant road authority requirements

As part of the construction team:

- Liaising with external and internal stakeholders to achieve approval of the CTMP
- Implement systems to gain Road Occupancy Licenses and Local Government Permits to allow the construction team to commence works on the road
- Engaging various traffic management contractors, including traffic control providers and road safety audit practitioners
- Liaising with designers on the temporary and permanent works to maximise the construction footprint whilst ensuring that these designs were in accordance with the requirements of the road authorities.
- Ensuring any implemented CTMP are in accordance with the approvals

Western Harbour Tunnel and Beaches Link | Bamser Holdings

Traffic Constructability Advisor

The project involves a review of the reference design and identification of traffic requirements and construction options

Responsibilities

- Liaison with the constructability advisors, traffic modellers and road authorities to provide guidance to the constructability advisors on acceptable traffic measures

Sydney Light Rail | Acciona Infrastructure Australia (Construction)

Traffic Manager

January 2015 – February 2016

This project is a 13 kilometre light rail project in the heart of Sydney.

Responsibilities

- Liaison with the construction and utility teams to document the CTMP required to complete the works
- Overseeing traffic management for the initial construction stage
- Managing the permanent closure of George Street, Sydney, the main artery within the Sydney CBD
- The initial design of the Anzac Parade diversion road to facilitate the cut-and-cover tunnel works under this main arterial road

- Liaison with major stakeholders to ensure that their business would not be detrimentally impacted by the closure of George Street.
- The development of Local Access Plans which detailed the access requirements for individual businesses including waste removal and deliveries.

Airport Link, Brisbane Thiess John Holland Joint Venture

Traffic Manager

January 2008 – February 2012

This project is a 6.7 kilometre toll road and 2 km bus only roadway located between Bowen Hills and Kedron to the north and connects to the Airport flyover to the east.

Responsibilities

- Liaison with the construction and utility teams to document the CTMP required to complete the works
- Development of approximately 450 site specific Construction Traffic Management Plans and over 10,000 permits for works on roads
- Responsible for a team of 35 personnel supporting the construction task

EastLink, Melbourne \ Thiess John Holland Joint Venture

Traffic Manager

January 2005 – August 2008

EastLink is a 45km Motorway connecting the Eastern Freeway, Monash Freeway and Frankston Freeway with 6km of bypass roads at Ringwood and Dandenong; and twin three lane 1.6km tunnels under the Mullum Mullum Valley in Melbourne's eastern suburbs. A shared path stretching the entire length of the freeway was also constructed as part of the project.

Responsibilities

I managed traffic along the entire 45km alignment, including interchanges with three freeways and implementing detours to allow the construction of 88 bridges. Facing tight space constraints at Springvale Road, I led a solution to detour traffic via a loop road, improving productivity through opening up a large work area as well as improving safety by securely separating the workforce from traffic.

Roads and Transport Authority – Transport Management Centre

Traffic Operations Continuous Improvement Coordinator December 2000-December 2004

Responsible for the development of incident and operational plans with major infrastructure projects being constructed in Sydney including M5East, Cross City Tunnel, Lane Cove Tunnel and Western Sydney Orbital.

One of the key design challenges was ensuring that upon opening of these projects that changes to the road network were in place to facilitate operations. This included being a key member of the design team in the implementation and operation of the General Holmes Drive tidal flow operation which is in operation on a daily basis from the opening of the M5 East.

Another key design team was the remodelling of the Anzac Bridge traffic arrangements to facilitate the opening of the Cross City tunnel.

I was also responsible for the development of design plans to facilitate maintenance works including the Tom Ugly Bridge works which involved the implementation of a tidal flow system on the southbound bridge during the works.

I worked closely with both design and construction teams (RTA and the contractors) to ensure that the TMC's requirements were met during the construction phase and post opening of these projects.

I sat on the Australian Tunnel Operators Group and was seen in the RTA as one of the few experienced people in all tunnel systems.

Other project teams that I was involved in included the feasibility study for the upgrade of the Hume Freeway, the design review of the Tugun Bypass and a number of projects including the F3 and Princes Highway incident management requirements including standardisation of these requirements which is still in use within TfNSW (aka RMS) today.

Olympic Roads and Transport Authority

Traffic Operations Planner

April 1998- November 2000

Responsible for the development of operational plans for the Sydney Olympics 2000. I was also responsible for the following interchanges (planning and implementation) during the games

- Lidcombe Interchange – Media, Olympic Family (International and domestic) Athletes transport
- Equestrian centre bus interchanges and park and ride facilities
- Media centres outside of venues

Transport for New South Wales

Transport Operations Planner

April 1997 - April 1998

Within the planning department of Transport for New South Wales I was part of the team that generated the 20 year future plans for New South Wales. I also worked closely with the transport planners in the development of the first cross regional bus routes in Sydney and the identification of key Sydney growth areas and their transport requirements.

Road and Transport Authority

Transport Engineering Officer

1996 – April 1997

Initially as part of the Sydney Blacktown office I was the RTA's representative on a number of Local Traffic Committees. These committees were responsible for the review of Local Area Traffic Management Schemes and other schemes that councils promoted.

Leichhardt Municipal Council

Assistant Traffic Engineer

1992 –1996

Responsible for the provision of support services to the Local Traffic Committee including analysis of crash data and design development of schemes to improve road safety. I worked closely with the road safety officer, local councillors, Police and the RTA and identified solutions that would improve road safety including the installation of traffic signals at high accident intersections and the provision of cycling and pedestrian facilities.

I also worked closely with RTA in the design review process during the design and construction of City West Link and the Anzac Bridge and supported the Traffic Engineer in the development of changes to the local road network post their opening.

RTA – Bicycle Advisory Council Secretariat

Drafter and part of the Secretariat

1990 1992

Engaged by the RTA I aided the senior engineer in the development (concept and detailed) design of the Parramatta Valley Cycleway. This involved route identification and liaison with a number of government stakeholders to allow finalisation of the route. I also aided in the drafting of legislation for the introduction of mandatory bicycle helmet wearing. Other duties included liaising with local councils and providing technical reports to the BAC on funding submissions for bicycle facilities including bike paths and development of bicycle plans.

Appendix C Register of turn manoeuvres with summary of controls and measures required to ensure a safe turn

Area of CTMP No.	Swept Path Analysis
CTMP1	Appendix D
CTMP2	Appendix E

Sydney Metro Western Sydney Airport, Advanced & Enabling Works
Heavy Vehicle use of Local Roads not identified in EIS documents, Swept Path Analysis Register



Date Updated	Rev
9/12/2021	2.0

Detailed Breakdown											
Turn ID	Portion of Works	Turn Path Details				Largest Truck Size to make turn	Ability to Safely Make Turn	Additional measures required to to aid the turn completion (if required)			
		Street Name From	Street Name To	Direction of Turn	Turn Restrictions (if any)			3 (or 5) point turn required	No. Parking Spots Removed	Traffic Controller Required	Comments (if any)
SP - ABP 4.1-R1	P4, P5, P6	Devonshire Rd	Cross St	Left		19m Truck & Quad Dog	Yes - no measures				
SP - ABP 1.1-R1	P4, P5, P6	Devonshire Rd	Cross St	Right		19m Truck & Quad Dog	Yes - no measures				
SP - ABP 4	P4, P5, P7	Devonshire Rd	Cross St	Left		12.5m Rigid Truck	Yes - no measures				
SP - ABP 1	P4, P5, P8	Devonshire Rd	Cross St	Right		12.5m Rigid Truck	Yes - no measures				
SP - ABP 3.1-R1	P4, P5, P6	Cross St	Devonshire Rd	Left		19m Truck & Quad Dog	Yes - no measures				
SP - APB 2.1-R1	P4, P5, P6	Cross St	Devonshire Rd	Right		19m Truck & Quad Dog	Yes - no measures				
SP - ABP 3	P4, P5, P6	Cross St	Devonshire Rd	Left		12.5m Rigid Truck	Yes - no measures				
SP - ABP 2	P4, P5, P6	Cross St	Devonshire Rd	Right		12.5m Rigid Truck	Yes - no measures				
SP - ABP 10.1-R1	P4, P5, P6	Cross St	Western Rd	Left		19m Truck & Quad Dog	Yes - no measures				
SP - ABP 9.1-R1	P4, P5, P6	Cross St	Western Rd	Right		19m Truck & Quad Dog	Yes - no measures				
SP - ABP 10	P4, P5, P6	Cross St	Western Rd	Left		12.5m Rigid Truck	Yes - no measures				
SP - ABP 9	P4, P5, P6	Cross St	Western Rd	Right		12.5m Rigid Truck	Yes - no measures				
SP - ABP 17-R1	P4, P5, P6	Lawson Rd	Pitt St	Left		19m Truck & Quad Dog	Yes - no measures				
SP - ABP 18-R1	P4, P5, P6	Lawson Rd	Pitt St	Right		19m Truck & Quad Dog	Yes - no measures				Pitt St is closed & gated at Badgerys Creek. From observations this gate is not commonly used from construction vehicles from WSA site. If this gate was to open limited construction vehicle traffic only.
SP - APB - 17.1	P4, P5, P6	Lawson Rd	Pitt St	Left		12.5m Rigid Truck	Yes - no measures				Pitt St is closed & gated at Badgerys Creek. From observations this gate is not commonly used from construction vehicles from WSA site. If this gate was to open limited construction vehicle traffic only.
SP - APB 18.1	P4, P5, P6	Lawson Rd	Pitt St	Right		12.5m Rigid Truck	Yes - no measures				
SP - CM 21	P2, P3	Gipps St	Sunflower Dr (north)	Left		12.5m Rigid Truck	Yes - no measures				
SP - CM - 19	P2, P3	Gipps St	Sunflower Dr (north)	Right		12.5m Rigid Truck	Yes - no measures				
SP - OH 7-R1	P2, P3	Gipps St	Sunflower Dr (south)	Left		9m Rigid Truck	Yes - no measures				
SP-OH 5	P2, P3	Gipps St	Sunflower Dr (south)	Right		12.5m Rigid Truck	Yes - no measures				
SP - OH 33.1	P3	Sunflower Dr	O'Connell St	Left		9m Rigid Truck	Yes - no measures				
SP - OH 34	P3	Sunflower Dr	O'Connell St	Right		12.5m Rigid Truck	Yes - no measures				

Sydney Metro Western Sydney Airport, Advanced & Enabling Works
Heavy Vehicle use of Local Roads not identified in EIS documents, Swept Path Analysis Register



Date Updated	Rev
9/12/2021	2.0

Detailed Breakdown

		Turn Path Details				Additional measures required to aid the turn completion (if required)					
Turn ID	Portion of Works	Street Name From	Street Name To	Direction of Turn	Turn Restrictions (if any)	Largest Truck Size to make turn	Ability to Safely Make Turn	3 (or 5) point turn required	No. Parking Spots Removed	Traffic Controller Required	Comments (if any)
SP - OH 35	P3	O'Connell St	Sunflower Dr	Left		12.5m Rigid Truck	Yes - no measures				
SP - OH 36	P3	O'Connell St	Sunflower Dr	Right		12.5m Rigid Truck	Yes - no measures				
SP - OH 41.1	P3	Sunflower Dr	Vivaldi Cres	Left		9m Rigid Truck	Yes - no measures				
SP - OH 42	P2, P3	Sunflower Dr	Vivaldi Cres	Right		12.5m Rigid Truck	Yes - no measures				
SP - OH 43.1	P2, P3	Vivaldi Cres	Sunflower Dr	Left		9m Rigid Truck	Yes - no measures				
SP - OH 44.1	P2, P3	Vivaldi Cres	Sunflower Dr	Right		9m Rigid Truck	Yes - no measures				
SP - OH 45.1	P2, P3	Vivaldi Cres round-a-bout	-	Right around		9m Rigid Truck	Yes - no measures				
SP - OH 29.1	P3	Sunflower Dr	Sandpiper Cres	Left		9m Rigid Truck	Yes - no measures				
SP - OH 30	P3	Sunflower Dr	Sandpiper Cres	Right		12.5m Rigid Truck	Yes - no measures				
SP - OH 46	P2, P3	Sandpiper Cres	Sandpiper Cres	Left		9m Rigid Truck	Yes - no measures				
SP - OH 47	P2, P3	Sandpiper Cres	Sandpiper Cres	Right		9m Rigid Truck	Yes - no measures				
SP - OH 31.1	P3	Sandpiper Cres	Sunflower Dr	Left		9m Rigid Truck	Yes - no measures				
SP - OH 32	P3	Sandpiper Cres	Sunflower Dr	Right		12.5m Rigid Truck	Yes - no measures				
SP - OH 18	P2, P3	Blackwood St	Caddens Rd	Right		9m Rigid Truck	Yes - with additional measures		3		

Sydney Metro Western Sydney Airport, Advanced & Enabling Works
Heavy Vehicle use of Local Roads not identified in EIS documents, Swept Path Analysis Register



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9/12/2021	2.0

Detailed Breakdown											
Turn ID	Portion of Works	Turn Path Details				Largest Truck Size to make turn	Ability to Safely Make Turn	Additional measures required to to aid the turn completion (if required)			
		Street Name From	Street Name To	Direction of Turn	Turn Restrictions (if any)			3 (or 5) point turn required	No. Parking Spots Removed	Traffic Controller Required	Comments (if any)
SP - OH 17-R1	P2, P3	Caddens Rd	Blackwood St	Left		9m Rigid Truck	Yes - no measures				
SP - OH 37	P3	Sunflower Dr	Nullaga Way	Right		12.5m Rigid Truck	Yes - with additional measures		4	Yes	
SP - OH 38	P2, P3	Sunflower Dr	Nullaga Way	Left		12.5m Rigid Truck	Yes - with additional measures		5	Yes	
SP - OH 39	P2, P3	Nullaga Way	Sunflower Dr	Left		12.5m Rigid Truck	Yes - with additional measures		3		
SP - OH 40	P2, P3	Nullaga Way	Sunflower Dr	Right		12.5m Rigid Truck	Yes - with additional measures		5		
SP - OH 21	P3	Sunflower Dr (north)	Myrtle Rd	Right		12.5m Rigid Truck	Yes - no measures				
SP - OH 23	P3	Sunflower Dr (north)	Myrtle Rd	Left		12.5m Rigid Truck	Yes - no measures				
SP - OH 24	P3	Myrtle Rd	Sunflower Dr (north)	Left		12.5m Rigid Truck	Yes - no measures				
SP - OH 22	P3	Myrtle Rd	Sunflower Dr (north)	Right		12.5m Rigid Truck	Yes - no measures				
SP - OH 27.1	P3	Myrtle Rd	Sunflower Dr (south)	Left		9m Rigid Truck	Yes - no measures				
SP - OH 26	P3	Myrtle Rd	Sunflower Dr (south)	Right		12.5m Rigid Truck	Yes - with additional measures		2		
SP - OH 28.1	P3	Sunflower Dr (south)	Myrtle Rd	Left		9m Rigid Truck	Yes - no measures				
SP - OH 25	P3	Sunflower Dr (south)	Myrtle Rd	Right		12.5m Rigid Truck	Yes - no measures				
SP - CM 3.1-R1	P2, P3	Reserve Rd	Great Western Highway	Left		19m Truck & Quad Dog	Yes - no measures				
SP - CM 4.1-R1	P2, P3	Reserve Rd	Great Western Highway	Right		19m Truck & Quad Dog	Yes - no measures				
SP - CM 1.1-R1	P2, P3	Great Western Highway	Reserve Rd	Left		19m Truck & Quad Dog	Yes - no measures				
SP - CM 2.1-R1	P2, P3	Great Western Highway	Reserve Rd	Right		19m Truck & Quad Dog	Yes - no measures				
SP - CM 5.1-R1	P2, P3	Reserve Rd	Putland Street	Right		19m Truck & Quad Dog	Yes - no measures				
SP - CM 6.1-R1	P2, P3	Putland Road	Reserve Rd	Left		19m Truck & Quad Dog	Yes - no measures				

Sydney Metro Western Sydney Airport, Advanced & Enabling Works
Heavy Vehicle use of Local Roads not identified in EIS documents, Swept Path Analysis Register



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9/12/2021	2.0

Detailed Breakdown

Turn ID	Portion of Works	Turn Path Details				Largest Truck Size to make turn	Ability to Safely Make Turn	Additional measures required to to aid the turn completion (if required)			
		Street Name From	Street Name To	Direction of Turn	Turn Restrictions (if any)			3 (or 5) point turn required	No. Parking Spots Removed	Traffic Controller Required	Comments (if any)
SP - CM 8.1-R1	P2, P3	Putland Road	Gipps St	Left		19m Truck & Quad Dog	Yes - no measures				
SP - CM 7.1-R1	P2, P3	Gipps St	Putland Street	Right		19m Truck & Quad Dog	Yes - no measures				
SP - CM 14	P2, P3	Water St (east)	Werrington Rd	Left		12.5m Rigid Truck	Yes - no measures				
SP - CM 14.1	P2, P3	Water St (east)	Werrington Rd	Right		12.5m Rigid Truck	Yes - no measures				
SP - CM 11	P2, P3	Water St (west)	Werrington Rd	Left		12.5m Rigid Truck	Yes - no measures				
SP - CM 11.1	P2, P3	Water St (west)	Werrington Rd	Right		12.5m Rigid Truck	Yes - no measures				
SP - CM 9	P2, P3	Great Western Highway	Gipps St	Left		12.5m Rigid Truck	Yes - no measures				
SP - CM 10	P2, P3	Gipps St	Great Western Highway	Left		12.5m Rigid Truck	Yes - no measures				
SP - CM 23	P2, P3	Werrington Rd	The Kingsway	Right		12.5m Rigid Truck	Yes - no measures				
SP - CM 24	P2, P3	The Kingsway	Werrington Rd	Left		12.5m Rigid Truck	Yes - no measures				
SP - CM 17	P2, P3	The Kingsway	Tennant Rd	Right		12.5m Rigid Truck	Yes - no measures				
SP - CM 18	P2, P3	Tennant Rd	The Kingsway	Left		12.5m Rigid Truck	Yes - no measures				
SP - CM 16	P2, P3	Tennant Rd	Water St	Right		12.5m Rigid Truck	Yes - no measures				
SP - CM 15	P2, P3	Water St	Tennant Rd	Left		12.5m Rigid Truck	Yes - no measures				
SP - CM 1	P2, P3	Great Western Highway	Reserve Rd	Left		12.5m Rigid Truck	Yes - no measures				
SP - CM 2	P2, P3	Great Western Highway	Reserve Rd	Right		12.5m Rigid Truck	Yes - no measures				
SP - CM 3	P2, P3	Reserve Rd	Great Western Highway	Left		12.5m Rigid Truck	Yes - no measures				
SP - CM 4	P2, P3	Reserve Rd	Great Western Highway	Right		12.5m Rigid Truck	Yes - no measures				
SP - CM 5	P2, P3	Reserve Rd	Putland Street	Right		12.5m Rigid Truck	Yes - no measures				Putland Rd & Gipps St (near Putland) is not a public thorough-fare. Access from west to Putland St is currently closed. Only vehicle existing east along Putland St will be construction vehicles.
SP - CM 6	P2, P3	Putland Road	Reserve Rd	Left		12.5m Rigid Truck	Yes - no measures				Putland Rd & Gipps St (near Putland) is not a public thorough-fare. Access from west to Putland St is currently closed. Only vehicle existing east along Putland St will be construction vehicles.
SP - CM 7	P2, P3	Gipps St	Putland Street	Right		12.5m Rigid Truck	Yes - no measures				Putland Rd & Gipps St (near Putland) is not a public thorough-fare. Access from west to Putland St is currently closed. Only vehicle existing east along Putland St will be construction vehicles.
SP - CM 8	P2, P3	Putland Road	Gipps St	Left		12.5m Rigid Truck	Yes - no measures				Putland Rd & Gipps St (near Putland) is not a public thorough-fare. Access from west to Putland St is currently closed. Only vehicle existing east along Putland St will be construction vehicles.

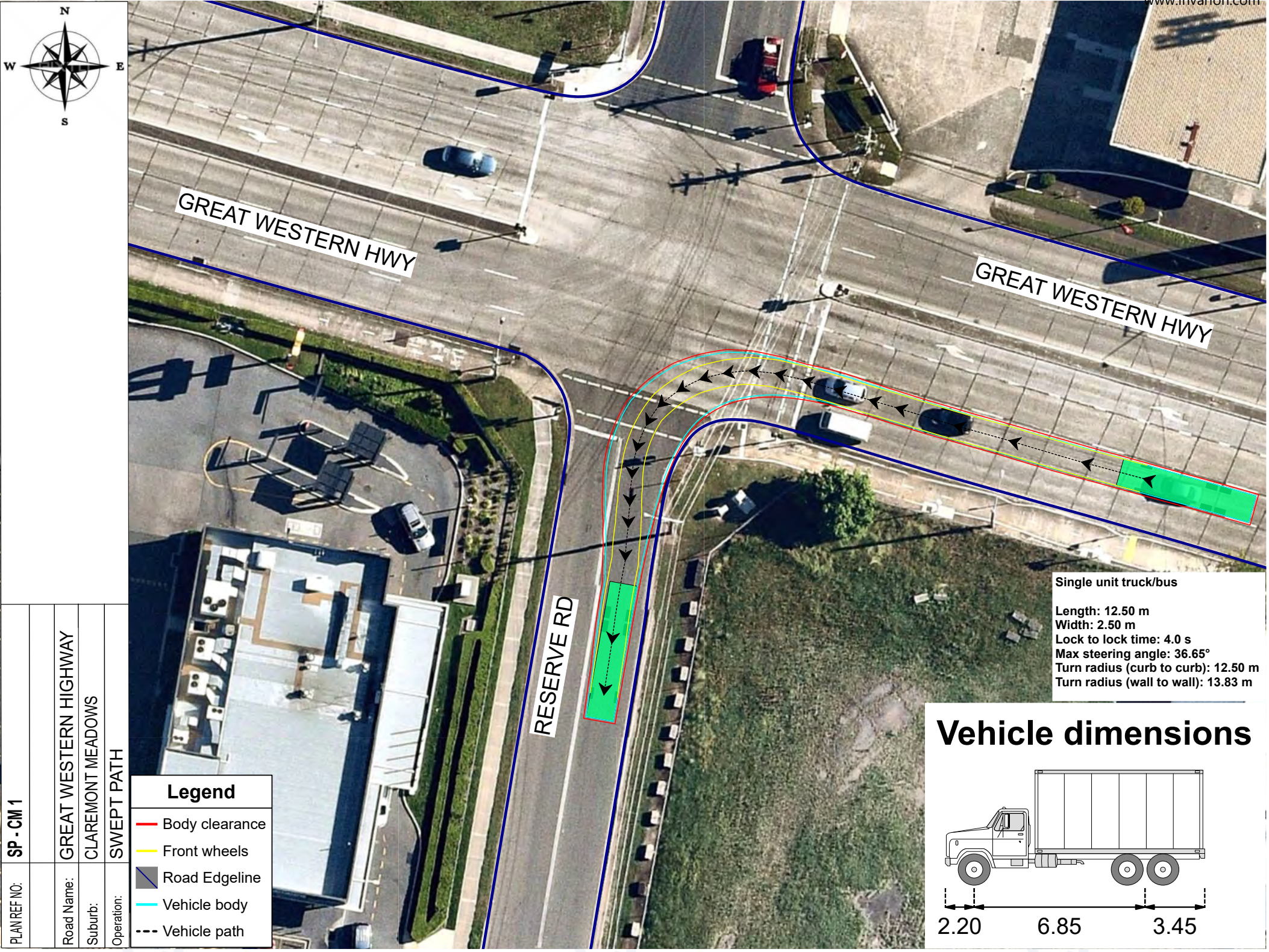
Sydney Metro Western Sydney Airport, Advanced & Enabling Works
Heavy Vehicle use of Local Roads not identified in EIS documents, Swept Path Analysis Register



Date Updated	Rev
9/12/2021	2.0

Detailed Breakdown											
		Turn Path Details				Additional measures required to aid the turn completion (if required)					
Turn ID	Portion of Works	Street Name From	Street Name To	Direction of Turn	Turn Restrictions (if any)	Largest Truck Size to make turn	Ability to Safely Make Turn	3 (or 5) point turn required	No. Parking Spots Removed	Traffic Controller Required	Comments (if any)
SP - AER 1	P6	Bringelly Rd	Wentworth Rd	Right		19m Truck & Quad Dog	Yes - no measures				
SP - AER 2	P6	Wentworth Rd	Bringelly Rd	Left		19m Truck & Quad Dog	Yes - no measures				
SP - AER 3	P6	Wentworth cul-de-sac		Right U-turn		19m Truck & Quad Dog	Yes - with additional measures			Yes	Required for minor reversing action

Appendix D CTMP1 (Portion 1 to Portion 3)- Swept Path Analysis



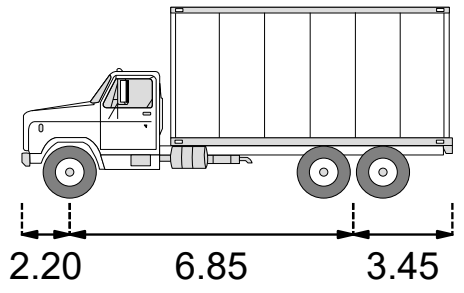
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Road Name:	GREAT WESTERN HIGHWAY
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

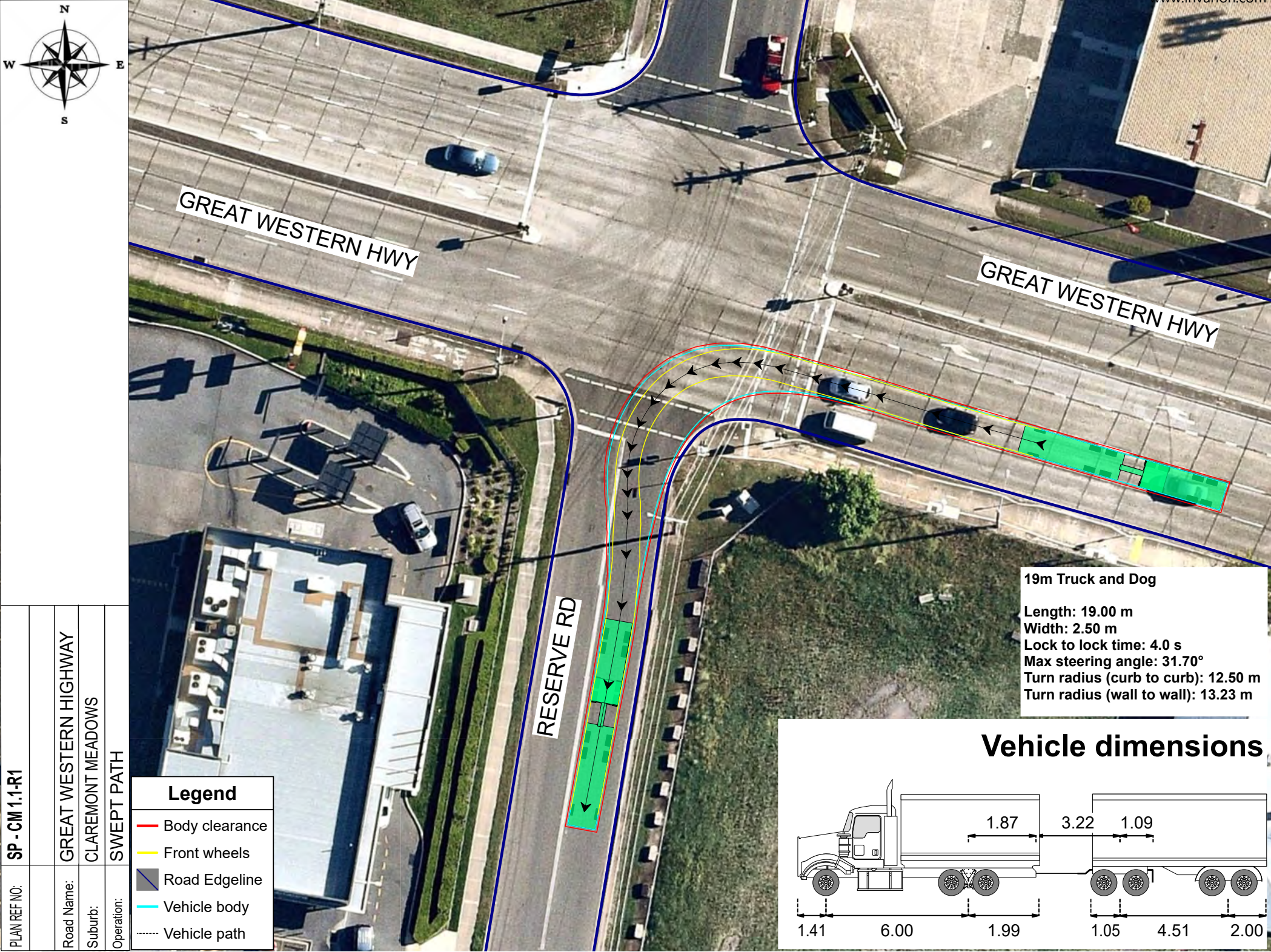
Legend	
	Body clearance
	Front wheels
	Road Edgeline
	Vehicle body
	Vehicle path

Single unit truck/bus

Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

Vehicle dimensions





GREAT WESTERN HWY

GREAT WESTERN HWY

RESERVE RD

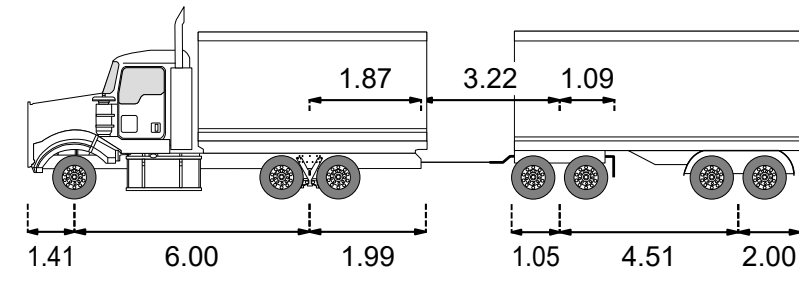
Legend

- Body clearance
- Front wheels
- Road Edgeline
- Vehicle body
- Vehicle path

19m Truck and Dog

Length: 19.00 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 31.70°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.23 m

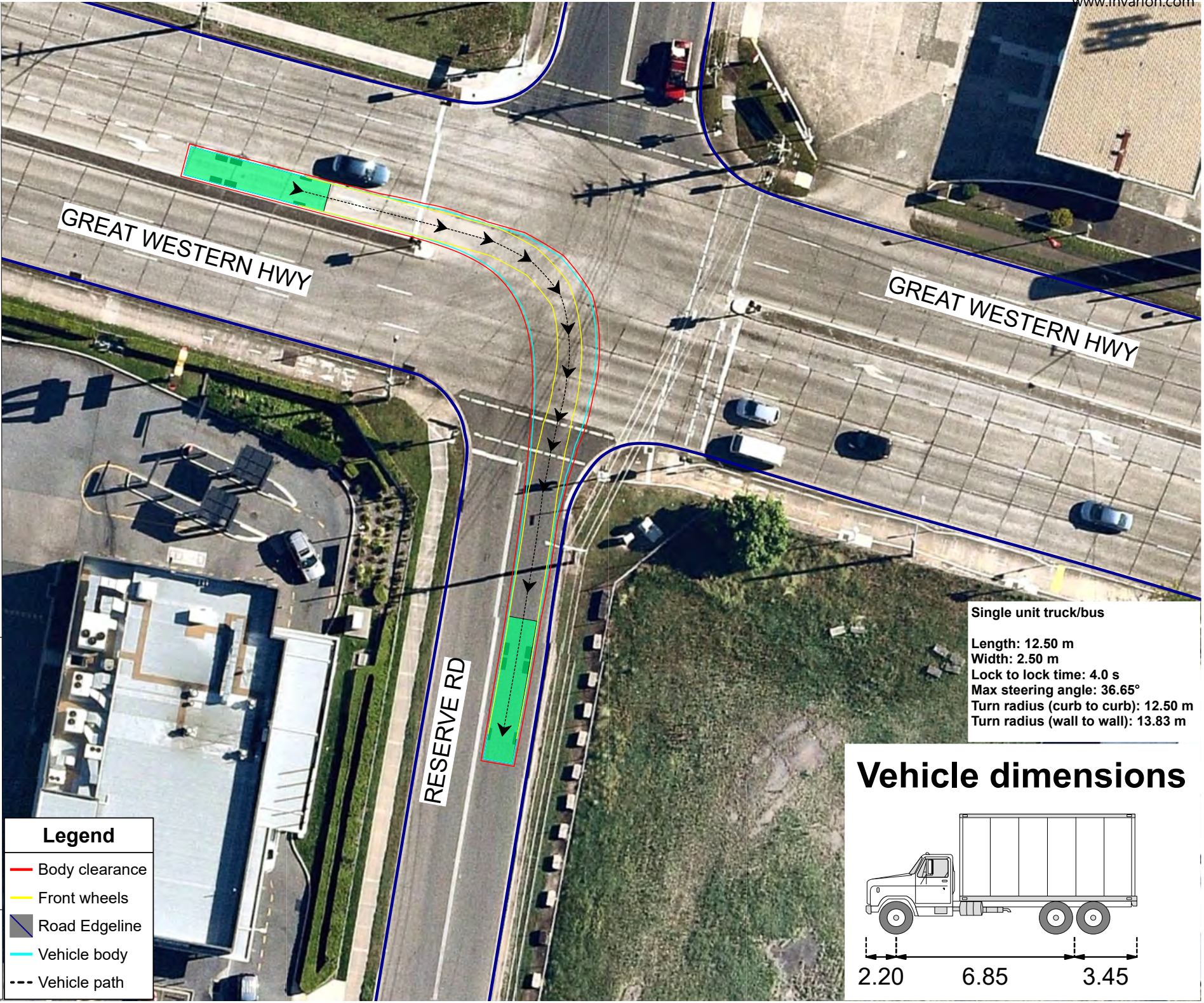
Vehicle dimensions



PLAN REF NO:	SP - CM 1.1-R1
Road Name:	GREAT WESTERN HIGHWAY
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH



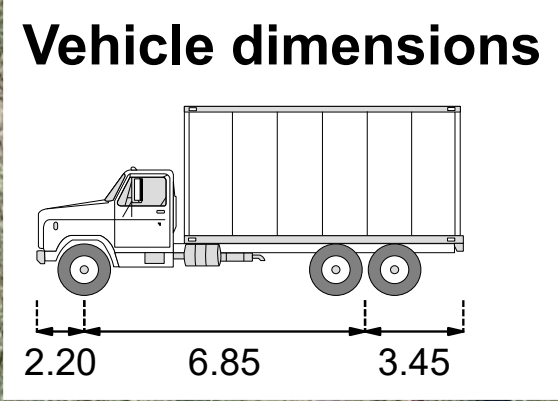
PLAN REF NO:	SP - CM 2
Road Name:	GREAT WESTERN HWY
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

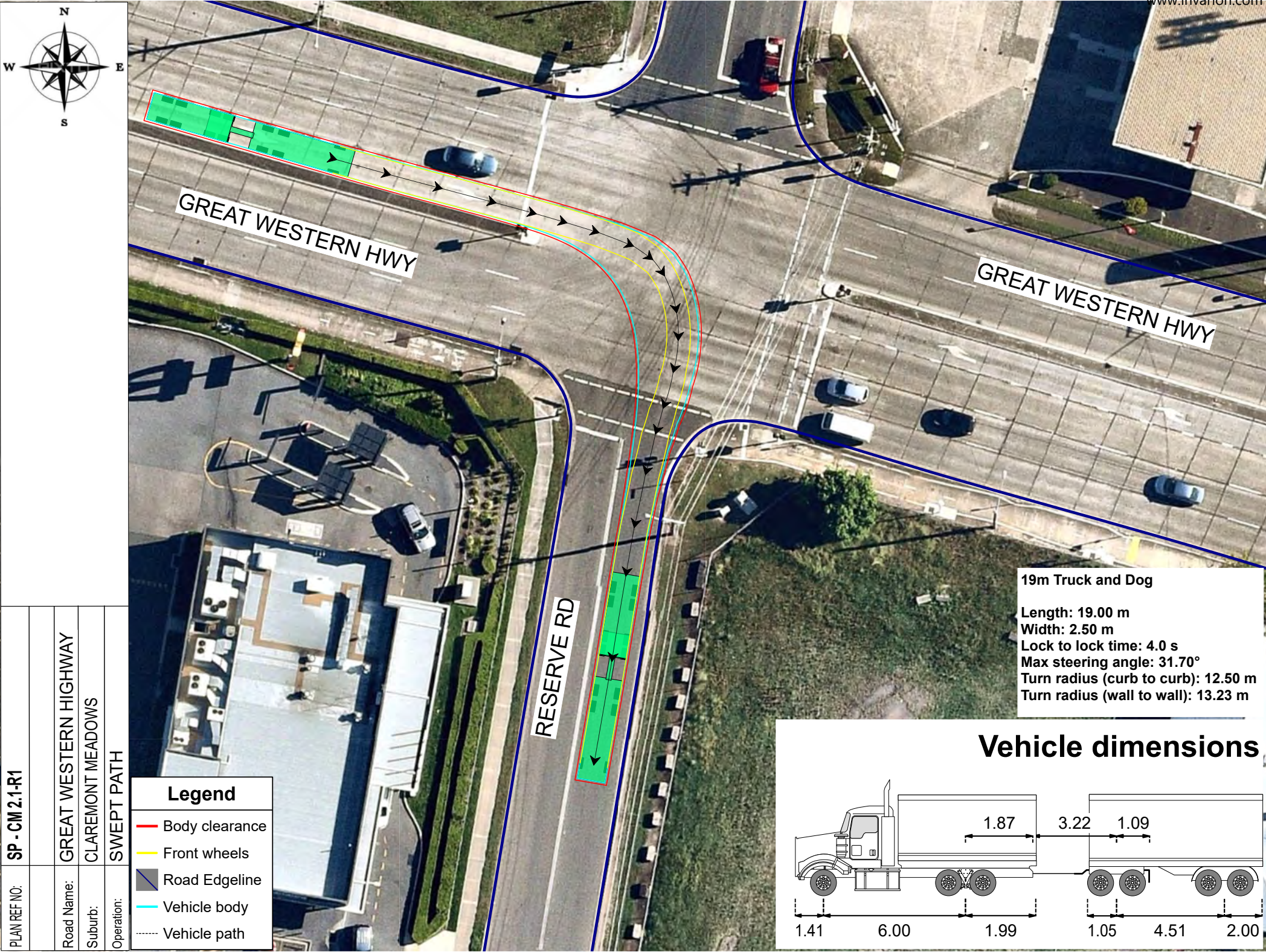


Legend	
	Body clearance
	Front wheels
	Road Edgeline
	Vehicle body
	Vehicle path

Single unit truck/bus

Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m



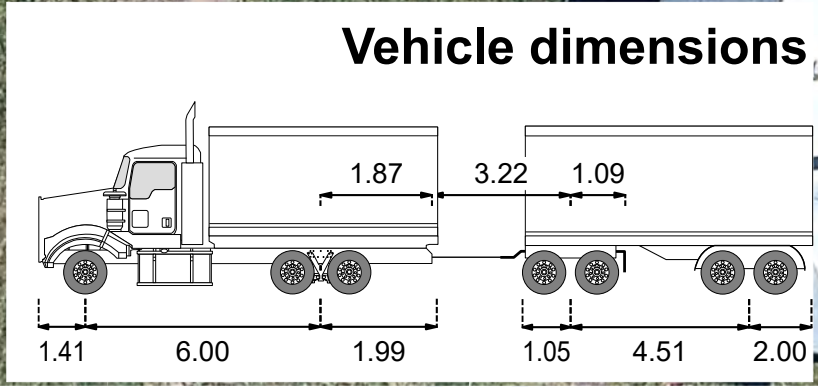


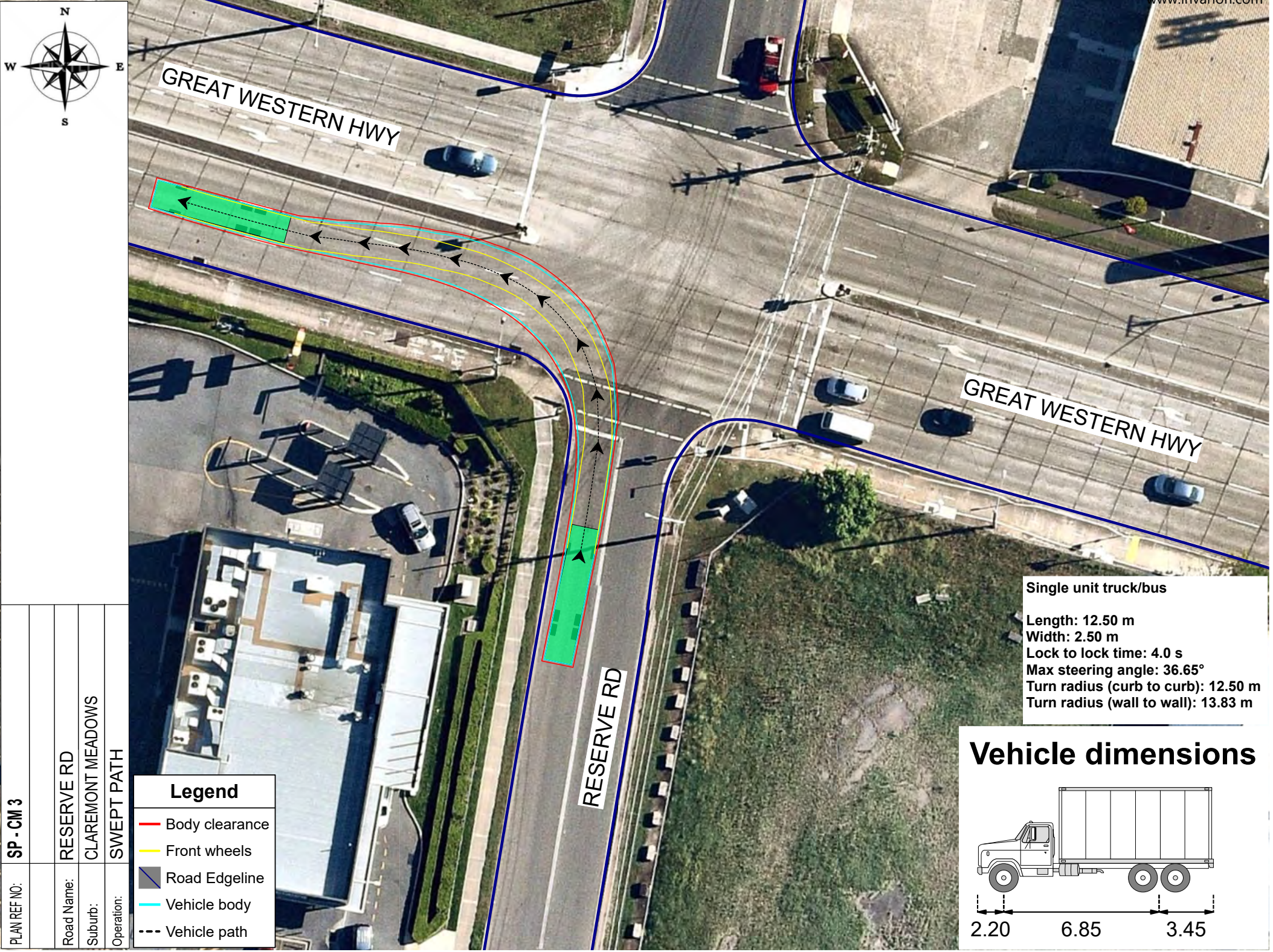
PLAN REF NO:	SP - CM 2.1-R1
Road Name:	GREAT WESTERN HIGHWAY
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

Legend	
	Body clearance
	Front wheels
	Road Edgeline
	Vehicle body
	Vehicle path

19m Truck and Dog

Length: 19.00 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 31.70°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.23 m





GREAT WESTERN HWY

GREAT WESTERN HWY

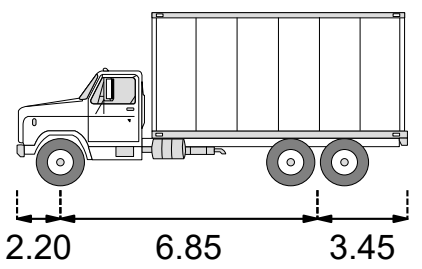
RESERVE RD

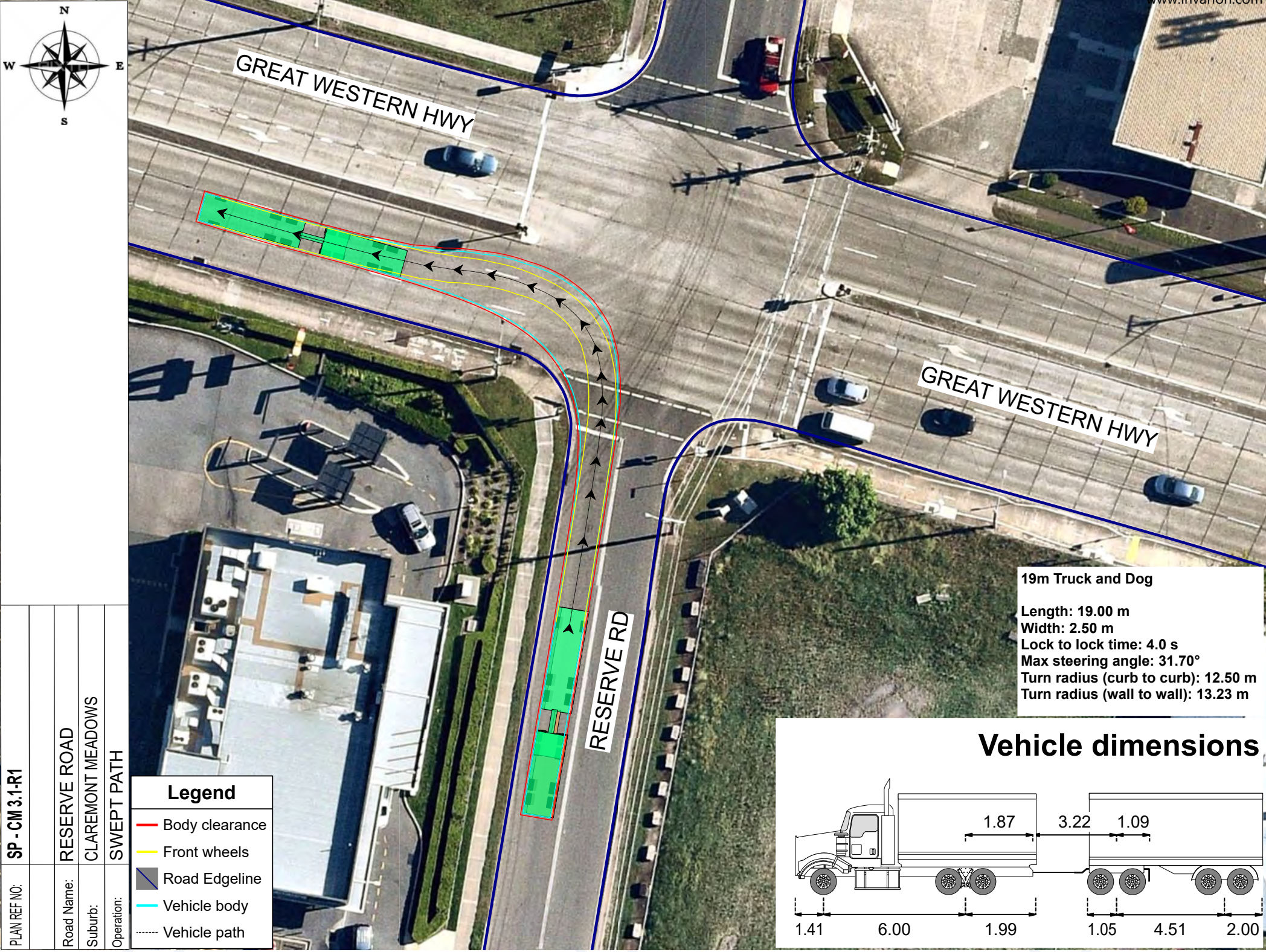
Legend	
—	Body clearance
—	Front wheels
—	Road Edgeline
—	Vehicle body
- - -	Vehicle path

PLAN REF NO:	SP - CM 3
Road Name:	RESERVE RD
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

Single unit truck/bus	
Length:	12.50 m
Width:	2.50 m
Lock to lock time:	4.0 s
Max steering angle:	36.65°
Turn radius (curb to curb):	12.50 m
Turn radius (wall to wall):	13.83 m

Vehicle dimensions



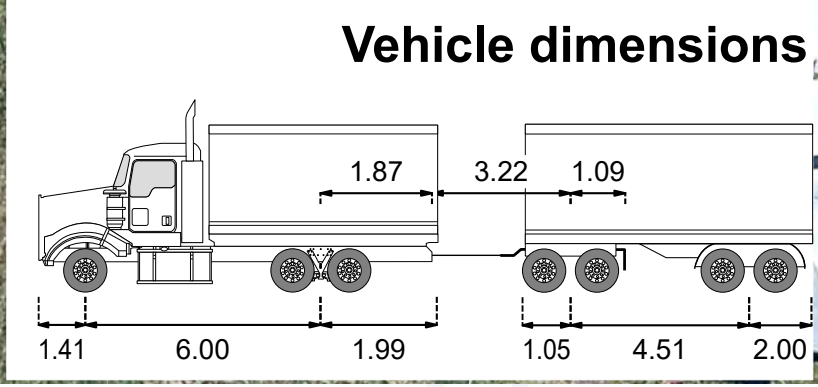


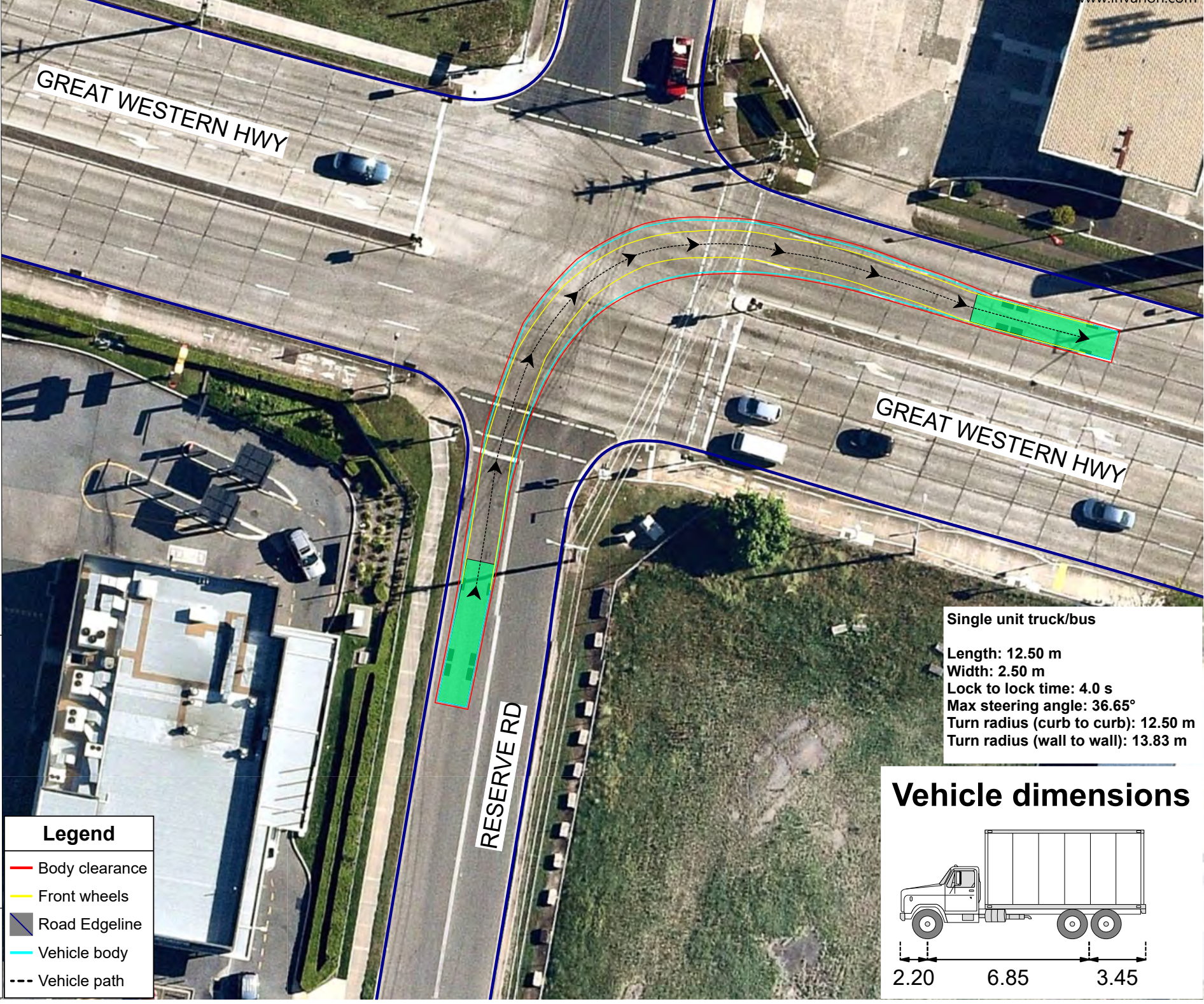
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Road Name:	RESERVE ROAD
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

Legend	
	Body clearance
	Front wheels
	Road Edgeline
	Vehicle body
	Vehicle path

19m Truck and Dog

Length: 19.00 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 31.70°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.23 m





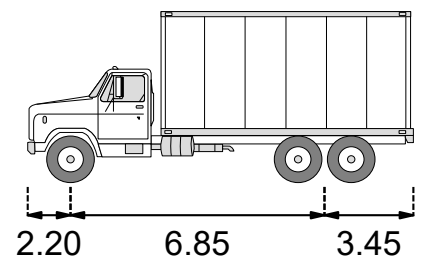
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Road Name:	RESERVE RD
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

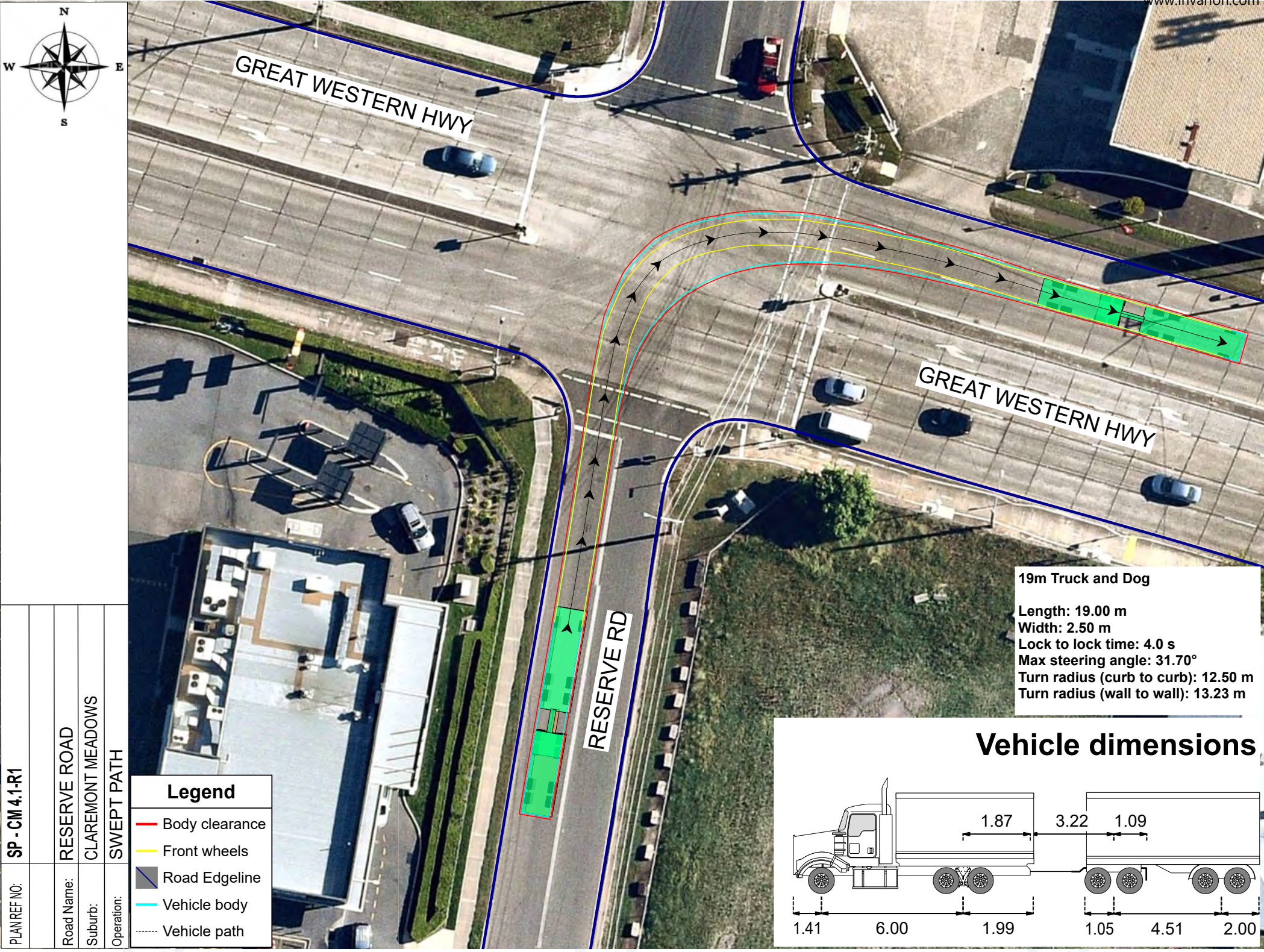
Legend	
	Body clearance
	Front wheels
	Road Edgeline
	Vehicle body
	Vehicle path

Single unit truck/bus

Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

Vehicle dimensions





GREAT WESTERN HWY

GREAT WESTERN HWY

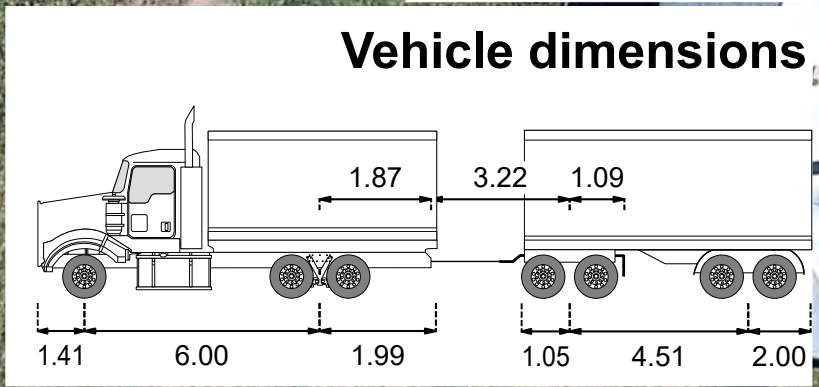
RESERVE RD

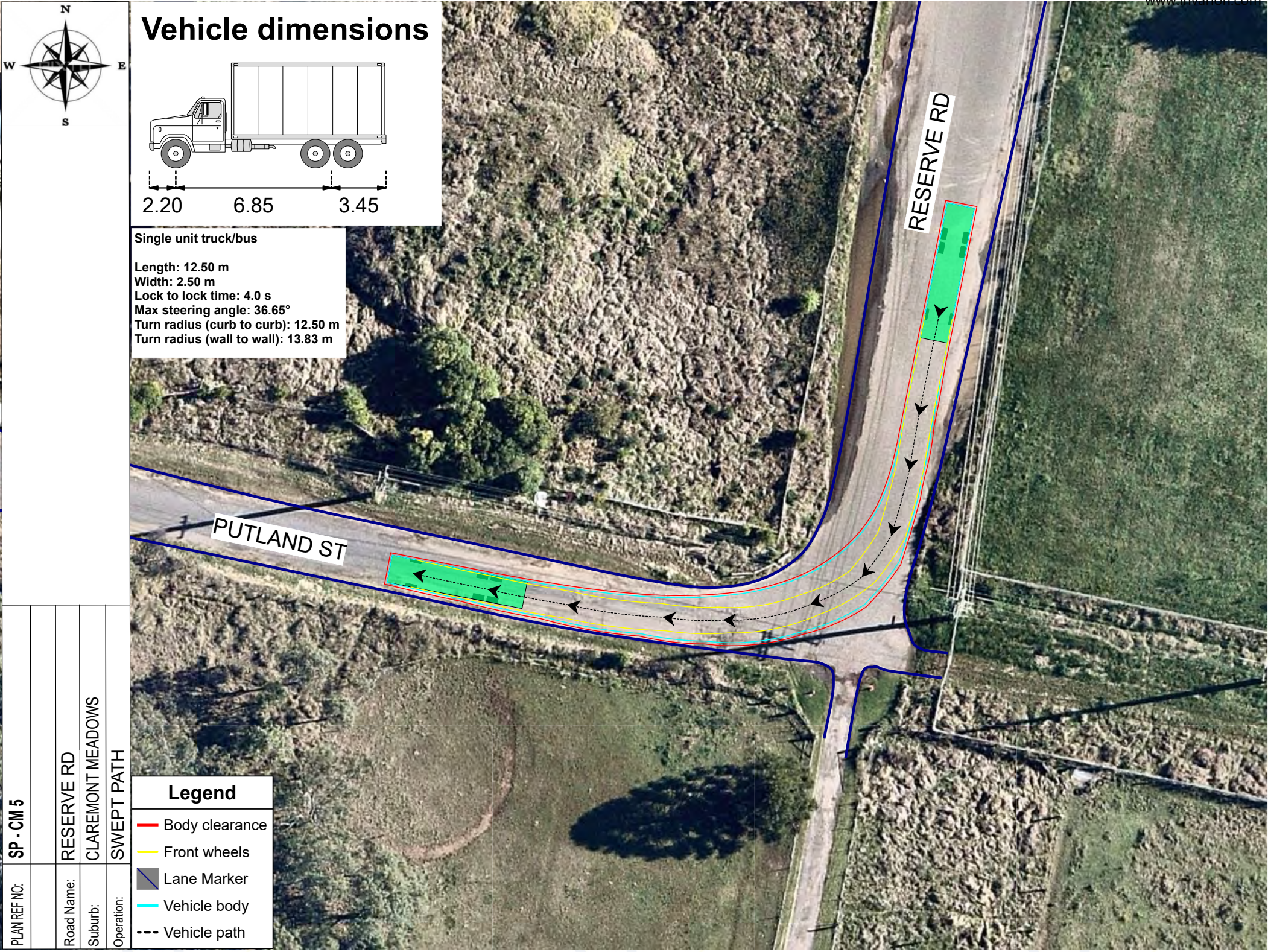
19m Truck and Dog
 Length: 19.00 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 31.70°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.23 m

PLAN REF NO:	SP - CM 4.1-R1
Road Name:	RESERVE ROAD
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

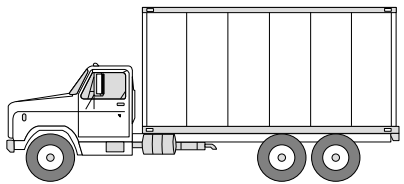
Legend

	Body clearance
	Front wheels
	Road Edgeline
	Vehicle body
	Vehicle path





Vehicle dimensions



2.20 6.85 3.45

Single unit truck/bus

Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

PUTLAND ST

RESERVE RD

Legend

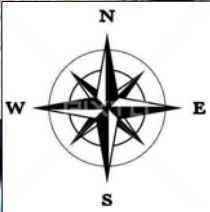
- Body clearance
- Front wheels
- Lane Marker
- Vehicle body
- - - Vehicle path

PLAN/REF NO: SP - CM 5

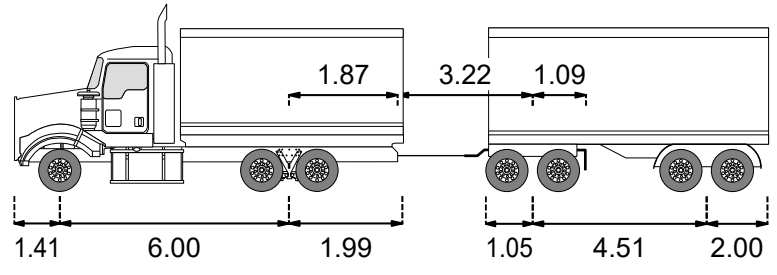
Road Name: RESERVE RD

Suburb: CLAREMONT MEADOWS

Operation: SWEPT PATH



Vehicle dimensions



19m Truck and Dog

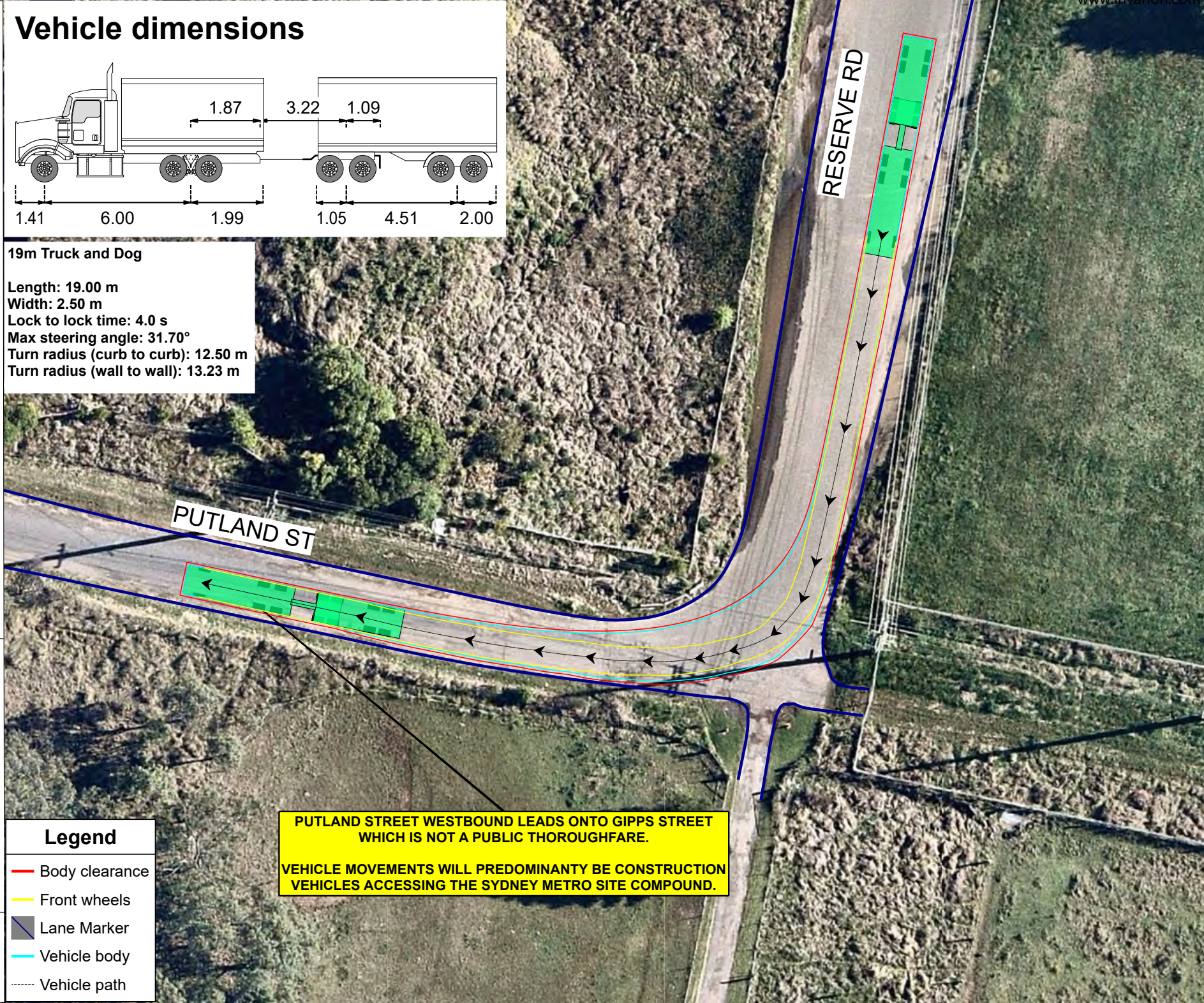
Length: 19.00 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 31.70°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.23 m

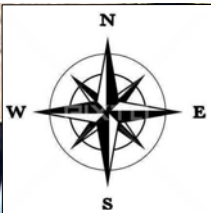
PLAN REF NO:	SP - CM 5.1-R1
Road Name:	RESERVE STREET
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

Legend	
	Body clearance
	Front wheels
	Lane Marker
	Vehicle body
	Vehicle path

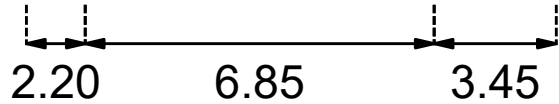
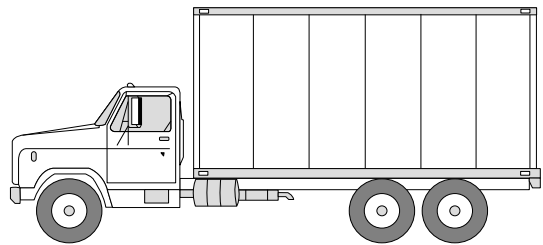
PUTLAND STREET WESTBOUND LEADS ONTO GIPPS STREET WHICH IS NOT A PUBLIC THOROUGHFARE.

VEHICLE MOVEMENTS WILL PREDOMINANTLY BE CONSTRUCTION VEHICLES ACCESSING THE SYDNEY METRO SITE COMPOUND.



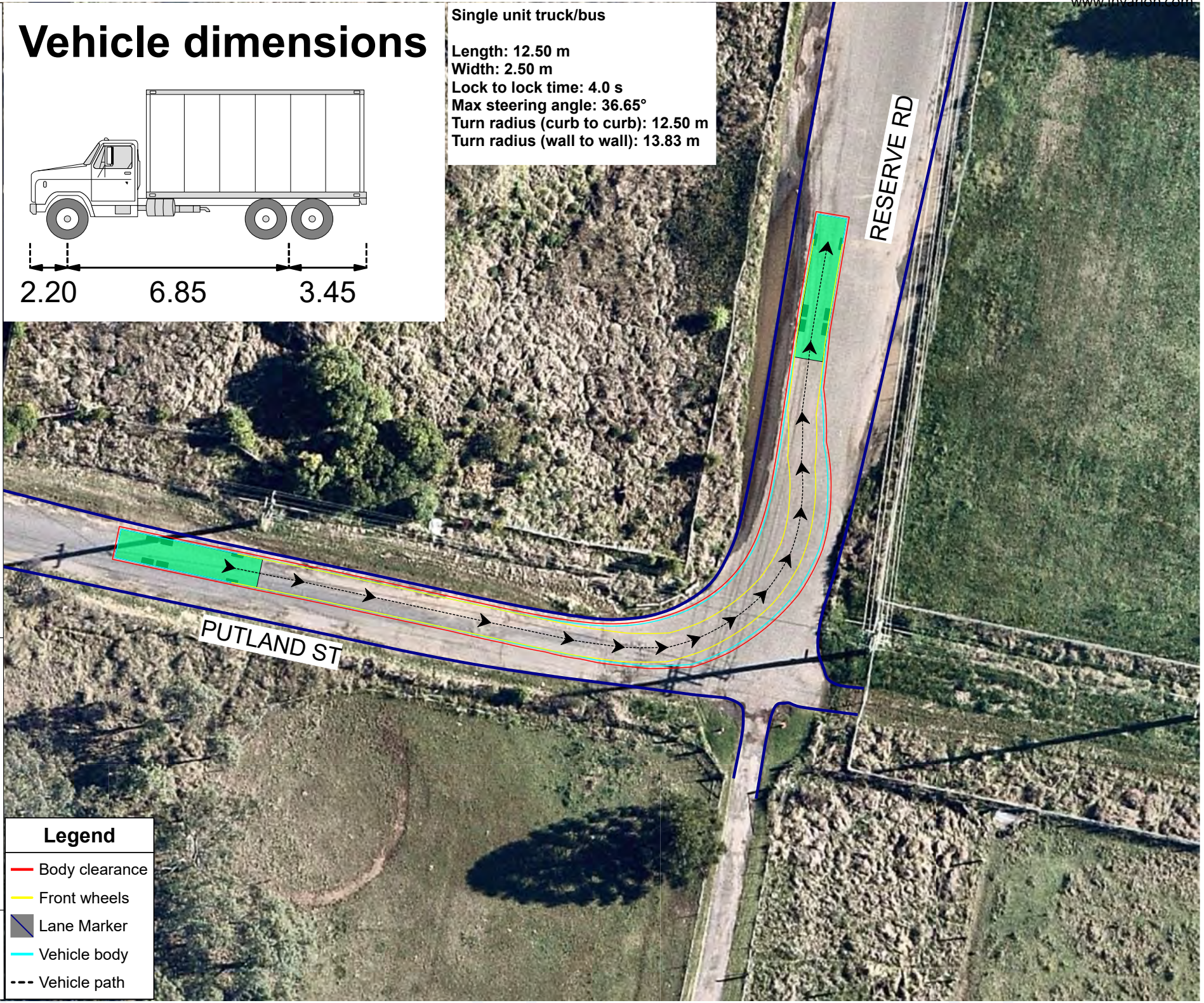


Vehicle dimensions



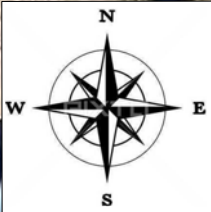
Single unit truck/bus
 Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

PLAN/REF NO:	SP - CM 6
Road Name:	PUTLAND ST
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

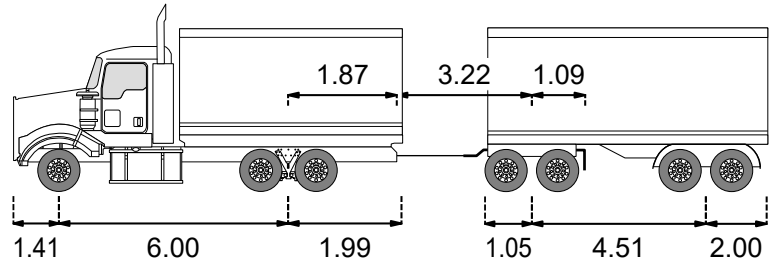


Legend

- Body clearance
- Front wheels
- Lane Marker
- Vehicle body
- - - Vehicle path



Vehicle dimensions



19m Truck and Dog

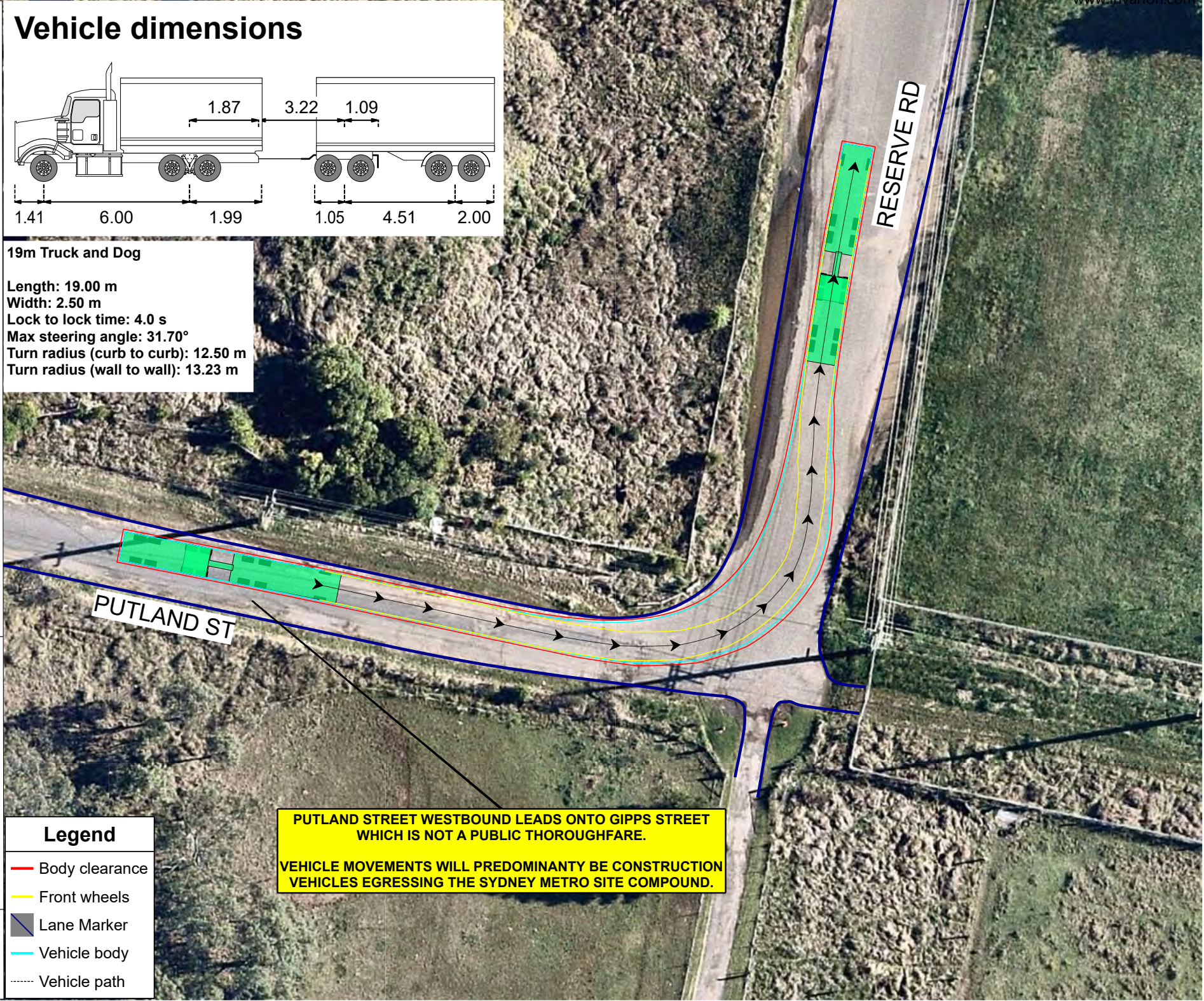
Length: 19.00 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 31.70°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.23 m

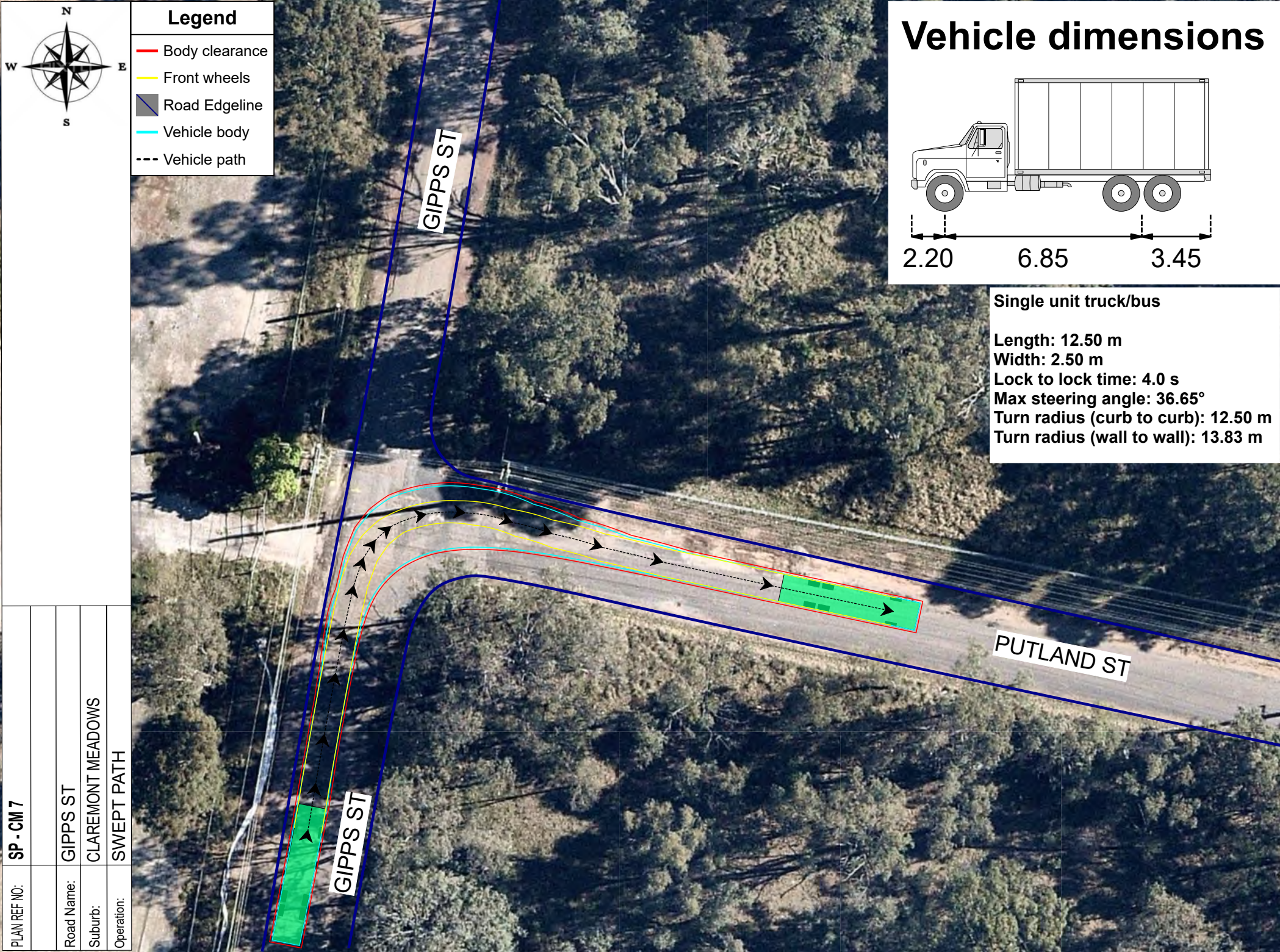
PLAN REF NO:	SP - CM 6.1-R1
Road Name:	PUTLAND STREET
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

Legend	
	Body clearance
	Front wheels
	Lane Marker
	Vehicle body
	Vehicle path

PUTLAND STREET WESTBOUND LEADS ONTO GIPPS STREET WHICH IS NOT A PUBLIC THOROUGHFARE.

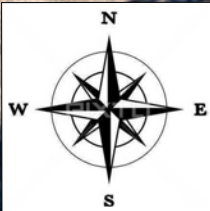
VEHICLE MOVEMENTS WILL PREDOMINANTLY BE CONSTRUCTION VEHICLES EGRESSING THE SYDNEY METRO SITE COMPOUND.



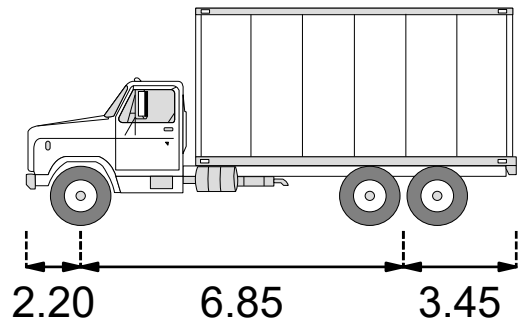


Legend

- Body clearance
- Front wheels
- Road Edgeline
- Vehicle body
- - - Vehicle path



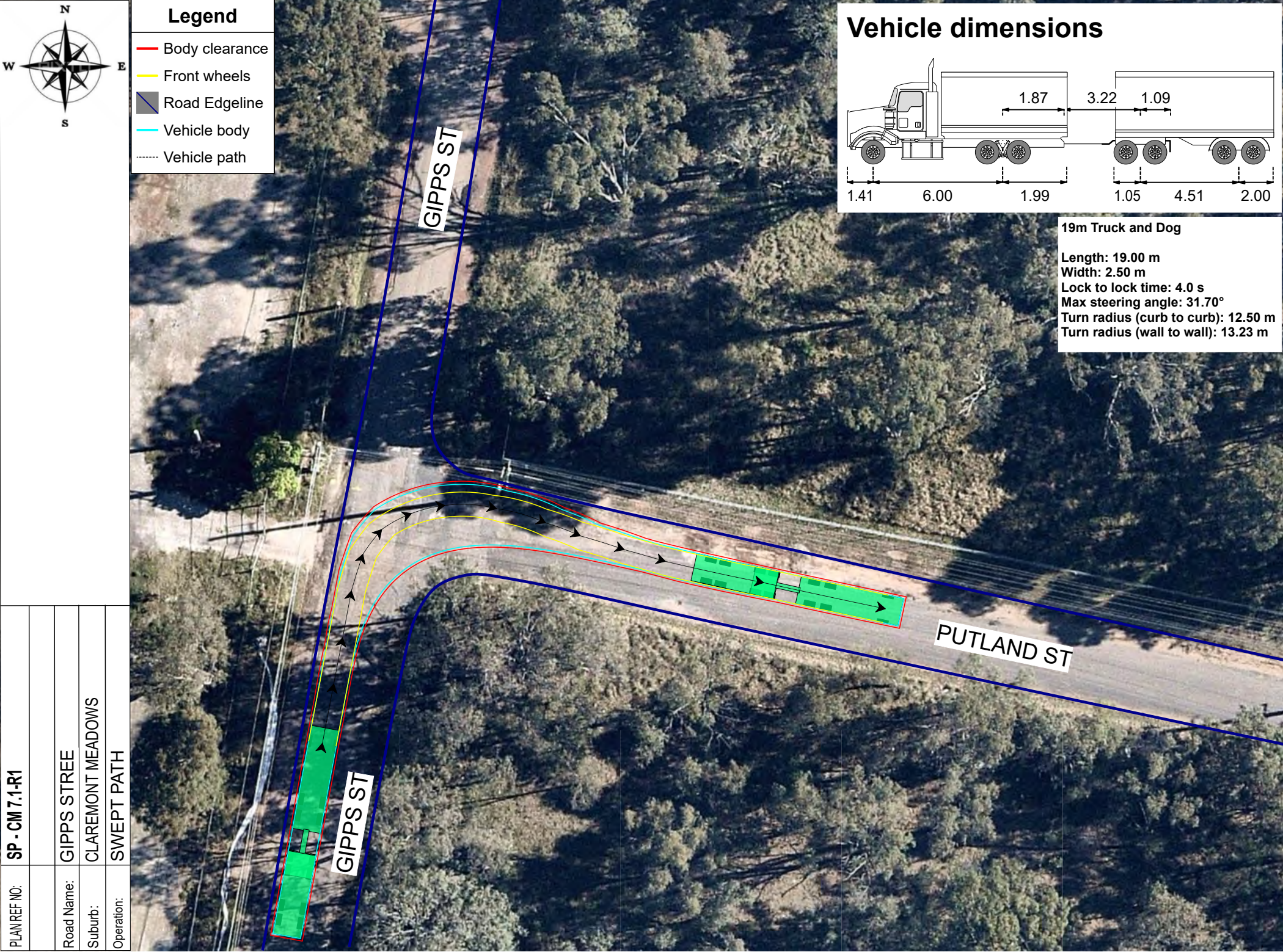
Vehicle dimensions



Single unit truck/bus

- Length: 12.50 m
- Width: 2.50 m
- Lock to lock time: 4.0 s
- Max steering angle: 36.65°
- Turn radius (curb to curb): 12.50 m
- Turn radius (wall to wall): 13.83 m

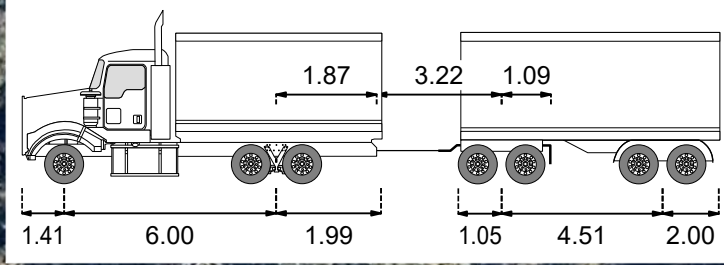
PLAN REF NO:	SP - CM 7
Road Name:	GIPPS ST
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH



Legend

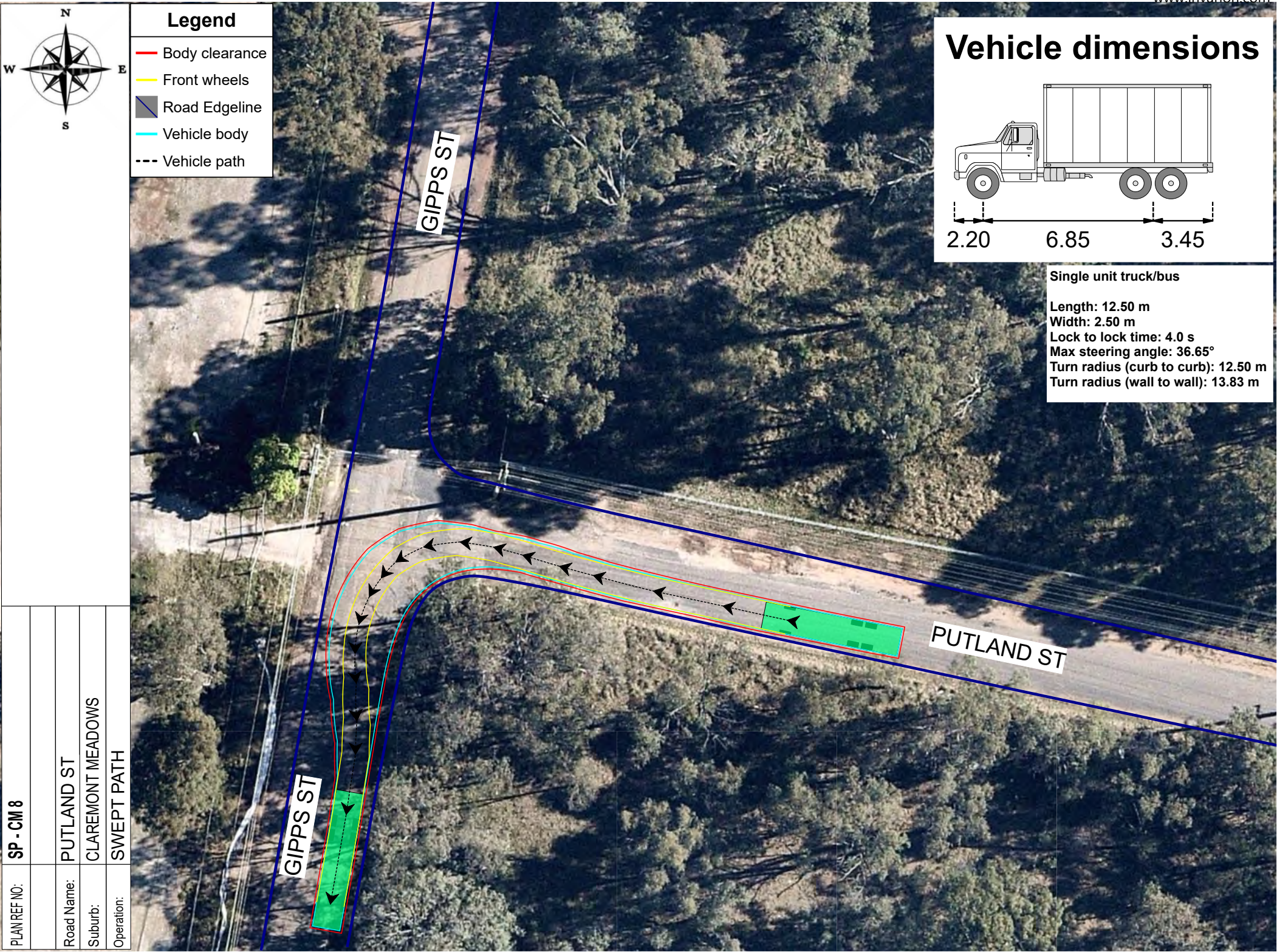
- Body clearance
- Front wheels
- Road Edgeline
- Vehicle body
- - - Vehicle path

Vehicle dimensions



19m Truck and Dog	
Length:	19.00 m
Width:	2.50 m
Lock to lock time:	4.0 s
Max steering angle:	31.70°
Turn radius (curb to curb):	12.50 m
Turn radius (wall to wall):	13.23 m

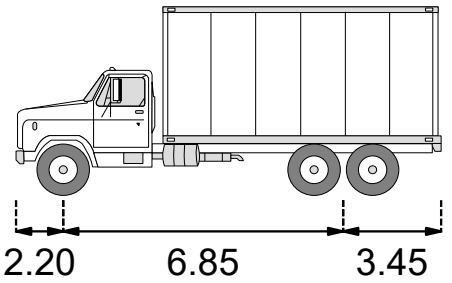
PLAN REF NO:	SP - CM 7.1-R1
Road Name:	GIPPS STREE
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH



Legend

- Body clearance
- Front wheels
- Road Edgeline
- Vehicle body
- - - Vehicle path

Vehicle dimensions



Single unit truck/bus

Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

PLAN REF NO:	SP - CM 8
Road Name:	PUTLAND ST
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH



Legend

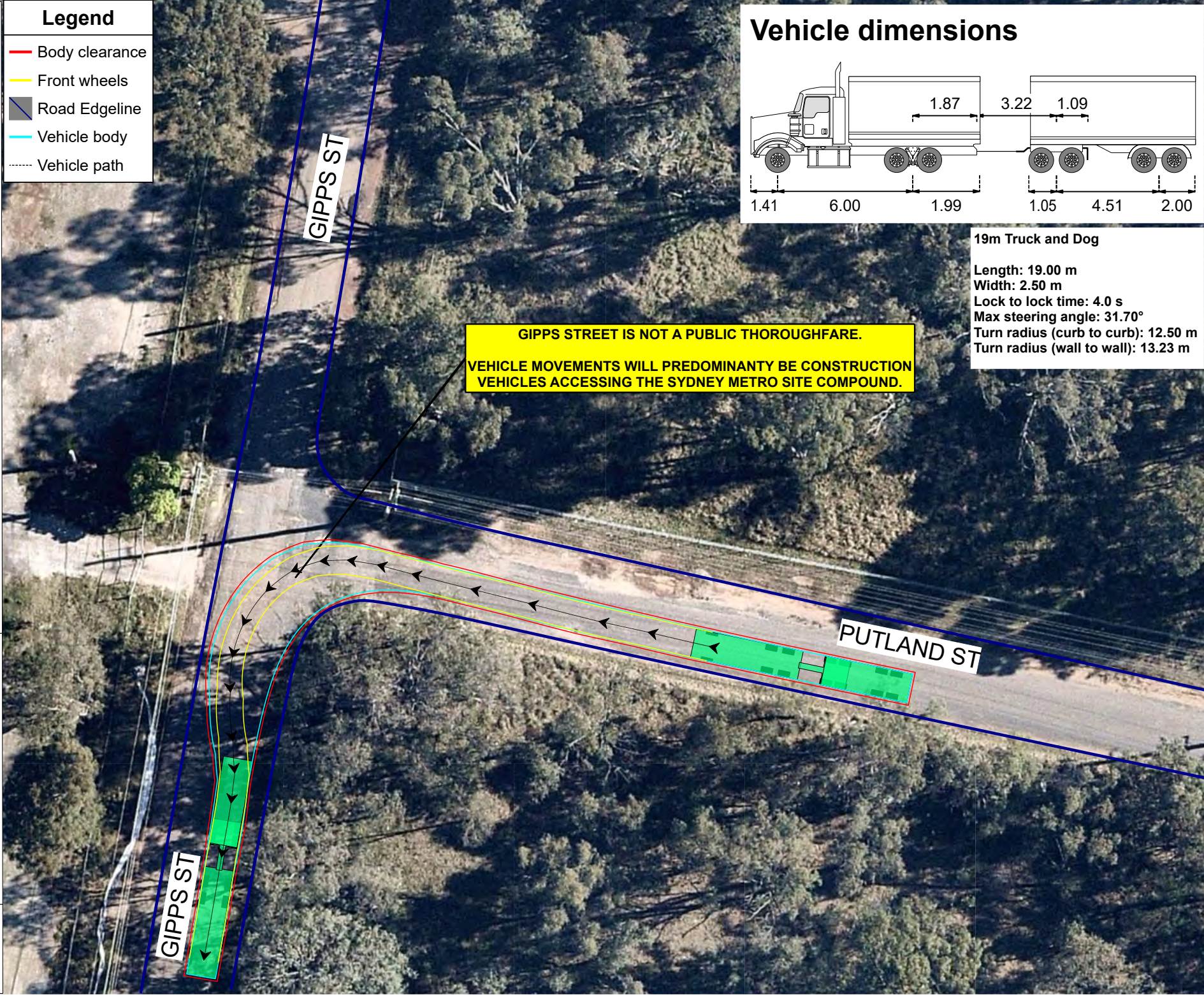
- Body clearance
- Front wheels
- Road Edgeline
- Vehicle body
- - - Vehicle path

PLAN REF NO: **SP - CM 8.1-R1**

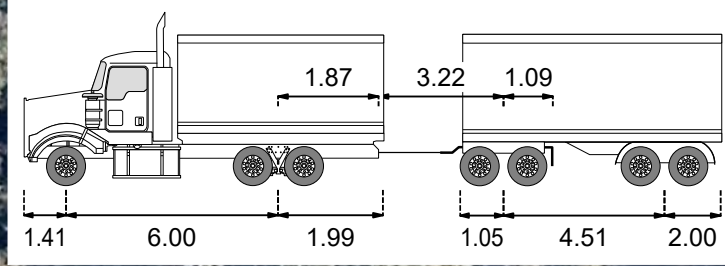
Road Name: **PUTLAND ST**

Suburb: **CLAREMONT MEADOWS**

Operation: **SWEPT PATH**



Vehicle dimensions



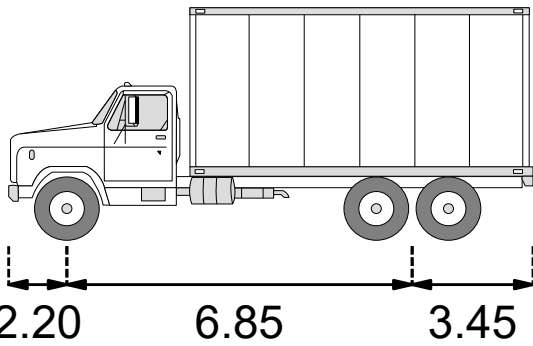
19m Truck and Dog

Length: 19.00 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 31.70°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.23 m

**GIPPS STREET IS NOT A PUBLIC THOROUGHFARE.
 VEHICLE MOVEMENTS WILL PREDOMINANTLY BE CONSTRUCTION
 VEHICLES ACCESSING THE SYDNEY METRO SITE COMPOUND.**



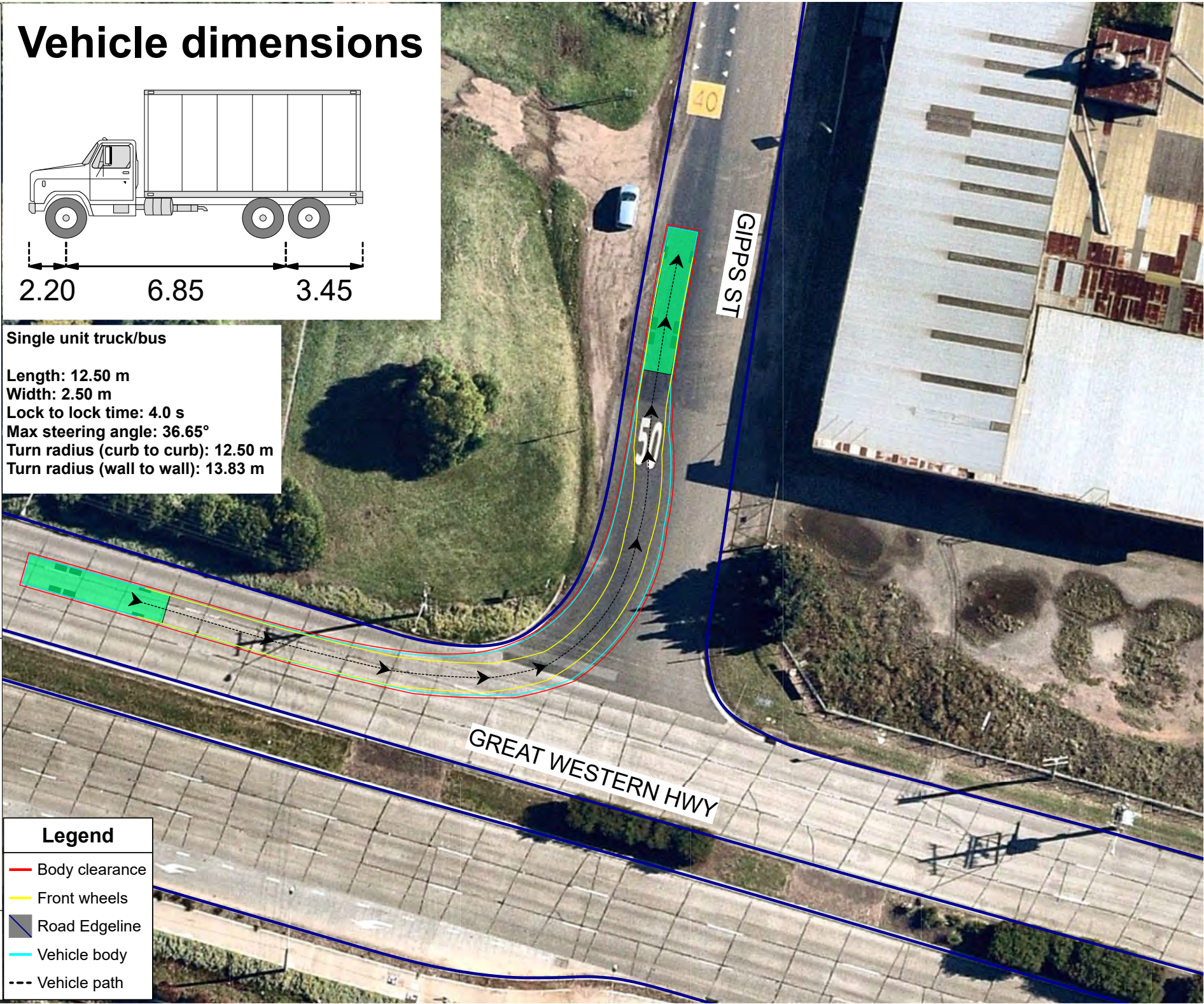
Vehicle dimensions



Single unit truck/bus

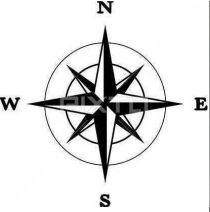
- Length: 12.50 m
- Width: 2.50 m
- Lock to lock time: 4.0 s
- Max steering angle: 36.65°
- Turn radius (curb to curb): 12.50 m
- Turn radius (wall to wall): 13.83 m

PLAN REF NO:	SP - CM 9
Road Name:	GREAT WESTERN HIGHWAY
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

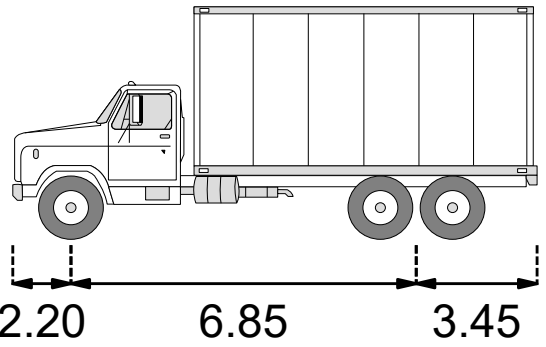


Legend

- Body clearance
- Front wheels
- Road Edgeline
- Vehicle body
- Vehicle path



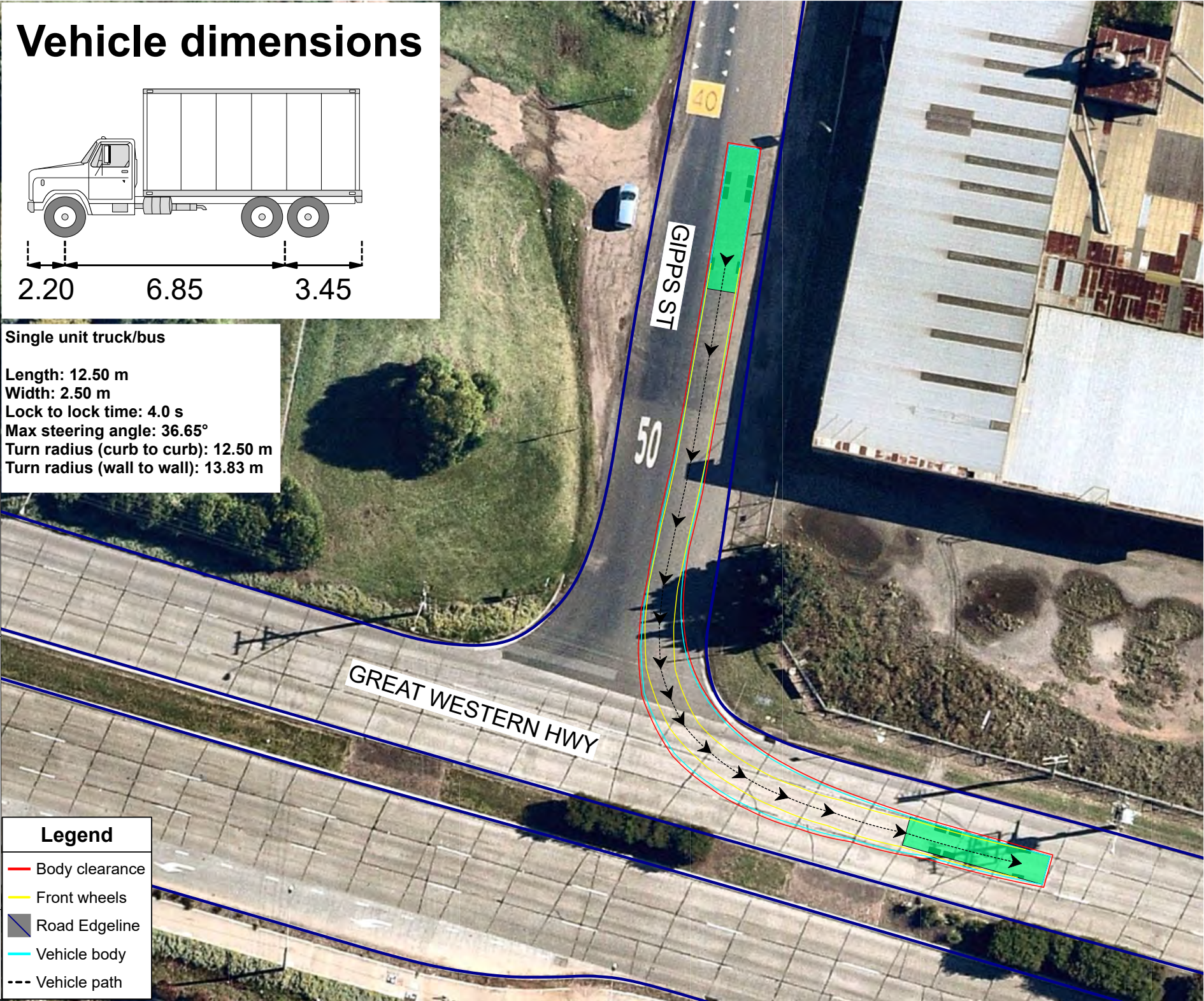
Vehicle dimensions



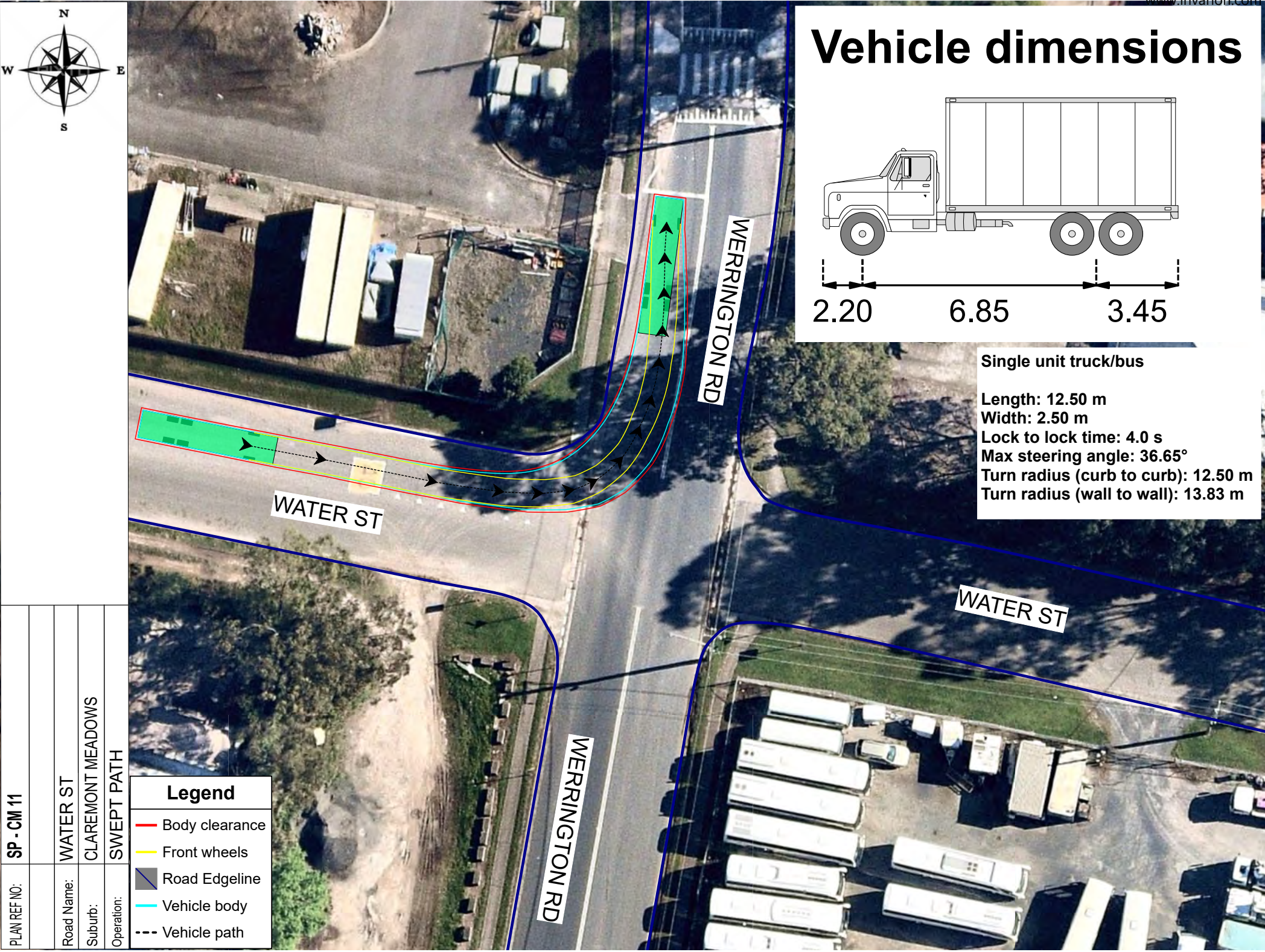
Single unit truck/bus

Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

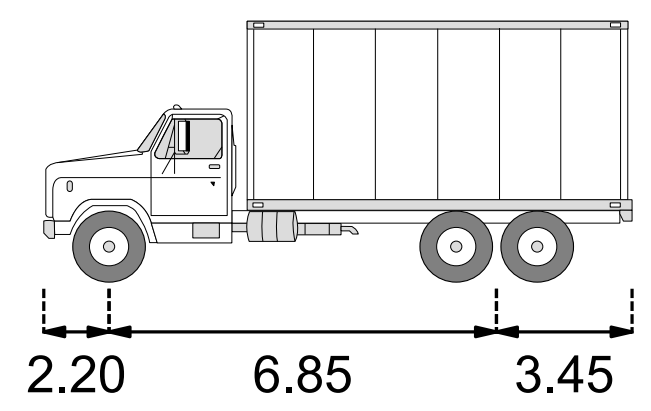
PLAN REF NO:	SP - CM 10
Road Name:	GIPPS ST
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH



Legend	
—	Body clearance
—	Front wheels
—	Road Edgeline
—	Vehicle body
- - -	Vehicle path



Vehicle dimensions



Single unit truck/bus

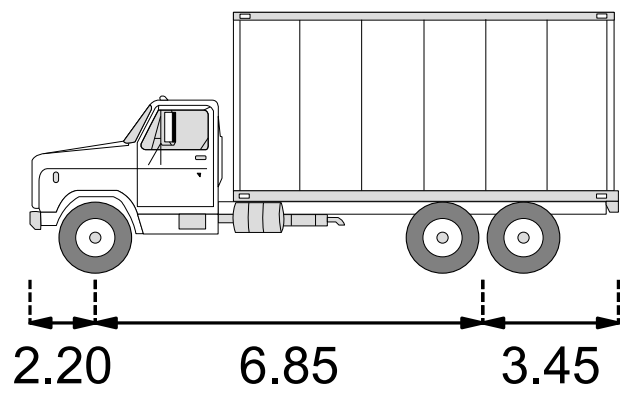
Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

PLAN REF NO:	SP - CM 11
Road Name:	WATER ST
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

Legend	
	Body clearance
	Front wheels
	Road Edgeline
	Vehicle body
	Vehicle path



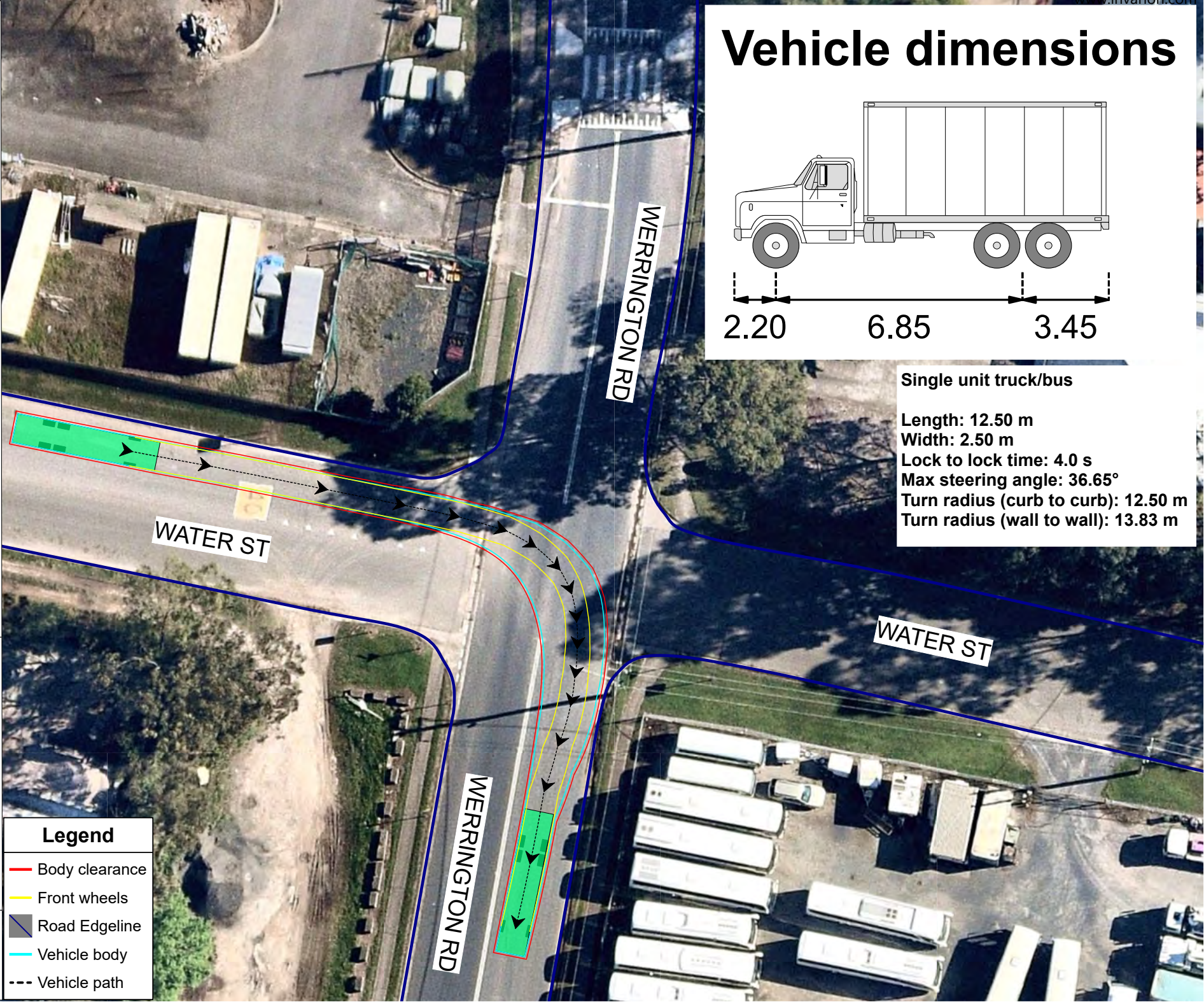
Vehicle dimensions



Single unit truck/bus

Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

PLAN REF NO:	SP - CM 11.1
Road Name:	WATER ST
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

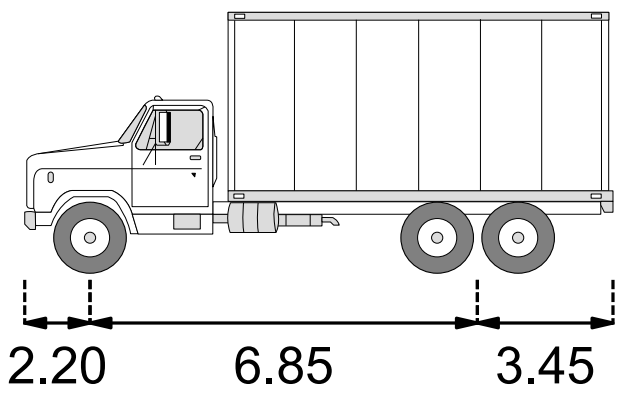


Legend

- Body clearance
- Front wheels
- Vehicle body
- Road Edgeline
- - - Vehicle path



Vehicle dimensions

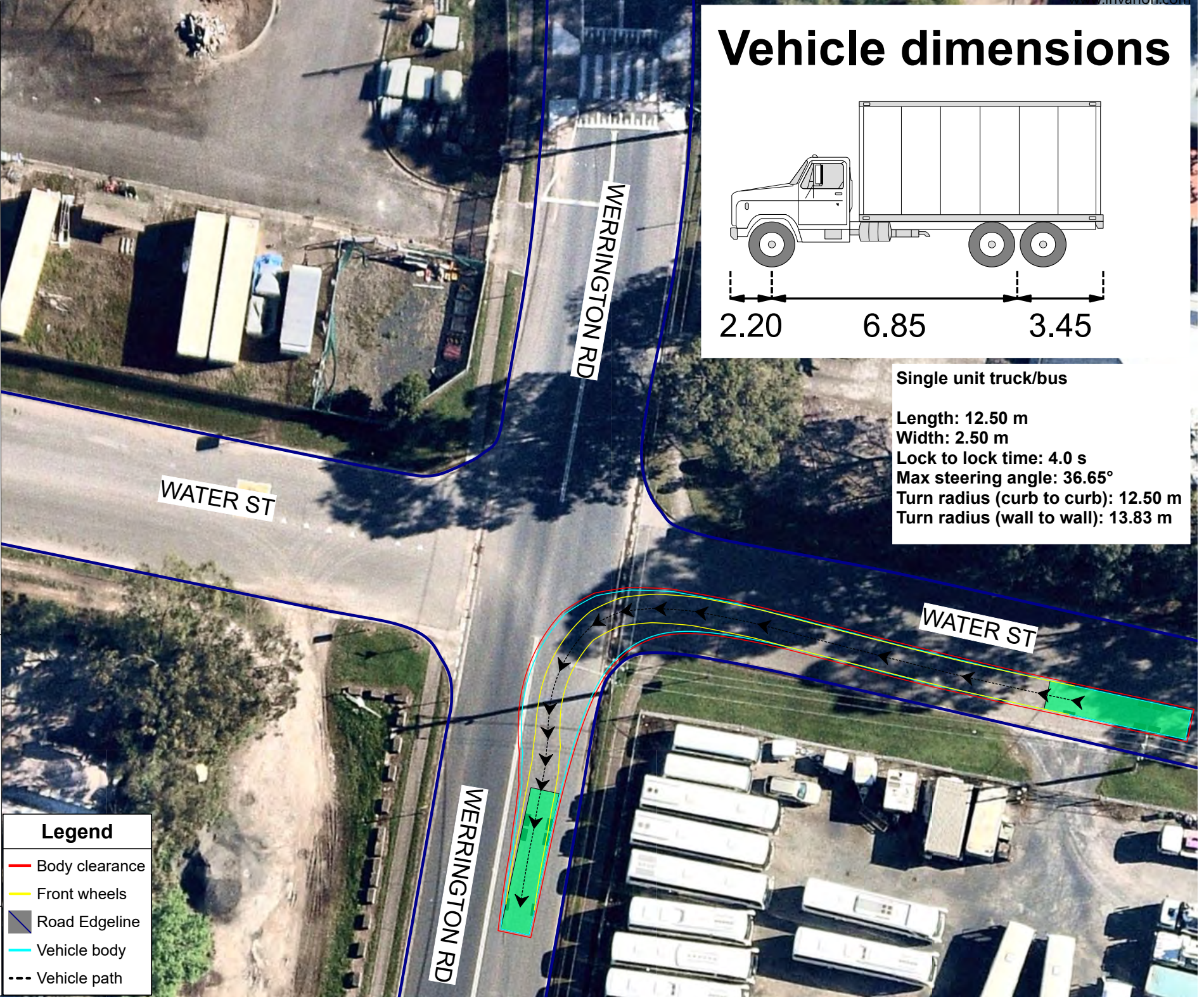


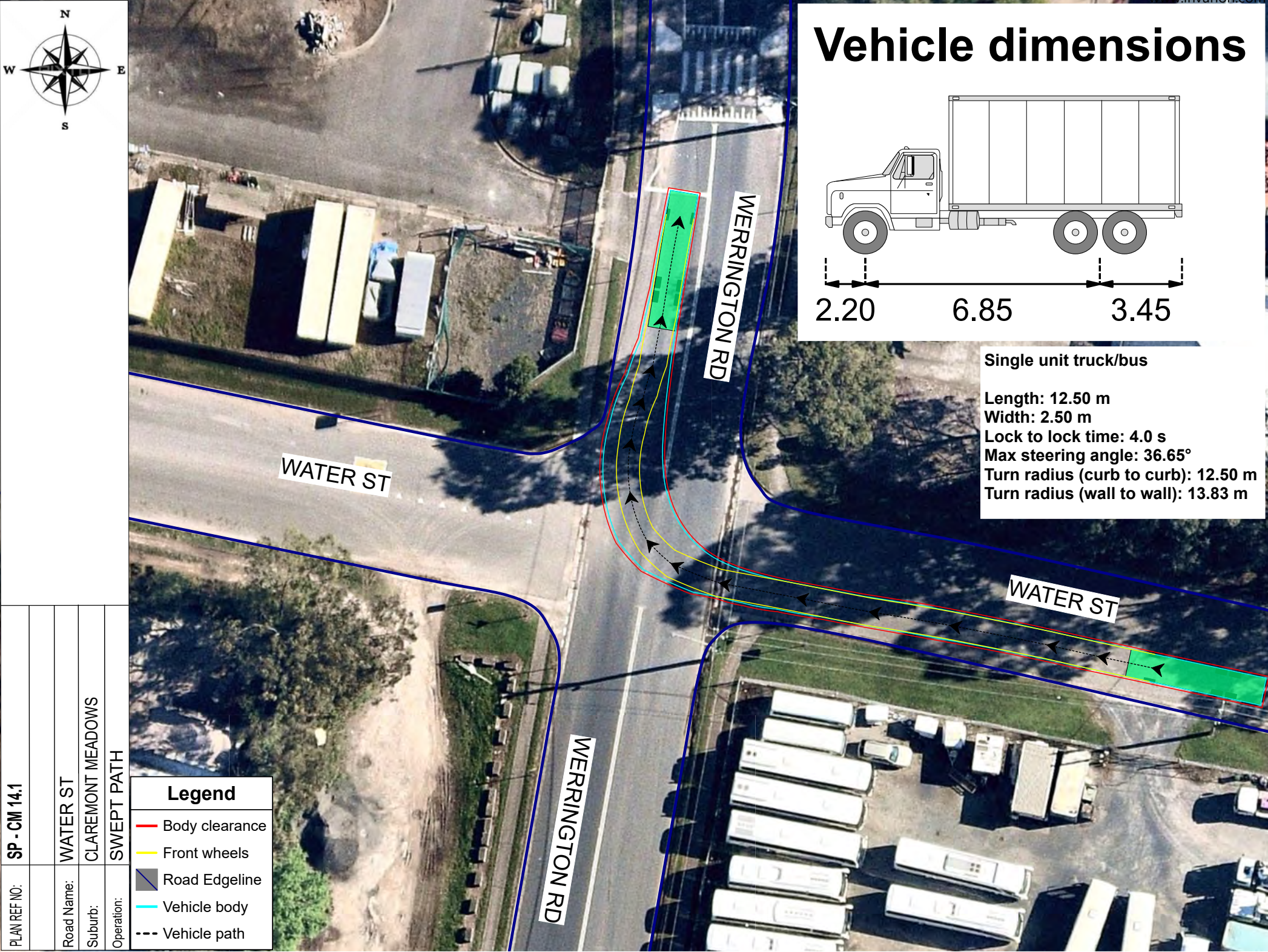
Single unit truck/bus

Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

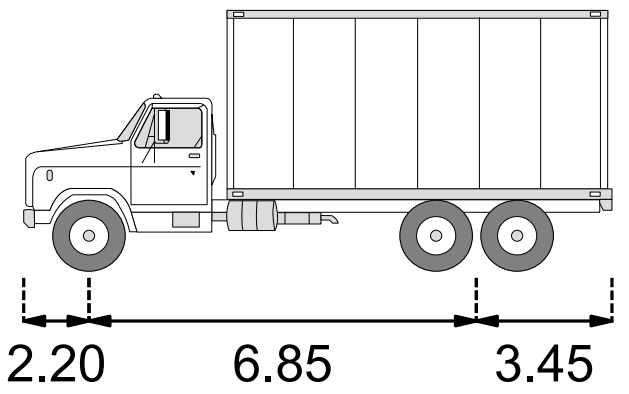
PLAN REF NO:	SP - CM 14
Road Name:	WATER ST
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

Legend	
	Body clearance
	Front wheels
	Road Edgeline
	Vehicle body
	Vehicle path





Vehicle dimensions

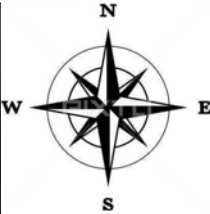


Single unit truck/bus

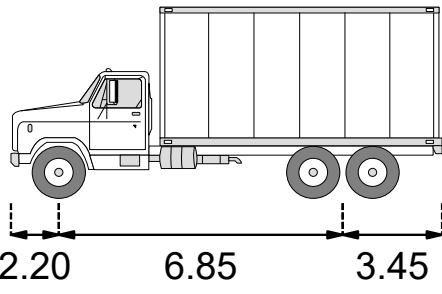
Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

PLAN REF NO:	SP - CM 14.1
Road Name:	WATER ST
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

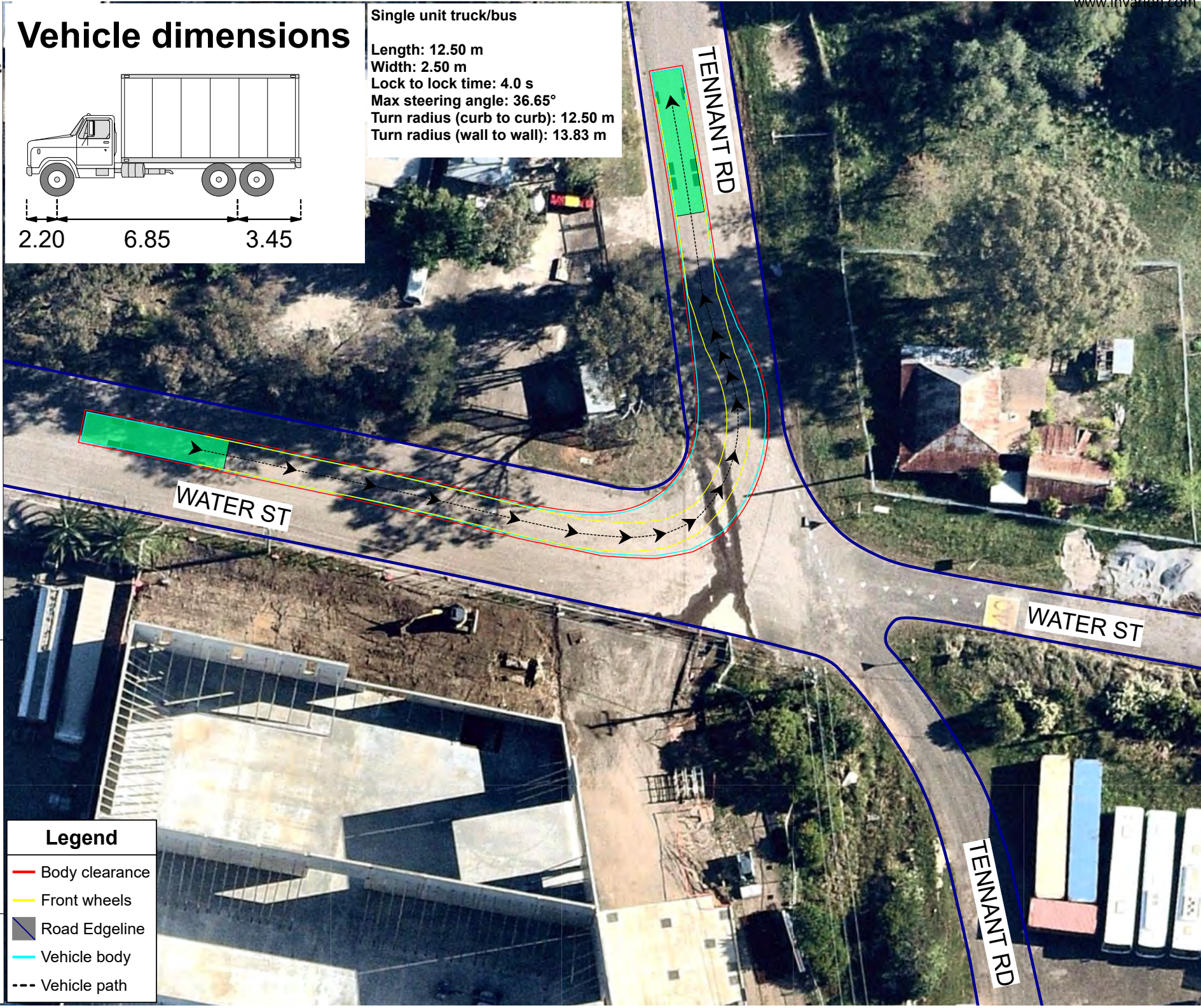
Legend	
—	Body clearance
—	Front wheels
—	Road Edgeline
—	Vehicle body
- - -	Vehicle path



Vehicle dimensions



Single unit truck/bus
 Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

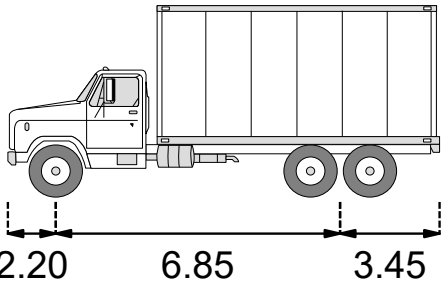


PLAN REF NO:	SP - CM 15
Road Name:	WATER ST
Suburb:	WERRINGTON
Operation:	SWEPT PATH

Legend	
	Body clearance
	Front wheels
	Road Edgeline
	Vehicle body
	Vehicle path



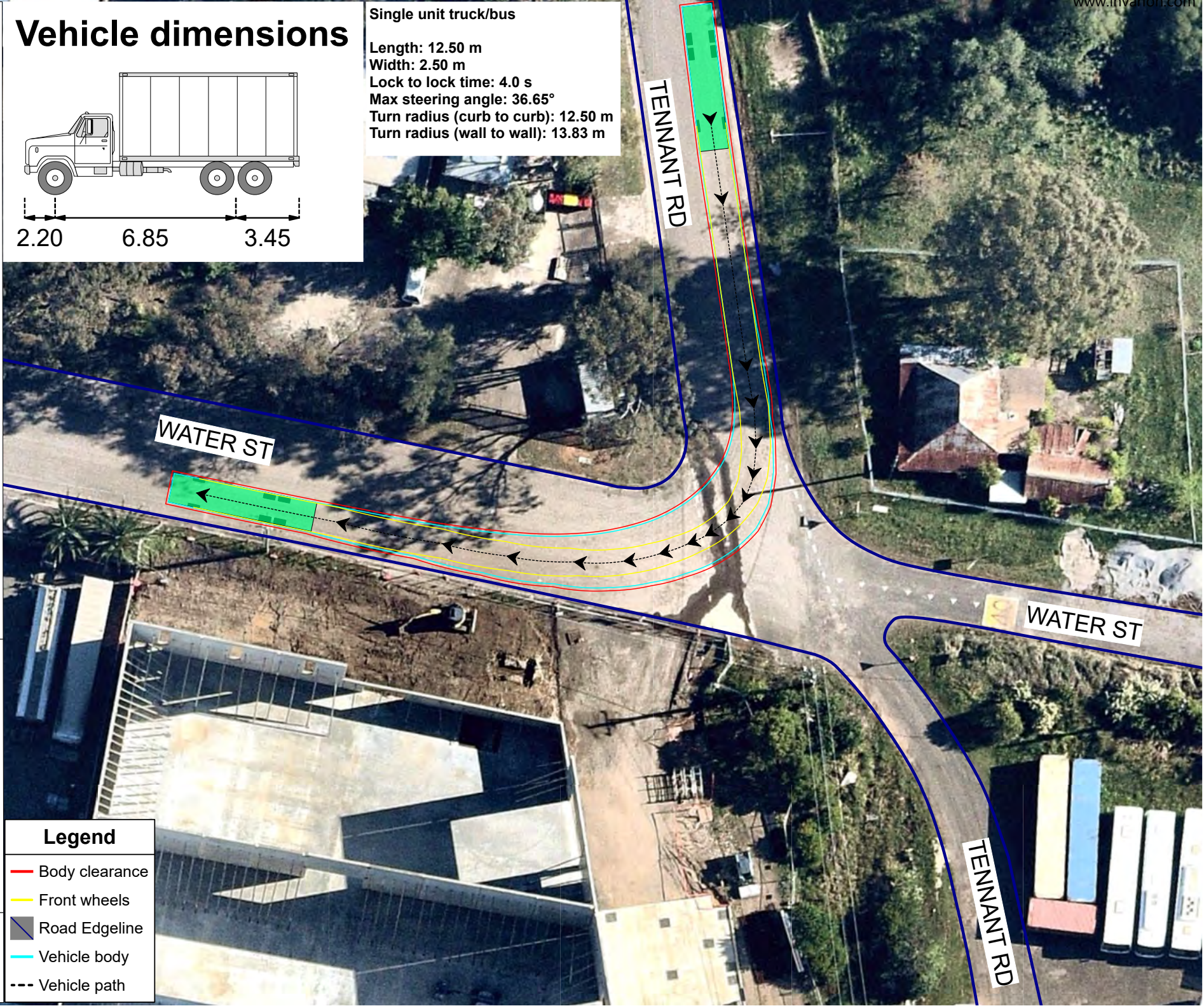
Vehicle dimensions



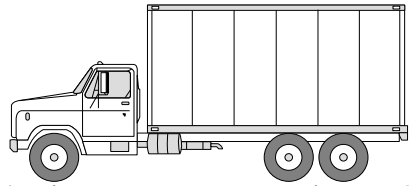
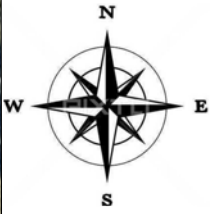
Single unit truck/bus
 Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

PLAN REF NO:	SP - CM 16
Road Name:	TENNANT RD
Suburb:	WERRINGTON
Operation:	SWEPT PATH

Legend	
	Body clearance
	Front wheels
	Road Edgeline
	Vehicle body
	Vehicle path



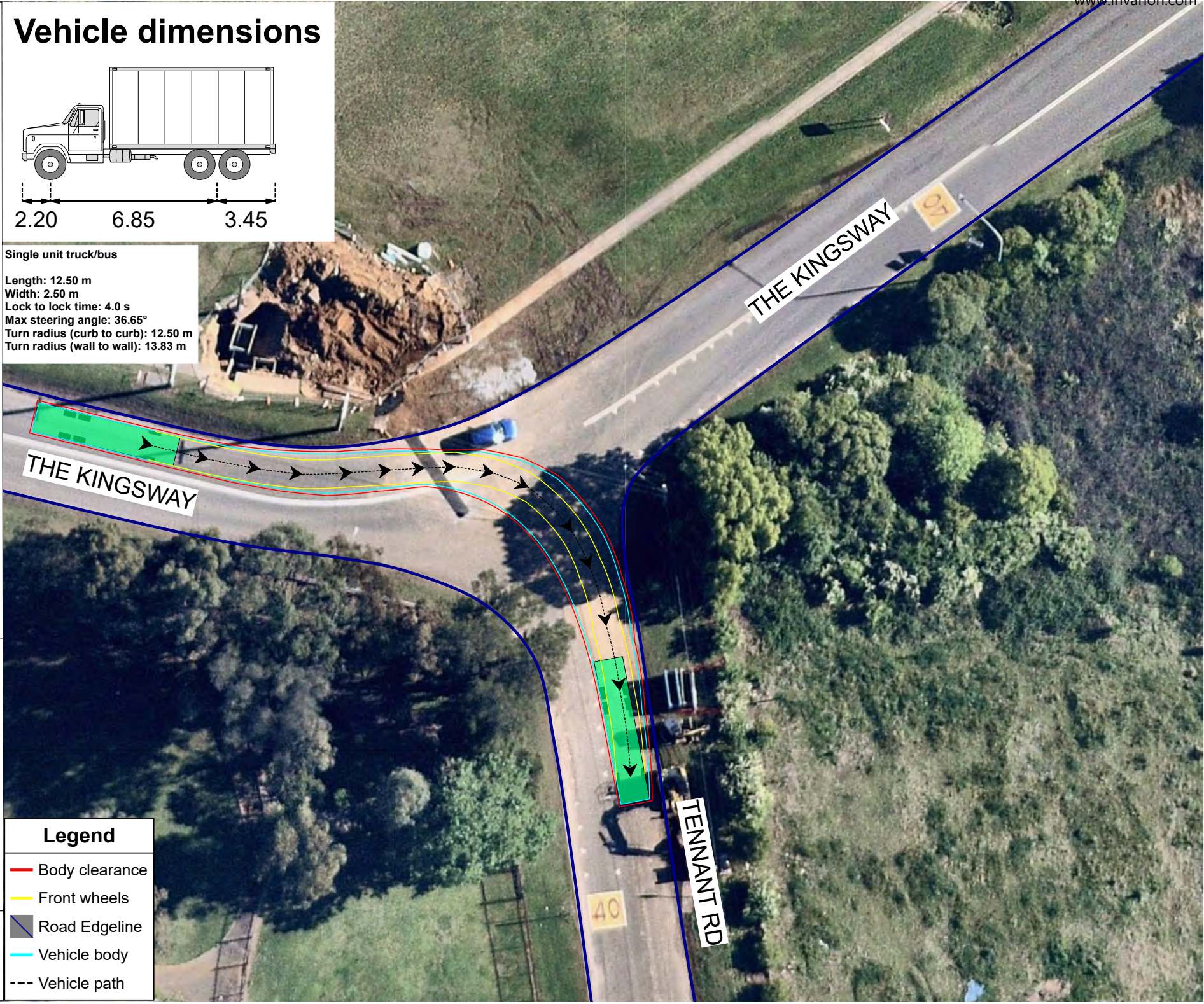
Vehicle dimensions



2.20 6.85 3.45

Single unit truck/bus

Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m



THE KINGSWAY

THE KINGSWAY

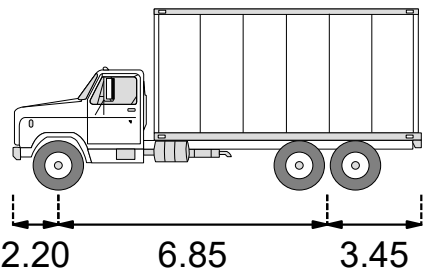
TENNANT RD

PLAN/REF NO:	SP - CM 17
Road Name:	THE KINGSWAY
Suburb:	WERRINGTON
Operation:	SWEPT PATH

Legend

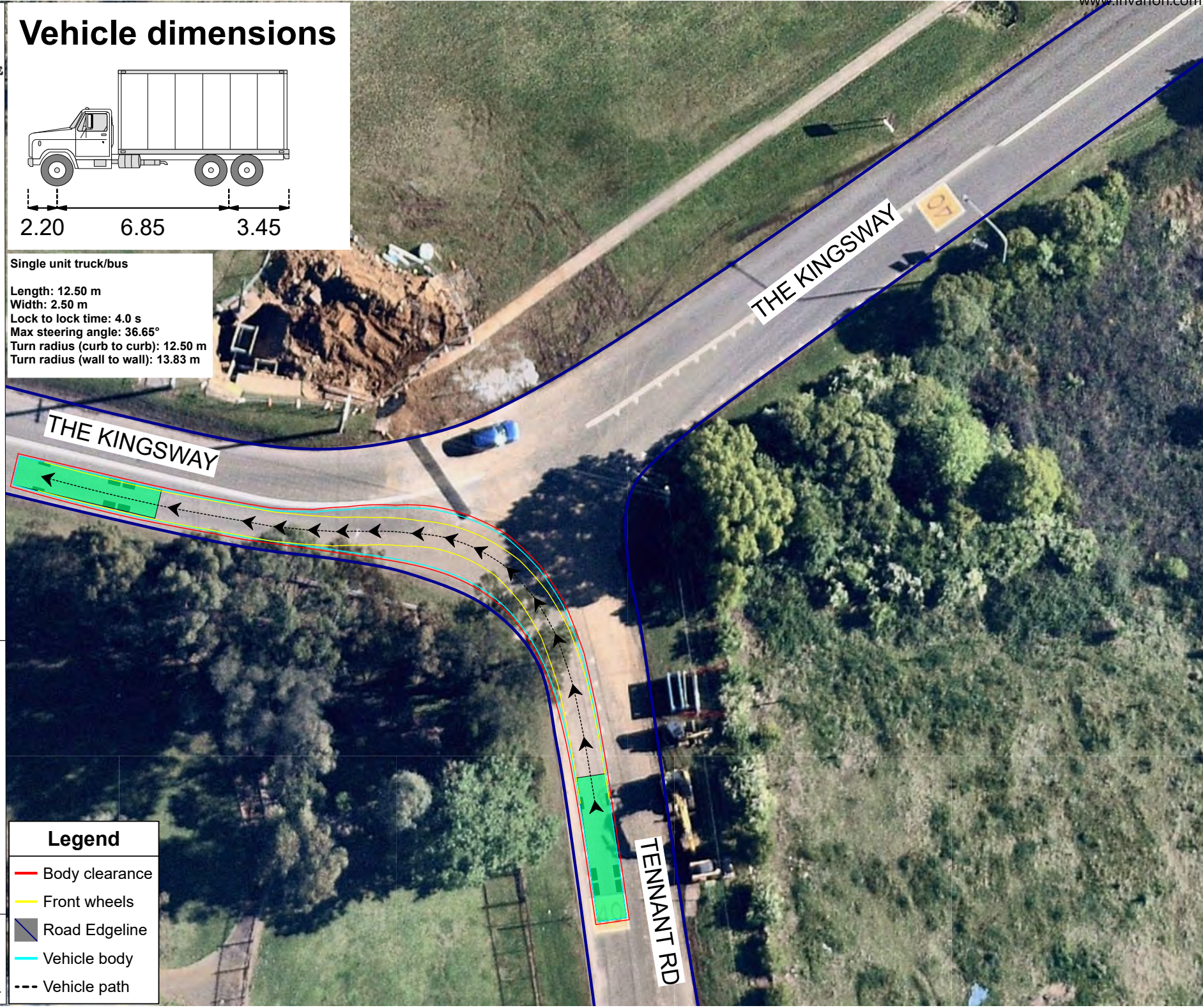
- Body clearance
- Front wheels
- Road Edgeline
- Vehicle body
- - - Vehicle path

Vehicle dimensions



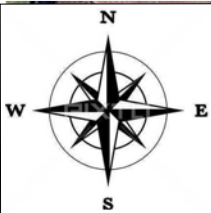
Single unit truck/bus

Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

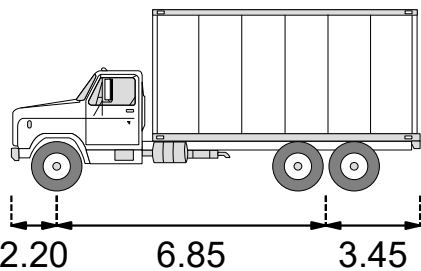


Legend	
	Body clearance
	Front wheels
	Road Edgeline
	Vehicle body
	Vehicle path

PLAN REF NO:	SP - CM 18
Road Name:	TENNANT RD
Suburb:	WERRINGTON
Operation:	SWEPT PATH



Vehicle dimensions



Single unit truck/bus
 Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

PLAN REF NO:	SP - CM 19
Road Name:	GIPPS ST
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

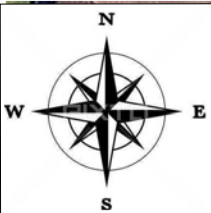
SUNFLOWER DR

GIPPS ST

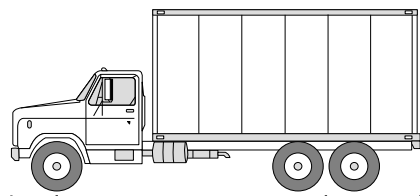
GIPPS ST

Legend	
	Body clearance
	Front wheels
	Road Edgeline
	Vehicle body
	Vehicle path





Vehicle dimensions



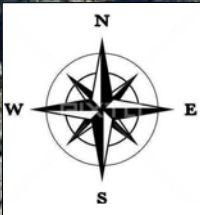
2.20 6.85 3.45

Single unit truck/bus
 Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

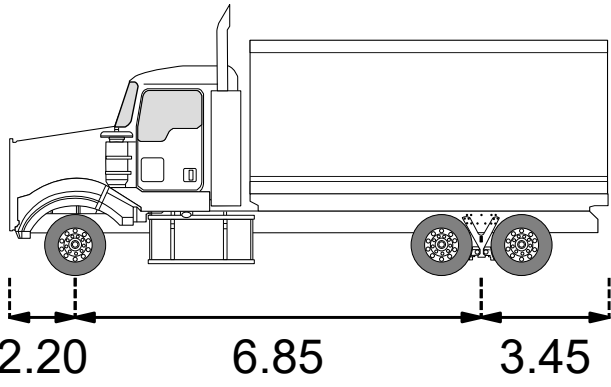
PLAN REF NO:	SP - CM 21
Road Name:	GIPPS ST
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH



Legend	
	Body clearance
	Front wheels
	Road Edgeline
	Vehicle body
	Vehicle path



Vehicle dimensions



12.5m Rigid Truck
 Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

PLAN REF NO:	SP - CM 23
Road Name:	WERRINGTON RD
Suburb:	WERRINGTON
Operation:	SWEPT PATH

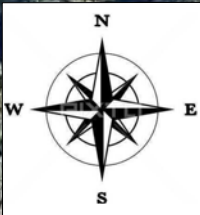
Legend	
	Body clearance
	Front wheels
	Lane Marker
	Vehicle body
	Vehicle path



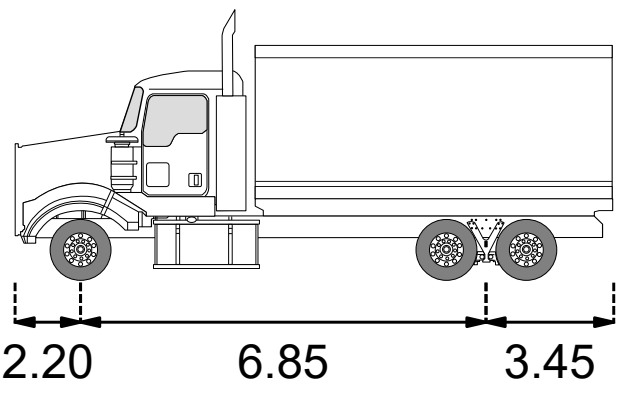
WERRINGTON RD

WERRINGTON RD

THE KINGSWAY



Vehicle dimensions



12.5m Rigid Truck
 Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

PLAN REF NO:	SP - CM 24
Road Name:	THE KINGSWAY
Suburb:	WERRINGTON
Operation:	SWEPT PATH

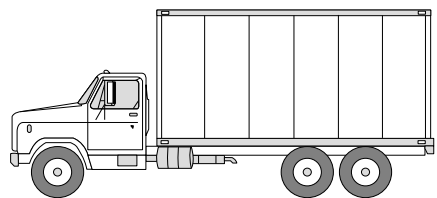
Legend

- Body clearance
- Front wheels
- Lane Marker
- Vehicle body
- - - Vehicle path





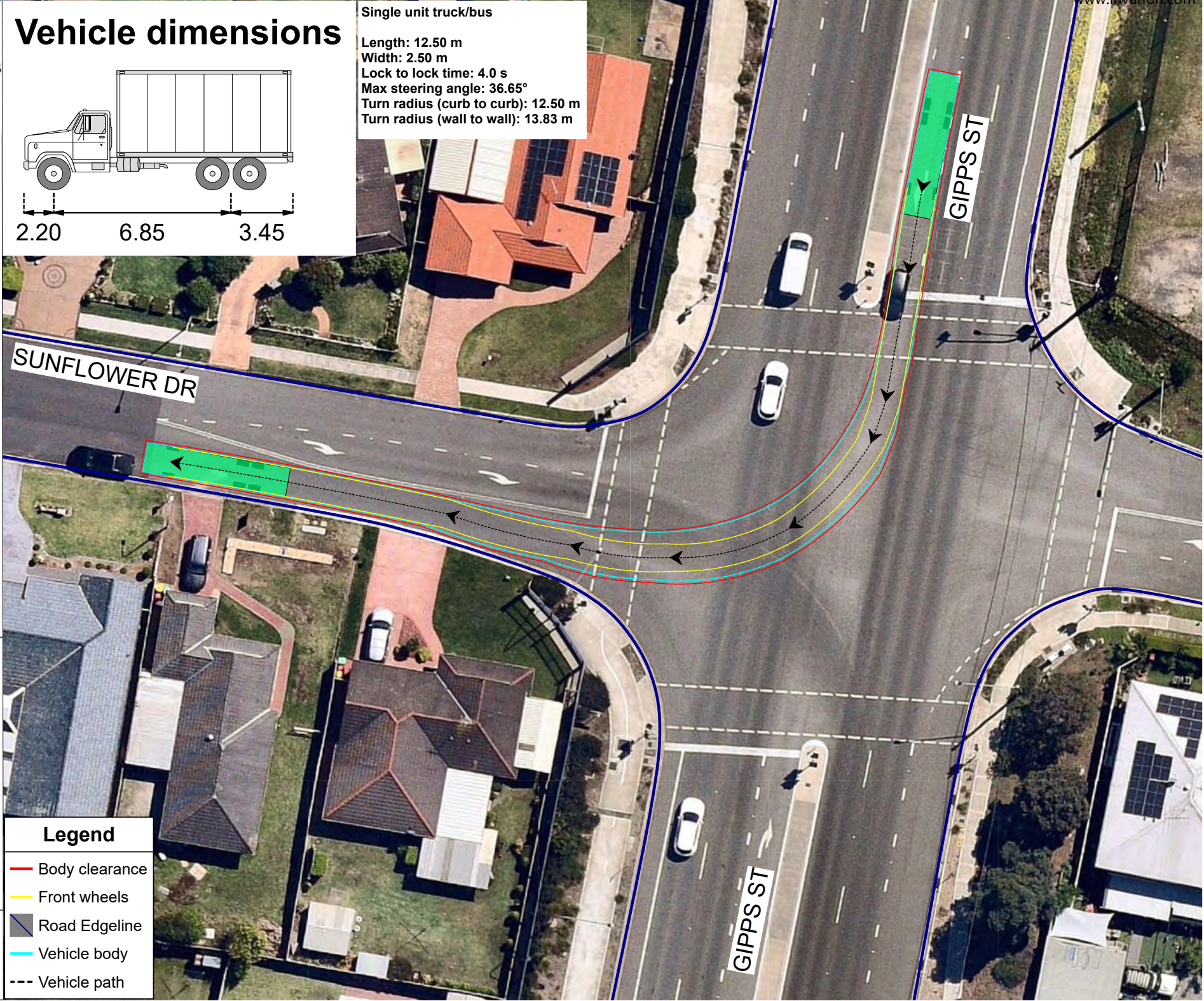
Vehicle dimensions



2.20 6.85 3.45

Single unit truck/bus
 Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

PLAN REF NO:	SP - OH 5
Road Name:	GIPPS ST
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

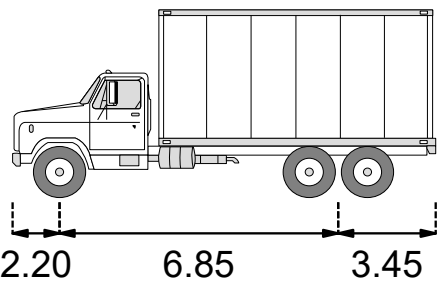


Legend

- Body clearance
- Front wheels
- Vehicle body
- Road Edgeline
- - - Vehicle path

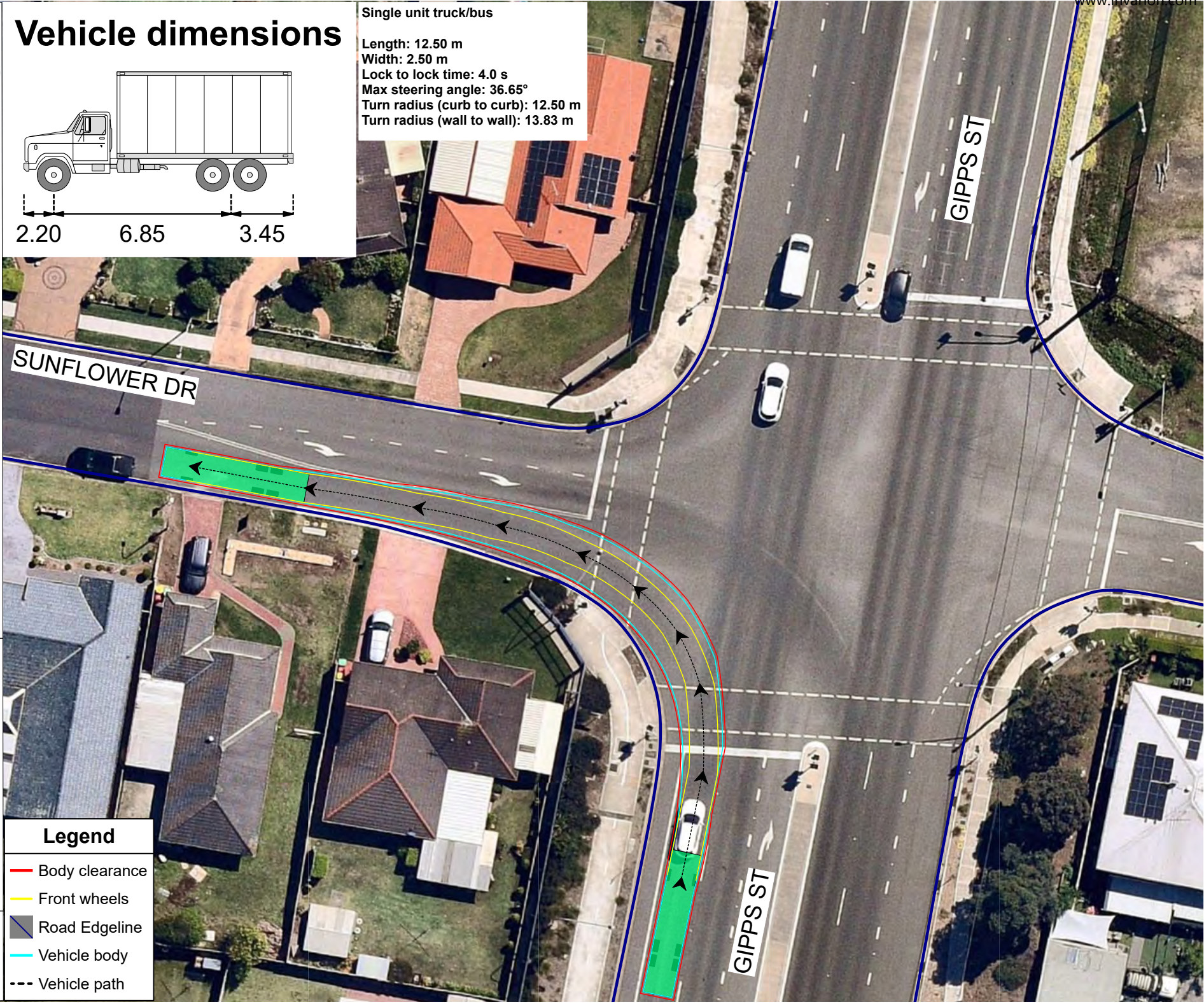


Vehicle dimensions



Single unit truck/bus
 Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

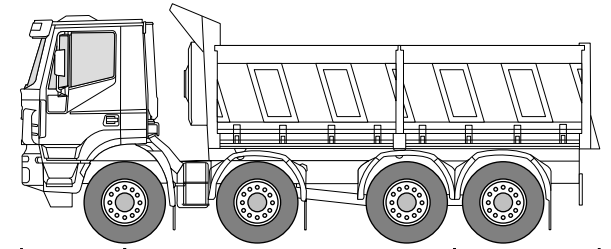
PLANREF NO:	SP - OH 7
Road Name:	GIPPS ST
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH



Legend	
—	Body clearance
—	Front wheels
—	Road Edgeline
—	Vehicle body
- - -	Vehicle path



Vehicle dimensions

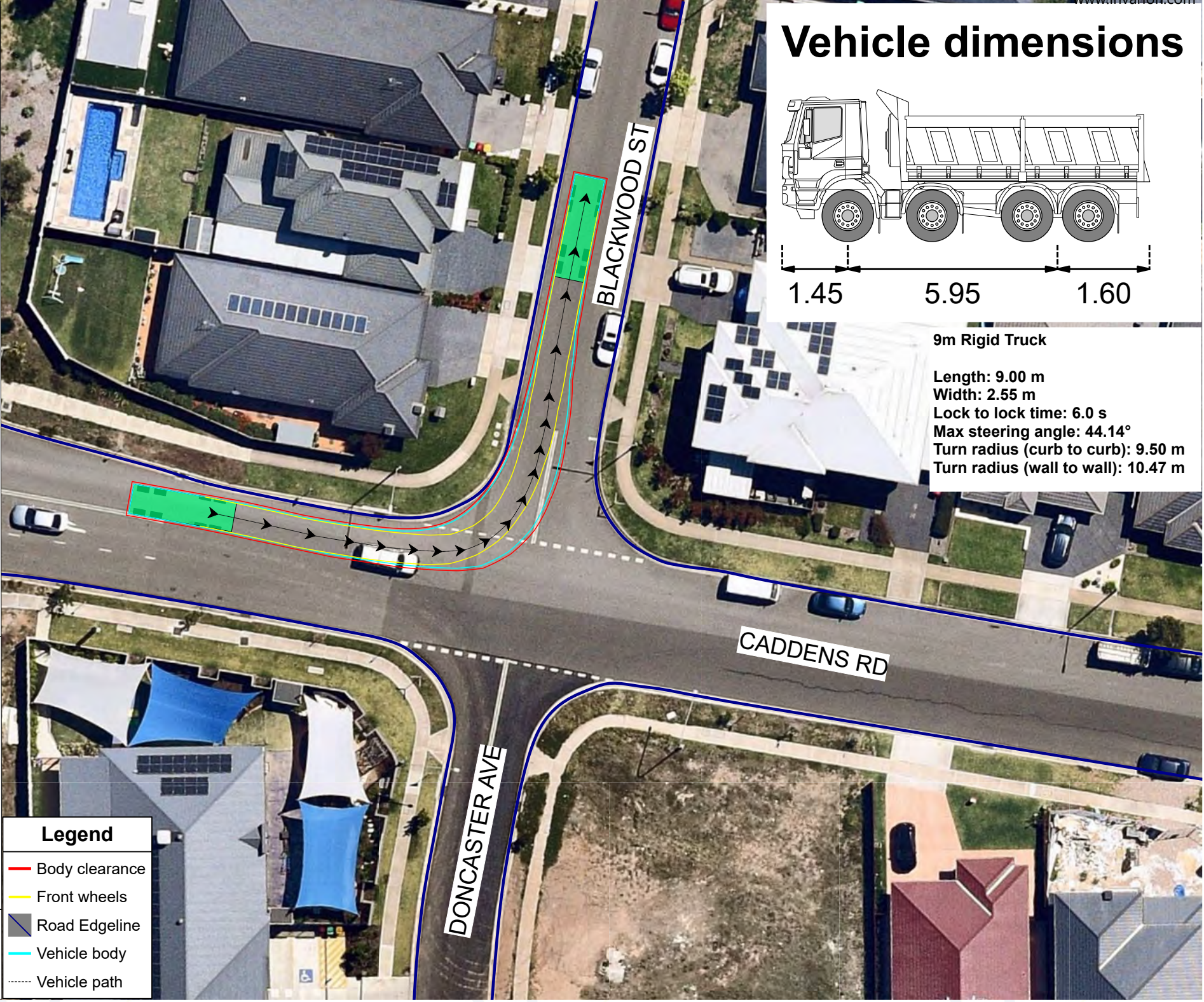


1.45 5.95 1.60

9m Rigid Truck

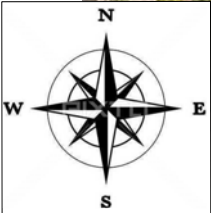
Length: 9.00 m
 Width: 2.55 m
 Lock to lock time: 6.0 s
 Max steering angle: 44.14°
 Turn radius (curb to curb): 9.50 m
 Turn radius (wall to wall): 10.47 m

PLAN REF NO:	SP - OH 17-R1
Road Name:	CADDENS RD
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

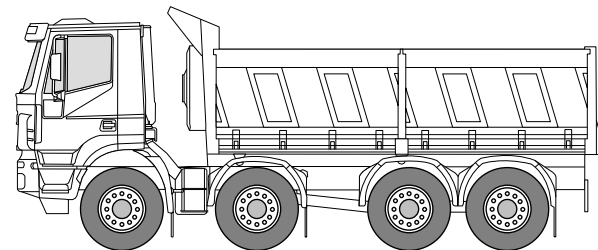


Legend

- Body clearance
- Front wheels
- Vehicle body
- Road Edgeline
- - - Vehicle path



Vehicle dimensions

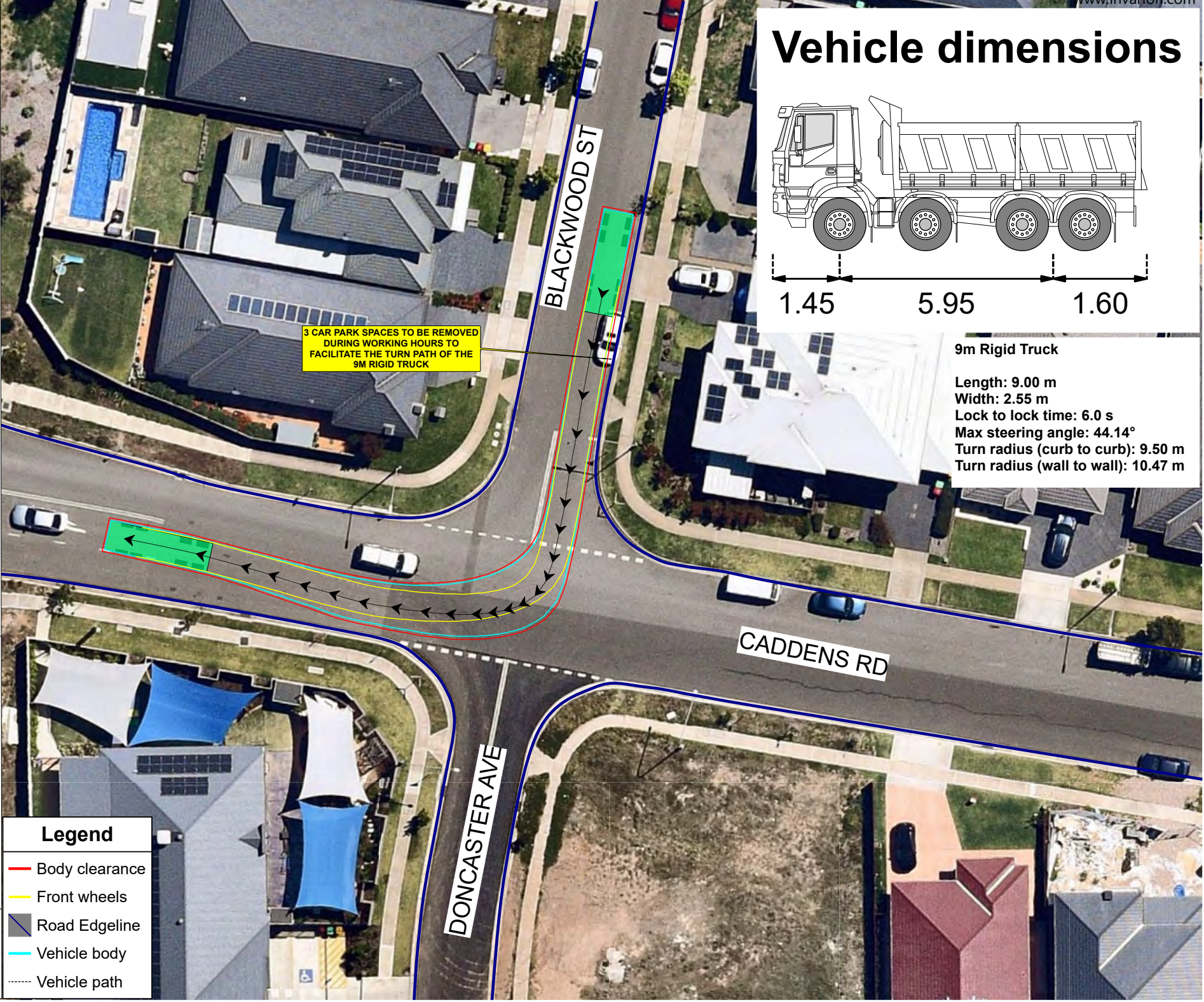


1.45 5.95 1.60

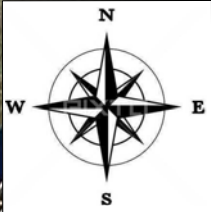
9m Rigid Truck
 Length: 9.00 m
 Width: 2.55 m
 Lock to lock time: 6.0 s
 Max steering angle: 44.14°
 Turn radius (curb to curb): 9.50 m
 Turn radius (wall to wall): 10.47 m

3 CAR PARK SPACES TO BE REMOVED DURING WORKING HOURS TO FACILITATE THE TURN PATH OF THE 9M RIGID TRUCK

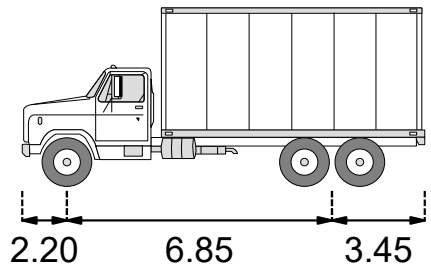
PLAN REF NO:	SP - OH 18-R1
Road Name:	BLACKWOOD ST
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH



Legend	
—	Body clearance
—	Front wheels
—	Vehicle body
- - -	Vehicle path

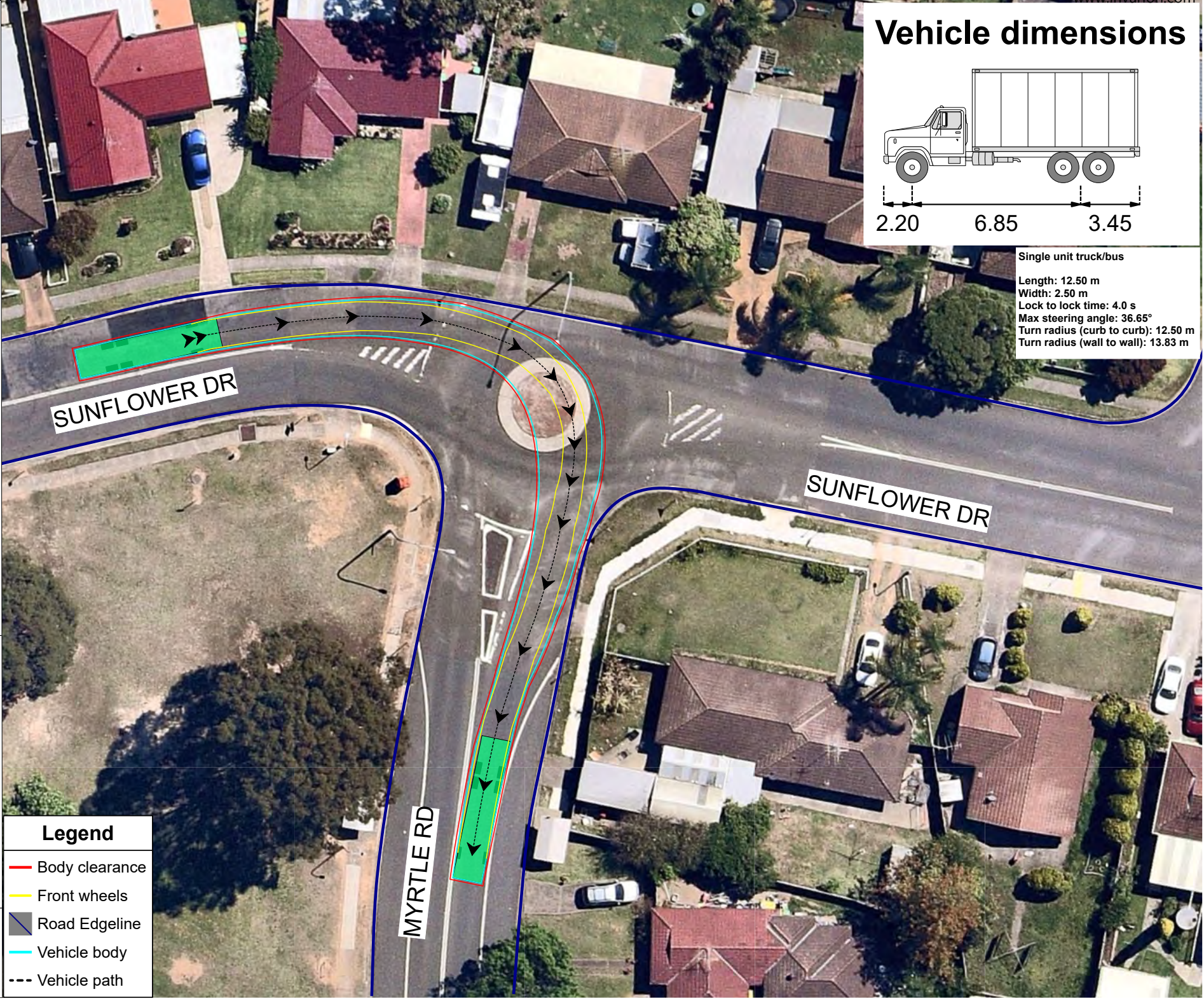


Vehicle dimensions



Single unit truck/bus
 Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

PLAN/REF NO:	SP - OH 21
Road Name:	SUNFLOWER DR
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

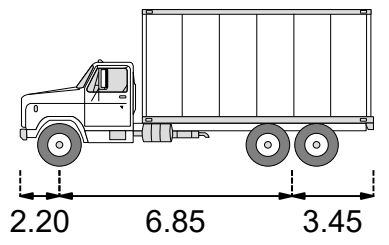


Legend

- Body clearance
- Front wheels
- Road Edgeline
- Vehicle body
- - - Vehicle path



Vehicle dimensions



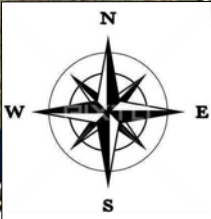
Single unit truck/bus
 Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

PLANREF NO:	SP - OH 22
Road Name:	MYRTLE RD
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

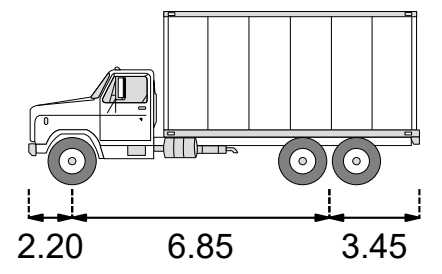


Legend

- Body clearance
- Front wheels
- Vehicle body
- Road Edgeline
- - - Vehicle path



Vehicle dimensions

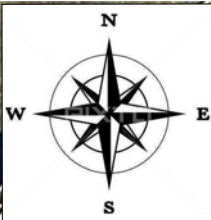


Single unit truck/bus
 Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

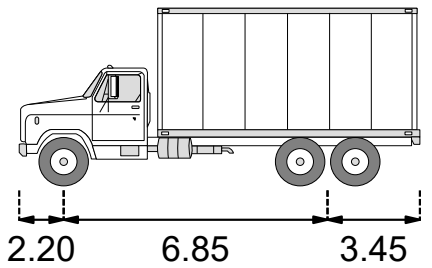
PLAN REF NO:	SP - OH 23
Road Name:	SUNFLOWER DR
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH



Legend	
—	Body clearance
—	Front wheels
—	Road Edgeline
—	Vehicle body
- - -	Vehicle path



Vehicle dimensions

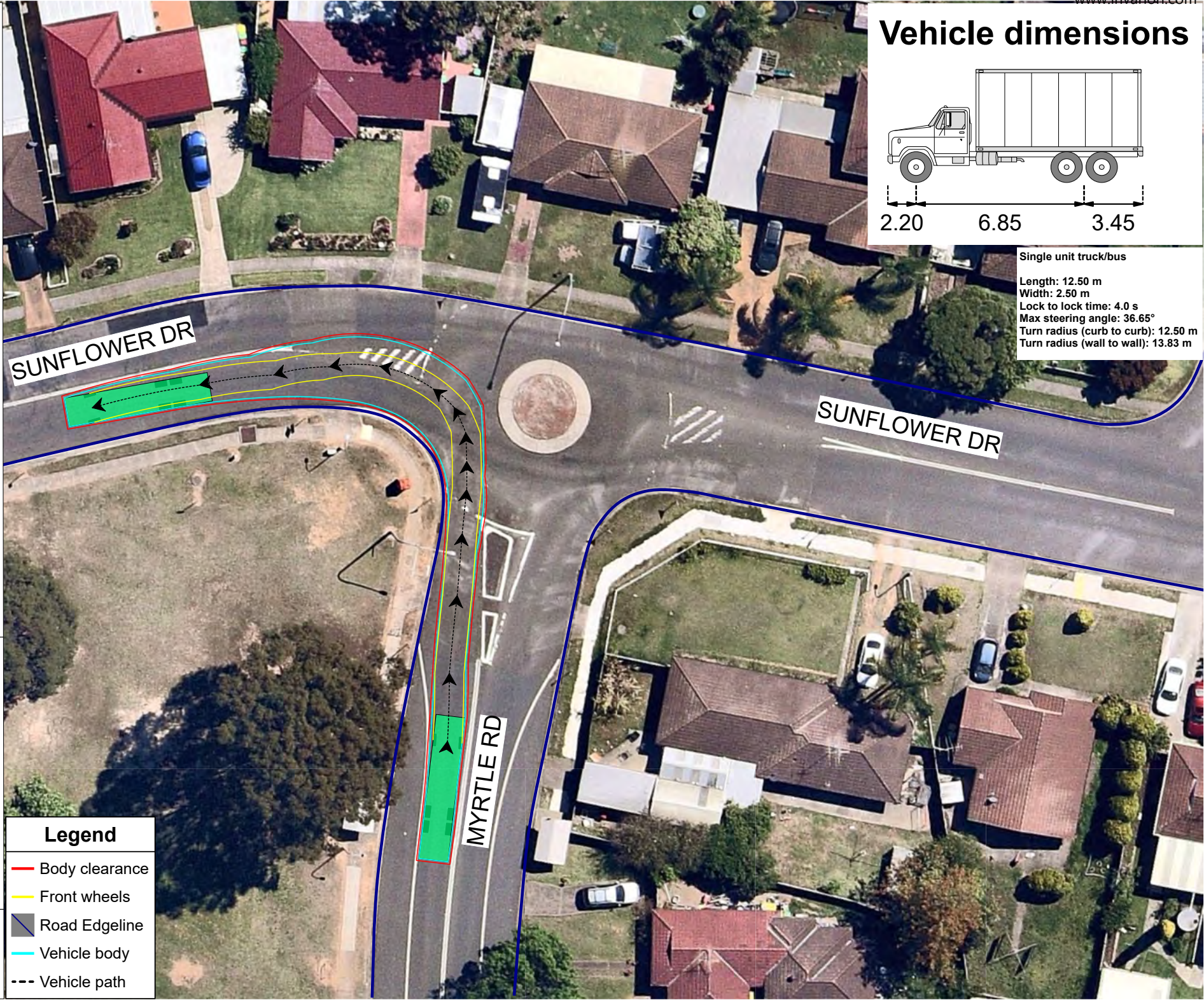


Single unit truck/bus
 Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

PLAN REF NO:	SP - OH 24
Road Name:	MYRTLE RD
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

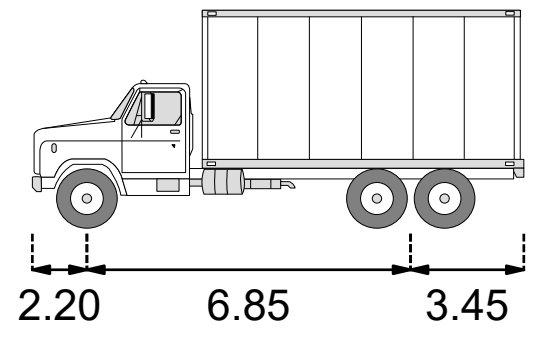
Legend

- Body clearance
- Front wheels
- Road Edgeline
- Vehicle body
- - - Vehicle path

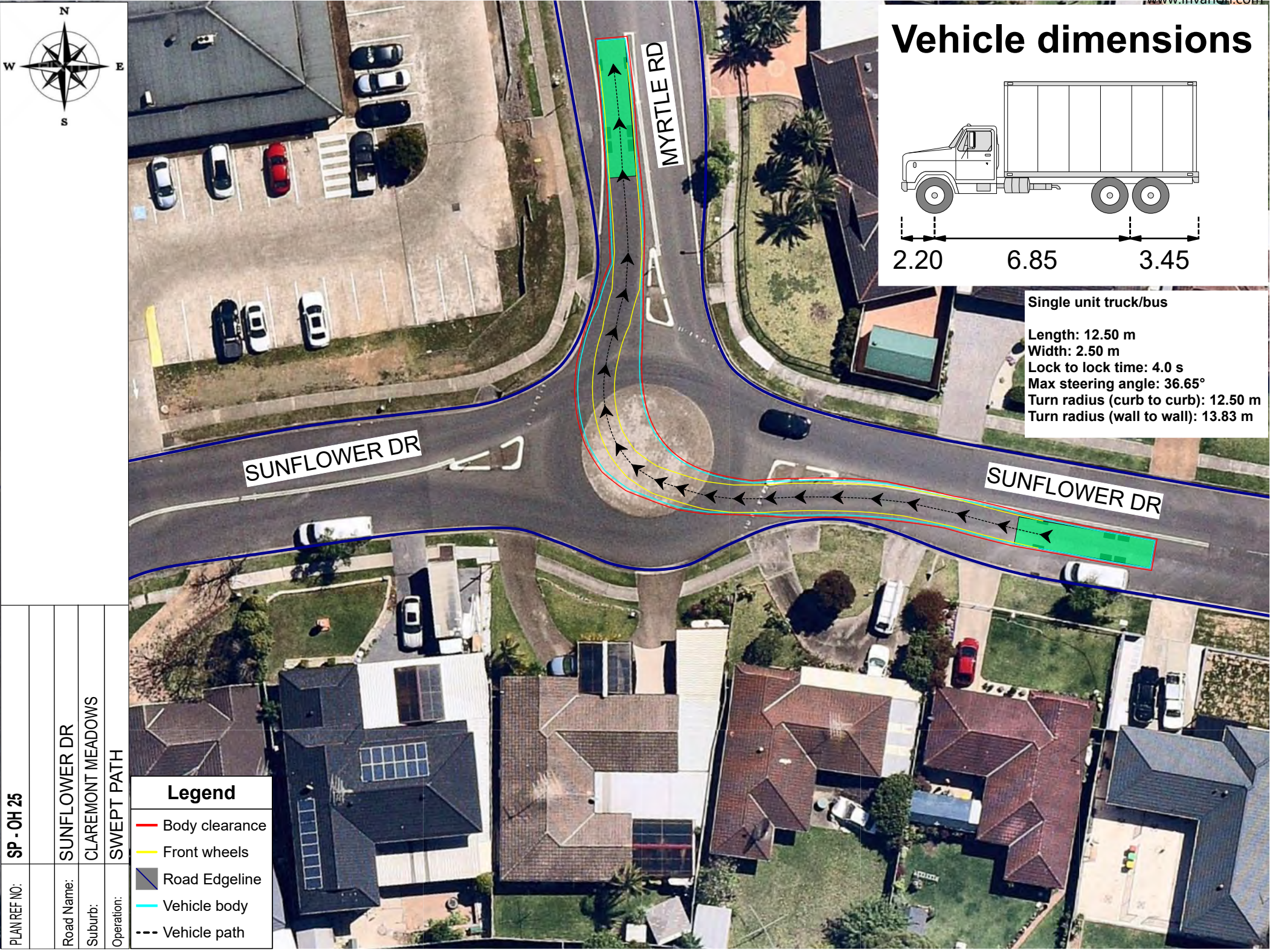




Vehicle dimensions

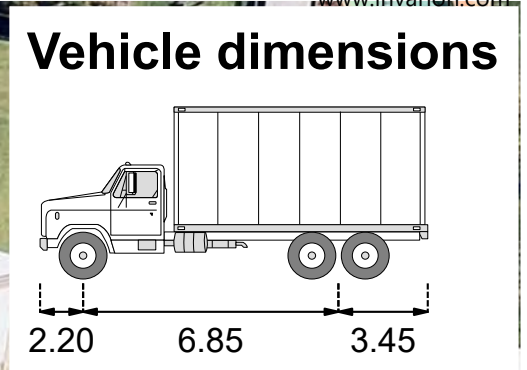
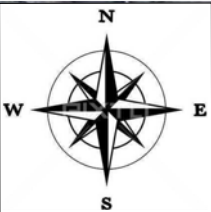


Single unit truck/bus
 Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

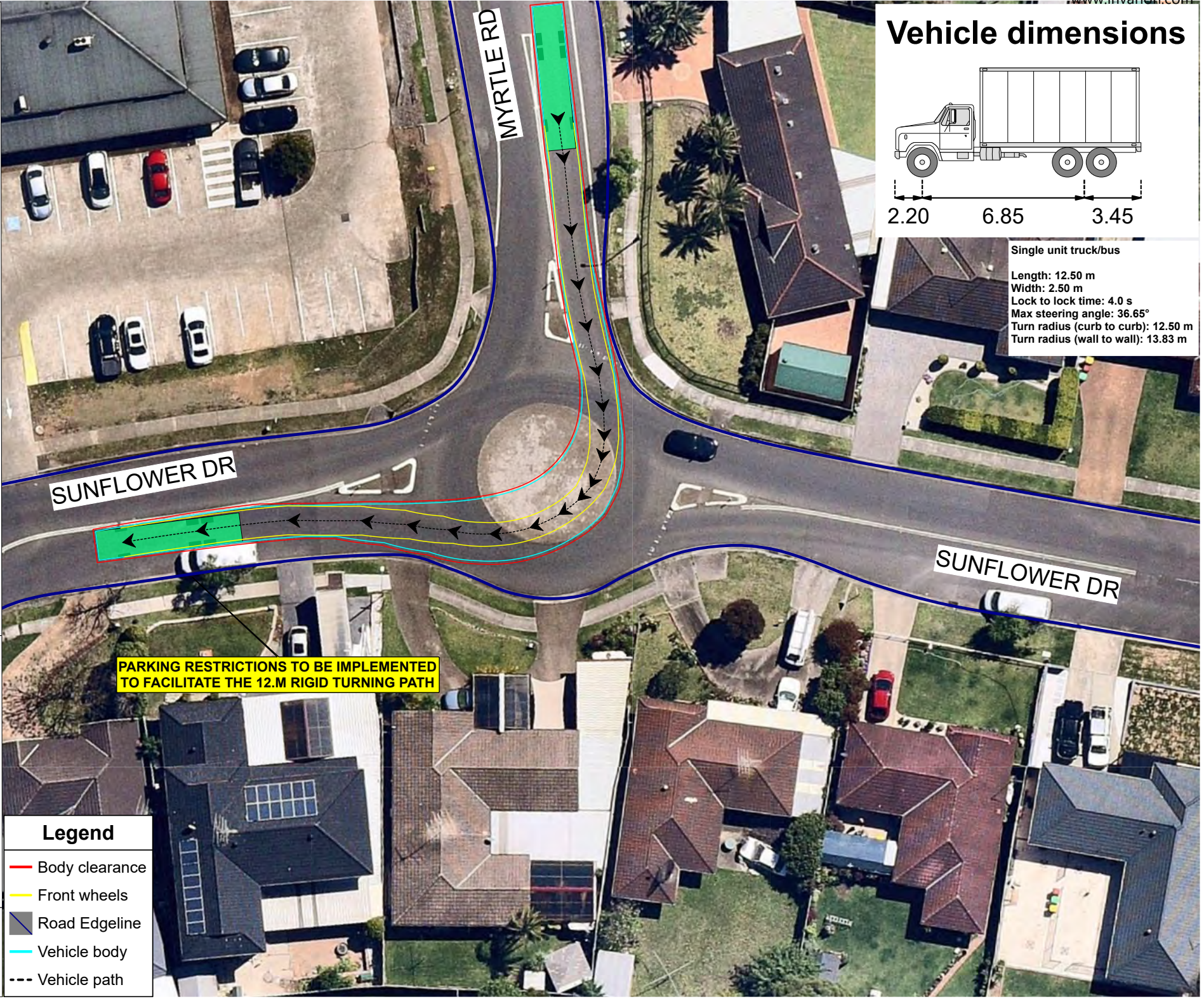


PLANREF NO:	SP - OH 25
Road Name:	SUNFLOWER DR
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

Legend	
—	Body clearance
—	Front wheels
—	Road Edgeline
—	Vehicle body
- - -	Vehicle path



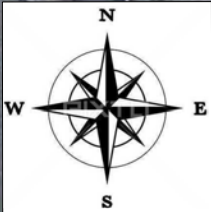
Single unit truck/bus
 Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m



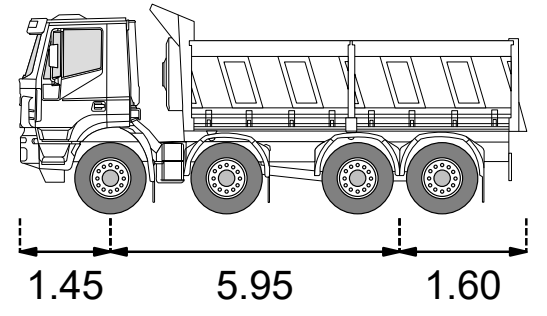
PARKING RESTRICTIONS TO BE IMPLEMENTED TO FACILITATE THE 12.M RIGID TURNING PATH

PLAN REF NO:	SP - OH 26
Road Name:	MYRTLE ST
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

Legend	
—	Body clearance
—	Front wheels
—	Road Edgeline
—	Vehicle body
- - -	Vehicle path

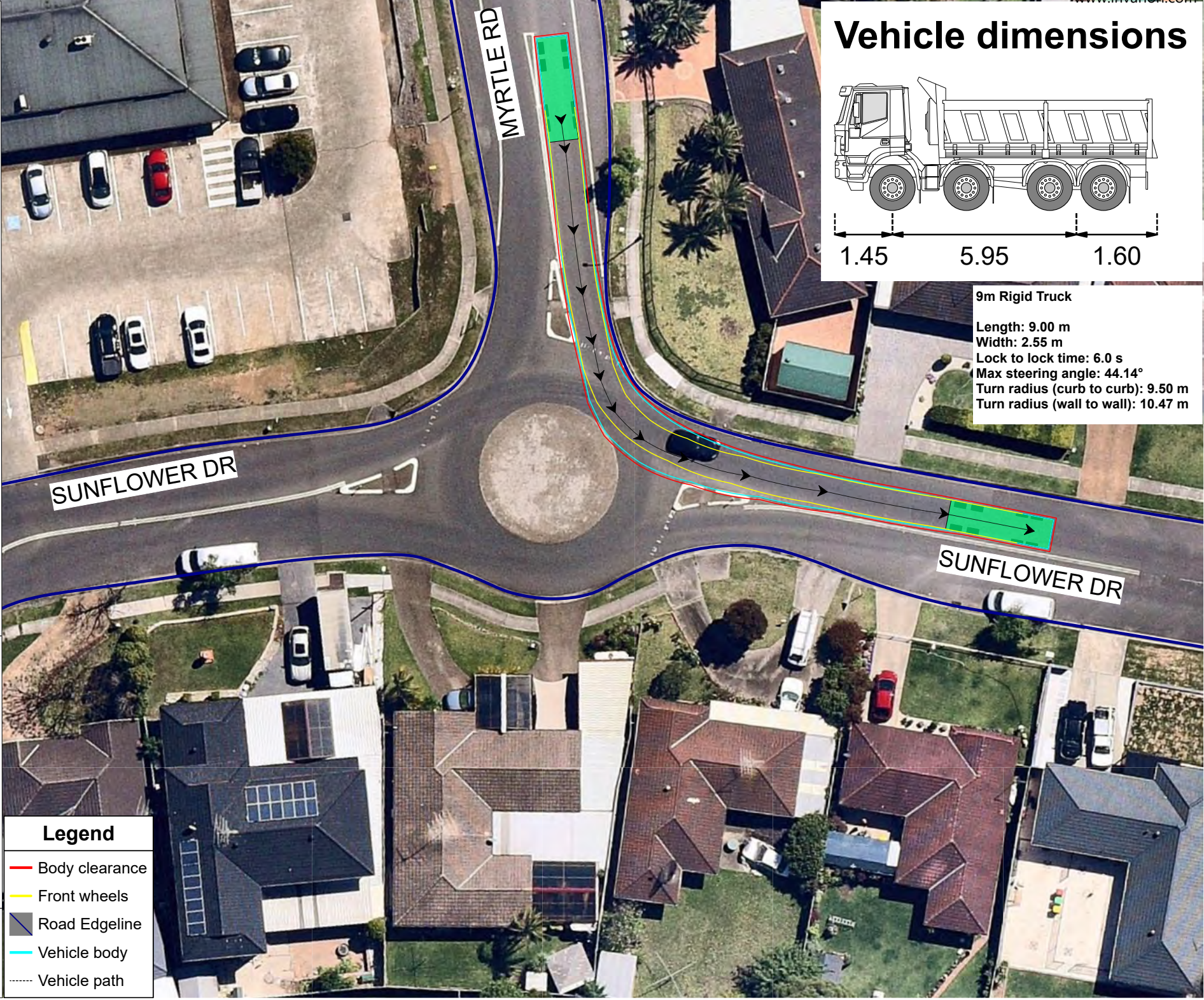


Vehicle dimensions

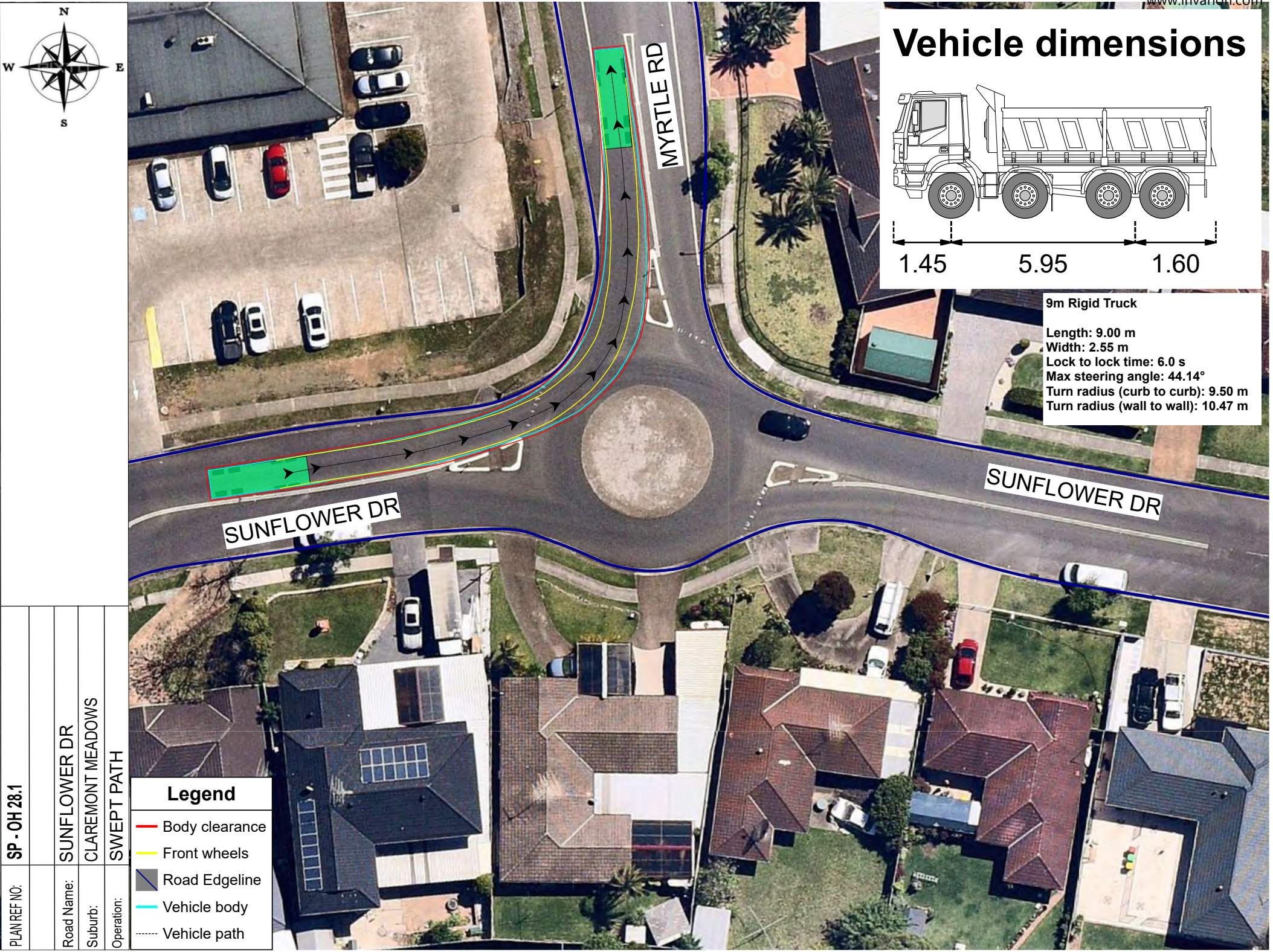


9m Rigid Truck
 Length: 9.00 m
 Width: 2.55 m
 Lock to lock time: 6.0 s
 Max steering angle: 44.14°
 Turn radius (curb to curb): 9.50 m
 Turn radius (wall to wall): 10.47 m

PLAN REF NO:	SP - OH 27.1
Road Name:	MYRTLE ST
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH



Legend	
—	Body clearance
—	Front wheels
—	Road Edgeline
—	Vehicle body
- - -	Vehicle path



PLAN REF NO: SP-OH 28:1

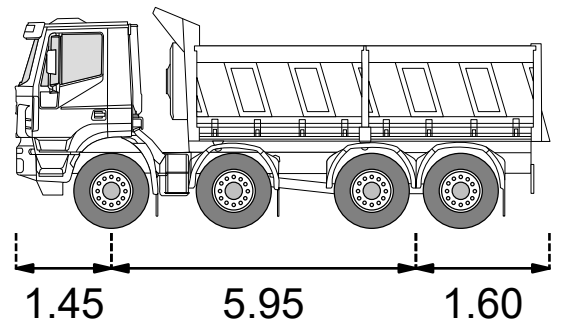
Road Name: SUNFLOWER DR

Suburb: CLAREMONT MEADOWS

Operation: SWEEP PATH

Legend	
—	Body clearance
—	Front wheels
—	Road Edgeline
—	Vehicle body
- - -	Vehicle path

Vehicle dimensions

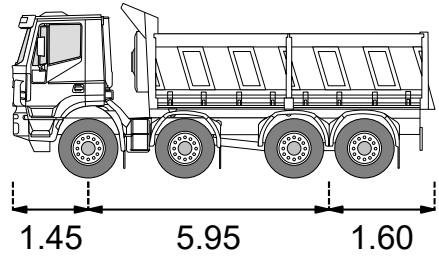


9m Rigid Truck

Length: 9.00 m
 Width: 2.55 m
 Lock to lock time: 6.0 s
 Max steering angle: 44.14°
 Turn radius (curb to curb): 9.50 m
 Turn radius (wall to wall): 10.47 m



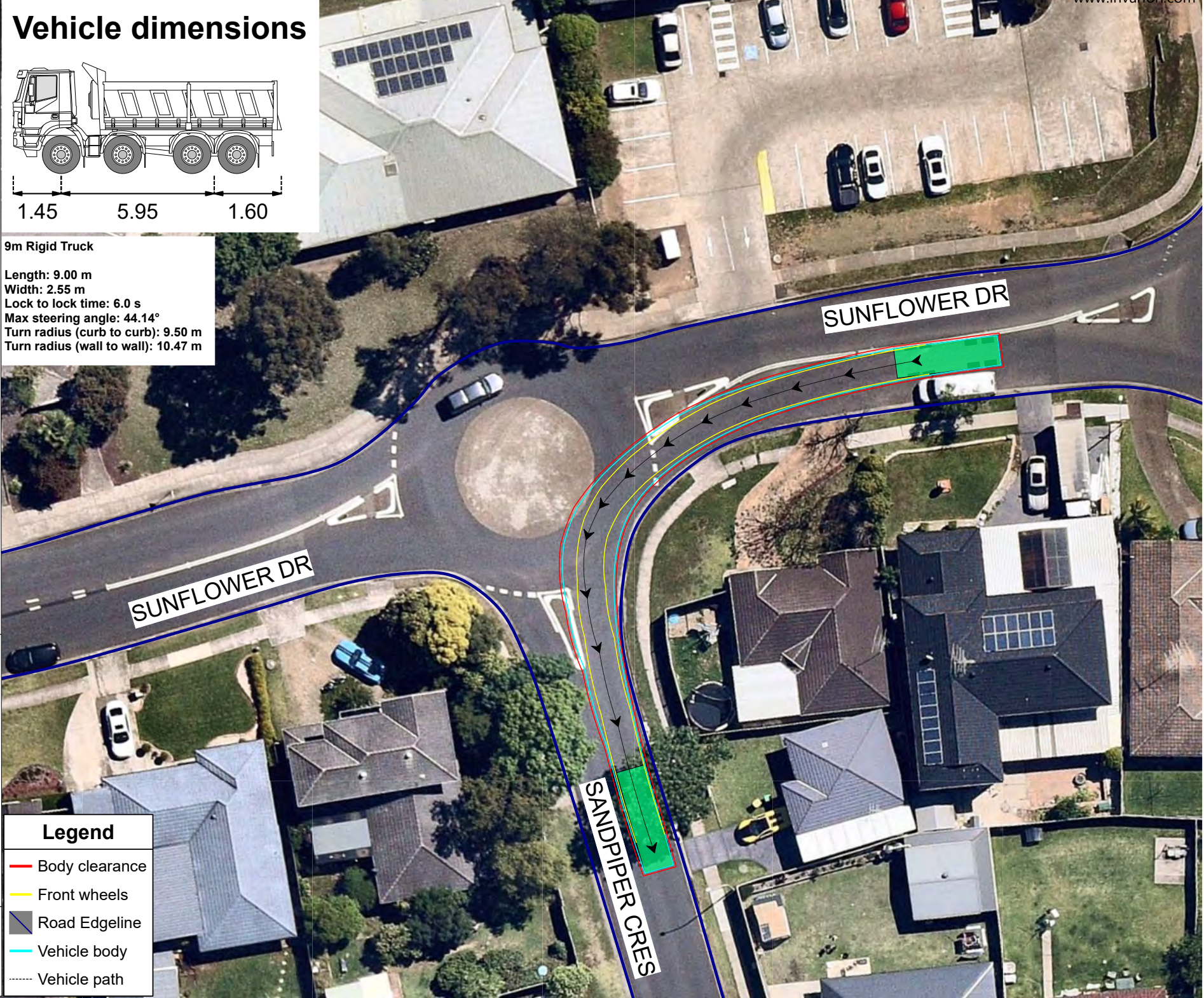
Vehicle dimensions



9m Rigid Truck
 Length: 9.00 m
 Width: 2.55 m
 Lock to lock time: 6.0 s
 Max steering angle: 44.14°
 Turn radius (curb to curb): 9.50 m
 Turn radius (wall to wall): 10.47 m

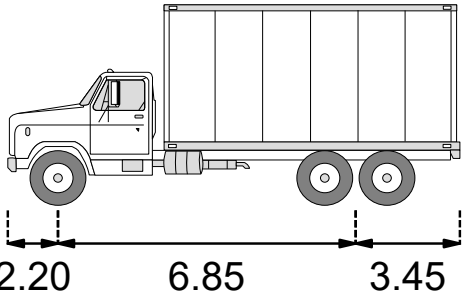
PLAN REF NO:	SP - OH 29.1
Road Name:	SUNFLOWER DR
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

Legend	
	Body clearance
	Front wheels
	Road Edgeline
	Vehicle body
	Vehicle path





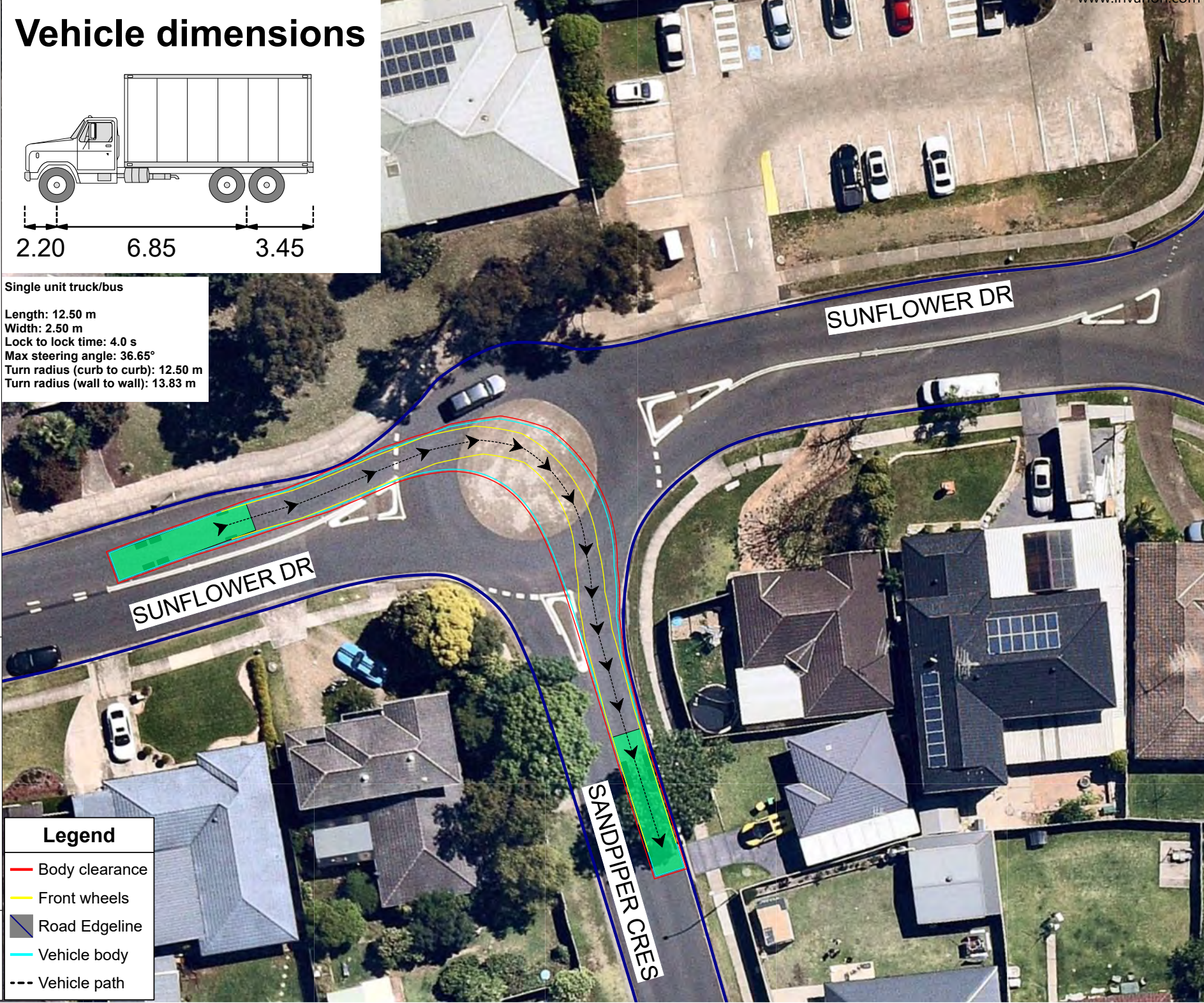
Vehicle dimensions



Single unit truck/bus
 Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

PLAN REF NO:	SP - OH 30
Road Name:	SUNFLOWER DR
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

Legend	
	Body clearance
	Front wheels
	Road Edgeline
	Vehicle body
	Vehicle path



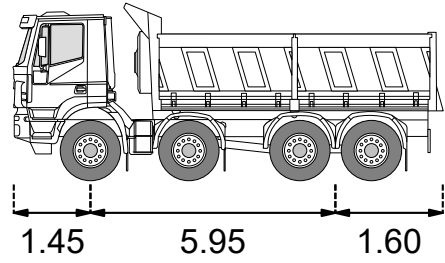
SUNFLOWER DR

SUNFLOWER DR

SANDPIPER CRES



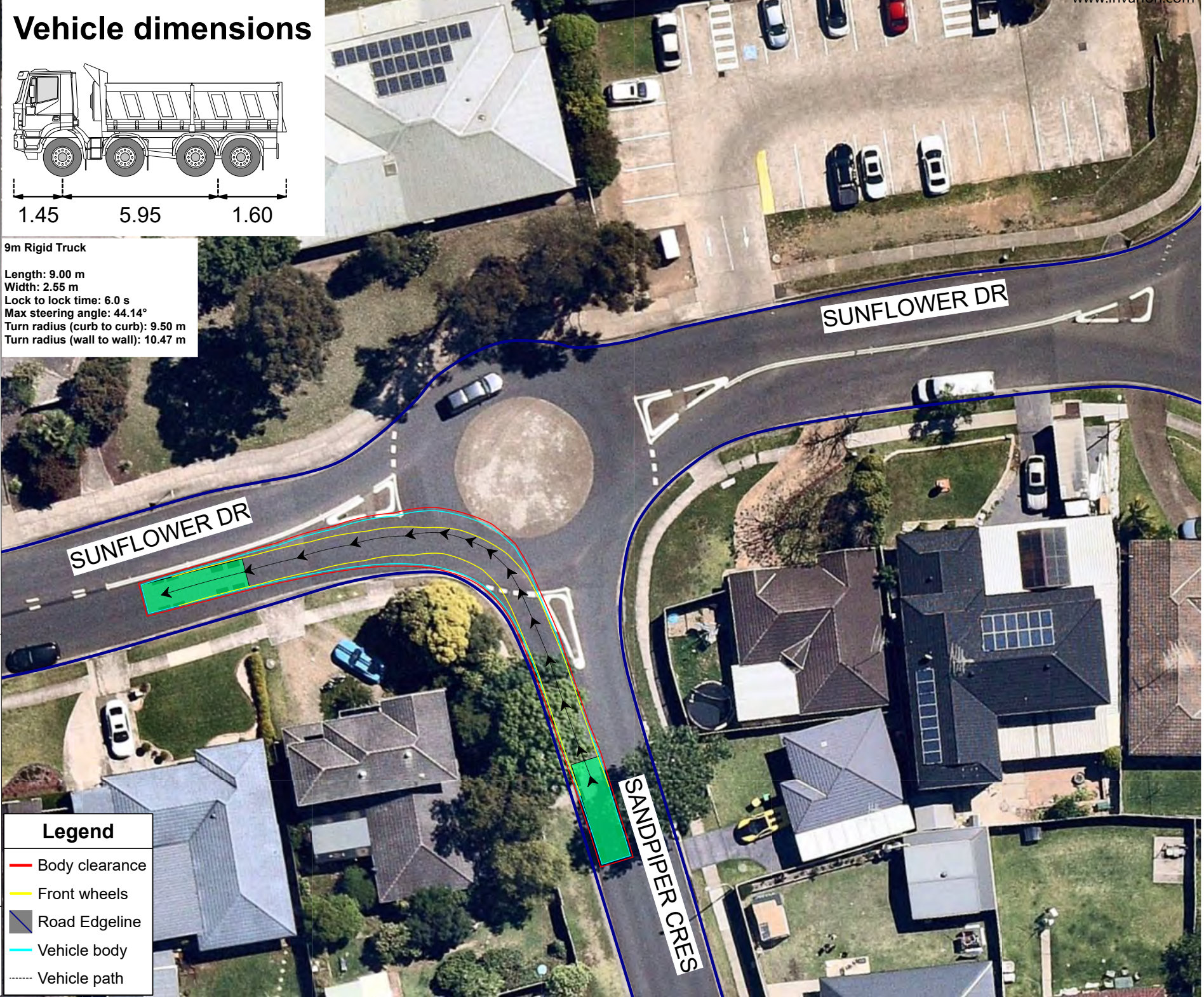
Vehicle dimensions



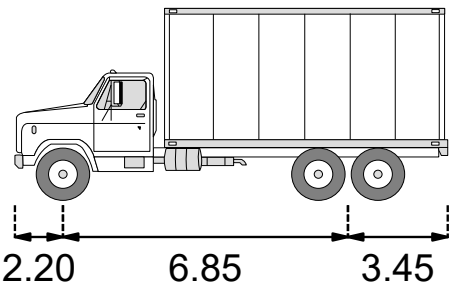
9m Rigid Truck
 Length: 9.00 m
 Width: 2.55 m
 Lock to lock time: 6.0 s
 Max steering angle: 44.14°
 Turn radius (curb to curb): 9.50 m
 Turn radius (wall to wall): 10.47 m

PLAN REF NO:	SP - OH 31.1
Road Name:	SANDPIPER CRES
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

Legend	
	Body clearance
	Front wheels
	Road Edgeline
	Vehicle body
	Vehicle path

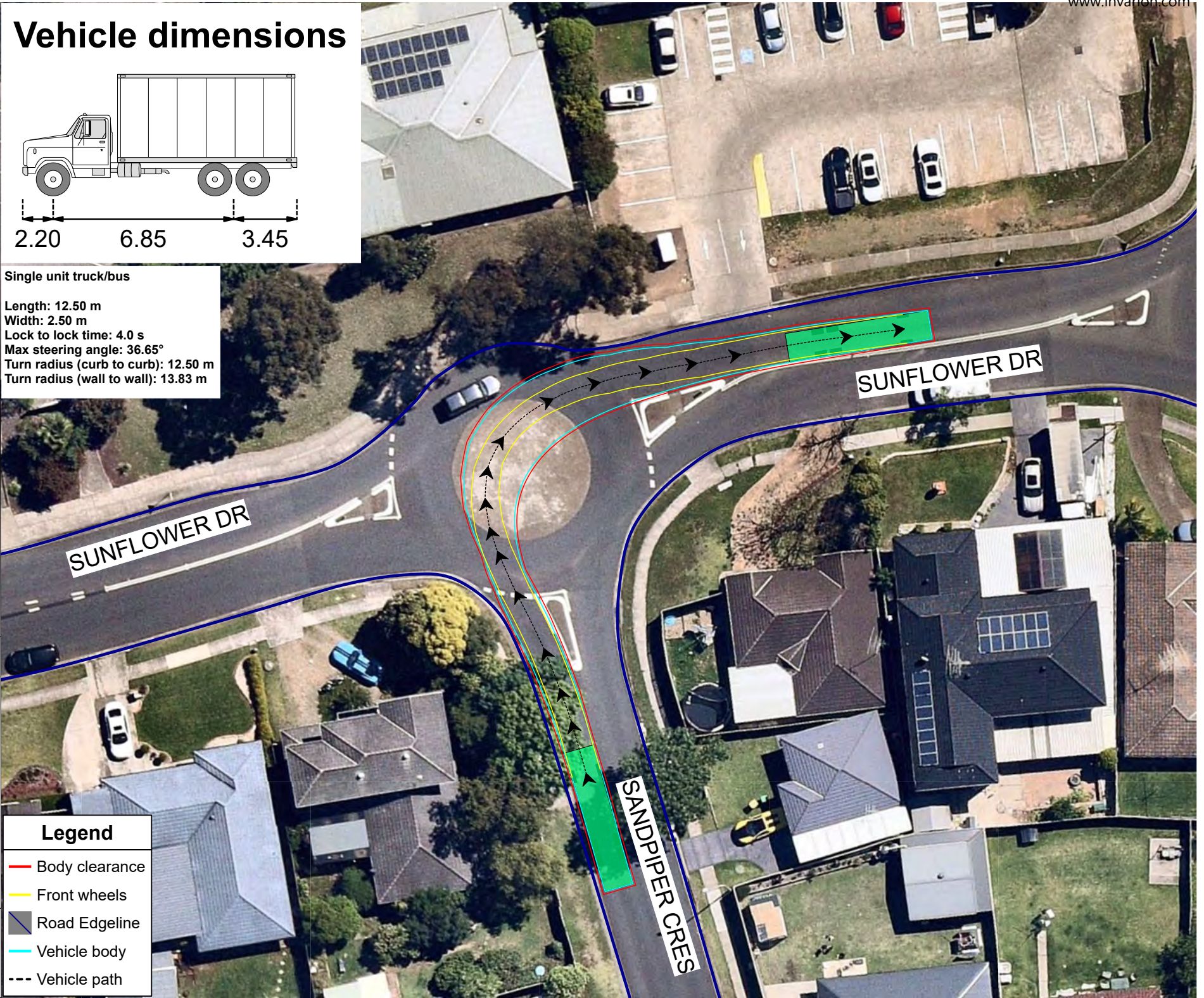


Vehicle dimensions



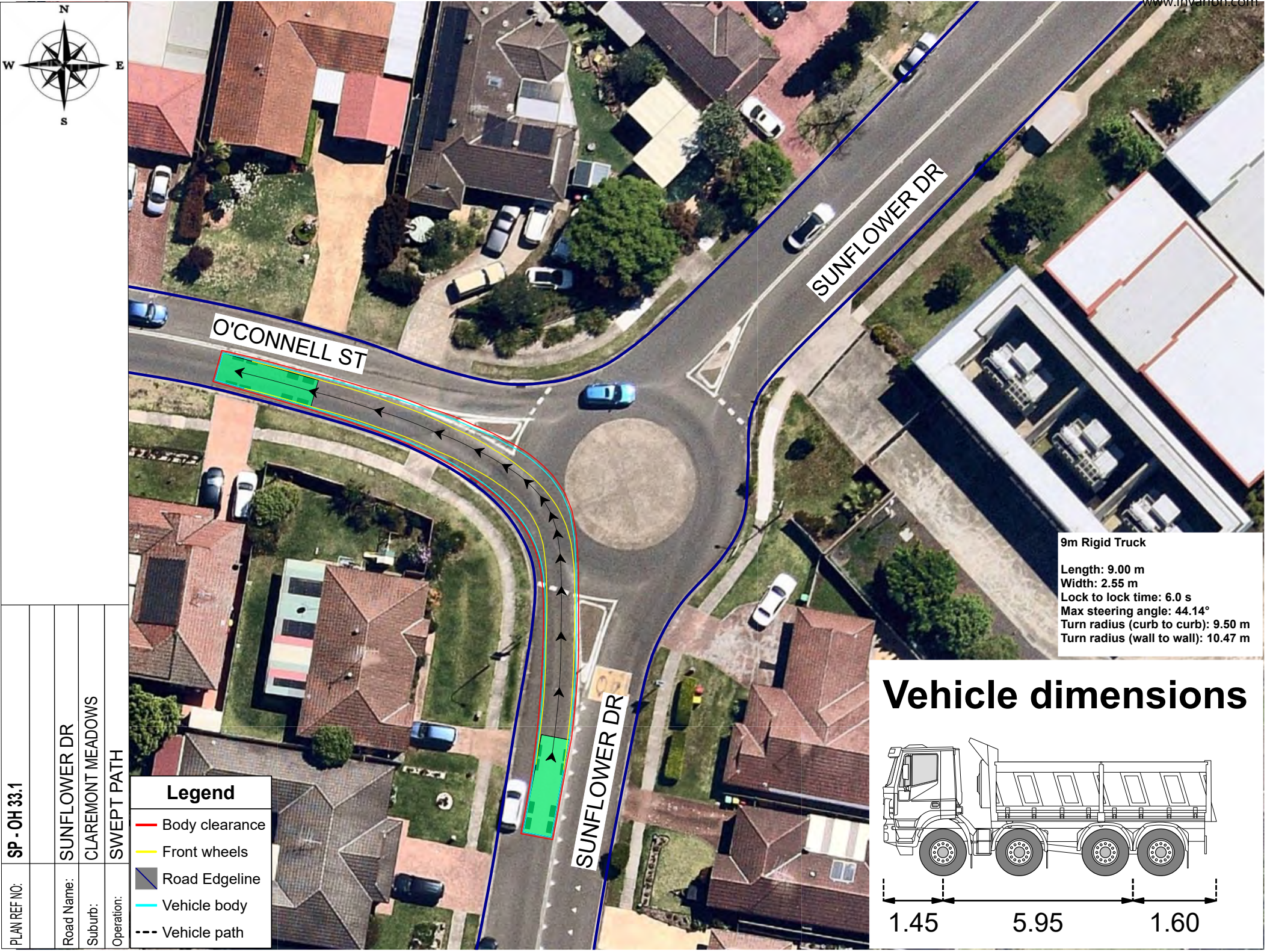
Single unit truck/bus

Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m



Legend	
	Body clearance
	Front wheels
	Road Edgeline
	Vehicle body
	Vehicle path

PLAN REF NO:	SP - OH 32
Road Name:	SANDPIPER CRES
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH



PLAN REF NO: SP - OH 33.1

Road Name: SUNFLOWER DR

Suburb: CLAREMONT MEADOWS

Operation: SWEEP PATH

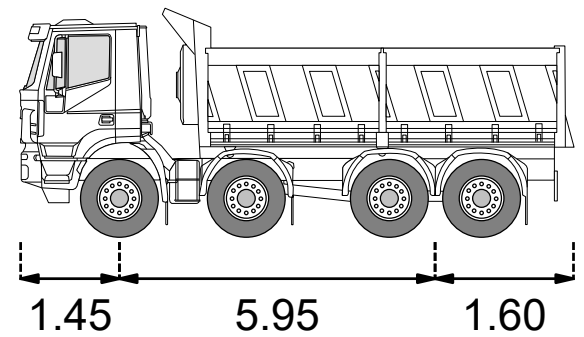
Legend

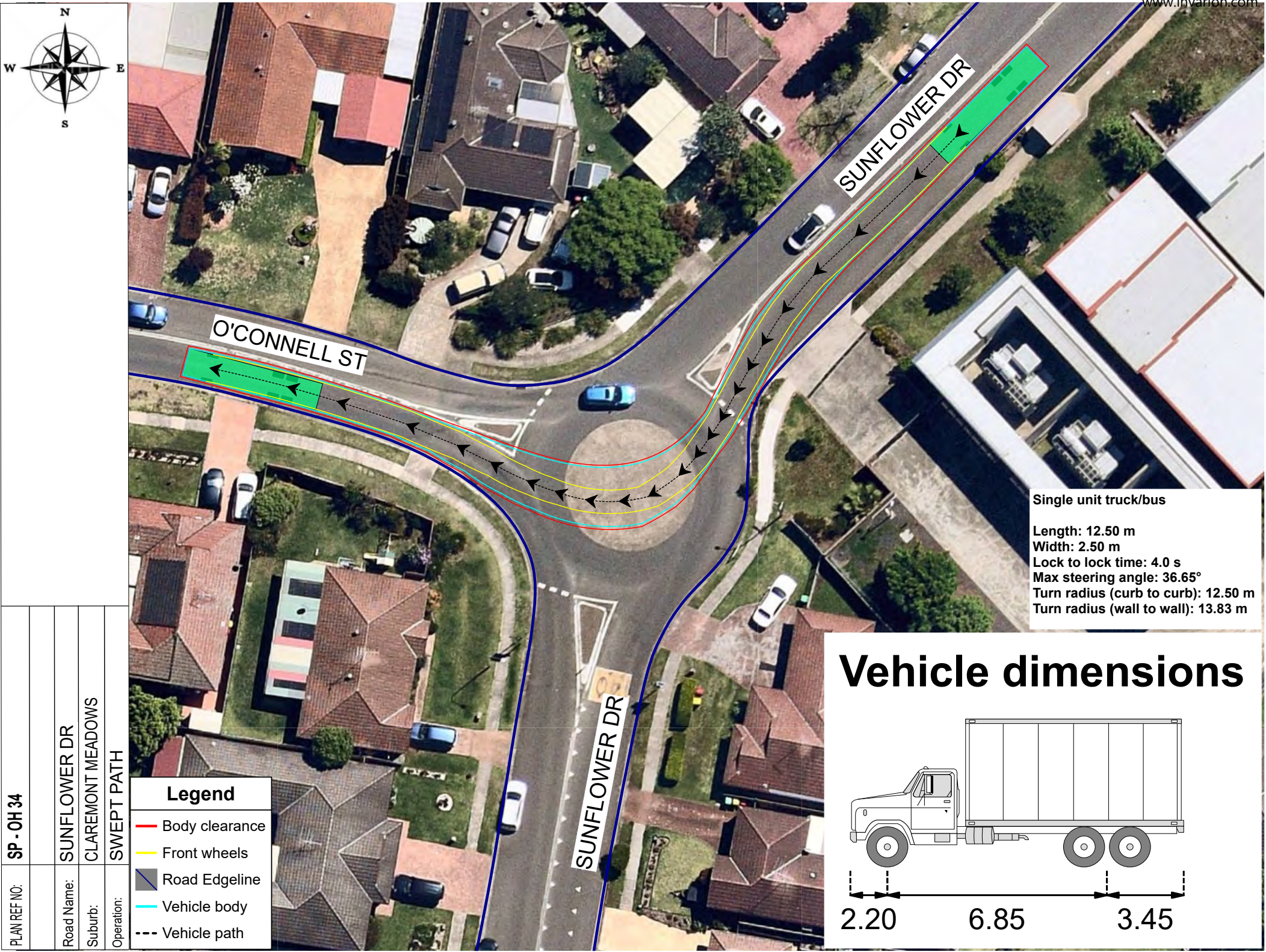
- Body clearance
- Front wheels
- Road Edgeline
- Vehicle body
- - - Vehicle path

9m Rigid Truck

- Length: 9.00 m
- Width: 2.55 m
- Lock to lock time: 6.0 s
- Max steering angle: 44.14°
- Turn radius (curb to curb): 9.50 m
- Turn radius (wall to wall): 10.47 m

Vehicle dimensions





PLAN REF NO: SP - OH 34

Road Name: SUNFLOWER DR

Suburb: CLAREMONT MEADOWS

Operation: SWEPT PATH

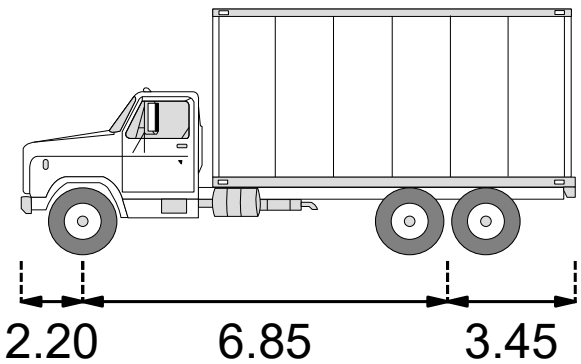
Legend

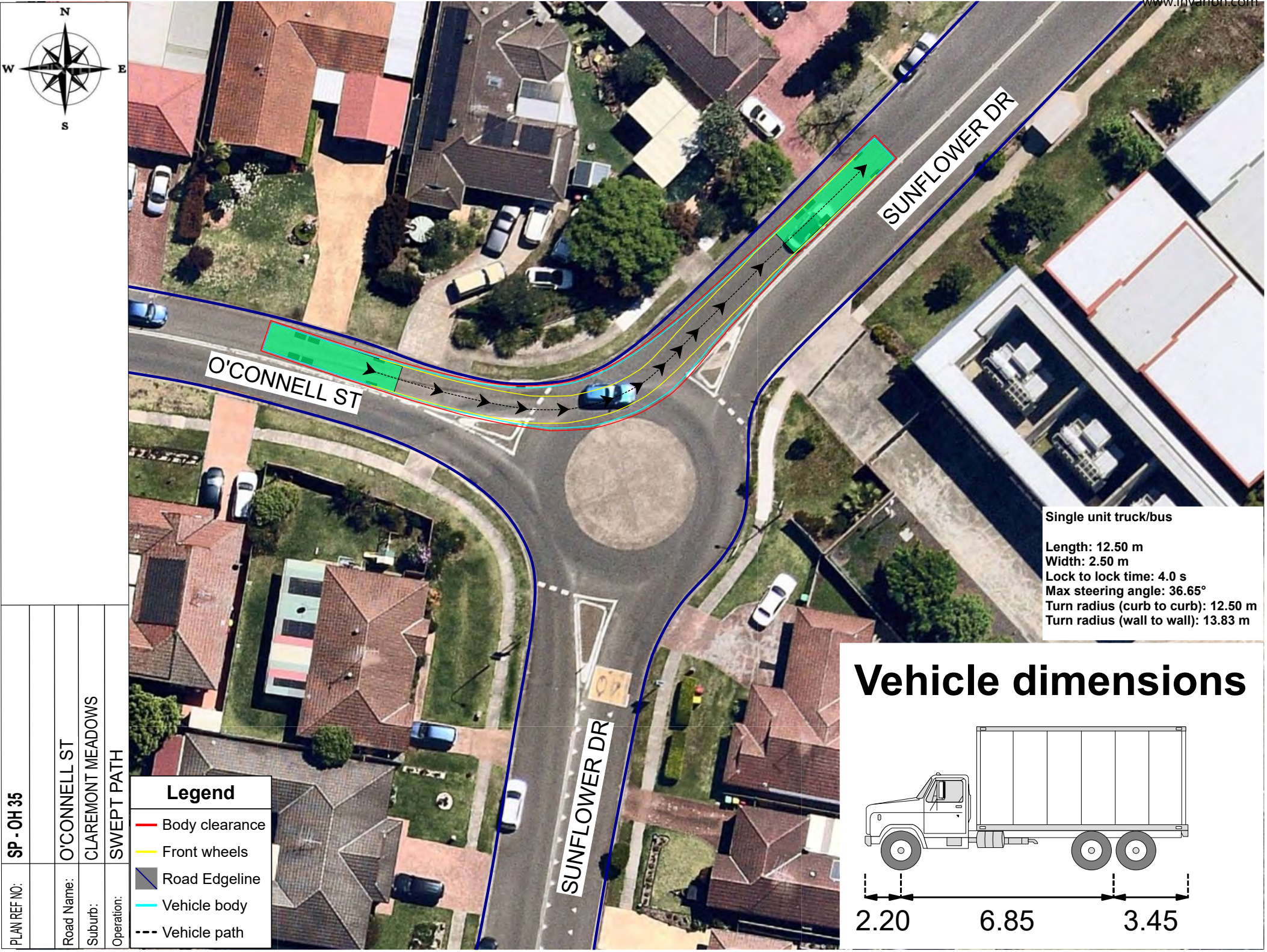
- Body clearance
- Front wheels
- Road Edgeline
- Vehicle body
- - - Vehicle path

Single unit truck/bus

Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

Vehicle dimensions

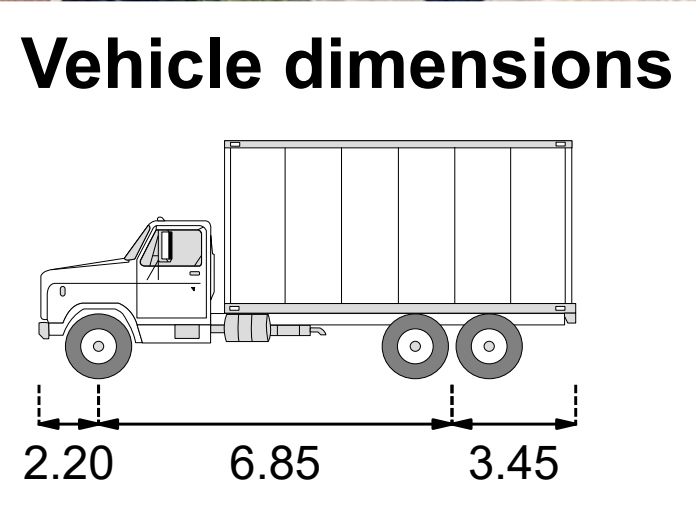




PLAN REF NO:	SP - OH 35
Road Name:	O'CONNELL ST
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

Legend	
—	Body clearance
—	Front wheels
—	Road Edgeline
—	Vehicle body
- - -	Vehicle path

Single unit truck/bus
 Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m



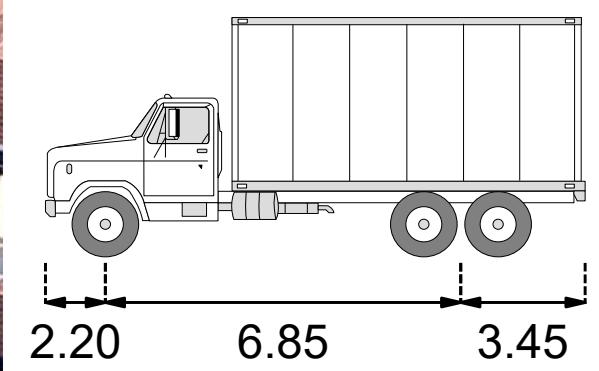


PLAN REF NO:	SP - OH 36
Road Name:	O'CONNELL ST
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

Legend	
—	Body clearance
—	Front wheels
—	Road Edgeline
—	Vehicle body
- - -	Vehicle path

Single unit truck/bus
 Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

Vehicle dimensions





Legend

- Body clearance
- Front wheels
- Road Edgeline
- Vehicle body
- - - Vehicle path

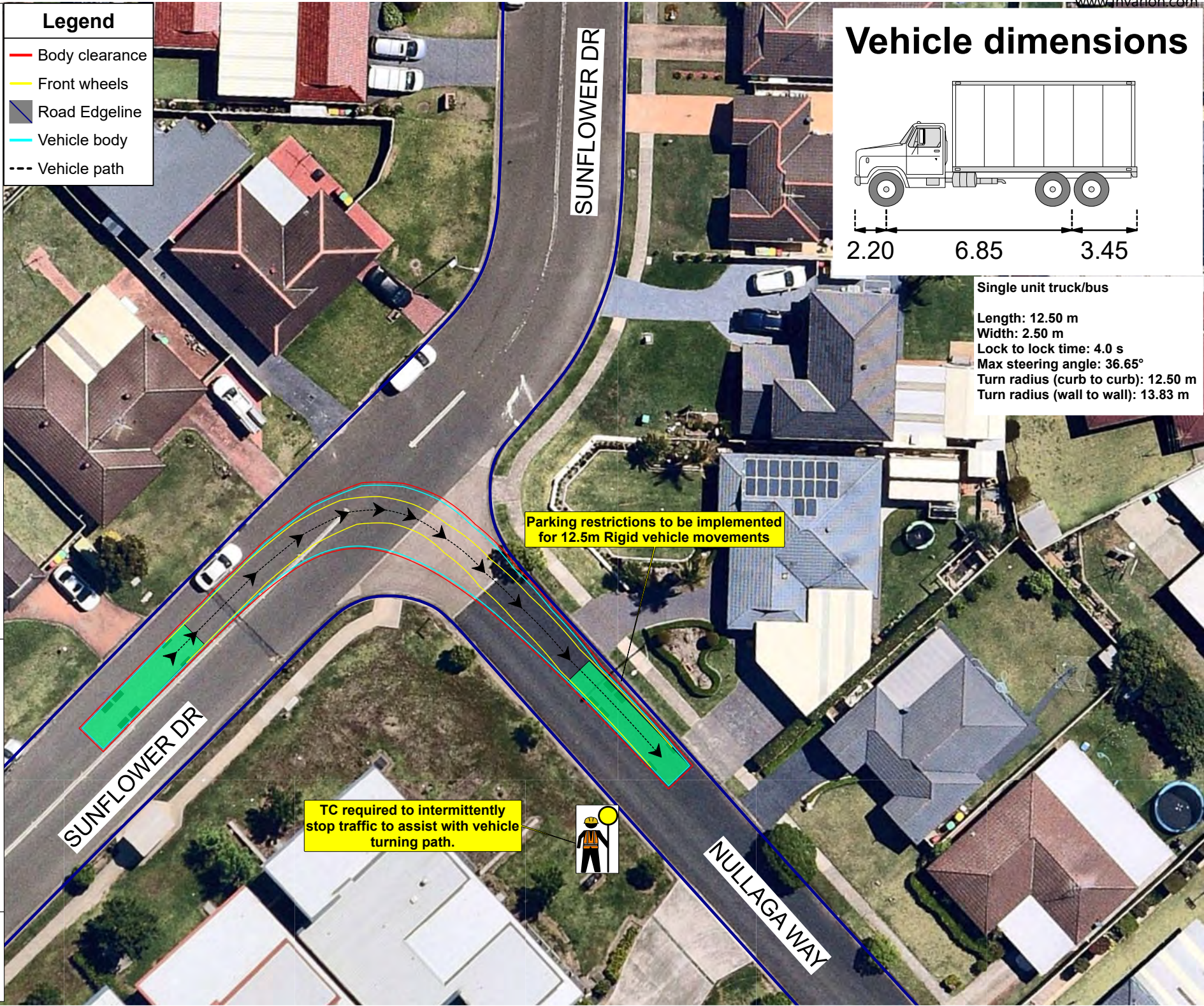
Vehicle dimensions

2.20 6.85 3.45

Single unit truck/bus

- Length: 12.50 m
- Width: 2.50 m
- Lock to lock time: 4.0 s
- Max steering angle: 36.65°
- Turn radius (curb to curb): 12.50 m
- Turn radius (wall to wall): 13.83 m

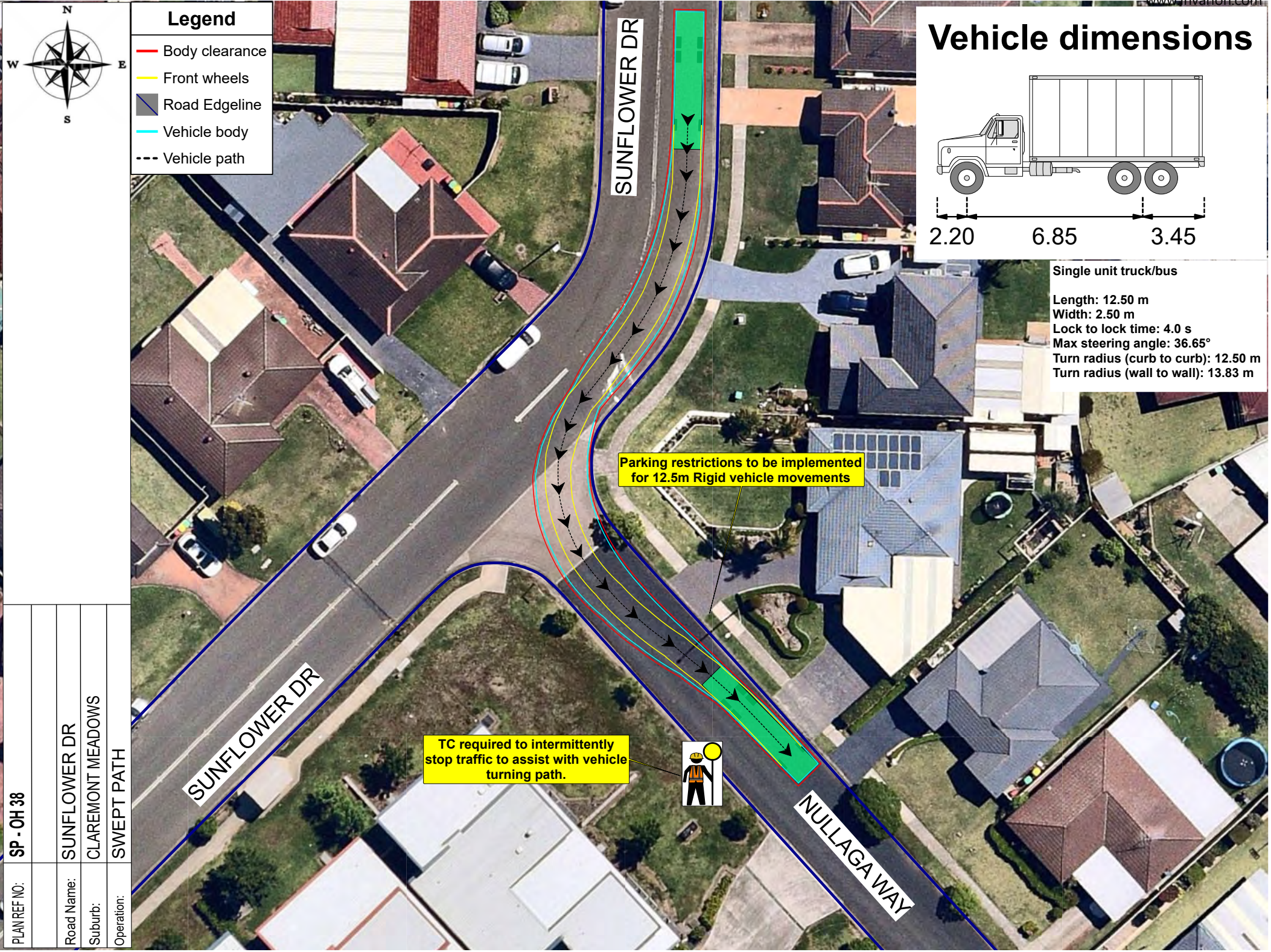
PLAN REF NO:	SP - OH 37
Road Name:	SUNFLOWER DR
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH



Parking restrictions to be implemented for 12.5m Rigid vehicle movements

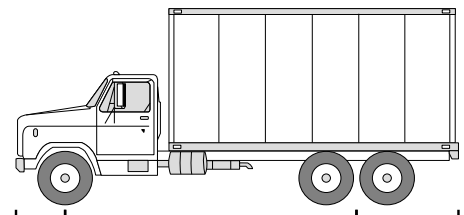
TC required to intermittently stop traffic to assist with vehicle turning path.





- Legend**
- Body clearance
 - Front wheels
 - Road Edgeline
 - Vehicle body
 - - - Vehicle path

Vehicle dimensions



2.20 6.85 3.45

Single unit truck/bus
 Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

SUNFLOWER DR

SUNFLOWER DR

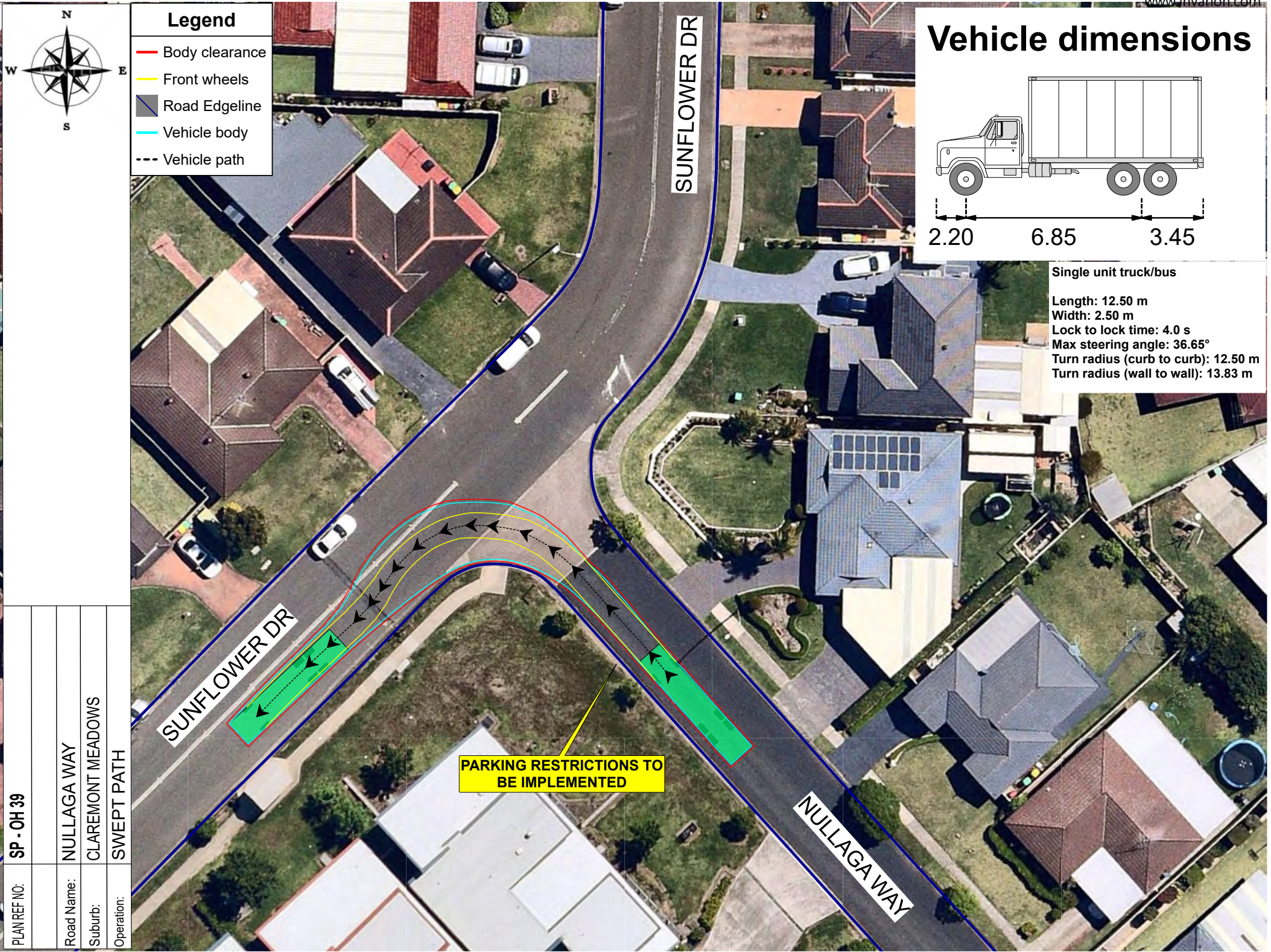
NULLAGA WAY

Parking restrictions to be implemented for 12.5m Rigid vehicle movements

TC required to intermittently stop traffic to assist with vehicle turning path.

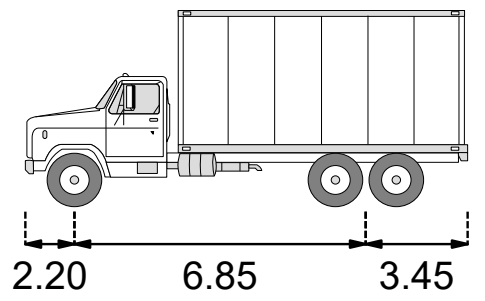


PLAN REF NO:	SP - OH 38
Road Name:	SUNFLOWER DR
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH



Legend	
—	Body clearance
—	Front wheels
—	Road Edgeline
—	Vehicle body
- - -	Vehicle path

Vehicle dimensions



Single unit truck/bus

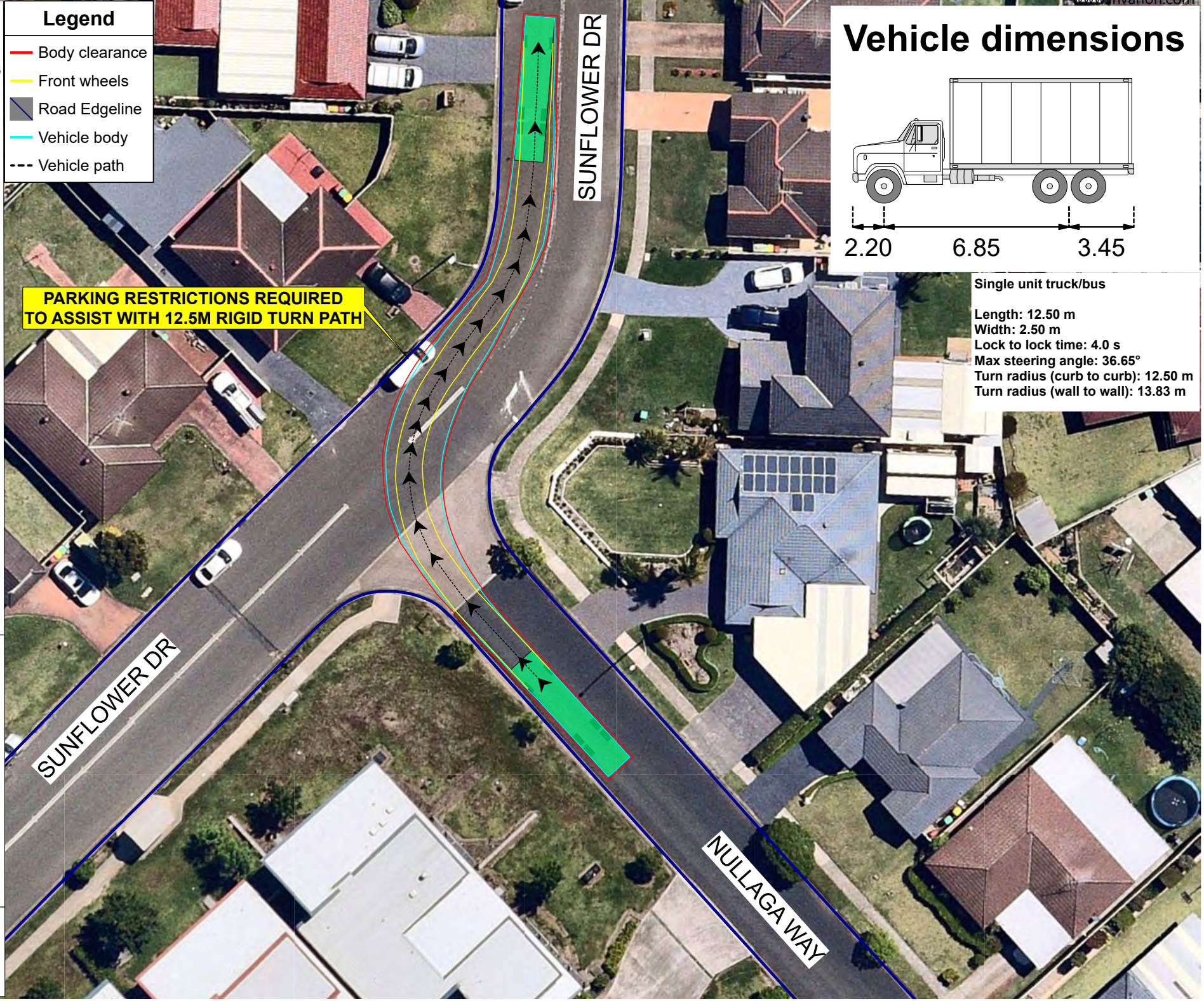
Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

PLAN/REF NO:	SP - OH 39
Road Name:	NULLAGA WAY
Suburb:	CLAREMONT MEADOWS
Operation:	SWEEP PATH

PARKING RESTRICTIONS TO BE IMPLEMENTED

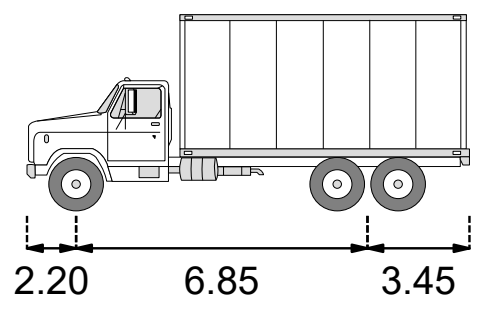


- Legend**
- Body clearance
 - Front wheels
 - Road Edgeline
 - Vehicle body
 - - - Vehicle path



PARKING RESTRICTIONS REQUIRED TO ASSIST WITH 12.5M RIGID TURN PATH

Vehicle dimensions

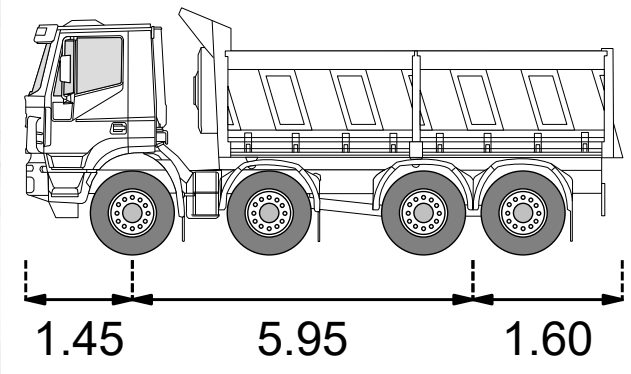


Single unit truck/bus
 Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

PLAN REF NO:	SP - OH 40
Road Name:	NULLAGA WAY
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH



Vehicle dimensions

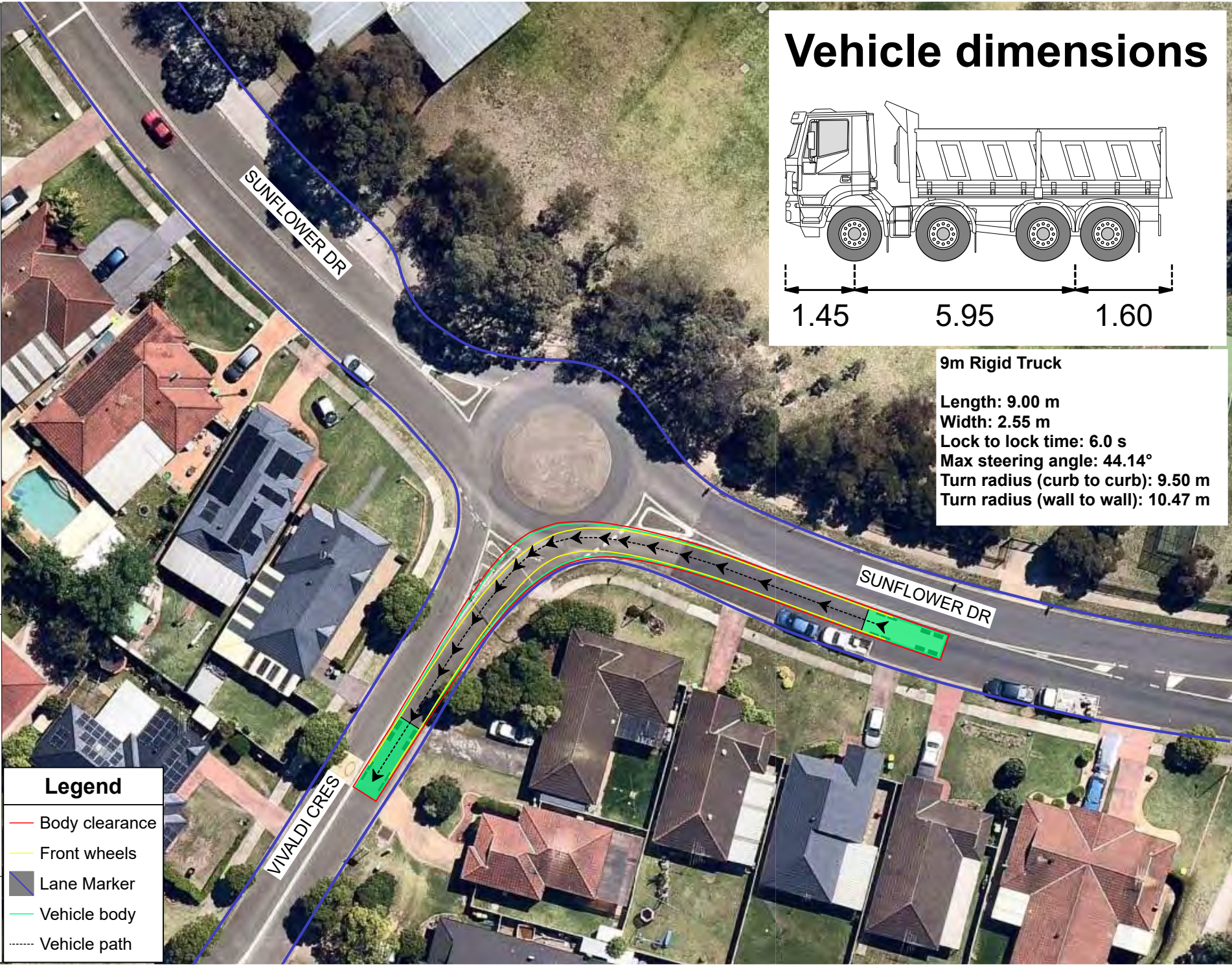


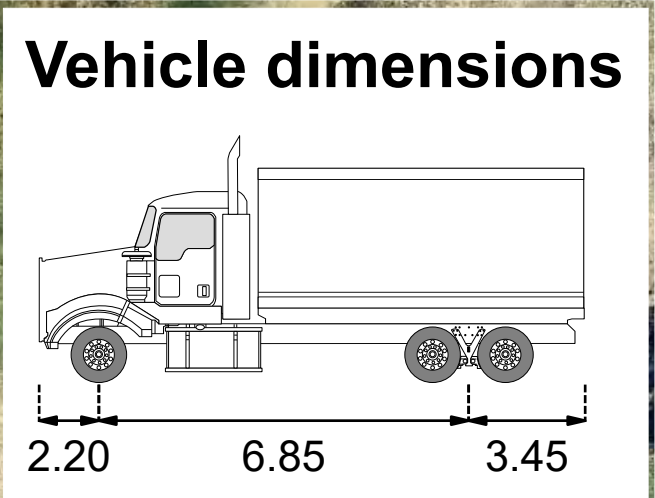
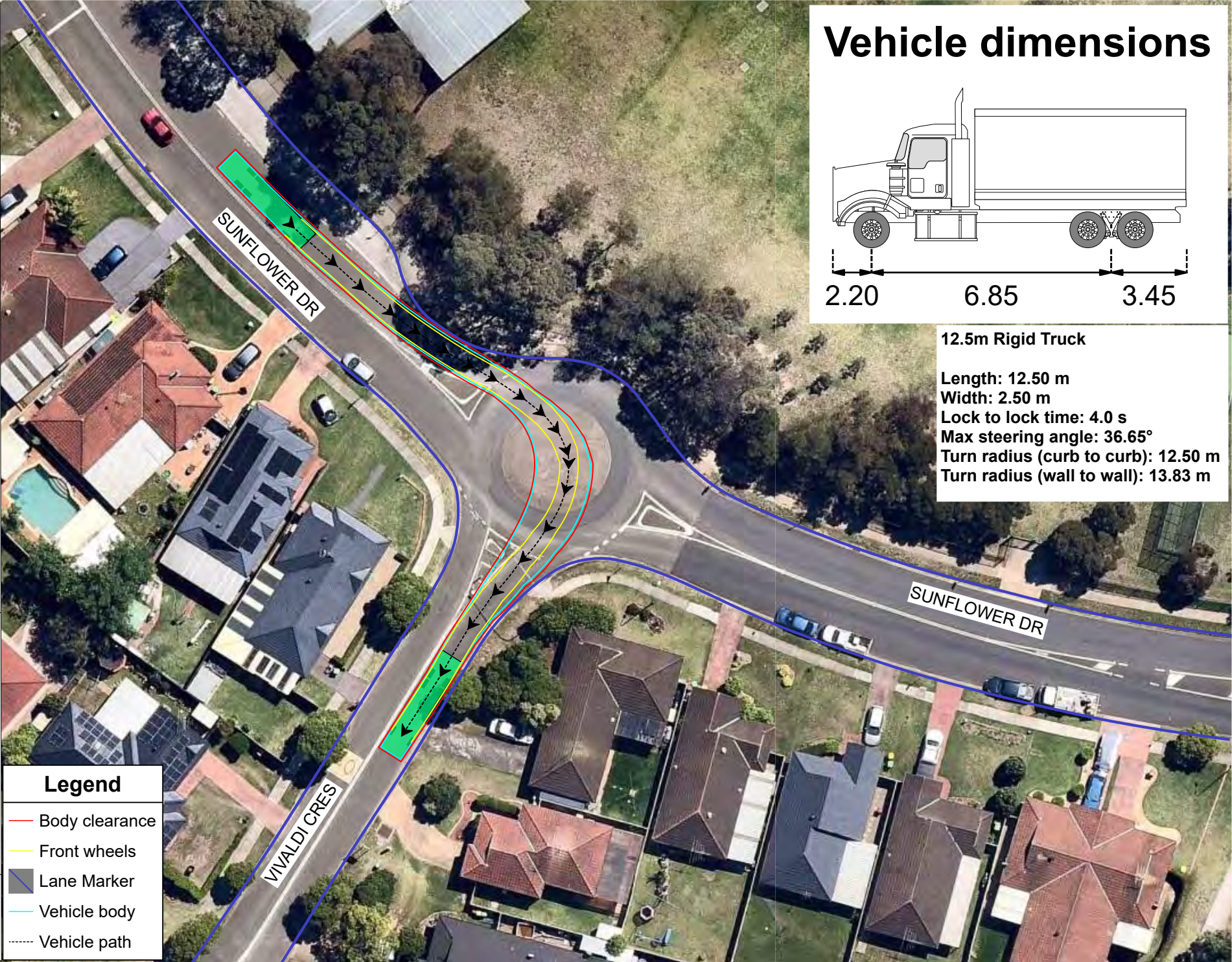
9m Rigid Truck
 Length: 9.00 m
 Width: 2.55 m
 Lock to lock time: 6.0 s
 Max steering angle: 44.14°
 Turn radius (curb to curb): 9.50 m
 Turn radius (wall to wall): 10.47 m

PLAN REF NO:	SP - OH 41.1
Road Name:	SUNFLOWER DR
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

Legend

- Body clearance
- Front wheels
- Lane Marker
- Vehicle body
- - - Vehicle path





12.5m Rigid Truck

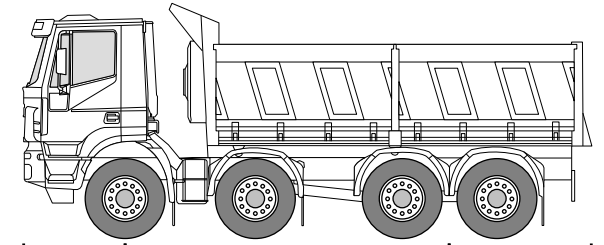
Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

PLAN REF NO:	SP - OH 42
Road Name:	SUNFLOWER DR
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

Legend	
—	Body clearance
—	Front wheels
—	Lane Marker
—	Vehicle body
- - - -	Vehicle path



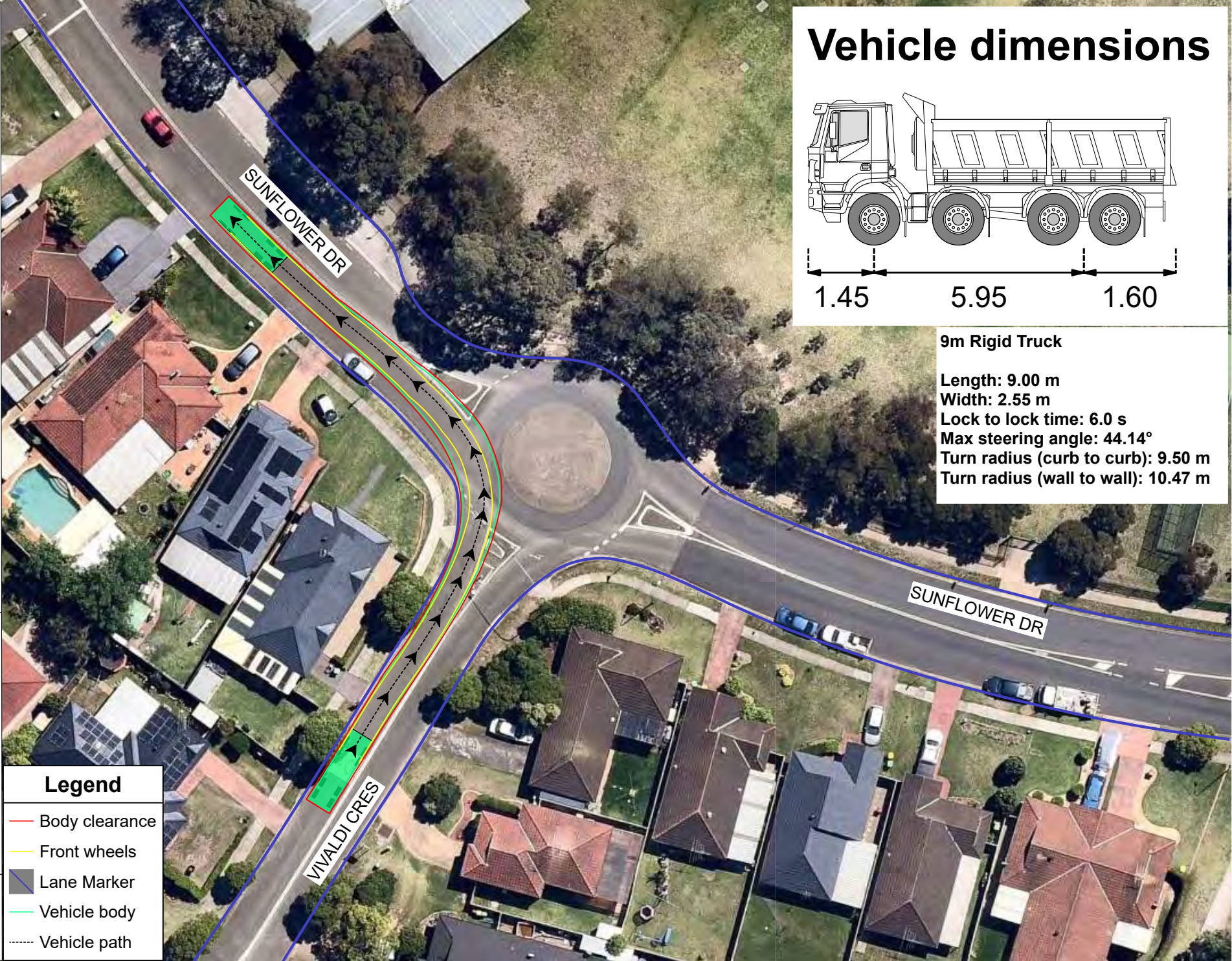
Vehicle dimensions



1.45 5.95 1.60

9m Rigid Truck
Length: 9.00 m
Width: 2.55 m
Lock to lock time: 6.0 s
Max steering angle: 44.14°
Turn radius (curb to curb): 9.50 m
Turn radius (wall to wall): 10.47 m

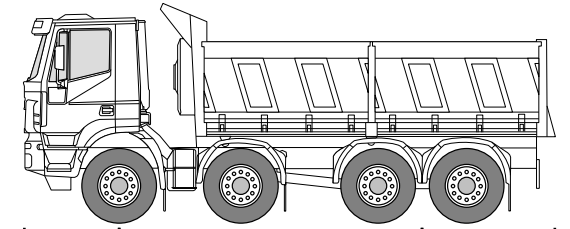
PLAN REF NO:	SP - OH 43.1
Road Name:	VIVALDI CRES
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH



Legend	
—	Body clearance
—	Front wheels
—	Lane Marker
—	Vehicle body
- - -	Vehicle path



Vehicle dimensions



1.45 5.95 1.60

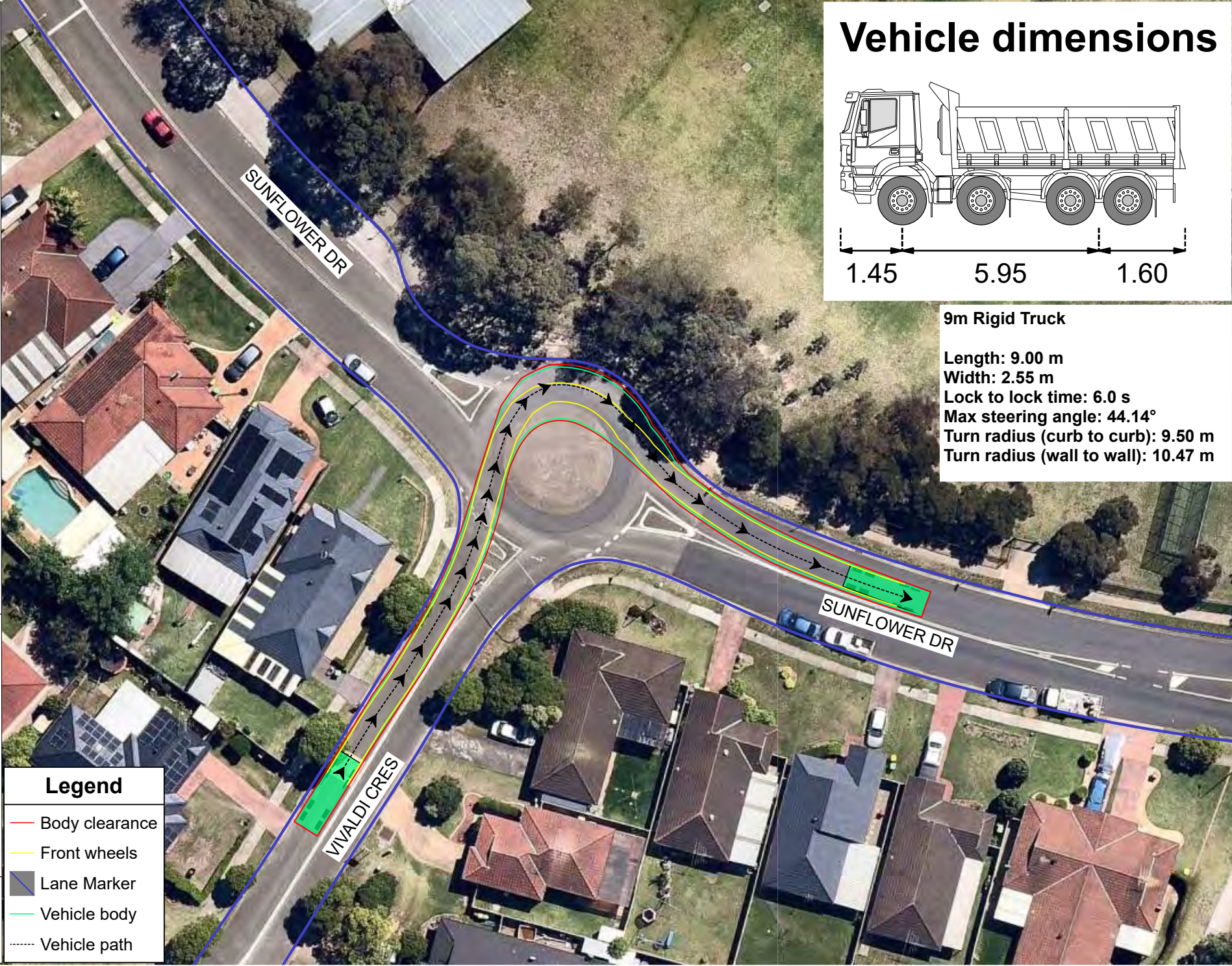
9m Rigid Truck

- Length: 9.00 m
- Width: 2.55 m
- Lock to lock time: 6.0 s
- Max steering angle: 44.14°
- Turn radius (curb to curb): 9.50 m
- Turn radius (wall to wall): 10.47 m

PLAN REF NO:	SP - OH 44.1
Road Name:	VIVALDI CRES
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

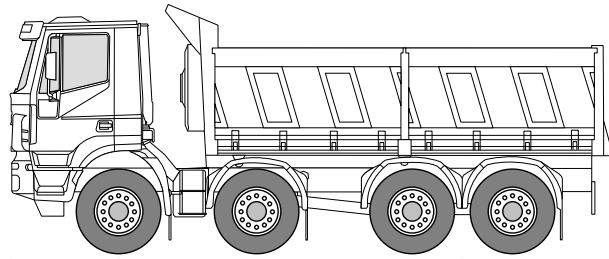
Legend

- Body clearance
- Front wheels
- Lane Marker
- Vehicle body
- - - Vehicle path





Vehicle dimensions

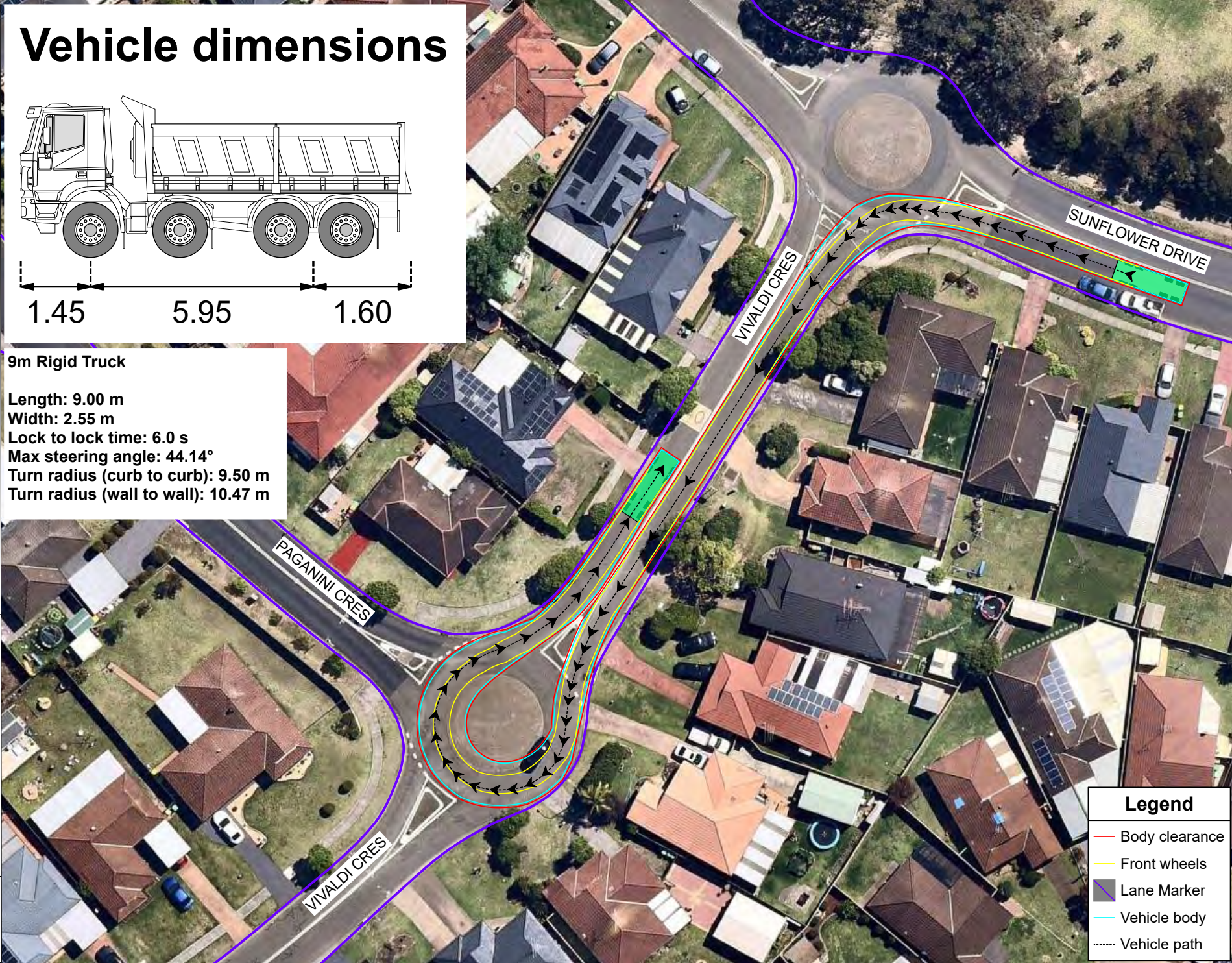


1.45 5.95 1.60

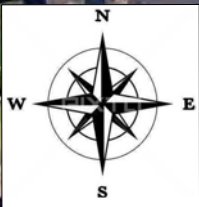
9m Rigid Truck

Length: 9.00 m
 Width: 2.55 m
 Lock to lock time: 6.0 s
 Max steering angle: 44.14°
 Turn radius (curb to curb): 9.50 m
 Turn radius (wall to wall): 10.47 m

PLAN REF NO:	SP - OH 45.1
Road Name:	VIVALDI CRES ROUNDABOUT
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH



Legend	
—	Body clearance
—	Front wheels
—	Lane Marker
—	Vehicle body
- - -	Vehicle path



PLAN REF NO: SP - OH 46

Road Name: SANDPIPER CRES

Suburb: CLAREMONT MEADOWS

Operation: SWEPT PATH

Legend

- Body clearance
- Front wheels
- Lane Marker
- Vehicle body
- - - Vehicle path



FALCON CRES

SANDPIPER CRES

SANDPIPER CRES

SANDPIPER CRES

9m Rigid Truck

Length: 9.00 m

Width: 2.55 m

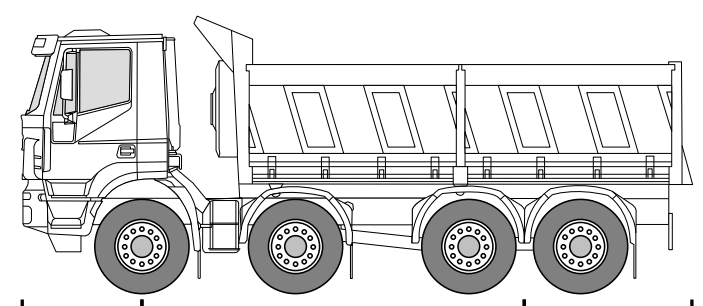
Lock to lock time: 6.0 s

Max steering angle: 44.14°

Turn radius (curb to curb): 9.50 m

Turn radius (wall to wall): 10.47 m

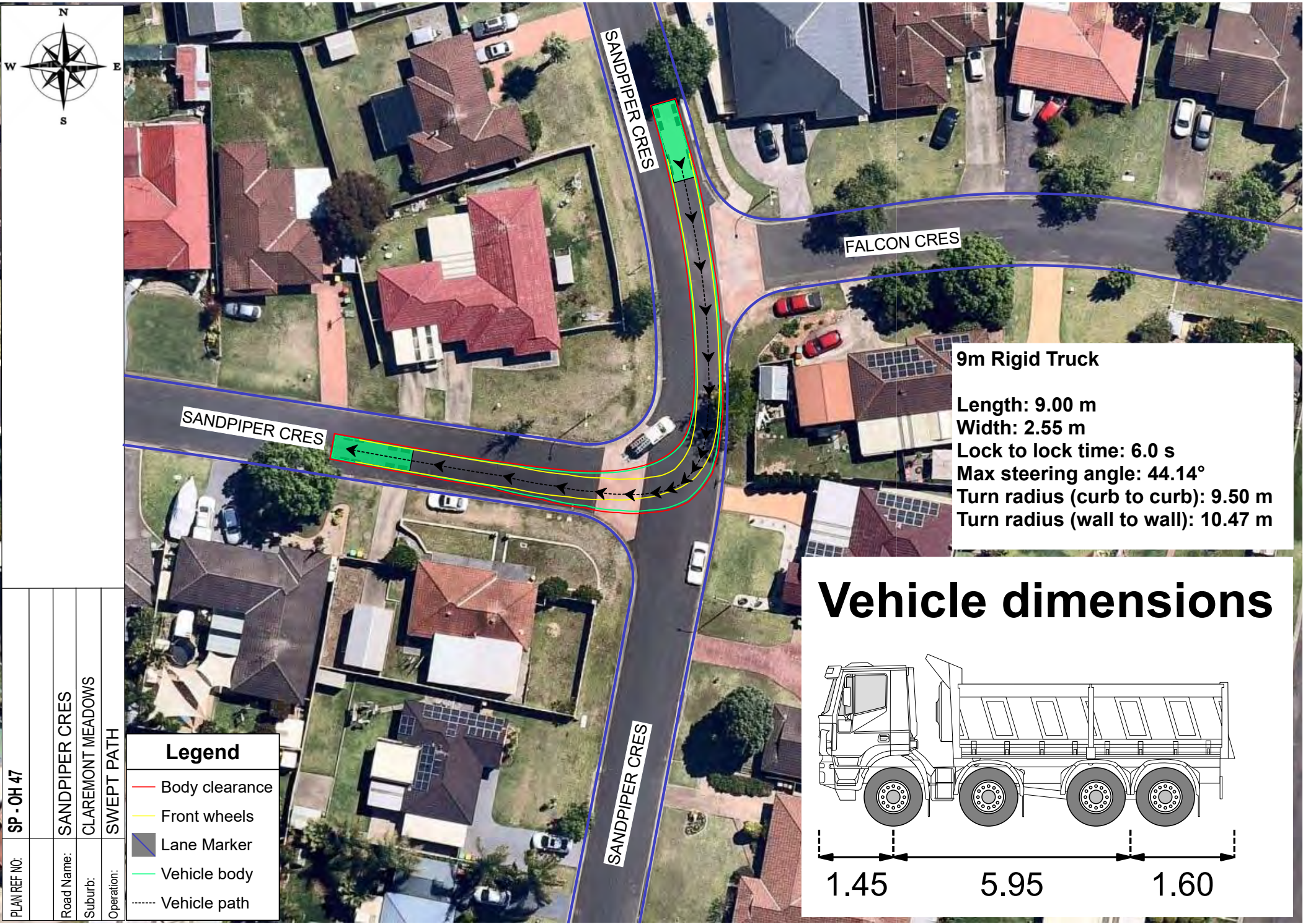
Vehicle dimensions



1.45

5.95

1.60



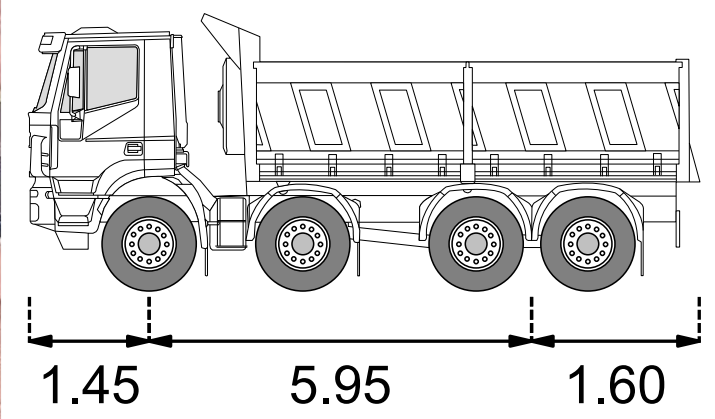
PLAN REF NO:	SP - OH 47
Road Name:	SANDPIPER CRES
Suburb:	CLAREMONT MEADOWS
Operation:	SWEPT PATH

Legend	
—	Body clearance
—	Front wheels
—	Lane Marker
—	Vehicle body
- - -	Vehicle path

9m Rigid Truck

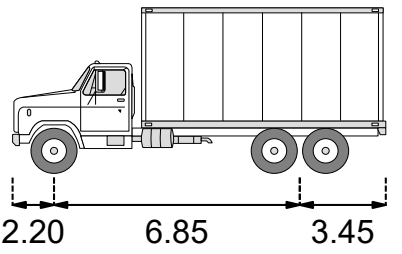
Length: 9.00 m
 Width: 2.55 m
 Lock to lock time: 6.0 s
 Max steering angle: 44.14°
 Turn radius (curb to curb): 9.50 m
 Turn radius (wall to wall): 10.47 m

Vehicle dimensions

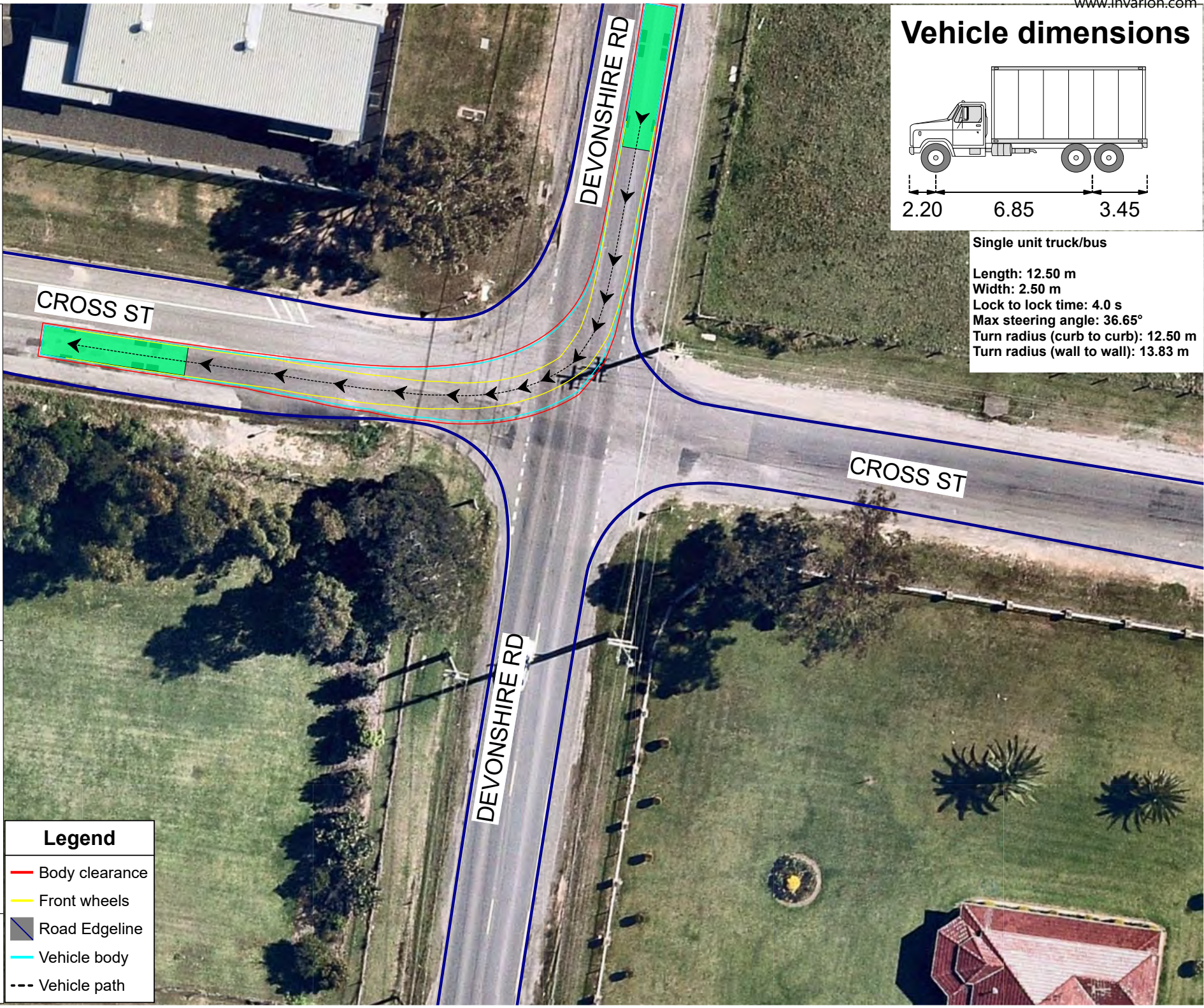
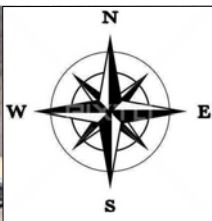


Appendix E CTMP2 (Portion 4 to Portion 6) - Swept Path Analysis

Vehicle dimensions



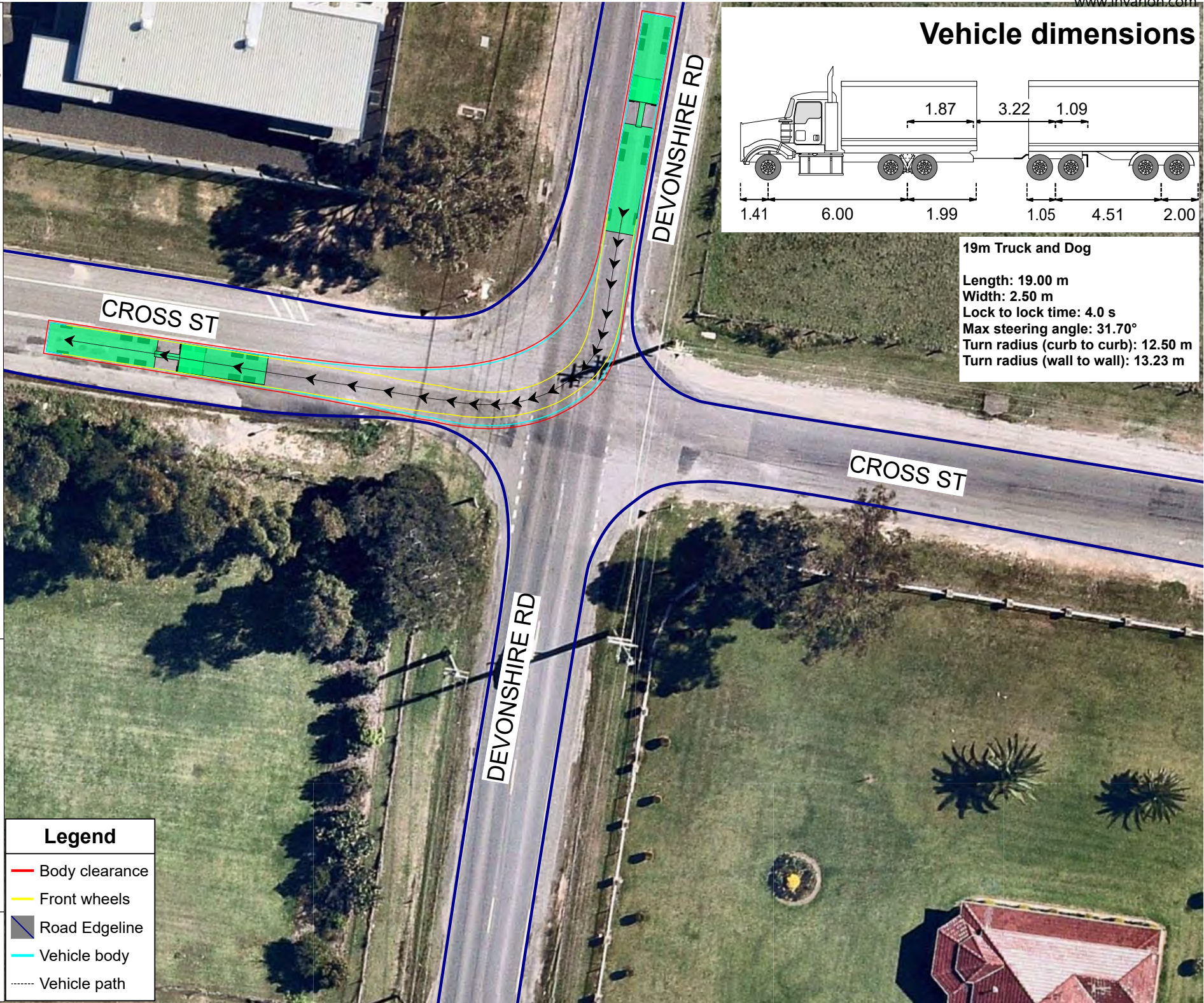
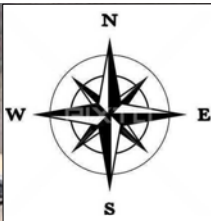
Single unit truck/bus
 Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m



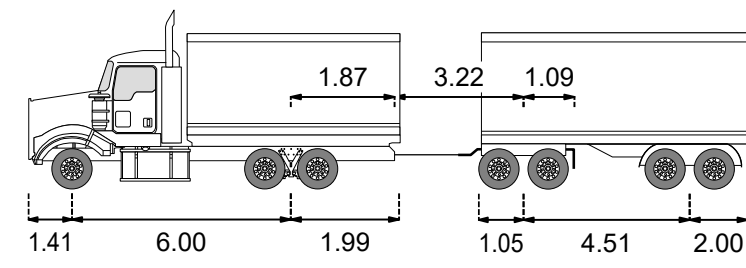
PLAN REF NO:	SP - ABP 1
Road From:	DEVONSHIRE RD
Road To:	KEMPS CREEK
Suburb:	
Operation:	SWEPT PATH

Legend

- Body clearance
- Front wheels
- Road Edgeline
- Vehicle body
- - - Vehicle path



Vehicle dimensions

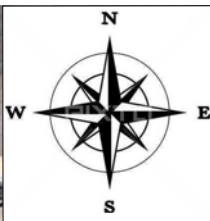


19m Truck and Dog

Length: 19.00 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 31.70°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.23 m

PLAN REF NO:	SP - ABP 1.1-R1
Road Name:	DEVONSHIRE ROAD
Suburb:	KEMPS CREEK
Operation:	SWEPT PATH

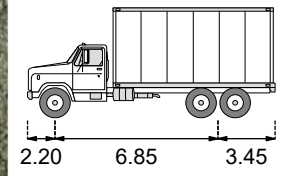
Legend	
	Body clearance
	Front wheels
	Road Edgeline
	Vehicle body
	Vehicle path



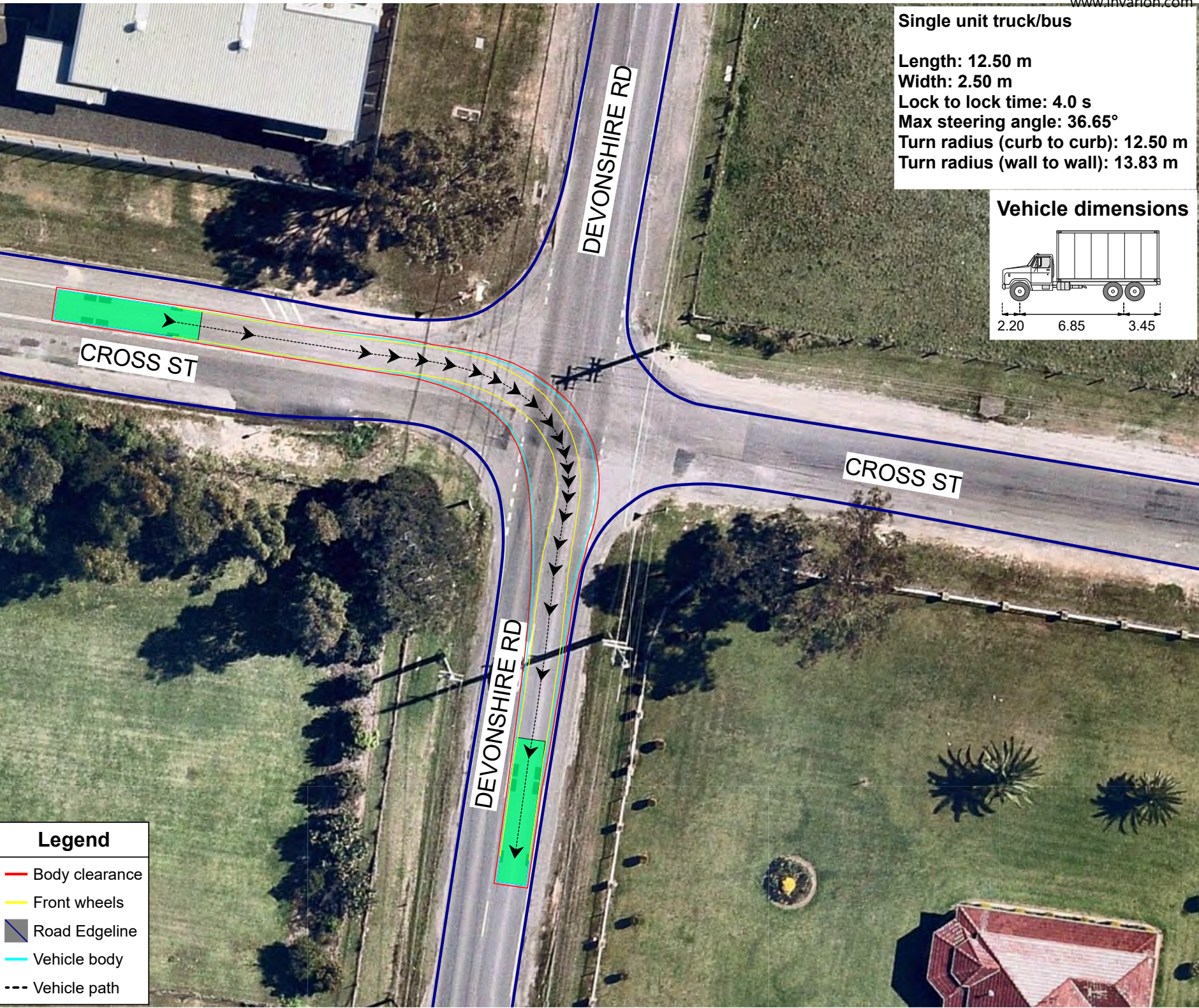
Single unit truck/bus

- Length: 12.50 m
- Width: 2.50 m
- Lock to lock time: 4.0 s
- Max steering angle: 36.65°
- Turn radius (curb to curb): 12.50 m
- Turn radius (wall to wall): 13.83 m

Vehicle dimensions

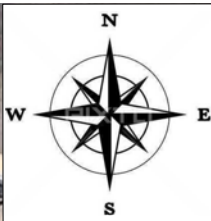


PLAN REF NO:	SP - ABP 2
Road Name:	CROSS ST
Suburb:	KEMPS CREEK
Operation:	SWEPT PATH

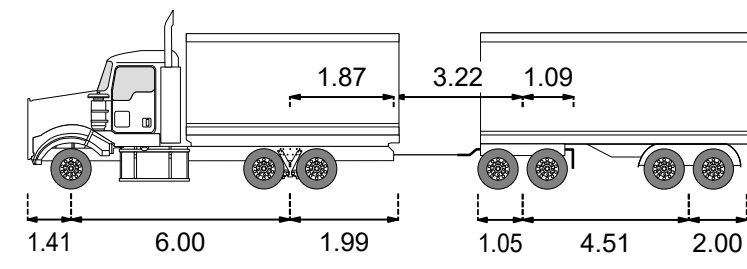


Legend

- Body clearance
- Front wheels
- Road Edgeline
- Vehicle body
- Vehicle path



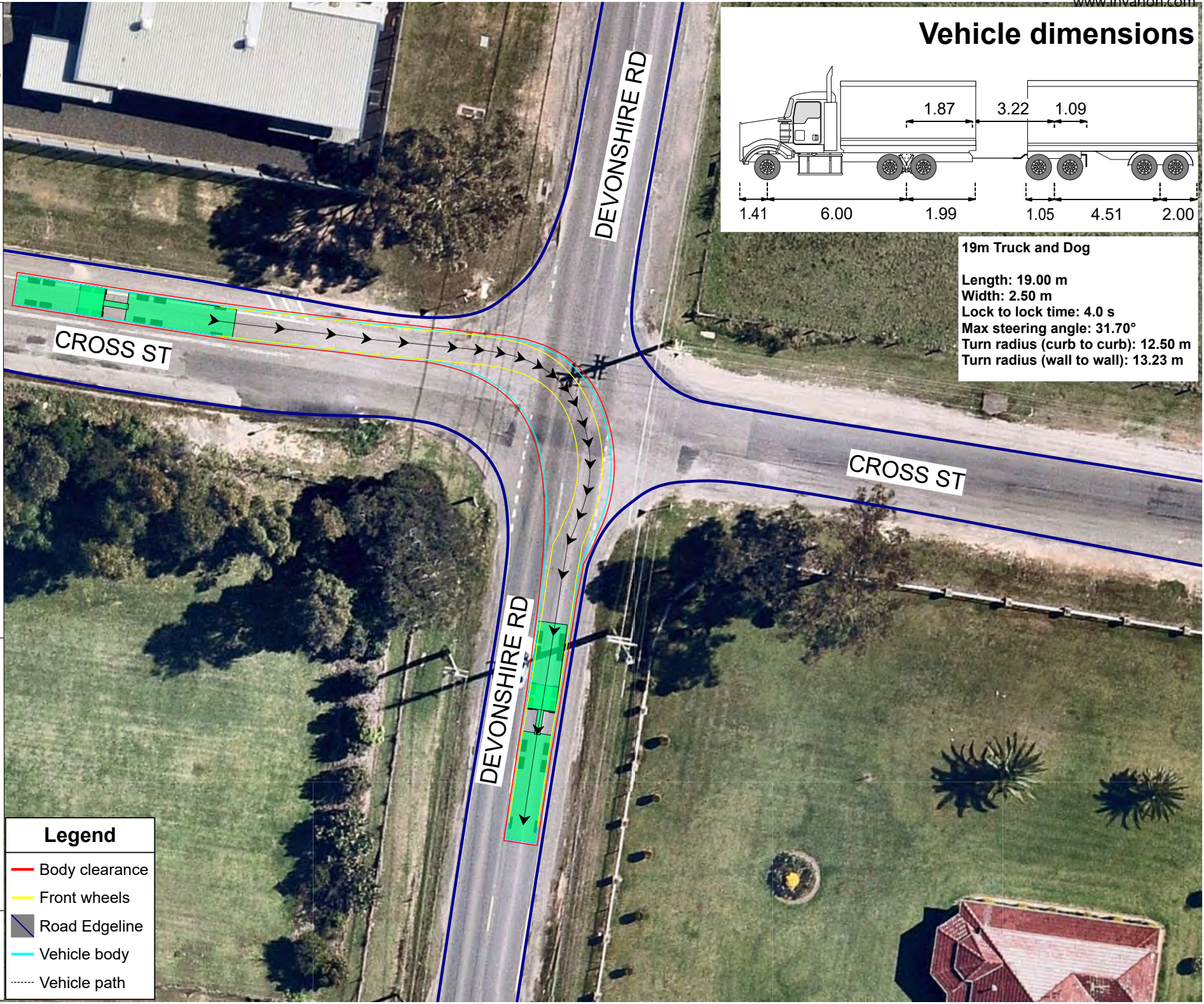
Vehicle dimensions



19m Truck and Dog

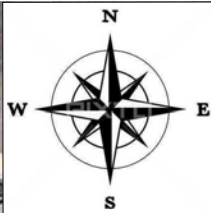
Length: 19.00 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 31.70°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.23 m

PLAN REF NO:	SP-ABP 2.1-R1
Road Name:	CROSS STREET
Suburb:	KEMPS CREEK
Operation:	SWEPT PATH

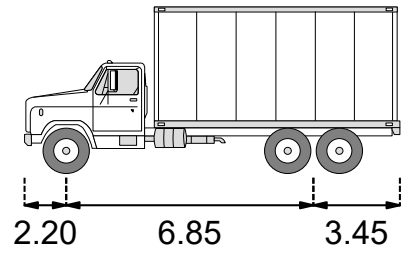


Legend

- Body clearance
- Front wheels
- Road Edgeline
- Vehicle body
- Vehicle path

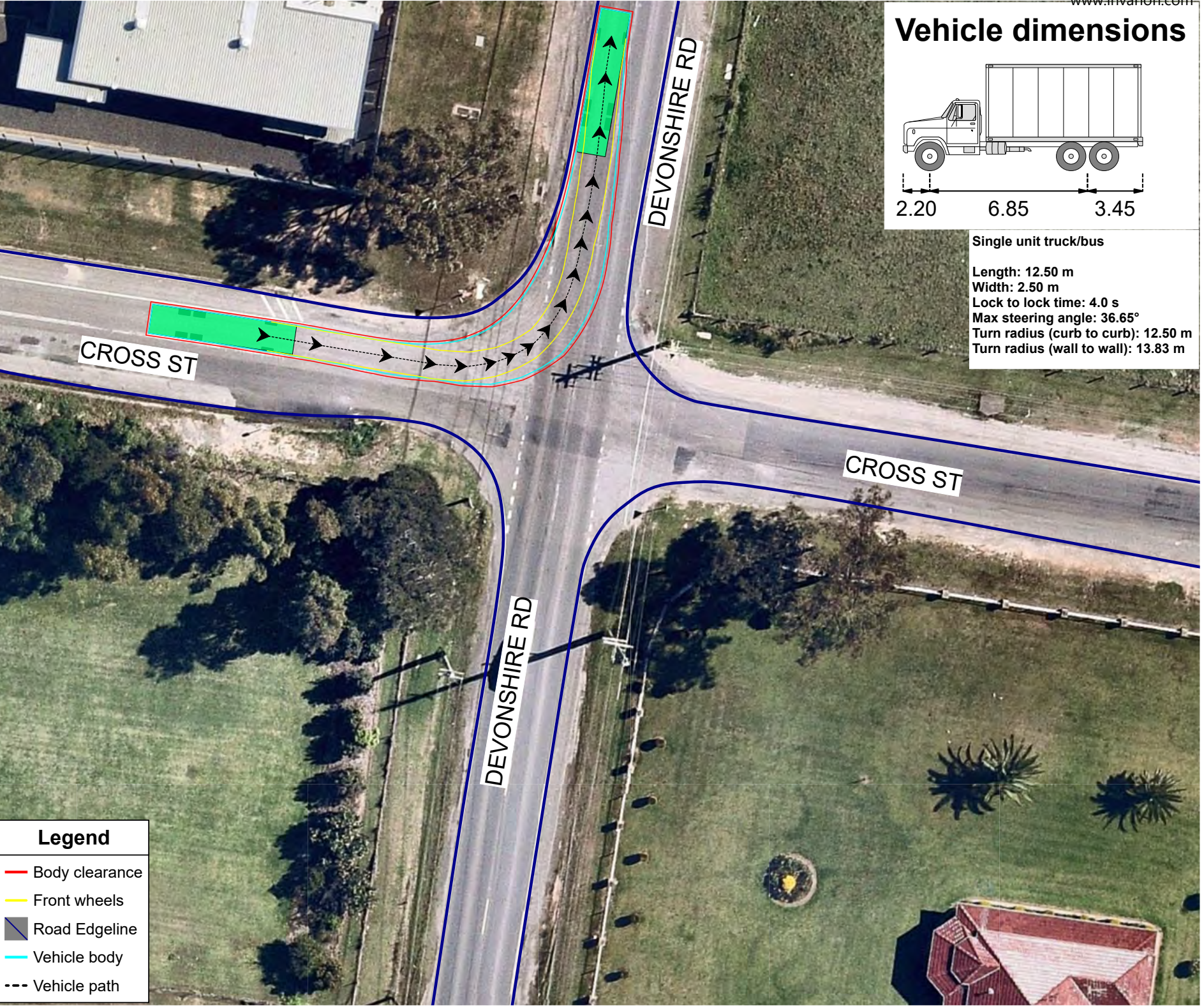


Vehicle dimensions

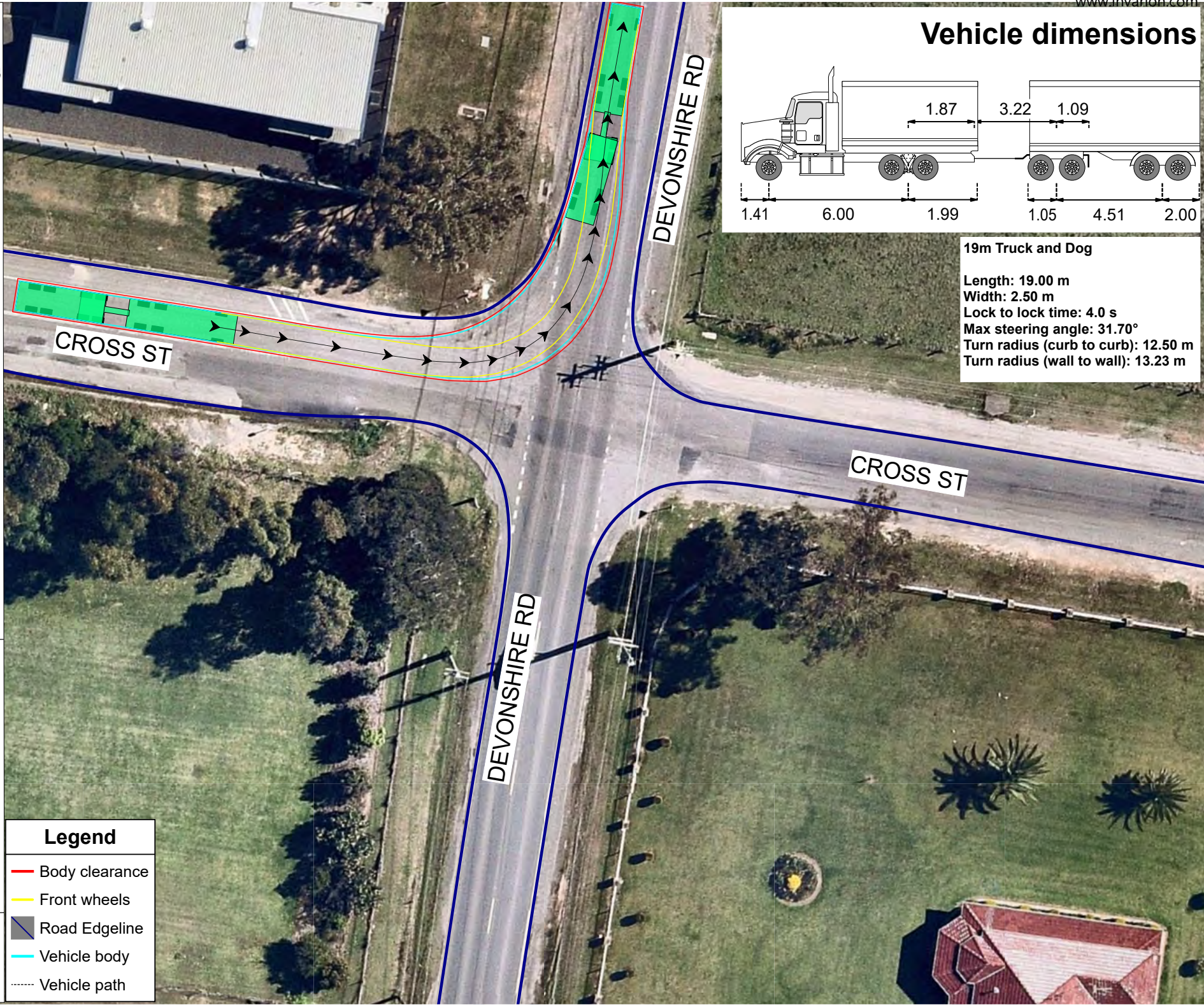


Single unit truck/bus
 Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

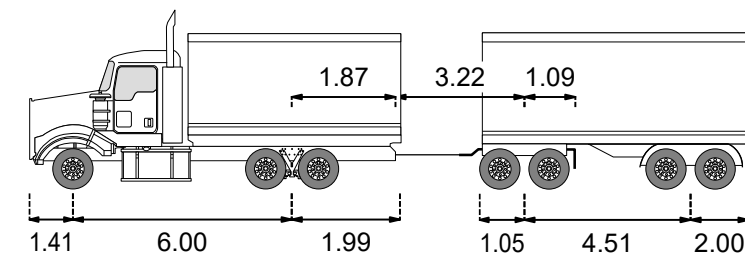
PLAN REF NO:	SP - ABP 3
Road Name:	CROSS ST
Suburb:	KEMPS CREEK
Operation:	SWEPT PATH



Legend	
—	Body clearance
—	Front wheels
—	Road Edgeline
—	Vehicle body
- - -	Vehicle path



Vehicle dimensions



19m Truck and Dog

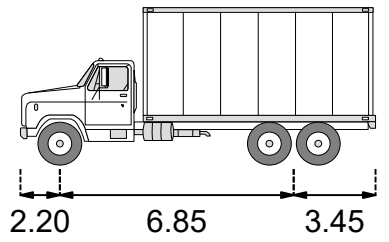
Length: 19.00 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 31.70°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.23 m

PLAN REF NO:	SP - ABP 3.1-R1
Road Name:	CROSS STREET
Suburb:	KEMPS CREEK
Operation:	SWEPT PATH

Legend	
	Body clearance
	Front wheels
	Road Edgeline
	Vehicle body
	Vehicle path



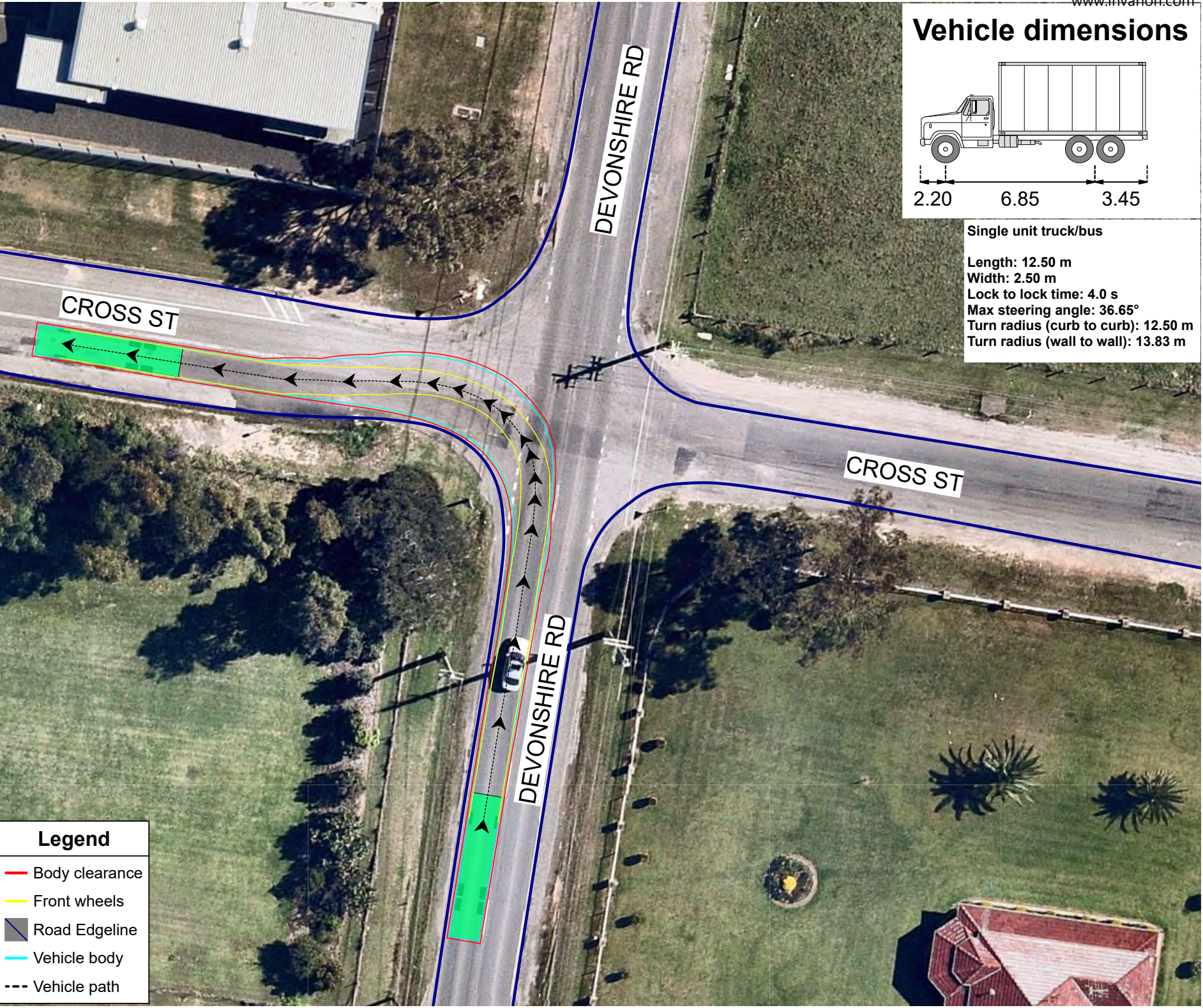
Vehicle dimensions



Single unit truck/bus

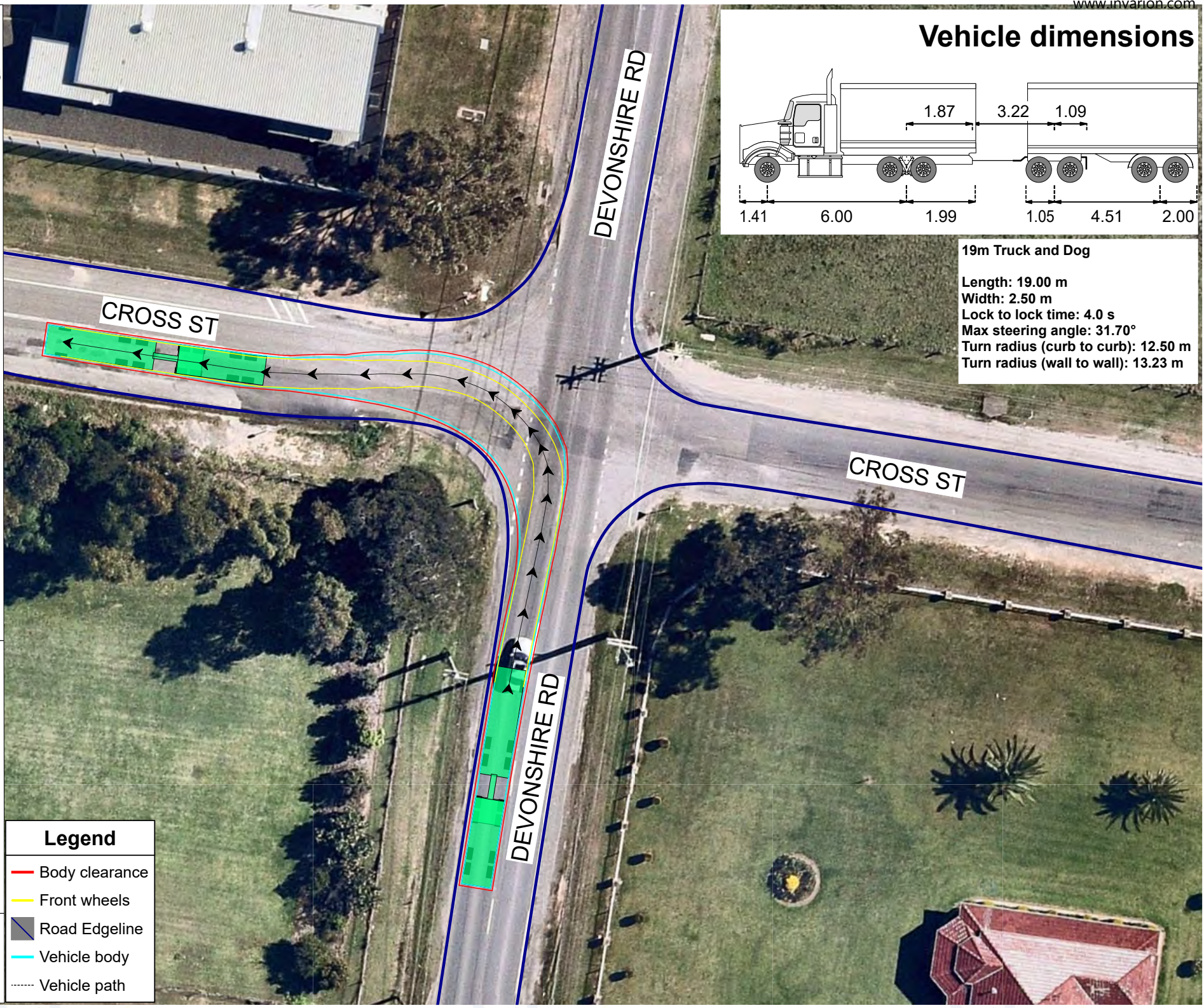
- Length: 12.50 m
- Width: 2.50 m
- Lock to lock time: 4.0 s
- Max steering angle: 36.65°
- Turn radius (curb to curb): 12.50 m
- Turn radius (wall to wall): 13.83 m

PLAN REF NO:	SP-ABP4
Road Name:	DEVONSHIRE RD
Suburb:	KEMPS CREEK
Operation:	SWEPT PATH

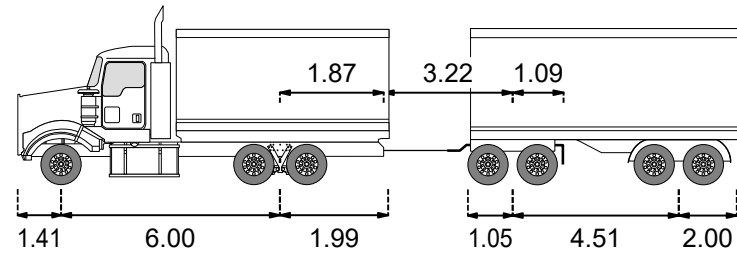


Legend

- Body clearance (Red line)
- Front wheels (Yellow line)
- Road Edgeline (Blue line)
- Vehicle body (Cyan line)
- Vehicle path (Dashed line)



Vehicle dimensions

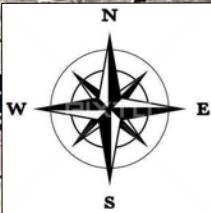


19m Truck and Dog

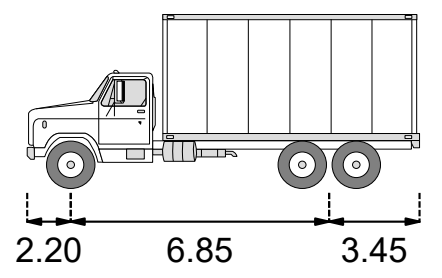
Length: 19.00 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 31.70°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.23 m

PLAN REF NO:	SP - ABP 4.1-R1
Road Name:	DEVONSHIRE ROAD
Suburb:	KEMPS CREEK
Operation:	SWEPT PATH

Legend	
	Body clearance
	Front wheels
	Road Edgeline
	Vehicle body
	Vehicle path



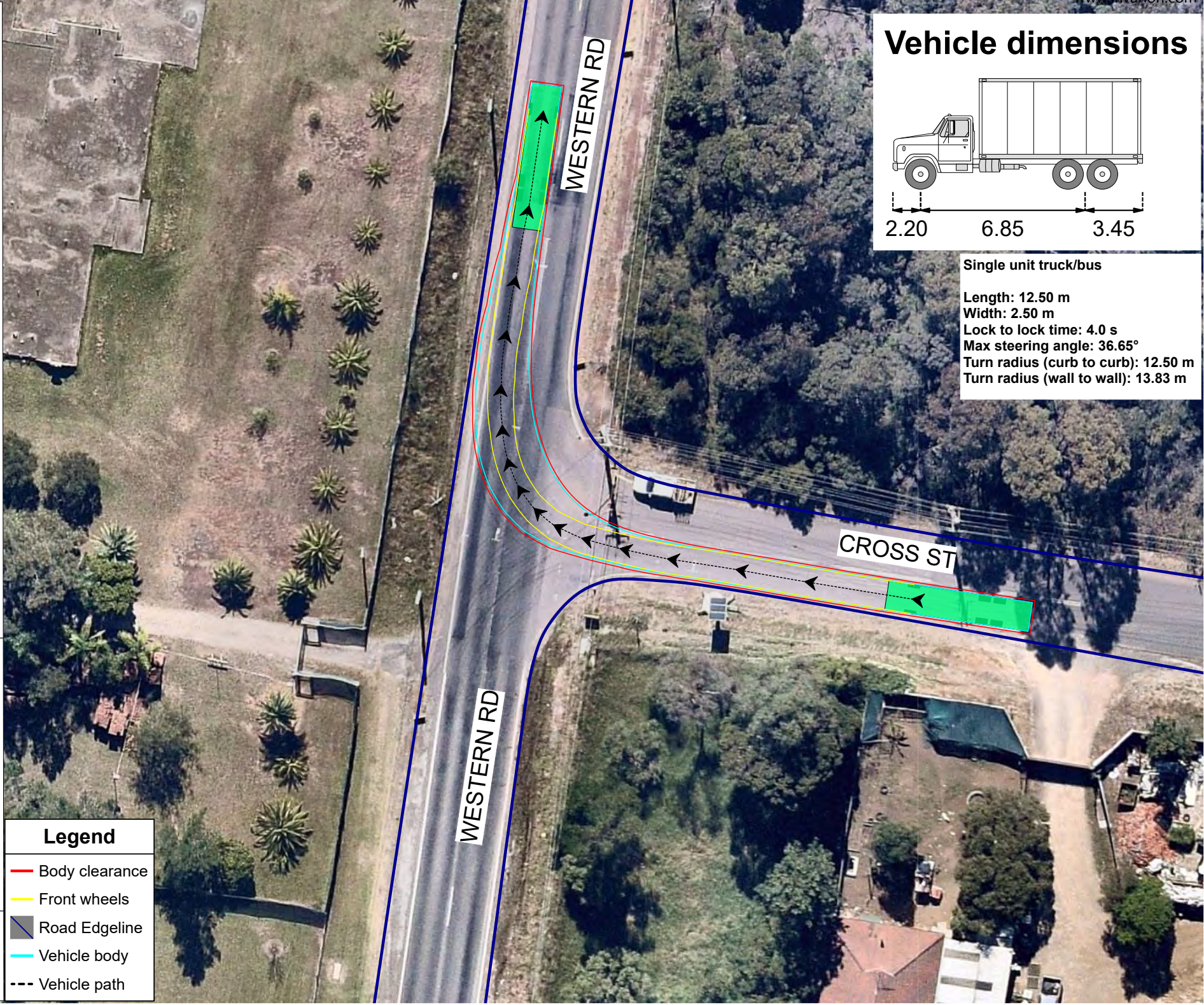
Vehicle dimensions

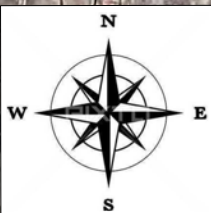


Single unit truck/bus
 Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

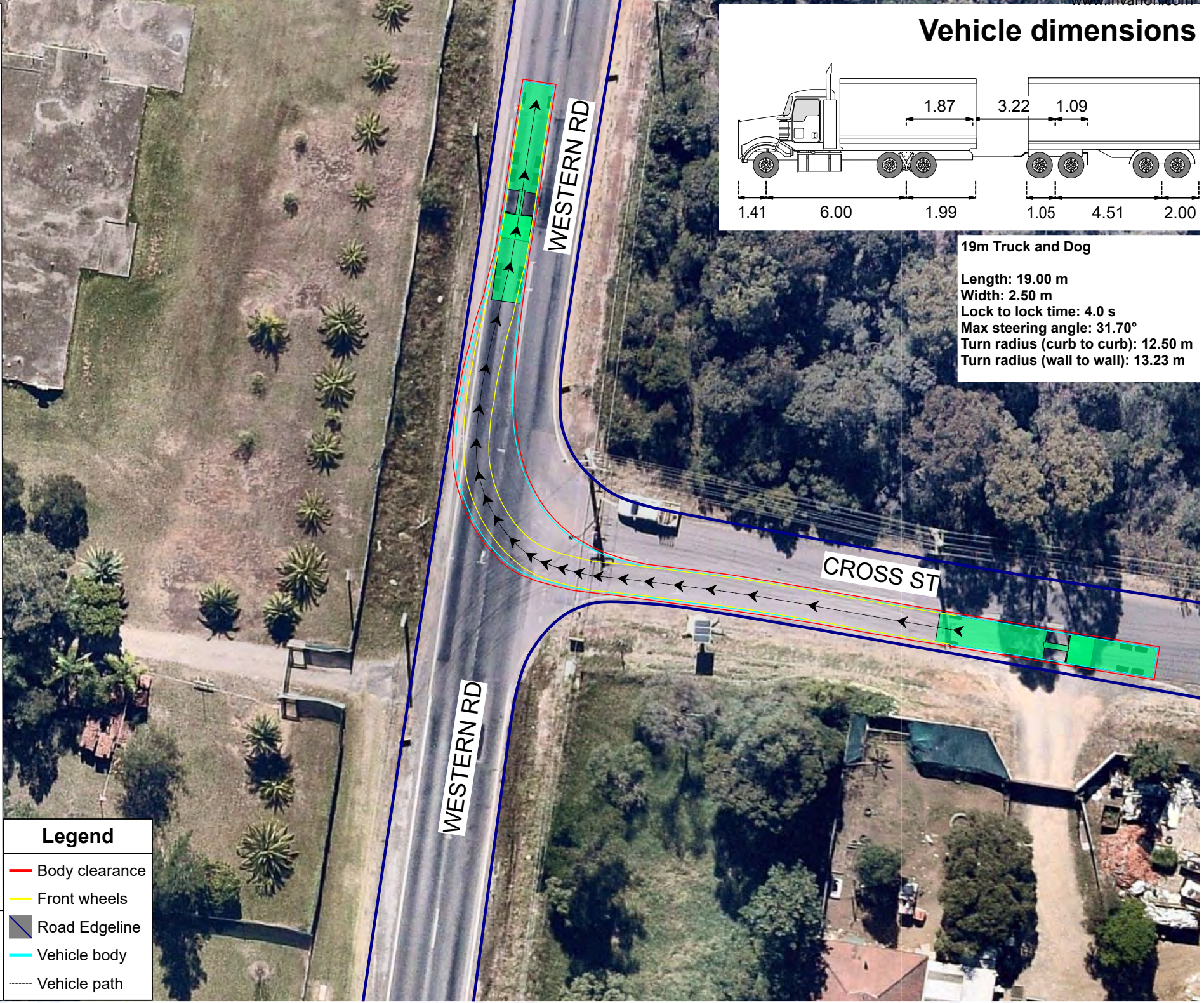
PLAN REF NO:	SP - ABP 9
Road Name:	CROSS ST
Suburb:	KEMPS CREEK
Operation:	SWEPT PATH

Legend	
—	Body clearance
—	Front wheels
—	Road Edgeline
—	Vehicle body
- - -	Vehicle path

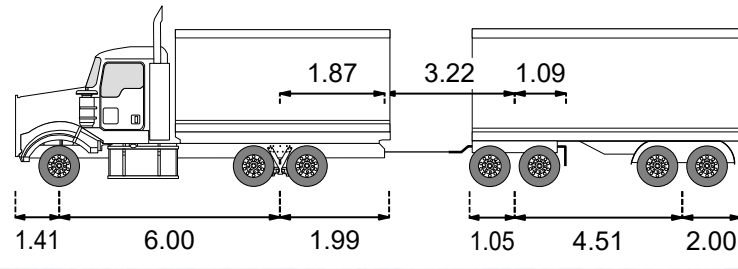




PLAN REF NO:	SP - ABP 9.1-R1
Road Name:	CROSS ST
Suburb:	KEMPS CREEK
Operation:	SWEPT PATH

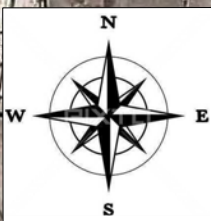


Vehicle dimensions

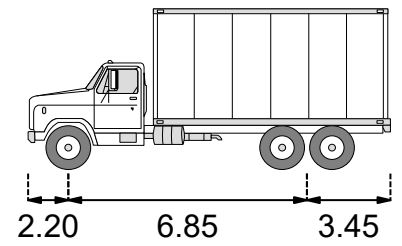


19m Truck and Dog

Length: 19.00 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 31.70°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.23 m



Vehicle dimensions



Single unit truck/bus

Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m

PLAN REF NO:	SP - ABP 10
Road Name:	CROSS ST
Suburb:	KEMPS CREEK
Operation:	SWEPT PATH

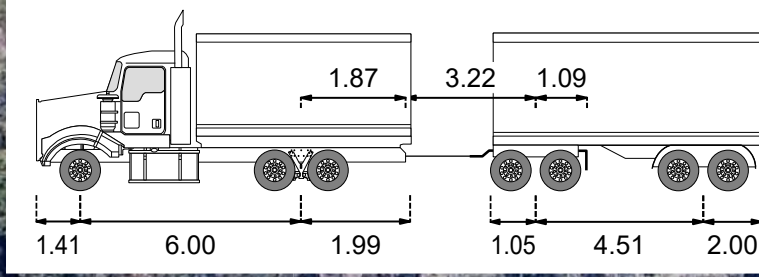
Legend

- Body clearance (Red line)
- Front wheels (Yellow line)
- Road Edgeline (Blue line)
- Vehicle body (Cyan line)
- Vehicle path (Dashed line with arrows)



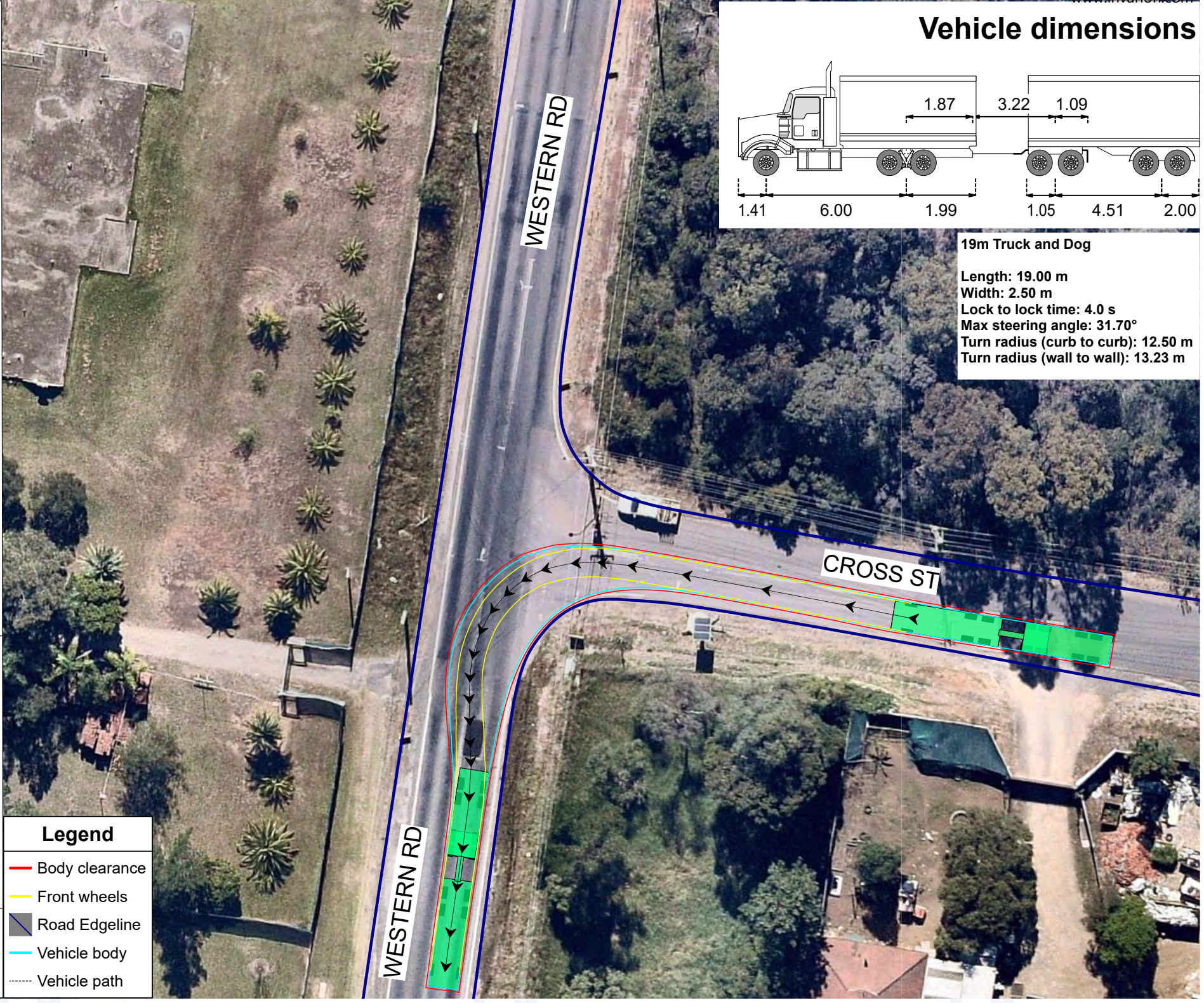


Vehicle dimensions



19m Truck and Dog
 Length: 19.00 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 31.70°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.23 m

PLAN REF NO:	SP - ABP 10.1-R1
Road Name:	CROSS ST
Suburb:	KEMPS CREEK
Operation:	SWEPT PATH

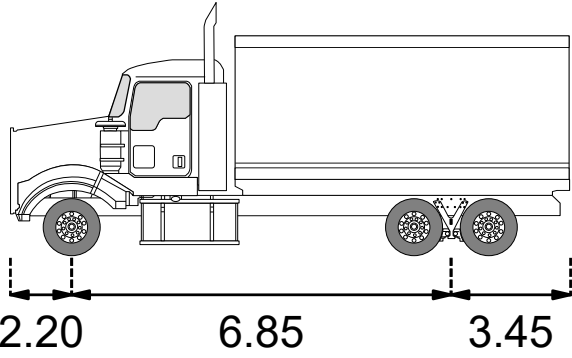


Legend

- Body clearance
- Front wheels
- Road Edgeline
- Vehicle body
- - - Vehicle path



Vehicle dimensions



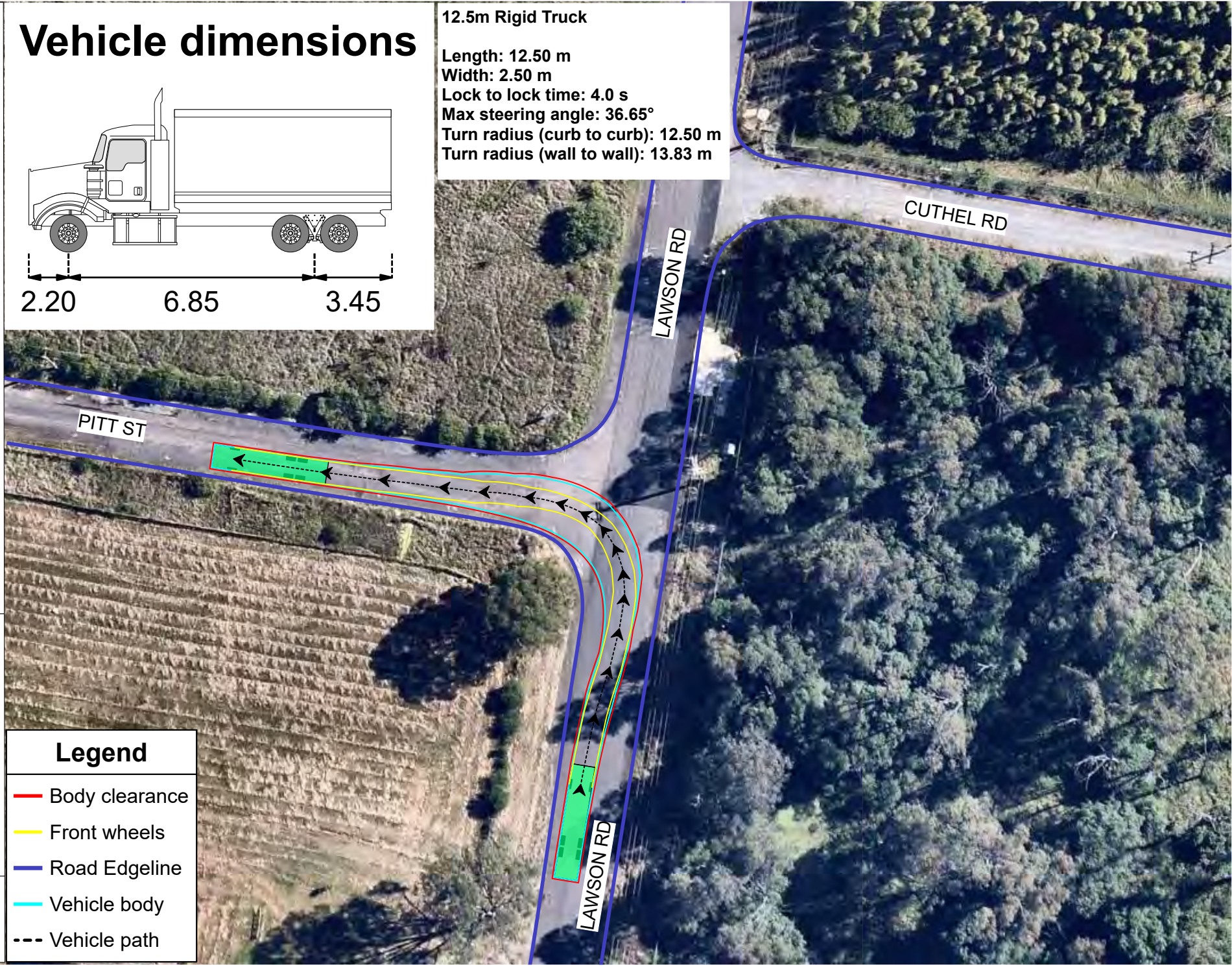
12.5m Rigid Truck

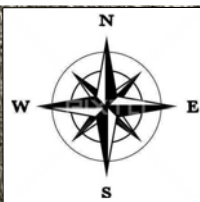
- Length: 12.50 m
- Width: 2.50 m
- Lock to lock time: 4.0 s
- Max steering angle: 36.65°
- Turn radius (curb to curb): 12.50 m
- Turn radius (wall to wall): 13.83 m

PLAN REF NO:	SP - ABP 17.1
Road Name:	LAWSON RD
Suburb:	BADGERYS CREEK
Operation:	SWEPT PATH

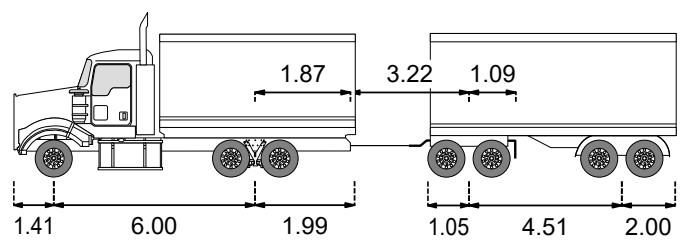
Legend

- Body clearance
- Front wheels
- Road Edgeline
- Vehicle body
- Vehicle path





Vehicle dimensions



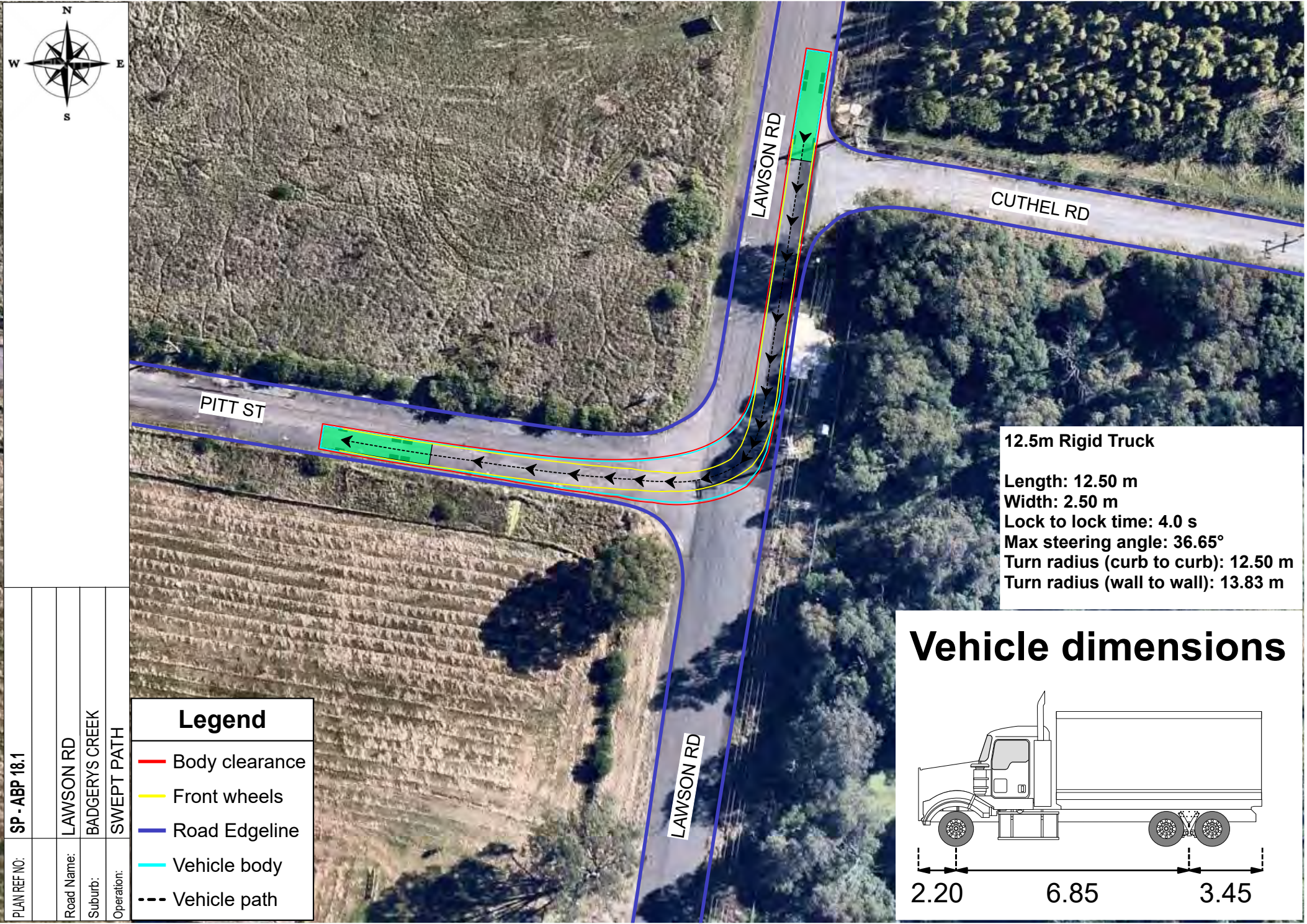
19m Truck and Dog

Length: 19.00 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 31.70°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.23 m

PLAN REF NO:	SP - ABP 17-R1
Road Name:	LAWSON RD
Suburb:	BADGERYS CREEK
Operation:	SWEPT PATH

Legend	
	Body clearance
	Front wheels
	Road Edgeline
	Vehicle body
	Vehicle path



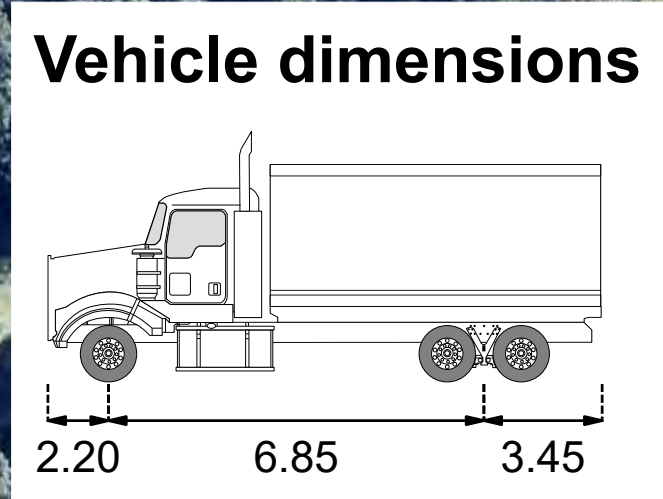


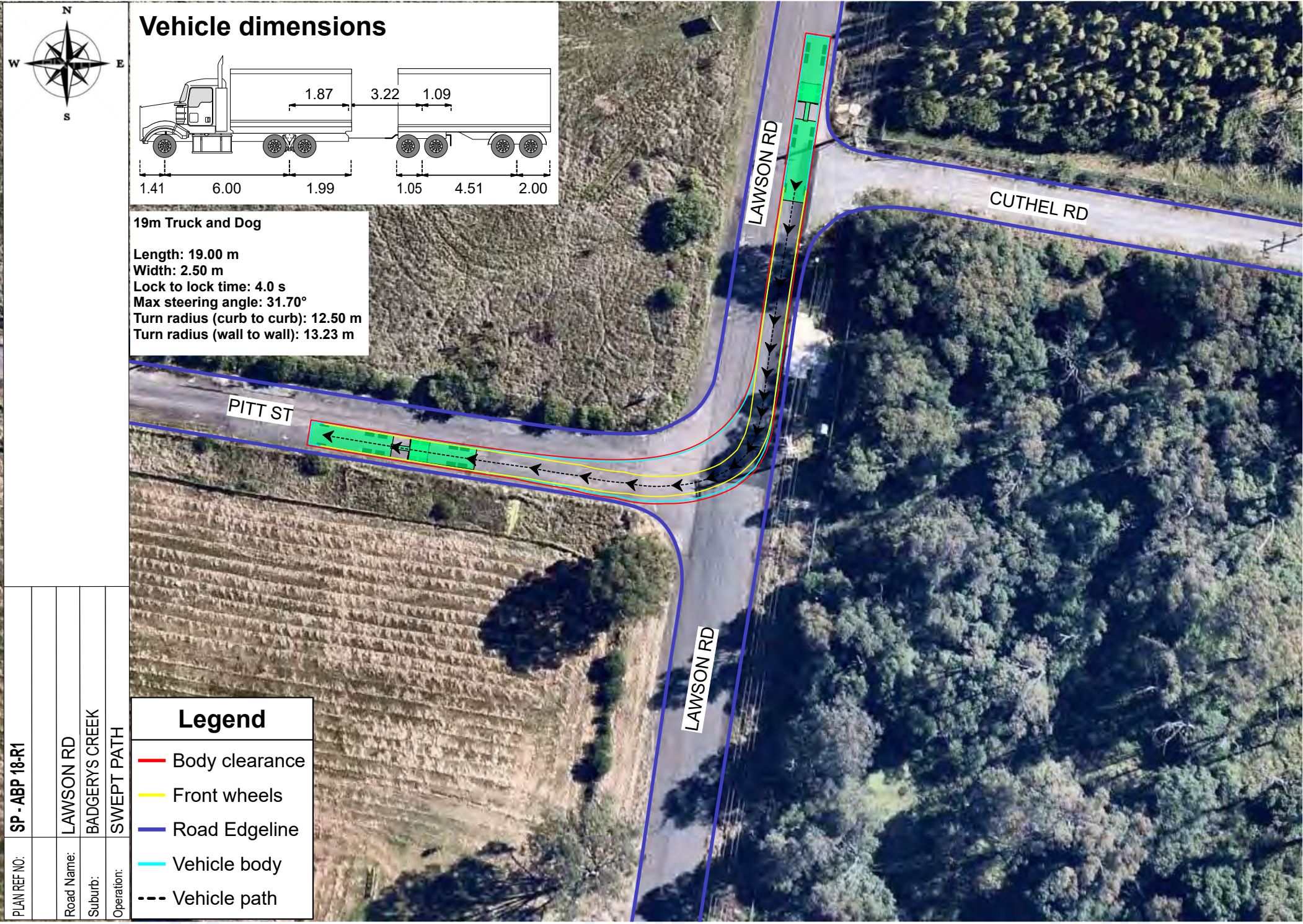
PLAN REF NO:	SP - ABP 18.1
Road Name:	LAWSON RD
Suburb:	BADGERYS CREEK
Operation:	SWEPT PATH

Legend	
—	Body clearance
—	Front wheels
—	Road Edgeline
—	Vehicle body
- - -	Vehicle path

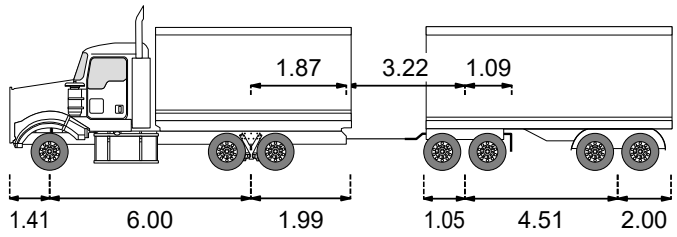
12.5m Rigid Truck

Length: 12.50 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 36.65°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.83 m





Vehicle dimensions



19m Truck and Dog

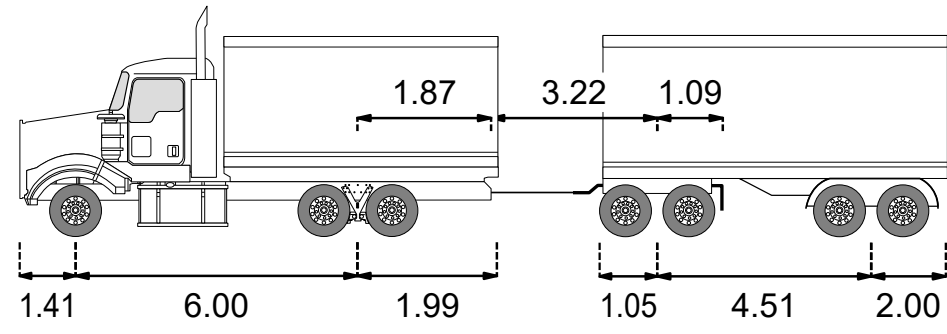
Length: 19.00 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 31.70°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.23 m

PLAN REF NO:	SP - ABP 18-R1
Road Name:	LAWSON RD
Suburb:	BADGERYS CREEK
Operation:	SWEPT PATH

Legend	
	Body clearance
	Front wheels
	Road Edgeline
	Vehicle body
	Vehicle path



Vehicle dimensions



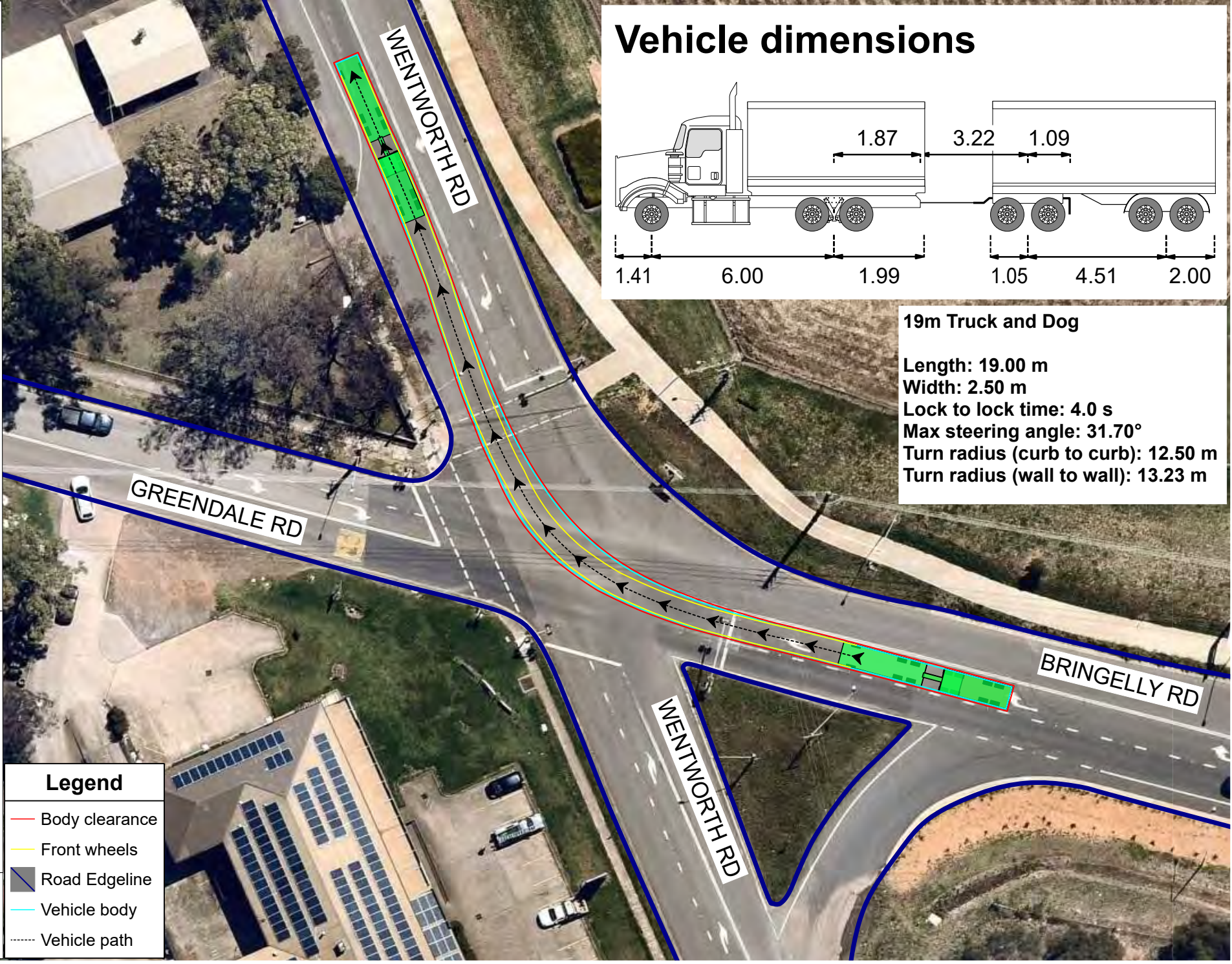
19m Truck and Dog

Length: 19.00 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 31.70°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.23 m

PLAN REF NO:	SP - AER 1
Road Name:	BRINGELLY ROAD
Suburb:	BRINGELLY
Operation:	SWEPT PATH

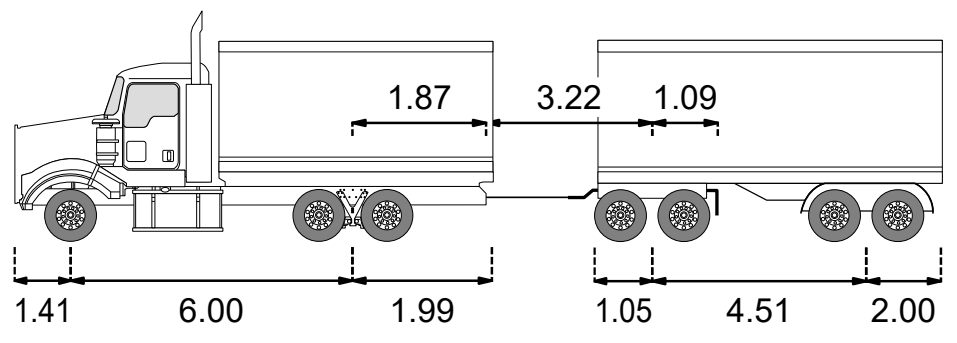
Legend

- Body clearance
- Front wheels
- Road Edgeline
- Vehicle body
- - - Vehicle path





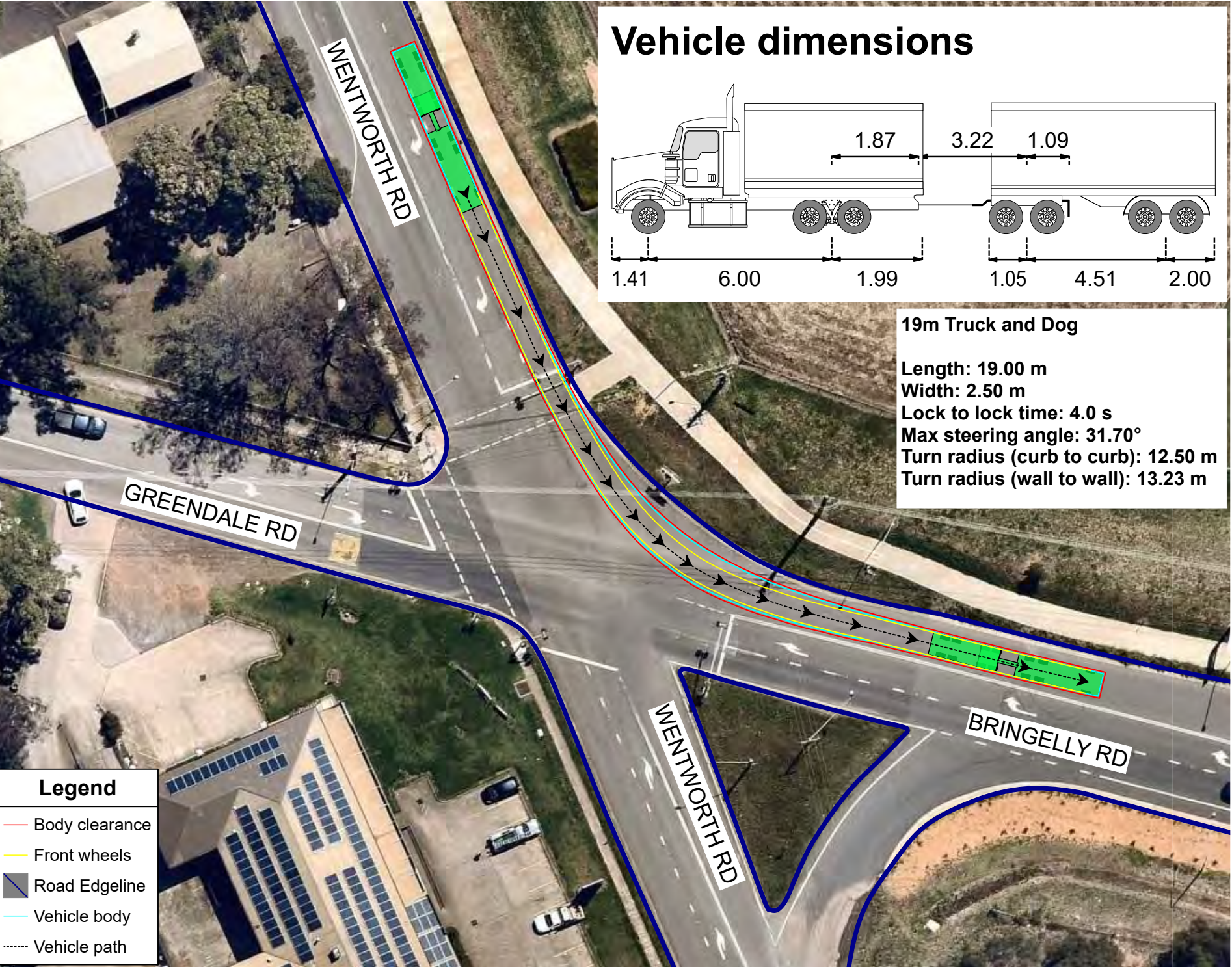
Vehicle dimensions



19m Truck and Dog

Length: 19.00 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 31.70°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.23 m

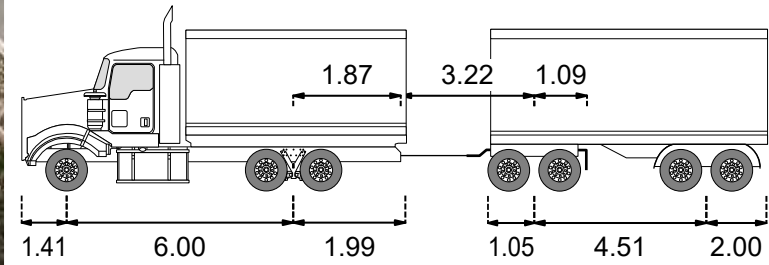
PLAN REF NO:	SP - AER 2
Road Name:	WENTWORTH ROAD
Suburb:	BRINGELLY
Operation:	SWEPT PATH



Legend	
—	Body clearance
—	Front wheels
—	Road Edgeline
—	Vehicle body
- - -	Vehicle path



Vehicle dimensions



19m Truck and Dog

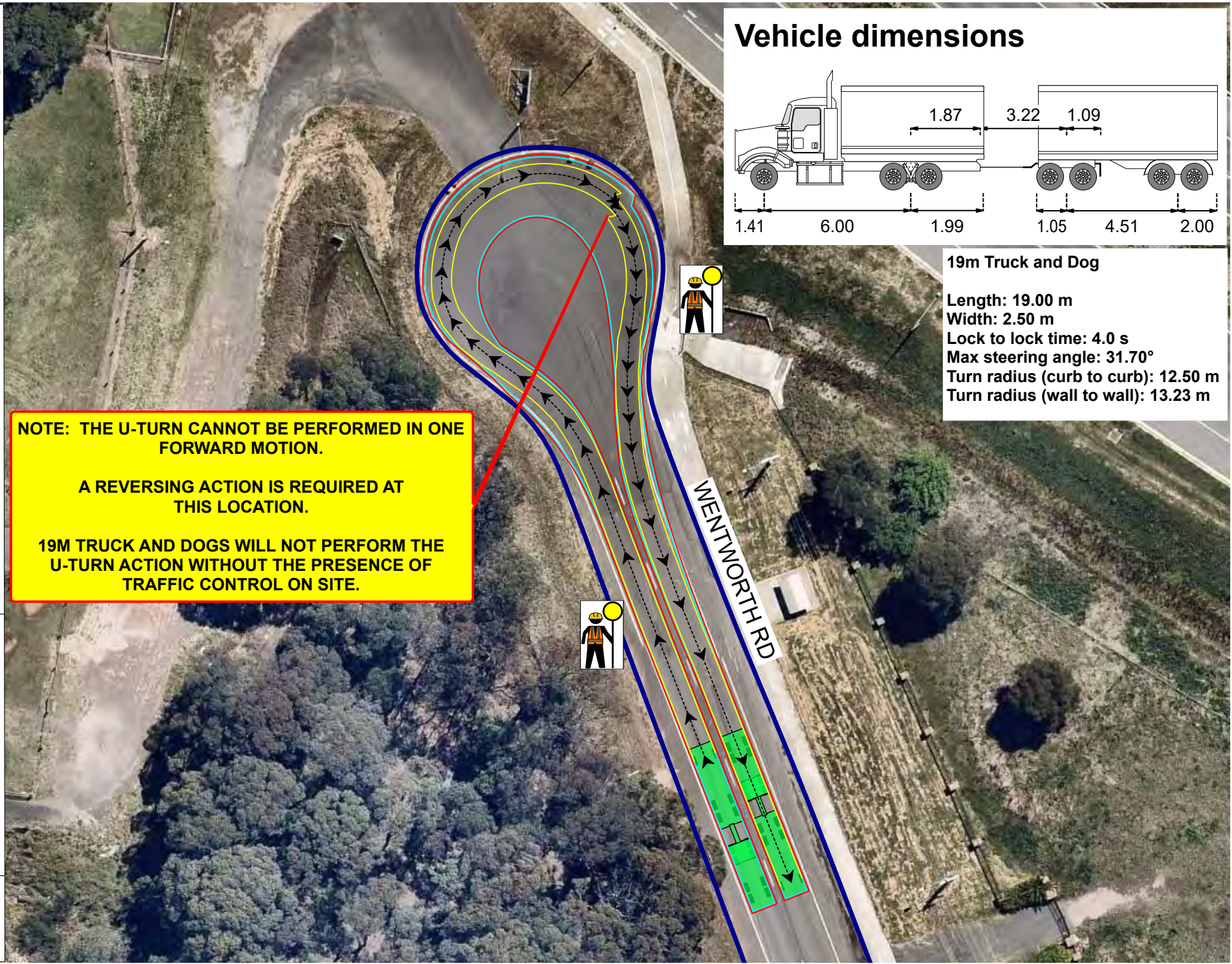
Length: 19.00 m
 Width: 2.50 m
 Lock to lock time: 4.0 s
 Max steering angle: 31.70°
 Turn radius (curb to curb): 12.50 m
 Turn radius (wall to wall): 13.23 m

NOTE: THE U-TURN CANNOT BE PERFORMED IN ONE FORWARD MOTION.

A REVERSING ACTION IS REQUIRED AT THIS LOCATION.

19M TRUCK AND DOGS WILL NOT PERFORM THE U-TURN ACTION WITHOUT THE PRESENCE OF TRAFFIC CONTROL ON SITE.

PLAN REF NO:	SP - AER 3
Road Name:	WENTWORTH ROAD
Suburb:	BRINGELLY
Operation:	SWEPT PATH



Appendix F Heavy Vehicle Driver Project Induction

ACKNOWLEDGEMENT OF COUNTRY

Quickway Constructions would like to begin by acknowledging the Traditional Custodians of the land on which we conduct work on today, and pay our respects to their Elders past and present.

Quickway extend that respect to Aboriginal and Torres Strait Islander peoples here today, no matter where you come from.

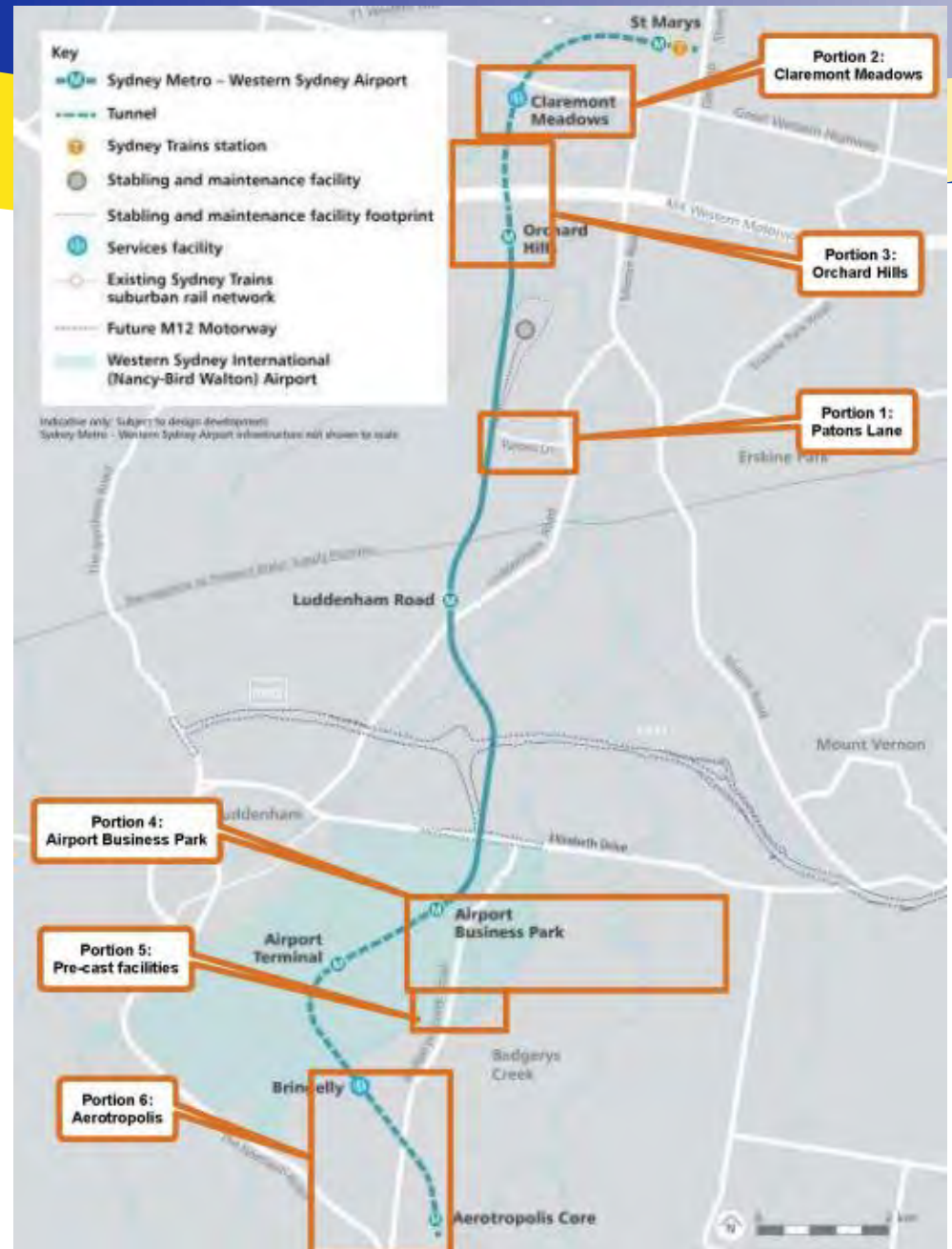




Transport & Utilities Infrastructure

PROJECT HEAVY VEHICLE DRIVER INDUCTION

Sydney Metro Western Sydney Airport, Advanced & Enabling Works



RENOWNED FOR CAPABILITY, PEOPLE AND CULTURE

LEGISLATIVE REQUIREMENTS

Chain of Responsibility

- **All Vehicles over 4.5tonne GVM** are governed by the Heavy Vehicle National Law (HVNL) and Chain of Responsibility (CoR).
- CoR aims to make sure everyone in the supply chain shares equal responsibility for ensuring breaches of the Heavy Vehicle National Laws (HVNL) do not occur.
- If named as a party in a CoR breach, and you exercise (or have the capability of exercise) control or influence over any transport task, you need to be aware and ensure that HVNL are complied with.
- A person in the Chain of Responsibility includes, but is not limited to, Employers, Contractors, Operators of Vehicles, Loaders and Unloaders of Vehicles.
- You may be liable for breaches of the HVNL even though you may not have had a direct role in driving or operating a heavy vehicle, i.e. Overloaded a vehicle, made unreasonable requests to the driver that made him/her drive longer than the hours allowed.



HEAVY VEHICLE REQUIREMENTS

All Heavy Vehicles must be compliant and inducted to Quickway's site for the Sydney Metro Western Sydney Airport – Advanced & Enabling Works.

All vehicles must be serviced and maintained as per the manufacturers specifications.

All frequent Heavy Vehicles must be fitted with:

- Side-underrun protection fitted on both sides.
- Class V and Class VI mirrors as per ADR 14/02.
- Signage – Warning drivers of dangers of overtaking trucks and warning pedestrians about walking close to the front of a moving or stationary Heavy Vehicles



If your vehicle is not fitted with one of the above, please notify the Site Supervisor

HEAVY VEHICLE & PLANT REQUIREMENTS

The Project strictly follows the Sydney Metro Western Sydney Airport – Principal Contractor Health and Safety Standard.

Outlined within this plan is:

- Pre-site arrival plant project onboarding
- Plant authorisation when first arrives to site
- Pre-start inspection are completed prior to use.
- Heavy vehicles, and trailers are registered for use.
- Ensure all heavy vehicles and trailers do not exceed prescribed mass and dimension requirements
- Ensure loads are restrained to prevent any load from falling or becoming dislodged.

Authorised plant & heavy vehicles will receive an authorisation sticker and identification number



HEAVY VEHICLE TRACKING REQUIREMENTS

The Project strictly follows the Sydney Metro Western Sydney Airport – Principal Contractor Health and Safety Standard.

Outlined within this plan is:

Telematic tracking on all heavy vehicles to report on:

1. Location
2. Speed Compliance
3. Fatigue and other driver behaviour (harsh acceleration, braking).

Telematics tracking units will be used to ensure compliance with nominated haulage routes.



CoR REQUIREMENTS

The Project strictly follows the Sydney Metro Western Sydney Airport – Principal Contractor Health and Safety Standard.

Outlined within this plan is:

All loaded heavy vehicles must have the weight of their truck and trailer recorded before leaving site

Quickway will have weigh pads at the compound on Roberts Street. A yard man will be present at all times to record the trucks weight before leaving site.

Onboard axle weigh measurement systems are also permitted.

HAULAGE ROUTES

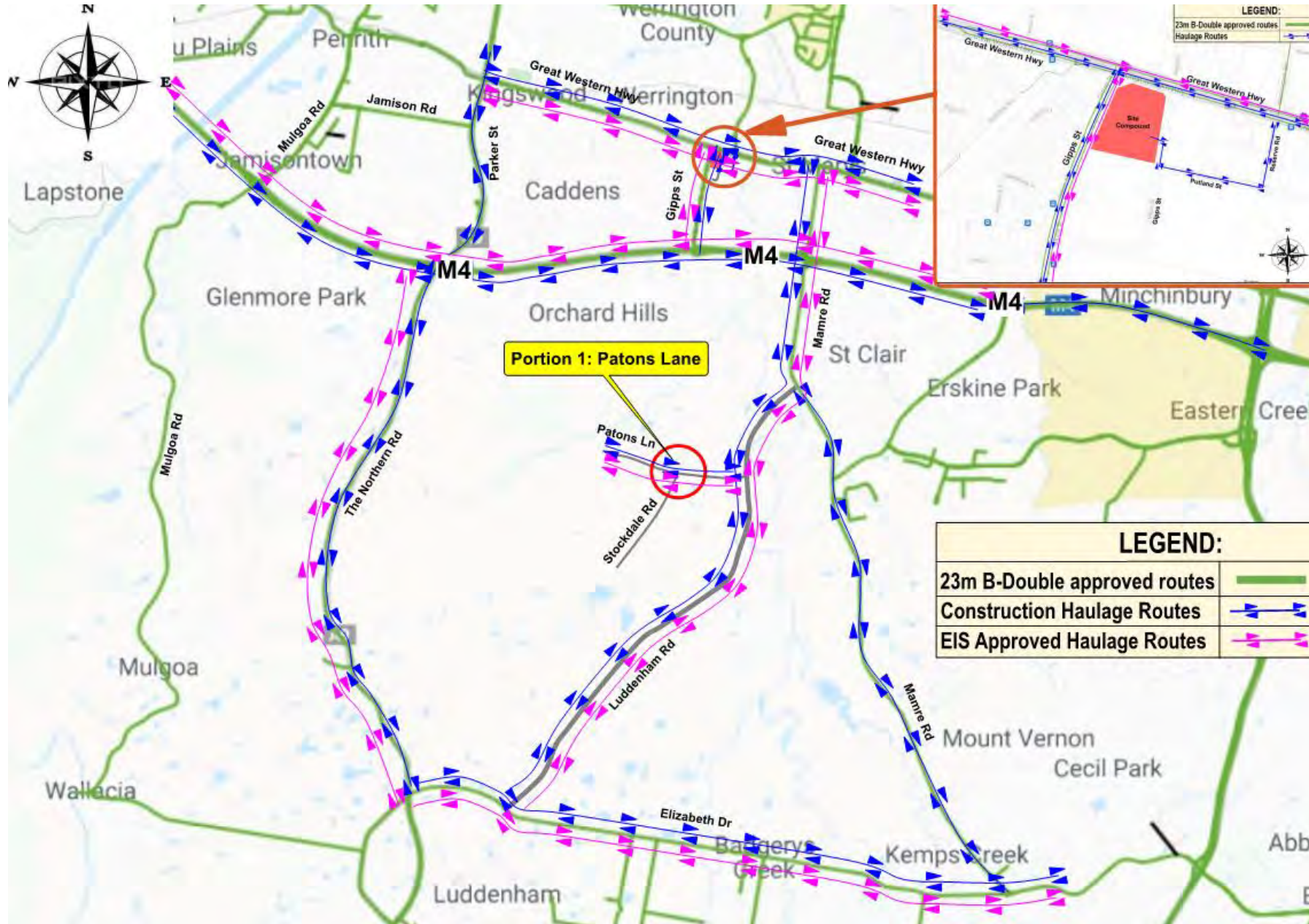
The project is through both residential and rural areas. There are various school zones, childcare and other sensitive receivers along the route – refer to the attached haulage route plans.

Quickway have developed haulage routes with swept path analysis of each turn to ensure the safety of the crews, operators and public.

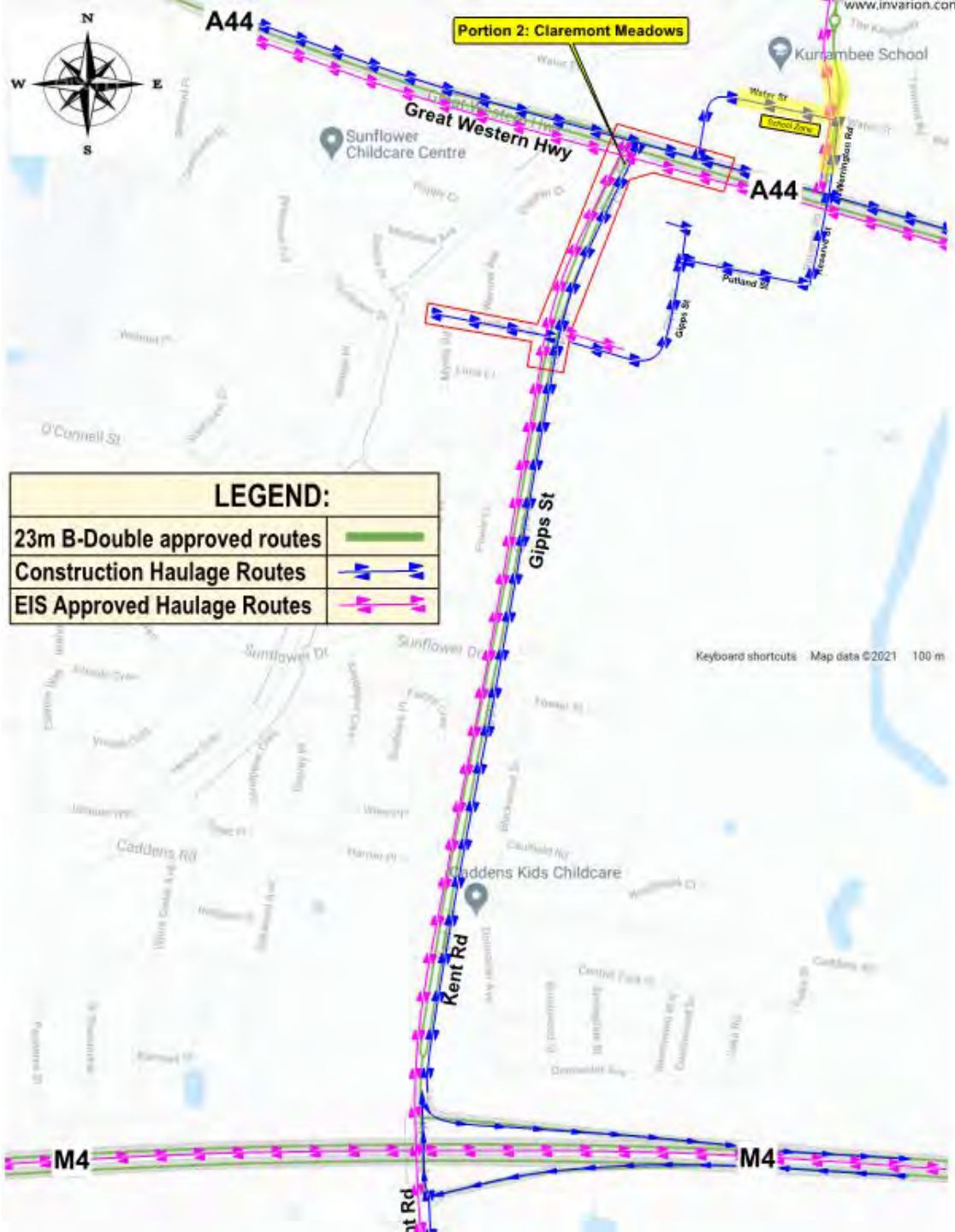
Driver must only drive on designated and approved haulage routes

If you are ever unaware of the haulage route to be used, contact the site supervisor.

HAULAGE ROUTE MAP – P1



HAULAGE ROUTE MAP – P2



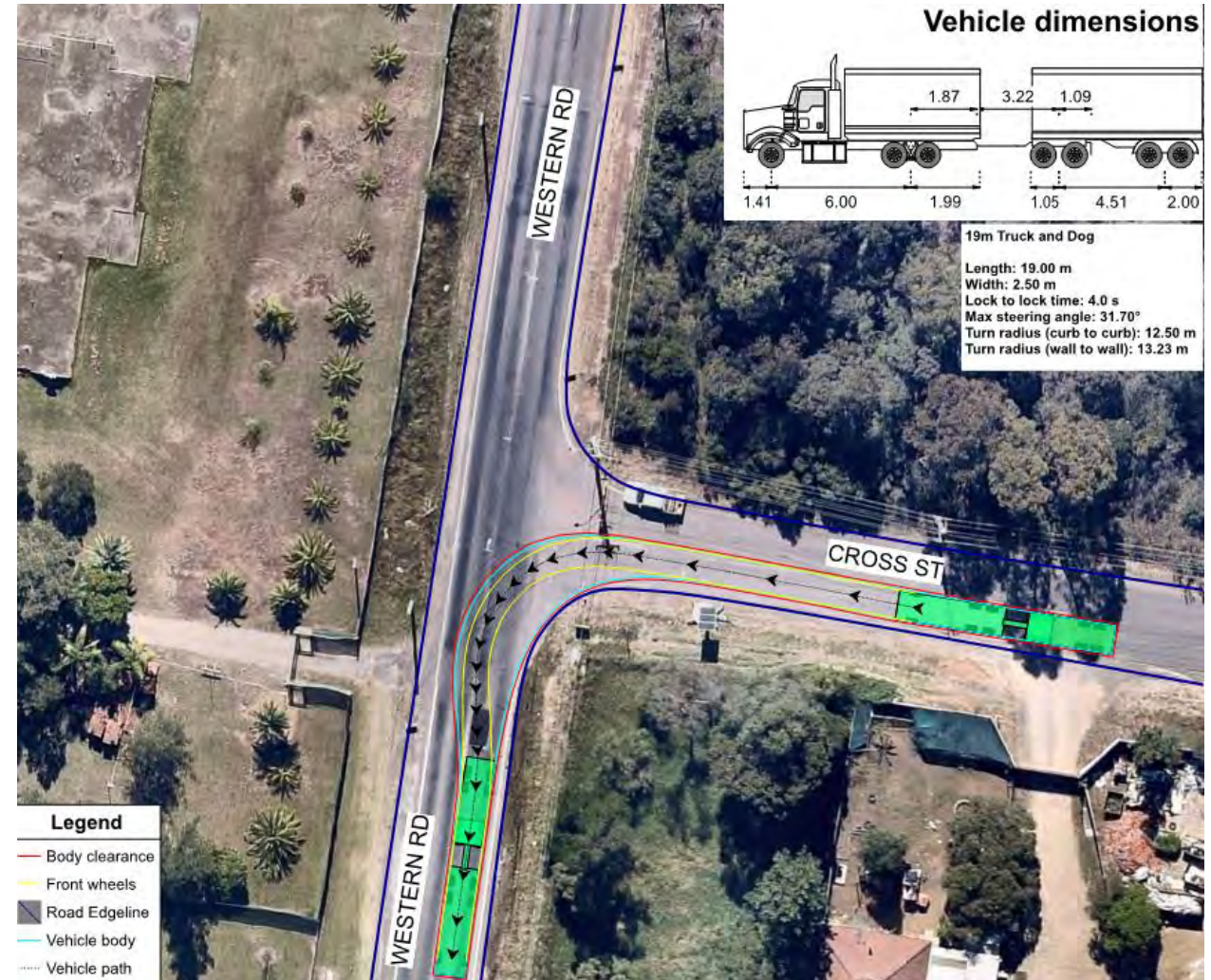
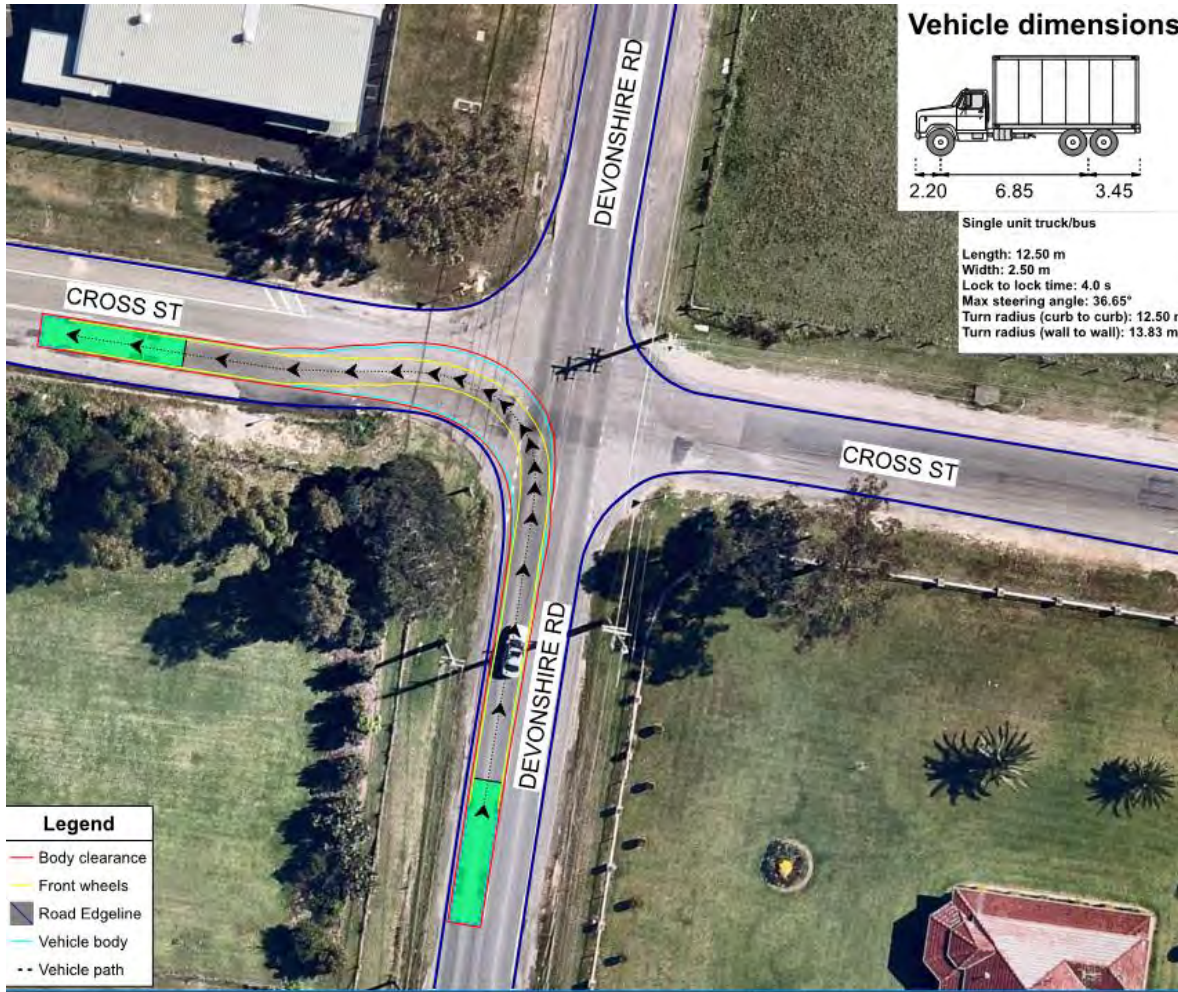
HAULAGE ROUTE MAP – P3



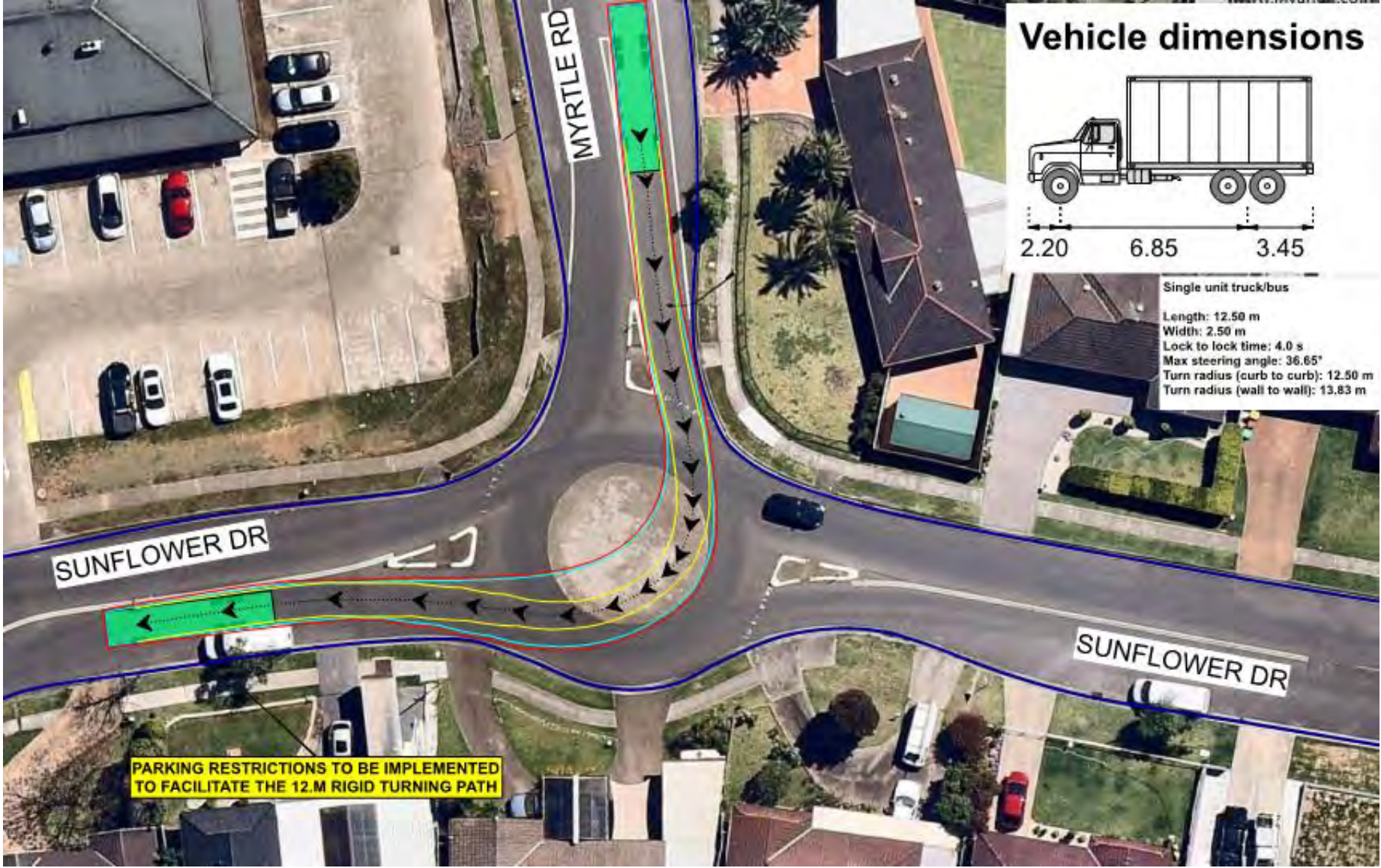
HAULAGE ROUTE MAP – P4 to P6



SWEPT PATH – TURN WHEN SAFE ONLY (BOTH DIRECTIONS)



SWEPT PATH – USE OF FLAT ROUNDABOUTS



FIT TO WORK

Driving Under Fatigue

When operating a heavy vehicle, the operator has the responsibility to ensure they are well rested and not endanger them selves and other by working why under duress or tired.

Quickway will actively monitor drivers to ensure that drivers, subcontractors and suppliers are abiding by the Heavy Vehicle National Law and Chain of Responsibility.

Drugs and Alcohol

All heavy vehicle operators must not operate a vehicle if they are under the influence of drugs or alcohol.

Quickway will complete random drug and alcohol testing on site.

Heavy vehicle operators must inform Quickway on their site induction form if the are taking any prescription medication.



SAFE DRIVING

Mobile Phones

It is Illegal to use your mobile phone while driving in NSW.

Drivers must ensure they are not operating any vehicle on site while on the phone.

If the call must be taken the driver must find a safe place to pull over and take the call.

If the driver requires a phone as a GPS it must be held in a hands-free apparatus.



SAFE DRIVING

Cyclists

All of the local roads have share the traffic lane with cyclists.

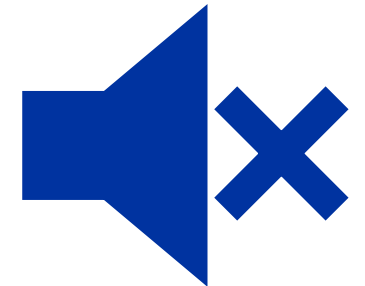
You must follow NSW driver road rules for around cyclists:

- Roads under 60kmh you must provide at least 1 metre of space when passing
- Roads over 60kmh you must provide at least 1.5 metre of space when passing
- Only pass when safe to do so
- If not safe to pass, proceed with space, behind the cyclists until the road junction



RESPECTFUL DRIVING

- Turn off plant, equipment and trucks when they are not in use. Do not keep them idling when not required.
- No compression breaking in residential areas, near school zones or childcares.
- **DO NOT PARKING** in community parking areas
- **NO** marshaling near sensitive receivers (e.g. schools, childcare, churches, etc)
- **NO** idling or queuing on state or regional roads



WORKING NEAR SCHOOLS

- Schedule work breaks (i.e. no plant movements) at school's specific bell times where there is peak pedestrian and vehicle movements times
- Ensure all pedestrian management delineation is setup and checked regularly
- Avoid and limit driving through school zones (8am to 9:30am & 2:30pm to 4pm) wherever possible
 - If unavoidable, ensure that all school zone speed limits are followed at all times
 - Show additional caution for increased pedestrian and vehicle movements during these periods

QUESTIONS & DISCUSSIONS



Appendix G Sensitive Receivers Consultation Evidence

Stakeholder	Stakeholder address	Date of consultation	Method of consultation	Topics discussed	Issues raised	How issues will be addressed	Construction Strategy for ongoing consultation	Where the issues have been addressed	Evidence of consultation
Schools Infrastructure	N/A	November 2021	Briefing	Outline of all aspects of Power Supply Works D1. Discussion on Power Supply Works factsheet and stakeholders and schools to be letterboxed. Discussion of upcoming doorknock to discuss all elements of the construction methodology and heavy vehicle movement near sensitive stakeholders.	Safety of children around the school. Dropoff and pickup areas near work locations. Access to be maintained at all time.	Construction will be undertaken within standard construction hours where possible, with designated respite periods, especially during school peak hours.	Ongoing contact with sensitive receivers on roads regarding work. Community work notifications. Complaint handling and reporting. Ongoing doorknocking/phone calls, as required. 24-hour call handling. VMS to alert of impending road changes. Potentially affected residents will be notified 7 days in advance of start of work. Notifications will include details on the nature of works to be carried out, the expected noise levels, duration of noise generating construction works and contact details throughout construction. Further information regarding an explanation of mitigation measures employed may also be included. Provide detail schedule of noisy work for stakeholder. If required, direct consultation with receivers about respite periods and other mitigation identified in the DNVS and the CNVS. If necessary, consultation with receivers will be carried out and attended vibration monitoring completed.	Ongoing communication with receivers in lead up to commencement of work and throughout construction in front of the school. Offer of briefing to school Principals and P&C.	Document 1
Kemps Creek Public School	100 Cross Street, Kemps Creek	17/12/2021	Phone call	Power supply works, impacts, including heavy vehicles, and mitigation measures	Avoid drop off (8:50am to 9:30am) and pick up times (2:30pm to 3:30pm), bus drop offs and pick ups are at the same time Bell times: 9:20am and 3:20pm Bin pick up on Tuesday mornings NAPLAN exams in May School is used to noisy work as they have had Sydney Water and other projects working near the school	Avoid school pick up and drop off times, where able to Maintain access to school driveways at all times Ongoing engagement with school, including closer to when work commences Bus company added to stakeholder distribution list	Ongoing contact with school adjacent to work locations. Community work notifications. Complaint handling and reporting. Ongoing doorknocking/phone calls, as required. 24-hour call handling. VMS to alert of impending road changes. School will be notified 7 days in advance of start of work. Notifications will include details on the nature of works to be carried out, the expected noise levels, duration of noise generating construction works and contact details throughout construction.	Ongoing communication with school in lead up to commencement of work and throughout construction in front of the school	Document 4
Christadelphian Heritage College Sydney	110 Kemps Creek, Kemps Creek	Pending							
Bringelly Public School	1205 The Northern Road, Bringelly	16/12/2021	Phone call	Power supply works, impacts, including heavy vehicles, and mitigation measures	Staff park on Greendale Road Kiss and drop on Wentworth Road Deliveries on Greendale Road throughout the day Tuesday, Wednesday and Thursday grounds people access the school via Wentworth Road Staff return to school on 28 and 31 January 2022 Children return to school on 1 February 2022 School bell times at 9am and 3pm 2 x school buses before 8:30am and 3:15pm Between 3pm and 3:30pm is the busiest time	Avoid school pick up and drop off times, where able to Maintain access to school driveways at all times Ongoing engagement with school, including closer to when work commences	Ongoing contact with school adjacent to work locations. Community work notifications. Complaint handling and reporting. Ongoing doorknocking/phone calls, as required. 24-hour call handling. VMS to alert of impending road changes. School will be notified 7 days in advance of start of work. Notifications will include details on the nature of works to be carried out, the expected noise levels, duration of noise generating construction works and contact details throughout construction.	Ongoing communication with school in lead up to commencement of work and throughout construction in front of the school	Document 2
Bringelly Community Centre	5 Greendale Road, Bringelly	Pending							

Stakeholder	Stakeholder address	Date of consultation	Method of consultation	Topics discussed	Issues raised	How issues will be addressed	Construction Strategy for ongoing consultation	Where the issues have been addressed	Evidence of consultation
Claremont Meadows Community Centre	172-180 Sunflower Drive, Claremont Meadows	16-Dec-21	Phone call	Advised of Power Supply Works Project newsletter re: this work delivered to property Further notification will be distributed ahead of work start date in 2022	No access issues or risks identified. Hall has consistent weekday users and occasional weekend bookings.	Construction will be undertaken within standard construction hours where possible, with designated respite periods. Access to be maintained at all times.	Community work notifications to be hand delivered and will send a copy to Facilities sector of PCC to distribute to community center users. Complaint handling and reporting. Ongoing doorknocking/phone calls, as required. 24-hour call handling. VMS to alert of impending road changes. Notification 7 days in advance of start of work. Notifications will include details on the natures of works to be carried out, the expected noise levels, duration of noise generating construction works and contact details throughout construction. Further information regarding an explanation of mitigation measures employed may also be included.	Ongoing communication with receivers in lead up to commencement of work and throughout construction in front of the venue.	Document 3
Claremont Meadows Public School	124-164 Sunflower Drive, Claremont Meadows	16-Dec-21	Phone call & email	Power Supply Work project newsletter dropped to receivers along work alignment. Discussed construction methodology and heavy vehicle movements near the school. Notification to be distributed ahead of work start date.	School bell times are 9:00am start and 3:00pm finish. Standard NSW school zone times of 8:00am - 9:30am and 2:30pm - 4:00pm. Special Needs department has shuttle buses running from 2:30pm school days. Dropoff and pickup areas near work locations. Work start times and dates.	Construction will be undertaken within standard construction hours where possible, with designated respite periods, especially during school peak hours. Access to be maintained at all times.	Ongoing contact with school adjacent to work locations. Community work notifications. Complaint handling and reporting. Ongoing doorknocking/phone calls, as required. 24-hour call handling. VMS to alert of impending road changes. School will be notified 7 days in advance of start of work. Notifications will include details on the natures of works to be carried out, the expected noise levels, duration of noise generating construction works and contact details throughout construction.	Ongoing communication with receivers in lead up to commencement of work and throughout construction in front of the school. Contractor informed of school pick up / drop off times and start/finish bell times. Follow up email to school advised of nature of the work, heavy vehicle movements and that, where possible, project will limit work impacts around school operational hours.	Document 3
Caddens Kids Child Care	96 Doncaster Avenue, Claremont Meadows	16-Dec-21	Phone call	Power Supply Work project newsletter dropped to receivers along work alignment. Information delivered to centre during Dec door knock.	Hours of operation are 7:00am - 6:00pm Mon-Fri.	Construction will be undertaken within standard construction hours where possible, with designated respite periods, especially during peak drop-off & pick up times.	Ongoing contact with centre adjacent to work locations. Community work notifications. Complaint handling and reporting. Ongoing doorknocking/phone calls, as required. 24-hour call handling. VMS to alert of impending road changes. Centre will be notified 7 days in advance of start of work. Notifications will include details on the natures of works to be carried out, the expected noise levels, duration of noise generating construction works and contact details throughout construction.	Ongoing communication with receivers in lead up to commencement of work and throughout construction in front of the venue. Follow up email to centre advised of nature of the work, heavy vehicle movements and that, where possible, project will limit work impacts around centre operational hours.	Document 3

Phone Call 16/12/2021 2:45 PM (Australia/Sydney)

<i>Start Date</i>	16/12/2021 2:45 PM (Australia/Sydney)
<i>End Date</i>	16/12/2021 2:45 PM (Australia/Sydney)
<i>Event Type</i>	Phone Call
<i>Direction of Contact</i>	Outgoing
<i>Brief Summary</i>	Place Manager contacted the centre by phone and email to advise of upcoming power supply work in Claremont Meadows and consulted on heavy vehicle movements. Called at 9:10am and again at 2:15pm - owner not present at times of call. Call receiver advised email is sufficient.
<i>Topics raised by the Stakeholder</i>	*Outgoing only (Topic not required)
<i>Stakeholder Comments or N/A</i>	School contact advised the following: Operational hours are 7am - 6pm. Work start times and dates - not scheduled at this time and project will inform ahead of work start date.
<i>Team Comments or N/A</i>	Construction will be undertaken within standard construction hours where possible, with designated respite periods, especially during peak hours. Access to be maintained at all times. Will inform the project of centre start/finish times. Sent email on 16/12 advising of vehicle movements and nature of the proposed power supply work.
<i>Stakeholders</i>	Caddens Kids Childcare Centre
<i>Properties</i>	
<i>Users</i>	Jonathan Rumore
<i>Projects</i>	WSA - Claremont Meadows Services Facility (SBT)

Email 16/12/2021 2:45 PM (Australia/Sydney)

<i>Start Date</i>	16/12/2021 2:45 PM (Australia/Sydney)
<i>End Date</i>	16/12/2021 2:45 PM (Australia/Sydney)
<i>Event Type</i>	Email
<i>Direction of Contact</i>	Outgoing
<i>Brief Summary</i>	Place Manager contacted the centre and sent email to advise of upcoming power supply work in Claremont Meadows and consulted on heavy vehicle movements.
<i>Topics raised by the Stakeholder</i>	*Outgoing only (Topic not required)
<i>Stakeholder</i>	N/A
<i>Comments or N/A</i>	
<i>Team Comments or N/A</i>	<p>Construction will be undertaken within standard construction hours where possible, with designated respite periods, especially during peak hours.</p> <p>Access to be maintained at all times.</p> <p>Will inform the project of centre start/finish times.</p> <p>Sent email on 16/12 advising of vehicle movements and nature of the proposed power supply work.</p> <p>Hello,</p> <p>I called the centre earlier today to advise of upcoming power supply work to support the Sydney Metro – Western Sydney Airport project.</p> <p>This work will commence some time in early 2022 at this stage.</p> <p>I confirmed hours of operation to help inform project's contractors carrying out works of where and when to try and limit any noise, traffic impacts, etc around these times, where possible.</p> <p>Notification of this work was sent recently, with a copy of this information attached in this email.</p> <p>There will be a small amount of truck movements whilst carrying out this work and I can advise the following:</p> <ul style="list-style-type: none">• Heavy vehicle movements around schools and daycare centres will be avoided/minimised where possible

- Heavy vehicles will generally carry soil or quarry materials with loads covered
- Rigid trucks only will be used around this area, eg: tipper trucks, not truck & dog trailers
- Safety features such as signage, traffic management personnel and site fencing will be used to ensure safety of residents

We will keep you informed. Work start date is not currently scheduled however further notification of work ahead of start dates will be delivered to schools and nearby properties to inform of work start and finish dates/times as well as descriptions of the work and equipment used.

If there is any further information required please get in contact with us via the below details.

Thank you.

Regards,

Caddens Kids Childcare Centre

Jonathan Rumore

WSA - Claremont Meadows Services Facility (SBT)

Stakeholders

Properties

Users

Projects

Email 16/12/2021 12:00 PM (Australia/Sydney)

<i>Start Date</i>	16/12/2021 12:00 PM (Australia/Sydney)
<i>End Date</i>	16/12/2021 12:00 PM (Australia/Sydney)
<i>Event Type</i>	Email
<i>Direction of Contact</i>	Outgoing
<i>Brief Summary</i>	Place Manager contacted the school by phone and email to advise of upcoming power supply work on Sunflower Drive and consulted on heavy vehicle movements.
<i>Topics raised by the Stakeholder</i>	*Outgoing only (Topic not required)
<i>Stakeholder Comments or N/A</i>	School contact advised the following: School bell times are 9:00am start and 3:00pm finish. Standard NSW school zone times of 8:00am - 9:30am and 2:30pm - 4:00pm. Special Needs department has shuttle buses running from 2:30pm school days. Dropoff and pickup areas near work locations. Work start times and dates - not scheduled at this time and project will inform ahead of work start date.
<i>Team Comments or N/A</i>	Construction will be undertaken within standard construction hours where possible, with designated respite periods, especially during school peak hours. Access to be maintained at all times. Will inform the project of school start/finish times. Sent email on 16/12 advising of vehicle movements and nature of the proposed power supply work. Hello, I called the school earlier today to advise of upcoming power supply work to support the Sydney Metro – Western Sydney Airport project. This work will commence some time in early 2022 at this stage. I confirmed school bell times and school zone times in order to help inform the project’s contractors carrying out works of where and when to try and limit any noise, traffic impacts, etc around these times, where possible.

Notification of this work was sent recently, with a copy of this information attached.

There will be a small amount of truck movements whilst carrying out this work and I can advise the following:

- Heavy vehicle movements in operational school zones and peak school times will be avoided/minimised where possible
- Heavy vehicles will generally carry soil or quarry materials with loads covered
- Heavy vehicles should not require air brakes to be used for travel routes along residential streets and low speed limit areas, such as Sunflower Drive
- Rigid trucks only will be used around this area, eg: tippers, not truck & dog trailers
- Safety features such as signage, traffic management personnel and site fencing will be used to ensure safety of students, parents and teaching staff

We will keep you informed. Work start date is not currently scheduled however further notification of work ahead of start dates will be delivered to schools and nearby properties to inform of work start and finish dates/times as well as descriptions of the work and equipment used.

If there is any further information required please get in contact with us via the below details.

Thank you.

Claremont Meadows Public School

Jonathan Rumore

WSA - Claremont Meadows Services Facility (SBT)

Stakeholders

Properties

Users

Projects

Phone Call 16/12/2021 9:42 AM (Australia/Sydney)

<i>Start Date</i>	16/12/2021 9:42 AM (Australia/Sydney)
<i>End Date</i>	16/12/2021 9:48 AM (Australia/Sydney)
<i>Event Type</i>	Phone Call
<i>Direction of Contact</i>	Outgoing
<i>Brief Summary</i>	Place Manager contacted the Facilities department of Penrith City Council by phone to advise of upcoming power supply work on Sunflower Drive and consulted on heavy vehicle movements.
<i>Topics raised by the Stakeholder</i>	*Outgoing only (Topic not required)
<i>Stakeholder Comments or N/A</i>	No access issues or risks identified. Hall has consistent weekday users and occasional weekend bookings. Community work notifications to be hand delivered and will send a copy to Facilities sector of PCC to distribute to community centre users. Facilities Manager informed of this work and estimated timing during call.
<i>Team Comments or N/A</i>	Power supply works newsletter distributed in Dec 2021 advising of work locations and impacts. Advised further notification will be provided ahead of work start date. Construction will be undertaken within standard construction hours where possible, with designated respite periods. Access to be maintained at all times.
<i>Stakeholders</i>	Claremont Meadows Community Centre
<i>Properties</i>	
<i>Users</i>	Jonathan Rumore
<i>Projects</i>	WSA - Claremont Meadows Services Facility (SBT)

Phone Call 16/12/2021 9:15 AM (Australia/Sydney)

<i>Start Date</i>	16/12/2021 9:15 AM (Australia/Sydney)
<i>End Date</i>	16/12/2021 12:02 PM (Australia/Sydney)
<i>Event Type</i>	Phone Call
<i>Direction of Contact</i>	Outgoing
<i>Brief Summary</i>	Place Manager contacted the school by phone and email to advise of upcoming power supply work on Sunflower Drive and consulted on heavy vehicle movements.
<i>Topics raised by the Stakeholder</i>	*Outgoing only (Topic not required)
<i>Stakeholder Comments or N/A</i>	School contact advised the following: School bell times are 9:00am start and 3:00pm finish. Standard NSW school zone times of 8:00am - 9:30am and 2:30pm - 4:00pm. Special Needs department has shuttle buses running from 2:30pm school days. Dropoff and pickup areas near work locations. Work start times and dates - not scheduled at this time and project will inform ahead of work start date.
<i>Team Comments or N/A</i>	Construction will be undertaken within standard construction hours where possible, with designated respite periods, especially during school peak hours. Access to be maintained at all times. Will inform the project of school start/finish times. Sent email on 16/12 advising of vehicle movements and nature of the proposed power supply work.
<i>Stakeholders</i>	Claremont Meadows Public School
<i>Properties</i>	
<i>Users</i>	Jonathan Rumore
<i>Projects</i>	WSA - Claremont Meadows Services Facility (SBT)

Phone Call 17/12/2021 11:49 AM (Australia/Sydney)

<i>Start Date</i>	17/12/2021 11:49 AM (Australia/Sydney)
<i>End Date</i>	17/12/2021 11:49 AM (Australia/Sydney)
<i>Event Type</i>	Phone Call
<i>Direction of Contact</i>	Outgoing
<i>Brief Summary</i>	Power supply works - heavy vehicle consultation
<i>Stakeholder Sentiment</i>	*SM - N/A - Outgoing or message left
<i>Would you like this recorded as a compliment?</i>	
<i>Topics raised by the Stakeholder</i>	Consultation - General, Notification of work, Socio-economic - Social impacts/benefits
<i>Stakeholder Comments or N/A</i>	Stakeholder noted: <ul style="list-style-type: none">- avoid drop off (8:50am to 9:30am) and pick up times (2:30pm to 3:30pm), bus drops off and pick ups are at the same time- bell times: 9:20am and 3:20pm- bin pick up on Tuesday mornings- NAPLAN exams in May
<i>Team Comments or N/A</i>	Discussed power supply works, impacts and mitigation measures
<i>Instead of attaching a document, you can include an iCentral or Teambinder reference number here:</i>	
<i>Stakeholders</i>	Amanda KEMPS CREEK PUBLIC SCHOOL
<i>Properties</i>	100 Cross Street KEMPS CREEK NSW
<i>Users</i>	Sahar Syed
<i>Projects</i>	WSA - Aerotropolis Station (SBT)

Briefing 1/12/2021 7:52 AM (Australia/Sydney)

<i>Start Date</i>	1/12/2021 7:52 AM (Australia/Sydney)
<i>End Date</i>	1/12/2021 7:52 AM (Australia/Sydney)
<i>Event Type</i>	Briefing
<i>Direction of Contact</i>	Outgoing
<i>Brief Summary</i>	Discussion re: Power supply works and impacts on schools along the alignment. Duration of works Impacts of works Mitigation measures
<i>Stakeholder Sentiment</i>	*SM - Positive
<i>Would you like this recorded as a compliment?</i>	
<i>Topics raised by the Stakeholder</i>	Consultation - OOHW, Education Program, Noise & Vibration - Standard hours, Property - Access, Safety - Construction, Safety - EMF
<i>Stakeholder Comments or N/A</i>	General feedback from SINSW on works and very understanding it needs to occur. Main issues raised: <ul style="list-style-type: none">- safety during the works- access for children, parents and teachers during the works- pick up and drop off
<i>Team Comments or N/A</i>	SINSW will circulate the factsheet to his stakeholder distribution list, and SM provided the key messaging on the Power Supply works. If any feedback is received, SM offered to give briefings to Principals and key P&C contacts. Substratum was not raised. SM will loop back early next with a briefing on this for SINSW.
<i>Instead of attaching a document, you can include an iCentral or Teambinder reference number here:</i>	SM-21-00431927
<i>Stakeholders</i>	Paul Ortiz Schools Infrastructure NSW
<i>Properties</i>	124-164 SUNFLOWER DRIVE CLAREMONT MEADOWS NSW, 100 Cross Street KEMPS CREEK NSW, 1205 THE NORTHERN ROAD BRINGELLY NSW

Users

Projects

Elizabeth Low

WSA - Aerotropolis Station (SBT)

Phone Call 16/12/2021 10:30 AM (Australia/Sydney)

<i>Start Date</i>	16/12/2021 10:30 AM (Australia/Sydney)
<i>End Date</i>	16/12/2021 10:30 AM (Australia/Sydney)
<i>Event Type</i>	Phone Call
<i>Direction of Contact</i>	Outgoing
<i>Brief Summary</i>	Power supply works - heavy vehicle consultation
<i>Stakeholder Sentiment</i>	*SM - N/A - Outgoing or message left
<i>Would you like this recorded as a compliment?</i>	
<i>Topics raised by the Stakeholder</i>	Notification of work, Socio-economic - Social impacts/benefits, Traffic, Transport & Parking
<i>Stakeholder Comments or N/A</i>	Stakeholder noted: <ul style="list-style-type: none">- staff park on Greendale Road- Kiss and drop on Wentworth Road- Deliveries on Greendale Road throughout the day- Tuesday, Wednesday and Thursday grounds people access the school via Wentworth Road- Staff return to school on 28 and 31 January 2022- Children return to school on 1 February 2022- School bell times at 9am and 3pm- 2 x school buses before 8:30am and 3:15pm- Between 3pm and 3:30pm is the busiest time
<i>Team Comments or N/A</i>	Discussed power supply works, impacts, including heavy vehicle and traffic impacts, and mitigation measures
<i>Instead of attaching a document, you can include an iCentral or Teambinder reference number here:</i>	
<i>Stakeholders</i>	Darleen Scott Bringelly Public School
<i>Properties</i>	1205 The Northern Road BRINGELLY NSW

Users

Projects

Sahar Syed

WSA - Aerotropolis Station (SBT)

Appendix H Evidence of submission for Penrith City Council (PCC) Pre-Construction Dilapidation – Haulage Routes

Joshua Maltese

From: Martin Liang <Martin.Liang@transport.nsw.gov.au>
Sent: Monday, 20 December 2021 12:55 PM
To: Joshua Maltese
Cc: Berin Gordon
Subject: AEW LCC & PCC LGA - Pre-Construction Dilapidation Reports Receipt

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Joshua,

The Pre-Construction Dilapidation Reports has been sent to LCC & PCC, please find below Teambinder transmittals for your reference:



Document Transmittal

Transmittal No: SMWSA-SMD-TX-004281
Date: 20 December 2021, 12:52 PM

Issued	Name
By	Martin Liang (Sydney Metro)

Issued	Name
To	Carlie Ryan (Penrith City Council) ; Lauren Vallejo (Penrith City Council)
Cc	Tim Solomon (Sydney Metro) ; Jeremy Slattery (Sydney Metro) ; Berin Gordon (Sydney Metro) ; Max Goldstein (Sydney Metro) ; Mark Barabas (Sydney Metro) ; Martin Liang (Sydney Metro) ; Alice Nduati (Sydney Metro) ; Phil Newhall (Sydney Metro) ; Mariana Kaminski (Sydney Metro)

Reason for Issue	Issued for Information
Subject	WSA AEW Penrith City Council (PCC) LGA - Pre-Construction Dilapidation Reports

Reason for Issue	Issued for Information
Subject	WSA AEW Penrith City Council (PCC) LGA - Pre-Construction Dilapidation Reports

Hi Jeremy,

RE; Penrith City Council (PCC) LGA - Pre-Construction Dilapidation Reports

In accordance with MCoA E108, Quickway attaches pre-construction road dilapidation reports for purposes of;

- Power supply alignment work areas
- Local roads proposed to be utilised for construction heavy vehicles.

Summary of transmitted pre-construction dilapidation reports;

Dilapidation Number	Section	Route	Dilapidation Purpose
4022-WSA-PRE-DLP-001	Gipps St near Proposec Construction Compound		Haulage Route



Document Transmittal

Transmittal No:	SMWSA-SMD-TX-004280
Date:	20 December 2021, 12:48 PM

Issued	Name
By	Martin Liang (Sydney Metro)

Issued	Name
To	Ed Steane (Liverpool City Council); Nancy Norris (Liverpool City Council)
Cc	Tim Solomon (Sydney Metro); Jeremy Slattery (Sydney Metro); Berin Gordon (Sydney Metro); Max Goldstein (Sydney Metro); Mark Barabas (Sydney Metro); Martin Liang (Sydney Metro); Alice Nduati (Sydney Metro); Phil Newhall (Sydney Metro); Mariana Kaminski (Sydney Metro)

Reason for Issue	Issued for Information
Subject	WSA AEW Liverpool City Council (LCC) LGA - Pre-Construction Dilapidation Reports

Reason for Issue	Issued for Information		
Subject	WSA AEW Liverpool City Council (LCC) LGA - Pre-Construction Dilapidation Reports		
Contract No. ASP1 - SM0013/12033 - Construction Power			
Hi Jeremy,			
RE: Liverpool City Council (LCC) LGA - Pre-Construction Dilapidation Reports			
In accordance with MCoA E108, Quickway attaches pre-construction road dilapidation reports for purposes of;			
<ul style="list-style-type: none"> Power supply alignment work areas Local roads proposed to be utilised for construction heavy vehicles. 			
Summary of transmitted pre-construction dilapidation reports;			
Dilapidation Number	Section	Route	Dilapidation Purpose
1022-1104-005-DLP-003	Redbank Creek Road	Ashton Road to Nuthall Road	Works Alignment & Haulage

Kind Regards,
Martin Liang
 Sydney Metro WSA PMO

Project Planning Assist & Document Control
M 0416 257 003
Martin Liang Martin.Liang@transport.nsw.gov.au

sydneymetro.info

Level 43, 680 George Street, Sydney NSW 2000
PO Box K659, Haymarket NSW 1240



I acknowledge the Traditional Custodians of the land
on which I work and live, pay my respects to Elders
past and present and recognise continued
connection to country.



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Document Transmittal

Transmittal No:	SMWSAASP1-QWY-TX-000024
Contract No:	ASP1 - SM0013/12033 - Construction Power
Sub Contract:	
Date:	20 December 2021, 09:26 AM

Issued	Name
By	Joshua Maltese (Quickway)

Issued	Name
To	Jeremy Slattery (Sydney Metro) ; Berin Gordon (Sydney Metro)
Cc	Mark Barabas (Sydney Metro) ; Paul Rogers (Sydney Metro) ; Martin Liang (Sydney Metro) ; Peter Morgan (Sydney Metro) ; Elizabeth Low (Sydney Metro) ; Sahar Syed (Sydney Metro) ; Jonathan Rumore (Sydney Metro) ; Tommy Kelly (Quickway) ; Des Leyden (Quickway) ; Joshua Maltese (Quickway) ; Louise Casey (Quickway) ; Hassan Zengin (Quickway)

Reason for Issue	Issued for Information
-------------------------	------------------------

Subject	WSA AEW Penrith City Council (PCC) LGA - Pre-Construction Dilapidation Reports
----------------	---

Hi Jeremy,

RE; Penrith City Council (PCC) LGA - Pre-Construction Dilapidation Reports

In accordance with MCoA E108, Quickway attaches pre-construction road dilapidation reports for purposes of;

- Power supply alignment work areas
- Local roads proposed to be utilised for construction heavy vehicles.

Summary of transmitted pre-construction dilapidation reports;

Dilapida on Number	Sec on	Route	Dilapida on Purpose
4022-WSA-PRE-DLP-001	Gipps St near Proposec Construc on Compound		Haulage Route
4022-WSA-PRE-DLP-002	Putland St		Haulage Route
4022-WSA-PRE-DLP-003	Reserve Road		Haulage Route
4022-WSA-PRE-DLP-004	Gipps St between GWH & Sunflower Dr - Westside	From Sunflower Dr To A44	Works Alignment & Haulage Route
4022-WSA-PRE-DLP-005	A44 Trenching Route	From Gipps St to Gipps St	Works Alignment & Haulage Route
4022-WSA-PRE-DLP-006	Gipps St between Sunflower Dr (south) & Gipps St exis ng conduits RDX	From Sunflower Dr south to Roadcrossing	Works Alignment & Haulage Route
4022-WSA-PRE-DLP-007	Gipps St between Flower St & Caddens Rd - Eastside	From Fowler Rd south to Caddens Road	Works Alignment & Haulage Route
4022-WSA-PRE-DLP-008	Gipps St at Caddens Rd intersec on - Eastside	To roadcrossing and back to Gipps St	Works Alignment & Haulage Route
4022-WSA-PRE-DLP-009	Kent Rd between Caddens Rd to Kent RDX - Eastside	From Caddens Rd South to Road Crossing	Works Alignment & Haulage Route
4022-WSA-PRE-DLP-010	Kent Rd between Kent RDX & north of M4 - Westside	From Roadcrossing South to Send Pit	Works Alignment & Haulage Route
4022-WSA-PRE-DLP-011	Kent Rd between M4 to end of Scope - Eastside & Westside	From Receive pit West Side to East Side Substa on	Works Alignment & Haulage Route
4022-WSA-PRE-DLP-012	Patons Lane	From most West pole to east to last pole	Works Alignment & Haulage Route
4022-WSA-PRE-DLP-013	Sunflower Dr From Substa on to Vivaldi	Along Southern Side of Road	Works Alignment & Haulage Route
4022-WSA-PRE-DLP-014	Sunflower Dr From Substa on to Vivaldi	Along Northern Side of Road	Haulage Route

4022-WSA-PRE-DLP-015	Sunflower Dr From Substa on to Vivaldi	Road Surface	Haulage Route
4022-WSA-PRE-DLP-016	Sunflower Dr From vivaldi to Myrtle	Along Southern Side of Road	Works Alignment & Haulage Route
4022-WSA-PRE-DLP-017	Sunflower Dr From vivaldi to Myrtle	Along Northern Side of Road	Haulage Route
4022-WSA-PRE-DLP-018	Sunflower Dr From vivaldi to Myrtle	Road Surface	Haulage Route
4022-WSA-PRE-DLP-019	Sunflower Dr From Myrtle to Gipps	Along Southern Side of Road	Works Alignment & Haulage Route
4022-WSA-PRE-DLP-020	Sunflower Dr From Myrtle to Gipps	Along Northern Side of Road	Haulage Route
4022-WSA-PRE-DLP-021	Sunflower Dr From Myrtle to Gipps	Road Surface	Haulage Route
4022-WSA-PRE-DLP-022	A44 Northern Lanes	Road Surface	Haulage Route
4022-WSA-PRE-DLP-023	Werrington St, Water St, Gipps St	Road Surface	Haulage Route
4022-WSA-PRE-DLP-024	Gipps St East Lanes	Road Surface	Haulage Route
4022-WSA-PRE-DLP-025	Gipps St West Lanes	Road Surface	Haulage Route
4022-WSA-PRE-DLP-026	O'Connell St	Road Surface	Haulage Route
4022-WSA-PRE-DLP-027	Fowler St to Blackwoods St	Road Surface	Haulage Route
4022-WSA-PRE-DLP-028	Myrtle St	Road Surface	Haulage Route
4022-WSA-PRE-DLP-029	Nullaga Way	Road Surface	Haulage Route
4022-WSA-PRE-DLP-030	Sandpiper Crescent	Road Surface	Haulage Route
4022-WSA-PRE-DLP-031	Sunflower Dr	Road Surface	Haulage Route
4022-WSA-PRE-DLP-032	Vivaldi St	Road Surface	Haulage Route

Can you please provide these to PCC, and kindly confirm from PCC receipt of this transmittal and pre-construction dilapidation reports?

Should you have any queries please let me know.
Thankyou.

Regards,
Joshua Maltese
0488 662 264

[Click here to download all Transmittal files.](#)

Item	Document No	Title	Rev	Sts	Type	Design Lots	Alt Doc No
1	SMWSAASP1-QWY-OHE-PC-RPT-000001	Pre-Construction Dilapidation Report - Gipps St between GWH & Sunflower Dr-Westside	-.01	S2	RPT		4022-WSA-PRE-DLP-004
2	SMWSAASP1-QWY-OHE-PC-RPT-000002	Pre-Construction Dilapidation Report - Gipps St between Flower St & Caddens Rd - Eastside	-.01	S2	RPT		4022-WSA-PRE-DLP-007
3	SMWSAASP1-QWY-OHE-PC-RPT-000003	Pre-Construction Dilapidation Report - Gipps St at Caddens Rd intersection - Eastside	-.01	S2	RPT		4022-WSA-PRE-DLP-009
4	SMWSAASP1-QWY-OHE-PC-RPT-000004	Pre-Construction Dilapidation Report - Kent Rd between Kent RDX & north of M4 - Westside	-.01	S2	RPT		4022-WSA-PRE-DLP-010
5	SMWSAASP1-QWY-OHE-PC-RPT-000005	Pre-Construction Dilapidation Report - Kent Rd between M4 to end of Scope-Eastside & Westside	-.01	S2	RPT		4022-WSA-PRE-DLP-011
6	SMWSAASP1-QWY-OHE-PC-RPT-000006	Pre-Construction Dilapidation Report - Gipps St between Sunflower Dr (south) & Gipps St existing conduits RDX	-.01	S2	RPT		4022-WSA-PRE-DLP-006
7	SMWSAASP1-QWY-OHE-PC-RPT-000007	Pre-Construction Dilapidation Report - Reserve Rd	-.01	S2	RPT		4022-WSA-PRE-DLP-003
8	SMWSAASP1-QWY-OHE-PC-RPT-000008	Pre-Construction Dilapidation Report- Putland Street	-.01	S2	RPT		4022-WSA-PRE-DLP-001
9	SMWSAASP1-QWY-OHE-PC-RPT-000009	Pre-Construction Dilapidation Report - A44 Trenching Route	-.01	S2	RPT		4022-WSA-PRE-DLP-005
10	SMWSAASP1-QWY-OHE-PC-RPT-000010	Pre-Construction Dilapidation Report - Patons Lane	-.01	S2	RPT		4022-WSA-PRE-DLP-012
11	SMWSAASP1-QWY-OHE-PC-RPT-000011	Pre-Construction Dilapidation Report - Sunflower Dr From Substation to Vivaldi (southern road side)	-.01	S2	RPT		4022-WSA-PRE-DLP-013

12	SMWSAASP1-QWY-OHE-PC-RPT-000012	Pre-Construction Dilapidation Report - Sunflower Dr From Substation to Vivaldi (northern road side)	-.01	S2	RPT		4022-WSA-PRE-DLP-014
13	SMWSAASP1-QWY-OHE-PC-RPT-000013	Pre-Construction Dilapidation Report - Sunflower Dr From Substation to Vivaldi - Road Surface	-.01	S2	RPT		4022-WSA-PRE-DLP-015
14	SMWSAASP1-QWY-OHE-PC-RPT-000014	Pre-Construction Dilapidation Report - Sunflower Dr From vivaldi to Myrtle (southern road side)	-.01	S2	RPT		4022-WSA-PRE-DLP-016
15	SMWSAASP1-QWY-OHE-PC-RPT-000015	Pre-Construction Dilapidation Report - Sunflower Dr From vivaldi to Myrtle (northern road side)	-.01	S2	RPT		4022-WSA-PRE-DLP-017
16	SMWSAASP1-QWY-OHE-PC-RPT-000016	Pre-Construction Dilapidation Report - Sunflower Dr From vivaldi to Myrtle (road surface)	-.01	S2	RPT		4022-WSA-PRE-DLP-018
17	SMWSAASP1-QWY-OHE-PC-RPT-000017	Pre-Construction Dilapidation Report - Sunflower Dr From Myrtle to Gipps (southern road side)	-.01	S2	RPT		4022-WSA-PRE-DLP-019
18	SMWSAASP1-QWY-OHE-PC-RPT-000018	Pre-Construction Dilapidation Report - Sunflower Dr From Myrtle to Gipps (northern road side)	-.01	S2	RPT		4022-WSA-PRE-DLP-020
19	SMWSAASP1-QWY-OHE-PC-RPT-000019	Pre-Construction Dilapidation Report - Sunflower Dr From Myrtle to Gipps (road surface)	-.01	S2	RPT		4022-WSA-PRE-DLP-021
20	SMWSAASP1-QWY-OHE-PC-RPT-000020	Pre-Construction Dilapidation Report - A44 Northern Lanes (road surface)	-.01	S2	RPT		4022-WSA-PRE-DLP-022
21	SMWSAASP1-QWY-OHE-PC-RPT-000021	Pre-Construction Dilapidation Report - Werrington St, Water St, Gipps St (road surface)	-.01	S2	RPT		4022-WSA-PRE-DLP-023
22	SMWSAASP1-QWY-OHE-PC-RPT-000022	Pre-Construction Dilapidation Report - Gipps St East Lanes (road surface)	-.01	S2	RPT		4022-WSA-PRE-DLP-024
23	SMWSAASP1-QWY-OHE-PC-RPT-000023	Pre-Construction Dilapidation Report - Gipps St West Lanes (road surface)	-.01	S2	RPT		4022-WSA-PRE-DLP-025
24	SMWSAASP1-QWY-OHE-PC-RPT-000024	Pre-Construction Dilapidation Report - O'Connell St (road surface)	-.01	S2	RPT		4022-WSA-PRE-DLP-026
25	SMWSAASP1-QWY-OHE-PC-RPT-000025	Pre-Construction Dilapidation Report - Fowler St to Blackwoods St (road surface)	-.01	S2	RPT		4022-WSA-PRE-DLP-027
26	SMWSAASP1-QWY-OHE-PC-RPT-000026	Pre-Construction dilapidation Report - (road surface)	-.01	S2	RPT		4022-WSA-PRE-DLP-028
27	SMWSAASP1-QWY-OHE-PC-RPT-000027	Pre-Construction Dilapidation Report - Nullaga Way (road surface)	-.01	S2	RPT		4022-WSA-PRE-DLP-029
28	SMWSAASP1-QWY-OHE-PC-RPT-000028	Pre-Construction Dilapidation Report - Sandpiper Crescent (road surface)	-.01	S2	RPT		4022-WSA-PRE-DLP-030
29	SMWSAASP1-QWY-OHE-PC-RPT-000029	Pre-Construction Dilapidation Report - Sunflower Dr (road surface)	-.01	S2	RPT		4022-WSA-PRE-DLP-031
30	SMWSAASP1-QWY-OHE-PC-RPT-000030	Pre-Construction Dilapidation Report - Vivaldi St (road surface)	-.01	S2	RPT		4022-WSA-PRE-DLP-032
31	SMWSAASP1-QWY-STM-PC-RPT-000001	Pre-Construction Dilapidation Report - Kent Rd between Caddens Rd to Kent RDX - Eastside	-.01	S2	RPT		4022-WSA-PRE-DLP-009

Appendix I Evidence of submission for Liverpool City Council (LCC) Pre-Construction Dilapidation – Haulage Routes

Joshua Maltese

From: Martin Liang <Martin.Liang@transport.nsw.gov.au>
Sent: Monday, 20 December 2021 12:55 PM
To: Joshua Maltese
Cc: Berin Gordon
Subject: AEW LCC & PCC LGA - Pre-Construction Dilapidation Reports Receipt

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Joshua,

The Pre-Construction Dilapidation Reports has been sent to LCC & PCC, please find below Teambinder transmittals for your reference:



Document Transmittal

Transmittal No: SMWSA-SMD-TX-004281
Date: 20 December 2021, 12:52 PM

Issued	Name
By	Martin Liang (Sydney Metro)

Issued	Name
To	Carlie Ryan (Penrith City Council) ; Lauren Vallejo (Penrith City Council)
Cc	Tim Solomon (Sydney Metro) ; Jeremy Slattery (Sydney Metro) ; Berin Gordon (Sydney Metro) ; Max Goldstein (Sydney Metro) ; Mark Barabas (Sydney Metro) ; Martin Liang (Sydney Metro) ; Alice Nduati (Sydney Metro) ; Phil Newhall (Sydney Metro) ; Mariana Kaminski (Sydney Metro)

Reason for Issue	Issued for Information
Subject	WSA AEW Penrith City Council (PCC) LGA - Pre-Construction Dilapidation Reports

Reason for Issue	Issued for Information
Subject	WSA AEW Penrith City Council (PCC) LGA - Pre-Construction Dilapidation Reports

Hi Jeremy,

RE; Penrith City Council (PCC) LGA - Pre-Construction Dilapidation Reports

In accordance with MCoA E108, Quickway attaches pre-construction road dilapidation reports for purposes of;

- Power supply alignment work areas
- Local roads proposed to be utilised for construction heavy vehicles.

Summary of transmitted pre-construction dilapidation reports;

Dilapidation Number	Section	Route	Dilapidation Purpose
4022-WSA-PRE-DLP-001	Gipps St near Proposec Construction Compound		Haulage Route



Document Transmittal

Transmittal No:	SMWSA-SMD-TX-004280
Date:	20 December 2021, 12:48 PM

Issued	Name
By	Martin Liang (Sydney Metro)

Issued	Name
To	Ed Steane (Liverpool City Council); Nancy Norris (Liverpool City Council)
Cc	Tim Solomon (Sydney Metro); Jeremy Slattery (Sydney Metro); Berin Gordon (Sydney Metro); Max Goldstein (Sydney Metro); Mark Barabas (Sydney Metro); Martin Liang (Sydney Metro); Alice Nduati (Sydney Metro); Phil Newhall (Sydney Metro); Mariana Kaminski (Sydney Metro)

Reason for Issue	Issued for Information
Subject	WSA AEW Liverpool City Council (LCC) LGA - Pre-Construction Dilapidation Reports

Reason for Issue	Issued for Information		
Subject	WSA AEW Liverpool City Council (LCC) LGA - Pre-Construction Dilapidation Reports		
Contract No. ASP1 - SM0013/12033 - Construction Power			
Hi Jeremy,			
RE: Liverpool City Council (LCC) LGA - Pre-Construction Dilapidation Reports			
In accordance with MCoA E108, Quickway attaches pre-construction road dilapidation reports for purposes of;			
<ul style="list-style-type: none"> • Power supply alignment work areas • Local roads proposed to be utilised for construction heavy vehicles. 			
Summary of transmitted pre-construction dilapidation reports;			
Dilapidation Number	Section	Route	Dilapidation Purpose
1022-1024-005-DLP-003	Redbank Creek Road	Ashton Road to Netherby Road	Works Alignment & Haulage

Kind Regards,
Martin Liang
 Sydney Metro WSA PMO

Project Planning Assist & Document Control
M 0416 257 003
Martin Liang Martin.Liang@transport.nsw.gov.au

sydneymetro.info

Level 43, 680 George Street, Sydney NSW 2000
PO Box K659, Haymarket NSW 1240



I acknowledge the Traditional Custodians of the land on which I work and live, pay my respects to Elders past and present and recognise continued connection to country.



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Document Transmittal

Transmittal No:	SMWSAASP1-QWY-TX-000025
Contract No:	ASP1 - SM0013/12033 - Construction Power
Sub Contract:	
Date:	20 December 2021, 09:36 AM

Issued	Name
By	Joshua Maltese (Quickway)

Issued	Name
To	Jeremy Slattery (Sydney Metro) ; Berin Gordon (Sydney Metro)
Cc	Mark Barabas (Sydney Metro) ; Paul Rogers (Sydney Metro) ; Martin Liang (Sydney Metro) ; Peter Morgan (Sydney Metro) ; Elizabeth Low (Sydney Metro) ; Sahar Syed (Sydney Metro) ; Jonathan Rumore (Sydney Metro) ; Tommy Kelly (Quickway) ; Des Leyden (Quickway) ; Joshua Maltese (Quickway) ; Louise Casey (Quickway) ; Hassan Zengin (Quickway)

Reason for Issue	Issued for Information
Subject	WSA AEW Liverpool City Council (LCC) LGA - Pre-Construction Dilapidation Reports

Contract No. ASP1 - SM0013/12033 - Construction Power

Hi Jeremy,

RE; Liverpool City Council (LCC) LGA - Pre-Construction Dilapidation Reports

In accordance with MCoA E108, Quickway attaches pre-construction road dilapidation reports for purposes of;

- Power supply alignment work areas
- Local roads proposed to be utilised for construction heavy vehicles.

Summary of transmitted pre-construction dilapidation reports;

Dilapidation Number	Section	Route	Dilapidation Purpose
4022-WSA-PRE-DLP-033	Badgery's Creek Road	Aerotropolis road to Northern Road	Works Alignment & Haulage Route
4022-WSA-PRE-DLP-034	Badgery's Creek Road	Northern Road to Badgerys Creek Road (55)	Works Alignment & Haulage Route
4022-WSA-PRE-DLP-035	Cross Street	Western Road side to Plowes Ct	Works Alignment & Haulage Route
4022-WSA-PRE-DLP-036	Cross Street	Plowes Ct to 95 Cross	Works Alignment & Haulage Route
4022-WSA-PRE-DLP-037	Cross Street	95 to Devonshire Road	Works Alignment & Haulage Route
4022-WSA-PRE-DLP-038	Cuthel Road	Cuthel Road	Works Alignment & Haulage Route
4022-WSA-PRE-DLP-039	Western Road North	Road Surface	Haulage Route
4022-WSA-PRE-DLP-040	Western Road South	Road Surface	Haulage Route
4022-WSA-PRE-DLP-041	Fifteenth to Ramsay Road	Road Surface	Haulage Route
4022-WSA-PRE-DLP-042	Devonshire Road	Road Surface	Haulage Route
4022-WSA-PRE-DLP-043	Wynyard Road	Road Surface	Haulage Route
4022-WSA-PRE-DLP-044	Greendale road to substation	Northern side of greendale road to substation	Works Alignment & Haulage Route
4022-WSA-PRE-DLP-045	King Street	Road Surface	Haulage Route
4022-WSA-PRE-DLP-046	Lawson to Pi Street	Pi Street	Works Alignment & Haulage Route
4022-WSA-PRE-DLP-047	Lawson Road	Road Surface	Haulage Route
4022-WSA-PRE-DLP-048	Marion Road to Cuthel	Along Trench alignment eastern road side	Works Alignment & Haulage Route
4022-WSA-PRE-DLP-049	Marion Road	Road Surface	Haulage Route
4022-WSA-PRE-DLP-050	The Northern Road to Wentworth Road	Eastern Road side alignment	Works Alignment & Haulage Route
4022-WSA-PRE-DLP-051	Unmaned Lane	Unmaned Lane	Works Alignment & Haulage

			Route
4022-WSA-PRE-DLP-052	Wentworth to Northern Road	Eastern Road side alignment	Works Alignment & Haulage Route
4022-WSA-PRE-DLP-053	Western Road to unnamed lane	Western road side to unnamed lane	Works Alignment & Haulage Route
4022-WSA-PRE-DLP-054	Pitt Street Bridge	Pitt Street Bridge	Bridge Dialp

Can you please provide these to LCC, and kindly confirm from LCC receipt of this transmittal and pre-construction dilapidation reports?

Should you have any queries please let me know.
Thankyou.

Regards,
Joshua Maltese
0488 662 264

[Click here to download all Transmittal files.](#)

Item	Document No	Title	Rev	Sts	Type	Design Lots	Alt Doc No
1	SMWSAASP1-QWY-ABP-PC-RPT-000001	Pre-Construction dilapidation Report - Western Road North (road surface)	-.01	S2	RPT		4022-WSA-PRE-DLP-039
2	SMWSAASP1-QWY-ABP-PC-RPT-000002	Pre-Construction Dilapidation Report - Western Road South (road surface)	-.01	S2	RPT		4022-WSA-PRE-DLP-040
3	SMWSAASP1-QWY-ABP-PC-RPT-000003	Pre-Construction Dilapidation Report - Fifteenth to Ramsay Road (road surface)	-.01	S2	RPT		4022-WSA-PRE-DLP-041
4	SMWSAASP1-QWY-ABP-PC-RPT-000004	Pre-Construction Report - Devonshire Road (road surface)	-.01	S2	RPT		4022-WSA-PRE-DLP-042
5	SMWSAASP1-QWY-ABP-PC-RPT-000005	Pre-Construction Dilapidation Report - Wynyard Road (road surface)	-.01	S2	RPT		4022-WSA-PRE-DLP-043
6	SMWSAASP1-QWY-ABP-PC-RPT-000006	Pre-Construction Dilapidation Report - Greendale road to substation (Northern side of greendale road to substation)	-.01	S2	RPT		4022-WSA-PRE-DLP-044
7	SMWSAASP1-QWY-ABP-PC-RPT-000007	Pre-Construction Dilapidation Report - King Street (road surface)	-.01	S2	RPT		4022-WSA-PRE-DLP-045
8	SMWSAASP1-QWY-ABP-PC-RPT-000008	Pre-Construction Dilapidation Report - Lawson to Pitt Street (Pitt Street)	-.01	S2	RPT		4022-WSA-PRE-DLP-046
9	SMWSAASP1-QWY-ABP-PC-RPT-000009	Pre-Construction Dilapidation Report - Lawson Road (road surface)	-.01	S2	RPT		4022-WSA-PRE-DLP-047
10	SMWSAASP1-QWY-ABP-PC-RPT-000010	Pre-Construction Dilapidation Report - Martin Road to Cuthel - Along Trench alignment eastern road side	-.01	S2	RPT		4022-WSA-PRE-DLP-048
11	SMWSAASP1-QWY-ABP-PC-RPT-000011	Pre-Construction Dilapidation Report - Martin Road (road surface)	-.01	S2	RPT		4022-WSA-PRE-DLP-049
12	SMWSAASP1-QWY-ABP-PC-RPT-000012	Pre-Construction Dilapidation Report- The Northern Road to Wentworth Road - Eastern Road side alignment	-.01	S2	RPT		4022-WSA-PRE-DLP-050
13	SMWSAASP1-QWY-ABP-PC-RPT-000013	Pre-Construction Dilapidation Report - Unnamed Lane	-.01	S2	RPT		4022-WSA-PRE-DLP-051
14	SMWSAASP1-QWY-ABP-PC-RPT-000014	Pre-Construction Dilapidation Report - Wentworth to Northern Road - Eastern Road side alignment	-.01	S2	RPT		4022-WSA-PRE-DLP-052
15	SMWSAASP1-QWY-ABP-PC-RPT-000015	Pre-Construction Dilapidation Report - Western Road to unnamed lane	-.01	S2	RPT		4022-WSA-PRE-DLP-053
16	SMWSAASP1-QWY-ABP-PC-RPT-000016	Pre-Construction Dilapidation Report - Pitt Street Bridge	-.01	S2	RPT		4022-WSA-PRE-DLP-054
17	SMWSAASP1-QWY-AEC-PC-RPT-000001	Pre-Construction Dilapidation Report - Badgery's Creek Road - Aerotropolis road to Northern Road	-.01	S2	RPT		4022-WSA-PRE-DLP-033
18	SMWSAASP1-QWY-AEC-PC-RPT-000002	Pre-Construction Dilapidation Report - Badgery's Creek Road- Northern Road to Badgerys Creek Road (no. 55)	-.01	S2	RPT		4022-WSA-PRE-DLP-034
19	SMWSAASP1-QWY-AEC-PC-RPT-000003	Pre-construction Dilapidation Report - Cross Street - Western Road side to Plowes Ct	-.01	S2	RPT		4022-WSA-PRE-DLP-035
20	SMWSAASP1-QWY-AEC-PC-RPT-000004	Pre-Construction Dilapidation Report - Cross Street - Plowes Ct to no. 95	-.01	S2	RPT		4022-WSA-PRE-DLP-036
21	SMWSAASP1-QWY-AEC-PC-RPT-000005	Pre-Construction Dilapidation Report - Cross Street - no. 95 to Devonshire Road	-.01	S2	RPT		4022-WSA-PRE-DLP-037
22	SMWSAASP1-QWY-AEC-PC-RPT-000006	Pre-Construction Dilapidation Report - Cuthel Road	-.01	S2	RPT		4022-WSA-PRE-DLP-038