MATTHEW YOUNG
PREPARE A WORKZONE
TRAFFIC MANAGEMENT PLAN
CARD No. TCT0048974

Construction Traffic Management Plan

15A & 15B Moseley St and 25, 27, 29 & 31 Donald Street, Carlingford

Mixed-Use Development

Prepared for: Captag Investments Pty Ltd

Prepared By: Matthew Young
Prepare a Work Zone Traffic Management Plan
Certificate #: TCT0048974

Wednesday, 6 August 2025
Document Number: SBMG02885-20 R1

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Rev	Date	Description
0	15/07/2025	Initial Submission
1	06/08/2025	Include client comments

1 Project Details

1.1 Executive Summary

This Construction Traffic Management Plan has been prepared by Matthew Young to accompany a detailed State Significant Development Application (SSDA) for the in-fill affordable housing development at 15A-15B Moseley Street and 25-31 Donald Street, Carlingford. The site made up of six lots. The legal description of the site is outlined in Table 1.

Table 1 Legal Description

Property Address	Legal Description
15A Moseley Street, Carlingford	Lot 35 DP 536982
15B Moseley Street, Carlingford	Lot 34 DP 536982
25 Donald Street, Carlingford	Lot 5 DP 35555
27 Donald Street, Carlingford	Lot 33 DP 536982
29 Donald Street, Carlingford	Lot 32 DP 536982
31 Donald Street, Carlingford	Lot 2 DP 35555

This report has been prepared to address the Secretary's Environmental Assessment Requirements (SEARs) issued for the project (SSD-83870463).
This report concludes that the proposed in-fill affordable housing development is suitable and warrants approval subject to the implementation of the following mitigation measures.

- Site to implement Traffic Control Plans as include in Appendix A & B

Following the implementation of the above mitigation measures, the remaining impacts are considered appropriate.

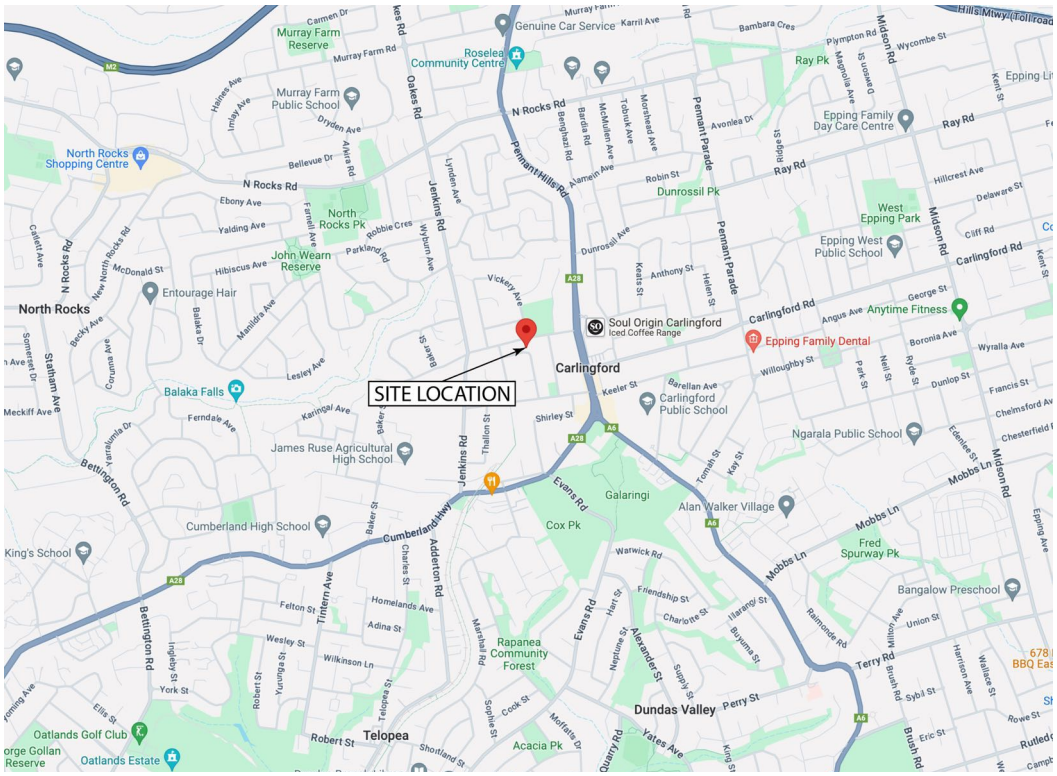
Introduction
The application seeks development consent for the development of an in-fill affordable housing development at 15A-15B Moseley Street and 25-31 Donald Street, Carlingford. Specifically, the SSDA seeks development consent for:

- Demolition of all existing buildings and structures.
- Staged construction of two residential flat buildings and a childcare centre, with a maximum building height of up to 31.7 metres, including:
  - Stage 1 – Buildings A1 and A2 including a total of 60 apartments.
  - Stage 2 – Building B including a 76-place childcare centre and 76 apartments.
- A total of approx. 136 residential apartments, including:
  - 106 market apartments

  - 30 affordable housing apartments to be managed by a CHP for 15 years (equivalent to at least 15% affordable housing based on the total proportion of all floor space)
- A total gross floor area (GFA) of approximately 14,044 m^2 (equating to an FSR of approx. 2.36:1), including:
  - A childcare centre comprising approx. 413 m^2 GFA
  - Total residential GFA of approx. 13,631 m^2
- Excavation for approx. 2-3 shared basement levels providing 181 car parking spaces, comprising:
  - 164 residential parking spaces
  - 22 visitor spaces (including one car wash space)
  - 14 accessible car parking spaces
  - Motorcycle and bicycle parking spaces
- Vehicular access from Donald Street for the residential apartments, and access from Moseley Street for the childcare centre (including 27 car parking spaces for the childcare centre).
- Associated civil works (including earthworks and stormwater management works), landscaping, and the extension and augmentation of physical infrastructure and utilities as required.

This report has been prepared to address the Secretary's Environmental Assessment Requirements (SEARs) and accompanying cover letter issued for the in-fill affordable housing development at Moseley Street and Donald Street, Carlingford (SSD-83870463) dated 12 May 2025.

1.2 Location Map



1.3 Site Operating Hours

Site to operate between the following hours

- 7am to 5pm Monday to Friday
- 8am to 5pm Saturday; and
- No work on Sunday or public holidays.

1.4 DA Conditions

DA Conditions	Condition Addressed
76. Prior to the commencement of any works on site, the applicant must submit a Construction and Traffic Management Plan to the satisfaction of the Principle Certifying Authority. The following matters must be specifically addressed in the plan:	
(a) Construction Management Plan for the Site. A plan view of the entire site and frontage roadways indicating:	Proposed measures and locations outlined within Section 3 Site plans located in: Appendix A: Excavation Phase Appendix B: Construction Phase
(i) Dedicated construction site entrances and exits, controlled by a certified traffic controller, to safely manage pedestrians and construction related vehicles in the frontage roadways,	
(ii) Turning areas within the site for construction and spoil removal vehicles, allowing a forward entry and egress for all construction vehicles on the site,	
(iii) The locations of proposed Work Zones in the egress frontage roadways,	
(iv) Location of any proposed crane standing areas,	
(v) A dedicated unloading and loading point within the site for all construction vehicles, plant and deliveries,	
(vi) Material, plant and spoil bin storage areas within the site, where all materials are to be dropped off and collected,	
(vii) The provisions of an on-site parking area for employees, tradesperson and construction vehicles as far as possible.	

(viii) A detailed description and route map of the proposed route for vehicles involved in spoil removal, material delivery and machine floatage and a copy of this route is to be made available to all contractors.	
(ix) A detailed description of locations that will be used for layover for trucks waiting to access the construction site.	
(b) Written concurrence from Council's Traffic and Transport Services in relation to installation of a proposed 'Works Zone' restriction in the egress frontage roadways of the development site. Application fees and kerbside charges for 6 months (minimum) are to be paid in advance in accordance with the Council's Fees and Charges. The 'Works Zone' restriction is to be installed by Council once the applicant notifies Council in writing of the commencement date (subject to approval through Parramatta Traffic Committee processes). Unused fees for kerbside charges are to be refunded once a written request to remove the restriction is received by Council.	Works Zone application to be submitted to Council's Traffic and Transport Services once proposed start date is confirmed. Requirement for payment of fees noted
(c) Traffic Control Plan(s) for the site: (i) All traffic control devices installed in the road reserve shall be in accordance with the NSW Transport Roads and Maritime Services publication 'Traffic Control Worksite Manual' and be designed by a person licensed main stages of to do so (minimum the development RMS 'red card' qualification) The requiring specific construction management measures are to be identified and specific traffic control measures identified for each,	Traffic Control Plans located in: Appendix A: Excavation Phase Appendix B: Construction Phase
(ii) Approval shall be obtained from City of Parramatta Council for any temporary road closures or crane use from public property.	Noted in item 3.1
(d) Where applicable, the plan must address the following: (i) Evidence of Roads and Maritime Services concurrence where construction	N/A

access, is provided directly or within 20m of an Arterial Road.	
(ii) A schedule of site inductions shall be held on regular occasions and as determined of the construction necessary to ensure all new employees are aware management obligations.	Noted in item 3.1
(iii) Minimising construction related traffic movements during school peak periods.	Noted in item 3.1
The Construction and Traffic Management Plan shall be prepared by a suitably qualified and experienced traffic consultant and be certified by this person as being in accordance with the requirements of the above-mentioned documents and the requirements of this condition.	Prepared By: Matthew Young Prepare a Work Zone Traffic Management Plan Certificate #: TCT0048974

1.5 Program of Works

This traffic management plan covers the stage(s) listed below, subsequent stages will require amendments and additional plans to be prepared.

Stages	Brief Description of The Works	Duration	Type of Trucks Used	The Number of Trucks per day / week
Excavation	• Site strip and basement excavation • Piling / Shoring works • Off-site disposal for bulk excavation and detailed excavation material. • Concrete pours for basement shoring	3 Months	Truck and Dog (18.4m)	20 movements per day – General days 40-60 movements on bulk load out days (1-2 days per week) Add 10-12 movements for concrete pour days (not generally carried out during bulk load out days)
Construction	• General construction activity for building structure (floor slabs, walls, etc.)	24 Months	Heavy Rigid Vehicle (12.5m) Medium Rigid Vehicle (8.8m)	12-16 movements per day – general deliveries.

	• Delivery of materials required to construct proposed structures and fitout. • Car park construction • Associated landscaping • Concrete Pours for structure and landscaping works.		Trade Utes and Vans	16-20 movements on concrete pour days.

1.6 Site Workers and Parking

All staff and subcontractors engaged on site will be required to undergo a site induction. The induction will include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, OH&S, driver protocols and emergency procedure.

Stage	Number of Workers concurrently onsite	Parking Arrangements
Excavation	10	• Parking available within the site boundary • Site workers will be encouraged to use public transport to travel to and from the site with facilities available onsite for tool and equipment storage.
Construction	20	• Parking available within the site boundary • Site workers will be encouraged to use public transport to travel to and from the site with facilities available onsite for tool and equipment storage.

2 Existing Conditions

2.1 Road Hierarchy

The NSW administrative road hierarchy comprises the following road classifications, that align with the generic road hierarchy as follows:

State Roads	Freeways and Primary Arterials (RMS Managed)
Regional Roads	Secondary or sub arterials (Council Managed, partly funded by the State)
Local Roads	Collector and local access roads (Council Managed)

Figure below shows the location of the site in the context of the local road hierarchy.

Source: TfNSW Road Network Classification

2.2 Road Network

Moseley Avenue	
Road Classification	Local Road
Alignment	East / West
Number of Lanes (at site frontage)	2-way local road
Carriageway Type	Undivided
Carriageway Width	10m
Speed Limit	50km / hr
School Zone	No
Parking Controls	Un-signposted on both sides of the roadway
Pedestrian Access	Grass verge only along site frontage, dedicated footpath along the northern side.
Forms Site Frontage	Yes

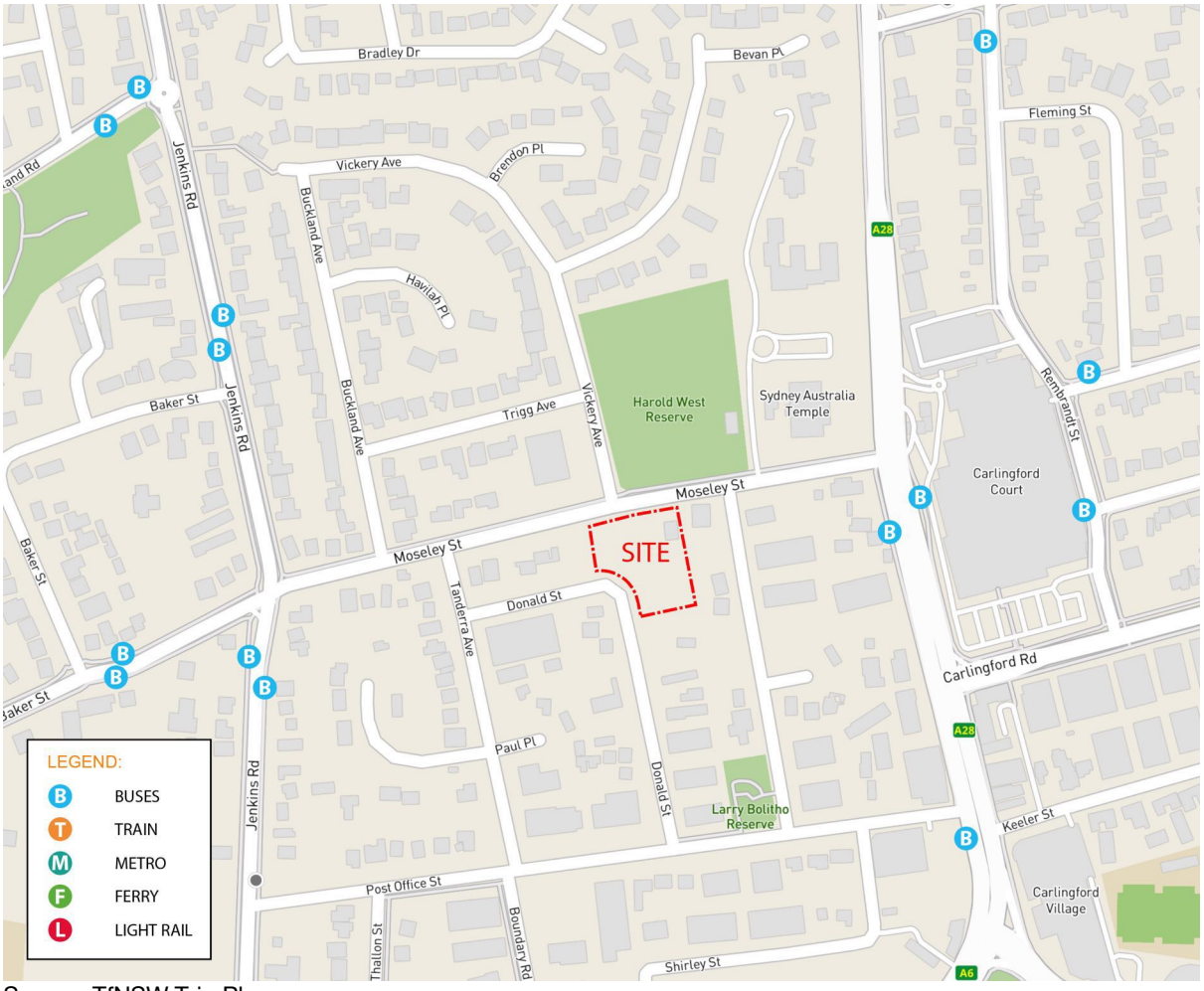
Source: Google Maps

Donald Street	
Road Classification	Local Road
Alignment	East / West & North / South
Number of Lanes (at site frontage)	2-way local road
Carriageway Type	Undivided
Carriageway Width	10m
Speed Limit	50km / hr
School Zone	No
Parking Controls	Un-signposted on both sides of the roadway
Pedestrian Access	Grass verge only along both sides of the roadway.
Forms Site Frontage	Yes

Source: Google Maps

2.3 Public Transport

Public Transport Access Overview



Source: TfNSW Trip Planner

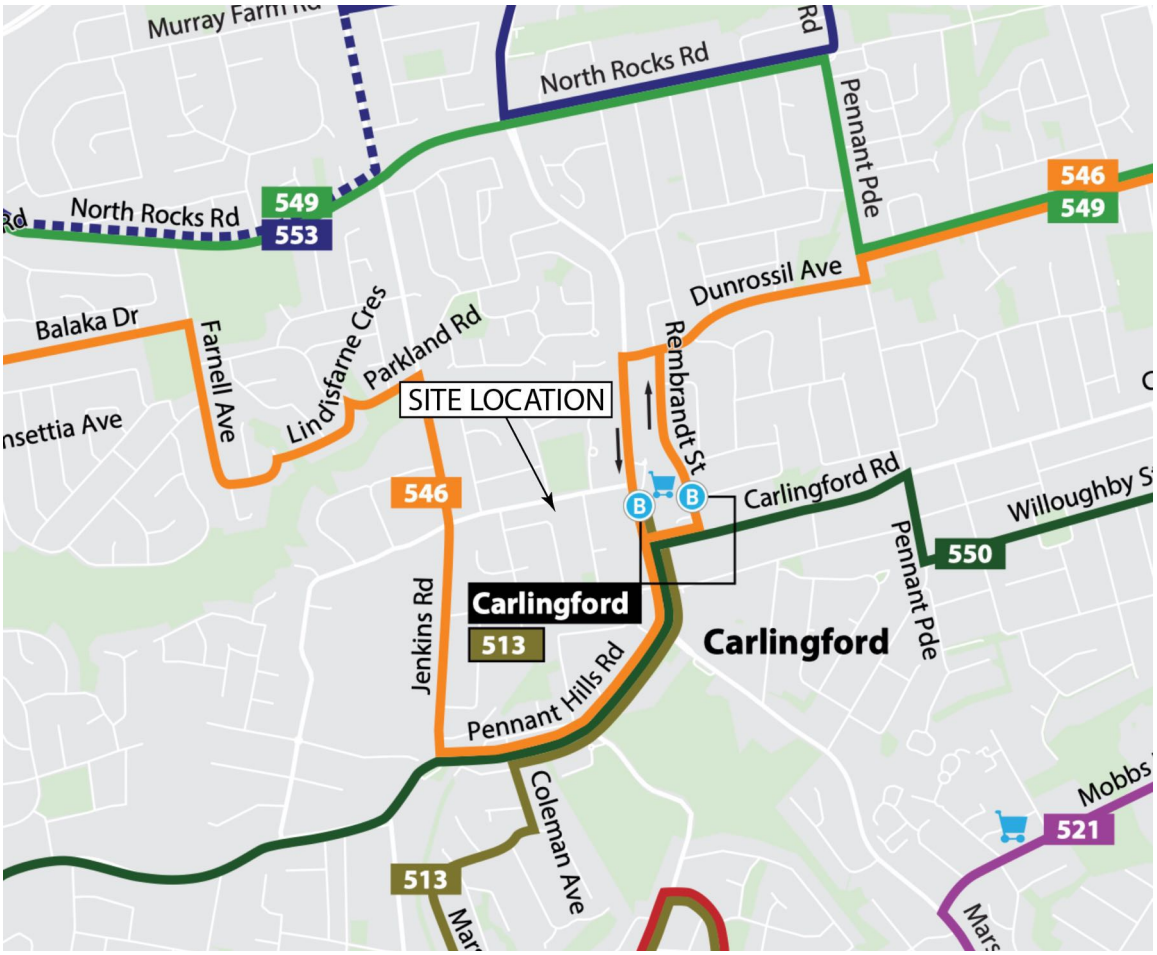
2.3.1 Rail

Heavy Rail	N/A
Metro	N/A
Light Rail	Carlingford light rail station located approx. 550m south from the site

2.3.2 Buses

Bus Stops	Bus Stop – Closest stops along Pennant Hills Road & Jenkins Road
Bus Zone	No Bus Zones along site frontages
Bus Lane	No Bus Lanes along site frontages
Bus Routes	No Bus Routes along Moseley Street or Donald Street

Bus Route Overview



Source: TfNSW Trip Planner

2.3.3 Other

Taxi or Ride Sharing	No Taxi or Ride Sharing infrastructure along the site frontages
Car Share	No Car Sharing infrastructure along the site frontages
Ferry	N/A

3 Proposed Management of Construction Vehicles

3.1 General

- A schedule of site inductions shall be held on regular occasions and as determined necessary to ensure all new employees are aware of the construction management obligations.
- Approval shall be obtained from City of Parramatta Council for any temporary road closures or crane use from public property.
- Site to manage construction traffic to reduce traffic movements during school peak periods where possible (vehicle movements along local streets do not travel through any existing School Zones).

3.2 Excavation Phase

a) Approach and Departure Routes

Site Access – Moseley Street

- Approach Route 1 – Traveling along Pennant Hills Road, turn onto Moseley Street and then turn left into the site in a forward-facing direction.
- Departure Route 1 – In a forward-facing direction exit the site and turn right onto Pennant Hills Road and then turn onto Pennant Hills Road.

Site Access – Donald Street

- Approach Route 2 – Traveling along Pennant Hills Road, turn onto Moseley Street, turn left onto Tanderra Avenue, turn left onto Donald Street and then turn left into the site in a forward-facing direction.
- Approach Route 3 – Traveling along Pennant Hills Road, turn left onto Post Office Street, turn right onto Donald Street and then turn left into the site in a forward-facing direction.
- Departure Route 2 – In a forward-facing direction exit the site and turn right onto Donald Street, turn right onto Tanderra Avenue, turn right onto Moseley Street and then turn onto Pennant Hills Road.
- Departure Route 3 – In a forward-facing direction exit the site and turn left onto Donald Street, turn left onto Post Office Street and then turn left onto Pennant Hills Road.

b) Site Access

- Site vehicles to enter and exit the site using site gates off Moseley Street and Donald Street.

c) Vehicle movements within the site

- Sufficient area within the site for vehicle to turn around to all entry and exit in a forward-facing direction.

d) Loading and Unloading of Vehicles

- All vehicles to be loaded and unloaded within the site boundaries.

e) Vehicle Queuing

- Vehicles to stand within the site boundary only.
- Drivers are to contact the site prior to turning onto from Pennant Hills Road to ensure there is adequate space.

f) Removal of material from site

- Vehicles are to be loaded within site boundaries with crushed aggregate and / or shaker grid to be installed prior to the site exit point.
- Vehicles inspected prior to leaving the site and cleaned as required to minimise contamination of surrounding roadways.
- Where water is used for cleaning vehicles, appropriate sediment control measures

will be taken to ensure untreated water is not allowed to directly enter the storm water system.

g) Works Zone
- None proposed during excavation phase.

h) Standing Plant
- All equipment to be used within the site boundary only.

i) Storage for Material, Waste and Equipment
- All storage to be located within the site boundaries only.

j) Pedestrian Management
- Pedestrian access past the site as per existing conditions along the nature strip (there is no existing concrete footpath along the site frontages).
- Traffic controller located at gate to manage pedestrian activity during site vehicle ingress and egress.
- Site vehicles to give way to pedestrian activity crossing the site frontage during ingress and egress.
- Boundary fencing installed around the site boundary as required to restrict public access.

k) Traffic Lanes
- 2-way access maintained along Moseley Street.
- 2-way access maintained along Donald Street.

3.3 Construction Phase – Stage 1

a) Approach and Departure Routes

Site Access – Moseley Street
- Approach Route 1 – Traveling along Pennant Hills Road, turn onto Moseley Street and then turn left into the site in a forward-facing direction.
- Departure Route 1 – In a forward-facing direction exit the site and turn right onto Pennant Hills Road and then turn onto Pennant Hills Road.

Site Access – Donald Street
- Approach Route 2 – Traveling along Pennant Hills Road, turn onto Moseley Street, turn left onto Tanderra Avenue, turn left onto Donald Street and then turn left into the site in a forward-facing direction.
- Approach Route 3 – Traveling along Pennant Hills Road, turn left onto Post Office Street, turn right onto Donald Street and then turn left into the site in a forward-facing direction.
- Departure Route 2 – In a forward-facing direction exit the site and turn right onto Donald Street, turn right onto Tanderra Avenue, turn right onto Moseley Street and then turn onto Pennant Hills Road.
- Departure Route 3 – In a forward-facing direction exit the site and turn left onto Donald Street, turn left onto Post Office Street and then turn left onto Pennant Hills Road.

Works Zone Access – Donald Street
- Approach Route 4 – Traveling along Pennant Hills Road, turn onto Moseley Street, turn left onto Tanderra Avenue, turn left onto Donald Street and then stand in the Works Zone in a forward-facing direction.
- Departure Route 1 – In a forward-facing direction exit the Works Zone and continue along Donald Street, turn left onto Post Office Street and then turn left onto Pennant Hills Road.

b) Site Access
- Site vehicles to enter and exit the site using site gates off Moseley Street and Donald

Street.

c) Vehicle movements within the site
- Sufficient area within the site for vehicle to turn around to all entry and exit in a forward-facing direction.

d) Loading and Unloading of Vehicles
- All vehicles to be loaded and unloaded within the site boundaries or approved Works Zone.

e) Vehicle Queuing
- Vehicles to stand within the site boundary only.
- Drivers are to contact the site prior to turning from Pennant Hills Road to ensure there is adequate space.

f) Works Zone
- 25m Works Zone proposed along the Moseley Street site frontage.

g) Standing Plant
- All equipment to be used within the site boundary.
- Concrete pours to occur using plant standing within site boundary.

h) Material Handling
- Onsite tower crane installed for moving material and equipment between levels and within the site
- Forklifts or similar plant to be used wholly within the site to load and unload vehicles as required.

i) Storage for Material, Waste and Equipment
- All storage to be located within the site boundaries only.

j) Pedestrian Management
- Pedestrian access past the site as per existing conditions along the nature strip (there is no existing concrete footpath along the site frontages).
- Traffic controller located at gate to manage pedestrian activity during site vehicle ingress and egress.
- Site vehicles to give way to pedestrian activity crossing the site frontage during ingress and egress.
- During Works Zone use traffic controllers used to restrict access along the site frontage when material is being lifted to and from vehicles within the Works Zone to ensure pedestrian safety. Normal conditions restored at other times.
- Boundary fencing installed around the site boundary as required to restrict public access.

k) Traffic Lanes
- 2-way access maintained along Moseley Street. During Works Zone use traffic controllers to maintain 2-way access using stop slow traffic control.
- 2-way access maintained along Donald Street.

3.4 Construction Phase – Stage 2

l) Approach and Departure Routes

Site Access – Moseley Street
- Approach Route 1 – Traveling along Pennant Hills Road, turn onto Moseley Street and then turn left into the site in a forward-facing direction.
- Departure Route 1 – In a forward-facing direction exit the site and turn right onto Pennant Hills Road and then turn onto Pennant Hills Road.

Works Zone Access – Moseley Street
- Approach Route 4 – Traveling along Pennant Hills Road, turn onto Moseley Street and then stand within the Works Zone in a forward-facing direction.

- Departure Route 1 – In a forward-facing direction exit the Works Zone and continue along Moseley Street, turn left onto Tanderra Avenue, turn left onto Post Office Street and then turn left onto Pennant Hills Road.

m) Site Access
- Site vehicles to enter and exit the site using site gates off Moseley Street.

n) Vehicle movements within the site
- Sufficient area within the site for vehicle to turn around to all entry and exit in a forward-facing direction.

o) Loading and Unloading of Vehicles
- All vehicles to be loaded and unloaded within the site boundaries or approved Works Zone.

p) Vehicle Queuing
- Vehicles to stand within the site boundary only.
- Drivers are to contact the site prior to turning from Pennant Hills Road to ensure there is adequate space.

q) Works Zone
- 40m Works Zone proposed along the Moseley Street site frontage.

r) Standing Plant
- All equipment to be used within the site boundary.
- Concrete pours to occur using plant standing within site boundary.

s) Material Handling
- Onsite tower crane installed for moving material and equipment between levels and within the site
- Forklifts or similar plant to be used wholly within the site to load and unload vehicles as required.

t) Storage for Material, Waste and Equipment
- All storage to be located within the site boundaries only.

u) Pedestrian Management
- Pedestrian access past the site as per existing conditions along the nature strip (there is no existing concrete footpath along the site frontages).
- Traffic controller located at gate to manage pedestrian activity during site vehicle ingress and egress.
- Site vehicles to give way to pedestrian activity crossing the site frontage during ingress and egress.
- During Works Zone use traffic controllers used to restrict access along the site frontage when material is being lifted to and from vehicles within the Works Zone to ensure pedestrian safety. Normal conditions restored at other times.
- Boundary fencing installed around the site boundary as required to restrict public access.

v) Traffic Lanes
- 2-way access maintained along Moseley Street.
- 2-way access maintained along Donald Street.

4 Impact Mitigation

Potential Impact Item	Mitigation Measures	Access Type	Responsible Parties
Surrounding Properties			
Access to surrounding properties	• Vehicle loading and unloading activities to occur within the site boundary only. Existing access points to be maintained throughout the project.	Existing conditions	All personnel associated with the site to ensure access points are kept clear
Pedestrians			
Access along footpaths	• Pedestrian access along the existing footpath along Moseley Street. • Pedestrian access along Donald Street maintained as per existing conditions. • Site Vehicles to give way to pedestrian activity along the site frontage during ingress and egress for safety and to minimise impact. • Traffic controller located at gate to manage pedestrian activity during site vehicle ingress and egress.	Existing conditions with Managed Access	All personnel associated with the site to ensure existing pedestrian access is kept clear. Traffic Controller at active site gate(s)
Pedestrian safety during site crane activity lifting	• Traffic controllers used to restrict access along the site frontage when material is being lifted to and from vehicles within the Works Zone to ensure pedestrian safety	Managed Access	Onsite Traffic Controllers
Cyclists			
Access along surrounding streets	• There are no dedicated cycle or shared paths along the site frontages. Access along roadways and footpaths are maintained throughout the project	Existing path of travel maintained	Site to ensure existing access paths are maintained
Local Traffic			

Traffic movements – Moseley Street	• Vehicle loading and unloading activities to occur within the site boundary only. 2-way access maintained along Moseley Street.	2-way access maintained	Drivers to ensure access along the roadway is maintained
Traffic movements – Donald Street	• Vehicle loading and unloading activities to occur within the site boundary only. 2-way access maintained along Donald Street.	Existing conditions	Drivers to ensure access along the roadway is maintained
Emergency Services			
Emergency vehicle and personnel access and movement	• Vehicle loading and unloading activities to occur within the site boundary or an approved Works Zone, maintaining existing access points to surrounding properties. • Pedestrian access maintained along existing footpaths and travel paths. • 2-way access maintained along both Moseley Street and Donald Street throughout works	Existing conditions	All site personnel to ensure footpath and traffic access is kept clear.
Public Transport			
Patron access to public transport infrastructure	• Existing paths of travel past the site maintained as per existing conditions.	Existing conditions	All personnel associated with the site to ensure existing access along Pennant Hills Road is unimpacted by the project.
Bus service operation	• Existing bus routes maintained under normal conditions.	Existing Conditions	All personnel associated with the site to ensure existing access along Pennant Hills Road is unimpacted by the project.

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TRAFFIC MANAGEMENT PLAN
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Appendix A – Excavation Phase

SBMG02885-11 – Approach and Departure Routes – Excavation Phase
SBMG02885-12 – Site Overview – Excavation Phase
SBMG02885-13 – Traffic Control Plan – Site Access – Excavation Phase

Appendix B – Construction Phases

SBMG02885-14 – Approach and Departure Routes – Stage 1
SBMG02885-15 – Site Overview – Construction Phase – Stage 1
SBMG02885-16 – Traffic Control Plan – Site Access / Works Zone Use – Stage 1
SBMG02885-21 – Approach and Departure Routes – Stage 2
SBMG02885-22 – Site Overview – Construction Phase – Stage 2
SBMG02885-23 – Traffic Control Plan – Site Access – Stage 2
SBMG02885-17 – Traffic Control Plan – Works Zone Access – Stage 2

Appendix C – Swept Paths

SBMG02885-18 – Truck and Dog & MRV – Site Access – Excavation Phase
SBMG02885-19 – HRV & MRV – Site & Works Zone Access – Construction Phase – Stage 1
SBMG02885-24 – HRV & MRV – Site & Works Zone Access – Construction Phase – Stage 2

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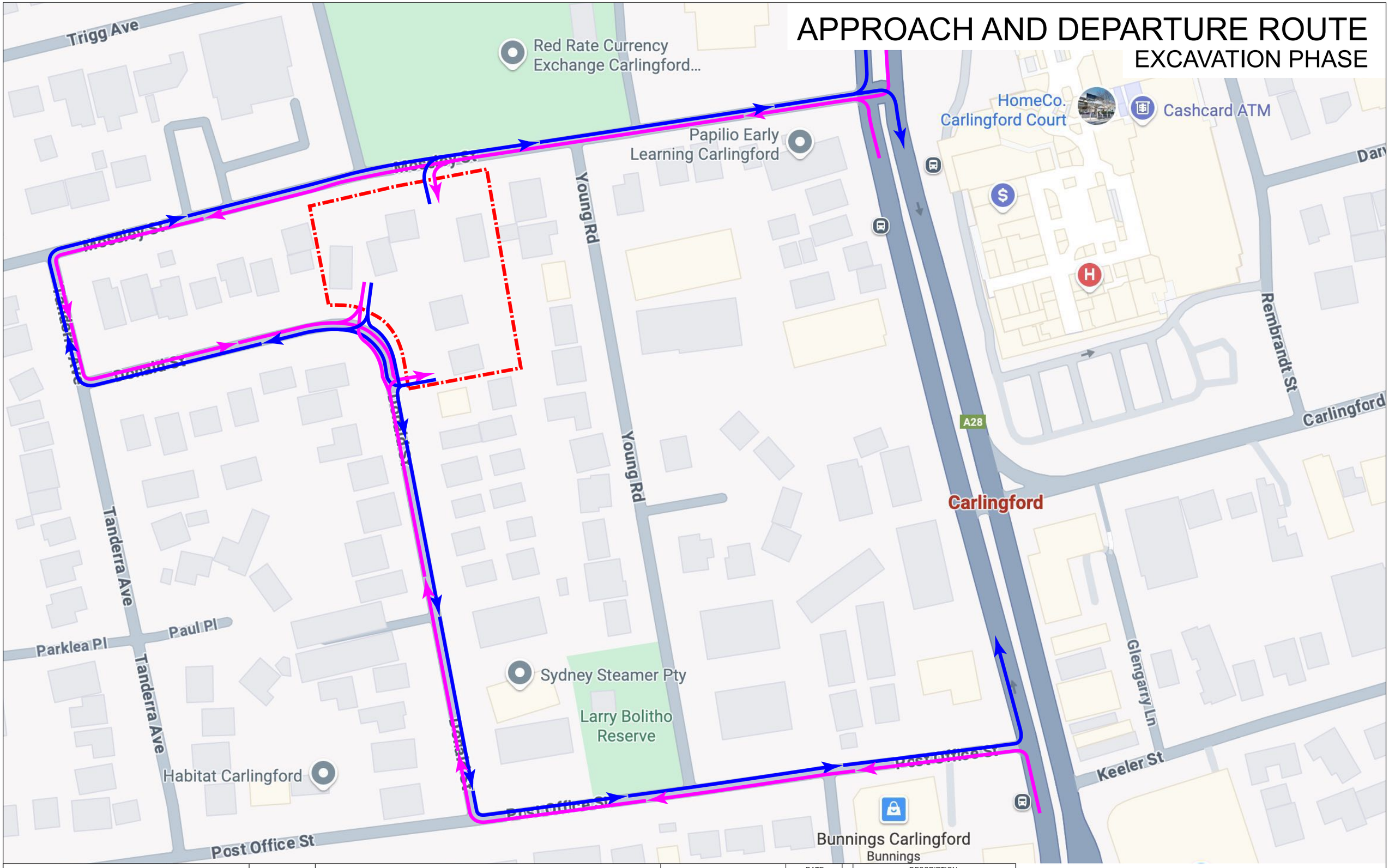
Appendix A

APPROACH AND DEPARTURE ROUTE

EXCAVATION PHASE



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SBMG PLANNING — TRAFFIC CONTROL | BUILDING & CONSTRUCTION | SPECIAL EVENTS | SWEPT PATH DIAGRAMS

Project/Event:	MIXED-USE DEVELOPMENT				
Location:	15A & 15B MOSELEY ST AND 25, 27, 29 & 31 DONALD ST, CARLINGFORD				
Client :	CAPIO PROPERTY GROUP				
Plan No.	SBMG02885-11	A	Date:	15TH JULY 2025	
SCALE: NOT TO SCALE					

PREPARED BY: MATTHEW YOUNG
PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CARD No. TCT0048974

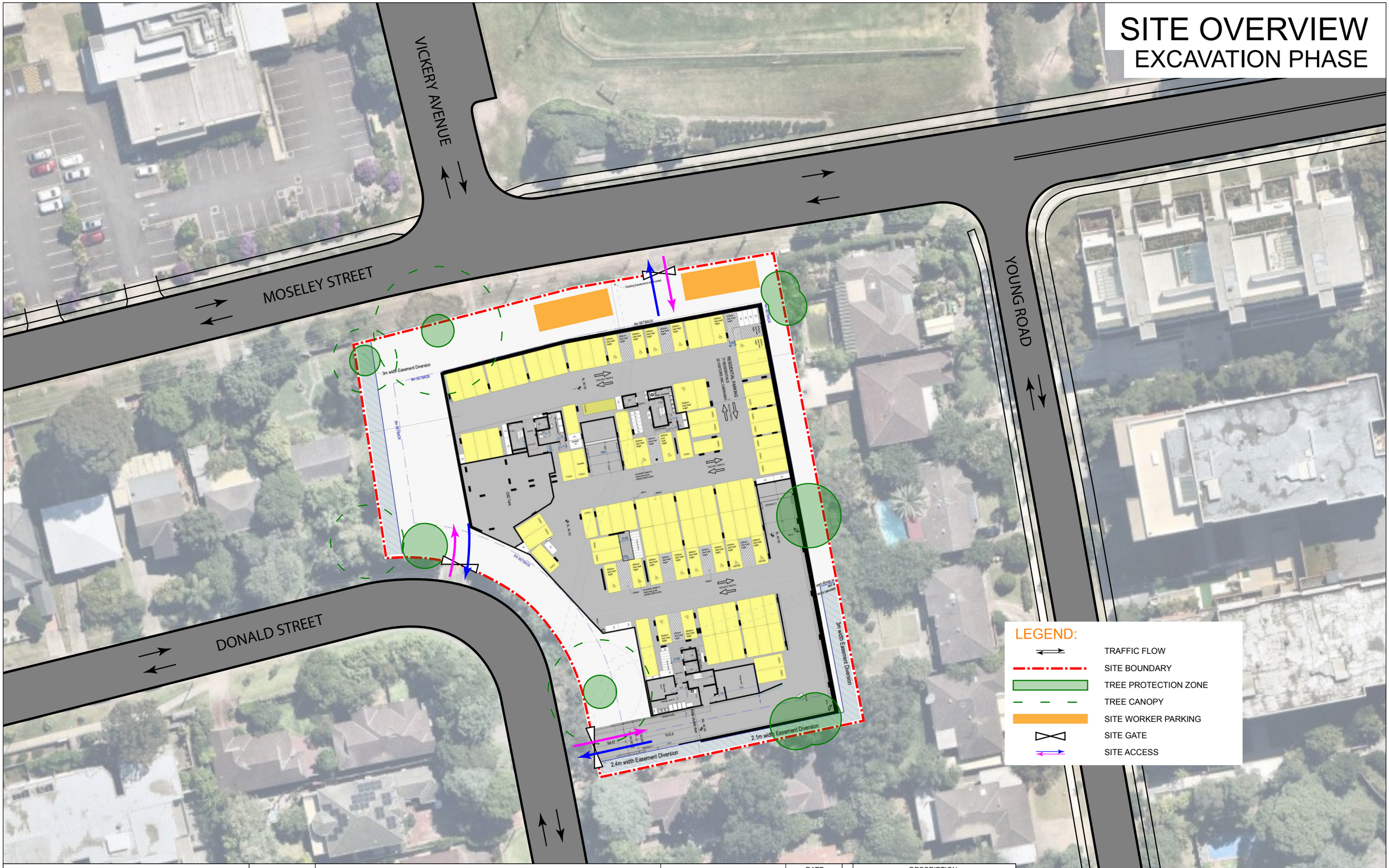
SIGNED:

DATE		DESCRIPTION
	E	
	D	
	C	
	B	
15/07/2025	A	INITIAL SUBMISSION

LEGEND:

- TRAFFIC FLOW
- SITE BOUNDARY
- SITE APPROACH ROUTE (FORWARD DIRECTION)
- SITE DEPARTURE ROUTE (FORWARD DIRECTION)

SITE OVERVIEW
EXCAVATION PHASE



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SBMG PLANNING — TRAFFIC CONTROL | BUILDING & CONSTRUCTION | SPECIAL EVENTS | SWEPT PATH DIAGRAMS

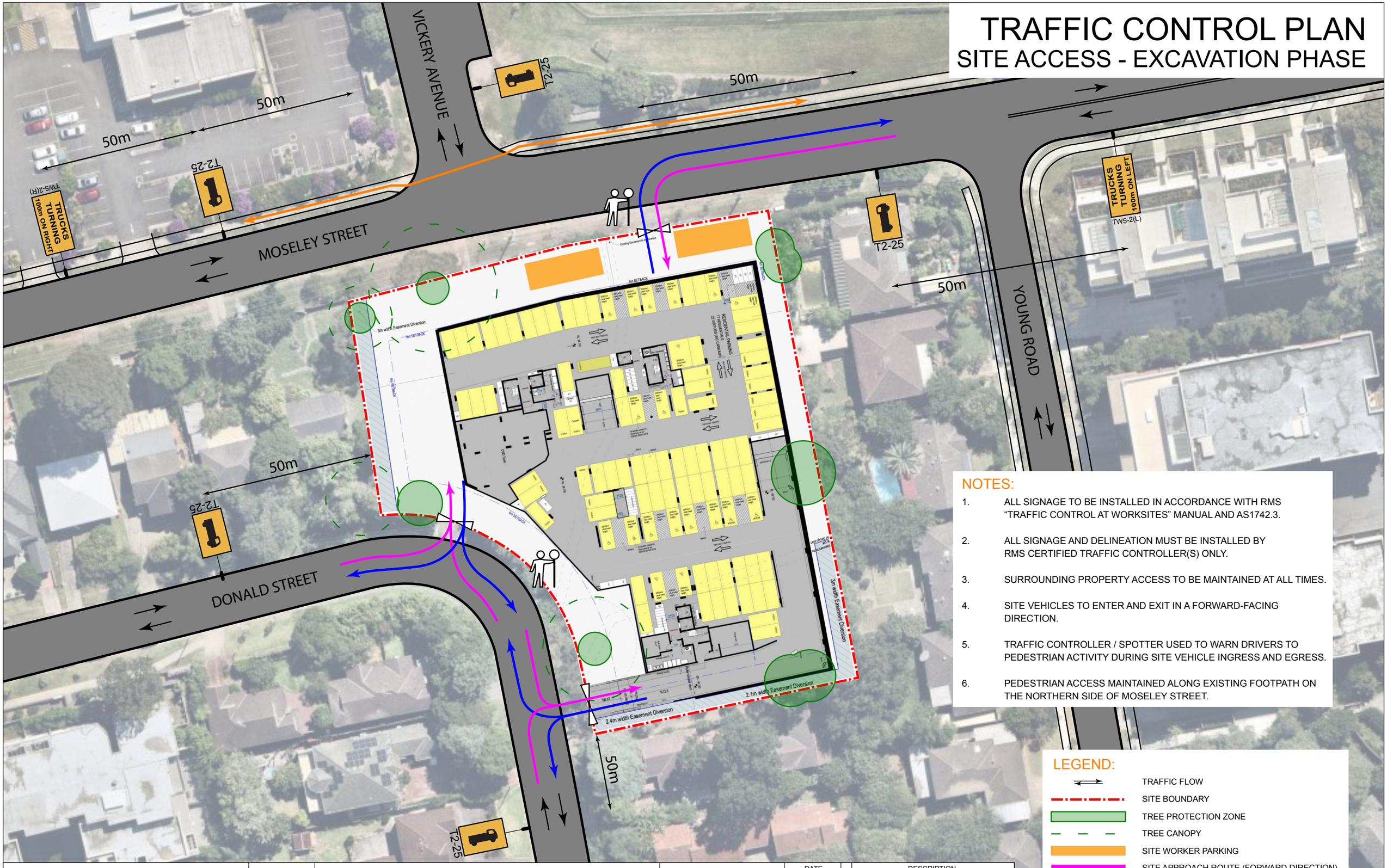
Project/Event:	MIXED-USE DEVELOPMENT			
Location:	15A & 15B MOSELEY ST AND 25, 27, 29 & 31 DONALD ST, CARLINGFORD			
Client :	CAPIO PROPERTY GROUP			
Plan No.	SBMG02885-12	A	Date:	15TH JULY 2025
SCALE: NOT TO SCALE				

PREPARED BY: MATTHEW YOUNG
PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN
CARD No. TCT0048974

SIGNED:

DATE		DESCRIPTION
	E	
	D	
	C	
	B	
15/07/2025	A	INITIAL SUBMISSION

TRAFFIC CONTROL PLAN
SITE ACCESS - EXCAVATION PHASE



NOTES:

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.
4. SITE VEHICLES TO ENTER AND EXIT IN A FORWARD-FACING DIRECTION.
5. TRAFFIC CONTROLLER / SPOTTER USED TO WARN DRIVERS TO PEDESTRIAN ACTIVITY DURING SITE VEHICLE INGRESS AND EGRESS.
6. PEDESTRIAN ACCESS MAINTAINED ALONG EXISTING FOOTPATH ON THE NORTHERN SIDE OF MOSELEY STREET.

LEGEND:

- TRAFFIC FLOW
- SITE BOUNDARY
- TREE PROTECTION ZONE
- TREE CANOPY
- SITE WORKER PARKING
- SITE APPROACH ROUTE (FORWARD DIRECTION)
- SITE DEPARTURE ROUTE (FORWARD DIRECTION)
- SITE GATE
- PEDESTRIAN ROUTE
- TRAFFIC CONTROLLER / SPOTTER

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SBMG PLANNING — TRAFFIC CONTROL | BUILDING & CONSTRUCTION | SPECIAL EVENTS | SWEPT PATH DIAGRAMS

Project/Event:	MIXED-USE DEVELOPMENT			
Location:	15A & 15B MOSELEY ST AND 25, 27, 29 & 31 DONALD ST, CARLINGFORD			
Client :	CAPIO PROPERTY GROUP			
Plan No.	SBMG02885-13	A	Date:	15TH JULY 2025
SCALE: NOT TO SCALE				

PREPARED BY: MATTHEW YOUNG
PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CARD No. TCT0048974

SIGNED:

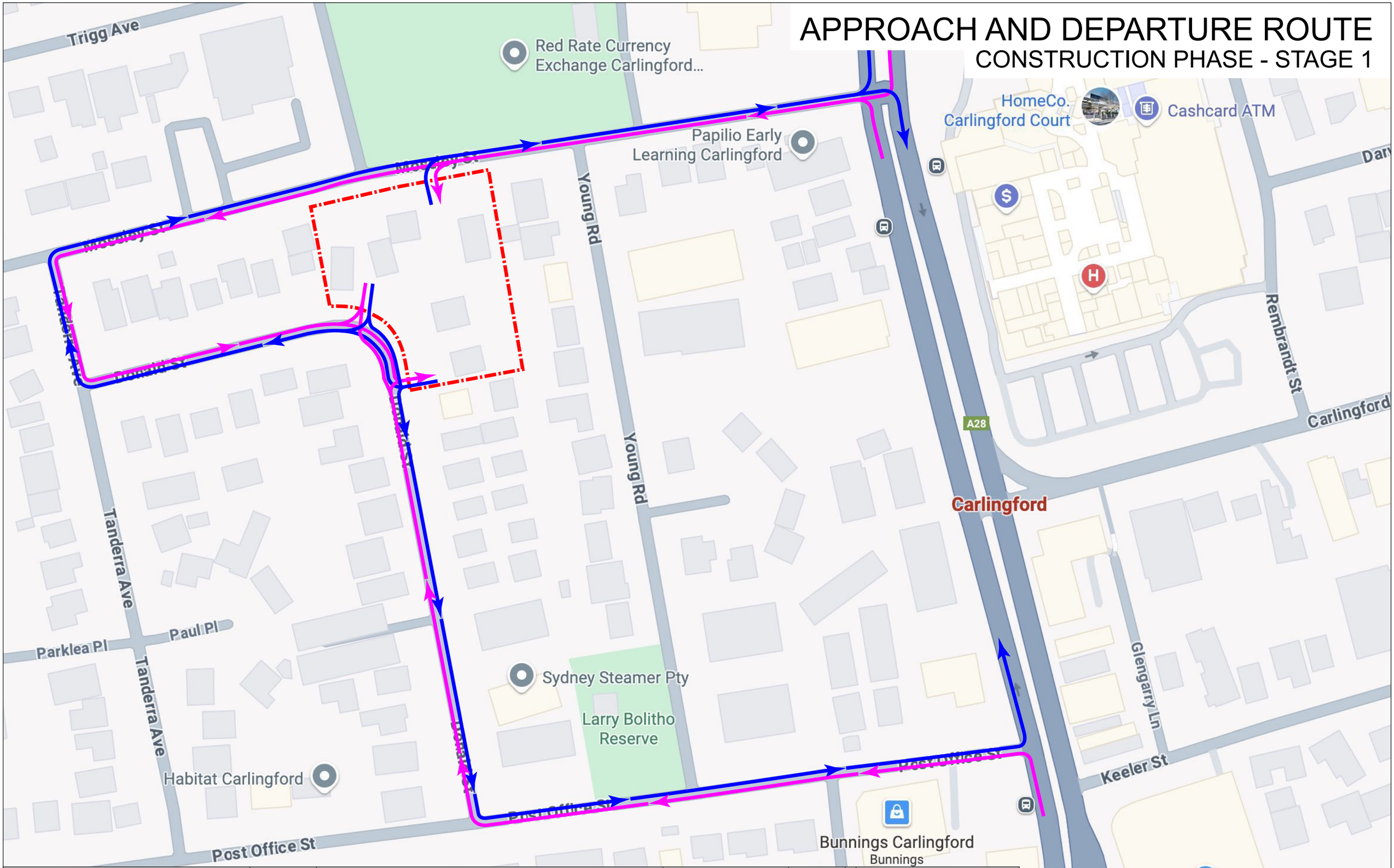
DATE		DESCRIPTION
	E	
	D	
	C	
	B	
15/07/2025	A	INITIAL SUBMISSION

MATTHEW YOUNG
PREPARE A WORKZONE
TRAFFIC MANAGEMENT PLAN
CARD No. TCT0048974

Appendix B

APPROACH AND DEPARTURE ROUTE

CONSTRUCTION PHASE - STAGE 1



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SBMG PLANNING — TRAFFIC CONTROL | BUILDING & CONSTRUCTION | SPECIAL EVENTS | SWEPT PATH DIAGRAMS

Project/Event:	MIXED-USE DEVELOPMENT				
Location:	15A & 15B MOSELEY ST AND 25, 27, 29 & 31 DONALD ST, CARLINGFORD				
Client :	CAPIO PROPERTY GROUP				
Plan No.	SBMG02885-14	A	Date:	15TH JULY 2025	N
SCALE: NOT TO SCALE					

PREPARED BY: MATTHEW YOUNG
PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CARD No. TCT0048974

SIGNED:

DATE		DESCRIPTION
	E	
	D	
	C	
	B	
15/07/2025	A	INITIAL SUBMISSION

SITE OVERVIEW

CONSTRUCTION PHASE - STAGE 1

VICKERY AVENUE

MOSELEY STREET

YOUNG ROAD

DONALD STREET

25m WORKS ZONE

WORKS ZONE 7AM-5PM MON - FRI 8AM-3PM SAT

WORKS ZONE 7AM-5PM MON - FRI 8AM-3PM SAT

6m SETBACK

RESIDENTIAL COMMUNAL OPEN SPACE AS PER LANDSCAPE ARCHITECT

3m width Easement Diversion

DRIVEWAY

2.1m width Easement Diversion

2.4m width access Easement

LEGEND:

- TRAFFIC FLOW
- SITE BOUNDARY
- TREE PROTECTION ZONE
- TREE CANOPY
- SITE WORKER PARKING
- SITE SHEDS AND AMENITIES
- STORAGE AREA
- STAGE 1 WORKS
- TOWER CRANE BASE
- WORKS ZONE
- SITE GATE
- SITE ACCESS

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Project/Event:	MIXED-USE DEVELOPMENT			
Location:	15A & 15B MOSELEY ST AND 25, 27, 29 & 31 DONALD ST, CARLINGFORD			
Client :	CAPIO PROPERTY GROUP			
Plan No.	SBMG02885-15	A	Date:	15TH JULY 2025
SCALE: NOT TO SCALE				

PREPARED BY: MATTHEW YOUNG
PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN
CARD No. TCT0048974

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	B	
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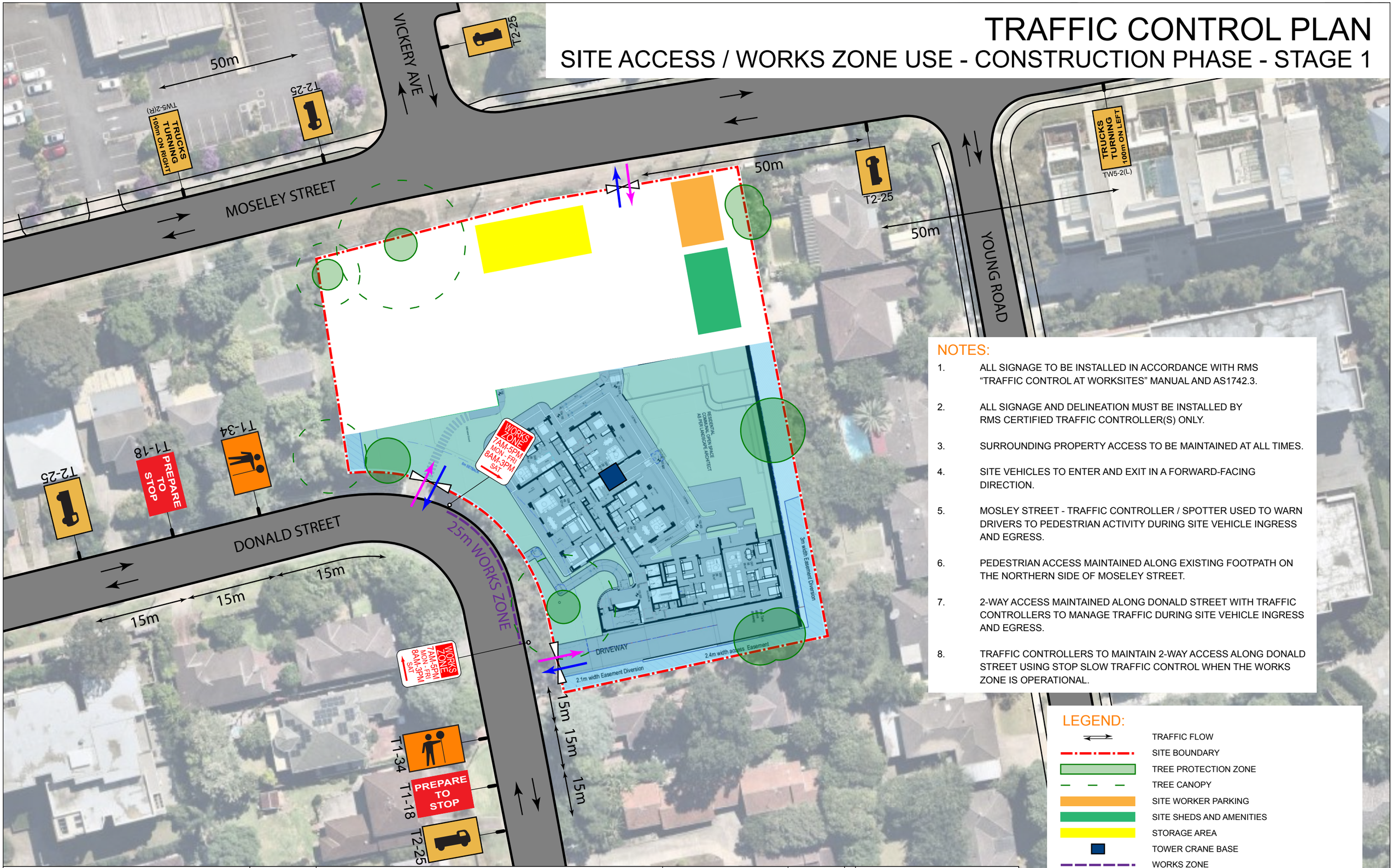
TRAFFIC CONTROL PLAN

SITE ACCESS / WORKS ZONE USE - CONSTRUCTION PHASE - STAGE 1



NOTES:

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.
4. SITE VEHICLES TO ENTER AND EXIT IN A FORWARD-FACING DIRECTION.
5. MOSLEY STREET - TRAFFIC CONTROLLER / SPOTTER USED TO WARN DRIVERS TO PEDESTRIAN ACTIVITY DURING SITE VEHICLE INGRESS AND EGRESS.
6. PEDESTRIAN ACCESS MAINTAINED ALONG EXISTING FOOTPATH ON THE NORTHERN SIDE OF MOSELEY STREET.
7. 2-WAY ACCESS MAINTAINED ALONG DONALD STREET WITH TRAFFIC CONTROLLERS TO MANAGE TRAFFIC DURING SITE VEHICLE INGRESS AND EGRESS.
8. TRAFFIC CONTROLLERS TO MAINTAIN 2-WAY ACCESS ALONG DONALD STREET USING STOP SLOW TRAFFIC CONTROL WHEN THE WORKS ZONE IS OPERATIONAL.

LEGEND:

- TRAFFIC FLOW
- SITE BOUNDARY
- TREE PROTECTION ZONE
- TREE CANOPY
- SITE WORKER PARKING
- SITE SHEDS AND AMENITIES
- STORAGE AREA
- TOWER CRANE BASE
- WORKS ZONE
- SITE APPROACH ROUTE (FORWARD DIRECTION)
- SITE DEPARTURE ROUTE (FORWARD DIRECTION)
- SITE GATE
- PEDESTRIAN ROUTE
- TRAFFIC CONTROLLER / SPOTTER

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Project/Event:	MIXED-USE DEVELOPMENT			
Location:	15A & 15B MOSELEY ST AND 25, 27, 29 & 31 DONALD ST, CARLINGFORD			
Client :	CAPIO PROPERTY GROUP			
Plan No.	SBMG02885-16	A	Date:	15TH JULY 2025
SCALE: NOT TO SCALE				

PREPARED BY: MATTHEW YOUNG
PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN
CARD No. TCT0048974

SIGNED:

DATE		DESCRIPTION
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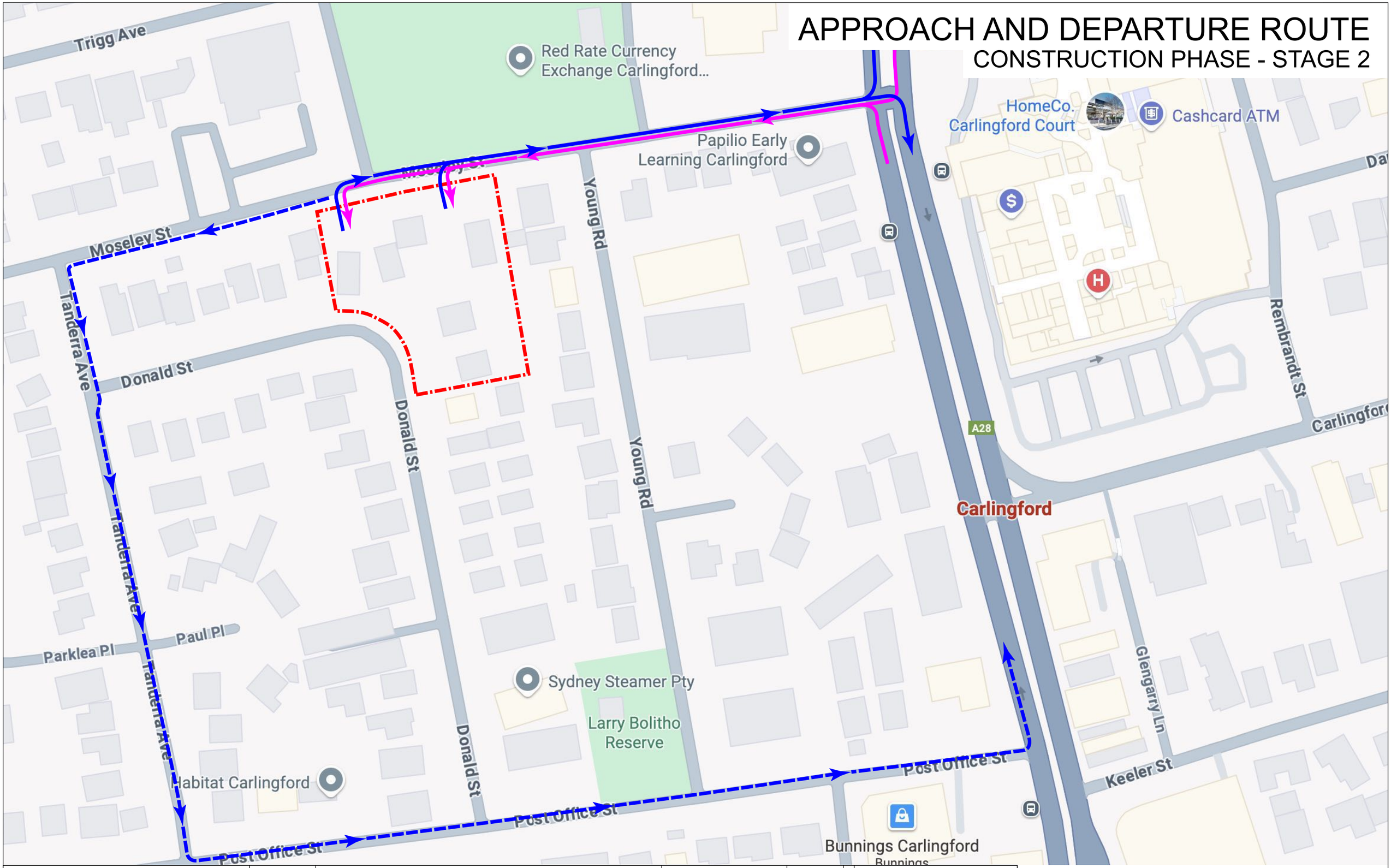
	D	
	C	
	B	
15/07/2025	A	INITIAL SUBMISSION

APPROACH AND DEPARTURE ROUTE

CONSTRUCTION PHASE - STAGE 2



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Project/Event:	MIXED-USE DEVELOPMENT			
Location:	15A & 15B MOSELEY ST AND 25, 27, 29 & 31 DONALD ST, CARLINGFORD			
Client :	CAPIO PROPERTY GROUP			
Plan No.	SBMG02885-14	A	Date:	15TH JULY 2025
SCALE: NOT TO SCALE				

PREPARED BY: MATTHEW YOUNG
PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CARD No. TCT0048974

SIGNED:

DATE		DESCRIPTION
	E	
	D	
	C	
	B	
15/07/2025	A	INITIAL SUBMISSION

LEGEND:

- TRAFFIC FLOW
- SITE BOUNDARY
- SITE APPROACH ROUTE (FORWARD DIRECTION)
- SITE DEPARTURE ROUTE (FORWARD DIRECTION)
- WORKS ZONE DEPARTURE ROUTE (FORWARD DIRECTION)

SITE OVERVIEW

CONSTRUCTION PHASE - STAGE 2

VICKERY AVENUE

0.00 KERB ALIGNMENT

64.00 START OF WORKS ZONE

104.00 END OF WORKS ZONE

40m WORKS ZONE

MOSELEY STREET

YOUNG ROAD

DONALD STREET

WORKS ZONE 7AM-5PM MON - FRI 8AM-3PM SAT

WORKS ZONE 7AM-5PM MON - FRI 8AM-3PM SAT

3m width Easement Diversion

6m SETBACK

RESIDENTIAL COMMUNAL OPEN SPACE AS PER LANDSCAPE ARCHITECT

3m width Easement Diversion

DRIVEWAY

2.1m width Easement Diversion

2.4m width access Easement

LEGEND:

- TRAFFIC FLOW
- SITE BOUNDARY
- TREE PROTECTION ZONE
- TREE CANOPY
- SITE WORKER PARKING
- SITE SHEDS AND AMENITIES
- STORAGE AREA
- STAGE 2 WORKS
- TOWER CRANE BASE
- WORKS ZONE
- SITE GATE
- SITE ACCESS

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Project/Event:	MIXED-USE DEVELOPMENT				
Location:	15A & 15B MOSELEY ST AND 25, 27, 29 & 31 DONALD ST, CARLINGFORD				
Client :	CAPIO PROPERTY GROUP				
Plan No.	SBMG02885-15	A	Date:	15TH JULY 2025	
SCALE: NOT TO SCALE					

PREPARED BY: MATTHEW YOUNG
PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN
CARD No. TCT0048974

SIGNED:

DATE		DESCRIPTION
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15/07/2025	A	INITIAL SUBMISSION

TRAFFIC CONTROL PLAN
SITE ACCESS - CONSTRUCTION PHASE - STAGE 2

VICKERY AVENUE
MOSELEY STREET
DONALD STREET
YOUNG ROAD
50m
T2-25
TRUCKS TURNING 100m ON RIGHT
TW5-2(R)
TRUCKS TURNING 100m ON LEFT
TW5-2(L)
3m width Easement Diversion
RESIDENTIAL COMMUNAL OPEN SPACE AS PER LANDSCAPE ARCHITECT
6m SETBACK
DRIVEWAY
2.1m width Easement Diversion
2.4m width access Easement

NOTES:

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.
4. SITE VEHICLES TO ENTER AND EXIT IN A FORWARD-FACING DIRECTION.
5. TRAFFIC CONTROLLER / SPOTTER USED TO WARN DRIVERS TO PEDESTRIAN ACTIVITY DURING SITE VEHICLE INGRESS AND EGRESS.
6. PEDESTRIAN ACCESS MAINTAINED ALONG EXISTING FOOTPATH ON THE NORTHERN SIDE OF MOSELEY STREET.

LEGEND:

- TRAFFIC FLOW
- SITE BOUNDARY
- TREE PROTECTION ZONE
- TREE CANOPY
- SITE WORKER PARKING
- SITE SHEDS AND AMENITIES
- STORAGE AREA
- TOWER CRANE BASE
- WORKS ZONE
- SITE APPROACH ROUTE (FORWARD DIRECTION)
- SITE DEPARTURE ROUTE (FORWARD DIRECTION)
- SITE GATE
- PEDESTRIAN ROUTE
- TRAFFIC CONTROLLER / SPOTTER

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Project/Event:	MIXED-USE DEVELOPMENT			
Location:	15A & 15B MOSELEY ST AND 25, 27, 29 & 31 DONALD ST, CARLINGFORD			
Client :	CAPIO PROPERTY GROUP			
Plan No.	SBMG02885-23	A	Date:	15TH JULY 2025
SCALE: NOT TO SCALE				

PREPARED BY: MATTHEW YOUNG
PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CARD No. TCT0048974

SIGNED:

DATE		DESCRIPTION
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	C	
	B	
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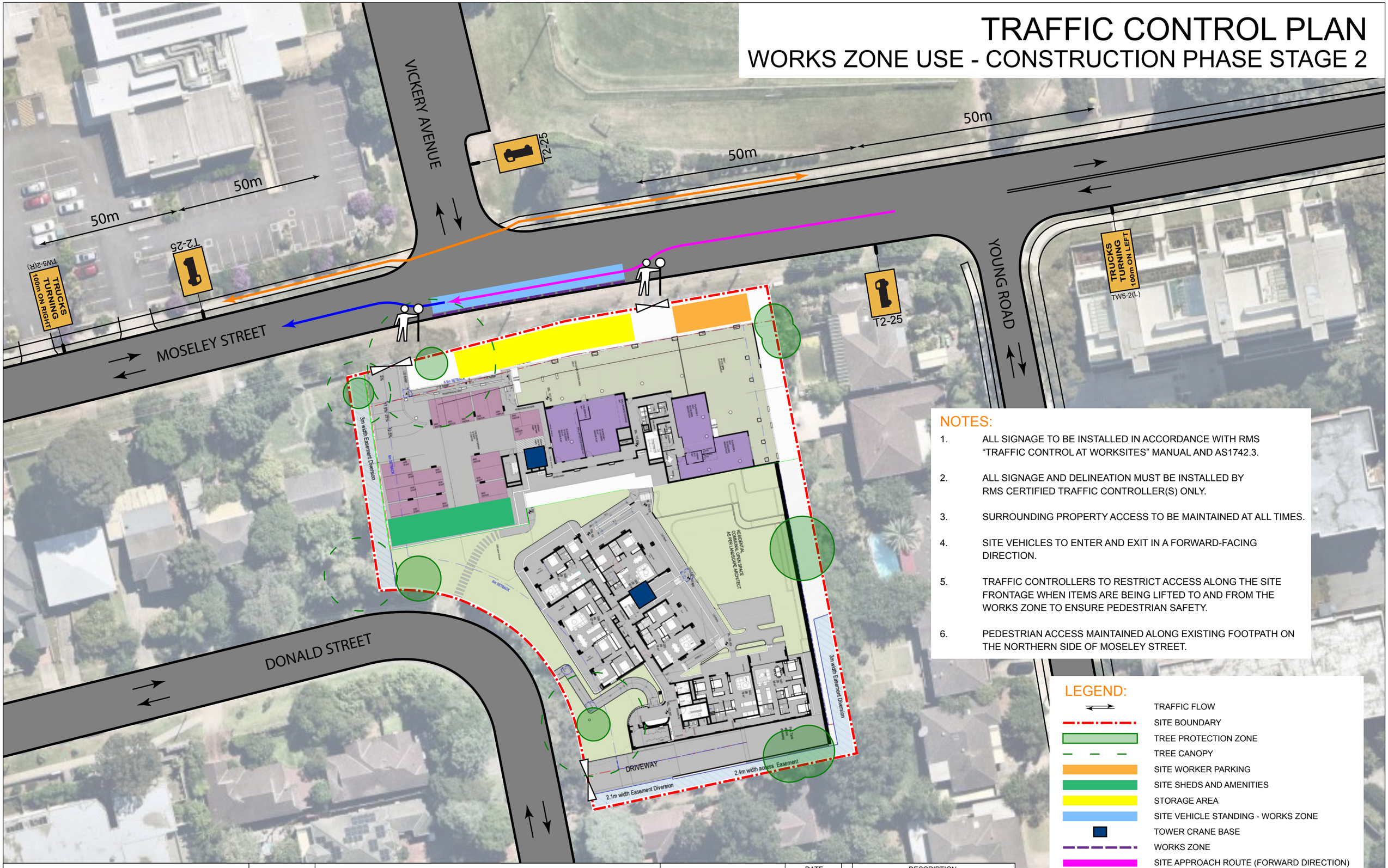
TRAFFIC CONTROL PLAN
WORKS ZONE USE - CONSTRUCTION PHASE STAGE 2



NOTES:

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.
4. SITE VEHICLES TO ENTER AND EXIT IN A FORWARD-FACING DIRECTION.
5. TRAFFIC CONTROLLERS TO RESTRICT ACCESS ALONG THE SITE FRONTAGE WHEN ITEMS ARE BEING LIFTED TO AND FROM THE WORKS ZONE TO ENSURE PEDESTRIAN SAFETY.
6. PEDESTRIAN ACCESS MAINTAINED ALONG EXISTING FOOTPATH ON THE NORTHERN SIDE OF MOSELEY STREET.

LEGEND:

- TRAFFIC FLOW
- SITE BOUNDARY
- TREE PROTECTION ZONE
- TREE CANOPY
- SITE WORKER PARKING
- SITE SHEDS AND AMENITIES
- STORAGE AREA
- SITE VEHICLE STANDING - WORKS ZONE
- TOWER CRANE BASE
- WORKS ZONE
- SITE APPROACH ROUTE (FORWARD DIRECTION)
- SITE DEPARTURE ROUTE (FORWARD DIRECTION)
- SITE GATE
- PEDESTRIAN ROUTE
- TRAFFIC CONTROLLER / SPOTTER

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SBMG PLANNING — TRAFFIC CONTROL | BUILDING & CONSTRUCTION | SPECIAL EVENTS | SWEPT PATH DIAGRAMS

Project/Event:	MIXED-USE DEVELOPMENT			
Location:	15A & 15B MOSELEY ST AND 25, 27, 29 & 31 DONALD ST, CARLINGFORD			
Client :	CAPIO PROPERTY GROUP			
Plan No.	SBMG02885-17	A	Date:	15TH JULY 2025
SCALE: NOT TO SCALE				

PREPARED BY: MATTHEW YOUNG
PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN
CARD No. TCT0048974

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15/07/2025	A	INITIAL SUBMISSION

MATTHEW YOUNG
PREPARE A WORKZONE
TRAFFIC MANAGEMENT PLAN
CARD No. TCT0048974

Appendix C

Notes:

VEHICLE PATHS CALCULATED USING AUTODESK AUTOCAD 2023 & AUTODESK VEHICLE TRACKING 2023.

TRUCK AND DOG VEHICLE (18.4m IN LENGTH) USED WITH A KERB TO KERB TURNING RADIUS OF 10.000m.

AS/NZS 2890.2:2002 MRV - MEDIUM RIGID VEHICLE USED WITH A KERB TO KERB TURNING RADIUS OF 10.000m.

DIAGRAM ILLUSTRATES TURNING MANOEUVRES REQUIRED FOR TRUCKS TO ENTER AND EXIT THE SITE USING THE PROPOSED SITE ACCESS POINTS.

DESIGN VEHICLE SPEED	FORWARD DIRECTION: 16km/h
	REVERSE DIRECTION: 8km/h

SCALE: 1:300 @A1

Rev Notes:
A - INITIAL SUBMISSION

Legend:
- FRONT OVERHANG - FORWARD-FACING
- WHEEL PATH - FORWARD-FACING
- FRONT OVERHANG - REVERSE DIRECTION
- WHEEL PATH - REVERSE DIRECTION

SWEPT PATH DIAGRAM

SITE ACCESS - EXCAVATION PHASE
INGRESS: FORWARD DIRECTION
EGRESS: FORWARD DIRECTION

Project: MIXED-USE DEVELOPMENT
Location: 31 DONALD ST, CARLINGFORD

Prepared By: MATTHEW YOUNG

Plan:	Issue:	Date:
SBMG02885-18	A	15/07/25

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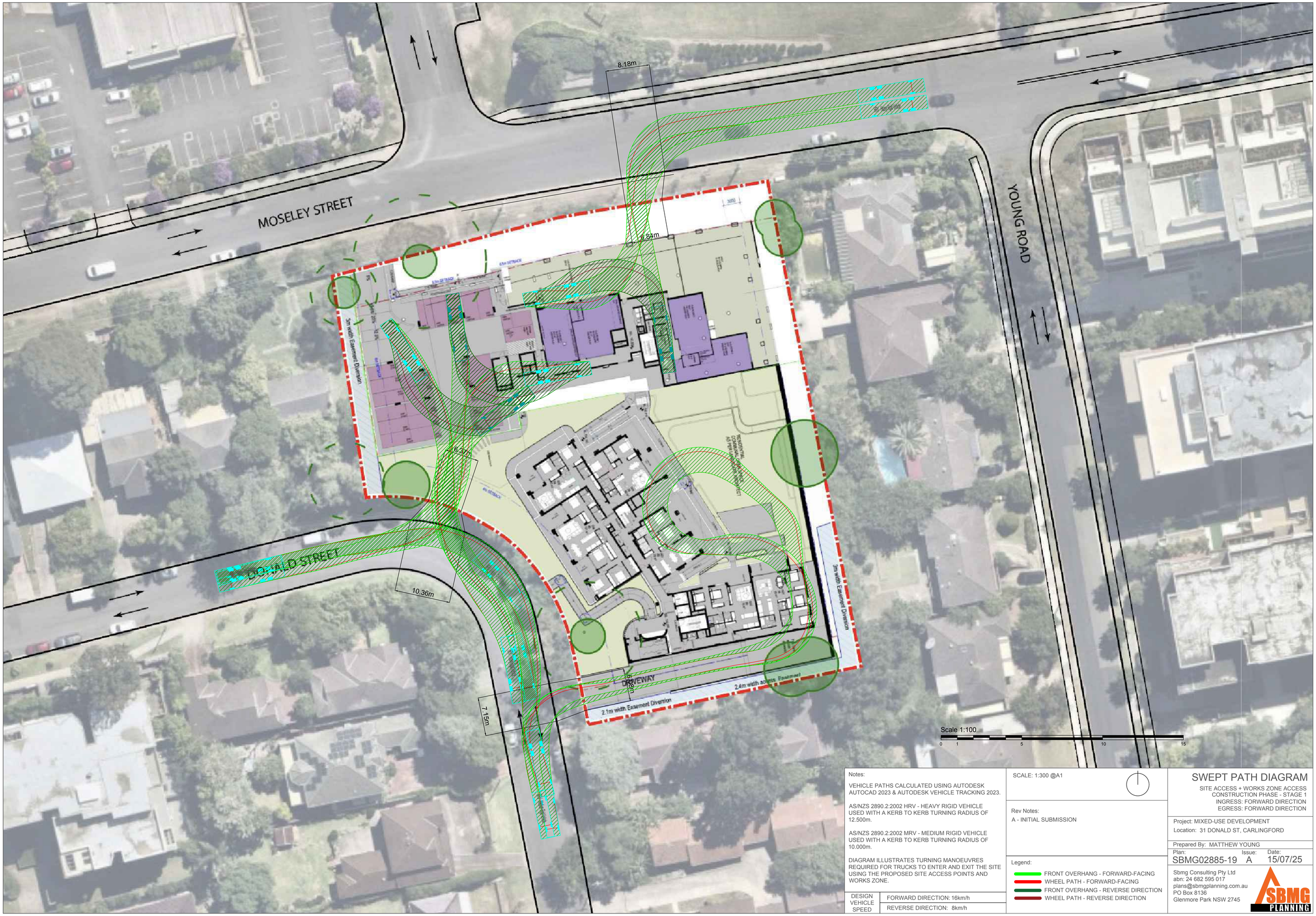

Notes:

VEHICLE PATHS CALCULATED USING AUTODESK AUTOCAD 2023 & AUTODESK VEHICLE TRACKING 2023.

AS/NZS 2890.2:2002 HRV - HEAVY RIGID VEHICLE USED WITH A KERB TO KERB TURNING RADIUS OF 12.500m.

AS/NZS 2890.2:2002 MRV - MEDIUM RIGID VEHICLE USED WITH A KERB TO KERB TURNING RADIUS OF 10.000m.

DIAGRAM ILLUSTRATES TURNING MANOEUVRES REQUIRED FOR TRUCKS TO ENTER AND EXIT THE SITE USING THE PROPOSED SITE ACCESS POINTS AND WORKS ZONE.

DESIGN VEHICLE SPEED	
	FORWARD DIRECTION: 16km/h
	REVERSE DIRECTION: 8km/h

SCALE: 1:300 @A1

Rev Notes:
A - INITIAL SUBMISSION

Legend:
- FRONT OVERHANG - FORWARD-FACING
- WHEEL PATH - FORWARD-FACING
- FRONT OVERHANG - REVERSE DIRECTION
- WHEEL PATH - REVERSE DIRECTION

SWEPT PATH DIAGRAM

SITE ACCESS + WORKS ZONE ACCESS
CONSTRUCTION PHASE - STAGE 1
INGRESS: FORWARD DIRECTION
EGRESS: FORWARD DIRECTION

Project: MIXED-USE DEVELOPMENT
Location: 31 DONALD ST, CARLINGFORD

Prepared By: MATTHEW YOUNG

Plan:	Issue:	Date:
SBMG02885-19	A	15/07/25

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Notes:

VEHICLE PATHS CALCULATED USING AUTODESK AUTOCAD 2023 & AUTODESK VEHICLE TRACKING 2023.

AS/NZS 2890.2:2002 HRV - HEAVY RIGID VEHICLE USED WITH A KERB TO KERB TURNING RADIUS OF 12.500m.

AS/NZS 2890.2:2002 MRV - MEDIUM RIGID VEHICLE USED WITH A KERB TO KERB TURNING RADIUS OF 10.000m.

DIAGRAM ILLUSTRATES TURNING MANOEUVRES REQUIRED FOR TRUCKS TO ENTER AND EXIT THE SITE USING THE PROPOSED SITE ACCESS POINTS AND WORKS ZONE.

DESIGN VEHICLE SPEED	FORWARD DIRECTION: 16km/h
	REVERSE DIRECTION: 8km/h

SCALE: 1:300 @A1

Rev Notes:
A - INITIAL SUBMISSION

Legend:
- FRONT OVERHANG - FORWARD-FACING
- WHEEL PATH - FORWARD-FACING
- FRONT OVERHANG - REVERSE DIRECTION
- WHEEL PATH - REVERSE DIRECTION

SWEPT PATH DIAGRAM

SITE ACCESS + WORKS ZONE ACCESS
CONSTRUCTION PHASE - STAGE 2
INGRESS: FORWARD DIRECTION
EGRESS: FORWARD DIRECTION

Project: MIXED-USE DEVELOPMENT
Location: 31 DONALD ST, CARLINGFORD

Prepared By: MATTHEW YOUNG

Plan:	Issue:	Date:
SBMG02885-24	A	15/07/25

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