



40 The Retreat, Bringelly Construction Traffic Management Plan

Prepared for:
SCG Developments

14 June 2024

The Transport Planning Partnership

40 The Retreat, Bringelly Construction Traffic Management Plan

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APPENDICES

A. PROPOSED SITE PLANS

1 Introduction

1.1 Project Description

This Construction Traffic Management Plan (CTMP) has been prepared by The Transport Planning Partnership (TPPP), on behalf of SCG Developments, to accompany a detailed State Significant Development Application (SSD-65729209) for the proposed mixed-use building at the subject site.

This SSD-65729209 seeks consent for the detailed design and delivery (including construction and use) of a new mixed-use residential development, to be developed in two (2) stages.

The Stage 1 of the proposed development includes the following:

- Overall site clearing and preparation works, including demolition of all existing development on the Site;
- The redevelopment of the northern portion of the Site, comprising:
 - Temporary site access by an internal road to the northern portion of the Site from The Retreat
 - Temporary bin enclosure adjacent the temporary access road
 - Excavation works and construction of a shared two (2) storey basement with capacity for 311 parking spaces
 - Construction of three (3) individual mixed-use buildings, comprising:
 - Residential – 254 units
 - Retail (Shops) – 212 m²
 - Associated landscaping, communal open space and embellishment works
 - Delivery and augmentation of services.

The Stage 2 of the proposed development pertains to the southern portion of the site and includes the following:

- Removal of the Stage 1 temporary access from The Retreat
- Connection and access of the Stage 1 basement to the Collector road on the western boundary
- Excavation works and construction of a shared three (3) storey, with capacity for 336 parking spaces
- Site and basement access from the future collector road along the western boundary
- Construction of three (3) individual mixed use buildings, comprising:

- Residential – 279 units,
- Retail (Shops) – 211 m²
- Non-residential amenities - 365 m²
- Associated landscaping, communal open space and embellishment works
- Delivery and augmentation of services.

A detailed description of the proposed development is detailed in Section 3.0 of the Environmental Impact Statement (EIS) prepared by Ethos Urban.

This report has also been prepared to address the relevant issued Secretary's Environmental Assessment Requirements (SEARs), pertaining to construction traffic, transport and accessibility, as set out in Table 1.1.

Table 1.1: SEARs Compliance Table

SEAR #9 (Traffic, Transport and Accessibility)	Section which the item is addressed in
Provide a transport and accessibility impact assessment, which includes	
An analysis of the existing transport network, including the road hierarchy and any pedestrian, bicycle or public transport infrastructure, current daily and peak hour vehicle movements, and existing performance levels	Section 2 Existing traffic volume and performance level are addressed in a separate Transport Impact Assessment
Details of the proposed development, including pedestrian and vehicular access arrangements (including swept path analysis of the largest vehicle and height clearances), parking arrangements and rates (including bicycle, end-of-trip facilities and bus/coach facilities), drop-off/pick-up-zone(s) and bus bays (if applicable), and provisions for servicing and loading/unloading.	Addressed in a separate Transport Impact Assessment
Analysis of the impacts of the proposed development during construction and operation (including justification for the methodology used), including predicted modal split, a forecast of additional daily and peak hour multimodal network flows as a result of the development (using industry standard modelling) and peak movements during events (if relevant), identification of potential traffic impacts on road capacity, intersection performance and road safety (including pedestrian and cyclist conflict) and any cumulative impact from surrounding approved developments.	Section 4 Impacts associated with Operation traffic to be addressed in a separate Transport Impact Assessment
Measures to mitigate any traffic impacts, including details of any new or upgraded infrastructure to achieve acceptable performance and safety, and the timing, viability and mechanisms of delivery (including proposed arrangements with local councils or government agencies) of any infrastructure improvements in accordance with relevant standards.	Section 5
Measures to promote sustainable travel choices for employees, guests and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high quality end-of-trip facilities, and implementing a Green Travel Plan.	Addressed in a separate Green Travel Plan
Provide a Construction Traffic Management Plan detailing predicted construction vehicle routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.	This Plan

1.2 Purpose of this CTMP

The purpose of this CTMP is to describe how vehicular, cyclist and pedestrian movements will be managed during the proposed construction works. This CTMP provides a structured approach to manage traffic and access during this stage to provide a safe road environment, minimise impacts on the surrounding road network, while maintaining access for all road users and the local community.

Specifically, the purpose of this CTMP is to:

- Maintain access to/ from adjacent properties.
- Restrict construction vehicle movements to designated routes to/ from the site.
- Manage and control construction vehicle activity in the immediate area of the site.
- Provide an appropriate, convenient and safe environment for pedestrians and cyclists.
- Minimise the impact on pedestrian and cyclist movements.
- Maintain appropriate capacity for pedestrians on the footpath adjacent to the site.
- Maintain appropriate public transport access.
- All construction activity would be carried out in accordance with approved hours of work.

This CTMP has been prepared and checked by engineers who hold the *SafeWork NSW Traffic Control Work (PWZ) Training Card* (previously TfNSW Prepare a Work Zone Traffic Management Plan (PWZTMP) certification).

At this stage, the Head Contractor has not yet been appointed. Any changes to this CTMP shall be submitted to relevant authorities for approval prior commencement of any works.

2 Existing Conditions

2.1 Site Description

The site is located at 40 The Retreat, Bringelly and falls within the local government area of Liverpool City Council. It is currently occupied by a large-lot residential dwelling with vehicle access provided off The Retreat. The site currently has one frontage only on The Retreat at the end of the cul-de-sac.

The site is predominantly surrounded by greenfield area and large lot properties.

The site location and its surrounds are shown in Figure 2.1.

Figure 2.1: Site Location



2.2 Road Network

The Retreat is a two-way local road that is generally aligned in the northwest to southeast direction. It connects to a cul-de-sac in the northwest and Kevin Park Drive in the southeast.

The Retreat does not have a signposted limit, therefore the default speed limit is 50km/hr.

Kelvin Park Drive is a two-way local loop road that connects to Bringelly Road in the south. It provides access to The Retreat.

There is no signposted speed limit on Kelvin Park Drive, therefore, the default speed limit is 50km/hr.

Bringelly Road is a two-way state road generally aligned in the east to west direction. There are generally two through lanes in either direction separated by a 14m wide median. It connects to Northern Road in the west and Cowpasture Road in the east.

Bringelly road has a posted speed limit of 60km/hr going westbound and 80km/hr going eastbound.

2.3 Public Transport

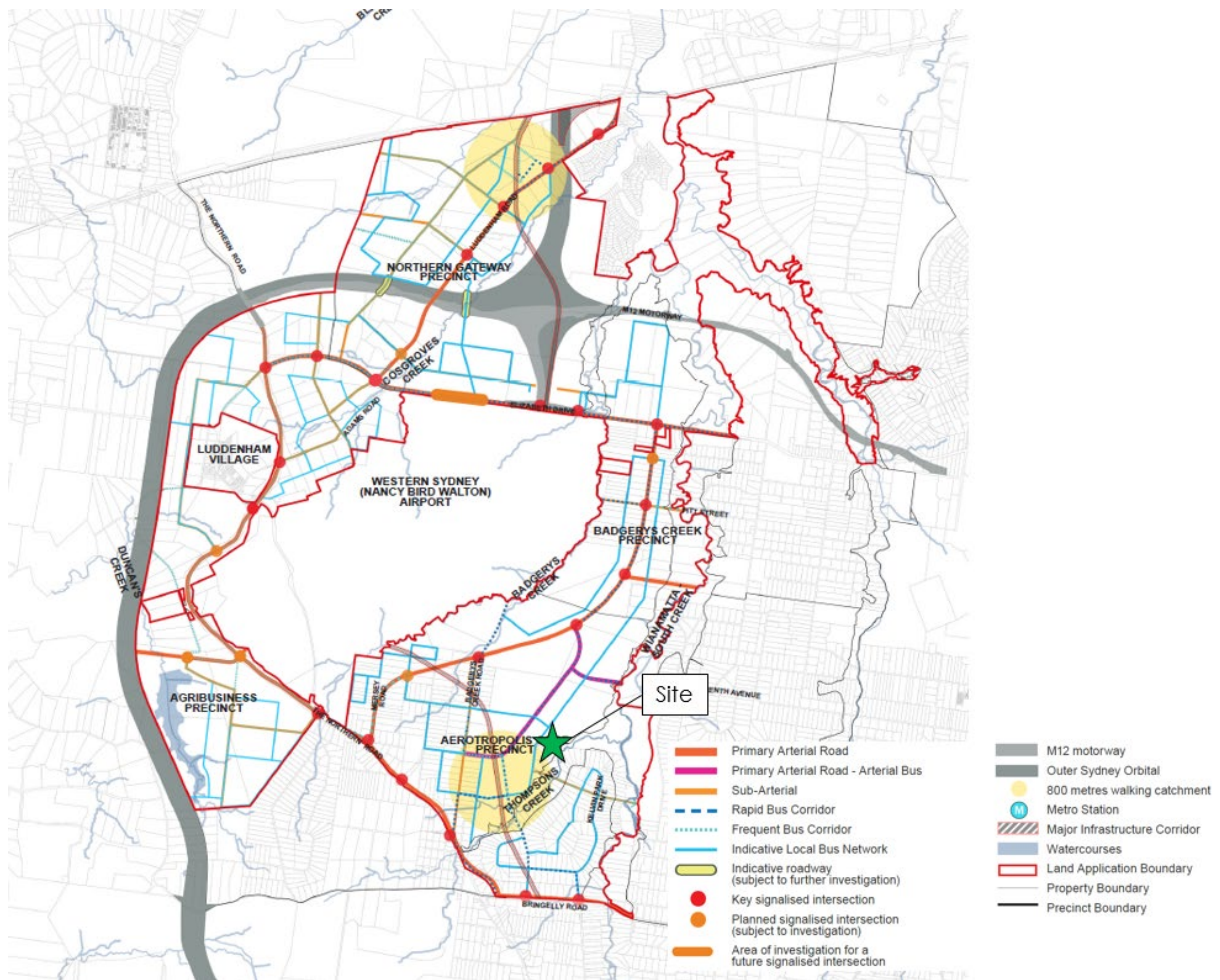
The closest bus stop is located on Kelvin Park Drive 1km walking distance (21-minute walk) from the site. It is serviced by the bus route 856 (Bringelly to Liverpool) six times each day i.e., 3 morning services and 3 evening services.

The bus route travels through Leppington train station and Liverpool train station. Leppington Station is serviced by the routes T2 (Inner West & Leppington Line) and T5 (Cumberland Line). Liverpool Station is serviced by the T2, T3 (Bankstown) and T5 lines.

The future transport network as per the Western Sydney Aerotropolis Precinct Plan is shown in Figure 2.2. It is proposed to improve bus connections with a rapid bus corridor and further local bus network links.

The Aerotropolis Metro Station is currently under construction and is located on the eastern side of Badgerys Creek Road (within an 800m radius from the site), and forms part of the Western Sydney Airport Line. Once operational, this station will be serviced by trains every 5 minutes during the peak period and every 10 minutes during the off-peak period.

Figure 2.2: Future Transport Network



2.4 Pedestrian and Cyclist Infrastructure

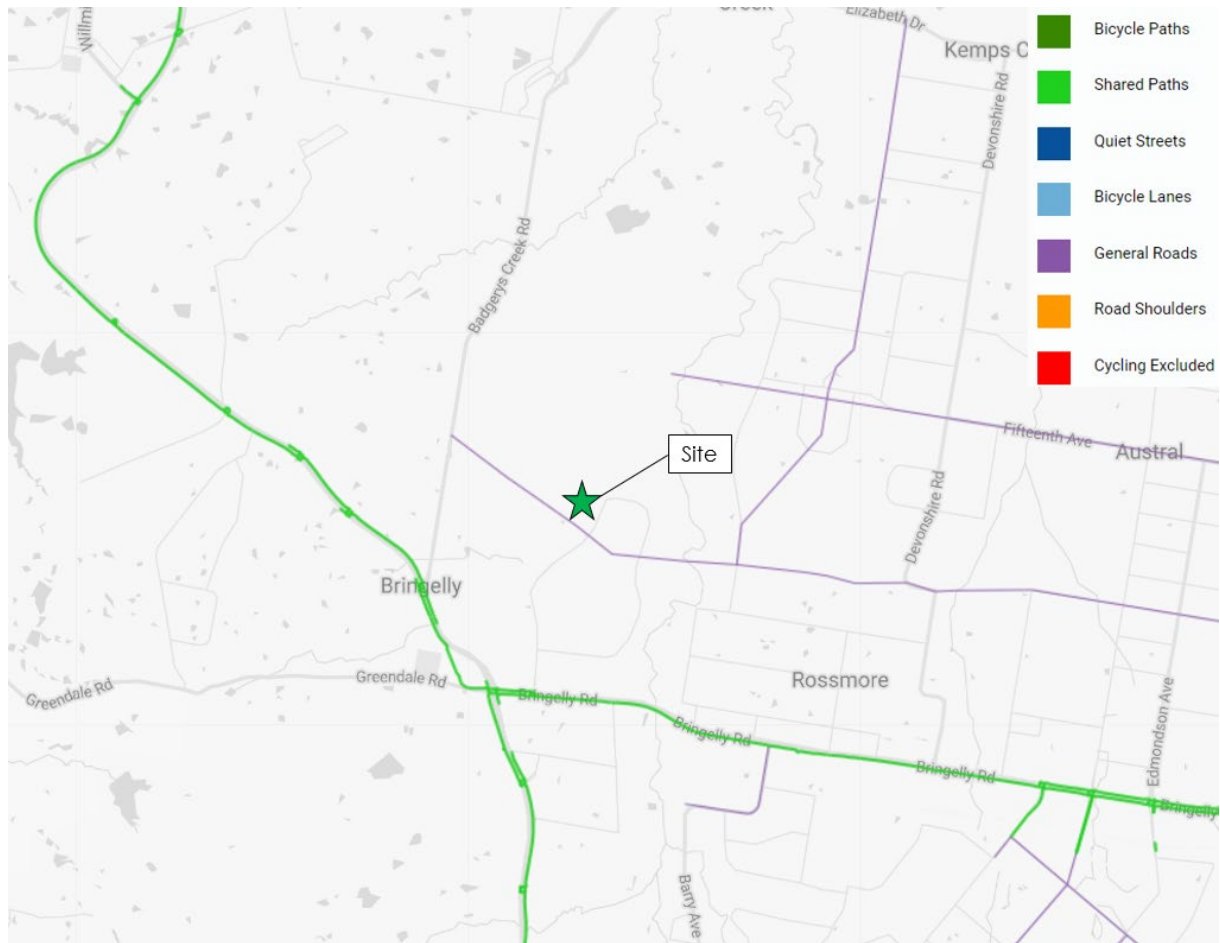
Limited pedestrian and cycle facilities are provided within the immediate vicinity of the site.

No pedestrian footpaths are provided along The Retreat.

In addition to this, no dedicated signage or line marking are provided to indicate any cycleways within the immediate vicinity of the site. However, the nearest cycle route is located to the south of site along Bringelly Road, in accordance with the Transport for NSW cycleway finder map.

The existing cycle routes within the immediate vicinity of the site are shown in Figure 2.3.

Figure 2.3: Local Cycle Network

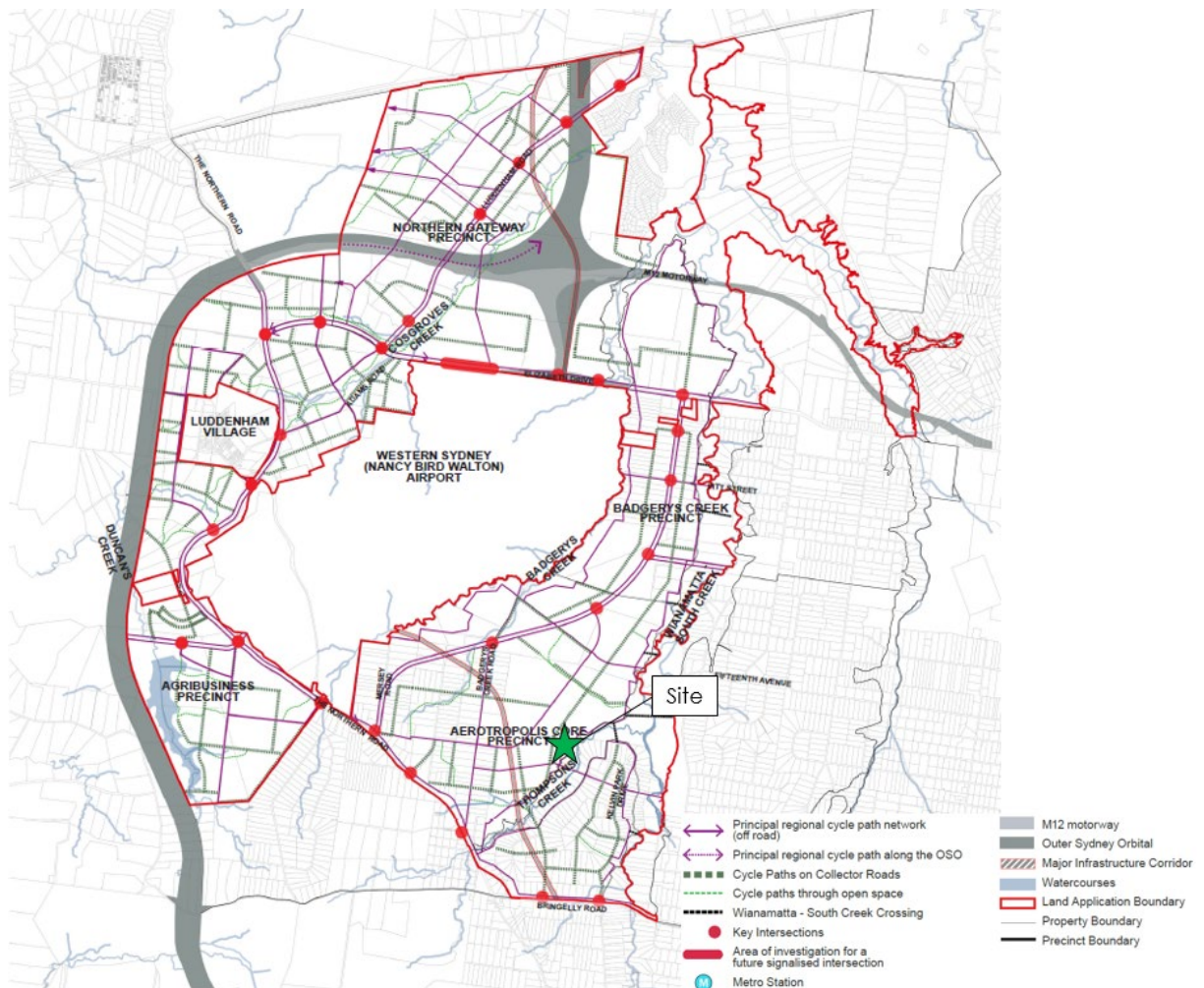


Source: Transport for NSW, Cycleway Finder Map

The future active transport network as per the Western Sydney Aerotropolis Precinct Plan is shown in Figure 2.4.

There are many proposed cycleways surrounding the site.

Figure 2.4: Future Active Transport Network



3 Proposed Construction Activities

3.1 Construction Activities

The Project includes demolition of existing buildings, site preparation works, removal of trees and the staged construction of the mixed-use development.

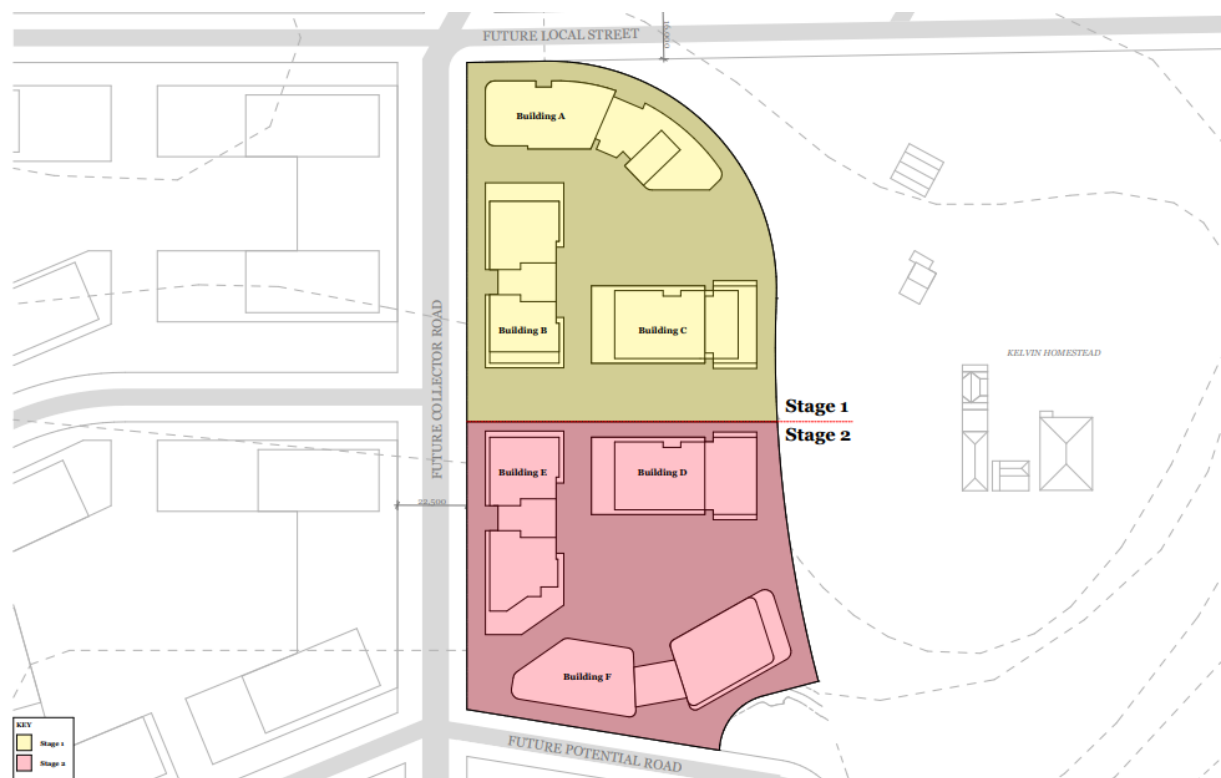
Construction activities for this project would generally involve:

- Establishment of construction site, material handling facilities and service enabling works
- Demolition and Excavation
- Construction of building structure and Internal fit-out
- External works (façade)
- Rectification of defects.

The proposed staging of the site is shown in Figure 3.1.

Stage 2 shall only commence once the future collector road has been built along the western side of the site either by Western Parkland City Authority (WPCA) or the developer via a S7.11 agreement using works in kind to offset against any financial contribution.

Figure 3.1: Staging Plan



The extent of the work site shall be wholly contained within the site boundary, with minimal impact on the surrounding road network.

3.2 Duration of works

Construction of each stage is expected to occur for a total period of 31 months. It is noted that the commencement of Stage 2 would be subject to the provision of the future collector road along the western boundary of the site.

The indicative construction staging and estimated duration of construction is summarised in Table 3.1. The staging of these construction works periods may change subject to further consultation with stakeholders/detailed construction planning.

Table 3.1: Indicative Construction Program for Each Stage

Construction Activities	Duration (months)
Demolition	1 month
Excavation and Site Preparation	4 months
Construction and Building Works	24 months
Public Domain Works	2 months
Total	31 months

3.3 Construction Work Hours

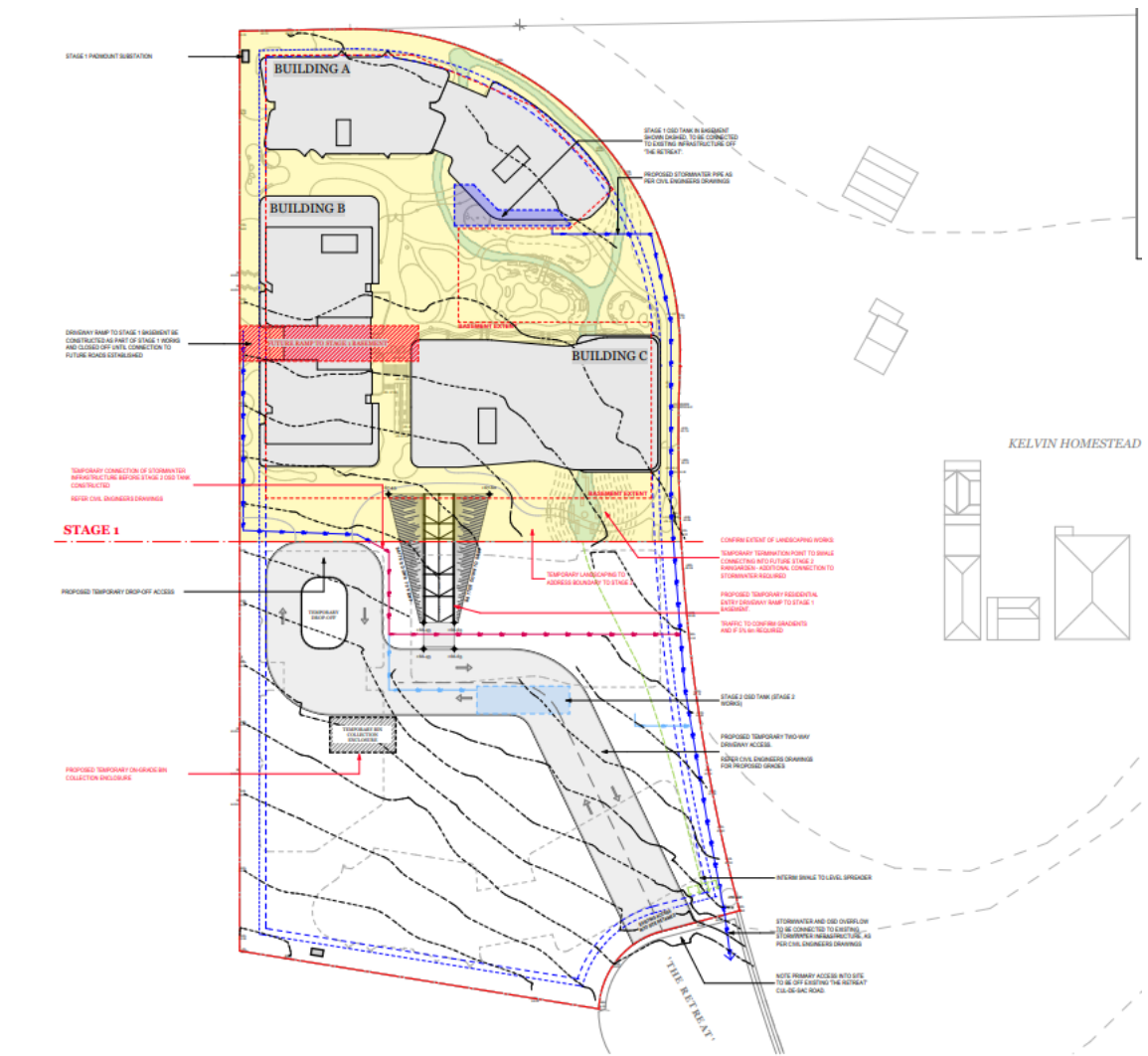
Planning approval for the proposed development has not been granted. However, it is expected that the approval will stipulate working hours for construction works. At this stage, it is envisaged that the standard construction work hours will be as follows:

- Monday to Friday: 7:00am-5:00pm
- Saturday: 8:00am-1:00pm
- Sunday and Public Holidays: No works

Any works outside these times will only occur with approval from the relevant authorities (i.e. Liverpool Council and Transport for NSW), prior to the commencement of any works. Such works may include delivery of cranes, large plant or equipment required for the site. The construction contractor will be responsible for liaising with Council to obtain all relevant permit approvals.

- **Stage 1:** Access to be provided via The Retreat
- **Stage 2:** Access via Future Collector Road

Figure 3.2: Stage 1 Access Arrangements



3.5 Vehicle Movement Plan

Generally, construction vehicles would have origins and destinations throughout Sydney. Dedicated construction vehicle routes have been developed to provide the shortest distances to/from the arterial road network, whilst minimising the impact of construction traffic on local streets within the vicinity of the site.

All truck drivers will be advised of the designated truck routes to/from the site and be required to adhere to the nominated routes.

The proposed Stage 1 and 2 vehicle construction routes are shown in Figure 3.3 and Figure 3.4 respectively. At this stage it is unclear what roads would be built within the Western Aerotropolis during Stage 2 works and therefore, the proposed construction routes are indicatively only.

Figure 3.3: Stage 1 Vehicle Movement Plan

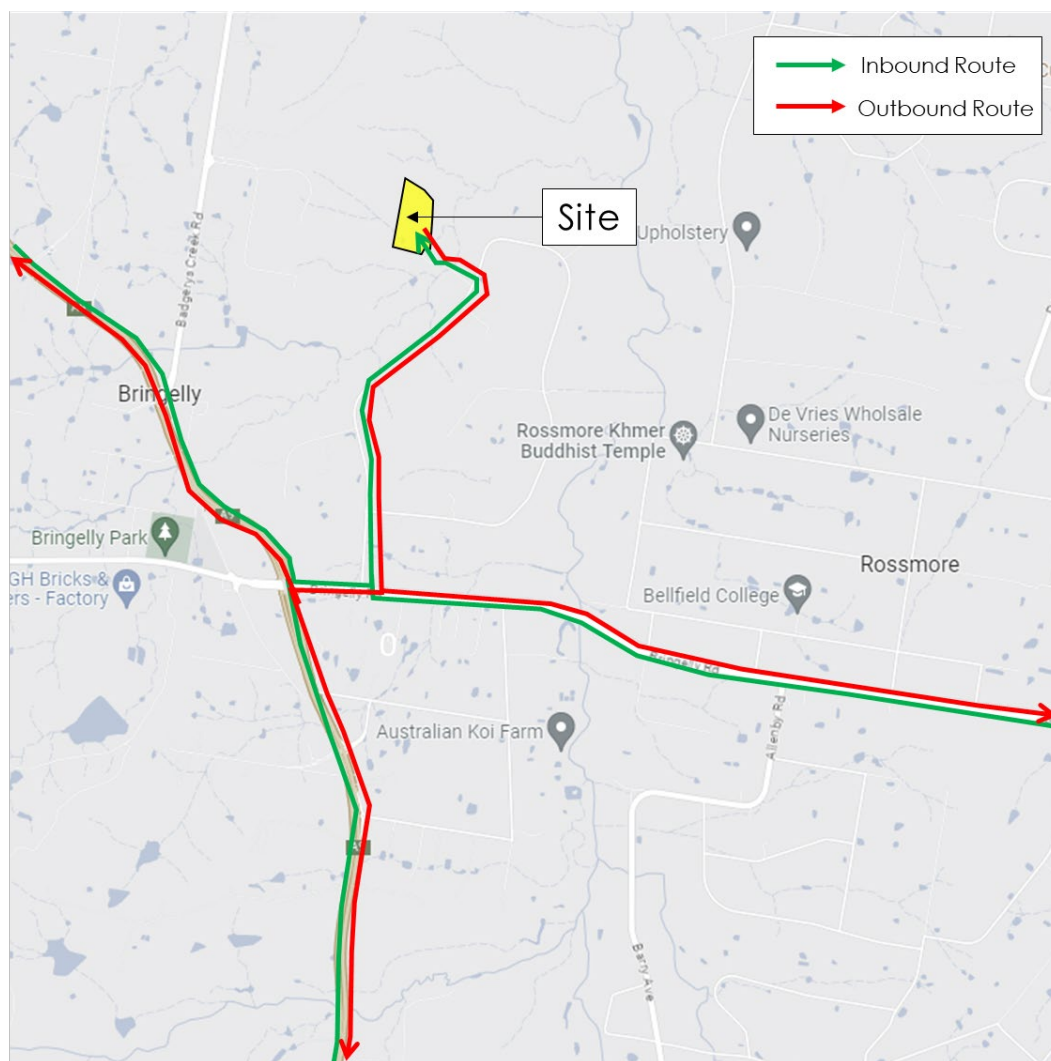
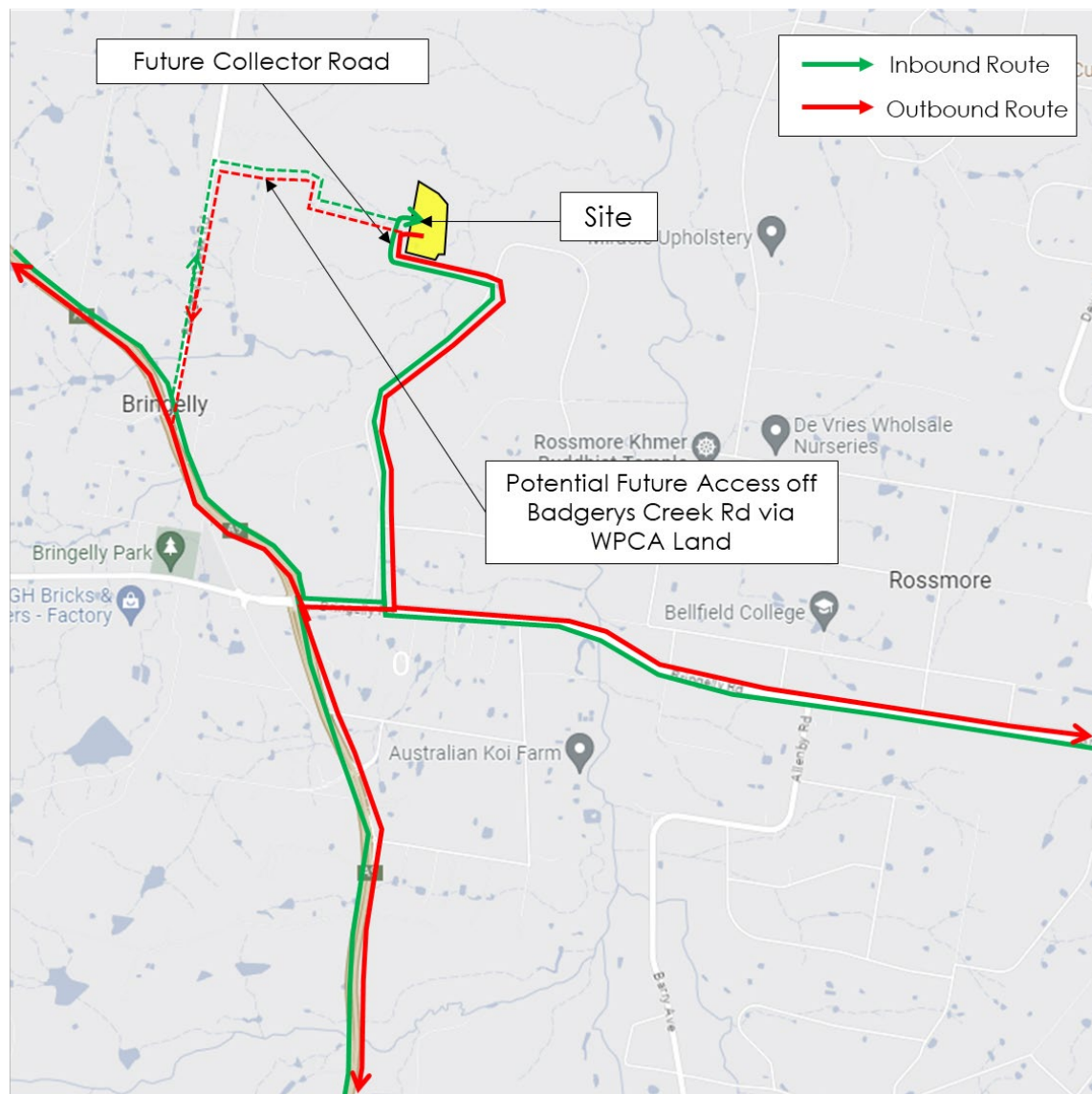


Figure 3.4: Stage 2 Vehicle Movement Plan (Indicative)



It is noted that when the local road network has been constructed in the vicinity of the subject site, there would be opportunities to provide construction vehicle access during Stage 2 via the Western Parkland City Authority (WPCA) land to the west, which will be provided off Badgerys Creek Road.

3.6 Construction Vehicle Types

Construction vehicles likely to be generated by the construction activities include:

- Semi-trailers and Truck & Dog
- Small to heavy rigid vehicles, vans and couriers for smaller deliveries, and
- Concrete pumps and concrete trucks to facilitate construction works.

The majority of trucks associated with the construction activities are expected to be carried out by 8.8m long medium rigid vehicles (MRV) or 12.5m long heavy rigid vehicles (HRV).

Relevant swept path analysis will be undertaken for each respective construction stage depending on the associated construction methodology. This would be undertaken once a construction contractor has been appointed and following the confirmation of the construction methodology.

In addition to this, it may be necessary that a 19m long articulated vehicle or 19m truck and dog would be required to deliver large plant and equipment to/from the works site. The appointed Contractor will be responsible for obtaining all relevant permits and/or approvals from relevant authorities.

3.7 Construction Worker Parking

Limited on-site vehicle parking will be provided during construction. During Stage 1, there are opportunities for workers to park within the Stage 2 development area, which would be vacant at the time. Once the construction of a basement car parking level is complete, there would also be opportunities for construction workforce to park within the basement car park. The completed basement car park associated with Stage 1 could also be utilised for the subsequent Stage 2 construction workforce parking.

The construction contractor would continuously monitor the construction workforce parking in the vicinity of the subject site, to minimise the parking impacts on the surrounding residential amenities. Issues identified during the monitoring process will be dealt with as they occur.

Notwithstanding this, all workers will be encouraged to use public transport and/or carpool to travel to/from the site, where practically possible, noting that the Western Sydney Airport metro line is expected to open in 2026. These initiatives will be incorporated in the workers induction program to ensure minimal parking impacts on surrounding streets.

3.8 Materials and Handling Area

All materials handling and plant equipment, including waste storage, are expected to be wholly stored on-site within the works site. It is not expected that any public road will be required for such purposes. However, if temporary use of any public road is required for temporary storage purposes or the like, prior consultation with Council will be undertaken. All relevant permit approvals will also be obtained prior to the commencement of such activities.

3.9 Work Zone Requirements

No works zone will be required as part of the proposed works, noting that the construction of the proposed collector road along the western site boundary falls outside the scope of this CTMP. All loading and unloading are expected to occur wholly within the site.

Should works zone be required to accommodate the construction works, relevant applications will be managed with Council to obtain permit approvals for the required works zone.

4 Construction Traffic Assessment and Implications

4.1 Construction Traffic Generation

The estimated traffic movements associated with each stage of the construction works for each building are summarised in Table 4.1.

Table 4.1: Summary of Construction Traffic Movements

Construction Activities	Duration	Daily Two-Way Movements	Hourly Two-Way Movements
Demolition	1 month	20 trips per day	Up to 2
Excavation and Site Preparation	4 months	10 trips per day	Up to 1
Construction and Building Works	24 months	80 trips per day	Up to 8
Public Domain Works	2 months	20 trips per day	Up to 2

The proposed construction traffic generation is considered to generate a modest level of vehicular traffic, with up to 8 truck movements (two-way) per hour expected during peak construction activities. As such, the proposed construction activities could not be expected to result in adverse impact on the surrounding road network.

4.2 Cumulative Construction Traffic Generation

A review of the NSW Government's Planning Portal indicates a number of developments proposed within the vicinity of the subject site. This includes, but not limited to, the following:

- 126 Kelvin Park Drive, Bringelly – Mixed-use development
- 215 Badgerys Creek Road, Bringelly – First Building Bradfield City Centre
- Sydney Western Sydney Airport – Aerotropolis Metro Station

The proposed mixed-use development at 126 Kelvin Park Drive will be accessed off Kelvin Park Drive, which forms part of Stage 1 nominated haulage route for the subject site.

The construction of Aerotropolis metro station is currently underway and is expected to finish in 2026. The First Building Bradfield City Centre was approved in September 2022 although it is unclear when the construction of the site would commence. Both of these projects will be accessed off Badgerys Creek Road and the future Aerotropolis Access Road. This may coincide with the proposed alternative access road for the subject site, which would be provided off Badgerys Creek Road through WPCA land.

The appointed construction contractor would continuously liaise with these projects to minimise the cumulative construction impacts on the surrounding road network and users.

4.3 Pedestrian and Cycle Access

Pedestrian and cycle access shall be maintained at all times during the project. Whilst there are no formal pedestrian or cycle paths within the immediate vicinity of the site, pedestrian and cycle safety shall be maintained at all times, particularly when trucks are entering and exiting the site. All relevant site hoarding and fencing will be installed around the works site to ensure pedestrian safety at all times. All relevant permit approvals will be obtained from Council (e.g. Class A and B Hoarding), prior to the commencement of any work.

4.4 Public Transport Facilities

The proposed construction activities are not expected to result in any changes to existing public transport services. All existing bus facilities and bus stops will be maintained at all times during the works. Consultation with all key stakeholders shall be undertaken prior to the commencement of any construction works to ensure minimal disruption to the surrounding road network.

4.5 Emergency Vehicles and Heavy Vehicles

No special provisions for emergency service vehicles or heavy vehicles are required as part of the proposed construction works. Emergency and heavy vehicle access shall be maintained at all times.

4.6 Adjoining Properties and Local Access

The proposed construction works will not impact existing local access to/from properties. Local access to properties will be maintained at all times during the works. Consultation with relevant authorities, including Western Aerotropolis, shall be undertaken to ensure appropriate access can be maintained to the site and adjoining properties with consideration to the wider Aerotropolis works.

5 Construction Traffic Management Measures

5.1 Traffic Guidance Scheme

The proposed construction truck movements to/from the works site would generally be accompanied by advisory traffic control signage to minimise the traffic impact on the surrounding road network.

Dedicated site personnel would be assigned on-site to manage and assist construction vehicle movements associated with the proposed construction works. At no time will site personnel be permitted to stop traffic on the public streets to facilitate trucks entering or exiting the site. Site personnel will only be able to assist, manage and guide construction trucks out of the site under suitable gaps in traffic. Site personnel will also manage pedestrians crossing the site access on The Retreat and the future collector road.

All advisory road signage will be installed in accordance with AS1742.3 Manual of uniform traffic control devices - Traffic control devices for works on roads and the TfNSW Traffic Control at Worksites Manual. Signs will be installed and maintained throughout the construction period, as required.

A stage-specific Traffic Guidance Scheme will be prepared, following the appointment of the construction contractor, as part of the detailed CTMP.

5.2 Vehicle Access

Construction vehicles will radio/call the site office on approach to ensure a loading area is available within the works site. All loading and unloading activities will be undertaken within the works site during the approved work hours. No queuing or marshalling of construction vehicles will be permitted on public roads. Notwithstanding this, if there are any materials spilt onto the road, site personnel and equipment will rectify the issue accordingly, subject to appropriate OH&S provision.

5.3 Truck Routes

The following protocols must be in place to minimise the impacts associated with the nominated construction vehicle routes:

- Site induction shall include procedures for accessing the site.
- Drivers shall adhere to the designated transport routes.
- Drivers shall be aware of pedestrians and cyclists in the vicinity of the site.

- Drivers shall be aware of existing sign posted speed limits.
- Site induction shall promote road safety and obey the NSW road rules at all times.
- Truck drivers must not drive under the influence of drugs and alcohol.

5.4 Heavy Vehicle Loads

All drivers will be required to adhere to the posted vehicle load limits on all roads and not overload vehicles beyond its maximum loading limits and/or relevant approvals.

All trucks entering or leaving the site with loads must have their loads covered and must not track dirt onto any public road. Prior to leaving site, covering truck loads is mandatory and when required, tailgates must be swept clean before leaving site.

5.5 Construction Worker Parking

As indicated previously, limited onsite car parking will be available during the works. However, a tool drop-off and storage facility is expected to be provided on-site. This will allow construction workers to drop off and store their tools, allowing them to use public transport to travel to and from the site.

Taking the above into consideration, it is proposed to implement the following measures to encourage workers to use public transport:

- Provide an on-site tool drop-off and storage facility to allow trade-people to store their specific tools for the project.
- Inform workers during the induction training of the existing public transport services around the site
- Encourage workers to use public transport to access the site, where possible.
- Assist and encourage workers to carpool to access the site during the induction training and toolbox talks (including carpooling from other public transport hubs).

5.6 Site Inspections and Record Keeping

The construction operation will be monitored to ensure that it proceeds as set out in the Contractor's Construction Management Plan. A daily inspection before the start of construction activity will take place to ensure that conditions accord with those stipulated in the plan and that there are no potential hazards. Any possible adverse impacts will be recorded and dealt with as they arise.

5.7 Worker Induction Training

All construction workers employed at the site by Head Contractor shall be required to undergo a site induction training. The induction shall include nominated construction transport routes to and from the proposed work site for site personnel and construction vehicles, along with standard environmental, WH&S, driver protocols and emergency protocols. This training would be the responsibility of Head Contractor.

5.8 Liaison with Stakeholders

The Head Contractor shall appoint a representative to manage all community queries and/or issues relating to the project for actioning, as necessary. Written notification will be provided to likely and potentially affected sensitive receivers prior to commencement of any activities associated with construction. This will include local residents, local businesses and relevant authorities and be provided at least 7 days prior to construction commencing. The format of notification may include such measures such as email notification or letter box drops.

6 Conclusion

The CTMP has been prepared to document the proposed construction activities and associated traffic management measures necessary to facilitate the construction works at 40 The Retreat, Bringelly.

The key findings contained in the CTMP are as per below:

- The construction of the project would be staged across two stages, with Stage 2 works contingent on the delivery of the future collector road (either via Western Aerotropolis or by developers).
- Access during the construction and operation of Stage 1 would be temporarily provided directly off The Retreat until the future collector road on the western boundary of the site is delivered.
- The construction of the proposed development is expected to generate up to 8 vehicles per hour (two-way) during the peak construction activities.
- Given the expected low volume of construction vehicles, construction vehicle movements to and from the site can be satisfactorily accommodated in the surrounding road network.
- No pedestrian or cyclist facilities will be impacted as a result of the construction activities.
- It is proposed that loading/unloading of trucks to occur within the site, with construction vehicle access provided off The Retreat and the future collector road.
- A number of driver protocols will be established as part of the site induction procedure for drivers to ensure the safety of motorists, pedestrians and cyclists.
- Truck drivers are to be instructed to use the designated truck routes to/from the site.

In summary, it is concluded that the proposed traffic control measures will adequately address the potential implications associated with proposed construction activities.

Appendix A

Proposed Site Plans



Site Plan
Scale 1:750

FOR DA SUBMISSION

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Rev	Date	By	Chk	Description
A	8/03/2024	DK/ MC/ LB/ WN	SO	For DA Submission
B	25/03/2024	DK	SO	Client and Planner Amendments
C	4/04/2024	DK	SO	Consultant Amendments
D	19/04/2024	DK	SO	Consultant Amendments
E	27/05/2024	KH	DK	Consultant Amendments



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Project Number
Drawing Name
Scale
Date

13317
Site Plan
1:750@A1
27/05/2024

Client

SCG

Drawing Number
Revision

DA1002
E



Site Plan - Ground Plane
Scale 1:750

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Rev	Date	By	Chk	Description
A	8/03/2024	DK/ MC/ LB/ WN	SO	For DA Submission
B	25/03/2024	DK	SO	Client and Planner Amendments
C	4/04/2024	DK	SO	Consultant Amendments
D	19/04/2024	DK	SO	Consultant Amendments
E	27/05/2024	KH	DK	Consultant Amendments



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Project Name
Project Address

40 The Retreat, Bringelly
40 The Retreat
Bringelly, NSW 2556

Project Number
Drawing Name
Scale
Date

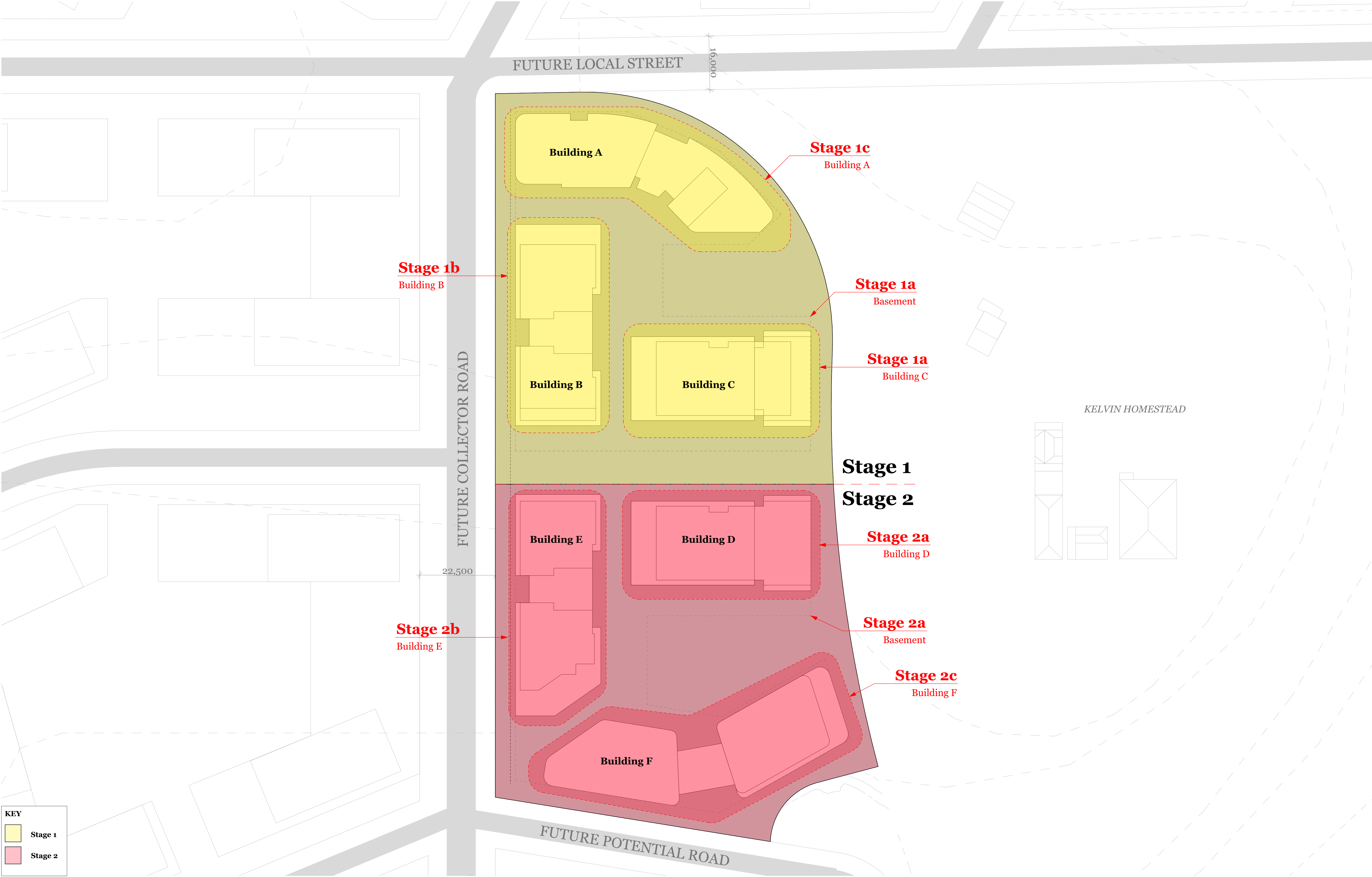
13317
Site Plan - Ground Plane
1:750@A1
27/05/2024

Client

SCG

Drawing Number
Revision

DA1003
E



KEY

Stage 1

Stage 2

Staging Plan

Scale 1:500

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Rev	Date	By	Chk	Description
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E	1/05/2024	DK	SO	Consultant Amendments



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40 The Retreat, Bringelly
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Scale
Date

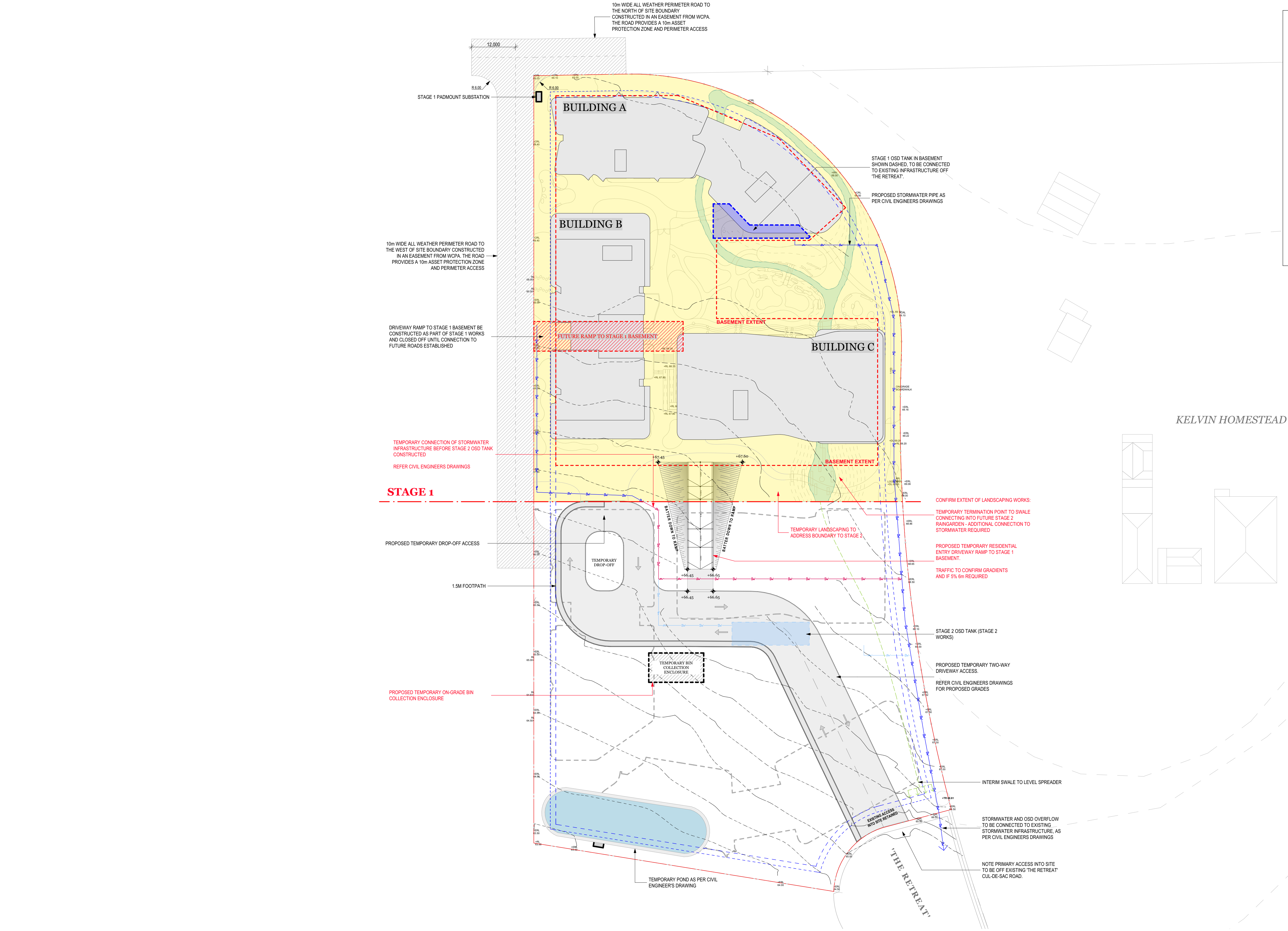
13317
Staging Plan
1:500@A1
27/05/2024

Client

SCG

Drawing Number
Revision

DA1005
E



- STAGING NOTES**
- OVERALL**
- STAGE 1 TO ASSUME NO FUTURE ROADS BASED OFF THE PRECINCT DCP WILL BE IN PLACE
 - ALL ACCESS AND INFRASTRUCTURE CONNECTIONS TO BE TEMPORARY OFF 'THE RETREAT' EXISTING CUL-DE-SAC ROAD
- TRAFFIC**
- TEMPORARY DRIVEWAY OFF 'THE RETREAT' PROPOSED
 - DRIVEWAY TO LEAD TO TEMPORARY DROP-OFF ZONE AND TEMPORARY BASEMENT ACCESS
 - TEMPORARY RAMP TO BE PROVIDED AT THE PROPOSED LOCATION
 - TRAFFIC ENGINEER TO CONFIRM IF HRV ACCESS TO BASEMENT IS REQUIRED TO BASEMENT IN A TEMPORARY SOLUTION
- SERVICES**
- TEMPORARY LOCATION OF SUBSTATION TO BE PROVIDED OFF 'THE RETREAT'
 - TEMPORARY LOCATION OF BOOSTERS TO BE PROVIDED OFF 'THE RETREAT'
 - ALL SERVICE CONNECTIONS TO BE OFF EXISTING INFRASTRUCTURE OFF 'THE RETREAT'
- CIVIL**
- STORMWATER AND OSD OVERFLOW TO BE CONNECTED TO EXISTING INFRASTRUCTURE OFF 'THE RETREAT'
 - FLOOD MITIGATION MEASURES TO BE PROVIDED
- WASTE**
- WASTE CONSULTANT TO CONFIRM IF ABOVE GROUND, TEMPORARY ON-SITE COLLECTION IS POSSIBLE
 - IF POSSIBLE, LOCATION OF TEMPORARY WASTE STORAGE TO BE PROVIDED
- LANDSCAPE**
- ALL LANDSCAPING TO THE STAGE 1 GROUND FLOOR COS TO BE PROVIDED
 - LANDSCAPING TO THE THROUGH-SITE LINK TO BE TEMPORARY, BASED OFF FINAL LOCATION OF TEMPORARY DRIVEWAY AND RAMP ACCESS

Staging Plan - Overall
Scale 1:500

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D	11/06/2024	DK	SO	Civil Engineer Amendments



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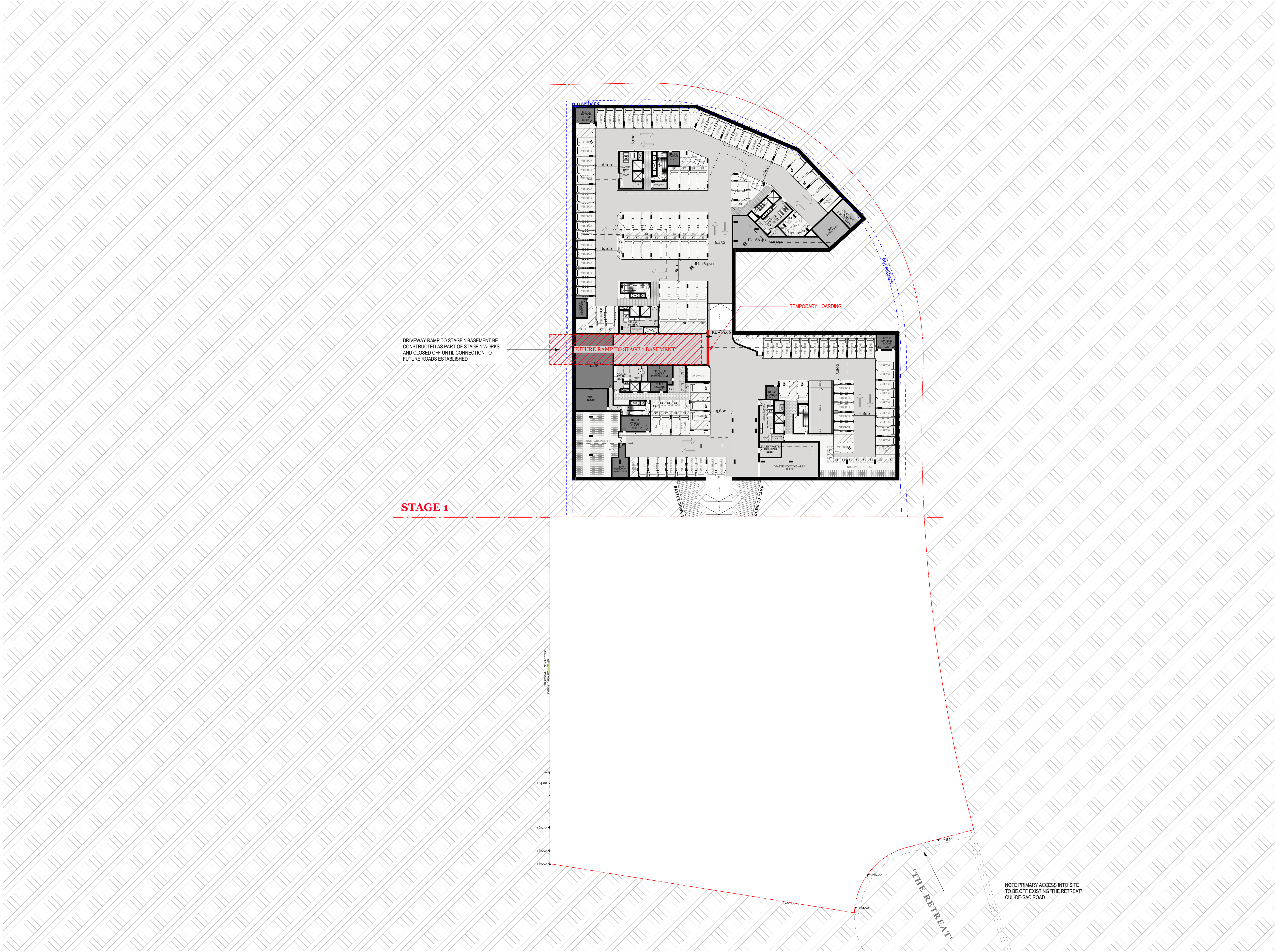
Project Name
Project Address
Client
SCG

40 The Retreat, Bringelly
40 The Retreat,
Bringelly, NSW 2556

Project Number
Drawing Name
Scale
Date

13317
Stage 1 Plan - Overall
1:500@A1
11/06/2024

Drawing Number
Revision
DA1006
D



STAGING NOTES

- OVERALL**
- STAGE 1 TO ASSUME NO FUTURE ROADS BASED OFF THE PRECINCT DCP WILL BE IN PLACE
 - ALL ACCESS AND INFRASTRUCTURE CONNECTIONS TO BE TEMPORARY OFF 'THE RETREAT' EXISTING CUL-DE-SAC ROAD
- TRAFFIC**
- TEMPORARY DRIVEWAY OFF 'THE RETREAT' PROPOSED
 - DRIVEWAY TO LEAD TO TEMPORARY DROP-OFF ZONE AND TEMPORARY BASEMENT ACCESS
 - TEMPORARY RAMP TO BE PROVIDED AT THE PROPOSED LOCATION
 - TRAFFIC ENGINEER TO CONFIRM IF HRV ACCESS TO BASEMENT IS REQUIRED TO BASEMENT IN A TEMPORARY SOLUTION
- SERVICES**
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 - TEMPORARY LOCATION OF BOOSTERS TO BE PROVIDED OFF 'THE RETREAT'
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- CIVIL**
- STORMWATER AND OSD OVERFLOW TO BE CONNECTED TO EXISTING INFRASTRUCTURE OFF 'THE RETREAT'
 - FLOOD MITIGATION MEASURES TO BE PROVIDED
- WASTE**
- WASTE CONSULTANT TO CONFIRM IF ABOVE GROUND, TEMPORARY ON-SITE COLLECTION IS POSSIBLE
 - IF POSSIBLE, LOCATION OF TEMPORARY WASTE STORAGE TO BE PROVIDED
- LANDSCAPE**
- ALL LANDSCAPING TO THE STAGE 1 GROUND FLOOR COS TO BE PROVIDED
 - LANDSCAPING TO THE THROUGH-SITE LINK TO BE TEMPORARY, BASED OFF FINAL LOCATION OF TEMPORARY DRIVEWAY AND RAMP ACCESS

Staging Plan - Lower Ground
Scale 1:500

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Rev	Date	By	Chk	Description
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Project Name
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40 The Retreat, Bringelly
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Project Number
Drawing Name
Scale
Date

13317
Stage 1 Plan - Basement (Op
1:500@A1
27/05/2024

Client

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Drawing Number
Revision

DA1007
B

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Rev	Date	By	Chk	Description
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Project Name
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40 The Retreat, Bringelly
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Project Number
Drawing Name
Scale
Date

13317
Basement 02 Plan
1:500@A1
27/05/2024

Client

SCG

Drawing Number
Revision

DA2000
D

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E	1/05/2024	DK	SO	Consultant Amendments



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Project Name
Project Address

40 The Retreat, Bringelly
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Project Number
Drawing Name
Scale
Date

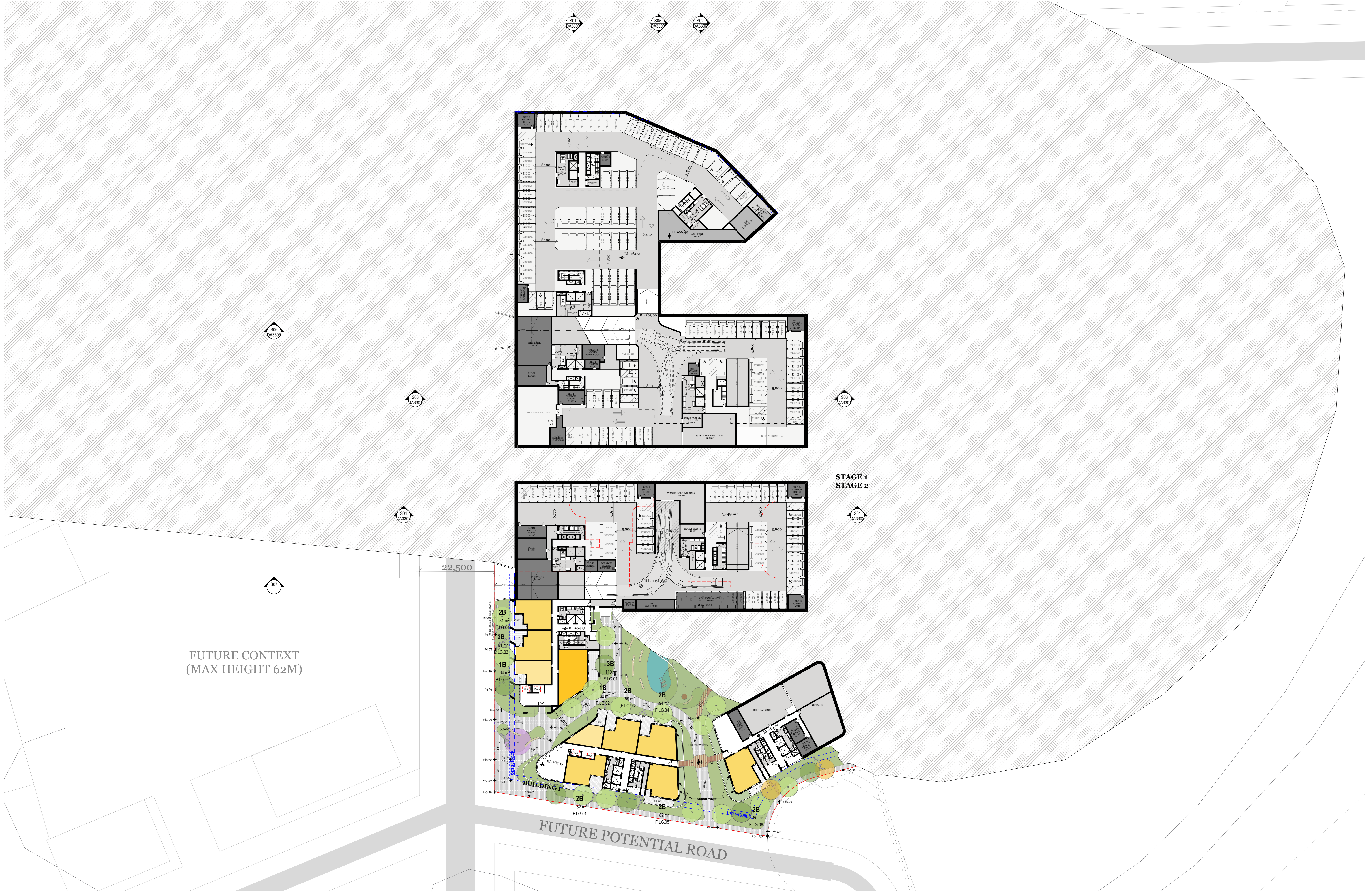
13317
Basement 01 Plan
1:500@A1
27/05/2024

Client

SCG

Drawing Number
Revision

DA2001
E



-1. LOWER GROUND
Scale 1:500

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F	27/05/2024	KH	DK	Consultant Amendments



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Project Name
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40 The Retreat, Bringelly
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Project Number
Drawing Name
Scale
Date

13317
Lower Ground Plan
1:500@A1
27/05/2024

Client

SCG

Drawing Number
Revision

DA2002
F



0. GROUND LEVEL
Scale 1:500

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Project Name
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40 The Retreat, Bringley
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Project Number
Drawing Name
Scale
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13317
Ground Level Plan
1:500@A1
27/05/2024

Client

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Drawing Number
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DA2003
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