

1 Sirius Road, Lane Cove West

Construction Traffic Management Plan

Prepared by: GTA Consultants (NSW) Pty Ltd for A W Edwards Pty Ltd

on 22/01/2020

Reference: N174410

Issue #: B

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Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A-Dr	03/12/2019	Draft for Council review	Jason Huang	Ashish Modessa	Brett Maynard	
A	04/12/2019	Final – amendments to construction vehicle volumes and addition of vehicle swept paths	Jason Huang Eric Ye	Ashish Modessa	Brett Maynard	Brett Maynard
B	22/01/2020	Final – Amended staging plans and construction timeline	Eric Ye	Dora Choi	Dora Choi	

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1. INTRODUCTION

01

1.1. Background

A W Edwards Pty Ltd has commissioned GTA Consultants to prepare a Construction Traffic Management Plan (CTMP) to examine the impacts of construction works at 1 Sirius Road, Lane Cove West on the surrounding transport network and to detail proposed construction traffic management measures.

1.2. Purpose of this Report

The overall principles of traffic management during the construction activity include:

- minimise the impact on pedestrian and cyclist movements
- maintain appropriate public transport access
- minimise the loss of public parking
- maintain access to/ from adjacent buildings
- restrict construction vehicle movements to designated routes to/from the site
- manage and control construction vehicle activity in the vicinity of the site
- carry out construction activity in accordance with Council's approved hours of works.

This report has been prepared and reviewed by consultants who hold the Roads and Maritime Services (Roads and Maritime) *Prepare a Works Zone Traffic Management Plan* certification. Details of the accredited consultants are provided below:

- Dora Choi – Certification No. 0051848825

1.3. Authority Requirements

Table 1.1 lists relevant conditions from the Development Consent SSD-9741 that relate to this Construction Traffic Management Plan.

Table 1.1: Relevant Development Consent SSD-9741 conditions

DA Condition			GTA Response
NOISE – Hours of Work			
B9 – The Applicant must comply with the hours detailed in Table 1, unless otherwise agreed in writing by the Planning Secretary.			Section 3.2
Table 1 Hours of Work			
Activity	Day	Time	
Earthworks and Construction	Monday – Friday	7:00am to 6:00pm	
	Saturday	7:00am to 4:00pm	
Operation	Monday – Sunday	24 hours	
TRAFFIC AND ACCESS – Construction Traffic Management Plan			
B35 - Prior to the commencement of construction, the Applicant must prepare a Construction Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The plan must form part of the CEMP required by Condition C2 and must:			
(a) be prepared by a suitably qualified and experienced person(s)			Section 1.2

DA Condition	GTA Response
<i>(b) be prepared in consultation with Council</i>	Council feedback will be sought on the draft CTMP
<i>(c) detail the measures that are to be implemented to ensure road safety and network efficiency during construction</i>	Section 4
<i>(d) detail heavy vehicle routes, access and parking arrangements</i>	Sections 3.3, 3.4 and 3.7
<i>(e) detail parking and access arrangements for construction staff vehicles</i>	Section 3.3
<i>(f) detail the measures which would be implemented to encourage the use of alternative transport options by construction staff (including public transport and car-pooling)</i>	Section 3.3
<i>(g) include a Driver Code of Conduct to:</i> <i>(i) minimise the impact of earthworks and construction on the local and regional road network</i> <i>(ii) minimise conflicts with other road users</i> <i>(iii) minimise road traffic noise</i> <i>(iv) ensure truck drivers use specific routes.</i>	Section 4.6
<i>(h) include a program to monitor the effectiveness of these measures</i>	Section 4.6
<i>(i) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.</i>	Section 4.7

1.4. References

In preparing this report, reference has been made to the following:

- inspection of the site and its surrounds
- Roads and Maritime Services Traffic Control at Work Sites Manual, Version 5.0, 27 July 2018
- Australian Standard AS1742.3 – 2009, Manual of Uniform Traffic Control Devices – Part 3: Traffic control for works on roads
- other documents and data as referenced in this report.

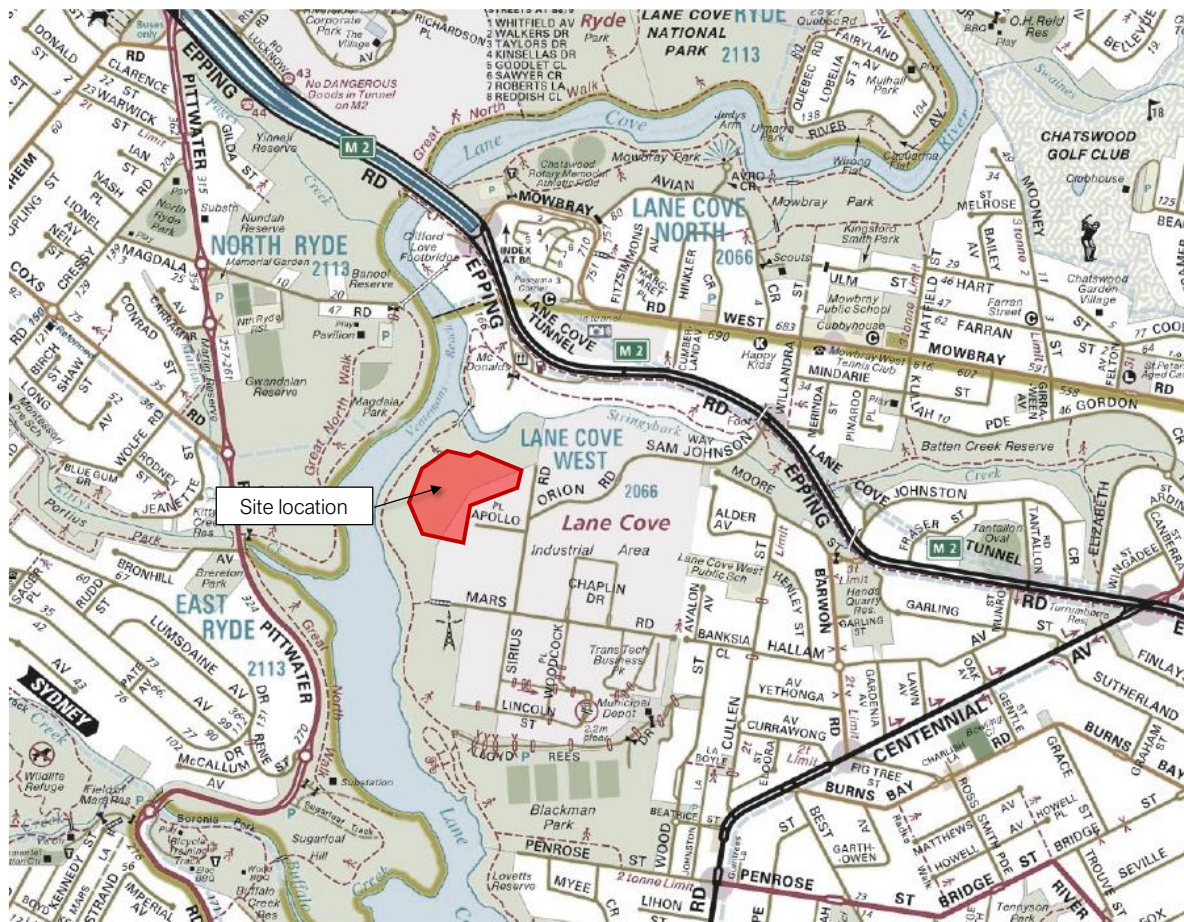
2. EXISTING CONDITIONS

02

2.1. Overview

The site is located at 1 Sirius Road, Lane Cove West and is zoned Light Industrial (IN2). Vehicle access is via a private access road that connects with Sirius Road. The site is bound by light industrial and showroom uses to the south and east; and the Lane Cove River and bushland to the north and west.

Figure 2.1: Site and surrounding environs



Basemap source: Sydney

2.2. Road Network

Table 2.1 summarises the relevant roads near the site.

Table 2.1: Schedule of road network

Road Name	Class	Description
Epping Road	State Road	- East-west connection between Artarmon in the east and Epping in the west - Two vehicle lanes in each direction - One bus lane in each direction - Parking is not permitted on either side of the road

EXISTING CONDITIONS

Road Name	Class	Description
Sam Johnson Way/ Orion Road	Collector road	- East-west connection between Epping Road and Sirius Road - One vehicle lane in each direction, two lanes near Epping Road. - Parking is generally not permitted on either side, except for a short section on the south side.
Sirius Road	Collector road/ local road	- North-south connection from Lincoln Street in the south, extending 700m north of Orion Road - One vehicle lane in each direction - Parking is permitted on both sides of the road.
Private access road	-	- East-west connection between Sirius Road and the site. - One vehicle lane in each direction - Parking is permitted both sides of the road.

2.3. Active and Public Transport

The North Ryde Metro Station is 1.7 kilometres away from the site, with trains running once every four minutes in peak periods and 10 minutes off-peak between Chatswood and Rouse Hill.

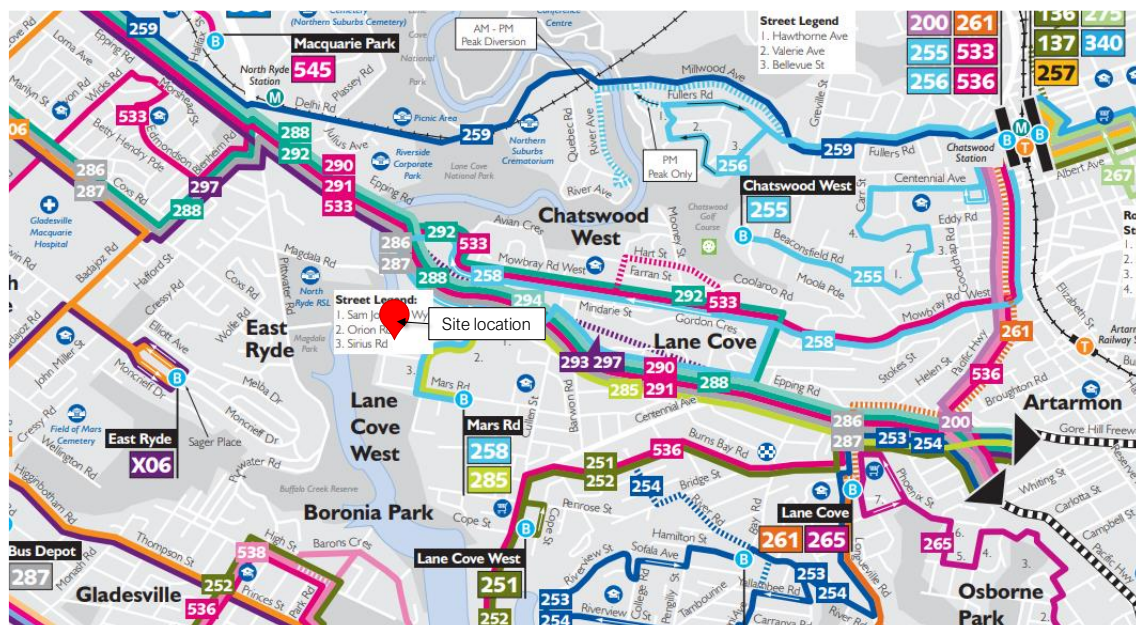
There are several bus routes that operate along Epping Road, with stops at the Sam Johnson Way intersection, that link Lane Cove West with Sydney CBD to the south and Epping and Macquarie Park to the northwest. There are footpaths provided along Sam Johnson Way, Orion Road and Sirius Road connecting the site with Epping Road bus stops.

Lane Cove West is serviced by two bus routes, as follows:

- 258 – Chatswood to Lane Cove West, with two services during the PM peak period only.
- 285 – Lane Cove West to City Wynyard, with services every 15 minutes in the AM and PM peak periods.

The surrounding bus network is shown in Figure 2.2.

Figure 2.2: Surrounding bus network



Base image source: https://transportnsw.info/document/4247/state_transit_north_shore_and_west_network_map.pdf

3. OVERVIEW OF CONSTRUCTION ACTIVITIES

03

3.1. Description of Construction Activities

The development comprises construction of a 24-hour data centre with associated office, supporting infrastructure and services, car parking and landscaping.

The estimated duration of works is 14 months, with bulk excavation having commenced in late November 2019 and the commissioning completed by February 2021. The key stages of works are summarised in Table 3.1 and Figure 3.1, with there being overlap of stages for various stages.

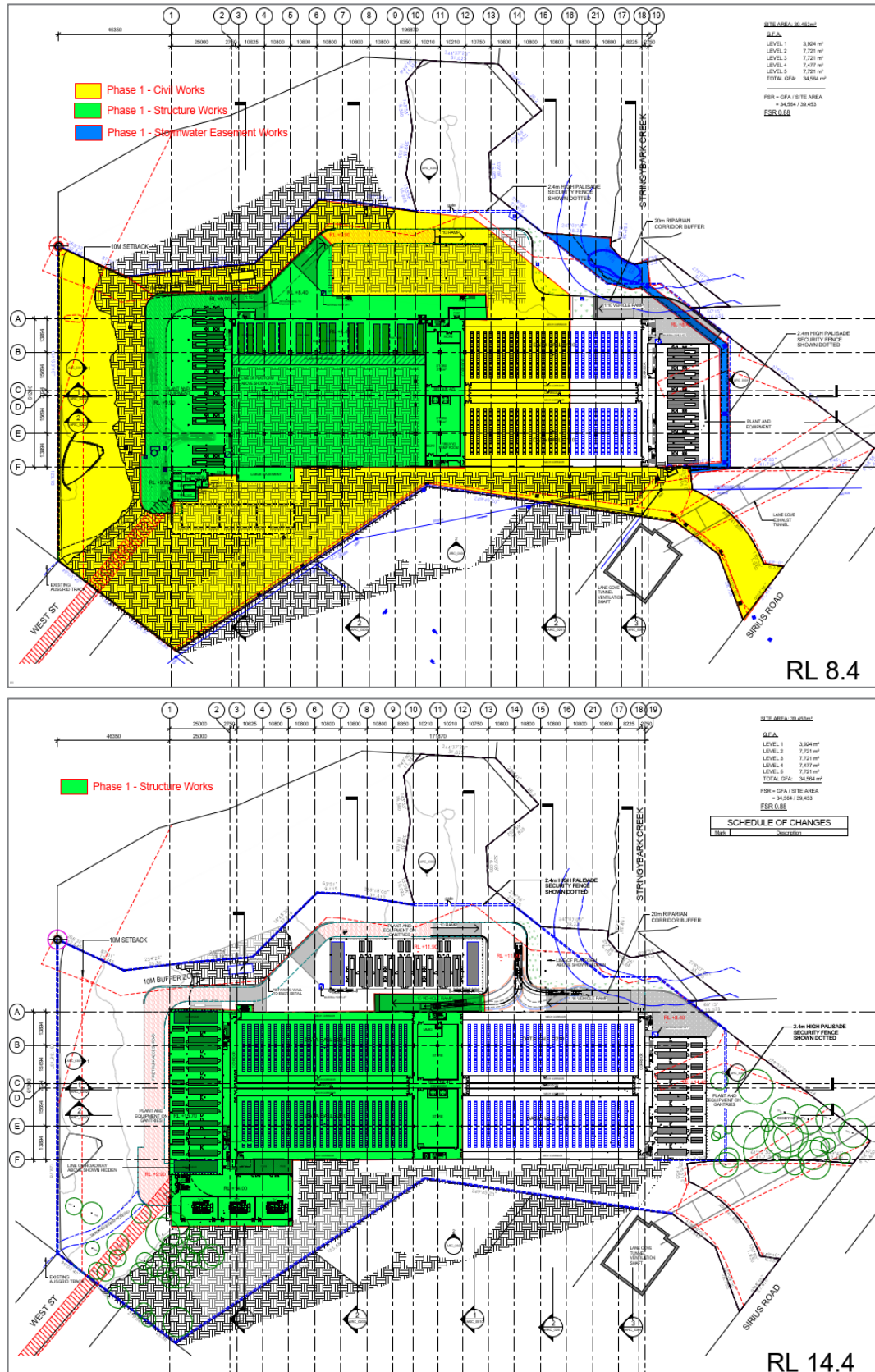
The construction sequence will be divided into two phases. Figure 3.1 illustrates the extent of phase 1 in colour. The non-coloured components of the development will form part of phase 2 which may be further subdivided into phase 1A and phase 2. The diagrams indicate the extent of works at various horizontal sections cut at certain reduced levels (RLs).

Table 3.1: Proposed construction works programme

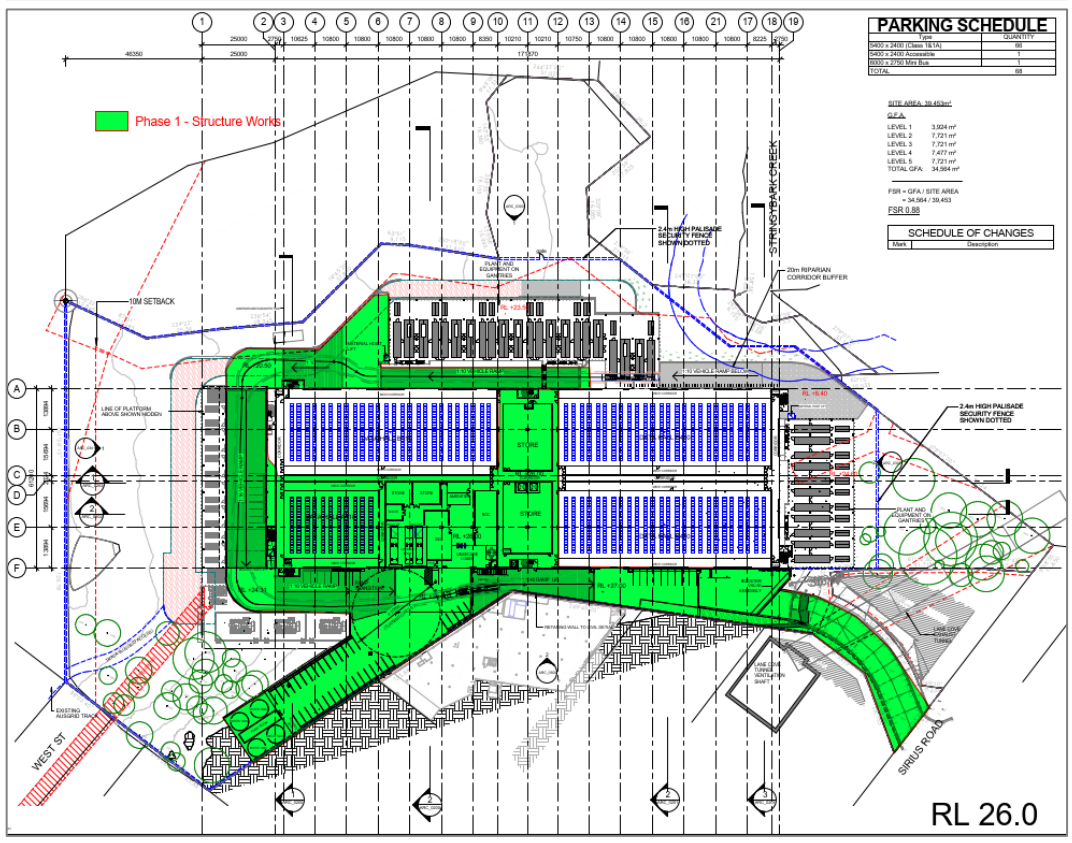
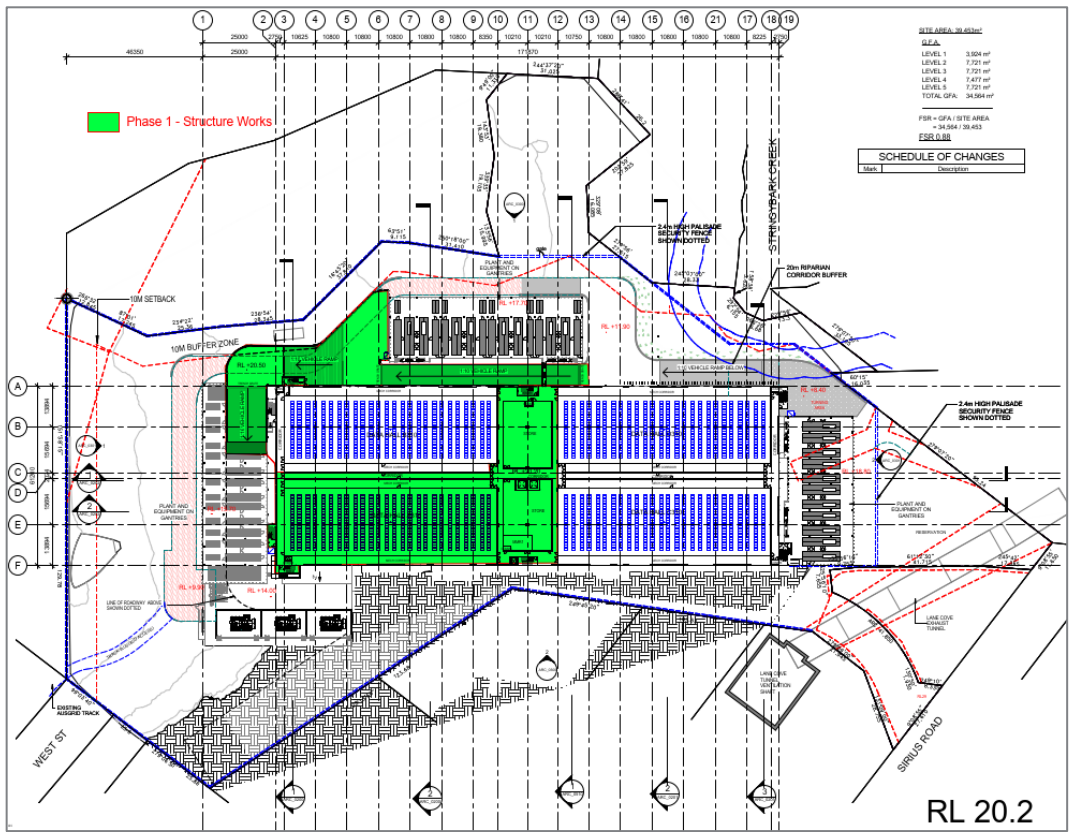
Stage	Start Date	End Date	Duration
Site Establishment	November 2019	Late November 2019	2 weeks
Bulk Excavation	Late November 2019	May 2020	5 months
Detailed Excavation	January 2020	March 2020	2 months
Structure	March 2020	September 2020	6 months
Fit-out	August 2020	February 2021	6 months
External Works	September 2020	December 2020	3 months
Commissioning	December 2020	February 2021	2 months

OVERVIEW OF CONSTRUCTION ACTIVITIES

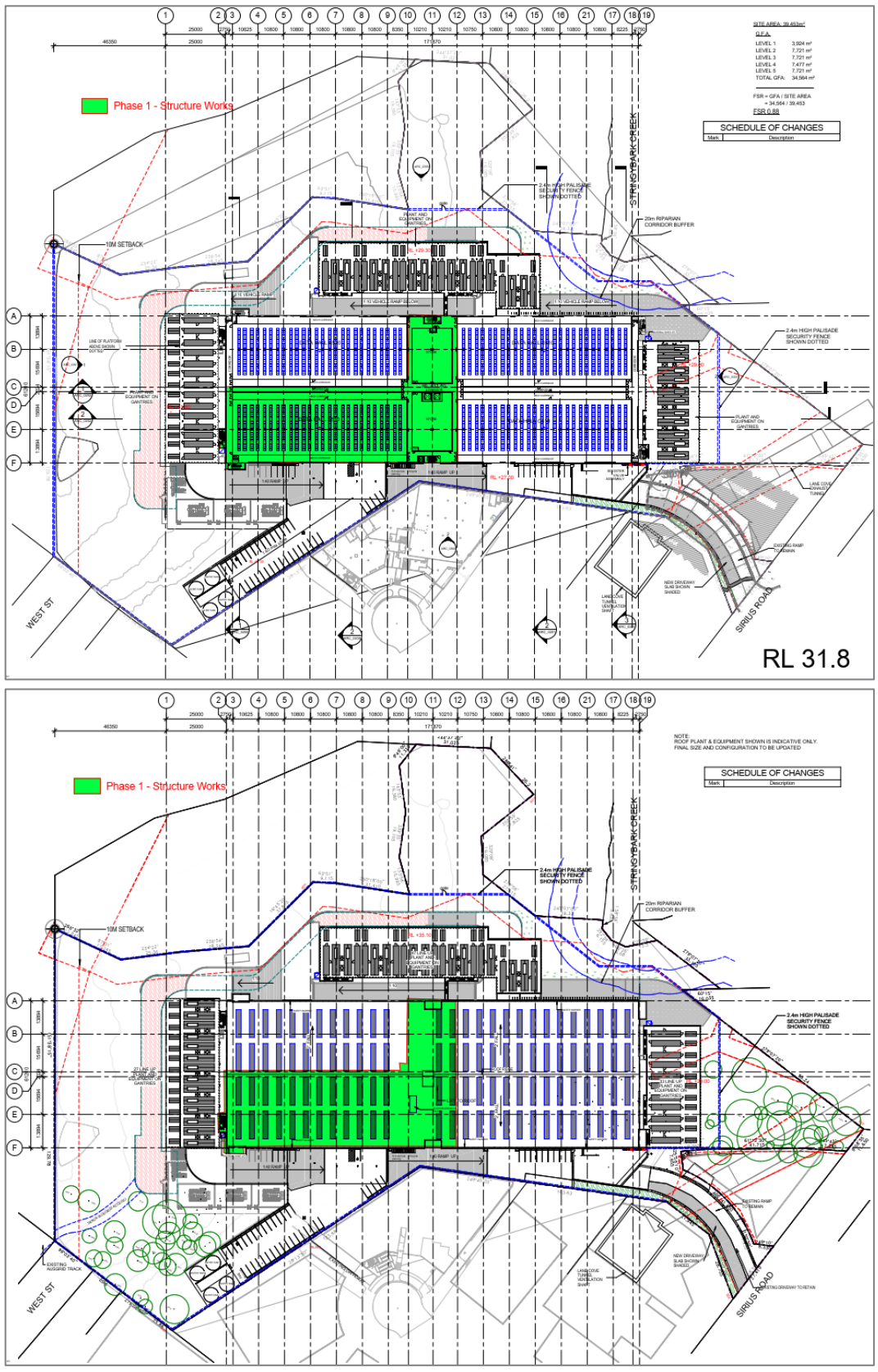
Figure 3.1: Staging plan



OVERVIEW OF CONSTRUCTION ACTIVITIES



OVERVIEW OF CONSTRUCTION ACTIVITIES



Source: A W Edwards

3.2. Work Hours

Construction works will be carried out between the following approved hours of construction:

- Monday to Friday 7:00am – 6:00pm
- Saturday 7:00am – 4:00pm
- Sunday/ public holiday No work.

A W Edwards will be responsible for instructing and controlling all subcontractors regarding the hours of work. Any work outside the approved construction hours would be subject to specific prior approval by the relevant authority.

3.3. Construction Workers

It is anticipated that there will be up to 200 workers on-site at any given time during the construction activities.

A W Edwards' site office will be at 2 Apollo Place, an existing commercial building that has on-site car parking for 69 vehicles and accessed via Apollo Place. As such, it is expected that most construction worker vehicle movements will not interact with trucks generated by the construction activities.

Workers will be encouraged to carpool or use public transport to access the site where practicable. During the site induction, workers will be informed of the available on-site parking, nearby public transport and pedestrian facilities. Appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements.

Workers will be discouraged from parking on the surrounding roads noting there is generally high demand across the day.

3.4. Construction Site Access

The site will have a range of truck types accessing the site, with all trucks to be loaded/ unloaded from within the site. The largest trucks expected to access the site on a regular basis will be 19-metre-long articulated vehicles. In general, most deliveries and waste removal will use rigid trucks up to 12.5 metres long, noting truck-and-dog vehicles will be required during excavation and semi-trailers (up to 19 metres long) will be required for some construction materials.

Access for 22-metre-long articulated vehicles for infrequent oversize deliveries will also occur and an application for these deliveries will be prepared for the National Heavy Vehicle Regulator (NVHR) separate to this CTMP.

Trucks will access the site via the private access road, with suitable on-site manoeuvring area available to allow the vehicles to enter and exit the public road network in a forward direction.

Roads and Maritime Services accredited traffic controllers will be positioned at the site access to manage the interaction of trucks generated by the construction activities and general traffic associated with neighbouring properties along the private access road. The accredited traffic controllers will also manage construction and operational traffic during later stages of works when Building A is operational, and construction of Buildings B and C continue.

Approval will be sought from relevant authorities for any oversize and over-mass vehicle movements required during the construction activities.

3.5. On-Street Works Zone

The construction activities do not require use of an on-street works zone.

3.6. Construction Vehicle Volumes

Construction vehicle volumes for the various stages are summarised in Table 3.2.

Table 3.2: Construction traffic volumes

Key Stages	Vehicle	Frequency
Site Establishment	Semi-trailer	two per week
	20 tonne Franna	two per week
Bulk Excavation	Oversize semi-trailer	two times only (out of hours)
Detailed Excavation	Oversize semi-trailer Semi-trailers	two times only (out of hours) two per week
	Truck & dog and heavy rigid vehicles	Up to 50 per day during peak activities
Structure	Medium rigid vehicles	four per week
	55 tonne and 100 tonne Mobile Cranes	four per week
	Semi-trailer and heavy rigid vehicles	Five per day
Structure - Concrete Pour Days Only	Concrete truck	60 per day
	Concrete pump truck	one per day
Fit out	Medium rigid vehicles	two per week
	Semi-trailer	two per week

Table 3.2 suggests that there will be a maximum of 60 trucks per day through any stage of the construction process, which equates to eight trucks during peak hours. Such a level of construction traffic is not expected to impact the surrounding road network, given the industrial nature of Lane Cove West.

3.7. Construction Vehicle Routes

Generally, construction vehicles will have origins and destinations from a wide variety of locations throughout Sydney. Where practicable, all construction vehicles will be restricted to the State and Regional Road network.

The below construction vehicle route provides the shortest distance (and only available route) to/ from the State and Regional road network. Truck drivers will be advised of the designated truck routes to/ from the site. The construction vehicle route is shown graphically in Figure 3.2, with Epping Road allowing access to the broader arterial road network.

Approach Route

- Epping Road, Sam Johnson Way/ Orion Road, Sirius Road, private access road.

Departure Route

- private access road, Sirius Road, Orion Road/ Sam Johnson Way, Epping Road.

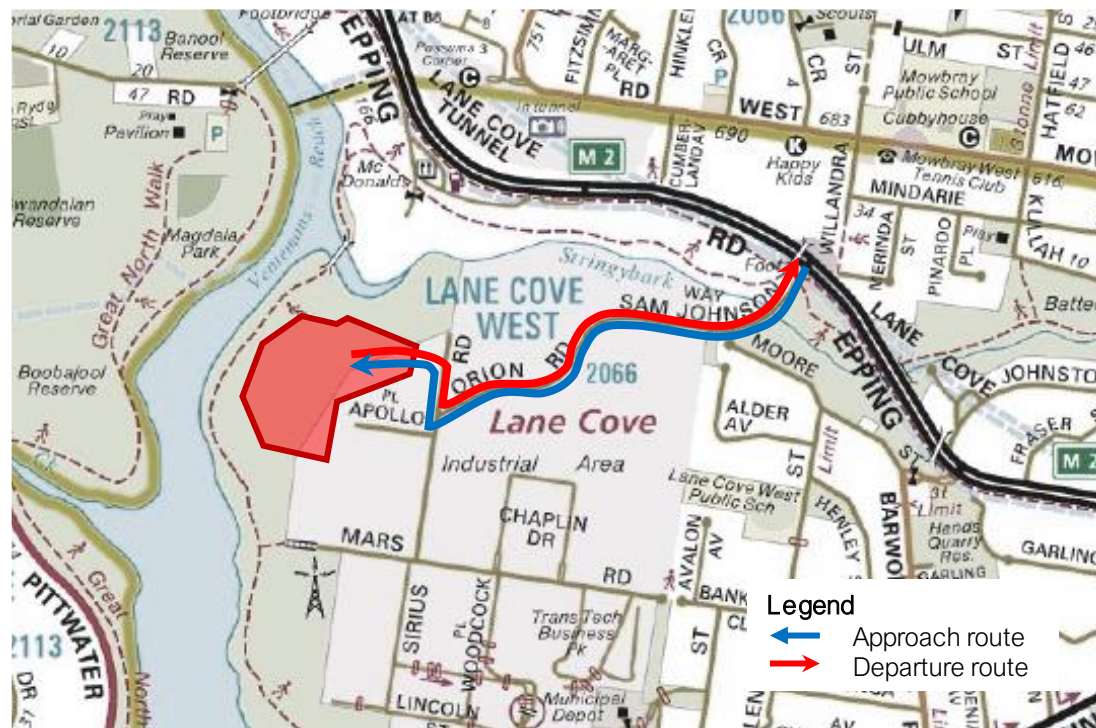
Swept paths for the largest vehicle that will be accessing the site on a regular basis (19-metre-long semi-trailer) are included in Appendix B. The swept paths show some minor encroachment into the opposing travel lane and on-street parking within the access driveway.

OVERVIEW OF CONSTRUCTION ACTIVITIES

Appropriate sight lines are available to manage two-way traffic movements (noting the majority of vehicles will have a lesser impact than shown), given the low local traffic volumes. Tenant parking restrictions would be implemented as required, with traffic controllers to manage entry and exit vehicle movements to avoid potential conflicts wherever possible.

Further swept paths for any specific larger vehicles would be provided as part of the relevant oversize and/ or over-mass vehicle movements application(s).

Figure 3.2: Approach and departure routes



Basemap source: Sydney

4. CONSTRUCTION TRAFFIC MANAGEMENT

04

4.1. Traffic Control Plan

Detailed information for work site operations is contained in the Traffic Control at Work Sites manual (Roads and Maritime, 2018) and AS1742.3:2009. The control of traffic at work sites must be undertaken with reference to WorkCover requirements and A W Edwards Workplace Health and Safety manuals.

A traffic control plan has been prepared (see Appendix A) and includes the following considerations:

- Construction vehicle activity, including the load/ unloading of trucks.
- Pedestrians and all passing vehicles will maintain priority.
- Clear definition of the work site boundary by A Class hoarding and/ or site fencing.
- All signage will be clean, clearly visible and not obscured.
- All construction vehicle activity will be minimised during peak periods, where possible.

The traffic control plan has been prepared by a consultant who hold the Roads and Maritime Services (Roads and Maritime) Prepare a Works Zone Traffic Management Plan certification. Details of the accredited consultant are provided below:

- Ashish Modessa: Certification No. 0039450174.

A copy of the traffic control plan is to be held on site at all times throughout the construction period by the Roads and Maritime Services accredited traffic controllers.

4.2. Pedestrian and Cyclist Management

All construction work will be completed within the site boundaries. Construction site fencing and/ or A Class hoarding will be installed along the perimeter of the site to separate pedestrians from the work site.

4.3. Public Transport and Emergency Vehicle Access

Construction activities are not expected to impact existing public transport services near the site.

Emergency vehicle access to the construction site and adjacent buildings will not be affected by the construction works. Emergency protocols on the site would include a requirement for suitably accredited traffic controllers to assist with emergency access from the street. Consequently, any potential impacts on emergency access would be effectively managed throughout the works.

Liaison would be maintained with police and emergency services throughout the construction period and a 24-hour contact made available for out-of-hours emergencies.

4.4. Traffic Movements in Adjoining Council Areas

No adverse effects are expected from the movement of trucks through adjacent council areas.

4.5. Site Inspections and Record Keeping

The construction work would be monitored to ensure that it proceeds as set out in the Construction Management Plan provided by A W Edwards. A daily inspection before the start of the construction activity should take place to ensure that conditions accord with those stipulated in the plan and there are no potential hazards. Any possible adverse impacts should be recorded and dealt with if they arise.

4.6. Site Induction

All on-site workers engaged by A W Edwards (including sub-contractors) would be required to undergo a site induction.

The induction would include permitted access routes to and from the construction site for workers and delivery vehicles, available parking arrangements, as well as standard environmental, workplace health and safety, driver protocols and emergency procedures. The approved work hours must be included as part of this induction.

Workers and truck drivers will be informed of the Driver Code of Conduct to:

- minimise the impact of construction works on the local and regional road network
- minimise conflicts with other road users
- minimise road traffic noise
- use specified truck routes.

4.7. Stakeholder Engagement Plan

Public notification actions to be completed by A W Edwards are detailed in Table 4.1.

Table 4.1: Public notification actions

Group	Action
Nearby commercial/ industrial properties	A W Edwards to provide advanced notification to adjoining properties of construction commencement, indicative duration and site contact person. A W Edwards to notify adjoining properties of any significant noise and/ or dust generating works.

A. TRAFFIC CONTROL PLAN





TRAFFIC MANAGEMENT NOTES:

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. ALL SIGNS TO BE MINIMUM SIZE A.
4. ALL SIGNS TO BE CLASS 1 RETROREFLECTIVE.
5. ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE RMS 'TRAFFIC CONTROL AT WORK SITES' MANUAL, VER 5 (RMS 2018) 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 MUST BE SET UP BY A PERSON HOLDING AN 'IMPLEMENT TRAFFIC MANAGEMENT PLANS' TICKET AND THE RMS 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 AND ENSURE A COPY OF THE TGS IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL ALSO DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TGS HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY VARIATIONS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE ACCREDITED PERSONNEL.
8. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A 'PREPARE 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 ARE TO 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' SHOULD 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. IF THE WORKSITE IS LEFT UNATTENDED 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.
11. TRAFFIC CONTROLLERS ARE NOT REQUIRED AT THE ACCESS FULL TIME, SHOULD CONDITIONS BE MODIFIED AND TRAFFIC CONTROLLERS REQUIRED, THEY ARE TO BE SUITABLY ACCREDITED TO AUSTRALIAN STANDARDS AND RMS ACCREDITATION AS REQUIRED. WHEN REQUIRED T1-34 AND T1-10 SIGNS ARE TO BE SET UP IN ACCORDANCE TO AUSTRALIAN STANDARDS AND RMS REQUIREMENTS.
12. ALL SIGNAGE IS TO BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
13. ALL SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
15. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE

LEGEND

- WORK AREA
- CONSTRUCTION VEHICLE ACCESS
- SIGNPOST



CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED:

- PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN

CERTIFICATE NO: 0039450274 (ASHISH MODESSA)



1 SIRIUS ROAD, LANE COVE WEST

TRAFFIC CONTROL PLAN

DATE: 12/11/2019
DRAWING NO. N174410-01-P1

B. SWEPT PATH ASSESSMENT

B



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



PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT
NOTIFICATION

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

DESIGNED
E.YE

APPROVED BY
B.MAYNARD

DESIGN CHECK
B.MAYNARD

DATE ISSUED
02.11.19

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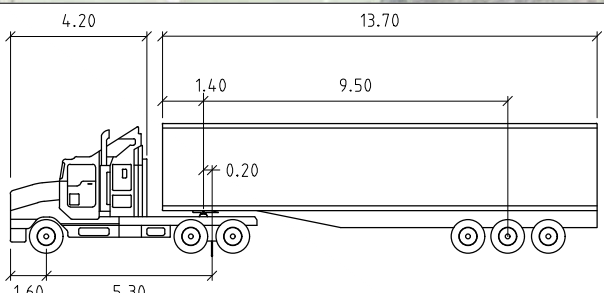
LANE COVE DATA CENTRE
1 SIRIUS ROAD
LANE COVE WEST NSW 2066
SWEPT PATH ASSESSMENT - 19m SEMI TRAILER IN
DRAWING NO. N174410-01 SHEET 01 OF 02 ISSUE P1



SWEPT PATH KEY

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

ASSUMED SPEED 10km/h



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

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



PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT
NOTIFICATION

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE
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GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED
E.YE

APPROVED BY
B.MAYNARD

DESIGN CHECK
B.MAYNARD

DATE ISSUED
02.11.19

SCALE
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CAD FILE NO.
N174410-05-P1.DWG

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

