



## Construction Traffic Management Plan (CTMP)

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2 Apollo Pl, Lane Cove West

**AW EDWARDS**

## DOCUMENT CONTROL

### PROJECT DETAILS

**Project Name:** Airtrunk Syd 2  
**Project Location:** 2 Apollo Pl, Lane Cove West NSW 2066  
**Client:** AW Edwards  
**Site Manager:** Con Sotiropoulos  
**Date of Design:** 29/10/2025  
**Principal Contractor:** AW Edwards  
**Company Address:** Level 12/558 Pacific Hwy, St Leonards NSW 2065

REVISION	DATE	ASSESSOR	SIGNATURE
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Rev I	07/11/2025	Noah Nguyen-Luu TCT1025516	<i>Noah Nguyen-Luu</i>

### APPROVALS

**Distribution:** AW Edwards, Local Council, External Stakeholders

**Date:** 29/10/2025

**Signature:** \_\_\_\_\_

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## **1. Introduction**

### **1.1 Background**

Construction of industry building Airtrunk Syd 2. access & car parking, landscaping, associated structures. Including Concrete pours, fitouts, precasting, steel structure and fixing.

This CTMP operates as the master document and is applicable to all staff, employees, subcontractors and any statutory service authorities undertaking service relocations throughout the duration of the contract and/or until project completion. The implementation and ongoing development of this CTMP will be managed by the senior project team.

### **1.2 Development**

This document has been developed by Argus on behalf of AW Edwards to satisfy the requirements of Transport for New South Wales (TfNSW), Lane Cove Municipal Council and the local authority as outlined in Traffic Control at Work Sites Manual v6.1 (TCAWS) and AusRoads Guide to Temporary Traffic Management (AGTTM).

This document is not valid unless approved by the relevant regulatory bodies. It is the responsibility of the Project Manager to obtain any permits required for the implementation of this CTMP (more information in section 3.1)

### **1.3 Purpose**

The purpose of this CTMP is to outline the Traffic Control and Traffic Management procedures that are to be implemented to manage potential impacts and risks associated with the traffic environment during the scope of works.

AW Edwards will implement the works in accordance with the requirements of the project as well as the requirements of Ministers Condition of Approval (MCoA) while ensuring the works are constructed in accordance with the drawings, specifications, Codes of Practice, and AGTTM.

Argus acknowledges that the safety of road users, and the effective management of the traffic is paramount to the successful day-to-day activities for the duration of the project. This CTMP seeks to ensure the certainty of the delivery of the prescribed road user requirements including provision of a safe environment for workers and the travelling public and minimising impacts on the road network.

## 1.4 Scope of the Construction Traffic Management Plan (CTMP)

This document identifies the current road conditions and proposed traffic control measures to be implemented to meet the requirements of SWTC, specification RMS g10 Traffic Managements, AS1742.3, AGTTM and/or TCAWS6.1.

The objectives of this CTMP are:

- Maximise safety by ensuring that traffic control at work sites consistently complies with best practice,
- Provide protection to workers and the general public from traffic hazards that may arise as a result of construction activities,
- Minimise and manage potential adverse impacts on traffic flows to ensure road network performance is maintained at an acceptable level,
- Provide suitable traffic management guidance and a clear instruction for traffic management implementation,
- Ensure all potential hazards and risks are identified, assessed and controlled.

This document:

- Does **not** cover the implementation, monitoring, auditing or removal of the traffic control devices,
- Does **not** substitute the requirement of government or third-part approvals as required (i.e. Road Occupancy licenses, Speed Zone Authorisations or any other government permit required to carry out the works as proposed within this document.)

Additionally, it is the responsibility of the traffic control provider to review the Traffic Guidance Scheme (TGS) plans prior to the implementation to ensure that the suitability of the TGS' is current and relevant to the onsite traffic conditions. Where appropriate modifications may be made to the TGS', may be designed by a person(s) who holds a current Prepare Work Zone Traffic Management Plan or equivalent.

The key objectives to be adopted by the project team with respect to this CTMP are to:

- Keep traffic impacts and delays to a minimum,
- Minimise disturbance to the road users and surrounding network,
- Always maintain satisfactory property access,
- Ensure the safety of employees, contractors, the general public, TfNSW personnel, pedestrians, cyclists and traffic.

## **2. Roles and Responsibilities**

Responsibilities are defined in individual position descriptions as noted below it is Senior Managements responsibility to delegate appropriate authority and scope for these roles.

Each employee shall receive an induction to the site. That includes specific health, safety, environment, and quality considerations. As needed, training is also provided in processes pertinent to their job to an appropriate level of competency.

### **2.1 Project Manager**

- The involvement and competence of contractors and suppliers is fundamental to the success of A W EDWARDS. Subcontractor procurement for this service is to be in accordance with the procedures “Managing Contractor Compliance” and “Purchasing”.
- Programming of the works,
- Outlines the high risk construction activity i.e. Working on, or adjacent to a road,
- Monitoring, reviewing and amending the Traffic Management Plan as required,
- Managing non-conformances / corrective action and minor incidents,
- Ensure that an applicable Safe Work Method Statement (which may be generic if the activity is performed in the same way and in the same or similar circumstance) is delivered through training to all persons affected on the construction site.

### **2.2 Works Supervisor**

- Ensure compliance with the approved TMP, TCAWS & Main Roads specification and the contract requirements,
- Periodic inspection of traffic control devices on a daily basis prior to commencement of work in conjunction with the Traffic Controllers Supervisor,
- Ensure that all Traffic Controllers are in fact licensed or accredited to perform the duties of a Traffic Controller,
- Identify non-conformances and implementation of corrective actions.

### 2.3 Traffic Health and Safety Manager/Advisor

- Develop and implement site specific health and safety plans in accordance with standard,
- Enforce site workplace safety policies,
- Evaluate policies and procedures to maintain a safe site and workplace,
- Conduct site inductions and training to educate staff in safe operating procedures to assist in accident prevention,
- Investigate incidents assist site staff and prevent similar occurrences in the future,
- Provide recommendations to safety issues.

### 2.4 Traffic Control Supervisor / Team Leader

The Traffic Team Leader is responsible for overseeing the day-to-day activities, and is therefore responsible for the practical application of the CTMP, and will:

- Ensure compliance to the approved TGS' noted in this CTMP,
- Issues the required TGS' and, where relevant, Road Occupancy licenses to the traffic control crew / or subcontractor,
- Ensure adequate plant, equipment and human resources are made available for the installation and maintenance of temporary control devices,
- Holds a current "Prepare Work Zone Traffic Management Plan" qualification,
- Ensure that the approved traffic management measures are implemented and maintained in accordance with the approved plans,
- Carry out regular inspections of the traffic control measures to ensure that they are effective,
- Amend and update the plan, as required, to ensure that they remain current as the work progresses,
- Identify situations where traffic congestion, or unsafe conditions for vehicles, cyclists, pedestrian and workers, are occurring and providing recommendations for improvement,
- Maintain current copies of the Construction traffic Management Plan and its various component plans, Road Occupancy Licenses and speed zone authorisations, and their controlled distribution,
- Keep records of the traffic Controllers; qualifications and ensuring that they are current,
- Liaise and facilitate regular meetings with the principal, other authorities and relevant parties on traffic management matters for the site, maintained records of these meetings and making them available to the relevant persons,
- Provide induction on the traffic management measures to site personnel,
- Record and report on all traffic incidents,
- Ensure all team members have appropriate PPE,
- Ensure team members (inclusive) understand and are signed onto relevant permits.

## 2.5 Traffic Controllers Project Contacts

Traffic Controllers shall be used to guide road users to avoid conflict with plant, workers, traffic, cyclists and pedestrians, and to stop and direct traffic in emergency situations.

Traffic Controllers will:

- Operate in accordance with TCAWS v6.1, AS1742.3, and AGTTM,
- Not stop any traffic on public streets and only allow construction vehicles to enter and exit the site during a gap in traffic,
- Hold pedestrians for short periods to ensure safety when construction vehicles are entering and exiting site. Keeping in mind, pedestrian have the right of way always, and must not be held in anticipation,
- Be accredited as a minimum with “Traffic Controller” and “Implement TGS” training,
- Take appropriate breaks as required by AS1742.3 and WHS regulations.

## 2.6 Personnel Protective Equipment

Personnel Protective Equipment (PPE) will be the responsibility of all roles noted in sections 2.1, 2.2, 2.3, 2.4 and 2.5 above, however team leaders will have an overarching responsibility to ensure all members of the team (both inclusive and exclusive to Argus Traffic) are wearing appropriate PPE for the scope at hand.

The required PPE for this project will include, but not limited to:

- Full length Hi-Visibility shirt and pants, with reflective strips for night works (including reflective X on the back of the shirt),
- Hard Hat,
- Ankle height steel cap boots,
- Eye protection,
- Gloves (as required),
- Hearing protection (as required).

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## 2.7 Projects Contacts

POSITION	NAME	CONTACT NUMBER	EMAIL
<b>Operations Manager</b> Argus	Hayley O'Donovan	0426 150 424	<a href="mailto:hayley@arguslabour.com.au">hayley@arguslabour.com.au</a>
<b>Office Contact</b> AW Edwards	Gio Strati	0420 730 768	<a href="mailto:gstrati@awedwards.com.au">gstrati@awedwards.com.au</a>
<b>Senior WHSE</b> AW Edwards	Brad Cassar		
<b>Site Manager</b> AW Edwards	Con Sotiropoulos	0413 122 291	<a href="mailto:csotiropoulos@awedwards.com.au">csotiropoulos@awedwards.com.au</a>

*Figure 1: Project Contacts*

Site emergency contact list will be communicated at prestart and available upon request. The Traffic Manager will have the authority to stop work on any activity if it is necessary to prevent traffic incidents, or to comply with the directions of the client or emergency services.

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### 3. Project Details

#### 3.1 Scope of work(s)

The following works are anticipated to be undertaken from 20205 – 2026:

- Concrete Pour | Approximately 80 Truck movements per day,
- Precast | Approximately 20 – 30 movements per day,
- Structural Steel | Approximately 20 – 30 movements per day,
- Steel fixing | Approximately 20 – 30 movements per day,
- Construction of Shell C Structure and gantry,
- Fitout | Approximately 20 – 30 movements per day.

It should be noted that the largest vehicle which will be used onsite will be a 19m semi-trailer. See Appendices D - E for SPA's.

See project markups and designs below:

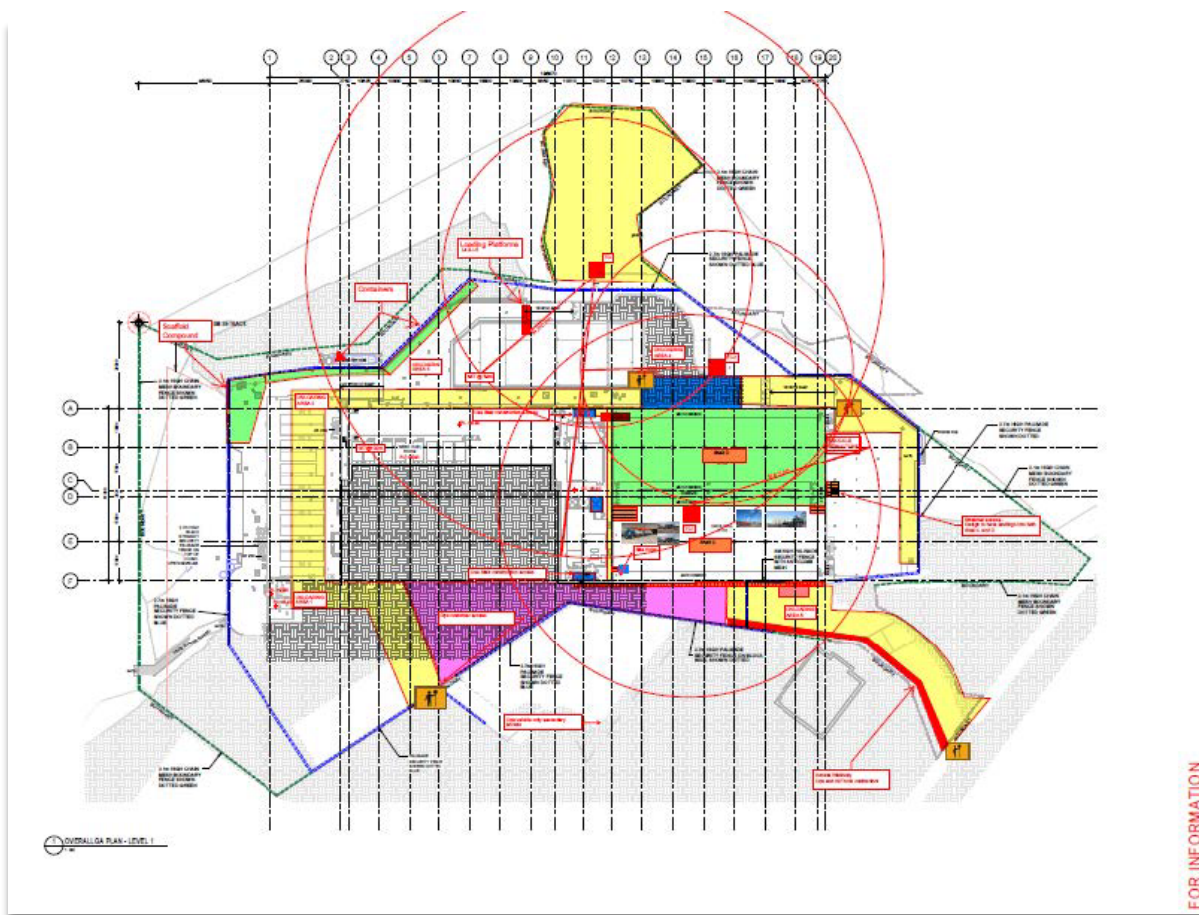


Figure 2: Site Activity Map



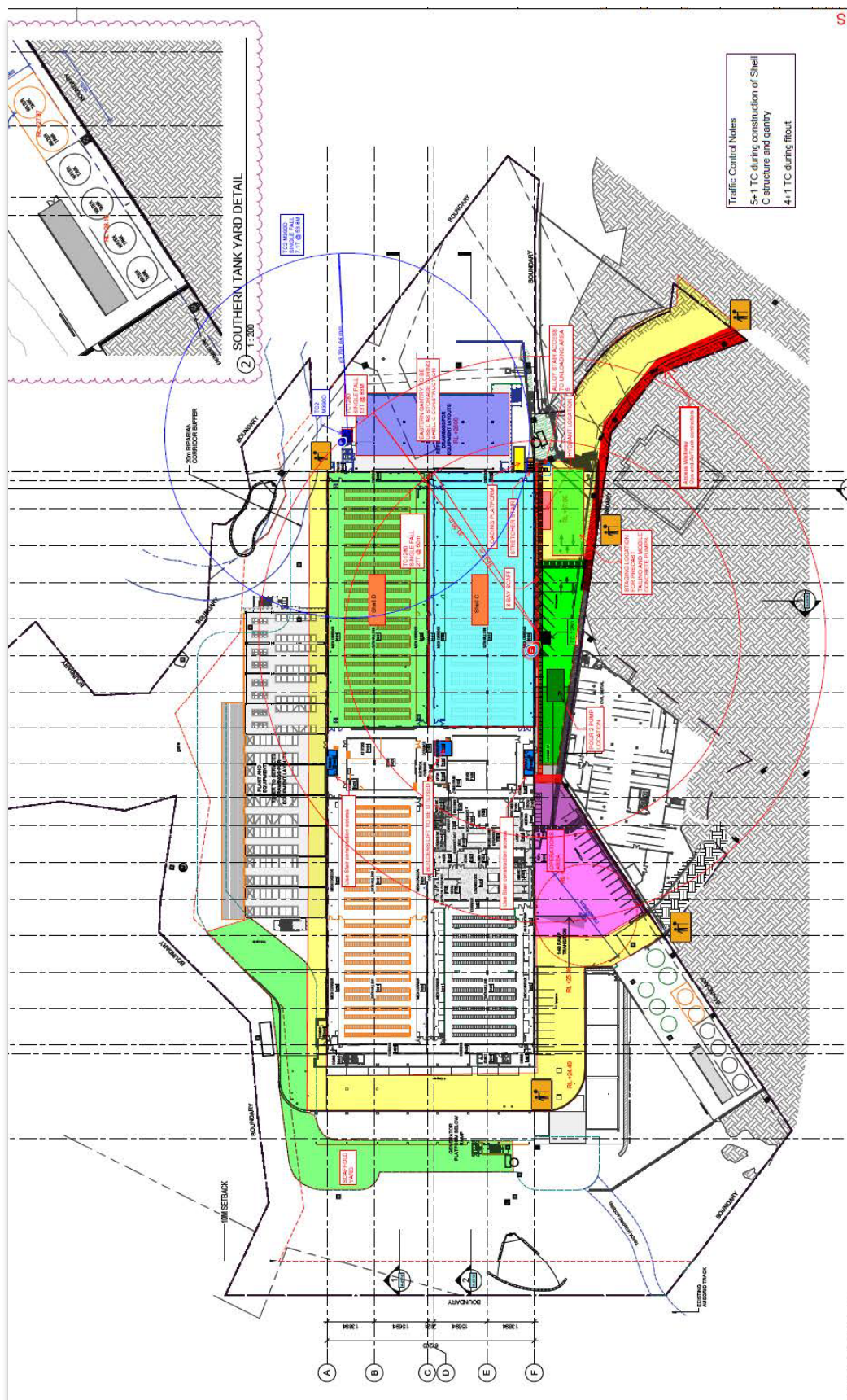
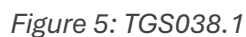


Figure 3: Site Activity Map 2.0















### 3.2 Location

The project is located at the end of Apollo Place, refer to **Figure 2**, indicating work area.



Figure 7: Site Location

### 3.3 Surrounding Road Network

#### 3.3.1 Apollo Place

- **Estimated length: ~120–220 m** (approximate — Apollo Place connects the small industrial lots (1–4 Apollo Pl) to Sirius Rd and access lanes)
- **Typical carriageway width (curb-to-curb): ~7.0–9.0 m** (industrial service road: single carriageway typically accommodating two-way light/heavy vehicle movement)
- **Direction of travel: Two-way** vehicle movement (used for ingress/egress to business lots and site servicing). Planning documents describe vehicular access from Apollo Place to Sirius Road and internal vehicular movements.
- **Lane configuration:** functionally **two lanes (one each direction)** on a single undivided carriageway



#### 3.3.2 Sirius Road

- **Estimated length: ~350–650 m** (Sirius Rd runs along the industrial precinct frontage and connects to local distribution roads)
- **Typical carriageway width (curb-to-curb): ~8.0–12.0 m.** In places used/modified for heavy vehicle access, verge widening and vehicle turning areas are shown in access plans
- **Direction of travel: Two-way** for general traffic.
- **Lane configuration:** Typically 2 lanes (1 each way) on an undivided carriageway





### 3.3.3 Orion Road

- **Estimated length:** ~200–450 m
- **Typical carriageway width (curb-to-curb):** ~7.0–9.0 m
- **Direction of travel:** Two-way
- **Lane configuration:** Two lanes (one each way)



### 3.4 Project Strategy

During unloading activities associated to the project, TfNSW accredited traffic controllers will implement the below to ensure that impact on the surrounding road network is minimised:

- Design the works to minimise lane closures/contraflow & Stop-Slow in both number and duration,
- Schedule the works to exclude lane closures/contraflow & Stop-Slow during weekends and school holidays and minimise closures during daylight hours,
- Provide safe passage for pedestrians and cyclists,
- Ensure appropriate controls and procedures are implemented during construction activities to address potential traffic impacts along the segment of roads affected,
- Incorporate traffic control measures for construction vehicle movements and works programs to minimise traffic and transport impacts on the surrounding road network,
- Ensure appropriate measures are implemented to comply with all relevant legislation and other requirements as described in this plan.

As per the request of TfNSW, TMC and Lane Cove Municipal Council, the guidelines set by TCAWS v6.1, AS1742.4 and AGTTM must and will be followed throughout the course of the project.

In addition to the above, signage placed will comply with all standards to ensure safe conditions are met for all pedestrians, cyclists and road users in the vicinity of the project.

At the current assessment of the onsite Traffic guidance Schemes that are to be implemented, the suitable method of Traffic management is the **Around** method.

*An **around** method is where traffic is completely separated from the work area. An **around** method is the preferred TM method where achievable, as a majority of risks associated with TTM are eliminated and it generally provides the lowest overall net risk option. (TCAWS v6.1, p32).*

The chosen method will be required to be utilized for the duration of the project, and continuous implementation as per the TGS' and approvals on site must be completed each day works are in progress.

See **Appendices A – C** for project TGS'

### 3.5 Working Hours

This CTMP will be updated, and relevant authorities notified with sufficient notice when dates of commencement are finalised.

Work approved hours are the following (unless authorised by council):

- 7am – 5pm inclusive Monday to Friday,
- 7am – 1pm inclusive Saturday only,
- No works to commence via Sunday and public holidays,
- Safety inspections are permitted to be held from 7:00am on workdays.

### 3.6 Construction Vehicle ingress & egress routes

**It should be noted that when large vehicles are scheduled, parking will be taken out where required to ensure no conflict with vehicle movements and parked vehicles occurs.**

Construction vehicles are to follow the shortest viable route from the nearest State Road, ensuring safe passage for the vehicle, and surrounding public is maintained at all times.

All trucks/drivers working throughout the duration of this project will be provided with a site map outlining the access point/s, an onsite Vehicle Movement Plan as per TGS030, (VMP) & a suggested route to & from the work site for Vehicles NO higher than 4.4meters & no longer than 19.5, this route will be determined by the conditions outlined by the RMS website for restricted access: <http://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/>

Traffic impacts from the construction works are expected to be limited to the truck routes detailed in this report. Truck movements are not expected to cause delays on the local roads, or create flow-on impacts to the other roads. All lanes will generally be operating at full capacity. Local traffic patterns during construction are expected to remain consistent with the existing conditions. Vehicles will move in and out of site in a forward direction (unless specific approvals is obtained from Local Council). Trucks and vehicles associated with the site will take into consideration the surrounding building and roads.

Throughout the construction period all vehicles associated with the worksite are to access and exit the worksite in a forward direction. The types of vehicles accessing the site, but not limited to will be semi- trailers, truck & dogs, floats, delivery vans, contractor utilities, concrete agitators and concrete pumps throughout the course of this build. These are standard vehicles that operate freely along the general road system, and no specific permits are required. Heavy vehicles are defined under the Heavy Vehicle National Law (2013) as large vehicles with a gross vehicle mass or aggregated trailer mass of more than 4.5 tonnes. Heavy vehicles including trucks and semi-trailers would be required for delivery of equipment and construction materials. To assist in the construction process, there may be a requirement for some specialised vehicles, such as excavators, air compressors, bin & skips and scaffolding, to access the site. During days of significant vehicular movements, it is expected that communication between the site and truck drivers will be maintained to stagger vehicle arrival . This will allow for vehicles to be accommodated within the worksite and for traffic disruptions to be minimised with emphasis made on deliveries outside of peak periods where possible to reduce impact on traffic flows. If out of hours deliveries are required, AW Edwards will seek approval from Local Council before after hour deliveries take place.



AW Edwards Pty Ltd will have an active and ongoing involvement in the management and monitoring of works during the construction phase. They will ensure that no vehicle will make deliveries outside of Lane Cove Council's approved DA times. All vehicles approaching the work site will adhere to the road rules and observe any signage in place. No queuing or marshalling of trucks are permitted on any public roads. All deliveries to be loaded or unloaded, will be undertaken from within the site boundaries. Loading and unloading of all machinery, construction materials or skip bins/containers will be undertaken from within the site boundaries. This will in turn limit disruptions to traffic and pedestrian flows. All vehicles will be checked by drivers that their loads are to be covered by tarpaulin or like prior to exiting the work site as required. The proximity of the site to the adjoining State Road Network is such that construction vehicles are able to access and depart the work site creating very little to no disturbance to the surrounding local road traffic. Construction vehicles are not to encroach on to neighbouring driveways/crossovers when accessing or exiting the worksite. The majority of approach and departure travel routes are such that heavy vehicle manoeuvring is able to occur without any unreasonable encroachment on opposing travel lanes, kerbs and/or parking lanes. Construction vehicles are anticipated to be able to utilise the routes with a reasonable level of safety and efficiency.

### 3.6.1 Ingress Route: From Southbound Epping Rd

- Continue onto Orion Rd,
- Left onto Sirius Rd,
- Right Onto Apollo Pl – Enter

### 3.6.2 Egress route:

- To exit, vehicles are to follow the same route used to enter.



### 3.7 Driver Conduct

***All Construction Drivers of Vehicles and Plant That Access, and Egress this Construction Site must prepare Driver conduct and induction training for the development to minimise road traffic noise. The applicants must update driver code of conduct and induction training for construction and operation and must implement the code of conduct for the life of the development***

*All drivers accessing the work site shall follow instructions of AW Edwards Pty Ltd staff and RMS certified traffic controllers onsite at all times.*

*All drivers are to adhere to the road rules and observe any signage in place.*

*All drivers are to adhere to all signposted directions.*

*Main site access & egress is from the site gate 2 Apollo Place Lane Cove West.*

*Initially site will enter using Epping Road Haulage route into site.*

*Vehicles shall enter and exit the site in a forward direction in a safe orderly manner.*

*Vehicles shall follow the main traffic route at all times.*

*Vehicles shall not queue outside of the worksite, (unless approval is obtained for a staging area)*

*All loads being removed from the site shall be secured and/or covered appropriately.*

*Appropriate measures will be put in place to ensure that vehicles leaving the site do not deposit dirt or mud on the surrounding roadways i.e. shaker grid, wheel wash bay and drivers check and clean.*

***Contractors and their employees who fail to comply with site requirements will be subject to, disciplinary action that may include financial penalties or dismissal from the site.***

## **4. Impacts and Management**

### **4.1 Traffic Guidance Schemes & Swept Path Analysis'**

The Traffic Guidance Schemes (TGS') that are included in this document (**Appendices A – C**) should be implemented taking due account of onsite conditions as will occur over the construction period. Accordingly, construction crews are expected to respond in a proactive manner to ensure that this plan is implemented to a maximum effect and with no obvious safety issues being overlooked. In particular, the following matters are considered noteworthy:

- All signs are to be placed as per Dimension "D" and where clear visibility is available,
- Installations should be checked intermittently during the course of the works,
- TfNSW accredited traffic controllers shall be onsite during work hours to supervise all vehicle and pedestrian movements,
- Restrict construction vehicle movements to designated routes to and from site,
- Manage and control construction vehicle activities within the vicinity of the site,
- Provide a convenient and safe environment for pedestrians and cyclists, minimise the impact on pedestrians and vehicle movements,
- Maintain appropriate capacity for pedestrians at all times on footpaths adjacent to the site,
- Maintain appropriate public transport access,
- Carry out construction activity in accordance with the approved hours.

It is noted that Argus is responsible for the preparation of this CTMP, however onsite traffic control are responsible for the implementation of relevant Traffic Guidance Schemes.

The Swept Path Analysis (SPA) included in this document (**Appendices D – E**) has been conducted to assess vehicle manoeuvrability within and around the site. The analysis ensures that construction and service vehicles can safely navigate the designated access routes without causing obstruction or safety hazards. Accordingly, construction crews and site managers are expected to adhere to the findings of the analysis and take proactive measures to address any onsite constraints. In particular, the following matters are considered noteworthy:

- All vehicle movements should align with the designated swept path assessments to avoid conflicts with existing infrastructure,
- Site access and egress points must be maintained clear of obstructions to allow safe vehicle entry and exit,
- Construction vehicle operators must exercise caution and adhere to the recommended turning paths and clearances,
- Any deviations from the assessed swept paths must be evaluated to ensure they do not compromise safety or site operations,
- Traffic controllers should oversee vehicle manoeuvres where required, particularly in constrained areas,
- Pedestrian and cyclist safety must be prioritized by ensuring adequate separation from construction vehicle movements,
- Construction activities must be carried out in accordance with approved site logistics and traffic management plans.

**4.1.1 For works which are accommodated by standard TGS'**

Argus will use standard TGS' that are created for suitability and efficiency: these TGS' will be approved and signed by Traffic Manager or Traffic Engineer, who holds the "RIICWD503D Prepare Work Zone Traffic Management Plan" qualification. Argus Traffic Control will not begin any works which will involve any obstruction to traffic

**4.2 Traffic Management Risk Assessment Workshop**

A Traffic Management Risk Assessment Workshop will be conducted prior to the commencement of any traffic management works in accordance with specification TCAWS v6.1. This will identify and address the risks associated with the road safety, traffic management and local network issues specific to the site. Additional trainings will be undertaken to train the project team regarding implementation of this plan, TGS' and when traffic arrangement issues need to be reinforced and reviewed.

## 4.3 Public Transport

### 4.3.1 Buses

Key Bus Stops:

- **Sirius Rd opp Apollo Pl (Stop ID 10113439)** – ~1 min walk from site.
- **Orion Rd opp Sirius Rd (Stop ID 2066205)** – ~150 m away.
- **Lane Cove Interchange (Longueville Rd)** – ~5 min walk; major interchange.

Key Routes:

- 285 – Lane Cove West ↔ Wynyard (via Freeway)
  - o Frequent weekday service every 10–15 min.
  - o Operates ~7:00 AM – 6:30 PM.
  - o Primary commuter route to Sydney CBD.
- 258 – Chatswood ↔ Lane Cove West
  - o Weekday-only service, approx. every 90 min.
- 251 – Lane Cove West ↔ City (Wynyard)
  - o Operates via Burns Bay Rd; ~15–20 min frequency.

### 4.3.2 Trains

- Nearest Stations:
  - o **Chatswood Station (T1 North Shore & T9 Northern Lines)** – approx. 4 km (~10 min by bus).
  - o **North Ryde Station (Metro M1 Line)** – approx. 4 km (~10 min by bus).
- Frequency:
  - o T1 & T9 Lines: every 5 min peak / 10 min off-peak.
  - o Metro M1 Line: every 4 min peak / 10 min off-peak.

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#### 4.4 Pedestrian and Cyclist Movement Plan

Any and all Pedestrians/Cyclist movement plans are to be submitted together with the TGS' (where applicable), alternatively they will be provided under a different plan. The PMP will show the allocated travel paths for workers, cyclists or pedestrians around or through the work site, including all signs and devices used to guide the workers or pedestrians.

TfNSW accredited traffic controllers will ensure that the needs of pedestrians and cyclists are addressed, and the impacts of works are minimised with respect to public movements in the area.

All relevant signposting, bollards and cones will be installed where required and cyclists/pedestrian paths/routes will be shown on the pedestrian movement plans.

It is noted that all pedestrian crossings along with pram ramp grades are to be maintained at all times and to be accessible by all users. Where the work areas restrict access to existing footpaths, the Traffic Manager will be required to develop and implement alternative routes and facilities.

Alternative routes may include using the opposite footpath or detours via other streets. Alternative facilities may include using the footpath or detours via other streets. Alternative facilities may include footpath protection such as water-filled barriers or a speed reduction to ensure adherence to minimum lateral clearance to traffic or provision of temporary footpaths through the work area.

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## 4.5 General Road Users and the Public

For each zone of the project, safety will be considered based on the specific nature of the works. Argus traffic control will provide the skills and resources required to minimise the overall effect of the works on road users and the public to keep safety at front of mind. This will be done through strategic planning and implementation of sound construction techniques that will always consider the impact and safety of road users and the public. Measures Argus traffic control will use to deliver public safety include:

- Providing separation between the public and the works. This is a key element to providing safety to road users and the construction team. This will be done using approved road and footpath closures and through temporary devices, providing enough separation and safety measures to minimise the impact of the works. Predominant methods in each specific stage have been shown in TGS’;
- Implementing specific traffic management measures only where necessary to reduce traffic speed, volumes and alignment to provide safety to both construction crews and the public, as required,
- Limiting the working hours of works that could pose substantial impact on road users and the public,
- Minimising disruption in off peak periods, over the weekends and school holidays by limiting the extent of traffic management undertaken during these times,
- Implementation of visual barriers to reduce potential distraction of road users,
- Community consultation and notification to keep road users and the public up to date regarding traffic management measures or restrictions,
- Liaising with other construction works in the area so minimal disruption to both this project and others occurs.

The strategy and subsequent refinement of the traffic Management Plan will consider and address the potential safety impact of construction works on the public. Argus control will manage these issues through planning, implementation and inspection of the works.

## 4.6 Work Zone Delineation

Appropriate barricades and delineation will be put into place to ensure there is no pedestrian access into the works location at any time. This will be in the form of traffic cones, barriers and signage. Regular inspections will be done of the traffic setup throughout the shift to ensure there are no shortcomings in regard to pedestrian and public safety.

It is noted that any form of pedestrian fencing and/or delineation cannot be setup until the works have commenced and the requirement arises. Prior to works, the public must still have full access to all walkways and crossings surrounding the area. Directly prior to the commencement of works, Argus will implement relevant crowd control barriers and traffic control devices to ensure the safety of the public.

Argus will also ensure no equipment is left onsite both prior to or after works, to avoid any potential confusion and/or misuse of traffic equipment which could affect the flow of traffic and pedestrian safety.

#### 4.7 Tolerances and Positioning

Where each TGS gives a specific distance for the positioning of signs or devices with respect to other items or features, for the spacing of delineating devices or for the length of tapers or markings, the following tolerances may be applied:

- a) Positioning of signs, length of tapers or markings:
  - a. Minimum, 10% less than the distances or lengths given,
  - b. Maximum, 25% more than the distances or lengths given,
- b) Spacing of delineating devices:
  - a. Maximum, 10% more than the spacing shown,
  - b. No minimum.

These tolerances shall not apply where a distance, length or spacing is already given in the text or a figure as a maximum, a minimum or a range. They may need to be exceeded where road features such as intersections or median openings intervene.

#### 4.8 Restrictions to Traffic Lanes

During the scope of works, Argus will not restrict current lane widths across surrounding street and detour routes outside what is specified in the TGS', ensuring maintenance of a minimum 3.5 lane width or existing lane widths for passing vehicles, where trafficable lanes are possible.

#### 4.9 Work Vehicles

Work vehicles shall:

- Decelerate slowly and signal their intention by indicator to leave the traffic stream,
- Activate the vehicles rotating yellow lamp, where fitted, once a speed of 20km/h has been reached,
- Switch on the vehicle hazard lights once the vehicle is stationary,
- Where risks associated with unassisted exit or entry to or from the traffic stream are high, traffic controllers should be used to assist entry and exit movements, where required,
- Vehicles fitted with rotating amber lamps shall have the vehicles rotating lamp activated prior to entering the traffic stream and shall undertake the following:
  - o Switch off the vehicle hazard lights,
  - o Indicate intention to enter the traffic stream using direction indicators,
  - o Ensure there is a suitable gap from oncoming traffic to allow for a safe entry manoeuvre.
- Vehicles shall not obstruct paths and shall ensure clear sight lines remain for all road users.

#### 4.10 Opening to Traffic Upon Completion

All relevant temporary sign posting pavement markings and safety barriers required by Argus Traffic control are to be in place prior to opening any part of the project to the public. Any devices no longer required are to be removed.



#### **4.11 Staff Parking Provisions**

AWE Staff will have their own allocated parking located on site, within the existing Office building on 2 Apollo Road. Contractors will be responsible for their own parking.

For the duration of the Shell C construction, the ancillary parking located on 2 Sirius Rd within the existing office building will continue to be used by AWE staff as stated within this CTMP.

However, if future works associated with SSD-67407231 begin prior to Shell C completion, AWE will provide equivalent parking arrangement elsewhere. This can be achieved by renting an existing facility within the vicinity of the site, for the sole use of AWE staff.

As noted in Section 8.5 Project Manager of this CTMP, A W Edwards are responsible for monitoring, reviewing, and amending the traffic management plan as required, including scheduled reviews of the CTMP for SSD-9741. Any changes to the existing parking arrangement must be reflected in a revised CTMP and will be provided to planning for review.

Prior to construction works commencing for SSD-67407231, a new CTMP is required to be provided for review and approval to planning, and construction works cannot commence until planning has approved the CTMP for this development.

## 5. Safety

### 5.1 Risks and Hazards

- **Pedestrian and Vehicle traffic:** Increased pedestrian and vehicle traffic can create hazards and risks on a construction site. It is essential to have appropriate traffic control measures in place to manage the flow of traffic.
- **Heavy Equipment Movement:** The use of mast climbers and crane lifts requires heavy equipment movement, which can cause a risk of collisions and accidents onsite.
- **Blind Spots:** The operation of heavy equipment can create blind spots, which can be hazardous to workers and bystanders onsite.
- **Workers Safety:** Workers who are working at heights may be exposed to fall hazards, which can be exacerbated by traffic flow and heavy equipment movement.
- **Site access and egress:** Traffic Control measures should be put in place to manage site access and egress. This can include the use of barriers, cones and signs to direct vehicles and pedestrians around the construction.
- **Inclement Weather:** Inclement weather, such as heavy rain or snow, can make traffic control measures less effective and increase the risk of accidents and incidents onsite.
- **Communication:** Effective communication between workers and traffic control personnel is critical to ensuring the safety of everyone on site. This can include the use of radios or other communication devices to keep everyone informed and aware of potential hazards.
- **Emergency Response:** Traffic Control measures should be designed with emergency response in mind. This includes ensuring that emergency vehicles can access the site quickly and safely, even during periods of heavy traffic.
- **Worker Fatigue:** Long working hours and fatigue can impact worker safety, and it is essential to consider this when developing traffic control measures.
- **Compliance with Regulations:** Compliance with relevant regulations and standards is essential to ensure that traffic control measures are effective and adequate for the task at hand.
- **Powerline crossing:** Construction vehicles will be travelling to and from the project site consistently, some vehicles larger than other. The powerlines near the project may cause collisions, should vehicle heights be too high.

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## 5.2 Risk Mitigation Strategies

- **Pedestrian and vehicle traffic:** Implement a TGS plan that includes clear signage, barriers and designated crossing points to separate pedestrians and vehicles. Schedule high-risk work during low traffic periods and limit the number of vehicles onsite when possible.
- **Heavy Equipment Movement:** Use spotters to help operators navigate heavy equipment safely. Implement a traffic management plan that includes designated routes for heavy equipment and keep workers and pedestrians away from these areas.
- **Blind Spots:** Install mirrors or camera to help operators see areas with limited visibility. Ensure that workers and pedestrians are aware of blind spots and are not in these areas during operations.
- **Workers Safety:** Provide workers with personal protective equipment (PPE)
- **Site Access and Egress:** Use traffic cones, barriers and signs to direct vehicles and pedestrians around the construction site. Establish clear access and egress points, and ensure that they are well-marked and well lit.
- **Inclement weather:** Consider suspending work during periods of inclement weather. Implement additional traffic control measures such as speed reductions and additional delineation during inclement weather.
- **Communication:** Ensure that all workers and traffic control personnel are trained in effective communication techniques. Establish clear communication protocols and ensure that all workers have access to radios (including the correct channel) or other communication devices.
- **Emergency Response:** Ensure that emergency vehicles can access the site quickly and safely. Establish clear emergency procedures and ensure that all workers are aware of these procedures.
- **Workers Fatigue:** Implement work schedules that allow for regular breaks and adequate rest periods. Provide workers with access to rest area and hydration stations to help prevent fatigue.
- **Compliance with Regulations:** Ensure that all traffic control measures comply with relevant regulations and standards. Conduct regular safety audits to identify potential hazards and ensure that all safety measures are effective.
- **Powerline Crossing:** Any vehicles within 500mm of the minimum height of the powerlines on their travel path will be required to carry out an additional risk assessment prior to movement commencing.

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### 5.3 Emergency Response Plan

Should a traffic incident occur, the responsible parties onsite must carry out the following procedure:

#### 5.3.1 Incident Detection and Verification:

The initial step in incident management is incident detection or receiving notification of a traffic event. Most governments and authorities in Australia and New Zealand have embraced various technologies to identify and confirm accidents in transportation networks.

In the event of an incident occurring at the AW Edwards site, accredited personnel will be positioned at all possible incident points and will be the first point of notification.

#### 5.3.2 Response Dispatched:

Understanding the events location, type and scope is necessary for a competent response to address a traffic incident safely and promptly. The necessary equipment and advanced working procedures are also necessary for an effective response.

Should an incident occur, the personnel to witness is to immediately contact the personnel responsible for incident management.

As per *Rule 287, Section 8 (3) of TfNSW's Traffic Act 1999* should an individual be injured or killed; the drivers of the crash fail to exchange particulars; or when a vehicle involved in the crash is towed away, police are to be called onsite immediately via 000.

It is important to understand the incident types and classifications as this will aid in implementing the correct management steps. See classifications below:

##### **Level 1:**

**Type of Incident:** Vehicle on shoulder

**Estimated Duration:** NIL

**Response:** Tow/Move Vehicle

##### **Level 2:**

**Type of Incident:** Vehicle on lane

**Estimated Duration:** 0 – 30 minutes

**Response:** Tow/Move Vehicle

##### **Level 3:**

**Type of Incident:** Minor crash (no injury)

**Estimated Duration:** 30 – 60 minutes

**Response:** Police, Traffic Control, Tow, Clean up

##### **Level 4:**

**Type of Incident:** Injury, Crash, Debris, Fire

**Estimated Duration:** 1 – 2 Hours

**Response:** Police, Fire, Medical, Traffic Control, Tow, Clean up

##### **Level 5:**

**Type of Incident:** Major Injury, Fire, Hazmat

**Estimated Duration:** >2 Hours

**Response:** Police, Fire, Medical, Traffic Control, Tow, Hazmat, Clean Up

#### 5.3.3 Response Arrives:

Upon the arrival of the emergency responders, Traffic Controllers as well as safety marshals and any other accredited personnel on site are to follow any instructions given and maintain safe conditions at all times.

#### **5.3.4 Traffic Management Implementation:**

Traffic Management must be implemented when safe to do so in all areas affected by the incident in question. The outcome of the implemented traffic management is to maintain minimal disruption in the traffic while maintaining a safe workplace for first responders. Based on the level of the incident and the circumstances one of, or a combination of the below must be implemented to maintain safe traffic conditions:

- Establishing point traffic control on-scene,
- Filtering traffic past the incident scene,
- Detour traffic onto an alternative route,
- Contra-flow management,
- End-of-queue management,
- Managing the roadway space,
- Deploying appropriate personnel to assist in traffic management,
- External notification sources (VMS Boards, Notification Boards, Third-Party Apps, TMC, Local police).

#### **5.4 Over Dimension, Overweight & Dangerous Goods Vehicles**

The Contractor shall not reduce pre-existing provisions for the movement of heavy vehicles including over dimension, over weight and dangerous goods vehicles that have approval from the Superintendent and/or other relevant Authorities.

## **6. Communication, Consultation & Approvals**

### **6.1 Residential/Business Notification**

Consultation with the local residents and businesses impacted will be via a notification letter drop prior to commencement of any works. This notification letter will consist of the following information:

- Location of the works,
- Time of the works,
- Date of the works,
- Specific scope of works,
- Mark up of works and impact area.

### **6.2 External Stakeholder engagement strategy (TfNSW)**

Consultation with the TfNSW bus line will involve a blanket informative email, detailing the every day works. The email will include:

- Location of the works,
- Time and date of the works,
- TGS.

In the event the scope of work differs from the general everyday works, and additional email will be sent to the TfNSW bus lines. Should objections be noted, we will work in with the bus lines in question to come to a solution.

### **6.3 External Stakeholders/Council/Emergency Services**

Consultation with Lane Cove Municipal Council and TMC will be in the form of work permits and Road Occupancy Licenses (ROLs), where the appropriate permit/ROL will be procured to the works that are being conducted.

Should the scope of works alter, as per the request of council or TMC, this CTMP will be altered accordingly to accommodate the above.

### **6.4 Notification of Road Closures and Detours to affected parties**

In the event of a required road closure, and detour, the following will be utilised to ensure efficient notification for all local residents, businesses and affected parties:

- VMS Boards will be placed in the surrounding area, stating the following:
  - o Works date,
  - o Detour Route,
  - o Time of closure.
- Notification letters will be distributed as per previously mentioned, including the same as previously stated details,
- On the day of the closure, signage will be placed highlighting the following:
  - o Closure point(s),
  - o Vehicle Detour,
  - o Pedestrian Detour.

In some instances, TMC will request notification to further parties (Drivers Aid, Ventia, Fulton Hogan Etc.). This will be in the form of an email.

## 7. Appendices

This document references appendix documents, which highlight imagery for the works in question. This can include,

- Traffic Guidance Schemes,
- Site Markups/cross sections,
- Relevant permits and approvals.

Note the below TGS' which have been recently prepared

APPENDIX	NAME	TYPE	REFERENCE
Appendix A	TGS037	TGS	SECTION 3.1, 3.4 & 4.1
Appendix B	TGS038.1	TGS	SECTION 3.1, 3.4 & 4.1
Appendix C	TGS039	TGS	SECTION 3.1, 3.4 & 4.1
Appendix D	N174410-01	SPA	SECTION 4.1
Appendix E	N174410-02	SPA	SECTION 4.1
Appendix F	SPA001	SPA	SECTION 4.1
Appendix G	SPA002	SPA	SECTION 4.1



## 7.1 Appendix A

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Client:	AW Edwards
Road Name:	Internal
Suburb:	Lane Cove
Road Type:	2 Way 2 Lane
Operation:	Site Movements
Term:	Short
Speed Limit:	50km/h
Speed Reduction:	N.a
ROL Number:	N.a
ROL Classification:	N.a
Date Prepared:	31/10/2025
Date Approved:	31/10/2025
Date Revised:	N.a
TC@WS REFERENCE BASED ON TCP #92	PWZTMP
N.C.S:	Apollo PI
Designed By:	Noah Nguyen-Luu #TCT1025516
Approved By:	HAYLEY O'DONOVAN #TCT0028751
Size:	A3 Size
Plan Reference Number:	TGS037
TCs Required:	5

## RECOMMENDED TAPER LENGTH

Traffic Speed (Km/H)	Traffic Control at beginning of Taper	Later shift taper	Merge Taper
45 or less	15	0	15
45 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
> 105	N/A	110	180



## GENERAL NOTES

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3 & TC@WS 6.1
- ALL TRAFFIC CONTROL DIAGRAMS TO BE READ CONJUNCTION WITH THE TC@WS 6.1.
- NON APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G. SPEEDS SIGNS DUE TO THE TEMPORARY SPEED ZONE.
- ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TC@WS 6.1
- IN ACCORDANCE WITH TC@WS 6.1 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
- SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
- REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

## Dimension "D"

SPEED OF TRAFFIC (KM/H)	AS.1742.3	TC@WS
45 OR LESS	15m	15m
46 - 55	15m	50m
56 - 65	45m	60m
GREATER THAN 65	EQUAL TO POSTED SPEED LIMIT	

## QUEUE MANAGEMENT

AT ALL TIMES DURING THE COURSE OF THE WORK, TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCED WARNING SIGNS.

**TOLERANCES**  
POSITIONING OF SIGNS MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN SPACING OF DELINEATING DEVICES MAXIMUM 10% MORE

## VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLERS WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL.

## TGS IMPLEMENTATION

ARGUS TRAFFIC DOES NOT ACCEPT LIABILITY FOR OR ENDORSE THE USE OF THE TGS UNLESS IMPLEMENTED DIRECTLY BY AN AUTHORIZED REPRESENTATIVE OF ARGUS TRAFFIC PLAN, HOLDING VALID QUALIFICATIONS TO CARRY OUT SUCH WORKS.

## LANE WIDTHS

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE FOR VEHICLES SHALL BE 3.0m (3.5m DESIRABLE).

**Emergency Vehicles To Have Priority At All Times And Not To Be Impacted By The Works Proposed.**

## Legend

- Control Zone
- Pedestrian Taper

## SIGNAGE TO BE PLACED DURING HIGH VEHICLE MOVEMENT DAYS



## ADDITIONAL TRAFFIC CONTROLLER FOR BREAKS



## Notes:

(All SURROUNDINGS IMPACTED BY OUR WORKS)

Emergency Vehicles To Have Priority At All Times And Not To Be Impacted By The Works Proposed.

TNSW accredited traffic controllers to maintain all vehicle and pedestrian management at all times.

TNSW accredited traffic controllers to guide and assist pedestrians where required.

Construction vehicles are to only enter/exit the work zone when there is a gap in traffic and under the guidance of a TNSW accredited traffic controller.

Pedestrians To Be Prioritised At All Times.

All Signs To Be Placed As Per Dimension "D"

## Scope Of Works:

- Traffic to be temporarily stopped during internal site movements, due to one-way ingress/egress.
- Internal movements.
- Vehicle and gate management.

## External Powerline crossing clearance

Apollo St minimums: 5.96m & 6.53m

Apollo St x Sirius Rd: 4.81m

Sirius Rd x Orion Rd: 5.37m

Sirius Rd: 6.06m

No construction vehicles over 4.8m to enter via Apollo Place.

No construction vehicles over 6m to enter site via Sirius Rd and/or Apollo Pl

any vehicles within 500mm of powerlines will require an additional risk assessment prior to delivery



## 7.2 Appendix B

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Client:	AW Edwards
Road Name:	Internal
Suburb:	Lane Cove
Road Type:	2 Way 2 Lane
Operation:	Site Movements
Term:	Short
Speed Limit:	50km/h
Speed Reduction:	N.a
ROL Number:	N.a
ROL Classification:	N.a
Date Prepared:	19/11/2025
Date Approved:	19/11/2025
Date Revised:	N.a
TC@WS REFERENCE BASED ON TCP #92	PWZTMP
N.C.S:	Apollo PI
Designed By:	Noah Nguyen-Luu #TCT1025516
Approved By:	HAYLEY O'DONOVAN #TCT0028751
Size:	A3 Size
Plan Reference Number:	TGS038.1
TCs Required:	9

## RECOMMENDED TAPER LENGTH

Traffic Speed (Km/H)	Traffic Control at beginning of Taper	Later shift taper	Merge Taper
45 or less	15	0	15
45 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
> 105	N/A	110	180



## GENERAL NOTES

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- ALL TRAFFIC CONTROL DIAGRAMS TO BE READ CONJUNCTION WITH THE TC@WS 6.1.
- NON APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G. SPEEDS SIGNS DUE TO THE TEMPORARY SPEED ZONE.
- ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TC@WS 6.1 5. IN ACCORDANCE WITH TC@WS 6.1 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
- SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
- REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

## Dimension "D"

SPEED OF TRAFFIC (KM/H)	AS.1742.3	TC@WS
45 OR LESS	15m	15m
46 - 55	15m	50m
56 - 65	45m	60m
GREATER THAN 65	EQUAL TO POSTED SPEED LIMIT	

## QUEUE MANAGEMENT

AT ALL TIMES DURING THE COURSE OF THE WORK, TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCED WARNING SIGNS.

**TOLERANCES**  
POSITIONING OF SIGNS MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN SPACING OF DELINEATING DEVICES MAXIMUM 10% MORE

## VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLERS WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL.

**TGS IMPLEMENTATION**  
ARGUS TRAFFIC DOES NOT ACCEPT LIABILITY FOR OR ENDORSE THE USE OF THE TGS UNLESS IMPLEMENTED DIRECTLY BY AN AUTHORIZED REPRESENTATIVE OF ARGUS TRAFFIC PLAN, HOLDING VALID QUALIFICATIONS TO CARRY OUT SUCH WORKS.

## LANE WIDTHS

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE FOR VEHICLES SHALL BE 3.0m (3.5m DESIRABLE).

**Emergency Vehicles To Have Priority At All Times And Not To Be Impacted By The Works Proposed.**

## Legend

- Red dashed line: Pedestrian Taper
- Orange square: Water Filled Barrier
- Yellow square: Control Zone
- Green square: Work Area

**ARGUS**  
LABOUR & TRAFFIC

## SIGNAGE TO BE PLACED DURING HIGH VEHICLE MOVEMENT DAYS



## Notes:

(All SURROUNDINGS IMPACTED BY OUR WORKS)

Emergency Vehicles To Have Priority At All Times And Not To Be Impacted By The Works Proposed.

TINSW accredited traffic controllers to maintain all vehicle and pedestrian management at all times.

TINSW accredited traffic controllers to guide and assist pedestrians where required.

Construction vehicles are to only enter/exit the work zone when there is a gap in traffic and under the guidance of a TINSW accredited traffic controller.

Communication between all traffic controllers and trucks entering Orion road, and exiting site must be maintained at all times.

Traffic to be stopped during reversing movements.

Pedestrians To Be Prioritised At All Times.

All Signs To Be Placed As Per Dimension "C"

Scope Of Works:

- Traffic to be temporarily stopped during internal site movements, due to one-way ingress/egress.
- Internal movements.
- Vehicle and gate management.

## General Public



## Construction Vehicles



## Reversing Vehicles



## External Powerline crossing clearance

Apollo St minimums: 5.96m & 6.53m  
Apollo St x Sirius Rd: 4.81m  
Sirius Rd x Orion Rd: 5.37m  
Sirius Rd: 6.06m

No constructions vehicles over 4.8m to enter via Apollo Place.

No construction vehicles over 6m to enter site via Sirius Rd and/or Apollo Pl.

any vehicles within 500mm of powerlines will require an additional risk assessment prior to delivery



### 7.3 Appendix C

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Client:	AW Edwards
Road Name:	Internal
Suburb:	Lane Cove
Road Type:	2 Way 2 Lane
Operation:	Site Movements
Term:	Short
Speed Limit:	50km/h
Speed Reduction:	N.a
ROL Number:	N.a
ROL Classification:	N.a
Date Prepared:	19/11/2025
Date Approved:	19/11/2025
Date Revised:	N.a
TC@WS REFERENCE BASED ON TCP #92	PWZTMP
N.C.S:	Apollo PI
Designed By:	Noah Nguyen-Luu #TCT1025516
Approved By:	HAYLEY O'DONOVAN #TCT0028751
Size:	A3 Size
Plan Reference Number:	TGS039
TCs Required:	9

## RECOMMENDED TAPER LENGTH

Traffic Speed (Km/H)	Traffic Control at beginning of Taper	Later shift taper	Merge Taper
45 or less	15	0	15
45 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
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- REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

## Dimension "D"

SPEED OF TRAFFIC (KM/H)	AS.1742.3	TC@WS
45 OR LESS	15m	15m
46 - 55	15m	50m
56 - 65	45m	60m
GREATER THAN 65	EQUAL TO POSTED SPEED LIMIT	

## QUEUE MANAGEMENT

AT ALL TIMES DURING THE COURSE OF THE WORK, TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCED WARNING SIGNS.

## TOLERANCES

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## LANE WIDTHS

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Emergency Vehicles To Have Priority At All Times And Not To Be Impacted By The Works Proposed.

## Legend

- Control Zone
- Work Area
- Water Filled Barrier
- Pedestrian Tape

## SIGNAGE TO BE PLACED DURING HIGH VEHICLE MOVEMENT DAYS



## ADDITIONAL TRAFFIC CONTROLLER FOR BREAKS



## Notes:

(All SURROUNDINGS IMPACTED BY OUR WORKS)

Emergency Vehicles To Have Priority At All Times And Not To Be Impacted By The Works Proposed.

TINSW accredited traffic controllers to maintain all vehicle and pedestrian management at all times.

TINSW accredited traffic controllers to guide and assist pedestrians where required.

Construction vehicles are to only enter/exit the work zone when there is a gap in traffic and under the guidance of a TINSW accredited traffic controller.

Communication between all traffic controllers and trucks entering Orion road, and exiting site must be maintained at all times.

Traffic to be stopped during reversing movements.

Pedestrians To Be Prioritised At All Times.

All Signs To Be Placed As Per Dimension "C"

Scope Of Works:

- Traffic to be temporarily stopped during internal site movements, due to one-way ingress/egress.
- Internal movements.
- Vehicle and gate management.

## General Public



## Construction Vehicles



## Reversing Vehicles



## External Powerline crossing clearance

Apollo St minimums: 5.96m & 6.53m

Apollo St x Sirius Rd: 4.81m

Sirius Rd x Orion Rd: 5.37m

Sirius Rd: 6.06m

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No construction vehicles over 6m to enter site via Sirius Rd and/or Apollo Pl.

any vehicles within 500mm of powerlines will require an additional risk assessment prior to delivery



## 7.4 Appendix D

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\\GTA\COM\AU\PROJECTFILES\PROJECTFILES\SYD\N17410-17499\N17410-05-P1.DWG PLOTTED BY ERIC YE ON 02/12/2019 AT 09:16



Melbourne 03 9851 9600  
Sydney 02 8448 1800  
Brisbane 07 3113 5000  
Adelaide 08 8334 3600  
Perth 08 6169 1000



**PRELIMINARY PLAN**  
FOR DISCUSSION PURPOSES ONLY  
SUBJECT TO CHANGE WITHOUT  
NOTIFICATION

**WARNING**  
BEWARE OF UNDERGROUND SERVICES  
THE LOCATIONS OF UNDERGROUND SERVICES ARE  
APPROXIMATE ONLY AND THEIR EXACT POSITION  
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS  
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED  
E.YE  
  
APPROVED BY  
B.MAYNARD

DESIGN CHECK  
B.MAYNARD  
  
DATE ISSUED  
02.11.19

SCALE  
A3 0 2.5 5 10 1:500  
  
CAD FILE NO.  
N174410-05-P1.DWG

LANE COVE DATA CENTRE  
1 SIRIUS ROAD  
LANE COVE WEST NSW 2066  
SWEPT PATH ASSESSMENT - 19m SEMI TRAILER IN  
DRAWING NO. N174410-01 SHEET 01 OF 02 ISSUE P1



## 7.5 Appendix E

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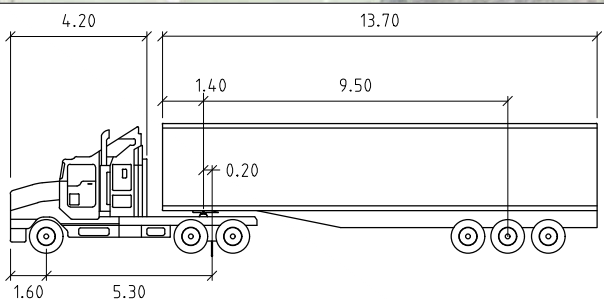




**SWEPT PATH KEY**

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 600mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 10km/h



PM S 19M	METERS	
TRACTOR WIDTH	: 2.50	LOCK TO LOCK TIME : 6.0
TRAILER WIDTH	: 2.50	STEERING ANGLE : 27.8
TRACTOR TRACK	: 2.50	ARTICULATING ANGLE : 70.0
TRAILER TRACK	: 2.50	

\\GTA\COM\AU\PROJECTFILES\PROJECTFILES\SYD\N174410-17499\N174410-05-P1.DWG PLOTTED BY ERIC YE ON 02/12/2019 AT 09:16



Melbourne 03 9851 9600  
Sydney 02 8448 1800  
Brisbane 07 3113 5000  
Adelaide 08 8334 3600  
Perth 08 6169 1000



**PRELIMINARY PLAN**  
FOR DISCUSSION PURPOSES ONLY  
SUBJECT TO CHANGE WITHOUT  
NOTIFICATION

**WARNING**  
BEWARE OF UNDERGROUND SERVICES  
THE LOCATIONS OF UNDERGROUND SERVICES ARE  
APPROXIMATE ONLY AND THEIR EXACT POSITION  
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS  
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED  
E.YE  
  
APPROVED BY  
B.MAYNARD

DESIGN CHECK  
B.MAYNARD  
  
DATE ISSUED  
02.11.19

SCALE  
A3 0 2.5 5 10 1:500

CAD FILE NO.  
N174410-05-P1.DWG

LANE COVE DATA CENTRE  
1 SIRIUS ROAD  
LANE COVE WEST NSW 2066  
SWEPT PATH ASSESSMENT - 19m SEMI TRAILER OUT  
DRAWING NO. N174410-02 SHEET 01 OF 02 ISSUE P1



## 7.6 Appendix F

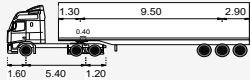
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AW EDWARDS

Client:	AW Edwards
Road Name:	Internal
Suburb:	Ryde
Road Type:	Lane Cove
Operation:	SPA
Term:	Ongoing
Speed Limit:	5km/h
Speed Reduction:	N/A
ROL Number:	N/A
ROL Classification:	N/A
Date Prepared:	20/11/2025
Date Approved:	20/11/2025
Date Revised:	N/A
TC@WS REFERENCE BASED ON TCP #92	PWZTMP
N.C.S:	Apollo PI
Designed By:	Noah Nguyen-Luu #1025516
Approved By:	Daneil Marzetti #0052242601
Size:	A2
Plan Reference Number:	SPA001

#### RECOMMENDED TAPER LENGTH

Traffic Speed (Km/h)	Traffic Control at beginning of Taper	Later shift taper	Merge Taper
45 or less	15	0	15
45 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
> 105	N/A	110	180



Articulated Vehicle  
Length: 19.00 m  
Max width: 2.50 m  
Lock to lock time: 6.0 s  
Max steering angle: 28.31°  
Turn radius (curb to curb): 12.50 m  
Turn radius (wall to wall): 13.27 m

#### VEHICLE SPEED

5 KM/H

#### SCALE :

1:250 @ A3 LANDSCAPE  
42.00CM X 29.70CM

#### GENERAL NOTES

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3 & TCWS 2010
- ALL TRAFFIC CONTROL DIAGRAMS TO BE READ CONJUNCTION WITH THE TCWS 2010.
- NON APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G. SPEEDS SIGNS DUE TO THE TEMPORARY SPEED ZONE.
- ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCWS 2010
- IN ACCORDANCE WITH TCWS 2010 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
- SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
- REMOVAL OF TRAFFIC CONTROL, SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

SWEEP PATH =



CLEARANCE =



WHEEL PATH:  
FRONT =  
REAR =



PARKING SPACES TO BE TAKEN OUT =

①

ARGUS  
TRAFFIC

#### External Powerline crossing clearance

Apollo St minimums: 5.96m & 6.53m

Apollo St x Sirius Rd: 4.81m

Sirius Rd x Orion Rd: 5.37m

Sirius Rd: 6.06m

No constructions vehicles over 4.8m to enter via Apollo Place.

No construction vehicles over 6m to enter site via  
Sirius Rd and/or Apollo PI

any vehicles within 500mm of powerlines will require an additional  
risk assessment prior to delivery

#### Notes:

(All SURROUNDINGS IMPACTED BY OUR WORKS)

Emergency Vehicles To Have Priority At All Times And Not To Be Impacted By The Works Proposed.

19m Articulated Vehicle movements

Minimum Road Occupancy: 3.0m

Maximum Road Occupancy: 6.5m

200mm Clearance Provided (light blue outline)

Parking to be taken when required and large vehicle movements are scheduled.

This Swept Path is designed based on current site conditions, should these change this swept path will no longer be valid for use.



## 7.7 Appendix G

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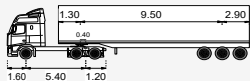


AW EDWARDS

Client:	AW Edwards
Road Name:	Internal
Suburb:	Ryde
Road Type:	Lane Cove
Operation:	SPA
Term:	Ongoing
Speed Limit:	5km/h
Speed Reduction:	N/A
ROL Number:	N/A
ROL Classification:	N/A
Date Prepared:	20/11/2025
Date Approved:	20/11/2025
Date Revised:	N/A
TC&WS REFERENCE BASED ON TCP #92	PWZTMP
N.C.S:	Apollo PI
Designed By:	Noah Nguyen-Luu #1025516
Approved By:	Daneil Marzetti #0052242601
Size:	A2
Plan Reference Number:	SPA002

#### RECOMMENDED TAPER LENGTH

Traffic Speed (Km/h)	Traffic Control at beginning of Taper	Later shift taper	Merge Taper
45 or less	15	0	15
45 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
> 105	N/A	110	180



**Articulated Vehicle**  
Length: 19.00 m  
Max width: 2.50 m  
Lock to lock time: 6.0 s  
Max steering angle: 28.31°  
Turn radius (curb to curb): 12.50 m  
Turn radius (wall to wall): 13.27 m

#### VEHICLE SPEED

**5 KM/H**

#### SCALE :

1:250 @ A3 LANDSCAPE  
42.00CM X 29.70CM

#### GENERAL NOTES

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3 & TCWS 2010
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SWEEP PATH =



CLEARANCE =



WHEEL PATH:  
FRONT =  
REAR =



PARKING SPACES TO BE TAKEN OUT = ①



#### External Powerline crossing clearance

Apollo St minimums: 5.96m & 6.53m

Apollo St x Sirius Rd: 4.81m

Sirius Rd x Orion Rd: 5.37m

Sirius Rd: 6.06m

**No constructions vehicles over 4.8m to enter via Apollo Place.**

**No construction vehicles over 6m to enter site via  
Sirius Rd and/or Apollo PI**

**any vehicles within 500mm of powerlines will require an additional  
risk assessment prior to delivery**

#### Notes:

(All SURROUNDINGS IMPACTED BY OUR WORKS)

Emergency Vehicles To Have Priority At All Times And Not To Be Impacted By The Works Proposed.

19m Articulated Vehicle movements

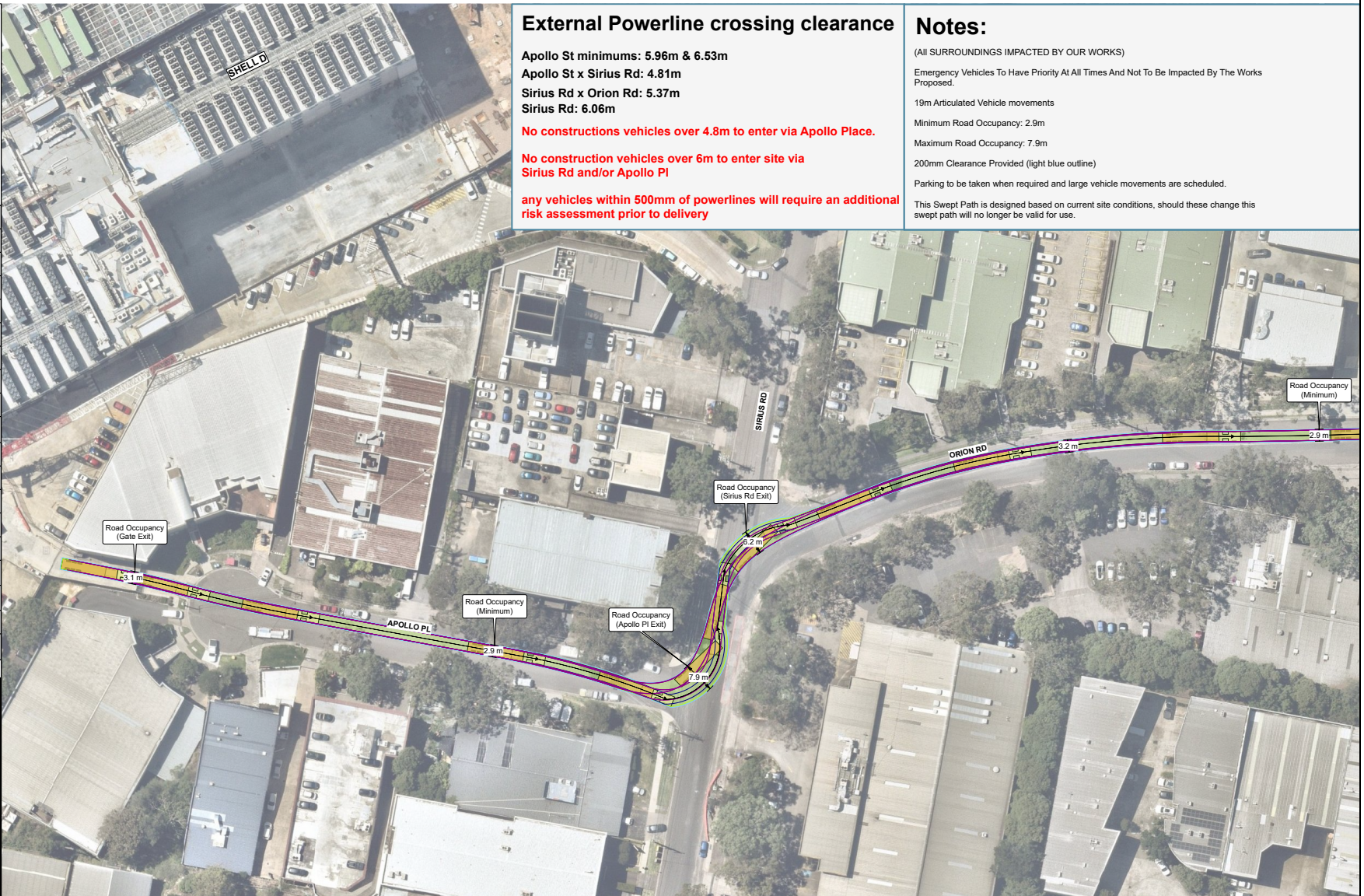
Minimum Road Occupancy: 2.9m

Maximum Road Occupancy: 7.9m

200mm Clearance Provided (light blue outline)

Parking to be taken when required and large vehicle movements are scheduled.

This Swept Path is designed based on current site conditions, should these change this swept path will no longer be valid for use.



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