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Planning Approval Consistency Assessment Form

SM-17-00000111

Metro Body of Knowledge (MBoK)

Assessment name:	Sydney Metro West – Westmead Metro Station revised construction traffic routes and road enabling works
Prepared by:	GLC
Prepared for:	Sydney Metro
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Table of contents

1. Existing Approved Project	3
2. Description of proposed development/activity/works	12
3. Timeframe.....	15
4. Site description	15
5. Site Environmental Characteristics	15
6. Justification for the proposed works	17
7. Environmental Benefit.....	17
8. Control Measures.....	18
9. Climate Change Impacts	18
10. Impact Assessment – Construction	19
11. Impact Assessment – Operation	28
12. Consistency with the Approved Project	30
13. Other Environmental Approvals.....	31
Author certification	32
Appendix A - Westmead Roadway Enabling Works Designs	34
Appendix B – Impact on trees from Hassall Street and Bailey Road intersection works	35
Appendix C – Impact on trees from Priddle Street and Hawkesbury Road intersection works.....	36

The Planning Approval Consistency Assessment Form should be completed in accordance with [SM-17-00000103 Planning Approval Consistency Assessment Procedure](#).

1. Existing Approved Project

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

- SSI-10038 Sydney Metro West – Concept and major civil construction work for Sydney Metro West between Westmead and The Bays (Stage 1 of the planning approval process for Sydney Metro West)
- SSI-10038-Mod-1 The Sydney Metro West Westmead to The Bays and Sydney CBD – Modification 1 (Administrative Modification)
- SSI-10038-Mod-2 The Sydney Metro West Westmead to The Bays and Sydney CBD – Modification 2 (Clyde Stabling and Maintenance Facility)
- SSI-10038-Mod-3 The Sydney Metro West Westmead to The Bays and Sydney CBD – Modification 3 (Administrative Modification)
- SSI-10038-Mod-4 The Sydney Metro West Westmead to The Bays and Sydney CBD - Modification 4 (Administrative Modification)

Date of determination:

- SSI 10038: 11 March 2021
- SSI-10038-Mod-1: 28 July 2021
- SSI-10038-Mod-2: 3 June 2022
- SSI-10038-Mod-3: 04 July 2022
- SSI-10038-Mod-4: 23 December 2022

Type of planning approval: Critical SSI (Division 5.2 “State significant infrastructure”, Environmental Planning and Assessment Act 1979)

Approved Project

The approved project includes the Concept and major civil construction work between Westmead and The Bays (Stage 1 of the planning approval process). Also relevant to this area of works is the endorsed “*SMW04_Consistency Assessment - Revised Westmead Station Box*” which also forms part of the approved project considered in this Consistency Assessment.

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

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

This Stage 1 works, Westmead Station and Revised Westmead Station Box are further described below.

Approved major civil construction work for Sydney Metro West between Westmead and The Bays

As per Section 9 of the Environmental Impact Statement (EIS) approved major civil construction work for Sydney Metro West between Westmead and The Bays (Stage 1 of the planning approval process) includes:

- Enabling works such as demolition, utility supply to construction sites, utility adjustments and modifications to the existing transport network
- Tunnel excavation including tunnel support activities
- Station excavation for new metro stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays
- Shaft excavation for services facilities at Rosehill (within the Clyde stabling and maintenance facility construction site), between Five Dock Station and The Bays Station construction sites, and at Silverwater
- Civil work for the stabling and maintenance facility at Clyde including earthworks and structures for crossings of A'Becketts Creek and Duck Creek
- A concrete segment facility for use during construction located at the Clyde stabling and maintenance facility construction site
- Excavation of a tunnel dive structure and associated tunnels at Rosehill to support a connection between the Clyde stabling and maintenance facility and the mainline metro tunnels.

Westmead Metro Station Construction Site

As per the EIS the Westmead Metro Station construction site would have covered about 15,750 square metres within the block bound by the T1 Western Line rail corridor, Hawkesbury Road, Bailey Street and Hassall Street. As per the EIS, the Westmead Metro Station construction site contained residential and commercial buildings. The EIS stated that the construction site would be used to:

- Carry out the excavation of Westmead Metro Station and turnback cavern
- Retrieve two tunnel boring machines that would be driven west from Clyde stabling and maintenance facility construction site (and collected by retrieval gantries).

As per the EIS the metro station excavation area was located to the south of the existing Westmead Station, in an east-west direction, and predominantly underneath Alexandra Avenue. This station would be constructed using a cut-and-cover technique and the turnback cavern would be constructed using a mined technique and require the removal of about 245,000 cubic metres of spoil. As per the EIS access to and egress from the Westmead Metro Station construction site was to be left-in from Bailey Street via Hawkesbury Road and left-out via Hawkesbury Road. The EIS location and indicative layout of the Westmead Metro Station construction site, including vehicle access and egress, are illustrated in **Figure 1** below. As per the EIS, Alexandra Avenue was to be closed between Hassall Street and Hawkesbury Road during construction. Traffic was to be temporarily diverted via Hassall Street and Bailey Street, with new and altered traffic signals provided where required. As per the EIS, at the end of construction works at the Westmead Metro Station construction site, Alexandra Avenue was to be permanently realigned between Hassall Street and Hawkesbury Road, including a new signalised intersection at Alexandra Avenue, Hawkesbury Road and Grand Avenue (refer to **Figure 2** below).

It is noted that following approval of the Stage 1 works, elements shown on Figure 1 have changed and determined to be consistent with the approved project (refer to Consistency Assessment SMW01, endorsed 13 September 2021). These changes included removal of the following construction activities at the Westmead Metro Station construction site:

- Tunnel boring machine launch and support services
- Installation of precast lining elements
- Removal of 675,000 cubic metres of spoil from tunnelling works.

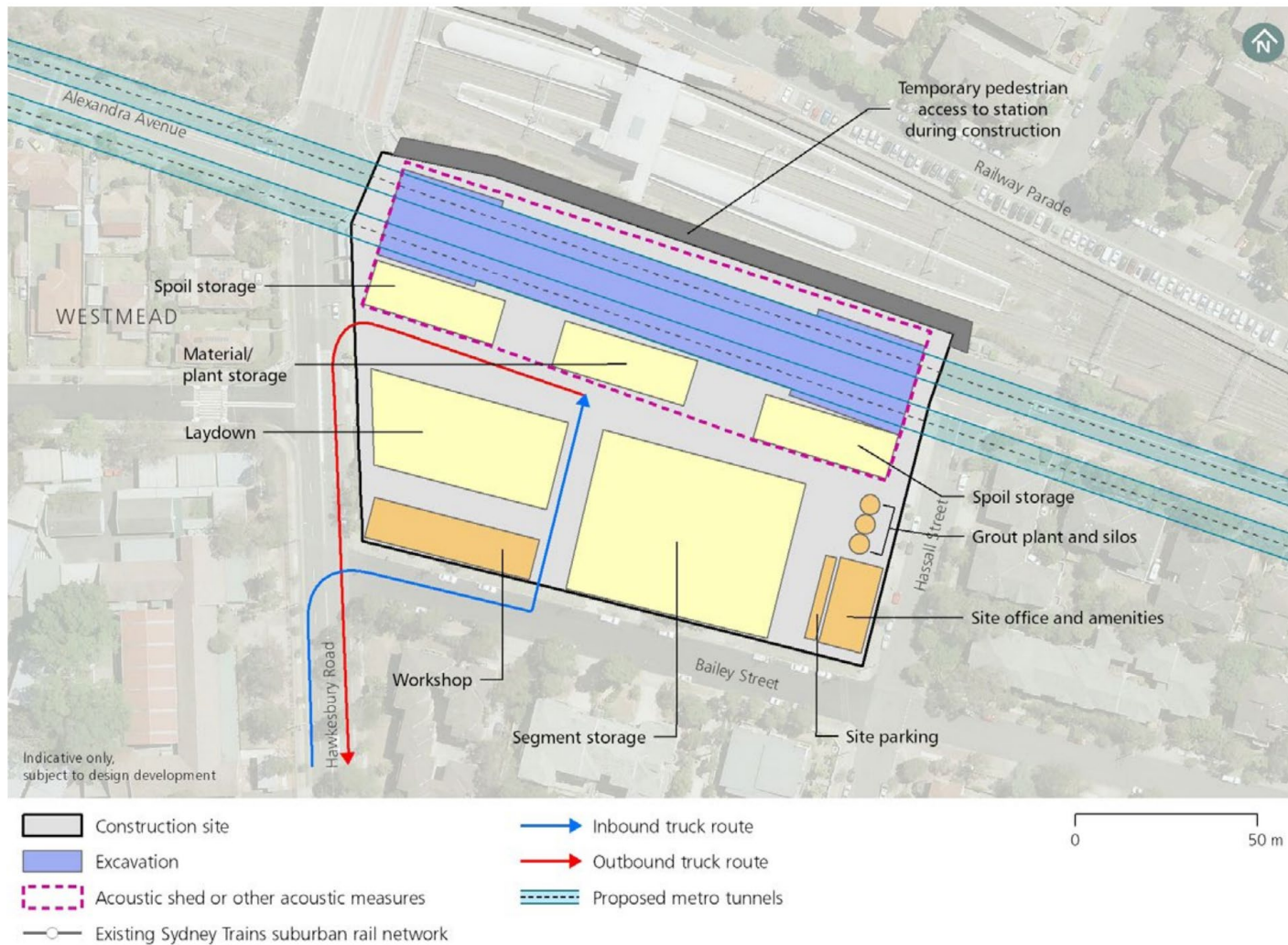


Figure 1 Westmead Metro Station indicative construction site layout (Source, EIS Figure 9-12)

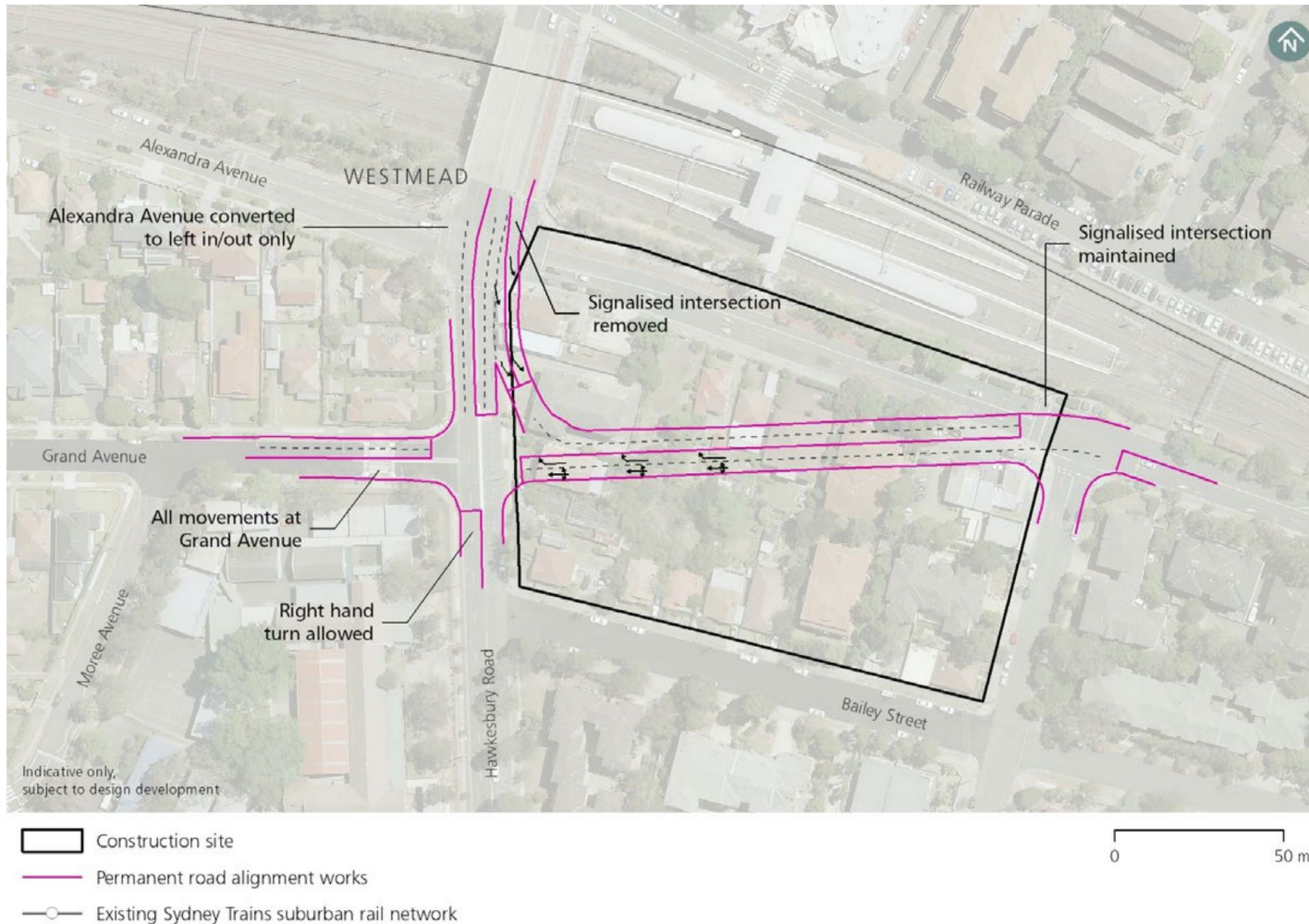


Figure 2 Westmead road realignment works (Source: EIS Figure 9-13)

Since project approval, further construction planning was undertaken by Sydney Metro to identify improvements for the construction site through relocation of the station box and to minimise associated impacts. 'SMW04_ Consistency Assessment - Revised Westmead Station Box' (SMW04) was prepared and provided an assessment of the revised Westmead Metro Station construction site, relocated station box excavation area, and the revised tunnel alignment to support the new station location (refer **Figure 3** and **Figure 4** below), which included:

- Relocating the excavation and construction of the station box south-east of the location previously identified in the EIS (about 12 metres south and 25 metres east), with cut and cover to remain as the main method for excavation of the station box and the area of station box beneath Hawkesbury Road and Hassall Street to remain as being mined
- Reducing the total area and revising the northern boundary of the construction site to south of Alexandra Avenue. This removed the need for the Western Tunnelling Contractor to close Alexandra Avenue during construction and permanently realign it between Hassall Street and Hawkesbury Road during operation
- Revising the alignment of main tunnels to accommodate the revised Westmead Metro Station box location and stub tunnels (that have been reduced about 155 metres less in length, to the west of the construction site, compared to the EIS).

As per SMW04, the revised construction site covers about 12,380 square metres and is bound by Hawkesbury Road, Bailey Street, Hassall Street, and Alexandra Avenue. The temporary closure of Alexandra Avenue was still be considered to support the construction activities proposed as part of future planning applications (Stage 3 of the planning approval process).

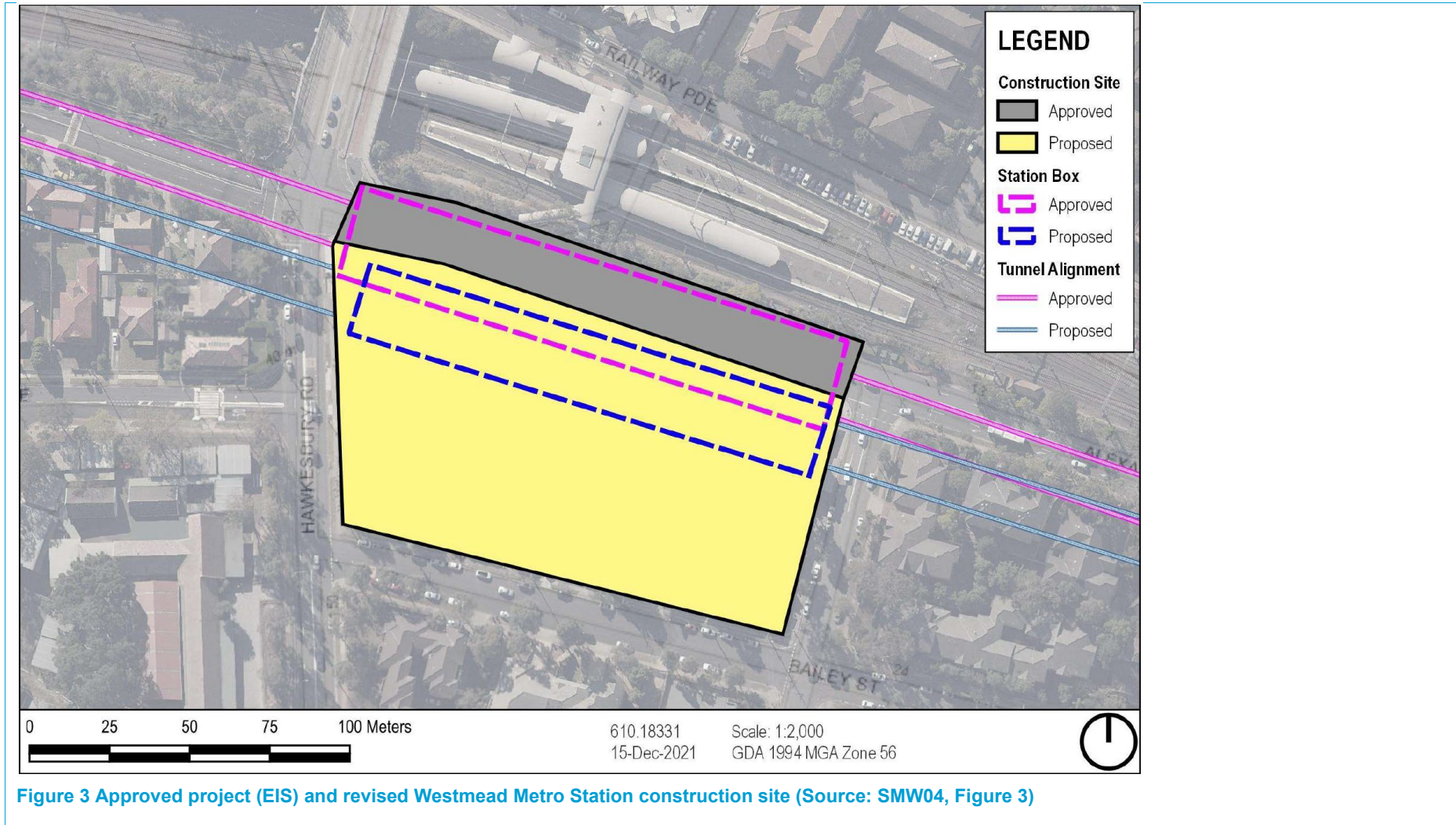
As per SMW04 the construction site would be used to:

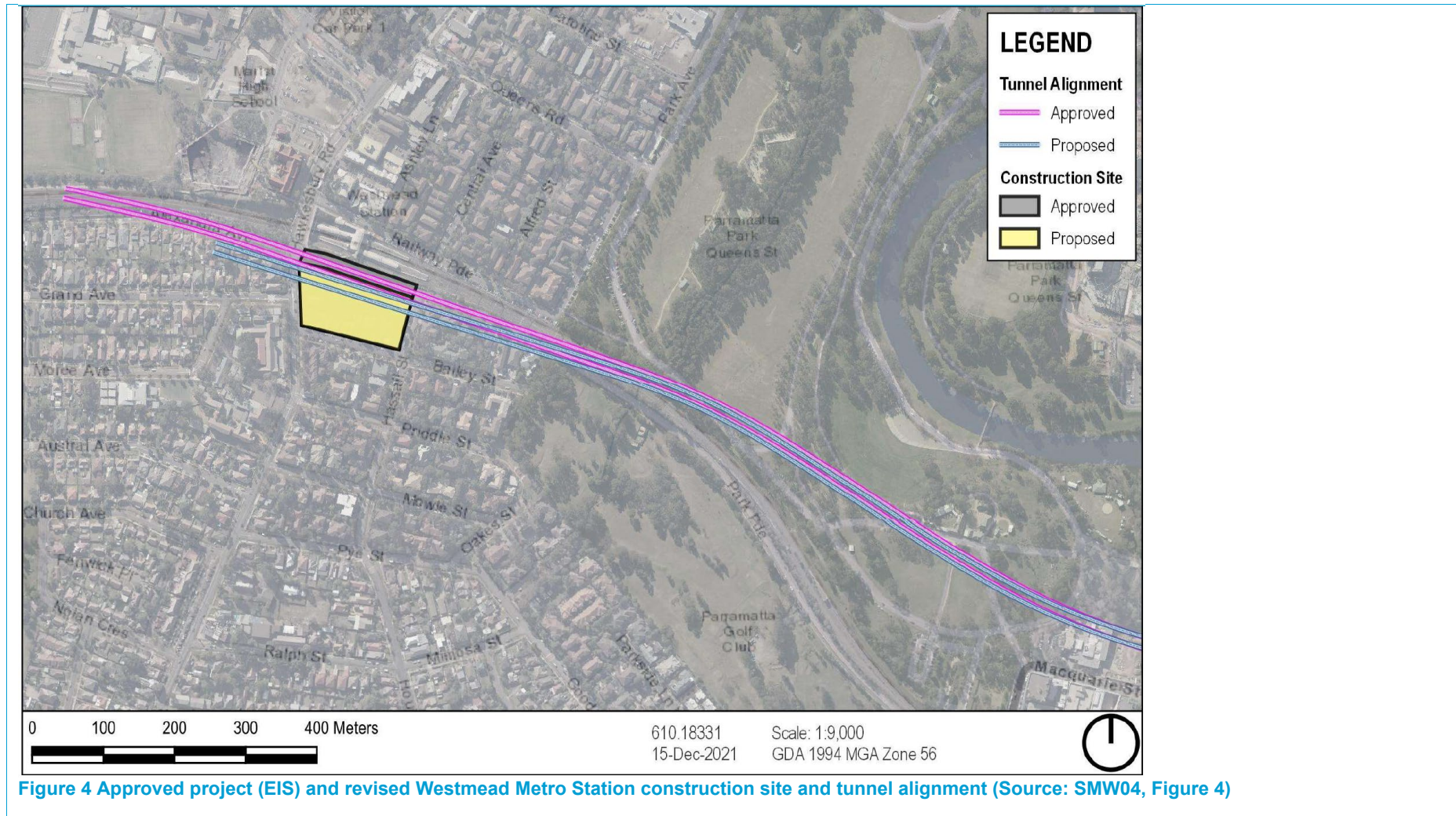
- Carry out the excavation of Westmead Metro Station (including station cavern), crossover cavern, nozzle enlargements and stub tunnels.
- Retrieve two tunnel boring machines that would be driven west from Clyde stabling and maintenance facility construction site in Rosehill (and collected by retrieval gantries or other suitable means).

As per SMW04, the majority of the station box excavation would be constructed using a cut-and-cover technique, with the station cavern section (west), crossover cavern (east), nozzle enlargements and stub tunnels being constructed using a mined technique, and require the removal of about 245,000 cubic metres of spoil.

Access to and egress from the Westmead Metro Station construction site was stated in SMW04 to be as per the approved project, being left-in from Bailey Street via Hawkesbury Road and left-out via Hawkesbury Road. SMW04 noted that access to Westmead Metro Station during construction would continue to be considered as part of design development and construction planning.

As per SMW04, the tunnel would be realigned up to approximately 20 metres south-east of the tunnel corridor compared with the indicative alignment in the EIS. The environmental characteristics of the proposed tunnel realignment were stated in SMW04 to be generally similar to the environmental characteristics of the indicative tunnel corridor in the EIS.





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

This Consistency Assessment has been undertaken for the Sydney Metro West Concept and major civil construction work for Sydney Metro West between Westmead and The Bays (Stage 1 of the planning approval process). This includes the following planning approval documentation:

- Sydney Metro West - Westmead to The Bays and Sydney CBD (Concept and Stage 1) Environmental Impact Statement (15 April 2020)
- Sydney Metro West - Westmead to The Bays and Sydney CBD (Concept and Stage 1) Submissions Report (20 November 2020)
- Sydney Metro West - Westmead to The Bays and Sydney CBD (Concept and Stage 1) Amendment Report (20 November 2020)
- Sydney Metro West - Westmead to The Bays and Sydney CBD (Concept and Stage 1) Modification 1 - Administrative Modification (July 2021)
- Sydney Metro West - Westmead to The Bays and Sydney CBD (Concept and Stage 1) Modification 2 - Clyde Stabling and Maintenance Facility Modification Report (November 2021)
- Sydney Metro West - Westmead to The Bays and Sydney CBD (Concept and Stage 1) Modification 2 - Clyde Stabling and Maintenance Facility Submissions Report (March 2022)
- Sydney Metro West - Concept and Stage 1, Modification 2 - Assessment Report (DPE, June 2022)
- Sydney Metro West - Westmead to The Bays and Sydney CBD (Concept and Stage 1) Modification 3 - Administrative Modification (04 July 2022)
- Sydney Metro West - Westmead to The Bays and Sydney CBD (Concept and Stage 1) Modification 4 - Administrative Modification (23 December 2022)
- Consolidated Instrument of Approval (23 December 2022).

All documentation has been published on the Department of Planning, Industry and Environment Major Projects website located here (Major Project Number: SSI-10038): <https://www.planningportal.nsw.gov.au/major-projects/project/25631>

Other relevant documentation prepared as part of design development and construction planning include:

- Consistency Assessment SMW01: Sydney Metro West – Tunnel boring machine drive strategy and future Rosehill crossover (endorsed 13 September 2021).
- Consistency Assessment SMW04: Sydney Metro West – Revised Westmead Station Box (endorsed 16 February 2022)
- Detailed Noise and Vibration Impact Statement (DNVIS) (610.30644-R02-v2.0 October 2022)

All proposed works identified in this assessment would be undertaken in accordance with the mitigation measures identified in the Environmental Impact Statement, Submissions Report and Amendment Report and the conditions of approval.

2. Description of proposed development/activity/works

The proposal includes a revised construction road traffic route and associated road enabling works to the Westmead Metro Station construction site (revised as per SMW04) that:

- Adapts to the revised Westmead Metro Station construction site layout and tunnel re-alignment
- Provides additional access and egress points to the revised Westmead Metro Station construction site layout
- Provides an additional access point for Project heavy vehicles at the Great Western Highway
- Avoids concentrations of traffic on Bailey Street, and importantly Hawkesbury Road

The revised construction road traffic route (and access/egress points) are identified in Figure 5 and Figure 6 and summarised as follows:

- **Inbound Construction Traffic:** from Great Western Highway, onto Pitt Street, left turn onto Park Parade, continue onto Alexandra Avenue, left turn onto Hassall Street, then right turn into site via the Hassall Street driveway (main site access point)
- **Outbound Construction Traffic:** left turn out of site via Hawkesbury Road driveway (main site egress point), continue Hawkesbury Road, then Great Western Highway.

The associated road enabling works are summarised as follows (refer to Appendix A for detailed design of the proposed works):

- **Corner of Hassall Street and Alexandra Avenue:** kerb adjustment and new pram ramp to allow for left turn construction movement from Alexandra Avenue onto Hassall Street, service protection and relocation to suit kerb widening and update of signage and line marking.
- **Corner of Hassall Street and Bailey Street:** proposed driveway for inbound movements from Bailey Street, localised layback widening, service protection and relocation to suit new layback, existing roundabout to be upgraded and update of line marking and signage.
- **On Hawkesbury Road, between Bailey Street and Grand Avenue:** proposed driveway for construction site outbound movements to Hawkesbury Road, service protection and relocation to suit new layback, and update of line marking and signage.

- **Corner of Pitt Street and Great Western Highway:** new pedestrian fencing on Pitt Street, protection and adjustment of existing utilities and update of line marking and signage.
- **Corner of Priddle Street and Hawkesbury Road:** widening of existing pedestrian crossing across Hawkesbury Road including realignment of kerbs and kerb ramps, installation of pedestrian fence and relocation of existing traffic control signal posts



FIGURE 5
Proposed Westmead Metro Station Construction Traffic Route and Access/Egress Points (near view)

Figure 5 Proposed Westmead Metro Station construction road traffic route and access/egress points (near view)

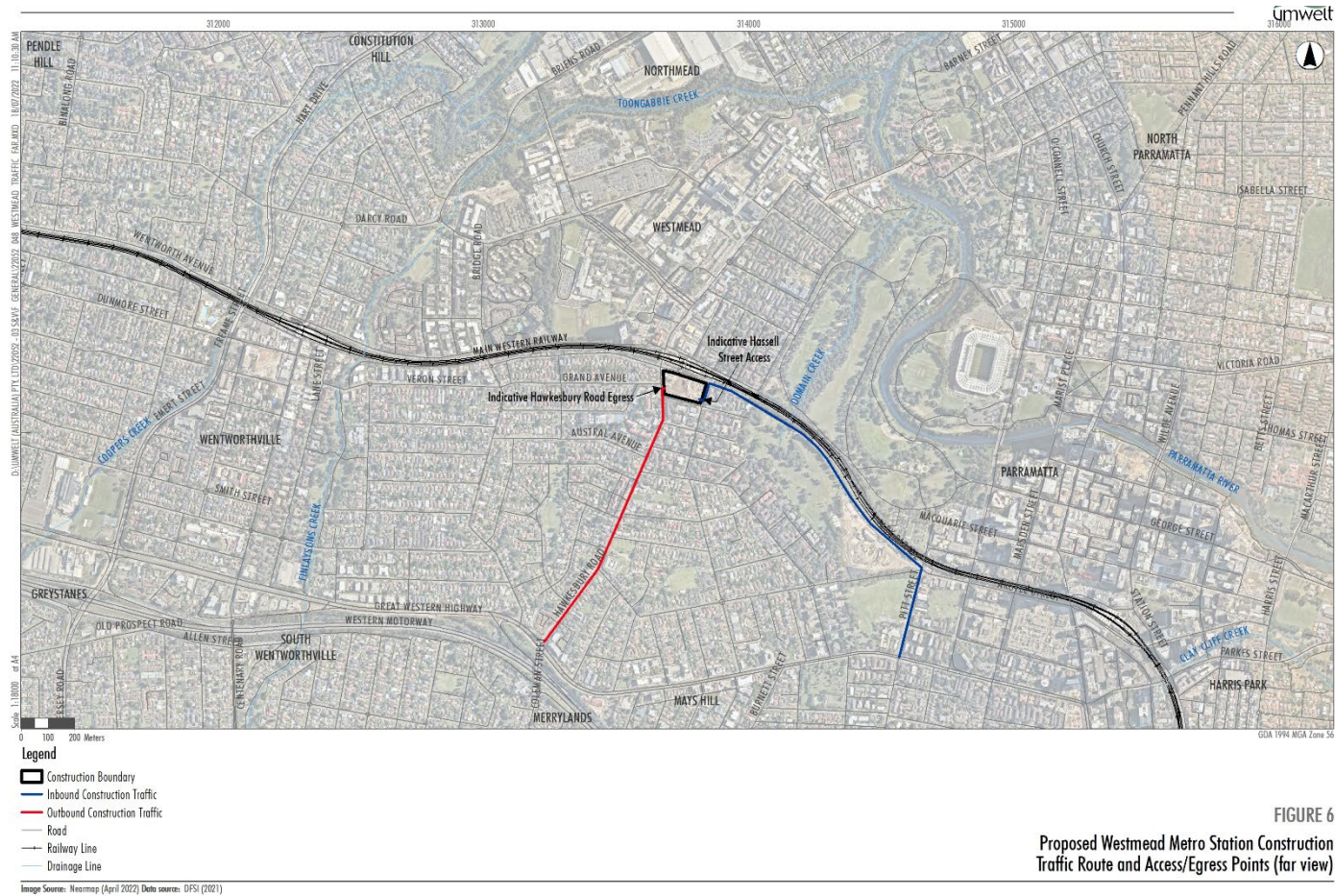


FIGURE 6
Proposed Westmead Metro Station Construction
Traffic Route and Access/Egress Points (far view)

Figure 6 Proposed Westmead Metro Station construction road traffic route and access/egress points (far view)

3. Timeframe

The construction hours associated with the revised construction road traffic route and associated road enabling works are consistent with the approved working hours for the project. Out-of-hours works (OOHW) may be required to carry out the local area works as the works are located on, across or adjacent to active roads and will require disruption to traffic and community via road / lane closures as well as restricted pedestrian access. All OOHW would be managed in accordance with the Project Noise and Vibration Management Plan, the Project EPL 21676 and the Out-of-hours Work (OOHW) Protocol (for BH/MW sites not covered by the existing EPL).

Major civil construction work for Westmead Metro Station commenced mid-2022 and will end by mid-2025 (around three years), as part of this proposal.

4. Site description

Westmead Metro Station construction site

As per SMW04, the revised Westmead Metro Station construction site covers about 12,380 square metres (reduced from the site proposed in the EIS) and is bound by Hawkesbury Road, Bailey Street and Hassall Street to the west, south and east respectively. The northern boundary of the site is now bound by Alexandra Avenue, rather than the T1 Western Line rail corridor (as proposed in the EIS). The site previously contained residential and commercial buildings, which following approval for demolition, have been or are being removed from the site area.

5. Site Environmental Characteristics

A summary of the site environmental characteristics (as per SMW04) for the Westmead Metro Station construction site includes:

- The area of the revised (SMW04) construction site historically has had low density residential land uses since at least 1955 with scattered trees and vegetation and has remained largely unchanged with extensions and subdivisions to properties and the widening of Alexandra Avenue in the 1960s
- Land use surrounding the Westmead Metro Station construction site include:
 - North of the existing Westmead Station is the Westmead town centre and the health and education precinct including Westmead Hospital. Westmead town centre includes a range of businesses providing commercial and retail services, many which are focussed on medical services such as medical centres, consulting rooms, specialist health services, and health offices and interspersed with retail such as cafes

- North-east of the site, beyond the existing rail corridor, is a medium density residential area with apartments of three to four storeys
 - North-west of the site is Western Sydney University's Westmead Campus, a tertiary education area which is currently under development
 - East of the site predominantly includes medium density residential apartments, with Parramatta Park beyond the residential area
 - South of the site is a largely residential area, which includes mostly medium density residential buildings
 - West of the site is lower density housing, with the Westmead Public School immediately to the south-west of the site on Hawkesbury Road.
- The nearest watercourse is Domain Creek about 500 metres to the east, and Toongabbie Creek about one kilometre to the north that both flow to Parramatta River which is about a kilometre to the east from the revised construction site
 - There are limited areas within the SMW04 revised construction site of naturally occurring native vegetation present as most of the vegetation is exotic. Street trees and residential garden plantings include some native species found in NSW
 - The SMW04 revised site has a moderate contamination risk with historical construction waste (building materials and demolition wastes) and leaks and spills (from a former fuel station on the corner of Alexandra Avenue and Hassall Street). There are no sites listed on the NSW Environment Protection Authority Contaminated Sites Register within 500 metres and NSW EPA Protection of the Environment Operations Act public register that have current environment protection licences
 - Existing noise levels are generally controlled by the surrounding road network and existing rail line. The following two Noise Catchment Areas are located to the north and south of the existing Westmead Station:
 - NCA01 is north of the existing rail corridor in Westmead and is mostly residential receivers (with other sensitive receivers such as commercial, educational, medical facilities in the area)
 - NCA02 is south of the existing rail corridor in Westmead and is mostly residential (with other sensitive receivers including educational, childcare and places of worship facilities in the area)
 - There are no heritage items or conservation areas within the revised construction site, however Westmead Public School, that is locally listed is adjacent south-west of the construction site.
 - The archaeological potential of the Westmead Metro Station construction site is low. The site has been subjected to substantial levels of surface disturbance, due to the construction of commercial and residential buildings and infrastructure.

6. Justification for the proposed works

Justification for each aspect of the proposal is as follows:

- **Additional access/egress points:** the SMW04 consistency assessment justified the revised station box location as design development and construction planning showed that the construction site layout can be organised without requiring the space that Alexandra Avenue occupies. This was enabled as a result of the construction site no longer requiring the tunnelling support services (refer to consistency assessment SMW01, endorsed 13 September 2021). Hence, the construction site area has been reduced and the construction site layout reconfigured. As a result of the reduced area and site reconfiguration additional access and egress points are required to enable the same and efficient movement of construction vehicles into, within and then from the site.
- **Revised construction road traffic route:** the route proposed within the EIS entirely relies on Hawkesbury Road for all inbound and outbound construction traffic. Subsequent project planning works has identified this as being an environmental and social risk as a) the traffic would be compounded on a single roadway, that b) has a number of sensitive receivers situated in close proximity to the road alignment. A primary concern, of these Hawkesbury Road receivers is Westmead Public School situated directly west of the site. The proposal aims to distribute construction road traffic more broadly on the road network towards reducing impacts to receivers on the current approved route (i.e. those on Hawkesbury Road), whilst not adversely impacting other new receivers on the proposed route, which encompasses additional roads not previously considered. The proposal also avoids a right hand turn from an unsignalised intersection on Hawkesbury Road, therefore improving potential traffic impacts and road safety concerns.
- **Road Enabling Works:** road enabling works were addressed at a high level within the EIS and are incorporated into this Consistency Assessment to ensure current traffic related matters are addressed collectively. These road enabling works are minor but essential to the proposed change, and also incorporate the additional access/egress points justified above.

7. Environmental Benefit

The key environmental benefits of the proposal are the reduction of impacts (primarily noise) for receivers situated on the current approved route i.e. those on Hawkesbury Road and will significantly benefit the Westmead Public School (situated directly west of the site) which has been identified as a primary concern and key reason for proposing the revised construction road traffic route.

In summary and as noted above, the proposal aims to distribute construction road traffic more broadly on the road network, reducing impacts to Hawkesbury Road receivers, whilst not adversely impacting other new receivers on the proposed route, which encompasses additional roads not previously considered. The proposal also improves potential traffic impacts and road safety concerns by avoiding a right hand turn from an unsignalised intersection on Hawkesbury Road.

8. Control Measures

The proposal would be undertaken in accordance with the mitigation measures and the conditions of approval for the approved Sydney Metro West – Stage 1 project. Any additional mitigation measures identified in this assessment will be implemented as required. The proposal would be managed in accordance with the approved Construction Environment Management Plan (CEMP) and CEMP Sub-plans.

9. Climate Change Impacts

No change in climate change risk (as identified in the EIS) will occur as a result of this proposed revision to the construction road traffic route and local area works.

10. Impact Assessment – Construction

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

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	The road enabling works may require minor landscaping works but this is limited to pruning of existing exotics and street trees, some residential garden plantings include some native species found in NSW. The roundabout and kerb adjustment works on the corner of Bailey Street and Hassall Street will require the removal of one (1) street bottle brush tree. The new entry access on Hassall Street will require the pruning of one (1) street bottle brush tree to enable access to the site by trucks and vehicles (note that the tree might need removal if pruning and access impacts the viability of the tree). The works on Priddle Street will require the removal of one (1) street bottle brush tree due to the tree blocking the traffic control system (TCS). Pruning might also be required for two other trees (gum tree and street bottle brush) as branches are likely going to block the TCS. Refer to Appendix B and C for trees to be impacted by the local area works on Hassall Street and Priddle Street. There will be no removal of any additional trees not already considered for the approved project.	Landowner (i.e., Council and private property owner) 's consent will be obtained prior to removal and pruning of trees as required. The Sydney Metro West – Western Tunnelling Package – Flora and Fauna Management Plan (SMWSTWTP-GLO1NL-NL000-EO-PLN-000001) will be implemented where applicable. No additional measures required	Y	Y	
Water	No additional impacts to the approved project, the proposal will not interact with surface or groundwater additional to what was expected in the EIS.	No additional measures required	Y	Y	
Air quality	No additional impacts to the approved project	No additional measures required	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Noise and vibration	<p>Noise and vibration impacts from the road enabling works are anticipated to be minimal. This is due to the small scale, short timeframe and low intensity of the tasks and activities required to complete the works. Road enabling works were referenced (but not assessed in detail) within the EIS as they are not a key contributing source of impacts</p> <p>The Hassall Street driveway will introduce a new noise emission source (vehicles arriving at the site) compared to the approved project but this is considered insignificant when compared to the emissions generated by the site itself, and as such, impacts are unlikely to increase at the most affected receivers</p> <p>The revised construction road traffic route may generate noise impacts to sensitive receivers on Hassall Street, Alexandra Avenue, Park Parade and Pitt Street, who have not been previously considered for these impacts within the approved project. These potential noise impacts at the above mentioned roadways are however less than those accepted at Hawkesbury Road, and as such, are acceptable with respect to the approved project. Furthermore, the identified inbound construction road traffic route utilises roadways next to less populated land uses (e.g. Parramatta Park) and as such the number of impacted sensitive receivers is lower than the approved project for inbound traffic movements</p> <p>The DNVIS (610.30644-R02-v2.0) prepared by SLR in October incorporates an assessment of potential construction road traffic noise/vibration impacts from the construction traffic route and concludes that the</p>	<p>No additional measures required. The Sydney Metro West – Western Tunnelling Package – Noise and Vibration Management Plan (SMWSTWTP-GLO1NL-NL000-NV-PLN-000001) and DNVIS will be implemented where applicable. Vibration impacts are highly unlikely however GLC will conduct property condition surveys prior to the commencement of construction</p>	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	Project is not anticipated to increase road traffic noise during operation of the project by more than 2 dBA. Differences in noise levels of less than approximately 2 dBA (whether an increase or a decrease) is generally considered to be imperceptible in practice. As such, noise impacts from construction vehicles on public roads are not anticipated.				
Indigenous heritage	No additional impacts to the approved project.	The relevant control measures identified in the Sydney Metro West – Western Tunnelling Package – Heritage Management Plan (SMWSTWTP-GLO1NL-HE-PLN-000001) will be implemented where applicable. No additional measures required	Y	Y	
Non-indigenous heritage	No additional impacts to the approved project. No heritage items or conservation areas are within the revised construction site. Westmead Public School, that is locally listed, is adjacent south-west of the construction site may be indirectly impacted through the construction site changing the surrounding setting and context of the item, however views and vistas are not considered integral in the items heritage significance. As noted above the proposal would reduce impacts to Hawkesbury Road receivers (including the locally listed Westmead Public School) by decreasing the number of construction vehicles using that roadway. For non-indigenous heritage this results in a minor reduction to indirect impacts associated with the short-term, infrequent and temporary change to the	No additional measures required	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	surrounding setting, views and vistas associated with construction road traffic.				
Community and stakeholder	<p>It is anticipated some receivers in NCA01 and NCA02 would experience additional noise impacts however those receivers would be managed using the relevant measures specified for the approved project.</p> <p>Receivers within NCA02 and NCA01 may experience new noise impacts but the quantity of receivers is limited when compared to the approved project (due to the lower density housing near the proposed route) and the magnitude of these noise impacts is lower than the approved project.</p> <p>The EIS acknowledged that consultation with Transport for NSW had occurred, one feature of which was the avoidance of local roads for construction road traffic use. The approved project temporarily diverted traffic via Hassall Street and while SMW04 avoided this, the use of Hassall Street for site access as proposed here is consistent with the approved project. the use of Hassall Street (where residences are impact by general construction, access/egress activities and construction road traffic) would be a focus of community consultation.</p> <p>Some parking spaces will be removed to enable the local area works and to accommodate construction access.</p> <p>Consultation would continue with stakeholders in line with the approved project, and updates would be provided through the existing communication streams</p>	<p>No additional measures required unless identified by DNVIS</p> <p>Consultation would continue with stakeholders including the community and updates provided through communication streams for the approved project</p> <p>Targeted GLC consultation for noise and vibration to continue</p> <p>GLC meetings with Cumberland Council and ongoing consultation with major stakeholders (already occurring and/or planned)</p> <p>GLC has prepared a Construction Parking and Access Strategy for Westmead Site Operation (SMWSTWTP-GLO-WMD-TF-STG-000002) as required by condition of approval D91/D92, which reviews parking impacts from the works as well as opportunities and key worker parking negotiations</p> <p>Where businesses adjacent to the construction site are still operating, GLC will take all reasonably practicable measures to maintain access to affected properties. In the event that we cannot avoid this disruption, GLC will provide</p>	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
		<p>alternative access and parking arrangements in consultation with those businesses affected. The provision of appropriate wayfinding will be provided prior to any disruption.</p> <p>GLC will ensure that we do not block or disrupt access across pedestrian or shared user paths at any time unless alternative access is provided. Where existing parking is removed to facilitate construction activities, consultation would occur with the relevant local council to investigate opportunities to provide alternative parking facilities, if required.</p>			
Traffic and Transport	<p>The proposal does not seek to change the type, volumes or speed of construction vehicles associated with the Project.</p> <p>A key feature of the proposal is a change in the construction road traffic route that aims to reduce impacts to Hawkesbury Road receivers via the distribution of inbound and outbound construction vehicles on the proposed route. Traffic and transport impacts will therefore be the same or lower than the approved project. Hassall Street is however classified as a local road and other the conditions of approval apply.</p> <p>The approved project diverted traffic via Hassall Street and while SMW04 avoided this, the use of Hassall Street for site access as proposed in this</p>	<p>Construction Traffic Management Plans (CTMPs) as required by CoA D85 will be prepared in accordance with the Construction Traffic Management Framework. The CTMP will include the use of local roads by Heavy Vehicles that are not identified in the EIS and have been approved by the Planning Secretary as required by CoA D86. A copy of the CTMPs will be submitted to the Planning Secretary for information before the commencement of any construction in the area identified and managed within the relevant CTMP. All</p>	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	<p>Consistency Assessment is consistent with the approved project.</p> <p>Some parking spaces will be removed to enable the local area works and to accommodate construction access.</p>	<p>aspects of the proposal will be addressed in the applicable CTMP.</p> <p>GLC has prepared a Construction Parking and Access Strategy for Westmead Site Operation (SMWSTWTP-GLO-WMD-TF-STG-000002) as required by CoA D91/D92, which reviews parking impacts from the works and provides list of mitigation measures which will be complied with.</p> <p>A Heavy Vehicle Local Road Report (HVLR) - Site Establishment - Westmead (SMWSTWTP-GLO-WMD-SF-RPT-000001) has been prepared to address the requirements of the Conditions of Approval D87. It identifies the heavy vehicle routes into the sites not identified in the EIS, the road classification and the suitability of the route. A project operation HVLR will also be prepared for the project and will replace the site establishment HVLR once approved.</p> <p>GLC will ensure that we do not block or disrupt access across pedestrian or shared user paths at any time unless alternative access is provided. Where existing parking is removed to facilitate construction activities, consultation would occur</p>			

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
		<p>with the relevant local council to investigate opportunities to provide alternative parking facilities, if required.</p> <p>Road dilapidation report will be prepared before the use of local road by Heavy Vehicle.</p>			
Waste	No additional impacts to the approved project	No additional measures required	Y	Y	
Social	<p>The proposal would have marginally higher socio-economic impact on the surrounding community through reduced connectivity for traffic and transport network with the use of Hassall Street for site access.</p> <p>Some of the proposed local area works will have temporary impact on local businesses due to their location. However, most of the businesses within the construction site have previously been relocated prior to the start of the Sydney Metro West demolition works.</p> <p>The approved project temporarily diverted traffic via Hassall Street and while SMW04 avoided this, the use of Hassall Street for site access as proposed here is broadly consistent with the approved project. However, a key difference being the temporary diversion of traffic to this road versus the long term access arrangements discussed in this Consistency Assessment. Hence, the use of Hassall Street (where residences would be impacted by general construction, access/egress activities and</p>	<p>Where businesses adjacent to the construction site are still operating, GLC will take all reasonably practicable measures to maintain access to affected properties. In the event that we cannot avoid this disruption, GLC will provide alternative access and parking arrangements in consultation with those businesses affected. The provision of appropriate wayfinding will be provided prior to any disruption</p> <p>Consultation by GLC is occurring with relevant businesses and stakeholders for the works outside the approved construction site boundaries. Updates will be regularly provided through communication streams for the approved project.</p>	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
	construction road traffic) would be a focus of community consultation.	No additional measures required			
Economic	Some of the proposed local area works will have temporary impact on local businesses due to their location. However, most of the businesses within the construction site have previously been relocated prior to the start of the Sydney Metro West demolition works No additional impacts to the approved project	Where businesses adjacent to the construction site are still operating, GLC will take all reasonably practicable measures to maintain access to affected properties. In the event that we cannot avoid this disruption, GLC will provide alternative access and parking arrangements in consultation with those businesses affected. The provision of appropriate wayfinding will be provided prior to any disruption Consultation by GLC is occurring with relevant businesses and stakeholders for the works outside the approved construction site boundaries. Updates will be regularly provided through communication streams for the approved project. No additional measures required.	Y	Y	
Visual	No additional impacts to the approved project	No additional measures required	Y	Y	
Urban design	No additional impacts to the approved project	No additional measures required	Y	Y	
Geotechnical	No additional impacts to the approved project	No additional measures required	Y	Y	

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Land use	No additional impacts to the approved project	No additional measures required	Y	Y	
Contamination	No additional impacts to the approved project. There is very minimal risk of any aspect of this proposal interacting with contamination. There would be similar contamination risks as the approved project.	No additional measures required	Y	Y	
Climate Change	No additional impacts to the approved project. The inbound construction road traffic route is marginally longer (from the Great Western Highway) but additional emissions from vehicles abiding by the proposed route are insignificant when compared to the total likely traffic route for construction vehicles accessing the site.	No additional measures required	Y	Y	
Risk	No additional impacts to the approved project	No additional measures required	Y	Y	
Other	No additional impacts to the approved project	No additional measures required	Y	Y	
Management and mitigation measures	No additional impacts to the approved project	No additional measures required	Y	Y	

11. Impact Assessment – Operation

As noted in Section 3.0 above, the proposed change in construction road traffic will not impact any aspects of operations and is entirely limited to the construction phase.

Furthermore, Stage 1 of the planning application for Sydney Metro West (subject of this Consistency Assessment) is for major civil construction work for Sydney Metro West between Westmead and The Bays. .

As such, operational impacts of the proposal are not applicable, and therefore there are no changes from the approved project are anticipated.

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Flora and fauna	No change from the approved project.	No additional measures required.	Y	Y	
Water	No change from the approved project.	No additional measures required.	Y	Y	
Air quality	No change from the approved project.	No additional measures required.	Y	Y	
Noise vibration	No change from the approved project.	No additional measures required.	Y	Y	
Indigenous heritage	No change from the approved project.	No additional measures required.	Y	Y	
Non-indigenous heritage	No change from the approved project.	No additional measures required.	Y	Y	
Community and stakeholder	No change from the approved project.	No additional measures required.	Y	Y	
Traffic	No change from the approved project.	No additional measures required.	Y	Y	
Waste	No change from the approved project.	No additional measures required.	Y	Y	

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

12. Consistency with the Approved Project

<p>Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?</p>	<p>No. The proposal would not transform the project. The project would continue to provide major civil works between Westmead and The Bays as part of the approved project.</p>
<p>Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?</p>	<p>Yes. The proposal would be consistent with the objectives and functions of the approved project.</p>
<p>Is the project as modified consistent with the objectives and functions of elements of the Approved Project?</p>	<p>Yes. The proposal would be consistent with the objectives and functions of the approved works for the project. The activities proposed to be undertaken are generally consistent with the activities identified for the approved project.</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p>No. There would be no new environmental risks as a result of the proposal. All risks identified for the approved project and the proposal would be adequately addressed through the application of the mitigation measures provided in the Environmental Impact Statement, Submissions Report, Amendment Report and the Instrument of Approval.</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes. The proposal would be consistent with the conditions of approval.</p>
<p>Are the impacts of the proposed activity/works known and understood?</p>	<p>Yes. The impacts of the proposal are understood and will be accounted for by implementing the existing mitigation measures provided in the Environmental Impact Statement, Submissions Report, Amendment Report and the Instrument of Approval for the approved project. These would be implemented through the Sydney Metro Construction Environment Management Framework, Construction Traffic Management Framework and Construction Noise and Vibration Standard, as well as the CEMP and CEMP Sub-Plans</p>
<p>Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?</p>	<p>Yes. The impacts of the proposal can be managed so as to avoid an adverse impact.</p>

13. Other Environmental Approvals

Identify all other approvals required for the project:

As relevant to Hassall Street (local road):

- Condition of Approval (Traffic and Transport) **Condition D86**, relating to heavy vehicle use of local roads
- Condition of Approval (Traffic and Transport) **Condition D87**, relating request to the Planning Secretary for heavy vehicle use of local roads

Author certification

To be completed by person preparing checklist.

I certify that to the best of my knowledge this Consistency Checklist:

- Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and
- Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information.

Name:	Candice Somerville	Signature:	
Title:	Environmental Approvals Manager		
Company:	GLC	Date:	02 March 2023

This section is for Sydney Metro only.


Application supported and submitted by

Name:	Yvette Buchli	Date:	07/03/2023
Title:	Associate Director – Planning Approvals	Comments:	
Signature:			

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

- Yes The proposed activity/works are consistent and no further assessment is required.

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

Endorsed by			
Name:	Ben Armstrong	Date:	8 March 2023
Title:	Director, Project ESP	Comments:	
Signature:			

Appendix A - Westmead Roadway Enabling Works Designs

SYDNEY METRO WEST

PHASE 1A - HASSALL STREET SITE DRIVEWAY ENTRY

WESTMEAD ENABLING WORKS

STAGE 3 DETAILED DESIGN - 100%



LOCALITY PLAN

NOT FOR CONSTRUCTION

No.	Amendment Description	Design by	Verified by	Approved by	Date
001.0	STAGE 3 DETAILED DESIGN -100% RESUBMISSION	R.C	D.G	LN	28.09.22
B	STAGE 3 DETAILED DESIGN - 100%	R.C	D.G	LN	18.08.22
A	STAGE 2 DETAILED DESIGN - 70%	R.C	D.G	LN	07.07.22

SCALES:	

KEYPLAN:

NOTE: Do not scale from this drawing.

CLIENT:

PRINCIPAL AEO:

Service Providers:

DRAWN	K.CURLEY	28.09.22
DESIGNED	R.CROWLEY	28.09.22
DRG CHECK	L.NICHOLS	28.09.22
DESIGN CHECK	D.GEERLINGS	28.09.22
APPROVED	J.FONG	28.09.22

SYDNEY METRO WEST
 PHASE 1A - HASSALL STREET SITE DRIVEWAY ENTRY
 WESTMEAD ENABLING WORKS
 GENERAL COVER SHEET

DOCUMENT No:	SHEET: 1 OF 15
STATUS: STAGE 3 DETAILED DESIGN	EDMS NO:
DRG No. SMWSTWTP-GLO-WMD-SN650-CV-DRG-070001	REV C

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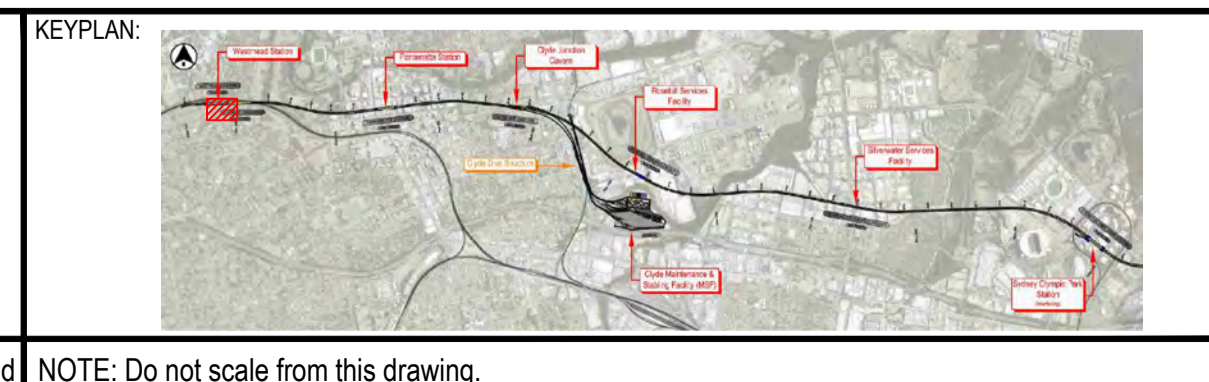
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- EXISTING KERB
- PROPOSED SITE LAYOUT
- PROPOSED KERB
- PROPOSED LINE MARKING

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B	STAGE 3 DETAILED DESIGN - 100%	R.C.	D.G.	LN	18.08.22
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SCALES:



CLIENT:

PRINCIPAL AEO:

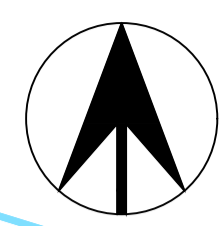
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SERVICE PROVIDERS	ROLE	NAME	DATE	
DRAWN	DESIGNED	DRG CHECK	DESIGN CHECK	APPROVED
R. CROWLEY	28.09.22			
L. NICHOLS	28.09.22			
D. GEERLINGS	28.09.22			
J. FONG	28.09.22			

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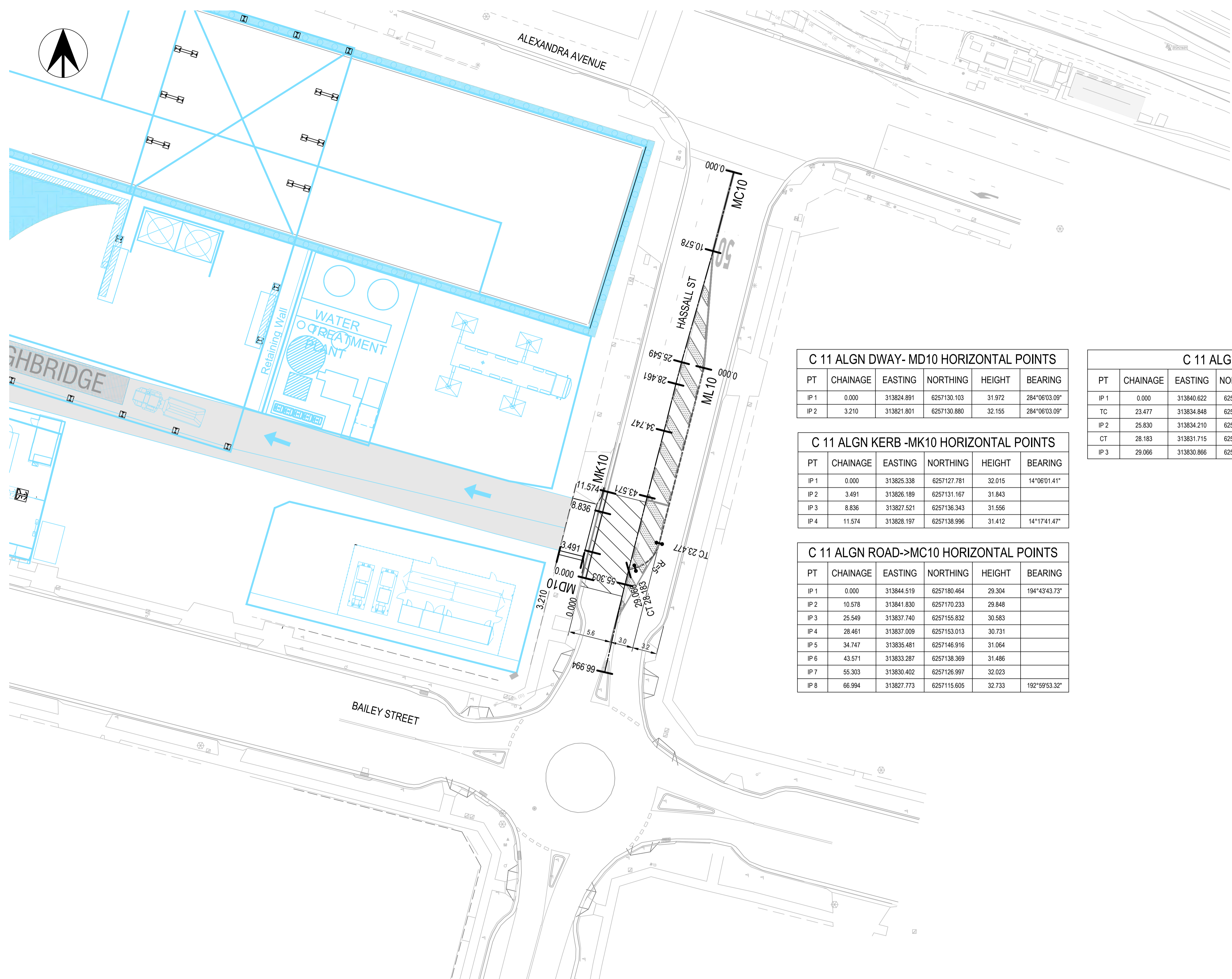
SYDNEY METRO WEST
 PHASE 1A - HASSALL STREET SITE DRIVEWAY ENTRY
 WESTMEAD ENABLING WORKS
 GENERAL LAYOUT PLAN

DOCUMENT No:	SHEET: 2 OF 15
STATUS: STAGE 3 DETAILED DESIGN	EDMS NO:
DRG No. SMWSTWP-GLO-WMD-SN650-CV-DRG-070002	REV C



LEGEND

- EXISTING KERB
- PROPOSED SITE LAYOUT
- PROPOSED KERB
- CONTROL LINE, CHAINAGE



C 11 ALGN DWAY- MD10 HORIZONTAL POINTS					
PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING
IP 1	0.000	313824.891	6257130.103	31.972	284°06'03.09"
IP 2	3.210	313821.801	6257130.880	32.155	284°06'03.09"

C 11 ALGN LNMK->ML10 HORIZONTAL POINTS								
PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	RAD/SPIRAL	A.LENGTH	DEFL.ANGLE
IP 1	0.000	313840.622	6257155.078	30.530	194°14'11.08"			
TC	23.477	313834.848	6257132.322	31.705	194°14'11.08"			
IP 2	25.830	313834.210	6257129.808	31.824		R = 4.500	4.706	59°55'06.09"
CT	28.183	313831.715	6257129.100	31.943	254°09'17.17"			
IP 3	29.066	313830.866	6257128.859	31.968	254°09'17.17"			

C 11 ALGN KERB- MK10 HORIZONTAL POINTS					
PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING
IP 1	0.000	313825.338	6257127.781	32.015	14°06'01.41"
IP 2	3.491	313826.189	6257131.167	31.843	
IP 3	8.836	313827.521	6257136.343	31.566	
IP 4	11.574	313828.197	6257138.996	31.412	14°17'41.47"

C 11 ALGN ROAD->MC10 HORIZONTAL POINTS					
PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING
IP 1	0.000	313844.519	6257180.464	29.304	194°43'43.73"
IP 2	10.578	313841.830	6257170.233	29.848	
IP 3	25.549	313837.740	6257155.832	30.583	
IP 4	28.461	313837.009	6257153.013	30.731	
IP 5	34.747	313835.481	6257146.916	31.064	
IP 6	43.571	313833.287	6257138.369	31.486	
IP 7	55.303	313830.402	6257126.997	32.023	
IP 8	66.994	313827.773	6257115.605	32.733	192°59'53.32"



NOT FOR CONSTRUCTION

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A	STAGE 3 DETAILED DESIGN - 100%	R.C.	D.G.	LN	18.08.22

SCALES:

SCALE 1:250 @A1

KEYPLAN:

NOTE: Do not scale from this drawing.

CLIENT:

PRINCIPAL AEO:

Service Providers

DRAWN: K.CURLEY 28.09.22

DESIGNED: R.CROWLEY 28.09.22

DRG CHECK: L.NICHOLS 28.09.22

DESIGN CHECK: D.GEERLINGS 28.09.22

APPROVED: J.FONG 28.09.22

SYDNEY METRO WEST

PHASE 1A - HASSALL STREET SITE DRIVEWAY ENTRY
WESTMEAD ENABLING WORKS
ROADWORKS
SETOUT PLAN

DOCUMENT No: SHEET: 7 OF 15 ©

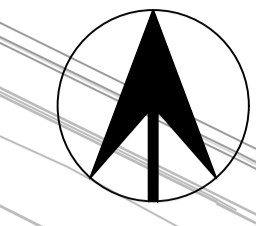
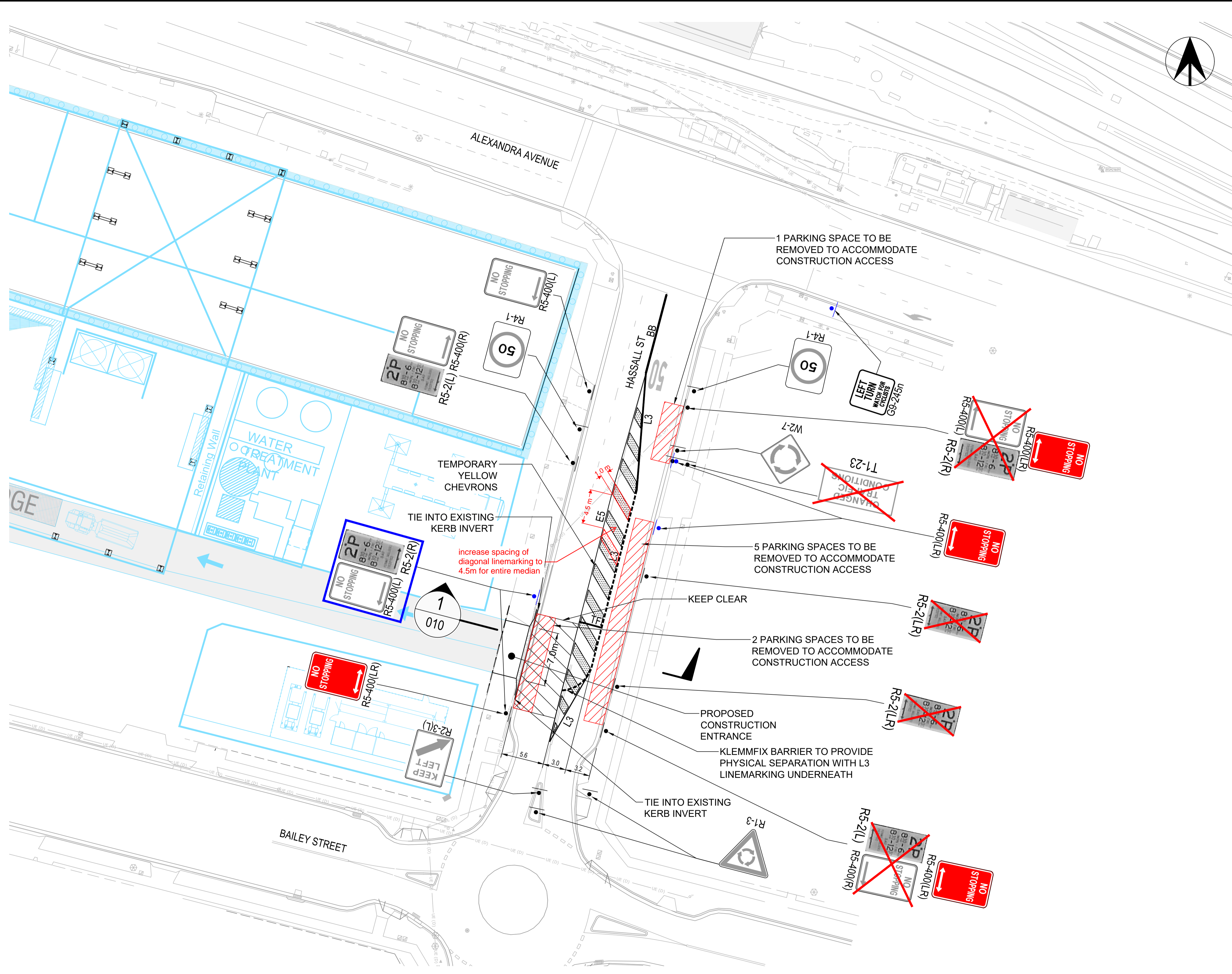
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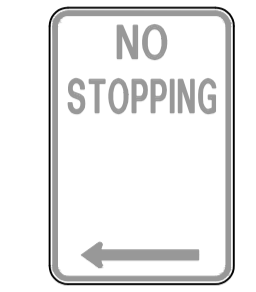
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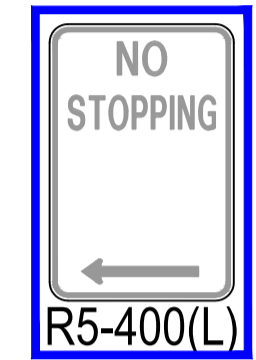
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EXISTING KERB
 PROPOSED SITE LAYOUT
 PROPOSED KERB



SIGN EXISTING

R5-400(L)



SIGN RELOCATE

R5-400(L)



SIGN REMOVE

R5-400(L)

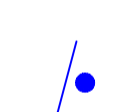


SIGN PROPOSED

R5-400(L)



SIGN POST EXISTING



SIGN POST PROPOSED

NOTE:

- REFER TO SECTION 5.6 OF THE DESIGN REPORT SMWSTWTP-GLO-WMD-SN650-CV-RPT-001001 FOR SUMMARY OF TOTAL PARKING GAINS/LOSS.

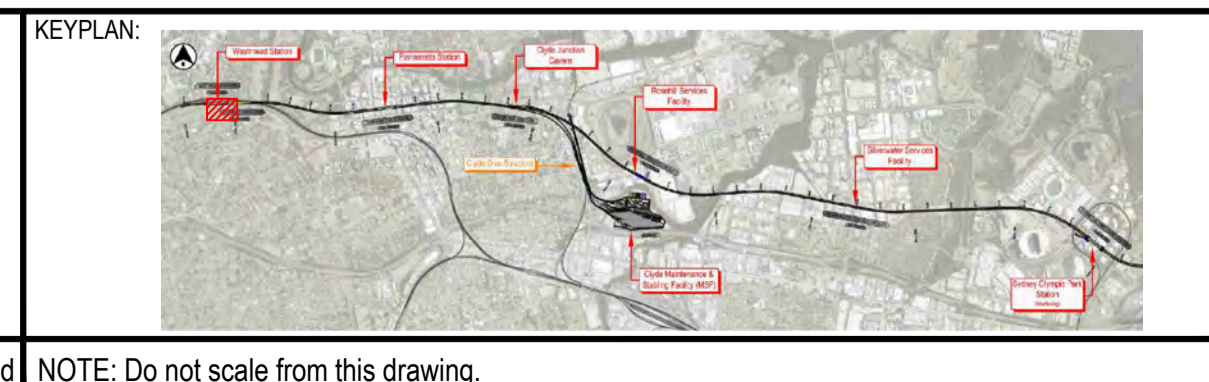


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CLIENT:

PRINCIPAL AEO:

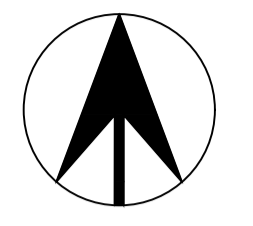
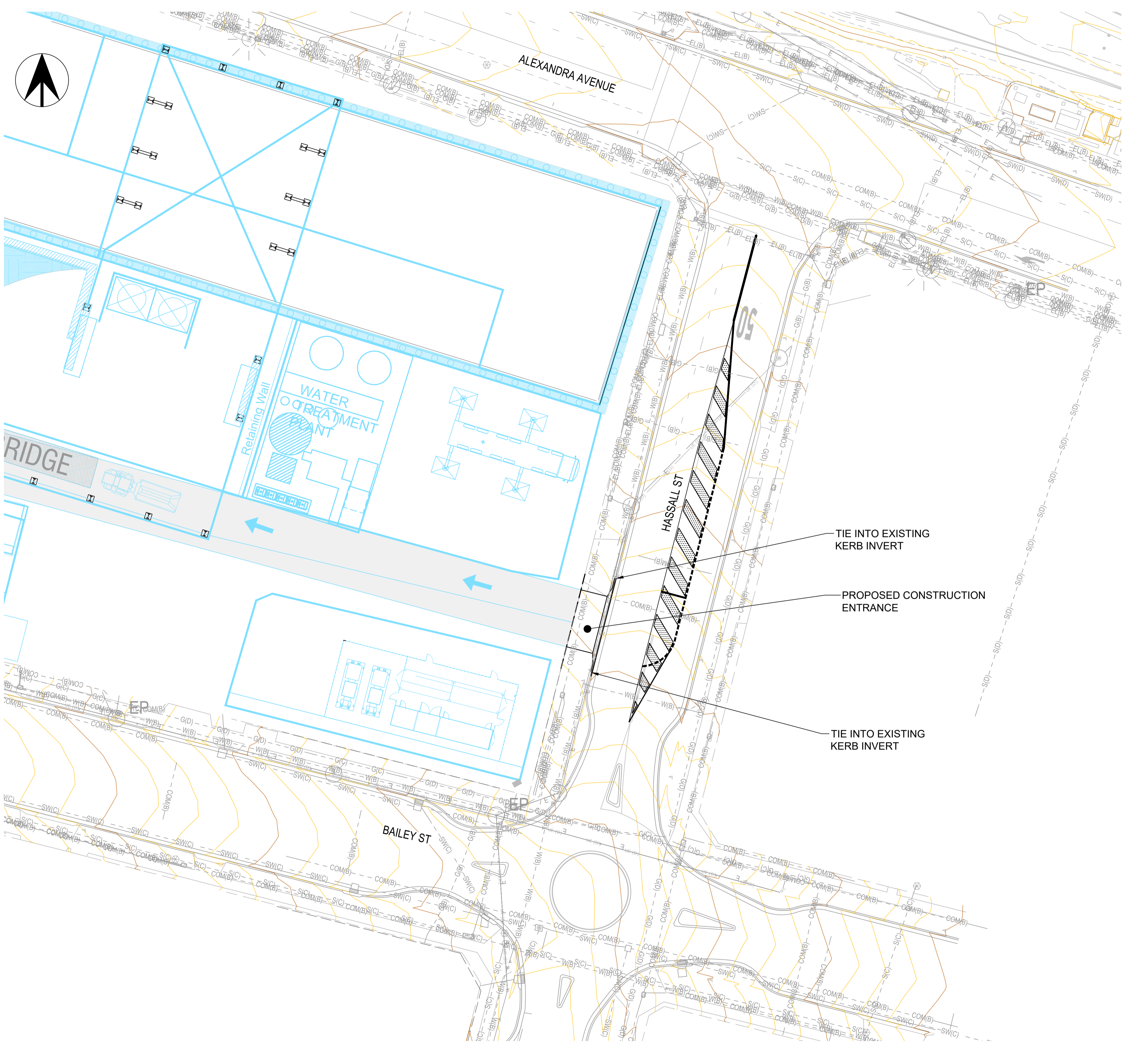
Service Providers

Role	Name	Date
DRAWN	K.CURLEY	28.09.22
DESIGNED	R.CROWLEY	28.09.22
DRG CHECK	L.NICHOLS	28.09.22
DESIGN CHECK	D.GEERLINGS	28.09.22
APPROVED	J.FONG	28.09.22

SYDNEY METRO WEST
 PHASE 1A - HASSALL STREET SITE DRIVEWAY ENTRY
 WESTMEAD ENABLING WORKS
 ROADWORKS
 GENERAL ARRANGEMENT PLAN

DOCUMENT No: SHEET: 8 OF 15
 STATUS: STAGE 3 DETAILED DESIGN
 EDMS NO: DRG No. SMWSTWTP-GLO-WMD-SN650-CV-DRG-070101

REV: C VER



LEGEND

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- PROPOSED SITE LAYOUT
- PROPOSED KERB
- PROPOSED CONTOURS - MAJOR
- PROPOSED CONTOURS - MINOR
- EXISTING TCS SIGNAL POST
- EXISTING POWER POLE AND LIGHT
- EXISTING 11KV ELECTRICITY
- EXISTING 33KV ELECTRICITY
- EXISTING OPTIC FIBRE - OPTUS
- EXISTING OPTIC FIBRE - TELSTRA
- EXISTING LV UNDERGROUND
- EXISTING GAS - MEDIUM PRESSURE
- EXISTING SEWER
- EXISTING STORMWATER
- EXISTING POTABLE WATER
- PROPERTY BOUNDARY/FENCE

TIE INTO EXISTING KERB INVERT

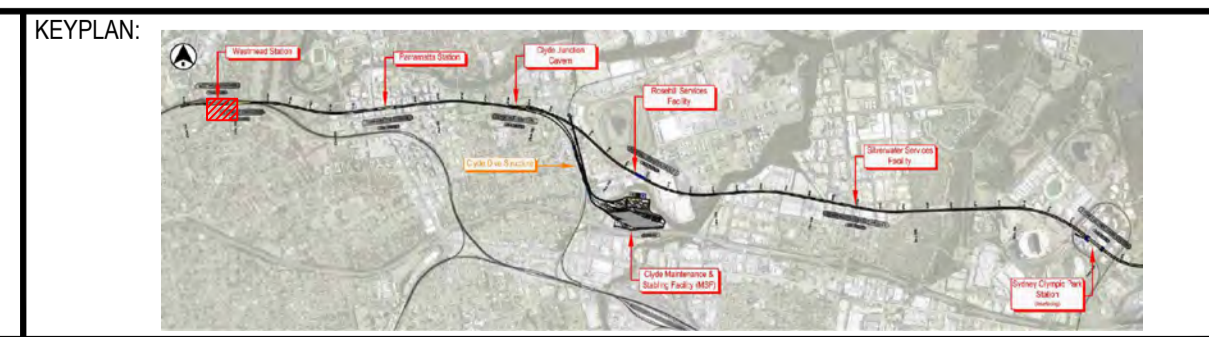
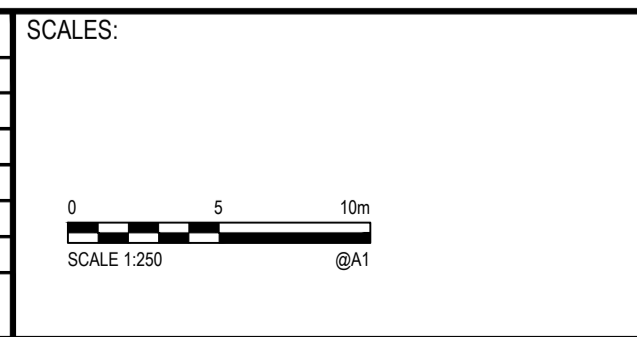
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NOT FOR CONSTRUCTION

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A	STAGE 3 DETAILED DESIGN - 100%	R.C	D.G	LN	18.08.22



CLIENT:

PRINCIPAL AEO:

Service Providers

GAMUDA Australia	LAINO CIRCUKRE	DRAWN	K.CURLEY	28.09.22
		DESIGNED	R.CROWLEY	28.09.22
		DRG CHECK	L.NICHOLS	28.09.22
		DESIGN CHECK	D.GEERLINGS	28.09.22
		APPROVED	J.FONG	28.09.22

SYDNEY METRO WEST

PHASE 1A - HASSALL STREET SITE DRIVEWAY ENTRY
WESTMEAD ENABLING WORKS
STORMWATER & UTILITIES PLAN

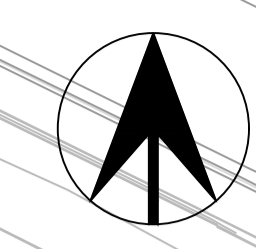
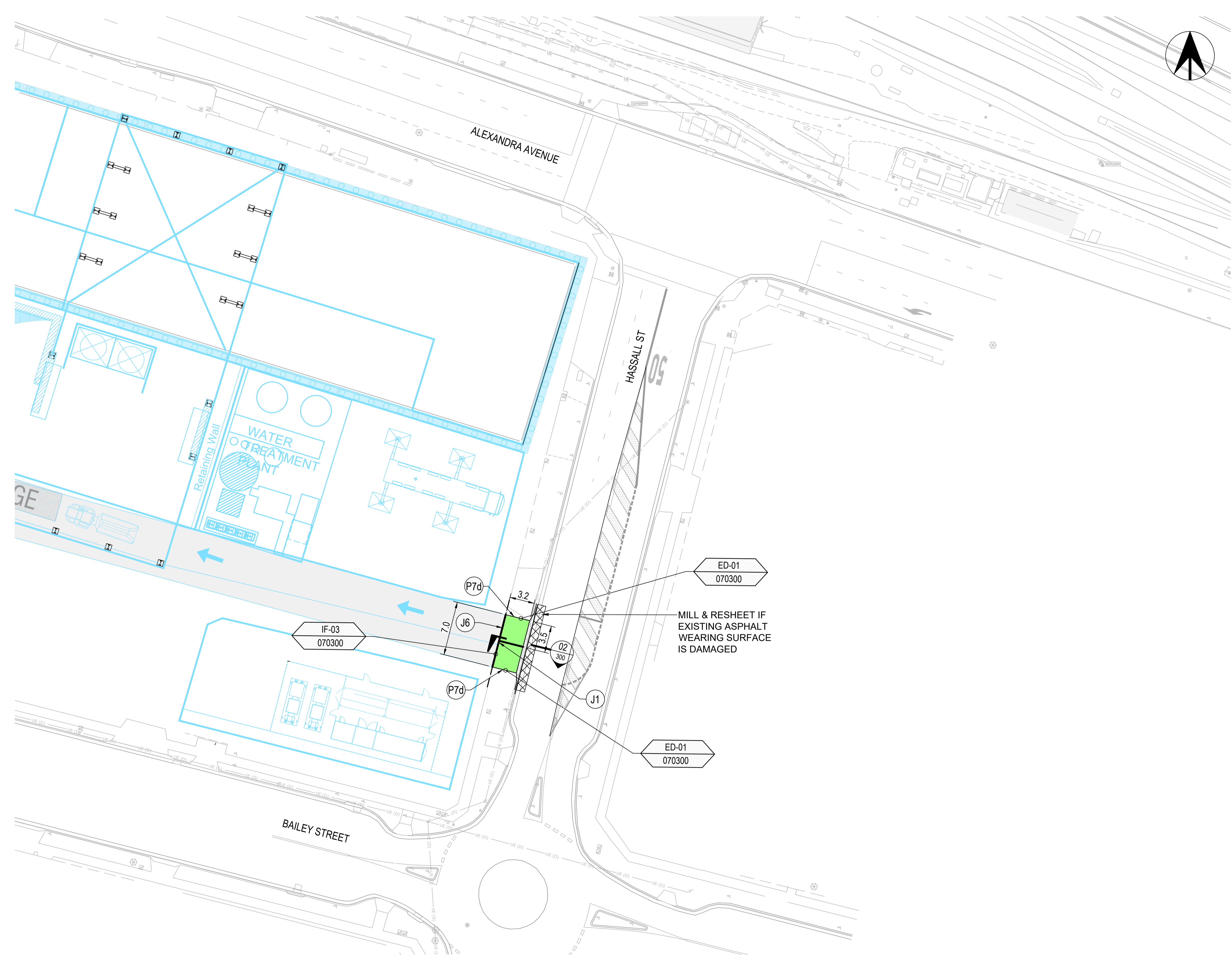
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NOTE: Do not scale from this drawing.

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

Plot Date: 28/09/22 - 1109 Card File: C:\pwwork\smw\smw\dms\04843\SMWSTWTP-GLO-WMD-SN650-CV-DRG-070301.dwg

100mm AT FULL SIZE



LEGEND

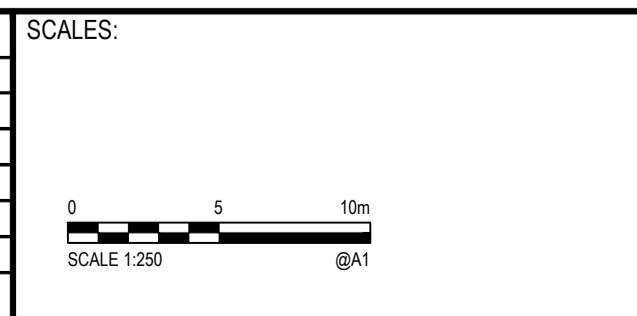
- EXISTING KERB
- PROPOSED SITE LAYOUT
- PROPOSED KERB

- PAVEMENT TYPE R1
- PAVEMENT TYPE 2
- PAVEMENT EDGE TAG
- PAVEMENT INTERFACE TAG
- PAVEMENT JOINT TAG



NOT FOR CONSTRUCTION

No.	Amendment Description	Design by	Verified by	Approved by	Date
001.0	STAGE 3 DETAILED DESIGN - 100% RESUBMISSION	R.C.	D.G.	LN	28.09.22
A	STAGE 3 DETAILED DESIGN - 100%	R.C.	D.G.	LN	18.08.22



CLIENT:

PRINCIPAL AEO:

Service Providers

Role	Name	Date
DRAWN	K. CURLEY	28.09.22
DESIGNED	R. CROWLEY	28.09.22
DRG CHECK	L. NICHOLS	28.09.22
DESIGN CHECK	D. GEERLINGS	28.09.22
APPROVED	J. FONG	28.09.22

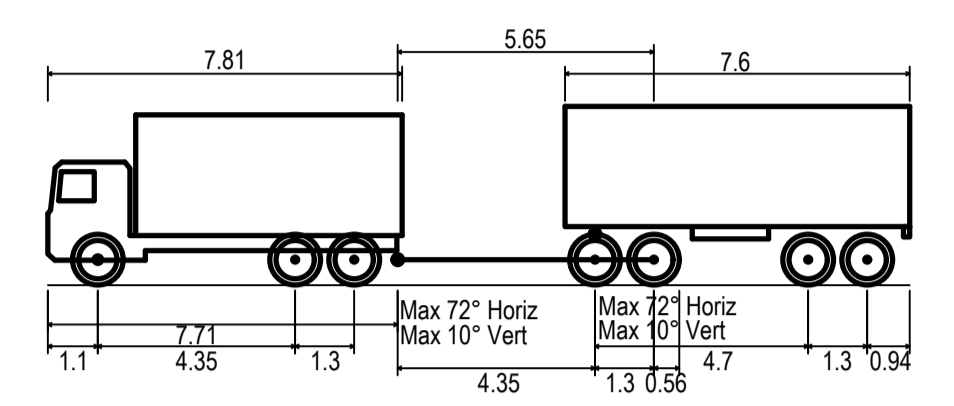
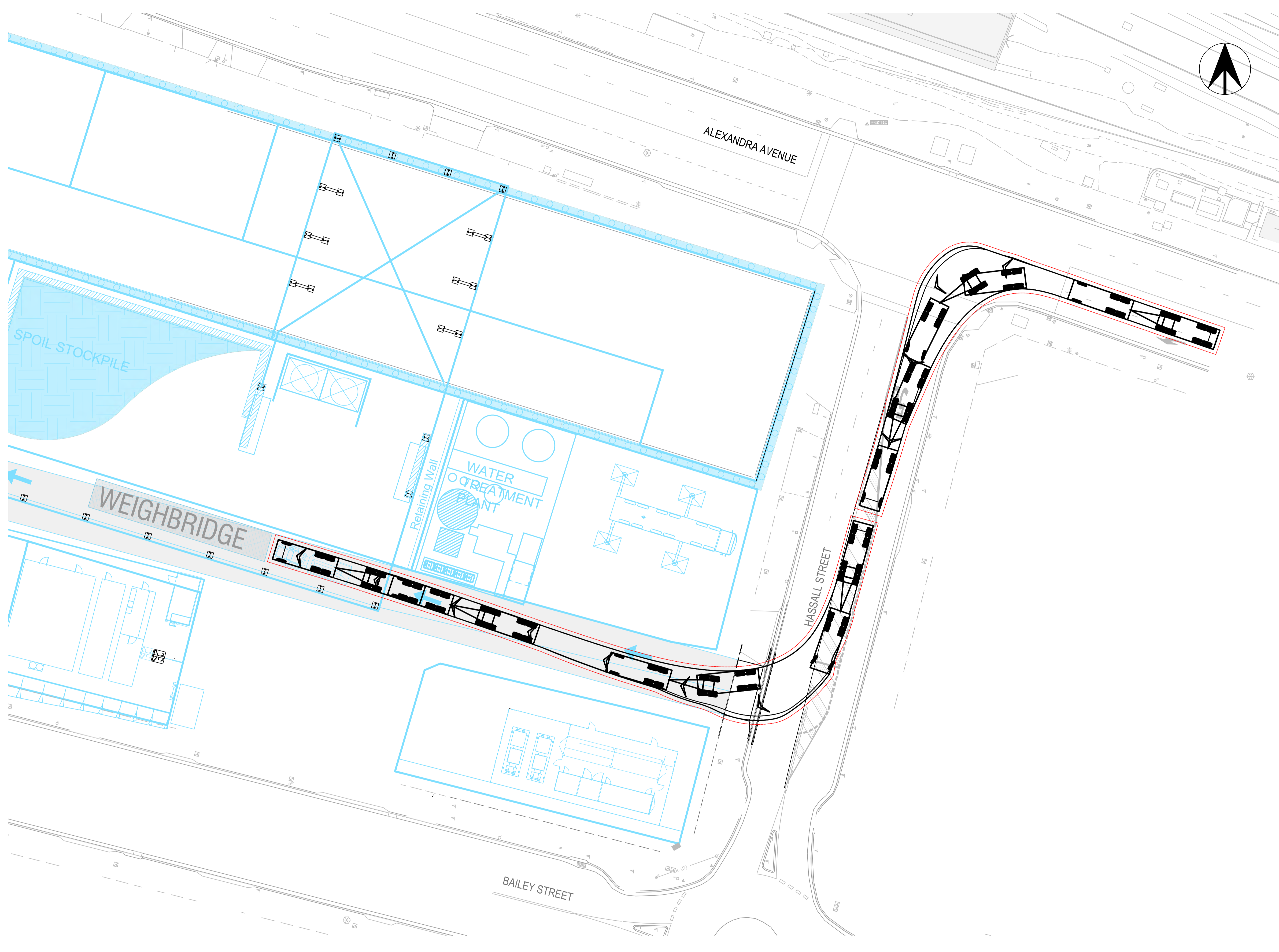
SYDNEY METRO WEST
 PHASE 1A - HASSALL STREET SITE DRIVEWAY ENTRY
 WESTMEAD ENABLING WORKS
 PAVEMENT PLAN

DOCUMENT No: _____ SHEET: 13 OF 15 ©
 STATUS: STAGE 3 DETAILED DESIGN EDMS NO: _____
 DRG No. SMWSTWTP-GLO-WMD-SN650-CV-DRG-070301 REV B VER

NOTE: Do not scale from this drawing.

Plot Date: 28/09/22 - 1109 C:\pwworking\smwstwp\glo\wmd\sn650\cv\DRG-070501.dwg

100mm AT FULL SIZE



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

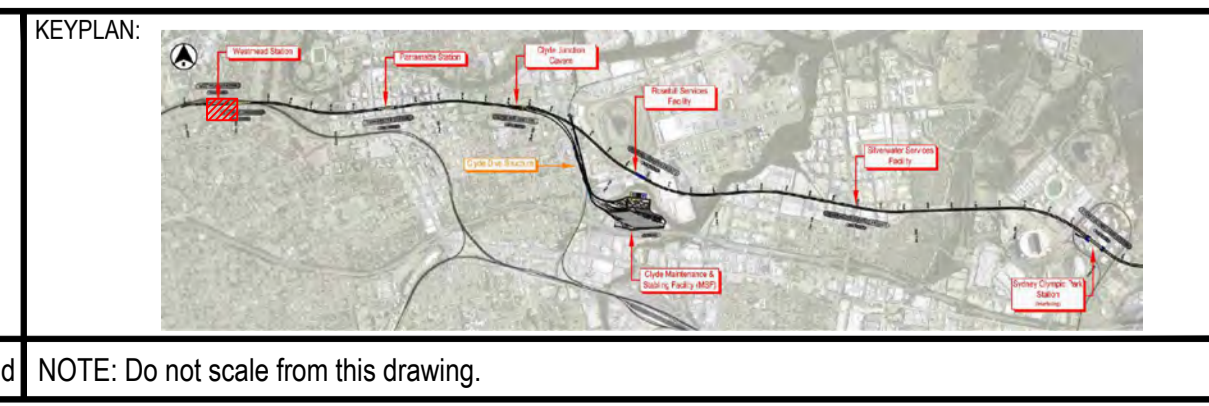
TRUCK AND DOG (19m-50t) PROFILE



NOT FOR CONSTRUCTION

No.	Amendment Description	Design by	Verified by	Approved by	Date
001	STAGE 3 DETAILED DESIGN - 100% RESUBMISSION	R.C.	D.G.	LN	28/09/22
B	STAGE 3 DETAILED DESIGN - 100%	R.C.	D.G.	LN	18/08/22
A	STAGE 2 DETAILED DESIGN - 70%	R.C.	D.G.	LN	07/07/22

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

PRINCIPAL AEO:

Service Providers

DRAWN	K. CURLEY	28/09/22
DESIGNED	R. CROWLEY	28/09/22
DRG CHECK	L. NICHOLS	28/09/22
DESIGN CHECK	D. GEERLINGS	28/09/22
APPROVED	J. FONG	28/09/22

Logos for GAMUDA Australia, LAING O'Rourke, Gardno, and Stantec.

SYDNEY METRO WEST
 PHASE 1A - HASSALL STREET SITE DRIVEWAY ENTRY
 WESTMEAD ENABLING WORKS
 ROADWORKS
 TURNING PATH PLAN - SHEET 1

DOCUMENT No: SHEET: 14 OF 14 ©
 STATUS: STAGE 3 DETAILED DESIGN EDMS NO:
 DRG No. SMWSTWTP-GLO-WMD-SN650-CV-DRG-070501 REV C VER

SYDNEY METRO WEST

PHASE 2A - HAWKESBURY ROAD SITE DRIVEWAY EXIT

WESTMEAD ENABLING WORKS STAGE 3 DETAILED DESIGN - 100%



LOCALITY PLAN

NOT FOR CONSTRUCTION

Plot Date: 19/08/22 - 11:01 Card File: C:\pwworker\SMWSTWTP\Plans\043\SMWSTWTP-GLO-WMD-SN650-CV-DRG-080001.dwg 100mm AT FULL SIZE

No.	Amendment Description	Design by	Verified by	Approved by	Date
A	STAGE 3 DETAILED DESIGN - 100%	R.C	D.G	LN	18/08/22

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

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KEYPLAN:

NOTE: Do not scale from this drawing.

CLIENT:

PRINCIPAL AEO:

Service Providers

DRAWN	K.CURLEY	18/08/22
DESIGNED	R.CROWLEY	18/08/22
DRG CHECK	L.NICHOLS	18/08/22
DESIGN CHECK	D.GEERLINGS	18/08/22
APPROVED	J.FONG	18/08/22

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SYDNEY METRO WEST
 PHASE 2A - HAWKESBURY ROAD SITE DRIVEWAY EXIT
 WESTMEAD ENABLING WORKS
 GENERAL COVER SHEET

DOCUMENT No:	SHEET: OF	©
STATUS: STAGE 3 DETAILED DESIGN - 100%	EDMS NO:	
DRG No. SMWSTWTP-GLO-WMD-SN650-CV-DRG-080001	REV A	VER A01.01



LEGEND

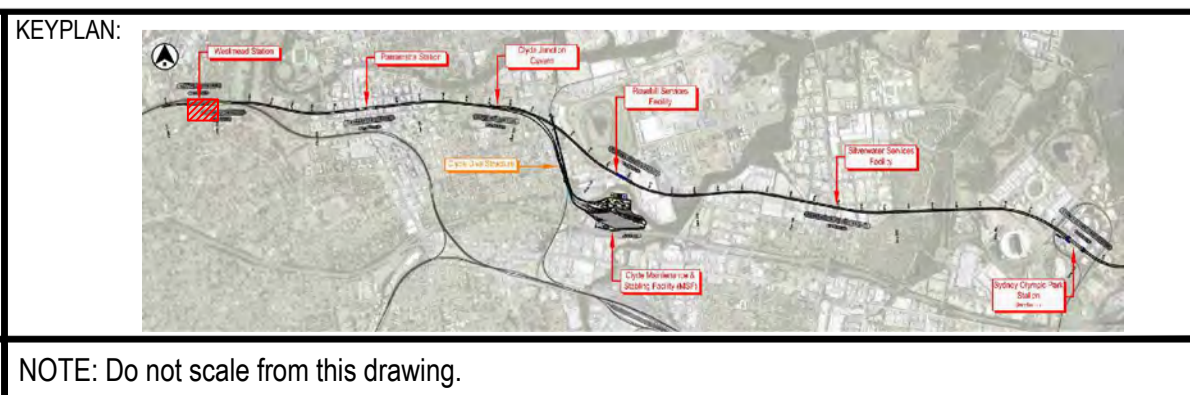
- EXISTING KERB
- PROPOSED SITE LAYOUT
- PROPOSED KERB

Plot Date: 19/08/22 - 11:27

100mm AT FULL SIZE

No.	Amendment Description	R/C Design by	D/G Verified by	LN Approved by	18/08/22 Date
A1	Co-ordinate System: MGA94, Z56				

SCALE:
0 20 40m SCALE 1:1000 @A1



CLIENT:

PRINCIPAL AEO:

The information shown on this drawing is for the purposes of the Sydney Metro Project only. No warranty is given or implied as to its suitability for any other purpose. The Service Providers accept no liability arising from the use of this drawing and the information shown thereon for any purpose other than the Sydney Metro Project.

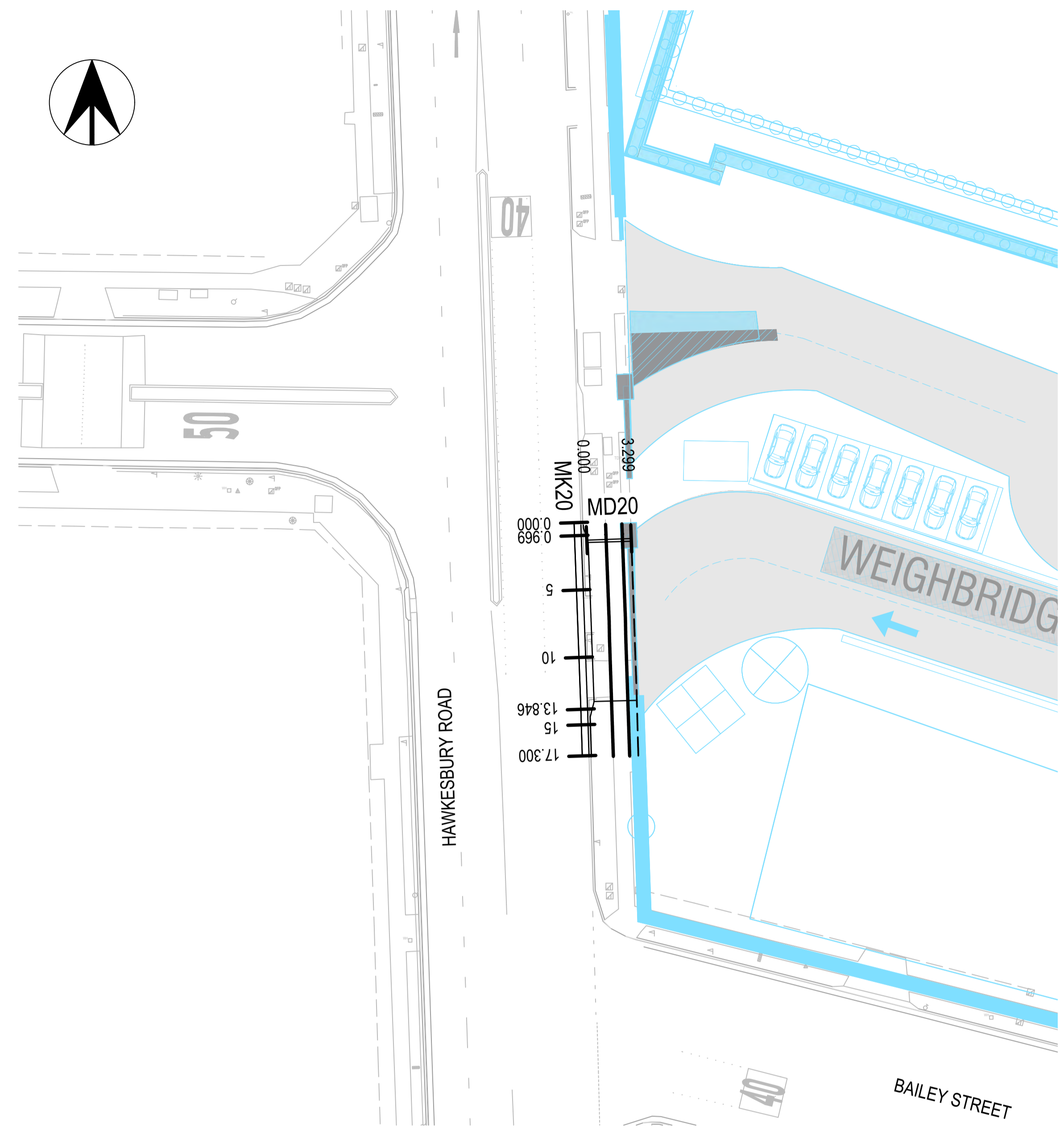
SERVICE PROVIDERS	ROLE	NAME	DATE
	DRAWN	K. CURLEY	18/08/22
	DESIGNED	R. CROWLEY	18/08/22
	DRG CHECK	L. NICHOLS	18/08/22
	DESIGN CHECK	D. GEERLINGS	18/08/22
	APPROVED	J. FONG	18/08/22

NOT FOR CONSTRUCTION

SYDNEY METRO WEST			
PHASE 2A - HAWKESBURY ROAD SITE DRIVEWAY EXIT			
WESTMEAD ENABLING WORKS			
GENERAL LAYOUT PLAN			
DOCUMENT No:	SHEET: OF	©	
STATUS: STAGE 3 DETAILED DESIGN - 100%			
DRG No. SMWSTWTP-GLO-WMD-SN650-CV-DRG-080002		REV A	VER A01.01

Plot Date: 19/08/22 - 11:01 Card File: C:\pwworker\SMWSTWTP\Plans\4843\SMWSTWTP-GLO-WMD-SN650-CV-DRG-080020.dwg

100mm AT FULL SIZE



LEGEND

- EXISTING KERB
- PROPOSED SITE LAYOUT
- PROPOSED KERB

C 11 ALGN DWAY- MD20 HORIZONTAL POINTS

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING
IP 1	0.000	313675.794	6257174.671	39.723	87°54'36.48"
IP 2	3.299	313679.091	6257174.791	39.772	87°54'36.48"

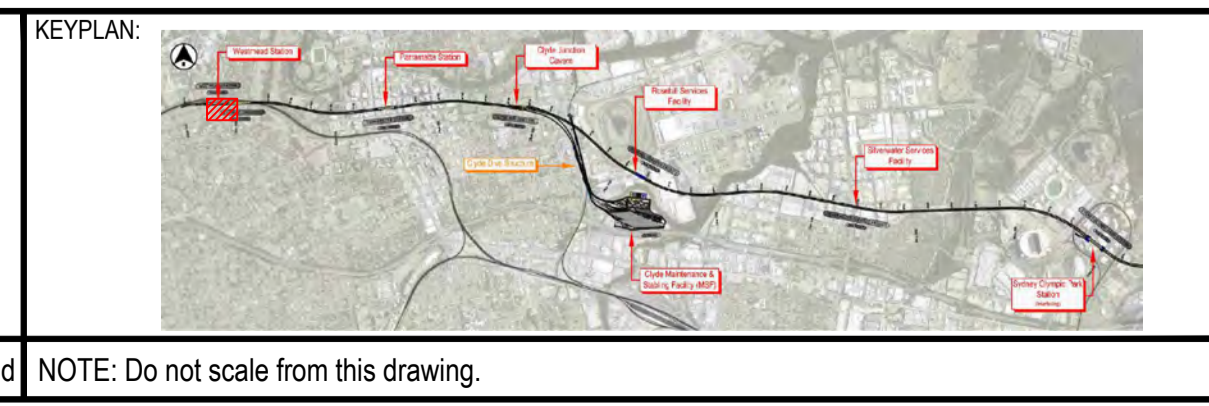
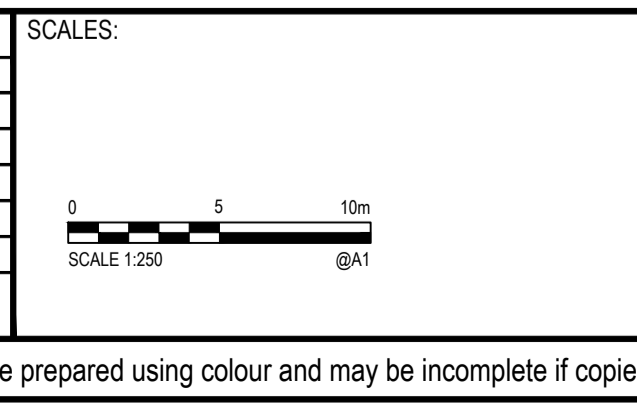
C 11 ALGN KERB - MK20 HORIZONTAL POINTS

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING
IP 1	0.000	313674.851	6257175.967	39.642	178°11'03.23"
IP 2	0.969	313674.882	6257174.999	39.658	
IP 3	13.846	313675.351	6257162.130	39.850	
IP 4	17.300	313675.460	6257158.678	39.919	178°12'07.74"



NOT FOR CONSTRUCTION

No.	Amendment Description	Design by	Verified by	Approved by	Date
A	STAGE 3 DETAILED DESIGN - 100%	R.C	D.G	LN	18.08.22



CLIENT:

PRINCIPAL AEO:

Service Providers

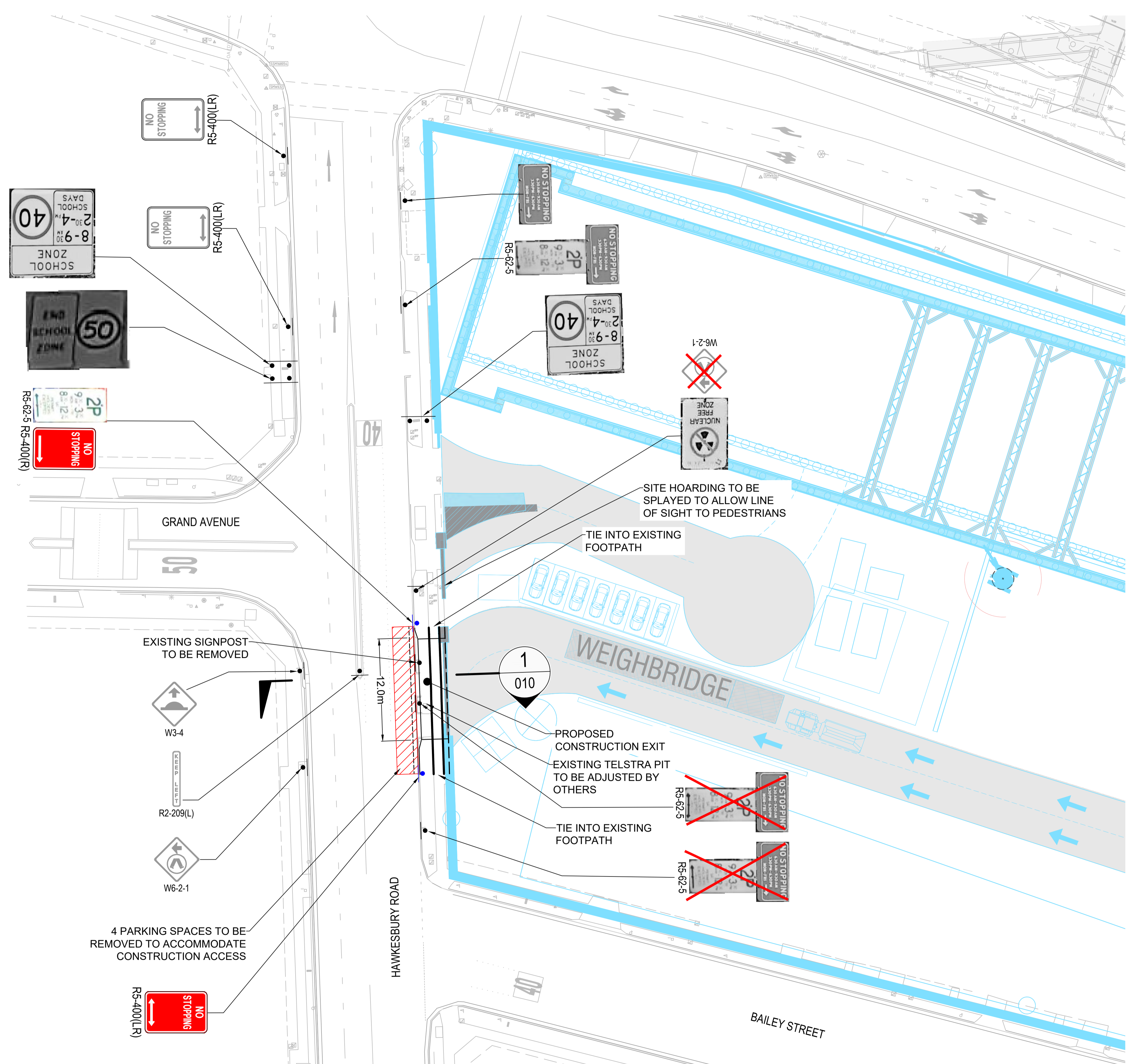
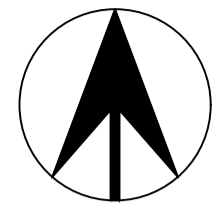
Role	Name	Date
DRAWN	K.CURLEY	18.08.22
DESIGNED	R.CROWLEY	18.08.22
DRG CHECK	L.NICHOLS	18.08.22
DESIGN CHECK	D.GEERLINGS	18.08.22
APPROVED	J.FONG	18.08.22

SYDNEY METRO WEST
 PHASE 2A - HAWKESBURY ROAD SITE DRIVEWAY EXIT
 WESTMEAD ENABLING WORKS
 ROADWORKS
 SETOUT PLAN

DOCUMENT No: SHEET: OF ©
 STATUS: STAGE 3 DETAILED DESIGN - 100% EDMS NO:
 DRG No. SMWSTWTP-GLO-WMD-SN650-CV-DRG-080020 REV A VER A01.01

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

NOTE: Do not scale from this drawing.



LEGEND

- EXISTING KERB
- PROPOSED SITE LAYOUT
- PROPOSED KERB
- SIGN EXISTING
- SIGN RELOCATE
- SIGN REMOVE
- SIGN PROPOSED
- SIGN POST EXISTING
- SIGN POST PROPOSED

NOTE:

1. REFER TO SECTION 5.6 OF THE DESIGN REPORT SMWSTWTP-GLO-WMD-SN650-CV-RPT-001001 FOR SUMMARY OF TOTAL PARKING GAINS/LOSS.

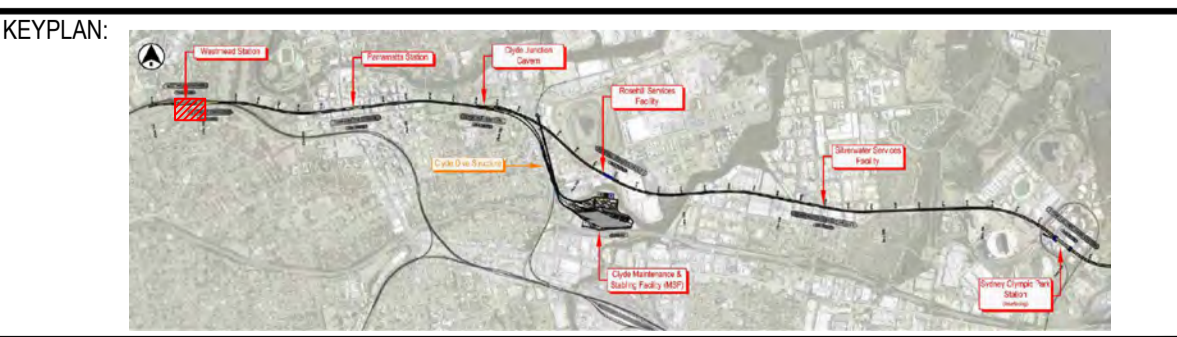
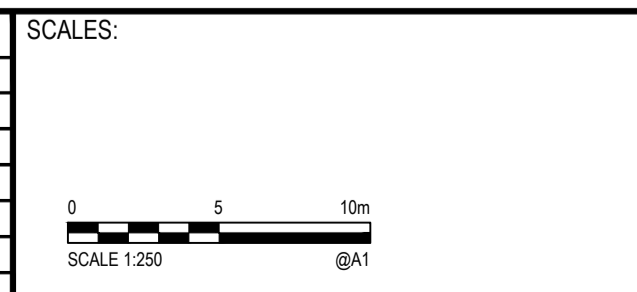


NOT FOR CONSTRUCTION

Plot Date: 19/08/22 - 1102 Cad File: C:\pwworker\SMWSTWTP\Plans\04843\SMWSTWTP-GLO-WMD-SN650-CV-DRG-080101.dwg

100mm AT FULL SIZE

No.	Amendment Description	Design by	Verified by	Approved by	Date
A01.0	STAGE 3 DETAILED DESIGN - 100%	R.C.	D.G.	LN	18.08.22



NOTE: Do not scale from this drawing.

CLIENT:

PRINCIPAL AEO:






Service Providers













Role	Name	Date
DRAWN	K. CURLEY	18.08.22
DESIGNED	R. CROWLEY	18.08.22
DRG CHECK	L. NICHOLS	18.08.22
DESIGN CHECK	D. GEERLINGS	18.08.22
APPROVED	J. FONG	18.08.22

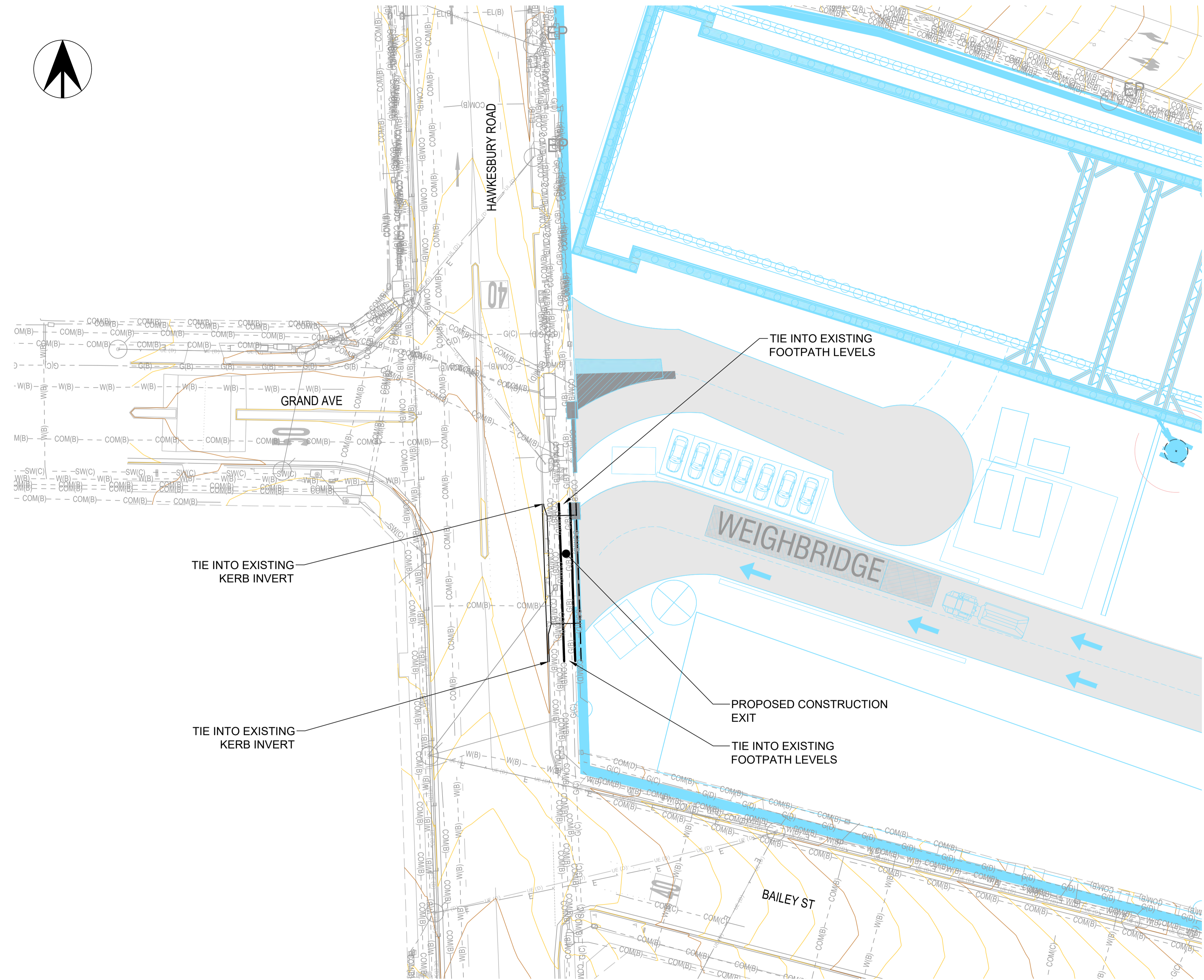
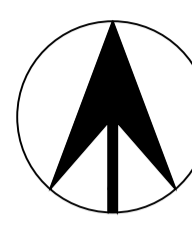
SYDNEY METRO WEST
 PHASE 2A - HAWKESBURY ROAD SITE DRIVEWAY EXIT
 WESTMEAD ENABLING WORKS
 ROADWORKS
 GENERAL ARRANGEMENT PLAN

DOCUMENT No: SHEET: OF
 STATUS: STAGE 3 DETAILED DESIGN - 100% EDMS NO:
 DRG No. SMWSTWTP-GLO-WMD-SN650-CV-DRG-080101 REV A VER A01.01

LEGEND

-  EXISTING KERB
-  PROPOSED SITE LAYOUT
-  PROPOSED KERB
-  PROPOSED CONTOURS - MAJOR
-  PROPOSED CONTOURS - MINOR

-  EXISTING TCS SIGNAL POST
-  EXISTING POWER POLE AND LIGHT
-  EXISTING 11KV ELECTRICITY
-  EXISTING 33KV ELECTRICITY
-  EXISTING OPTIC FIBRE - OPTUS
-  EXISTING OPTIC FIBRE - TELSTRA
-  EXISTING LV UNDERGROUND
-  EXISTING GAS - MEDIUM PRESSURE
-  EXISTING SEWER
-  EXISTING STORMWATER
-  EXISTING POTABLE WATER
-  PROPERTY BOUNDARY/FENCE

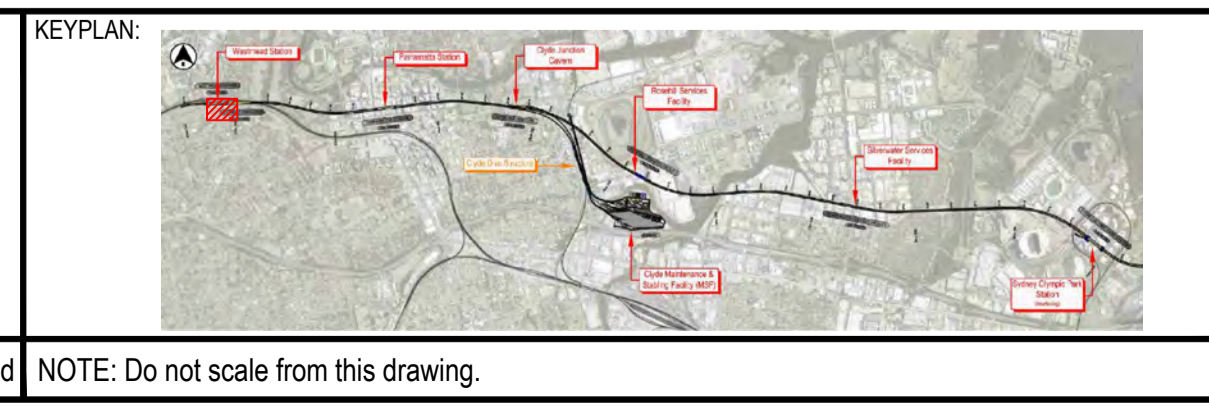


NOT FOR CONSTRUCTION

No.	Amendment Description	Design by	Verified by	Approved by	Date
A01.0	STAGE 3 DETAILED DESIGN - 100%	R.C	D.G	LN	18.08.22

SCALES:

SCALE 1:250 @A1



CLIENT:

PRINCIPAL AEO:

Service Providers

DRAWN	K.CURLEY	18.08.22
DESIGNED	R.CROWLEY	18.08.22
DRG CHECK	L.NICHOLS	18.08.22
DESIGN CHECK	D.GEERLINGS	18.08.22
APPROVED	J.FONG	18.08.22

SYDNEY METRO WEST
 PHASE 2A - HAWKESBURY ROAD SITE DRIVEWAY EXIT
 WESTMEAD ENABLING WORKS
 STORMWATER & UTILITIES
 PLAN

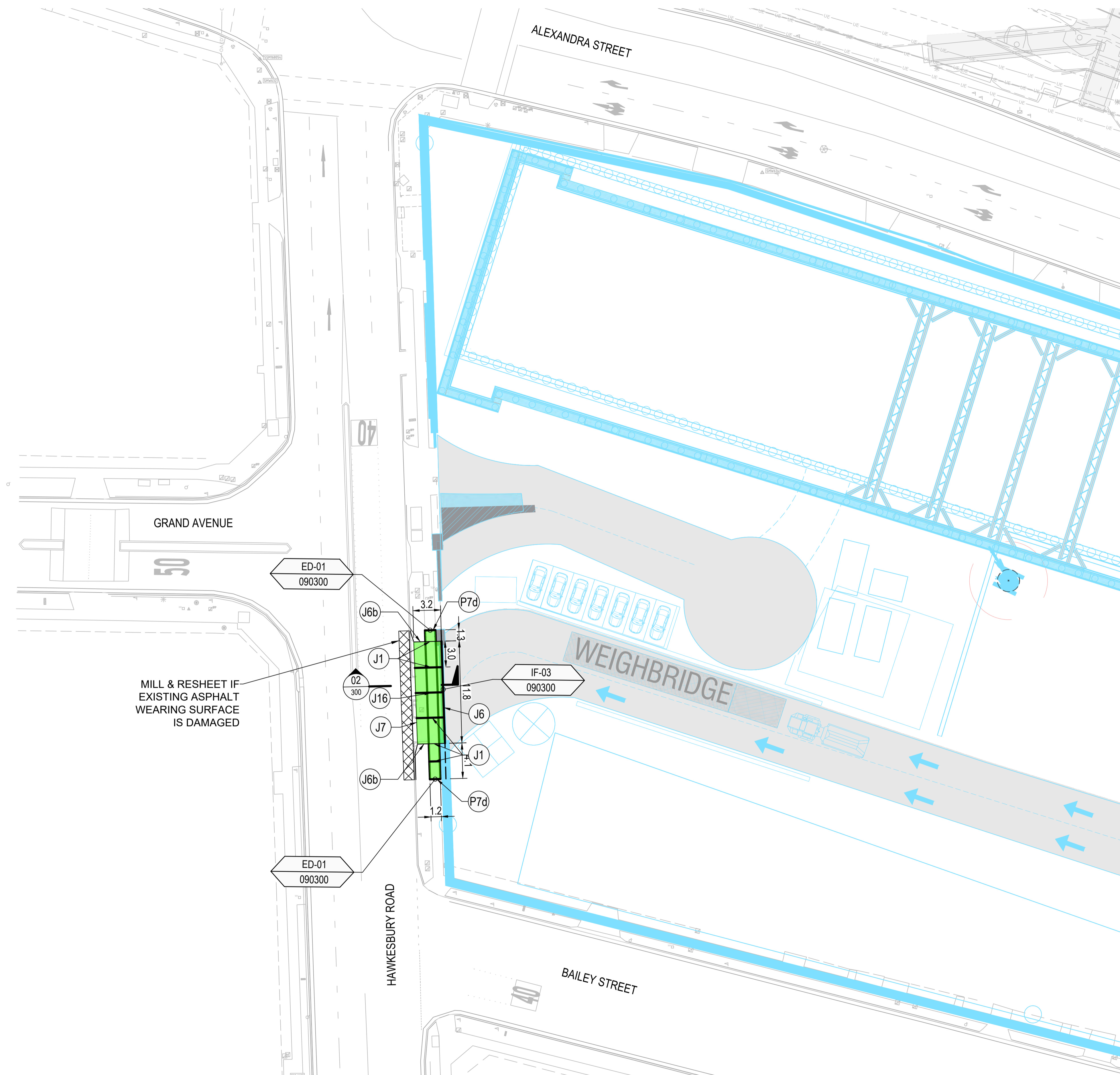
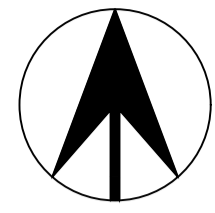
DOCUMENT No:	SHEET: OF	©
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Plot Date: 19/08/22 - 11:02





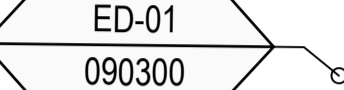
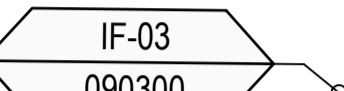
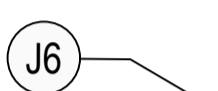
100mm AT FULL SIZE

100mm AT FULL SIZE

NOTE: Do not scale from this drawing.



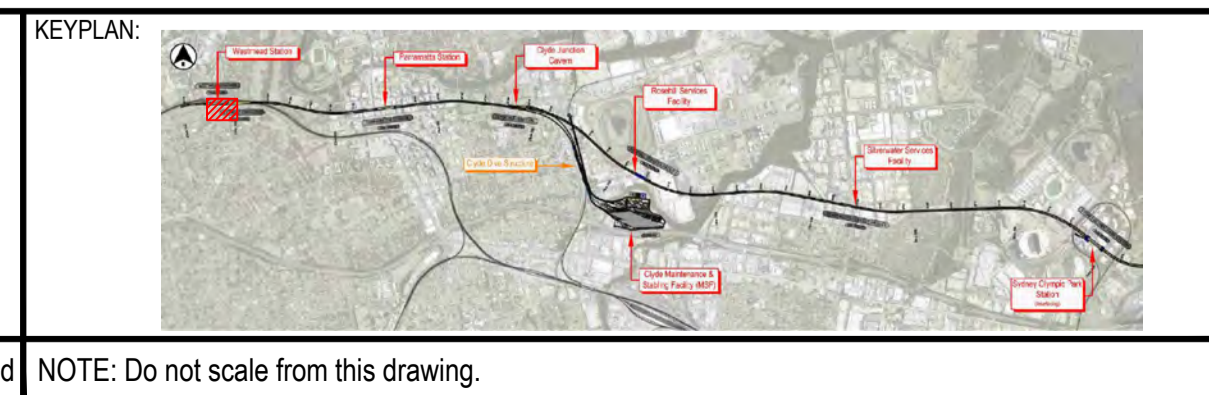
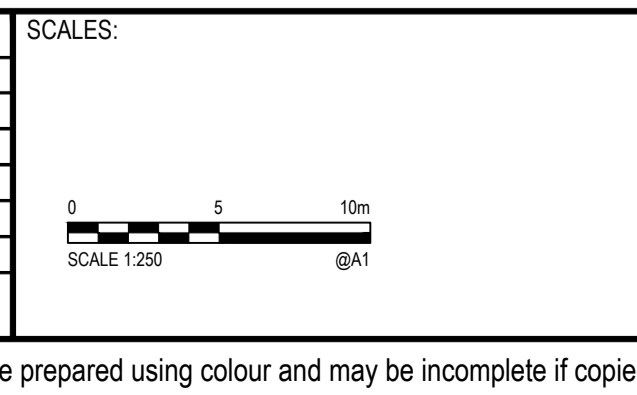
LEGEND

-  EXISTING KERB
-  PROPOSED SITE LAYOUT
-  PROPOSED KERB
-  PAVEMENT TYPE R1
-  PAVEMENT EDGE TAG
-  PAVEMENT INTERFACE TAG
-  PAVEMENT JOINT TAG



NOT FOR CONSTRUCTION

No.	Amendment Description	Design by	Verified by	Approved by	Date
A01.0	STAGE 3 DETAILED DESIGN - 100%	R.C.	D.G.	LN	18.08.22



CLIENT:

PRINCIPAL AEO:

Service Providers

DRAWN	K. CURLEY	18.08.22
DESIGNED	R. CROWLEY	18.08.22
DRG CHECK	L. NICHOLS	18.08.22
DESIGN CHECK	D. GEERLINGS	18.08.22
APPROVED	J. FONG	18.08.22

SYDNEY METRO WEST
 PHASE 2A - HAWKESBURY ROAD SITE DRIVEWAY EXIT
 WESTMEAD ENABLING WORKS
 PAVEMENT PLAN

DOCUMENT No:	SHEET: OF	©
STATUS: STAGE 3 DETAILED DESIGN - 100%	EDMS NO:	
DRG No. SMWSTWTP-GLO-WMD-SN650-CV-DRG-080301	REV A	VER A01.01

Plot Date: 19/08/22 - 11:03 Card File: C:\pwworker\SMWSTWTP\Plans\0843\SMWSTWTP-GLO-WMD-SN650-CV-DRG-080301.dwg

100mm AT FULL SIZE

100mm AT FULL SIZE

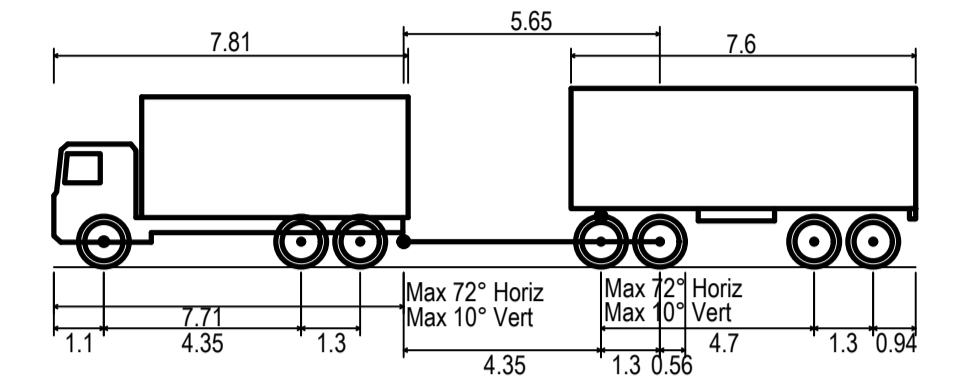
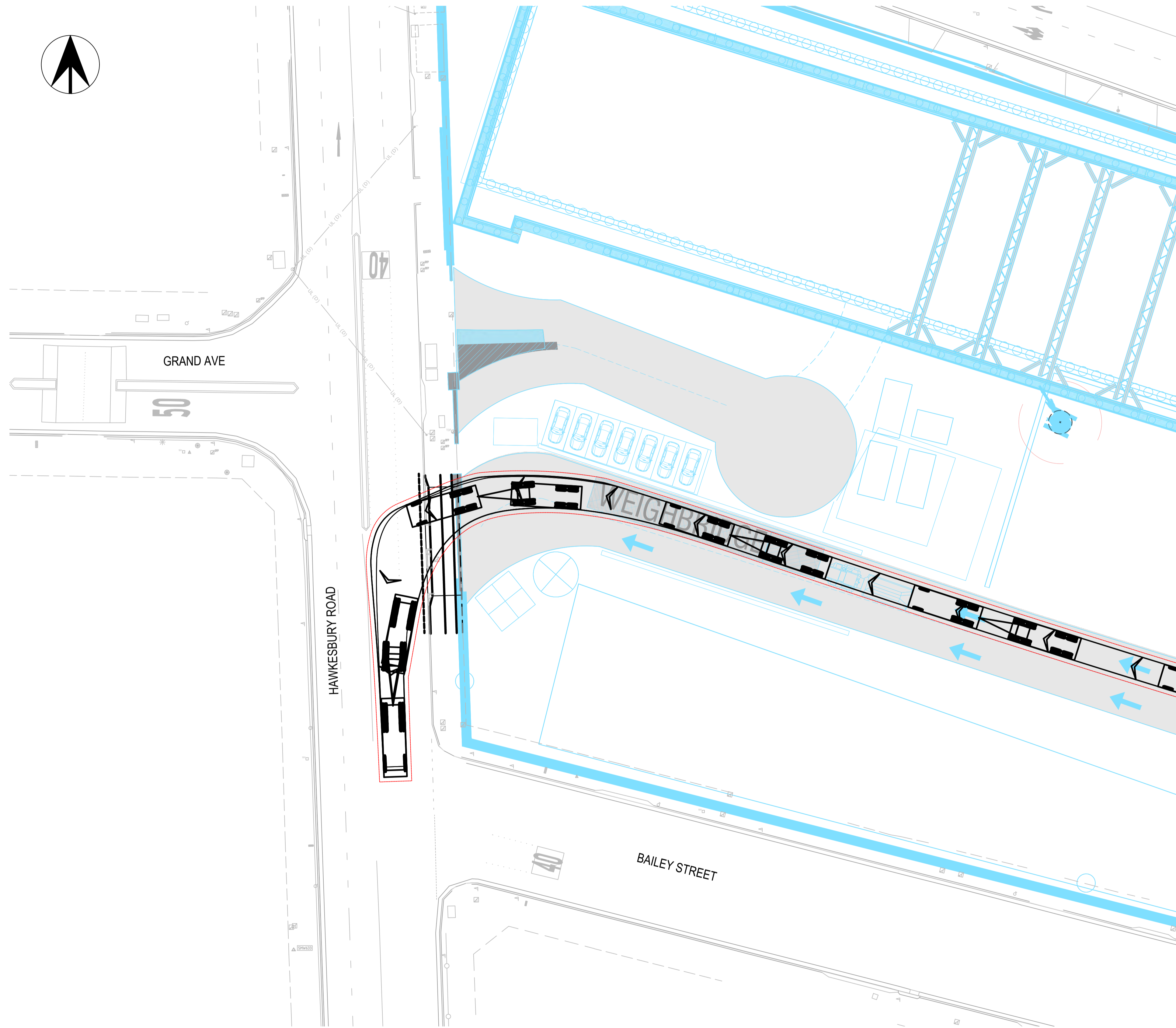
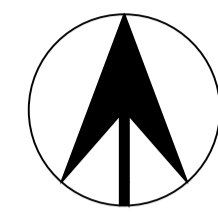
NOTE: Do not scale from this drawing.

Cad File: C:\pwworker\SMWSTWTP\Plans\043\SMWSTWTP-GLO-WMD-SN650-CV-DRG-080501.dwg

Plot Date: 19/08/22 - 11:03

100mm AT FULL SIZE

100mm AT FULL SIZE



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

TRUCK AND DOG (19m-50t) PROFILE

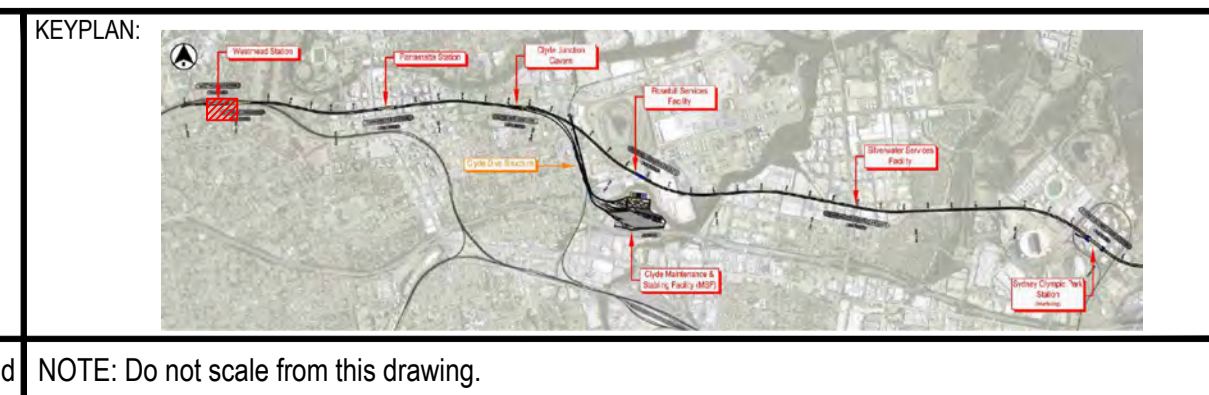


NOT FOR CONSTRUCTION

No.	Amendment Description	Design by	Verified by	Approved by	Date
01.0	STAGE 3 DETAILED DESIGN - 100%	R.C.	D.G.	LN	18.08.22

SCALES:

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CLIENT:

PRINCIPAL AEO:

Service Providers

DRAWN	K. CURLEY	18.08.22
DESIGNED	R. CROWLEY	18.08.22
DRG CHECK	L. NICHOLS	18.08.22
DESIGN CHECK	D. GEERLINGS	18.08.22
APPROVED	J. FONG	18.08.22

SYDNEY METRO WEST
 PHASE 2A - HAWKESBURY ROAD SITE DRIVEWAY EXIT
 WESTMEAD ENABLING WORKS
 ROADWORKS
 TURNING PATH PLAN

DOCUMENT No: _____ SHEET: OF _____
 STATUS: STAGE 3 DETAILED DESIGN - 100% EDMS NO: _____
 DRG No. SMWSTWTP-GLO-WMD-SN650-CV-DRG-080501 REV A VER A01.01

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

NOTE: Do not scale from this drawing.

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Plot Date: 20/09/22 - 16:22 C:\pwworker\SMWSTWTP\Plans\4843\SMWSTWTP-GLO-WMD-SN650-CV-DRG-110002.dwg



LEGEND

- EXISTING KERB
- PROPOSED SITE LAYOUT
- PROPOSED KERB

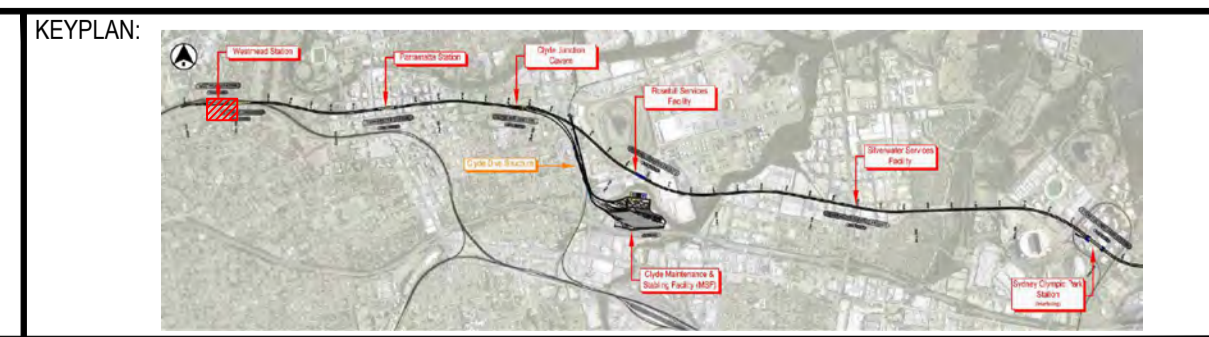
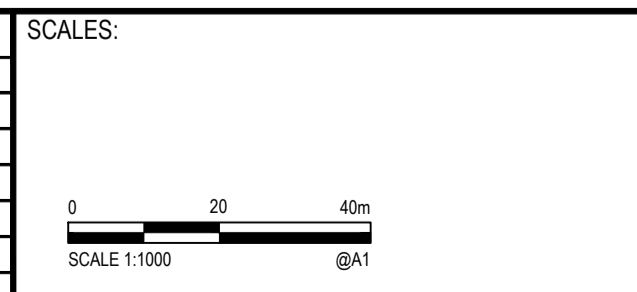
WESTMEAD PUBLIC SCHOOL

WESTMEAD STATION

SHEET 1

NOT FOR CONSTRUCTION

No.	Amendment Description	Design by	Verified by	Approved by	Date
A	STAGE 3 DETAILED DESIGN - 100%	R.C	D.G	LN	23/09/22



CLIENT:

PRINCIPAL AEO:

Service Providers

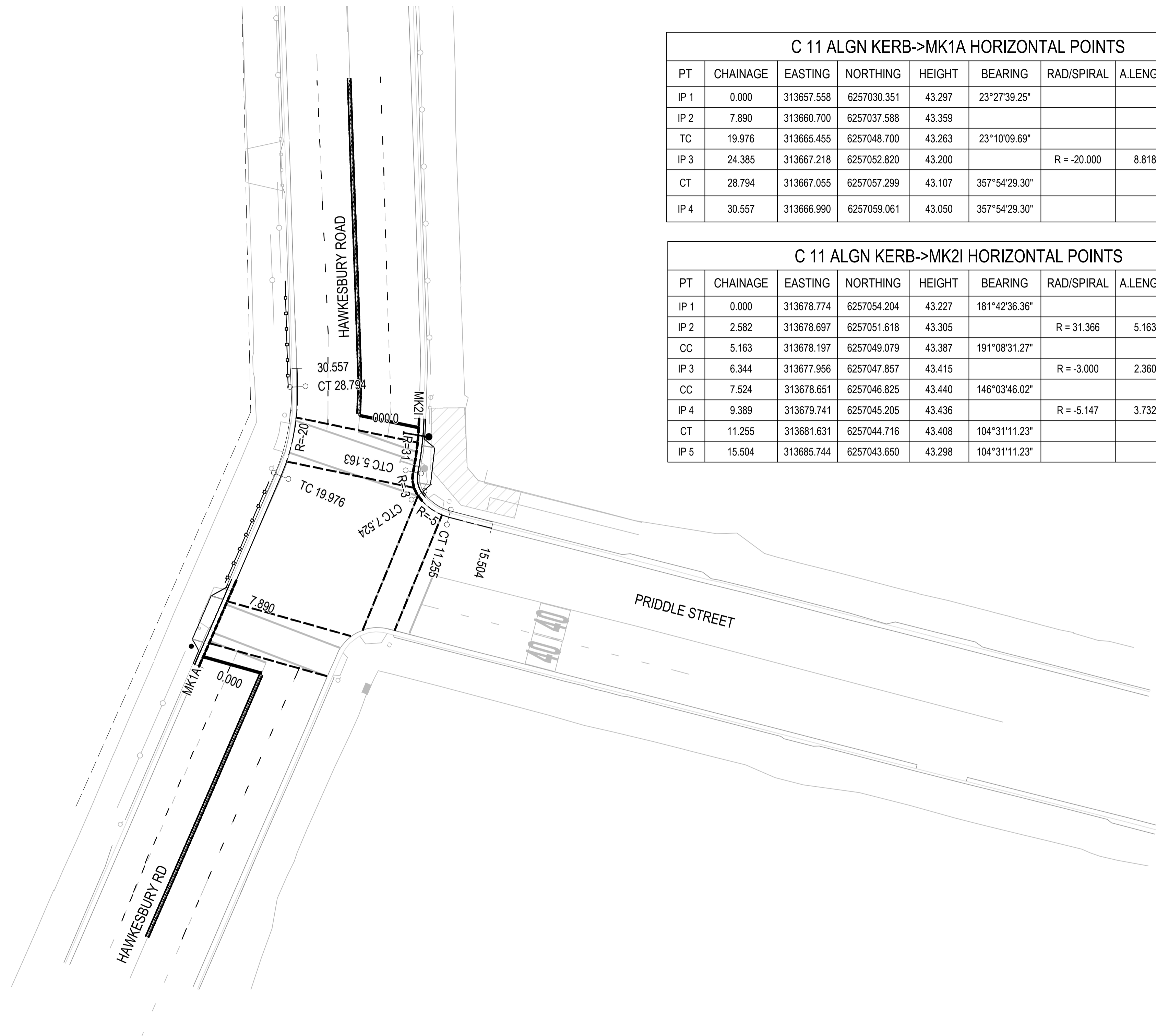
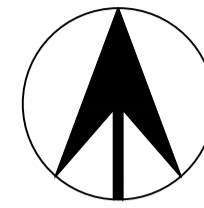
DRAWN	K.CURLEY	23/09/22
DESIGNED	R.CROWLEY	23/09/22
DRG CHECK	L.NICHOLS	23/09/22
DESIGN CHECK	D.GEERLINGS	23/09/22
APPROVED	J.FONG	23/09/22

SYDNEY METRO WEST
 PHASE 2B - HAWKESBURY ROAD AND PRIDDLE STREET
 WESTMEAD ENABLING WORKS
 GENERAL LAYOUT PLAN

DOCUMENT No:	SHEET: 2 OF 10	
STATUS: STAGE 3 DETAILED DESIGN	EDMS NO:	
DRG No. SMWSTWTP-GLO-WMD-SN650-CV-DRG-110002	REV A	VER

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

NOTE: Do not scale from this drawing.



C 11 ALGN KERB->MK1A HORIZONTAL POINTS								
PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	RAD/SPIRAL	A.LENGTH	DEFL.ANGLE
IP 1	0.000	313657.558	6257030.351	43.297	23°27'39.25"			
IP 2	7.890	313660.700	6257037.588	43.359				
TC	19.976	313665.455	6257048.700	43.263	23°10'09.69"			
IP 3	24.385	313667.218	6257052.820	43.200		R = -20.000	8.818	25°15'40.39"
CT	28.794	313667.055	6257057.299	43.107	357°54'29.30"			
IP 4	30.557	313666.990	6257059.061	43.050	357°54'29.30"			

C 11 ALGN KERB->MK2I HORIZONTAL POINTS								
PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	RAD/SPIRAL	A.LENGTH	DEFL.ANGLE
IP 1	0.000	313678.774	6257054.204	43.227	181°42'36.36"			
IP 2	2.582	313678.697	6257051.618	43.305		R = 31.366	5.163	9°25'54.91"
CC	5.163	313678.197	6257049.079	43.387	191°08'31.27"			
IP 3	6.344	313677.956	6257047.857	43.415		R = -3.000	2.360	45°04'45.25"
CC	7.524	313678.651	6257046.825	43.440	146°03'46.02"			
IP 4	9.389	313679.741	6257045.205	43.436		R = -5.147	3.732	41°32'34.79"
CT	11.255	313681.631	6257044.716	43.408	104°31'11.23"			
IP 5	15.504	313685.744	6257043.650	43.298	104°31'11.23"			

LEGEND

- EXISTING KERB
- PROPOSED SITE LAYOUT
- PROPOSED KERB
- PROPOSED LINE MARKING
- PROPOSED PEDESTRIAN FENCING
- PROPOSED KERB RAMP
- PROPOSED TCS SIGNAL POST
- EXISTING TCS SIGNAL POST
- EXISTING POWER POLE AND LIGHT
- CONTROL LINE, CHAINAGE

0000

Plot Date: 21/09/22 - 20:03 Card File: C:\pwworking\smwstwp\glo\wmd\sn650\cv\DRG-110020.dwg



KEY PLAN

NOT FOR CONSTRUCTION

No.	Amendment Description	Design by	Verified by	Approved by	Date
A	STAGE 3 DETAILED DESIGN - 100%	R.C	D.G	LN	23/09/22

SCALES:

SCALE 1:250 @A1

KEYPLAN:

NOTE: Do not scale from this drawing.

CLIENT:

PRINCIPAL AEO:



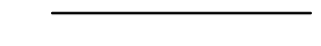
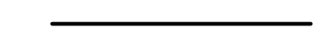
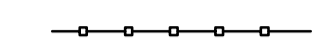






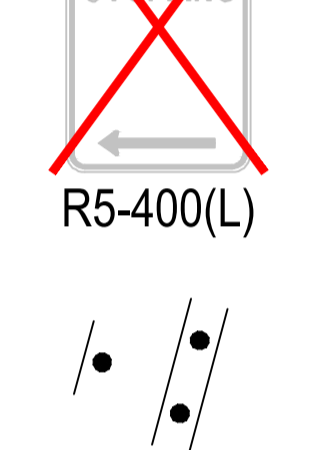
Service Providers

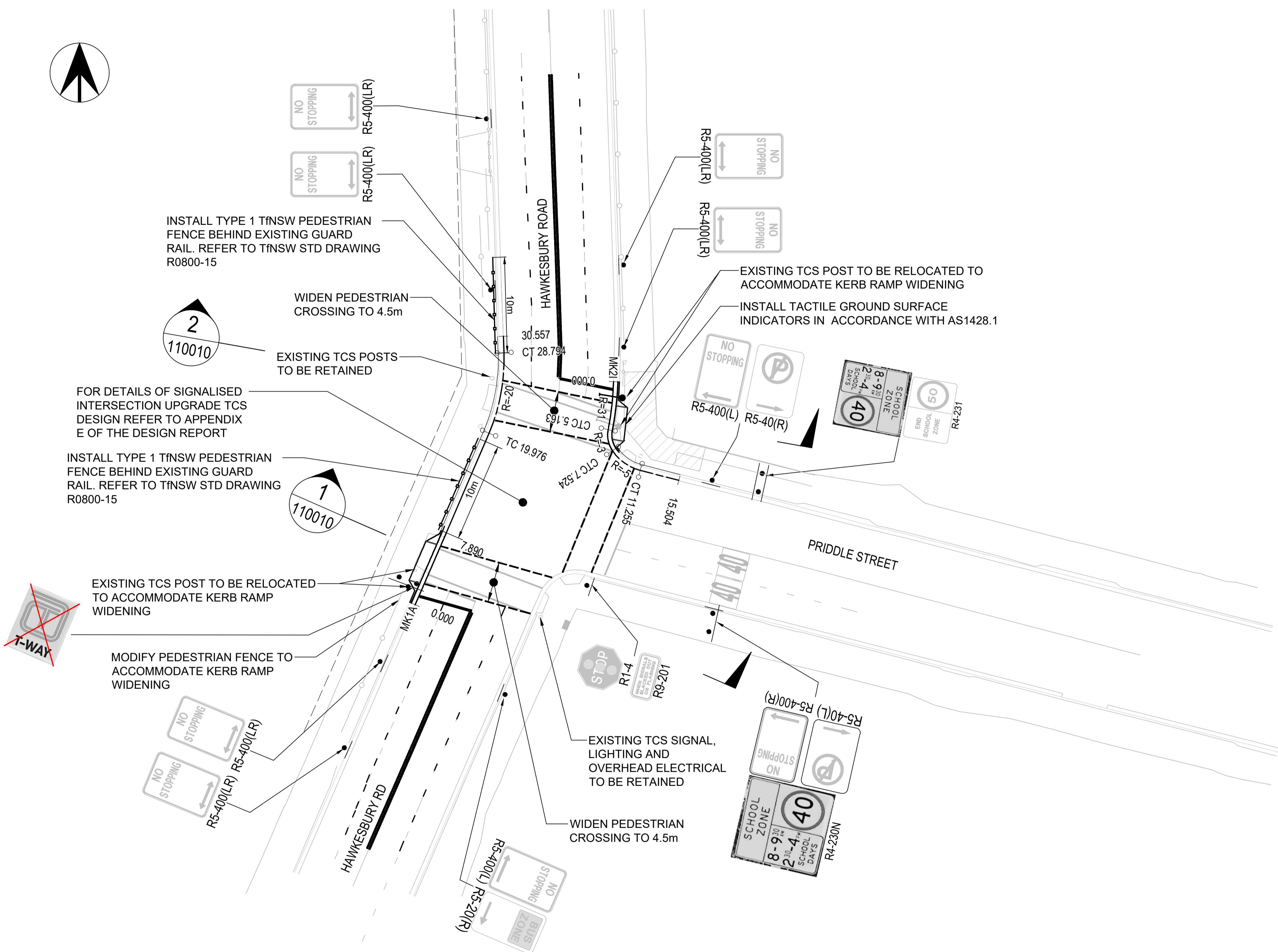
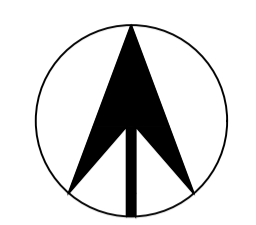
DRAWN: K.CURLEY 23/09/22
 DESIGNED: R.CROWLEY 23/09/22
 DRG CHECK: L.NICHOLS 23/09/22
 DESIGN CHECK: D.GEERLINGS 23/09/22
 APPROVED: J.FONG 23/09/22

SYDNEY METRO WEST
 PHASE 2B HAWKESBURY ROAD AND PRIDDLE STREET
 WESTMEAD ENABLING WORKS
 ROADWORKS
 SETOUT PLAN

DOCUMENT No: SHEET: 7 OF 10
 STATUS: STAGE 3 DETAILED DESIGN EDMS NO:
 DRG No. SMWSTWP-GLO-WMD-SN650-CV-DRG-110020 REV A VER

LEGEND

-  EXISTING KERB
-  PROPOSED SITE LAYOUT
-  PROPOSED KERB
-  PROPOSED LINE MARKING
-  PROPOSED PEDESTRIAN FENCING
-  PROPOSED KERB RAMP
-  PROPOSED TCS SIGNAL POST
-  EXISTING TCS SIGNAL POST
-  EXISTING POWER POLE AND LIGHT
-  SIGN EXISTING
-  SIGN REMOVE
-  SIGN POST EXISTING



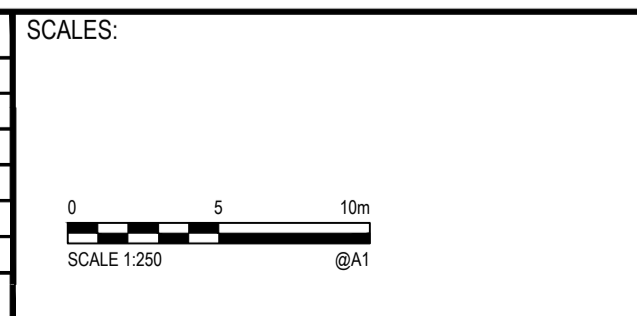
KEY PLAN

NOT FOR CONSTRUCTION

Plot Date: 26/09/22 - 16:47

100mm AT FULL SIZE

No.	Amendment Description	Design by	Verified by	Approved by	Date
A	STAGE 3 DETAILED DESIGN - 100%	R.C.	D.G.	LN	23/09/22



NOTE: Do not scale from this drawing.

CLIENT:

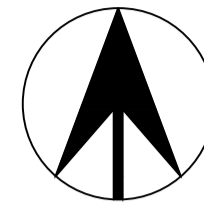
PRINCIPAL AEO:

Service Providers

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

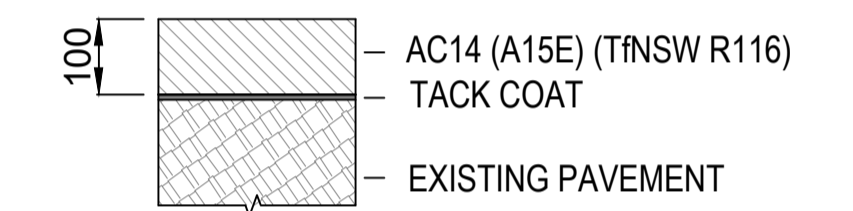
SYDNEY METRO WEST
 PHASE 2B - HAWKESBURY ROAD AND PRIDDLE STREET
 WESTMEAD ENABLING WORKS
 ROADWORKS
 GENERAL ARRANGEMENT PLAN

DOCUMENT No: _____ SHEET: 8 OF 10 ©
 STATUS: STAGE 3 DETAILED DESIGN EDMS NO: _____
 DRG No. SMWSTWTP-GLO-WMD-SN650-CV-DRG-110101 REV A VER

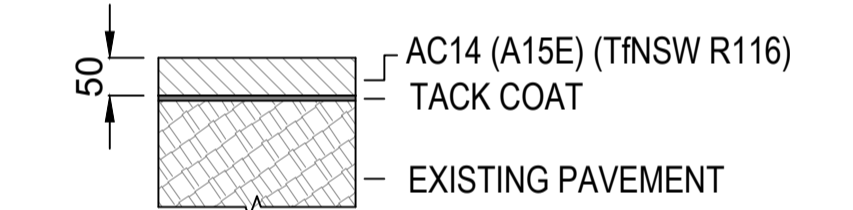


LEGEND

- EXISTING KERB
- PROPOSED SITE LAYOUT
- PROPOSED KERB
- PROPOSED LINE MARKING
- PROPOSED PEDESTRIAN FENCING
- PROPOSED KERB RAMP
- PROPOSED TCS SIGNAL POST
- EXISTING TCS SIGNAL POST
- EXISTING POWER POLE AND LIGHT
- CONTROL LINE, CHAINAGE
- PROPOSED LINEMARKING TAGS
- PAVEMENT TYPE 1
- PAVEMENT TYPE 2



PAVEMENT TYPE 1 -
MILL AND RESHEET AT TCS LOOPS



PAVEMENT TYPE 2 -
MILL AND RESHEET

PAVEMENT PROFILES



KEY PLAN

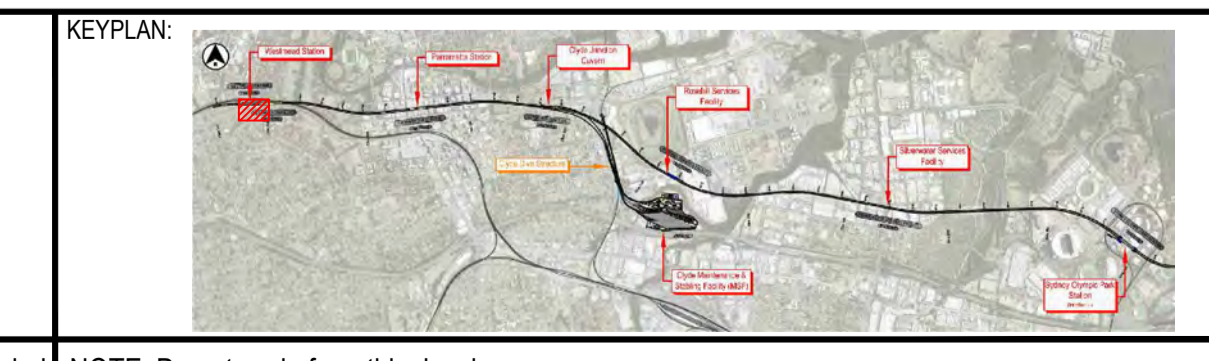
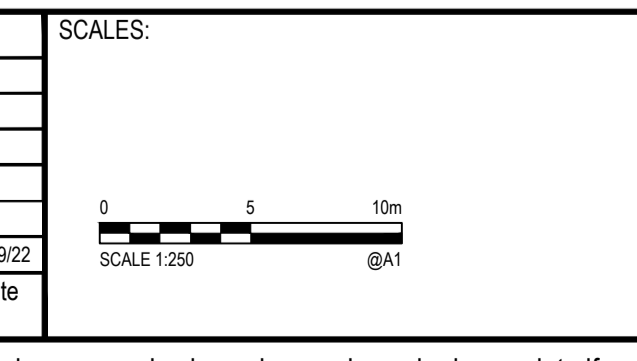
NOT FOR CONSTRUCTION

Plot Date: 23/09/22 - 14:48 Card File: C:\pwworking\p\ins\04843\SMWSTWTP-GLO-WMD-SN650-CV-DRG-110300.dwg

100mm AT FULL SIZE

100mm AT FULL SIZE

No.	Amendment Description	Design by	Verified by	Approved by	Date
A	STAGE 3 DETAILED DESIGN - 100%	R.C	D.G	LN	23/09/22



CLIENT:

PRINCIPAL AEO:

Service Providers

DRAWN	K.CURLEY	23/09/22
DESIGNED	R.CROWLEY	23/09/22
DRG CHECK	L.NICHOLS	23/09/22
DESIGN CHECK	D.GEERLINGS	23/09/22
APPROVED	J.FONG	23/09/22

SYDNEY METRO WEST
PHASE 2B HAWKESBURY ROAD AND PRIDDLE STREET
WESTMEAD ENABLING WORKS
PAVEMENT & LINEMARKING
PLAN

DOCUMENT No:	SHEET: 10 OF 10
STATUS: STAGE 3 DETAILED DESIGN	EDMS NO:
DRG No. SMWSTWTP-GLO-WMD-SN650-CV-DRG-110300	REV A

NA Co-ordinate System: MGA94, Z56 Height Datum: This sheet may be prepared using colour and may be incomplete if copied NOTE: Do not scale from this drawing.

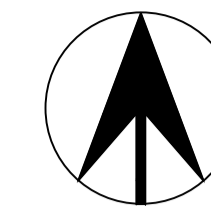
Plot Date: 06/07/22 - 18:24
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100mm AT FULL SIZE

100mm AT FULL SIZE

100mm AT FULL SIZE

ADJOINS DRAWING CV-070102



LEGEND

- EXISTING KERB
- PROPOSED SITE LAYOUT
- PROPOSED KERB
- PROPOSED LINE MARKING
- PROPOSED PEDESTRIAN FENCING
- PROPOSED PRAM RAMP
- PROPOSED TCS SIGNAL POST
- EXISTING TCS SIGNAL POST
- EXISTING POWER POLE AND LIGHT
- EXISTING 11KV ELECTRICITY
- EXISTING 33KV ELECTRICITY
- EXISTING OPTIC FIBRE - OPTUS
- EXISTING OPTIC FIBRE - TELSTRA
- EXISTING LV UNDERGROUND
- EXISTING GAS - MEDIUM PRESSURE
- EXISTING SEWER
- EXISTING STORMWATER
- EXISTING POTABLE WATER
- PROPERTY BOUNDARY/FENCE
- PHASE 3 HASSALL STREET BAILEY STREET INTERSECTION UPGRADE

NOTE:

1. PROPOSED TCS LAYOUT IS SUBJECT TO TfNSW APPROVAL.

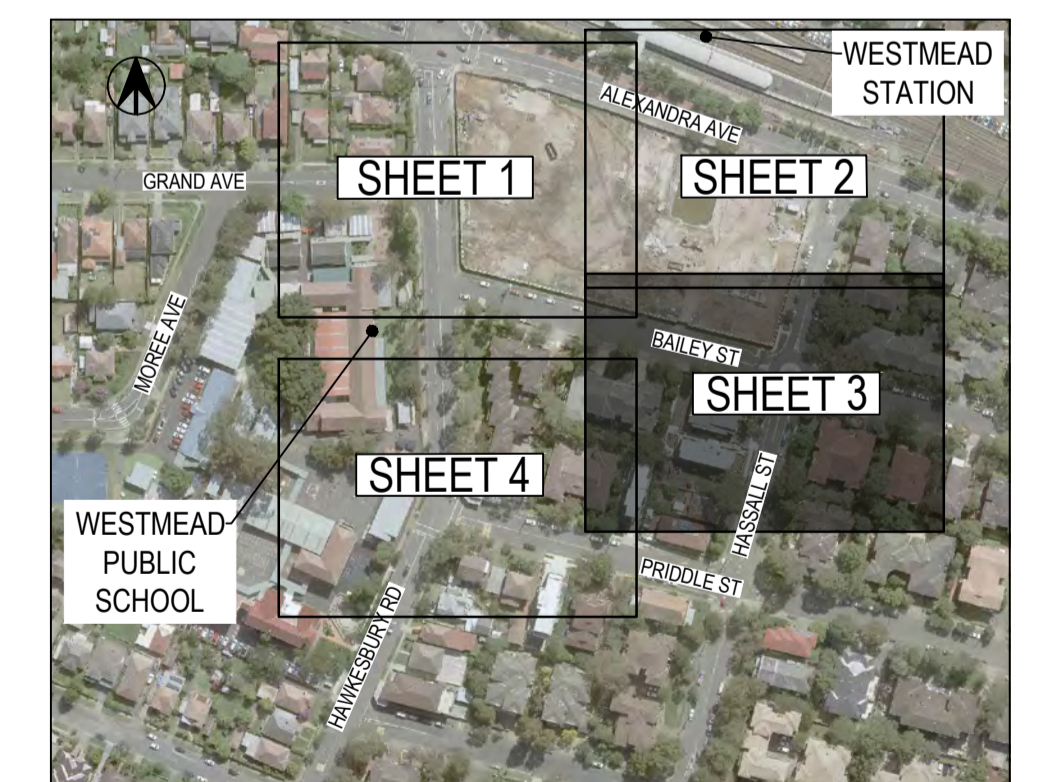
PROPOSED CONSTRUCTION ENTRANCE

5 PARKING SPACES TO BE REMOVED TO ACCOMMODATE CONSTRUCTION ACCESS

2 PARKING SPACES TO BE REMOVED TO ACCOMMODATE CONSTRUCTION ACCESS

Kerb return to be adjusted

EXISTING ROUNDABOUT TO BE UPGRADED TO SIGNALISED INTERSECTION AS PART OF PHASE 3 WORKS



NOT FOR CONSTRUCTION

No.	Amendment Description	Design by	Verified by	Approved by	Date
A1	Co-ordinate System: MGA94, Z56				

RC	DG	JF	Date
			28/06/22

SCALES: SCALE 1:250 @A1

KEYPLAN:

NOTE: Do not scale from this drawing.

CLIENT:

PRINCIPAL AEO:

Service Providers:

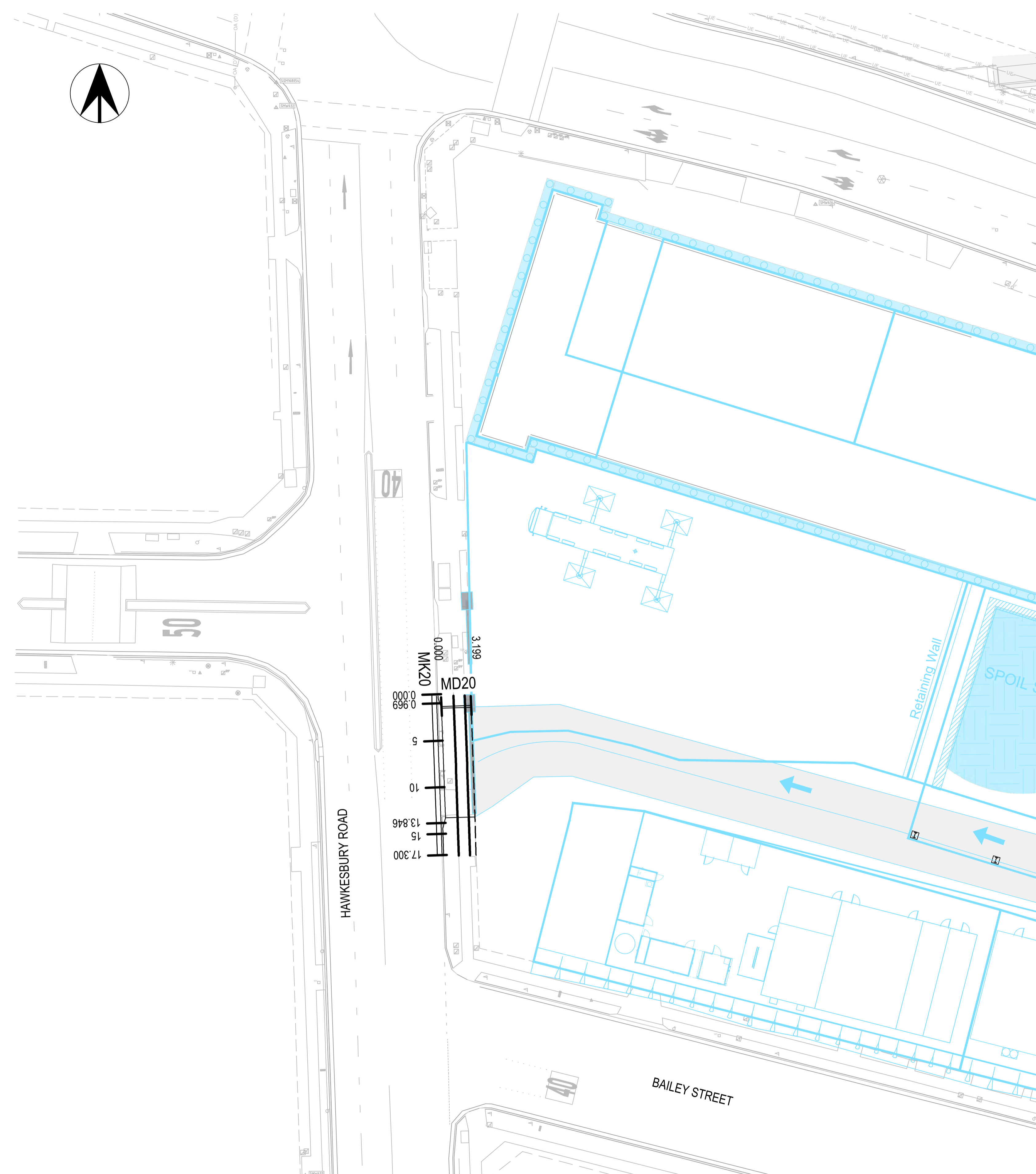
DRAWN	J.TAN	29/06/22
DESIGNED	R.CROWLEY	29/06/22
DRG CHECK	K.CURLEY	29/06/22
DESIGN CHECK	D.GEERLINGS	29/06/22
APPROVED	J.FONG	29/06/22

SYDNEY METRO WEST
 ALEXANDRA AVENUE, HAWKESBURY ROAD
 WESTMEAD ENABLING WORKS
 ROADWORKS
 GENERAL ARRANGEMENT PLAN - SHEET 3

DOCUMENT No: SHEET: 3 OF 4 ©
 STATUS: STAGE 2 DETAILED DESIGN - 70% EDMS NO:
 DRG No. SMWSTWTP-GLO-WMD-SN650-CV-DRG-070103 REV A VER A01.02

Plot Date: 28/09/22 - 09:34 Card File: C:\pwwork\smwstwp\smwstwp-glo-wmd-sn650-cv-drg-080020.dwg

100mm AT FULL SIZE



LEGEND

- EXISTING KERB
- PROPOSED SITE LAYOUT
- PROPOSED KERB
- CONTROL LINE, CHAINAGE

C 11 ALGN DWAY- MD20 HORIZONTAL POINTS

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING
IP 1	0.000	313675.894	6257174.675	39.727	87°54'36.48"
IP 2	3.199	313679.091	6257174.791	39.772	87°54'36.48"

C 11 ALGN KERB - MK20 HORIZONTAL POINTS

PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING
IP 1	0.000	313674.851	6257175.967	39.642	178°11'03.23"
IP 2	0.969	313674.882	6257174.999	39.658	
IP 3	13.846	313675.351	6257162.130	39.850	
IP 4	17.300	313675.460	6257158.678	39.919	178°12'07.74"



NOT FOR CONSTRUCTION

No.	Amendment Description	Design by	Verified by	Approved by	Date
001.0					
A	STAGE 3 DETAILED DESIGN - 100%	R.C.	D.G.	LN	18/08/22

SCALES:

SCALE 1:250

KEYPLAN:

NOTE: Do not scale from this drawing.

CLIENT:

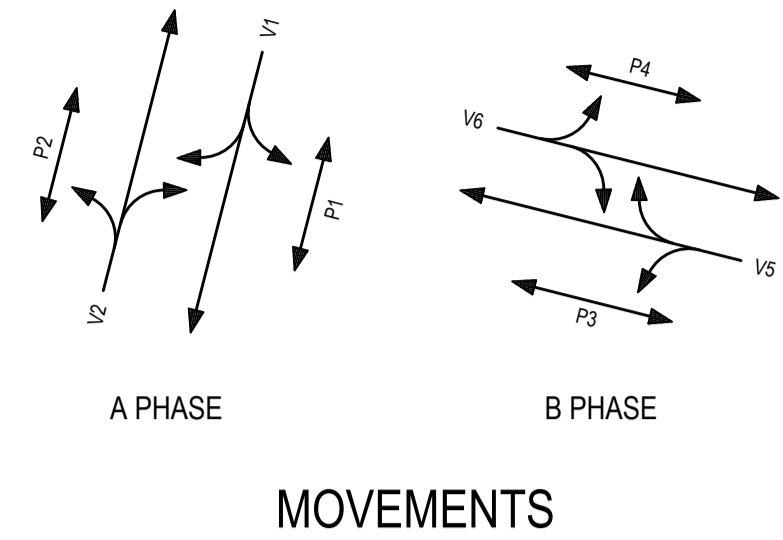
PRINCIPAL AEO:

Service Providers:

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

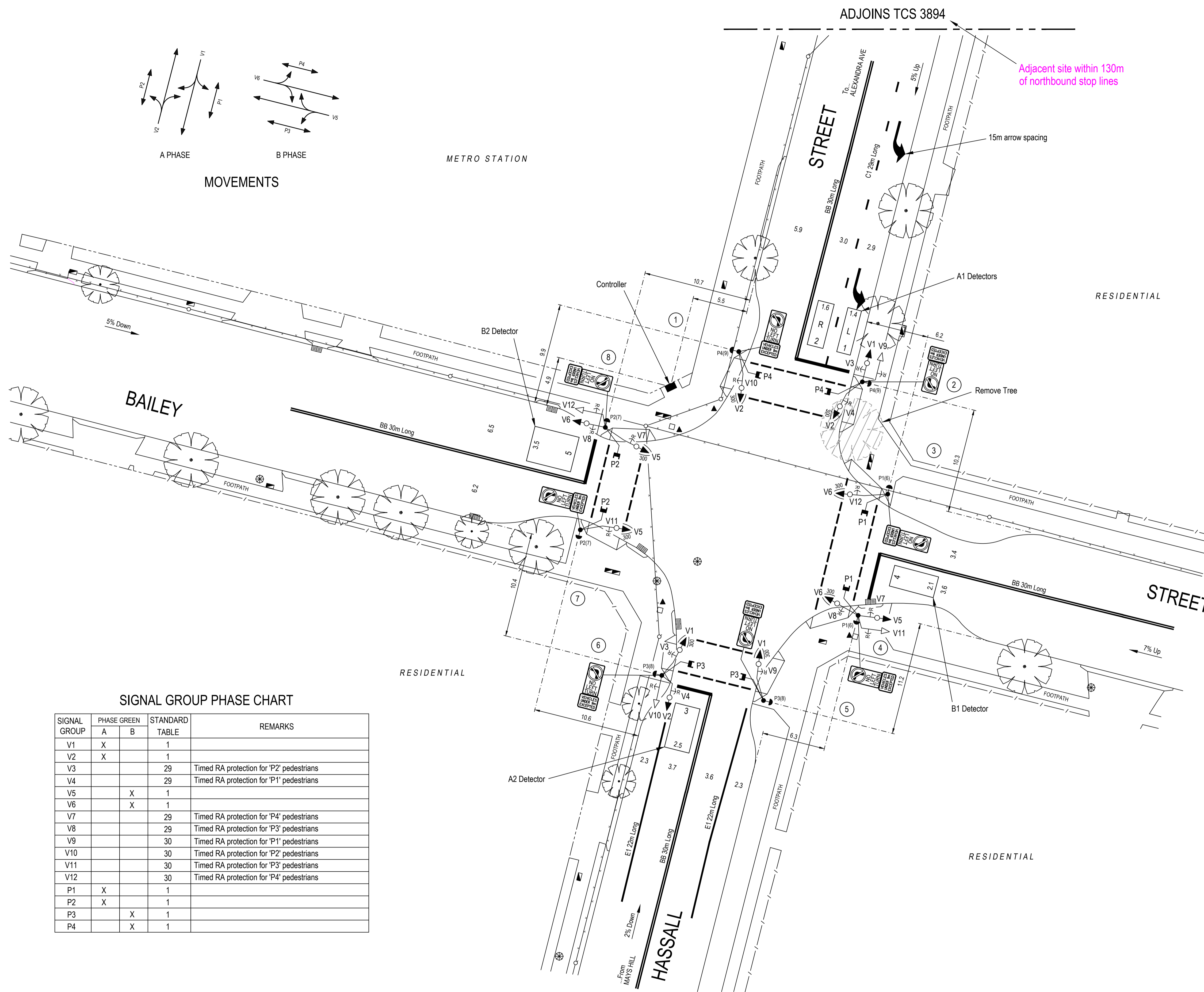
SYDNEY METRO WEST
 PHASE 2A - HAWKESBURY ROAD SITE DRIVEWAY EXIT
 WESTMEAD ENABLING WORKS
 ROADWORKS
 SETOUT PLAN

DOCUMENT No: SHEET: 7 OF 14
 STATUS: STAGE 3 DETAILED DESIGN - 100% EDMS NO:
 DRG No. SMWSTWP-GLO-WMD-SN650-CV-DRG-080020 REV B VER



METRO STATION

Adjacent site within 130m of northbound stop lines



POSTS

POST	TYPE	LENGTH	OFFSET	REMARKS
1	2	4.1	1.0	New
2	2	4.1	1.0	New
3	2	4.1	1.0	New
4	2	4.1	1.0	New
5	2	4.1	1.0	New
6	2	4.1	1.0	New
7	2	4.1	1.0	New
8	2	4.1	1.0	New

SIGNAL GROUP PHASE CHART

SIGNAL GROUP	PHASE GREEN		STANDARD TABLE	REMARKS
	A	B		
V1	X		1	
V2	X		1	
V3			29	Timed RA protection for 'P2' pedestrians
V4			29	Timed RA protection for 'P1' pedestrians
V5		X	1	
V6		X	1	
V7			29	Timed RA protection for 'P4' pedestrians
V8			29	Timed RA protection for 'P3' pedestrians
V9			30	Timed RA protection for 'P1' pedestrians
V10			30	Timed RA protection for 'P2' pedestrians
V11			30	Timed RA protection for 'P3' pedestrians
V12			30	Timed RA protection for 'P4' pedestrians
P1	X		1	
P2	X		1	
P3		X	1	
P4		X	1	

NOTES

- This site is SCATS linked.
- Special STOP sign (R1-4) placed on posts 4 & 8.
- Audio-tactile push buttons provided on posts 1, 2, 4, 5, 6, 7 & 8.
- Red runner software added for detectors 1-5.
- Trees on the approaches to be regularly inspected and trimmed by Council to minimise lantern obstruction.
- Kerb ramps constructed in accordance with standard road drawing R0300-11.
- Roadworks are in accordance with Cardno Design Drawing DS0000/000000.
- Power supply to be nominated, within 30m of the controller, by a level 2/3 service provider, including asset number and ASP supporting documentation, prior to design approval.

A ORIGINAL ISSUE

PUBLIC UTILITY LEGEND	SYMBOLS/ABBVS	REFERENCE PLANS
HYDRANT	□	VD003-6
STOP VALVE	▲	STD POSN CMPT VD001-5
GAS VALVE	⊕	INSTL STOP DET VC005-17
SEWER MANHOLE	⊗	VEH GROUP OP TS-TN-019
COMMS PIT	⊙	DET LOGIC OP TS-TN-020
ELECT LIGHT POLE	○	PED MVT OP TS-TN-021
POWER POLE	○	
STAY POLE	○	
TELEPHONE BOX	⊞	SURVEYOR: Cardno
COMMS PILLAR	●	DATE: 2022

DESIGN APPROVAL	TFNSW RECOMMENDATION	TFNSW ACCEPTANCE
APPROVED	ROAD DESIGN ENGINEERING	ACCEPTED
NAME: J. BATES	NAME: _____	NAME: _____
POSITION: MANAGER	POSITION: _____	POSITION: _____
DATE: 07/07/22	DATE: _____	DATE: _____
DESIGN PREPARED BY: B-Line Drafting on behalf of Cardno	NETWORK OPERATIONS	ACCEPTED BY: _____
	NAME: _____	SECTION: _____
	POSITION: _____	
	DATE: _____	

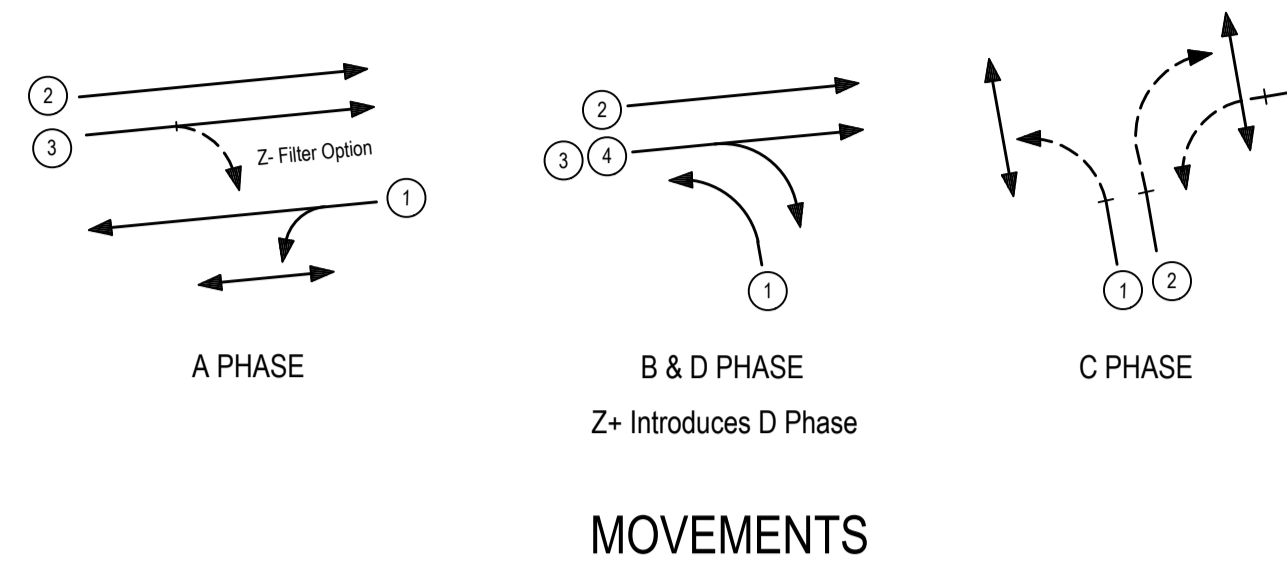
DESIGN APPROVAL	TFNSW RECOMMENDATION	TFNSW ACCEPTANCE
APPROVED	ROAD DESIGN ENGINEERING	ACCEPTED
NAME: J. BATES	NAME: _____	NAME: _____
POSITION: MANAGER	POSITION: _____	POSITION: _____
DATE: 07/07/22	DATE: _____	DATE: _____
DESIGN PREPARED BY: B-Line Drafting on behalf of Cardno	NETWORK OPERATIONS	ACCEPTED BY: _____
	NAME: _____	SECTION: _____
	POSITION: _____	
	DATE: _____	

TRANSPORT FOR NEW SOUTH WALES

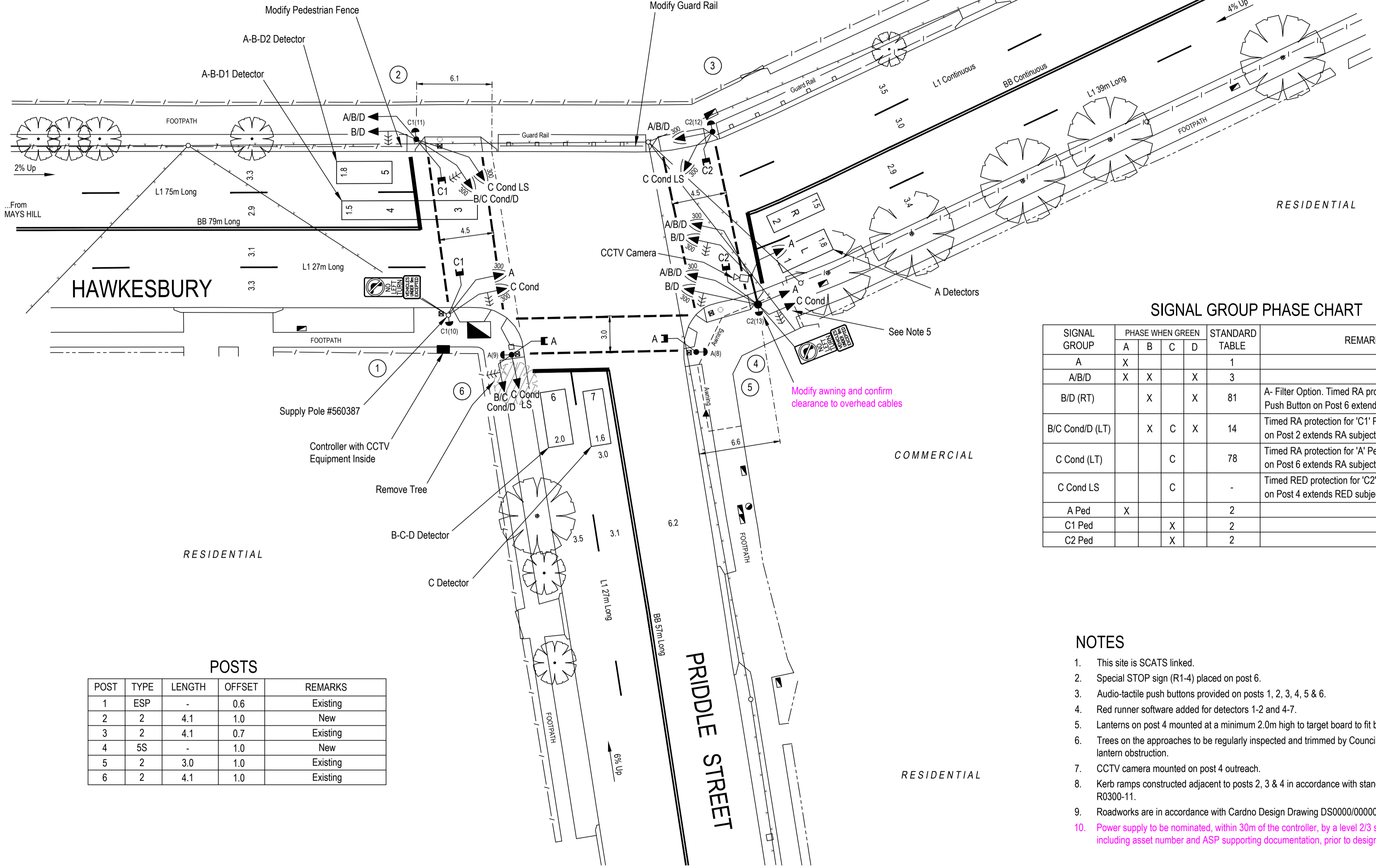
CUMBERLAND COUNCIL AREA
TRAFFIC SIGNALS AT
HASSALL STREET AND
BAILEY STREET
WESTMEAD

DESIGN LAYOUT

EXISTING	PROPOSED
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CADD FILE: VV0000_XA_DES.dgn	ISSUE
SCALE 1:200	A
FILE SF0000/000000	SHEET 1
REG No. DS0000/000000	TCS No. 0000



MOVEMENTS



DETECTOR SPECIFICATION

DETECTOR	SPECIFICATION			
A	FN	A(L)	A(E1)	
	SG/PS	A	A	
	DS	-	-	
A-B-D1 Depart & Approach	FN	B(PR)	D(PR)	B(E4) D(E4)
	SG/PS	A	A	B D
	DS	-	Z+	A(NEXT) A(NEXT)
A-B-D1 Approach	FN	A(L),B(L)	D(L)	A(E3)
	SG/PS	A/B/D	A/B/D	A
	DS	-	Z+	A-B-D1(PR),B(NEXT),D(NEXT)
A-B-D1 Cont.	FN	B(E3)		D(E3)
	SG/PS	B		D
	DS	A(NEXT),D(NEXT)		A(NEXT),B(NEXT)
A-B-D2	FN	A(L)	A(E2)	
	SG/PS	A/B/D	A	
	DS	B,D	B(NEXT),D(NEXT)	
A-B-D2 Cont.	FN	B(E2)		D(E2)
	SG/PS	B		D
	DS	A(NEXT),D(NEXT)		A(NEXT),B(NEXT)
B-C-D	FN	B(PR)	D(PR)	B(E1)
	SG/PS	B,C,D	B,C,D	B
	DS	C	Z+C	C(NEXT),D(NEXT)
B-C-D Cont.	FN	C(E1)		D(E1)
	SG/PS	C		D
	DS	B(NEXT),D(NEXT)		B(NEXT),C(NEXT)
C	FN	C(L)	C(E2)	
	SG/PS	C	C	
	DS	-	-	
A P.B.	FN	A(PB)		C(L)
	SG/PS	A(WALK)		A,A(WALK)
	DS	-	B,C,D	
C1 P.B.	FN	C(PB)		A(L)
	SG/PS	C1(WALK)		C,C1(WALK)
	DS	-	A,B,D	
C2 P.B.	FN	C(PB)		A(L)
	SG/PS	C2(WALK)		C,C2(WALK)
	DS	-	A,B,D	

SIGNAL GROUP PHASE CHART

SIGNAL GROUP	PHASE WHEN GREEN				STANDARD TABLE	REMARKS
	A	B	C	D		
A	X				1	
A/B/D	X	X		X	3	
B/D (RT)		X	X		81	A- Filter Option. Timed RA protection for 'A' Pedestrians. Push Button on Post 6 extends RA subject to timer.
B/C Cond/D (LT)		X	C	X	14	Timed RA protection for 'C1' Pedestrians. Push button on Post 2 extends RA subject to timer.
C Cond (LT)			C		78	Timed RA protection for 'A' Pedestrians. Push button on Post 6 extends RA subject to timer.
C Cond LS			C		-	Timed RED protection for 'C2' Pedestrians. Push button on Post 4 extends RED subject to timer.
A Ped	X				2	
C1 Ped			X		2	
C2 Ped			X		2	

POSTS

POST	TYPE	LENGTH	OFFSET	REMARKS
1	ESP	-	0.6	Existing
2	2	4.1	1.0	New
3	2	4.1	0.7	Existing
4	5S	-	1.0	New
5	2	3.0	1.0	Existing
6	2	4.1	1.0	Existing

NOTES

- This site is SCATS linked.
- Special STOP sign (R1-4) placed on post 6.
- Audio-tactile push buttons provided on posts 1, 2, 3, 4, 5 & 6.
- Red runner software added for detectors 1-2 and 4-7.
- Lanterns on post 4 mounted at a minimum 2.0m high to target board to fit beneath awning.
- Trees on the approaches to be regularly inspected and trimmed by Council to minimise lantern obstruction.
- CCTV camera mounted on post 4 outreach.
- Kerb ramps constructed adjacent to posts 2, 3 & 4 in accordance with standard road drawing R0300-11.
- Roadworks are in accordance with Cardno Design Drawing DS0000/000000.
- Power supply to be nominated, within 30m of the controller, by a level 2/3 service provider, including asset number and ASP supporting documentation, prior to design approval.

A ORIGINAL ISSUE

PUBLIC UTILITY LEGEND		REFERENCE PLANS		U.B.D. Ref. Map 210 M1	
HYDRANT	□	SYMBOLS/ABRVS	VD003-6	I.S.G. E: 296 680	CO-ORDS N: 1 257 400
STOP VALVE	▲	INSTL STOP CMPT	VD001-5	DESIGNED BY: R BATES	CHECKED BY: J BATES
GAS VALVE	⊕	VEH GROUP OP	TS-TN-019	SITE CHECKED BY: J BATES	RECOMMENDED BY: J BATES
SEWER MANHOLE	⊗	DET LOGIC OP	TS-TN-020	DATE: 04/08/22	DESIGN PREPARED BY: B-Line Drafting on behalf of Cardno
COMMS PIT	⊙	PED MVT OP	TS-TN-021		
ELECT LIGHT POLE	○				
POWER POLE	○				
STAY POLE	○				
TELEPHONE BOX	□				
COMMS PILLAR	●				

DESIGN APPROVAL	TFNSW RECOMMENDATION	TFNSW ACCEPTANCE
APPROVED	ROAD DESIGN ENGINEERING	ACCEPTED
NAME: <i>[Signature]</i>	NAME: _____	NAME: _____
POSITION: MANAGER	POSITION: _____	POSITION: _____
DATE: 04/08/22	DATE: _____	DATE: _____
DESIGN PREPARED BY: B-Line Drafting on behalf of Cardno	NETWORK OPERATIONS	ACCEPTED BY: _____
	NAME: _____	SECTION: _____
	POSITION: _____	
	DATE: _____	

TRANSPORT FOR NEW SOUTH WALES

CUMBERLAND COUNCIL AREA

TRAFFIC SIGNALS AT

HAWKESBURY ROAD AND

PRIDDLE STREET

WESTMEAD

DESIGN LAYOUT

EXISTING	PROPOSED
<input type="checkbox"/>	<input checked="" type="checkbox"/>
CADD FILE: VV1583_XA_DES.dgn	ISSUE: A
SCALE: 1:200	SHEET: X
FILE: SF0000/000000	SUPERSEDES SHEET/ISSUE: 2/C
REG No. DS0000/000000	TCS No. 1583

Appendix B – Impact on trees from Hassall Street and Bailey Road intersection works

Tree 1 - Northeastern corner of Bailey St and Hassall St



Tree 2 – Hassall Street – Proposed site Entry



Weeping Bottlebrush - CALLISTEMON VIMINALIS

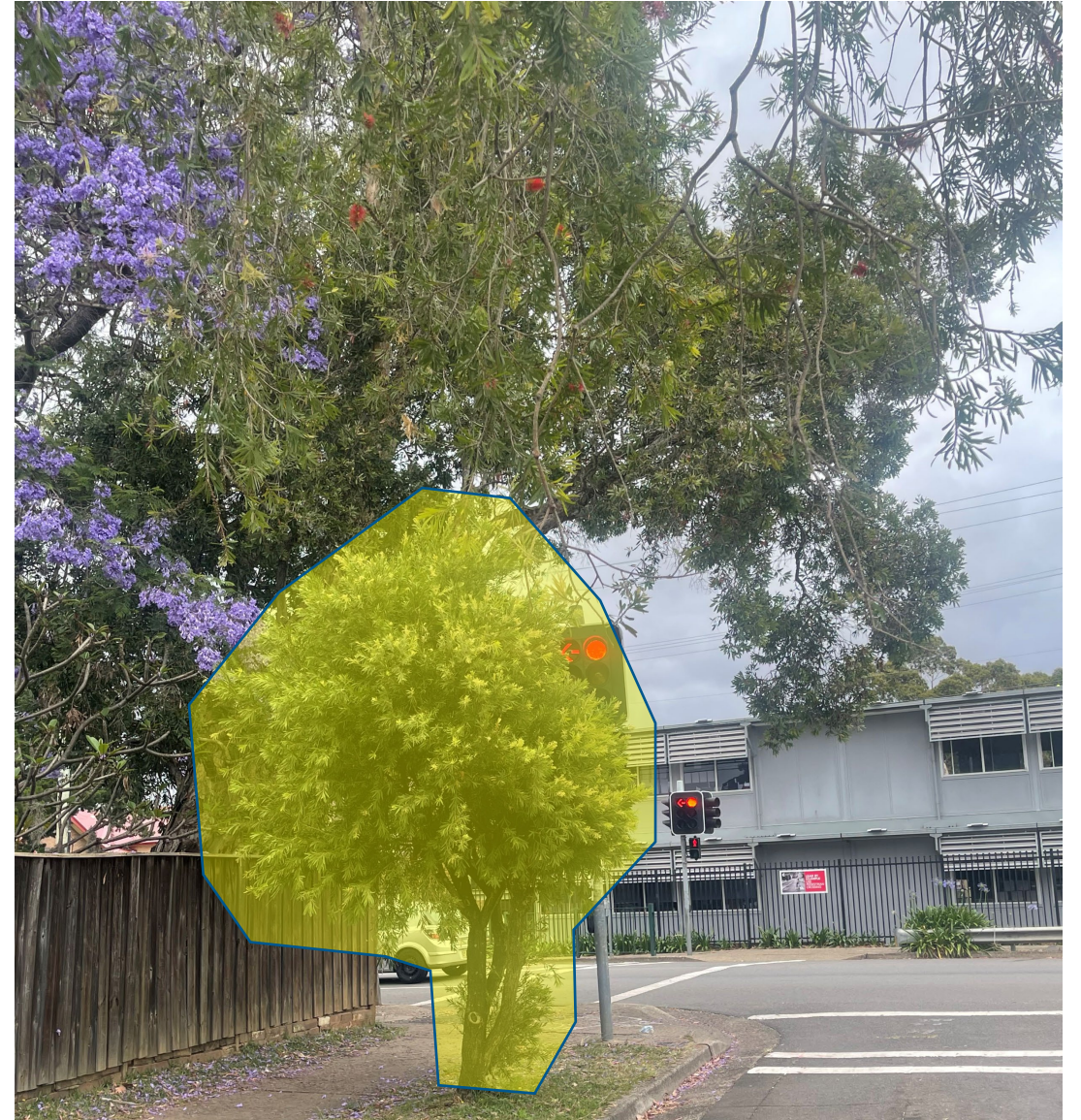


Appendix C – Impact on trees from Priddle Street and Hawkesbury Road intersection works

LAW - Priddle/Hawkesbury Tree Removal

PLAN

- The tree blocking the TCS to be removed as per TCS plan
- Tree is marked in yellow.



LAW - Priddle/Hawkesbury Tree Pruning

PLAN

1. Branches potentially blocking the TCS to be pruned.
2. Branches marked in red.
3. Tree is inside a property boundary



LAW – Priddle Street -Tree Pruning

PLAN

1. Branches potentially blocking the TCS to be pruned.
2. Branches marked in **white**.

