
Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: TR/11436/mr

22 June 2021

Transport Planning
Traffic Studies
Parking Studies

Frasers Property Australia
Level 2
1C Homebush Bay Drive
RHODES NSW 2138

Attention: Matthew Van Rijswijk

Email: matthew.vanrijswijk@frasersporperty.com.au

Dear Sir,

**RE: STAGE 3 (DFO) EASTERN CREEK QUARTER
PROPOSED CHURCH STREET TRAFFIC SIGNALS**

1. As requested we have reviewed the matters raised by TfNSW at a meeting on 25 May 2021 with regards to the proposed traffic signals at the intersection of Rooty Hill Road South and Church Street. The matters raised are summarised below:
 - the impact the traffic signals would have on access to St Agnes Avenue and Minchinbury Street; and
 - southbound sight lines on Rooty Hill Road South to the proposed traffic signals at Church Street.
2. TfNSW advised that Council should be consulted regarding the impact the traffic signals would have on access to St Agnes Avenue and Minchinbury Street. A meeting was held with Council on 3 June 2021. At the meeting Council advised that while it supported the proposed traffic signals (noting the impact on access to St Agnes Avenue and Minchinbury Street), further information (benefits of the traffic signals and the impacts on access if any restrictions on access to both streets) would be of assistance in obtaining traffic committee approval.

St Agnes Avenue and Minchinbury Street

3. The draft plans of the proposed traffic signals showed:
 - a median on Church Street restricting access to St Agnes Avenue (which is a no through road) to left in/left out; and

- a break in the painted median opposite Minchinbury Street (this would allow for all turning movements).
4. Both St Agnes Avenue and Minchinbury Street are local roads providing access to residential development. A count of turning movements in the weekday afternoon peak period at the intersections of Rooty Hill Road South with St Agnes Avenue and Minchinbury Street were undertaken on Monday 31 May 2021. These found low volumes of traffic turning right to/from St Agnes Avenue and Minchinbury Street as set out below:
- 5 and 12 vehicles per hour turning right into St Agnes Avenue and Minchinbury Street respectively; and
 - 2 and 5 vehicles per hour turning right out of St Agnes Avenue and Minchinbury Street respectively.
5. As noted above the proposed traffic signals would not limit right turns to/from Minchinbury Street. With regards to St Agnes Avenue, the attached concept plan of the proposed traffic signals provides a break in the median with a separate 20 metre right turn so as to allow right turns from Rooty Hill Road South. This short right turn bay would accommodate the low number of vehicles turning right into St Agnes Avenue (some 5 vehicles per hour). TfNSW advised that, with traffic signals at Church Street, it would not permit right turns out of St Agnes, due to the proximity to the signals.
6. If right turns out of St Agnes Avenue were banned, the existing small number of vehicles that currently turn right would be diverted to turn left onto Rooty Hill Road South. To travel south on Rooty Hill Road South this small number of vehicles would travel north to turn left into Orcam Lane (located just north of Evans Road), left onto Evans Road and then use the traffic signal controlled intersection on Evans Road to turn right onto Rooty Hill Road South. This would result in a minor increase in travel time of two to three minutes. This travel time is similar to delays that can be experienced in waiting to turn right out of St Agnes Avenue in peak periods.

Southbound Sight Lines on Rooty Hill Road South

7. A review of southbound approach on Rooty Hill Road South to Church Street found there are some 140 metres of sight lines for southbound traffic once traffic passes the crest and bend located between Evans Road and Church Street. AUSTROAD Guidelines suggest a minimum Stopping Sight Distance (SSD) for traffic signals in a 60 km/h speed environment of 73 metres for cars and 81 metres for trucks. The provision of 140 metres satisfies this requirement and would satisfy the SSD for an 80 km/h speed environment (114 metres for cars and 131 metres for trucks).

Benefits of Proposed Traffic Signals

8. The provision of traffic signals at the intersection of Rooty Hill Road South and Church Street will provide the following benefits:
- appropriate access to Stage 3 of Eastern Creek Quarter (allowing for right turns to/from Rooty Hill Road South);
 - improved access to the existing playing fields (during sporting events traffic can experience delays turning right out of Church Street);
 - appropriate access across Rooty Hill Road South for pedestrians and cyclists. The upgrade of Church Street will include a shared pedestrian/cycle path that connects to the existing cycleway on the M7, playing fields and Stage 3; and
 - improved access to the bus stops located adjacent to the intersection.

Impacts of any Restrictions on Access

9. As noted above, the proposed traffic signals at Church Street would not restrict access at Minchinbury Street and the plan has been modified to allow right turns into St Agnes Avenue. TfNSW has advised that it would not support the right turn out of St Agnes Avenue. The banning of the right turn out would have minimal impact as set out below:
- the small number of vehicles that currently turn right would be diverted to turn left onto Rooty Hill Road South and use the alternative route to travel south as described in paragraph 6;
 - no impact on public transport services; and
 - emergency vehicle access to/from St Agnes Avenue would be maintained (through the provision of the break in the median).
10. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD ROGERS & KAFES PTY LTD

A handwritten signature in black ink, appearing to read 'T. Rogers', with a stylized flourish at the end.

T. Rogers
Director

Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: TR/11436/mr

Transport Planning
Traffic Studies
Parking Studies

11 May, 2021

Frasers Property Australia
Level 2
1C Homebush Bay Drive
RHODES NSW 2138

Attention: Matthew Van Rijswijk

Email: matthew.vanrijswijk@frasersporperty.com.au

Dear Sir,

**RE: STAGE 3 (DFO) EASTERN CREEK QUARTER
RESPONSE TO MATTERS RAISED BY TFNSW**

1. As requested we have reviewed the matters raised by TFNSW in its letter dated 30 March 2021. The matters raised and our response is set out below.

TfNSW does not support the proposed traffic signals at the Rooty Hill Road South and Church Street intersection. Sections 5.4 and 5.5 in the submitted Traffic Report do not include a warrants assessment in accordance with Section 2 of the Traffic Signal Design Guide. It is also not clear whether the warrants will be met in future. As such, the vehicular access at the Church Street and Rooty Hill Road South intersection should be left-in/left-out

Response

2. The intersection of Church Street and Rooty Hill Road South will be upgraded to provide traffic signals to accommodate turning movements in and out of Church Street as well as pedestrian crossings on all legs of the intersection. The provision of traffic signals will provide the following benefits:
- improved access to the existing playing fields (during sporting events traffic can experience delays turning right out of Church Street);
 - appropriate access across Rooty Hill Road South for pedestrians and cyclists. As noted above the upgrade of Church Street will include a shared pedestrian/cycle path that connects to the existing cycleway on the M7, playing fields and Stage 3; and
 - appropriate access to the bus stops located adjacent to the intersection.

3. The proposal to provide traffic signals was supported by Council in order to improve access to the playing fields located north of the site and accessed via Church Street.
4. The TfNSW traffic demand warrant for the installation of traffic signals is as follows:
 - For each of four one hour periods of an average day:
 - the major road flow exceeds 600 vehicles/hour in each direction; and
 - the minor road flow exceeds 200 vehicles/hour in one direction.
5. A 7 day tube count was placed on Rooty Hill Road South (RHS) between Friday 16 April and Thursday 22 April. The results are provided in Attachment A. The count found the following:
 - average weekday traffic flows along RHRS between 2pm and 6pm range between 820 and 1060 vehicles per hour in each direction; and
 - average Saturday traffic flows along RHRS between 10am and 2pm range between 610 and 810 vehicles per hour in each direction.
6. Our traffic report that accompanied the SSD assumed that:
 - the split of traffic departing Stage 3 to the south was split 50% between the Church Street and the Goldsbro Glade connections to RHRS; and
 - that the split of traffic between in and out was 50% in and 50% out,
7. With respect to the first point, further development of the design of the internal connection between Stages 1 and 3 suggests that this split would be 75% via Church Street and 25% via Goldsbro Glade.
8. With respect to the second point, the assumption of 50% in/50% out is appropriate for the midday peak period but not for the afternoon peak period. Further information on the operation of DFO has advised that the split in the afternoon peak period is 35% in/65% out.
9. Figures 2 and 3 show updated distribution of Stage 3 traffic on the site accesses and along RHRS.
10. Based on the above we have estimated traffic flows along Church Street as set out below.

2pm to 6pm Weekdays

- eastbound between 80 and 90 vehicles per hour; and
- westbound between 215 and 240 vehicles per hour.

10am to 2pm Saturday

- eastbound between 265 and 295 vehicles per hour; and
- westbound between 360 and 400 vehicles per hour.

11. Based on the above the warrant for traffic signals at the intersection of Church Street/RHRS is satisfied as on weekdays and weekends:

- traffic flows along RHRS exceed 600 vehicles per hour in both directions between 2pm and 6pm on weekdays; and
- westbound traffic flows along Church Street exceed 200 vehicles per hour between 2pm and 6pm on weekdays.

12. An updated traffic assessment has been undertaken to take into account the changes in traffic distribution and is provided in Attachment B.

The proposed modifications to the Francis Street/Eastern Road/Rooty Hill Road South intersection in section 6.25 of the Traffic Report are not supported by TfNSW. Currently the left turns are the predominant movement at this intersection and the proposal would affect capacity for these movements and hence not supported

Response

13. This modification has been removed. We note that this reduces the operation of the intersection.

The first vehicular access on Church Street closest to the intersection with Rooty Hill Road South is not supported due to potential queuing impacts on Rooty Hill Road South. All vehicular access should be provided at the northern boundary of the site.

Response

14. The SSD proposed three access points to Stage 3 from Church Street:

- to the at-grade car park about midway along the Church Street frontage;
- to the basement car park at the eastern end of the site; and
- to the loading dock at the eastern end of the site.

15. We understand that the reason for TfNSW not supporting the current location for access to the at-grade car park is a concern that queuing may extend back from the intersection with Church Street and block access to the site. To address this concern the at-grade car park access has been relocated further to the east some 170 metres from Church Street. This is well clear of the

potential queuing from Church Street, The updated SIDRA analysis found a 95% back of queue on Church Street of 50 metres and 65 metres in the weekday afternoon and Saturday midday peak hours respectively.

The applicant has not provided a shared pedestrian path along the Lot 1-3 Rooty Hill Road South site frontage to provide pedestrian and cyclist connectivity in the locality to the Eastern Creek Business Hub site. This was discussed with the applicant on 5 August 2020. The existing pedestrian path needs to be upgraded into a shared cycle/pedestrian path

Response

16. An updated plan has been prepared showing a shared pedestrian path along the RHRS frontage of Lots 1 to 3. This is provided in Attachment C.

The Spine Road improvement needs to include two dedicated right turn lanes, a through lane and a left turn bay. This was a TfNSW requirement SSD 5175 MOD 7 to provide a third lane to accommodate additional queuing from the Lot 2 development from the access arrangement at the roundabout. The roundabout access to the Lot 2 development will need to be closed off if the additional lane capacity to accommodate a second right turn bay cannot be provided

Response

17. As noted in Section 6.25 of our traffic report the intersection of Goldsbro Glade with RHRS/Cable Place has been modified to provide two right turn lanes one of which is a shared through and right turn lane. Adjustments to the signal phasing are required to accommodate these modifications. With these modifications and full development of the site, the SIDRA modelling found that queues do not extend back into to roundabout. In email dated 10 September 2020, TfNSW advised that the proposed changes to the signal phasing were appropriate (Attachment D).

No direct vehicular access from Rooty Hill Road South to the proposed development. All redundant driveways located on Rooty Hill Road South along the Lot 3 frontage that will need to be removed as part of this application

Response

18. No direct vehicular access is proposed to Lot 3 from RHRS.

Any changes to the approved Beggs Road layout needs to identified in the plans. Furthermore, swept path plans needs to be provided for any changes to the access via Beggs Road

Colston Budd Rogers & Kafes Pty Ltd

Response

19. Beggs Road currently provides left in/left out access from RHRS to the service area for Lot 2. There is no internal vehicular connection between the Lot 2 service area and Lot 2 car park. Stage 3 proposes that Beggs Road would also provide access to a service access for Lot 3. No car park connection would be provided for Lot 3 from Beggs Road. No changes are proposed to the Beggs Road connection to RHRS. Truck swept paths for an indicative service area for Stage 3 are provided in Attachment E. We note that this will be further refined as part of the DA for Stage 3.
20. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

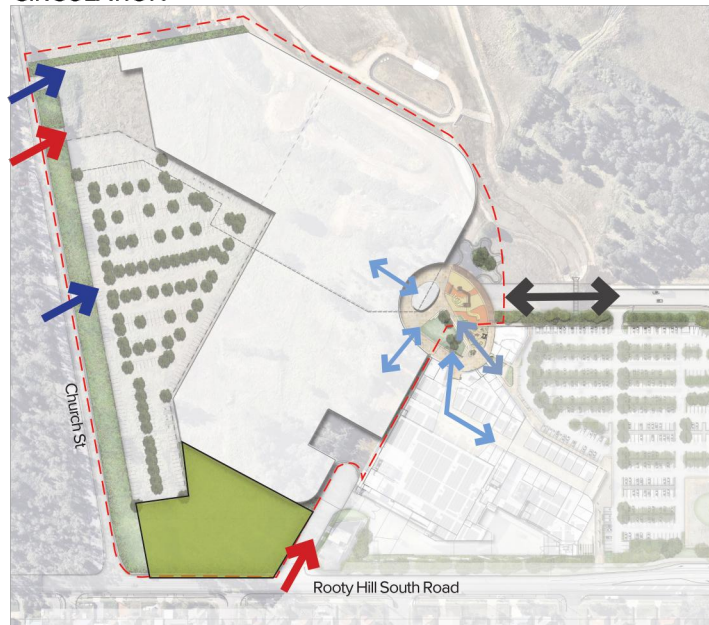
Yours faithfully,
COLSTON BUDD ROGERS & KAFES PTY LTD

A handwritten signature in black ink, appearing to read 'T. Rogers', with a stylized flourish at the end.

T. Rogers
Director

Analysis Diagrams

CIRCULATION



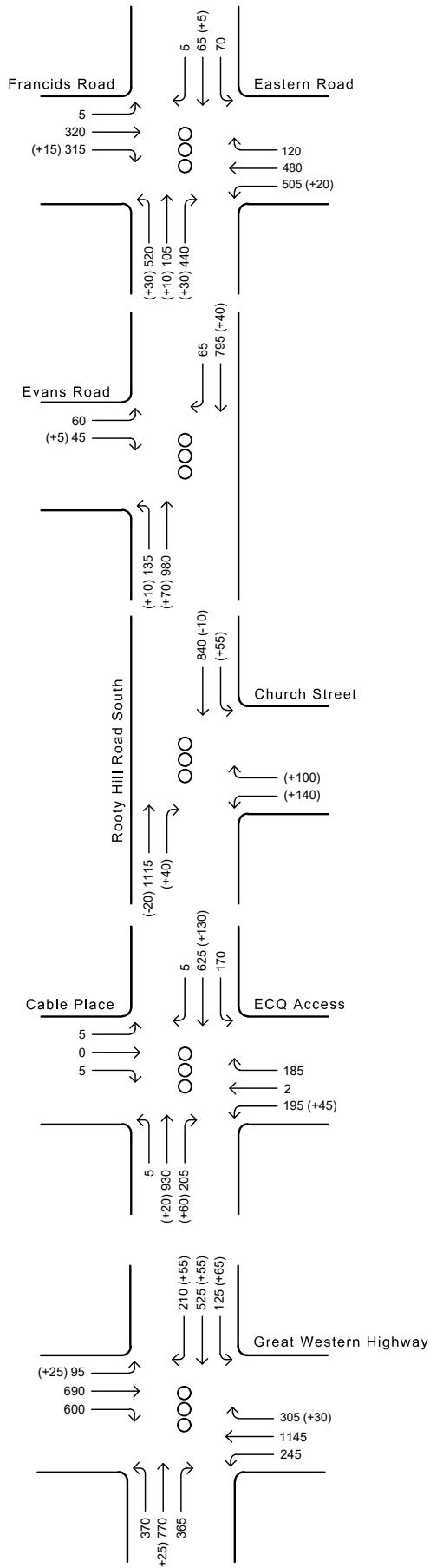
Legend

-  Vehicle Access
-  Loading Access
-  Vehicle Access to Basement Level
-  Pedestrian Only Access

LEVELS



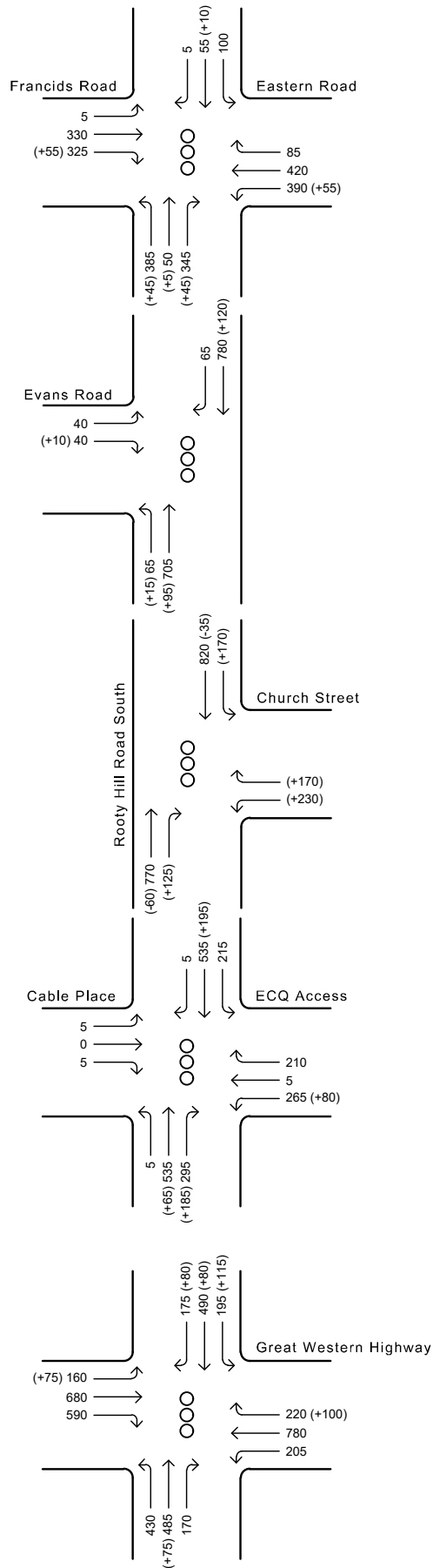
Revised Access Arrangements



LEGEND

- 100 - Base Case Peak Hour Traffic Flows
- (+10) - Additional Development Traffic
- ⏏ - Traffic Signals
- - Roundabout

**Base case weekday afternoon
peak hour traffic flows plus
development traffic
Figure 2**



LEGEND

- 100 - Base Case Peak Hour Traffic Flows
- (+10) - Additional Development Traffic
- ⊗ - Traffic Signals
- - Roundabout

**Base Case Saturday midday
peak hour traffic flows plus
development traffic**

Figure 3

ATTACHMENT A

TUBE COUNT RESULTS

Job No AUNSW647 - Rooty Hill
Client Colston Budd Rogers & Kafes Pty Ltd
Site Rooty Hill Road S
Location Rooty Hill
Site No 1
Start Date 16-Apr-21
Description Volume Summary
Direction NB



Hour Starting	Day of Week							W'Day Ave 12161	7 Day Ave 11581
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	19-Apr	20-Apr	21-Apr	22-Apr	16-Apr	17-Apr	18-Apr		
AM Peak	596	761	683	650	589	668	654		
PM Peak	1188	1105	1183	1247	1114	834	758		
0:00	99	113	130	144	156	199	202	128	149
1:00	42	64	59	67	74	125	118	61	78
2:00	44	46	61	63	57	73	81	54	61
3:00	39	66	68	71	73	73	60	63	64
4:00	108	100	126	113	118	80	51	113	99
5:00	262	282	266	262	253	150	86	265	223
6:00	461	496	490	493	440	274	148	476	400
7:00	568	607	683	650	479	367	264	597	517
8:00	596	761	627	610	529	466	401	625	570
9:00	424	502	525	523	489	497	525	493	498
10:00	446	514	472	429	519	608	571	476	508
11:00	497	508	489	503	589	668	654	517	558
12:00	553	528	561	545	643	746	758	566	619
13:00	631	659	672	656	747	805	706	673	697
14:00	841	846	855	843	883	769	757	854	828
15:00	983	1041	1085	1056	1050	834	747	1043	971
16:00	1007	1052	1041	1120	1074	706	669	1059	953
17:00	1188	1105	1183	1247	1114	768	698	1167	1043
18:00	956	973	1056	1048	923	629	555	991	877
19:00	515	542	564	653	585	468	382	572	530
20:00	405	397	401	428	445	382	390	415	407
21:00	327	309	398	384	425	373	329	369	364
22:00	323	336	323	385	429	380	244	359	346
23:00	206	210	213	234	259	285	137	224	221
Total	11521	12057	12348	12527	12353	10725	9533	12161	11581

7-19	8690	9096	9249	9230	9039	7863	7305	9061	8639
6-22	10398	10840	11102	11188	10934	9360	8554	10892	10339
6-24	10927	11386	11638	11807	11622	10025	8935	11476	10906
0-24	11521	12057	12348	12527	12353	10725	9533	12161	11581

Job No AUNSW647 - Rooty Hill
Client Colston Budd Rogers & Kafes Pty Ltd
Site Rooty Hill Road S
Location Rooty Hill
Site No 1
Start Date 16-Apr-21
Description Volume Summary
Direction SB



Hour Starting	Day of Week							W'Day Ave 12930	7 Day Ave 12158
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	19-Apr	20-Apr	21-Apr	22-Apr	16-Apr	17-Apr	18-Apr		
AM Peak	893	985	906	906	823	797	820		
PM Peak	846	905	896	935	942	810	840		
0:00	71	61	64	73	64	116	119	67	81
1:00	42	48	53	57	51	57	85	50	56
2:00	72	64	72	66	91	79	53	73	71
3:00	163	173	169	186	135	90	70	165	141
4:00	408	452	463	433	438	192	105	439	356
5:00	816	863	827	851	823	327	162	836	667
6:00	824	832	893	836	760	364	195	829	672
7:00	893	970	892	900	780	376	263	887	725
8:00	820	985	906	906	713	532	377	866	748
9:00	573	664	660	634	640	609	594	634	625
10:00	547	479	502	529	651	720	698	542	589
11:00	575	529	561	548	633	797	820	569	638
12:00	578	602	601	589	684	810	840	611	672
13:00	707	642	717	659	770	796	724	699	716
14:00	769	833	820	855	819	682	694	819	782
15:00	837	905	868	886	942	719	627	888	826
16:00	832	879	896	935	884	694	726	885	835
17:00	846	828	855	836	927	745	690	858	818
18:00	615	571	612	647	734	593	473	636	606
19:00	509	450	500	526	484	449	361	494	468
20:00	389	383	496	436	388	356	341	418	398
21:00	259	333	325	383	306	382	259	321	321
22:00	176	185	215	193	294	273	162	213	214
23:00	101	102	123	137	191	194	69	131	131
Total	12422	12833	13090	13101	13202	10952	9507	12930	12158

7-19	8592	8887	8890	8924	9177	8073	7526	8894	8581
6-22	10573	10885	11104	11105	11115	9624	8682	10956	10441
6-24	10850	11172	11442	11435	11600	10091	8913	11300	10786
0-24	12422	12833	13090	13101	13202	10952	9507	12930	12158

ATTACHMENT B

SUMMARISED SIDRA ANALYSIS

Table A1 - Summary of Sidra Analysis for ECQ Outlet Centre													
Intersection		Scenario											
		Weekday Afternoon						Saturday Midday					
		Base Case	Plus OC	Plus OC*	2030	2030 Plus OC	2030 Plus OC*	Base Case	Plus OC	Plus OC*	2030	2030 Plus OC	2030 Plus OC*
Rooty Hill Road South / Eastern Road / Francis Road	Average Delay (s)	51	46	58	108	59	126	40	35	38	71	35	81
	LOS	D	D	E	F	E	F	C	C	C	F	C	F
Rooty Hill Road South/ Evans Avenue	Average Delay (s)	18	18	18	12	19	14	12	19	19	13	17	18
	LOS	B	B	B	A	B	A	A	B	B	A	B	B
Rooty Hill Road South/ Church Street	Average Delay (s)	-	15	15	-	14	15	-	24	24	-	20	23
	LOS	-	B	B	-	A	B	-	B	B	-	B	B
Rooty Hill Road South / Cable Place	Average Delay (s)	21	21	22	22	21	24	27	23	34	27	21	24
	LOS	B	B	B	B	B	B	B	B	B	B	B	B
Spine Road / Lots 1, 2 & 3	Average Delay (s)	-	11	11	-	10	10	-	12	12	-	12	12
	LOS	-	A	A	-	A	A	-	A	A	-	A	A
GWH/ Wallgrove Road / Rooty Hill Road South	Average Delay (s)	52	47	48	91	65	64	38	41	41	43	43	42
	LOS	D	D	D	F	E	E	C	C	C	D	D	C

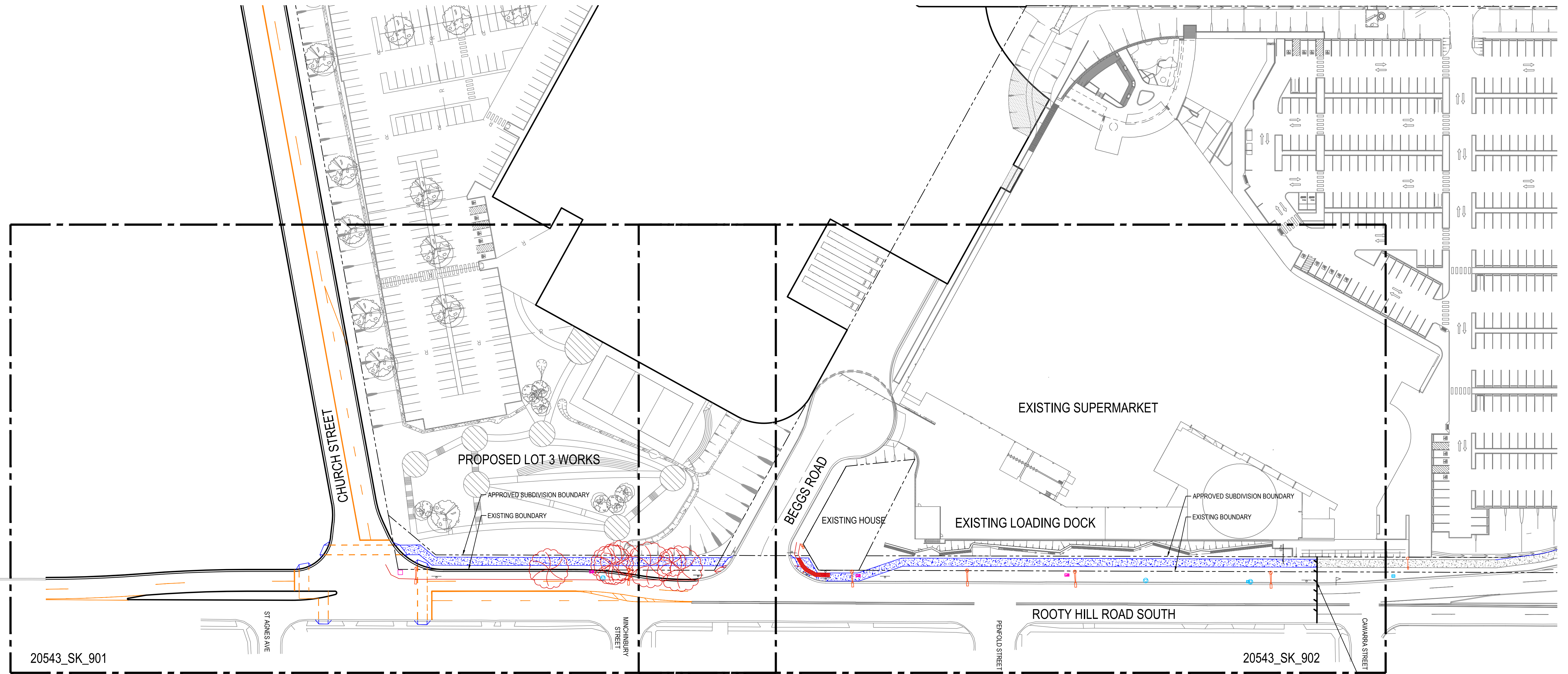
OC = Outlet Centre
OC* = no upgrades to RHRS / Eastern Road / Francis Road

ATTACHMENT C

PROPOSED SHARE PATH

LEGEND

- | | |
|---|----------------------------------|
|  | EXISTING BOUNDARY |
| | EXISTING KERB TO BE REMOVED |
|  | PROPOSED KERB AND GUTTER |
|  | PROPOSED FOOTPATH |
|  | PROPOSED FOOTPATH WIDENING |
|  | EXISTING STREET LIGHT |
|  | EXISTING TELSTRA PIT |
|  | EXISTING WATER HYDRANT AND VALVE |
|  | EXISTING EL FUSE BOX |
|  | EXISTING ROAD SIGN |



DETAIL PLAN
SCALE 1:600 @ A1

— LIMIT OF WORKS
REFER TO HENRY AND HYMAS
15766 PROJECT FOR DETAILS



FOR INFORMATION ONLY

SCALE 1:600										Client										Level 5, 79 Victoria Avenue Chatswood NSW 2067										Telephone +61 2 9417 8400 Facsimile +61 2 9417 6337 Email enrol@thiconsult.com.au Web www.henrydhymas.com.au																				Project PROPOSED STAGE 3 ECQ PRECINCT ROOTY HILL ROAD SOUTH-EASTERN CREEK SW										Drawn L.Caha										Designed L.Caha										Date MAY 2018																																							
SURVEY INFORMATION										Architect										FRASER PROPERTY AUSTRALIA																				Checked T.Dempsey										Approved A.Francis										Scale 1:600 A1																																																											
SURVEYED BY										Datum										This drawing and design remains the property of Henry & Hymas and may not be copied in whole or in part without the prior written approval of Henry & Hymas.										Title PROPOSED SHARE PATH OVERALL PLAN										Drawing number 20543_SK_900										Revision 01																																																																					
ORIGIN OF LEVELS:										01 ISSUED FOR INFORMATION										LC TD 18.05.2021										AME:DME:TD										DRAWN										DESIGNED										DATE										REVISION										AME:DME:TD										DRAWN										DESIGNED										DATE									

ATTACHMENT D

EMAIL FROM TfNSW
(dated 10.09.2020)

Michael Corban

From: Neil Leitch <Neil.LEITCH@transport.nsw.gov.au>
Sent: Thursday, 10 September 2020 8:50 AM
To: Ross Nettle
Cc: Tim Rogers
Subject: RE: Rooty Hill Road & Cable Place, Eastern Creek (125/2015)

Hello Ross,
Sorry about the delay. I've been really busy and a day off!

I confirm the phasing as "Split Approach" in the side streets and both P3 and P4 crossings on the eastern approach Phase. (assumed as "D Phase").

The P4 push buttons to be split and a Special Timer attached to the R.T. signal group protecting P4.

Examples of this phasing are TCSs 1092 and 4084.

Hope this helps.

Neil.

From: Ross Nettle [mailto:ross@ttpa.com.au]
Sent: Tuesday, 8 September 2020 3:24 PM
To: Neil Leitch <Neil.LEITCH@transport.nsw.gov.au>
Cc: Tim Rogers (tim.rogers@cbrk.com.au) <tim.rogers@cbrk.com.au>
Subject: Rooty Hill Road & Cable Place, Eastern Creek (125/2015)

Neil

Has there been any decision made on this matter?

Regards

Ross Nettle | Director

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

Established 1994

Suite 502, Level 5, 282 Victoria Avenue, Chatswood NSW 2067

P (02) 9411 5660 **F** (02) 9904 6622 **W** ttpa.com.au

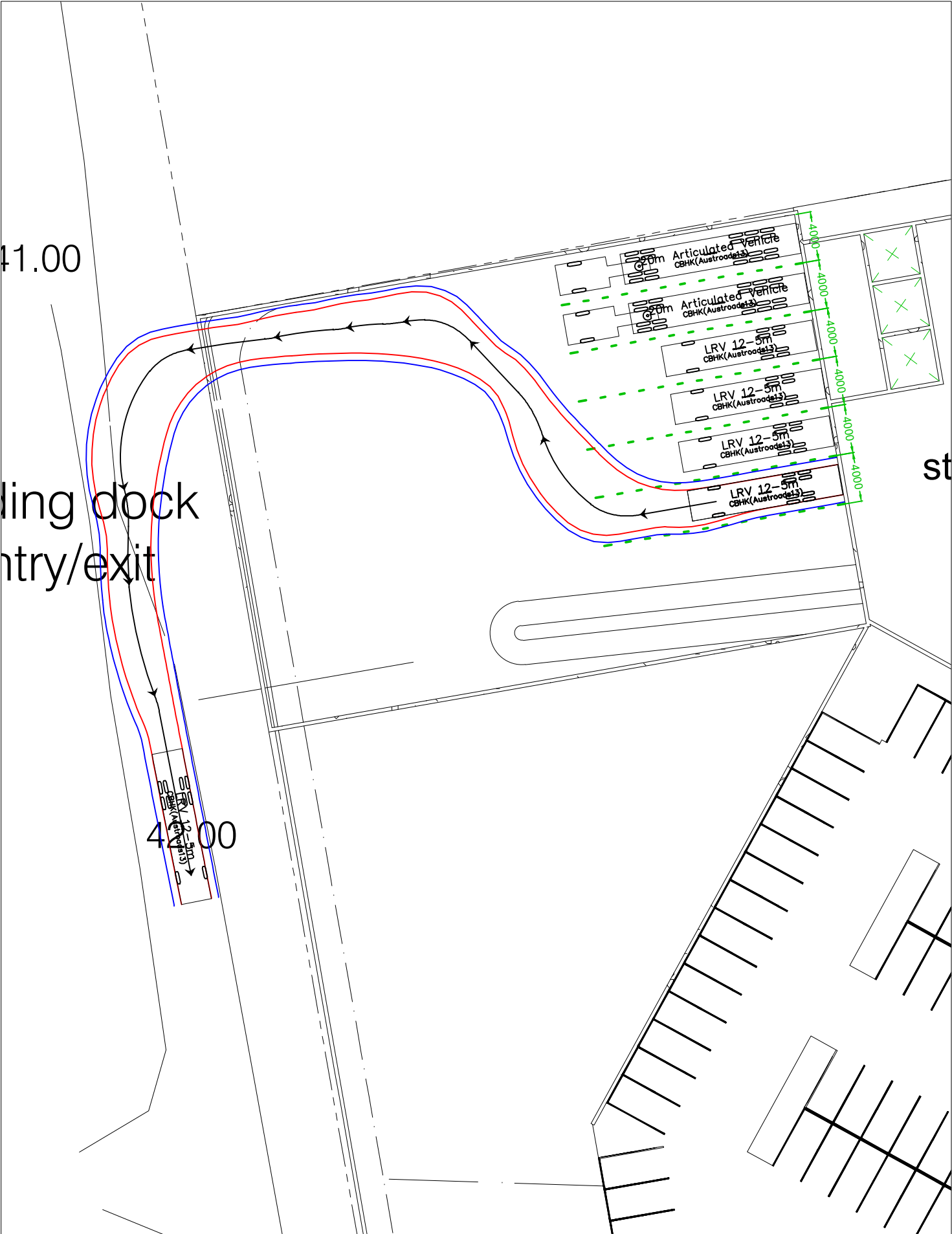
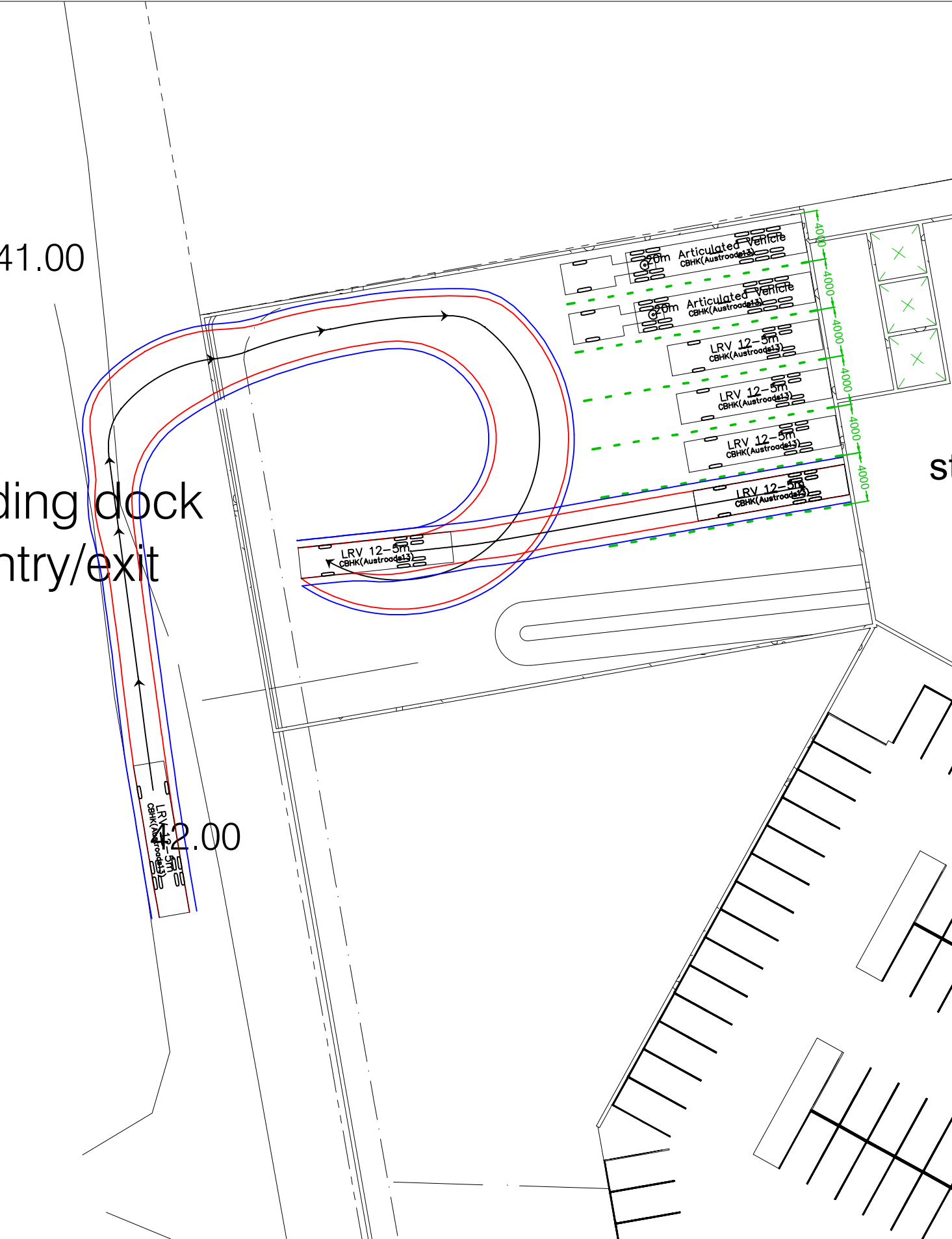


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ATTACHMENT E

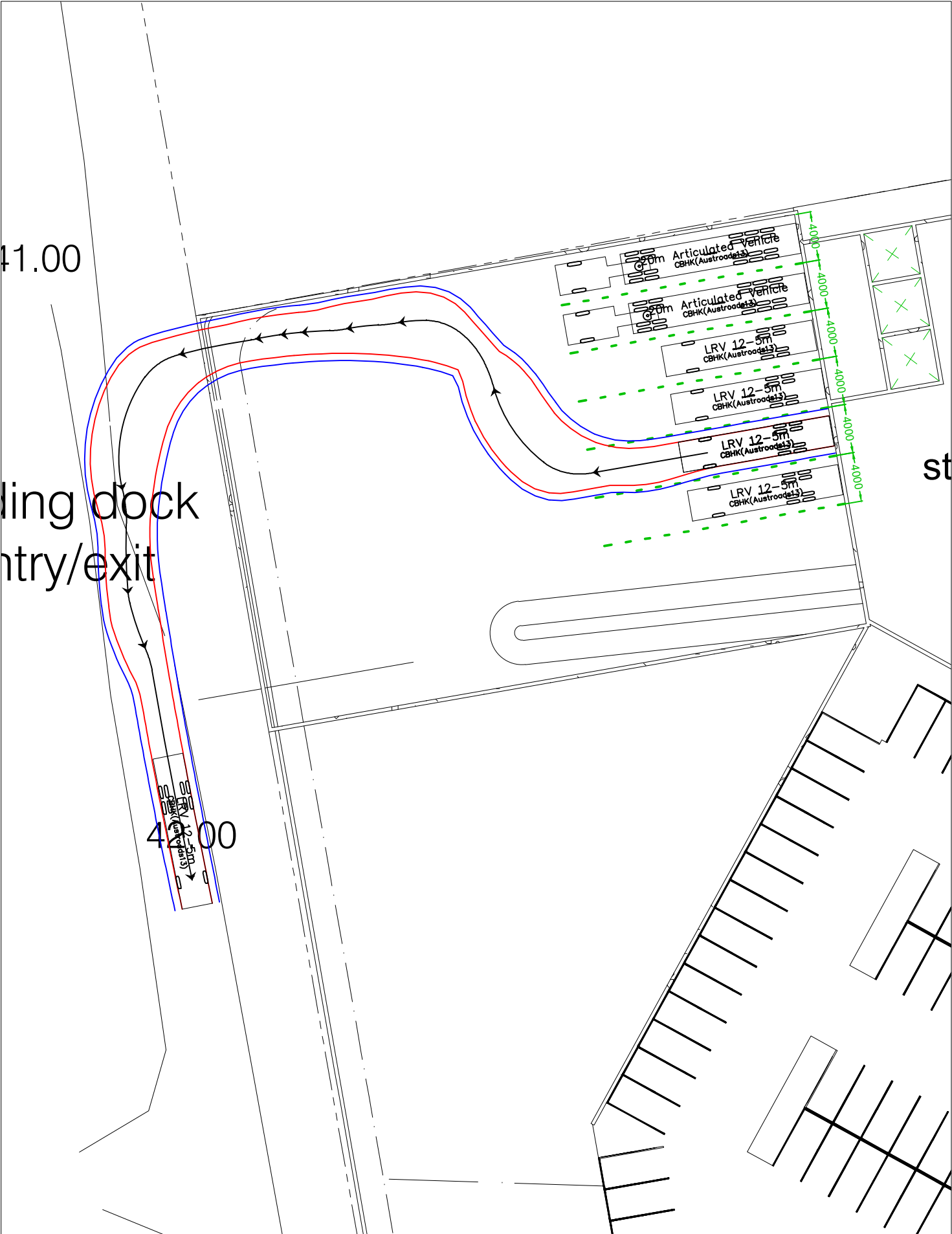
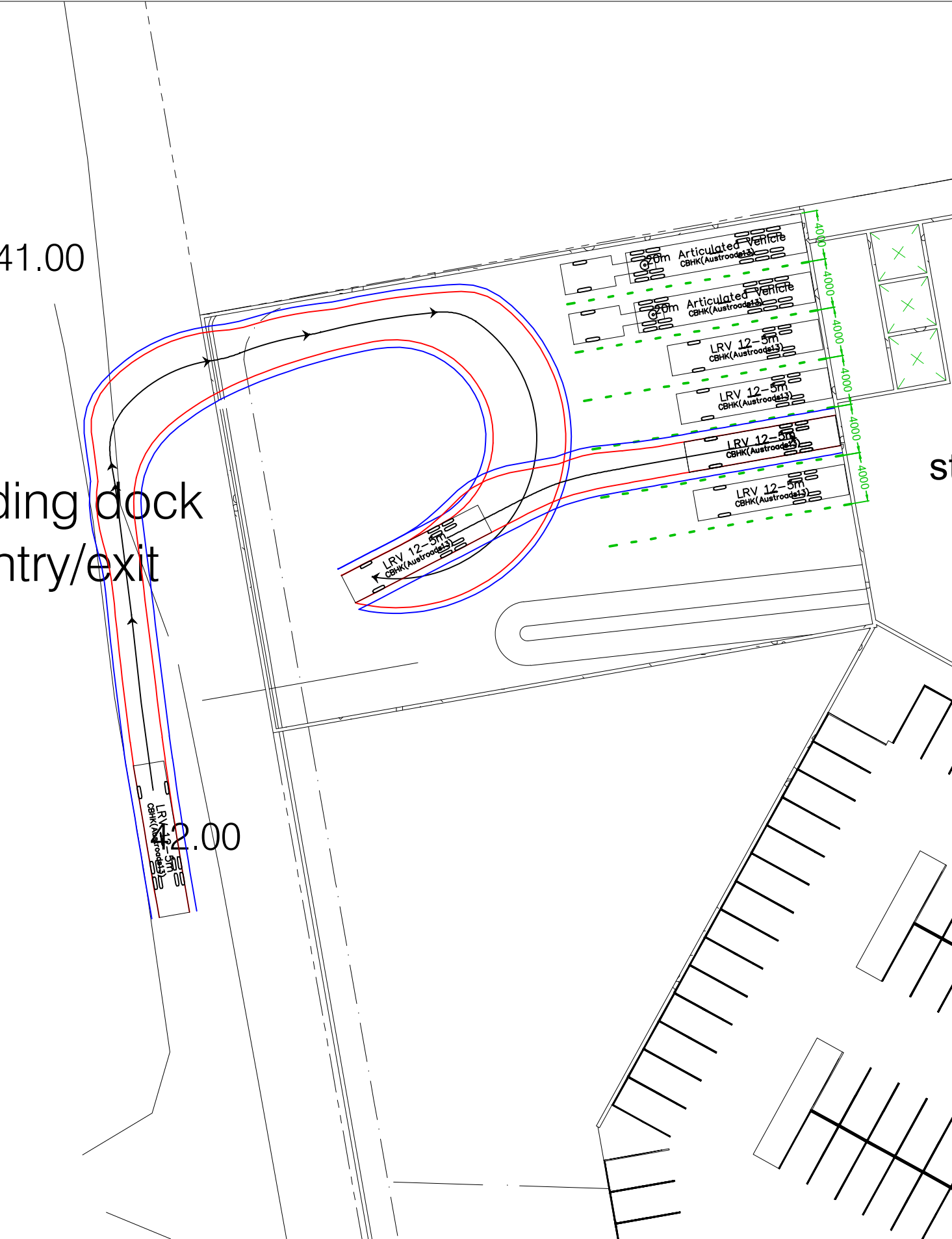
VEHICLE TURN PATHS



NOTE:
SKETCH PLAN ONLY. PROPERTY BOUNDARIES,
UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO
SURVEY AND FINAL DESIGN. TRAFFIC MEASURES
PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND
ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

12.5m LARGE RIGID VEHICLE
SWEPT PATHS - CHURCH
STREET LOADING DOCK

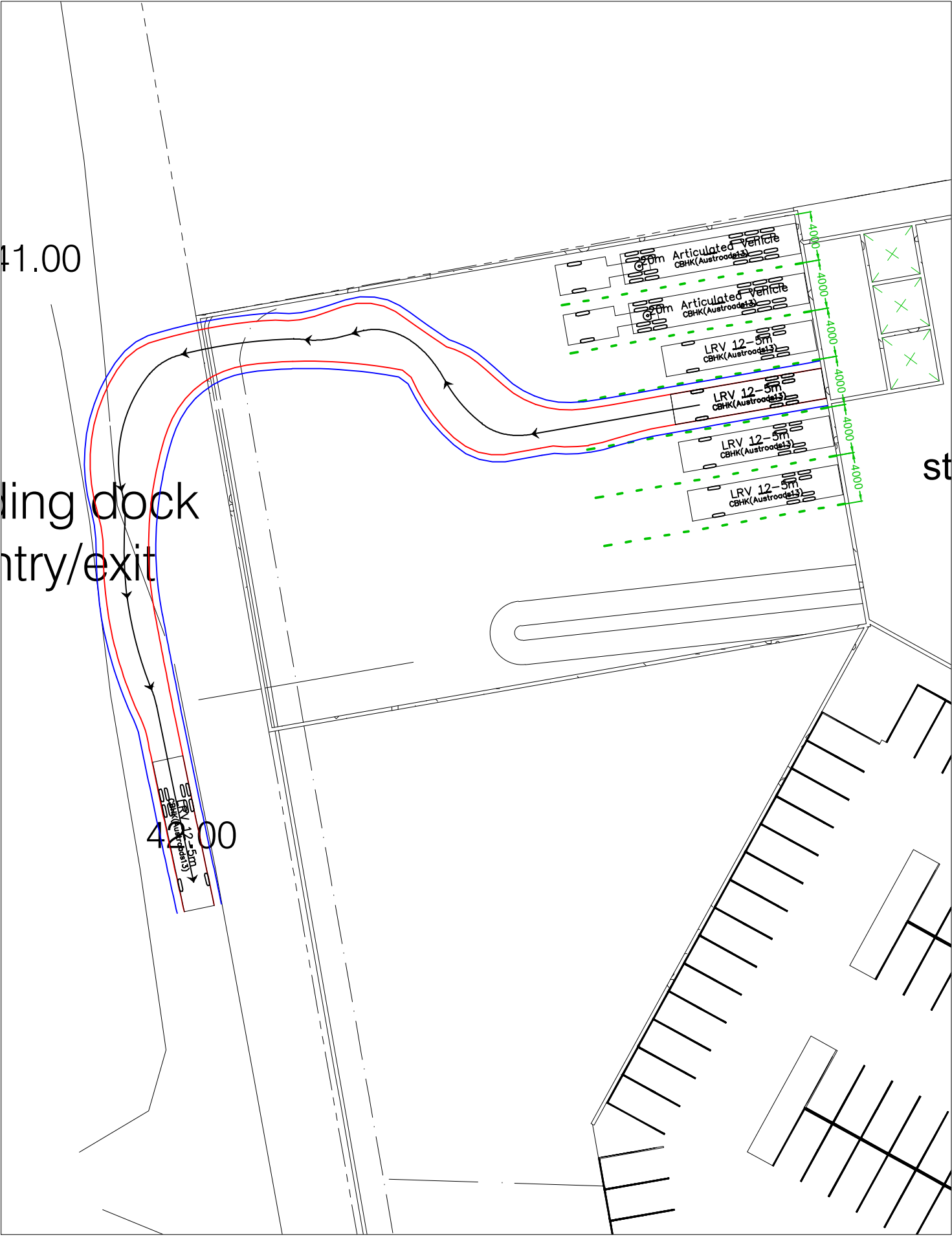
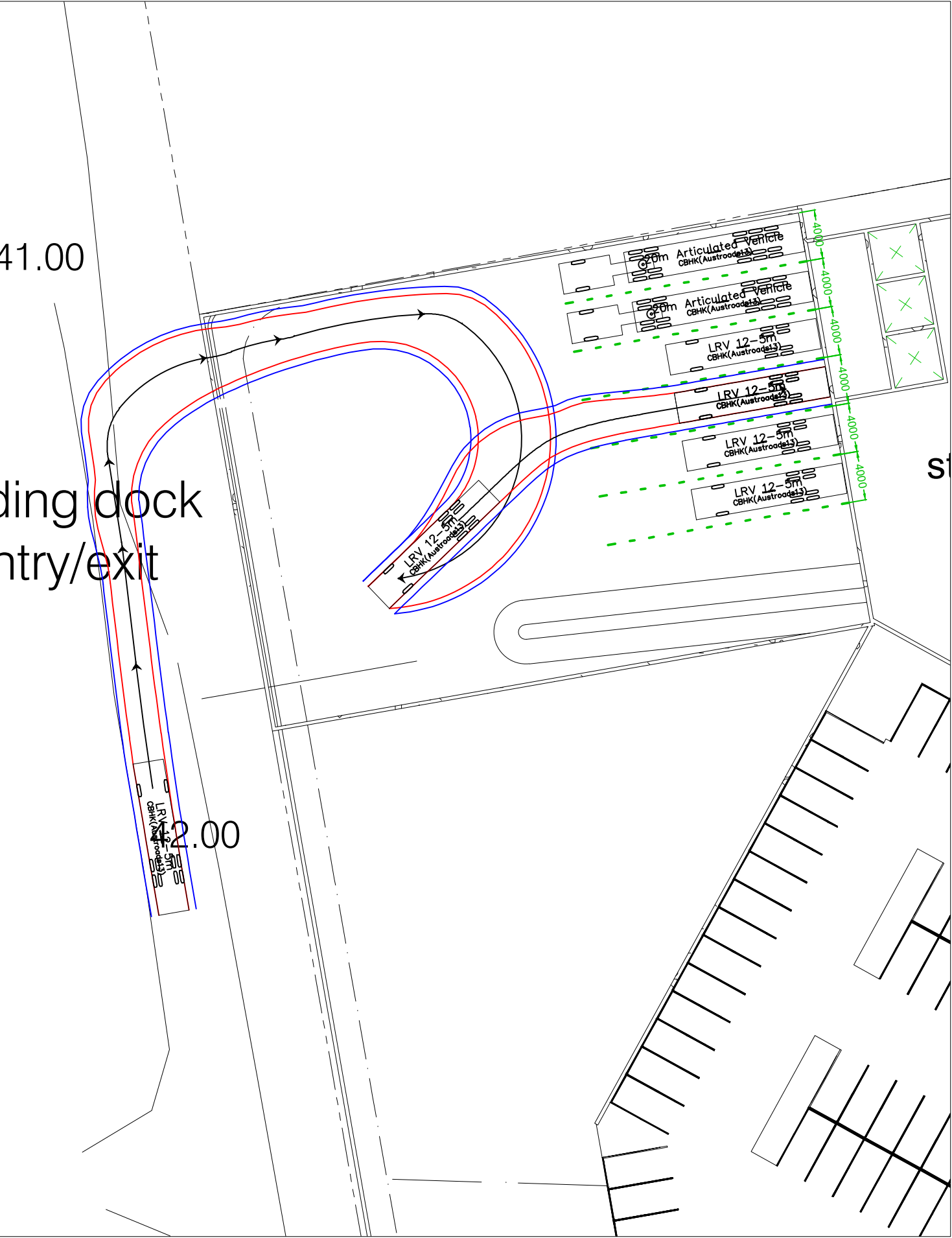


NOTE:
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— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

12.5m LARGE RIGID VEHICLE
SWEPT PATHS - CHURCH
STREET LOADING DOCK

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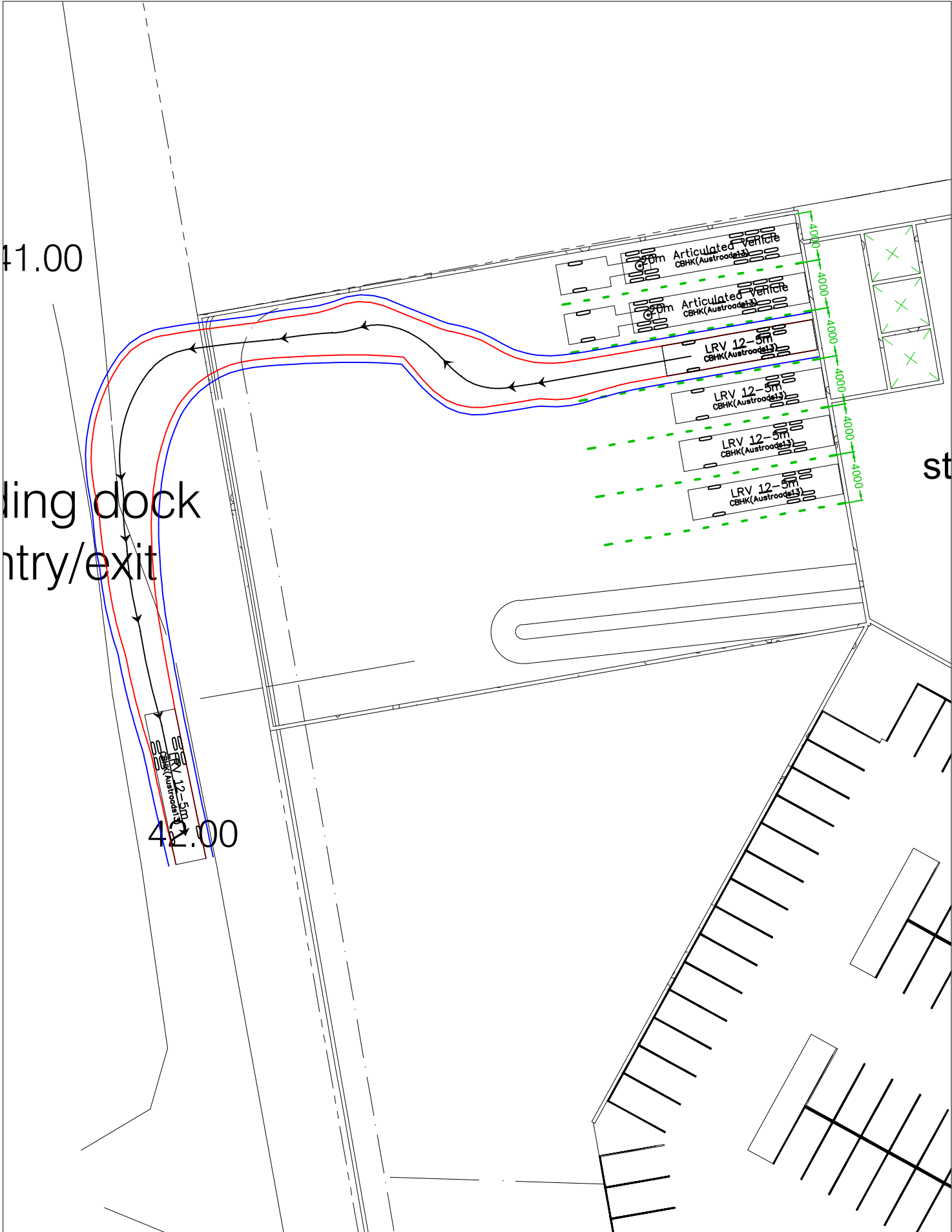
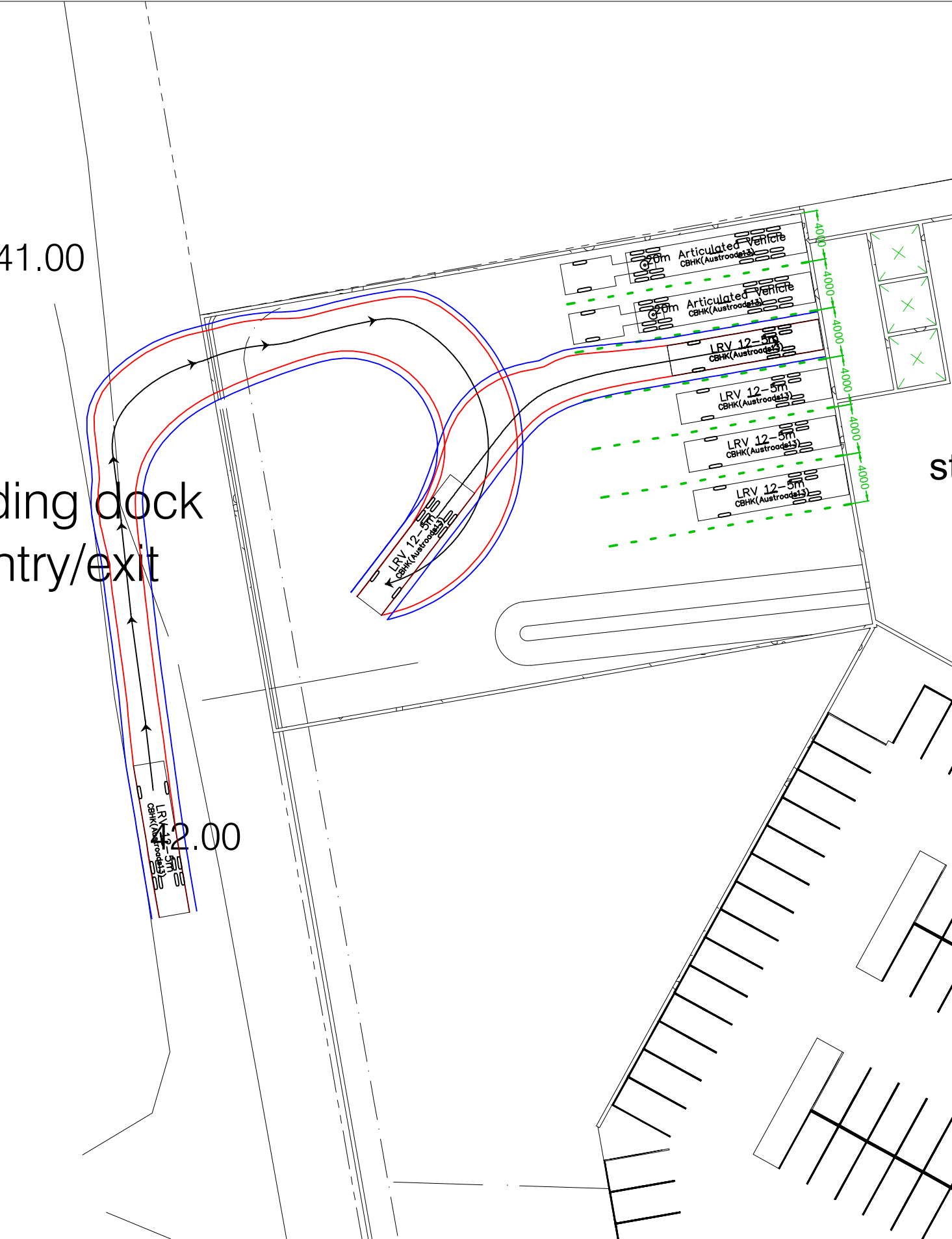


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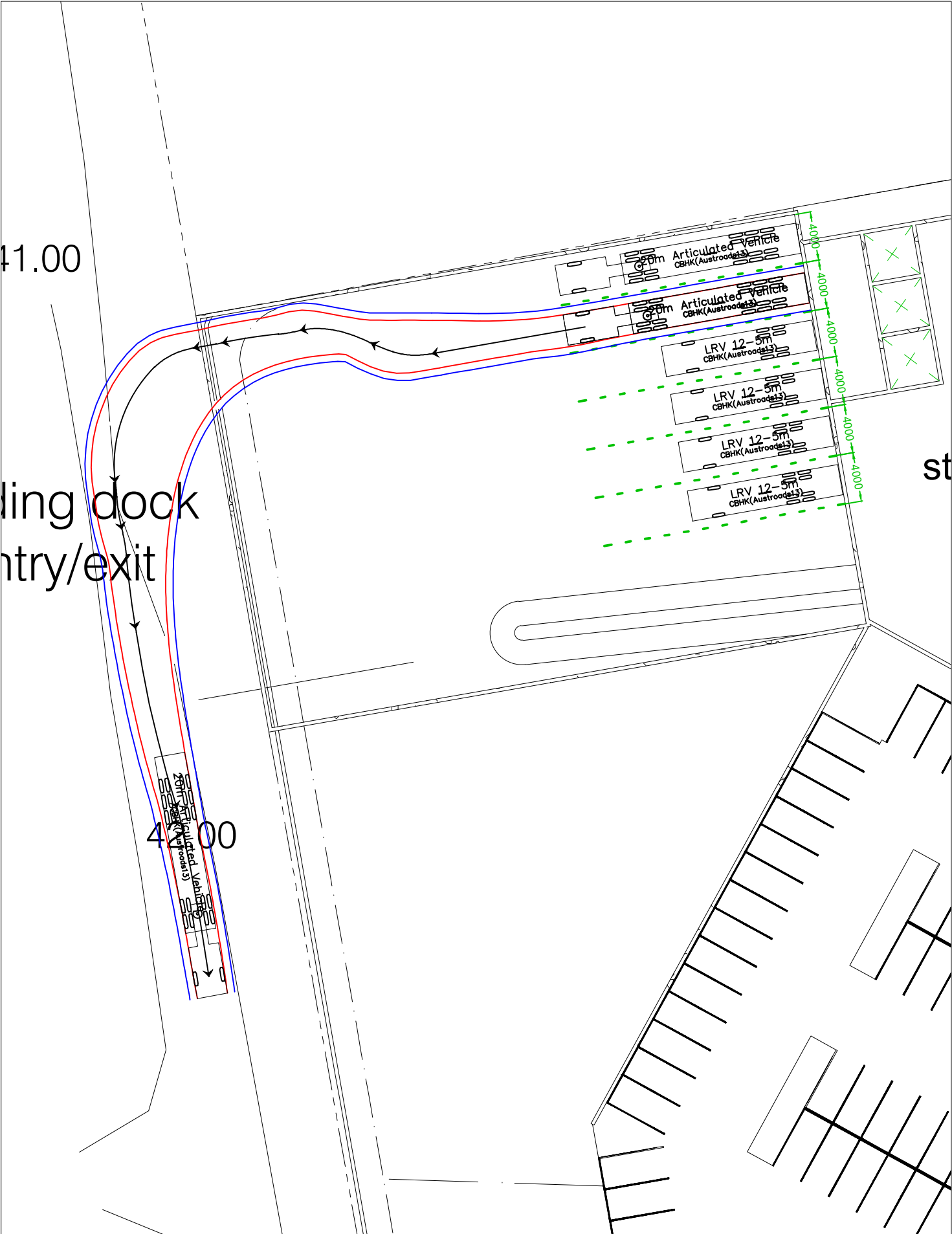
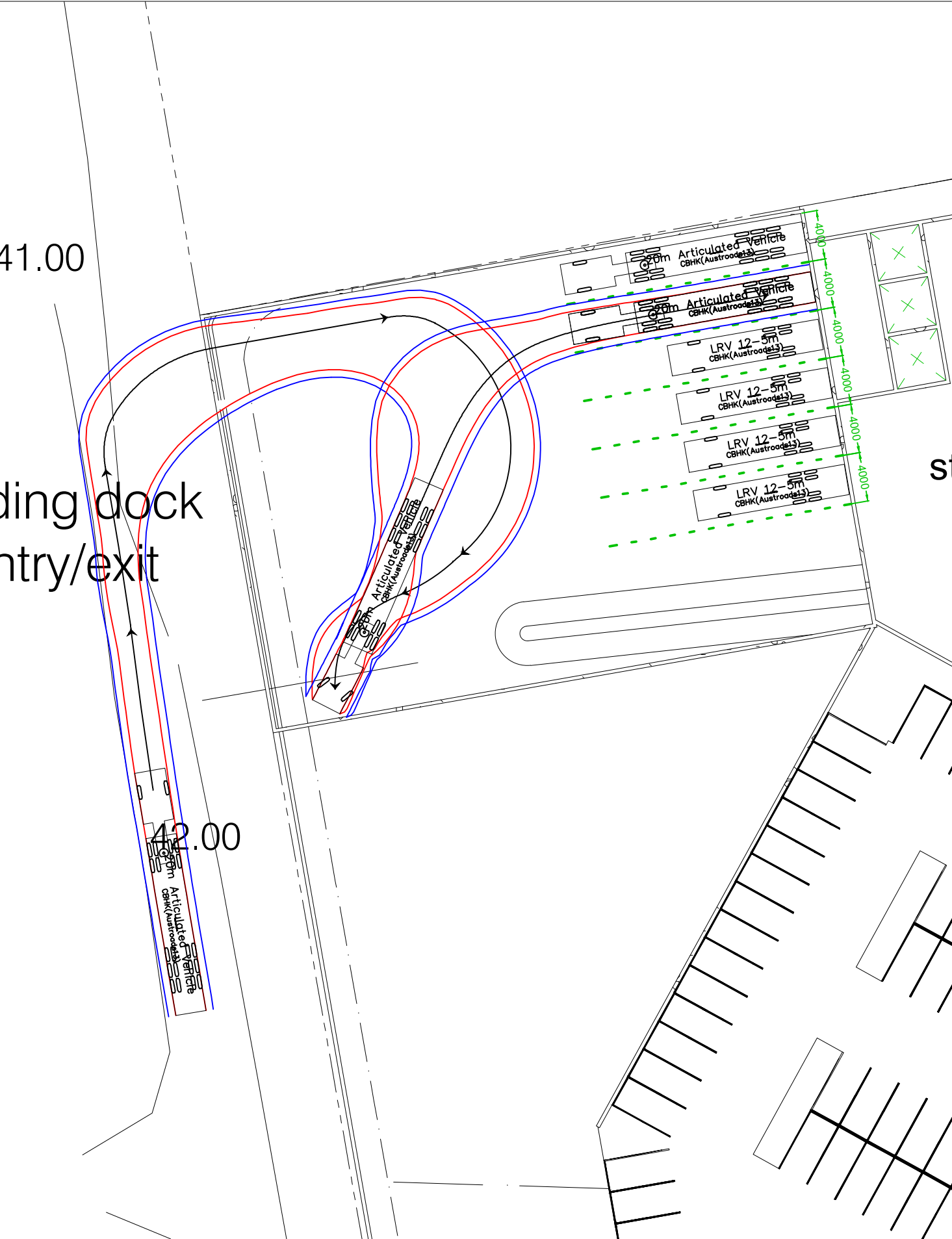
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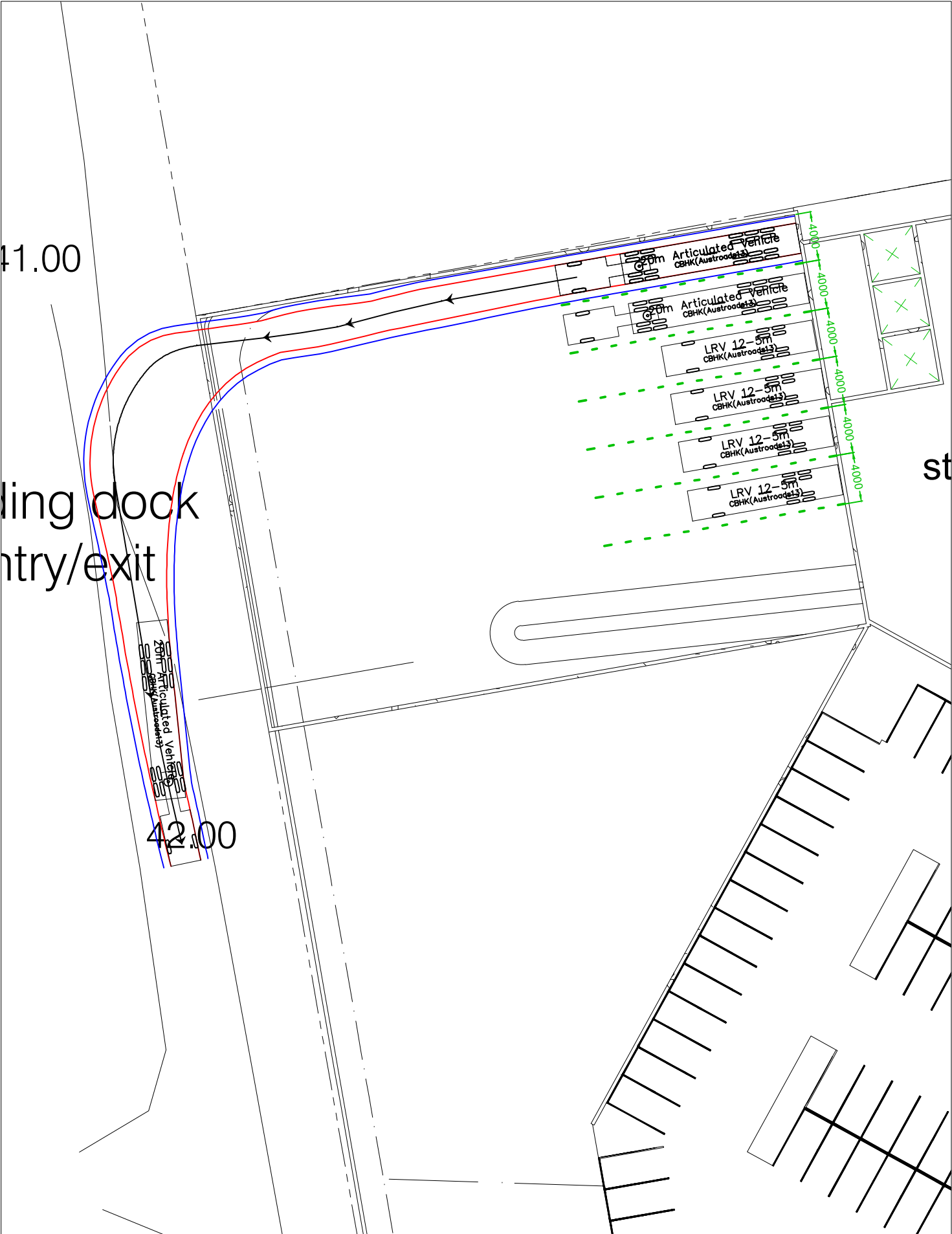
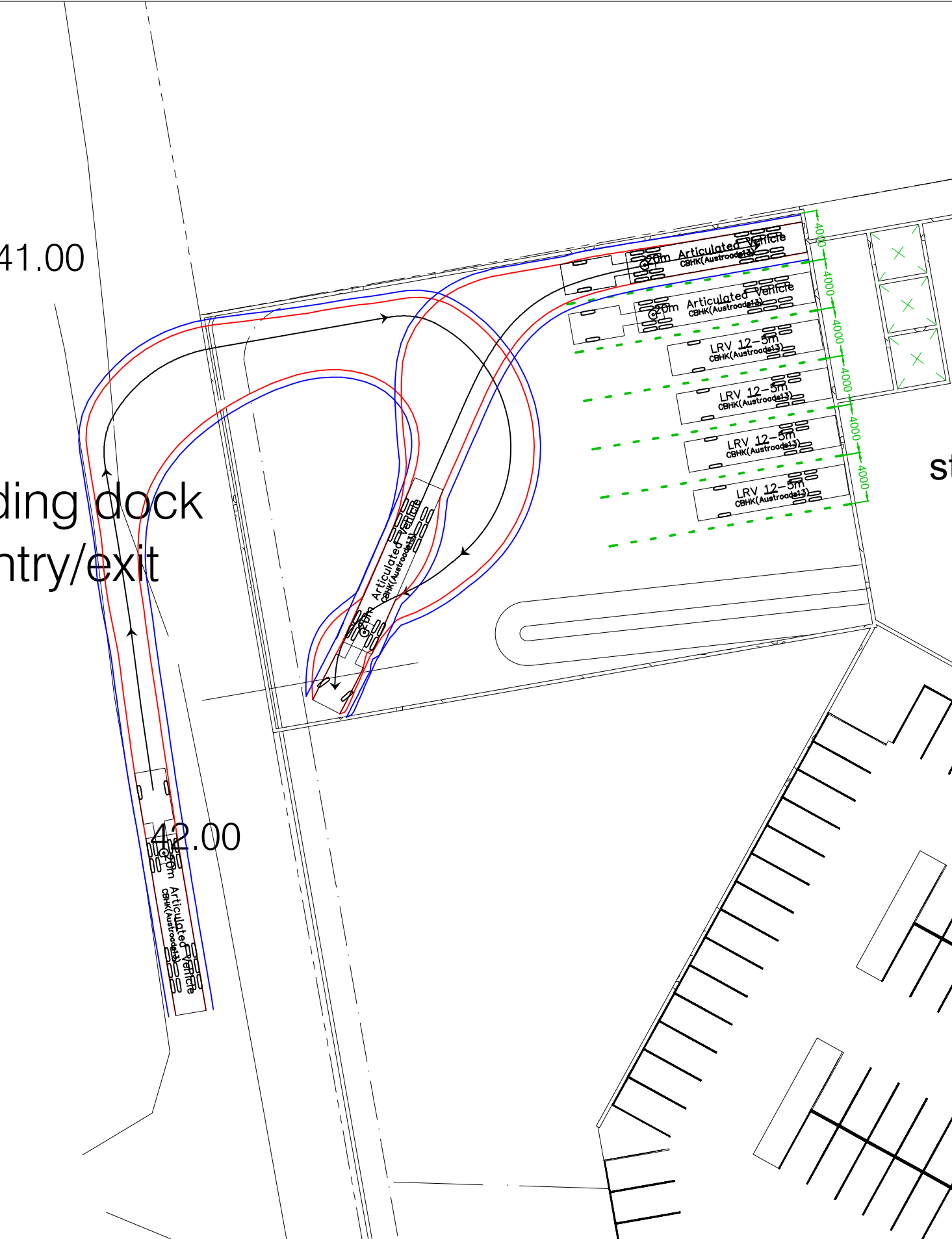


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20.0m ARTICULATED VEHICLE
SWEPT PATHS - CHURCH
STREET LOADING DOCK

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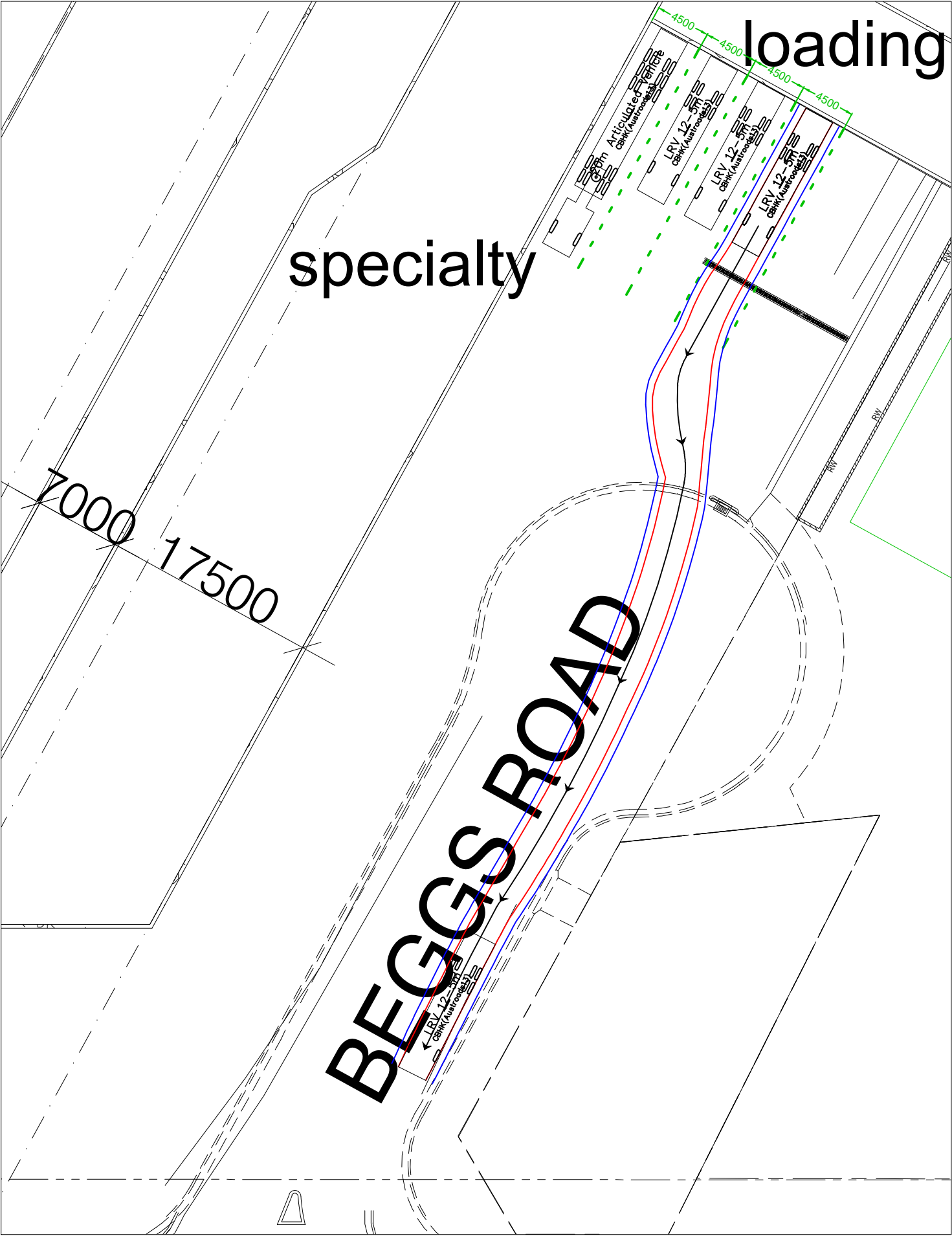
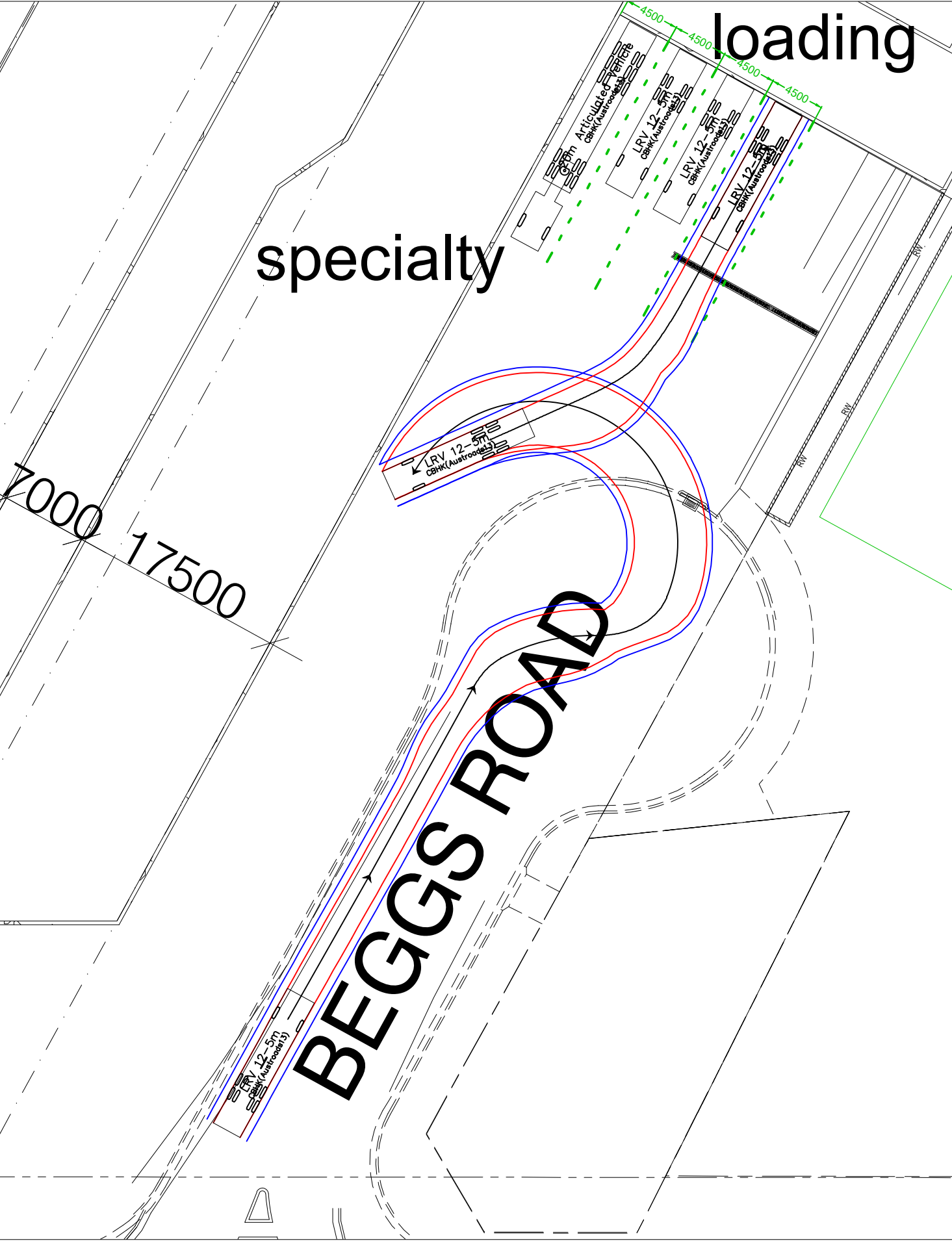


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SWEPT PATHS - CHURCH
STREET LOADING DOCK

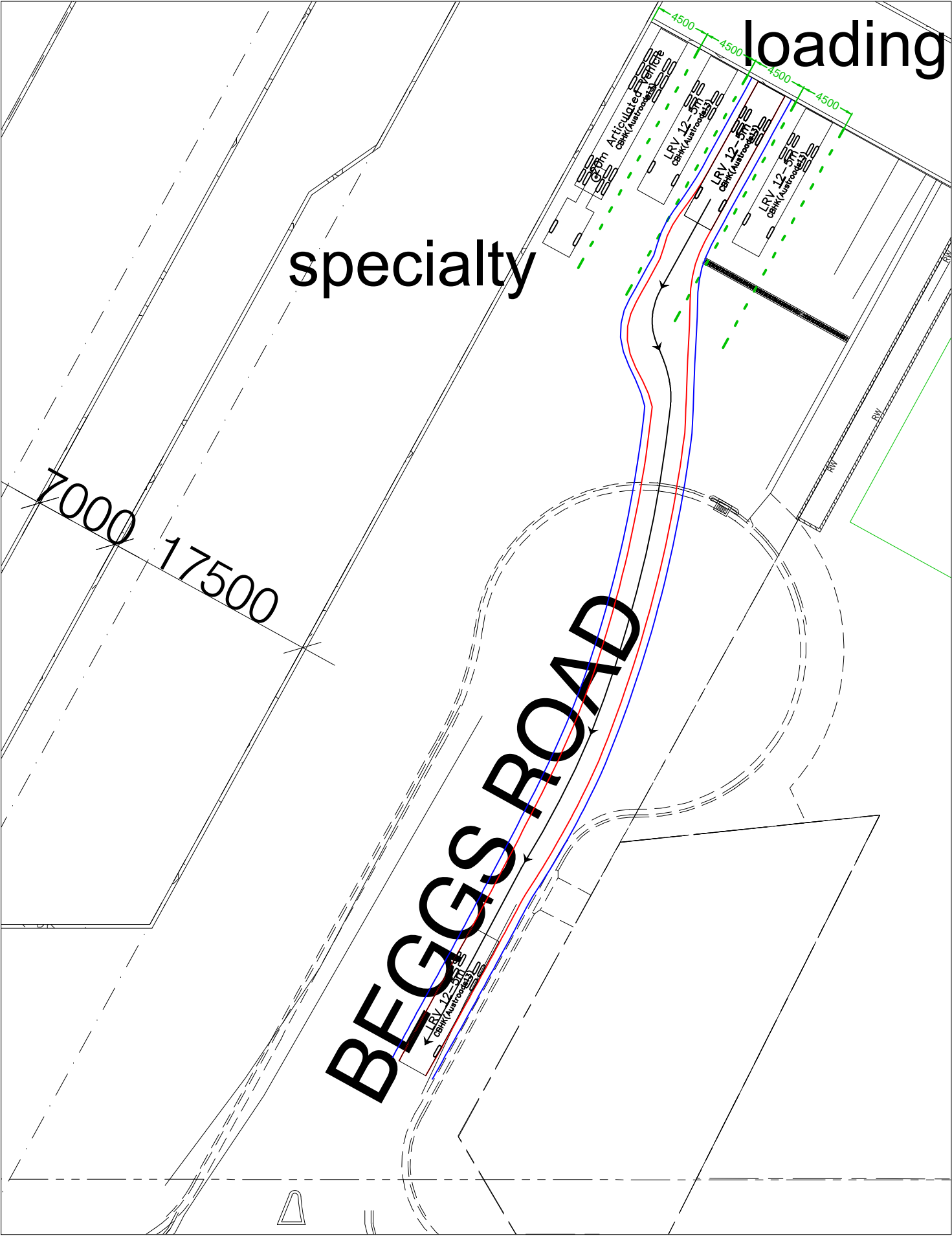
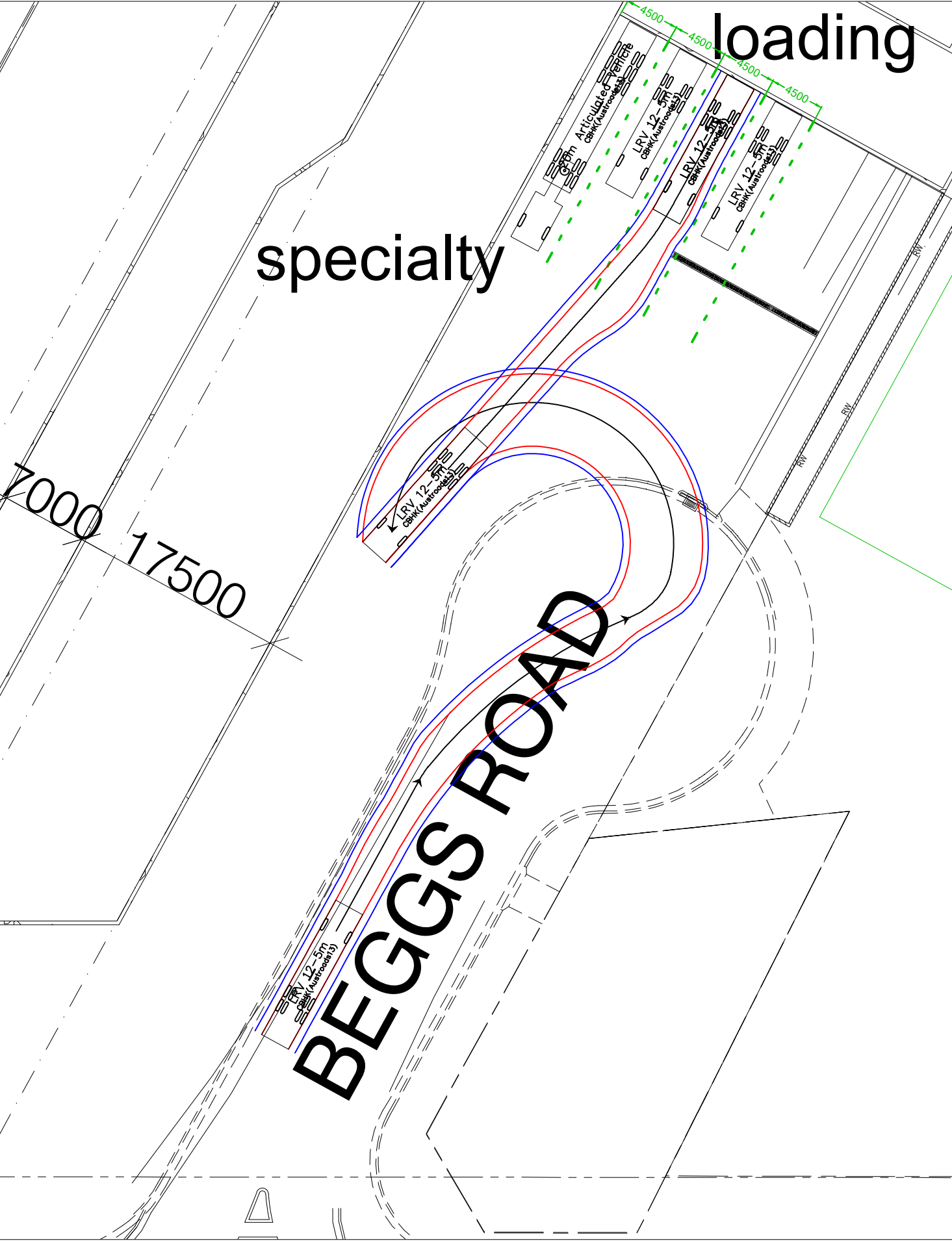
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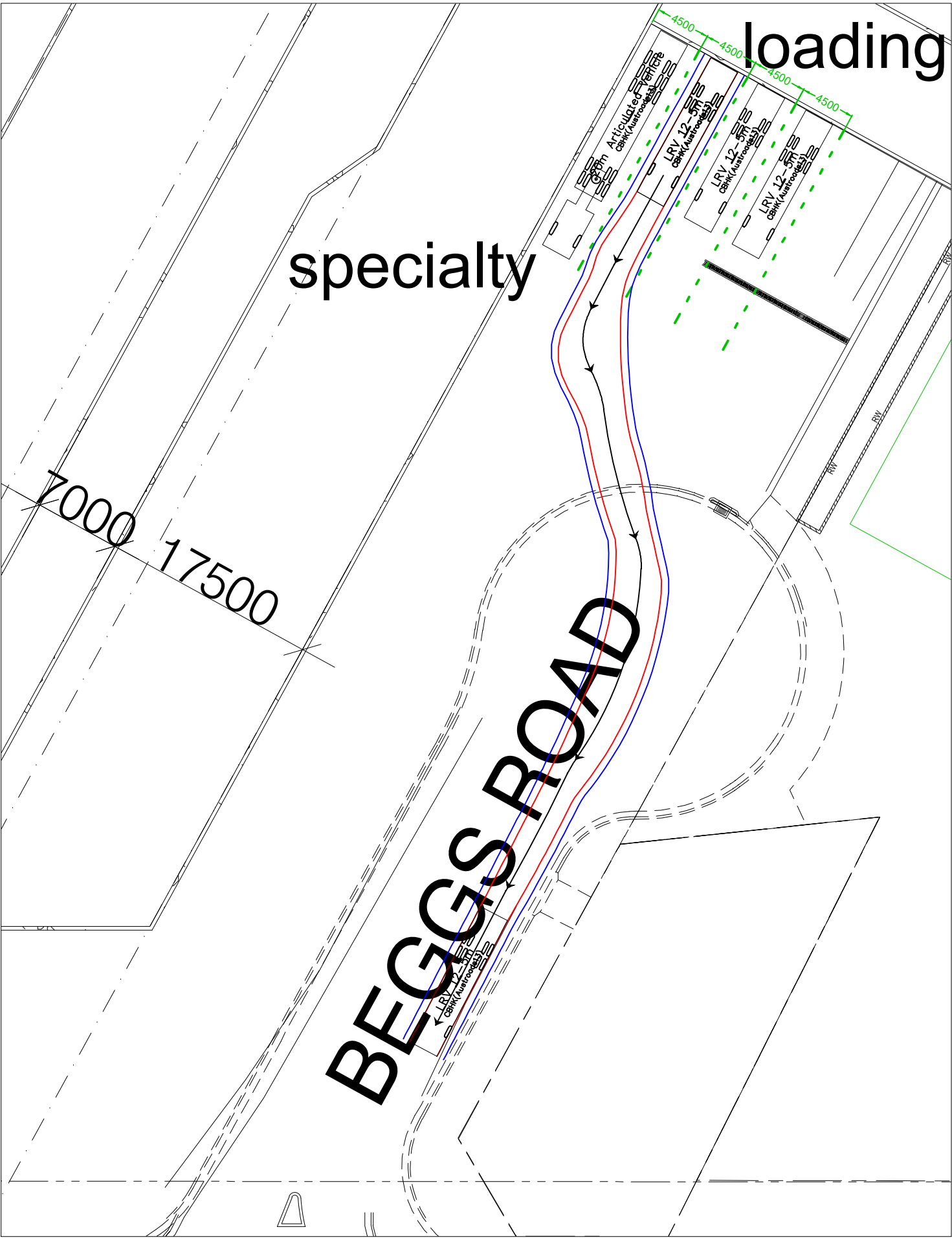
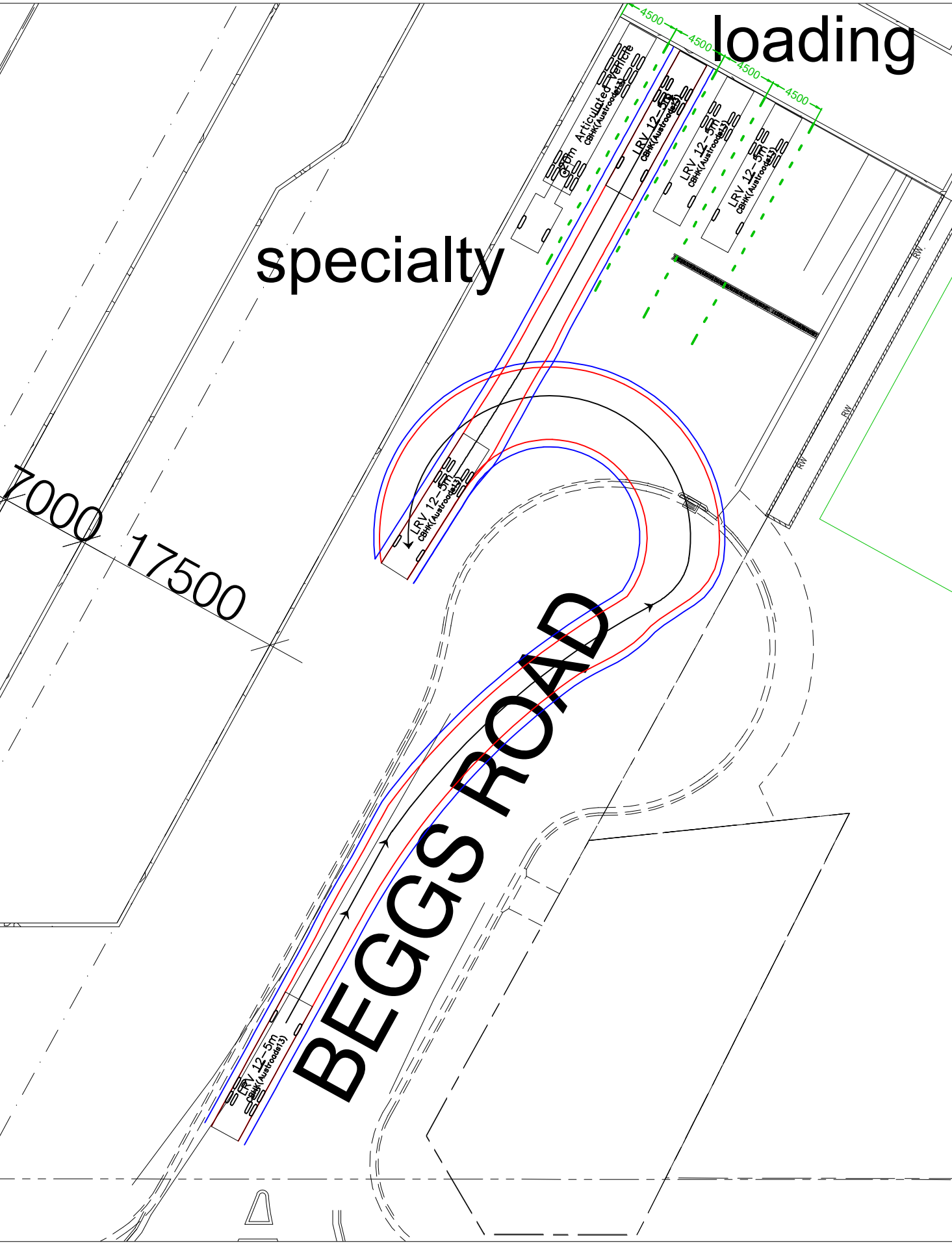
12.5m LARGE RIGID VEHICLE
SWEPT PATHS - BEGGS
ROAD LOADING DOCK



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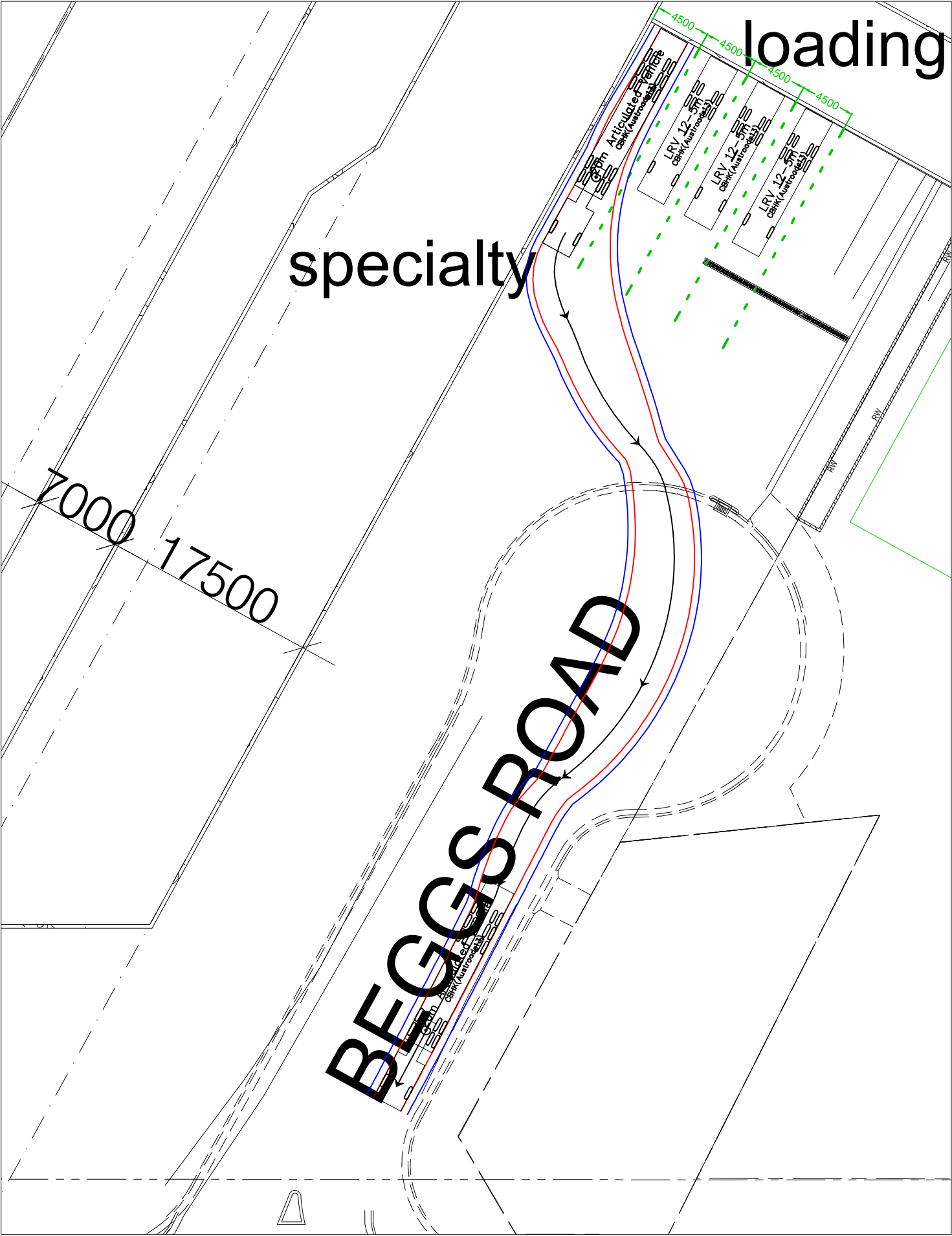
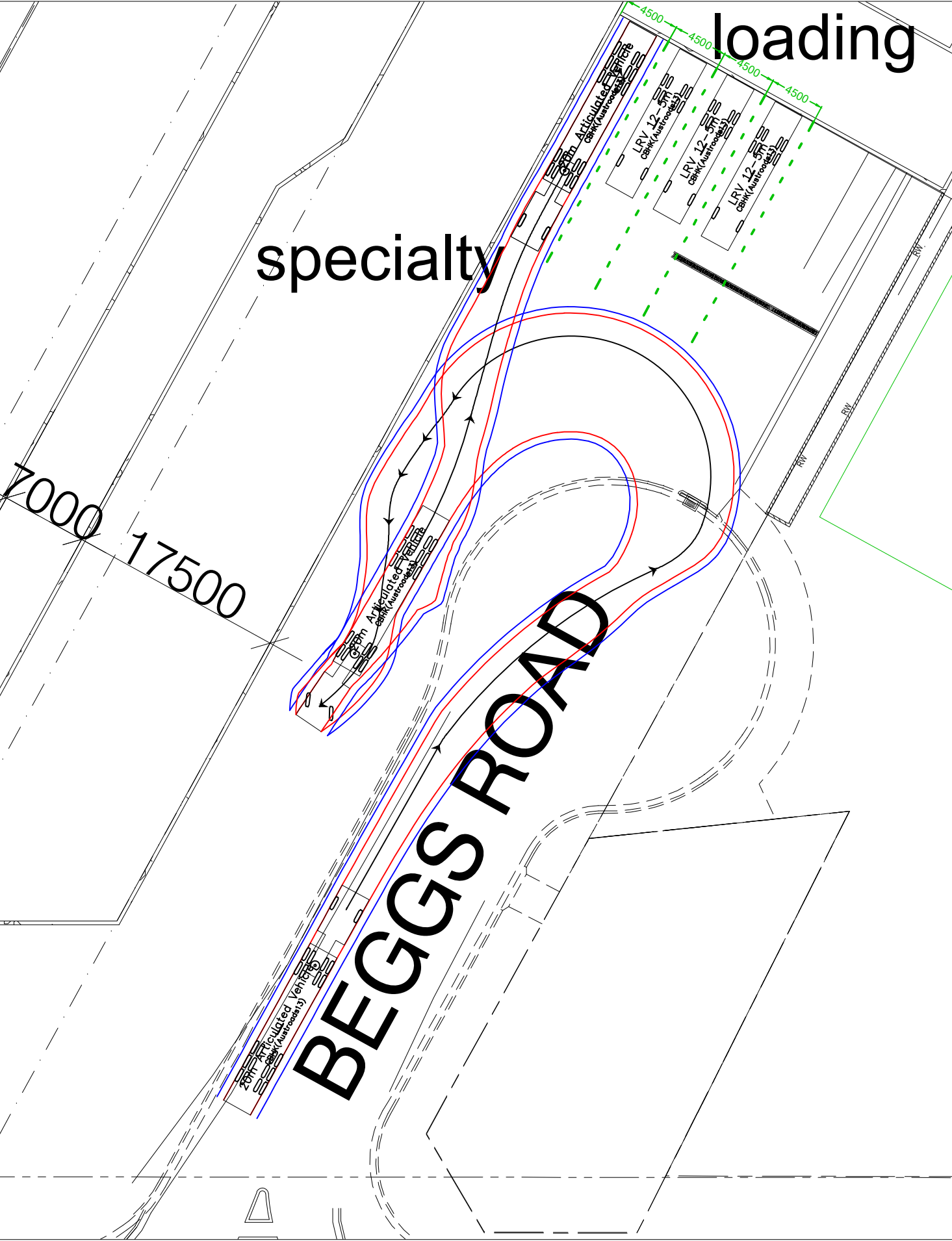
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