

[37°48'13.0"S](#)
[144°51'55.6"E](#)

M3 Stage 2, 27 Indwe Street, West Footscray

ENDORSED DOCUMENT

PLANNING AND ENVIRONMENT ACT 1987
MARIBYRNONG PLANNING SCHEME

48 PAGES OF THE DOCUMENT REFERRED TO IN
PLANNING PERMIT NO. TP315/2025 CONDITION 3
ENDORSED BY Michael Alexander
ON BEHALF OF THE RESPONSIBLE AUTHORITY
DATED 14/04/2026



Construction Traffic Management Plan (CTMP) Report

17 September 2025
Prepared for Kapitol Group

IMP2504040REP01F04.docx

Impact

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Client Kapitool Group

Report Title M3 Stage 2, 27 Indwe Street,
West Footscray

Report Reference IMP2504040REP01F04.docx

Date of Issue 17 September 2025

Approved By Brendan Rodgers

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Document Control

Version	Date	Author
F04	17 September 2025	Sirena Maso
F03	7 August 2025	Sirena Maso
F02	25 July 2025	Sirena Maso
F01	19 May 2025	Sirena Maso
D01	9 May 2025	Sirena Maso

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1 IMPACT® Snap Shot

Site		
Location	27 Indwe Street, West Footscray	City of Maribyrnong
Roads & Responsible Authorities	Paramount Road	Primary Arterial Road (DoT)
	Indwe Street	Collector Road (Local Council)
	Cala Street	Local Traffic Street (Local Council)
Proposed Development		
Stage 2 Construction of Data Centre		
Stages of Construction		
Construction	Site Establishment / Construction of proposed structure	
Typical Management Strategy		
Construction Vehicles	Up to 19m Semi-Trailers	
Construction		
Loading Bays	Works contained within the subject site	
Construction		
Loss of Parking	11 Parking Spaces	
Construction		
Project Schedule		
Commence:	December 2024	
Complete	October 2026	
Duration	23 months	
Conclusion		
Construction Logistics have been reviewed and impacts to road network are deemed manageable.		

2 Introduction

2.1 Appointment

Impact Traffic Engineering has been retained by Kapitol Group to provide traffic engineering advice for the Construction Stage of this project.

3 References

This report and Traffic Guidance Schemes have been developed in conjunction with the below standards.

- Australian Standard AS1742.3:2009 & 2019 Manual of Uniform Traffic Control Devices - Traffic Control for Works on Roads
- Road Management Act 2004, Code of Practice - Worksite Traffic Management (2023)
- VicRoads Traffic Engineering Manual Volume 1, 2 & 3.
- VicRoads Road Design Note RDN 06-04 - Accepted Safety Barrier Products
- Road Safety Road Rules 2017
- Road Safety (Traffic Management) Regulations 2019.
- Austroads Guides

It is expected that implementation of signage and all traffic control devices shall be undertaken in accordance with the above standards.

4 Site Details

4.1 Location

The subject site is located at 27 Indwe Street, West Footscray.

The site is irregular in shape and is mainly a cleared site in preparation for Stage 2 construction. Stage 1 on this site has been completed and is now operation. Surrounding land use is predominantly residential.

Significant landmarks/infrastructure in proximity to the site are:

- Tottenham Station located to the north
- Hansen Road located to the east
- Western Ring Road located to the west
- West Gate Freeway located to the south; and

Figure 1 shows the location of the subject site.

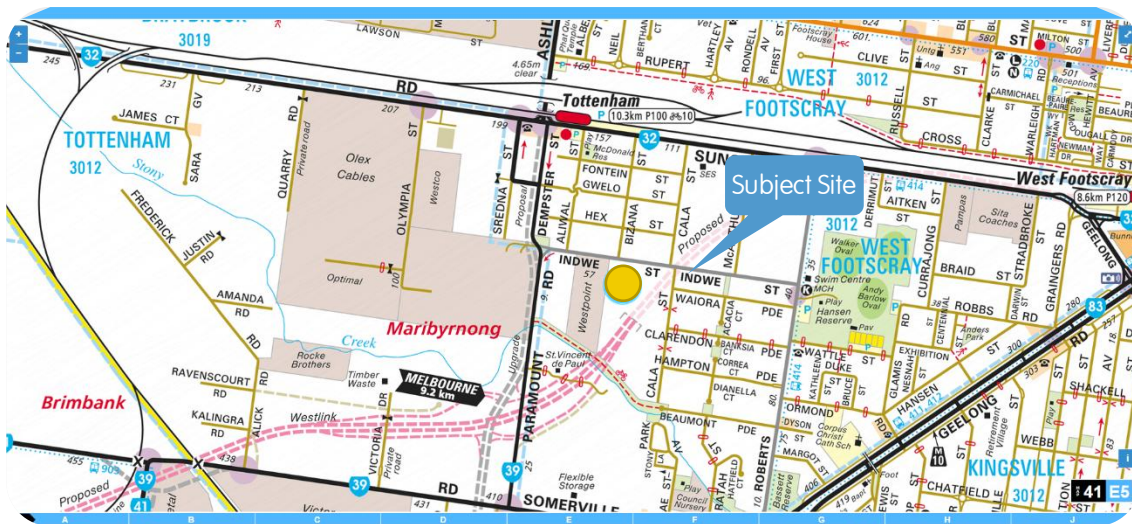


Figure 1 Site location

4.2 Road Network

The site has street frontages to Indwe Street to the north, Paramount Road to the west and Cala Street to the east with details tabulated and views shown of these streets below in Table 1 & Figure 2, Table 2 & Figure 3 and Table 3 & Figure 4 respectively.

Table 1 Indwe Street existing features

Existing Features	
Traffic Lanes	Two traffic lanes in each direction with respective kerbside parking lanes
Road Type	Collector Road (Local Council)
Road Direction	Eastbound/Westbound
Speed Limit	50km/h
Traffic Volumes	N/A
Pedestrians / Cyclists	Northern and Southern footpaths



Figure 2 Indwe Street adjacent the site looking East

Table 2 Paramount Road existing features

Existing Features	
Traffic Lanes	Two-way road
Road Type	Primary Arterial Road (DoT)
Road Direction	Northbound/Southbound
Speed Limit	60km/h
Traffic Volumes	3,700vpd (approx.) 11% Trucks
Public Transport	N/A
Pedestrians / Cyclists	Eastern and Western footpaths

**Figure 3 Paramount Street looking South.**

Table 3 Cala Street existing features

Existing Features	
Traffic Lanes	One traffic lane in each direction with one eastern kerbside parking lane
Road Type	Local Traffic Street (Local Council)
Road Direction	Northbound/Southbound
Speed Limit	50km/h
Traffic Volumes	N/A
Public Transport	N/A
Pedestrians / Cyclists	Eastern and Western footpaths

**Figure 4 Cala Street adjacent the site looking north**

5 Proposed Development

Highlights of the project are as follows:

The development consists of construction of a NEXTDC M3 data centre located in West Footscray (Stage 2). The M3 data centre will be built and certified to Uptime Tier IV standards and will charter the NEXTDC standard NABERS 5-star rating for energy efficiency. The new data centre will seamlessly connect to existing NEXTDC data centres in each city, to ensure all existing clients obtain all the new benefits.



Figure 5 Architect Impression the Data Centre - Courtesy Star Weekly

6 Green Travel - Construction Workers

Based on the location of the subject site, Capitol Group has identified the importance of encouraging the use of sustainable transport methods in order to reduce the impact of construction worker parking on the surrounding road network.

The subject site has a connection to the public transport network, with Tottenham Station in close vicinity and a bus route on Roberts Street. A summary of the of the Public Transport options is provided below in Table 4 and depicted in Figure 6.

Table 4 Public Transport Options

Service	Route	Description	Nearest Stop	Walking Distance
Train	Sunbury Line		Tottenham Station	750m
Bus	414	Laverton Station to Footscray via Geelong Road	Hansen Reserve/Roberts Street	~550m

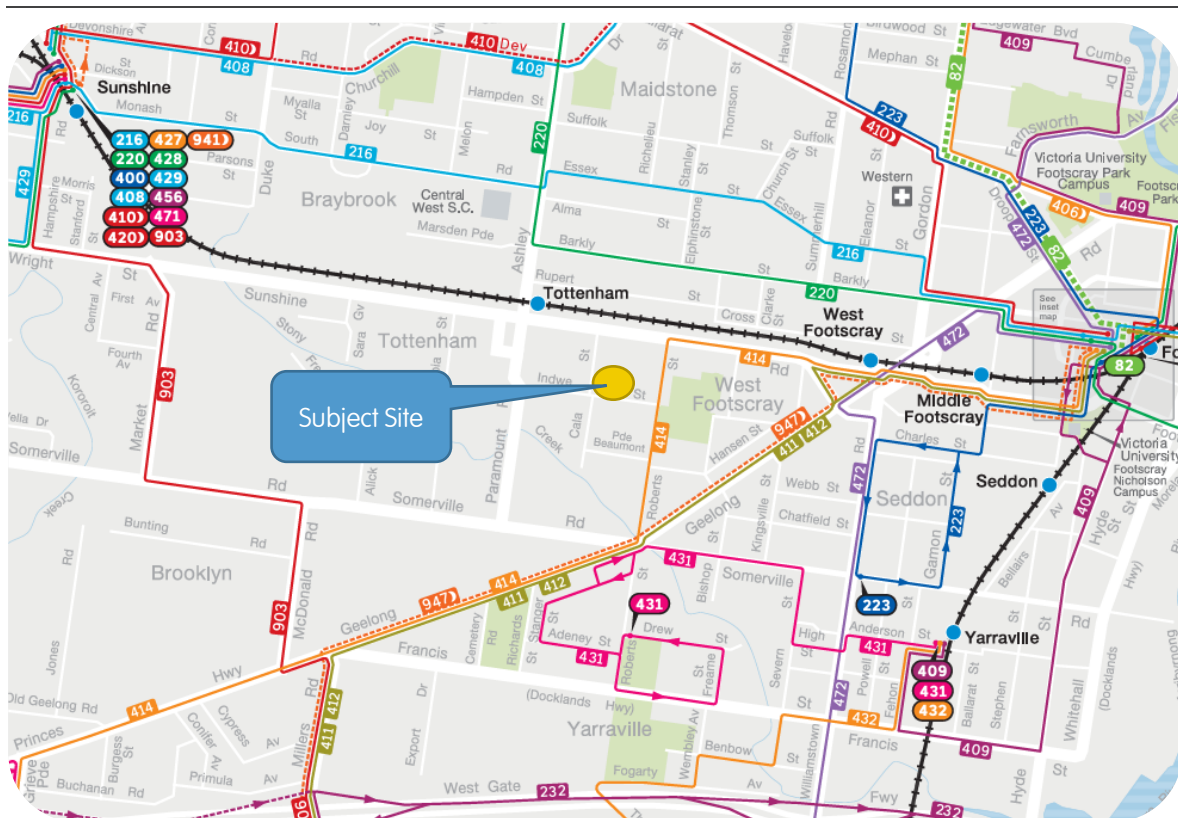


Figure 6 Public Transport Options

Workers will be encouraged to utilise public transport where possible as a more sustainable mode of transport. It is acknowledged however that some of the workforce will drive to the site, hence it is proposed to have a dedicated staff and contractor car park at 35-65 Paramount Road, Tottenham as indicated in the below figure sufficient to accommodate the peak expected workforce. This car park will be utilised for all the stages of construction, with zero reliance on on-street parking.



Figure 7 - Temporary Site Car Park

For further details please refer to Appendix C for the proposed car park layout.

7 Traffic Management Objective

The construction activities associated with the project will generate construction vehicle movements within and around the site precinct. The construction vehicles will interface with public vehicle and pedestrian activity.

Throughout the project, the objective for traffic management will be to:

- Implement an effective traffic management plan that achieves the planned construction activities in a safe and efficient manner.
- Provide for the safety of all road users.
- Provide for the safety of construction personnel.
- Minimise impacts to the environment; and
- Minimise the disruption to public vehicular and pedestrian traffic.

8 Traffic Management Strategy

8.1 General

Detailed Traffic Guidance Schemes (TGSs) have been prepared for the Construction stages of the project, and are included within Appendix A.

It is understood this Traffic Management Plan will be forwarded to Council's transport team for review and consent, prior to implementation.

8.2 Hours of Construction

The proposed typical hours of construction for the project are as follows:

- Monday to Friday 7:00am to 7:00pm
- Saturday 8:00am to 3:00pm

8.3 Construction Stage - Paramount Road Access

During the Construction Stage, it is proposed to implement the following:

- Three site access gates will be established along the Paramount Road frontage to provide the primary access in and out of the site.
- The northern site access gate will be established adjacent to an existing crossover.
- Construction vehicles up to 19m semi-trailers will access through the northern gate travelling either northbound or southbound along Paramount Road. Semi-trailers utilising this gate to egress will travel northbound along Paramount Road. Smaller construction vehicles up to 8.8m medium rigid vehicle will be able to egress either direction along Paramount Road.
- Adjacent the central gate a temporary crossover will be constructed.
- All construction vehicles will be able to enter and exit either northbound or southbound along Paramount Road.
- Adjacent the southern gate an existing crossover will be widened to facilitate construction vehicle movements.
- Construction vehicles up to 19m semi-trailers will access through the southern gate travelling either northbound or southbound along Paramount Road. Semi-trailers utilising this gate to egress will travel northbound along Paramount Road. Smaller construction vehicles up to 8.8m medium rigid vehicle will be able to egress either direction along Paramount Road.

- All vehicle movements detailed above will occur with the existing flow of traffic on Paramount Road and will not require traffic to be stopped. A spotter/gate person will be situated at each gate as required to help coordinate construction vehicle movements and to supervise pedestrians.
- It is understood that the above movements will be the primary movements for the majority of the deliveries to the site. However, in certain rare cases traffic may need to be stopped to facilitate construction vehicle movements. During these movement traffic controllers will be utilised on Paramount Road to briefly hold traffic.
- The dedicated site car park will be established within an existing property on the western side of Paramount Road, as such a dedicated pedestrian crossing point will be established for pedestrians to cross Paramount Road. As needed, traffic controllers will assist pedestrians to cross and pick gaps in traffic. Priority will be given to Paramount Road traffic and traffic controllers will ensure that any delays to vehicle traffic are minimised.
- It is understood that the temporary crossing point will be installed during the initial phase of construction, however, to enhance safety on Paramount Road, a dedicated signalised pedestrian crossing will be established without the need for traffic controllers to stand out on Paramount Road. Temporary portable traffic lights and the appropriate linemarking will be installed to allow pedestrians to cross Paramount Road safely. After hours the temporary signals will be turned off and 'not in use' signs will be installed to cover the lanterns.
- Pedestrian access along the Paramount Road site frontage will be maintained throughout the works along the existing footpath.

For details and swept path analysis refer to the Construction Stage Traffic Guidance Schemes (IMP2504040-TGS-01, TGS-04 & TGS-07) attached within Appendix A.

8.4 Construction Stage - Indwe Street Access

During the Construction Stage, Indwe Street will be utilised as a secondary access point for construction activity. To facilitate this, it is proposed to implement the following:

- An access gate will be setup within the subject site set back from the existing property access point.
- The existing access point will continue to provide access to the existing data centre with traffic controllers managing the coordination between construction traffic and the traffic accessing the data centre.
- Construction vehicles up to 19m semi-trailers will approach eastbound along Indwe Street and turn right into the existing crossover before entering the site. Construction vehicles will turn around on-site and egress via the existing crossover westbound along Indwe Street.
- Pedestrian access along the Indwe Street site frontage will be maintained throughout the works along the existing footpath.

For details and swept path analysis refer to the Construction Stage Traffic Guidance Schemes (IMP2504040-TGS-02) attached within Appendix A.

8.5 Paramount Road Shuttle Flow

During the construction it is understood that a short term lane closure setups may be required along Paramount Road to facilitate activities such as the construction of temporary crossovers. To facilitate these works, it is proposed to implement the following:

- A work zone will be established along the Paramount Road southbound traffic lane. The work zone will be delineated with t-top bollards.
- To maintain traffic flow along Paramount Road, traffic controllers will establish a shuttle flow arrangement on the northbound carriageway.
- A 40km/h speed reduction will be established during the works.

- Pedestrian access along the site frontage will be maintained via a temporary pedestrian diversion. A minimum 1.5m footpath will be maintained.

For details and swept path analysis refer to the Construction Stage Traffic Guidance Schemes (IMP2504040-TGS-05) attached within Appendix A.

8.6 Construction Considerations

It is understood that the following construction consideration will be adhered to for all works associated with this site:

- The arm length of the mobile/tower crane will not encroach into adjoining properties and Council's road reserve at any point in time. The movement of the arm will be restricted to within the site boundary at all times.
- Lifting of building materials will be contained within the site, at all times.
- Mobile/tower cranes, concrete pumps and all associated construction equipment will be contained within the site at all time.
- All loading/unloading and waste collection activities will be contained within the site, at all times.
- All construction and staff parking will be contained within a dedicated site car park which will be established at 35-65 Paramount Road, Tottenham on the opposite the site. This car par will be utilised for all the stages of construction, with zero reliance on on-street parking.

9 Project Schedule

The indicative number of staff and vehicle movements/deliveries for this project has been provided by Kapitol Group and summarised below in Table 5.

Note:

- Refer to Kapitol Group Construction Management Plan (CMP) for more details on the project construction methodology and sequencing.
- Kapitol Group to apply for relevant council permits related to road occupation and works.

Table 5 Project Schedule Summary

Activities	Start - End	Staff	Construction Vehicle Movements				
			19m Truck-Dog Trailers	19m Semi-Trailers	8.8m Concrete Trucks		Other (up to 12.5m Service Vehicle)
			(per day / per week)	(per day / per week)	(pours per week)	(trucks per pour)	(per day / per week)
Early Works	Dec 2024 - Feb 2025	50	2 / day 12 / week	3 / day 18 / week	-	-	3 / day 18 / week
Earthworks	Feb 2025 - Jun 2025	100	10 / day 60 / week	3 / day 18 / week	1 / week	15 / pour	5 / day 30 / week
Structure	Mar 2025 - Nov 2025	300	-	30 / day 180 / week	2 / week	100 / pour	30 / day 180 / week
Fit Out	Aug 2025 - Jul 2026	400	-	10 / day 60 / week	-	-	50 / day / week
Building Commissioning	Feb 2026 - Oct 2026	200	-	-	-	-	5 / day 30 / week
Total Project Duration	23 months						

11 Loss of On-Street Parking

It is not proposed to remove any on-street parking to facilitate the construction of this development.

12 Recommended Site Access Routes

The recommended inbound and outbound routes are prescribed and shown below.

Note: The **Geelong Road/Princes Hwy** will be the preferred **major access route** to and from the site.

12.1 Inbound Route

Inbound Route 1: Geelong Road > Somerville Road > Paramount Road > Subject Site

Inbound Route 2: Geelong Road > Somerville Road > Paramount Road > Indwe Street > Subject Site

Inbound Route 3: Sunshine Road > Dempster Road > Paramount Road > (Indwe Street) > Subject Site

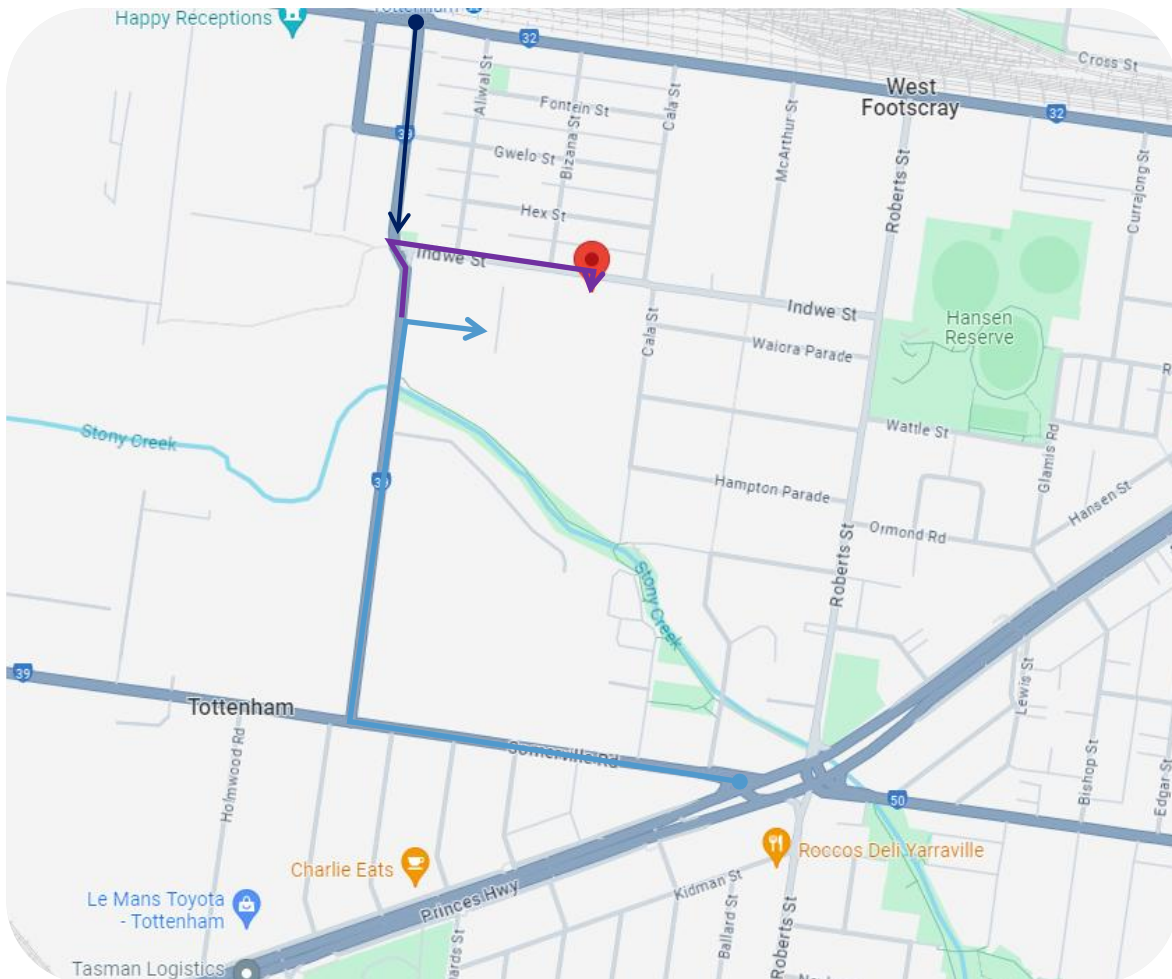


Figure 8 Inbound Site Access Route

12.2 Outbound Routes

Outbound Route 1: Subject Site > Paramount Road > Somerville Road > McDonald Road > Princes Hwy

Outbound Route 2: Subject Site > Indwe Street > Paramount Road > Somerville Road > McDonald Road > Princes Hwy

Outbound Route 3: Subject Site > (Indwe Street) > Paramount Road > Dempster Street > Gwelo Street > Sredna Street > Sunshine Road

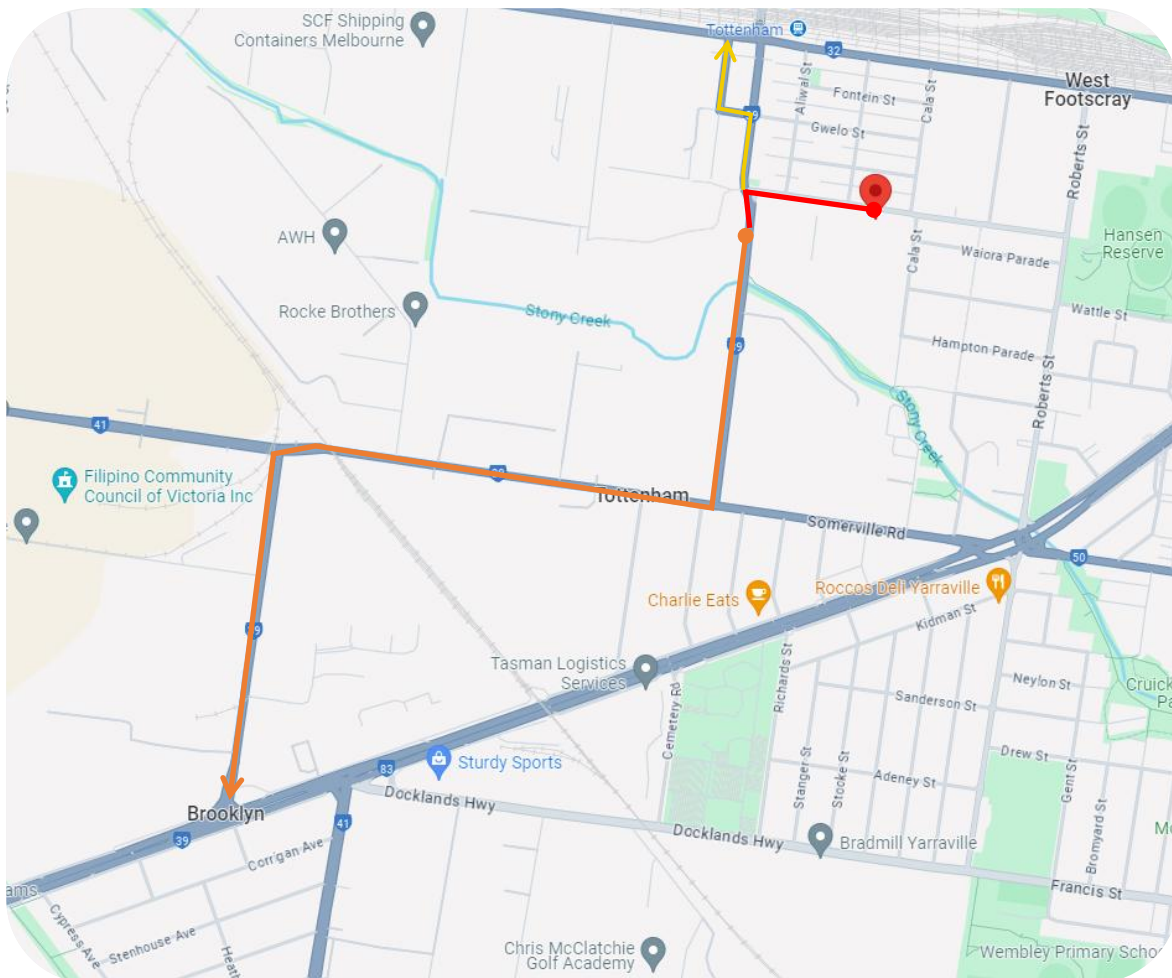


Figure 9 Outbound Site Access Route

13 Third Party Consultation

Prior to the implementation of the proposed traffic management, all relevant authorities are required to review and approve the site-specific traffic management strategy. The list below summarises the known authorities from which approval will be required. Note that consultation with other authorities may be required.

- City of Maribyrnong
- Department of Transport (VicRoads)

Kapitol Group will liaise with the abovementioned authorities to notify them of the proposed works and seek their approval.

14 Community Consultation Strategy

Kapitol Group will consult with and notify the surrounding property owners and any affected businesses of the proposed works and the proposed traffic management strategy.

A project specific communication strategy will be developed to determine the most effective way of notifying all affected parties. Where required, consultation will also be undertaken with the responsible road authority to determine suitable communication methods.

Possible communication methods that could be utilised are as follows:

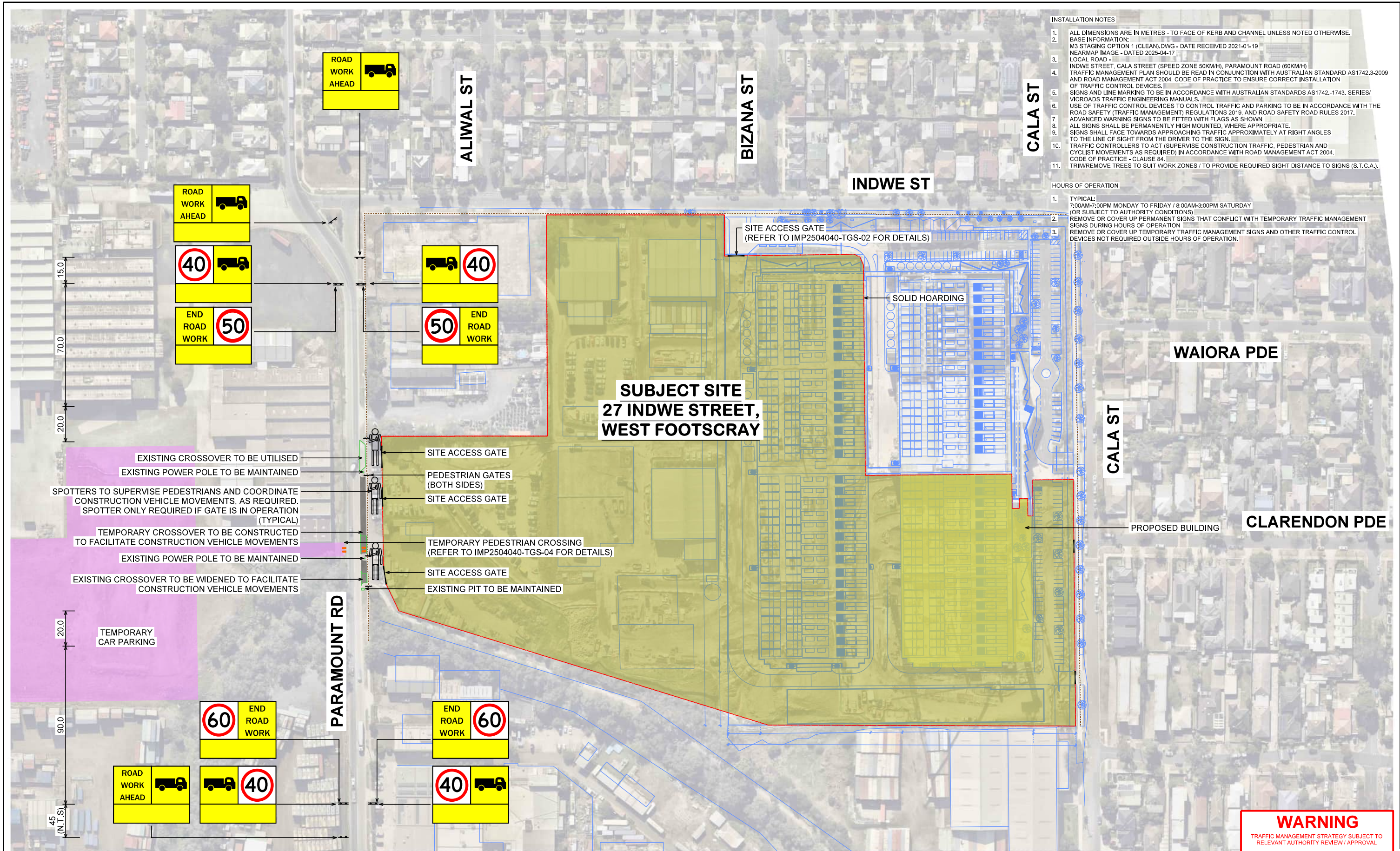
- Mail drop to local residents
- Email lists
- Variable Message Signage
- Noticeboard/Poster signage
- Media advertisement (radio/newspaper)
- Website

APPENDIX A

Traffic Guidance Schemes

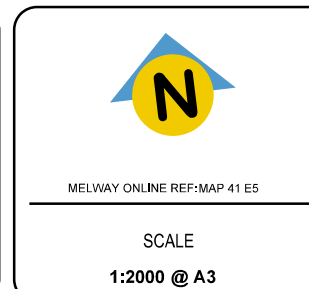
Construction Stage

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- INSTALLATION NOTES
1. ALL DIMENSIONS ARE IN METRES - TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
 2. BASE INFORMATION:
M3 STAGING OPTION 1 (CLEAN).DWG - DATE RECEIVED 2021-01-19
NEARMAP IMAGE - DATED 2025-04-17
 3. LOCAL ROAD -
 4. INDWE STREET - CALA STREET (SPEED ZONE 50KM/H), PARAMOUNT ROAD (60KM/H)
TRAFFIC MANAGEMENT PLAN SHOULD BE READ IN CONJUNCTION WITH AUSTRALIAN STANDARD AS1742.3-2009
AND ROAD MANAGEMENT ACT 2004. CODE OF PRACTICE TO ENSURE CORRECT INSTALLATION
OF TRAFFIC CONTROL DEVICES.
 5. SIGNS AND LINE MARKING TO BE IN ACCORDANCE WITH AUSTRALIAN STANDARDS AS1742-1743. SERIES/
VICROADS TRAFFIC ENGINEERING MANUALS.
 6. USE OF TRAFFIC CONTROL DEVICES TO CONTROL TRAFFIC AND PARKING TO BE IN ACCORDANCE WITH THE
ROAD SAFETY (TRAFFIC MANAGEMENT) REGULATIONS 2019, AND ROAD SAFETY ROAD RULES 2017.
ADVANCED WARNING SIGNS TO BE FITTED WITH FLAGS AS SHOWN.
 7. ALL SIGNS SHALL BE PERMANENTLY HIGH MOUNTED, WHERE APPROPRIATE.
 8. SIGNS SHALL FACE TOWARDS APPROACHING TRAFFIC APPROXIMATELY AT RIGHT ANGLES
TO THE LINE OF SIGHT FROM THE DRIVER TO THE SIGN.
 9. TRAFFIC CONTROLLERS TO ACT (SUPERVISE CONSTRUCTION TRAFFIC, PEDESTRIAN AND
CYCLIST MOVEMENTS AS REQUIRED) IN ACCORDANCE WITH ROAD MANAGEMENT ACT 2004.
CODE OF PRACTICE - CLAUSE 84.
 10. TRIM/REMOVE TREES TO SUIT WORK ZONES / TO PROVIDE REQUIRED SIGHT DISTANCE TO SIGNS (S.T.C.A.).
- HOURS OF OPERATION
1. TYPICAL:
7:00AM-7:00PM MONDAY TO FRIDAY / 8:00AM-3:00PM SATURDAY
(OR SUBJECT TO AUTHORITY CONDITIONS)
 2. REMOVE OR COVER UP PERMANENT SIGNS THAT CONFLICT WITH TEMPORARY TRAFFIC MANAGEMENT
SIGNS DURING HOURS OF OPERATION.
 3. REMOVE OR COVER UP TEMPORARY TRAFFIC MANAGEMENT SIGNS AND OTHER TRAFFIC CONTROL
DEVICES NOT REQUIRED OUTSIDE HOURS OF OPERATION.

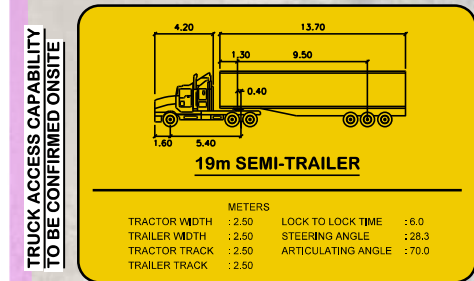
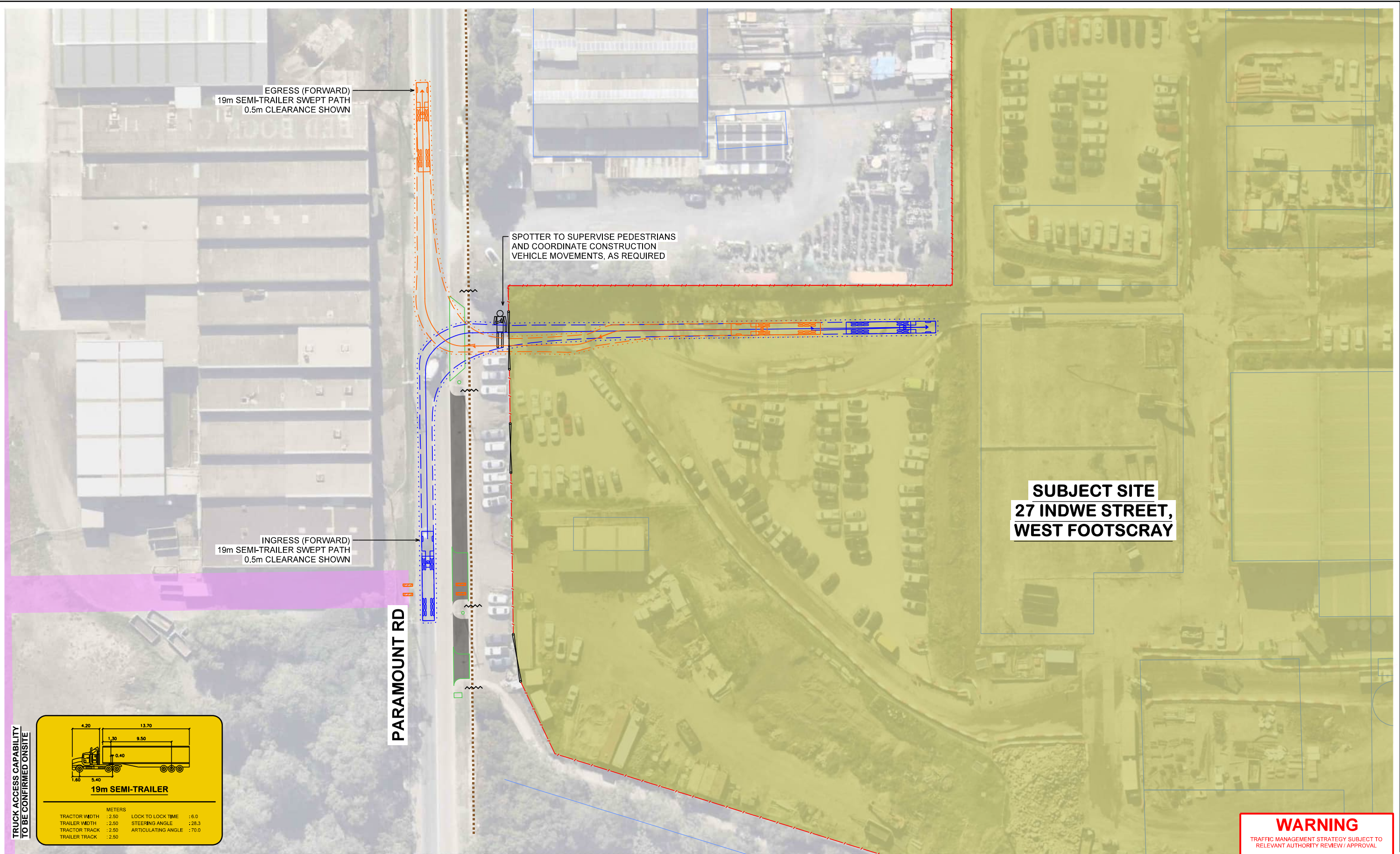
- LEGEND
- | | | | | | |
|--|-------------------|--|------------------------------|--|-----------------------|
| | SUBJECT SITE | | SOLID HOARDING | | ACCESS GATES |
| | PROPOSED BUILDING | | ULTIMATE BUILDING FOOTPRINT | | SPOTTER (AS REQUIRED) |
| | CROSSOVER | | EXISTING INDICATIVE FEATURES | | PEDESTRIAN GATE |
| | SITE CAR PARK | | PEDESTRIAN ROUTE | | |



Client KAPITOL GROUP		Date 2025-09-17	
Project NEXT DC M3 STAGE 2 27 INDWE STREET, WEST FOOTCRAY CITY OF MARIBYRNONG		Drawn / Approved SG / BR	
Status PRELIMINARY	Drawing Number IMP2504040 - TGS-01-01	Revision B	
Title TRAFFIC GUIDANCE SCHEME CONSTRUCTION VEHICLE ACCESS-PARAMOUNT ROAD SITE LAYOUT			

WARNING
TRAFFIC MANAGEMENT STRATEGY SUBJECT TO
RELEVANT AUTHORITY REVIEW / APPROVAL

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LEGEND	
	SUBJECT SITE
	PROPOSED BUILDING
	CROSSOVER
	SITE CAR PARK
	SOLID HOARDING
	ULTIMATE BUILDING FOOTPRINT
	EXISTING INDICATIVE FEATURES
	PEDESTRIAN ROUTE
	ACCESS GATES
	SPOTTER (AS REQUIRED)
	PEDESTRIAN GATE

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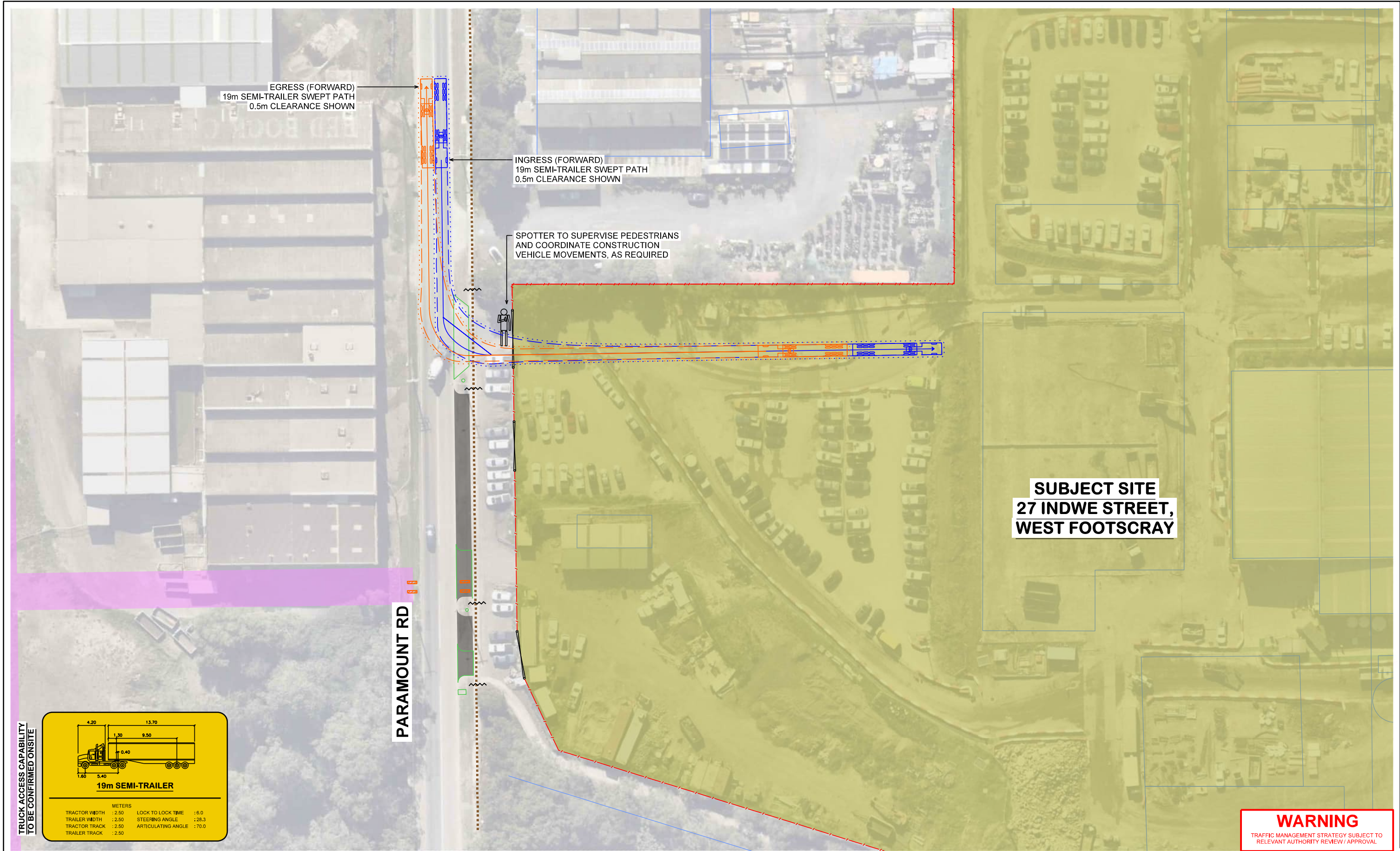
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MELWAY ONLINE REF: MAP 41 E5

SCALE
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Client KAPITOL GROUP	Date 2025-09-17 Drawn / Approved SG / BR
Project NEXT DC M3 STAGE 2 27 INDWE STREET, WEST FOOTCRAY CITY OF MARIBYRNONG	Title TRAFFIC GUIDANCE SCHEME CONSTRUCTION VEHICLE ACCESS-PARAMOUNT ROAD 19m SEMI-TRAILER SWEEP PATHS
Status PRELIMINARY	Drawing Number IMP2504040 - TGS-01-02
	Revision B

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LEGEND	
	SUBJECT SITE
	PROPOSED BUILDING
	CROSSOVER
	SITE CAR PARK
	SOLID HOARDING
	ULTIMATE BUILDING FOOTPRINT
	EXISTING INDICATIVE FEATURES
	PEDESTRIAN ROUTE
	ACCESS GATES
	SPOTTER (AS REQUIRED)
	PEDESTRIAN GATE

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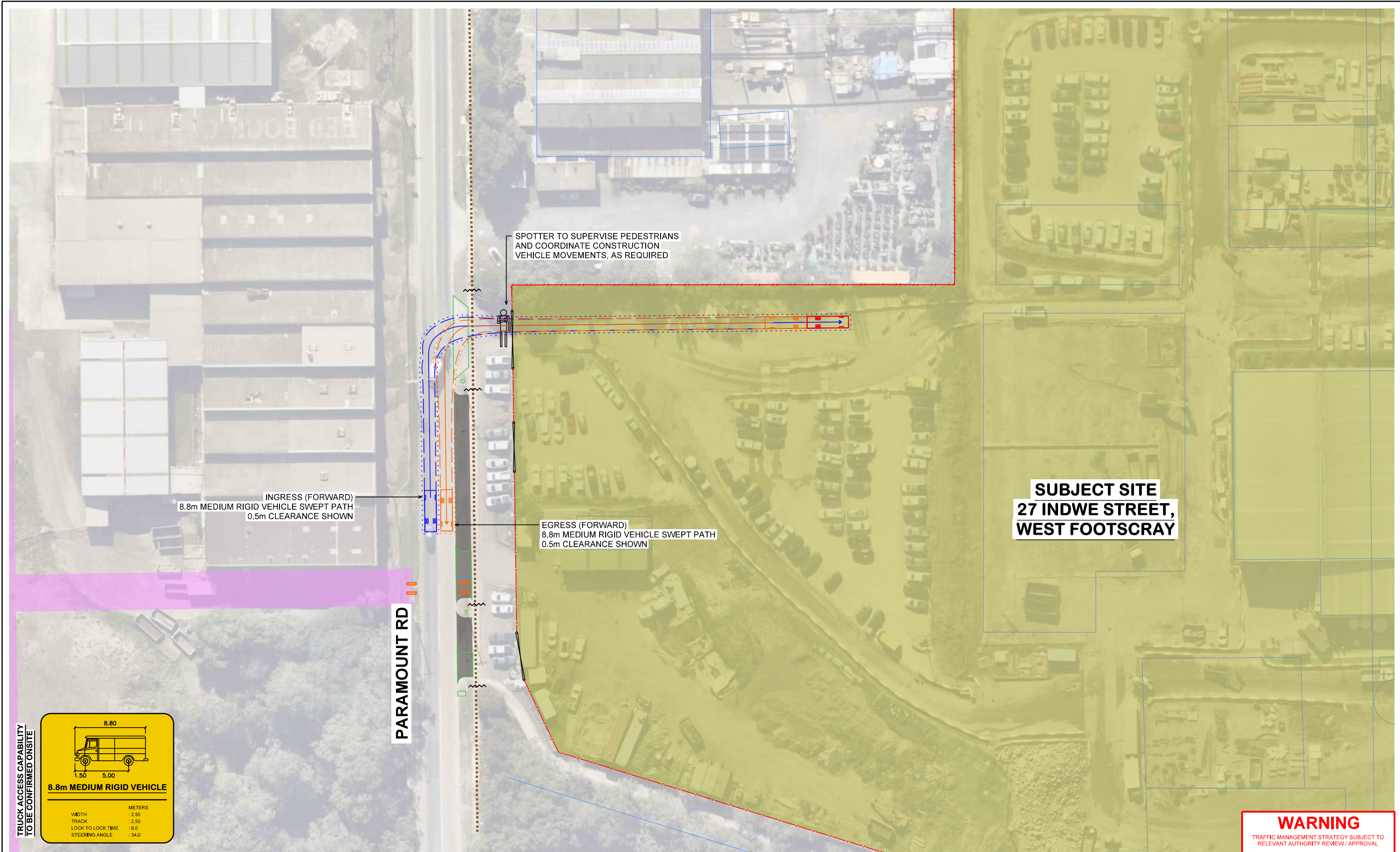
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MELWAY ONLINE REF: MAP 41 E5

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Project NEXT DC M3 STAGE 2 27 INDWE STREET, WEST FOOTCRAY CITY OF MARIBYRNONG	Title TRAFFIC GUIDANCE SCHEME CONSTRUCTION VEHICLE ACCESS-PARAMOUNT ROAD 19m SEMI-TRAILER SWEEP PATHS
Status PRELIMINARY	Drawing Number IMP2504040 - TGS-01-03
	Revision B

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LEGEND

SUBJECT SITE

PROPOSED BUILDING

CROSSOVER

SITE CAR PARK

SOLID HOARDING

ULTIMATE BUILDING FOOTPRINT

EXISTING INDICATIVE FEATURES

PEDESTRIAN ROUTE

ACCESS GATES
(AS REQUIRED)

PEDESTRIAN GATE

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MELWAY ONLINE REF: MAP 41 E5

SCALE
1:750 @ A3

Client
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Project
NEXT DC M3 STAGE 2
27 INDWE STREET, WEST FOOTCRAY
CITY OF MARIBYRNONG

Status
PRELIMINARY

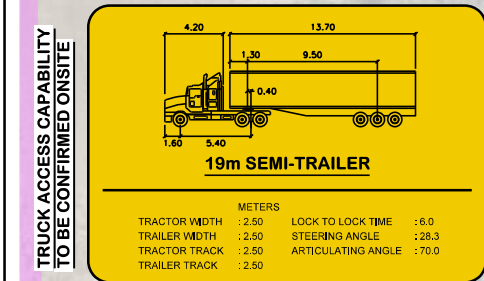
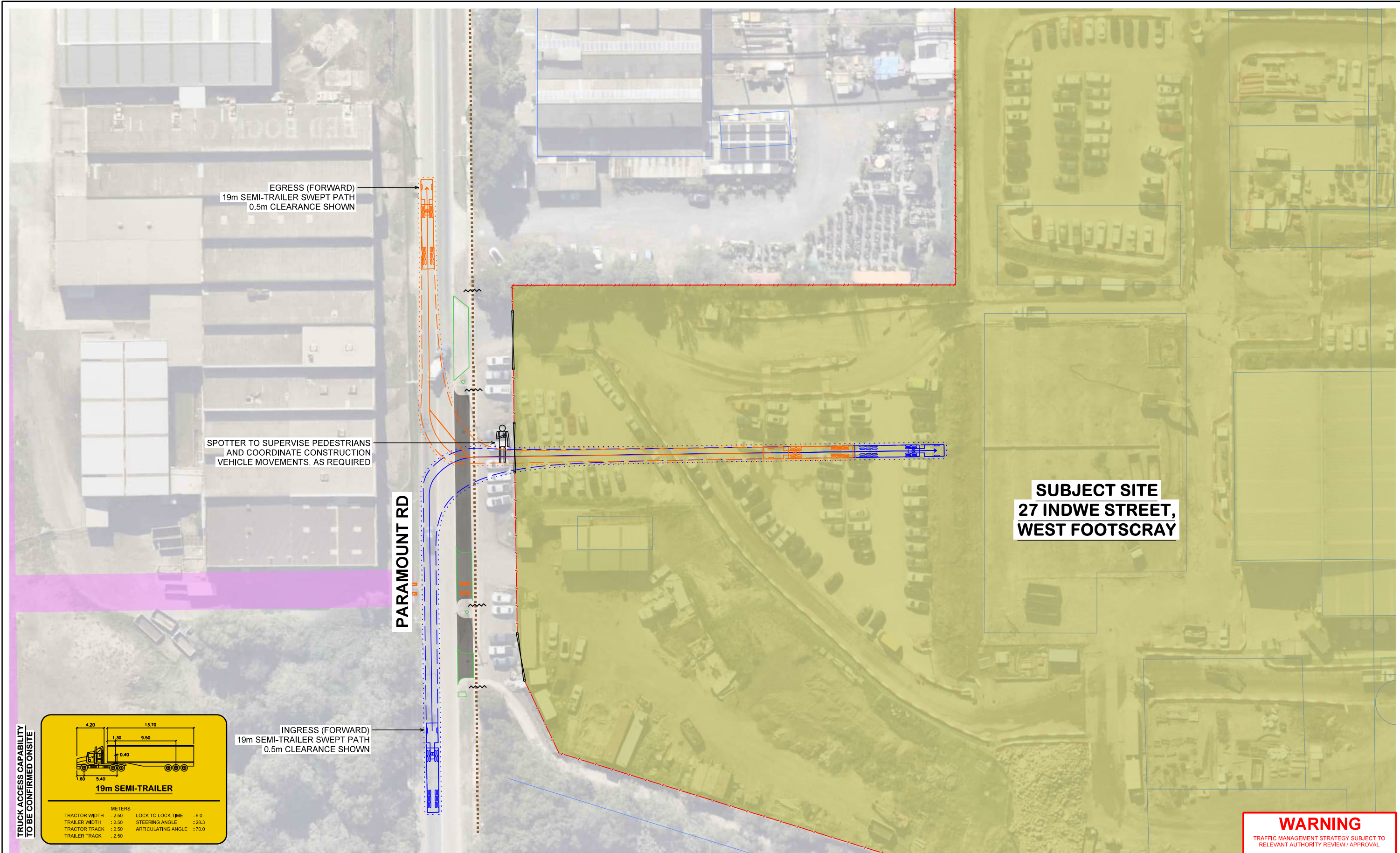
Date **2025-09-17**
Drawn / Approved **SG / BR**

Drawing Number
IMP2504040 - TGS-01-04

Revision
B

Title
TRAFFIC GUIDANCE SCHEME
CONSTRUCTION VEHICLE ACCESS-PARAMOUNT ROAD
8.8m MEDIUM RIGID VEHICLE SWEEP PATHS

17/09/2025 5:11:49 PM



LEGEND	
	SUBJECT SITE
	PROPOSED BUILDING
	CROSSOVER
	SITE CAR PARK
	SOLID HOARDING
	ULTIMATE BUILDING FOOTPRINT
	EXISTING INDICATIVE FEATURES
	PEDESTRIAN ROUTE
	ACCESS GATES
	SPOTTER (AS REQUIRED)
	PEDESTRIAN GATE

KAPITOL GROUP

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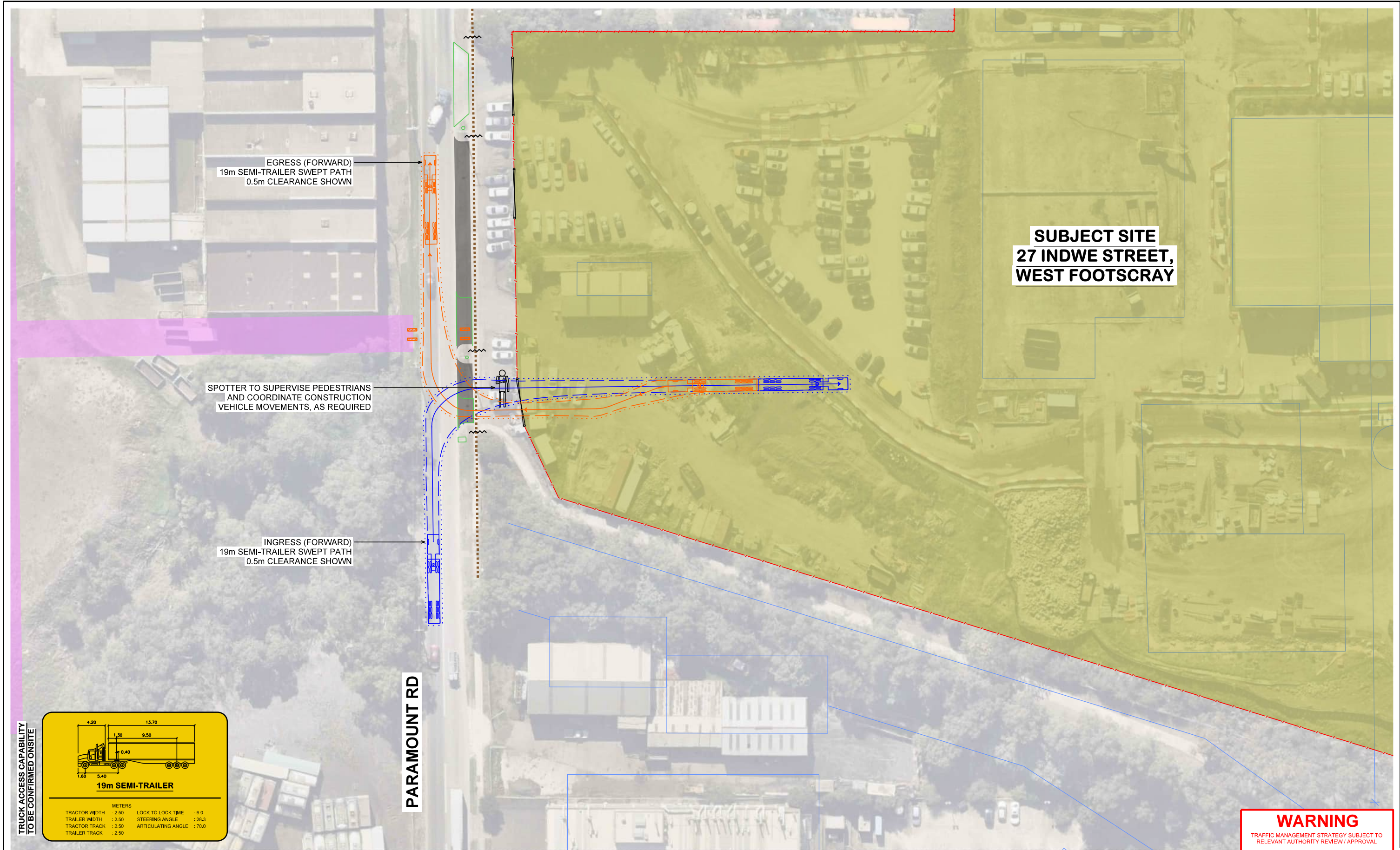
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LEVEL 17, 31 QUEEN STREET, MELBOURNE VIC 3000
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MELWAY ONLINE REF: MAP 41 E5

SCALE
1:750 @ A3

Client KAPITOL GROUP	Date 2025-09-17 Drawn / Approved SG / BR
Project NEXT DC M3 STAGE 2 27 INDWE STREET, WEST FOOTCRAY CITY OF MARIBYRNONG	Title TRAFFIC GUIDANCE SCHEME CONSTRUCTION VEHICLE ACCESS-PARAMOUNT ROAD 19m SEMI-TRAILER SWEEP PATHS
Status PRELIMINARY	Drawing Number IMP2504040 - TGS-01-06
	Revision B

17/09/2025 5:11:50 PM



LEGEND

	SUBJECT SITE		SOLID HOARDING		ACCESS GATES
	PROPOSED BUILDING		ULTIMATE BUILDING FOOTPRINT		SPOTTER (AS REQUIRED)
	CROSSOVER		EXISTING INDICATIVE FEATURES		PEDESTRIAN GATE
	SITE CAR PARK		PEDESTRIAN ROUTE		

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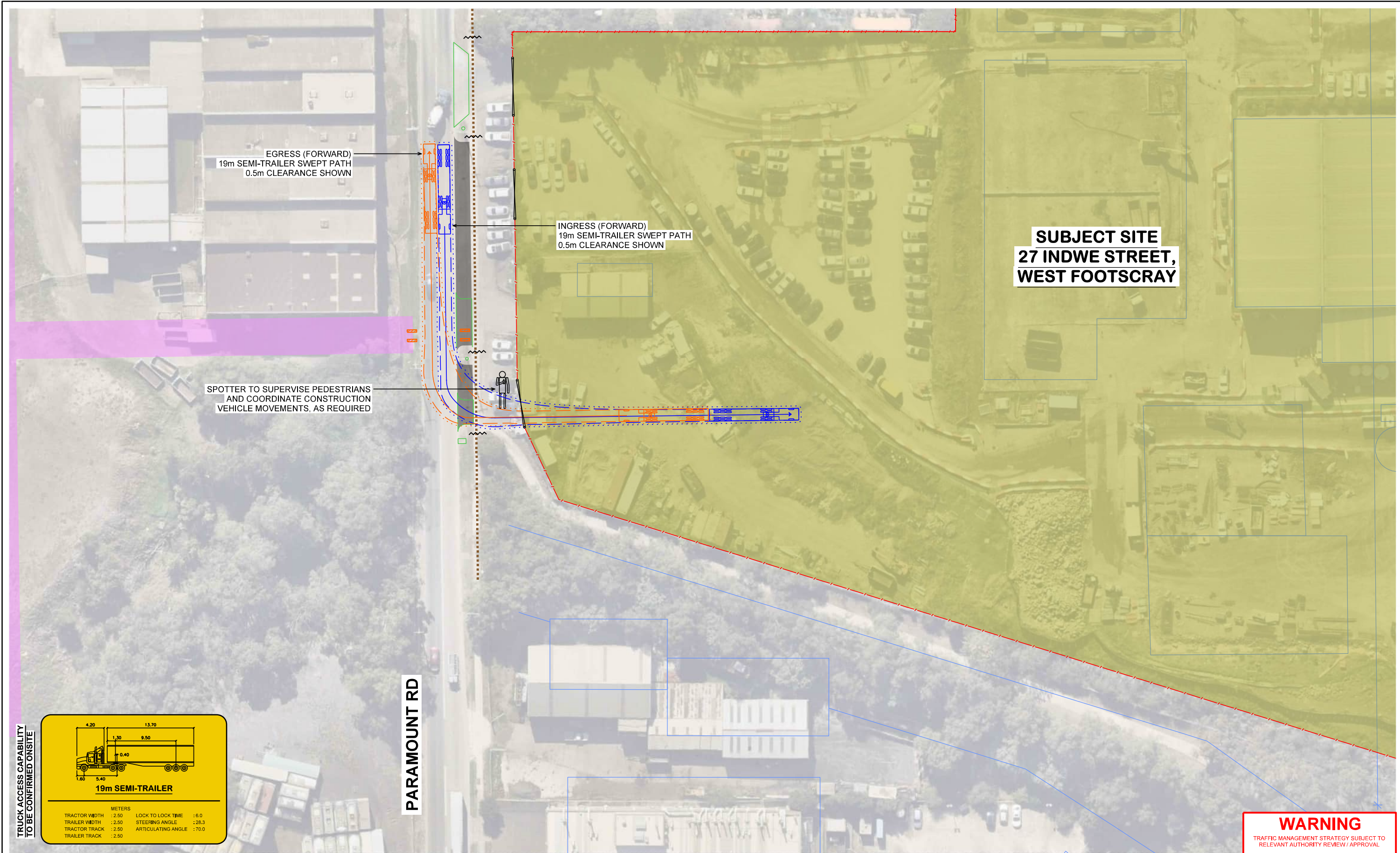
IMPACT TRAFFIC ENGINEERING PTY LTD
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MELWAY ONLINE REF: MAP 41 E5

SCALE
1:750 @ A3

Client KAPITOL GROUP	Date 2025-09-17 Drawn / Approved SG / BR
Project NEXT DC M3 STAGE 2 27 INDWE STREET, WEST FOOTCRAY CITY OF MARIBYRNONG	Title TRAFFIC GUIDANCE SCHEME CONSTRUCTION VEHICLE ACCESS-PARAMOUNT ROAD 19m SEMI-TRAILER SWEEP PATHS
Status PRELIMINARY	Drawing Number IMP2504040 - TGS-01-07
	Revision B

17/09/2025 5:11:51 PM



WARNING
TRAFFIC MANAGEMENT STRATEGY SUBJECT TO
RELEVANT AUTHORITY REVIEW / APPROVAL

LEGEND	
	SUBJECT SITE
	PROPOSED BUILDING
	CROSSOVER
	SITE CAR PARK
	SOLID HOARDING
	ULTIMATE BUILDING FOOTPRINT
	EXISTING INDICATIVE FEATURES
	PEDESTRIAN ROUTE
	ACCESS GATES
	SPOTTER (AS REQUIRED)
	PEDESTRIAN GATE

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MELWAY ONLINE REF: MAP 41 E5

SCALE
1:750 @ A3

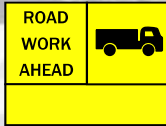
Client KAPITOL GROUP	Date 2025-09-17 Drawn / Approved SG / BR
Project NEXT DC M3 STAGE 2 27 INDWE STREET, WEST FOOTCRAY CITY OF MARIBYRNONG	Title TRAFFIC GUIDANCE SCHEME CONSTRUCTION VEHICLE ACCESS-PARAMOUNT ROAD 19m SEMI-TRAILER SWEEP PATHS
Status PRELIMINARY	Drawing Number IMP2504040 - TGS-01-08
	Revision B

INSTALLATION NOTES

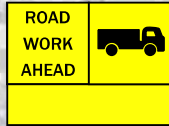
1. ALL DIMENSIONS ARE IN METRES - TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
2. BASE INFORMATION:
M3 STAGING OPTION 1 (CLEAN).DWG - DATE RECEIVED 2021-01-19
NEARMAP IMAGE - DATED 2025-04-17
3. LOCAL ROAD -
INDWE STREET, CALA STREET (SPEED ZONE 50KM/H), PARAMOUNT ROAD (60KM/H)
4. TRAFFIC MANAGEMENT PLAN SHOULD BE READ IN CONJUNCTION WITH AUSTRALIAN STANDARD AS1742.3-2009 AND ROAD MANAGEMENT ACT 2004, CODE OF PRACTICE TO ENSURE CORRECT INSTALLATION OF TRAFFIC CONTROL DEVICES.
5. SIGNS AND LINE MARKING TO BE IN ACCORDANCE WITH AUSTRALIAN STANDARDS AS1742.1-1743, SERIES/ VICROADS TRAFFIC ENGINEERING MANUALS.
6. USE OF TRAFFIC CONTROL DEVICES TO CONTROL TRAFFIC AND PARKING TO BE IN ACCORDANCE WITH THE ROAD SAFETY (TRAFFIC MANAGEMENT) REGULATIONS 2019, AND ROAD SAFETY ROAD RULES 2017.
7. ADVANCED WARNING SIGNS TO BE FITTED WITH FLAGS AS SHOWN.
8. ALL SIGNS SHALL BE PERMANENTLY HIGH MOUNTED, WHERE APPROPRIATE.
9. SIGNS SHALL FACE TOWARDS APPROACHING TRAFFIC APPROXIMATELY AT RIGHT ANGLES TO THE LINE OF SIGHT FROM THE DRIVER TO THE SIGN.
10. TRAFFIC CONTROLLERS TO ACT (SUPERVISE CONSTRUCTION TRAFFIC, PEDESTRIAN AND CYCLIST MOVEMENTS AS REQUIRED) IN ACCORDANCE WITH ROAD MANAGEMENT ACT 2004, CODE OF PRACTICE - CLAUSE 84.
11. TRIM/REMOVE TREES TO SUIT WORK ZONES / TO PROVIDE REQUIRED SIGHT DISTANCE TO SIGNS (S.T.C.A.).

HOURS OF OPERATION

1. TYPICAL:
7:00AM-7:00PM MONDAY TO FRIDAY / 8:00AM-3:00PM SATURDAY
(OR SUBJECT TO AUTHORITY CONDITIONS)
2. REMOVE OR COVER UP PERMANENT SIGNS THAT CONFLICT WITH TEMPORARY TRAFFIC MANAGEMENT SIGNS DURING HOURS OF OPERATION.
3. REMOVE OR COVER UP TEMPORARY TRAFFIC MANAGEMENT SIGNS AND OTHER TRAFFIC CONTROL DEVICES NOT REQUIRED OUTSIDE HOURS OF OPERATION.



BIZANA STREET



INDWE STREET

SITE ACCESS GATE

SOLID HOARDING

TRAFFIC CONTROLLER TO SUPERVISE
PEDESTRIANS, CYCLISTS, TRAFFIC AND
CONSTRUCTION VEHICLE MOVEMENTS
(AS REQUIRED)

TRAFFIC CONTROLLER TO HOLD CONSTRUCTION
VEHICLES WITHIN THE SITE UNTIL INDWE STREET
AND THE NEXT DC ENTRANCE IS CLEAR OF TRAFFIC

TRAFFIC CONTROLLER TO SUPERVISE
PEDESTRIANS, CYCLISTS, TRAFFIC AND
CONSTRUCTION VEHICLE MOVEMENTS
(AS REQUIRED)

EXISTING CROSSOVER TO BE UTILISED

SUBJECT SITE
27 INDWE STREET,
WEST FOOTSCRAY

WARNING

TRAFFIC MANAGEMENT STRATEGY SUBJECT TO
RELEVANT AUTHORITY REVIEW / APPROVAL

LEGEND

- SUBJECT SITE
- SOLID HOARDING
- ULTIMATE BUILDING FOOTPRINT
- EXISTING INDICATIVE FEATURES

- PEDESTRIAN ROUTE
- ACCESS GATES

- TRAFFIC CONTROLLER
(AS REQUIRED)
- PEDESTRIAN GATE

KAPITOL
GROUP

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MELWAY ONLINE REF:MAP 41 E5

SCALE
1:750 @ A3

Client
KAPITOL GROUP

Project
NEXT DC M3 STAGE 2
27 INDWE STREET, WEST FOOTCRAY
CITY OF MARIBYRNONG

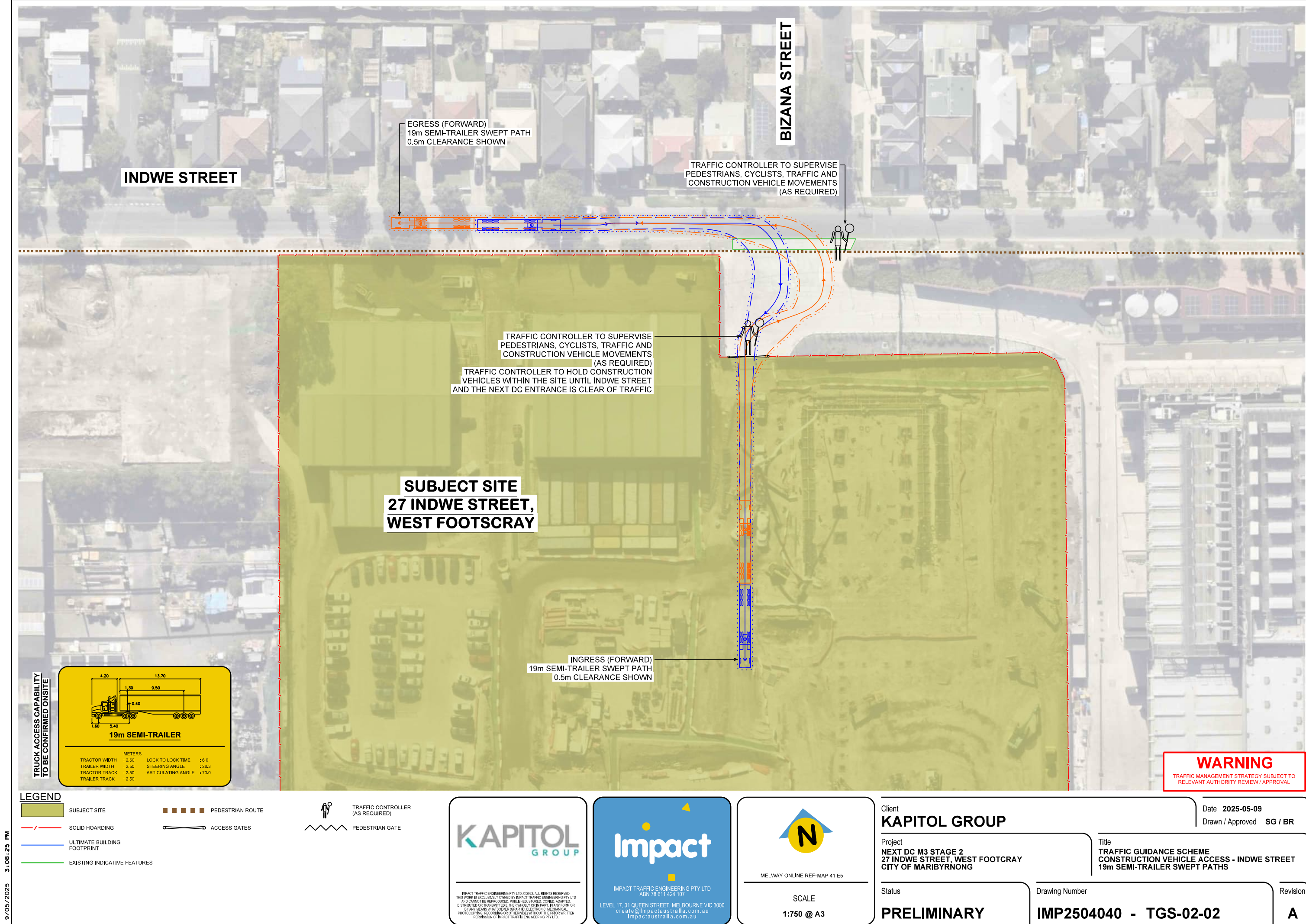
Status
PRELIMINARY

Date **2025-05-09**
Drawn / Approved **SG / BR**

Title
TRAFFIC GUIDANCE SCHEME
CONSTRUCTION VEHICLE ACCESS - INDWE STREET
SITE LAYOUT

Drawing Number
IMP2504040 - TGS-02-01

Revision
A



INDWE STREET

BIZANA STREET

EGRESS (FORWARD)
19m SEMI-TRAILER SWEEP PATH
0.5m CLEARANCE SHOWN

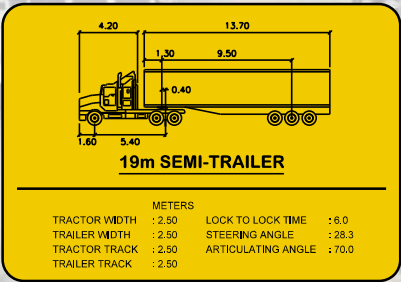
TRAFFIC CONTROLLER TO SUPERVISE
PEDESTRIANS, CYCLISTS, TRAFFIC AND
CONSTRUCTION VEHICLE MOVEMENTS
(AS REQUIRED)

TRAFFIC CONTROLLER TO SUPERVISE
PEDESTRIANS, CYCLISTS, TRAFFIC AND
CONSTRUCTION VEHICLE MOVEMENTS
(AS REQUIRED)
TRAFFIC CONTROLLER TO HOLD CONSTRUCTION
VEHICLES WITHIN THE SITE UNTIL INDWE STREET
AND THE NEXT DC ENTRANCE IS CLEAR OF TRAFFIC

SUBJECT SITE
27 INDWE STREET,
WEST FOOTSCRAY

INGRESS (FORWARD)
19m SEMI-TRAILER SWEEP PATH
0.5m CLEARANCE SHOWN

TRUCK ACCESS CAPABILITY
TO BE CONFIRMED ONSITE



LEGEND

- SUBJECT SITE
- SOLID HOARDING
- ULTIMATE BUILDING FOOTPRINT
- EXISTING INDICATIVE FEATURES
- PEDESTRIAN ROUTE
- ACCESS GATES
- PEDESTRIAN GATE
- TRAFFIC CONTROLLER (AS REQUIRED)

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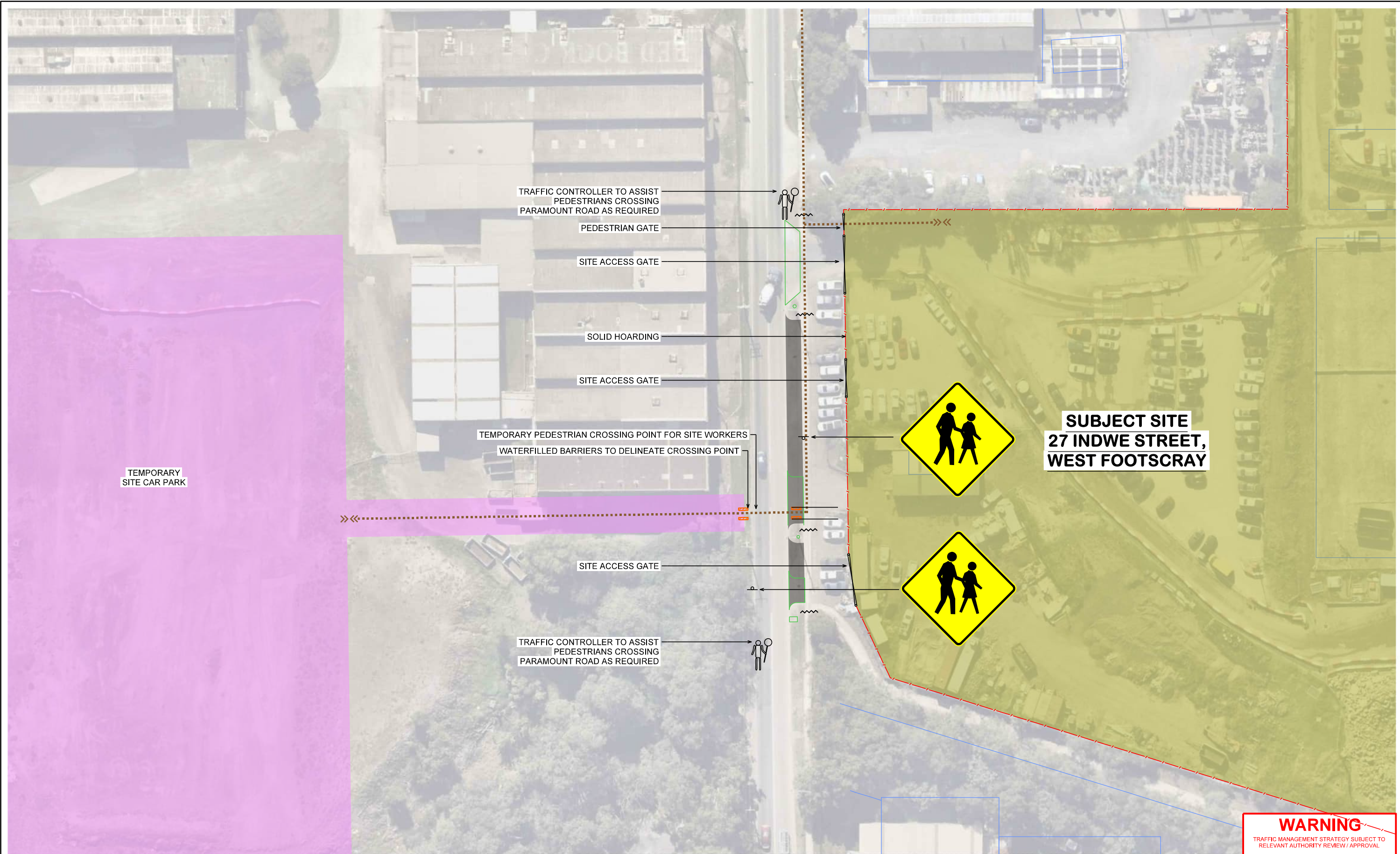
MELWAY ONLINE REF: MAP 41 E5

SCALE
1:750 @ A3

Client KAPITOL GROUP	Date 2025-05-09
Project NEXT DC M3 STAGE 2 27 INDWE STREET, WEST FOOTCRAY CITY OF MARIBYRNONG	Drawn / Approved SG / BR
Status PRELIMINARY	Revision A
Drawing Number IMP2504040 - TGS-02-02	

Title
**TRAFFIC GUIDANCE SCHEME
CONSTRUCTION VEHICLE ACCESS - INDWE STREET
19m SEMI-TRAILER SWEEP PATHS**

17/09/2025 5:15:31 PM



- LEGEND**
- SUBJECT SITE
 - CROSSOVER
 - SITE CAR PARK
 - SOLID HOARDING

- ULTIMATE BUILDING FOOTPRINT
- EXISTING INDICATIVE FEATURES
- PEDESTRIAN ROUTE

- ACCESS GATES
- TRAFFIC CONTROLLER (AS REQUIRED)
- PEDESTRIAN GATE

KAPITOL GROUP

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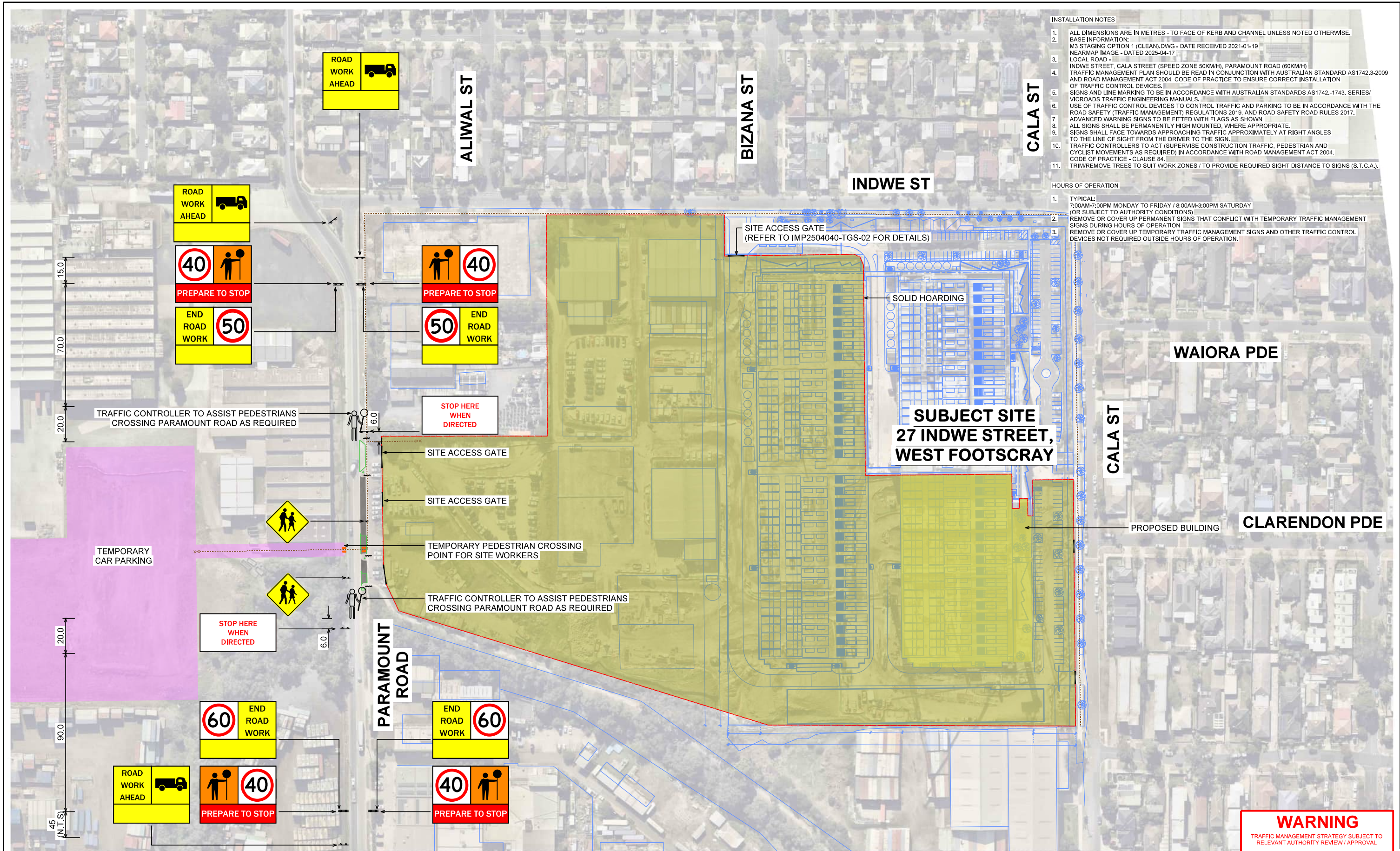
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MELWAY ONLINE REF: MAP 41 E5

SCALE
1:750 @ A3

Client KAPITOL GROUP	Date 2025-09-17 Drawn / Approved SG / BR
Project NEXT DC M3 STAGE 2 27 INDWE STREET, WEST FOOTCRAY CITY OF MARIBYRNONG	Title TRAFFIC GUIDANCE SCHEME TEMPORARY PEDESTRIAN CROSSING SITE LAYOUT
Status PRELIMINARY	Drawing Number IMP2504040 - TGS-04-01
Revision C	

17/09/2025 5:15:32 PM



- INSTALLATION NOTES
1. ALL DIMENSIONS ARE IN METRES - TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
 2. BASE INFORMATION:
M3 STAGING OPTION 1 (CLEAN).DWG - DATE RECEIVED 2021-01-19
NEARMAP IMAGE - DATED 2025-04-17
 3. LOCAL ROAD -
 4. INDWE STREET - CALA STREET (SPEED ZONE 50KM/H), PARAMOUNT ROAD (60KM/H)
TRAFFIC MANAGEMENT PLAN SHOULD BE READ IN CONJUNCTION WITH AUSTRALIAN STANDARD AS1742.3-2009
AND ROAD MANAGEMENT ACT 2004. CODE OF PRACTICE TO ENSURE CORRECT INSTALLATION
OF TRAFFIC CONTROL DEVICES.
 5. SIGNS AND LINE MARKING TO BE IN ACCORDANCE WITH AUSTRALIAN STANDARDS AS1742-1743. SERIES/
VICROADS TRAFFIC ENGINEERING MANUALS.
 6. USE OF TRAFFIC CONTROL DEVICES TO CONTROL TRAFFIC AND PARKING TO BE IN ACCORDANCE WITH THE
ROAD SAFETY (TRAFFIC MANAGEMENT) REGULATIONS 2019, AND ROAD SAFETY ROAD RULES 2017.
 7. ADVANCED WARNING SIGNS TO BE FITTED WITH FLAGS AS SHOWN.
 8. ALL SIGNS SHALL BE PERMANENTLY HIGH MOUNTED, WHERE APPROPRIATE.
 9. SIGNS SHALL FACE TOWARDS APPROACHING TRAFFIC APPROXIMATELY AT RIGHT ANGLES
TO THE LINE OF SIGHT FROM THE DRIVER TO THE SIGN.
 10. TRAFFIC CONTROLLERS TO ACT (SUPERVISE CONSTRUCTION TRAFFIC, PEDESTRIAN AND
CYCLIST MOVEMENTS AS REQUIRED) IN ACCORDANCE WITH ROAD MANAGEMENT ACT 2004.
CODE OF PRACTICE - CLAUSE 84.
 11. TRIM/REMOVE TREES TO SUIT WORK ZONES / TO PROVIDE REQUIRED SIGHT DISTANCE TO SIGNS (S.T.C.A.).
- HOURS OF OPERATION
1. TYPICAL:
7:00AM-7:00PM MONDAY TO FRIDAY / 8:00AM-3:00PM SATURDAY
(OR SUBJECT TO AUTHORITY CONDITIONS)
 2. REMOVE OR COVER UP PERMANENT SIGNS THAT CONFLICT WITH TEMPORARY TRAFFIC MANAGEMENT
SIGNS DURING HOURS OF OPERATION.
 3. REMOVE OR COVER UP TEMPORARY TRAFFIC MANAGEMENT SIGNS AND OTHER TRAFFIC CONTROL
DEVICES NOT REQUIRED OUTSIDE HOURS OF OPERATION.

LEGEND

	SUBJECT SITE		ULTIMATE BUILDING FOOTPRINT		ACCESS GATES
	CROSSOVER		EXISTING INDICATIVE FEATURES		TRAFFIC CONTROLLER (AS REQUIRED)
	SITE CAR PARK		PEDESTRIAN ROUTE		PEDESTRIAN GATE
	SOLID HOARDING				

KAPITOL GROUP

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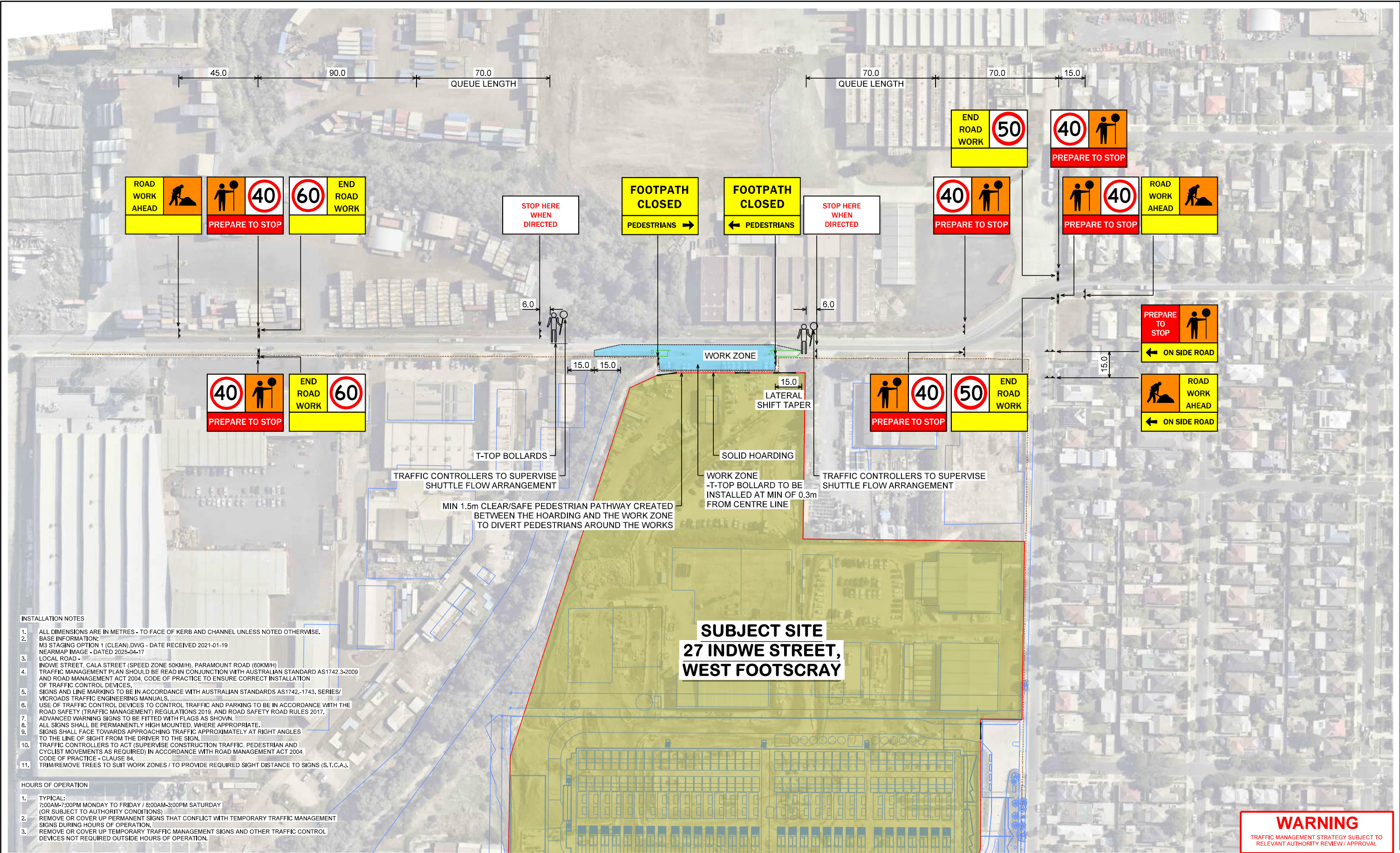
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MELWAY ONLINE REF: MAP 41 E5

SCALE
1:2000 @ A3

Client KAPITOL GROUP	Date 2025-09-17 Drawn / Approved SG / BR
Project NEXT DC M3 STAGE 2 27 INDWE STREET, WEST FOOTCRAY CITY OF MARIBYRNONG	Title TRAFFIC GUIDANCE SCHEME CONSTRUCTION VEHICLE ACCESS-PARAMOUNT ROAD SITE LAYOUT
Status PRELIMINARY	Drawing Number IMP2504040 - TGS-04-02
	Revision C



- INSTALLATION NOTES
1. ALL DIMENSIONS ARE IN METRES - TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
 2. BASE INFORMATION:
M3 STAGING OPTION 1 (CLEAN).DWG - DATE RECEIVED 2021-01-19
NEARMAP IMAGE - DATED 2025-04-17
 3. LOCAL ROAD
INDWE STREET, CALA STREET (SPEED ZONE 50KM/H), PARAMOUNT ROAD (60KM/H)
 4. TRAFFIC MANAGEMENT PLAN SHOULD BE READ IN CONJUNCTION WITH AUSTRALIAN STANDARD AS1742.3-2009 AND ROAD MANAGEMENT ACT 2004, CODE OF PRACTICE TO ENSURE CORRECT INSTALLATION OF TRAFFIC CONTROL DEVICES.
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1. TYPICAL:
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LEGEND

- SUBJECT SITE
- PEDESTRIAN ROUTE
- SOLID HOARDING
- ULTIMATE BUILDING FOOTPRINT
- EXISTING INDICATIVE FEATURES
- ACCESS GATES
- TRAFFIC CONTROLLER (AS REQUIRED)

WARNING
TRAFFIC MANAGEMENT STRATEGY SUBJECT TO
RELEVANT AUTHORITY REVIEW / APPROVAL

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MELWAY ONLINE REF: MAP 41 E5

SCALE
1:2000 @ A3

Client
KAPITOL GROUP

Project
NEXT DC M3 STAGE 2
27 INDWE STREET, WEST FOOTCRAY
CITY OF MARIBYRNONG

Status
PRELIMINARY

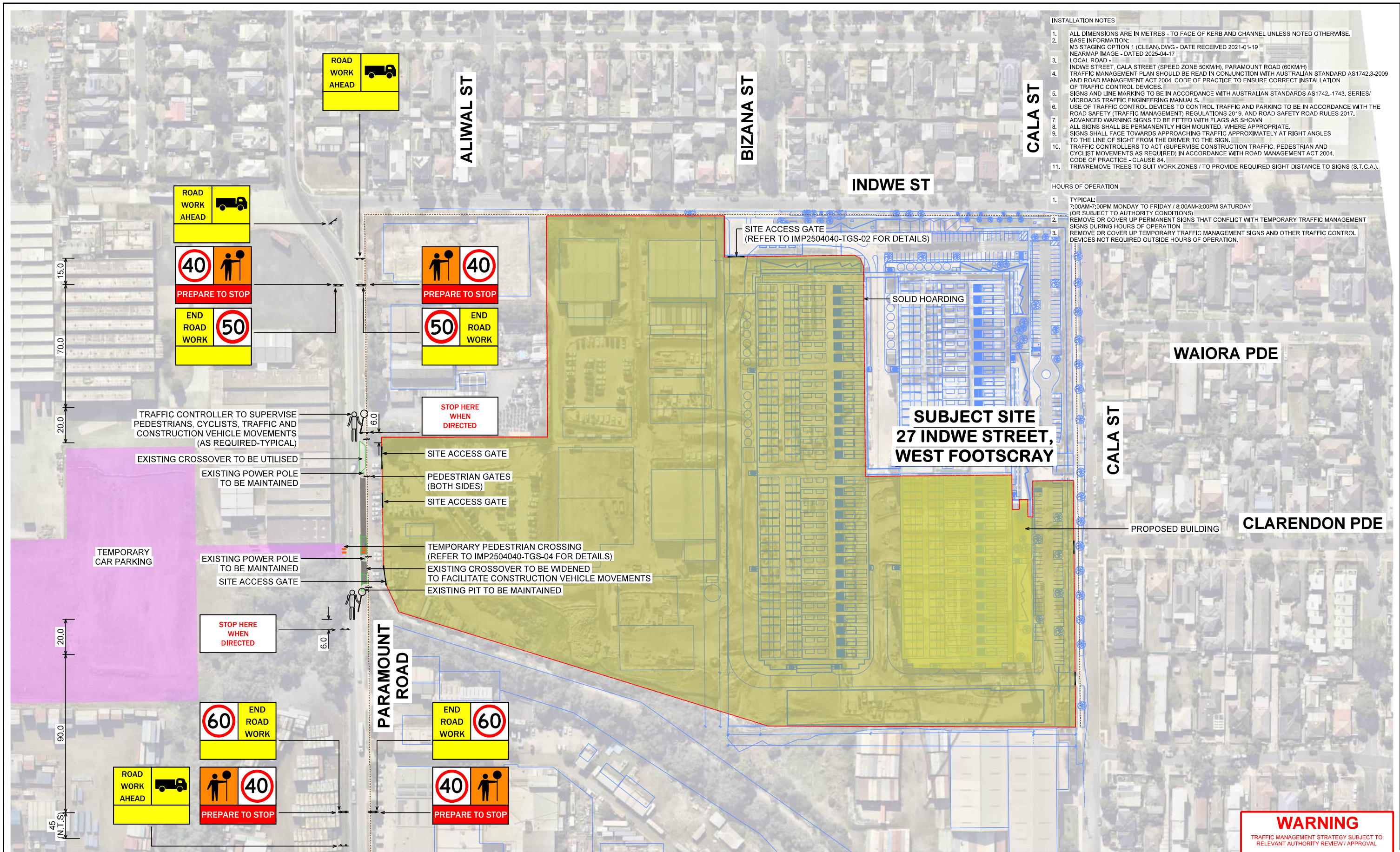
Date **2025-07-25**
Drawn / Approved **SG / BR**

Title
TRAFFIC GUIDANCE SCHEME
PARAMOUNT ROAD LANE CLOSURE
SITE LAYOUT

Drawing Number
IMP2504040 - TGS-05-01

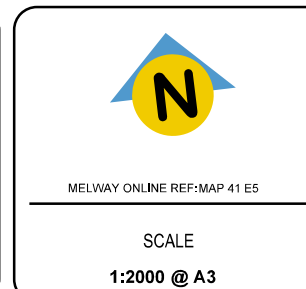
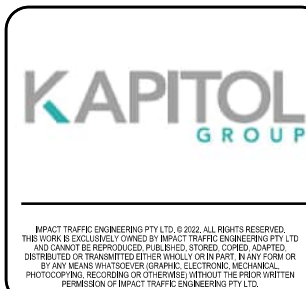
Revision
B

17/09/2025 5:18:19 PM



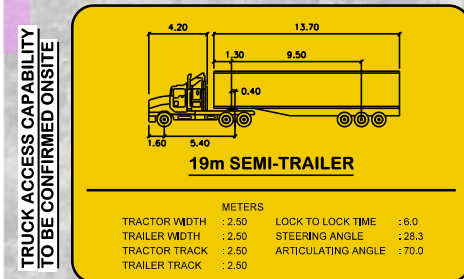
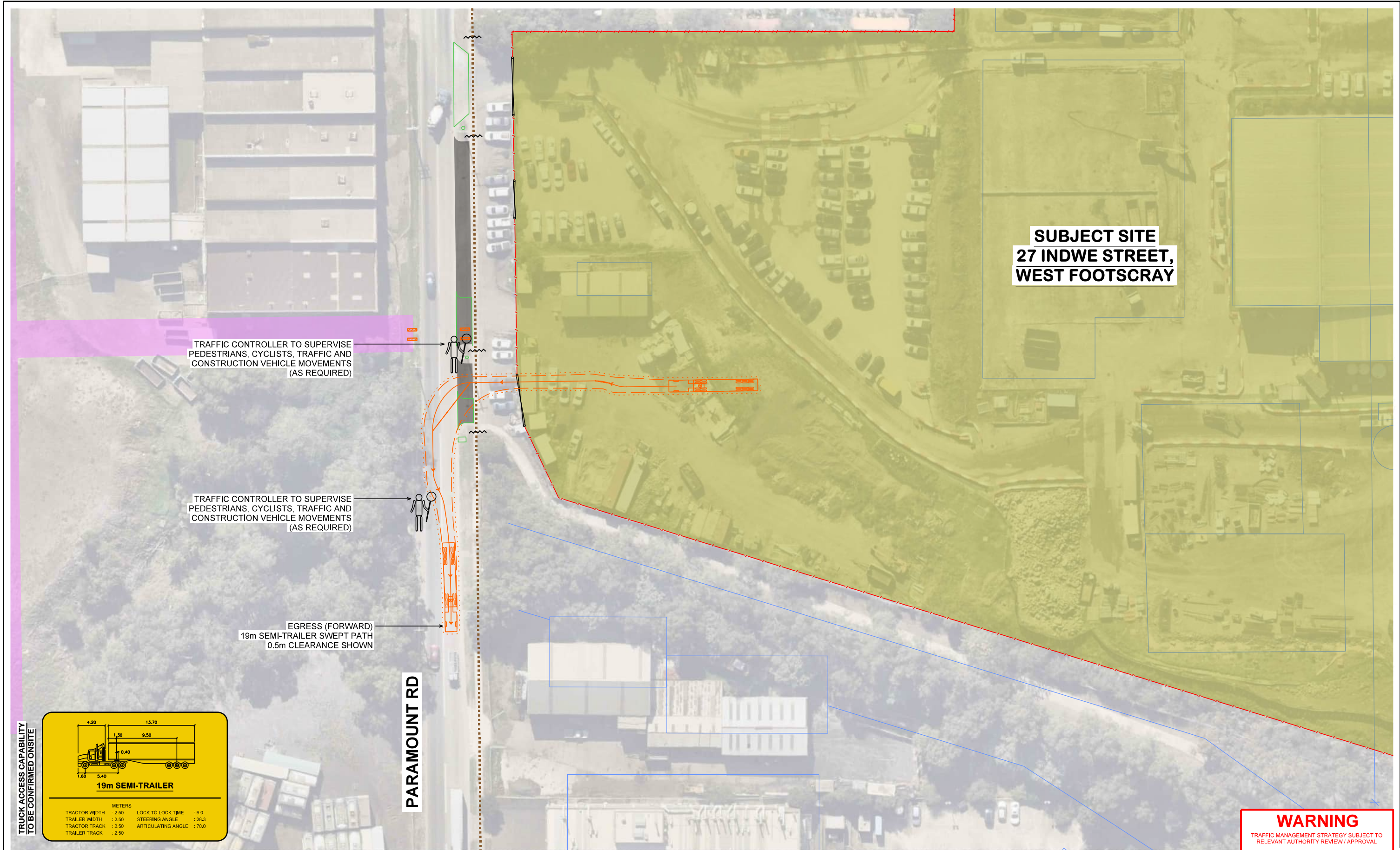
- INSTALLATION NOTES
1. ALL DIMENSIONS ARE IN METRES - TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
 2. BASE INFORMATION:
M3 STAGING OPTION 1 (CLEAN).DWG - DATE RECEIVED 2021-01-19
NEARMAP IMAGE - DATED 2025-04-17
 3. LOCAL ROAD -
 4. INDWE STREET - CALA STREET (SPEED ZONE 50KM/H), PARAMOUNT ROAD (60KM/H)
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 9. SIGNS SHALL FACE TOWARDS APPROACHING TRAFFIC APPROXIMATELY AT RIGHT ANGLES
TO THE LINE OF SIGHT FROM THE DRIVER TO THE SIGN.
 10. TRAFFIC CONTROLLERS TO ACT (SUPERVISE CONSTRUCTION TRAFFIC, PEDESTRIAN AND
CYCLIST MOVEMENTS AS REQUIRED) IN ACCORDANCE WITH ROAD MANAGEMENT ACT 2004.
CODE OF PRACTICE - CLAUSE 84.
 11. TRIM/REMOVE TREES TO SUIT WORK ZONES / TO PROVIDE REQUIRED SIGHT DISTANCE TO SIGNS (S.T.C.A.).
- HOURS OF OPERATION
1. TYPICAL:
7:00AM-7:00PM MONDAY TO FRIDAY / 8:00AM-3:00PM SATURDAY
(OR SUBJECT TO AUTHORITY CONDITIONS)
 2. REMOVE OR COVER UP PERMANENT SIGNS THAT CONFLICT WITH TEMPORARY TRAFFIC MANAGEMENT
SIGNS DURING HOURS OF OPERATION.
 3. REMOVE OR COVER UP TEMPORARY TRAFFIC MANAGEMENT SIGNS AND OTHER TRAFFIC CONTROL
DEVICES NOT REQUIRED OUTSIDE HOURS OF OPERATION.

- LEGEND
- | | | | | | |
|--|-------------------|--|------------------------------|--|----------------------------------|
| | SUBJECT SITE | | SOLID HOARDING | | ACCESS GATES |
| | PROPOSED BUILDING | | ULTIMATE BUILDING FOOTPRINT | | TRAFFIC CONTROLLER (AS REQUIRED) |
| | CROSSOVER | | EXISTING INDICATIVE FEATURES | | PEDESTRIAN GATE |
| | SITE CAR PARK | | PEDESTRIAN ROUTE | | |



Client KAPITOL GROUP	Date 2025-09-17 Drawn / Approved SG / BR
Project NEXT DC M3 STAGE 2 27 INDWE STREET, WEST FOOTCRAY CITY OF MARIBYRNONG	Title TRAFFIC GUIDANCE SCHEME CONSTRUCTION VEHICLE ACCESS-PARAMOUNT ROAD SITE LAYOUT
Status PRELIMINARY	Drawing Number IMP2504040 - TGS-07-01
	Revision B

17/09/2025 5:18:22 PM



LEGEND	
	SUBJECT SITE
	PROPOSED BUILDING
	CROSSOVER
	SITE CAR PARK
	SOLID HOARDING
	ULTIMATE BUILDING FOOTPRINT
	EXISTING INDICATIVE FEATURES
	PEDESTRIAN ROUTE
	ACCESS GATES
	TRAFFIC CONTROLLER (AS REQUIRED)
	PEDESTRIAN GATE

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MELWAY ONLINE REF: MAP 41 E5

SCALE
1:750 @ A3

Client KAPITOL GROUP	Date 2025-09-17 Drawn / Approved SG / BR
Project NEXT DC M3 STAGE 2 27 INDWE STREET, WEST FOOTSCRAY CITY OF MARIBYRNONG	Title TRAFFIC GUIDANCE SCHEME CONSTRUCTION VEHICLE ACCESS-PARAMOUNT ROAD 19m SEMI-TRAILER SWEEP PATHS
Status PRELIMINARY	Drawing Number IMP2504040 - TGS-07-03
	Revision B

INSTALLATION NOTES

1. ALL DIMENSIONS ARE IN METRES - TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
2. BASE INFORMATION:
M3 STAGING OPTION 1 (CLEAN).DWG - DATE RECEIVED 2021-01-19
NEARMAP IMAGE - DATED 2025-04-17
3. LOCAL ROAD -
INDWE STREET, CALA STREET (SPEED ZONE 50KM/H), PARAMOUNT ROAD (60KM/H)
4. TRAFFIC MANAGEMENT PLAN SHOULD BE READ IN CONJUNCTION WITH AUSTRALIAN STANDARD AS1742.3-2009 AND ROAD MANAGEMENT ACT 2004, CODE OF PRACTICE TO ENSURE CORRECT INSTALLATION OF TRAFFIC CONTROL DEVICES.
5. SIGNS AND LINE MARKING TO BE IN ACCORDANCE WITH AUSTRALIAN STANDARDS AS1742-1743, SERIES/ VICROADS TRAFFIC ENGINEERING MANUALS.
6. USE OF TRAFFIC CONTROL DEVICES TO CONTROL TRAFFIC AND PARKING TO BE IN ACCORDANCE WITH THE ROAD SAFETY (TRAFFIC MANAGEMENT) REGULATIONS 2019, AND ROAD SAFETY ROAD RULES 2017.
7. ADVANCED WARNING SIGNS TO BE FITTED WITH FLAGS AS SHOWN.
8. ALL SIGNS SHALL BE PERMANENTLY HIGH MOUNTED, WHERE APPROPRIATE.
9. SIGNS SHALL FACE TOWARDS APPROACHING TRAFFIC APPROXIMATELY AT RIGHT ANGLES TO THE LINE OF SIGHT FROM THE DRIVER TO THE SIGN.
10. TRAFFIC CONTROLLERS TO ACT (SUPERVISE CONSTRUCTION TRAFFIC, PEDESTRIAN AND CYCLIST MOVEMENTS AS REQUIRED) IN ACCORDANCE WITH ROAD MANAGEMENT ACT 2004, CODE OF PRACTICE - CLAUSE 84.
11. TRIM/REMOVE TREES TO SUIT WORK ZONES / TO PROVIDE REQUIRED SIGHT DISTANCE TO SIGNS (S.T.C.A.).

HOURS OF OPERATION

1. TYPICAL:
7:00AM-7:00PM MONDAY TO FRIDAY / 8:00AM-3:00PM SATURDAY
(OR SUBJECT TO AUTHORITY CONDITIONS)
2. REMOVE OR COVER UP PERMANENT SIGNS THAT CONFLICT WITH TEMPORARY TRAFFIC MANAGEMENT SIGNS DURING HOURS OF OPERATION.
3. REMOVE OR COVER UP TEMPORARY TRAFFIC MANAGEMENT SIGNS AND OTHER TRAFFIC CONTROL DEVICES NOT REQUIRED OUTSIDE HOURS OF OPERATION.

PEDESTRIAN GATE

SITE ACCESS GATE

SOLID HOARDING

SITE ACCESS GATE

PROPOSED TEMPORARY PORTABLE TRAFFIC LIGHTS

- 1X THREE ASPECT LANTERN
- PEDESTRIANS LANTERNS
- PEDESTRIAN PUSH BUTTON INSTALLED NEXT TO CROSSING
- LIGHTS TO BE SWITCH OFF AFTER HOURS WITH THE LANTERN TO BE COVERED AND LABELLED "NOT IN USE"

STOP LINE AND PEDESTRIAN LINEMARKING TO BE PROVIDED

PROPOSED TEMPORARY PORTABLE TRAFFIC LIGHTS

- 1X THREE ASPECT LANTERN
- PEDESTRIANS LANTERNS
- PEDESTRIAN PUSH BUTTON INSTALLED NEXT TO CROSSING
- LIGHTS TO BE SWITCH OFF AFTER HOURS WITH THE LANTERN TO BE COVERED AND LABELLED "NOT IN USE"

SITE ACCESS GATE

PARAMOUNT RD

SUBJECT SITE
27 INDWE STREET,
WEST FOOTSCRAY

LEGEND

- | | | | |
|--|-----------------------------|--|------------------------------|
| | SUBJECT SITE | | EXISTING INDICATIVE FEATURES |
| | CROSSOVER | | PEDESTRIAN ROUTE |
| | SITE CAR PARK | | ACCESS GATES |
| | SOLID HOARDING | | PEDESTRIAN GATE |
| | ULTIMATE BUILDING FOOTPRINT | | |

KAPITOL GROUP

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MELWAY ONLINE REF: MAP 41 E5

SCALE
1:500 @ A3

Client
KAPITOL GROUP

Project
**NEXT DC M3 STAGE 2
27 INDWE STREET, WEST FOOTSCRAY
CITY OF MARIBYRNONG**

Status
PRELIMINARY

Date **2025-09-17**
Drawn / Approved **SG / BR**

Title
**TRAFFIC GUIDANCE SCHEME
PORTABLE TRAFFIC LIGHT ARRANGEMENT
SITE LAYOUT**

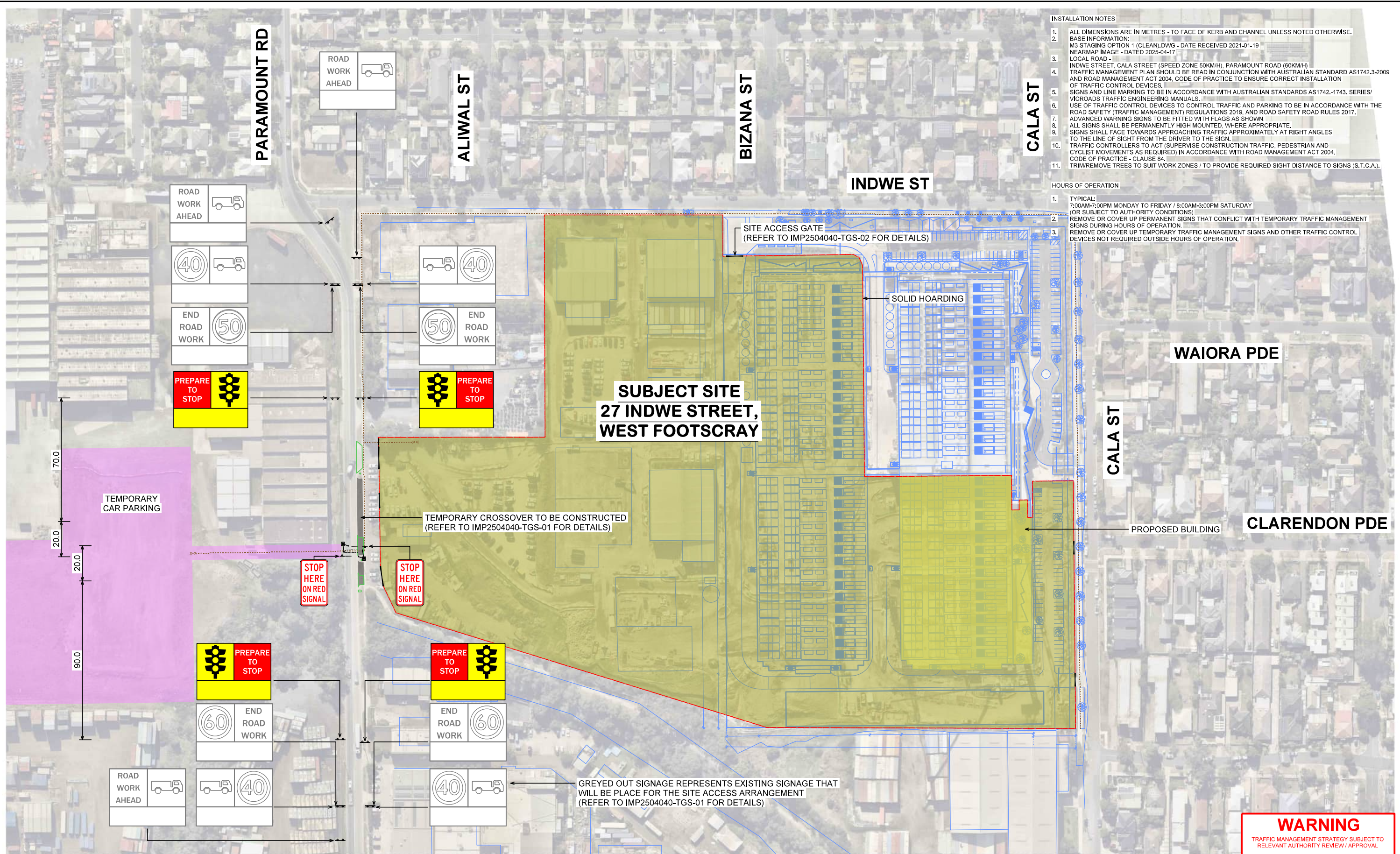
Drawing Number
IMP2504040 - TGS-08-01

Revision
B

WARNING
TRAFFIC MANAGEMENT STRATEGY SUBJECT TO
RELEVANT AUTHORITY REVIEW / APPROVAL

17/09/2025 5:20:46 PM

17/09/2025 5:20:48 PM



LEGEND	
	SUBJECT SITE
	CROSSOVER
	SITE CAR PARK
	SOLID HOARDING
	ULTIMATE BUILDING FOOTPRINT
	EXISTING INDICATIVE FEATURES
	PEDESTRIAN ROUTE
	ACCESS GATES
	PEDESTRIAN GATE

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MELWAY ONLINE REF: MAP 41 E5

SCALE
1:2000 @ A3

Client KAPITOL GROUP		Date 2025-09-17 Drawn / Approved SG / BR	
Project NEXT DC M3 STAGE 2 27 INDWE STREET, WEST FOOTCRAY CITY OF MARIBYRNONG		Title TRAFFIC GUIDANCE SCHEME PORTABLE TRAFFIC LIGHT ARRANGEMENT SIGNAGE	
Status PRELIMINARY	Drawing Number IMP2504040 - TGS-08-02	Revision B	

APPENDIX B

Worksite Hazard Assessment

Construction Stage

Work Location:	Paramount Road, West Footscray	
Stage/s:	Construction Stage	
Step 1	Worksite Hazard Rating	
	Road type	Local Traffic Road
	Clearance between workers and traffic	>9.0m
	Traffic speed (existing)	60km/h
	Worksite hazard rating	Low
Step 2	Required Level of Planning	
	Plans required	Site Specific Traffic Guidance Schemes (TGS)
Step 3 and Step 4	Hazards at Worksite and Hazard Control Measures	
Safety Hazard / Risk Factors		Present at Worksite
Clearance to traffic (between the nearest edge of lane carrying traffic and the work area)		>9.0m
High speed traffic through worksite (>60km/h)		No
Poor advance sight distance to worksite < 200 m		No
Poor observance of directions / instructions by motorists		No
Narrow pavement with no escape path (<2.9 m width)		No
Presence of workers at the worksite		Yes
Excavations adjacent to worksite		No
Presence of unprotected hazards within the clear zone		No
Rough or unsealed road surface		No
High volume of traffic through worksite (>10,000 vpd)		No
End-of-queue build-up of traffic / Poor sight distance to end-of-queue		No
High volume of heavy vehicles (>10% of total volume)		No
Works vehicles entering/leaving worksite		Yes
Cyclists/pedestrians through worksite		No
Other		No
Step 5	Hazard Control Measures not considered practicable for the site	
Hierarchy of Controls	Higher-Level Control Measures Not Adopted	Reason Control/s Not Practicable
Elimination / Substitution	Road Closure	Works contained within the site
Isolation / Engineering	Lane Closure	Works contained within the site
Administrative (Behavioural)	Delineation of Travel Path	Works contained within the site
IMPACT® in consultation with the contractor supervising the works have considered the nature of the proposed works and identified hazards as per the requirements of the Road Management Act 2004. After considering the Hierarchy of Safety Controls, the recommended Hazard Control Measures are detailed on drawings IMP2504040-TGS-01		
Step 6	Traffic Management Plan Prepared and Implemented	
It is important that workers are made aware of the existence and contents of the TMP/s that apply to their worksite.		
Step 7	Traffic Management Plan - Post Installation Review	
Implementation Review - After the traffic management plan has been implemented, a review should be undertaken to ensure that it is operating as expected. This review should take place before work commences on site (refer also clause 14 of this Code). Further Reviews - As the works progress and the requirements of the traffic guidance scheme/s change, further reviews should be undertaken, within two days of any change being made, ensuring that the plan/s is operating as expected.		
Step 8	Carry out the work	
A copy of the traffic management plan, a hazard assessment and measures to control identified hazards must be kept at the worksite at all times when workers are present. In addition, all necessary written authorisations as required for the erection of certain traffic control devices should also be kept at the worksite when workers are present.		
Note: For more details of the steps involved in the worksite hazard assessment, refer to Part 2 of the Road Management Act 2004 - Code of Practice - Worksite Safety - Traffic Management.		

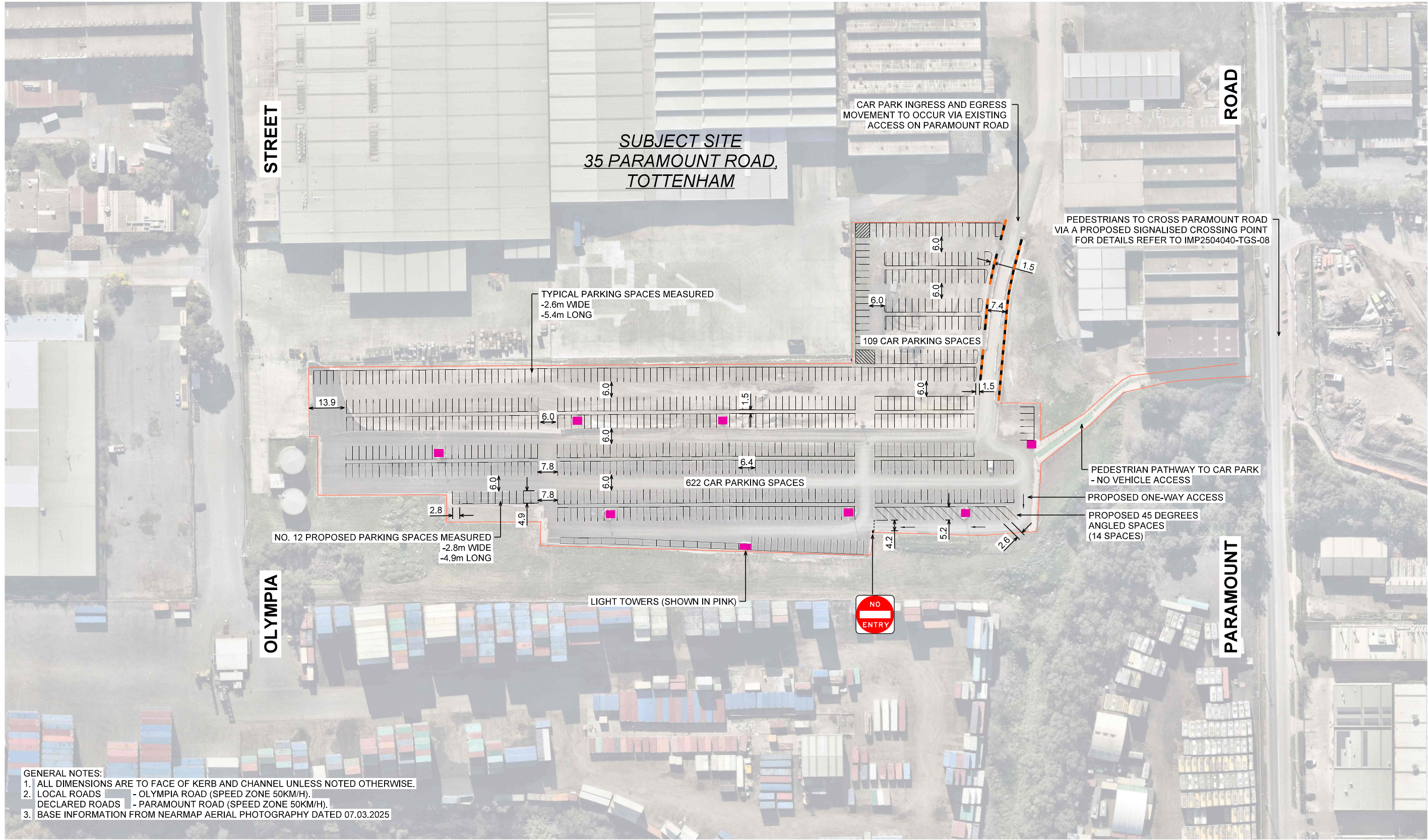
Work Location:	Indwe Street, West Footscray	
Stage/s:	Construction Stage	
Step 1	Worksite Hazard Rating	
	Road type	Local Traffic Road
	Clearance between workers and traffic	>9.0m
	Traffic speed (existing)	50km/h
	Worksite hazard rating	Low
Step 2	Required Level of Planning	
	Plans required	Site Specific Traffic Guidance Schemes (TGS)
Step 3 and Step 4	Hazards at Worksite and Hazard Control Measures	
Safety Hazard / Risk Factors		Present at Worksite
Clearance to traffic (between the nearest edge of lane carrying traffic and the work area)		>9.0m
High speed traffic through worksite (>60km/h)		No
Poor advance sight distance to worksite < 200 m		No
Poor observance of directions / instructions by motorists		No
Narrow pavement with no escape path (<2.9 m width)		No
Presence of workers at the worksite		Yes
Excavations adjacent to worksite		No
Presence of unprotected hazards within the clear zone		No
Rough or unsealed road surface		No
High volume of traffic through worksite (>10,000 vpd)		No
End-of-queue build-up of traffic / Poor sight distance to end-of-queue		No
High volume of heavy vehicles (>10% of total volume)		No
Works vehicles entering/leaving worksite		Yes
Cyclists/pedestrians through worksite		No
Other		No
Step 5	Hazard Control Measures not considered practicable for the site	
Hierarchy of Controls	Higher-Level Control Measures Not Adopted	Reason Control/s Not Practicable
Elimination / Substitution	Road Closure	Works contained within the site
Isolation / Engineering	Lane Closure	Works contained within the site
Administrative (Behavioural)	Speed Reduction	Low speed environment and significant offset to works
IMPACT® in consultation with the contractor supervising the works have considered the nature of the proposed works and identified hazards as per the requirements of the Road Management Act 2004. After considering the Hierarchy of Safety Controls, the recommended Hazard Control Measures are detailed on drawings IMP2504040-TGS-02		
Step 6	Traffic Management Plan Prepared and Implemented	
It is important that workers are made aware of the existence and contents of the TMP/s that apply to their worksite.		
Step 7	Traffic Management Plan - Post Installation Review	
Implementation Review - After the traffic management plan has been implemented, a review should be undertaken to ensure that it is operating as expected. This review should take place before work commences on site (refer also clause 14 of this Code). Further Reviews - As the works progress and the requirements of the traffic guidance scheme/s change, further reviews should be undertaken, within two days of any change being made, ensuring that the plan/s is operating as expected.		
Step 8	Carry out the work	
A copy of the traffic management plan, a hazard assessment and measures to control identified hazards must be kept at the worksite at all times when workers are present. In addition, all necessary written authorisations as required for the erection of certain traffic control devices should also be kept at the worksite when workers are present.		
Note: For more details of the steps involved in the worksite hazard assessment, refer to Part 2 of the Road Management Act 2004 - Code of Practice - Worksite Safety - Traffic Management.		

Work Location:	Paramount Road, West Footscray	
Stage/s:	Construction Stage - Shuttle Flow	
Step 1	Worksite Hazard Rating	
	Road type	Local Traffic Road
	Clearance between workers and traffic	<1.2m
	Traffic speed (existing)	60km/h
	Worksite hazard rating	High
Step 2	Required Level of Planning	
	Plans required	Site Specific Traffic Guidance Schemes (TGS)
Step 3 and Step 4	Hazards at Worksite and Hazard Control Measures	
Safety Hazard / Risk Factors		Present at Worksite
Clearance to traffic (between the nearest edge of lane carrying traffic and the work area)		<1.2m
High speed traffic through worksite (>60km/h)		No
Poor advance sight distance to worksite < 200 m		No
Poor observance of directions / instructions by motorists		No
Narrow pavement with no escape path (<2.9 m width)		No
Presence of workers at the worksite		Yes
Excavations adjacent to worksite		Yes
Presence of unprotected hazards within the clear zone		No
Rough or unsealed road surface		No
High volume of traffic through worksite (>10,000 vpd)		No
End-of-queue build-up of traffic / Poor sight distance to end-of-queue		No
High volume of heavy vehicles (>10% of total volume)		No
Works vehicles entering/leaving worksite		Yes
Cyclists/pedestrians through worksite		No
Other		No
Step 5	Hazard Control Measures not considered practicable for the site	
Hierarchy of Controls	Higher-Level Control Measures Not Adopted	Reason Control/s Not Practicable
Elimination / Substitution	Road Closure	Works contained within the site
Isolation / Engineering	Portable Traffic Signals	Short term works in a low speed environment
Administrative (Behavioural)	N/A	
IMPACT® in consultation with the contractor supervising the works have considered the nature of the proposed works and identified hazards as per the requirements of the Road Management Act 2004. After considering the Hierarchy of Safety Controls, the recommended Hazard Control Measures are detailed on drawings IMP2504040-TGS-05		
Step 6	Traffic Management Plan Prepared and Implemented	
It is important that workers are made aware of the existence and contents of the TMP/s that apply to their worksite.		
Step 7	Traffic Management Plan - Post Installation Review	
Implementation Review - After the traffic management plan has been implemented, a review should be undertaken to ensure that it is operating as expected. This review should take place before work commences on site (refer also clause 14 of this Code). Further Reviews - As the works progress and the requirements of the traffic guidance scheme/s change, further reviews should be undertaken, within two days of any change being made, ensuring that the plan/s is operating as expected.		
Step 8	Carry out the work	
A copy of the traffic management plan, a hazard assessment and measures to control identified hazards must be kept at the worksite at all times when workers are present. In addition, all necessary written authorisations as required for the erection of certain traffic control devices should also be kept at the worksite when workers are present.		
Note: For more details of the steps involved in the worksite hazard assessment, refer to Part 2 of the Road Management Act 2004 - Code of Practice - Worksite Safety - Traffic Management.		

APPENDIX C

Construction Worker Parking

Car Park Layout



GENERAL NOTES:
1. ALL DIMENSIONS ARE TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
2. LOCAL ROADS - OLYMPIA ROAD (SPEED ZONE 50KM/H).
DECLARED ROADS - PARAMOUNT ROAD (SPEED ZONE 50KM/H).
3. BASE INFORMATION FROM NEARMAP AERIAL PHOTOGRAPHY DATED 07.03.2025

LEGEND
■ LIGHT TOWERS
— SITE FENCING
— WATER FILLED BARRIERS

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N

MELWAY ONLINE REF: MAP 41 E5

SCALE
1:1500 @ A3

Client KAPITOL GROUP	Date 2025-09-17 Drawn / Approved SG / BR
Project PROPOSED TEMPORARY CAR PARK 35 PARAMOUNT ROAD, TOTTENHAM CITY OF MARIBYRNONG	Title CONCEPT LAYOUT PLAN TEMPORARY CAR PARKING LAYOUT
Status PRELIMINARY	Drawing Number IMP2408020 - DRG-01-01
	Revision A



Simplexity

