

# Upper South Creek

## Advanced Water Recycling Centre and Pipelines

Traffic & Transport  
CEMP Sub-plan

Document No: USCP-JHG-MPL-ENV-0005  
Revision: D



### Recommend Documents to be Read in Conjunction

This management plan is to be read in conjunction with the Construction Environmental Management Plan (USCP-JHG-MPL-ENV-0008).

### Distribution

There are no restrictions on the distribution or circulation of this CEMP Sub-plan within John Holland.

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### Revisions

Draft issues of this document shall be identified as Revision 01, 02 03 etc. Upon initial issue (generally Contract Award) this shall be changed to a sequential lettering commencing at Revision A. Revision letters shall commence at Rev. A, B etc.

Date	Rev	Details of Change	Section	Prepared By	Reviewed & Approved By
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## Glossary & Abbreviations

Abbreviations	Meaning
AWRC	Advanced Water Recycling Centre
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CoA	NSW Minister for Planning's Conditions of Approval
CPAS	Construction Parking and Access Strategy
CSSI	Critical State Significant Infrastructure
CTMP	Construction Traffic Management Plan
DCP	Development Control Plan
DoS	Degree of Saturation
DPI	Department of Primary Industries
DPHI	NSW Department of Planning, Housing and Infrastructure
EIS	Environment Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
Framework CTMP	Framework Construction Traffic Management Plan (draft)
FTE	Full Time Equivalent
GFA	Gross Floor Area
HDD	Horizontal Directional Drilling
HV	Heavy Vehicle
JH	John Holland (the Principal Contractor)
LGA	Local Government Area
LoS	Level of Service
LV	Light Vehicle
MAP	Million Annual Passengers
ML	Megalitre
NHVR	National Heavy Vehicle Regulator
NSW	New South Wales
PaMP	Parking Management Plan
PCC	Penrith City Council
PCU	Passenger Car Unit
PeMP	Pedestrian Movement Plan
PIC	Place-based Infrastructure Compact
RMS	Roads and Maritime Services
ROL	Road Occupancy Licence
RTA	Roads & Traffic Authority (now part of TfNSW)
SCATS	Sydney Coordinated Adaptive Traffic System
SEARs	Secretary's Environmental Assessment Requirements
SMWSA	Sydney Metro – Western Sydney Airport
SPECTS	Safety, Productivity & Environment Construction Transport Scheme
SSCTMP	Site-specific Construction Traffic Management Plan
SSFL	Southern Sydney Freight Line
SSI	State Significant Infrastructure
SWC	Sydney Water Corporation (the client and Proponent)
SWRLE	South West Rail Link Extension
SZA	Speed Zone Authorisation

Abbreviations	Meaning
TBM	Tunnel Boring Machine
TfNSW	Transport for New South Wales
TGS	Traffic Guidance Scheme
The 'project'	Advanced Water Recycling Centre and associated treated water and brine pipelines
TMC	Transport Management Centre
TW	Treated Water
TTCSP	Traffic & Transport CEMP Sub-plan (this plan)
UMM	Updated Management Measures
USC	Upper South Creek
VMP	Vehicle Movement Plan
VMS	Variable Message Sign
Western Sydney Airport	Western Sydney International (Nancy-Bird Walton) Airport
WSIP	Western Sydney Infrastructure Plan
WSPT	Wester Sydney Parklands Trust

# 1 Introduction

## 1.1 Context

This Traffic & Transport CEMP Sub-plan (TTCSP) forms part of the Construction Environmental Management Plan (CEMP) for Upper South Creek Advanced Water Recycling Centre (AWRC) and Pipelines Project (refer to herein as the Project). This TTCSP has been prepared to address the requirements of:

- Minister's Conditions of Approval (CoA),
- *Upper South Creek Advanced Water Recycling Centre Environmental Impact Statement (EIS)* (September 2021).
- *Upper South Creek Advanced Water Recycling Centre Submission Report* (March 2022)
- *Upper South Creek Advanced Water Recycling Centre Amendment Report* (March 2022)
- *Upper South Creek Advanced Water Recycling Centre Submissions Report – Project Amendments* (April 2022)
- Response to DPHI RFI 1, regarding responses to advice received on the Response to Submissions Report (dated 01 June 2022, 01 July 2022 and 11 July 2022) and
- Modification of Infrastructure Approval CSSI 8609189, 26 May 2023 (herein referred to as Mod 1)
- Modification of Infrastructure Approval CSSI 8609189, 10 October 2023 (herein referred to as Mod-2)
- EPL Licence No. 21800 including approved variations on 24/11/2023 and 11/04/2024.
- All applicable legislation.

The USC project will be built in stages, consisting of:

### Stage 1

- building and operating the AWRC to treat a daily wastewater flow, known as the average dry weather flow (ADWF), of up to 50 megalitres per day (ML/day); and
- building the treated water and brine pipelines to cater for up to 100 ML/day flow coming through the AWRC (but only operating them to transport and release volumes produced by Stage 1).

### Future Stages

It is expected that the AWRC will ultimately require expansion to treat wastewater flows up to 100 ML/day. Sydney Water will remain flexible on the size and timing of these future upgrades to accommodate changes in population projections over time. Future stages will be subject to further environmental assessment.

Further detail on project staging is provided in the EIS and Staging Report. This TTCSP applies to Stage 1 detailed design, construction and commissioning only. John Holland has been appointed by Sydney Water to deliver the USC project works, including detailed design and construction for treating an operational daily wastewater flow of up to 35ML/day. Greater flow capacities (including up to 50ML/day and 100ML/day), as explored in the EIS, are not covered in this TTCSP.

## 1.2 Project Description and Background

A comprehensive project description, including staging of the project, is outlined in Sections 1.1 to 1.3 of the CEMP. Figure 1.1a and 1.2b includes an overview of the project site and associated pipelines. Figure 1.2 includes an overview of the AWRC site.

As part of the EIS development, a high-level assessment characterised the existing transport environment, identified the key traffic and transport issues, identified access arrangements for the project, quantified cumulative traffic and parking impacts, and considered impacts on the public and active transport networks. Traffic modelling was undertaken for the intersection of Clifton Avenue/Elizabeth Drive due to concerns regarding performance. A range of high-level mitigation measures and a traffic management approach were identified for consideration during the project's construction period, and a draft Framework Construction Traffic Management Plan (Appendix F of Appendix U of the EIS) was prepared. The scope of the EIS Traffic & Transport Impact Assessment is shown in

Figure 1-2 and extends beyond the project boundaries. The traffic and transport assessment is included in Section 11.4 of the EIS and in Appendix U (Traffic and Transport Impact Assessment). A Traffic and Transport Amendment Report was also prepared to assess the impacts of realigning the pipeline through Cabramatta between Bartley Street and Curtin Street.

The potential traffic and transport issues associated with the project have been identified as:

- Construction traffic resulting in an increase in traffic of greater than 5% on road links that are already over capacity with background traffic (including cumulative impacts due to other developments/construction activity)
- Traffic increases of between 5 and 10% on some road links that will not result in detrimental impacts to traffic flow as the links will remain under capacity.
- Temporary disruption to bus stops and routes, removal of on street parking and disruption to footpaths and cycle routes along the construction corridor.
- Temporary road closures restricting access and impacts to dwelling and business access.

These issues are discussed in more detail in Section 6 and 7 of this plan.

As this TTCSP does not include the operational component of the project, the issue of traffic management during construction of all infrastructure is the key traffic and transport issue addressed in this plan.

### 1.3 Purpose

The purpose of this TTCSP is to outline the Project's approach to implement measures to minimise and manage traffic impacts during construction in accordance with the Project's legal, planning, and contractual requirements. This TTCSP also seeks to review, update and incorporate the traffic management approach, principles and management measures detailed in the draft Framework Construction Traffic Management Plan (Framework CTMP (draft)), that was developed during the EIS. Potential impacts to the traffic and transport network as a result of project activities requiring management during construction (including cumulative impacts), as identified through ongoing traffic impact analysis, will be managed through SMART principles:

- **Specific** – Measures to mitigate against increased network congestion, measures to prevent impact on cyclist / pedestrians and business access as explored in Section 6 of this Plan specifically speak to JH's approach to spreading the load (traffic volumes) across the network throughout the day during the construction period, which was identified in the EIS and Framework CTMP (draft).
- **Measurable** – Inspection and monitoring requirements are detailed in Section 9.3 of this Plan. These are focused on locations closer to site access points where the impacts are more significant and contributed to by the project.
- **Achievable** – Ongoing compliance with the CoA and Updated Management Measures (UMM) (Tables 4-1 and 4-2, respectively), as discussed in Section 7 of this Plan, is achievable throughout the delivery of the USC construction work and represents the minimum requirements to be implemented by JH.
- **Relevant** - The management measures outlined in Section 7 of this Plan represent JH's approach to monitoring and tracking against the objectives, targets and environmental performance outcomes aimed at optimal transport network performance (which are identified in Section 2 of this Plan). This TTCSP expands on and finalises the construction traffic management approach detailed in the Framework CTMP (draft).
- **Time-bound** – On a broader scale, the management measures set out within Section 7 of this Plan are required to be implemented for the duration of construction, setting a clear and defined time frame.

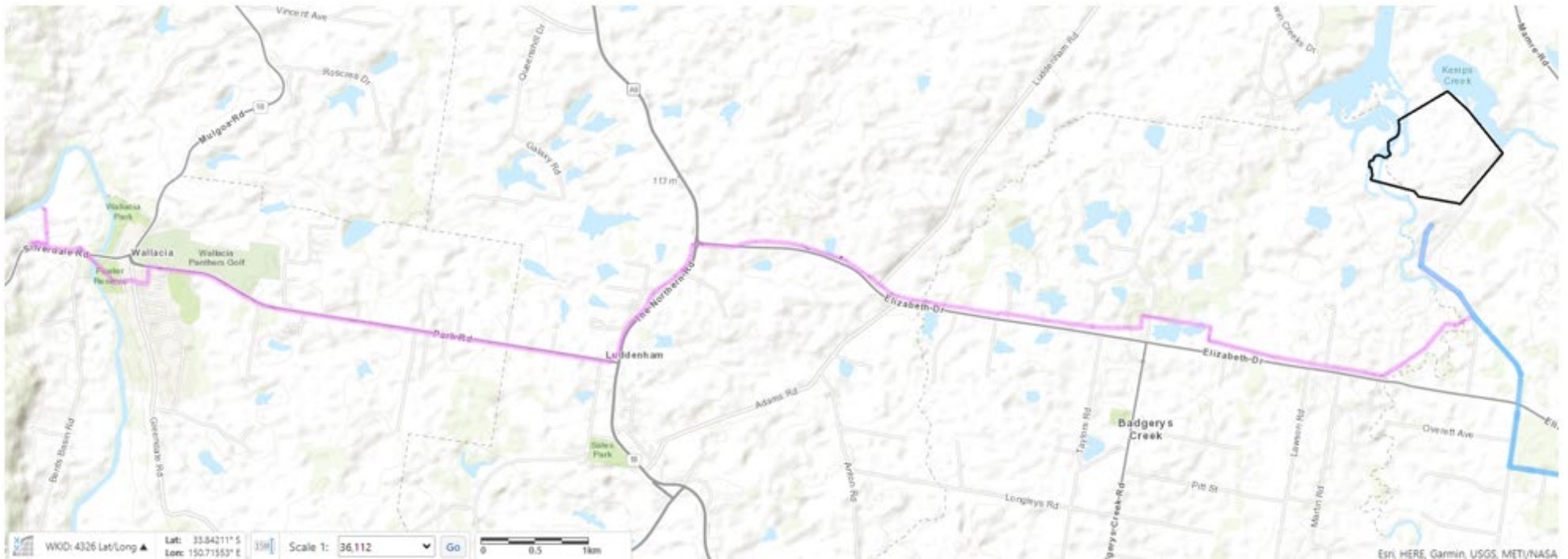


Figure 1-1a Indicative overview of the project site (AWRC) and treated water pipeline



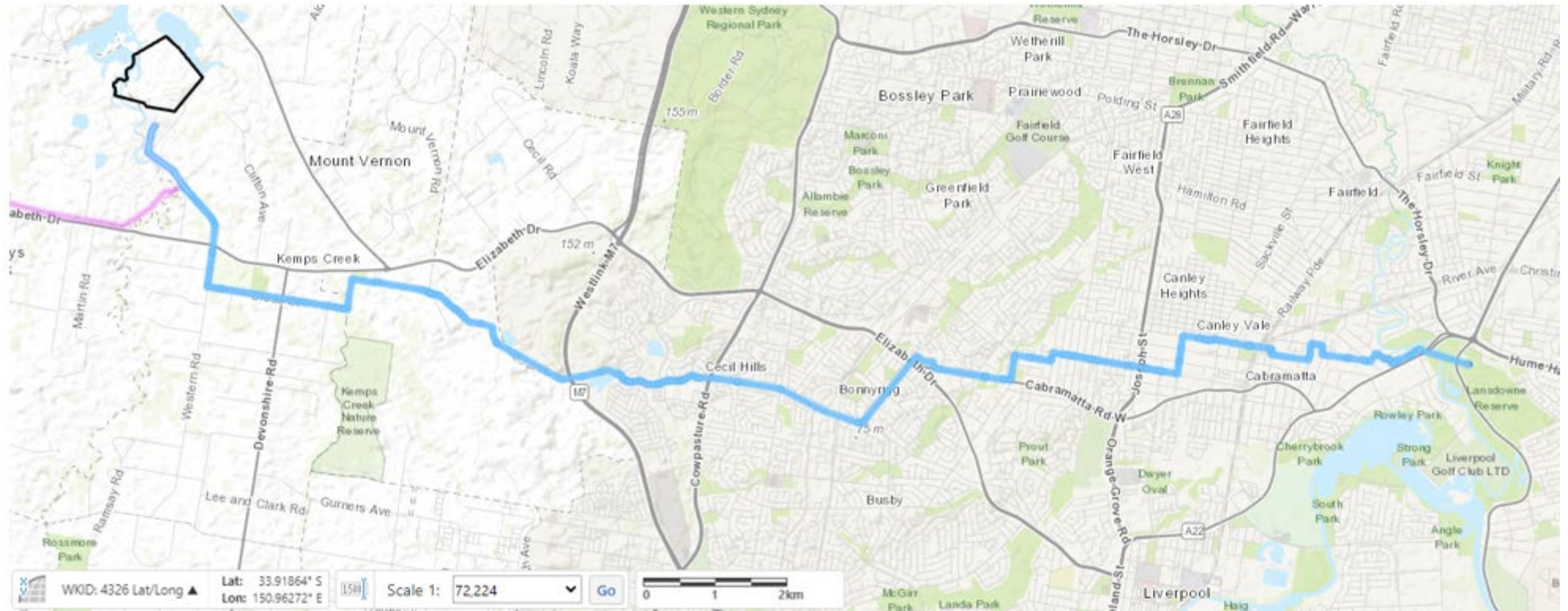


Figure 1-1b Indicative overview of the project site (AWRC) and brine pipeline

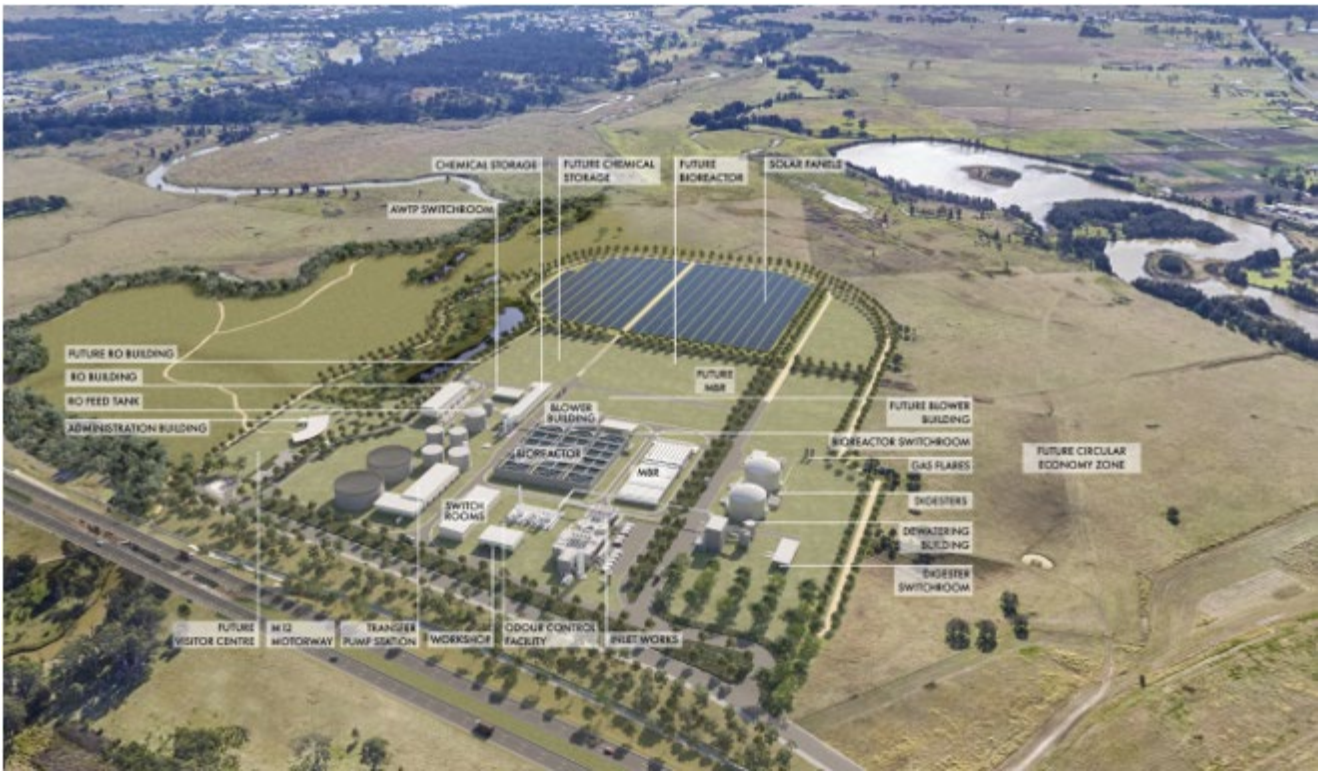


Figure 1-2 Indicative AWRC site arrangement (indicative and pending detailed design)



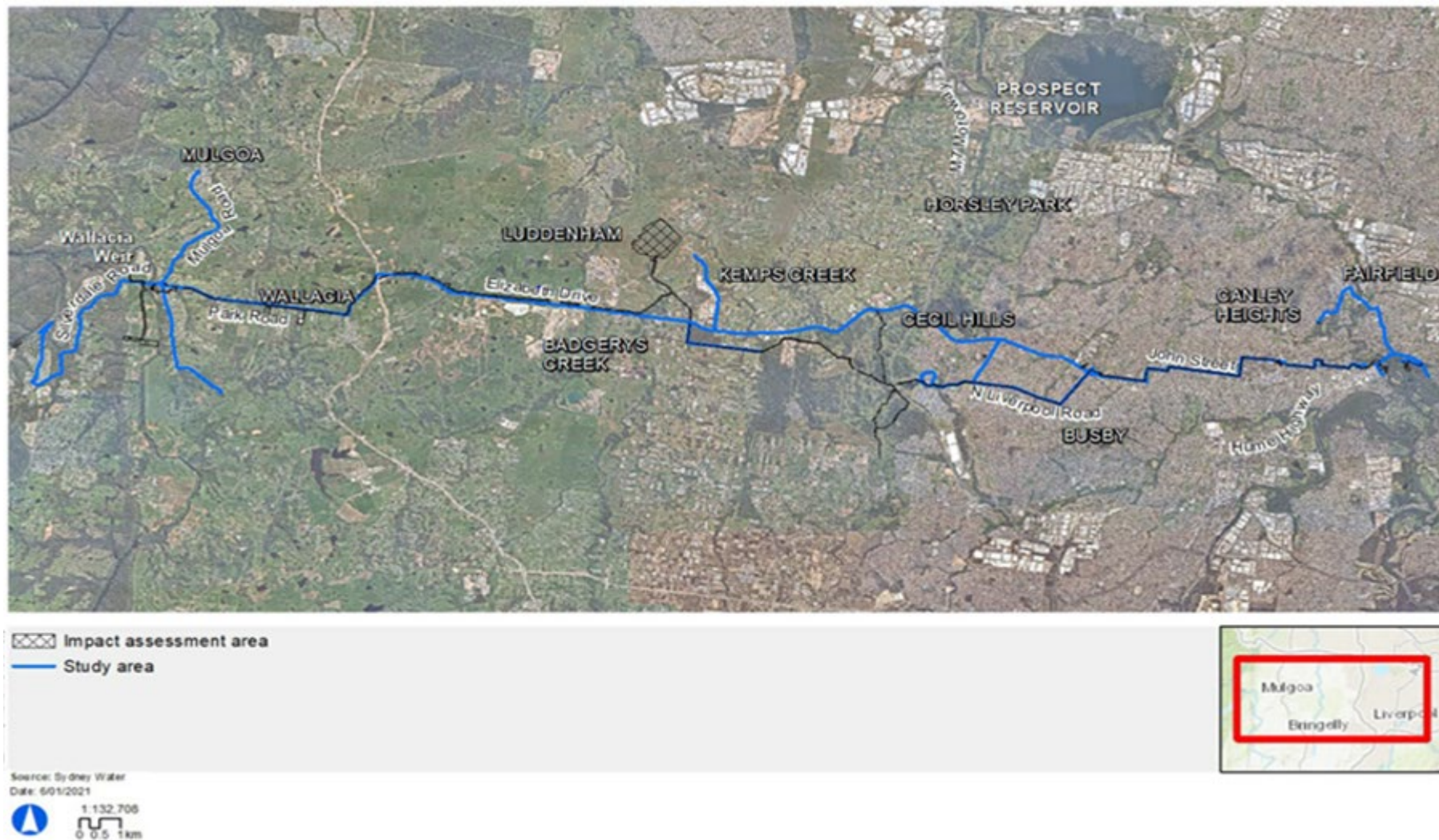


Figure 1-2: Project study area for EIS Traffic and Transport Impact Assessment

Source: Sydney Water, contained in Upper South Creek Advanced Water Recycling Centre Environmental Impact Statement – Appendix U: Traffic and Transport Impact Assessment (Aurecon & Arup, June 2021, Page 15)

## 2 Objectives, Targets and Performance Criteria

The objectives, targets and performance criteria identified in this TTCSP is applicable to all construction work associated with the USC Project undertaken by both John Holland and its subcontractors.

### 2.1 Objectives

The key objective of this Plan is to ensure the following items, where they include items applicable to traffic and transport management, are described, scheduled and assigned responsibility:

- The Environmental Impact Statement (EIS)
- The Amendment Report
- Updated Mitigation Measures (UMMs)
- Minister's Conditions of Approval (CoA)
- The Project's Environmental Protection Licence (EPL) 21800
- Infrastructure Sustainability Council Technical Manual version 2.1 (ISC 2.1) requirements
- Commonwealth Controlled Activity Approval (EPBC 2020/8816)
- Relevant legislation and other requirements described in Section 3 of this Plan.

The following objectives, extracted from the draft Framework CTMP, will support the overarching aim of this TTCSP:

- Ensure safety of pedestrians, cyclists, construction workers, road users and the local community;
- Minimise the overall impact to road users;
- Ensure minimal disruptions to public transport operations, including schedules, stop location and routes;
- Maintain access for existing road users, including the local community, public transport operators, pedestrians and cyclists;
- Ensure disruption to residents, local businesses and agricultural uses are minimised including appropriate consultation;
- Ensure construction vehicle movements remain below the volumes specified in the EIS, particularly during the peak hours;
- Minimise disruption to existing road furniture and kerbside provisions including the existing bus stops, cycleways and on-street parking;
- Comply with all relevant legislation and other requirements specified by relevant authorities.

### 2.2 Targets

The following targets have been established for the management of potential traffic and transport impacts during the construction of the project:

- Ensure full compliance with the relevant legislative requirements and/or guidelines, CoA and UMMs;
- Ensure training and awareness on traffic safety procedures is provided to all construction personnel through site inductions and mandatory documents (CEMP and CEMP sub-plans) which are included as part of John Holland standard subcontractor and supplier agreement;
- Ensure clear and timely communication in relation to any changes, to affected areas and the expected duration of works via various relevant platforms or direct community engagement;
- Implement appropriate traffic controls including signage, line marking, alternative routes and stop lights to direct private vehicles, transport operators, pedestrians and cyclists past work sites;
- Manage site compounds and work areas to ensure construction traffic and works are primarily contained within these areas and road occupancy is minimised;
- Manage pedestrians and other vulnerable road users to ensure safe and continuous movement past work sites. Consideration of the land uses and road and corridor users to be key drivers for the type of traffic management strategies implemented;
- Where practical, consider scheduling construction traffic movements to avoid peak times and smoothing of peaks in construction traffic activity to minimise impacts to the transport network; and
- Encourage construction workers, where possible, to use modes other than private vehicle.

## 2.3 Performance Criteria

Environmental performance outcomes have been developed that are consistent with the various project approval documents. Only the environmental performance outcomes specific to this TTCSP have been presented in Table 2-1.

*Table 2-1 Environmental performance outcomes relevant to the TTCSP*

Desired Performance Outcome	How Performance Outcomes Would Be Achieved	Measurement Tool
<p>Network connectivity, safety and efficiency of the transport system in the vicinity of the project are managed to minimise impacts.</p> <p>The safety of transport system customers is maintained.</p> <p>Impacts on network capacity and the level of service are effectively managed.</p> <p>Works are compatible with existing infrastructure and future transport corridors.</p>	<p>Effective management of road user safety and traffic flows, and any impacts on future transport corridors during construction.</p>	<p>Construction activities will be managed in accordance with the TTCSP to meet the project's transport and traffic performance outcomes.</p>

## 3 Legislative and Guidance Requirements

### 3.1 Relevant Legislation, Standards and Guidelines

#### 3.1.1 Legislation

All legislation relevant to this TTCSP, including legislative requirements around road occupancy and speed zone authorisations, is included in Appendix A3 of the CEMP.

#### 3.1.2 Standards and Guidelines

The primary guidelines, specifications, and other reference documents relevant to this plan include:

- Guide to Traffic Generating Developments (Roads and Traffic Authority, 2002) (RTA)
- Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments (Austroads, 2020)
- Traffic Modelling Guidelines (Roads and Maritime Services, 2013) (RMS)
- Future Transport Strategy: Our vision for transport in NSW (Transport for NSW, 2022)
- Western Sydney Infrastructure Plan (Australian and New South Wales (NSW) Governments, 2014)
- Western Parkland City Place-based Infrastructure Report (Greater Sydney Commission)
- Western Sydney Aerotropolis Draft Precinct Plans
- Development Control Plans (DCPs) (Wollondilly Shire, Penrith City, Liverpool City, Fairfield City and Canterbury-Bankstown)
- Traffic Control at Work Sites (v6.1) and Technical Direction – TD 00003:2022 (Transport for NSW, 2022)
- Australian Standard AS1742 Parts 1 to 14, Manual of uniform traffic control devices
- Australian Standard AS2890 Parts 1 to 6, Parking Facilities.

### 3.2 Minister's Conditions of Approval

Table 3-1 below provides a summary of the CoA relevant to traffic and transport and how and where these items are addressed in this Plan.

Table 3-1 CoA relevant to this TTCSP

CoA Reference	Condition Requirement	TTCSP Reference
A9	Where the terms of this approval require consultation to be undertaken, evidence of the consultation undertaken must be submitted to the Planning Secretary and ER (as relevant) with the corresponding documentation. The evidence must include: <ul style="list-style-type: none"> <li>a. documentation of the engagement with the party identified in the condition of approval that has occurred before submitting the document for approval;</li> <li>b. a log of the dates of engagement or attempted engagement with the identified party;</li> <li>c. documentation of the follow-up with the identified party where engagement has not occurred to confirm that they do not wish to engage or have not attempted to engage after repeated invitations;</li> <li>d. outline of the issues raised by the identified party and how they have been addressed; and</li> <li>e. a description of the outstanding issues raised by the identified party and the reasons why they have not been addressed.</li> </ul>	Section 4 of this Plan – 'Consultation' and Appendix A – CoA A9 Consultation Summary Report.
A47	Heavy vehicles used for spoil haulage must be clearly marked on the sides and rear with the project name and CSSI application number to enable immediate identification by a person viewing the heavy vehicle. No more than one set of project markings can be displayed on a heavy vehicle at any point of time.	Section 7 and Section 9.3
C3	The CEMP (and relevant CEMP sub-plans) must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one month before the commencement of construction, or where construction is staged, no later than one month before the commencement of each stage.	Section 4.2
C4	The following CEMP Sub-plans must be prepared in consultation with the relevant government agencies identified for each CEMP Sub-plan. Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the relevant CEMP Sub-plan, including copies of all correspondence from those agencies as required by Condition A9. (f) Traffic and transport - TfNSW and relevant council(s)	This TTCSP has been prepared to meet the requirements of CoA C4(f), with consultation requirements detailed in Section 4 of this Plan.
C5	The CEMP Sub-plans must state how: <ul style="list-style-type: none"> <li>a. the environmental performance outcomes identified in the documents listed in Condition A1 will be achieved;</li> <li>b. the mitigation measures identified in the documents listed in Condition A1 will be implemented;</li> <li>c. the relevant terms of this approval will be complied with; and</li> <li>d. issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART (Specific, Measurable, Achievable, Realistic and Timely) principles.</li> </ul>	<ul style="list-style-type: none"> <li>a. environmental performance outcomes related to traffic and transport are discussed in Section 2.1 of this Plan.</li> <li>b. the mitigation measures identified in the documents listed in Condition A1 are addressed in Table 7-4 of this Plan.</li> <li>c. the relevant terms of the Infrastructure Approval (SSI-8609189) are identified in Table 3-1 of this Plan.</li> <li>d. the application of SMART principles to the way in which traffic and transport issues require management during construction is discussed in Section 1.3 and detailed in Table 7-4 of this Plan.</li> </ul>



CoA Reference	Condition Requirement	TTSCP Reference
C11	Construction must not commence until the CEMP and all CEMP Sub-plans have been approved by the Planning Secretary.	Section 4.2  Section 1.6 of the CEMP. This TTSCP is appended to the CEMP as Appendix B6.
C12	The CEMP and CEMP sub-plans as approved, including any minor amendments approved by the ER, must be implemented for the duration of construction of Stage 1 of the CSSI.	Section 5.2  Section 1.6 of the CEMP. The TTSCP is appended to the CEMP as Appendix B6.
E60	Temporary and permanent active transport facilities along the pipeline alignment must be designed, constructed and/or rectified in accordance with: <ul style="list-style-type: none"> <li>a. the process set out in the Movement and Place Framework (NSW Government) including: <ul style="list-style-type: none"> <li>i. the <i>Walking Space Guide: Toward Pedestrian Comfort and Safety</i> (TfNSW, 2020); and</li> <li>ii. the <i>Cycleway Design Toolbox: Designing for Cycling and Micromobility</i> (TfNSW, 2020).</li> </ul> </li> <li>b. the <i>Guide to Road Design Part 6A: Paths for Walking and Cycling</i> (Austroads 2017) where not otherwise covered by (a);</li> <li>c. relevant Australian Standards (AS) such as <i>AS 1428.1-2009 Design for access and mobility</i>;</li> </ul> and <ul style="list-style-type: none"> <li>d. relevant Crime Prevention Through Environmental Design (CPTED) principles.</li> </ul> <p><i>Note: In the event of an inconsistency, the latest guidance document prevails to the extent of the inconsistency.</i></p>	Section 7
E93	Access to all utilities and properties must be maintained during construction, where practicable, unless otherwise agreed with the relevant utility owner, landowner or occupier.	Section 7 and Section 9.3
E94	Any property access physically affected by Stage 1 of the CSSI must be reinstated to at least an equivalent standard, unless otherwise agreed by the landowner or occupier.	Section 7
E95	Local roads that are proposed to be used by heavy vehicles (for the purposes of Stage 1 of the CSSI) that are immediately adjacent to the construction boundary and ancillary facilities, and that are not identified for use by heavy vehicles in the documents listed in Condition A1, must be approved by the Planning Secretary as part of the Traffic and Transport Management CEMP Sub-plan.	Local Roads Approval (LRA)  Appendix E
E96	All requests to the Planning Secretary under Condition E95 must include the following: <ul style="list-style-type: none"> <li>a. a swept path analysis;</li> <li>b. demonstration that the use of local roads by heavy vehicles for the Stage 1 of the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;</li> <li>c. provide details as to the date of completion of the road dilapidation surveys for the subject local roads;</li> <li>d. measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times; and</li> <li>e. written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a), (b), (c), and (d) of this condition.</li> </ul>	There are currently no local roads that meet these criteria. Should this change, a Local Roads Approval document that meets the stated requirements will be prepared for approval by the Planning Secretary.  Appendix E
E97	The locations of all heavy vehicles used for spoil haulage must be monitored in real time and the records of monitoring be made available electronically to the Planning Secretary and the EPA upon request for a period of no less than one year following the completion of construction.  <i>Note: Refer to Condition A47 in relation to vehicle identification.</i>	Section 7 and Section 9.3
E98	Before any local road is used by a heavy vehicle for the purposes of the Stage 1 of the CSSI, a Road Dilapidation Report must be prepared for the road. A copy of the Road Dilapidation Report must be provided to the relevant council(s) within	Section 7

CoA Reference	Condition Requirement	TTCSP Reference
	three weeks of completion of the survey and no later than one month prior to the road being used by heavy vehicles associated with Stage 1 of the CSSI.	
E99	If damage to roads occurs as a result of Stage 1 of the CSSI, the Proponent must either (at the relevant road authority's discretion): <ul style="list-style-type: none"> <li>a. compensate the relevant road authority for the damage so caused; or</li> <li>b. rectify the damage to restore the road to at least the condition it was in pre-works as identified in the Road Dilapidation Report(s).</li> </ul>	This requirement is acknowledged and included in Table 8-1, however, it does not affect the content of this Sub-plan.
E100	Safe pedestrian and cyclist access must be maintained around Work sites during construction. In circumstances where pedestrian and cyclist access is restricted or removed due to construction activities, a proximate alternative route which complies with relevant standards, unless otherwise endorsed by an independent, appropriately qualified and experienced person, must be provided (including signposting) prior to the restriction or removal of the impacted access.	Section 7 and Section 9.3
E101	Vehicles (including light and heavy vehicles) associated with Stage 1 of the CSSI must be managed to: <ul style="list-style-type: none"> <li>a. minimise parking on public roads;</li> <li>b. minimise idling and queueing on state and regional roads;</li> <li>c. not carry out marshalling of construction vehicles near sensitive land user(s);</li> <li>d. not block or disrupt access across pedestrian or shared user paths at any time; and</li> <li>e. ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the Traffic and Transport Management CEMP Sub-plan.</li> </ul>	Section 7 and Section 9.3
E102	A Construction Parking and Access Strategy must be prepared to identify and mitigate impacts resulting from on- and off-street parking changes during construction in highly urbanised settings. The Strategy must include, but not necessarily be limited to: <ul style="list-style-type: none"> <li>a. achieving the requirements of Condition E101;</li> <li>b. confirmation and timing of the removal of on- and off-street parking associated with construction of Stage 1 of the CSSI;</li> <li>c. parking surveys of all parking spaces to be removed or occupied by the CSSI workforce in the vicinity of the tunnelling compounds at Cabravale Leisure Centre and Bartley Street, Cabramatta to determine current demand during peak, off-peak, school drop off and pickup, weekend periods and during special events;</li> <li>d. consultation with affected stakeholders utilising existing on- and off-street parking stock which will be impacted as a result of construction;</li> <li>e. assessment of the impacts to on- and off-street parking stock taking into consideration, occupation by the CSSI workforce, outcomes of consultation with affected stakeholders and considering the impacts of special events;</li> <li>f. identification of mitigation measures to manage impacts to stakeholders as a result of on- and off-street parking changes including, but not necessarily limited to, staged removal and replacement of parking, and provision of alternative parking arrangements;</li> <li>g. mechanisms for monitoring, over appropriate intervals, to determine the effectiveness of implemented mitigation measures;</li> <li>h. details of shuttle bus service(s) to transport the CSSI workforce to construction sites from public transport hubs and off-site car parking facilities (where these are provided) and between construction sites;</li> <li>i. provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective; and</li> <li>j. provision of reporting of monitoring results to the Planning Secretary and relevant council(s) at three monthly intervals.</li> </ul> <p>The Construction Parking and Access Strategy must be submitted to the Planning Secretary for information at least one month before the commencement of any construction that reduces the availability of existing parking. The Strategy must be implemented before impacting on on-street parking and incorporated into the Traffic and Transport Management CEMP Sub-plan.</p>	Section 7.1.2 and Section 7  The Construction Parking and Access Strategy (CPAS) – Appendix D
E103	During construction, all reasonably practicable measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where	Section 7 and Section 9.3

CoA Reference	Condition Requirement	TTCSP Reference
	avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected businesses and implemented prior to the disruption. Adequate signage and directions to businesses must be provided prior to, and for the duration of, any disruption.	
E104	Stage 1 of the CSSI (including new or modified local roads, parking, pedestrian and cycle infrastructure) must be designed to meet relevant design, engineering and safety guidelines, including the Austroads Guide to Traffic Management.	Section 7
E105	<p>An independent Road Safety Audit must be undertaken to assess the safety performance of new or permanently modified local road, parking, pedestrian and cycle infrastructure provided as part of Stage 1 of the CSSI (including ancillary facilities) to ensure that they meet the requirements of relevant design, engineering and safety guidelines, including Austroads Guide to Traffic Management.</p> <p>The audit(s) must be undertaken by an appropriately qualified and experienced person during detailed design development (audit of plans) and prior to opening (pre-opening audit).</p> <p>The audit findings and recommendations of the detailed design plans (audit of the plans) must be actioned prior to construction of the relevant infrastructure. The pre-opening audit findings and recommendations must be actioned prior to the relevant infrastructure being made available for use. All audit findings must be made available to the Planning Secretary on request, within the timeframe stated in the request.</p>	Section 7 and Section 9.3
E106	<p>The Proponent must assess whether detailed design of the project would result in any increase to operational traffic movements identified in the documents listed in Condition A1 for the AWRC site, and submit the assessment to the Planning Secretary for information. If any such changes to operational traffic movements are identified, the Proponent must prepare a Road Network Performance Plan in consultation with the relevant council(s) and TfNSW. The Plan must be prepared to address the following:</p> <ul style="list-style-type: none"> <li>a. an updated analysis, including modelling of traffic impacts to the adjoining road network, as a consequence of Stage 1 of the CSSI;</li> <li>b. an assessment of the performance of the road network, inclusive of the Clifton Avenue / Elizabeth Drive intersection; and</li> <li>c. mitigation measures to manage any predicted traffic performance impacts.</li> </ul> <p>If a Road Network Performance Plan is triggered under this condition, it must be submitted to the Planning Secretary, relevant council(s) and TfNSW for information six months prior to the operation of Stage 1 of the CSSI. The mitigation measures in the Plan must be implemented by the Proponent before the operation of Stage 1 of the CSSI.</p>	This TTCSP is applicable to the Stage 1 construction phase works only. The assessment requested in this condition will be incorporated into relevant operational phase environmental management plans or systems to be developed prior to the commencement of operation.



### 3.3 Updated Management Measures

Table 3-2 below provides a summary of the UMMs relevant to traffic and transport and how these items are addressed in this plan.

*Table 3-2 Updated Management Measures relevant to this TTCSP*

UMM Reference	Management Measure Requirement	TTCSP Reference
G01	<p><b><u>Environmental management during construction</u></b></p> <p>Prepare and implement a Construction Environmental Management Plan (CEMP) consistent with Environmental Management Plan Guideline – Guideline for Infrastructure Projects (DPIE, 2020). The CEMP will include construction environmental management measures outlined in this table and may be divided into sub-plans. The CEMP must be endorsed by Sydney Water's environmental representative and approved by Sydney Water's project manager before construction activities commence.</p> <p>Induct all project staff and contractors into the CEMP requirements before they start site work on the project.</p>	<p>Section 1.6 of the CEMP. The TTCSP is appended to the CEMP as Appendix B6.</p> <p>This TTCSP has been prepared to meet the requirements of UMM G01, with endorsement and induction requirements noted. Induction requirement is outlined in Section 9.2.</p>
TT01	<p><b><u>Traffic related impacts to traffic exceeding the estimated capacity on certain links</u></b></p> <p>Prepare Site Specific Construction Traffic Management Plans (SSCTMP) in consultation with relevant local councils, bus companies, Bicycle NSW, Western Sydney Cycling Network, impacted residents and businesses, TfNSW and in accordance with relevant guidelines and the Framework Construction Traffic Management Plan (CTMP) (Appendix U). Each SSCTMP will outline:</p> <ul style="list-style-type: none"> <li>• staging and timing of construction for each area of the project</li> <li>• any changes to traffic conditions, including road closures or diversions</li> <li>• identification of haulage routes</li> <li>• safe alternative routes for pedestrians, cyclists and other active transport in accordance with relevant safety standards</li> <li>• parking arrangements for construction workers</li> <li>• construction access points</li> <li>• measures to minimise impacts on public transport network, including bus stops</li> <li>• opportunities to reduce road traffic noise, including restricting heavy vehicle movements to standard construction hours</li> <li>• measures to minimise impacts to businesses</li> <li>• measures to outline construction interface management with the M12 Motorway project.</li> </ul> <p>In addition to the above, SSCTMP will include:</p> <ul style="list-style-type: none"> <li>• Signage at key locations across the local influence area including Wallacia, and Luddenham to ensure the visitor experience is made as clear and easy as possible. Signage mitigation will also be required throughout busier areas where facilities are clustered together and subject to frequent access such as: <ul style="list-style-type: none"> <li>○ Luddenham Main Street (the Old Northern Road) in Luddenham</li> <li>○ Elizabeth Drive in Luddenham and Kemps Creek</li> <li>○ Liverpool Road North in Bonnyrigg</li> <li>○ St Johns Road, Cabramatta Road and Bartley Street in Cabramatta</li> </ul> </li> </ul> <p>Specific consideration of the highly urbanised setting in Cabramatta within the local influence area. This includes planning parking changes to reduce potential impacts and planning traffic diversions in consultation with Fairfield Council.</p>	<p>Site Specific Construction Traffic Management Plans (SSCTMPs) have been prepared and are further detailed in Appendix B and Section 7.1.1. SSCTMPs will be incorporated into construction management documentation and implemented by the JH delivery team.</p> <p>This TTCSP also reviews and updates the construction traffic management approach presented in the draft Framework CTMP.</p>
TT02	<p><b><u>Congestion related to traffic exceeding the estimated capacity on certain links</u></b></p> <p>Finalise the Framework CTMP to guide the development of the SSCTMPs.</p>	<p>This TTCSP reviews and updates the construction traffic management approach presented in the draft Framework CTMP.</p>

UMM Reference	Management Measure Requirement	TTCSP Reference
TT03	<p><b><u>Cumulative impacts to the road network</u></b> Investigate opportunities to minimise cumulative impacts along Clifton Avenue and Elizabeth Drive with the M12 Motorway project. Measures outlined in TT01 will also help minimise cumulative impacts from the project on the traffic network.</p>	<p>Site Specific Construction Traffic Management Plans (SSCTMPs) will be prepared for each construction site, separate to this TTCSP and will address potential cumulative impacts.</p> <p>General guidance is also included in Section 7.</p>
TT04	<p><b><u>Cumulative impacts to the road network</u></b> Prioritise the use of arterial and sub-arterial roads over collector and local roads, especially during AM and PM peaks, for construction haulage routes. This will include planning traffic routes to minimise impacts to sensitive receivers on local roads.</p>	Section 7.
TT05	<p><b><u>Operational traffic from the AWRC impacting the traffic network</u></b> Where possible, schedule operational deliveries and other operational vehicle movements outside of peak traffic movements on Elizabeth Drive to minimise queuing on Clifton Avenue.</p>	This TTCSP is applicable to the Stage 1 construction phase works only. Requirements to satisfy UMM TT05 will be incorporated into relevant operational phase environmental management plans.
TT06	<p><b><u>Impacted access to the Cabravale Diggers Club</u></b> Consult with the Cabravale Diggers Club and ensure emergency access off Bartley Street for the Club is maintained and included in the SSCTMPs.</p>	Section 7.

## 4 Consultation

### 4.1 TTCSP Consultation

Consultation requirements raised in the Infrastructure Approval are explored in detail in Section 2 of the CEMP. Consultation requirements detailed in the Framework CTMP (draft), EIS and relevant UMMs specific to traffic and transport impacts associated with the project will be addressed further during the development of the Site-Specific Construction Traffic Management Plans (SSCTMPs) and the CPAS. Specifically, this TTCSP has been provided to the following agencies in accordance with CoA C4, with their outcomes summarised in Appendix A and comments received from the consultation process incorporated in relevant sections of this Plan.

- Transport for NSW (TfNSW)
- Relevant Councils, including:
  - Wollondilly Shire Council
  - Penrith City Council
  - Liverpool City Council
  - Fairfield City Council
  - Canterbury-Bankstown Council

In addition to the agencies stated above, sensitive receivers such as adjacent landowners, businesses and nearby local communities would also be consulted during the development of relevant SSCTMPs, for works that have the potential to result in direct traffic or access impacts.

In accordance with CoA A9, a Consultation Summary Report has been developed and appended to this Plan (Appendix A) to document and provide evidence of consultation undertaken in accordance with the Infrastructure Approval.

### 4.2 Endorsement and Approval

The TTCSP must be endorsed by the ER and then submitted to DPHI for approval no later than one month before the commencement of construction, or where construction is staged, no later than one month before the commencement of the stage. Construction must not commence until the TTCSP has been approved by DPHI. Rev 9 of the TTCSP was approved by DPHI on 22/06/2023 which was issued for construction as Rev A on 22/08/2023.

In accordance with Section 1.8 and 3.3.1 of the CEMP, any minor amendments must be approved by the ER and implemented for the duration of construction.

## 5 Existing Environment

The following sub-sections provide detail on the existing environment on and around the USC construction site and factors influencing construction traffic and transport conditions at the project work areas/ sites. Information has been extracted from the EIS and Traffic and Transport Amendment Report (Bartley Street Realignment) and relevant appendices, including the draft Framework CTMP.

### 5.1 Site Context

The project, and specifically the proposed AWRC site, is located in a rural area of Western Sydney, approximately 40km to the west of the Sydney central business district, and part of the Greater Western Sydney region. The AWRC site is set at an elevation of approximately 40m above sea level within a natural depression that follows the alignment of South Creek and Badgerys Creek. The treated water pipeline is approximately 16km in length and leaves the AWRC site in a westerly direction where it directs treated water into the Nepean River at Wallacia via a release structure. The brine pipeline is approximately 24km in length and leaves the AWRC site in an easterly direction where it directs brine into the existing Sydney Water network via the Northern Georges River Submain (NGRS) at Lansdowne.

The surrounding project area is a mixture of the sprawling, developed suburbs of western Sydney and rural residential with key local industries and activities. Key activities and industries in close proximity to the AWRC site, include:

- The SUEZ Resource Recovery Park
- A wholesale nursery
- Chicken broiler / layer farms
- The Western Sydney Airport
- Sydney Metro – Western Sydney Airport project
- M12 Motorway project.

With respect to cumulative impacts, the construction phases of Western Sydney International Airport (WSIA), the M12 motorway and Sydney Metro WSA are expected to overlap with the construction phase of the project. Significantly, the peak construction years for Sydney Metro WSA and the M12 Motorway generally align with the project. The cumulative traffic impacts are expected to primarily impact Elizabeth Drive.

The project area is surrounded by a wide range of land uses that may be impacted by construction traffic, including residential properties and agricultural lands at various locations, Wallacia Christian Church, and community facilities and businesses in Wallacia, Bonnyrigg, Cabramatta and Canley Vale. There will also be temporary, localised impacts to access routes, parking arrangements, bus stops and footpaths during the construction period.

At the AWRC site, the nearest private residential properties are approximately 500m south, southeast, east and northeast. However, there are only a small number of such properties.

### 5.2 Traffic and Transport Conditions

#### 5.2.1 Existing Road Network and Traffic

The surrounding road network is shown in Figure 5-1 and Figure 5-2, and has been classified based on functional hierarchy ranging from major connecting roads, which carry strategic importance and are associated with high traffic flows, to roads which carry low volumes of traffic and primarily provide access to local developments and residential areas.

A review of the Google traffic data map layer indicates that there is existing traffic congestion present during peak periods on Elizabeth Drive and Devonshire Road at Kemps Creek, Frederick Road at Cecil Hills, and The Horsley Drive at Carramar (Google Maps, 2023).





Figure 5-1: Functional road hierarchy west of M7 motorway (Environmental flows pipeline not applicable to the project) (Source: USCAWRC Traffic and Transport Technical Report)



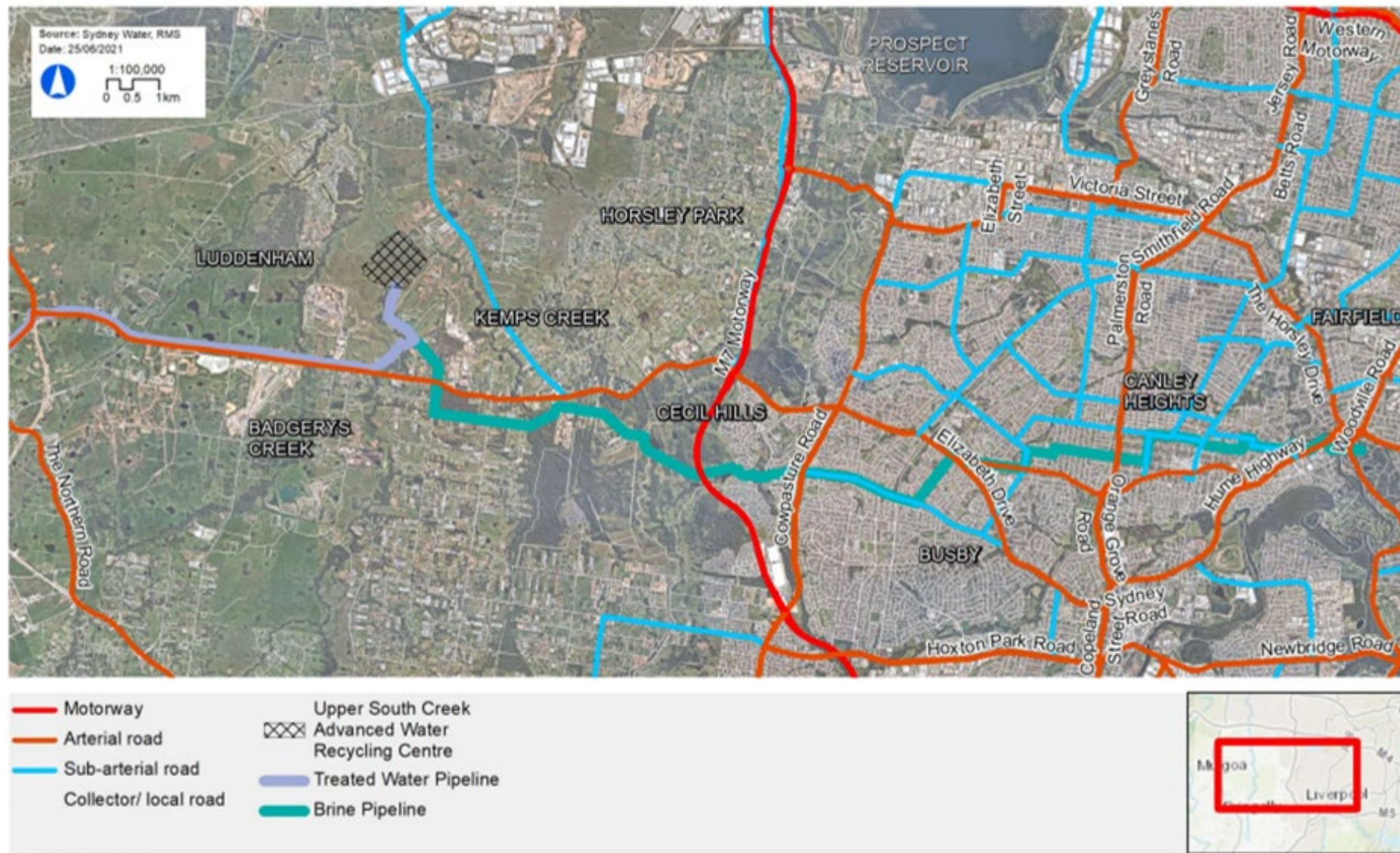


Figure 5-2: Functional road hierarchy east of M7 motorway (Source: USCAWRC Traffic and Transport Technical Report)

### 5.2.2 Parking

In the sparsely populated land adjacent to the Treated Water Pipeline, on-street parking is located primarily in town centres such as Wallacia, with limited parking on arterial routes due to the low density of development.

Within urban areas, many local roads have carriageway widths that accommodate the parking demand. These spaces are typically used by residents and visitors. Arterial and sub-arterial roads such as the Hume Highway and Cabramatta Road operate under clearway conditions during peak periods to reduce congestion caused by the high traffic flows.

Public off-street parking is located within the commercial areas surrounding Cabramatta and Liverpool stations. There is also high turnover of on-street parking available along active street frontages.

### 5.2.3 Public Transport

To the west of the M7, the treated water pipeline runs through low density areas adjacent to Elizabeth Drive, The Northern Road and Park Road. The nearest train station is located at Leppington, approximately 15 kilometres from the AWRC site. This station is serviced by the T2 and T5 rail lines and provides connections to the Sydney Central Business District (CBD) and north-western suburbs. Trains operate to and from Leppington station at regular intervals throughout the week and on the weekend. Due to low patronage, a limited number of bus services operate in the vicinity of the pipelines, as shown by route number in Figure 5-3. These services operate at low frequencies throughout the week, with the 795 route service operating sporadically on the weekend.

Bus services operating outside town centres and residential areas generally have limited coverage, as shown in Figure 5-4 and 5-5. The three bus services which operate in the vicinity of the study area are as follows:

- Route 789: Luddenham to Penrith via The Northern Road;
- Route 795: Warragamba to Penrith via Mulgoa Road; and
- Route 801: Liverpool to Badgerys Creek via Elizabeth Drive.

These bus services operate at low frequencies throughout the week and the 795 operates sporadically on the weekend.



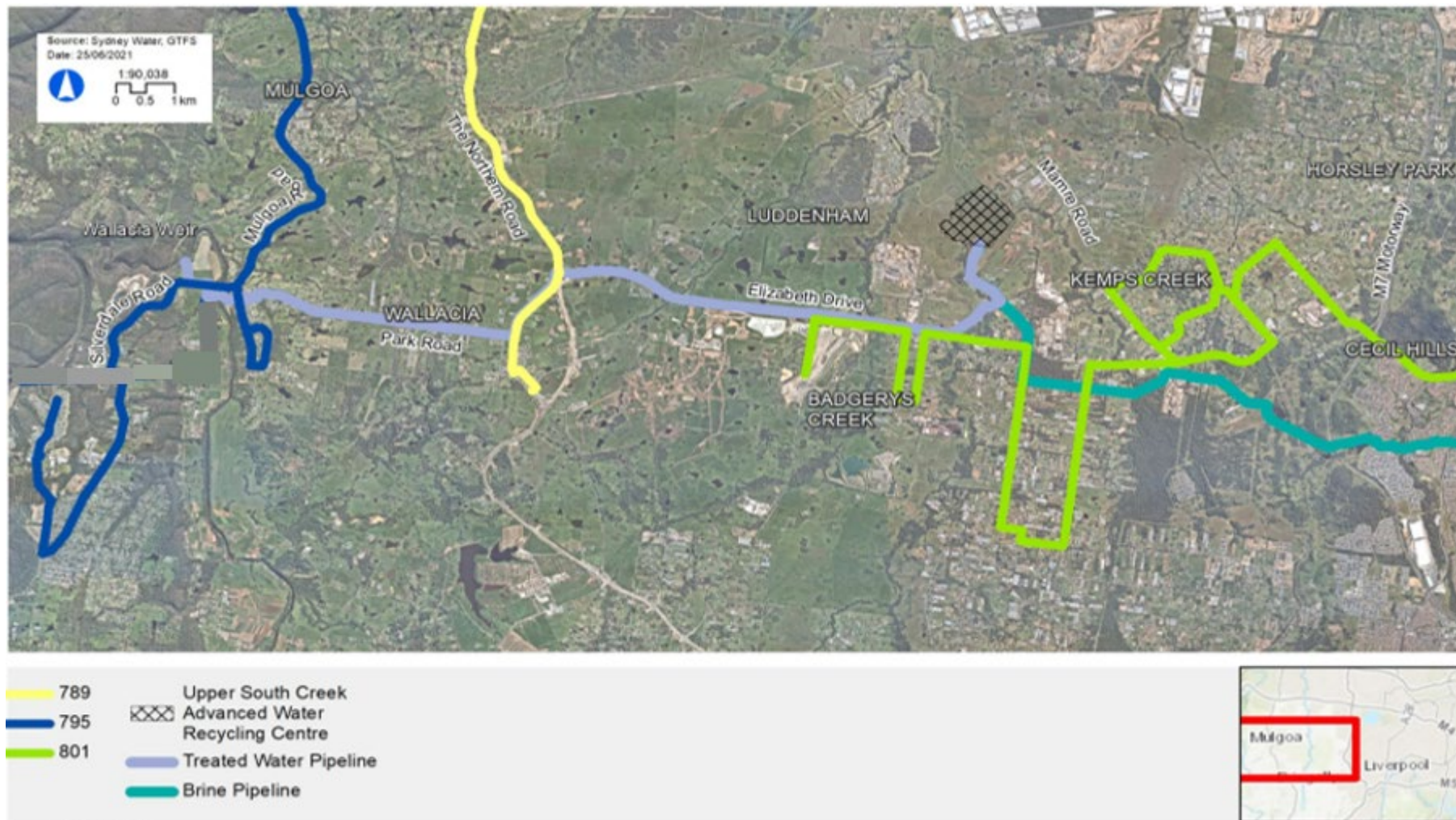


Figure 5-3: Existing bus routes west of M7 motorway (Source: USCAWRC Traffic and Transport Technical Report)



East of the M7, the brine pipeline runs through the established suburbs of Cecil Hills, Green Valley, Bonnyrigg and Cabramatta. These suburbs are predominantly residential. The nearest train stations are Carramar Station and Cabramatta Station. The stations service the T2, T3 and T5 rail lines (Cabramatta Station only), providing connections to the CBD, north-western and western suburbs. Bus and train services are operated by the Transit Systems (Fairfield and Liverpool) and Transdev NSW (Parramatta, Bankstown and Liverpool) bus networks, as shown in Figure 5-4 and Figure 5-5 respectively.

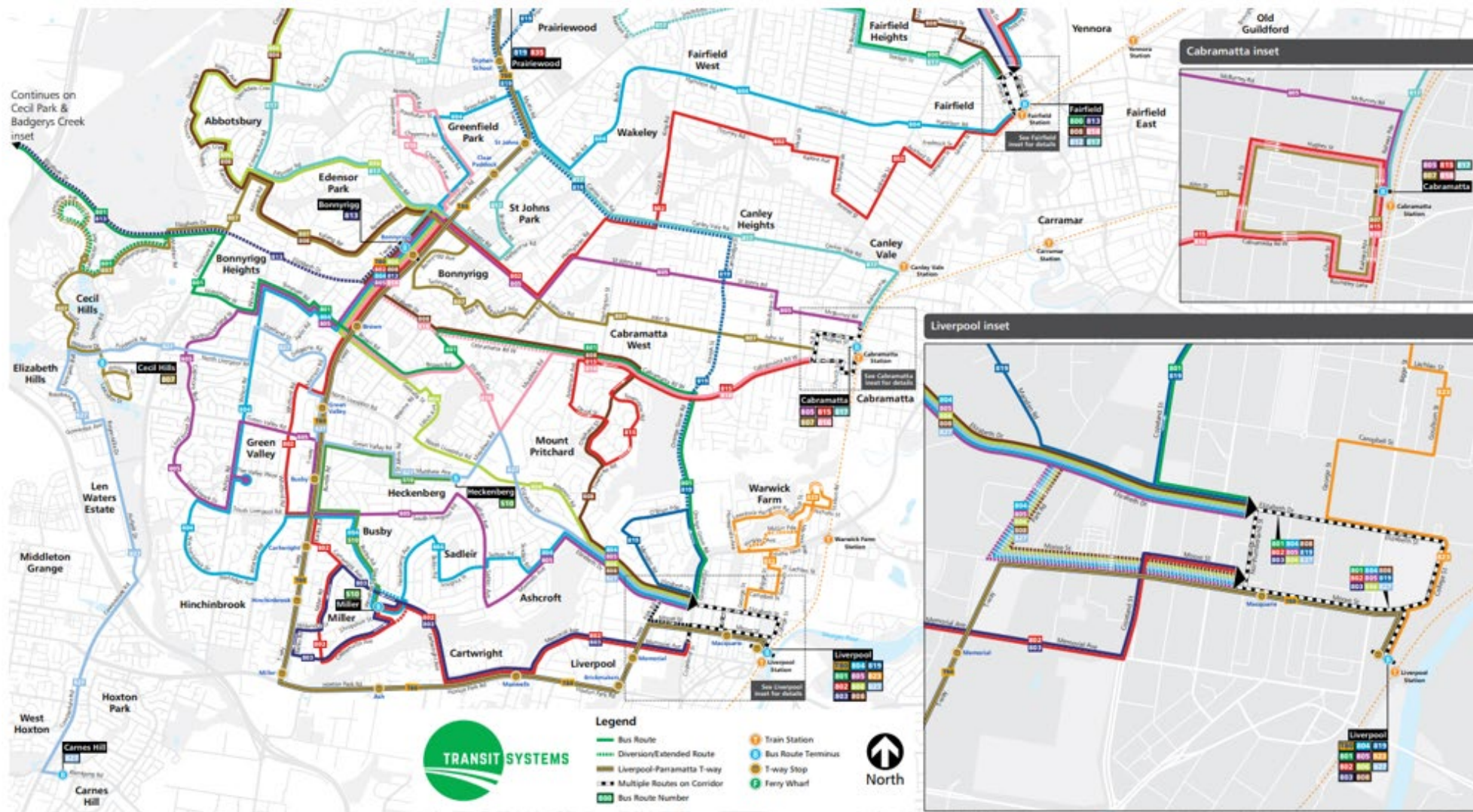


Figure 5-4: Transit Systems Fairfield and Liverpool



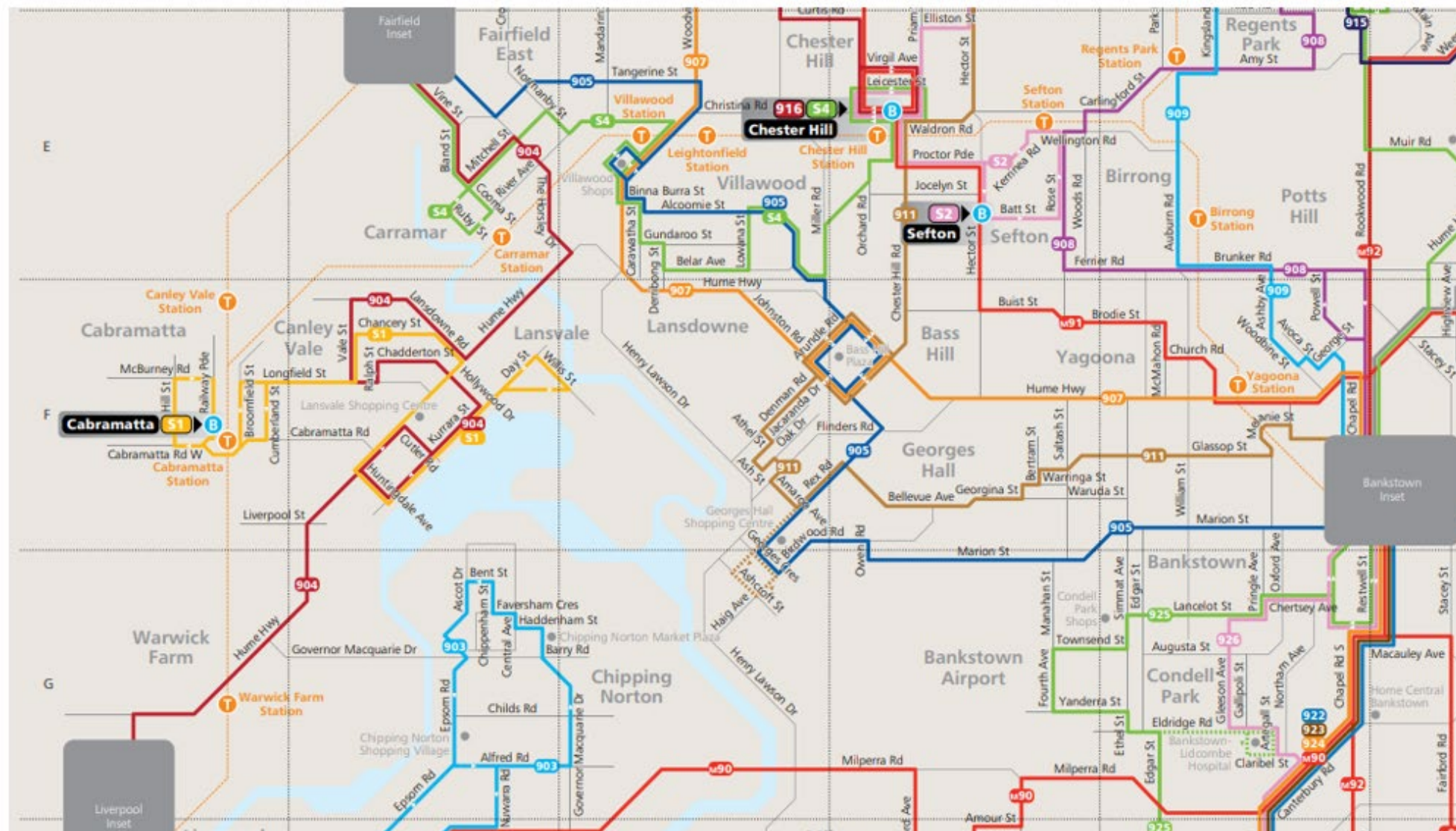


Figure 5-5: Transdev NSW Parramatta, Bankstown and Liverpool network

#### 5.2.4 Active Transport

There is limited walking and cycling infrastructure located West of the M7 motorway as presented in Figure 5-6 below. A desktop study of the RMS Cycleway finder shows cycleways along sections of Elizabeth Drive, Mamre Road and The Northern Road. This highlights that there is poor connectivity between the cycleways which makes it difficult for cyclists to travel between urban centres safely.

Infrastructure improvements have been planned as part of The Northern Road upgrades which is currently underway. In addition, the Department of Planning, Housing and Infrastructure (DPHI) has recognised the need to improve cycling infrastructure within the surrounding local areas as discussed in the Mamre Road Precinct Rezoning Exhibition Discussion Paper (DPIE, November 2019). As a result, DPHI has identified a potential opportunity for a shared path along creek lines, including the South Creek-Wianamatta corridor as part of the future upgrades for Mamre Road.





Figure 5-6a: Existing Active Transport Routes West of the M7 Motorway

Walking and cycling infrastructure to the east of the M7 Motorway is more consistent and better connected as can be seen in Figure 5-6b below. A mix of on and off-road cycleways are available within the vicinity of the project, with the main cycling routes as follows:

- Bay to Mountains shared path – between Mirambeena Regional Park in Bankstown and Prospect Reservoir in Blacktown
- Cabramatta Creek shared path – between King Park in Wakeley and Cowpasture Road via St Johns Park
- Prospect Creek shared path – between Holroyd City to the Fairfield Town Centre
- The Cowpasture Road shared path – between Elizabeth Drive and The Horsley Drive. This path also links into the Bay to Mountains, St Johns Park and T-way shared paths
- T-Way cycleway – between Parramatta and Liverpool. This path also provides a connection to the Bay to Mountains and St Johns Park shared path
- Rail Trail cycleway – between Parramatta and Liverpool. This path also provides a connection to Prospect Creek and the Bay to Mountains shared path.



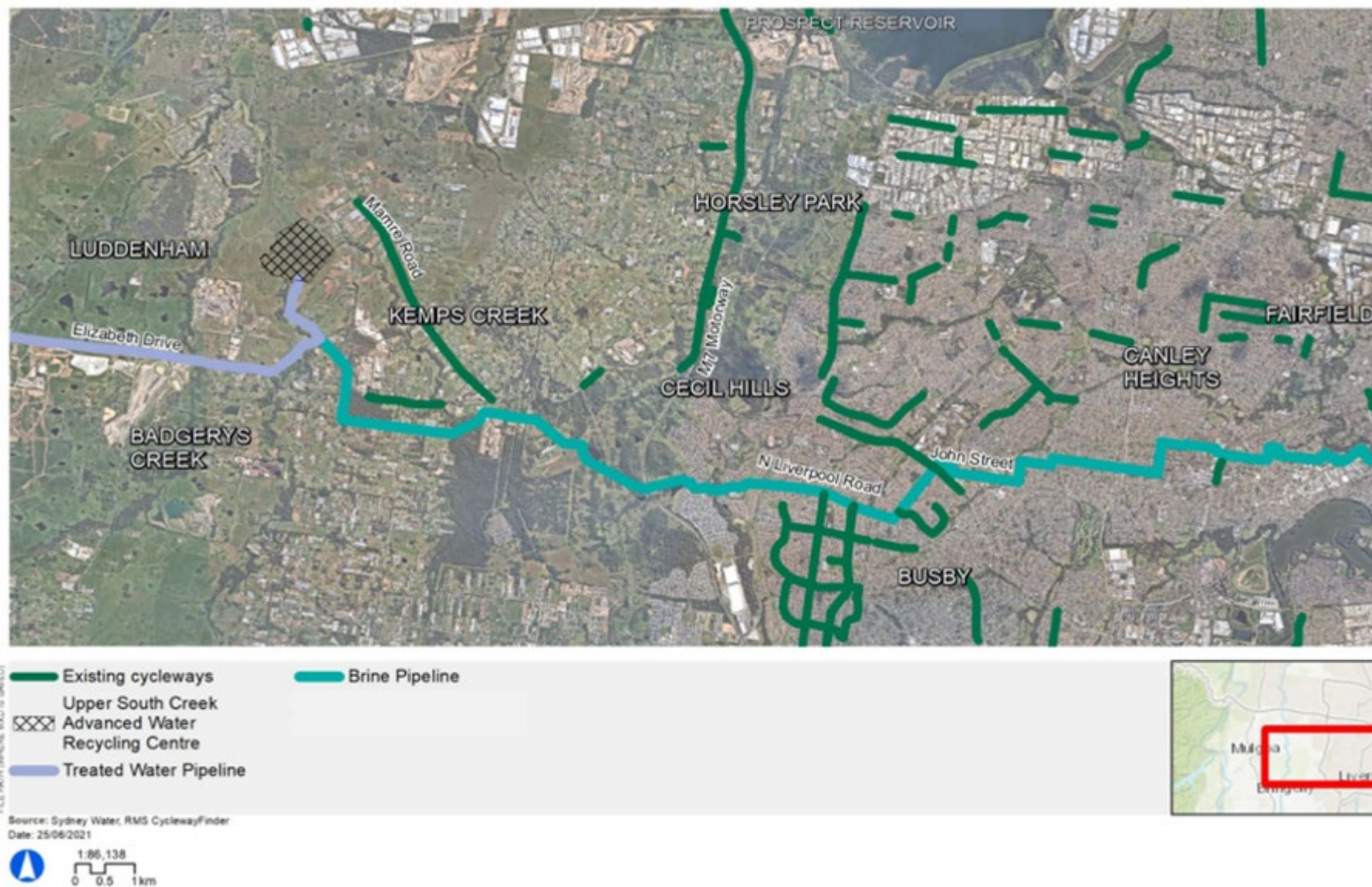


Figure 5-6b: Existing Active Transport Routes West of the M7 Motorway

## 6 Traffic and Transport Impacts

During the construction phase, key aspects of the project that have the potential to result in an impact to construction traffic and transport are summarised below.

### Parking impacts due to:

- Construction workers driving to various sites, in particular the brine pipeline, which may result in the loss of on-street parking where on-site supply cannot accommodate demand
- Construction vehicles utilising on-street parking in urban areas during construction of the pipelines, removing available spaces for residents and businesses
- Idling and queuing on state and regional roads, restricting access to on-street parking spaces
- Necessary lane closures during construction activities that temporarily remove available on-street parking

### Construction traffic generation:

Construction traffic related to the project will be generated by the following activities:

- Worker crews – crews undertaking horizontal directional drilling (HDD) / open trenching along the pipeline alignment
- Light vehicles accessing site compounds, including the AWRC construction site
- Heavy vehicles accessing site compounds, including the AWRC construction site and the work zones along the pipeline corridors.

### Increased traffic congestion and road user impacts due to:

- Operation of construction vehicles and plant accessing site compounds, including the AWRC construction site
- Transport of spoil, demolition material, and imported construction materials
- Light vehicles accessing site compounds, including the AWRC construction site
- Temporary lane closures to facilitate site access and construction vehicle overflow parking
- Temporary closure of existing pedestrian and cycle paths
- Worker crews undertaking boring, open trenching and horizontal directional drilling (HDD) along the alignment of the pipeline, resulting in lane closures
- Transport of asbestos or contaminated soil removed (if encountered)

### The main potential traffic and transport issues during construction would be:

- The loss of on-street parking during the construction of the pipeline in urban centres, particularly in the vicinity of Cabravale Leisure Centre in Cabramatta
- Closure of pedestrian and cyclist paths and redirection of these road users onto alternative routes or infrastructure
- Temporary disruption to other road users as construction vehicles slow down to access work sites or set up traffic control infrastructure
- Construction traffic resulting in an increase in traffic of greater than 5% on road links that are already over capacity with background traffic, including:
  - Elizabeth Drive between The Northern Road at Luddenham and Clifton Avenue at Kemps Creek
- Construction traffic on links that are already overcapacity with background traffic:
  - Elizabeth Drive between Clifton Avenue at Kemps Creek and the M7 motorway at Cecil Hills
  - Cowpasture Road between Elizabeth Drive and North Liverpool Road at Bonnyrigg Heights
  - Hume Highway between Landsdowne Road at Cabramatta and Derribong Street at Villawood

In the case of Elizabeth Drive, the background traffic includes traffic related to the construction of the M12 Motorway.

- Traffic increases of between 5 and 10% on some road links that will not result in detrimental impacts to traffic flow as the links will remain under capacity. These road links are detailed in Table 6-1 below:



Table 6-1 Traffic increases of 5-10% (roads remain under capacity)

Suburb	Street/s
Mulgoa / Greendale	Mulgoa Road Greendale Road
Wallacia / Luddenham	Park Road
Luddenham	Willmington Road (north of Park Road)
Kemps Creek	Western Road (between Elizabeth Drive and Cross Street) Cross Street Clifton Avenue
Cecil Hills	Kensington Close Stirling Street Feodore Drive (between Stirling Street northern occurrence and Spencer Road) Frederick Road
Bonnyrigg	Montgomery Road Monash Place Hebblewhite Place
Cabramatta West	Meadows Road (north of Cabramatta Road West) Edensor Road (between Humphries Road and Harrington Street) Harrington Street (between Edensor Road and John Street) John Street (east to Gladstone Street)
Cabramatta	Gladstone Street (between John Street and St Johns Road) St Johns Road (east of Gladstone Street) Cumberland Street (between Broomfield Street and Curtin Street) Curtin Street (between Cumberland Street and Fairview Road)
Canley Vale	Bartley Street Fairview Road (between Curtin Street and Bareena Street) Bareena Street (east of Fairview Road) Vale Street (between Bareena Street and Chancery Street) Chancery Street Bromley Street (east to Beckenham Street) Beckenham Street Willowbank Crescent (between Beckenham Street and No. 9) Knight Street (between Hume Highway and Day Street)
Villawood	Moore Street
Carramar	Gordon Street
Fairfield	Vine Street Dale Street Wilga Street (between Dale Street and North Street) North Street (west of Wilga Street) East Parade (south to Symons Street)

See Figure 6-1 below showing the road links already at capacity and those under capacity that are impacted by the project (5-10% impact above base traffic levels).

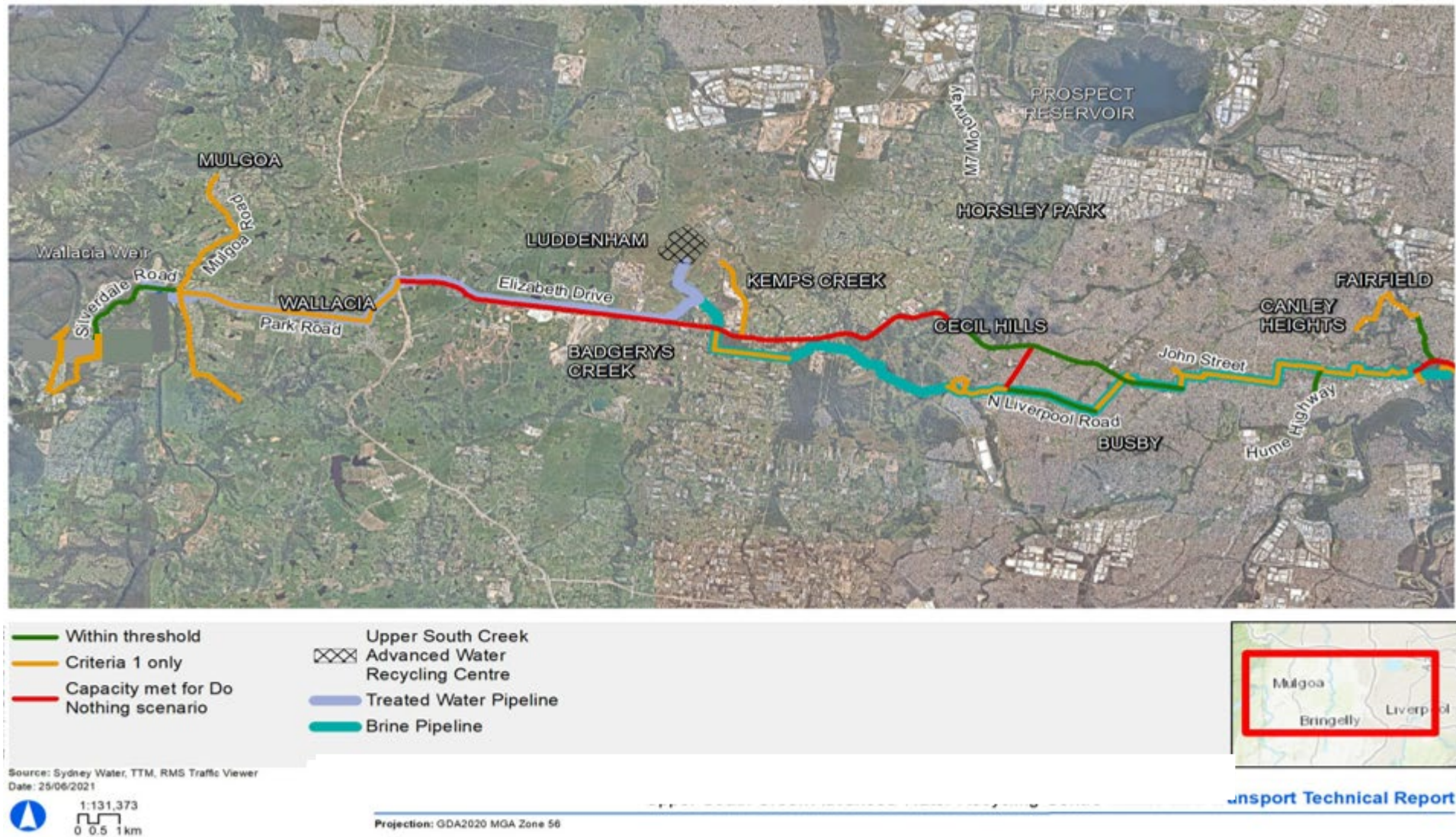


Figure 6-1: Road links at capacity (in red) and those with 5-10% increase in traffic (but under capacity) outlined in yellow.

Source: EIS Appendix U - Traffic and Transport Technical Report – Figure 17: 2023 Construction traffic link assessment (page 48), Aurecon and Arup, Sydney Water Planning Partnership, June 2021.

Construction Vehicle Types:

A range of construction vehicle types are expected to be used throughout construction. These vehicles have the potential to cause substantial damage to the roads and infrastructure, noise and dust emissions, and traffic impacts. The vehicles to be used are not limited to those listed in this section, however the most commonly used vehicles may include:

- light vehicles
- truck and dog
- concrete trucks
- dump trucks
- cranes
- excavators
- bulldozers
- loaders (backhoe / front end)
- grader
- other plant machinery.

## 7 Environmental Mitigation and Management Measures

The USC project will be constructed in a manner that minimises both the traffic impacts during peak periods and the loss of parking during times of peak parking demand. All activities on the site and satellite sites will be undertaken with the objective of maximising road user safety. Should unexpected road congestion result from site activities or traffic safety risks emerge, John Holland will identify and implement all feasible and reasonable mitigation measures, including retiming of works, reorganisation of activities, or cessation of relevant works, as appropriate, such that the risks and impacts are eliminated or minimised.

Specific measures and requirements to address potential impacts on the traffic and transport network are outlined in 7-4.

### 7.1 Key Traffic Management Approvals

As detailed design and construction planning progresses, additional traffic management approvals and associated management plans will be identified and developed, in consultation with relevant stakeholders, including TfNSW and the relevant local council. Some of these approvals and plan requirements include, but are not limited to:

- Site Specific Construction Traffic Management Plan (SSCTMP) (requirement discussed in detail in Section 7.1.1 of this plan), including
  - Traffic Control Plans (TCP)
  - Vehicle Movement Plans (VMP)
  - Pedestrian Movement Plan (PeMP)
  - Parking Management Plan (PaMP)
- Road Occupancy Licence (ROL) - a TCP and Speed Zone Authorisation form must accompany each ROL application to the relevant council.
- Traffic Signal Adjustments – where required, traffic design signal plans will be submitted as part of the application in consultation with the relevant local council.
- Over-size or Over-mass Vehicle Access Permits – where required, permits will be applied for via the National Heavy Vehicle Regulator (NHVR). Checks will be made by the project team to ensure that vehicles comply with NHVR requirements.
- Public Transport Adjustments – where required, these will be undertaken in consultation with TfNSW and relevant local councils.
- Construction Parking and Access Strategy (CPAS) – construction parking is addressed in Sections 7.2.2, 7.1.2 and Appendix D of this plan.
- Local Road Approval (LRA) – the use of local roads is addressed in Section 7.2.1 and Appendix E of this plan.

The approvals and associated management plans listed above will be guided by the principles set out in this TTCSP. Each respective document contains the detail relating to the work sites where the different construction activities may be occurring and will provide specific construction traffic management solutions where required. Where required, this TTCSP will be updated with relevant information following consultation with and/or approval of plans by relevant stakeholders.

#### 7.1.1 Site Specific Construction Traffic Management Plans (SSCTMPs)

A site-specific Construction Traffic Management Plans (SSCTMP) will be prepared for each site, compliant with controls and measures initially outlined in the draft Framework CTMP and further refined within this TTCSP. These SSCTMPs will be developed in accordance with relevant guidelines (including consideration of the Roads Act 1993), and in consultation with:

- Local Councils
- Bus companies
- Bicycle NSW
- Western Sydney Cycling Network
- Impacted residents and businesses
- TfNSW
- Cabravale Diggers Club.

Each SSCTMP will outline management measures relevant to the specific work area, including:

- Construction staging and timing
- Changes to traffic conditions, including road closures and diversions
- Haulage routes and construction access points
- Details on access points, such as stabilisation requirements, a requirement for wheel washes, sweeping frequency requirements and type of sweeping required



- Parking arrangements for construction workers
- Construction traffic management measures to mitigate against potential traffic and safety impacts of adding to congestion on road links already at, or over capacity (e.g. peak spreading of movements)
- Consideration of the hierarchy of user groups, listed from highest to lowest, including:
  - pedestrians;
  - cyclists;
  - public transport users;
  - service vehicles (relating to businesses and agricultural groups); and
  - private vehicles.
- Safe alternative routes for pedestrians, cyclists and other active transport in accordance with relevant safety standards
- Measures regarding the construction interface with the M12 Motorway project to limit cumulative traffic impacts.
- Measures to minimise impacts on the public transport network, including bus stops
- Measures to minimise impacts to businesses and maintain access for residents
- Opportunities to reduce road traffic noise, including restricting heavy vehicle movements to standard construction hours.

Specific management measures for key areas will be incorporated in the relevant SSCTMPs, including, but not limited to:

- How emergency access off Bartley Street for the Cabravale Diggers Club will be maintained
- Signage at key locations across the local influence area including Wallacia and Luddenham to ensure the visitor experience is made as clear and easy as possible.
- Signage mitigation throughout busier areas where facilities are clustered together and subject to frequent access such as:
  - Luddenham Main Street (the Old Northern Road) in Luddenham
  - Elizabeth Drive in Luddenham and Kemps Creek
  - Liverpool Road North in Bonnyrigg
  - St Johns Road, Cabramatta Road and Bartley Street in Cabramatta
- Specific consideration of Cabramatta, including planning parking changes to reduce potential impacts and planning traffic diversions in consultation with Fairfield Council.

The submission of each SSCTMP will include TCPs, VMPs, PeMPs and PaMPs and will be developed in consultation with relevant councils, TfNSW, Western Sydney Planning Partnership and relevant local residents and businesses. A summary of SSCTMPs for sites/compounds and ancillary facilities are provided in Table 7-1.



Table 7-1 SSCTMPs summary for site compound / ancillary facility

SSCTMP	SSCTMP Description	Parking	Traffic Control Required?	Nominated Locations for Access and Egress	Pipeline	HV and LV	Reference																																																													
USC-JHG-MPL-TRM-0005	Compound C3 is located on Silverdale Road, Wallacia	No impact	Yes (stop slow)	Access into C3 from Silverdale Road  Egress from C3 to Silverdale Road	Treated Water	<table><tr><th colspan="4">AM peak</th><th colspan="4">PM peak</th></tr><tr><th colspan="2">LV</th><th colspan="2">HV</th><th colspan="2">LV</th><th colspan="2">HV</th></tr><tr><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th></tr><tr><td>5</td><td>1</td><td>2</td><td>1</td><td>1</td><td>5</td><td>2</td><td>2</td></tr></table>	AM peak				PM peak				LV		HV		LV		HV		IN	OUT	IN	OUT	IN	OUT	IN	OUT	5	1	2	1	1	5	2	2	Appendix B1																													
AM peak				PM peak																																																																
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USC-JHG-MPL-TRM-0001	Compound 5 is located at 1 Park Road, Wallacia	No impact	Yes (stop slow)	Access into C5 from Park Road  Egress from C5 to Park Road	Treated Water	<table><tr><th rowspan="3">Location</th><th colspan="4">AM peak</th><th colspan="4">PM peak</th></tr><tr><th colspan="2">LV</th><th colspan="2">HV</th><th colspan="2">LV</th><th colspan="2">HV</th></tr><tr><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th></tr><tr><td>Compound 5</td><td>5</td><td>1</td><td>2</td><td>1</td><td>1</td><td>5</td><td>2</td><td>2</td></tr><tr><td>Compound 6</td><td>5</td><td>1</td><td>1</td><td>1</td><td>0</td><td>15</td><td>1</td><td>1</td></tr><tr><td>Compound 7</td><td>3</td><td>0</td><td>1</td><td>1</td><td>0</td><td>15</td><td>1</td><td>1</td></tr><tr><td>Compound 8</td><td>100</td><td>20</td><td>4</td><td>2</td><td>0</td><td>50</td><td>2</td><td>2</td></tr></table>	Location	AM peak				PM peak				LV		HV		LV		HV		IN	OUT	IN	OUT	IN	OUT	IN	OUT	Compound 5	5	1	2	1	1	5	2	2	Compound 6	5	1	1	1	0	15	1	1	Compound 7	3	0	1	1	0	15	1	1	Compound 8	100	20	4	2	0	50	2	2	Appendix B2
Location	AM peak				PM peak																																																															
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Compound 8	100	20	4	2	0	50	2	2																																																												
USC-JHG-MPL-TRM-0001	Compound 6	No impact	Yes (stop slow)	Access into C6 from Park Road  Egress from C6 to Park Road	Treated Water	<table><tr><th rowspan="3">Location</th><th colspan="4">AM peak</th><th colspan="4">PM peak</th></tr><tr><th colspan="2">LV</th><th colspan="2">HV</th><th colspan="2">LV</th><th colspan="2">HV</th></tr><tr><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th></tr><tr><td>Compound 5</td><td>5</td><td>1</td><td>2</td><td>1</td><td>1</td><td>5</td><td>2</td><td>2</td></tr><tr><td>Compound 6</td><td>5</td><td>1</td><td>1</td><td>1</td><td>0</td><td>15</td><td>1</td><td>1</td></tr><tr><td>Compound 7</td><td>3</td><td>0</td><td>1</td><td>1</td><td>0</td><td>15</td><td>1</td><td>1</td></tr><tr><td>Compound 8</td><td>100</td><td>20</td><td>4</td><td>2</td><td>0</td><td>50</td><td>2</td><td>2</td></tr></table>	Location	AM peak				PM peak				LV		HV		LV		HV		IN	OUT	IN	OUT	IN	OUT	IN	OUT	Compound 5	5	1	2	1	1	5	2	2	Compound 6	5	1	1	1	0	15	1	1	Compound 7	3	0	1	1	0	15	1	1	Compound 8	100	20	4	2	0	50	2	2	Appendix B2
Location	AM peak				PM peak																																																															
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Compound 8	100	20	4	2	0	50	2	2																																																												
USC-JHG-MPL-TRM-0001	Compound 7 is located north of Elizabeth Drive	No impact	Yes (stop slow)	Access into C7 from Elizabeth Drive  Egress from C7 to Elizabeth Drive	Treated Water	<table><tr><th rowspan="3">Location</th><th colspan="4">AM peak</th><th colspan="4">PM peak</th></tr><tr><th colspan="2">LV</th><th colspan="2">HV</th><th colspan="2">LV</th><th colspan="2">HV</th></tr><tr><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th></tr><tr><td>Compound 5</td><td>5</td><td>1</td><td>2</td><td>1</td><td>1</td><td>5</td><td>2</td><td>2</td></tr><tr><td>Compound 6</td><td>5</td><td>1</td><td>1</td><td>1</td><td>0</td><td>15</td><td>1</td><td>1</td></tr><tr><td>Compound 7</td><td>3</td><td>0</td><td>1</td><td>1</td><td>0</td><td>15</td><td>1</td><td>1</td></tr><tr><td>Compound 8</td><td>100</td><td>20</td><td>4</td><td>2</td><td>0</td><td>50</td><td>2</td><td>2</td></tr></table>	Location	AM peak				PM peak				LV		HV		LV		HV		IN	OUT	IN	OUT	IN	OUT	IN	OUT	Compound 5	5	1	2	1	1	5	2	2	Compound 6	5	1	1	1	0	15	1	1	Compound 7	3	0	1	1	0	15	1	1	Compound 8	100	20	4	2	0	50	2	2	Appendix B3
Location	AM peak				PM peak																																																															
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Compound 7	3	0	1	1	0	15	1	1																																																												
Compound 8	100	20	4	2	0	50	2	2																																																												
USC-JHG-MPL-TRM-0001	Compound 8 (AWRC)	No impact	Yes (stop slow)	Access into C8 from Clifton Avenue  Egress from C8 to Clifton Avenue	AWRC Site	<table><tr><th rowspan="3">Location</th><th colspan="4">AM peak</th><th colspan="4">PM peak</th></tr><tr><th colspan="2">LV</th><th colspan="2">HV</th><th colspan="2">LV</th><th colspan="2">HV</th></tr><tr><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th></tr><tr><td>Compound 5</td><td>5</td><td>1</td><td>2</td><td>1</td><td>1</td><td>5</td><td>2</td><td>2</td></tr><tr><td>Compound 6</td><td>5</td><td>1</td><td>1</td><td>1</td><td>0</td><td>15</td><td>1</td><td>1</td></tr><tr><td>Compound 7</td><td>3</td><td>0</td><td>1</td><td>1</td><td>0</td><td>15</td><td>1</td><td>1</td></tr><tr><td>Compound 8</td><td>100</td><td>20</td><td>4</td><td>2</td><td>0</td><td>50</td><td>2</td><td>2</td></tr></table>	Location	AM peak				PM peak				LV		HV		LV		HV		IN	OUT	IN	OUT	IN	OUT	IN	OUT	Compound 5	5	1	2	1	1	5	2	2	Compound 6	5	1	1	1	0	15	1	1	Compound 7	3	0	1	1	0	15	1	1	Compound 8	100	20	4	2	0	50	2	2	Appendix B4
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Compound 7	3	0	1	1	0	15	1	1																																																												
Compound 8	100	20	4	2	0	50	2	2																																																												
USC-JHG-MPL-TRM-0006	Compound 9 is located within the Liverpool Offtake Reservoir	No impact	Not applicable	Access into C9 from Range Road  Egress from C9 to Range Road	Brine	<table><tr><th colspan="4">AM peak</th><th colspan="4">PM peak</th></tr><tr><th colspan="2">LV</th><th colspan="2">HV</th><th colspan="2">LV</th><th colspan="2">HV</th></tr><tr><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th></tr><tr><td>5</td><td>1</td><td>2</td><td>1</td><td>1</td><td>5</td><td>2</td><td>2</td></tr></table>	AM peak				PM peak				LV		HV		LV		HV		IN	OUT	IN	OUT	IN	OUT	IN	OUT	5	1	2	1	1	5	2	2	Appendix B5																													
AM peak				PM peak																																																																
LV		HV		LV		HV																																																														
IN	OUT	IN	OUT	IN	OUT	IN	OUT																																																													
5	1	2	1	1	5	2	2																																																													
USC-JHG-MPL-TRM-0003	Compound 10 is located on Cowpasture Road, Cecil Hills	No impact	Not applicable	Access into C10 from Cowpasture Road  Egress from C10 to Cowpasture Road	Brine	<table><tr><th colspan="4">AM peak</th><th colspan="4">PM peak</th></tr><tr><th colspan="2">LV</th><th colspan="2">HV</th><th colspan="2">LV</th><th colspan="2">HV</th></tr><tr><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th></tr><tr><td>10</td><td>0</td><td>4</td><td>2</td><td>0</td><td>10</td><td>2</td><td>2</td></tr></table>	AM peak				PM peak				LV		HV		LV		HV		IN	OUT	IN	OUT	IN	OUT	IN	OUT	10	0	4	2	0	10	2	2	Appendix B6																													
AM peak				PM peak																																																																
LV		HV		LV		HV																																																														
IN	OUT	IN	OUT	IN	OUT	IN	OUT																																																													
10	0	4	2	0	10	2	2																																																													
USC-JHG-MPL-TRM-0007	Compound 11 is located off Upton Place, Bonnyrigg	No impact	Yes (spotter, stop slow, pedestrian management)	Route to and from Cabramatta Rd W: <ul style="list-style-type: none"><li>Access into C11 via Tarlington Parade, Bradfield Crescent and Upton Place</li><li>Egress from C11 via Upton Place, Bradfield Crescent and Tarlington Parade</li></ul>	Brine	<table><tr><th colspan="4">AM peak</th><th colspan="4">PM peak</th></tr><tr><th colspan="2">LV</th><th colspan="2">HV</th><th colspan="2">LV</th><th colspan="2">HV</th></tr><tr><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th></tr><tr><td>10</td><td>0</td><td>4</td><td>2</td><td>0</td><td>10</td><td>2</td><td>2</td></tr></table>	AM peak				PM peak				LV		HV		LV		HV		IN	OUT	IN	OUT	IN	OUT	IN	OUT	10	0	4	2	0	10	2	2	Appendix B7																													
AM peak				PM peak																																																																
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IN	OUT	IN	OUT	IN	OUT	IN	OUT																																																													
10	0	4	2	0	10	2	2																																																													

SSCTMP	SSCTMP Description	Parking	Traffic Control Required?	Nominated Locations for Access and Egress	Pipeline	HV and LV	Reference																																
				Route to and from Elizabeth Drive: <ul style="list-style-type: none"><li>Access into C11 via Bonnyrigg Avenue, Tarlington Parade and Upton Place</li><li>Egress from C11 via Upton Place, Bradfield Crescent and Bonnyrigg Avenue</li></ul>																																			
USC-JHG-MPL-TRM-0004	Compound 12 is located off East Parade, Canley Vale	No impact	Not applicable	Access into C12 from East Parade  Egress from C12 to East Parade	Treated Water	<table><tr><th colspan="4">AM peak</th><th colspan="4">PM peak</th></tr><tr><th colspan="2">LV</th><th colspan="2">HV</th><th colspan="2">LV</th><th colspan="2">HV</th></tr><tr><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th></tr><tr><td>10</td><td>0</td><td>4</td><td>2</td><td>0</td><td>10</td><td>2</td><td>2</td></tr></table>	AM peak				PM peak				LV		HV		LV		HV		IN	OUT	IN	OUT	IN	OUT	IN	OUT	10	0	4	2	0	10	2	2	Appendix B8
AM peak				PM peak																																			
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IN	OUT	IN	OUT	IN	OUT	IN	OUT																																
10	0	4	2	0	10	2	2																																
USC-JHG-MPL-TRM-0002	Compound 13 is located off Broomfield Street, Cabramatta	Yes	Yes (changes to car park operation, stop slow)	Access into C13 from Broomfield Street  Egress from C13 to Broomfield Street	Brine	<table><tr><th colspan="4">AM peak</th><th colspan="4">PM peak</th></tr><tr><th colspan="2">LV</th><th colspan="2">HV</th><th colspan="2">LV</th><th colspan="2">HV</th></tr><tr><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th></tr><tr><td>10</td><td>0</td><td>4</td><td>2</td><td>0</td><td>10</td><td>2</td><td>2</td></tr></table>	AM peak				PM peak				LV		HV		LV		HV		IN	OUT	IN	OUT	IN	OUT	IN	OUT	10	0	4	2	0	10	2	2	Appendix B9
AM peak				PM peak																																			
LV		HV		LV		HV																																	
IN	OUT	IN	OUT	IN	OUT	IN	OUT																																
10	0	4	2	0	10	2	2																																
USC-JHG-MPL-TRM-0008	Compound 15 is located within the Sydney Water NGRS easement	Not applicable	Yes (stop slow)	Access into C15 from Tillet Parade  Egress from C15 to Tillet Parade	Brine	<table><tr><th colspan="4">AM peak</th><th colspan="4">PM peak</th></tr><tr><th colspan="2">LV</th><th colspan="2">HV</th><th colspan="2">LV</th><th colspan="2">HV</th></tr><tr><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th></tr><tr><td>10</td><td>0</td><td>4</td><td>2</td><td>0</td><td>10</td><td>2</td><td>2</td></tr></table>	AM peak				PM peak				LV		HV		LV		HV		IN	OUT	IN	OUT	IN	OUT	IN	OUT	10	0	4	2	0	10	2	2	Appendix B10
AM peak				PM peak																																			
LV		HV		LV		HV																																	
IN	OUT	IN	OUT	IN	OUT	IN	OUT																																
10	0	4	2	0	10	2	2																																
USC-JHG-MPL-TRM-0009	Compound 17 is located within Fowler Reserve	No impact	Yes (stop slow)	Access into C17 from Silverdale Road  Egress from C17 to Silverdale Road	Treated Water	<table><tr><th colspan="4">AM peak</th><th colspan="4">PM peak</th></tr><tr><th colspan="2">LV</th><th colspan="2">HV</th><th colspan="2">LV</th><th colspan="2">HV</th></tr><tr><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th></tr><tr><td>5</td><td>1</td><td>1</td><td>1</td><td>0</td><td>15</td><td>1</td><td>1</td></tr></table>	AM peak				PM peak				LV		HV		LV		HV		IN	OUT	IN	OUT	IN	OUT	IN	OUT	5	1	1	1	0	15	1	1	Appendix B11
AM peak				PM peak																																			
LV		HV		LV		HV																																	
IN	OUT	IN	OUT	IN	OUT	IN	OUT																																
5	1	1	1	0	15	1	1																																

Note: Information in Table 7-1 is extracted from SSCTMPs established for compound/ancillary facility locations and is subject to change pending revision and update of SSCTMPs. Where required, this TTCSP will be updated to reflect changes made in the SSCTMPs.

### 7.1.2 Construction Parking and Access Strategy

The Construction Parking and Access Strategy (CPAS) appended in Appendix D details where works related to the project reduce the supply of available parking. A review of the entire project alignment will be undertaken to determine areas that would be included in the CPAS. The CPAS outlines measures to mitigate against impacts towards the community and affected businesses, particularly in urbanised areas. The strategy addresses the management of light and heavy vehicle movements to achieve the following:

- a. Minimise parking on public roads;
- b. Minimise idling and queueing on state and regional roads;
- c. Not carry out marshalling of construction vehicles near sensitive land user(s);
- d. Not block or disrupt access across pedestrian or shared user paths at any time; and
- e. Ensure spoil haulage vehicles adhere to the nominated haulage routes.

Specifically, the strategy outlines:

- a. Timing of the removal of on- and off-street parking
- b. Consultation with affected stakeholders utilising existing on- and off-street parking which will be impacted as a result of construction;
- c. assessment of the impacts to on- and off-street parking taking into consideration, occupation by the workforce, outcomes of consultation with affected stakeholders and considering the impacts of special events;
- d. identification of mitigation measures to manage impacts to stakeholders as a result of on- and off-street parking changes including, but not necessarily limited to, staged removal and replacement of parking, and provision of alternative parking arrangements;
- e. mechanisms for monitoring, over appropriate intervals, to determine the effectiveness of implemented mitigation measures;
- f. details of shuttle bus service(s) to transport the construction workforce to construction sites from public transport hubs and off-site car parking facilities (where these are provided) and between construction sites;
- g. provision of contingency measures should the results of mitigation or monitoring indicate implemented measures are ineffective; and
- h. provision of reporting of monitoring results to the Planning Secretary and relevant council(s) at three monthly intervals.

The CPAS will be developed before works commence that reduce the availability of existing parking and will be submitted to DPHI one month before commencement for information in accordance with CoA E102. This TTCSP will be revised, as required, to incorporate any relevant outcomes from the development of the CPAS.

The CPAS was approved by DPHI in Rev B of this CPAS on 22/11/2024.

## 7.2 Construction Traffic Management

### 7.2.1 Haulage Routes

The functional hierarchy of roads provided by TfNSW, in order of high to low priority roads, will be implemented by the project for proposed haulage routes during construction and are listed below:

- primary arterial roads;
- sub-arterial roads;
- collector roads; and
- local roads.

Primary arterial roads are more suited to accommodate construction traffic, and these will be prioritised by the project as access routes to and from project sites. The functional hierarchy of roads indicates local roads as being the least preferred and as such, the use of local roads is to be avoided wherever possible. If required, the use of local roads will be consistent with those assessed in the EIS and Amendment Report. Local roads that are proposed to be used by heavy vehicles for the purpose of the project and are immediately adjacent to the construction boundary and ancillary facilities, and that are not identified for use by heavy vehicles in the documents listed in CoA A1, must be approved by the Planning Secretary.

Approval will be sought by the project in accordance with CoA E95 and will be incorporated into this TTCSP where and when the relevant information is available – refer to Appendix E which contains the LRA which was approved by DPHI on 22/11/2024. Any changes to the LRA will require additional endorsement by DPHI. The use of local roads, including those already assessed in the EIS and Amendment Report and those approved under CoA E95 will be documented in the relevant SSCTMPs prepared for that work site or area.

Various indicative haulage routes were identified within the draft Framework CTMP and EIS and these will be reviewed and refined in consultation with the relevant road authority, being either the relevant local Council and/ or TfNSW. The project haulage routes, following any specific traffic approvals, will also be documented in each respective SSCTMP and will be incorporated into this TTCSP.

### 7.2.2 Management of Heavy Vehicle Movements and Vehicle Marshalling

To minimise potential queuing onto the public road network and impacts to existing road users, SSCTMPs will demonstrate how heavy vehicle movements will be managed to and from work sites. Relevant stakeholders involved in the development and review of SSCTMPs, including Council and TfNSW, may require that the following be addressed:

- the use of marshalling areas for vehicles waiting to access the site;
- entry and exit points;
- turning restrictions for large vehicles;
- stop lights;
- designated unloading or pickup locations; and
- any other mechanisms which allow for the safe and efficient movement of heavy vehicles.

All vehicles are to enter and exit the work sites in a forward direction to allow for clear sightlines. If this is not permissible, then appropriate traffic controls (Dimension D) are to be provided as per Section 7.3 of the Guide to Traffic Control at Work Sites Manual (RMS). Dimension D is used to determine taper lengths, the position of signs and devices and for determining sight distances along the road so that road users have sufficient time to absorb the roadwork specific messages, understand the changed traffic conditions and take necessary actions. Truck marshalling areas may be required during peak construction periods in order to manage construction vehicles and minimise congestion on the road network. These areas will also be outlined in the relevant SSCTMPs.

### 7.2.3 Work Zones

Work zones is the length of road which includes the area where the work is being undertaken and any additional length of road used. To minimise impacts to the road network, the use of work zones will be kept to a minimum and will not impact existing public transport locations where possible. Where required, existing kerbside space adjacent to work sites may be temporarily required during construction. There may be potential constraints on parking or unloading / pickup locations along the project and as such, the project will engage directly with the relevant road authority to obtain the appropriate work zone approval.

Where a public transport operator is impacted, an alternative stop location must be agreed with the operator and TfNSW. The locations of all work zones, including any temporary changes to access or services within the work zone, will be documented in the SSCTMPs and supporting documentation.

### 7.2.4 Worker Access and Parking

Of the compounds nominated in the CEMP, the provision of worker parking will vary from one compound location to the next, as the nature of the activities undertaken and the available space at each compound also differ. For the locations nominated as a site office, there will be provision for light vehicle parking. Where locations are likely to require heavy vehicle movements, a designated area for unloading and pick-up has been considered. Section 1.5 of the CEMP provides a summary of the project's compound locations and the proposed corresponding use. In the case that a site does not permit parking due to its constrained nature, the project may apply for a work zone to use existing kerbside space. However, this will be kept to a minimum with workers encouraged to use public transport to access work sites, where possible.

The use of public transport will particularly be encouraged in the eastern portion of the brine pipeline where services are frequent and have a broad coverage. Along the western portion of the treated water pipeline, public transport services are more sporadic and therefore most workers will access compounds and work areas using private vehicles. In all cases, workers will be encouraged to carpool to minimise the parking requirements within sites. The project will investigate the possible implementation of a shuttle bus service at relevant locations, including the AWRC site and public transport hubs, such as Leppington railway station.

Also refer to Section 5.2 of the CPAS for more information on worker access and parking.

### 7.2.5 Driver Training

Driver training is a key part of managing potential traffic and transport impacts related to the project. All workers, including the operators of heavy vehicles, will be required to undertake a project induction and sign on to mandatory documents (CEMP and CEMP sub-plans) which are included as part of John Holland standard subcontractor and supplier agreement; prior to



undertaking any work. The Driver Code of Conduct is included in Appendix C of this plan, and all site personnel will receive a copy of this document prior to commencing works. This is to ensure that all who attend are aware of the traffic management strategies and controls specific to the project, including but not limited to haulage routes, entry and exit points, turning restrictions, unloading / pick-up locations and any other onsite heavy vehicle requirements.

Where any changes to this information are made by the project, all workers including the operators of heavy vehicles will be kept informed.

To ensure all suppliers and subcontractors engaged by the project are aware of the relevant traffic and transport requirements of all employees and service providers, the CEMP and all sub-plans (including this TTCSP) are appended to the standard supplier and subcontractor agreement template that has been prepared for distribution on the project.

## 7.2.6 Traffic Controls

John Holland, in consultation with TfNSW, relevant councils and other agencies detailed in Section 7.1.1, will develop SSCTMPs that take into consideration the appropriateness and application of the traffic controls detailed in Table 7-2 and how they will be implemented at each work site. SSCTMP's have been provided in Appendix B.

*Table 7-2 Traffic controls applicable to the project*

Traffic Control Aspect	Implementation
Policy and responsibility	<p>All traffic controls will comply with the latest edition of the Traffic Control Work Sites Manual (RMS) and the Australian Standard AS 1742.3 Manual of uniform traffic control devices – Traffic control for works on roads.</p> <p>Traffic Control Plans (TCPs) will be developed by a suitably qualified person who holds a current RMS certificate – Prepare Work Zone Traffic Management Plan.</p> <p>Where temporary speed limits are required, the relevant approvals will be sort from the relevant road authority.</p>
Traffic control techniques	<p>Traffic Control at Work Sites Manual (RMS) will be used to inform the identification and selection of traffic control techniques for the safety of personnel working in or on roads.</p> <p>All traffic controls will comply with the current RMS guidelines.</p>
Plant and equipment	<p>There will be physical separation of traffic, pedestrians and/or cyclists from moving plant associated with the project.</p> <p>Warning signs will be placed at relevant locations to inform of hazards and provide for public safety.</p>
Traffic inspections	<p>Inspection of traffic control measures will be undertaken in accordance with Section 6.1 of the Traffic Control at Work Sites Manual (RMS) and Appendix A of Australian Standard AS 1742.3 – Manual of uniform traffic control devices – Traffic control for works on roads.</p> <p>Inspections to be carried out will include:</p> <ul style="list-style-type: none"> <li>• pre-start and pre-close-down inspections of short-term traffic control;</li> <li>• weekly inspections of long-term traffic control; and</li> <li>• night inspections of long-term traffic control.</li> </ul> <p>SSCTMPs include responsibilities and frequencies associated with required traffic inspections.</p>
Traffic controllers and temporary traffic signals	<p>The use of traffic controllers and / or temporary traffic signals to control traffic at worksites will be in accordance with the Traffic Control at Work Sites Manual (RMS).</p> <p>Where appropriate, variable message signs (VMS) will be used to inform drivers, where necessary, to avoid particular roads or areas where activities associated with the project would cause disruption. The SSCTMPs nominate these locations and VMS will be in accordance with documented Austroads Guidelines, RMS supplements, procedures, guidance and approval of the road authority.</p>

## 7.2.7 Management of Work Sites

John Holland, in consultation with TfNSW, relevant councils and other agencies as detailed in Section 7.1.1, have developed SSCTMPs that take into consideration the appropriateness and application of the work site controls detailed in Table 7-3 and how they will be implemented at each location. SSCTMPs have also been provided in Appendix B.

Table 7-3 Work site controls relevant to the project

Work Site Control	Implementation
Work site boundaries	<p>SSCTMPs will identify the boundaries, detail accesses and the road and traffic controls to be implemented at each work site. In all locations, temporary fencing will be erected to define the site boundary. Hoardings will be erected at some work sites where it is safe, does not create a visual traffic hazard and it is feasible and reasonable to do so.</p> <p>Activities within the work site are excluded from the SSCTMPs, except in relation to ensuring the movement of construction traffic in and out of the worksite is achievable and can be conducted in a safe manner.</p>
Site security and access	<p>All work sites will be secure and will have lockable gates to discourage the inappropriate entry to and use of the site without approval. This will also assist with minimising vandalism.</p> <p>During construction planning meetings to determine the location of site access, the following aspects will be taken into consideration:</p> <ul style="list-style-type: none"> <li>• safety of travelling public;</li> <li>• safety of construction workers and equipment;</li> <li>• efficient and safe entry and exit to the site including turning paths, consistent with the requirements of relevant Australian Standards, Austroads or RMS guidelines;</li> <li>• impact on local communities in terms of safety, noise and road damage; and</li> <li>• site security.</li> </ul>
Pedestrian security / safety / lighting	<p>Pre-construction condition assessments will be undertaken by the construction team to ensure any impacted footpath or cycle route remain suitable and safe for use throughout construction, including consideration of temporary pathways that may need to be installed and maintained, during the works.</p> <p>Any hoardings or other structures on the site boundaries will have lighting in accordance with current standards, particularly where existing street lighting is removed or obscured because of the site works. Supplementary lighting will be considered in these locations.</p>
Vulnerable road users	<p>To minimise the road safety risks to pedestrians, cyclists and motorcyclists on route to, and near, construction sites, the following measures will be considered in the SSCTMPs:</p> <ul style="list-style-type: none"> <li>• speed awareness signs;</li> <li>• technology and equipment additions to heavy vehicles to improve vehicle safety, visibility and the detection of vulnerable road users;</li> <li>• driver training, instruction and information, as summarised in Section 7.2.5 of this plan; and</li> <li>• other temporary measures (such as signposting and diversions) that may need to be installed and maintained during the works.</li> </ul>

Table 7-4 Traffic and Transport quality mitigation and management measures

ID	Measure / Requirement	Timing	Responsibility	Reference	Evidence
<b>Pre-construction</b>					
TT01	Identify sensitive land uses in the Site Environmental Plan (SEP) prior to works commencing and ensure that construction traffic routes and marshalling areas are sensitive to these land uses. Prioritise the use of arterial and sub-arterial roads over collector and local roads, especially during AM and PM peaks, for construction haulage routes.	Prior to construction	JH Environmental Manager / JH Traffic Manager	CoA E101 UMM TT04	Site Environmental Plans  LRA (Appendix E)
TT02	A Site-Specific Construction Traffic Management Plan (SSCTMP) will be prepared for each work site. SSCTMPs will be revised/updated if there are significant conditions, methodologies or access changes or in response to significant safety and/or traffic incidents.	Prior to construction	JH Traffic Manager	CoA E93, E94, E100, E101, E103 UMM TT01, TT03, TT04, TT05 and TT06	Site-Specific Construction Traffic Management Plan (SSCTMP) Section 7.1.1 Appendix B
TT03	Key elements of this TTCSP, including traffic and safety risks/ impacts, mitigation measures and safe driving obligations will be incorporated into the project induction and other project-specific training and awareness material. Information to include (but not be limited to): <ul style="list-style-type: none"> <li>Procedures for the safe movement of light vehicles as they enter, drive around and exit from the site (e.g., not blocking footpaths)</li> <li>Communication about the overall Traffic Management Plan for the Project, and the relevant Vehicle Management Plan for the site</li> <li>Familiarisation with the Traffic Guidance Scheme operating at the site and its purpose</li> <li>Ensure that access to all utilities and properties is maintained during construction, where practicable, unless otherwise agreed with the relevant utility owner, landowner or occupier.</li> <li>Communication about other mitigation measures implemented during stages of construction to eliminate or mitigate against traffic, parking, and road safety impacts.</li> </ul>	Prior to construction	JH Traffic Manager / JH Environmental Manager / JH Construction Manager	CoA E93 and E101 UMM G01	Site Inductions
TT04	Where sites traverse transport, utility and motorway corridors, consultation will take place with the relevant authorities to ensure that site specific risks and procedures are known and agreed to limit cumulative impacts.	Prior to construction	JH Traffic Manager / JH Environmental Manager / JH Construction Manager	CoA E93 and E101 UMM G01	Meetings minutes with relevant stakeholders
TT05	During the Detailed Design phase, Sydney Water and John Holland will liaise with TfNSW to ensure that cumulative traffic impacts along Clifton Avenue and Elizabeth Drive associated with the M12 Motorway project are minimised.	Prior to construction	JH Design Manager	UMM TT03	Meetings minutes with relevant stakeholders



ID	Measure / Requirement	Timing	Responsibility	Reference	Evidence
	Key discussion points may include (but not limited to), a potential connection from Salisbury Avenue to Clifton Avenue, and potential restriction of construction related vehicles to using the Elizabeth Drive / Clifton Avenue intersection as left in / left out only. The project will have a no right turn policy from Clifton Avenue onto Elizabeth Drive.				
TT06	A review of the entire project alignment will be undertaken to determine areas that will be impacted. A Construction Parking and Access Strategy (CPAS) will be developed prior to the commencement of works that reduce the supply of available parking and will outline measures to mitigate against impacts to the community and affected businesses, particularly in urbanised settings.	One month prior to construction that reduces available parking supply	JH Traffic Manager	CoA E101 and E102	Construction Parking and Access Strategy (CPAS) – Appendix D Section 7.1.2
TT07	Parking surveys will be undertaken of all parking spaces to be removed or occupied by the workforce in the vicinity of the tunnelling compounds at Cabravale Leisure Centre and Bartley Street, Cabramatta to determine current demand during peak, off-peak, school drop off and pickup, weekend periods and during special events;	Prior to construction	JH Traffic Manager	CoA E101 and E102	Construction Parking and Access Strategy (CPAS) – Appendix D Section 7.1.2
TT08	An independent Road Safety Audit to be undertaken by a qualified person to assess the safety performance of detailed design plans for new or permanently modified local road, parking, pedestrian and cycle infrastructure provided as part of the works (including ancillary facilities) to ensure that they meet the requirements of relevant design, engineering and safety guidelines, including Austroads Guide to Traffic Management. Recommendations and findings of the audit will be responded to and incorporated into this TTCSP, where possible, prior to construction taking place.	Prior to construction	JH Traffic Manager / JH Design Manager	CoA E105	Road safety audit report
TT09	Temporary and permanent active transport facilities along the pipeline alignment must be designed, constructed and/or rectified in accordance with: <ul style="list-style-type: none"> <li>a. The process set out in (a) the Movement and Place Framework (NSW Government) including: <ul style="list-style-type: none"> <li>i. The <i>Walking Space Guide: Toward Pedestrian Comfort and Safety</i> (TfNSW, 2020); and</li> <li>ii. The <i>Cycleway Design Toolbox: Designing for Cycling and Micromobility</i> (TfNSW, 2020).</li> </ul> </li> <li>b. The <i>Guide to Road Design Part 6A: Paths for Walking and Cycling</i> (Austroads 2017) where not otherwise covered by (a);</li> <li>c. Relevant Australian Standards (AS) such as AS 1428.1-2009 <i>Design for access and mobility</i>; and</li> <li>d. Relevant Crime Prevention Through Environmental Design (CPTED) principles.</li> </ul>	Prior to construction	JH Traffic Manager / JH Design Manager	CoA E60	Correspondence from road designers

ID	Measure / Requirement	Timing	Responsibility	Reference	Evidence
	Road designers are to provide a statement to the JH Environmental Manager confirming that the designs meet the requirements noted above.				
TT10	Heavy vehicles used for spoil haulage will be clearly marked on the sides and rear with the project name and CSSI number. Only one set of project markings are to be visible on the vehicles to avoid confusion and ensure vehicles can be identified and behaviour assessed across the road network used by project vehicles.	Prior to construction	JH Construction Manager / JH Environmental Manager	CoA A47	Plant inspection records Vehicle onboarding records
TT11	All new and modified local roads, parking, pedestrian and cycle infrastructure is to be designed to meet relevant design, engineering and safety guidelines, including the Austroads Guide to Traffic Management.	Prior to construction	JH Traffic Manager / JH Design Manager	CoA E104	Temporary design records
<b>Site Establishment</b>					
TT12	A Road Dilapidation Report is to be prepared for any local road and property access likely to be affected prior to it being used by a heavy vehicle for the purposes of facilitating construction activities. This will be provided to the relevant council(s) within three weeks of completion of the survey and no later than one month prior to the road being used by heavy vehicles associated with the project.	Prior to construction	JH Construction Manager	CoA E94 and E98	Road Dilapidation Report
<b>General</b>					
TT13	Incorporate information on this TTCSP and other site-specific traffic plans and approvals, into on-going Toolbox Talks, focusing on key traffic and safety risks relevant to the works.	During construction	JH Construction Manager / JH Traffic Manager	CoA E93 and E101 UMM G01	Toolbox talk records
TT14	Targeted training and awareness in the form of toolbox talks or specific training will also be provided to personnel with a key role in the management of potential impacts to traffic and transport, including those setting up and managing work sites.	During construction	JH Traffic Manager / JH Construction Manager / JH Environmental Manager	CoA E93 and E101 UMM G01	Training records Toolbox talk records
TT15	Fortnightly meetings with approval authorities will be initially scheduled, including with TfNSW during the construction period to allow for discussions about developing traffic management issues and opportunities for better scheduling around construction activities associated with the M12, Sydney Metro and Western Sydney Airport. The frequency of these meetings will be reviewed as needed by attendees as project staging, risk profile and cumulative impacts evolve over time.	During construction	JH Traffic Manager / JH Construction Manager / JH Environmental Manager	CoA E101 UMM TT03	Meeting minutes with stakeholders
TT16	Audits to be undertaken of temporary and permanent active transport facilities along the pipeline alignment to ensure they have been	During construction	JH Traffic Manager / JH Design Manager	CoA E60	Site induction records Site Toolbox talk records

ID	Measure / Requirement	Timing	Responsibility	Reference	Evidence
	constructed or rectified (as required) and are compliant prior to the infrastructure being available for use.				Compliance audit reports
TT17	Monitor work sites to ensure that each relevant Construction Parking and Access Strategy is being correctly followed and implemented. This would include ensuring an acceptable level of parking in the vicinity of businesses and affected properties is being maintained, as well as suitable and safe access arrangements are in place for vehicles and active transport users. Where planned or unplanned disruptions occur, consult with affected businesses. In the event of planned disruptions, implement suitable parking and access arrangements prior to the disruption event, as well as signage to guide all road users.	During construction	JH Traffic Manager / JH Construction Manager	CoA E103 UMM TT01	Site inspection records
TT18	All heavy vehicles used for spoil haulage will be monitored in real time and records maintained for at least one year following the completion of construction.	During construction	JH Construction Manager / JH Site Supervisors / JH Site Engineers / JH Traffic Coordinators	CoA E97 and E101(e)	Site inspection records Plant onboarding records
TT19	Fortnightly inspections will be carried out of construction vehicle movements to ensure that the actual number of construction vehicle movements to site are aligned to the approved schedule of movements. Where this is not the case, measures to ensure compliance with construction vehicle movement schedules will be implemented.	During construction	JH Site Supervisors / JH Site Engineers / JH Traffic Coordinators	Best practice	Site inspection records
TT20	Any property access physically affected by the works is to be reinstated to at least an equivalent standard, unless otherwise agreed by the landowner or occupier. Any significant damage to local roads attributable to the Project will be remediated.	Conclusion of construction	JH Construction Manager	CoA E94 and E98	Site inspection records Stakeholder correspondence records LRA (Appendix E)
TT21	In the event that pedestrian and cyclist access is restricted or removed due to construction activities, a convenient and safe, signposted alternative route which complies with relevant standards will be provided prior to the restriction/removal. If it does not comply with standards, it will need to be endorsed by an independent, appropriately qualified and experienced person.	During construction	JH Traffic Manager / JH Design Manager / JH Construction Manager	CoA E100	Road Occupancy License Traffic Guidance Schemes
TT22	Undertake visual inspections of onsite activities on a daily basis to: <ul style="list-style-type: none"> <li>Check that work vehicles are being operated safely and in accordance with the relevant SSCTP and Safe Work Method Statements (SWMS)</li> <li>Check compliance with Traffic Guidance Schemes, the Traffic Management Plan, Vehicle Management Plan and other management plans</li> </ul>	During construction	JH Safety Manager / JH Site Supervisor / JH Site and Project Engineers / JH Construction Manager	CoA E93, E100, E101 and E103	Site inspection records

ID	Measure / Requirement	Timing	Responsibility	Reference	Evidence
	<ul style="list-style-type: none"> <li>Ensure continued emergency vehicle access and access to critical utilities</li> <li>Ensure continued safe vehicular and pedestrian/cyclist access to residences, businesses and public facilities</li> <li>Confirm completion of the 'Work on Roads' Checklist every shift to ensure conformance to AS1742.3 and the Traffic Control at Work Sites Manual</li> <li>Confirm that the management arrangements implemented are achieving their intended purpose of maintaining road safety.</li> </ul>				
TT23	If road safety is compromised and the risk to road users is significant, the works generating this will be suspended or controlled/modified (e.g. redesigned, retimed or reorganised) so that the risk can be eliminated or mitigation measures implemented.	During construction	JH Traffic Manager	CoA E93, E100, E101 and E103	Site inspection records
TT24	Any maintenance and/or deficiencies in traffic and transport controls will be recorded, including any actions required and an implementation priority. Actions will be closed out in accordance with the identified priority.	During construction	JH Traffic Manager	CoA E93, E100, E101 and E103	Site inspection records
TT25	The JH Traffic Manager (or delegate) will formally undertake and record fortnightly inspections of the work sites to evaluate the effectiveness of traffic and transport controls. An inspection checklist will be used as an instrument to record transport network operating conditions, the construction activities and comments about traffic and transport impacts.	During construction	JH Traffic Manager	CoA E93, E100, E101 and E103	Inspection records and checklists
TT26	Monitoring of work sites will be undertaken on a fortnightly basis to ensure that: <ul style="list-style-type: none"> <li>Temporary lane closures are not significantly impacting traffic flow (beyond what had been anticipated pre-construction)</li> <li>Parking is sufficient for construction vehicles</li> <li>Access arrangements are facilitating efficient ingress and egress for construction vehicles.</li> </ul>	During construction	JH Site Supervisor / JH Site and Project Engineers	CoA E101 UMM TT03	Site inspection records
TT27	Should unexpected travel time delays result from site activities, John Holland will identify and implement all feasible and reasonable mitigation measures, including retiming of works, reorganisation of activities, or cessation of relevant works, as appropriate, such that risks and impacts are eliminated or minimised.	During construction	JH Traffic Manager / JH Construction Manager	CoA E101 UMM TT03	Site inspection records
TT28	Where parking impacts are greater than planned, these will be communicated to the work crews for explanation and where possible rectification to ensure compliance with approved management plans.	During construction	JH Site Supervisor / JH Site and Project Engineers	CoA E101 UMM TT03	Site inspection records CPAS – Appendix D



ID	Measure / Requirement	Timing	Responsibility	Reference	Evidence
TT29	Any maintenance and/or deficiencies in traffic and transport controls will be recorded, including any actions required and an implementation priority. Actions will be closed out in accordance with the identified priority.	During construction	JH Site Supervisor / JH Site and Project Engineers	CoA E101 UMM TT03	Site inspection records
TT30	<p>Complaints from the community relating to traffic and transport issues that are received during the construction period are to be managed in accordance with the USC Community &amp; Stakeholder Engagement Plan (CSEP). Complaints will be investigated, with due consideration given to:</p> <ul style="list-style-type: none"> <li>• Whether there has been a non-compliance with existing management plans/ TGSs/ TMP/ VMP</li> <li>• Unanticipated cumulative impacts on traffic flows</li> <li>• Parking losses compared to those initially identified</li> <li>• Compliance of heavy vehicle operators and other construction vehicles with the rules and procedures provided in the induction and training</li> <li>• Safety risks at worksites</li> <li>• Whether there were other circumstances that contributed to the issues raised, beyond the control of the project to manage.</li> </ul> <p>Issues raised will be investigated further where necessary, through consultation with key stakeholders.</p> <p>Measures will then be introduced to respond to legitimate complaints. This may include the implementation of additional management measures, which may require existing management plans to be updated.</p>	During construction	JH Traffic Manager / JH Safety Manager / JH Community and Stakeholder Engagement Manager	CoA C5 and E103	<p>Community engagement correspondence records</p> <p>Complaints register</p>
TT31	<p>Workers will be encouraged to use public transport, and consider other modes of transport such as car-pooling, through:</p> <ul style="list-style-type: none"> <li>• Dissemination of information on the benefits of using public transport and car pooling</li> <li>• Establishment of a worker database that can be used by workers to facilitate car pooling.</li> </ul>	During construction	JH Construction Manager / JH Traffic Manager / JH Environment Manager Subcontractors	CoA E102	<p>Workforce surveys</p> <p>Toolbox talks</p>
TT32	<p>If damage to roads occurs as a result of the project, the Proponent will either (at the relevant road authority's discretion):</p> <ol style="list-style-type: none"> <li>compensate the relevant road authority for the damage so caused; or</li> <li>rectify the damage to restore the road to at least the condition it was in pre-works as identified in the Road Dilapidation Report(s).</li> </ol>	During Construction	JH Construction Manager/ JH Traffic Manager/ JH Environment Manager	CoA E99	<p>Dilapidation Report</p> <p>Environmental inspection report</p> <p>Correspondence with relevant road authority</p>
TT33	If new local roads are identified beyond those assessed in the EIS and the LRA, then the LRA will be revised and submitted to the ER/ DPHI for approval/ endorsement.	During Construction	JH Construction Manager/ JH Traffic Manager/ JH Environment Manager	CoA E95	LRA (Appendix E)



## 8 Complaints Handling

The USC Community & Stakeholder Engagement Plan (CSEP) defines the policies, protocols, procedures and processes for identifying and managing community specific issues arising from design and construction activities, including complaints relating to traffic and transport issues.

The JH Traffic Manager will assist the JH Community and Stakeholder Engagement Manager in responding to traffic and transport related complaints and maintain a register of such complaints for reporting to relevant agencies including Transport for NSW and Councils.

In the event that a complaint is received regarding traffic congestion, parking or road safety, the JH Traffic Manager and JH Safety Manager will conduct an investigation to determine the potential activities that could have led to the complaint and issues reported, in consultation with the JH Environmental Manager.

The investigation will examine, amongst other aspects, the following:

- The scheduling of construction vehicle movements versus actual construction vehicle movements on the roads in the areas of concern
- Measures to ensure compliance with construction vehicle movement schedules
- Opportunities to better schedule construction activities with those being completed relating to the M12, Sydney Metro and Western Sydney Airport projects
- The extent of on-street parking spaces removed and opportunities to minimise the loss of spaces
- Compliance of heavy and light vehicle drivers with the rules and procedures outlined in the project induction
- Confirm that delivery partners are complying with approved site-specific Construction Traffic Management Plans (SSCTMPs) and Traffic Guidance Schemes (TGSs)
- Safety risks at work sites that may have contributed to the issues raised
- Whether there were other circumstances that contributed to the issues raised, beyond the control of the Project to manage
- Issues raised will be investigated further where necessary, through consultation with key stakeholders such as schools, traffic authorities, emergency services, residents and businesses.

Corrective actions will be managed in accordance with Section 3.7 and Appendix A7 of the CEMP. Incident management and classification will be managed in accordance with Appendix A7 of the CEMP.

## 9 Compliance Management

### 9.1 Roles and Responsibilities

The USC Project Team's organisational structure and overall roles and responsibilities are outlined in Section 3.3 of the CEMP. Specific responsibilities for the implementation of environmental controls for traffic and transport are detailed in Section 7 of this Plan.

### 9.2 Training

All employees, contractors and utility staff working on site will undergo a site induction in which initial training on environmental issues including traffic and road safety will be undertaken. The induction training will address elements related to traffic and road safety including:

- Expectations for personnel driving to and from the project in terms of traffic safety
- Procedures for the safe movement of light vehicles as they enter, drive around and exit from specific project sites
- Communication about the requirements detailed within this TTCSP and any relevant plans developed for specific sites
- Communication about the site-specific Construction Traffic Management Plans, and any accompanying plans (e.g., TCPs)
- Familiarisation with the Traffic Guidance Scheme operating at specific sites and their purpose
- Communication about other mitigation measures implemented during stages of construction to eliminate or mitigate against traffic, parking and road safety impacts

All site personnel and drivers must sign on to mandatory documents (CEMP and CEMP sub-plans) which are included as part of John Holland standard subcontractor and supplier agreement. Relevant staff will also be issued the Driver Code of Conduct (Appendix C). Targeted training and awareness in the form of toolbox talks or specific training will also be provided to personnel with a key role in the management of potential impacts to traffic and transport. Where sites traverse transport, utility and motorway corridors, consultation will take place with the relevant authorities to ensure that site specific risks and procedures are known and agreed. Further details regarding staff induction and training are outlined in Section 7.2.5 of this plan and Section 3.5 of the CEMP.

### 9.3 Inspections and Monitoring

Inspection will be undertaken in accordance with Section 3.9 of the CEMP. The JH Traffic Manager (or delegate) will undertake daily observations with relevant information recorded in Project Pack Web (PPW) and fortnightly inspections of the work sites to evaluate the effectiveness of traffic and transport controls. An inspection checklist will be used as an instrument to record transport network operating conditions, the construction activities and comments about traffic and transport impacts. The JH Traffic Manager will inspect the site regularly and will inspect any traffic and transport control measures.

Any maintenance and/or deficiencies in traffic and transport controls will be recorded on the checklist form, including any actions required and an implementation priority. Actions will be closed out in accordance with the identified priority and evidence of close out will be kept on file. Reporting requirements related to such matters will be done in accordance with Section 9.5 of this plan.

#### 9.3.1 Monitoring Road Safety Risks

Monitoring the safe passage of work vehicles and the safety of traffic management measures implemented across the road network (involving multiple sites) will be undertaken by the JH Site Supervisor, JH Site and Project Engineers, JH Construction Manager and/or the JH Safety Manager daily. Monitoring will be conducted through visual inspection of the onsite activities on a daily basis to ensure that workers are driving safely and in accordance with management plans, and Traffic Guidance Schemes, SSCTMPs, TMPs and VMPs and that they are achieving their intended purpose of maintaining road safety, are understood by road users, and compliance levels are acceptable.

The visual inspections will target:

- Checking that work vehicles are driving to the speed limit, slowing to make turns, are respectful to other road users, and are generally complying with relevant Safe Work Method Statements (SWMS) and relevant traffic plans developed. For ease of identification, John Holland will ensure that project markings are implemented on all heavy vehicles transporting spoil. These heavy vehicles can then be monitored in real time (enabling an assessment of travel routes and behaviour), and a register of marked vehicles will be maintained, including records of monitoring for at least 12 months.



- Completion of the 'Work on Roads' Checklist every shift to ensure conformance to AS1742.3 (Manual of Uniform Traffic Control Devices – Part 3: Traffic control for works on roads) and the Traffic Control at Work Sites Manual
- Ensuring access along roads and access driveways is maintained for the use of emergency vehicles
- Ensuring work vehicles do not obstruct vehicular or pedestrian traffic or private driveways, public facilities or business accesses unless necessary, and alternate and safe travel options have been provided
- Ensuring access to critical utilities is maintained at all times, with satisfactory arrangements having been agreed with utility service providers.

If road safety is compromised and the risk to road users is deemed potentially significant, the works generating this will be suspended or controlled/modified through the implementation of additional mitigation measures so that the risk can be eliminated or reduced to an acceptable and safe level. Where required, the SSCTMP will also be revised.

Prior to any new or permanently modified local road, parking, pedestrian and/ or cycle infrastructure being constructed, independent Road Safety Audits will be completed by suitably qualified professionals and actions implemented to respond to any audit findings. Subsequent to this, Road Safety Audits will be undertaken pre-opening of such infrastructure changes, and actions undertaken in response to these audits completed prior to the infrastructure being made available for use. All audit findings and actions will be documented and made available upon request to the Planning Secretary.

### 9.3.2 Monitoring Parking Impacts

JH Site Supervisors and Site Engineers will undertake visual inspections of the construction activities to ensure that lane / parking space closures are implemented in accordance with approved management plans. Where parking impacts are greater than planned as detailed in the Construction Parking and Access Strategy (CPAS), these will be communicated to the work crews for explanation and where possible rectification (with advice where required from the JH Traffic Manager and JH Construction Manager) to ensure compliance with approved management plans, including the SSCTMP and accompanying plans relevant to the work site / area.

### 9.3.3 Traffic Monitoring

JH Site Supervisors, Site Engineers and Traffic Coordinators will undertake fortnightly inspections which will include a traffic count of construction vehicle movements to ensure that the actual number of construction vehicle movements to site are aligned to the approved schedule of movements and in accordance with the LRA (Appendix E). Where this is not the case, measures to ensure compliance with construction vehicle movement schedules will be implemented. Any unexpected access issues that result in queuing or idling on public roads will also be identified and mitigation measures developed and implemented to reduce potential impacts.

Fortnightly meetings with approval authorities including TfNSW during the construction period will allow for discussions about developing traffic management issues and opportunities for better scheduling around the construction activities associated with the M12, Sydney Metro and Western Sydney Airport projects. Frequency of these meetings will be reviewed as the project staging, risk profile and cumulative impacts evolve over time and may be adjusted as is deemed necessary.

## 9.4 Auditing

Audits (both internal and external) will be undertaken to assess the effectiveness of traffic and transport controls, compliance with this TTCSP, CoA and other relevant approvals, licenses and guidelines. Audit requirements are detailed in Section 3.9.3 of the CEMP.

Road Safety Audits are addressed in Section 9.3.1 above.

## 9.5 Reporting

Results and outcomes of inspections, monitoring and auditing will be reported in accordance with Sections 3.9 and 3.10 of the CEMP.

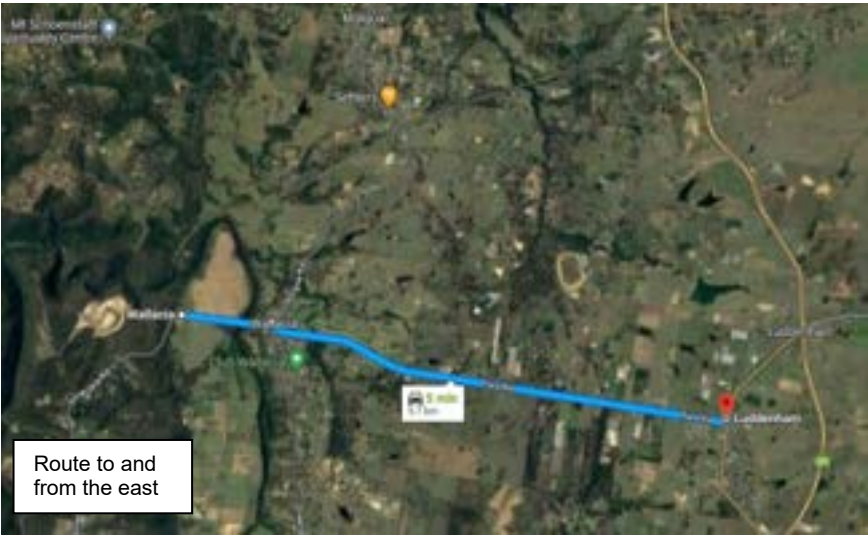
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## Appendix A – CoA A9 Consultation Summary Report

Appendix B – SSCTMPs

Appendix B1 – C3 Compound

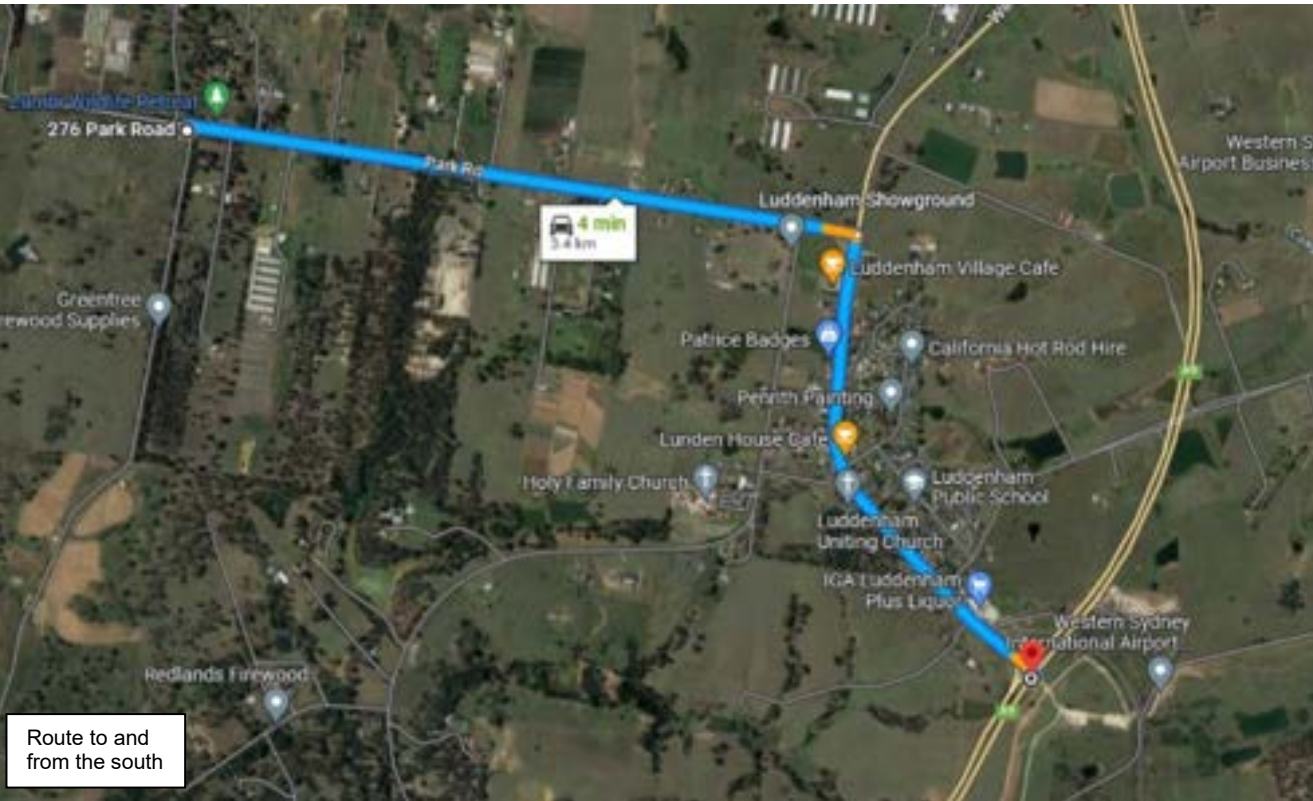




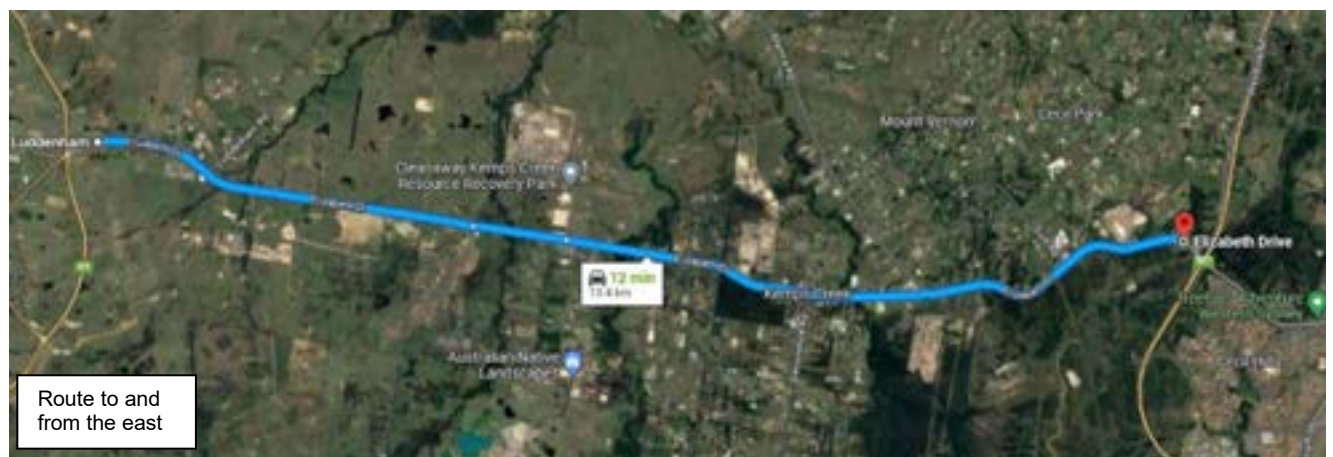


Appendix B2 – C5 and C6 Compound



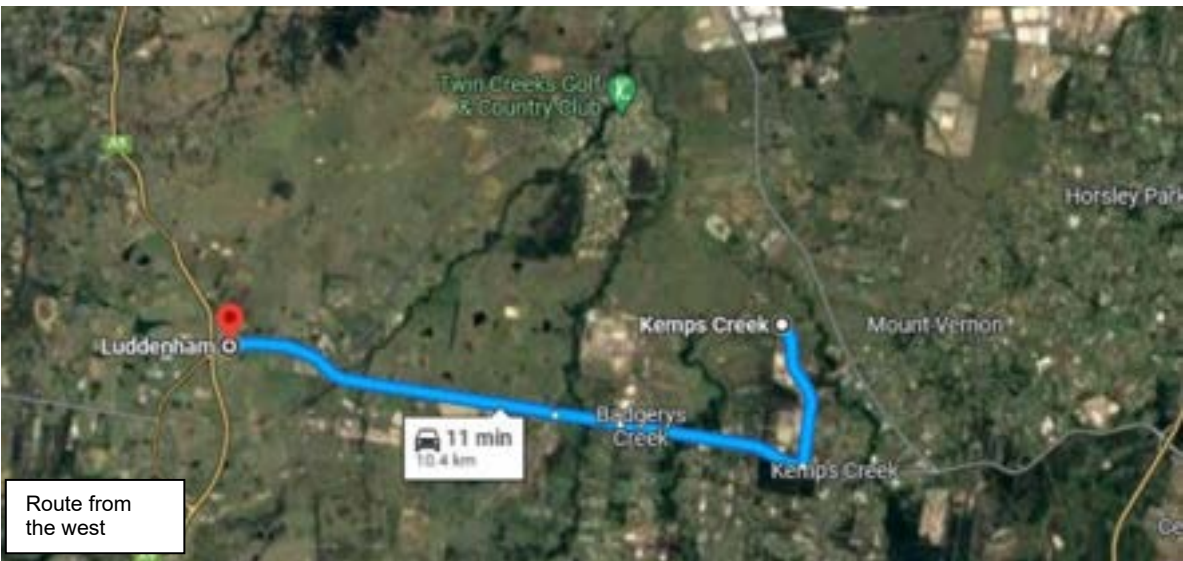
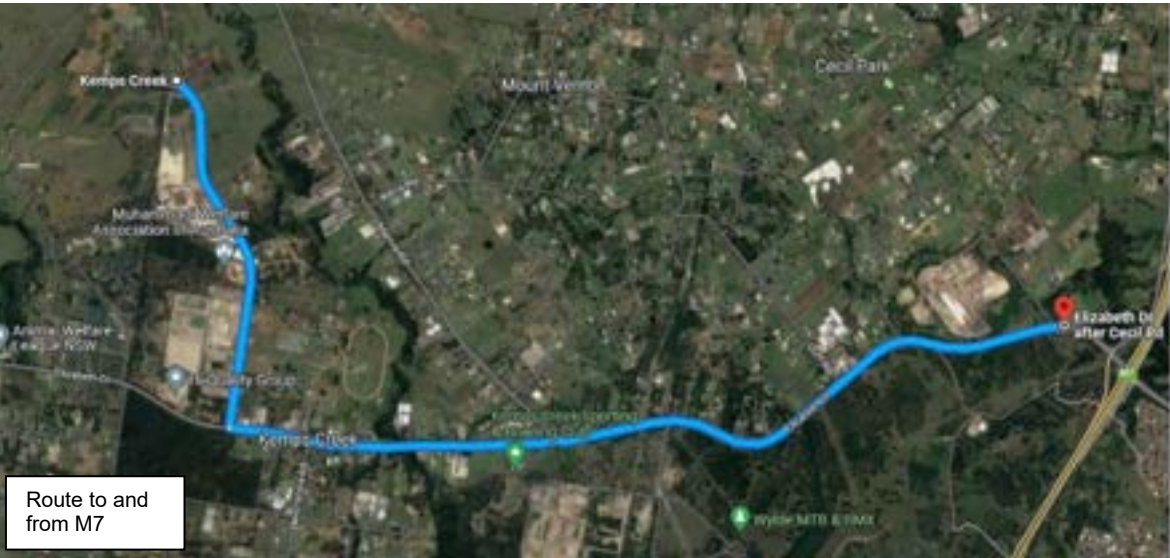








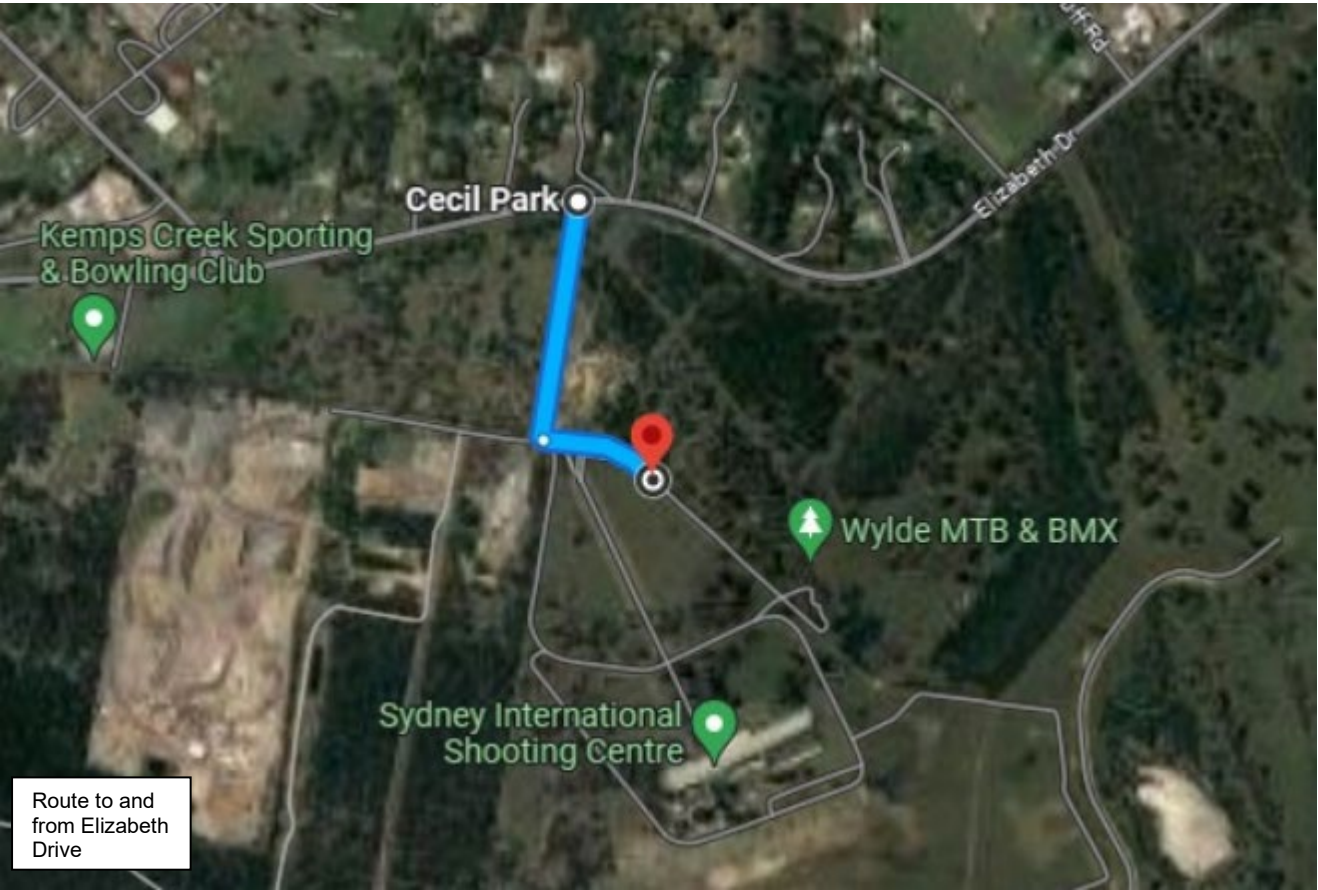
Appendix B4 – C8 Compound (AWRC)







Appendix B5 – C9 Compound





Appendix B6 – C10 Compound



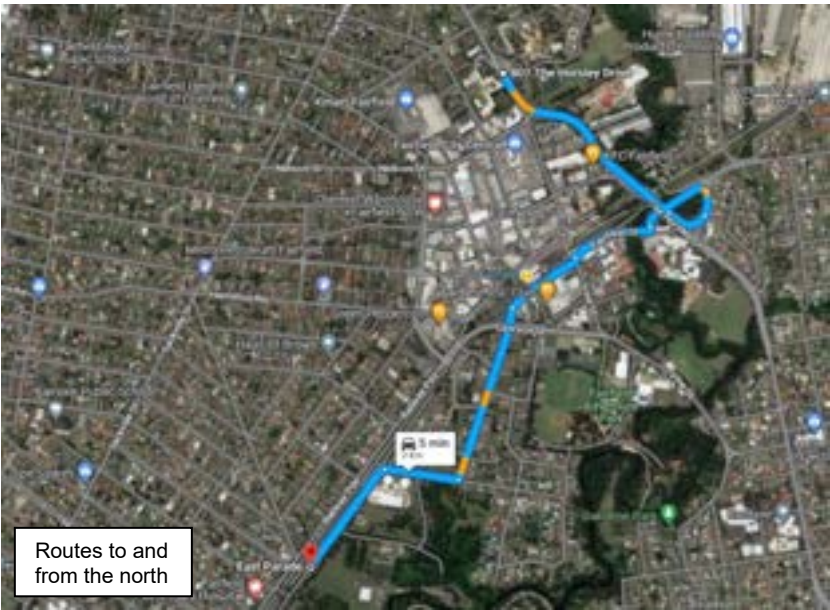
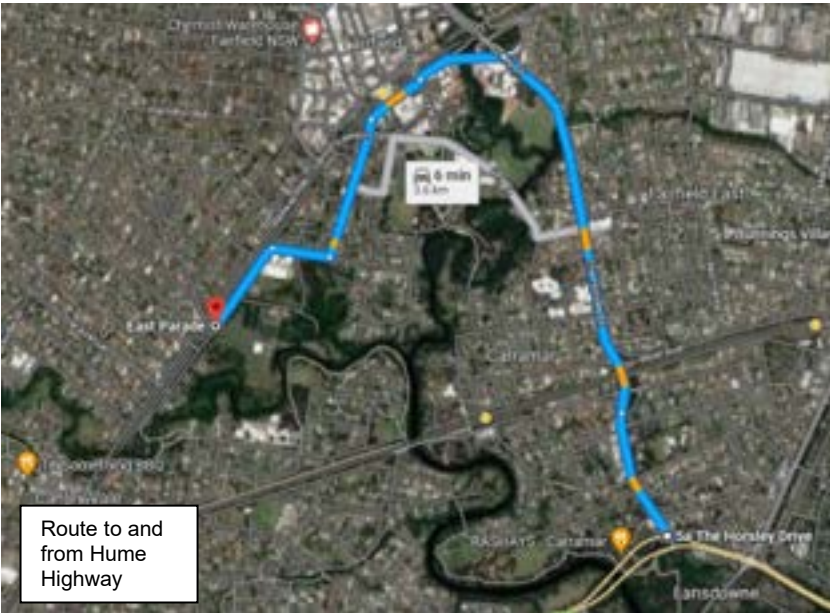


Appendix B7 – C11 Compound



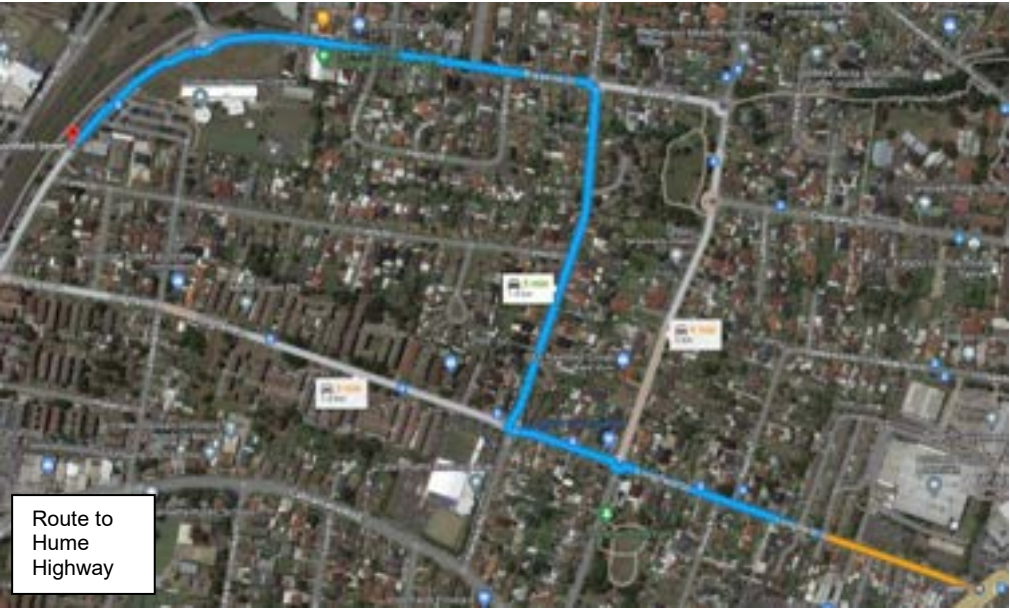


Appendix B8 – C12 Compound



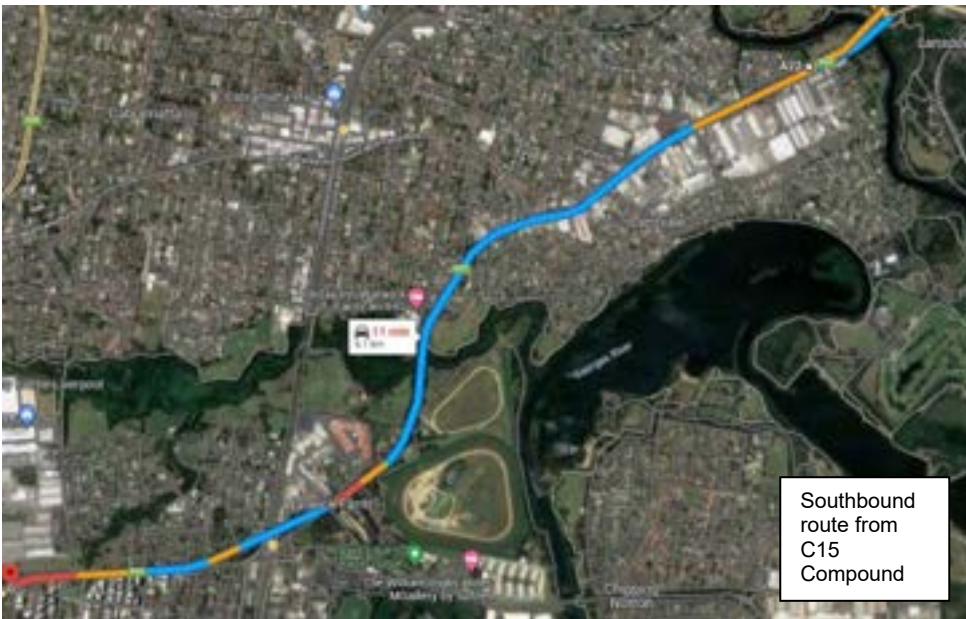
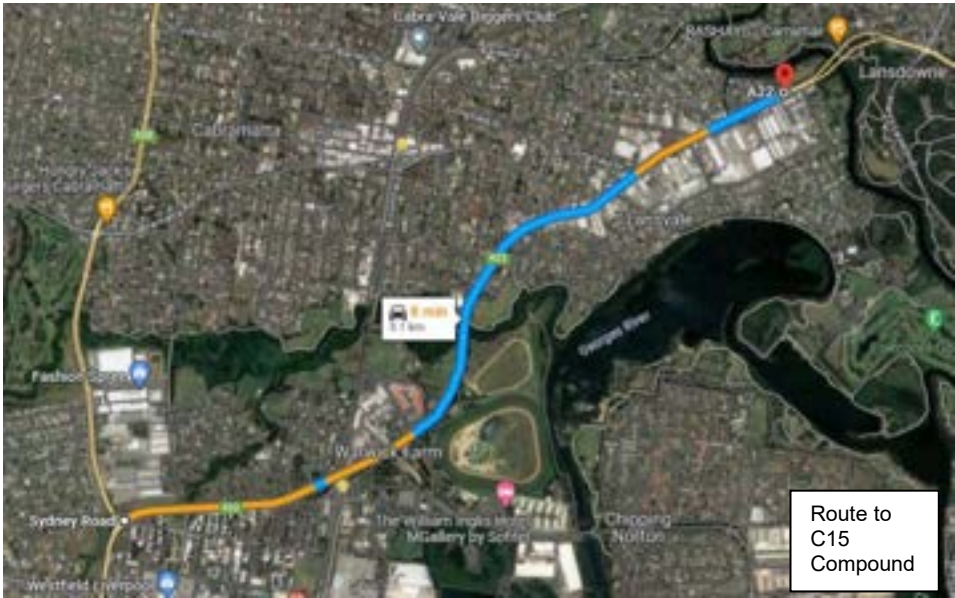


Appendix B9 – C13 Compound



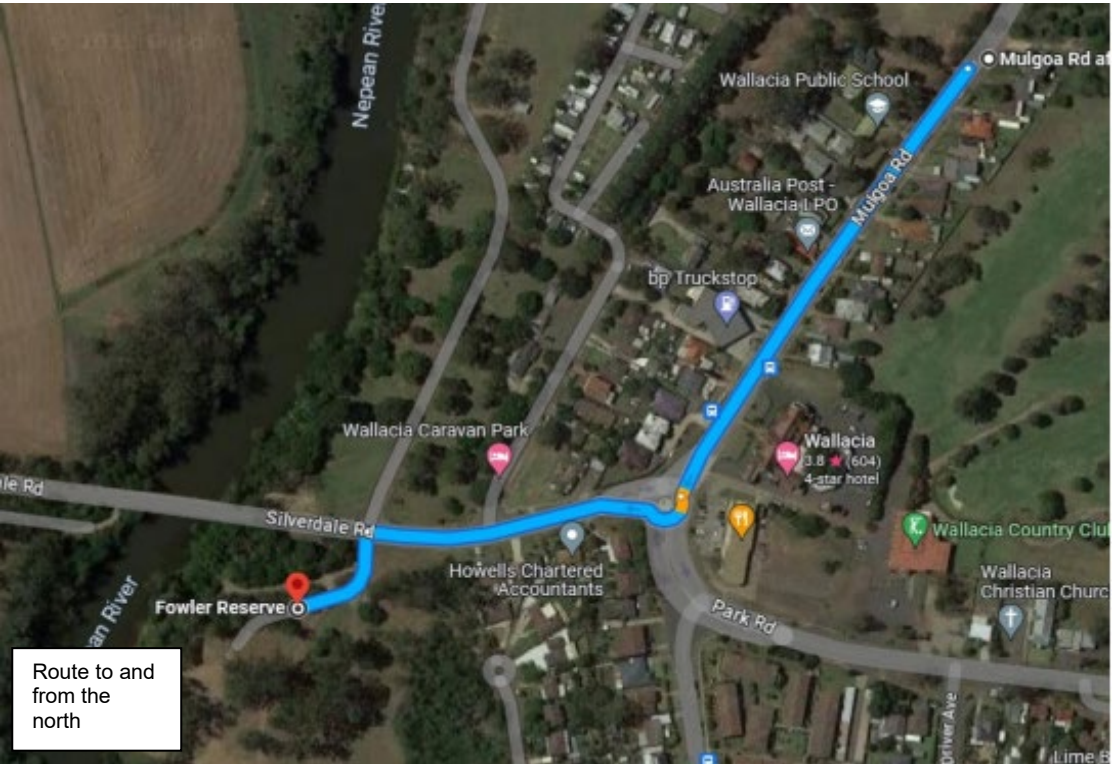


Appendix B10 – C15 Compound

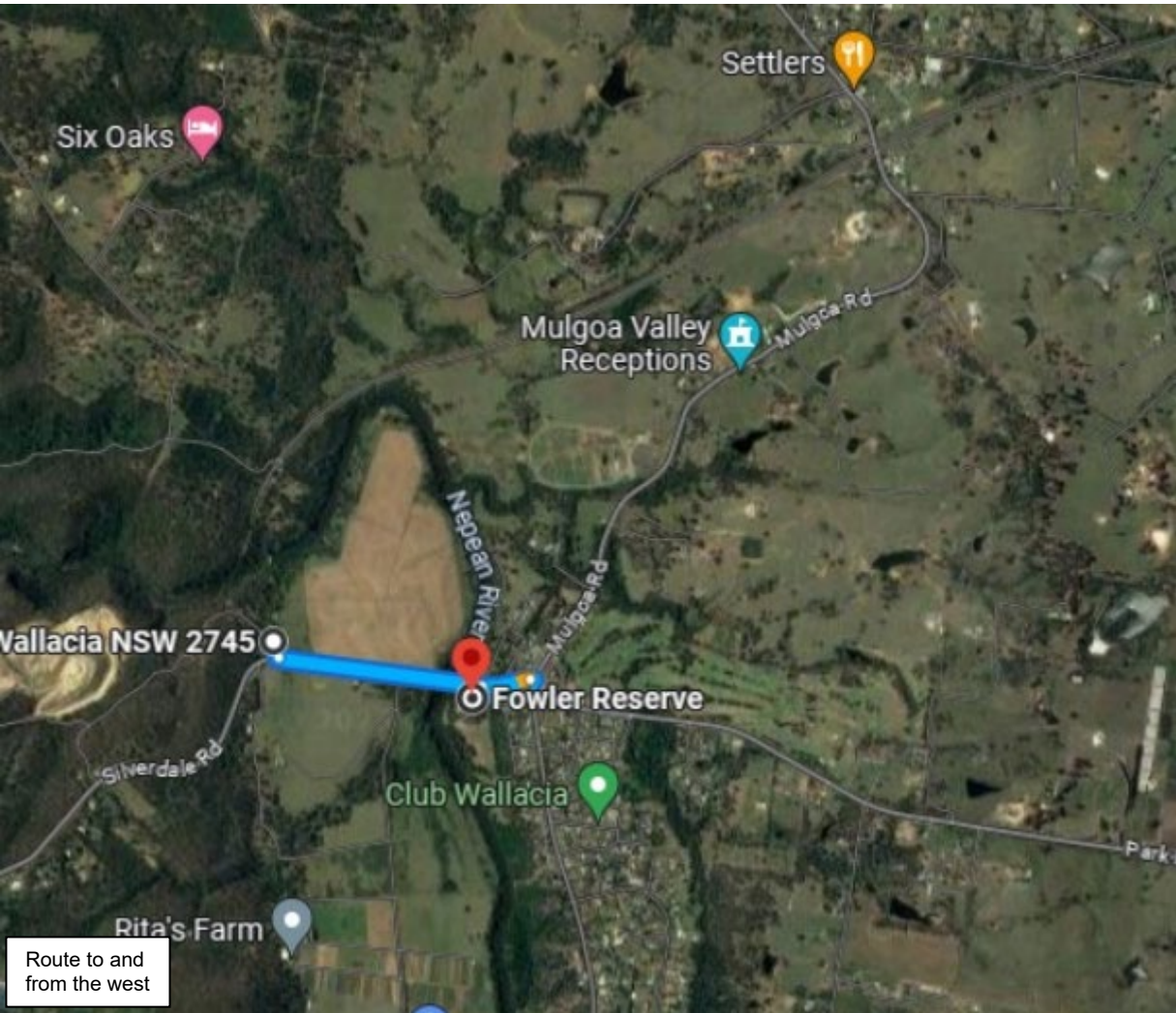
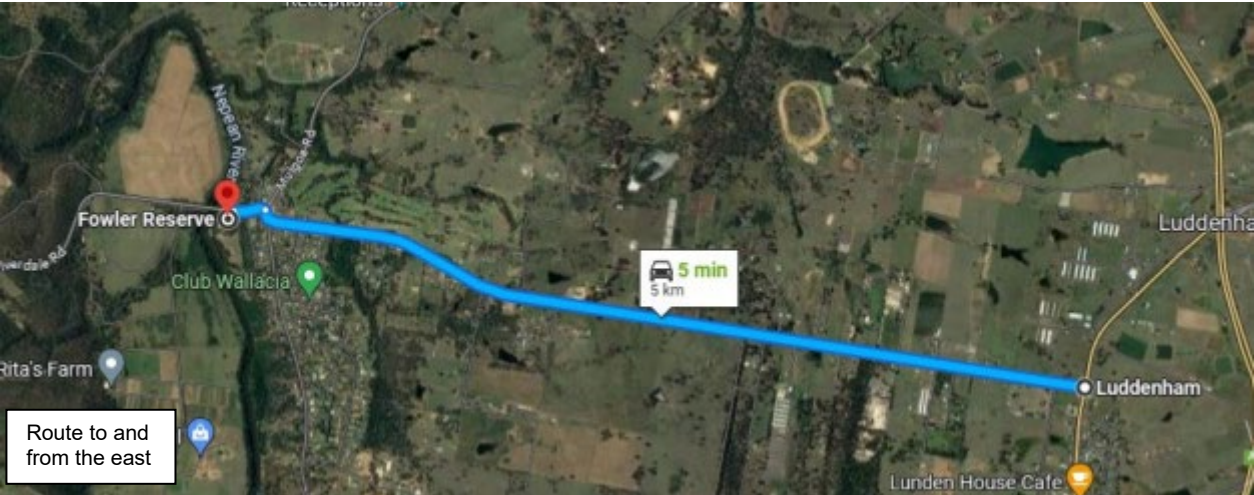




Appendix B11 – C17 Compound









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## Appendix C – Driver Code of Conduct

## Driver Code of Conduct

This Driver Code of Conduct applies to all Upper South Creek project personnel and any other person undertaking work for the project, whether they are a direct employee of Upper South Creek Project or employed by another organisation providing a service or product to Upper South Creek Project.

All drivers must:

- Drive courteously.
- Obey all road rules, including posted speed limits and other traffic signage within work sites and site compounds.
- Take extreme care when driving past other vehicles travelling in the opposite direction on local roads including, but not limited to Clifton Avenue.
- Report any incidents or near misses to your supervisor immediately.
- Hold a current and valid driving licence for the class of vehicle that you operate. Additionally, you must always carry your current driver licence with you while you are on duty. If your licence is cancelled or suspended, you must let your supervisor know immediately.
- Maintain and operate your vehicle in accordance with the vehicle manufacturer's recommended standards (refer to the vehicle manufacturer's handbook and service schedule).
- Not use engine brakes in residential areas.
- Try to avoid reversing whenever possible. If you cannot avoid it, use extreme caution.
- Ensure your vehicle is fitted with audible and non-tonal reversing alarms.
- Always follow posted signs as they provide vital clues to road conditions and characteristics.
- Always be aware of the following:
  - Reduce your speed in wet conditions
  - Drive cautiously in fog or heavy rain
  - Descend hills at signposted heavy vehicle speeds, or in the lowest gear to suit the conditions
  - Observe road work speed limits
  - Do not exceed the posted speed limit
  - Do not drive at speed past schools, school buses, playgrounds, shopping areas etc.
- Follow Vehicle Movement Plans that specify approved routes to and from work sites and site compounds. Only roads that are shown on the Vehicle Movement Plans may be used. **The use of roads that are not shown on the Vehicle Movement Plans is strictly prohibited.**
- Ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the Local Roads Approval (Appendix E of the Traffic and Transport Management CEMP Sub-plan) and the Environmental Management Booklet.
- Follow directions provided by an Upper South Creek employee.
- Park within work sites and site compounds where possible. Parking on public roads is to be minimised. Where this is not possible, contact your Upper South Creek Project contact to seek alternative arrangements.
- Minimise idling and queueing on state and regional roads.
- Do not marshall construction vehicles near sensitive land user(s).
- Do not block or disrupt access across pedestrian or shared user paths at any time.

- Minimise mud tracking on public roads. Notify supervisor when mud tracking from the project is observed

This Driver Code of Conduct is applicable 24 hours per day, seven days per week. Failure to comply with this Driver Code of Conduct will lead to either the issue of a non-conformance notice or disciplinary action if the offender is an employee of the project. If the offending person is employed by another organisation providing a service or product to the project, then a suspension or cancellation of a service contract or arrangement with that organisation may be considered.

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## Appendix D – Construction Parking and Access Strategy



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## Appendix E – Local Roads Approval

# Upper South Creek

## Advanced Water Recycling Centre and Pipelines

Local Roads Approval

Document Number: USCP-JHG-MPL-ENV-0012  
Revision: I

## Revisions and Distribution

### Distribution

There are no restrictions on the distribution or circulation of this Local Roads Approval within John Holland.

	Uncontrolled Copy
Authorised By:	Richard Ioffrida (Project Director)
Date:	

### Revisions

Draft issues of this document shall be identified as Revision 01, 02, 03 etc. Upon initial issue (generally Contract Award) this shall be changed to a sequential number commencing at Revision A. Revision numbers shall commence at Rev. A, B etc.

Date	Rev	Remarks	Section	Prepared By	Reviewed By & Approved By
30.05.2023	A	Initial draft for John Holland review	All	E. Spiller, R. Banzon	D. Lowe
13.06.2023	B	Draft for issue to relevant stakeholders	All	R. Banzon	D. Lowe
27.07.2023	C	Formatting to correct template	All	S. Kenyon	A. Harrington
23.08.2023	D	Deletion of three roads from LRA resulting from consultation	All	S. Kenyon	A. Harrington
25.08.2023	E	Incorporation of SWC review comments	All	S. Kenyon	A. Harrington
04.09.2023	F	Incorporation of ER review comments	All	S. Kenyon	A. Harrington
25.10.2023	G	Update following DPE review		A.Harrington	A.Harrington
15.11.2023	H	Update following DPE review		A.Harrington	A.Harrington
13.11.2024	I	Updated to incorporate Edith Street	Section3, Section 4 and Appendix A	A.Harrington	A.Harrington



15 November 2024

**BBEnviro Pty Ltd**  
ABN: 73 654 592 711

26 Purcell Street,  
Elderslie, NSW 2570

+61 410 409 897  
ben.bracken@bbenviro.com.au

**Cheryl Cahill**  
**Sydney Water Major Projects - Environment Lead**  
**Sydney Water**  
**Level 11, 1 Smith Street**  
**Parramatta NSW 2150**

**By Email:** cheryl.cahill@sydneywater.com.au

Dear Cheryl,

**SSI-8609189 – Upper South Creek Advanced Water Recycling Centre  
Environmental Representative (ER) – Review of Local Roads Approval document**

Pursuant to SSI-8609189 Condition A28(d)(i), I confirm that I have reviewed the Local Roads Approval document for the Upper South Creek Advanced Water Recycling Centre and Pipelines (Document Number USCP-JHG-MPL-ENV-0012), Revision I dated 13/11/2024, as required by condition E95, included as Appendix E of the Traffic and Transport CEMP Sub-plan (Document Number USCP-JHG-mpl-ENV-0005).

Revision I of the Local Roads Approval document has been updated with the following changes:

- Addition of Edith Street, Lansdowne, as a local road required for use by heavy vehicles to facilitate an underbore from the NGRS to the eastern end of Edith Street for the provision of permanent power to the brine control valve
- Revised swept path analysis inclusive of Edith Street, attached as Appendix B
- Updated written advice from a qualified professional regarding the suitability of the proposed heavy vehicle route taking into factors outlined in Condition E96(a)-(d) – attached as Appendix C

In my opinion the document is consistent with the requirements in or under the terms of SSI-8609189 as applicable to the construction of the Upper South Creek Advanced Water Recycling Centre Project.

Please feel free to contact me if you require anything further or would like to discuss.

Yours sincerely,

**Ben Bracken**

Environmental Representative

Upper South Creek Advanced Water Recycling Centre Project

BBEnviro Pty Ltd

Phone: 0410 409 897

Email: ben.bracken@bbenviro.com.au



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## Glossary & Abbreviations

Abbreviations	Meaning
ADWF	Average Dry Weather Flow
AWRC	Advanced Water Recycling Centre
CCS	Community Communication Strategy
CEMP	Construction Environmental Management Plan
CSSI	Critical State Significant Infrastructure
DPE	NSW Department of Planning and Environment
EIS	Environment Impact Statement
HV	Heavy Vehicle
JH	John Holland (the Principal Contractor)
LRA	Local Roads Approval
MCoA	Minister's Conditions of Approval
NSW	New South Wales
SSCTMP	Site Specific Construction Traffic Management Plan
TfNSW	Transport for NSW
TGS	Traffic Guidance Scheme
USC	Upper South Creek

## 1 Introduction

### 1.1 Context

This Local Roads Approval (LRA) forms part of the Construction Environmental Management Plan (CEMP) for Upper South Creek Advanced Water Recycling Centre and Pipelines Project (refer to herein as the Project) and will form an Appendix of the Traffic and Transport CEMP Sub-Plan (TTCSP)

This LRA has been prepared to address the requirements of:

- Minister's Conditions of Approval (MCoA),
- *Upper South Creek Advanced Water Recycling Centre Environmental Impact Statement (EIS)* (September 2021)
- *Upper South Creek Advanced Water Recycling Centre Submission Report* (March 2022)
- *Upper South Creek Advanced Water Recycling Centre Amendment Report* (March 2022)
- *Upper South Creek Advanced Water Recycling Centre Submissions Report – Project Amendments* (April 2022)
- Response to DPE RFI 1, regarding responses to advice received on the Response to Submissions Report (dated 01 June 2022, 01 July 2022 and 11 July 2022);
- Response to DPE RFI 2, regarding additional information on Flood Impact Assessment (dated, 11 July 2022);
- In accordance with modification application SSI-8609189-Mod-1 and supporting documentation;
- In accordance with modification application SSI-8609189-Mod-2 and supporting documentation; and
- All other applicable legislation.

The USC project will be built in stages, consisting of:

#### 1.1.1 Stage 1

- Building and operating the AWRC to treat a daily wastewater flow, known as the average dry weather flow (ADWF), of up to 50 megalitres per day (ML/day); and
- Building the treated water and brine pipelines to cater for up to 100 ML/day flow coming through the AWRC (but only operating them to transport and release volumes produced by Stage 1).

#### 1.1.2 Future Stages

It is expected that the AWRC will ultimately require expansion to treat wastewater flows up to 100 ML/day. Sydney Water will remain flexible on the size and timing of these future upgrades to accommodate changes in population projections over time. Future stages will be subject to further environmental assessment.

Further detail on project staging is provided in the EIS. This LRA applies to Stage1 detailed design, construction and commissioning only. John Holland has been appointed by Sydney Water to deliver the USC project works, including detailed design and construction for treating an operational daily wastewater flow of up to 35ML/day. Greater flow capacities (including up to 50ML/day and 100ML/day), as explored in the EIS, are not covered in this LRA.

### 1.2 Project Description and Requirements

A comprehensive project description, including staging of the project, is outlined in Sections 1.1 to of the CEMP. Figures 1.1a, 1.1b and 1.2 includes an overview of the Project.



Figure 1.1a Indicative overview of the project site (AWRC and treated water pipeline)



Figure 1.1b Indicative overview of the project site (AWRC) and brine pipeline





1	AWRC SITE ENTRY	6	BRINE TANKS
2	ADMINISTRATION CENTRE AND CAR PARKING	7	DIGESTORS
3	PARKLAND ACCESS ROAD	8	MBR
4	OVERLAND DISCHARGE ALIGNMENT	9	INLET WORKS
5	ONSITE BIO DETENTION AND RETENTION BASIN	10	OXIDATION DITCH

Figure 1-2: Indicative AWRC site arrangement (indicative and pending detailed design)

This LRA has been prepared to describe how John Holland will comply with the requirements of the NSW Minister for Planning's Conditions of Approval (McoA) E95. The LRA will be lodged to DPE for approval prior to heavy vehicle (HV) use of local roads that have not been identified, assessed and approved as part of the EIS.

In accordance with McoA E95, this Document will:

- Include swept path analyses for local roads that require DPE approval;
- Demonstrate that DPE approval of local roads nominated in this LRA will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;
- Provide details related to the date of road dilapidations that have been conducted for local roads that require DPE approval;
- Detail measures that will be implemented to avoid use of nominated local roads past schools, aged care facilities and childcare facilities during peak operation times; and
- Include advice from an appropriately qualified traffic engineer regarding the suitability of nominated local roads that require DPE approval.

The requirements of MCoA E95 and E96 and where they are met in this LRA are shown in Table 1-1

Table 1-1 MCoA E95 and E96 compliance

MCoA No.	Requirement	Where addressed in this LRA
E95	Local roads that are proposed to be used by heavy vehicles (for the purposes of Stage 1 of the CSSI) that are immediately adjacent to the construction boundary and ancillary facilities, and that are not identified for use by heavy vehicles in the documents listed in Condition A1, must be approved by the Planning Secretary as part of the Traffic and Transport Management CEMP Sub-plan.	This document
E96	All requests to the Planning Secretary under Condition E95 must include the following:	Note
	(a) a swept path analysis;	Section 3.1, Appendix A and Appendix B
	(b) demonstration that the use of local roads by heavy vehicles for the Stage 1 of the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;	Section 4.2, Section 4.3 and Section 4.4
	(c) provide details as to the date of completion of the road dilapidation surveys for the subject local roads;	Section 4.6
	(d) measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and childcare facilities during their peak operation times; and	Section 4.5 and Section 5
	(e) written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a), (b), (c), and (d) of this condition.	Appendix C

## 2 Stakeholder Consultation

### 2.1 Consultation

The LRA was issued for review and comment to the five Councils whose local road were included within the LRA.

Following consultation, this LRA was amended to delete reference to three local roads within the Penrith LGA.

Ongoing consultation with stakeholders, including the surrounding community, will be conducted throughout works in accordance with the Community & Stakeholder Engagement Plan.

### 2.2 Endorsement and Approval

The LRA forms part of the Traffic and Transport Management CEMP Sub-Plan (TTSCMP) that must be endorsed by the ER and then submitted to DPE for approval. Construction must not commence until the TTCSP has been approved by DPE.

Any minor amendments must be approved by the ER and implemented for the duration of construction.

## 3 Local Roads Proposed for Approval

### 3.1 Identification of Local Roads

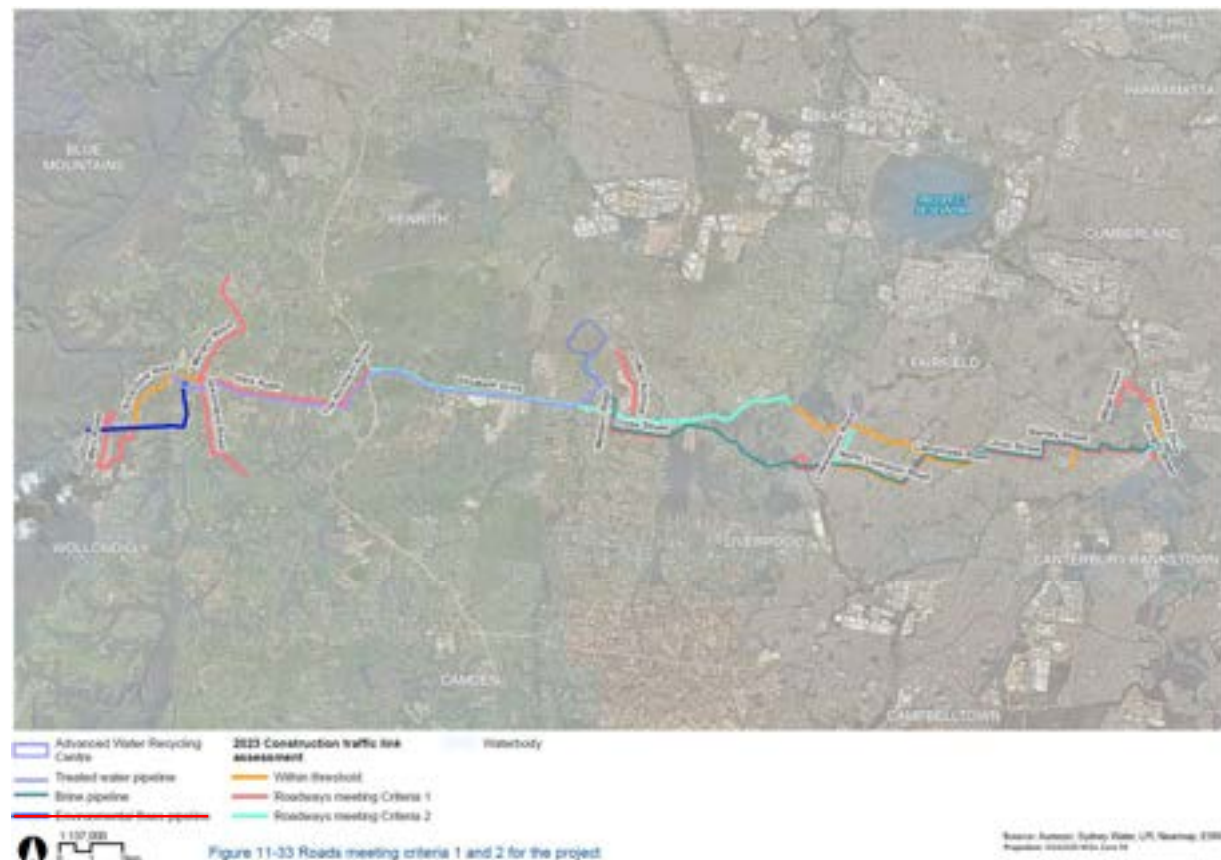
As required by MCoA E95, DPE approval is required for any local roads that have not been identified and assessed in the EIS. Local roads assessed in the EIS and already approved under MCoA E95 are detailed in Table 3-1 below.

Figure 3-1 provides an overview of all roads (state, regional and local) that were assessed as part of the EIS. Local roads requiring DPE approval under MCoA E95 are detailed in Table 3-2.

*Table 3-1 Local Roads assessed in the EIS and already Approved Under MCOA E95*

Local Road	Suburb	Description of Use During Construction
Greendale Road	Wallacia	Provides access to the treated water pipeline from Park Road
Clifton Avenue	Kemps Creek	Provides access to Construction Compound C8 via Elizabeth Drive and the AWRC access road
Western Road	Kemps Creek	Provides access to the brine pipeline from Elizabeth Drive
Cross Street	Kemps Creek	Provides access to the brine pipeline from Western Road
Kensington Close	Cecil Hills	Provides access to the brine pipeline from Stirling Street
Stirling Street	Cecil Hills	Provides access to the brine pipeline from Feodore Drive
Feodore Drive	Cecil Hills	Provides access to the brine pipeline from Frederick Road
Frederick Road	Cecil Hills	Provides access to the brine pipeline from Cowpasture Road
Montgomery Road	Bonnyrigg	Provides access to the brine pipeline from North Liverpool Road or Elizabeth Drive
Monash Place	Bonnyrigg	Provides access to the brine pipeline from Elizabeth Drive
Hebblewhite Place	Bonnyrigg	Provides access to the brine pipeline from Monash Place
Edensor Road	Cabramatta West	Provides access to the brine pipeline from Cabramatta Road West or Harrington Street
Harrington Street	Cabramatta West	Provides access to the brine pipeline from Edensor Road or John Street
John Street	Cabramatta West	Provides access to the brine pipeline from Harrington Street or Gladstone Street
Cumberland Street	Cabramatta	Provides access to the brine pipeline and Construction Compound C13 from Curtin Street
Curtin Street	Cabramatta	Provides access to the brine pipeline from Cumberland Street or Fairview Road

Local Road	Suburb	Description of Use During Construction
Fairview Road	Canley Vale	Provides access to the brine pipeline from Curtin Street or Bareena Street
Bromley Street	Canley Vale	Provides access to the brine pipeline from Chancery Street or Beckenham Street
Beckenham Street	Canley Vale	Provides access to the brine pipeline from Bromley Street or Willowbank Crescent
Willowbank Crescent	Canley Vale	Provides access to the brine pipeline from Beckenham Street or Hume Highway
Knight Street	Lansvale	Provides access to the brine pipeline and Construction Compound C14 from Hume Highway
Lansdowne Road	Lansdowne	Provides access to Construction Compound C15 from Hume Highway
Tillett Parade	Lansdowne	Provides access to Construction Compound C15 from Lansdowne Road
Dale Street	Fairfield	Provides access to Construction Compound C12 from Vine Street
Wilga Street	Fairfield	Provides access to Construction Compound C12 from Dale Street
North Street	Fairfield	Provides access to Construction Compound C12 from Wilga Street
East Parade	Fairfield	Provides access to Construction Compound C12 from North Street



(Source: Figure 11-33 from Upper South Creek AWRC Environmental Impact Statement Volume 3 Impact Assessment Part 4)

Figure 3-1: Roads assessed in the EIS – Note: Environmental flows pipeline removed from the project.



Table 3-2 Local roads requiring DPE approval under MCoA E95

Local Road	Suburb	Description of Use During Construction
Byron Avenue	Wallacia	Provides access to the treated water pipeline from Greendale Road
Eagle Street	Wallacia	Provides access to the treated water pipeline from Greendale Road
Driver Avenue	Wallacia	Provides access to the treated water pipeline from Park Road
Golfview Drive	Wallacia	Provides access to the treated water pipeline from Park Road. Description extends only to approximately 20m south of the intersection with Park Road to enable construction vehicles access to the impact assessment area approved under Modification 2 of the CSSI
Farrier Place	Luddenham	Provide access to the treated water pipeline in the private properties located adjacent to Elizabeth Drive and provide access to Construction Compound C7 from Elizabeth Drive
Range Road	Kemps Creek	Provides access to the brine pipeline from Elizabeth Drive
Windsor Road	Cecil Hills	Provides access to the brine pipeline from Elizabeth Drive
Sandringham Drive	Cecil Hills	Provides access to the brine pipeline from Windsor Road
Feodore Drive	Cecil Hills	Provides access to the brine pipeline from Sandringham Drive
Spencer Road	Cecil Hills	Provides access to the brine pipeline from Sandringham Drive
Bonnyrigg Avenue	Bonnyrigg	Provides access to Construction Compound C11 from Elizabeth Drive
Tarlington Parade	Bonnyrigg	Provides access to Construction Compound C11 from Bonnyrigg Avenue or Cabramatta Road West
Bradfield Crescent	Bonnyrigg	Provides access to Construction Compound C11 from Tarlington Parade
Upton Place	Bonnyrigg	Provides access to Construction Compound C11 from Bradfield Crescent
Humphries Road	Bonnyrigg	Provides access to the brine pipeline from Cabramatta Road West or Edensor Road
Harrington Street	Cabramatta West	Provides access to the brine pipelines from Cabramatta Road West or St Johns Road
Gladstone Street	Canley Heights	Provides access to the brine pipeline from the north from Canley Vale Road
Cabramatta Road East	Cabramatta	Provides access to the brine pipeline and Construction Compound C13 from Broomfield Street
Broomfield Street	Cabramatta	Provides access to the brine pipeline and Construction Compound C13 from Curtin Street or Cumberland Street
Curtin Street	Cabramatta	Provides access to the brine pipeline and Construction Compound C13 from Broomfield Street or Cumberland Street
Cumberland Street	Cabramatta	Provides access to the brine pipeline and Construction Compound C13 from Cabramatta Road East or Curtin Street
Fairview Road	Cabramatta	Provides access to the brine pipeline from Cabramatta Road East
Vale Street	Canley Vale	Provides access to the brine pipeline from Lansdowne Road
Lansdowne Road	Canley Vale	Provides access to the brine pipeline from Vale Street or Bromley Street
Shortlands Street	Canley Vale	Provides access to the brine pipeline from Lansdowne Road

Local Road	Suburb	Description of Use During Construction
Beckenham Street	Canley Vale	Provides access to the brine pipeline from Bromley Street
Symons Street	Fairfield	Provides access to Construction Compound C12 from East Parade
Edith Street	Lansdowne	Provides access to the brine pipeline, including the brine control valve LV and ASP works, from Henry Lawson Drive

Figure 3-2 to Figure 3-20 show the local roads requiring DPE approval for use by the Project.



Figure 3-2: Byron Avenue, Eagle Street, Driver Avenue and Golfview Drive



Figure 3-4: Farrier Place



Figure 3-6: Range Road





Figure 3-7: Windsor Road and Sandringham Drive



Figure 3-8: Feodora Drive and Spencer Road





Figure 3-9: Bonnyrigg Avenue, Tarlington Parade, Bradfield Crescent and Upton Place



Figure 3-10: Humphries Road



Figure 3-11: Harrington Street



Figure 3-12: Gladstone Street





Figure 3-13: Cabramatta Road East and Broomfield Street

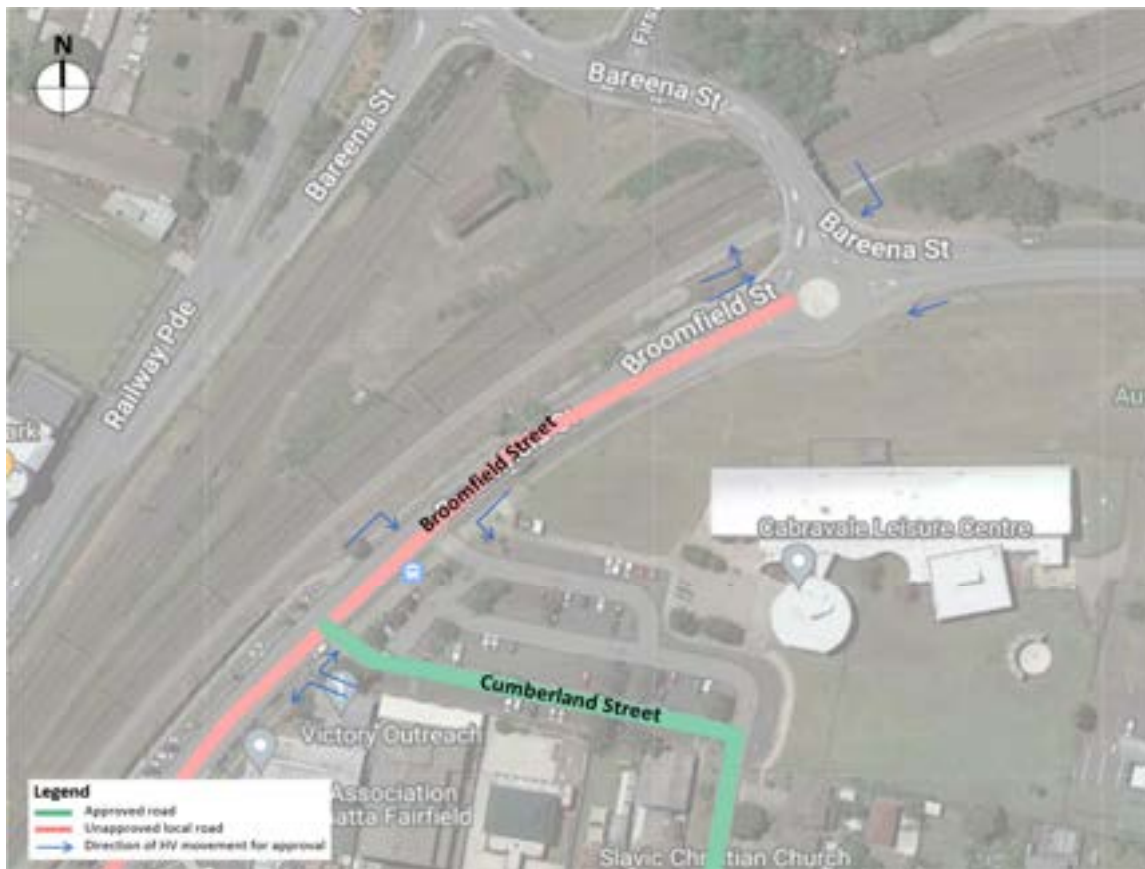


Figure 3-14: Broomfield Street



Figure 3-15: Curtin Street, Cumberland Street and Broomfield Street



Figure 3-16: Cumberland Street





Figure 3-17: Fairview Road



Figure 3-18: Vale Street and Lansdowne Road



Figure 3-19: Lansdowne Road, Shortlands Street and Beckenham Street



Figure 3-20: Symons Street





Figure 3-21: Edith Street

### 3.2 Proposed Heavy Vehicle Volumes on Local Roads

Proposed heavy vehicle volumes on local roads that are assessed in the LRA are detailed in the Table 3-3 below.

Table 3-3 Proposed heavy vehicle volumes on local roads

Local Road	Peak heavy vehicle movements per day (two-way)	Morning peak heavy vehicle movements (6-10am, two-way)	Evening peak heavy vehicle movements (3-7pm, two-way)
Byron Avenue	5	3	2
Eagle Street	5	3	2
Driver Avenue	5	3	2
Golfview Drive	5	3	2
Farrier Place	8	5	3
Range Road	4	2	2
Windsor Road	5	3	2
Sandringham Drive	5	3	2
Feodore Drive	5	3	2
Spencer Road	5	3	2
Bonnyrigg Avenue	5	3	2
Tarlington Parade	5	3	2
Bradfield Crescent	5	3	2

Local Road	Peak heavy vehicle movements per day (two-way)	Morning peak heavy vehicle movements (6-10am, two-way)	Evening peak heavy vehicle movements (3-7pm, two-way)
Upton Place	6	3	3
Humphries Road	4	2	2
Harrington Street	4	2	2
Gladstone Street	6	3	3
Cabramatta Road East	5	3	2
Broomfield Street	4	2	2
Curtin Street	6	3	3
Cumberland Street	4	2	2
Fairview Road	4	2	2
Vale Street	4	2	2
Lansdowne Road	6	3	3
Shortlands Street	6	3	2
Beckenham Street	5	3	2
Symons Street	6	3	3
Edith Street	6	3	3

### 3.3 Justification for the Use of Local Roads

Justification for the selection of local roads that are assessed in this LRA is provided in Table 3-4.

*Table 3-4: Justification for proposed use of local roads to be utilised by heavy vehicles*

Local Road	Justification
Byron Avenue	Forms part of the shortest route from Park Road (state road) via Greendale Road (approved local road in the EIS) to access the treated water pipeline work areas on Byron Avenue and west of Shelley Road.
Eagle Street and Driver Avenue, and Golfview Drive	Forms part of the shortest route from Park Road (state road) or Greendale Road (approved local road in the EIS) to access the treated water pipeline work areas on Eagle Street, Driver Avenue, and Golfview Drive.
Farrier Place	Forms part of the shortest route from Elizabeth Drive (state road) to access the treated water pipeline work areas through private properties immediately adjacent to Elizabeth Drive and access to Construction Compound C7.
Range Road	Forms part of the shortest route from Elizabeth Drive (state road) to access the brine pipeline work areas on Range Road and east and west of Range Road.
Windsor Road, Sandringham Drive, Feodore Drive and Spencer Road	Provides an alternative access route from Elizabeth Drive (state road) to access the brine pipeline work areas on Kensington Close, Stirling Street, Feodore Drive and Frederick Road.
Bonnyrigg Avenue, Tarlington Parade, Bradfield Crescent and Upton Place	Forms part of the shortest route from Elizabeth Drive (state road) or Cabramatta Road West (state road) to access Construction Compound C11. The use of this road is proposed as an alternative for access to the work area to avoid school zones during school operating hours.



Local Road	Justification
Humphries Road	Provides an alternative access route from Cabramatta Road West (state road) or Edensor Road (regional road) to access the brine pipeline work areas on Cabramatta Road West, Edensor Road and Meadows Road.
Harrington Street	Forms part of the shortest route and provides an alternative access route from Cabramatta Road West (state road) or St Johns Road (regional road) to access the brine pipeline work areas on Edensor Road, Harrington Street and John Street.
Gladstone Street	Provides an alternative access route from Canley Vale Road (regional road) to access the brine pipeline work areas on Gladstone Street and St Johns Road.
Cabramatta Road East and Broomfield Street	Forms part of the shortest route from Cabramatta Road East (state road) to access Construction Compound C13 and the brine pipeline work areas on Cumberland Street and Curtin Street.
Curtin Street and Cumberland Street	Forms part of the shortest route from Cabramatta Road East (state road) to access the brine pipeline work areas on Cumberland Street and Curtin Street.
Fairview Road	Forms part of the shortest route from Cabramatta Road East (state road) to access the brine pipeline work areas on Curtin Street, Fairview Road and Bareena Street.
Vale Street	Provides an alternative access route from Lansdowne Road (requires local road approval) to access the brine pipeline work areas on Bareena Street, Vale Street and Chancery Street.
Lansdowne Road, Shortlands Street and Beckenham Street	Provides an alternative access route via a loop to access the brine pipeline work areas on Chancery Street, Bromley Street and Beckenham Street. Additionally, access via Shortlands Street is to provide vehicles drive in and drive out access to work areas to avoid reversing maneuvers.
Symons Street	Forms part of the shortest route from The Horsley Drive (state road) via Gordon Street (regional road), Dale Street (approved local road in the EIS), Wilga Street (approved local road in the EIS), North Street (approved local road in the EIS) and East Parade (approved local road in the EIS) to access Construction Compound C12.
Edith Street	Forms part of the shortest route from Henry Lawson Drive (state road) to access the brine pipeline work areas on Edith Street, including the brine control valve LV and ASP works. Heavy vehicles enter and exit the impact area / construction corridor in a forward-facing direction with no need to perform a turn in the road carriageway of Edith Street.

## 4 Local Roads Assessment

### 4.1 Swept Path Analysis

As required by MCoA E96(a), swept paths have been prepared for all local roads requiring DPE approval. Swept path diagrams are provided in Appendix A for:

- A 12.5-metre heavy rigid vehicle (design vehicle)
- A 19-metre semi-trailer (check vehicle)
- A 19-metre truck and dog (tested at some locations where a 19-metre semi-trailer would not be feasible).

The swept paths provided in Appendix A are detailed in Table 4-1 (swept paths undertaken by Turnbull) and Table 4-2 (swept paths undertaken by Civlink). It is noted that the accuracy of the swept paths undertaken is limited to the quality of the aerial imagery used. Hence, if it is deemed necessary during pre-opening inspections carried out by the Traffic Manager before the start of each new temporary roadwork site or major modification, detailed surveys will be carried out to ensure sufficient clearance can be provided where a heavy vehicle's swept path is close to a kerb, median or sign. Pre-opening inspections will be carried out in accordance with Section 10.3 of the Traffic and Transport CEMP Sub-Plan, as summarised in Section 5 of this document. Where undertaken, relevant outcomes and corrective actions require to be implemented as a result of detailed surveys will be incorporated into this document and communicated accordingly to all relevant project employees. Similarly, the static sign locations shown in the swept paths are indicative and based on the aerial imagery and would require a detailed survey to determine its exact location.

The majority of swept paths have been tested under a 10km/h speed. At locations where a 10km/h swept path would be non-compliant, swept paths under a 5km/h speed were tested and if compliance achieved, has been presented in the drawings.

Where the swept path analysis identifies that a vehicle cannot safely navigate a turn within existing parking and traffic controls, additional mitigation measures could be provided to ensure safe turning within the existing carriageway. These measures include:

- Traffic management such as traffic controllers and/or shadow vehicles to stop traffic to facilitate safe turning

movements and pedestrian management

- Consultation with the relevant Council to enable car parking removal to facilitate safe turning movements
- Limiting heavy vehicle movements to periods with lower traffic volumes where use of opposing lanes may be required
- All heavy vehicles 7.5-metres long or greater to have a "DO NOT OVERTAKE TURNING VEHICLE" sign on its rear.

Where the swept path analysis identifies that a vehicle cannot undertake a turn within the existing carriageway, John Holland will assess on-site if further measures such as sign/pole relocation will be required before delivery or access for the proposed heavy vehicle. These locations are identified in Tables 4-1 and 4-2 below.

A risk-based assessment has been undertaken by considering the function of the road, surrounding land uses, heavy vehicles generated by the Project and likely traffic volumes to determine the most appropriate mitigation measures where required. A summary of the additional measures proposed is provided in Appendix B.

Table 4.1: Summary of swept path analysis (Turnbull intersections)

Intersection	Drawing number in Appendix A (0374-USCC-RD-SWEPT-PATHS-INFO)	Can the design vehicle (12.5m heavy rigid vehicle) complete turning movements within existing carriageway?	Can the design vehicle (12.5m heavy rigid vehicle) complete turning movements within existing line marking?	Can the check vehicle (19m semi-trailer) complete turning movements within existing carriageway?
Byron Avenue/ Greendale Road	02-01 02-02	Yes	Left turn from Byron Avenue to Greendale Road – Yes. Right turn from Greendale Road to Byron Avenue – No.	Yes
Eagle Street/ Greendale Road	03-01 03-02	Yes	Left turn from Greendale Road to Eagle Street – No. Right turn from Eagle Street to Greendale Road – Yes .	Yes
Eagle Street/ Driver Avenue	04-01 04-02	Yes	Left turn from Eagle Street to Driver Avenue – No. Right turn from Driver Avenue to Eagle Street – Yes.	Yes
Driver Avenue/ Park Road	06-01 06-02 06-03 06-04	Yes	No	Right turn from Park Road to Driver Avenue – Yes Left turn from Park Road to Driver Avenue – Yes, though requires use of opposing lane on Park Road Right turn from Driver Avenue to Park Road – Yes Left turn from Driver Avenue to Park Road – Yes
Golfview Drive/ Park Road	08-01 08-02 08-03 08-04	Yes	No	Right turn from Park Road to Golfview Drive – Yes. Left turn from Park Road to Golfview Drive – Yes. Right turn from Golfview Drive to Park Road – Yes. Left turn from Golfview Drive to Park Road – No, this movement not feasible without additional measures.
Farrier Place / Elizabeth Drive	37-01 37-02 37-03 37-04	Yes	No	Yes
Range Road/	13-01	Yes	Right turn from Elizabeth	Yes

Intersection	Drawing number in Appendix A (0374-USCC-RD-SWEPT-PATHS-INFO)	Can the design vehicle (12.5m heavy rigid vehicle) complete turning movements within existing carriageway?	Can the design vehicle (12.5m heavy rigid vehicle) complete turning movements within existing line marking?	Can the check vehicle (19m semi-trailer) complete turning movements within existing carriageway?
Elizabeth Drive	13-02 13-03		Drive to Range Road – Yes. Left turn from Elizabeth Drive to Range Road – Yes. Left turn from Range Road to Elizabeth Drive – No.	
Humphries Road/ Cabramatta Road West	33-01 33-02 33-03 33-04	Yes	Yes	Left turn from Cabramatta Road West to Humphries Road – Yes. Right turn from Cabramatta Road West to Humphries Road – Yes. Left turn from Humphries Road to Cabramatta Road West – No, this movement not feasible without additional measures. Right turn from Humphries Road to Cabramatta Road West – Yes
Humphries Road/ Edensor Road	34-01 34-02	Right turn from Humphries Road to Edensor Road – Yes, but would need to mount the roundabout  Left turn from Edensor Road to Humphries Road – No, this movement not feasible without additional measures	Right turn from Humphries Road to Edensor Road – Yes, but would need to mount the roundabout  Left turn from Edensor Road to Humphries Road – No, this movement not feasible without additional measures	No, all movements tested at this intersection not feasible without additional measures
Harrington Street/St Johns Road	14-01 14-02 14-03 14-04	Right turn from St Johns Road to Harrington Street – Yes, but would need to mount the roundabout  Left turn from St Johns Road to Harrington Street – No, this movement not feasible without additional measures  Right turn from Harrington Street to St Johns Road – Yes, but would need to mount the roundabout  Left turn from  Right turn from Harrington Street to St Johns Road – Yes, but would need to mount the roundabout  Left turn from Harrington Street to St Johns Road – No, this movement not feasible without additional measures	Right turn from St Johns Road to Harrington Street – Yes, but would need to mount the roundabout  Left turn from St Johns Road to Harrington Street – No, this movement not feasible without additional measures  Right turn from Harrington Street to St Johns Road – Yes, but would need to mount the roundabout  Left turn from Harrington Street to St Johns Road – No, this movement not feasible without additional measures	No, all movements tested at this intersection not feasible without additional measures

Intersection	Drawing number in Appendix A (0374-USCC-RD-SWEPT-PATHS-INFO)	Can the design vehicle (12.5m heavy rigid vehicle) complete turning movements within existing carriageway?	Can the design vehicle (12.5m heavy rigid vehicle) complete turning movements within existing line marking?	Can the check vehicle (19m semi-trailer) complete turning movements within existing carriageway?
		Harrington Street to St Johns Road – No, this movement not feasible without additional measures		
Harrington Street/ Edensor Road	15-01 15-02 15-03 15-04	Yes, but would need to mount the roundabout	Yes, but would need to mount the roundabout	Northbound through on Harrington Street – Yes, but would need to mount the roundabout  Left turn from Harrington Street to Edensor Street – No, this movement not feasible without additional measures  Right turn from Edensor Street to Harrington Street – Yes, but would need to mount the roundabout  Southbound through on Harrington Street – Yes, but would need to mount the roundabout
Harrington Street/ Cabramatta Road West	16-01 16-02 16-03 16-04	Right turn from Cabramatta Road West to Harrington Street – No, this movement not feasible without additional measures  Left turn from Cabramatta Road West to Harrington Street – No, this movement not feasible without additional measures  Right turn from Harrington Street to Cabramatta Road West – Yes  Left turn from Harrington Street to Cabramatta Road West – Yes	Right turn from Cabramatta Road West to Harrington Street – No, this movement not feasible without additional measures  Left turn from Cabramatta Road West to Harrington Street – No, this movement not feasible without additional measures  Right turn from Harrington Street to Cabramatta Road West – Yes  Left turn from Harrington Street to Cabramatta Road West – Yes	Right turn from Cabramatta Road West to Harrington Street – No, this movement not feasible without additional measures  Left turn from Cabramatta Road West to Harrington Street – No, this movement not feasible without additional measures  Right turn from Harrington Street to Cabramatta Road West – Yes  Left turn from Harrington Street to Cabramatta Road West – Yes, though requires use of opposing lane on Cabramatta Road West
Gladstone Street / St Johns Road	31-01 31-02 31-03 31-04 31-05	Left turn from St Johns Road to Gladstone Street – Yes, but would need to mount the roundabout and	Left turn from St Johns Road to Gladstone Street – No, but would need to mount the roundabout and requires use of opposing lane on Gladstone Street	Left turn from St Johns Road to Gladstone Street – Yes, but would need to mount the roundabout and requires use of opposing lane on Gladstone Street



Intersection	Drawing number in Appendix A (0374-USCC-RD-SWEPT-PATHS-INFO)	Can the design vehicle (12.5m heavy rigid vehicle) complete turning movements within existing carriageway?	Can the design vehicle (12.5m heavy rigid vehicle) complete turning movements within existing line marking?	Can the check vehicle (19m semi-trailer) complete turning movements within existing carriageway?
	31-06	<p>requires use of opposing lane on Gladstone Street</p> <p>Right turn from St Johns Road to Gladstone Street – Yes, but would need to mount the roundabout and requires use of opposing lane on Gladstone Street</p> <p>Northbound through on Gladstone Street – Yes, but would need to mount the roundabout</p> <p>Southbound through on Gladstone Street – Yes, but would need to mount the roundabout</p> <p>Left turn from Gladstone Street to St Johns Road – No, this movement not feasible without additional measures</p> <p>Right turn from Gladstone Street to St Johns Road – Yes, but would need to mount the roundabout and requires use of opposing lane on St Johns Road</p>	<p>Right turn from St Johns Road to Gladstone Street – Yes, but would need to mount the roundabout and requires use of opposing lane on Gladstone Street</p> <p>Northbound through on Gladstone Street – Yes, but would need to mount the roundabout</p> <p>Southbound through on Gladstone Street – Yes, but would need to mount the roundabout</p> <p>Left turn from Gladstone Street to St Johns Road – No, this movement not feasible without additional measures</p> <p>Right turn from Gladstone Street to St Johns Road – Yes, but would need to mount the roundabout and requires use of opposing lane on St Johns Road</p>	<p>Right turn from St Johns Road to Gladstone Street – Yes, but would need to mount the roundabout and requires use of opposing lane on Gladstone Street</p> <p>Northbound through on Gladstone Street – Yes, but would need to mount the roundabout</p> <p>Southbound through on Gladstone Street – Yes, but would need to mount the roundabout</p> <p>Left turn from Gladstone Street to St Johns Road – No, this movement not feasible without additional measures</p> <p>Right turn from Gladstone Street to St Johns Road – No, this movement not feasible without additional measures</p>
Gladstone Street / Canley Vale Road	32-01 32-02 32-03 32-04	<p>Left turn from Gladstone Street to Canley Vale Road – No, this movement not feasible without additional measures</p> <p>Right turn from</p>	<p>Left turn from Gladstone Street to Canley Vale Road – No, this movement not feasible without additional measures</p> <p>Right turn from Gladstone Street to Canley Vale Road – No</p>	<p>Left turn from Gladstone Street to Canley Vale Road – No, this movement not feasible without additional measures</p> <p>Right turn from Gladstone Street to Canley Vale Road – Yes</p> <p>Left turn from Canley Vale Road to Gladstone Street – No, this</p>

Intersection	Drawing number in Appendix A (0374-USCC-RD-SWEPT-PATHS-INFO)	Can the design vehicle (12.5m heavy rigid vehicle) complete turning movements within existing carriageway?	Can the design vehicle (12.5m heavy rigid vehicle) complete turning movements within existing line marking?	Can the check vehicle (19m semi-trailer) complete turning movements within existing carriageway?
		<p>Gladstone Street to Canley Vale Road – Yes</p> <p>Left turn from Canley Vale Road to Gladstone Street – Yes</p> <p>Right turn from Canley Vale Road to Gladstone Street – No, this movement not feasible without additional measures</p>	<p>Left turn from Canley Vale Road to Gladstone Street – No</p> <p>Right turn from Canley Vale Road to Gladstone Street – No, this movement not feasible without additional measures</p>	<p>movement not feasible without additional measures</p> <p>Right turn from Canley Vale Road to Gladstone Street – No, this movement not feasible without additional measures</p>
Cabramatta Road East (intersection of local and state roads)	36-01 36-02 36-03 36-04	Yes	Yes	<p>Left turn from Cabramatta Road East local road to state road – Yes</p> <p>Left turn from Cabramatta Road East state road to local road – No, this movement not feasible without additional measures</p> <p>Right turn from Cabramatta Road East local road to state road – Yes</p> <p>Right turn from Cabramatta Road East state road to local road – Yes</p>
Cabramatta Road East/ Broomfield Street	35-01 35-02	Yes	Yes	<p>Left turn from Broomfield Street to Cabramatta Road East – No, this movement not feasible without additional measures</p> <p>Right turn from Cabramatta Road East to Broomfield Street – Yes</p>
Broomfield Street/ Cumberland Street	19-01 19-02 19-03 19-04	Yes	<p>Right turn from Broomfield Street to Cumberland Street – Yes</p> <p>Left turn from Broomfield Street to Cumberland Street – No</p> <p>Right turn from Cumberland Street to Broomfield Street – Yes</p> <p>Left turn from Cumberland Street to Broomfield Street – No</p>	<p>Right turn from Broomfield Street to Cumberland Street – Yes</p> <p>Left turn from Broomfield Street to Cumberland Street – No, this movement not feasible without additional measures</p> <p>Right turn from Cumberland Street to Broomfield Street – Yes</p> <p>Left turn from Cumberland Street to Broomfield Street – Yes</p>

Intersection	Drawing number in Appendix A (0374-USCC-RD-SWEPT-PATHS-INFO)	Can the design vehicle (12.5m heavy rigid vehicle) complete turning movements within existing carriageway?	Can the design vehicle (12.5m heavy rigid vehicle) complete turning movements within existing line marking?	Can the check vehicle (19m semi-trailer) complete turning movements within existing carriageway?
Broomfield Street/ Bareena Street	20-01 20-02 20-03 20-04	Yes	Left turn from Broomfield Street to Bareena Street – No  Northbound through from Broomfield Street to Bareena Street – Yes  Southbound through from Bareena Street to Broomfield Street – Yes  Right turn from Bareena Street to Broomfield Street – Yes	Left turn from Broomfield Street to Bareena Street – No, this movement not feasible without additional measures  Northbound through from Broomfield Street to Bareena Street – Yes  Southbound through from Bareena Street to Broomfield Street – Yes  Right turn from Bareena Street to Broomfield Street – No, this movement not feasible without additional measures
Curtin Street/ Broomfield Street	17-01 17-02 17-03 17-04	Yes	Right turn from Broomfield Street to Curtin Street – Yes  Left turn from Broomfield Street to Curtin Street – No  Right turn from Curtin Street to Broomfield Street – Yes  Left turn from Curtin Street to Broomfield Street – No	Yes
Curtin Street/ Cumberland Street	18-01 18-02 18-03 18-04 18-05 18-06	Yes	Right turn from Curtin Street to Cumberland Street – Yes  Left turn from Curtin Street eastbound to Cumberland Street – No  Right turn from Cumberland Street southbound to Curtin Street – Yes  Left turn from Curtin Street westbound to Cumberland Street – No  Right turn from Cumberland Street northbound to Curtin Street – Yes  Left turn from Cumberland Street to Curtin Street – Yes	Right turn from Curtin Street to Cumberland Street – Yes  Left turn from Curtin Street eastbound to Cumberland Street – Yes  Right turn from Cumberland Street southbound to Curtin Street – No, this movement not feasible without additional measures  Left turn from Curtin Street westbound to Cumberland Street – Yes  Right turn from Cumberland Street northbound to Curtin Street – No, this movement not feasible without additional measures

Intersection	Drawing number in Appendix A (0374-USCC-RD-SWEPT-PATHS-INFO)	Can the design vehicle (12.5m heavy rigid vehicle) complete turning movements within existing carriageway?	Can the design vehicle (12.5m heavy rigid vehicle) complete turning movements within existing line marking?	Can the check vehicle (19m semi-trailer) complete turning movements within existing carriageway?
				Left turn from Cumberland Street to Curtin Street – No, this movement not feasible without additional measures
Cumberland Street/ Cabramatta Road East	21-01 21-02 21-03 21-04	Yes	Yes	Right turn from Cabramatta Road East to Cumberland Street – No, this movement not feasible without additional measures  Left turn from Cabramatta Road East to Cumberland Street – No, this movement not feasible without additional measures  Right turn from Cumberland Street to Cabramatta Road East – Yes  Left turn from Cumberland Street to Cabramatta Road East – No, this movement not feasible without additional measures
Fairview Road/ Cabramatta Road East	22-01 22-02 22-03 22-04	Yes	Yes	No, all movements tested at this intersection not feasible without additional measures
Fairview Road/ Longfield Street	23-01 23-02	Yes, but would need to mount the roundabout	Yes, but would need to mount the roundabout	Yes, but would need to mount the roundabout
Fairview Road/ Curtin Street	24-01 24-02	Yes	Yes	Right turn from Curtin Street to Fairview Road – Yes, though may require parking removal on the eastern side of Fairview Road  Left turn from Fairview Road to Curtin Street – Yes
Vale Street/ Bareena Street	25-01 25-02 25-03 25-04	Yes	Yes	Left turn from Bareena Street to Vale Street – No, this movement not feasible without additional measures  Northbound through on Vale Street – No, this movement not feasible without additional measures  Southbound through on Vale Street – Yes  Right turn from Vale Street to Bareena Street – No, this movement not feasible without additional measures



Intersection	Drawing number in Appendix A (0374-USCC-RD-SWEPT-PATHS-INFO)	Can the design vehicle (12.5m heavy rigid vehicle) complete turning movements within existing carriageway?	Can the design vehicle (12.5m heavy rigid vehicle) complete turning movements within existing line marking?	Can the check vehicle (19m semi-trailer) complete turning movements within existing carriageway?
Vale Street/ Lansdowne Road	26-01 26-02 26-03 26-04	Yes	Yes	Yes
Lansdowne Road/ Bromley Street/ Chancery Street	30-01 30-02 30-03 30-04 30-05 30-06 30-07 30-08	<p>Southbound through on Lansdowne Road – Yes, but would need to mount the roundabout</p> <p>Left turn from Lansdowne Road to Bromley Street – No, this movement not feasible without additional measures</p> <p>Left turn from Bromley Street to Lansdowne Road – No, this movement not feasible without additional measures</p> <p>Right turn from Bromley Street to Lansdowne Road – No, this movement not feasible without additional measures</p> <p>Northbound through on Lansdowne Road – Yes, but would need to mount the roundabout</p> <p>Right turn from Lansdowne Road to Bromley Street – No, this movement not feasible without additional measures</p>	<p>Southbound through on Lansdowne Road – Yes, but would need to mount the roundabout</p> <p>Left turn from Lansdowne Road to Bromley Street – No, this movement not feasible without additional measures</p> <p>Left turn from Bromley Street to Lansdowne Road – No, this movement not feasible without additional measures</p> <p>Right turn from Bromley Street to Lansdowne Road – No, this movement not feasible without additional measures</p> <p>Northbound through on Lansdowne Road – Yes, but would need to mount the roundabout</p> <p>Right turn from Lansdowne Road to Bromley Street – No, this movement not feasible without additional measures</p> <p>Left turn from Chancery Street to Lansdowne Road – No, this movement not feasible without additional measures</p> <p>Right turn from Chancery Street to Lansdowne Road – Yes, but would need to mount the roundabout</p>	<p>Southbound through on Lansdowne Road – Yes, but would need to mount the roundabout</p> <p>Left turn from Lansdowne Road to Bromley Street – No, this movement not feasible without additional measures</p> <p>Left turn from Bromley Street to Lansdowne Road – No, this movement not feasible without additional measures</p> <p>Right turn from Bromley Street to Lansdowne Road – No, this movement not feasible without additional measures</p> <p>Northbound through on Lansdowne Road – No, this movement not feasible without additional measures</p> <p>Right turn from Lansdowne Road to Bromley Street – No, this movement not feasible without additional measures</p> <p>Left turn from Chancery Street to Lansdowne Road – No, this movement not feasible without additional measures</p> <p>Right turn from Chancery Street to Lansdowne Road – Yes, but would need to mount the roundabout</p>

Intersection	Drawing number in Appendix A (0374-USCC-RD-SWEPT-PATHS-INFO)	Can the design vehicle (12.5m heavy rigid vehicle) complete turning movements within existing carriageway?	Can the design vehicle (12.5m heavy rigid vehicle) complete turning movements within existing line marking?	Can the check vehicle (19m semi-trailer) complete turning movements within existing carriageway?
		<p>Left turn from Chancery Street to Lansdowne Road – No, this movement not feasible without additional measures</p> <p>Right turn from Chancery Street to Lansdowne Road – Yes, but would need to mount the roundabout</p>		
Shortlands Street/ Lansdowne Road	27-01 27-02 27-03 27-04	Yes	<p>Right turn from Lansdowne Road to Shortlands Street – No</p> <p>Left turn from Lansdowne Road to Shortlands Street – No</p> <p>Right turn from Shortlands Street to Lansdowne Road – Yes</p> <p>Left turn from Shortlands Street to Lansdowne Road – Yes</p>	<p>Right turn from Lansdowne Road to Shortlands Street – Yes</p> <p>Left turn from Lansdowne Road to Shortlands Street – Yes, though requires use of opposing lane on Lansdowne Road</p> <p>Right turn from Shortlands Street to Lansdowne Road – Yes</p> <p>Left turn from Shortlands Street to Lansdowne Road – Yes</p>
Shortlands Street/ Beckenham Street	28-01 28-02	Yes	<p>Right turn from Shortlands Street to Beckenham Street – Yes</p> <p>Left turn from Beckenham Street to Shortlands Street – No, though may require parking removal on the western side of Shortlands Street</p>	<p>Right turn from Shortlands Street to Beckenham Street – Yes</p> <p>Left turn from Beckenham Street to Shortlands Street – Yes, though may require parking removal on the western side of Shortlands Street</p>
Beckenham Street/ Bromley Street	29-01 29-02	<p>Right turn from Beckenham Street to Bromley Street – Yes</p> <p>Left turn from Bromley Street to Beckenham Street – No, this movement not feasible without additional measures</p>	<p>Right turn from Beckenham Street to Bromley Street – Yes</p> <p>Left turn from Bromley Street to Beckenham Street – No, this movement not feasible without additional measures</p>	No, all movements tested at this intersection not feasible without additional measures

Table 4-2-: Summary of swept path analysis (Civlink intersections)

Intersection	Drawing number in Appendix A	Can a 12.5m heavy rigid vehicle complete movements within existing carriageway?	Can a 19m semi-trailer complete turning movements within existing carriageway?	Can a 19m truck and dog complete turning movements within existing carriageway?
Windsor Road/ Elizabeth Drive	JHG-CEC-TGS-0002-00 Sheet 1 to Sheet 3	Yes	N/A – only 12.5m heavy rigid vehicles proposed	N/A – only 12.5m heavy rigid vehicles proposed
Sandringham Drive / Windsor Road	JHG-CEC-TGS-0002-00 Sheet 4 to Sheet 5	Yes	N/A – only 12.5m heavy rigid vehicles proposed	N/A – only 12.5m heavy rigid vehicles proposed
Sandringham Drive/ Feodore Drive/ Spencer Road	JHG-CEC-TGS-0002-00 Sheet 6 to Sheet 7	Yes	N/A – only 12.5m heavy rigid vehicles proposed	N/A – only 12.5m heavy rigid vehicles proposed
Feodore Drive/ Clementina Circuit	JHG-CEC-TGS-0002-00 Sheet 8 to Sheet 9	Yes	N/A – only 12.5m heavy rigid vehicles proposed	N/A – only 12.5m heavy rigid vehicles proposed
Feodore Drive/ Stirling Street	JHG-CEC-TGS-0002-00 Sheet 10 to Sheet 11	Yes	N/A – only 12.5m heavy rigid vehicles proposed	N/A – only 12.5m heavy rigid vehicles proposed
Spencer Road/ Feodore Drive/ Frederick Road	JHG-CEC-TGS-0002-00 Sheet 20 to Sheet 22	Yes	N/A – only 12.5m heavy rigid vehicles proposed	N/A – only 12.5m heavy rigid vehicles proposed
Tarlington Parade/ Cabramatta Road West	HD21200-TW07-CS1-GA-1001 and 1007 HD21200-TW08-CS1-GA-1001 and 1007 HD21200-TW18-CS1-GA-1001 and 1006	Yes	Yes	Yes
Tarlington Parade/ Bradfield Crescent (east)	HD21200-TW07-CS1-GA-1002 and 1006 HD21200-TW08-CS1-GA-1002 and 1006 HD21200-TW18-CS1-GA-1002 and 1005	Yes	Yes	Yes
Bradfield Crescent/ Upton Place	HD21200-TW07-CS1-GA-1003 and 1005 HD21200-TW08-CS1-GA-1003 and 1005 HD21200-TW11-CS1-GA-1007 and 1008 HD21200-TW12-CS1-GA-1007 and 1008 HD21200-TW18-CS1-GA-1003 and 1004 HD21200-TW19-CS1-GA-1005 and 1006	Yes	Yes	Yes
Upton Place (T-intersection)	HD21200-TW07-CS1-GA-1003 and 1004 HD21200-TW08-CS1-GA-1003 and 1004 HD21200-TW18-	Yes	Yes	Yes

Intersection	Drawing number in Appendix A	Can a 12.5m heavy rigid vehicle complete turning movements within existing carriageway?	Can a 19m semi-trailer complete turning movements within existing carriageway?	Can a 19m truck and dog complete turning movements within existing carriageway?
	CS1-GA-1003 and 1004			
Bonnyrigg Avenue/ Elizabeth Drive	HD21200-TW11-CS1-GA-1001, 1002, 1009 and 1010 HD21200-TW12-CS1-GA-1001, 1002, 1009 and 1010 HD21200-TW19-CS1-GA-1001 and 1002	Right turn from Elizabeth Drive to Bonnyrigg Avenue – Yes  Left turn from Elizabeth Drive to Bonnyrigg Avenue – No, this movement not feasible without additional measures  Right turn from Bonnyrigg Avenue to Elizabeth Drive – Yes  Left turn from Bonnyrigg Avenue to Elizabeth Drive – Yes	Right turn from Elizabeth Drive to Bonnyrigg Avenue – Yes  Left turn from Elizabeth Drive to Bonnyrigg Avenue – No, this movement not feasible without additional measures  Right turn from Bonnyrigg Avenue to Elizabeth Drive – Yes  Left turn from Bonnyrigg Avenue to Elizabeth Drive – No, this movement not feasible without additional measures	Right turn from Elizabeth Drive to Bonnyrigg Avenue – Yes  Left turn from Elizabeth Drive to Bonnyrigg Avenue – No, this movement not feasible without additional measures  Right turn from Bonnyrigg Avenue to Elizabeth Drive – Yes  Left turn from Bonnyrigg Avenue to Elizabeth Drive – Yes
Bonnyrigg Avenue/ Tarlington Parade	HD21200-TW11-CS1-GA-1003 HD21200-TW12-CS1-GA-1003 and 1004 HD21200-TW19-CS1-GA-1003 and 1008	Right turn from Bonnyrigg Avenue to Tarlington Parade – Yes, but would need to mount the roundabout  Left turn from Tarlington Parade to Bonnyrigg Avenue – No, this movement not feasible without additional measures	Yes, but would need to mount the roundabout	Right turn from Bonnyrigg Avenue to Tarlington Parade – Yes, but would need to mount the roundabout  Left turn from Tarlington Parade to Bonnyrigg Avenue – No, this movement not feasible without additional measures
Tarlington Parade/ Bradfield Crescent (west)	HD21200-TW11-CS1-GA-1005 and 1006 HD21200-TW12-CS1-GA-1005 and 1006 HD21200-TW19-CS1-GA-1004 and 1007	Yes	Right turn from Tarlington Parade to Bradfield Crescent – Yes  Left turn from Bradfield Crescent to Tarlington Parade – No, this movement not feasible without additional measures	Yes
Symons Street/ East Parade	HD21200-TW10-CS1-GA-1001 and 1002	Yes	Yes	N/A – only 12.5m heavy rigid vehicles and 19m semi-trailers proposed
Henry Lawson Drive / Edith Street*	SPA-Henry Lawson Dr-Edith Street-138599	Left turn from Henry Lawson Drive to Edith Street – Yes  Left turn from Edith Street to Henry Lawson Drive – Yes	N/A – only 12.5m heavy rigid vehicles proposed	N/A – only 12.5m heavy rigid vehicles proposed



Intersection	Drawing number in Appendix A	Can a 12.5m heavy rigid vehicle complete turning movements within existing carriageway?	Can a 19m semi-trailer complete turning movements within existing carriageway?	Can a 19m truck and dog complete turning movements within existing carriageway?
		Heavy vehicles enter and exit the impact area / construction corridor in a forward-facing direction with no need to perform a turn in the road carriageway of Edith Street.		

\*Swept path analysis provided by Lack Group.

## 4.2 Pedestrians

Swept path analysis completed in Appendix A show that there is no encroachment over the edge kerb lines where the design vehicle or check vehicle is compliant. At intersections where specific turning movements are non-compliant, these movements would not be undertaken by the heavy vehicle type assessed. Therefore, minor risks would be present for a heavy vehicle to conflict with a pedestrian on the footpath due to a turning movement.

Heavy vehicle drivers will be reminded of their obligations during the driver induction process to include safety awareness in relation to all road users.

In the event that pedestrian access is restricted or temporarily removed due to the use of heavy vehicles on the road network, a convenient and safe signposted alternative route which complies with relevant standards will be provided prior to the restriction or temporary removal. This will be detailed in SSCTMPs and Traffic Guidance Schemes (TGS') which include appropriate traffic controls to be implemented to manage pedestrian movements.

Table 4-3 provides a summary of pedestrian considerations that have been considered in the SSCTMPs for project compound locations.

## 4.3 Cyclists

A review of the cycle network showed that there are no dedicated cycle paths on or adjacent to the following local roads requiring DPE approval:

- Byron Avenue
- Eagle Street
- Driver Avenue
- Golfview Drive
- Farrier Place
- Range Road
- Gladstone Street
- Fairview Road
- Shortlands Street
- Edith Street.

Dedicated cycle paths located on or adjacent to local roads requiring DPE approval are shown in Figure 4-3 to Figure 4-5 and include the following:

- Heavy vehicles travelling along Windsor Road, Sandringham Drive, Feodore Drive and Spencer Road:
  - Shared path on both sides of Elizabeth Drive between the M7 Motorway and Cowpasture Road
  - Shared path on both sides of Windsor Road south of Elizabeth Drive
  - Shared path on the southern side of Sandringham Drive west of Windsor Road
  - Shared path on the eastern side of Spencer Road north of Leopold Place and the western side of Spencer Road south of Leopold Place
  - Shared path on the northern side of Feodore Drive west of Spencer Road
  - Shared path on the northern side of Frederick Road east of Spencer Road

- Shared path on the northern side of Leopold Place east of Spencer Road
- Shared paths within the Cecil Hills Wetlands Reserve
- Signalised cyclist crossing on all approaches of the Elizabeth Drive / Windsor Road intersection.
- Heavy vehicles turning into or out of Bonnyrigg Avenue from Elizabeth Drive:
  - Shared path on the southern side of Elizabeth Drive
  - Designated on-road cycle route on Elizabeth Drive between Cowpasture Road and Cabramatta Road West.
- Heavy vehicles turning into or out of Tarlington Parade from Cabramatta Road West:
  - Shared path on the southern side of Cabramatta Road West between Elizabeth Drive and Tarlington Parade
  - Tarlington Reserve shared path access from Cabramatta Road West east of Elizabeth Drive or Tarlington Parade north of Wall Place.
- Heavy vehicles turning into or out of Humphries Road from Cabramatta Road:
  - Shared path on the northern side of Cabramatta Road West east of Humphries Road
  - Shared path on the western side of Humphries Road south of Cabramatta Road West.
- Heavy vehicles turning into or out of Harrington Street from St Johns Road:
  - At-grade raised crossing for users of the Green Valley Creek shared path on St Johns Road west of Harrington Street.
- Heavy vehicles turning into or out of Broomfield Street from Cabramatta Road East and Bareena Street, and travelling along Broomfield Street
  - Shared path on the western side of Broomfield Street south of Cabramatta Road East and north of Longfield Street.
  - Shared path on the southern side of Bareena Street west of Broomfield Street and the northern side of Bareena Street near First Avenue.
  - Designated on-road cycle route on Broomfield Street between Cabramatta Road East and Longfield Street.
  - At-grade crossing for pedestrians and cyclists on Broomfield Street south of Longfield Street.
  - Signalised cyclist crossing on the south and east approaches of the Broomfield Street / Cabramatta Road East intersection.
- Heavy vehicles travelling through the Vale Street / Bareena Street roundabout and along Lansdowne Road and Beckenham Street
  - Long Creek shared path accessible from the eastern side of the Vale Street / Bareena Street roundabout
  - At-grade raised crossing for users of the Long Creek shared path Lansdowne Road west of Porlock Way.
- Heavy vehicles turning into or out of Symons Street from East Parade
  - Shared path on the eastern side of East Parade.

Impacts on cyclists are anticipated to be minor given that the majority of cycle infrastructure on or adjacent to the local roads requiring DPE approval are off-road. Safety risks would be higher where cyclists are required to cross a road and on Elizabeth Drive and Broomfield Street where heavy vehicles would mix with on-road cyclists. In addition, the majority of shared paths identified above are located near schools, with the shared paths potentially being used by school students and other vulnerable users.

To mitigate impacts on cyclists, particularly where safety risks are higher, the following controls will be implemented:

- Heavy vehicle equipment minimum safety requirements e.g., side under-run protection, blind spot mirrors, pedestrian and cyclist warning signs, real-time telematic systems etc;
- Works to be performed, where possible, outside of school peak periods i.e., 8am to 9:30am and 2:30pm to 4pm. If this is not possible then footpath/shared path impacts will be minimised, where possible, during school peaks; and

- Where cyclist impacts are unavoidable, traffic controllers will be positioned at either end of the worksite and will stop approaching cyclists. They will be requested to dismount and be guided through the work area whilst dismounted. Re-mounting will be advised when safe to do so.

Furthermore, all heavy vehicle drivers are required to follow the NSW driver road rules around cyclists, which include:

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

In the event that cyclist access is restricted or temporarily removed due to the use of heavy vehicles on the road network, a convenient and safe signposted alternative route which complies with relevant standards will be provided prior to the restriction or temporary removal. This will be detailed in SSCTMPs and TGS' which include appropriate traffic controls to be implemented to manage cyclist movements.

Table 4-3 provides a summary of cyclist considerations that have been incorporated in the SSCTMPs for project compound locations.

*Table 4.3 Summary of pedestrian and cyclist considerations at construction compound locations*

Compound	Project Location	Impact on active transport users (including pedestrians and cyclists)	Traffic Guidance Schemes (TGS)
Compound 3 Silverdale Road, Silverdale	Treated water	<ul style="list-style-type: none"> <li>There are no existing footpaths or cycle routes provided in the vicinity of the compound.</li> <li>Proposed that movements are left in/ left out and right in/ turning movements.</li> <li>In circumstances where pedestrian and cyclist access are restricted or removed due to construction activities, a proximate alternative route which complies with relevant standards, unless otherwise endorsed by an independent, appropriately qualified, and experienced person, must be provided (including</li> <li>signposting) prior to the restriction or removal of the impacted access.</li> <li>The project will ensure that works do not block or disrupt access across pedestrian or shared user paths at any time unless the subject of an approved TGS/ ROL.</li> </ul>	<p>TGS have been identified for works associated with this SSCTMP, including:</p> <ul style="list-style-type: none"> <li>Stop slow on Silverdale Road.</li> </ul>
Compound 4 Fowler Reserve, Silverdale Road Wallacia	Treated water	<ul style="list-style-type: none"> <li>All vehicle movements will be provided for into and out of Fowler Reserve to prevent turning restrictions at the entry to the compound. It is proposed to operate stop slow along Silverdale Road to improve the existing access/ egress point. The stop slow will be in place during normal working hours and will have a reduced speed limit during the works.</li> <li>Generally, the compound will operate without any traffic control required, however, larger vehicles may be required to access the site, and where these vehicles do require assistance, stop slow will be implemented.</li> <li>There are no existing footpaths or cycle routes provided in the vicinity of the compound.</li> </ul>	<p>TGS have been identified for works associated with this SSCTMP, including:</p> <ul style="list-style-type: none"> <li>Stop slow on Silverdale Road.</li> </ul>

Compound	Project Location	Impact on active transport users (including pedestrians and cyclists)	Traffic Guidance Schemes (TGS)
		<ul style="list-style-type: none"> <li>In circumstances where pedestrian and cyclist access are restricted or removed due to construction activities, a proximate alternative route which complies with relevant standards, unless otherwise endorsed by an independent, appropriately qualified, and experienced person, must be provided (including signposting) prior to the restriction or removal of the impacted access.</li> <li>The project will ensure that works do not block or disrupt access across pedestrian or shared user paths at any time unless the subject of an approved TGS/ ROL.</li> </ul>	
Compound 5 Park Road, Wallacia	Treated water	<ul style="list-style-type: none"> <li>Existing footpaths are located on both sides of Park Road. No on or off-road cycle routes have been identified in this location. A pedestrian refuge is located to the east of the access point.</li> <li>Proposed that movements are left in/ left out and right out turning movements at this location.</li> <li>In circumstances where pedestrian and cyclist access are restricted or removed due to construction activities, a proximate alternative route which complies with relevant standards, unless otherwise endorsed by an independent, appropriately qualified, and experienced person, must be provided (including signposting) prior to the restriction or removal of the impacted access.</li> <li>The project will ensure that works do not block or disrupt access across pedestrian or shared user paths at any time unless the subject of an approved TGS/ ROL.</li> </ul>	No TGS have been identified for this compound set up.
Compound 6 260 Park Road, Wallacia	Treated water	<ul style="list-style-type: none"> <li>It is proposed to operate stop slow along Park Road to improve the existing access / egress point. The stop slow will be in place during normal working hours and will have a reduced speed limit during the works.</li> <li>There are no existing footpaths or cycle routes provided in the vicinity of the compound.</li> <li>In circumstances where pedestrian and cyclist access are restricted or removed due to construction activities, a proximate alternative route which complies with relevant standards, unless otherwise endorsed by an independent, appropriately qualified, and experienced person, must be provided (including signposting) prior to the restriction or removal of the impacted access.</li> <li>The project will ensure that works do not block or disrupt access across pedestrian or shared user paths at any</li> </ul>	<p>TGS have been identified for works associated with this SSCTMP, including:</p> <ul style="list-style-type: none"> <li>Stop slow on Park Road.</li> </ul>



Compound	Project Location	Impact on active transport users (including pedestrians and cyclists)	Traffic Guidance Schemes (TGS)
		time unless the subject of an approved TGS/ ROL.	
Compound 7 Farrier Place, Luddenham	Treated water	<ul style="list-style-type: none"> <li>It is proposed to propose access to compound C7 through Farrier Place cul de sac and a temporary haul road. Proposed access will be monitored and controlled by gate controllers / traffic controllers.</li> <li>There are no existing footpaths or cycle routes provided in the vicinity of the compound.</li> <li>In circumstances where pedestrian and cyclist access are restricted or removed due to construction activities, a proximate alternative route which complies with relevant standards, unless otherwise endorsed by an independent, appropriately qualified, and experienced person, must be provided (including signposting) prior to the restriction or removal of the impacted access.</li> <li>The project will ensure that works do not block or disrupt access across pedestrian or shared user paths at any time unless the subject of an approved TGS/ ROL.</li> </ul>	<p>TGS have been identified for works associated with this SSCTMP, including:</p> <ul style="list-style-type: none"> <li>Stop slow on Farrier Place.</li> </ul>
Compound 8 Clifton Avenue, Kemps Creek	AWRC plant site	<ul style="list-style-type: none"> <li>It is proposed to propose access to compound C8 via Clifton Avenue, Kemps Creek. All vehicles will be restricted to left in/ right in and left out only at the intersection of Clifton Avenue/ Elizabeth Drive. An access road to the AWRC plant site has been constructed towards the northern end of Clifton Avenue and left in and right out.</li> <li>Proposed access at the AWRC plant site will be monitored and controlled by gate controllers / traffic controllers.</li> <li>There are no existing footpaths or cycle routes provided in the vicinity of the compound.</li> <li>In circumstances where pedestrian and cyclist access are restricted or removed due to construction activities, a proximate alternative route which complies with relevant standards, unless otherwise endorsed by an independent, appropriately qualified, and experienced person, must be provided (including signposting) prior to the restriction or removal of the impacted access.</li> <li>The project will ensure that works do not block or disrupt access across pedestrian or shared user paths at any time unless the subject of an approved TGS/ ROL.</li> </ul>	No TGS have been identified for this compound set up.
Compound 9 Western Sydney Parklands	Brine water	<ul style="list-style-type: none"> <li>The compound will operate without any traffic control required. All movements will be allowed at the</li> </ul>	No TGS have been identified for this compound set up.

Compound	Project Location	Impact on active transport users (including pedestrians and cyclists)	Traffic Guidance Schemes (TGS)
		<p>intersection of Elizabeth Drive and Range Road other than a right turn from Range Road onto Elizabeth Drive which is not permitted.</p> <ul style="list-style-type: none"> <li>There are no existing footpaths or cycle routes provided in the vicinity of the compound.</li> <li>In circumstances where pedestrian and cyclist access are restricted or removed due to construction activities, a proximate alternative route which complies with relevant standards, unless otherwise endorsed by an independent, appropriately qualified, and experienced person, must be provided (including signposting) prior to the restriction or removal of the impacted access.</li> <li>The project will ensure that works do not block or disrupt access across pedestrian or shared user paths at any time unless the subject of an approved TGS/ ROL.</li> </ul>	
Compound 10 Cowpasture Road, Cecil Hills	Brine water	<ul style="list-style-type: none"> <li>Generally, the compound will operate without any traffic control required. The site will operate as left in/ left out only.</li> <li>Compound 10 is located within an existing Sydney Water owned and operated facility.</li> <li>There are existing shared user paths provided in the vicinity of the compound.</li> <li>In circumstances where pedestrian and cyclist access are restricted or removed due to construction activities, a proximate alternative route which complies with relevant standards, unless otherwise endorsed by an independent, appropriately qualified, and experienced person, must be provided (including signposting) prior to the restriction or removal of the impacted access.</li> <li>The project will ensure that works do not block or disrupt access across pedestrian or shared user paths at any time unless the subject of an approved TGS/ ROL.</li> </ul>	No traffic guidance schemes have been identified for the operation of this SSCTMP.
Compound 11 Upton Place, Bonnyrigg	Brine water	<ul style="list-style-type: none"> <li>The compound will operate stop slow along Upton Place to install a driveway and access road from Upton Place into the site. The stop slow will be in place during normal working hours and will have a reduced speed limit during working hours.</li> <li>A footpath goes through the open space connecting Upton Place to the Madge Mallory Hall. This footpath will remain available and pedestrian management will be in place during heavy vehicle movements.</li> <li>In circumstances where pedestrian</li> </ul>	<p>TGS have been identified for works associated with this SSCTMP, including:</p> <ul style="list-style-type: none"> <li>Stop slow on Upton Place.</li> <li>Pedestrian management of the footpath through the Bonnyrigg Park.</li> </ul>

Compound	Project Location	Impact on active transport users (including pedestrians and cyclists)	Traffic Guidance Schemes (TGS)
		<p>and cyclist access are restricted or removed due to construction activities, a proximate alternative route which complies with relevant standards, unless otherwise endorsed by an independent, appropriately qualified, and experienced person, must be provided (including signposting) prior to the restriction or removal of the impacted access.</p> <ul style="list-style-type: none"> <li>The project will ensure that works do not block or disrupt access across pedestrian or shared user paths at any time unless the subject of an approved TGS/ ROL.</li> </ul>	
Compound 12 East Parade and Symons Street, Fairfield East	Brine water	<ul style="list-style-type: none"> <li>Generally, the compound will operate without any traffic control required.</li> <li>Compound 12 is located within an existing Sydney Water owned and operated facility.</li> <li>There is an existing shared path across the driveway of the compound on the eastern side of East Parade.</li> <li>In circumstances where pedestrian and cyclist access are restricted or removed due to construction activities, a proximate alternative route which complies with relevant standards, unless otherwise endorsed by an independent, appropriately qualified, and experienced person, must be provided (including signposting) prior to the restriction or removal of the impacted access.</li> <li>The project will ensure that works do not block or disrupt access across pedestrian or shared user paths at any time unless the subject of an approved TGS/ ROL.</li> </ul>	No traffic guidance schemes have been identified for the operation of this SSCTMP.
Compound 13 Cabravale Leisure Centre car park	Brine water	<ul style="list-style-type: none"> <li>The compound will operate with traffic control in place and will maintain all existing access and egress points into the Cabravale Leisure Centre car park during operation of the compound.</li> <li>There is an existing shared path on the western side of Broomfield Street which will not be impacted by the works.</li> <li>In circumstances where pedestrian and cyclist access are restricted or removed due to construction activities, a proximate alternative route which complies with relevant standards, unless otherwise endorsed by an independent, appropriately qualified, and experienced person, must be provided (including signposting) prior to the restriction or removal of the impacted access.</li> <li>The project will ensure that works do not block or disrupt access across pedestrian or shared user paths at any time unless the subject of an approved</li> </ul>	<p>TGS have been identified for works associated with this SSCTMP, including:</p> <ul style="list-style-type: none"> <li>Stop slow on east and west access/egress points, as required.</li> <li>Pedestrian management of the relevant areas of Cabravale Leisure Centre car park (in proximity to the compound).</li> </ul>

Compound	Project Location	Impact on active transport users (including pedestrians and cyclists)	Traffic Guidance Schemes (TGS)
		TGS/ ROL.	
Compound 15 Lansdowne Reserve, Lansdowne	Brine water	<ul style="list-style-type: none"> <li>Generally, the compound will operate without any traffic control required. The site will operate as left in/ left out.</li> <li>During compound establishment, lane closures will be in place, to facilitate the changes required at the access and egress point on Henry Lawson Drive, lane closures will be in place.</li> <li>There are no formal footpaths or paths located in this section of Lennox Reserve, however, it is noted that access to the bus stop located north of the proposed access/ egress is required.</li> <li>In circumstances where pedestrian and cyclist access are restricted or removed due to construction activities, a proximate alternative route which complies with relevant standards, unless otherwise endorsed by an independent, appropriately qualified, and experienced person, must be provided (including signposting) prior to the restriction or removal of the impacted access.</li> <li>The project will ensure that works do not block or disrupt access across pedestrian or shared user paths at any time unless the subject of an approved TGS/ ROL.</li> </ul>	<p>TGS have been identified for works associated with this SSCTMP, including:</p> <ul style="list-style-type: none"> <li>Traffic control northbound and southbound along Henry Lawson Drive (e.g. stop slow, portable boom gates), as required.</li> <li>Lane closures with stop slow along Henry Lawson Drive, during establishment works.</li> </ul>
Compound 21* Cross Street, Kemps Creek	Treated water	<ul style="list-style-type: none"> <li>Generally, the compound will operate without any traffic control required. The site will operate as left in/ right out only.</li> <li>There are existing shared paths across the driveway of the compound.</li> <li>In circumstances where pedestrian and cyclist access are restricted or removed due to construction activities, a proximate alternative route which complies with relevant standards, unless otherwise endorsed by an independent, appropriately qualified, and experienced person, must be provided (including signposting) prior to the restriction or removal of the impacted access.</li> <li>The project will ensure that works do not block or disrupt access across pedestrian or shared user paths at any time unless the subject of an approved TGS/ ROL.</li> </ul>	No TGS have been identified for this compound set up.
Compound 24** Lennox Reserve, Canley Vale	Brine water	<ul style="list-style-type: none"> <li>Generally, the compound will operate without any traffic control required. The site will operate as left in/ left out.</li> <li>During compound establishment, lane closures will be in place, to facilitate the installation of the driveway and relocation of the merge arrangements on the north eastbound carriageway of</li> </ul>	<p>TGS have been identified for works associated with this SSCTMP, including:</p> <ul style="list-style-type: none"> <li>Stop slow on east and west access/egress points, as required.</li> <li>Lane closures along the Hume Highway during establishment</li> </ul>



Compound	Project Location	Impact on active transport users (including pedestrians and cyclists)	Traffic Guidance Schemes (TGS)
		<p>the Hume Highway Place.</p> <ul style="list-style-type: none"> <li>There are no formal footpaths or paths located in this section of Lennox Reserve, however, it is noted that access to the bus stop located north of the proposed access/ egress is required.</li> <li>In circumstances where pedestrian and cyclist access are restricted or removed due to construction activities, a proximate alternative route which complies with relevant standards, unless otherwise endorsed by an independent, appropriately qualified, and experienced person, must be provided (including signposting) prior to the restriction or removal of the impacted access.</li> <li>The project will ensure that works do not block or disrupt access across pedestrian or shared user paths at any time unless the subject of an approved TGS/ ROL.</li> </ul>	works.

\*Compound 21 proposed to be used as an additional ancillary facility under CoA A16 of the SSI approval.

\*\* Compound 24 proposed to be used as an additional ancillary facility under CoA A16 of the SSI approval. C24 is an alternative to (and will replace) Compound 14 that is approved in the EIS.

Note – Information provided in Table 4.3 is subject to detailed refinement in site-specific CTMPs developed for relevant work locations maintained outside of this local road approval. If required, this document will be updated with any relevant information throughout construction.

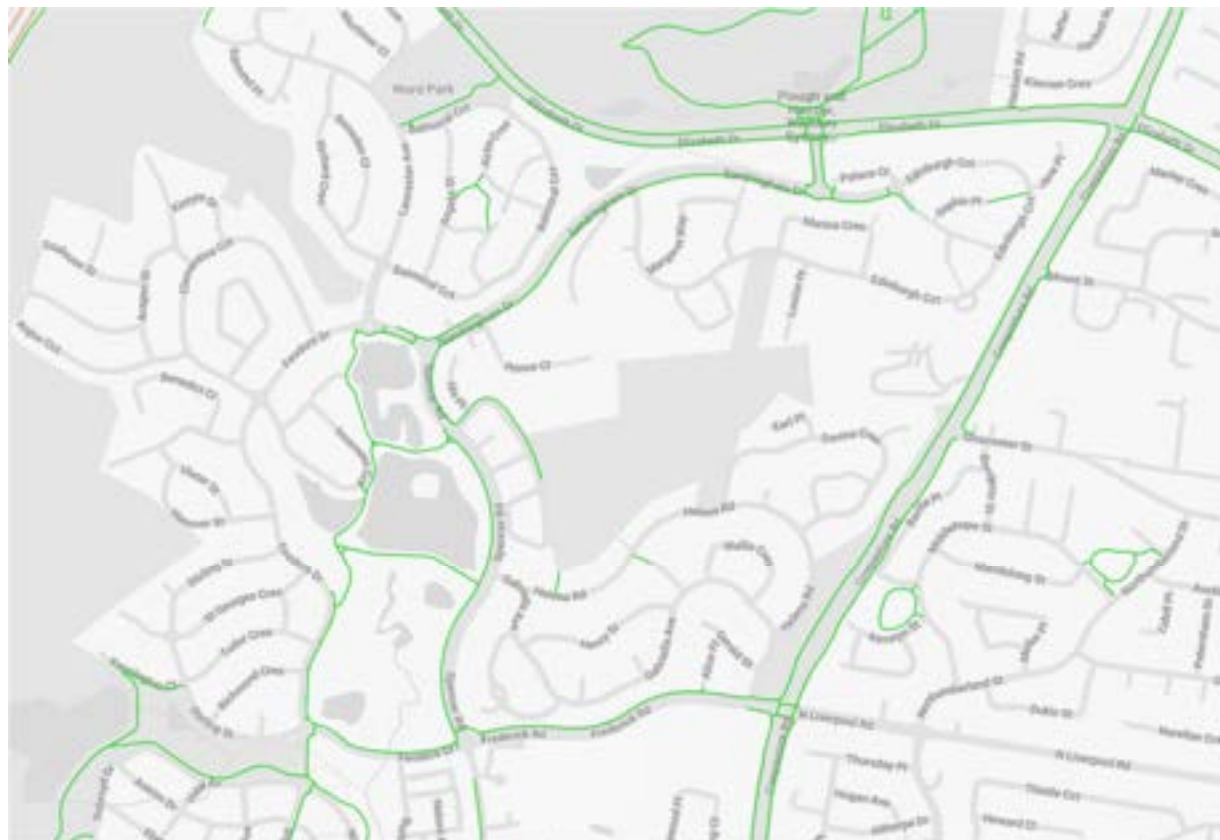


Figure 4-3: Cycle network near Windsor Road, Sandringham Drive, Feodore Drive and Spencer Road



Figure 4-4: Cycle network near Bonnyrigg Avenue, Tarlington Parade, Bradfield Crescent and Upton Place

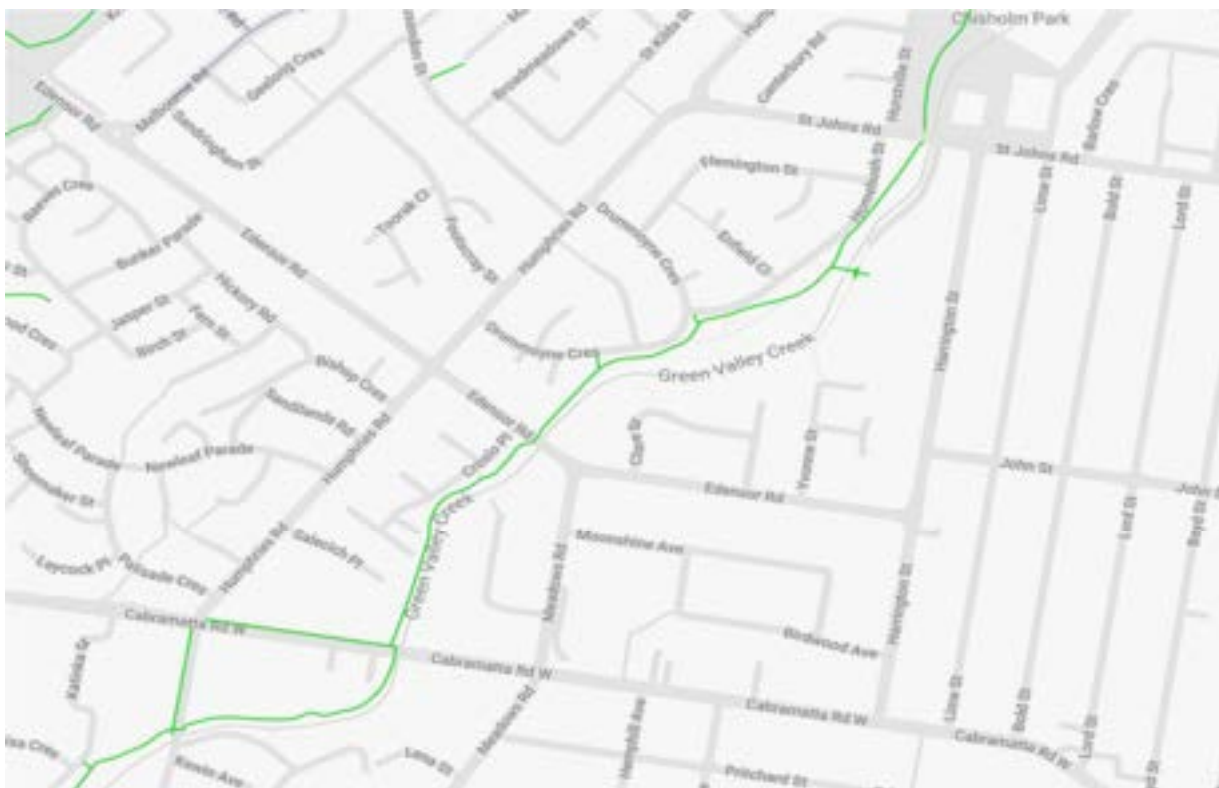


Figure 4-5: Cycle network near Humphries Road and Harrington Street

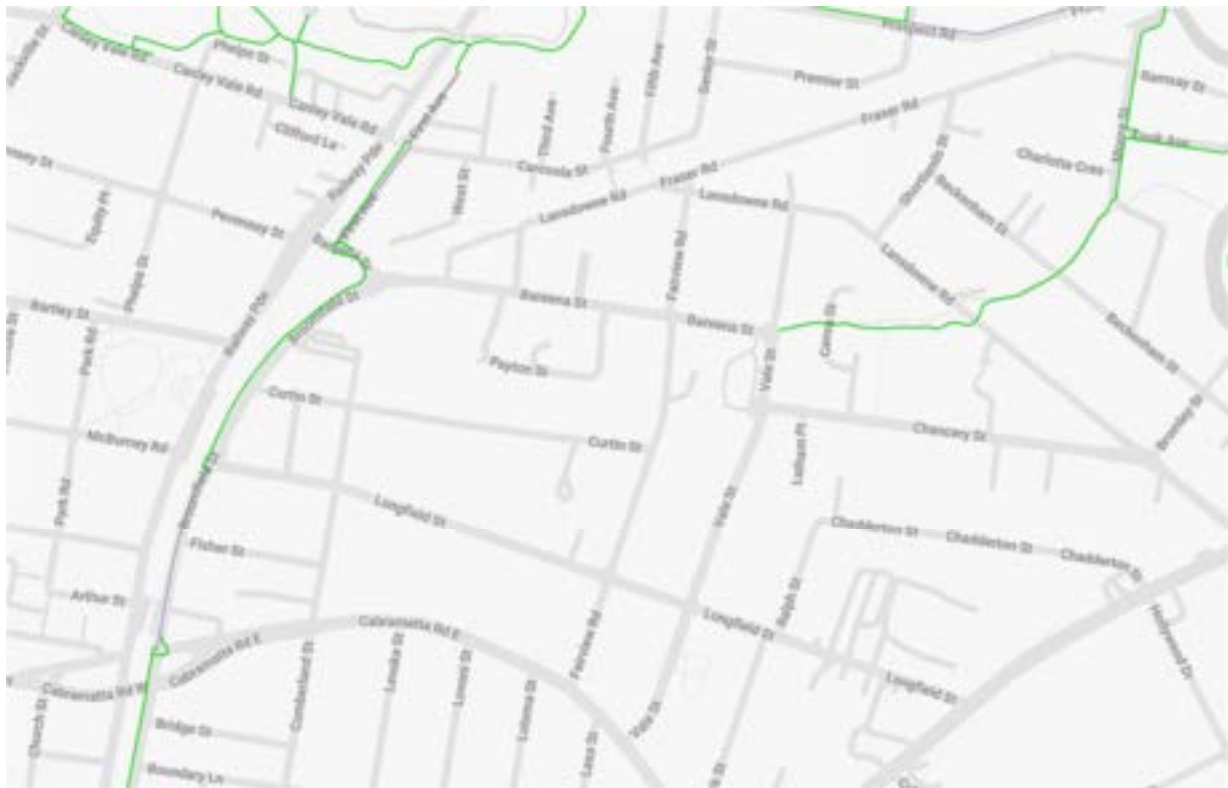


Figure 4-6: Cycle network near Broomfield Street, Vale Street, Lansdowne Road and Beckenham Street

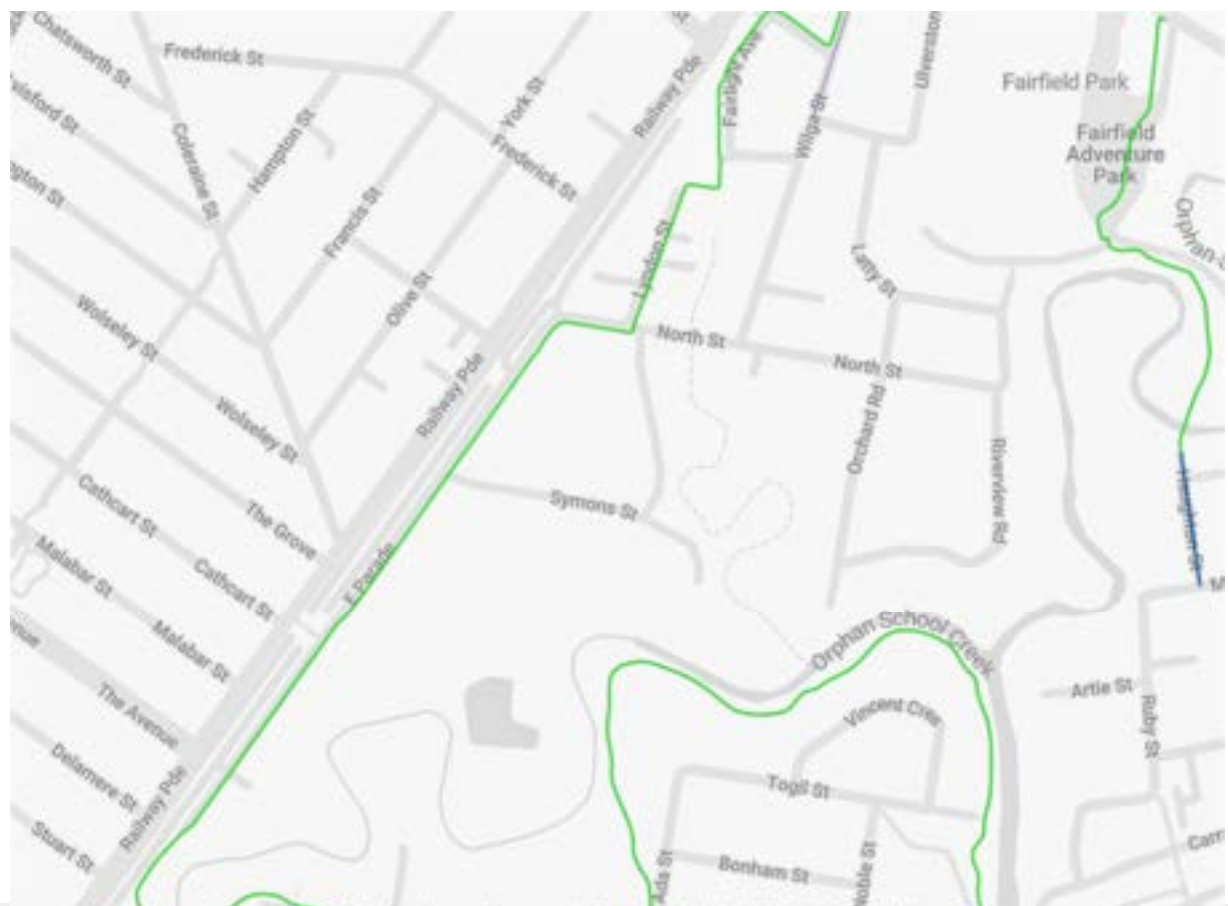


Figure 4-5: Cycle network near Symons Street

## 4.4 Two-way Traffic Flow

Swept path analysis completed in Appendix A show that two-way traffic flow may be impacted due to heavy vehicles on the following local roads that require DPE approval:

- Byron Avenue
- Eagle Street
- Driver Avenue
- Golfview Drive
- Bradfield Crescent
- Upton Place
- Harrington Street
- Gladstone Street
- Curtin Street
- Broomfield Street
- Cumberland Street
- Vale Street
- Lansdowne Road
- Shortlands Street
- Beckenham Street
- Symons Street
- Edith Street

At the majority of these locations, additional mitigation measures would not be required given that these roads would typically experience low traffic volumes and the low anticipated heavy vehicle movements generated by the Project. However, mitigation measures would be required at the Driver Avenue / Park Road, Harrington Street / Cabramatta Road West, Gladstone Street / St Johns Road and Shortlands Street / Lansdowne Road intersections given that the proposed heavy vehicles would need to use an opposing lane. Additional measures would include limiting heavy vehicle movements during peak times, and traffic controllers and/or shadow vehicles to ensure that general traffic is stopped at a sufficient distance from the intersection while a heavy vehicle generated by the Project is performing a turning movement.

## 4.5 Schools, Childcare and Aged Facilities

To address McoA E96(d), a review of schools, childcare facilities and aged care facilities within close proximity to the local roads requiring DPE approval was carried out. A summary of this review is shown below.

Table 4-4-: Review of schools, childcare facilities and aged care facilities within close proximity to local roads

Local Road	School	Childcare	Aged Care
Byron Avenue, Eagle Street, Driver Avenue, and Golfview Drive	Wallacia Public School – A school zone operates on Mulgoa Road approximately 50 metres north of Silverdale Road	-	-
Farrier Place	-	-	-
Range Road	-	-	-



Local Road	School	Childcare	Aged Care
Windsor Road, Sandringham Drive, Feodore Drive and Spencer Road	Cecil Hills Public School and Cecil Hills High School – School zones operate on Sandringham Drive between Edinburgh Circuit and Feodore Drive, on Leopold Place between Spencer Road and Marion Street, on Marion Street between Spencer Road and Leopold Place, on Frederick Road between Spencer Road and Cowpasture Road, and on Spencer Road between Feodore Drive and Burlina Circuit	-	-
Bonnyrigg Avenue, Tarlington Parade, Bradfield Crescent and Upton Place	Bonnyrigg Public School and Bonnyrigg High School – School zones operate on Cabramatta Road West between Elizabeth Drive and Green Valley Creek, and on Tarlington Parade between Bonnyrigg Avenue and Bradfield Crescent (east)	Bonnyrigg Early Learning Centre – Located on Bonnyrigg Avenue approximately 100 metres north of Tarlington Parade	Indochinese Aged Care Services – Located on Cabramatta Road West approximately 270 metres east of Tarlington Parade
Humphries Road	Our Lady of Mount Carmel Primary School and Bonny Rigg High School – School zones operate on Humphries Road between Cabramatta Road West and Newleaf Parade, and on Cabramatta Road West between Elizabeth Drive and Green Valley Creek	St Andrews Childcare Centre – Located on Cabramatta Road West approximately 200 metres east of Humphries Road	Indochinese Aged Care Services – Located on Cabramatta Road West approximately 210 metres west of Humphries Road
Harrington Street	Harrington Street Public School – A school zone operates on Harrington Street between John Street and St Johns Road	First Grammar Cabramatta West – Located on Harrington Street approximately 200 metres north of John Street  Poppets Child Care Centre – Edensor Road – Located on Edensor Road approximately 160 metres west of Harrington Street	-
Gladstone Street	-	-	-
Cabramatta Road East, Broomfield Street, Curtin Street and Cumberland Street	Cabramatta Public School – School zones operate on Cabramatta Road East between Lovoni Street and Broomfield Street, and on Cumberland Street between Fisher Street and Bridge Street	-	-
Fairview Road	-	-	-
Vale Street, Lansdowne Road, Shortlands Street and Beckenham Street	Lansvale Public School – School zones operate on Lansdowne Road between Shortlands Street and Bromley Street, and on Chancery Street between Vale Street and Lansdowne Road	Smiley Bees Early Learning Centre – Located on Lansdowne Road approximately 125 metres east of Vale Street	-
Symons Street	-	-	-

Local Road	School	Childcare	Aged Care
Edith Street	-	-	-

The majority of heavy vehicles movements generated by the Project in Wallacia would primarily travel east-west on Park Road and Silverdale Road to access the worksites. Given the low number of heavy vehicles proposed to use Byron Avenue, Eagle Street, Driver Avenue, Golfview Drive, and the small proportion of these vehicles anticipated to use Mulgoa Road where there is a school zone that serves Wallacia Public School, mitigation measures are not required.

Mitigation measures will be required due to the school zones that serve Cecil Hills Public School, Cecil Hills High School, Bonnyrigg Public School, Bonnyrigg High School, Our Lady of Mount Carmel Primary School, Harrington Street Public School, Cabramatta Public School and Lansvale Public School as they are located on or along the access route for a local road requiring DPE approval. These local roads are:

- Windsor Road
- Sandringham Drive
- Feodore Drive
- Spencer Road
- Bonnyrigg Avenue
- Tarlington Parade
- Bradfield Crescent
- Upton Place
- Humphries Road
- Harrington Street
- Cabramatta Road East
- Broomfield Street
- Curtin Street
- Cumberland Street
- Vale Street
- Lansdowne Road
- Shortlands Street
- Beckenham Street.

In addition to schools, childcare facilities are located on Bonnyrigg Avenue, Humphries Road, Harrington Street and Lansdowne Road, and an aged care facility is located on Cabramatta Road West near Tarlington Parade and Humphries Road. Where practical, heavy vehicle movements will be minimised during peak operational times of these facilities. Given the low volume of heavy vehicles anticipated to use the local roads requiring DPE approval (maximum of 6 vehicles per day), overall safety risks to vulnerable users using these facilities are expected to be minor.

Notwithstanding, mitigation measures will be implemented to reduce the impacts on schools, childcare facilities and aged care facilities on the local roads requiring DPE approval as detailed in Section 5.

## 4.6 Road Dilapidation Surveys

Road dilapidation surveys will be undertaken prior to the commencement of use of the proposed local roads by heavy vehicles for the Project, in accordance with MCoA E96. Pre-construction road dilapidations surveys were prepared and submitted to the relevant local council within 21 days from completion of the surveys. Road dilapidation surveys that take into account the local roads being used by heavy vehicles for the Project have been provided to the relevant council/s a minimum one month prior to the use of the local road.

For local roads nominated for use by heavy vehicles related to the project, road dilapidation surveys were undertaken on the treated water pipeline on 24 August 2023 and the brine pipeline between 03 July 2023 and 15 September 2023.

## 5 Mitigation Measures

A summary of the mitigation measures proposed due to the use of heavy vehicles by the Project on local roads requiring DPE approval include:

- Temporary parking removal may be required to facilitate safety turning movements at the following intersections:
  - Fairview Road / Curtin Street
  - Shortlands Street / Beckenham Street
- Limiting heavy vehicle movements to periods with lower traffic volumes and use of traffic controllers and/or shadow vehicles to ensure general traffic is stopped at a sufficient distance from the intersection while a heavy vehicle generated by the Project is performing a turning movement at the following intersections:
  - Driver Avenue / Park Road
  - Harrington Street / Cabramatta Road West
  - Gladstone Street / St Johns Road
  - Shortlands Street / Lansdowne Road
- In addition to the measures discussed above, on-site assessment by John Holland if further measures such as sign/pole relocation may be required at the following intersections:
  - Golfview Drive / Park Road
  - Humphries Road / Cabramatta Road West
  - Humphries Road / Edensor Road
  - Harrington Street / St Johns Road
  - Harrington Street / Edensor Road
  - Harrington Street / Cabramatta Road West
  - Gladstone Street / St Johns Road
  - Gladstone Street / Canley Vale Road
  - Cabramatta Road East (intersection of local and state roads)
  - Cabramatta Road East / Broomfield Street
  - Broomfield Street / Cumberland Street
  - Broomfield Street / Bareena Street
  - Curtin Street / Cumberland Street
  - Cumberland Street / Cabramatta Road East
  - Fairview Road / Cabramatta Road East
  - Vale Street / Bareena Street
  - Lansdowne Road / Bromley Street / Chancery Street
  - Beckenham Street / Bromley Street
  - Bonnyrigg Avenue / Elizabeth Drive
  - Bonnyrigg Avenue / Tarlington Parade
  - Tarlington Parade / Bradfield Crescent (west)
- All heavy vehicles 7.5-metres long or greater to have a “DO NOT OVERTAKE TURNING VEHICLE” sign on its rear;
- Heavy vehicle drivers will be reminded of their obligations during the driver induction process to include safety awareness in relation to all road users;
- Implementation of heavy vehicle minimum equipment safety requirements e.g. side under-run protection, blind spot mirrors, pedestrian and cyclist warning signs, real-time telematic systems etc.;
- Where cyclist impacts are unavoidable traffic controllers will be positioned at either end of the worksite and will stop approaching cyclists. They will be requested to dismount and be guided through the work area whilst dismounted. Re-mounting will be advised when safe to do so;
- All heavy vehicle drivers will be required to follow the NSW driver road rules around cyclists;

- Heavy vehicle movements to or from the worksites in operational school zones will be avoided where possible during school times on school days (8am to 9:30am and 2:30pm to 4pm);
- Where avoiding a school zone is not possible, heavy vehicle movements will be limited during school times on school days (8am to 9:30am and 2:30pm to 4pm);
- Heavy vehicles carrying spoil/material to and from a trenching location will have their loads covered during travel;
- No air-breaking of any heavy vehicles passing sensitive receivers;
- Where possible, works that are required in a school zone will be programmed to occur outside of school operation periods / times. If this is not possible then footpath/shared path impacts will be minimised, where possible, during school peaks;
- Haulage route maps are to show the locations of school zones / sensitive received along the Project alignment and construction vehicle routes;
- During toolbox talks, the workforce and traffic control will be informed if there are any sensitive receivers nearby;
- Ongoing communication and consultation with the impacted facilities to minimise potential traffic impacts.
- Mitigation measures to be provided to schools, childcare facilities and aged care facilities on the local roads include:
  - Heavy vehicle movements to or from the worksites in operational school zones will be avoided where possible during school times on school days (8am to 9:30am and 2:30pm to 4pm)
  - Where avoiding a school zone is not possible, heavy vehicle movements will be limited during school times on school days (8am to 9:30am and 2:30pm to 4pm)
  - Heavy vehicles carrying spoil/material to and from a trenching location will have their loads covered during travel
  - No air-breaking of any heavy vehicles passing sensitive receivers
  - Where possible, works that are required in a school zone will be programmed to occur outside of school operation periods / times
  - Haulage route maps are to show the locations of school zones / sensitive receivers along the Project alignment and construction vehicle routes and have been included in Site Specific Construction Traffic Management Plans (SSCTMP)
  - During toolbox talks, the workforce and traffic control will be informed if there are any sensitive receivers nearby
  - Ongoing communication and consultation with the impacted facilities to minimise potential traffic impacts.

## 5.1 Inspections

In accordance with Section 10.3 of the Traffic and Transport CEMP Sub-Plan, John Holland will undertake regular inspections to ensure the safety of all traffic movements, as well as the wellbeing of pedestrians, cyclists, drivers and property through and surrounding all worksites. The responsibility and frequency of inspections is stipulated in Section 6.1 of the TfNSW Traffic Control at Worksites Manual.

These regular inspections will also verify the on-street parking commitments established by the 'Driver Code of Conduct'.

Three main types of inspections and records will occur:

- Inspections of short-term (single shift) traffic controls during the shift
- Regular daytime inspections of long-term traffic controls after implementation
- Regular night time inspections of long-term traffic controls after implementation.

Pre-opening inspections will be carried out by the Traffic Manager before the start of each new temporary roadwork site or major modification.

Any signage or devices identified during the checks or audits requiring attention will either be rectified at the time or advised to the Traffic Manager during that shift for follow-up action.



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## Appendix A – Swept Paths

PENRITH / FAIRFIELD CITY COUNCIL  
UPPER SOUTH CREEK

## DRAWING INDEX

[illegible]

## DRAWING INDEX

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FOR INFORMATION ONLY

PENRITH / FAIRFIELD CITY COUNCIL  
UPPER SOUTH CREEK  
ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
DRAWING INDEX (1 OF 2)

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0374-USCC-RD-SWEPT-PATHS-INFO-00-01

## DRAWING INDEX

[illegible]

## DRAWING INDEX

DRAWING No.	PATH LOCATION	SHEET DETAIL
0374-USCC-RD-SWEPT-PATHS-INFO-31-01	ST JOHNS ROAD / GLADSTONE STREET INTERSECTION	CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN
0374-USCC-RD-SWEPT-PATHS-INFO-31-02	ST JOHNS ROAD / GLADSTONE STREET INTERSECTION	CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN
0374-USCC-RD-SWEPT-PATHS-INFO-31-03	ST JOHNS ROAD / GLADSTONE STREET INTERSECTION	CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - STRAIGHT
0374-USCC-RD-SWEPT-PATHS-INFO-31-04	ST JOHNS ROAD / GLADSTONE STREET INTERSECTION	CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - STRAIGHT
0374-USCC-RD-SWEPT-PATHS-INFO-31-05	ST JOHNS ROAD / GLADSTONE STREET INTERSECTION	CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN
0374-USCC-RD-SWEPT-PATHS-INFO-31-06	ST JOHNS ROAD / GLADSTONE STREET INTERSECTION	CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN
0374-USCC-RD-SWEPT-PATHS-INFO-32-01	GLADSTONE STREET / CANLEY VALE ROAD INTERSECTION	CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN
0374-USCC-RD-SWEPT-PATHS-INFO-32-02	GLADSTONE STREET / CANLEY VALE ROAD INTERSECTION	CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN
0374-USCC-RD-SWEPT-PATHS-INFO-32-03	GLADSTONE STREET / CANLEY VALE ROAD INTERSECTION	CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN
0374-USCC-RD-SWEPT-PATHS-INFO-32-04	GLADSTONE STREET / CANLEY VALE ROAD INTERSECTION	CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN
0374-USCC-RD-SWEPT-PATHS-INFO-33-01	CABRAMATTA ROAD WEST / HUMPHRIES ROAD INTERSECTION	CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN
0374-USCC-RD-SWEPT-PATHS-INFO-33-02	CABRAMATTA ROAD WEST / HUMPHRIES ROAD INTERSECTION	CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN
0374-USCC-RD-SWEPT-PATHS-INFO-33-03	CABRAMATTA ROAD WEST / HUMPHRIES ROAD INTERSECTION	CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN
0374-USCC-RD-SWEPT-PATHS-INFO-33-04	CABRAMATTA ROAD WEST / HUMPHRIES ROAD INTERSECTION	CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN
0374-USCC-RD-SWEPT-PATHS-INFO-34-01	EDENSOR ROAD / HUMPHRIES ROAD INTERSECTION	CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN
0374-USCC-RD-SWEPT-PATHS-INFO-34-02	EDENSOR ROAD / HUMPHRIES ROAD INTERSECTION	CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN
0374-USCC-RD-SWEPT-PATHS-INFO-35-01	BROOMFIELD STREET / CABRAMATTA ROAD EAST INTERSECTION	CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN
0374-USCC-RD-SWEPT-PATHS-INFO-35-02	BROOMFIELD STREET / CABRAMATTA ROAD EAST INTERSECTION	CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN
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0374-USCC-RD-SWEPT-PATHS-INFO-36-02	CABRAMATTA ROAD EAST INTERSECTION	CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN
0374-USCC-RD-SWEPT-PATHS-INFO-36-03	CABRAMATTA ROAD EAST INTERSECTION	CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN
0374-USCC-RD-SWEPT-PATHS-INFO-36-04	CABRAMATTA ROAD EAST INTERSECTION	CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN
0374-USCC-RD-SWEPT-PATHS-INFO-37-01	ELIZABETH DRIVE / FARRIER PLACE INTERSECTION	CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN
0374-USCC-RD-SWEPT-PATHS-INFO-37-02	ELIZABETH DRIVE / FARRIER PLACE INTERSECTION	CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN
0374-USCC-RD-SWEPT-PATHS-INFO-37-03	ELIZABETH DRIVE / FARRIER PLACE INTERSECTION	CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN
0374-USCC-RD-SWEPT-PATHS-INFO-37-04	ELIZABETH DRIVE / FARRIER PLACE INTERSECTION	CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT, LEFT

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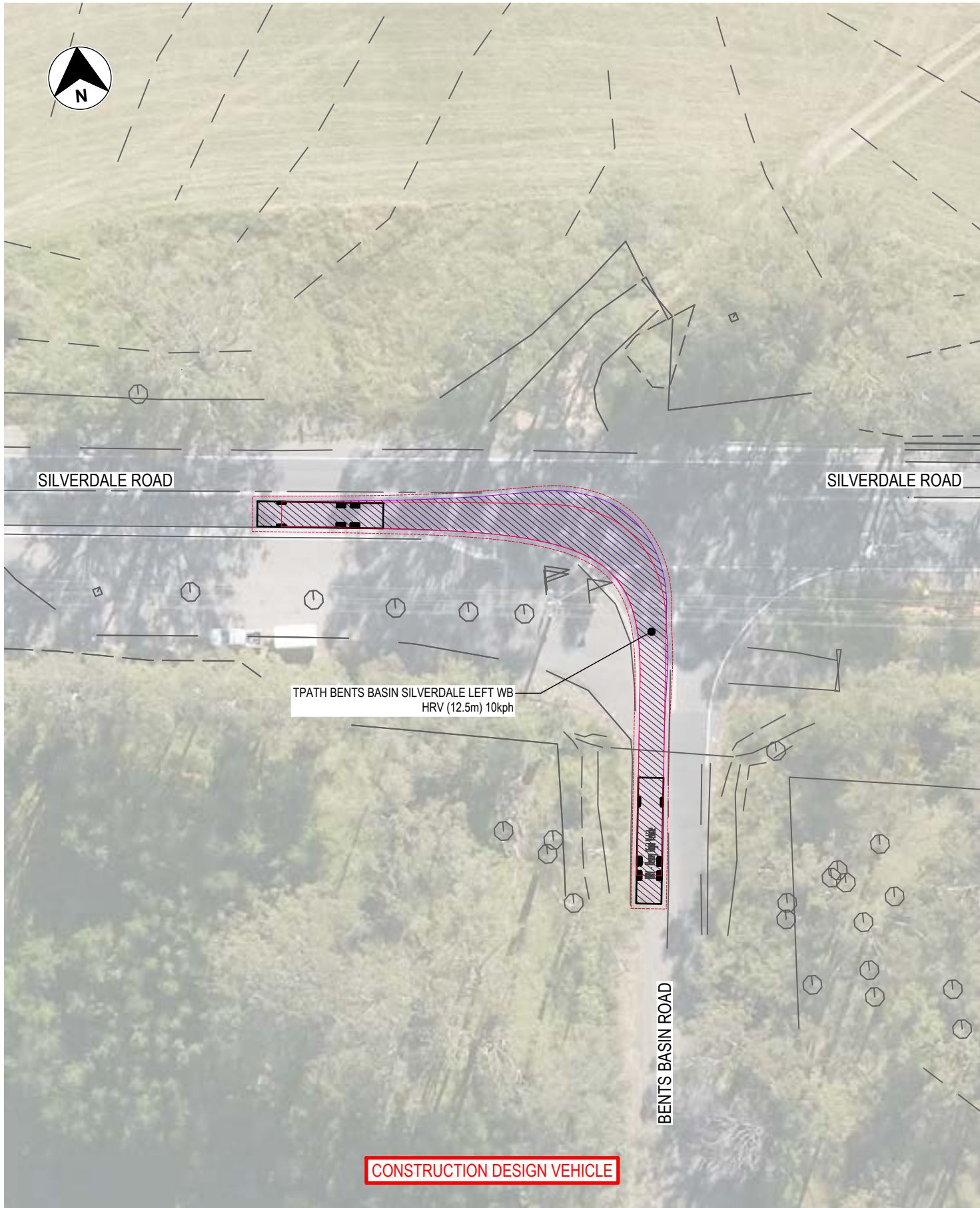
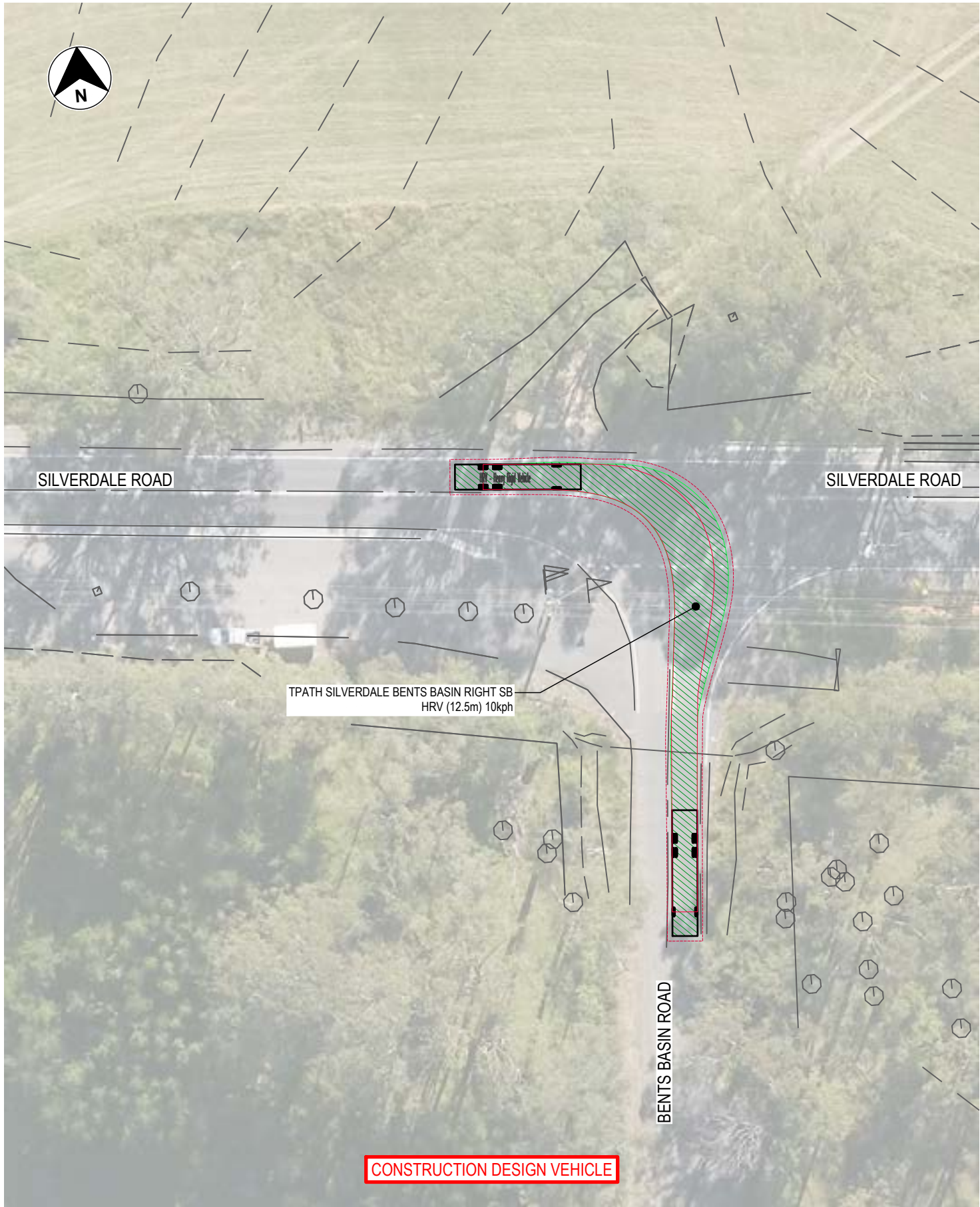
PENRITH / FAIRFIELD CITY COUNCIL  
UPPER SOUTH CREEK  
ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
DRAWING INDEX (2 OF 2)

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	VEHICLE TURN PATH (NON-COMPLIANT)
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	VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m) HRV (12.5m)
	VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m) SEMI-TRAILER (19m)



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 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 SILVERDALE ROAD / BENTS BASIN ROAD INTERSECTION  
 CONSTRUCTION DESIGN VEHICLE TURN PATHS - LEFT/RIGHT HAND TURN

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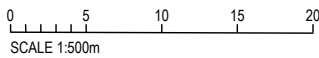
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 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 BYRON AVENUE / GREENDALE ROAD INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

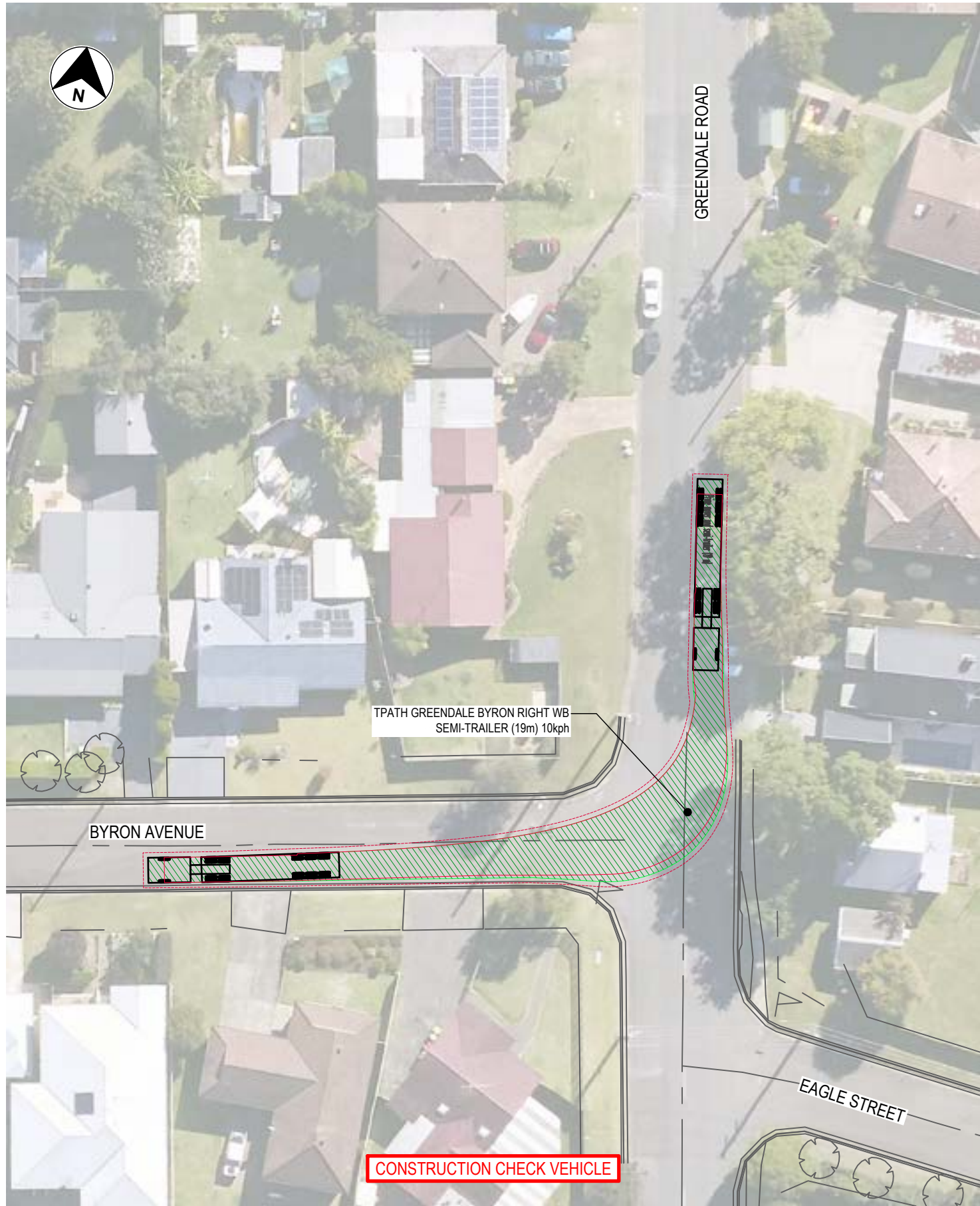
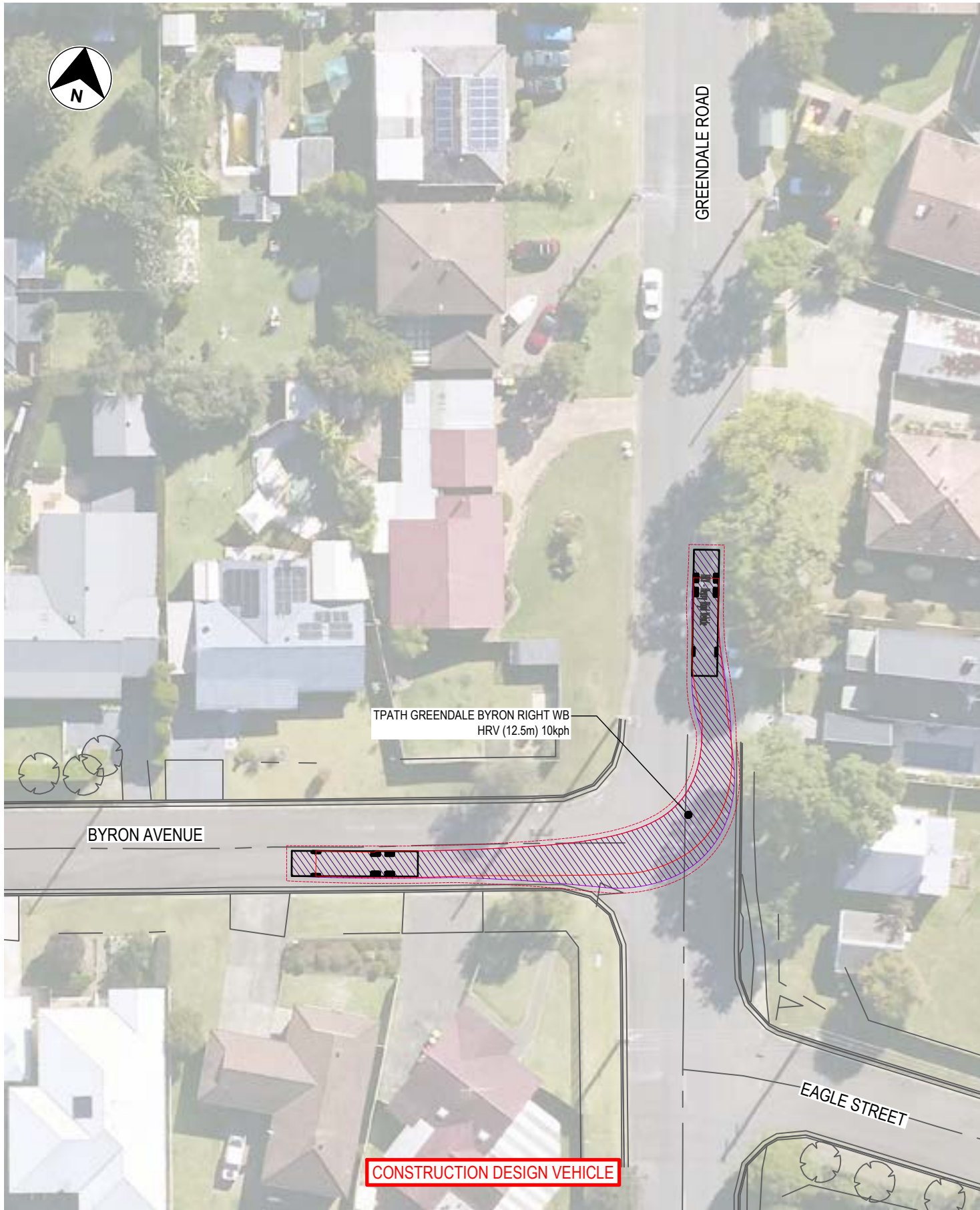
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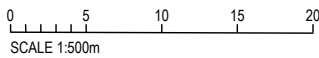
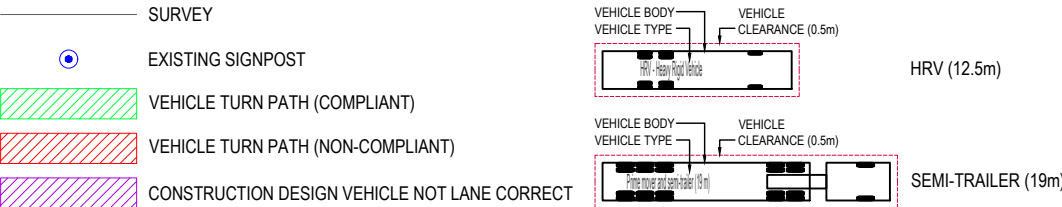
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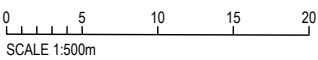


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	VEHICLE TURN PATH (NON-COMPLIANT)		
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 GREENDALE ROAD / EAGLE STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

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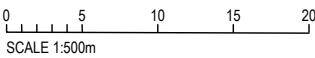


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|  | VEHICLE TURN PATH (NON-COMPLIANT)            |
|  | CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT |
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| <br>VEHICLE BODY<br>VEHICLE TYPE<br>SEMI-TRAILER AND TRAILER (19m) | VEHICLE CLEARANCE (0.5m)<br>SEMI-TRAILER (19m) |



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 EAGLE STREET / DRIVER AVENUE INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

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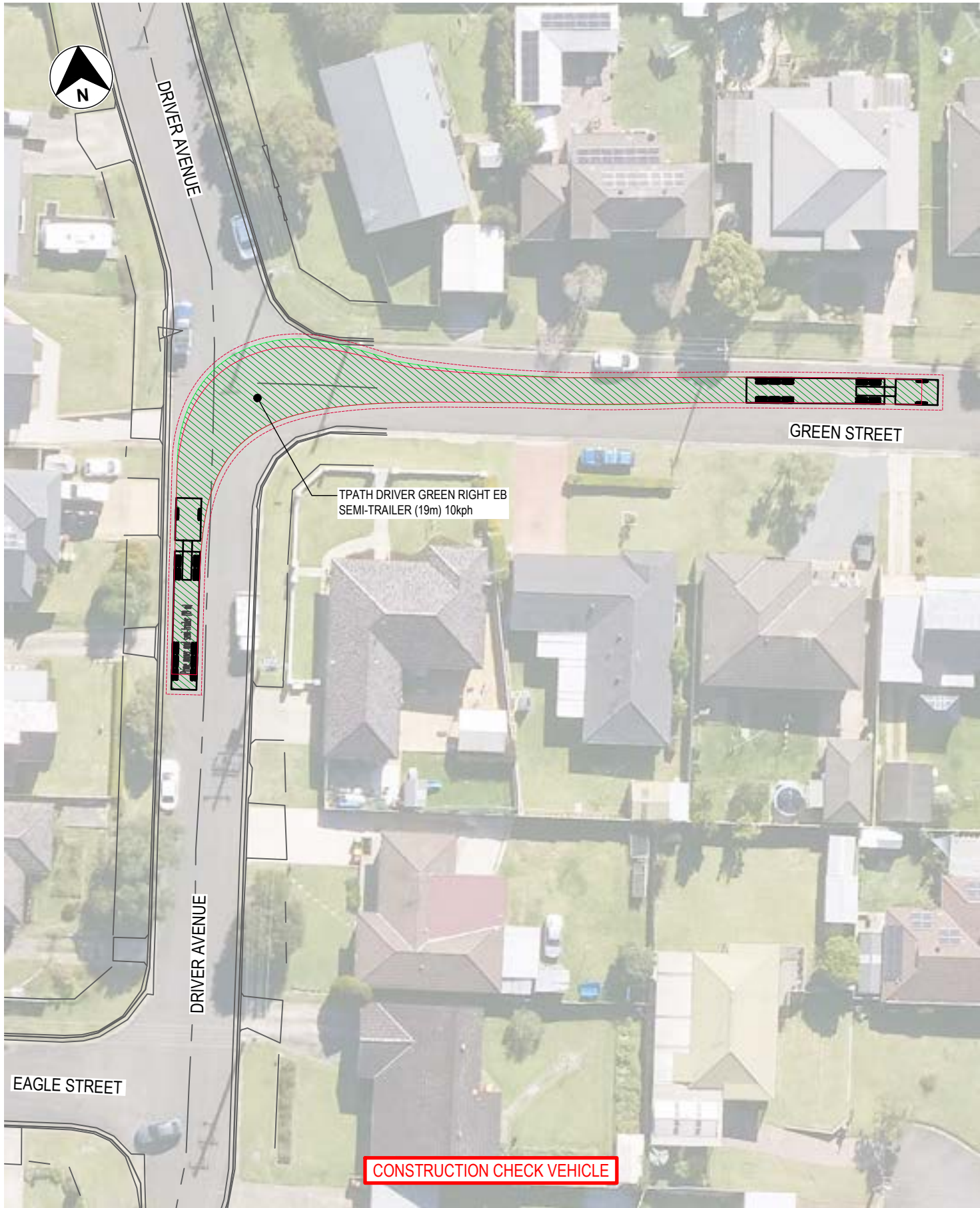
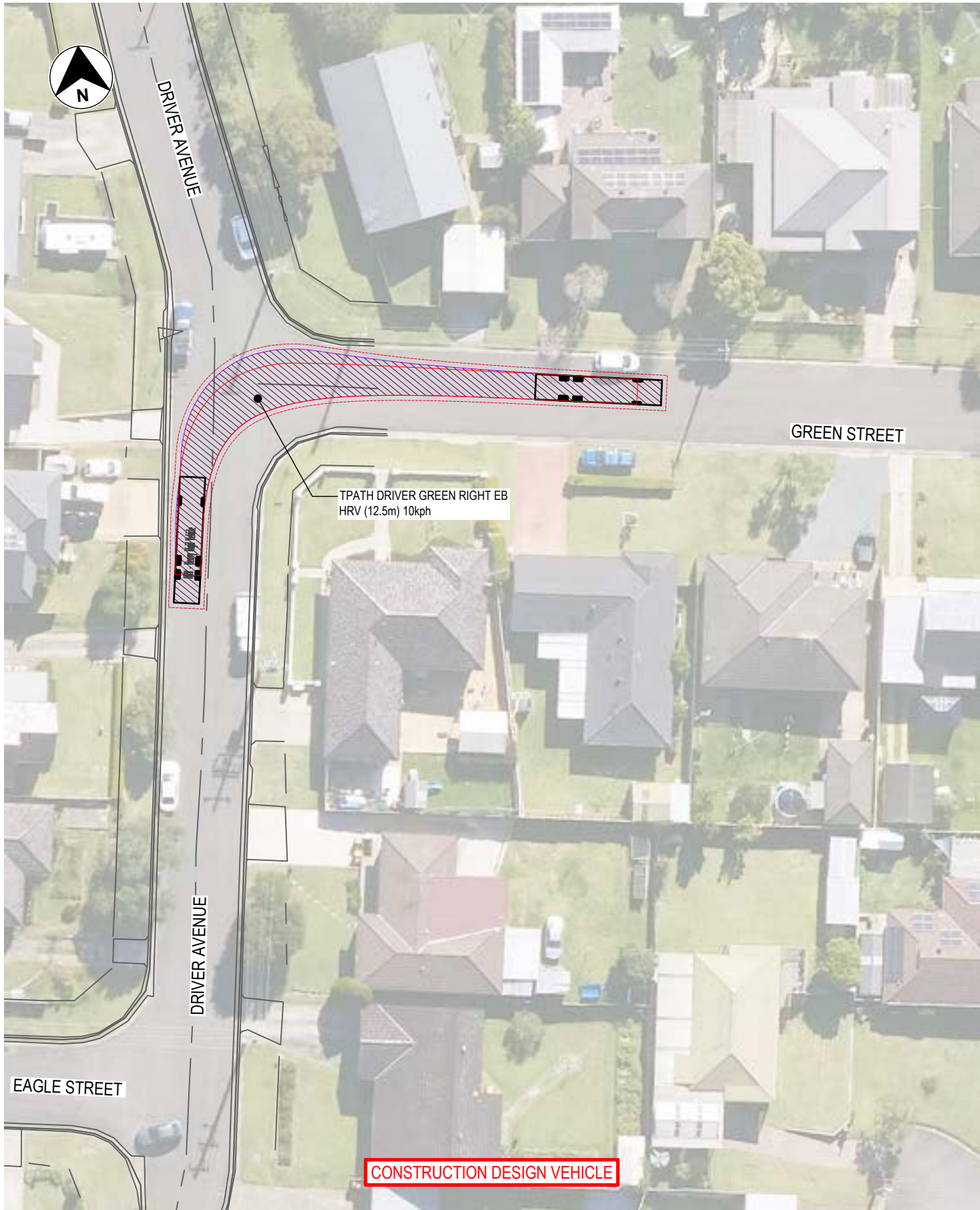


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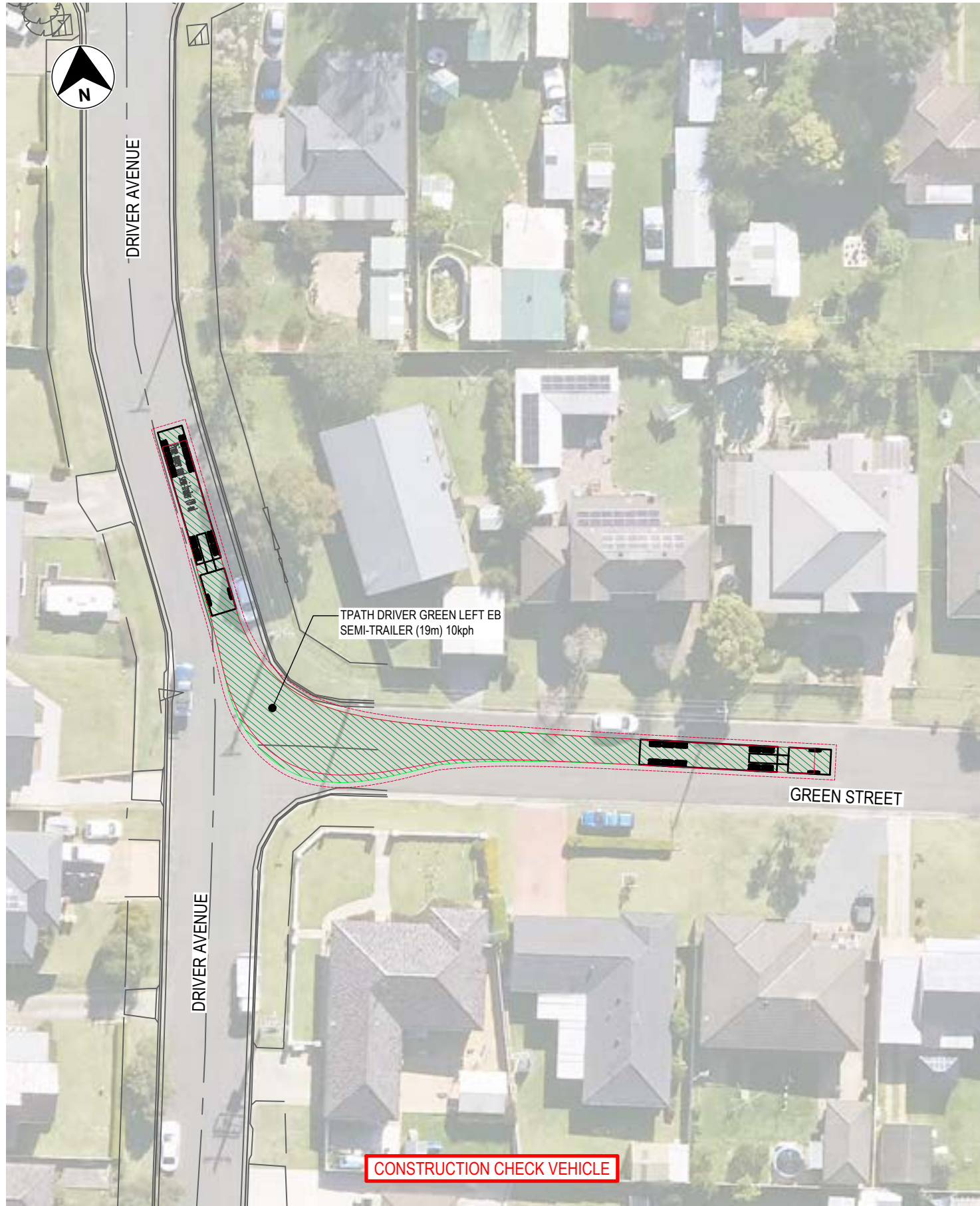
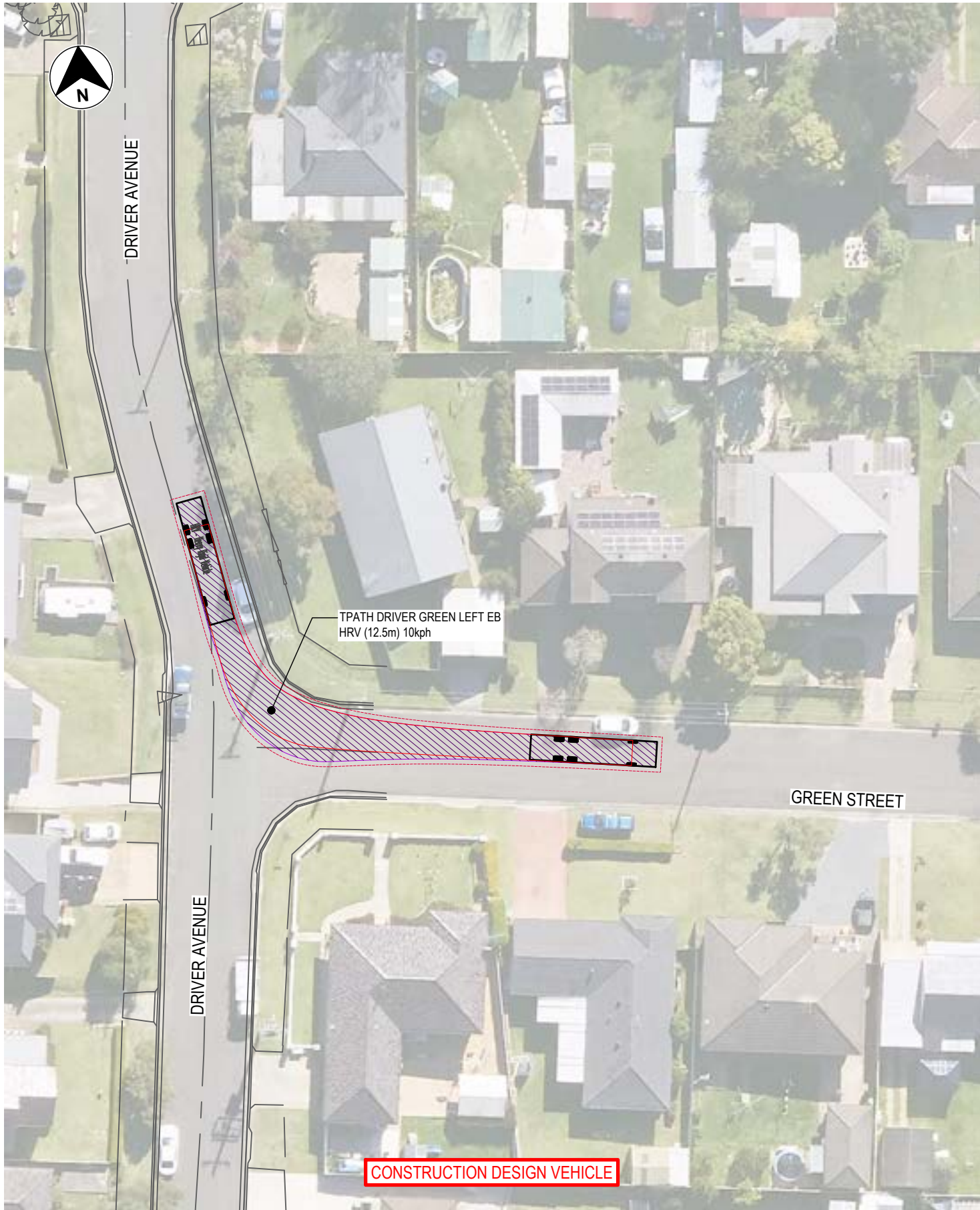


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 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 GREEN STREET / DRIVER AVENUE INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

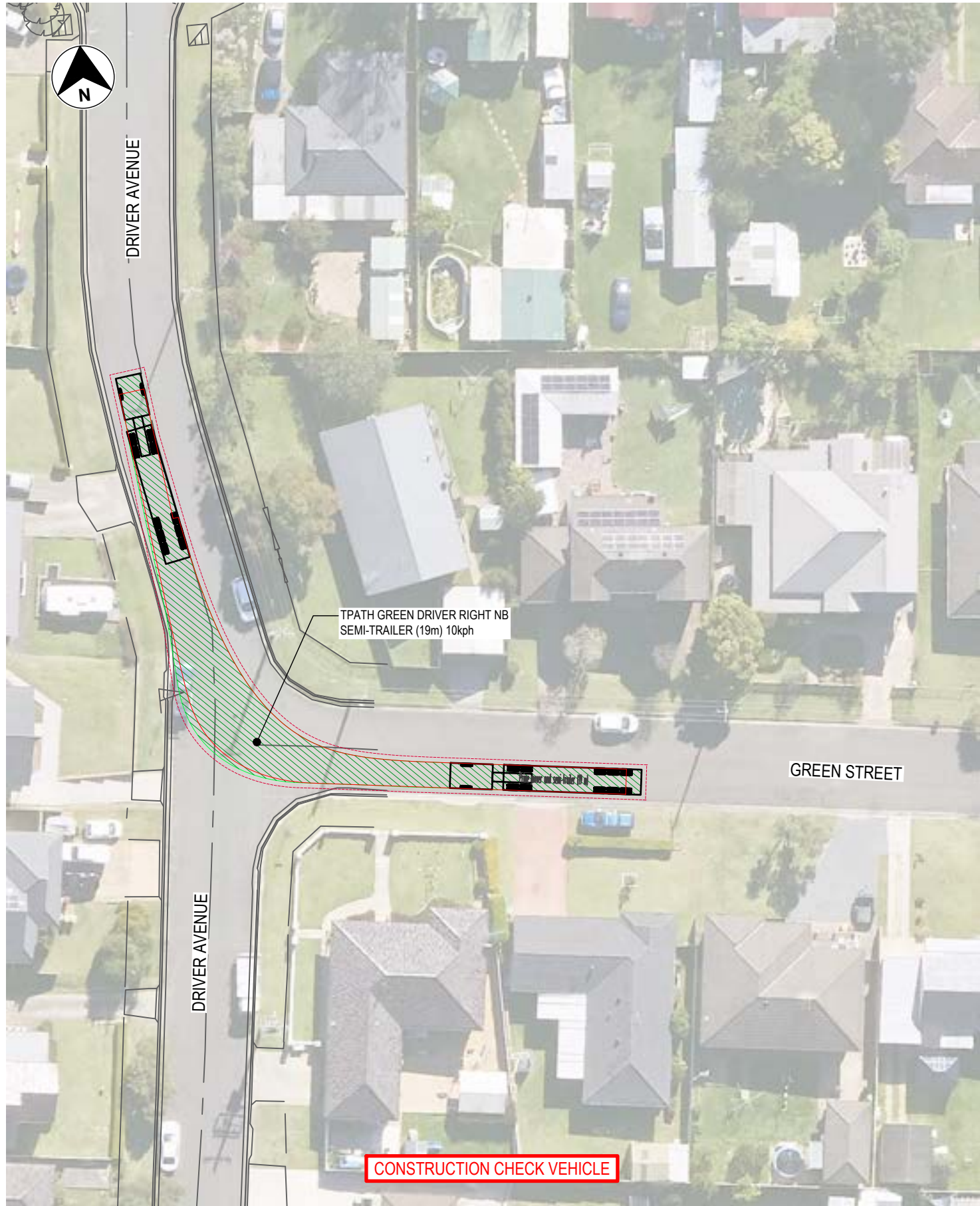
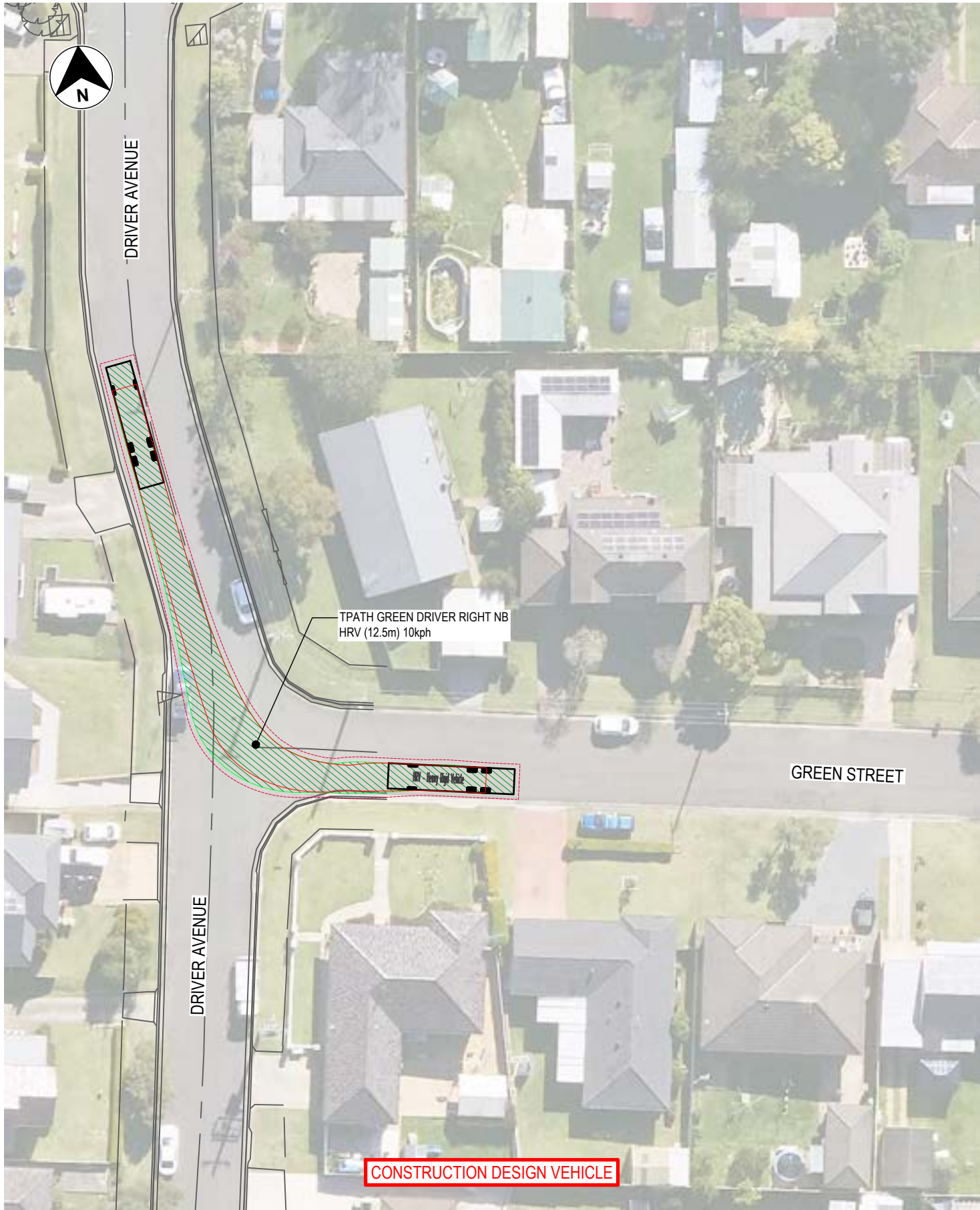
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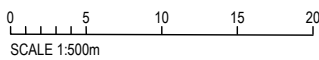


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 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



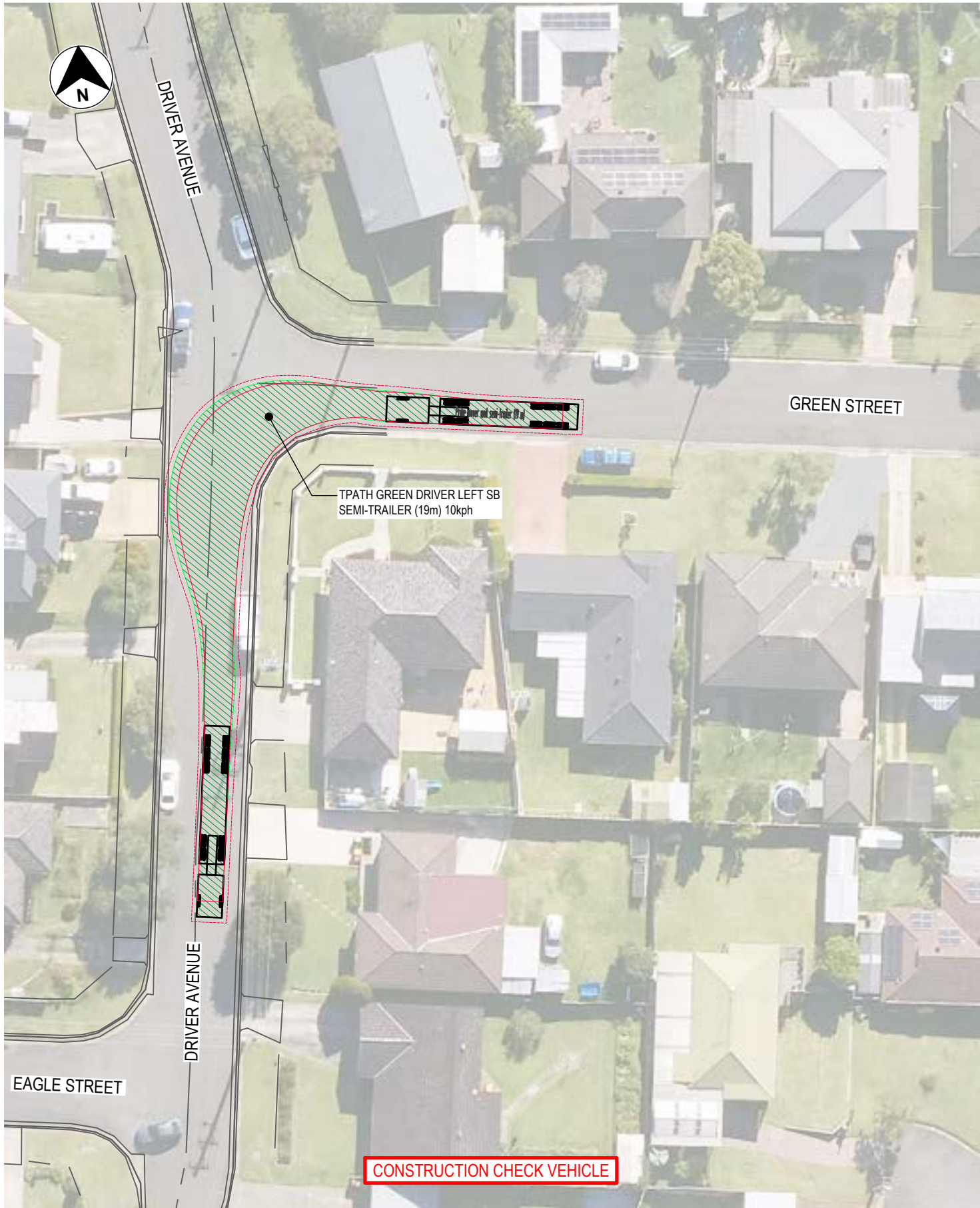
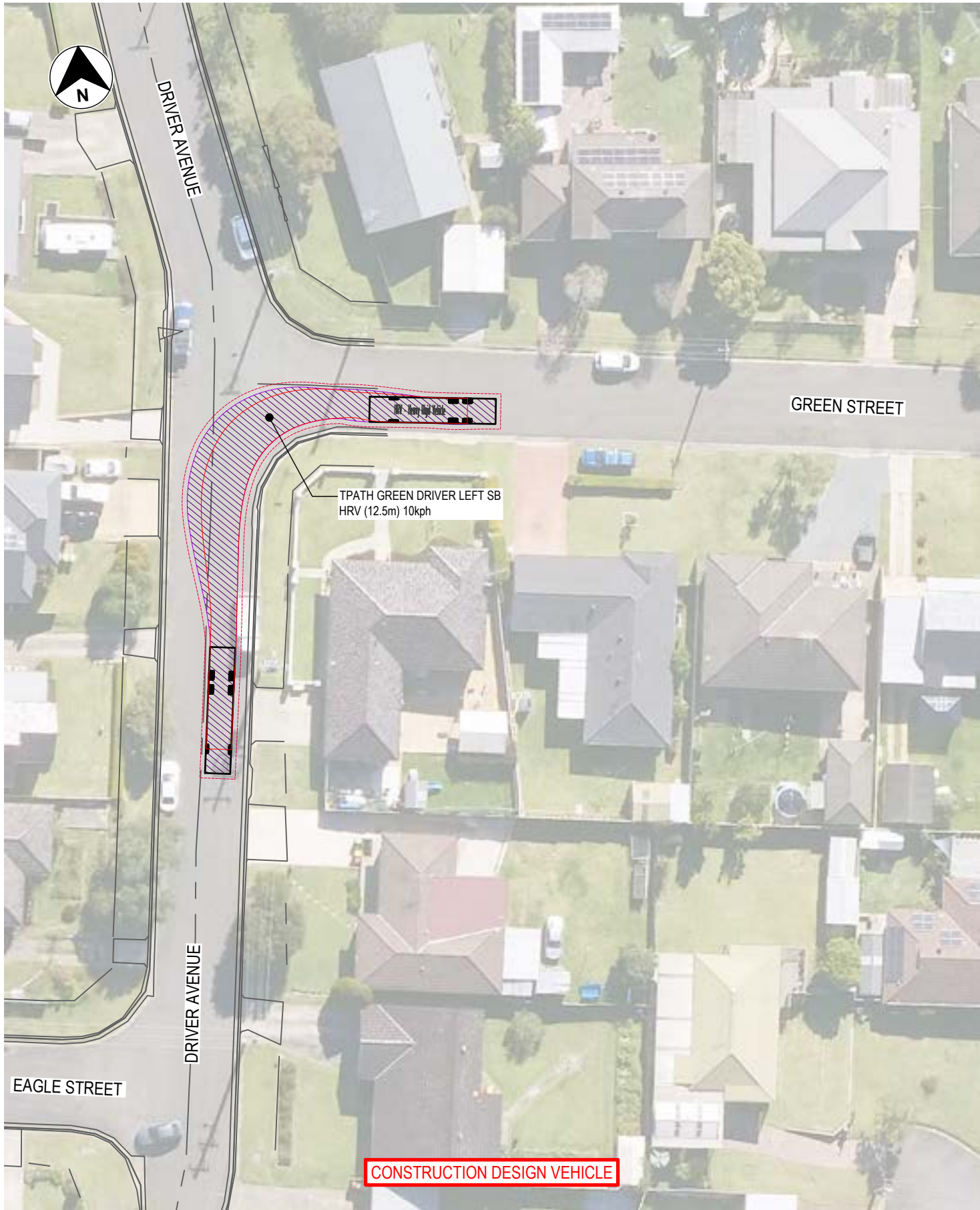
PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 GREEN STREET / DRIVER AVENUE INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN

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SURVEY

●

EXISTING SIGNPOST

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VEHICLE TURN PATH (NON-COMPLIANT)

CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT

VEHICLE BODY

VEHICLE TYPE

VEHICLE CLEARANCE (0.5m)

HRV - Heavy Road Vehicle

HRV (12.5m)

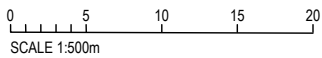
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VEHICLE TYPE

VEHICLE CLEARANCE (0.5m)

SEMI-TRAILER (19m)

SEMI-TRAILER (19m)



PENRITH / FAIRFIELD CITY COUNCIL

UPPER SOUTH CREEK

ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE

GREEN STREET / DRIVER AVENUE INTERSECTION

CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

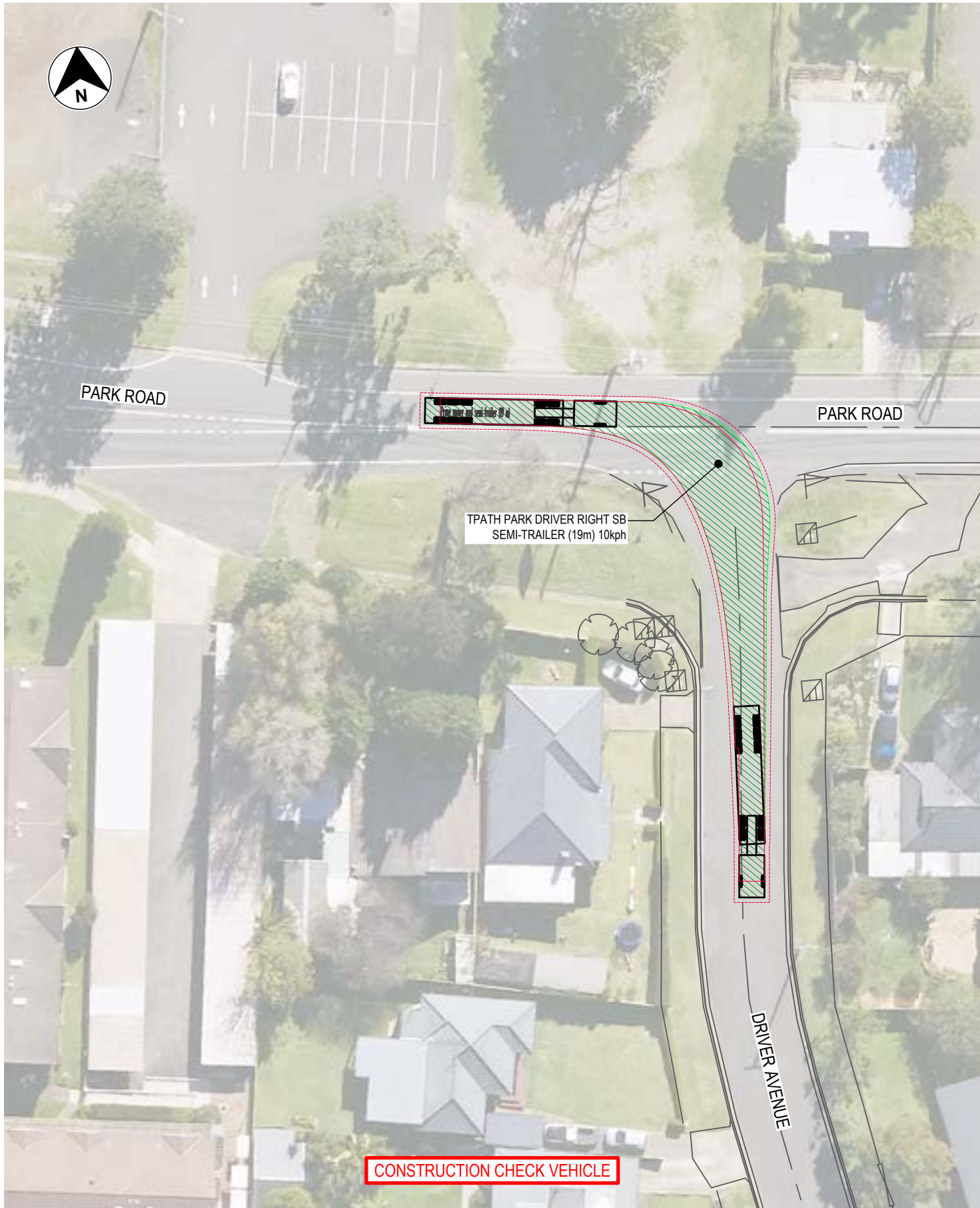
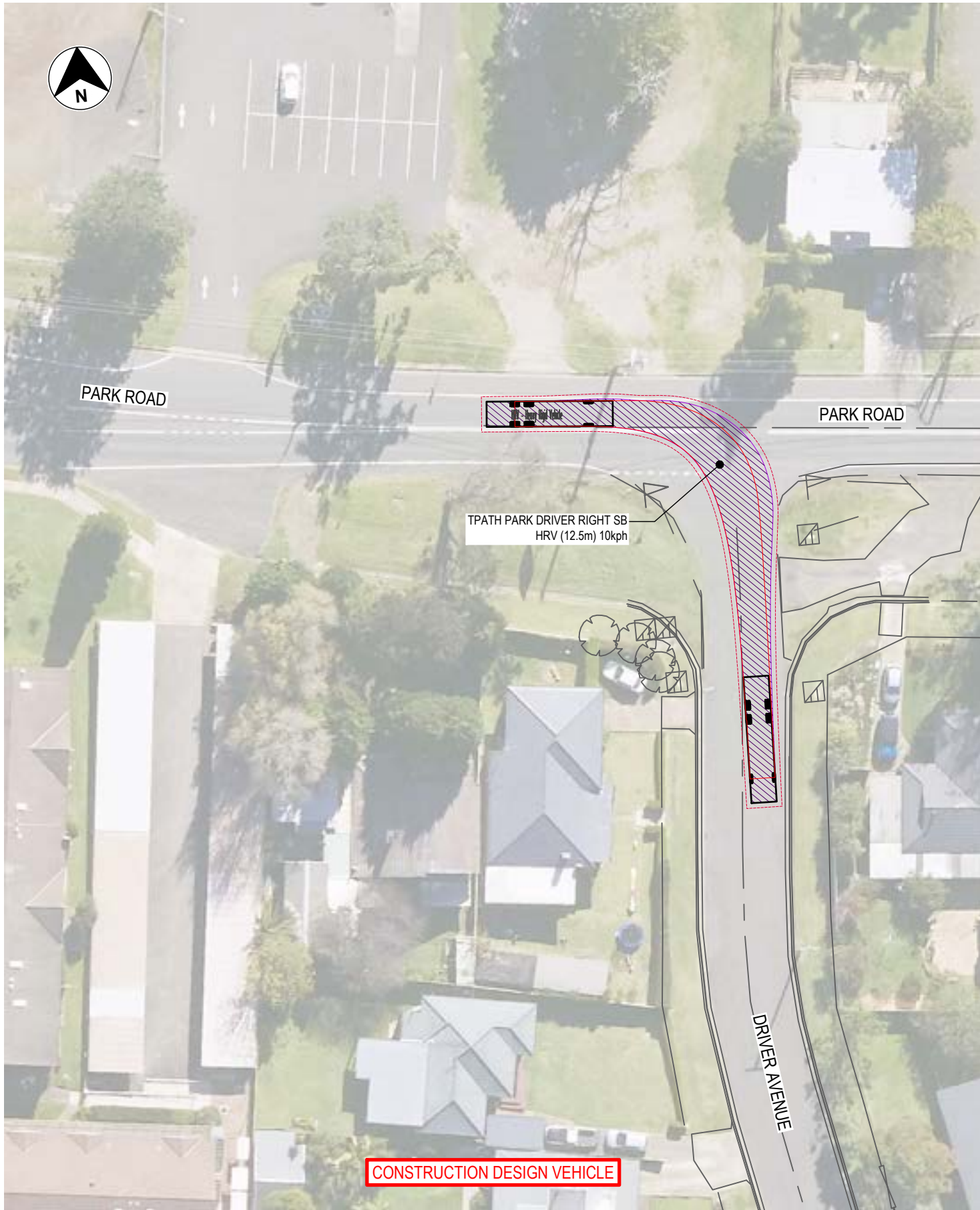
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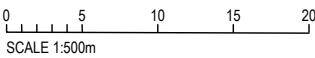
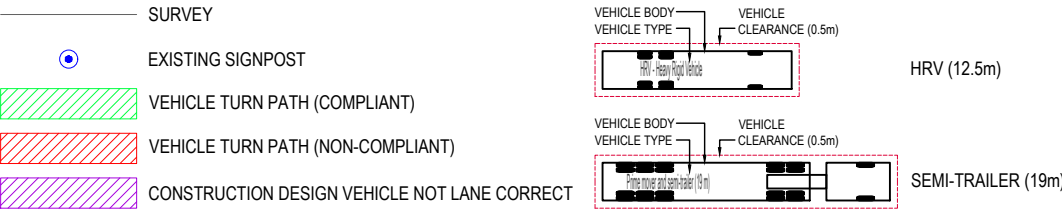
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LEGEND



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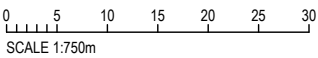




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PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 PARK ROAD / DRIVER AVENUE INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

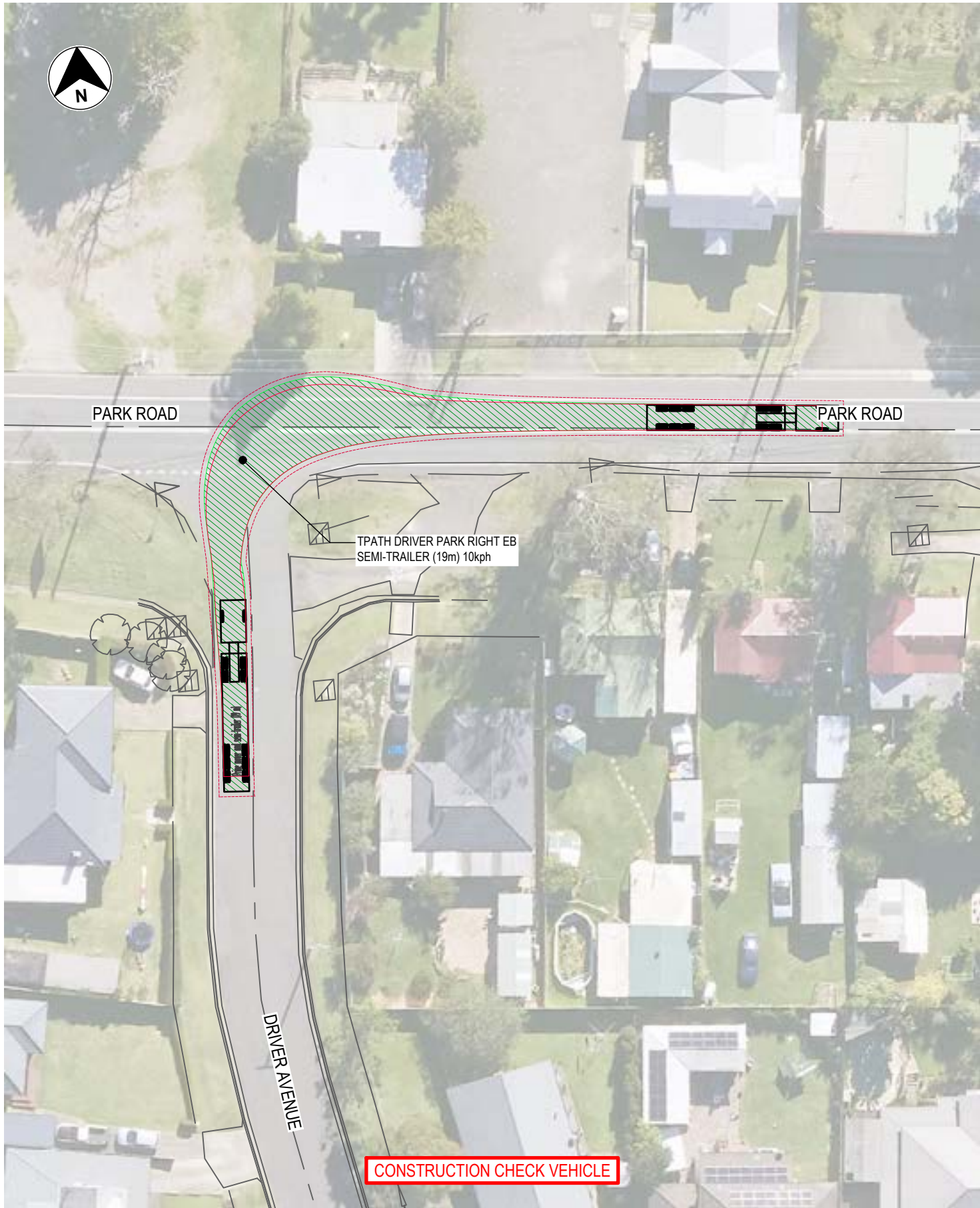
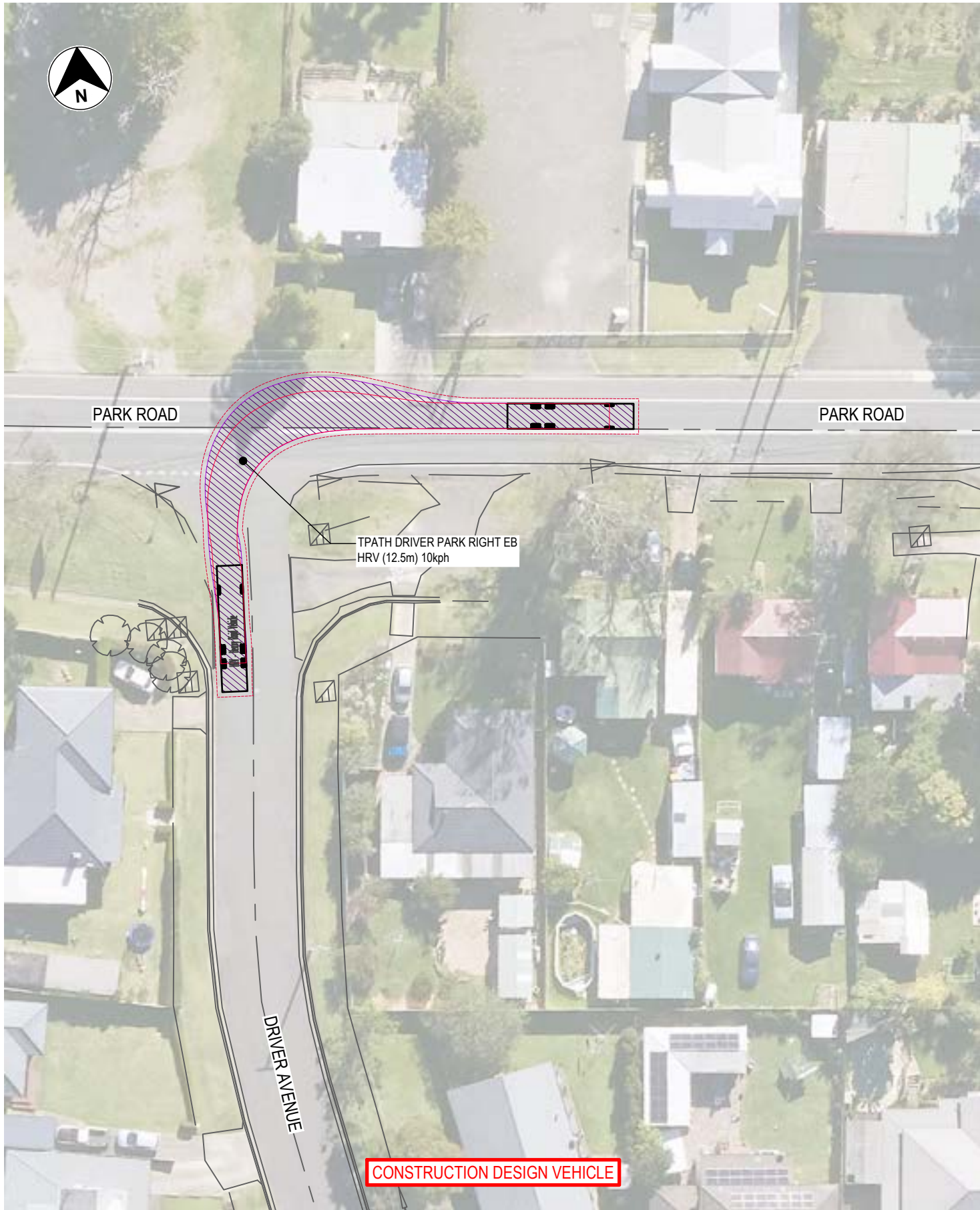
FOR INFORMATION ONLY

turnbull

0374-USCC-RD-SWEPT-PATHS-INFO-06-02



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LEGEND

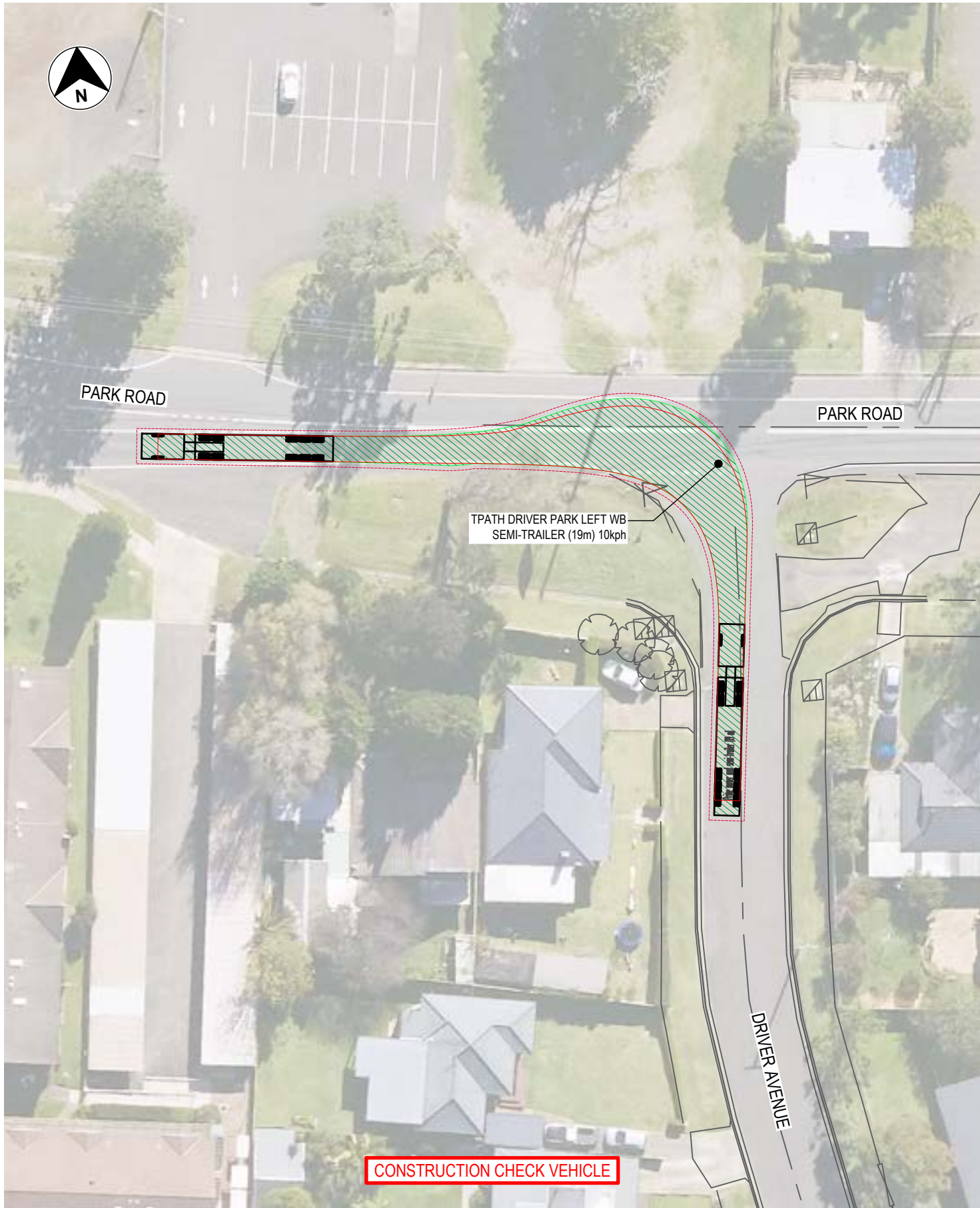
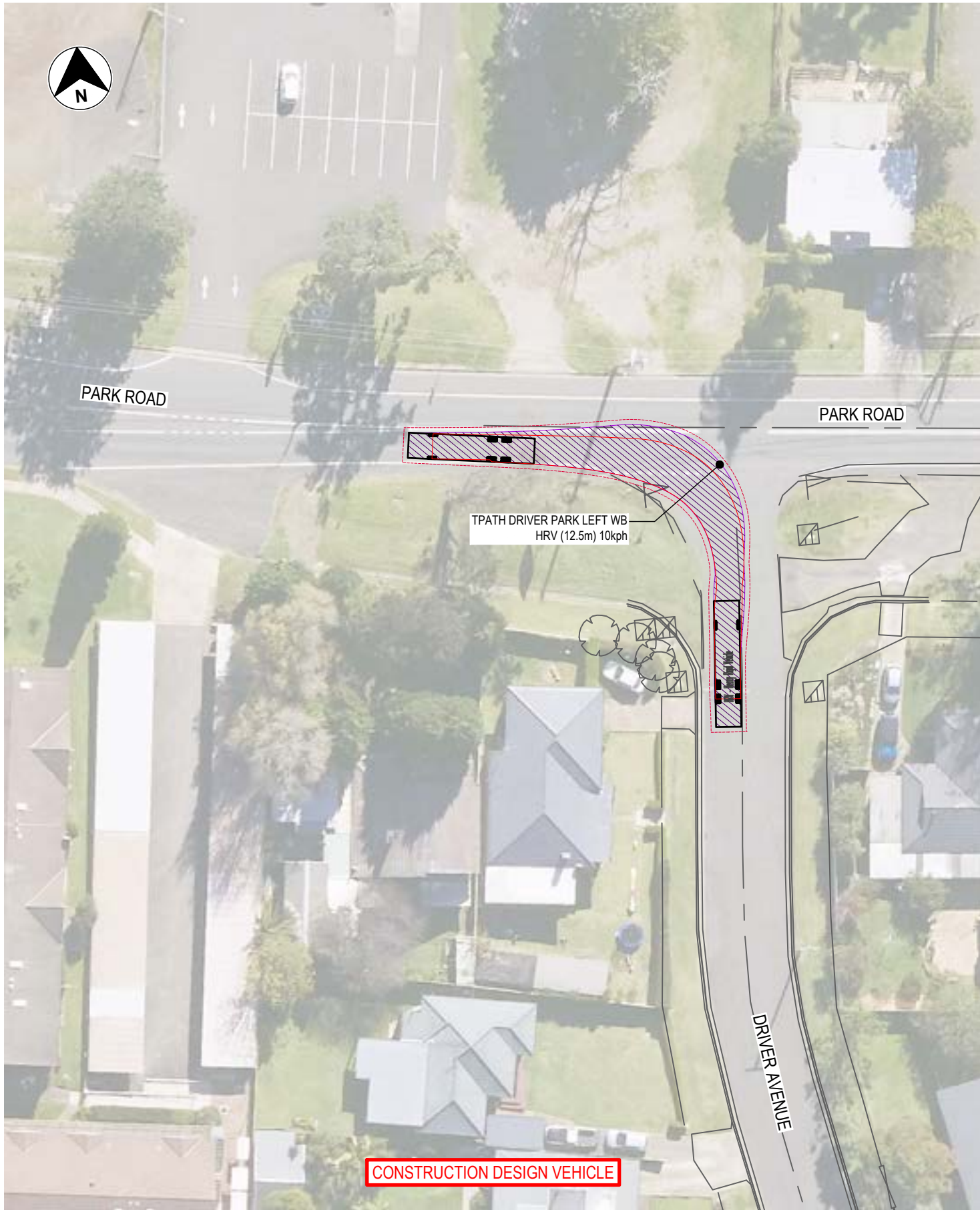


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LEGEND



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 PARK ROAD / DRIVER AVENUE INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

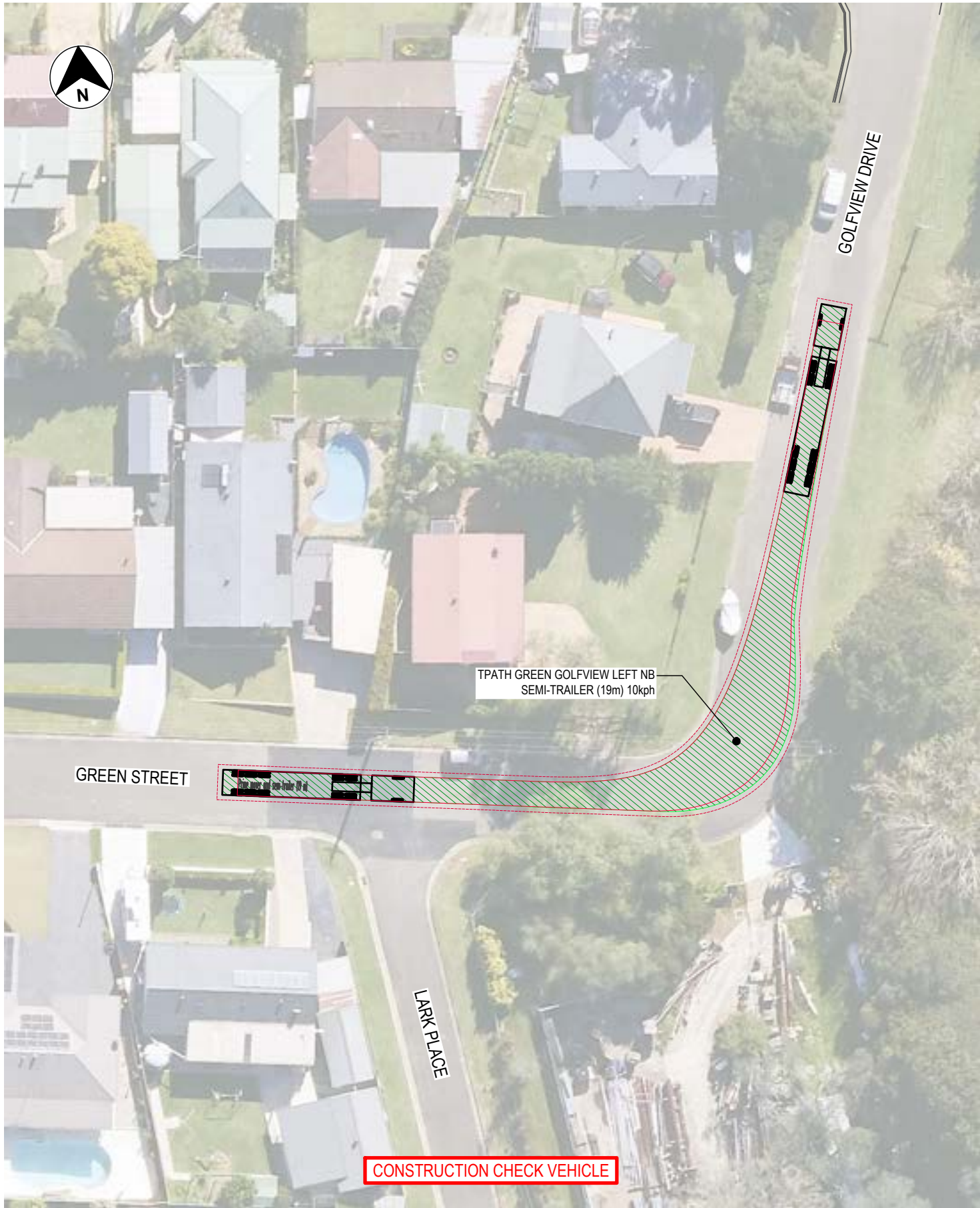
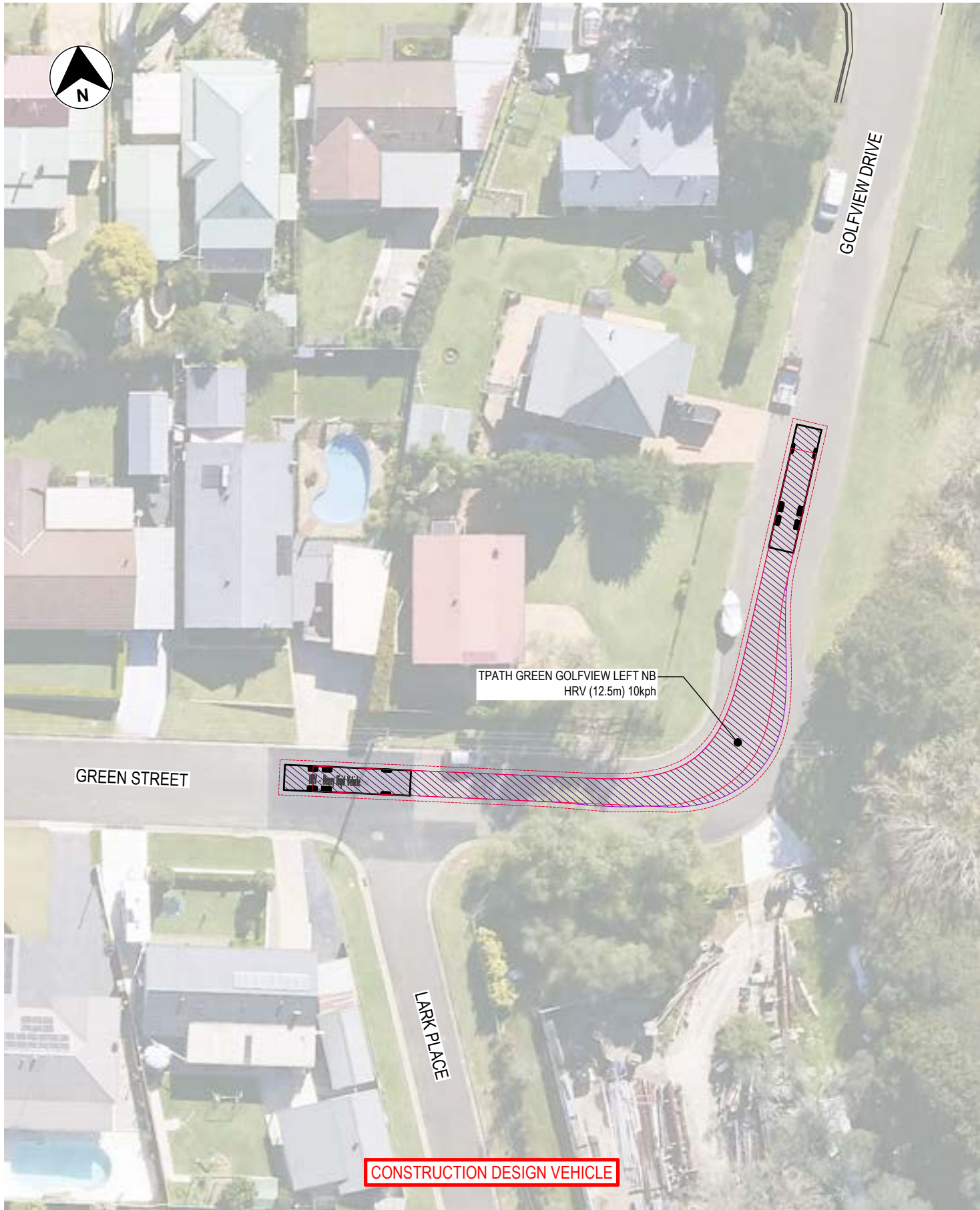
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0374-USCC-RD-SWEPT-PATHS-INFO-06-04



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LEGEND

	SURVEY		
	EXISTING SIGNPOST		
	VEHICLE TURN PATH (COMPLIANT)	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
	VEHICLE TURN PATH (NON-COMPLIANT)		
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 GREEN STREET / GOLFOVIEW DRIVE INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

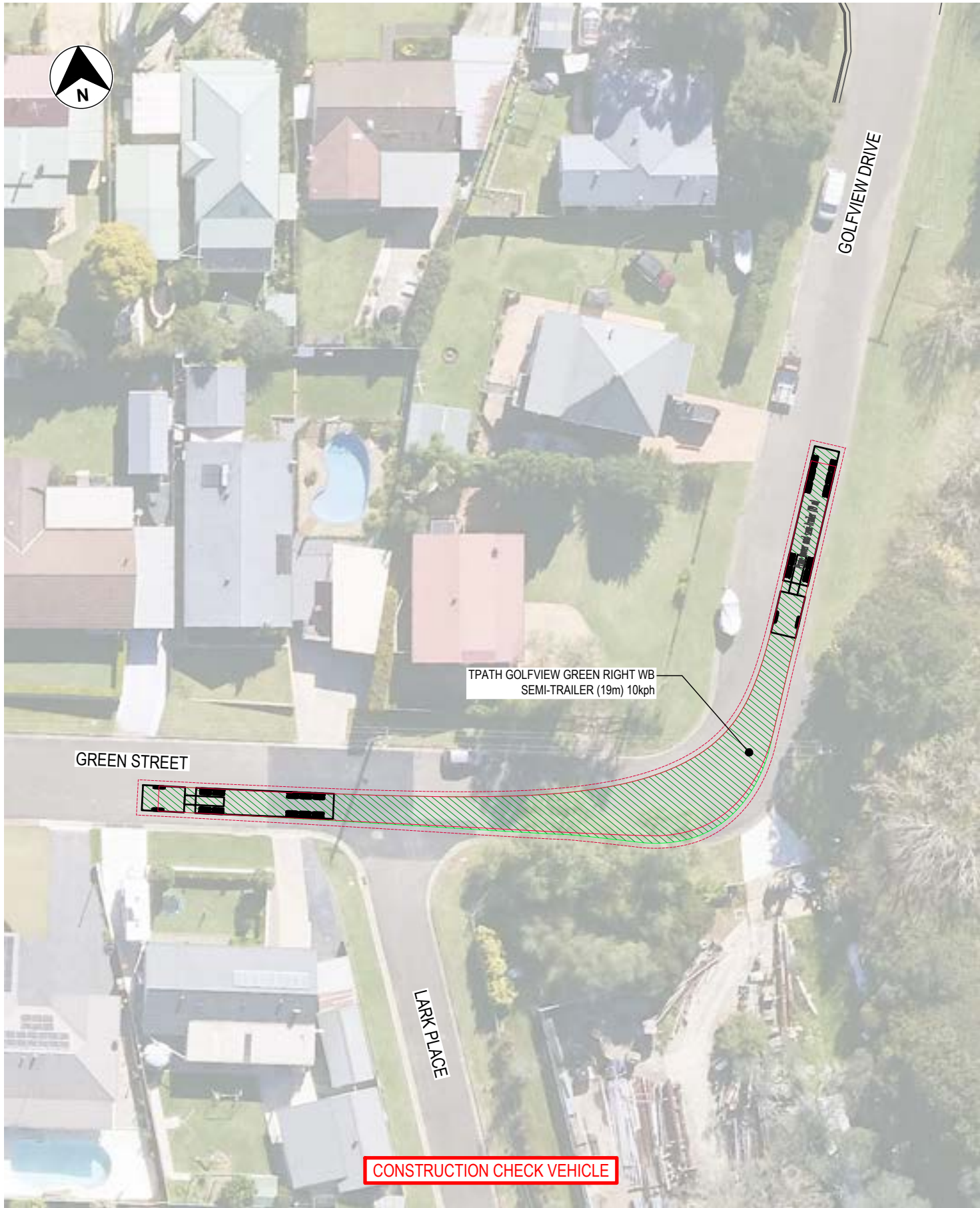
FOR INFORMATION ONLY



0374-USCC-RD-SWEPT-PATHS-INFO-07-01



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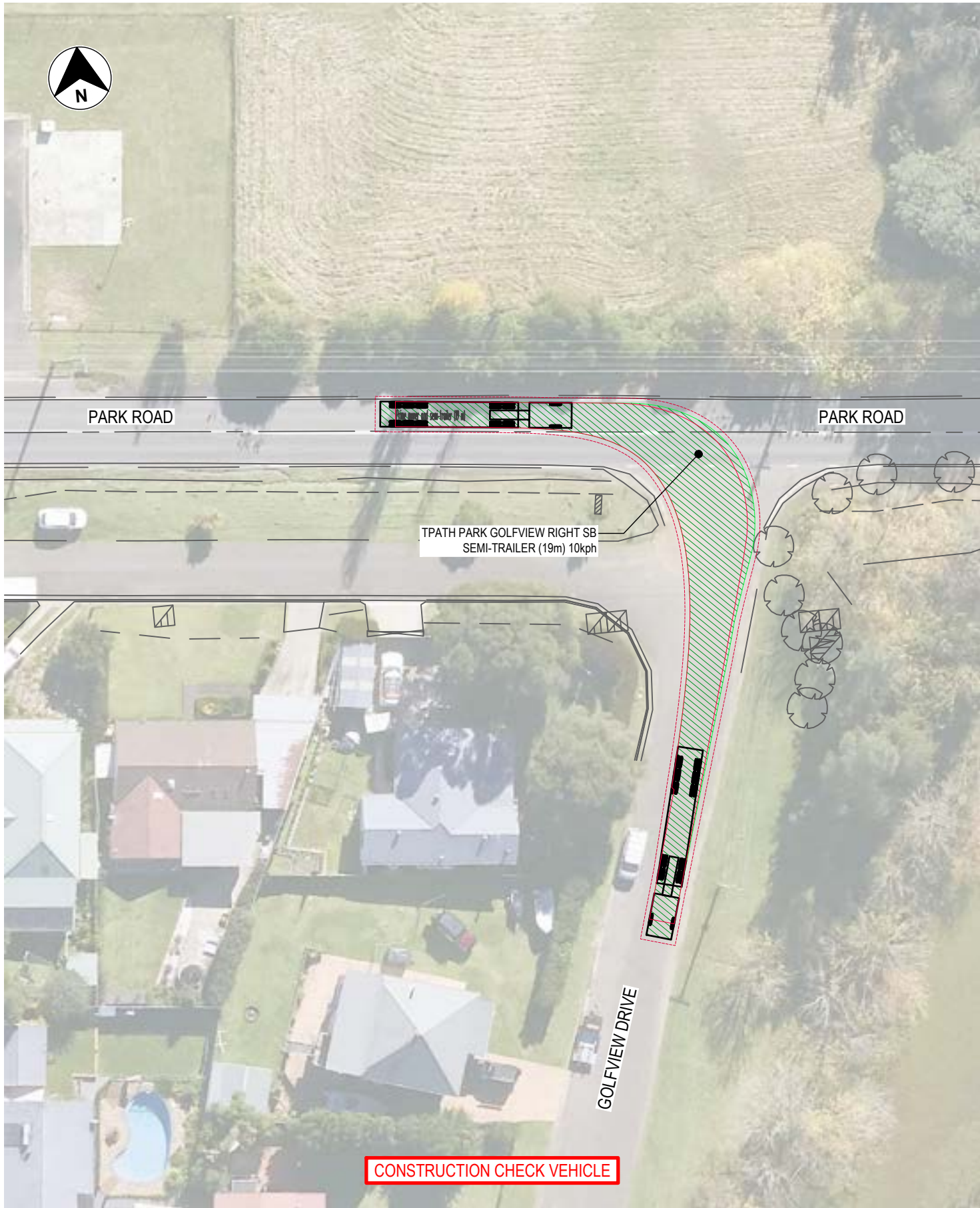
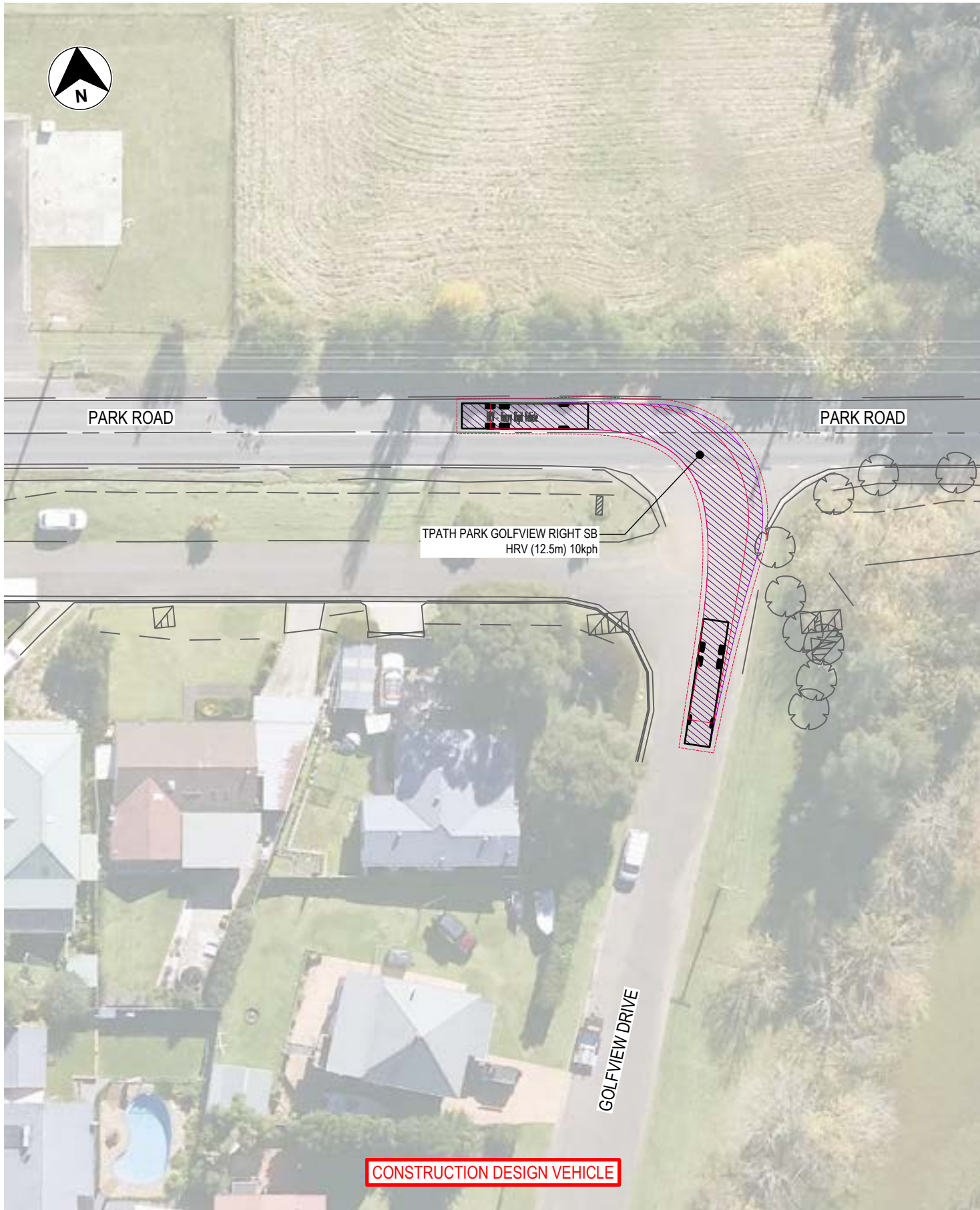


LEGEND





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LEGEND

	SURVEY
	EXISTING SIGNPOST
	VEHICLE TURN PATH (COMPLIANT)
	VEHICLE TURN PATH (NON-COMPLIANT)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT

 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



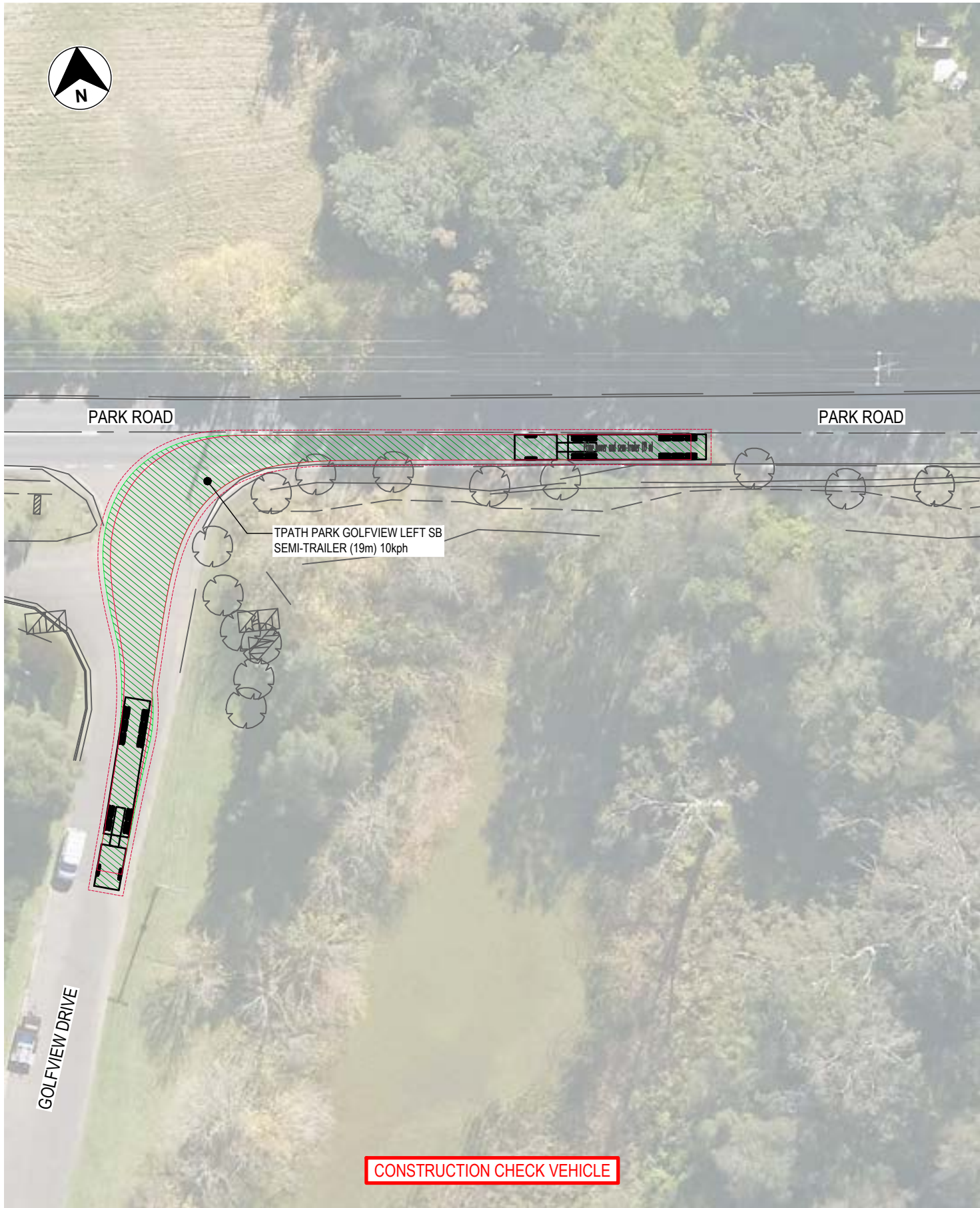
PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 PARK ROAD / GOLFVIEW DRIVE INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN

0374-USCC-RD-SWEPT-PATHS-INFO-08-01

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LEGEND

	SURVEY		
	EXISTING SIGNPOST		
	VEHICLE TURN PATH (COMPLIANT)	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
	VEHICLE TURN PATH (NON-COMPLIANT)	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT		

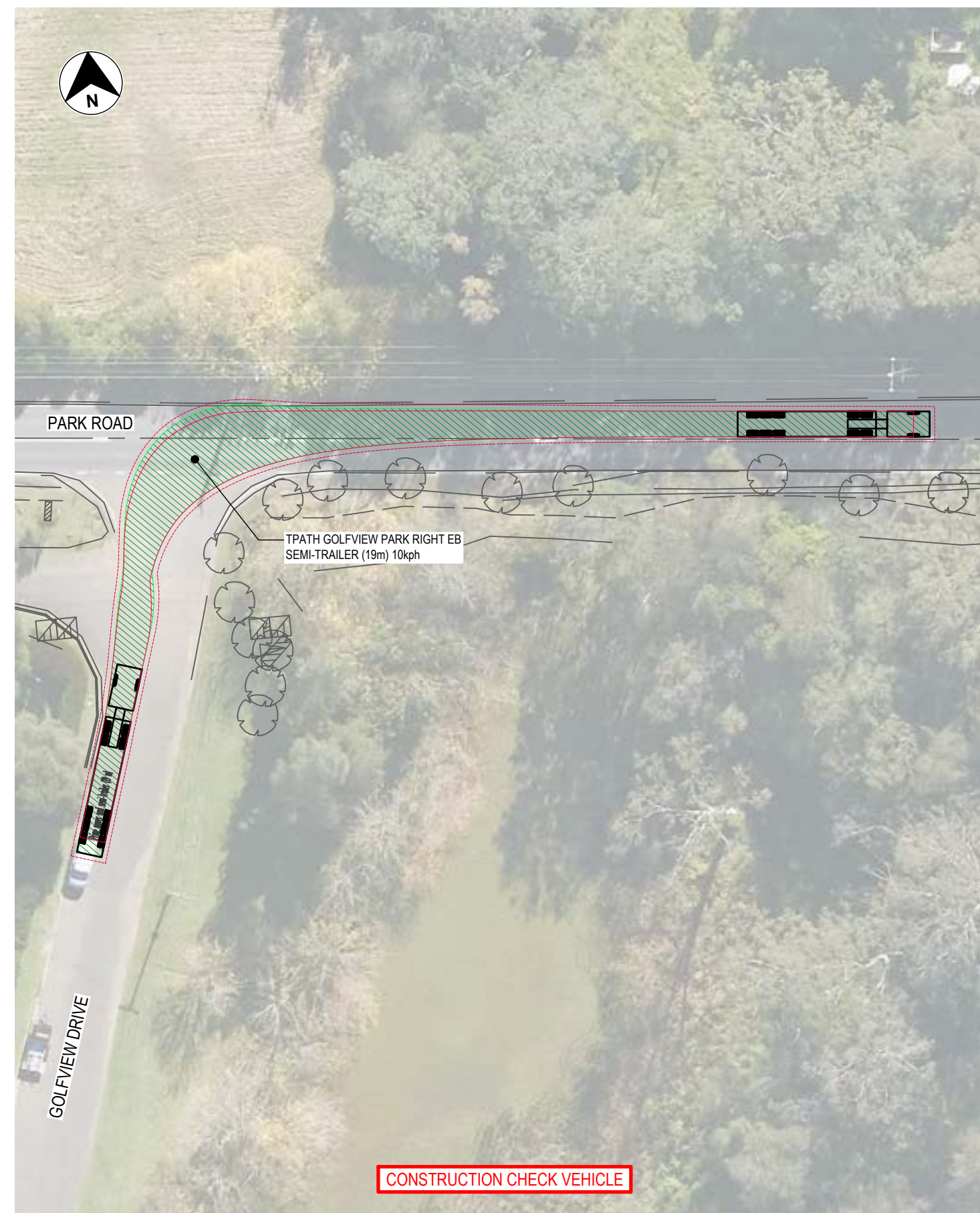
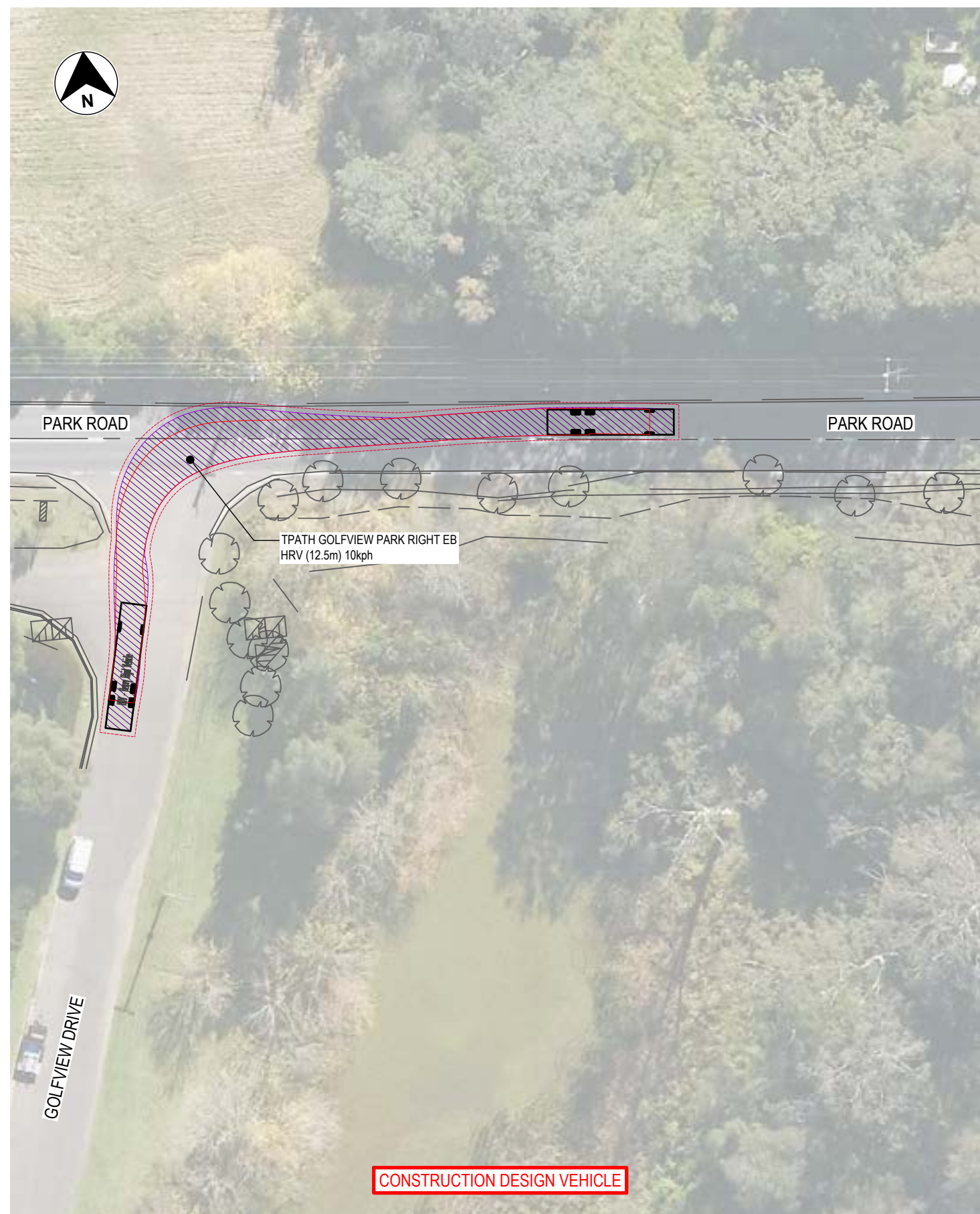


PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 PARK ROAD / GOLFVIEW DRIVE INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN






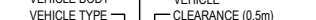
FOR INFORMATION ONLY

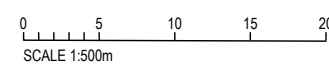







## LEGEND

- |  |  |  |
|--|--|--|
|  | SURVEY                                       |  |
|  | EXISTING SIGNPOST                            |  |
|  | VEHICLE TURN PATH (COMPLIANT)                |  |
|  | VEHICLE TURN PATH (NON-COMPLIANT)            |  |
|  | CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT |  |
- 
- |   |  |                    |
|---|--|--------------------|
|  | VEHICLE BODY<br>VEHICLE TYPE<br>VEHICLE CLEARANCE (0.5m) | HRV (12.5m)        |
|  | VEHICLE BODY<br>VEHICLE TYPE<br>VEHICLE CLEARANCE (0.5m) | SEMI-TRAILER (19m) |

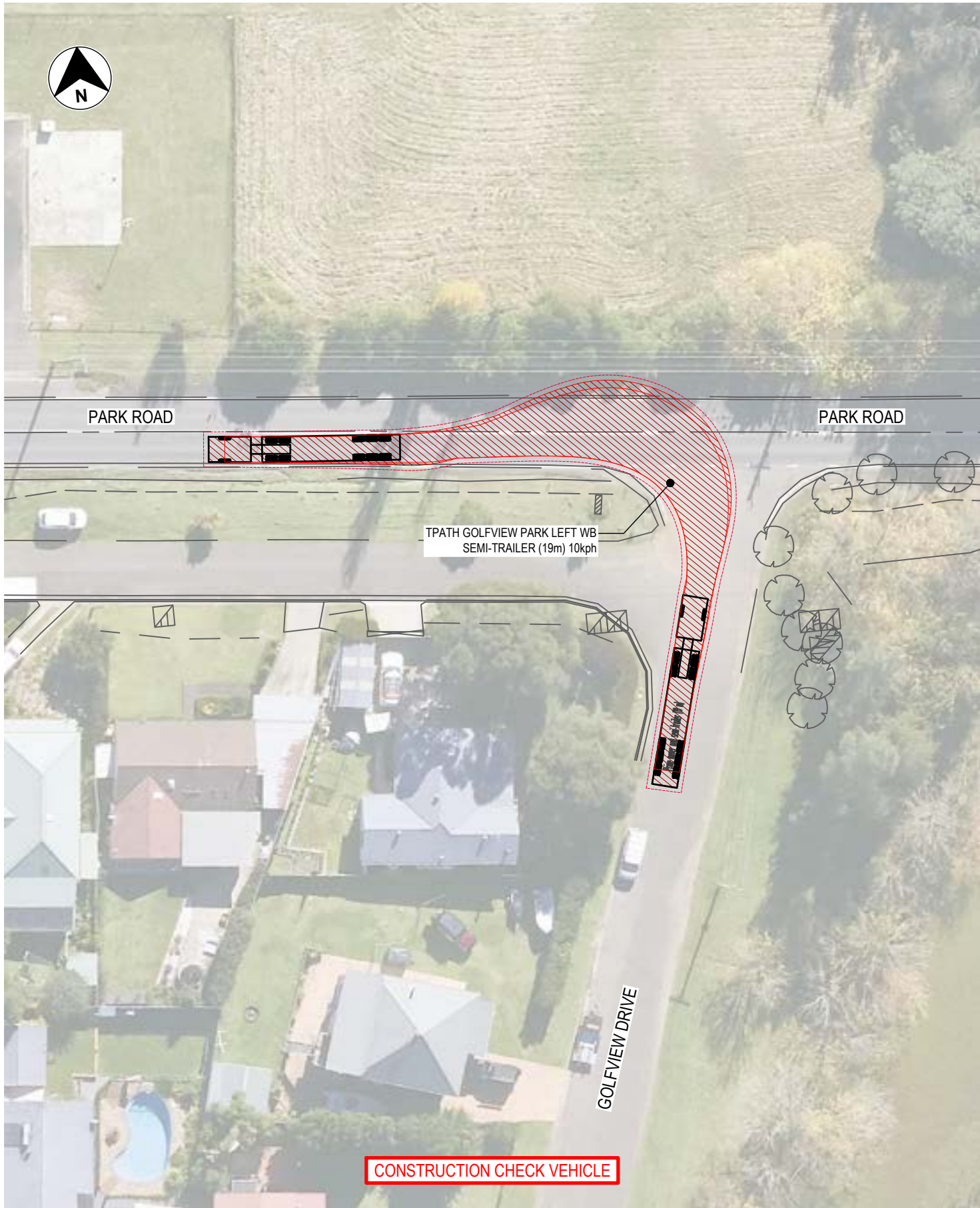
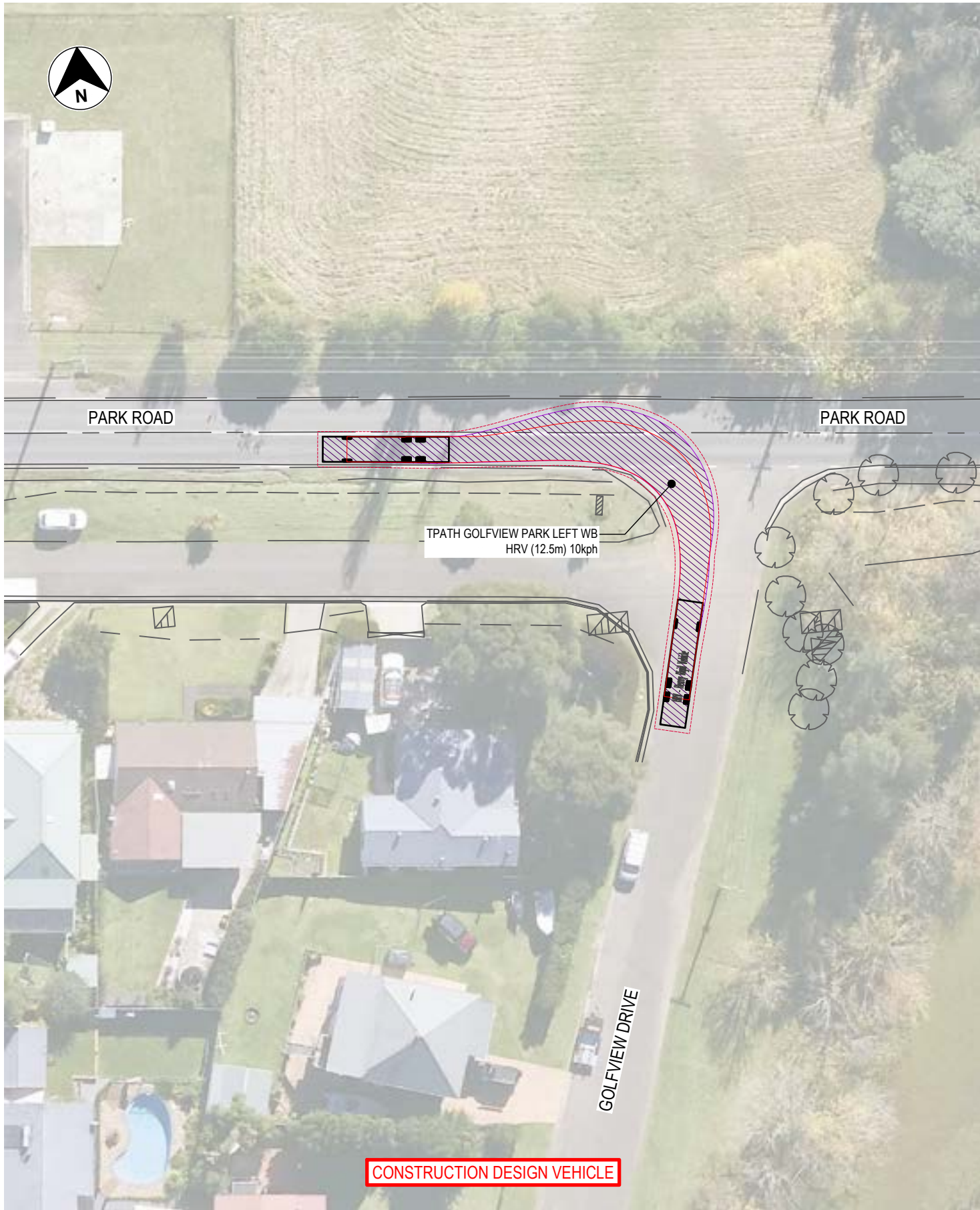


PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 PARK ROAD / GOLFVIEW DRIVE INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN

 0374-USCC-RD-SWEPT-PATHS-INFO-08-03



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LEGEND

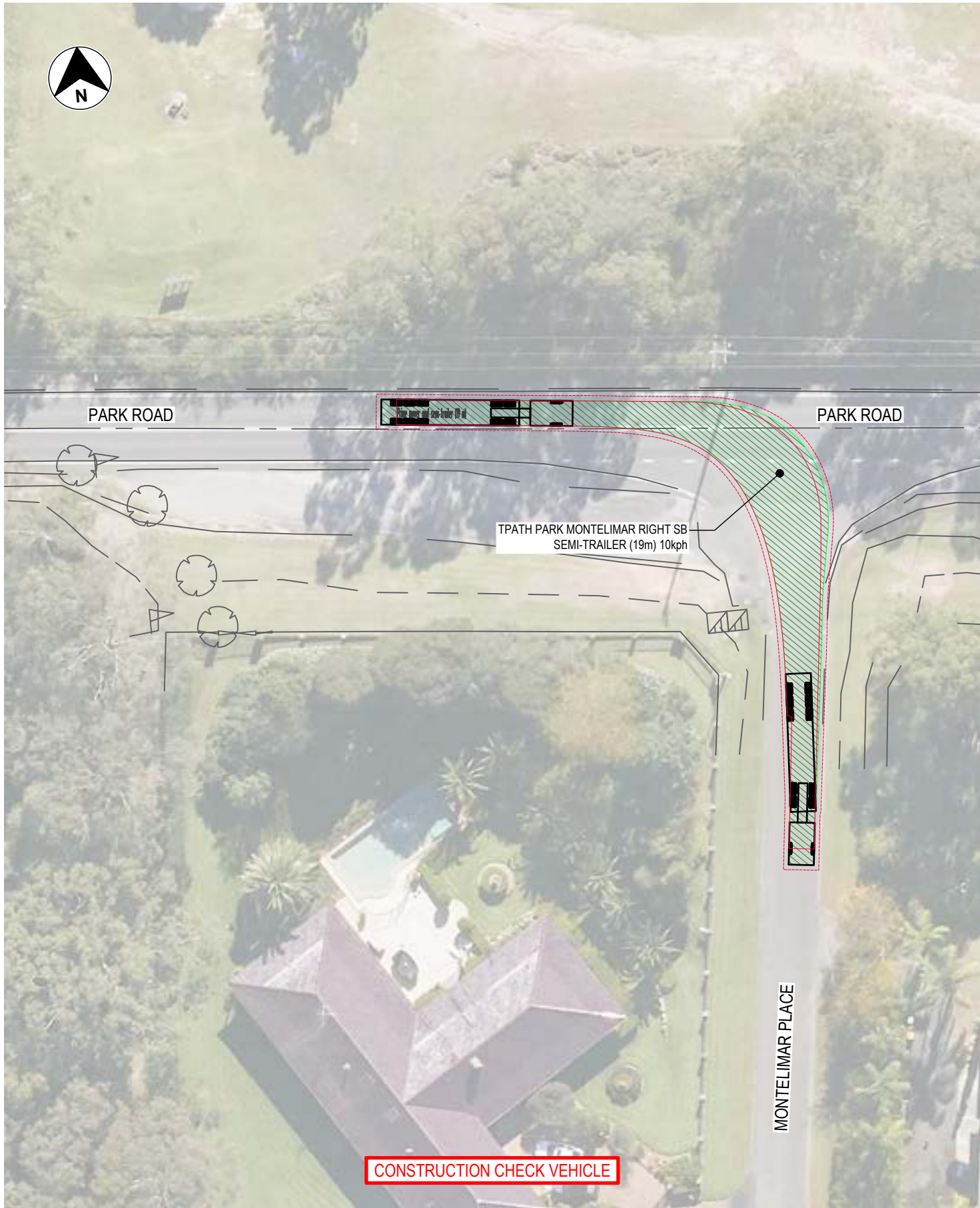
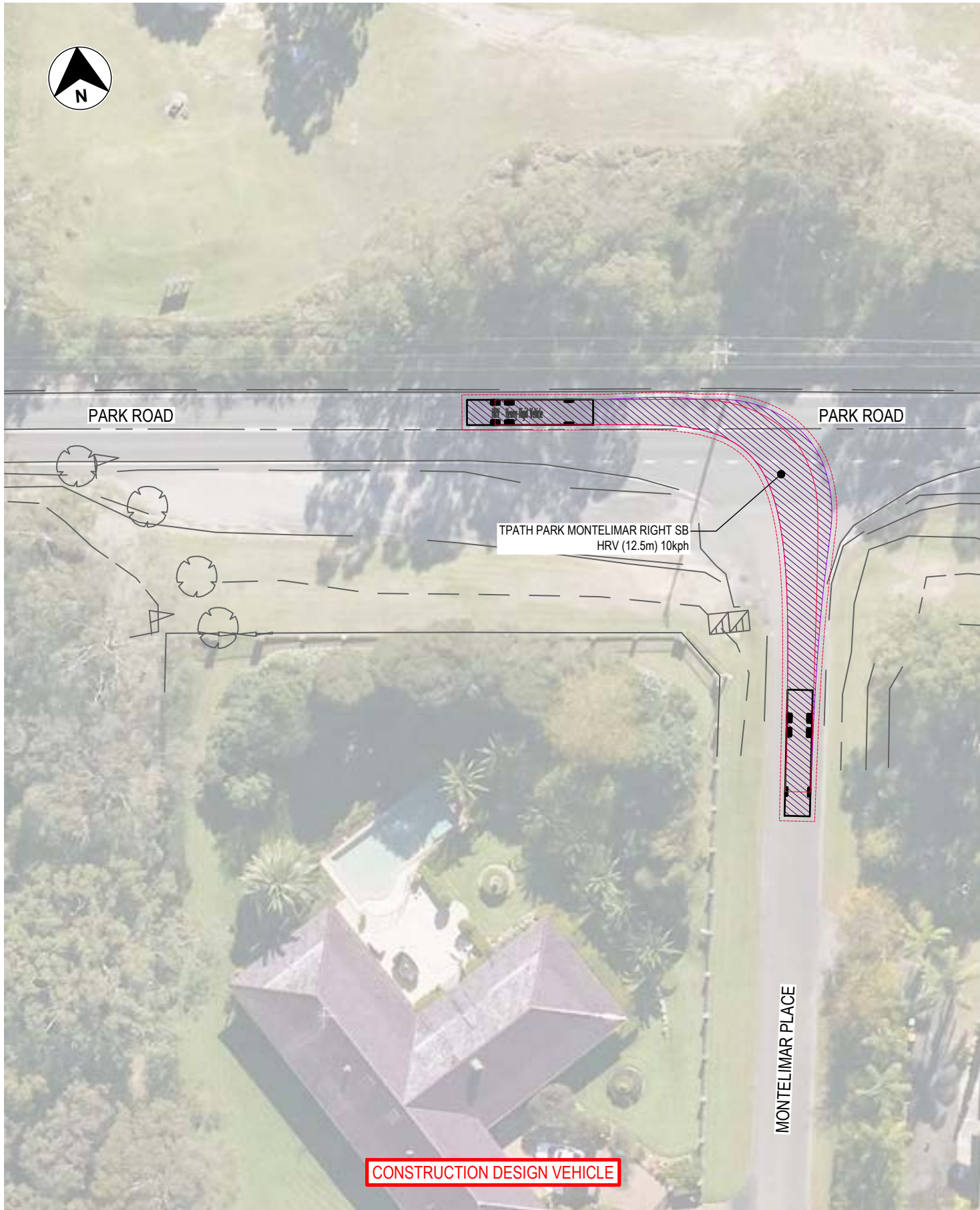
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	EXISTING SIGNPOST
	VEHICLE TURN PATH (COMPLIANT)
	VEHICLE TURN PATH (NON-COMPLIANT)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT
 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



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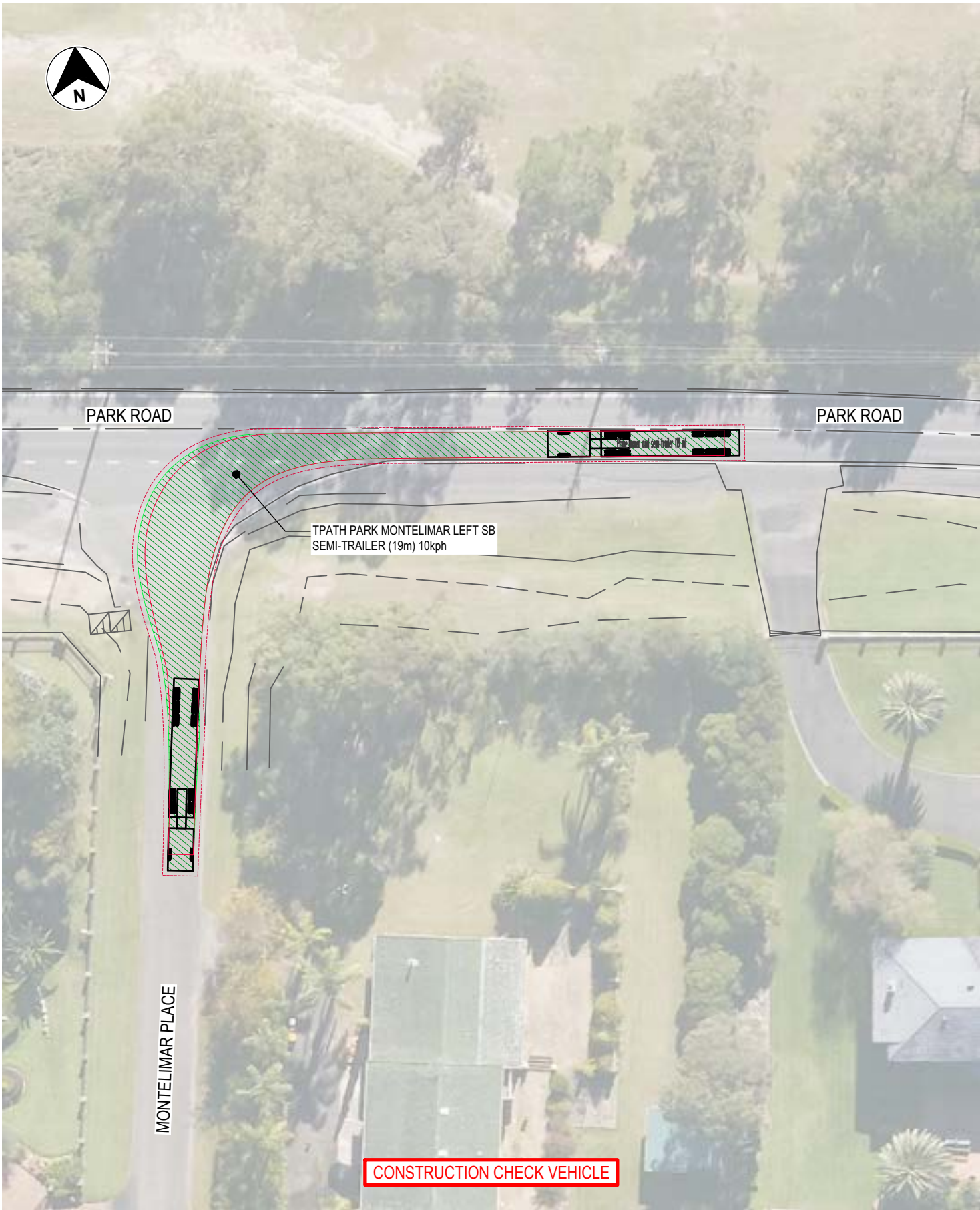
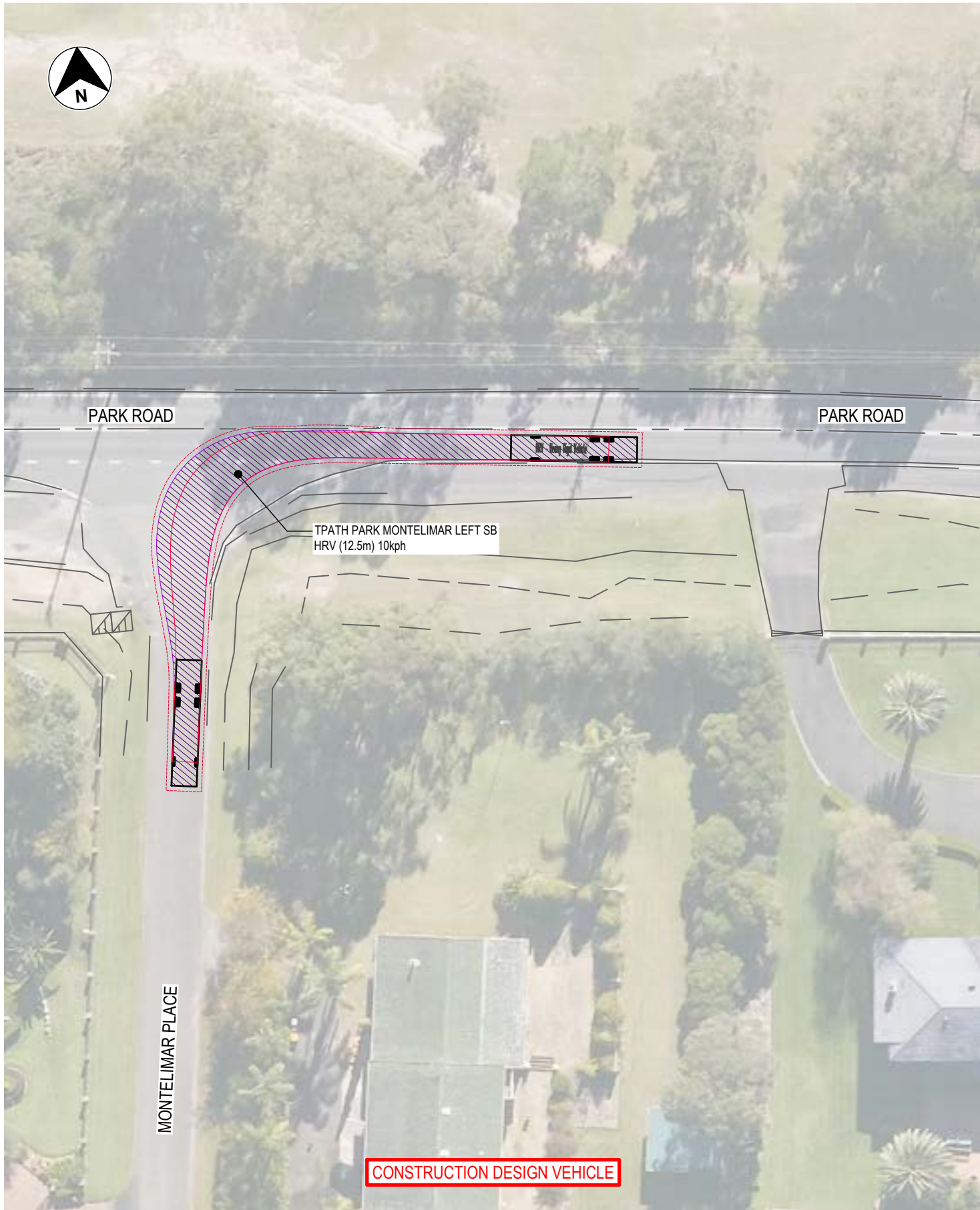
LEGEND



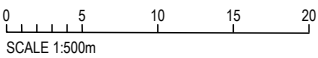
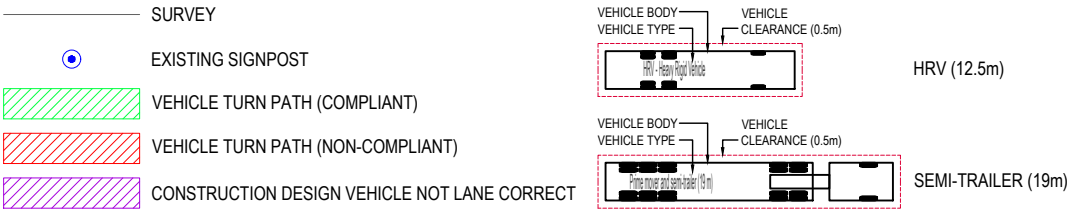
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LEGEND



PENRITH / FAIRFIELD CITY COUNCIL  
UPPER SOUTH CREEK  
ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
PARK ROAD / MONTELMAR PLACE INTERSECTION  
CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

FOR INFORMATION ONLY

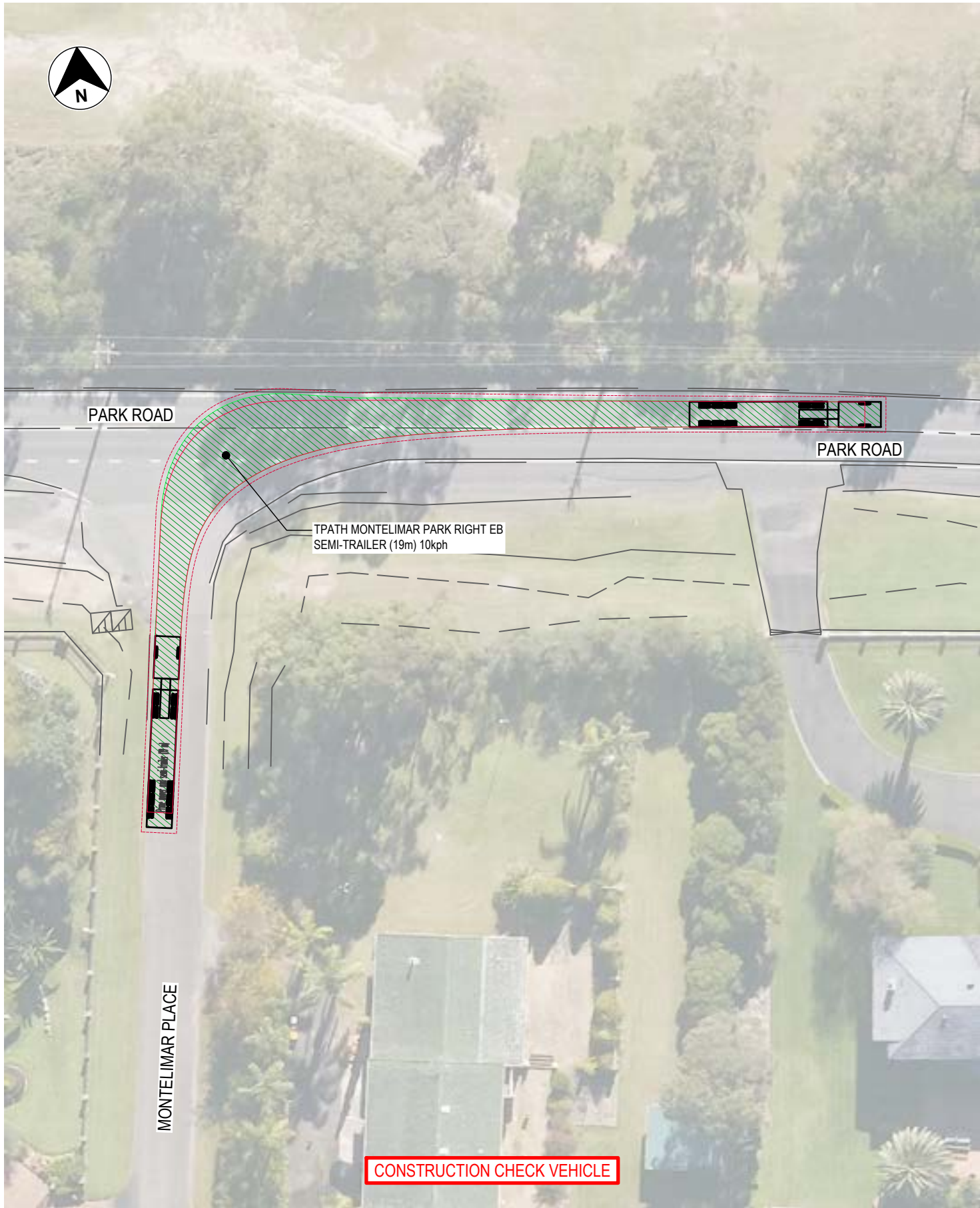
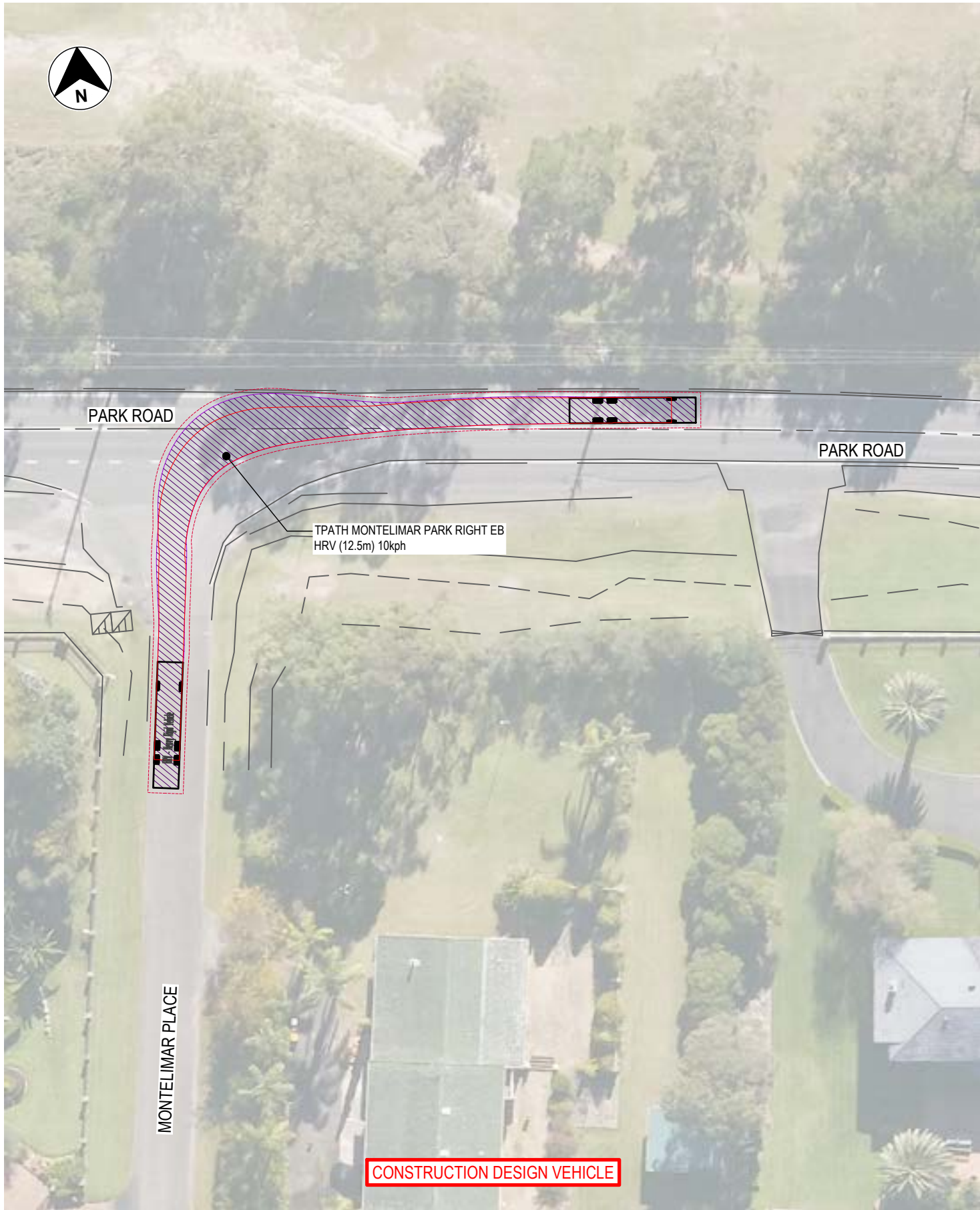
turnbull

0374-USCC-RD-SWEPT-PATHS-INFO-09-02

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PLOTTED BY: Mamada Telahashi ON: 23/10/2023 FILE LOCATION: C:\1905\data\TE-Cloud\0374-USCC-RD-SWEPT-PATHS-INFO-09.dwg



LEGEND

	SURVEY
	EXISTING SIGNPOST
	VEHICLE TURN PATH (COMPLIANT)
	VEHICLE TURN PATH (NON-COMPLIANT)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT

 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



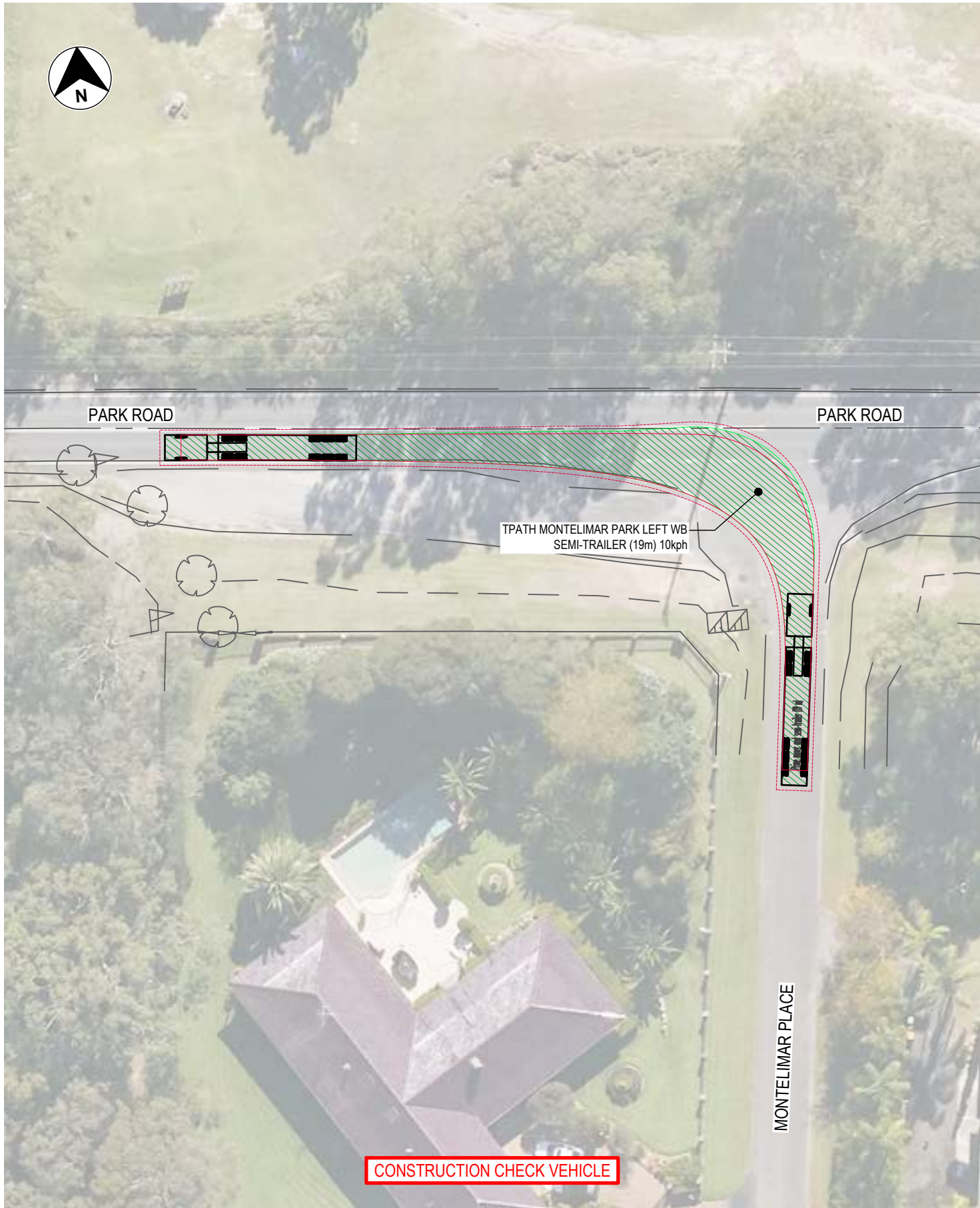
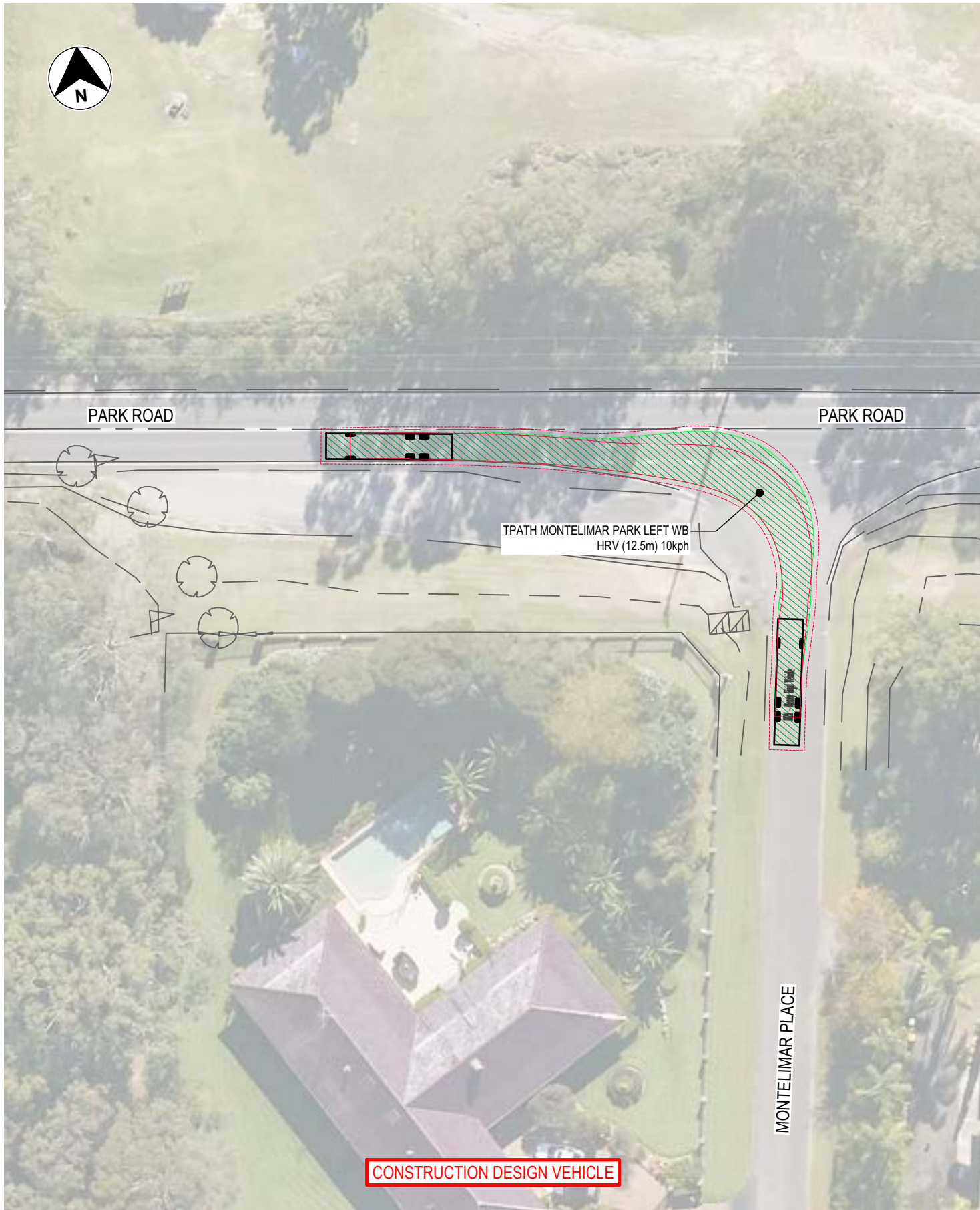
PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 PARK ROAD / MONTELMAR PLACE INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN

0374-USCC-RD-SWEPT-PATHS-INFO-09-03

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LEGEND

	SURVEY
	EXISTING SIGNPOST
	VEHICLE TURN PATH (COMPLIANT)
	VEHICLE TURN PATH (NON-COMPLIANT)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT

 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 PARK ROAD / MONTELIMAR PLACE INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

FOR INFORMATION ONLY



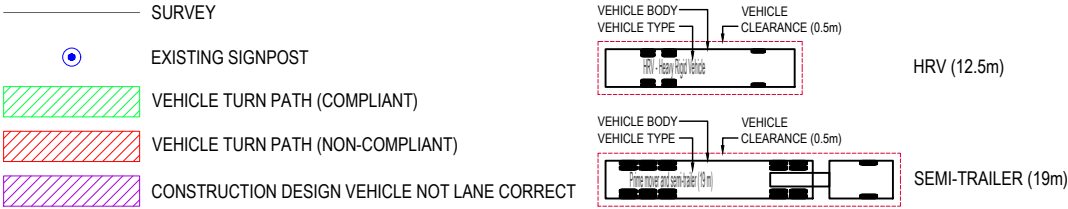
0374-USCC-RD-SWEPT-PATHS-INFO-09-04



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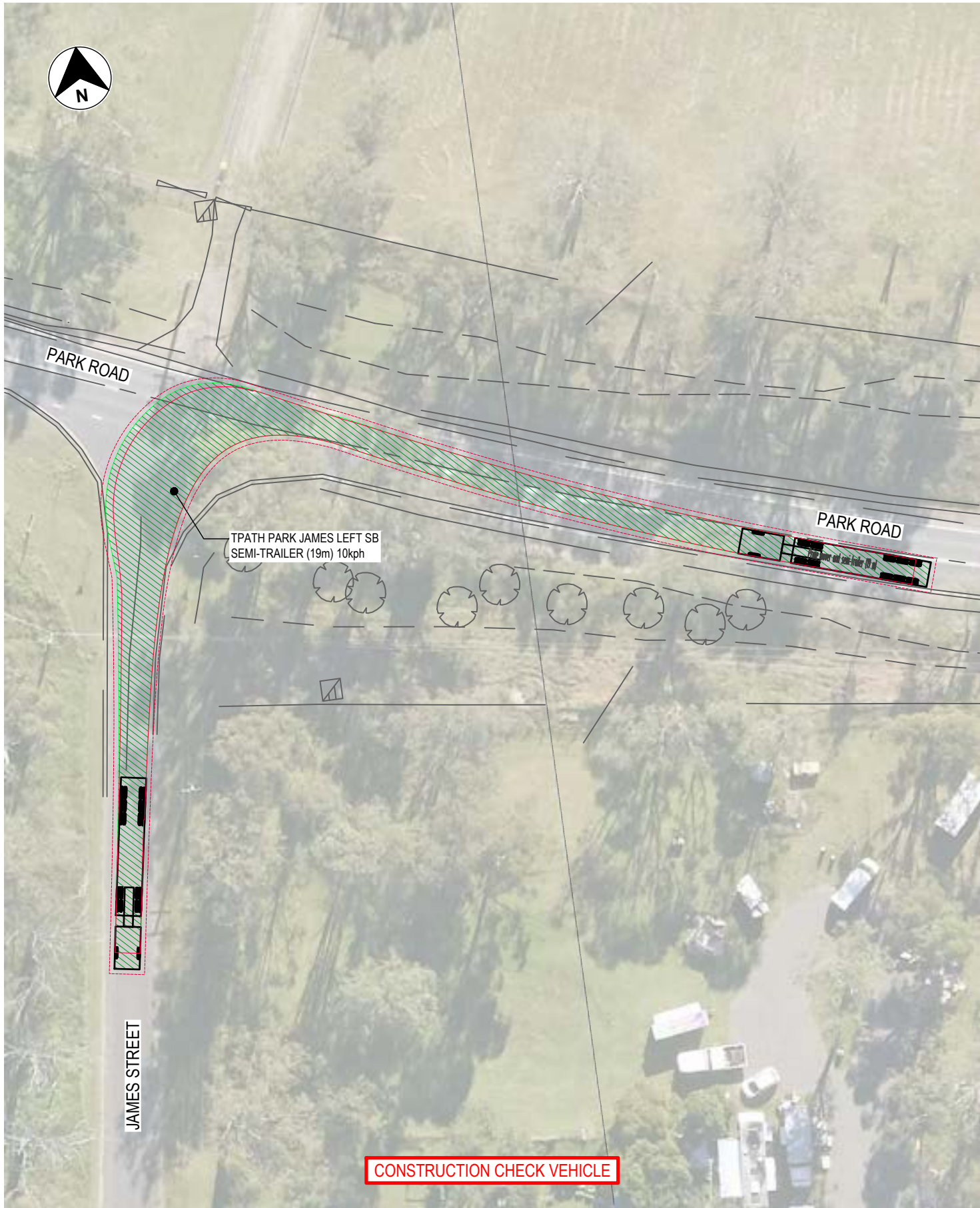


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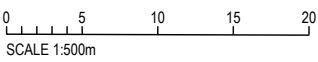


LEGEND

	SURVEY
	EXISTING SIGNPOST
	VEHICLE TURN PATH (COMPLIANT)
	VEHICLE TURN PATH (NON-COMPLIANT)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT

 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 PARK ROAD / JAMES STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

0374-USCC-RD-SWEPT-PATHS-INFO-10-02

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LEGEND

	SURVEY	
	EXISTING SIGNPOST	
	VEHICLE TURN PATH (COMPLIANT)	
	VEHICLE TURN PATH (NON-COMPLIANT)	
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT	

 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 PARK ROAD / JAMES STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN

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LEGEND

- SURVEY
  - EXISTING SIGNPOST
  - VEHICLE TURN PATH (COMPLIANT)
  - VEHICLE TURN PATH (NON-COMPLIANT)
  - CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT
- VEHICLE BODY  
VEHICLE TYPE  
VEHICLE CLEARANCE (0.5m)
- HRV (12.5m)
- VEHICLE BODY  
VEHICLE TYPE  
VEHICLE CLEARANCE (0.5m)
- SEMI-TRAILER (19m)

0 5 10 15 20  
SCALE 1:500m

PENRITH / FAIRFIELD CITY COUNCIL  
UPPER SOUTH CREEK  
ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
PARK ROAD / JAMES STREET INTERSECTION  
CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

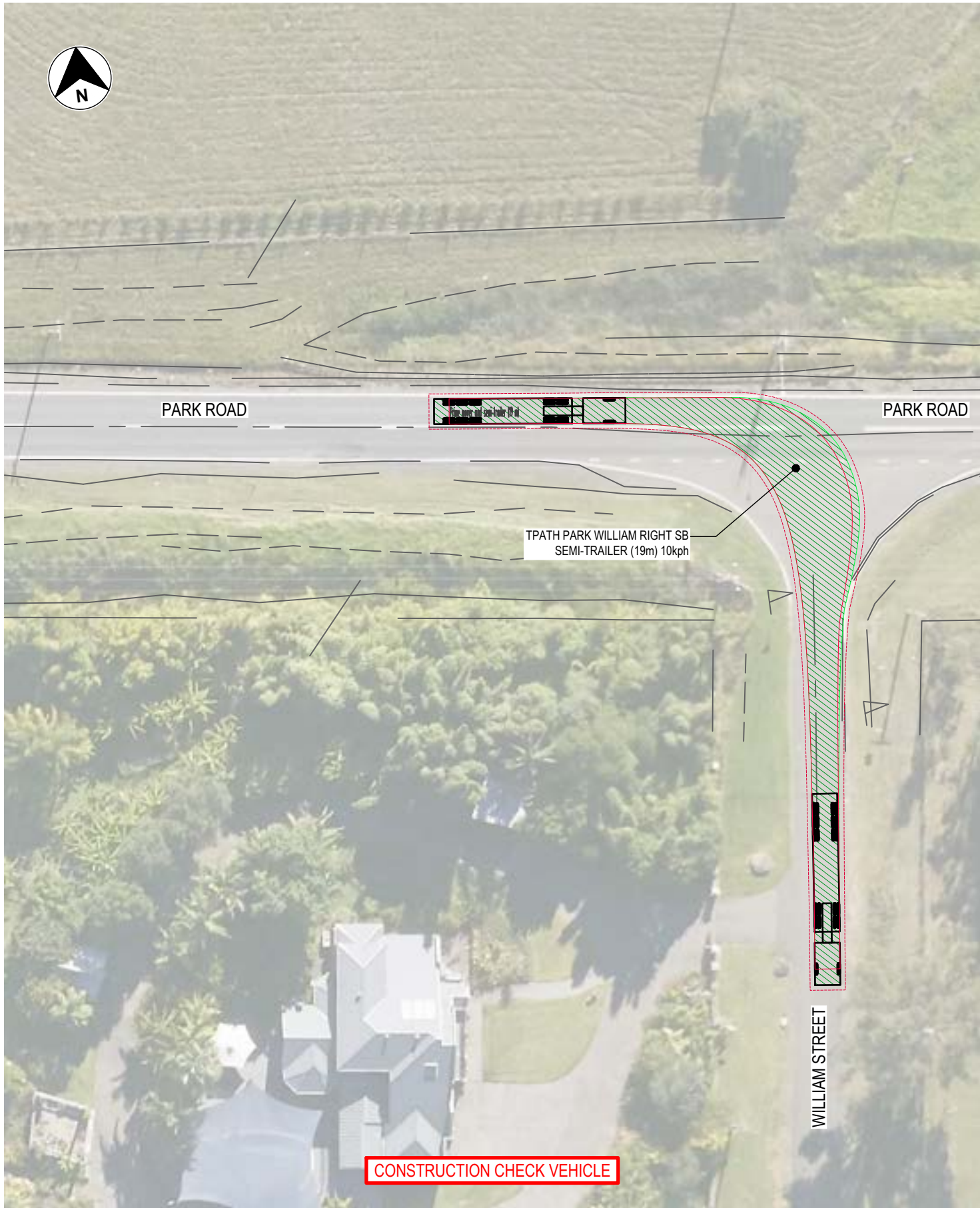
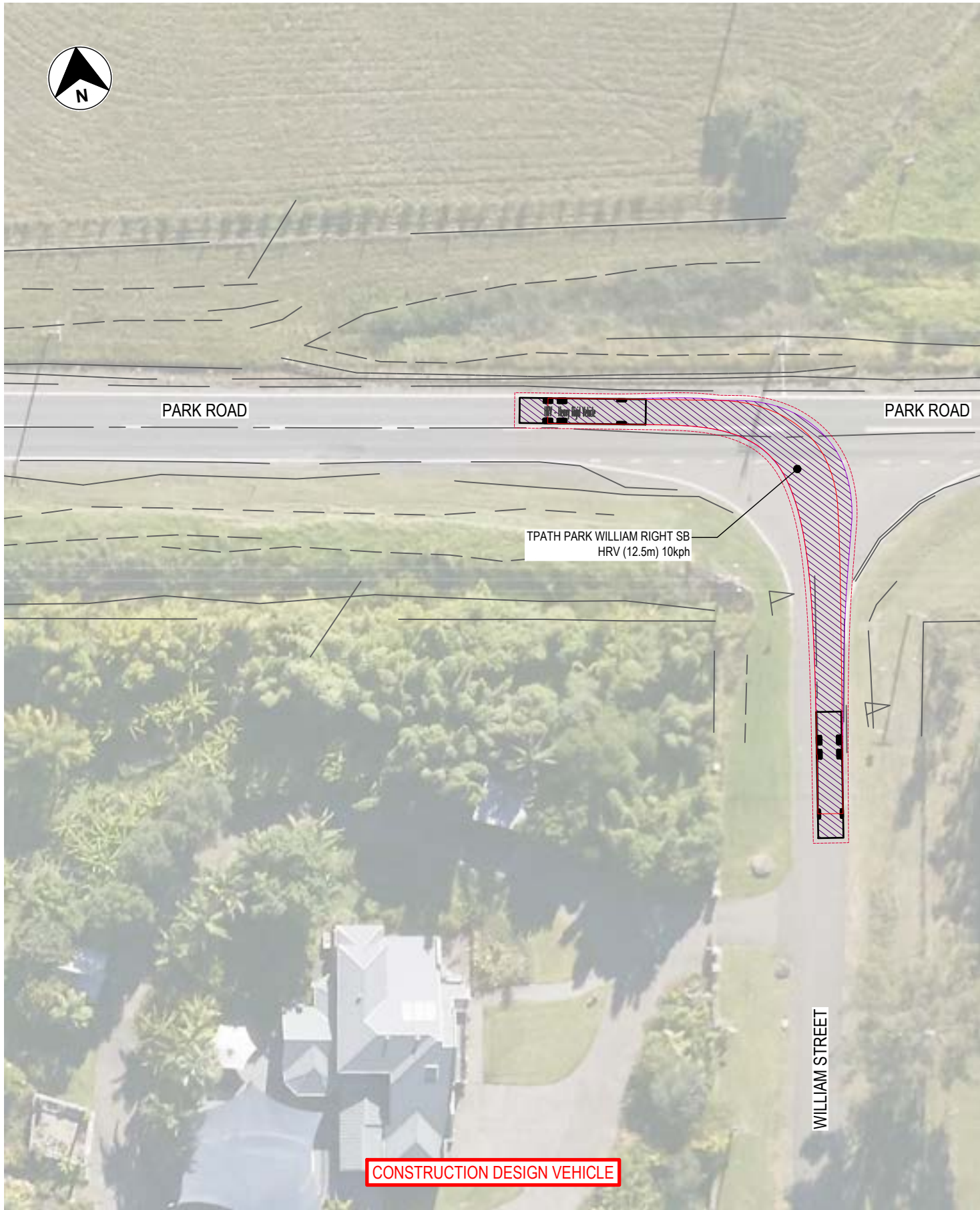
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LEGEND

	SURVEY
	EXISTING SIGNPOST
	VEHICLE TURN PATH (COMPLIANT)
	VEHICLE TURN PATH (NON-COMPLIANT)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT

 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



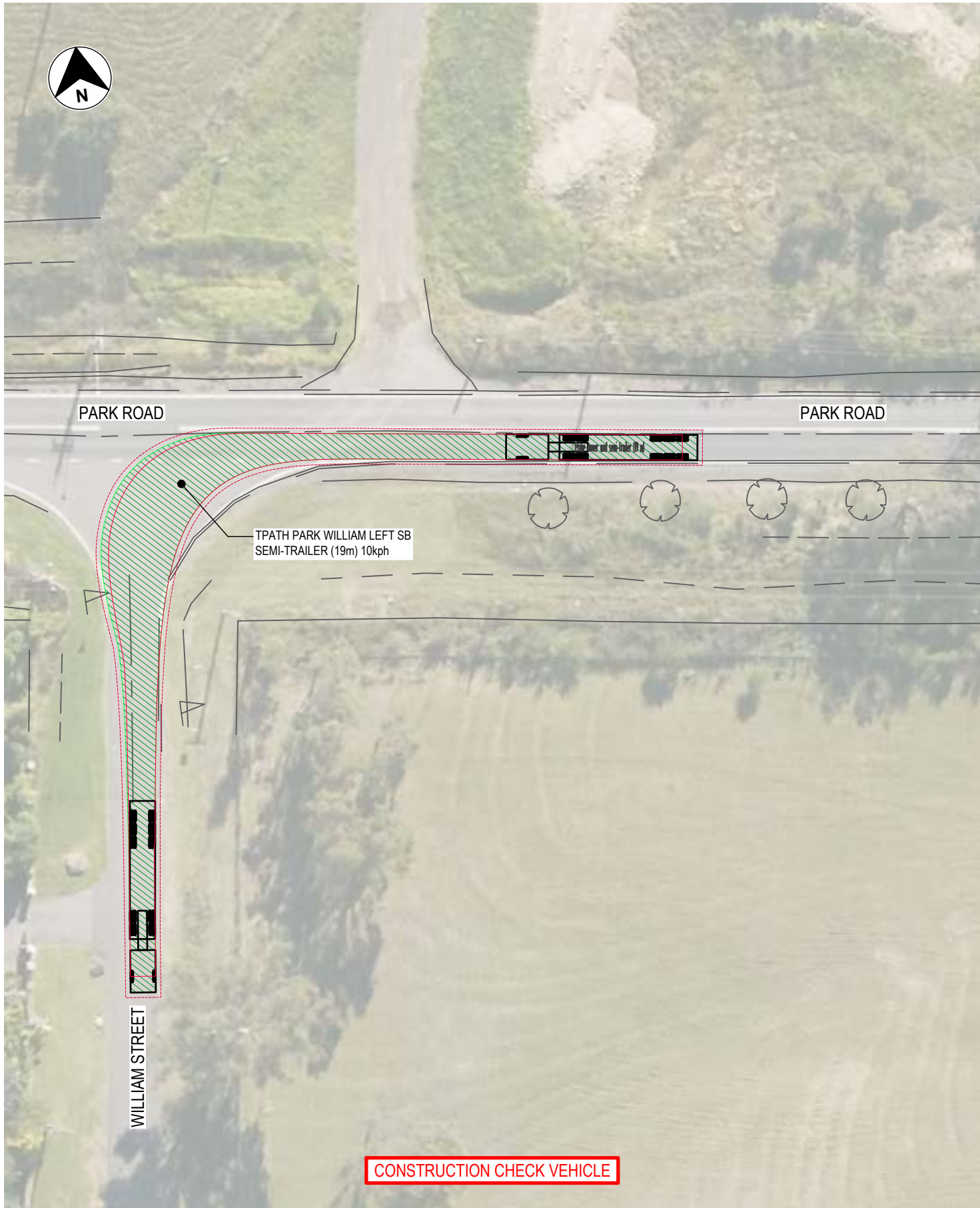
PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 PARK ROAD / WILLIAM STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN

0374-USCC-RD-SWEPT-PATHS-INFO-11-01

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LEGEND

	SURVEY		
	EXISTING SIGNPOST		
	VEHICLE TURN PATH (COMPLIANT)	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
	VEHICLE TURN PATH (NON-COMPLIANT)		
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



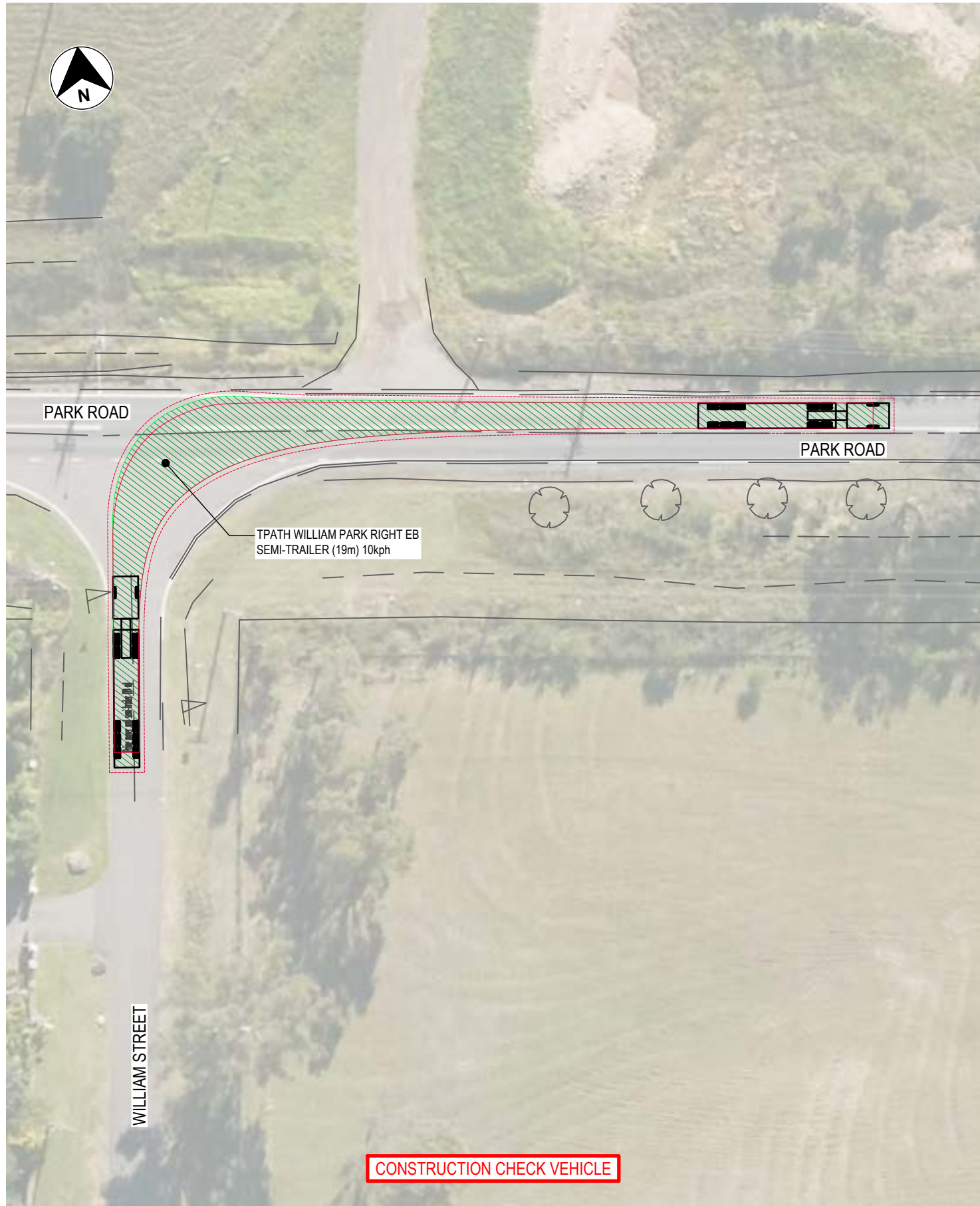
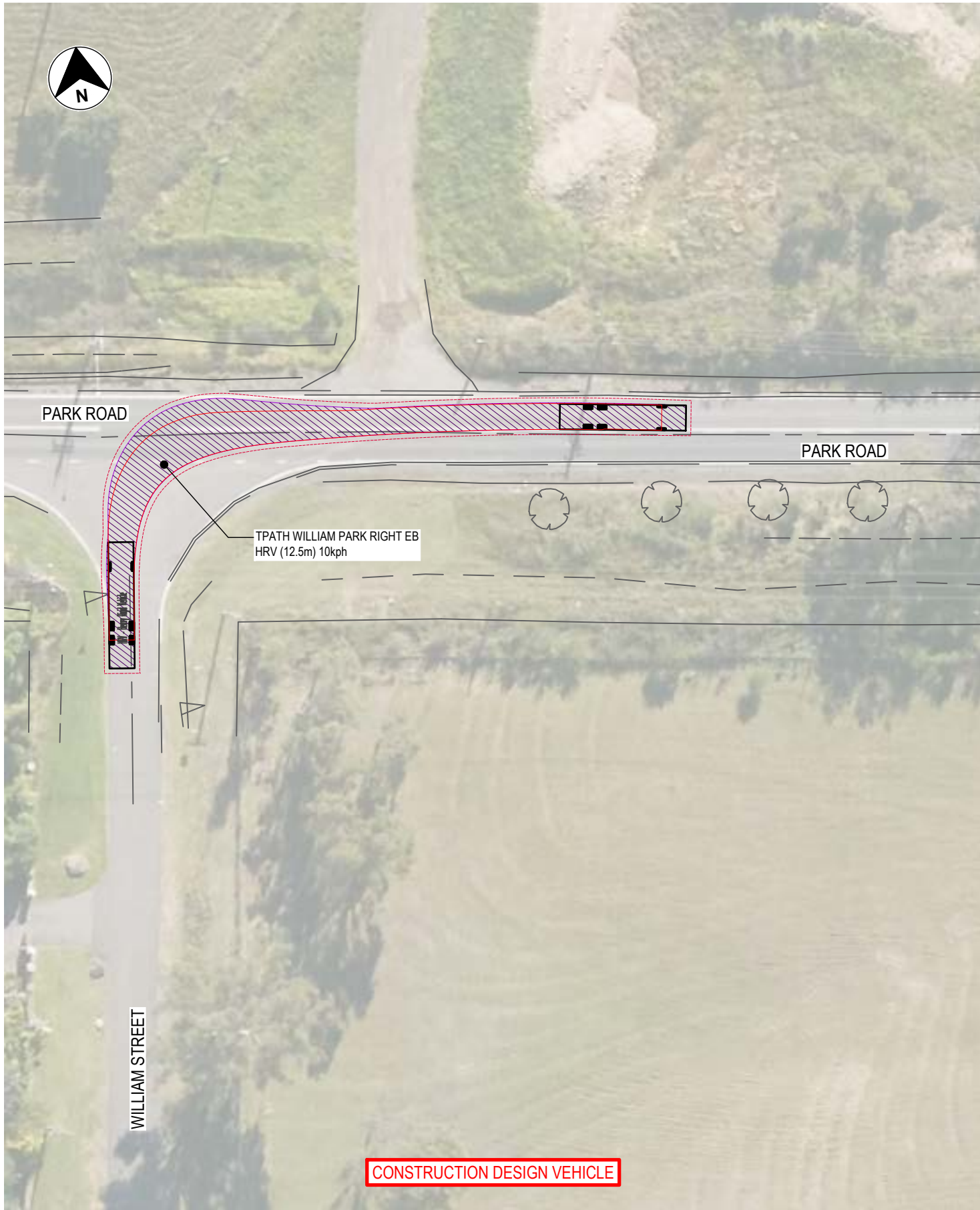
PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 PARK ROAD / WILLIAM STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

FOR INFORMATION ONLY

0374-USCC-RD-SWEPT-PATHS-INFO-11-02



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 CAD Sketches\0374-USCC-RD-SWEPT-PATHS-INFO-11.dwg



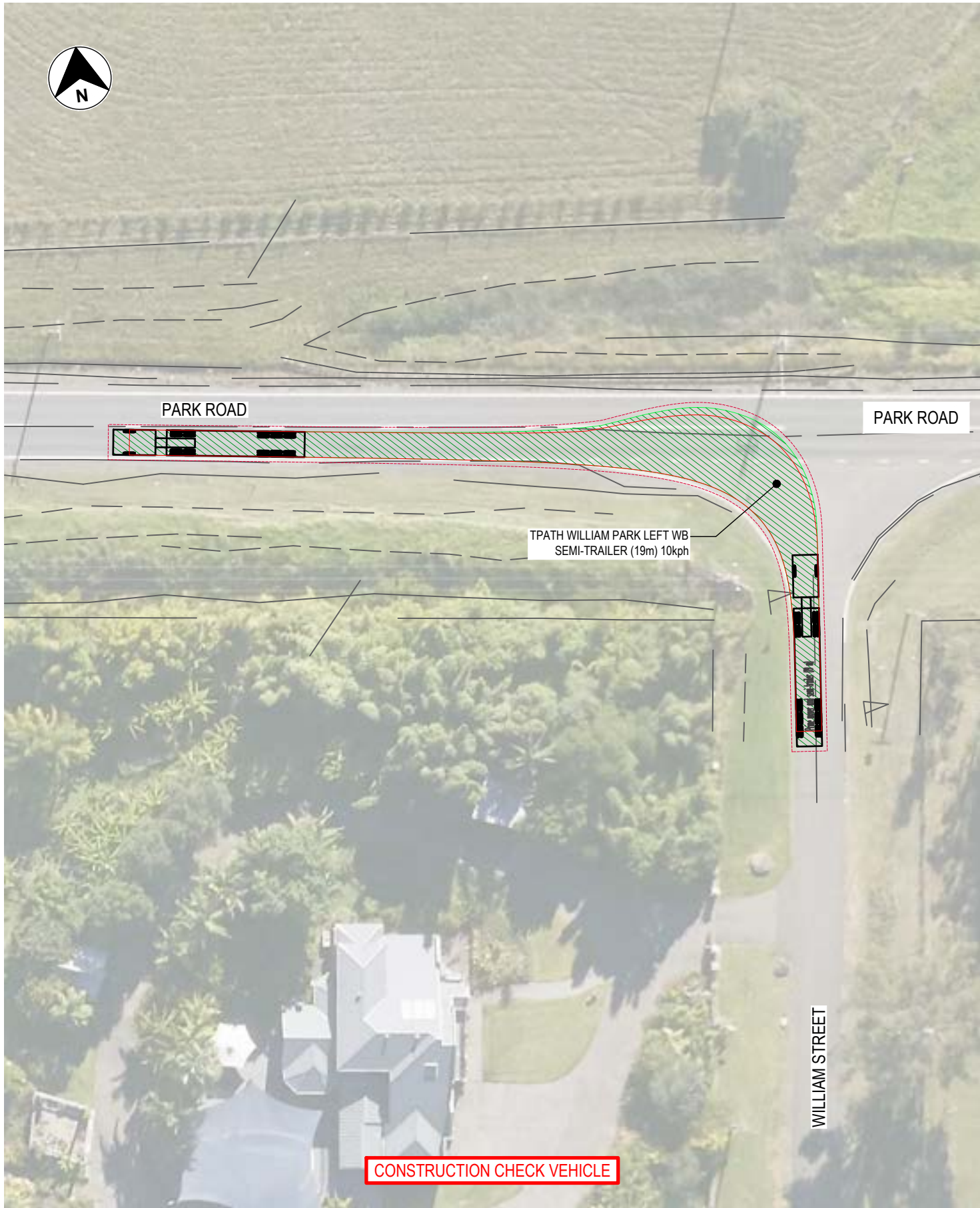
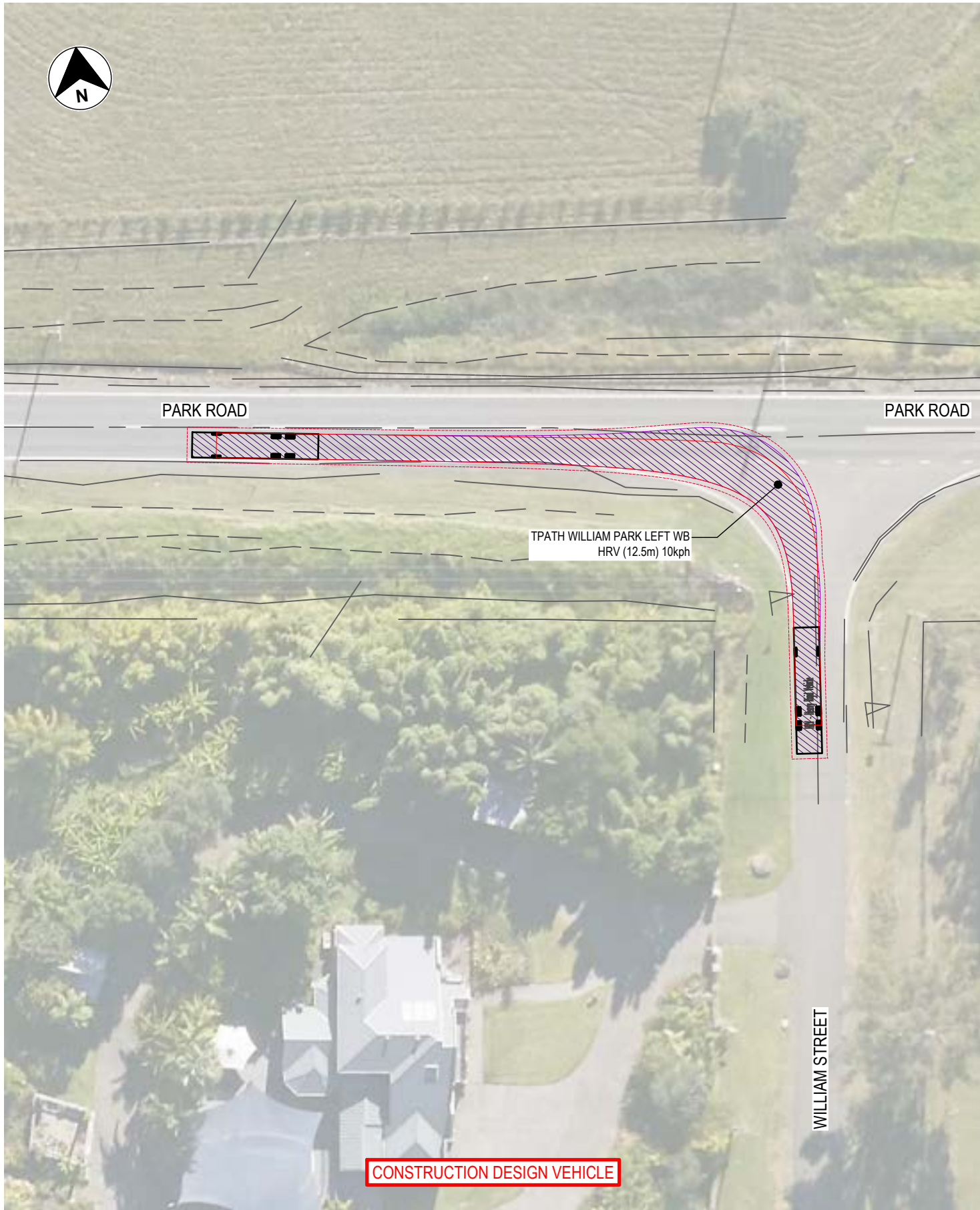
LEGEND

—	SURVEY
●	EXISTING SIGNPOST
▨	VEHICLE TURN PATH (COMPLIANT)
▨	VEHICLE TURN PATH (NON-COMPLIANT)
▨	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT
<div>VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)</div>	HRV (12.5m)
<div>VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)</div>	SEMI-TRAILER (19m)





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LEGEND

	SURVEY
	EXISTING SIGNPOST
	VEHICLE TURN PATH (COMPLIANT)
	VEHICLE TURN PATH (NON-COMPLIANT)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT

 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



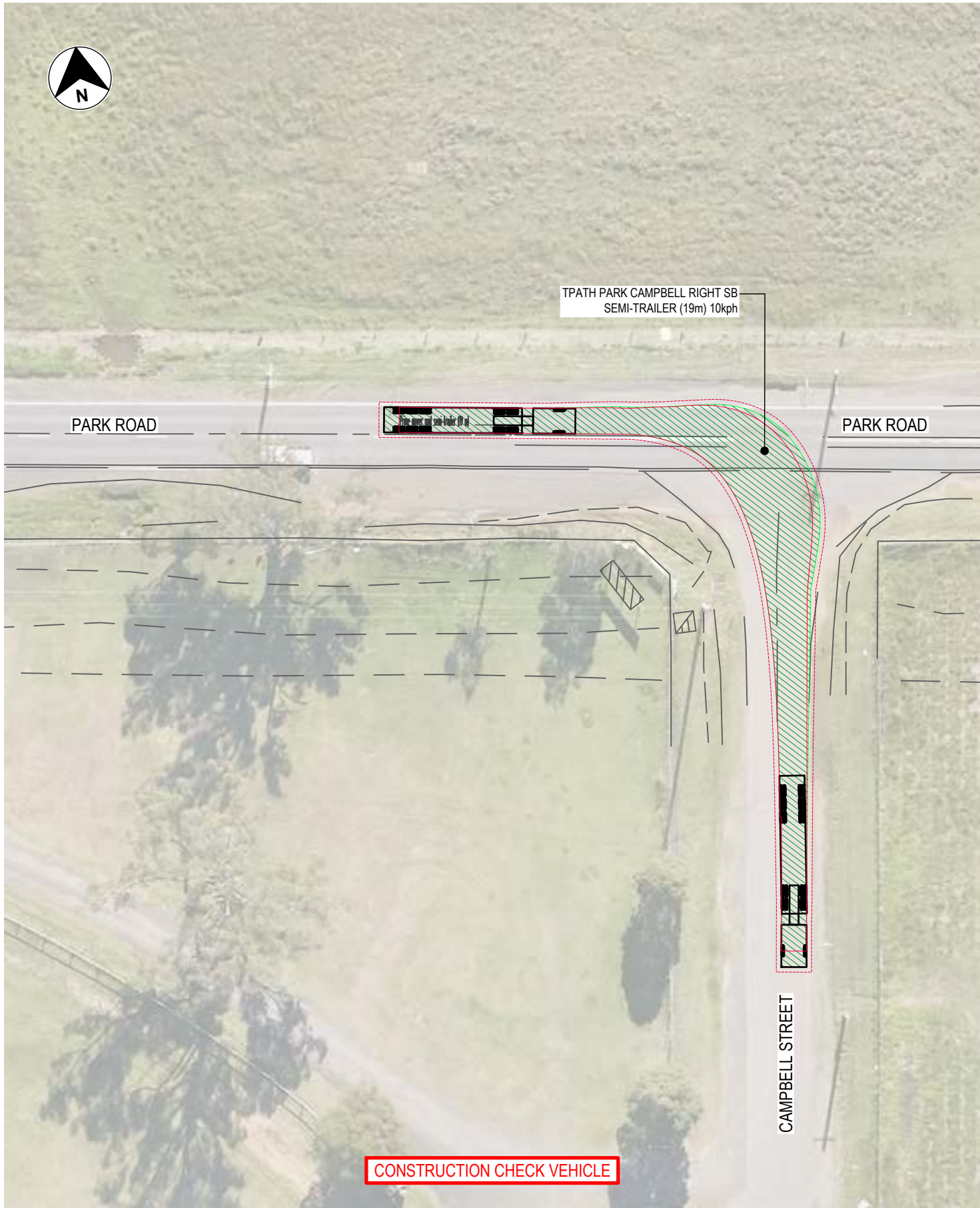
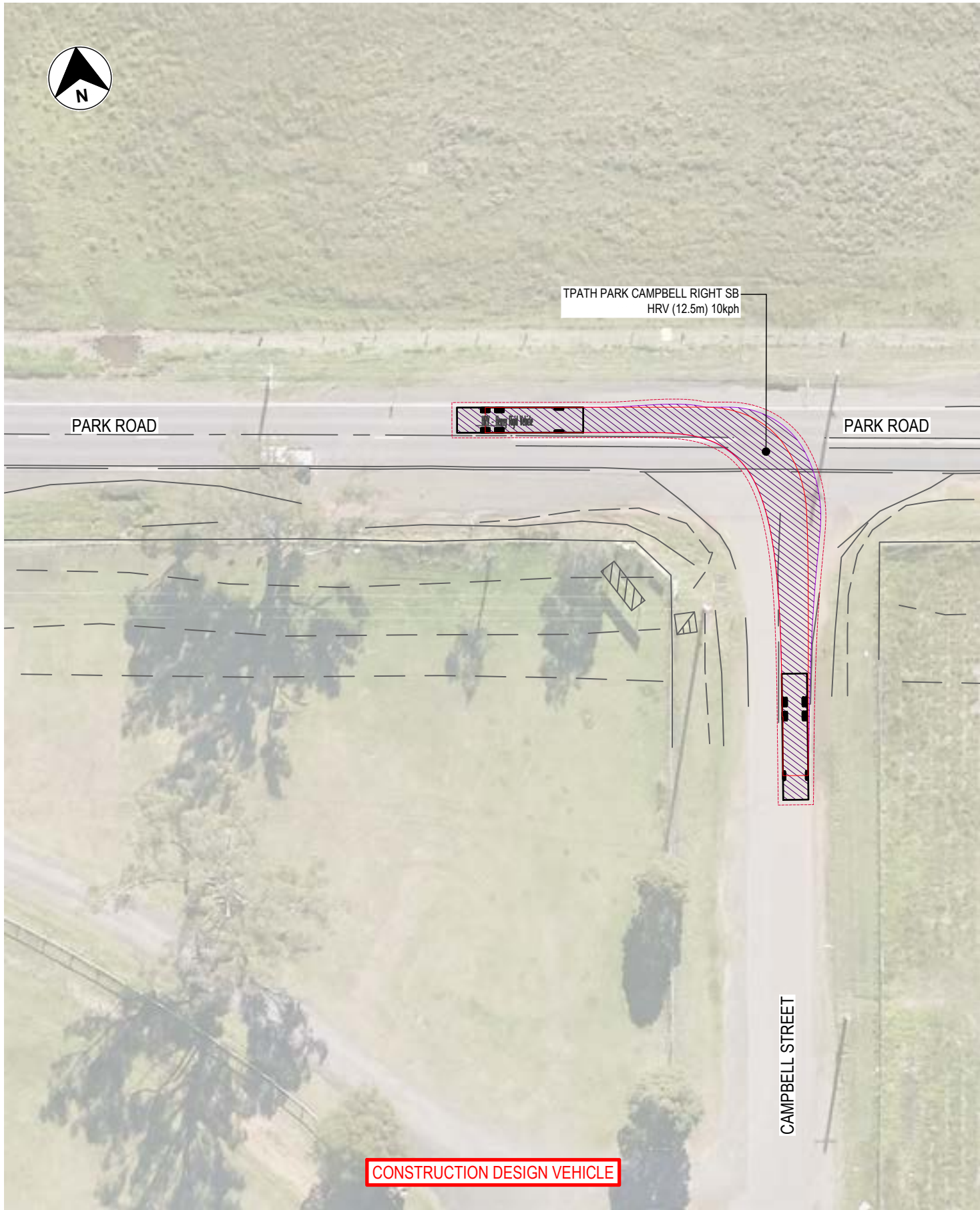
PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 PARK ROAD / WILLIAM STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

0374-USCC-RD-SWEPT-PATHS-INFO-11-04

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LEGEND

	SURVEY
	EXISTING SIGNPOST
	VEHICLE TURN PATH (COMPLIANT)
	VEHICLE TURN PATH (NON-COMPLIANT)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT

 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



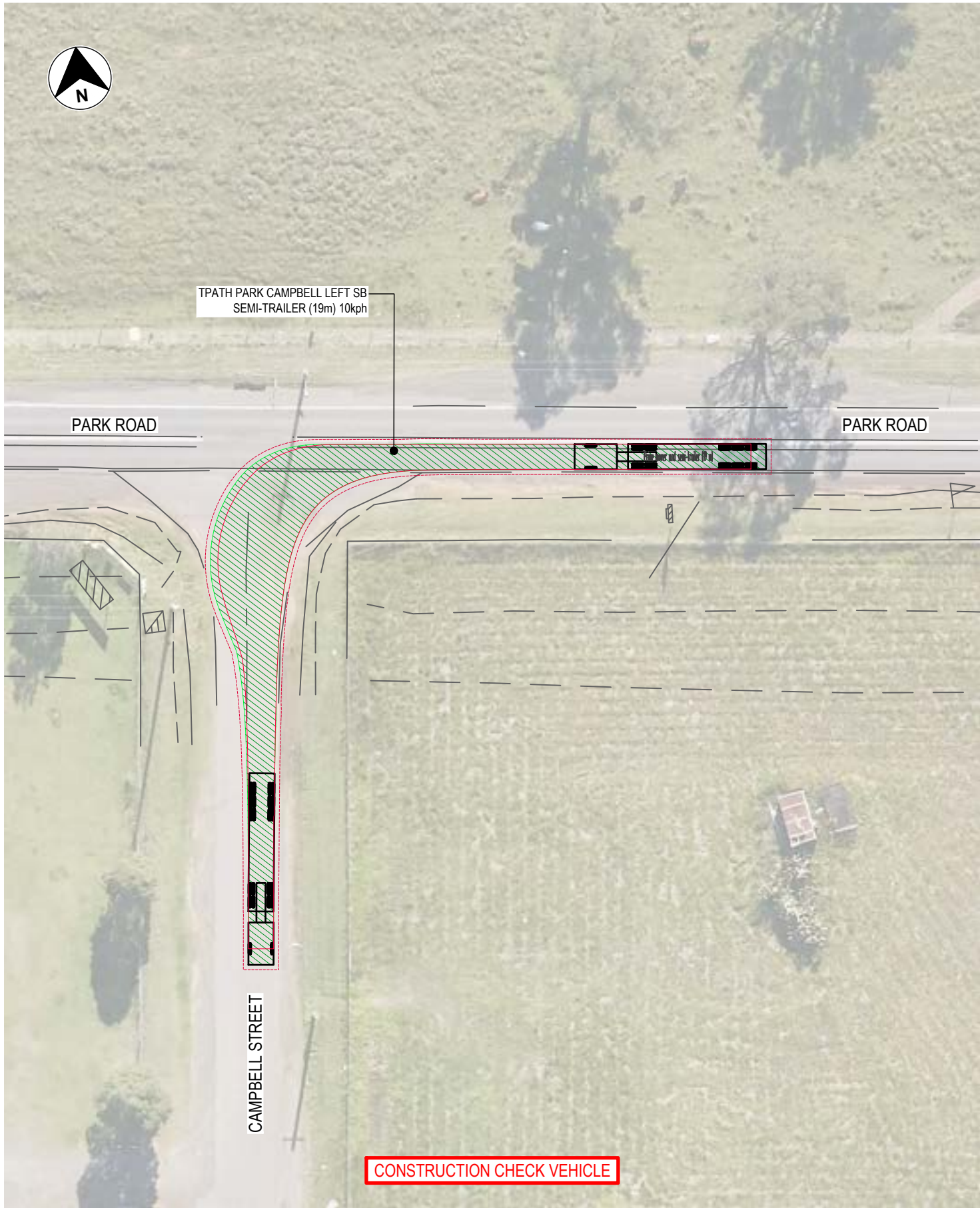
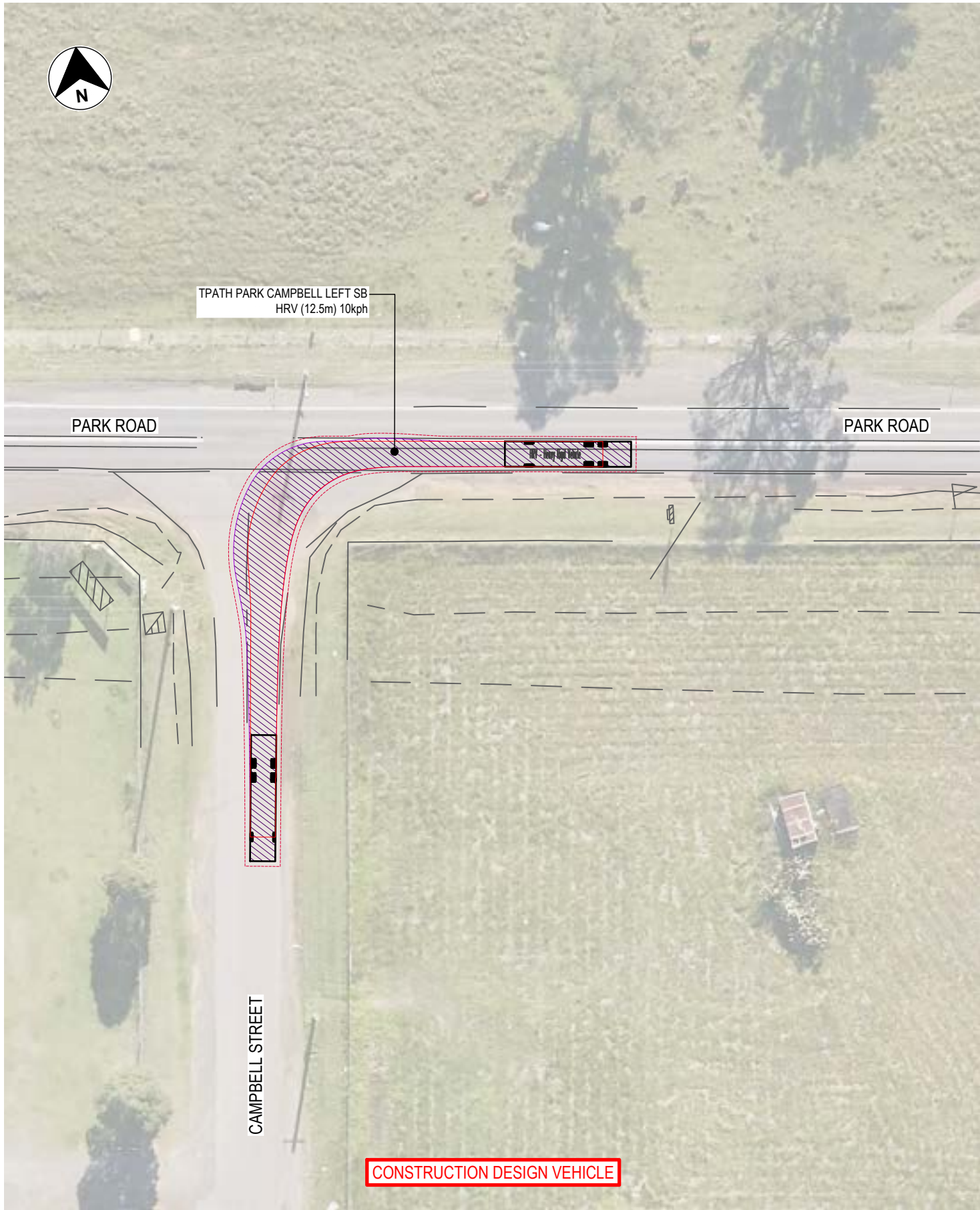
PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 PARK ROAD / CAMPBELL STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN

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LEGEND

—

SURVEY

●

EXISTING SIGNPOST

VEHICLE TURN PATH (COMPLIANT)

VEHICLE TURN PATH (NON-COMPLIANT)

CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT

VEHICLE BODY

VEHICLE TYPE

VEHICLE

CLEARANCE (0.5m)

VEHICLE BODY

VEHICLE TYPE

VEHICLE

CLEARANCE (0.5m)

HRV (12.5m)

SEMI-TRAILER (19m)



PENRITH / FAIRFIELD CITY COUNCIL

UPPER SOUTH CREEK

ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE

PARK ROAD / CAMPBELL STREET INTERSECTION

CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

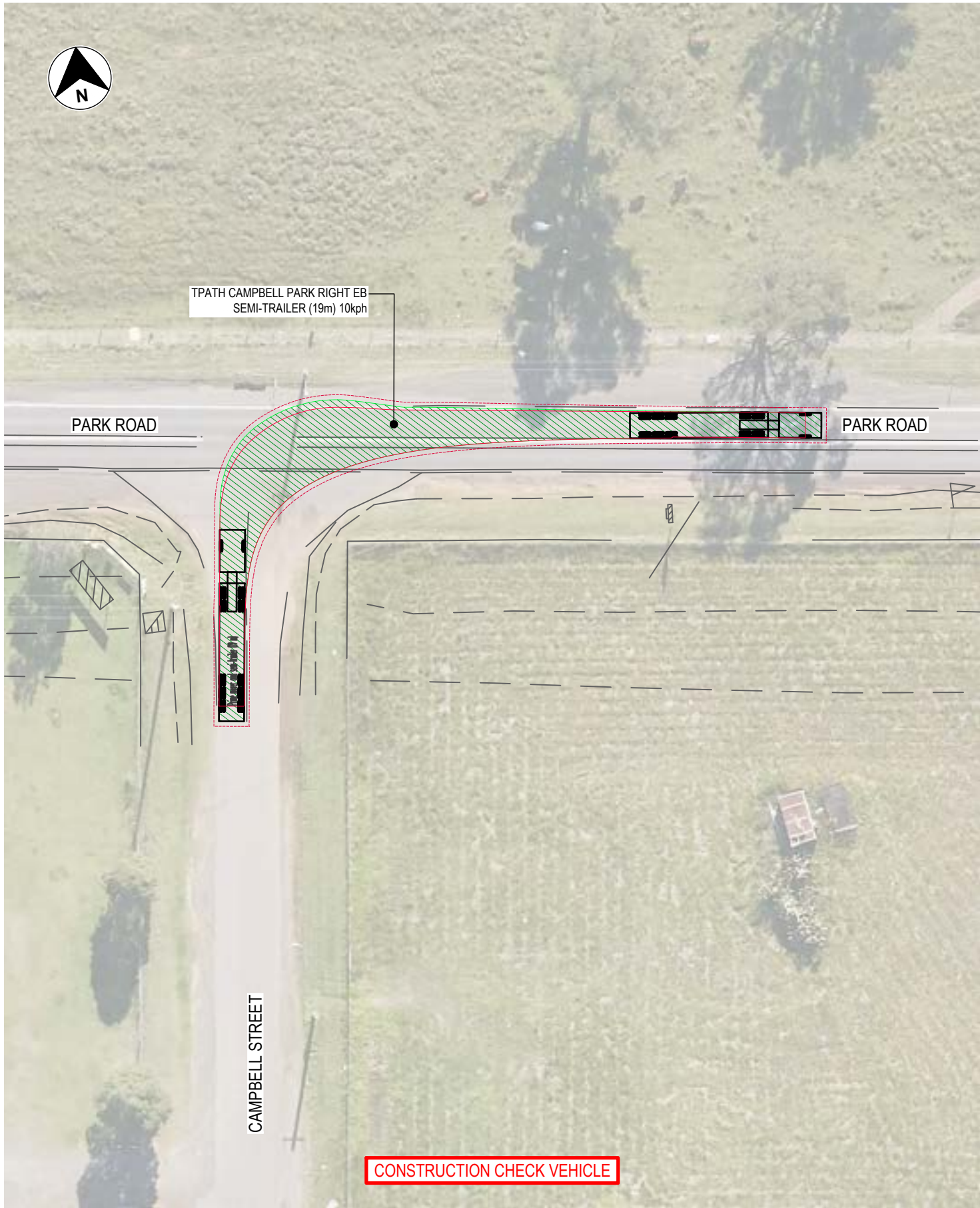
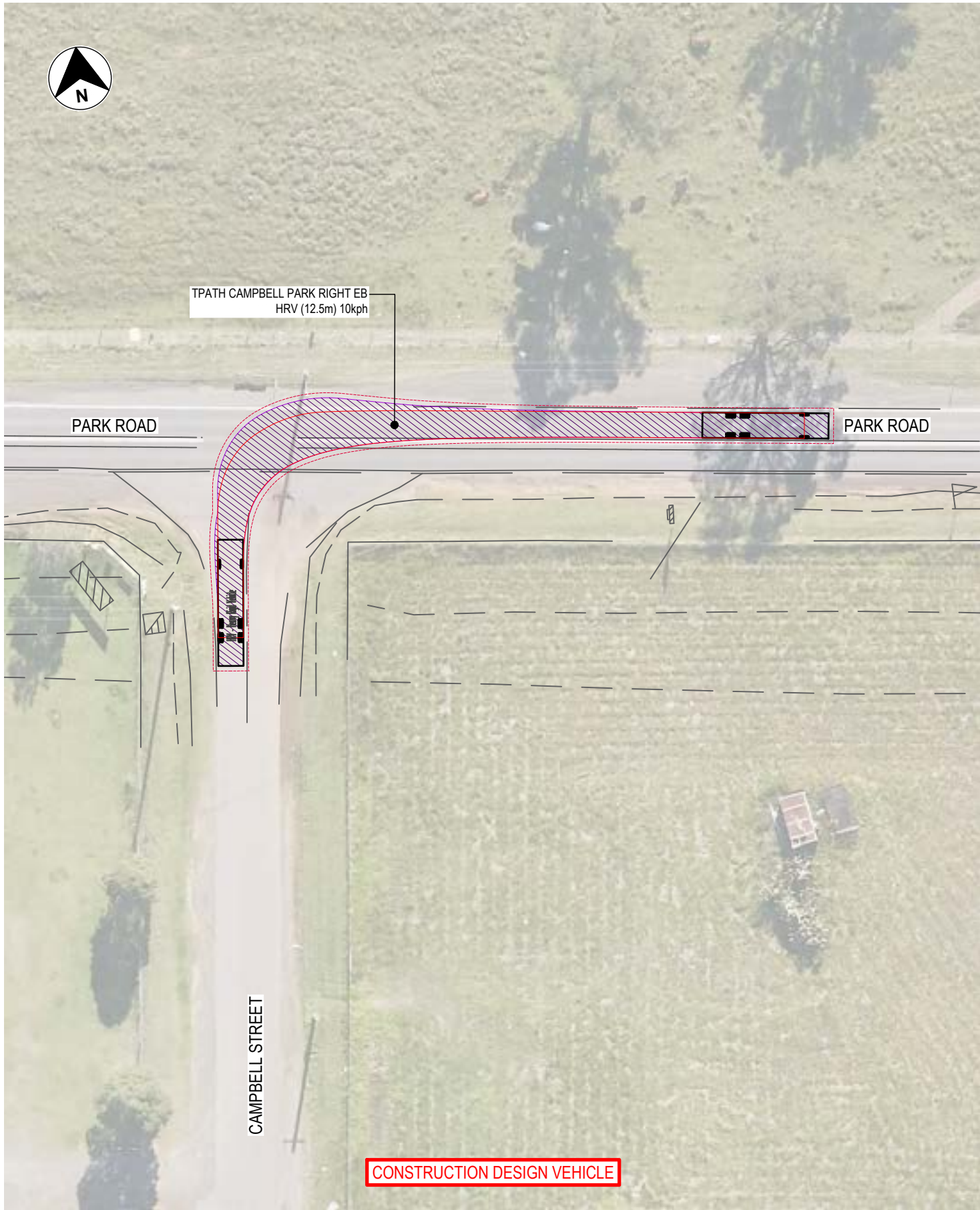
0374-USCC-RD-SWEPT-PATHS-INFO-12-02

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LEGEND
 

- SURVEY
- EXISTING SIGNPOST
- ▨ VEHICLE TURN PATH (COMPLIANT)
- ▨ VEHICLE TURN PATH (NON-COMPLIANT)
- ▨ CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT

VEHICLE BODY  
 VEHICLE TYPE  
 HRV (12.5m)

VEHICLE  
 CLEARANCE (0.5m)

VEHICLE BODY  
 VEHICLE TYPE  
 SEMI-TRAILER (19m)

VEHICLE  
 CLEARANCE (0.5m)

0 5 10 15 20  
 SCALE 1:500m

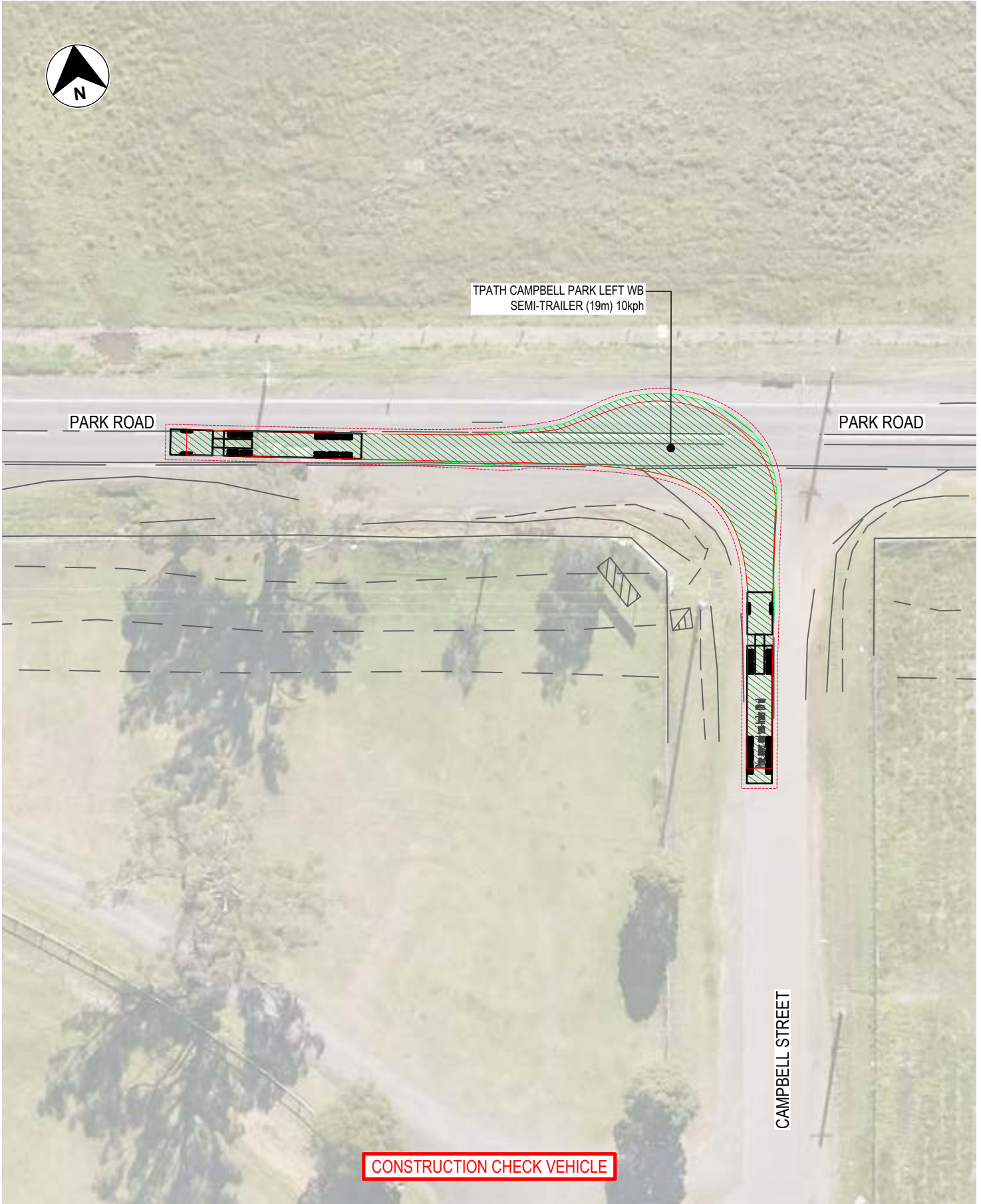
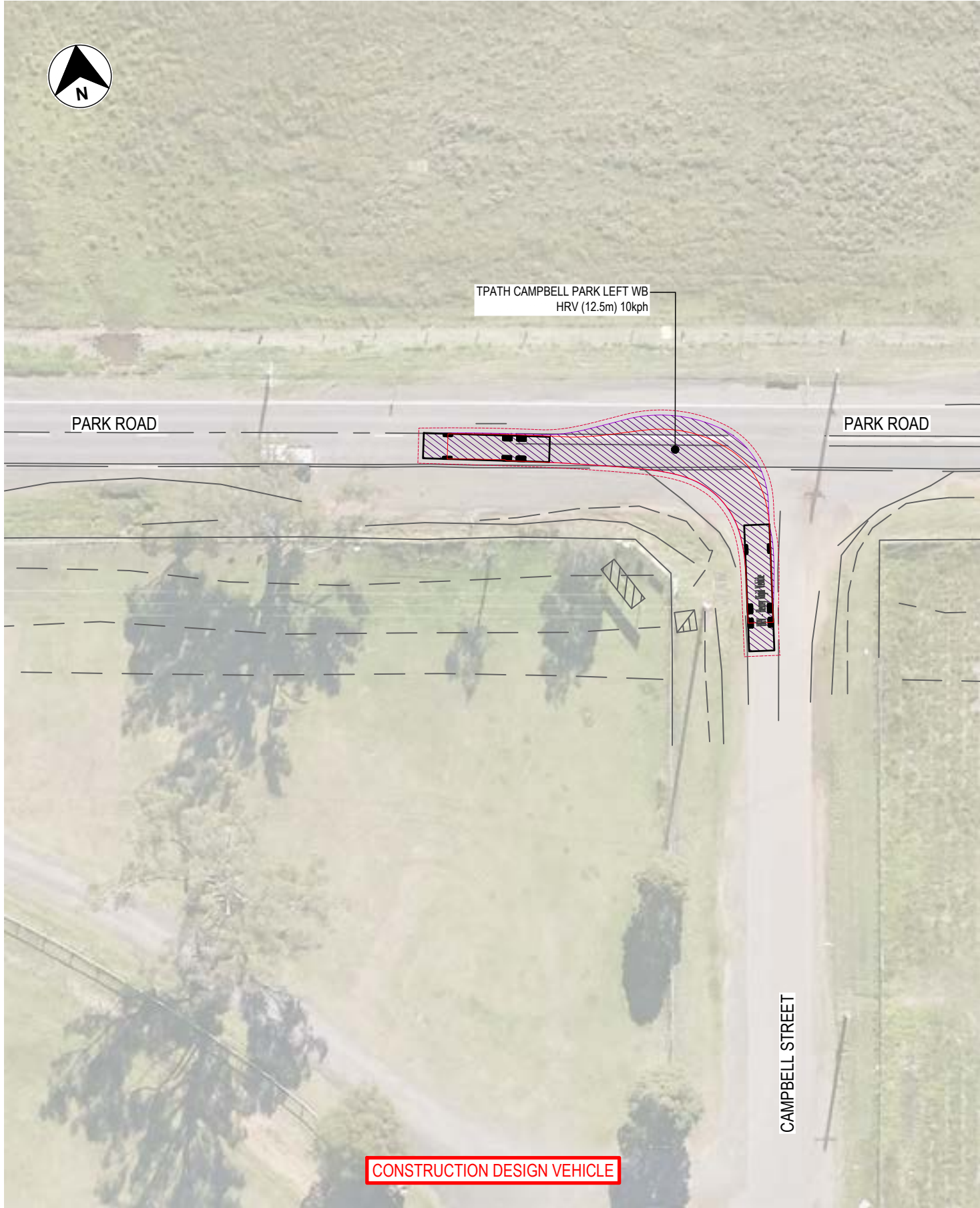
PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 PARK ROAD / CAMPBELL STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN

0374-USCC-RD-SWEPT-PATHS-INFO-12-03

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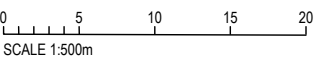


LEGEND

	SURVEY
	EXISTING SIGNPOST
	VEHICLE TURN PATH (COMPLIANT)
	VEHICLE TURN PATH (NON-COMPLIANT)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT

 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 PARK ROAD / CAMPBELL STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

0374-USCC-RD-SWEPT-PATHS-INFO-12-04

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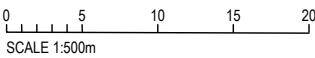


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LEGEND

	SURVEY
	EXISTING SIGNPOST
	VEHICLE TURN PATH (COMPLIANT)
	VEHICLE TURN PATH (NON-COMPLIANT)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT
<div> <div>VEHICLE BODY</div> <div>VEHICLE TYPE</div> </div> <div>VEHICLE CLEARANCE (0.5m)</div>	HRV (12.5m)
<div> <div>VEHICLE BODY</div> <div>VEHICLE TYPE</div> </div> <div>VEHICLE CLEARANCE (0.5m)</div>	SEMI-TRAILER (19m)



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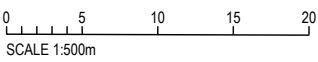


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LEGEND

	SURVEY		
	EXISTING SIGNPOST		
	VEHICLE TURN PATH (COMPLIANT)	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
	VEHICLE TURN PATH (NON-COMPLIANT)		
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)

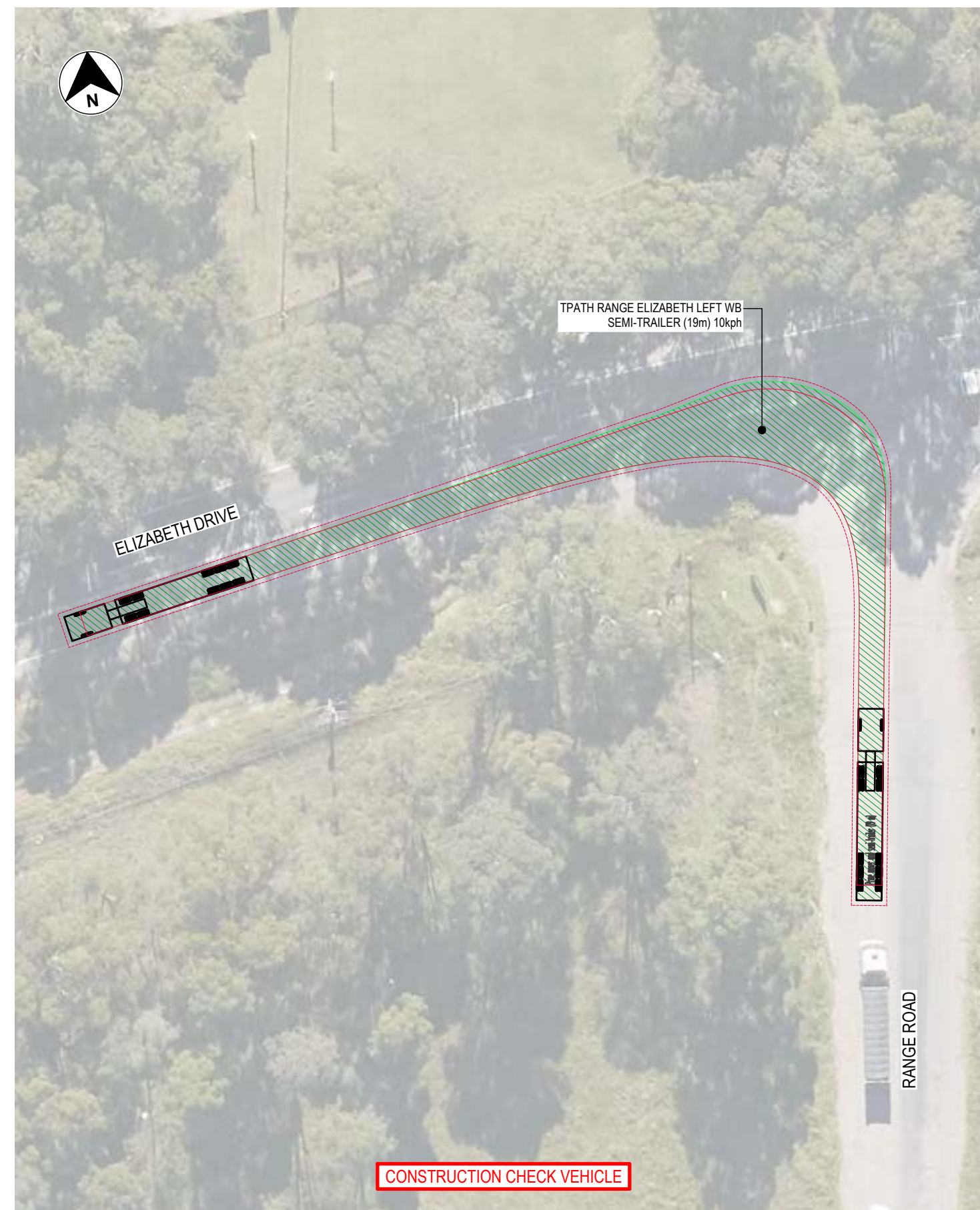


PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 ELIZABETH DRIVE / RANGE ROAD INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN







0374-USCC-RD-SWEPT-PATHS-INFO-13-02

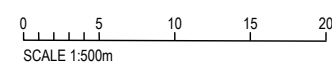
FOR INFORMATION ONLY





## LEGEND

- |  |  |  |
|--|--|--|
|  | SURVEY                                       |  |
|  | EXISTING SIGNPOST                            |  |
|  | VEHICLE TURN PATH (COMPLIANT)                |  |
|  | VEHICLE TURN PATH (NON-COMPLIANT)            |  |
|  | CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT |  |
- 
- |  |   |
|--|---|
|  | VEHICLE BODY<br>VEHICLE TYPE<br>VEHICLE CLEARANCE (0.5m)<br>HRV - Heavy Road Vehicle<br>HRV (12.5m) |
|  | VEHICLE BODY<br>VEHICLE TYPE<br>VEHICLE CLEARANCE (0.5m)<br>Semi-Trailer (19m)                      |



PENRITH / FAIRFIELD CITY COUNCIL  
UPPER SOUTH CREEK  
ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
ELIZABETH DRIVE / RANGE ROAD INTERSECTION  
CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

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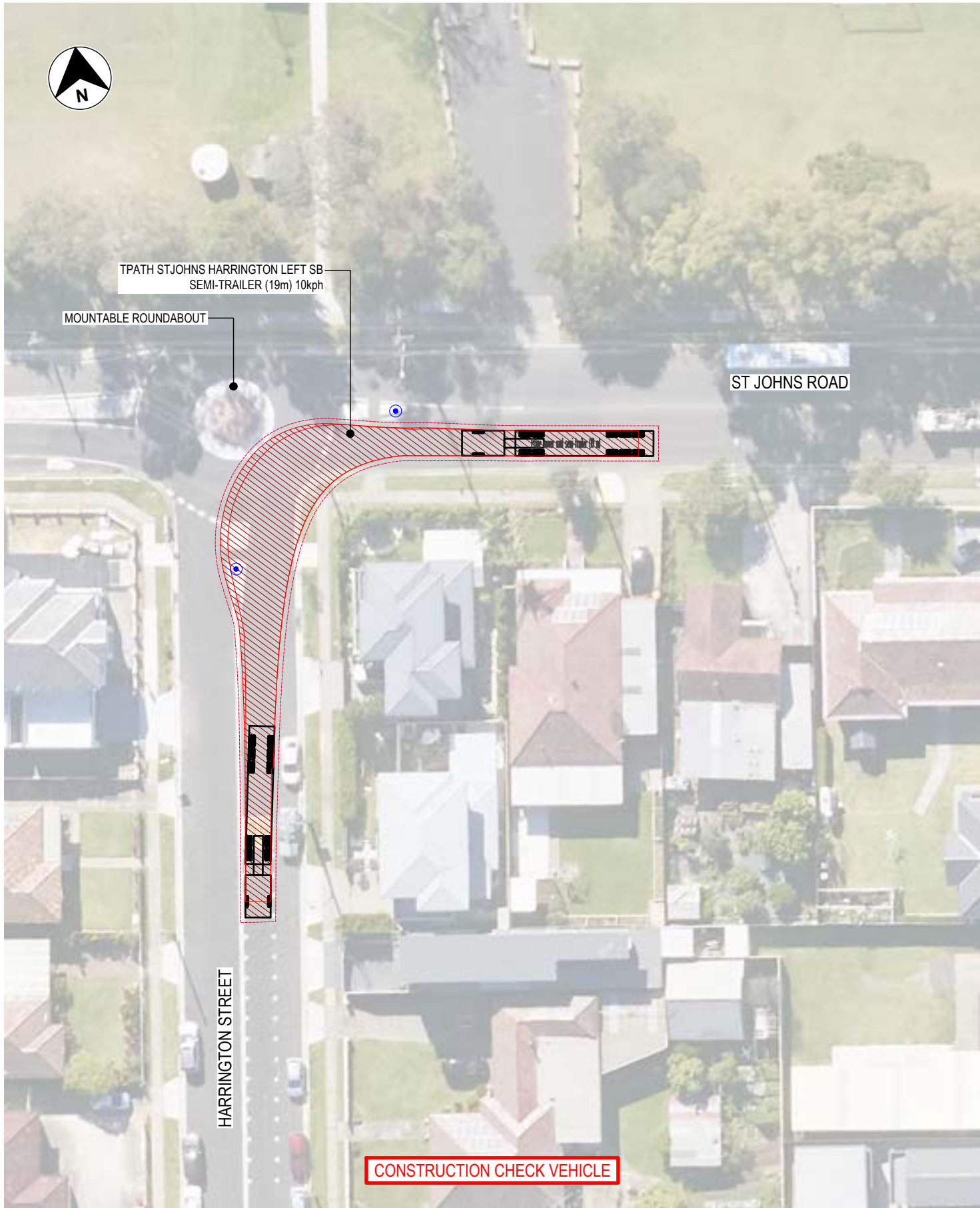
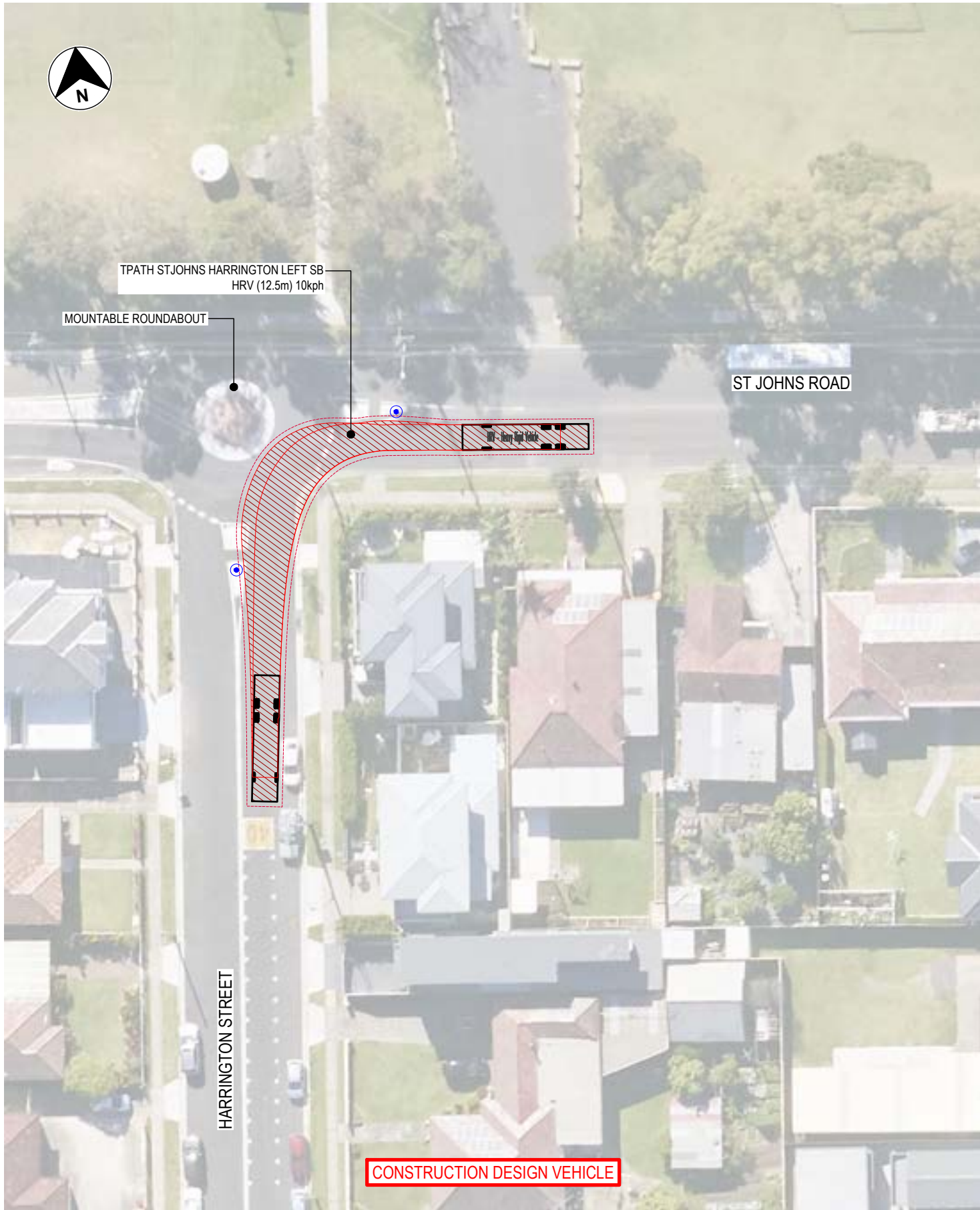


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LEGEND

	SURVEY		
	EXISTING SIGNPOST		
	VEHICLE TURN PATH (COMPLIANT)	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
	VEHICLE TURN PATH (NON-COMPLIANT)	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT		



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 HARRINGTON STREET / ST JOHNS ROAD INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

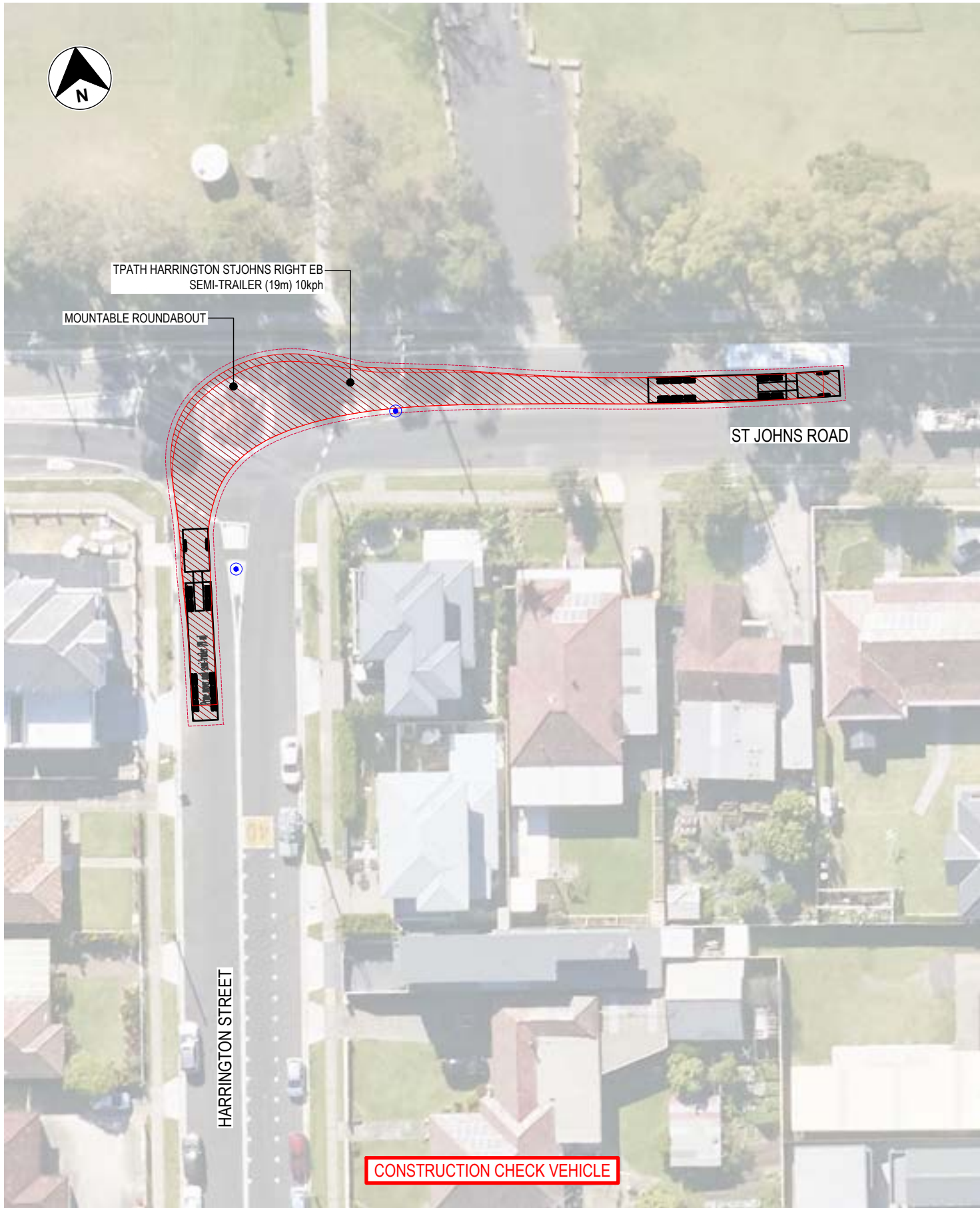
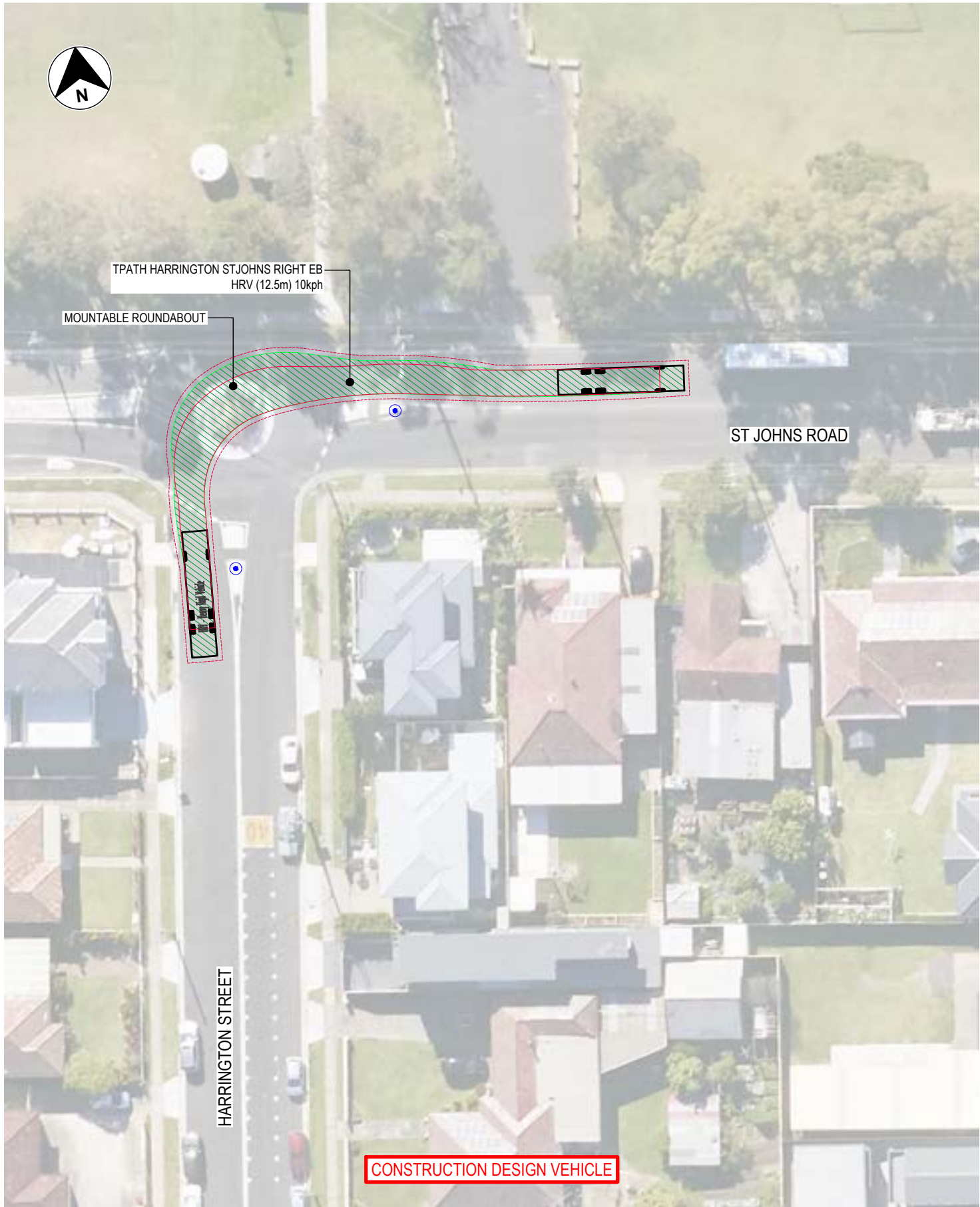
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LEGEND

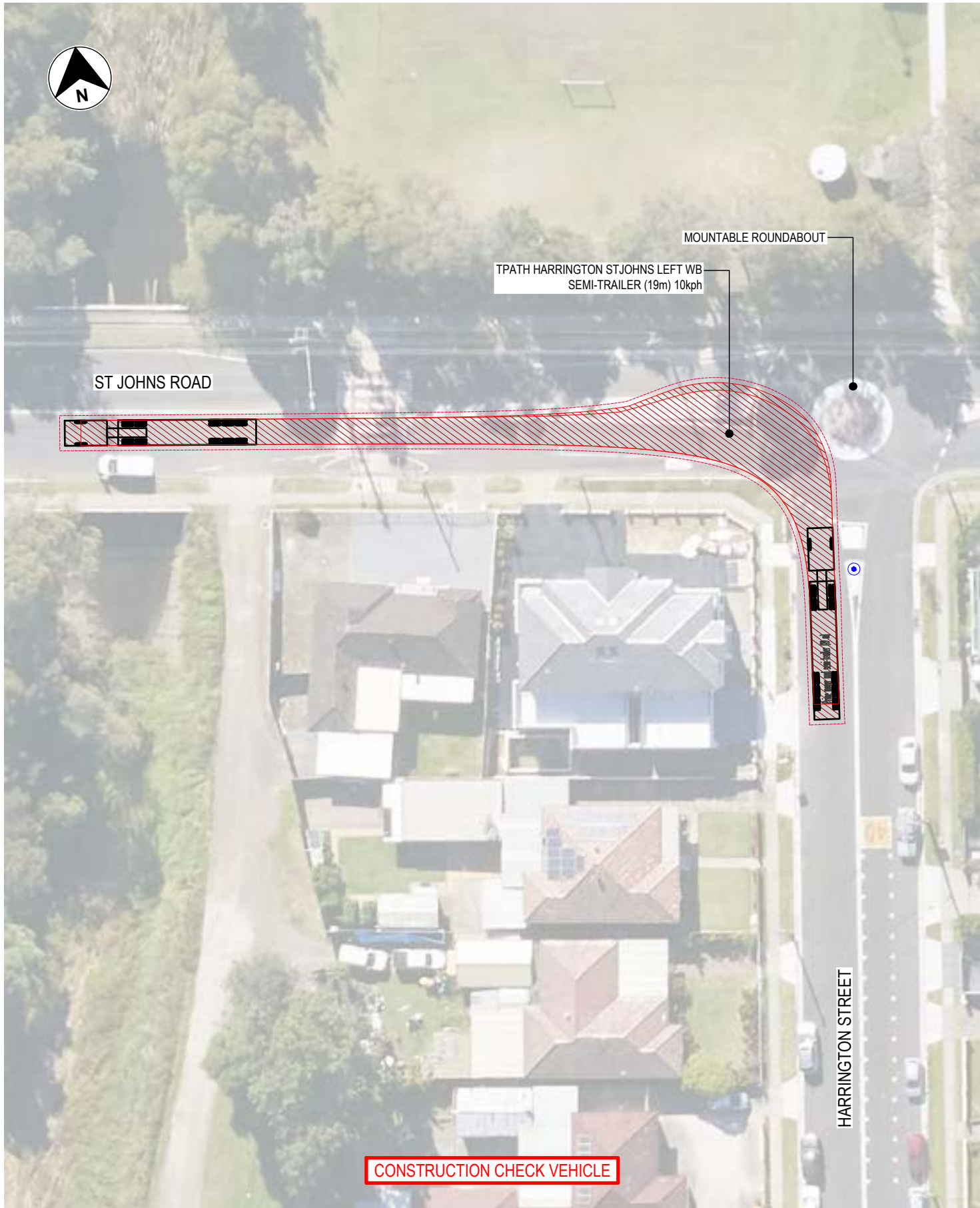
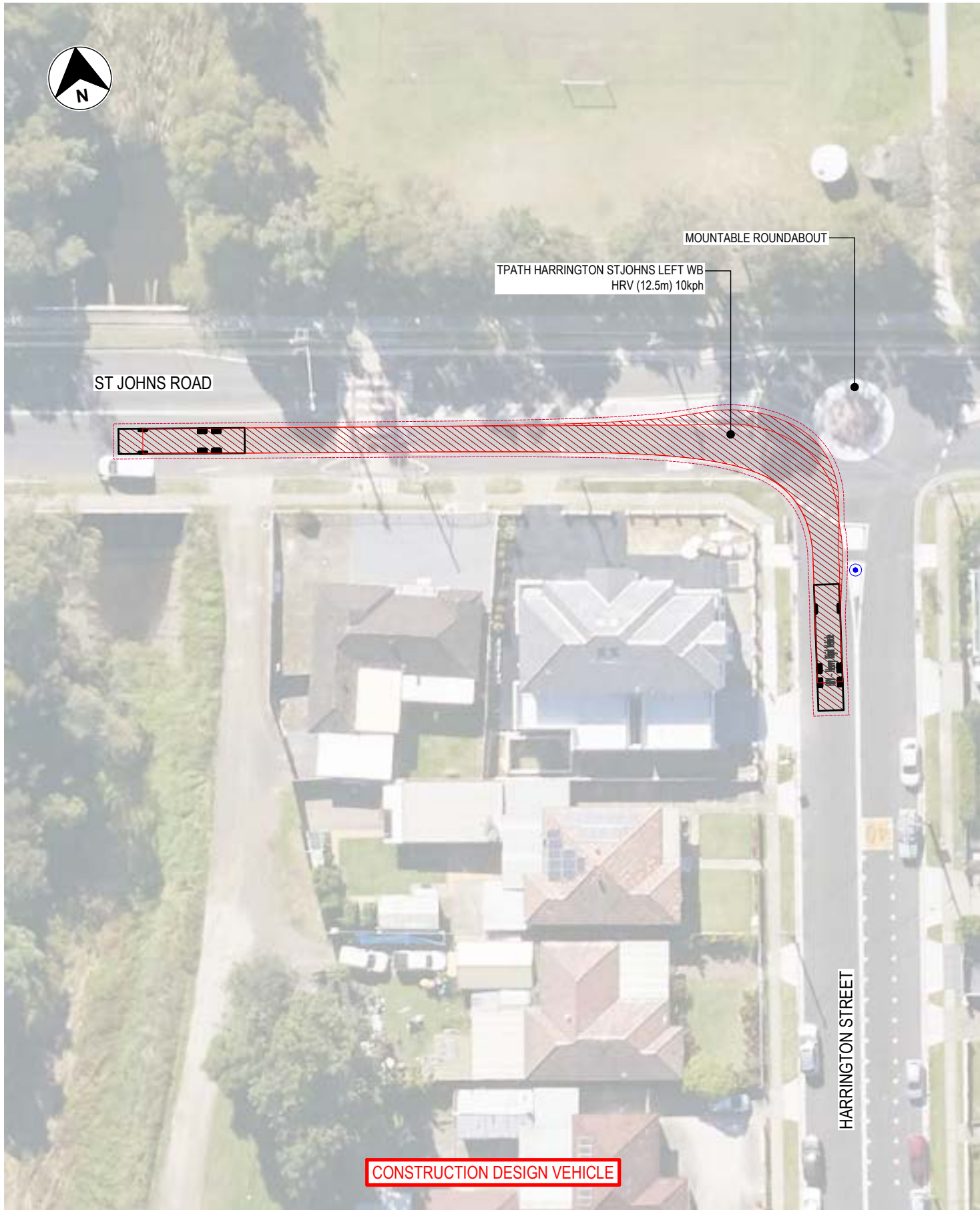
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|  | SURVEY                                       |  | HRV (12.5m)        |
|  | EXISTING SIGNPOST                            |  | SEMI-TRAILER (19m) |
|  | VEHICLE TURN PATH (COMPLIANT)                |  |                    |
|  | VEHICLE TURN PATH (NON-COMPLIANT)            |  |                    |
|  | CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT |  |                    |



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LEGEND

	SURVEY
	EXISTING SIGNPOST
	VEHICLE TURN PATH (COMPLIANT)
	VEHICLE TURN PATH (NON-COMPLIANT)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT

 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 HARRINGTON STREET / ST JOHNS ROAD INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

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LEGEND



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 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 HARRINGTON STREET / EDENSOR ROAD INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - STRAIGHT

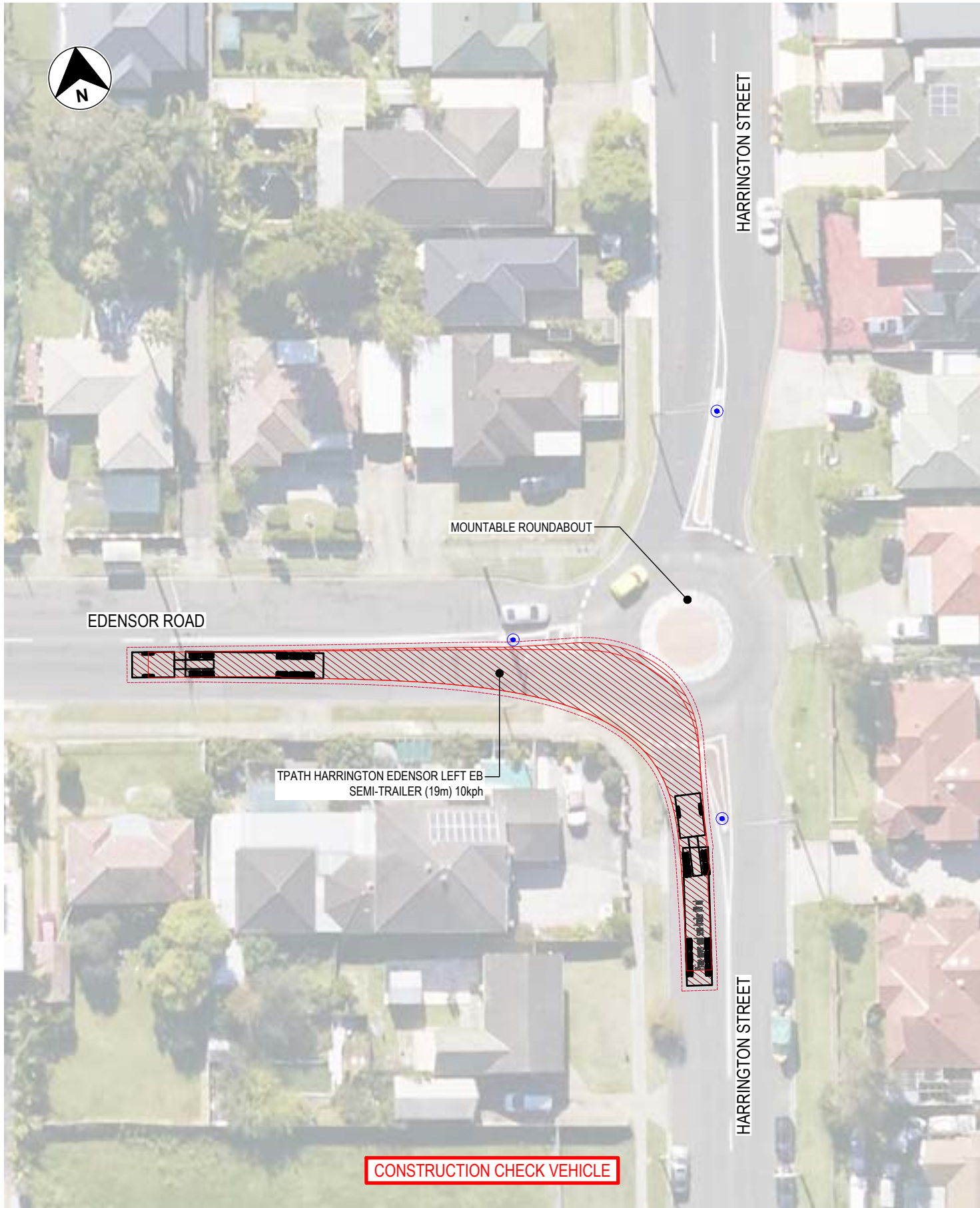
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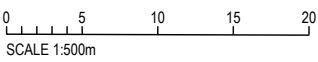


LEGEND

	SURVEY
	EXISTING SIGNPOST
	VEHICLE TURN PATH (COMPLIANT)
	VEHICLE TURN PATH (NON-COMPLIANT)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT

 VEHICLE BODY VEHICLE TYPE CLEARANCE (0.5m)	HRV (12.5m)
 VEHICLE BODY VEHICLE TYPE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



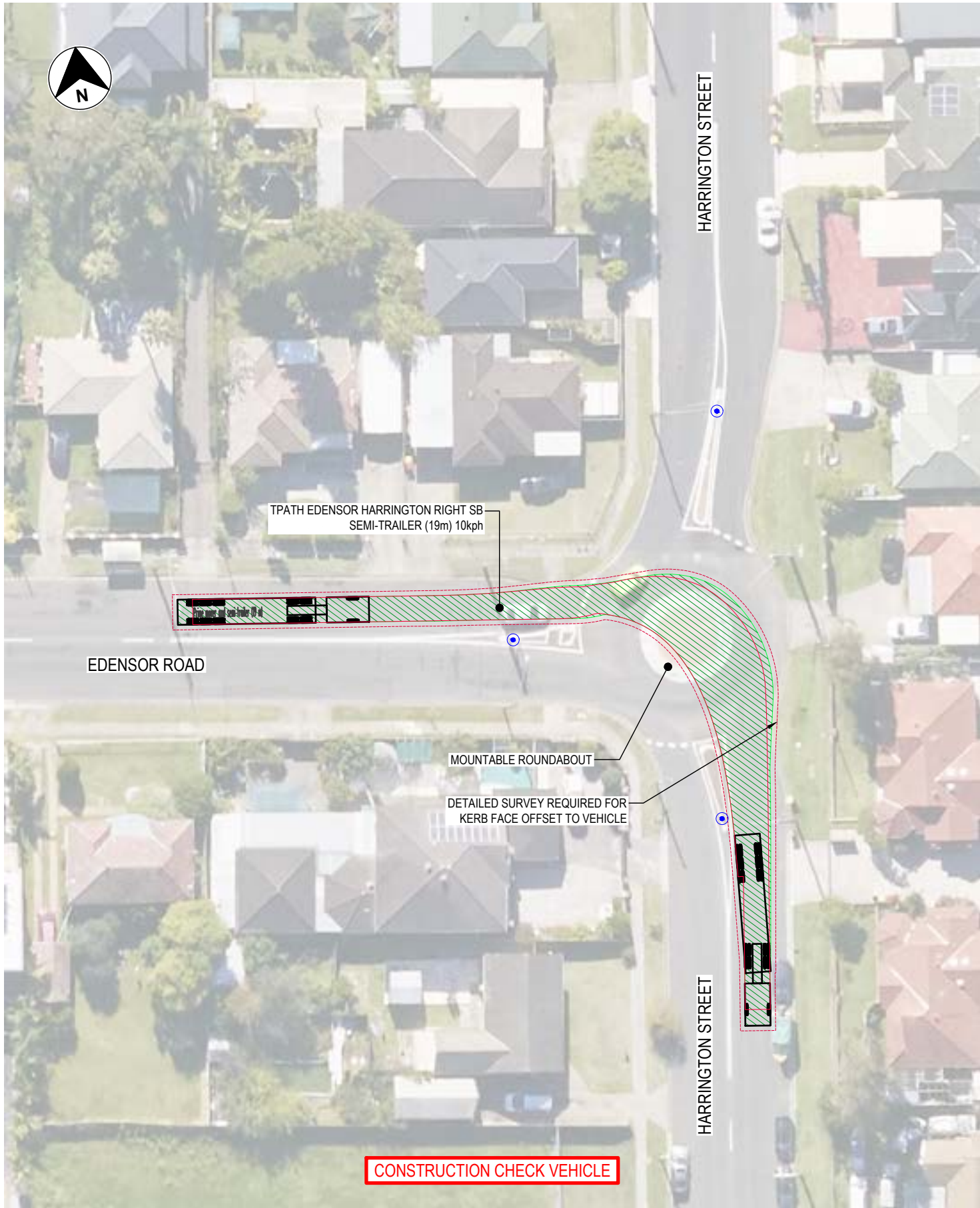
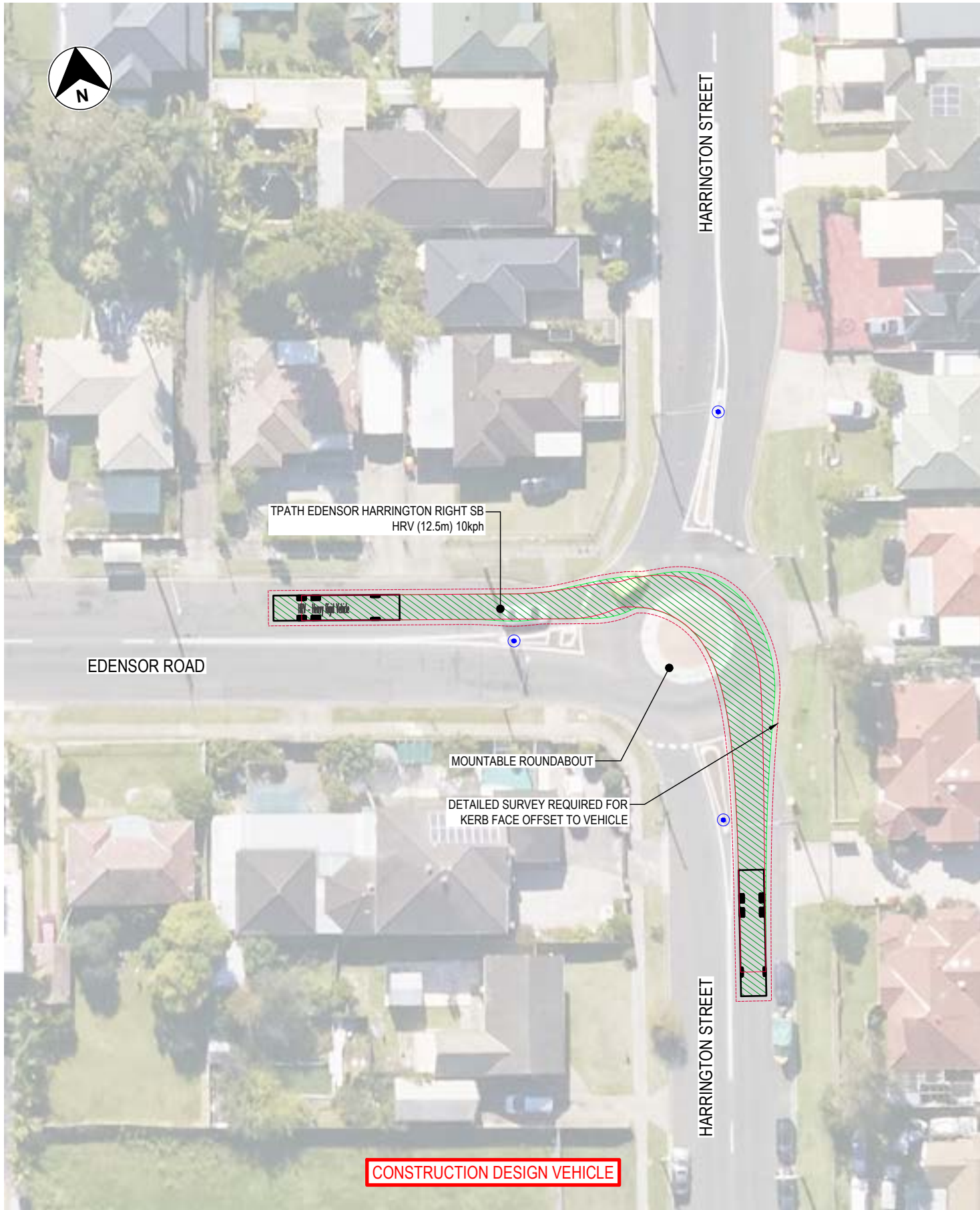
PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 HARRINGTON STREET / EDENSOR ROAD INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

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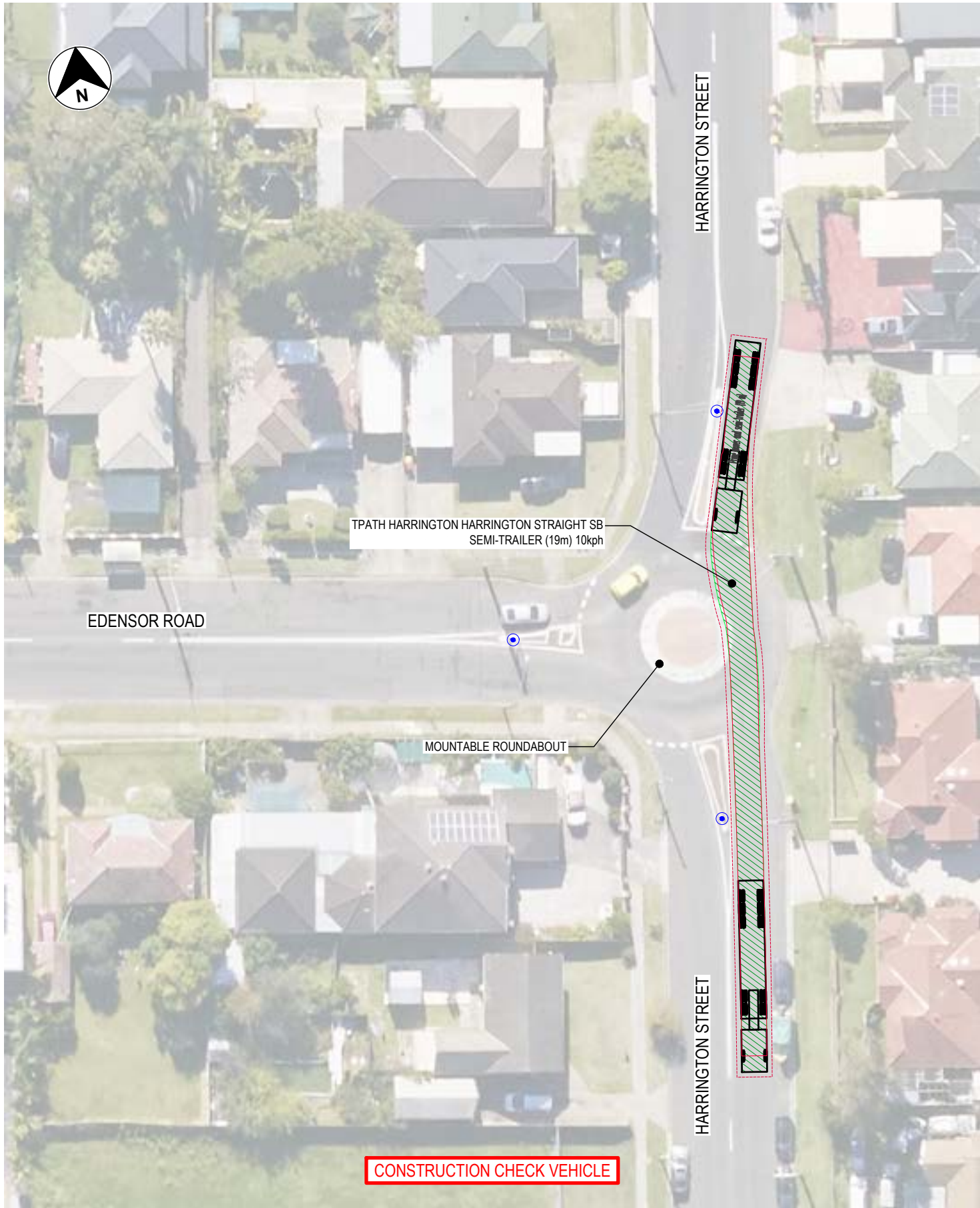


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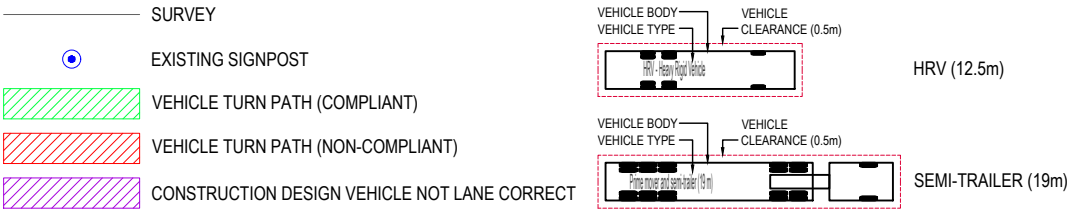




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LEGEND



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 HARRINGTON STREET / EDENSOR ROAD INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - STRAIGHT

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LEGEND

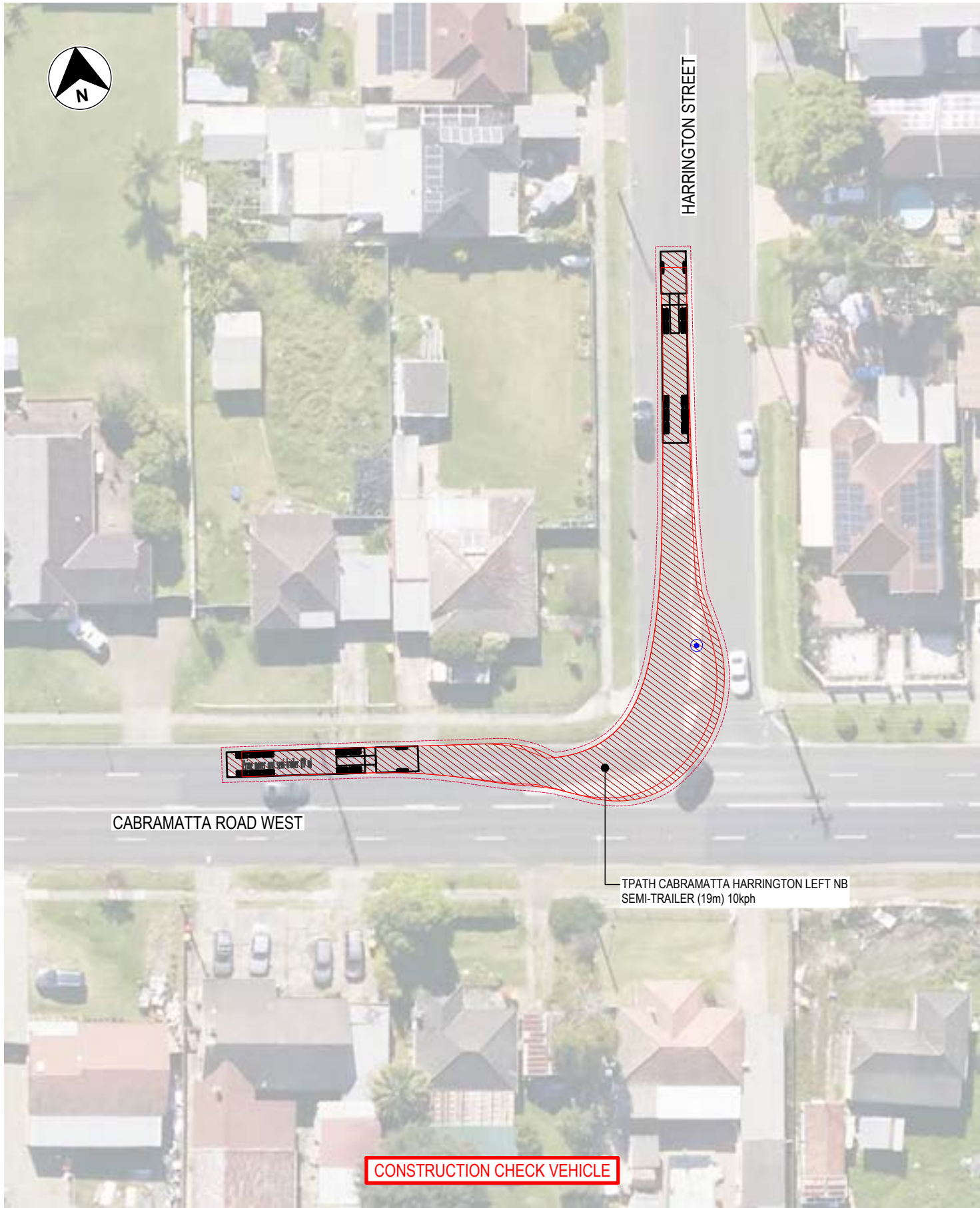


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LEGEND

	SURVEY		
	EXISTING SIGNPOST		
	VEHICLE TURN PATH (COMPLIANT)	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
	VEHICLE TURN PATH (NON-COMPLIANT)		
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 HARRINGTON STREET / CABRAMATTA ROAD WEST INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

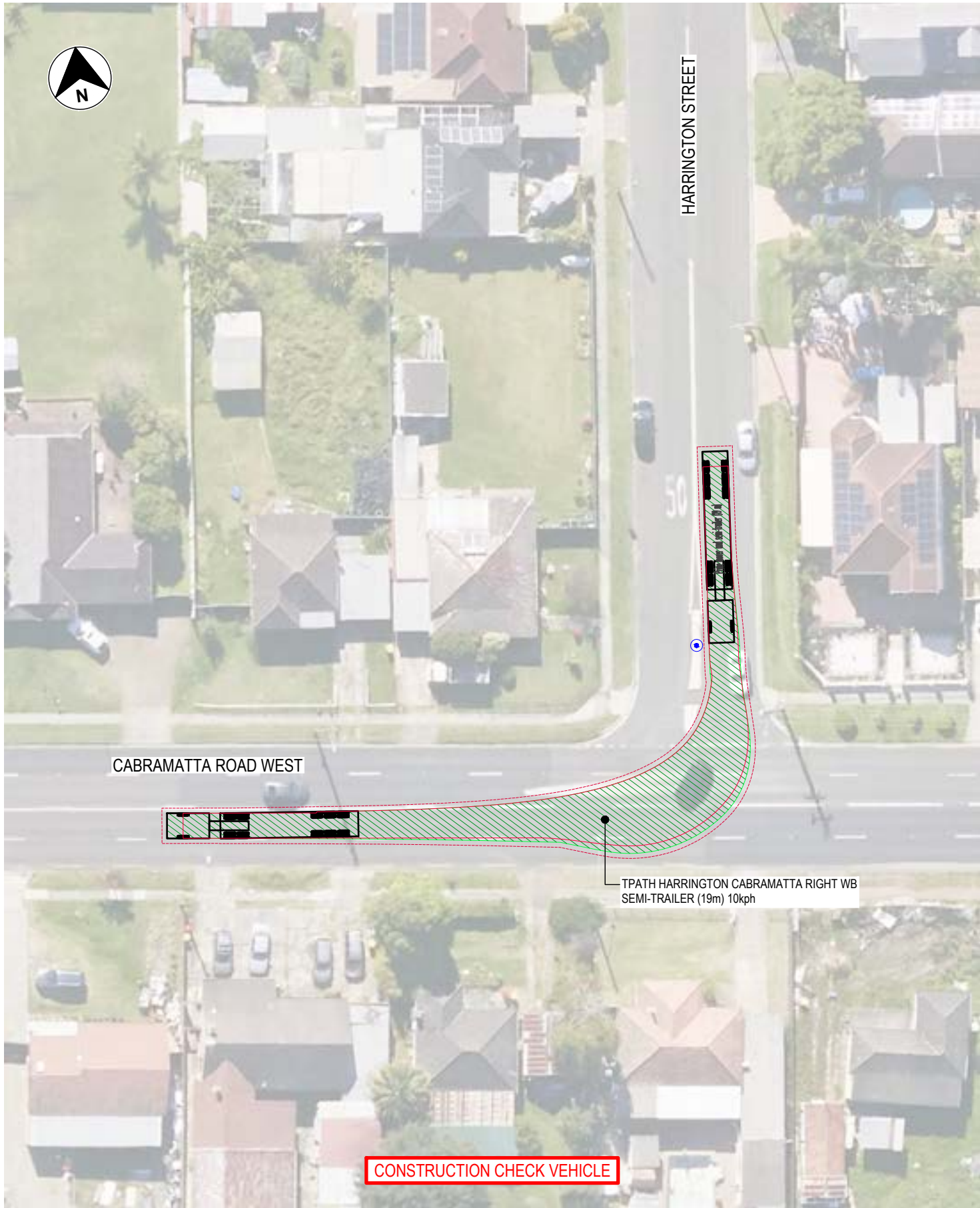
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LEGEND

	SURVEY		
	EXISTING SIGNPOST		
	VEHICLE TURN PATH (COMPLIANT)	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
	VEHICLE TURN PATH (NON-COMPLIANT)		
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



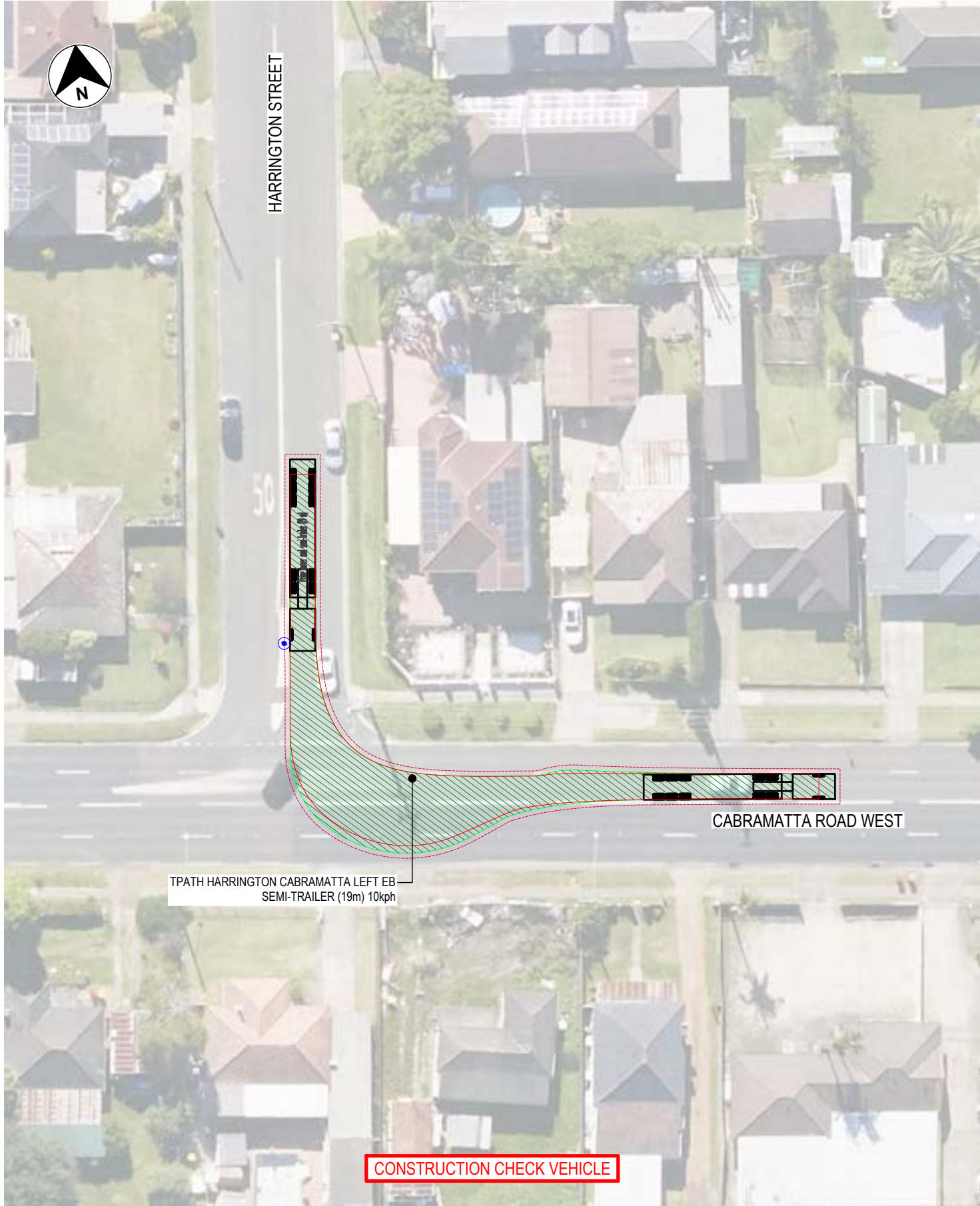
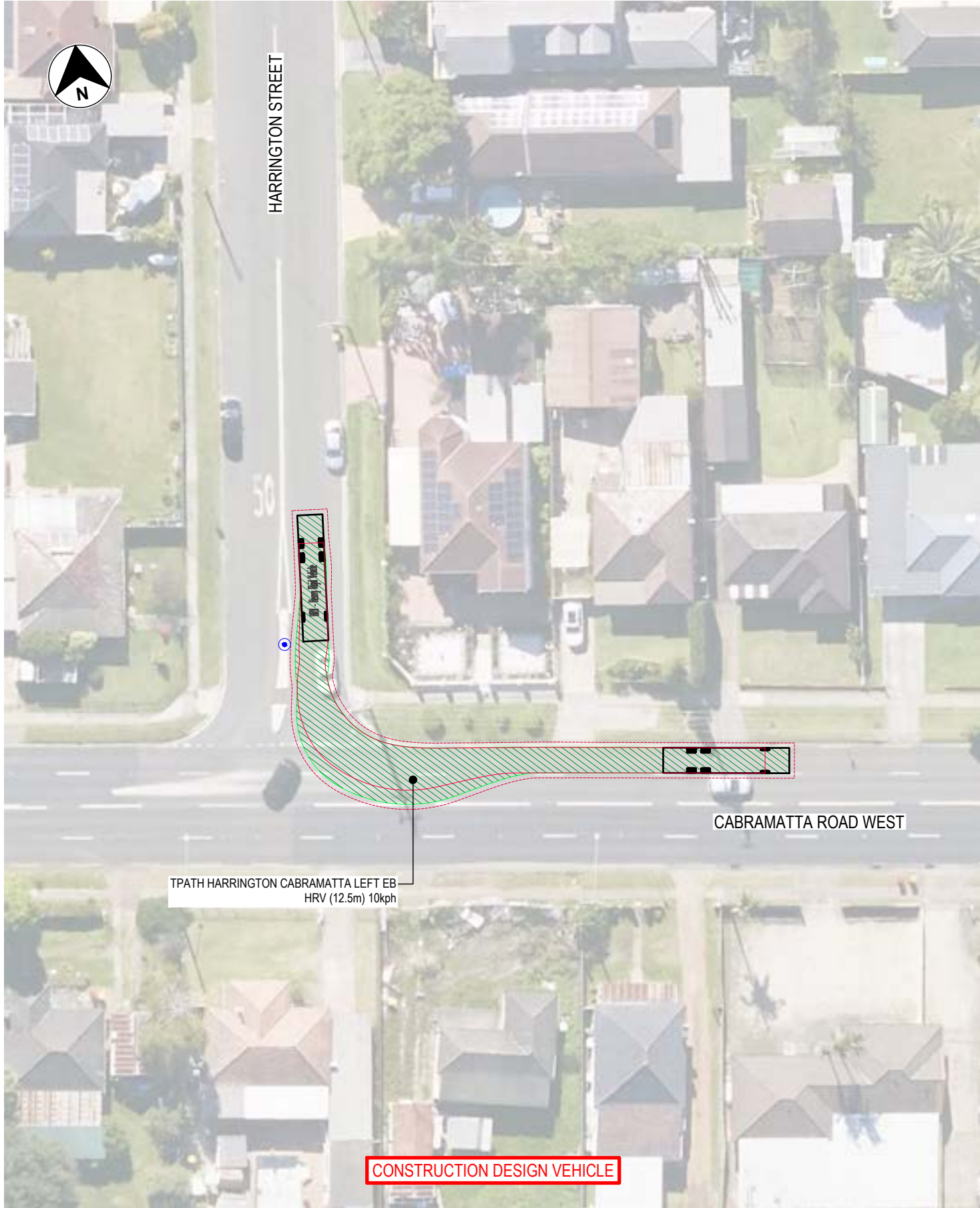
PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 HARRINGTON STREET / CABRAMATTA ROAD WEST INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN

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LEGEND

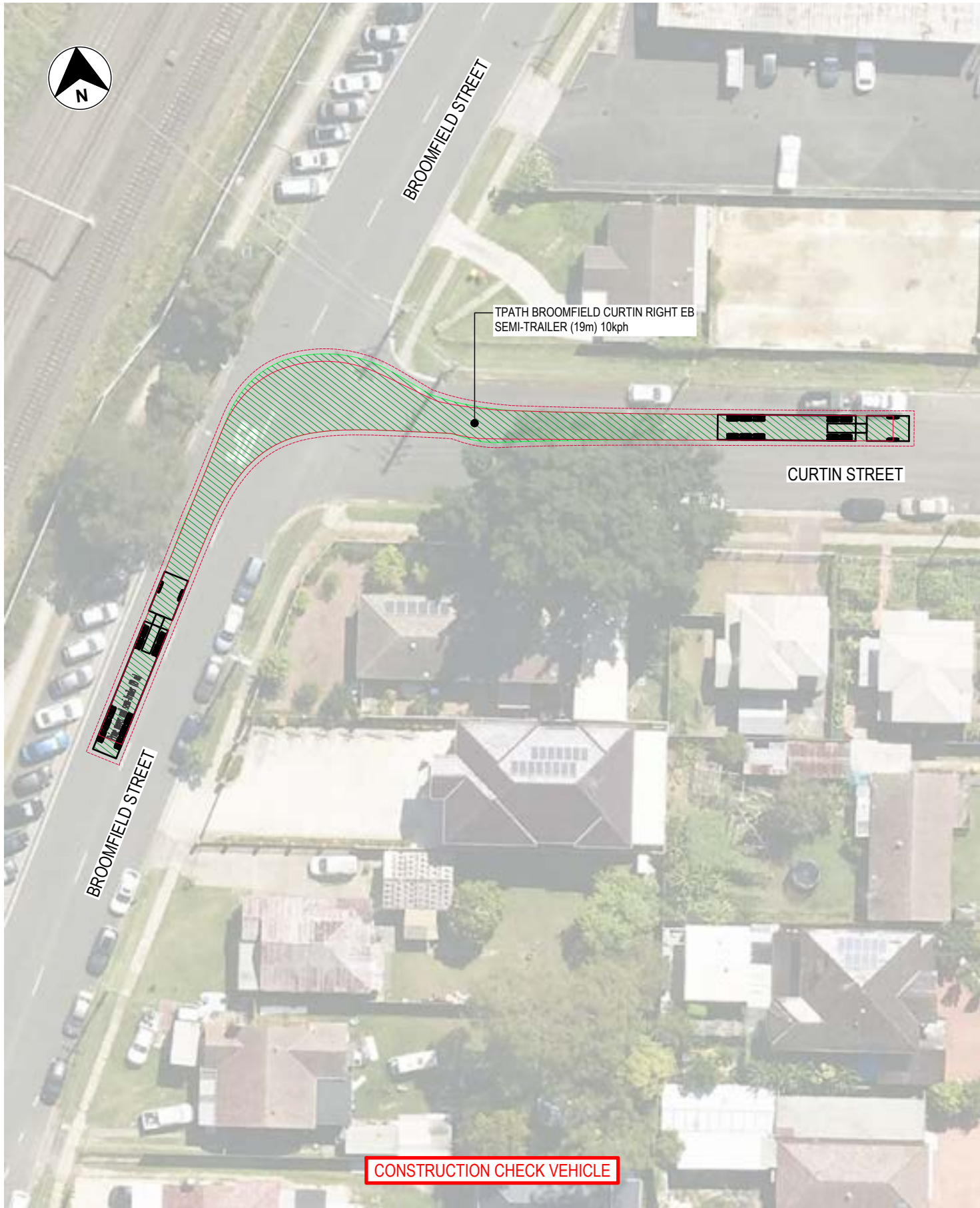
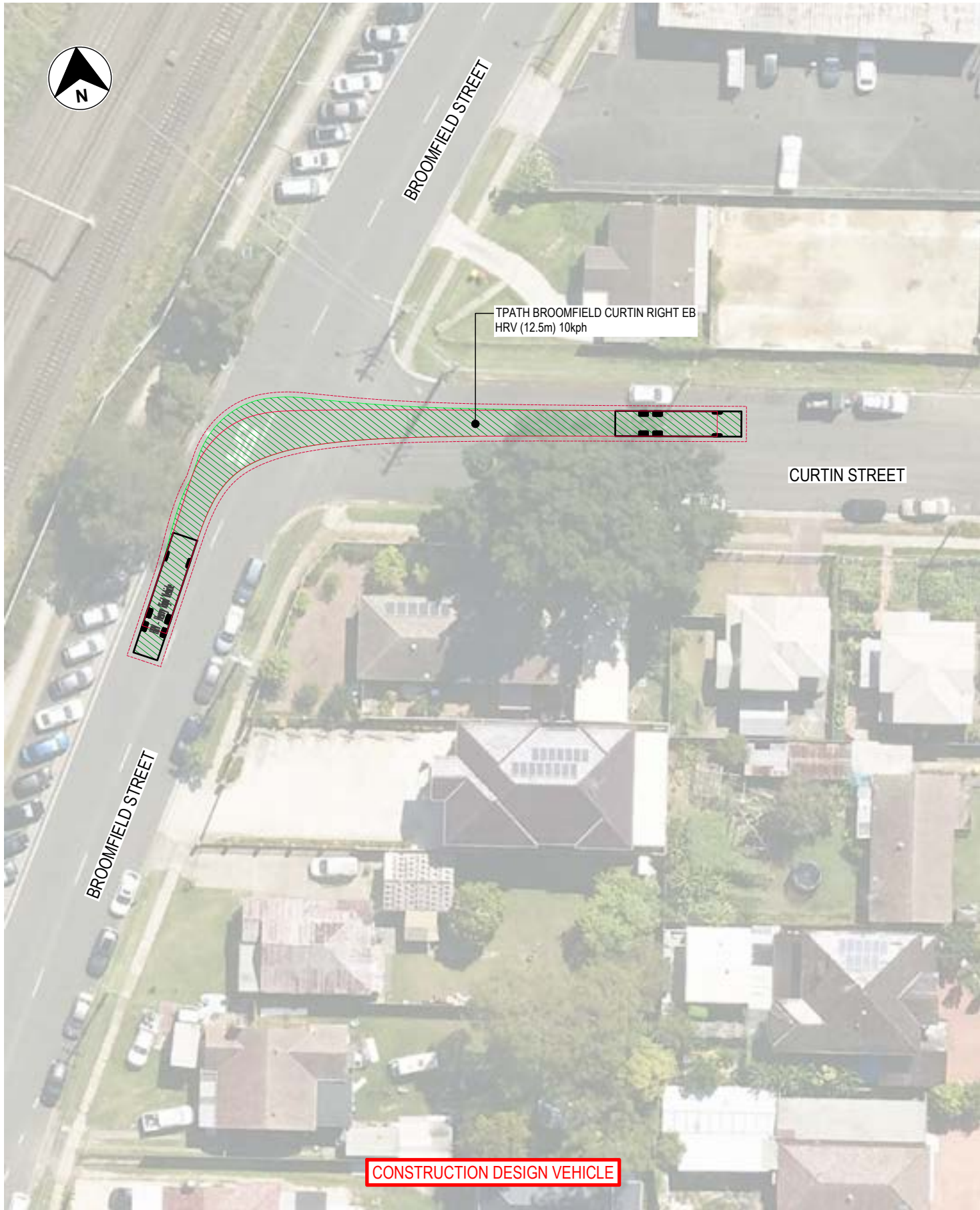


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LEGEND

	SURVEY
	EXISTING SIGNPOST
	VEHICLE TURN PATH (COMPLIANT)
	VEHICLE TURN PATH (NON-COMPLIANT)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT

 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m) HRV (12.5m)	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m) SEMI-TRAILER (19m)
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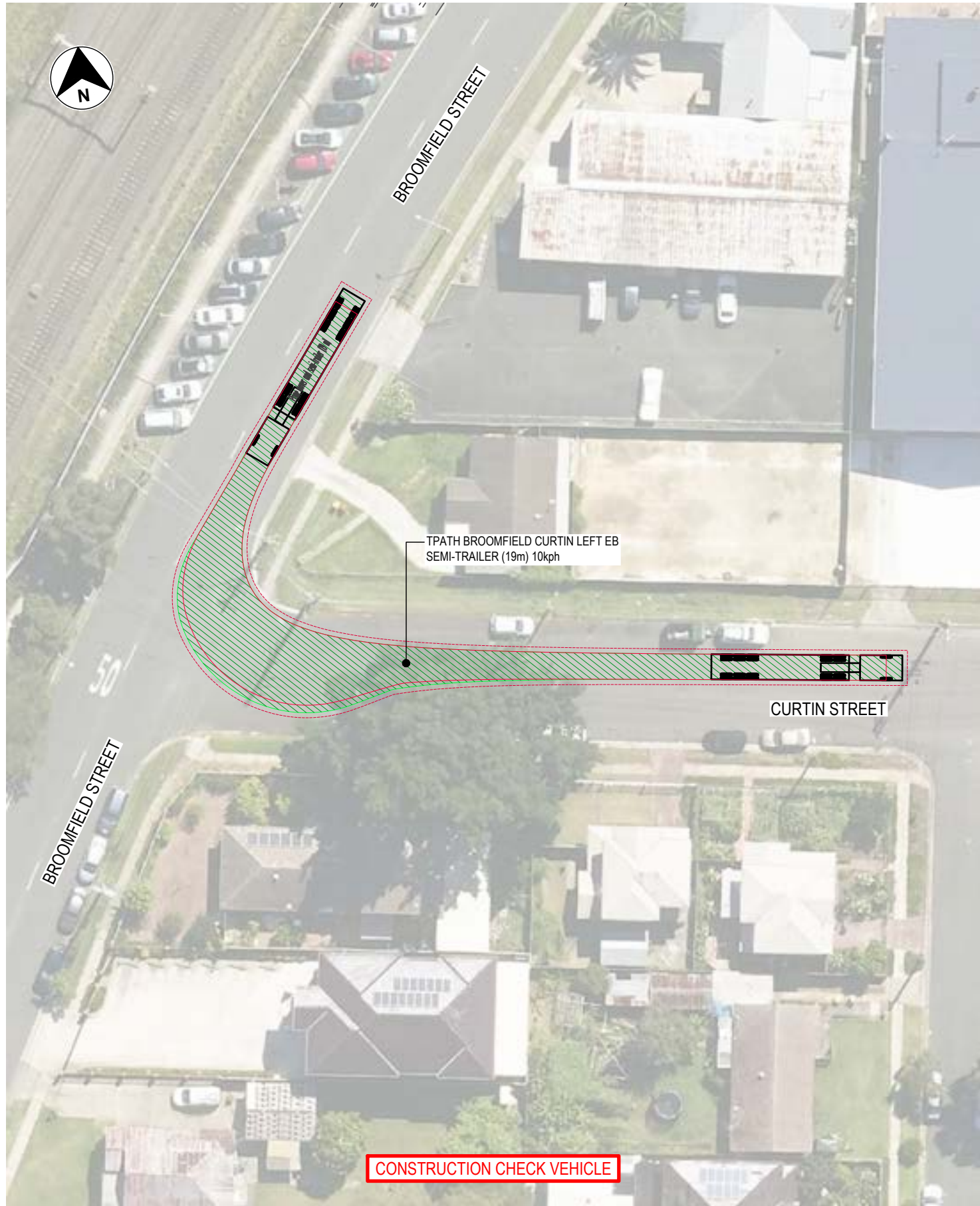
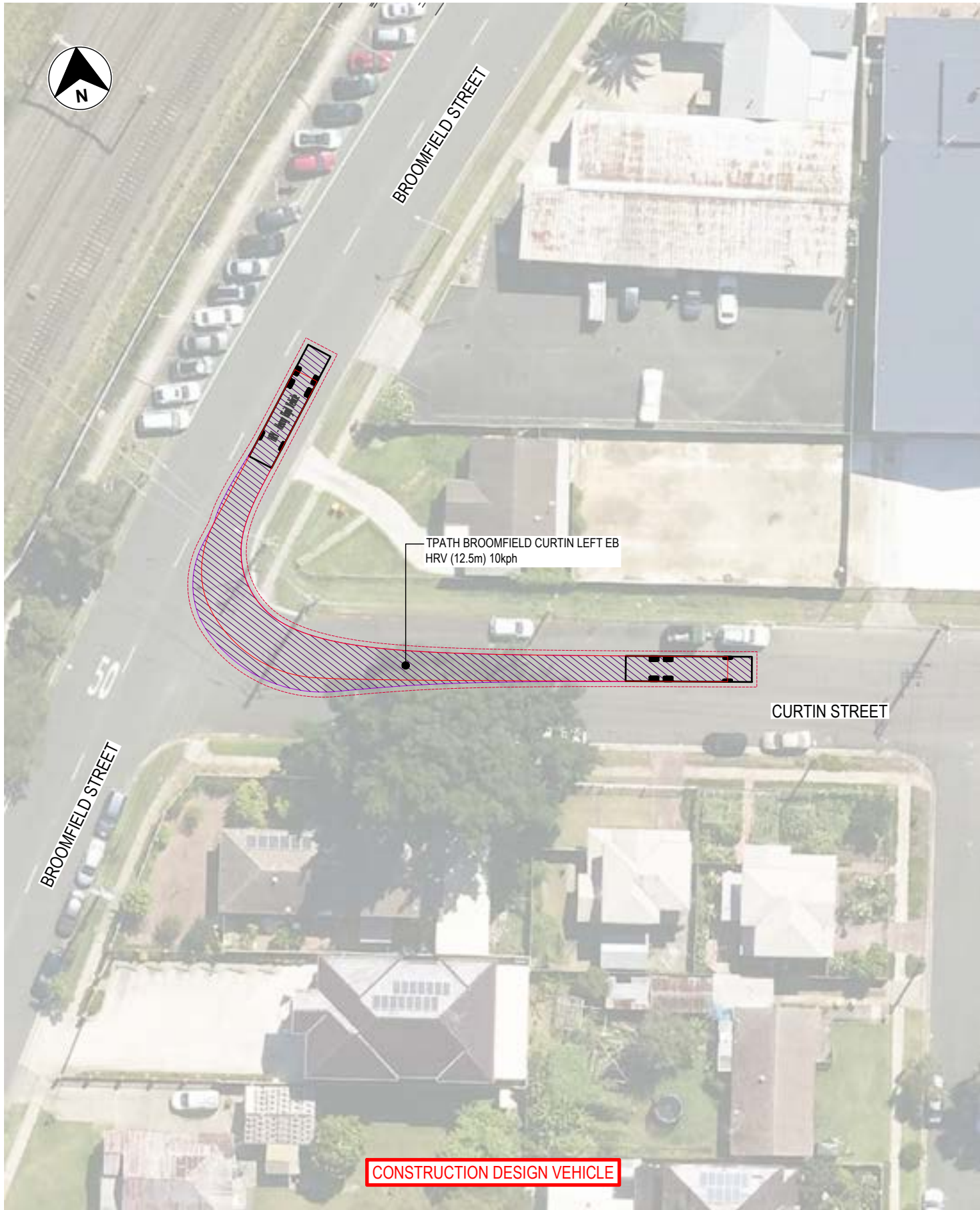
PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 BROOMFIELD STREET / CURTIN STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN

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LEGEND



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 BROOMFIELD STREET / CURTIN STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

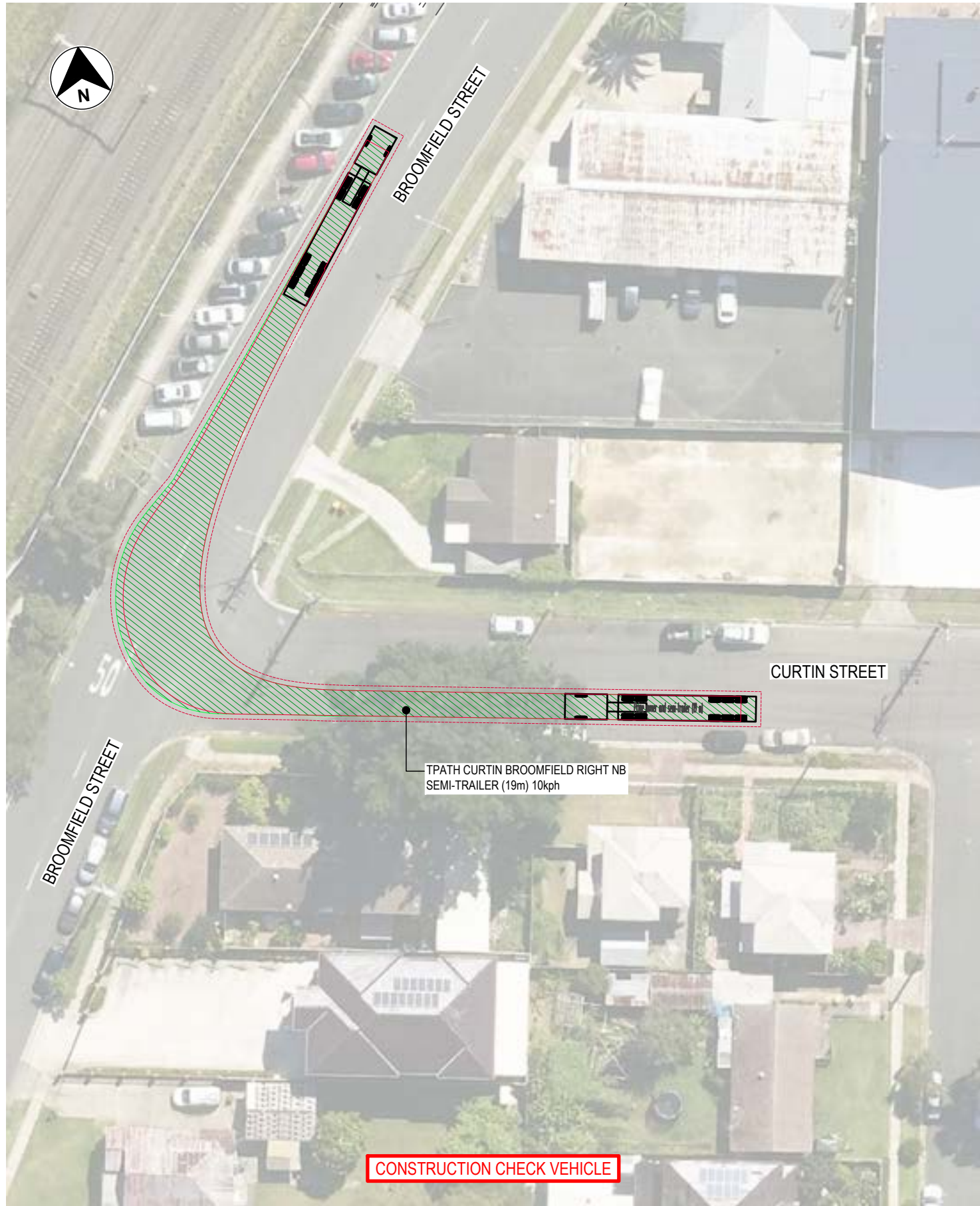
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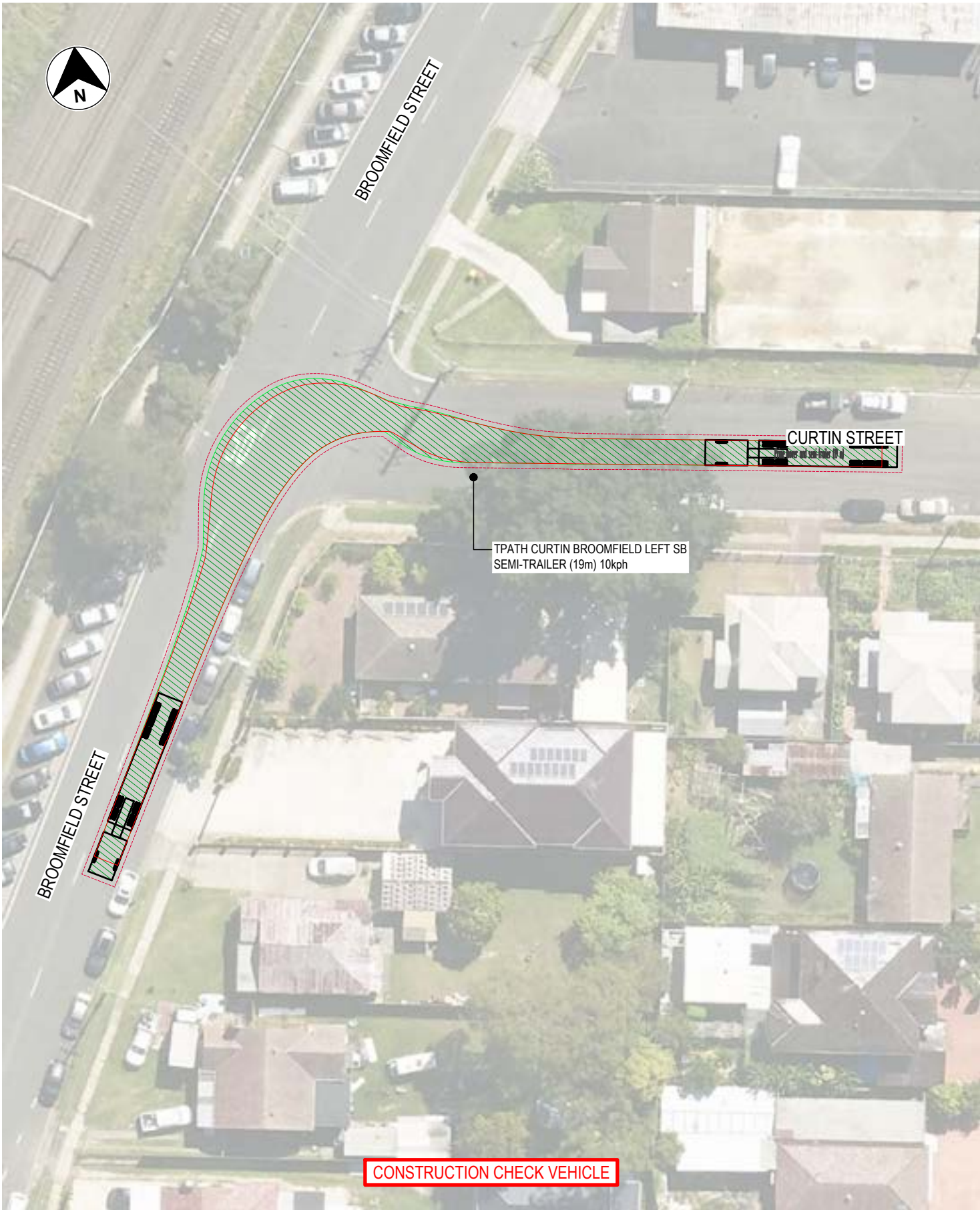
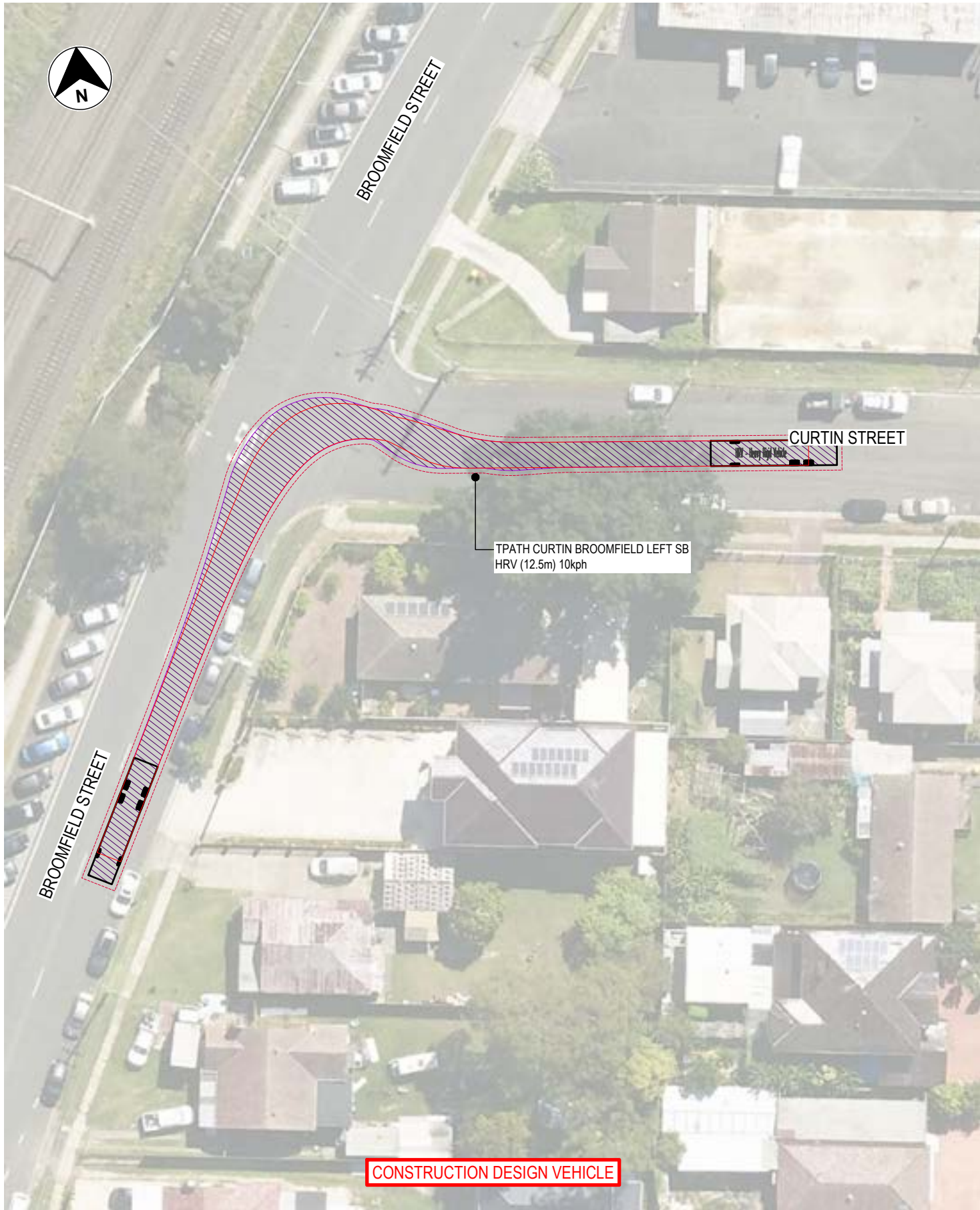
LEGEND



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LEGEND

- SURVEY
  - EXISTING SIGNPOST
  - ▨ VEHICLE TURN PATH (COMPLIANT)
  - ▨ VEHICLE TURN PATH (NON-COMPLIANT)
  - ▨ CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT
- VEHICLE BODY  
VEHICLE TYPE

VEHICLE  
CLEARANCE (0.5m)

HRV - Heavy Road Vehicle

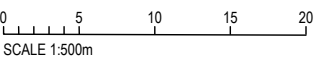
HRV (12.5m)

VEHICLE BODY  
VEHICLE TYPE

VEHICLE  
CLEARANCE (0.5m)

SEMI-TRAILER AND TRAILER (19m)

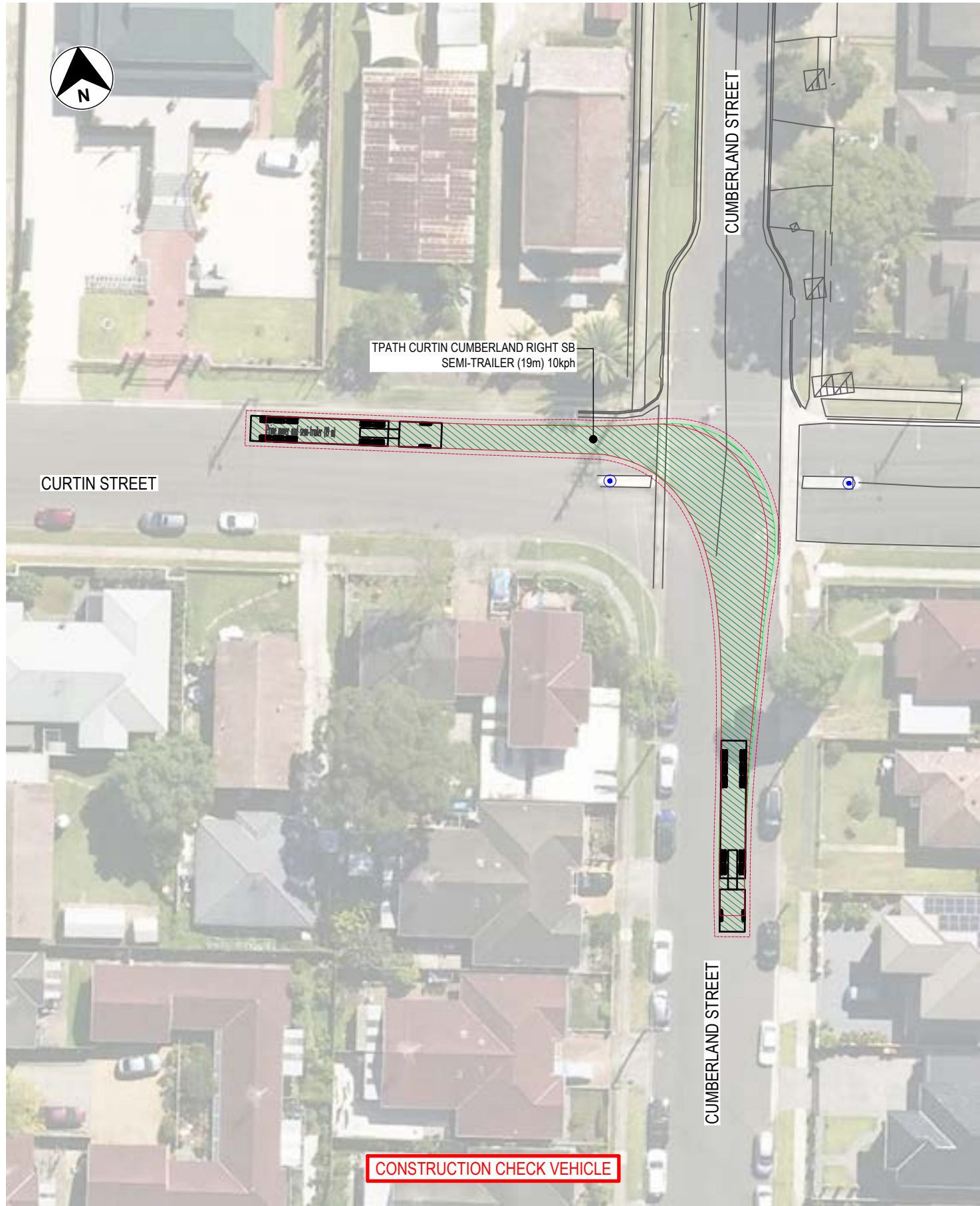
SEMI-TRAILER (19m)



FILE LOCATION: \\1905\data\TE-Clean\0374-USCC-RD-SWEPT-PATHS-INFO-17-04.dwg  
PLOT BY: Mumukshu Telamashi ON 23/10/2023



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LEGEND





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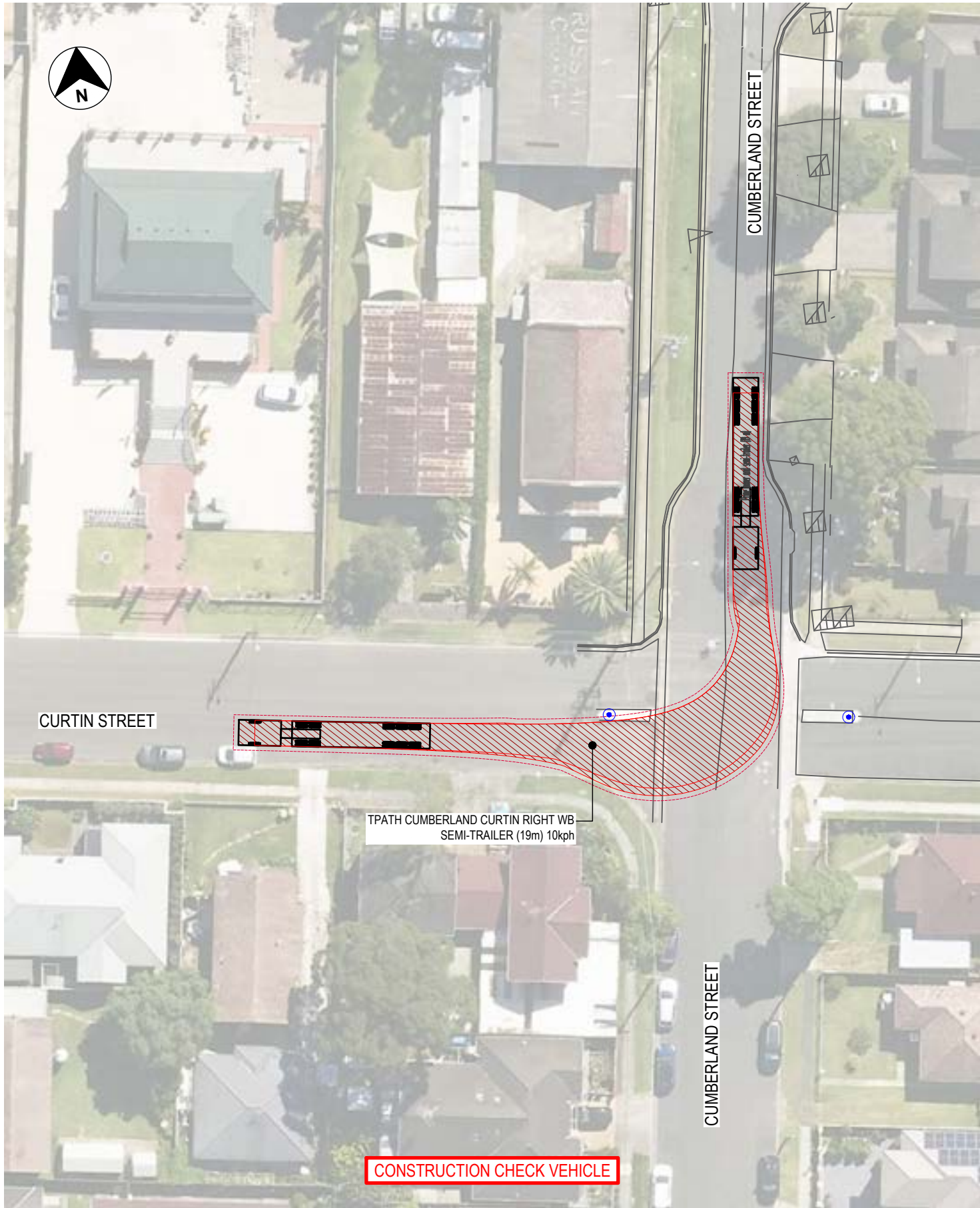
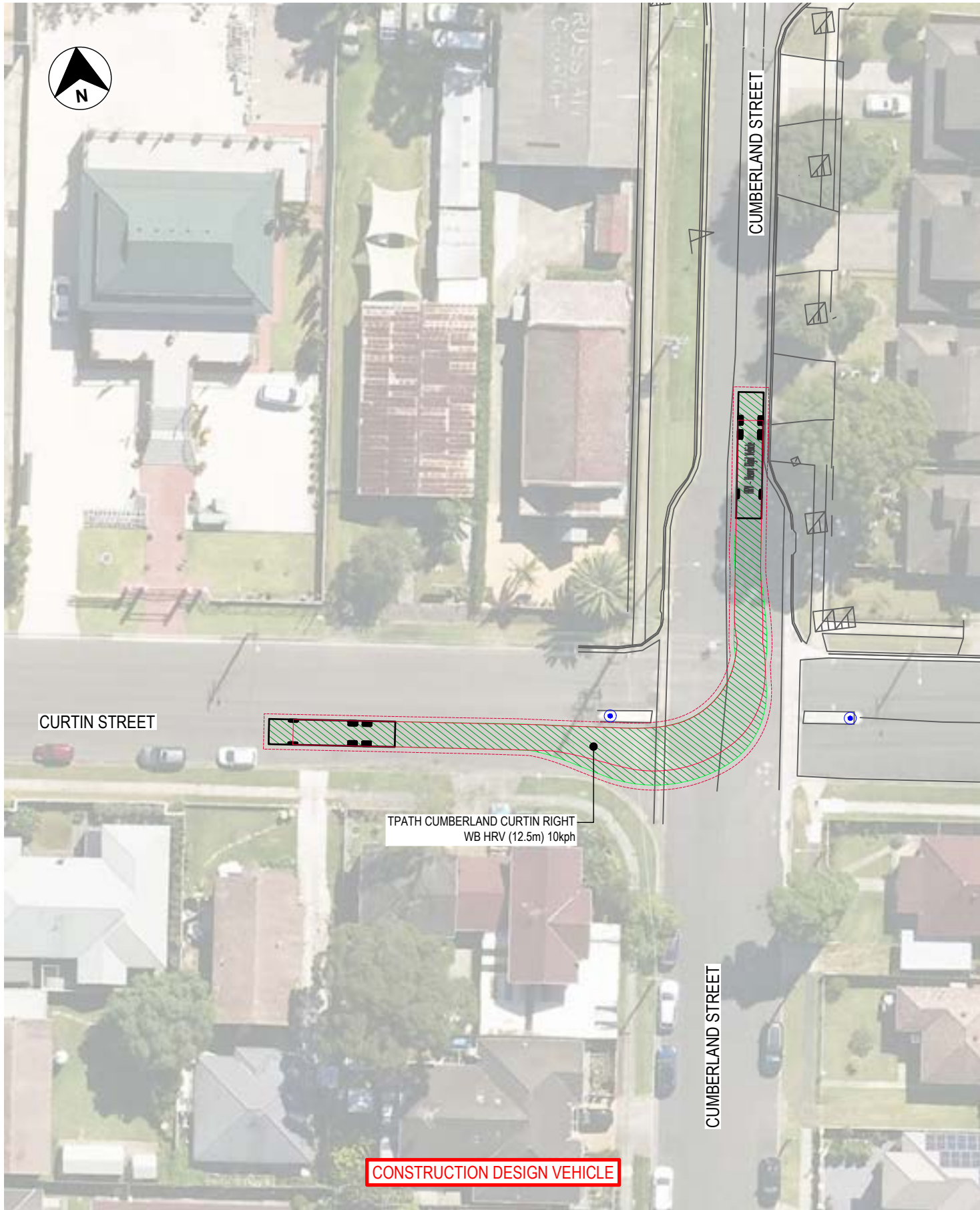


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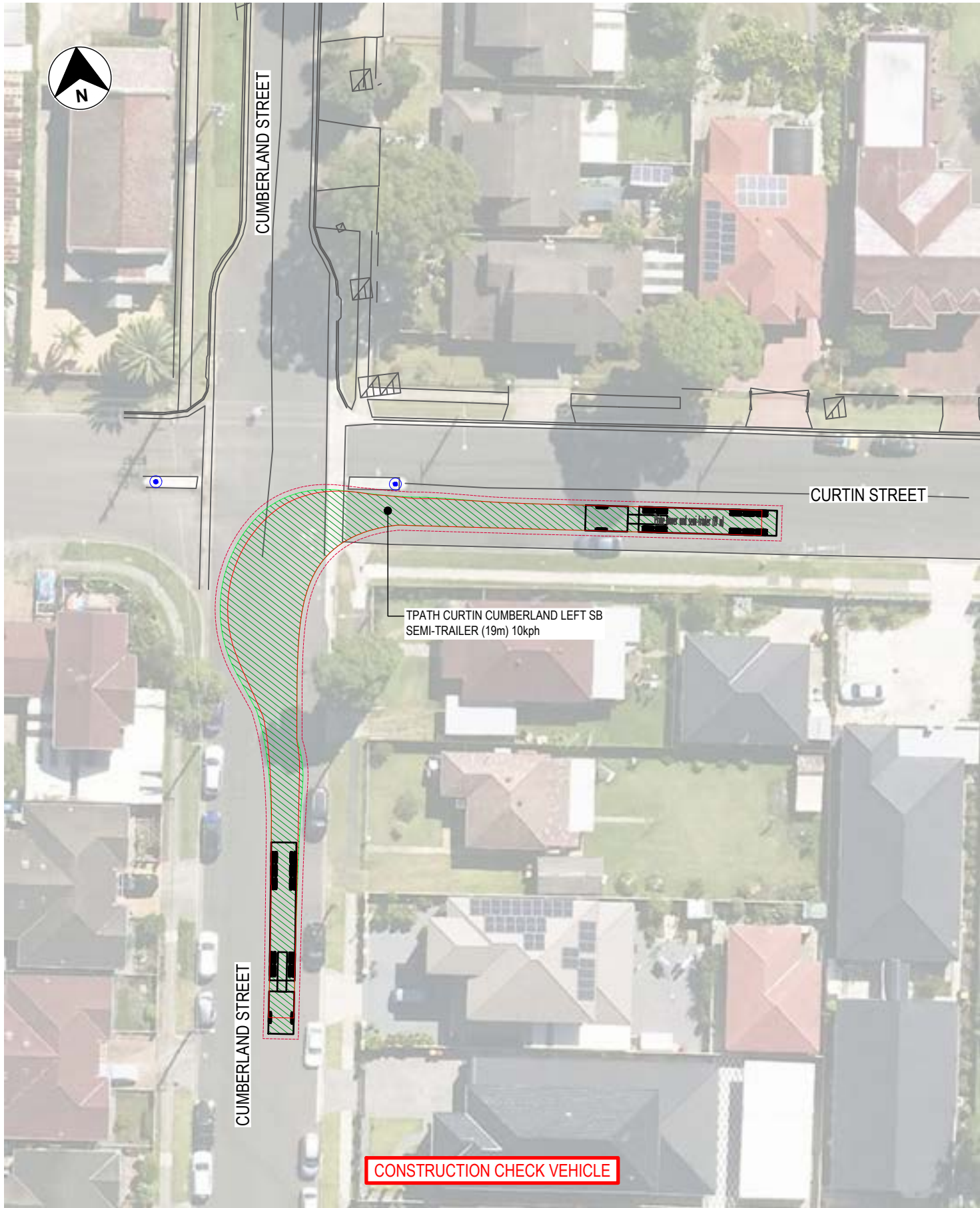


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LEGEND



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 CUMBERLAND STREET / CURTIN STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

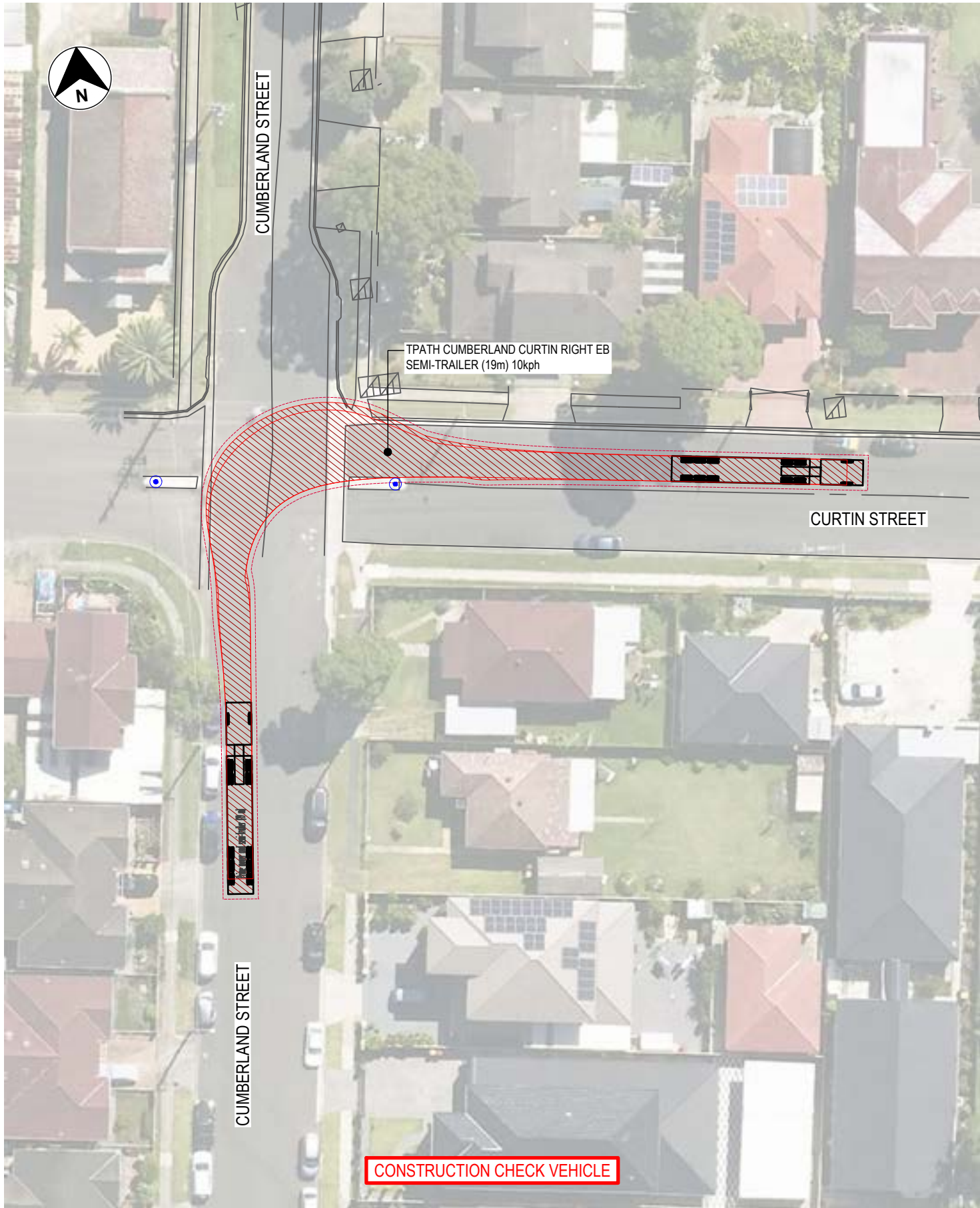
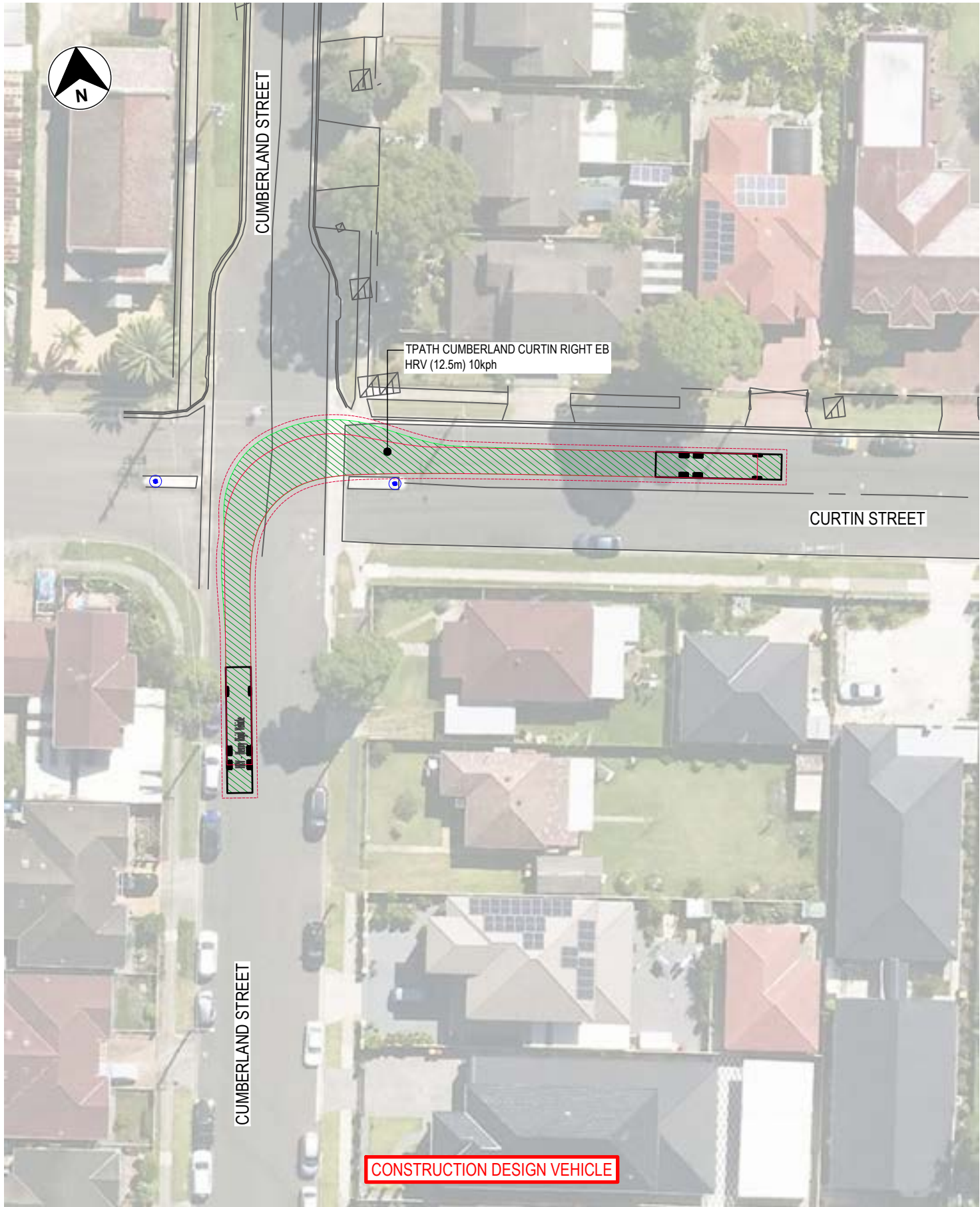
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LEGEND

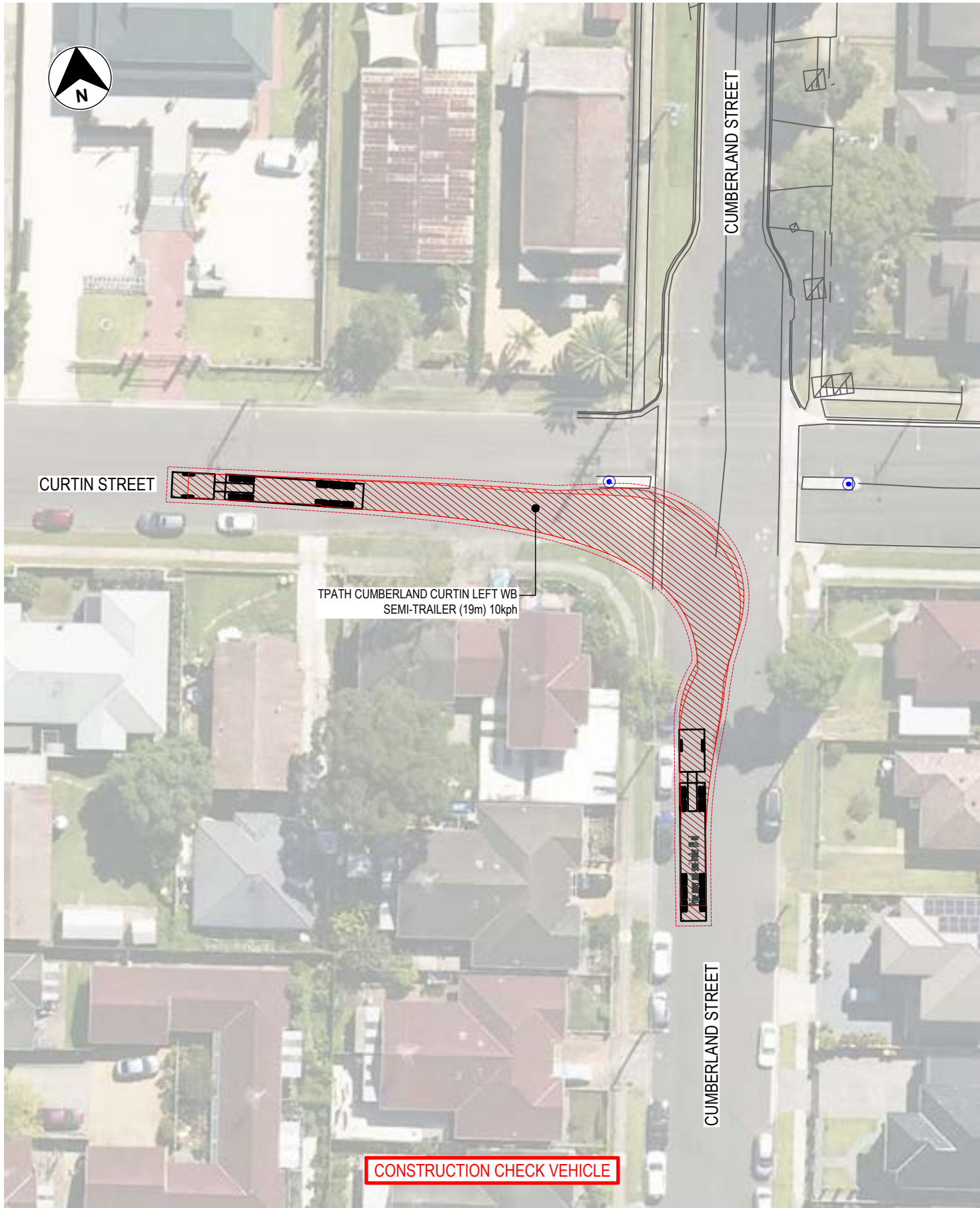


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LEGEND



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 CUMBERLAND STREET / CURTIN STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

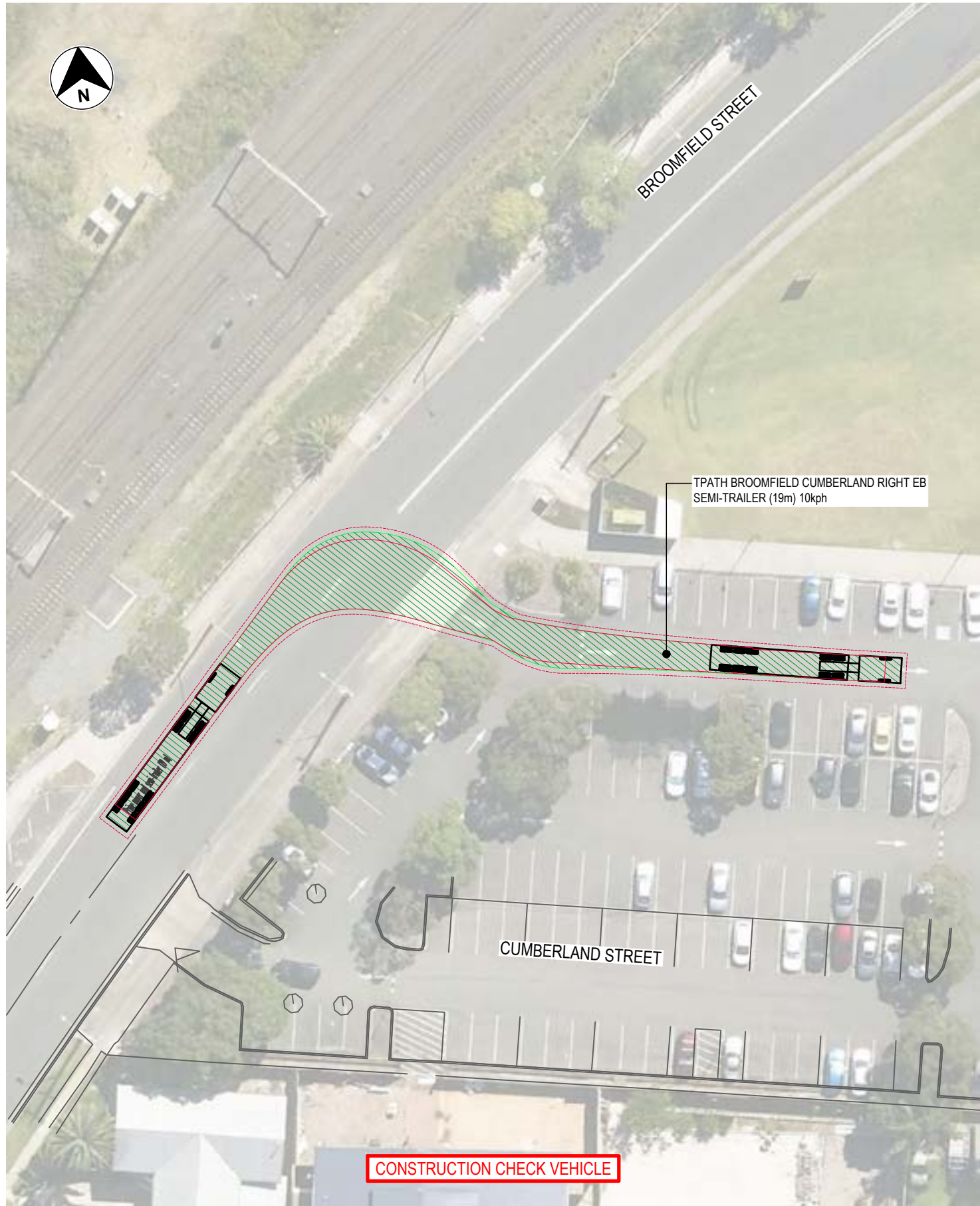
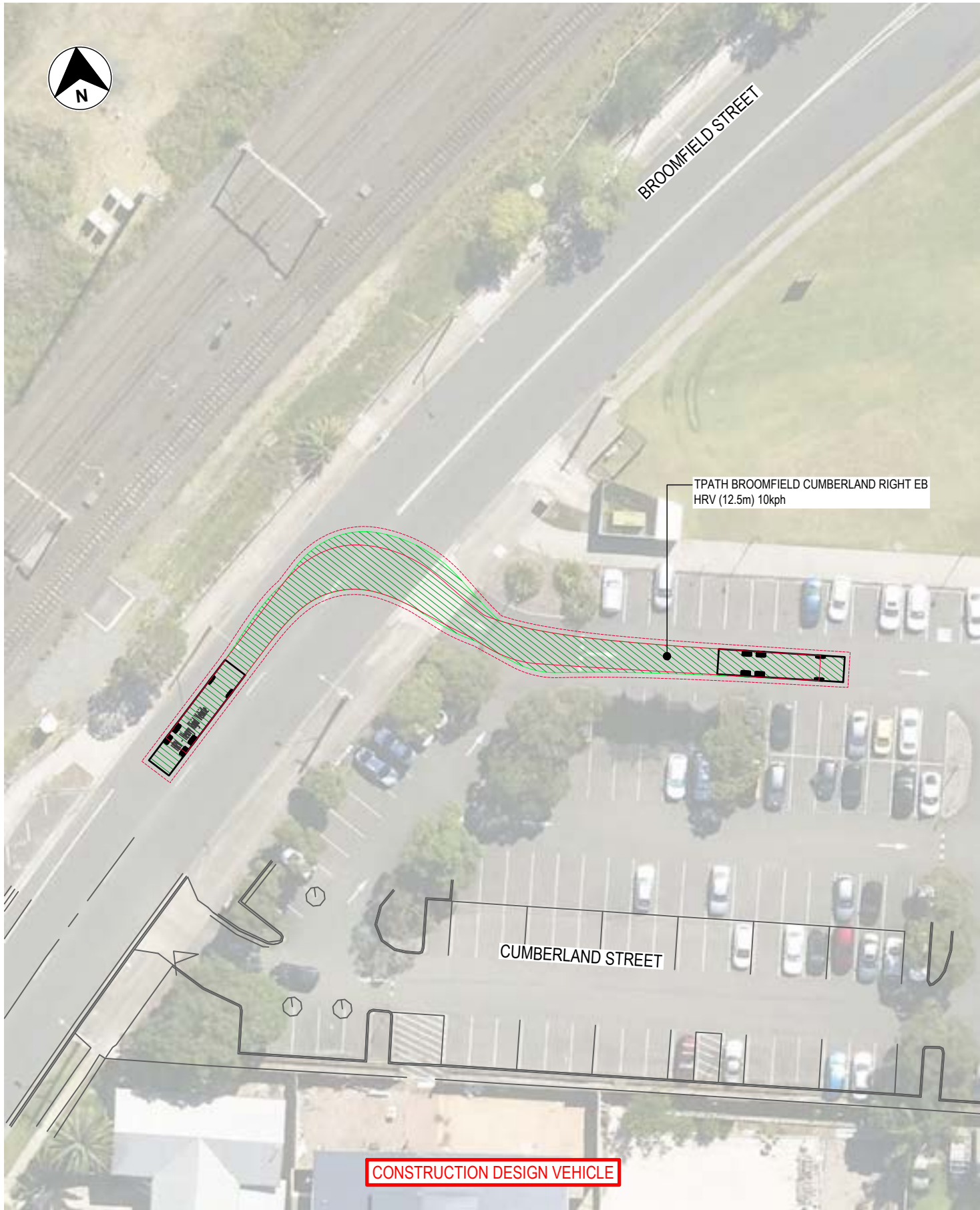
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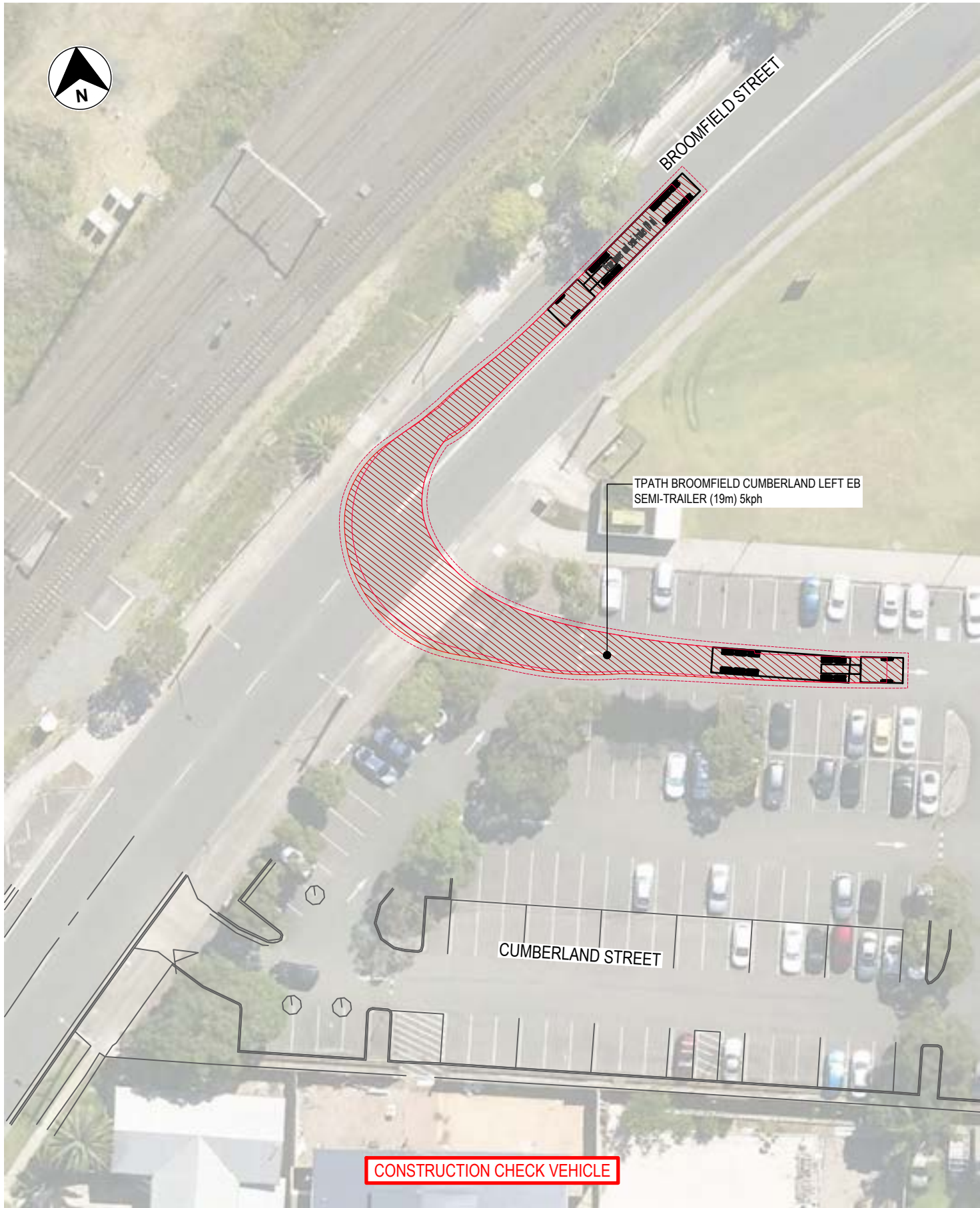
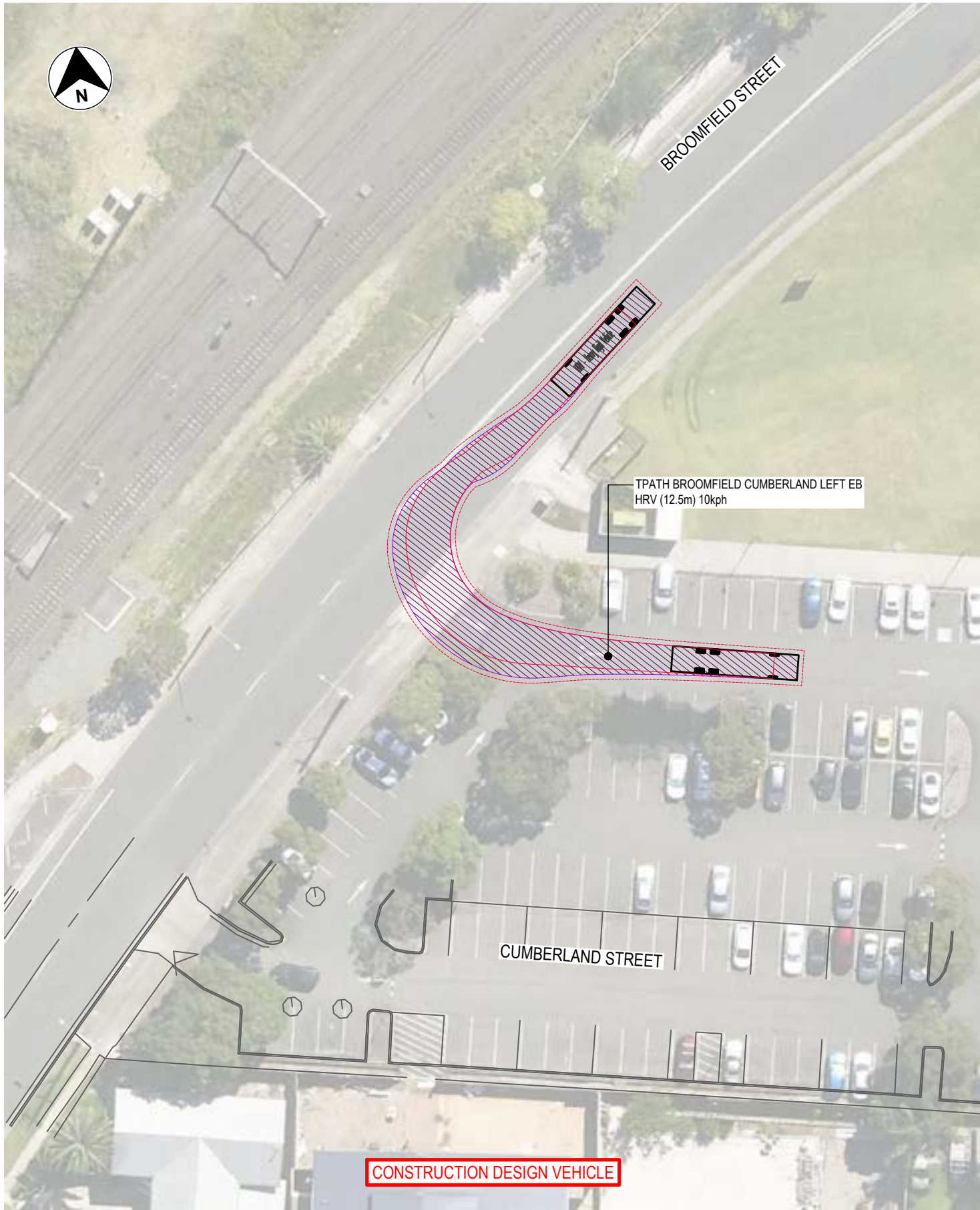


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LEGEND

	SURVEY		
	EXISTING SIGNPOST		
	VEHICLE TURN PATH (COMPLIANT)	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
	VEHICLE TURN PATH (NON-COMPLIANT)	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT		



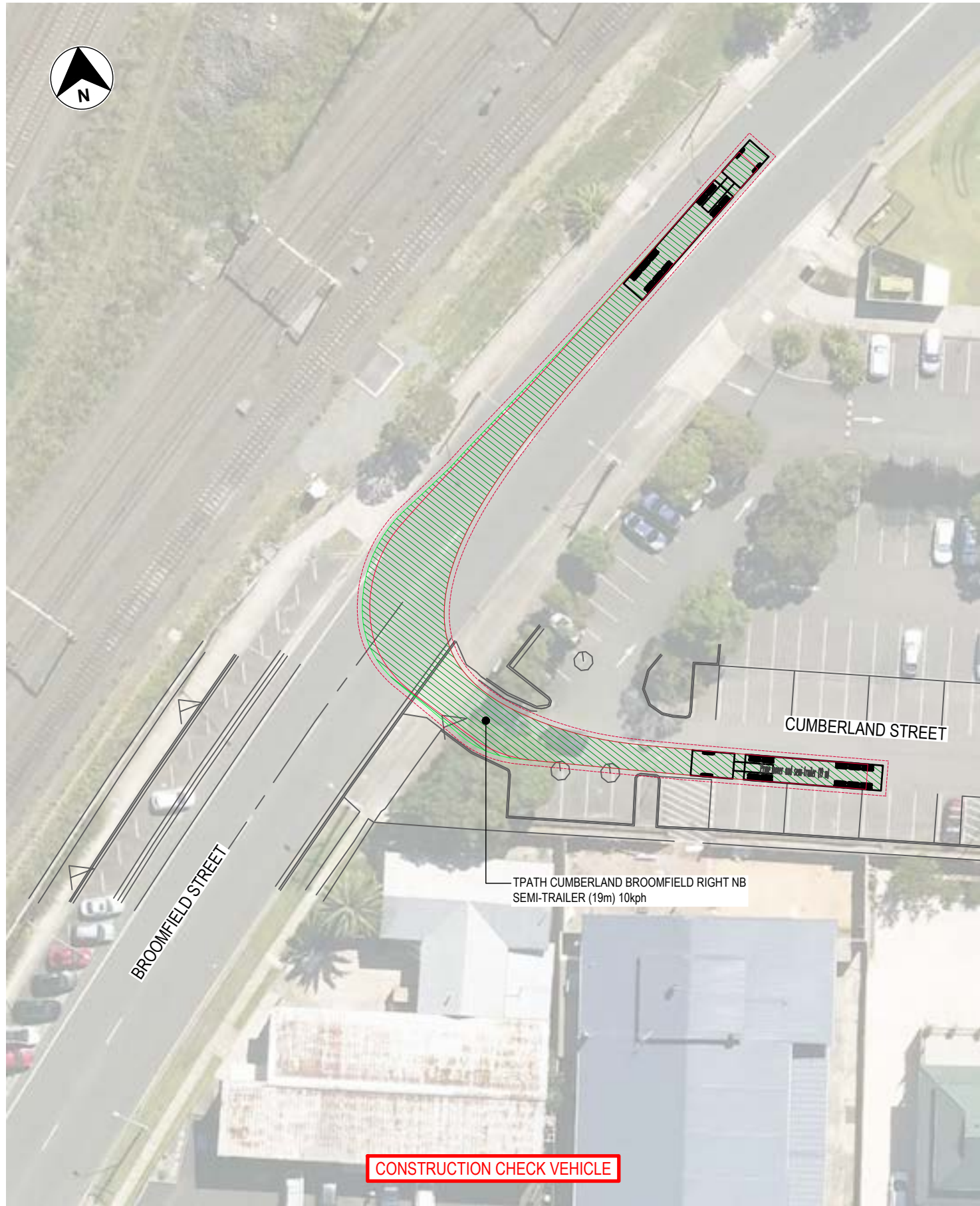
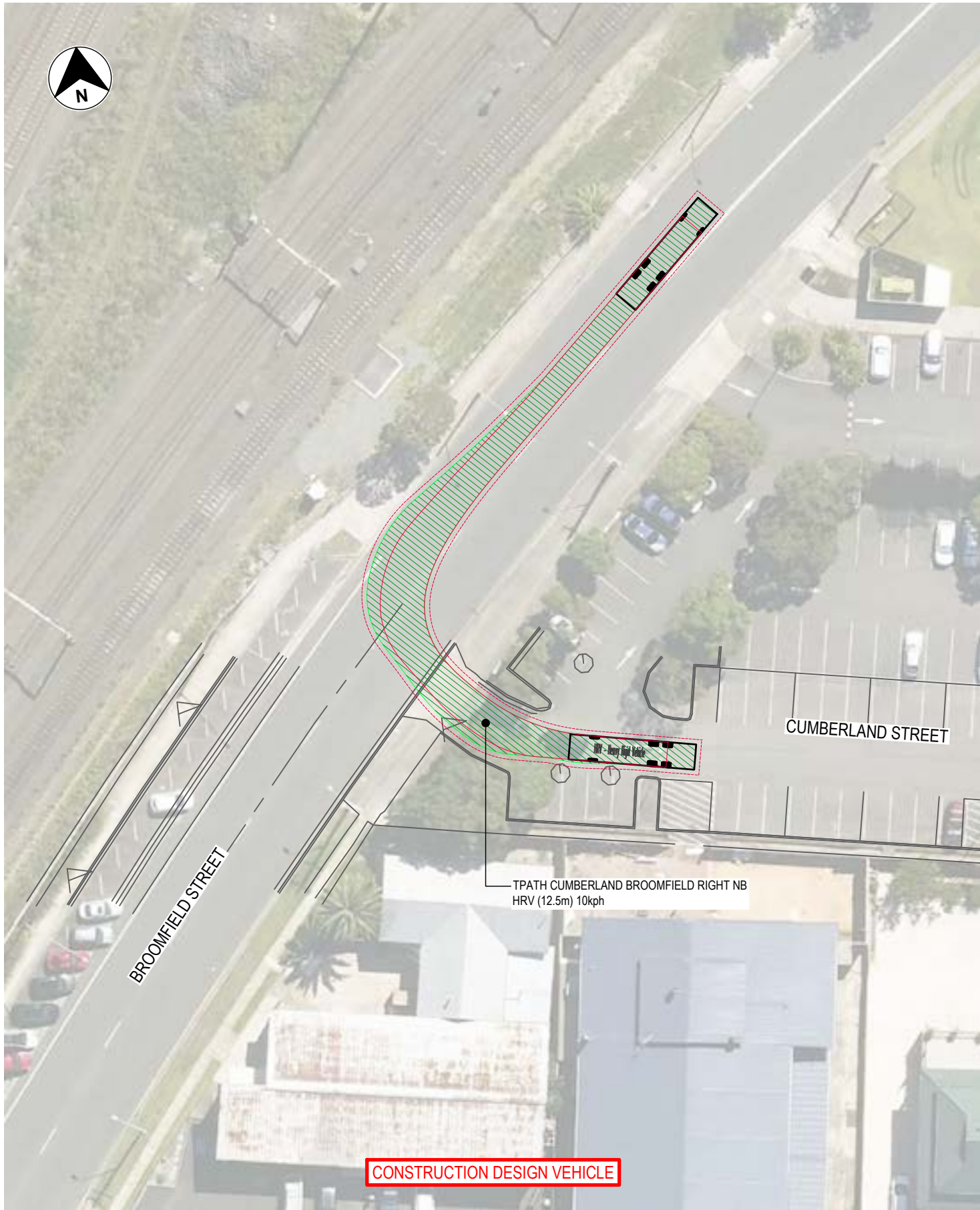
PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 BROOMFIELD STREET / CUMBERLAND STREET CARPARK INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

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LEGEND

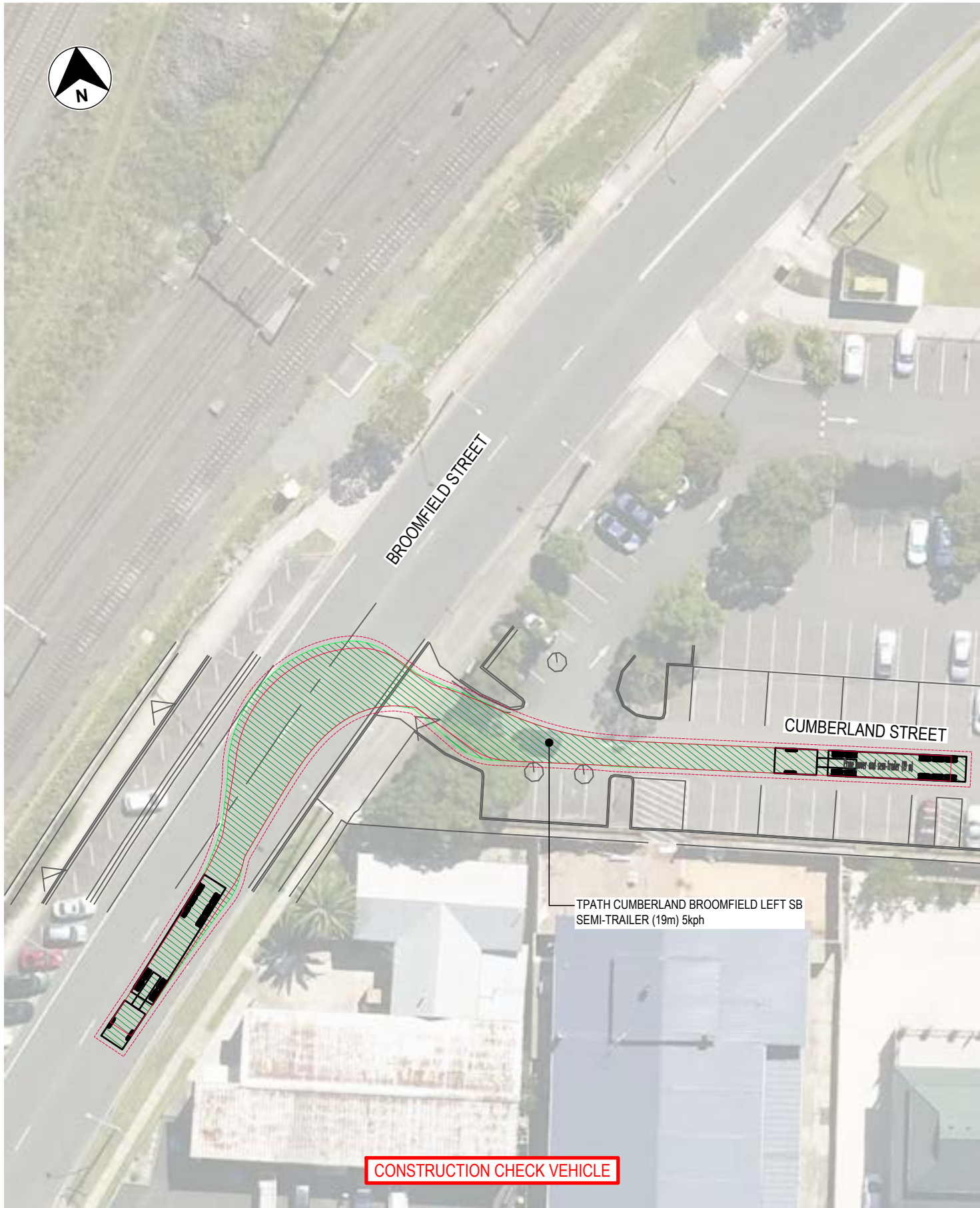
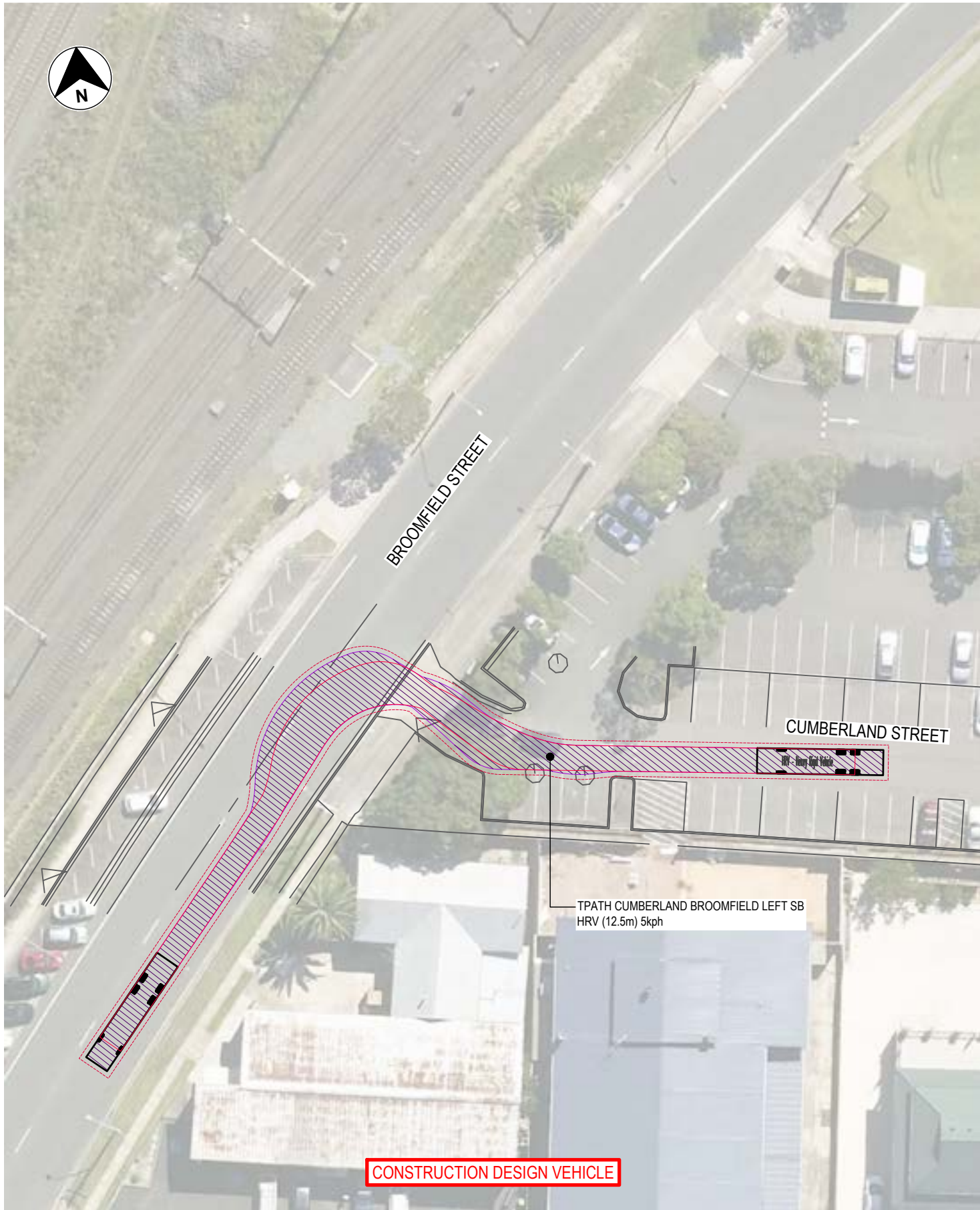
- SURVEY
  - EXISTING SIGNPOST
  - ▨ VEHICLE TURN PATH (COMPLIANT)
  - ▨ VEHICLE TURN PATH (NON-COMPLIANT)
  - ▨ CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT
- | VEHICLE BODY<br>VEHICLE TYPE      | VEHICLE<br>CLEARANCE (0.5m) |                    |
|-----------------------------------|-----------------------------|--------------------|
| HRV - Heavy Rigid Vehicle         |                             | HRV (12.5m)        |
| SEMI-TRAILER AND LOW BOILER (19m) |                             | SEMI-TRAILER (19m) |

0 5 10 15 20  
SCALE 1:500m

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PLOT BY: Mamada Telahashi ON 23/10/2023



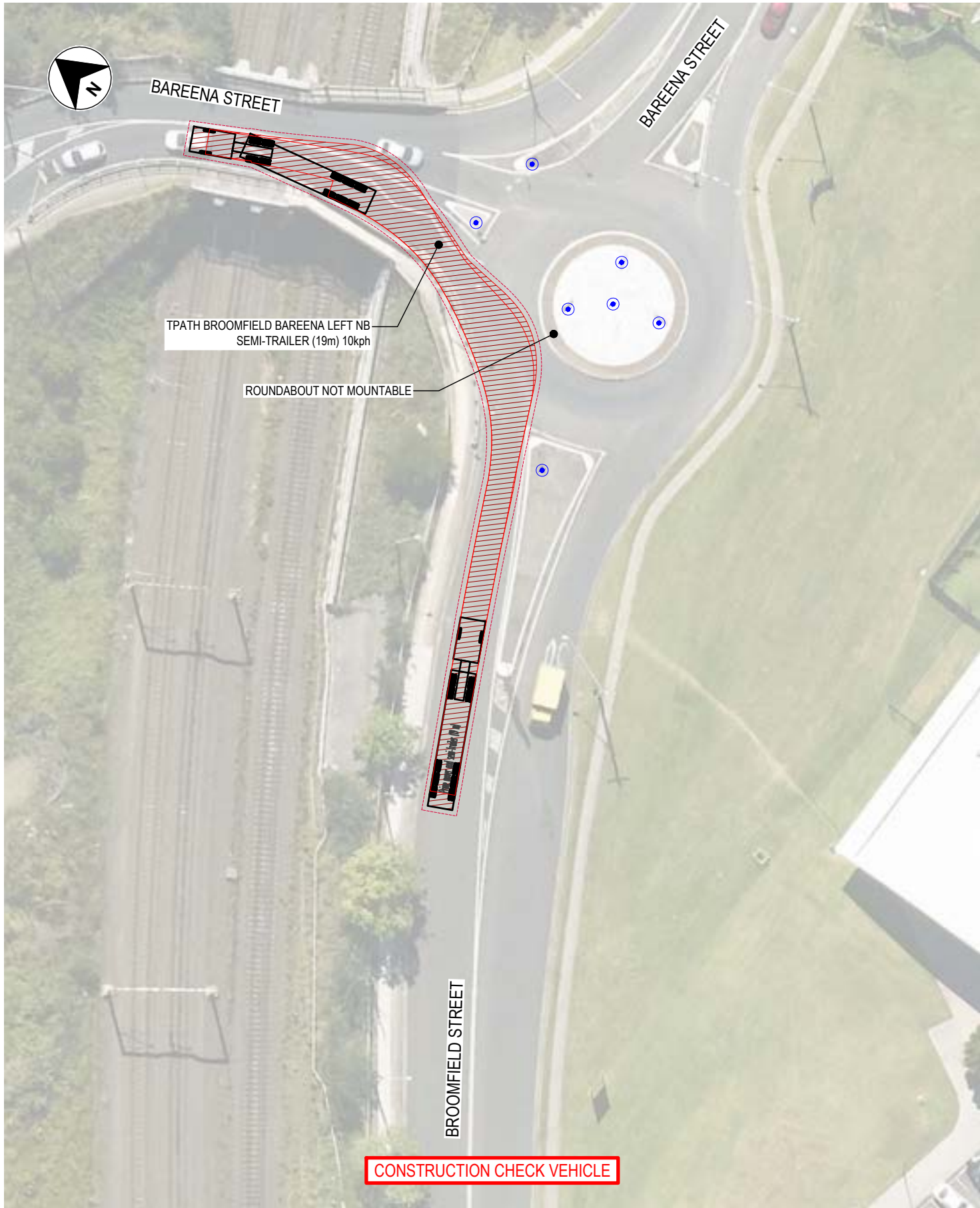
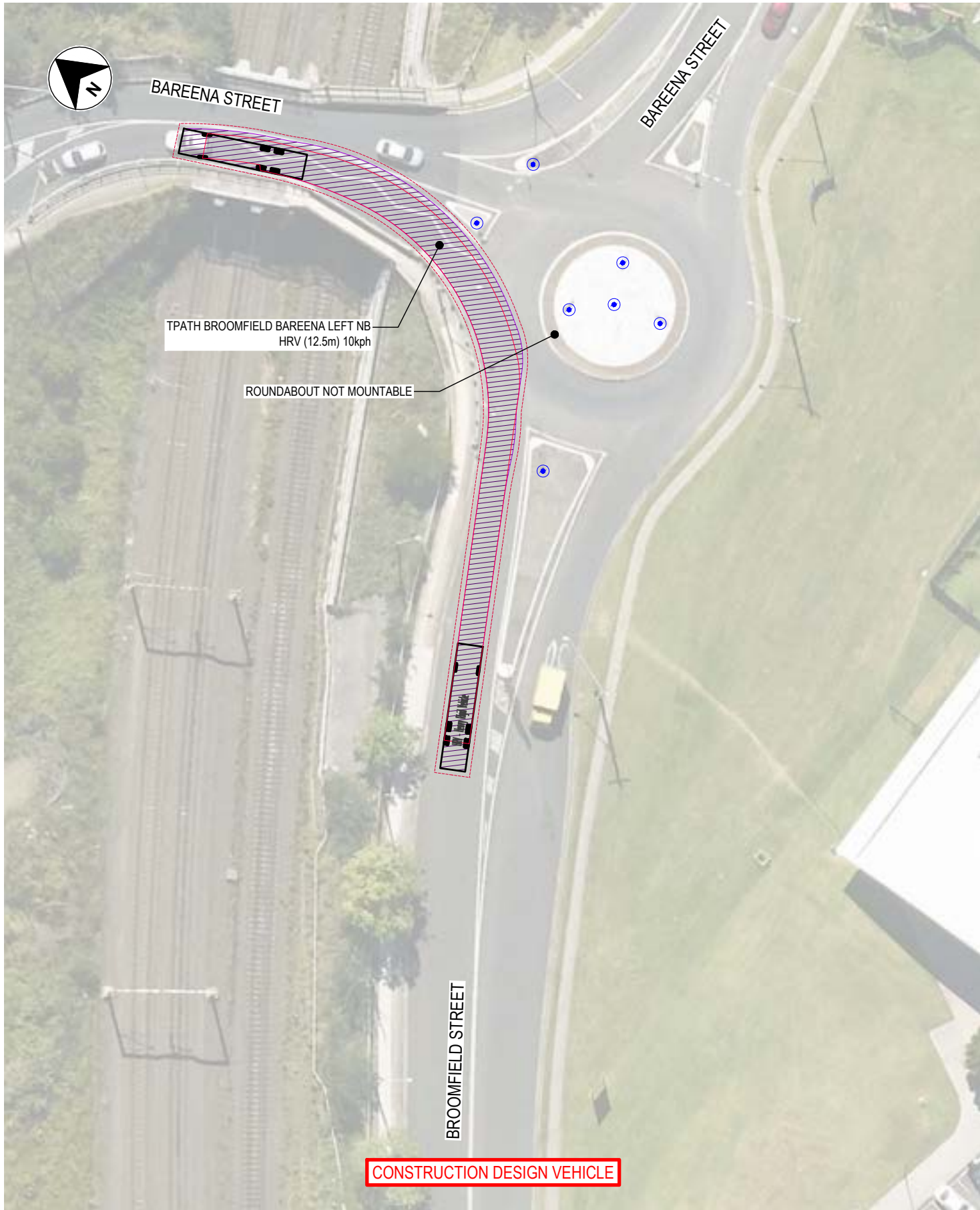
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- SURVEY
  - EXISTING SIGNPOST
  - ▨ VEHICLE TURN PATH (COMPLIANT)
  - ▨ VEHICLE TURN PATH (NON-COMPLIANT)
  - ▨ CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT
- | VEHICLE BODY<br>VEHICLE TYPE        | VEHICLE<br>CLEARANCE (0.5m) |                    |
|-------------------------------------|-----------------------------|--------------------|
| HRV - Heavy Road Vehicle            |                             | HRV (12.5m)        |
| SEMI-TRAILER and Semi-Trailer (19m) |                             | SEMI-TRAILER (19m) |





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LEGEND

	SURVEY
	EXISTING SIGNPOST
	VEHICLE TURN PATH (COMPLIANT)
	VEHICLE TURN PATH (NON-COMPLIANT)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT

 VEHICLE BODY VEHICLE TYPE HRV - Heavy Road Vehicle	VEHICLE CLEARANCE CLEARANCE (0.5m) HRV (12.5m)
 VEHICLE BODY VEHICLE TYPE SEMI-TRAILER (19m)	VEHICLE CLEARANCE CLEARANCE (0.5m) SEMI-TRAILER (19m)



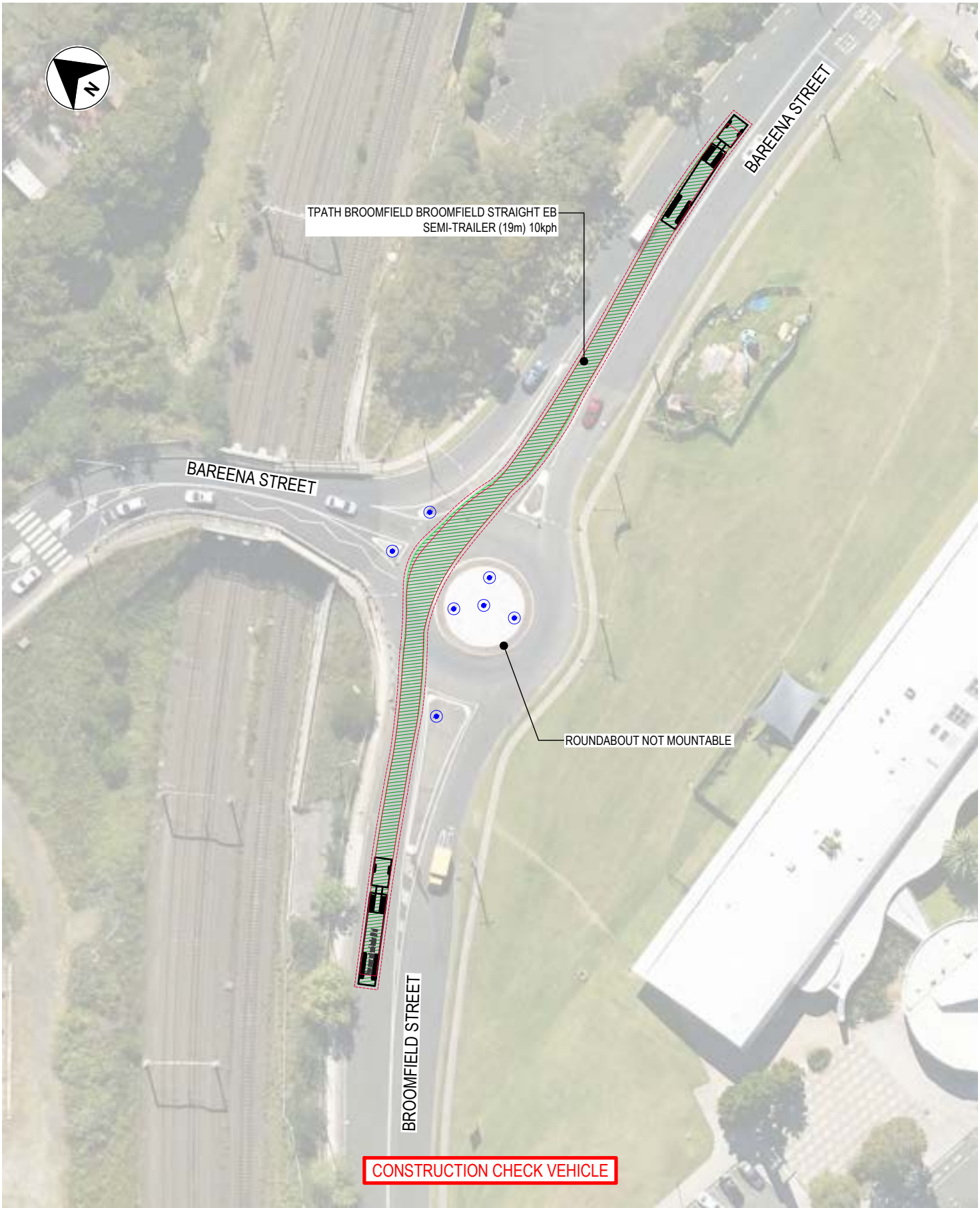
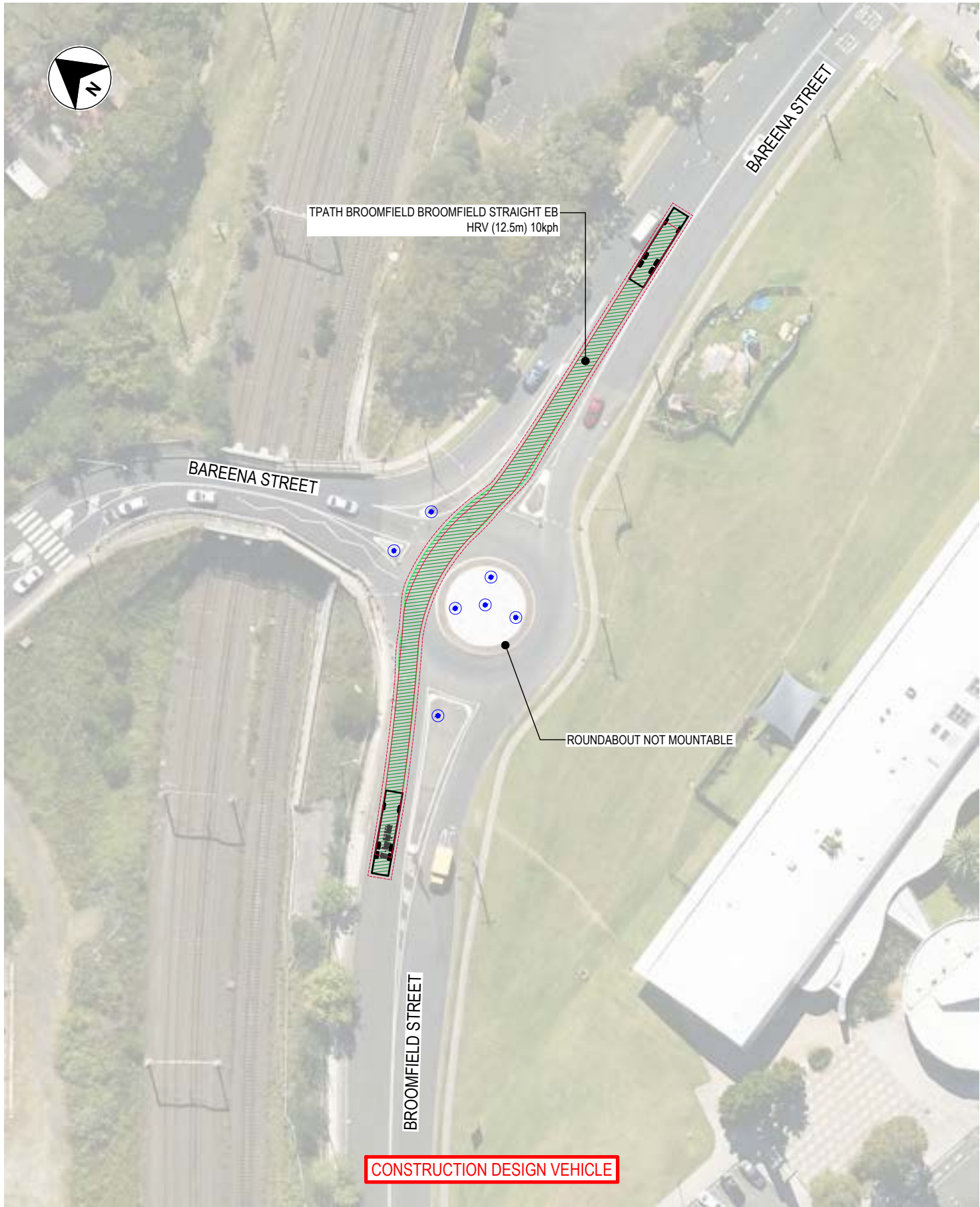
PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 BROOMFIELD STREET / BAREENA STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

FOR INFORMATION ONLY

0374-USCC-RD-SWEPT-PATHS-INFO-20-01

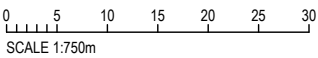


PLOTTED BY: Mamada Telahashi ON 23/10/2023 FILE LOCATION: C:\1905\data\TE-Cloud\0374-USCC-RD-SWEPT-PATHS-INFO-20.dwg



LEGEND

	SURVEY		
	EXISTING SIGNPOST		
	VEHICLE TURN PATH (COMPLIANT)	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
	VEHICLE TURN PATH (NON-COMPLIANT)		
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 BROOMFIELD STREET / BAREENA STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - STRAIGHT

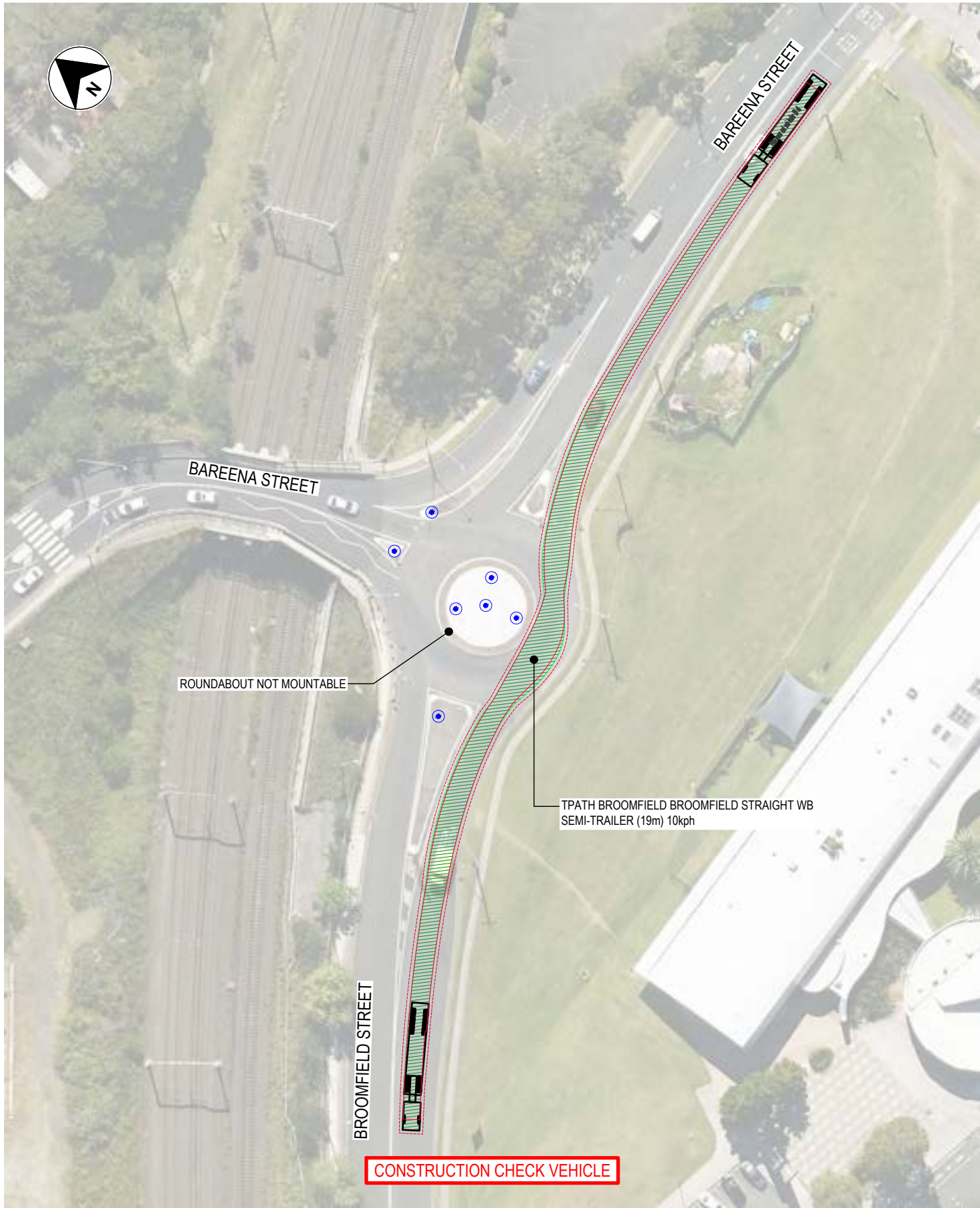
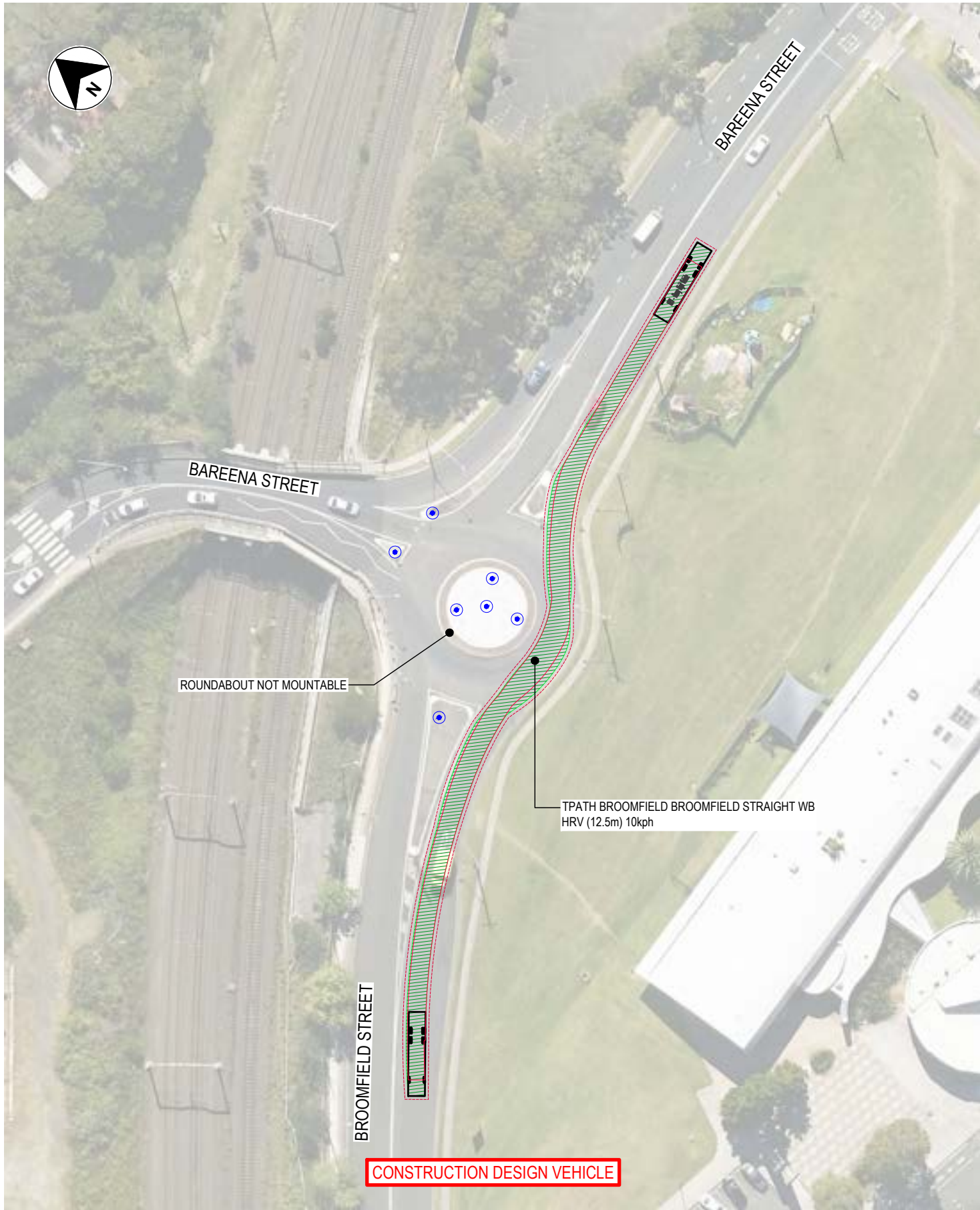
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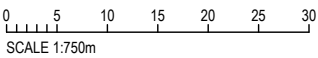
0374-USCC-RD-SWEPT-PATHS-INFO-20-02



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LEGEND



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 BROOMFIELD STREET / BAREENA STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - STRAIGHT

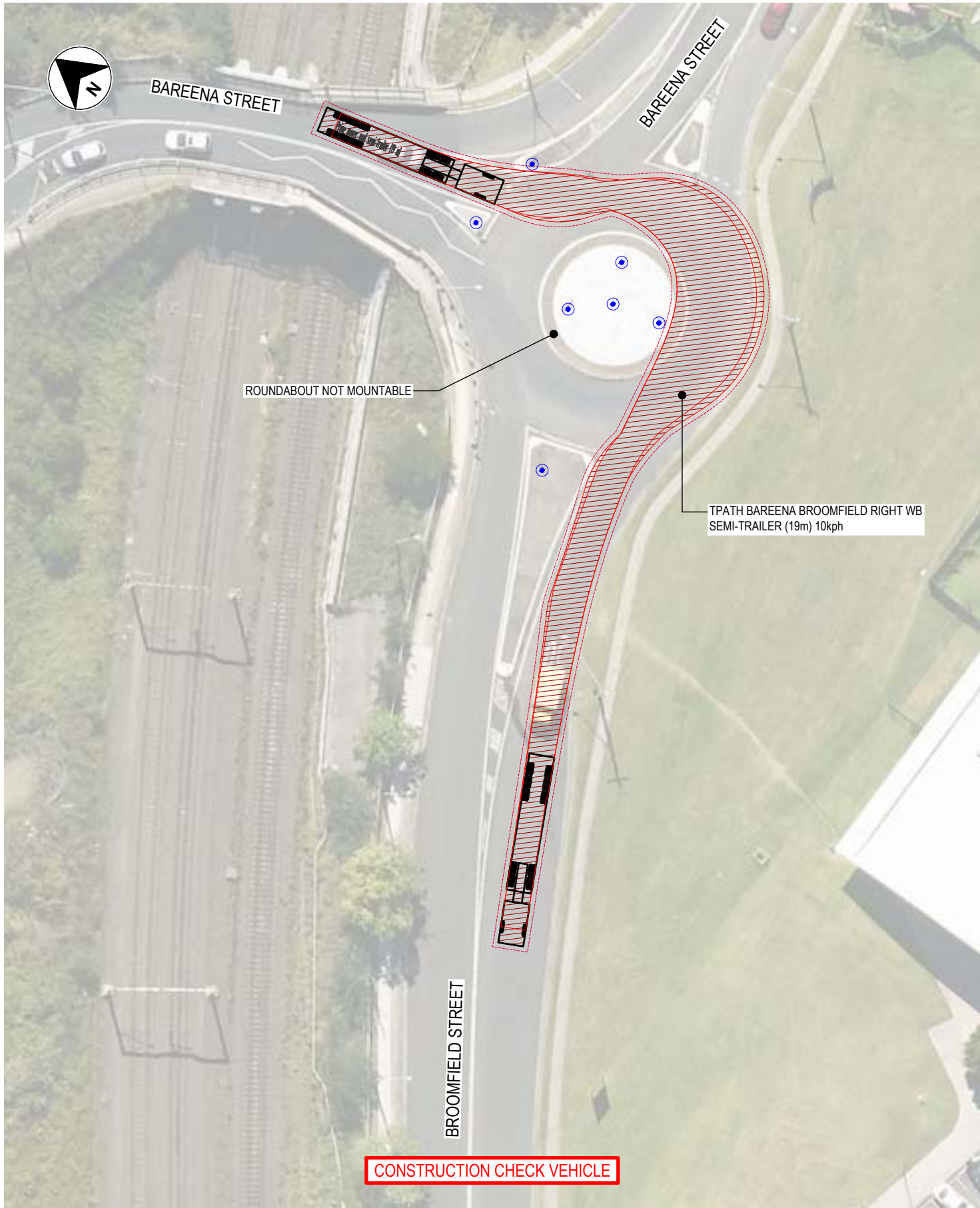
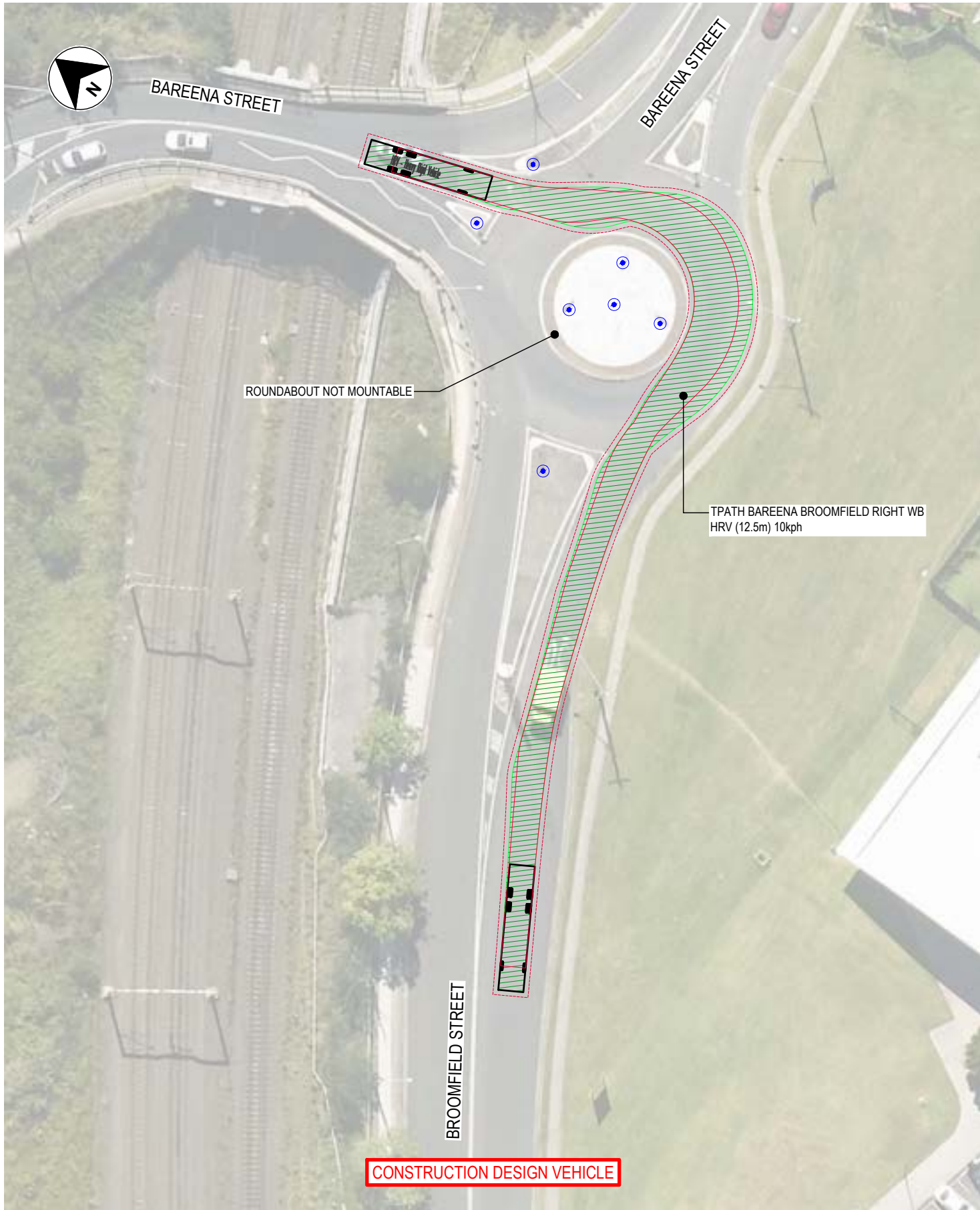
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LEGEND

	SURVEY
	EXISTING SIGNPOST
	VEHICLE TURN PATH (COMPLIANT)
	VEHICLE TURN PATH (NON-COMPLIANT)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT

 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



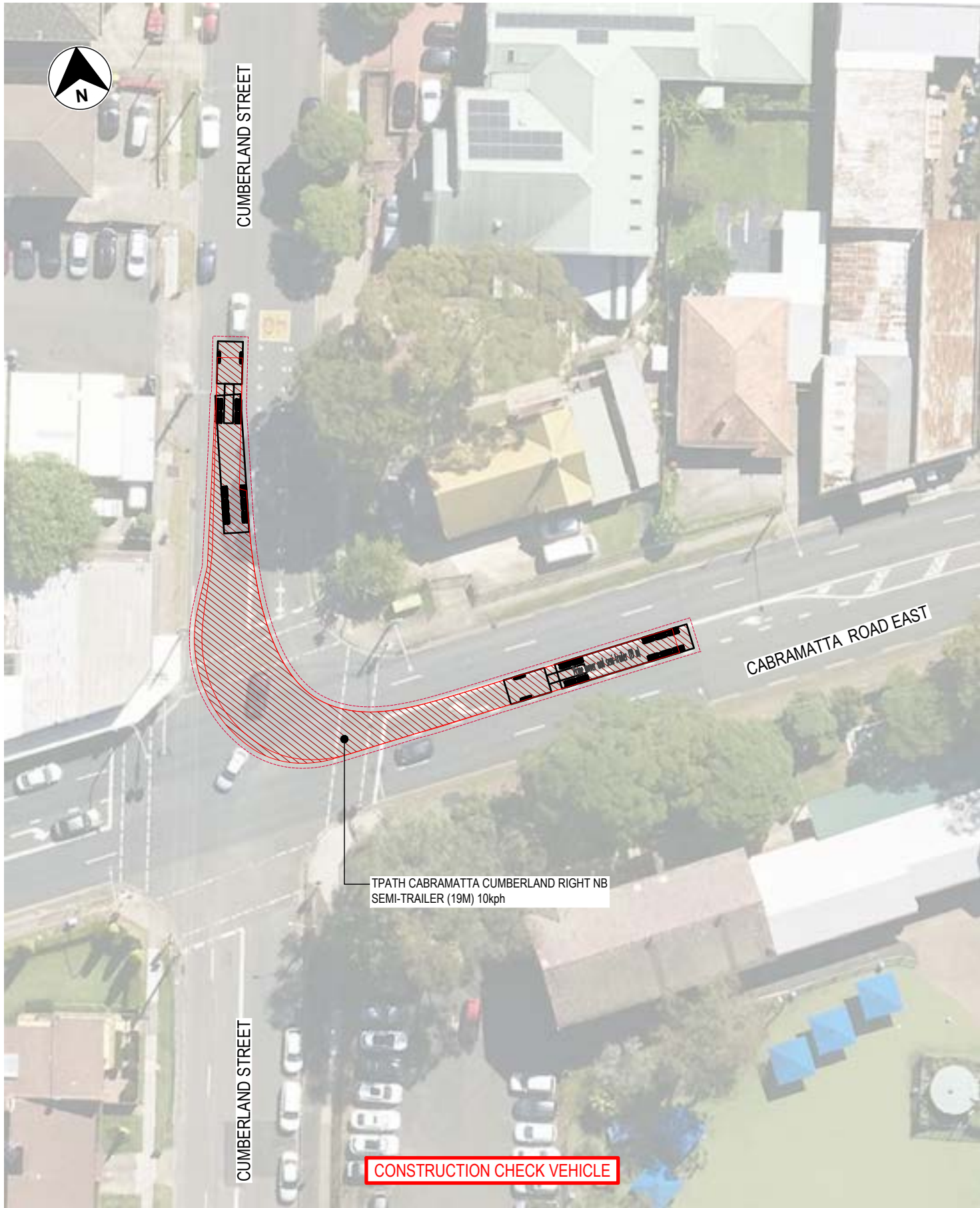
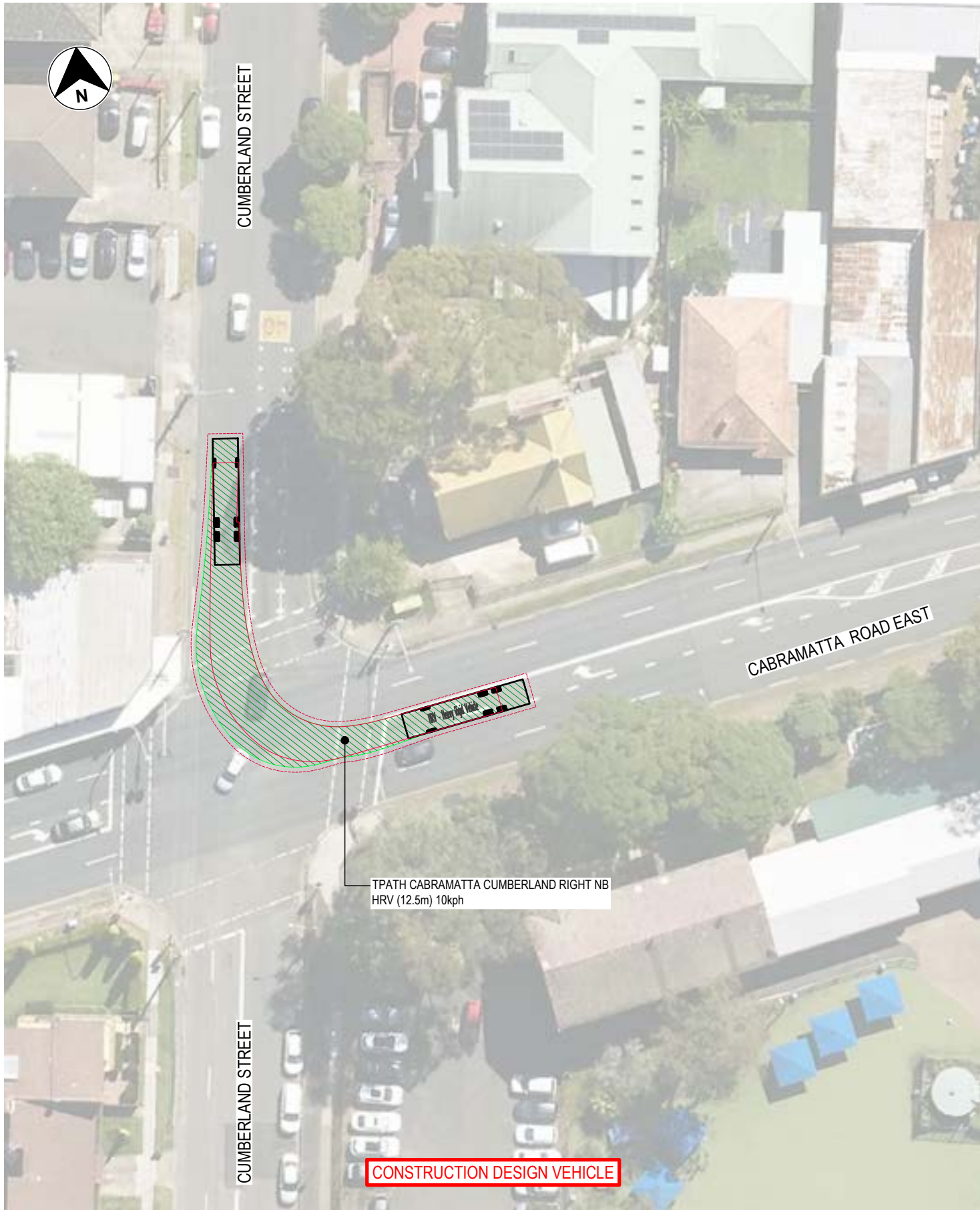
PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 BROOMFIELD STREET / BAREENA STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN

0374-USCC-RD-SWEPT-PATHS-INFO-20-04

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LEGEND

	SURVEY		
	EXISTING SIGNPOST		
	VEHICLE TURN PATH (COMPLIANT)	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
	VEHICLE TURN PATH (NON-COMPLIANT)		
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 CUMBERLAND STREET / CABRAMATTA ROAD EAST INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN

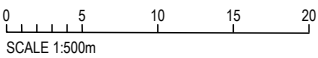
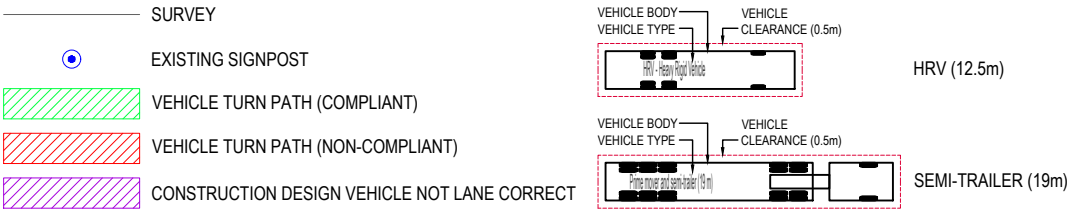
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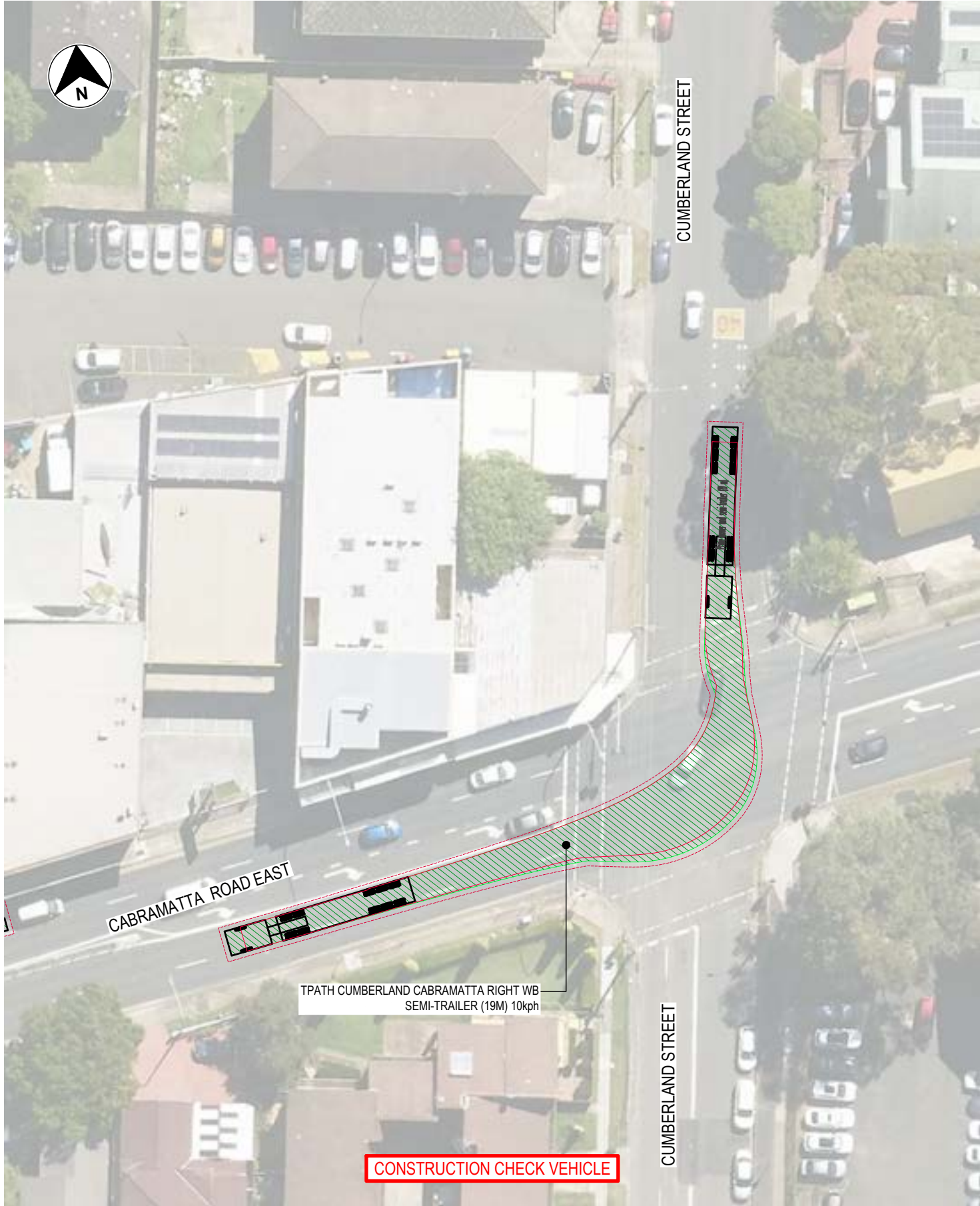
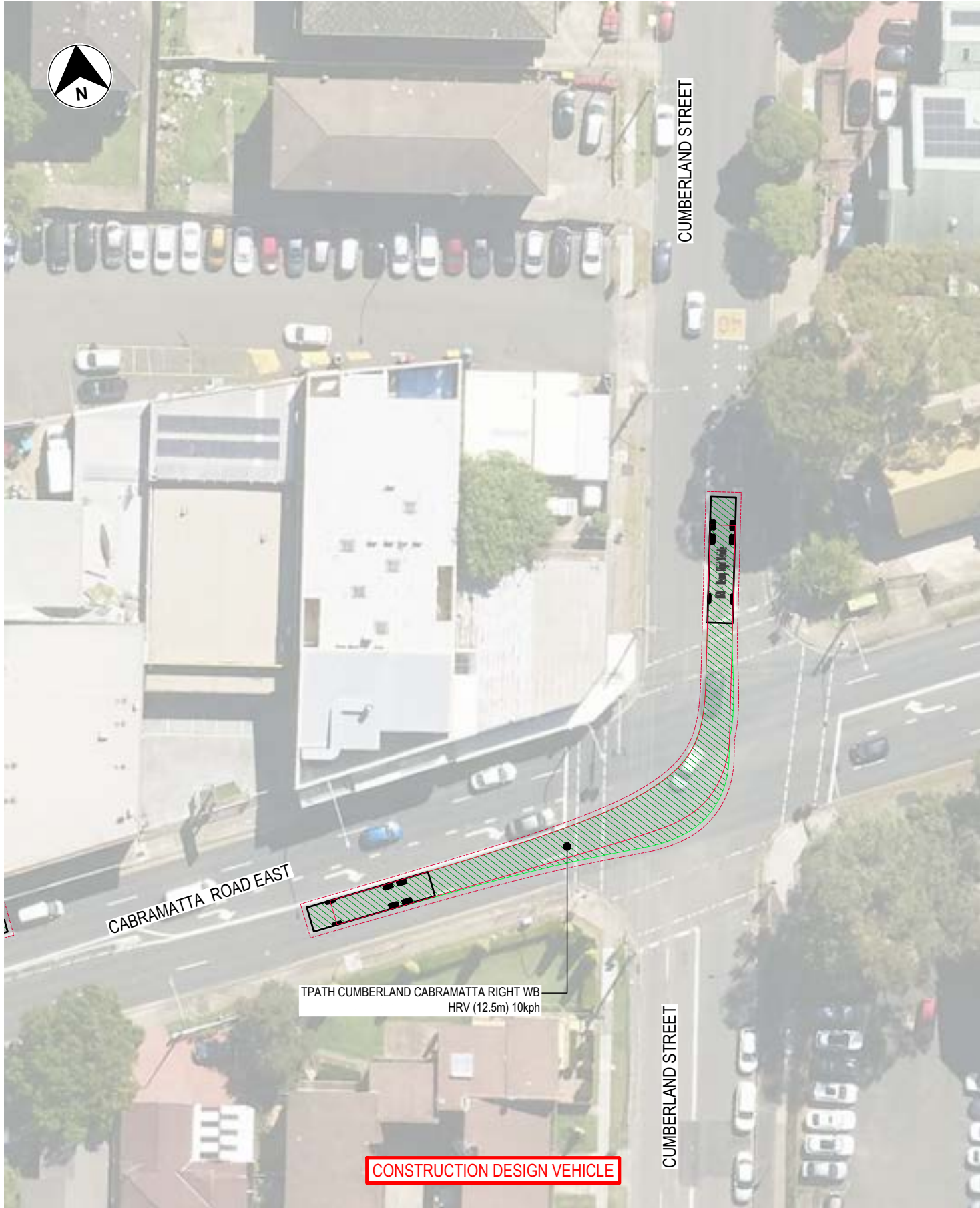
PENRITH / FAIRFIELD CITY COUNCIL  
UPPER SOUTH CREEK  
ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
CUMBERLAND STREET / CABRAMATTA ROAD EAST INTERSECTION  
CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

FOR INFORMATION ONLY



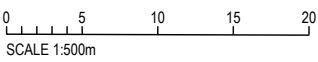


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LEGEND

	SURVEY		
	EXISTING SIGNPOST		
	VEHICLE TURN PATH (COMPLIANT)		HRV (12.5m)
	VEHICLE TURN PATH (NON-COMPLIANT)		
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT		SEMI-TRAILER (19m)



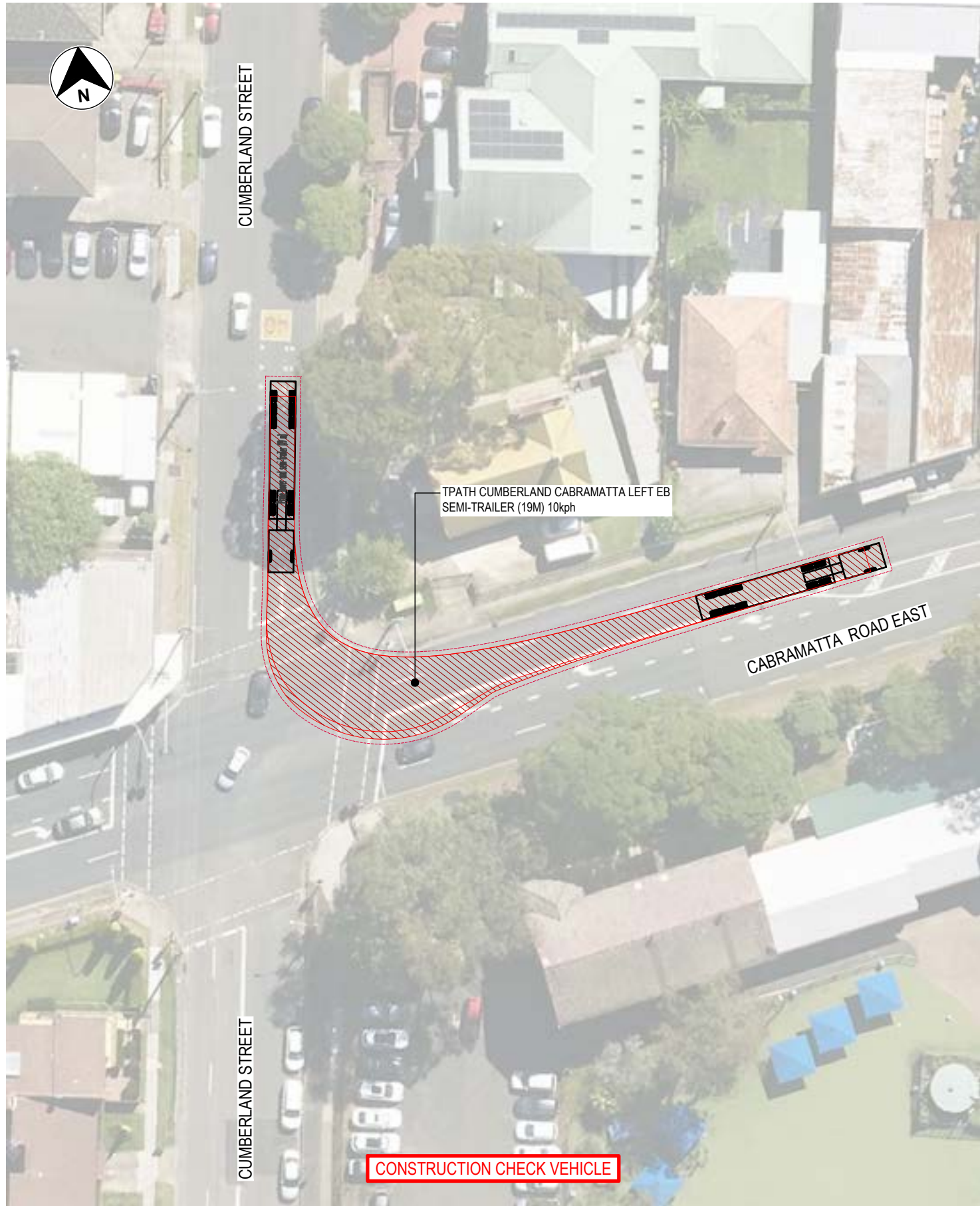
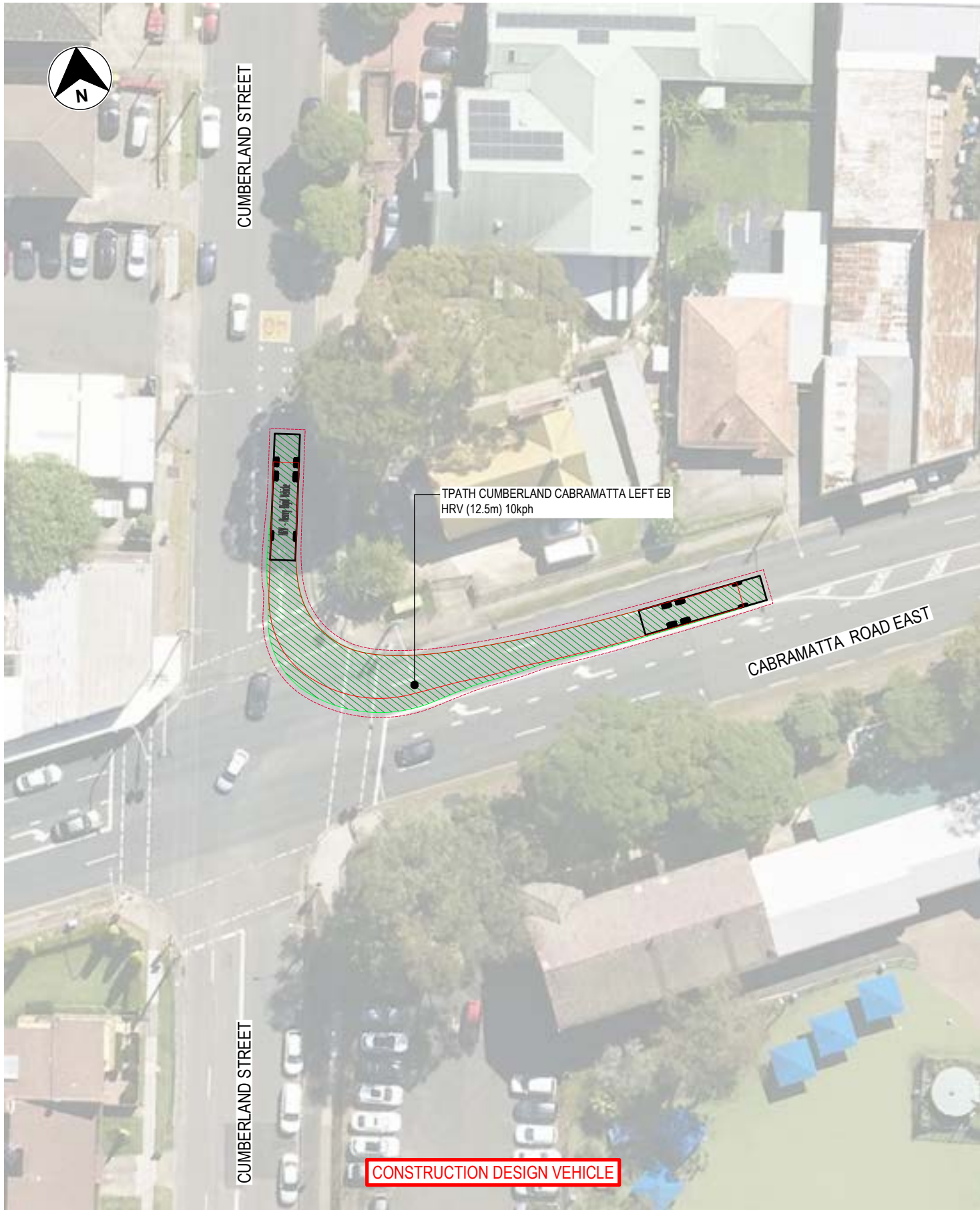
PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 CUMBERLAND STREET / CABRAMATTA ROAD EAST INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN

0374-USCC-RD-SWEPT-PATHS-INFO-21-03

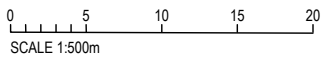
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 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 CUMBERLAND STREET / CABRAMATTA ROAD EAST INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

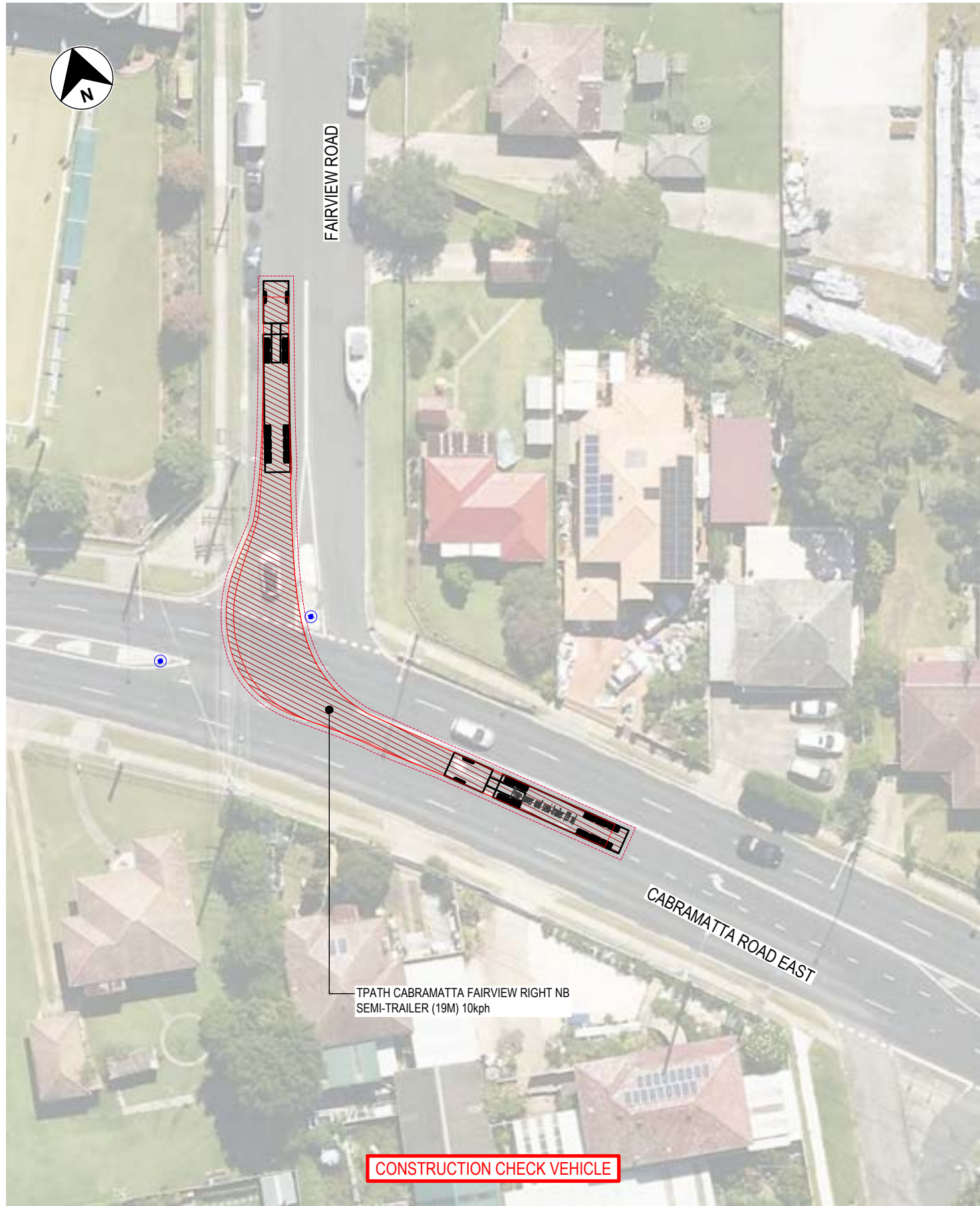
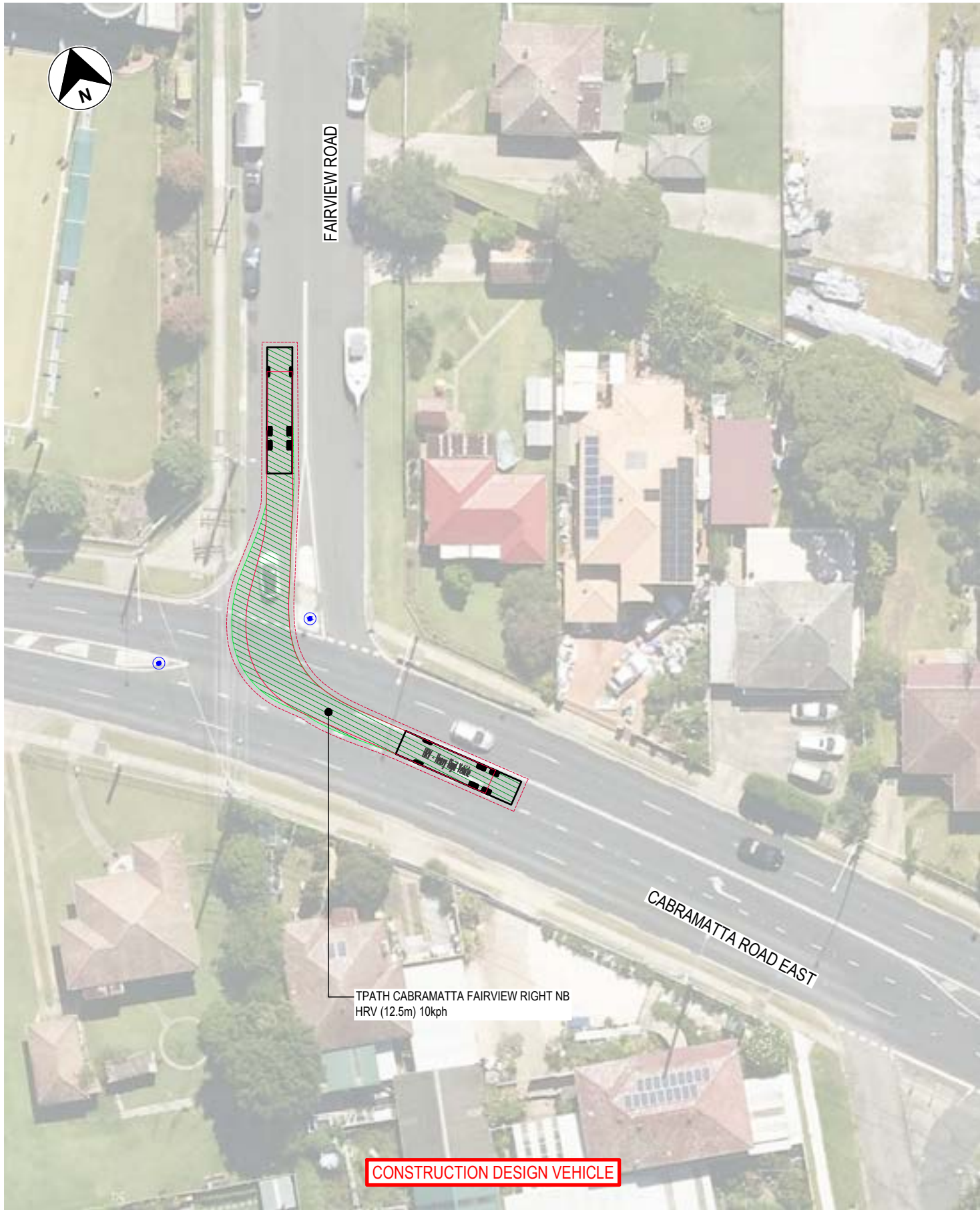
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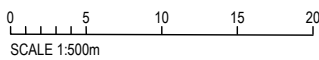
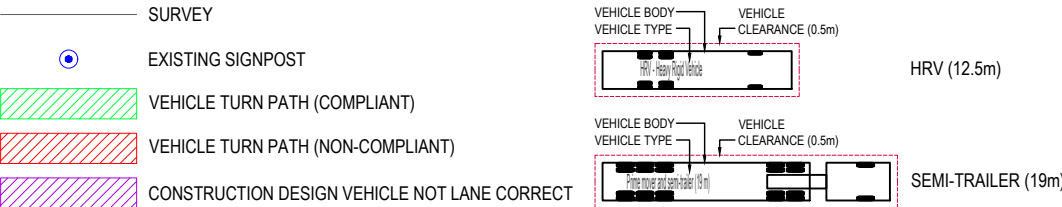
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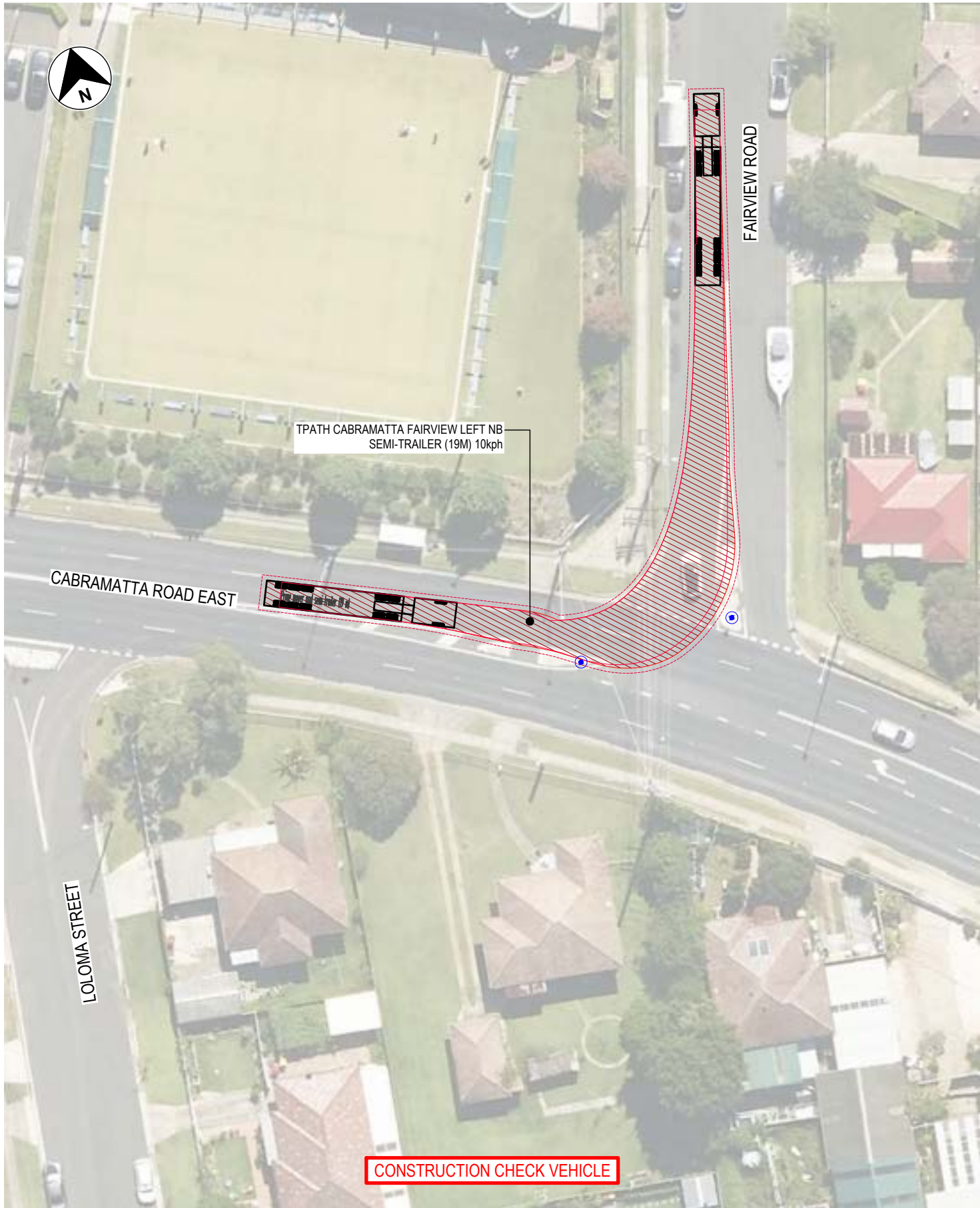
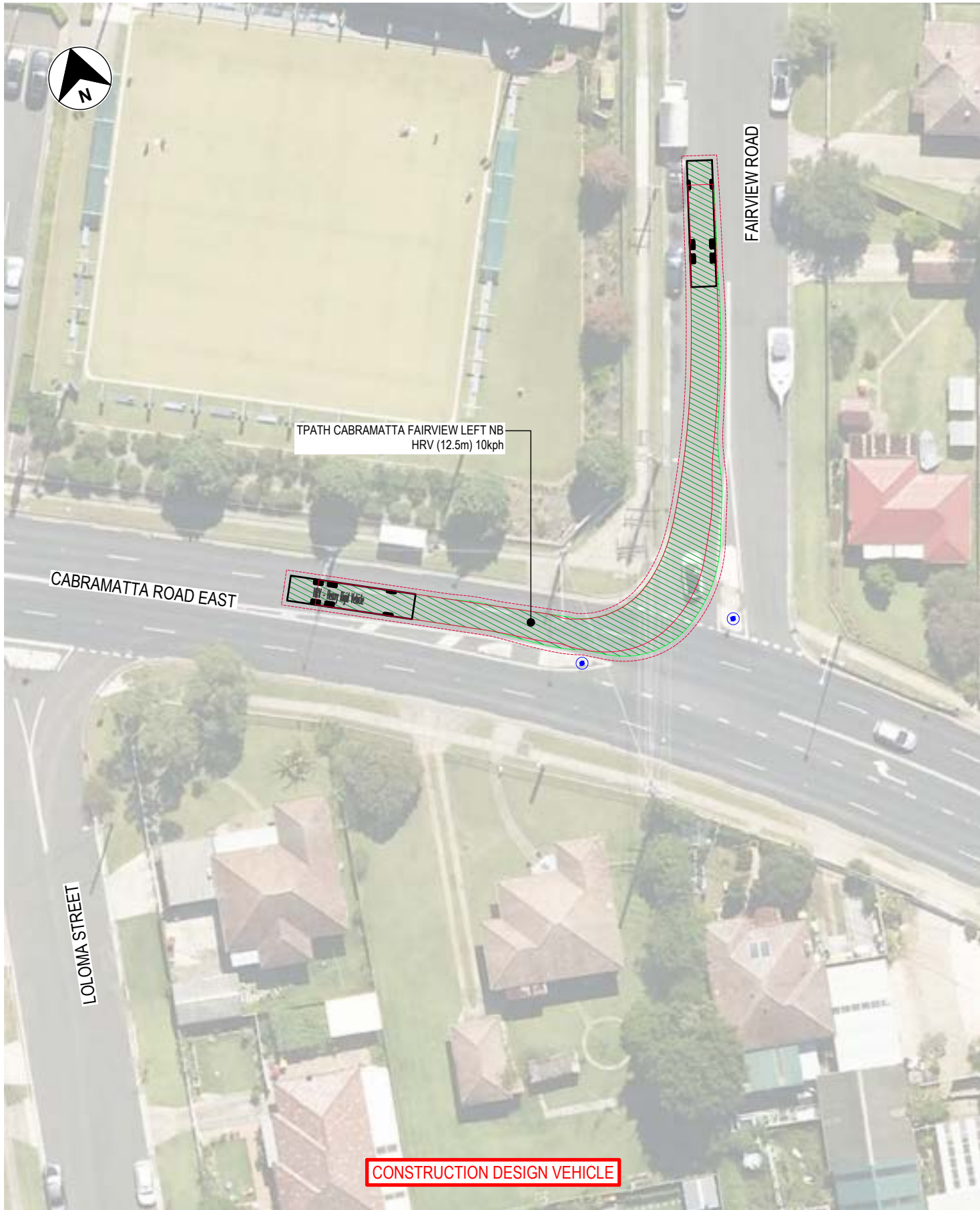


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LEGEND



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 FAIRVIEW ROAD / CABRAMATTA ROAD EAST INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

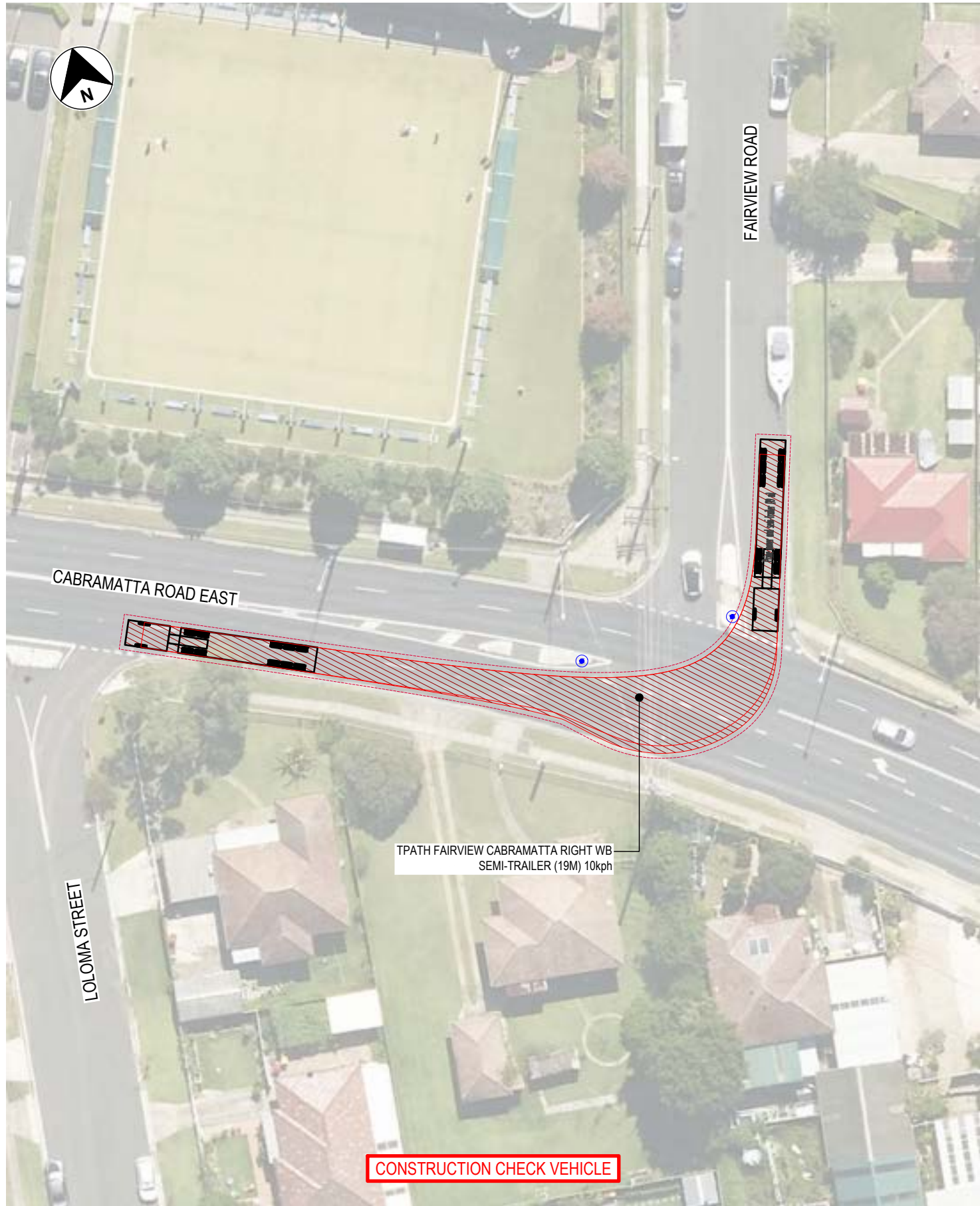
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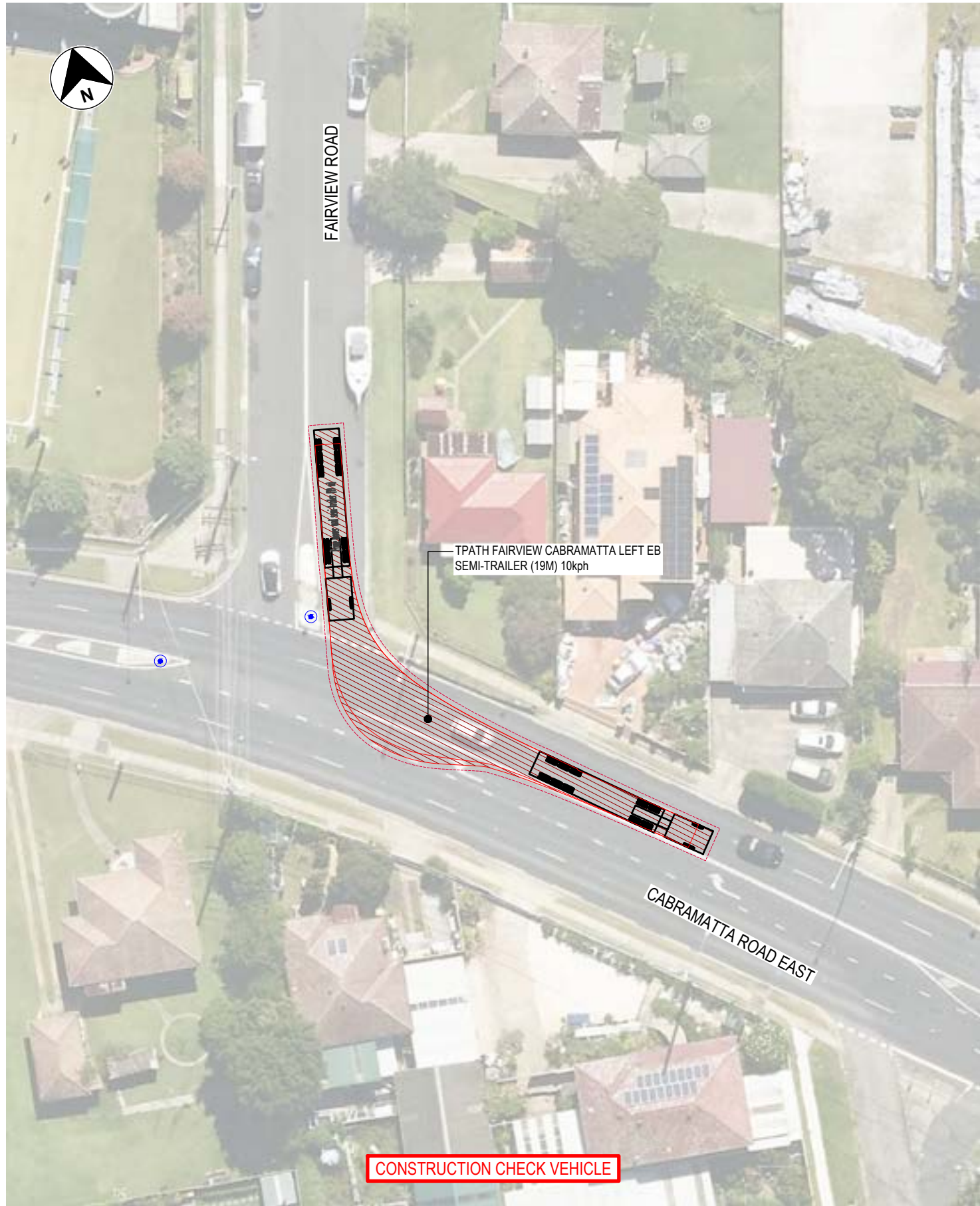


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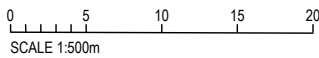




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LEGEND



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 FAIRVIEW ROAD / CABRAMATTA ROAD EAST INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

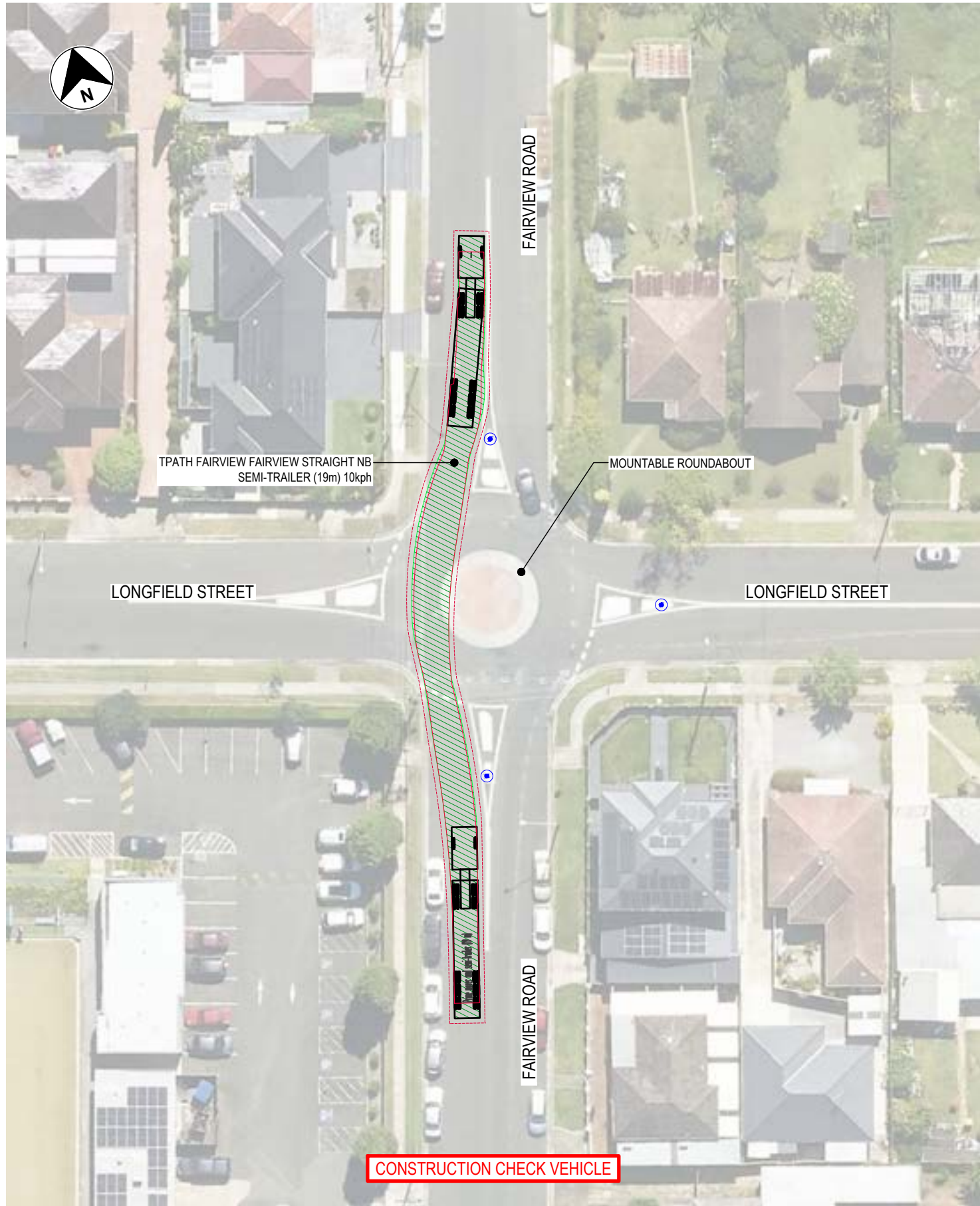
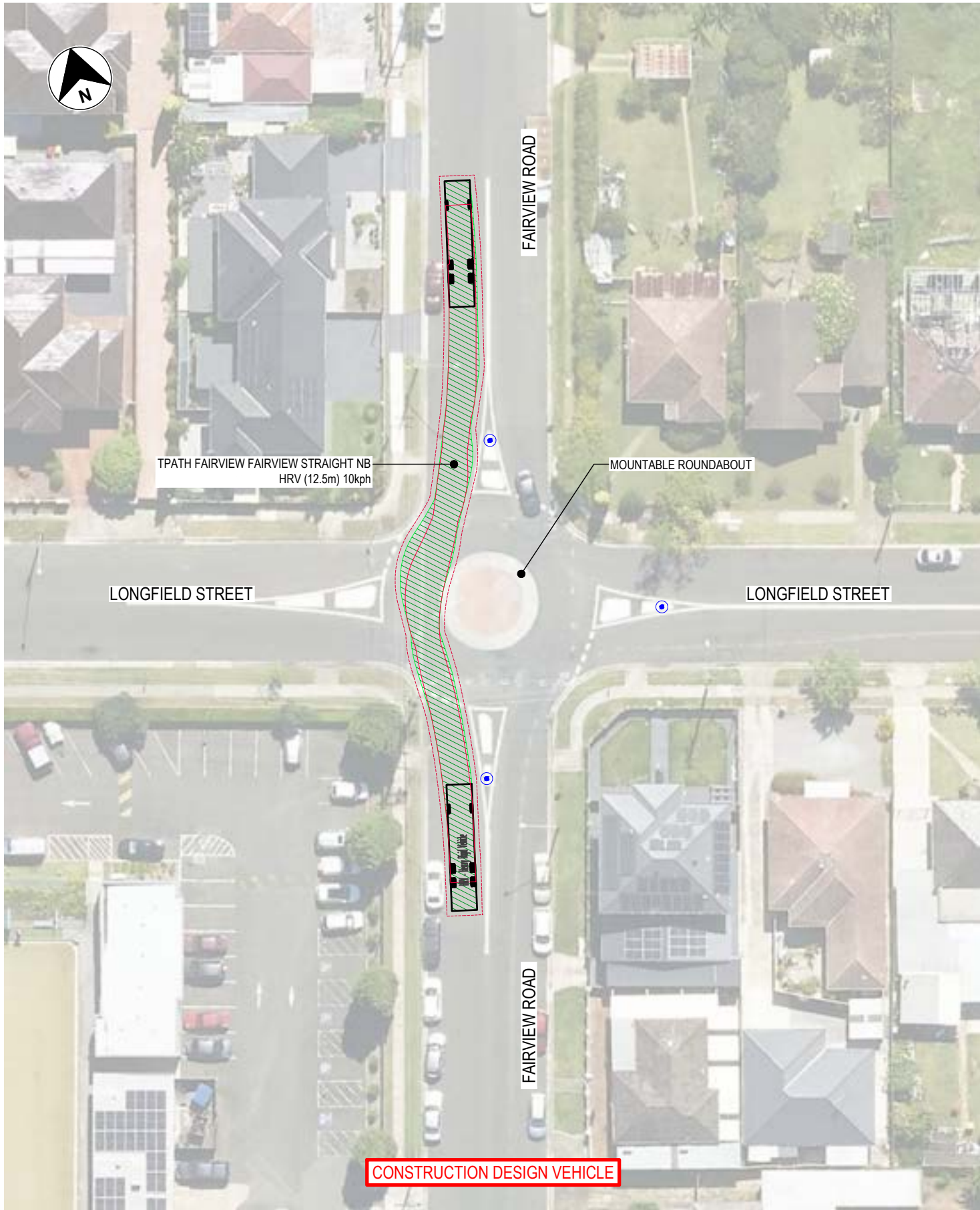
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LEGEND



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 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 FAIRVIEW ROAD / LONGFIELD STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - STRAIGHT

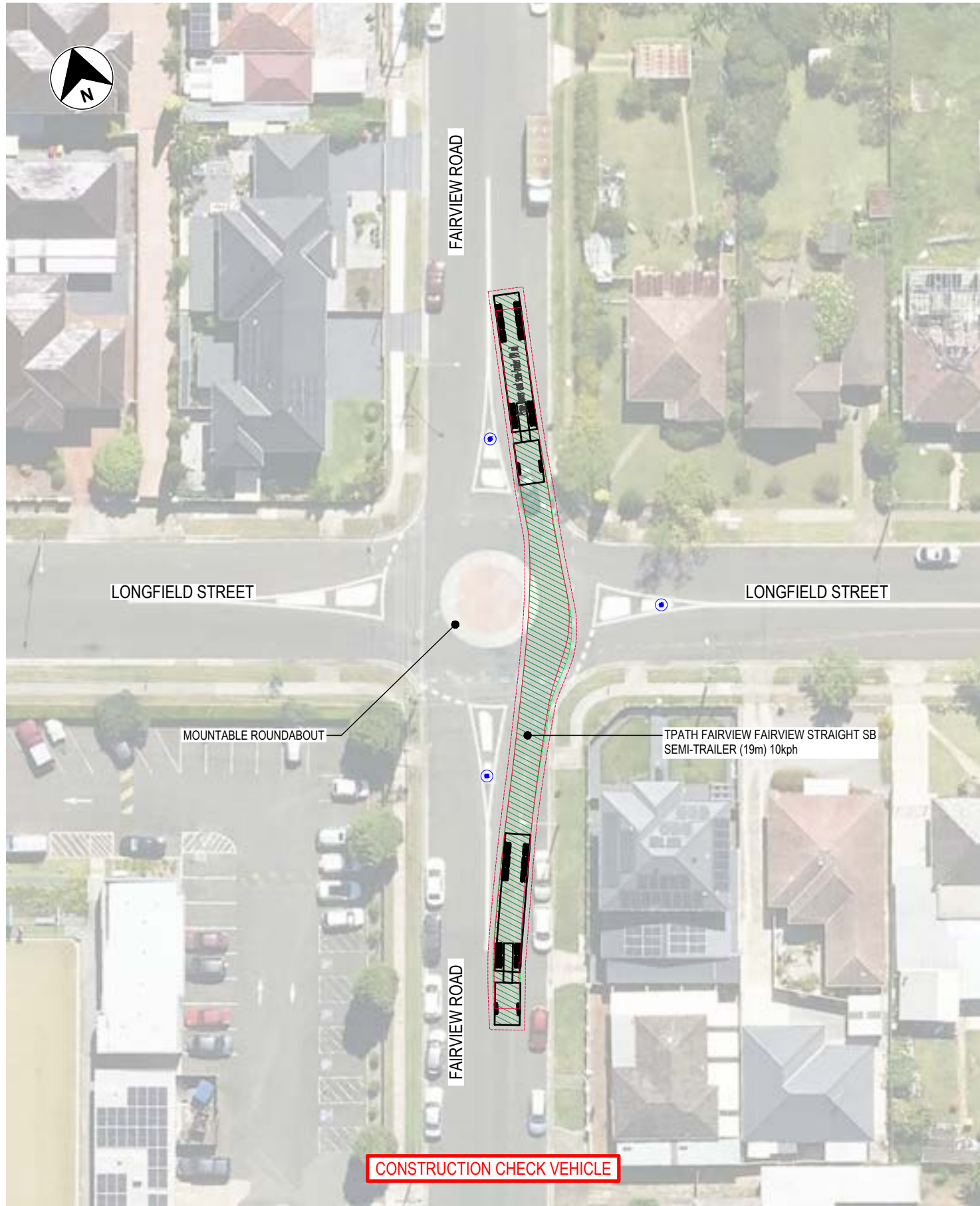
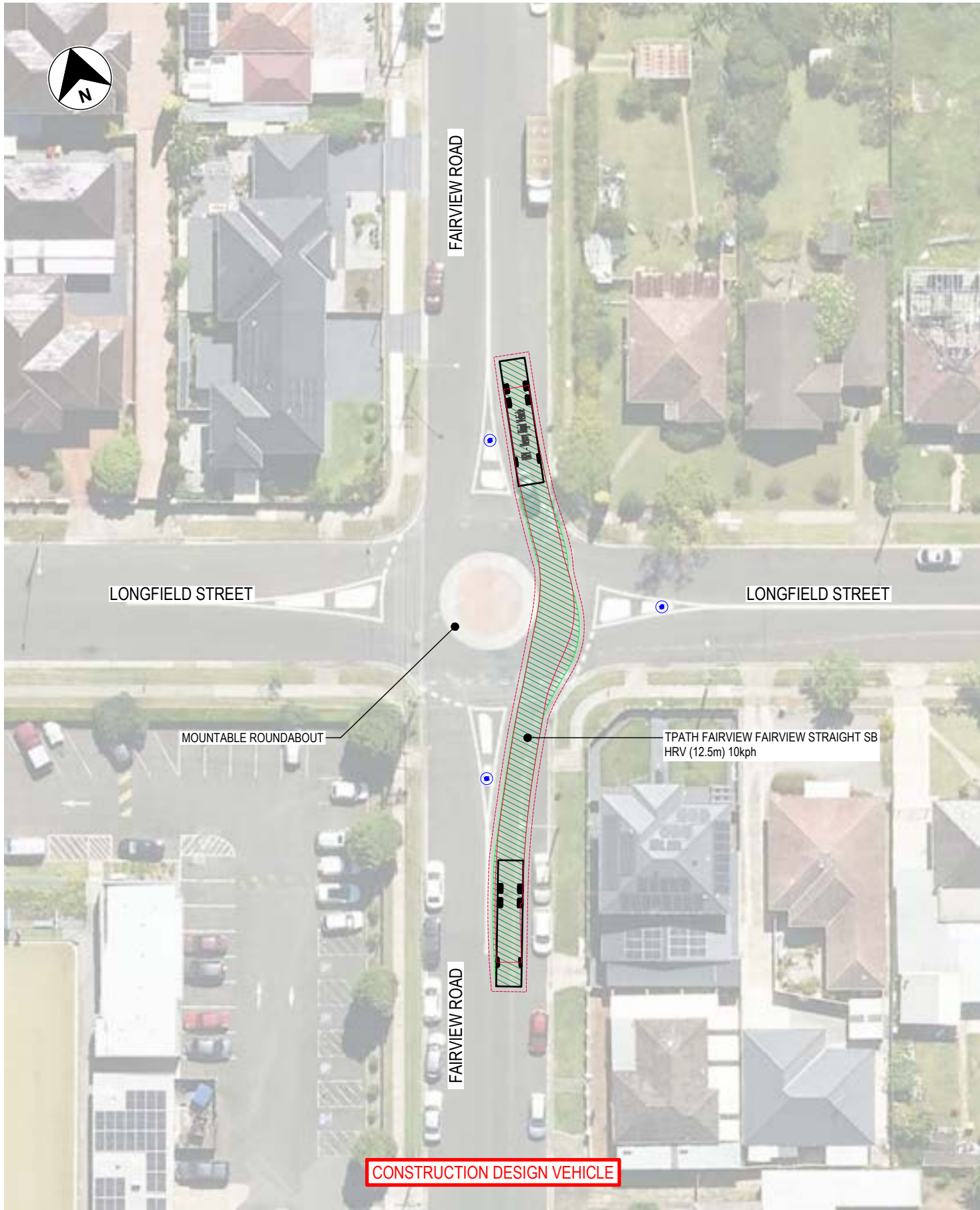
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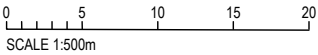
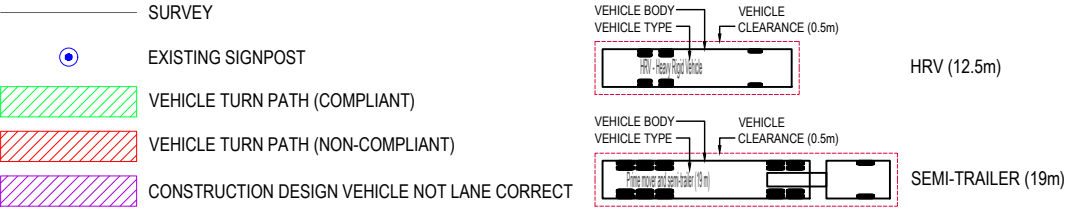
0374-USCC-RD-SWEPT-PATHS-INFO-23-01



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LEGEND



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 FAIRVIEW ROAD / LONGFIELD STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - STRAIGHT

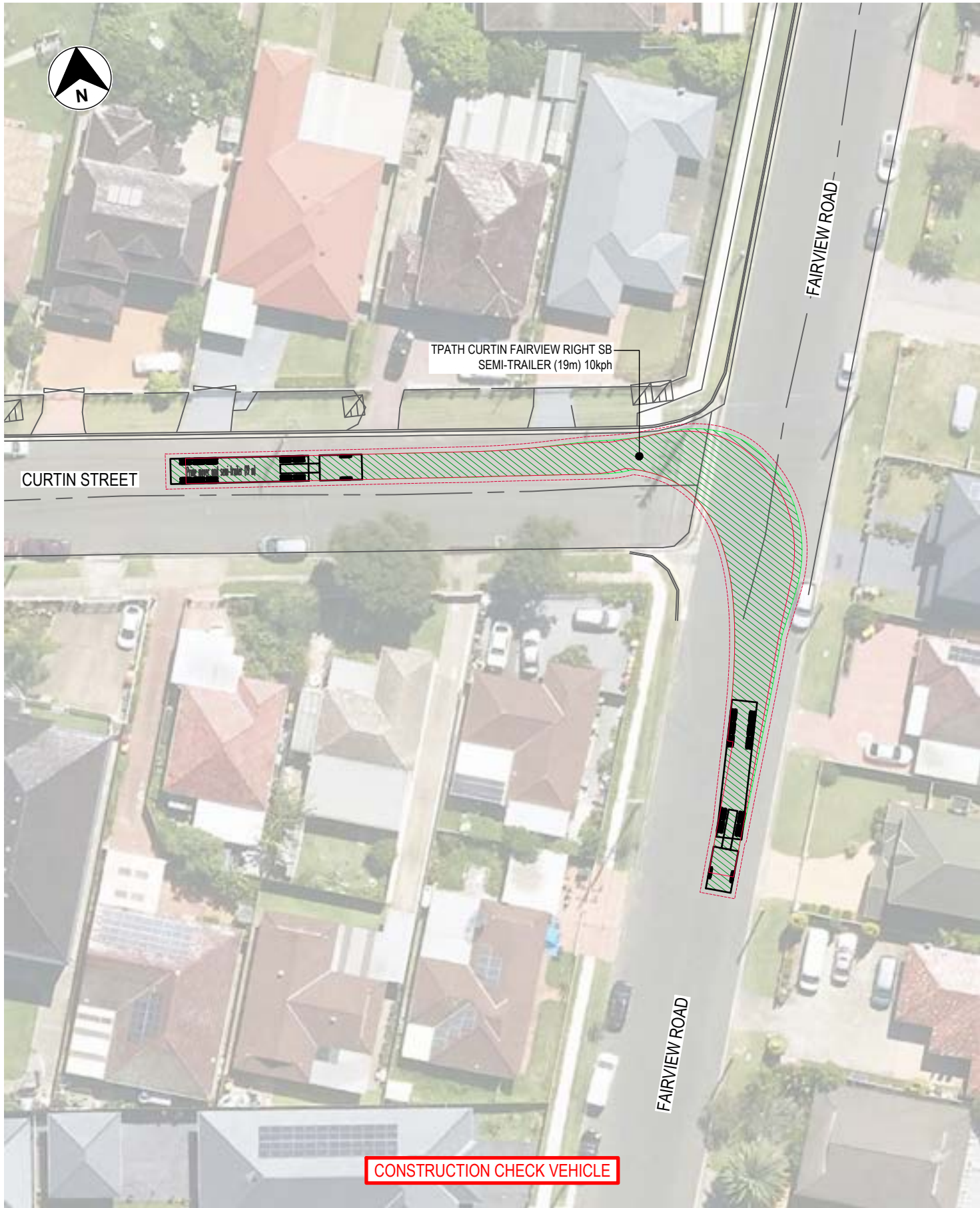
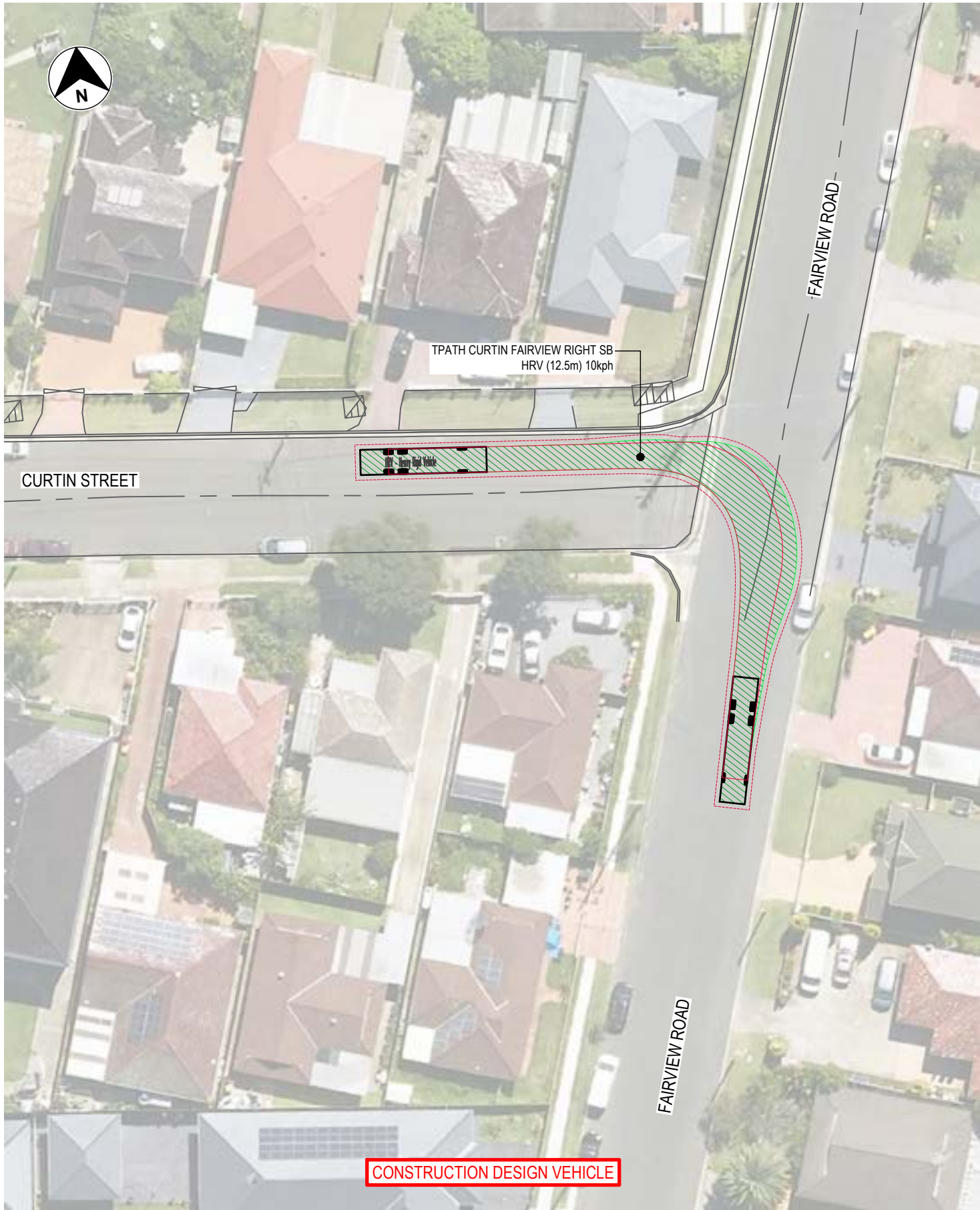
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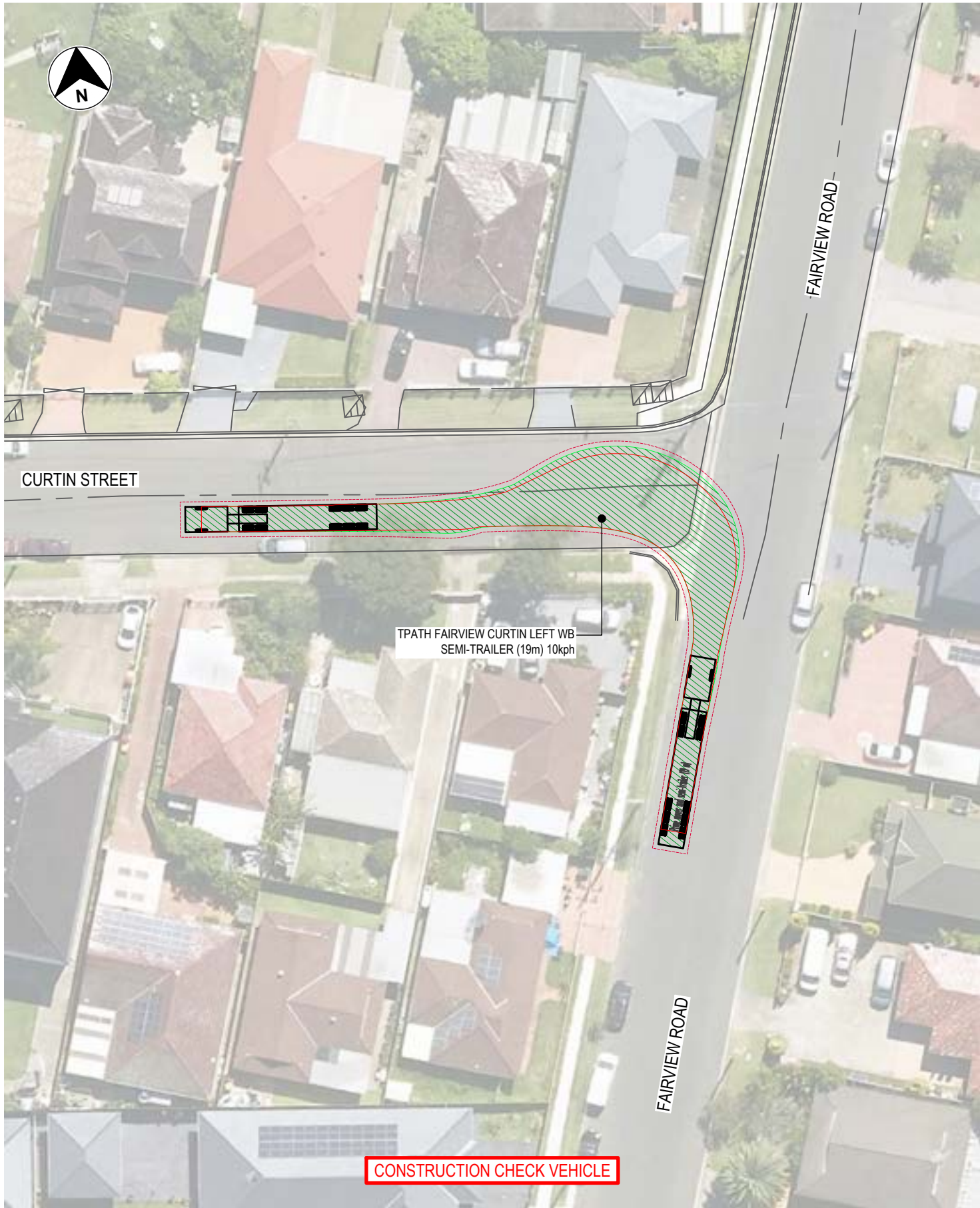
LEGEND

- SURVEY
  - EXISTING SIGNPOST
  - ▨ VEHICLE TURN PATH (COMPLIANT)
  - ▨ VEHICLE TURN PATH (NON-COMPLIANT)
  - ▨ CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT
- | VEHICLE BODY<br>VEHICLE TYPE | VEHICLE<br>CLEARANCE (0.5m) |                    |
|------------------------------|-----------------------------|--------------------|
| HRV - Heavy Road Vehicle     |                             | HRV (12.5m)        |
| SEMI-TRAILER (19m)           |                             | SEMI-TRAILER (19m) |





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LEGEND

	SURVEY		
	EXISTING SIGNPOST		
	VEHICLE TURN PATH (COMPLIANT)	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
	VEHICLE TURN PATH (NON-COMPLIANT)		
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 FAIRVIEW ROAD / CURTIN STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

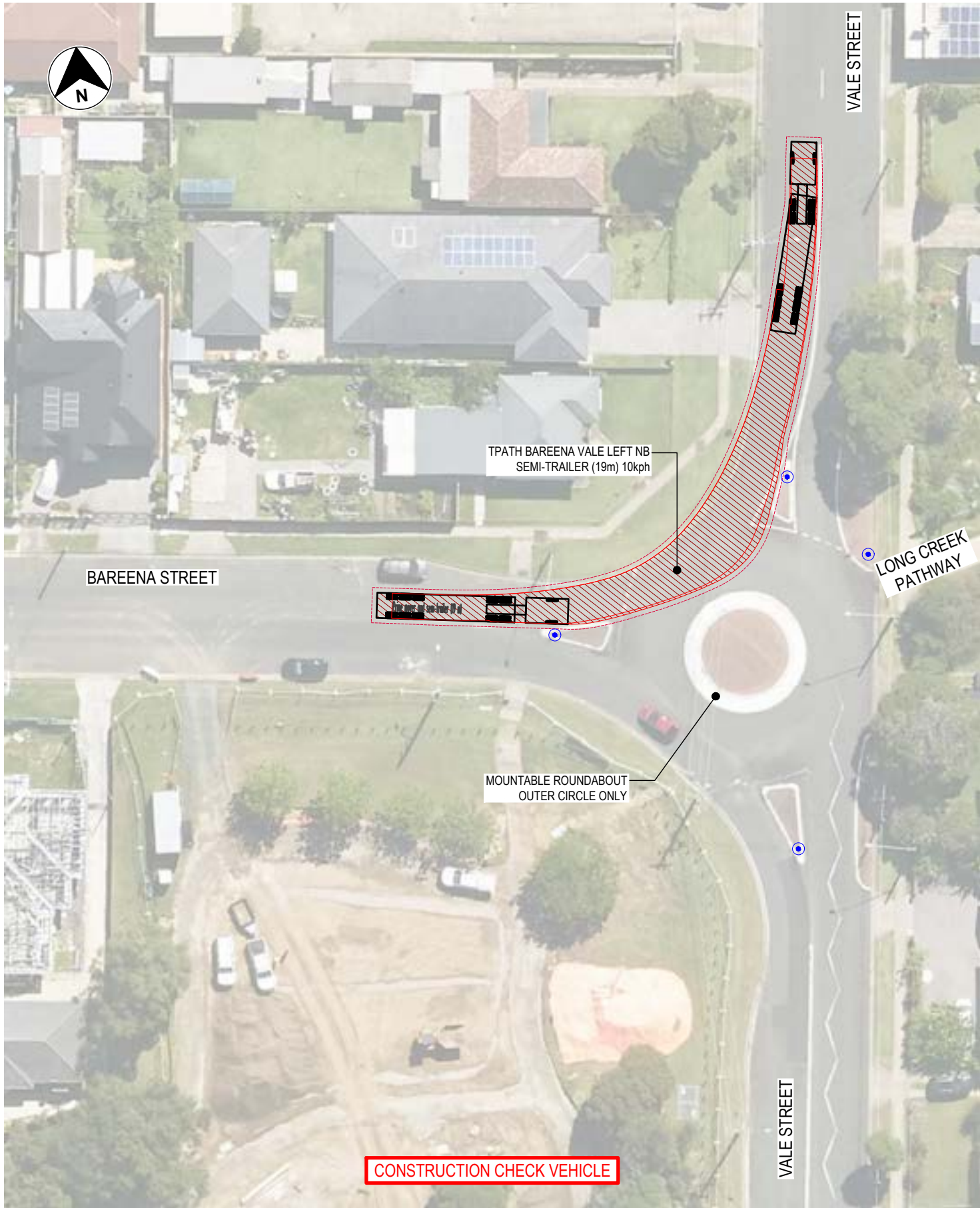
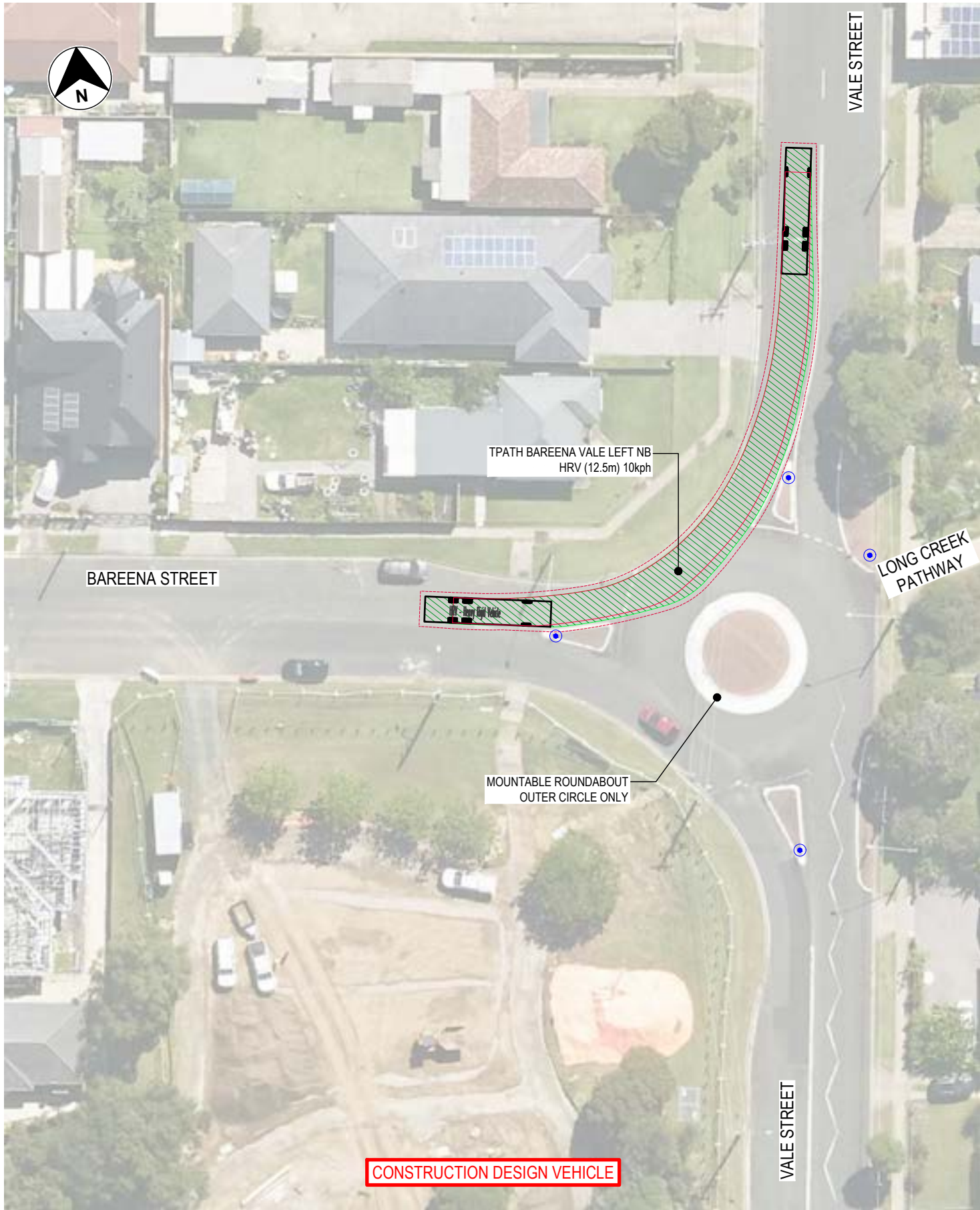
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LEGEND



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 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 VALE STREET / BAREENA STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

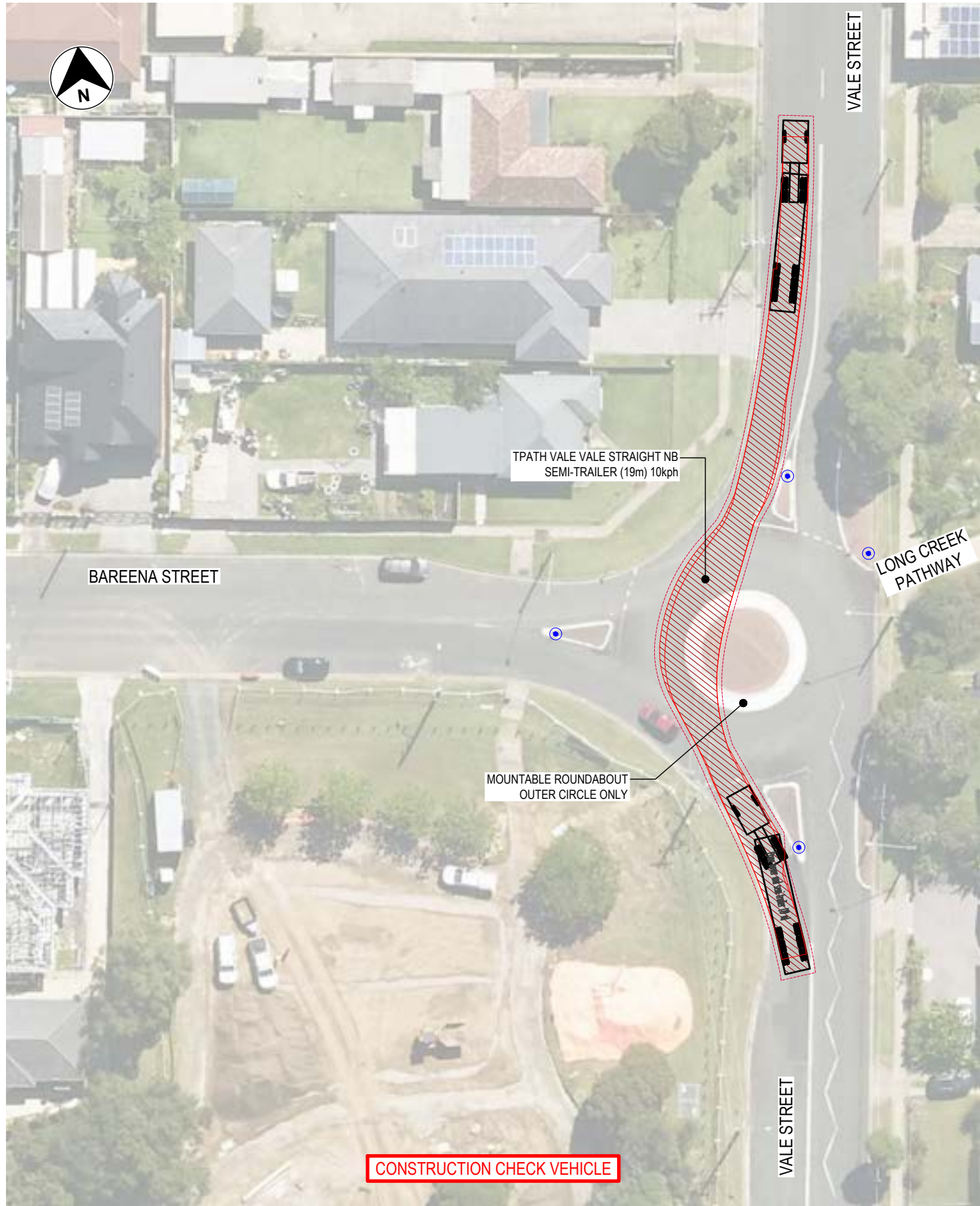
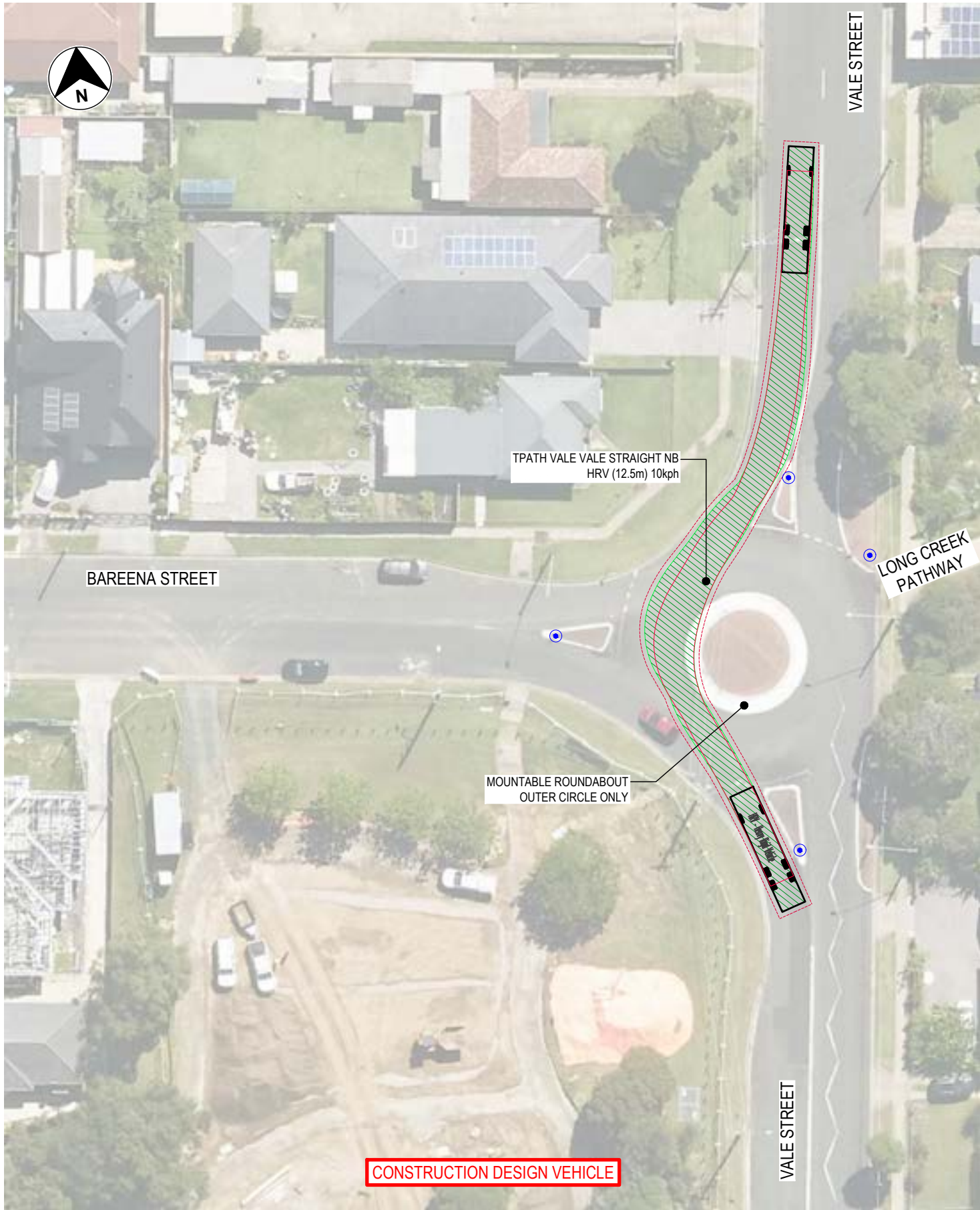
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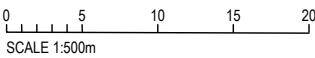
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LEGEND



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 VALE STREET / BAREENA STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - STRAIGHT

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LEGEND



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 VALE STREET / BAREENA STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - STRAIGHT

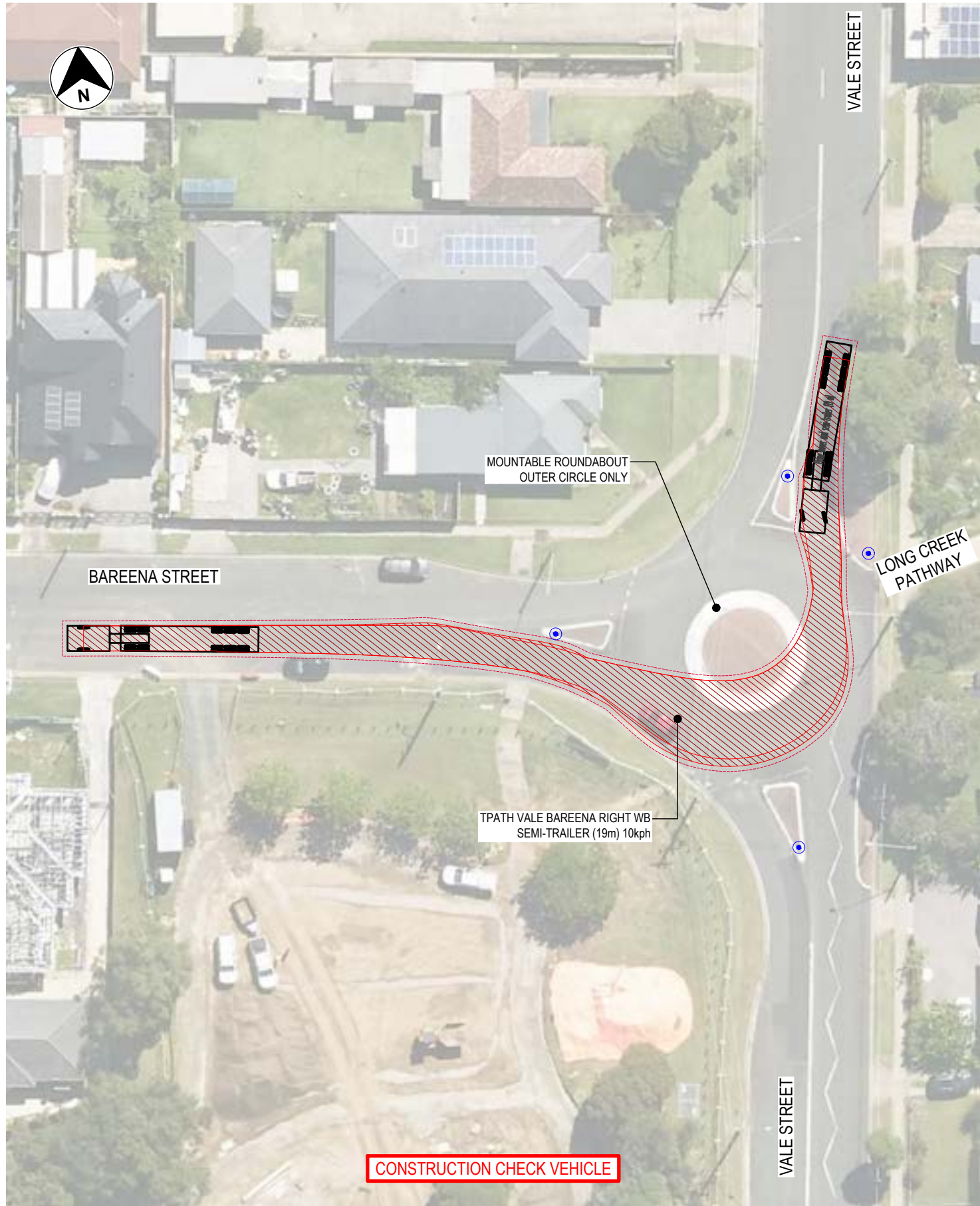
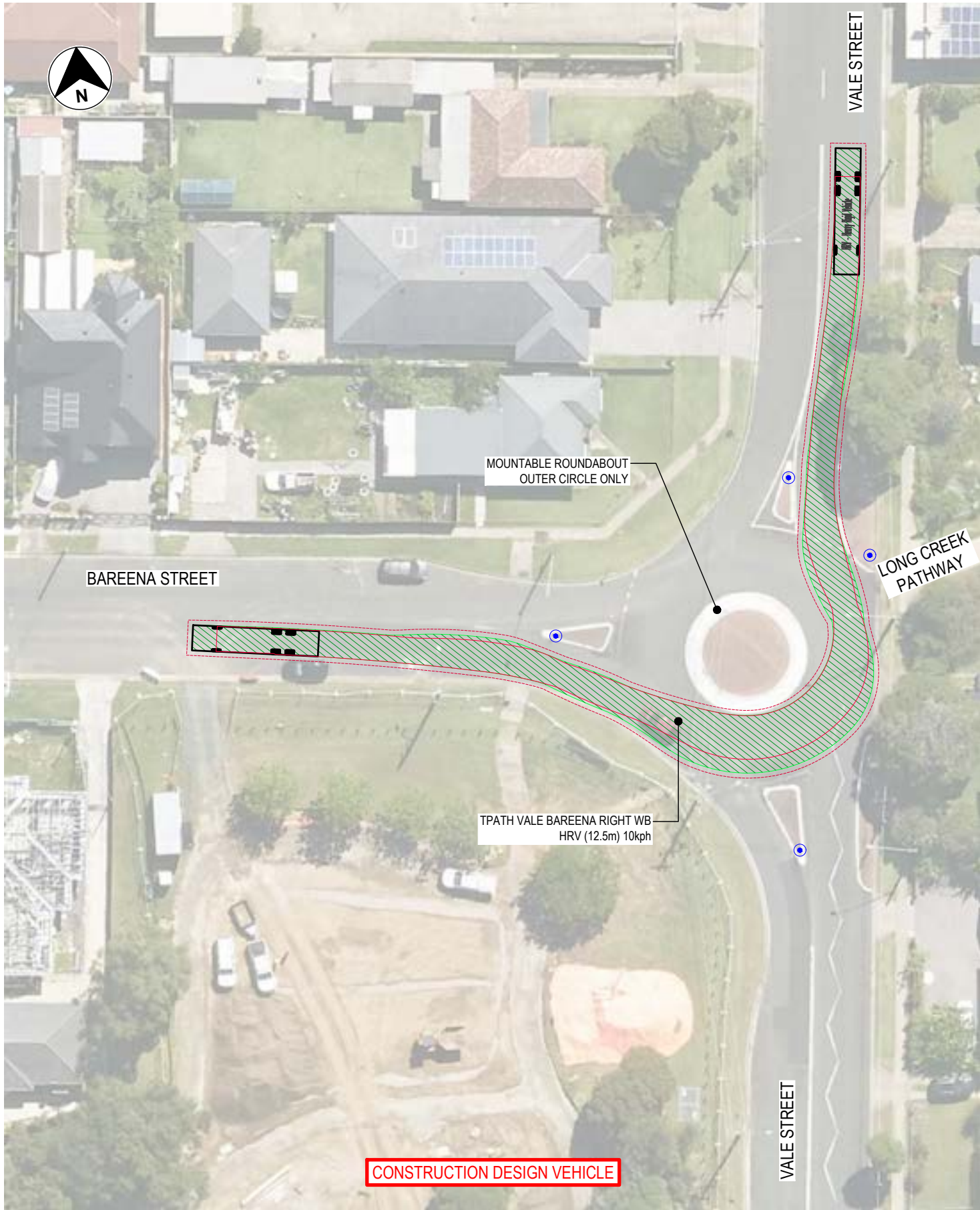
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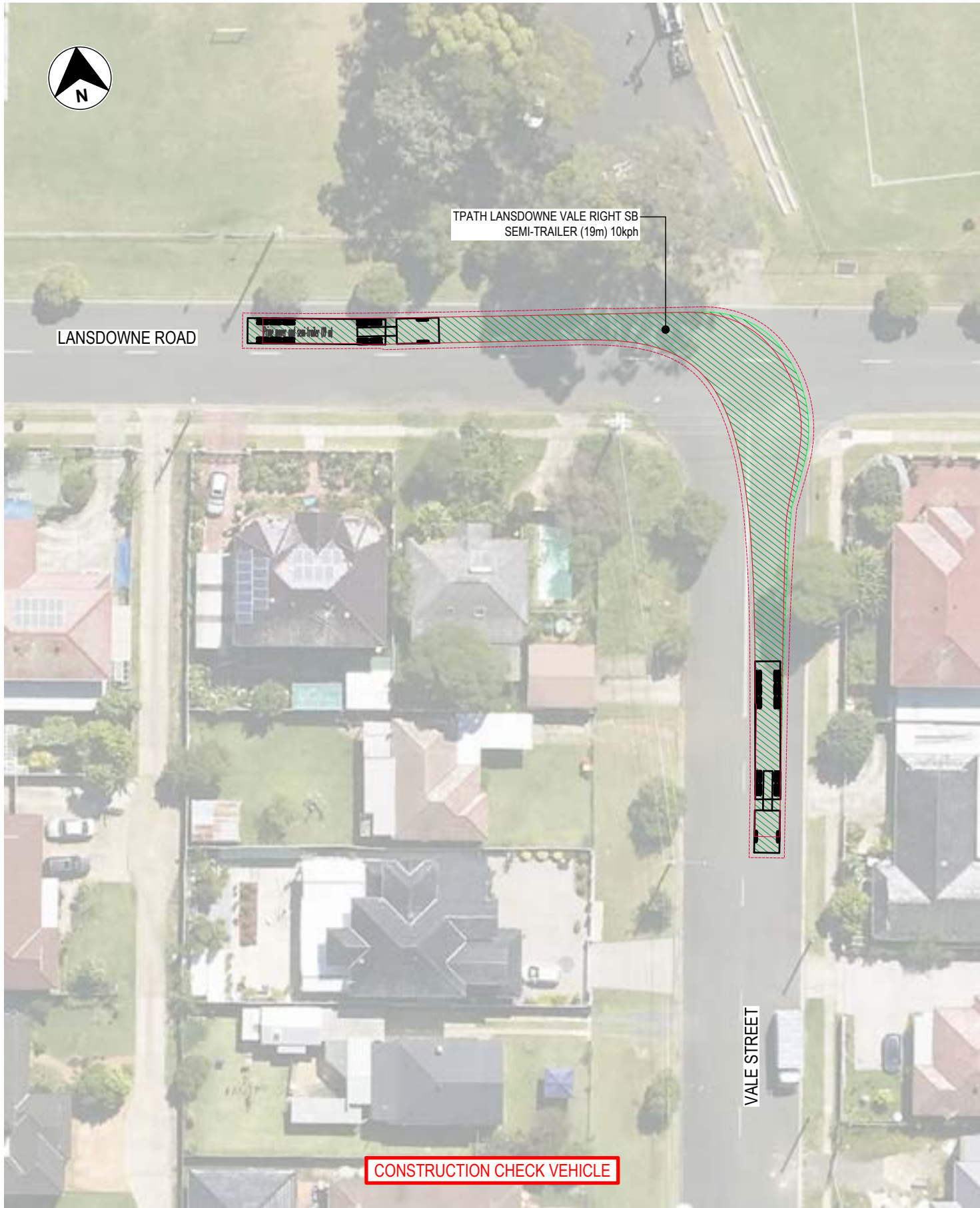
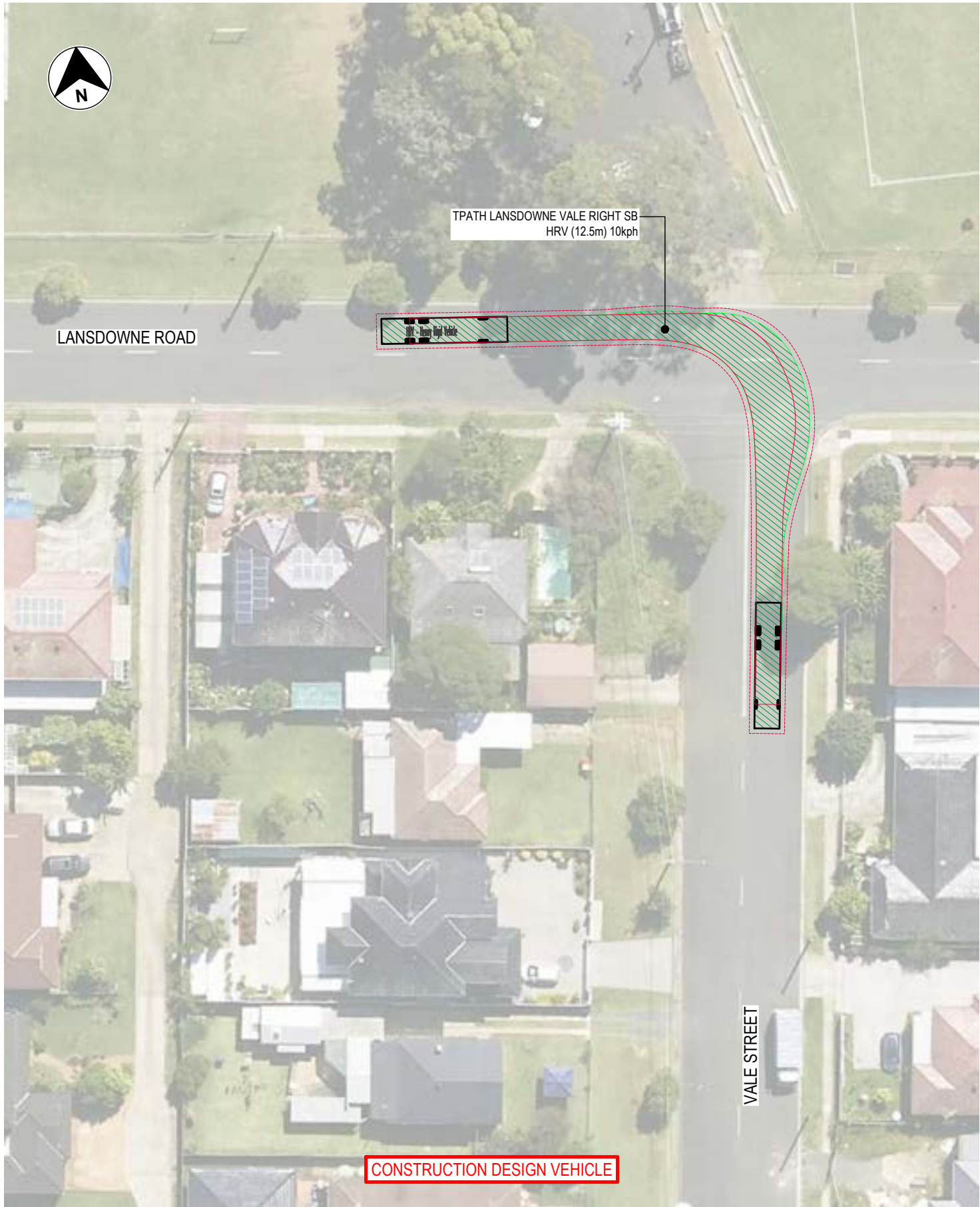


LEGEND





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LEGEND

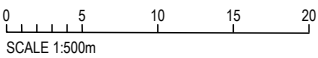






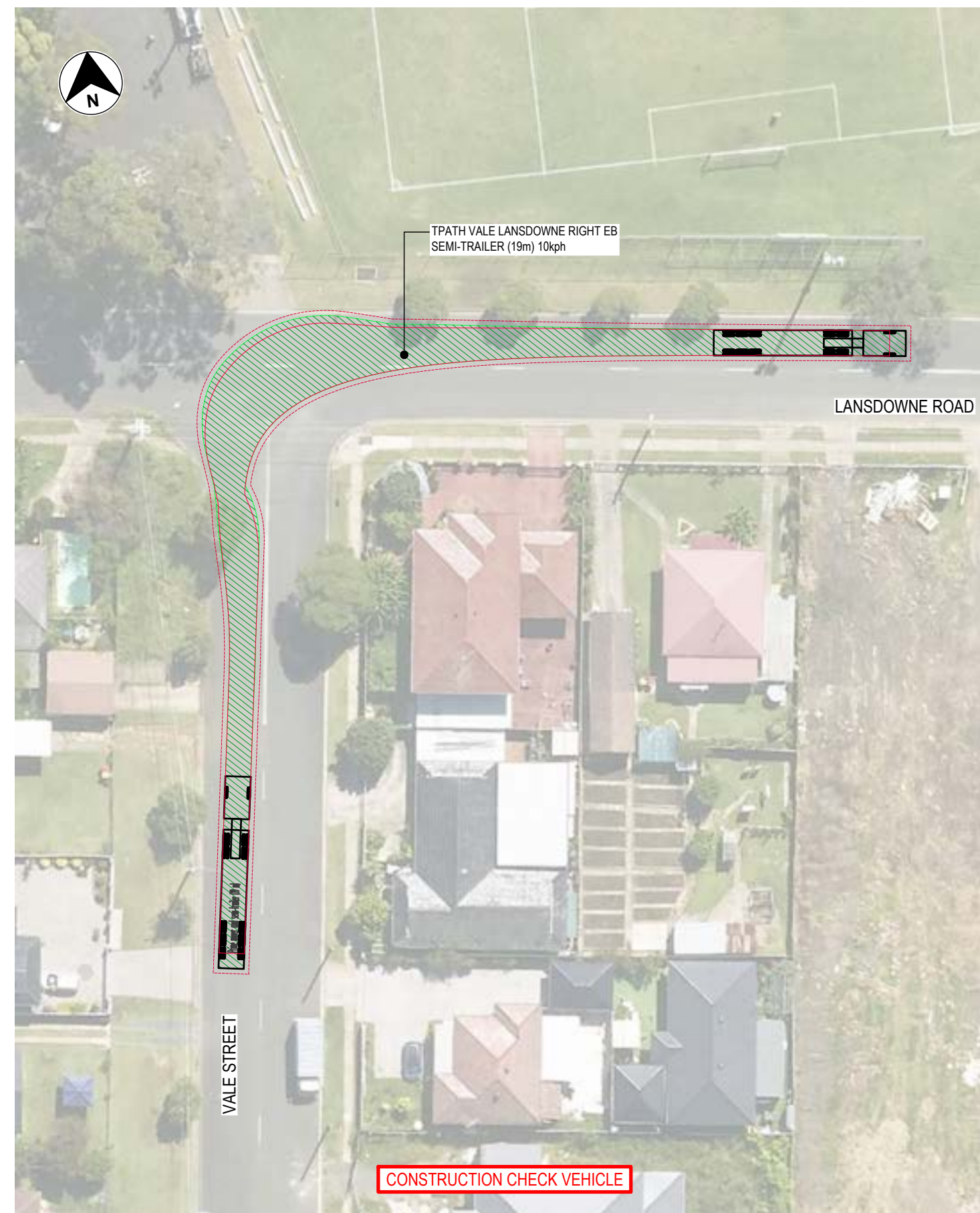
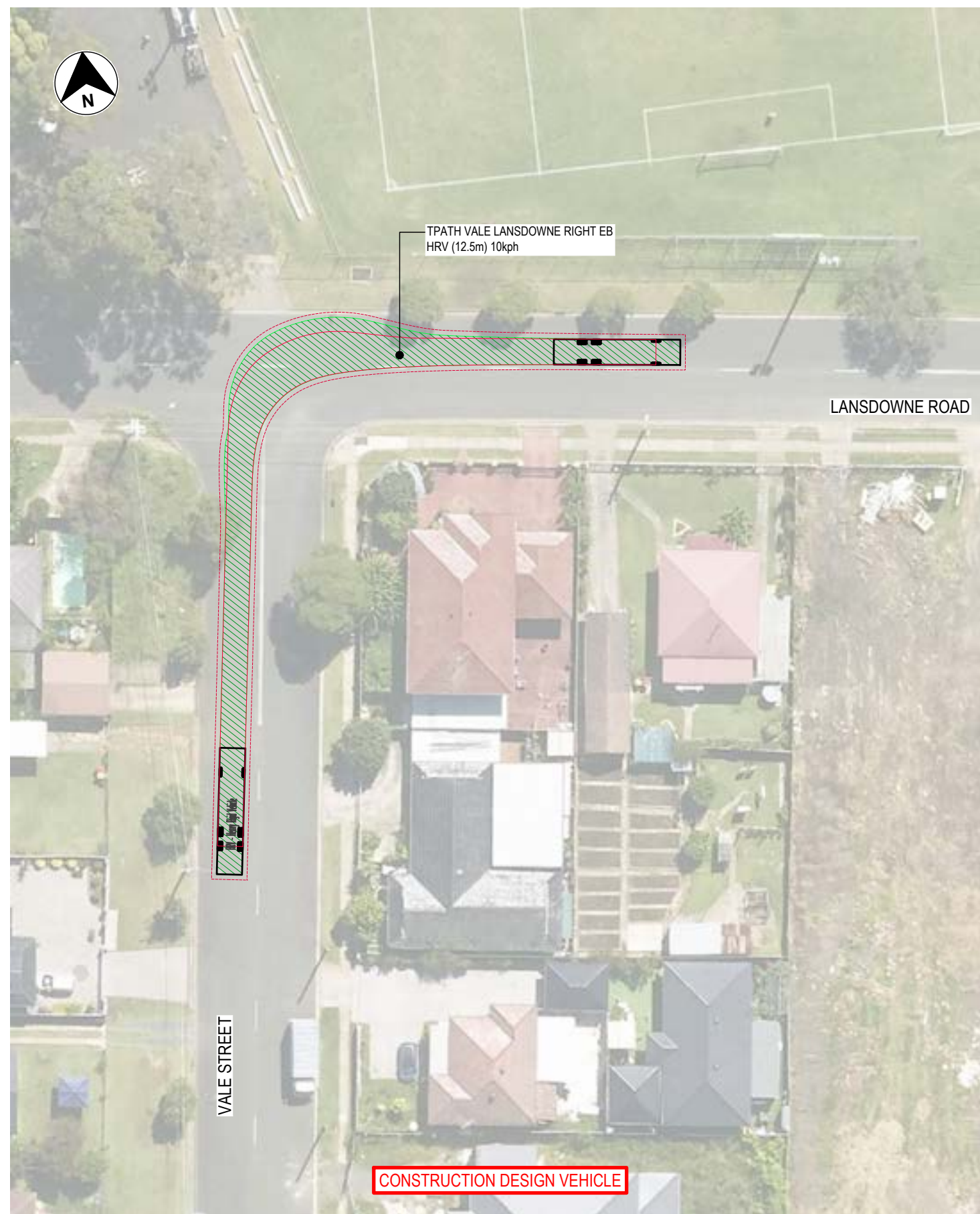
LEGEND

- SURVEY
  - EXISTING SIGNPOST
  - ▨ VEHICLE TURN PATH (COMPLIANT)
  - ▨ VEHICLE TURN PATH (NON-COMPLIANT)
  - ▨ CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT
- | VEHICLE BODY<br>VEHICLE TYPE | VEHICLE<br>CLEARANCE (0.5m) |                    |
|------------------------------|-----------------------------|--------------------|
| HRV - Heavy Road Vehicle     |                             | HRV (12.5m)        |
| SEMI-TRAILER (19m)           |                             | SEMI-TRAILER (19m) |



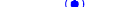

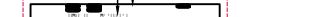


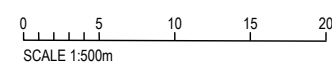
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## LEGEND

- |  |  |  |
|--|--|--|
|  | SURVEY                                       |  |
|  | EXISTING SIGNPOST                            |  |
|  | VEHICLE TURN PATH (COMPLIANT)                |  |
|  | VEHICLE TURN PATH (NON-COMPLIANT)            |  |
|  | CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT |  |
- 
- |  |                    |
|--|--------------------|
|  <p>VEHICLE BODY<br/>VEHICLE TYPE</p> <p>VEHICLE CLEARANCE (0.5m)</p> <p>HRV - Heavy Road Vehicle</p> | HRV (12.5m)        |
|  <p>VEHICLE BODY<br/>VEHICLE TYPE</p> <p>VEHICLE CLEARANCE (0.5m)</p> <p>SEMI-TRAILER (19m)</p>       | SEMI-TRAILER (19m) |



PENRITH / FAIRFIELD CITY COUNCIL  
UPPER SOUTH CREEK  
ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
VALE STREET / LANSDOWNE ROAD INTERSECTION  
CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN

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LEGEND

	SURVEY
	EXISTING SIGNPOST
	VEHICLE TURN PATH (COMPLIANT)
	VEHICLE TURN PATH (NON-COMPLIANT)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT

	HRV (12.5m)
	SEMI-TRAILER (19m)



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 VALE STREET / LANSDOWNE ROAD INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

FOR INFORMATION ONLY



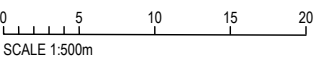


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LEGEND

	SURVEY		
	EXISTING SIGNPOST		
	VEHICLE TURN PATH (COMPLIANT)	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
	VEHICLE TURN PATH (NON-COMPLIANT)		
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 SHORTLANDS STREET / LANSDOWNE ROAD INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN

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LEGEND

	SURVEY		
	EXISTING SIGNPOST		
	VEHICLE TURN PATH (COMPLIANT)	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
	VEHICLE TURN PATH (NON-COMPLIANT)		
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 SHORTLANDS STREET / LANSDOWNE ROAD INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

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LEGEND

	SURVEY
	EXISTING SIGNPOST
	VEHICLE TURN PATH (COMPLIANT)
	VEHICLE TURN PATH (NON-COMPLIANT)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT

	HRV (12.5m)
	SEMI-TRAILER (19m)



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 SHORTLANDS STREET / LANSDOWNE ROAD INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN

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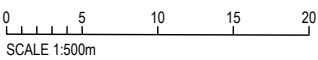


LEGEND

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	EXISTING SIGNPOST
	VEHICLE TURN PATH (COMPLIANT)
	VEHICLE TURN PATH (NON-COMPLIANT)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT

 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



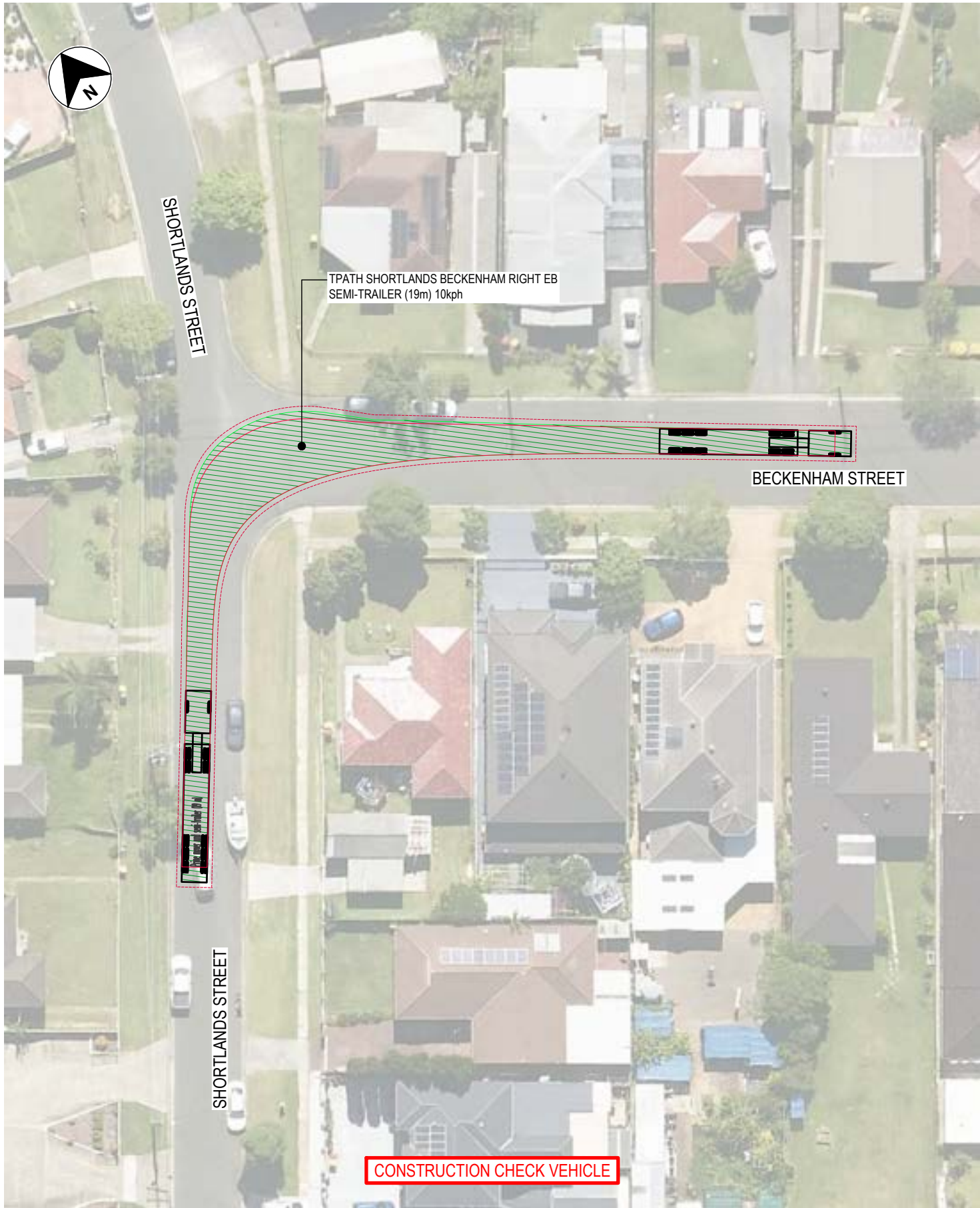
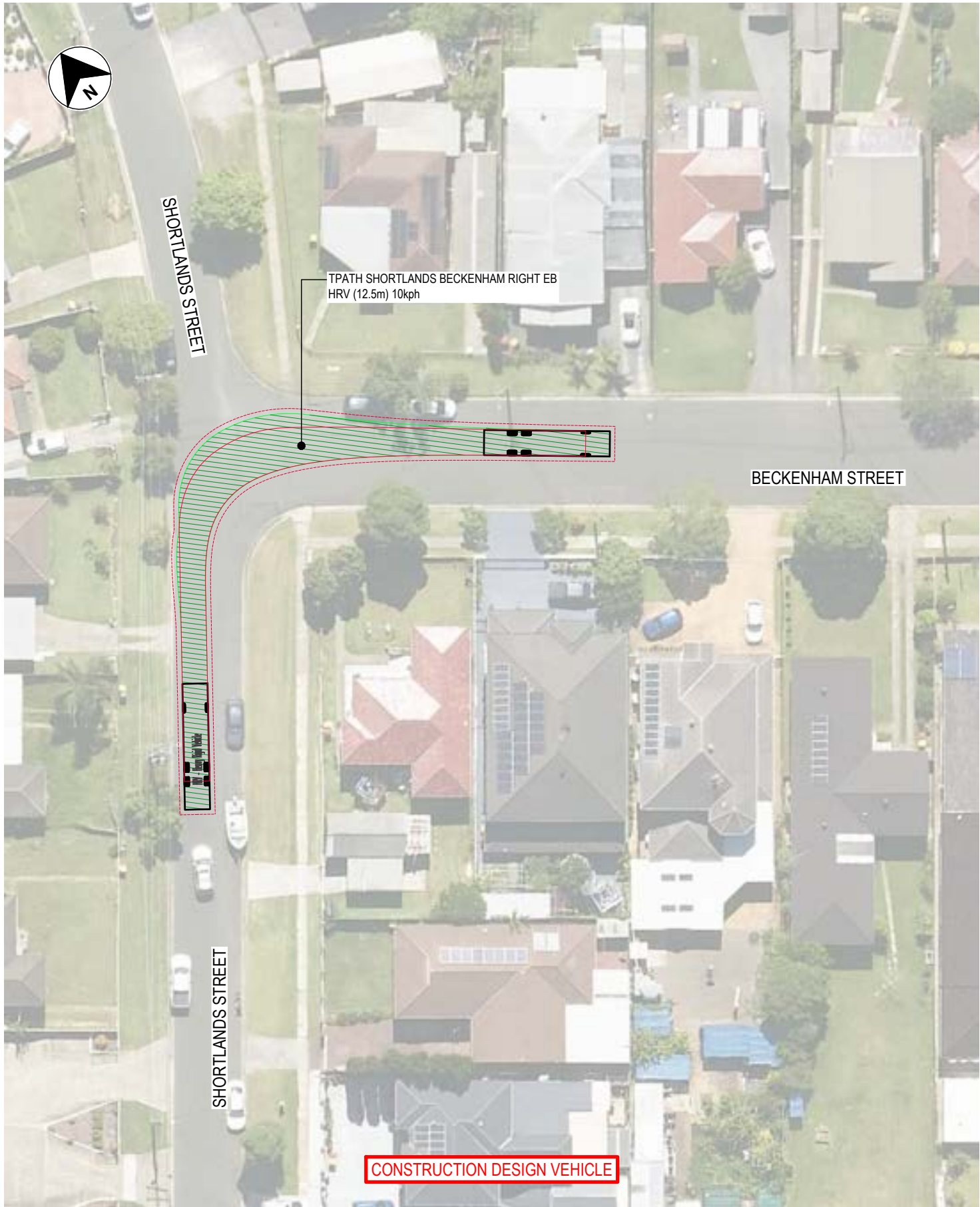
PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 SHORTLANDS STREET / LANSDOWNE ROAD INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

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LEGEND

— SURVEY

● EXISTING SIGNPOST

VEHICLE TURN PATH (COMPLIANT)

VEHICLE TURN PATH (NON-COMPLIANT)

CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT

VEHICLE BODY

VEHICLE TYPE

VEHICLE CLEARANCE (0.5m)

HRV - Heavy Road Vehicle

HRV (12.5m)

VEHICLE BODY

VEHICLE TYPE

VEHICLE CLEARANCE (0.5m)

Semi-Trailer (19m)

SEMI-TRAILER (19m)

PENRITH / FAIRFIELD CITY COUNCIL

UPPER SOUTH CREEK

ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE

SHORTLANDS STREET / BECKENHAM STREET INTERSECTION

CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN

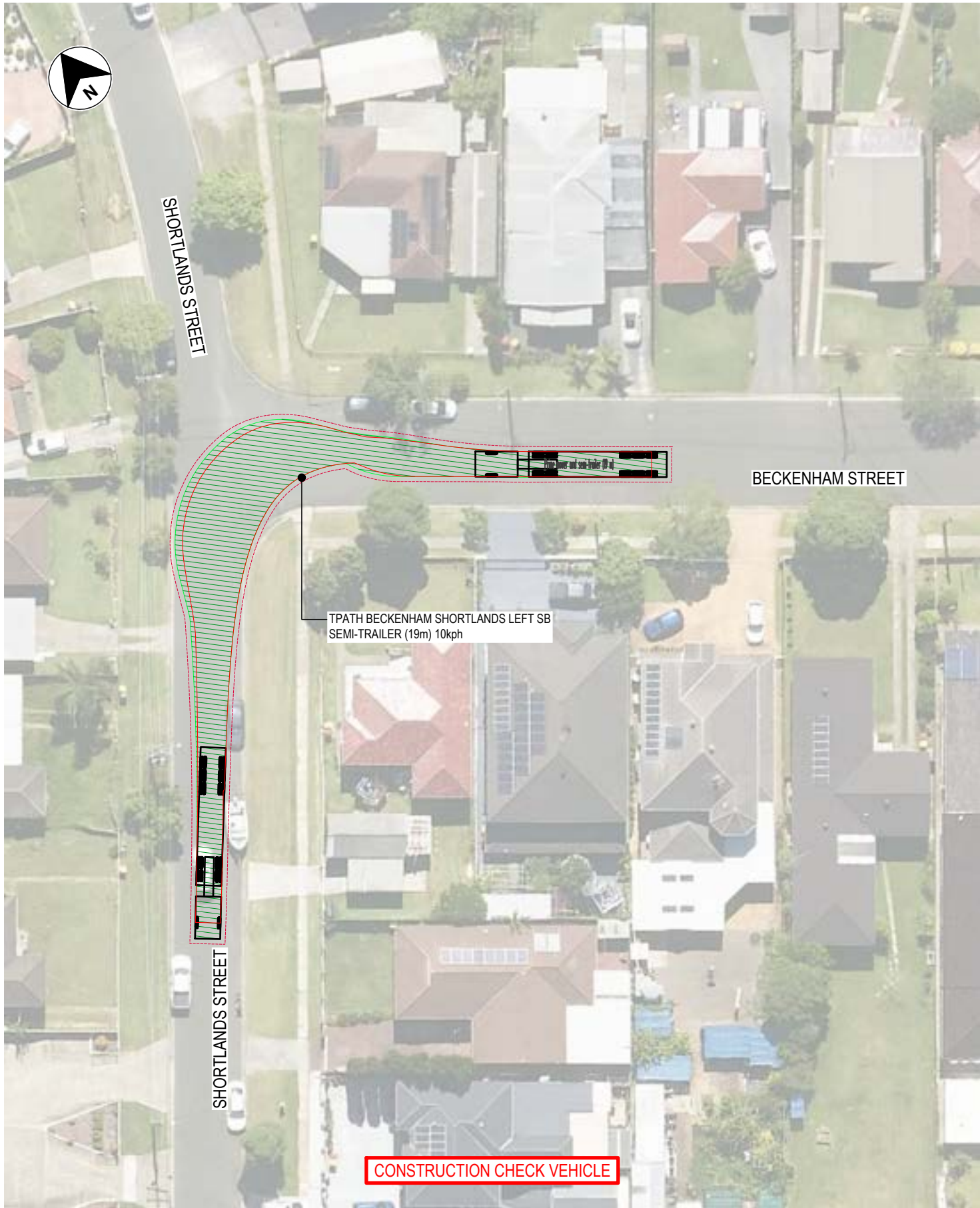
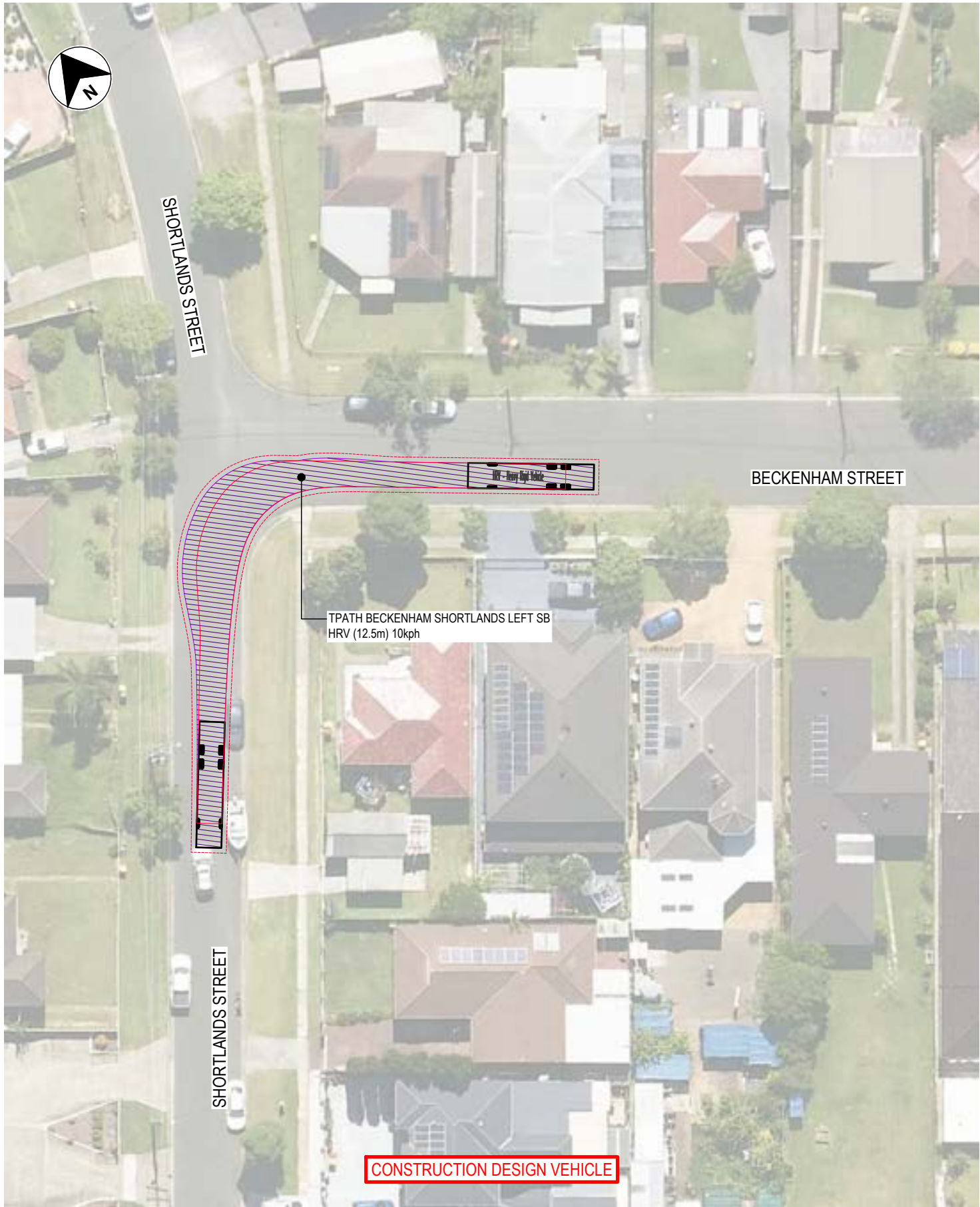
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LEGEND

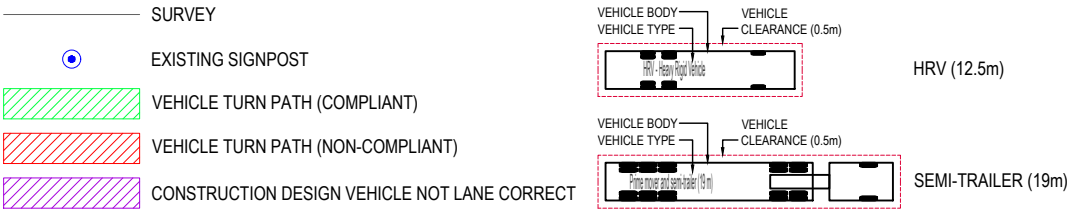




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LEGEND



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LEGEND

- SURVEY
  - EXISTING SIGNPOST
  - ▨ VEHICLE TURN PATH (COMPLIANT)
  - ▨ VEHICLE TURN PATH (NON-COMPLIANT)
  - ▨ CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT
- VEHICLE BODY  
VEHICLE TYPE

VEHICLE  
CLEARANCE (0.5m)

HRV - Heavy Road Vehicle

HRV (12.5m)

VEHICLE BODY  
VEHICLE TYPE

VEHICLE  
CLEARANCE (0.5m)

SEMI-TRAILER (19m)

SEMI-TRAILER (19m)
- 
- PENRITH / FAIRFIELD CITY COUNCIL  
UPPER SOUTH CREEK  
ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
BROMLEY STREET / BECKENHAM STREET INTERSECTION  
CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

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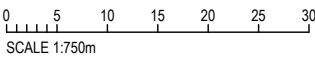


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LEGEND

	SURVEY
	EXISTING SIGNPOST
	VEHICLE TURN PATH (COMPLIANT)
	VEHICLE TURN PATH (NON-COMPLIANT)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT
 VEHICLE BODY VEHICLE TYPE HRV - Heavy Road Vehicle VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
 VEHICLE BODY VEHICLE TYPE SEMI-TRAILER (19m) VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 BROMLEY STREET / LANSDOWNE ROAD / CHANCERY STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - STRAIGHT

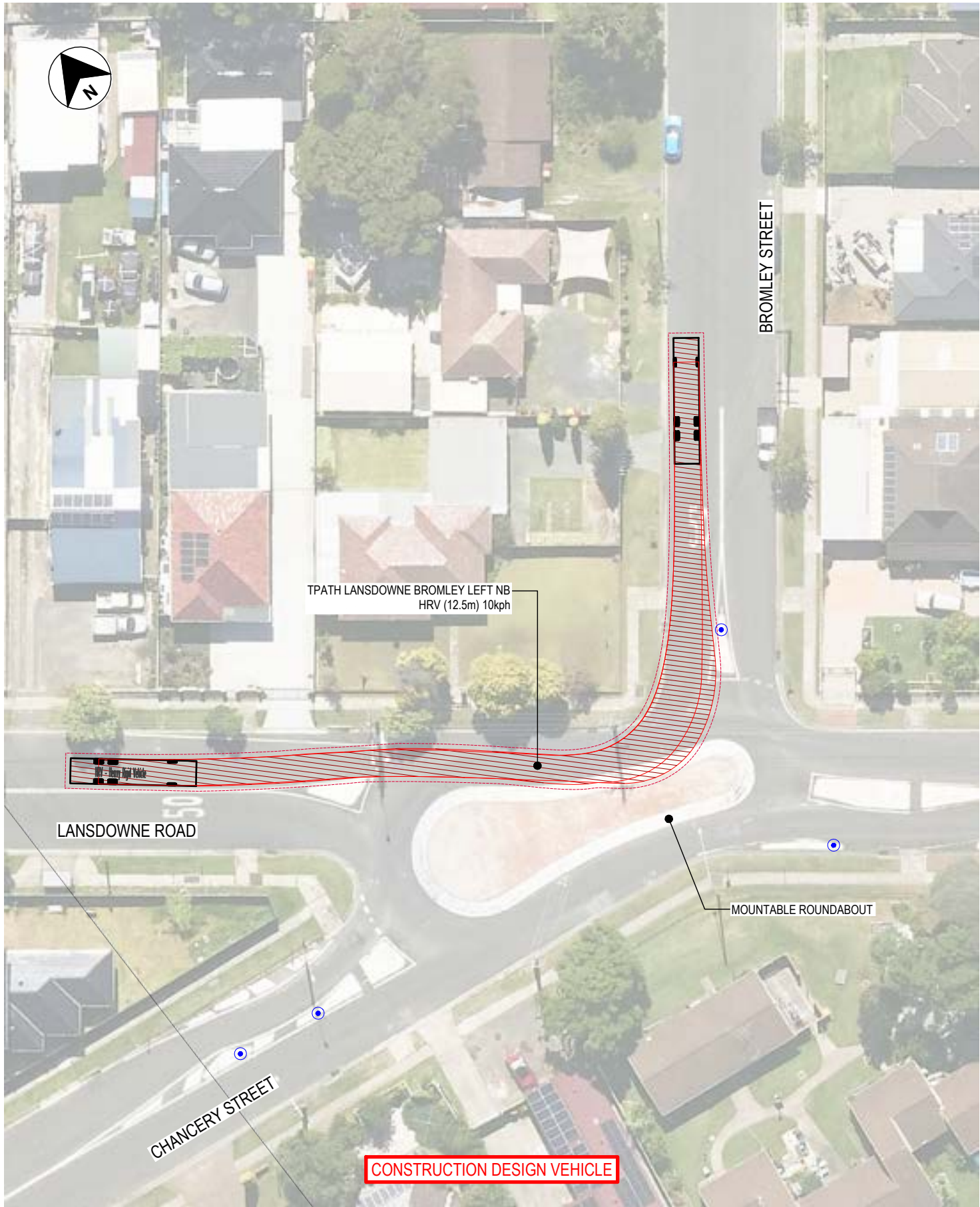
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LEGEND



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 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 BROMLEY STREET / LANSDOWNE ROAD / CHANCERY STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

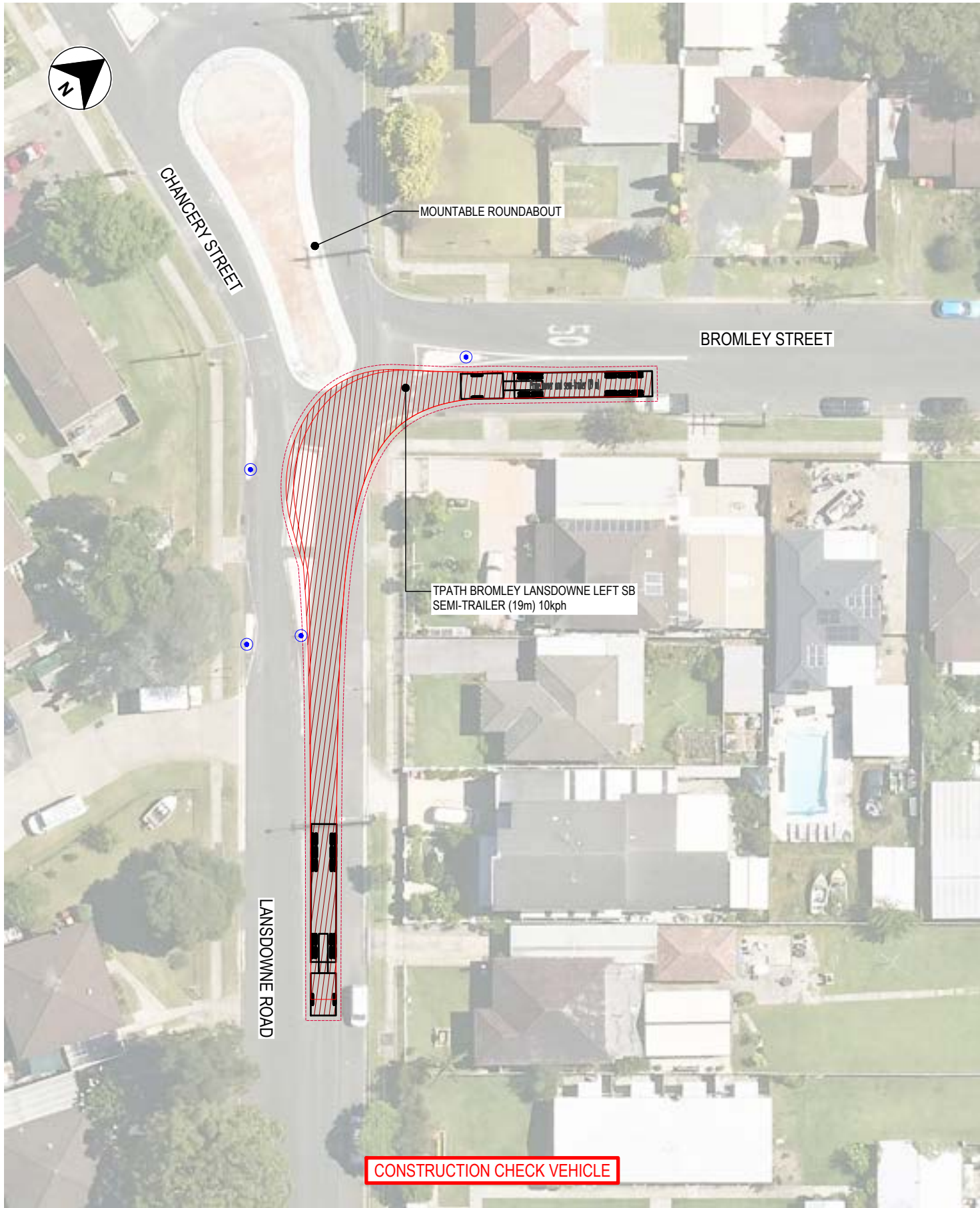
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LEGEND

	SURVEY
	EXISTING SIGNPOST
	VEHICLE TURN PATH (COMPLIANT)
	VEHICLE TURN PATH (NON-COMPLIANT)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT

 VEHICLE BODY VEHICLE TYPE HRV - Heavy Road Vehicle	VEHICLE CLEARANCE (0.5m) HRV (12.5m)
 VEHICLE BODY VEHICLE TYPE SEMI-TRAILER (19m)	VEHICLE CLEARANCE (0.5m) SEMI-TRAILER (19m)



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 BROMLEY STREET / LANSDOWNE ROAD / CHANCERY STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

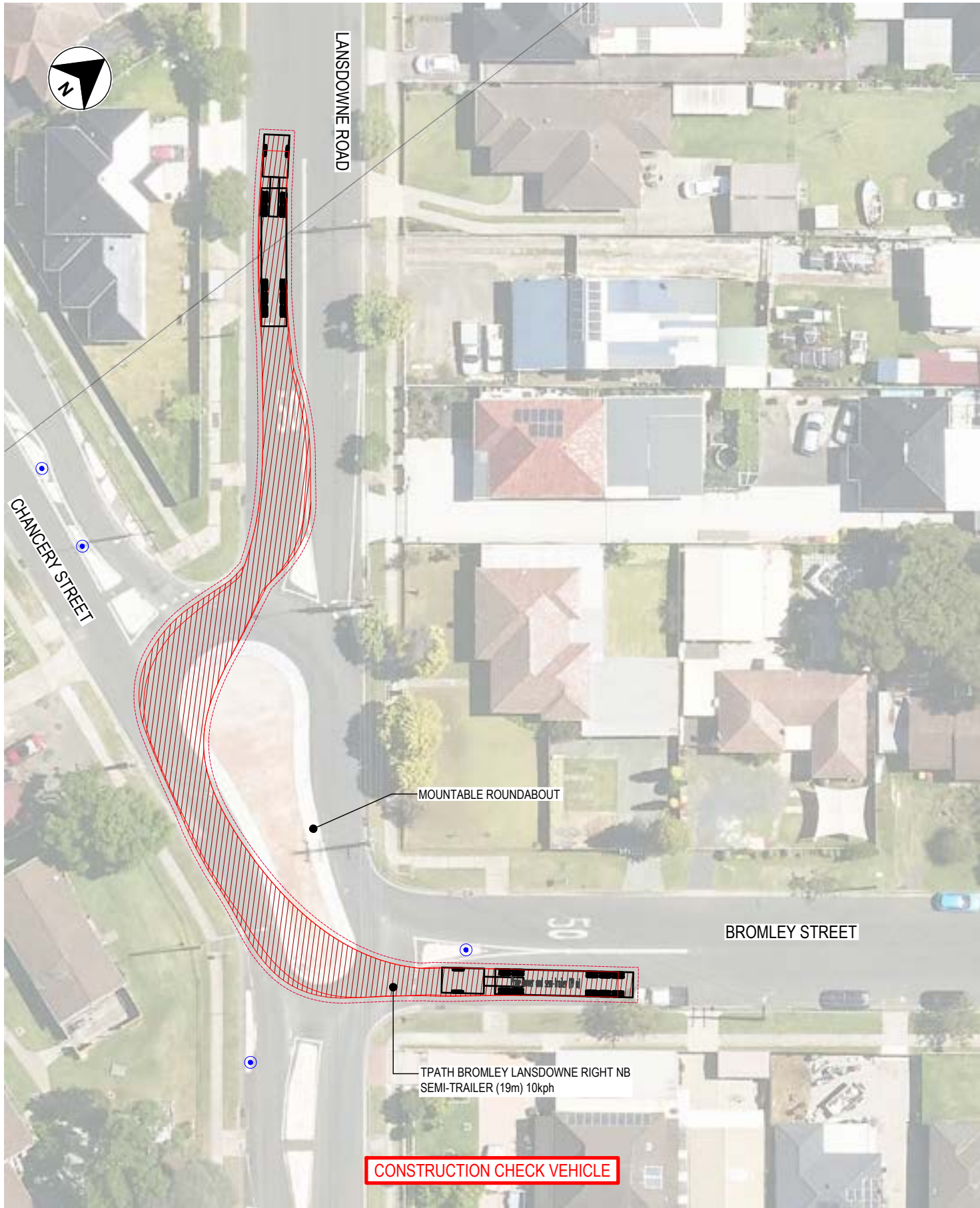
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LEGEND

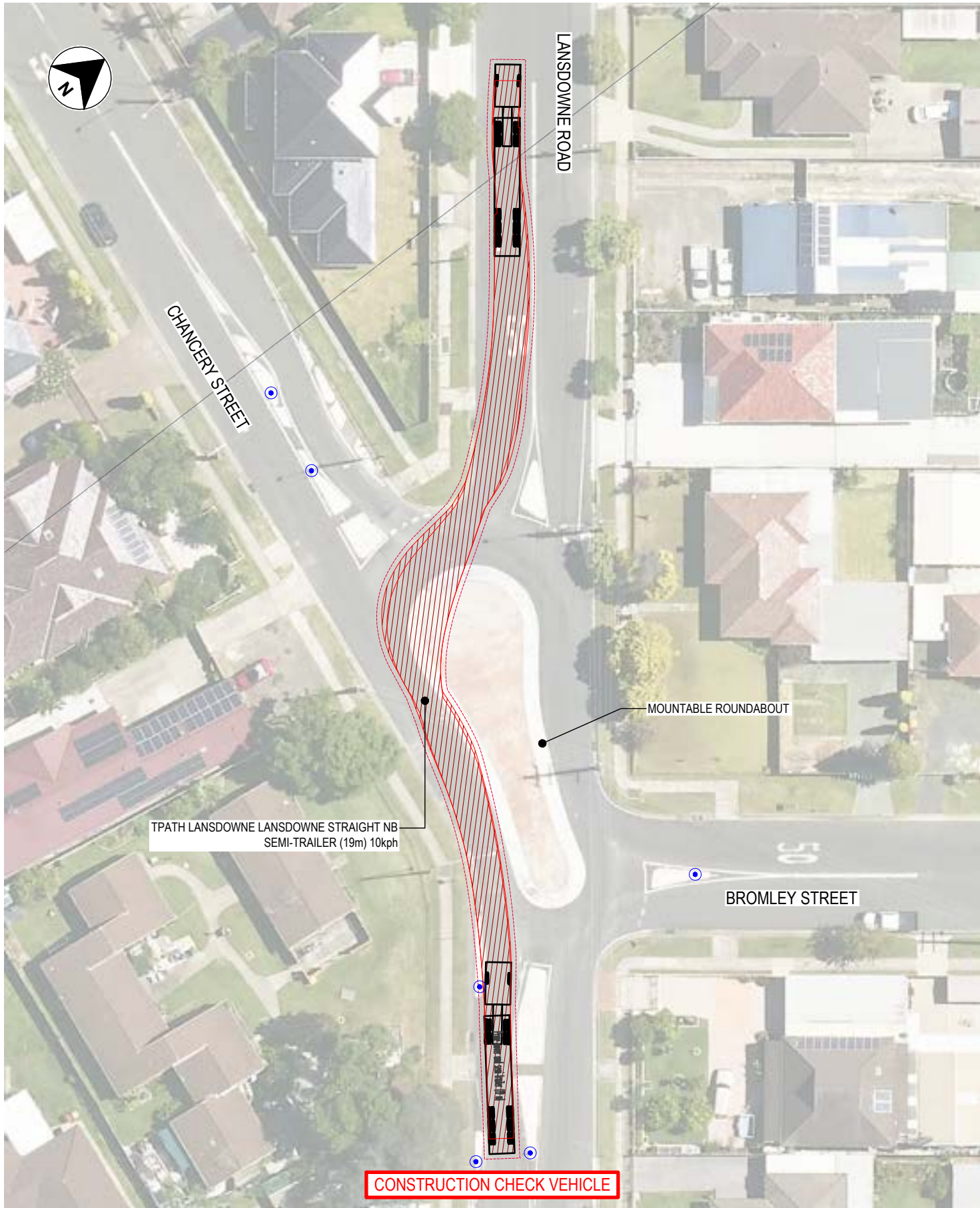


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LEGEND



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 BROMLEY STREET / LANSLOWNE ROAD / CHANCERY STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - STRAIGHT

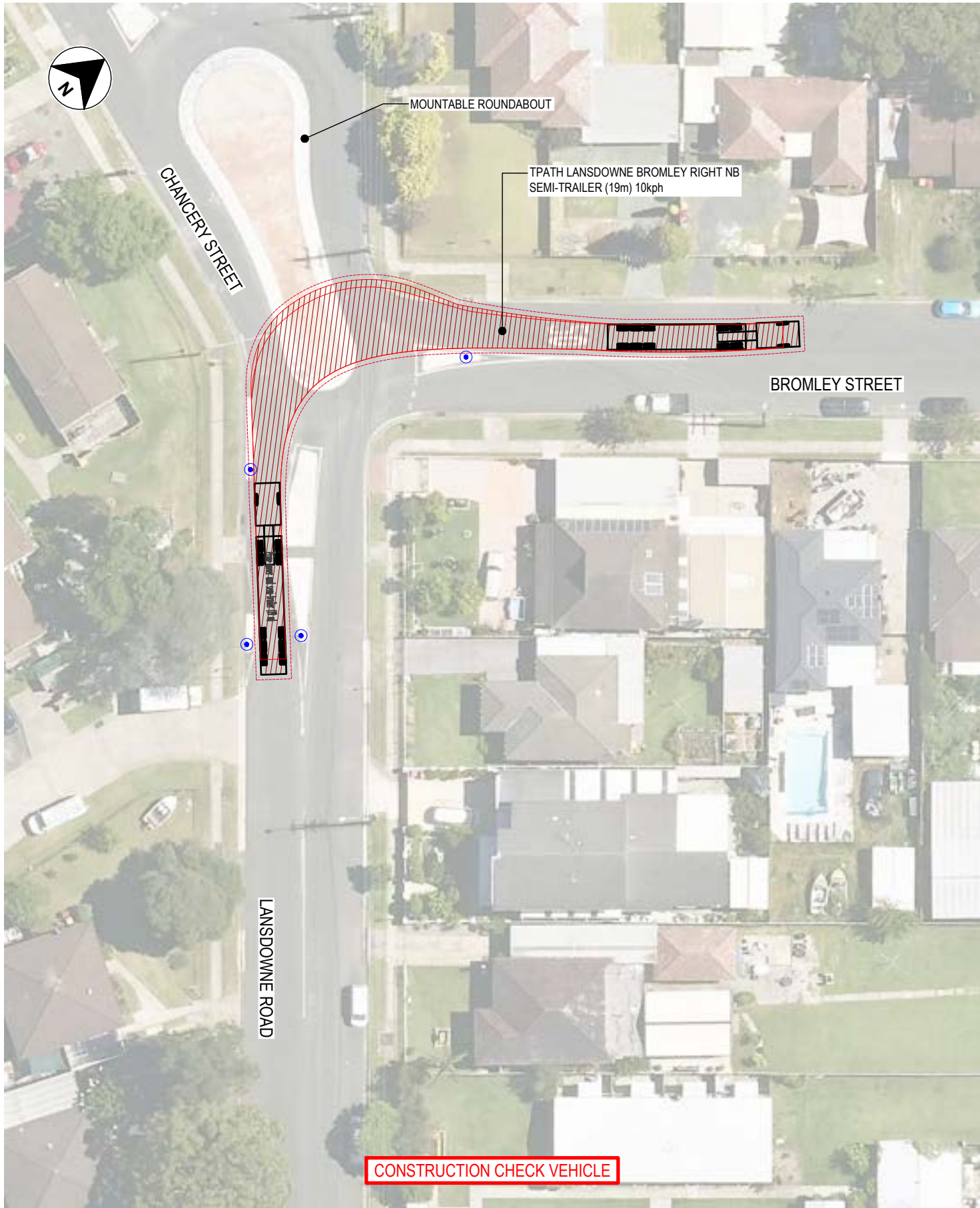
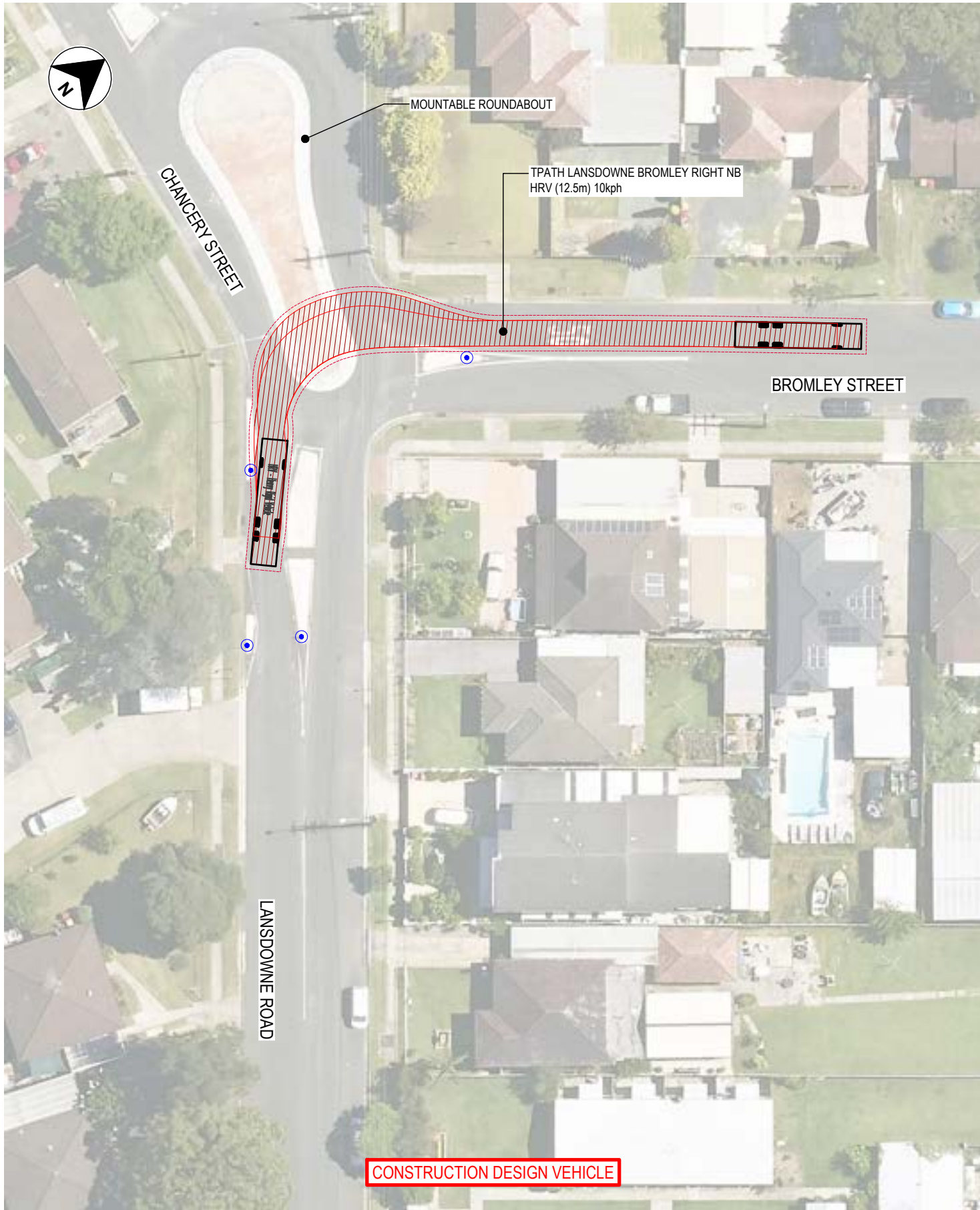
FOR INFORMATION ONLY

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LEGEND



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 BROMLEY STREET / LANSDOWNE ROAD / CHANCERY STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN

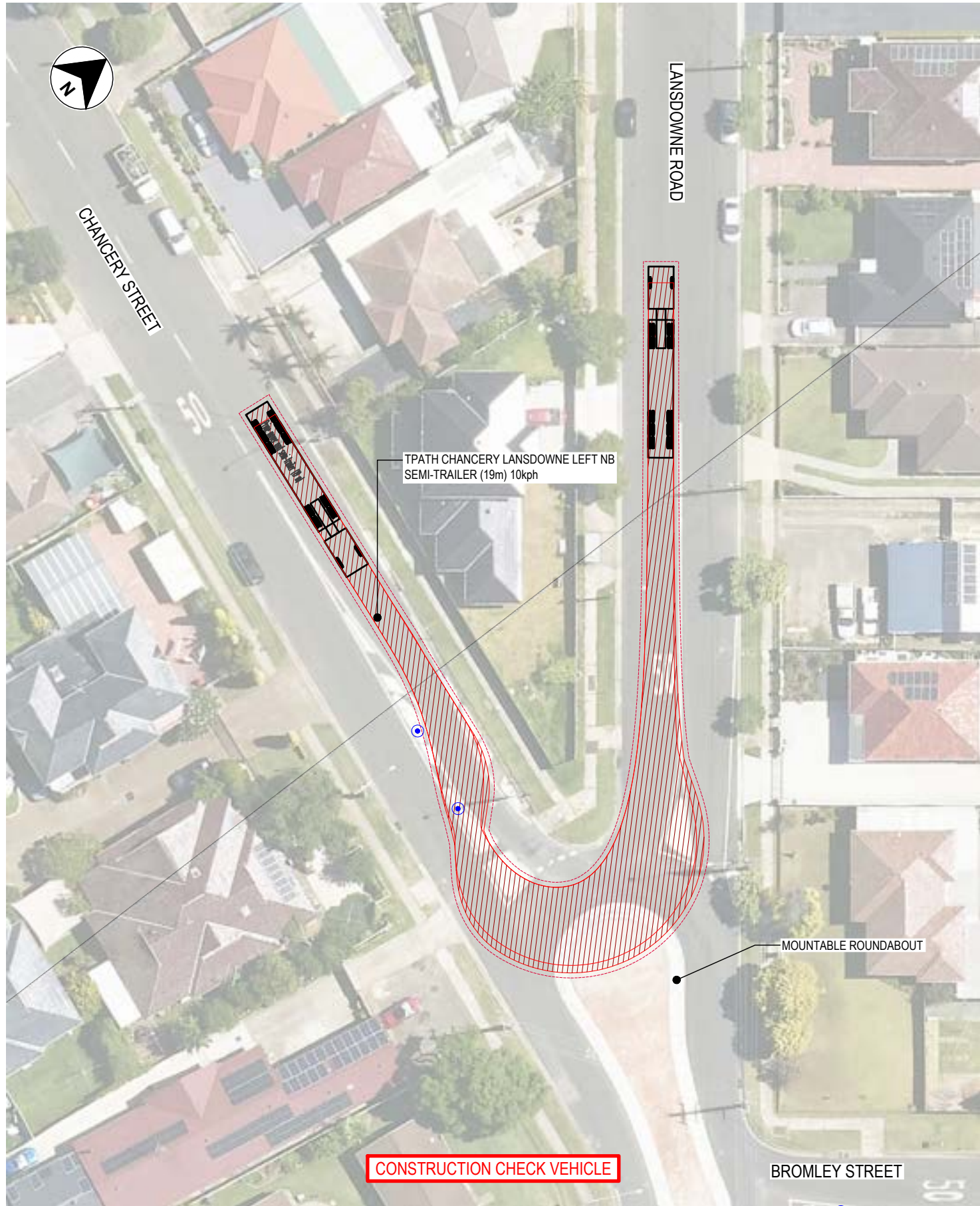
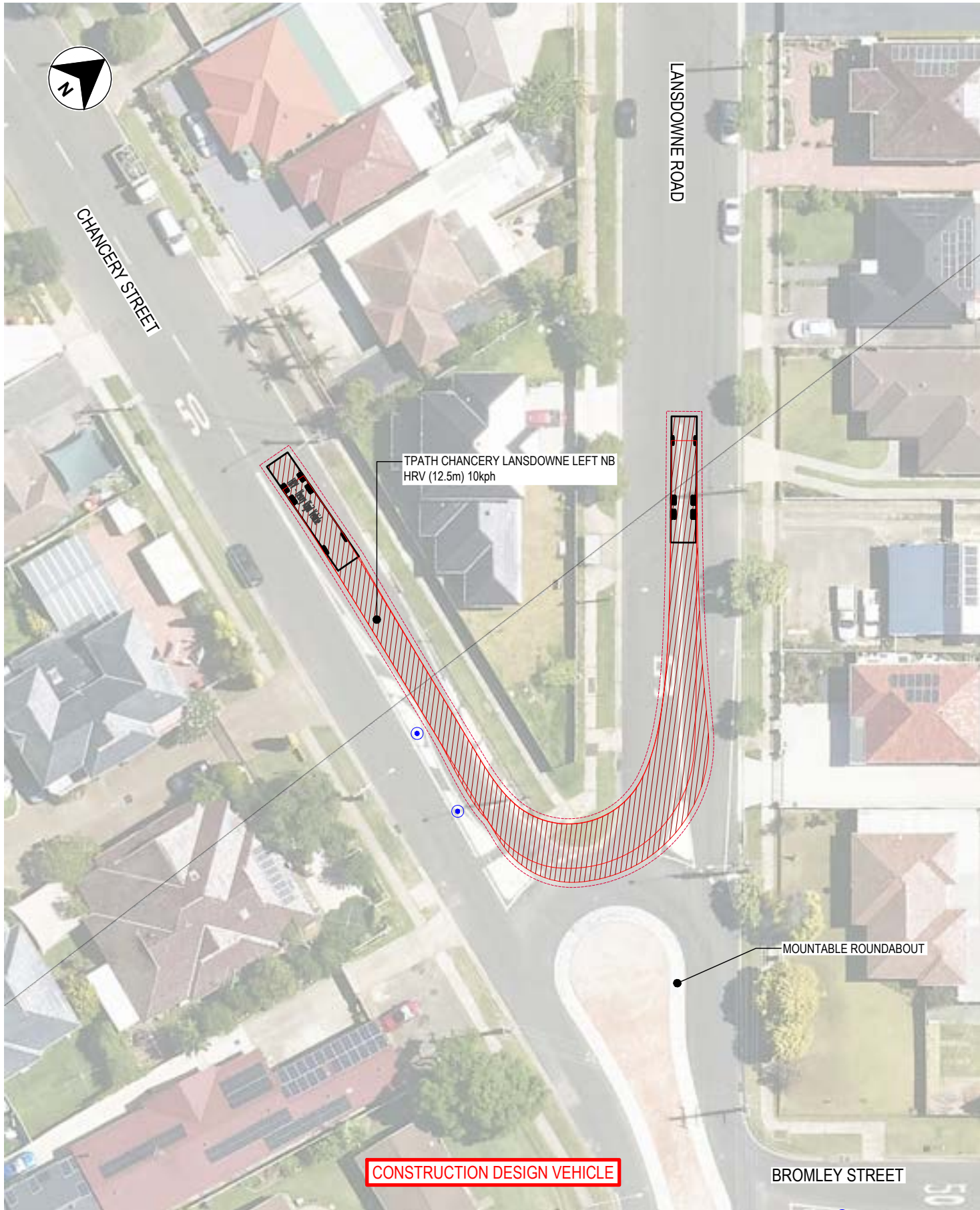
FOR INFORMATION ONLY

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LEGEND



PENRITH / FAIRFIELD CITY COUNCIL  
UPPER SOUTH CREEK  
ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
BROMLEY STREET / LANSDOWNE ROAD / CHANCERY STREET INTERSECTION  
CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

FOR INFORMATION ONLY

turnbull

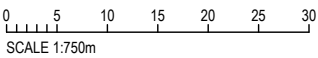
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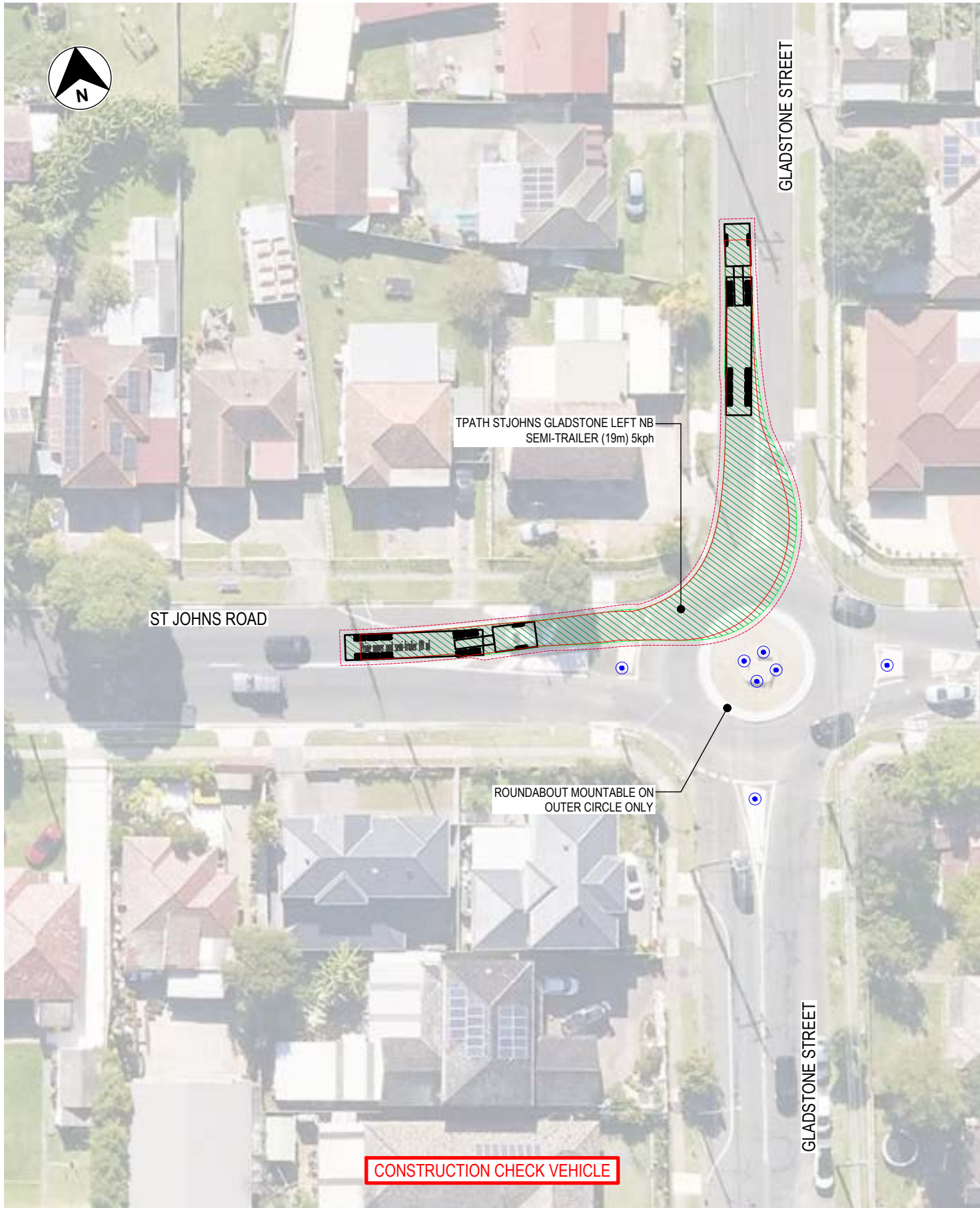
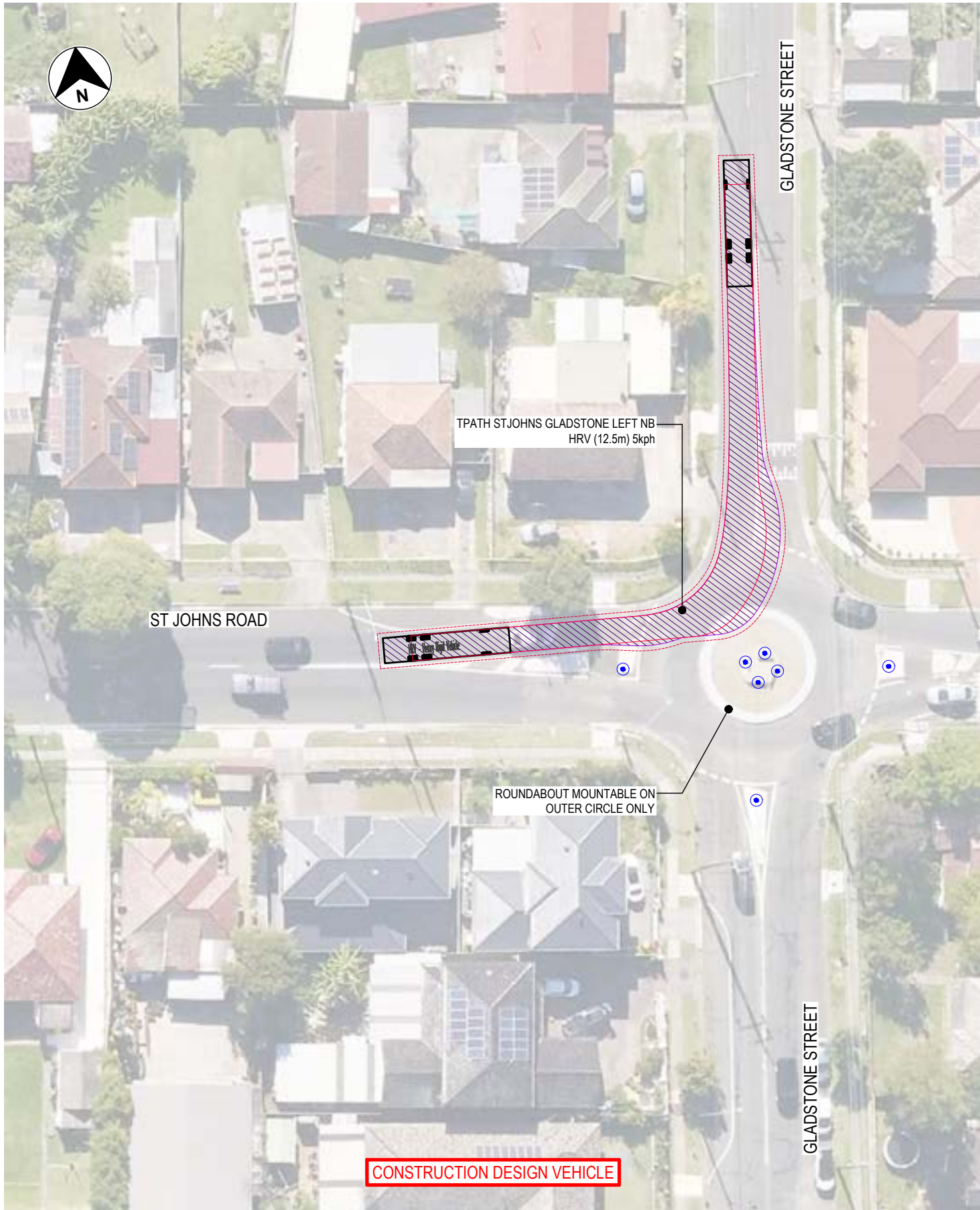


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LEGEND



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 ST JOHNS ROAD / GLADSTONE STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

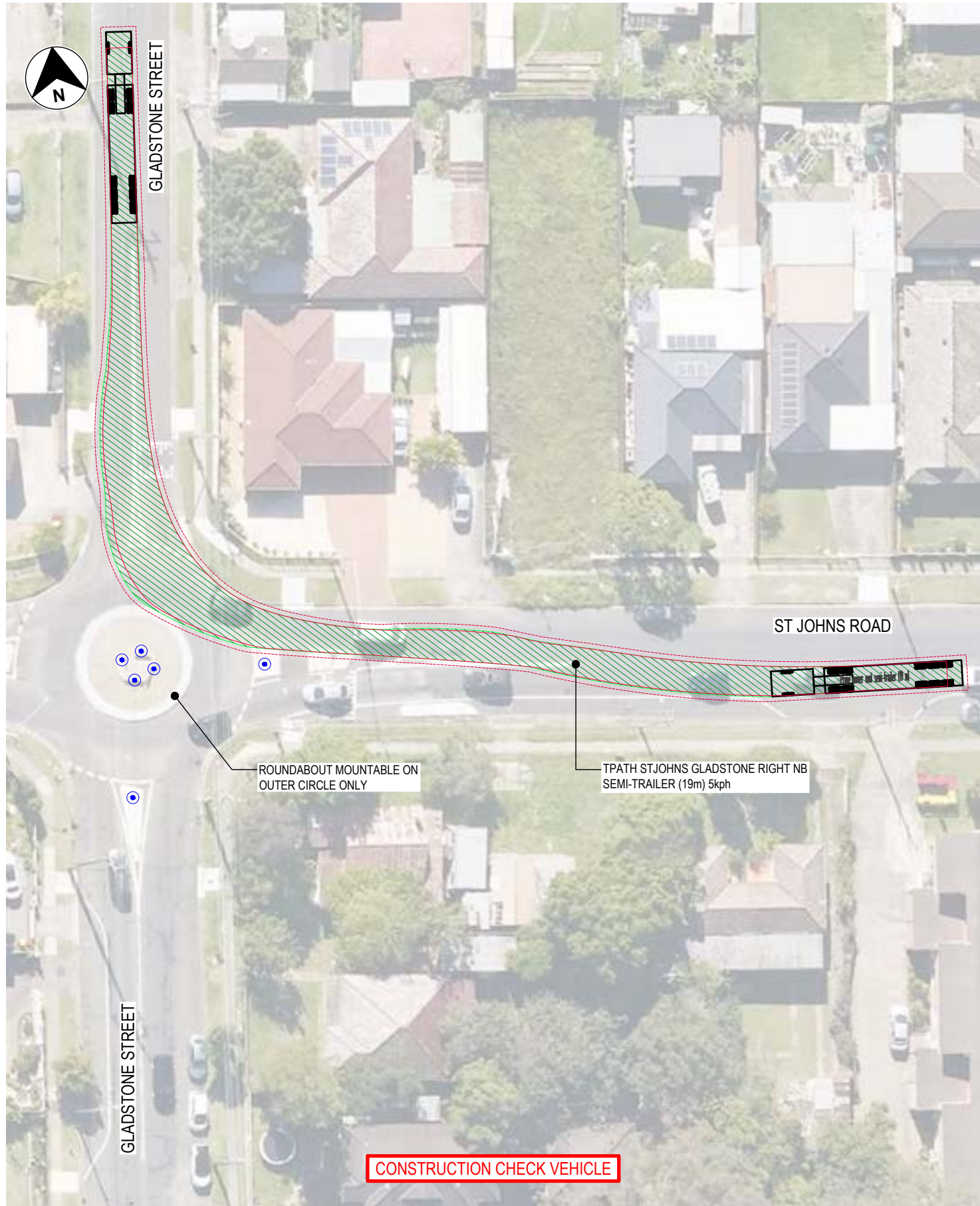
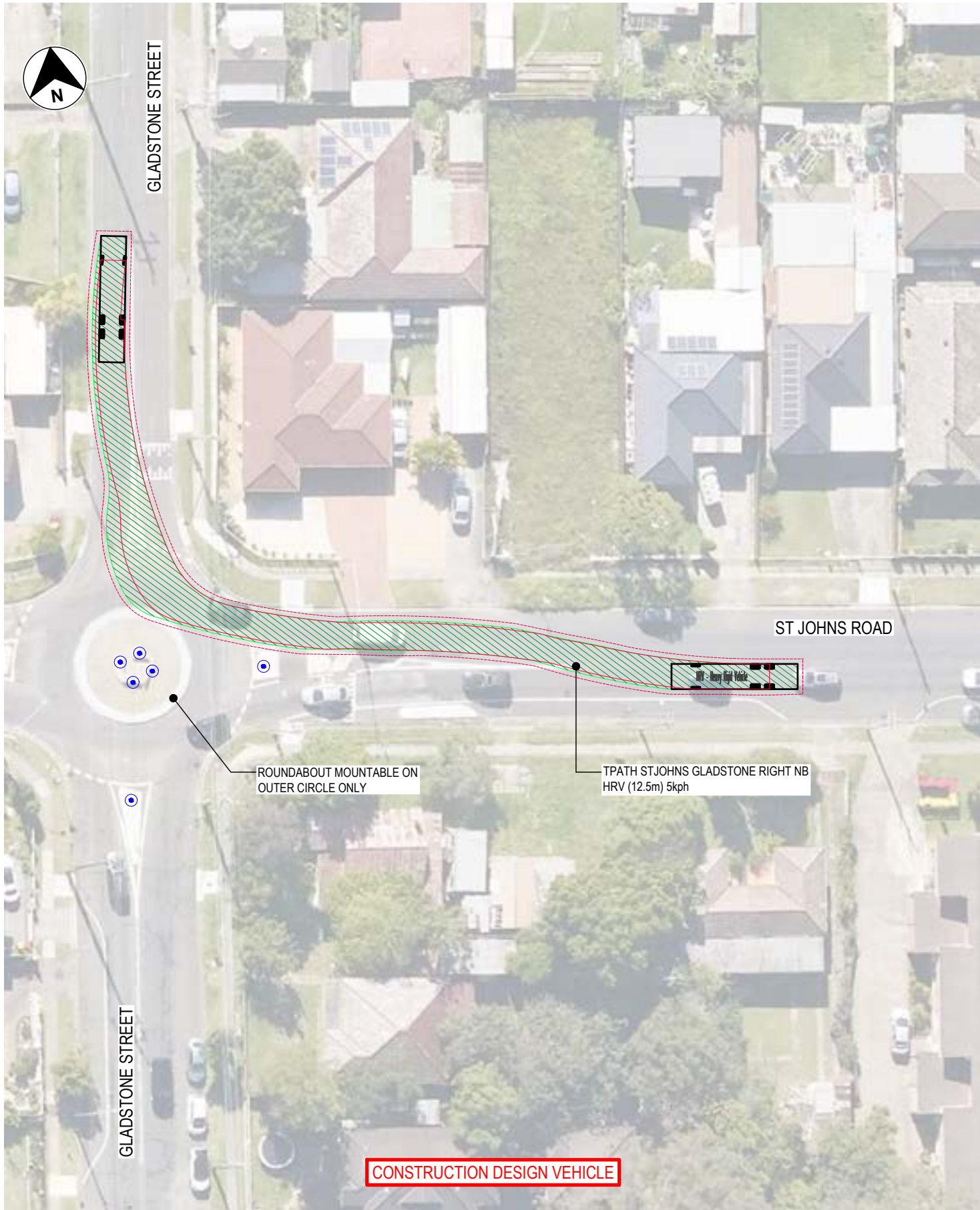
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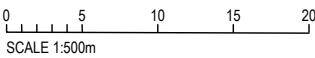
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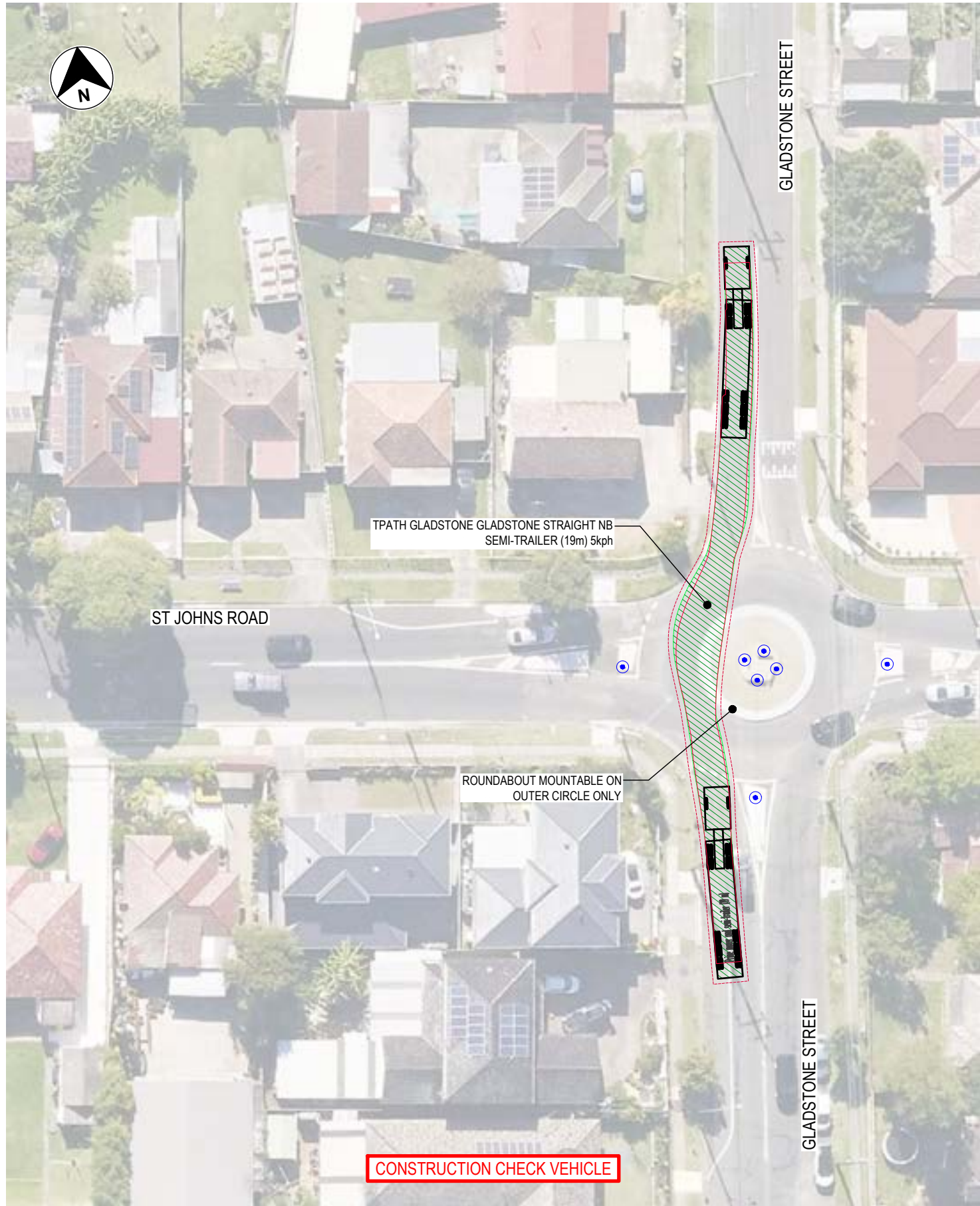


FOR INFORMATION ONLY

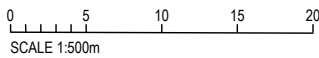
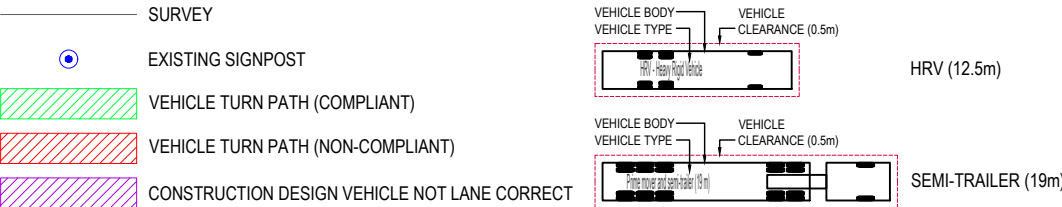




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LEGEND



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 ST JOHNS ROAD / GLADSTONE STREET INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - STRAIGHT

FOR INFORMATION ONLY

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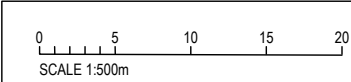
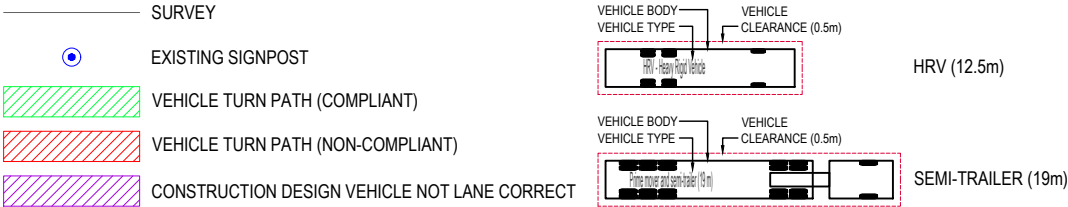
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LEGEND



PENRITH / FAIRFIELD CITY COUNCIL  
UPPER SOUTH CREEK  
ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
ST JOHNS ROAD / GLADSTONE STREET INTERSECTION  
CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - STRAIGHT

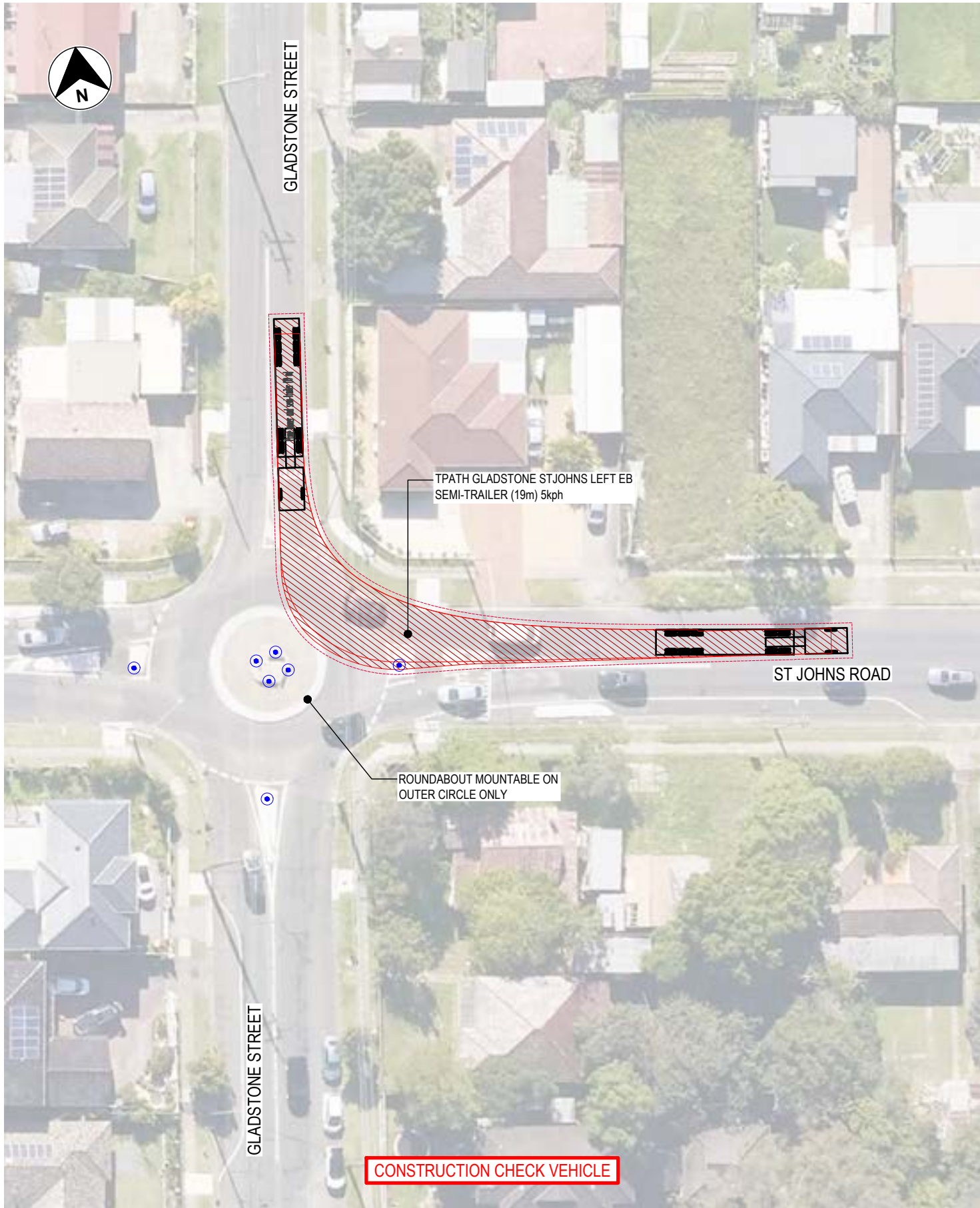
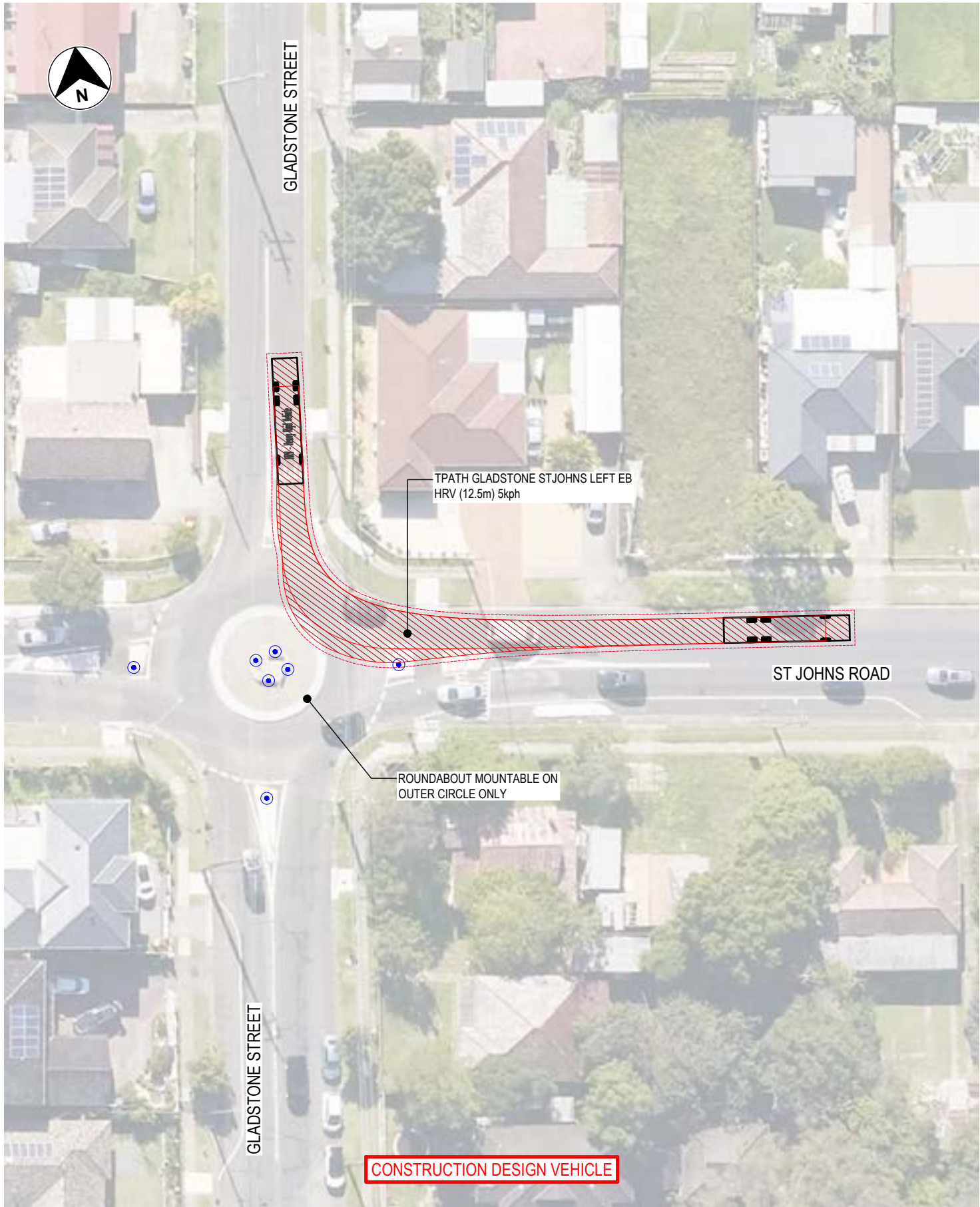
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0374-USCC-RD-SWEPT-PATHS-INFO-31-04



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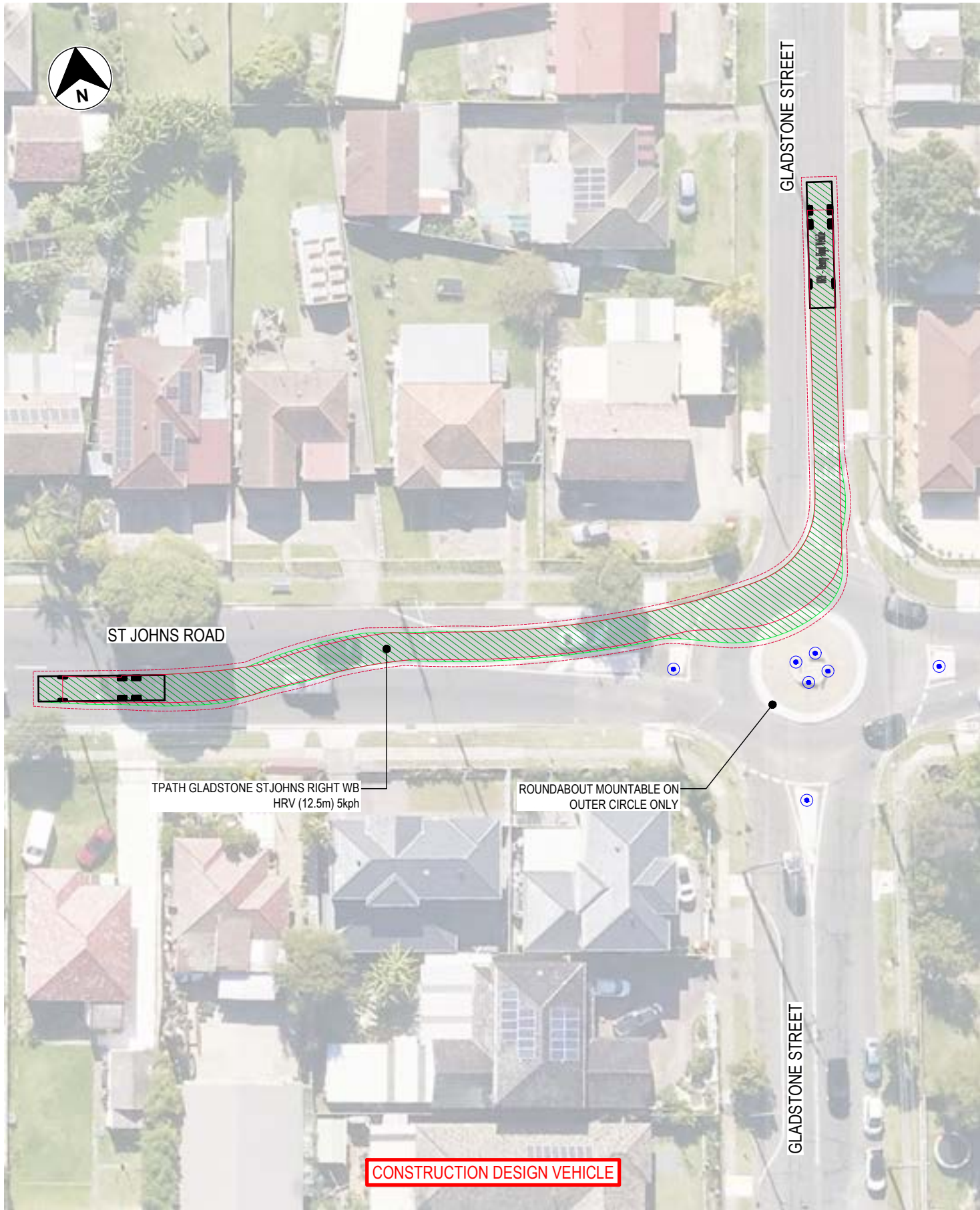


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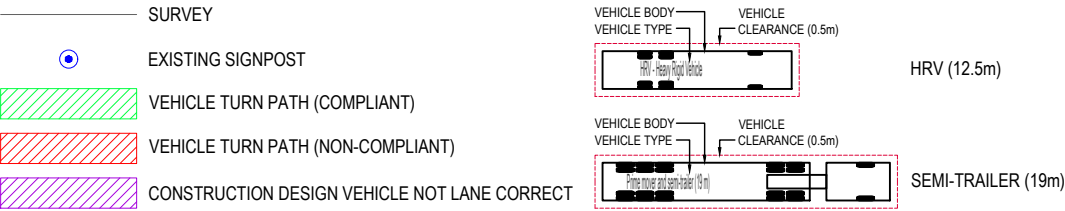




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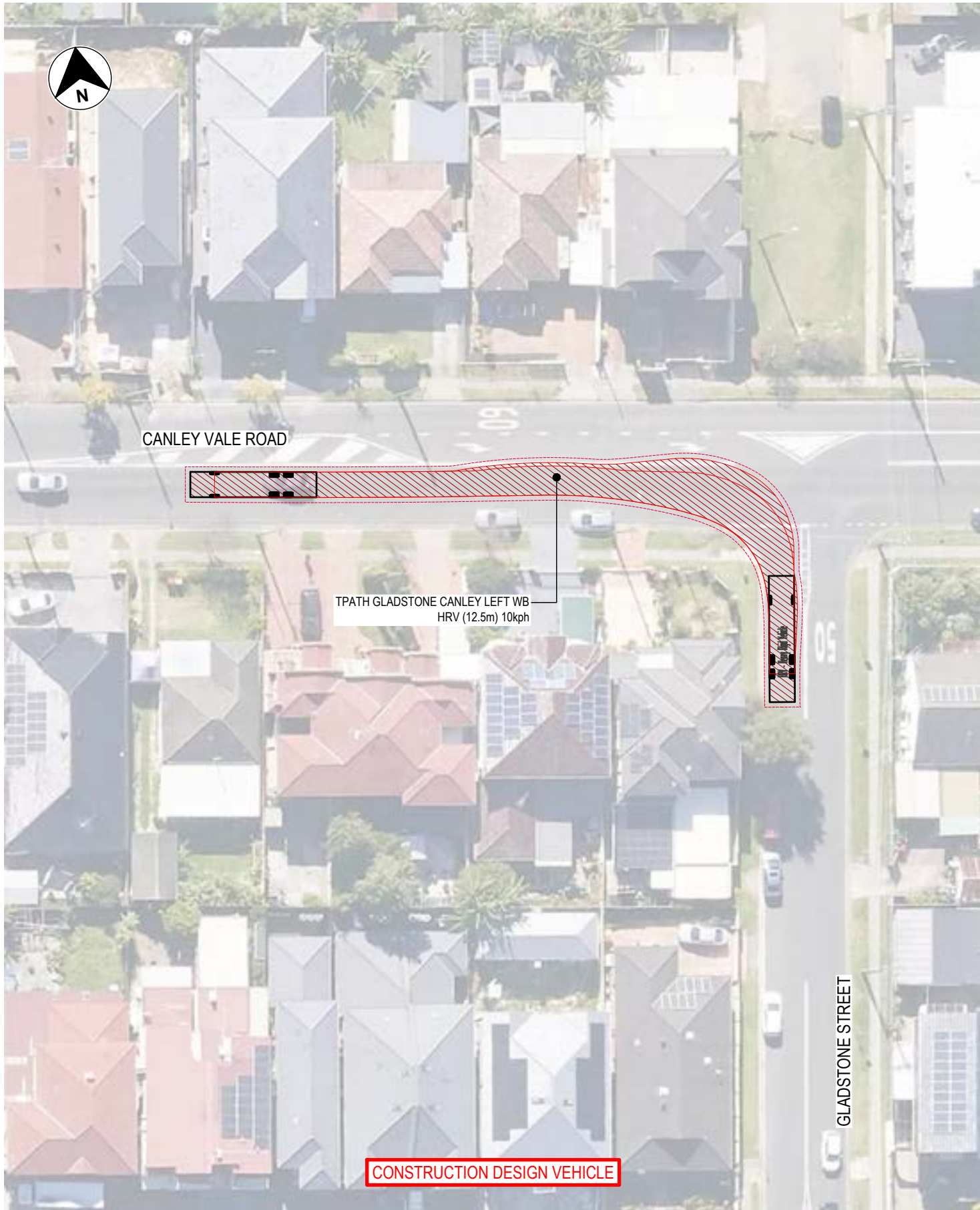


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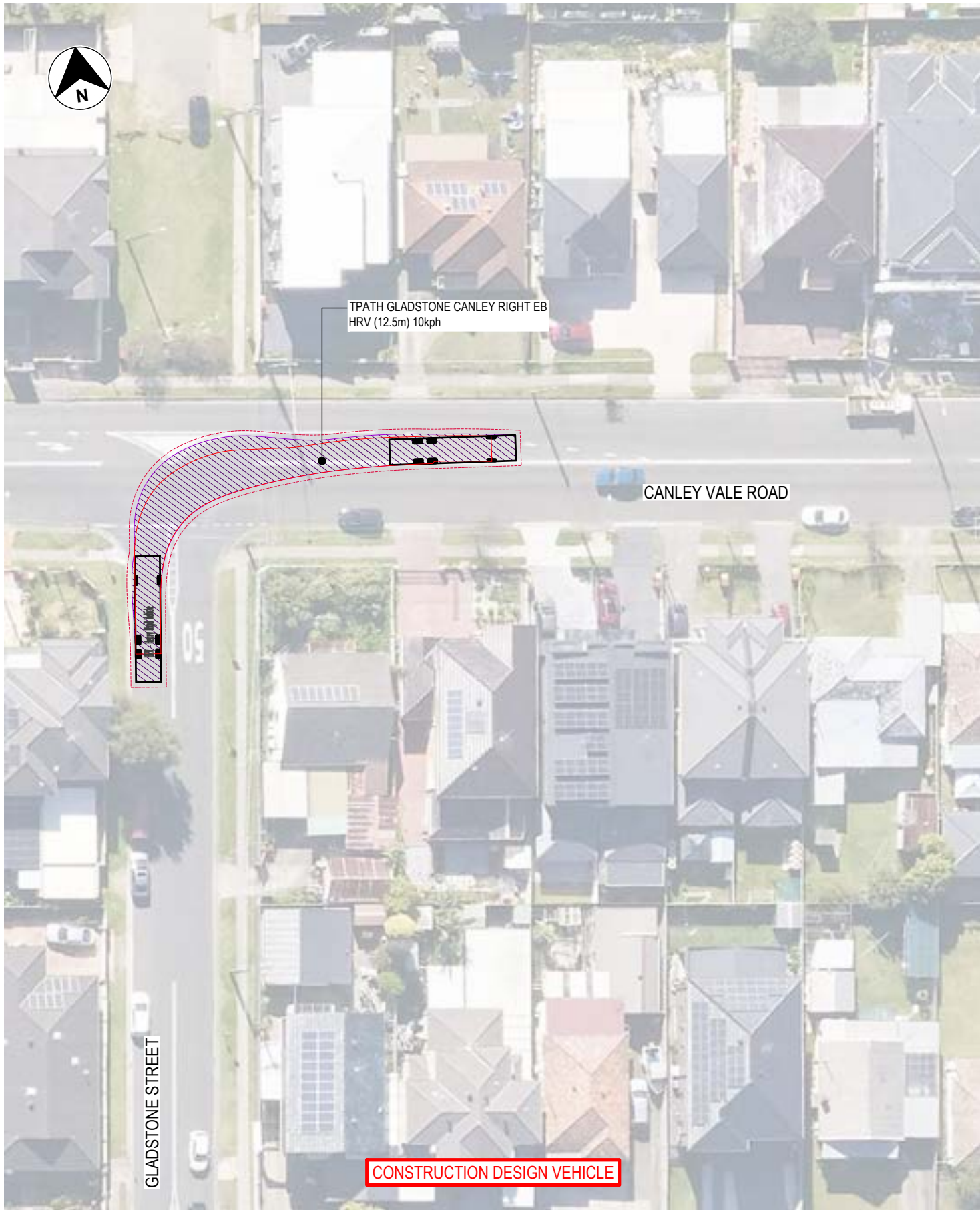


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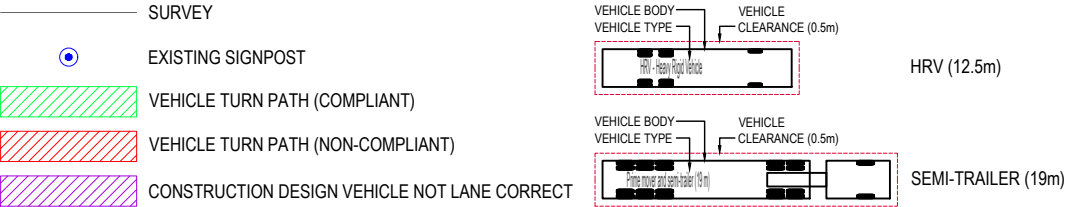




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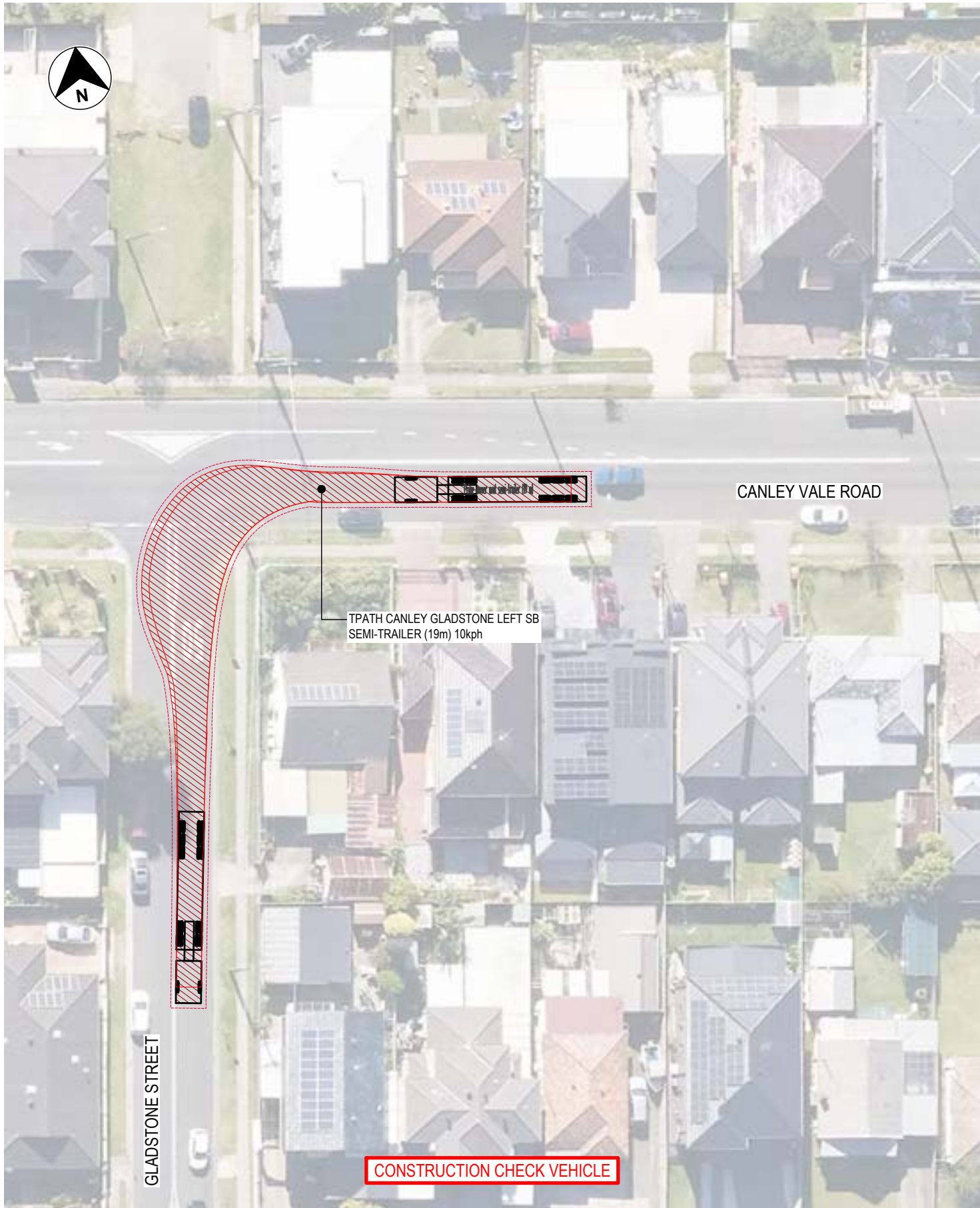
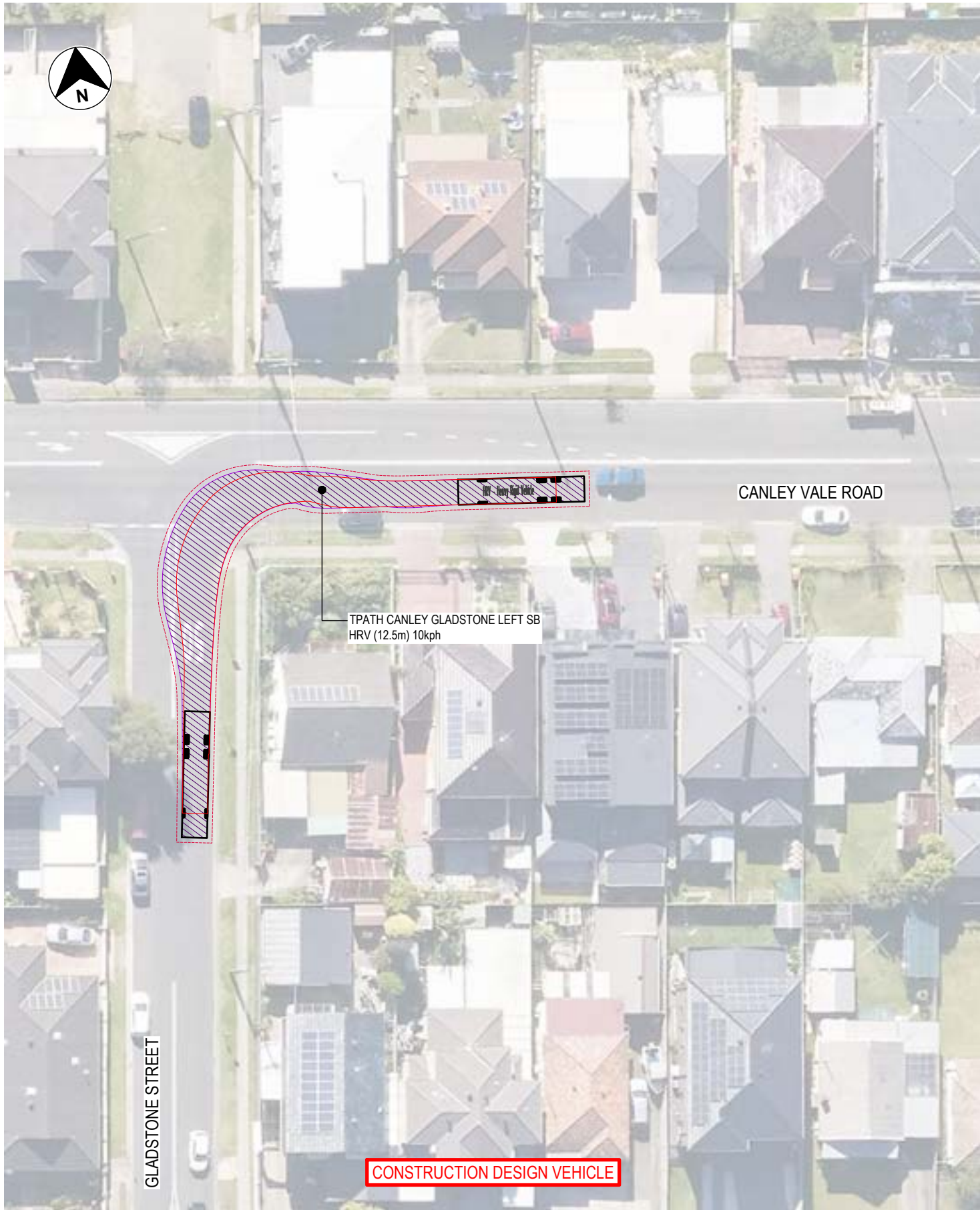


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LEGEND



PENRITH / FAIRFIELD CITY COUNCIL  
UPPER SOUTH CREEK  
ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
GLADSTONE STREET / CANLEY VALE ROAD INTERSECTION  
CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

FOR INFORMATION ONLY

turnbull

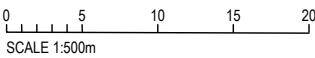
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LEGEND





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LEGEND



PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 CABRAMATTA ROAD WEST / HUMPHRIES ROAD INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

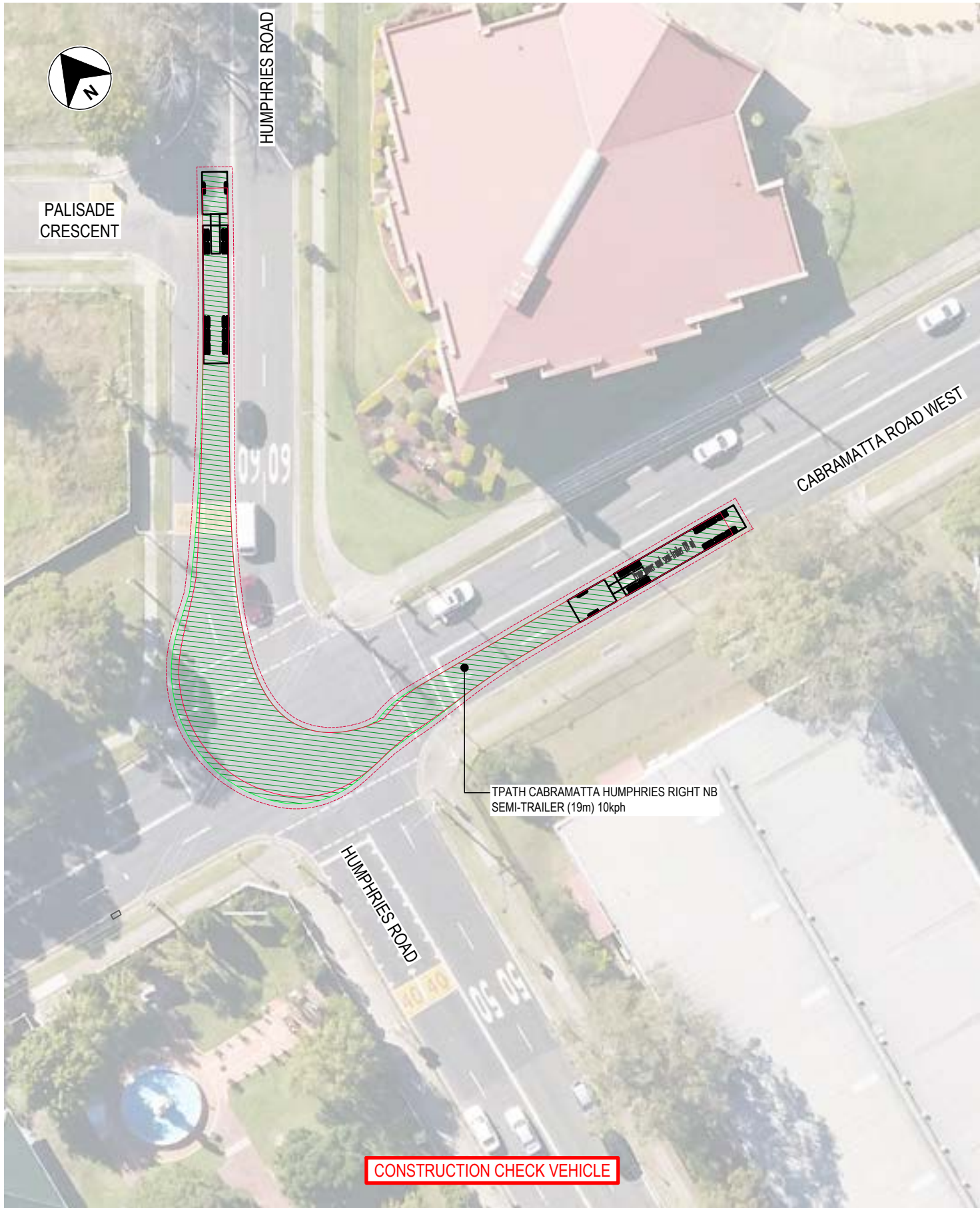
FOR INFORMATION ONLY

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0374-USCC-RD-SWEPT-PATHS-INFO-33-01



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LEGEND



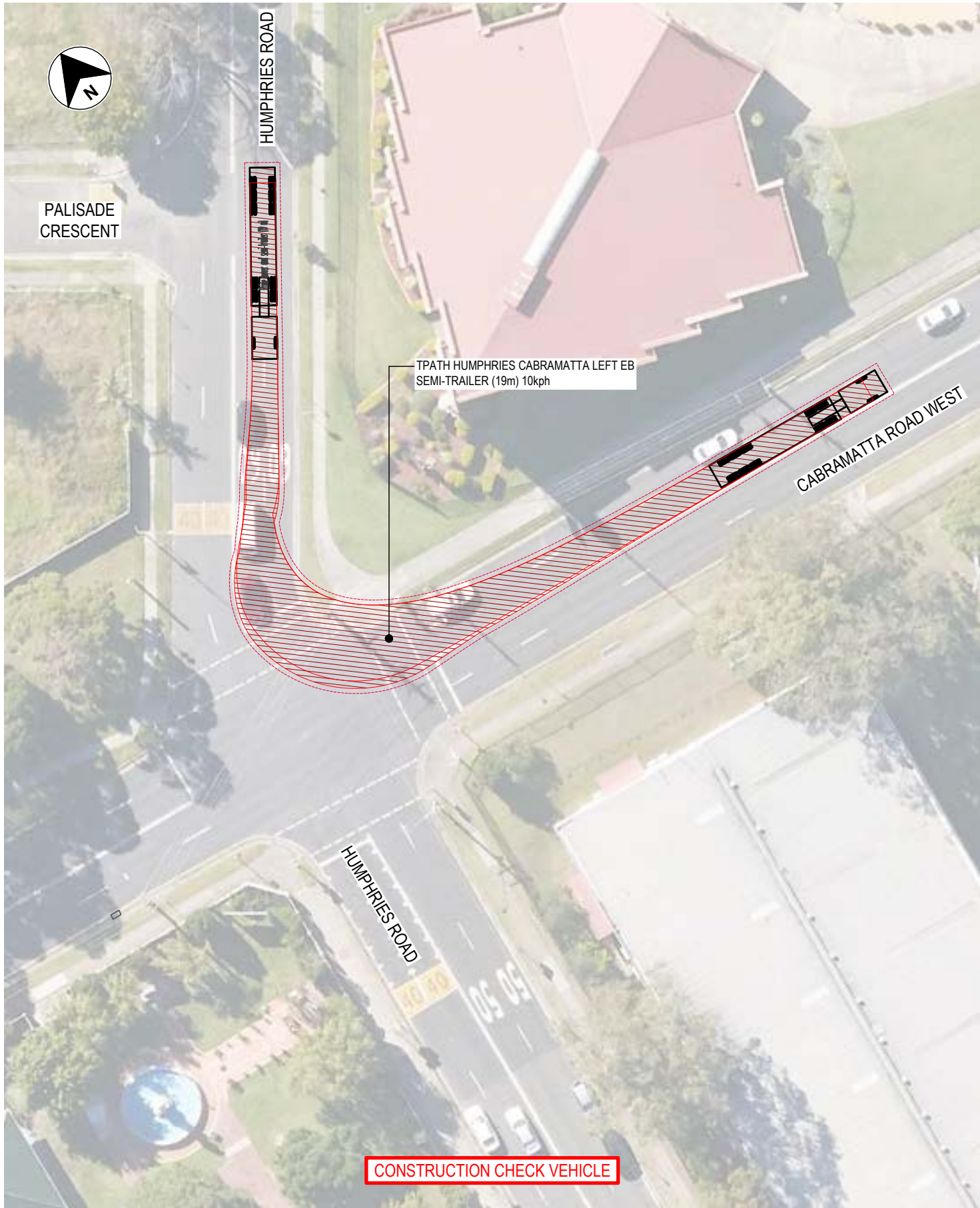
PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 CABRAMATTA ROAD WEST / HUMPHRIES ROAD INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN

0374-USCC-RD-SWEPT-PATHS-INFO-33-02

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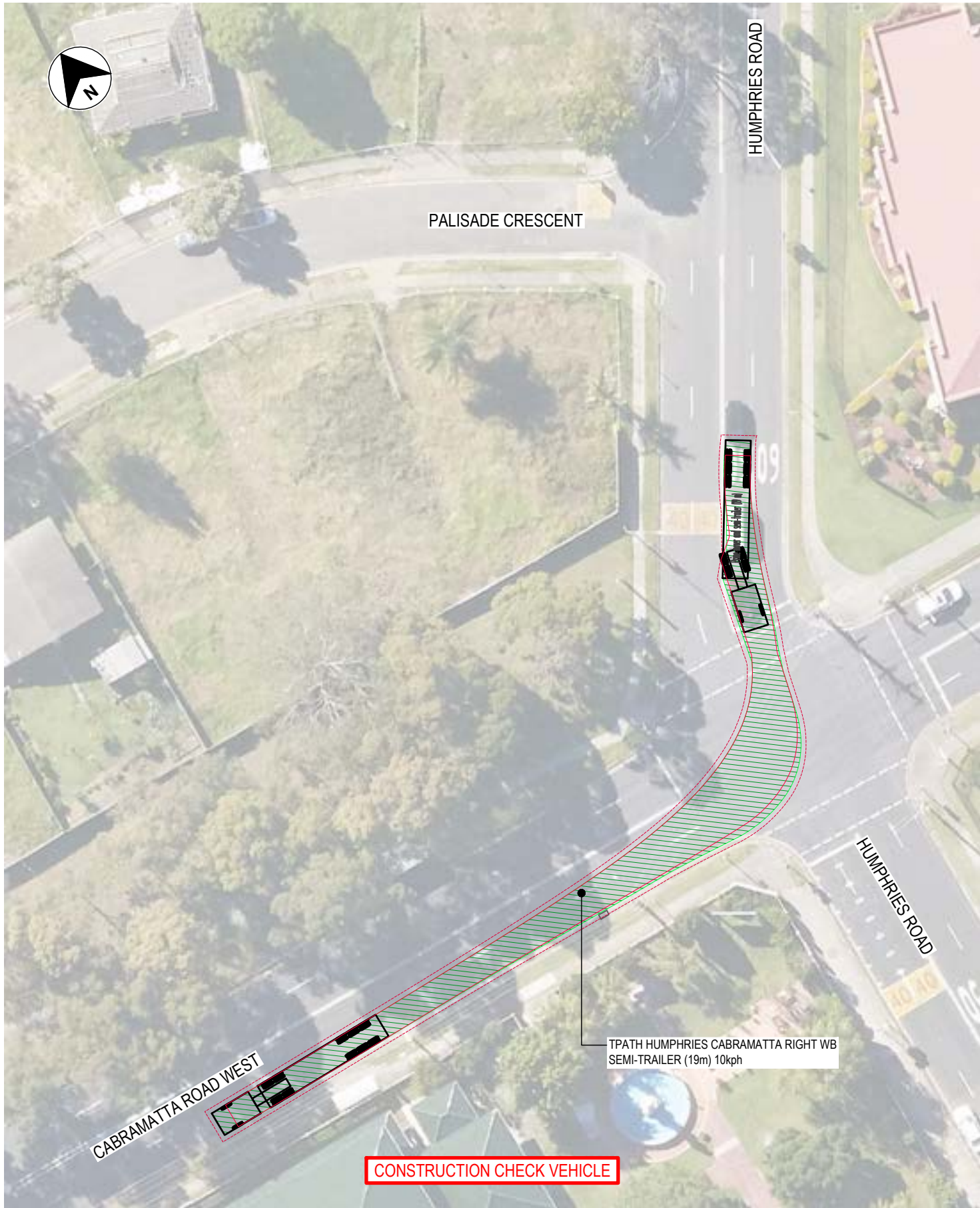


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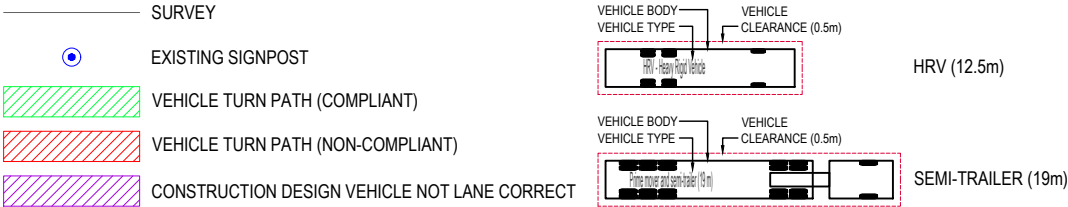




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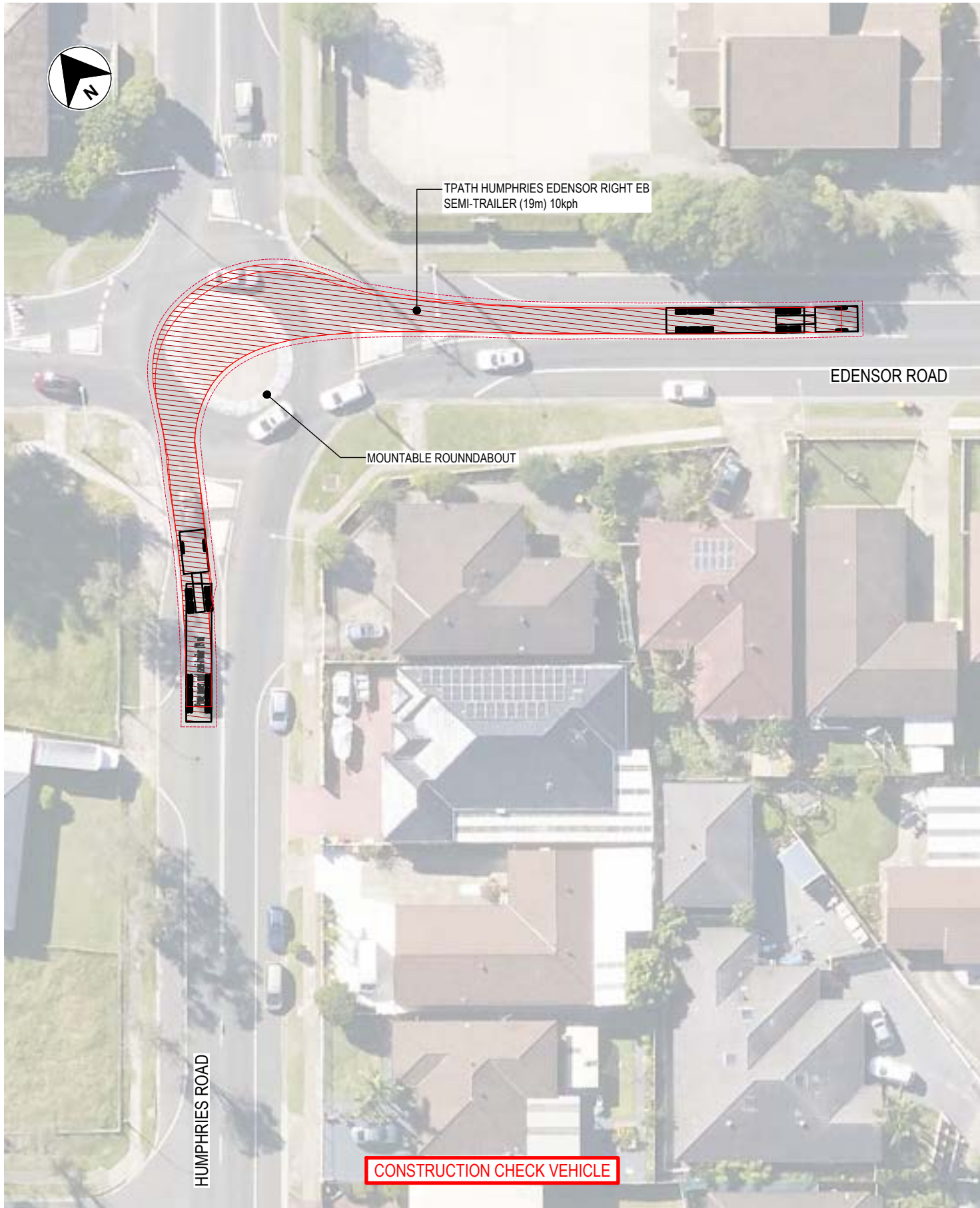
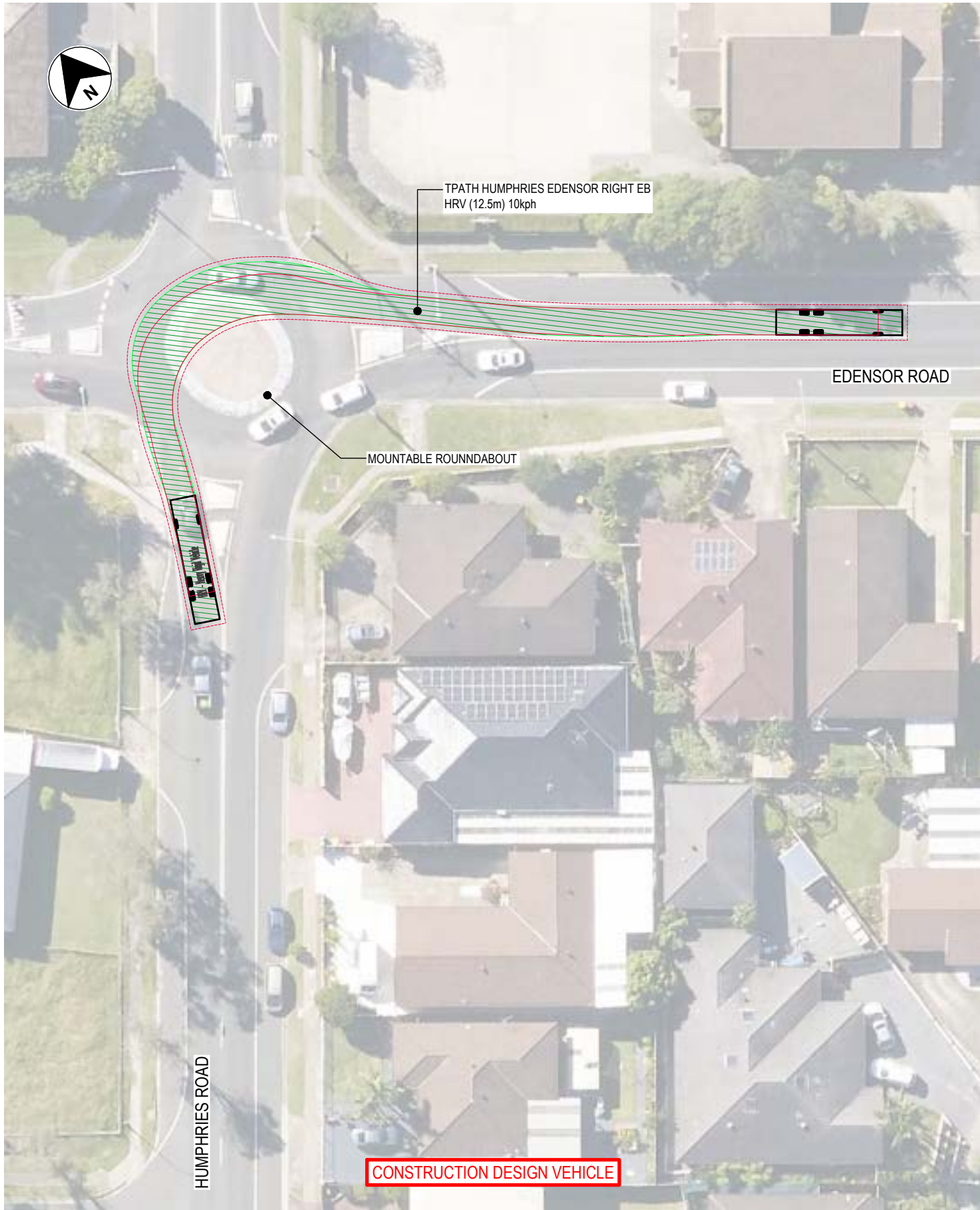


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LEGEND

	SURVEY
	EXISTING SIGNPOST
	VEHICLE TURN PATH (COMPLIANT)
	VEHICLE TURN PATH (NON-COMPLIANT)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT

 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



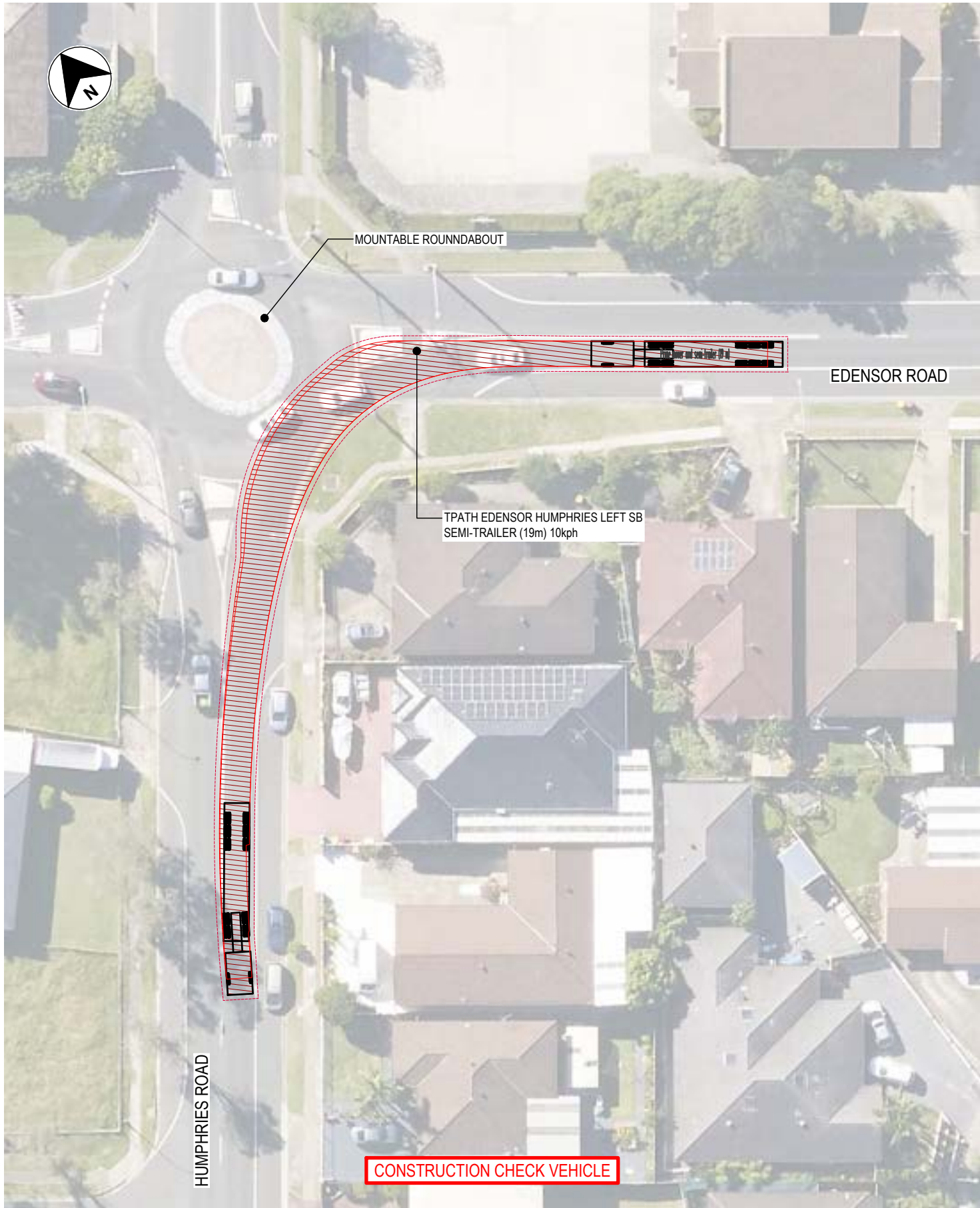
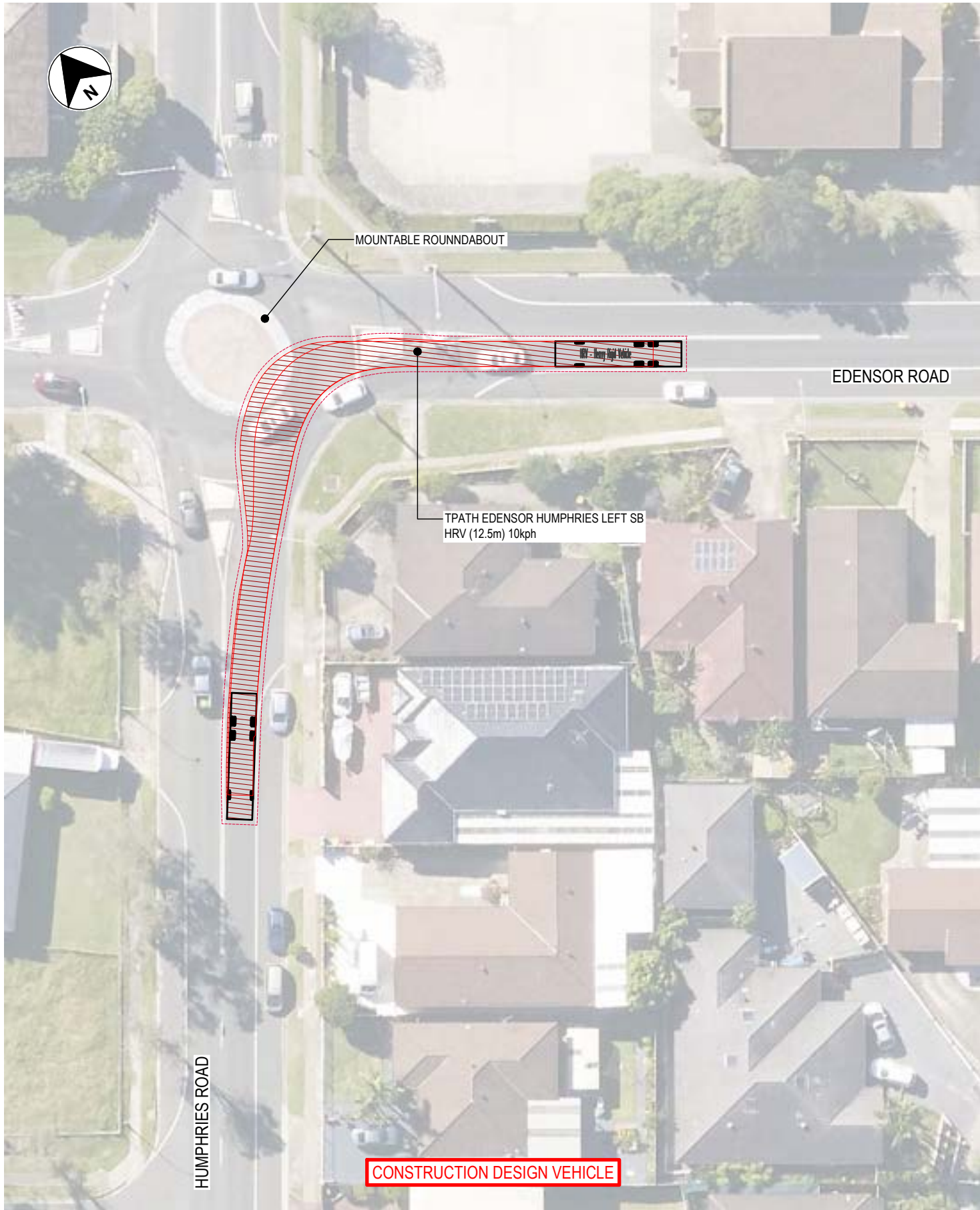
PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 EDENSOR ROAD / HUMPHRIES ROAD INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT HAND TURN

0374-USCC-RD-SWEPT-PATHS-INFO-34-01

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PLOTTED BY: Mumukshu Telamuri ON: 23/10/2023 FILE LOCATION: C:\Users\mumukshu\OneDrive\Documents\34-USCC-RD-SWEPT-PATHS-INFO-34-02.dwg



LEGEND

	SURVEY		
	EXISTING SIGNPOST		
	VEHICLE TURN PATH (COMPLIANT)	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
	VEHICLE TURN PATH (NON-COMPLIANT)	 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT		



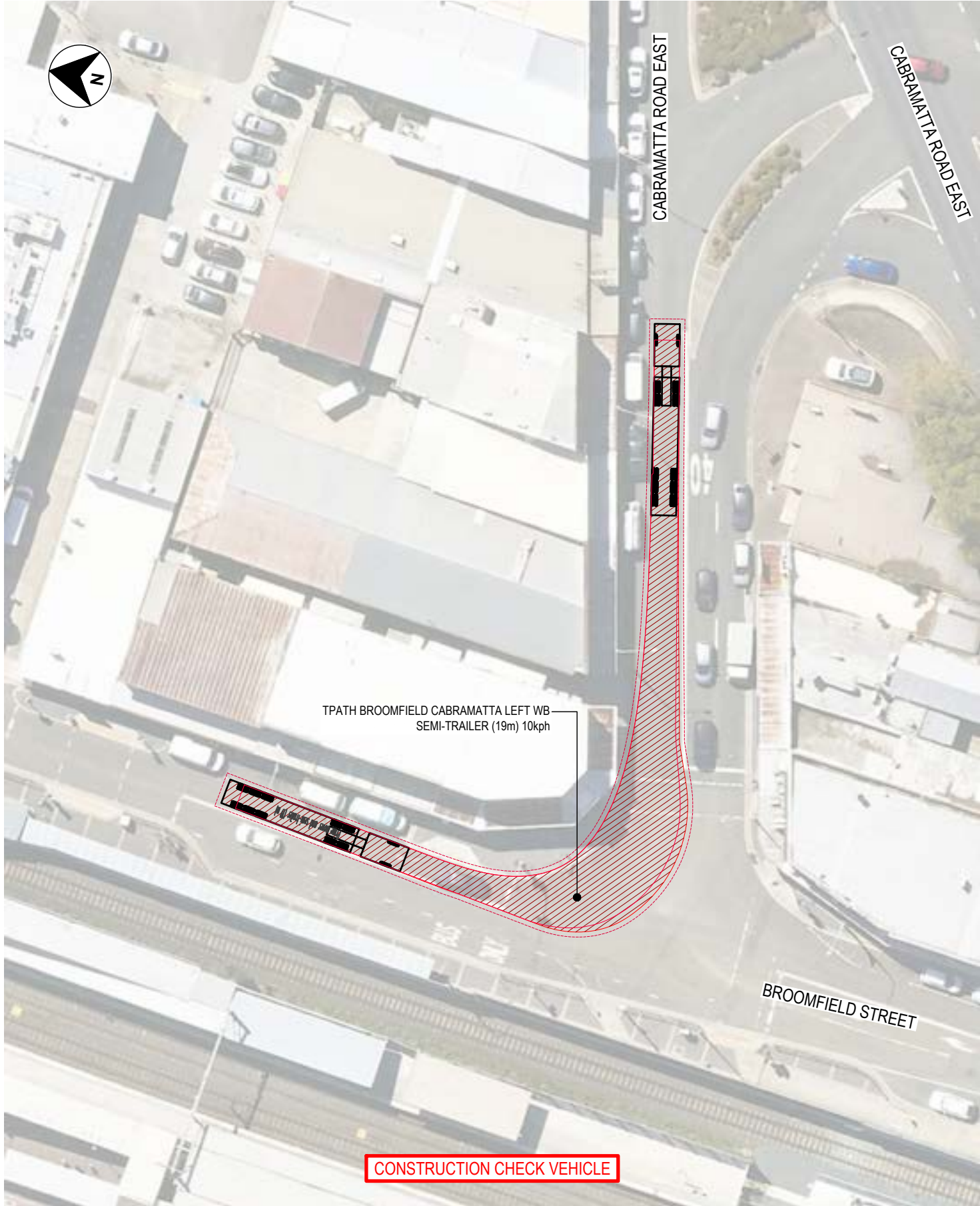
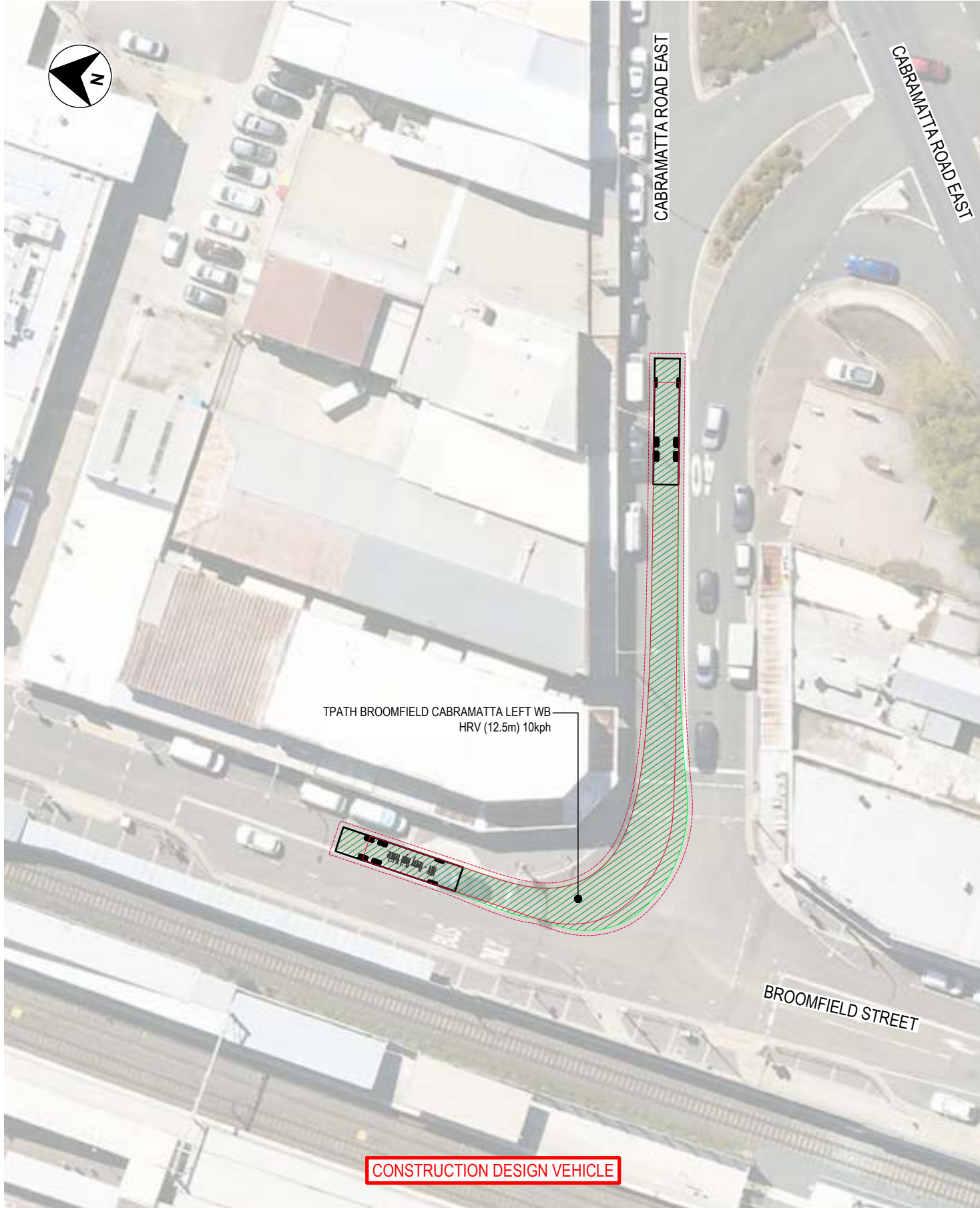
PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 EDENSOR ROAD / HUMPHRIES ROAD INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT HAND TURN

0374-USCC-RD-SWEPT-PATHS-INFO-34-02

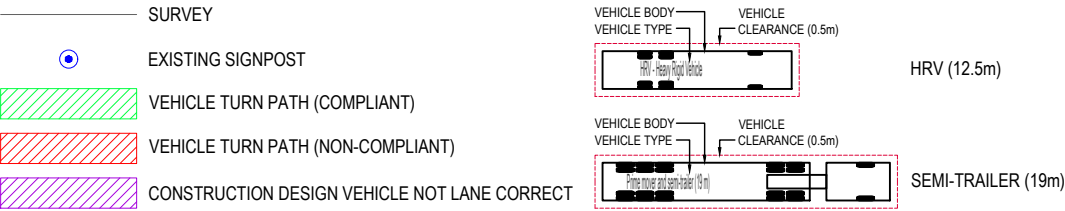
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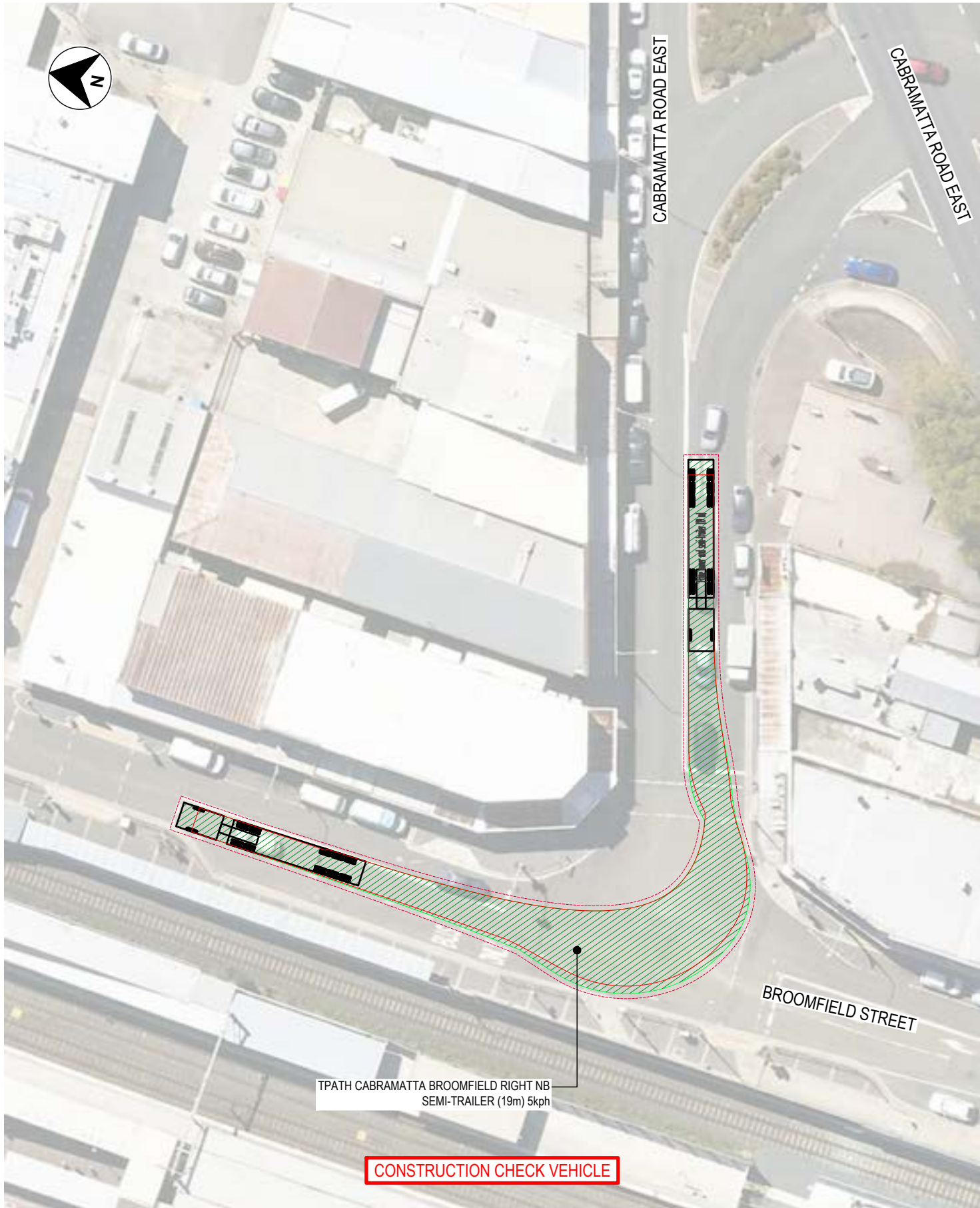
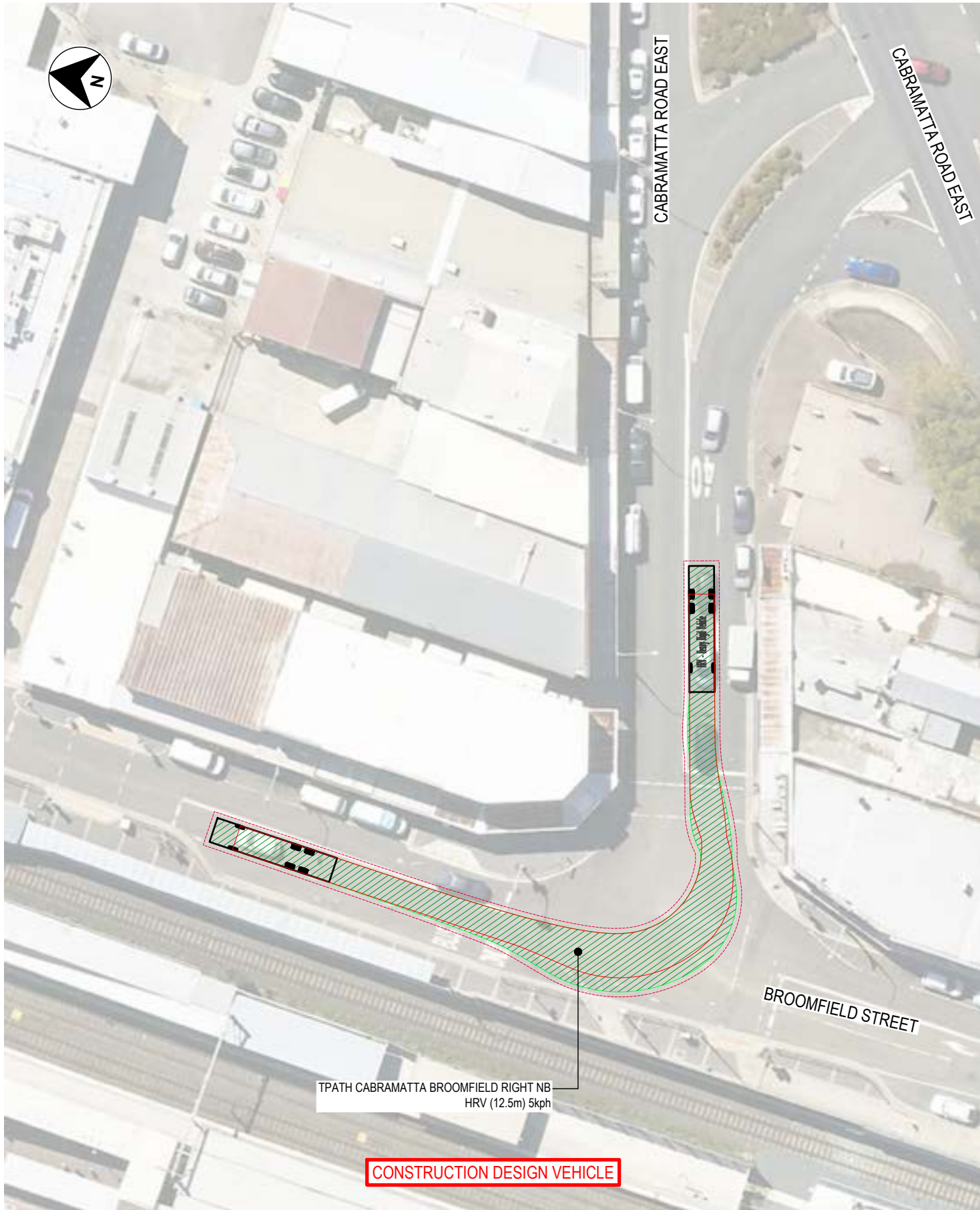


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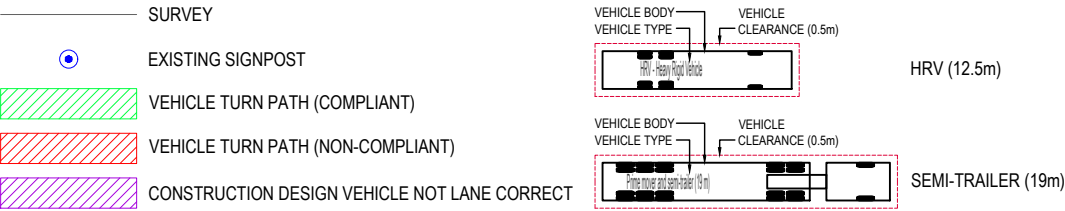




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LEGEND

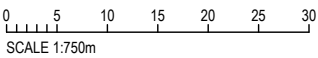
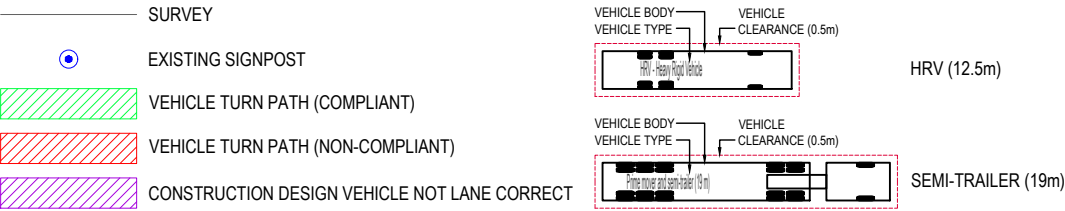




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LEGEND



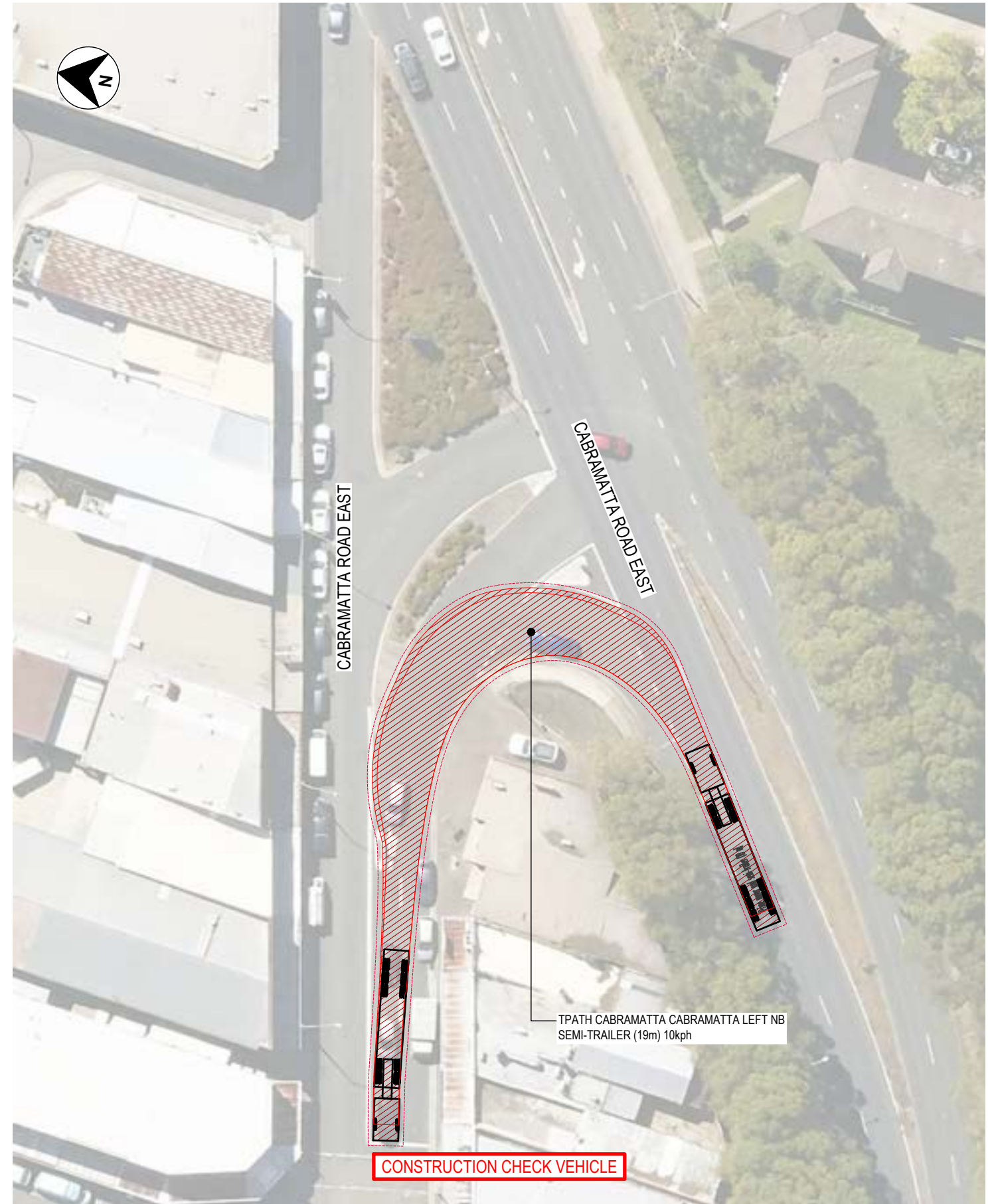
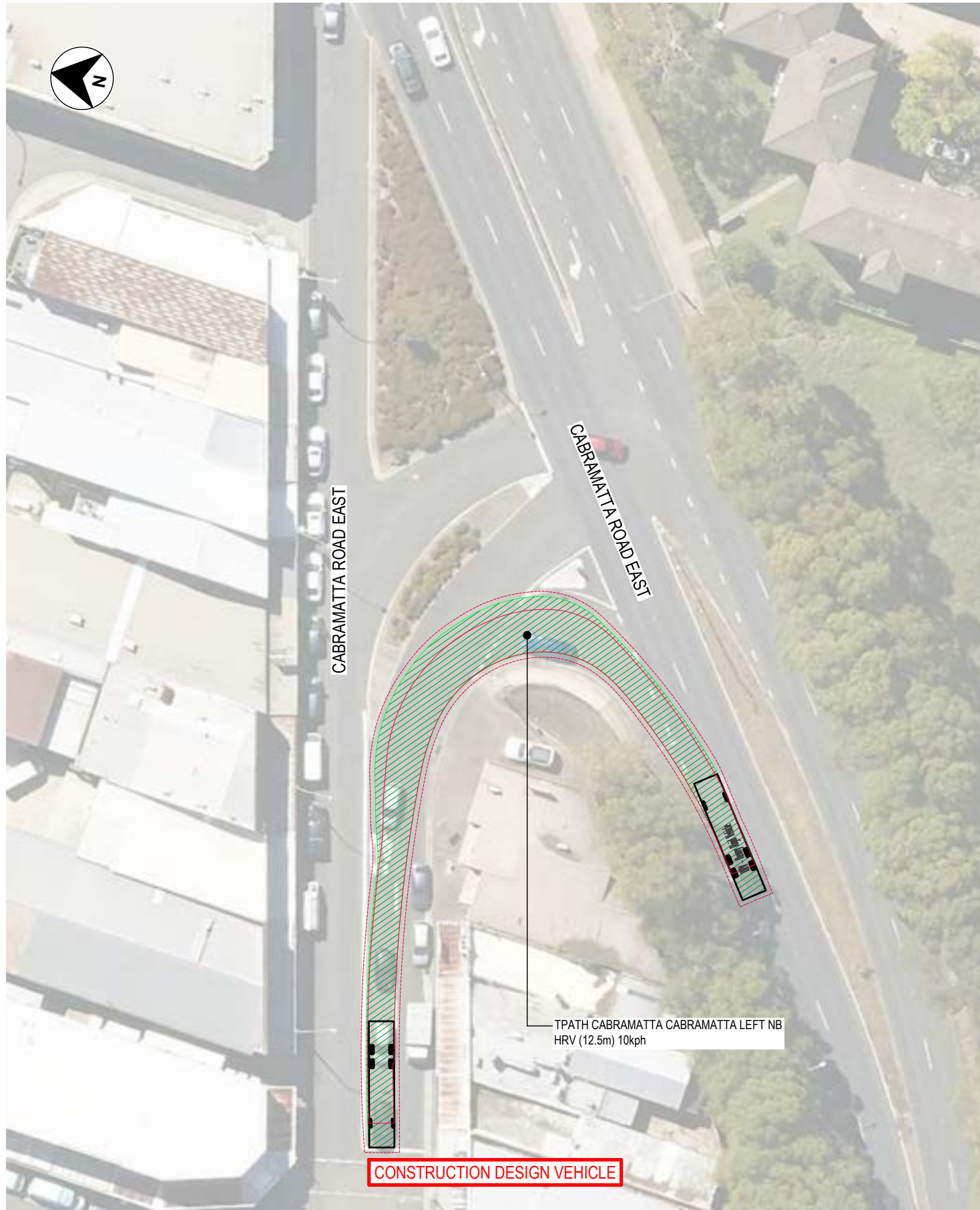
PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 CABRAMATTA ROAD EAST INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - STRAIGHT

FOR INFORMATION ONLY

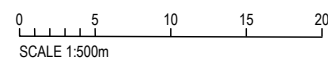
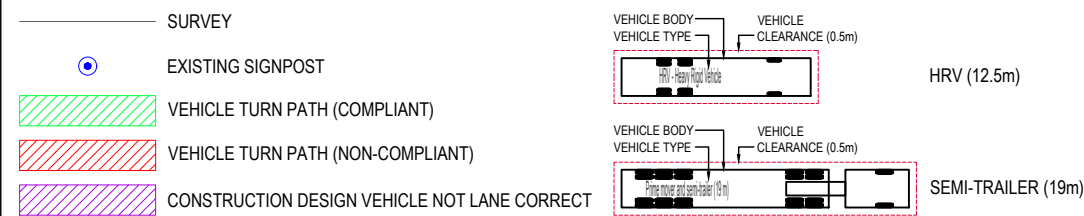


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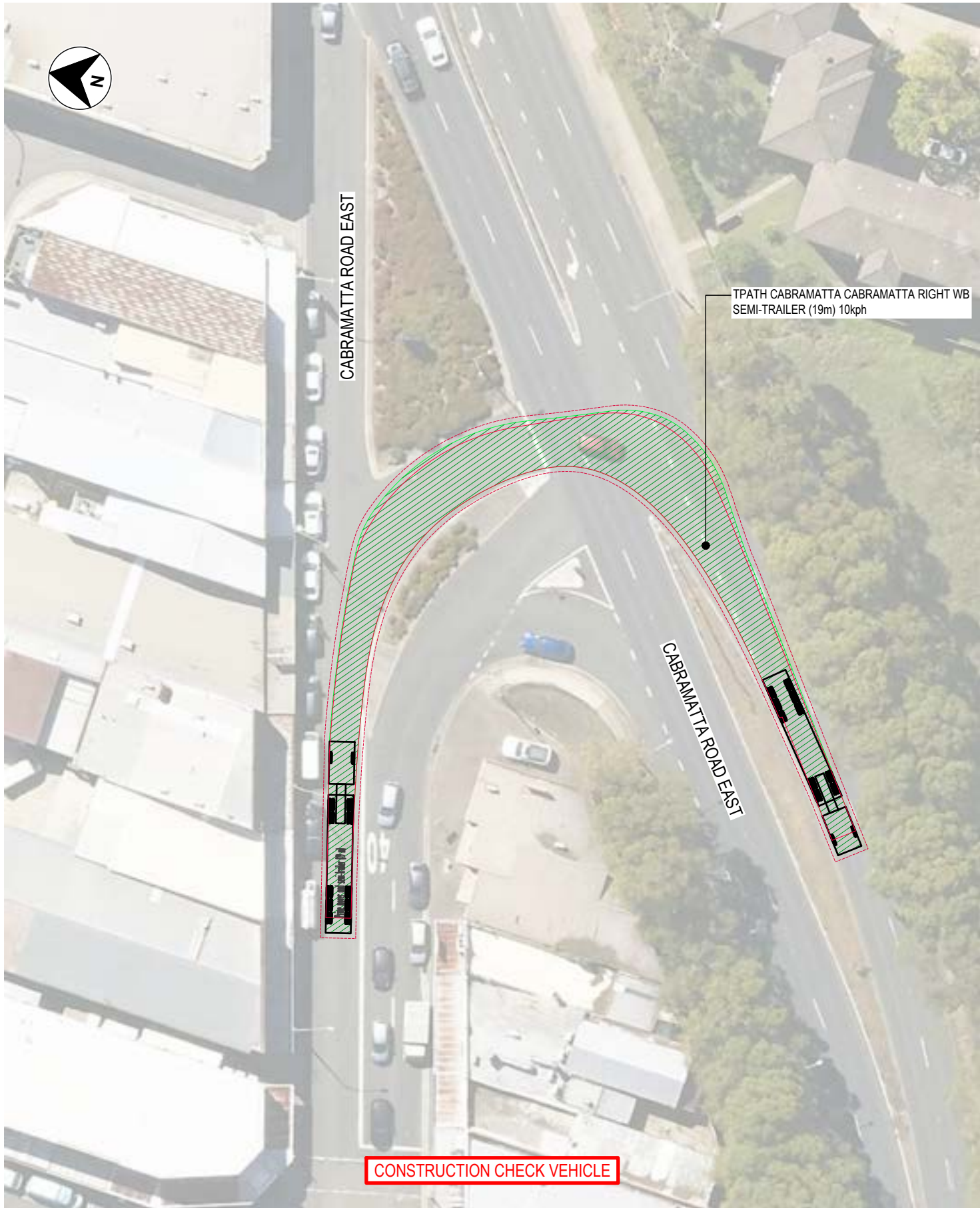


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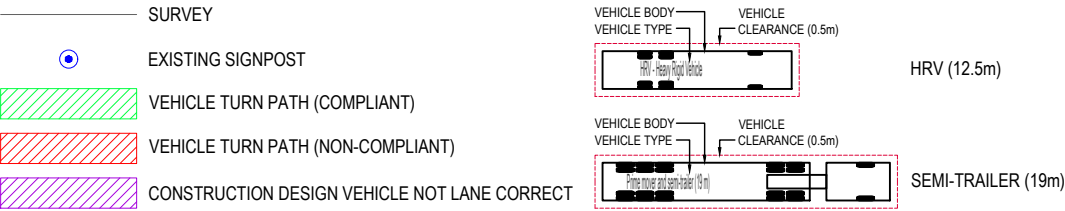




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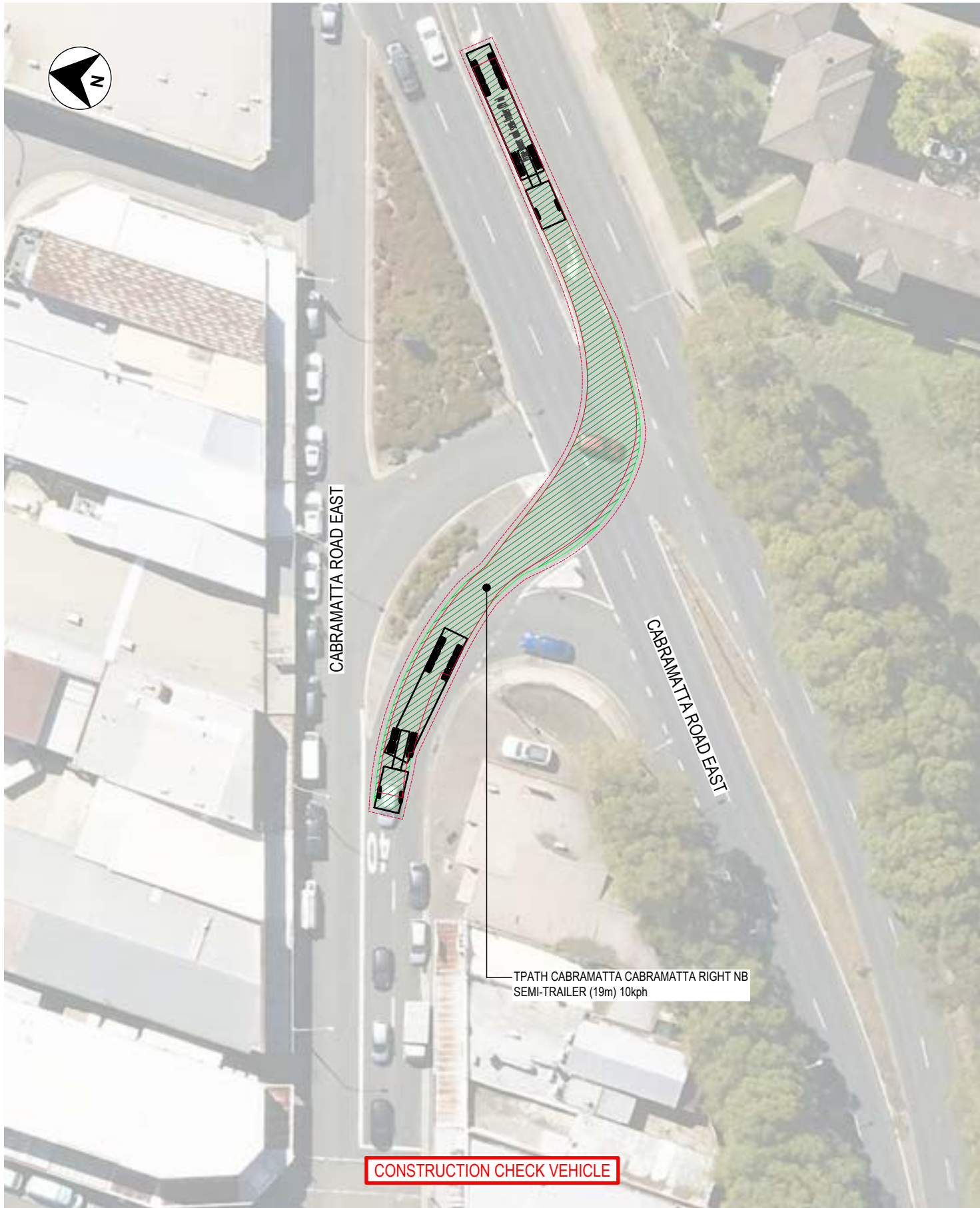
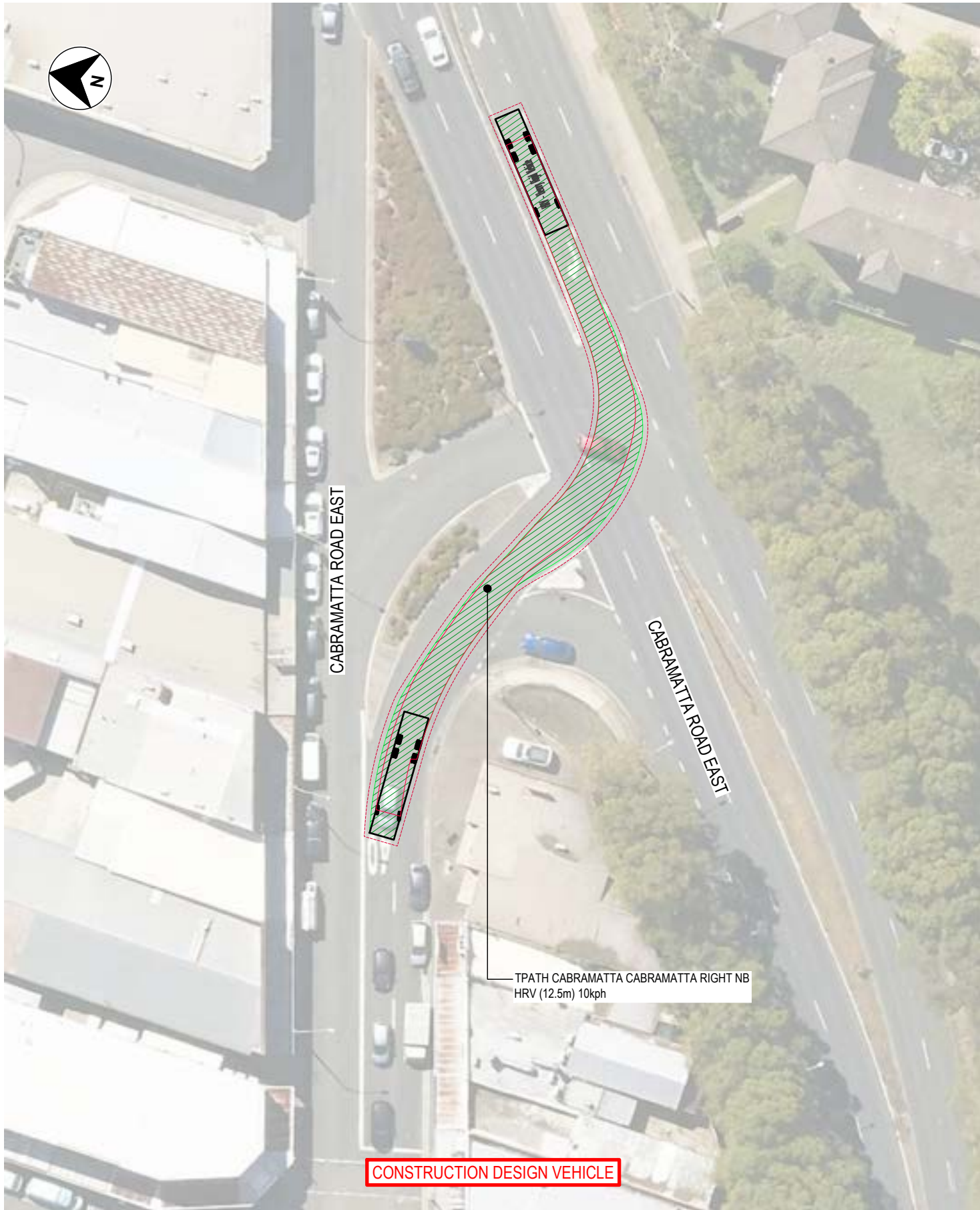


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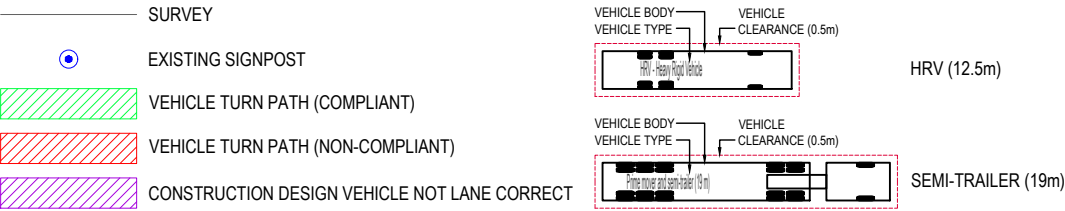




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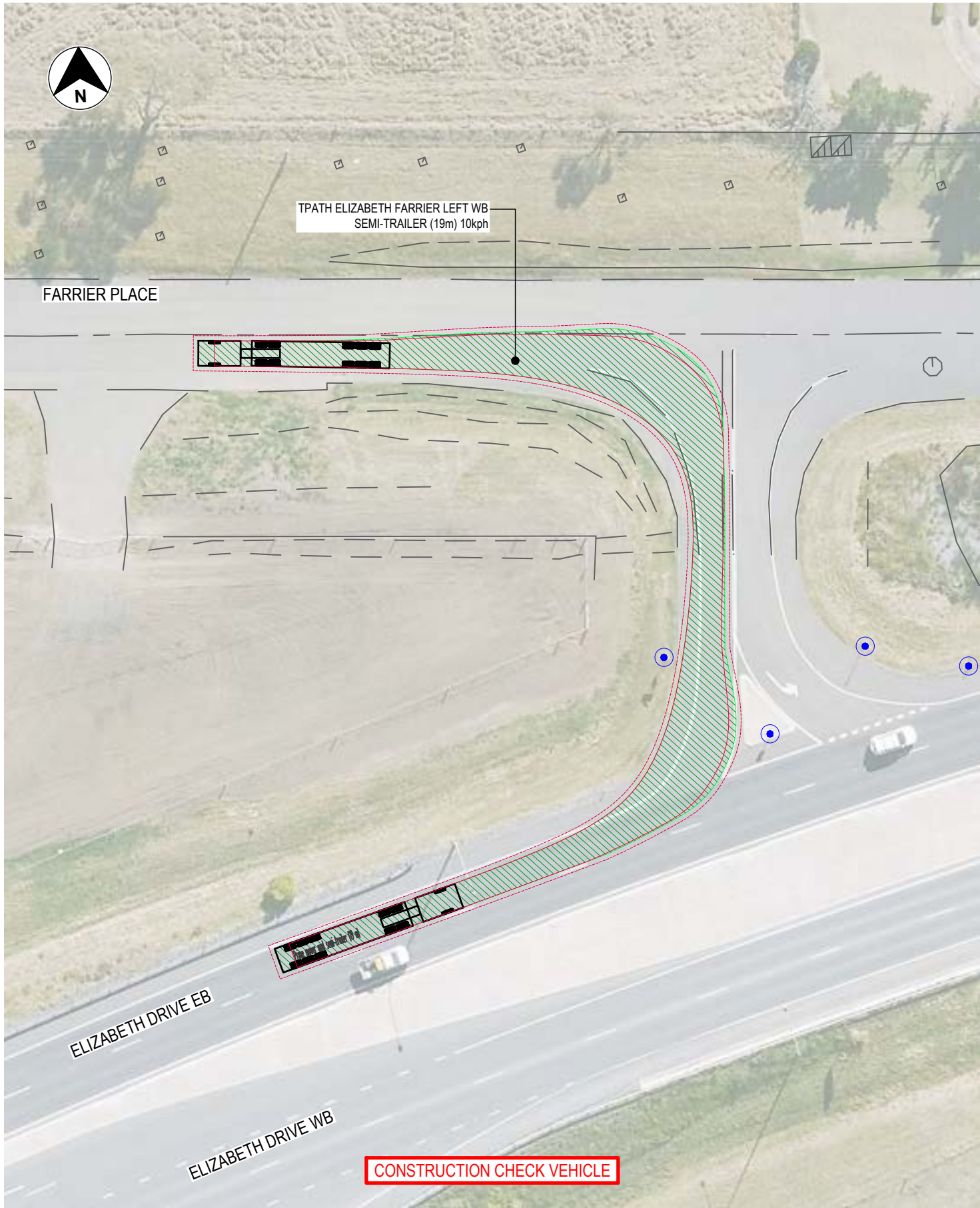
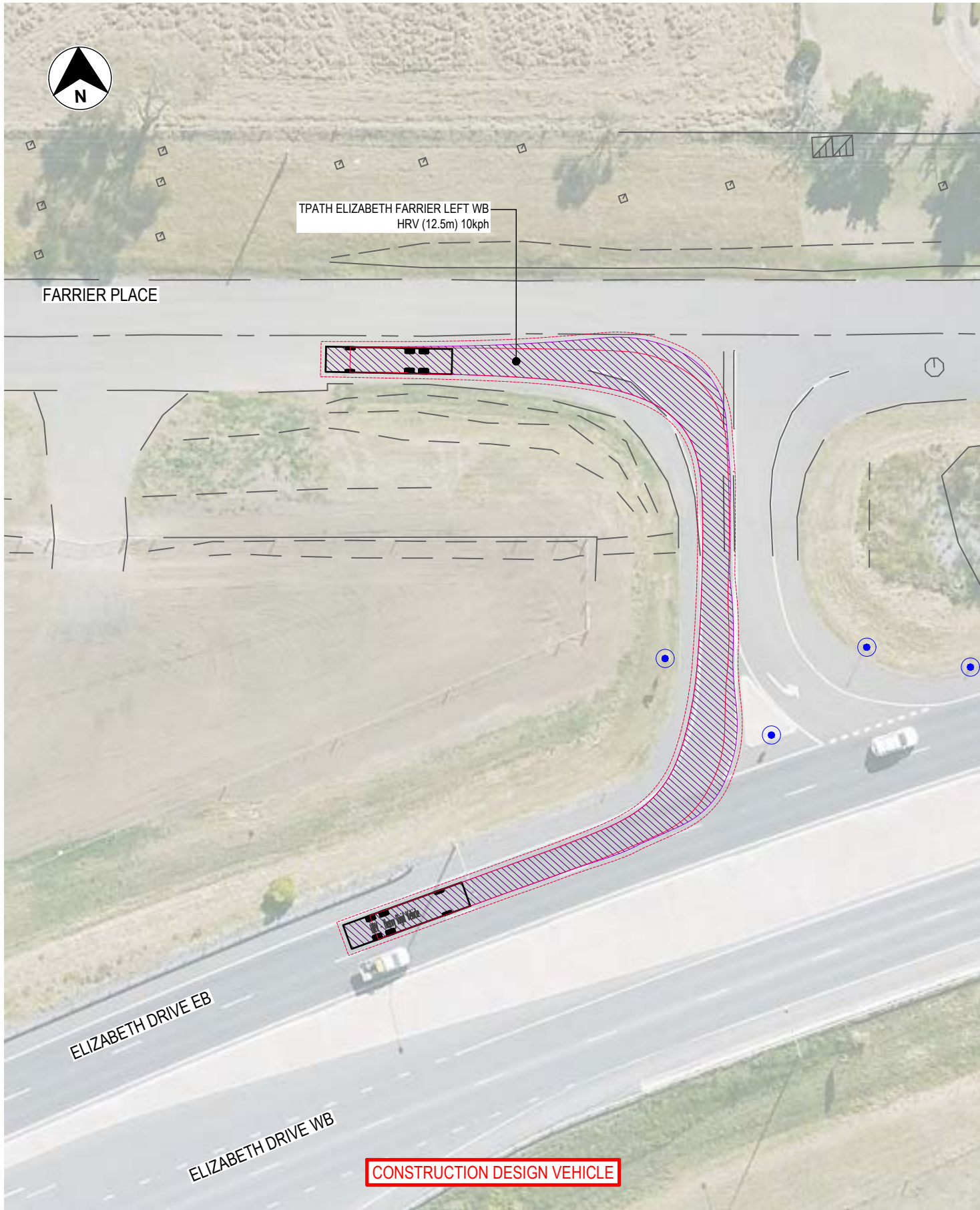


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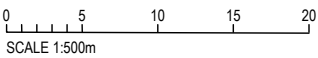


LEGEND

	SURVEY	
	EXISTING SIGNPOST	
	VEHICLE TURN PATH (COMPLIANT)	
	VEHICLE TURN PATH (NON-COMPLIANT)	
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT	

 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



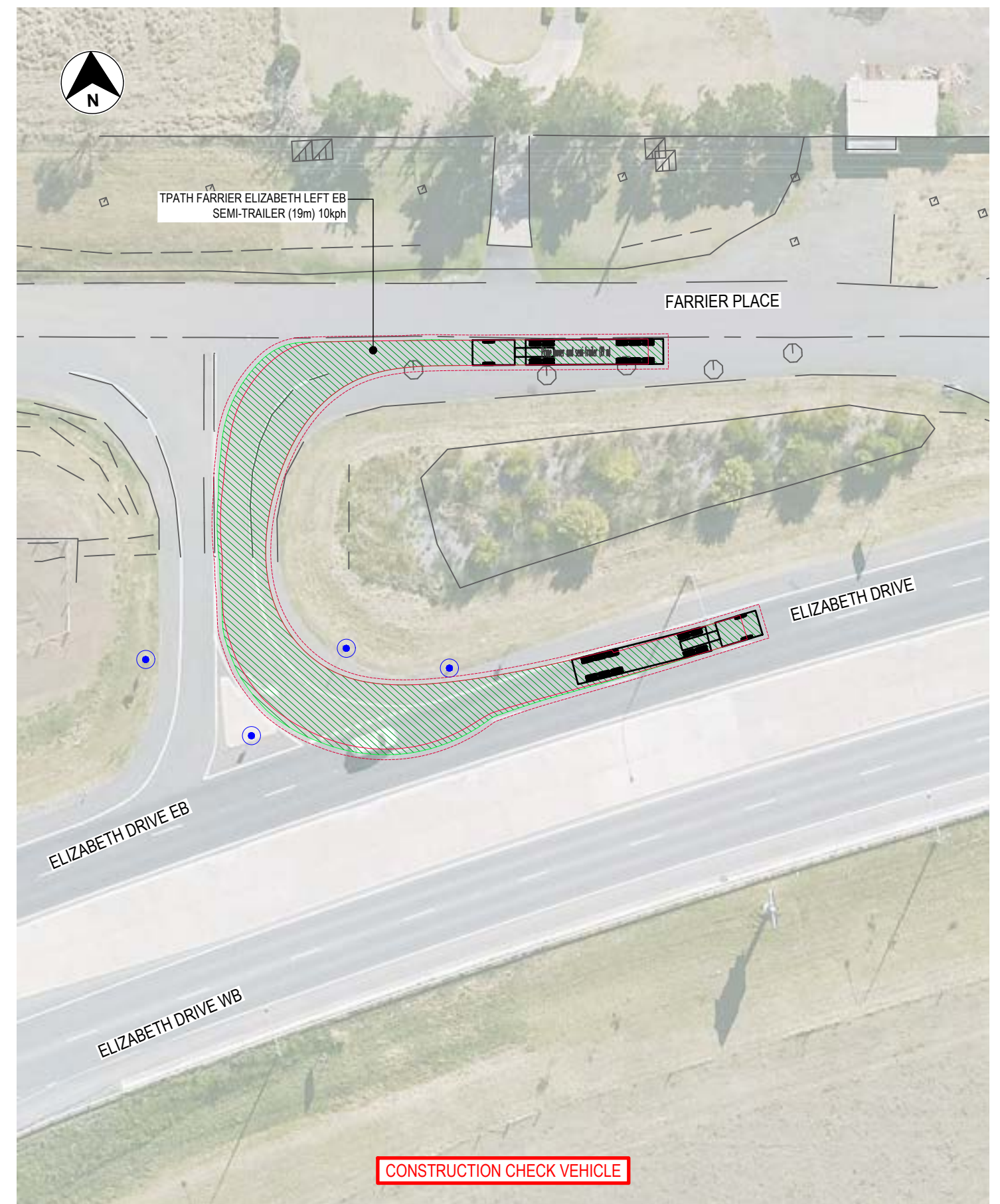
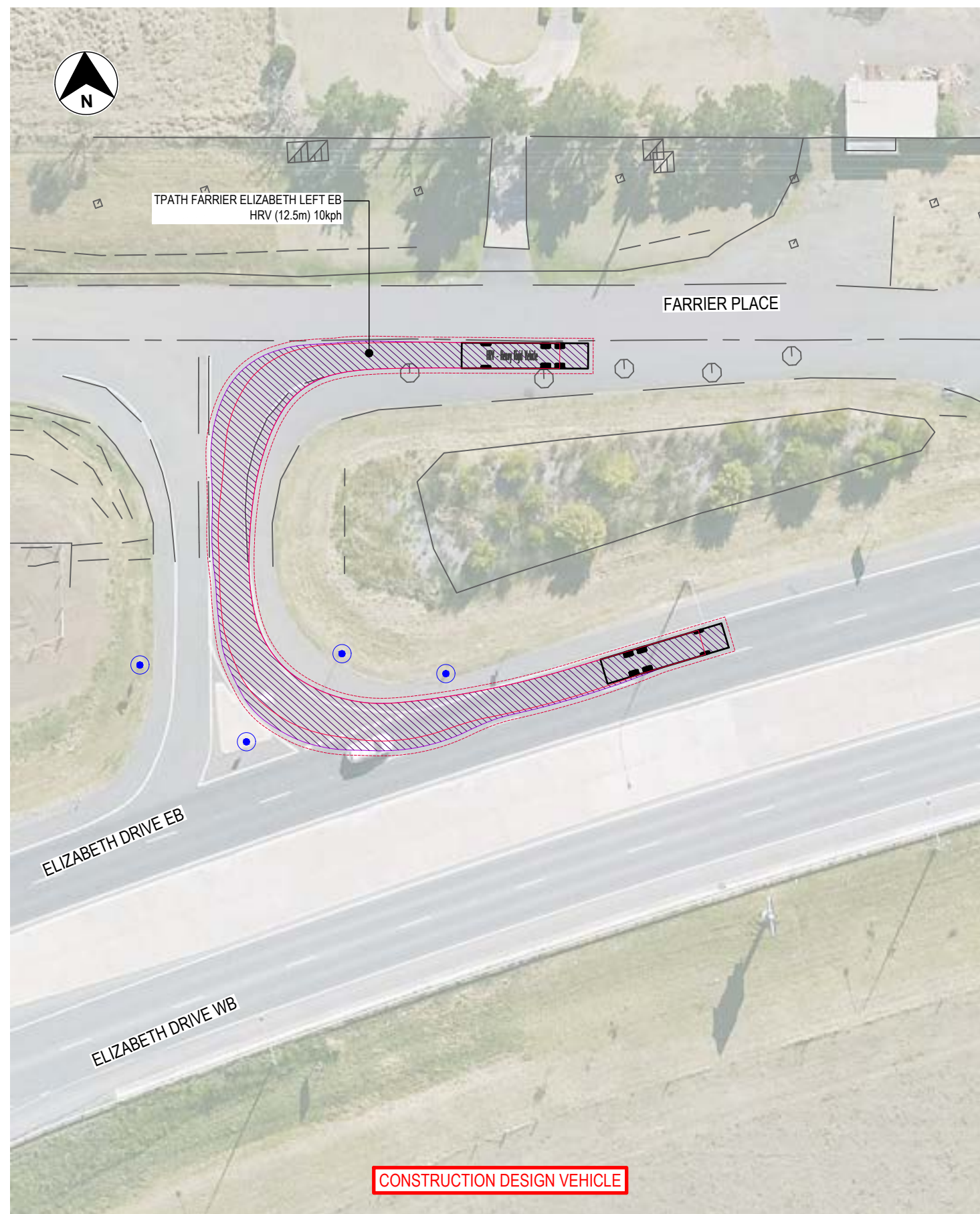
PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 ELIZABETH DRIVE AND FARRIER PLACE INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT

FOR INFORMATION ONLY



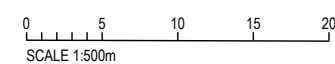
0374-USCC-RD-SWEPT-PATHS-INFO-37-01





## LEGEND

- 
- Figure 10: Vehicle Turn Path Diagram. This diagram illustrates the vehicle turn path for two vehicle types: HRV (Heavy Road Vehicle) and SEMI-TRAILER. The diagram shows the vehicle body, vehicle type, and vehicle clearance (0.5m). The HRV turn path is 12.5m, and the SEMI-TRAILER turn path is 19m. The diagram also includes a legend for the survey, existing signpost, and vehicle turn path (compliant/non-compliant).



PENRITH / FAIRFIELD CITY COUNCIL  
UPPER SOUTH CREEK  
ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
ELIZABETH DRIVE AND FARRIER PLACE INTERSECTION  
CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - LEFT

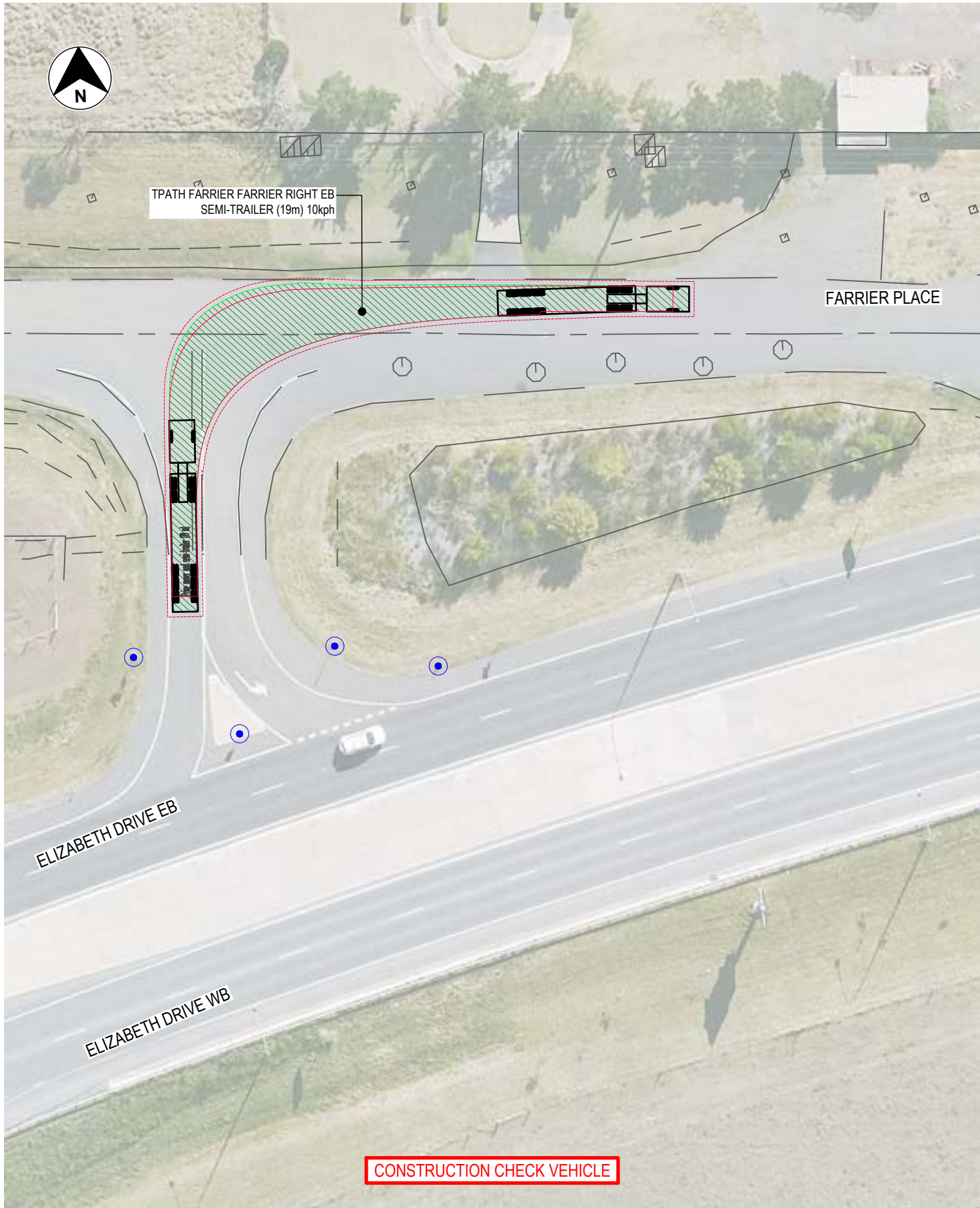
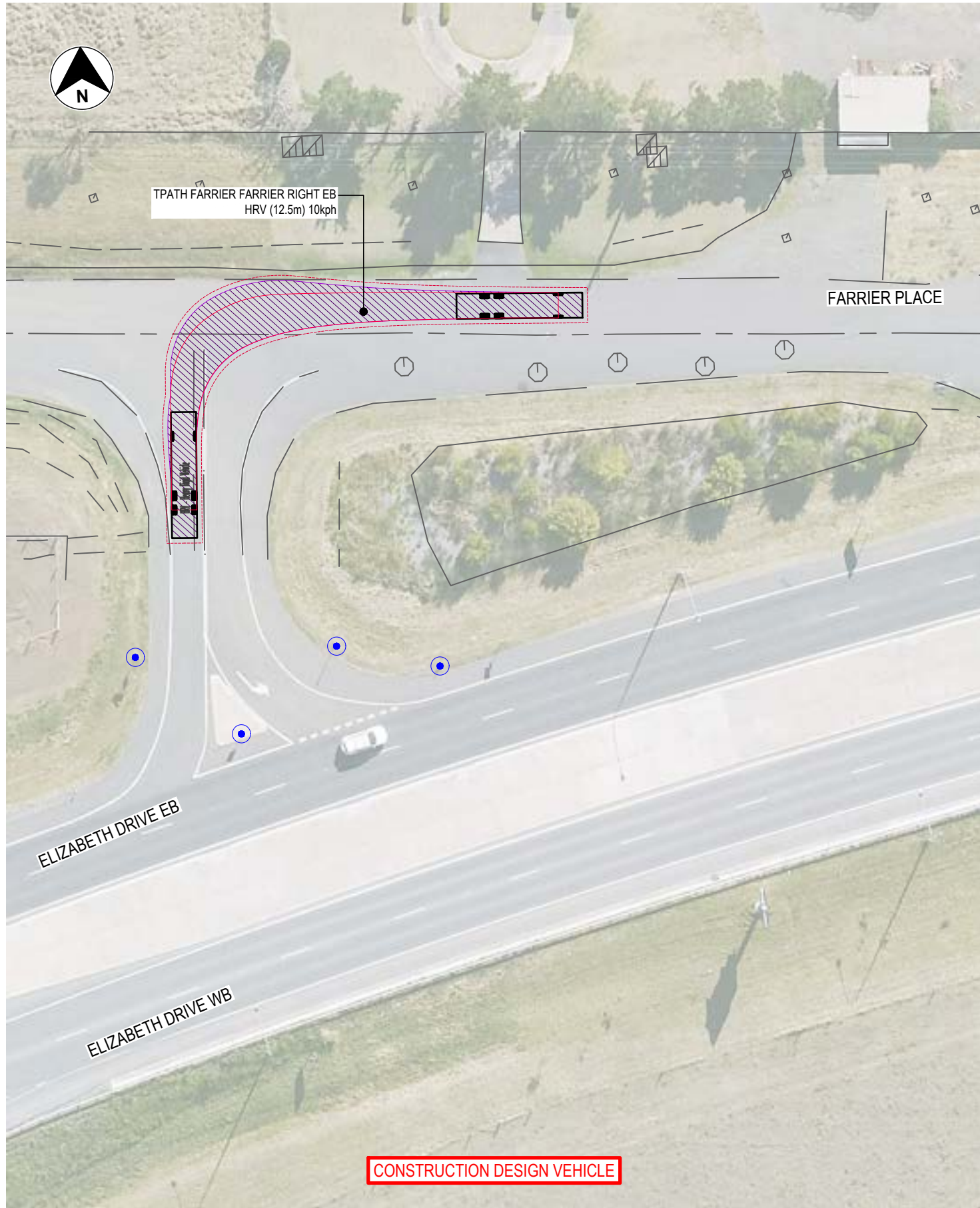
FOR INFORMATION ONLY

turnbull

0374-USCC-RD-SWEPT-PATHS-INFO-37-02



FILE LOCATION: C:\Users\Nadia\OneDrive\Documents\0374-USCC-RD-SWEPT-PATHS-INFO-37.dwg  
PLOT BY: Momoeda Telehashi ON 23/10/2023



LEGEND

- SURVEY
  - EXISTING SIGNPOST
  - ▨ VEHICLE TURN PATH (COMPLIANT)
  - ▨ VEHICLE TURN PATH (NON-COMPLIANT)
  - ▨ CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT
- | VEHICLE BODY<br>VEHICLE TYPE | VEHICLE<br>CLEARANCE (0.5m) |                    |
|------------------------------|-----------------------------|--------------------|
| HRV - Heavy Road Vehicle     |                             | HRV (12.5m)        |
| SEMI-TRAILER (19m)           |                             | SEMI-TRAILER (19m) |

0 5 10 15 20  
SCALE 1:500m

PENRITH / FAIRFIELD CITY COUNCIL  
UPPER SOUTH CREEK  
ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
ELIZABETH DRIVE AND FARRIER PLACE INTERSECTION  
CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT

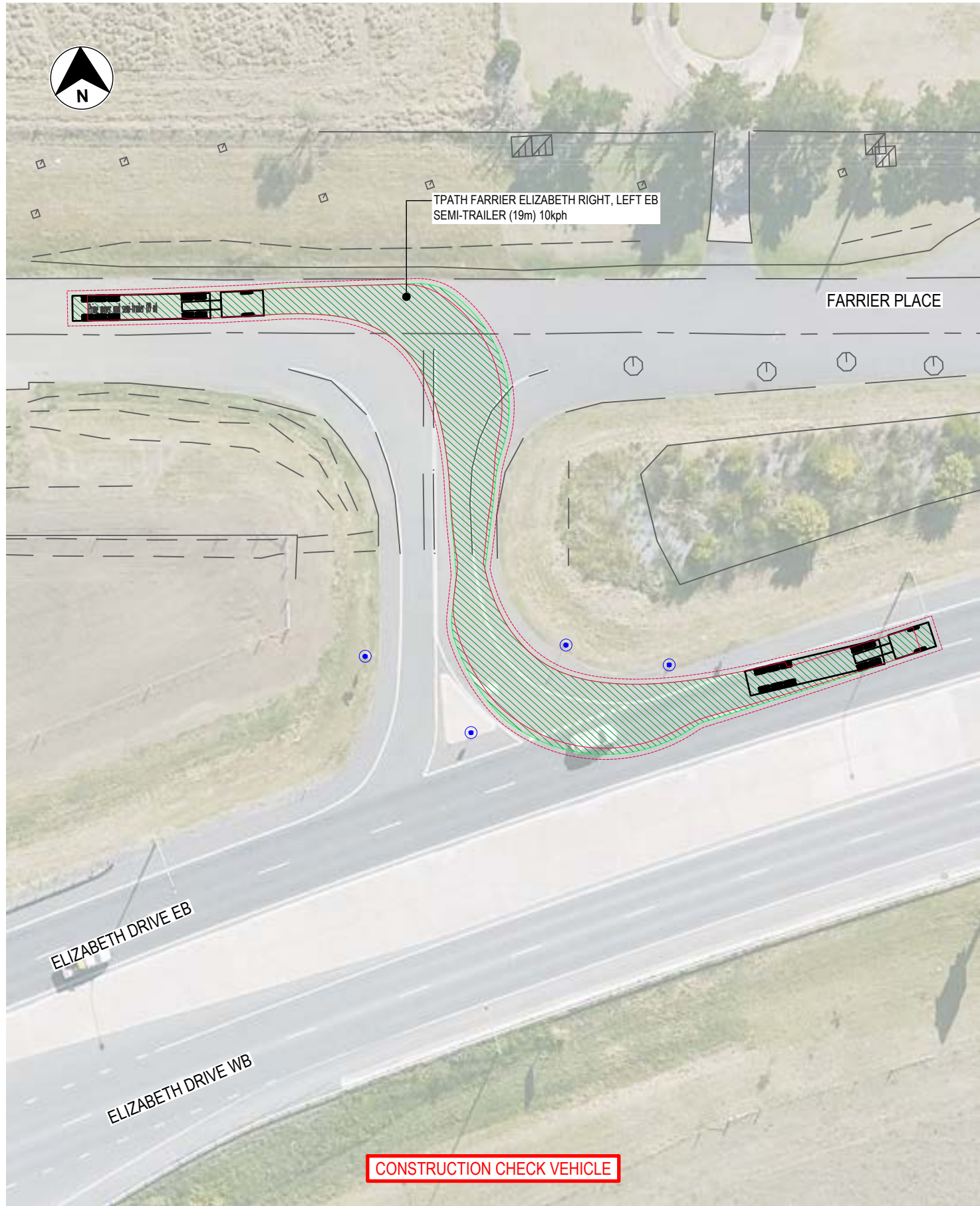
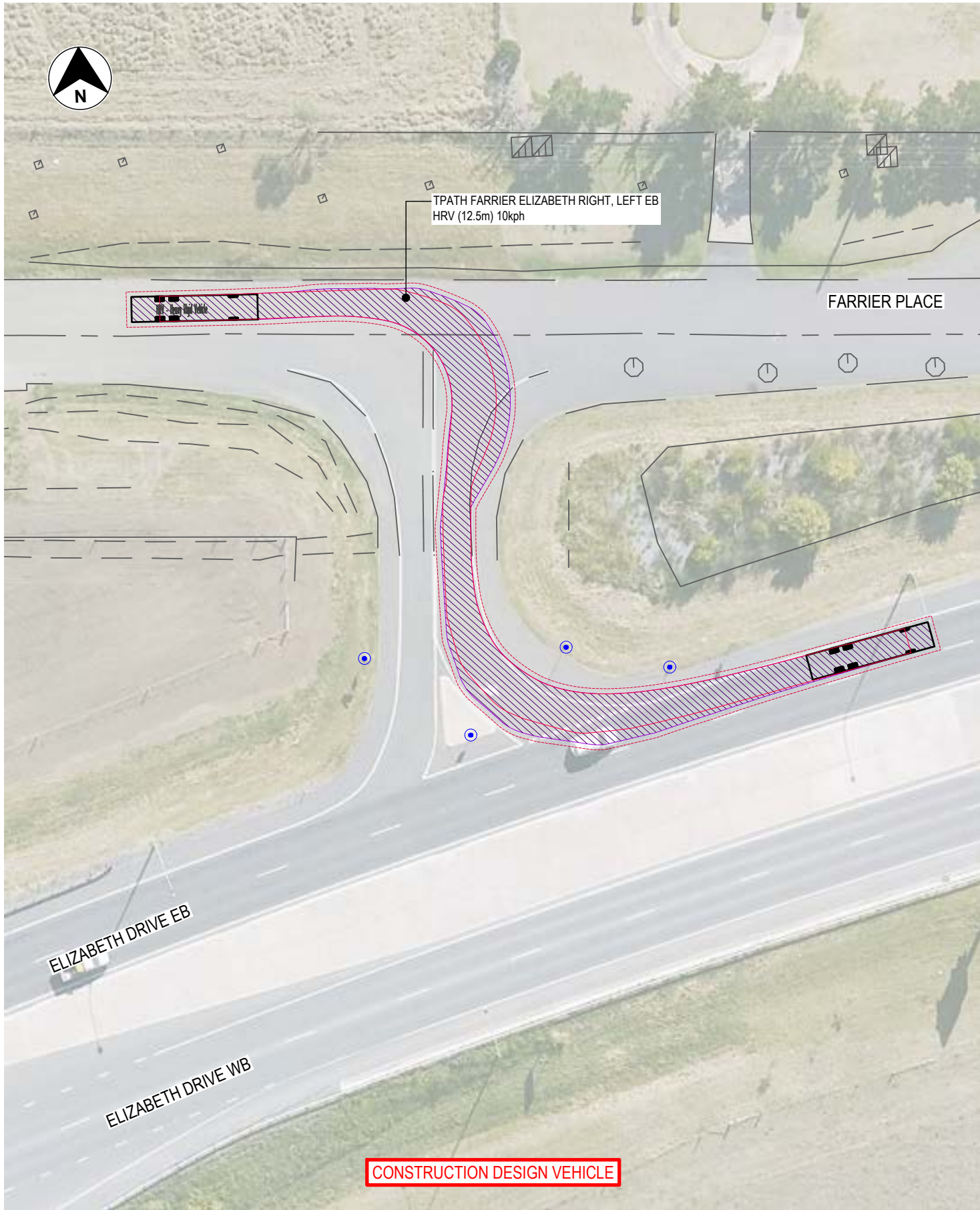
FOR INFORMATION ONLY

turnbull

0374-USCC-RD-SWEPT-PATHS-INFO-37-03

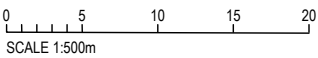


PLOTTED BY: Mumukshu Telamuri ON: 23/10/2023 FILE LOCATION: C:\1905\Adara TE-Clear\0374-USCC-RD-SWEPT-PATHS-INFO-37.dwg



LEGEND

	SURVEY
	EXISTING SIGNPOST
	VEHICLE TURN PATH (COMPLIANT)
	VEHICLE TURN PATH (NON-COMPLIANT)
	CONSTRUCTION DESIGN VEHICLE NOT LANE CORRECT
 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	HRV (12.5m)
 VEHICLE BODY VEHICLE TYPE VEHICLE CLEARANCE (0.5m)	SEMI-TRAILER (19m)



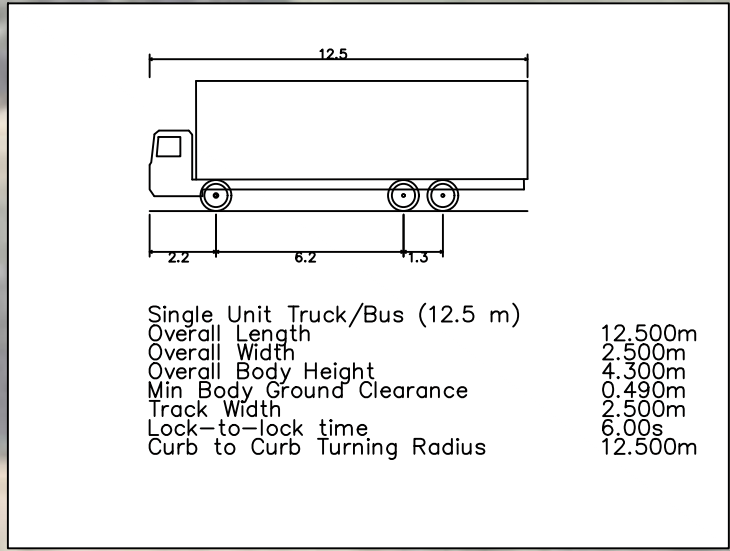
PENRITH / FAIRFIELD CITY COUNCIL  
 UPPER SOUTH CREEK  
 ADVANCED WATER RECYCLING CENTRE - PLANT AND PIPELINE  
 ELIZABETH DRIVE AND FARRIER PLACE INTERSECTION  
 CONSTRUCTION DESIGN AND CHECK VEHICLE TURN PATHS - RIGHT, LEFT

FOR INFORMATION ONLY

turnbull

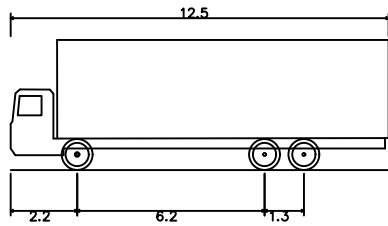
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				DRAWN BY: AG		<div>DESIGNER</div> <div></div>	<div>CLIENT</div> <div></div>	JOHN HOLLAND - CECIL HILLS PROJECT		DRAWING No: JHG-CEC-TGS-0002-00	
				DRW CHECK: LP				CECIL HILLS 12.5M SINGLE UNIT TRUCK SWEPT PATH ASSESSMENT		SHEET 1 OF 22	
				APPROVED: LP						REVISION 0	
				IND REVIEW: N/A							
00	AG	26.06.23	ORIGINAL ISSUE			LP					
REV	BY	DATE	DESCRIPTION			APPD.					
			COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:					





Single Unit Truck/Bus (12.5 m)  
Overall Length 12.500m  
Overall Width 2.500m  
Overall Body Height 4.300m  
Min Body Ground Clearance 0.490m  
Track Width 2.500m  
Lock-to-lock time 6.00s  
Curb to Curb Turning Radius 12.500m

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00	AG	26.06.23	ORIGINAL ISSUE	LP
REV	BY	DATE	DESCRIPTION	APPD.
COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:	

DRAWN BY: AG  
DRW CHECK: LP  
APPROVED: LP  
IND REVIEW: N/A

DESIGNER



CLIENT



JOHN HOLLAND - CECIL HILLS PROJECT

CECIL HILLS  
12.5M SINGLE UNIT TRUCK  
SWEEP PATH ASSESSMENT

DRAWING No: JHG-CEC-TGS-0002-00

SHEET 2 OF 22

REVISION 0





Single Unit Truck/Bus (12.5 m)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock-to-lock time

Curb to Curb Turning Radius

12.500m

2.500m

4.300m

0.490m

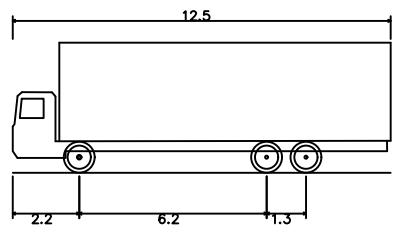
2.500m

6.00s

12.500m

								DRAWN BY: AG				<div>DESIGNER</div> <div></div>	<div>CLIENT</div> <div></div>	JOHN HOLLAND - CECIL HILLS PROJECT				DRAWING No: JHG-CEC-TGS-0002-00				
								DRW CHECK: LP						<div>CECIL HILLS</div> <div>12.5M SINGLE UNIT TRUCK</div> <div>SWEPT PATH ASSESSMENT</div>				SHEET		3	OF	22
								APPROVED: LP										REVISION				0
								IND REVIEW: N/A														
00		AG		26.06.23		ORIGINAL ISSUE						LP										
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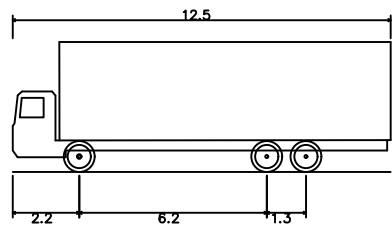




Single Unit Truck/Bus (12.5 m)  
Overall Length 12.500m  
Overall Width 2.500m  
Overall Body Height 4.300m  
Min Body Ground Clearance 0.490m  
Track Width 2.500m  
Lock-to-lock time 6.00s  
Curb to Curb Turning Radius 12.500m

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-	-	-	-	-												
-	-	-	-	-					DRW CHECK:	LP	APPROVED:	LP	SHEET	4	OF	22
-	-	-	-	-												
									IND REVIEW:	N/A			CECIL HILLS 12.5M SINGLE UNIT TRUCK SWEEP PATH ASSESSMENT	REVISION	0	
00	AG	26.06.23	ORIGINAL ISSUE		LP											
REV	BY	DATE	DESCRIPTION		APPD.											
COORDINATE SYSTEM:		HEIGHT DATUM:		SCALE:												





Single Unit Truck/Bus (12.5 m)  
Overall Length 12.500m  
Overall Width 2.500m  
Overall Body Height 4.300m  
Min Body Ground Clearance 0.490m  
Track Width 2.500m  
Lock-to-lock time 6.00s  
Curb to Curb Turning Radius 12.500m

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00	AG	26.06.23	ORIGINAL ISSUE	LP
REV	BY	DATE	DESCRIPTION	APPD.
COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:	

DRAWN BY: AG  
DRW CHECK: LP  
APPROVED: LP  
IND REVIEW: N/A

DESIGNER



CLIENT



JOHN HOLLAND - CECIL HILLS PROJECT

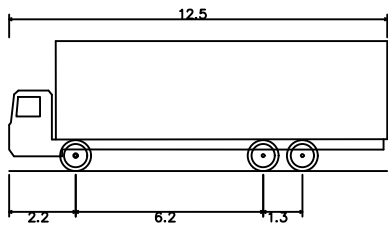
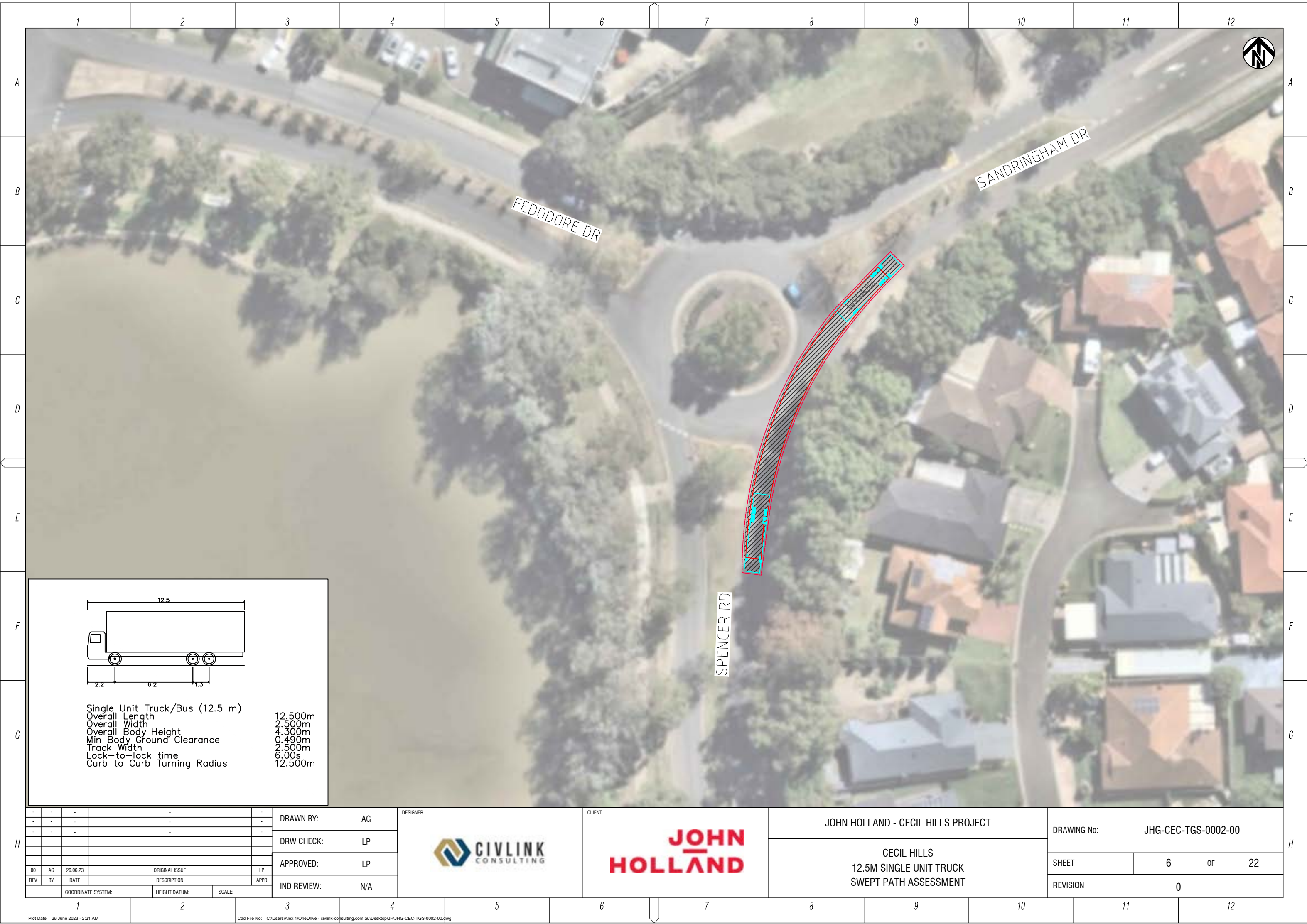
CECIL HILLS  
12.5M SINGLE UNIT TRUCK  
SWEEP PATH ASSESSMENT

DRAWING No: JHG-CEC-TGS-0002-00

SHEET 5 OF 22

REVISION 0





Single Unit Truck/Bus (12.5 m)  
Overall Length 12.500m  
Overall Width 2.500m  
Overall Body Height 4.300m  
Min Body Ground Clearance 0.490m  
Track Width 2.500m  
Lock-to-lock time 6.00s  
Curb to Curb Turning Radius 12.500m

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00	AG	26.06.23	ORIGINAL ISSUE	LP
REV	BY	DATE	DESCRIPTION	APPD.
COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:	

DRAWN BY: AG  
DRW CHECK: LP  
APPROVED: LP  
IND REVIEW: N/A



JOHN HOLLAND - CECIL HILLS PROJECT

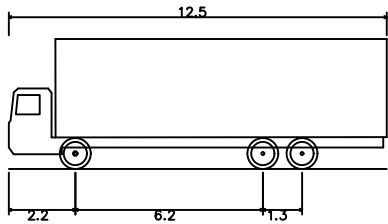
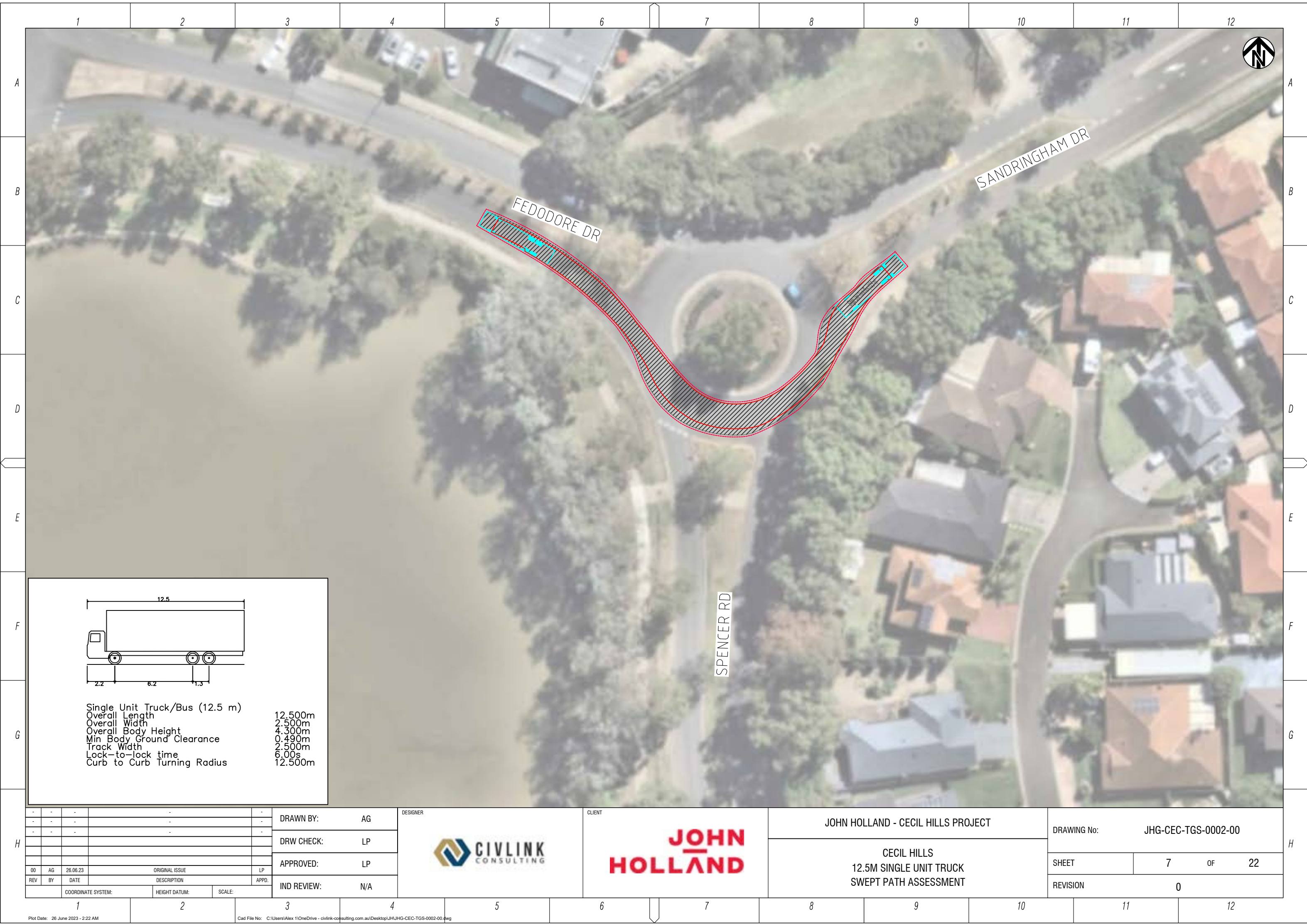
CECIL HILLS  
12.5M SINGLE UNIT TRUCK  
SWEEP PATH ASSESSMENT

DRAWING No: JHG-CEC-TGS-0002-00

SHEET 6 OF 22

REVISION 0





Single Unit Truck/Bus (12.5 m)  
Overall Length 12.500m  
Overall Width 2.500m  
Overall Body Height 4.300m  
Min Body Ground Clearance 0.490m  
Track Width 2.500m  
Lock-to-lock time 6.00s  
Curb to Curb Turning Radius 12.500m

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00	AG	26.06.23	ORIGINAL ISSUE	LP
REV	BY	DATE	DESCRIPTION	APPD.
COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:	

DRAWN BY: AG  
DRW CHECK: LP  
APPROVED: LP  
IND REVIEW: N/A



JOHN HOLLAND - CECIL HILLS PROJECT

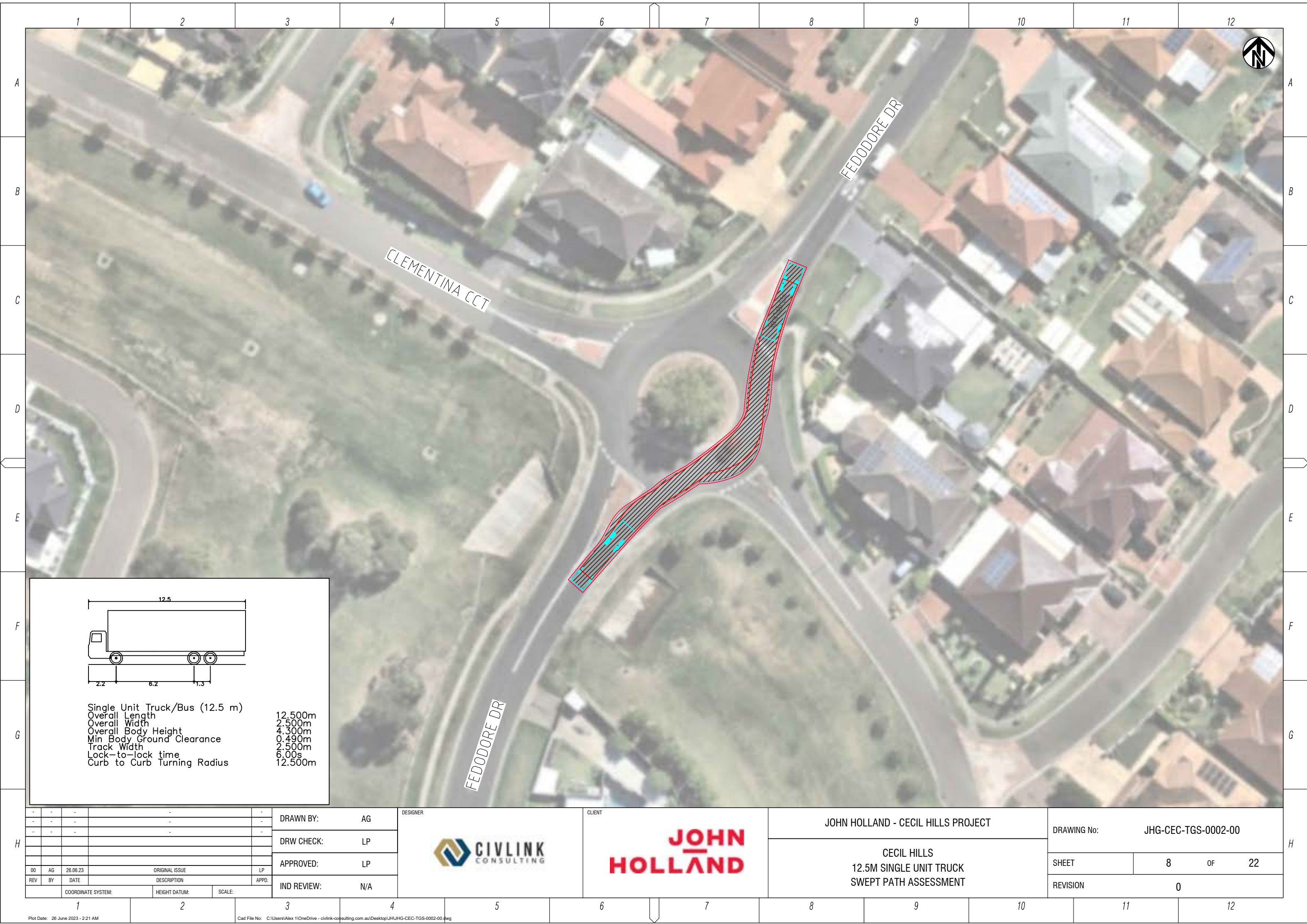
CECIL HILLS  
12.5M SINGLE UNIT TRUCK  
SWEEP PATH ASSESSMENT

DRAWING No: JHG-CEC-TGS-0002-00

SHEET 7 OF 22

REVISION 0



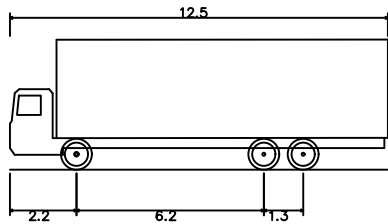
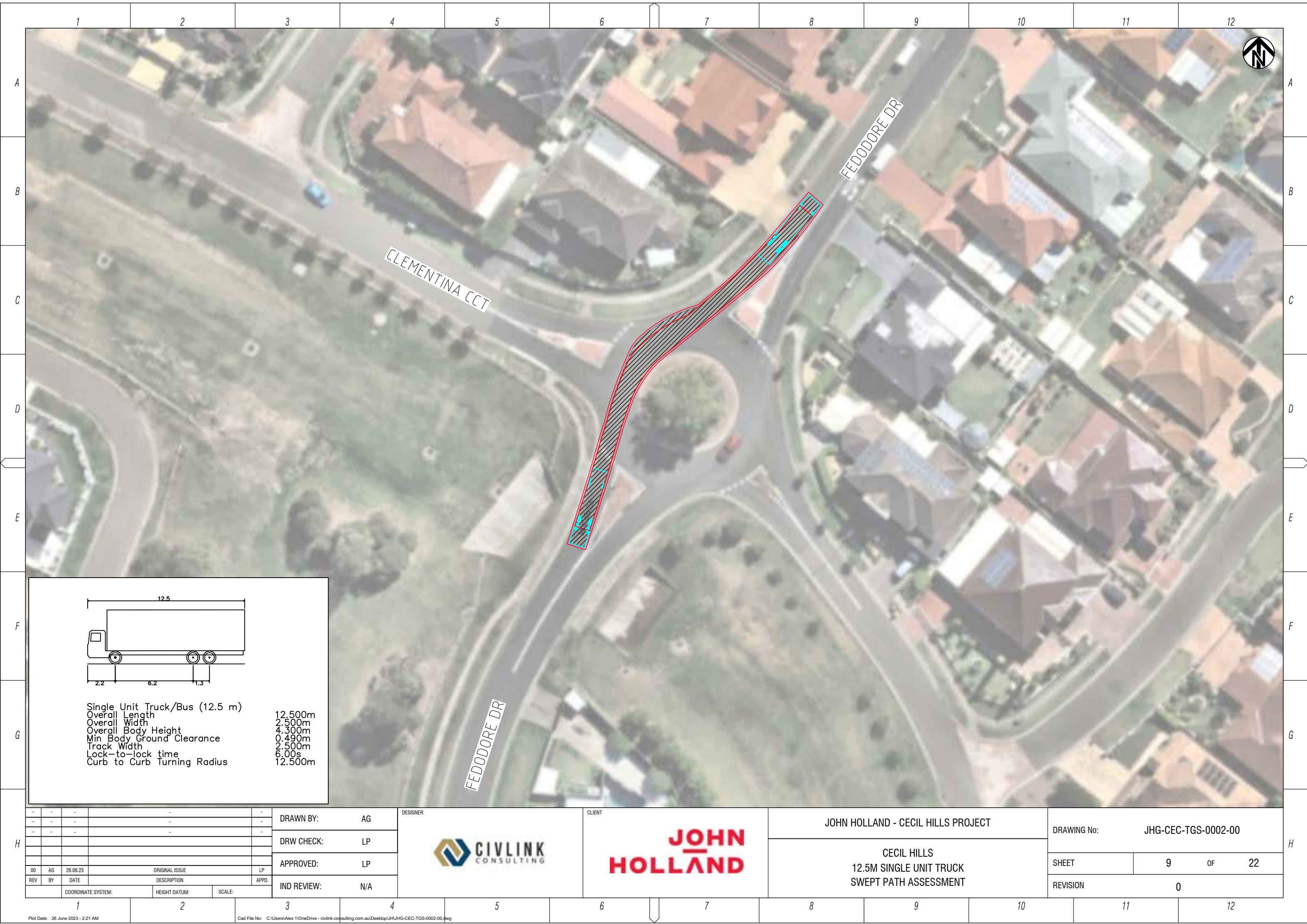


Single Unit Truck/Bus (12.5 m)

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.490m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

				DRAWN BY: AG		<div>DESIGNER</div> <div></div>	<div>CLIENT</div> <div></div>	JOHN HOLLAND - CECIL HILLS PROJECT		DRAWING No: JHG-CEC-TGS-0002-00	
				DRW CHECK: LP				CECIL HILLS 12.5M SINGLE UNIT TRUCK SWEPT PATH ASSESSMENT		SHEET 8 OF 22	
				APPROVED: LP				REVISION 0			
				IND REVIEW: N/A							
00	AG	26.06.23	ORIGINAL ISSUE			LP					
REV	BY	DATE	DESCRIPTION			APPD.					
COORDINATE SYSTEM:			HEIGHT DATUM:		SCALE:						





Single Unit Truck/Bus (12.5 m)  
Overall Length 12.500m  
Overall Width 2.500m  
Overall Body Height 4.300m  
Min Body Ground Clearance 0.490m  
Track Width 2.500m  
Lock-to-lock time 6.00s  
Curb to Curb Turning Radius 12.500m

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00	AG	26.06.23	ORIGINAL ISSUE	LP	
REV	BY	DATE	DESCRIPTION	APPD.	
COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:		

DRAWN BY: AG  
DRW CHECK: LP  
APPROVED: LP  
IND REVIEW: N/A

DESIGNER



CLIENT



JOHN HOLLAND - CECIL HILLS PROJECT

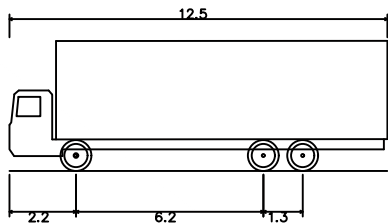
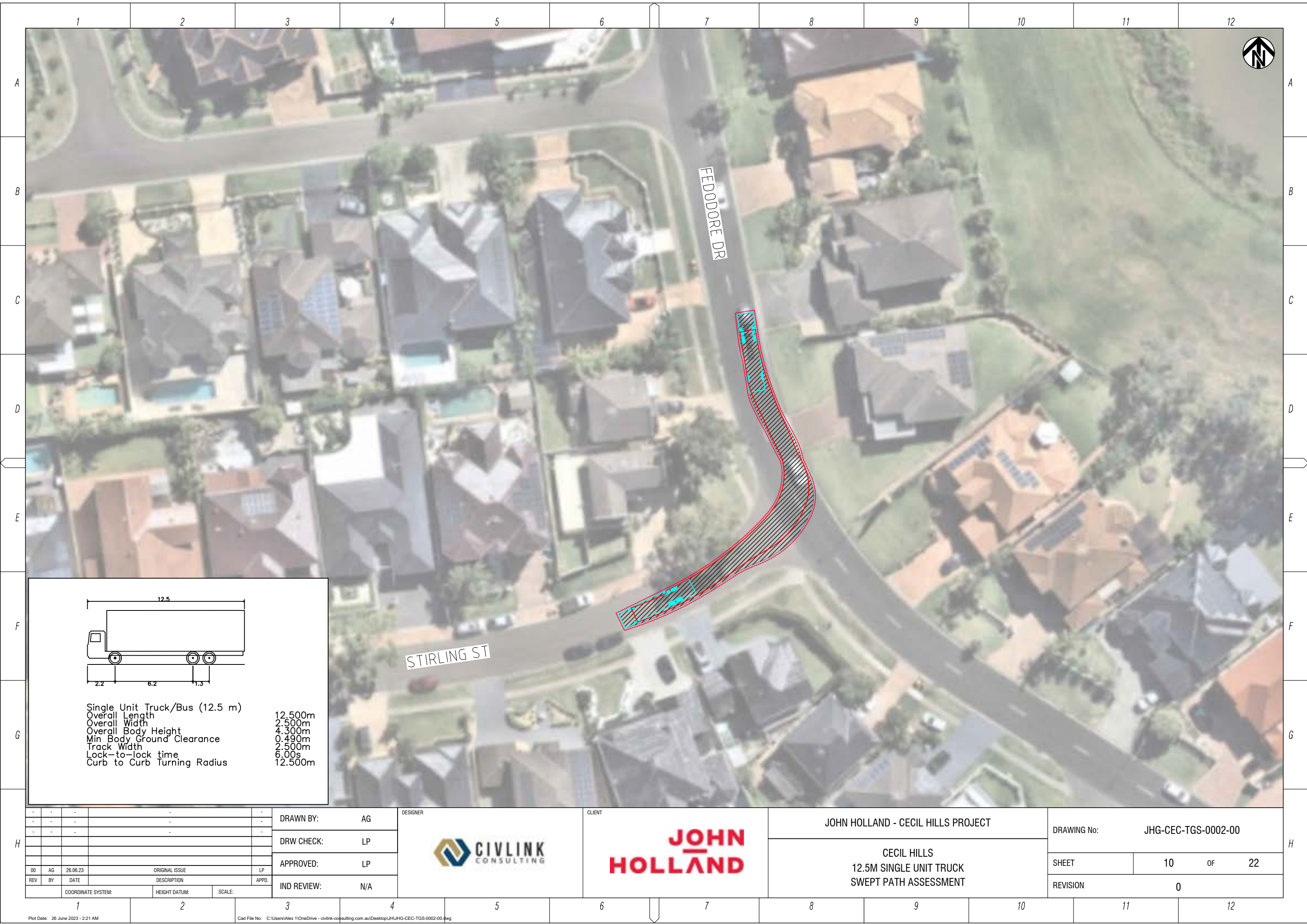
CECIL HILLS  
12.5M SINGLE UNIT TRUCK  
SWEEP PATH ASSESSMENT

DRAWING No: JHG-CEC-TGS-0002-00

SHEET 9 OF 22

REVISION 0





Single Unit Truck/Bus (12.5 m)  
Overall Length 12.500m  
Overall Width 2.500m  
Overall Body Height 4.300m  
Min Body Ground Clearance 0.490m  
Track Width 2.500m  
Lock-to-lock time 6.00s  
Curb to Curb Turning Radius 12.500m

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00	AG	26.06.23	ORIGINAL ISSUE	LP	
REV	BY	DATE	DESCRIPTION	APPD.	
COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:		

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DRW CHECK: LP  
APPROVED: LP  
IND REVIEW: N/A

DESIGNER



CLIENT



JOHN HOLLAND - CECIL HILLS PROJECT

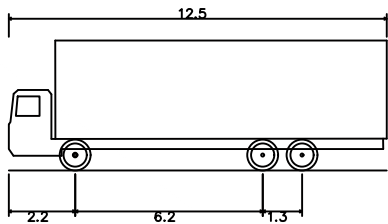
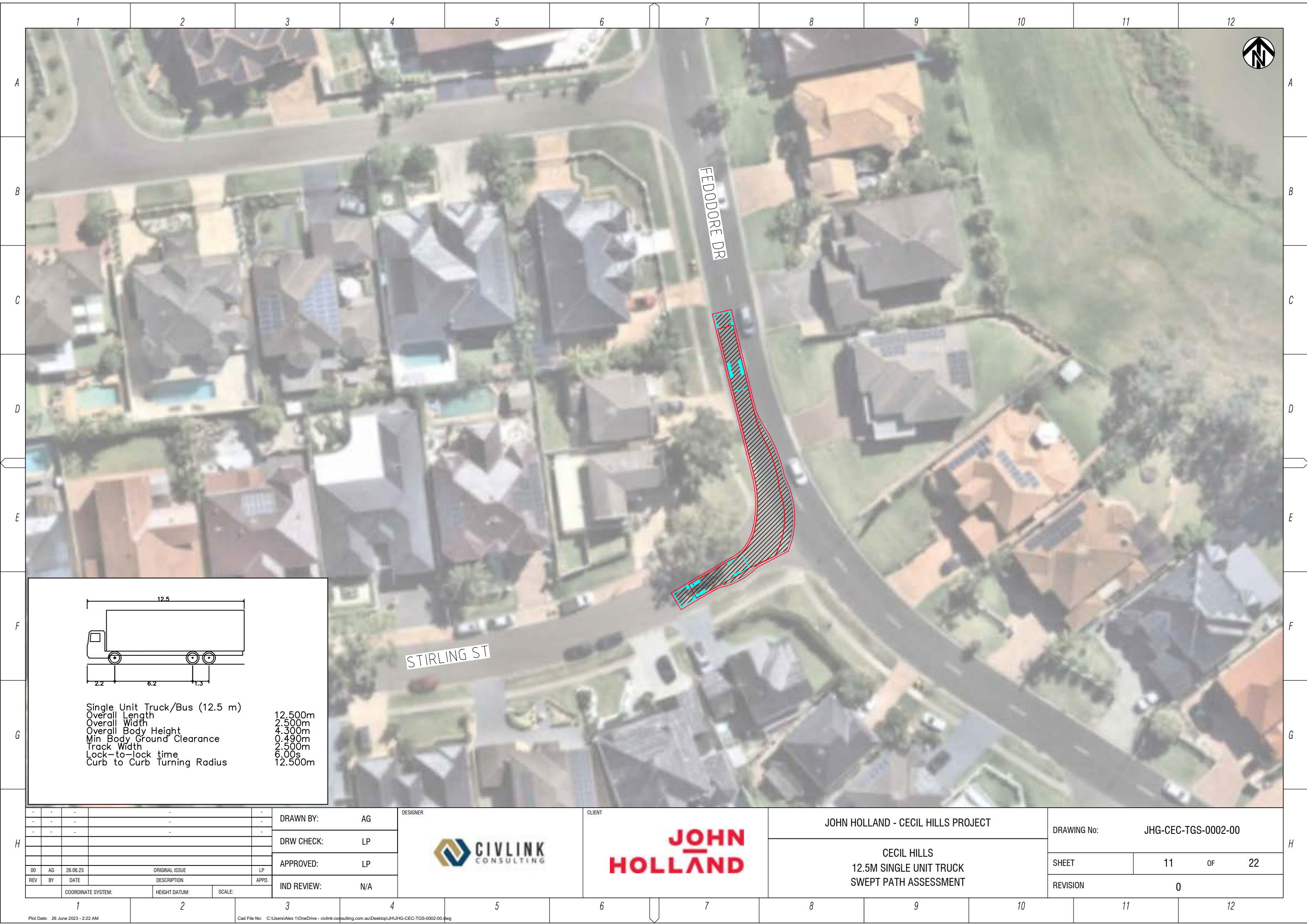
CECIL HILLS  
12.5M SINGLE UNIT TRUCK  
SWEEP PATH ASSESSMENT

DRAWING No: JHG-CEC-TGS-0002-00

SHEET 10 OF 22

REVISION 0





Single Unit Truck/Bus (12.5 m)  
Overall Length 12.500m  
Overall Width 2.500m  
Overall Body Height 4.300m  
Min Body Ground Clearance 0.490m  
Track Width 2.500m  
Lock-to-lock time 6.00s  
Curb to Curb Turning Radius 12.500m

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REV	BY	DATE	DESCRIPTION	APPD.	
COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:		

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APPROVED: LP  
IND REVIEW: N/A

DESIGNER



CLIENT



JOHN HOLLAND - CECIL HILLS PROJECT

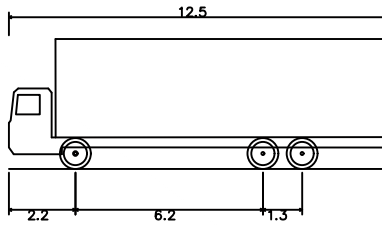
CECIL HILLS  
12.5M SINGLE UNIT TRUCK  
SWEEP PATH ASSESSMENT

DRAWING No: JHG-CEC-TGS-0002-00

SHEET 11 OF 22

REVISION 0





Single Unit Truck/Bus (12.5 m)  
Overall Length 12.500m  
Overall Width 2.500m  
Overall Body Height 4.300m  
Min Body Ground Clearance 0.490m  
Track Width 2.500m  
Lock-to-lock time 6.00s  
Curb to Curb Turning Radius 12.500m

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00	AG	26.06.23	ORIGINAL ISSUE	LP
REV	BY	DATE	DESCRIPTION	APPD.
COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:	

DRAWN BY:	AG
DRW CHECK:	LP
APPROVED:	LP
IND REVIEW:	N/A

DESIGNER

CLIENT

JOHN HOLLAND - CECIL HILLS PROJECT

CECIL HILLS  
12.5M SINGLE UNIT TRUCK  
SWEEP PATH ASSESSMENT

DRAWING No:	JHG-CEC-TGS-0002-00		
SHEET	12	OF	22
REVISION	0		



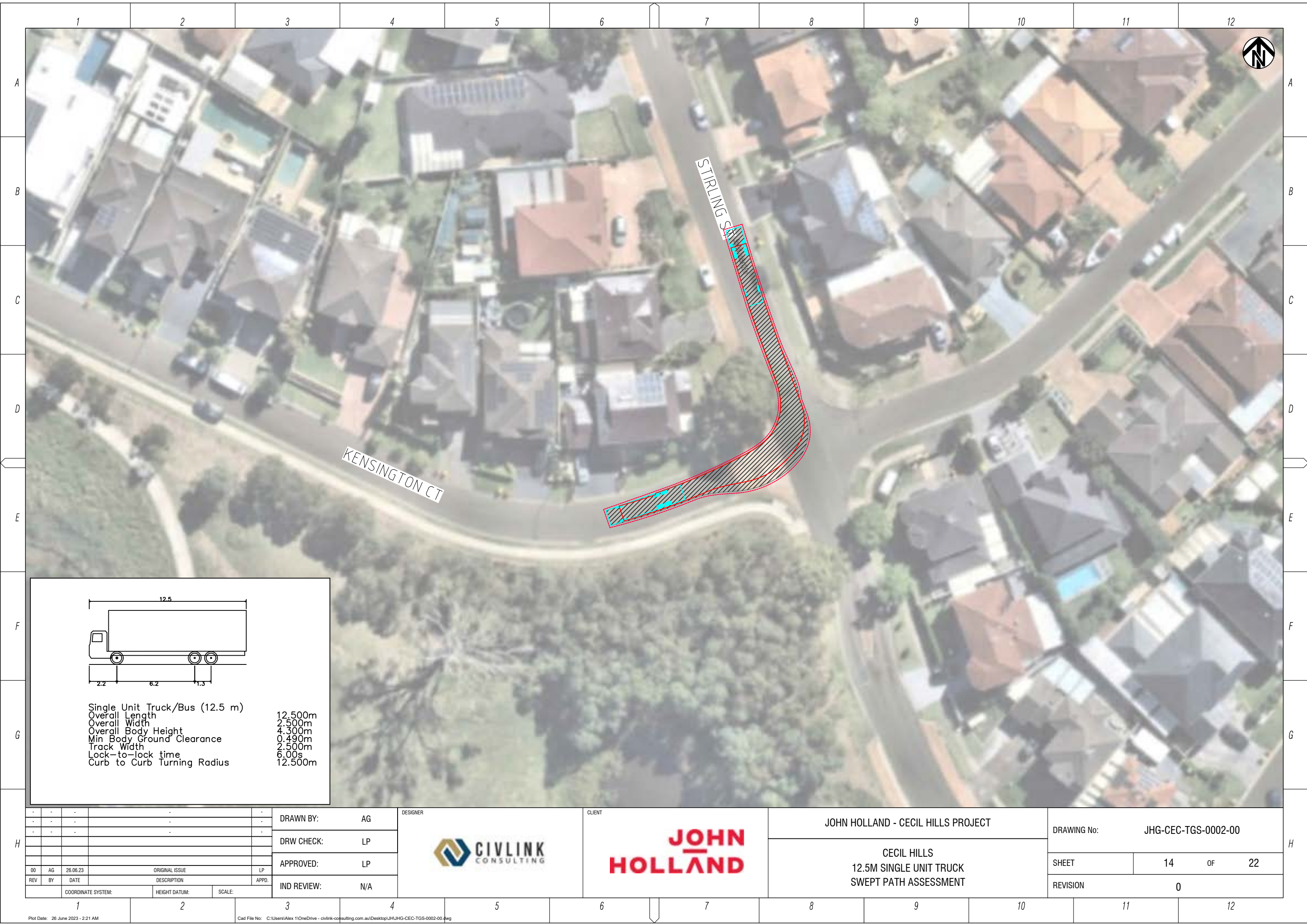


Single Unit Truck/Bus (12.5 m)

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.490m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

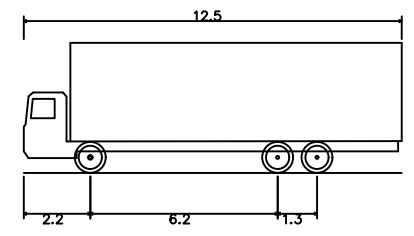
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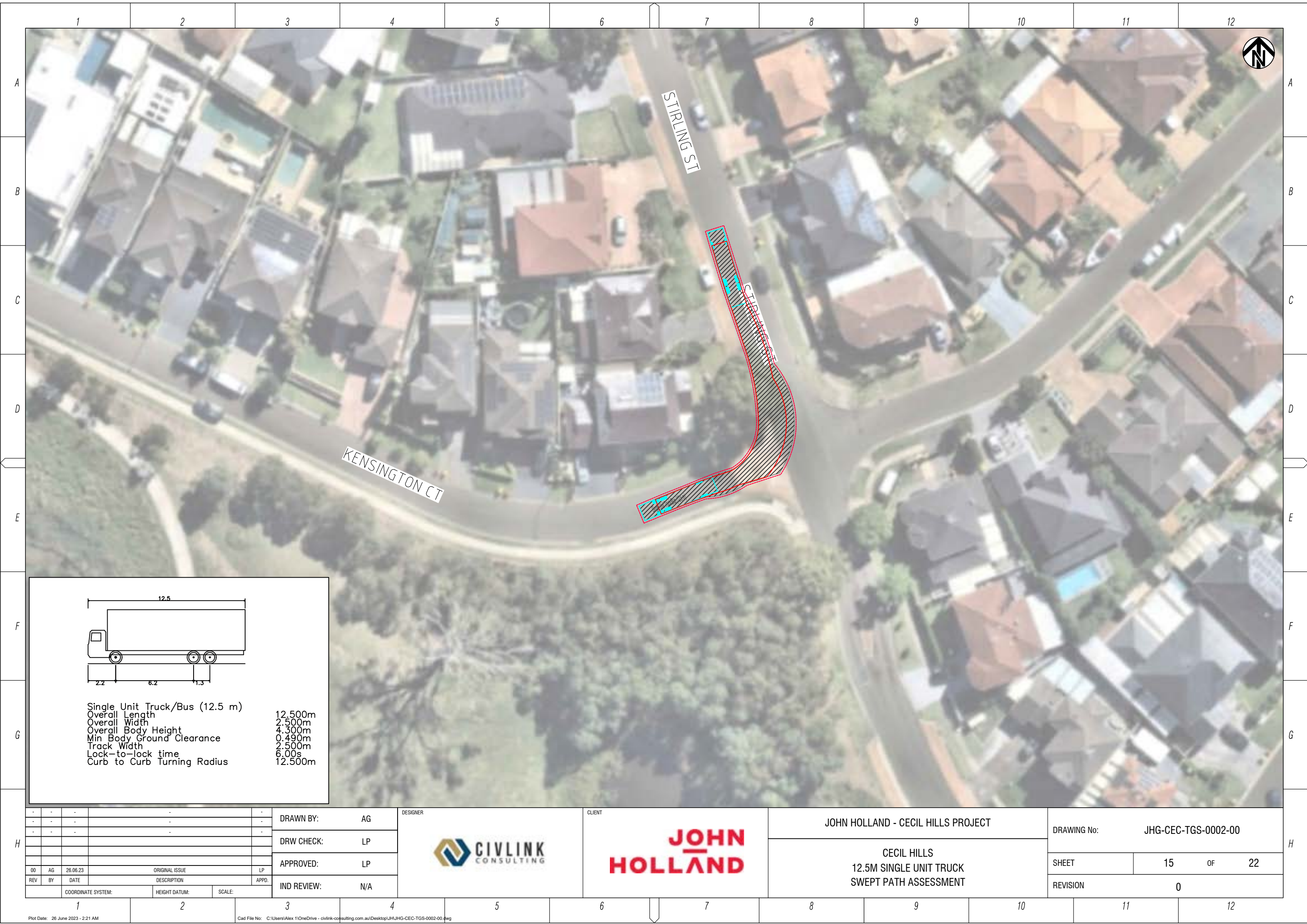
STIRLING ST



Single Unit Truck/Bus (12.5 m)	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.490m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

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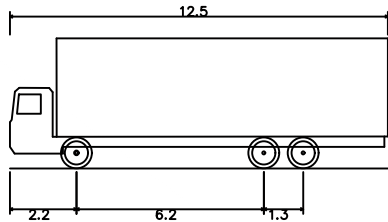
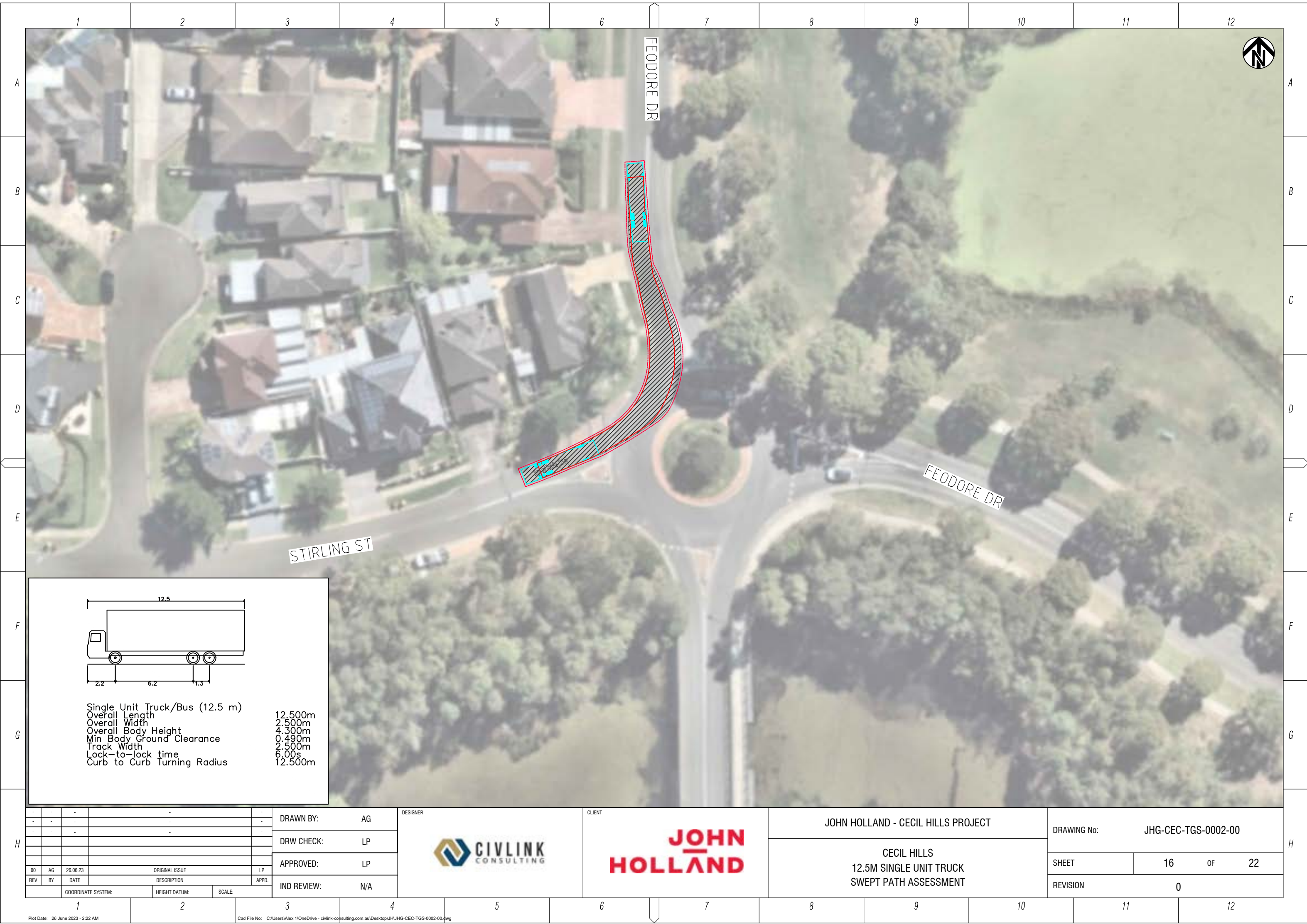


Single Unit Truck/Bus (12.5 m)

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.490m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

				DRAWN BY: AG				JOHN HOLLAND - CECIL HILLS PROJECT		DRAWING No: JHG-CEC-TGS-0002-00	
				DRW CHECK: LP				CECIL HILLS 12.5M SINGLE UNIT TRUCK SWEPT PATH ASSESSMENT		SHEET 15 OF 22	
				APPROVED: LP						REVISION 0	
				IND REVIEW: N/A							
00	AG	26.06.23	ORIGINAL ISSUE			LP					
REV	BY	DATE	DESCRIPTION			APPD.					
COORDINATE SYSTEM:			HEIGHT DATUM:		SCALE:						





Single Unit Truck/Bus (12.5 m)  
Overall Length 12.500m  
Overall Width 2.500m  
Overall Body Height 4.300m  
Min Body Ground Clearance 0.490m  
Track Width 2.500m  
Lock-to-lock time 6.00s  
Curb to Curb Turning Radius 12.500m

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00	AG	26.06.23	ORIGINAL ISSUE	LP
REV	BY	DATE	DESCRIPTION	APPD.
COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:	

DRAWN BY: AG  
DRW CHECK: LP  
APPROVED: LP  
IND REVIEW: N/A

DESIGNER

CLIENT

JOHN HOLLAND - CECIL HILLS PROJECT

CECIL HILLS  
12.5M SINGLE UNIT TRUCK  
SWEEP PATH ASSESSMENT

DRAWING No: JHG-CEC-TGS-0002-00

SHEET

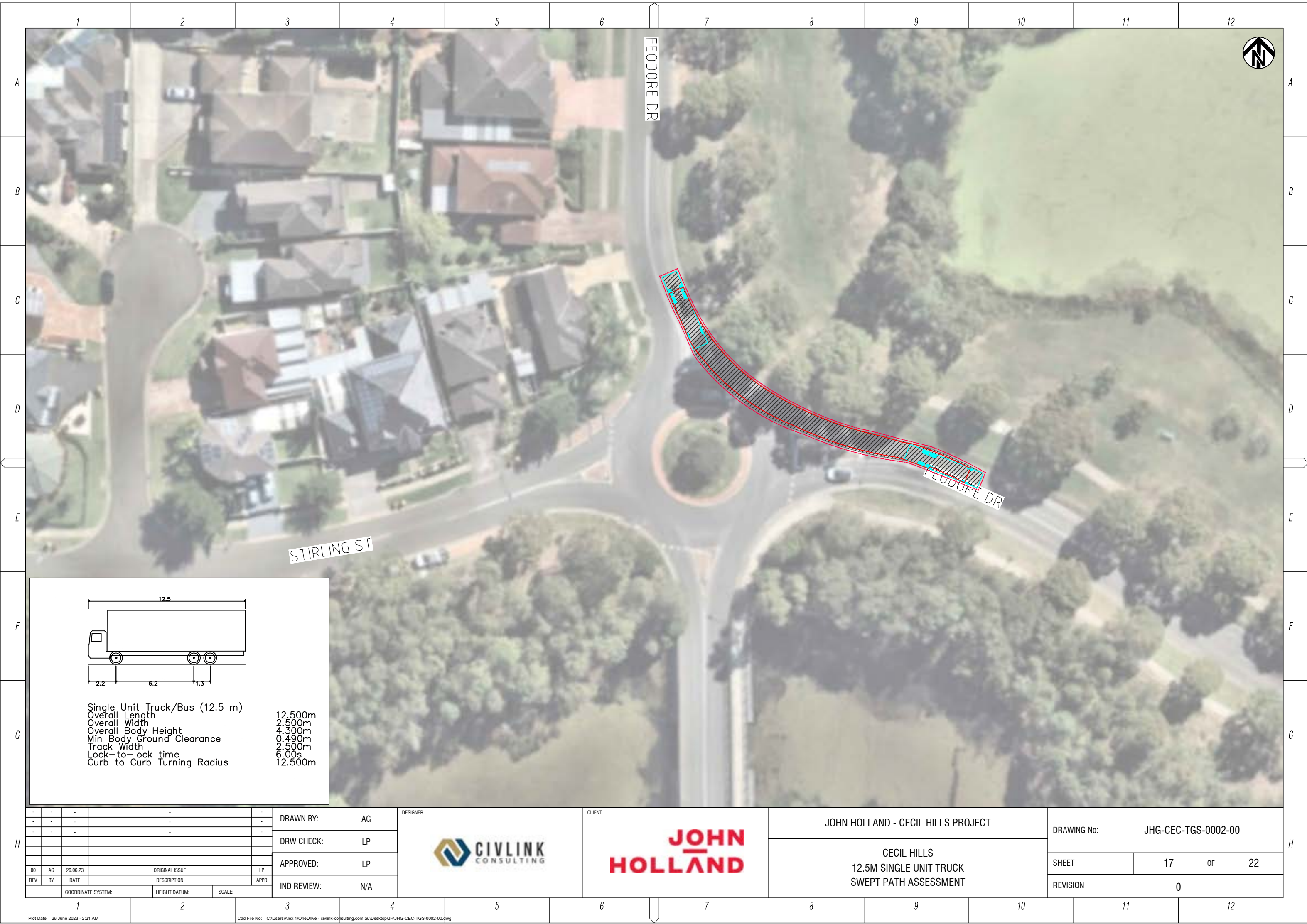
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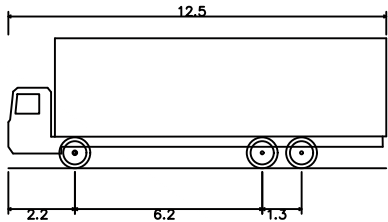
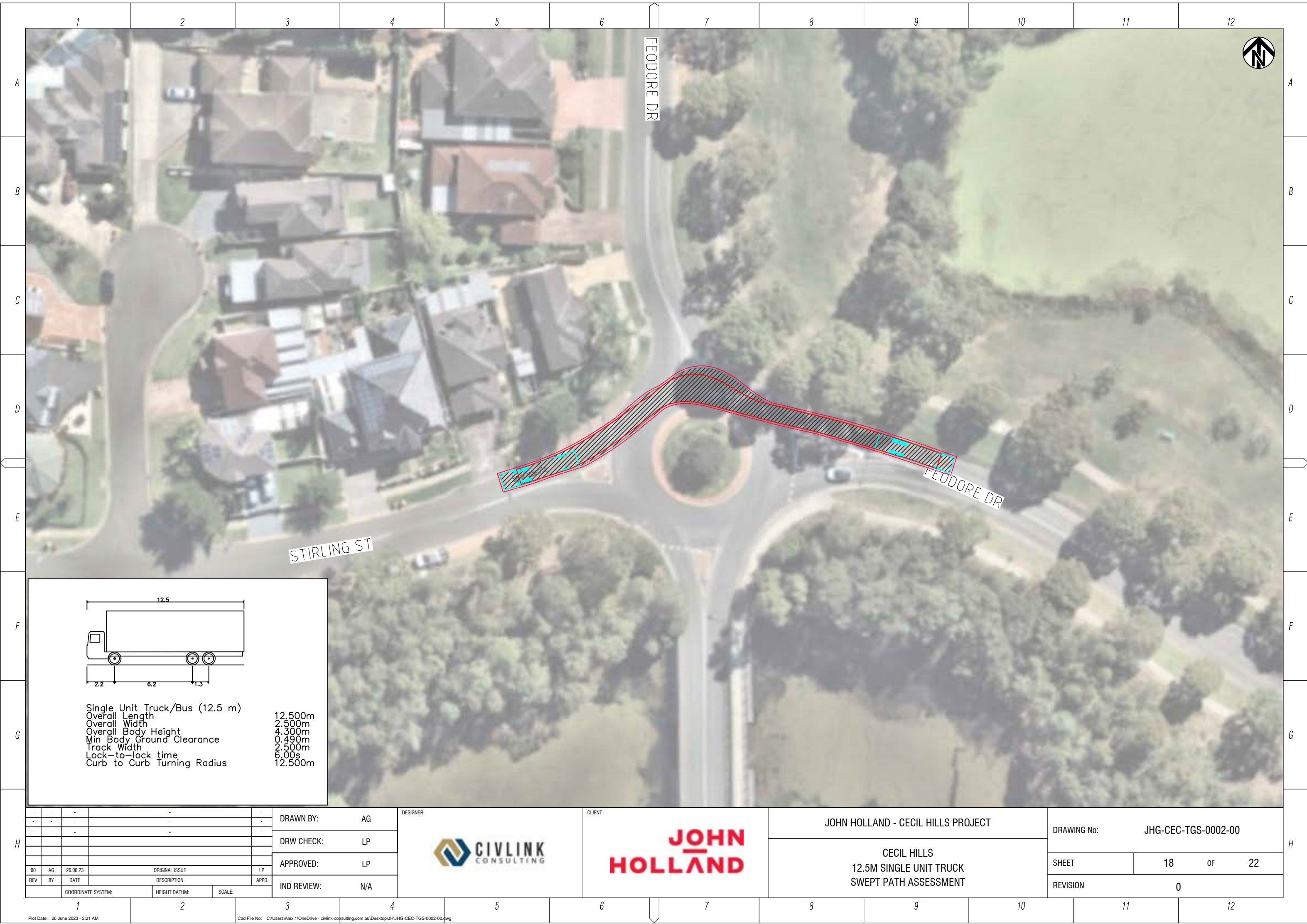


Single Unit Truck/Bus (12.5 m)

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.490m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

						DRAWN BY: AG		<div>DESIGNER</div> <div></div>	<div>CLIENT</div> <div></div>	JOHN HOLLAND - CECIL HILLS PROJECT				DRAWING No: JHG-CEC-TGS-0002-00			
						DRW CHECK: LP				CECIL HILLS 12.5M SINGLE UNIT TRUCK SWEPT PATH ASSESSMENT				SHEET 17 OF 22			
						APPROVED: LP											
						IND REVIEW: N/A				REVISION 0							
00	AG	26.06.23	ORIGINAL ISSUE				LP										
REV	BY	DATE	DESCRIPTION				APPD.										
			COORDINATE SYSTEM:		HEIGHT DATUM:		SCALE:										





Single Unit Truck/Bus (12.5 m)  
Overall Length 12.500m  
Overall Width 2.500m  
Overall Body Height 4.300m  
Min Body Ground Clearance 0.490m  
Track Width 2.500m  
Lock-to-lock time 6.00s  
Curb to Curb Turning Radius 12.500m

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00	AG	26.06.23	ORIGINAL ISSUE	LP
REV	BY	DATE	DESCRIPTION	APPD.
COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:	

DRAWN BY: AG  
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IND REVIEW: N/A

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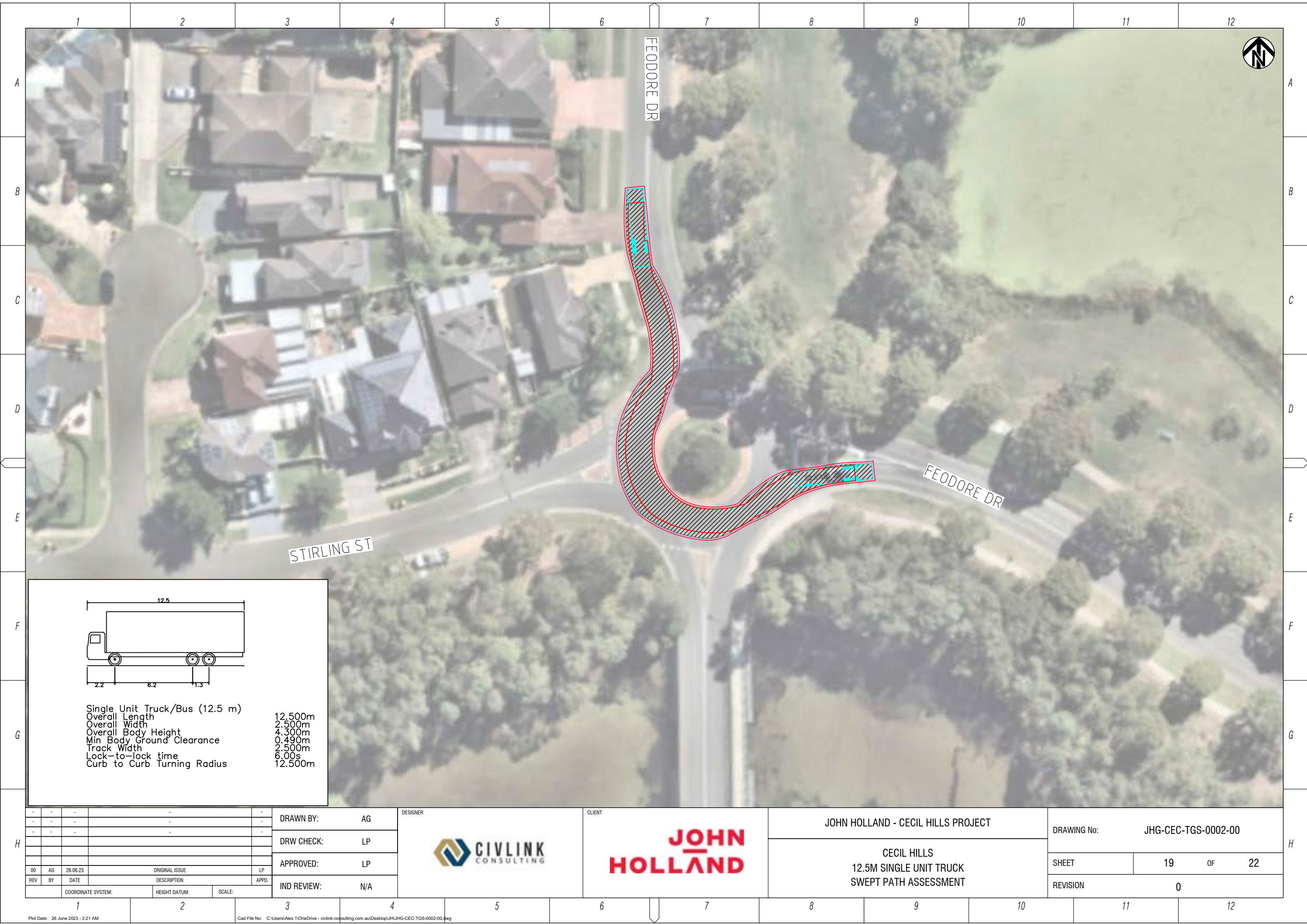
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JOHN HOLLAND - CECIL HILLS PROJECT

CECIL HILLS  
12.5M SINGLE UNIT TRUCK  
SWEEP PATH ASSESSMENT

DRAWING No:		JHG-CEC-TGS-0002-00	
SHEET	18	OF	22
REVISION	0		





Single Unit Truck/Bus (12.5 m)

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.490m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

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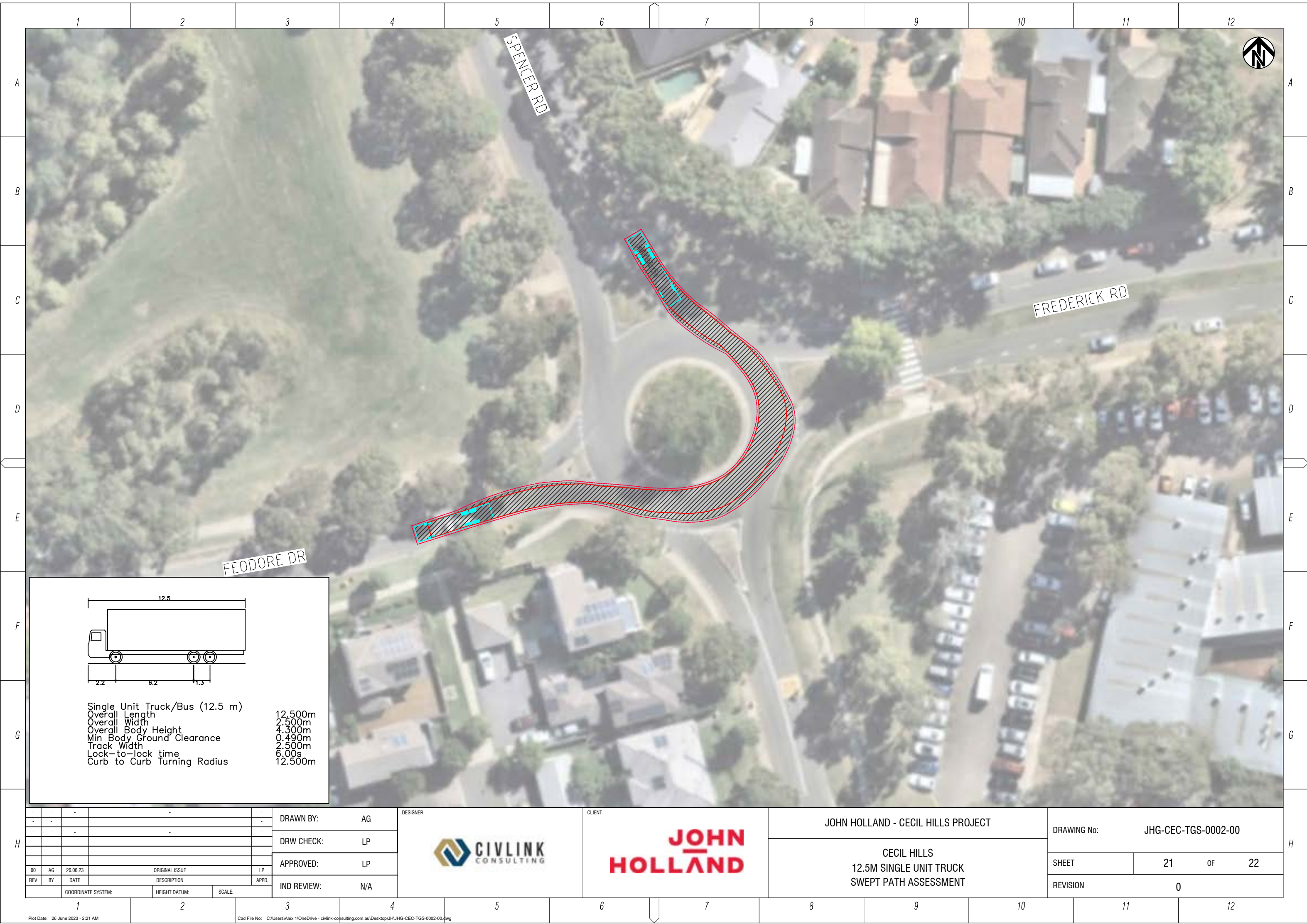
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Single Unit Truck/Bus (12.5 m)

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.490m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

				DRAWN BY: AG				JOHN HOLLAND - CECIL HILLS PROJECT		DRAWING No: JHG-CEC-TGS-0002-00			
				DRW CHECK: LP				CECIL HILLS		SHEET	20	OF	22
				APPROVED: LP				12.5M SINGLE UNIT TRUCK					
				IND REVIEW: N/A				SWEPT PATH ASSESSMENT		REVISION		0	
00	AG	26.06.23	ORIGINAL ISSUE			LP							
REV	BY	DATE	DESCRIPTION			APPD.							
			COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:							



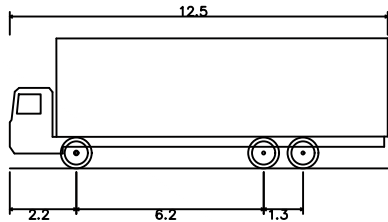
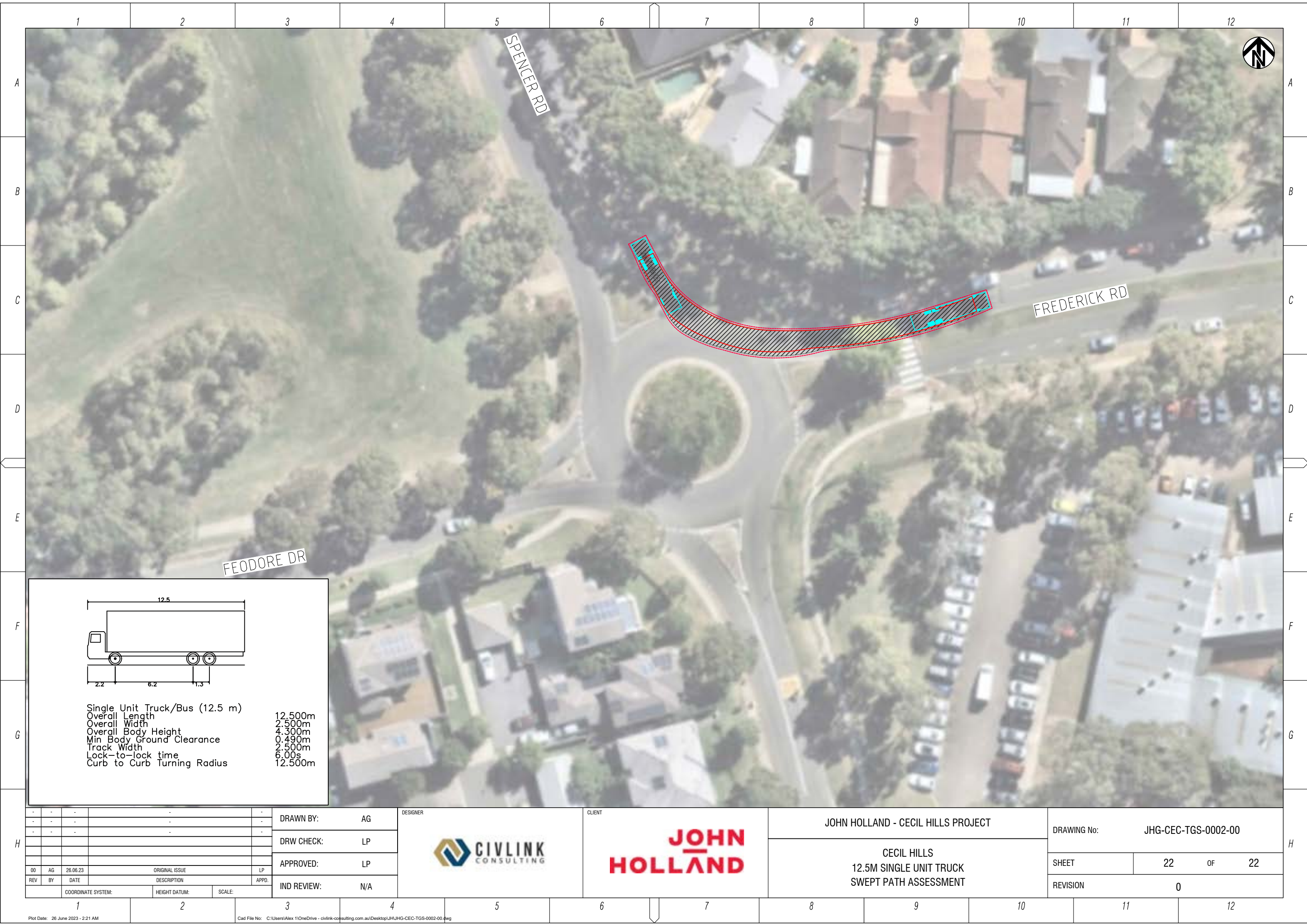


Single Unit Truck/Bus (12.5 m)

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.490m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

-				-	DRAWN BY:	AG	<div>CIVLINK CONSULTING</div>	<div>JOHN HOLLAND</div>	JOHN HOLLAND - CECIL HILLS PROJECT			DRAWING No: JHG-CEC-TGS-0002-00		
-				-					SHEET 21 OF 22					
-				-										
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00	AG	26.06.23	ORIGINAL ISSUE		LP	APPROVED: LP	<div>CECIL HILLS 12.5M SINGLE UNIT TRUCK SWEEP PATH ASSESSMENT</div>		REVISION 0					
REV	BY	DATE	DESCRIPTION		APPD.				IND REVIEW: N/A					
COORDINATE SYSTEM:			HEIGHT DATUM:	SCALE:										





Single Unit Truck/Bus (12.5 m)	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
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Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

-	-	-	-	-
-	-	-	-	-
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00	AG	26.06.23	ORIGINAL ISSUE	LP
REV	BY	DATE	DESCRIPTION	APPD.
COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:	

DRAWN BY:	AG
DRW CHECK:	LP
APPROVED:	LP
IND REVIEW:	N/A



JOHN HOLLAND - CECIL HILLS PROJECT

CECIL HILLS  
12.5M SINGLE UNIT TRUCK  
SWEEP PATH ASSESSMENT

DRAWING No: JHG-CEC-TGS-0002-00

SHEET 22 OF 22

REVISION 0





NOTES:

1. NIL

ORIGINAL DRAWING IN COLOUR

NOT FOR CONSTRUCTION

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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	02.04.23
No.	Revision Description	Initials	Approved	Date



Client


0 2 4 6 8 10m

Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved	*A. GOSPER (FOR CIVILINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEPT PATH - 19m SEMI-TRAILER
Date	02 APRIL 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW07-CS1-GA-1001
			DO NOT SCALE	Rev:	1





 UTILITY INFORMATION SHOWN ON THE PLANS DOES NOT DEPICT ANY MORE THAN THE PRESENCE OF A SERVICE, BASED ON AVAILABLE DOCUMENTARY EVIDENCE. THE PRESENCE OF A UTILITY SERVICE, ITS SIZE AND LOCATION SHOULD BE CONFIRMED BY FIELD INSPECTION, PRIOR TO THE COMMENCEMENT OF ROADWORKS AND THE RELEVANT UTILITY PLANS OBTAINED BY DIALING 1100 OR FAX 1300 652 077 (DIAL BEFORE YOU DIG). CAUTION SHOULD BE EXERCISED WHEN WORKING IN THE VICINITY OF ALL UTILITY SERVICES.

NOTES:

1. NIL

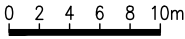
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NOT FOR CONSTRUCTION

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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	02.04.23
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Client




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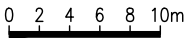
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Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved				CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE	
Date				SWEPT PATH - 19m SEMI-TRAILER	
Scale				Sheet	
1:250 (A1) 1:500 (A3)				A1	
DO NOT SCALE				Drawing No: HD21200-TW07-CS1-GA-1003	
				Rev: 1	





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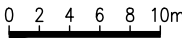
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Approved	*A. GOSPER (FOR CIVLINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEPT PATH - 19m SEMI-TRAILER
Date	02 APRIL 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW07-CS1-GA-1004
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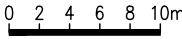
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Approved	*A. GOSPER (FOR CIVILINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEPT PATH - 19m SEMI-TRAILER
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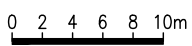
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Approved	*A. GOSPER (FOR CIVILINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEEP PATH - 19m SEMI-TRAILER
Date	02 APRIL 2023			Sheet	A1
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Client

0 2 4 6 8 10m

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Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved	A. GOSPER (FOR CIVILINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEPT PATH - 12.5m SINGLE UNIT TRUCK
Date	02 APRIL 2023			Sheet	A1
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FOR INFORMATION ONLY  
4 April 2023



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Date				SWEPT PATH - 12.5m SINGLE UNIT TRUCK	
Scale				Sheet	
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Approved	*A. GOSPER (FOR CIVILINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEPT PATH - 12.5m SINGLE UNIT TRUCK
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Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW08-CS1-GA-1003
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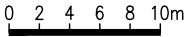
ORIGINAL DRAWING IN COLOUR

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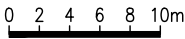
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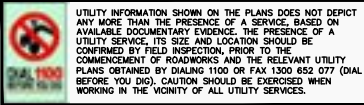
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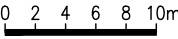
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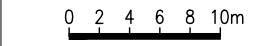
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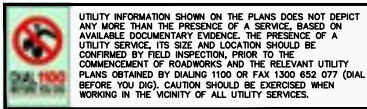
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BONNYRIG AVE

ELIZABETH DR



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Prepared by

Client


0 2 4 6 8 10m

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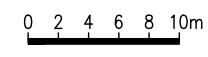
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Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW11-CS1-GA-1003
DO NOT SCALE			Rev:	1	





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NOTES:

1. NIL

ORIGINAL DRAWING IN COLOUR

NOT FOR CONSTRUCTION

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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	19.04.23
No.	Revision Description	Initials	Approved	Date



Client

0 2 4 6 8 10m

Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved	*A. GOSPER (FOR CIVILINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEPT PATH - 19m SEMI-TRAILER
Date	19 APRIL 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW11-CS1-GA-1005
			DO NOT SCALE	Rev:	1





NOTES:

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ORIGINAL DRAWING IN COLOUR

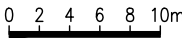
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			DO NOT SCALE	Rev:	1





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Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW11-CS1-GA-1007
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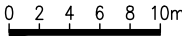
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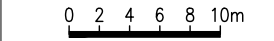
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BONNYRIG AVE

ELIZABETH DR

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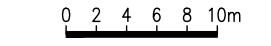
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- 1. NIL

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Approved	*A. GOSPER (FOR CIVLINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEPT PATH - 12.5m SINGLE UNIT TRUCK
Date	19 APRIL 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW12-CS1-GA-1001
			DO NOT SCALE	Rev:	1





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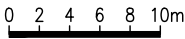
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Date	19 APRIL 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW12-CS1-GA-1002
DO NOT SCALE				Rev:	1





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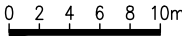
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Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved	*A. GOSPER (FOR CIVLINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEPT PATH - 12.5m SINGLE UNIT TRUCK
Date	19 APRIL 2023			Sheet	A1
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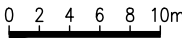
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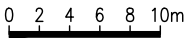
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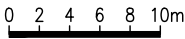
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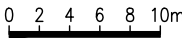
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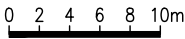
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BONNYRIG AVE

ELIZABETH DR

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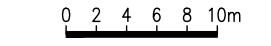
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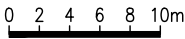
ORIGINAL DRAWING IN COLOUR

NOT FOR CONSTRUCTION

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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	19.04.23
No.	Revision Description	Initials	Approved	Date



Client




Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved	*A. GOSPER (FOR CIVLINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEPT PATH - 12.5m SINGLE UNIT TRUCK
Date	19 APRIL 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW12-CS1-GA-1002
DO NOT SCALE				Rev:	1





 UTILITY INFORMATION SHOWN ON THE PLANS DOES NOT DEPICT ANY MORE THAN THE PRESENCE OF A SERVICE, BASED ON AVAILABLE DOCUMENTARY EVIDENCE. THE PRESENCE OF A UTILITY SERVICE, ITS SIZE AND LOCATION SHOULD BE CONFIRMED BY FIELD INSPECTION, PRIOR TO THE COMMENCEMENT OF ROADWORKS AND THE RELEVANT UTILITY PLANS OBTAINED BY DIALING 1100 OR FAX 1300 652 077 (DIAL BEFORE YOU DIG). CAUTION SHOULD BE EXERCISED WHEN WORKING IN THE VICINITY OF ALL UTILITY SERVICES.

NOTES:

1. NIL

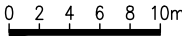
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NOT FOR CONSTRUCTION

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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	19.04.23
No.	Revision Description	Initials	Approved	Date



Client



Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved	*A. GOSPER (FOR CIVLINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEPT PATH - 12.5m SINGLE UNIT TRUCK
Date	19 APRIL 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW12-CS1-GA-1003
DO NOT SCALE				Rev:	1





NOTES:

1. NIL

ORIGINAL DRAWING IN COLOUR

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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	19.04.23
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Client



Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved    *A. GOSPER (FOR CIVLINK PTY LTD) Date            19 APRIL 2023  Scale        1:250 (A1) 1:500 (A3)  <div>DO NOT SCALE</div>				Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEPT PATH - 12.5m SINGLE UNIT TRUCK
				Sheet	A1
				Drawing No:    HD21200-TW12-CS1-GA-1004    Rev:    1	





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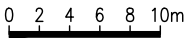
ORIGINAL DRAWING IN COLOUR

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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	19.04.23
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Approved	*A. GOSPER (FOR CIVLINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEPT PATH - 12.5m SINGLE UNIT TRUCK
Date	19 APRIL 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW12-CS1-GA-1005
DO NOT SCALE				Rev:	1





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1. NIL

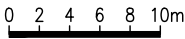
ORIGINAL DRAWING IN COLOUR

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No.	Revision Description	Initials	Approved	Date



Client




Dimensions in metres unless otherwise noted

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Approved	*A. GOSPER (FOR CIVILINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEPT PATH - 12.5m SINGLE UNIT TRUCK
Date	19 APRIL 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW12-CS1-GA-1006
DO NOT SCALE				Rev:	1





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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	19.04.23
No.	Revision Description	Initials	Approved	Date



Client

0 2 4 6 8 10m

Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved	*A. GOSPER (FOR CIVILINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEPT PATH - 12.5m SINGLE UNIT TRUCK
Date	19 APRIL 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW12-CS1-GA-1007
			DO NOT SCALE	Rev:	1






NOTES:

1. NIL

ORIGINAL DRAWING IN COLOUR

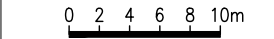
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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	19.04.23
No.	Revision Description	Initials	Approved	Date



Client




Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved				CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE	
Date				SWEPT PATH - 12.5m SINGLE UNIT TRUCK	
Scale				Sheet	
1:250 (A1) 1:500 (A3)				A1	Drawing No: HD21200-TW12-CS1-GA-1008
DO NOT SCALE				Rev:	1





 UTILITY INFORMATION SHOWN ON THE PLANS DOES NOT DEPICT ANY MORE THAN THE PRESENCE OF A SERVICE, BASED ON AVAILABLE DOCUMENTARY EVIDENCE. THE PRESENCE OF A UTILITY SERVICE, ITS SIZE AND LOCATION SHOULD BE CONFIRMED BY FIELD INSPECTION, PRIOR TO THE COMMENCEMENT OF ROADWORKS AND THE RELEVANT UTILITY PLANS OBTAINED BY DIALING 1100 OR FAX 1300 652 077 (DIAL BEFORE YOU DIG). CAUTION SHOULD BE EXERCISED WHEN WORKING IN THE VICINITY OF ALL UTILITY SERVICES.

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1. NIL

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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	19.04.23
No.	Revision Description	Initials	Approved	Date



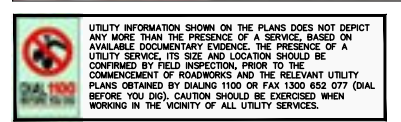
Client

0 2 4 6 8 10m

Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved	*A. GOSPER (FOR CIVILINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEPT PATH - 12.5m SINGLE UNIT TRUCK
Date	19 APRIL 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW12-CS1-GA-1009
DO NOT SCALE				Rev:	1





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NOTES:

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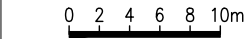
ORIGINAL DRAWING IN COLOUR

NOT FOR CONSTRUCTION

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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	19.04.23
No.	Revision Description	Initials	Approved	Date



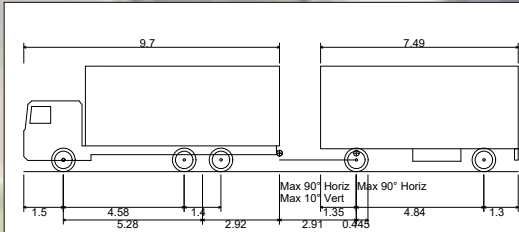
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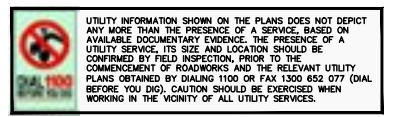
Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved	*A. GOSPER (FOR CIVLINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEPT PATH - 12.5m SINGLE UNIT TRUCK
Date	19 APRIL 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW12-CS1-GA-1010
DO NOT SCALE				Rev:	1





Truck and Dog  
Overall Length 18.75m  
Overall Width 5.10m  
Overall Body Height 4.00m  
Min Body Ground Clearance 0.400m  
Track Width 2.55m  
Lock-to-lock time 4.00s  
Wall to Wall Turning Radius 10.300m



NOTES:

1. NIL

ORIGINAL DRAWING IN COLOUR

NOT FOR CONSTRUCTION

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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	22.05.23
No.	Revision Description	Initials	Approved	Date



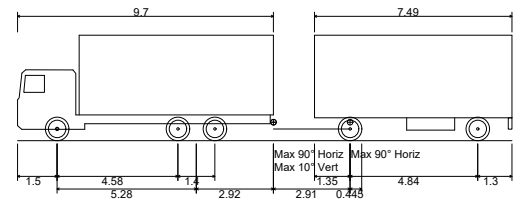
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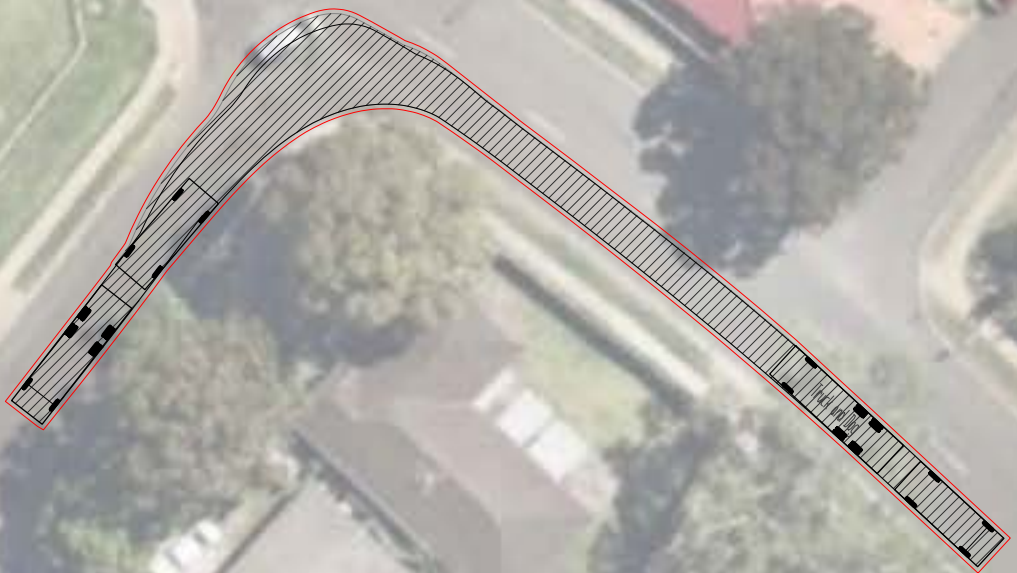
Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved	A. GOSPER (FOR CIVILINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEEP PATH - TRUCK AND DOG
Date	22 MAY 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW18-CS1-GA-1001
			DO NOT SCALE	Rev:	1



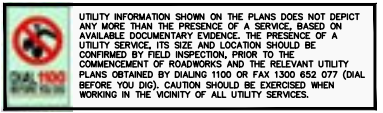


Truck and Dog  
Overall Length 18.750m  
Overall Width 2.550m  
Overall Body Height 4.000m  
Min Body Ground Clearance 0.400m  
Track Width 2.550m  
Lock-to-lock time 4.00s  
Wall to Wall Turning Radius 10.300m



BRADFIELd CRES

TARLINGTON PARADE



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NOTES:

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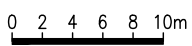
ORIGINAL DRAWING IN COLOUR

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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	22.05.23
No.	Revision Description	Initials	Approved	Date



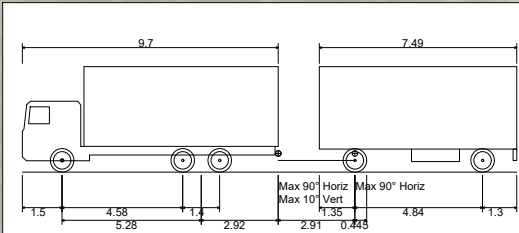
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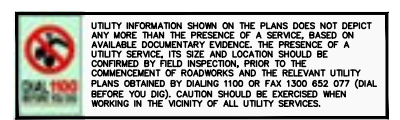
Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved	A. GOSPER (FOR CIVILINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEEP PATH - TRUCK AND DOG
Date	22 MAY 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW18-CS1-GA-1002
			DO NOT SCALE	Rev:	1





Truck and Dog  
Overall Length 18.750m  
Overall Width 2.550m  
Overall Body Height 4.000m  
Min Body Ground Clearance 0.400m  
Track Width 2.550m  
Lock-to-lock time 4.00s  
Wall to Wall Turning Radius 10.300m



NOTES:

1. NIL

ORIGINAL DRAWING IN COLOUR

NOT FOR CONSTRUCTION

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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	22.05.23
No.	Revision Description	Initials	Approved	Date



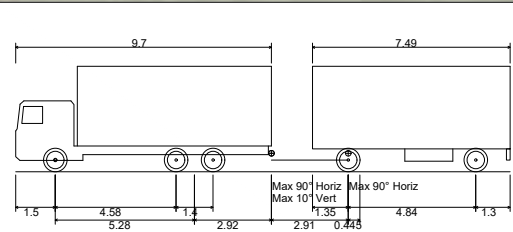
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Dimensions in metres unless otherwise noted


Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved	*A. GOSPER (FOR CIVILINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEEP PATH - TRUCK AND DOG
Date	22 MAY 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW18-CS1-GA-1003
			DO NOT SCALE	Rev:	1





Truck and Dog  
Overall Length 18.750m  
Overall Width 2.550m  
Overall Body Height 4.000m  
Min Body Ground Clearance 0.400m  
Track Width 2.550m  
Lock-to-lock time 4.00s  
Wall to Wall Turning Radius 10.300m



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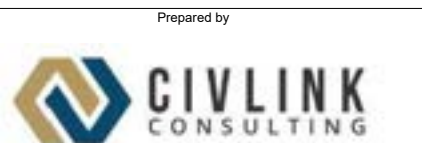
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1. NIL

ORIGINAL DRAWING IN COLOUR

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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	22.05.23
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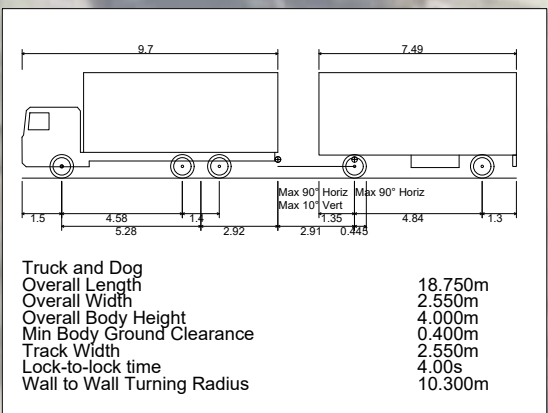
Client

0 2 4 6 8 10m

Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved	*A. GOSPER (FOR CIVILINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEEP PATH - TRUCK AND DOG
Date	22 MAY 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW18-CS1-GA-1004
			DO NOT SCALE	Rev:	1





BRADFIELD CRES

TARLINGTON PARADE

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NOTES:

- 1. NIL

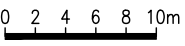
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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	22.05.23
No.	Revision Description	Initials	Approved	Date



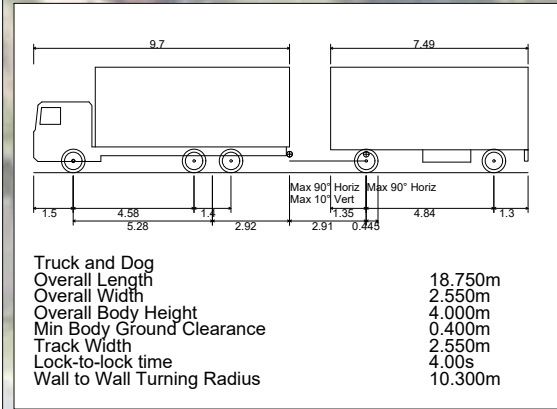
Client



Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved	*A. GOSPER (FOR CIVILINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEEP PATH - TRUCK AND DOG
Date	22 MAY 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW18-CS1-GA-1005
			DO NOT SCALE	Rev:	1





FOR INFORMATION ONLY  
22 May 2023



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- 1. NIL

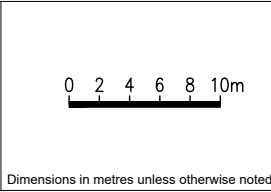
ORIGINAL DRAWING IN COLOUR

NOT FOR CONSTRUCTION

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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	22.05.23
No.	Revision Description	Initials	Approved	Date

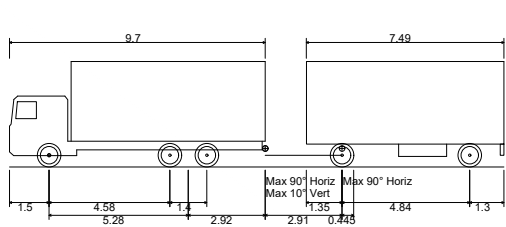


Prepared by  
  
Client



Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved	*A. GOSPER (FOR CIVLINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEEP PATH - TRUCK AND DOG
Date	22 MAY 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW18-CS1-GA-1006
Dimensions in metres unless otherwise noted			DO NOT SCALE		
					Rev: 1





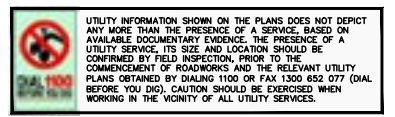
Truck and Dog	
Overall Length	18.750m
Overall Width	2.550m
Overall Body Height	4.000m
Min Body Ground Clearance	0.400m
Track Width	2.550m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	10.300m

NOTES:

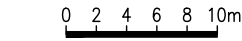
1. NIL

ORIGINAL DRAWING IN COLOUR

NOT FOR CONSTRUCTION



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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	22.05.23
No.	Revision Description	Initials	Approved	Date



Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved	*A. GOSPER (FOR CIVILINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEEP PATH - TRUCK AND DOG
Date	22 MAY 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW19-CS1-GA-1001
			DO NOT SCALE	Rev:	1





UTILITY INFORMATION SHOWN ON THE PLANS DOES NOT DEPICT ANY MORE THAN THE PRESENCE OF A SERVICE, BASED ON AVAILABLE DOCUMENTARY EVIDENCE. THE PRESENCE OF A UTILITY SERVICE, ITS SIZE AND LOCATION SHOULD BE CONFIRMED BY FIELD INSPECTION, PRIOR TO THE COMMENCEMENT OF ROADWORKS AND THE RELEVANT UTILITY PLANS OBTAINED BY DIALING 1100 OR FAX 1300 652 077 (DIAL BEFORE YOU DIG). CAUTION SHOULD BE EXERCISED WHEN WORKING IN THE VICINITY OF ALL UTILITY SERVICES.

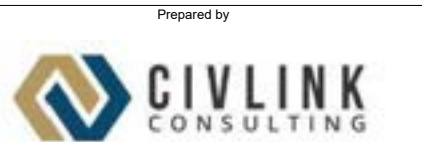
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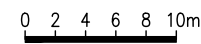
ORIGINAL DRAWING IN COLOUR

NOT FOR CONSTRUCTION

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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	22.05.23
No.	Revision Description	Initials	Approved	Date



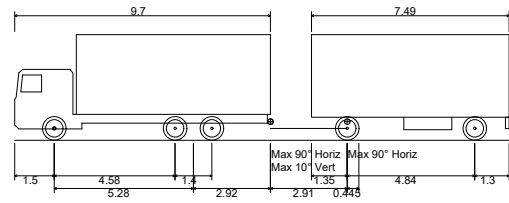
Client



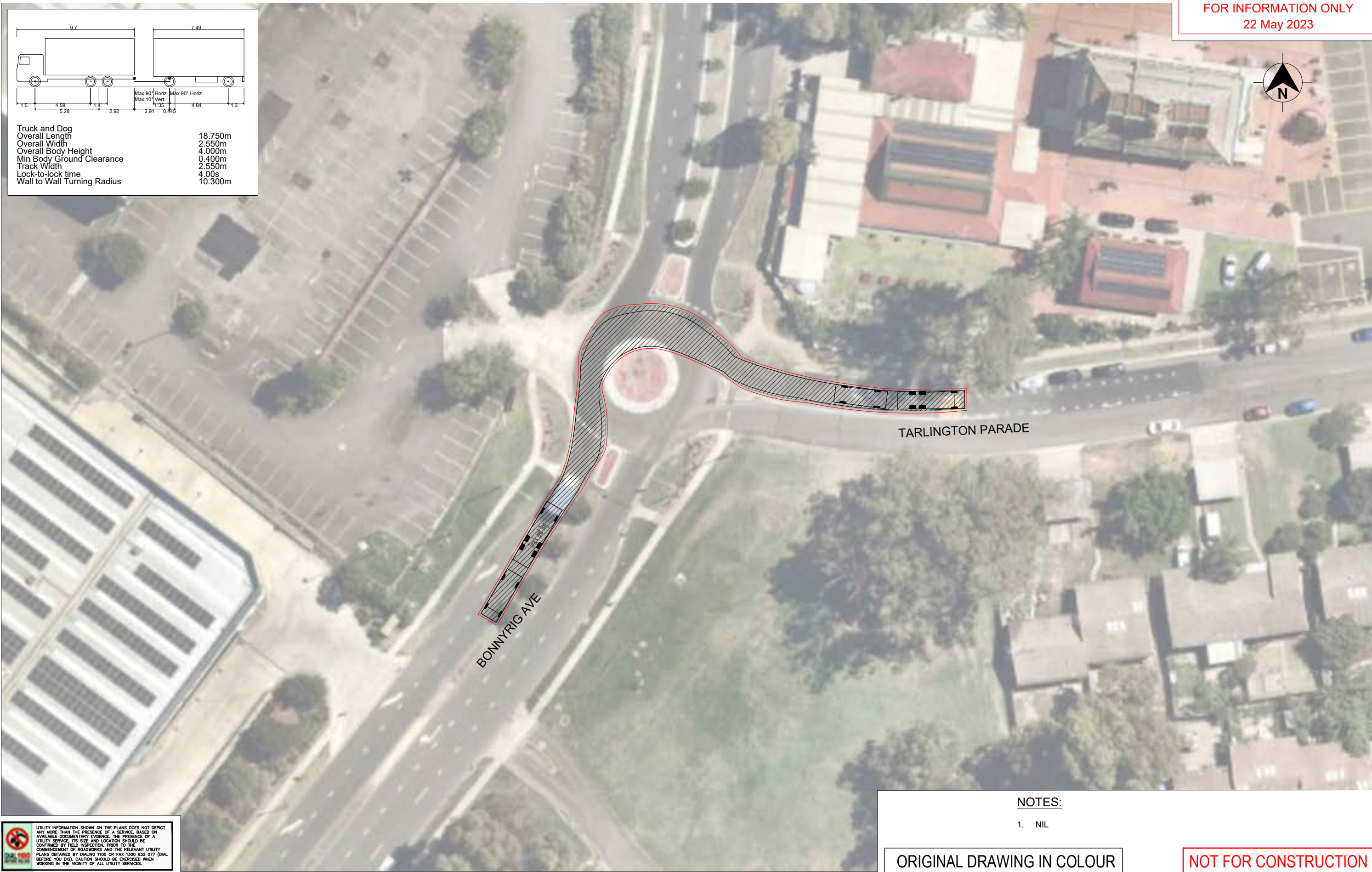
Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved				CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE	
Date				SWEPT PATH - TRUCK AND DOG	
Scale				Sheet	
1:250 (A1) 1:500 (A3)				A1	
DO NOT SCALE				Drawing No:	HD21200-TW19-CS1-GA-1002
				Rev:	1





Truck and Dog  
Overall Length 18.750m  
Overall Width 2.550m  
Overall Body Height 4.000m  
Min Body Ground Clearance 0.400m  
Track Width 2.550m  
Lock-to-lock time 4.00s  
Wall to Wall Turning Radius 10.300m



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NOTES:

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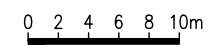
ORIGINAL DRAWING IN COLOUR

NOT FOR CONSTRUCTION

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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	22.05.23
No.	Revision Description	Initials	Approved	Date



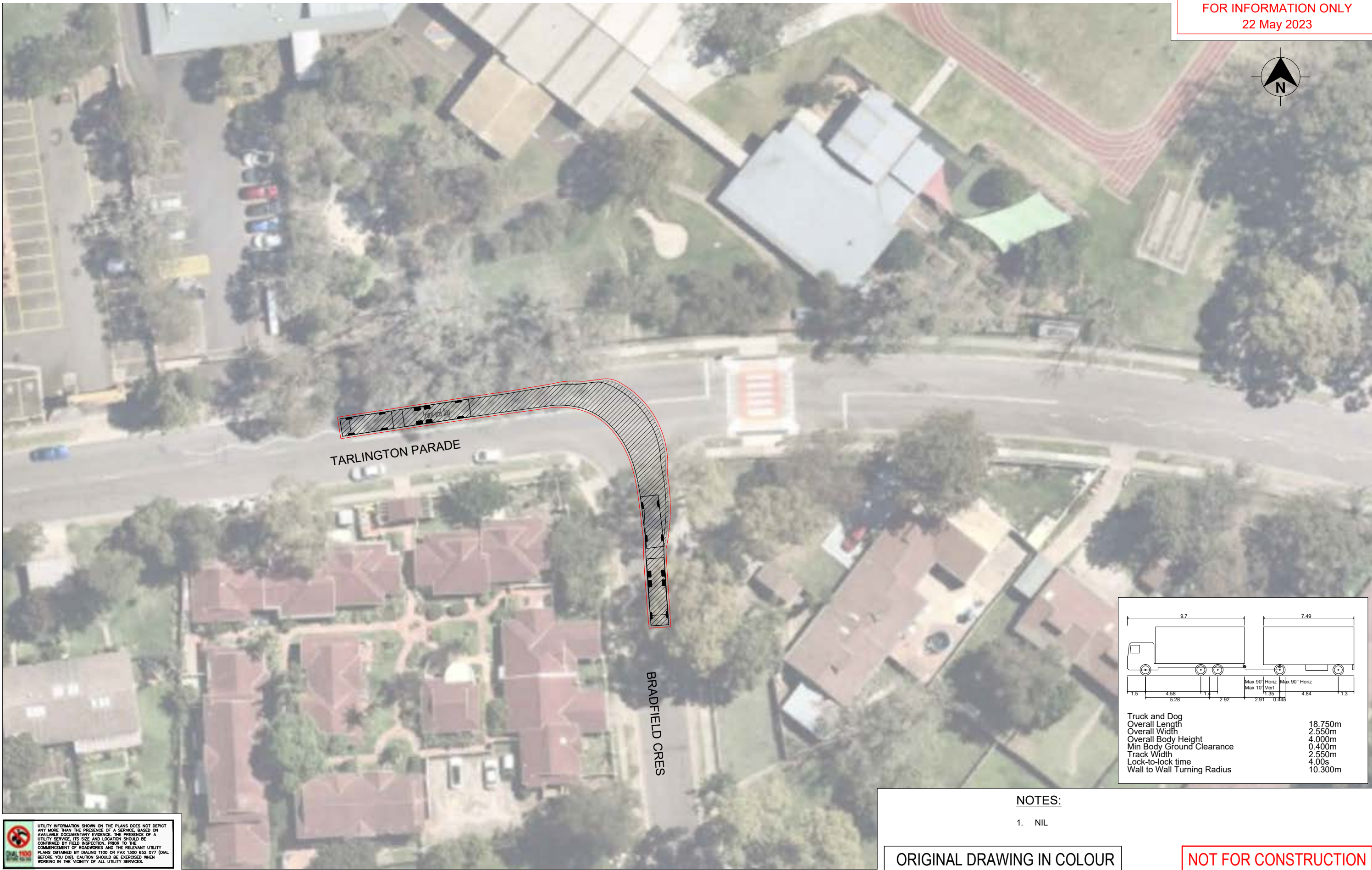
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Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved	*A. GOSPER (FOR CIVILINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEEP PATH - TRUCK AND DOG
Date	22 MAY 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW19-CS1-GA-1003
			DO NOT SCALE	Rev:	1





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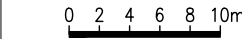
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1. NIL

ORIGINAL DRAWING IN COLOUR

NOT FOR CONSTRUCTION

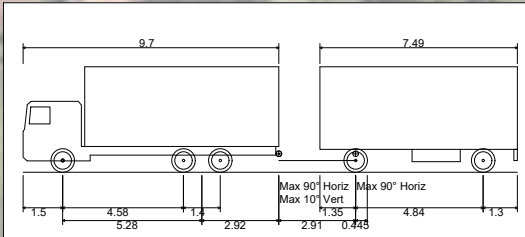
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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	22.05.23
No.	Revision Description	Initials	Approved	Date



Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved	*A. GOSPER (FOR CIVILINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEEP PATH - TRUCK AND DOG
Date	22 MAY 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW19-CS1-GA-1004
			DO NOT SCALE	Rev:	1





Truck and Dog	
Overall Length	18.750m
Overall Width	2.550m
Overall Body Height	4.000m
Min Body Ground Clearance	0.400m
Track Width	2.550m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	10.300m



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NOTES:

- 1. NIL

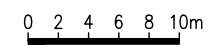
ORIGINAL DRAWING IN COLOUR

NOT FOR CONSTRUCTION

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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	22.05.23
No.	Revision Description	Initials	Approved	Date



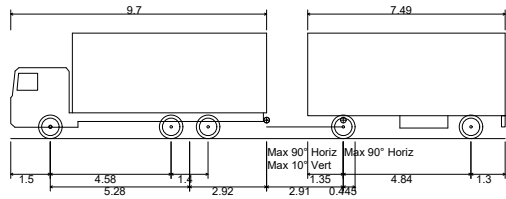
Prepared by  
Client



Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved				Title	
				CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEPT PATH - TRUCK AND DOG	
Date				22 MAY 2023	
Scale				Sheet	
				A1	
1:250 (A1) 1:500 (A3)				Drawing No: HD21200-TW19-CS1-GA-1005	
DO NOT SCALE				Rev: 1	





Truck and Dog  
Overall Length 18.750m  
Overall Width 2.550m  
Overall Body Height 4.000m  
Min Body Ground Clearance 0.400m  
Track Width 2.550m  
Lock-to-lock time 4.00s  
Wall to Wall Turning Radius 10.300m



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NOTES:

1. NIL

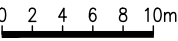
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NOT FOR CONSTRUCTION

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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	22.05.23
No.	Revision Description	Initials	Approved	Date



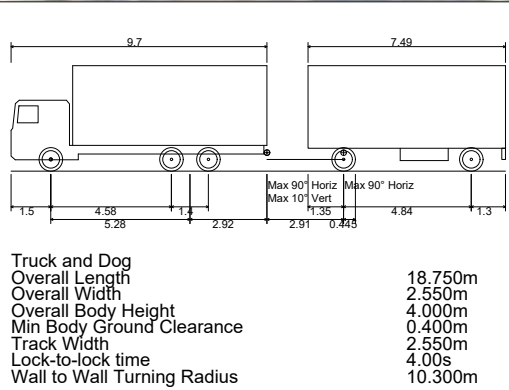
Client



Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved	A. GOSPER (FOR CIVILINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEPT PATH - TRUCK AND DOG
Date	22 MAY 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW19-CS1-GA-1006
			DO NOT SCALE	Rev:	1





UTILITY INFORMATION SHOWN ON THE PLANS DOES NOT DEPICT ANY MORE THAN THE PRESENCE OF A SERVICE, BASED ON AVAILABLE DOCUMENTARY EVIDENCE. THE PRESENCE OF A UTILITY SERVICE, ITS SIZE AND LOCATION SHOULD BE CONFIRMED BY FIELD INSPECTION, PRIOR TO THE COMMENCEMENT OF ROADWORKS AND THE RELEVANT UTILITY PLANS OBTAINED BY DIALING 1100 OR FAX 1300 652 077 (DIAL BEFORE YOU DIG). CAUTION SHOULD BE EXERCISED WHEN WORKING IN THE VICINITY OF ALL UTILITY SERVICES.

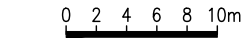
NOTES:

1. NIL

ORIGINAL DRAWING IN COLOUR

NOT FOR CONSTRUCTION

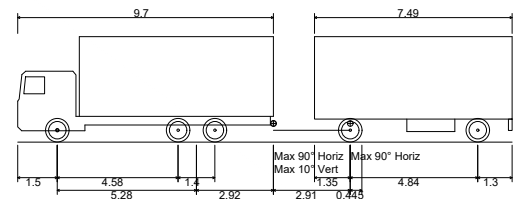
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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	22.05.23
No.	Revision Description	Initials	Approved	Date



Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved	*A. GOSPER (FOR CIVILINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEEP PATH - TRUCK AND DOG
Date	22 MAY 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW19-CS1-GA-1007
			DO NOT SCALE	Rev:	1

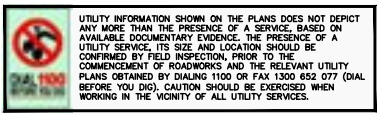




Truck and Dog	
Overall Length	18.750m
Overall Width	2.550m
Overall Body Height	4.000m
Min Body Ground Clearance	0.400m
Track Width	2.550m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	10.300m

BONNYRIG AVE

TARLINGTON PARADE



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NOTES:

1. NIL

ORIGINAL DRAWING IN COLOUR

NOT FOR CONSTRUCTION

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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	22.05.23
No.	Revision Description	Initials	Approved	Date



Client

0 2 4 6 8 10m

Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved	*A. GOSPER (FOR CIVLINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEEP PATH - TRUCK AND DOG
Date	22 MAY 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW19-CS1-GA-1008
			DO NOT SCALE	Rev:	1





UTILITY INFORMATION SHOWN ON THE PLANS DOES NOT DEPICT ANY MORE THAN THE PRESENCE OF A SERVICE, BASED ON AVAILABLE DOCUMENTARY EVIDENCE. THE PRESENCE OF A UTILITY SERVICE, ITS SIZE AND LOCATION SHOULD BE CONFIRMED BY FIELD INSPECTION, PRIOR TO THE COMMENCEMENT OF ROADWORKS AND THE RELEVANT UTILITY PLANS OBTAINED BY DIALING 1100 OR FAX 1300 652 077 (DIAL BEFORE YOU DIG). CAUTION SHOULD BE EXERCISED WHEN WORKING IN THE VICINITY OF ALL UTILITY SERVICES.

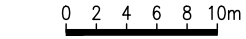
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1. NIL

ORIGINAL DRAWING IN COLOUR

NOT FOR CONSTRUCTION

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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	22.05.23
No.	Revision Description	Initials	Approved	Date



Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved	*A. GOSPER (FOR CIVILINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEEP PATH - TRUCK AND DOG
Date	22 MAY 2023			Sheet	A1
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DO NOT SCALE				Rev:	1





NOTES:

- 1. NIL

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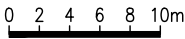
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UTILITY INFORMATION SHOWN ON THE PLANS DOES NOT DEPICT ANY MORE THAN THE PRESENCE OF A SERVICE, BASED ON AVAILABLE DOCUMENTARY EVIDENCE. THE PRESENCE OF A UTILITY SERVICE, ITS SIZE AND LOCATION SHOULD BE CONFIRMED BY FIELD INSPECTION, PRIOR TO THE COMMENCEMENT OF ROADWORKS AND THE RELEVANT UTILITY PLANS OBTAINED BY DIALING 1100 OR FAX 1300 652 077 (DIAL BEFORE YOU DIG). CAUTION SHOULD BE EXERCISED WHEN WORKING IN THE VICINITY OF ALL UTILITY SERVICES.

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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	22.05.23
No.	Revision Description	Initials	Approved	Date



Client



Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved	*A. GOSPER (FOR CIVLINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - TEMPORARY - UPTON PLACE SWEPT PATH - TRUCK AND DOG
Date	22 MAY 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW19-CS1-GA-1010
DO NOT SCALE				Rev:	1





FOR INFORMATION ONLY  
18 April 2023



UTILITY INFORMATION SHOWN ON THE PLANS DOES NOT DEPICT ANY MORE THAN THE PRESENCE OF A SERVICE, BASED ON AVAILABLE DOCUMENTARY EVIDENCE. THE PRESENCE OF A UTILITY SERVICE, ITS SIZE AND LOCATION SHOULD BE CONFIRMED BY FIELD INSPECTION, PRIOR TO THE COMMENCEMENT OF ROADWORKS AND THE RELEVANT UTILITY PLANS OBTAINED BY DIALING 1100 OR FAX 1300 652 077 (DIAL BEFORE YOU DIG). CAUTION SHOULD BE EXERCISED WHEN WORKING IN THE VICINITY OF ALL UTILITY SERVICES.

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- 1. NIL

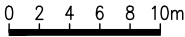
ORIGINAL DRAWING IN COLOUR

NOT FOR CONSTRUCTION

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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	18.04.23
No.	Revision Description	Initials	Approved	Date



Client



Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved	*A. GOSPER (FOR CIVLINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - SYMONS ST OFF EAST PARADE SWEPT PATH - 19m SEMI-TRAILER (1 OF 2)
Date	18 APRIL 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW10-CS1-GA-1001
			DO NOT SCALE	Rev:	1





FOR INFORMATION ONLY  
18 April 2023

TO FAIRFIELD



EAST PARADE

SYMONS ST

NOTES:

- 1. NIL

ORIGINAL DRAWING IN COLOUR

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0	DRAFT CONCEPT - FOR INTERNAL REVIEW	AG	-	18.04.23
No.	Revision Description	Initials	Approved	Date



Client

0 2 4 6 8 10m

Dimensions in metres unless otherwise noted

Drawn	A. GOSPER	Designer	A. GOSPER	Client	JHG
Check	A. GOSPER	Check	A. GOSPER	Project	-
Approved	*A. GOSPER (FOR CIVLINK PTY LTD)			Title	CONSTRUCTION SITE ACCESS - SYMONS ST OFF EAST PARADE SWEPT PATH - 19m SEMI-TRAILER (2 OF 2)
Date	28 APRIL 2023			Sheet	A1
Scale	1:250 (A1) 1:500 (A3)			Drawing No:	HD21200-TW10-CS1-GA-1002
DO NOT SCALE				Rev:	1



SPA-Henry Lawson Dr-Edith Street (138589)

HENRY LAWSON DR

EDITH ST

#### Lack Group - Swept Path

##### Notes:

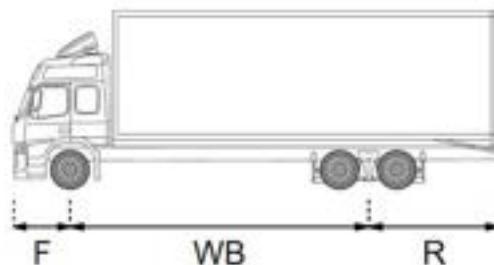
1. Swept path analysis has adopted the Heavy Rigid Truck with 12.5m length
2. Swept path has been developed based on an aerial image and not from a scaled drawing.

#### LEGEND

Blue outline on swept path - Vehicle outline

Red outline on swept path - vehicle clearance - clearance is marked at 0.5m on each side

Yellow outline - Gutter edge line



#### Overall values of Heavy Rigid Vehicle

Length: 12.50 m	Steering angle: 35.17 °
Max width: 2.50 m	Turn radius (curb to curb): 12.5 m
Lock to lock: 6 s	Turn radius (wall to wall): 12.92 m

#### Dimensions

Front: 2.4 m	Width: 2.5 m
Wheel base: 6.6 m	
Rear: 3.5 m	



SPA-Henry Lawson Dr-Edith Street (138589)

HENRY LAWSON DR

EDITH ST

#### Lack Group - Swept Path

##### Notes:

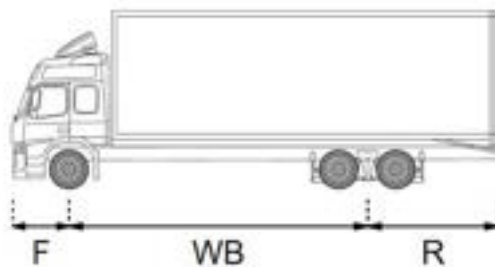
1. Swept path analysis has adopted the Heavy Rigid Truck with 12.5m length
2. Swept path has been developed based on an aerial image and not from a scaled drawing.

#### LEGEND

Blue outline on swept path - Vehicle outline

Red outline on swept path - vehicle clearance - clearance is marked at 0.5m on each side

Yellow outline - Gutter edge line



#### Overall values of Heavy Rigid Vehicle

Length: 12.50 m      Steering angle: 35.17 °  
Max width: 2.50 m      Turn radius (curb to curb): 12.5 m  
Lock to lock: 6 s      Turn radius (wall to wall): 13.92 m

#### Dimensions

Front: 2.4 m      Width: 2.5 m  
Wheel base: 6.6 m  
Rear: 3.5 m



## Appendix B – Swept Path Summary



Intersection	Movement	From	To	Vehicle Type (Design/Check)	Vehicle	Result	Comments	Additional Measures
<b>Intersection between Byron Avenue and Greendale Road</b>								
0374-USCC-4D-SWEP-PTATH-INFO-02-01	Left Turn	Byron Ave EB	Glendale Rd NB	Design	HRV (12.1m)	Compliant		No additional measures proposed.
0374-USCC-4D-SWEP-PTATH-INFO-02-01	Left Turn	Byron Ave EB	Glendale Rd NB	Check	Semi-Trailer (13m)	Compliant	No kerbs hit but a significant distance is required to be with the line marking.	Likely low traffic volumes on Byron Avenue and Greendale Road - no additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-02-02	Right Turn	Glendale Rd SB	Byron Ave WB	Design	HRV (12.1m)	Compliant (Not Lane Correct)		Likely low traffic volumes on Byron Avenue and Greendale Road - no additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-02-02	Right Turn	Glendale Rd SB	Byron Ave WB	Check	Semi-Trailer (13m)	Compliant		Likely low traffic volumes on Byron Avenue and Greendale Road - no additional measures proposed
<b>Intersection between Greendale Road and Eagle Street</b>								
0374-USCC-4D-SWEP-PTATH-INFO-03-01	Left Turn	Glendale Rd SB	Eagle St EB	Design	HRV (12.1m)	Compliant (Not Lane Correct)		Likely low traffic volumes on Eagle Street and Greendale Road - no additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-03-01	Left Turn	Glendale Rd SB	Eagle St EB	Check	Semi-Trailer (13m)	Compliant	No kerbs hit but a significant distance is required to be with the line marking.	Likely low traffic volumes on Eagle Street and Greendale Road - no additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-03-02	Right Turn	Eagle St WB	Glendale Rd NB	Design	HRV (12.1m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-03-02	Right Turn	Eagle St WB	Glendale Rd NB	Check	Semi-Trailer (13m)	Compliant		Likely low traffic volumes on Eagle Street and Greendale Road - no additional measures proposed
<b>Intersection between Eagle Street and Driver Avenue</b>								
0374-USCC-4D-SWEP-PTATH-INFO-04-01	Left Turn	Eagle St EB	Driver Ave NB	Design	HRV (12.1m)	Compliant (Not Lane Correct)	Requires significant space to turn.	Likely low traffic volumes on Eagle Street and Driver Avenue - no additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-04-01	Left Turn	Eagle St EB	Driver Ave NB	Check	Semi-Trailer (13m)	Compliant	No kerbs hit but a significant distance is required to be with the line marking.	Likely low traffic volumes on Eagle Street and Driver Avenue - no additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-04-02	Right Turn	Driver Ave SB	Eagle St WB	Design	HRV (12.1m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-04-02	Right Turn	Driver Ave SB	Eagle St WB	Check	Semi-Trailer (13m)	Compliant	Requires significant space to turn.	Likely low traffic volumes on Eagle Street and Driver Avenue - no additional measures proposed
<b>Intersection between Park Road and Driver Avenue</b>								
0374-USCC-4D-SWEP-PTATH-INFO-06-01	Right Turn	Park Rd EB	Driver Ave SB	Design	HRV (12.1m)	Compliant (Not Lane Correct)	Would need to start turn before the breakback to successfully avoid kerbs.	Likely low traffic volumes on Driver Avenue - no additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-06-01	Right Turn	Park Rd EB	Driver Ave SB	Check	Semi-Trailer (13m)	Compliant	Would need to start turn before the breakback to successfully avoid kerbs.	Likely low traffic volumes on Driver Avenue - no additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-06-02	Left Turn	Park Rd WB	Driver Ave NB	Design	HRV (12.1m)	Compliant (Not Lane Correct)	Chassis of the vehicle extends beyond the lane width when making the turn. Full width.	Likely low traffic volumes on Driver Avenue - no additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-06-02	Left Turn	Park Rd WB	Driver Ave NB	Check	Semi-Trailer (13m)	Compliant	Hits kerbs on both sides of Driver Ave unless parked lane is used for the turn.	19m semi-trailer only feasible if opposing lane on Park Road is used - movement should be limited to off-peak periods and/or under traffic control / Use of shadow vehicles
0374-USCC-4D-SWEP-PTATH-INFO-06-03	Right Turn	Driver Ave EB	Park Rd SB	Design	HRV (12.1m)	Compliant	Slight chance to hit kerb on Park Road. Parked Car may prevent a successful turn.	Likely low traffic volumes on Driver Avenue - no additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-06-03	Right Turn	Driver Ave EB	Park Rd SB	Check	Semi-Trailer (13m)	Compliant	Slight chance to hit kerb on Park Road. Parked Car may prevent a successful turn.	Likely low traffic volumes on Driver Avenue - no additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-06-04	Left Turn	Driver Ave NB	Park Rd WB	Design	HRV (12.1m)	Compliant (Not Lane Correct)	Chassis of the vehicle extends beyond the lane width when making the turn.	Likely low traffic volumes on Driver Avenue - no additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-06-04	Left Turn	Driver Ave NB	Park Rd WB	Check	Semi-Trailer (13m)	Compliant	Vehicle body extends into opposite lane.	Likely low traffic volumes on Driver Avenue - no additional measures proposed
<b>Intersection between Park Road and Gofflow Drive</b>								
0374-USCC-4D-SWEP-PTATH-INFO-08-01	Right Turn	Park Rd EB	Gofflow Dr SB	Design	HRV (12.1m)	Compliant (Not Lane Correct)		Likely low traffic volumes on Gofflow Drive - no additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-08-01	Right Turn	Park Rd EB	Gofflow Dr SB	Check	Semi-Trailer (13m)	Compliant	Requires significant space to turn.	Likely low traffic volumes on Gofflow Drive - no additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-08-02	Left Turn	Park Rd WB	Gofflow Dr NB	Design	HRV (12.1m)	Compliant		Likely low traffic volumes on Gofflow Drive - no additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-08-02	Left Turn	Park Rd WB	Gofflow Dr NB	Check	Semi-Trailer (13m)	Compliant	Requires significant space to turn.	Likely low traffic volumes on Gofflow Drive - no additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-08-03	Right Turn	Gofflow Dr NB	Park Rd EB	Design	HRV (12.1m)	Compliant (Not Lane Correct)		Likely low traffic volumes on Gofflow Drive - no additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-08-03	Right Turn	Gofflow Dr NB	Park Rd EB	Check	Semi-Trailer (13m)	Compliant	Requires significant space to turn.	Likely low traffic volumes on Gofflow Drive - no additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-08-04	Left Turn	Gofflow Dr NB	Park Rd WB	Design	HRV (12.1m)	Compliant (Not Lane Correct)	Vehicle body extends into opposite lane.	Likely low traffic volumes on Gofflow Drive - no additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-08-04	Left Turn	Gofflow Dr NB	Park Rd WB	Check	Semi-Trailer (13m)	Compliant	Vehicle turn does not fit within the existing road.	19m semi-trailer not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / Use of shadow vehicles. JHG to determine if further measures required
<b>Intersection between Elizabeth Drive and Range Road</b>								
0374-USCC-4D-SWEP-PTATH-INFO-13-01	Right Turn	Elizabeth Drive EB	Range Road SB	Design	HRV (12.1m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-13-01	Right Turn	Elizabeth Drive EB	Range Road SB	Check	Semi-Trailer (13m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-13-02	Left Turn	Elizabeth Drive WB	Range Road NB	Design	HRV (12.1m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-13-02	Left Turn	Elizabeth Drive WB	Range Road NB	Check	Semi-Trailer (13m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-13-03	Right Turn	Range Road EB	Elizabeth Drive WB	Design	HRV (12.1m)	Compliant (Not Lane Correct)		Likely low traffic volumes on Range Road - no additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-13-03	Right Turn	Range Road EB	Elizabeth Drive WB	Check	Semi-Trailer (13m)	Compliant	Vehicle body extends partially into the opposite lane.	Likely low traffic volumes on Range Road - no additional measures proposed
<b>Intersection between Harrington Street and St Johns Road</b>								
0374-USCC-4D-SWEP-PTATH-INFO-14-01	Right Turn	St Johns Street EB	Harrington St SB	Design	HRV (12.1m)	Compliant	Vehicle goes over roundabout.	No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-14-01	Right Turn	St Johns Street EB	Harrington St SB	Check	Semi-Trailer (13m)	Compliant	Hits kerbs and median.	19m semi-trailer not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / Use of shadow vehicles. JHG to determine if further measures required
0374-USCC-4D-SWEP-PTATH-INFO-14-02	Left Turn	St Johns Street WB	Harrington St SB	Design	HRV (12.1m)	Non-compliant	Hits kerbs and median.	12.1m WBV not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / Use of shadow vehicles. JHG to determine if further measures required
0374-USCC-4D-SWEP-PTATH-INFO-14-02	Left Turn	St Johns Street WB	Harrington St SB	Check	Semi-Trailer (13m)	Non-compliant	Hits kerbs and median.	19m semi-trailer not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / Use of shadow vehicles. JHG to determine if further measures required
0374-USCC-4D-SWEP-PTATH-INFO-14-03	Right Turn	Harrington St NB	St Johns Street EB	Design	HRV (12.1m)	Compliant	Vehicle goes over roundabout.	No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-14-03	Right Turn	Harrington St NB	St Johns Street EB	Check	Semi-Trailer (13m)	Compliant	Hits kerbs and median.	19m semi-trailer not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / Use of shadow vehicles. JHG to determine if further measures required
0374-USCC-4D-SWEP-PTATH-INFO-14-04	Left Turn	Harrington St WB	St Johns Street WB	Design	HRV (12.1m)	Non-compliant	Hits kerbs and median.	11.5m WBV not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / Use of shadow vehicles. JHG to determine if further measures required
0374-USCC-4D-SWEP-PTATH-INFO-14-04	Left Turn	Harrington St WB	St Johns Street WB	Check	Semi-Trailer (13m)	Non-compliant	Hits kerbs and median.	19m semi-trailer not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / Use of shadow vehicles. JHG to determine if further measures required
<b>Intersection between Harrington Street and Edensor Road</b>								
0374-USCC-4D-SWEP-PTATH-INFO-15-01	Straight	Harrington St NB	Harrington St NB	Design	HRV (12.1m)	Compliant	Vehicle goes over roundabout.	No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-15-01	Straight	Harrington St NB	Harrington St NB	Check	Semi-Trailer (13m)	Compliant	Vehicle goes over roundabout.	No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-15-02	Left Turn	Harrington St WB	Edensor Rd EB	Design	HRV (12.1m)	Non-compliant	Hits kerbs and median.	No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-15-02	Left Turn	Harrington St WB	Edensor Rd EB	Check	Semi-Trailer (13m)	Non-compliant	Hits kerbs and median.	19m semi-trailer not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / Use of shadow vehicles. JHG to determine if further measures required
0374-USCC-4D-SWEP-PTATH-INFO-15-03	Right Turn	Edensor Rd WB	Harrington St SB	Design	HRV (12.1m)	Compliant	Vehicle goes over roundabout.	No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-15-03	Right Turn	Edensor Rd WB	Harrington St SB	Check	Semi-Trailer (13m)	Compliant	Vehicle goes over roundabout.	No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-15-04	Straight	Harrington St SB	Harrington St SB	Design	HRV (12.1m)	Compliant	Vehicle goes over roundabout.	No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-15-04	Straight	Harrington St SB	Harrington St SB	Check	Semi-Trailer (13m)	Compliant	Vehicle goes over roundabout.	No additional measures proposed
<b>Intersection between Harrington Street and Cabramatta Road West</b>								
0374-USCC-4D-SWEP-PTATH-INFO-16-01	Right Turn	Cabramatta Road West WB	Harrington St NB	Design	HRV (12.1m)	Non-compliant	Vehicle will hit kerb or median upon turning in.	12.1m WBV not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / Use of shadow vehicles. JHG to determine if further measures required
0374-USCC-4D-SWEP-PTATH-INFO-16-01	Right Turn	Cabramatta Road West WB	Harrington St NB	Check	Semi-Trailer (13m)	Non-compliant	Vehicle will hit kerb or median upon turning in.	19m semi-trailer not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / Use of shadow vehicles. JHG to determine if further measures required
0374-USCC-4D-SWEP-PTATH-INFO-16-02	Left Turn	Cabramatta Road West SB	Harrington St NB	Design	HRV (12.1m)	Non-compliant	Vehicle will hit kerb or median upon turning in.	11.5m WBV not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / Use of shadow vehicles. JHG to determine if further measures required
0374-USCC-4D-SWEP-PTATH-INFO-16-02	Left Turn	Cabramatta Road West SB	Harrington St NB	Check	Semi-Trailer (13m)	Non-compliant	Vehicle will hit kerb or median upon turning in.	19m semi-trailer not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / Use of shadow vehicles. JHG to determine if further measures required
0374-USCC-4D-SWEP-PTATH-INFO-16-03	Right Turn	Harrington St SB	Cabramatta Road West WB	Design	HRV (12.1m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-16-03	Right Turn	Harrington St SB	Cabramatta Road West WB	Check	Semi-Trailer (13m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-16-04	Left Turn	Harrington St SB	Cabramatta Road West EB	Design	HRV (12.1m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-16-04	Left Turn	Harrington St SB	Cabramatta Road West EB	Check	Semi-Trailer (13m)	Compliant	Vehicle will need to extend onto oncoming traffic lanes to complete the movement.	19m semi-trailer only feasible if opposing lane on Cabramatta Road West is used - movement should be limited to off-peak periods and/or under traffic control / Use of shadow vehicles
<b>Intersection between Broadmead Street and Curtin Street</b>								
0374-USCC-4D-SWEP-PTATH-INFO-17-01	Right Turn	Broomfield St NB	Curtin St EB	Design	HRV (12.1m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-17-01	Right Turn	Broomfield St NB	Curtin St EB	Check	Semi-Trailer (13m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-17-02	Left Turn	Broomfield St SB	Curtin St EB	Design	HRV (12.1m)	Compliant (Not Lane Correct)		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-17-02	Left Turn	Broomfield St SB	Curtin St EB	Check	Semi-Trailer (13m)	Compliant	Low heavy vehicle volume generated by the Project - No additional measures proposed	
0374-USCC-4D-SWEP-PTATH-INFO-17-03	Right Turn	Curtin St WB	Broomfield St NB	Design	HRV (12.1m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-17-03	Right Turn	Curtin St WB	Broomfield St NB	Check	Semi-Trailer (13m)	Compliant	Low heavy vehicle volume generated by the Project - No additional measures proposed	
0374-USCC-4D-SWEP-PTATH-INFO-17-04	Left Turn	Curtin St WB	Broomfield St SB	Design	HRV (12.1m)	Compliant (Not Lane Correct)		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-17-04	Left Turn	Curtin St WB	Broomfield St SB	Check	Semi-Trailer (13m)	Compliant	Low heavy vehicle volume generated by the Project - No additional measures proposed	
<b>Intersection between Cumberland Street and Curtin Street</b>								
0374-USCC-4D-SWEP-PTATH-INFO-18-01	Right Turn	Curtin St EB	Cumberland St SB	Design	HRV (12.1m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-18-01	Right Turn	Curtin St EB	Cumberland St SB	Check	Semi-Trailer (13m)	Compliant	No additional measures proposed	
0374-USCC-4D-SWEP-PTATH-INFO-18-02	Left Turn	Curtin St EB	Cumberland St NB	Design	HRV (12.1m)	Compliant (Not Lane Correct)	Vehicle body slightly extends into opposite lane.	Low heavy vehicle volume generated by the Project - No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-18-02	Left Turn	Curtin St EB	Cumberland St NB	Check	Semi-Trailer (13m)	Compliant	Vehicle body slightly extends into opposite lane.	Low heavy vehicle volume generated by the Project - No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-18-03	Right Turn	Cumberland St SB	Curtin St WB	Design	HRV (12.1m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-18-03	Right Turn	Cumberland St SB	Curtin St WB	Check	Semi-Trailer (13m)	Non-compliant	Vehicle will hit kerb or median upon turning in.	19m semi-trailer not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / Use of shadow vehicles. JHG to determine if further measures required
0374-USCC-4D-SWEP-PTATH-INFO-18-04	Left Turn	Curtin St WB	Cumberland St SB	Design	HRV (12.1m)	Compliant (Not Lane Correct)		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-18-04	Left Turn	Curtin St WB	Cumberland St SB	Check	Semi-Trailer (13m)	Compliant	Low heavy vehicle volume generated by the Project - No additional measures proposed	
0374-USCC-4D-SWEP-PTATH-INFO-18-05	Right Turn	Cumberland St NB	Curtin St EB	Design	HRV (12.1m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-18-05	Right Turn	Cumberland St NB	Curtin St EB	Check	Semi-Trailer (13m)	Compliant	Vehicle will hit kerb or median upon turning in.	19m semi-trailer not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / Use of shadow vehicles. JHG to determine if further measures required
0374-USCC-4D-SWEP-PTATH-INFO-18-06	Left Turn	Cumberland St NB	Curtin St WB	Design	HRV (12.1m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-18-06	Left Turn	Cumberland St NB	Curtin St WB	Check	Semi-Trailer (13m)	Non-compliant	Slight chance vehicle may hit kerb or median upon turning in.	19m semi-trailer not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / Use of shadow vehicles. JHG to determine if further measures required
<b>Intersection between Broadmead Street and Cabramatta Road East</b>								
0374-USCC-4D-SWEP-PTATH-INFO-19-01	Right Turn	Broomfield St NB	Cumberland St EB	Design	HRV (12.1m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-19-01	Right Turn	Broomfield St NB	Cumberland St EB	Check	Semi-Trailer (13m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-19-02	Left Turn	Broomfield St SB	Cumberland St EB	Design	HRV (12.1m)	Compliant (Not Lane Correct)	Slight Chance to hit kerb upon entry into driveway	Low heavy vehicle volume generated by the Project - No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-19-02	Left Turn	Broomfield St SB	Cumberland St EB	Check	Semi-Trailer (13m)	Non-compliant		19m semi-trailer not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / Use of shadow vehicles. JHG to determine if further measures required
0374-USCC-4D-SWEP-PTATH-INFO-19-03	Right Turn	Cumberland St SB	Broomfield St NB	Design	HRV (12.1m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-19-03	Right Turn	Cumberland St SB	Broomfield St NB	Check	Semi-Trailer (13m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-19-04	Left Turn	Cumberland St WB	Broomfield St SB	Design	HRV (12.1m)	Compliant (Not Lane Correct)	Reducing speed ensures that movement is can be completed within existing roadways.	Low heavy vehicle volume generated by the Project - No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-19-04	Left Turn	Cumberland St WB	Broomfield St SB	Check	Semi-Trailer (13m)	Compliant	Reducing speed ensures that movement is compliant.	Low heavy vehicle volume generated by the Project - No additional measures proposed
<b>Intersection between Broadmead Street and Bareena Street</b>								
0374-USCC-4D-SWEP-PTATH-INFO-20-01	Left Turn	Broomfield St WB	Bareena St NB	Design	HRV (12.1m)	Compliant (Not Lane Correct)		Low heavy vehicle volume generated by the Project - No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-20-01	Left Turn	Broomfield St WB	Bareena St NB	Check	Semi-Trailer (13m)	Non-compliant	Vehicle body extends into opposite lane.	19m semi-trailer not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / Use of shadow vehicles. JHG to determine if further measures required
0374-USCC-4D-SWEP-PTATH-INFO-20-02	Straight	Broomfield St EB	Broomfield St EB	Design	HRV (12.1m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-20-02	Straight	Broomfield St EB	Broomfield St EB	Check	Semi-Trailer (13m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-20-03	Straight	Broomfield St WB	Broomfield St WB	Design	HRV (12.1m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-20-03	Straight	Broomfield St WB	Broomfield St WB	Check	Semi-Trailer (13m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-20-04	Right Turn	Bareena St SB	Broomfield St WB	Design	HRV (12.1m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-20-04	Right Turn	Bareena St SB	Broomfield St WB	Check	Semi-Trailer (13m)	Non-compliant	Vehicle hits both the roundabout and the kerbs when making the turn.	19m semi-trailer not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / Use of shadow vehicles. JHG to determine if further measures required
<b>Intersection between Cumberland Street and Cabramatta Road East</b>								
0374-USCC-4D-SWEP-PTATH-INFO-21-01	Right Turn	Cabramatta Road WB	Cumberland St NB	Design	HRV (12.1m)	Compliant		No additional measures proposed
0374-USCC-4D-SWEP-PTATH-INFO-21-01	Right Turn	Cabramatta Road WB	Cumberland St NB	Check	Semi-Trailer (13m)	Non-compliant	Vehicle body extends into opposite lane at signalised intersection.	19m semi-trailer not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / Use of shadow vehicles. JHG to determine if further measures required



0374-USCC-RD-SWEPT-PATHS-INFO-21-02	Left Turn	Cabarretta Road EB	Cumberland St NB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-21-03	Left Turn	Cabarretta Road EB	Cumberland St NB	Check	Semi-Trailer (19m)	Non-compliant	Vehicle body extends into opposite lane at signalised intersection.
0374-USCC-RD-SWEPT-PATHS-INFO-21-03	Right Turn	Cumberland St SB	Cabarretta Road WB	Design	HRV (12.5m)	Compliant	19m semi-trailer not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / use of shadow vehicles. IAG to determine if further measures required
0374-USCC-RD-SWEPT-PATHS-INFO-21-03	Right Turn	Cumberland St SB	Cabarretta Road WB	Check	Semi-Trailer (19m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-21-04	Left Turn	Cumberland St SB	Cabarretta Road EB	Design	HRV (12.5m)	Compliant	Use of lane 2 required to make turn.
0374-USCC-RD-SWEPT-PATHS-INFO-21-04	Left Turn	Cumberland St SB	Cabarretta Road EB	Check	Semi-Trailer (19m)	Non-compliant	Vehicle body extends into opposite lane at signalised intersection.
<b>Intersection between Fairview Road and Cabarretta Road East</b>							
0374-USCC-RD-SWEPT-PATHS-INFO-22-01	Right Turn	Cabarretta Road WB	Fairview Rd NB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-22-02	Left Turn	Cabarretta Road WB	Fairview Rd NB	Check	Semi-Trailer (19m)	Non-compliant	19m semi-trailer not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / use of shadow vehicles. IAG to determine if further measures required
0374-USCC-RD-SWEPT-PATHS-INFO-22-02	Left Turn	Cabarretta Road WB	Fairview Rd NB	Design	HRV (12.5m)	Compliant	Vehicle hits the median upon turn in.
0374-USCC-RD-SWEPT-PATHS-INFO-22-02	Left Turn	Cabarretta Road WB	Fairview Rd NB	Check	Semi-Trailer (19m)	Non-compliant	Vehicle hits the median upon turn in.
0374-USCC-RD-SWEPT-PATHS-INFO-22-02	Right Turn	Fairview Rd SB	Cabarretta Road WB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-22-03	Right Turn	Fairview Rd SB	Cabarretta Road WB	Check	Semi-Trailer (19m)	Non-compliant	Vehicle hits the median upon turning out.
0374-USCC-RD-SWEPT-PATHS-INFO-22-04	Left Turn	Fairview Rd SB	Cabarretta Road EB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-22-04	Left Turn	Fairview Rd SB	Cabarretta Road EB	Check	Semi-Trailer (19m)	Non-compliant	Vehicle body extends into opposite lane.
<b>Intersection between Fairview Road and Longfield Street</b>							
0374-USCC-RD-SWEPT-PATHS-INFO-23-01	Straight	Fairview Rd NB	Fairview Rd NB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-23-01	Straight	Fairview Rd NB	Fairview Rd NB	Check	Semi-Trailer (19m)	Compliant	Vehicle goes over roundabout.
0374-USCC-RD-SWEPT-PATHS-INFO-23-02	Straight	Fairview Rd SB	Fairview Rd SB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-23-02	Straight	Fairview Rd SB	Fairview Rd SB	Check	Semi-Trailer (19m)	Compliant	Vehicle goes over roundabout.
<b>Intersection between Fairview Road and Curtin Street</b>							
0374-USCC-RD-SWEPT-PATHS-INFO-24-01	Right Turn	Curtin St EB	Fairview Rd SB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-24-01	Right Turn	Curtin St EB	Fairview Rd SB	Check	Semi-Trailer (19m)	Compliant	Requires significant area to turn. May impact parked vehicles.
0374-USCC-RD-SWEPT-PATHS-INFO-24-02	Left Turn	Fairview Rd NB	Curtin St WB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-24-02	Left Turn	Fairview Rd NB	Curtin St WB	Check	Semi-Trailer (19m)	Compliant	Vehicle body extends into opposite lane.
<b>Intersection between Vale Street and Bareena Street</b>							
0374-USCC-RD-SWEPT-PATHS-INFO-25-01	Left Turn	Bareena St EB	Vale St NB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-25-01	Left Turn	Bareena St EB	Vale St NB	Check	Semi-Trailer (19m)	Non-compliant	Vehicle hits the median and kerb upon turn in.
0374-USCC-RD-SWEPT-PATHS-INFO-25-02	Straight	Vale St NB	Vale St NB	Design	HRV (12.5m)	Compliant	Vehicle goes over roundabout.
0374-USCC-RD-SWEPT-PATHS-INFO-25-02	Straight	Vale St NB	Vale St NB	Check	Semi-Trailer (19m)	Non-compliant	Vehicle goes over raised area at the center of the roundabout.
0374-USCC-RD-SWEPT-PATHS-INFO-25-02	Straight	Vale St SB	Vale St SB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-25-03	Straight	Vale St SB	Vale St SB	Check	Semi-Trailer (19m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-25-03	Right Turn	Vale St SB	Bareena St WB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-25-04	Right Turn	Vale St SB	Bareena St WB	Check	Semi-Trailer (19m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-25-04	Right Turn	Vale St SB	Bareena St WB	Check	Semi-Trailer (19m)	Non-compliant	Vehicle goes over raised area at the center of the roundabout.
<b>Intersection between Vale Street and Lansdowne Road</b>							
0374-USCC-RD-SWEPT-PATHS-INFO-26-01	Right Turn	Lansdowne Rd EB	Vale St SB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-26-01	Right Turn	Lansdowne Rd EB	Vale St SB	Check	Semi-Trailer (19m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-26-02	Left Turn	Lansdowne Rd WB	Vale St SB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-26-02	Left Turn	Lansdowne Rd WB	Vale St SB	Check	Semi-Trailer (19m)	Compliant	Vehicle body extends into opposite lane.
0374-USCC-RD-SWEPT-PATHS-INFO-26-03	Right Turn	Vale St NB	Lansdowne Rd EB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-26-03	Right Turn	Vale St NB	Lansdowne Rd EB	Check	Semi-Trailer (19m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-26-04	Left Turn	Vale St NB	Lansdowne Rd WB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-26-04	Left Turn	Vale St NB	Lansdowne Rd WB	Check	Semi-Trailer (19m)	Compliant	Vehicle body extends into opposite lane.
<b>Intersection between Shortlands Street and Lansdowne Road</b>							
0374-USCC-RD-SWEPT-PATHS-INFO-27-01	Right Turn	Lansdowne Rd WB	Shortlands St NB	Design	HRV (12.5m)	Compliant (Not Lane Correct)	Low heavy vehicle volume generated by the Project - No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-27-01	Right Turn	Lansdowne Rd WB	Shortlands St NB	Check	Semi-Trailer (19m)	Compliant	Significant area required for turn.
0374-USCC-RD-SWEPT-PATHS-INFO-27-02	Left Turn	Lansdowne Rd EB	Shortlands St NB	Design	HRV (12.5m)	Compliant (Not Lane Correct)	Low heavy vehicle volume generated by the Project - No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-27-02	Left Turn	Lansdowne Rd EB	Shortlands St NB	Check	Semi-Trailer (19m)	Compliant	Use opposite lane to make turn.
0374-USCC-RD-SWEPT-PATHS-INFO-27-03	Right Turn	Shortlands St SB	Lansdowne Rd WB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-27-03	Right Turn	Shortlands St SB	Lansdowne Rd WB	Check	Semi-Trailer (19m)	Compliant	Low heavy vehicle volume generated by the Project - No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-27-04	Left Turn	Shortlands St SB	Lansdowne Rd EB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-27-04	Left Turn	Shortlands St SB	Lansdowne Rd EB	Check	Semi-Trailer (19m)	Compliant	Low heavy vehicle volume generated by the Project - No additional measures proposed
<b>Intersection between Shortlands Street and Beckenham Street</b>							
0374-USCC-RD-SWEPT-PATHS-INFO-28-01	Right Turn	Shortlands St NB	Beckenham St EB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-28-01	Right Turn	Shortlands St NB	Beckenham St EB	Check	Semi-Trailer (19m)	Compliant	Low heavy vehicle volume generated by the Project - No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-28-02	Left Turn	Beckenham St WB	Shortlands St SB	Design	HRV (12.5m)	Compliant (Not Lane Correct)	Parking removal may be required
0374-USCC-RD-SWEPT-PATHS-INFO-28-02	Left Turn	Beckenham St WB	Shortlands St SB	Check	Semi-Trailer (19m)	Compliant	Parking removal may be required
<b>Intersection between Bromley Street and Beckenham Street</b>							
0374-USCC-RD-SWEPT-PATHS-INFO-29-01	Right Turn	Beckenham St WB	Bromley St SB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-29-01	Right Turn	Beckenham St WB	Bromley St SB	Check	Semi-Trailer (19m)	Non-compliant	Vehicle hits median
0374-USCC-RD-SWEPT-PATHS-INFO-29-02	Left Turn	Bromley St NB	Beckenham St EB	Design	HRV (12.5m)	Compliant	Vehicle hits median
0374-USCC-RD-SWEPT-PATHS-INFO-29-02	Left Turn	Bromley St NB	Beckenham St EB	Check	Semi-Trailer (19m)	Non-compliant	Vehicle hits median
<b>Intersection between Bromley Street, Lansdowne Road and Chancery Street</b>							
0374-USCC-RD-SWEPT-PATHS-INFO-30-01	Straight	Lansdowne SB	Lansdowne SB	Design	HRV (12.5m)	Compliant	Vehicle goes over roundabout.
0374-USCC-RD-SWEPT-PATHS-INFO-30-01	Straight	Lansdowne SB	Lansdowne SB	Check	Semi-Trailer (19m)	Compliant	Vehicle goes over roundabout.
0374-USCC-RD-SWEPT-PATHS-INFO-30-02	Left Turn	Lansdowne SB	Bromley St NB	Design	HRV (12.5m)	Non-compliant	Vehicle hits median and kerb
0374-USCC-RD-SWEPT-PATHS-INFO-30-02	Left Turn	Lansdowne SB	Bromley St NB	Check	Semi-Trailer (19m)	Non-compliant	Vehicle hits median and kerb
0374-USCC-RD-SWEPT-PATHS-INFO-30-03	Left Turn	Bromley St SB	Lansdowne SB	Design	HRV (12.5m)	Non-compliant	Vehicle hits median
0374-USCC-RD-SWEPT-PATHS-INFO-30-03	Left Turn	Bromley St SB	Lansdowne SB	Check	Semi-Trailer (19m)	Non-compliant	Vehicle hits median and kerb
0374-USCC-RD-SWEPT-PATHS-INFO-30-04	Right Turn	Bromley St SB	Lansdowne NB	Design	HRV (12.5m)	Non-compliant	Vehicle hits median and kerb
0374-USCC-RD-SWEPT-PATHS-INFO-30-04	Right Turn	Bromley St SB	Lansdowne NB	Check	Semi-Trailer (19m)	Non-compliant	Vehicle hits median and kerb
0374-USCC-RD-SWEPT-PATHS-INFO-30-05	Straight	Lansdowne NB	Lansdowne NB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-30-05	Straight	Lansdowne NB	Lansdowne NB	Check	Semi-Trailer (19m)	Compliant	Hits median
0374-USCC-RD-SWEPT-PATHS-INFO-30-06	Right Turn	Lansdowne NB	Bromley St NB	Design	HRV (12.5m)	Non-compliant	Turn not possible unless vehicle cuts through the roundabout.
0374-USCC-RD-SWEPT-PATHS-INFO-30-06	Right Turn	Lansdowne NB	Bromley St NB	Check	Semi-Trailer (19m)	Non-compliant	Turn not possible unless vehicle cuts through the roundabout; hits kerb on entry.
0374-USCC-RD-SWEPT-PATHS-INFO-30-07	Left Turn	Chancery St EB	Lansdowne NB	Design	HRV (12.5m)	Non-compliant	Vehicle hits median and kerb
0374-USCC-RD-SWEPT-PATHS-INFO-30-07	Left Turn	Chancery St EB	Lansdowne NB	Check	Semi-Trailer (19m)	Non-compliant	Vehicle hits median and kerb
0374-USCC-RD-SWEPT-PATHS-INFO-30-08	Right Turn	Chancery St EB	Lansdowne SB	Design	HRV (12.5m)	Compliant	Vehicle goes over roundabout.
0374-USCC-RD-SWEPT-PATHS-INFO-30-08	Right Turn	Chancery St EB	Lansdowne SB	Check	Semi-Trailer (19m)	Compliant	Vehicle goes over roundabout.
<b>Intersection between St Johns Road and Gladstone Street</b>							
0374-USCC-RD-SWEPT-PATHS-INFO-31-01	Left Turn	StJohns Rd EB	Gladstone St NB	Design	HRV (12.5m)	Compliant (Not Lane Correct)	12.5m HRV only feasible if opposing lane on Gladstone Street is used - movement should be limited to off-peak periods and/or under traffic control / use of shadow vehicles
0374-USCC-RD-SWEPT-PATHS-INFO-31-01	Left Turn	StJohns Rd EB	Gladstone St NB	Check	Semi-Trailer (19m)	Compliant	19m semi-trailer only feasible if opposing lane on Gladstone Street is used - movement should be limited to off-peak periods and/or under traffic control / use of shadow vehicles
0374-USCC-RD-SWEPT-PATHS-INFO-31-02	Right Turn	StJohns Rd WB	Gladstone St NB	Design	HRV (12.5m)	Compliant	Turn not possible due to signposts on the roundabout unless opposite lane is used
0374-USCC-RD-SWEPT-PATHS-INFO-31-02	Right Turn	StJohns Rd WB	Gladstone St NB	Check	Semi-Trailer (19m)	Compliant	Turn not possible due to signposts on the roundabout unless opposite lane is used
0374-USCC-RD-SWEPT-PATHS-INFO-31-03	Straight	Gladstone St NB	Gladstone St NB	Design	HRV (12.5m)	Compliant	Vehicle goes over roundabout.
0374-USCC-RD-SWEPT-PATHS-INFO-31-03	Straight	Gladstone St NB	Gladstone St NB	Check	Semi-Trailer (19m)	Compliant	Vehicle goes over roundabout.
0374-USCC-RD-SWEPT-PATHS-INFO-31-04	Straight	Gladstone St SB	Gladstone St SB	Design	HRV (12.5m)	Compliant	Vehicle goes over roundabout.
0374-USCC-RD-SWEPT-PATHS-INFO-31-04	Straight	Gladstone St SB	Gladstone St SB	Check	Semi-Trailer (19m)	Compliant	Vehicle goes over roundabout.
0374-USCC-RD-SWEPT-PATHS-INFO-31-05	Left Turn	Gladstone St SB	StJohns Rd EB	Design	HRV (12.5m)	Non-compliant	Vehicle hits median and kerb
0374-USCC-RD-SWEPT-PATHS-INFO-31-05	Left Turn	Gladstone St SB	StJohns Rd EB	Check	Semi-Trailer (19m)	Non-compliant	Vehicle hits median and kerb
0374-USCC-RD-SWEPT-PATHS-INFO-31-06	Right Turn	Gladstone St SB	StJohns Rd WB	Design	HRV (12.5m)	Compliant	Turn not possible due to signposts on the roundabout unless opposite lane is used
0374-USCC-RD-SWEPT-PATHS-INFO-31-06	Right Turn	Gladstone St SB	StJohns Rd WB	Check	Semi-Trailer (19m)	Non-compliant	Turn not possible due to signposts on the roundabout
<b>Intersection between Gladstone Street and Canby Vale Road</b>							
0374-USCC-RD-SWEPT-PATHS-INFO-32-01	Left Turn	Gladstone St NB	Canby Vale Road WB	Design	HRV (12.5m)	Non-compliant	Vehicle hits kerb and extends on to oncoming traffic.
0374-USCC-RD-SWEPT-PATHS-INFO-32-01	Left Turn	Gladstone St NB	Canby Vale Road WB	Check	Semi-Trailer (19m)	Non-compliant	Vehicle hits kerb and extends on to oncoming traffic.
0374-USCC-RD-SWEPT-PATHS-INFO-32-02	Right Turn	Gladstone St NB	Canby Vale Road EB	Design	HRV (12.5m)	Compliant (Not Lane Correct)	Extends on to oncoming traffic lane.
0374-USCC-RD-SWEPT-PATHS-INFO-32-02	Right Turn	Gladstone St NB	Canby Vale Road EB	Check	Semi-Trailer (19m)	Compliant	Extends on to oncoming traffic lane.
0374-USCC-RD-SWEPT-PATHS-INFO-32-03	Left Turn	Gladstone St SB	Canby Vale Road WB	Design	HRV (12.5m)	Non-compliant	Vehicle hits median and kerb
0374-USCC-RD-SWEPT-PATHS-INFO-32-03	Left Turn	Gladstone St SB	Canby Vale Road WB	Check	Semi-Trailer (19m)	Non-compliant	Vehicle hits median and kerb
0374-USCC-RD-SWEPT-PATHS-INFO-32-04	Right Turn	Canby Vale Road WB	Gladstone St SB	Design	HRV (12.5m)	Non-compliant	Hits median and extends onto oncoming traffic lane.
0374-USCC-RD-SWEPT-PATHS-INFO-32-04	Right Turn	Canby Vale Road WB	Gladstone St SB	Check	Semi-Trailer (19m)	Non-compliant	Hits median and extends onto oncoming traffic lane.
<b>Intersection between Cabarretta Road West and Humphries Road</b>							
0374-USCC-RD-SWEPT-PATHS-INFO-33-01	Left Turn	Cabarretta Rd EB	Humphries Rd NB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-33-01	Left Turn	Cabarretta Rd EB	Humphries Rd NB	Check	Semi-Trailer (19m)	Compliant	Vehicle may need to turn in from outer lane
0374-USCC-RD-SWEPT-PATHS-INFO-33-02	Right Turn	Cabarretta Rd WB	Humphries Rd NB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-33-02	Right Turn	Cabarretta Rd WB	Humphries Rd NB	Check	Semi-Trailer (19m)	Compliant	Vehicle may need to turn in from outer lane
0374-USCC-RD-SWEPT-PATHS-INFO-33-03	Left Turn	Humphries Rd SB	Cabarretta Rd EB	Design	HRV (12.5m)	Compliant	Vehicle may need to turn in from outer lane
0374-USCC-RD-SWEPT-PATHS-INFO-33-03	Left Turn	Humphries Rd SB	Cabarretta Rd EB	Check	Semi-Trailer (19m)	Compliant	Vehicle hits kerb and extends on to oncoming traffic.
0374-USCC-RD-SWEPT-PATHS-INFO-33-04	Right Turn	Humphries Rd SB	Cabarretta Rd WB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-33-04	Right Turn	Humphries Rd SB	Cabarretta Rd WB	Check	Semi-Trailer (19m)	Compliant	No additional measures proposed
<b>Intersection between Edensor Road and Humphries Road</b>							
0374-USCC-RD-SWEPT-PATHS-INFO-34-01	Right Turn	Humphries Rd NB	Edensor Rd EB	Design	HRV (12.5m)	Compliant	Turn only possible if vehicle passes over roundabout.
0374-USCC-RD-SWEPT-PATHS-INFO-34-01	Right Turn	Humphries Rd NB	Edensor Rd EB	Check	Semi-Trailer (19m)	Non-compliant	Hits median
0374-USCC-RD-SWEPT-PATHS-INFO-34-02	Left Turn	Edensor Rd SB	Humphries Rd SB	Design	HRV (12.5m)	Compliant	12.5m HRV not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / use of shadow vehicles. IAG to determine if further measures required
0374-USCC-RD-SWEPT-PATHS-INFO-34-02	Left Turn	Edensor Rd SB	Humphries Rd SB	Check	Semi-Trailer (19m)	Non-compliant	19m semi-trailer not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / use of shadow vehicles. IAG to determine if further measures required
<b>Intersection between Broadmead Street and Cabarretta Road East</b>							
0374-USCC-RD-SWEPT-PATHS-INFO-35-01	Left Turn	Broadmead St SB	Cabarretta Rd WB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEPT-PATHS-INFO-35-01	Left Turn	Broadmead St SB	Cabarretta Rd WB	Check	Semi-Trailer (19m)	Non-compliant	Hits kerb and extends into opposite lane.
0374-USCC-RD-SWEPT-PATHS-INFO-35-02	Right Turn	Cabarretta Rd EB	Broadmead St NB	Design	HRV (12.5m)	Compliant	No additional measures proposed



0374-USCC-RD-SWEEP-PATHS-INFO-35-02	Right Turn	Cabramatta Rd EB	Broomfield St NB	Check	Semi-Trailer (19m)	Compliant	No additional measures proposed
<b>Intersection at Cabramatta Road East (Intersection next to Broomfield Street and Cabramatta Road East Intersection)</b>							
0374-USCC-RD-SWEEP-PATHS-INFO-36-01	Straight	Cabramatta Rd EB	Cabramatta Rd EB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEEP-PATHS-INFO-36-01	Straight	Cabramatta Rd EB	Cabramatta Rd EB	Check	Semi-Trailer (19m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEEP-PATHS-INFO-36-02	Left Turn	Cabramatta Rd EB	Cabramatta Rd NB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEEP-PATHS-INFO-36-02	Left Turn	Cabramatta Rd EB	Cabramatta Rd NB	Check	Semi-Trailer (19m)	Non-compliant	19m semi-trailer not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / use of shadow vehicles. PNG to determine if further measures required
0374-USCC-RD-SWEEP-PATHS-INFO-36-03	Right Turn	Cabramatta Rd SB	Cabramatta Rd WB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEEP-PATHS-INFO-36-03	Right Turn	Cabramatta Rd SB	Cabramatta Rd WB	Check	Semi-Trailer (19m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEEP-PATHS-INFO-36-04	Right Turn	Cabramatta Rd WB	Cabramatta Rd NB	Design	HRV (12.5m)	Compliant	No additional measures proposed
0374-USCC-RD-SWEEP-PATHS-INFO-36-04	Right Turn	Cabramatta Rd WB	Cabramatta Rd NB	Check	Semi-Trailer (19m)	Compliant	No additional measures proposed
<b>Intersection at Elizabeth Drive and Farrer Place Intersection</b>							
0374-USCC-RD-SWEEP-PATHS-INFO-37-01	Left Turn	Elizabeth Drive	Farrer Place	Design	HRV (12.5m)	Compliant (Not Lane Correct)	Likely low traffic volumes on Farrer Place - no additional measures proposed
0374-USCC-RD-SWEEP-PATHS-INFO-37-01	Left Turn	Elizabeth Drive	Farrer Place	Check	Semi-Trailer (19m)	Compliant	
0374-USCC-RD-SWEEP-PATHS-INFO-37-02	Left Turn	Farrer Place	Elizabeth Drive	Design	HRV (12.5m)	Compliant (Not Lane Correct)	Likely low traffic volumes on Farrer Place - no additional measures proposed
0374-USCC-RD-SWEEP-PATHS-INFO-37-02	Left Turn	Farrer Place	Elizabeth Drive	Check	Semi-Trailer (19m)	Compliant	
0374-USCC-RD-SWEEP-PATHS-INFO-37-03	Right Turn	Farrer Place	Farrer Place	Design	HRV (12.5m)	Compliant (Not Lane Correct)	Likely low traffic volumes on Farrer Place - no additional measures proposed
0374-USCC-RD-SWEEP-PATHS-INFO-37-03	Right Turn	Farrer Place	Farrer Place	Check	Semi-Trailer (19m)	Compliant	
0374-USCC-RD-SWEEP-PATHS-INFO-37-04	Right + Left Turn	Farrer Place	Elizabeth Drive	Design	HRV (12.5m)	Compliant (Not Lane Correct)	Likely low traffic volumes on Farrer Place - no additional measures proposed
0374-USCC-RD-SWEEP-PATHS-INFO-37-04	Right + Left Turn	Farrer Place	Elizabeth Drive	Check	Semi-Trailer (19m)	Compliant	



CIVILINK CONSULTING INTERSECTIONS

0374 Upper South Creek Advanced Water Recycling Centre - Plant and Pipeline

Sketch	Movement	From	To	Vehicle	Swept path feasible	Comments	Additional Measures
<b>Intersection between Elizabeth Drive and Windsor Road</b>							
JHG-CEC-TGS-0002-00 Sheet 1 of 22	Right Turn	Elizabeth Dr EB	Windsor Rd SB	HRV (12.5m)	Yes		No additional measures proposed
JHG-CEC-TGS-0002-00 Sheet 2 of 22	Left Turn	Elizabeth Dr WB	Windsor Rd SB	HRV (12.5m)	Yes		No additional measures proposed
JHG-CEC-TGS-0002-00 Sheet 3 of 22	Left turn	Windsor Rd NB	Elizabeth Dr WB	HRV (12.5m)	Yes		No additional measures proposed
<b>Intersection between Windsor Road and Sandringham Drive</b>							
JHG-CEC-TGS-0002-00 Sheet 4 of 22	Right Turn	Windsor Rd SB	Sandringham Dr WB	HRV (12.5m)	Yes		No additional measures proposed
JHG-CEC-TGS-0002-00 Sheet 5 of 22	Left Turn	Sandringham Dr EB	Windsor Rd NB	HRV (12.5m)	Yes		No additional measures proposed
<b>Intersection between Feodore Drive, Sandringham Drive and Spencer Road</b>							
JHG-CEC-TGS-0002-00 Sheet 6 of 22	Left Turn	Sandringham Dr WB	Spencer Rd SB	HRV (12.5m)	Yes		No additional measures proposed
JHG-CEC-TGS-0002-00 Sheet 7 of 22	Right Turn	Sandringham Dr WB	Feodore Dr WB	HRV (12.5m)	Yes		No additional measures proposed
<b>Intersection between Feodore Drive and Clemencia Circuit</b>							
JHG-CEC-TGS-0002-00 Sheet 8 of 22	Straight	Feodore Dr SB	Feodore Dr SB	HRV (12.5m)	Yes		No additional measures proposed
JHG-CEC-TGS-0002-00 Sheet 9 of 22	Straight	Feodore Dr NB	Feodore Dr NB	HRV (12.5m)	Yes		No additional measures proposed
<b>Intersection between Feodore Drive and Stirling Street</b>							
JHG-CEC-TGS-0002-00 Sheet 10 of 22	Right Turn	Feodore Dr SB	Stirling St WB	HRV (12.5m)	Yes	May need to use opposing lane on Stirling St	Likely low traffic volumes on Stirling St - no additional measures proposed
JHG-CEC-TGS-0002-00 Sheet 11 of 22	Left Turn	Stirling St EB	Feodore Dr NB	HRV (12.5m)	Yes	May need to use opposing lane on Stirling St	Likely low traffic volumes on Stirling St - no additional measures proposed
<b>Intersection between Spencer Road, Feodore Drive and Frederick Road</b>							
JHG-CEC-TGS-0002-00 Sheet 20 of 22	Left Turn	Feodore Dr EB	Spencer Rd NB	HRV (12.5m)	Yes		No additional measures proposed
JHG-CEC-TGS-0002-00 Sheet 21 of 22	Right Turn	Spencer Rd SB	Feodore Dr WB	HRV (12.5m)	Yes		No additional measures proposed
JHG-CEC-TGS-0002-00 Sheet 22 of 22	Left Turn	Spencer Rd SB	Frederick Rd EB	HRV (12.5m)	Yes		No additional measures proposed
<b>Intersection between Cabramatta Road West and Tarington Parade</b>							
HD21200-TW07-C31-GA-1004	Left Turn	Cabramatta Rd West EB	Tarington Pde NB	Semi-Trailer (19m)	Yes	Need to use Lane 2 on Cabramatta Rd W	No additional measures proposed
HD21200-TW07-C31-GA-1007	Right Turn	Tarington Pde SB	Cabramatta Rd West WB	Semi-Trailer (19m)	Yes		No additional measures proposed
HD21200-TW08-C31-GA-1001	Left Turn	Cabramatta Rd West EB	Tarington Pde NB	HRV (12.5m)	Yes	Need to use Lane 2 on Cabramatta Rd W	No additional measures proposed
HD21200-TW08-C31-GA-1007	Right Turn	Tarington Pde SB	Cabramatta Rd West WB	HRV (12.5m)	Yes		No additional measures proposed
HD21200-TW18-C31-GA-1001	Left Turn	Cabramatta Rd West EB	Tarington Pde NB	Truck and dog (19m)	Yes		No additional measures proposed
HD21200-TW18-C31-GA-1006	Right Turn	Tarington Pde SB	Cabramatta Rd West WB	Truck and dog (19m)	Yes		No additional measures proposed
<b>Intersection between Tarington Parade and Bradford Crescent (east)</b>							
HD21200-TW07-C31-GA-1001	Left Turn	Tarington Pde WB	Bradfield Cres SB	Semi-Trailer (19m)	Yes	May need to use opposing lane on Bradford Crescent	Likely low traffic volumes on Bradford Cres - no additional measures proposed
HD21200-TW07-C31-GA-1006	Right Turn	Bradfield Cres NB	Tarington Pde EB	Semi-Trailer (19m)	Yes		No additional measures proposed
HD21200-TW08-C31-GA-1002	Left Turn	Tarington Pde WB	Bradfield Cres SB	HRV (12.5m)	Yes	May need to use opposing lane on Bradford Crescent	Likely low traffic volumes on Bradford Cres - no additional measures proposed
HD21200-TW08-C31-GA-1006	Right Turn	Bradfield Cres NB	Tarington Pde EB	HRV (12.5m)	Yes		No additional measures proposed
HD21200-TW18-C31-GA-1002	Left Turn	Tarington Pde WB	Bradfield Cres SB	Truck and dog (19m)	Yes	May need to use opposing lane on Bradford Crescent	Likely low traffic volumes on Bradford Cres - no additional measures proposed
HD21200-TW18-C31-GA-1005	Right Turn	Bradfield Cres NB	Tarington Pde EB	Truck and dog (19m)	Yes		No additional measures proposed
<b>Intersection between Bradford Crescent and Upton Place</b>							
HD21200-TW07-C31-GA-1001	Left Turn	Bradfield Cres WB	Upton Pl SB	Semi-Trailer (19m)	Yes	May need to use opposing lane on Bradford Crescent and Upton Place	Likely low traffic volumes on Bradford Cres and Upton Pl - no additional measures proposed
HD21200-TW07-C31-GA-1005	Right Turn	Upton Pl NB	Bradfield Cres EB	Semi-Trailer (19m)	Yes		No additional measures proposed
HD21200-TW08-C31-GA-1003	Left Turn	Bradfield Cres WB	Upton Pl SB	HRV (12.5m)	Yes	May need to use opposing lane on Upton Place	Likely low traffic volumes on Upton Pl - no additional measures proposed
HD21200-TW08-C31-GA-1005	Right Turn	Upton Pl NB	Bradfield Cres EB	HRV (12.5m)	Yes		No additional measures proposed
HD21200-TW11-C31-GA-1007	Right Turn	Bradfield Cres EB	Upton Pl SB	Semi-Trailer (19m)	Yes		No additional measures proposed
HD21200-TW11-C31-GA-1008	Left Turn	Bradfield Cres WB	Upton Pl NB	Semi-Trailer (19m)	Yes	May need to use opposing lane on Upton Place and Bradford Crescent	Likely low traffic volumes on Bradford Cres and Upton Pl - no additional measures proposed
HD21200-TW12-C31-GA-1007	Right Turn	Bradfield Cres EB	Upton Pl SB	HRV (12.5m)	Yes	May need to use opposing lane on Upton Place	Likely low traffic volumes on Upton Pl - no additional measures proposed
HD21200-TW12-C31-GA-1008	Left Turn	Upton Pl NB	Bradfield Cres WB	HRV (12.5m)	Yes	May need to use opposing lane on Bradford Crescent	Likely low traffic volumes on Bradford Cres - no additional measures proposed
HD21200-TW18-C31-GA-1003	Left Turn	Bradfield Cres WB	Upton Pl SB	Truck and dog (19m)	Yes	May need to use opposing lane on Upton Place	Likely low traffic volumes on Upton Pl - no additional measures proposed
HD21200-TW18-C31-GA-1004	Right Turn	Upton Pl NB	Bradfield Cres EB	Truck and dog (19m)	Yes	May need to use opposing lane on Bradford Crescent	Likely low traffic volumes on Bradford Cres - no additional measures proposed
HD21200-TW19-C31-GA-1005	Right Turn	Bradfield Cres EB	Upton Pl SB	Truck and dog (19m)	Yes		No additional measures proposed
HD21200-TW19-C31-GA-1006	Left Turn	Upton Pl NB	Bradfield Cres WB	Truck and dog (19m)	Yes	May need to use opposing lane on Bradford Crescent	Likely low traffic volumes on Bradford Cres - no additional measures proposed
<b>Intersection between Upton Place (T-Intersection)</b>							
HD21200-TW07-C31-GA-1003	Right Turn	Upton Pl SB	Upton Pl WB	Semi-Trailer (19m)	Yes	May need to use opposing lane on Upton Place	Likely low traffic volumes on Upton Pl - no additional measures proposed
HD21200-TW07-C31-GA-1004	Left Turn	Upton Pl EB	Upton Pl NB	Semi-Trailer (19m)	Yes	May need to use opposing lane on Upton Place	Likely low traffic volumes on Upton Pl - no additional measures proposed
HD21200-TW08-C31-GA-1003	Right Turn	Upton Pl SB	Upton Pl WB	HRV (12.5m)	Yes	May need to use opposing lane on Upton Place	Likely low traffic volumes on Upton Pl - no additional measures proposed
HD21200-TW08-C31-GA-1004	Left Turn	Upton Pl EB	Upton Pl NB	HRV (12.5m)	Yes	May need to use opposing lane on Upton Place	Likely low traffic volumes on Upton Pl - no additional measures proposed
HD21200-TW18-C31-GA-1003	Right Turn	Upton Pl SB	Upton Pl WB	Truck and dog (19m)	Yes	May need to use opposing lane on Upton Place	Likely low traffic volumes on Upton Pl - no additional measures proposed
HD21200-TW18-C31-GA-1004	Left Turn	Upton Pl EB	Upton Pl NB	Truck and dog (19m)	Yes	May need to use opposing lane on Upton Place	Likely low traffic volumes on Upton Pl - no additional measures proposed
<b>Intersection between Bonnyrigg Avenue and Elizabeth Drive</b>							
HD21200-TW11-C31-GA-1001	Right Turn	Elizabeth Dr WB	Bonnyrigg Av NB	Semi-Trailer (19m)	Yes		No additional measures proposed
HD21200-TW11-C31-GA-1002	Left Turn	Elizabeth Dr EB	Bonnyrigg Av SB	Semi-Trailer (19m)	No	Hits kerb and median	19m semi-trailer not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / use of shadow vehicles. JHG to determine if further measures required
HD21200-TW11-C31-GA-1009	Right Turn	Bonnyrigg Av SB	Elizabeth Dr WB	Semi-Trailer (19m)	Yes		No additional measures proposed
HD21200-TW11-C31-GA-1010	Left Turn	Bonnyrigg Av SB	Elizabeth Dr EB	Semi-Trailer (19m)	No	Hits kerb	19m semi-trailer not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / use of shadow vehicles. JHG to determine if further measures required
HD21200-TW12-C31-GA-1001	Right Turn	Elizabeth Dr WB	Bonnyrigg Av NB	HRV (12.5m)	Yes		No additional measures proposed
HD21200-TW12-C31-GA-1002	Left Turn	Elizabeth Dr EB	Bonnyrigg Av NB	HRV (12.5m)	No	Hits kerb and median	12.5m HRV not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / use of shadow vehicles. JHG to determine if further measures required
HD21200-TW12-C31-GA-1009	Right Turn	Bonnyrigg Av SB	Elizabeth Dr WB	HRV (12.5m)	Yes		No additional measures proposed
HD21200-TW12-C31-GA-1010	Left Turn	Bonnyrigg Av SB	Elizabeth Dr EB	HRV (12.5m)	Yes		No additional measures proposed
HD21200-TW19-C31-GA-1001	Right Turn	Elizabeth Dr WB	Bonnyrigg Av NB	Truck and dog (19m)	Yes		No additional measures proposed
HD21200-TW19-C31-GA-1002	Left Turn	Elizabeth Dr EB	Bonnyrigg Av NB	Truck and dog (19m)	No	Hits median	19m truck and dog not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / use of shadow vehicles. JHG to determine if further measures required
HD21200-TW19-C31-GA-1009	Right Turn	Bonnyrigg Av SB	Elizabeth Dr WB	Truck and dog (19m)	Yes		No additional measures proposed
HD21200-TW19-C31-GA-1010	Left Turn	Bonnyrigg Av SB	Elizabeth Dr EB	Truck and dog (19m)	Yes		No additional measures proposed
<b>Intersection between Bonnyrigg Avenue and Tarington Parade</b>							
HD21200-TW11-C31-GA-1003	Right Turn	Bonnyrigg Av NB	Tarington Pde EB	Semi-Trailer (19m)	Yes	Vehicle needs to mount the roundabout	No additional measures proposed
HD21200-TW12-C31-GA-1003	Right Turn	Bonnyrigg Av NB	Tarington Pde EB	HRV (12.5m)	Yes	Vehicle needs to mount the roundabout	No additional measures proposed
HD21200-TW12-C31-GA-1004	Left Turn	Tarington Pde WB	Bonnyrigg Av SB	HRV (12.5m)	No	Hits kerb and median	12.5m HRV not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / use of shadow vehicles. JHG to determine if further measures required
HD21200-TW19-C31-GA-1003	Right Turn	Bonnyrigg Av NB	Tarington Pde EB	Truck and dog (19m)	Yes	Vehicle needs to mount the roundabout	No additional measures proposed
HD21200-TW19-C31-GA-1004	Left Turn	Tarington Pde WB	Bonnyrigg Av SB	Truck and dog (19m)	No	Hits median	19m truck and dog not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / use of shadow vehicles. JHG to determine if further measures required
<b>Intersection between Tarington Parade and Bradford Crescent (west)</b>							
HD21200-TW11-C31-GA-1005	Right Turn	Tarington Pde EB	Bradfield Cres SB	Semi-Trailer (19m)	Yes		No additional measures proposed
HD21200-TW11-C31-GA-1006	Left Turn	Bradfield Cres NB	Tarington Pde WB	Semi-Trailer (19m)	No	Hits kerb	19m semi-trailer not feasible without additional measures - movement should be limited to off-peak periods and/or under traffic control / use of shadow vehicles. JHG to determine if further measures required
HD21200-TW12-C31-GA-1005	Right Turn	Tarington Pde EB	Bradfield Cres SB	HRV (12.5m)	Yes		No additional measures proposed
HD21200-TW12-C31-GA-1006	Left Turn	Bradfield Cres NB	Tarington Pde WB	HRV (12.5m)	Yes	May need to use opposing lane on Bradford Crescent	Likely low traffic volumes on Bradford Cres - no additional measures proposed
HD21200-TW19-C31-GA-1004	Right Turn	Tarington Pde EB	Bradfield Cres SB	Truck and dog (19m)	Yes		No additional measures proposed
HD21200-TW19-C31-GA-1007	Left Turn	Bradfield Cres NB	Tarington Pde WB	Truck and dog (19m)	Yes		No additional measures proposed
<b>Intersection between Symons Street and East Parade</b>							
HD21200-TW10-C31-GA-1001	Left Turn	East Pde SB	Symons St EB	Semi-Trailer (19m)	Yes		No additional measures proposed
HD21200-TW10-C31-GA-1002	Right Turn	Symons St WB	East Pde NB	Semi-Trailer (19m)	Yes		No additional measures proposed



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## Appendix C – Traffic Professional Assessment



# MEMORANDUM

Upper South Creek Advanced Water Recycling Centre and Pipelines Project  
Local Roads Approval  
John Holland



<b>Memo Title</b>	Suitability of proposed heavy vehicle routes on local roads
<b>Recipient</b>	John Holland
<b>Prepared by</b>	David Lowe
<b>Revision</b>	B
<b>Date</b>	13 November 2024

## 1. Introduction

This memo provides advice on the suitability of proposed heavy vehicle routes for the Upper South Creek Advanced Water Recycling Centre and Pipelines Project, in accordance with the NSW Minister for Planning and Public Space's Conditions of Approval (MCoA) E96(e). The advice is based on Revision A of the Local Roads Approval document.

## 2. Assessment

The following local roads were assessed for their suitability as proposed heavy vehicle routes:

- Bents Basin Road
- Byron Avenue
- Eagle Street
- Driver Avenue
- Green Street
- Golfview Drie
- Montelimar Place
- James Street
- William Street
- Campbell Street
- Range Road
- Windsor Road
- Sandringham Drive
- Feodore Drive
- Spencer Road
- Bonnyrigg Avenue
- Tarlington Parade
- Bradfield Crescent
- Upton Place
- Humphries Road
- Harrington Street
- Gladstone Street
- Cabramatta Road East
- Broomfield Street
- Curtin Street
- Cumberland Street
- Fairview Road
- Vale Street
- Lansdowne Road
- Shortlands Street
- Beckenham Street
- Symons Street.
- Edith Street

Items that were considered in the assessment include:

- MCoA E96: All requests to the Planning Secretary under Condition E95 must include the following:
  - MCoA E96(a): include a swept path analysis
  - MCoA E96(b): demonstration that the use of local roads by heavy vehicles for the Stage 1 of the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways



# MEMORANDUM

Upper South Creek Advanced Water Recycling Centre and Pipelines Project  
Local Roads Approval  
John Holland

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- MCoA E96(c): provide details as to the date of completion of the road dilapidation surveys for the subject local roads
- MCoA E96(d): measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times.

Taking into account MCoA E96(a), MCoA E96 (b), MCoA E96(c) and MCoA E96(d), it is considered that all local roads that were assessed are suitable as proposed heavy vehicle routes, provided that the mitigation measures recommended are implemented at the identified higher risk locations.

## 3. Formal statement

This assessment has been undertaken by David Lowe, who is an appropriately qualified professional from Turnbull Engineering.

David has over 30 years experience in Transport Engineering and Planning, and is a highly astute Project Director with extensive experience in both operational and design projects in the transport sector. He has developed traffic management and incident response plans for some of the most complex built infrastructure and construction activity in Australia.

He has been involved in countless road design projects, using skills in road network operations to enable clients to make informed decisions to progress their project's design. This has included improved network efficiency through the application of advances in traffic management technology, known as Intelligent Transport Systems.

David held senior positions in the field of traffic management within Roads and Maritime Services, culminating in the position of Manager, Transport Operations at the NSW Transport Management Centre (TMC) where he was responsible for real-time management of the state road network in NSW.

This assessment has been undertaken for the sole purpose of providing advice on the suitability of proposed heavy vehicle routes for the Upper South Creek Advanced Water Recycling Centre and Pipelines Project in accordance with the NSW Minister for Planning and Public Space's Conditions of Approval (MCoA) E96(e). The findings are the opinion and judgement of David Lowe.



David Lowe  
Technical Director – Transport Engineering and  
Planning  
13.11.2024



## Appendix D – Consultation



## Meeting Minutes

<b>Title</b>	JHG Pipeline – Fairfield City Council (FCC) Traffic Meeting 09
<b>Date</b>	24/10/2023
<b>Time</b>	15:00 to 15:30
<b>Held at</b>	MS Teams

<b>Chaired by</b>	Scott McMichael
<b>Minutes by</b>	Scott McMichael
<b>Distribution Date</b>	25/10/2023

### Attendees List

Scott McMichael-JHG	SMc
Sanchit Kapoor – FCC	SK
Ammar Qarquor – JHG	AQ
Zahid Hassan – FCC	ZH
Simon Cai – FCC	SC
Gaurab Ghimire – FCC	GG
Arthur Selimiotis – JHG	AS

### Apologies

Mursaleen Shah-FCC	MS
Aidan O'Driscoll-JHG	AO
Mitchell Baker - FCC	MB
Daniel Begnell – FCC	DB

<b>Item</b>	<b>Description / Action</b>	<b>By Whom</b>	<b>By When</b>
1.	Proposed VMS strategy for road full road closure will be required as part of the mitigation strategies. Fairfield Council will require 28 days' notice for any proposed full closures and VMS strategy. Paper advertisement required in the local newspaper – full road closure only. <i>-Traffic forecast sheet will be rolled out from next week, to provide works update.</i>	JS/SL SM	Note
2.	JS to email Sanchit Kapoor the CTMP submission details. Submission details were emailed to Sanchit on 09/06/2023. Confirmation email by Sanchit received 15/06/2023. Fairfield to provide CTMP comments by 23/06/23 -CTMPs to be sent to FCC via link. Priority order. - AQ sent link 21/09 to resend to all 26/09. SM - Priority list to be sent COB 03/10/2023 SC – Ensure TfNSW ROLs applied for where required <i>17/10 – SC Council approval queries/authority of approvals prior to ROL/ROP. SC/DB to follow up with SK. Looking for endorsement of SSCTMPs and ongoing ROL/ROPs process. 24/10 – SC awaiting on SK for full response. SC to send through comments via email.</i>	SM      FCC	09/06/23      23/10/2023
3.	CTMP approval process/timeframe discussed in the meeting <i>10 working days timeframe. As per above follow up on endorsement and follow on with ROP/ROL.</i>	SK	Note



4.	JHG to discuss different traffic setups in oncoming meetings in order to comment and provide feedback on the proposed traffic closures.	SM/SK	Ongoing																																																																											
5.	Community consultation processes are to be established for proposed traffic setups (monthly notifications being sent to stakeholders). Emergency services are to be included as part of the distribution list. 28 days are required to inform Emergency services and comms.	FCC/JHG	Ongoing																																																																											
6.	Agreed between JHG and FCC that SSCTMP will be submitted, reviewed and approved ahead of ROP and ROL submission to ensure these permits/applications can be approved more efficiently. ZH – ROP permit only, then separate ROL for state road / signal impacts 24/10 – All permits can be applied for all roads. Submitted and TGS's assessed then permits issued after comments. Alternate meeting to be arranged to submit and review TGS prior to assist in works progression with permit issue.	Note																																																																												
7.	ROL and ROP register to be appended to meeting minutes. Extending ROP's can be done by sending an email to Mitchell Baker, who can extend these. JHG requested ROL hours extended from 7am to 5pm to 7am to 6pm to align with EIS approved working hours. Permit time extension to 6pm will be granted- FCC 17/10 – DB to follow on permits and times estimate for Nth Liverpool Rd Upcoming permits for submission and extension. Urgent request for permits highlighted in red.	MB  DB	19/9/23																																																																											
	<table><tr><th>Road</th><th>Permits (submitted target submission)</th><th>Date from</th><th>Date to</th><th>Works</th></tr><tr><td>Curtin St</td><td>10.10.2023 Resubmitted 20/10</td><td>16.10.2023</td><td>22.12.2023</td><td>Potholing/ Trenching</td></tr><tr><td>Edensor Rd</td><td>558672</td><td>1.11.2023</td><td>22.12.2023</td><td>Potholing/ Trenching</td></tr><tr><td>John St</td><td>558671</td><td>1.11.2023</td><td>22.12.2023</td><td>Potholing/ Trenching</td></tr><tr><td>Harrington St</td><td>558670 Ext request 19/09 Extend 20.10.2023</td><td>20.10.2023</td><td>22.12.2023</td><td>Potholing/ Trenching</td></tr><tr><td>North Liverpool Rd</td><td>TBA pending ROL Advise on times</td><td>24.10.2023</td><td>22.12.2023</td><td>Potholing</td></tr><tr><td>Fairview St</td><td>552460 Ext request 19/09 18.10.2023 Resubmitted 20/10</td><td>18.10.2023</td><td>22.12.2023</td><td>Potholing/ Trenching</td></tr><tr><td>Hebblewhite PI</td><td>New application Submitted 23.10.2023</td><td>30.10.2023</td><td>22.12.2023</td><td>Potholing/ Trenching</td></tr><tr><td>Monash PI</td><td>554179 Ext request 19/09 New submission 23/10</td><td>30.10.2023</td><td>22.12.2023</td><td>Potholing/ Trenching</td></tr><tr><td>Cumberland St</td><td>554177 Ext request 19/09</td><td>24.10.2023</td><td>22.12.2023</td><td>Potholing/ Trenching</td></tr><tr><td>Beckenham St</td><td>551339 Ext request 19/09</td><td>24.10.2023</td><td>22.12.2023</td><td>Potholing/ Trenching</td></tr><tr><td>Cabramatta Rd</td><td>554175 Ext request 19/09</td><td>24.10.2023</td><td>22.12.2023</td><td>Potholing/ Trenching</td></tr><tr><td>Bareena St</td><td>ROL-2120680 23.09.2023-11.11.2023 Resubmitted 20/10</td><td>24.10.2023</td><td>22.12.2023</td><td>Potholing/ Trenching</td></tr><tr><td>Chancery St</td><td>ROL-2120706 24.10.2023 – 30.11.2023</td><td>9.12.2023</td><td>31.01.2023</td><td>Potholing/ Trenching</td></tr><tr><td>Gladstone St</td><td></td><td>15.01.023</td><td>15.02.2023</td><td>Potholing/ Trenching</td></tr></table>	Road	Permits (submitted target submission)	Date from	Date to	Works	Curtin St	10.10.2023 Resubmitted 20/10	16.10.2023	22.12.2023	Potholing/ Trenching	Edensor Rd	558672	1.11.2023	22.12.2023	Potholing/ Trenching	John St	558671	1.11.2023	22.12.2023	Potholing/ Trenching	Harrington St	558670 Ext request 19/09 Extend 20.10.2023	20.10.2023	22.12.2023	Potholing/ Trenching	North Liverpool Rd	TBA pending ROL Advise on times	24.10.2023	22.12.2023	Potholing	Fairview St	552460 Ext request 19/09 18.10.2023 Resubmitted 20/10	18.10.2023	22.12.2023	Potholing/ Trenching	Hebblewhite PI	New application Submitted 23.10.2023	30.10.2023	22.12.2023	Potholing/ Trenching	Monash PI	554179 Ext request 19/09 New submission 23/10	30.10.2023	22.12.2023	Potholing/ Trenching	Cumberland St	554177 Ext request 19/09	24.10.2023	22.12.2023	Potholing/ Trenching	Beckenham St	551339 Ext request 19/09	24.10.2023	22.12.2023	Potholing/ Trenching	Cabramatta Rd	554175 Ext request 19/09	24.10.2023	22.12.2023	Potholing/ Trenching	Bareena St	ROL-2120680 23.09.2023-11.11.2023 Resubmitted 20/10	24.10.2023	22.12.2023	Potholing/ Trenching	Chancery St	ROL-2120706 24.10.2023 – 30.11.2023	9.12.2023	31.01.2023	Potholing/ Trenching	Gladstone St		15.01.023	15.02.2023	Potholing/ Trenching		
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8.	Permanent Restorations 17/10 – DB/DE take offline to other forum.	FCC/JHG	26/09/23																																																																											
9.	Check HVLR has been submitted to FCC. – Submitted via Aconex 25/08/2023 Ref – JH-GCOR-000456 (post meeting confirmation) 10/10 AQ – Submit HVLR via link as per SSCTMP	SM	Completed																																																																											
10.	Proposed closures and notification Fairview St = Mid November 2023 dates to be confirmed																																																																													





11. 10/10 SC highlighted issues with TGS for several road – Monash, Meadows, Leisure Centre. JHG to review TGS and respond and attach required consultation regarding Leisure Centre works. Bus consultation also to be submitted where required.



## Meeting Minutes

<b>Title</b>	Stakeholder meeting with Penrith City Council on Traffic and 90% design completion
<b>Date</b>	9/06/2023
<b>Time</b>	10:00am
<b>Held at</b>	Microsoft teams

<b>Chaired by</b>	Juan Sandoval
<b>Minuted by</b>	Rama Sapkota
<b>Distribution Date</b>	23 June 2023

### Attendees List

Aidan O'Driscoll (AO), Construction Manager, John Holland (JHG)  
 Michael Robertson (MR), Community Relations Manager, John Holland (JHG)  
 Rama Sapkota (RS), Senior Community Advisor, John Holland (JHG)  
 John Stafford (JSt), Superintendent, John Holland (JHG)  
 Danny Eldeek (DE), Area Manager John Holland (JHG)  
 Juan Sandoval (JS), Traffic Manager, John Holland (JHG)  
 Lachlan Moss (LM), Project Engineer, John Holland (JHG)  
 Julie Lee (JL), Director of Landscape Architecture, Tract  
 Adam Lowe (AL), Asset Coordinator: Parks and Open Space, Penrith City Council (PCC)  
 Justine Vella (JV), Bushland Management Coordinator, Penrith City Council (PCC)  
 Ari Fernando (AF), Penrith City Council (PCC)  
 Murray Halls (MH), Penrith City Council (PCC)  
 Oliver De Paz (ODP), Penrith City Council (PCC)  
 Wijaya Hapukotuwa, Penrith City Council (PCC)  
 Geoff Goodwin, Penrith City Council (PCC)

Item	Description / Action	By Whom	By When
1.	Introductions and acknowledgement of Country	JS	Item to be removed
2.	Project overview and update on 90% detailed design and associated road impacts. Construction works will be starting in Sept 2023, will send TGS for Council review, spoke about overarching traffic management plan, restoration plan and quickly summarised points of the meeting.	AO	
Presentation on traffic management plan and Advanced Water Recycling Centre (AWRC):			



3.	Gave a construction overview, pipe material and construction methodology. PVC pipeline, treated water is steel pipeline. Asked for feedback on 50% and 90% design.	AO	
4.	Approval for works at Park Road and Elizabeth drive with TfNSW.		
5.	<p>Traffic Management</p> <ul style="list-style-type: none"> <li>- TGS</li> <li>- Contra flow</li> <li>- Full Road Closure</li> <li>- Traffic set up at Jerry's Creek</li> <li>- Will provide community notification and VMS strategy in place to notify the community</li> <li>- Traffic Management plan sent to AF</li> <li>- Permit to submitted in advance, Council will need to notify their traffic committee who meet once a month</li> </ul> <p><b>ACTION: Resend the Traffic Management Plan to AF</b></p>	<p>JS</p> <p>ODP</p> <p>JS</p>	<p>Action closed.CTMP's submission confirmed by AF 09/06/23</p>
6.	<p>Sydney Water Act section 42</p> <ul style="list-style-type: none"> <li>- Enquiry if the work will be done under Sydney Water Act and mentioned that other projects use the Sydney Water Act</li> </ul> <p><b>ACTION: Section 42, MR to follow up with JS and send the letter</b></p>	<p>ODP</p> <p>JS/MR</p>	<p>Action closed.Section 42 signed letter provided to Hamish Dodson PCC 28/06/23</p>
7.	<p>Temporary and permanent restoration</p> <ul style="list-style-type: none"> <li>- JHG requested for specs for restoration and asked if Council will take the permanent restoration</li> <li>- Council don't have specs for temporary restoration but there is specs for permanent restoration</li> </ul> <p><b>ACTION: Discussion between PCC and JHG later down the track on permanent specs</b></p>	<p>DE</p> <p>ODP</p> <p>PCC/JHG</p>	
8.	<p>Advanced Water Recycling Centre (AWRC)</p> <ul style="list-style-type: none"> <li>- Spoke about AWRC and provided an update</li> <li>- Showed renders and explained the structures</li> <li>- Spoke about design constraints and criteria of building the site. Where we can work together on local knowledge and work together about the green space.</li> <li>- Explained that JHG is working on green space masterplan, upcoming design workshop and enquired if Council will be interested, if yes then:</li> </ul>	MR and JL	



	<ul style="list-style-type: none"> <li>Who from Council will be interested?</li> </ul> <p><b>ACTION: AF to send some contacts for design workshop being held end June 2023.</b></p>	AF/MR	Complete
9.	<p>Clifton Avenue</p> <ul style="list-style-type: none"> <li>Council enquired about access to AWRC from Clifton Avenue and construction timing</li> <li>Mobilisation to site will be this month for pipeline works with other interface projects</li> <li>Clifton Avenue maintenance responsibility, there is an early registration process involved</li> </ul> <p><b>ACTION: Clifton Avenue maintenance responsibility to be confirmed</b></p>	<p>AF</p> <p>AO</p> <p>AF</p> <p>JHG/SW/PCC</p>	
10.	<p>Fowler Reserve</p> <ul style="list-style-type: none"> <li>Enquiry about site compound at Fowler Reserve and Crown Land, advised that council doesn't own the land. If there is any issue then the trust owners will contact Council</li> <li>There is a meeting with the Trust members and Council at end of this month</li> <li>JHG currently liaising with Ross Fowler and more members from Trust, have a meeting on 27 June 2023, can extend the invite to Council if they would you like to attend</li> <li>Access from Silverdale Road and work with Council to work in the sandstone area and maintain access to toilet block</li> </ul>	<p>MH</p> <p>AF</p> <p>MR</p> <p>JS</p>	
11.	<p>Restoration works: Wallacia</p> <ul style="list-style-type: none"> <li>How will the restoration works being carried out?</li> <li>Council will work with JHG on the restoration what will be Council's capacity to restore this land discussions later down the track.</li> </ul> <p><b>ACTION: Discussion between PCC and JHG</b></p>	<p>MH</p> <p>ODP</p> <p>JHG/PCC</p>	
12.	<p>Next Steps: A meeting to be schedules with the traffic team in 2- 3 weeks once Traffic Management Plan has been reviewed by Council. Council contact: ODP for traffic matters</p>	JHG/PCC	



## Meeting Minutes

<b>Title</b>	JHG Pipeline – Penrith City Council (PCC) traffic meeting 02
<b>Date</b>	13/07/2023
<b>Time</b>	14:00 to 14:40
<b>Held at</b>	MS teams meeting
<b>Chaired by</b>	Juan Sandoval-JHG
<b>Minuted by</b>	Juan Sandoval-JHG
<b>Distribution Date</b>	17- Jul-2023

### Attendees List

Rama Sapkota (RS), Senior Community Advisor, John Holland (JHG)  
 Sheila Maidment (SM) Community and Stakeholder Director, John Holland (JHG)  
 Juan Sandoval (JS), Traffic Manager, John Holland (JHG)  
 Lachlan Moss (LM), Project Engineer, John Holland (JHG)  
 Mina Mousa (MM) Senior Project Engineer, John Holland (JHG)  
 Ari Fernando (AF), Penrith City Council (PCC)  
 Murray Halls (MH), Penrith City Council (PCC)  
 Hamish Dodson (HD), Penrith City Council (PCC)

### Apologies

John Stafford (JSt), Superintendent, John Holland (JHG)  
 Danny Eldeek (DE), Area Manager John Holland (JHG)  
 Oliver De Paz (ODP), Penrith City Council (PCC)  
 Aidan O'Driscoll-JHG (AO) Construction Manager, John Holland(JHG)

Item	Description / Action	By Whom	By When
1.	<p><b>Nepean River Mud Return Line installation to facilitate the HDD works.</b>            Installation of a 180mm PE pipe is proposed to be installed over the existing Silverdale Rd Bridge on the east-bound side, against the railing (for approximately 3 months).            PCC are concerned about the bridge loading due to the current state of the bridge as well as the proposed width of the footpath while this pipe is in place. No other significant concerns were raised regarding this proposal.</p> <p>Action: JHG to provide a sketch illustrating the installation location, the remaining footpath width after the installation as well as the protection measures to be put in place to ensure this is not a hazard to the community. This info will be sent to Ari Fernando, Hamish Dodson and Murray Halls to review as well as pass onto other relevant members of the PCC to provide feedback on this proposal.</p>	<p>Note</p> <p>MM/JHG</p>	17/07/2023
2.	<p>Traffic Management</p> <ul style="list-style-type: none"> <li>-TGS</li> <li>-Contra flow</li> <li>-Full Road Closure</li> </ul>	JS	Note



	<ul style="list-style-type: none"> <li>-Traffic set up at Jerry's Creek</li> <li>-Will provide community notification and VMS strategy in place to notify the community</li> <li>-Permit to submitted in advance, Council will need to notify their traffic committee who meet once a month.</li> <li>- JHG proposed SSCTMP 0015-0020 oncoming submissions discussed with PCC. JHG to submit CTMP by the week of 17/07/2023.</li> </ul> <p>ACTION: JS Resend the Traffic Management Plan Compound 17 to HD/AF (PCC)</p>	JS	21/07/2023
		JS	13/07/2023
3.	<p><del>Sydney Water Act section 42</del></p> <p>Enquiry if the work will be done under Sydney Water ODP Act and mentioned that other projects use the Sydney Water Act</p> <p>ACTION: Section 42, MR to follow up with JS and send the letter. Sec 42 Letter provided to PPC on 28/06/2023 by JS. HD confirmed that Sec 42 letter was received by PCC. No further action from JHG is required.</p>	ODP	09/06/23
		JS/MR	
4.	JHG to confirm the next meeting with PCC.	JHG	Note
5.	JHG CTMP tracker attached as a part of this meeting minutes	JHG	Note
6.	<p>Ari Fernando may be on leave for a few months so include Hamish and Murray in conversations going forward.</p> <p>Mentioned that they don't have Acconex software and unable to access the documents send through by JHG</p>	AR	Note



CTMP - Council		Road / Street	Document #	Stakeholder Submission	Date submitted to TINSW / council	Under review (TINSW / Council)	Comments provided by TINSW / Council	R1	R2	R3	CTMP status	Observations
Pipeline	Penrith City Council	Silverdale Road - Northern Road	USCP-JHG-MPL-TRM-0015									
Pipeline		Northern Road - Elizabeth Drive	USCP-JHG-MPL-TRM-0020									
C5	Penrith City Council	1 Park Rd, Wallacia	USCP-JHG-MPL-TRM-0001	CTMP submitted to Penrith Council / TINSW development	2/06/2023	X	20-Jun-23	X	X	X	Approved	"CTMP revision 3 submitted to the TINSW on 27/06/2023 for approval" "CTMP revision 3 approved by TINSW and PCC 05/07/23"
C6		268 Park Road, Wallacia 344 Park Rd, Wallacia										
C7		Elizabeth Drive between The Northern Road and Luddenham Road										
C8		AVRC Site - Main Compound										
C16	Penrith City Council	Jerrys Creek - HDD Launch & Retrieval Locations (2 #)	USCP-JHG-MPL-TRM-0009	CTMP submitted to Penrith Council / TINSW development	6/06/2023	X					Pending	TINSW to provide comments
C17		Fowlers Reserve (Nepean River - HDD launch location)										



## Meeting Minutes

<b>Title</b>	JHG Pipeline – Liverpool Council (LC) traffic meeting 02
<b>Date</b>	13/07/2023
<b>Time</b>	15:00 to 15:20
<b>Held at</b>	Teams meeting

<b>Chaired by</b>	Juan Sandoval-JHG
<b>Minuted by</b>	Juan Sandoval-JHG
<b>Distribution Date</b>	17- Jul-2023

### Attendees List

Juan Sandoval	JS
Rama Sapkota -JHG	RS
Patrick Bastawrous (PB), Transport Team leader, Liverpool City Council	

### Apologies

Jeya Shanmuganathan (JS2), Liverpool City Council	
Riham Gergis (RG), Approval Officer, Liverpool City Council	
Stella Qu (SQ), Transport Planner, Liverpool City Council	
Charles Wiafe (CH), Assets and Infrastructure manager, Liverpool City Council	
Danny Eldeek-JHG	DE
Arthur Selimiotis - JHG	AS
Aidan O'Driscoll-JHG	AO

Item	Description / Action	By Whom	By When
1.	Road Occupancy Licence (ROL) - Council require 2 weeks for approval - Application are to be submitted online - Council requested for advance notice and overall programme for each work location/area - Main Council contact for permit is Riham Gergis gergisr@liverpool.nsw.gov.au	CW, RG, PB	Note
2.	Road closures - Queried about VMS strategy o Preferred VMS 7 days prior to work starting - Clarified about JHG's traffic management and VMS strategy - CW wanted to understand why is there a road closure and requested for detailed information on Closures - ROL to be site specific and requested for advanced warning signs in Wallacia and full closure will have its own ROL ACTION: Advanced warning signs	RG RG JS1 CW	Note
3.	<b><u>Proposed TGS review list with LC – JHG 17/07/2023 (CTMPUSCP-JHG-MPL-TRM-0016 SSCTMP Elizabeth Drive to M7)</u></b>	LC/JHG	Ongoing



Road opening permits are to be issued to LC for the proposed traffic setups.			
TGS	Consulted with council (Date)	Observations/Action	
100667 - SLC - Parklands Track Pedestrian	13/07/2023	No further action is required.	
100668 - SLC - Cross St Kemps Creek	13/07/2023	No further action is required.	
100669 - SLC - Cross St Kemps Creek	13/07/2023	No further action is required. The proposed full closure will be required to be implemented for 1 shift period. For extended full closure time (more than 1 day) Council approval will be required.	
100670 - SLC - Cross St Kemps Creek	13/07/2023	No further action is required.	
100671 - SLC - Cross St Kemps Creek	13/07/2023	No further action is required.	
100672 - SLC - Cross St Kemps Creek	13/07/2023	No further action is required.	
100673 - SLC - Cross St Kemps Creek	13/07/2023	No further action is required.	
100674 - SLC - Cross St Kemps Creek	13/07/2023	No further action is required.	
100678 - SLC - Cross St Kemps Creek	13/07/2023	No further action is required.	
4.	Action: JS to email SSCTMP compounds C9 & C21 to PB.		JS 13/07/2023
5.	JHG CTMP tracker attached as a part of this meeting minutes		JHG Note
6.	Reserves -Pre-construction customer agreement (PCCA) meeting: - Checked if Marc Goldsbrough is the right contact for PCCA meeting – received confirmation from PB - Council may require bonds and restoration plan		RS PB
7.	Acconex system - Advised that Council don't need to have a license or acconex software to access the documents sent by JHG - Clickable links which can be accessed by the recipients - Cheat sheet/user guide to be sent if available		RS



CTMP - Council		Road / Street	Document #	Stakeholder Submission	Date submitted to TfNSW / council	Under review (TfNSW / Council)	Comments provided by TfNSW / Council	R1	R2	R3	CTMP status	Observations
Pipeline	Liverpool Council	Elizabeth Drive - M7 Link	USCP-JHG-MPL-TRM-0016									
Pipeline		Kensington Close - Cowpasture Road	USCP-JHG-MPL-TRM-0021									
Pipeline		Cowpasture Road - North Liverpool Road	USCP-JHG-MPL-TRM-0022									
Pipeline		North Liverpool to Elizabeth Drive	USCP-JHG-MPL-TRM-0023									
C9	Liverpool Council	Western Sydney Parklands, near Liverpool Offtake Reservoir - multiple small compounds, including tunnel under M7	USCP-JHG-MPL-TRM-0006	CTMP submitted to Liverpool council / TfNSW development	6/06/2023	X					Pending	TfNSW to provide comments
C21	Liverpool Council	190/200 Cross Street/Kemp Creek	USCP-JHG-MPL-TRM-0011	CTMP submitted to Liverpool council / TfNSW development	6/06/2023	X					Pending	TfNSW to provide comments



## Meeting Minutes

<b>Title</b>	USC Pipeline – TfNSW 04
<b>Date</b>	28/06/2023
<b>Time</b>	16:00 to 16:45
<b>Held at</b>	Teams meeting

<b>Chaired by</b>	Danny Eldeek-JHG - Juan Sandoval -JHG
<b>Minuted by</b>	Juan Sandoval
<b>Distribution Date</b>	29- Jun-2023

### Attendees List

Juan Sandoval	JS
Danny Eldeek-JHG	DE
Brandon Morson - CJP /TfNSW	BM
Navin Prasad – TfNSW	NP
Arthur Selimiotis-JHG	AS
Mina Mousa -JHG	MM

### Apologies

Sue Lewis	SL
Ruhul Chowdhury- TfNSW	RC
Aidan O'Driscoll-JHG	AO
John Stafford-JHG	JST
Kris Bradley – Sydney Water	KB
Francois LaRue - CJP /TfNSW	FL

Item	Description / Action	By Whom	By When
1.	<del>CTMP documents to include reinstatement detail for temporary trenching works</del> Sue / Juan to include reinstatement details for oncoming CTMP revisions.	<del>JS/SL</del>	Ongoing
2.	<del>TfNSW agreed works to be done under deed of indemnity, TfNSW to forward details.</del> NP provided WAD details on 21/06/2023. JHG to review and check internally.	<del>TfNSW</del> NP JHG	20/06/2023
3.	Compound access (driveways) must be upgraded to maintain the existing pavement structure. NP provided WAD details on 21/06/2023. JHG to review and check internally. DE to send NP locations of driveway upgrade and NP to provide specs and details. JHG have engaged TW Designer to commence engineering. JHG to provide design drawings to NP before official submission.	TfNSW RC NP JHG	Ongoing



4.	Turning path assessment to be re-evaluated for HRV / Semis (USCP JHG MPL TRM-0001 SSCTMP Compound 5 access /roundabout). <del>BM provided CTMP comments (20/06/23). JHG to include Excel file as a part of the submission. JS to email CTMP details to BM</del>	JS/SL	29/06/2023
5.	USCP-JHG-MPL-TRM-0001 SSCTMP Compound 5-8 document to be addressed with suggested CJP comments. Brandon Morson and Navad Prasad explained the CTMP comments. <del>BM provided CTMP comments (20/06/23). JHG to address comments. JHG to include Excel file as a part of the submission. JS to email CTMP details to BM / NP. CTMP approval required as high priority.</del>	TfNSW NP BM JHG	29/06/2023
6.	JHG is to submit CTMP to the Sydney distribution list until further notice. JS to email CTMP details to BM / NP / FL. <del>JHG to submit CTMP through Aconex and email it to BM/ NP /FL.</del>	TfNSW NP BM	Note
7.	Proposed 56 hrs works on Cabramatta Rd will require further consultation with CJP and specific detail to be provided in the CTMP. JH to propose different construction methodology for installation of pipeline on Cabramatta Rd. JHG to discuss this in the next TfNSW meeting on 28/06/23.	JHG TfNSW	Ongoing
8.	Proposed compound 13 Henry Lawson /Landsdown Reserve conceptual designs /SSCTMP as shared was discussed and reviewed in the meeting. No major issues were raised by TfNSW with the proposed compound access/egress off Henry Lawson Drive. TfNSW to provide further comments. <del>BM provided CTMP comments (20/06/23). JHG to address comments. JHG to include Excel file as a part of the submission. JHG to consider size of vehicle required to access this point, and if nighttime deliveries can be facilitated to reduce the extent of temp works required to upgrade existing access.</del>	JHG TfNSW NP BM JHG	Ongoing
9.	JHG to include CTMP and TGS documents as part of the ROL application (OPLINC).	JS JHG	Ongoing
10.			
11.			
12.			
13.			
14.			

### Other Notes

The next meeting 05/07/2023 - Microsoft Teams



CTMP - Council		Road / Street	Document #	Stakeholder Submission	Date submitted to TfNSW / council	Under review (TfNSW / Council)	Comments provided by TfNSW (Council)	R1	R2	R3	CTMP approval	Observations
C3	Vollondilly Council	Treated water release location near Wallacia	USCP-JHG-MPL-TRM-0005	CTMP submitted to Vollondilly Council / TfNSW development	6/06/2023	X						
C18		Silverdale Road (HDD Outlet Location)				X						
C19		Silverdale Road (New Flow Control Location)				X						
C5	Penrith City Council	1 Park Rd, Wallacia	USCP-JHG-MPL-TRM-0001	CTMP submitted to Penrith Council / TfNSW development	2/06/2023	X	20/06/2023	X	X	X		".CTMP revision 3 submitted to the TfNSW on 27/06/2023 for approval"
C6		200 Park Road, Wallacia										
C7		Elizabeth Drive between The Northern Road and Luddenham Road										
C8		AVRC Site - Main Compound										
C9	N/A	Western Sydney Parklands, near Liverpool Offtake Reservoir - multiple small compounds	USCP-JHG-MPL-TRM-0006	CTMP submitted to Liverpool council / TfNSW development	6/06/2023	X						
C10	Fairfield Council	Liverpool reservoir, Cecil Hills	USCP-JHG-MPL-TRM-0003	CTMP submitted to Fairfield Council / TfNSW development	6/06/2023	X						
C11		Corvus Crescent, Bonegrigg (Upton Street)	USCP-JHG-MPL-TRM-0007	CTMP submitted to Fairfield Council / TfNSW development	6/06/2023	X						
C12		East Parade, Fairfield	USCP-JHG-MPL-TRM-0004	CTMP submitted to Fairfield Council / TfNSW development	6/06/2023	X						
C13		Cabravale Leisure, Centre Car park (Tunnelling compound) and Satellite office/flagdown area	USCP-JHG-MPL-TRM-0002	CTMP submitted to Fairfield Council / TfNSW development	2/06/2023	X	20/06/2023	X	X	X		
C24 (C14)		Corvus Crescent on Hume Highway (Tunnelling Launch/retrieval site and site)	USCP-JHG-MPL-TRM-0013	CTMP submitted to Fairfield Council / TfNSW development	27/06/2023	X		X	X			
C15	Canterbury-Bankstown Council	Lansdowne east of Henry Lawson Drive	USCP-JHG-MPL-TRM-0008	CTMP submitted to Canterbury-Bankstown Council / TfNSW development	2/06/2023	X	20/06/2023	X	X	X		
C16	Penrith City Council	Jungs Creek - HDD Launch & Retrieval	USCP-JHG-MPL-TRM-0009	CTMP submitted to Penrith Council / TfNSW development	6/06/2023	X						
C17		Penrith Reserve (Nepean River - HDD Launch location)										
C21	Liverpool Council	190/200 Cross Street/Kemp Creek	USCP-JHG-MPL-TRM-0011	CTMP submitted to Liverpool council / TfNSW development	6/06/2023	X						



## Meeting Minutes

<b>Title</b>	USC Pipeline – TfNSW 05
<b>Date</b>	5/07/2023
<b>Time</b>	16:00 to 16:15
<b>Held at</b>	Teams meeting

<b>Chaired by</b>	Danny Eldeek-JHG - Juan Sandoval -JHG
<b>Minuted by</b>	Juan Sandoval
<b>Distribution Date</b>	06- Jul-2023

### Attendees List

Juan Sandoval	JS
Francois LaRue - CJP /TfNSW	FL
Aidan O'Driscoll-JHG	AO

### Apologies

Sue Lewis	SL
Ruhul Chowdhury- TfNSW	RC
John Stafford-JHG	JST
Kris Bradley – Sydney Water	KB
Danny Eldeek-JHG	DE
Brandon Morson - CJP /TfNSW	BM
Navin Prasad – TfNSW	NP
Arthur Selimiotis-JHG	AS
Mina Mousa -JHG	MM

Item	Description / Action	By Whom	By When
1.	Compound access (driveways) must be upgraded to maintain the existing pavement structure. <del>JHG have engaged TW Designer to commence engineering.</del> <del>JHG to provide design drawings to NP before official submission. JS to send a meeting invite to RC and BM to confirm the proposed WAD status.</del>	TfNSW RC NP JHG	Ongoing
2.	<del>USCP-JHG-MPL-TRM-0001 SSCTMP Compound 5-8 document to be addressed with suggested CJP comments.</del> <del>Brandon Morson and Navad Prasad explained the CTMP comments.</del> <del>BM provided CTMP comments (20/06/23). JHG to address comments. JHG to include Excel file as a part of the submission. JS to email CTMP details to BM / NP. CTMP approval required as high priority. CTMP approved 05/07/2023</del>	TfNSW NP BM JHG	29/06/2023
3.	JHG is to submit CTMP to the Sydney distribution list until further notice. <del>JS to email CTMP details to BM / NP / FL.</del> <del>JHG to submit CTMP through Aconex and email it to BM/ NP /FL.</del>	TfNSW NP BM JHG	Note



4.	Proposed 56 hrs works on Cabramatta Rd will require further consultation with CJP and specific detail to be provided in the CTMP. JH to propose different construction methodology for installation of pipeline on Cabramatta Rd. JHG to discuss this in the next TfNSW meeting on 28/06/23.	JHG TfNSW	Ongoing
5.	Proposed compound 13 Henry Lawson /Landsdown Reserve conceptual designs /SSCTMP as shared was discussed and reviewed in the meeting. <del>No major issues were raised by TfNSW with the proposed compound access/egress off Henry Lawson Drive. TfNSW to provide further comments.</del> JHG to consider size of vehicle required to access this point, and if nighttime deliveries can be facilitated to reduce the extent of temp works required to upgrade existing access.	JHG TfNSW NP BM JHG	Ongoing
6.	JHG to include CTMP and TGS documents as part of the ROL application (OPLINC).	JS JHG	Ongoing
7.	JS to submit CTMP tracker to BM/FL/ and highlight priorities 06/07/2023. CTMP tracker emailed to FL / BM 06/07/2023	JS JHG	06/07/2023
8.			
9.			
10.			
11.			

### Other Notes

The next meeting 12/07/2023 - Microsoft Teams



CTMP - Council		Road / Street	Document #	Stakeholder Submission	Date submitted to TNSW / council	Under review (TNSW / Council)	Comments provided by TNSW / Council	R1	R2	R3	CTMP status	Observations
C3	Wollondilly Council	Treated water release location near Wallacia Weir at Regean River	USCP-JHG-MPL-TRM-0005	CTMP submitted to Wollondilly Council / TNSW development	6/06/2023	X					Pending	TNSW to provide comments
C18		Silverdale Road (HDD Outlet Location)				X						
C19		Silverdale Road (New Flow Control Location)				X						
C3	Perinth City Council	1 Park Rd, Wallacia	USCP-JHG-MPL-TRM-0001	CTMP submitted to Perinth Council / TNSW development	2/06/2023	X	28-Jun-23	X	X	X	Approved	"CTMP revision 3 - submitted to the TNSW on 27/06/2023 for approval" "CTMP revision 3 approved by TNSW and PCC 05/07/23"
C6		250 Park Road, Wallacia 344 Park Rd, Wallacia										
C7		Elizabeth Drive between The Northern Road and Luddenham Road										
C8		AWRE Site -Main Compound										
C9	N/A	Western Sydney Parklands, near Liverpool Offlake Reservoir - multiple small compounds, including tunnel under M7	USCP-JHG-MPL-TRM-0006	CTMP submitted to Liverpool council / TNSW development	6/06/2023	X					Pending	TNSW to provide comments
C10	Fairfield Council	Liverpool reservoir, Cecil Hills	USCP-JHG-MPL-TRM-0003	CTMP submitted to Fairfield Council / TNSW development	6/06/2023	X					Pending	TNSW to provide comments
C11		Lot418 DP162454, Remyrigg (Lipton Street)	USCP-JHG-MPL-TRM-0007	CTMP submitted to Fairfield Council / TNSW development	6/06/2023	X					Pending	TNSW to provide comments
C12		East Parade, Fairfield	USCP-JHG-MPL-TRM-0004	CTMP submitted to Fairfield Council / TNSW development	6/06/2023	X					Pending	TNSW to provide comments
C13		Calvervale Leisure, Centre Car park (Therwalling compound) and Satellite office/township area	USCP-JHG-MPL-TRM-0002	CTMP submitted to Fairfield Council / TNSW development	2/06/2023	X	28-Jun-23	X	X	X	Pending	JHG to submit CTMP revision 3 to TNSW for approval "
C14 (C14)		Lot A/DP19027 off Hume Highway (Therwalling Launch/retrieval site and site compounds/storage) -	USCP-JHG-MPL-TRM-0013	CTMP submitted to Fairfield Council / TNSW development	27/06/2023	X			X	X	Pending	TNSW to provide comments
C15	Canterbury-Bankstown Council	Landsweir east of Henry Lawson Drive	USCP-JHG-MPL-TRM-0008	CTMP submitted to Canterbury-Bankstown Council / TNSW development	2/06/2023	X	28-Jun-23	X	X		Pending	"CTMP revision 2 - submitted to the TNSW / Canterbury council on 05/07/2023 for approval"
C16	Perinth City Council	Jerry Creek - HDD Launch & Retrieval Locations (2 #)	USCP-JHG-MPL-TRM-0009	CTMP submitted to Perinth Council / TNSW development	6/06/2023	X					Pending	
C17		Powells Reserve (Regean River - HDD launch location										
C21	Liverpool Council	190/200 Cross Street/Ramp Creek	USCP-JHG-MPL-TRM-0011	CTMP submitted to Liverpool council / TNSW development	6/06/2023	X					Pending	