Works Approval Report
City to the Lake
West Basin Foreshore
Works Package 1 - Early Works
CttL-S1AW1-CGN-RPT-0002
September 2015

Prepared by
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Issue Document Verification with Document ✔
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1 Executive Summary

This report summaries the work undertaken by Arup for the Land Development Agency (LDA) to complete the Works Approval (WA) for the City to the Lake (CttL) West Basin Foreshore Stage 1A Works Package 1 Early Works.

City to the Lake is an ambitious and transformational project, connecting Canberrans and Australians to Canberra – creating a city that is vibrant, modern and dynamic. It is one of Australia’s largest urban renewal projects.

The project vision aims to Connect and Enliven via;

- A generous waterfront activated by a complementary mix of uses, activities and events
- An integrated permeable network of well-designed public spaces, paths and street that support vibrant public life and high connectivity
- Buildings and structures high architectural quality and environmental performance that unifies the different precincts with the City Centre

The City to the Lake project provides a development framework for an urban extension of the City centre towards the lake, creating a vibrant urban waterfront that will enhance the public’s access to and use of Commonwealth Park, the lake and major national and regional educational and cultural institutions such as the ANU and National Museum. The public waterfront will be the centrepiece of a mixed use City precinct along with major new public amenity, infrastructure and
cultural attractions for the Capital Region. Overall the project provides for over 1 million square metres of gross floor area for up to 15,000-20,000 new residents located around West Basin, City Hill and along Constitution Avenue.

The project is broken down into 6 key areas;

- Stage 1A – West Basin Foreshore from Commonwealth Bridge to the proposed Aquatics Centre
- Stage 1B – West Basin Foreshore from the proposed Aquatics Centre to the National Museum of Australia
- Stage 2 – West Basin Estate
- Balance – the rest of the City to the Lake project including City Hill
- Parkes Way
- Commonwealth Avenue

Stage 1A is split into two Work Packages:

1. Work Package 1 – Early Works – This package consists of the construction of lake reclamation, a new lake wall and extensions to existing stormwater pipes. This is an interim construction package only and is to be brought forward as early works to facilitate the programme. The site will not be open to the public between Work Package 1 and 2. The construction works of Work Package 2 will immediately follow Work Package 1.

2. Work Package 2 – Main Works – This package consists of the construction of all remaining works of Stage 1A. This includes earthworks, all finishes, roads, footpaths, plazas, boardwalk, services, lighting, hard landscape, soft landscape, parks, lighting, structures, walls, street furniture, signs and pavilions.

This Works Approval application applies to Stage 1A Work Package 1. A separate Works Approval application will be made for Stage 1A Work Package 2.
2 Project Introduction

2.1 Introduction

This report represents the Works Approval application for the CttL West Basin Foreshore, Stage 1A Works Package 1 Early Works.

This document addresses;
- Project Overview
- Stage 1A Works Package 1 Documentation and Design
- Cost

2.2 Project Overview

The project establishes a development framework for the broad southern flank of the Canberra’s city centre. The project area stretches from the West Basin to Anzac Parade including Parkes Way, London Circuit, Canberra Olympic Pool and the existing convention centre, and large surface car parks. As much of the area is undeveloped, it is available for a series of important civic initiatives.

The City to the Lake project takes as its starting point work done by the ACT Government and National Capital Authority (NCA) in 2007 to determine how the area between Civic and the Lake can be better connected and best be developed. The new project identifies the engineering, public space and development issues for linking the City to Lake Burley Griffin. It also refers to community values articulated in the ACT Government report Time to Talk 2030.

City to the Lake will focus its attention on delivering a mix of infrastructure open space between the city and West Basin. The mix will be designed to:
- increase residents in the city (about 15,000-20,000 by 2030);
- attract more tourists and increase their length of stay;
- create a great new public waterfront;
- diversify the economy;
- improve lake water quality;
- deliver key infrastructure (in partnership with the private sector where relevant), including:
  - Australia Forum (a convention and exhibition centre)
  - a multi-use stadium
  - an aquatic centre
  - a new theatre centre
  - realignment of Parkes Way to allow easy access to West Basin

The project is broken down into 6 key areas;
- Stage 1A – West Basin Foreshore from Commonwealth Bridge to the proposed Aquatics Centre
• Stage 1B – West Basin Foreshore from the proposed Aquatics Centre to the National Museum of Australia
• Stage 2 – West Basin Estate
• Balance – the rest of the City to the Lake project including City Hill
• Parkes Way
• Commonwealth Avenue

2.3 Project Consultants

The client, LDA, has appointed Arup to act as lead Design Consultant for the project. Arup are supported by;
• Architects and Urban Designers – Hill Thalis
• Landscape Architects – Jane Irwin Landscape Architects
• Built Form Design Guidelines – Tait Waddington
• Accessibility Consultants – Eric Martin Associates
• Cost Consultants – Rider Levitt Bucknall (RLB)
• Civil Engineers - Calibre
3  Stage 1A

Stage 1A consists of a new foreshore in West Basin from Commonwealth Avenue Bridge west to the northern edge of West Basin (immediately to the east of the proposed Aquatics Centre) refer to Figure 2 below.

Figure 2 - Stage 1A Site

Stage 1A has been divided into two work packages:

- Work Package 1 – Early Works

  This package consists of the construction of lake reclamation, a new lake wall and extensions to existing stormwater pipes. This is an interim construction package only and is to be brought forward as early works to facilitate the programme. The site will not be open to the public between Work Package 1 and 2. The construction works of Work Package 2 will immediately follow Work Package 1.

- Work Package 2 – Main Works

  This package consists of the construction of all remaining works of Stage 1A. This includes earthworks, all finishes, roads, footpaths, plazas, boardwalk, services, lighting, hard landscape, soft landscape, parks, lighting, structures, walls, street furniture, signs and pavilions.

- Sitewide masterplans; landscape, electrical, stormwater, sewer and water

  These masterplans cover the whole CttL area and provide a designed masterplan for the staged servicing of the precinct.

The site area for Works Package 1 is shown in Figure 2 above.
The project objectives for Stage 1A Work Package 1 are:

- Provide a clear package of works to allow for accelerated construction to commence;
- Reclaim the land required for Stage 1A and provide a base for the Main Works;
- Extend the existing stormwater infrastructure to the new lake edge with new lake outfalls; and
- Construct the permanent new lake wall.

This Works Approval Report covers only Works Package 1.
4 Stage 1A - Works Package 1

Works Package 1 includes the design and construction of the following works:

- Approximately 425m of new retaining lake wall structure to meet the project functional engineering and architectural requirements, including; and
- Approximately 25,000m² area of reclaimed land using engineering fill material suitable for the realisation and development of the Stage 1A scheme.
- Six (6) stormwater outfalls through the new lake wall;
- Installation of new stormwater drainage from the current lake edge through the reclamation area to the new outfalls; and
- Temporary drainage of the reclamation area at the completion of Works Package 1.

4.1 Maritime Design

A pre-cast concrete ‘L’-shaped wall has been adopted for the construction of the re-aligned lake retaining structure. This is similar in form to the retaining structures used within the Kingston Foreshore development.

A standard 2.5m-high, 2m-wide pre-cast unit has been adopted along the alignment to maintain commonality of pre-casting formwork (with the exception of the tie-in details at either end which adopt smaller height units). The level difference between the base of the pre-cast L wall and varying lake bed levels is accommodated through a rock revetment mound which also forms the foundation to the L wall.

The reclaimed fill comprises a free draining 2mm-200mm diameter rockfill material which will self-compact during underwater placement, minimising ongoing settlement of the area of reclamation. A cementicious self-compacting material is to be placed above the toe of the pre-cast L wall to increase the wall stability.

The wall crest level and Works Package 1 reclamation level at the lake edge is 150mm below the proposed final design level to accommodate the depth of structure required to construct the boardwalk in Works Package 2.

Stormwater and irrigation services run through the area of reclamation, with outfalls located at the new lake wall structure. The outfalls will be constructed through the creation of block-outs in the pre-cast element to suit the diameter of each utility.

A key criterion of the wall selection was to maintain flexibility of the reclaimed area over the project design life. Pre-cast L walls do not require anchor ties back from the lake edge which can sterilise the area of installation against future development.

The design considers optimised lake wall and reclamation constructability and cost through the adoption of repetitive pre-cast reinforced concrete elements that can be installed from land using commonly available construction plant and techniques.
Pre-cast concrete elements have been selected for the new lake wall structure for the following reasons:

- Pre-cast units can be formed under more controlled conditions than in-situ concrete elements, resulting in greater control over engineering and architectural finish quality;
- Pre-casting promotes an expedited construction programme, allowing for faster wall construction compared to an in-situ formed wall structure.
- Pre-casting offsite in more controlled conditions reduces health and safety risk compared to on-site casting.

### 4.2 Drainage Design

The Stage 1A foreshore reclamation and development will occur prior to construction of Parkes Way and subsequent stormwater trunk realignment to the north of Parkes Way. As a result, all existing stormwater pipes draining upstream catchments through the City to the Lake site to the lake must remain operational until works to Parkes Way are complete.

The following principles have therefore been adopted in the concept design of stormwater works within Works Package 1:

- Provide drainage for all existing catchments that drain through the City to the Lake site to the lake, generally through extending existing stormwater pipes through to the new lake wall;
- Maintain the capacity of the existing network within the extended network i.e. no reduction in pipe size or flattening of pipe grades;
- Minimise the change to the hydraulic performance of the existing system through minimising the introduction of bends;
- Lower new stormwater connections through the Stage 1A reclamation area where necessary to enable connection of future City to the Lake drainage;
- Increase pipe sizes where considered necessary to enable connection of future City to the Lake drainage;
- Coordinate the line and level of proposed connections from the existing network to the new outfalls to avoid clashes with proposed utilities and proposed waterfront pavilions, and to align where possible with future Stage 2 road corridors;
- Minimise where feasible the extent of stormwater infrastructure to be abandoned in future project stages;
- Consider the final Stage 1A masterplan urban design layout when locating manholes, and;
- Consider the space and access requirements for potential retrofit of water quality devices as part of the future water quality strategy.

The functions of the proposed stormwater outlets with Works Package 1A are set out below.
<table>
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<tr>
<th>Outfall No</th>
<th>Outfall Location</th>
<th>Existing Pipe Diameter</th>
<th>Proposed Pipe Diameter (nominal)</th>
<th>Function(s)</th>
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<td>1</td>
<td>Proposed</td>
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<td>525</td>
<td>Allows for connection for future street drainage from proposed road. Allows for connection of drainage from proposed plaza and pavilion buildings (Western)</td>
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<td>2</td>
<td>Extension of Existing</td>
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<td>To maintain status quo of existing stormwater drainage in the West Basin area. To provide a connection point for drainage of proposed buildings at subsequent stage.</td>
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<tr>
<td>3</td>
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<td>1200</td>
<td>To maintain status quo of existing stormwater drainage in the West Basin area. To provide a connection point for drainage of proposed buildings at subsequent stage. To allow for connection from proposed WSUD bioretention bays within soft landscaping area (Western)</td>
</tr>
<tr>
<td>4</td>
<td>Extension of Existing</td>
<td>750</td>
<td>750</td>
<td>To maintain status quo of existing stormwater drainage in the West Basin area (including rationalisation of minor adjacent existing local stormwater). Allows for connection for future street drainage for proposed Marcus Clarke Avenue. Allows for connection of drainage from proposed plaza and pavilion buildings (Eastern).</td>
</tr>
<tr>
<td>5</td>
<td>Extension of Existing</td>
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<td>525</td>
<td>To maintain status quo of existing stormwater drainage in the West Basin area. To provide a connection point for drainage of proposed buildings at subsequent stage. To allow for connection from proposed WSUD bioretention bays within soft landscaping area (Eastern). Upsized from existing to accommodate for potential reduced gradient.</td>
</tr>
<tr>
<td>6</td>
<td>Extension of Existing</td>
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<td>To maintain status quo of existing stormwater drainage in the West Basin area. To provide a connection point for drainage of proposed buildings at subsequent stage. To allow for connection from proposed WSUD bioretention bays within soft landscaping area (Eastern).</td>
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<table>
<thead>
<tr>
<th>Outfall No</th>
<th>Outfall Location</th>
<th>Existing Pipe Diameter</th>
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<td>area. Allows for connection for future street drainage for proposed road. Allows for connection of drainage from proposed plaza and pavilion buildings (Eastern), resulting in upsized diameter from existing.</td>
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</table>

All proposed stormwater drainage is subject to:

- Confirmation of surveyed location, level, size and condition of existing drainage, to be undertaken in subsequent design stages.
- Hydraulic modelling to confirm specified performance can be met during all Project Stages.

### 4.3 Environment

Refer to drawing CttL-S1AW1-EGA-DRG-0101 for a preliminary scope of environmental controls proposed for the Works Package 1 works.

The LDA will prepare a Construction Environmental Management Plan (CEMP) for the works prior to construction commencement that will confirm details for all environmental controls for the works.

### 4.4 Transport

An Access Strategy is being developed for the City to the Lake project to review and provide recommendations regarding the access requirements for the West Basin. Due to the early works nature of Works Package 1, the access strategy document, CttL-S1AW1-TTM-RPT-0002, will broadly define the principles and objectives for access to the area. A more detailed strategy will be presented in the access strategy document which will accompany the Works Application for Works Package 2.

The key aims of the access strategy are to:

- Provide a safe and efficient means of accessing, circulating through and egressing the site;
- Consider and promote active and public transport modes for visitors to the study area; and
- Provide appropriate levels of parking within the site, ensuring that parking is appropriately located and managed.

Following consideration of future planning for Canberra and the West Basin area, the CttL access strategy was developed around four main principles:
- **Active** and **Sustainable**: Provide opportunities for visitors to use active and public transport to travel to and through the site;
- **Safe**: Provide a safe means of entering, exiting and moving around the site;
- **Accessible**: Provide a means for all visitors to enjoy the site;
- **Efficient**: Efficiently cater for the demand for trips to and from the site, minimising the impact on the surrounding network.

These principles are largely based on the Transport for Canberra policy, and are consistent with the proposed nature of the development within the West Basin.

These access principles have an impact on various elements of the City to the Lake development, including:

- Road and intersection layout: The layout of the internal roadways within the site needs to be legible and safe. This can be achieved by defining a clear road hierarchy, and ensuring that the design of internal roadways and intersections complies with the relevant standards;
- Pedestrian and cycle path layout: The layout of pedestrian, cycle and shared paths within the site should follow desire lines, and provide sufficient width to accommodate the cyclist and pedestrian volumes;
- Positioning of future bus stops: The location of future bus stops should maximise the number of people who live or work within the stop catchment area; and
- Parking management strategy: On-site parking should include sufficient spaces for people with disabilities to enable equitable access to the development. Each of the residential / commercial / retail lots on site should be provided with adequate (but not excessive) off-street car parking for residents and staff to ensure that sufficient on-street car parking is available to visitors. Parking controls (such as access controls and time limited parking) should be considered to promote the **efficient** use of on-street parking, and to encourage greater use of **active** and **sustainable** modes of transport.

A more detailed review of the implications of this access strategy will be provided in the Access Strategy document for Works Package 2.

### 4.5 Cost Estimate

A cost estimate of the Work Package 1 package has been completed. The total estimate for the works is $14.406M.

### 4.6 Works Approval Documentation

The package of works submitted for Works Approval Works Package 1 are listed below;

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<td>Works Package 1 - Site Establishment and Construction - General Arrangement</td>
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5 Sitewide Masterplans

Stage 1A Works Package 1 is an accelerated early works package. To demonstrate staging and sitewide feasibility of Works Package 1, the following sitewide masterplans have been included within this works approval report for information only. These consist of;

- Illustrative masterplan
- Landscape masterplan
- Sewer masterplan
- Water masterplan
- Electricity masterplan
- Stormwater masterplan

Each of the sitewide masterplans have been developed in accordance with the three phases of development agreed with the LDA. These are:

- Stage 1A
- Interim Development – includes the West Basin Estate, West Basin Foreshore and Parkes Way
- Ultimate Development – the completed City to the Lake Project

The three development phases are depicted in Figures 3, 4 and 5 below.

Figure 3 – Stage 1A
The following is a brief description of each masterplans purpose and content.
5.1 Illustrative Masterplan

The illustrative masterplan defines the overall land use of the precinct. It defines the layout of the streets, blocks and public realm.

The public realm will form the urban framework for the transformation of the CttL project in particular the West Basin where the core of public open space is being provided. Design of the public realm must understand and reinforce the elements that make Canberra distinctive, while also supporting the aspirations of contemporary communities. It must knit the new areas into the existing civic centre, as well as making a distinctive and unique space or series of spaces along the waterfront.

5.2 Landscape Masterplan

The Landscape Masterplan focuses on the 5.5 hectares of open space consisting of the: streets, parks and squares that are existing and proposed within the CttL precinct.

The Landscape Masterplan will act as an illustrative staged development framework in line with the Illustrative Masterplan for the landscape design and character and set principles for future public realm design.

The Landscape Masterplan defines a hierarchy of space, material and finish within the public realm to activate and integrate the surrounding spaces for the city and users. A series of landscape rooms have been defined to create an experiential journey along the waterfront and allow for areas of passive and recreational use. The landscape rooms have been designed to allow for flexibility and resilience of use over time and from season to season. Key features have been highlighted within the masterplan and therefore framed with feature trees, lighting, art or urban elements such as pavilions, seating walls, bio retention or a change in materiality to define transition from space or the representation of the heritage of the site.

5.3 Sewer Masterplan

A sewer main is proposed along the northern verge of the lakefront road adjacent to proposed blocks. Short side lines of sewer mains are proposed to service each key activity node along the boardwalk area. These side lines are proposed to stop behind the lake wall and will be the limit of the Icon Water sewer network.

5.4 Water Masterplan

A water main is proposed along the northern verge of the Boulevard road located behind the kerbline. Side lines will be constructed off this main to each key activity node along the boardwalk area to provide fire hydrants for fire fighting and to enable connection of water ties where required to facilities at these nodes. These side lines will stop behind the lake wall and be the limit of the Icon Water network.
5.5 **Electricity Masterplan**

A shared trench containing electricity, gas and communications will be constructed in the northern verge of the Boulevard road. Side lines could be constructed off this trench to key activity nodes where required to provide services. These mains will stop behind the lake wall.

5.6 **Stormwater Masterplan**

The stormwater strategy for Stage 1A includes the following:

- Approximately twelve (12) stormwater outlets to the lake and associated stormwater drainage pipes within the Stage 1A boundary. These generally vary in size from 225mm diameter up 1200mm diameter, with one significantly larger trunk stormwater diversion pipe in the order of 900x3600 box culvert.

- A longitudinal collector drain (continuous grated trench or similar) located between the southern edge of the Lakefront Road and the adjacent cycleway, providing drainage of the Lakefront Road, northern footpath and cycleway.

- Local drainage collection throughout the waterfront public domain area.

- Four bioretention zones within the waterfront public domain area sized to provide stormwater treatment for the Stage 1A area.

- Temporary drainage for two scenarios:
  - Completion of Works Package 1
  - Completion of Works Package 2

The following masterplan drawings are provided for information only to support the design context of the Works Approval application.
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