28 May 2025

Department of Planning, Housing and Infrastructure
GPO Box 39
Sydney NSW 2000

RE SSD 17647189 – POST CONSENT CONSULTATION IN ACCORDANCE WITH CONDITION B18 (INTERNAL ACCESS ROADS & ROAD CONNECTION TO BERRIWERRI DRIVE)

On 18 December 2023 Barings Real Estate Australia (**Barings**) received consent in connection with SSD-17647189 for the development of the Access Logistics Park (**the Development**). In connection with this determination Barings is required to satisfy Condition B18 which relates to the connection of Access Road 3 to the Aspect Industrial Estate:

Connection of Access Road 3 to Aspect Industrial Estate

B18. Within six months of the date of this consent, the Applicant must prepare and submit the following plans to facilitate the construction and delivery of the connection of Access Road 3 to Berriwerri Drive in the Aspect Industrial Estate (AIE). The plans must be prepared in consultation with Council and the landowner of the AIE to the satisfaction of the Planning Secretary and include:

(a) a Staging Plan for the connection, including:

i. details of the scope of works to be undertaken on the site and the adjoining AIE (Mirvac) site (see Figure 4, Appendix 1,);

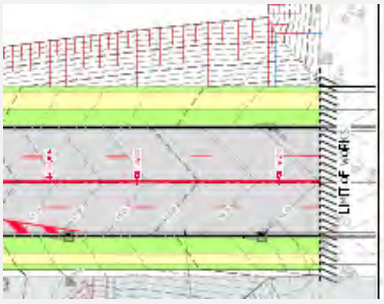
ii. details of the timing of the works; and

(b) *a detailed design plan of the connection to the AIE prepared in accordance with the design requirements under the MRP DCP.*

Barings can confirm that engagement with Penrith City Council (**Council)** was initially completed however in email correspondence dated 26 March 2025 the NSW Department of Planning, Housing Infrastructure (**DPHI**) confirmed that the roadworks plans issued to Council via the Major Projects Portal (PAE-78020722) were inconsistent with Figure 4 in Appendix 1 of the SSD-17647189 Consent.

Barings subsequently provided revised plans to Council on 27 March 2025. Council issued responses to this documentation package via correspondence dated 9 April 2025 in relation to PAE-81631959 (refer **Appendix A**). The below responses were issued to Council together with a revised documentation package issued 9 May 2025.

Requested Information	Proponent Response/Action
Planning Considerations	
The Civil Plans provided are not consistent with proposed road layout under Modification 2 - Revised Site Layout and Cladding which is currently under assessment by the Department. Should the Modification. Should the application be approved, The Department should be satisfied that the commentary provided in response to condition B14 is relevant to the road layout changes following the Modification Application.	Barings can confirm that the amended plans provided are consistent with SSD-17647189 Mod #2.
It should be noted that the indicative trunk drainage arrangement in Lot 12 is not consistent with Modification 1-Modification to Trunk Drainage Channel, approved by the department on 3 March 2025.	This is noted and agreed. The amended drainage channel detailed design is being developed in connection with Sydney Water. The drainage channel design is not required as part of Condition B14 nor is it required for Condition B18.

Street tree planting should be in accordance with Council's Draft Street Tree Master Plan. Advice regarding species selection provided in correspondence dated 18 December 2024 is applicable.	This is noted and agreed. Barings has issued a Landscaping Package incorporating Steet Tree species as nominated from PCC.
Development Engineering Considerations	
It shall be noted that the applicant is proposing the works on a small section of Council Road reserve as part of collector road connection to the Aspect Industrial Estate (Mirvac) site, which will require a section 138 Roads Act approval from Council prior to commencement of works on this Council owned road reserve.	This is noted and agreed.
The Collector Roads 1 (off Mamre Road) and 3 (connection to Berriwerri Drive) are designed with a 25.6m wide road reserve in compliance with the MRP DCP, with variable widths at the intersections and roundabout, which is satisfactory.	Noted.
The roads are provided with footpath and shared path however they do not align with existing paths on Berriwerri Drive (Mirvac). The civil plans will require amendments to provide paths to align with existing paths as the current design shows paths on the opposite sides of the road (refer to Dwg. No. C502).	Drawing C502 has now been amended to ensure that the footpath and shared path align with the existing paths along Berrewerri Drive. 
The typical cross-sections on Dwg. No. C550 indicates 2.5m and 3.1m wide paths, which do not comply with Table 9 of the MRP DCP. Generally, a 1.5m and 2.5m wide paths are provided with 600mm turfed setback from the property boundaries to the path which will be used to install services like light poles. As such the plans require amendments.	The typical cross sections have been amended to ensure compliance with the MRP DCP. 1.5m wide and 2.5m wide paths have been proposed.
The pavement design does not comply with Council requirements. The industrial roads are designed with CBR of 2% which is not acceptable. Roads must be designed with minimum CBR of 3%. Overall, a pavement design report must be submitted to Council for review.	The pavement details have been amended confirming a minimum of 3% CBR is required. Please refer Drawing C570.
Pit R1/A13 and Pit R1/A07 are proposed on the road curve which can be easily damaged by turning design vehicles, which is not acceptable. For example, the swept path for design vehicle on Road 2 near Pit R1/A07 indicates that vehicles are likely to drive on top.	The pits previously proposed on the road curve have been relocated further into the internal road.
Similarly, there is lane encroachment as well. As such, the radius of the road intersection and horizontal curves must be checked and increased as required.	Revised swept paths entering into and leaving the internal access road (Access Road 2) have been completed which show there is no lane encroachment. Please refer Drawing C596 – C599.
Likewise, the swept paths on to Road 2 off Road 1 show design vehicle using opposite/farthest lane/s while turning, which is encroaching lanes. Swept path plans with design vehicle turning right and left using the	As above.

Please refer to Dwg. No. C596 and C598.	
Pram ramps shall be provided on Road 2 at the Road 1 intersection without impacting kerb inlet pit/s.	Pram ramps have now been included as requested. Please refer Drawing C501.
The high/low flow splitter Pit R1/A14 is proposed on the road. It appears to be part of the WSUD system which shall be located within the private lot and maintained privately. A clarification on whether this pit will impact the WSUD system and its performance and confirmation from the applicant on who shall be responsible for the maintenance of this pit is required. Council's preference is to have this splitter pit within the private lot and not be responsible for its maintenance. Similarly, no details of this pit are provided, and it is not clear if it meets entry requirement for maintenance with single grate over a chamber as shown on the plan below. Detailed sections shall be provided for review. Note: Maintenance access is not provided for the spel stormwater treatment system.	Barings can confirm that the splitter pit R1/A14 does not form part of the Stormwater Management Sydney Design. Further discussion has been held directly with PCC in relation to this item queries raised and Barings' responses are below: ▪ *Confirm why it is not possible to have the splitter on private lot assuming part of the stormwater treatment system (spel)* There is limited space available within the property to fit the diversion pit & GPT Unit. The arrangement is consistent with the approved SSDA design. The weir wall is short and can be visually inspected as part of regular maintenance of the pit in the road. ▪ *Confirm any impact on the spel treatment system if a timely maintenance of this splitter pit is not carried out and if the maintenance of this splitter pit is included in any maintenance plan/schedule for the stormwater treatment system.* Impact on GPT would be marginal. Pipe diameters are large and achieve self-cleaning velocities. There is no specific maintenance required of the splitter pit by the manufacturer. ▪ *On Drawing No. C461, show vertical clearance between top of the weir and roof of the pit slab.* Costin Roe have confirmed approximately 1400mm of clearance is available between the top of the weir wall and the ceiling of the pit. This dimension has been added to the appropriate detail. ▪ *On Drawing No. C461, a pit access is shown on Road for PIT R1/A14 as shown below which is not shown on stormwater plan. Council will not accept any pit/access openings on the pavement. If there are any pit accesses on road pavement including for PIT R1/A14, please remove them all.* Access has been removed as required.
From a development engineering perspective, consideration shall be given to the location of street trees/landscaping to avoid any impact on the sight distance. For example, street trees are proposed on the Road 1/2 intersection and near vehicular accesses which will likely impact the sight distance for the road users. Amended landscaping plans shall be required demonstrating sufficient sight distances have been provided for roads and lot accesses in accordance with Austroads Guides and Australian Standards. It is also noted that separate commentary will be provided regarding the passively irrigated street trees in accordance with Condition B28 of the SSD Approval.	This is noted and agreed and is being addressed in connection with the Street Tree planting plan being developed in consultation with PCC.
The applicant, civil designer and Principal Certifier shall note and ensure that all detail civil designs are in accordance with the requirements of the consent conditions, MRP DCP, Penrith City Council's Design Guidelines for Engineering Works for Subdivisions and Developments, and Council's Engineering Construction Specification for Civil Works, Austroads guides, Australian Standards and any other relevant guidelines and standards and best engineering practice.	This is noted and agreed.
As advised previously, the dedication of lands for the access roads including roundabout will occur as part of subdivision certificate (SC) application once compliance with all relevant consent conditions, along with all prior to SC conditions, are achieved and all road works	This is noted and agreed.

including associated drainage works and landscaping works are complete and final satisfactory inspection is carried out by Penrith City Council and a maintenance bond is accepted and received by Council. The dedication of land may be subject to compliance with other VPA requirements as well.	
Barings will be responsible for the North-South collector road (Berriwerri Drive) connection and Mirvac will be responsible for removal of the is consistent with Mirvac's VPA. As such, development engineering have no issues with road connection delivery by Barings and a s138 Roads Act approval from Council shall be obtained by Barings prior to commencement of works on this Council owned road reserve.	Noted.
The road connection to the Aspect Industrial Estate appears to be consistent with the design requirements under the MRP DCP. However, the detail design shall be assessed and approved by the Certifier under the Subdivision Works Certificate. Works on Council owned road reserve shall be approved by Council separately under a s138 Roads Act application.	This is noted and agreed.
Please note that Item 5 on the submitted staging plan still notes land dedication on Mirvac's side however this land has already been dedicated to Council.	The Staging Plan has been amended accordingly.
Traffic Engineering Considerations	
Council's Traffic Engineers seek approval for signposting and line marking plans under the delegation for greenfield sites from the traffic committee once received.	This has been noted. Signage and Linemakring Plans have been provided directly to Council's engineers for review and approval.

Following the issuance of the revised documentation package issued 9 May 2025, Council provided responses via correspondence dated 23 May 2025 in relation to PAE-83797206 (refer **Appendix B**).

Having regard to the specific requirements of Condition B18 Council has confirmed:

1. In relation to the Staging Plan required as outlined in B18(a):

   The proposed staging plan is satisfactory in relation to the negotiations to date for the draft WIKA proposed for the subject site. There also does not appear to be any amendments to the road layout that would impact the WIKA negotiations to date nor are the plans inconsistent with negotiations to date.

2. In relation to the detailed design of the roadworks to facilitate the connection to the Aspect Industrial Estate (**AIE**) as outlined at B18(b):

   Based on the submitted amended civil plans and compliance letter, development engineering raises no further issues and confirms that any additional issues shall be dealt by Principal Certifier for the development. As such, from development engineering perspective, the applicant has complied with Condition B14 (a) & (b) and Condition B18(a) and (b).

Barings provide the below documentation for final review and endorsement by DPHI and believe that this documentation now confirms that the requirements of Condition B18 of SSD-17647189 have been met. Please see attached together with this correspondence:

- The detailed design of the access roads (Access Roads 1, 2 and 3) including the roundabout and connection to the adjoining AIE (Mirvac) site completed by Costin Roe Consulting Pty Ltd (**Costin Roe**)
- Correspondence dated 27 January 2023 from Penrith City Council confirming acceptance of the offer to enter into a Works in Kind Agreement.
- The revised Staging Plan for the connection of Access Road 3 and the adjoining AIE (Mirvac) site.

Please do not hesitate to contact Philip Grech from Barings on 0424 613 115 in relation to this letter or any of the additional information provided.

Yours sincerely

Barings Real Estate Australia

Philip Grech
Senior Development Manager

BARINGS

APPENDIX A

Our reference: P-881226-Q8L4
Contact: Hannah Vousden
Telephone: (02) 4732 7643

9 April 2025

Barings Australia Asset Management
Level 14, 60 Castlereagh Street,
Sydney, NSW, 2000

ATTN: Philip Grech
Email: philip.grech@barings.com

Dear Philip,

Council Response to Condition of Consent- B14 and B18 – Revised Roadwork Plans - SSD-17647189 – Access Logistics Park - 884-928 Mamre Road, Kemps Creek, NSW, 2178

I refer to the above referenced SSD Notice of Determination, specifically conditions B14 and B18 of that consent as listed below:

Internal Access Roads

B14. Prior to the commencement of construction works (excluding earthworks), the Applicant must:
(a) prepare a detailed design of the access roads (Access Roads 1, 2 and 3) including the roundabout shown in Figure 4 in Appendix 1 in accordance with the design requirements in the MRP DCP to the satisfaction of Council; and
(b) consult with Council concerning the processes for dedication of the lands for the access roads including the roundabout shown in Figure 4 in Appendix 1.

Additionally, Barings is also required to satisfy Condition B18 which relates to the connection of Access Road 3 to the Aspect Industrial Estate:

Connection of Access Road 3 to Aspect Industrial Estate

B18. Within six months of the date of this consent, the Applicant must prepare and submit the following plans to facilitate the construction and delivery of the connection of Access Road 3 to Berriwerri Drive in the Aspect Industrial Estate (AIE). The plans must be prepared in consultation with Council and the landowner of the AIE to the satisfaction of the Planning Secretary and include:
(a) a Staging Plan for the connection, including:
i. details of the scope of works to be undertaken on the site and the adjoining AIE (Mirvac) site (see Figure 4, Appendix 1,);
ii. details of the timing of the works; and
(b) a detailed design plan of the connection to the AIE prepared in accordance with the design requirements under the MRP DCP.

Council staff have reviewed the documents received 27 March 2025 and provide the following advice for consideration:

1. Planning Considerations

a) The Civil Plans provided are not consistent with proposed road layout under Modification 2 - Revised Site Layout and Cladding which is currently under assessment by the Department. Should the Modification

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Application be approved, The Department should be satisfied that the commentary provided in response to condition B14 is relevant to the road layout changes following the Modification Application.

b) It should be noted that the indicative trunk drainage arrangement in Lot 12 is not consistent with Modification 1-Modification to Trunk Drainage Channel, approved by the department on 3 March 2025.

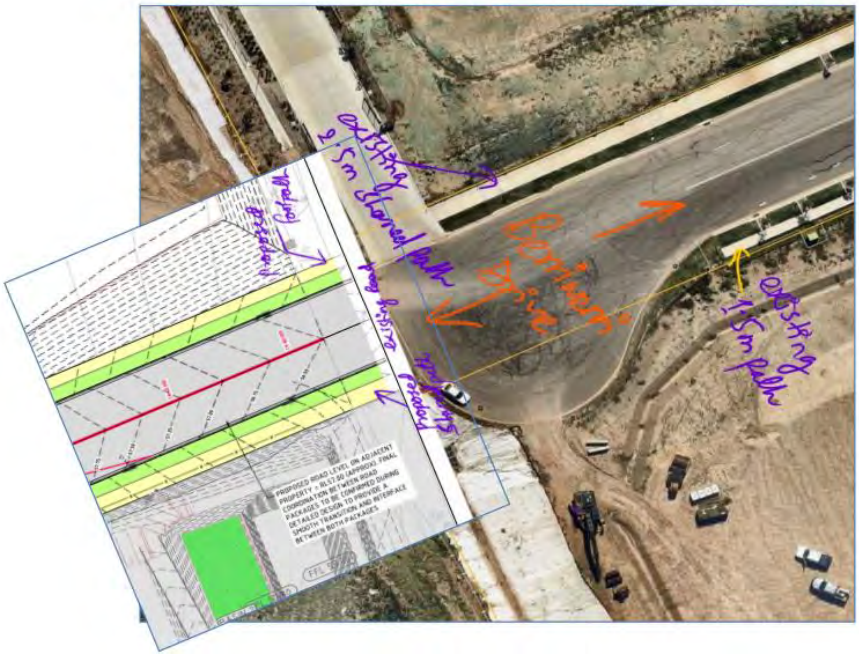
c) Street tree planting should be in accordance with Council's Draft Street Tree Master Plan. Advice regarding species selection provided in correspondence dated 18 December 2024 is applicable.

2. Development Engineering Considerations

a) It shall be noted that the applicant is proposing the works on a small section of Council Road reserve as part of collector road connection to the Aspect Industrial Estate (Mirvac) site, which will require a section 138 Roads Act approval from Council prior to commencement of works on this Council owned road reserve.

b) The Collector Roads 1 (off Mamre Road) and 3 (connection to Berriwerri Drive) are designed with a 25.6m wide road reserve in compliance with the MRP DCP, with variable widths at the intersections and roundabout, which is satisfactory.

c) The roads are provided with footpath and shared path however they do not align with existing paths on Berriwerri Drive (Mirvac). The civil plans will require amendments to provide paths to align with existing paths as the current design shows paths on the opposite sides of the road (refer to Dwg. No. C502).



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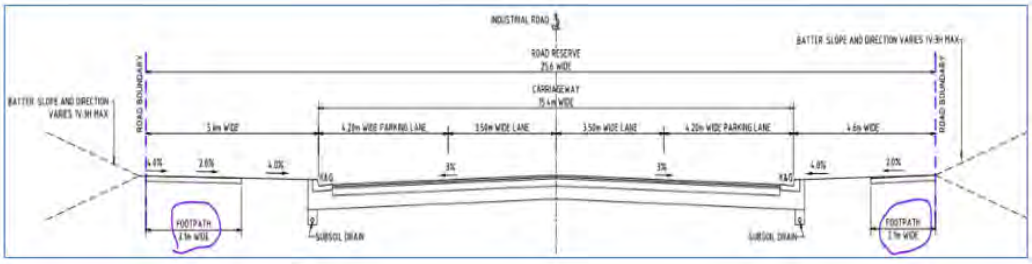
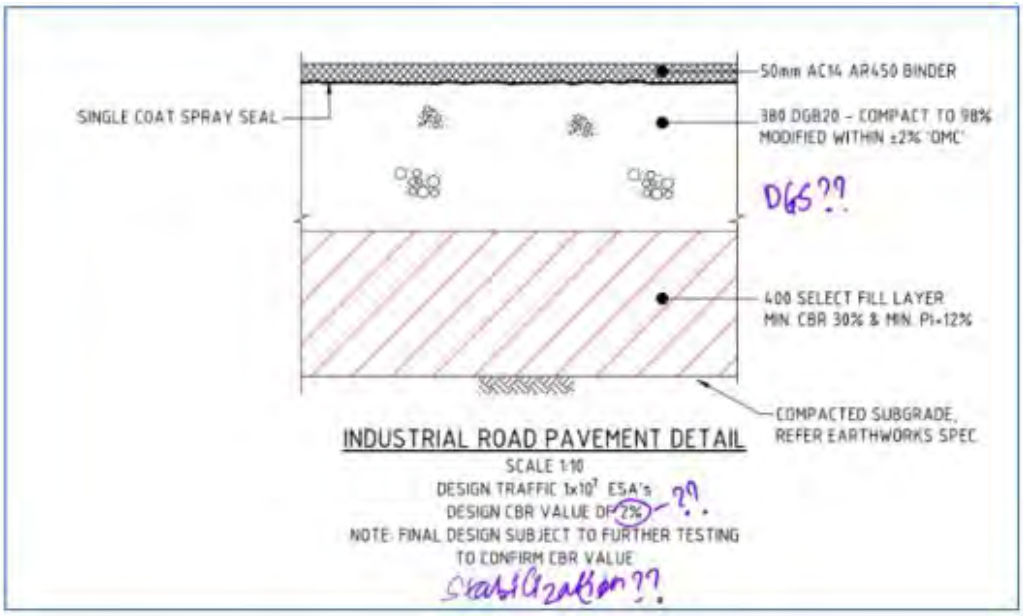
d) The typical cross-sections on Dwg. No. C550 indicates 2.5m and 3.1m wide paths, which do not comply with Table 9 of the MRP DCP. Generally, a 1.5m and 2.5m wide paths are provided with 600mm turfed setback from the property boundaries to the path which will be used to install services like light poles. As such the plans require amendments.



e) The pavement design does not comply with Council requirements. The industrial roads are designed with CBR of 2% which is not acceptable. Roads must be designed with minimum CBR of 3%. Overall, a pavement design report must be submitted to Council for review.



f) Pit R1/A13 and Pit R1/A07 are proposed on the road curve which can be easily damaged by turning design vehicles, which is not acceptable. For example, the swept path for design vehicle on Road 2 near Pit R1/A07 indicates that vehicles are likely to drive on top.

g) Similarly, there is lane encroachment as well. As such, the radius of the road intersection and horizontal curves must be checked and increased as required.

h) Likewise, the swept paths on to Road 2 off Road 1 show design vehicle using opposite/farthest lane/s while turning, which is encroaching lanes. Swept path plans with design vehicle turning right and left using the

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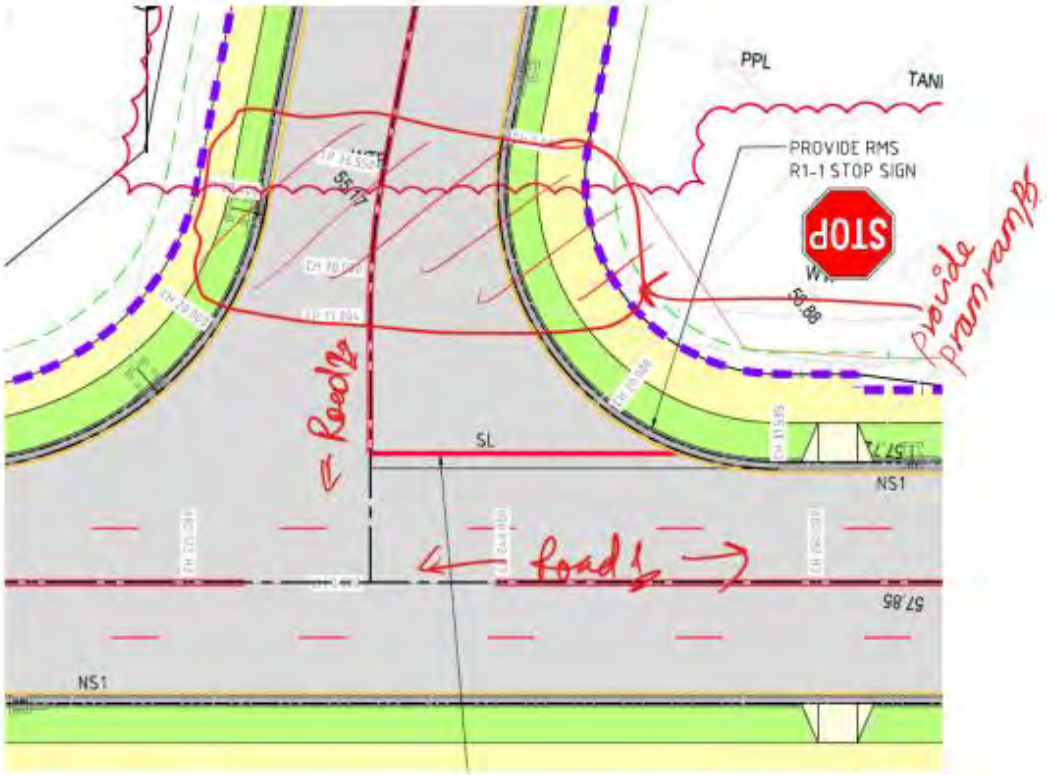
nearest turning lanes must be submitted. Please refer to Dwg. No. C596 and C598.

i) Pram ramps shall be provided on Road 2 at the Road 1 intersection without impacting kerb inlet pit/s.



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j) The high/low flow splitter Pit R1/A14 is proposed on the road. It appears to be part of the WSUD system which shall be located within the private lot and maintained privately. A clarification on whether this pit will impact the WSUD system and its performance and confirmation from the applicant on who shall be responsible for the maintenance of this pit is required. Council's preference is to have this splitter pit within the private lot and not be responsible for its maintenance. Similarly, no details of this pit are provided, and it is not clear if it meets entry requirement for maintenance with single grate over a chamber as shown on the plan below. Detailed sections shall be provided for review.

Note: Maintenance access is not provided for the spel stormwater treatment system.

k) From a development engineering perspective, consideration shall be given to the location of street trees/landscaping to avoid any impact on the sight distance. For example, street trees are proposed on the Road 1/2 intersection and near vehicular accesses which will likely impact the sight distance for the road users. Amended landscaping plans shall be required demonstrating sufficient sight distances have been provided for roads and lot accesses in accordance with Austroads Guides and Australian Standards. It is also noted that separate commentary will be provided regarding the passively irrigated street trees in accordance with Condition B28 of the SSD Approval.

l) The applicant, civil designer and Principal Certifier shall note and ensure that all detail civil designs are in accordance with the requirements of the consent conditions, MRP DCP, Penrith City Council's Design Guidelines for Engineering Works for Subdivisions and Developments, and Council's Engineering Construction Specification for Civil Works, Austroads guides, Australian Standards and any other relevant guidelines and standards and best engineering practice.

m) As advised previously, the dedication of lands for the access roads including roundabout will occur as part of subdivision certificate (SC) application once compliance with all relevant consent conditions, along with all prior to SC conditions, are achieved and all road works including associated drainage works and landscaping works are complete and final satisfactory inspection is carried out by Penrith City Council and a maintenance bond is accepted and received by Council. The dedication of land may be subject to compliance with other VPA requirements as well

n) Barings will be responsible for the North-South collector road (Berriwerri Drive) connection and Mirvac will be responsible for removal of the

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temporary turning head once Barings finishes their part, which is consistent with Mirvac's VPA. As such, development engineering have no issues with road connection delivery by Barings and a s138 Roads Act approval from Council shall be obtained by Barings prior to commencement of works on this Council owned road reserve.

o) The road connection to the Aspect Industrial Estate appears to be consistent with the design requirements under the MRP DCP. However, the detail design shall be assessed and approved by the Certifier under the Subdivision Works Certificate. Works on Council owned road reserve shall be approved by Council separately under a s138 Roads Act application.

p) Please note that Item 5 on the submitted staging plan still notes land dedication on Mirvac's side however this land has already been dedicated to Council.

3. Traffic Engineering Considerations

a) Council's Traffic Engineers seek approval for signposting and line marking plans under the delegation for greenfield sites from the traffic committee once received.

Should you wish to discuss this matter further please contact Hannah Vousden on (02) 4732 7646.

Yours sincerely,

Sandra Fagan
Principal Planner

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BARINGS

APPENDIX B

Our reference: P-881226-Q8L4
Contact: Hannah Vousden
Telephone: (02) 4732 7643

23 May 2025

Barings Australia Asset Management
Level 14, 60 Castlereagh Street,
Sydney, NSW, 2000

ATTN: Philip Grech
Email: philip.grech@barings.com

Dear Philip,

Further Council Response to Condition of Consent- B14 and B18 – Revised Roadwork Plans - SSD-17647189 – Access Logistics Park - 884-928 Mamre Road, Kemps Creek, NSW, 2178

I refer to the above referenced SSD Notice of Determination, specifically conditions B14 and B18 of that consent as listed below:

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(b) consult with Council concerning the processes for dedication of the lands for the access roads including the roundabout shown in Figure 4 in Appendix 1.

Additionally, Barings is also required to satisfy Condition B18 which relates to the connection of Access Road 3 to the Aspect Industrial Estate:

Connection of Access Road 3 to Aspect Industrial Estate

B18. Within six months of the date of this consent, the Applicant must prepare and submit the following plans to facilitate the construction and delivery of the connection of Access Road 3 to Berriwerri Drive in the Aspect Industrial Estate (AIE). The plans must be prepared in consultation with Council and the landowner of the AIE to the satisfaction of the Planning Secretary and include:
(a) a Staging Plan for the connection, including:
i. details of the scope of works to be undertaken on the site and the adjoining AIE (Mirvac) site (see Figure 4, Appendix 1,);
ii. details of the timing of the works; and
(b) *a detailed design plan of the connection to the AIE prepared in accordance with the design requirements under the MRP DCP.*

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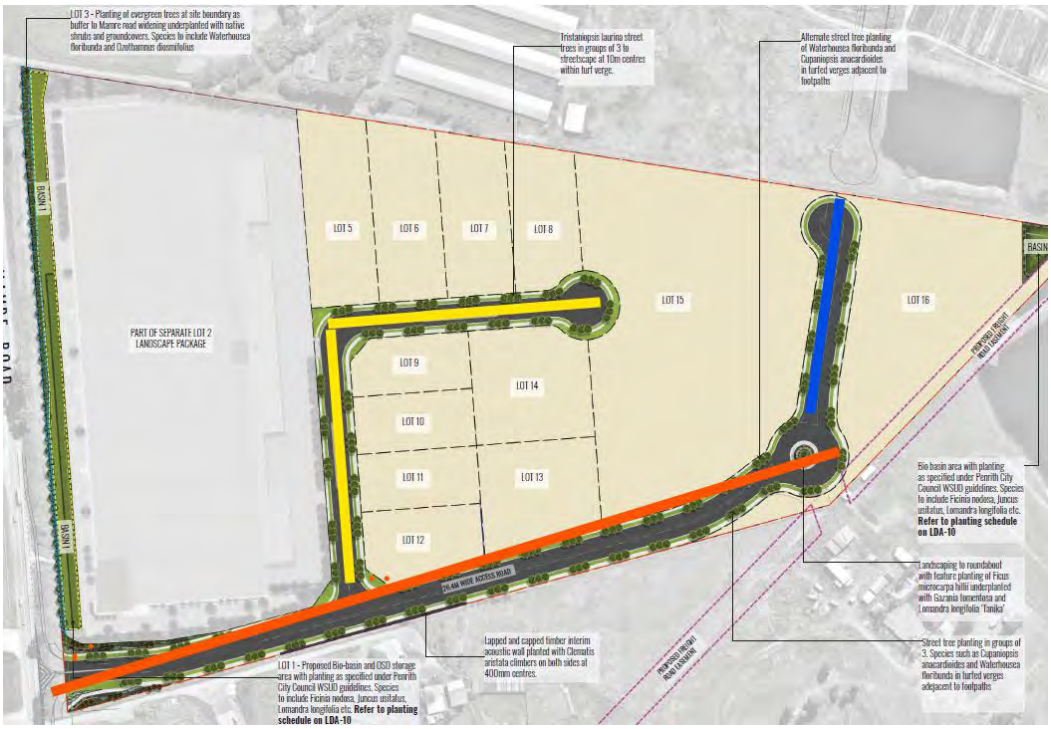
Council staff have reviewed the revised documents received 9 May 2025 and provide the following advice for consideration:

1. Planning Considerations

a) To ensure a more consistent approach to street tree presentation along Berriwerri Drive, street trees are to be provided in accordance with the following:



ORANGE – Angophora floribunda
Mature Height: 10-12m
Mature Canopy Diameter: 8-10m
(approx. 8m spacing)

BLUE - Lophostemon confertus
Mature Height: 10-15m
Mature Canopy Diameter: 10m
(approx. 10m spacing)

YELLOW – Fraxinus griffithii
Mature Height: 6-8m
Mature Canopy Diameter: 4m
(approx. 7-8m spacing)

2. City Planning Considerations

a) The proposed staging plan is satisfactory in relation to the negotiations to date for the draft WIKA proposed for the subject site. There also does not appear to be any amendments to the road layout that would impact the WIKA negotiations to date nor are the plans inconsistent with negotiations to date.

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3. Development Engineering Considerations

Based on the submitted amended civil plans and compliance letter, development engineering raises no further issues and confirms that any additional issues shall be dealt by Principal Certifier for the development. As such, from development engineering perspective, the applicant has complied with Condition B14 (a) & (b) and Condition B18(a) and (b).

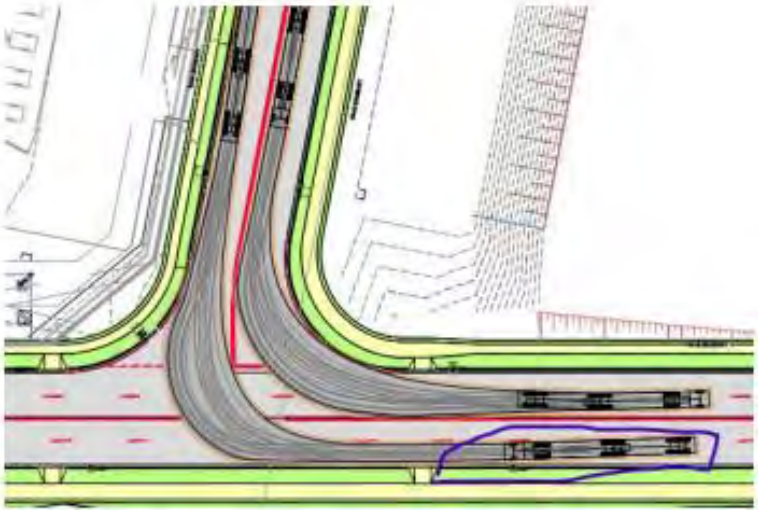
Below are some comments for the applicant for consideration during SWC – (does not have to come back to development engineering with amendments and must be considered PCA during SWC issuance:

a) The applicant, civil designer and Principal Certifier to ensure compliance with the requirements of the consent conditions, MRP DCP, Penrith City Council's Design Guidelines for Engineering Works for Subdivisions and Developments and Council's Engineering Construction Specification for Civil Works, Austroads guides, Australian Standards and any other relevant guidelines and standards and best engineering practice.

b) The pavement design must be in accordance with Council's design guidelines and specification. Current pavement indicates no sub-base layer. Principal certifier to ensure compliance with Council guidelines and specifications and recommendation of pavement design report for the development.

c) MRP DCP indicates no parking lanes. However, the typical section for roads indicates parking lanes.

d) Swept path on plan C596 still shows 30m vehicle turning right (to Local Road) from the left lane (of Collector Road). Vehicle shall turn right using the closest right lane.



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e) Street landscaping plan be amended to reflect current modification with passively irrigated street tree design which shall be to the satisfaction of Council's asset team in accordance with condition B28. Street trees shall be provided to comply with the sight distance requirements for roads (including intersection, roundabout where trees can block sightlines of pedestrian and vehicles), lot accesses and pedestrian crossings in accordance with Austroads Guides and Australian Standards. Principal Certifier to ensure compliance.

4. Traffic Engineering Considerations

a) Council's Traffic engineers will seek endorsement from Council's Traffic Committee for a concept signage and line marking plan for Access Roads 1, 2 and 3 at the relevant time.

Should you wish to discuss this matter further please contact Hannah Vousden on (02) 4732 7646.

Yours sincerely,

Sandra Fagan
Principal Planner

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27 June 2025

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B18. Within six months of the date of this consent, the Applicant must prepare and submit the following plans to facilitate the construction and delivery of the connection of Access Road 3 to Berriwerri Drive in the Aspect Industrial Estate (AIE). The plans must be prepared in consultation with Council and the landowner of the AIE to the satisfaction of the Planning Secretary and include:

(a) a Staging Plan for the connection, including:

i. details of the scope of works to be undertaken on the site and the adjoining AIE (Mirvac) site (see Figure 4, Appendix 1,);

ii. details of the timing of the works; and

(b) *a detailed design plan of the connection to the AIE prepared in accordance with the design requirements under the MRP DCP.*

On 27 June 2025 the NSW Department of Planning, Housing Infrastructure (**DPHI**) confirmed the receipt of further information in relation to consultation with Mirvac is required to be provided. Barings can confirm that the coordination of the roadworks design was an iterative process between both parties as design was progressed once design files and Works As Executed Documentation (**WAE**) became available. To summarise the discussion outlined the below has been included in connection with this correspondence:

1. *FW: Access Logistics x Aspect Industrial Coordination:* This correspondence is the provision of the As-Built (Works as Executed) Documentation for the Collector Road that Mirvac constructed. This was utilized by our design team to ensure an appropriate transition between the two sites could be achieved and that the connection would be appropriate.

2. *FW: Mirvac – Altis Road Connection Works:* This correspondence is the development and agreement of the Staging Plan which also forms part of the documentation issued. Mirvac and Barings (previously Altis) coordinated the extent of work to be completed by both parties. You will note that the documentation now issued varies slightly as a result of works having been completed by Mirvac/subdivision and dedication to PCC having now occurred.

3. *FW: Altis/Mirvac – Road level coordination:* Further to the above this correspondence shows the development of the level transition between the two sites. An agreement was reached between the parties which has now been formalized and adopted as a result of receipt and interrogation of the Works As Executed documentation.

Please do not hesitate to contact Philip Grech from Barings on 0424 613 115 in relation to this letter or any of the additional information provided.

Yours sincerely

Barings Real Estate Australia

Philip Grech
Senior Development Manager

BARINGS

APPENDIX A

From:	Anthony Murr
To:	Grech, Philip
Subject:	[EXTERNAL] FW: Access Logistics x Aspect Industrial Coordination
Date:	Tuesday, May 28, 2024 2:36:15 PM
Attachments:	image001.png image002.png image003.png image004.png image005.png image006.png image007.jpg 2508375c-b31e-4c13-8831-e0ae39b427c6_MirvacSignature.jpg image008.jpg image009.jpg image010.png image011.png
Importance:	High

External Email
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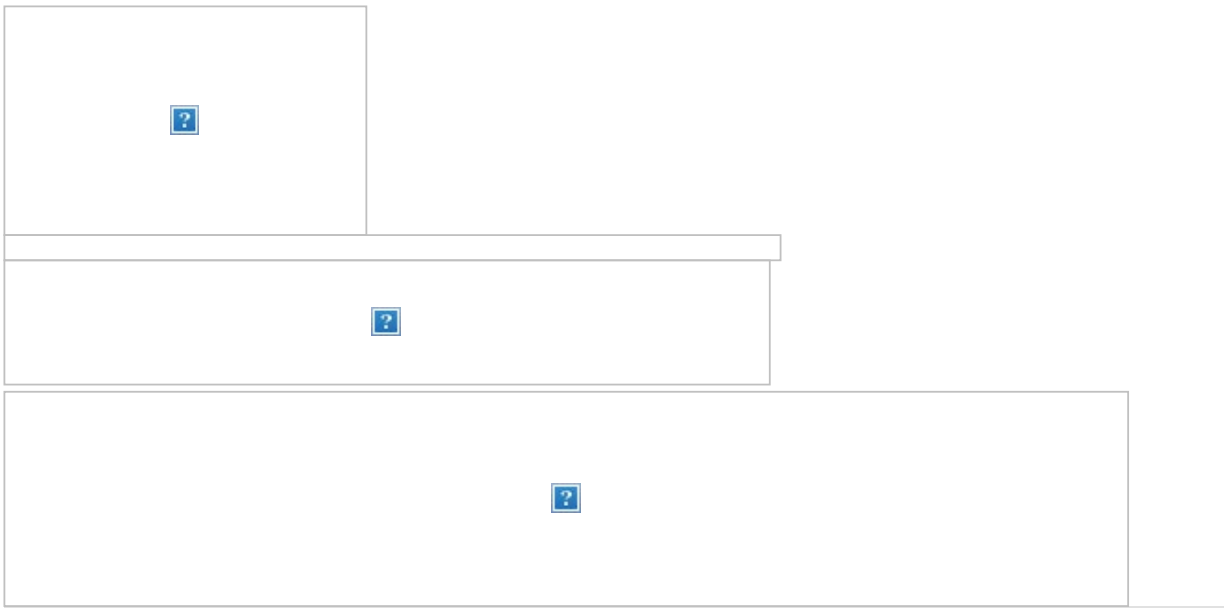
FYI
I will issue to Burtons for their information and records.

Regards,

Anthony Murr
ASSOCIATE DIRECTOR
T: 0404 880 858
E: amurr@projectstrategy.com.au



Barings-Corporate

From: Grech, Philip
Sent: Tuesday, May 28, 2024 2:13 PM
To: Daniel Soliman
Cc: Mark ; Anthony Murr

Subject: FW: Access Logistics x Aspect Industrial Coordination
Importance: High

Afternoon Daniel,
Please see below the link to the Mirvac WAE drawings for the Collector Road construction within the Aspect Estate. Could you please review in connection with the Coordination Set you have already completed so we can look to finalize, run past Mirvac and subsequently issue to PCC.
Regards

Philip Grech
Development Manager | Development, Real Estate
Sydney
0424 613 115

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Barings-Corporate

From: Russell Hogan <russell.hogan@mirvac.com>
Sent: Tuesday, 28 May 2024 2:07 PM
To: Grech, Philip <philip.grech@barings.com>
Subject: [EXTERNAL] Re: Access Logistics x Aspect Industrial Coordination

Hi Phil,
Please see below link to the registered surveyor WAE for the Mirvac collector road which will ultimately join the Barings estate. Can you please confirm you can download?
We will finalise the Landowners Consent letter this week.

Link

Kind Regards,

Russell Hogan
Senior Development Manager
Commercial & Mixed Use Development
T: +61 2 9080 8154 **M:** +61 424441231
Level 28, 200 George Street Sydney NSW 2000 Australia

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From: Grech, Philip <philip.grech@barings.com>
Sent: Wednesday, 22 May 2024 11:08 AM
To: Russell Hogan <russell.hogan@mirvac.com>
Subject: Access Logistics x Aspect Industrial Coordination

Morning Russ,
Just wanted to round out the below with you from previous discussions:

1. Landowners Consent: WillowTree have confirmed no changes required. Could you please formalize and issue?
2. Collector Road As-Builts: We're finalising coordination sets for the road connection between ourselves and Aspect. Could you please provide the as-builts and CADs so we can ensure we're using the latest.

Regards

Philip Grech
Development Manager | Development, Real Estate
Sydney
0424 613 115

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APPENDIX B

From: Russell Hogan
To: Grech, Philip
Subject: [EXTERNAL] Fw: Mirvac - Altis Road Connection Works
Date: Tuesday, August 13, 2024 10:29:02 AM
Attachments: image001.jpg
image007.png
image008.png
image009.jpg
image010.png
image011.jpg
image012.jpg
image013.jpg
2508375c-b31e-4c13-8831-e0ae39b427c6_MirvacSignature.jpg
Mirvac - Altis access staging plan 25.10.2023 v3.pdf

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Russell Hogan
Senior Development Manager
Commercial & Mixed Use Development
T: +61 2 9080 8154 **M:** +61 424441231
Level 28, 200 George Street Sydney NSW 2000 Australia
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From: O'Connor, Stephen
Sent: Wednesday, 25 October 2023 4:54 PM
To: Russell Hogan ; Grech, Philip
Cc: Stephen Foster ; Kym Dracopoulos
Subject: RE: Mirvac - Altis Road Connection Works

Hi Russell,

Thanks for the below and discussion earlier

We are generally happy with the below arrangement, however think that Council should consider allowing Mirvac to dedicate their access road to the boundary of the small strip between our properties once it has reached practical completion and the signalised intersection is open. This could be where the permanent road pavement area is the part dedicated, with parts of the cul de sac bulb remaining as an easement in favour of Council, to be removed and the final road kerb's /footpaths delivered once Altis has connected its road to Mirvac's. in this instance, Council could have Mirvac provide a bond to secure removal of the cul de sac and ensure the final collector road carriageway is delivered.

Should this be considered, it will allow a more efficient connection of the public road and dedication process between both our sites. Specifically this will allow;

- A faster public connection between our sites, where its only the Altis dedication required after all works are completed to allow through – connection
- A less complicated process and fewer steps for each developer to comply with in VPA or WIK agreements
- Earlier precinct connectivity to both the Mirvac signalised intersection and Altis LILO intersection, which will facilitate greater permeability in the network.

We are happy to be included in conversations you have with Council if this will assist

Regards

Stephen O'Connor
Project Director
Level 19/60 Castlereagh Street
Sydney NSW 2000
Mobile: 0420 546 491

From: Russell Hogan
Sent: Wednesday, 25 October 2023 2:25 PM
To: O'Connor, Stephen ; Grech, Philip
Cc: Stephen Foster ; Kym Dracopoulos
Subject: [EXTERNAL] FW: Mirvac - Altis Road Connection Works

Phil,

Good to see you earlier at the PCA breakfast.

RE: Mirvac - Altis Road Connection Works

As discussed, Council have now advised they will accept land dedication of the area between our sites to facilitate the connection works.

Steps generally would be as follows:

1. Mirvac do not presently have consent for the road tie in works and there is an existing level difference at the boundary. Therefore Mirvac is constructing a temporary batter.
2. Mirvac to lodge modification to Mirvac SSD-10448 within 3 months of Council's commencement of exhibition of Mirvac's VPA to include the subdivision and dedication of the connection road works land (item 5 on the attached plan) to Council as a public road reserve
3. Altis to seek consent for the connection road works (item 5 on the attached plan) on Mirvac land via modification to Altis SSD-17647189 consent. Mirvac will reasonably provide landowners consent for this modification to the Altis SSD-17647189 and relevant permission to enter approvals for Altis to complete the connection road works (item 5 on the attached plan);
4. Within three (3) months of both:
    - Mirvac modification approval (item 2 above); and
    - Council issuing a notice to Mirvac that the Altis modification approval (item 3 above) has been received

    Mirvac to dedicate the connection road works land (item 5 on the attached plan) to Council as a public road reserve
5. Altis to complete the connection road works under modification to their SSD-17647189 with timing in accordance with their relevant consent requirements or agreements with Council;
6. Within six (6) months of Council issuing a Notice to Mirvac informing of:
    - the practical completion of the Altis internal access road works (incl. permanent roundabout) and dedication of the Altis internal access road land to Council as a public road; and
    - the practical completion of the connection road works (item 5 on the attached plan) by Altis,

    Mirvac will remove the temporary cul-de-sac on Mirvac Land, finalise verge works and dedicate the Mirvac access roads to Council as a public road, but no later than 1 June 2026 (unless otherwise agreed in writing between Mirvac and Council).

In terms of timing – we ideally seek your concurrence today on this matter so we may revert to Council with an aligned position.

Kind Regards,

Russell Hogan
Senior Development Manager
Investments
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Level 28, 200 George Street Sydney NSW 2000 Australia
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From: Kathryn Sprang <Kathryn.Sprang@penrith.city>
Sent: Tuesday, 24 October 2023 8:44 AM
To: Russell Hogan <russell.hogan@mirvac.com>
Cc: Kym Dracopoulos <kym.dracopoulos@mirvac.com>; Stephen Foster <stephen.foster@mirvac.com>; Daniel Brook <daniel.brook@mirvac.com>; Stephen Masters <stephen.masters@penrith.city>; Natalie Stanowski <natalie.stanowski@penrith.city>
Subject: RE: Mirvac - Altis Road Connection Works

Hi Russell,

Apologies for not getting this email to you yesterday afternoon.

As discussed briefly over the phone, we would suggest some amendments to the trigger for delivery of the Mirvac strip of land on the border with Altis to limit potential risk to Council.

We would respectfully request that Mirvac dedicates the strip of land (along the Mirvac/Altis boundary) to Council no later than 3 months after Altis receives approval for the SSD modification, which would approve the tie in/connection works. We would also request that there is a 'no later date' associated with this land dedication.

I am happy to discuss the above with you further or review/discuss any other suggestions you may have.

Kind Regards

Kathryn Sprang
Senior Planner
City Planning

E Kathryn.Sprang@penrith.city
T +61247327834 | F | M
PO Box 60, PENRITH NSW 2751
www.visitpenrith.com.au
www.penrithcity.nsw.gov.au

Follow us

From: Russell Hogan <russell.hogan@mirvac.com>
Sent: Wednesday, October 18, 2023 5:14 PM
To: Kathryn Sprang <Kathryn.Sprang@penrith.city>; Grech, Philip <philip.grech@barings.com>; O'Connor, Stephen <stephen.oconnor@barings.com>
Cc: Kym Dracopoulos <kym.dracopoulos@mirvac.com>; Stephen Foster <stephen.foster@mirvac.com>; Daniel Brook <daniel.brook@mirvac.com>; Stephen Masters <stephen.masters@penrith.city>; Natalie Stanowski <natalie.stanowski@penrith.city>
Subject: Mirvac - Altis Road Connection Works

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Hi Kathryn,

RE: Mirvac - Altis Road Connection Works

As discussed earlier today, please see attached proposed staging plan *('Mirvac-Altis access staging plan 18.10.2023.pdf'*) and below draft arrangement for the Mirvac / Altis road connection works as stepped through between the parties. Please note the attached staging plan has been marked up on a detailed engineering coordination plan prepared in consultant with Altis and Mirvac respective civil engineers to ensure alignment.

In summary:

1. Mirvac do not presently have consent for the road tie in works and there is an existing level difference at the boundary. Therefore Mirvac is constructing a temporary batter.
2. Altis to seek consent for the connection road works (item 5 on the attached plan) on Mirvac land via modification to Altis SSD-17647189 consent. Mirvac will reasonably provide landowners consent for this modification to the Altis SSD-17647189 and relevant permission to enter approvals for Altis to complete the connection road works (item 5 on the attached plan);
3. Altis to complete the connection road works under modification to their SSD-17647189 with timing in accordance with their relevant consent requirements or agreements with Council;
4. Within six (6) months of Council issuing a Notice to Mirvac informing of the practical completion of the Altis internal access road works (incl. permanent roundabout) and dedication of the Altis internal access road land to Council as a public road, Mirvac will remove the temporary cul-de-sac on Mirvac Land, finalise verge works and dedicate the Mirvac access road to Council as a public road, but no later than 1 June 2026 (unless otherwise agreed in writing between Mirvac and Council).

We believe this approach may be covered within relevant conditions of consent, Mirvac's VPA, land owners consent and permission to enter agreements.

.

We seek Council's review and in principle endorsement of this approach so that Mirvac may include within our VPA (noting any Altis obligations will not be inserted into the Mirvac VPA as they are not a Party to this agreement – these would be a matter between Altis and Council within the WIKA / consent) and the parties may proceed with clarity.

@O'Connor, Stephen / @Grech, Philip, Could you kindly please respond to this email confirming in principle alignment with the attached / below or provide comment if we have missed anything from our discussions.

Item No.	Item	Road Works Description	Land Dedication Description	Mirvac Responsibility	Altis Responsibility
1	Part A of Access Road 3 (South) Works and	Part A of the Access Road 3 (South) works described as the 'Stage 1 Phase 2 Road Works' in SSD-	The land comprising the Part A of the Access Road 3 (South) works described as the	**Works:** Prior to issue of an Occupation Certificate for the second warehouse within the Mirvac AIE SSD-10448 Development, or if	Nil

	land dedication	10448, shown as 'Access Road 3 (South) Part A' within the attached plan titled 'Mirvac – Altis access staging plan 11.10.2023.pdf' and as shown on the attached stamped civil plans	'Stage 1 Phase 2 Road Works' in SSD-10448, shown as 'Access Road 3 (South) - Part A' within the attached plan titled 'Mirvac – Altis access staging plan 11.10.2023.pdf' and as shown on the attached stamped civil plans	another timeframe is set out in Condition D8 of SSD-10448, as amended from time to time, the timeframe set out in that condition, but no later than 1 July 2025 (unless otherwise agreed in writing between Mirvac and DPE). **Land Dedication:** Same time as item 5 unless an earlier timeframe is agreed in writing between Mirvac and Council.	
2	Part B of Access Road 3 (South) Works and land dedication	Part B of Access Road 3 (South) works described as the 'Stage 1 Phase 2 Road Works' in SSD-10448, shown as 'Access Road 3 (South) Part B' within the attached plan titled 'Mirvac – Altis access staging plan 11.10.2023.pdf' and as shown on the attached stamped civil plans	The land comprising the Part B of the Access Road 3 (South) works described as the 'Stage 1 Phase 2 Road Works' in SSD-10448, shown as 'Access Road 3 (South) - Part B' within the attached plan titled 'Mirvac – Altis access staging plan 11.10.2023.pdf' and as shown on the attached stamped civil plans	**Works:** Prior to issue of an Occupation Certificate for the second warehouse within the Mirvac AIE SSD-10448 Development, or if another timeframe is set out in Condition D8 of SSD-10448, as amended from time to time, the timeframe set out in that condition, but no later than 1 July 2025 (unless otherwise agreed in writing between Mirvac and DPE). **Land Dedication:** Same time as item 5 unless an earlier timeframe is agreed in writing between Mirvac and Council.	Nil
3	Part C of Access Road 3 (South) Works and land dedication	Part C of Access Road 3 (South) works described as the 'Stage 1 Phase 2 Road Works' in SSD-10448, shown as 'Access Road 3 (South) Part C' within the attached plan titled 'Mirvac – Altis access staging plan 11.10.2023.pdf' and as shown on the attached stamped civil plans	The land comprising the Part C of the Access Road 3 (South) works described as the 'Stage 1 Phase 2 Road Works' in SSD-10448, shown as 'Access Road 3 (South) - Part C' within the attached plan titled 'Mirvac – Altis access staging plan 11.10.2023.pdf' and as shown on the attached stamped civil plans	**Works for Temp Cul-De-Sac:** Prior to issue of an Occupation Certificate for the second warehouse within the Mirvac AIE SSD-10448 Development, or if another timeframe is set out in Condition D8 of SSD-10448, as amended from time to time, the timeframe set out in that condition. **Works to remove Temp-Cul-De-Sac/ complete permanent verge works:** Within six (6) months of Council issuing a Notice to Mirvac informing of the practical completion of the Altis internal access road works (incl. permanent roundabout) and dedication of the Altis internal access road land to Council as a public road, Mirvac will remove the	Nil

				temporary cul-de-sac on Mirvac Land and finalise verge works. **Land Dedication:** Same time as item 5 unless an earlier timeframe is agreed in writing between Mirvac and Council.	
4	Part D of Access Road 3 (South) Works.	Part D of Access Road 3 (South) works described as the 'Stage 1 Phase 2 Road Works' in SSD-10448, shown as 'Access Road 3 (South) Part D' within the attached plan titled 'Mirvac – Altis access staging plan 11.10.2023.pdf' and as shown on the attached stamped civil plans	Nil	**Works for Temp Cul-De-Sac:** Prior to issue of an Occupation Certificate for the second warehouse within the Mirvac AIE SSD-10448 Development, or if another timeframe is set out in Condition D8 of SSD-10448, as amended from time to time, the timeframe set out in that condition. **Works to remove Temp-Cul-De-Sac/ complete permanent verge works:** Within six (6) months of Council issuing a Notice to Mirvac informing of the practical completion of the Altis internal access road works (incl. permanent roundabout) and dedication of the Altis internal access road land to Council as a public road, Mirvac will remove the temporary cul-de-sac on Mirvac Land and finalise verge works. **Land Dedication:** Nil.	Nil
5	Part E of Access Road 3 (South) Works and land dedication	Part E of Access Road 3 (South) works shown as 'Access Road 3 (South) Part E' within the attached plan titled 'Mirvac – Altis access staging plan 11.10.2023.pdf' and as shown on the attached stamped civil plans.	The land comprising the Part E of the Access Road 3 (South) works subject to receipt of relevant approvals (see notes), shown as 'Access Road 3 (South) - Part E' within the attached plan titled 'Mirvac – Altis access staging plan 11.10.2023.pdf.'	**Works consent:** Mirvac will reasonably provide landowners consent for the modification to the Altis SSD-17647189 and relevant permission to enter approvals for Altis to complete the connection road works; **Works:** Nil **Land Dedication:** Within six (6) months of Council issuing a Notice to Mirvac informing of the practical completion of the Altis internal access road works (incl. permanent roundabout) and dedication of the Altis internal access road works	**Works Approvals:** Altis to seek consent for the connection road works (item 5) on Mirvac land via modification to Altis SSD-17647189 consent (target lodgement within 3 months of receipt of initial Altis SSD-17647189 consent and landowners consent from Mirvac); **Works:** Altis to complete the connection road works under modification to their SSD-17647189 with target completion of road connection works within 6 months of receipt of relevant modification approvals and execution of the relevant

				to Council as a public road, but no later than 1 June 2026 (nless otherwise agreed in writing between Mirvac and Council).	permission to enter / access deed approvals from Mirvac though no later than 1 December 2025;
6	Altis Access Road	means the collector road and roundabout works, to be constructed by Altis, which adjoins the Mirvac Access Road 3 (South) from lots 52 and 53 DP259135 to be approved under SSD-17647189 and shown as 'Altis Access Road' within the attached plan titled 'Mirvac – Altis access staging plan 11.10.2023.pdf'.	The land comprising the Altis Access Road as shown within Altis SSD-17647189.	Nil	**SSD -17647189 approvals:** target December 2023 **Works:** Altis to construct the works within 18 months of receipt of Altis SSD-17647189 approvals, but no later than 1 December 2025. **Land Dedication:** Dedication to Penrith City Council as a public road within 3 months of issuance of Practical Completion Certificate from Council for the Works inclusive of removal of any temporary cul-de-sac, but no later than 1 December 2025 (unless otherwise agreed in writing between Altis and Council)

Kind Regards,

Russell Hogan
Senior Development Manager
Investments
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Level 28, 200 George Street Sydney NSW 2000 Australia
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APPENDIX C

From: Russell Hogan
To: Philip Grech
Subject: FW: Altis / Mirvac - Road level coordination
Date: Thursday, July 27, 2023 9:52:40 AM
Attachments: image001.png
image003.png
image007.png
image008.png
image009.png
image490572.png
image645106.png
image729516.png
image427129.jpg
image010.png
image011.jpg
image012.jpg
image013.jpg
image014.png
image001.png
image002.jpg
CO14021.00-SKC220915-CRC_ATL_RD.pdf

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Russell Hogan
Senior Development Manager
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Level 28, 200 George Street Sydney NSW 2000 Australia
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From: Russell Hogan
Sent: Friday, 2 December 2022 10:12 AM
To: Dane Segail ; Mark Wilson ; Daniel Soliman
Cc: Anthony Murr ; Mina Fahmy ; Stephen O'Connor (stephen.oconnor@altisproperty.com.au) ; Kym Dracopoulos ; Alexandra Chung
Subject: FW: Altis / Mirvac - Road level coordination

Hi @Daniel / @Dane,
Further to the below email from Altis, could AT&L / Costin Roe please work together to have the attached plan updated to form a coordination plan of agreed / required interface details between the Mirvac and Altis estates.
Please ensure the below elements of road widths, road vertical / horizontal geometry, footpaths and drainage are included. @Dane, please also advise which side of the road and allocation the potable water and recycled water elements are on so these are matched by Altis as part of their road network.
Note this plan will form an appendix to a letter of coordination between the estates for issuing to DPE.
Kind Regards,

Russell Hogan
Senior Development Manager
Integrated Investment Portfolio

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Level 28, 200 George Street Sydney NSW 2000 Australia

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Level 28, 200 George Street Sydney NSW 2000 Australia
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From: Stephen O'Connor <stephen.oconnor@altisproperty.com.au>
Sent: Wednesday, 16 November 2022 9:28 AM
To: Russell Hogan <russell.hogan@mirvac.com>

Cc: Philip Grech <philip.grech@altisproperty.com.au>; Anthony Murr <amurr@projectstrategy.com.au>
Subject: RE: Altis / Mirvac - Road level coordination

Hi Russell

Thanks for the below and our subsequent conversations

I make the following comments

- Road Widths
  - The Altis estate is seeking approval for a collector road width of 25.6m in accordance with the MRP DCP
  - We acknowledge that there are timing implications associated with a modification and potential issues with Council associated with this. Altis can look to transition the road with on its site from the Mirvac 26.4m to our 25.6m width. This means, no modification of road widths on the Mirvac site
- Road Vertical Geometry
  - It looks like that the road levels are agreed between the parties and can be finalised through detailed design on both sites.
  - Please confirm this is the case and you have discussed this with Council / have no further comments on the levels
- Road Horizontal Geometry
  - We understand from your comments that the road alignment is acceptable for both parties and both designs have been coordinated to allow minor design work through the detailed design phase.
  - Please confirm Mirvac have no further comments on this
- Footpaths
  - Altis agree to amend the location of our footpaths so that they are consistent with the Mirvac drawings and have been advised that this can occur during detailed design.
  - Please advise if Mirvac have any further comments on this matter
- Drainage
  - You are correct with the below comment regarding overland flow from our farm dam and note that we have the same allowance onto our site from the farm dam that is located on the Frasers site. When our rear lot is developed and the Frasers site is developed, all stormwater will be fed through the road network and will connect into your 1500 pipe. We request a connection on the eastern site f the road to facilitate this.

I have a meeting with Council this afternoon and will be speaking to them about the above coordination as well as the obligation to complete the connection works.

From our view, the above points have now all been agreed, which should facilitate a sharing of letters between the parties to confirm that road design and drainage has been coordinated

Kindly review and if you have any questions, please give me a call

Regards

Stephen O'Connor | Project Director
M **+61 420 546 491**

Forward all invoices to accounts.payable@altisproperty.com.au

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Please consider the environment before printing the email.

From: Russell Hogan <russell.hogan@mirvac.com>
Sent: Thursday, 6 October 2022 8:35 AM
To: Daniel Soliman <daniel.soliman@costinroe.com.au>; Dane Segail <dane.s@atl.net.au>; amurr <amurr@projectstrategy.com.au>; Mark <Mark@costinroe.com.au>; Stephen O'Connor <stephen.oconnor@altisproperty.com.au>; Philip Grech <philip.grech@altisproperty.com.au>; Kym Dracopoulos <kym.dracopoulos@mirvac.com>; Alexandra Chung <alexandra.chung@mirvac.com>; Josh Barnett <Josh.B@atl.net.au>; Marco Ho <Marco.H@atl.net.au>; Daniel Brook <daniel.brook@mirvac.com>; Susan Paul <susan.paul@mirvac.com>; Richard Mawer <richard.mawer@mirvac.com>
Subject: RE: Altis / Mirvac - Road level coordination

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

Hi @Daniel,

Thank you for your email.

RE road widths, to confirm:

- Mirvac estate roads were approved under the initial SSD at 26.4m width;
- Altis are seeking to amend the road design within Altis land from that exhibited as part of the initial EIS from 26.4m to 25.6m wide;
- To facilitate this, Altis is proposing that the reduction in road width (from 26.4m to 25.6m) / tie in is split evenly between Altis and Mirvac lands (approx. 50m per landowner)

We will consider.
Though firstly we will need to discuss potential implications on this with the Department and Council prior to responding, i.e potential requirement for modification to Mirvac consent for reduced road width and potential removal of this section of road from the initial Mirvac local VPA noting potentially unresolved. @stephen there may be timing implications of this and our initial preference is not to delay items at this stage, please consider.

RE Other road design items:

- **RE Vertical geometry**: Thank you for your work on this. We accept in principal the proposed vertical geometry contained within the attached sketch plan '*C014021.00-SKC220915-CRC_ATL_RD.pdf*' [Rev A dated 15.09.22], subject to gaining final concurrence from Council as the asset owner that the geometry meets their requirements. @Dane, lets discuss with Steve Masters.
- **RE Horizontal Geometry:**
  - We understand there is a minor horizontal geometry between the approved Mirvac road alignment and the proposed Altis road alignment. @Dane, please confirm X/Y coordinates of the approved Mirvac road alignment tie In point. Subject to Altis agreeing to connect this point, we are happy for amendments to be picked up during detailed design.
- **RE Footpaths**:
  - We understand the footpaths (shared and standard) are currently documented on the Altis plans on opposite sides of the road to that approved within the Mirvac estate plans. Our preference is for this to be picked up in the Altis RTS documentation so we may provide advice to the Department regarding whether the road design is coordinated.

RE Drainage:

- The Mirvac stormwater drainage design you mentioned was to respond to the existing *undeveloped* surrounding topography and the existing farm dam on the Altis land. The intent was for this to be an interim measure, with ultimate flows to be conveyed from Altis' land via connection to the stormwater drainage directly aside the public road reserve rather than reliance on inter-allotment drainage / easements. We would assume this would be picked up within the final Altis RTS package and not left for detailed design. On this item, we will await review of the Altis RTS documentation prior to advising the Department on coordination.

Kind Regards,

Russell Hogan
Senior Development Manager
Integrated Investment Portfolio

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Level 28, 200 George Street Sydney NSW 2000 Australia

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Electronic Data Transmission Disclaimer

Mirvac acknowledges Aboriginal and Torres Strait Islander peoples as the Traditional Owners of the lands and waters of Australia, and we offer our respect to their Elders.

From: Daniel Soliman <daniel.soliman@costinroe.com.au>
Sent: Wednesday, 5 October 2022 10:03 PM
To: Russell Hogan <russell.hogan@mirvac.com>; Dane Segail <dane.s@atl.net.au>; Anthony Murr <amurr@projectstrategy.com.au>; Mark Wilson <Mark@costinroe.com.au>; stephen.oconnor@altisproperty.com.au; Philip Grech <philip.grech@altisproperty.com.au>; Kym Dracopoulos <kym.dracopoulos@mirvac.com>; Alexandra Chung <alexandra.chung@mirvac.com>; Josh Barnett <Josh.B@atl.net.au>; Marco Ho <Marco.H@atl.net.au>
Subject: RE: Altis / Mirvac - Road level coordination

Russell,

Please see below responses to your queries:

- The Mirvac road centreline horizontal alignment and road widths are to remain un-changed from the approved SSD road horizontal alignment and road width (26.4m)?
  Confirming the horizontal alignment (though currently slightly misaligned) will be coordinated with the Mirvac Road network during detailed design.
  Regarding road width coordination, we provide the attached sketch showing the transition from Altis' 25.6m Road & Mirvac's 26.4m road.
  As discussed in our previous meeting, we propose the widening from 25.6 to 26.4m be split evenly between Altis & Mirvac. As a result, the road is 26.00m wide at the site boundary, with the widening taking place over a total length of 100m (50m per landowner).
- The Altis road horizontal geometry matches the Mirvac approved SSD road horizontal geometry including maintaining a road width of 26.4m with 1.5m standard and 2.5m shared footpaths the same side of the road as the approved Mirvac SSD design?
  The arrangement of the Shared Path and Footpath in the Altis Road will be coordinated with Mirvac during detailed design.
  The Altis road arrangement will therefore be adjusted to suit, noting the transitions above in relation to median location.
- The Altis road cross section is proposed to be maintained the same as the approved Mirvac road cross section through to the proposed Altis roundabout?
  As noted above, the median will not be constructed on Altis' road. Road widths to the roundabout will be per the above.
- The proposed vertical gradients incl. any vertical curves are compliant with the relevant design standards and will be acceptable to Penrith City Council?
  Confirming the vertical geometry of the road/interfacing are generally in accordance with the requirements of Austroads and Penrith City Council.

- The proposed amendments to the Mirvac road levels are within the approved SSD road level +/- tolerances
  Confirmed, road level changes are generally less than 600mm.
- The limit of design amendments to the Mirvac road ends at the cul-de-sac tangent connection to Mirvac Road No.3 (south)
  Design changes on Mirvac's road are generally aligned with the Cul De Sac tangent point.
- The Stormwater connection shown is the only point of stormwater drainage connection from the Altis site to the Mirvac site and includes conveying any upstream water and aligns with the catchment stormwater drainage designed as part of the Mirvac estate?
  To be discussed – We note Mirvac are providing a 1500mm Dia line to accept flows from the Altis & Fraser's sites, separate to their road drainage.
  We will need to coordinate this with AT&L during the detailed design phase of works.

Don't hesitate to call should you wish to discuss further.
Regards,

Daniel Soliman
Senior Design Engineer

Costin Roe Consulting Pty Ltd
ABN 50 003 696 446
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PO Box N419, Sydney, NSW 1220 Australia
p: +61 2 9251 7699
m: +61 448 084 642
e: daniel.soliman@costinroe.com.au
w: costinroe.com.au

Offices in Sydney, Adelaide, Brisbane, Melbourne, Newcastle and Wollongong.

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From: Russell Hogan <russell.hogan@mirvac.com>
Sent: Thursday, 15 September 2022 9:35 PM
To: Daniel Soliman <daniel.soliman@costinroe.com.au>; Dane Segail <dane.s@atl.net.au>; Anthony Murr <amurr@projectstrategy.com.au>; Mark Wilson <Mark@costinroe.com.au>; stephen.oconnor@altisproperty.com.au; Philip Grech <philip.grech@altisproperty.com.au>; Kym Dracopoulos <kym.dracopoulos@mirvac.com>; Alexandra Chung <alexandra.chung@mirvac.com>; Josh Barnett <Josh.B@atl.net.au>; Marco Ho <Marco.H@atl.net.au>
Subject: RE: Altis / Mirvac - Road level coordination

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Hi @Daniel Soliman / @Dane Segail,
We appreciate the coordination.
For avoidance of doubt, could you please jointly review and clarify a few items for us:

- The Mirvac road centreline horizontal alignment and road widths are to remain un-changed from the approved SSD road horizontal alignment and road width (26.4m)?
- The Altis road horizontal geometry matches the Mirvac approved SSD road horizontal geometry including maintaining a road width of 26.4m with 1.5m standard and 2.5m shared footpaths the same side of the road as the approved Mirvac SSD design?
- The Altis road cross section is proposed to be maintained the same as the approved Mirvac road cross section through to the proposed Altis roundabout?
- The proposed vertical gradients incl. any vertical curves are compliant with the relevant design standards and will be acceptable to Penrith City Council?
- The proposed amendments to the Mirvac road levels are within the approved SSD road level +/- tolerances
- The limit of design amendments to the Mirvac road ends at the cul-de-sac tangent connection to Mirvac Road No.3 (south)
- The Stormwater connection shown is the only point of stormwater drainage connection from the Altis site to the Mirvac site and includes conveying any upstream water and aligns with the catchment stormwater drainage designed as part of the Mirvac estate?

@Dane Segail,

- Subject to the above we will need to meet with yourself and Cardno to re-affirm flood impact assessment

Happy to step through and discuss any of the above.
Kind Regards,

Russell Hogan
Senior Development Manager
Integrated Investment Portfolio

T +61 2 9080 8154 **M** +61 424441231

From: Daniel Soliman <daniel.soliman@costinroe.com.au>
Sent: Thursday, 15 September 2022 7:35 PM
To: Dane Segail <dane.s@atl.net.au>; Anthony Murr <amurr@projectstrategy.com.au>; Mark Wilson <Mark@costinroe.com.au>; stephen.oconnor@altisproperty.com.au; Philip Grech <philip.grech@altisproperty.com.au>; Kym Dracopoulos <kym.dracopoulos@mirvac.com>; Alexandra Chung <alexandra.chung@mirvac.com>; Russell Hogan <russell.hogan@mirvac.com>; Josh Barnett <Josh.B@atl.net.au>; Marco Ho <Marco.H@atl.net.au>
Subject: RE: Altis / Mirvac - Road level coordination

All,
Please see attached level coordination sketch following our discussion last week. We also provide our road strings & TIN for your perusal.
The sketch shows a plan view of the coordinated road contours, plus a centreline long-section profile. The profile has a 5:1 vertical:horizontal exaggeration.
To summarise the proposal shown on the sketch:

- We have steepened the Altis road levels from around Chainage 60.00 from 4.2% to 4.8% falling to the north to bring the boundary level down around 500mm
- We Introduced a smooth radial grade change (or vertical curve with radius 100m) centred at the Mirvac/Altis boundary. The vertical curve extends approximately 50m into either property and provides a smooth transition between the **revised** Altis road levels & the **existing** Mirvac Road levels.
    - The introduction of the vertical curve results in levels that are around 500mm lower than the current Altis levels, and 520mm higher than the Mirvac levels.
    - The end of the vertical curve provides a smooth interface with AT&L's road grades.
- The proposal limits road level changes within the Mirvac site to 50m. This is approximately the length of the temporary Cul-de-Sac
- We that most of the level change within Mirvac's site takes place within 25m of the boundary. This is attributed to the southern cross-fall in the Mirvac temporary cul-de-sac, which falls against the general road levels.

Overall, we consider the impacts on access to both Altis' & Mirvac's properties to be minor in this configuration.
Happy to discuss further over the phone as necessary.
Regards,

Daniel Soliman
Senior Design Engineer

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From: Dane Segail <Dane.S@atl.net.au>
Sent: Tuesday, 6 September 2022 11:02 AM
To: Anthony Murr <amurr@projectstrategy.com.au>; Daniel Soliman <daniel.soliman@costinroe.com.au>; Mark Wilson <Mark@costinroe.com.au>; stephen.oconnor@altisproperty.com.au; Philip Grech <philip.grech@altisproperty.com.au>; Kym Dracopoulos <kym.dracopoulos@mirvac.com>; Alexandra Chung <alexandra.chung@mirvac.com>; russell.hogan@mirvac.com; Josh Barnett <Josh.B@atl.net.au>; Marco Ho <Marco.H@atl.net.au>
Subject: RE: Altis / Mirvac - Road level coordination

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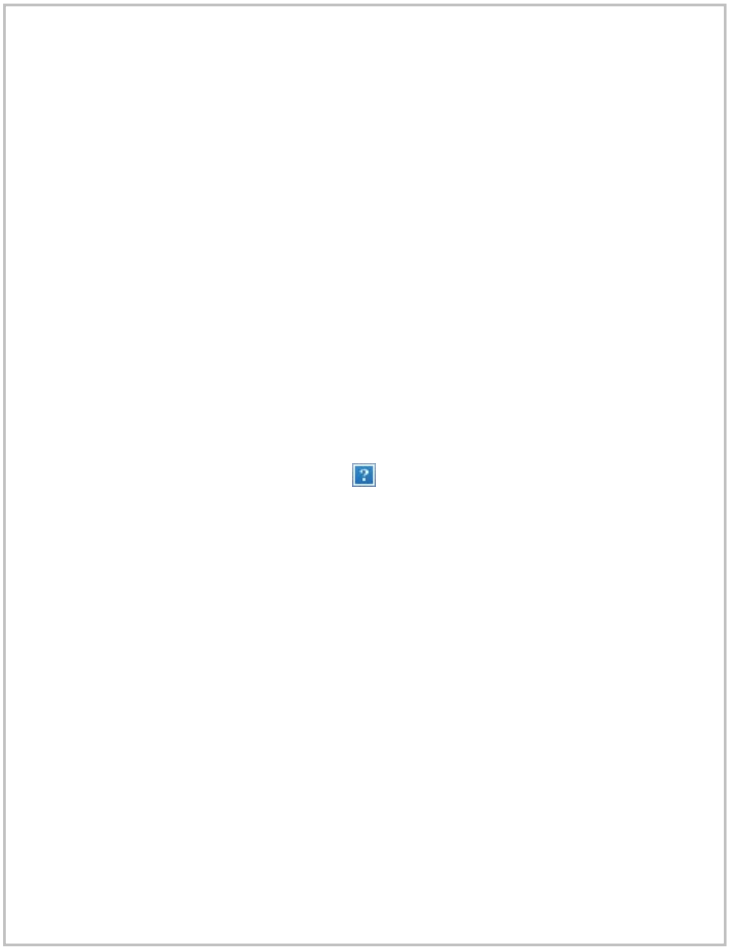
Hi all,
Please see attached Road 3 TIN file for coordination use.
Screen shot of what has been provided is shown below for clarity sake.



Regards,

Dane Segail
Associate Director - Civil Engineer

Sydney | Melbourne | Brisbane
www.atl.net.au

Level 7, 153 Walker Street
North Sydney NSW 2060

02 9439 1777
0405 715 306

CIVIL ENGINEERS | PROJECT MANAGERS | WATER SERVICING COORDINATORS | INFRASTRUCTURE PLANNERS AND ADVISERS

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-----Original Appointment-----
From: Anthony Murr <amurr@projectstrategy.com.au>
Sent: Wednesday, 31 August 2022 5:01 PM
To: Anthony Murr; Daniel Soliman; Mark; stephen.oconnor@altisproperty.com.au; Philip Grech; Kym Dracopoulos; Alexandra Chung; russell.hogan@mirvac.com; Dane Segail; Josh Barnett; Marco Ho
Subject: Altis / Mirvac - Road level coordination
When: Tuesday, 6 September 2022 10:00 AM-11:00 AM (UTC+10:00) Canberra, Melbourne, Sydney.
Where: Microsoft Teams Meeting

Microsoft Teams meeting

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Meeting ID: 461 429 211 776
Passcode: 9hj9Pe
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Our reference: Infostore
Contact: Natalie Stanowski
Telephone: 4732 7403

27 January 2023

Stephen O'Connor
Project Director
Altis Property Partners
Level 19, 60 Castlereagh Street
Sydney NSW 2000

Send by email: stephen.oconnor@altisproperty.com.au

Dear Stephen,

Letter of Offer - 884-928 Mamre Road, Kemps Creek

I refer to your letter dated 2 September 2022 and supplementary information provided subsequent to that letter, regarding an offer to enter into a works in kind agreement (WIKA) to construct and deliver a collector and roundabout for dedication to Council.

A review of this offer has been undertaken and this review was considered by Council's Local Infrastructure Contributions Working Group (LICWG) at its meeting of 1 December 2022.

The LICWG has recommended that the preparation of a WIKA may proceed based on the offer, subject to the following matters including:

- that the contribution credits for the works align with the Mamre Precinct Development Contribution Plan and background report. Specifically, the costing for roundabout (RA4) works and land is to be consistent with the costs in the background report.
- consistent with Part 6 of Councils *Penrith Developer Infrastructure Agreements Policy,* if any contribution credit exceeds the contributions plan required, Council will allow the use of the remaining part of the credit in relation to future development in the Mamre Precinct only.

Penrith City Council
PO Box 60, Penrith
NSW 2751 Australia
T 4732 7777
F 4732 7958
penrithcity.nsw.gov.au

- confirmation in writing from adjacent landowners, Mirvac (North) and Frasers (East) on the road connection arrangements, as proposed in your email dated 17 November 2022.

It is noted that after the matter was considered by LICWG, a revised Net Developable Area (NDA) calculation of the site was provided to Council. Due to the significant difference between the assessed NDA and revised NDA, the potential contribution credit offset outcome is likely to increase Councils credit obligations.

To ensure that Council has fully considered the implications of this change, this matter is to be re-reported to LICWG for consideration. It is planned for this to occur at the next available LICWG meeting.

Please find below further information in respect to the negotiation of a WIKA for the subject site.

Penrith Developer Infrastructure Agreements Policy

All WIKAs will be negotiated consistent with Councils *Penrith Developer Infrastructure Agreements Policy*. A copy of this policy can be found on Councils website. We refer Altis to Part 4.1.2 in respect to proponents' responsibilities for the negotiation and implementation of agreements.

Council has a WIKA template, which will be provided in word format. It is requested that Altis and its legal representatives fill in the template using track changes so that Council may easily identify all amendments.

Contribution obligations and credit offsetting

Part 6 of *Penrith Developer Infrastructure Agreements Policy* provides Council's policy in relation to contributions credits and will be used to determine the offsetting of any credits.

Further Approvals

Altis are to ensure all required approvals are sought for the delivery of the road infrastructure.

Risk Management

Penrith City Council
PO Box 60, Penrith
NSW 2751 Australia
T 4732 7777
F 4732 7958
penrithcity.nsw.gov.au

It is requested that Altis work with Council to ensure that the WIKA has adequate provisions to manage any risks associated with the non-delivery of the collector roads.

Administration

Altis is to ensure that the offer complies with Part 4.5 of Councils *Penrith Developer Infrastructure Agreements Policy*.

Next steps and reporting

Council will accept Altis commencing the preparation of the WIKA. The draft WIKA will be then forwarded to Council for review.

Per Clause 4.4 of Councils *Penrith Developer Infrastructure Agreements Policy,* developers can enter into a WIKA without it being reported to Council, on the condition that:

- the works in kind agreement template is used and unchanged
- the value of works is equal to or less than the relevant allowance in the Contributions Plan
- credit against contributions is only sought from items identified within the Contributions Plan.

If a developer wishes to change any part of the Works in Kind Agreement Template or seek credit for value of works in excess of allowances in the Contributions Plan, it will need to be reported to Council for endorsement.

Councils case manager for the WIKA will be Natalie Stanowski, Principal Planner. If you have any further questions regarding this matter, please contact Natalie on 4732 7403 or natalie.stanowski@penrith.city

Yours sincerely,

Natasha Williams
City Planning Manager

Penrith City Council
PO Box 60, Penrith
NSW 2751 Australia
T 4732 7777
F 4732 7958
penrithcity.nsw.gov.au

Attach. Draft WIKA Template

ACCESS LOGISTICS PARK
884-928 MAMRE ROAD, KEMPS CREEK, NSW, 2178
ROADWORKS PACKAGE - SSD-17647189 CONDITION B18

DRAWING LIST

DRAWING NO. DRAWING TITLE

GENERAL

C014021.05-C 110 DRAWING LIST AND LOCALITY PLAN

INFRASTRUCTURE DRAINAGE

C014021.05-C 400 STORMWATER DRAINAGE MASTER PLAN
C014021.05-C 401 STORMWATER DRAINAGE PLAN - SHEET 1
C014021.05-C 402 STORMWATER DRAINAGE PLAN - SHEET 2
C014021.05-C 403 STORMWATER DRAINAGE PLAN - SHEET 3
C014021.05-C 410 PIT SCHEDULE
C014021.05-C 457 STORMWATER DRAINAGE DETAILS - SHEET 7

ROADWORKS

C014021.05-C 500 ROADWORKS MASTER PLAN
C014021.05-C 501 ROADWORKS PLAN - SHEET 1
C014021.05-C 502 ROADWORKS PLAN - SHEET 2
C014021.05-C 503 ROADWORKS PLAN - SHEET 3
C014021.05-C 510 ROADWORKS PAVEMENT PLAN
C014021.05-C 521 ROADWORKS LONG SECTIONS ESTATE ROAD - SHEET 1
C014021.05-C 522 ROADWORKS LONG SECTIONS ESTATE ROAD - SHEET 2
C014021.05-C 541 KERB RETURN PLAN & SECTION - ROAD 2
C014021.05-C 542 KERB RETURN PLAN - DIST RD 1 ROUNDABOUT
C014021.05-C 543 KERB RETURN SECTIONS - DIST RD 1 ROUNDABOUT-SHEET 1
C014021.05-C 544 KERB RETURN SECTIONS - DIST RD 1 ROUNDABOUT-SHEET 2
C014021.05-C 550 ROADWORKS TYPICAL SECTIONS
C014021.05-C 561 ROAD CROSS-SECTIONS - SHEET 1
C014021.05-C 562 ROAD CROSS-SECTIONS - SHEET 2
C014021.05-C 563 ROAD CROSS-SECTIONS - SHEET 3
C014021.05-C 564 ROAD CROSS-SECTIONS - SHEET 4
C014021.05-C 565 ROAD CROSS-SECTIONS - SHEET 5
C014021.05-C 570 ROADWORKS DETAILS
C014021.05-C 571 ROADWORKS DETAILS - SHEET 2
C014021.05-C 581 SWEPT PATH PLAN - PBS LEVEL3 B-TRIPLE - SHEET 1
C014021.05-C 582 SWEPT PATH PLAN - PBS LEVEL3 B-TRIPLE - SHEET 2
C014021.05-C 583 SWEPT PATH PLAN - PBS LEVEL3 B-TRIPLE - SHEET 2
C014021.05-C 584 SWEPT PATH PLAN - B85 SERVICE VEHICLE
C014021.00- C590 SWEPT PATH PLAN - B-DOUBLE & SUPER B-DOUBLE LEFT HAND & RIGHT HAND TURNS
C014021.00- C591 SWEPT PATH PLAN - B-DOUBLE CONCURRENT LEFT HAND TURN - ROUNDABOUT
C014021.00- C592 SWEPT PATH PLAN - B-DOUBLE CONCURRENT RIGHT HAND TURN - ROUNDABOUT
C014021.00- C593 SWEPT PATH PLAN - B-TRIPLE LEFT AND RIGHT TURN - ROUNDABOUT
C014021.00- C594 SWEPT PATH PLAN - B-DOUBLE CONCURRENT RIGHT HAND TURN - ROUNDABOUT
C014021.00- C595 SWEPT PATH PLAN - B-DOUBLE CONCURRENT LEFT HAND TURN - ROUNDABOUT
C014021.00- C596 SWEPT PATH PLAN - SUPER B-DOUBLE RIGHT HAND TURN IN AND LEFT HAND TURN OUT
C014021.00- C597 SWEPT PATH PLAN - SUPER B-DOUBLE LEFT HAND TURN IN AND RIGHT HAND TURN OUT
C014021.00- C598 SWEPT PATH PLAN - B-TRIPLE LEFT HAND TURN IN AND RIGHT HAND TURN OUT
C014021.00- C599 SWEPT PATH PLAN - B-TRIPLE RIGHT HAND TURN IN AND LEFT HAND TURN OUT

GENERAL NOTES:

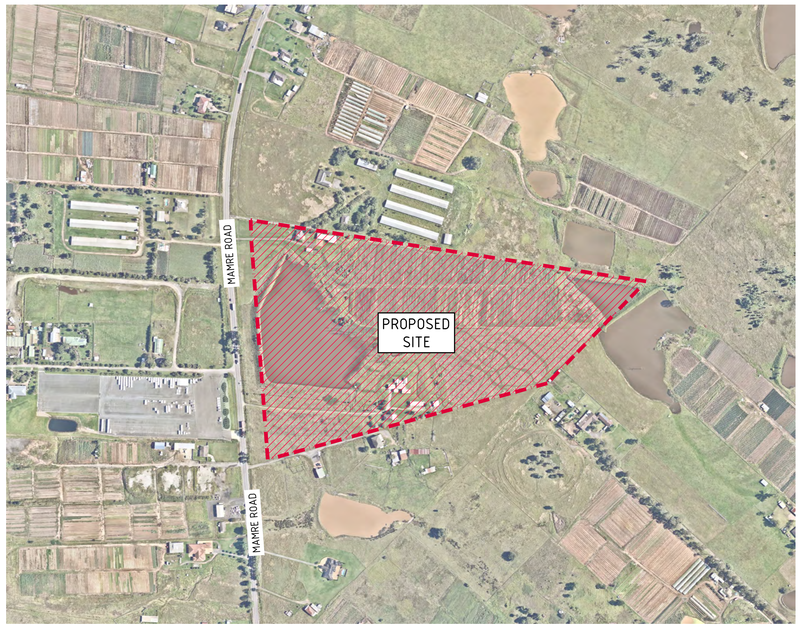
1. THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL ARCHITECTURAL AND OTHER CONSULTANTS' DRAWINGS AND SPECIFICATIONS AND WITH SUCH OTHER WRITTEN INSTRUCTIONS AS MAY BE ISSUED DURING THE COURSE OF THE CONTRACT. ANY DISCREPANCY SHALL BE REFERRED TO THE ENGINEER BEFORE PROCEEDING WITH THE WORK.
2. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE RELEVANT AND CURRENT STANDARDS AUSTRALIA CODES AND WITH THE BY-LAWS AND ORDINANCES OF THE RELEVANT BUILDING AUTHORITIES EXCEPT WHERE VARIED BY THE PROJECT SPECIFICATION.
3. ALL DIMENSIONS SHOWN SHALL BE VERIFIED BY THE BUILDER ON SITE.
   ENGINEER'S DRAWINGS SHALL NOT BE SCALED FOR DIMENSIONS.
   ENGINEER'S DRAWINGS ISSUED IN ANY ELECTRONIC FORMAT MUST NOT BE USED FOR DIMENSIONAL SETOUT.
   REFER TO THE ARCHITECT'S DRAWINGS FOR ALL DIMENSIONAL SETOUT INFORMATION.
4. DURING CONSTRUCTION THE STRUCTURE SHALL BE MAINTAINED IN A STABLE CONDITION AND NO PART SHALL BE OVERSTRESSED. TEMPORARY BRACING SHALL BE PROVIDED BY THE BUILDER TO KEEP THE WORKS AND EXCAVATIONS STABLE AT ALL TIMES.
5. UNLESS NOTED OTHERWISE ALL LEVELS ARE IN METRES AND ALL DIMENSIONS ARE IN MILLIMETRES.
6. ALL WORKS SHALL BE UNDERTAKEN IN ACCORDANCE WITH ACCEPTABLE SAFETY STANDARDS & APPROPRIATE SAFETY SIGNS SHALL BE INSTALLED AT ALL TIMES DURING THE PROGRESS OF THE JOB.
7. ALL WORKS TO BE COMPLETED IN ACCORDANCE WITH THE NSW DPE DEVELOPMENT CONSENT SSD-17647189.
8. ALL CONSTRUCTION WORKS TO BE COMPLETED IN ACCORDANCE WITH THE MAMRE ROAD DCP 2021.
9. 9. ALL PUBLIC DOMAIN WORKS TO BE COMPLETED IN ACCORDANCE WITH THE RELEVANT AUTHORITY REQUIREMENTS. ALL INTERNAL ROADS, AND ASSOCIATED INFRASTRUCTURE TO PENRITH CITY COUNCIL REQUIREMENTS INCLUDING THE LATEST CONSTRUCTION SPECIFICATION.

EXISTING SERVICES NOTES:

1. DURING THE EXECUTION OF WORKS, THE CONTRACTOR SHALL MAINTAIN THE INTEGRITY OF EXISTING SERVICES. THE CONTRACTOR SHALL REPAIR ANY DAMAGE CAUSED TO THE EXISTING SERVICES TO THE SATISFACTION OF THE SUPERINTENDENT AND THE RELEVANT SERVICE AUTHORITY, AT NO COST TO THE PRINCIPAL.
2. WHERE IT IS NECESSARY TO REMOVE, DIVERT OR CUT INTO ANY EXISTING SERVICE, THE CONTRACTOR SHALL GIVE AT LEAST THREE (3) DAYS NOTICE OF ITS REQUIREMENTS TO THE SUPERINTENDENT, WHO WILL ADVISE WHAT ARRANGEMENTS SHOULD BE MADE FOR THE ALTERATION OF SUCH EXISTING WORKS.
3. EXISTING SERVICES HAVE BEEN PLOTTED FROM SUPPLIED DATA. THE ACCURACY IS NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ESTABLISH THE LOCATION AND LEVEL OF ALL EXISTING SERVICES PRIOR TO COMMENCING WORK. ALL CLEARANCES AND APPROVALS SHALL ALSO BE OBTAINED FROM THE RELEVANT SERVICE AUTHORITY PRIOR TO THE COMMENCEMENT OF WORK.
4. ALL NEW AND EXHUMED SERVICES THAT CROSS EXISTING AND FUTURE ROADS/PAVEMENTS WITHIN THE SITE SHALL BE BACKFILLED WITH DGB20 MATERIAL TO SUBGRADE LEVEL AND COMPACTED TO 98% STANDARD DENSITY RATIO. SUBJECT TO PRIOR APPROVAL FROM RELEVANT AUTHORITY.
5. ON COMPLETION OF SERVICES INSTALLATION. ALL DISTURBED AREAS SHALL BE RESTORED TO ORIGINAL, INCLUDING KERBS, FOOTPATHS, CONCRETE AREAS, GRAVEL AREAS, GRASSED AREAS AND ROAD PAVEMENTS.
6. CARE TO BE TAKEN WHEN EXCAVATING NEAR UTILITY SERVICES. NO MECHANICAL EXCAVATION TO BE UNDERTAKEN OVER SERVICES. LIAISE WITH RELEVANT AUTHORITY.
7. THE CONTRACTOR SHALL ALLOW FOR THE CAPPING OFF, EXCAVATION AND REMOVAL IF REQUIRED OF ALL EXISTING SERVICES IN AREAS AFFECTED BY THE WORKS WITHIN THE CONTRACT AREA AS SHOWN ON THE DRAWINGS UNLESS DIRECTED OTHERWISE BY THE SUPERINTENDENT. ALL TO REGULATORY AUTHORITY STANDARDS AND APPROVAL.
8. THE CONTRACTOR IS TO MAINTAIN EXISTING STORMWATER DRAINAGE FLOWS THROUGH THE ROADS AT ALL TIMES. MAKE DUE ALLOWANCE FOR ALL SUCH FLOWS AT ALL TIMES.
9. PRIOR TO COMMENCEMENT OF ANY WORKS THE CONTRACTOR SHALL OBTAIN THE SUPERINTENDENT'S APPROVAL OF THE PROGRAM FOR THE RELOCATION/CONSTRUCTION OF TEMPORARY SERVICES.
10. CONTRACTOR SHALL CONSTRUCT TEMPORARY SERVICES AS REQUIRED TO MAINTAIN EXISTING SUPPLY TO BUILDINGS REMAINING IN OPERATION DURING WORKS TO THE SATISFACTION AND APPROVAL OF THE SUPERINTENDENT. ONCE DIVERSION IS COMPLETE AND COMMISSIONED THE CONTRACTOR SHALL REMOVE ALL SUCH TEMPORARY SERVICES AND MAKE GOOD TO THE SATISFACTION OF THE SUPERINTENDENT.
11. INTERRUPTION TO SUPPLY OF EXISTING SERVICES SHALL BE DONE SO AS NOT TO CAUSE ANY INCONVENIENCE OR DAMAGE TO THE ADJACENT RESIDENCES. CONTRACTOR TO GAIN APPROVAL OF THE SUPERINTENDENT FOR TIME OF INTERRUPTION.
12. THE CONTRACTOR SHALL UNDERTAKE A DIAL BEFORE YOU DIG (DBYD 1100) SERVICES SEARCH BEFORE THE COMMENCEMENT OF ANY WORKS.

SURVEY NOTE:

1. EXISTING SITE LEVELS AND DETAILS BASED ON A PLAN OF SURVEY 'SY074794.000.5.5_GDA2020.' BY 'LANDPARTNERS' DATED 16.06.2021.



LOCALITY PLAN
NOT TO SCALE

ELECTRONIC INFORMATION NOTES:

1. THE ISSUED DRAWINGS IN HARD COPY OR PDF FORMAT TAKE PRECEDENCE OVER ANY ELECTRONICALLY ISSUED INFORMATION, LAYOUTS OR DESIGN MODELS.
2. THE CONTRACTOR'S DIRECT AMENDMENT OR MANIPULATION OF THE DATA OR INFORMATION THAT MIGHT BE CONTAINED WITHIN AN ENGINEER-SUPPLIED DIGITAL TERRAIN MODEL AND ITS SUBSEQUENT USE TO UNDERTAKE THE WORKS WILL BE SOLELY AT THE DISCRETION OF AND THE RISK OF THE CONTRACTOR.
3. THE CONTRACTOR IS REQUIRED TO HIGHLIGHT ANY DISCREPANCIES BETWEEN THE DIGITAL TERRAIN MODEL AND INFORMATION PROVIDED IN THE CONTRACT AND/OR DRAWINGS AND IS REQUIRED TO SEEK CLARIFICATION FROM THE SUPERINTENDENT.
4. THE ENGINEER WILL NOT BE LIABLE OR RESPONSIBLE FOR THE POSSIBLE ON-GOING NEED TO UPDATE THE DIGITAL TERRAIN MODEL, SHOULD THERE BE ANY AMENDMENTS OR CHANGES TO THE DRAWINGS OR CONTRACT INITIATED BY THE CONTRACTOR.

TRAFFIC CONTROL NOTES:

1. TRAFFIC CONTROLS TO COMPLY WITH AS 1742.3-2002
2. TRAFFIC CONTROL PLANS TO BE SUBMITTED AND CERTIFIED BY AN ACCREDITED WORK SITE OPERATIVE.
3. AS PART OF THE TRAFFIC CONTROL PLAN ENSURE THAT PEDESTRIANS ARE CATERED FOR.
4. AFTER-HOURS TRAFFIC CONTROL THROUGH THE WORKSITE HAVE TO BE CATERED FOR.

PCC NOTES

ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH PENRITH CITY COUNCIL STANDARDS AND SPECIFICATIONS.

FOR SWC-4

AMENDMENTS	DATE	ISSUE
ISSUED FOR CONSTRUCTION	02.07.25	0

PROJECT MANAGER: ProjectStrategy
ARCHITECT: nettlelontribe
CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF:
DW	SE	OCT'24	MW	A0	AS SHOWN	C014021.05-C 110

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DRAWING TITLE: DRAWING LIST AND LOCALITY PLAN
DRAWING No: C014021.05-C 110
ISSUE: 0

MIRVAC SITE
ANTICIPATED PAD LEVELS AS SHOWN
SITE LAYOUT PER MIRVAC SSDA_10448 EIS

MAMRE ROAD

BASIN 1

HIGH FLOW STORMWATER
Ø1050 PIPE AT IL 46.77
REFER TO C014021.07-C472
FOR LONGSECTION

LOW FLOW STORMWATER
Ø675 PIPE AT IL 48.10
REFER TO
C014021.07-C472 FOR
LONGSECTION

LOT 2
BEL 54.40

DISCHARGE POINT TO
EXISTING RCBC UNDER
MAMRE ROAD

DIVERSION DRAIN 2A
REFER TO DETAILS ON
DRAWING C454
TYPICAL

ESTATE BASIN 1
COMBINED ON-SITE DETENTION & BIO RETENTION BASIN
ON SITE DETENTION VOLUME = 6,800m³
BIO-RETENTION AREA = 1,750m²
EXTENDED DETENTION DEPTH = 300mm

SWALE TO DISCHARGE TO ESC
BASIN DESIGN BY OCHRE

DIVERSION DRAIN 2B
REFER TO DETAILS ON
DRAWING C454
TYPICAL

DIVERSION DRAIN 5A
REFER TO DETAILS ON
DRAWING C454
TYPICAL

PROPOSED DRAINAGE STUB TI EXTEND
MIN 5m BEYOND SITE BOUNDARY. STUBS
SIZED FOR 5% AEP (20YR ARI) STORM
FOR EACH LOT. TO BE CONFIRMED
DURING DETAILED DESIGN.

LOT 5
BEL 58.80±500mm

DIVERSION DRAIN 5B
REFER TO DETAILS ON
DRAWING C454
TYPICAL

DIVERSION DRAIN 7A
REFER TO DETAILS ON
DRAWING C454
TYPICAL

LOT 7
BEL 60.00±500mm

DIVERSION DRAIN 6B
REFER TO DETAILS ON
DRAWING C454
TYPICAL

DIVERSION DRAIN 7B
REFER TO DETAILS ON
DRAWING C454
TYPICAL

DIVERSION DRAIN 6A
REFER TO DETAILS ON
DRAWING C454
TYPICAL

LOT 6
BEL 58.80±500mm

DIVERSION DRAIN 6C
REFER TO DETAILS ON
DRAWING C454
TYPICAL

PROPOSED DRAINAGE STUB TI EXTEND
MIN 5m BEYOND SITE BOUNDARY. STUBS
SIZED FOR 5% AEP (20YR ARI) STORM
FOR EACH LOT. TO BE CONFIRMED
DURING DETAILED DESIGN.

C403
SEGMENT 4

C401
SEGMENT 2

C401
SEGMENT 1

C402
SEGMENT 3

EXCLUDED FROM SWC-4

ESTATE BASIN 2
COMBINED ON-SITE DETENTION & BIO RETENTION BASIN
ON SITE DETENTION VOLUME = 730 m³
BIO-RETENTION AREA = 300 m²
EXTENDED DETENTION DEPTH = 300mm

LOT 12
BEL 60.00

FUTURE 16m WIDE DEDICATED FREIGHT NETWORK

EXISTING POND

PROVIDE TEMPORARY
DEMARCATION BARRIERS
INDICATIVELY SHOWN THUS

SWALES TO DISCHARGE
TO HEADWALLS. REFER
TO C454 FOR DETAILS

EXISTING
DRIVEWAY

PROVIDE NEW CULVERT
CROSSING TO EXISTING
DRIVEWAY. SIZE T.B.C

ESTATE BASIN 3: BIO-RETENTION BASIN
BIO-RETENTION = 80m²
EXTENDED DETENTION DEPTH = 400mm

EXCLUDED
FROM SWC-4

CONTOURS HERE ARE DERIVED FROM LIDAR DATA

DP 259135

PT51
DP 259135

STORMWATER DRAINAGE MASTER PLAN
1:750 SCALE

STORMWATER DRAINAGE NOTES:

1. ALL STORMWATER WORKS TO BE COMPLETED IN ACCORDANCE WITH AUSTRALIAN STANDARD AS3500 PLUMBING AND DRAINAGE, PART 3: STORMWATER DRAINAGE AND COUNCILS CONSTRUCTION SPECIFICATION WHERE WITHIN PUBLIC DOMAIN.
2. THE MINOR (PIPED) SYSTEM HAS BEEN DESIGNED FOR THE 1 IN 20 YEAR ARI STORM EVENT AND THE MAJOR (OVERLAND) SYSTEM HAS BEEN DESIGNED FOR THE 1 IN 100 YEAR ARI STORM EVENT.
3. PIT SIZES SHALL BE AS INDICATED IN THE SCHEDULE WHILE PIPE SIZES AND DETAILS ARE PROVIDED ON PLAN.
4. EXISTING STORMWATER PIT LOCATIONS AND INVERT LEVELS TO BE CONFIRMED BY SURVEY PRIOR TO COMMENCING WORKS ON SITE.
5. ALL STORMWATER PIPES Ø375 OR GREATER SHALL BE CLASS 3 UNDER KERB LINES AND CLASS 4 FOR ANY ROAD CROSSINGS (WITH HS2 SUPPORT) REINFORCED CONCRETE WITH RUBBER RING JOINTS UNLESS NOTED OTHERWISE.
6. ALL PIPES UP TO AND INCLUDING Ø300 TO BE uPVC GRADE SN8 UNO.
7. PIPE CLASS NOMINATED ARE FOR IN-SERVICE LOADING CONDITIONS ONLY. CONTRACTOR IS TO MAKE ANY NECESSARY ADJUSTMENTS REQUIRED FOR CONSTRUCTION CONDITIONS.
8. ALL CONCRETE PITS GREATER THAN 1000mm DEEP SHALL BE REINFORCED USING N12-200 EACH WAY CENTERED IN WALL AND BASE. LAP MINIMUM 300mm WHERE REQUIRED. ALL CONCRETE FOR PITS SHALL BE F'c=25 MPa. PRECAST PITS MAY BE USED WITH THE APPROVAL OF THE ENGINEER.
9. IN ADDITION TO ITEM 9 ABOVE, ALL CONCRETE PITS GREATER THAN 3000mm DEEP SHALL HAVE WALLS AND BASE THICKNESS INCREASED TO 200mm.
10. PIPES SHALL BE LAID AS PER PIPE LAYING DETAILS. PARTICULAR CARE SHALL BE TAKEN TO ENSURE THAT THE PIPE IS FULLY AND EVENLY SUPPORTED. RAM AND PACK FILLING AROUND AND UNDER BACK OF PIPES AND PIPE FAUCETS, WITH NARROW EDGED RAMMERS OR OTHER SUITABLE TAMPING DETAILS.
11. CONCRETE PIPES UNDER, OR WITHIN THE ZONE OF INFLUENCE OF PAVED AREAS SHALL BE LAID USING HS2 TYPE SUPPORT, AS A MINIMUM, IN ACCORDANCE WITH AS 3725. AGGREGATE BACKFILL SHALL NOT BE USED FOR PIPE BEDDING AND OR HAUNCH/SIDE SUPPORT.
12. WHERE PIPE LINES ENTER PITS, PROVIDE 3m LENGTH OF STOCKING WRAPPED SLOTTED Ø100 uPVC TO EACH SIDE OF PIPE AS PER PENRITH CITY COUNCIL ENGINEERING CONSTRUCTION SPECIFICATION FOR CIVIL WORKS.
13. ALL SUBSOIL DRAINAGE LINES SHALL BE Ø100 SLOTTED uPVC WITH APPROVED FILTER WRAP LAID IN 300mm WIDE GRANULAR FILTER UNLESS NOTED OTHERWISE. LAY SUBSOIL LINES TO MATCH FALLS OF LAND AND/OR 1 IN 200 MINIMUM. PROVIDE CAPPED CLEANING EYE (RODDING POINT) AT UPSTREAM END OF LINE AND AT 30m MAX. CTS. PROVIDE SUBSOIL LINES TO ALL PAVEMENT/ LANDSCAPED INTERFACES, TO REAR OF RETAINING WALLS (AS NOMINATED BY STRUCTURAL ENGINEER) AND AS SHOWN ON PLAN.
14. ALL PIPE GRADES 1 IN 200 MINIMUM UNO.
15. PROVIDE STEP IRONS IN PITS DEEPER THAN 1000mm.
16. MIN. 600 COVER TO PIPE OBVERT BENEATH ROADS & MIN. 400 COVER BENEATH LANDSCAPED AND PEDESTRIAN AREAS.
17. PIT COVERS IN TRAFFICABLE PAVEMENT SHALL BE CLASS D 'HEAVY DUTY', THOSE LOCATED IN NON-TRAFFICABLE AREAS SHALL BE CLASS B 'MEDIUM DUTY' U.N.O.
18. PROVIDE CLEANING EYES (RODDING POINTS) TO PIPES AT ALL CORNERS AND T-JUNCTIONS WHERE NO PITS ARE PRESENT.
19. DOWN PIPES (DP) TO BE AS PER HYDRAULIC ENGINEERS DETAILS WITH CONNECTOR TO MATCH DP SIZE U.N.O. ON PLAN. PROVIDE CLEANING EYE AT GROUND LEVEL.
20. PIPE LENGTHS NOMINATED ON PLAN OR LONGSECTIONS ARE MEASURED FROM CENTER OF PITS TO THE NEAREST 0.5m AND DO NOT REPRESENT ACTUAL LENGTH. THE CONTRACTOR IS TO ALLOW FOR THIS.

PIT SETOUT LEGEND

SETOUT POINT (TYPICAL U.N.O.) — SGGP – SINGLE GRATED GULLY PIT GRATE SIZE 900x900
SETOUT POINT (TYPICAL U.N.O.) — SJP – SEALED JUNCTION PIT
FLOW / SETOUT POINT — KIP – KERB INLIET PIT. LINTEL SIZE 1.8m UNO.

LEGEND:

LEVELS DATUM IS AHD.

- SW> – DENOTES DRAINAGE
- > – DENOTES SWALE
- DENOTES FLOW ARROWS
- GROSS POLLUTANT TRAP
- BIO-RETENTION FILTER MEDIA
- ROAD BOUNDARY
- RETAINING WALL
- STORMWATER EASEMENT

FOR SWC-4

6m 0 15 30 45 60 75m
SCALE 1:750 AT A0 SIZE SHEET

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-2	23.01.25	4
ISSUED FOR SWC-2	15.01.25	3
ISSUED FOR SWC-2	18.12.24	2
ISSUED FOR CONSTRUCTION	24.07.24	1
ISSUED FOR CONSTRUCTION	02.05.24	0
ISSUED FOR PRELIMINARY ONLY	15.03.24	A

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	10
ISSUED FOR SWC-3	05.05.25	9
ISSUED FOR SWC-3	08.04.25	8
ISSUED FOR SWC-2/3	24.02.25	7
ISSUED FOR SWC-3	21.02.25	6
ISSUED FOR SWC-2	30.01.25	5

AMENDMENTS	DATE	ISSUE

PROJECT MANAGER: ProjectStrategy
ARCHITECT: nettletontribe
CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF:
DW	SE	MAR' 24	MW	A0	AS SHOWN	C014021.05-C400

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DRAWING TITLE: STORMWATER DRAINAGE MASTER PLAN
DRAWING No: C014021.05-C400
ISSUE: 9

BREAKLINE - REFER TO DRAWING C404 FOR CONTINUATION

ESTATE BASIN 1

COMBINED ON-SITE DETENTION & BIO RETENTION BASIN
ON SITE DETENTION VOLUME = 6,800m³
BIO-RETENTION AREA = 1,750m²
EXTENDED DETENTION DEPTH = 300mm

BASIN 1

SWALE TO DISCHARGE TO ESC BASIN DESIGN BY OCHRE

PIT Z1/B4 · PIT Z1/B3 · PIT Z1/B2 · PIT Z1/A17 · PIT Z1/B1 · PIT Z1/A16 · PIT Z1/B6 · PIT Z1/B5 · PIT Z1/A15 · PIT R1/A14 · PIT R1/A13 · PIT R1/A05 · PIT R1/A05A

ROAD 2

PROPOSED LOT 2 CONNECTION POINT

HUMEGARD HG18L-DN675 GPT

HIGH-FLOW BYPASS LINE

HIGH/LOW FLOW SPLITTER

'PRAM RAMP' TO BE INSTALLED MIN 1m OFFSET TO PIT LINTEL

PIT R2/A03A - PROVIDE SJP IN INTERIM STAGE. PIT TO BE CONVERTED TO KIP DURING FUTURE INTERSECTION WORKS

PIT R2/A03A · PIT R2/A02A · PIT R2/A01A · PIT R2/A03 · PIT R2/A02 · PIT R2/A01 · PIT R1/A16A

ROAD 1

EXCLUDED FROM SWC-4

PROPOSED BASIN 3

DISCHARGE POINT

FINISHED PIPE UPSTREAM OF GPT TO DISCHARGE TO SEDIMENT BASIN IN INTERIM STAGE. GPT AND FINAL CONFIGURATION TO BE PROVIDED DURING FUTURE INTERSECTION WORKS

'PRAM RAMP' TO BE INSTALLED MIN 1m OFFSET TO PIT LINTEL

EXISITING DRIVEWAY

ESTATE BASIN 3: BIO-RETENTION BASIN

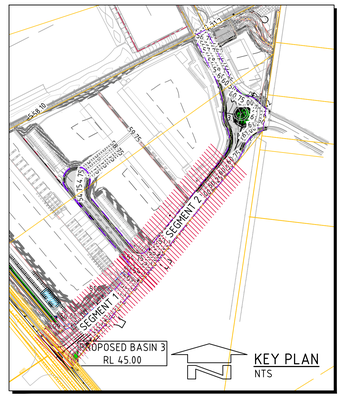
BIO-RETENTION = 80m²
EXTENDED DETENTION DEPTH = 400mm
F.S.L 45.00

PROVIDE NEW CULVERT CROSSING TO EXISTING DRIVEWAY. SIZE T.B.C

BREAKLINE - REFER BELOW FOR CONTINUATION

STORMWATER DRAINAGE PLAN - SEGMENT 1

SCALE 1:250



KEY PLAN
NTS

LEGEND:

LEVELS DATUM IS AHD.

- SW – DENOTES DRAINAGE
- DENOTES EASEMENT
- DENOTES PRE-DEVELOPMENT CATCHMENT
- DENOTES POST-DEVELOPMENT CATCHMENT
- DENOTES SWALE
- DENOTES SITE BOUNDARY
- DENOTES ROAD BOUNDARY
- STORMWATER EASEMENT
- DENOTES FLOW ARROWS
- 60.00 – DESIGNED MAJOR CONTOURS 1m INTERVALS
- 60.25 – DESIGNED MINOR CONTOURS 0.25m INTERVALS

NOTES:

1. REFER TO DRAWING C400 FOR STORMWATER DRAINAGE NOTES.
2. REFER TO DRAWING C410 FOR PIT SCHEDULE.

BREAKLINE - REFER TO DRAWING C403 FOR CONTINUATION

PIT R1/A05A · PIT R1/A05 · PROPOSED STUB. DESIGNED AREA = 1.46 Ha · STUB R1/A05A

PROPOSED STUB. DESIGNED AREA = 0.625Ha · STUB R1/B05 · HWL10, REFER TO C454

SWALES TO DISCHARGE INTO HEADWALL REFER TO C454 FOR DETAILS · PROPOSED STUB. DESIGNED AREA = 4Ha · STUB R1/B04

PIT R1/A13 · PIT R1/A14A · PIT R1/B06 · PIT R1/B05 · PIT R1/B04 · PIT R1/B03 · PIT R1/B06A · PIT R1/B05A · PIT R1/B04A · PIT R1/B03A

'PRAM RAMP' TO BE INSTALLED MIN 1m OFFSET TO PIT LINTEL

ROAD 1

BREAKLINE - REFER TO DRAWING C402 FOR CONTINUATION

PIT SETOUT LEGEND

- SETOUT POINT (TYPICAL U.N.O.) – SGGP – SINGLE GRATED GULLY PIT GRATE SIZE 900x900
- SETOUT POINT (TYPICAL U.N.O.) – SJP – SEALED JUNCTION PIT
- FLOW, SETOUT POINT – KIP – KERB INLIET PIT. LINTEL SIZE 1.8m UNO.

STORMWATER DRAINAGE PLAN - SEGMENT 2

SCALE 1:250

FOR SWC-4

2m 0 5 10 15 20 25m
SCALE 1:250 AT A0 SIZE SHEET

ISSUED FOR SWC-2	15.01.25	4
ISSUED FOR SWC-2	18.12.24	3
REVISED AS CLOUDED	31.07.24	2
ISSUED FOR CONSTRUCTION	24.07.24	1
ISSUED FOR CONSTRUCTION	02.05.24	0
ISSUED FOR PRELIMINARY ONLY	15.03.24	A
AMENDMENTS	DATE	ISSUE

ISSUED FOR SWC-4	05.05.25	9
ISSUED FOR SWC-3	08.04.25	8
ISSUED FOR SWC-2/3	25.02.25	7
ISSUED FOR SWC-3	21.02.25	6
ISSUED FOR SWC-2	23.01.25	5
AMENDMENTS	DATE	ISSUE

AMENDMENTS	DATE	ISSUE

PROJECT MANAGER: ProjectStrategy

ARCHITECT: nettletontribe

CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF
DW	SE	MAR '24	HW	A0	AS SHOWN	C014021.05-C 401

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DRAWING TITLE: STORMWATER DRAINAGE PLAN SHEET 1

DRAWING No: C014021.05-C401 | ISSUE: 9

BREAKLINE - REFER TO DRAWING C401 FOR CONTINUATION

PIT R1/B02

PIT R1/B01

PIT R1/B02A

Ø375

Ø450

PROVIDE TEMPORARY DEMARCATION BARRIERS INDICATIVELY SHOWN THUS

PIT R3/A01A

PIT R3/A02A

PIT R3/A06

Ø500

PIT R3/A05

Ø600

ROAD 3 - 25.6m WIDE

PIT R3/A01

Ø450

PIT R3/A02

Ø525

PIT R3/A03

PIT R3/A04

Ø525

PIT R3/B01

Ø375

PIT R3/B02

HUMEGARD GPT
HG12L/A DN375 RCP

ESTATE BASIN 2

COMBINED ON-SITE DETENTION & BIO RETENTION BASIN
ON SITE DETENTION VOLUME = 600m³
BIO-RETENTION AREA = 300m²
EXTENDED DETENTION DEPTH = 300mm

PROVIDE AN ADDITIONAL 2.0m (600kL) OF STORAGE BELOW THE FREE-DISCHARGE ORIFICE FOR MEDIUM/LONG-TERM STORAGE OF WATER. REFER TO DRAWING C423 FOR RAINWATER REUSE RATES

BASIN 2

EXCLUDED FROM SWC-4

TRUNK DRAINAGE THROUGH ESTATE ROAD TO DISCHARGE TO TRUNK DRAINAGE ON NEIGHBOURING PROPERTY. TO BE COORDINATED BETWEEN LANDOWNERS

PROPOSED OPEN TRUNK DRAINAGE LINE. MIN 25.0m WIDE CORRIDOR AS NOTED.

Ø1500

BASIN 2

TRUNK DRAINAGE THROUGH ESTATE ROAD TO DISCHARGE TO TRUNK DRAINAGE ON NEIGHBOURING PROPERTY. TO BE COORDINATED BETWEEN LANDOWNERS

ROUNDABOUT WORKS TO STOP AT SITE BOUNDARY

INDICATIVE ROAD DESIGN AND DRAINAGE LAYOUT PER FRASERS SSDA AND CIVIL DESIGN BY AT&L. DRAINAGE TO DISCAHRGE TO FLOW APRON ON ALTIS SITE AS NOTED.

FOR SWC-4

SEGMENT 3

PROPOSED BASIN 3
RL 45.00

KEY PLAN
NTS

LEGEND:

LEVELS DATUM IS AHD.

- SW – DENOTES DRAINAGE
- – DENOTES EASEMENT
- – DENOTES PRE-DEVELOPMENT CATCHMENT
- – DENOTES POST-DEVELOPMENT CATCHMENT
- – DENOTES ROAD BOUNDARY
- – DENOTES SWALE
- – DENOTES FLOW ARROWS
- 60.00 – DESIGNED MAJOR CONTOURS 1m INTERVALS
- 60.25 – DESIGNED MINOR CONTOURS 0.25m INTERVALS

NOTES:

1. REFER TO DRAWING C400 FOR STORMWATER DRAINAGE NOTES.
2. REFER TO DRAWING C410 FOR PIT SCHEDULE.

PIT SETOUT LEGEND

SETOUT POINT (TYPICAL U.N.O.) — FLOW

SGGP – SINGLE GRATED GULLY PIT GRATE SIZE 900x900

SETOUT POINT (TYPICAL U.N.O.)

SJP – SEALED JUNCTION PIT

FLOW — SETOUT POINT

KIP – KERB INLIET PIT. LINTEL SIZE 1.8m UNO.

STORMWATER DRAINAGE PLAN - SEGMENT 3
SCALE 1:500

SCALE 1:250 AT A0 SIZE SHEET

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-2	23.01.25	4
ISSUED FOR SWC-2	15.01.25	3
ISSUED FOR SWC-2	18.12.24	2
ISSUED FOR CONSTRUCTION	24.07.24	1
ISSUED FOR CONSTRUCTION	02.05.24	0
ISSUED FOR PRELIMINARY ONLY	15.03.24	A

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	05.05.25	8
ISSUED FOR SWC-3	08.04.25	7
ISSUED FOR SWC-3	24.02.25	6
ISSUED FOR SWC-3	21.02.25	5

AMENDMENTS	DATE	ISSUE

PROJECT MANAGER: ProjectStrategy

ARCHITECT: nettlefontribe

CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF:
DW	SE	MAR'24	MW	A0	AS SHOWN	C014021.05-C 402

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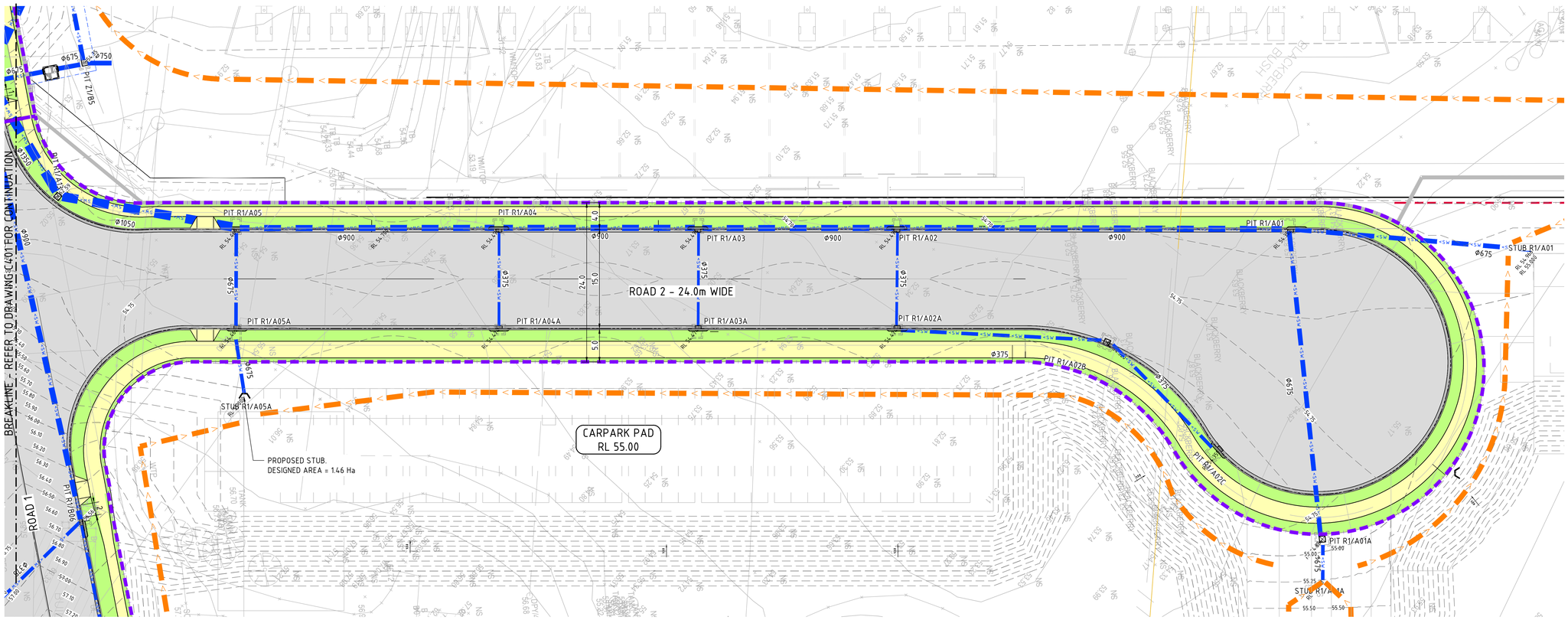
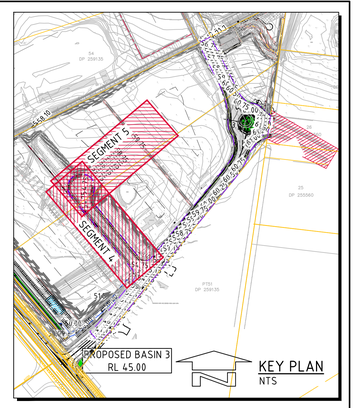
COSTIN ROE CONSULTING — CIVIL & STRUCTURAL ENGINEERS

DRAWING TITLE: STORMWATER DRAINAGE PLAN
SHEET 2

DRAWING NO: C014021.05-C402

ISSUE: 8





LEGEND:

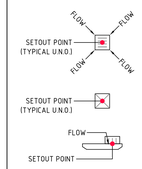
LEVELS DATUM IS AHD.

- SW - DENOTES DRAINAGE
- DENOTES EASEMENT
- DENOTES PRE-DEVELOPMENT CATCHMENT
- DENOTES POST-DEVELOPMENT CATCHMENT
- DENOTES ROAD BOUNDARY
- DENOTES SWALE
- DENOTES FLOW ARROWS
- 60.00 - DESIGNED MAJOR CONTOURS 1m INTERVALS
- 60.25 - DESIGNED MINOR CONTOURS 0.25m INTERVALS

NOTES:

1. REFER TO DRAWING C400 FOR STORMWATER DRAINAGE NOTES.
2. REFER TO DRAWING C410 FOR PIT SCHEDULE.

PIT SETOUT LEGEND



SGGP - SINGLE GRATED GULLY PIT
GRATE SIZE 900x900

SJP - SEALED JUNCTION PIT

KIP - KERB INLIET PIT.
LINTEL SIZE 1.8m UNO.

STORMWATER DRAINAGE PLAN - SEGMENT 4

SCALE 1:500

2m 0 5 10 15 20 25m

SCALE 1:250 AT A0 SIZE SHEET

FOR SWC-4

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-3	21.02.25	4
ISSUED FOR SWC-2	15.01.25	3
ISSUED FOR SWC-2	18.12.24	2
ISSUED FOR CONSTRUCTION	24.07.24	1
ISSUED FOR CONSTRUCTION	02.05.24	0
ISSUED FOR PRELIMINARY ONLY	15.03.24	A

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	05.05.25	6
ISSUED FOR SWC-3	08.04.25	5

AMENDMENTS	DATE	ISSUE

PROJECT MANAGER: ProjectStrategy

ARCHITECT: nettletontribe

CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF:
DW	SE	MAR'24	MW	A0	AS SHOWN	C014021.05-C 403

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DRAWING TITLE: STORMWATER DRAINAGE PLAN
SHEET 3

DRAWING No: C014021.05-C403 ISSUE: 6

PIT SCHEDULE - NETWORK R1/A

PIT No.	GRATE RL	DEPTH	TYPE	GRATE SIZE	CHAMBER SIZE	EASTING	NORTHING	LINTEL
PIT R1/A01	54.352	2077	KIP	450×900	1200×1200	295177.639	6252526.542	2.4
PIT R1/A01A	54.884	2324	KIP	450×900	1200×900	295210.391	6252560.242	2.4
PIT R1/A02	54.474	2514	KIP	450×900	900×1200	295215.798	6252481.044	2.4
PIT R1/A02A	54.474	1674	KIP	450×900	900×900	295227.257	6252490.721	2.4
PIT R1/A02B	54.520	1520	KIP	450×900	900×900	295208.515	6252516.277	2.4
PIT R1/A02C	54.355	1215	KIP	450×900	900×900	295210.099	6252539.674	2.4
PIT R1/A03	54.474	2684	KIP	450×900	1200×900	295235.027	6252458.098	2.4
PIT R1/A03A	54.474	1294	KIP	450×900	900×900	295246.532	6252467.732	2.4
PIT R1/A04	54.474	2856	KIP	450×900	1200×900	295254.347	6252435.066	2.4
PIT R1/A04A	54.474	914	KIP	450×900	900×900	295265.808	6252444.743	2.4
PIT R1/A05	54.460	3055	KIP	450×900	1500×1200	295279.717	6252404.806	2.4
PIT R1/A05A	54.460	2250	KIP	450×900	1200×900	295291.212	6252414.444	2.4
PIT R1/A13	54.59	3270	SJP	450×900	2100×1200	295294.27	6252380.94	2.4
PIT R1/A14	53.26	2400	KIP	REF. C461		295285.58	6252362.49	2.4
PIT R1/A14A	53.87	1010	KIP	450×900	900×900	295304.60	6252361.48	2.4

PIT SCHEDULE - NETWORK R1/B

PIT No.	GRATE RL	DEPTH	TYPE	GRATE SIZE	CHAMBER SIZE	EASTING	NORTHING	LINTEL
PIT R1/B01	60.85	1370	KIP	450×900	900×900	295477.56	6252630.42	2.4
PIT R1/B02	60.71	1040	KIP	450×900	900×900	295475.31	6252601.78	2.4
PIT R1/B02A	60.85	1000	KIP	450×900	900×900	295495.16	6252604.08	2.4
PIT R1/B03	60.29	1110	KIP	450×900	900×900	295448.35	6252563.09	2.4
PIT R1/B03A	60.41	830	KIP	450×900	900×900	295469.05	6252563.75	2.4
PIT R1/B04	59.96	3960	KIP	450×900	1200x1200	295421.95	6252530.40	2.4
PIT R1/B04A	60.05	900	KIP	450×900	900×900	295440.96	6252529.39	2.4
PIT R1/B05	58.77	3620	KIP	450×900	900x1500	295374.65	6252472.19	2.4
PIT R1/B05A	59.01	1070	KIP	450×900	900×900	295393.66	6252471.18	2.4
PIT R1/B06	56.56	3505	KIP	450×900	900x1500	295328.46	6252415.33	2.4
PIT R1/B06A	56.90	1250	KIP	450×900	900×900	295342.08	6252407.62	2.4

PIT SCHEDULE - NETWORK R2/A

PIT No.	GRATE RL	DEPTH	TYPE	GRATE SIZE	CHAMBER SIZE	EASTING	NORTHING	LINTEL
PIT R2/A01	51.11	1030	KIP	450×900	900×900	295275.31	6252325.45	2.4
PIT R2/A01A	51.36	1010	KIP	450×900	900×900	295265.83	6252338.26	2.4
PIT R2/A02	48.02	1090	KIP	450×900	900×900	295241.80	6252284.18	2.4
PIT R2/A02A	48.23	1010	KIP	450×900	900×900	295232.47	6252297.15	2.4
PIT R2/A03	46.08	1110	KIP	450×900	900×900	295197.23	6252241.51	2.4
PIT R2/A03A	46.25	1010	KIP	450×900	900×900	295191.38	6252257.74	2.4

PIT SCHEDULE - NETWORK R3/A

PIT No.	GRATE RL	DEPTH	TYPE	GRATE SIZE	CHAMBER SIZE	EASTING	NORTHING	LINTEL
PIT R3/A01	60.18	1130	KIP	450×900	900×900	295471.12	6252729.79	2.4
PIT R3/A01A	60.19	1040	KIP	450×900	900×900	295457.34	6252722.90	2.4
PIT R3/A02	58.33	1560	KIP	REF. C462		295450.92	6252769.68	2.4
PIT R3/A02A	58.50	1130	KIP	450×900	900×900	295439.14	6252758.82	2.4
PIT R3/A03	57.49	1330	KIP	450×900	900×900	295441.86	6252787.36	2.4
PIT R3/A04	56.49	1230	KIP	900×900	900x1200	295429.58	6252811.69	2.4
PIT R3/A05	56.44	1390	KIP	900×900	900x1200	295415.20	6252806.08	2.4
PITR3/A06	57.92	3020	SJP	900×900	900x1200	295406.67	6252801.74	-

PIT SCHEDULE - NETWORK R3/B

PIT No.	GRATE RL	DEPTH	TYPE	GRATE SIZE	CHAMBER SIZE	EASTING	NORTHING	COMMENT
PIT R3/B01	59.30	1410	SJP	900×900	900×900	295456.67	6252772.86	
PIT R3/B02	58.16	1430	SJP	900×900	900×900	295447.40	6252790.43	

PIT SCHEDULE - NETWORK Z1/A

PIT No.	GRATE RL	DEPTH	TYPE	GRATE SIZE	CHAMBER SIZE	EASTING	NORTHING	COMMENT
PIT Z1/A15	53.19	2540	SGGP	900×900	2100x1200	295273.62	6252356.79	
PIT Z1/A16	50.00	2250	SGGP	900×900	2100x1200	295226.89	6252317.58	
PIT Z1/A17	50.00	2620	SGGP	900×900	2100x1200	295170.97	6252270.66	

PIT SCHEDULE - NETWORK Z1/B

PIT No.	GRATE RL	DEPTH	TYPE	GRATE SIZE	CHAMBER SIZE	EASTING	NORTHING	COMMENT
PIT Z1/B01	50.00	1550	SGGP	900×900	1200x1200	295227.95	6252316.55	
PIT Z1/B02	50.00	1830	SGGP	900×900	1200x1200	295182.41	6252278.32	
PIT Z1/B03	50.00	1830	SGGP	900×900	1200x1200	295168.91	6252273.11	
PIT Z1/B04	50.00	2050	SGGP	900×900	2100x1200	295155.04	6252289.69	
PIT Z1/B05	54.35	4610	SGGP	900×900	1200x1200	295275.24	6252371.10	
PIT Z1/B06	51.89	2530	SGGP	900×900	1200x1200	295252.04	6252342.83	

STUB SCHEDULE - NETWORK R1/A

STUB No.	BEL RL	DEPTH	TYPE	PIPE SIZE	COMMENT
STUB R1/A01A	55.25	2623	INLET	Ø675	
STUB R1/A01B	55.00	2345	INLET	Ø675	
STUB R1/A05A	55.00	2710	INLET	Ø675	

STUB SCHEDULE - NETWORK R1/B

STUB No.	BEL RL	DEPTH	TYPE	PIPE SIZE	COMMENT
STUB R1/B04	60.15	3950	INLET	Ø900	
STUB R1/B05	58.92	1620	INLET	Ø375	

STUB SCHEDULE - NETWORK R1/B

STUB No.	BEL RL	DEPTH	TYPE	PIPE SIZE	COMMENT
STUB Z1/B5A	54.35	2630	INLET	Ø750	
STUB Z1/B5B	54.35	1050	INLET	Ø300	

NOTE:
REFER TO C454 FOR STUB INLET STRUCTURE DETAILS

FOR SWC-4

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-2	30.01.25	4
ISSUED FOR SWC-2	23.01.25	3
ISSUED FOR SWC-2	18.12.24	2
REVISED AS CLOUDED	22.07.24	1
ISSUED FOR CONSTRUCTION	02.05.24	0
ISSUED FOR PRELIMINARY ONLY	15.03.24	A

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	9
ISSUED FOR SWC-3	08.04.25	8
ISSUED FOR SWC-2/3	20.03.25	7
ISSUED FOR SWC-2/3	25.02.25	6
ISSUED FOR SWC-3	21.02.25	5

AMENDMENTS	DATE	ISSUE

PROJECT MANAGER: B
ProjectStrategy

ARCHITECT
nettletontribe

CLIENT
BURTON Civil Engineering Contractors

PROJECT
ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF:
DW	SE	MAR' 24	MW	A0	AS SHOWN	C014021.05-C 410

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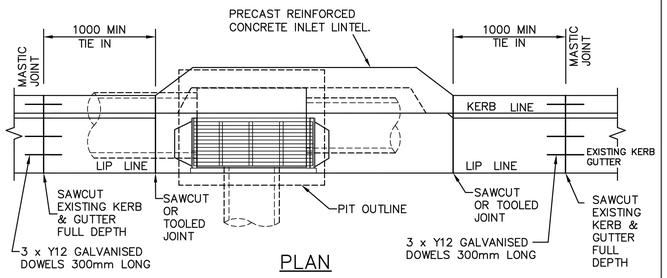
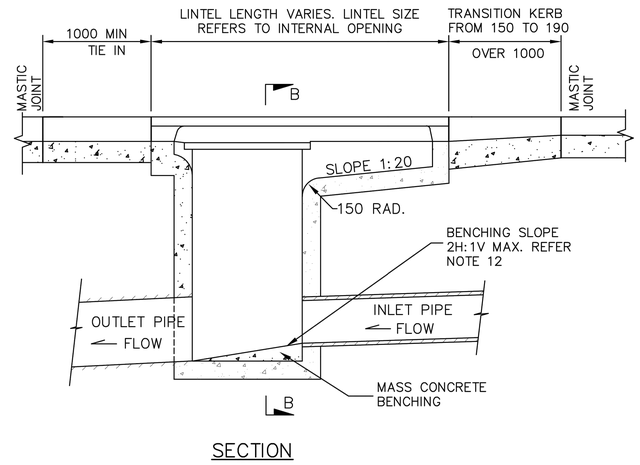
COSTIN ROE CONSULTING
CIVIL & STRUCTURAL ENGINEERS

DRAWING TITLE
PIT SCHEDULE

DRAWING No: C014021.05-C410
ISSUE: 9

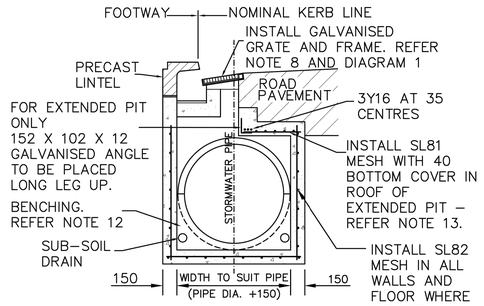


PLAN

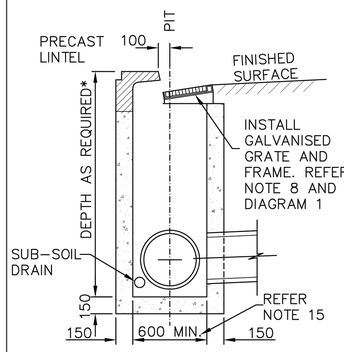


SECTION

DRAWN: M.WARDA	KERB INLET PIT SHEET 1 OF 3	APPROVED:
PENRITH CITY COUNCIL		PLAN No: SD2001/1



SECTION B – B
EXTENDED PIT CHAMBER
REFER NOTE 11.



SECTION B – B
STANDARD PIT

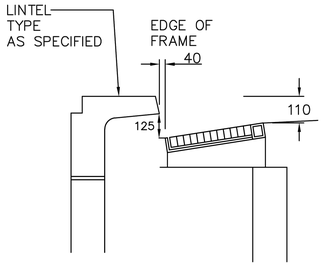


DIAGRAM 1
GRATE INSTALLATION TOLLERENCE

DRAWN: M.WARDA	KERB INLET PIT SHEET 2 OF 3	APPROVED:
PENRITH CITY COUNCIL		PLAN No: SD2001/2

NOTES

1. CONCRETE TO BE 25MPa AT 28 DAYS.
2. ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE
3. WHERE DEPTH OF PIT EXCEEDS 1500, WALLS AND BOTTOM TO BE REINFORCED IN ALL DIRECTIONS WITH SL82 MESH AT 40 COVER TO INSIDE FACE WITH N12 CORNER BARS 300 LEGS AT 400 CENTRES. PITS DEEPER THAN 2000 SHALL BE DESIGNED AND THE CONSTRUCTION CERTIFIED BY A PROFESSIONAL STRUCTURAL ENGINEER.
4. TRIMMER BARS TO BE PROVIDED AROUND PIPES GREATER THAN 750 DIAMETER (SEE SD2003).
5. SAG PITS TO HAVE LINTEL LOCATED CENTRALLY OVER PIT.
6. BACKFILL ADJACENT TO PITS TO BE APPROVED GRANULAR MATERIAL.
7. A 3000 LENGTH OF APPROVED "FILTER FABRIC" WRAPPED 100 DIA SUB–SOIL DRAIN IS TO BE PROVIDED AND CONNECTED THROUGH THE UPSTREAM PIT WALL AT THE INVERT LEVEL OF THE UPSTREAM PIPE.
8. PIT GRATE AND FRAME TO BE "WELDLOK" GG51–D GULLY GRATE WITH SKIRTED BASE OR EQUIVALENT FOR ALL ROADS, FITTED WITH A LOCKABLE "J" BOLT OR EQUIVALENT. FOR SAG PITS, USE WELDLOK GG SB 94 SD GULLY GRATE OR EQUIVALENT.
9. APPROVED STEP IRONS SHALL BE PROVIDED WHERE THE PIT EXCEEDS 1000 IN DEPTH. THEY SHALL BE LOCATED AS DIRECTED AND STAGGERED TO GIVE 300 SPACING VERTICALLY AND 300 SPACING HORIZONTALLY.
10. THE CENTRE LINES OF INTERSECTING PIPES ARE TO MEET AT THE DOWNSTREAM FACE OF THE PIT WHERE POSSIBLE.
11. WHERE ENTERING PIPE EXCEEDS 450 IN DIAMETER, PIT CHAMBER TO BE EXTENDED AS PER SECTION B–B 'EXTENDED PIT CHAMBER'.
12. FLOOR OF PIT TO BE BENCHED TO MID POINT OF OUTLET PIPE WHERE OUTLET PIPE GREATER THAN 600 DIAMETER.
13. WHERE EXTENDED CHAMBER WIDTH EXCEEDS 1200, ROOF REINFORCEMENT TO BE DESIGNED BY A PROFESSIONAL STRUCTURAL ENGINEER.
14. CONTRACTOR TO ENSURE CLEARANCE BETWEEN LINTEL AND OPENED GRATE. REFER DIAGRAM 1.
15. WHERE DEPTH OF PIT IS GREATER THAN 1200, INTERNAL WIDTH OF PIT TO BE INCREASED TO 900x900 FOR FULL DEPTH BELOW PAVEMENT.
16. LIFTING LUGS TO BE FILLED AFTER INSTALLATION.

DRAWN: M.WARDA	KERB INLET PIT SHEET 3 OF 3	APPROVED:
PENRITH CITY COUNCIL		PLAN No: SD2001/3

FOR SWC-4

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC4	07.05.25	1
ISSUED FOR CONSTRUCTION	20.03.25	0

PROJECT MANAGER: ProjectStrategy
ARCHITECT: nettletontribe
CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884–928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF:
DW			MW	A0	AS SHOWN	C014021.05-C457

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DRAWING TITLE: STORMWATER DRAINAGE DETAILS SHEET 7
DRAWING No: C014021.05-C457
ISSUE: 1

ROADWORKS NOTES:

1. ALL ROADWORKS TO BE COMPLETED TO FAIRFIELD COUNCIL SPECIFICATIONS AND MODEL DRAWINGS CURRENT AT TIME OF CONSTRUCTION BY AN ACCREDITED CONTRACTOR.
2. FINAL ROADWORK LAYOUT SUBJECT TO COUNCIL APPROVAL.
3. CONTRACTOR TO RESOLVE ALL EXISTING & NEW SERVICE RELOCATION PRIOR TO COMMENCEMENT OF WORKS IN ACCORDANCE WITH THE RELEVANT GOVERNING BODIES SPECIFICATIONS & CONSULTANTS DOCUMENTATION.
4. ALL LINEMARKING TO CONFORM TO R.M.S QA SPECIFICATIONS R145. REFER TO THIS DOCUMENT FOR LINE TYPES, DIMENSIONS & MARKER SPACING.
5. ALL TRANSVERSE LINEMARKING, PAVEMENT ARROWS AND CHEVRONS TO BE MARKED USING THERMOPLASTIC.
6. REMOVE ALL EXISTING LINEMARKING BY GRIT BLASTING TO R.M.S. REQUIRMENTS TO ALLOW FOR MARKING OF NEW INTERSECTION LAYOUTS.
7. ALL AREAS BETWEEN THE NEW KERB AND PROPERTY BOUNDARY TO BE TOPSOILED (100mm MIN.) AND TURFED.

MAMRE ROAD

BASIN 1

ROAD 2 24.0m WIDE

ROAD 1 25.6m WIDE

ROAD WORK BOUNDARY

C503 SEGMENT 4

C501 SEGMENT 1

C501 SEGMENT 2

C502 SEGMENT 3

PROPOSED ROAD LEVEL ON ADJACENT PROPERTY = RL57.00 (APPROX). FINAL COORDINATION BETWEEN ROAD PACKAGES TO BE CONFIRMED DURING DETAILED DESIGN TO PROVIDE A SMOOTH TRANSITION AND INTERFACE BETWEEN BOTH PACKAGES

LIMIT OF WORKS

FUTURE 10m WIDE DEDICATED FREIGHT NETWORK

ACCESS TRACK

EXCLUDED FROM SWC-4

EXISTING POND

PROPOSED EXTENT OF ROAD WORKS FOR THIS PACKAGE TO STOP AT BOUNDARY

PROPOSED ROAD LEVEL ON ADJACENT PROPERTY = RL61.50 (APPROX). FINAL COORDINATION BETWEEN ROAD PACKAGES TO BE CONFIRMED DURING DETAILED DESIGN TO PROVIDE A SMOOTH TRANSITION AND INTERFACE BETWEEN BOTH PACKAGES

INDICATIVE ROAD MODELED TO INTERFACE WITH PROPOSED ROUNDABOUT. HATCHED ROAD IS NOT INCLUDED IN THE TENDER PACKAGE

INTERSECTION WITH MAMRE ROAD PART OF MU GROUP SCOPE OF WORKS

ACCESS TRACK

EXCLUDED FROM SWC-4

PROVIDE NEW DRIVEWAY CROSSOVER AND ACCESS TO EXISTING NEIGHBOUR DRIVEWAY

EXISTING DRIVEWAY

ROADWORKS PLAN
1:750 SCALE

TRAFFIC CONTROL NOTES:

1. TRAFFIC CONTROLS TO COMPLY WITH AS 1742.3-2002
2. TRAFFIC CONTROL PLANS TO BE SUBMITTED AND CERTIFIED BY AN ACCREDITED WORK SITE OPERATIVE.
3. AS PART OF THE TRAFFIC CONTROL PLAN ENSURE THAT PEDESTRIANS ARE CATERED FOR.
4. AFTER-HOURS TRAFFIC CONTROL THROUGH THE WORKSITE HAVE TO BE CATERED FOR.

PCC NOTES:

ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH PENRITH CITY COUNCIL STANDARDS AND SPECIFICATIONS:

FOR SWC-4

6m 0 15 30 45 60 75m
SCALE 1:750 AT A0 SIZE SHEET

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-2	19.12.24	3
ISSUED FOR CONSTRUCTION	24.07.24	2
ISSUED FOR CONSTRUCTION	28.05.24	1
ISSUED FOR CONSTRUCTION	02.05.24	0
REVISED AS CLOUDED	09.04.24	B
ISSUED FOR PRELIMINARY ONLY	15.03.24	A

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	7
ISSUED FOR SWC-4	05.05.25	6
ISSUED FOR SWC-3	08.04.25	5
ISSUED FOR SWC-3	21.02.25	4

AMENDMENTS	DATE	ISSUE

PROJECT MANAGER: ProjectStrategy

ARCHITECT: nettleton tribe

CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF
DW	SE	MAR'24	MW	A0	AS SHOWN	C014021.05-C 500

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DRAWING TITLE: ROADWORKS MASTER PLAN

DRAWING No: C014021.05-C500

ISSUE: 7

TRAFFIC CONTROL NOTES:

1. TRAFFIC CONTROLS TO COMPLY WITH AS 1742.3-2002
2. TRAFFIC CONTROL PLANS TO BE SUBMITTED AND CERTIFIED BY AN ACCREDITED WORK SITE OPERATIVE.
3. AS PART OF THE TRAFFIC CONTROL PLAN ENSURE THAT PEDESTRIANS ARE CATERED FOR.
4. AFTER-HOURS TRAFFIC CONTROL THROUGH THE WORKSITE HAVE TO BE CATERED FOR.

PCC NOTES:

ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH PENRITH CITY COUNCIL STANDARDS AND SPECIFICATIONS:

BREAKLINE - REFER TO DRAWING C503 FOR CONTINUATION

BASIN 1

LOT 2

ROAD 2

INTERSECTION WITH MAMRE ROAD PART OF MU GROUP SCOPE OF WORKS

CL IND RD 1 - 25.6m WIDE

LIMIT OF WORKS

EXCLUDED FROM SWC-4

PROVIDE NEW DRIVEWAY CROSSOVER AND ACCESS TO EXISTING NEIGHBOUR DRIVEWAY

EXISTING DRIVEWAY

MATCH LINE

BREAKLINE - REFER BELOW FOR CONTINUATION

LEGEND:

LEVELS DATUM IS AHD.

EXISTING SITE LEVELS AND DETAILS BASED ON SURVEY INFORMATION PROVIDED BY 'LANDPARTNERS' DATED 25.03.2021.

- EXTENT OF ROAD PAVEMENT
- EXTENT OF FOOTPATH PAVEMENT
- K&G - K&G, KERB & GUTTER
- SJP - SJP, SEALED JUNCTION PIT
- KIP - KIP, KERB INLET PIT
- 50.00 - FINISHED PAVEMENT CONTOUR (MAJOR) 1.0m INTERVALS
- 50.25 - FINISHED PAVEMENT CONTOUR (MINOR) 0.25m INTERVALS

ROADWORKS PLAN - SEGMENT 1

SCALE 1:250

BREAKLINE - REFER TO DRAWING C503 FOR CONTINUATION

LOT 6

LOT 7

ROAD 1 - 25.6m WIDE

MATCH LINE

BREAKLINE - REFER TO DRAWING C502 FOR CONTINUATION

ROADWORKS PLAN - SEGMENT 2

SCALE 1:250

FOR SWC-4

2m 0 5 10 15 20 25m

SCALE 1:250 AT A0 SIZE SHEET

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	05.05.25	4
ISSUED FOR SWC-3	08.04.25	3
ISSUED FOR SWC-3	21.02.25	2
ISSUED FOR CONSTRUCTION	24.07.24	1
ISSUED FOR CONSTRUCTION	02.05.24	0
ISSUED FOR PRELIMINARY ONLY	15.03.24	A

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	5

AMENDMENTS	DATE	ISSUE

PROJECT MANAGER: ProjectStrategy

ARCHITECT: nettletontribe

CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF
DW			MW	A0	AS SHOWN	C014021.05-C501

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DRAWING TITLE: ROADWORKS PLAN SHEET 1

DRAWING No: C014021.05-C501

ISSUE: 5

BREAKLINE - REFER TO DRAWING C501 FOR CONTINUATION

LOT 7
PAD RL 60.00±500mm

ROAD 1 - 25.6m WIDE

ROAD 3 - 25.6m WIDE

LIMIT OF WORKS

LIMIT OF WORKS

PROPOSED ROAD LEVEL ON ADJACENT PROPERTY = RL61.50 (APPROX). FINAL COORDINATION BETWEEN ROAD PACKAGES TO BE CONFIRMED DURING DETAILED DESIGN TO PROVIDE A SMOOTH TRANSITION AND INTERFACE BETWEEN BOTH PACKAGES

INDICATIVE ROAD MODELED TO INTERFACE WITH PROPOSED ROUNDABOUT. HATCHED ROAD IS NOT INCLUDED IN THE TENDER PACKAGE

PROPOSED EXTENT OF ROAD WORKS FOR THIS PACKAGE TO STOP AT BOUNDARY. PROVIDE TEMPORARY DISH DRAIN AND BATTER

B C570

A 571

PROPOSED ROAD LEVEL ON ADJACENT PROPERTY = RL57.00 (APPROX). FINAL COORDINATION BETWEEN ROAD PACKAGES TO BE CONFIRMED DURING DETAILED DESIGN TO PROVIDE A SMOOTH TRANSITION AND INTERFACE BETWEEN BOTH PACKAGES

BASIN 2

EXCLUDED FROM SWC-4

ROADWORKS PLAN - SEGMENT 3
SCALE 1:250

TRAFFIC CONTROL NOTES:

1. TRAFFIC CONTROLS TO COMPLY WITH AS 1742.3-2002
2. TRAFFIC CONTROL PLANS TO BE SUBMITTED AND CERTIFIED BY AN ACCREDITED WORK SITE OPERATIVE.
3. AS PART OF THE TRAFFIC CONTROL PLAN ENSURE THAT PEDESTRIANS ARE CATERED FOR.
4. AFTER-HOURS TRAFFIC CONTROL THROUGH THE WORKSITE HAVE TO BE CATERED FOR.

PCC NOTES:

ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH PENRITH CITY COUNCIL STANDARDS AND SPECIFICATIONS:

LEGEND:

LEVELS DATUM IS AHD.

EXISTING SITE LEVELS AND DETAILS BASED ON SURVEY INFORMATION PROVIDED BY 'LANDPARTNERS' DATED 25.03.2021.

- EXTENT OF ROAD PAVEMENT
- EXTENT OF FOOTPATH PAVEMENT
- K&G, KERB & GUTTER
- SJP, SEALED JUNCTION PIT
- KIP, KERB INLET PIT
- 50.00 - FINISHED PAVEMENT CONTOUR (MAJOR) 1.0m INTERVALS
- 50.25 - FINISHED PAVEMENT CONTOUR (MINOR) 0.25m INTERVALS

KEY PLAN
NTS

FOR SWC-4

2m 0 5 10 15 20 25m
SCALE 1:250 AT A0 SIZE SHEET

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	05.05.25	4
ISSUED FOR SWC-3	08.04.25	3
ISSUED FOR CONSTRUCTION	21.02.25	2
ISSUED FOR CONSTRUCTION	24.07.24	1
ISSUED FOR CONSTRUCTION	02.05.24	0
ISSUED FOR PRELIMINARY ONLY	15.03.24	A

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	5

AMENDMENTS	DATE	ISSUE

PROJECT MANAGER: ProjectStrategy

ARCHITECT: nettletontribe

CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF
DW			MW	A0	AS SHOWN	C014021.05-C502

CONSULT AUSTRALIA

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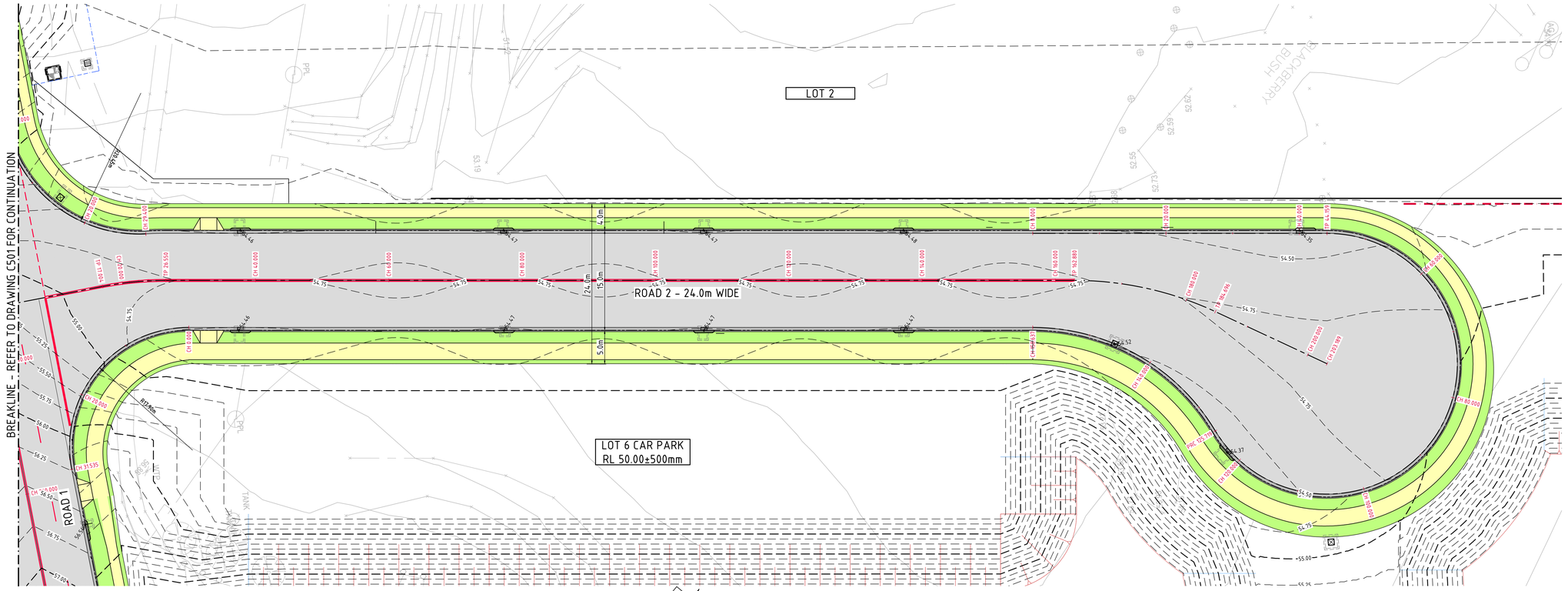
DRAWING TITLE: ROADWORKS PLAN SHEET 2

DRAWING No: C014021.05-C502 ISSUE: 5



ROADWORKS PLAN - SEGMENT 4
1:250 SCALE

LEGEND:

LEVELS DATUM IS AHD.

EXISTING SITE LEVELS AND DETAILS BASED ON SURVEY INFORMATION PROVIDED BY 'LANDPARTNERS' DATED 25.03.2021.

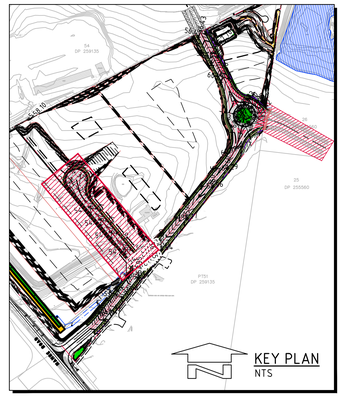
- EXTENT OF ROAD PAVEMENT
- EXTENT OF FOOTPATH PAVEMENT
- K&G, KERB & GUTTER
- SJP, SEALED JUNCTION PIT
- KIP, KERB INLET PIT
- 50.00 - FINISHED PAVEMENT CONTOUR (MAJOR) 1.0m INTERVALS
- 50.25 - FINISHED PAVEMENT CONTOUR (MINOR) 0.25m INTERVALS

TRAFFIC CONTROL NOTES:

1. TRAFFIC CONTROLS TO COMPLY WITH AS 1742.3-2002
2. TRAFFIC CONTROL PLANS TO BE SUBMITTED AND CERTIFIED BY AN ACCREDITED WORK SITE OPERATIVE.
3. AS PART OF THE TRAFFIC CONTROL PLAN ENSURE THAT PEDESTRIANS ARE CATERED FOR.
4. AFTER-HOURS TRAFFIC CONTROL THROUGH THE WORKSITE HAVE TO BE CATERED FOR.

PCC NOTES:

ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH PENRITH CITY COUNCIL STANDARDS AND SPECIFICATIONS:



KEY PLAN
NTS

FOR SWC-4

2m 0 5 10 15 20 25m
SCALE 1:250 AT A0 SIZE SHEET

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	05.05.25	4
ISSUED FOR SWC-3	08.04.25	3
ISSUED FOR SWC-3	21.02.25	2
ISSUED FOR CONSTRUCTION	24.07.24	1
ISSUED FOR CONSTRUCTION	02.05.24	0
ISSUED FOR PRELIMINARY ONLY	15.03.24	A

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	5

AMENDMENTS	DATE	ISSUE

PROJECT MANAGER: ProjectStrategy
ARCHITECT: nettletontribe
CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF:
DW			MW	A0	AS SHOWN	C014021.05-C503

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DRAWING TITLE: ROADWORKS PLAN
SHEET 3

DRAWING No: C014021.05-C503
ISSUE: 5

MAMRE ROAD

DP 259135

DP 255560

PT51 DP 259135

LEGEND:

LEVELS DATUM IS AHD.

- DENOTES INDUSTRIAL ROAD PAVEMENT
- DENOTES CUL-DE-SAC PAVEMENT & ROUND-ABOUT PAVEMENT
- DENOTES PEDESTRIAN PAVEMENT
- KERB & GUTTER
- LANDSCAPING
- MEDIAN KERB AT ROUNDABOUT

PAVEMENT MAINTENANCE NOTES :

DURING THE LIFE OF THE PAVEMENT, DAMAGE IN VARIOUS FORMS IS LIKELY TO OCCUR. GOOD MAINTENANCE WILL KEEP PROBLEMS TO A MINIMUM AND EXTEND THE LIFE OF PAVEMENTS. THE FOLLOWING LIKELY AREAS OF DAMAGE MAY OR MAY NOT OCCUR DURING THE LIFE OF THE PAVEMENTS:

SLAB PAVEMENTS :

1. DAMAGE TO JOINTS SUCH AS FRETTING OR BREAKING AWAY OF PIECES SHOULD BE REPAIRED USING CONCRETE REPAIR PRODUCTS AND THE JOINTING MATERIAL MADE GOOD.
2. CRACKING OF SLABS WHICH MAY OCCUR OVER THE LIFE OF THE SLAB SHOULD BE REPAIRED BY EPOXY GROUTING AS SOON AS POSSIBLE TO PREVENT LOCAL FRETTING AND BREAKING AWAY. THE DEFINITION OF A CRACK WHICH MAY BECOME DETRIMENTAL IS ONE WHICH IS GREATER THAN 0.3mm.
3. LOCAL DAMAGE DUE TO MECHANICAL PROCESSES OR PALLETS (WITH PROTRUDING NAILS) SHOULD BE REPAIRED AS SOON AS POSSIBLE WITH AN EPOXY CONCRETE REPAIR PRODUCT.
4. LOCAL MOVEMENT OF SLABS CAUSED BY EXTERNAL SOURCES SUCH AS INGRESS OF WATER SHOULD BE REFERRED TO THE ENGINEER TO DETERMINE THE BEST METHOD OF REPAIR.
5. JOINT SEALANTS WILL GENERALLY BREAKDOWN AND NEED REPLACEMENT AFTER 12 MONTHS WHEN MOST OF THE SLAB SHRINKAGE HAS TAKEN PLACE. RESEALING NEEDS TO BE CARRIED OUT TO ENSURE ONGOING SUPPORT TO SLAB EDGES.

ASPHALT PAVEMENTS :

1. UNLESS NOTED OTHERWISE, FLEXIBLE PAVEMENTS SHOWN ON THESE DRAWINGS ARE THE MINIMUM NECESSARY TO SUPPORT ARTICULATED VEHICLES FOR A MINIMUM DESIGN LIFETIME.
2. CRACKING OF THE ASPHALT SURFACE AND OTHER DEFECTS SHOULD BE REPAIRED QUICKLY TO PREVENT INGRESS OF WATER TO THE SUBGRADE, WHICH WILL ACCELERATE DETERIORATION OF PAVEMENTS.
3. DRAINAGE GRADES SHOULD BE MAINTAINED TO AVOID PONDING OF SURFACE WATER WHICH MAY CONTRIBUTE TO DETERIORATION.

FUTURE CONNECTION TO MIRVAC GROUP TO BE CONFIRMED DURING CONSTRUCTION PHASE

BASIN 1

BASIN 2

EXCLUDED FROM SWC-3

EXISTING POND

ROAD 1 25.6m WIDE

ROAD 2 24.0m WIDE

ROAD 3 25.6m

INTERSECTION WITH MAMRE ROAD PART OF MU GROUP SCOPE OF WORKS. LEVELS TO BE COORDINATED DURING DETAILED DESIGN

EXISTING DRIVEWAY

PROVIDE NEW DRIVEWAY CROSSOVER AND ACCESS TO EXISTING NEIGHBOUR DRIVEWAY

CONTOURS HERE ARE DERIVED FROM LIDAR DATA

ROADWORKS PAVEMENT PLAN

1:750 SCALE

FOR SWC-4

6m 0 15 30 45 60 75m

SCALE 1:750 AT A0 SIZE SHEET

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-3	08.04.25	3
ISSUED FOR SWC-3	21.02.25	2
ISSUED FOR CONSTRUCTION	23.07.24	1
ISSUED FOR CONSTRUCTION	02.05.24	0
REVISED AS CLOUDED	09.04.24	B
ISSUED FOR PRELIMINARY ONLY	15.03.24	A

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	4

AMENDMENTS	DATE	ISSUE

PROJECT MANAGER: ProjectStrategy

ARCHITECT: nettletontribe

CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF:
DW			MW	A0	AS SHOWN	C014021.05-C 510

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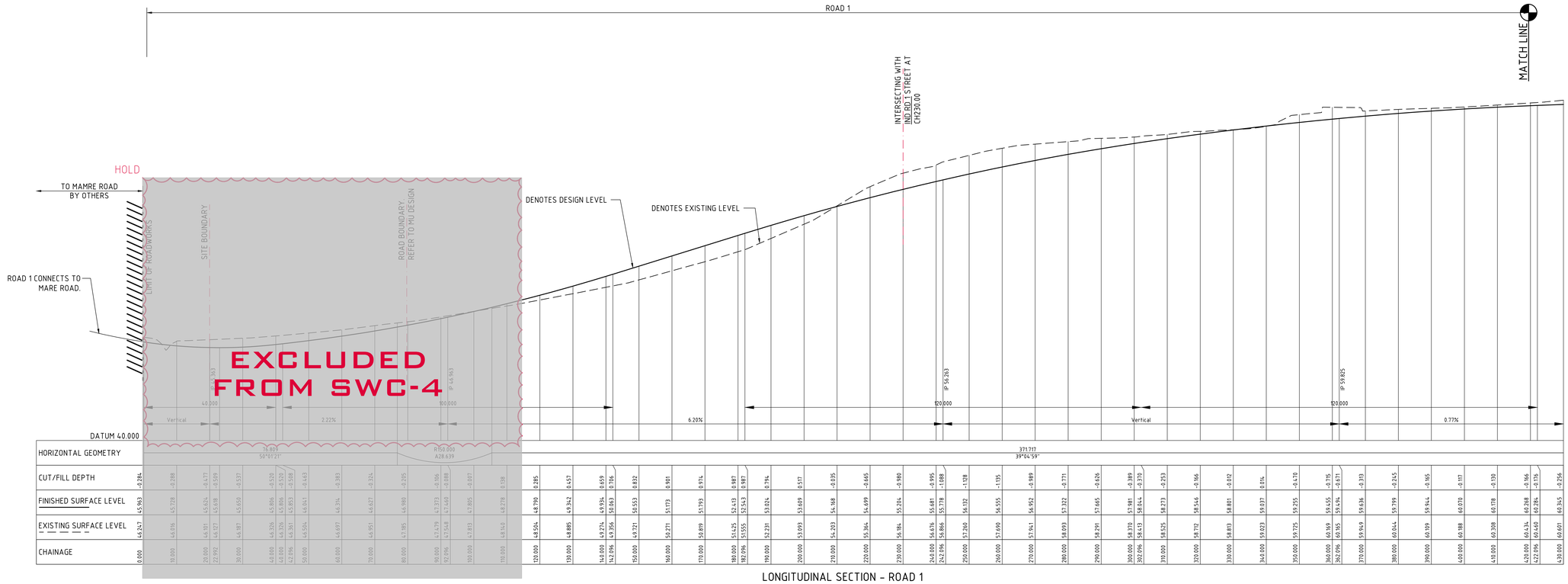
DRAWING TITLE: ROADWORKS PAVEMENT PLAN

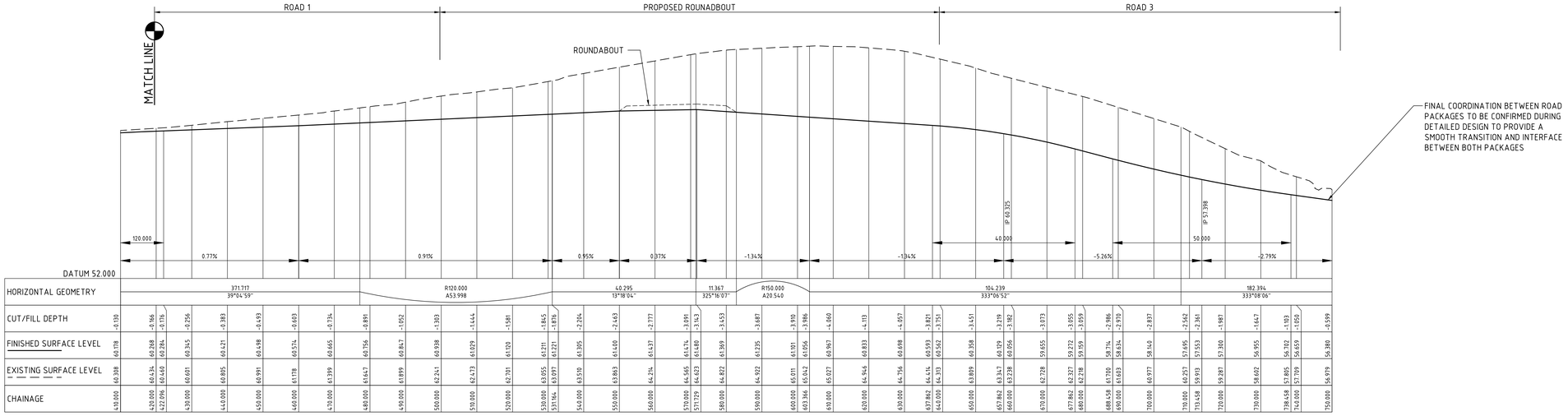
DRAWING No: C014021.05-C 510

ISSUE: 4



LONGITUDINAL SECTION - ROAD 1

HORIZONAL SCALE 1:500
VERTICAL SCALE 1:100



LONGITUDINAL SECTION - ROAD 1 AND 3

HORIZONAL SCALE 1:500
VERTICAL SCALE 1:100

FOR SWC-4

1m 0 1 2 3 4 5 6 7 8 9 10m
SCALE 1:100 AT A0 SIZE SHEET

5m 0 10 20 30 40 50m
SCALE 1:500 AT A0 SIZE SHEET

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	05.05.25	4
ISSUED FOR SWC-3	08.04.25	3
ISSUED FOR SWC-3	21.02.25	2
ISSUED FOR CONSTRUCTION	24.07.24	1
ISSUED FOR CONSTRUCTION	02.05.24	0
ISSUED FOR PRELIMINARY ONLY	15.03.24	A

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	5

AMENDMENTS	DATE	ISSUE

PROJECT MANAGER: ProjectStrategy

ARCHITECT: nettletontribe

CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF:
DW			MW	A0	AS SHOWN	C014021.05-C521

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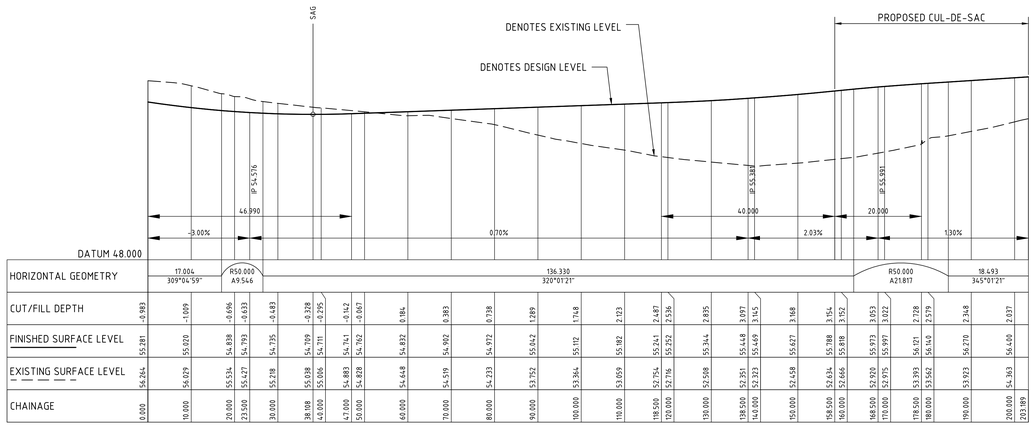
DRAWING TITLE: ROADWORKS LONG SECTIONS
ESTATE ROAD
SHEET 1

DRAWING No: C014021.05-C521 | ISSUE: 5



LONGITUDINAL SECTION - ROAD 2

HORIZONAL SCALE 1:500
VERTICAL SCALE 1:100

FOR SWC-4

1m 0 1 2 3 4 5 6 7 8 9 10m
SCALE 1:100 AT A0 SIZE SHEET

5m 0 10 20 30 40 50m
SCALE 1:500 AT A0 SIZE SHEET

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	05.05.25	4
ISSUED FOR SWC-3	08.04.25	3
ISSUED FOR SWC-3	21.02.25	2
ISSUED FOR CONSTRUCTION	24.07.24	1
ISSUED FOR CONSTRUCTION	02.05.24	0
ISSUED FOR PRELIMINARY ONLY	15.03.24	A

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	5

AMENDMENTS	DATE	ISSUE

PROJECT MANAGER
ProjectStrategy

ARCHITECT
nettletontribe

CLIENT
BURTON
Civil Engineering Contractors

PROJECT
ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF:
DW			MW	A0	AS SHOWN	C014021.05-C522

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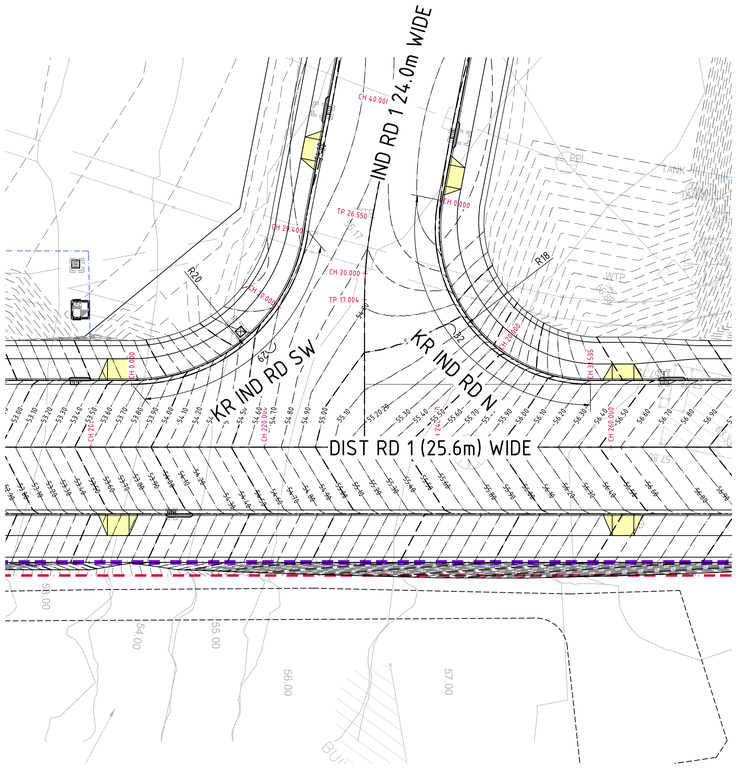
CRC COSTIN ROE CONSULTING
CIVIL & STRUCTURAL ENGINEERS

DRAWING TITLE
ROADWORKS LONG SECTIONS
ESTATE ROAD
SHEET 2

DRAWING No C014021.05-C522 ISSUE 5


IND RD 1 24.0m WIDE
KR IND RD SW
KR IND RD N
DIST RD 1 (25.6m) WIDE
CH 40.000
CH 0.000
CH 20.000
TP 26.550
TP 17.004
TP 44.159
TP 364.696
CH 180.000
CH 200.000
CH 220.000
CH 240.000
CH 260.000
CH 280.000
CH 300.000
CH 320.000
CH 340.000
CH 360.000
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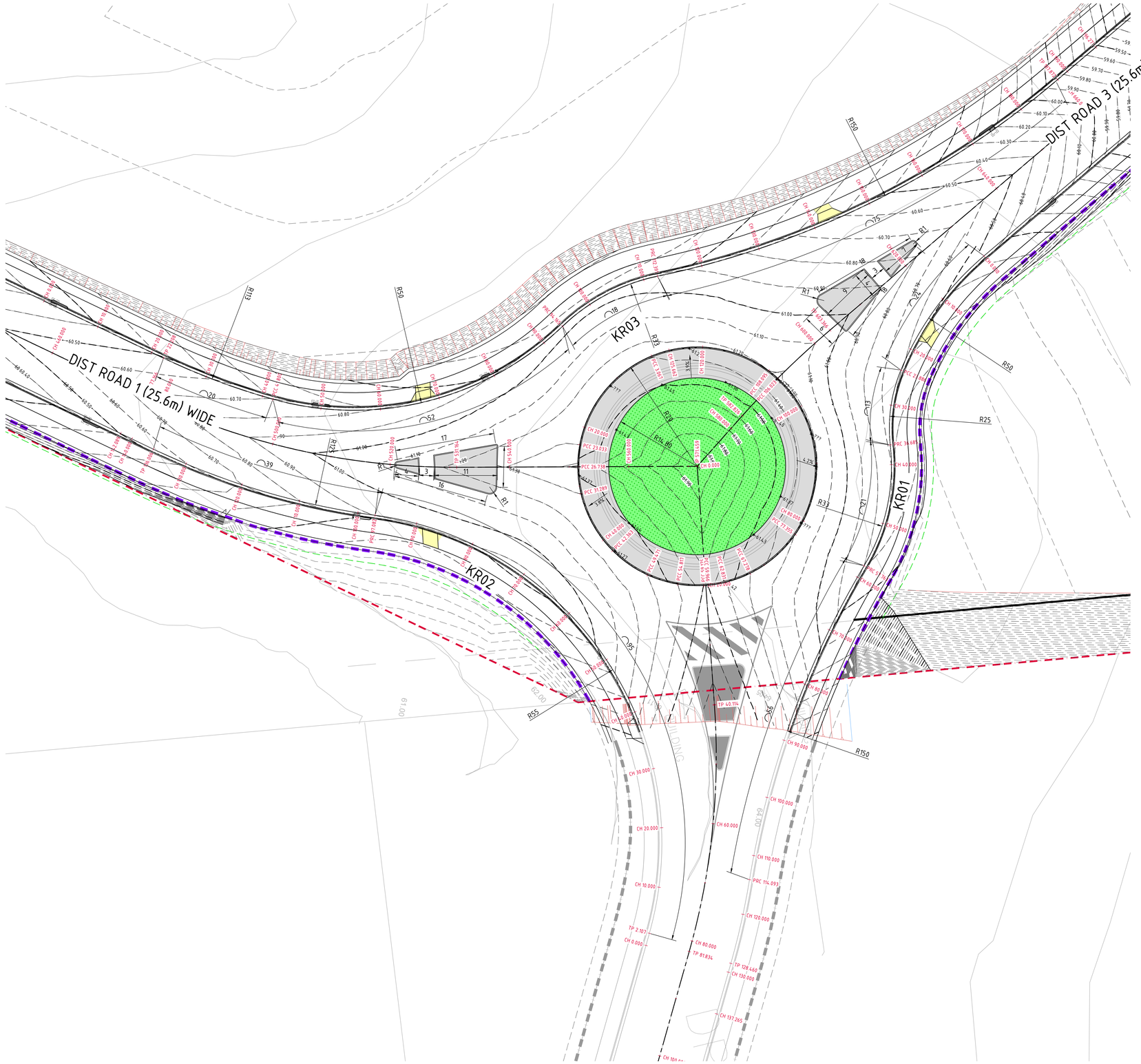

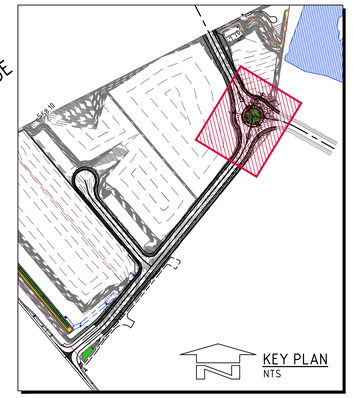

ROAD 1 & 3 ROUNDABOUT PLAN
SCALE 1:250

NOTES:
REFER TO DRAWING C543 & C544 FOR LONGITUDINAL SECTIONS.

500mm 0 1 2 3 4 5m
SCALE 1:50 AT A0 SIZE SHEET

2m 0 5 10 15 20 25m
SCALE 1:250 AT A0 SIZE SHEET

FOR SWC-4

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	4
ISSUED FOR SWC-3	08.04.25	3
ISSUED FOR SWC-3	21.02.25	2
ISSUED FOR CONSTRUCTION	24.07.24	1
ISSUED FOR CONSTRUCTION	02.05.24	0

PROJECT MANAGER: ProjectStrategy
ARCHITECT: nettletontribe
CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF:
DW			MW	A0	AS SHOWN	C014021.05-C542

CONSULT AUSTRALIA

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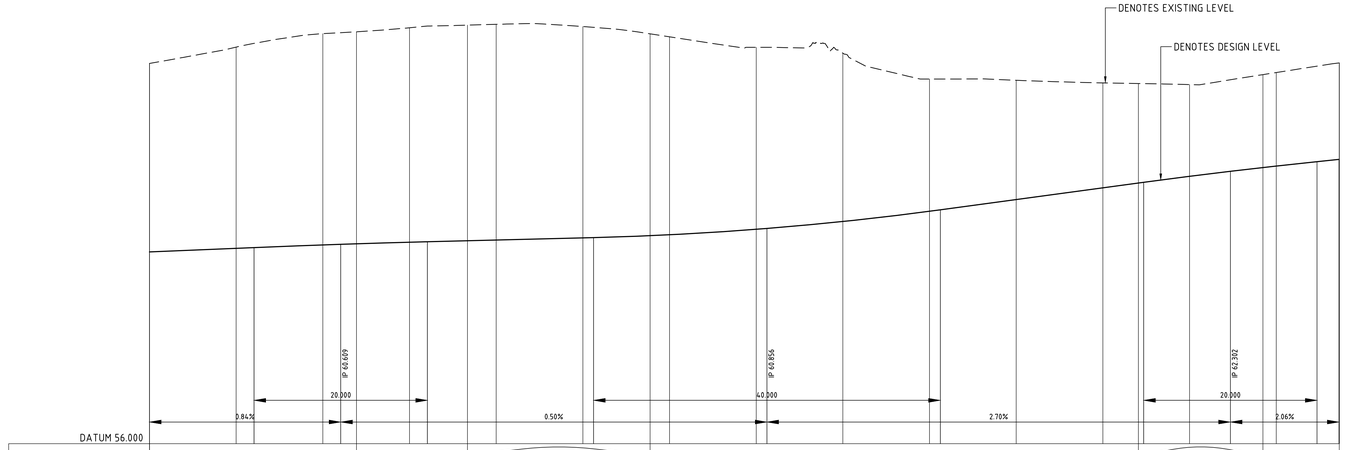
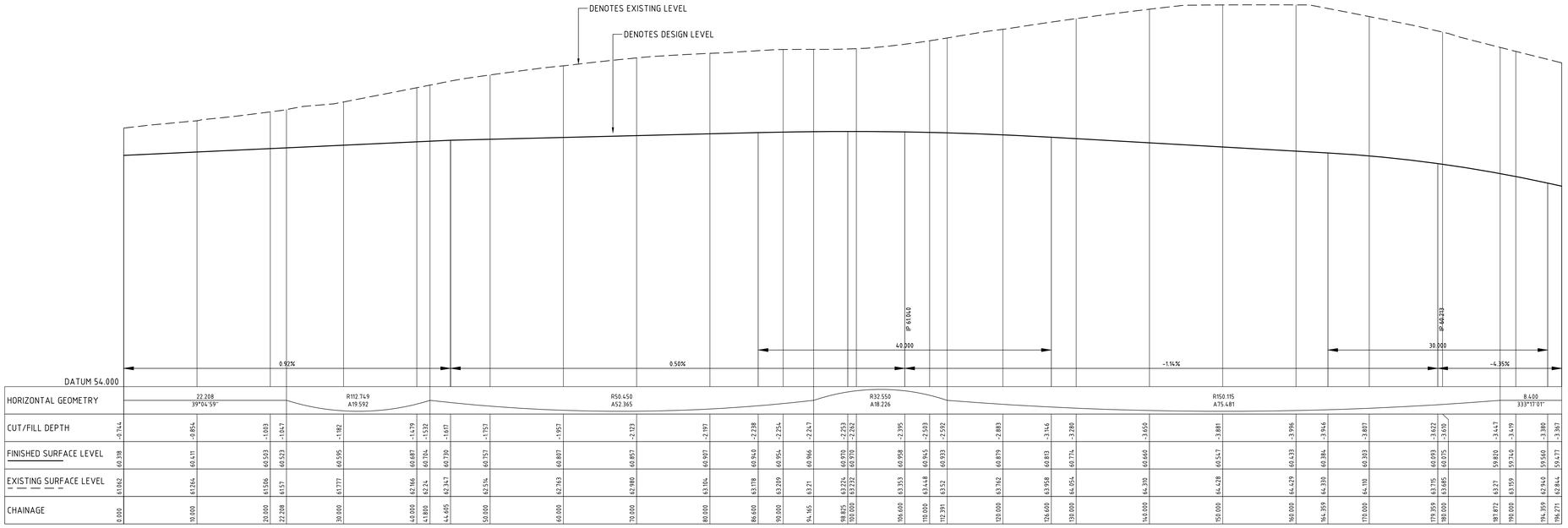
DRAWING TITLE: KERB RETURN PLAN
DIST RD 1 ROUNDABOUT

DRAWING No: C014021.05-C542
ISSUE: 4


DENOTES EXISTING LEVEL
DENOTES DESIGN LEVEL
IP 64.699
IP 64.855
IP 62.392
20.000
40.000
20.000
0.84%
0.50%
2.70%
2.06%

| | | |



LONGITUDINAL SECTION - KR03

HORIZONAL SCALE 1:250
VERTICAL SCALE 1:50

NOTES:
REFER TO DRAWING C542 FOR RETURN KERB PLAN.

500mm 0 1 2 3 4 5m
SCALE 1:50 AT A0 SIZE SHEET

2m 0 5 10 15 20 25m
SCALE 1:250 AT A0 SIZE SHEET

FOR SWC-4

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	4
ISSUED FOR SWC-3	08.04.25	3
ISSUED FOR SWC-3	21.05.25	2
ISSUED FOR CONSTRUCTION	24.07.24	1
ISSUED FOR CONSTRUCTION	02.05.24	0

AMENDMENTS	DATE	ISSUE

AMENDMENTS	DATE	ISSUE

PROJECT MANAGER: ProjectStrategy
ARCHITECT: nettletontribe
CLIENT: BURTON Civil Engineering Contractors

PROJECT
ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF:
DW			MW	A0	AS SHOWN	C014021.05-C544

CONSULT AUSTRALIA

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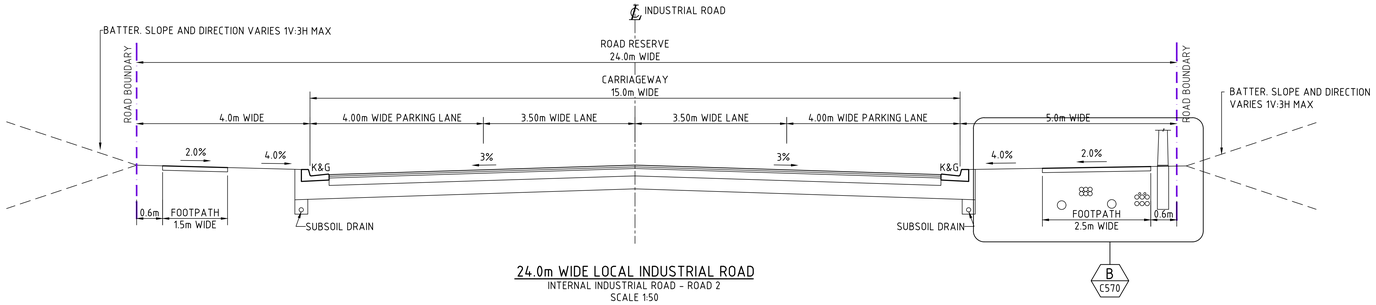
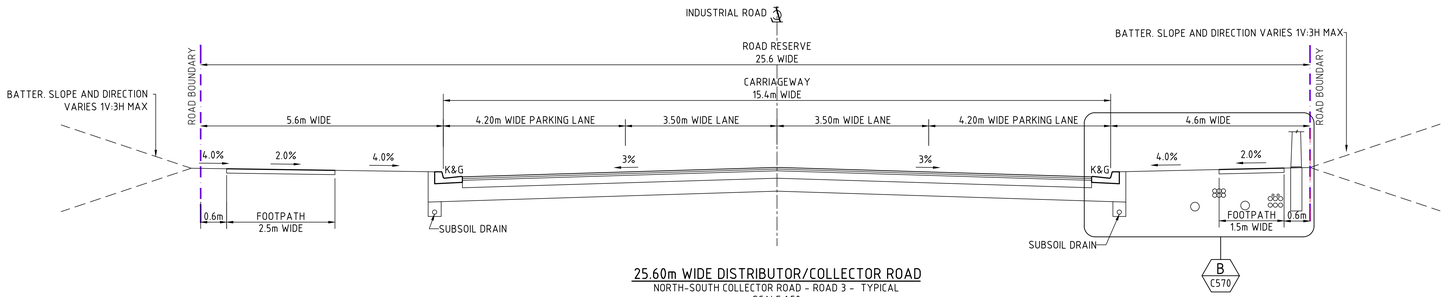
DRAWING TITLE
KERB RETURN SECTIONS
DIST RD 1 ROUNDABOUT
SHEET 2

DRAWING No C014021.05-C544 | ISSUE 4



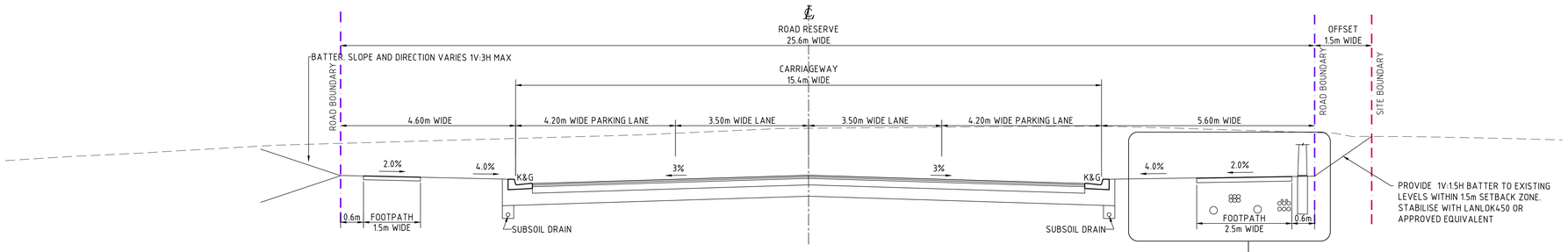
24.0m WIDE LOCAL INDUSTRIAL ROAD

INTERNAL INDUSTRIAL ROAD - ROAD 2
SCALE 1:50



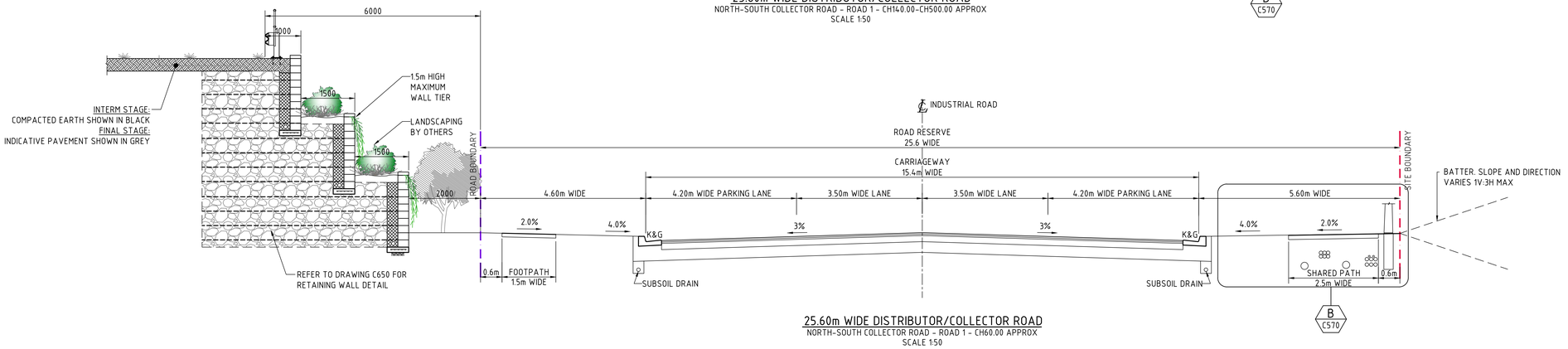
25.60m WIDE DISTRIBUTOR/COLLECTOR ROAD

NORTH-SOUTH COLLECTOR ROAD - ROAD 3 - TYPICAL
SCALE 1:50



25.60m WIDE DISTRIBUTOR/COLLECTOR ROAD

NORTH-SOUTH COLLECTOR ROAD - ROAD 1 - CH140.00-CH500.00 APPROX
SCALE 1:50



25.60m WIDE DISTRIBUTOR/COLLECTOR ROAD

NORTH-SOUTH COLLECTOR ROAD - ROAD 1 - CH60.00 APPROX
SCALE 1:50

200mm 0 500 1000 1500 2000mm
SCALE 1:20 AT A0 SIZE SHEET

500mm 0 1 2 3 4 5m
SCALE 1:50 AT A0 SIZE SHEET

FOR SWC-3

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-3	08.04.25	2
ISSUED FOR SWC-3	21.02.25	1
ISSUED FOR CONSTRUCTION	02.05.24	0
ISSUED FOR PRELIMINARY ONLY	15.03.24	A

AMENDMENTS DATE ISSUE | AMENDMENTS DATE ISSUE

PROJECT MANAGER: ProjectStrategy
ARCHITECT: nettlefontribe
CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED DW | DRAWN | DATE | CHECKED MW | SIZE A0 | SCALE AS SHOWN | CAD REF: C014021.05-C 550

CONSULT AUSTRALIA

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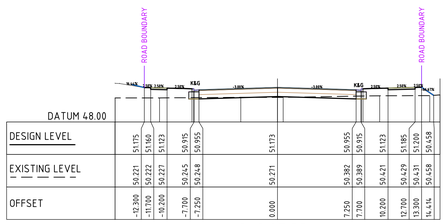
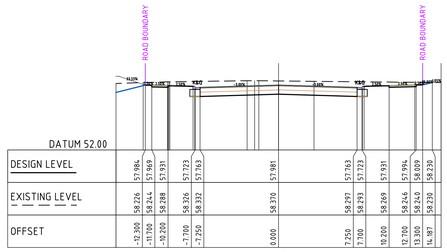
DRAWING TITLE: ROADWORKS TYPICAL SECTIONS
DRAWING NO: C014021.05-C550 ISSUE: 2



CL DIST RD 1
CH 160.000



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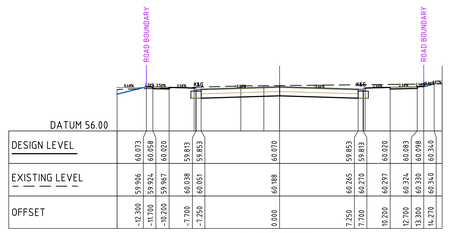

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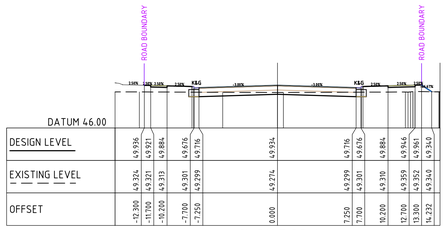

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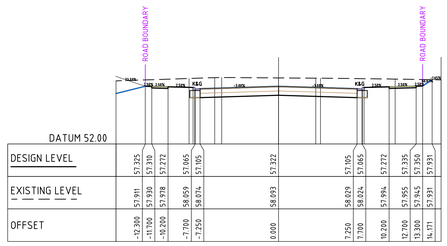

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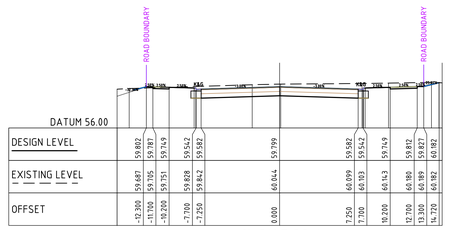
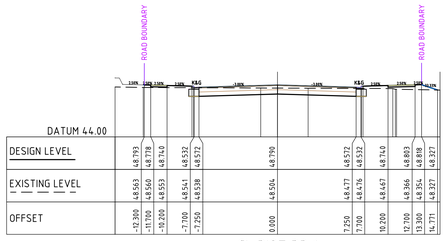
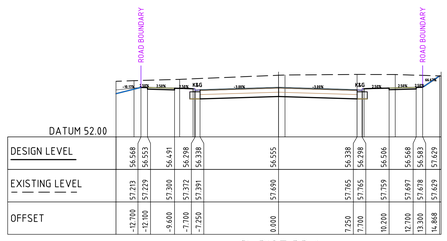


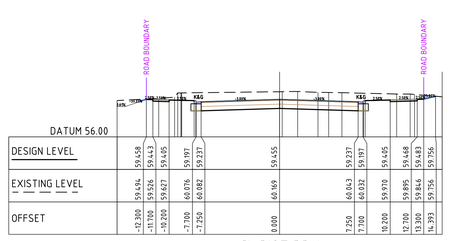
CL DIST RD 1
CH 380.000



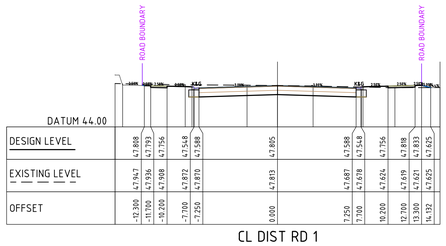
CL DIST RD 1
CH 120.000



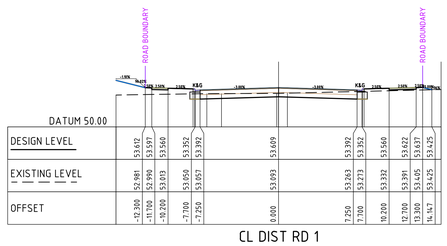
CL DIST RD 1
CH 260.000



CL DIST RD 1
CH 360.000



CL DIST RD 1
CH 100.000



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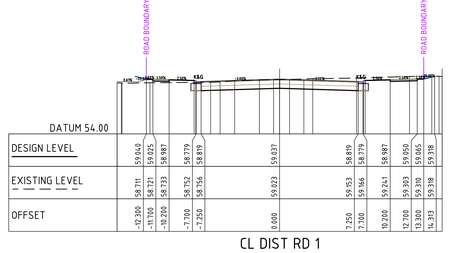
CH 200.000



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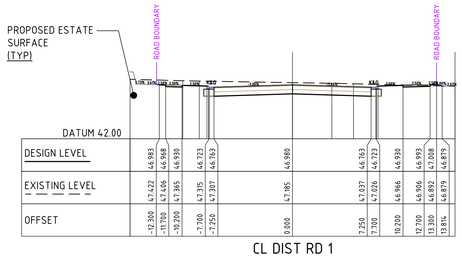

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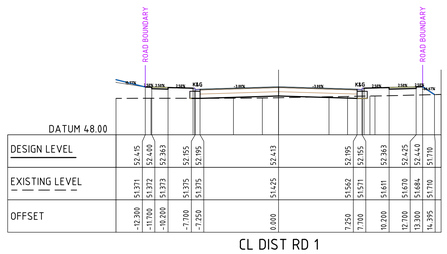
CH 80.000



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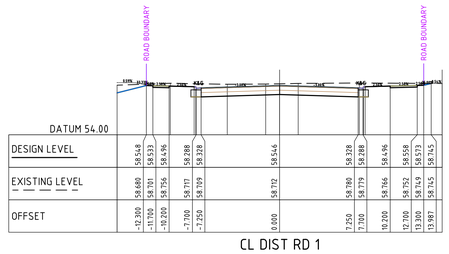

CL DIST RD 1
CH 320.000

FOR SWC-4

2m 0 5 10 15 20m
SCALE 1:200 AT A0 SIZE SHEET

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	4
ISSUED FOR SWC-3	08.04.25	3
ISSUED FOR SWC-3	21.02.25	2
ISSUED FOR CONSTRUCTION	24.07.24	1
ISSUED FOR CONSTRUCTION	02.05.24	0
ISSUED FOR PRELIMINARY ONLY	15.03.24	A

AMENDMENTS DATE ISSUE | AMENDMENTS DATE ISSUE | AMENDMENTS DATE ISSUE

PROJECT MANAGER: ProjectStrategy
ARCHITECT: nettletontribe
CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF:
DW			MW	A0	AS SHOWN	C014021.05-C561

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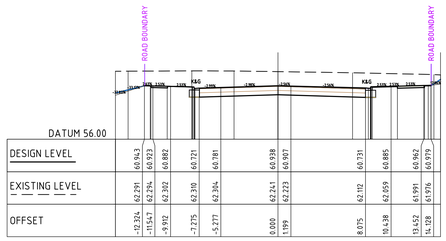
DRAWING TITLE: ROADWORKS SECTIONS SHEET 1
DRAWING No: C014021.05-C561
ISSUE: 4



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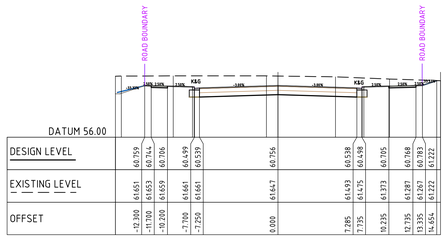
CH 500.000



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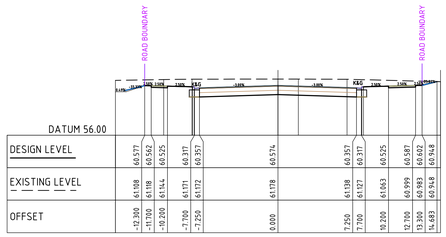

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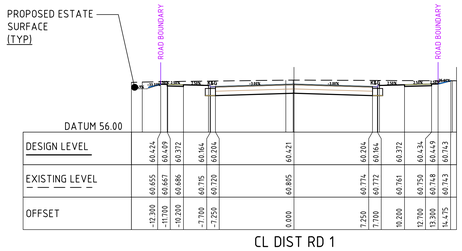
CH 460.000



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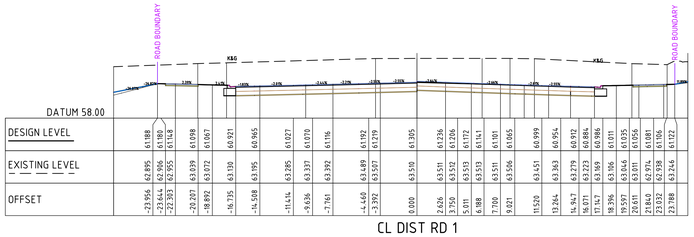
CH 440.000



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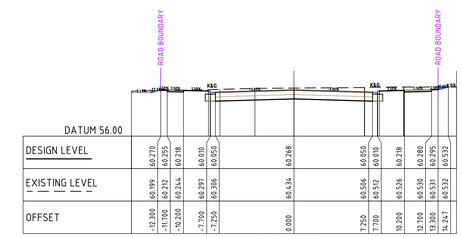
CH 540.000



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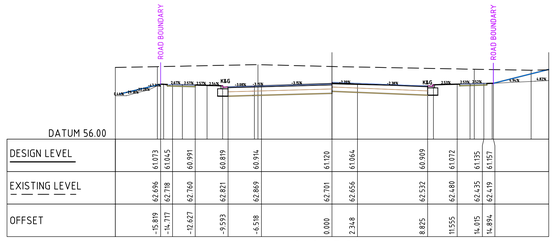
CH 420.000



CL DIST RD 1
CH 520.000

FOR SWC-4

2m 0 5 10 15 20m
SCALE 1:200 AT A0 SIZE SHEET

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	4
ISSUED FOR SWC-3	08.04.25	3
ISSUED FOR SWC-3	21.02.25	2
ISSUED FOR CONSTRUCTION	24.07.24	1
ISSUED FOR CONSTRUCTION	02.05.24	0
ISSUED FOR PRELIMINARY ONLY	15.03.24	A

AMENDMENTS DATE ISSUE | AMENDMENTS DATE ISSUE

PROJECT MANAGER: ProjectStrategy
ARCHITECT: nettletonribe
CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF
DW			MW	A0	AS SHOWN	C014021.05-C562

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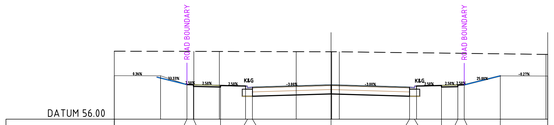
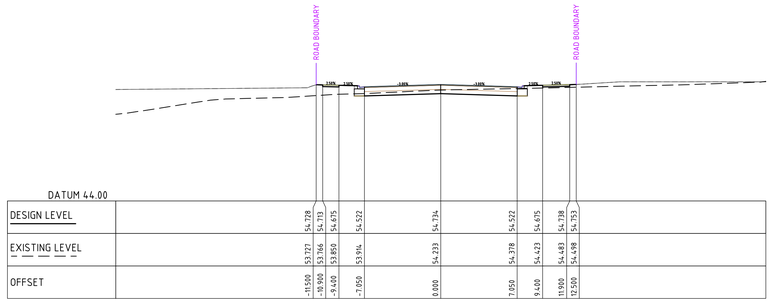
DRAWING TITLE: ROADWORKS SECTIONS
SHEET 2

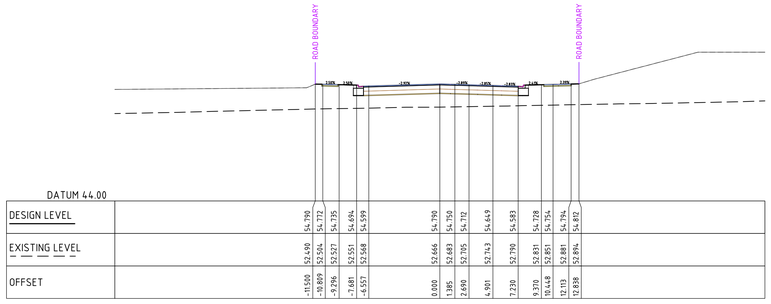
DRAWING No: C014021.05-C562 ISSUE: 4


ROAD BOUNDARY
ROAD BOUNDARY
K&G
K&G

| | | |



CL IND RD 1
CH 80.000
SCALE 1:200



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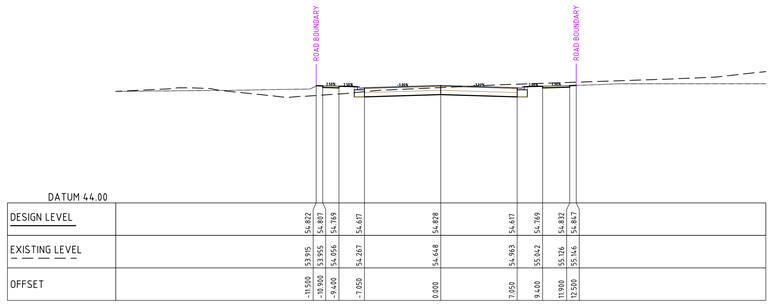

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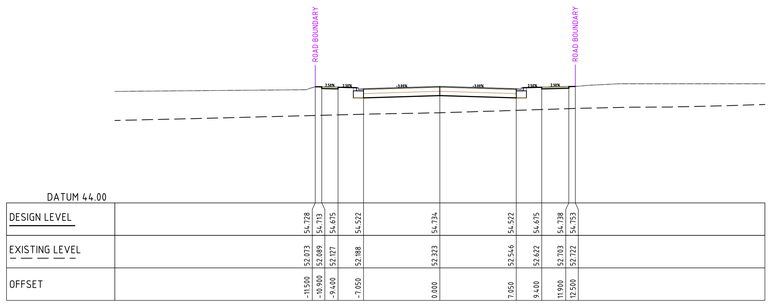
CH 60.000
SCALE 1:200



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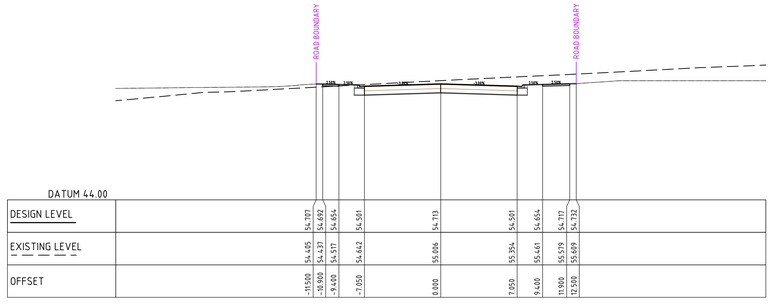

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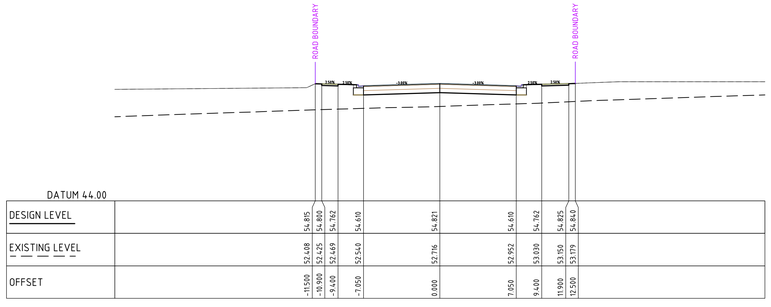

CL IND RD 1
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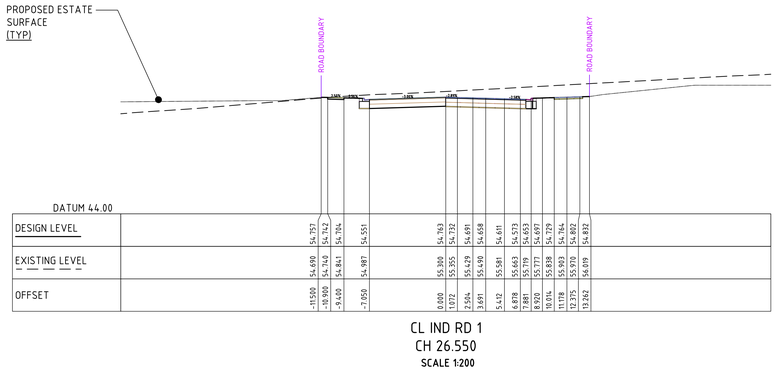
SCALE 1:200



CL IND RD 1
CH 26.550
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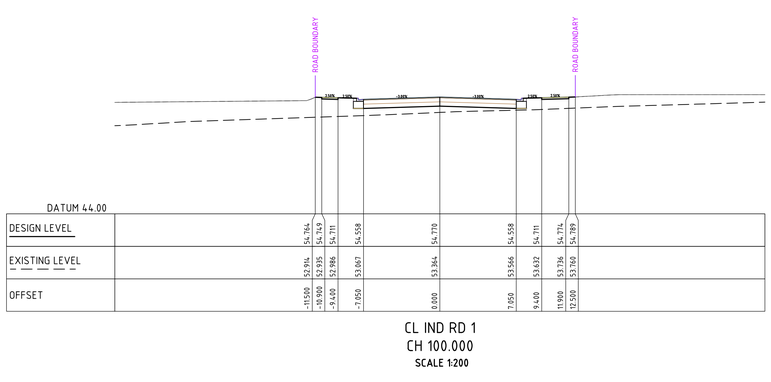

CL IND RD 1
CH 100.000
SCALE 1:200

FOR SWC-4

2m 0 5 10 15 20m
SCALE 1:200 AT A0 SIZE SHEET

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-3	08.04.25	4
ISSUED FOR SWC-3	21.02.25	3
ISSUED FOR CONSTRUCTION	24.07.24	2
ISSUED FOR CONSTRUCTION	08.05.24	1
ISSUED FOR CONSTRUCTION	02.05.24	0
ISSUED FOR PRELIMINARY ONLY	15.03.24	A

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	5

AMENDMENTS	DATE	ISSUE

PROJECT MANAGER: ProjectStrategy
ARCHITECT: nettleton tribe
CLIENT: BURTON Civil Engineering Contractors

PROJECT
ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF:
DW			MW	A0	AS SHOWN	C014021.05-C564

CONSULT AUSTRALIA

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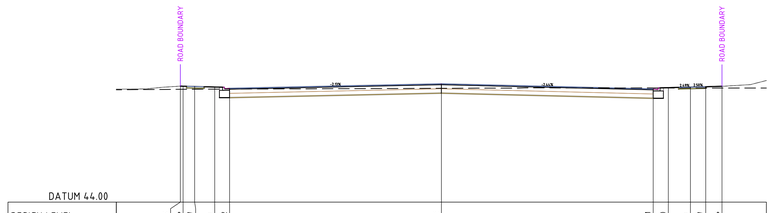
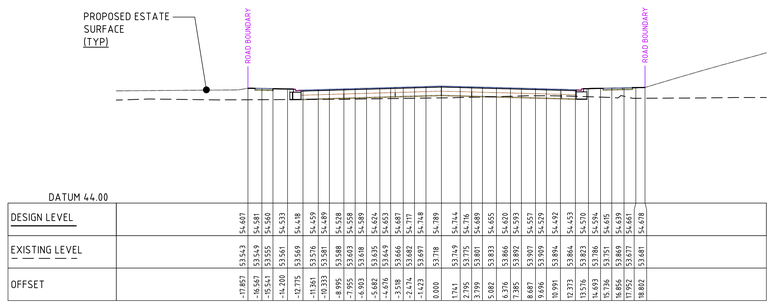
DRAWING TITLE
ROADWORKS SECTIONS
SHEET 4

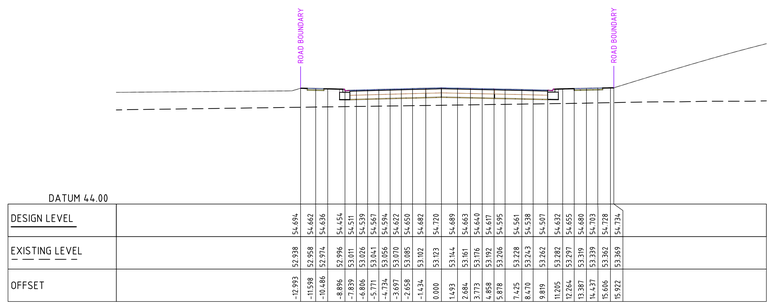
DRAWING No: C014021.05-C564
ISSUE: 5



CL IND RD 1
CH 203.189
SCALE 1:200



CL IND RD 1
CH 184.696
SCALE 1:200



CL IND RD 1
CH 173.788
SCALE 1:200

FOR SWC-4

2m 0 5 10 15 20m
SCALE 1:200 AT A0 SIZE SHEET

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-3	08.04.25	4
ISSUED FOR SWC-3	21.02.25	3
ISSUED FOR CONSTRUCTION	24.07.24	2
ISSUED FOR CONSTRUCTION	08.05.24	1
ISSUED FOR CONSTRUCTION	02.05.24	0
ISSUED FOR PRELIMINARY ONLY	15.03.24	A

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	5

AMENDMENTS	DATE	ISSUE

PROJECT MANAGER: ProjectStrategy
ARCHITECT: nettletontribe
CLIENT: BURTON Civil Engineering Contractors

PROJECT
ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF\
DW			MW	A0	AS SHOWN	C014021.05-C 565

CONSULT AUSTRALIA

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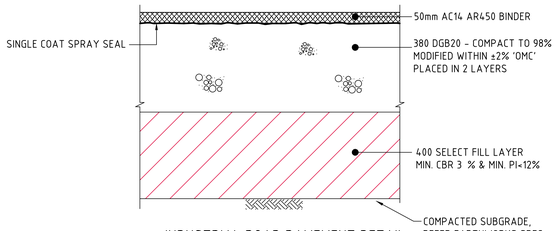
COSTIN ROE CONSULTING
CIVIL & STRUCTURAL ENGINEERS

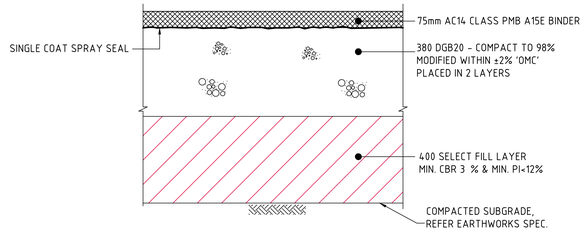
DRAWING TITLE
ROADWORKS SECTIONS
SHEET 5

DRAWING No C014021.05-C565
ISSUE 5



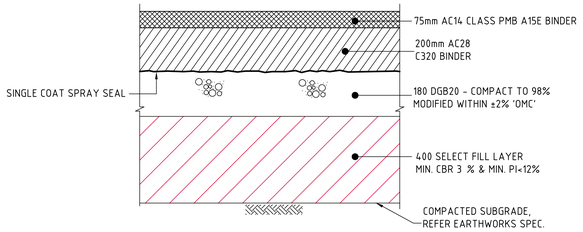
INDUSTRIAL ROAD PAVEMENT DETAIL

SCALE 1:10
DESIGN TRAFFIC $1x10^7$ ESA's
DESIGN CBR VALUE OF 3%
NOTE: FINAL DESIGN SUBJECT TO FURTHER TESTING TO CONFIRM CBR VALUE



CUL-DE-SAC PAVEMENT DETAILS

SCALE 1:10
DESIGN TRAFFIC $1x10^7$ ESA's
DESIGN CBR VALUE OF 3%
NOTE: FINAL DESIGN SUBJECT TO FURTHER TESTING TO CONFIRM CBR VALUE

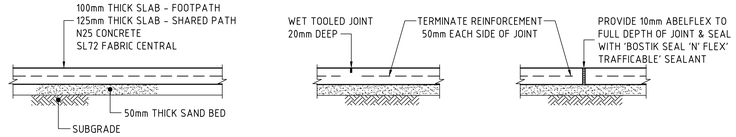


ROUNDABOUT PAVEMENT DETAILS

SCALE 1:10
DESIGN TRAFFIC $1x10^7$ ESA's
DESIGN CBR VALUE OF 3%
NOTE: FINAL DESIGN SUBJECT TO FURTHER TESTING TO CONFIRM CBR VALUE

BASIN ACCESS TRACK DETAILS

SCALE 1:10



PEDESTRIAN SLAB

SCALE 1:10

WET TOOLED JOINT

SCALE 1:10

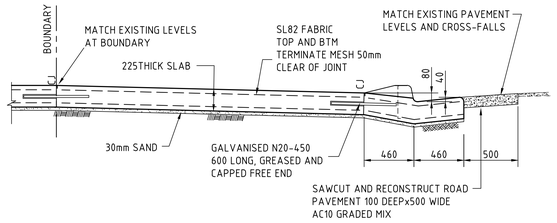
NOTE: PROVIDE SAWCUT JOINTS AT 2000 MAX. CTS.

BUTT JOINT

SCALE 1:10

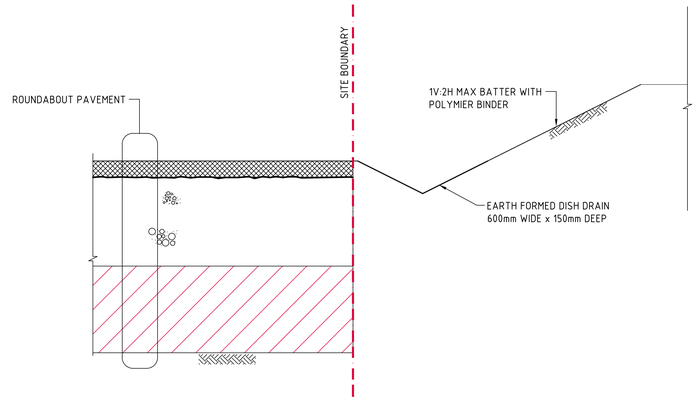
NOTE : PROVIDE EXPANSION JOINTS AT 6000 MAX. CTS.

PEDESTRIAN SLAB DETAILS



INDUSTRIAL VEHICULAR CROSS OVER DETAIL - IVC

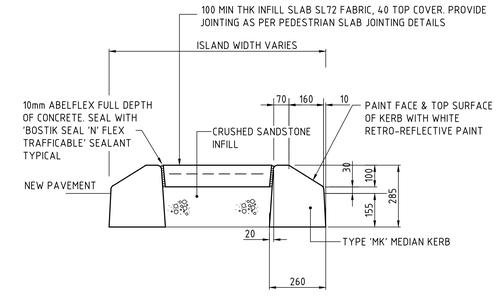
SCALE 1:20



A C502

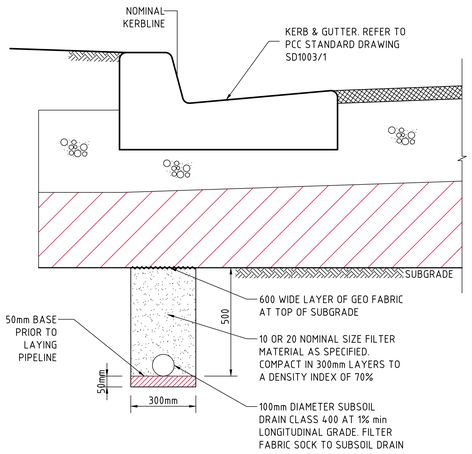
TYPICAL SECTION TEMPORARY ROUNDABOUT BOUNDARY WORKS

SCALE 1:10



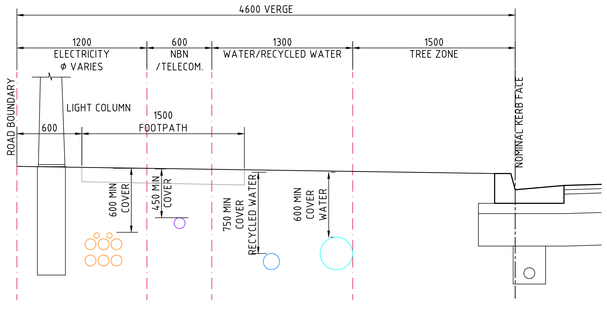
TYPICAL SECTION THRU' MEDIAN ISLAND

1:10



PENRITH CITY COUNCIL KERB & GUTTER

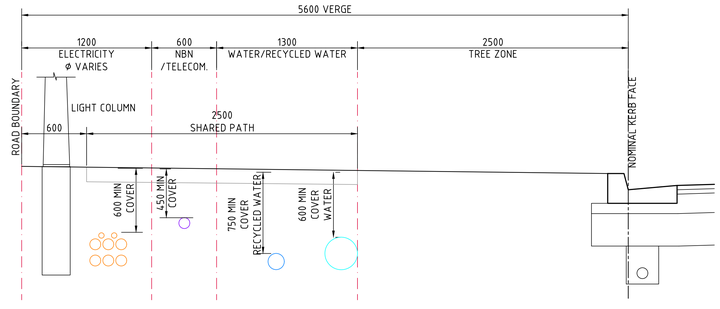
SCALE 1:10



TYPICAL SERVICES ARRANGEMENT FOR 4600 WIDE VERGE

SCALE 1:20

SERVICES ARRANGEMENT IS TYPICAL ONLY AND SUBJECT TO VALIDATION BY RESPECTIVE SERVICE PROVIDER.
ALL TRENCH DETAILS (UTILITY WARNING TAPE, CONDUIT SIZE AND SPACING, HORIZONTAL CLEARANCES, ETC) TO BE AS PER RESPECTIVE SERVICE PROVIDER SPECIFICATIONS.



TYPICAL SERVICES ARRANGEMENT FOR 5600 WIDE VERGE

SCALE 1:20

SERVICES ARRANGEMENT IS TYPICAL ONLY AND SUBJECT TO VALIDATION BY RESPECTIVE SERVICE PROVIDER.
ALL TRENCH DETAILS (UTILITY WARNING TAPE, CONDUIT SIZE AND SPACING, HORIZONTAL CLEARANCES, ETC) TO BE AS PER RESPECTIVE SERVICE PROVIDER SPECIFICATIONS.

550 / 550 SERVICE ARRANGEMENT IN VERGE DETAILS

100mm 0 200 400 600 800 1000mm
SCALE 1:10 AT A0 SIZE SHEET

200mm 0 500 1000 1500 2000mm
SCALE 1:20 AT A0 SIZE SHEET

FOR SWC-4

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-3	04.03.25	4
ISSUED FOR SWC-3	03.03.25	3
ISSUED FOR SWC-3	21.02.25	2
ISSUED FOR CONSTRUCTION	24.07.24	1
ISSUED FOR CONSTRUCTION	02.05.24	0
ISSUED FOR PRELIMINARY ONLY	15.03.24	A

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	6
ISSUED FOR SWC-3	08.04.25	5

AMENDMENTS	DATE	ISSUE

PROJECT MANAGER: ProjectStrategy
ARCHITECT: nettlefolintribe
CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF:
DW			MW	A0	AS SHOWN	C014021.05-C 570

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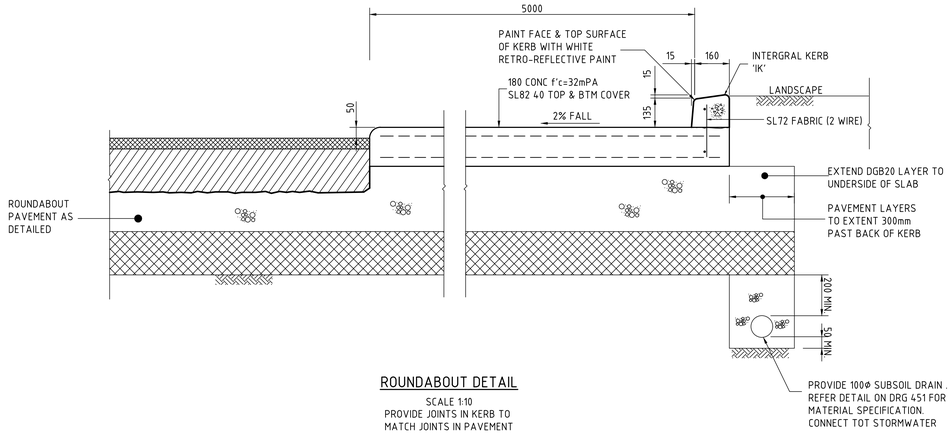
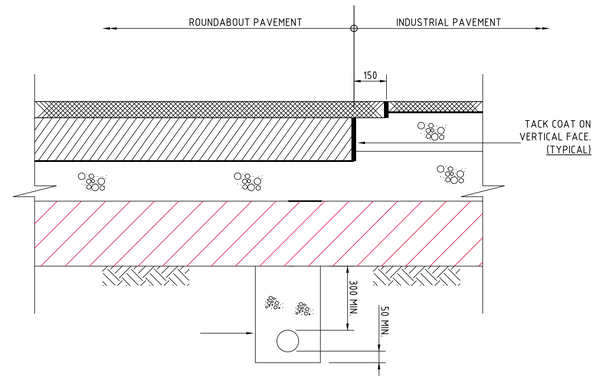
DRAWING TITLE: ROADWORKS DETAILS
DRAWING No: C014021.05-C570
ISSUE: 6



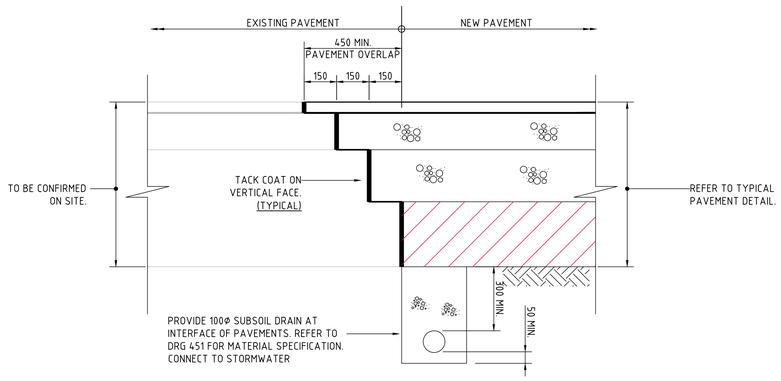
ROUNDABOUT DETAIL

SCALE 1:10
PROVIDE JOINTS IN KERB TO MATCH JOINTS IN PAVEMENT



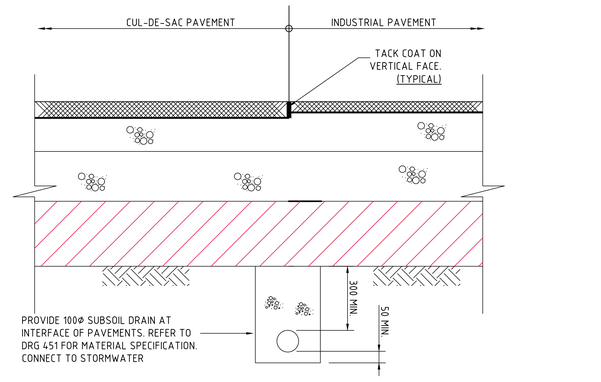
INDUSTRIAL PAVEMENT TYPE & ROUNDABOUT PAVEMENT INTERFACE DETAIL

SCALE 1:10



TYPICAL NEW / EXISTING PAVEMENT INTERFACE DETAIL

SCALE 1:10



INDUSTRIAL PAVEMENT TYPE & CUL-DE-SAC PAVEMENT INTERFACE DETAIL

SCALE 1:10

100mm 0 200 400 600 800 1000mm

SCALE 1:10 AT A0 SIZE SHEET

200mm 0 500 1000 1500 2000mm

SCALE 1:20 AT A0 SIZE SHEET

FOR SWC-4

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	2
ISSUED FOR SWC-3	08.04.25	1
ISSUED FOR SWC-3	03.03.25	0

PROJECT MANAGER: ProjectStrategy

ARCHITECT: nettlefontribe

CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF:
DW			MW	A0	AS SHOWN	C014021.05-C 571

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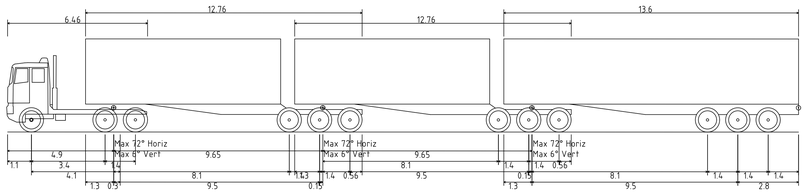
DRAWING TITLE: ROADWORKS DETAILS SHEET 2

DRAWING NO: C014021.05-C571

ISSUE: 2



B-Triple (36.5 m)

Overall Length	36.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.455m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m

PROPOSED 18m² SPLITTER ISLAND

PROPOSED 26m² SPLITTER ISLAND

ROAD BOUNDARY

ROAD BOUNDARY

ROAD BOUNDARY

ROAD BOUNDARY

ROAD BOUNDARY

ROAD WORKS & INTERFACE WITH ROUNDABOUT BY OTHERS DESIGN SHOWN INDICATIVELY, TO BE COORDINATED WITH ALTIS ROUNDABOUT DESIGN

PBS LEVEL 3 B-TRIPLE SWEPT PATHS PLAN NORTHBOUND

SCALE 1:250

LEGEND:

- PROPOSED SPLITTER ISLAND

SWEPT PATH NOTE:

ASSUMED SPEED 5km/h.

- VEHICLE CENTRELINE
- VEHICLE BODY PATH
- VEHICLE TYRE PATH
- VEHICLE BODY PATH 500mm CLEARANCE

NOTE:

THIS PLAN HAS BEEN PRODUCED USING VEHICLE MODELLING COMPUTER SOFTWARE AUTODESK VEHICLE TRACKING. THE VEHICLES ADOPTED ARE BASED UPON VEHICLE DATA PROVIDED BY THE SOFTWARE FOR AUSTROADS & AS2890.

2m 0 5 10 15 20 25m

SCALE 1:250 AT A0 SIZE SHEET

FOR SWC-4

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	2
ISSUED FOR SWC-3	08.04.25	1
ISSUED FOR SWC-3	14.03.25	0

PROJECT MANAGER: ProjectStrategy

ARCHITECT: nettletontribe

CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF:
DW			MW	A0	AS SHOWN	C014021.05-C581

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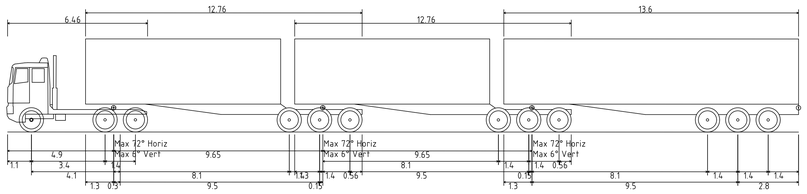
DRAWING TITLE: SWEPT PATH PLAN
PBS LEVEL 3 B-TRIPLE - SHEET 1
NORTHBOUND

DRAWING No: C014021.05-C581

ISSUE: 2



B-Triple (36.5 m)

Overall Length	36.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.455m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m

PROPOSED 18m² SPLITTER ISLAND

PROPOSED 26m² SPLITTER ISLAND

ROAD BOUNDARY

ROAD BOUNDARY

ROAD BOUNDARY

ROAD BOUNDARY

ROAD BOUNDARY

ROAD WORKS & INTERFACE WITH ROUNDABOUT BY OTHERS DESIGN SHOWN INDICATIVELY, TO BE COORDINATED WITH ALTIS ROUNDABOUT DESIGN

PBS LEVEL 3 B-TRIPLE SWEPT PATHS PLAN SOUTHBOUND

SCALE 1:250

FOR SWC-4

LEGEND:

- PROPOSED SPLITTER ISLAND

SWEPT PATH NOTE:

ASSUMED SPEED 5km/h.

- VEHICLE CENTRELINE
- VEHICLE BODY PATH
- VEHICLE TYRE PATH
- VEHICLE BODY PATH 500mm CLEARANCE

NOTE:

THIS PLAN HAS BEEN PRODUCED USING VEHICLE MODELLING COMPUTER SOFTWARE AUTODESK VEHICLE TRACKING. THE VEHICLES ADOPTED ARE BASED UPON VEHICLE DATA PROVIDED BY THE SOFTWARE FOR AUSTROADS & AS2890.

2m 0 5 10 15 20 25m

SCALE 1:250 AT A0 SIZE SHEET

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	2
ISSUED FOR SWC-3	08.04.25	1
ISSUED FOR SWC-3	12.03.25	0

PROJECT MANAGER: ProjectStrategy

ARCHITECT: nettletontribe

CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF:
DW			MW	A0	AS SHOWN	C014021.05-C582

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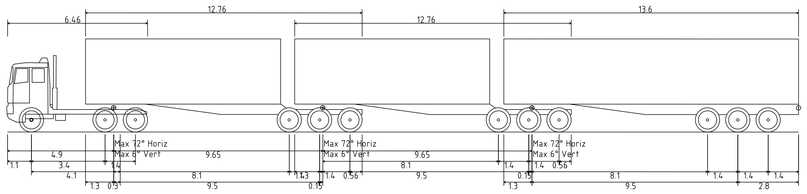
DRAWING TITLE:
SWEPT PATH PLAN
PBS LEVEL 3 B-TRIPLE - SHEET 2
SOUTHBOUND

DRAWING No: C014021.05-C582

ISSUE: 2



B-Triple (36.5 m)

Overall Length	36.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.455m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m

PROPOSED 18m² SPLITTER ISLAND

PROPOSED 26m² SPLITTER ISLAND

ROAD BOUNDARY

ROAD WORKS & INTERFACE WITH ROUNDABOUT BY OTHERS DESIGN SHOWN INDICATIVELY, TO BE COORDINATED WITH ALTIS ROUNDABOUT DESIGN

PBS LEVEL 3 B-TRIPLE SWEPT PATHS PLAN WESTBOUND
SCALE 1:250

FOR SWC-4

LEGEND:

- PROPOSED SPLITTER ISLAND

SWEPT PATH NOTE:
ASSUMED SPEED 5km/h.

- VEHICLE CENTRELINE
- VEHICLE BODY PATH
- VEHICLE TYRE PATH
- VEHICLE BODY PATH 500mm CLEARANCE

NOTE:
THIS PLAN HAS BEEN PRODUCED USING VEHICLE MODELLING COMPUTER SOFTWARE AUTODESK VEHICLE TRACKING. THE VEHICLES ADOPTED ARE BASED UPON VEHICLE DATA PROVIDED BY THE SOFTWARE FOR AUSTROADS & AS2890.

2m 0 5 10 15 20 25m
SCALE 1:250 AT A0 SIZE SHEET

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	2
ISSUED FOR SWC-3	08.04.25	1
ISSUED FOR SWC-3	12.03.25	0

PROJECT MANAGER: ProjectStrategy
ARCHITECT: nettletontribe
CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED DW | DRAWN | DATE | CHECKED MW | SIZE A0 | SCALE AS SHOWN | CAD REF: C014021.05-C583

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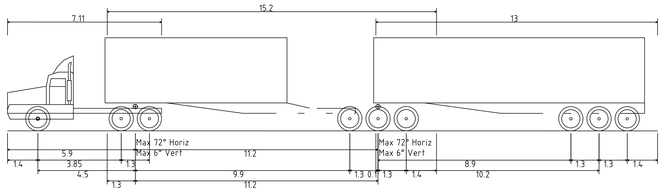
DRAWING TITLE: SWEPT PATH PLAN
PBS LEVEL 3 B-TRIPLE - SHEET 3
WESTBOUND

DRAWING No: C014021.05-C583 | ISSUE: 2



Super B-Double (30.0m)

Overall Length	30.000m
Overall Widfh	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m

PROPOSED 18m² SPLITTER ISLAND

PROPOSED 26m² SPLITTER ISLAND

ROAD BOUNDARY

ROAD WORKS & INTERFACE WITH ROUNDABOUT BY OTHERS DESIGN SHOWN INDICATIVELY, TO BE COORDINATED WITH ALTIS ROUNDABOUT DESIGN

SUPER B-DOUBLE CONCURRENT NORTHBOUND
SCALE 1:250

FOR SWC-4

LEGEND:

PROPOSED SPLITTER ISLAND

SWEPT PATH NOTE:
ASSUMED SPEED 5km/h.

- VEHICLE CENTRELINE
- VEHICLE BODY PATH
- VEHICLE TYRE PATH
- VEHICLE BODY PATH 500mm CLEARANCE

NOTE:
THIS PLAN HAS BEEN PRODUCED USING VEHICLE MODELLING COMPUTER SOFTWARE AUTODESK VEHICLE TRACKING. THE VEHICLES ADOPTED ARE BASED UPON VEHICLE DATA PROVIDED BY THE SOFTWARE FOR AUSTROADS & AS2890.

2m 0 5 10 15 20 25m
SCALE 1:250 AT A0 SIZE SHEET

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	2
ISSUED FOR SWC-3	08.04.25	1
ISSUED FOR SWC-3	24.02.25	0

PROJECT MANAGER: ProjectStrategy
ARCHITECT: nettletontribe
CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF:
DW			MW	A0	AS SHOWN	C014021.05-C591

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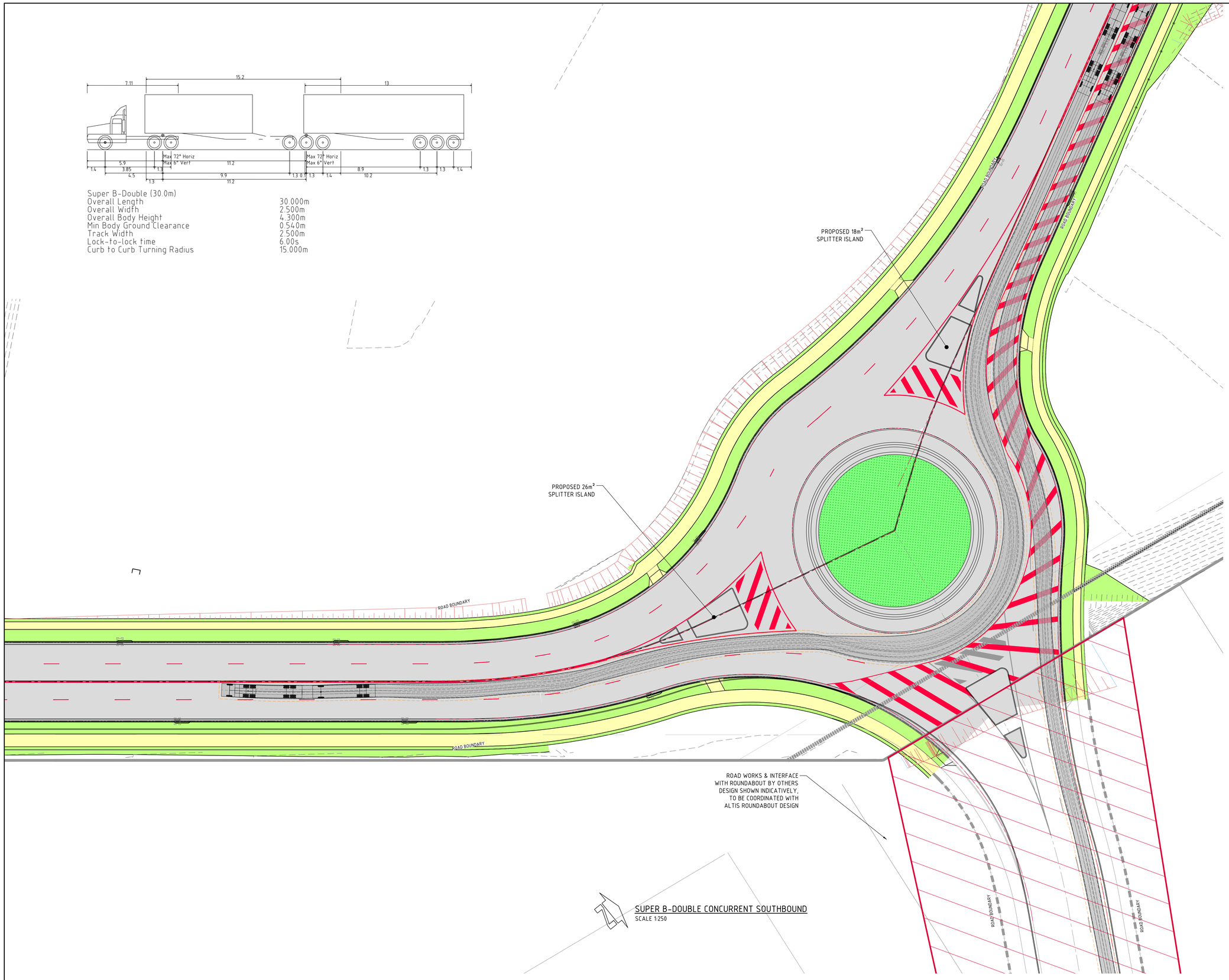
DRAWING TITLE:
SWEPT PATH PLAN
SUPER B-DOUBLE CONCURRENT NORTHBOUND

DRAWING No: C014021.05-C591
ISSUE: 2

Super B-Double (30.0m)

Overall Length	30.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m



SUPER B-DOUBLE CONCURRENT SOUTHBOUND
SCALE 1:250

LEGEND:

PROPOSED SPLITTER ISLAND

SWEPT PATH NOTE:
ASSUMED SPEED 5km/h.

- VEHICLE CENTRELINE
- VEHICLE BODY PATH
- VEHICLE TYRE PATH
- VEHICLE BODY PATH 500mm CLEARANCE

NOTE:
THIS PLAN HAS BEEN PRODUCED USING VEHICLE MODELLING COMPUTER SOFTWARE AUTODESK VEHICLE TRACKING. THE VEHICLES ADOPTED ARE BASED UPON VEHICLE DATA PROVIDED BY THE SOFTWARE FOR AUSTROADS & AS2890.

2m 0 5 10 15 20 25m
SCALE 1:250 AT A0 SIZE SHEET

FOR SWC-4

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	2
ISSUED FOR SWC-3	08.04.25	1
ISSUED FOR SWC-3	24.02.25	0

PROJECT MANAGER: ProjectStrategy
ARCHITECT: nettletontribe
CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF:
DW			MW	A0	AS SHOWN	C014021.05-C592

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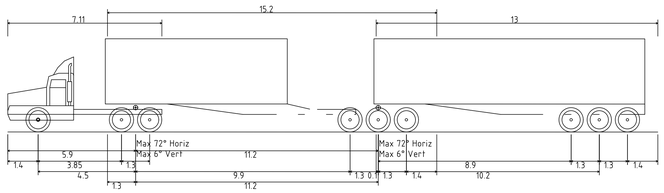
DRAWING TITLE:
SWEPT PATH PLAN
SUPER B-DOUBLE CONCURRENT SOUTHBOUND

DRAWING No: C014021.05-C 592
ISSUE: 2



Super B-Double (30.0m)	
Overall Length	30.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m

PROPOSED 18m² SPLITTER ISLAND

PROPOSED 26m² SPLITTER ISLAND

ROAD BOUNDARY

ROAD BOUNDARY

ROAD BOUNDARY

ROAD BOUNDARY

ROAD BOUNDARY

B-DOUBLE LEFT AND RIGHT TURN
SCALE 1:250

FOR SWC-4

LEGEND:

PROPOSED SPLITTER ISLAND

SWEPT PATH NOTE:
ASSUMED SPEED 5km/h.

VEHICLE CENTRELINE
VEHICLE BODY PATH
VEHICLE TYRE PATH
VEHICLE BODY PATH 500mm CLEARANCE

NOTE:
THIS PLAN HAS BEEN PRODUCED USING VEHICLE MODELLING COMPUTER SOFTWARE AUTODESK VEHICLE TRACKING. THE VEHICLES ADOPTED ARE BASED UPON VEHICLE DATA PROVIDED BY THE SOFTWARE FOR AUSTROADS & AS2890.

2m 0 5 10 15 20 25m
SCALE 1:250 AT A0 SIZE SHEET

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	2
ISSUED FOR SWC-3	08.04.25	1
ISSUED FOR SWC-3	24.02.25	0

PROJECT MANAGER: ProjectStrategy
ARCHITECT: nettletontribe
CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF:
DW			MW	A0	AS SHOWN	C014021.05-C593

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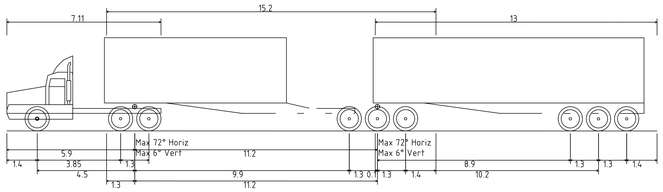
DRAWING TITLE: SWEPT PATH PLAN
B-DOUBLE LEFT AND RIGHT TURN
ROUNDABOUT

DRAWING NO: C014021.05-C593
ISSUE: 2



Super B-Double (30.0m)

Overall Length	30.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m

PROPOSED 18m² SPLITTER ISLAND

PROPOSED 26m² SPLITTER ISLAND

ROAD BOUNDARY

ROAD WORKS & INTERFACE WITH ROUNDABOUT BY OTHERS DESIGN SHOWN INDICATIVELY, TO BE COORDINATED WITH ALTIS ROUNDABOUT DESIGN

A-DOUBLE CONCURRENT & PASSENGER VEHICLE NORTHBOUND

SCALE 1:250

FOR SWC-4

LEGEND:

- PROPOSED SPLITTER ISLAND

SWEPT PATH NOTE:
ASSUMED SPEED 5km/h.

- VEHICLE CENTRELINE
- VEHICLE BODY PATH
- VEHICLE TYRE PATH
- VEHICLE BODY PATH 500mm CLEARANCE

NOTE:
THIS PLAN HAS BEEN PRODUCED USING VEHICLE MODELLING COMPUTER SOFTWARE AUTODESK VEHICLE TRACKING. THE VEHICLES ADOPTED ARE BASED UPON VEHICLE DATA PROVIDED BY THE SOFTWARE FOR AUSTROADS & AS2890.

2m 0 5 10 15 20 25m

SCALE 1:250 AT A0 SIZE SHEET

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	2
ISSUED FOR SWC-3	08.04.25	1
ISSUED FOR SWC-3	24.02.25	0

PROJECT MANAGER: ProjectStrategy

ARCHITECT: nettletontribe

CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF:
DW			MW	A0	AS SHOWN	C014021.05-C594

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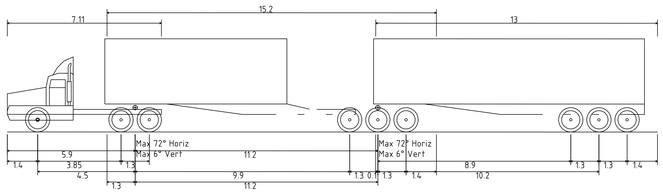
DRAWING TITLE: SWEPT PATH PLAN
A-DOUBLE CONCURRENT

DRAWING No: C014021.05-C 594 ISSUE: 2



Super B-Double (30.0m)	
Overall Length	30.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m

PROPOSED 18m² SPLITTER ISLAND

PROPOSED 26m² SPLITTER ISLAND

ROAD BOUNDARY

ROAD WORKS & INTERFACE WITH ROUNDABOUT BY OTHERS DESIGN SHOWN INDICATIVELY, TO BE COORDINATED WITH ALTIS ROUNDABOUT DESIGN

A-DOUBLE CONCURRENT & PASSENGER VEHICLE SOUTHBOUND

SCALE 1:250

FOR SWC-4

LEGEND:

PROPOSED SPLITTER ISLAND

SWEPT PATH NOTE:

ASSUMED SPEED 5km/h.

- VEHICLE CENTRELINE
- VEHICLE BODY PATH
- VEHICLE TYRE PATH
- VEHICLE BODY PATH 500mm CLEARANCE

NOTE:

THIS PLAN HAS BEEN PRODUCED USING VEHICLE MODELLING COMPUTER SOFTWARE AUTODESK VEHICLE TRACKING. THE VEHICLES ADOPTED ARE BASED UPON VEHICLE DATA PROVIDED BY THE SOFTWARE FOR AUSTROADS & AS2890.

2m 0 5 10 15 20 25m

SCALE 1:250 AT A0 SIZE SHEET

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	2
ISSUED FOR SWC-3	08.04.25	1
ISSUED FOR SWC-3	24.02.25	0

PROJECT MANAGER: ProjectStrategy

ARCHITECT: nettletontribe

CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF:
DW			MW	A0	AS SHOWN	C014021.05-C595

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COSTIN ROE CONSULTING | CIVIL & STRUCTURAL ENGINEERS

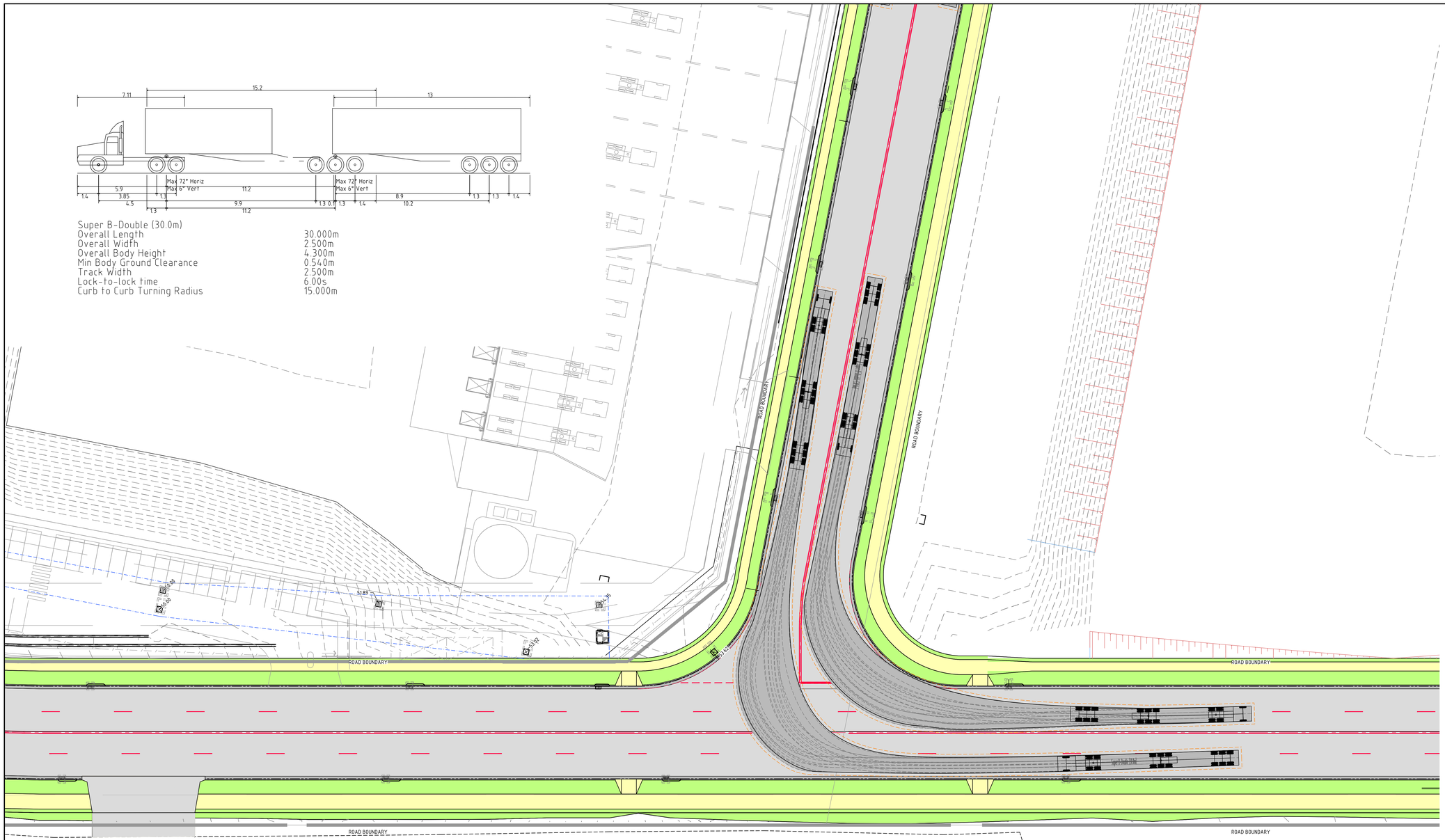
DRAWING TITLE: SWEPT PATH PLAN
A-DOUBLE CONCURRENT &
A-DOUBLE SOUTHBOUND

DRAWING No: C014021.05-C595

ISSUE: 2

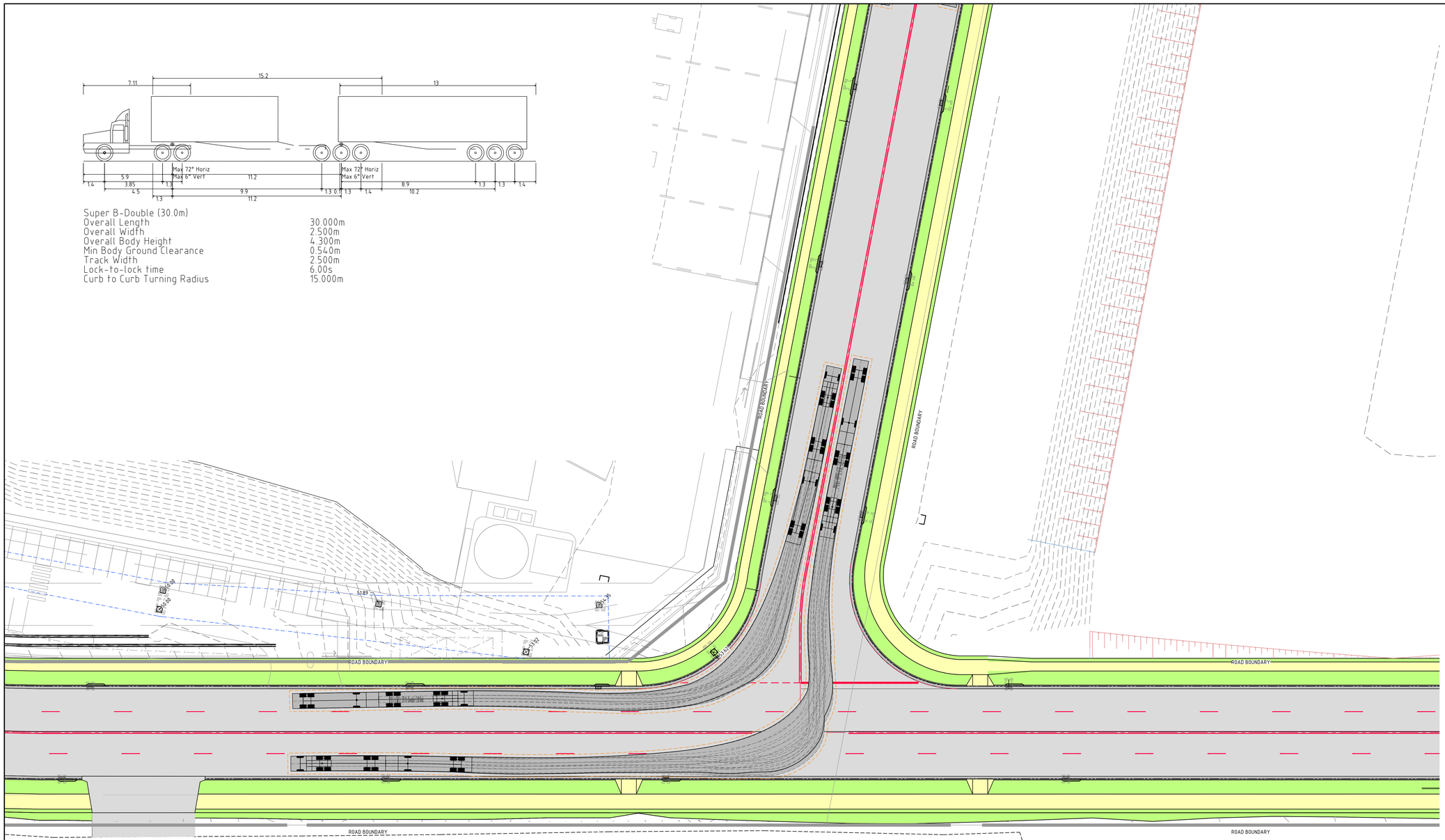
Super B-Double (30.0m)

Overall Length	30.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m


ROAD BOUNDARY
ROAD BOUNDARY
ROAD BOUNDARY
ROAD BOUNDARY
ROAD BOUNDARY
51.89
51.92
51.92
51.92

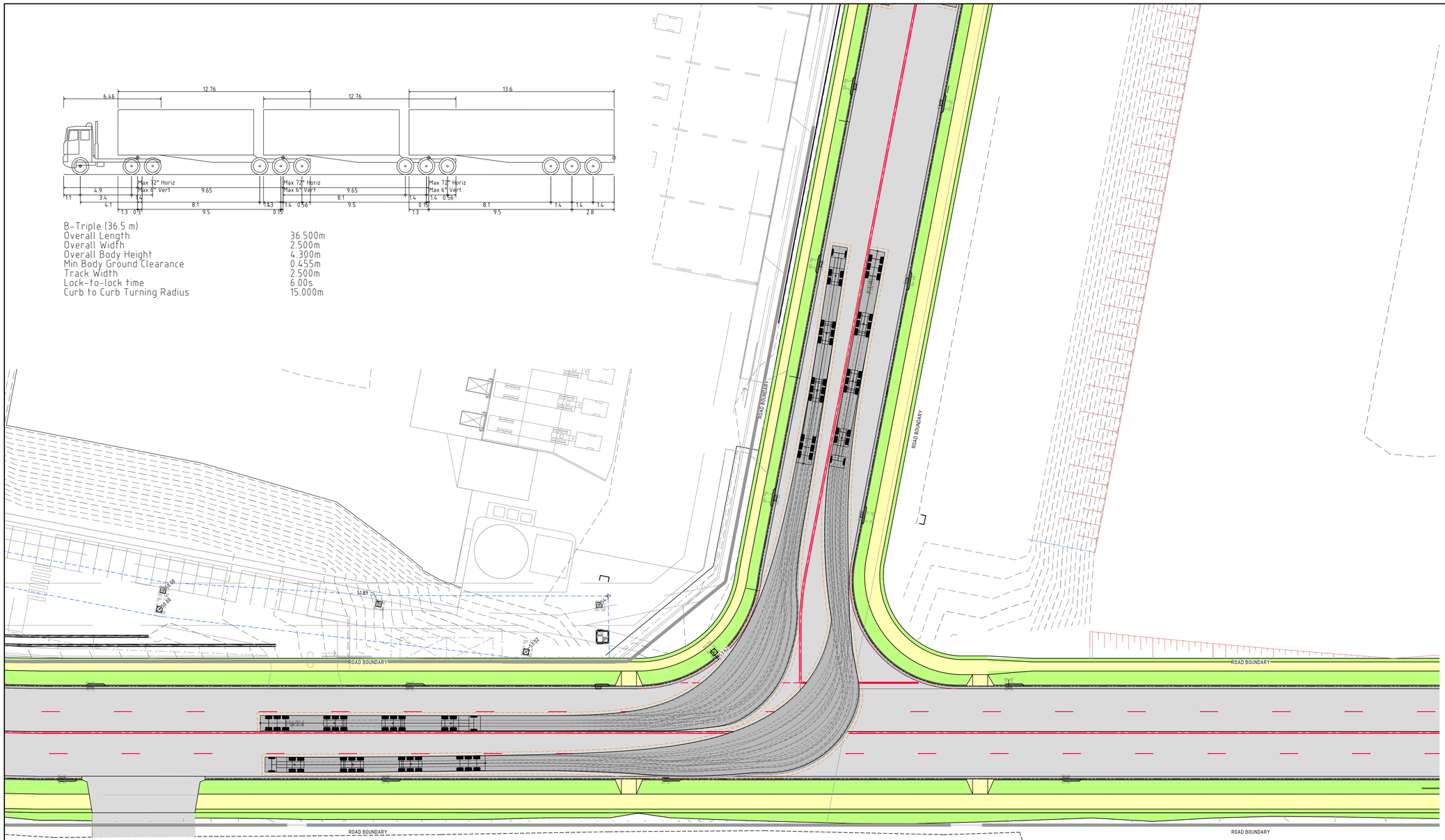
Super B-Double (30.0m)

Overall Length	30.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m


ROAD BOUNDARY
ROAD BOUNDARY
ROAD BOUNDARY
ROAD BOUNDARY
ROAD BOUNDARY
51.89
51.89
51.89

B-Triple (36.5 m)

Overall Length	36.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.455m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m



B-TRIPLE LEFT HAND TURN IN RIGHT HAND TURN OUT
SCALE 1:250

LEGEND:

PROPOSED SPLITTER ISLAND

SWEPT PATH NOTE:
ASSUMED SPEED 5km/h.

- VEHICLE CENTRELINE
- VEHICLE BODY PATH
- VEHICLE TYRE PATH
- VEHICLE BODY PATH 500mm CLEARANCE

NOTE:
THIS PLAN HAS BEEN PRODUCED USING VEHICLE MODELLING COMPUTER SOFTWARE AUTODESK VEHICLE TRACKING.
THE VEHICLES ADOPTED ARE BASED UPON VEHICLE DATA PROVIDED BY THE SOFTWARE FOR AUSTROADS & AS2890.

2m 0 5 10 15 20 25m
SCALE 1:250 AT A0 SIZE SHEET

FOR SWC-4

AMENDMENTS	DATE	ISSUE
ISSUED FOR SWC-4	07.05.25	2
ISSUED FOR SWC-3	08.04.25	1
ISSUED FOR SWC-3	24.02.25	0

PROJECT MANAGER: ProjectStrategy
ARCHITECT: nettletontribe
CLIENT: BURTON Civil Engineering Contractors

PROJECT: ACCESS LOGISTICS PARK
884-928 MAMRE ROAD
KEMPS CREEK, NSW

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF.
DW			MW	A0	AS SHOWN	C014021.05-C598

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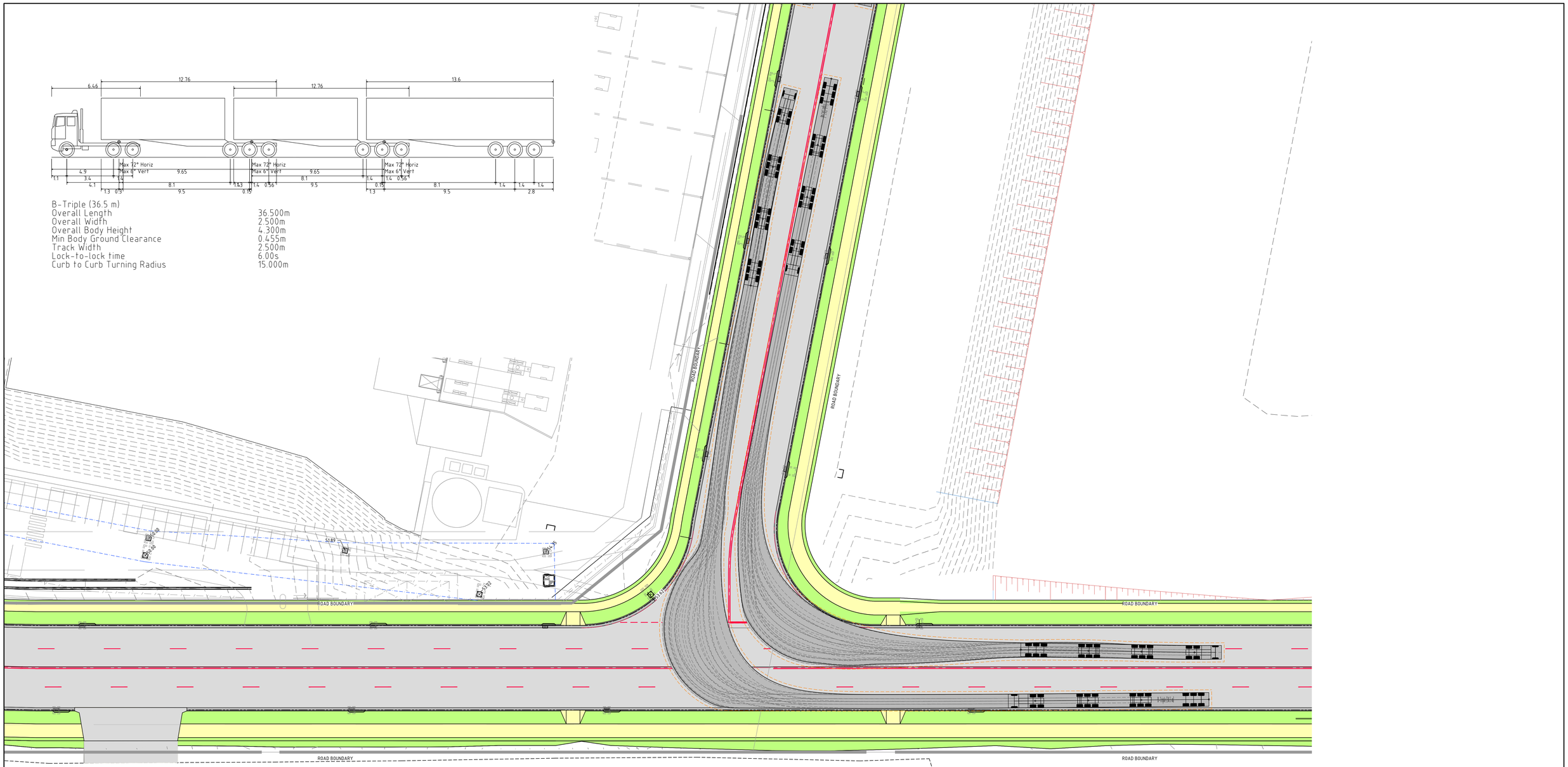
DRAWING TITLE
SWEPT PATH PLAN
B-TRIPLE LEFT HAND TURN IN AND RIGHT HAND TURN OUT

DRAWING No. C014021.05-C598 ISSUE 2

B-Triple (36.5 m)	
Overall Length	36.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.455m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m


ROAD BOUNDARY
ROAD BOUNDARY
ROAD BOUNDARY
ROAD BOUNDARY
ROAD BOUNDARY
51.89
51.92
51.92
51.92

BARINGS SITE

MIRVAC SITE

Item 3 - BARINGS ACCESS ROAD (INCL. PERMANENT ROUNDABOUT)

APPROVALS:
APPROVED UNDER BARINGS SSD-17647189 AND TO BE CONSTRUCTED BY BARINGS INCL. PERMANENT ROUNDABOUT.

WORKS:
TO BE CONSTRUCTED BY BARINGS IN ACCORDANCE WITH REQUIREMENTS UNDER BARINGS CONSENT SSD-17647189.

LAND DEDICATION:
IN ACCORDANCE WITH REQUIREMENTS UNDER BARINGS CONSENT SSD-17647189.

Item 1 - MIRVAC ACCES ROAD 3 (SOUTH) - PART A

APPROVALS AND WORKS:
APPROVED AND CONSTRUCTED UNDER MIRVAC SSD-10448 AND SUBDIVISION WORKS CERTIFICATE WITH PENRITH CITY COUNCIL.

LAND DEDICATION:
COMPLETE

3.1m WIDE SHARED FOOTPATH WITHIN 5.6m WIDE VERGE

ROAD TRANSITIONS FROM 25.6m WIDTH TO 26.4m WIDTH OVER A TOTAL LENGTH OF 65m

SMOOTH INTERFACE TO BE PROVIDED BETWEEN NEW AND EXISTING PAVEMENT. PAVEMENT TRANSITION DETAIL TO BE CONFIRMED DURING DETAILED DESIGN

2.1m WIDE FOOTPATH WITHIN 4.6m WIDE VERGE

TfNSW BB LINE

GROSS POLLUTANT TRAP TO TREAT RUNOFF FROM ALTIS ROAD

PROPOSED CONNECTION TO MIRVAC TRUNK DRAINAGE. TO BE COORDINATED DURING DETAILED DESIGN

Item 2 - COLLECTOR ROAD FOR CONSTRUCTION

APPROVALS:
- DPHI HAVE CONFIRMED CONNECTION WORKS ARE CONTEMPLATED AND APPROVED UNDER BARINGS SSD-17647189
- LAND HAS BEEN DEDICATED BY MIRVAC TO PCC.

TEMPORARY WORKS:
MIRVAC: NOTING EXISTING LEVEL DIFFERENCES MIRVAC HAS CONSTRUCTED A TEMPORARY BATTER,

PERMANENT WORKS:
BARINGS TO CONSTRUCT ROAD WORKS IN ACCORDANCE WITH PLANS APPROVED AS PER CONDITION B20 of SSD-17647189.

Item 4 - MIRVAC ACCES ROAD 3 (SOUTH) - PART D

TEMPORARY CUL-DE-SAC

APPROVALS AND WORKS:
APPROVED AND CONSTRUCTED UNDER MIRVAC SSD-10448 AND SUBDIVISION WORKS CERTIFICATE WITH PENRITH CITY COUNCIL.

REMOVAL OF TEMP WORKS:
WITHIN SIX (6) MONTHS OF COUNCIL ISSUING A NOTICE TO MIRVAC INFORMING OF THE PRACTICAL COMPLETION OF THE BARINGS INTERNAL ACCESS ROAD WORKS (INCL. PERMANENT ROUNDABOUT) AND DEDICATION OF THE BARINGS INTERNAL ACCESS ROAD WORKS TO COUNCIL AS A PUBLIC ROAD, MIRVAC TO REMOVE THE TEMPORARY CUL-DE-SAC ON MIRVAC LAND

LAND DEDICATION:
NIL

Item 5 - MIRVAC ACCES ROAD 3 (SOUTH) - PART C

TEMPORARY CUL-DE-SAC / VERGE FOR ACCESS ROAD

APPROVALS AND WORKS:
APPROVED AND CONSTRUCTED UNDER MIRVAC SSD-10448 AND SUBDIVISION WORKS CERTIFICATE WITH PENRITH CITY COUNCIL.

REMOVAL OF TEMP WORKS AND REINSTATEMENT OF PERMANENT VERGE:
WITHIN SIX (6) MONTHS OF COUNCIL ISSUING A NOTICE TO MIRVAC INFORMING OF THE PRACTICAL COMPLETION OF THE BARINGS INTERNAL ACCESS ROAD WORKS (INCL. PERMANENT ROUNDABOUT) AND DEDICATION OF THE BARINGS INTERNAL ACCESS ROAD WORKS TO COUNCIL AS A PUBLIC ROAD, MIRVAC TO REMOVE THE TEMPORARY CUL-DE-SAC ON MIRVAC LAND AND FINALISE VERGE WORKS.

LAND DEDICATION:
COMPLETE

MIRVAC COORDINATION PLAN
SCALE 1:250 @ A1 PLOT

AMENDMENTS	DATE	ISSUE
ISSUED FOR INFORMATION	13.09.23	B
ISSUED FOR INFORMATION	25.08.23	A

ARCHITECT

CLIENT
ALTIS PROPERTY PARTNERS

PROJECT
ACCESS ESTATE
884 MAMRE RD, KEMPS CK.

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF:
DS	DS	AUG 23		A1	1:500	

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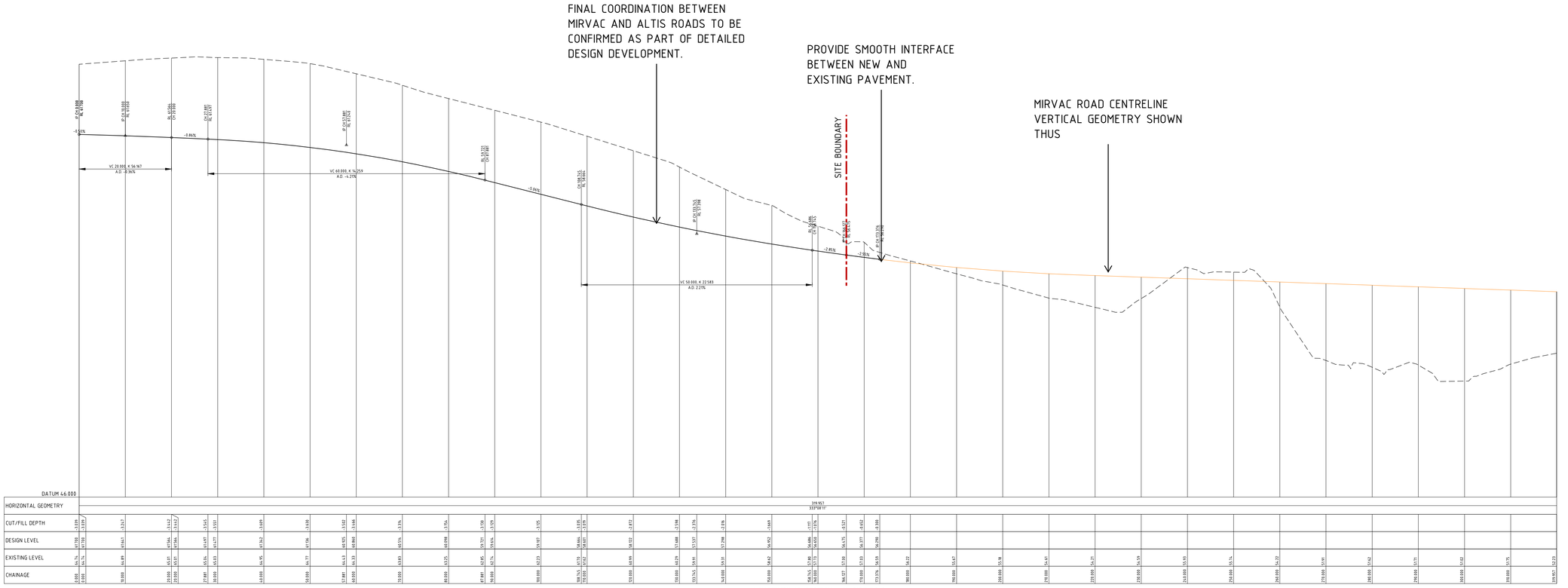
DRAWING TITLE
MIRVAC ESTATE ROAD COORDINATION PLAN

DRAWING No Co14021.00-SKC230913

ISSUE B



LONGITUDINAL SECTION - CL DIST RD 2

HORIZONAL SCALE 1:250
VERTICAL SCALE 1:50

ISSUED FOR INFORMATION 13.09.23 B
ISSUED FOR INFORMATION 25.08.23 A
AMENDMENTS DATE ISSUE

ARCHITECT

CLIENT
ALTIS PROPERTY PARTNERS

PROJECT
ACCESS ESTATE
884 MAMRE RD, KEMPS CK.

DESIGNED	DRAWN	DATE	CHECKED	SIZE	SCALE	CAD REF:
DS	DS	AUG 23		A1	1:500	

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COSTIN ROE CONSULTING
CIVIL & STRUCTURAL ENGINEERS

DRAWING TITLE
MIRVAC ESTATE ROAD
CENTRELINE PROFILE

DRAWING No Co14021.00-SKC230913
ISSUE B