

CONTRACTOR

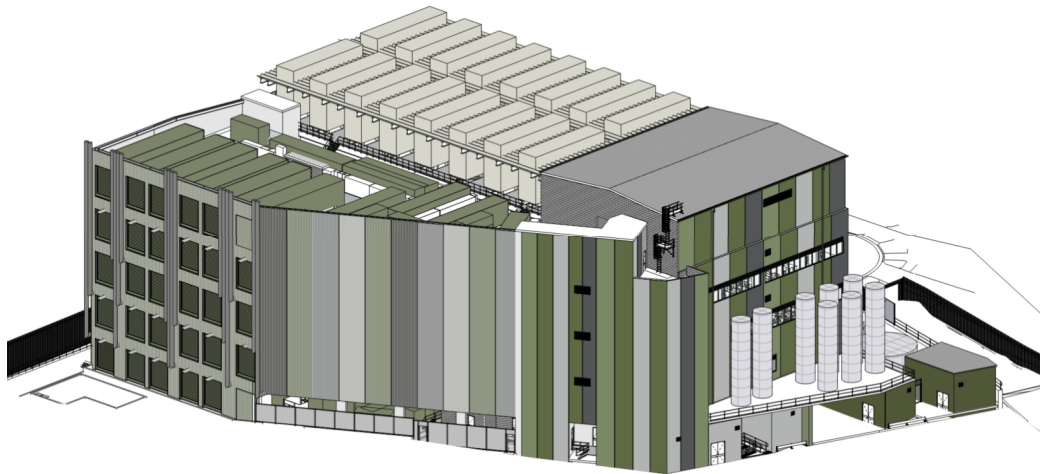
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CLIENT



PROJECT

SYD2 Shell E - Apollo Place Data Centre

TITLE

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

ORIGINATOR



REVISION HISTORY

DATE	AUTHOR	DESCRIPTION	REVISION
15/04/2026	A. Gardner	Initial Issue	1
21/04/2026	A. Gardner	Updated issue to address Lane Cove Council comments	2
8/05/2026	A. Gardner	updated swept paths	3
7/07/2026	A. Gardner	Updated to DHPI comments	4

ATSYD2

PROJECT
CODE

E

BUILDING
IDENTIFIER

S&C

PHASE
IDENTIFIER

MAP

DOCUMENT
CODE

TTP

COMPANY
CODE

TRA

DISCIPLINE
CODE

11006

INDIVIDUAL
NUMBER

04

REVISION



Data Centre Development 1 Apollo Place, Lane Cove

Construction Traffic Management Plan

Transport and Traffic Planning Associates

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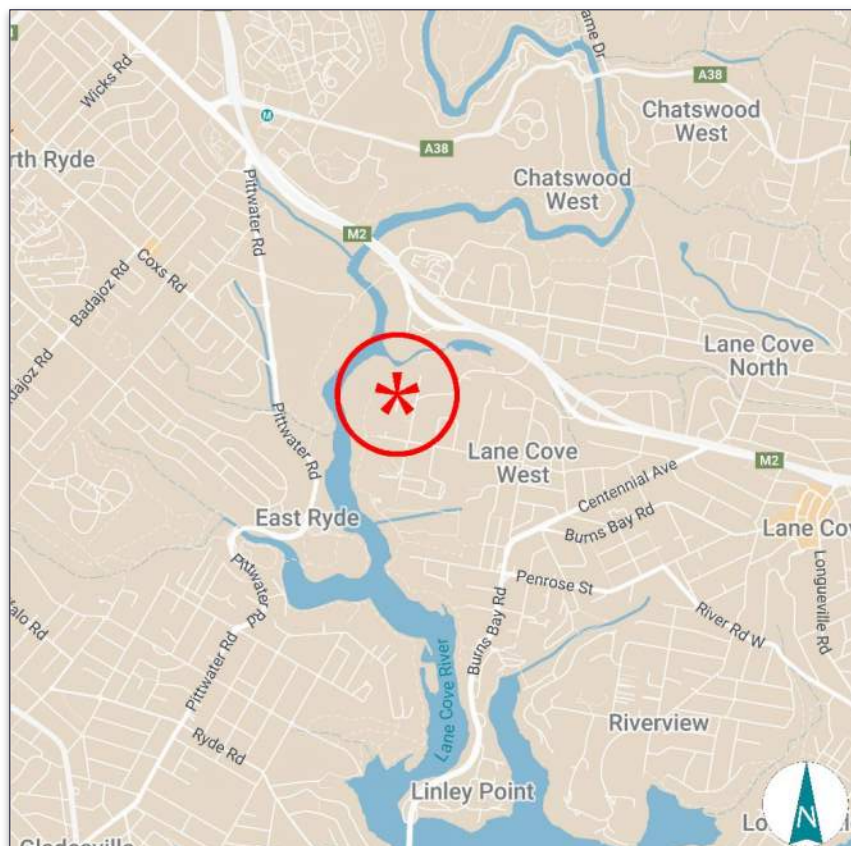
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1.0 Introduction

Airtrunk is submitting a State Significant Development Application to the Department of Planning and Environment for a proposed data centre expansion on 1 & 2 Apollo Place, Lane Cove West (Figure 1).



This Construction Traffic Management Plan has been prepared by Transport and Traffic Planning Associates to accompany the SSDA documentation and satisfy conditions B24, B25 & B26.

The plan has been prepared by a traffic engineer who holds the Transport for New South Wales Prepare a Work Zone Traffic Management Plan accreditation, detailed as follows:

Aidan Gardner

Card Number: TCT1053356

Date of Issue: 16/02/2024

1.1 SEARS

This report addresses the relevant Secretary's Environmental Assessment Requirements (SEARs) and Study Requirements, and it is noted that to facilitate the abovementioned development. The DPIE generic SEARS in relation to the proposed development includes the following in relation to Traffic, Access and Parking together with the summarised responses.

Traffic, Transport and Accessibility

Provide a Construction Traffic Management Plan detailing predicted construction vehicle routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.

2.0 Approved Development

2.1 The Site, Context & Existing Circumstances

The site (Figure 2) is a consolidation of SP80721 and the south-eastern portion of Lot 1 in DP1271404, which occupies an irregularly shaped area of some 5,282m² with frontage to the cul-de-sac of Apollo Place.

The site is located in the Lane Cove West Industrial Area which contains a wide range of industrial, warehouse, office and commercial facilities with vehicle access on Epping Road. The principle surrounding uses comprise:

- The commercial and warehouse uses which adjoin to the east and south.
- The under-construction, large and irregularly shaped site which adjoins to the west, is also occupied by EMKC3 under SSD No. 9741 and will provide for a Data Centre at 1 Sirius Road, Lane Cove West.

The existing 4-level buildings on the site, have been previously occupied by a number of commercial tenancies, with the most recent occupations being by:

- CGI Technologies and Solutions
- Optus
- AW EDWARDS
- Fast Fuel Meals



2.2 Proposed Development Scheme

It is proposed to construct the four-storey Apollo Place Data Centre expansion for AirTrunk. The construction works will provide for:

- Minor Earthworks involving both cut and fill
- Civil works and utilities
- 4-storey data centre building which comprises of:
 - A power consumption of 45 megawatts (MW)
 - A total of 9,328m² gross floor area (GFA).
 - 4 data halls
 - 29 back-up generators
- Diesel storage capacity of 29.1 kilolitres (kL)
- 392m² associated landscaping
- 497m² of total office area plus amenities
- Torrens title lot consolidation

The hours of operation for Apollo Place Data Centre will be 24 hours a day, 7 days per week.

The restructuring of the car parking scheme will provide a total of 72 car parking spaces for the amalgamated site. 5 Motorcycle spaces and 5 bicycle parking spaces will also be provided. Access to these parking spaces will continue to be provided by the existing driveway at the end of the Apollo Place cul-de-sac and the recently constructed access driveway on the western side of Sirius Road.

Details of the proposed development scheme are provided on the plans prepared by Greenbox Architecture which accompany the SSDA and are reproduced in part in Appendix A.

2.3 Construction Program

A process has been established for the completion of the various work with a maximum duration of 94 weeks.

The various phases are as follows:

Stage 1 – Site Possession and Demo	11 weeks
Stage 2 – Stormwater, Civil Works, 50% Piling and OSD Construction	35 weeks
Stage 3 – Structure and Loading Zones	24 weeks

Further details on the construction methodology and sequencing have been included in Appendix B.

2.4 Construction Process

2.4.1 Stage 1 – Site Possession and Demo

This activity will be preceded by the installation of hoarding along the site's perimeter to prevent unauthorised access and to provide pedestrian protection.

The works will then involve the site possession, demolition and some stormwater, civil and piling works. This process is anticipated to take 11 weeks to complete using a small excavator machine with the removal of the spoil by 18.1m Truck and Dog type vehicles. Trucks will be able to drive in forwards from Apollo Place or Sirius Road and exit under Traffic Controller supervision and will utilise the existing driveway which will continue to provide access during all phases of construction. The movement of heavy vehicles will only average around 20 visitations per day with the number of workers on-site being some 30 persons.

There will be no on-site parking for construction workers. A tool drop-off and storage facility will be provided on-site and all materials will be unloaded and stored within the site outside of peak hours. This would allow tradespeople to drop off and store their tools and machinery, enabling them to use public transport to travel to/ from the site on a daily basis. Workers will also be informed of the appropriate tool/ equipment drop-off and storage arrangement within site sheds and amenities.

Bus, Train schedules will be provided to all workers during the site induction to promote alternative modes of transport. All workers will be encouraged to use public transport to access the site given the site's proximity to high-frequency public transport services or to carpool wherever possible.

2.4.2 Stage 2 – Stormwater, Civil Works, 50% Piling and OSD Construction

The works will then involve stormwater works and excavation to provide the basement level/level building platform works for the building. Works will also involve 50% piling and OSD construction. These processes are anticipated to take 35 weeks to complete using up to a 19m Semi-Trailer. The truck activity associated with this process will average some 20 visitations a day and trucks will enter and depart the site under traffic controller supervision via Apollo Place or Sirius Road. The number of workers on-site will be some 30 persons.

No on-site parking will be provided for construction workers, with this arrangement continuing throughout the duration of the works. A dedicated tool drop-off and on-site storage area will be maintained, with all materials unloaded and stored within the site outside of peak hours. Workers will continue to be encouraged to utilise public transport or carpool, supported by the provision of relevant bus and train information during site inductions.

2.4.3 Stage 3 – Structure and Loading Zones

The structure and loading zone phase will take approximately 24 weeks and, at peak activity, involve a maximum of 150 people on the site at any one time. Works during this stage will involve structure, plant/equipment installation and concrete placement.

Trucks during these works will mostly be restricted to a 12.5m Heavy Rigid Vehicle, while precast deliveries will be made by 19m Semi-Trailers. Whilst the activity on the site will be more intense during this period, the movement of heavy vehicles will only average around 20 visitations per day, with 100 times per day during concrete pours, which will take some 20 days of the construction process.

No on-site parking will be provided for construction workers, with this arrangement continuing throughout the duration of the works. Workers will continue to be encouraged at all times to utilise the highly accessible public transport system which exists in the vicinity of the site and alternatively to carpool wherever possible.

The provision for loading/unloading for this process will involve trucks standing within the site, with all materials being unloaded and stored within the site outside of peak hours. Pedestrians walking past the development will continue to be protected by an A-Class Fence and under the supervision of TfNSW-certified traffic controllers.

3.0 Existing Road Network and Traffic Conditions

3.1 Road Network

The existing road network serving the site (Figure 3) comprises:

- M2 Motorway – a State Road and arterial route connecting the Warringah Freeway / Harbour Crossings and the M7 which runs parallel to Epping Road in the tunnel between Mowbray Road West and the Pacific Highway
- Epping Road – a State Road and arterial route which connects between Epping and Lane Cove
- Burns Bay Road / Centennial Avenue – a State Road and sub-arterial route which connects between Gladesville Bridge and Epping
- Mowbray Road West – a Regional Road and major collector route which connects Epping Road and the Pacific Highway extending to the east as Mowbray Road
- Sam Johnson Way/ Orion Road/ Sirius Road – a minor collector route serving the Lane Cove West Industrial Area
- Apollo Place – a short local access cul-de-sac connecting to Sirius Road

Barriers to the road system are presented by Lane Cove River, the M2 Motorway and Lane Cove Park. Epping Road in the vicinity of the site has 2 westbound lanes, BUS LANES in each direction and 1 eastbound lane with separate right turn and left turn lanes at the Sam Johnson Way intersection. There is a pedestrian bridge over Epping Road on the western side of the Sam Johnson Way intersection.

Apollo Place is some 13m wide with one traffic lane and one parking lane in each direction.

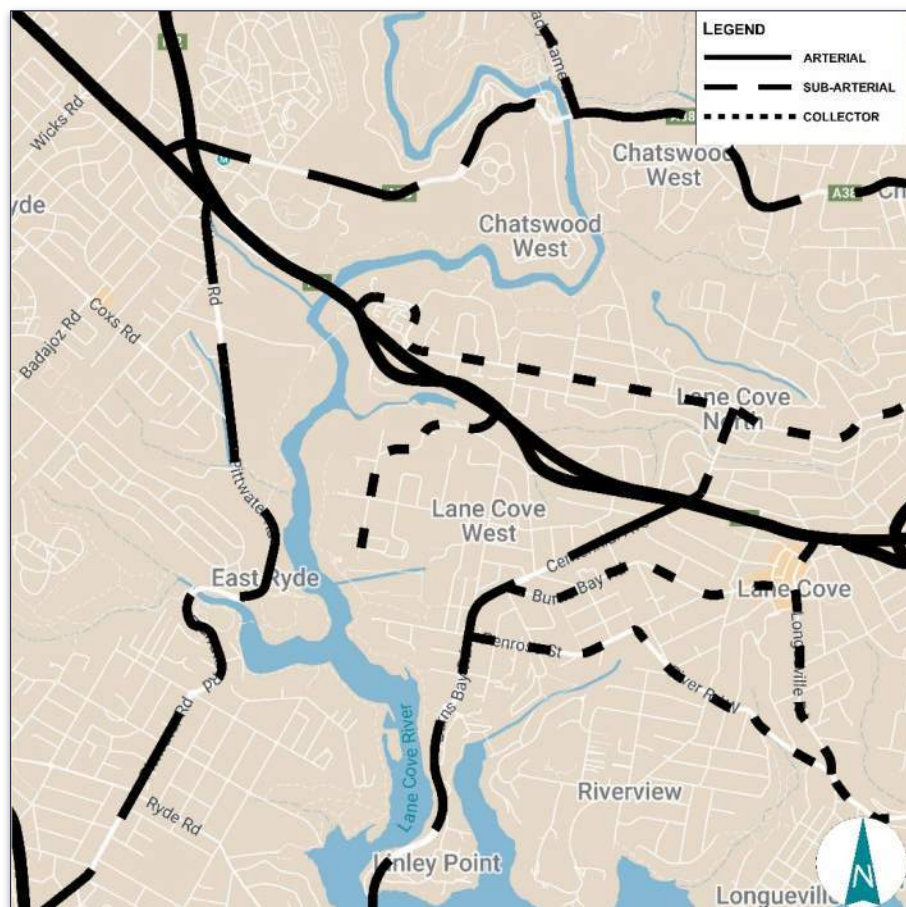


Figure 3 - Road Network

3.2 Traffic Controls

The traffic controls, which have been applied to the road system in the vicinity of the site, (Figure 4) comprise:

- The traffic control signals at the Epping Road / Sam Johnson Way, Epping Road / Mowbray Road West, Burns Bay Road / Penrose Street and Centennial Avenue / Epping Road intersections
- The closure of the connection between Moore Street and Epping Road during the weekday morning peak period
- The BUS ZONE and 1 Hour parking restrictions along Sirius Road
- The 70 kmph speed restriction on Epping Road and 50kmph on the local and collector road system
- The shared cyclist/pedestrian pathway running along the southern side of Epping Road

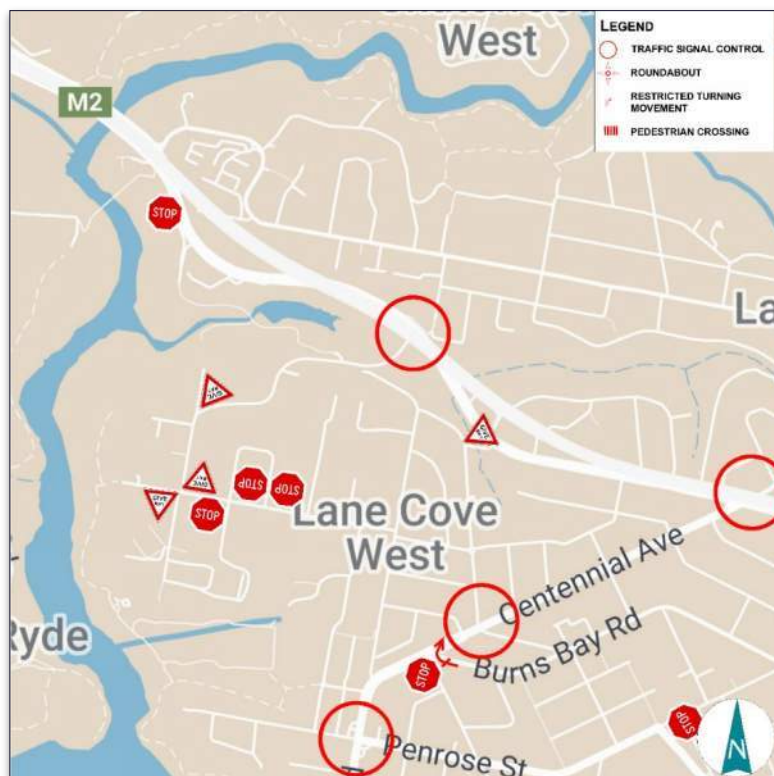


Figure 4 - Traffic Controls

3.3 Traffic Conditions

An indication of the prevailing traffic conditions in the vicinity of the site is provided by data published by TfNSW, which is expressed in terms of Annual Average Daily Traffic (AADT) and the latest published for Epping Road at Lane Cove West is as follows:

Location	AADT
Epping Road	32,000 est.

The recorded peak period flows on Epping Road west of the Sam Johnson Way intersection as follows:

	AM	PM
Eastbound	1,515	1,430
Westbound	1,365	2,070

Traffic conditions on the road system serving the site are generally quite satisfactory with some minor delays on Epping Road during the morning and afternoon peak periods.

3.4 Transport Services

The site is ideally located in relation to high frequency/capacity bus services operating along Epping Road. An indication of the frequency of these bus services which are facilitated by the BUS LANES extending from the Harbour crossing is provided in the following:

Route		AM	PM	Off Peak	Sat	Sun/Public Holiday
258	Chatswood to Lane Cove West	x2	x2	-	-	-
288	Epping to City Erskine St via Freeway	8	10	15	15	60
292	Marsfield to City Erskine St via Macquarie Park, Lane Cove North & Freeway	10	10	30	60	60
285	Lane Cove West to City Wynyard via Freeway	30	15	-	-	-
286	Denistone East to Milsons Point via St Leonards & North Sydney	15	30	-	-	-
287	Ryde to Milsons Point via St Leonards & North Sydney	15	30	-	-	-
290	Epping to City Erskine St via North Sydney (Night Service)	15	20	60	60	60
294	Macquarie University to City Wynyard via Freeway	7	-	-	-	-

x2 – 2 services only

Lane Cove West Industrial Area is serviced by Routes 258 and 285 which terminate on Mars Road. These routes run along Sirius Road, Orion Road and Sam Johnson Way connecting to/from the Sydney CBD via Epping Road and the Harbour Bridge. The closest bus stop to the site is located 80m to the east (1-minute walk), at the Sirius Road / Apollo Place intersection.

Details of these transport services are provided in Appendix B.

Any temporary adjustment to bus stops will require the Applicant to obtain approval from Transport for NSW (TfNSW) prior to commencement of works.

4.0 Construction Traffic Management Plan

4.1 Construction Vehicle Route

Truck movements associated with the construction processes will access the Site via either Apollo Place using the existing driveway at the site's southern boundary, or north from Sirius Road accessing the rear of the site, as illustrated in Figure 5. All trucks involved with the works will access the site using the classified State and Regional Road system. The approved truck route plan shall form part of the contract and must be distributed to all truck drivers.

It is unlikely that works of this scale will result in concurrent truck arrivals/departures. Nevertheless, it is noted that any truck queuing or marshalling of construction vehicles will not be permitted on the road network, and call-up procedures will be in place to manage arrivals, if necessary, by the nominated contractor. The call-up procedures will minimise the potential for concurrent truck arrivals and departures by scheduling deliveries to avoid conflicts and, if required, instructing arriving trucks to wait until departing trucks have exited the site before entering. Accredited traffic controllers will be at the site access to manage pedestrian movements and assist with vehicle ingress and egress. Only one vehicle will enter or exit the site at the access at a time.

Where practicable, truck movements will be scheduled outside of peak traffic periods to minimise disruption to the surrounding road network. Deliveries will be coordinated by the nominated contractor to ensure safe access to the site and to avoid unnecessary delays or conflicts with general traffic, pedestrians and cyclists.

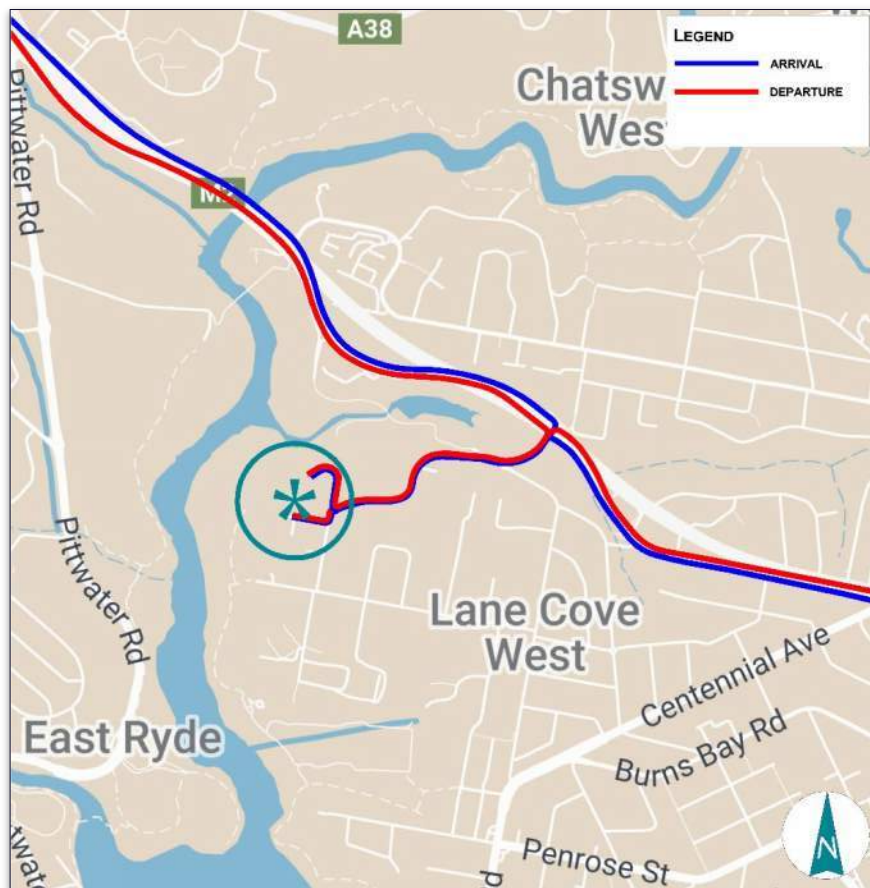


Figure 5 - Truck Routes

4.2 Truck Movements & Manoeuvres

It is anticipated that the construction works will generally involve the following heavy vehicle types:

Vehicle Type	Length
Semi-Trailer	25m
Truck & Dog	18.1m
Heavy Rigid Vehicles (HRV)	12.5m
Medium rigid vehicles (MRV)	8.8m
Small rigid vehicles (SRV)	6.4m
Mobile cranes	9.8m - 13.5m
Concrete trucks	8.8m
Concrete pump	8.8m
Excavator, Bobcat, Forklift, Manitou	< 8.8m
Utility vehicle/Van	5.2m (B99)

The largest truck generally requiring access to the site during the works per stage is as follows:

Stage 1 – Site Possession and Demo	18.1m Truck & Dog
Stage 2 – Stormwater, Civil Works, 50% Piling and OSD Construction	19m Semi-Trailer
Stage 3 – Structure and Loading Zones	19m Semi-Trailer

The turning path assessment details are provided in Appendix C, indicating satisfactory truck manoeuvring in and out of the access points.

Suppose a required truck length exceeds the specified maximum during the phase of work. In that case, a separate application will be submitted to the Council identifying the dates of access and the proposed length of the required truck. There will be no requirement for oversized vehicle classifications for the duration of the works.

The envisaged truck movements per day throughout the works are as follows:

Stage 1 – Site Possession and Demo	15-25 per day
Stage 2 – Stormwater, Civil Works, 50% Piling and OSD Construction	15-25 per day
Stage 3 – Structure and Loading Zones	15-25 per day

Trucks servicing the site are restricted to the approved construction hours only when accessing the streets in the vicinity of the site.

4.3 Construction Hours

The approved hours of construction activity will be:

Monday to Friday	7 am – 6 pm
Saturday	8 am – 1 pm
Sunday and Public Holidays	No work

Should any work be required to take place within public roads (in the vicinity of the site) outside these hours, this would be subject to prior approval from the Council.

Noise from construction activities shall comply with the Protection of the Environmental Operations (Noise Control Regulation 2017).

4.4 Contact Details

The contact person who is to have authority without reference to other persons to comply with instructions issued by the Council's Traffic Engineer or the Police is as follows:

Name: Giovanni Strati

Contact Number: 0420 730 768

Email Address: gstrati@awedwards.com.au

4.5 Site Induction

All workers and visitors employed on-site by the appointed contractor, including sub-contractors, will be required to complete a formal site induction. These inductions will be tailored to each trade in compliance with Workcover OH&S requirements.

The induction process will cover key information, including approved access routes to and from the construction site for staff and delivery vehicles, parking arrangements, and standard protocols for environmental management, WHS, driver conduct, and emergency procedures. Additionally, the agreed work hours will be clearly outlined as part of the induction.

4.6 Traffic Guidance Scheme

The TGS presents traffic management principles, with detailed information for work site operations contained in the Roads and Maritime Services Traffic Control at Work Sites Technical Manual Version 6.1 dated 28 February 2022. The control of traffic at work sites must be undertaken with reference to WorkCover requirements and Workplace Health and Safety Manuals.

The TGS is prepared by a Certified Traffic Controller (under TfNSW regulations) in accordance with Australian Standards 1742.3. The TGS includes:

- The proposed works site

- Accredited site personnel at the site access
- Loading Zone and traffic control signage

The TGSs for the construction processes are provided in Appendix D.

4.7 Pedestrian Management

Pedestrians walking along the site frontage will be protected by temporary construction fencing. TfNSW accredited traffic controller shall always supervise all vehicle movements into and out of the Loading Zone and materials movements to and from the site, ensuring pedestrians have the right of way at all times.

4.8 Impact on Emergency Vehicle Access

The proposed works would not affect access to the site and neighbouring sites by emergency vehicles. Emergency protocols on the site would indicate a requirement for the traffic controller to assist with emergency access on the site. All truck movements to the site and the incident point would be suspended and cleared. Consequently, any potential impacts on emergency access would be effectively managed throughout the works.

The liaison would be maintained with the ambulance, fire services, police, and other emergency services agencies throughout the construction period, and a 24-hour contact would be made available for 'out-of-hours' emergencies and access.

As such, there would be no impacts on the provision of existing emergency vehicle access to the site or other neighbouring properties as a result of the proposed construction activities.

4.9 Road Serviceability

The contractor will ensure that the roads in the vicinity of the site remain in clean and serviceable states during the construction. Any damage to kerbs, signage, trees, footpaths etc. will be repaired or replaced to the satisfaction of the Council.

4.10 Off-street Parking and Storage

Workers will be informed of the appropriate tool/equipment drop-off and storage arrangement within site sheds and amenities and encouraged to use the available public transport in the vicinity. There will be designated spots

within the site for worker's parking and storage area. All vehicles associated with the development shall be parked wholly within the site.

There will be no reservation of on-street parking spaces, including the use of barricades, bollards, witches hats, etc. before separate council approval. All on-street parking will remain available for general public use during the approved work hours unless Council signage is installed to the contrary.

During the construction period, the Developer will implement measures to mitigate construction traffic and parking. There will be concurrent works on 1 Sirius Road during the construction of 1 Apollo Place and therefore staff will need parking provisions. A W Edwards will provide equivalent parking for use by Management Staff. 58 spaces will be provided as designated off street car parking spaces within the vicinity of the site. These spaces will be able to cover the maximum workers planned on site during Stage 1 & 2, Stage 3 will have a maximum of 150 people at any time, however, this number will rarely be achieved, and carpooling schemes will be heavily encouraged with a sustainable travel information sheet.

Throughout the project, the use of public transport will be encouraged, and end-of-trip facilities will be provided for workers who choose to cycle or walk to work. This will be achieved with a sustainable travel information sheet to provide workers with ample information of all available public transport options.

4.11 Materials Handling

All materials are to be stored within the site boundary at all times. Loading/unloading of materials will occur from within the site by hand or with the assistance of trolleys/forklifts. No materials shall be placed dumped or left on any council road or footpath area at any time.

4.12 Work Zone

It is only anticipated that a Works Zone is necessary for the stage 3 of the works. This works zone will be located on Apollo Place and will be used for Semi-Trailer deliveries.

There is adequate space within the site for materials storage and truck manoeuvring in all other stages. If a separate Works Zone is required at some stage in the future, a separate application must be lodged with the Council to establish the arrangement.

4.13 Public Notification and Consultation

Under the approval of the Council, the contractor would prepare notification letters that would be emailed to adjoining property owners to advise of the timeframes for completion of each phase of the development/construction process. Details for notification to residents and businesses of any potential disruption to routes will also be included in the letters, if required. The notification will be provided a minimum of 7 days prior to the implementation of any temporary traffic control measure. Consultation with the relevant authorities, including TfNSW and Council, will be required prior to and throughout the works.

4.14 Drive Code of Conduct

4.14.1 Objectives of the Drivers Code of Conduct

- To minimise the impact of earthworks on the local and regional road network
- To minimise conflict with other road users
- To minimise road traffic noise; and
- To ensure truck drivers use specified heavy vehicle routes between the site and the regional road network.

4.14.2 Code of Conduct

All vehicle operators accessing the site must:

- Take reasonable care for his or her own personal health and safety.
- Not adversely, by way of actions or otherwise, impact on the health and safety of other persons.
- Notify their employer if they are not fit for duty prior to commencing their shift.
- Obey all applicable road rules and laws at all times.
- In the event, that an emergency vehicle is behind your vehicle, pull over to allow the emergency vehicle to pass immediately.
- Obey the applicable driving hours in accordance with legislation and take all reasonable steps to manage their fatigue and not drive with high levels of drowsiness.
- Obey all on-site signposted speed limits and comply with directions of traffic control supervisors in relation to movements in and around temporary or fixed work areas.
- Ensure all loads are safely contained/restrained, as necessary.
- Drive over devices – located at the site's access – to wash off any loose material attached to heavy vehicles.
- Operate their vehicles in a safe and professional manner, with consideration for all other road users.
- Hold a current Australian State or Territory driver's licence.

- Notify their employer or operator immediately should the status or conditions of their driver's licence change in any way.
- Comply with other applicable workplace policies, including a zero tolerance of driving while under the influence of alcohol and/or illicit drugs.
- Do not use mobile phones when driving a vehicle or operating equipment. If the use of a mobile device is required, the driver shall pull over in a safe and legal location prior to the use of any mobile device.
- Advise management of any situations that you know, or think, may present a threat to workplace H&S
- Drive according to conditions (such as during inclement weather) and reduce speed, if necessary.
- Have necessary identification documentation at hand and ready to present to security staff on entry and departure from the site, as necessary, to avoid unnecessary delays to other vehicles.

4.14.3 Crash or Incident Procedure

- Stop your vehicle as close to it as possible to the scene, making sure you are not hindering traffic. Ensure your own safety first, then help any injured people and seek assistance immediately if required.
- Ensure the following information is noted:
 - Details of the other vehicles and registration numbers
 - Names and addresses of the other vehicle drivers
 - Names and addresses of witnesses, and
 - Insurers details
- Give the following information to the involved parties:
 - Name
 - Address, and
 - Company details
- If the damaged vehicle is not occupied, provide a note with your contact details for the owner to contact the company.
- Ensure that the police are contacted should the following circumstances occur:
 - If there is a disagreement over the cause of the crash
 - If there are injuries; and/or
 - If you damage property other than your own
- As soon as reasonably practical, report all incident details to your supervisor.

4.14.4 Monitoring

The effectiveness of the Driver Code of Conduct will be monitored throughout the construction period to ensure ongoing compliance by all drivers accessing the site. The monitoring program will include:

- Regular site inspections by the Site Manager or nominated representative to observe driver behaviour and compliance with site access procedures.
- Monitoring of vehicle arrival and departure times to ensure compliance with approved haulage routes, delivery schedules, and call-up procedures.
- Investigation of any complaints received from residents, businesses, or road users relating to construction vehicle operations.
- Recording and review of any non-compliance incidents, with corrective actions implemented where required.
- Ongoing communication of the Driver Code of Conduct to all contractors, subcontractors, delivery drivers, and couriers, including refresher briefings where necessary.
- Periodic review of the Driver Code of Conduct to ensure it remains effective and reflects any changes to construction staging, traffic conditions, or site operations.

Where monitoring identifies repeated non-compliance, appropriate corrective measures, including additional driver briefings or removal of offending contractors from the project where necessary, will be implemented.

Appendix A

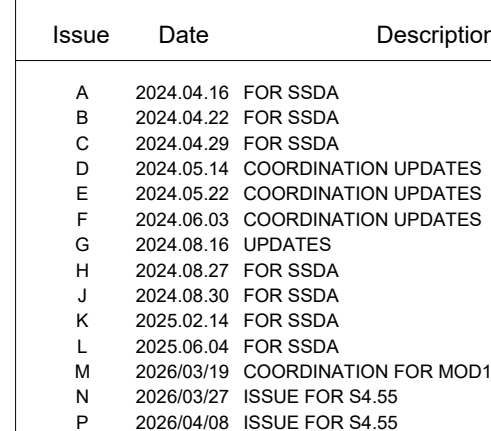
Proposed Plans

$$\text{FSR} = \text{GFA} / \text{SITE AREA}$$

$$= 44,799 / 44,842$$

$$\text{FSR} = 0.999041 : 1$$

 Proposed
Schedule Numbers
Revised



SI RUS

ISO 9001 CERTIFIED QUALITY SYSTEM

- Use written dimensions only
- Do not scale from drawing
- Contractors shall confirm all dimensions on-site prior to commencing any work or producing any shop drawings
- All materials to be used in accordance with the manufacturer's specifications and instructions and shall comply with the relevant Australian Standards
- Copyright of this drawing and design remain the property of Greenobx Architecture Pty Ltd
- Nominated Architect - Gerard Page; NSW reg No. 72427, NZ reg No. 3715, Vic reg No. 17664, SA reg No. 3061, QLD reg No. 4538, WA reg No. 2489

Client

PLAN PROJECT MANAGEMENT

Project
1 SIRIUS ROAD AND 1 APOLLO PLACE
LANE COVE WEST, NSW 2066

Drawn By HL/AC	Scale 1 : 500 @ A
Checked By DK	Approved By AO

Date	Job Number
2026/04/08	180095

Project Status
SSDA SUBMISSIONDrawing Title
SITE PLAN

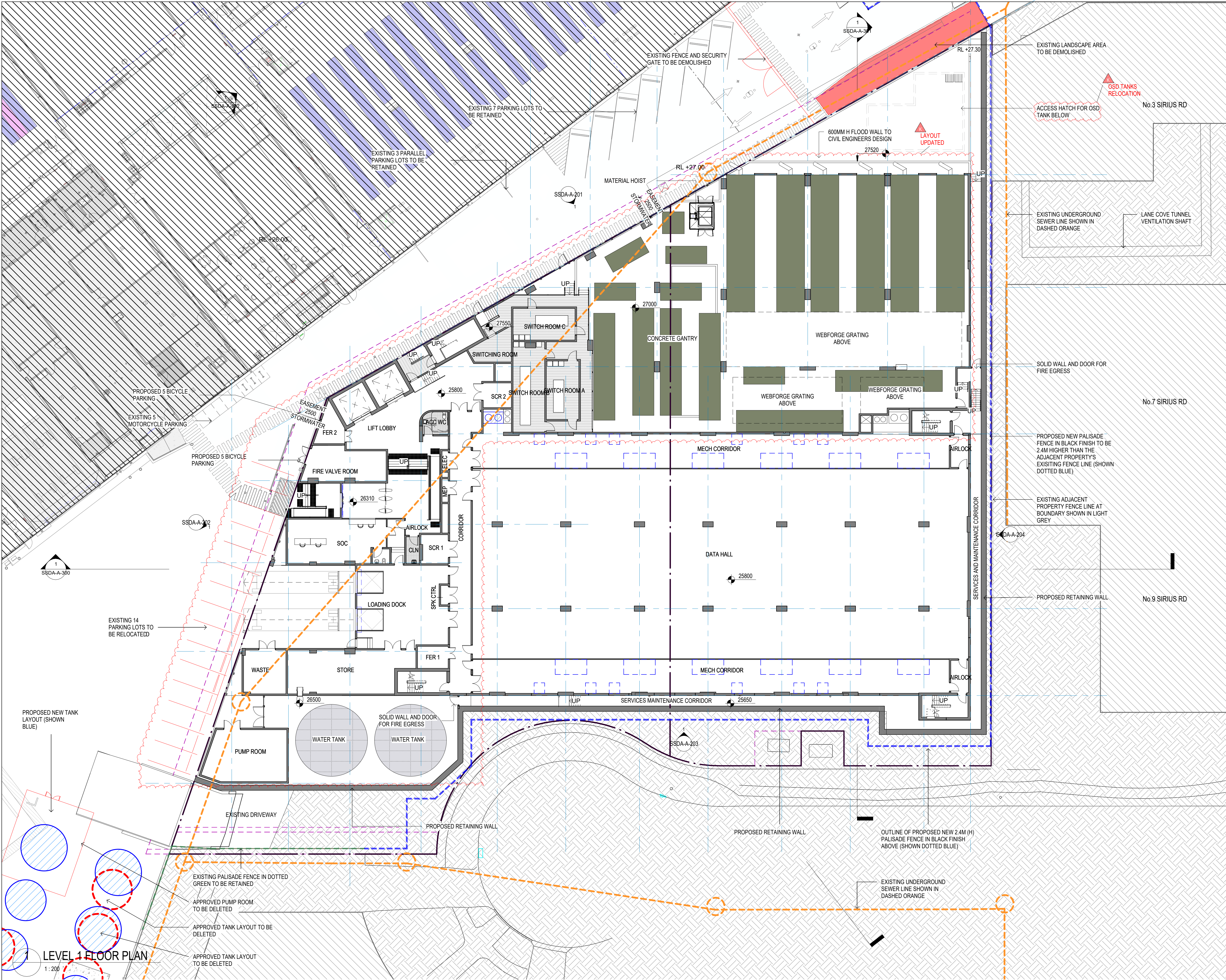
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SSDA-A-05

Issue
P

SSDA MOD1 SUBMISSION





Issue	Date	Description
A	2024.04.16	FOR SSDA
B	2024.04.29	FOR SSDA
C	2024.05.14	COORDINATION UPDATES
D	2024.05.22	COORDINATION UPDATES
E	2024.08.29	FOR SSDA
F	2024.08.30	FOR SSDA
G	2025.02.14	FOR SSDA
H	2025.06.04	FOR SSDA
J	2026/03/19	COORDINATION FOR MOD1
K	2026/03/27	ISSUE FOR S4.55
L	2026/04/08	ISSUE FOR S4.55

Sc. 1:200 0 1 2 3 5 10m

Project Manager

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SYDNEY NSW 2000 AUSTRALIA

GREENBOX ARCHITECTURE PTY LTD
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- Do not scale from drawing
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- All materials to be used in accordance with the manufacturer's specifications and instructions and shall comply with the relevant Australian Standards
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- Nominated Architect - Gerard Page; NSW reg No.7247, NZ reg No.3715, Vic reg No.17664, SA reg No.3061, QLD reg No.4538, WA reg No.2489

Client

PLAN PROJECT MANAGEMENT

Project

1 SIRIUS ROAD AND 1 APOLLO PLACE
LANE COVE WEST, NSW 2066

Drawn By

HL/AC

Scale

1:200 @ A1

Checked By

DK

Approved By

AO

Date

2026/04/08

Job Number

180095

Project Status

SSDA SUBMISSION

Drawing Title

LEVEL 1 PLAN

Drawing Number

SSDA-A-100

Issue

L

SSDA MOD1 SUBMISSION

LEVEL 1 FLOOR PLAN

1:200

Appendix B

Construction Methodology and Sequencing

Stage 1 - Site Possession and Demolition Works

Key:

- = Vehicle Pathways
- = Class A Hoarding
- = Jersey Curb w/ Anti-climb fence panel
- = Laydown Area
- = Demolition Exclusion Zone
- = Demolition Scaffold
- = Pedestrian Accessway
- = Crash Rated Barrier
- = Turnstile
- = AirTrunk Pedestrian Access
- = Chainwire Fence w/ Banner Mesh
- = Scaffold Stretcher Stairs
- = Stretcher Stairs
- = Catch Deck Scaffold
- = Catch Net



Gate 2
Shell C Vehicle Entry

Gate 4
Shell E Vehicle Entry (Demo)

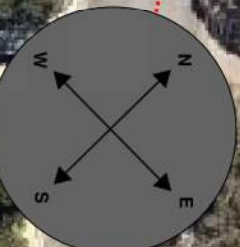
Gate 3
Shell E Vehicle Entry

Gate 1
AirTrunk Vehicle Access

Induction Room

Canteen

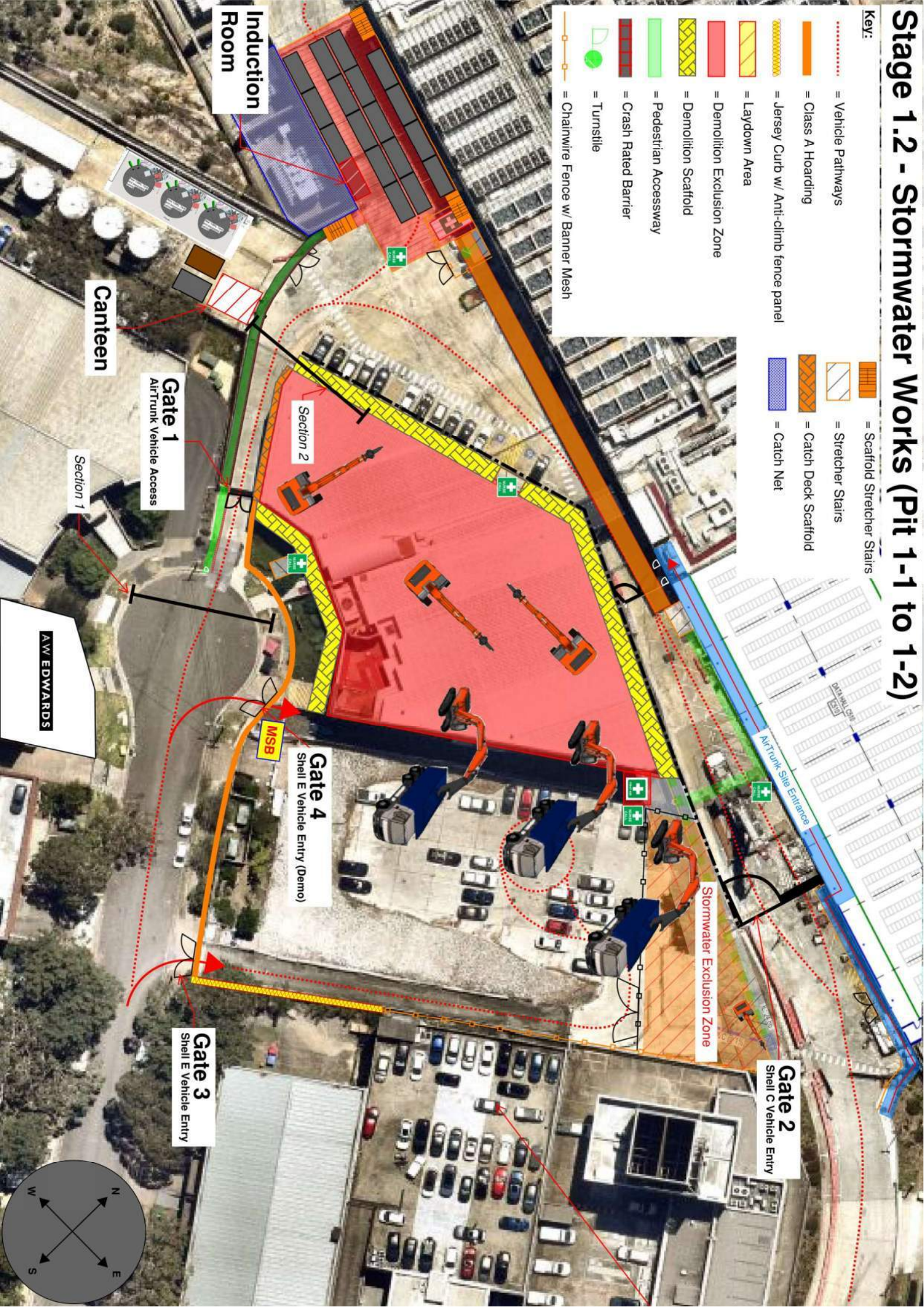
AW EDWARDS



Stage 1.2 - Stormwater Works (Pit 1-1 to 1-2)

Key:

- = Vehicle Pathways
- = Class A Hoarding
- = Jersey Curb w/ Anti-climb fence panel
- = Laydown Area
- = Demolition Exclusion Zone
- = Demolition Scaffold
- = Pedestrian Accessway
- = Crash Rated Barrier
- = Turnstile
- = Chainwire Fence w/ Banner Mesh
- = Scaffold Stretcher Stairs
- = Stretcher Stairs
- = Catch Deck Scaffold
- = Catch Net



Gate 2
Shell C Vehicle Entry

Stormwater Exclusion Zone

Gate 4
Shell E Vehicle Entry (Demo)

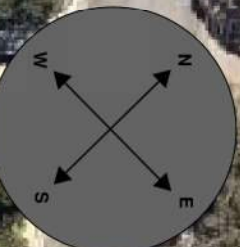
Gate 3
Shell E Vehicle Entry

Gate 1
AirTrunk Vehicle Access

Canteen

Induction Room

AW EDWARDS



Stage 1.3 - Civil and Piling Start

Key:

- = Vehicle Pathways
- = Class A Hoarding
- = Jersey Curb w/ Anti-climb fence panel
- = Laydown Area
- = Demolition Exclusion Zone
- = Demolition Scaffold
- = Pedestrian Accessway
- = Crash Rated Barrier
- = Turnstile
- = Chainwire Fence w/ Banner Mesh
- = Scaffold Stretcher Stairs
- = Stretcher Stairs
- = Catch Deck Scaffold
- = Catch Net

Gate 2
Shell C Vehicle Entry

Gate 3
Shell E Vehicle Entry

Induction Room

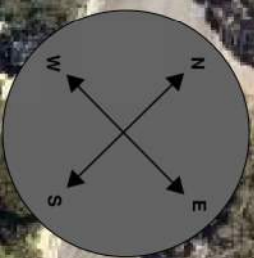
Piling Pad

Canteen

Gate 1
AirTrunk Vehicle Access

AW EDWARDS

MSB



Stage 2 - Stormwater continued, Civil Works, 50% Piling and OSD Construction

Key:

- = Vehicle Pathways
- = Class A Hoarding
- = Jersey Curb w/ Anti-climb fence panel
- = Exclusion Excavation/Install Zone
- = abc
- = Demolition Scaffold
- = Pedestrian Accessway
- = Crash Rated Barrier
- = Turnstile
- = Chainwire Fence w/ Banner Mesh

- = Scaffold Stretcher Stairs
- = Stretcher Stairs
- = Catch Deck Scaffold
- = Catch Net

Gate 2
Shell C Vehicle Entry

Gate 3
Shell E Vehicle Entry

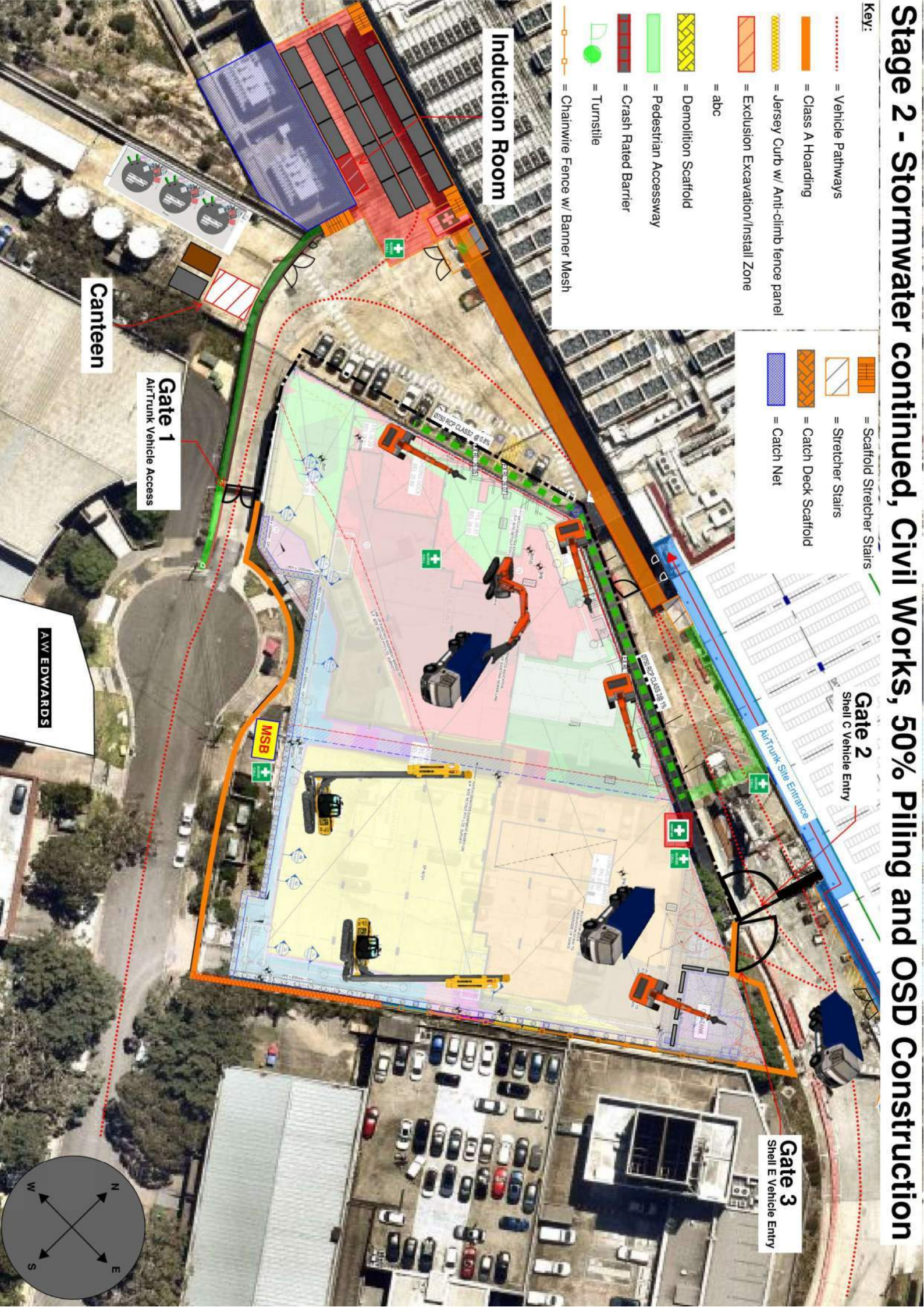
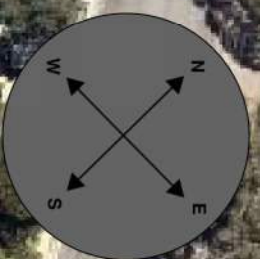
Induction Room

Canteen

Gate 1
AirTrunk Vehicle Access

AW EDWARDS

MSB



Stage 2.1 - Bulk Civil Excavation

Key:

- = Vehicle Pathways
- = Class A Hoarding
- = Jersey Curb w/ Anti-climb fence panel
- = Laydown Area
- = abc
- = Demolition Scaffold
- = Pedestrian Accessway
- = Crash Rated Barrier
- = Turnstile
- = Chainwire Fence w/ Banner Mesh

- = Scaffold Stretcher Stairs
- = Stretcher Stairs
- = Catch Deck Scaffold
- = Catch Net



Induction Room

Canteen

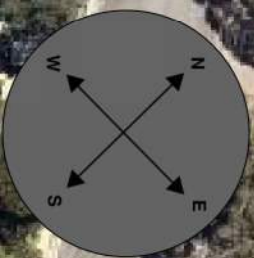
Gate 1
AirTrunk Vehicle Access

Gate 2
Shell C Vehicle Entry

Gate 3
Shell E Vehicle Entry

AW EDWARDS

MSB



Stage 2.2 - Apollo Stormwater Works and Detailed Excavation

Key:

- = Vehicle Pathways
- = Class A Hoarding
- = Jersey Curb w/ Anti-climb fence panel
- = Exclusion Zone
- = abc
- = Demolition Scaffold
- = Pedestrian Accessway
- = Crash Rated Barrier
- = Turnstile
- = Chainwire Fence w/ Banner Mesh

- = Scaffold Stretcher Stairs
- = Stretcher Stairs
- = Catch Deck Scaffold
- = Catch Net

Induction Room

Canteen

Gate 1
AirTrunk Vehicle Access

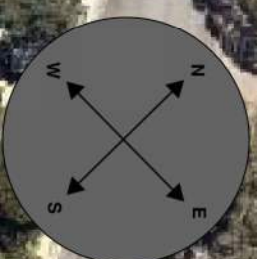
Stormwater Exclusion Zone

Gate 2
Shell C Vehicle Entry

Gate 3
Shell E Vehicle Entry

AW EDWARDS

MSB



Gate 2

 = Scaffold Stretcher Stairs

-
- Gate 2
Shell C Vehicle Entry
- AirTrunk Site Entrance

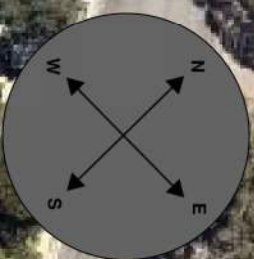
An aerial photograph of a construction site. A large yellow grid is overlaid on the left side of the image. A black structure, possibly a bridge or a large building, is visible in the center. A red dotted line runs along the edge of the yellow grid. A black square is in the top left corner. The text "Pour 3" is written vertically on the left side. There are two green squares with white crosses in the top right corner.

Gate 1

AirTrunk Vehicle Access

AW EDWARDS

Apollo Material Handling Zone



Stage 3.1 - Structure and Plant/Equipment

Key:

- = Vehicle Pathways
- = Class A Hoarding
- = Jersey Curb w/ Anti-climb fence panel
- = Laydown Area
- = Loading Platform Laydown Area
- = Demolition Scaffold
- = Pedestrian Accessway
- = Crash Rated Barrier
- = Turnstile
- = Loading Zone
- = Chainwire Fence w/ Banner Mesh
- = Scaffold Stretcher Stairs
- = Stretcher Stairs
- = Catch Deck Scaffold
- = Catch Net

Induction Room

Canteen

Gate 1
AirTrunk Vehicle Access

Pour 1a

Pour 1

Pour 2

Pour 3

MSB

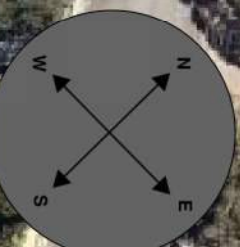
Hoist

Gate 2
Shell C Vehicle Entry

Gate 3
Shell E Vehicle Entry

Apollo Loading Zone

AW EDWARDS



Stage 3.2 - TC Radius

Key:

- = Vehicle Pathways
- = Class A Hoarding
- = Jersey Curb w/ Anti-climb fence panel
- = Laydown Area
- = Loading Platform Laydown Area
- = Demolition Scaffold
- = Pedestrian Accessway
- = Crash Rated Barrier
- = Turnstile
- = Loading Zone
- = Chainwire Fence w/ Banner Mesh
- = Scaffold Stretcher Stairs
- = Stretcher Stairs
- = Catch Deck Scaffold
- = Catch Net

Induction Room

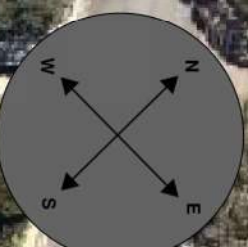
Gate 2
Shell C Vehicle Entry

Gate 3
Shell E Vehicle Entry

Gate 1
AirTrunk Vehicle Access

Canteen

AW EDWARDS



An aerial photograph of a residential street grid. A blue highlighted path runs vertically through the center of the image, starting from a horizontal street at the top and continuing down. A green highlighted path runs horizontally across the middle of the image, intersecting the blue path. The streets are lined with houses, and there are some trees and green spaces visible.

-

1

Appendix C

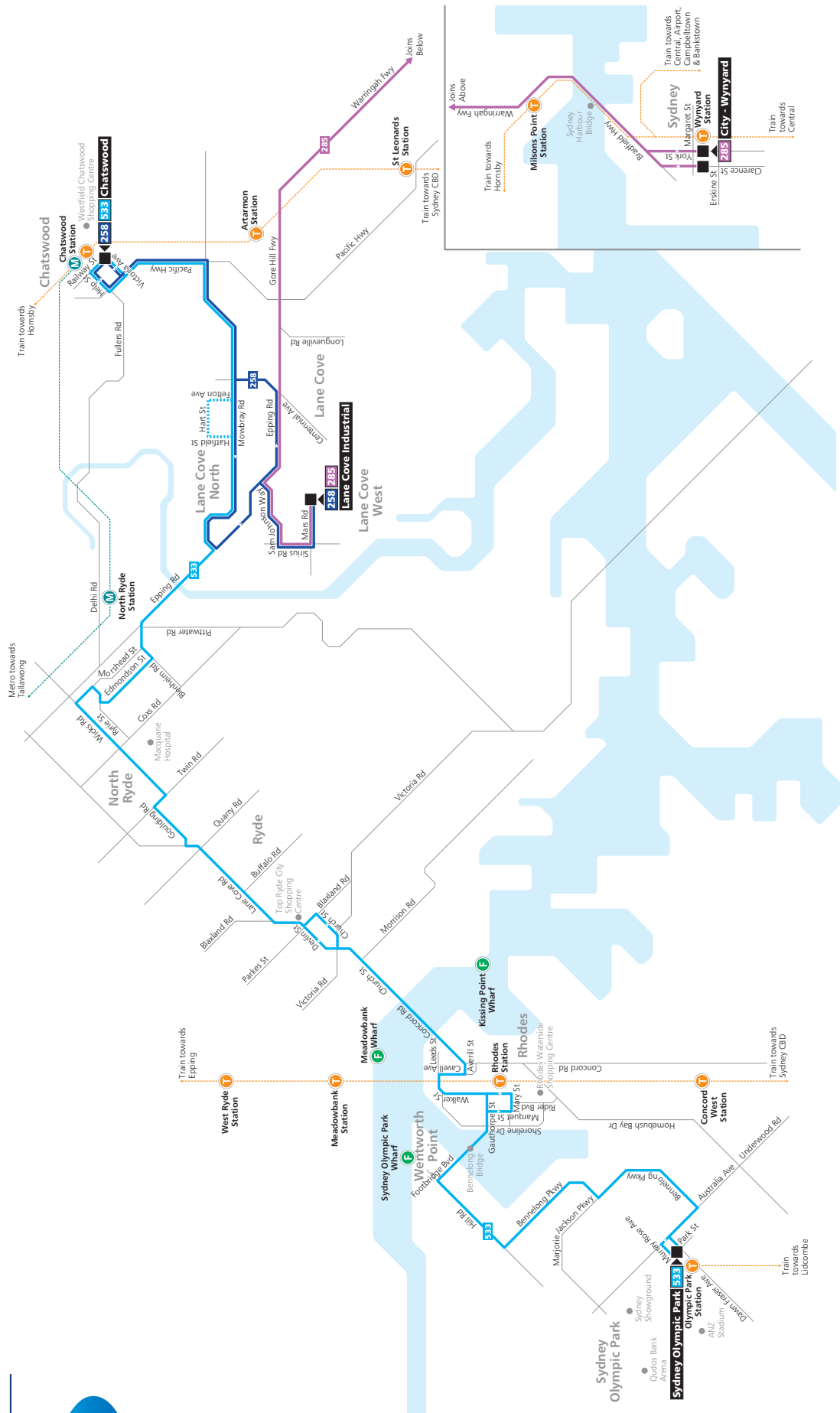
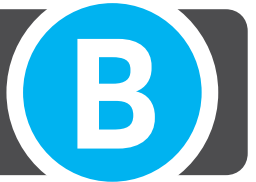
Transport Service Maps



TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

Established 1994

Routes 258, 285, 533

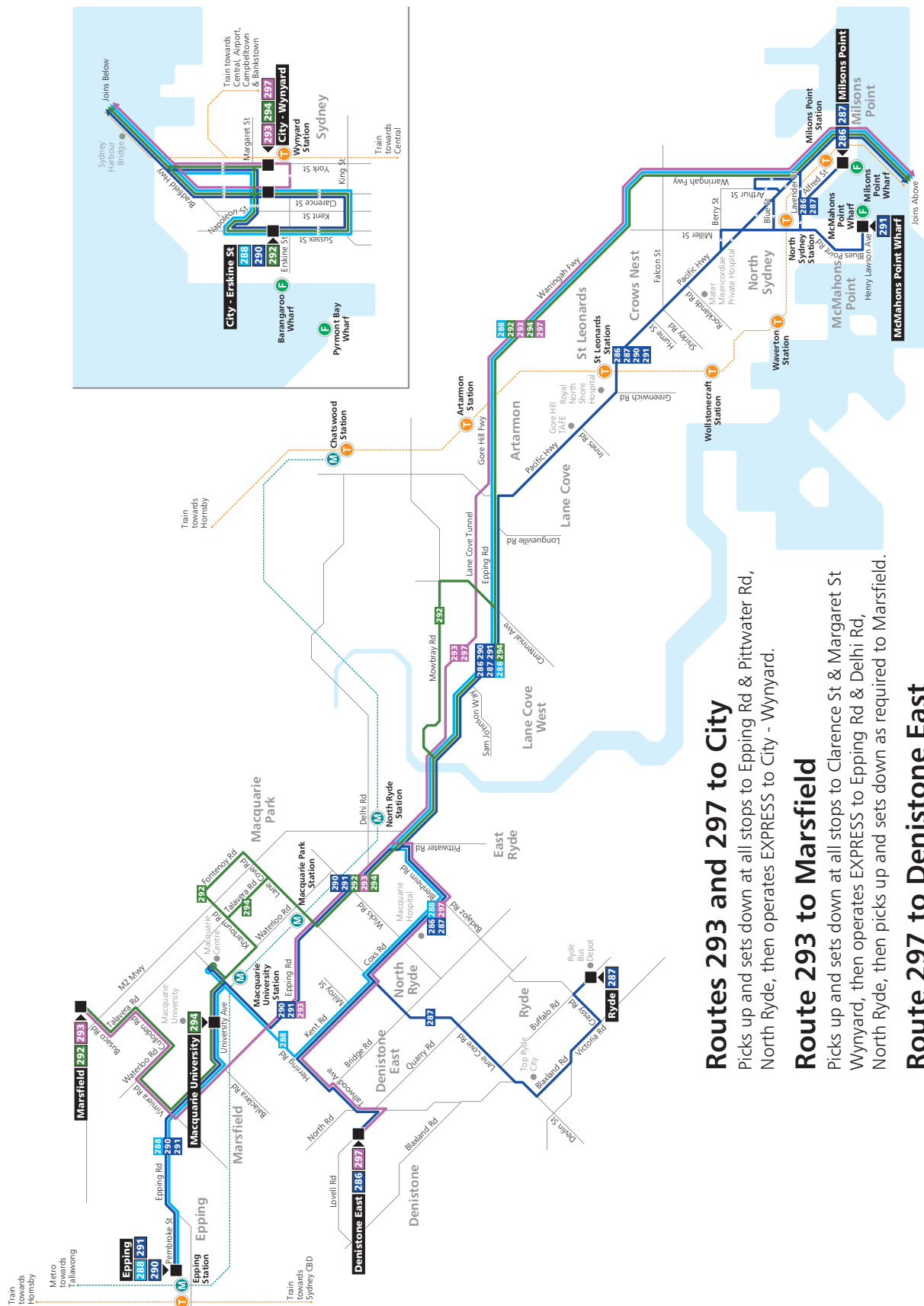


Diagrammatic Map
Not to Scale



Routes 286, 287, 288, 290, 291, 292, 293, 294, 297

B



Diagrammatic Map
Not to Scale

Routes 293 and 297 to City

Picks up and sets down at all stops to Epping Rd & Pittwater Rd, North Ryde, then operates EXPRESS to City - Wynyard.

Route 293 to Marsfield

Picks up and sets down at all stops to Clarence St & Margaret St Wynyard, then operates EXPRESS to Epping Rd & Delhi Rd, North Ryde, then picks up and sets down as required to Marsfield.

Route 297 to Denistone East

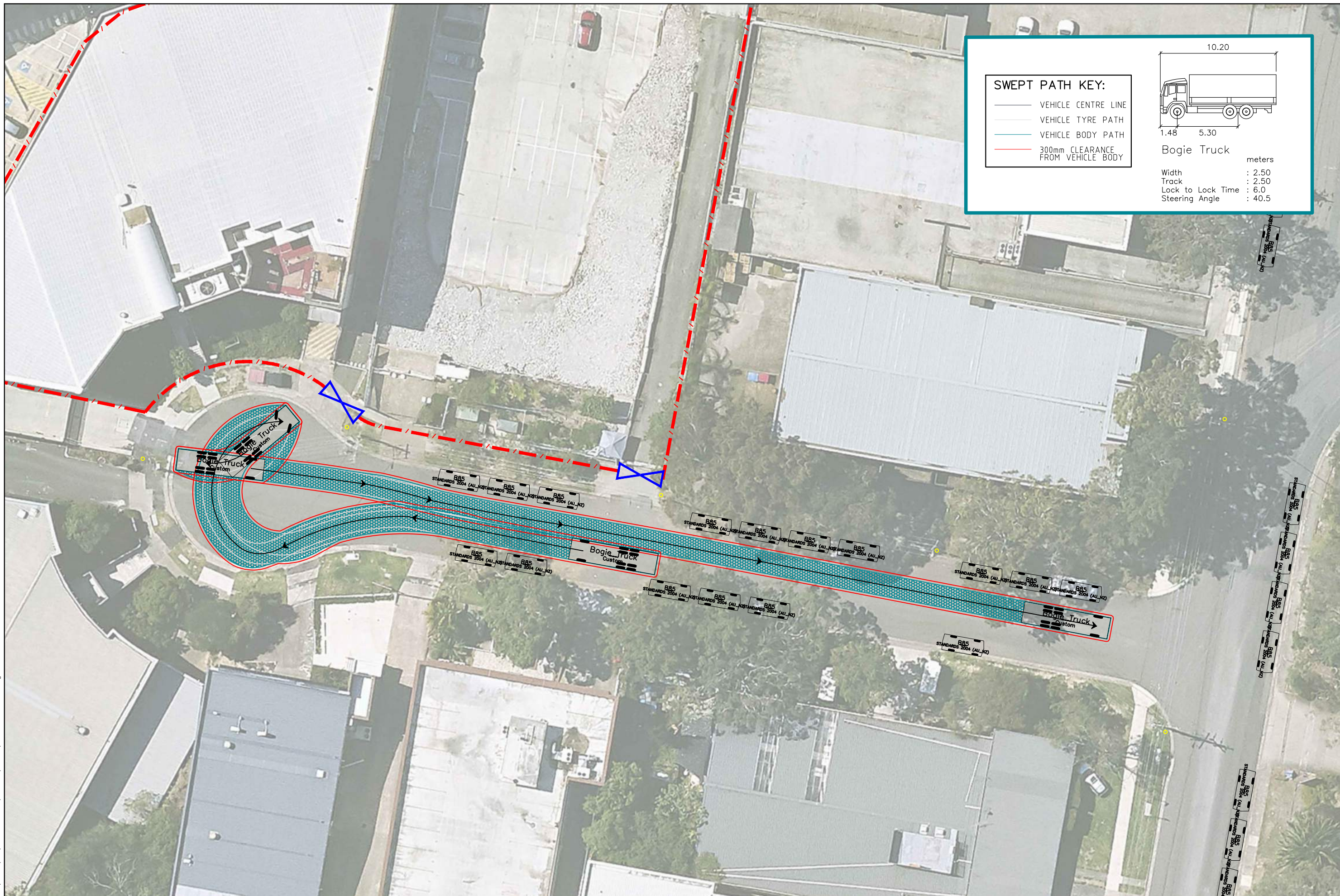
Picks up and sets down at all stops to Clarence St & Margaret St Wynyard, then operates EXPRESS to Blenheim Rd North Ryde, then picks up and sets down as required to Denistone East.

- Legend**
- Bus route
 - Bus route number
 - Bus route start/finish
 - Metro line/station
 - Train line/station
 - Ferry wharf

Appendix D

Swept Path Assessment

T:\WORK\26\MS\020 - 1 APOLLO PLACE, LANE COVE DRAWING\020M2026-V1.5-SP - CTMP.dwg
Plotted by Aidan



1 APOLLO PL, LANE COVE WEST NSW 2066
A 10.2m BOGIE TRUCK MANEUVERING THROUGH APOLLO PLACE AND EXITING VIA SIRIUS ROAD
SWEEP PATH ASSESSMENT

DRAWING REF NO. 020M2026-V1.5-SP - CTMP

SHEET NO. 01 OF 18

ISSUE DATE 7 May 2026

DESIGNED BY A.GARDNER

SCALE
A3
0 4.0 8.0
1:400

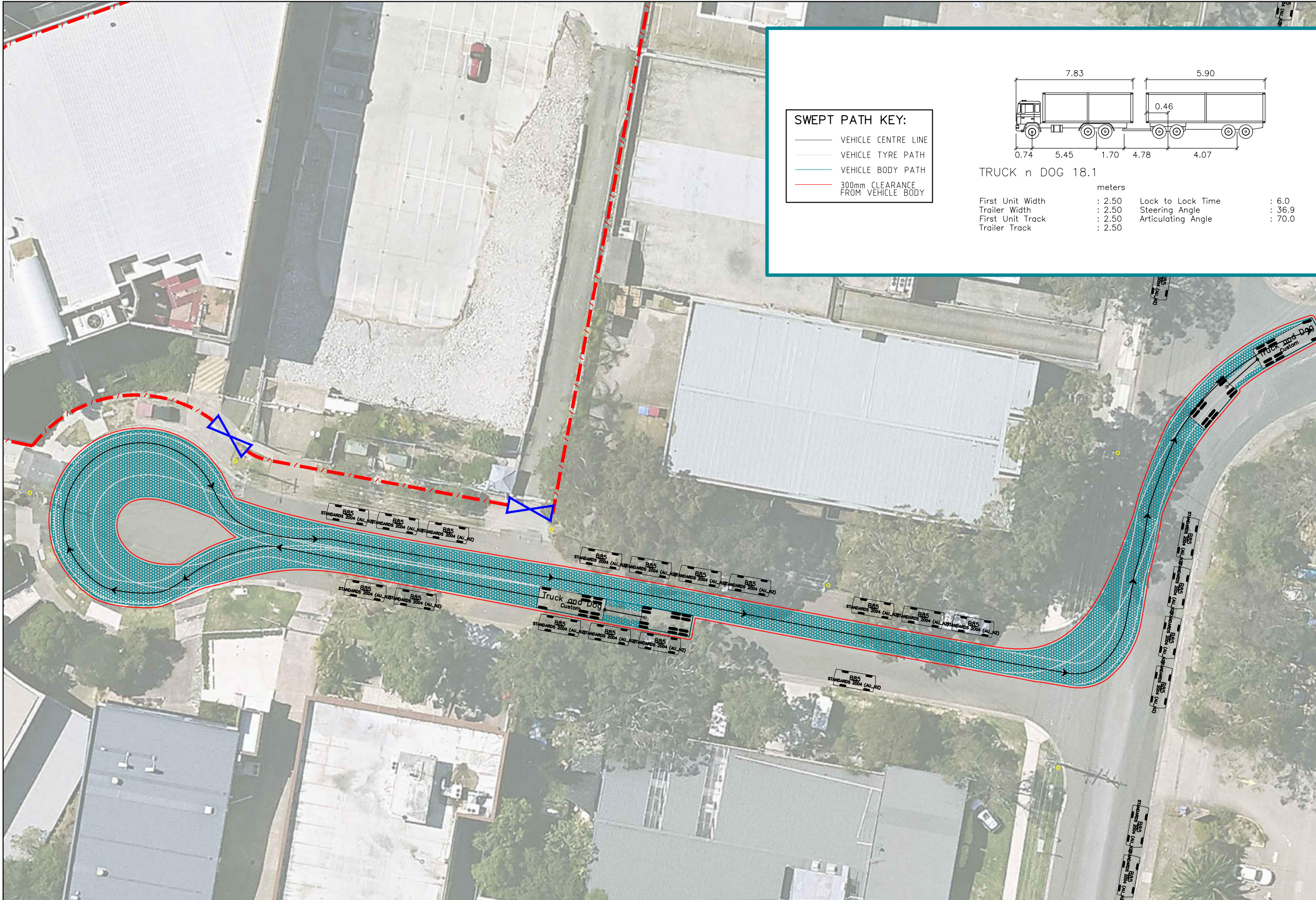


DISCLAIMER

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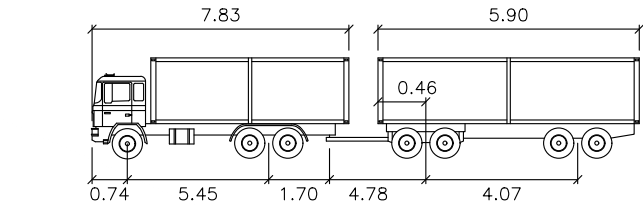
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SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



TRUCK n DOG 18.1

	meters		
First Unit Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 36.9
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

T:\WORK\26\WISC\020 - 1 APOLLO PLACE, LANE COVE\DRAWING\020M2026-V1.5-SP - CTMP.dwg

Plotted by Aidan

1 APOLLO PL, LANE COVE WEST NSW 2066
AN 18.1m TRUCK & DOG MANEUVERING THROUGH APOLLO PLACE AND EXITING VIA SIRIUS ROAD
SWEPT PATH ASSESSMENT

DRAWING REF NO. 020M2026-V1.5-SP - CTMP

SHEET NO. 02 OF 18

ISSUE DATE 7 May 2026

DESIGNED BY A.GARDNER

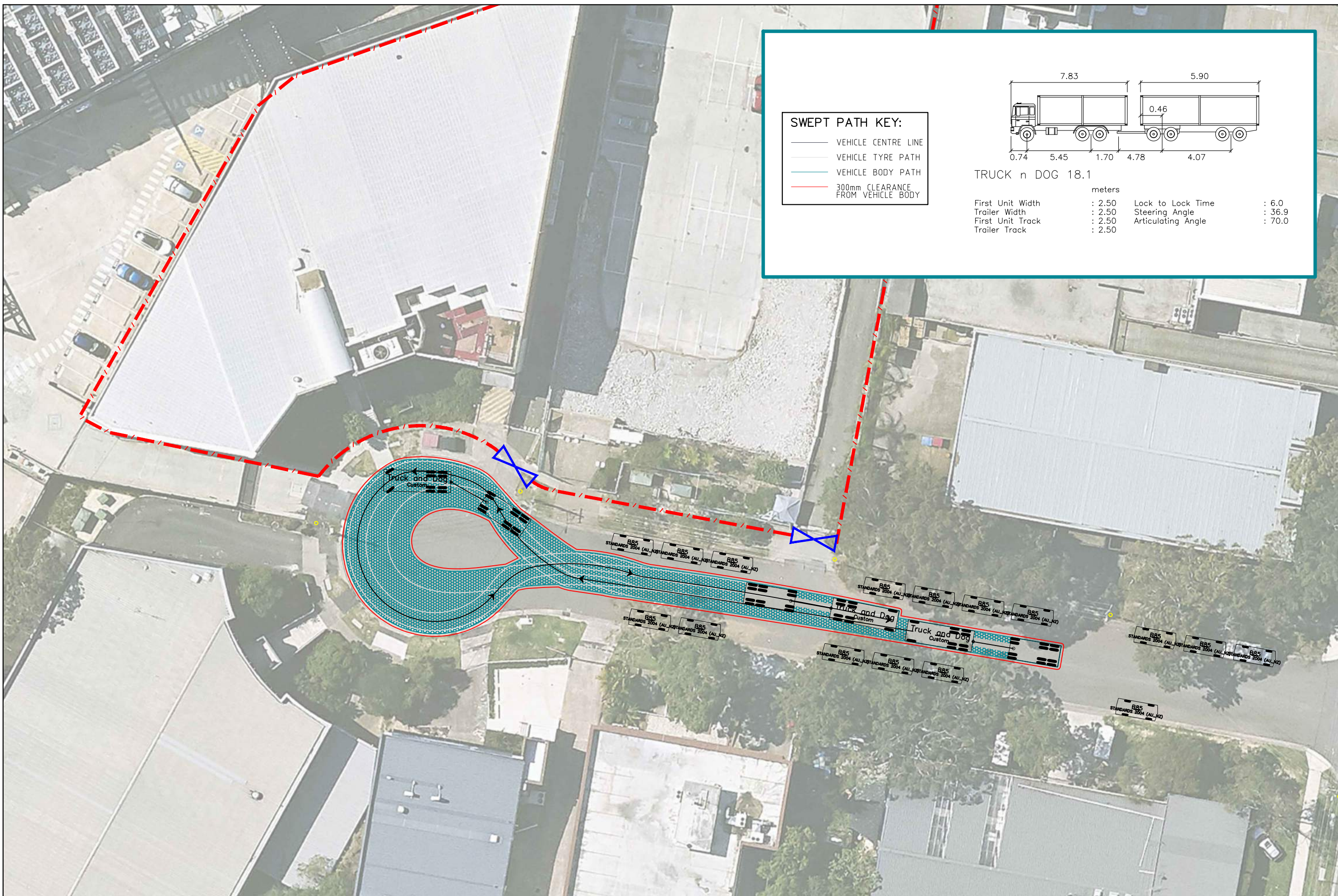
SCALE 0 4.0 8.0 1:400



DISCLAIMER
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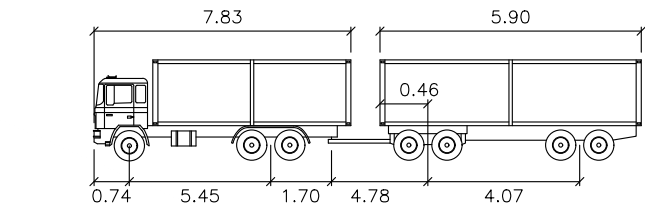
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T:\WORK\26\MS\020 - 1 APOLLO PLACE, LANE COVE\DRAWING\020M2026-V1.5-SP - CTMP.dwg
Plotted by Aidan



SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



TRUCK n DOG 18.1

	First Unit Width	Trailer Width	First Unit Track	Trailer Track	Lock to Lock Time	Steering Angle	Articulating Angle
Truck	2.50	2.50	2.50	2.50	6.0	36.9	70.0
Dog							

1 APOLLO PL, LANE COVE WEST NSW 2066
AN 18.1m TRUCK & DOG MANEUVERING THROUGH APOLLO PLACE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 020M2026-V1.5-SP - CTMP

SHEET NO. 03 OF 18

ISSUE DATE 7 May 2026

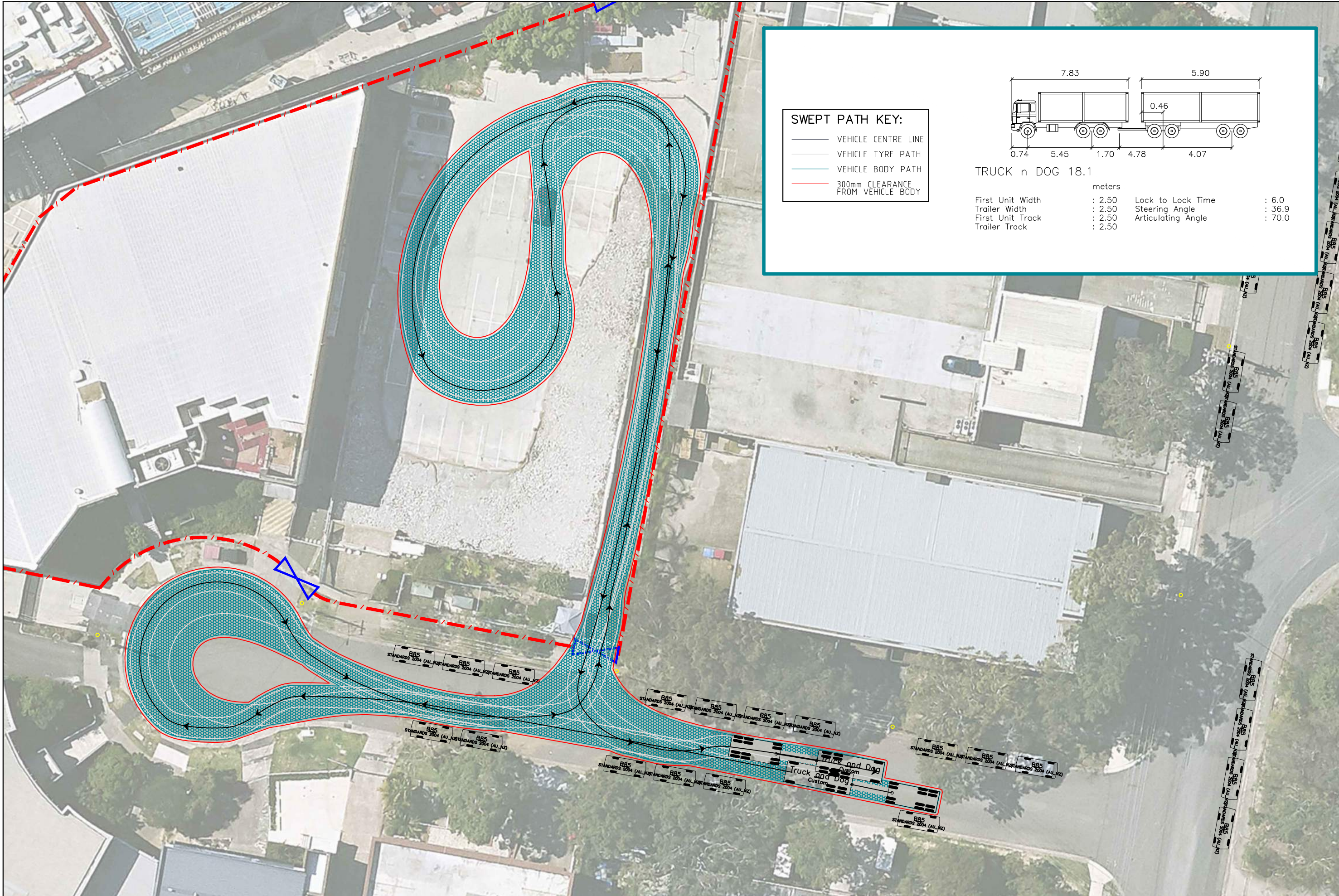
DESIGNED BY A.GARDNER

SCALE 0 4.0 8.0 1:400



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1 APOLLO PL, LANE COVE WEST NSW 2066
AN 18.1m TRUCK & DOG ACCESSING AND DEPARTING THE SITE THROUGH GATE 3
SWEPT PATH ASSESSMENT

DRAWING REF NO. 020M2026-V1.5-SP - CTMP

SHEET NO. 04 OF 18

ISSUE DATE 7 May 2026

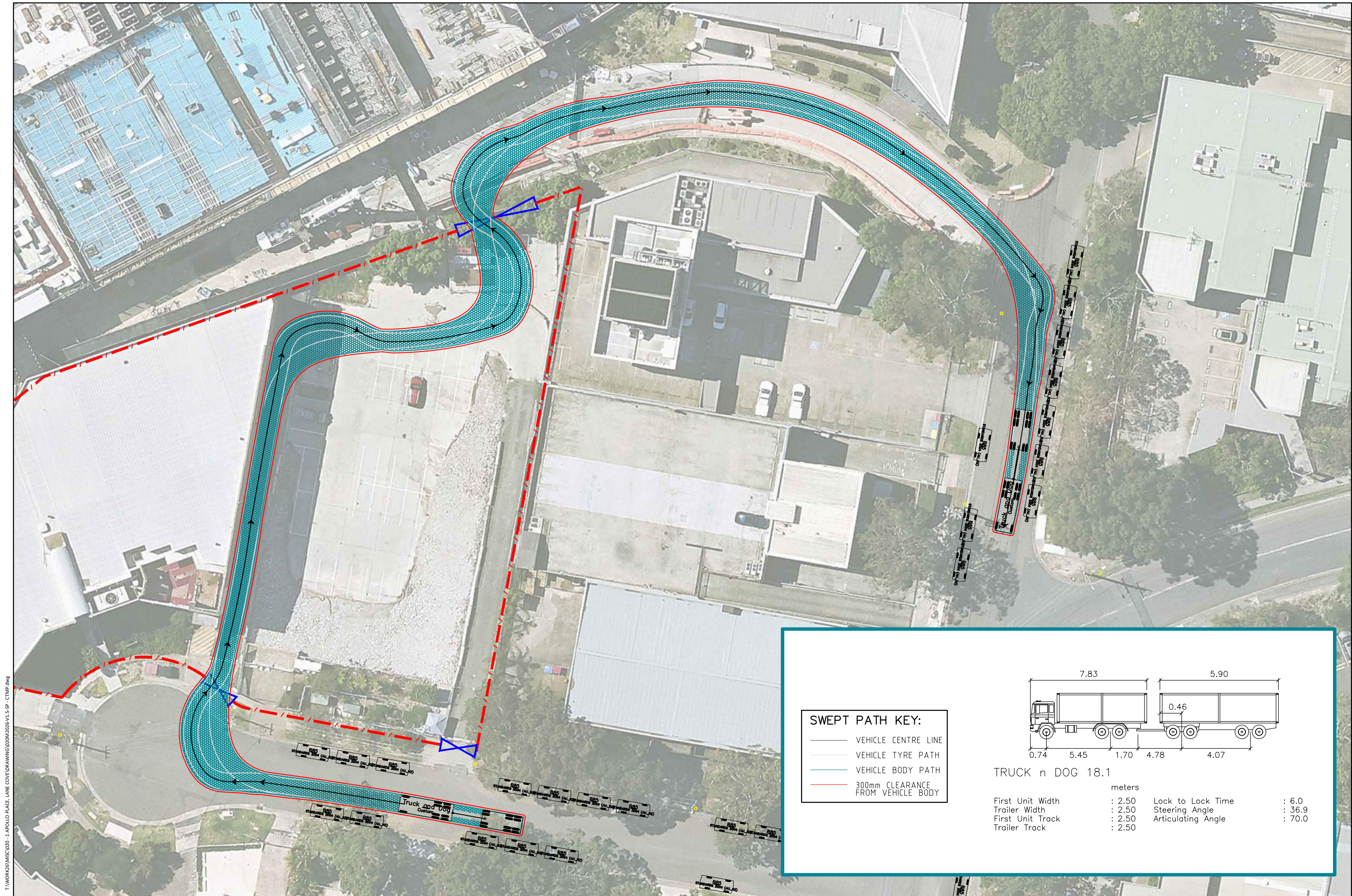
DESIGNED BY A.GARDNER

SCALE 0 4.0 8.0 1:400



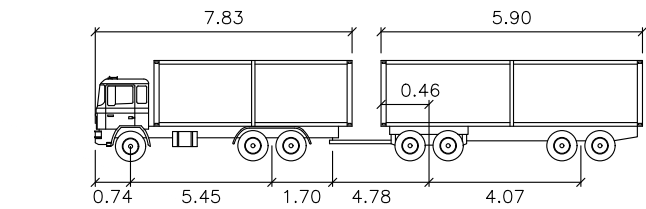
DISCLAIMER
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SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



TRUCK n DOG 18.1

	First Unit Width	: 2.50	Lock to Lock Time	: 6.0
	Trailer Width	: 2.50	Steering Angle	: 36.9
	First Unit Track	: 2.50	Articulating Angle	: 70.0
	Trailer Track	: 2.50		

1 APOLLO PL, LANE COVE WEST NSW 2066
AN 18.1m TRUCK & DOG ACCESSING FROM APOLLO PLACE DEPARTING THE SITE VIA SIRIUS ROAD
SWEPT PATH ASSESSMENT

DRAWING REF NO. 020M2026-V1.5-SP-CTMP

SHEET NO. 05 OF 18

ISSUE DATE 7 May 2026

DESIGNED BY A.GARDNER

SCALE 0 5.0 10.0 1:500

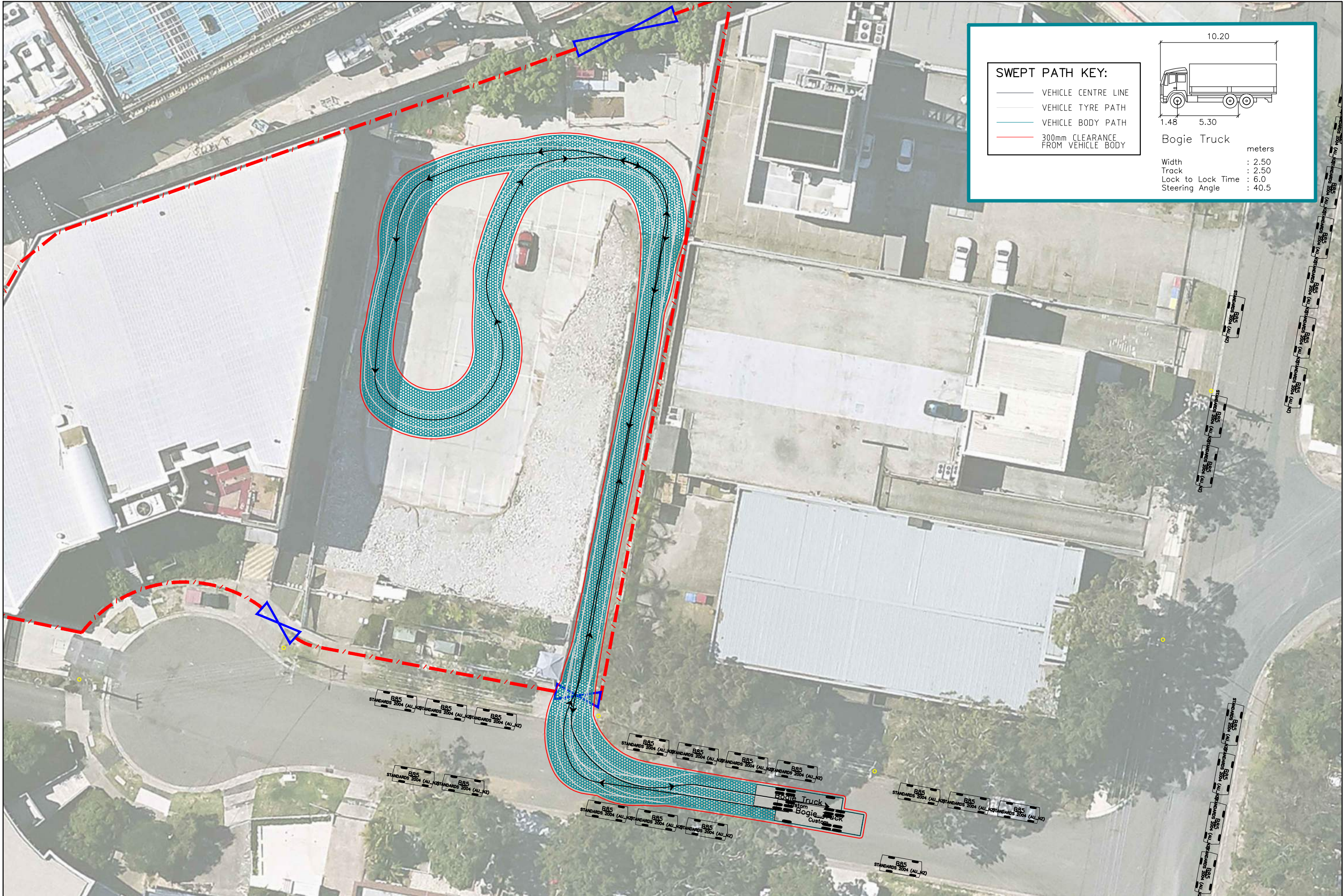


DISCLAIMER

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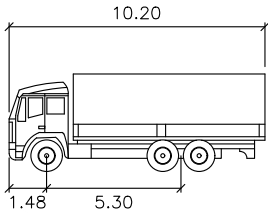
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SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



Bogie Truck

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 40.5

1 APOLLO PL, LANE COVE WEST NSW 2066
A 10.2m BOGIE TRUCK ACCESSING AND DEPARTING THE SITE THROUGH GATE 3
SWEPT PATH ASSESSMENT

DRAWING REF NO. 020M2026-V1.5-SP - CTMP

SHEET NO. 06 OF 18

ISSUE DATE 7 May 2026

DESIGNED BY A.GARDNER

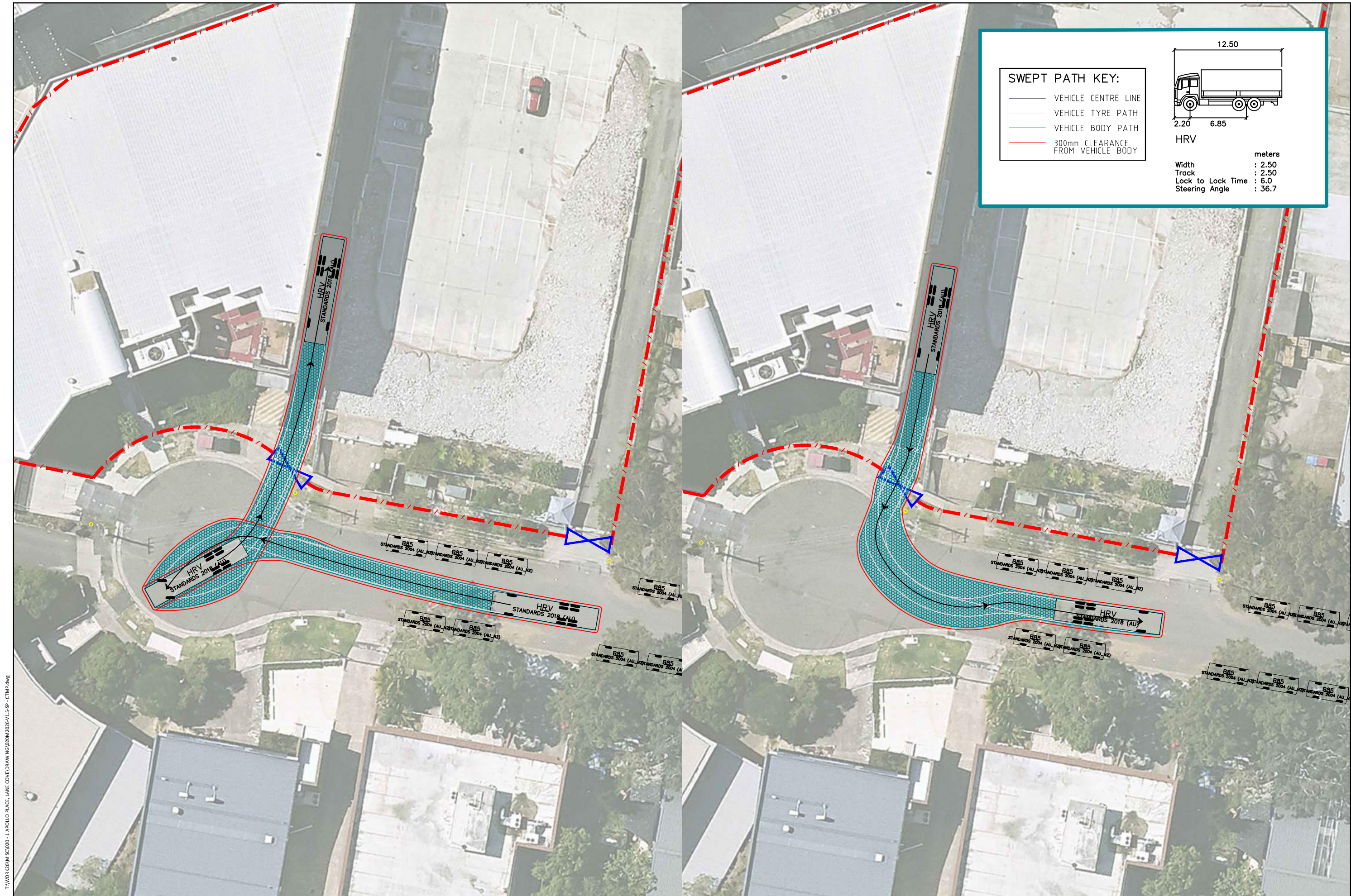
SCALE 0 4.0 8.0 1:400



DISCLAIMER
This drawing has been prepared using vehicle modelling computer software AutoTurn Pro V11.0 in conjunction with AutoCAD 2018. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

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SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

HRV

	metres
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

T:\WORK\26\WISC\020 - 1 APOLLO PLACE, LANE COVE\DRAWING\020M2026-V1.5-SP - CTMP.dwg
Printed by Aidan

1 APOLLO PL, LANE COVE WEST NSW 2066
SITE ACCESS AND DEPARTURE OF A 12.5m HEAVY RIGID VEHICLE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 020M2026-V1.5-SP - CTMP

SHEET NO. 07 OF 18

ISSUE DATE 7 May 2026

DESIGNED BY A.GARDNER

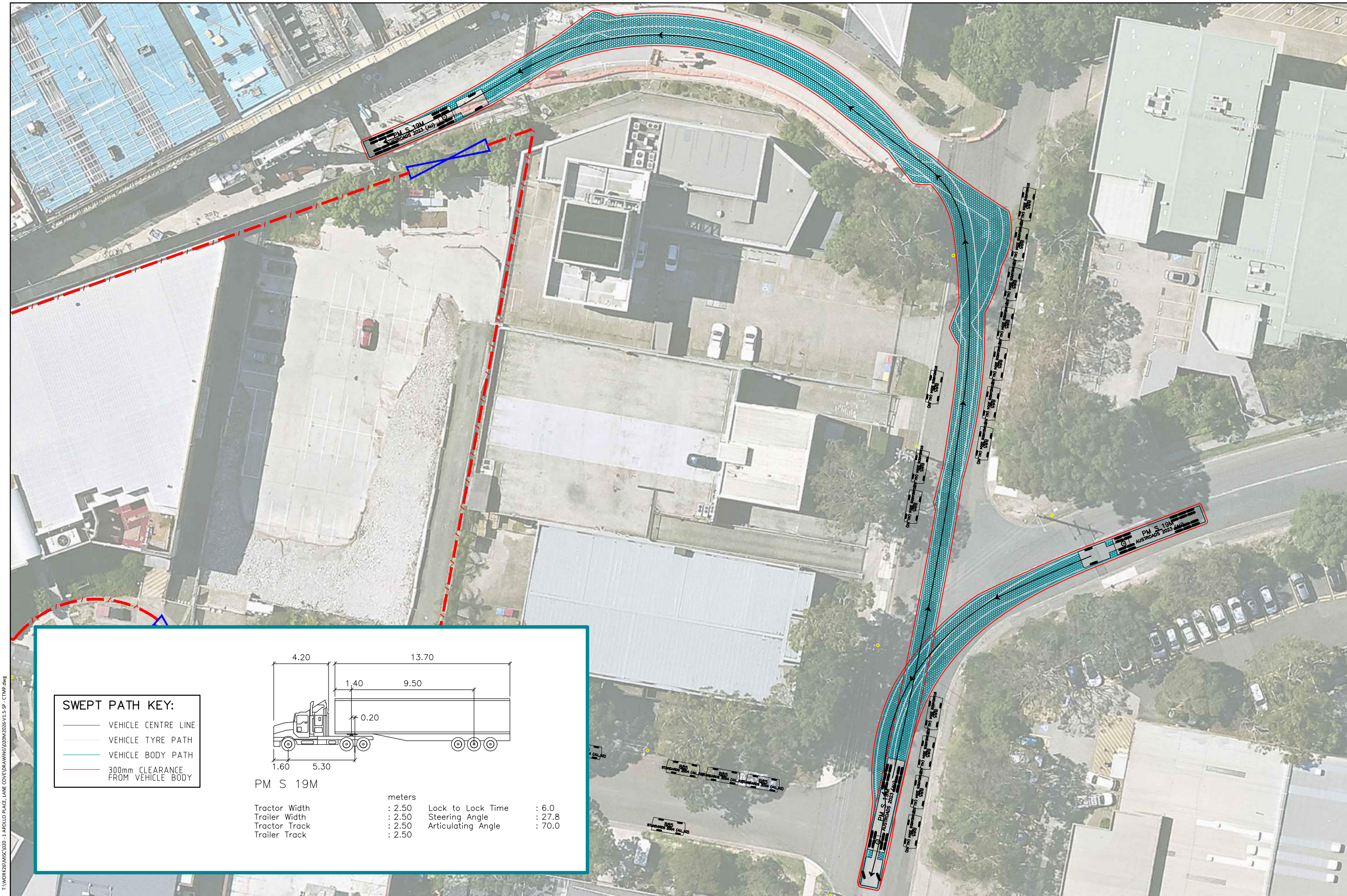
SCALE 0 4.0 8.0 1:400



DISCLAIMER
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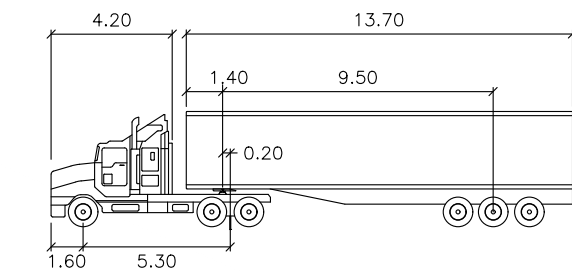
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SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



PM S 19M			
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		

1 APOLLO PL, LANE COVE WEST NSW 2066
A 19m SEMI-TRAILER ACCESSING AND DEPARTING THE SITE THROUGH GATE 2
SWEPT PATH ASSESSMENT

DRAWING REF NO. 020M2026-V1.5-SP - CTMP

SHEET NO. 09 OF 18

ISSUE DATE 7 May 2026

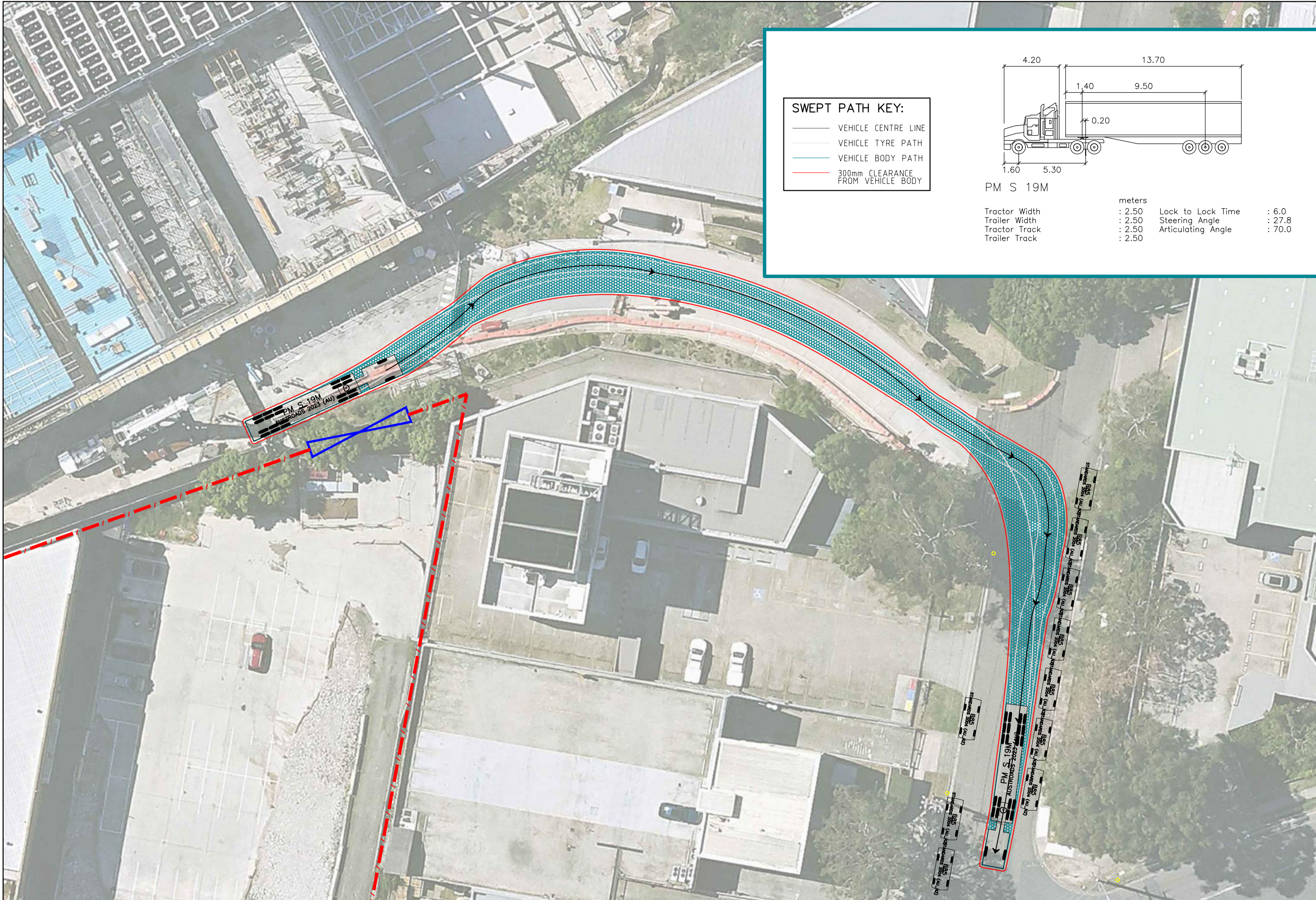
DESIGNED BY A.GARDNER

SCALE 0 5.0 10.0 1:500



DISCLAIMER
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1 APOLLO PL, LANE COVE WEST NSW 2066
A 19m SEMI-TRAILER ACCESSING AND DEPARTING THE SITE THROUGH GATE 2
SWEEP PATH ASSESSMENT

DRAWING REF NO. 020M2026-V1.5-SP - CTMP

SHEET NO. 10 OF 18

ISSUE DATE 7 May 2026

DESIGNED BY A.GARDNER

SCALE A3 0 4.0 8.0 1:400

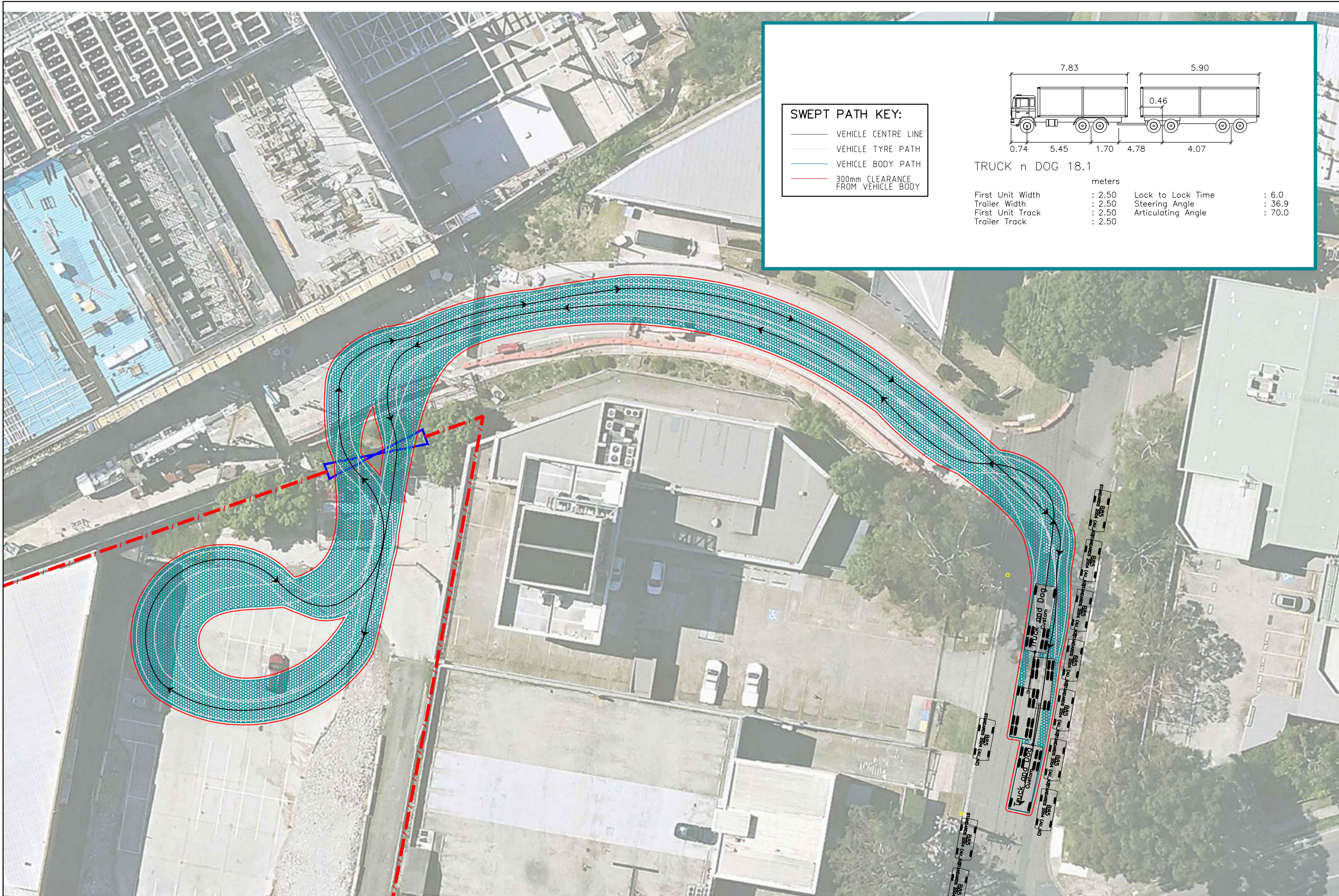


DISCLAIMER
This drawing has been prepared using vehicle modelling computer software AutoTurn Pro V11.0 in conjunction with AutoCAD 2018. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

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T:\WORK\26\WISC\020 - 1 APOLLO PLACE, LANE COVE DRAWING\020M2026-V1.5-SP-CTMP.dwg
Plotted by Aidan



1 APOLLO PL, LANE COVE WEST NSW 2066
AN 18.1m TRUCK & DOG ACCESSING AND DEPARTING THE SITE THROUGH GATE 2
SWEEP PATH ASSESSMENT

DRAWING REF NO. 020M2026-V1.5-SP-CTMP

SHEET NO. 11 OF 18

ISSUE DATE 7 May 2026

DESIGNED BY A.GARDNER

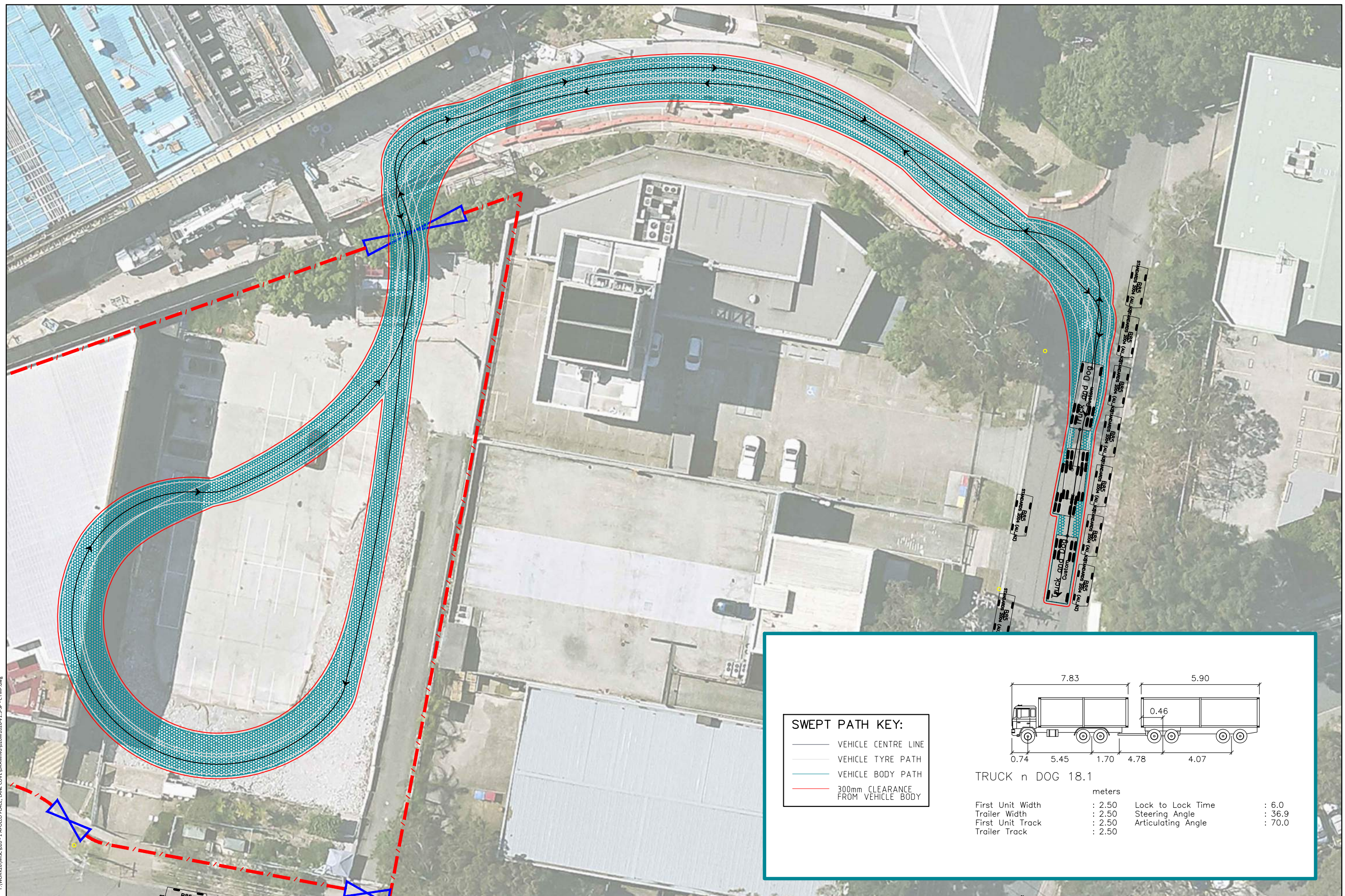
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DISCLAIMER
This drawing has been prepared using vehicle modelling computer software AutoTurn Pro V11.0 in conjunction with AutoCAD 2016. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

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1 APOLLO PL, LANE COVE WEST NSW 2066
AN 18.1m TRUCK & DOG ACCESSING AND DEPARTING THE SITE THROUGH GATE 2
SWEPT PATH ASSESSMENT

DRAWING REF NO. 020M2026-V1.5-SP - CTMP

SHEET NO. 12 OF 18

ISSUE DATE 7 May 2026

DESIGNED BY A.GARDNER

SCALE
A3



1:400

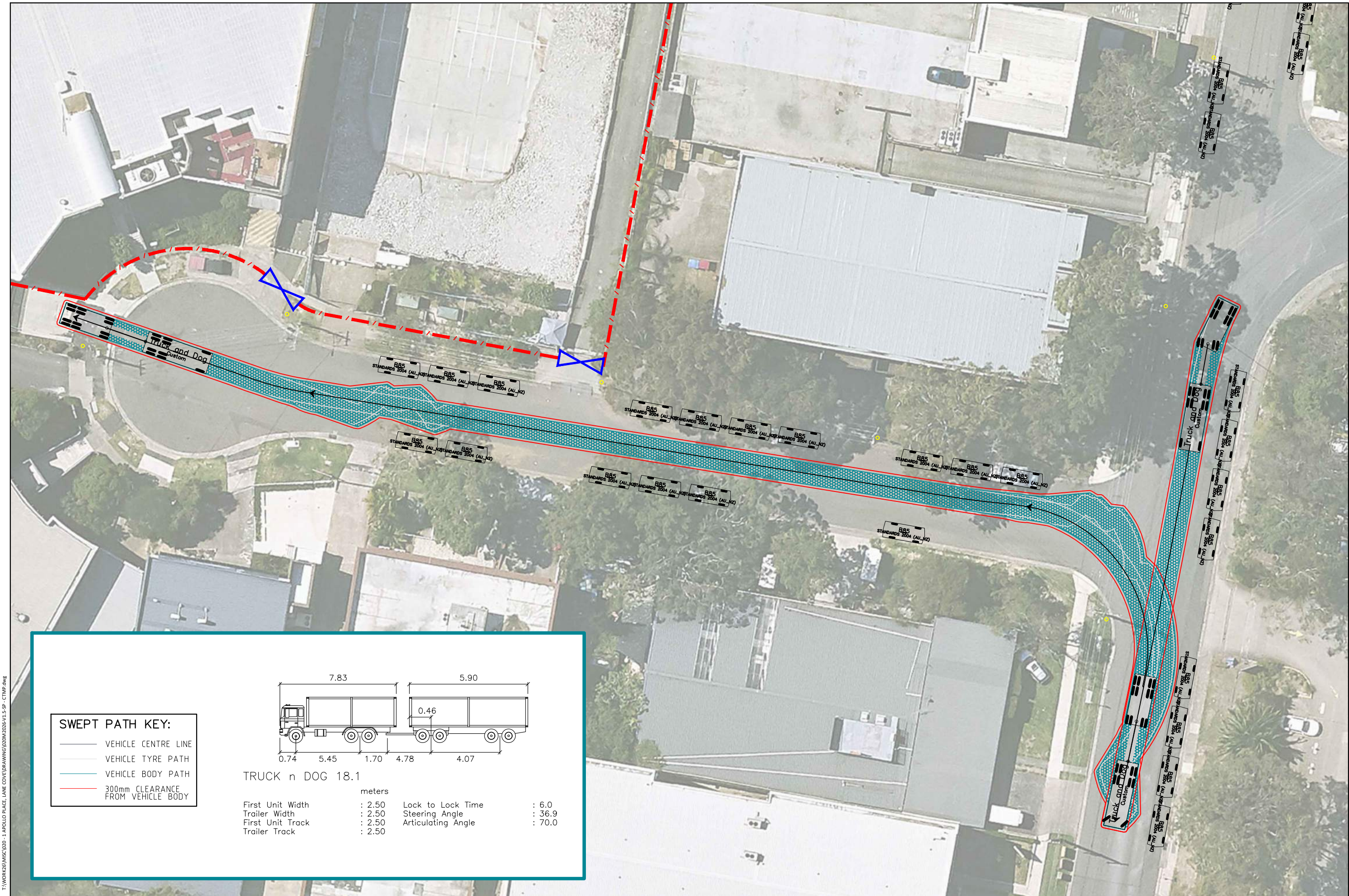


DISCLAIMER

This drawing has been prepared using vehicle modelling computer software AutoTurn Pro V11.0 in conjunction with AutoCAD 2018. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

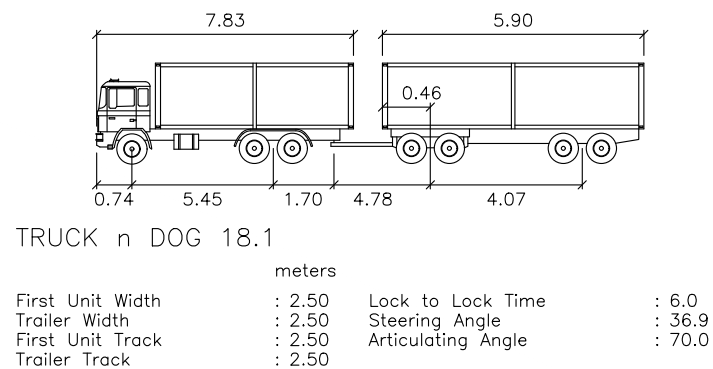
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SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



1 APOLLO PL, LANE COVE WEST NSW 2066
AN 18.1m TRUCK & DOG ACCESSING THE SITE VIA REVERSING THROUGH APOLLO PLACE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 020M2026-V1.5-SP - CTMP

SHEET NO. 13 OF 18

ISSUE DATE 7 May 2026

DESIGNED BY A.GARDNER

SCALE A3 0 4.0 8.0 1:400

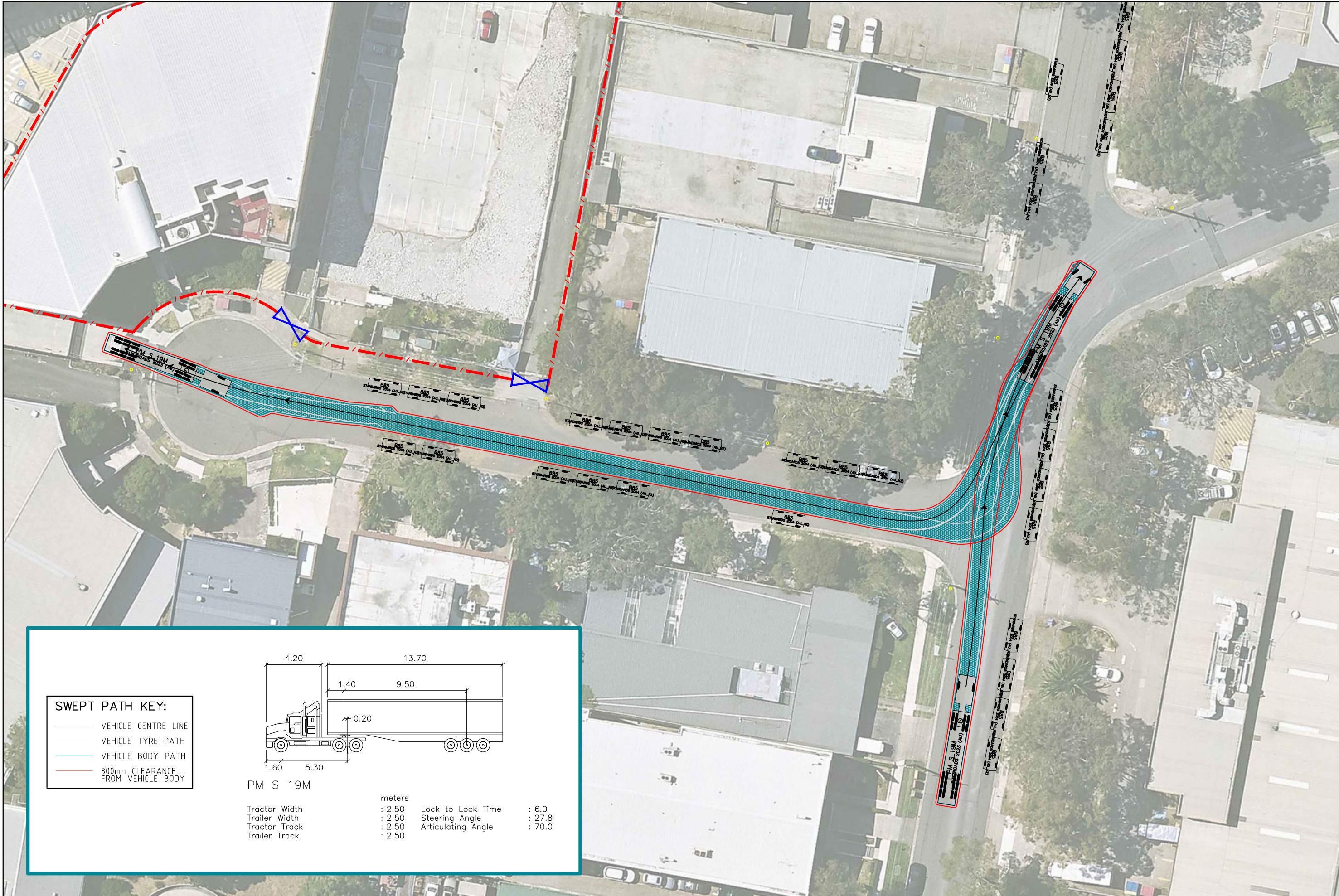


DISCLAIMER

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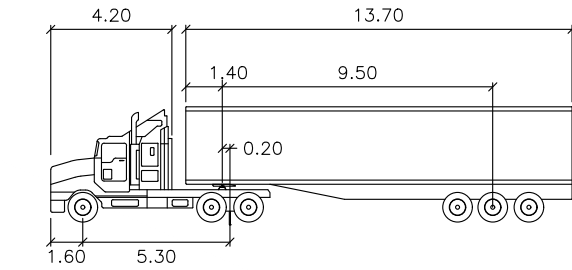
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SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



PM S 19M			
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		

1 APOLLO PL, LANE COVE WEST NSW 2066
A 19m SEMI-TRAILER ACCESSING THE SITE VIA REVERSING THROUGH APOLLO PLACE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 020M2026-V1.5-SP - CTMP

SHEET NO. 14 OF 18

ISSUE DATE 7 May 2026

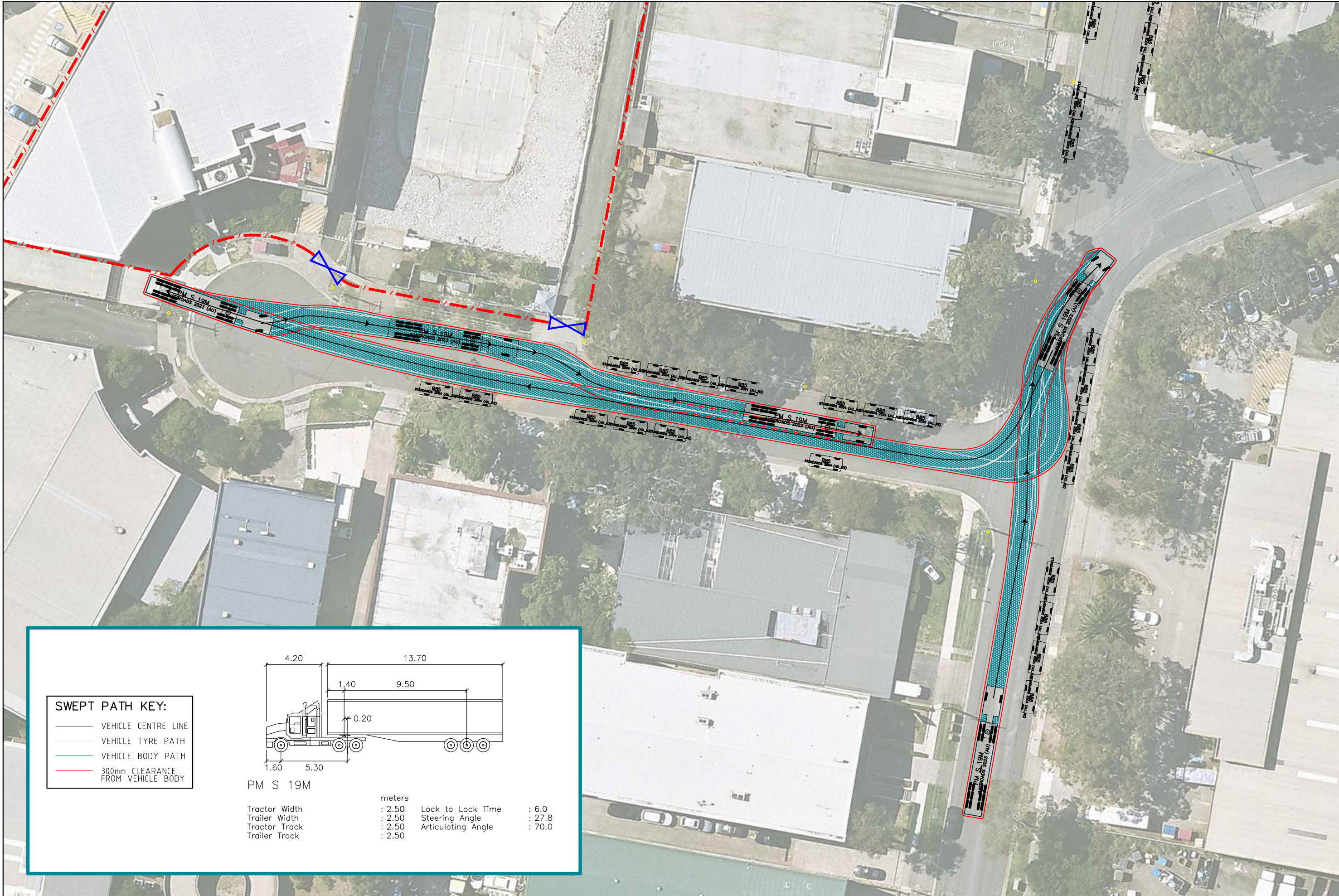
DESIGNED BY A.GARDNER

SCALE 0 5.0 10.0 1:500



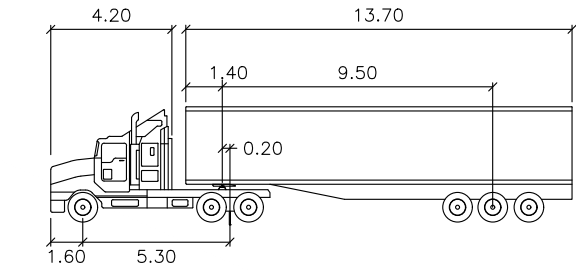
DISCLAIMER
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SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



PM S 19M			
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		

1 APOLLO PL, LANE COVE WEST NSW 2066
A19m SEMI-TRAILER ACCESSING VIA REVERSING THROUGH APOLLO PLACE AND ENTERING THE LOADING ZONE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 020M2026-V1.5-SP - CTMP

SHEET NO. 15 OF 18

ISSUE DATE 7 May 2026

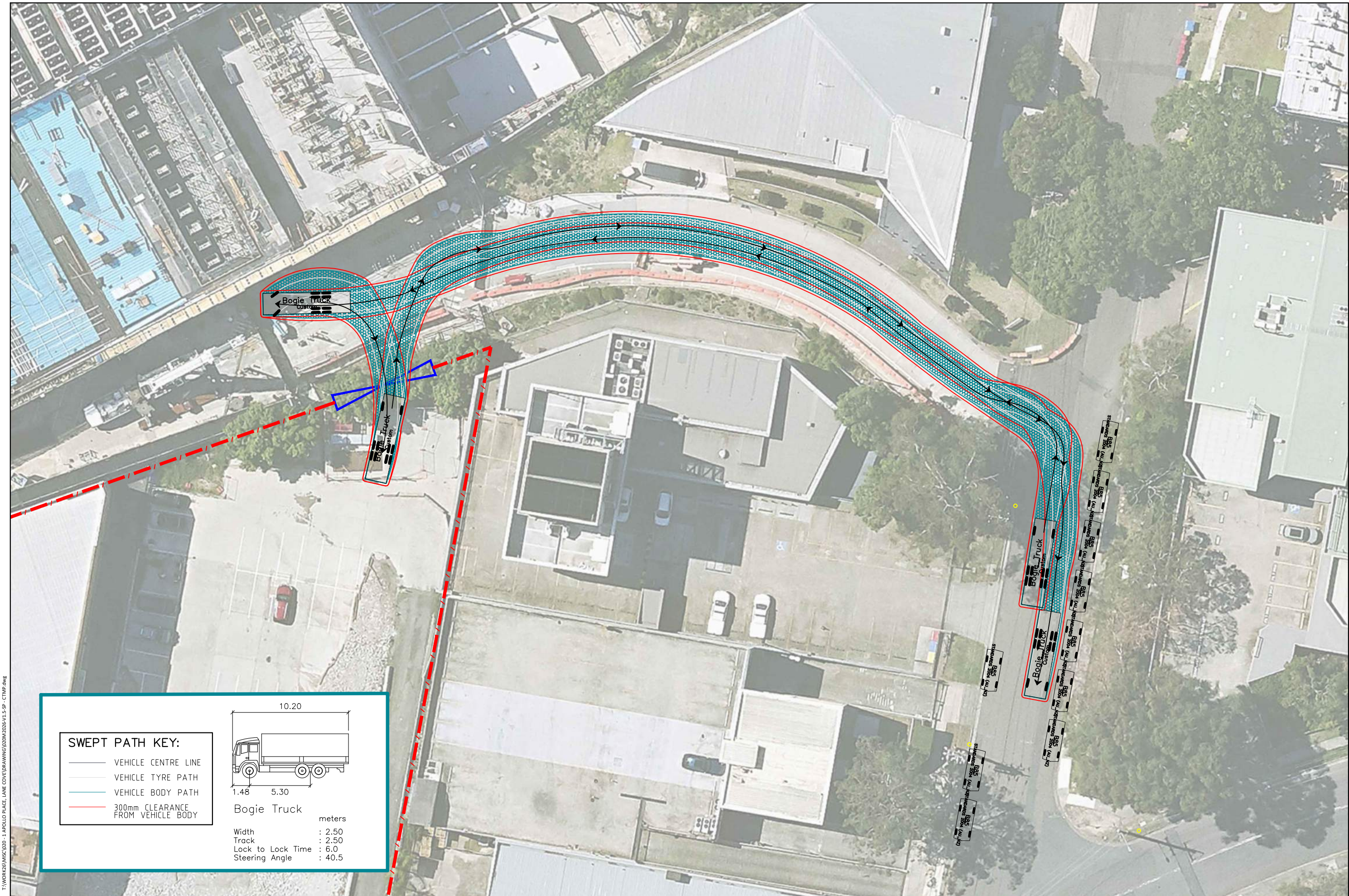
DESIGNED BY A.GARDNER

SCALE 0 5.0 10.0 1:500



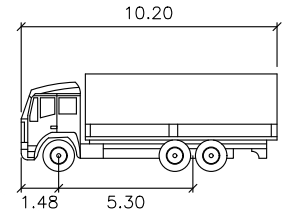
DISCLAIMER
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SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



Bogie Truck

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 40.5

1 APOLLO PL, LANE COVE WEST NSW 2066
A 10.2m BOGIE TRUCK ACCESSING AND DEPARTING THE SITE THROUGH GATE 2
SWEPT PATH ASSESSMENT

DRAWING REF NO. 020M2026-V1.5-SP - CTMP

SHEET NO. 16 OF 18

ISSUE DATE 7 May 2026

DESIGNED BY A.GARDNER

SCALE A3 0 4.0 8.0 1:400



DISCLAIMER
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T:\WORK\26\MS\020 - 1 APOLLO PLACE, LANE COVE DRAWING\020M2026-V1.5-SP - CTMP.dwg
Plotted by Aidan

SWEPT PATH KEY:

VEHICLE CENTRE LINE

VEHICLE TYRE PATH

VEHICLE BODY PATH

300mm CLEARANCE FROM VEHICLE BODY

12.50

2.20

6.85

HRV

meters

Width : 2.50

Track : 2.50

Lock to Lock Time : 6.0

Steering Angle : 36.7

1 APOLLO PL, LANE COVE WEST NSW 2066
A 12.5m HEAVY RIGID VEHICLE ACCESSING THE LOADING ZONE VIA SIRIUS ROAD
SWEPT PATH ASSESSMENT

DRAWING REF NO. 020M2026-V1.5-SP - CTMP

SHEET NO. 17 OF 18

ISSUE DATE 7 May 2026

DESIGNED BY A.GARDNER

SCALE A3 0 5.0 10.0 1:500

DISCLAIMER
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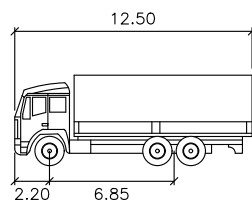


VEHICLE CENTRE LINE

VEHICLE TYRE PATH

VEHICLE BODY PATH

300mm CLEARANCE
FROM VEHICLE BODY



HRV

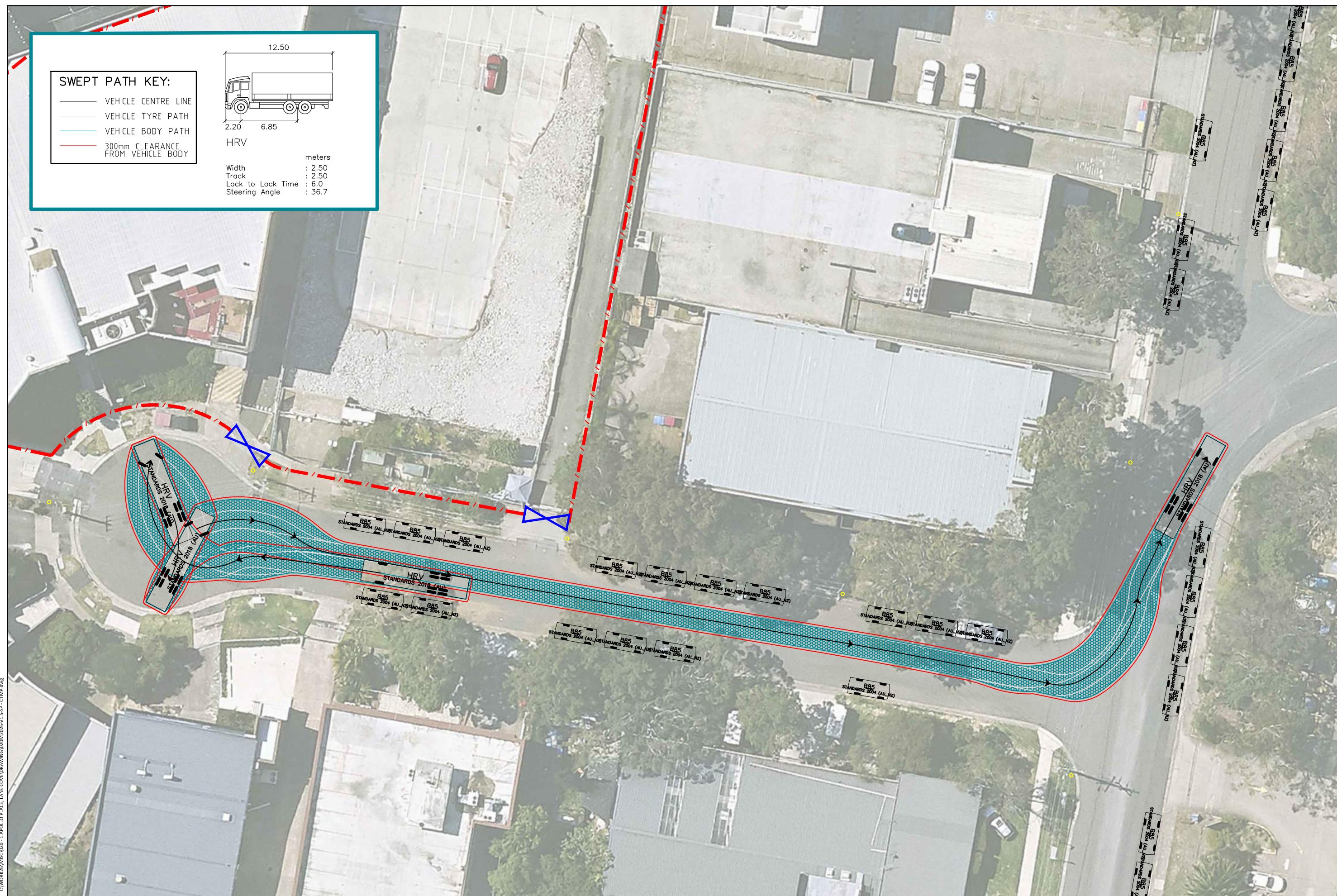
meters

Width : 2.50

Track : 2.50
Lock to Lock Time : 6.0

Lock to Lock Time : 6.0
Steering Angle : 36.7

Steering Angle 1.0017



1 APOLLO PL, LANE COVE WEST NSW 2066
A 12.5m HEAVY RIGID VEHICLE ACCESSING THE SITE VIA APOLLO PLACE
SWEPT PATH ASSESSMENT

DRAWING REF NO. 020M2026-V1.5-SP - CTMP

SHEET NO. 18 OF 18

ISSUE DATE 7 May 2026

DESIGNED BY A.GARDNER

SCALE
A3

0 4.0 8.0 1:400



DISCLAIMER

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Appendix E

Traffic Guidance Scheme

NOTES:

1. ALL SIGNS SHALL BE MINIMUM SIZE A.
2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
4. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
5. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6 (TfNSW 2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
6. THIS TRAFFIC CONTROL PLAN SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLAN" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
7. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALLED BY THE ACCREDITED PERSONNEL.
8. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
9. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
10. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
11. WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE, TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS SHALL BE COVERED OR REMOVED .
12. ROADWORK SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
13. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

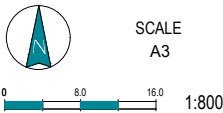
LEGEND:

-  SITE BOUNDARY
-  TfNSW ACCREDITED TRAFFIC CONTROLLER
-  SIGN
-  SITE ACCESS

TRAFFIC CONTROLLERS TO ASSIST WITH TRUCKS ENTERING THE SITE/ MANAGE PEDESTRIAN MOVEMENTS DURING TRUCKS MANOEUVRING AT SITE ACCESS

1 APOLLO PL, LANE COVE WEST NSW 2066
STAGE 1 & 2 GENERAL WORKS
TRAFFIC GUIDANCE SCHEME

DRAWING REF NO. 020M2026-V1.2-TGS SHEET NO. 01 OF 03 ISSUE DATE 10 April 2026



CERTIFICATION

THE DESIGNER AND THE REVIEWER ARE CURRENT CARDHOLDER OF TRAFFIC CONTROL WORK: PREPARE WORKS ZONE

DESIGNER:
NAME: AIDAN GARDNER
CARD NO.: TCT1053356
CLASS: PREPARE WORK ZONE

Handwritten signature of Aidan Gardner

REVIEWER:
NAME: LACHLAN ELLSON
CARD NO. TCT0041903
CLASS: PREPARE WORK ZONE

Handwritten signature of Lachlan Ellson

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NOTES:

1. ALL SIGNS SHALL BE MINIMUM SIZE A.
2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
4. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
5. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6 (TfNSW 2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
6. THIS TRAFFIC CONTROL PLAN SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLAN" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
7. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALLED BY THE ACCREDITED PERSONNEL.
8. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
9. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
10. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
11. WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE, TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS SHALL BE COVERED OR REMOVED.
12. ROADWORK SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
13. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

TRAFFIC CONTROLLERS TO ASSIST WITH TRUCKS ENTERING THE SITE BY WALKING ALONGSIDE TRUCKS, PREVENTING VEHICLES REVERSING FROM APOLLO PLACE BUSINESSES

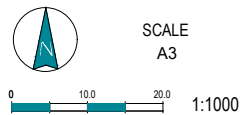
TRAFFIC CONTROLLERS TO TEMPORARILY STOP TRAFFIC TO ASSIST WITH LARGE TRUCKS REVERSING DOWN APOLLO PLACE TO ACCESS THE SITE

LEGEND:

-  SITE BOUNDARY
-  TfNSW ACCREDITED TRAFFIC CONTROLLER
-  SIGN
-  SITE ACCESS

1 APOLLO PL, LANE COVE WEST NSW 2066
STAGE 2 - LARGE TRUCKS REVERSING INTO APOLLO PLACE
TRAFFIC GUIDANCE SCHEME

DRAWING REF NO. 020M2026-V1.2-TGS SHEET NO. 02 OF 03 ISSUE DATE 10 April 2026



CERTIFICATION

THE DESIGNER AND THE REVIEWER ARE CURRENT CARDHOLDER OF TRAFFIC CONTROL WORK: PREPARE WORKS ZONE

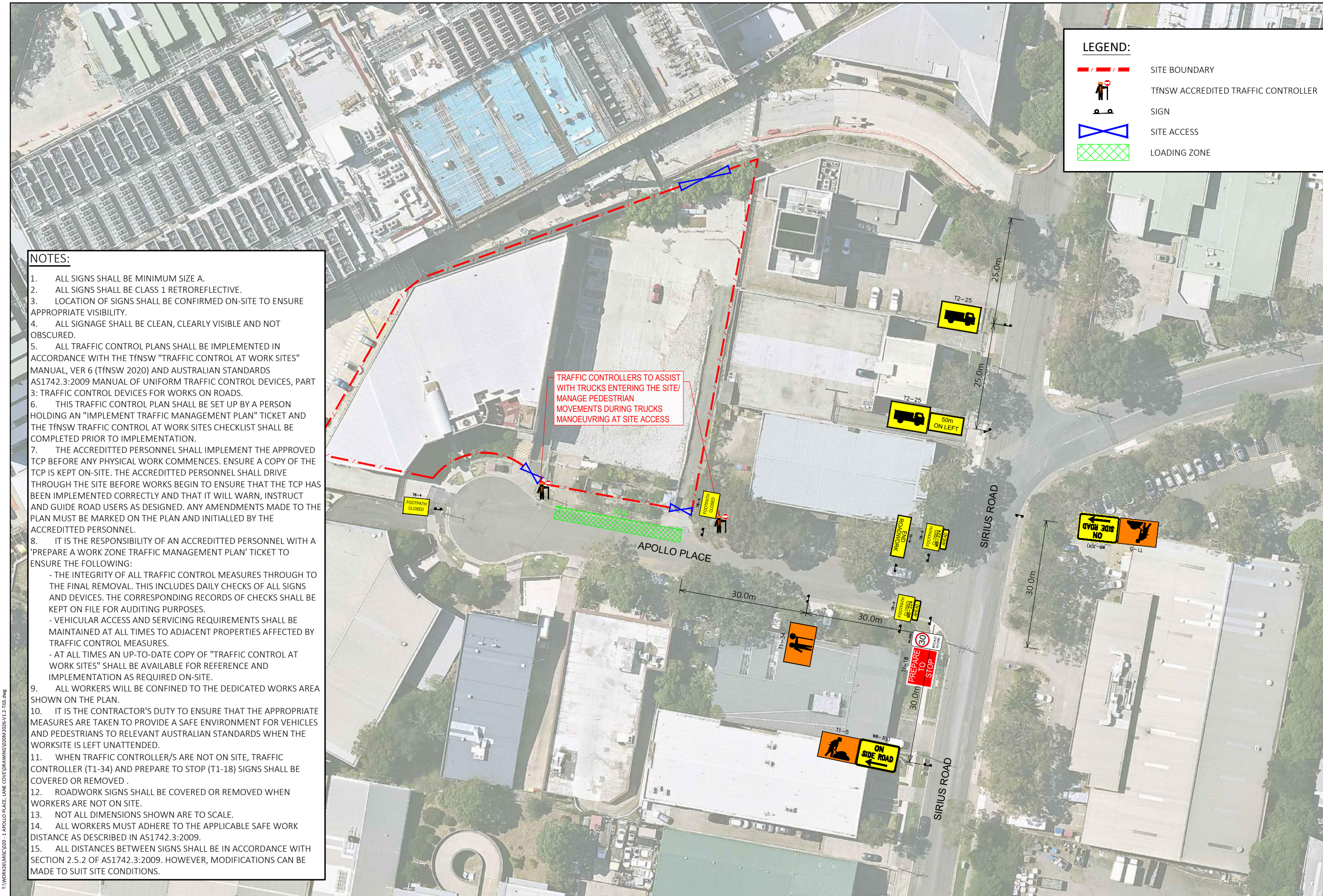
DESIGNER:
NAME: AIDAN GARDNER
CARD NO.: TCT1053356
CLASS: PREPARE WORK ZONE

Aidan Gardner

REVIEWER:
NAME: LACHLAN ELLSON
CARD NO.: TCT0041903
CLASS: PREPARE WORK ZONE

Lachlan Ellson

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Established 1994
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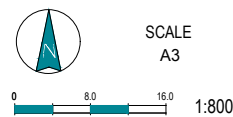


NOTES:

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6. THIS TRAFFIC CONTROL PLAN SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLAN" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
7. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALLED BY THE ACCREDITED PERSONNEL.
8. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
9. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
10. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
11. WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE, TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS SHALL BE COVERED OR REMOVED.
12. ROADWORK SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
13. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

1 APOLLO PL, LANE COVE WEST NSW 2066
STAGE 3 GENERAL WORKS
TRAFFIC GUIDANCE SCHEME

DRAWING REF NO. 020M2026-V1.2-TGS SHEET NO. 03 OF 03 ISSUE DATE 10 April 2026



CERTIFICATION
THE DESIGNER AND THE REVIEWER
ARE CURRENT CARDHOLDER OF
TRAFFIC CONTROL WORK: PREPARE
WORKS ZONE

DESIGNER:
NAME: AIDAN GARDNER
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Handwritten signature of Aidan Gardner

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