

Our Ref: 19334

20 March 2026

Mirvac Residential (NSW) Development Pty Ltd
Level 28, 200 George Street
Sydney NSW 2000

Attention: Nibraas Ahmad

Dear Nibraas,

**RE: WSU MILPERRA – 2 AND 2A BULLECOURT AVENUE, MILPERRA (SSD-97092958)
 TRAFFIC RESPONSE TO SUBMISSIONS**

Background

A State Significant Development Application (SSD-97092958) was submitted seeking approval for the construction of 62 dwelling houses, three public parks, public roads, landscaping, road infrastructure, tree removal, subdivision and conservation works at 2 and 2A Bullecourt Avenue, Milperra.

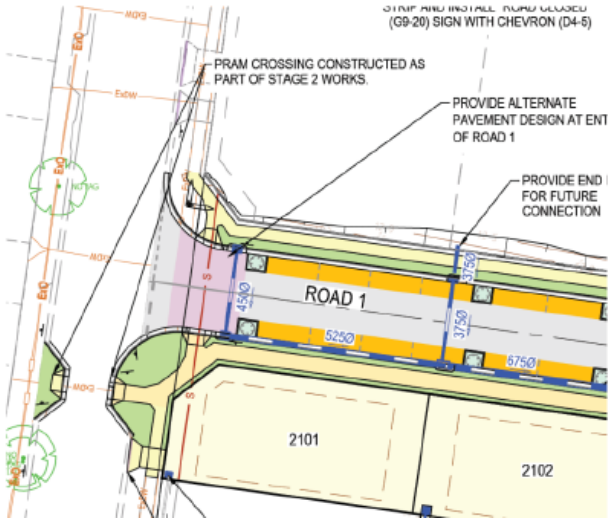
This letter provides a response to the submissions from Canterbury Bankstown City Council to the SSD-97092958 in its letter dated 28 January 2026 and Council's pre-DA lodgement advice for a meeting on 5 September 2025 (Pre-DA-31/2025).

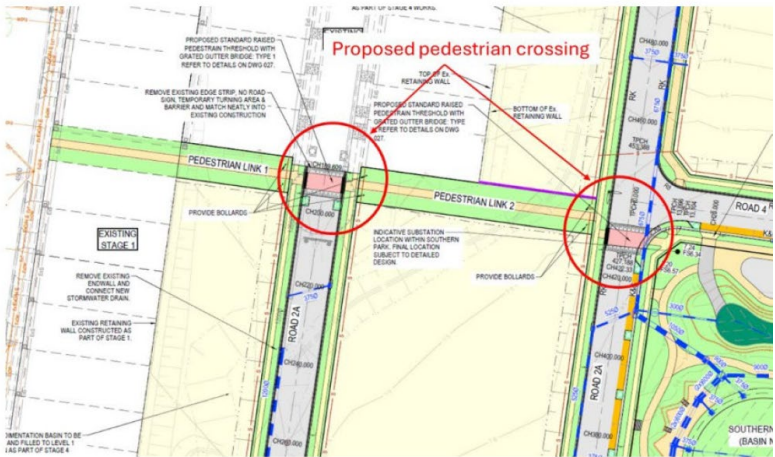
Response to Council's Pre-DA Lodgement Advice Item #79 (September 2025)

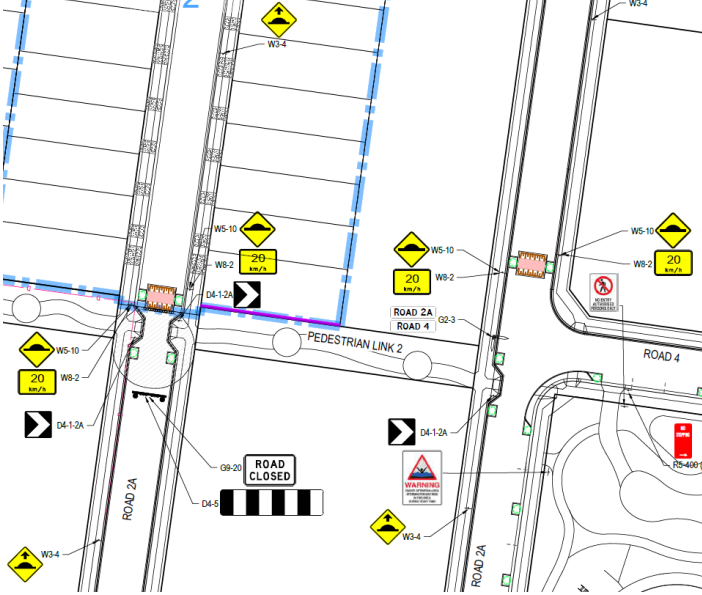
Council's Comments	TTPP Response
79. The pre-DA submission did not include any traffic report for review. Therefore, the DA must provide a full Traffic Impact Assessment (TIA) addressing, at a minimum, and not limited to the following:	A Transport Impact Assessment (TIA) report (Ref. 19334-R11V03, dated 21/11/2025) has been prepared and submitted as part of the SSDA1 submission, which has addressed Council's pre-DA advice in Item #79. The design has been updated further to address Council's comments in the submission to the SSDA1.
i. Turning path diagrams for all movements of the largest vehicle anticipated to access each access road on Bullecourt Avenue, Ashford Avenue, and Horsley Road and any other intersections that this may apply to.	Turning path diagrams have been provided in the TIA report and the civil engineering plans submitted.
ii. The Traffic Unit does not understand the justification for the traffic treatments shown in the submitted Civil Drawings. The TIA must clearly explain the reasoning for each proposed treatment and provide justification for not adopting the treatments previously requested by Council. For example: - The DCP stipulates The Traffic Unit does not understand the justification for the traffic treatments shown in the submitted Civil Drawings. The TIA must clearly explain the reasoning for each proposed treatment and provide justification for not adopting the treatments previously requested by Council. - A slow point is also proposed on Horsley Road, which again does not clearly indicate right of way. Traffic previously requested an upgrade of the existing roundabout with splitter islands incorporating pedestrian gaps, so that pedestrian safety is improved without unnecessary loss of on-street parking.	The SSDA1 TIA report clearly explains the reasoning behind all proposed traffic treatments and includes justification for diverging from Council's requested treatments. Refer to Sections 3.3 and 3.4 of the TIA report. Several pedestrian and traffic facilities have been further updated in the RfS in response to Council's feedback. This is further explained in the Response to Council's Submissions to SSD-97092958 in this letter.
iii. Driveway mapping – The drawings must clearly show existing and/or approved driveways opposite the development site, such as the proposed driveways for No. 270 Horsley Road (currently being redeveloped). This will allow assessment of the alignment of the proposed treatments in relation to both existing and future driveway locations.	Existing and proposed driveways are shown on Ashford Avenue, Bullecourt Avenue and Horsley Road in the civil drawings. The existing industrial driveway opposite the intersection on Horsley Road is currently being decommissioned and will not be used anymore.
iv. Raised pedestrian crossings should be located a minimum of 5 metres clear of an intersection to allow for the storage of at least one car length before the crossing, ensuring safe vehicle approach and improved pedestrian visibility. Detailed drawings showing the design	This matter is addressed in the SSDA1 TIA report. Shared environment pedestrian crossing treatments on Road 2A have been removed. Raised thresholds (speed hump) have been added away from intersections, with landscaping on both sides of the raised thresholds to discourage pedestrians from crossing at those locations.

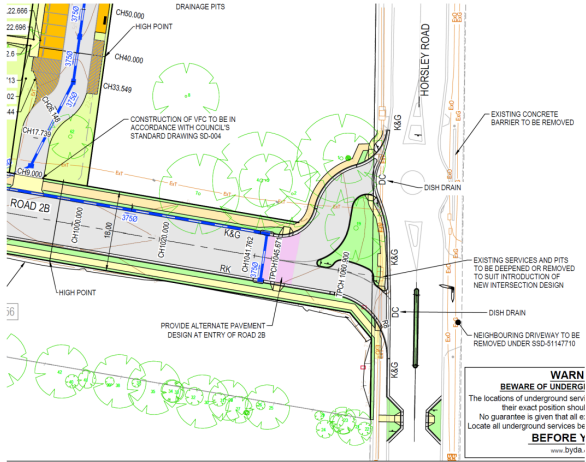
Council's Comments	TTPP Response
aspect of the Pedestrian Crossing must be submitted in accordance to Council Standards.	
v. Plans showing all proposed regulatory signage related to traffic regulation must be submitted to Council for review to ensure their location and details are accurate.	Signage plans have been prepared by Beveridge Williams on drawings 2301879-321-250 to 255 and drawings 2301879-321-300-302 (sheet 85 – 93). These drawings have been further updated to address the SSDA1 submissions.

Response to Council's Submissions to SSD-97092958 – Traffic (January 2026)

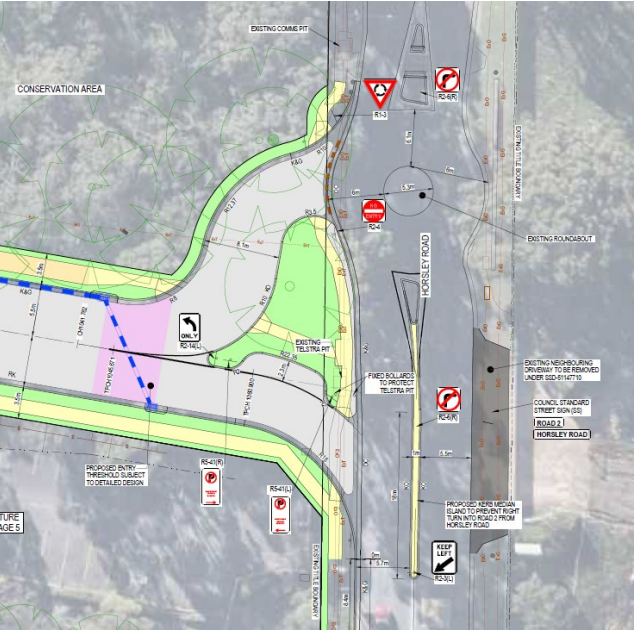
Council's Comments	TTPP Response
Section 3.3.2 of the report and figure 3.3 states that a pedestrian crossing is not warranted due to low pedestrian volumes and the absence of a footpath on the western side of the road. However, the report also notes that a Green Travel Plan has been prepared as part of the development. If the development is intended to actively promote green travel, the provision of a pedestrian crossing outside the driveway on Ashford Avenue is considered essential, irrespective of the current absence of a footpath on the western side opposite the site. Furthermore, as Council has included the installation of a footpath on the opposite side in our Future Works Program, the lack of existing infrastructure should not prevent the provision of a safe pedestrian crossing at this location. Figure 3.3: Proposed Site Access - Ashford Avenue  Furthermore, the Applicant proposes to install raised pedestrian crossings within the site boundary, as shown in Figure 3.6 of the report. If pedestrian activity is anticipated to be sufficient within the site to justify these internal crossings, it follows that pedestrians will also be interacting with Ashford Avenue.	Council' DCP 2023 – Chapter 11.13, Clause 3.1-C14 identifies 'a pedestrian crossing point with a pedestrian island is to be located near the existing vehicle entry point along Ashford Avenue. Note: Due to the high level of traffic generation and peak nature of traffic volumes accessing these forms of land uses, assessment of traffic impacts and pedestrian requirements is required by Council and Council may reasonably enforce the provision of mitigation measures that need to be incorporated into the design. Such measures may include, but are not limited to: (a) Raised pedestrian thresholds (wombat crossings); (b) Speed control devices; (c) Pedestrian refuges on streets, especially along streets which the development fronts; and (d) Provision of bus and drop off bays.' Due to the existing constraints of the road geometry and nearby residential property driveways, it is deemed that a pedestrian refuge island is not practical as it will remove a substantial number of on-street parking for the existing residents and for future residential dwellings within Stages 1 and 7 along Ashford Avenue, and affect residents accessing their properties along the crossing facility. After reviewing Council's comments in this submission, the feasibility of a marked pedestrian crossing on Ashford Avenue near the site has been investigated. However, due to the constraints of the existing and future proposed driveway locations, it is considered that a compliant marked pedestrian crossing, which is a minimum of 3.6m wide, cannot be accommodated. The driveway locations of the future residential dwellings fronting Ashford Avenue are determined by the housing designs, which must meet Building Code requirements such as solar access. As a result, there is no suitable location for a marked pedestrian crossing that can avoid conflicts or satisfy minimum width and offset distances. To still achieve the objective of the DCP, kerb extensions (i.e. kerb blisters) are proposed on both sides of Ashford Avenue located immediately south of Access Road 1 to facilitate pedestrian crossing movements across Ashford Avenue. The proposed kerb extensions provide a shorter crossing distance for pedestrians whilst also acting as a traffic calming device to reduce the travel speed of motorists. Lastly, the proposed pedestrian crossing treatment minimises the impact to on-street parking and driveway access to /from nearby neighbouring

Council's Comments	TTPP Response
In this context, the provision of a pedestrian crossing on Ashford Avenue is considered more appropriate and justified than crossings solely within the new roads within the development.	residential properties, and will not affect existing services and road alignment. This proposed pedestrian crossing design received positive feedback from Council in previous consultation meetings between the project team and Council. Additionally, a raised threshold is proposed just north of the new intersection on Ashford Avenue to further support the goal of introducing traffic calming measures. This treatment aligns with existing calming devices already in place further north at the Ashford Avenue and Bullecourt Avenue intersection. Landscaping will be installed on both sides of the raised threshold to indicate this is not a crossing point and ensure pedestrians do not cross at this location. Associated signage and line-marking are provided to remove any suggestion that this is a crossing where pedestrians have the right of way. Motorists will still have priority along Ashford Avenue. Ultimately, the proposed pedestrian crossing facility on Ashford Avenue achieves the objective to provide traffic calming measures and a crossing point whilst considering other hard constraints such as maintaining access to existing residential dwellings and the DCP objective to optimise on-street parking.
Figure 3.6: Proposed Pedestrian Crossings within Internal Roads  To comply with the condition C7 - Pedestrian crossings must be installed at least 5m away from stop/give way lines to allow one car space., the proposed	The civil plans have been updated to remove the shared environment pedestrian crossing treatments on Road 2A. Alternatively, kerb extensions are proposed on both sides of the road to facilitate pedestrian crossing movements across Road 2A. The proposed kerb extensions provide a shorter crossing distance for pedestrians whilst also acting as a traffic calming device to reduce the travel speed of motorists. Associated signage will be provided to remove any suggestion that this is a crossing where pedestrians have right of way and motorists have priority on the road through those crossing points. Raised thresholds are proposed to the north of the crossing points away from the intersection, to further support reducing the travel speed on the road to ensure pedestrian safety. Landscaping will be provided on both sides of the raised thresholds to indicate those are not crossing points and ensure pedestrians do not cross at those thresholds.

Council's Comments	TPP Response
pedestrian crossing on Road 2A must be proposed 5m to the south of the holding line on Road 2A. It is currently at the holding line and does not allow one car space to queue.	

Council's Comments	TTPP Response
Proposed changes to the roundabout access on Horsley Road Figure 3.4: Proposed Site Access - Horsley Road  Source: Beveridge Williams, Layout Plan Stage 3A, Sheet 1 of 2, Drawing No. 054, Rev.C To reinforce the restriction on right-turn movements from Horsley Road into the access road, it is recommended that the gap between the existing roundabout splitter island and the proposed median island (located between the left-in access and the southern kerb extension) be filled. This treatment will physically deter and prevent illegal right-turn movements into the access road. It is also recommended that the Applicant reconstruct the northern splitter island to bring the roundabout up to current standards with respect to pedestrian refuge width. The existing pedestrian gap measures approximately 1.68 metres, whereas current standards require a minimum width of 3.0 metres. It is acknowledged that upgrading the southern splitter island to incorporate a pedestrian gap may inadvertently encourage motorists to utilise this gap to perform a prohibited right-turn movement from Horsley Road into the access road. Accordingly, it is acceptable for the Applicant to instead provide a raised pedestrian crossing, kerb extension, or slow point further south of the access driveway on Horsley Road, as shown in Figure 3.4, to improve pedestrian safety without compromising the proposed traffic restrictions.	The design of the roundabout access on Horsley Road has been updated in accordance with Council's comments. The civil plans have been updated to extend the existing splitter island to the south of the roundabout to connect with the proposed median island, to ensure right-turn movements into the site are restricted. Widening of the pedestrian refuge on the northern splitter island has been adopted to provide a standard minimum refuge width of 3m.

Other Proposed Changes in the Updated Civil Plans

Proposed Updates	TPP Comments
The updated civil plans remove the pedestrian footpath along the northern side of the exit roadway to Horsley Road, as the area is within the C2 Environmental Conservation Zone and due to limited space around the existing trees. Alternatively, a pedestrian footpath and kerb ramps are provided at the median of between the entry and exit roadway at the intersection with Horsley Road. This provides a pedestrian link for pedestrians walking between the site and the north of Horsley Road. 	Although the northern verge area adjacent to the exit roadway contains weedy vegetation, it is located within the C2 Environmental Conservation Zone, and therefore any works must seek to minimise disturbance to the area. As a result, no footpath is provided on the northern side of the exit roadway. In line with general discussions held with the Department of Planning, Housing and Infrastructure, not as a formal position but as part of broader design considerations, the proposed approach maintains a pedestrian link connecting the pedestrian footpaths within the site with the existing footpaths on Horsley Road to the north of the roundabout, while avoiding unnecessary impacts to the C2-zoned land. This design outcome provides a safe pedestrian connection while appropriately mitigating potential encroachment into the environmentally sensitive area.

Proposed Updates	TPP Comments
Amended Childcare Carpark It is noted that the childcare car park layout has been updated to retain the trees in the north end of the car park.	The amended childcare car park will still provide a total of 17 car parking spaces in accordance with Council's DCP requirement, which requires a minimum of 17 car parking spaces for the childcare centre. The amended car park layout complies with Australian Standard AS2890.1:2004 and AS2890.6:2002. It is noted that a turning area is provided at the end of the aisle for staff to turn around to park at the parallel spaces and for visitors to turn around when it is required.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,



Wayne Johnson
Director

Encl. Attachment One – Updated Civil Plans

Attachment One

Updated Civil Plans

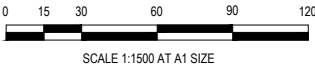


LEGEND:
- - - - - INDICATIVE RESIDENTIAL LOT BOUNDARY.
SUBJECT TO FURTHER DA APPROVAL

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B	FINAL ISSUE FOR SSDA	07.11.25	GN	SG					
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Designed	R. GOVENDER
Date	23.06.2025
Drawn	LS
Checked	S. FERGUSON
Date	07.11.25
Approved	S. FERGUSON
Reg. No.	PE0008347
Date	07.11.25
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Drawing Title	OVERALL SIGNAGE & LINE MARKING PLAN

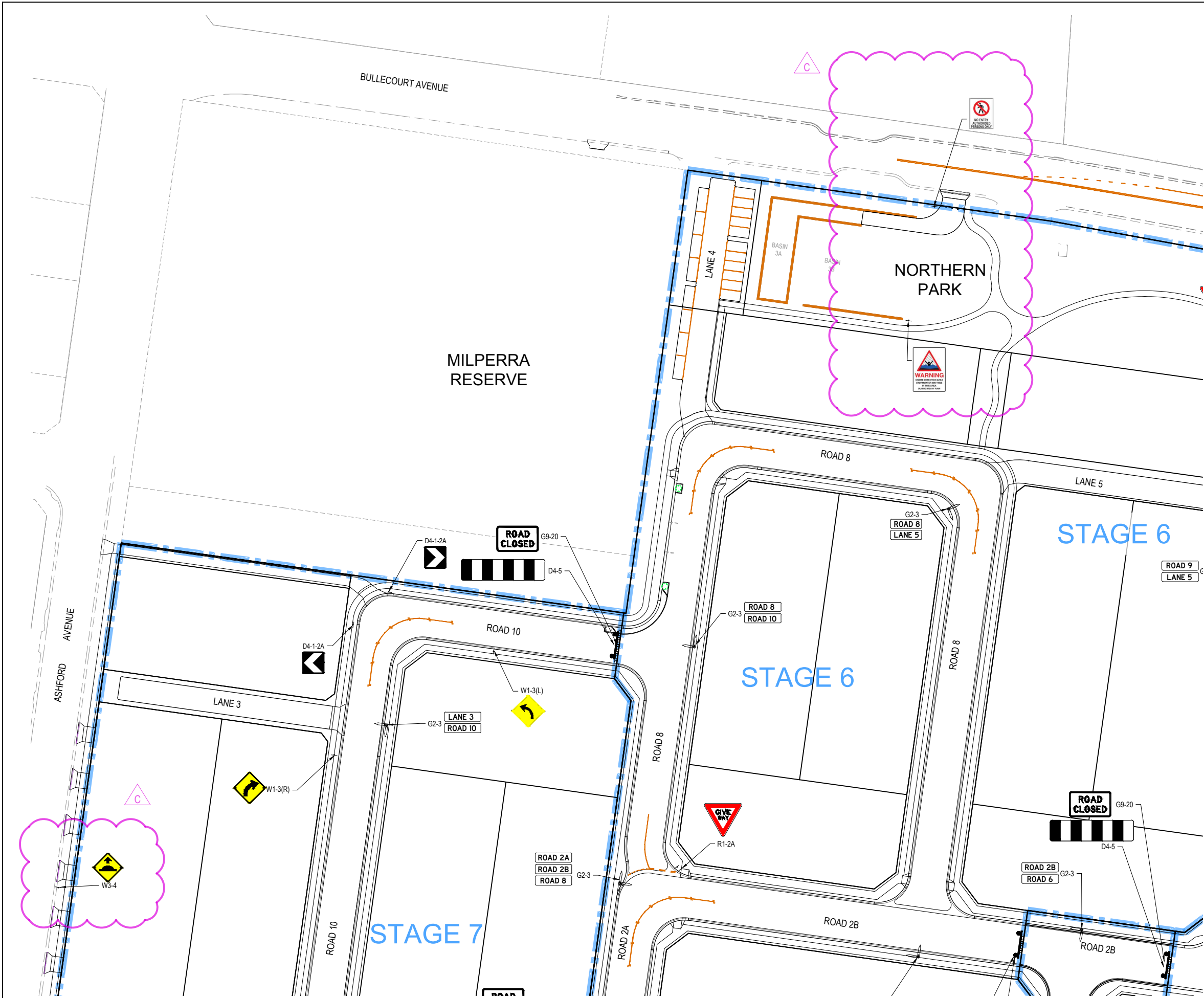
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- NOTES
1. LINEMARKING TO BE EXTENDED AT LEAST 6m FROM THE TANGENT POINT
 2. LINEMARKING IN ACCORDANCE WITH AS1742.
 3. ALL STREET NAME SIGNS AT INTERSECTIONS TO INCLUDE RELEVANT STREET NUMBERING.
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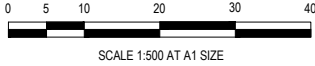
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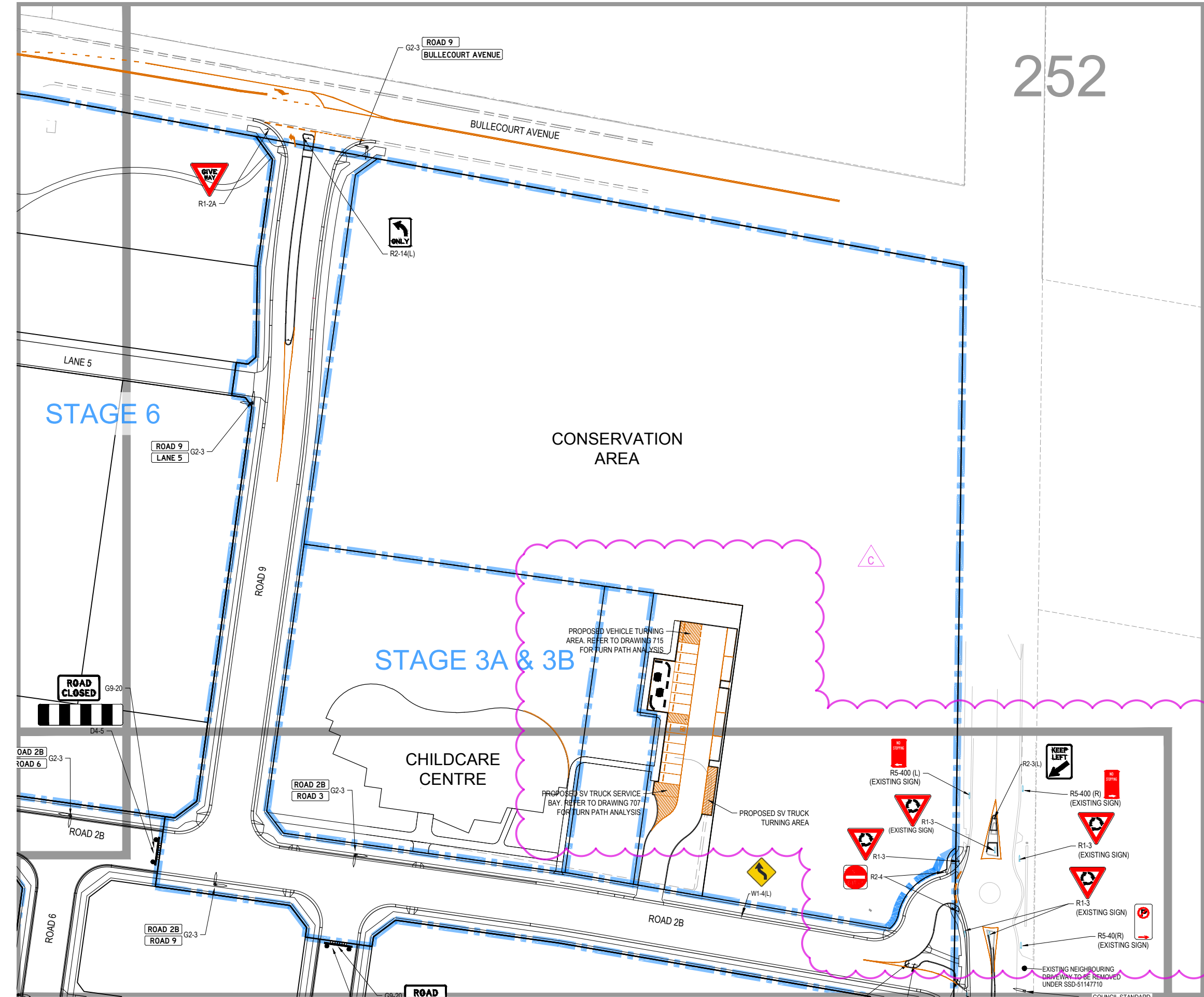
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Drawing Title
SIGNAGE & LINE MARKING PLANS
SHEET 1 OF 5

Sheet 86 of 162

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Project Ref	Stage No	Drawing No	Rev
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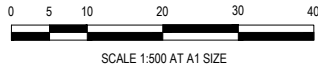
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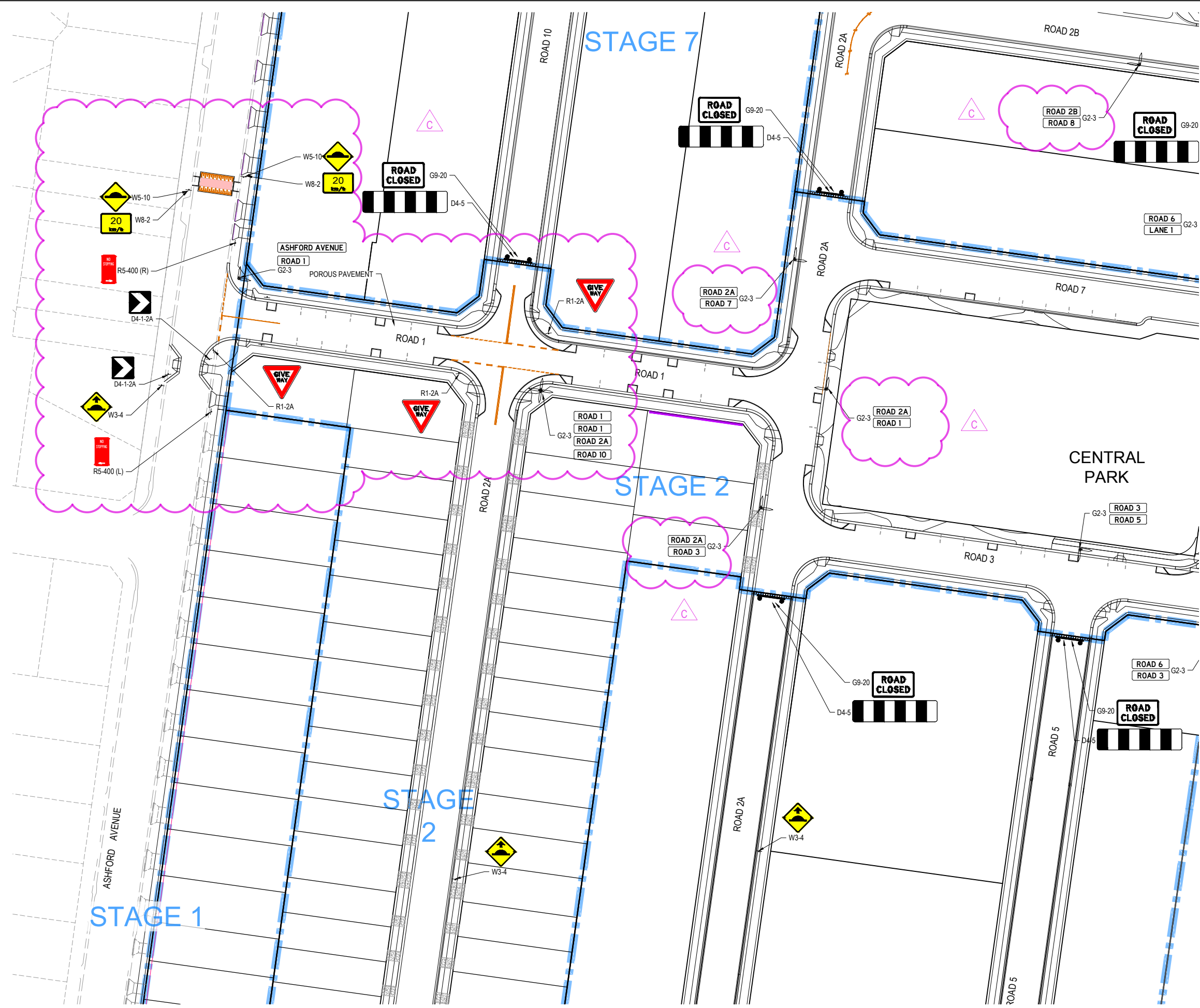
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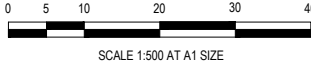
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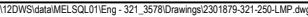
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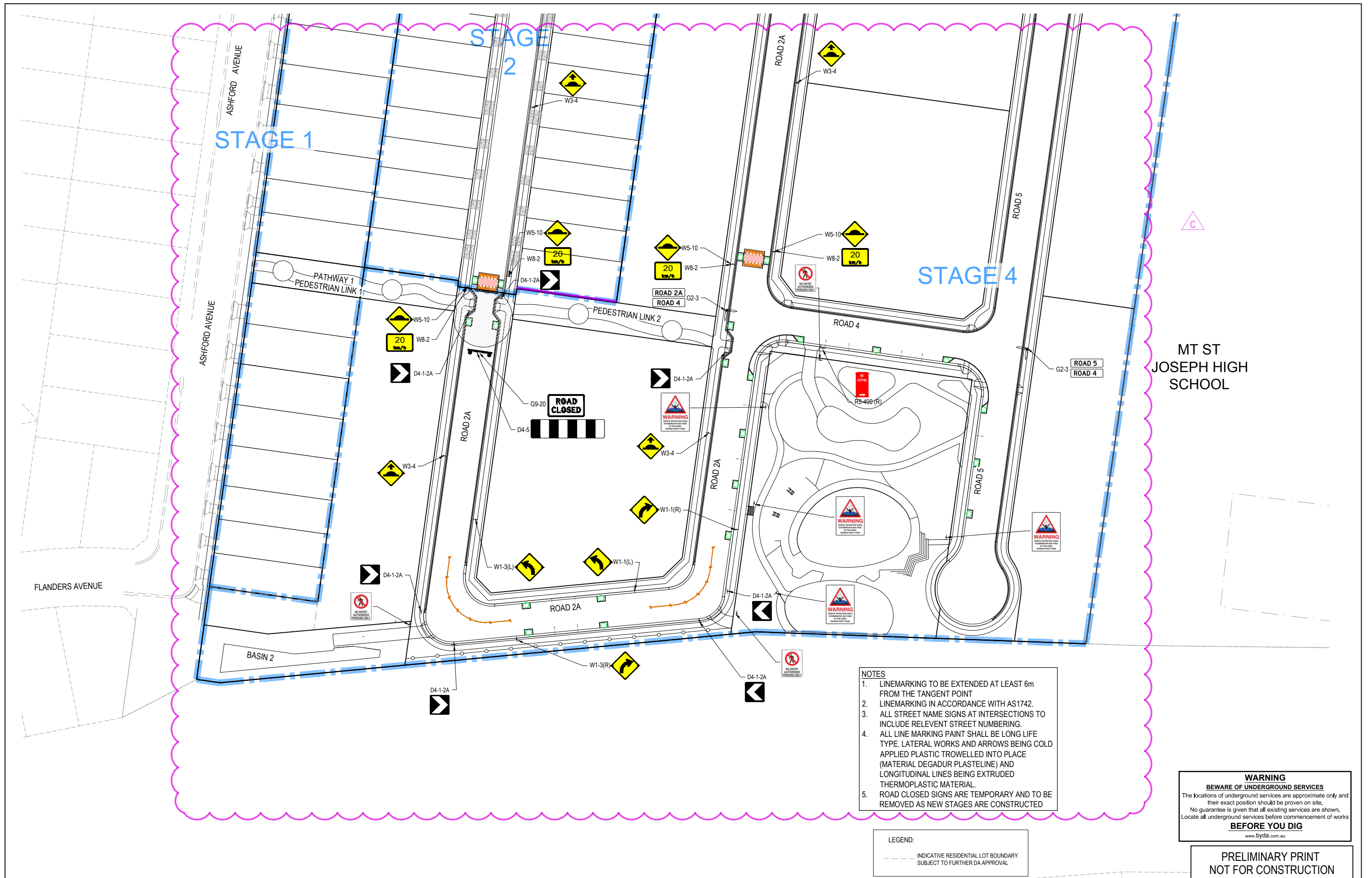
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Drawing No 253
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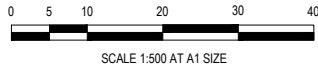
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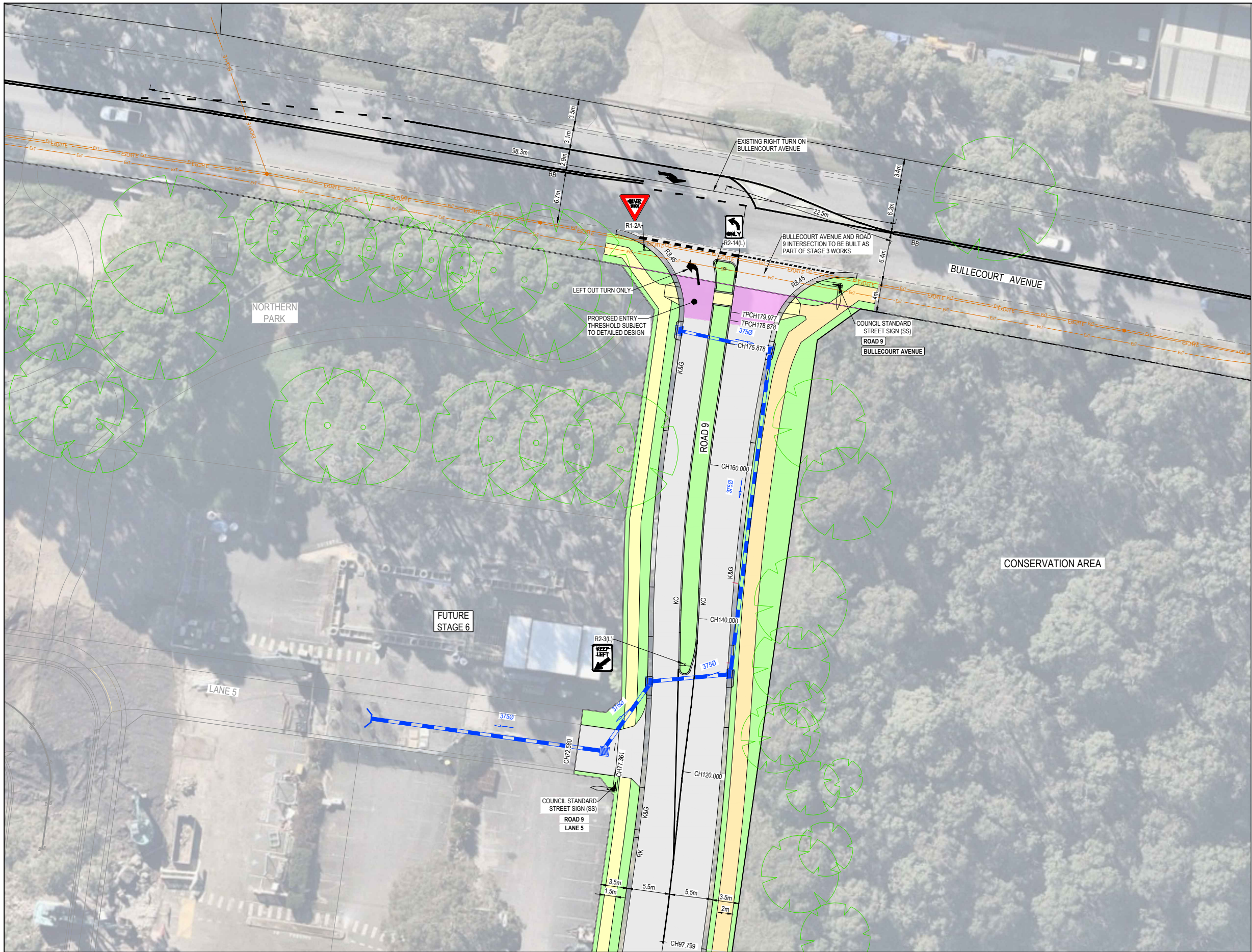
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Drawing No 255
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LEGEND

- STORMWATER PIPE & PIT
- SEWER & MAINTENANCE STRUCTURES
- EXISTING ELECTRICITY (UNDERGROUND)
- EXISTING ELECTRICITY (OVERHEAD)
- EXISTING GAS
- EXISTING OPTIC FIBRE
- EXISTING TELECOMMUNICATIONS
- EXISTING WATER
- EXISTING RECYCLED WATER
- EXISTING TREE TO BE REMOVED AND REPLACED AS PER ARBORIST ADVICE DUE TO IMPACTS BY UNDERGROUND ELECTRICAL WORKS
- EXISTING TREE
- PROPOSED FOOTPATH (1.5m)
- PROPOSED SHARED PATH (2.0m)
- PROPOSED NATURE STRIP
- ALTERNATIVE PAVEMENT DESIGN

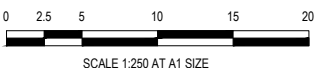
LEGEND:

- INDICATIVE RESIDENTIAL LOT BOUNDARY. SUBJECT TO FURTHER DA APPROVAL

WARNING
BEWARE OF UNDERGROUND SERVICES
The locations of underground services are approximate only and their exact position should be proven on site.
No guarantee is given that all existing services are shown.
Locate all underground services before commencement of works
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Designed
Date
Drawn
Checked
Date
Approved
Reg. No.
Date
DA Number

R. GOVENDER
23.06.2025
D. RAFTER
S. FERGUSON
07.11.25
S. FERGUSON
PE0006347
07.11.25
-

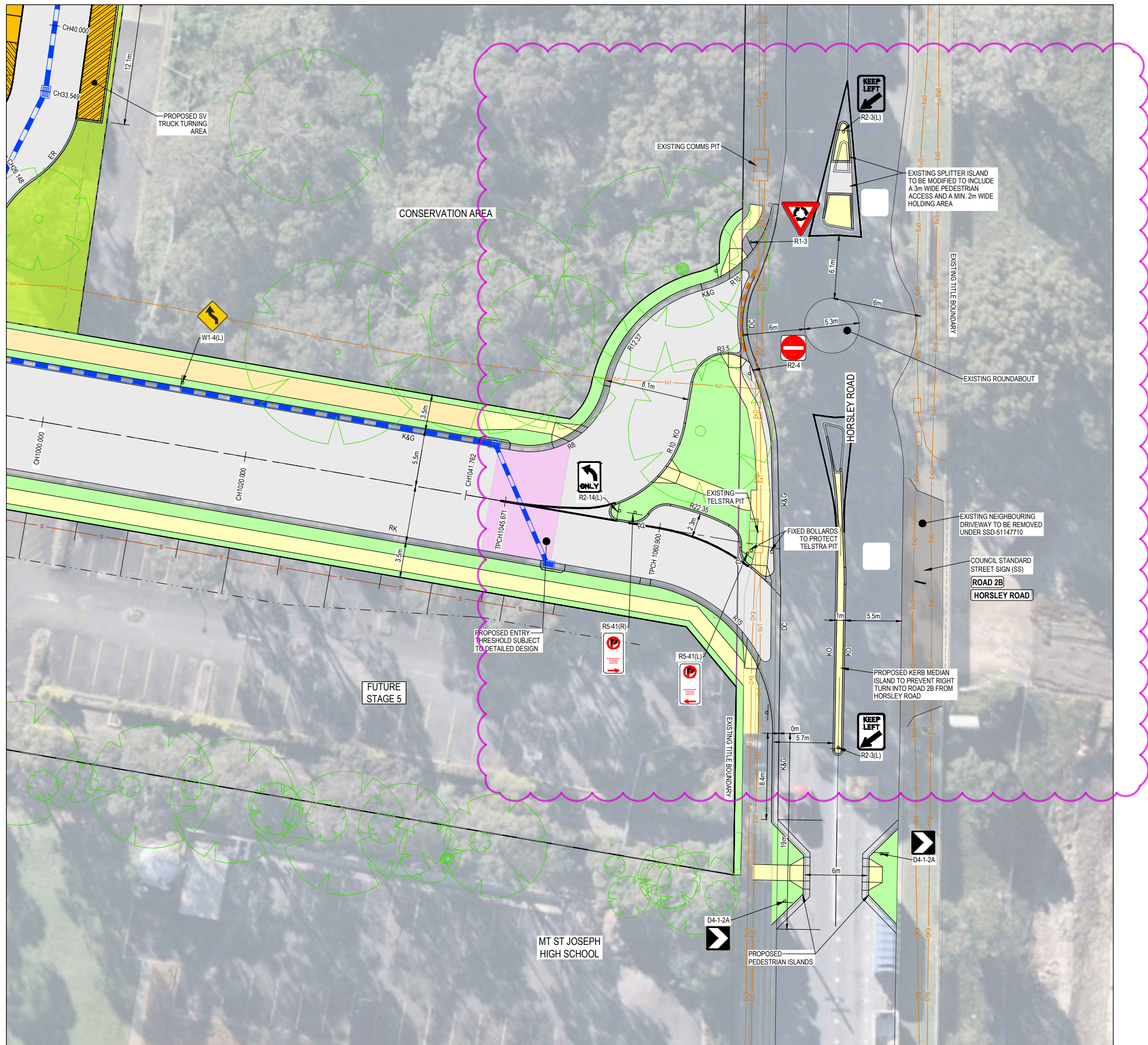
Beveridge Williams
Development & Infrastructure Consultants
Level 4, LPC House, Suite 4.05, 3 Fordham way
Oran Park NSW 2570
ph: 02 46255055
www.beveridgewilliams.com.au

Project
Details
Drawing
Title

WSU MILPERRA, LOT 1 IN DP101147 AND
LOT 2 IN DP1291984
2A BULLECOURT AVENUE, MILPERRA
INTERSECTION DETAILS
SHEET 2 OF 3

Sheet
Scale
Project Ref
Stage No
Drawing No
Rev

92 of 162
1:250 @ A1
2301879
321
301
B



LEGEND

- STORMWATER PIPE & PIT
- SEWER & MAINTENANCE STRUCTURES
- EXISTING ELECTRICITY (UNDERGROUND)
- EXISTING ELECTRICITY (OVERHEAD)
- EXISTING GAS
- EXISTING OPTIC FIBRE
- EXISTING TELECOMMUNICATIONS
- EXISTING WATER
- EXISTING RECYCLED WATER
- EXISTING TREE TO BE REMOVED AND REPLACED AS PER ARBORIST ADVICE DUE TO IMPACTS BY UNDERGROUND ELECTRICAL WORKS
- EXISTING TREE
- PROPOSED FOOTPATH (1.5m)
- PROPOSED SHARED PATH (2.0m)
- PROPOSED NATURE STRIP
- ALTERNATIVE PAVEMENT DESIGN

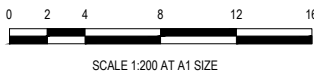
LEGEND:

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REV	DESCRIPTION	DATE	DRN.	APP.	REV	DESCRIPTION	DATE	DRN.	APP.



Designed R. GOVENDER
Date 23.06.2025
Drawn D. RAFTER
Checked S. FERGUSON
Date 07.11.25
Approved S. FERGUSON
Reg. No. PE0008347
Date 07.11.25
DA Number

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Project Details
WSU MILPERRA, LOT 1 IN DP101147 AND
LOT 2 IN DP1291984
2A BULLECOURT AVENUE, MILPERRA

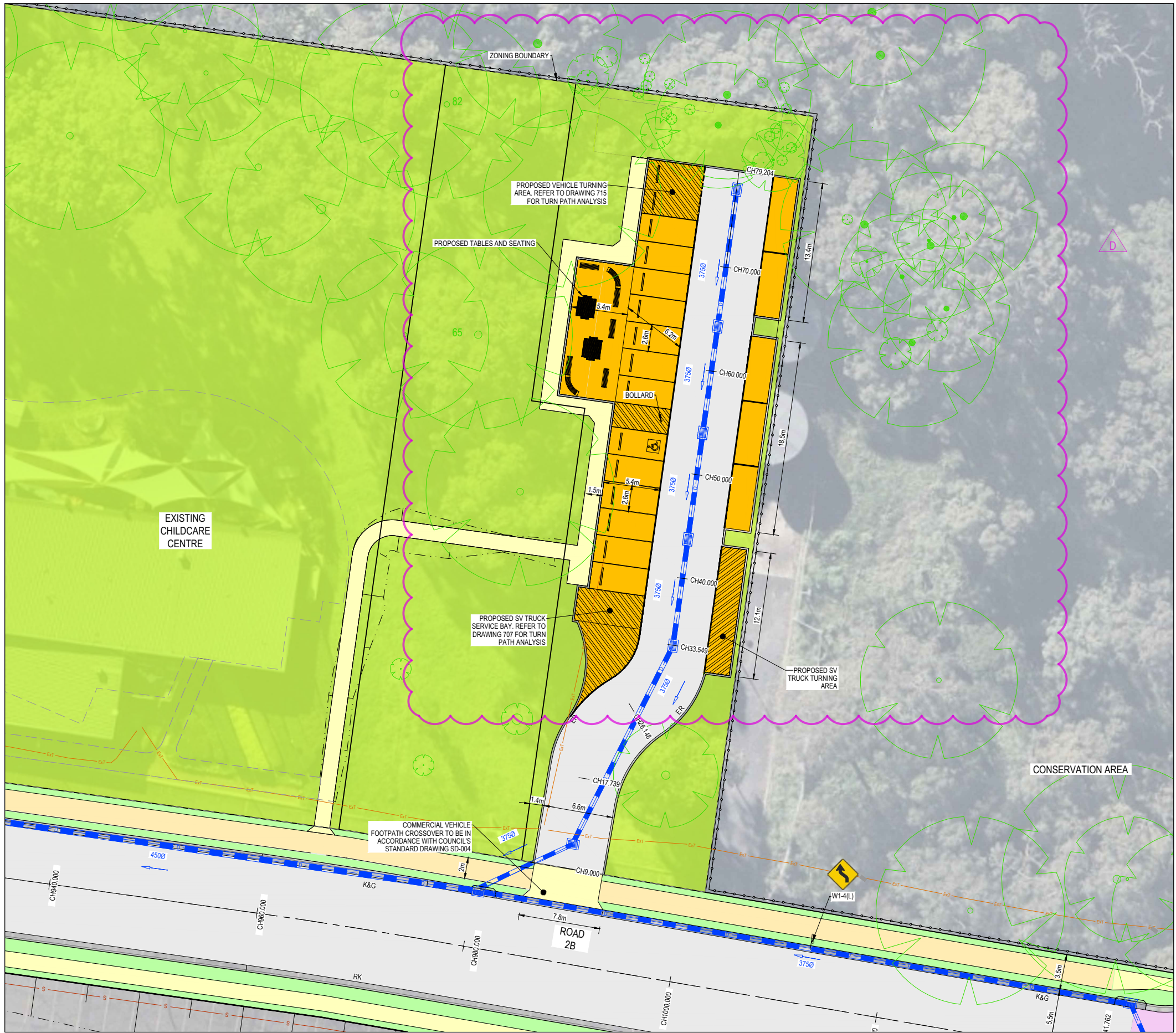
Drawing Title
INTERSECTION DETAILS
SHEET 3 OF 3

Sheet 93 of 162

Scale
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Project Ref	Stage No	Drawing No	Rev
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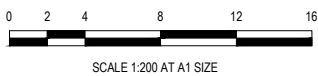
LEGEND

- STORMWATER PIPE & PIT
- SEWER & MAINTENANCE STRUCTURES
- EXISTING ELECTRICITY (UNDERGROUND)
- EXISTING ELECTRICITY (OVERHEAD)
- EXISTING GAS
- EXISTING OPTIC FIBRE
- EXISTING TELECOMMUNICATIONS
- EXISTING WATER
- EXISTING RECYCLED WATER
- EXISTING TREE TO BE REMOVED AND REPLACED AS PER ARBORIST ADVICE DUE TO IMPACTS BY UNDERGROUND ELECTRICAL WORKS
- EXISTING TREE
- PROPOSED FOOTPATH
- PROPOSED NATURE STRIP
- ALTERNATIVE PAVEMENT DESIGN
- POROUS PAVEMENT

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B	CARPARK AMENDED	23.10.25	GN	SG					
A	PRELIMINARY ISSUE FOR SSDA	17.10.25	RG	SG					
REV	DESCRIPTION	DATE	DRN.	APP.	REV	DESCRIPTION	DATE	DRN.	APP.



Designed R. GOVENDER
Date 23.06.2025
Drawn D. RAFTER
Checked S. FERGUSON
Date 07.11.25
Approved S. FERGUSON
Reg. No. PE0008347
Date 07.11.25
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Project Details
WSU MILPERRA, LOT 1 IN DP101147 AND
LOT 2 IN DP1291984
2A BULLECOURT AVENUE, MILPERRA

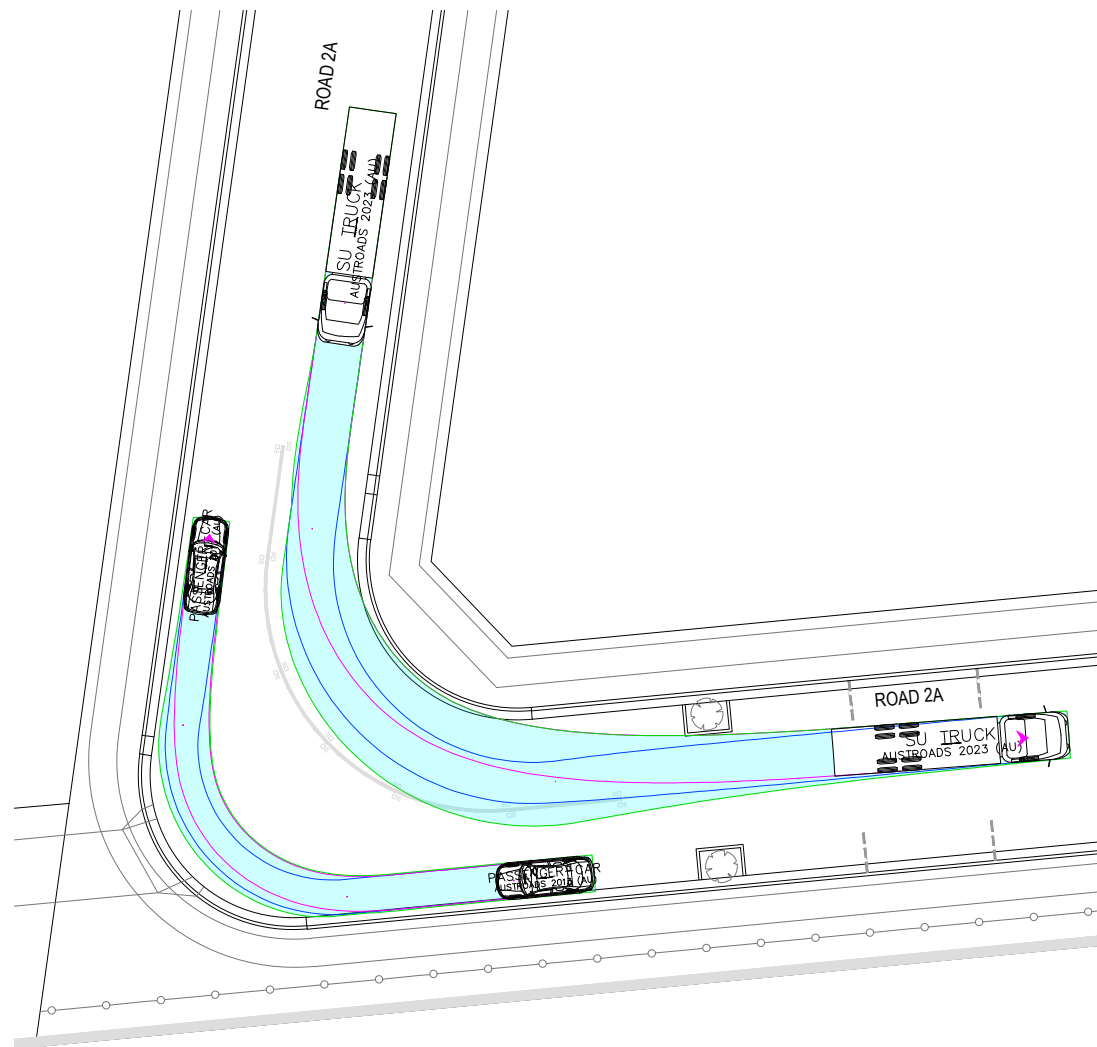
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INTERSECTION DETAILS
CARPARK

Sheet 94 of 162

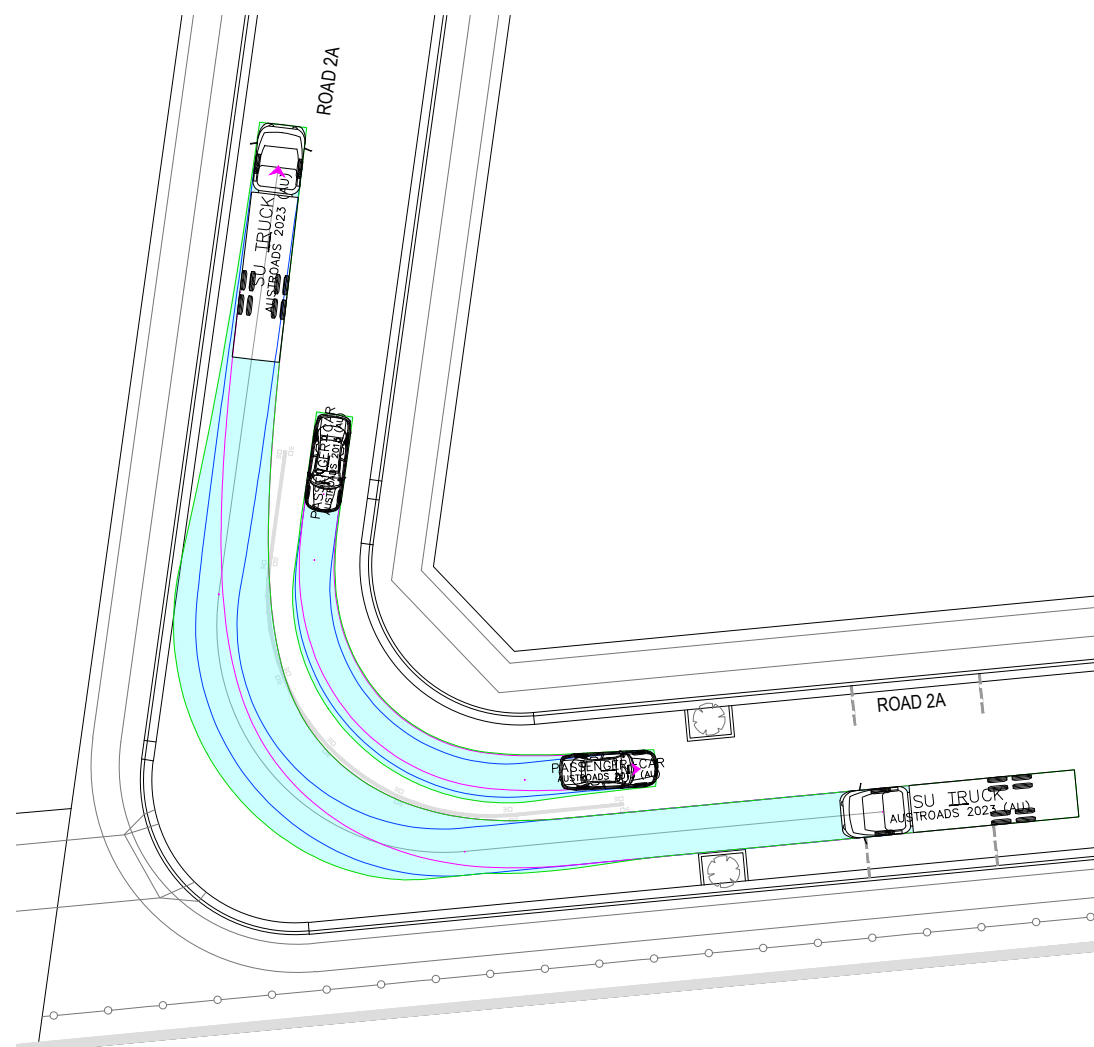
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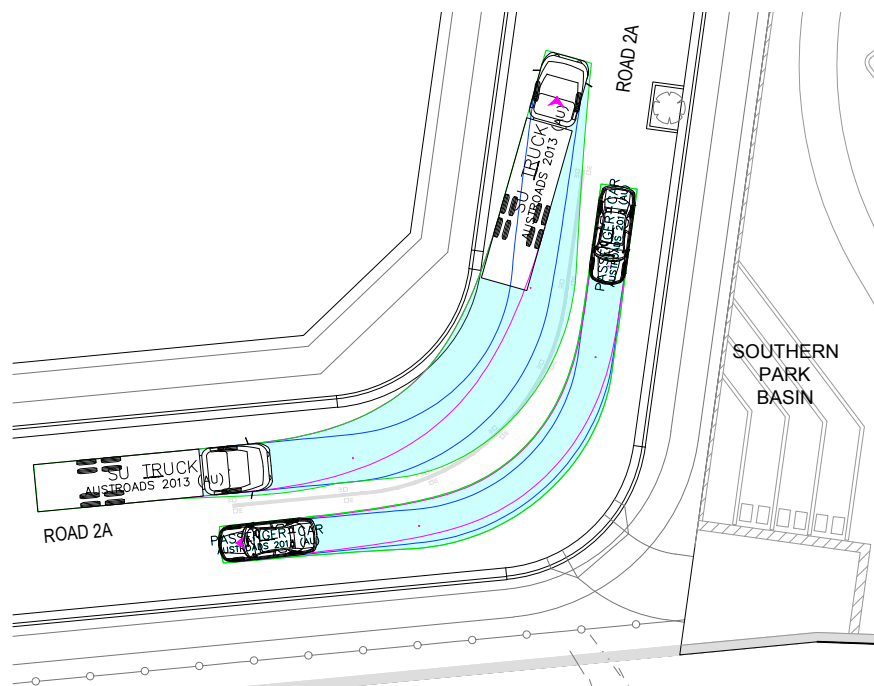
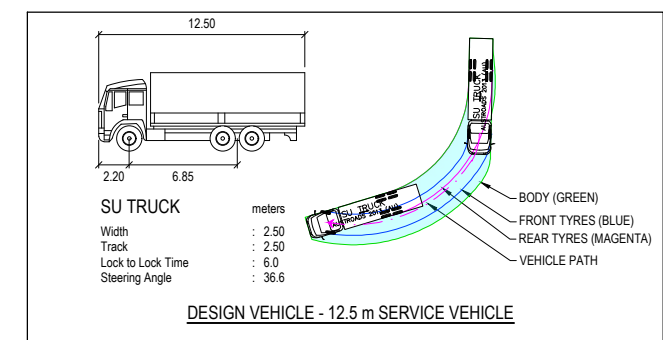
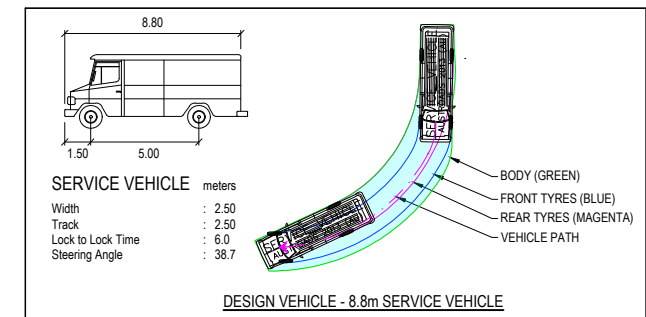
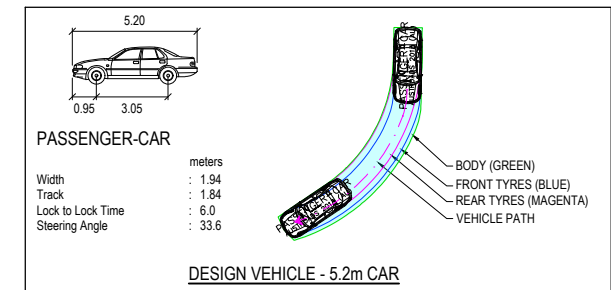
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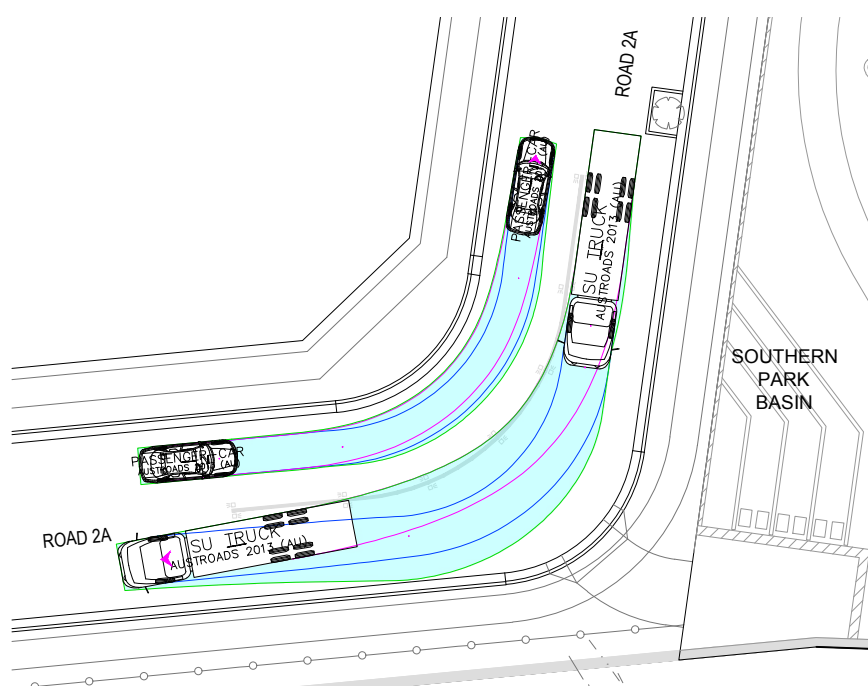
CAR OUTSIDE / SU TRUCK INSIDE



CAR INSIDE / SU TRUCK OUTSIDE



CAR OUTSIDE / SU TRUCK INSIDE



CAR INSIDE / SU TRUCK OUTSIDE



SERVICE VEHICLE INTO SOUTHERN BASIN

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B	FINAL ISSUE FOR SSDA	07.11.25	GN	SG					
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Designed R. GOVENDER
Date 23.06.2025
Drawn D. RAFTER
Approved S. FERGUSON
Date 07.11.25
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Project Details
WSU MILPERRA, LOT 1 IN DP101147 AND
LOT 2 IN DP1291984
2A BULLECOURT AVENUE, MILPERRA
Drawing Title
TURNING MOVEMENTS
SHEET 1 OF 8

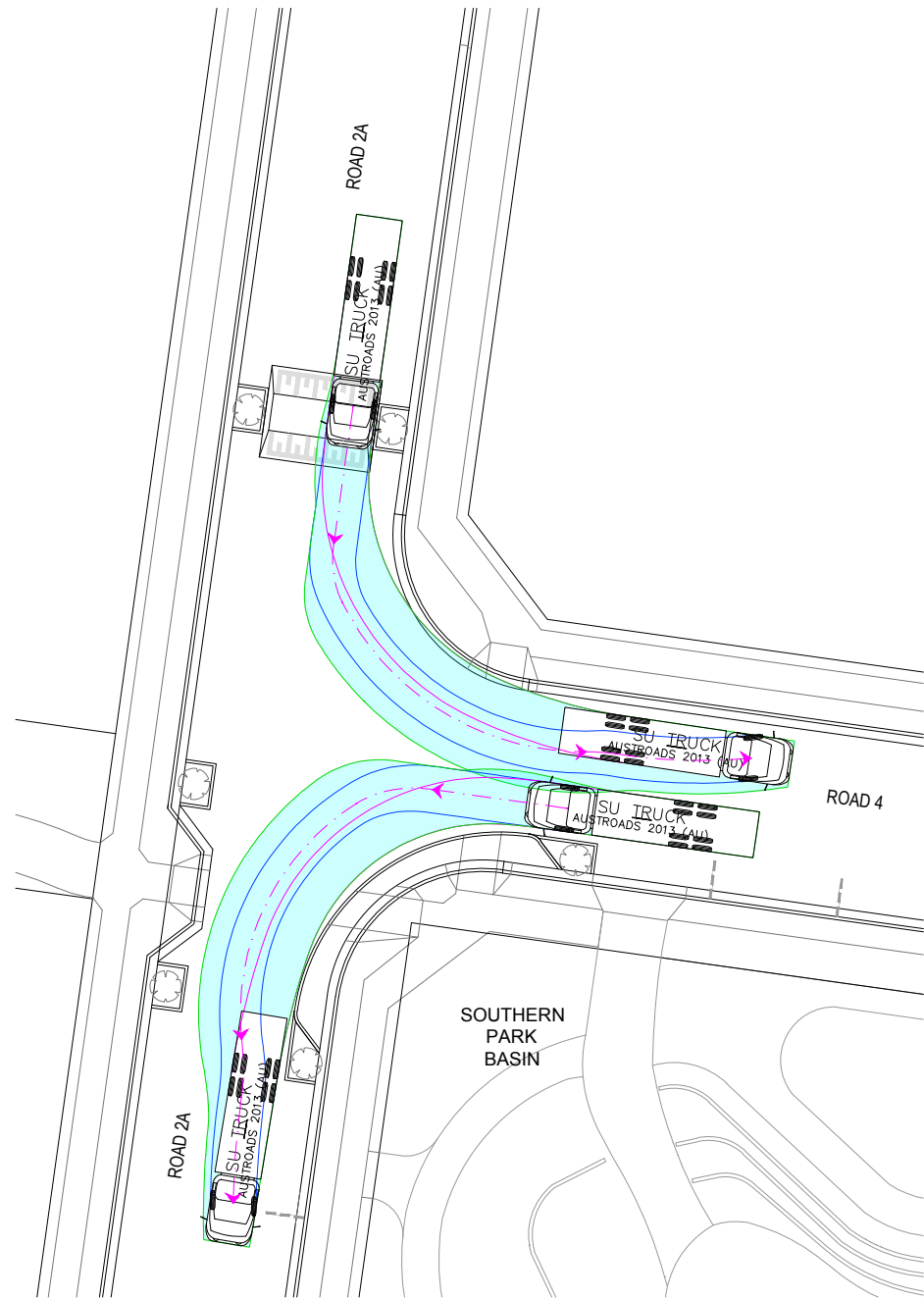
Sheet 132 of 162

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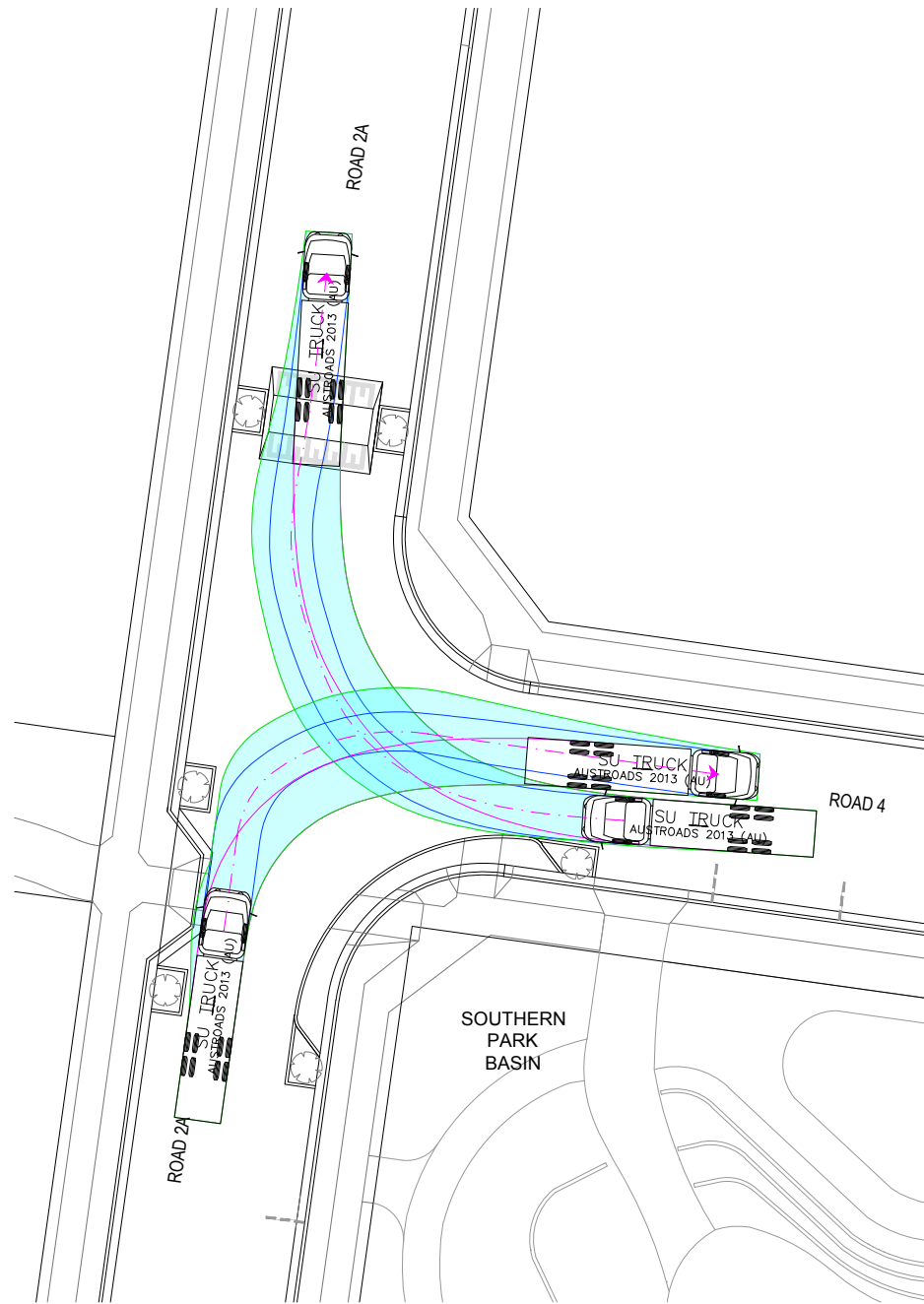
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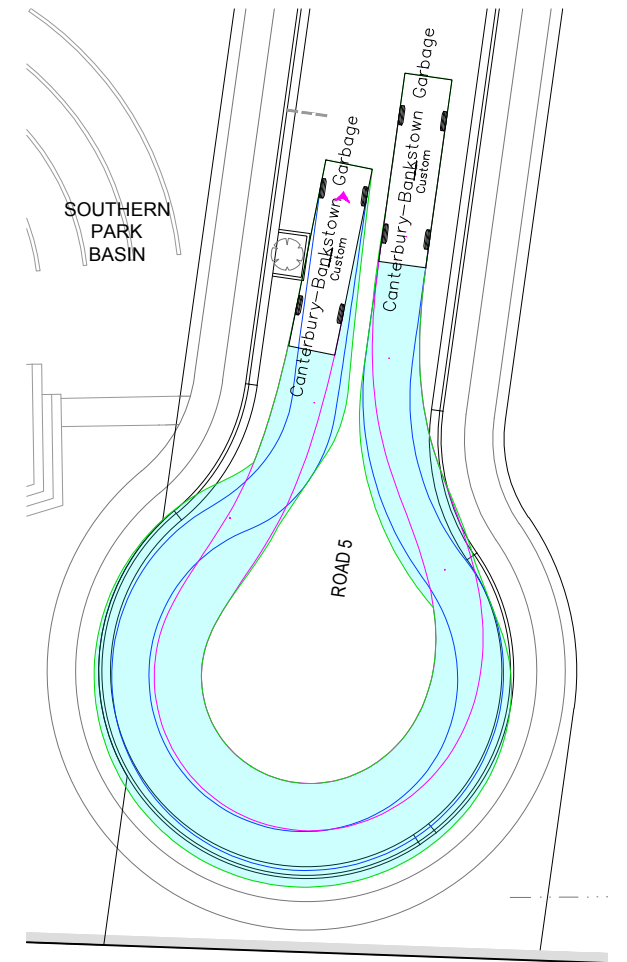
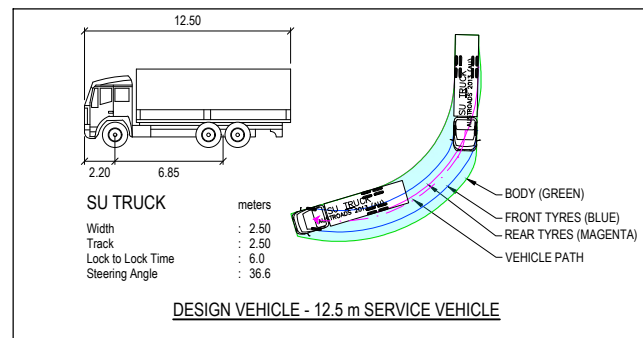
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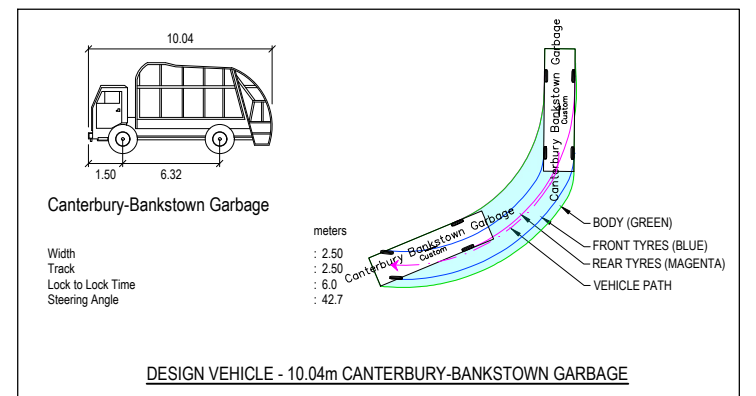
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SU TRUCK - RIGHT IN / RIGHT OUT



TURN AROUND AREA
(CANTERBURY-BANKSTOWN GARBAGE)



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Designed	R. GOVENDER
Date	23.06.2025
Drawn	D. RAFTER
Approved	S. FERGUSON
Date	07.11.25
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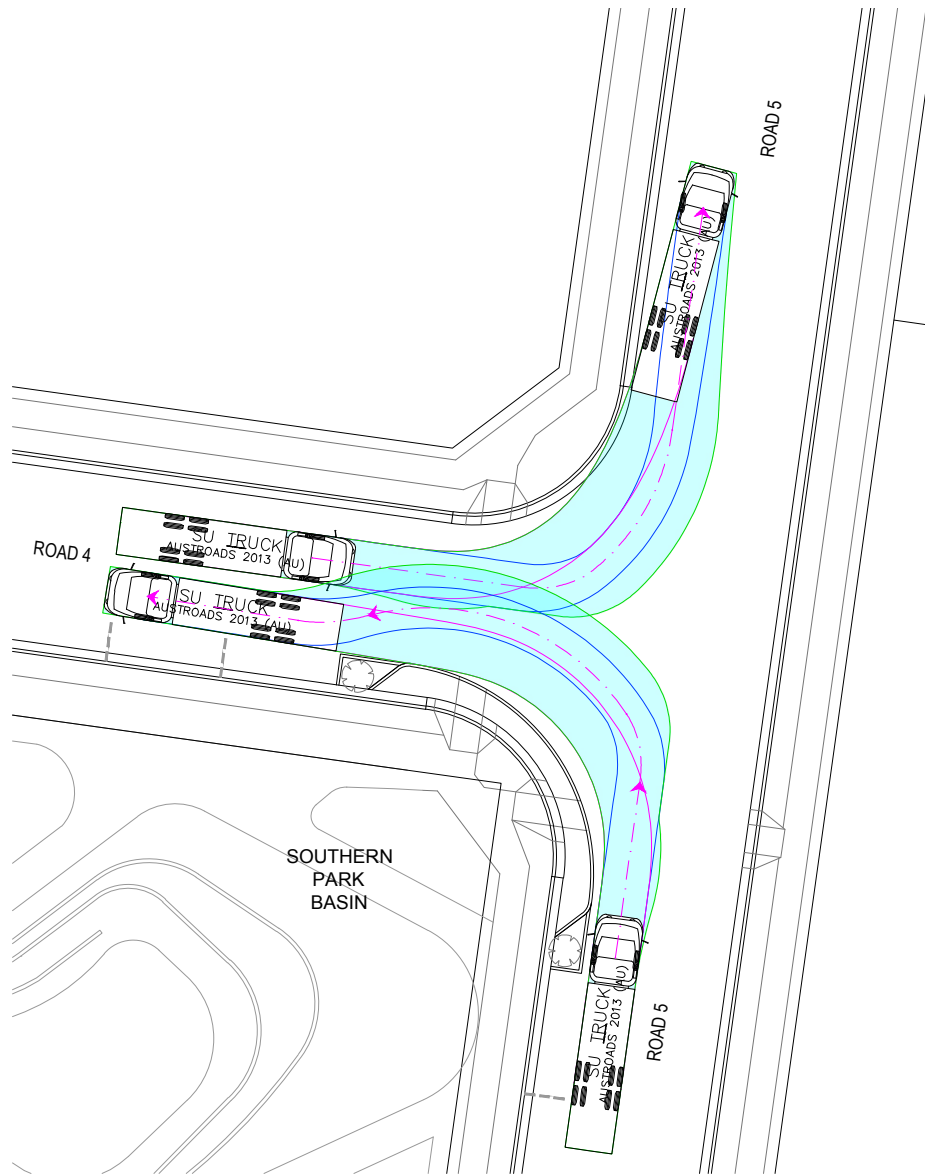
Project Details	WSU MILPERRA, LOT 1 IN DP101147 AND LOT 2 IN DP1291984 2A BULLECOURT AVENUE, MILPERRA
Drawing Title	TURNING MOVEMENTS SHEET 2 OF 18

Sheet 133 of 162

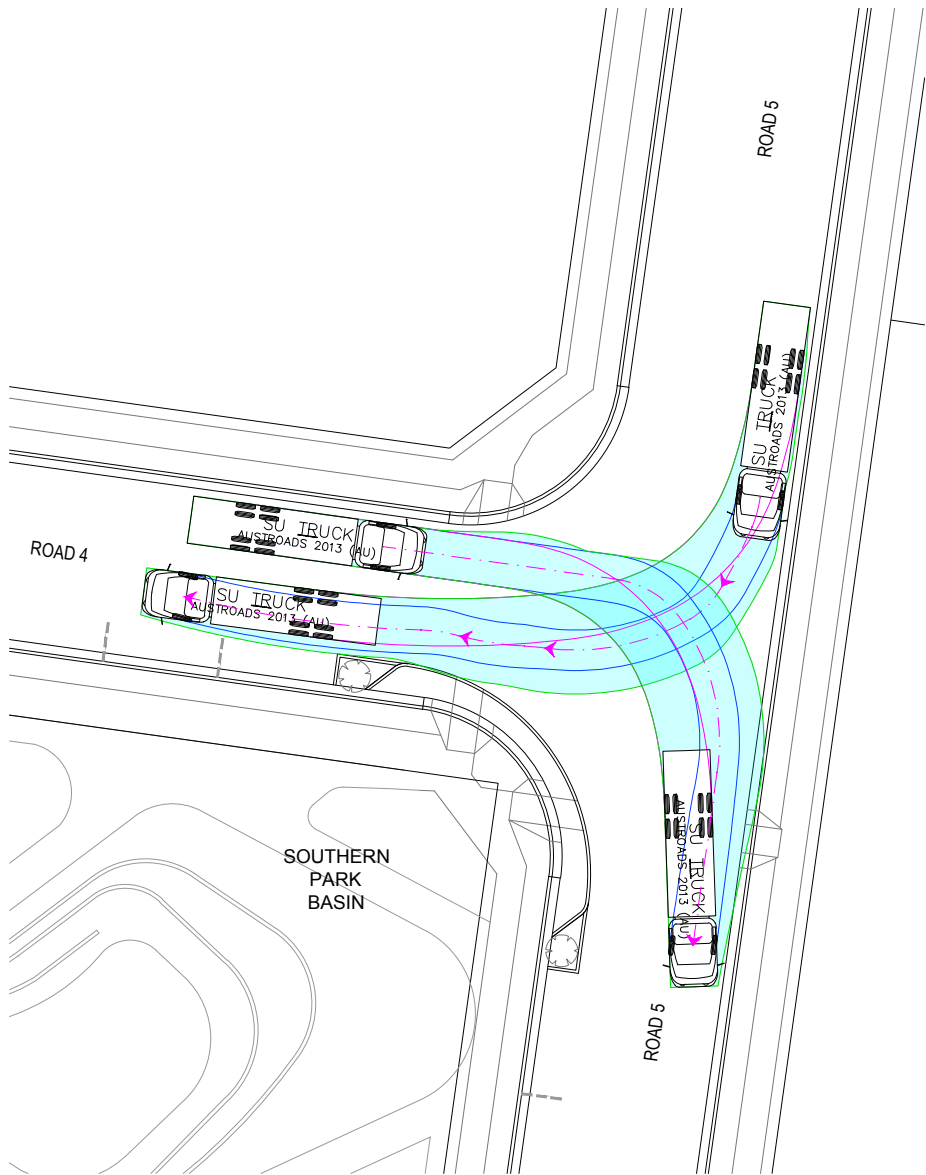
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Project Number	Reference	Drawing No	Revision
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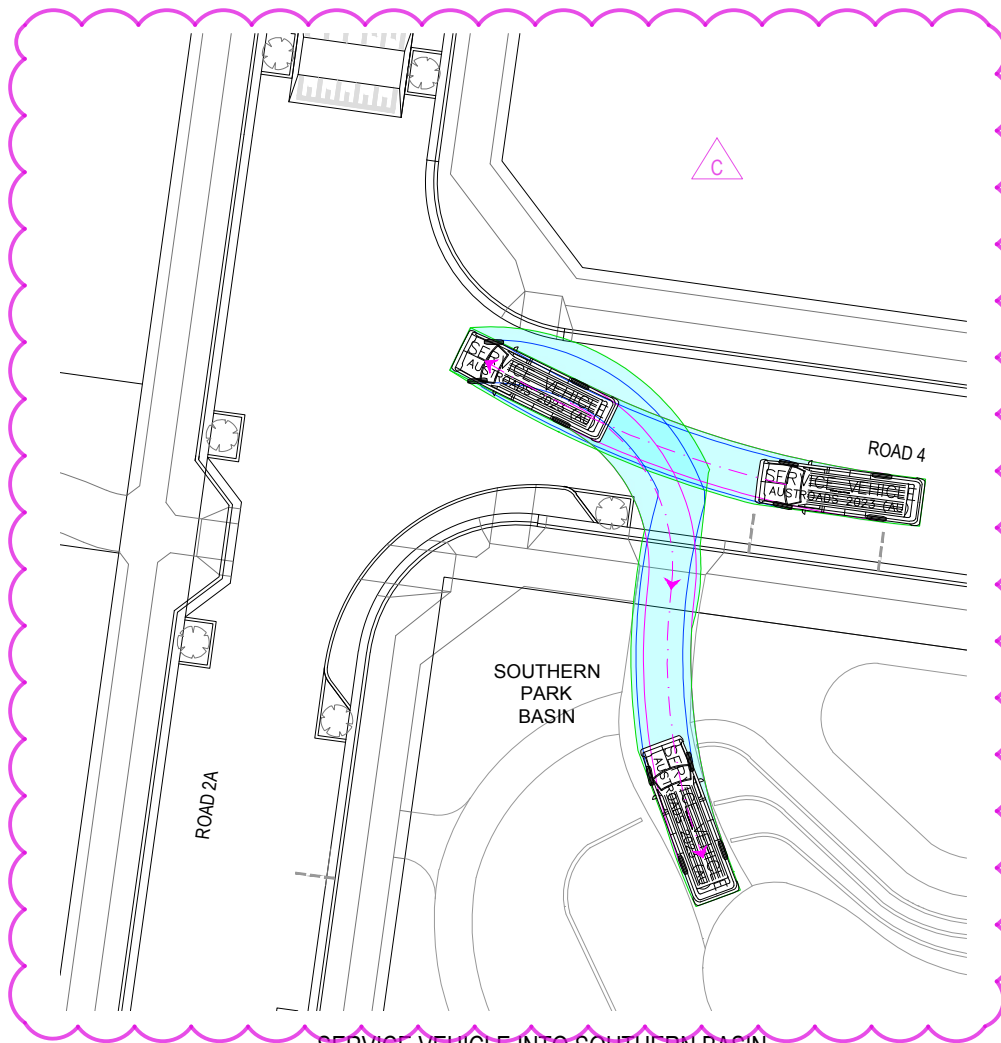




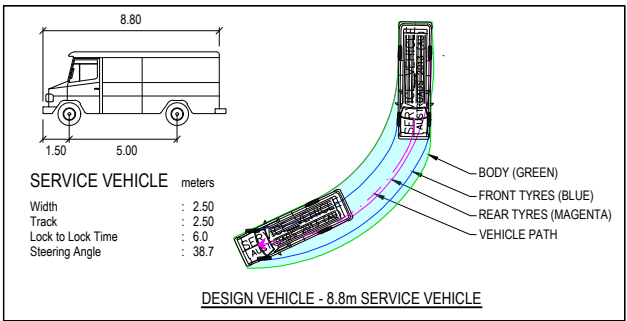
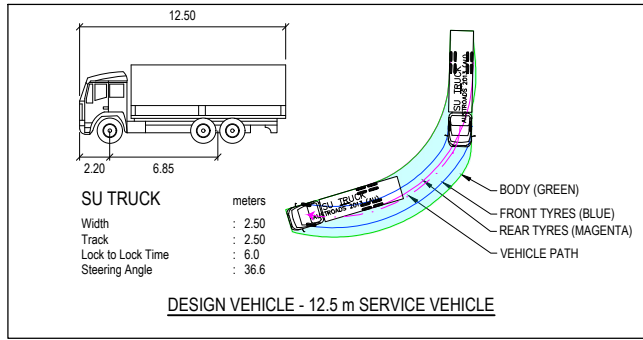
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SERVICE VEHICLE INTO SOUTHERN BASIN

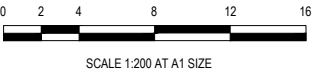


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A	PRELIMINARY ISSUE FOR SSDA	17.10.25	RG	SG					



Designed R. GOVENDER
Date 23.06.2025
Drawn D. RAFTER
Approved S. FERGUSON
Date 07.11.25
DA Number

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Project Details
WSU MILPERRA, LOT 1 IN DP101147 AND
LOT 2 IN DP1291984
2A BULLECOURT AVENUE, MILPERRA
Drawing Title
TURNING MOVEMENTS
SHEET 3 OF 18

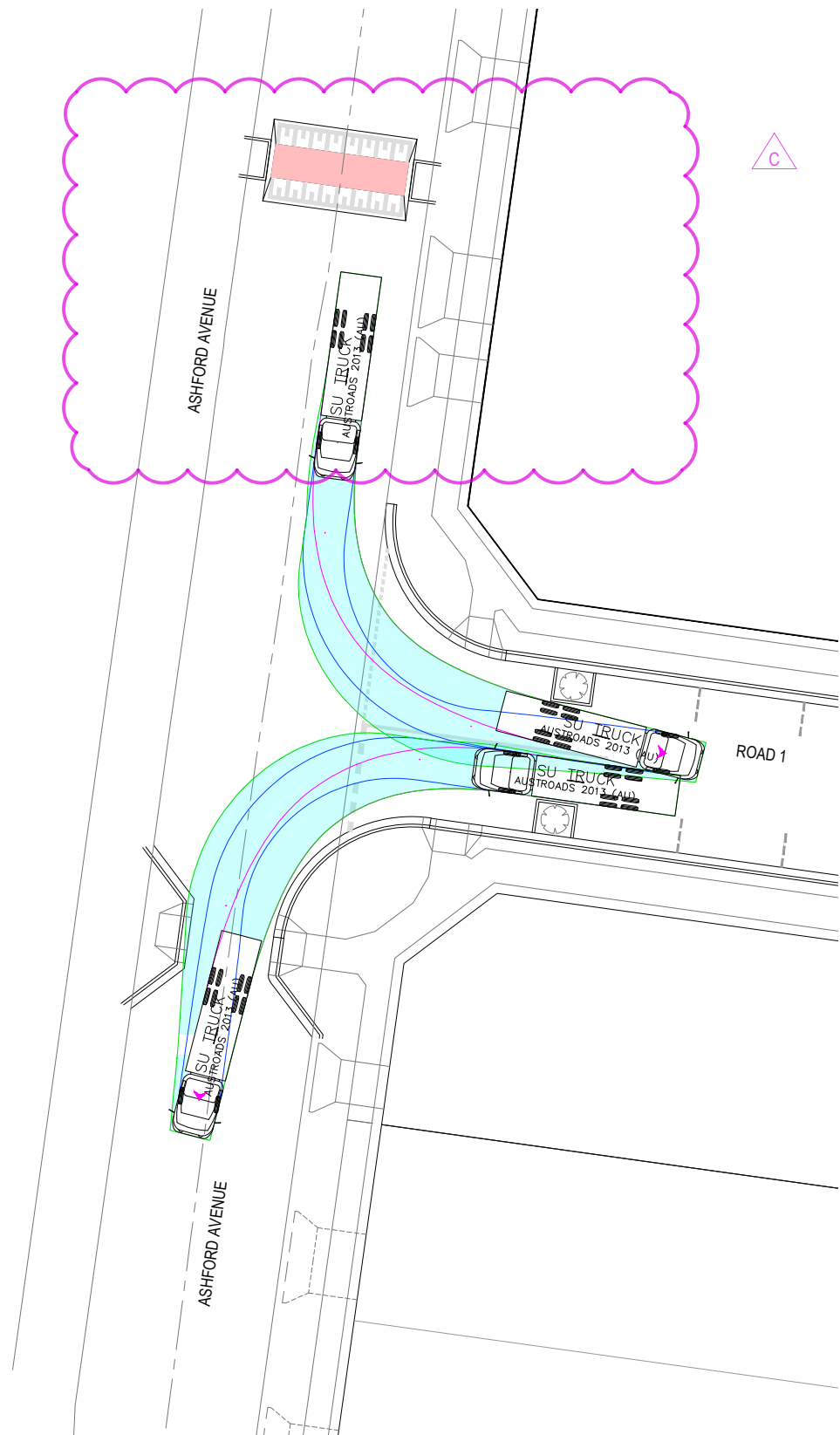
Sheet 134 of 162

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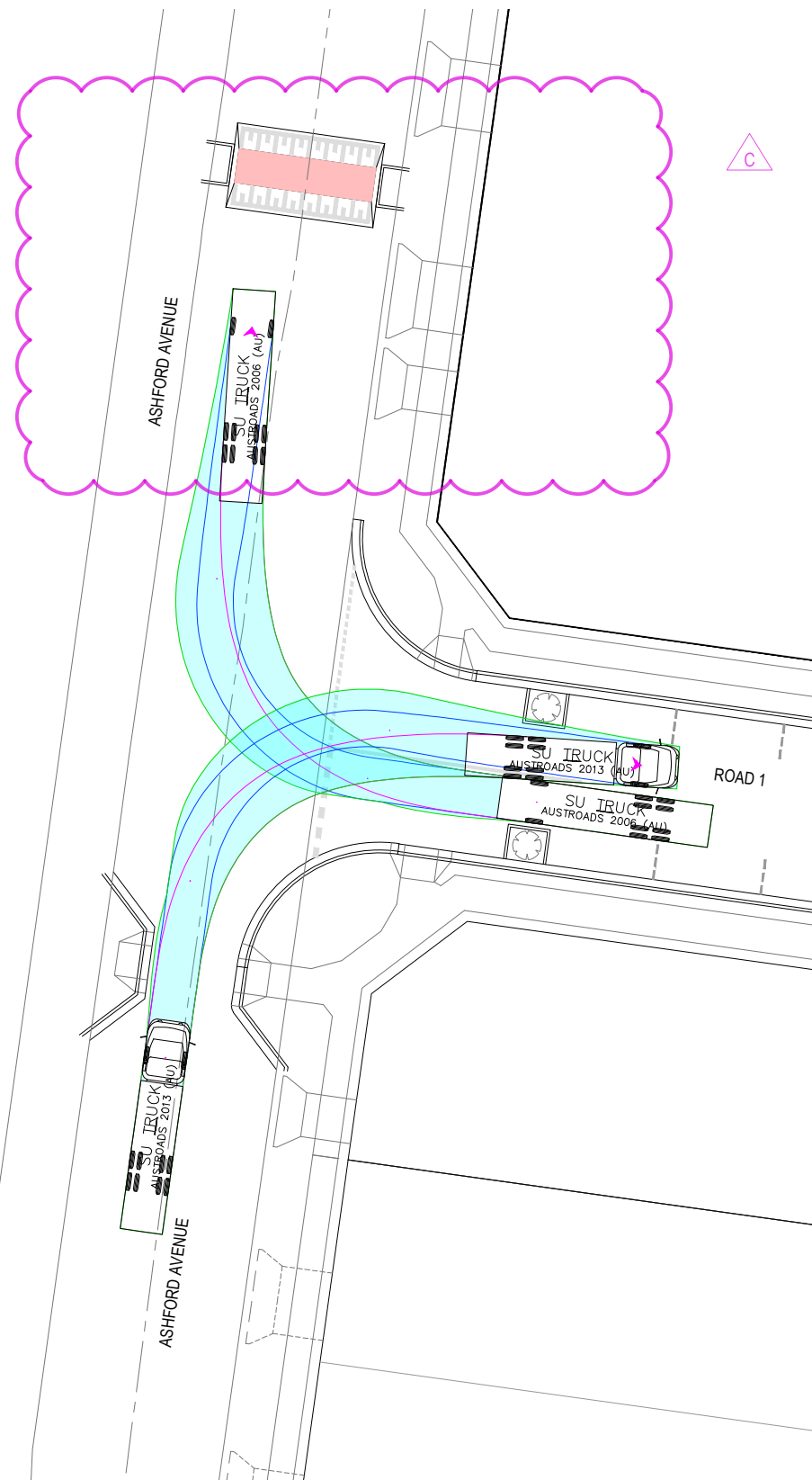
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Reference 321
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Revision C



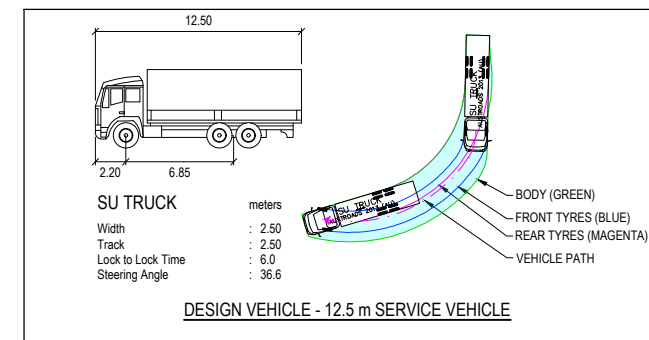
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Designed	R. GOVENDER
Date	23.06.2025
Drawn	D. RAFTER
Approved	S. FERGUSON
Date	07.11.25
DA Number	-

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Oran Park NSW 2570

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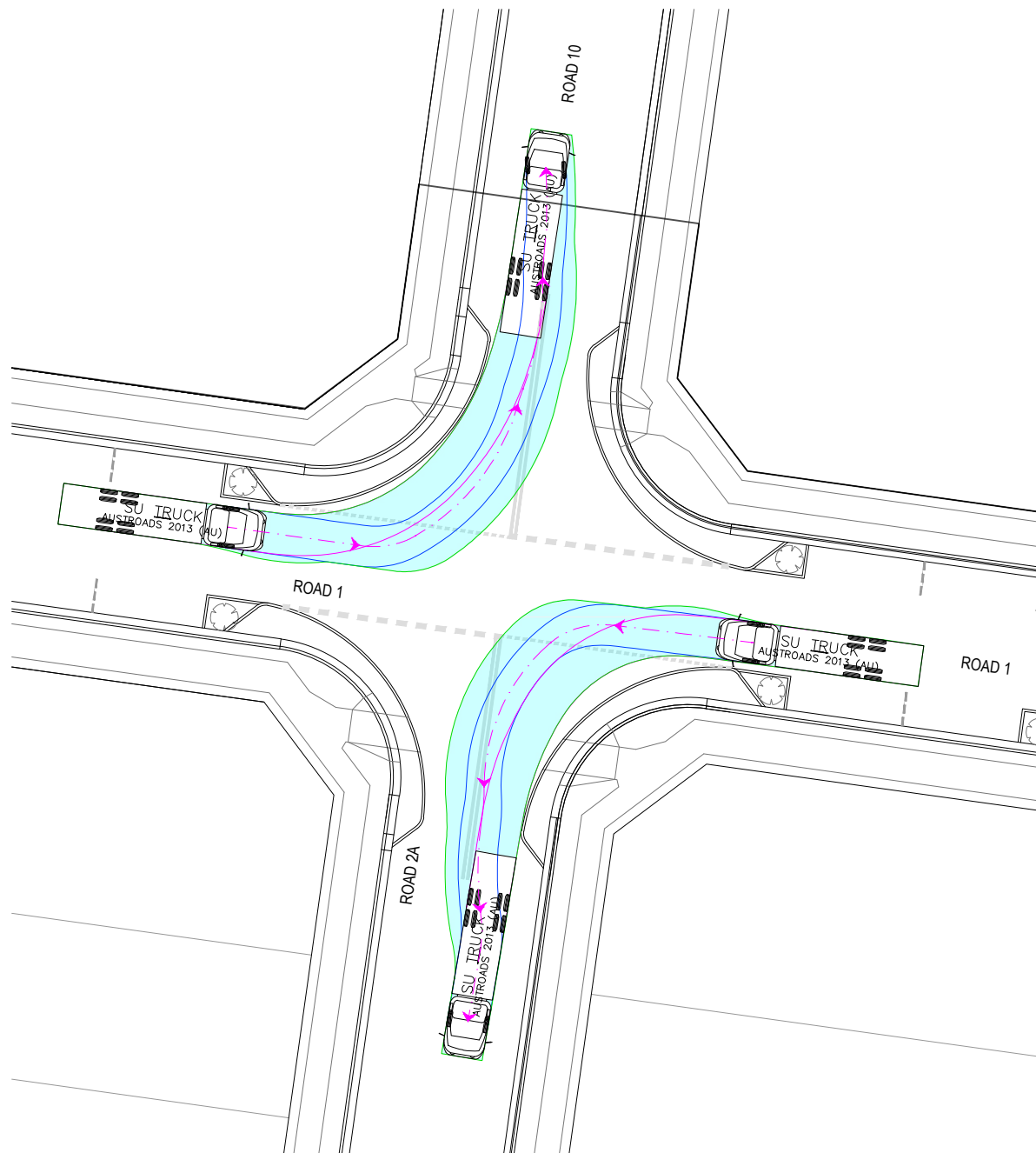
Project Details	WSU MILPERRA, LOT 1 IN DP101147 AND LOT 2 IN DP1291984 2A BULLECOURT AVENUE, MILPERRA
Drawing Title	TURNING MOVEMENTS SHEET 4 OF 18

Sheet 135 of 162

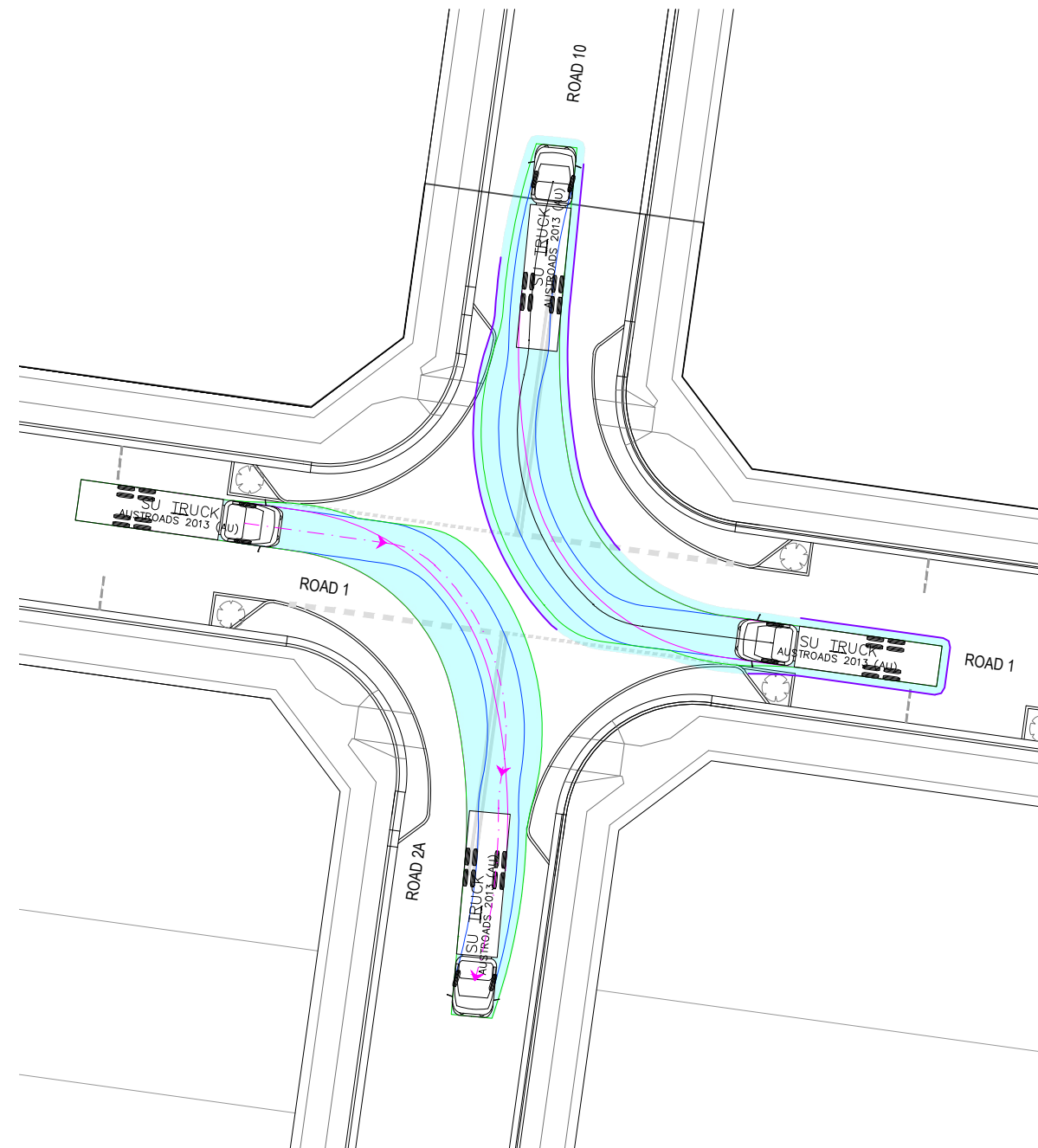
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Project Number	Reference	Drawing No	Revision
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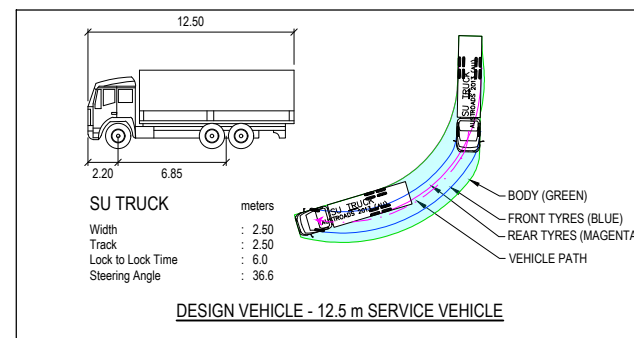




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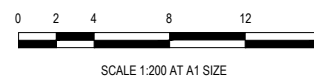
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Designed R. GOVENDER
Date 23.06.2025
Drawn D. RAFTER
Approved S. FERGUSON
Date 07.11.25
DA Number

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Project Details
WSU MILPERRA, LOT 1 IN DP101147 AND
LOT 2 IN DP1291984
2A BULLECOURT AVENUE, MILPERRA
Drawing Title
TURNING MOVEMENTS
SHEET 5 OF 18

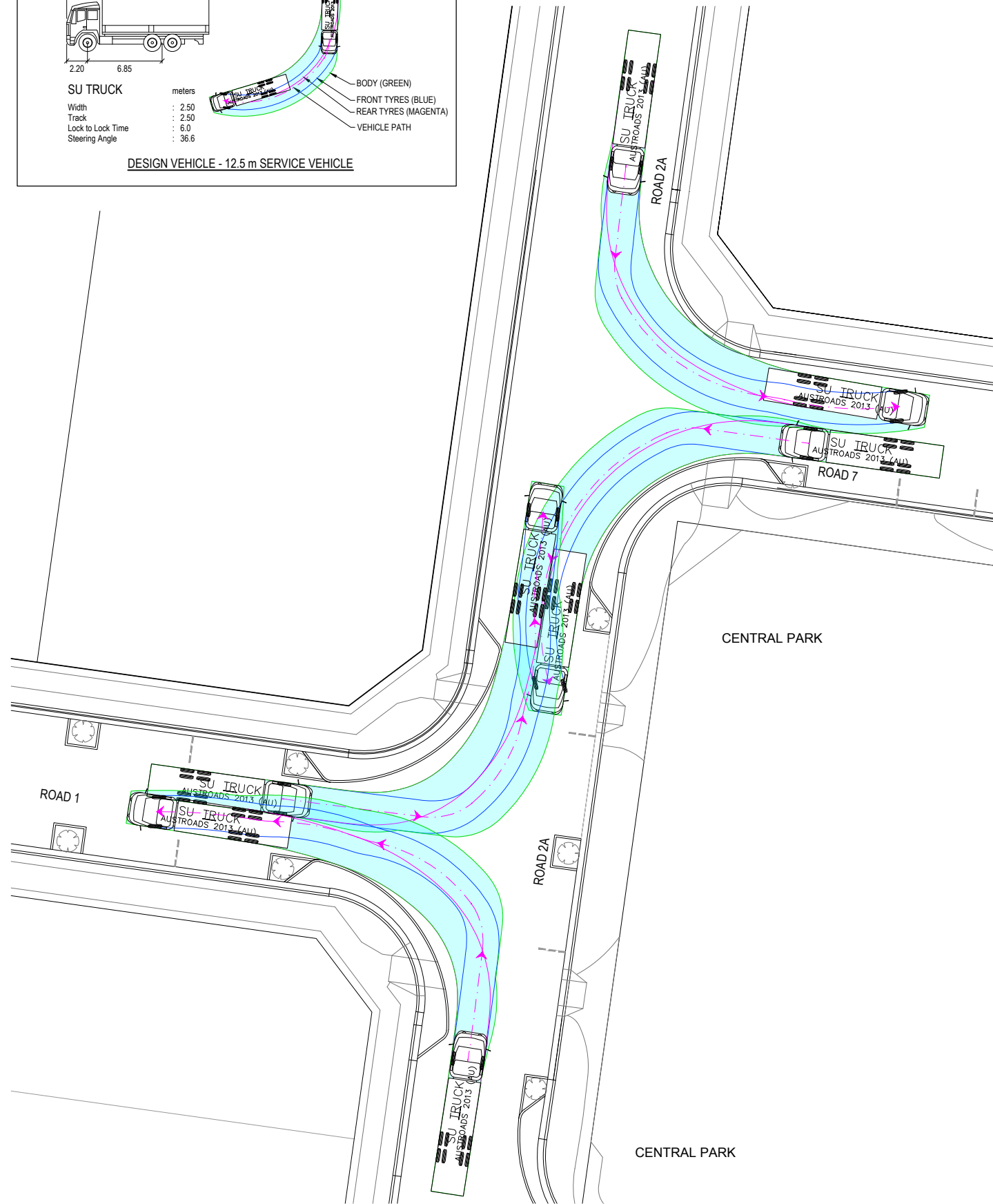
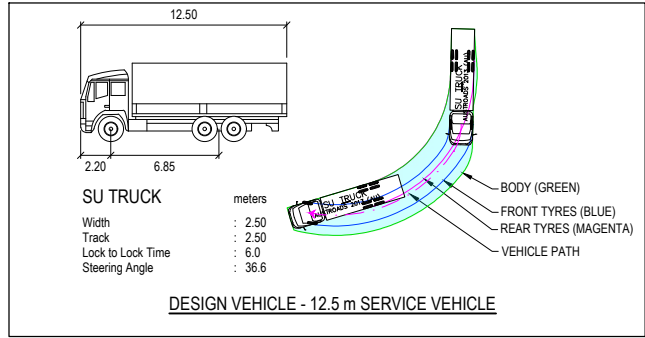
Sheet 136 of 162

Scale
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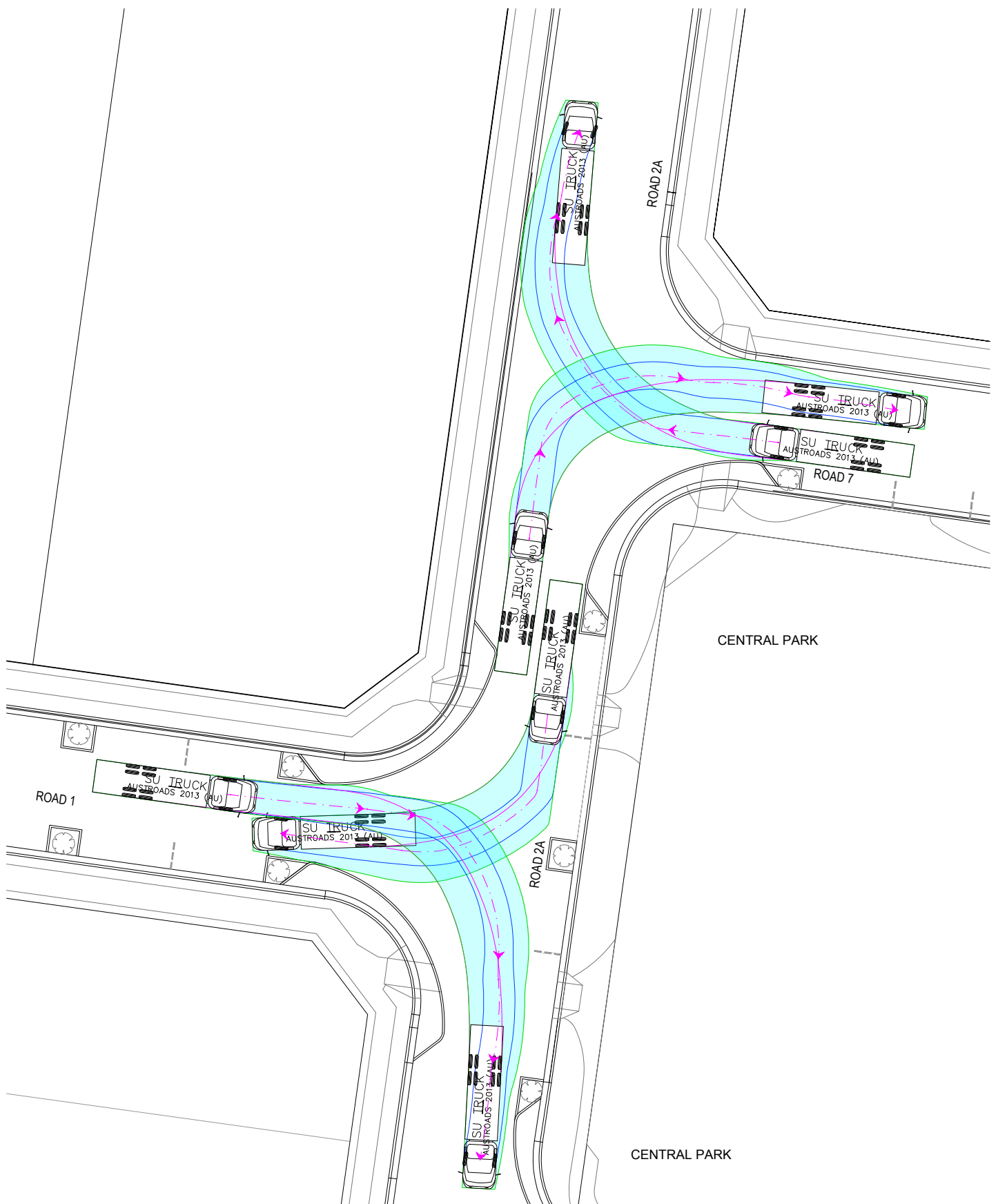
Project Number	Reference	Drawing No	Revision
2301879	321	704	B



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Designed	R. GOVENDER
Date	23.06.2025
Drawn	D. RAFTER
Approved	S. FERGUSON
Date	07.11.25
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Development & Infrastructure Consultants
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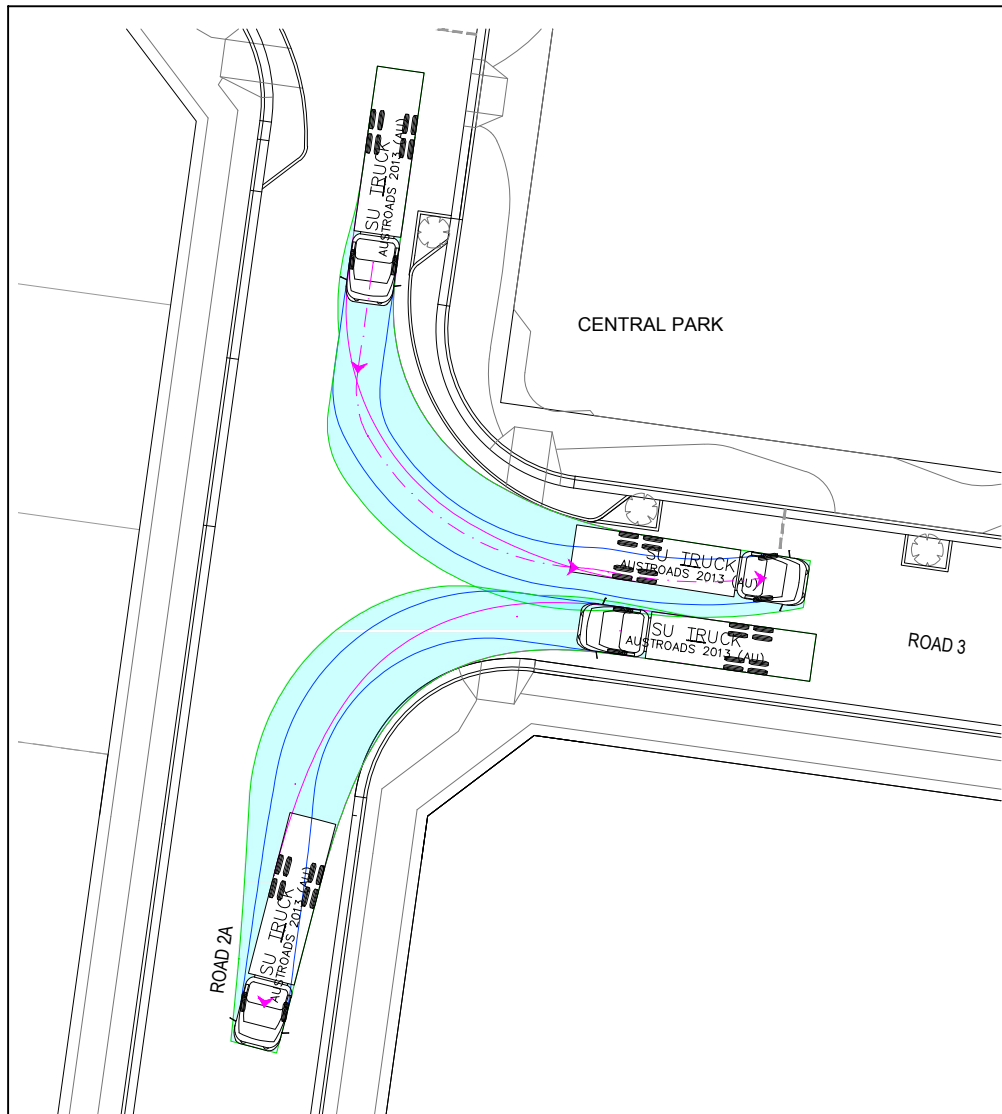
Project Details	WSU MILPERRA, LOT 1 IN DP101147 AND LOT 2 IN DP1291984 2A BULLECOURT AVENUE, MILPERRA
Drawing Title	TURNING MOVEMENTS SHEET 6 OF 18

Sheet 137 of 162

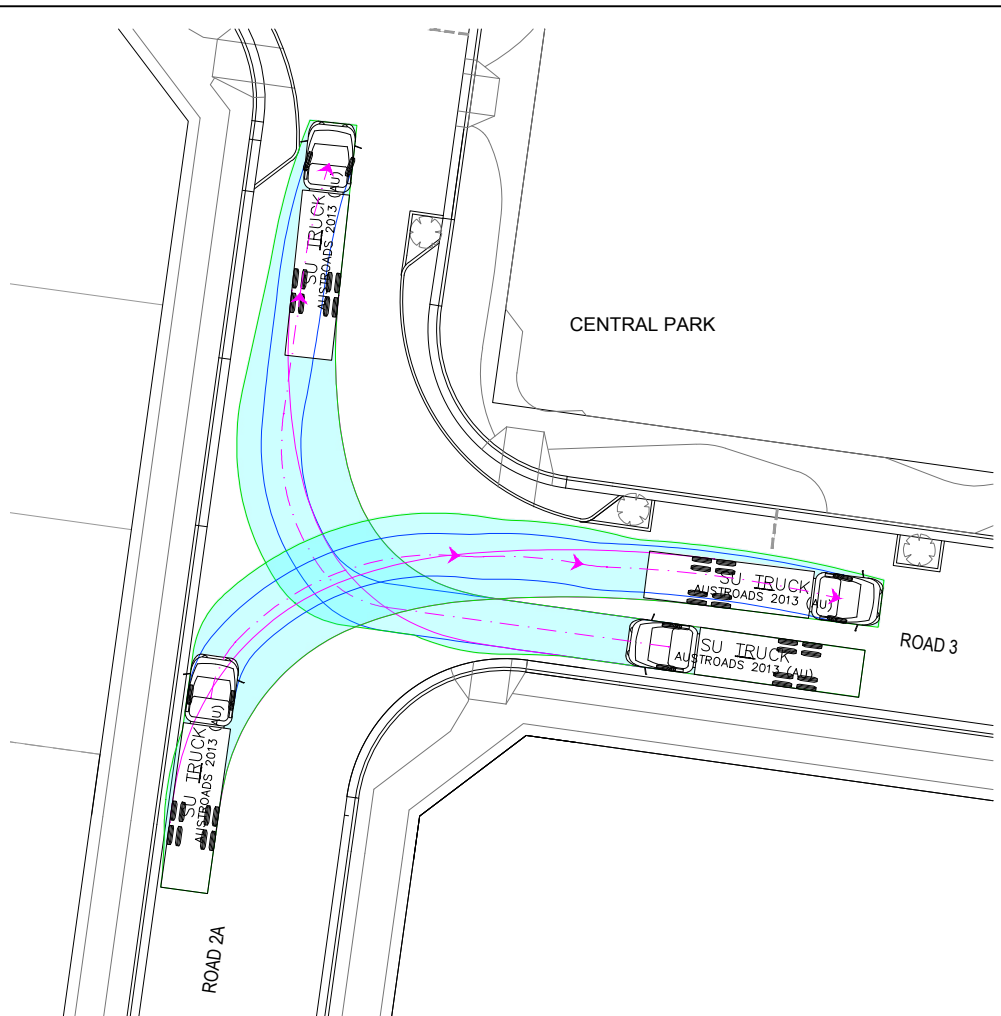
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Project Number	Reference	Drawing No	Revision
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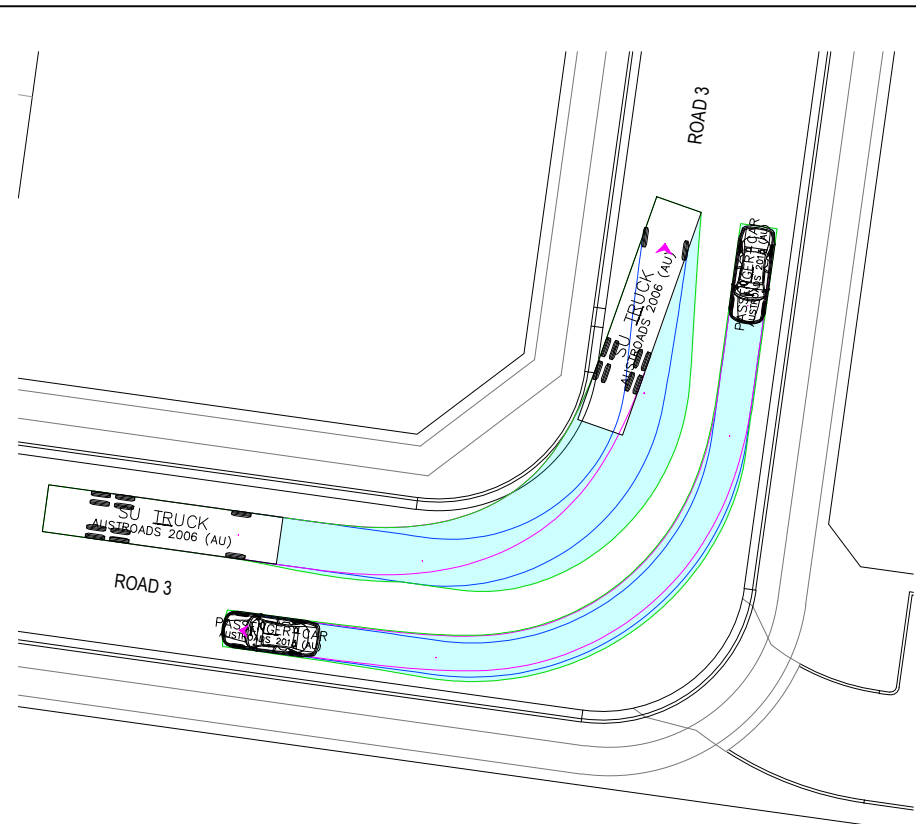




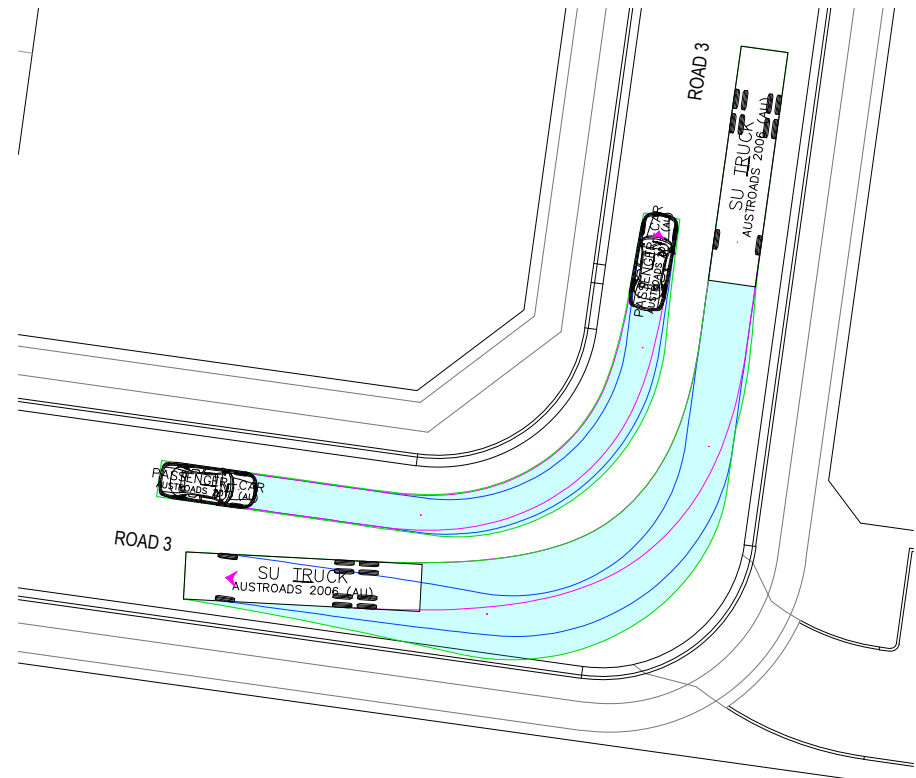
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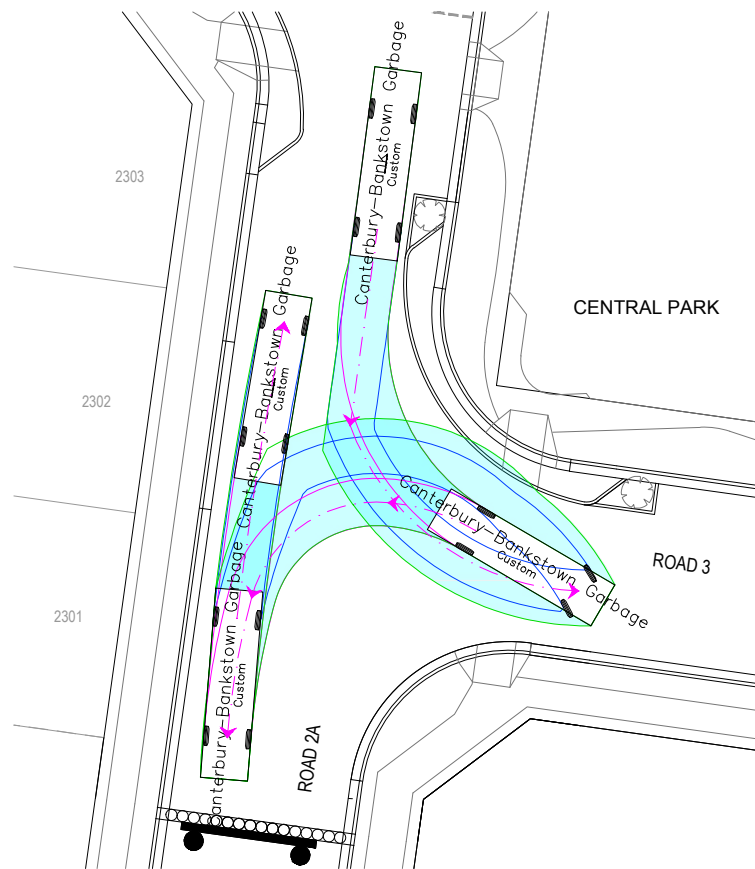
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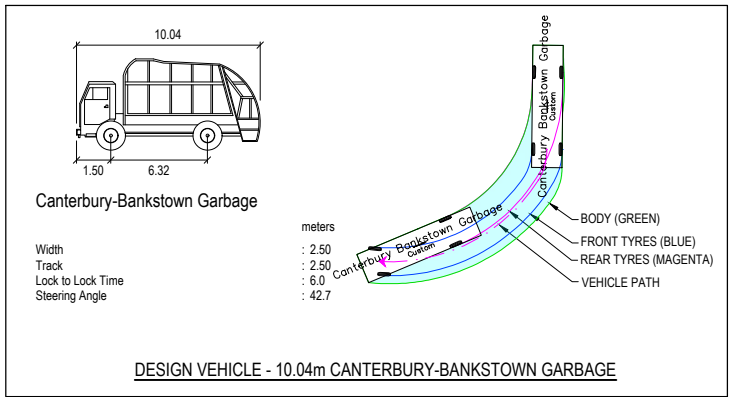
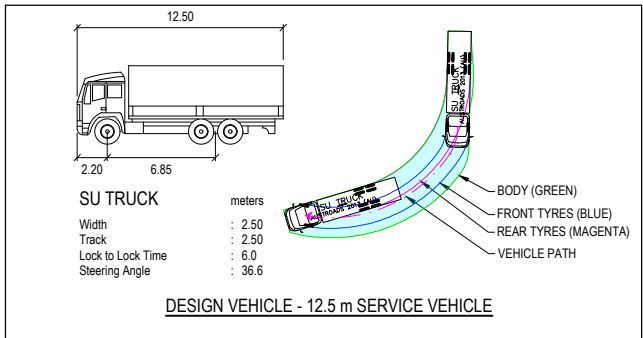
CAR OUTSIDE / SU TRUCK INSIDE



CAR INSIDE / SU TRUCK OUTSIDE



GARBAGE - THREE POINT TURN



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REV	DESCRIPTION	DATE	DRN	APP	REV	DESCRIPTION	DATE	DRN	APP



Designed	R. GOVENDER
Date	23.06.2025
Drawn	D. RAFTER
Approved	S. FERGUSON
Date	07.11.25
DA Number	

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Project Details	WSU MILPERRA, LOT 1 IN DP101147 AND LOT 2 IN DP1291984 2A BULLECOURT AVENUE, MILPERRA
Drawing Title	TURNING MOVEMENTS SHEET 7 OF 18

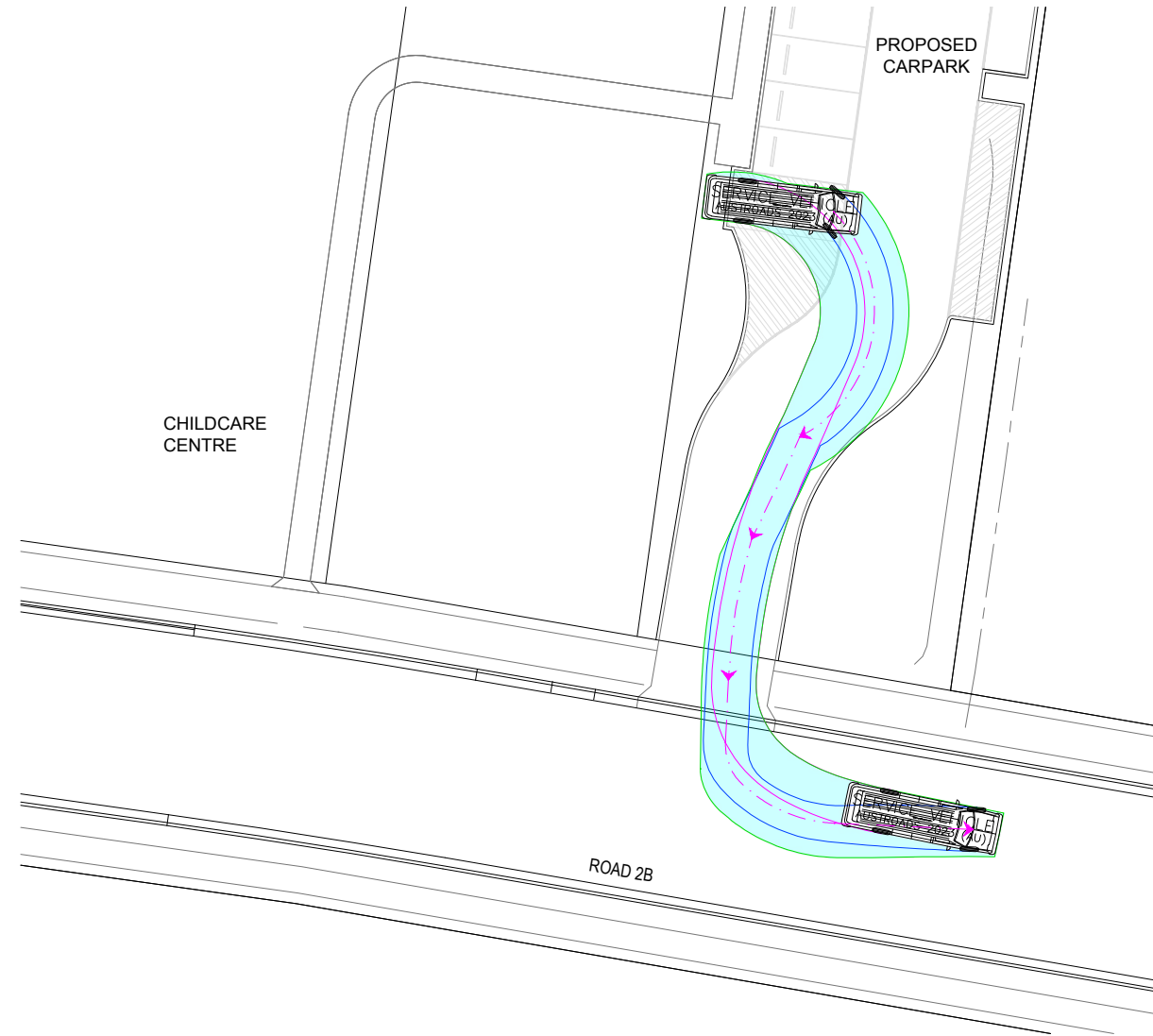
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Sheet 138 of 162

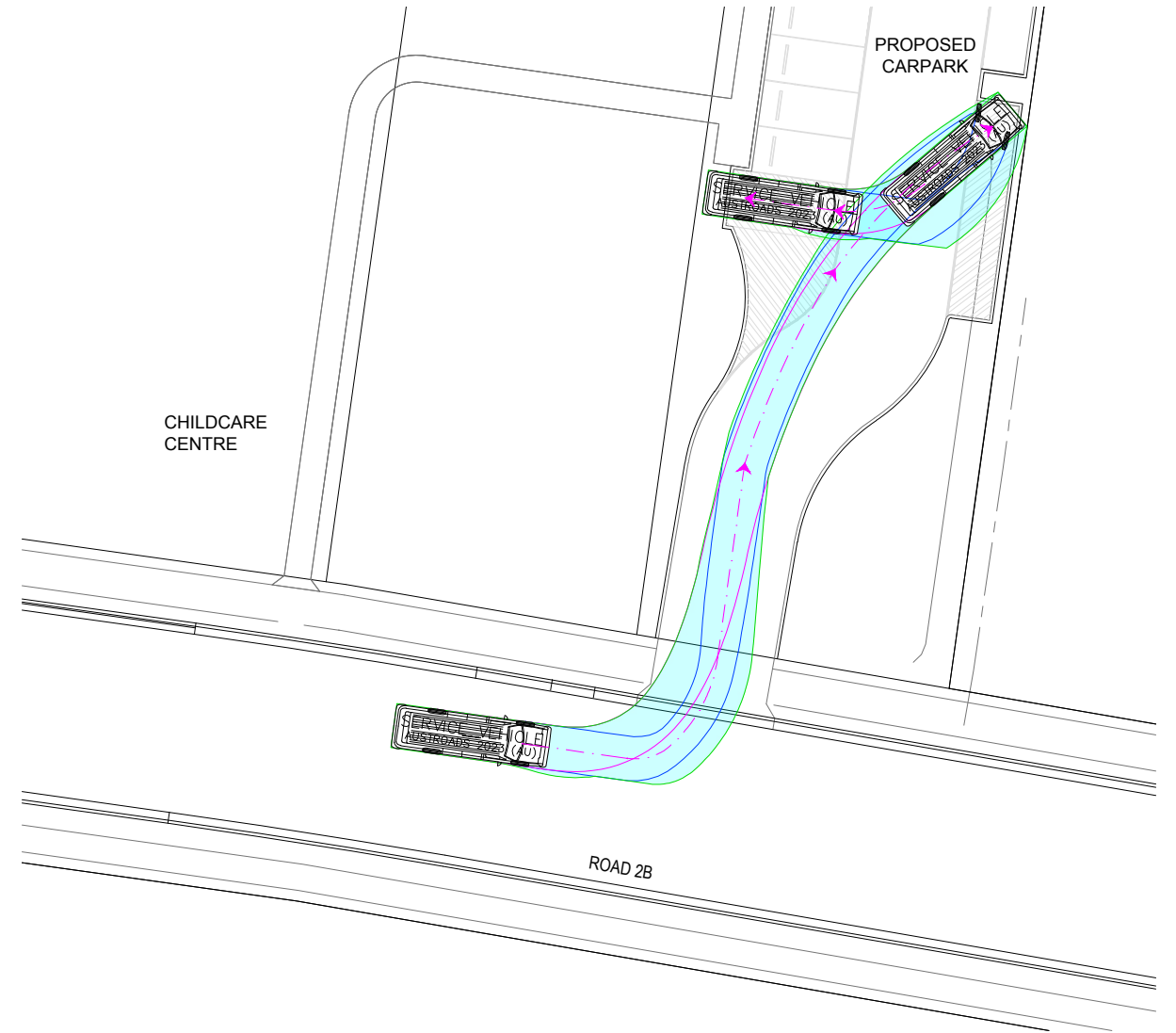
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Project Number	Reference	Drawing No	Revision
2301879	321	706	B

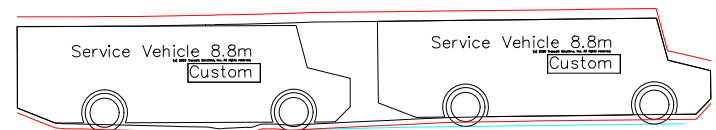




SV TRUCK - VEHICLE EXITING

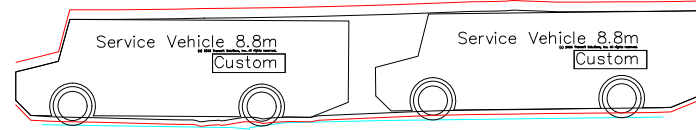


SV TRUCK - VEHICLE ENTERING



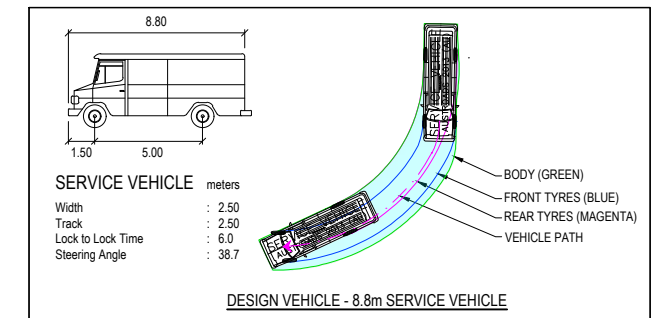
Ground Clearance (units: m)				
Part #	Front	Wheelbase	Rear	
#1	0.25	0.25	0.25	

8.8m SERVICE VEHICLE - CHILDCARE CARPARK ENTRY VERTICAL CLEARANCE



Ground Clearance (units: m)				
Part #	Front	Wheelbase	Rear	
#1	0.25	0.25	0.25	

8.8m SERVICE VEHICLE - CHILDCARE CARPARK EXIT VERTICAL CLEARANCE



LEGEND	
ROAD ALIGNMENT	—
BODY CLEARANCE	—

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C	FINAL ISSUE FOR SSDA	07.11.25	GN	SG					
B	UPDATED TURNING TEMPLATE	23.10.25	GN	SG					
A	PRELIMINARY ISSUE FOR SSDA	17.10.25	RG	SG					



Designed	R. GOVENDER
Date	23.06.2025
Drawn	D. RAFTER
Approved	
Date	07.11.25
DA Number	

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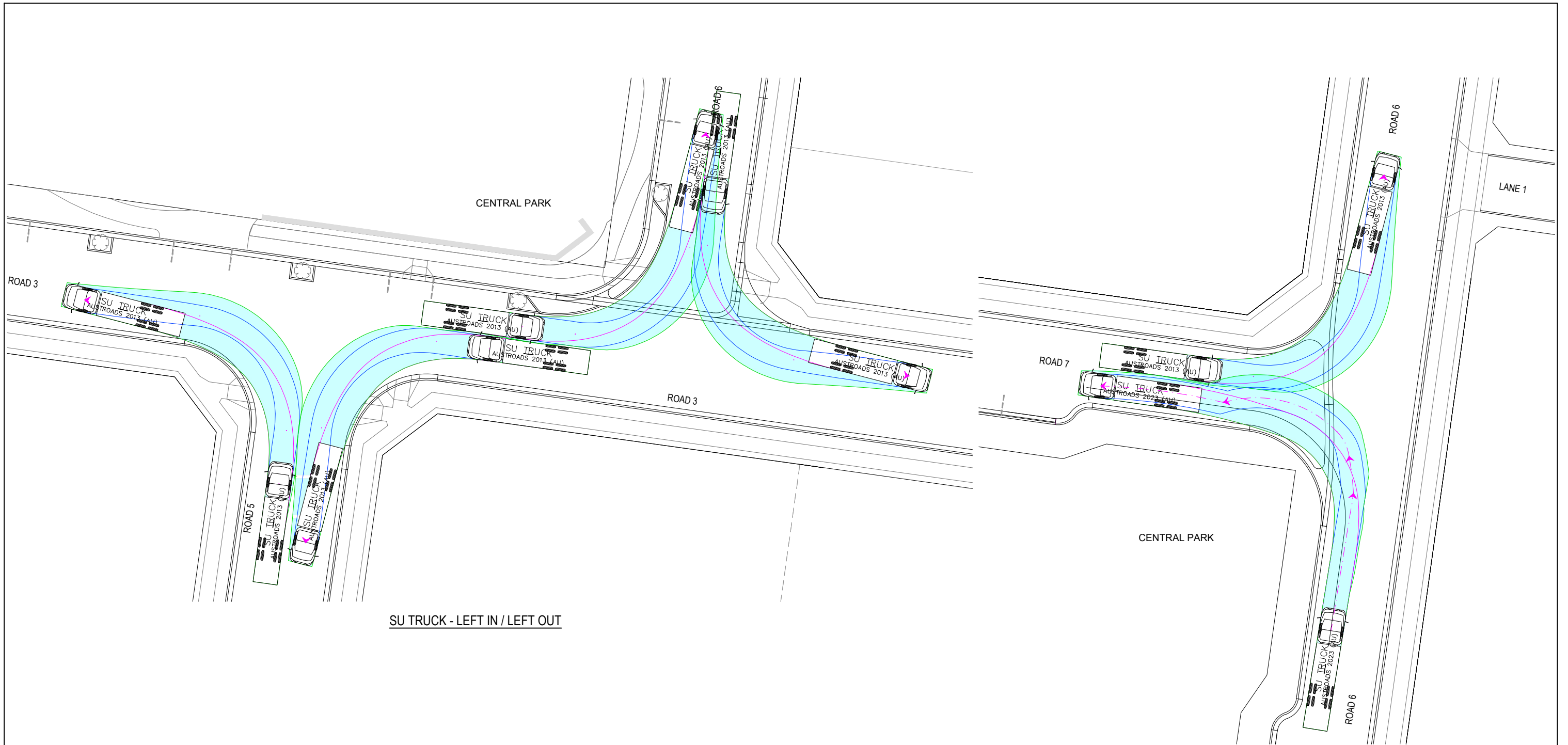
Project Details	WSU MILPERRA, LOT 1 IN DP101147 AND LOT 2 IN DP1291984 2A BULLECOURT AVENUE, MILPERRA
Drawing Title	TURNING MOVEMENTS SHEET 8 OF 18

Sheet 139 of 162

Scale 1:200 @ A1

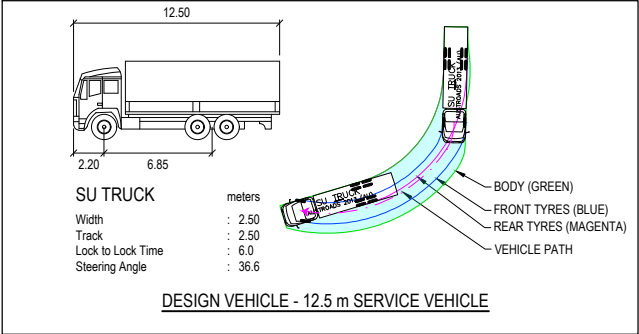
Project Number	Reference	Drawing No	Revision
2301879	321	707	C





SU TRUCK - LEFT IN / LEFT OUT

SU TRUCK - LEFT IN / LEFT OUT



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REV	DESCRIPTION	DATE	DRN	APP	REV	DESCRIPTION	DATE	DRN	APP

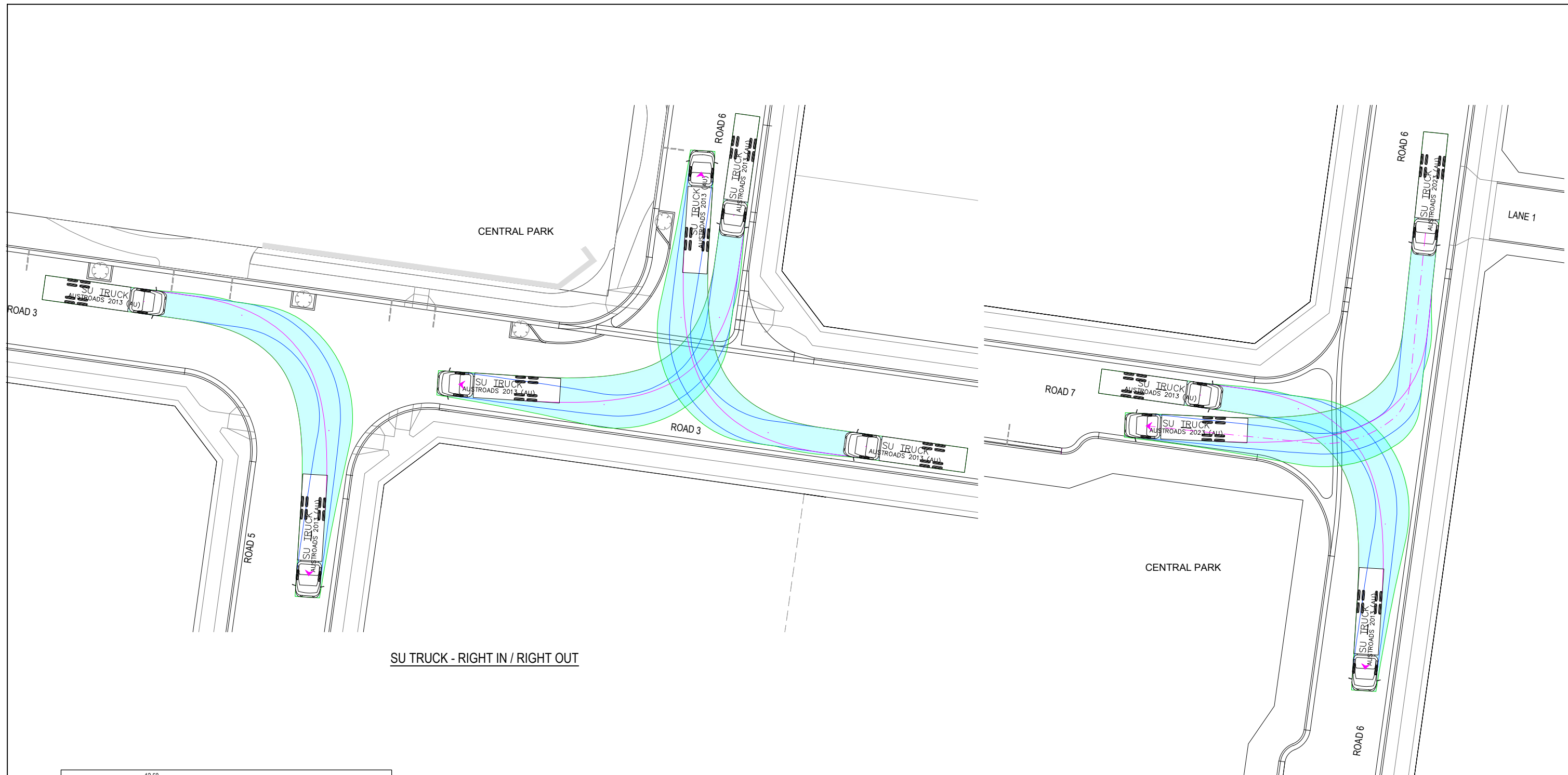


Designed	R. GOVENDER
Date	23.06.2025
Drawn	D. RAFTER
Approved	
Date	07.11.25
DA Number	

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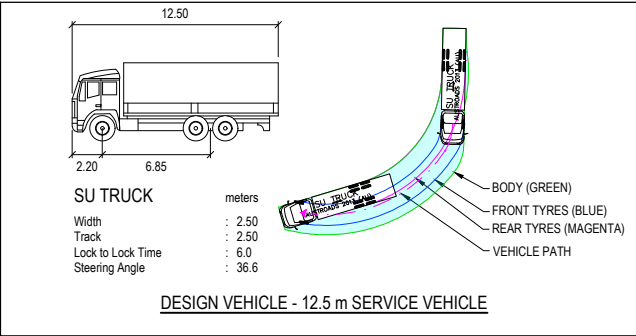
Project Details	WSU MILPERRA, LOT 1 IN DP101147 AND LOT 2 IN DP1291984 2A BULLECOURT AVENUE, MILPERRA
Drawing Title	TURNING MOVEMENTS SHEET 9 OF 18

Sheet 140 of 162	
Scale 1:200 @ A1	
Project Number 2301879	Reference 321
Drawing No 708	Revision B



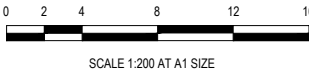
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Date	23.06.2025
Drawn	D. RAFTER
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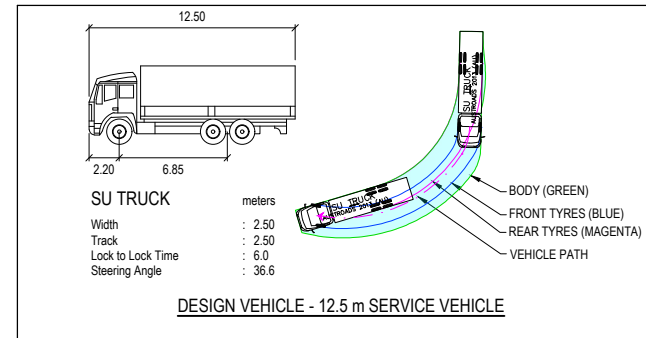
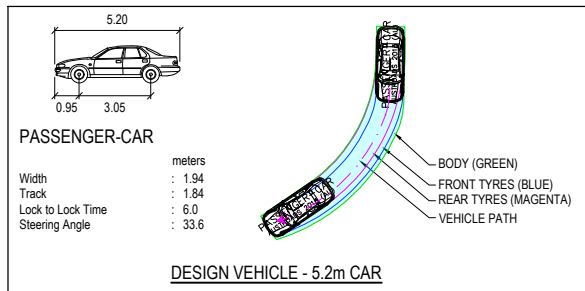
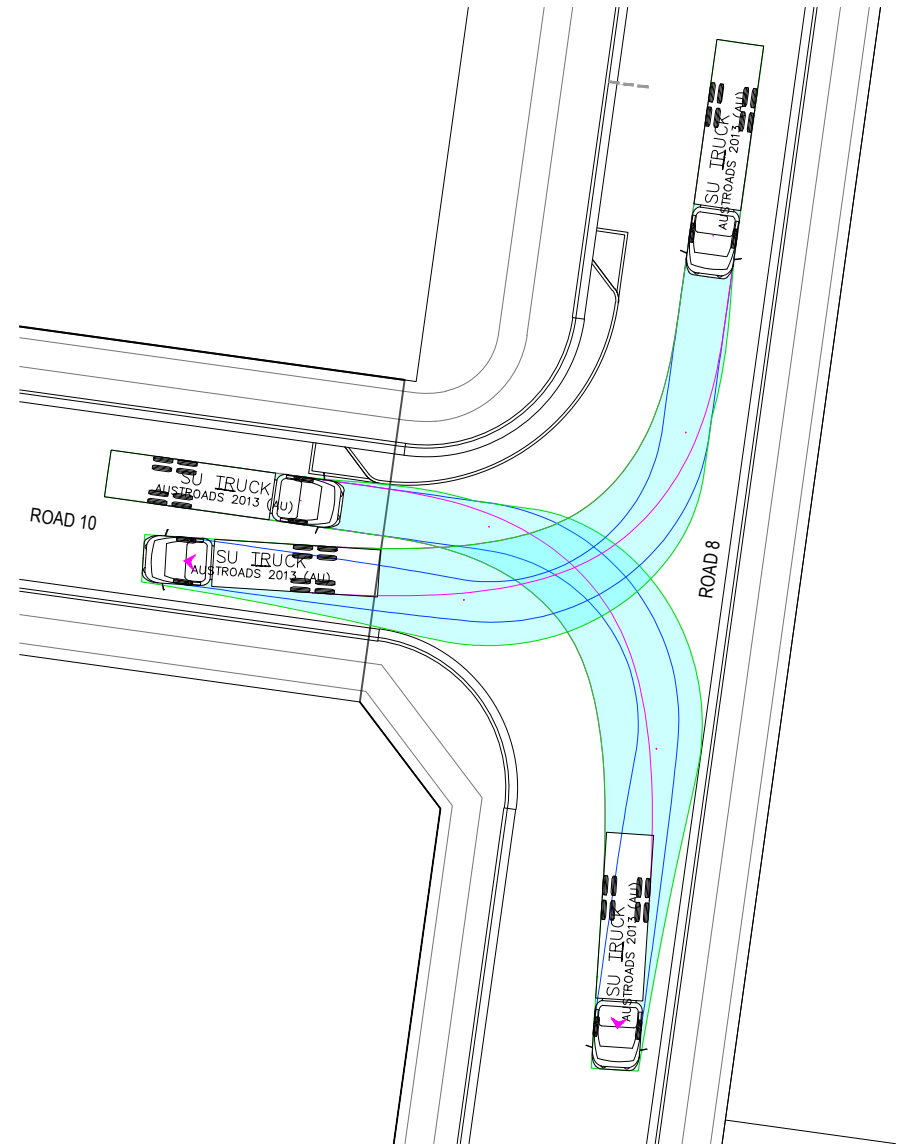
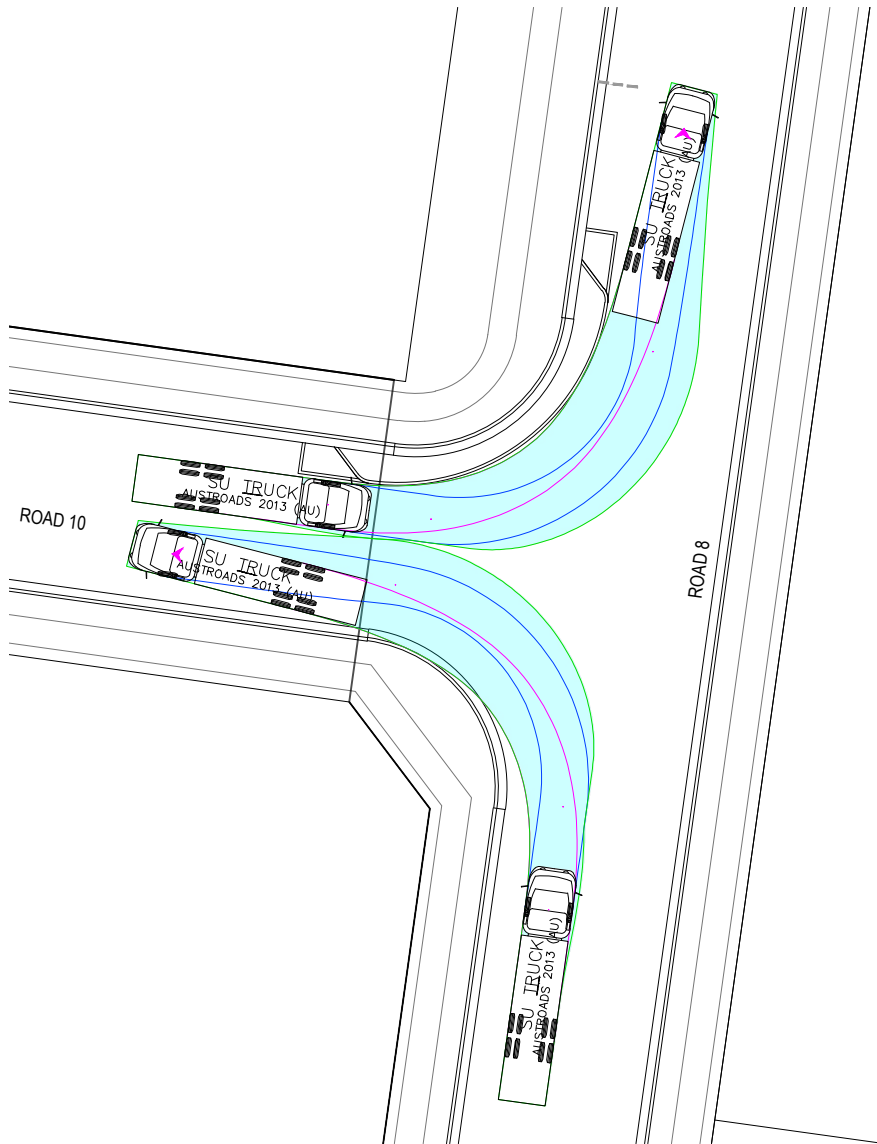
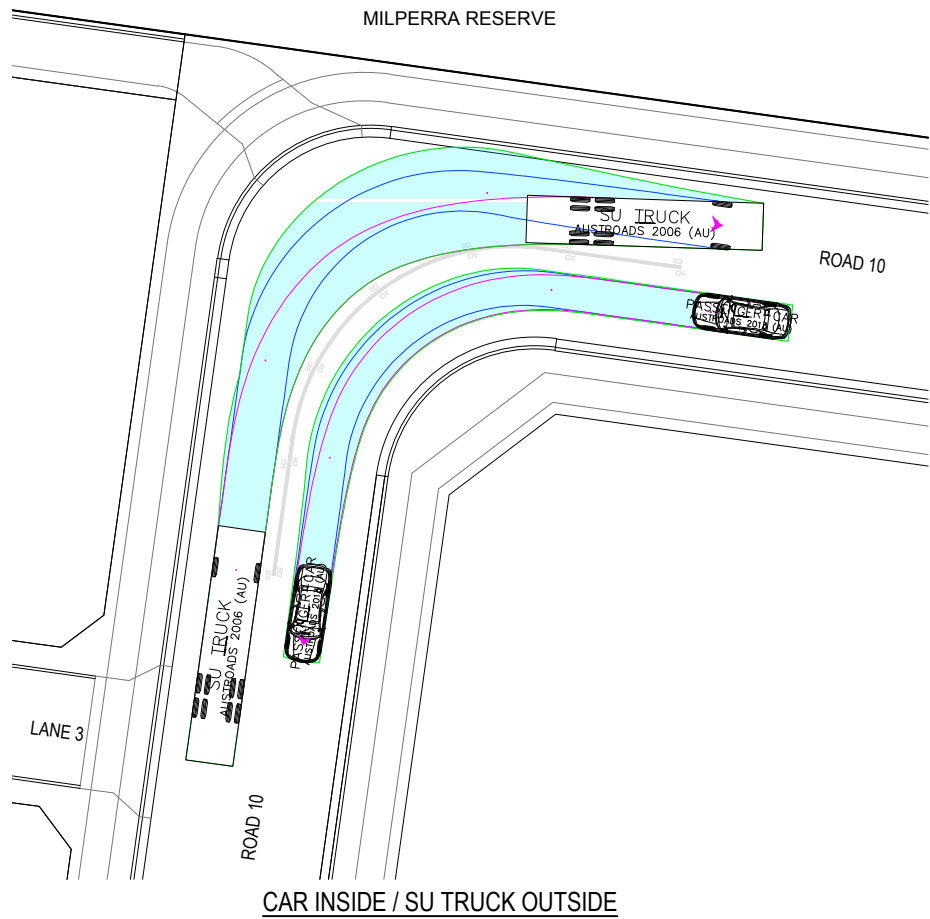
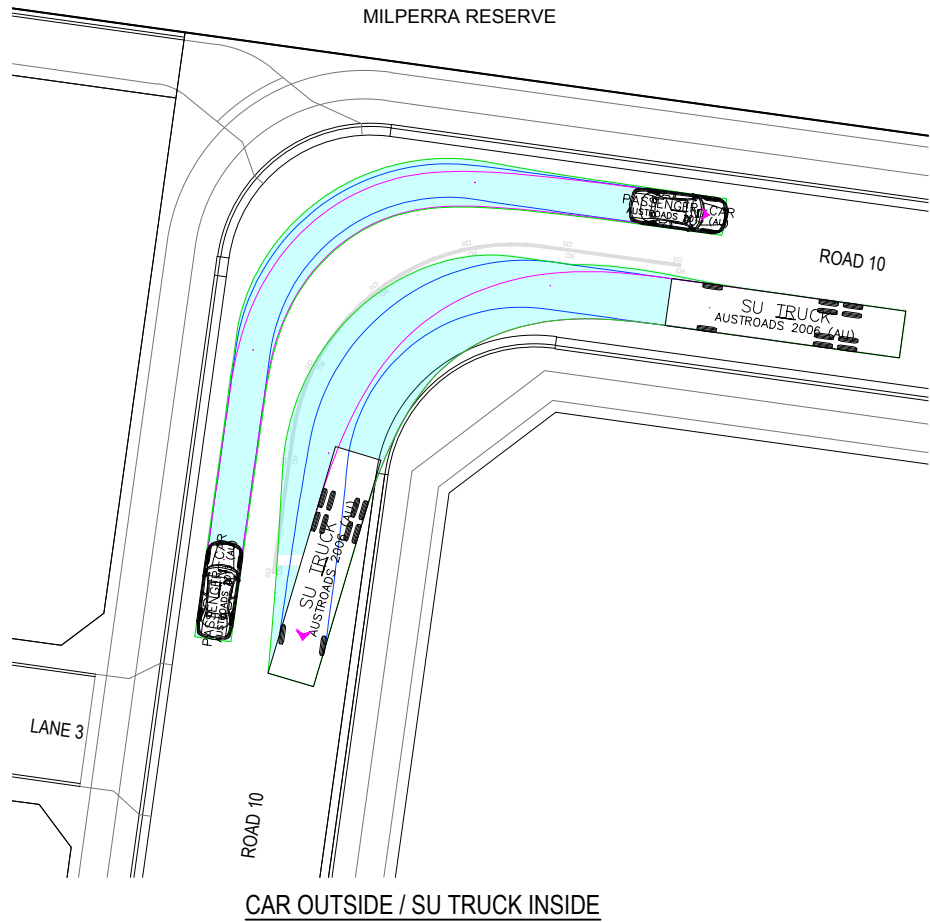
Project Details	WSU MILPERRA, LOT 1 IN DP101147 AND LOT 2 IN DP1291984 2A BULLECOURT AVENUE, MILPERRA
Drawing Title	TURNING MOVEMENTS SHEET 10 OF 18

Sheet 141 of 162

Scale
1:200 @ A1

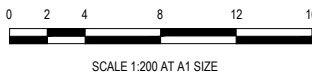
Project Number	Reference	Drawing No	Revision
2301879	321	709	B





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Designed	R. GOVENDER
Date	23.06.2025
Drawn	D. RAFTER
Approved	
Date	07.11.25
DA Number	

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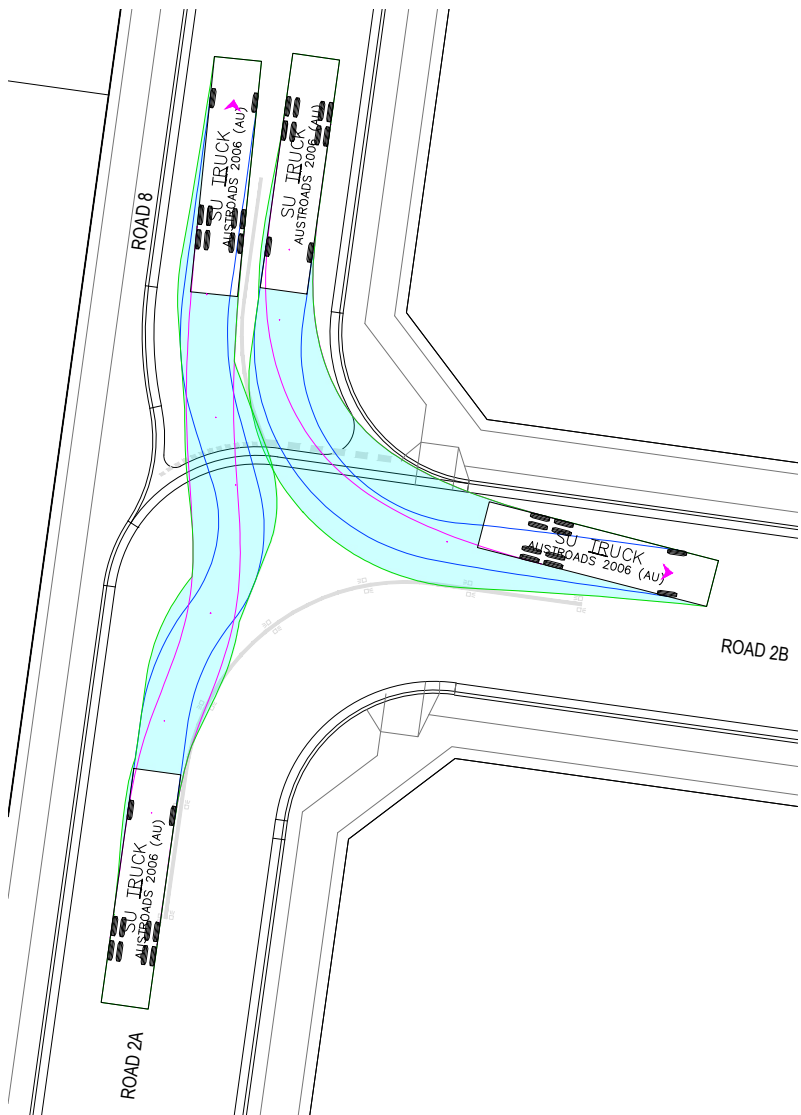
Project Details	WSU MILPERRA, LOT 1 IN DP101147 AND LOT 2 IN DP1291984 2A BULLECOURT AVENUE, MILPERRA
Drawing Title	TURNING MOVEMENTS SHEET 11 OF 18

Sheet 142 of 162

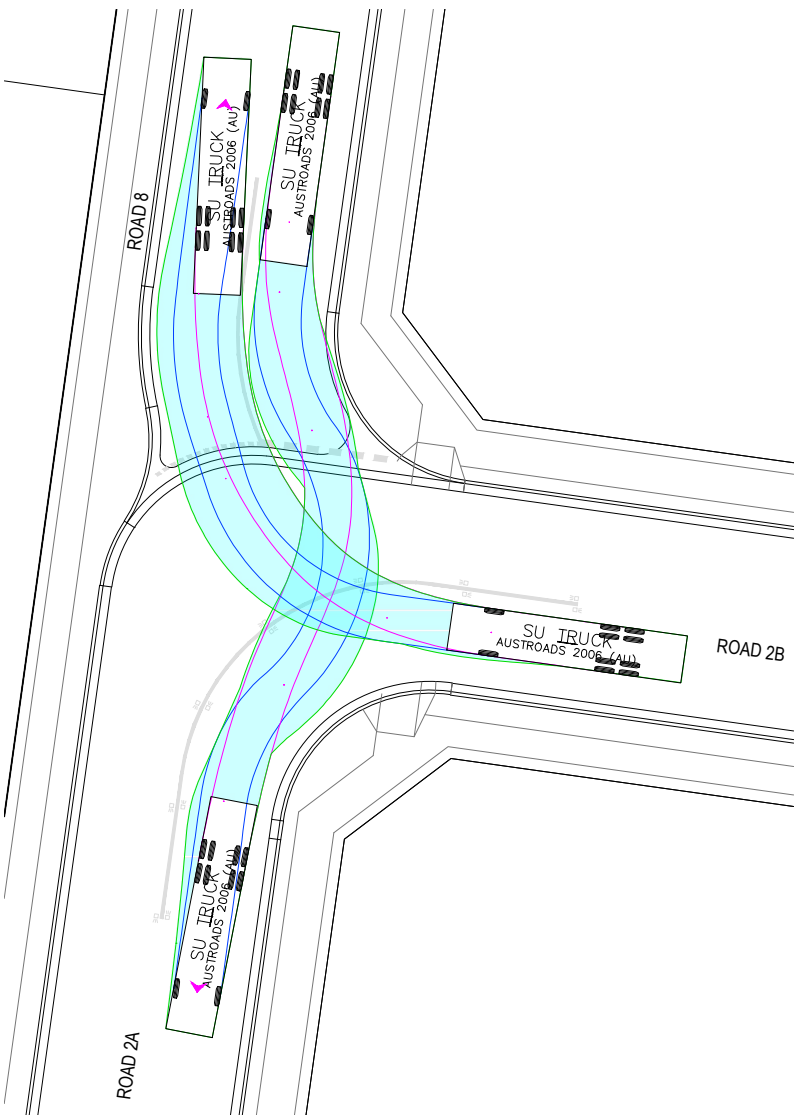
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Project Number	Reference	Drawing No	Revision
2301879	321	710	B

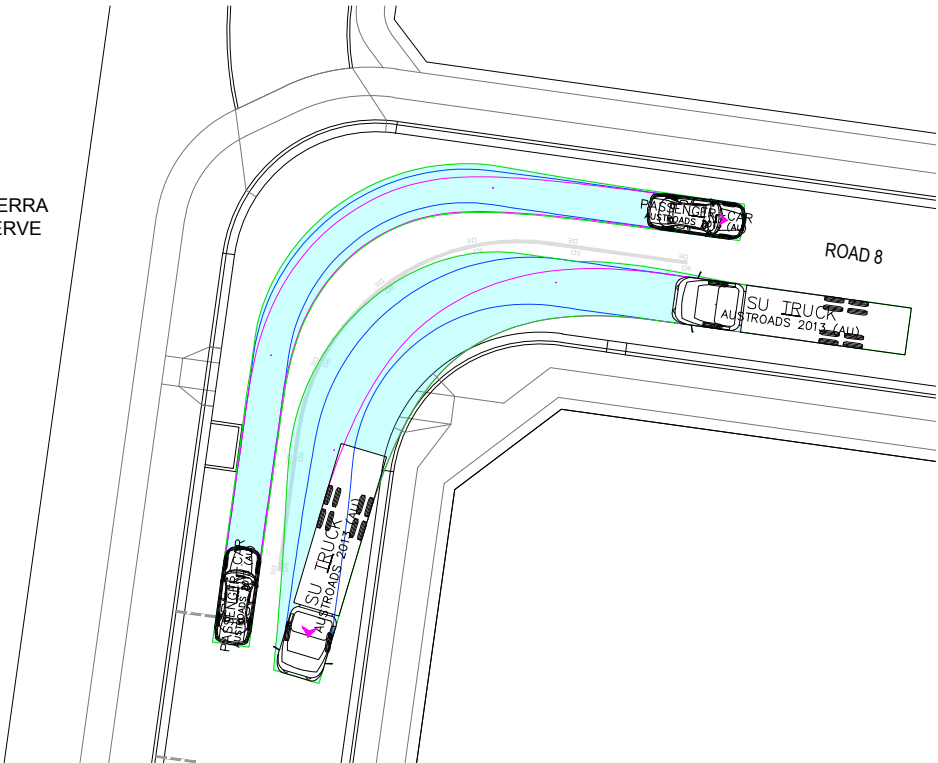




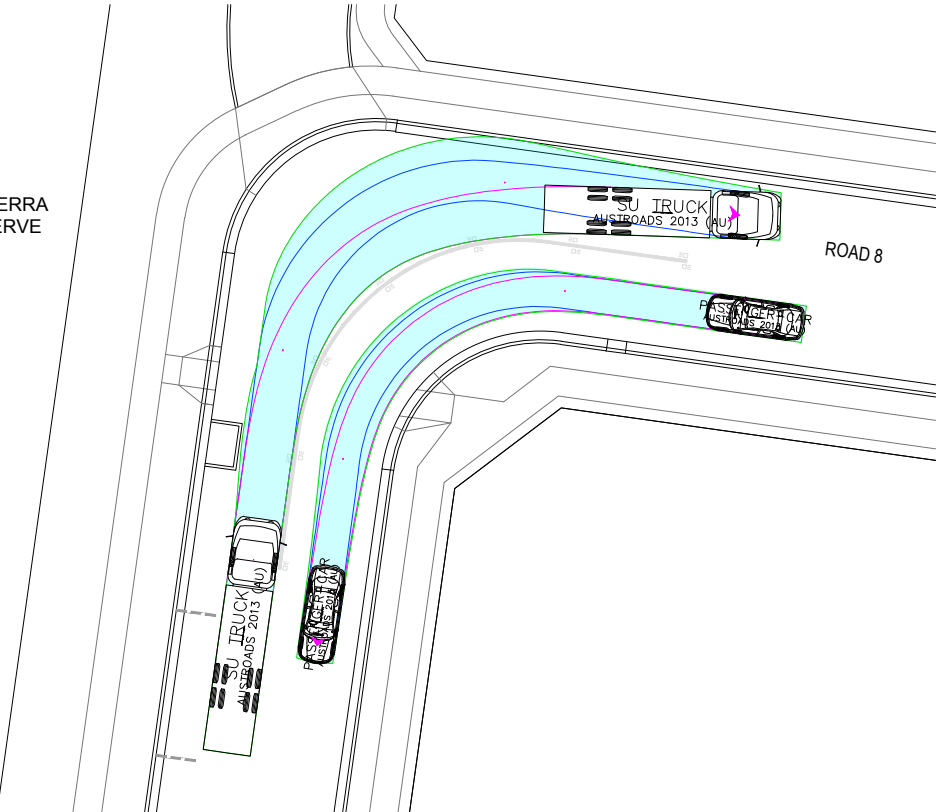
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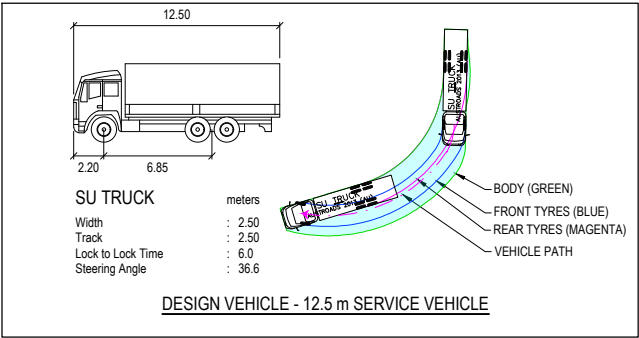
SU TRUCK - RIGHT IN / RIGHT OUT



CAR OUTSIDE / SU TRUCK INSIDE



CAR INSIDE / SU TRUCK OUTSIDE



DESIGN VEHICLE - 12.5 m SERVICE VEHICLE

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Date	23.06.2025
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Approved	
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Project Details	WSU MILPERRA, LOT 1 IN DP101147 AND LOT 2 IN DP1291984 2A BULLECOURT AVENUE, MILPERRA
Drawing Title	TURNING MOVEMENTS SHEET 12 OF 18

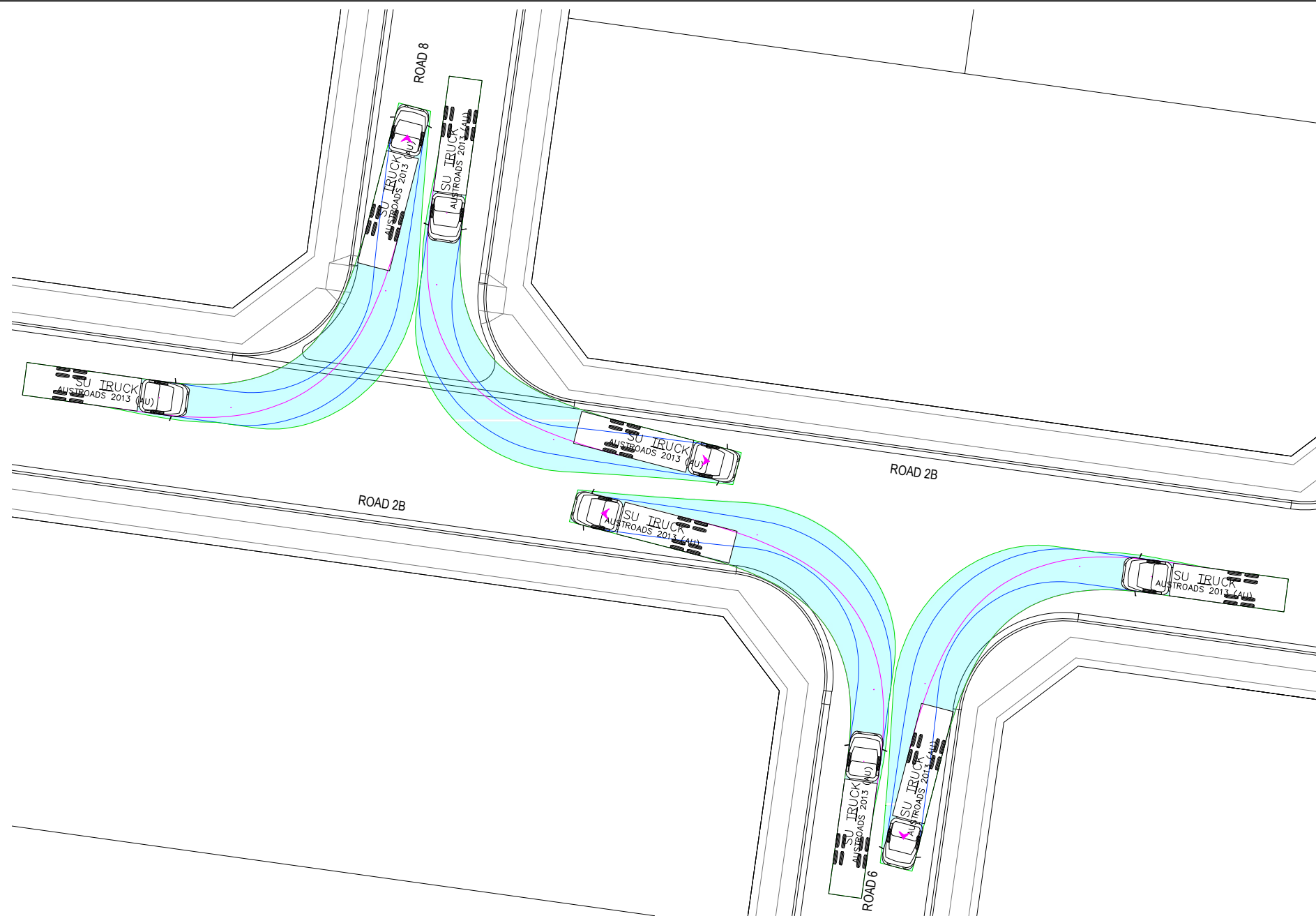
Sheet 143 of 162

Scale 1:200 @ A1

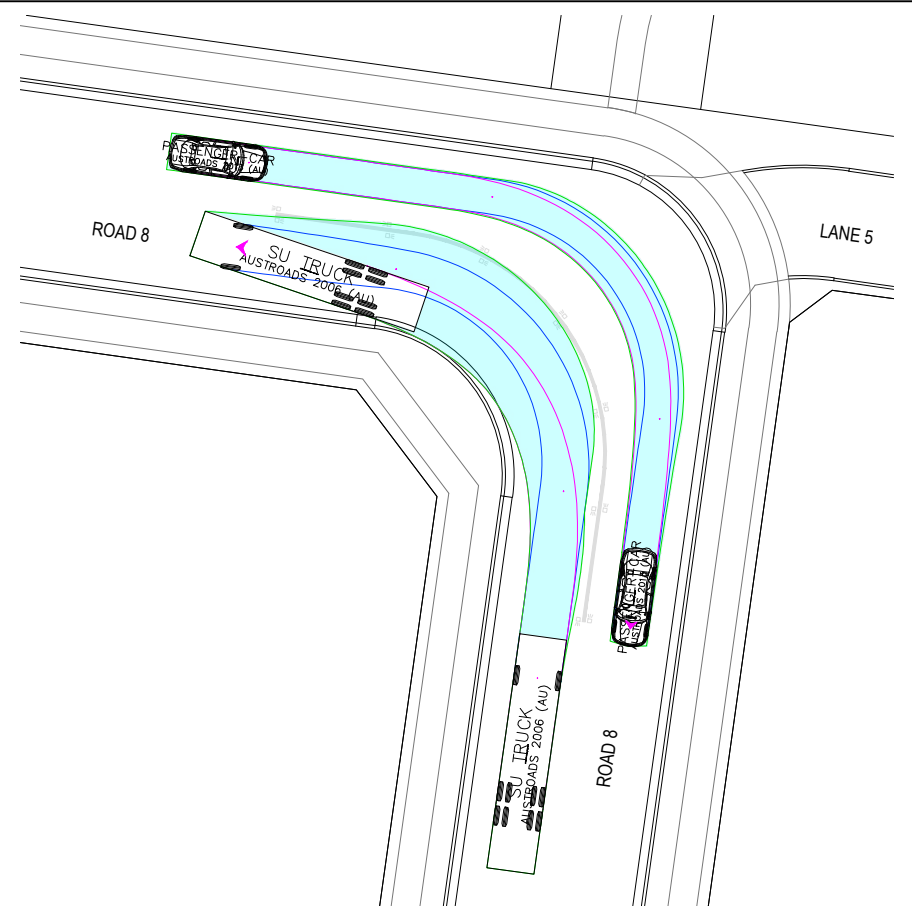
Project Number	Reference	Drawing No	Revision
2301879	321	711	B



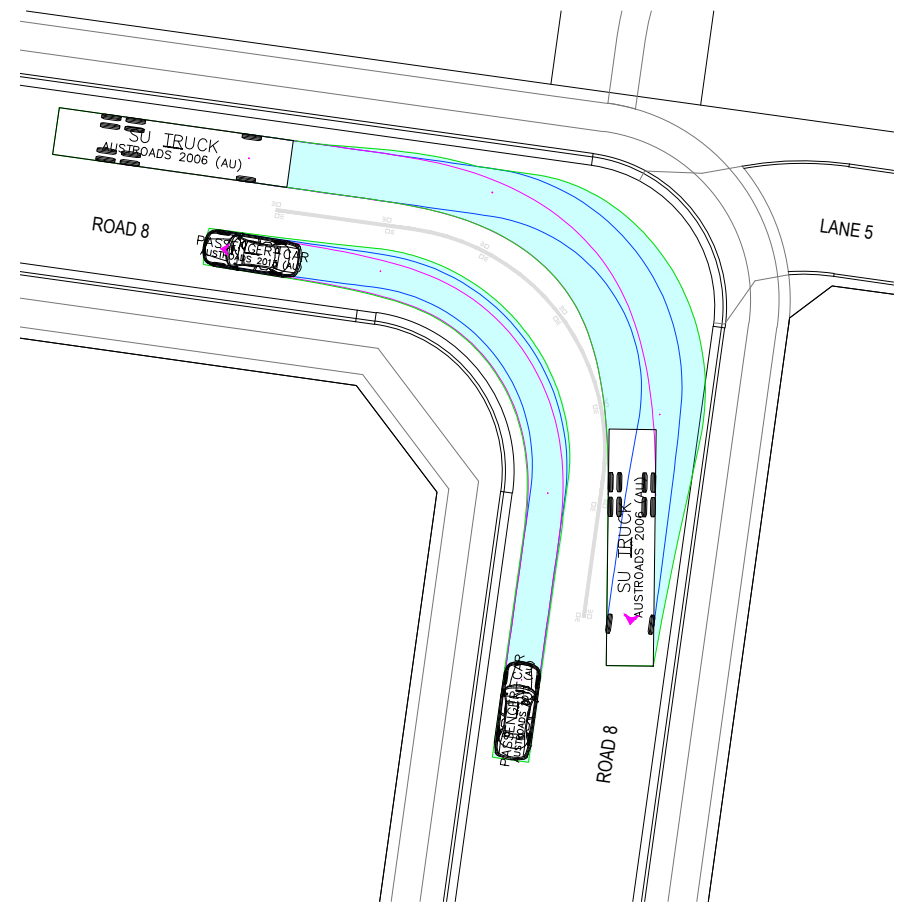
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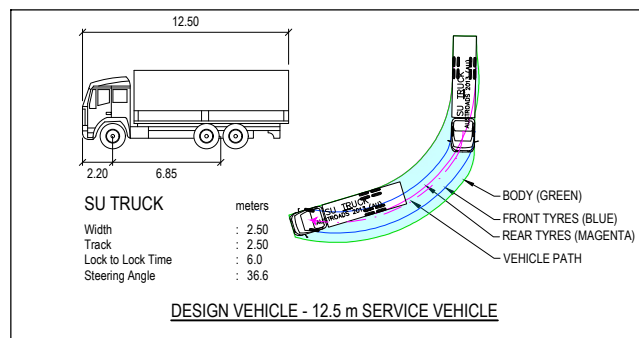


CAR OUTSIDE / SU TRUCK INSIDE

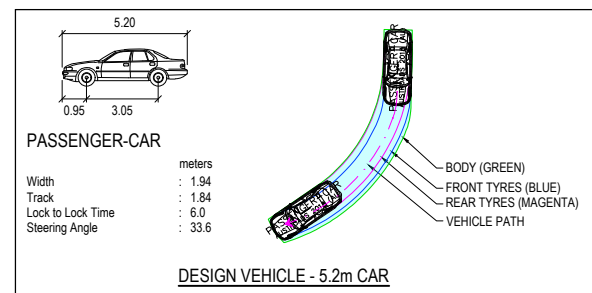


CAR INSIDE / SU TRUCK OUTSIDE

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DESIGN VEHICLE - 12.5 m SERVICE VEHICLE



DESIGN VEHICLE - 5.2m CAR

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B	FINAL ISSUE FOR SSDA	07.11.25	GN	SG					
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Designed	R. GOVENDER
Date	23.06.2025
Drawn	D. RAFTER
Approved	
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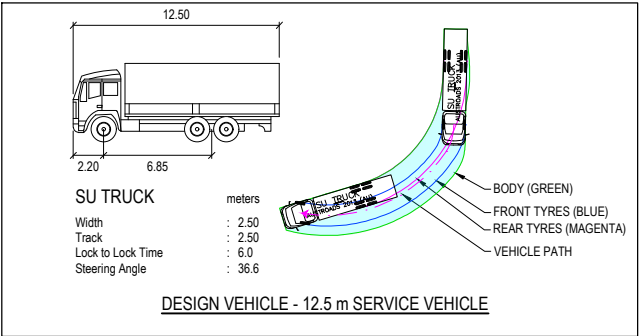
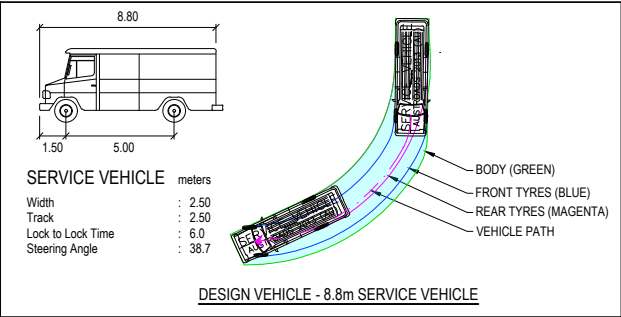
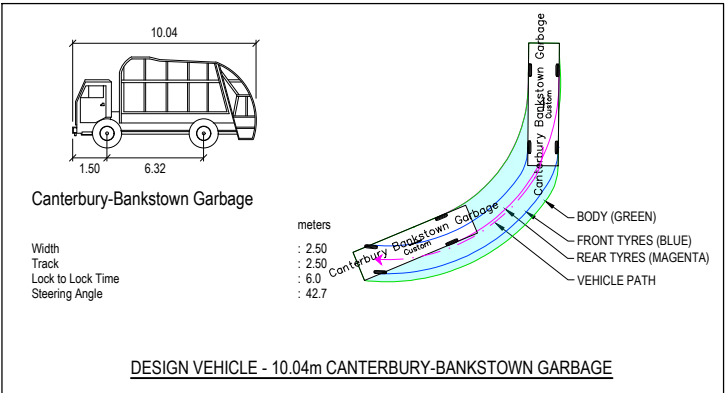
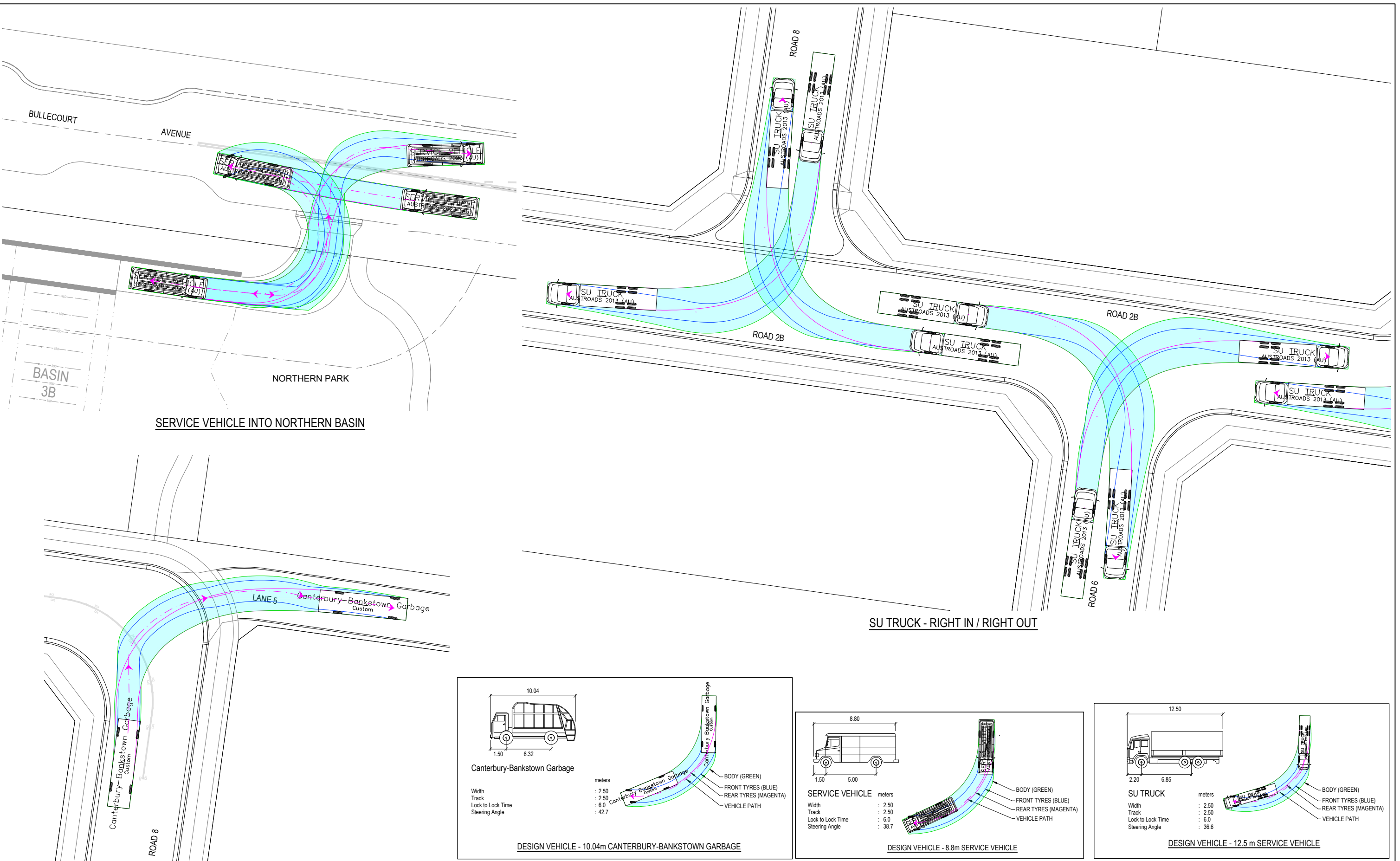
Project Details	WSU MILPERRA, LOT 1 IN DP101147 AND LOT 2 IN DP1291984 2A BULLECOURT AVENUE, MILPERRA
Drawing Title	TURNING MOVEMENTS SHEET 13 OF 18

Sheet 144 of 162

Scale
1:200 @ A1

Project Number	Reference	Drawing No	Revision
2301879	321	712	B





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Date	23.06.2025
Drawn	D. RAFTER
Approved	
Date	07.11.25
DA Number	

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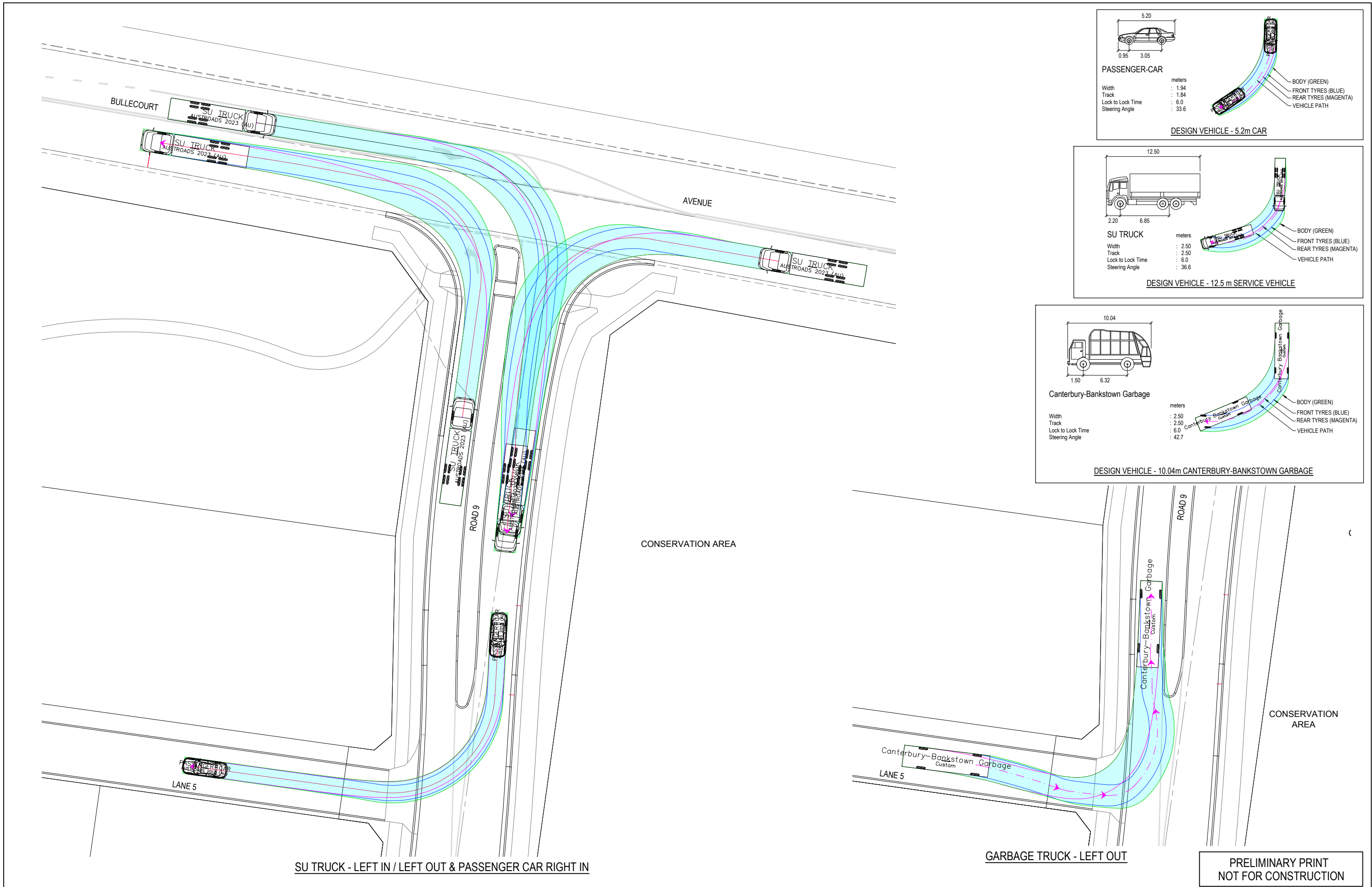
Level 4, LPC House, Suite 4.05, 3 Fordham way
Oran Park NSW 2570

ph: 02 46255055
www.beveridgewilliams.com.au

Project Details	WSU MILPERRA, LOT 1 IN DP101147 AND LOT 2 IN DP1291984 2A BULLECOURT AVENUE, MILPERRA
Drawing Title	TURNING MOVEMENTS SHEET 14 OF 18

Sheet 145 of 162			
Scale	1:200 @ A1		
Project Number	Reference	Drawing No	Revision
2301879	321	713	B





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REV	DESCRIPTION	DATE	DRN	APP	REV	DESCRIPTION	DATE	DRN	APP



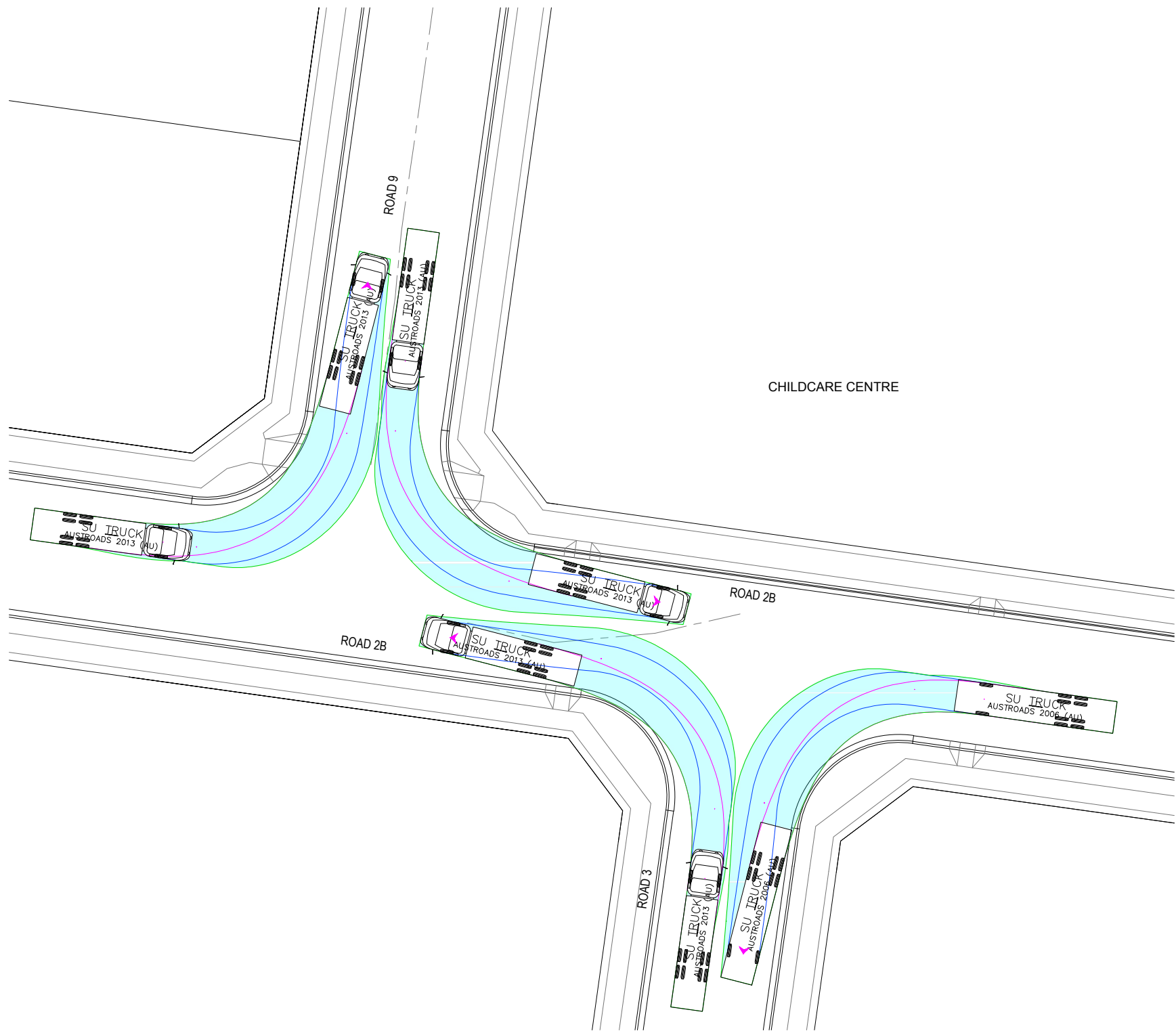
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Date	23.06.2025
Drawn	D. RAFTER
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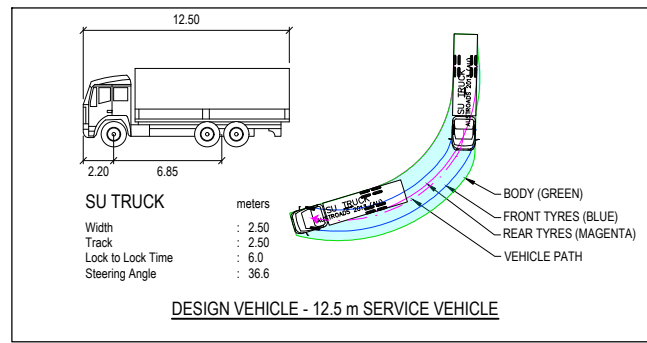
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Drawing Title	TURNING MOVEMENTS SHEET 15 OF 18

Sheet 146 of 162			
Scale	1:200 @ A1		
Project Number	Reference	Drawing No	Revision
2301879	321	714	B

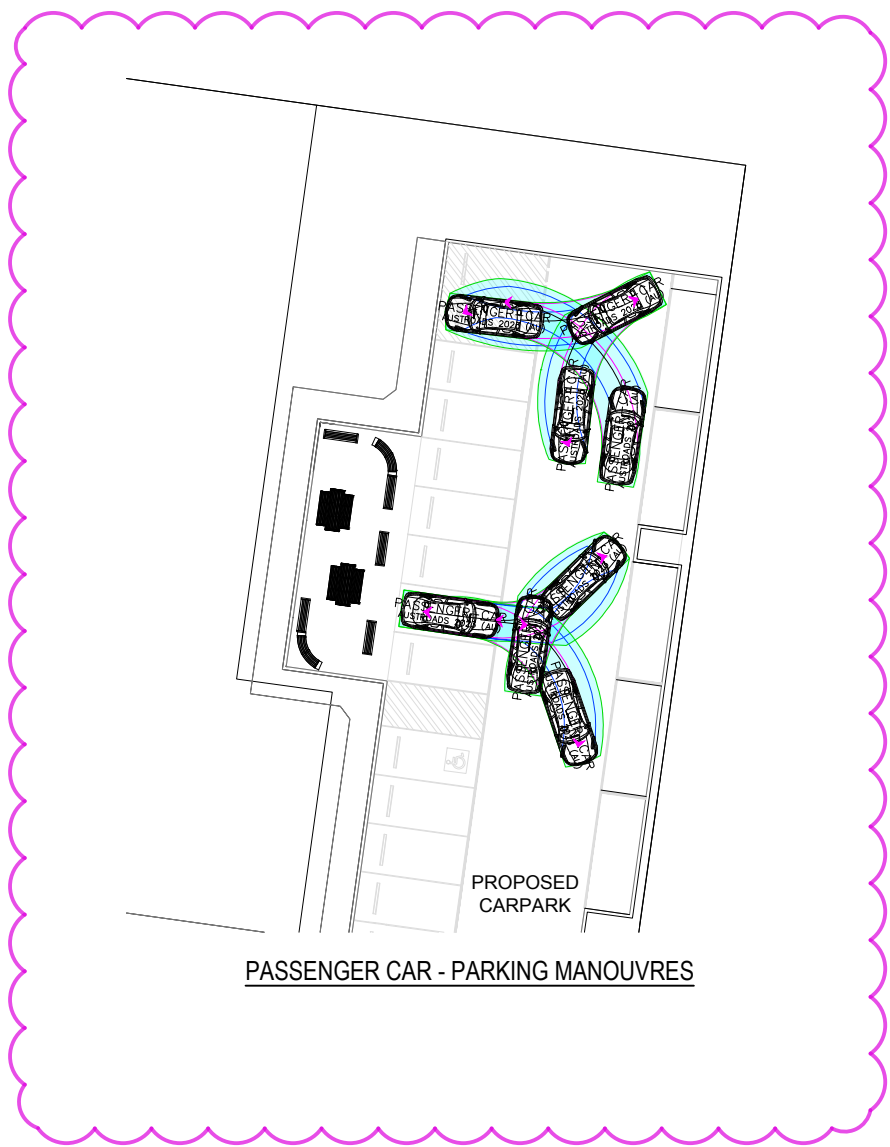




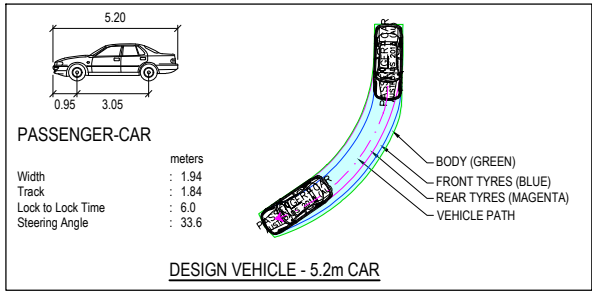
SU TRUCK - LEFT IN / LEFT OUT



C



PASSENGER CAR - PARKING MANOUVRES



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Designed	R. GOVENDER
Date	23.06.2025
Drawn	D. RAFTER
Approved	
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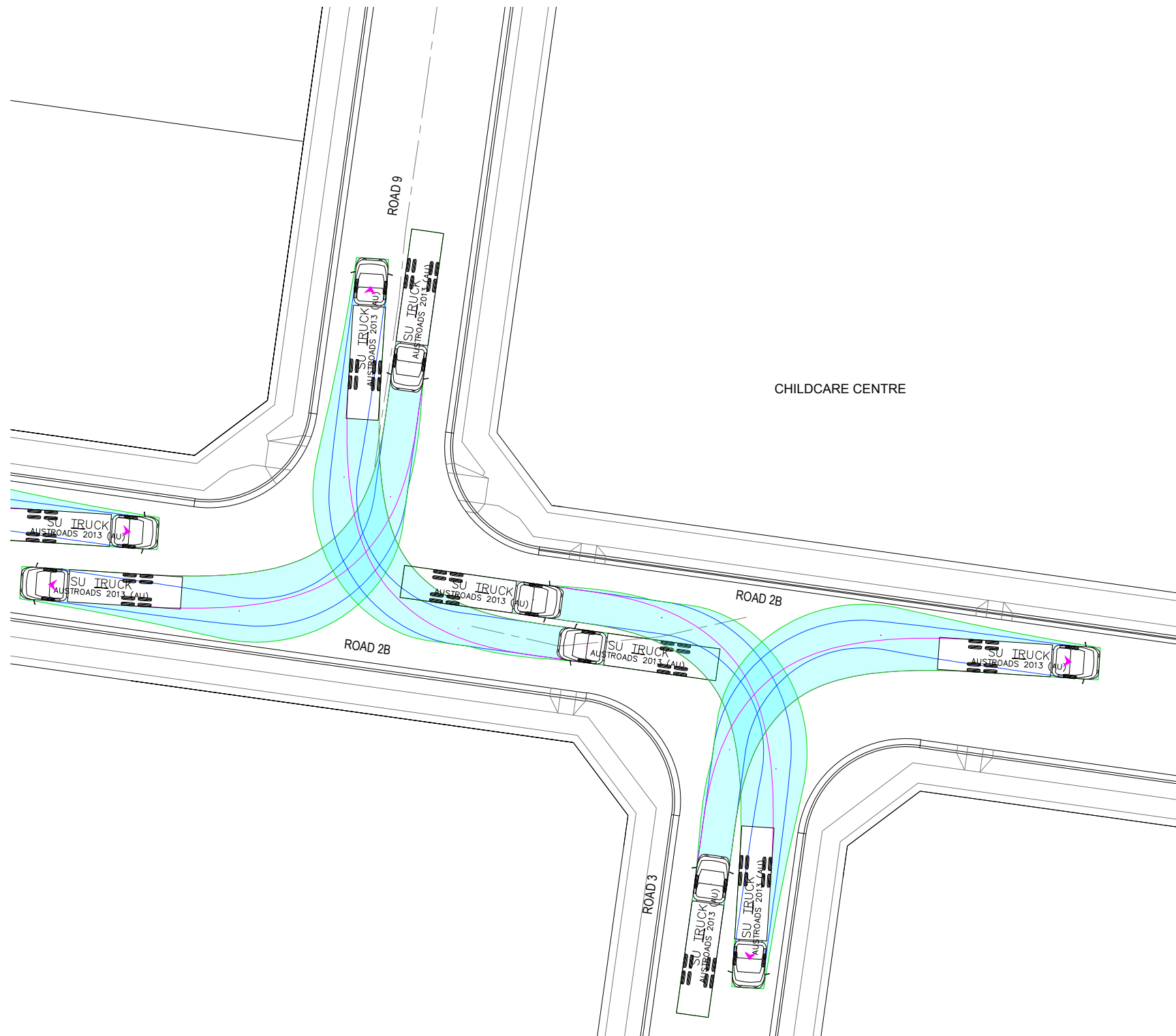
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Drawing Title	TURNING MOVEMENTS SHEET 16 OF 18

Sheet 147 of 162

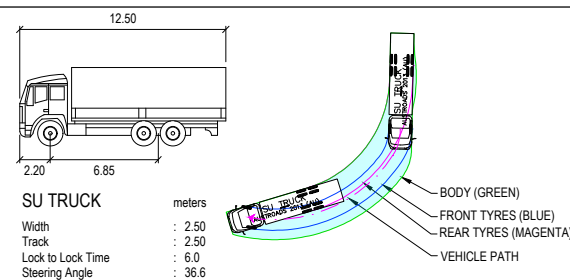
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Project Number	Reference	Drawing No	Revision
2301879	321	715	C

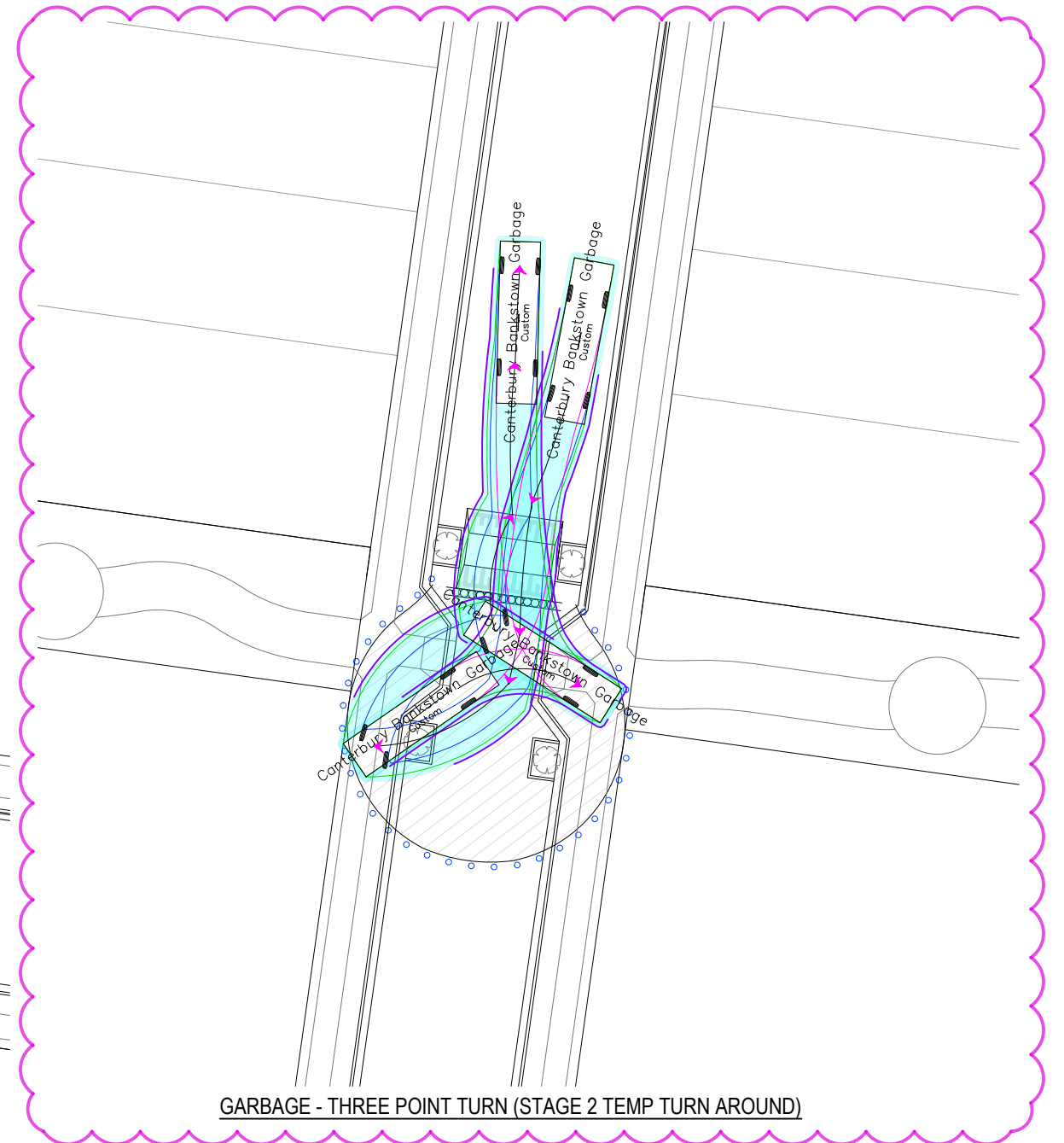




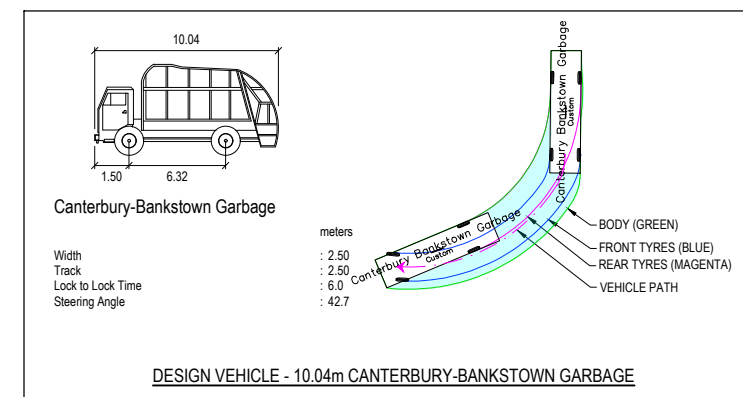
SU TRUCK - RIGHT IN / RIGHT OUT



DESIGN VEHICLE - 12.5 m SERVICE VEHICLE



GARBAGE - THREE POINT TURN (STAGE 2 TEMP TURN AROUND)



DESIGN VEHICLE - 10.04m CANTERBURY-BANKSTOWN GARBAGE

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Designed R. GOVENDER
Date 23.06.2025
Drawn D. RAFTER
Approved
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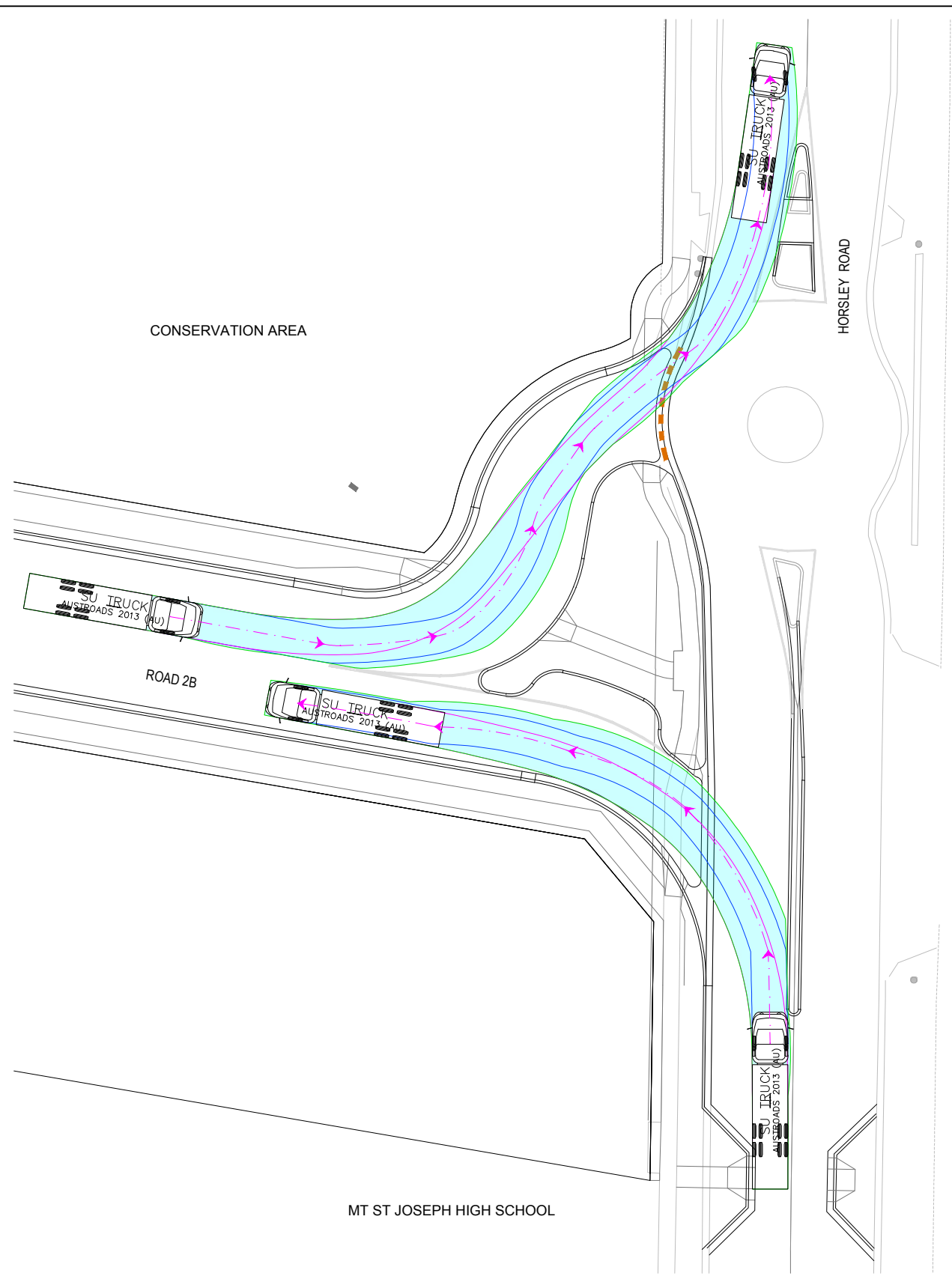
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WSU MILPERRA, LOT 1 IN DP101147 AND
LOT 2 IN DP1291984
2A BULLECOURT AVENUE, MILPERRA
Drawing Title
TURNING MOVEMENTS
SHEET 17 OF 18

Sheet 148 of 162

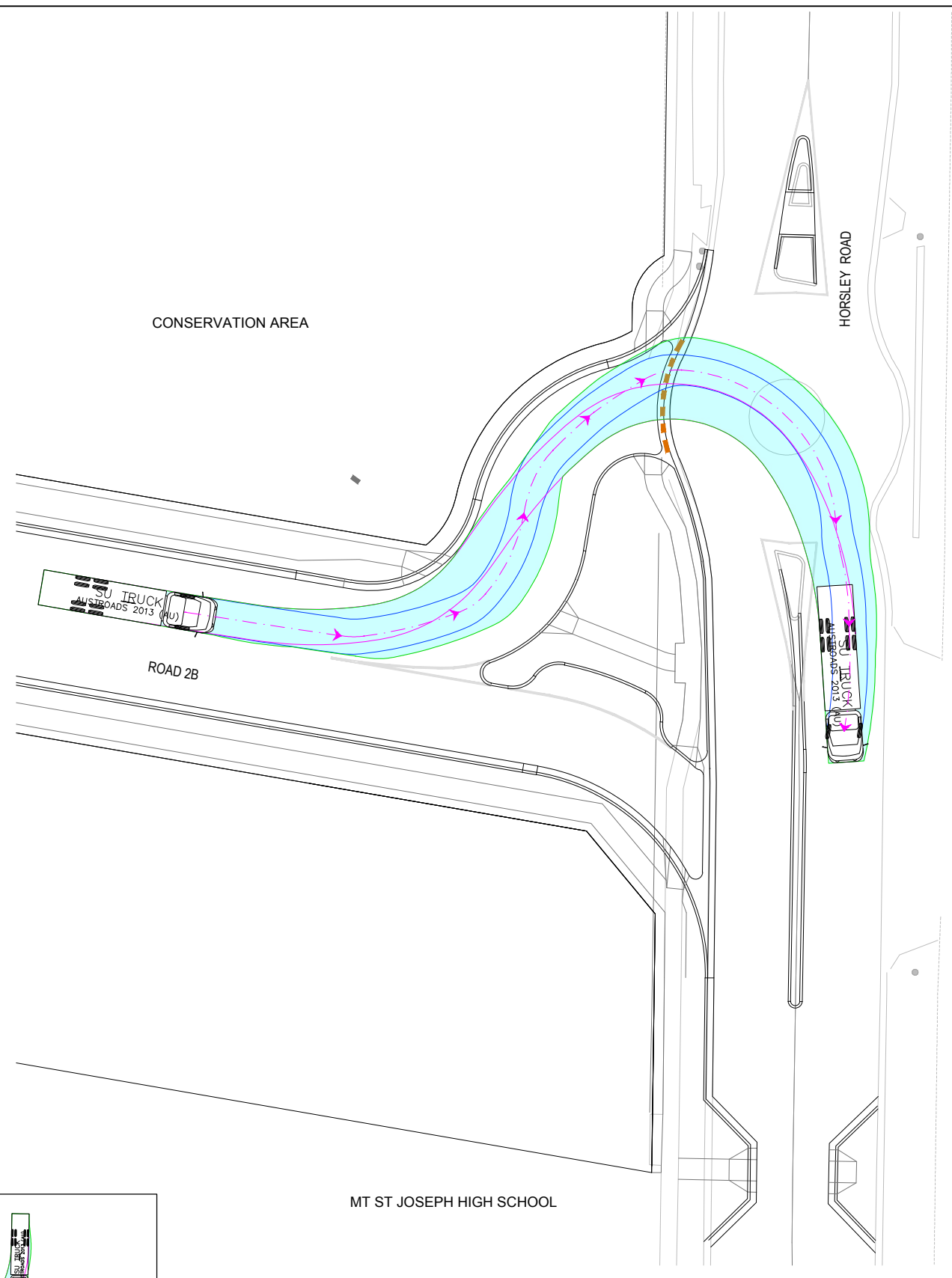
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Project Number	Reference	Drawing No	Revision
2301879	321	716	C

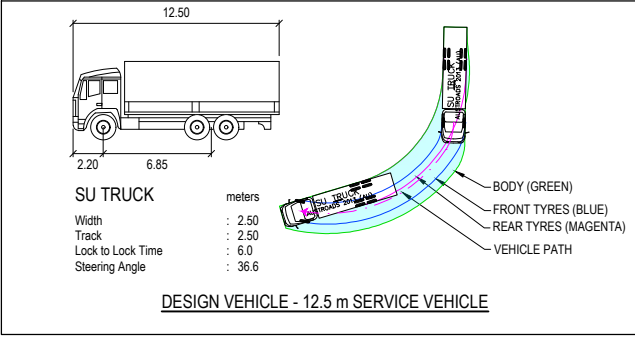




TRUCK - ENTRY AND EXIT - ROAD 2 & HORSLEY ROAD

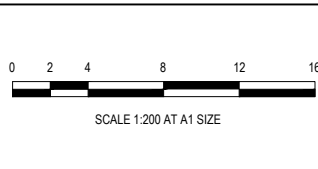


TRUCK - EXIT - ROAD 2 & HORSLEY ROAD



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B	FINAL ISSUE FOR SSDA	07.11.25	GN	SG					
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Designed R. GOVENDER
Date 23.06.2025
Drawn D. RAFTER
Approved
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Project Details
WSU MILPERRA, LOT 1 IN DP101147 AND
LOT 2 IN DP1291984
2A BULLECOURT AVENUE, MILPERRA
Drawing Title
TURNING MOVEMENTS
SHEET 18 OF 18

Sheet 149 of 162
Scale 1:200 @ A1
Project Number 2301879
Reference 321
Drawing No 717
Revision B

