

27 March 2020

Ref:15022

Martin Cork  
Provent Property Group  
By email: [martin@provent.com.au](mailto:martin@provent.com.au)

Dear Martin,

## **Re: 79-81 Greenacre Road, Greenacre Proposed Right of Way**

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I understand that Al Noori Muslim School is intent on acquiring the subject site which is owned by Ausgrid.

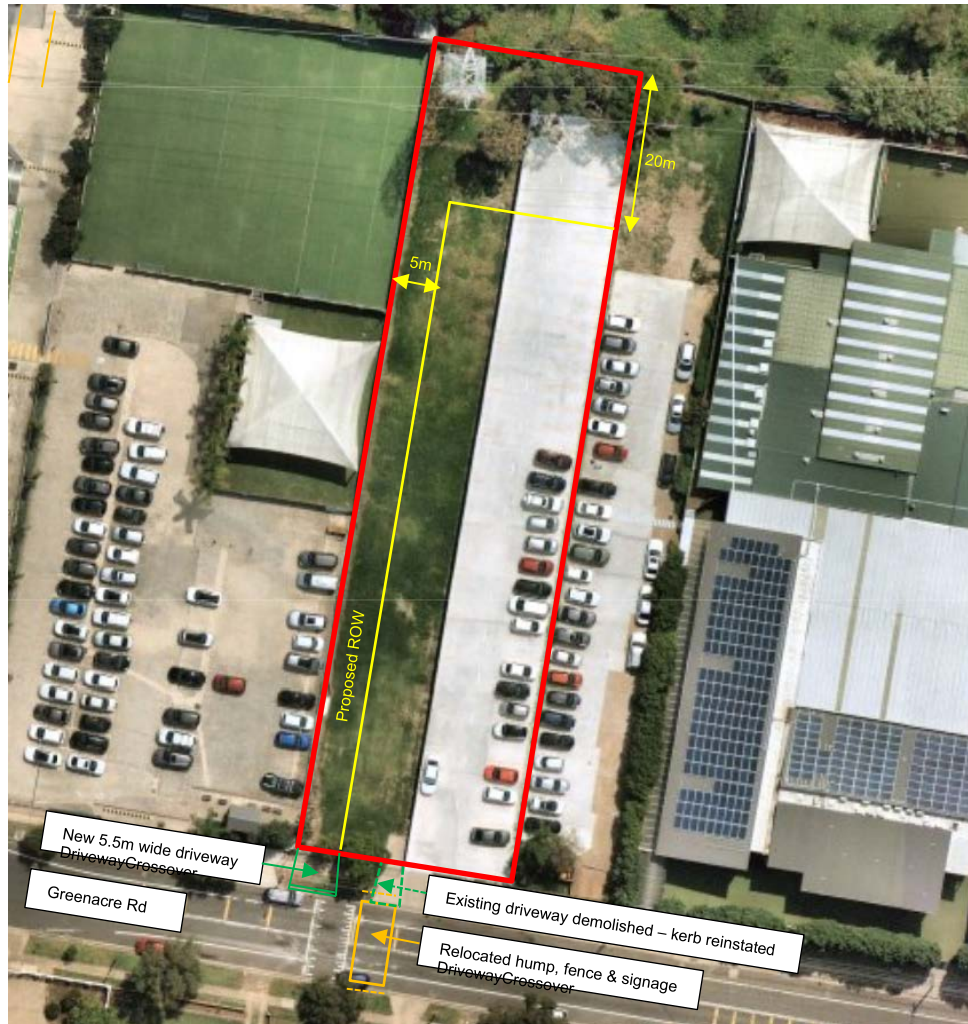
The subject site (Figure 1), being a consolidation of Lots A and B in DP 354971, occupies an area of some 2,694m<sup>2</sup> and has a frontage of some 28m to the northern side of Greenacre Road. The Al Noori Muslim School Senior Campus is adjoined to the west while the main campus is situated just to the east. The western part of the site (Lot A) is largely vacant and comprises an Ausgrid Tower to the rear while a carpark has been recently constructed on the eastern part (Lot B).

**Figure 1 Site Context**



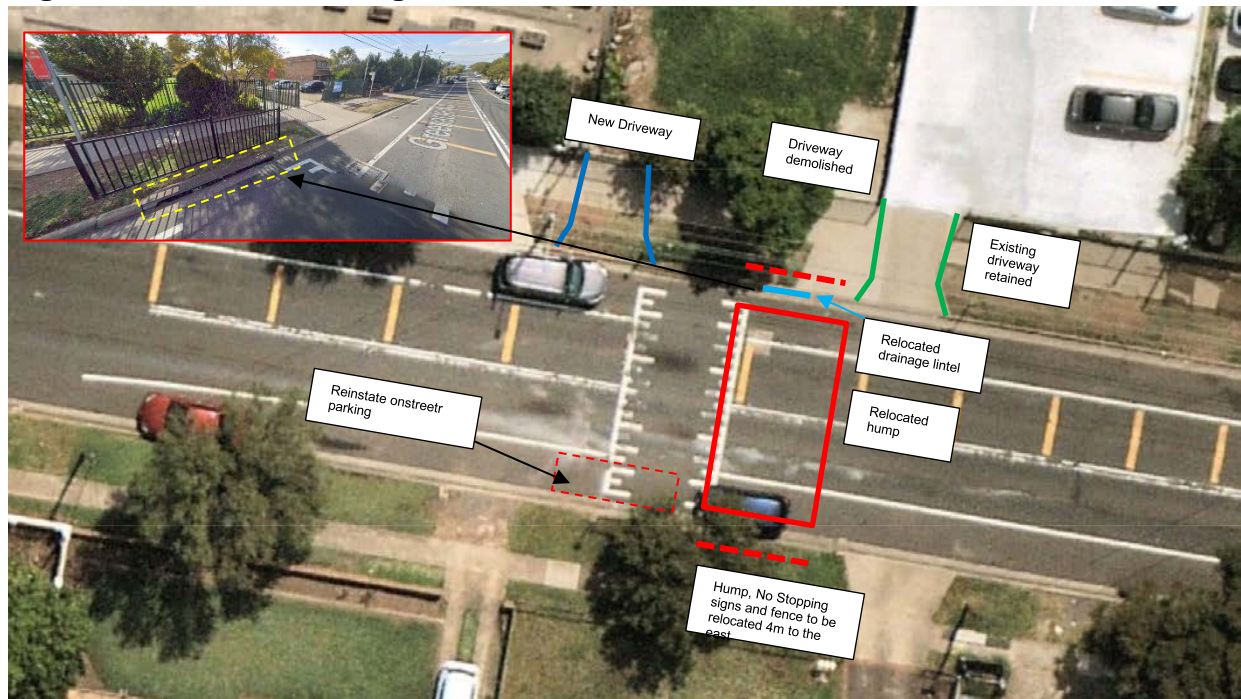
It is proposed to establish a Right of Way (ROW) on the western boundary of Lot A in order to create a new site access for Ausgrid to service/maintain its tower at the rear (Figure 2).

**Figure 2 Proposed ROW and associated amendments**



The ROW has been designed to accommodate the access movements of a 10.3m long single unit Ausgrid maintenance truck. The ROW will have a width of 5m between fences/boundaries and connect to Greenacre Road via a new 6.8m wide crossover suitable for the design vehicle. To enable this arrangement, the existing road hump (and its associated barrier fencing and No Stopping signage) that fronts to Lot A will need to be relocated some 5m to the east. The existing vehicle crossover for Lot A on the eastern side will be demolished and reinstated with standard kerb and gutter. The existing drainage lintel fronting Lot A will also need to be relocated to the new road hump location. A more detailed arrangement is indicated on Figure 3.



**Figure 3 Road Frontage Treatment**

Provision has also been made in the internal circulation area to allow such a vehicle to enter the site forwards, turnaround and stop adjacent to the Augrid Tower to undertake its maintenance works, and subsequently depart from the site in a forward direction.

Details of vehicle swept path assessment which demonstrate a satisfactory access arrangement being achieved by that vehicle are provided in Appendix A of this submission, while details of the driveway and crossover dimensions are provided in Appendix B.

I trust this is sufficient for your requirements. should you require further clarification, please do not hesitate to contact the undersigned at 02 94115660.

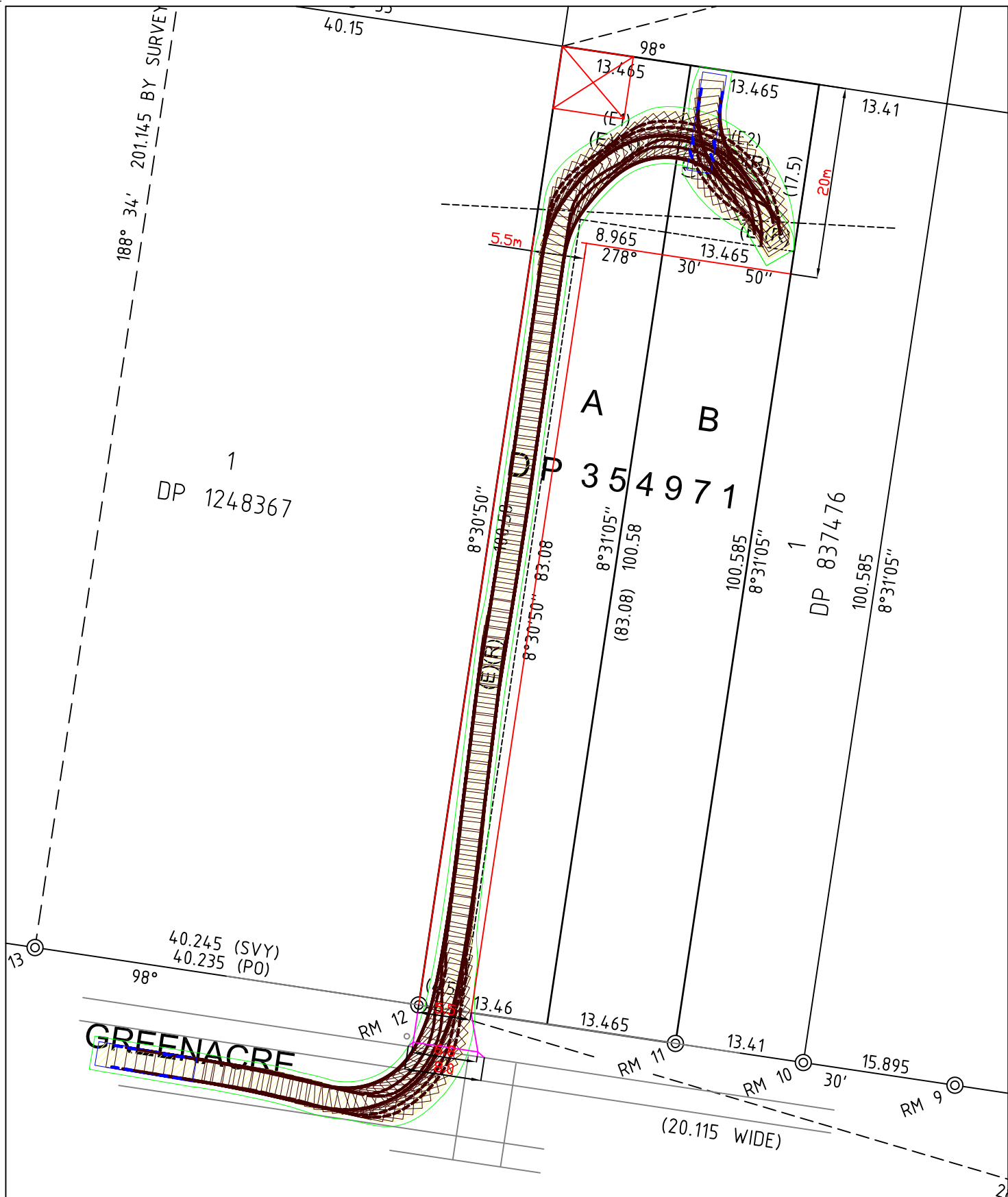
Yours faithfully,

*Bernardyslo*

Bernard Lo BE(Civil), MTrans, MIEAust  
Director  
Transport and Traffic Planning Associates

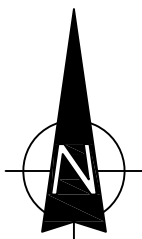
## Appendix A

### Turning Path Assessment



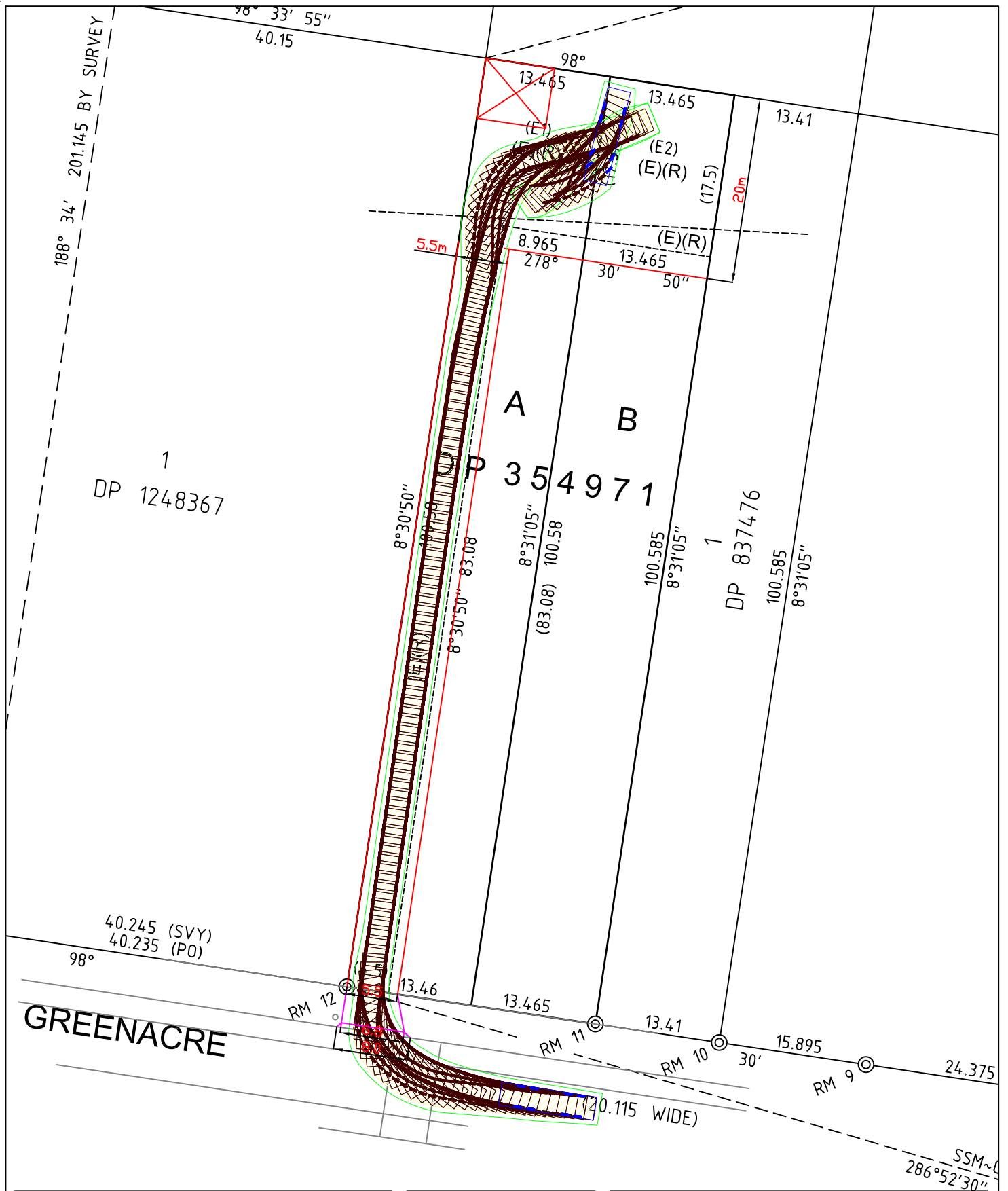
## LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS OF A  
10.3m AUSGRID TRUCK  
ENTERING THE SITE**

**SP 1**



## LEGEND

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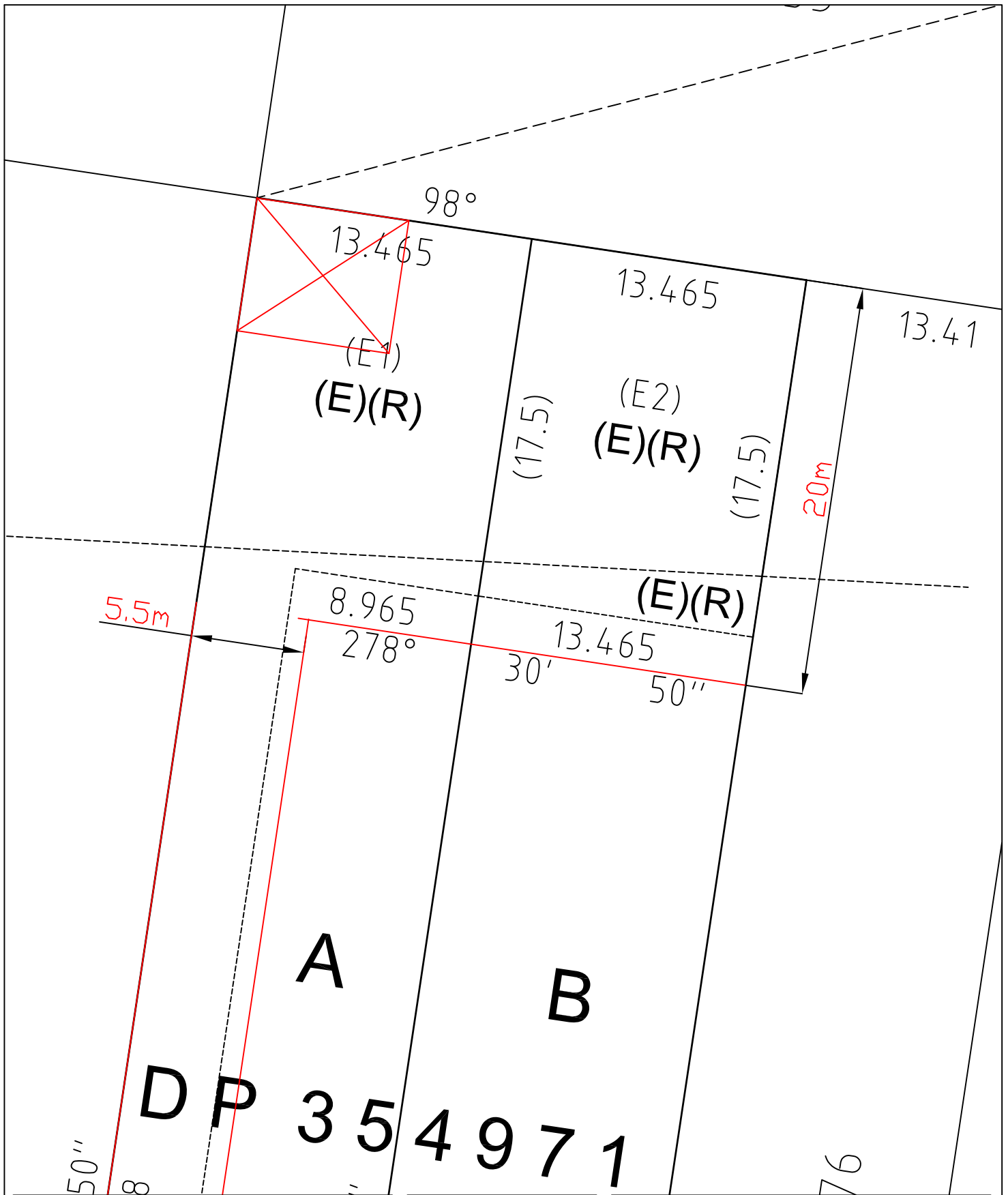


**SWEPT PATH ANALYSIS OF A  
10.3m AUSGRID TRUCK  
EXITING THE SITE**

**SP 2**

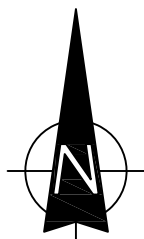
## Appendix B

### Driveway and Access Details



## LEGEND

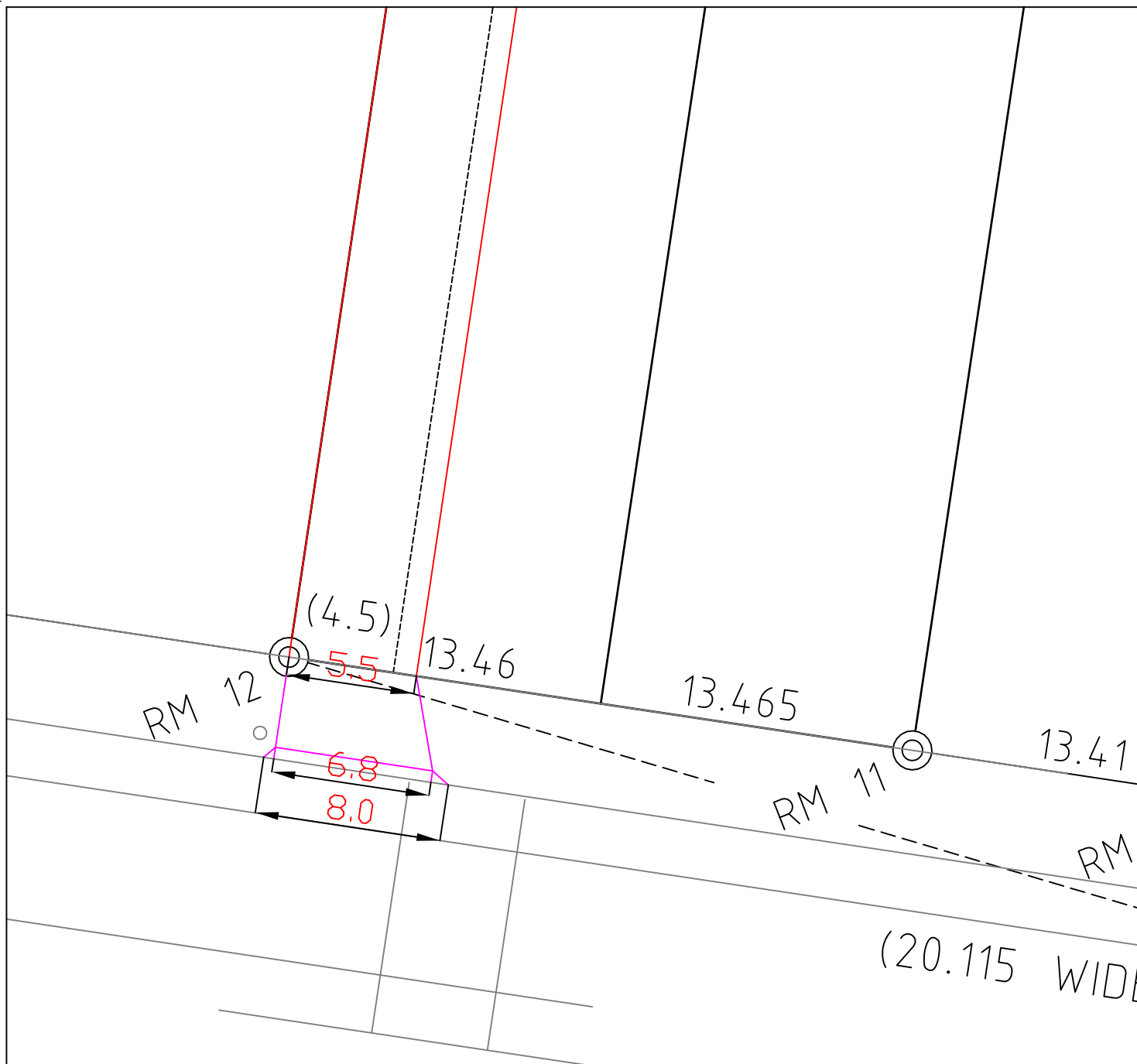
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**DIMENSIONS  
NORTH CORNER**

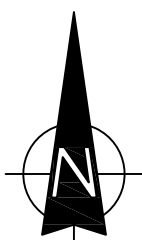
**SP 3**





## LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**DIMENSIONS  
ENTRY**

**SP 4**