

As requested, we have completed an additional swept path assessment to determine the works required to address Council's RFI dated 12 May 2026.

We understand that Council's concerns in relation to the access are as follows:

- Concerns about the tanker swept paths encroaching into the nature strip on the northwest side of the McClelland Avenue ingress and proximity of the swept path to an existing Telstra pit,
- Concerns about the proximity of the tanker swept paths to the kerb ramp near the McClelland Avenue/Mill Road roundabout, and
- The ability of tankers to be to circulate around the site internally if entering the site further to the southeast along McClelland Avenue.

The swept path assessment (attached) shows that the existing crossover could be widened approximately 2.2m further to the southeast which would allow for both the 20m and 23.5 m tanker to enter the site without encroaching into the nature strip. There does not appear to be any site constraints that would prevent this widening.

The swept path assessment also shows that the change in how the truck enters via McClelland Avenue does not impact on the ability of the tankers to exit the site, since both the original and updated swept path assessment have the tankers stopping at the same relocation for refilling activities.

Additionally, as the tankers pass the kerb ramp the truck will still have just over 1m clearance from the line of kerb at the pedestrian crossing. This is consistent with the general path of travel for vehicles exiting the roundabout to continue travelling along McClelland Avenue, as can be seen by the darker asphalt path below:



Accordingly, we do not consider that the tankers entering the site do not present any additional risk to pedestrians at the crossing compared to that through traffic along McClelland Avenue.

If you have any questions in relation to this assessment, please do not hesitate to contact me.